

**From:** [Hurley, Joseph](#)  
**To:** [Jenkins, Michael](#); [Buker, Gerald](#); [Barnett, Beverly](#); [Wilburn, Bradley](#); [Whitson, Lish](#)  
**Cc:** [DuBois, Jeanette](#); [Capestany, Tina](#)  
**Subject:** RE: 1000 NE 45th Street alley vacation analysis - check in  
**Date:** Monday, March 6, 2023 7:41:57 AM  
**Attachments:** [1000\\_45th\\_SDCI\\_draft\\_030423\\_sml.pdf](#)  
[1000\\_45th\\_Recent\\_nearby\\_examples.pdf](#)  
[image002.jpg](#)  
[image004.png](#)  
[image001.png](#)

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Hello Michael et al.,  
Here are those associated graphics, added to the analysis – talk to you soon!  
Regards,  
Joe  
Ps – I also attached the PDF with recent nearby towers.

**Joe Hurley**

Senior Land Use Planner  
Seattle Department of Construction and Inspections  
(206)561-3432 | [Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)

---

**From:** Hurley, Joseph  
**Sent:** Thursday, March 2, 2023 9:37 AM  
**To:** Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>; Buker, Gerald <[Gerald.Buker@seattle.gov](mailto:Gerald.Buker@seattle.gov)>; Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>; Wilburn, Bradley <[Bradley.Wilburn@seattle.gov](mailto:Bradley.Wilburn@seattle.gov)>; Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>  
**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>; Capestany, Tina <[Tina.Capestany@seattle.gov](mailto:Tina.Capestany@seattle.gov)>  
**Subject:** RE: 1000 NE 45th Street alley vacation analysis - check in

Hello Michael,  
Yes! I will tune-up the graphics from the meeting and send them along.  
Joe

**Joe Hurley**

Senior Land Use Planner  
Seattle Department of Construction and Inspections  
(206)561-3432 | [Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)

---

**From:** Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>  
**Sent:** Wednesday, March 1, 2023 1:05 PM  
**To:** Buker, Gerald <[Gerald.Buker@seattle.gov](mailto:Gerald.Buker@seattle.gov)>; Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>; Wilburn, Bradley <[Bradley.Wilburn@seattle.gov](mailto:Bradley.Wilburn@seattle.gov)>; Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>; Hurley, Joseph <[Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)>  
**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>; Capestany, Tina <[Tina.Capestany@seattle.gov](mailto:Tina.Capestany@seattle.gov)>  
**Subject:** RE: 1000 NE 45th Street alley vacation analysis - check in

Thanks so much!

Is it possible to get the graphics you developed that illustrates the tower separation issue and any of the other that affects development capacity based on site size and orientation?

Michael

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**From:** Buker, Gerald <[Gerald.Buker@seattle.gov](mailto:Gerald.Buker@seattle.gov)>  
**Sent:** Wednesday, March 01, 2023 11:55 AM  
**To:** Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>; Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>; Wilburn, Bradley <[Bradley.Wilburn@seattle.gov](mailto:Bradley.Wilburn@seattle.gov)>; Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>; Hurley, Joseph <[Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)>  
**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>; Capestany, Tina <[Tina.Capestany@seattle.gov](mailto:Tina.Capestany@seattle.gov)>  
**Subject:** RE: 1000 NE 45th Street alley vacation analysis - check in

Hello all,

Please see attached rundown of zoning for this site. Let me know if you have any questions.

