



SEATTLE CITY COUNCIL

Transportation and Seattle Public Utilities

Agenda

Tuesday, July 19, 2022

9:30 AM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Alex Pedersen, Chair
Dan Strauss, Vice-Chair
Lisa Herbold, Member
Tammy J. Morales, Member
Kshama Sawant, Member

Chair Info: 206-684-8804; Alex.Pedersen@seattle.gov

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Transportation and Seattle Public Utilities
Agenda
July 19, 2022 - 9:30 AM

Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

<https://www.seattle.gov/council/committees/transportation-and-seattle-public-utilities>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at <http://www.seattle.gov/council/committees/public-comment>. Online registration to speak will begin two hours before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to Councilmember Pedersen at alex.pedersen@seattle.gov

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

D. Items of Business

1. [CB 120364](#) **AN ORDINANCE relating to the Traffic Code; adding a new Section 11.72.445 to the Seattle Municipal Code to establish the authority to designate parking for truck tractors in the public right of way; and amending Section 11.31.121 to allow for enforcement of truck tractor parking.**

Attachments: [Summary and Fiscal Note](#)
[Summary Att A – Maps of Potential Overnight Truck Tractor Parking Locations](#)

Supporting Documents: [Central Staff Memo \(7/13/22\)](#)

Briefing, Discussion, and Possible Vote (15 minutes)

Presenters: Mike Estey and Matt Beaulieu, Seattle Department of Transportation; Calvin Chow, Council Central Staff

2. [CF 314496](#) **Petition of the Central Puget Sound Regional Transit Authority, for the vacation of a portion of the alley in block bounded by NE 45th Street, Roosevelt Way NE, NE 47th Street, and 11th Avenue North, at 1000 NE 45th Street.**

Attachments: [Alley Vacation Submittal](#)
[Alley Vacation Petition combined](#)

Supporting Documents: [Central Staff Memo \(7/14/22\)](#)
[Presentation \(7/14/22\)](#)

Briefing and Discussion (25 minutes)

Presenters: Beverly Barnett, Seattle Department of Transportation; Lish Whitson, Council Central Staff; Abel Pacheco and Tim Bates, Sound Transit

3. **Safe Start Permits Briefing**

Supporting Documents: [Presentation \(7/14/22\)](#)

Briefing and Discussion (20 minutes)

Presenters: Alyse Nelson and Joel Miller, Seattle Department of Transportation

4. **Ship Canal Update**

Supporting Documents: [Presentation \(7/15/22\)](#)

Briefing and Discussion (45 minutes)

Presenters: Keith Ward, Keri Burchard-Juarez, and Andrew Lee, Seattle Public Utilities

E. Adjournment



Legislation Text

File #: CB 120364, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the Traffic Code; adding a new Section 11.72.445 to the Seattle Municipal Code to establish the authority to designate parking for truck tractors in the public right of way; and amending Section 11.31.121 to allow for enforcement of truck tractor parking.

WHEREAS, Seattle Municipal Code (SMC) Section 11.14.685 defines “truck tractor” as “every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn”; and

WHEREAS, drayage is the transport of goods to and from other means of transportation over short distances in the shipping or logistics industry, such as a truck delivery between a seaport and a nearby intermodal facility; and

WHEREAS, there are an estimated 600 to 800 drayage truck tractors servicing the Port of Seattle (Port) facilities on a regular basis; and

WHEREAS, drayage truck drivers typically own or lease the truck tractors they drive, and make multiple daily trips hauling transportation containers between the Port and nearby facilities; and

WHEREAS, drayage truck drivers come from diverse backgrounds, and for whom English is a second language for over 50 percent of the drivers, and most of whom live outside Seattle; and

WHEREAS, many drayage drivers currently park their truck tractors in the public right-of-way in Georgetown, South Park, SODO, and other Seattle neighborhoods near Port facilities; and

WHEREAS, some Seattle neighborhoods struggle with the density of overnight truck tractor parking on some streets, limiting parking and loading access for residents and visitors, causing damage to some streets

not otherwise built to handle regular truck tractor use; and

WHEREAS, SMC Section 11.72.070 restricts parking of vehicles over 80 inches wide between midnight and 6 a.m. on streets or alleys except in industrial zones; and

WHEREAS, since 2014, the Port has allowed use of a portion of its property at Terminal 25 for the overnight parking of drayage truck tractors for approximately 120 trucks; and

WHEREAS, The City of Seattle (City) and the Port entered into a Memorandum of Understanding (MOU) associated with repair of the West Seattle Bridge that includes provisions that the City will provide 25 spaces available to for drayage truck tractors, explore opportunities to develop 70 additional spots and collaborate with the Port on a plan for additional cargo truck parking areas for a minimum of 100 additional trucks; and

WHEREAS, the Seattle Department of Transportation will identify space in the public right-of-way for truck tractor parking that will satisfy the City requirements for the West Seattle Bridge MOU; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Section 11.72.445 is added to the Seattle Municipal Code as follows:

11.72.445 Truck tractor parking

No person shall stop, stand, or park a vehicle other than a truck tractor as defined in Section 11.14.685 in a space designated for truck tractor parking during the hours truck tractor parking is in effect as indicated by sign posting for the space.

Section 2. Section 11.31.121 of the Seattle Municipal Code, last amended by Ordinance 125609, is amended as follows:

11.31.121 Monetary penalties-Parking infractions

The base monetary penalty for violation of each of the numbered provisions of the Seattle Municipal Code listed in the following table is as shown, unless and until the penalty shown below for a particular parking

infraction is modified by Local Rule of the Seattle Municipal Court adopted pursuant to the Infraction Rules for Courts of Limited Jurisdiction ("IRLJ") or successor rules to the IRLJ:

Municipal Code reference	Parking infraction short description	Base penalty amount
* * *		
11.72.440	OVER 72 HOURS	\$44
11.72.445	TRUCK TRACTOR PARKING	\$47
11.72.450	TYPE OF VEH.	\$47
* * *		

Section 3. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2022, and signed by me in open session in authentication of its passage this _____ day of _____, 2022.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2022.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2022.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Dept of Transportation	Matt Beaulieu / 206-379-4177	Aaron Blumenthal/206-233-2656

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the Traffic Code; adding a new Section 11.72.445 to the Seattle Municipal Code to establish the authority to designate parking for truck tractors in the public right of way; and amending Section 11.31.121 to allow for enforcement of truck tractor parking.

Summary and Background of the Legislation: The City is committed to helping mitigate the impacts of drayage truck overnight parking in the public right-of-way in Georgetown, South Park, SODO and other Seattle neighborhoods near Port facilities. This legislation establishes the authority to designate parking exclusive for truck tractors overnight in the public right-of-way and amends Seattle Municipal Code (SMC) Section 11.31.121 to allow for enforcement of truck tractor parking and add a new penalty provision for vehicles other than truck tractors parking in these designated spaces. The base penalty amount would be \$47, the same as the base penalty for parking within load zones and other areas designated for specific uses. This legislation will increase established overnight truck tractor parking locations, enhance neighborhood livability, and reduce vehicle miles traveled by drayage drivers.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes X No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes X No

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

Signing and striping assets will need to be installed and maintained in all locations. SDOT is currently evaluating four locations for eventual implementation. We anticipate installation costs of approximately \$50,000 if we were to install all four overnight truck tractor parking locations.

Are there financial costs or other impacts of *not* implementing the legislation?

If this legislation is not passed, SDOT will not have the authority to establish exclusive overnight parking for truck tractors within public ROW. It is anticipated that the availability of designated parking spaces would reduce frequency of truck parking within neighborhoods.

If this legislation is not passed, SDOT will not designate exclusive overnight truck tractor parking.

There is a Memorandum of Understanding (MOU) between the City of Seattle and the Port of Seattle that authorizes \$9M in Port funds to help repair the West Seattle High Bridge. In exchange, the City and the Port agreed to complete several projects, including exclusive overnight truck tractor parking. This legislation is needed to allow SDOT to satisfy the conditions of the MOU.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

No.

b. Is a public hearing required for this legislation?

No. Though the City and Port of Seattle had numerous community conversations and efforts over the decades to improve the issue of drayage truck overnight parking in the public right-of-way in Georgetown, South Park, SODO and other Seattle neighborhoods near Port facilities. We have committed to additional conversations this summer, in partnership with the Port of Seattle and the Northwest Seaport Alliance, to continue to listen to those impacted by overnight truck tractor parking and truck traffic, to share outcomes of past efforts, and to inform community about this legislative effort that will allow SDOT to manage and operate the rights-of-way more proactively in industrial areas.

c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No.

d. Does this legislation affect a piece of property?

No.

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

If yes, please explain how this legislation may impact vulnerable or historically disadvantaged communities. Using the racial equity toolkit is one way to help determine the legislation's impact on certain communities. If any aspect of the legislation involves communication or outreach to the public, please describe the plan for communicating with non-English speakers.

This legislation provides access to designated truck tractor parking close to the Port of Seattle Terminals. Drayage truck drivers typically own or lease the truck tractors they drive and make multiple daily trips hauling transportation containers between the Port and nearby facilities. Access to designated overnight truck tractor parking supports drayage truck drivers, who typically come from diverse backgrounds, for whom English is a second language for over 50 percent of the drivers, and most of whom live outside Seattle. The Port

of Seattle is planning to engage the drayage truck drivers to encourage them to use the overnight parking locations. The areas that truck tractors are parking overnight in today are within Seattle neighborhoods. These neighborhoods struggle with the density of overnight truck tractor parking on some streets, limiting parking and loading access for residents and visitors, causing damage to streets not otherwise built to handle regular truck traffic. This legislation will assist both the residential neighborhoods and the drayage truck drivers by providing more reliable access to parking nearby the Port Terminals.

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

This legislation is likely to decrease carbon emissions by providing truck tractor drivers designated places to park their vehicles overnight in proximity to the Port facilities. The proximity is likely to decrease the vehicle miles traveled by the truck tractor vehicles. This legislation could be the first step towards establishing charging locations for electric truck tractor vehicles in the public right-of-way by establishing a means for those spaces to be both designated and enforced.

2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle’s resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

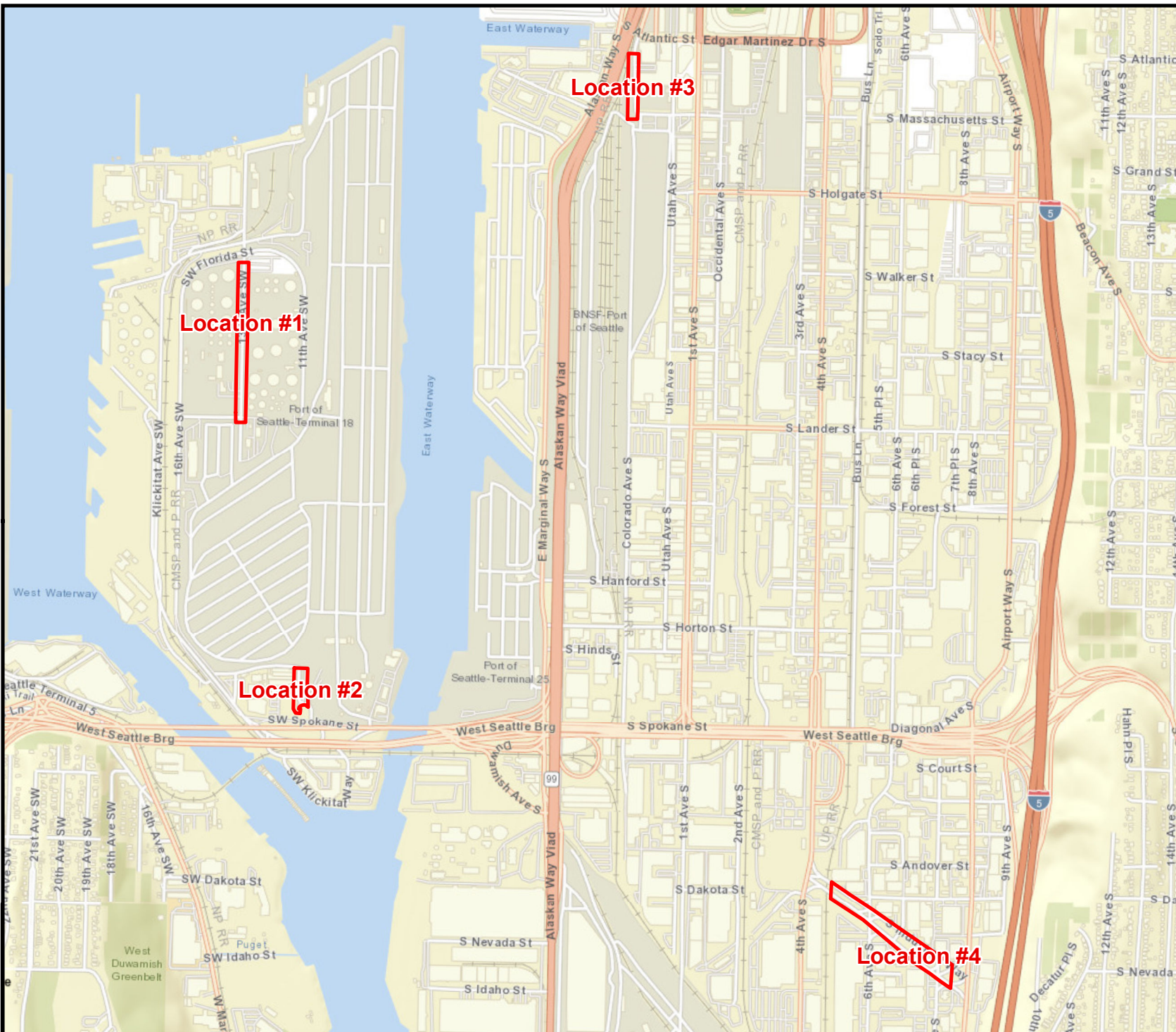
The legislation may ultimately help discourage truck tractor parking in some lower lying areas in the Lower Duwamish that could become increasingly vulnerable to flooding.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)?

Per the MOU between the Port of Seattle and City of Seattle, this legislation will establish overnight truck tractor parking close to Port Facilities, thereby reducing vehicle miles travelled and emissions of the trucks.

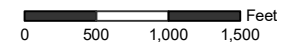
Summary Attachments:

Summary Attachment A – Maps of Potential Overnight Truck Tractor Parking Locations



Legend

 Parking Area

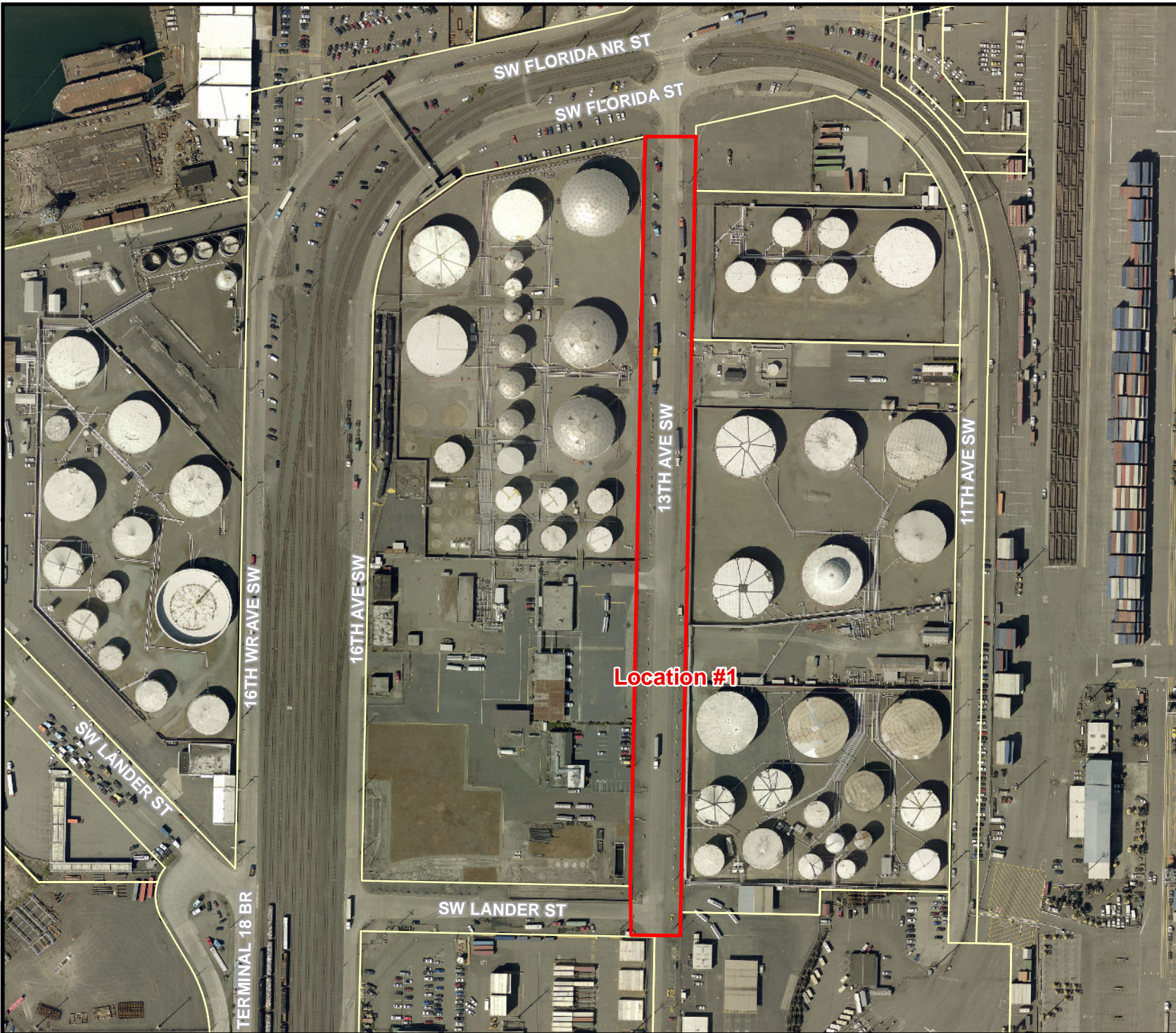


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Orthophoto Source:
Pictometry

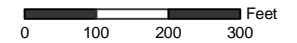


Proposed Truck Tractor Parking Locations



Legend

- Parking Area
- Parcels



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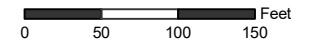


Proposed Truck Tractor Parking Location #1



Legend

- Parking Area
- Parcels



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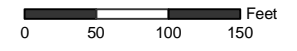


Proposed Truck Tractor Parking Location #2

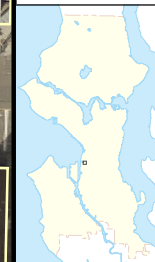


Legend

- Parking Area
- Parcels



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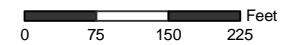


Proposed Truck Tractor Parking Location #3



Legend

- Parking Area
- Parcels



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Proposed Truck Tractor Parking Location #4

July 13, 2022

MEMORANDUM

To: Transportation and Seattle Public Utilities Committee
From: Calvin Chow, Analyst
Subject: CB 120364 – Establishment of Truck Tractor Parking Zones

On July 19, 2022, the Transportation and Seattle Public Utilities Committee will discuss [CB 120364](#). This legislation would authorize the Seattle Department of Transportation (SDOT) to establish dedicated parking zones for truck tractor vehicles. The legislation would set the penalty for violation of truck tractor parking zones at \$47, which is consistent with the penalty for parking in load zones and other areas designated for specific uses. With this legislation, SDOT would have administrative discretion to establish specific locations and time of use for the truck tractor parking zones.

