



1305 Stewart

Public Trust Meeting

05/04/2023

APPLICANT
PMB
3394 Carmel Mountain Road
Suite 200
San Diego, CA 92121

ARCHITECT
Perkins&Will
1301 Fifth Avenue
Suite 2300
Seattle, WA 98101

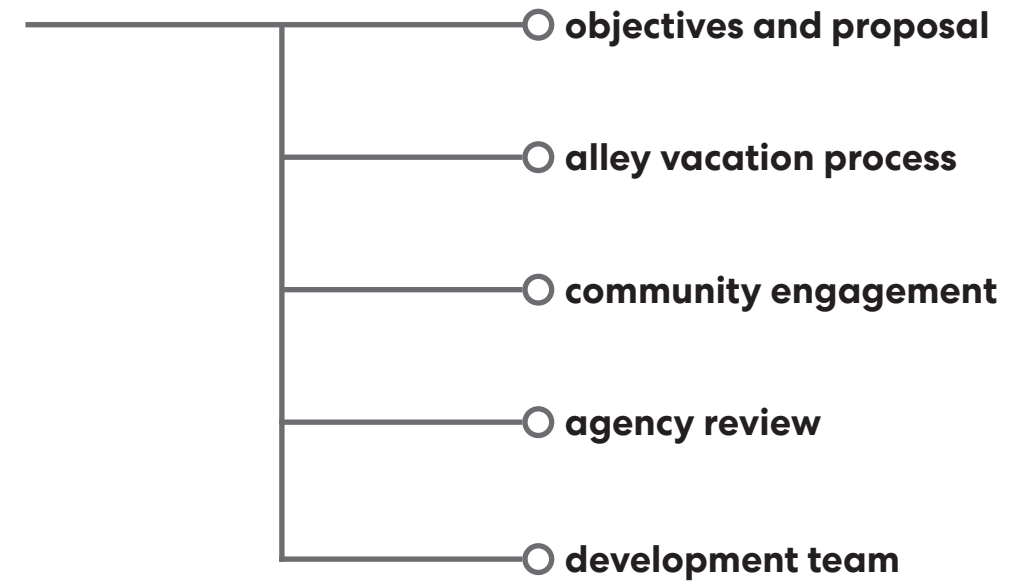
LANDSCAPE ARCHITECT
Site Workshop
3800 Woodland Park Ave N
Seattle, WA 98103

development goals

site introduction

urban design context

proposed project



01.

objectives and proposal

The proposed development is a shell-and-core life science research tower with fifteen stories above grade and four parking levels below grade.

The alley vacation is requested in order to:

- **Improve pedestrian safety**

Consolidation of multiple curb cuts / driveways into a singular vehicular access point along Eastlake Avenue.

- **Create meaningful neighborhood open space**

A deep setback along Stewart Street allows the creation of publicly accessible open space.

- **Enhance right-of-way improvements**

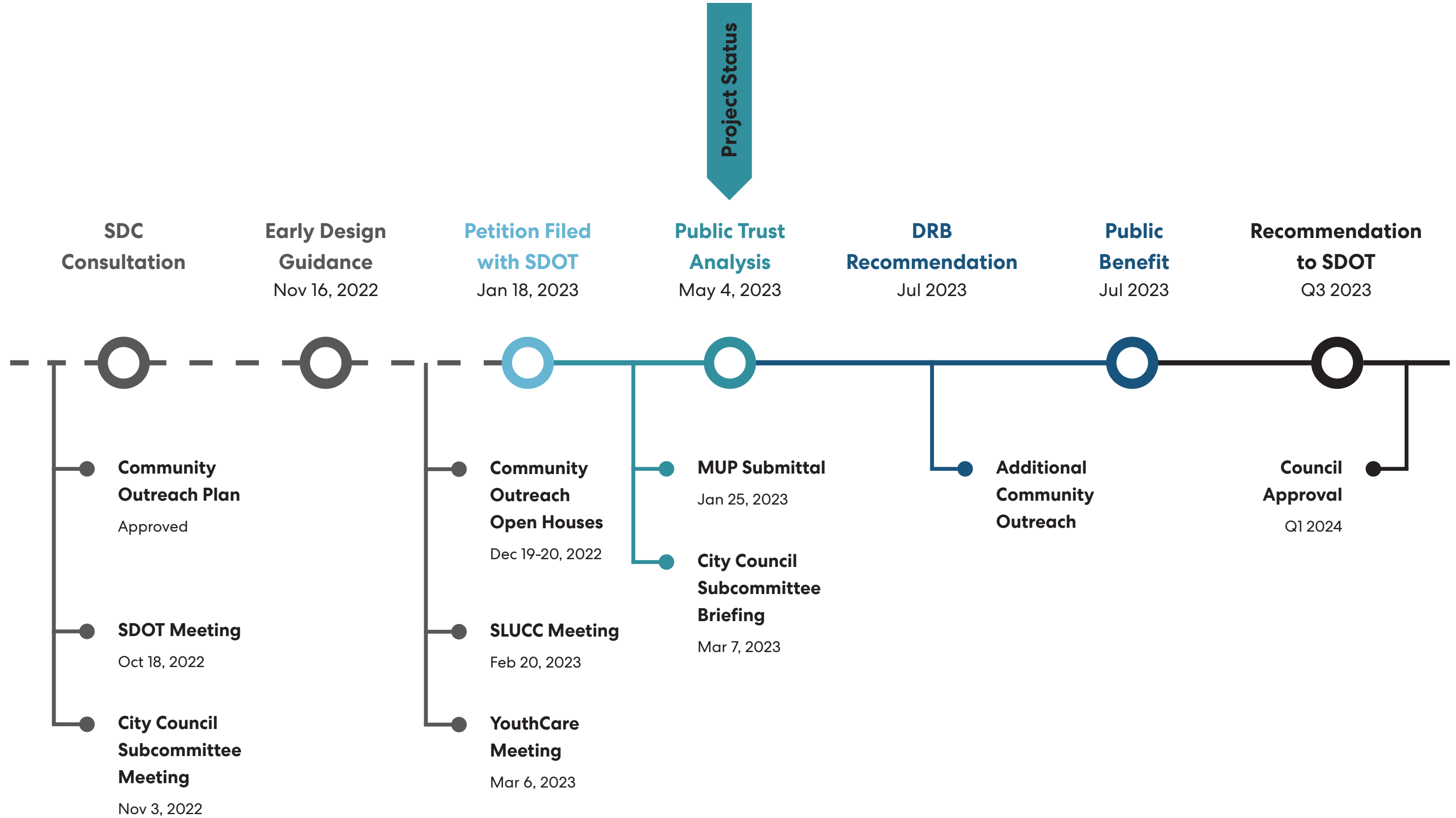
Creation of new bike facilities, sidewalks, street trees, and understory plantings.

- **Improve urban form**

The alley vacation allows for increased floor area and the creation of unique urban form at a major entrance to downtown neighborhoods.



alley vacation process



community outreach

The project's Community Outreach Plan was approved by the Seattle Department of Neighborhoods on June 12, 2022:

- **Digital outreach**

A website was set up to describe the proposed alley vacation, provide detailed information about the project, and host an online survey.

- **Printed outreach**

A letter was mailed to residents and businesses within a 750-foot radius to inform them about the proposed alley vacation and virtual open house meetings and request feedback via the online survey.

- **Virtual Open House Meetings**

Two open house meetings were hosted using Zoom as a virtual platform.

- **Community outreach**

Organizations that have been engaged or commented on the project:

- South Lake Union Community Council
- YouthCare
- Transportation Choices Coalition
- Seattle Neighborhood Greenways
- Cascade Neighborhood Council

Organizations that were contacted but did not respond or declined to comment:

- 4Culture (meeting declined)
- Feet First (meeting requested)

Note: The website, online survey, and letter were translated to Spanish and Traditional Chinese.



community outreach

South Lake Union Community Council

February 21, 2023, virtual meeting:

- Highly supportive of improving a major gateway into the city and improving pedestrian and bike safety and connections
- Confirmed all loading/trash/recycle is happening at a single access point off Eastlake inside the building

Outcome: Confirmed project design and direction.

YouthCare

February 6, 2023, virtual meeting with staff and board members:

- Clients at the Orion Center are young adults, ages 18 - 24
- Lighting is important, as many of their clients use nearby transit and Eastlake feels unsafe at night
- YouthCare is expanding in Capitol Hill at Broadway and Pine, they are currently working with Urban Artworks on this project

Outcome: Agreed to a working session with young adult clients and staff to review concept design and integrate feedback. Pursuing engagement with Urban Artworks program and engaging YouthCare clients in development of murals at lower Denny Way.

Seattle Neighborhood Greenways

Correspondence with Gordon Padelford and Mark Ostrow:

- Advocated for supporting Thomas Street improvements
- Do not think improvement to lower Denny Way will be utilized

Outcome: Continue to focus on improving public safety and developing connections to adjacent facilities and corridors.

community outreach

Transportation Choices Coalition

April 20, 2023, virtual meeting with Alex Hudson in her personal capacity:

- Curbless streets have not been done well to date, supports a more pedestrian focused type of street.
- Lighting is very important to transit users in the neighborhood (Alex Hudson uses the bus stop fronting 1370 Stewart)
- Consider better lighting along Eastlake, Lower Denny and under bridge
- Supportive of safety improvements for pedestrians

Outcome: Focus on transit riders needs to include well-lit sidewalks and safe crossings of arterial streets.

Cascade Neighborhood Council

No response to meeting invitation in December 2022. Feedback received via City of Seattle comment letter:

- Concern about loss of music venue
- Discussion of loss of affordable housing on the site
- Advocate for outdoor space for music and live performance in addition to proposed art installations (murals)

Outcome: Project team responded on April 17, 2023 with clarifications and background information as well as another invitation to meet. Continue to include CNC on outreach and updates on existing music venue status.

agency comments

SDC Comments from Pre-Vacation Petition Review

- Activate the pedestrian environment at lower Denny Way and Eastlake Avenue - page 83
- Identify the role lower Denny Way will play independent of the development - page 81
- Create a strong pedestrian route along Stewart Street - page 88
- Understand the role of the open space at the intersection of Stewart Street and Denny Way independent of the development - page 90
- Minimize the visual and functional impacts of automobile and truck access to the building along Eastlake Avenue - page 46
- Identify how the building adds or detracts to the creation of a strong pedestrian route along Stewart Street - page 88

SDC Comments from Vacation Petition Review

- Identify value of Lower Denny Way to the general public (SDOT Development Review) -page 81
- Study opportunities to make the frontage on Eastlake more generous (SDOT Development Review) - Page xx
- Ensure all code requirements for loading berths are met on site (SDOT Parking Operations) - page 46
- Coordinate with SPU solid waste to provide waste staging and collection from the private parcel (SDOT Parking Operations) - page 46
- Consider pedestrian and bike crossing at Stewart and Eastlake intersection.
- Coordinate transition of bike facilities to south to tie into Seattle Transportation Plan.
- Pedestrian Street is a new typology proposed in the Seattle Transportation Plan.

development team

PMB

PMB is a full-service healthcare real estate development company that develops across the continuum of care, including ambulatory care centers, medical office buildings, inpatient hospitals, post-acute hospitals, behavioral health, senior living facilities, life sciences, and parking structures. Our company is 100 percent focused on healthcare real estate.

PMB believes that healthcare is a human need and adding value to this essential social infrastructure is a responsibility we hold sacred. We're a committed multidisciplinary team of forward thinkers and problem-solvers

from every field, united by our shared purpose: elevating the healthcare experience by developing and managing healing spaces that make a positive difference in people's lives. Our innovative business model, process, and collaborative approach are purpose-built to empower our employees, partners, and communities. We're committed to making an impact in a climate of constant change in the healthcare industry. We inspire confidence and trust by taking personal responsibility for the long-term success of our projects and relationships. And we're empowered to do the right thing, even when it's the hard thing.



1100 Van Ness in San Francisco, CA



Springs Living at Vancouver Waterfront in Vancouver, WA

development goals

site introduction

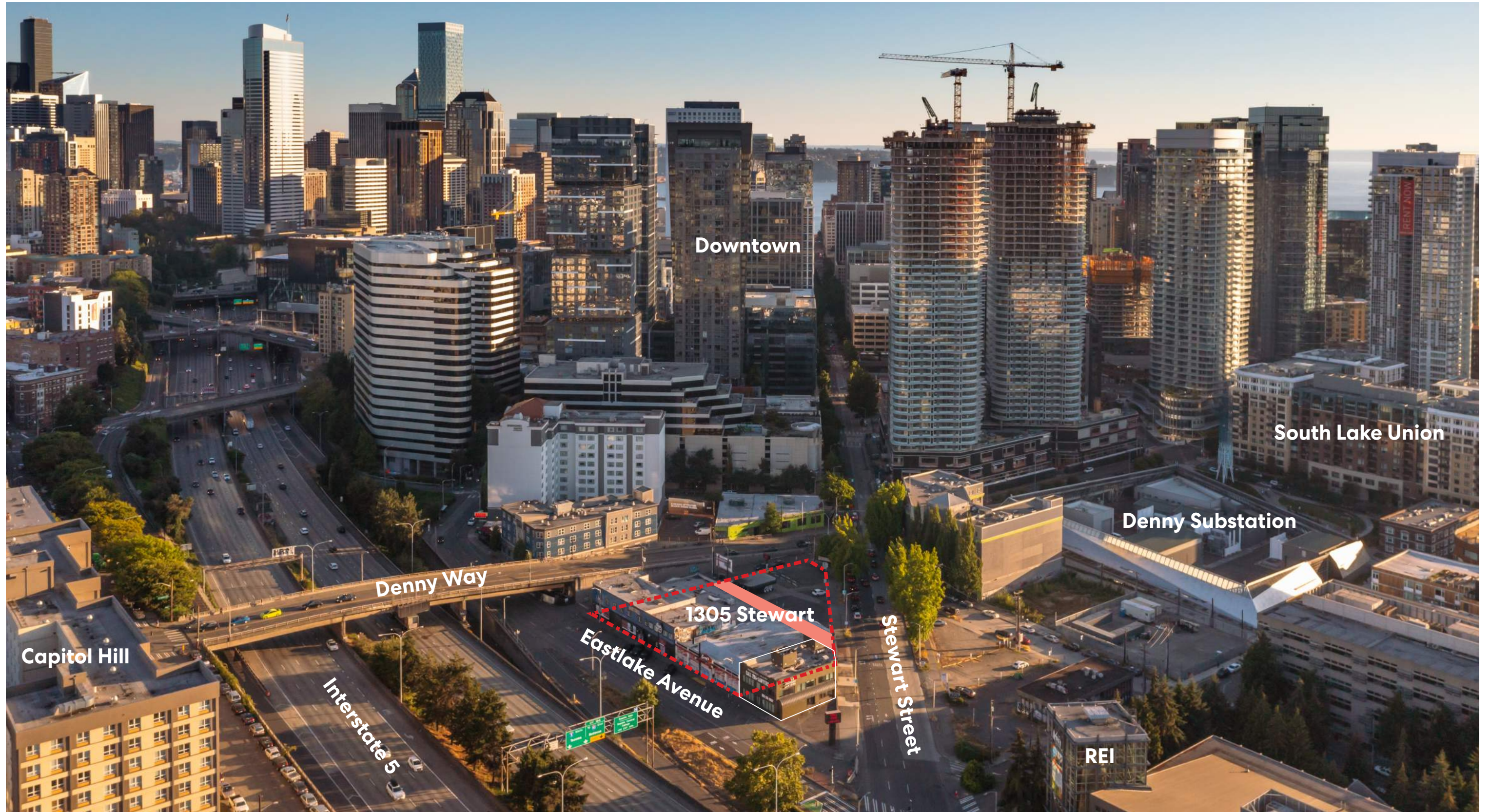
urban design context

proposed project

— existing conditions

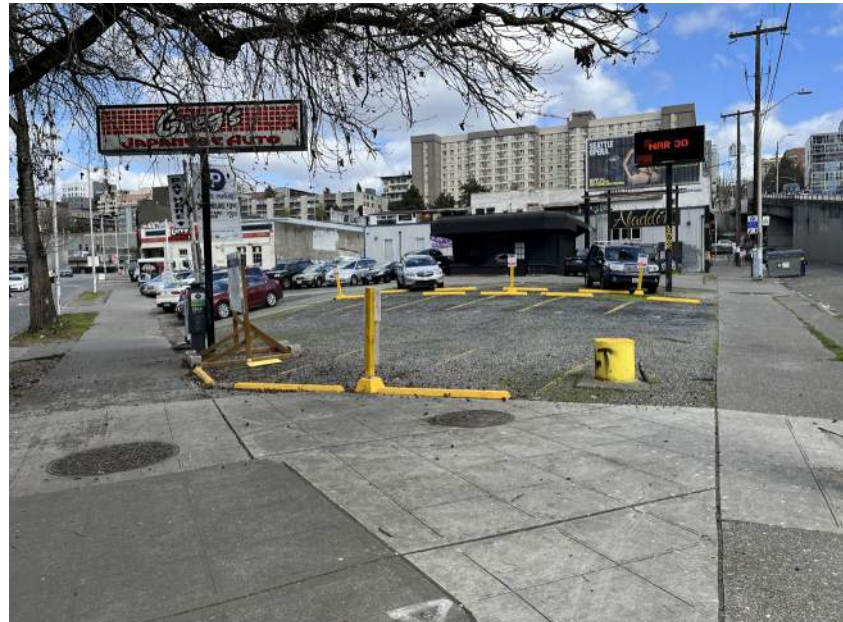
02.

existing conditions



parcels within property line

existing conditions



① **1305 Stewart Street**
Parcel #: 684970-0305
Present Use: Parking Lot with Retail Store



② **101 Eastlake Avenue East**
Parcel #: 684970-0325
Present Use: Music Venue and Offices