**Gerald Buker “Eddie”**

**Land Use Planner**

City of Seattle [Department of Construction and Inspections](#)

P: (206) 386-1246 | [Gerald.Buker@Seattle.gov](mailto:Gerald.Buker@Seattle.gov)

*" Helping people build a safe, livable, and inclusive Seattle."*

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**From:** Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>  
**Sent:** Wednesday, March 1, 2023 9:18 AM  
**To:** Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>; Wilburn, Bradley <[Bradley.Wilburn@seattle.gov](mailto:Bradley.Wilburn@seattle.gov)>; Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>; Hurley, Joseph <[Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)>  
**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>; Capestany, Tina <[Tina.Capestany@seattle.gov](mailto:Tina.Capestany@seattle.gov)>; Buker, Gerald <[Gerald.Buker@seattle.gov](mailto:Gerald.Buker@seattle.gov)>  
**Subject:** RE: 1000 NE 45th Street alley vacation analysis - check in

Thanks everyone!

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**From:** Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>  
**Sent:** Friday, February 17, 2023 11:55 AM  
**To:** Wilburn, Bradley <[Bradley.Wilburn@seattle.gov](mailto:Bradley.Wilburn@seattle.gov)>; Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>; Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>; Hurley, Joseph <[Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)>  
**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>; Capestany, Tina

<[Tina.Capestany@seattle.gov](mailto:Tina.Capestany@seattle.gov)>; Buker, Gerald <[Gerald.Buker@seattle.gov](mailto:Gerald.Buker@seattle.gov)>

**Subject:** Re: 1000 NE 45th Street alley vacation analysis - check in

Thanks Bradley!

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**From:** Wilburn, Bradley <[Bradley.Wilburn@seattle.gov](mailto:Bradley.Wilburn@seattle.gov)>

**Sent:** Friday, February 17, 2023 11:54:15 AM

**To:** Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>; Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>;

Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>; Hurley, Joseph <[Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)>

**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>; Capestany, Tina

<[Tina.Capestany@seattle.gov](mailto:Tina.Capestany@seattle.gov)>; Buker, Gerald <[Gerald.Buker@seattle.gov](mailto:Gerald.Buker@seattle.gov)>

**Subject:** RE: 1000 NE 45th Street alley vacation analysis - check in

Good morning, Michael-

Just a reminder, I'll be out starting the morning of 2/23/23 and will be returning to the office on 3/7/23. I've invited Jackson Keenan-Koch (SDOT) to the check-in meeting in anticipation of providing additional ground level clarity if needed for the ROW. I'm confident Joe and Eddie will provide a baseline analysis to help the commissioners when that time arrives. Once I'm back in the office, I'll check-in with you for status and troubleshooting, if needed.

Respectfully yours,

Bradley

-----Original Appointment-----

**From:** Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>

**Sent:** Friday, January 6, 2023 10:39 AM

**To:** Jenkins, Michael; Jenkins, Michael; Whitson, Lish; Barnett, Beverly; Hurley, Joseph; Wilburn, Bradley

**Cc:** DuBois, Jeanette; Capestany, Tina; Buker, Gerald

**Subject:** 1000 NE 45th Street alley vacation analysis - check in

**When:** Thursday, February 23, 2023 3:00 PM-4:00 PM (UTC-08:00) Pacific Time (US & Canada).

**Where:**

This meeting is to discuss an project seeking a partial alley vacation for an affordable housing development. The project will not be subject to the city's DRB program. However, the Commission will be asked to approve the vacation. Some consultation on design and zoning issues will be helpful in making any recommendations.

I've attached a copy of the recent Council presentation on the proposal.

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Video Conference ID: 115 548 133 3

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# 4525 9TH AVE NE

SDCI #3035493-EG

EARLY DESIGN GUIDANCE MEETING

FEBRUARY 10, 2020



SUMMARY OF KEY DEVELOPMENT STANDARDS: SEATTLE MUNICIPAL CODE

Address: 2545 9th Avenue NE - University District  
 Zoning Designation: SM-U 95-320 (M1)  
 Lot Area: 21,600 SF