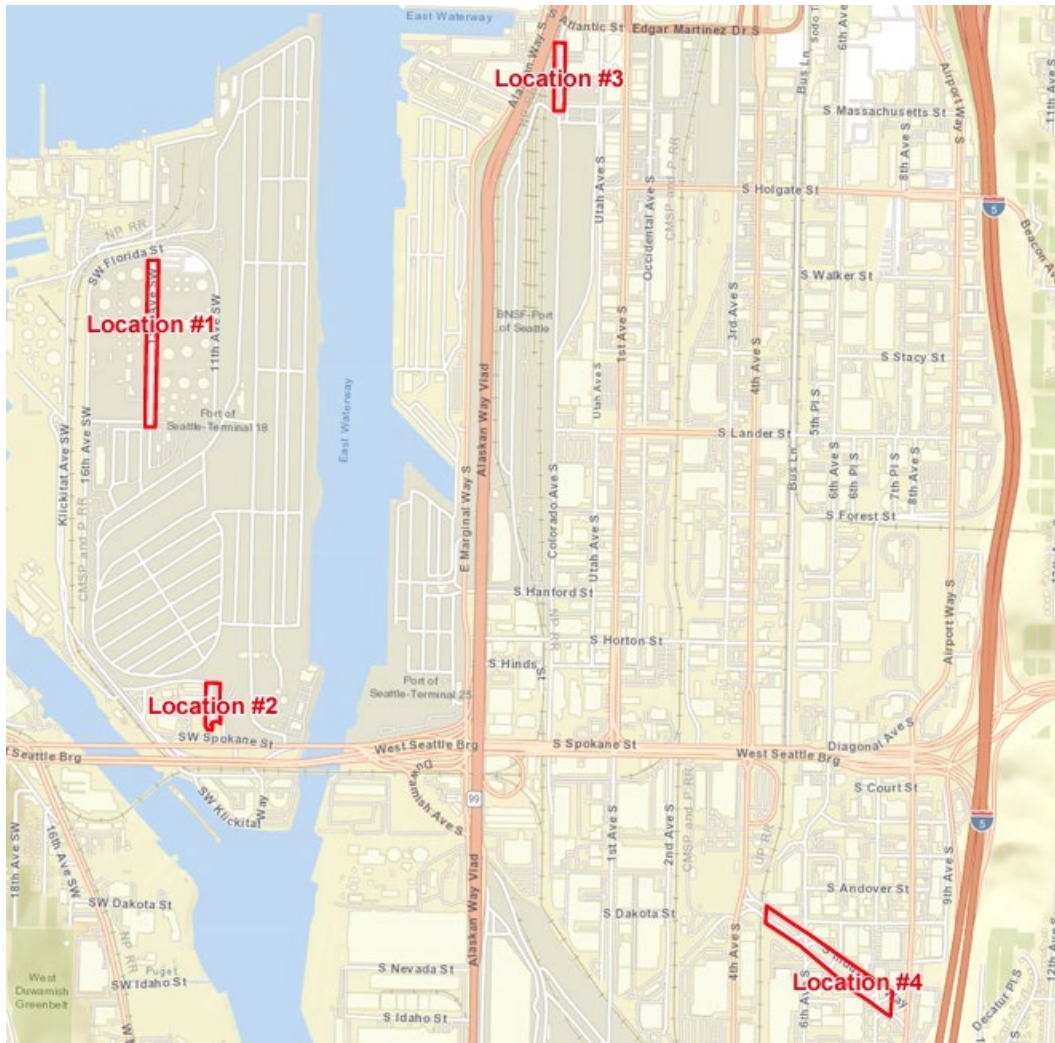
SDOT is requesting this authority to provide a tool to address overnight drayage parking issues in residential neighborhoods. Drayage refers to local, short-haul trucking that supports the loading and unloading of cargo ships and warehouse staging for overland transport. Drayage supports freight facilities concentrated around the Port of Seattle, and there have been long-standing neighborhood concerns with drayage drivers commuting in personal vehicles and parking truck tractor vehicles overnight in nearby communities including Georgetown, South Park, and SODO.¹

SDOT estimates that there are 600-800 truck tractors providing regular service to Port of Seattle facilities. Drayage services are typically provided by small businesses and independent drivers who may own or lease their truck tractor vehicles. SDOT and the Port of Seattle continue to work together to find locations to address overnight truck trailer parking on Port property and in the public right-of-way. This legislation would provide SDOT with the authority to designate overnight truck trailer parking in the right-of-way.

SDOT has identified four locations where they would implement overnight truck trailer parking zones to address drayage parking concerns. These include two locations on Harbor Island, a third location on Colorado Ave S., and a fourth location on S. Industrial Way (see map on page two). SDOT and the Port of Seattle intend to conduct further outreach to drayage drivers and the surrounding communities as part of implementation.

¹ [SMC 11.72.070](#) prohibits truck trailers and vehicles over 80 inches wide from parking outside of industrial zones between midnight and 6:00 a.m.; however, Georgetown, South Park, and SODO are located in industrial zones.

Map of SDOT proposed overnight truck trailer parking zones.



If Council approves this legislation, SDOT would have administrative discretion to establish truck tractor parking zones; no further Council action would be necessary for implementation.

- cc: Esther Handy, Director
- Aly Pennucci, Deputy Director
- Brian Goodnight, Lead Analyst



Legislation Text

File #: CF 314496, **Version:** 1

Petition of the Central Puget Sound Regional Transit Authority, for the vacation of a portion of the alley in block bounded by NE 45th Street, Roosevelt Way NE, NE 47th Street, and 11th Avenue North, at 1000 NE 45th Street.

1 Site information

1.1 Introduction

On the block bounded by NE 45th Street, 11th Avenue NE, NE 47th Street, and Roosevelt Way NE, Sound Transit is requesting a partial alley vacation where it splits the agency’s parcel # 7733600155 at 1000 NE 45th Street. This vacation would consolidate Sound Transit’s property into one building site and thereby improve its development capacity. Pursuant to state statute and agency policy, Sound Transit is exploring affordable housing outcomes on this site, in partnership with Seattle’s Office of Housing. By working together to achieve this partial alley vacation, the City and Sound Transit can improve the affordable housing yield that is possible in this high opportunity neighborhood and near the U District light rail station. Sound Transit is seeking this vacation in advance of a specific project proposal to reduce the effort and uncertainty of the vacation process for a future development partner, which Sound Transit typically selects through a competitive Request for Proposals (RFP) process. Completing this effort before the RFP process will improve the likelihood of receiving proposals with larger affordable housing yields on the site.

1.2 Legal description

South 115.78’ portion of the alley on the block bounded by NE 45th Street, Roosevelt Way NE, NE 47th Street, and 11th Avenue NE, where the alley splits parcel 7733600155. The parcel is legally described as:

THAT PORTION OF THE SOUTHEAST QUARTER IN SECTION 8, TOWNSHIP 25 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS
 BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF NORTHEAST 45TH STREET AS SHOWN ON SHELTON’S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE(S) 2, IN KING COUNTY, WASHINGTON, WITH THE EAST LINE OF ROOSEVELT WAY NORTHEAST, FORMERLY 10TH AVENUE NORTHEAST AS CONVEYED TO THE CITY OF SEATTLE BY DEED RECORDED UNDER AUDITOR’S FILE NUMBER 684632; THENCE NORTHERLY ALONG SAID EAST LINE 128 FEET; THENCE EASTERLY PARALLEL WITH SAID NORTH LINE 92 FEET TO THE WEST LINE OF THE ALLEY CONVEYED BY SAID DEED; THENCE SOUTHERLY ALONG SAID WEST LINE 128 FEET TO THE NORTH LINE OF SAID NORTHEAST 45TH STREET; THENCE WESTERLY ALONG SAID NORTH LINE 92 FEET TO THE POINT OF BEGINNING; AND

LOT 1 AND THE SOUTH 50 FEET OF LOT 2, BLOCK 3, SHELTON’S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE(S) 2, IN KING COUNTY, WASHINGTON

1.3 Site, zoning, overlay, and topographical maps with site constraints

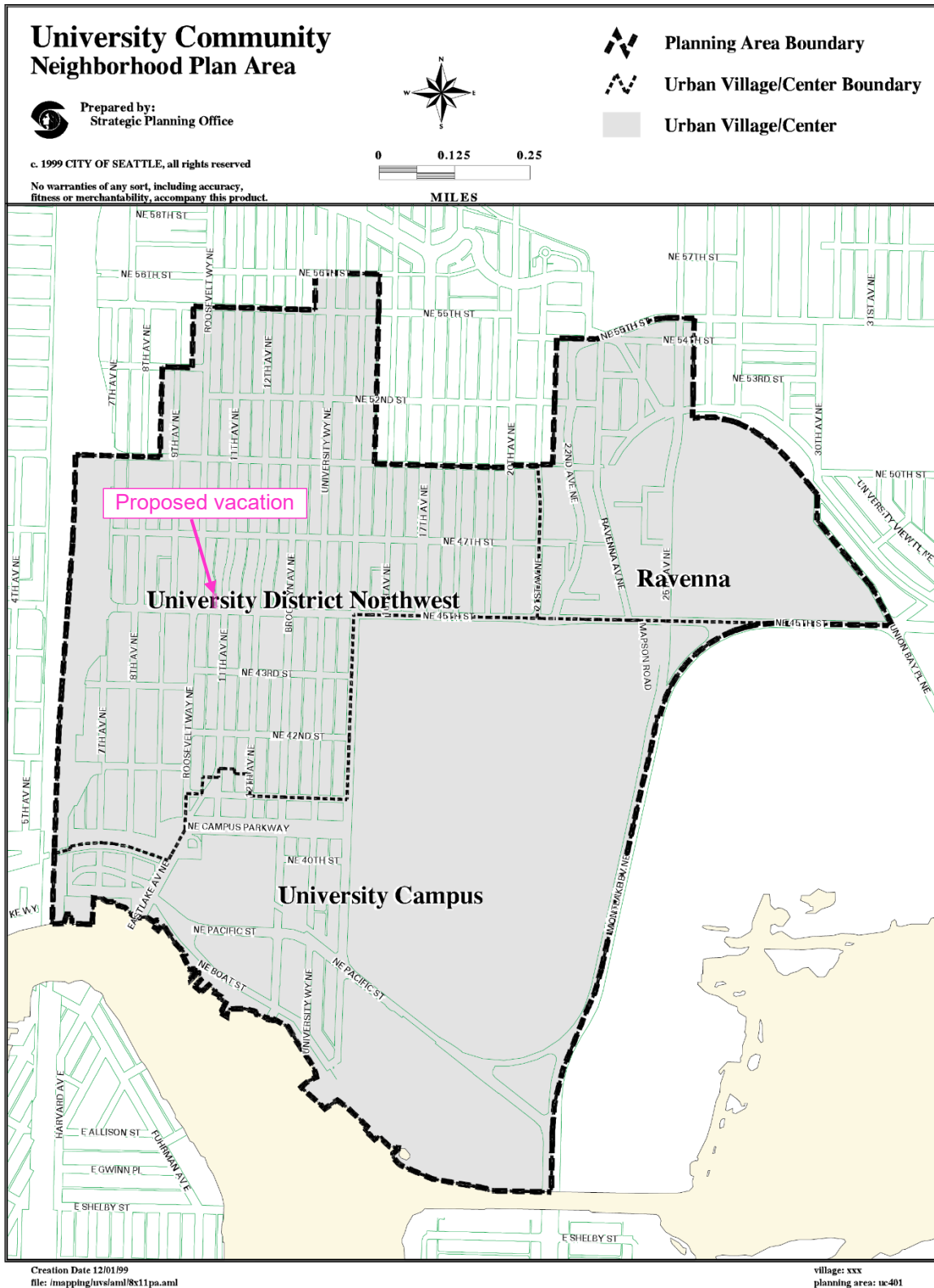
Zoning	SM-U 95-320 (M1)
Neighborhood	University District
Neighborhood planning area	University Community
Council district	District 4

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



Neighborhood plan area

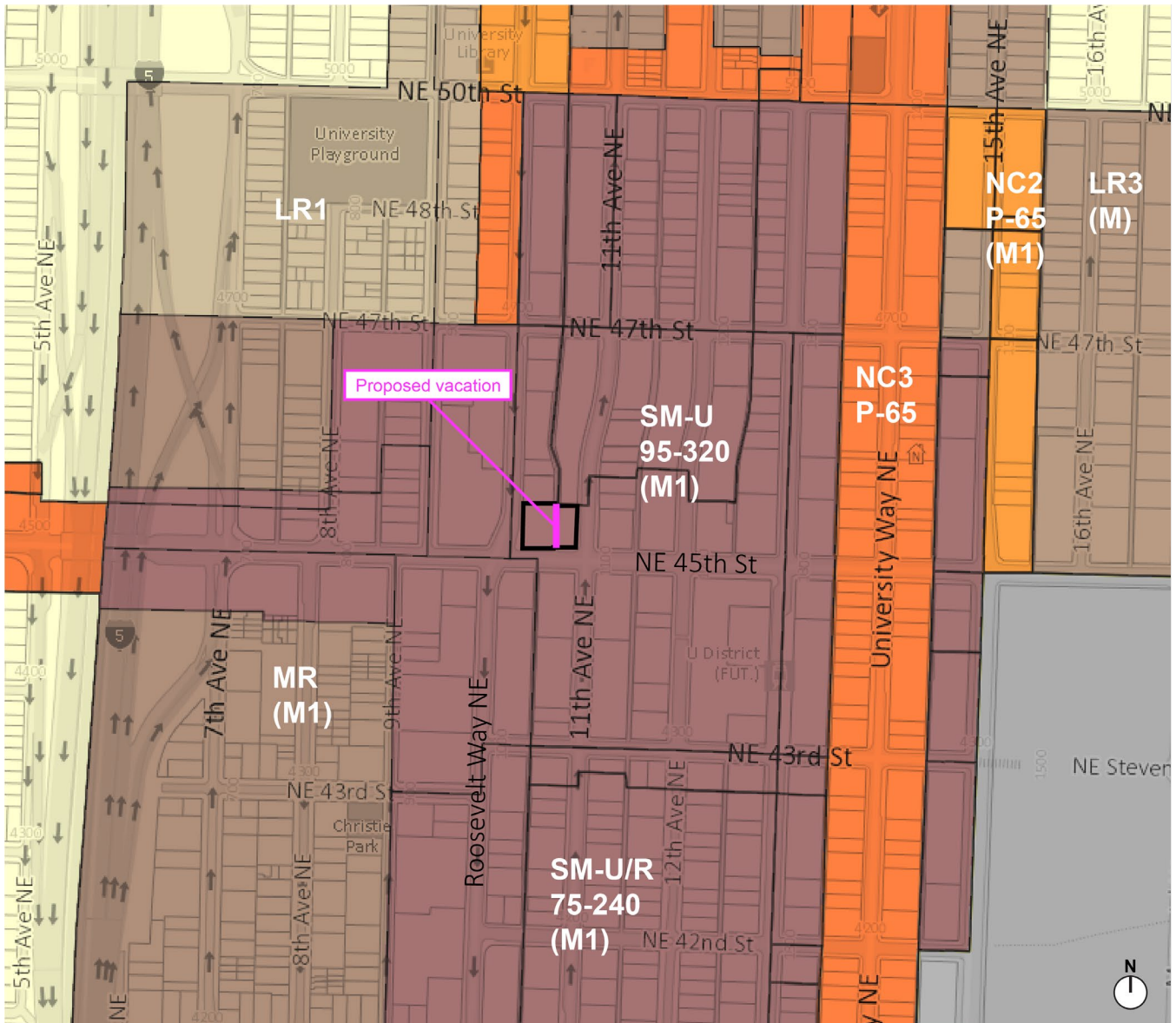


U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



Zoning map





2 Project information

2.1 Development team and point of contact

Sound Transit has not selected a development partner for this property at this time.