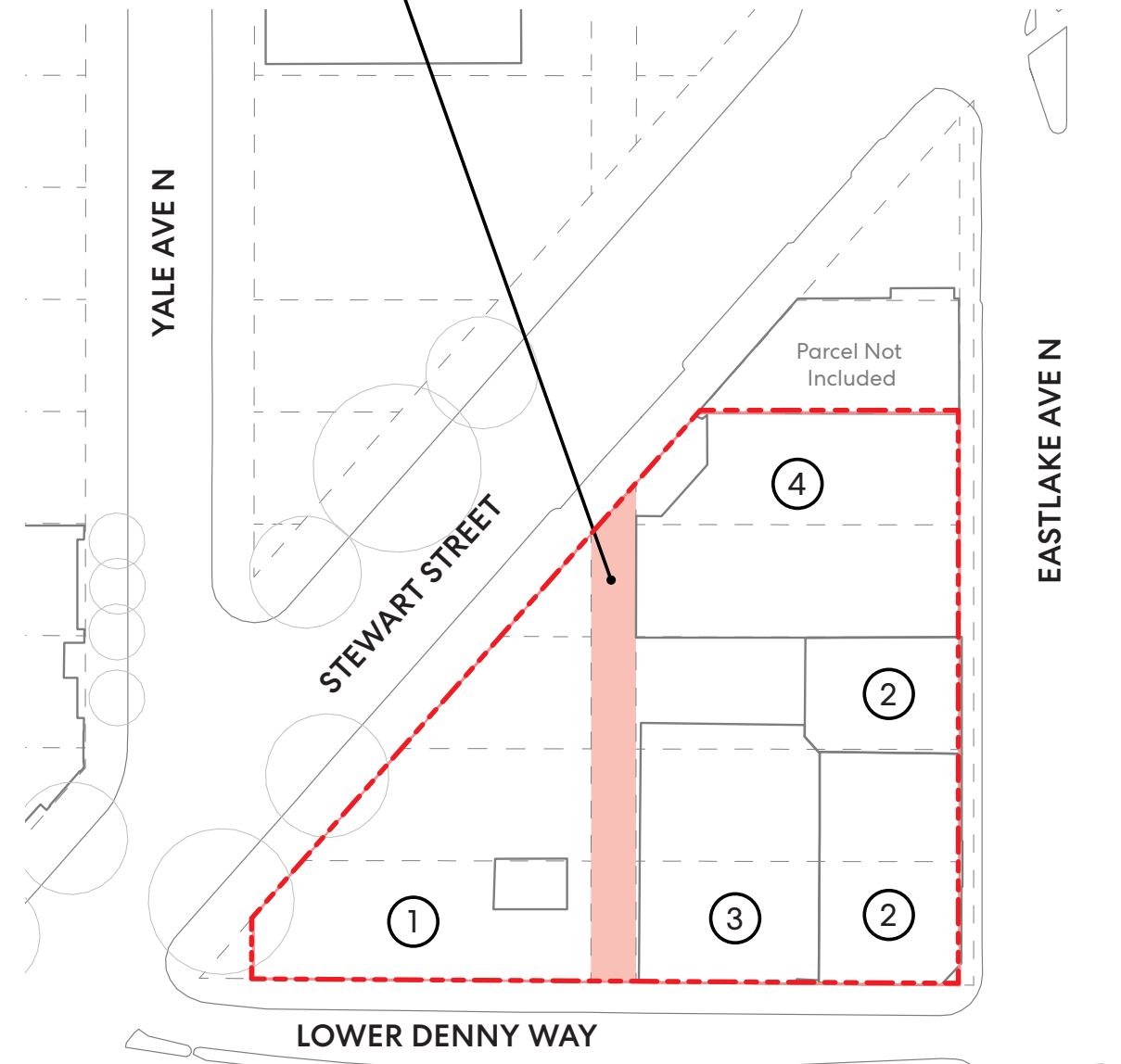


③ **1314 Denny Way**
Parcel #: 684970-0326
Present Use: Office Building



④ **1331 Stewart Street**
Parcel #: 684970-0340
Present Use: Automobile Service

proposed alley vacation 2,698 sf



Lower Denny Way

existing conditions



view east



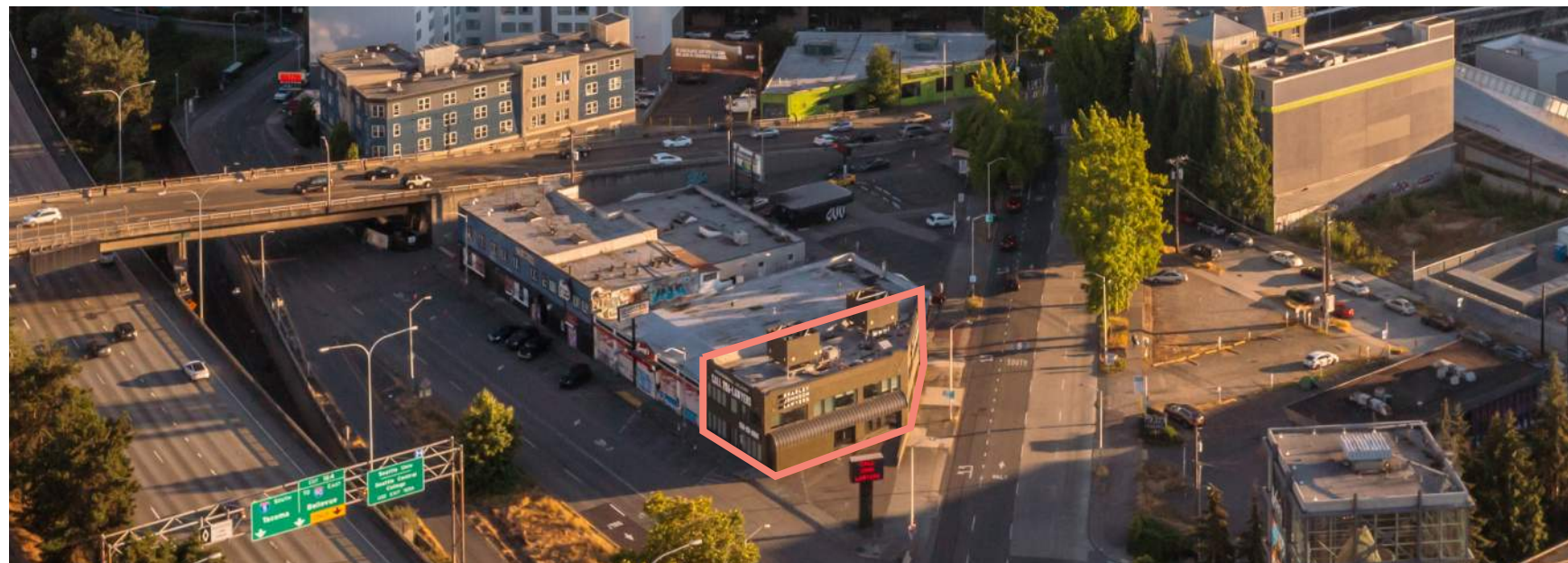
view west

Lower Denny Way (existing ROW to remain)
8,940 sf



1333 Stewart St

existing conditions



1333 Stewart St

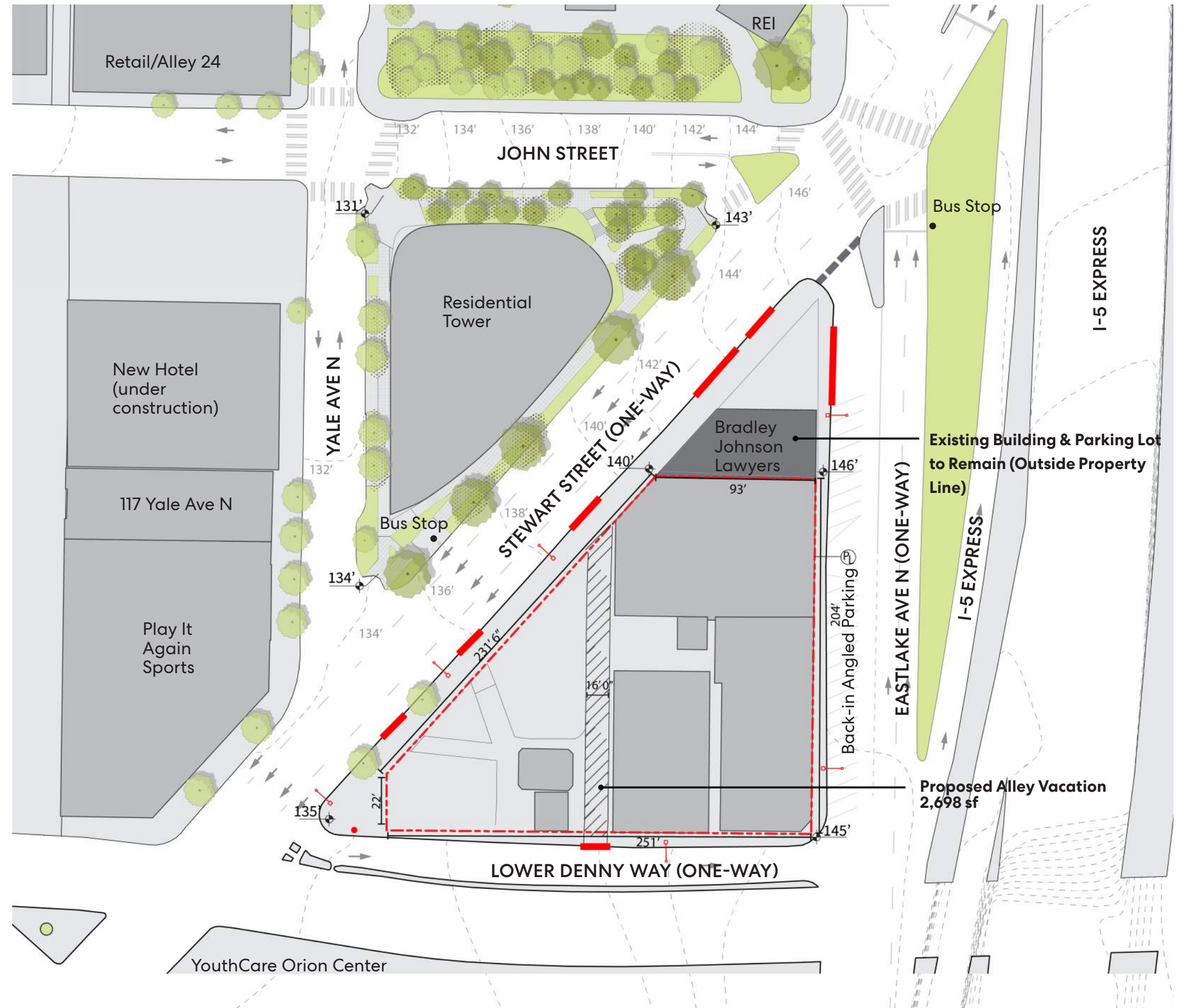


immediate vicinity

existing conditions

LEGEND

- - - property line
- existing curb cut

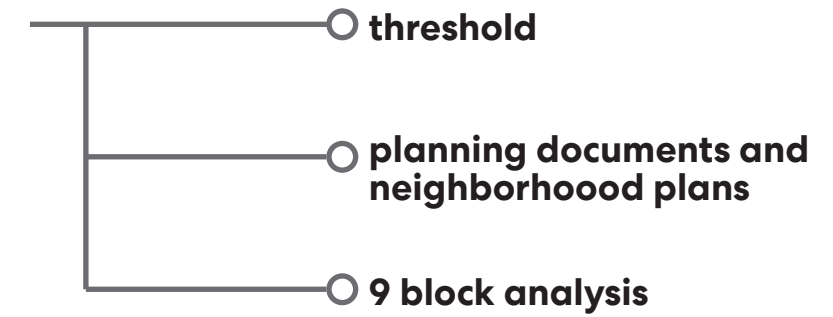


development goals

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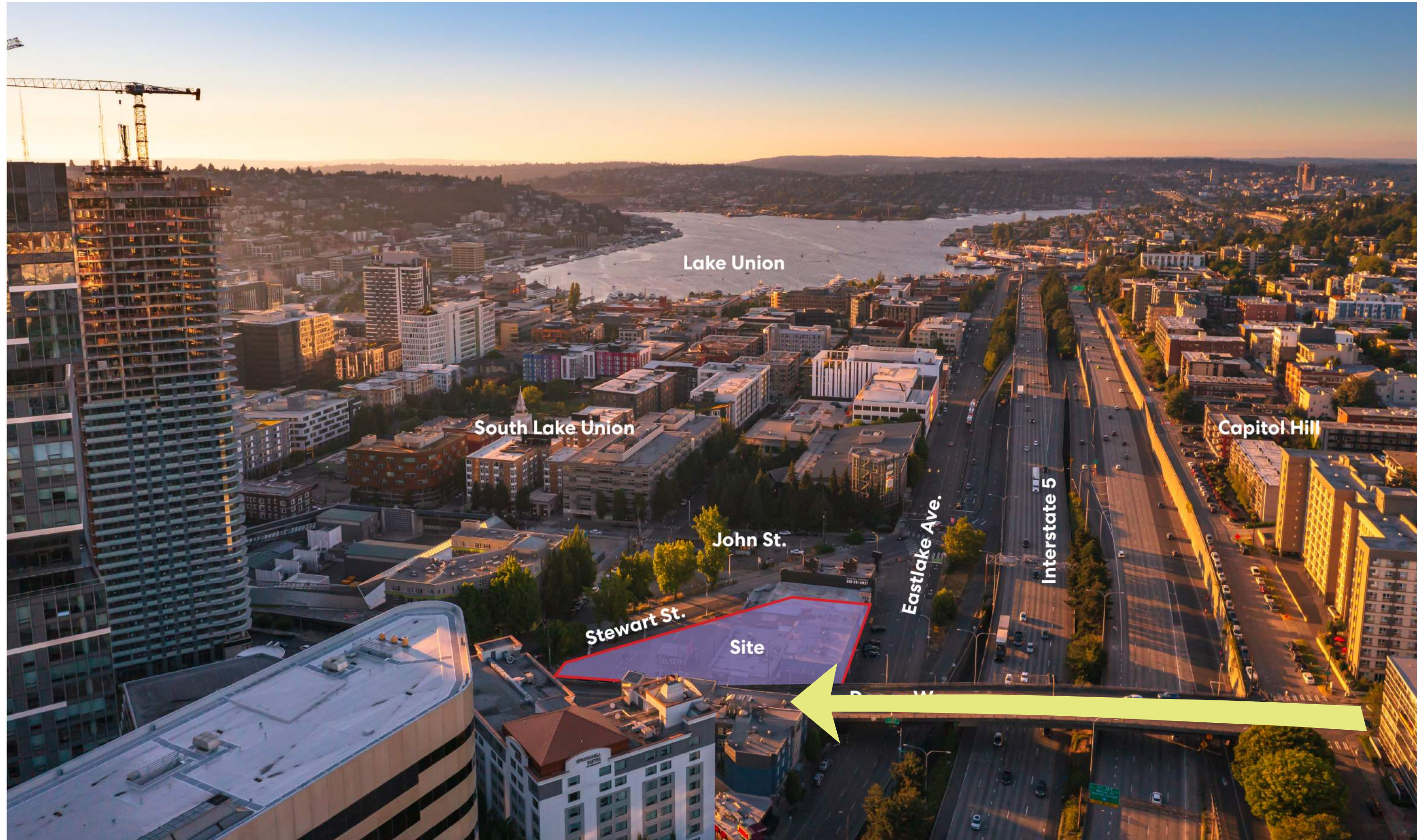


03.

threshold between I-5 and SLU/downtown

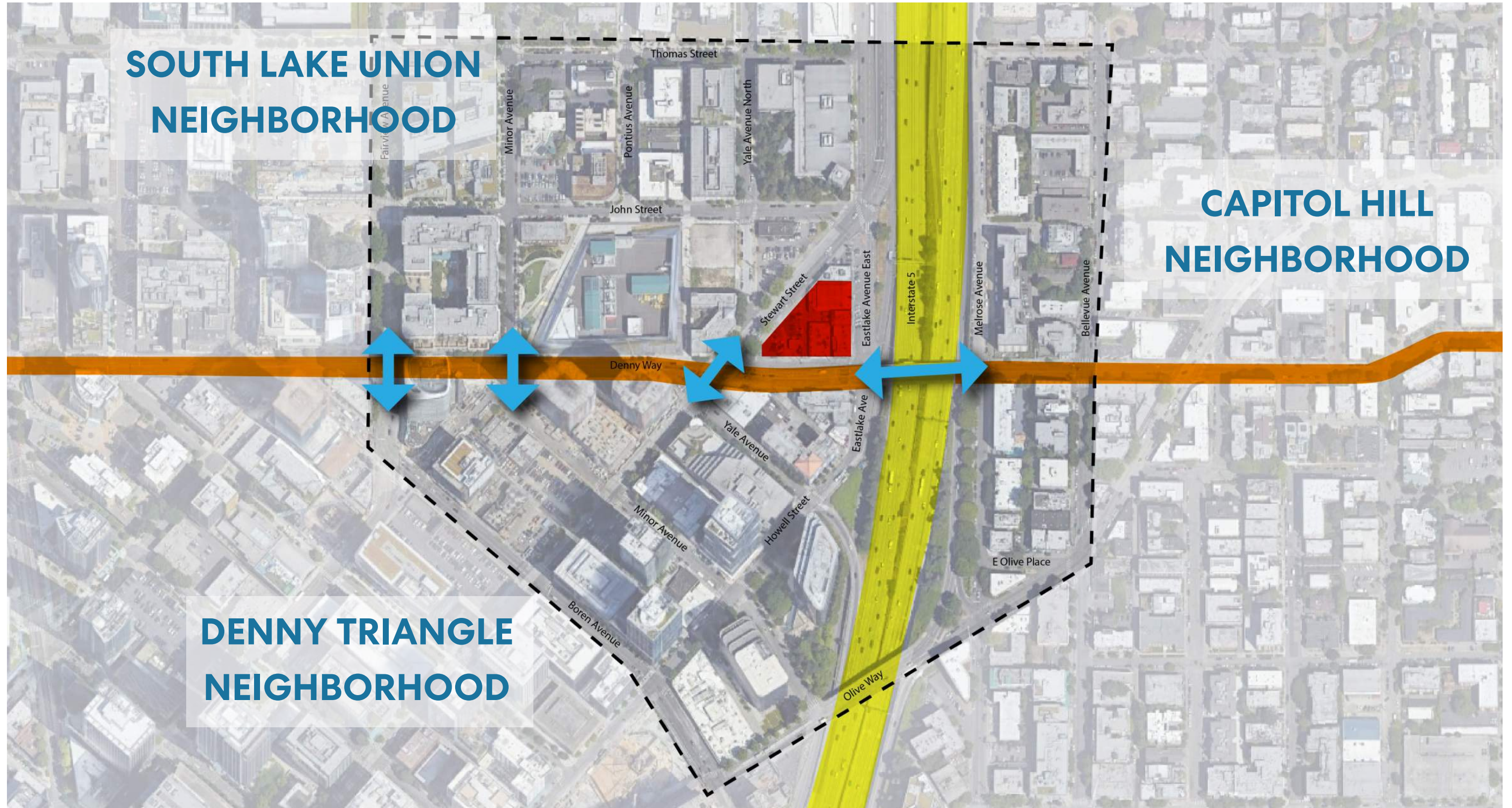


threshold between capitol hill and SLU/downtown



nexus between neighborhoods

threshold



planning documents and neighborhood plans

(1) SEATTLE LAND USE CODE



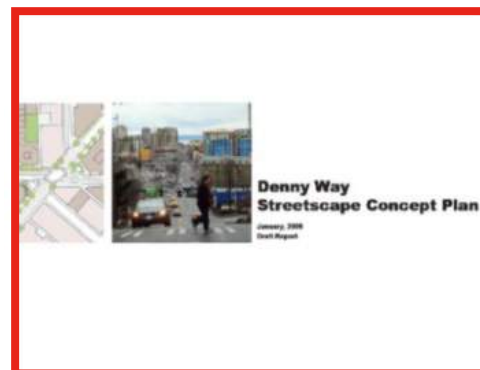
- *CURRENT ZONING REQUIREMENTS*
- *STREET CLASSIFICATION*
- *STREET LEVEL USE*
- *FACADE REQUIREMENTS*
- *LOT COVERAGE*

(2) CITY of SEATTLE COMPREHENSIVE PLAN

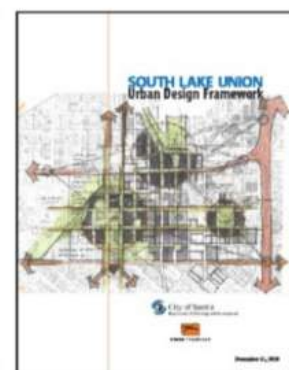


- *URBAN CENTER / VILLAGE STRATEGY*
- *OPEN SPACE NETWORK*
- *SOUTH LAKE UNION - NEIGHBORHOOD PLANNING CONCEPTS*

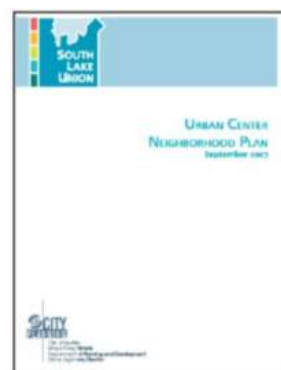
(3) NEIGHBORHOOD PLANS



*DENNY WAY STREETScape
CONCEPT PLAN*



*SOUTH LAKE UNION
URBAN DESIGN
FRAMEWORK*



*SOUTH LAKE UNION
URBAN CENTER
NEIGHBORHOOD
PLAN*



*SOUTH LAKE UNION REZONE
LEGISLATION*



*GREEN STREET CONCEPT -
THOMAS STREET*

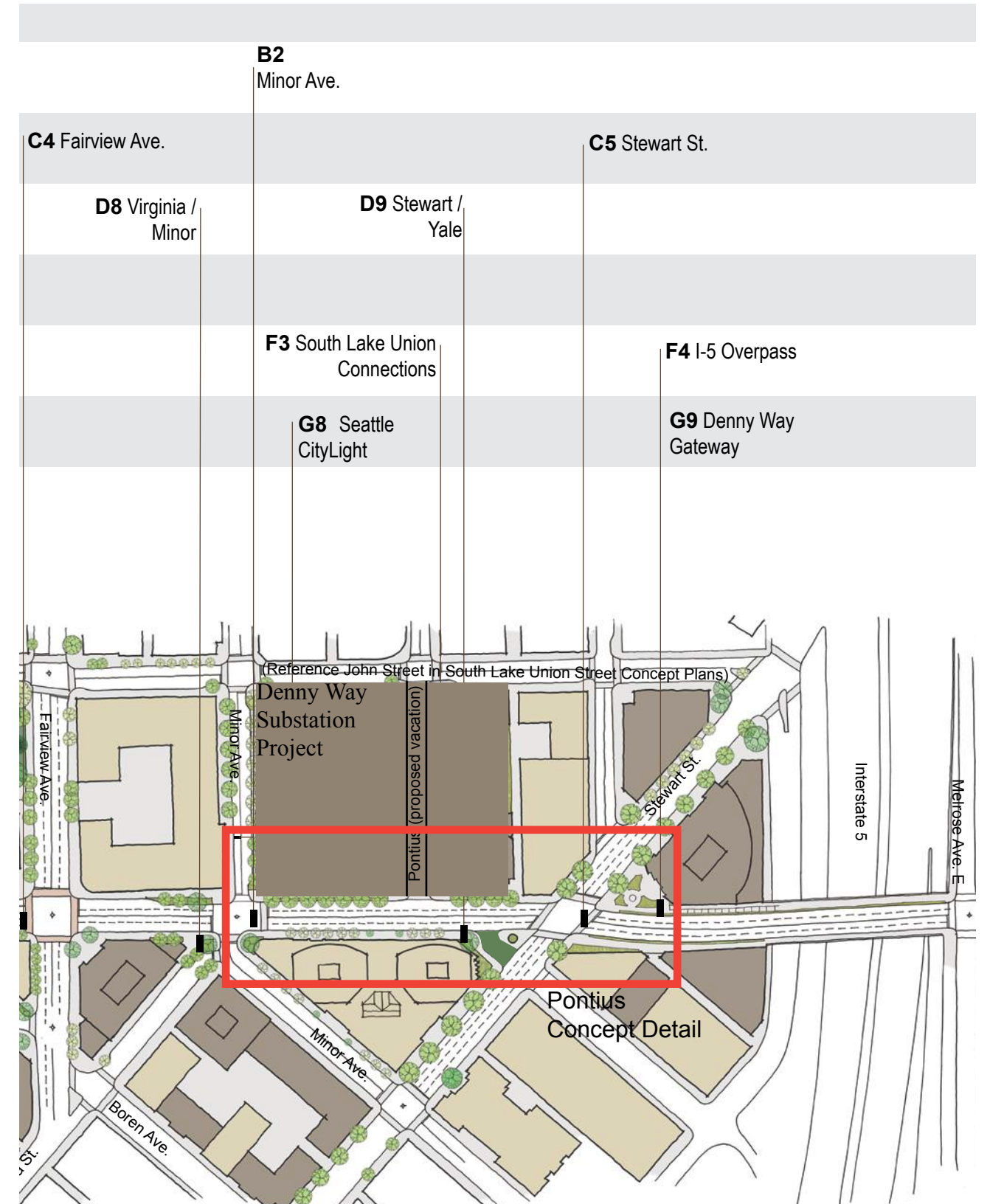
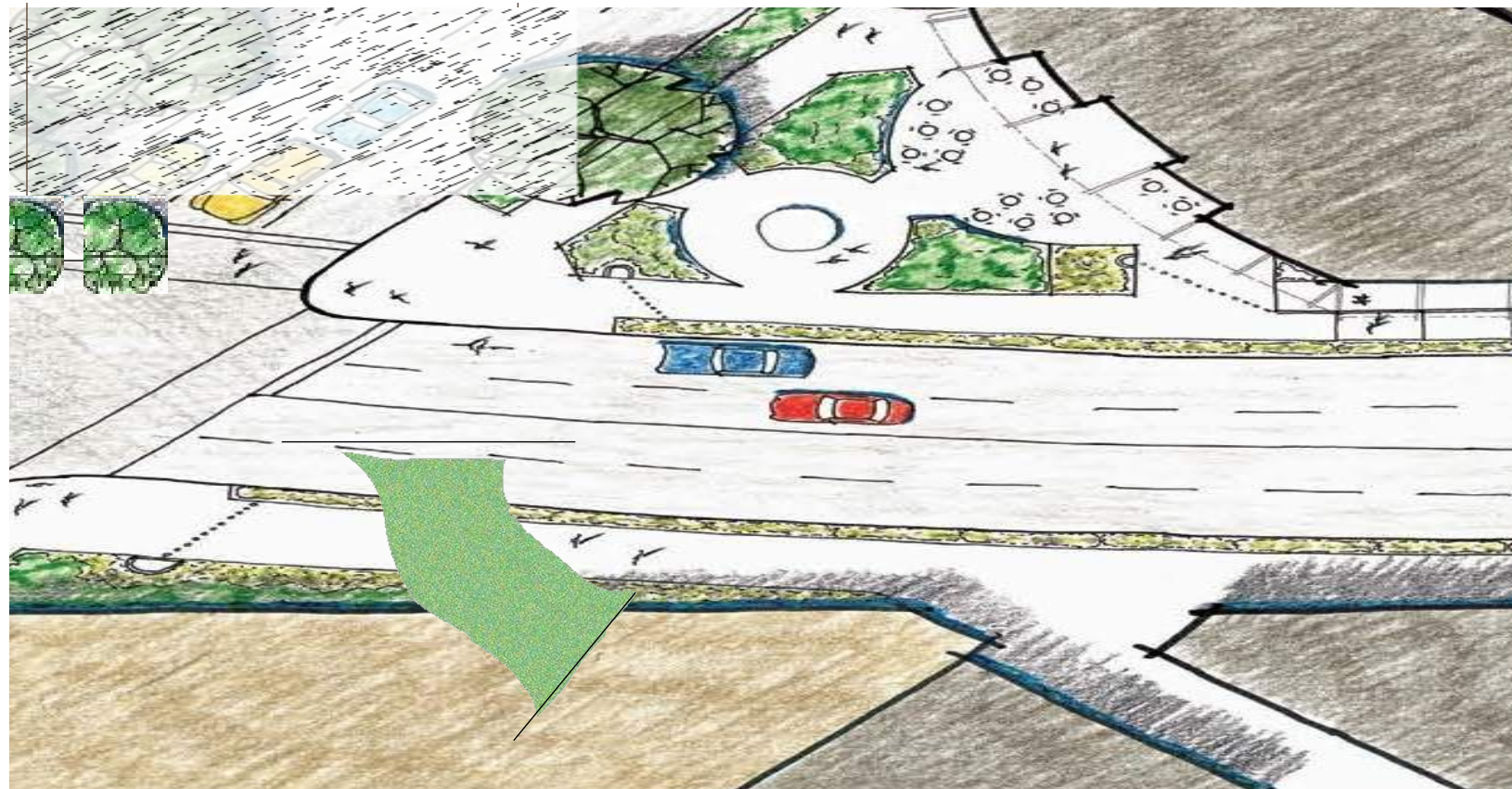


*THOMAS GREEN STREET
PLAN*

Denny Way Streetscape Concept Plan

planning documents and neighborhood plans

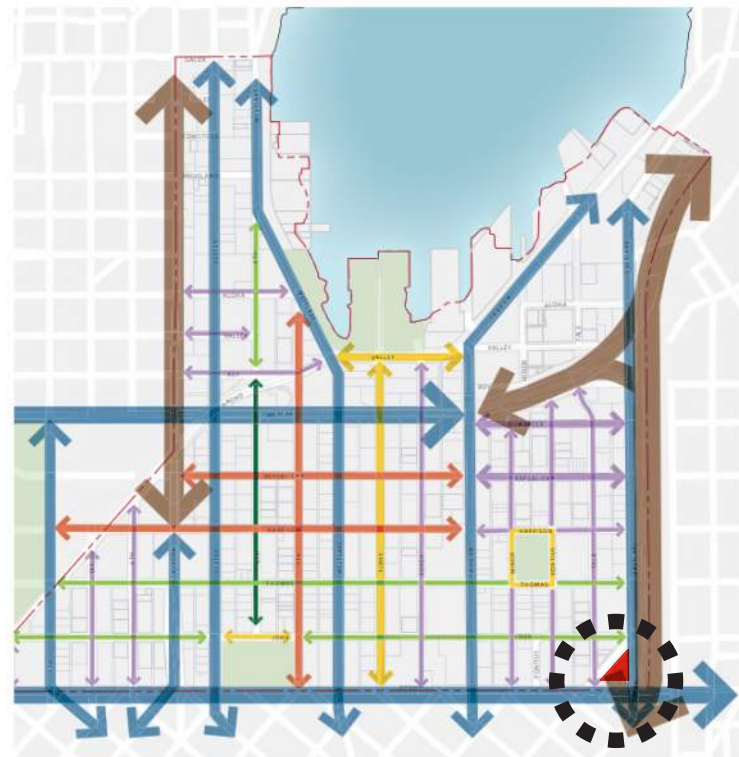
The existing I-5 overpass rises from the intersection of Denny & Stewart. There is currently no sidewalk on the north side of the overpass.