Topic & Reference	Code Language (Paraphrased Summary)	Project specific application or interpretation
<b>Height Limit - Rooftop Features</b> 23.48.025.C	4. Rooftop features are permitted to the heights indicated below, as long as the combined coverage of all rooftop features does not exceed 20% of the roof area, or 25% including stair or elevator penthouses or screened mechanical equipment: +4' Railings, parapets, skylights, planters, etc. +15' Stair penthouses, mechanical equipment, covered or enclosed common recreation area for structures exceeding 125 ft height 5. For structures greater than 85 ft in height: +25' Elevator penthouses, if the elevator provides access to a rooftop with usable open space, up to 45' permitted if the structure is greater than 125' and total coverage is less than 25% 7. Combined total coverage may be increased up to 65% of the roof area, if: All mechanical equipment is screened and no rooftop features are located closer than 10 feet to the roof edge.	Departure requested on Option C, see page 39
<b>Amenity Area for Residential Uses</b> 23.48.045	B. Quantity: 5% of total gross floor area in residential use. C. Standards: Max 50% are may be enclosed, 10 ft minimum horizontal dimension, 225 sf minimum size, Street accessible street level landscaped open space counted as twice the area, Public open space may be used	
<b>Structure Height in SM-U Zones</b> 23.48.615	A.1. Maximum height limit: 95' midrise structures, 320' highrise structures A.2. The minimum lot size is 12,000 square feet for a highrise structure.	Development parcel is 21, 600 square feet.
<b>Floor Area Ratio</b> 23.48.620	Base FAR for all Uses = 4.75 Max FAR for non-residential uses = 7 Max FAR for residential uses and for all uses in a mixed-use development = 12 *An additional increment of 1.0 FAR above the max FAR is permitted on lots meeting the requirements of subsection 23.48.620.D.	Project pursuing 12 FAR
<b>Extra Floor Area in SM-U Zones</b> 23.48.622	A.1.b. Achieve 35% of the extra floor area through the use of one or more of the following: Providing open space amenities according to Sections 23.48.624 and 23.58A.040. Green Building Performance. Applicants for development containing any extra floor area in SM-U zones shall meet the green building standard per Chapter 23.58D.	
<b>Bonus Floor Area for Publicly Accessible Open Space Amenities</b> 23.48.624	B. The following open space amenities area eligible for a floor area bonus to gain an amount of extra floor area: 1. Neighborhood open space.	Project is providing a neighborhood open space
<b>Street-level Development Standards</b> 23.48.640	B. Street-level street-facing units = 7 ft average/5 ft minimum setback from street lot line Landscaped areas, private or common useable open space or amenity area, and unenclosed stoops, steps, decks are permitted in required setback area. Bay windows, canopies, are permitted to extend up to 4 ft into the required setback.	Neighborhood open space design to meet these criteria
<b>Upper-level Development Standards</b> 23.48.645	A. All highrise structures are subject to a limit on the floor area of stories above 45 ft. 12,000 sf average gross floor area/13,000 sf max gross floor area for residential use up to 160 ft 10,500 sf average gross floor area/11,500 sf max gross floor area 160 ft to 240 ft 9,5000 sf average gross floor area/10,500 sf max gross floor area greater than 240 ft D. 15 ft minimum setback from any side lot line that is not a street or alley for all portions of a highrise structure exceeding the midrise height limit of the zone. E. 75 ft minimum separation is required between highrise portions of structures on a lot and any existing highrise structures located on a separate lot in the same block.	
<b>Façade Modulation</b> 23.48.646	A. Façade modulation is required for the street-facing façade within 10 ft of a street lot line on lots exceeding 12,000 sf B. Modulation is not required for the portion of the street-facing façade that does not exceed a width of 100 feet above 45 feet in height. C. Max length of unmodulated facade within 10 ft of street lot line = 120 ft for stories above 45 ft to 95 ft, 80 ft for stories above 95 ft.	
<b>Parking</b> 23.54.015	L. All residential uses within urban centers or within the Station Area Overlay District: No minimum requirement.	