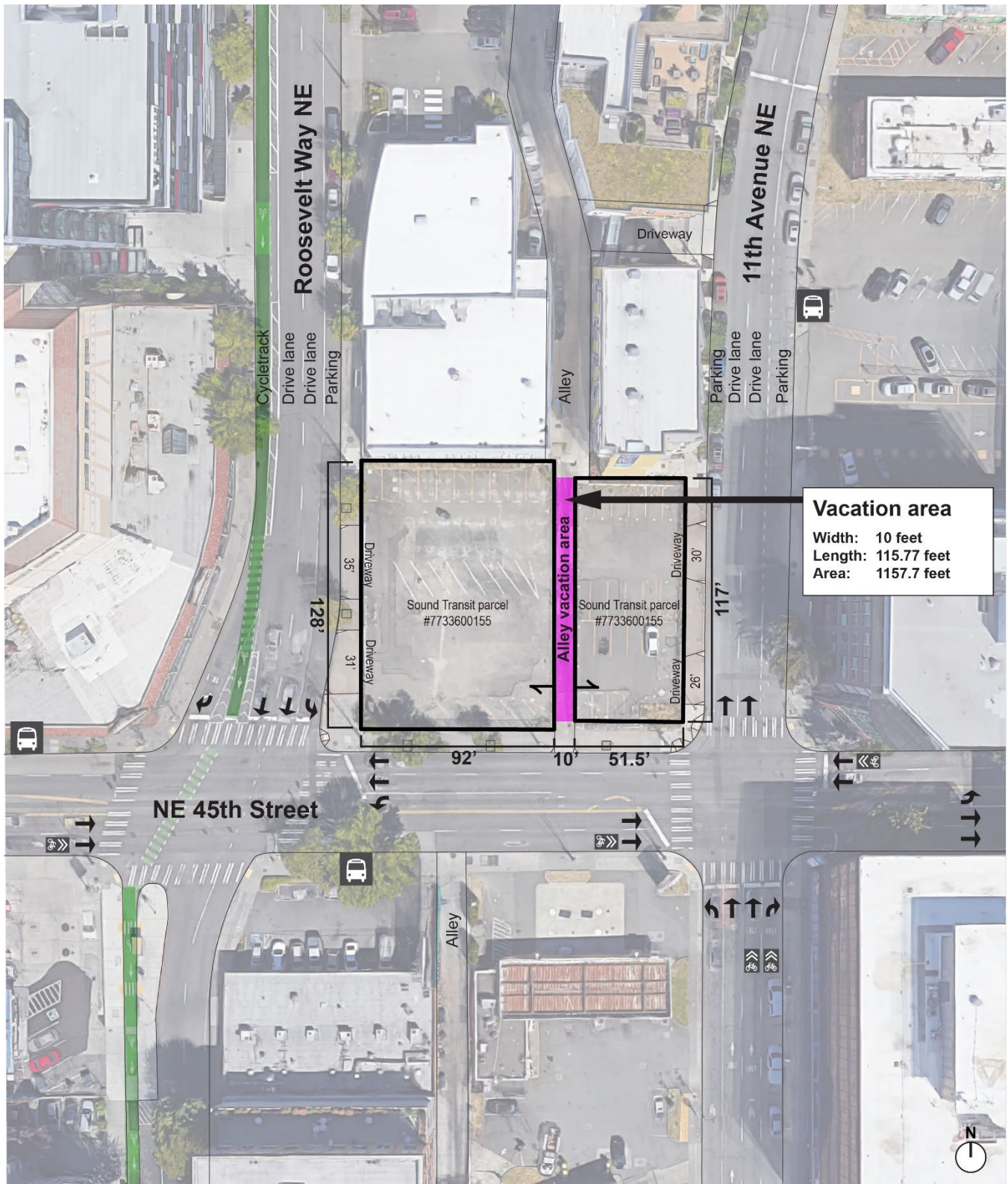
Sound Transit is working in partnership with Seattle’s Office of Housing to explore affordable housing outcomes on this property.

Owner	Central Puget Sound Regional Transit Authority (Sound Transit)	Abel Pacheco Manager, Government & Community Relations – Central Corridor abel.pacheco@soundtransit.org (310) 562-2938
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2.2 Background info on proposing agency

Sound Transit builds and operates regional transit service throughout the urban areas of Pierce, King and Snohomish Counties. Transit services include Link light rail; Sounder trains; ST Express Bus; Tacoma Link light rail; and soon, Bus Rapid Transit. With voter-approval, Sound Transit is in the process of planning and building the most ambitious transit expansion in the country.

2.3 Map of right of way proposed for vacation



2.4 Current conditions and uses

Sound Transit's property is currently leased to the City of Seattle for use as a temporary tiny home village. Prior to this, the site was used for construction offices for the Northgate Link Extension. The site is fenced and largely paved. While it is wider on the northern part of the block, where the alley bisects Sound Transit's property it is only 10 feet wide.

2.5 Project description

Sound Transit has not solicited a development partner, so no development details are available at this time.

Subject to Sound Transit Board of Directors guidance, the overall concept for development on this site is to deliver the maximum feasible amount of affordable housing in a high opportunity neighborhood. Development on this site would likely include active ground-floor uses with affordable residential units above. The alley vacation would allow Sound Transit and the Office of Housing to seek greater affordability outcomes in a neighborhood that has seen little new affordable housing development. While specific development outcomes have not yet been determined, Sound Transit sets sustainability targets for transit-oriented development projects using the LEED or Evergreen Sustainable Development Standard rating programs.

2.6 Project site plans, drawings, or other representations of project

Sound Transit has not solicited a development partner, so no development details are available at this time.

2.7 Reason for vacation

Sound Transit is requesting the partial alley vacation to:

1. Consolidate parcel # 7733600155 into one building footprint
2. Solicit an affordable housing developer

While the area of public right-of-way is small, the vacation could increase the development capacity of the site by up to three-fold, due to the unique constraints of Sound Transit's property. Vacating the alley as it bisects the property could produce a feasible high-rise building floorplate. While the number of units achievable will ultimately depend on many factors (including the amount of subsidy available, the size of units, and the feasible floorplate), a massing study indicates that as many as 260 units could be possible with the vacation. This would allow the Office of Housing and Sound Transit to offer the site with higher likelihood of significant affordable housing outcomes. Sound Transit acknowledges that a solution to maintain functionality of the alley (e.g., by turnaround or reorienting the alley to exit onto Roosevelt or 11th) is necessary.

The following graphic shows illustrative site capacity studies to help characterize the development yield that may be possible with and without the alley vacation. These are hypothetical and do not represent project proposals.

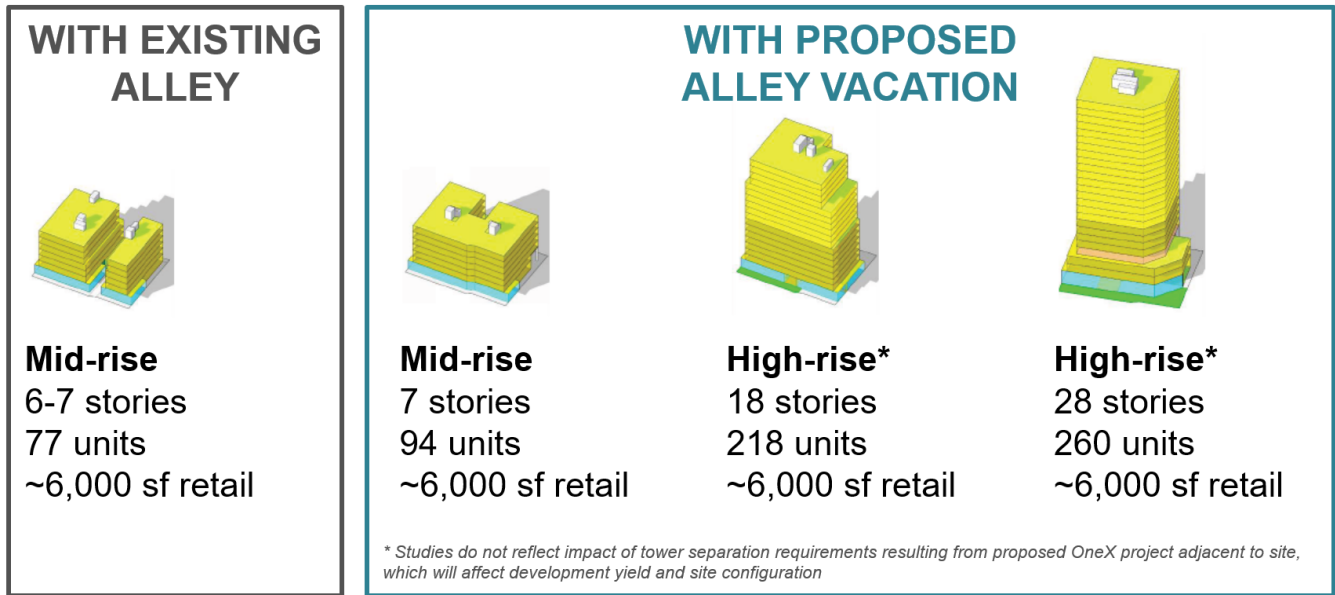
Without the vacation, only approximately 6-7 stories are likely to be feasible on either side of the alley. Because the site is small, and with a tower proposed immediately abutting the property's northwest corner, a high-rise building is likely not feasible without the vacation due to a small and inefficient building floorplate. A massing study suggests that this could result in less than 80 dwelling units.

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



Illustrative site capacity studies



Studies are illustrative and do not represent project proposals.

2.8 Proposed development timeline

Once a conditional vacation has been approved, Sound Transit plans to jointly issue a Request for Proposals with the Office of Housing to select a development partner.

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation

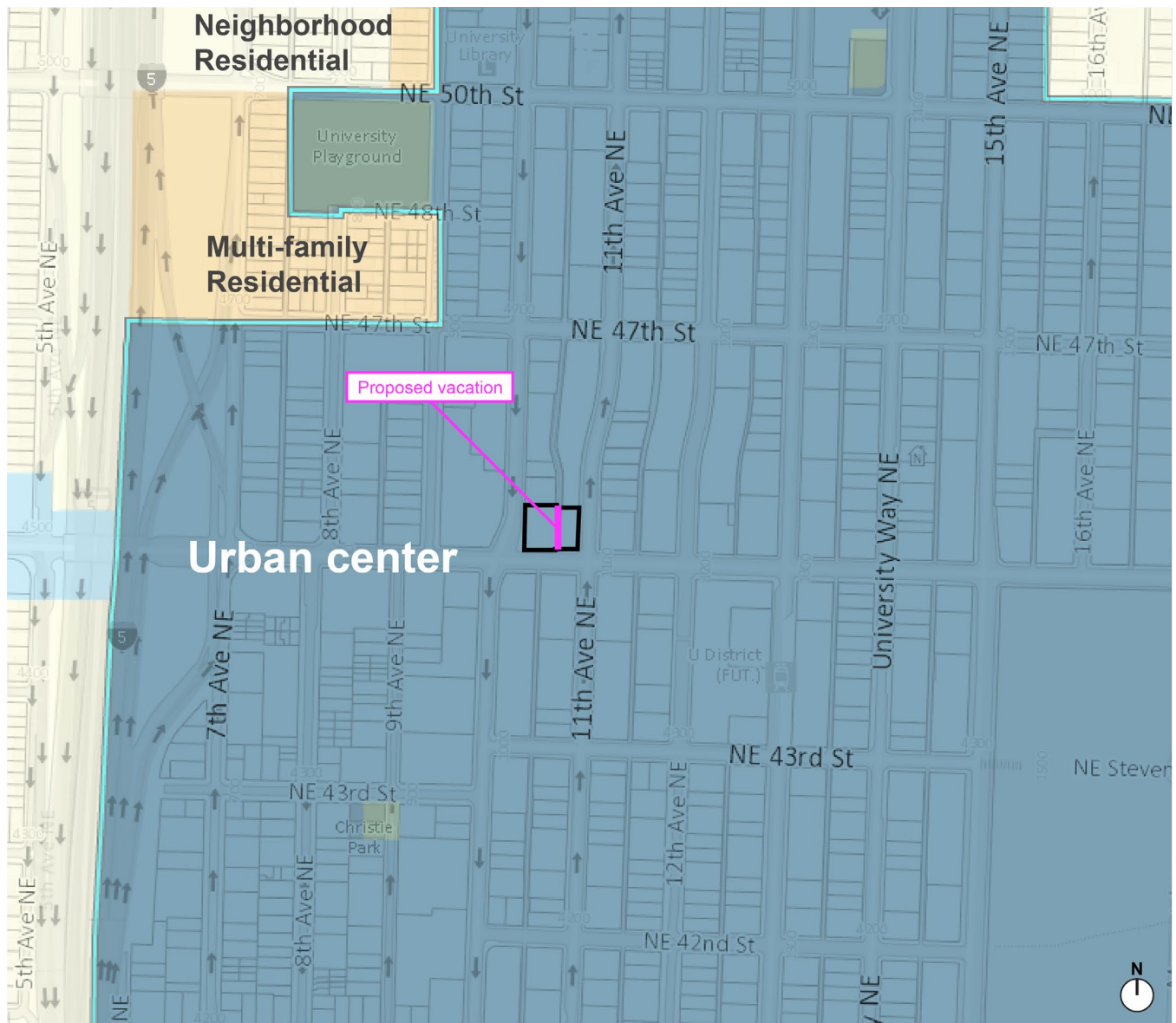


3 Land use information

3.1 Current zoning and comprehensive plan designations

Zoning: SM-U 95-320 (M1)

Future land use: Urban Center



3.2 Summary of city plans and policies

Comprehensive plan

Development on Sound Transit's property can reasonably be expected to advance several of the City's goals and policies as identified for this neighborhood (University Community) in the Comprehensive plan. These goals also reflect direction established in the earlier University Community Urban Center Plan (1998) and subsequent planning efforts. Relevant goals and policies that the vacation may advance include:

- UC-G1: Stable residential neighborhoods that can accommodate projected growth and foster desirable living conditions.
 - *Vacation increases the amount of growth that can be accommodated on the site, allowing it to better fulfill the vision established by neighborhood plans and zoning regulations that concentrate growth in the core of the neighborhood.*
- UC-G3: An efficient transportation system that balances different modes, including public transit, pedestrian, bicycle, and automobile, and minimizes negative impacts to the community.
 - *Vacation eliminates vehicle entry onto NE 45th, a heavily congested corridor, and provides opportunity for a new pedestrian passthrough (e.g., mid-block crossing) on the long face of the block.*
- UC-G4: A community in which the housing needs and affordability levels of major demographic groups, including students, young adults, families with children, empty nesters, and seniors, are met and which balances homeownership opportunities with rental unit supply.
 - *Vacation significantly increases the amount of long-term affordable housing that can potentially be delivered on the site.*
- UC-P4: Strengthen a diverse mix of retail and commercial activities on NE 45th Street and Roosevelt Avenue NE
 - *Vacation eliminates a vehicle entry on NE 45th, thus allowing for more ground-floor commercial frontage along the street.*
- UC-P8: In pursuit of Comprehensive Plan Policies Transportation Policies, emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center, especially those routes identified in citywide modal plans.
 - *Vacation eliminates a pedestrian and vehicle conflict where the alley exits onto NE 45th Street, and allows for a new pedestrian passthrough (e.g., mid-block crossing).*
- UC-P14: Employ a variety of strategies to bring housing development to the affordability levels identified in the Housing element of the Comprehensive Plan, including development partnerships, zoning modifications, and subsidies.
 - *Vacating the alley is a strategy to better meet affordable housing needs by enabling greater site development capacity, and thus potential for more affordable housing units.*
- UC-P19: South of NE 50th Street and west of 15th Avenue NE, create a network of open spaces integrated with development, including improved sidewalks and pedestrian pathways that increase accessibility through and along long blocks. Provide open space and recreation facilities for seniors.
 - *Vacation eliminates a pedestrian and vehicle conflict where the alley exits onto NE 45th Street, and allows for a new pedestrian passthrough (e.g., mid-block crossing).*

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



3.3 Identify land use actions require to develop project

A future developer of the site will need to complete the environmental and design review process for their project.

3.4 Compare development with/without vacation

As described in section 2.7, a massing study found that with the vacation, the site could potentially physically fit as many as 260 units, whereas without it can accommodate less than 80. Specific unit counts will depend on depend on many factors, such as the amount of subsidy available, the size of units, and the feasible floorplate (based on building dimensional controls, tower separation requirements, and more).

3.5 Urban design analysis of surrounding project site (9 blocks)

The property is in the heart of the University District urban center, which has seen significant development activity in recent years. Significant new residential and commercial development has taken place or is proposed in the nine-block area around the site. The site is zoned for high-rise development, potentially up to 320 feet with bonuses.

Overview of surrounding blocks:

- On the same block as Sound Transit's site are the Bridges @ 11th residential building on the east side and University Mazda on the west side. The OneX Towers project is proposed for the University Mazda site, with two primarily residential towers up to 240' proposed, including one adjacent to Sound Transit's property.
- East of the site is comprised of office, hotel, and residential uses, including a proposed 320' tower at 4512 11th Ave NE.
- A 320' residential tower is proposed southeast of the site at 1107 NE 45th Street.
- South of the site is a gasoline station, where a 265' residential tower is proposed (1013 NE 45th Street).
- West of the site is the AMC movie theater complex, UW CoMotion center, and Trader Joe's grocery.
- North of the site is University Audi VW. Northwest includes small-scale residential uses, whereas to the northeast are higher density residential buildings.