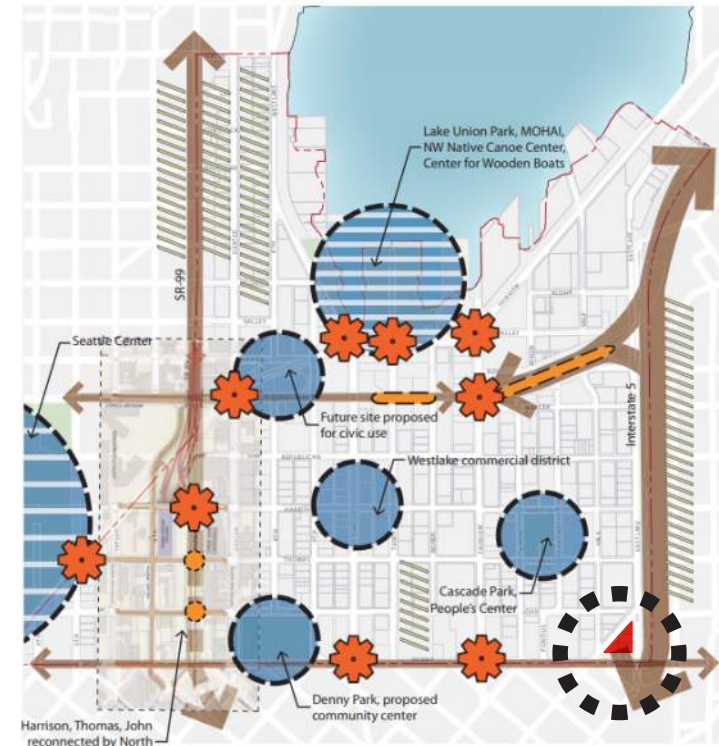
South Lake Union Urban Design Framework, Seattle DPD (2010)

planning documents and neighborhood plans

STREET CHARACTER



GATEWAYS, HEARTS, AND EDGES



NEIGHBORHOOD CONNECTIONS



GREEN STORMWATER INFRASTRUCTURE



9 block analysis



building use

9 block analysis

LEGEND

- site
- residential
- commercial/ offices
- utility
- community



building use

9 block analysis



① 1370 Stewart Street
(Approved MUP)



② Play It Again Sports



③ Bradley Johnson Lawyers



④ REI Flagship Store



⑤ Alley24 - Offices



⑥ Alley24 - Residences



⑦ Denny Substation



⑧ 1200 Stewart Street
(Under Construction)



⑨ 24 Hour Fitness



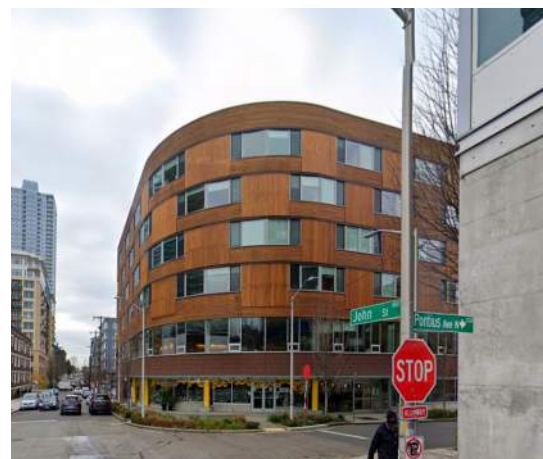
⑩ YouthCare Orion Center



⑪ DESC's 1881 Eastlake



⑫ Marriot Springhill Suites



⑬ SCCA House



⑭ Immanuel Community
Services



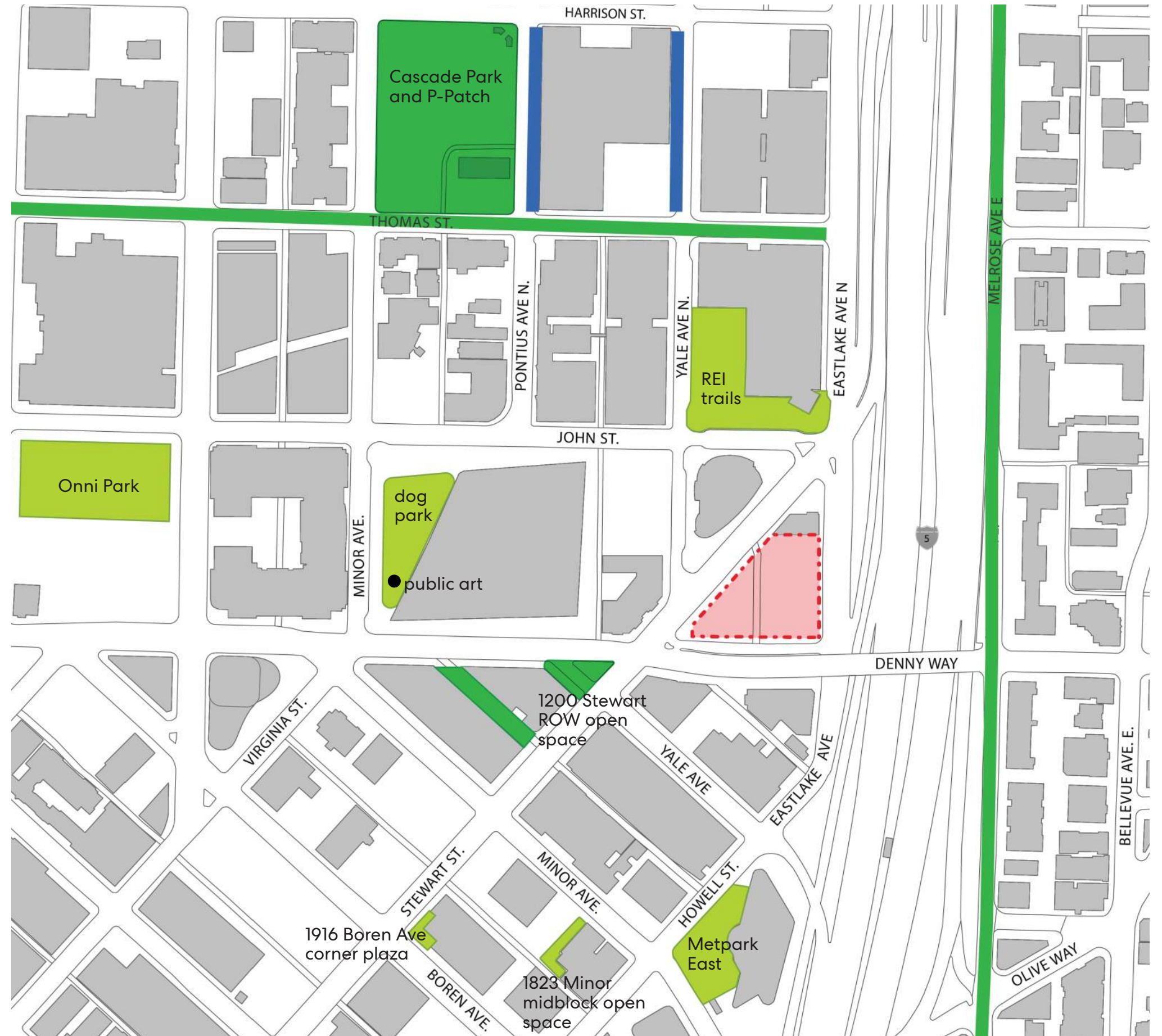
⑮ Denny Substation Dog Park
Services

open space

9 block analysis

LEGEND

-  site
-  privately owned, publicly accessible green space
-  public open space
-  neighborhood greenway and green street
-  Swale on Yale



open space

9 block analysis



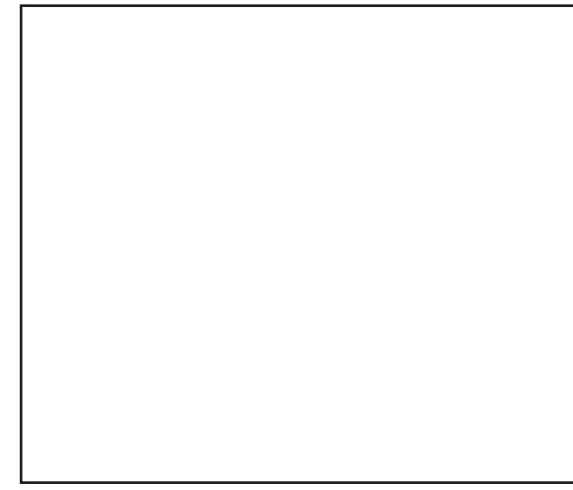
REI Trail System



Denny Substation Dog Park



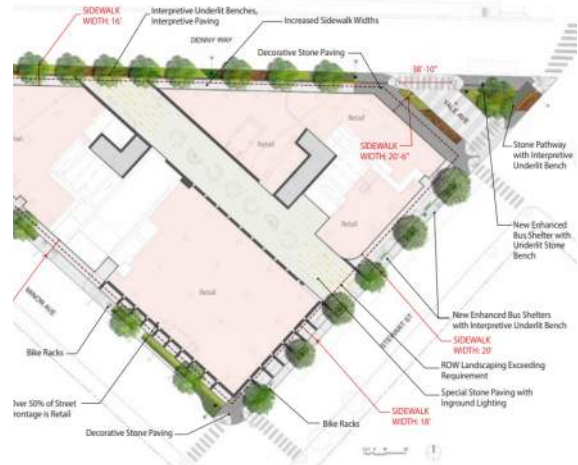
Cascade Park and Pea Patch



Onni Park



Metpark E



1200 Stewart ROW Open Space



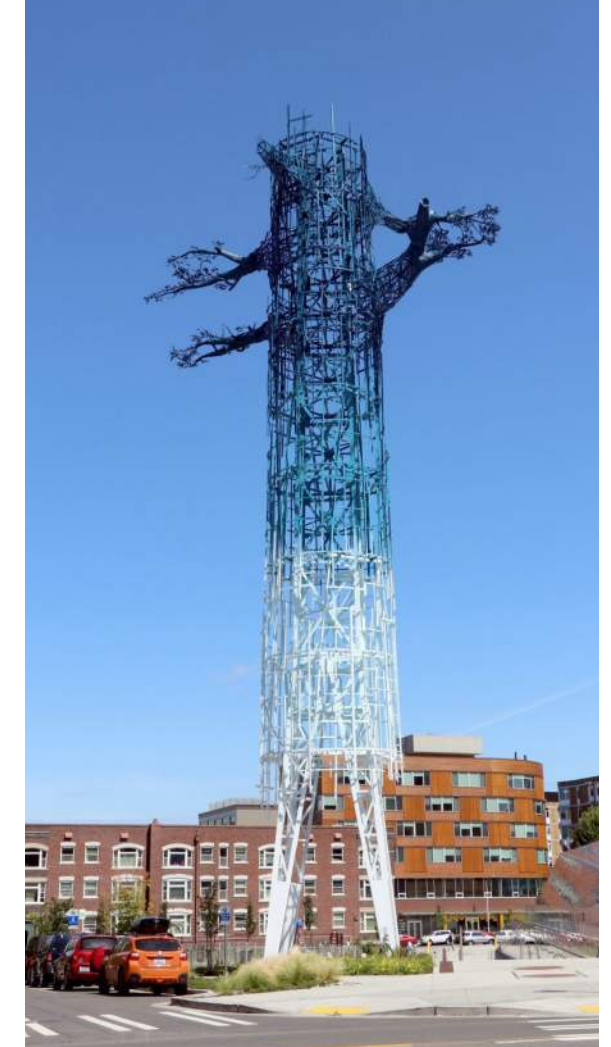
1916 Boren Ave Corner Plaza



1823 Minor Midblock Open Space



Thomas Street



Denny Substation Public



Swale on Yale



Cafe & Corner Plaza at Thomas & Pontius



Activated Alley



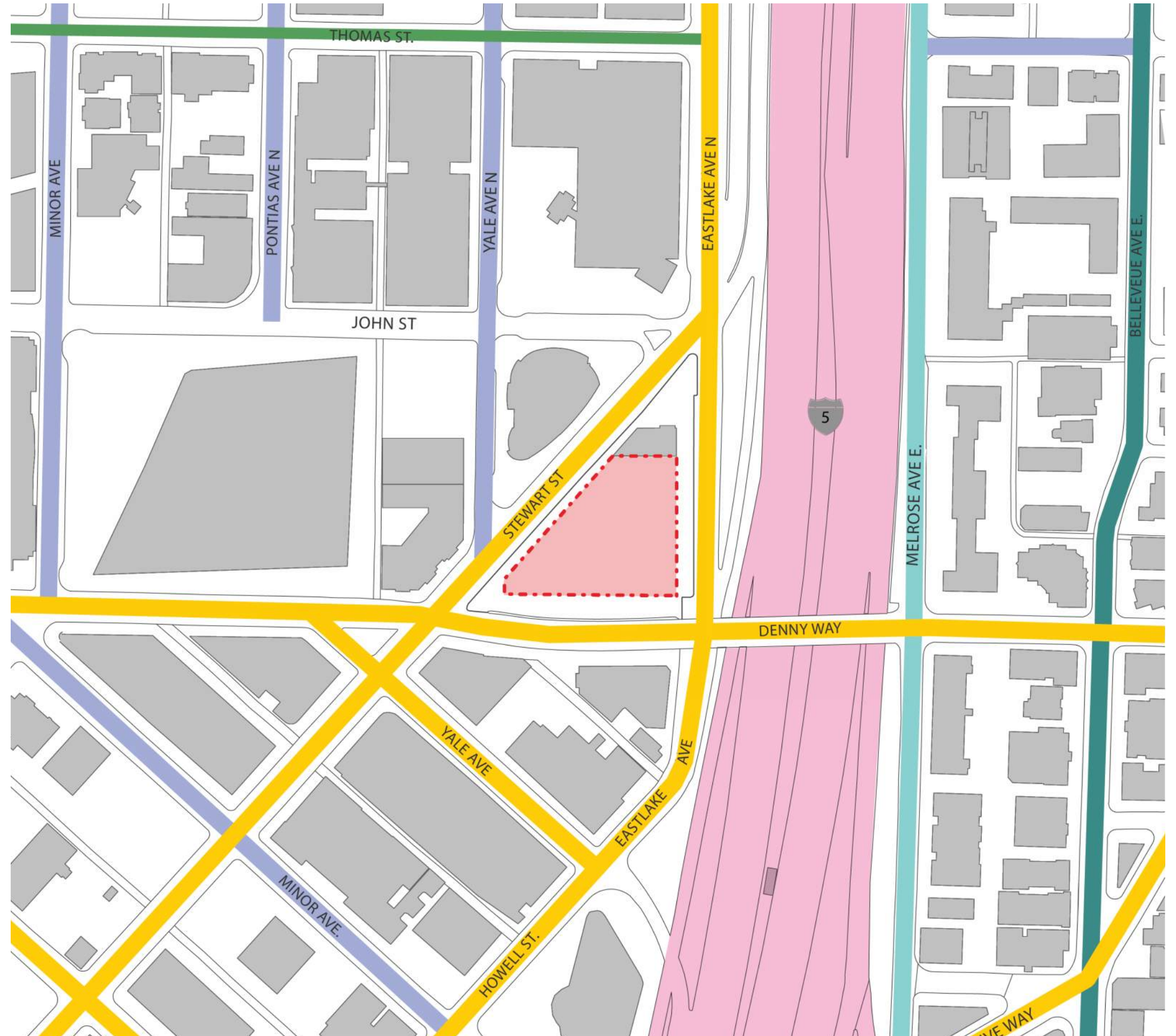
Yale Ave Retail

street classifications

9 block analysis

LEGEND

- site
- interstate
- principal arterial
- collector arterial
- minor arterial
- green street
- urban village neighborhood access

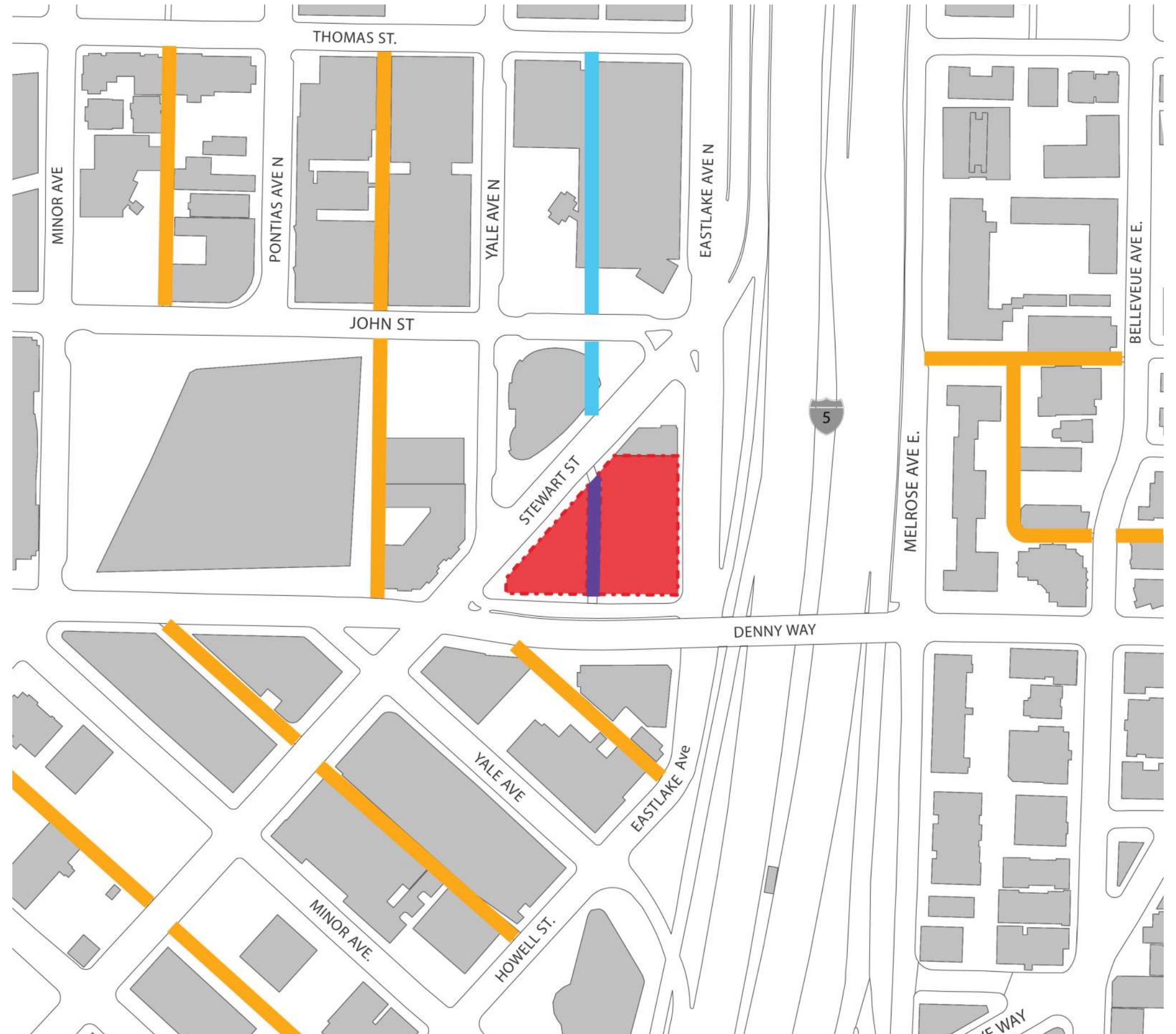


alley network

9 block analysis

LEGEND









- site
- existing alley
- vacated alley
- requested alley vacation

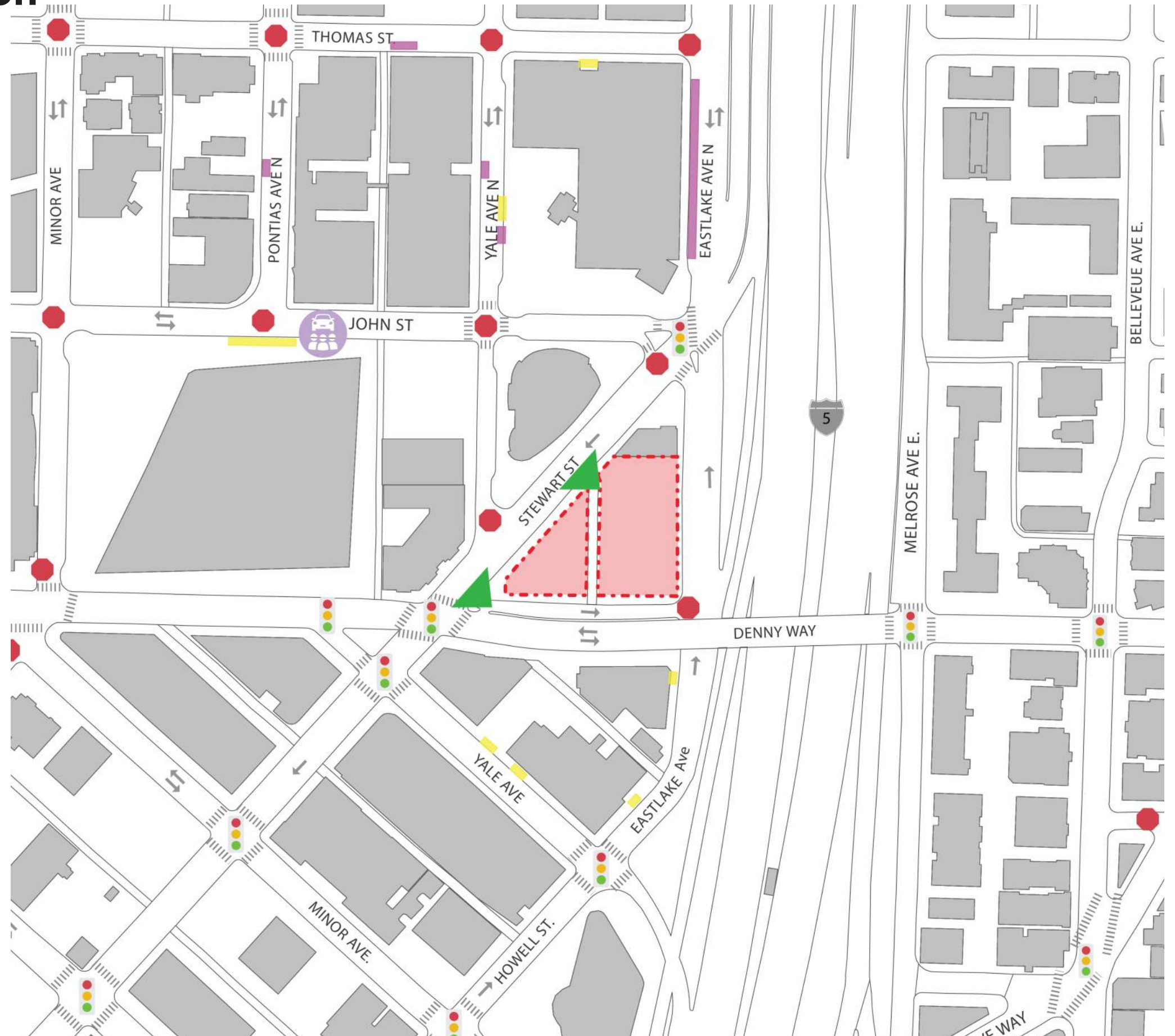


traffic patterns - no vacation

9 block analysis

LEGEND









-  site
-  site driveway
-  existing driveway
-  existing loading / drop-off zone
-  traffic direction
-  stop-controlled intersection
-  signalized intersection
-  car-share parking only

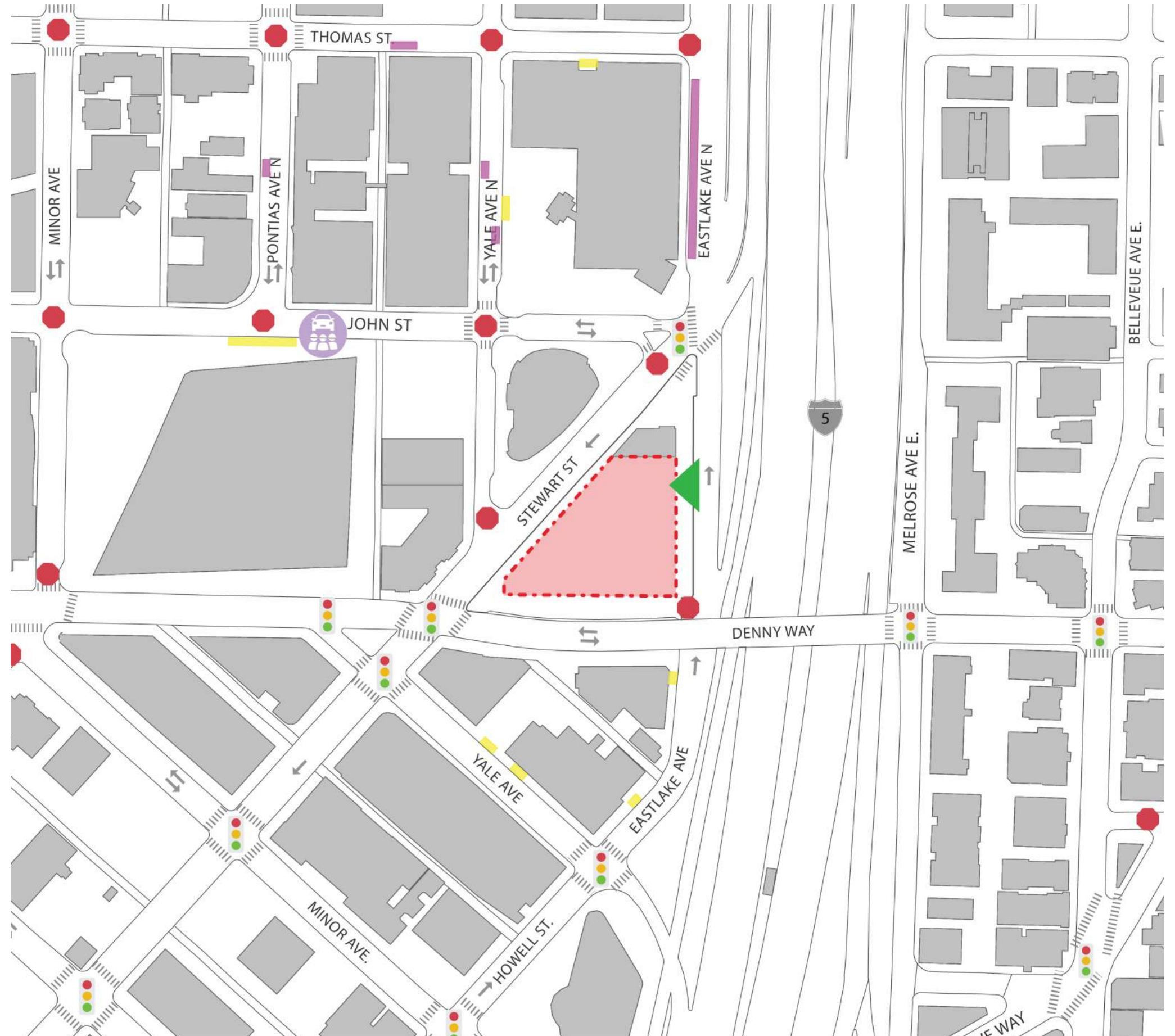


traffic patterns - vacation

9 block analysis

LEGEND





-  site
-  site driveway
-  existing driveway
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-  signalized intersection
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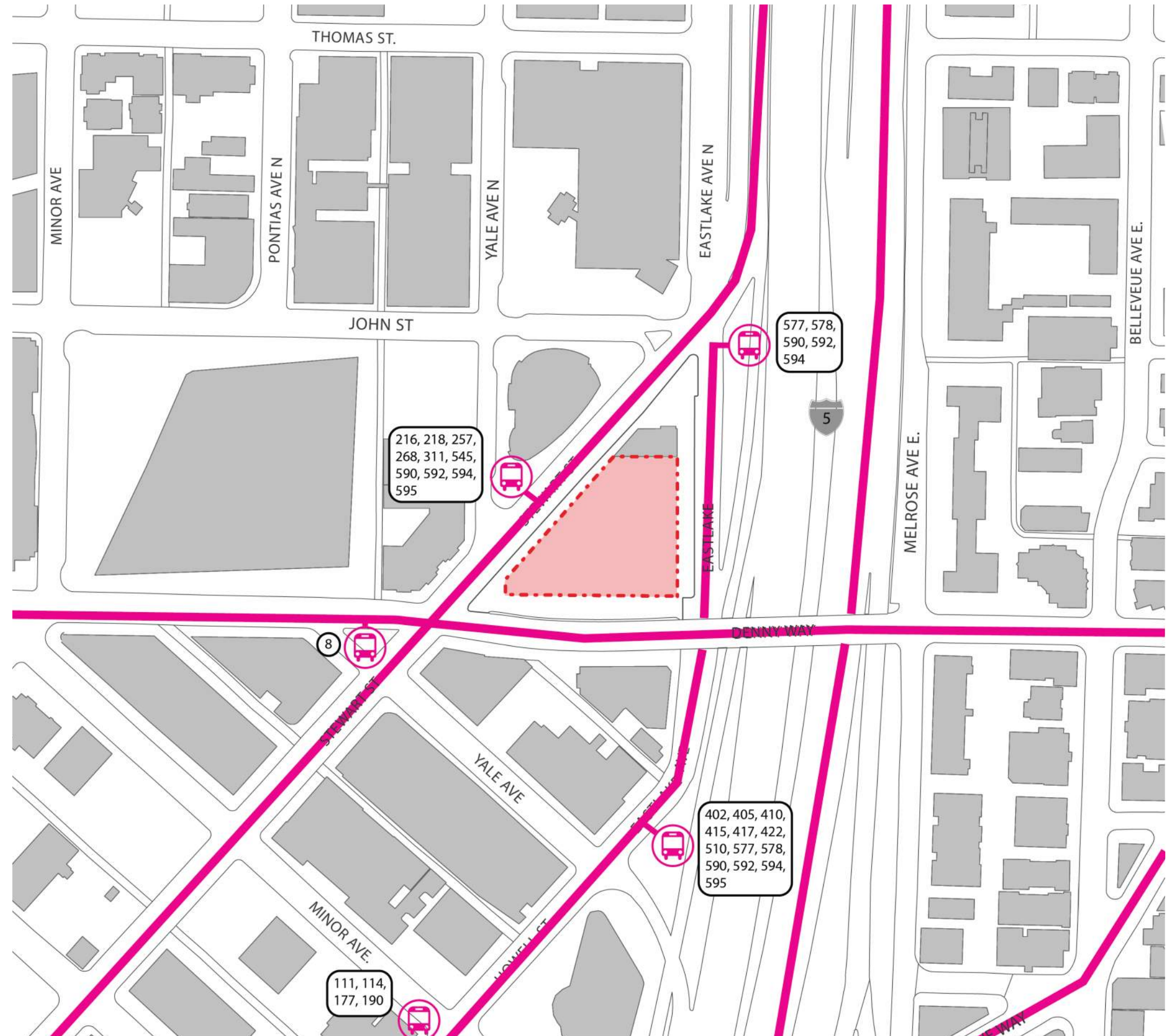