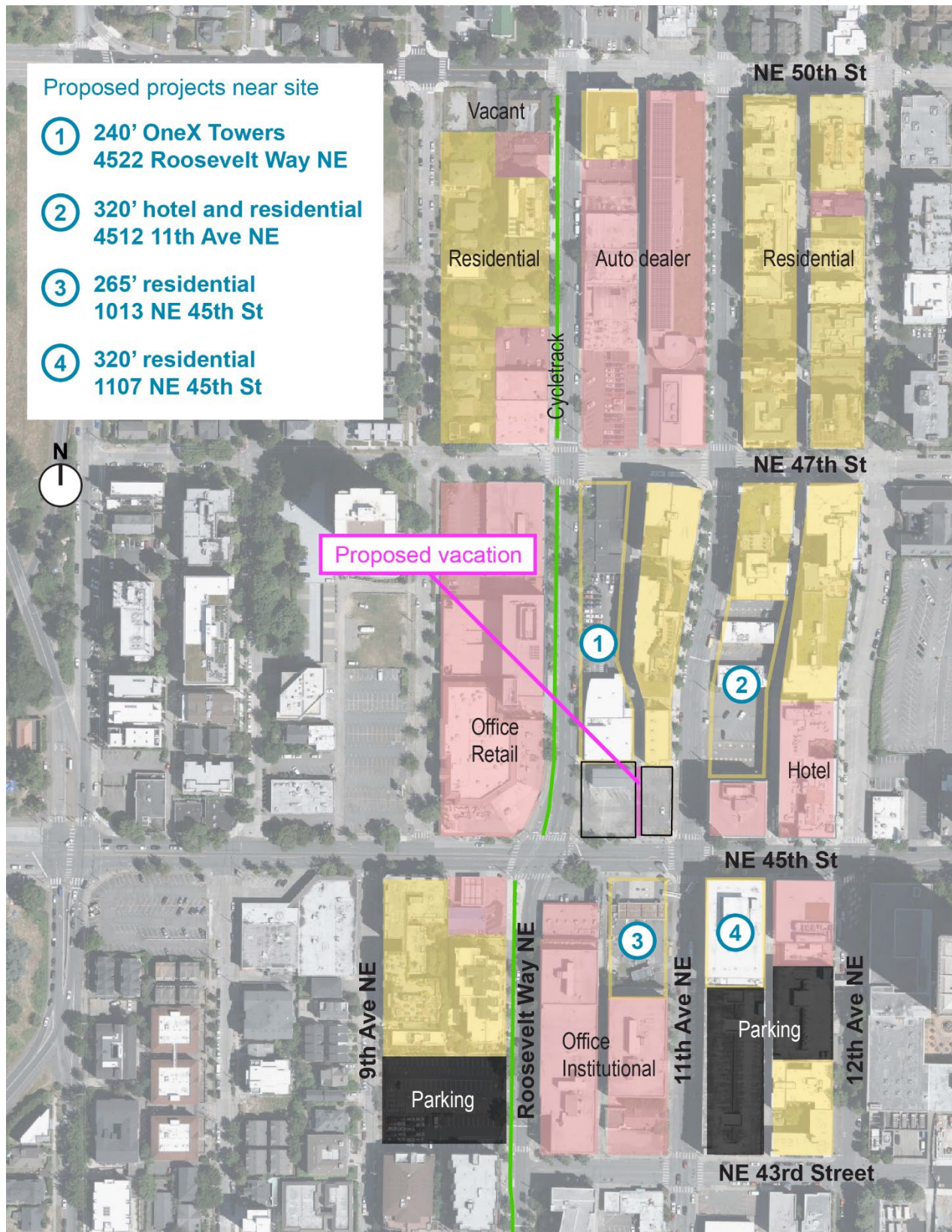
The site is at a crossroads in the neighborhood. NE 45th connects over I-5 to the west and to the UW campus and University Village on the east. Broadway is a mixed commercial and residential corridor and is home to a southbound cycletrack and connection to the University Bridge, while 11th Ave NE is a northbound route and has a dedicated bicycle facility planned as well.

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



Nine-block context



U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



3.6 Analysis of land use and urban design impacts of development

Sound Transit has not solicited a development partner, so the impacts of development cannot be assessed at this time.

3.7 Analysis of impacts on essential public facilities, such as container ports

No impacts are anticipated.

3.8 Design review materials

This proposal is not subject to design review, but the vacation will be reviewed by the Seattle Design Commission. Sound Transit met with a committee of Seattle Design Commission members on June 9th, 2022, for an early briefing to introduce the potential alley vacation and the rationale.

Once a development partner is selected, proposed future development on the site will be subject to design review by the Seattle Design Commission.

4 Transportation

4.1 Current use and design of street

The alley currently serves a variety of users, in particular the residents and visitors of the Bridges @ 11th building, University Mazda, SPU utility vehicles, and other service/delivery vehicles. The proposed OneX Towers development on the University Mazda site will bring additional primarily residential uses to the block, and likely increase traffic volumes on the alley due to a greater development intensity compared to the existing car dealership. While the alley is planned to be 20' in width to the north, the alley as it bisects Sound Transit's property is only 10' wide.

4.2 Roadway designation of street

The alley does not have a specific designation. The surrounding streets (NE 45th Street, 11th Avenue NE, NE 47th Street, and Roosevelt Way NE) are all designated as principal arterials.

4.3 Analysis of transportation impacts from vacation

Detailed analysis of the impacts of the vacation has not been conducted yet. SDOT and Sound Transit are working to identify and conduct the necessary additional analysis to preserve alley function for all users.

Based on anecdotal evidence, the vacation area sees little use today, due in part to the very narrow 10' width of the right-of-way. However, because the block is surrounded by arterials, and in anticipation of future development on the northwest side of the block, the alley will serve an important function, particularly for SPU service vehicles, delivery vehicles, and residents. As a result, retaining the function of the alley for all users will be a key factor in successfully vacating the southernmost end. Potential solutions to retain access include:

- Realign alley on the north end of Sound Transit's property to exit onto 11th Ave NE or Roosevelt Ave NE
- End the alley in a turnaround on Sound Transit's property, returning traffic to exit onto NE 47th Street

5 Utilities

5.1 Identify current utility uses in ROW

The alley contains the following utilities:

- Gas
- Electric
- Telecommunications
- Storm sewer

5.2 Potential future utility impacts in the area

Not available at this time.

5.3 Proposed mitigation of impacts

Sound Transit has not solicited a development partner, so no mitigation is proposed at this time. The vacation approval is expected to include conditions to address vacation impacts. Design solutions to address impacts will be prepared once a development partner is selected and begins site and building design. Sound Transit discloses property information such as on-site utilities to development partners.

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



6 Historic sites or buildings

This site is not located in a historic or special review district, nor is Sound Transit aware of nearby historic landmarks or resources.

7 Community engagement plan

7.1 Plan and feedback

Prior to soliciting a development partner, Sound Transit conducted a two-part community engagement plan in 2021 to understand the community's preferences for the future of the site, and to use the input to prioritize development outcomes. Sound Transit has submitted this engagement work to the Department of Neighborhoods for review.

Sound Transit's engagement process included:

- Early engagement: meetings with local stakeholders to discuss the project, focused on institutions and organizations in the neighborhood
- Phase 1: an online survey to gauge baseline preferences and interests of the community
- Phase 2: an online open house to review key takeaways, and ask several additional questions to refine our understanding of community preferences

Engagement information:

- Surveys were available in four languages (English, Spanish, simplified Chinese, and traditional Chinese)
- Over 10,500 postcards were mailed to nearby residents, surveys were advertised online and via Sound Transit listserv; visited 70 businesses and distributed information at the U District Farmers' Market
- Received over 1,800 responses across two surveys

Initial feedback indicated that affordable housing is the top priority for this site, along with ground-floor uses such as retail to create activity. Feedback indicated strong support for maximizing the housing units here, while also accommodating a range of household sizes. In follow up engagement, respondents confirmed the desire for a tall building on this site, principally to achieve affordable housing. Respondents also indicated strong support for 'reconfiguring' the alley to further enhance the development potential of the site.

While the engagement process did not specifically address the topic of public benefit, feedback did indicate the following interests:

- Creating a pleasant and safe pedestrian environment in the public realm (for example, with street trees, safety buffers from traffic, wide sidewalks, stormwater features, and sidewalk seating and tables).
- Providing spaces that serve the broader community, such as small/medium sized retailers, food/groceries, public open spaces, childcare/preschool, and arts and cultural space.
- Accompanying the vacation with improved pedestrian access, including a pedestrian passthrough (e.g., mid-block crossing) crossing from 11th to Roosevelt, and/or a corridor from existing alley through to NE 45th Street.

Only 7% of respondents indicated they did not support changes to the alley.

Thus, a partial alley vacation provides the opportunity act on the primary community feedback, which is to maximize the amount of affordable housing that can be delivered on the site.

7.2 Goals and policies from neighborhood plan

See section 3.2

8 Vacation policies

8.1 Preliminary statement on how proposal addresses policy values

Today, the alley primarily provides for circulation, utilities, and access of the abutting properties. A vacation will impact how the rest of the alley functions for these uses, as well as impacting the land use and urban form of the district. The alley currently does not provide a free speech, public assembly, open space, or view function.

- **Circulation and access:** The alley provides for access and movement of people, goods, and vehicles, particularly related to residents, employees, and visitors of the abutting three property owners. At the north end, the alley continues across NE 47th through the next block, while on the south end, the alley across NE 45th is not aligned, nor is traffic feasibly able to cross NE 45th Street to access it. Because it is not a through street, a partial vacation of the alley is not expected to disrupt the broader transportation network of the neighborhood. However, alley function on this block will need to be retained as it is an important corridor to access resident parking and for service and utility vehicles. This function may be retained in one of several ways, such as an easement for a turnaround, or realigning the alley to 11th Ave NE or Roosevelt Way NE.
- **Utilities:** Utilities do occupy the alley right-of-way. A future developer will need to address this conflict to ensure that these utilities can be accommodated with a vacation.
- **Free speech:** Alley does not serve this function currently.
- **Public assembly:** Alley does not serve this function currently.
- **Open space:** The area to be vacated does not provide a significant open space function currently, and the vacation would not prevent people from accessing the remaining portion of the alley.
- **Light and air:** The vacation may result in impacts to light and air for abutting buildings. However, this will depend on the ultimate site and building design proposed by a future developer, and the ultimate configuration of the alley (e.g., whether a turnaround or realignment to 11th or Roosevelt). It will also depend on whether a pedestrian passthrough is provided on the north end of the site.
- **Land use and urban form:** The vacation will increase the development potential of the property.
 - The vacation could potentially more than triple the site's development capacity.
 - The vacation will require 1,156.7 square feet of right-of-way to be vacated.
 - A turnaround or realignment of the alley, which will be required to maintain alley function, will consume a greater area than the vacation itself, but the possible development yield can still dramatically increase because the remaining parcel becomes a consolidated building site.
 - Without the vacation, the small size of each side of Sound Transit's parcel limits the development potential because a high-rise building is not feasible due to a limited floorplate.
 - The vacation will allow for development that is consistent with planned growth and density in the neighborhood.
 - A potential pedestrian passthrough from 11th Ave NE to Roosevelt Way NE would help reduce the very long block faces of Roosevelt and 11th. Additionally, vacating the alley will result in a longer continuous frontage along NE 45th, which allows a longer continuous façade and greater ground-floor retail and active uses along this priority corridor.
 - Property without vacation: Approximately 18,000 square feet, up to approximately 77 units
 - Property with vacation: Approximately 19,157 square feet, up to approximately 260 units
 - Does not account for area consumed by a turnaround, realignment, or pedestrian passageway, which will reduce the net buildable area.

8.2 Preliminary public benefit proposal summary of vision and goals

While Sound Transit and the Office of Housing have identified several potential public benefit concepts to date, the vacation review process will help identify and refine these concepts. The aim is to sufficiently define a benefits package through the vacation process such that a future development partner for this property has a clear understanding of expectations, while allowing for some flexibility or optionality. Because this is a constrained site and affordable housing projects already require subsidy, preserving some flexibility will assist a nonprofit developer in designing and permitting a feasible building and could potentially help reduce project costs.

Potential public benefit concepts include:

- An east-west pedestrian passage on the north end of the property, connecting 11th Ave NE to Roosevelt way NE (reflecting the 'mid-block crossing' concept identified in local planning priorities)
- Partnering with Seattle's Cultural Space Agency to occupy ground-floor space in the future project for use as studio space, for gatherings/exhibitions, and/or other programming.

Sound Transit anticipates that the review process, including discussions with staff, the Design Commission, and community engagement, will help to identify the ultimate package of public benefits that are expected in exchange for the vacation. The conditional vacation approval is expected to include conditions to address public benefits obligations.

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



9 Environmental review

The future developer of the property will be responsible for any required SEPA review associated with their development proposal.

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BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF NORTHEAST 45TH STREET AS SHOWN ON SHELTON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE(S) 2, IN KING COUNTY, WASHINGTON, WITH THE EAST LINE OF ROOSEVELT WAY NORTHEAST, FORMERLY 10TH AVENUE NORTHEAST AS CONVEYED TO THE CITY OF SEATTLE BY DEED RECORDED UNDER AUDITOR'S FILE NUMBER 684632; THENCE NORTHERLY ALONG SAID EAST LINE 128 FEET; THENCE EASTERLY PARALLEL WITH SAID NORTH LINE 92 FEET TO THE WEST LINE OF THE ALLEY CONVEYED BY SAID DEED; THENCE SOUTHERLY ALONG SAID WEST LINE 128 FEET TO THE NORTH LINE OF SAID NORTHEAST 45TH STREET; THENCE WESTERLY ALONG SAID NORTH LINE 92 FEET TO THE POINT OF BEGINNING; AND

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OR in the alternative, to vacate any portion of the above-described right-of way;

Reserving to the City of Seattle all necessary slope rights including cuts or fills on the above-described former right-of-way property for the protection of the reasonable original grading of right-of-way abutting on the property after the vacation; and

RESERVING to the City of Seattle the right to reconstruct, maintain, and operate any existing overhead or underground utilities in the rights-of-way until the beneficiaries of the vacation arrange with the owner or owners thereof for their removal.

SIGNATURE OF PETITIONERS:

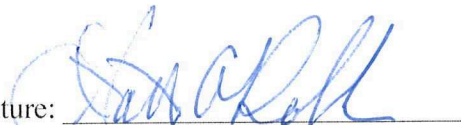
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OWNER:

Central Puget Sound Regional
Transit Authority

PROPERTY King County Parcel
7733600155

Signature: _____


FAITH A. ROLAND

Director Real Property

Date: 6/30/2022

**VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE
CITY OF SEATTLE**

I/we Central Puget Sound Regional Transit Authority acknowledge that:

Any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

The City Council decision is at the end of the review process;

The City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies contained in Resolution 31809 and other adopted policies;

A Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA);

I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition; and

I/we understand that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.

 Petitioner 6/30/2022 Date
FAITH A. ROLAND, Director Real Property

CONTACT INFORMATION:

Petitioners:

Central Puget Sound Regional Transit Authority (Sound Transit)

Contact:

Abel Pacheco
Manager, Government & Community Relations – Central Corridor
abel.pacheco@soundtransit.org
(310) 562-2938

ADDITIONAL PROPERTY OWNERS ABUTTING THE VACATION:

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and declare that I/we have no objections to the partial alley vacation.

<u>OWNER</u> (Printed Name and Signature)	<u>PROPERTY</u>
---	------------------------

Yuan Lin
GZI ONEX, LLC

0825049050
0825049066
6746701380
6746701390

OWNER	DATE	Parcel
-------	------	--------

OWNER
(Printed Name and Signature)

PROPERTY

UNIVERSITY OF WASHINGTON

6746701320

OWNER

DATE

Parcel

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

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LOT 1 AND THE SOUTH 50 FEET OF LOT 2, BLOCK 3, SHELTON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE(S) 2, IN KING COUNTY, WASHINGTON

and declare that I/we have no objections to the partial alley vacation.

OWNER
(Printed Name and Signature)

PROPERTY

Yuan Lin
GZI ONEX, LLC

0825049050
0825049066
6746701380
6746701390

OWNER

DATE

Parcel

OWNER
(Printed Name and Signature)

PROPERTY

UNIVERSITY OF WASHINGTON

6746701320

DocuSigned by:
Jeanette Henderson 6/17/2022
A272062EB900470...

OWNER	DATE	Parcel
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If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

July 15, 2022

MEMORANDUM

To: Transportation and Seattle Public Utilities Committee
From: Lish Whitson, Analyst
Subject: Clerk File 314496: Sound Transit 45th Street Alley Vacation Petition

At its July 19, 2022 meeting, the Transportation and Seattle Public Utilities Committee (Committee) will receive a briefing on a petition from Sound Transit to vacate the southern portion of the alley on the block bounded by Roosevelt Way NE, NE 45th Street, 11th Avenue NE and NE 47th Street ([Clerk File \(CF\) 314496](#)). The vacation would allow Sound Transit to issue a Request for Proposals for a developer to build an affordable housing project on a lot owned by Sound Transit that is currently split by the alley. The site is located on the north side of NE 45th Street, between Roosevelt Way NE and 11th Avenue NE, two blocks west of the U District light rail station in Council District 4.

The July 19 briefing is an “early Council briefing” as called for in the City’s [Street Vacation Policies](#). It is intended to provide members of the public with “an early opportunity to provide input on the vacation to the Council, the petitioner and City reviewers.” It also provides the Council an opportunity “to hear about the vacation and provide early feedback regarding the process.”

This memorandum describes the proposed project and vacation and identifies issues for Councilmembers to consider in reviewing the petition.

Sound Transit Site

Sound Transit acquired the two parcels on the north side of NE 45th Street for construction staging for the Link Light Rail project, and in particular the U District station. Since construction of that segment of light rail has been completed, they are exploring options to dispose of the site and are working with the Office of Housing to explore disposing of the site to an affordable housing developer. Early exploration of potential massing of the site has identified that a significantly larger number of affordable housing units may be feasible on the site if the portion of the alley between the two parcels were to be vacated. This vacation would also have the benefit of reducing pedestrian-vehicular conflicts where the alley exits onto NE 45th Street.

The proposal is to vacate the portion of the alley that runs through the Sound Transit property (approximately the southern 120 feet of the alley). North of the South Transit site, the alley serves two properties – a mixed-use multifamily structure on the east side of the block, and an automobile dealership which is currently in permitting to be redeveloped with a mixed-use multifamily development on the west side of the block. Sound Transit is in discussions with the Seattle Department of Transportation (SDOT) regarding how to maintain access to those properties and how to provide utility vehicle access to the Sound Transit property if the alley were to be vacated.

The site is zoned Seattle Mixed-University 95-320 with an M1 Mandatory Housing Affordability designation (SM-U 95-320 (M1)) allowing for a broad range of uses, including mixed-use development, with mandatory affordable housing requirements. Projects on sites larger than 12,000 square feet in this zone may be able to build up to 320 feet, depending on rules requiring spacing of towers. Otherwise, projects are limited to 95 feet. Currently, the two portions of the parcel making up this property are each less than 12,000 square feet in size. Should the vacation be granted, the combined parcel would be over 19,000 square feet and could potentially accommodate a residential tower.

Because this vacation is intended to facilitate the issuance of a Request for Proposals, a specific development or affordable housing proposal has not been proposed. Similarly, a specific public benefit proposal has not been prepared for this vacation. Councilmembers and members of the public have the opportunity help shape the package of public benefits that would be required for development on the site if the alley is vacated.

Street Vacation Policies

In 2018, the City Council updated its Street Vacation Policies to provide greater clarity for petitioners, members of the public, and decision-makers in proposing and reviewing street vacation petitions. The policies identify two related but independent questions that the Council considers in reviewing a street vacation petition: (1) are the “public trust functions” of the right-of-way maintained? and (2) will the public receive a benefit from the vacation?

Public trust functions are the uses of right-of-way. The policies describe the public trust function review as follows:

Streets are dedicated in perpetuity for use by the public for travel, transportation of goods, and locating utilities. The dedication carries with it public rights to circulation, access, utilities, light, air, open space, views, free speech, and assembly, and contributes significantly to the form and function of the city. The primary concern of the City in vacation decisions is to safeguard the public’s present and future needs and to act in the public’s best interest. (p. 7)

The City Council’s policies provide guidance that is particularly relevant to the proposed vacation. The petitioner should address these policies as it proceeds:

Street vacation petitions may be approved only if access is retained to properties on the block where the right-of-way is located and to properties on neighboring blocks or streets.

While the primary purpose of streets is circulation, the primary purpose of alleys is to provide access to individual properties. Alleys provide space for loading, vehicular access to abutting properties, and space for utility functions such as water, sewer, solid waste, telecommunications, and electricity. In general, alleys in residential, commercial, and mixed-use zones will be retained. Alleys shall be retained for their primary purposes and other public purposes and benefits. (p. 9)

In general, streets and alleys in commercial, mixed-use, and downtown areas will be preserved to facilitate moving goods and people and maintain access to property that is separate from pedestrian routes. In general, these rights-of-way will be retained unless it can be demonstrated that the vacation meets another important public purpose without jeopardizing the area's functioning and its compatibility with surrounding areas. A vacation must preserve access to off-street loading and parking areas and the continuity of street fronts, particularly in areas with pedestrian activity. (p. 16)

A vacation shall include a commitment to provide public benefits. The concept of providing a public benefit is derived from the public nature of streets. Streets, whether improved or unimproved, provide important benefits to the public. Among the various benefits are preserving the street grid that provides for consistency in the development pattern and influences the scale and orientation of buildings. Streets provide for breathing space, open space and views, natural drainage, and wildlife corridors. These benefits are in addition to the public functions provided by streets discussed in earlier sections of these policies, including: moving people and goods in vehicles, on foot, or by bicycle; and providing for current and future utility services, and for street trees and other amenities. (p. 22)

The following factors are not public benefits, but may be considered when reviewing the public benefit package:

- Project compliance with City policies and goals, including the Comprehensive Plan;
- Proposals designed to improve race and social equity, improve access to opportunity, and reduce the threat of displacement by for example, providing quality jobs or education to communities with low access to opportunity, or increasing the supply of affordable housing beyond City requirements;
- Addressing the effects of the vacation on vulnerable low-income populations and communities of color;
- Providing affordable or special needs housing, job training, or other human services;
- The public nature of the project (library, governmental purposes, low-income housing);
- Ideas resulting from the early community engagement process;
- Neighborhood support or opposition;
- Broad-based community support or opposition;
- Support or opposition from non-governmental organizations, public development authorities, or other government entities;... (p. 24)

Next Steps

The Seattle Design Commission, City departments, and other stakeholders are currently reviewing the street vacation petition. Once their review is complete, the SDOT Director will send a recommendation to Council. The Council will be required to hold a public hearing on the petition. That could occur in the first quarter of 2023.

cc: Esther Handy, Director
Aly Pennucci, Deputy Director
Yolanda Ho, Lead Analyst

Partial Alley Vacation at 1000 NE 45th Street

*Transportation & Seattle Public Utilities
Committee*

July 19, 2022

Sound Transit U District TOD site

1000 NE 45th Street, Seattle

Unique opportunity

- Sound Transit & Seattle Office of Housing partnership seek to **maximize affordable housing** production (*pending ST Board guidance*)
- Opportunity to deliver public good in a **prime location**, two blocks from light rail
- **Strong community support** for affordable housing



Introducing the partial vacation of alley at 1000 NE 45th Street

Purpose: Sound Transit, working with city, seeking a partial alley vacation to consolidate a potential affordable housing site before selecting a development partner

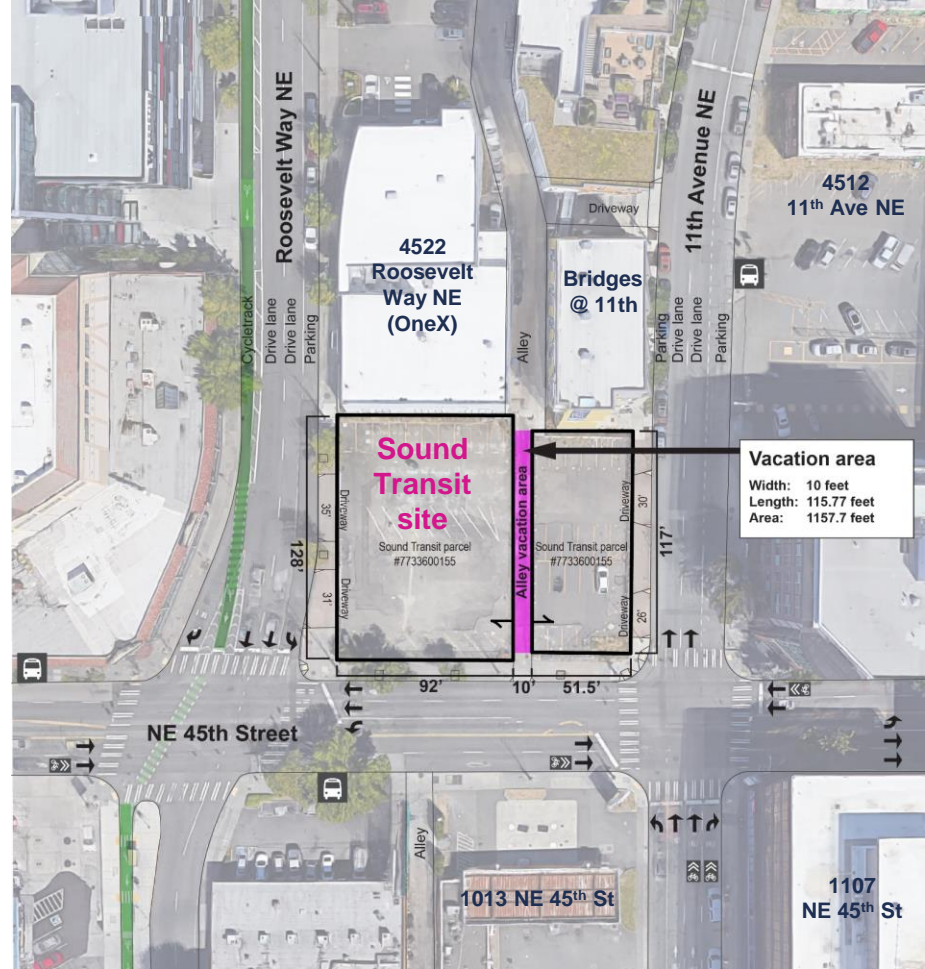
- Vacation to be conditioned on a future developer meeting city's expectations for project outcomes
- Must maintain alley access/use for adjacent properties

Today: Seeking early City Council feedback



Site overview

- **Site area: ~18,000 square feet**
(without vacation)
- **Vacation area: ~1,158 square feet**
- **Alley users:**
 - SPU collection vehicles
 - Resident parking access
 - Other delivery & service users
- **Proposed projects by others nearby:**
 - 4522 Roosevelt Way NE (OneX)
(site extends to NE 47th)
 - 4512 11th Ave NE
 - 1107 NE 45th St
 - 1013 NE 45th St



Existing alley views



Community Engagement Plan: themes

- **Affordable housing** a top community priority
- Desire to **maximize housing outcomes** (e.g., via tall building, alley reconfiguration)
- Interest in **community-serving space** (e.g., retail, business, open space)
- Improve the **pedestrian environment**
- **Environmental performance**



View from corner of NE 45th St & 11th Ave NE

Potential development outcomes

AFFORDABLE HOUSING

- Partnering with Office of Housing
- Target outcome: affordable housing building with active ground-floor uses (*pending ST Board guidance*)

MAXIMIZE SITE CAPACITY

- Seek conditional alley vacation in advance of selecting developer

POTENTIAL PUBLIC BENEFIT

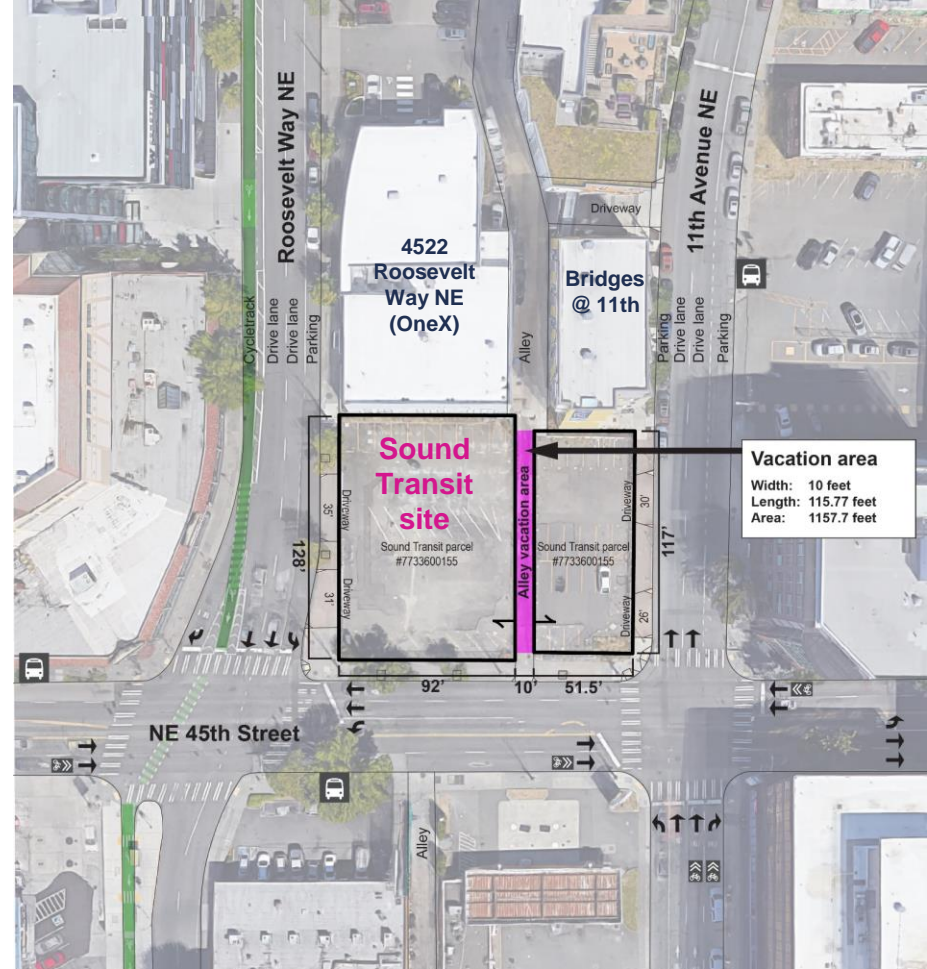
- Cultural Space Agency ground floor program in future building (e.g., studio, gathering space, programming)
- East-west pedestrian passthrough on north side



Alley looking north

Circulation context

- Abutting streets are principal arterials
- NE 45th a 'key' pedestrian corridor
- No existing east-west mid-block pedestrian connection
- Planned northbound cycletrack on 11th Ave
- Transit stops on Roosevelt, 11th, and NE 45th
- Alley south of NE 45th shifted west



Impact on development capacity

Existing site cannot accommodate high-density development

- Without vacation, alley would need to be widened, further impacting the development capacity of site

Alley vacation enables development on site that meets community & zoning vision

- Site could accommodate a high-rise building
- Must meet tower separation distance from proposed OneX project

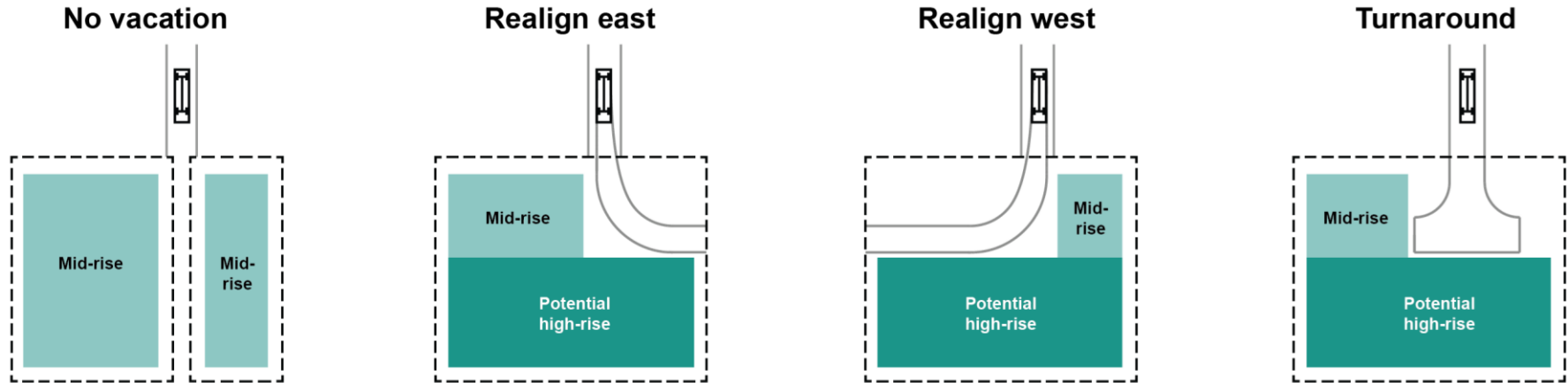
Other considerations include:

- Frontages, setbacks and open space configuration
- Potential mid-block pedestrian circulation



Maintaining alley function

- Maintain pedestrian and parking access, service & utility vehicle circulation
- Aim to reconfigure circulation while retaining a feasible building footprint
- Potential concepts to retain alley function: realignment or turnaround



Concepts are illustrative and show possible vehicle circulation and the resulting building footprint

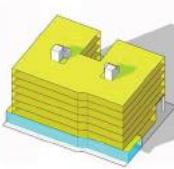
Illustrative site capacity studies

WITH EXISTING ALLEY

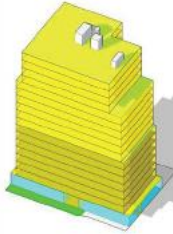


Mid-rise
6-7 stories
77 units
~6,000 sf retail

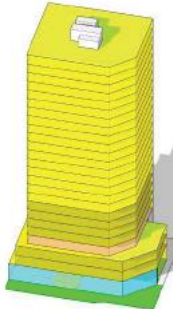
WITH PROPOSED ALLEY VACATION



Mid-rise
7 stories
94 units
~6,000 sf retail



High-rise*
18 stories
218 units
~6,000 sf retail



High-rise*
28 stories
260 units
~6,000 sf retail

* Studies do not reflect impact of tower separation requirements resulting from proposed OneX project adjacent to site, which will affect development yield and site configuration

Studies are illustrative and do not represent project proposals.