public transit

9 block analysis

LEGEND






-  site
-  bus route
-  bus stop
-  bus routes at stop

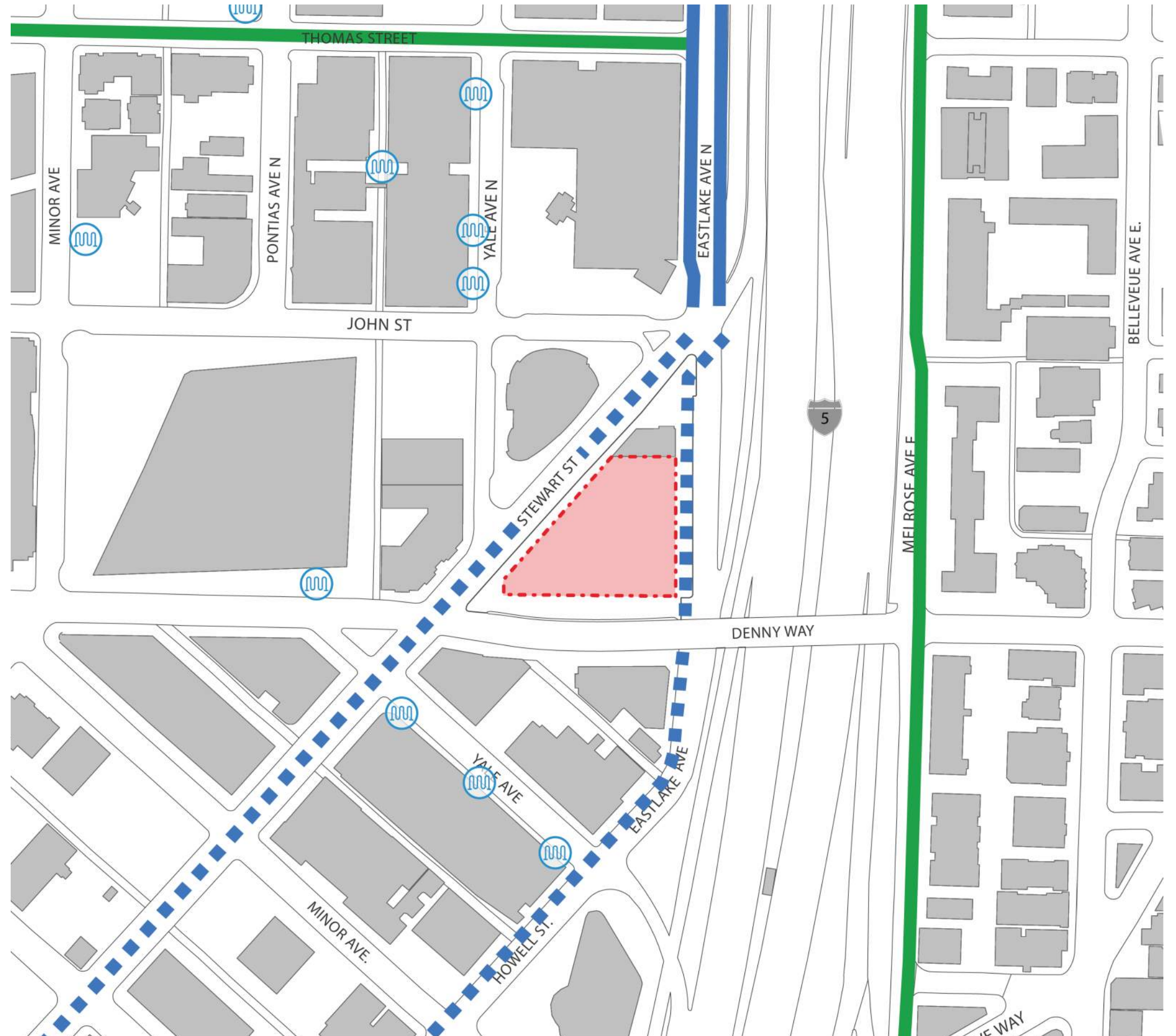


bicycles

9 block analysis

LEGEND

-  site
-  King County bike facility (planned)
-  City of Seattle bike facility (planned)
-  Greenway
-  existing bike rack

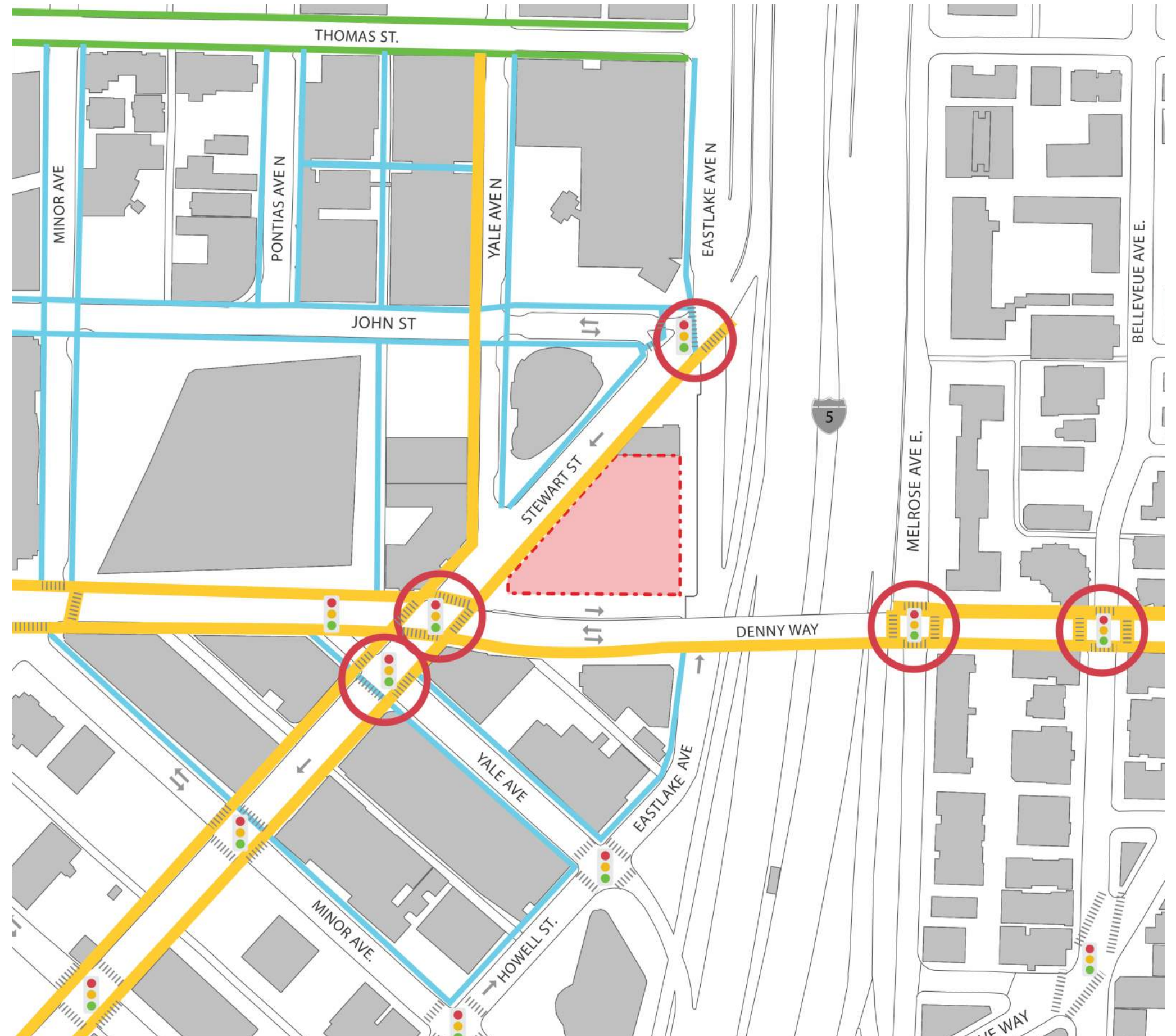


pedestrian flow

9 block analysis

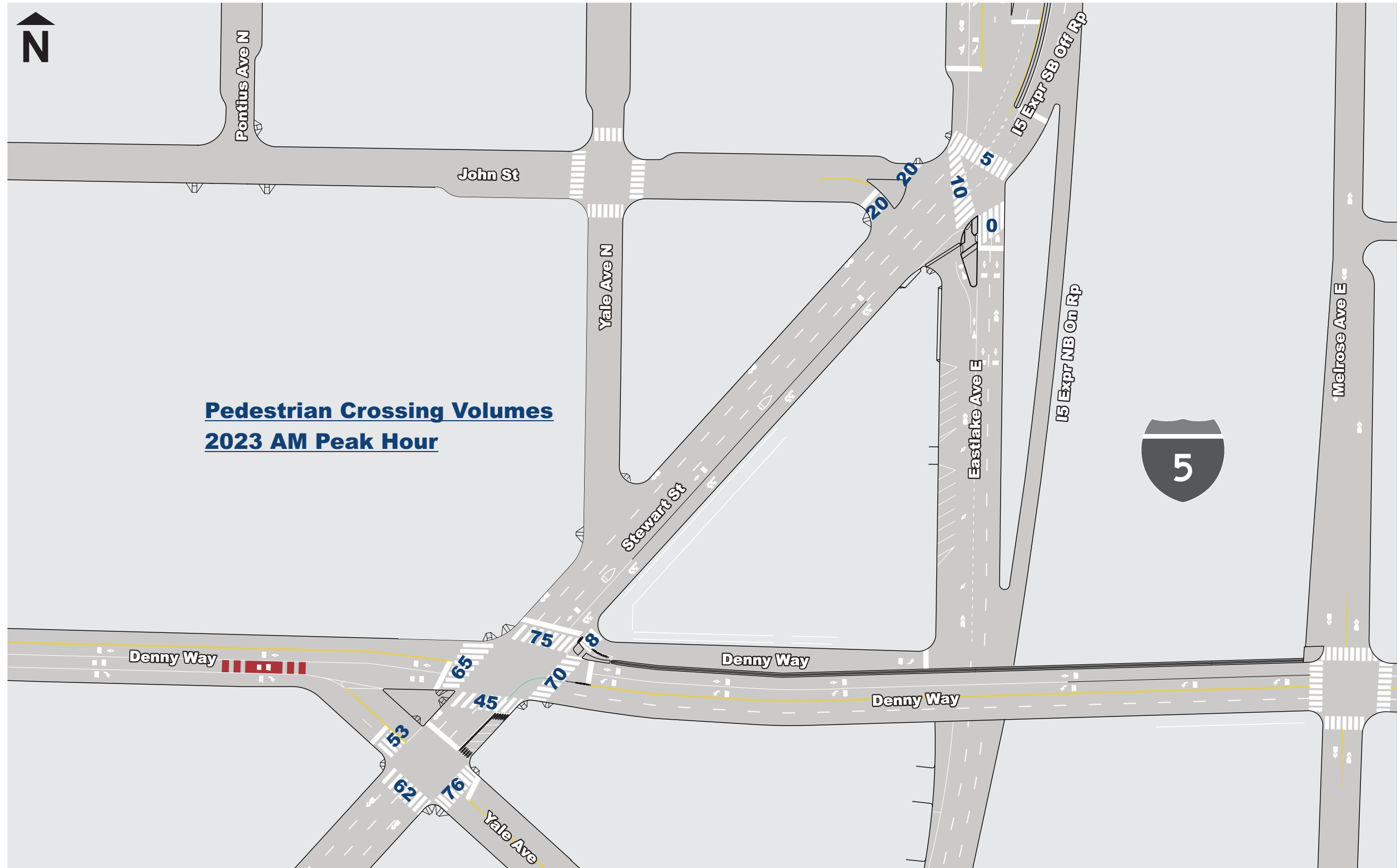
LEGEND

- site
- high pedestrian flow
- low pedestrian flow
- greenway
- key intersection



pedestrian crossing volumes - AM

9 block analysis



pedestrian crossing volumes - PM

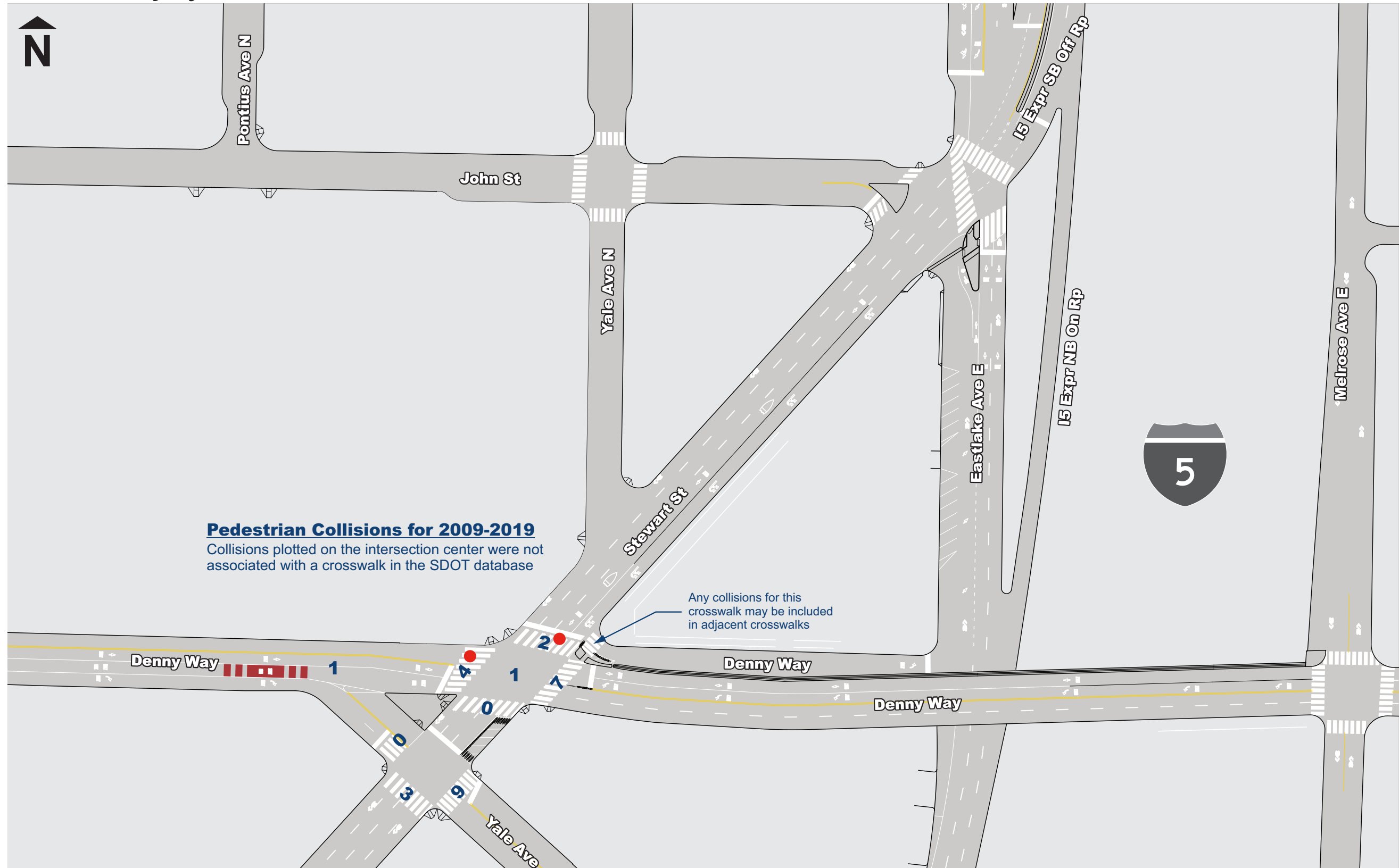
9 block analysis



pedestrian collisions (over 10 years)

9 block analysis





● non-fatal serious injury collision

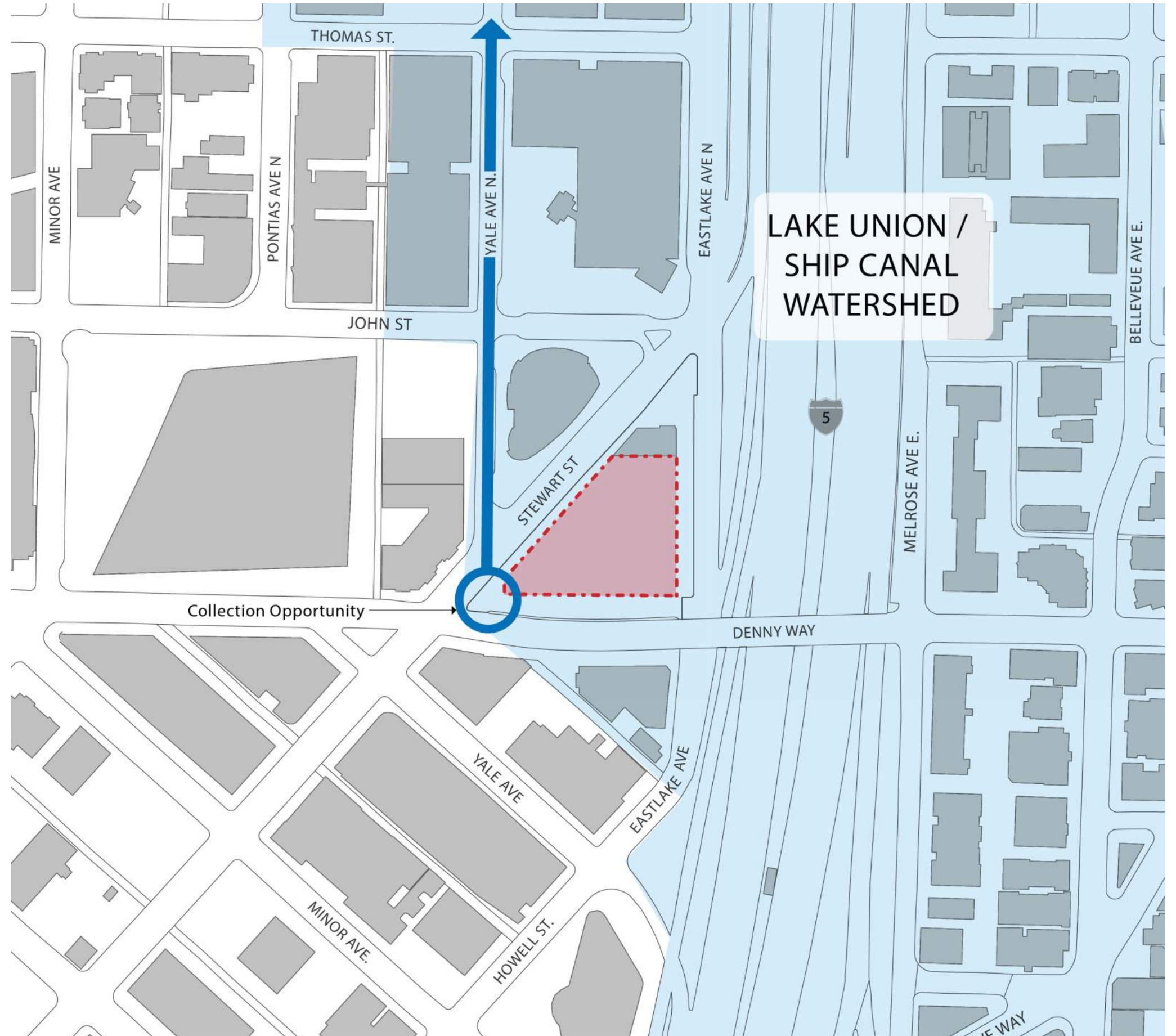


stormwater

9 block analysis

LEGEND

-  site
-  Lake Union / Ship Canal watershed
-  48" storm mainline
-  opportunity for collection and treatment

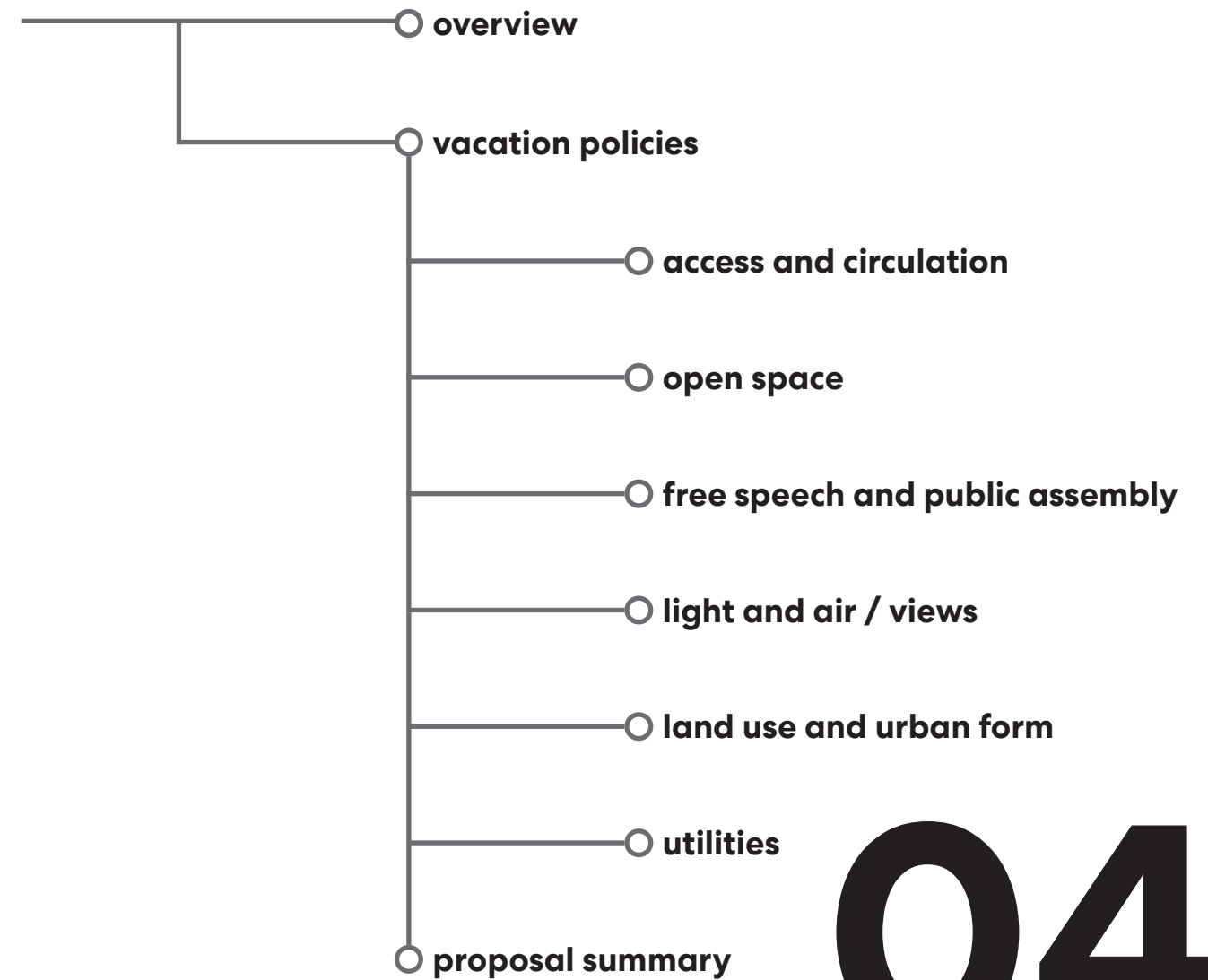


development goals

site introduction

urban design context

proposed project



04.

overview

no vacation



vacation



no vacation site plan

overview

LEGEND

- - - site
- ① arrival court
- ② existing alley
- ③ new streetscape planting w/ amenities
- ④ loading / trash
- ⑤ parking access



vacation site plan

overview

LEGEND

- - - site
- ① retail terrace
- ② lobby entry
- ③ pedestrian street
- ④ bridge mural
- ⑤ new streetscape planting with amenities
- ⑥ new curb ramps and crosswalk
- ⑦ protected bike lane and tree allee
- ⑧ parking / loading / trash access
- ⑨ driveway bollards

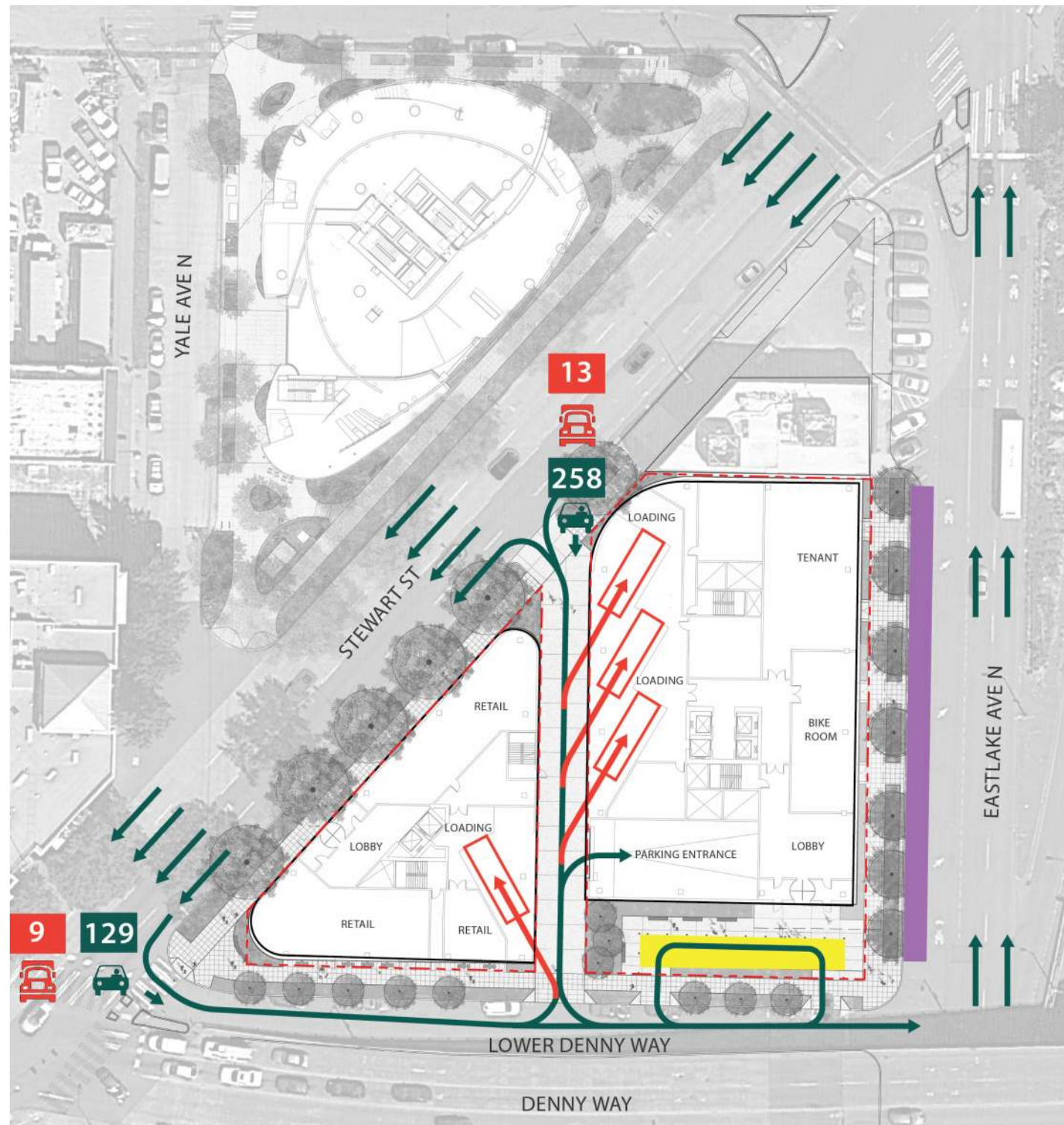
retail terrace



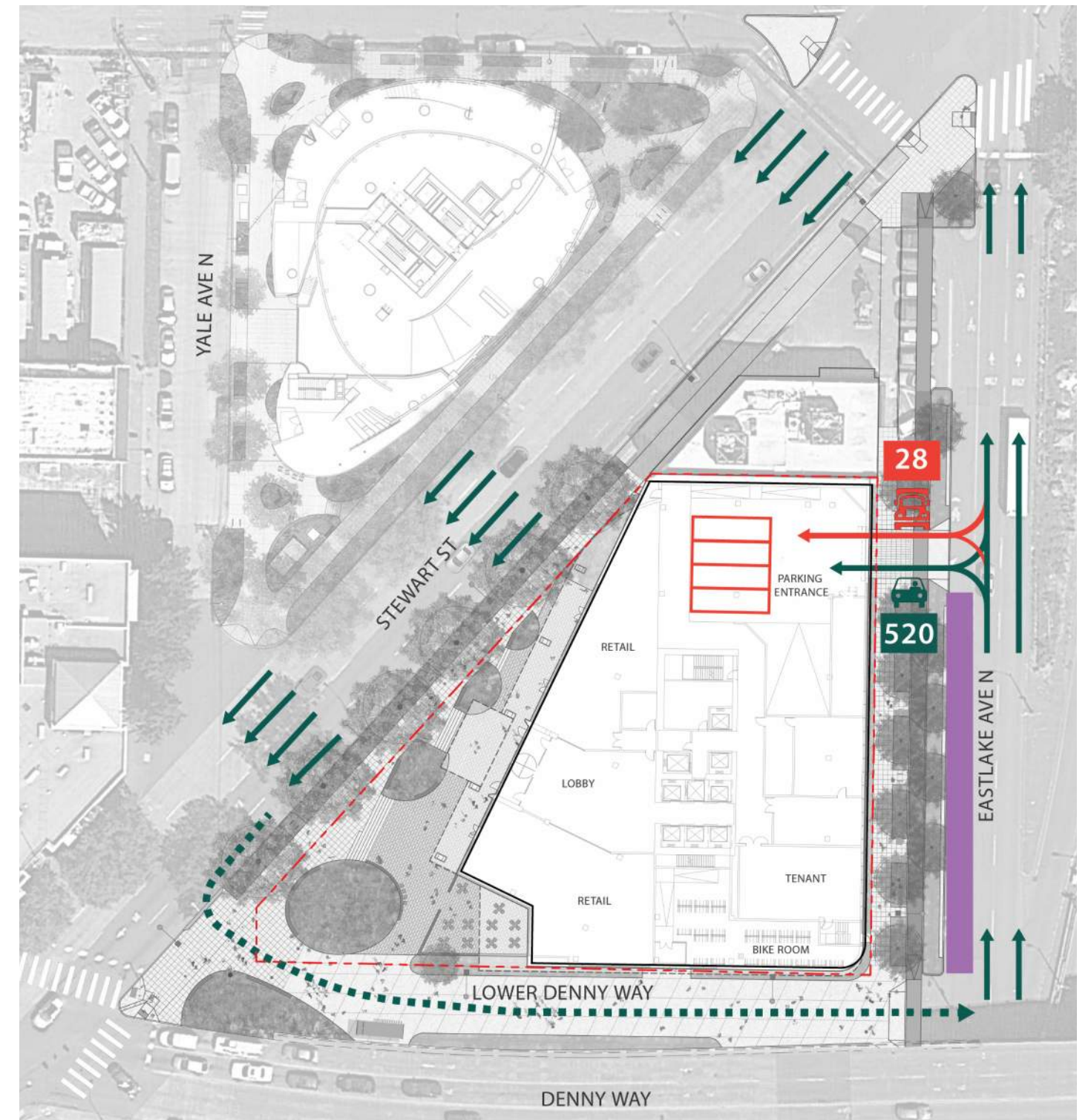
vehicular routes and loading

access and circulation

no vacation











vacation

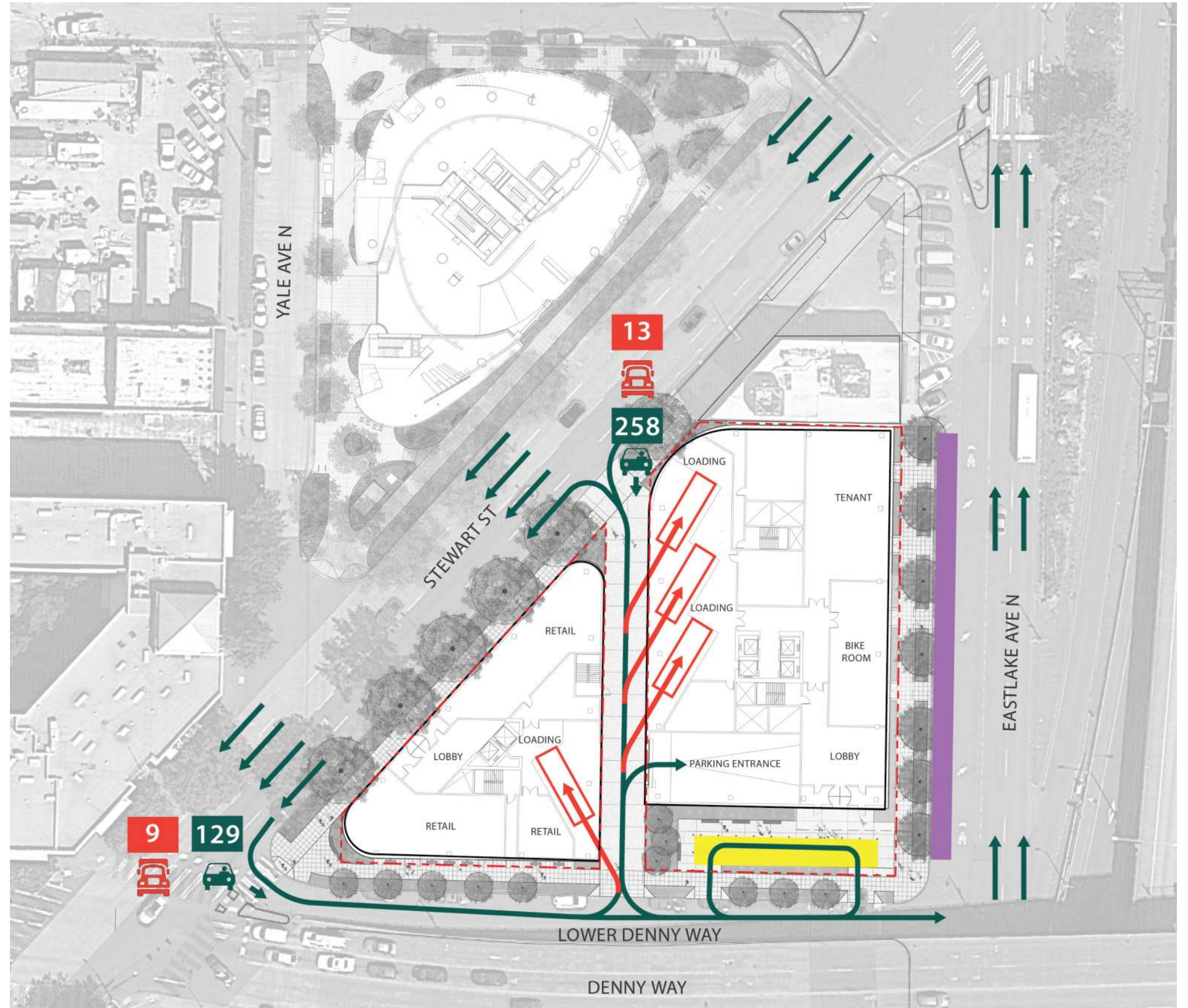


vehicular routes and loading

access and circulation - no vacation










LEGEND

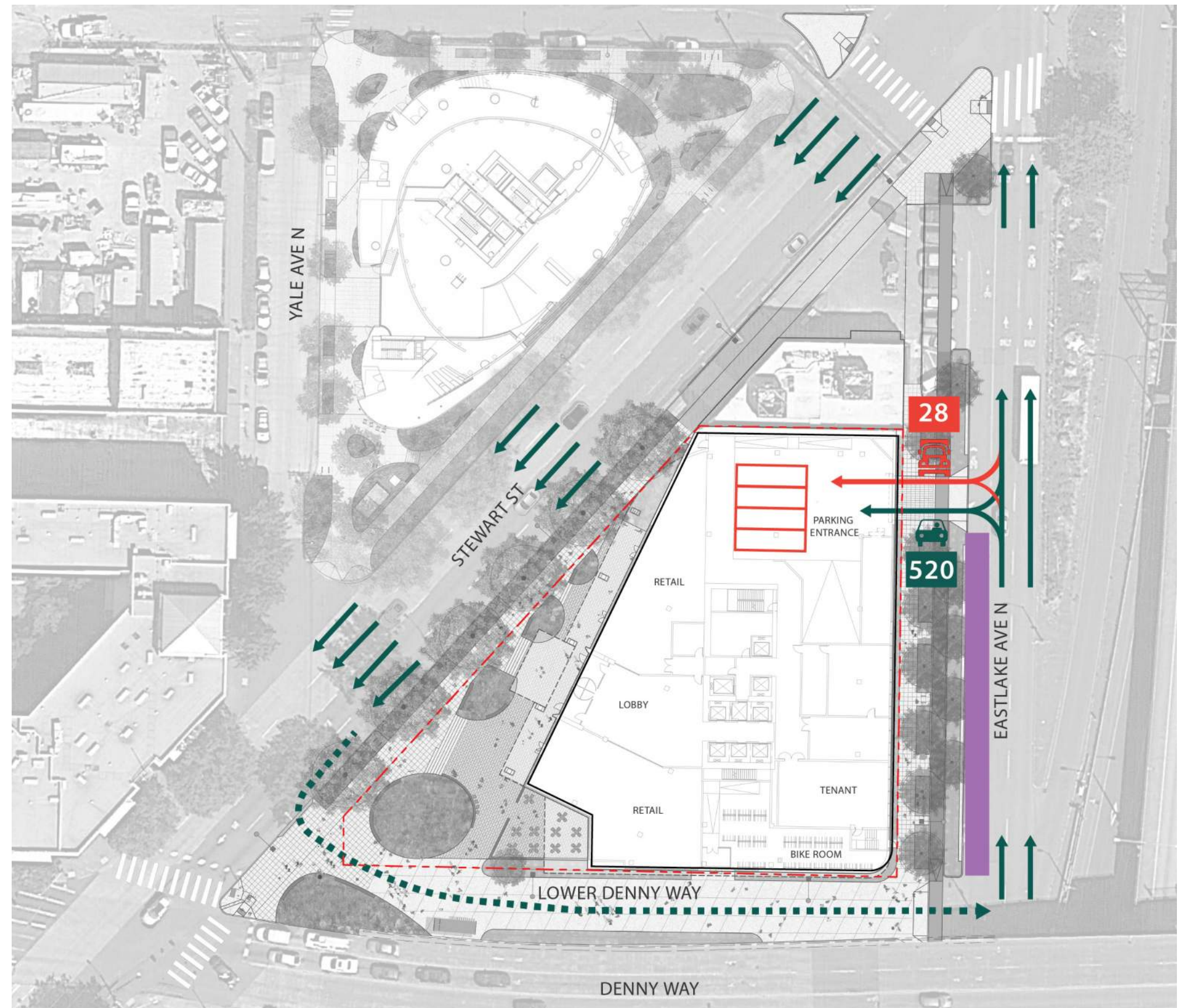
- - - site
-  vehicular route
-  emergency and maintenance vehicles only
-  loading entry
-  loading dock
-  drop off only
-  short term parking / drop-off
-  # of daily vehicle trips
-  # of deliveries on peak days



vehicular routes and loading

LEGEND

-  site
-  vehicular route
-  emergency and maintenance vehicles only
-  loading / parking / trash / recycle
-  loading dock
-  drop off only
-  short term parking / drop-off
-  # of daily vehicle trips
-  # of deliveries on peak days



loading dock

access and circulation - vacation

SDOT Parking Operations Comments

- **“Ensure all code requirements for loading berths are met on site”**

SMC 23.54.035

Provide four (4) off-street loading berths, provide ten (10) feet in width and thirty-five (35) feet in depth for each loading berth, provide not less than fourteen (14) feet vertical clearance

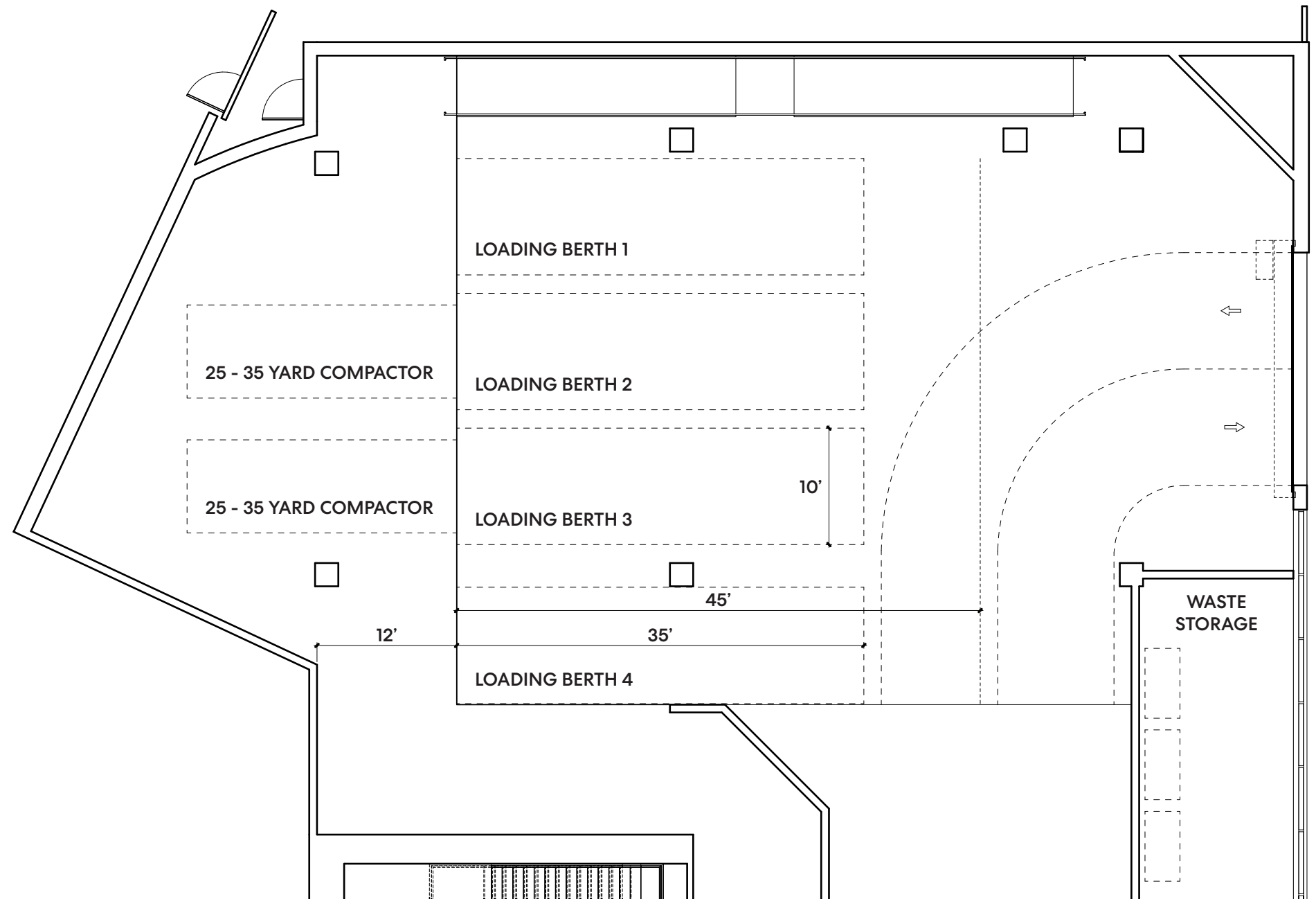
- **“Coordinate with SPU solid waste to provide waste staging and collection from the private parcel”**

Perkins&Will met with Adam Maurer and Jackson Koch on Monday, March 6th to review the loading dock area

SDC Comments

- **“Minimize the visual and functional impacts of automobile and truck access to the building along Eastlake Avenue”**


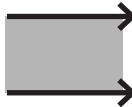

Two-lane garage entry iused for garage entry/ exit and loading.

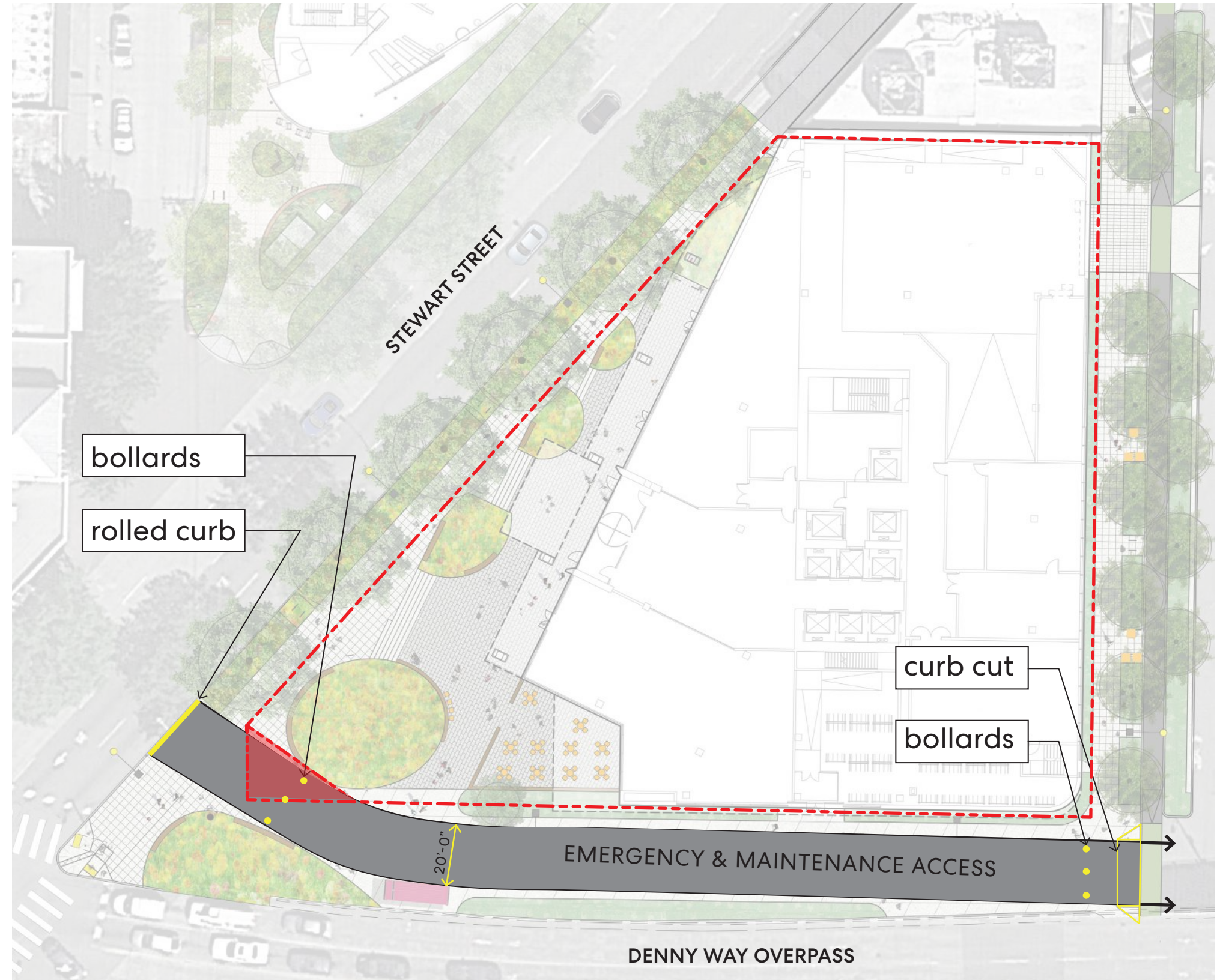


corner ROW dedication

access and circulation - vacation

LEGEND

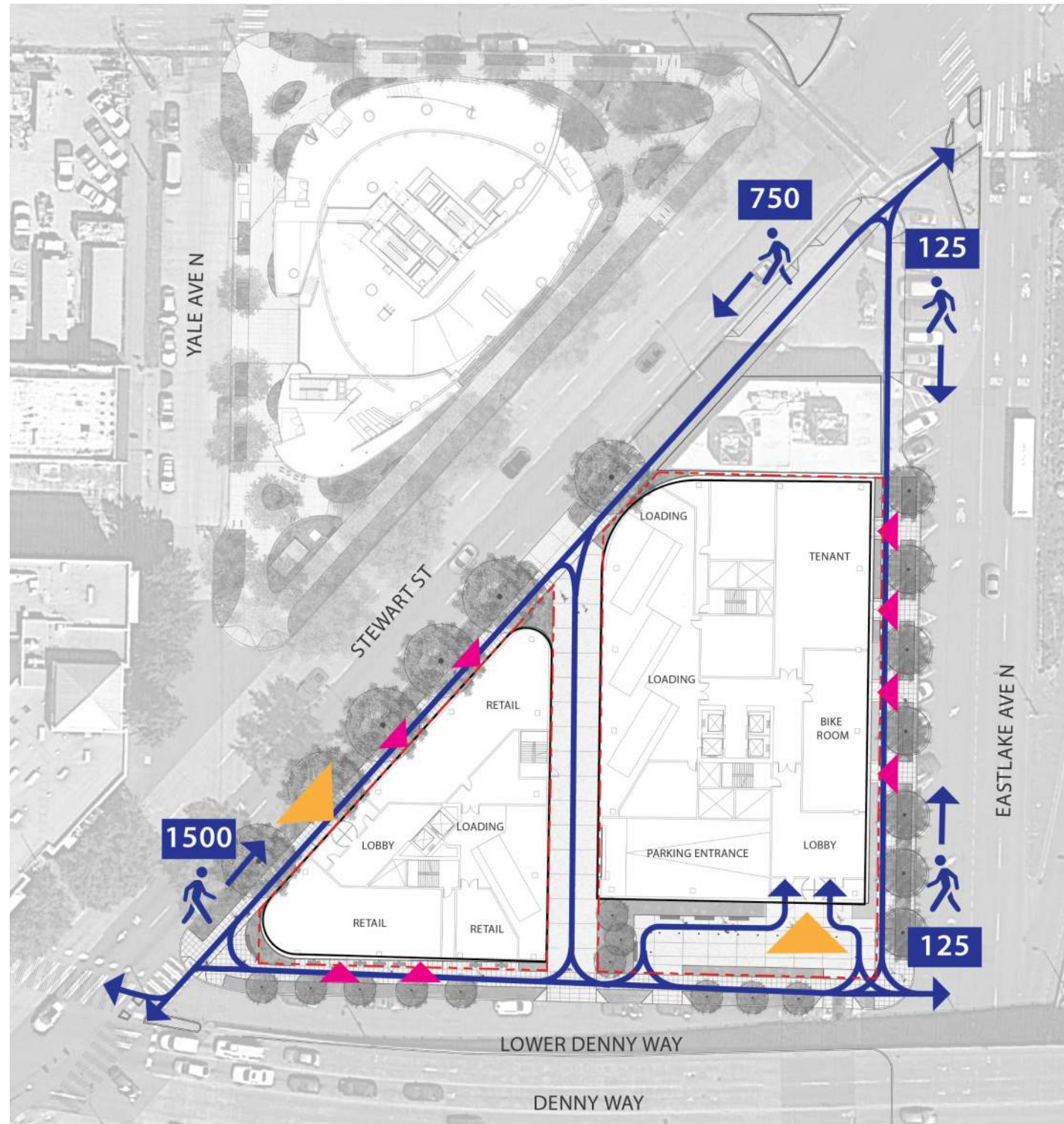
-  site
-  20' wide emergency and maintenance access route
-  right of way dedication