Thank you



 [soundtransit.org](https://www.soundtransit.org)





Legislation Text

File #: Inf 2090, **Version:** 1

Draft Long-term Recommendations

Updates to Outdoor Dining, Vending, Merchandise Display,
and Street & Sidewalk Activities Programs

Alyse Nelson, Joel Miller

Our Vision, Mission, Values, & Goals

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

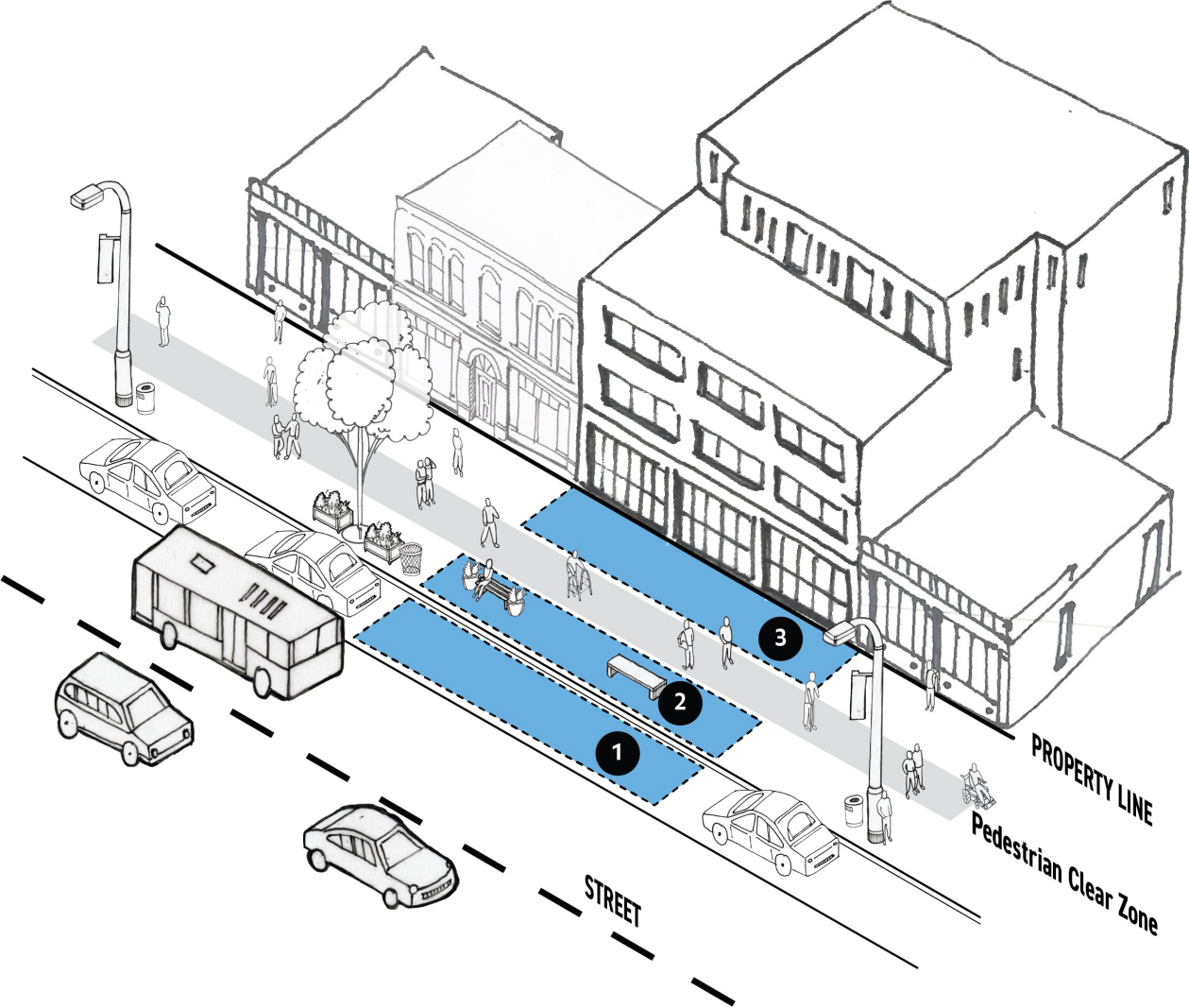
- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

Presentation outline

- Background
- Outreach & Themes
- Recommendations



Public Space Management 101



- 1. Curbspace
- 2. Furniture Zone
- 3. Frontage Zone

Timeline



Policy support

- To align with Seattle 2035 Comp Plan
- To fulfill the vision of the Pedestrian Master Plan:
 - Seattle is the most walkable and accessible city in the nation
 - Ensure our standards reflect the increasing demand for sidewalk space
- To align with Transportation Equity Framework
- To align with climate goals



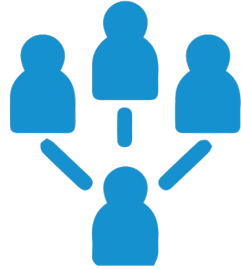
"Develop a more vibrant city by creating streets and sidewalks that generate economic and social activity, adding to the city's overall health, prosperity, and happiness" - Seattle 2035

Safe Start outreach to-date



Surveys

- General survey with over 10,000 responses
- Surveys to participating and non-participating businesses
- Surveys and interviews with vendors



Community Meetings

- Disability rights groups
- Business advocacy groups
- Internal stakeholders
- Transportation advocates



BIPOC-focused Outreach

- 2020 RET on Title 15
- Our Transportation Equity Workgroup
- 1x1 interviews with BIPOC stakeholders, businesses, and community groups



Evaluations

- Safe Start 1.0
- Seattle Together Streets
- Market Streets

Safe Start outreach to-date

Support for Safe Start Permits:



90%

Cafés in the curb space



90%

Sidewalk cafés



90%

Street closures for dining and shopping



89%

Food trucks or carts in curb spaces



83%

Food carts on sidewalks



65%

Sidewalk retail displays



59%

Retail displays in curb spaces

Source: Summer 2021 public and business community survey regarding the Safe Start street use permitting program.

Safe Start 1.0 learnings

- People strongly supported the program
- Strong support for lowered costs and barriers
- We're viewed as a partner rather than burdensome process
- Public space activation still requires substantial investment of time and money
- People disliked impacts to parking and travel, impacts to sidewalks



Safe Start 2.0 themes

- **Equity**

- Lower fees and lower barriers (RET, TEF Lab)
- Implement programs to support BIPOC-owned small businesses (TEF Lab)

- **Flexibility**

- Move rules from SMC to Director's Rules
- Implement Director's Rules that allow consistent decision making
- Evaluate and adjust

- **Collaborative Approach**

- Continue collaborative coaching for applicants
- Increase and improve educational tools
- Implement programs to build community capacity in permitting process



Proposed changes: outdoor dining

- Emphasize the public nature of the street, fit into and enhance streetscape
- Cafes are visually permeable, attractive, durable, graffiti-resistant, and easy to clean and maintain
- Public space outside of business hours (can't lock up the space)



Proposed changes: vending



- Eliminate 50' buffer from food & flower businesses
- Remove limitation of max 2 vendors per block face
- Eliminate setbacks from high schools & parks
- New "trial" vending permit option
- Allow vending in Neighborhood Residential zones (detailed implementation to be addressed by Director's Rule)
- Remove codified barriers to other types of vending (merchandise, arts & crafts) and develop guidelines to be adopted by Director's Rule to try out new options incrementally

Proposed changes: street closures

- Allow ongoing street closures to support business, with both full-year and seasonal options
- Single-business closures will only be allowed if public seating or community programming are provided
- Full-year or seasonal permits will be issued for public events
- Private street and sidewalk closures will be allowed for shorter duration events only



Proposed changes: merchandise displays



- No permit required for frontage zone merchandise display (standards)
- Furniture zone displays require permits (either seasonal or long-term)
- Curbspace merchandise display no longer allowed

Proposed changes: fees

- Will be reintroduced in 2023
- Focus on cost recovery
- Level set between curbspace and sidewalk cafes
- Nominal fees for public street & sidewalk activities and closures
- Exploring strategies to lower barriers for participation



Questions?

Stay in touch:



Alyse Nelson: alyse.nelson@seattle.gov

Joel Miller: joel.miller@seattle.gov



www.seattle.gov/transportation



Legislation Text

File #: Inf 2089, **Version:** 1

Ship Canal Water Quality Project Update

City Council – Transportation & Utilities Committee

July 19, 2022

Agenda

1. Project overview
2. Schedule and construction
3. Cost estimating and management best practices
4. Project budget
5. Next steps

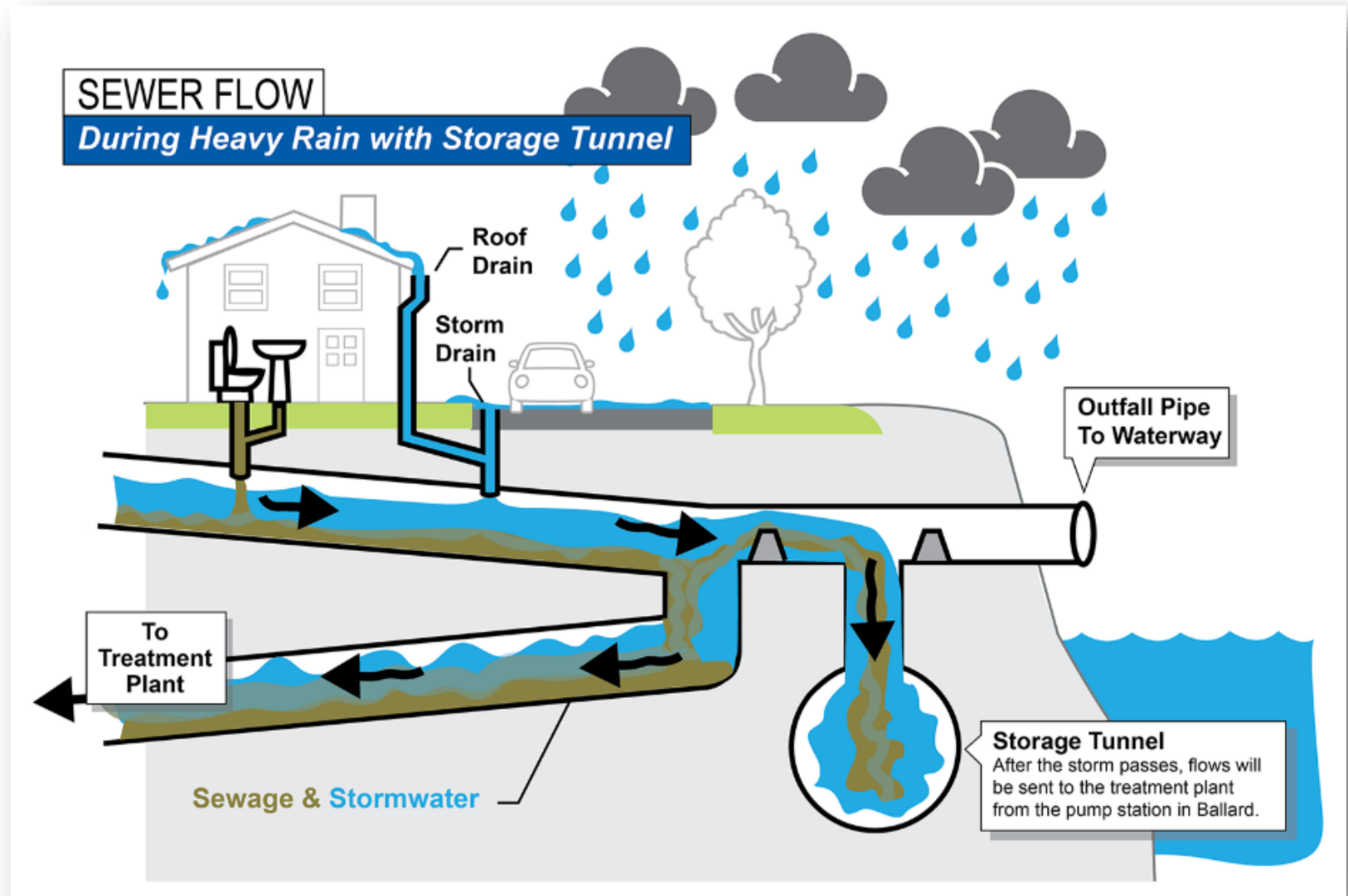


***Investing in
Puget Sound's
health and the
Region's future***



Ship Canal Water Quality Project

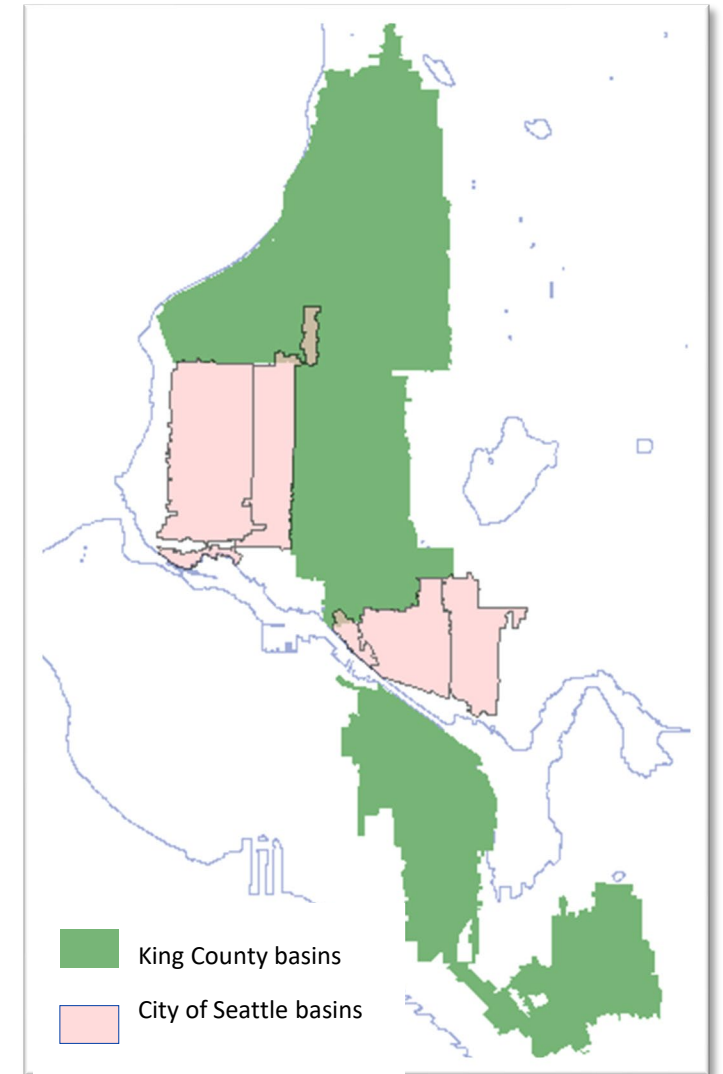
Reducing Seattle's
Combined Sewer
Overflows

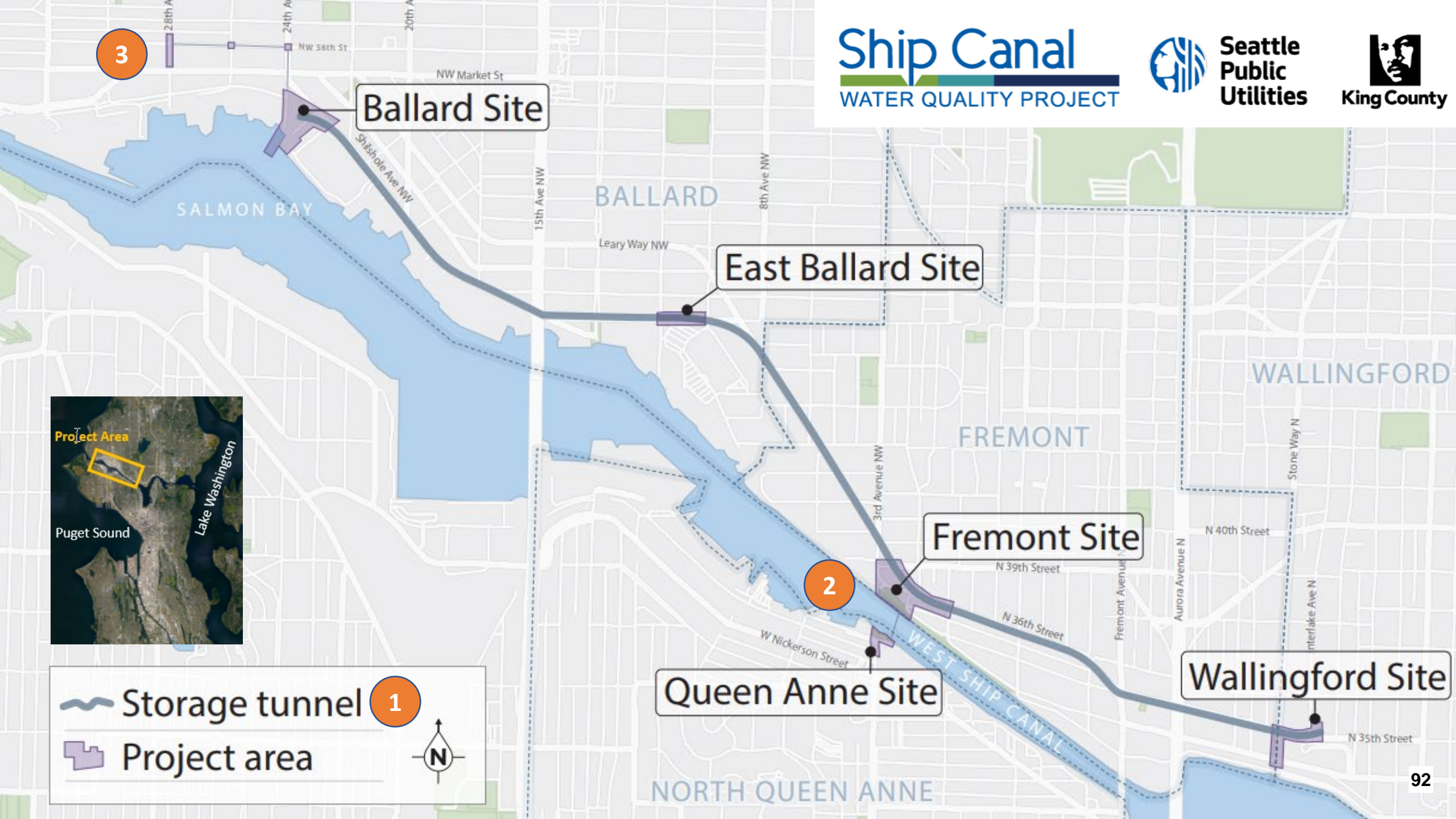






Joint Project: King County & City of Seattle


- 6 Outfalls: 2 KC, 4 Seattle
- Joint Project Agreement: City of Seattle (65%), King County (35%)