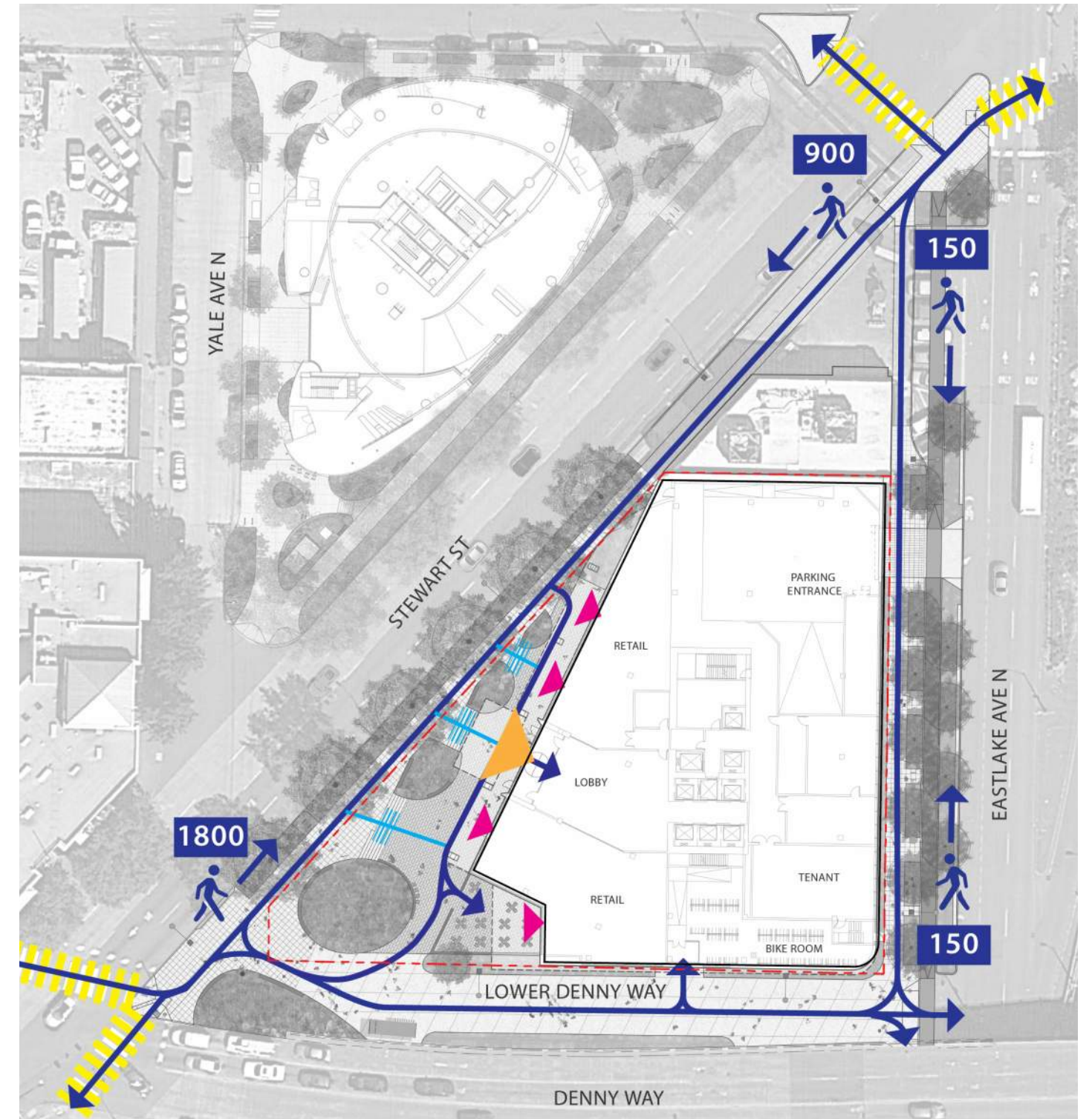
pedestrian routes

access and circulation

no vacation








vacation

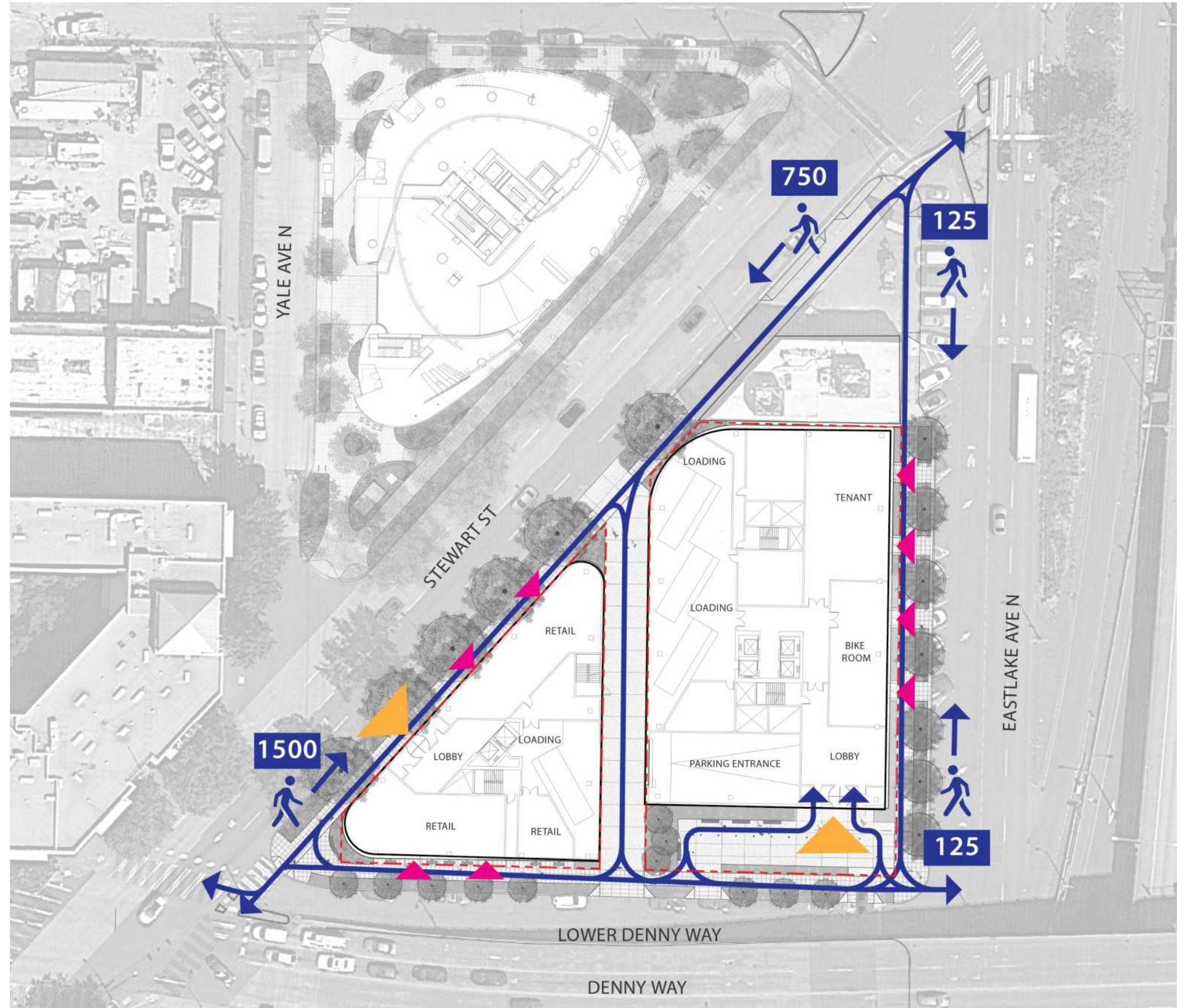


pedestrian routes

access and circulation - no vacation

LEGEND

-  site
-  lobby entry
-  entry
-  accessible pedestrian route
-  # of transit and pedestrian trips per day

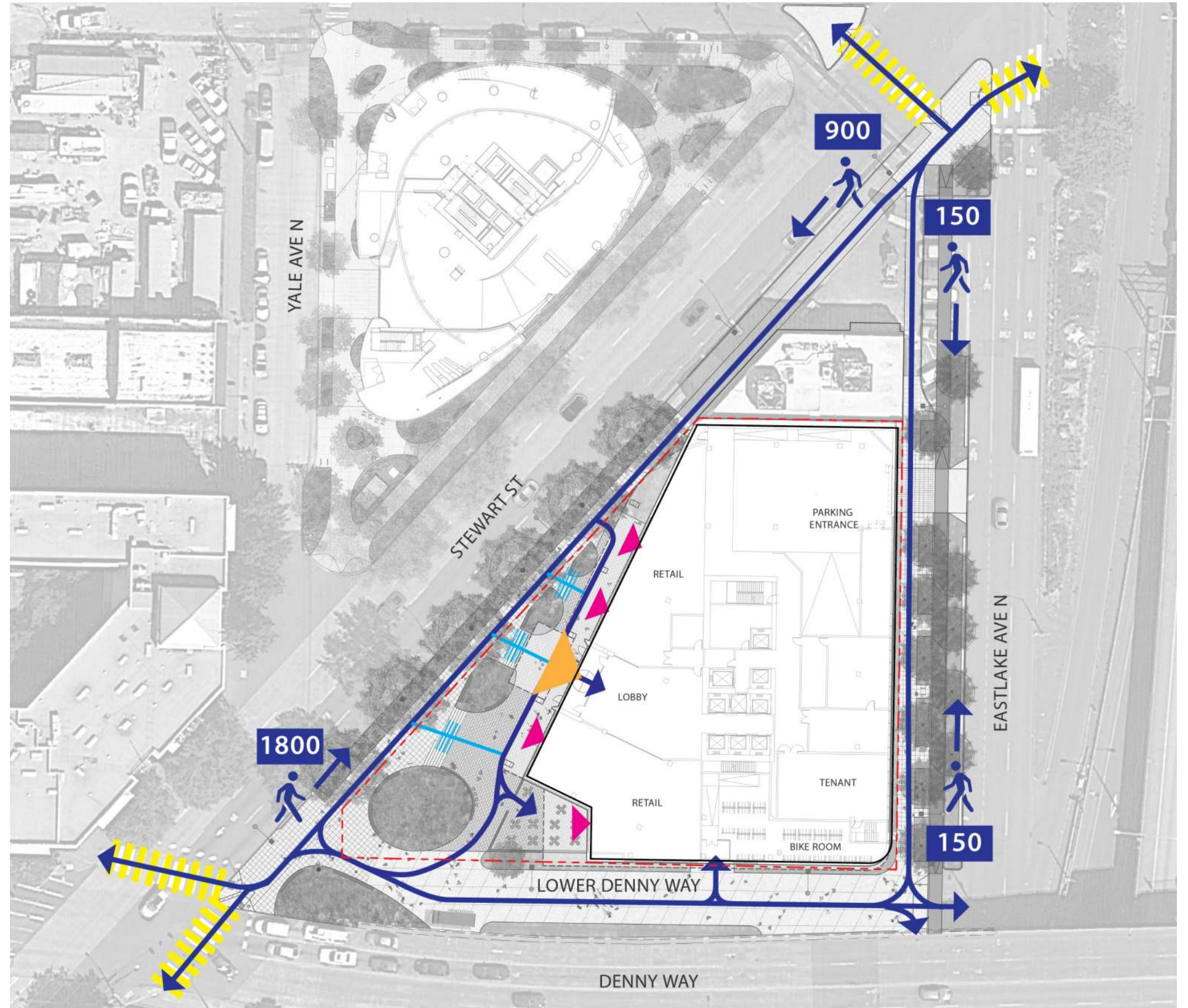


pedestrian routes

access and circulation - vacation

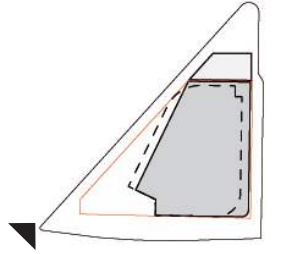
LEGEND

- site
- ▲ lobby entry
- ▲ entry
- pedestrian route
- non-accessible pedestrian route
- improved crossing
- # # of transit and pedestrian trips per day



Stewart and Denny - existing

access and circulation



Stewart and Denny - no vacation

access and circulation



Stewart and Denny - vacation

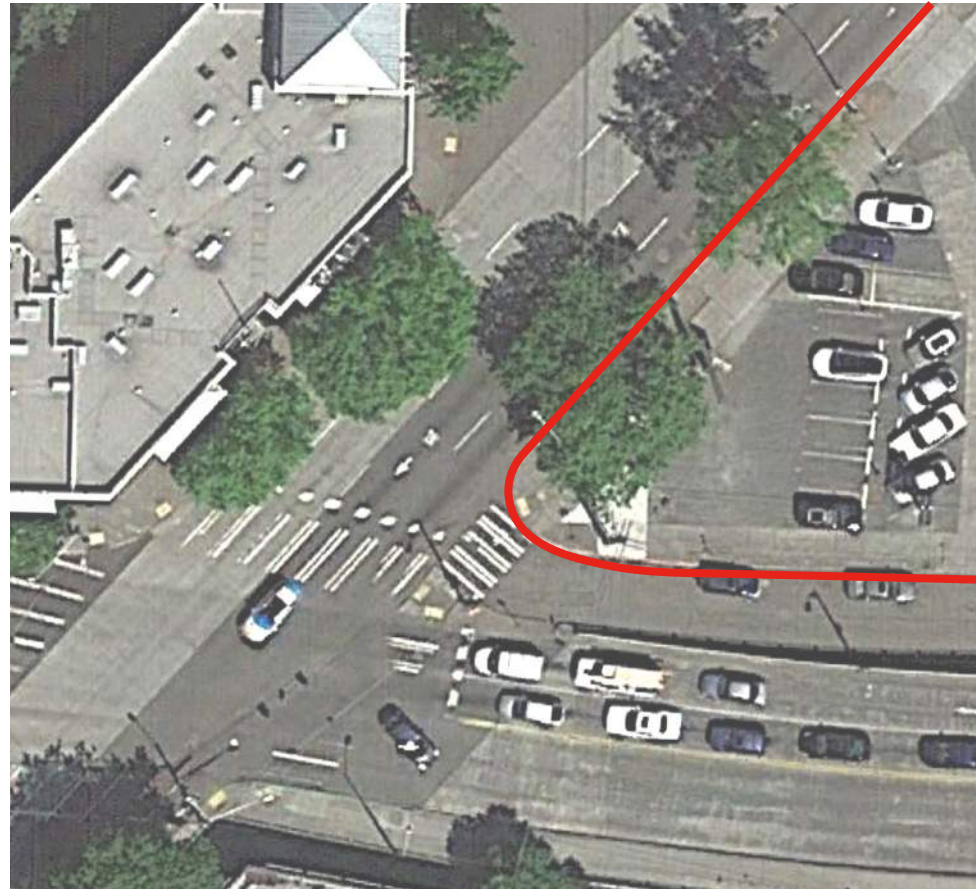
access and circulation



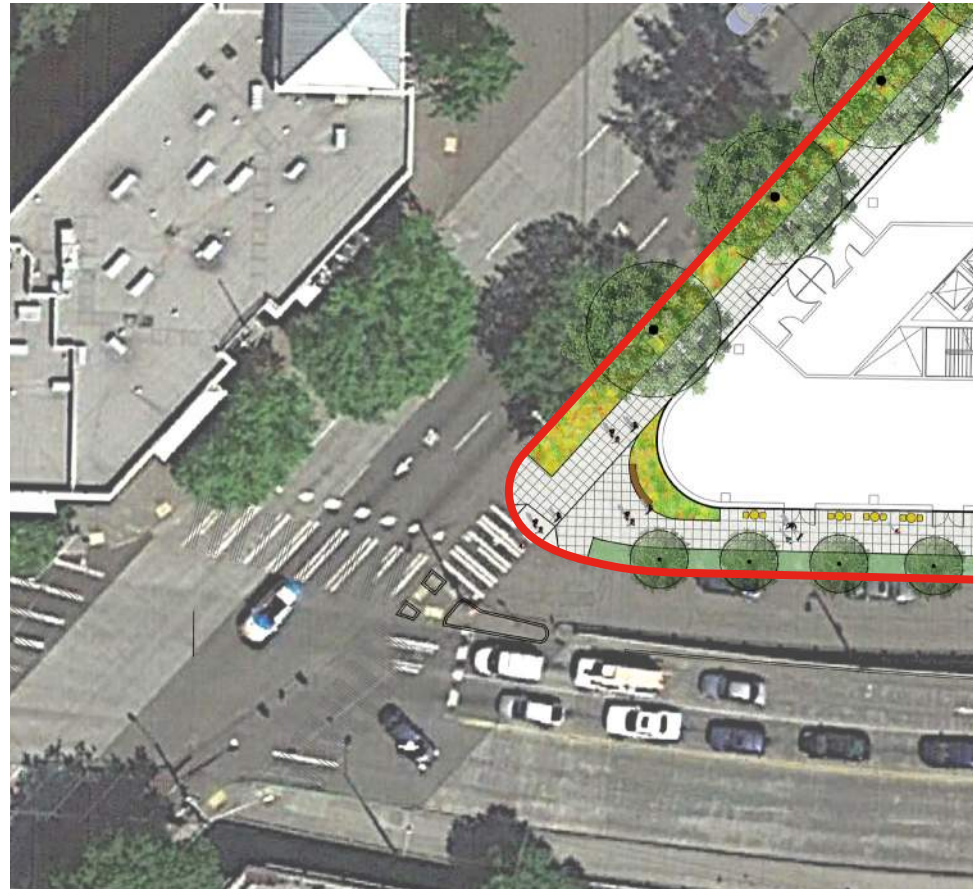
Stewart and Denny - comparison

access and circulation

existing



no vacation

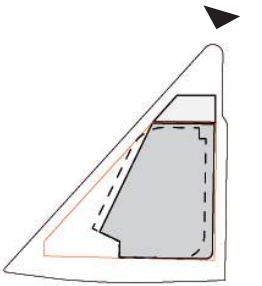


vacation



Stewart and Eastlake - existing

access and circulation



Stewart and Eastlake - no vacation

access and circulation



Stewart and Eastlake - vacation

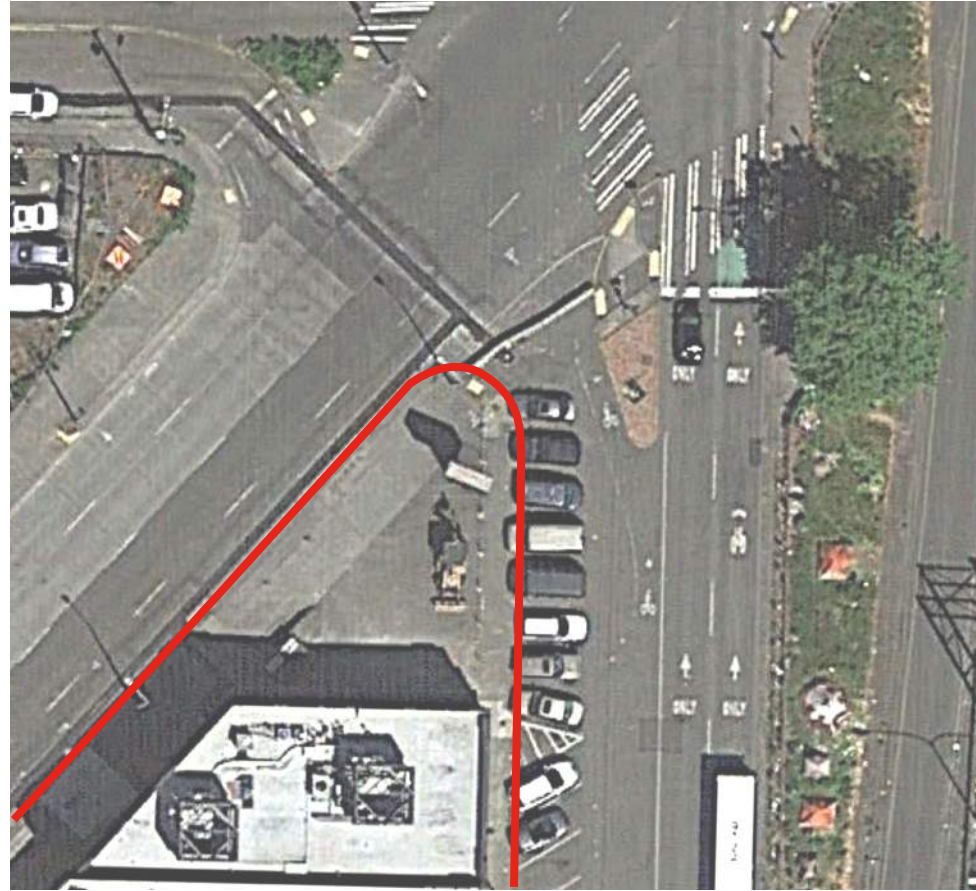
access and circulation



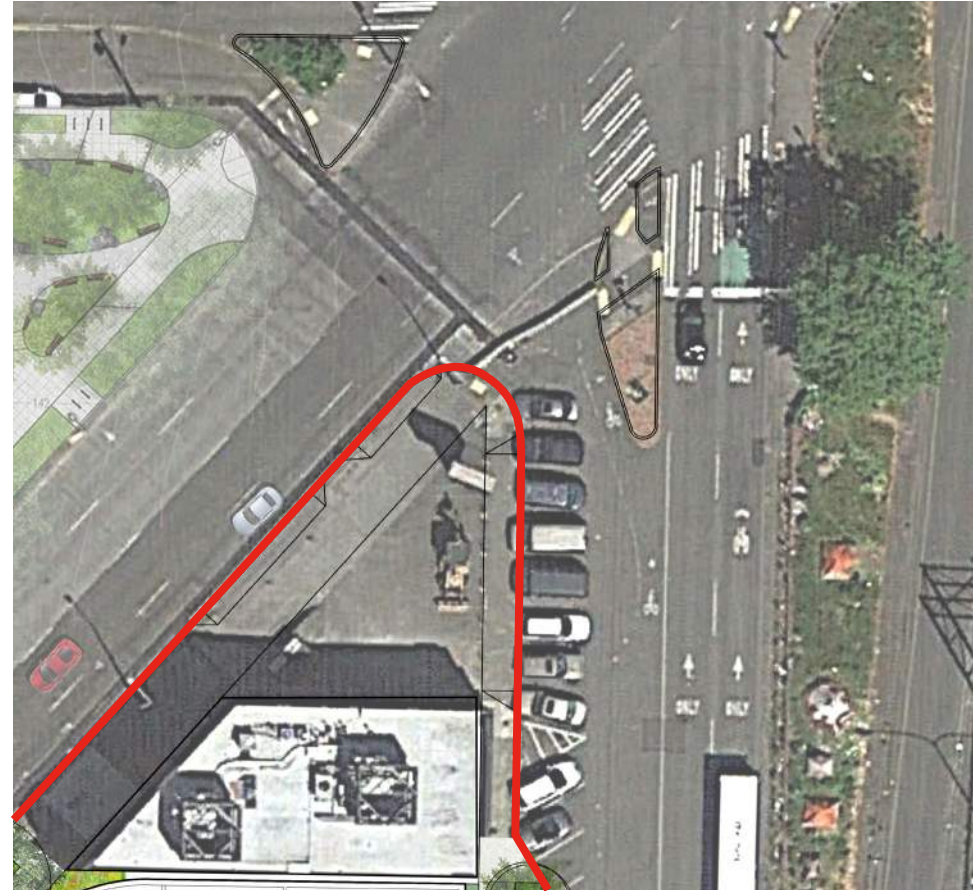
Stewart and Eastlake - comparison

access and circulation

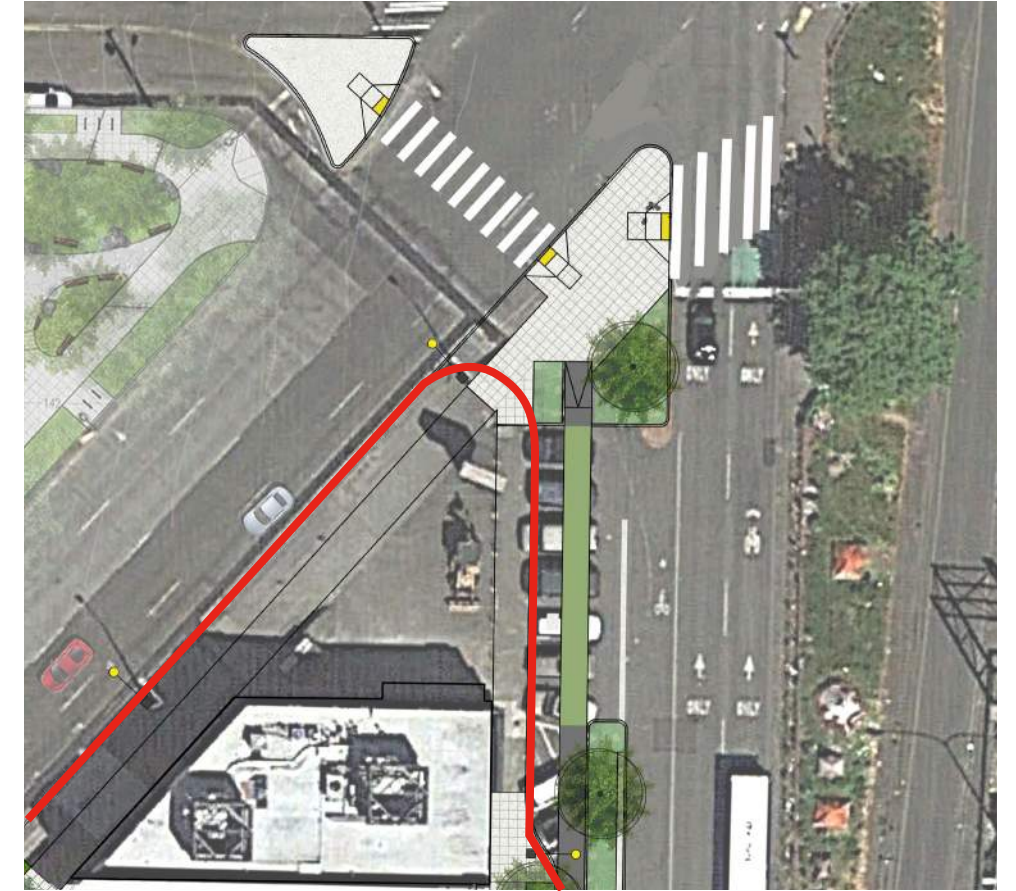
existing



no vacation



vacation



Stewart and Eastlake - vacation alternate

access and circulation

vacation







vacation alternate

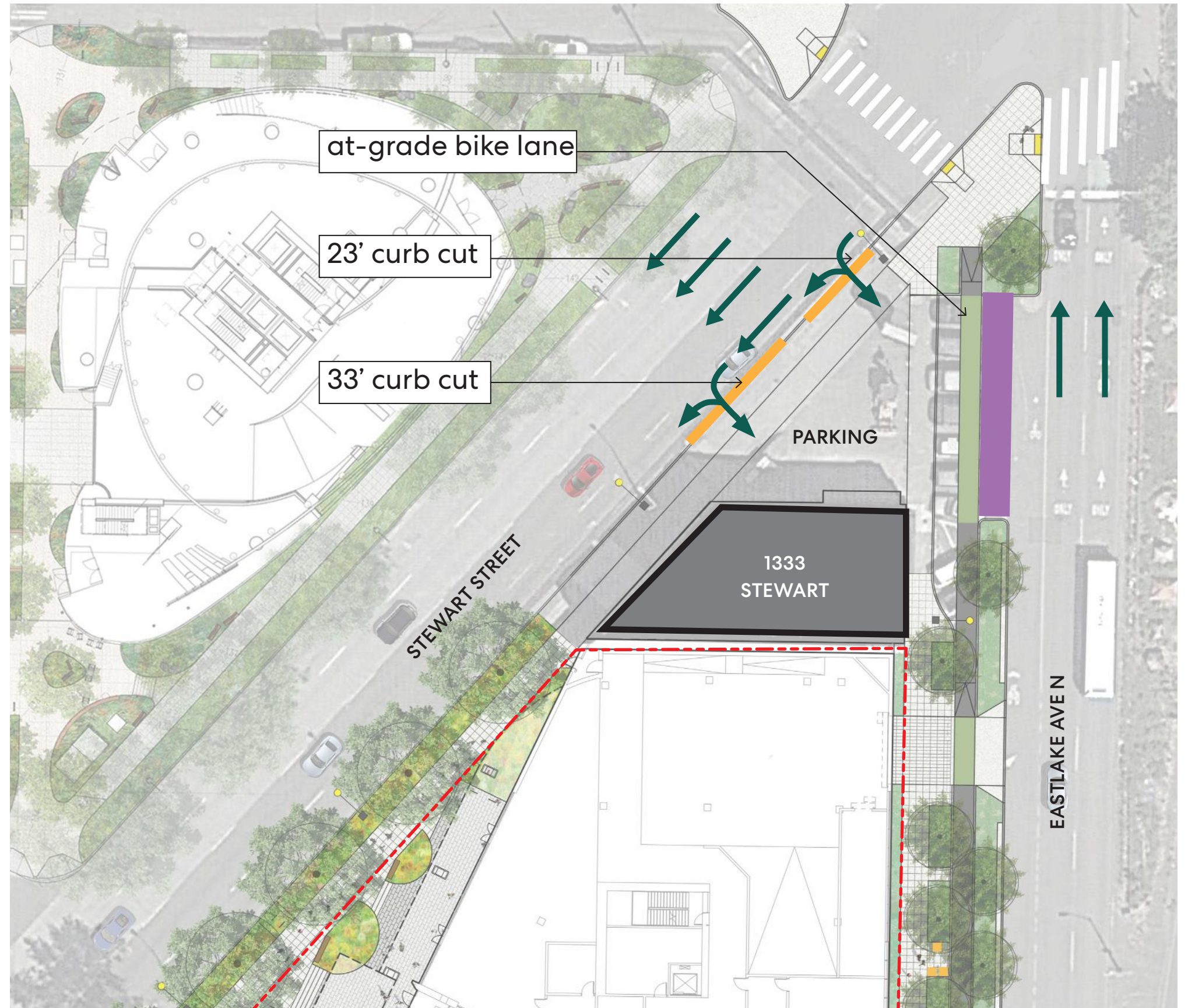


1333 Stewart access

access and circulation - vacation

LEGEND

-  site
-  vehicular route
-  curb cut
-  short term parking / drop-off



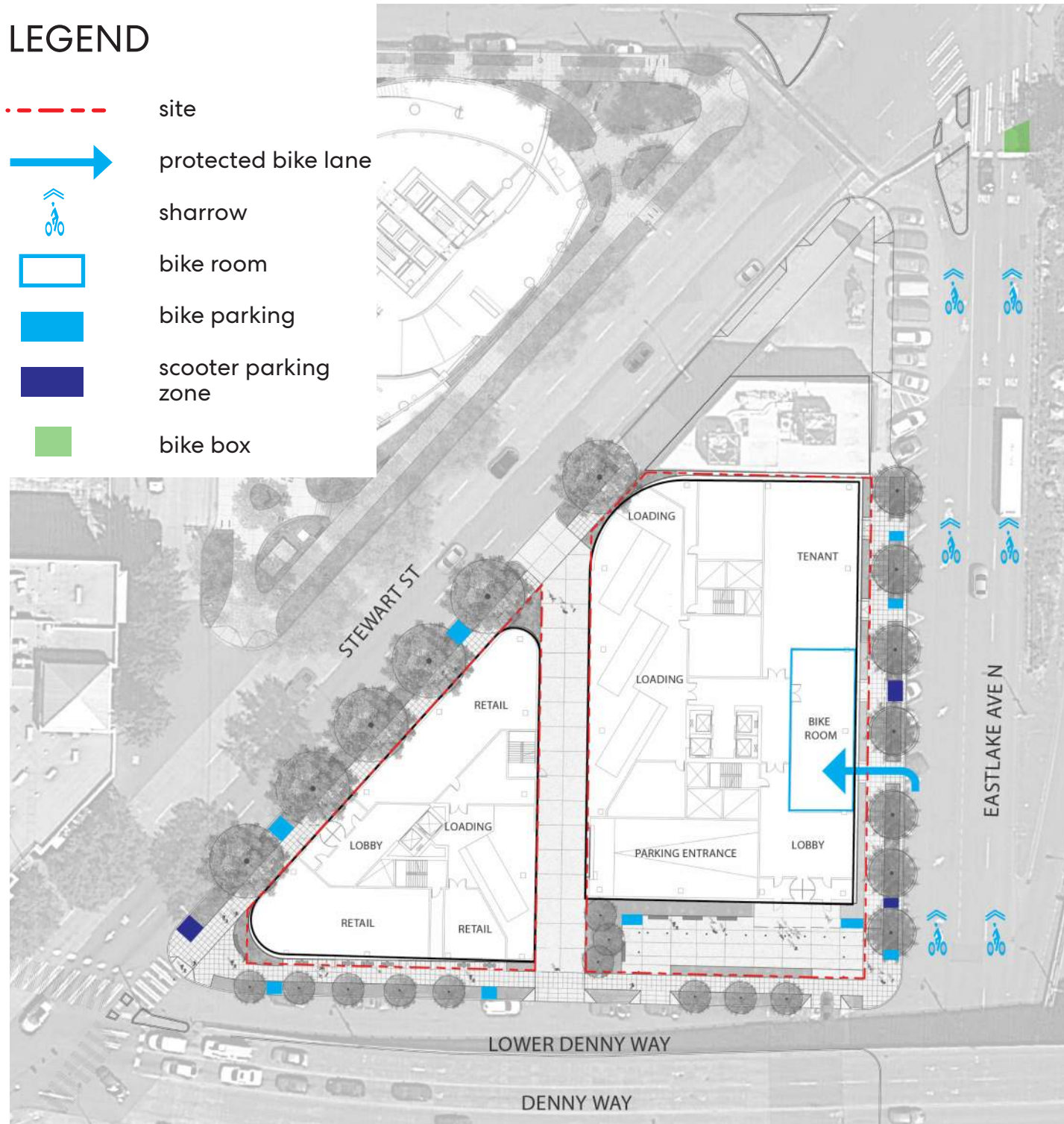
bicycle facilities

access and circulation

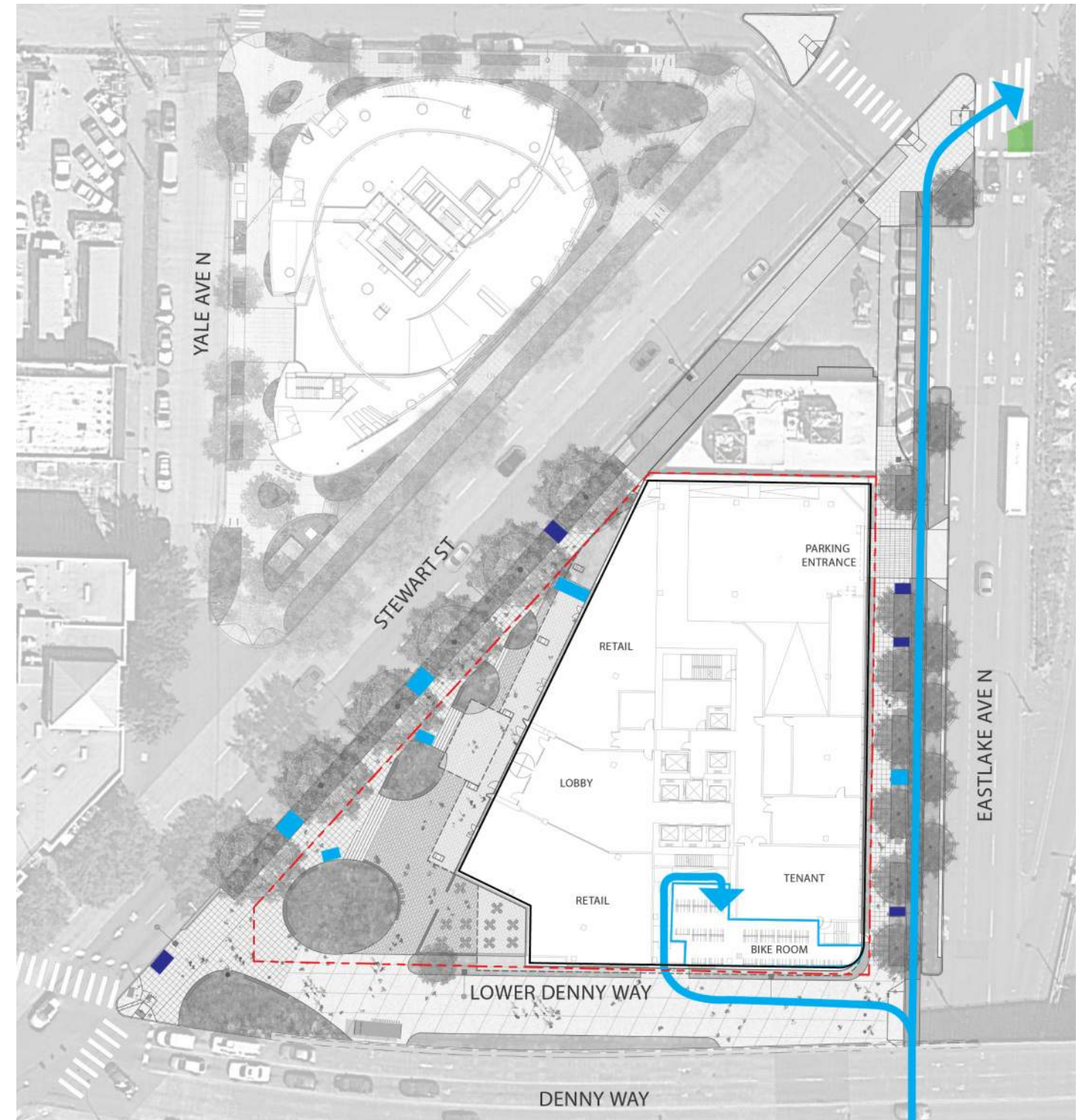
no vacation

LEGEND

- site
- protected bike lane
- 🚲 sharrow
- 🚲 bike room
- 🚲 bike parking
- 🛹 scooter parking zone
- 🟢 bike box

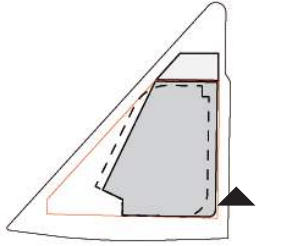


vacation



Eastlake - existing

access and circulation



Eastlake - no vacation

access and circulation



Eastlake - vacation

access and circulation



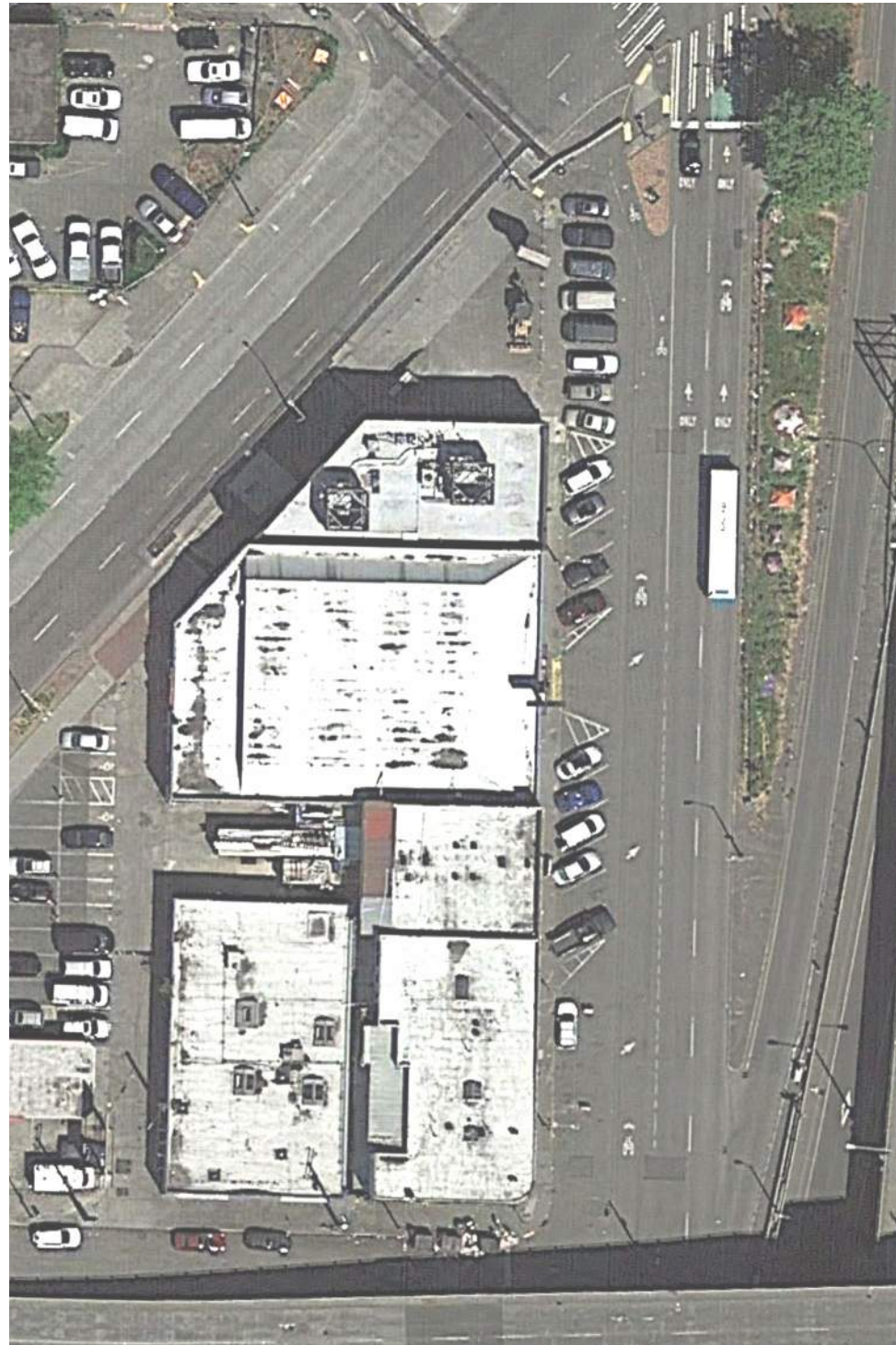
Eastlake - comparison

access and circulation

SDC Comment: "Study opportunities to make the frontage on Eastlake more generous (SDOT Development Review)."

As part of the alley vacation, Eastlake Avenue will be improved to have streetscape planting with amenities such as seating and bike racks and a protected bike lane through an allee of trees.

existing



no vacation



vacation



open space

no vacation

LEGEND

- site
- ROW
- on-site



vacation



open space

no vacation

Parcel A area: 10,914 SF

Parcel B area: 23,164 SF

Alley area: 2,698 SF

Parcel A Required Open Space = none

Parcel B Required Open Space = 3,149 SF
 (157,442 SF* (OFFICE SPACE) / 1,000) x 20 ft

Parcel B Provided Open Space = 4,471 SF

	Required	Proposed		
		ROW	On-site*	Total
Parcel A	none	7,159	950	8,109
Parcel B	3,149	6,747	4,471	11,218

LEGEND

- - - site
- ROW
- on-site



* Privately-owned, publicly accessible

open space

vacation

Site Area: 36,776 SF

Required Open Space = 5,827 SF
 $262,403 \text{ SF (OFFICE SPACE)} / 1,000 \times 20 \text{ ft}$

Provided Open Space = 8,711 SF
 (open to the sky / does not include loggia)

Required	Proposed		
	ROW	On-site*	Total
5,827	17,311	8,711	26,022

LEGEND

- - - site
- ROW
- on-site



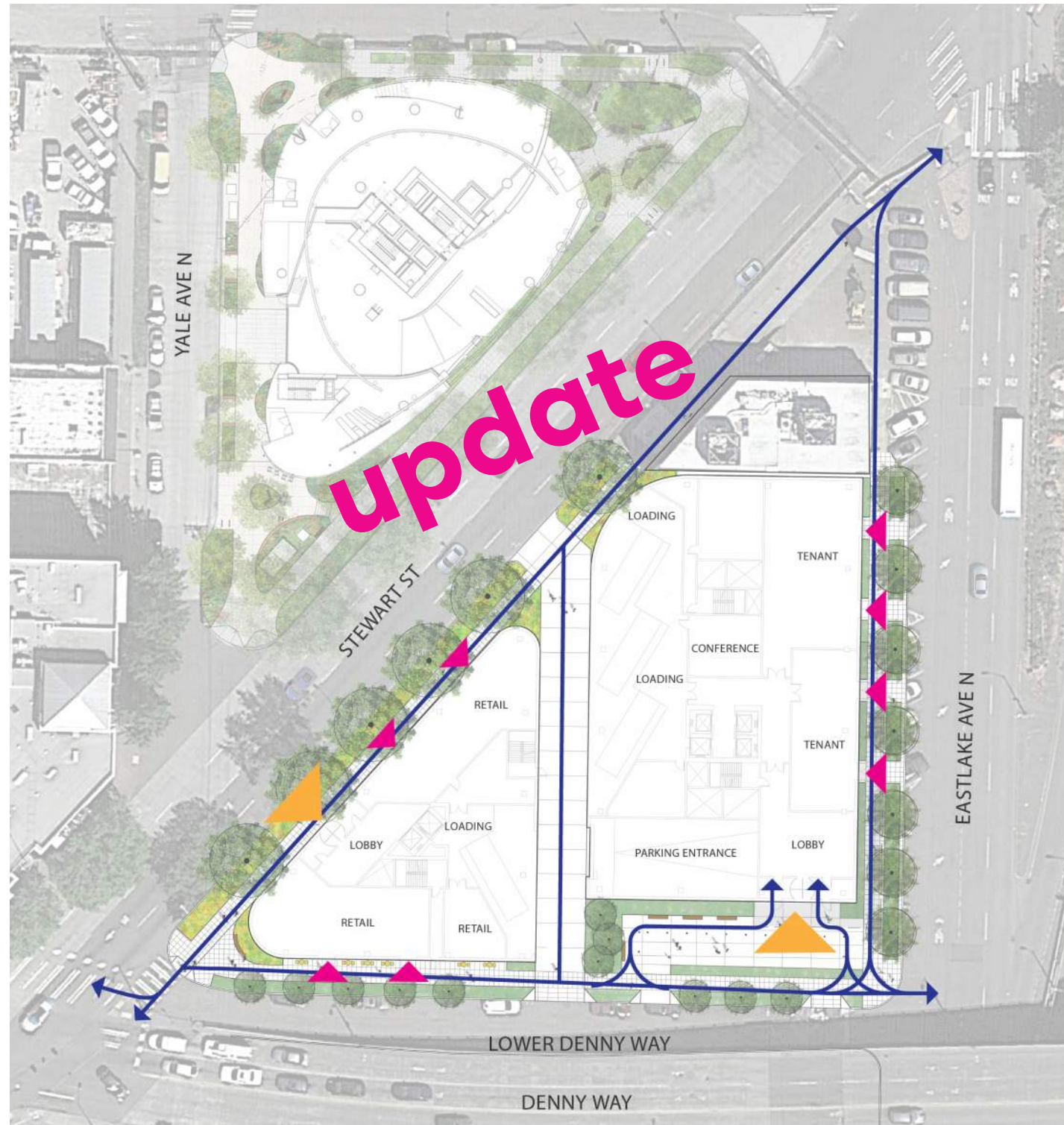
* SMC 24.48.250.B

**Privately-owned, publicly accessible

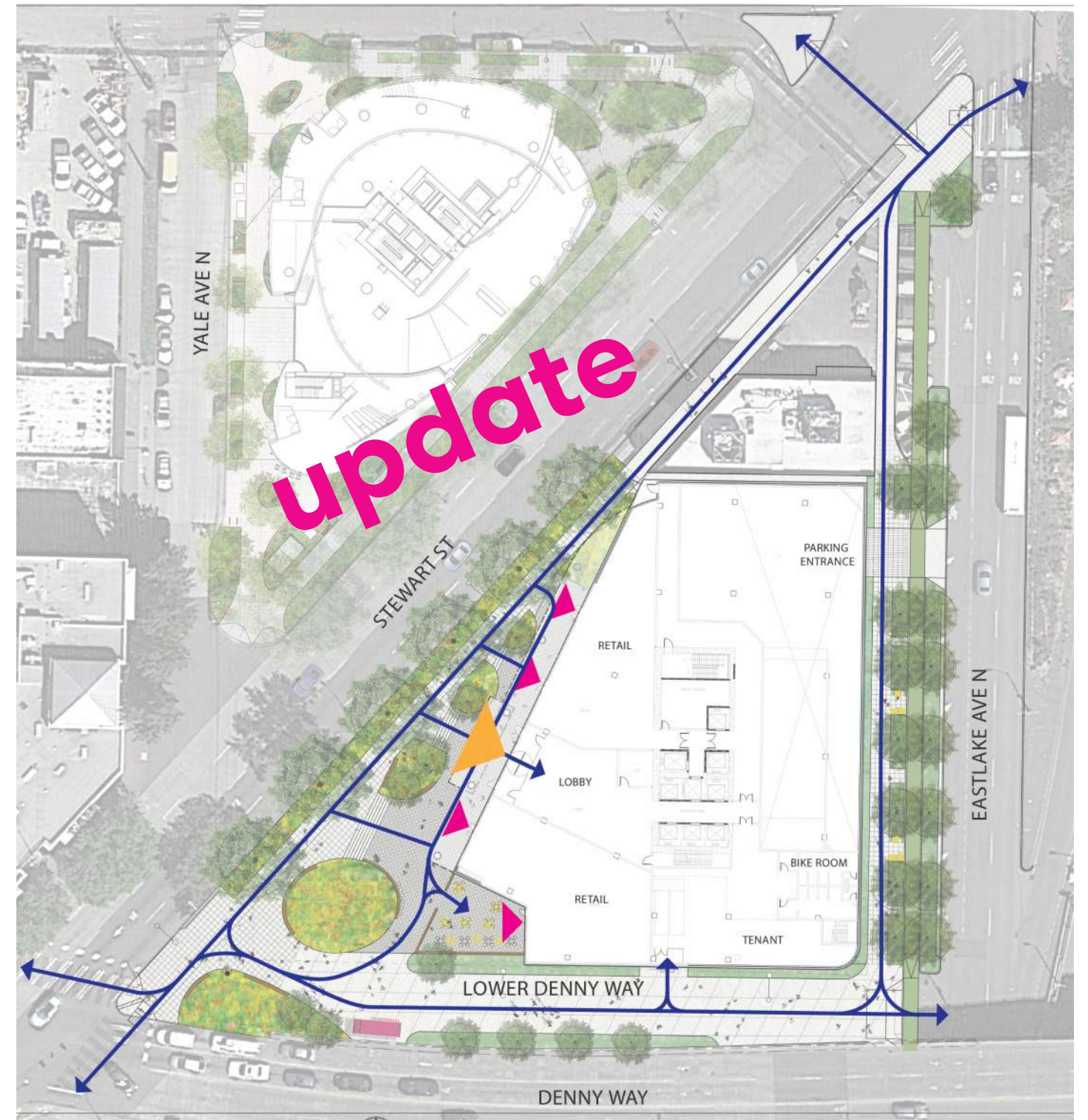
stormwater

open space

no vacation



vacation



free speech and public assembly

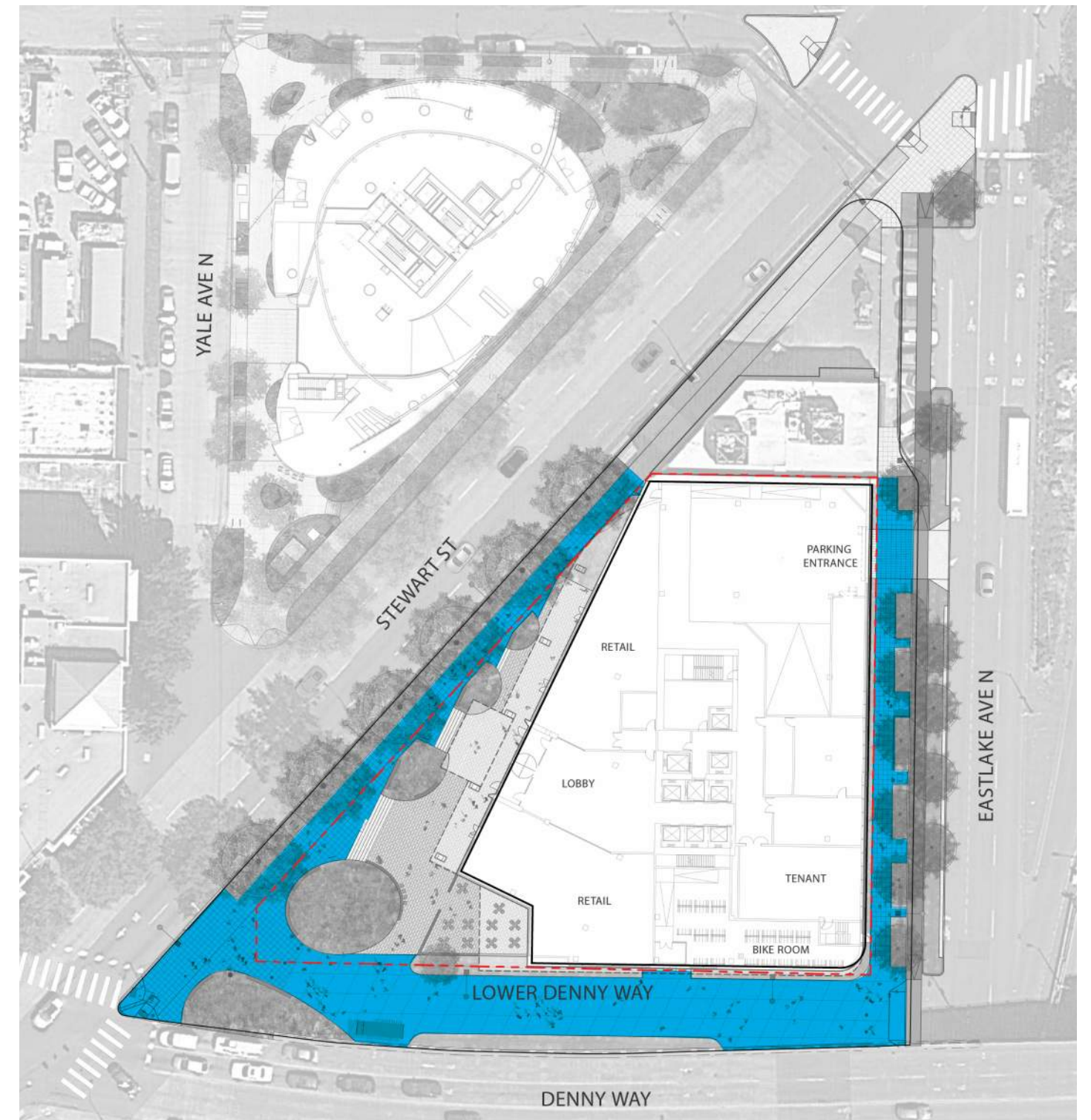
no vacation

LEGEND

- site
- right to free speech & public assembly

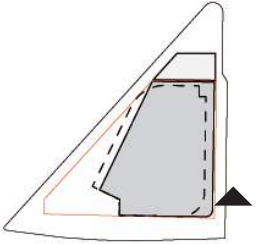


vacation



Stewart Street ROW - existing

free speech and public assembly



Stewart Street ROW - no vacation

free speech and public assembly



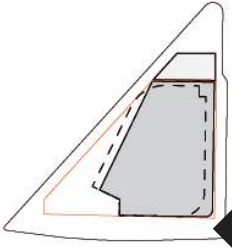
Stewart Street ROW - vacation

free speech and public assembly



Lower Denny Way ROW - existing

free speech and public assembly



Lower Denny Way ROW - no vacation

free speech and public assembly



Lower Denny Way ROW - vacation

free speech and public assembly

SDC Comment: "Identify value of Lower Denny Way to the general public (SDOT Development Review)."