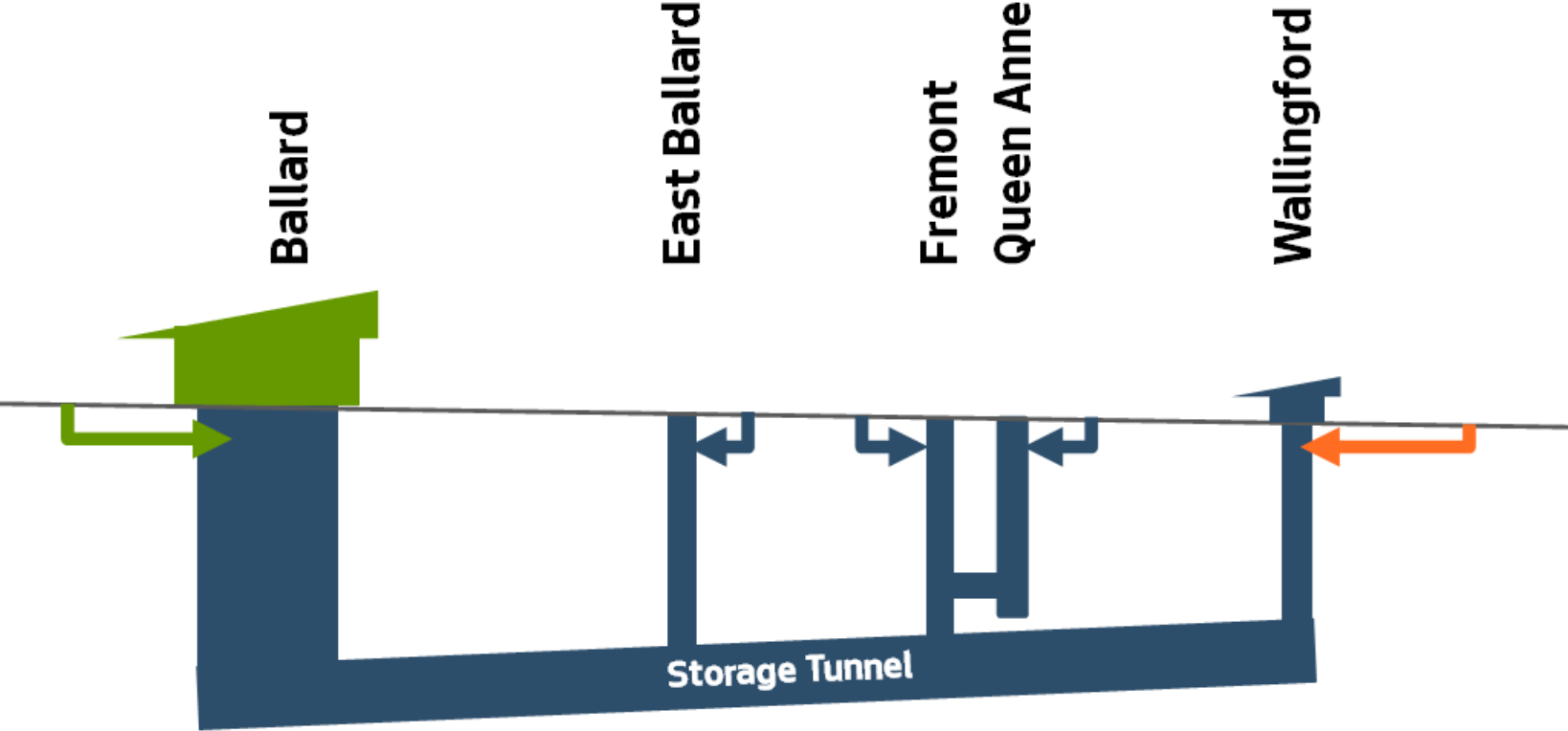
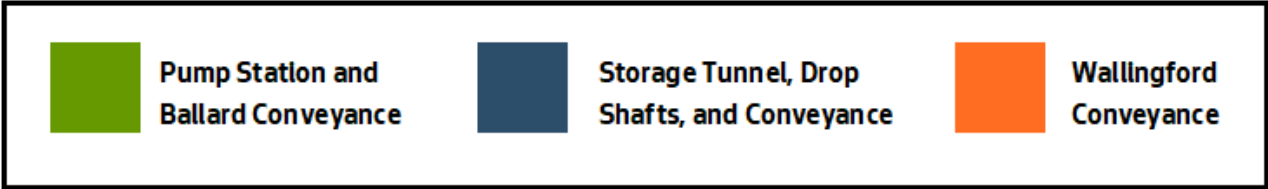