With an alley vacation, Lower Denny would become a Pedestrian Street. The street will primarily serve pedestrians, cyclists and accommodate programming such as food trucks or community events. Lighting, a mural, seating and additional landscape will be considered in the design. Vehicle access will be limited to emergency and city maintenance vehicles.



community collaboration opportunity

Lower Denny ROW mural

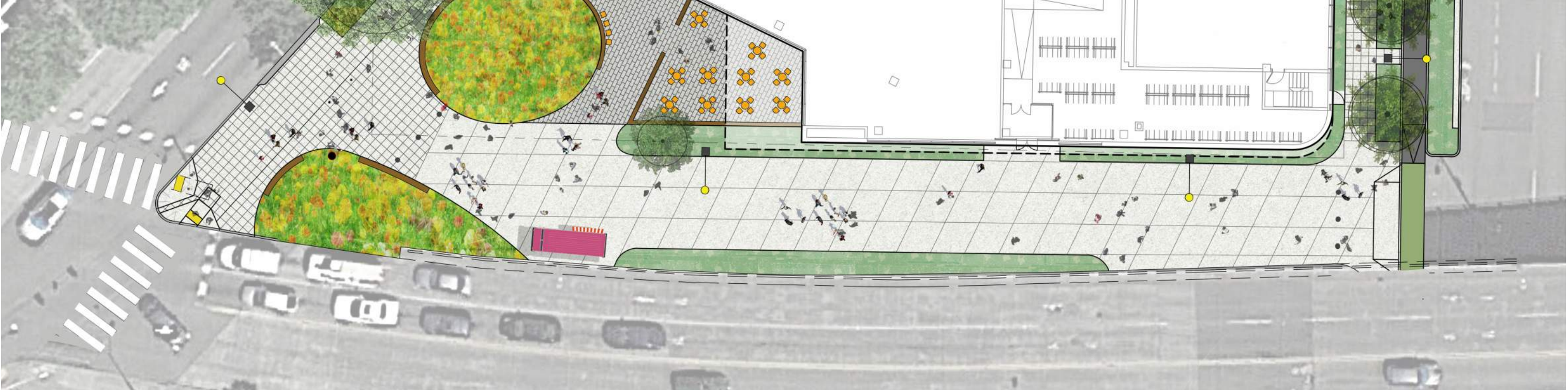


images from Urban Artworks program

soft programming

Lower Denny ROW

soft programming layouts on plan + images from next page



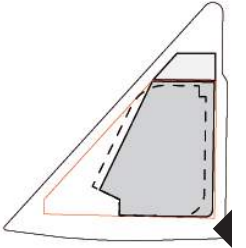
soft programming

Lower Denny ROW



light and air - existing

Stewart Street



light and air - no vacation

Stewart Street



light and air - vacation

Stewart Street

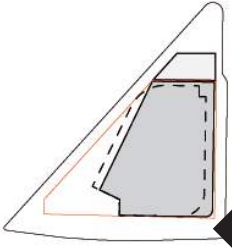
SDC Comment: "Identify how the building adds or detracts to the creation of a strong pedestrian route along Stewart St."

The alley vacation allows for greater flexibility in how the building is placed on the site, resulting in more air and light in the pedestrian realm along Stewart. The building frontage along Stewart hosts the main lobby and retail spaces that will activate the open space and street.



light and air - existing

Stewart and Denny



light and air - no vacation

Stewart and Denny



light and air - vacation

Stewart and Denny

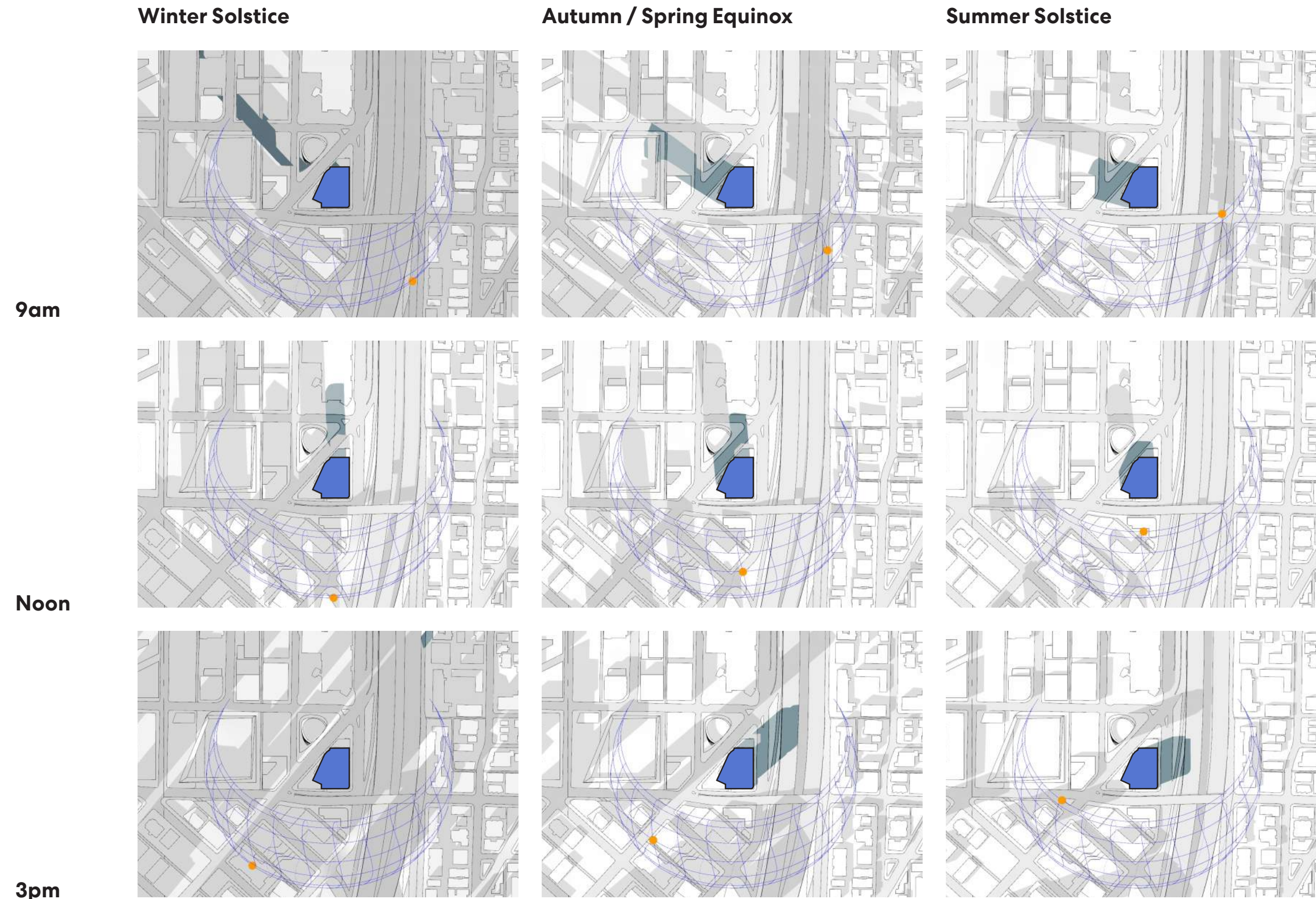
SDC Comment: “Understand the role of the open space at the intersection of Stewart Street and Denny Way independent of the development.”

The alley vacation allows for greater flexibility in how the building is placed on the site, allowing for a generous open space with landscaping, fixed seating, and wide paving areas at the corner of Stewart and Lower Denny Way.



light and air

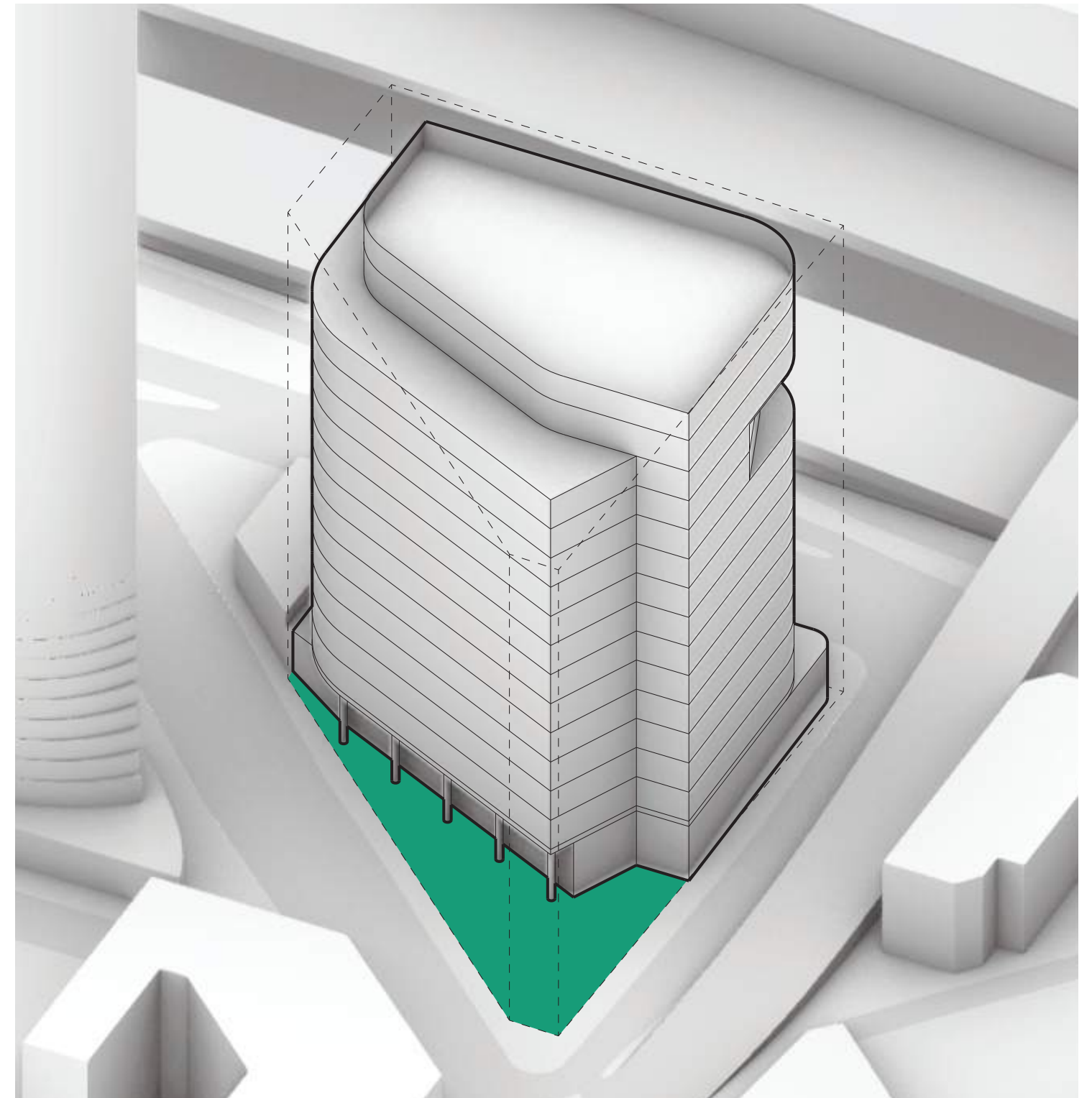
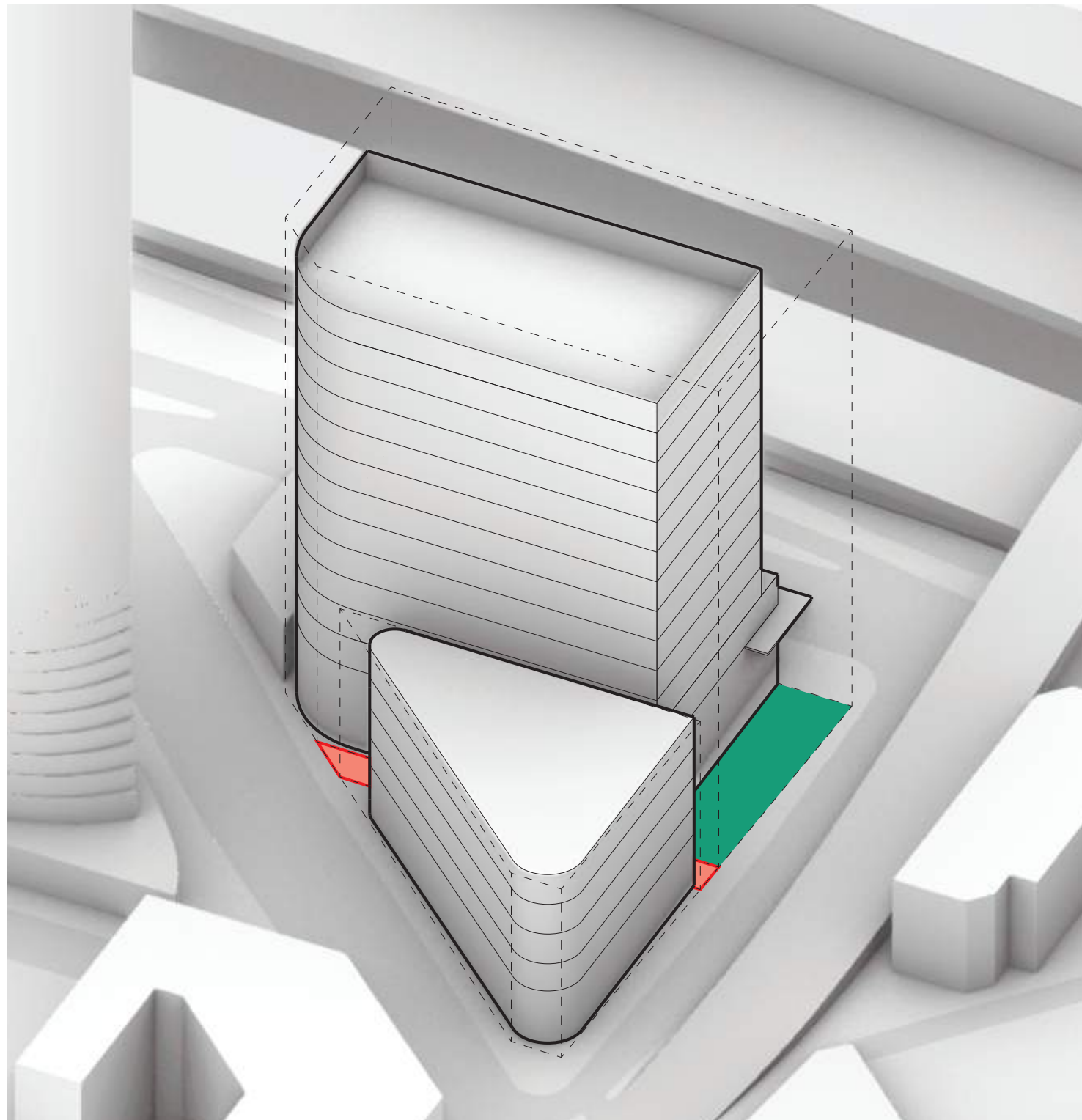
The open space at the corner of Stewart and Denny will have access to direct sunlight during spring, summer and fall afternoons.



land use and urban form

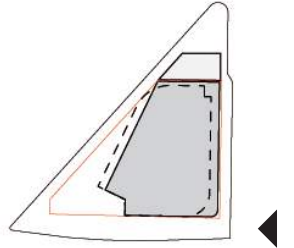
EDG3 Meeting Report: “The Board unanimously supported the inclusion of a large open space at the corner of Stewart Street and Denny Way.”

The alley vacation allows for a building form that responds to the unique site and supports open space, light and air, and view policies.



land use and urban form / views

approach from Capitol Hill



land use and urban form / views

approach from Capitol Hill

no vacation

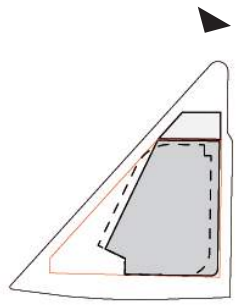


vacation



land use and urban form / views

approach from I-5 Stewart exit to downtown



land use and urban form / views

approach from I-5 Stewart exit to downtown

no vacation

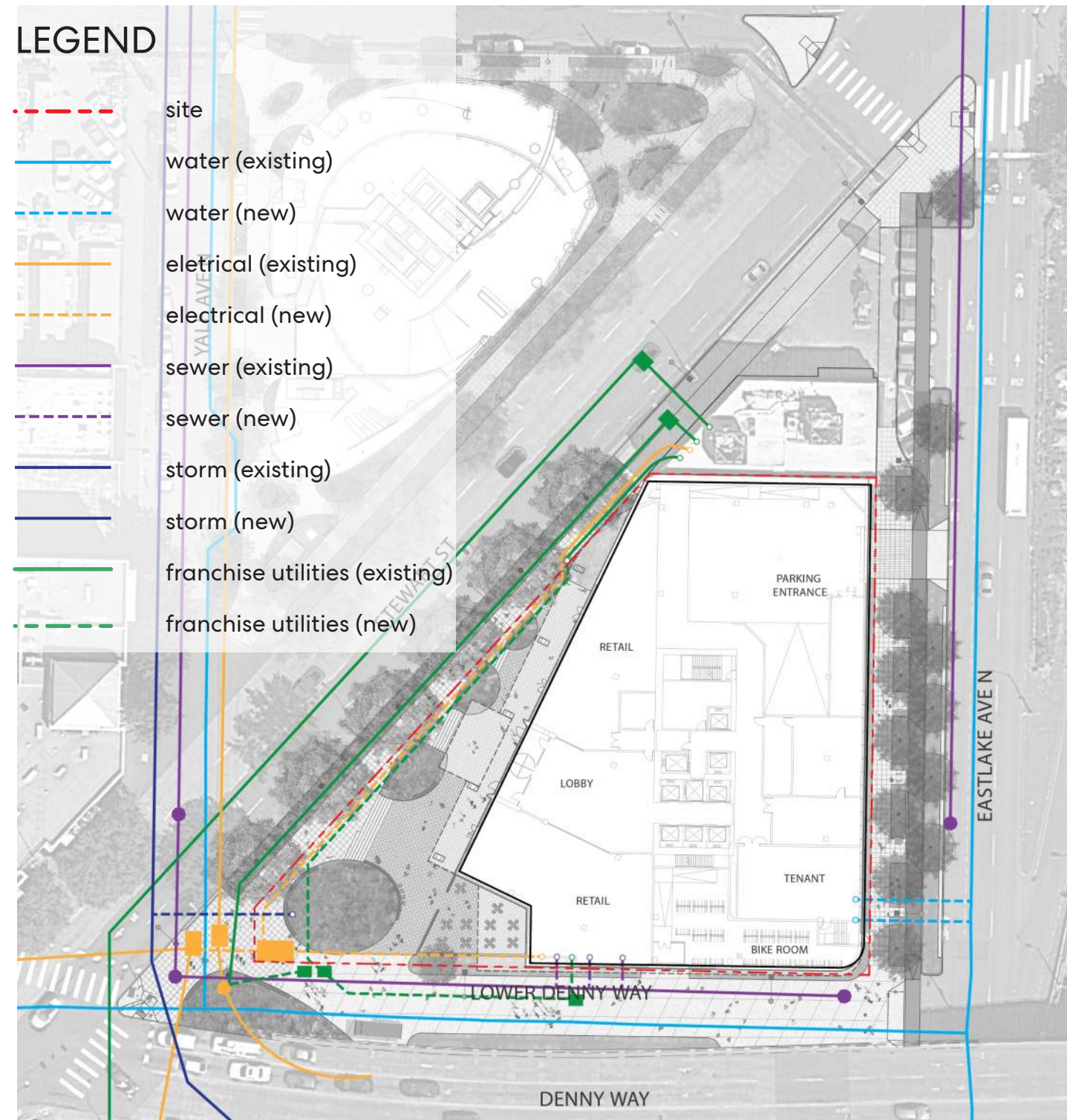


vacation

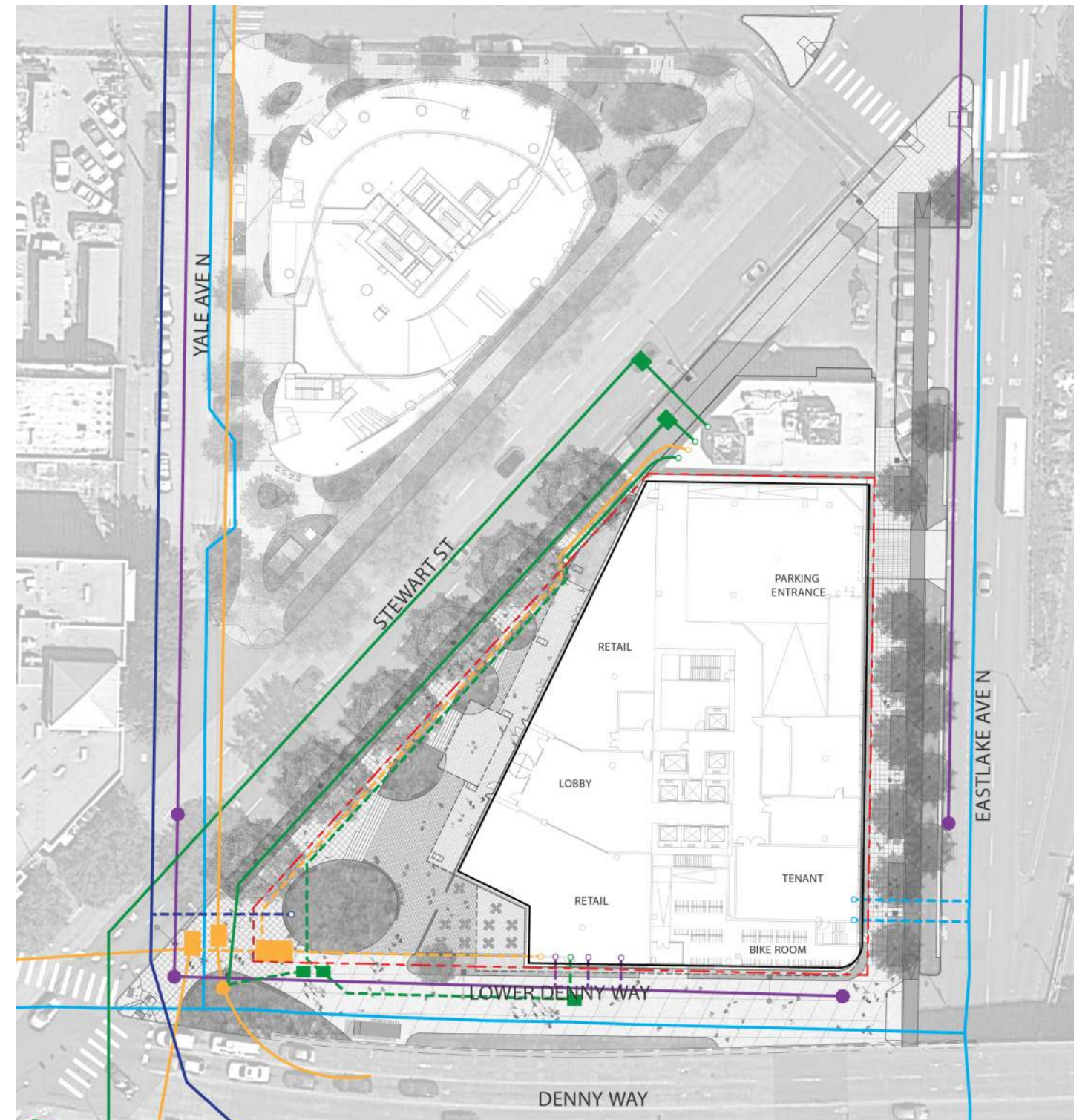


utilities

no vacation



vacation



thank you