 Storage tunnel **1**

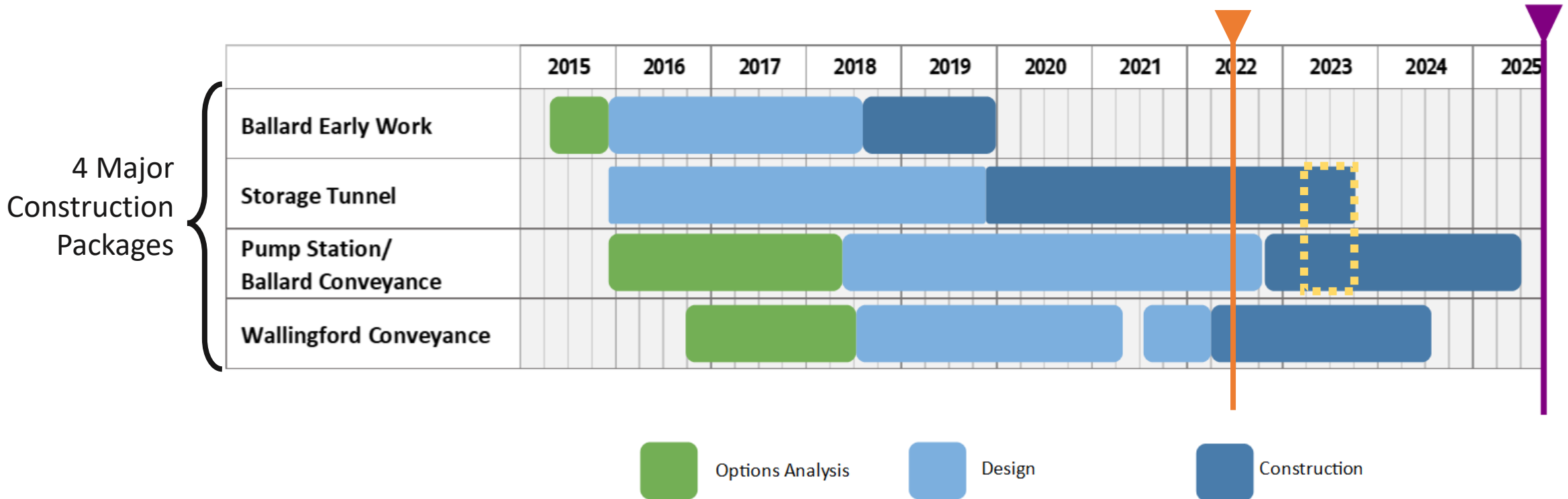
 Project area



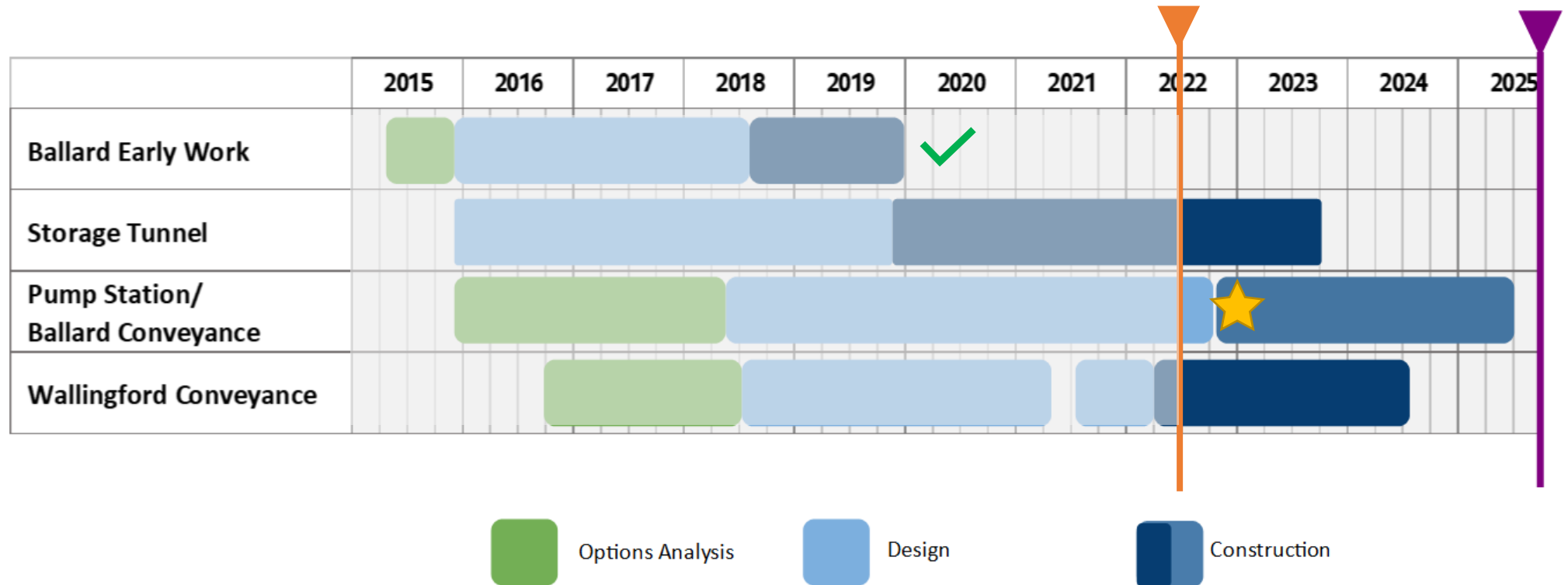
Project Components



Construction Approach



Progress to Date



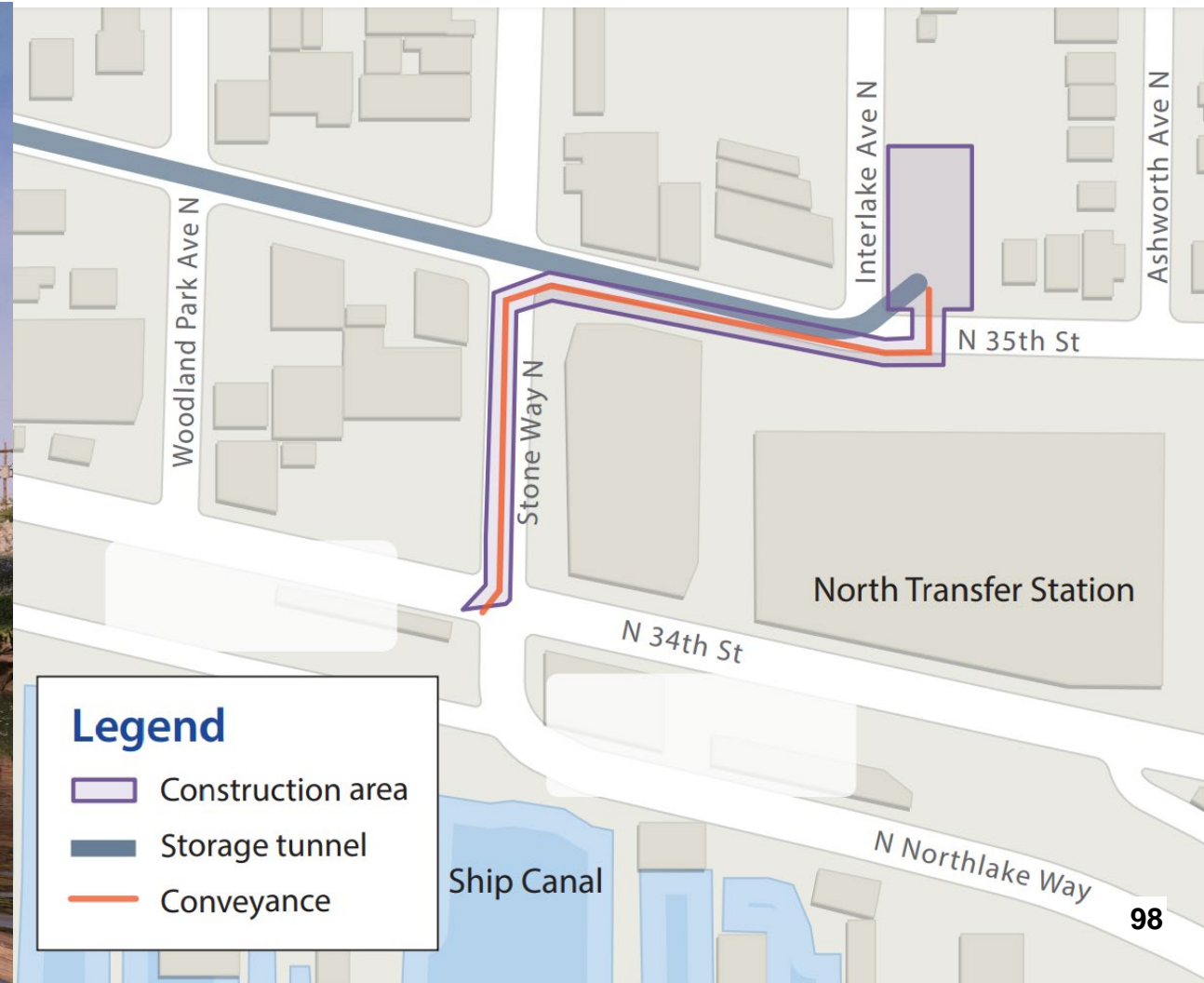
Complete: Ballard Early Works



In Construction: Storage Tunnel Project



Next up: Ballard Pump Station/Conveyance & Wallingford Conveyance



Cost Estimate - Key Factors



30%
25%

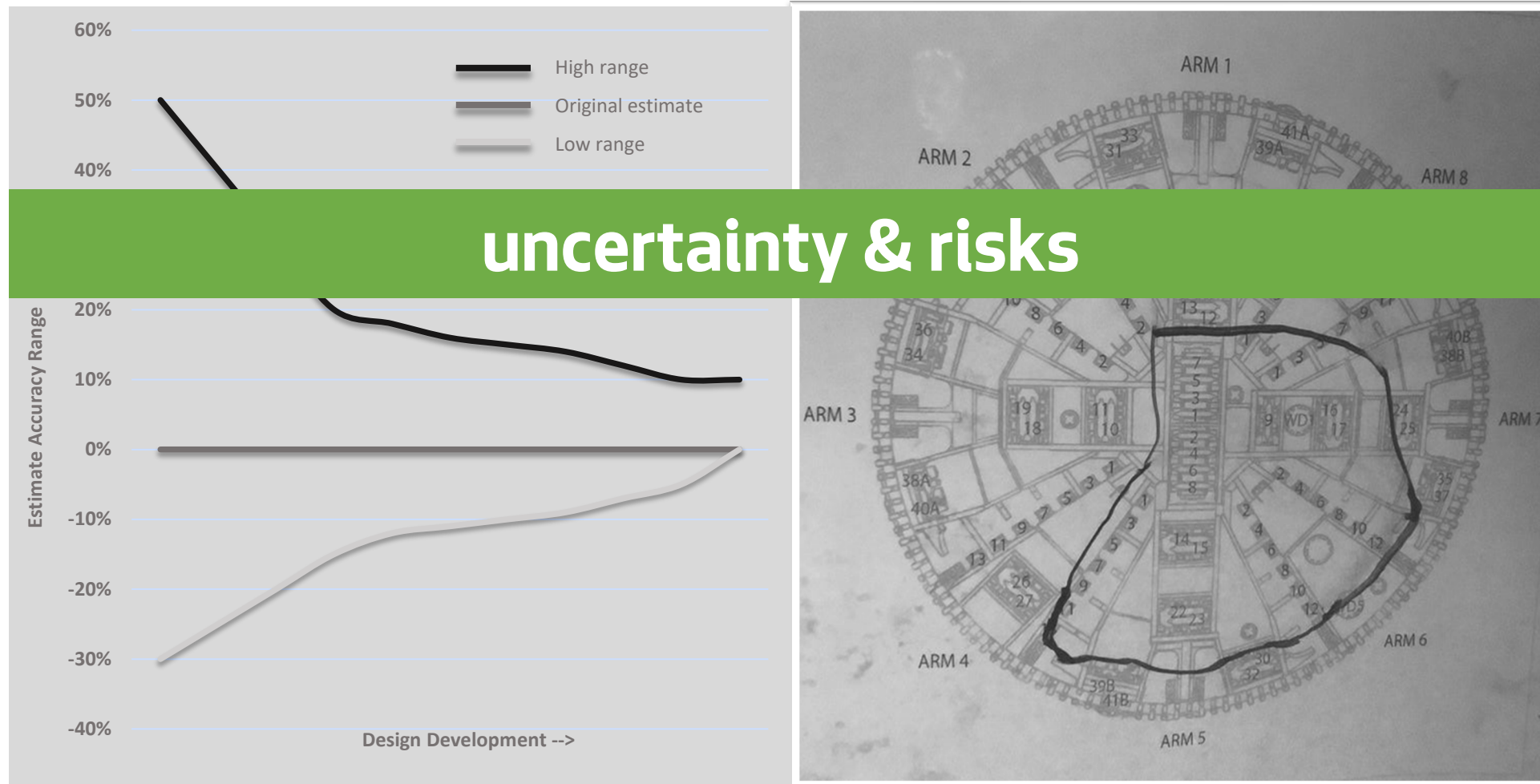
base costs & escalation



15%
10%
5%
0%

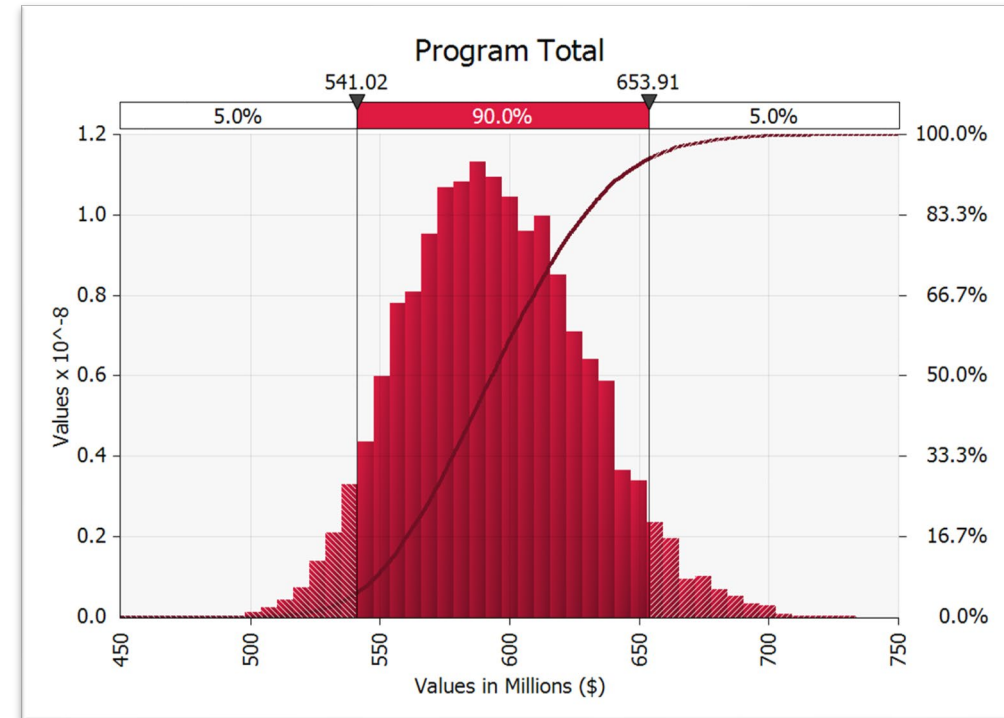
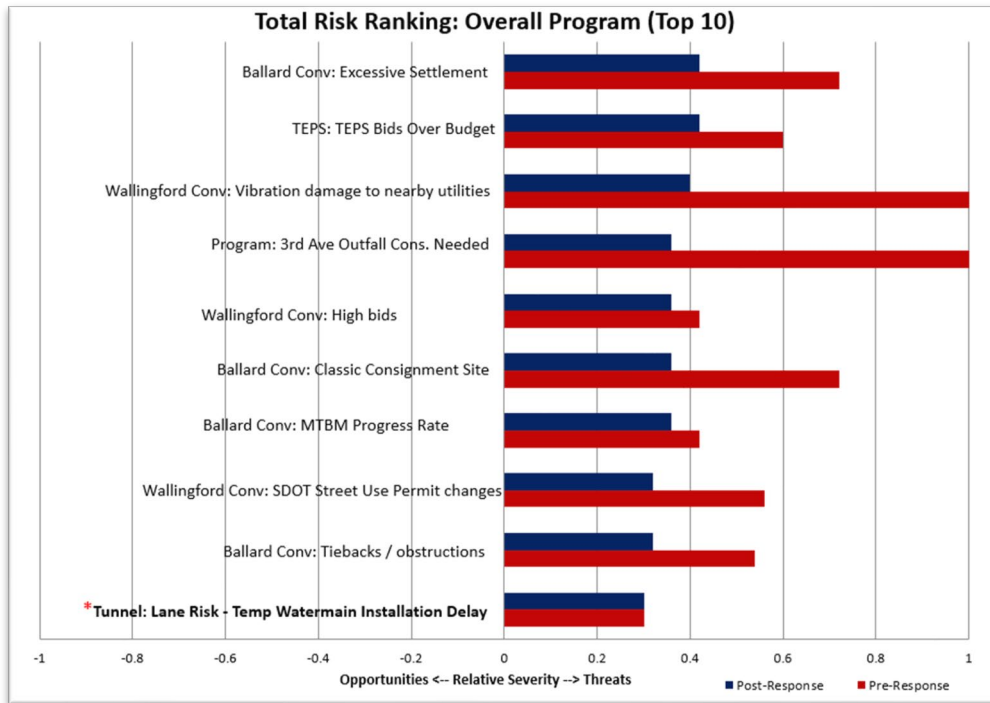
2018 2019 2020 2021 2022 2023 2024 2025

Cost Estimate - Key Factors



Best Practices Uncertainty & Risk Management

1. Risk registers
2. Uncertainty/risk modeling
3. Use of contingencies/reserves



Best Practices - Cost Management

1. Reviews of scope, schedules, and costs
2. Reviews of risk registers and evaluation of budget confidence
3. Value engineering
4. Project cost reviews
5. Financing options



Cost Management - SCWQP Actions

Past

- \$67M cost reduction through 3 major value engineering and cost reduction efforts
- \$342M in low interest rates loans save ratepayers \$99M

Future

- Evaluating commodity escalation risk sharing on Pump Station/Ballard Conveyance construction package

Budget Chronology: 2018 to 2023

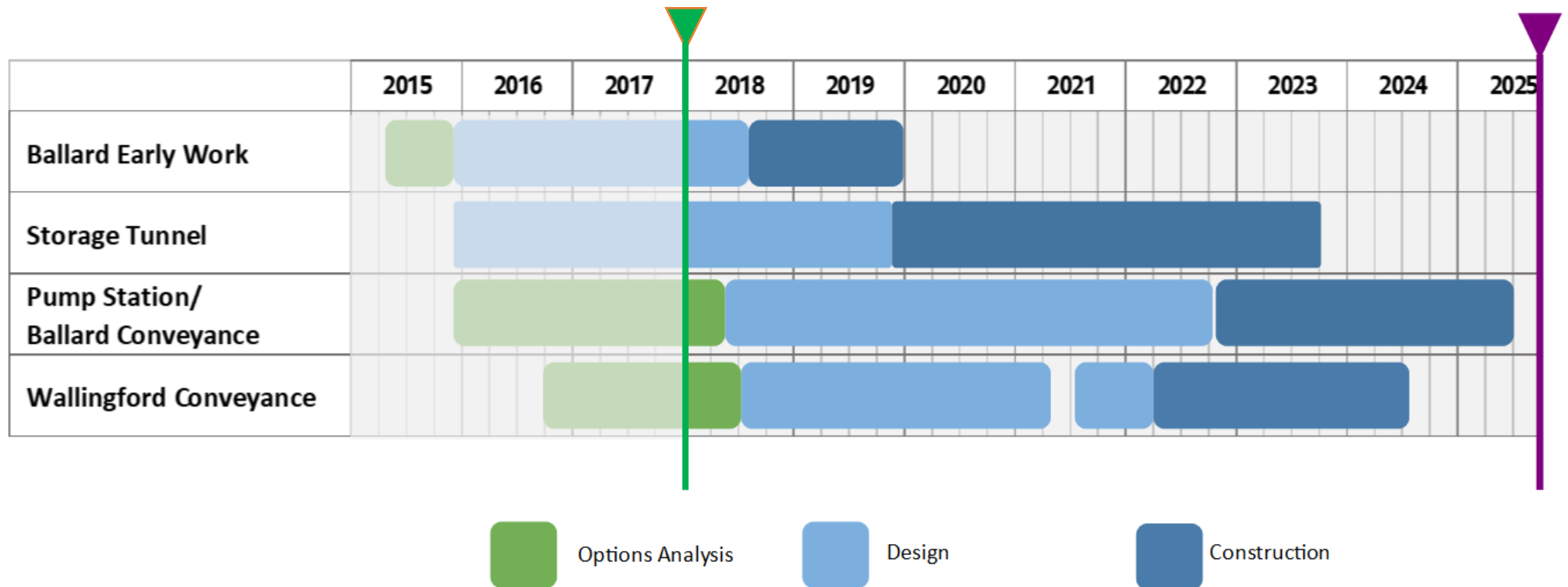
Year	Activity	Design Definition	Cost estimate
2018	2018 Cost Estimate		\$570M with a 65% confidence
2018-2022	Manage costs including cost reductions		
2022	Cost estimate review and reconciliation process in response to anticipated escalation increases		
2023	Expected 2023 Cost Estimate		

Status

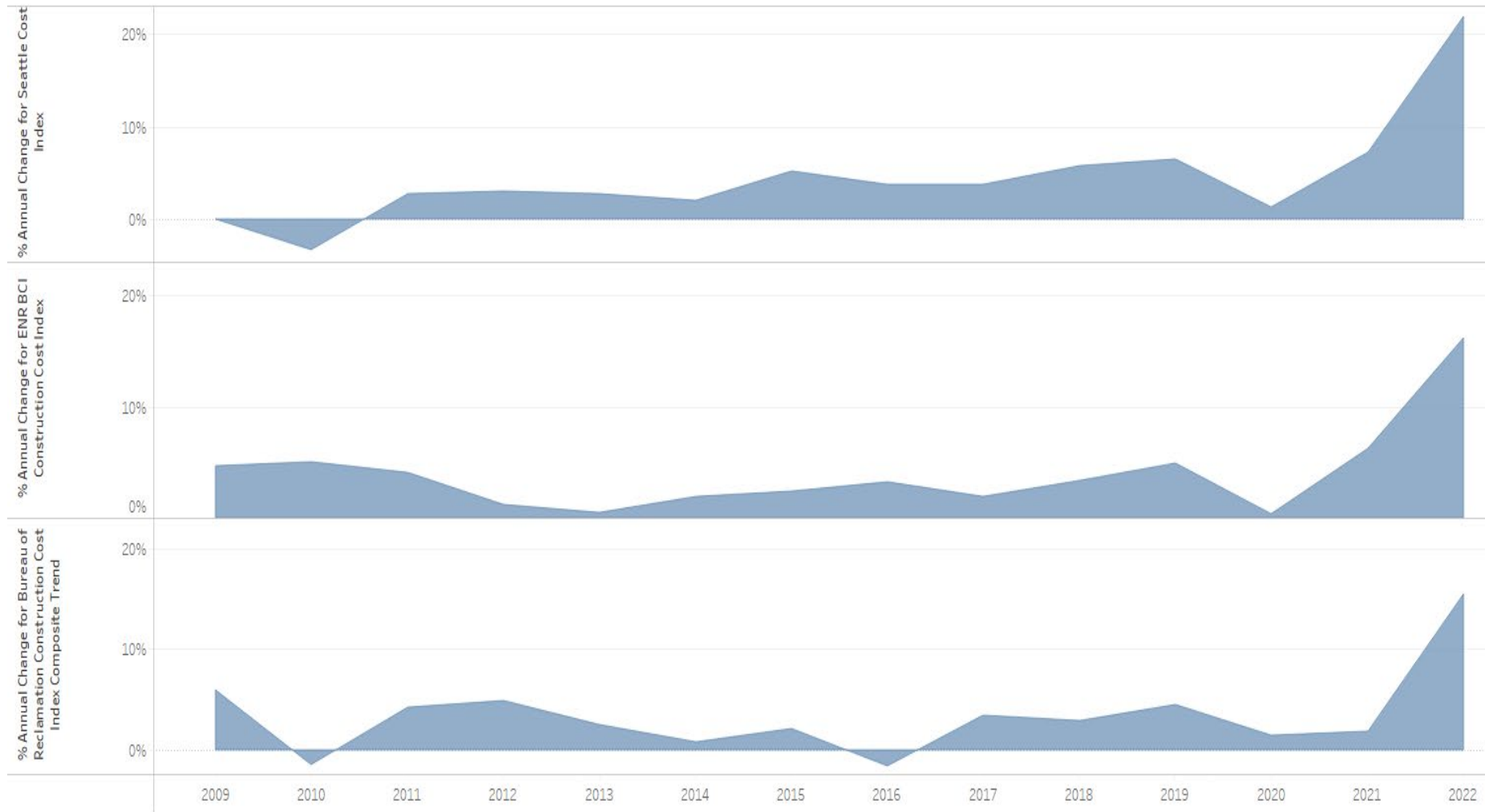
- Potential underground issues
- Increasing escalation on Pump Station/Ballard Conveyance project
- 60% confidence on \$570M budget
- Estimated construction completion: September 2025



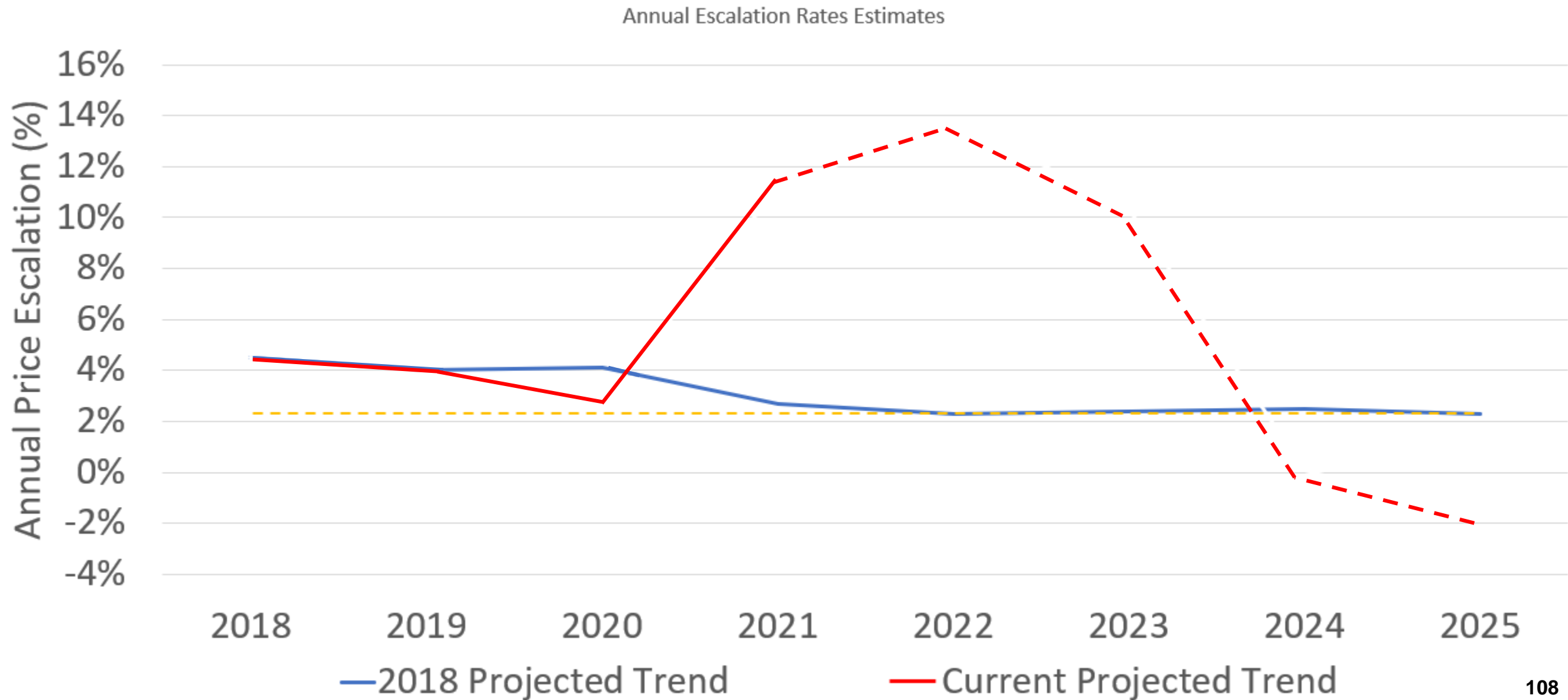
Project in 2018



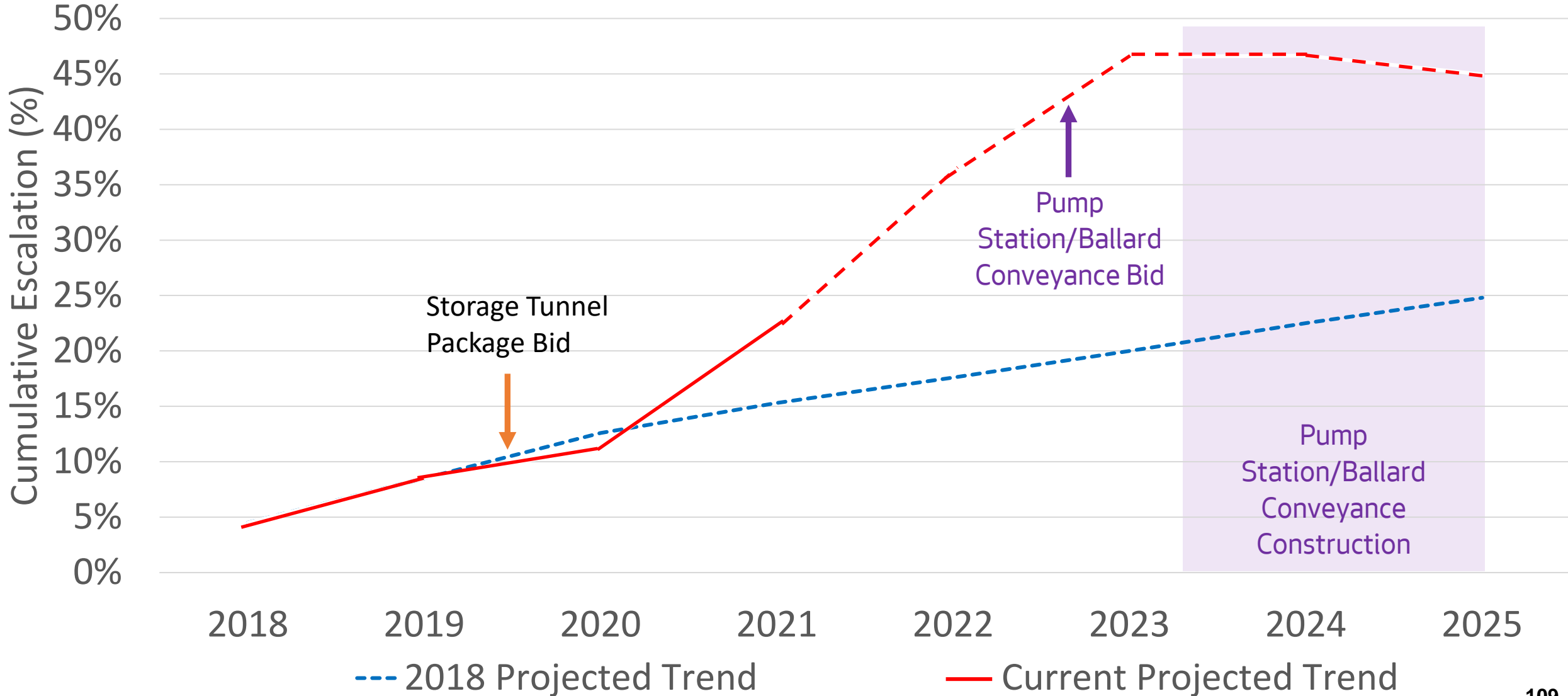
Historical Escalation



Escalation Increases



Changes in Escalation



Next Steps

	Milestone	Area
Q3 2022 thru Q2 2023	Complete Storage Tunnel Complete 8 ft. dia. tunnel under Ship Canal Begin Wallingford Conveyance Construction	Construction
Q3/Q4 2022	Evaluate and analyze all project costs	Costs
Q1 2023	Open Pump Station Ballard Conveyance Bid	Construction & Costs
Q2 2023	Update budget and schedule	Construction & Costs

Questions?