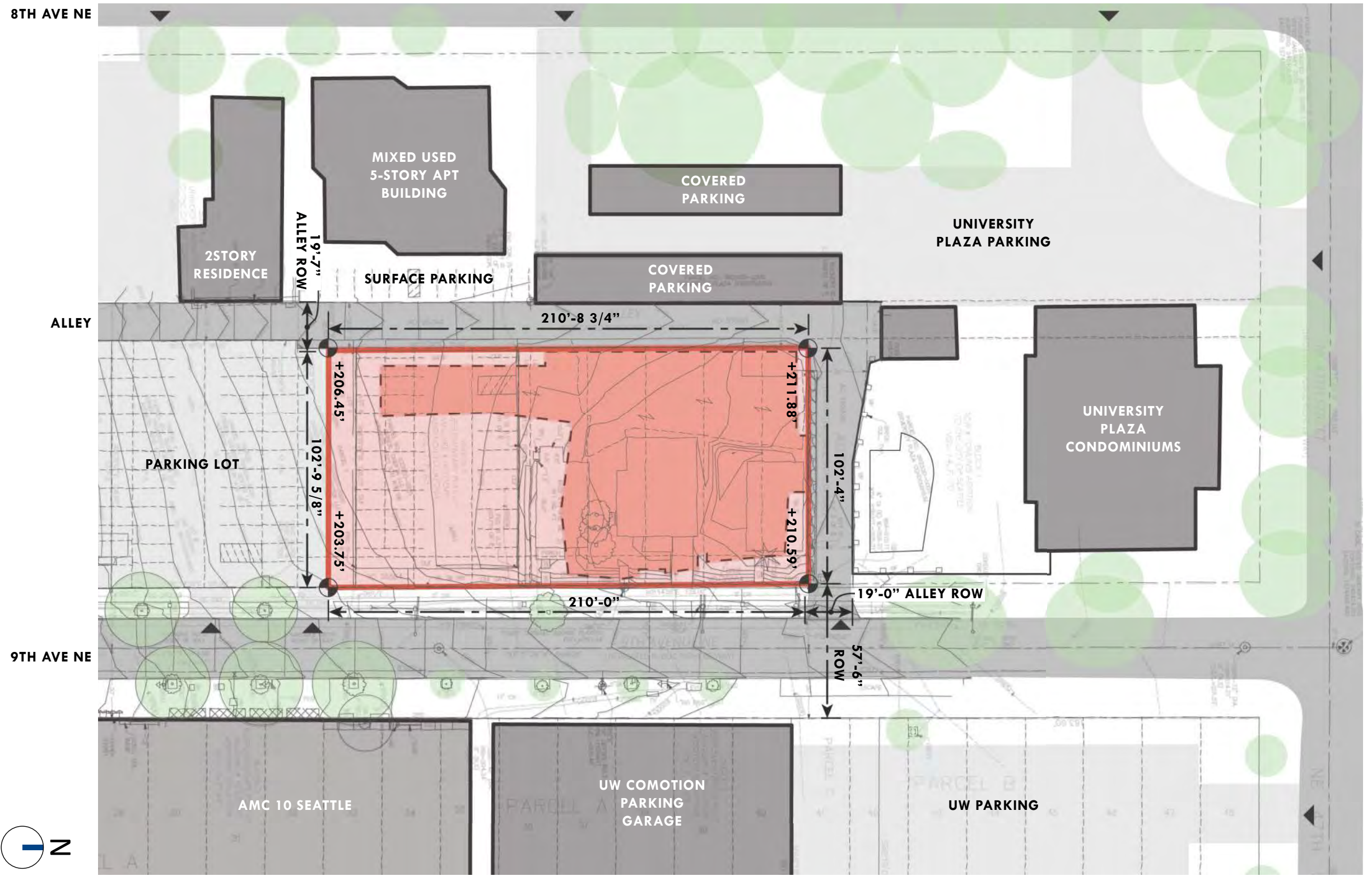
SITE SURVEY

LEGAL DESCRIPTION:

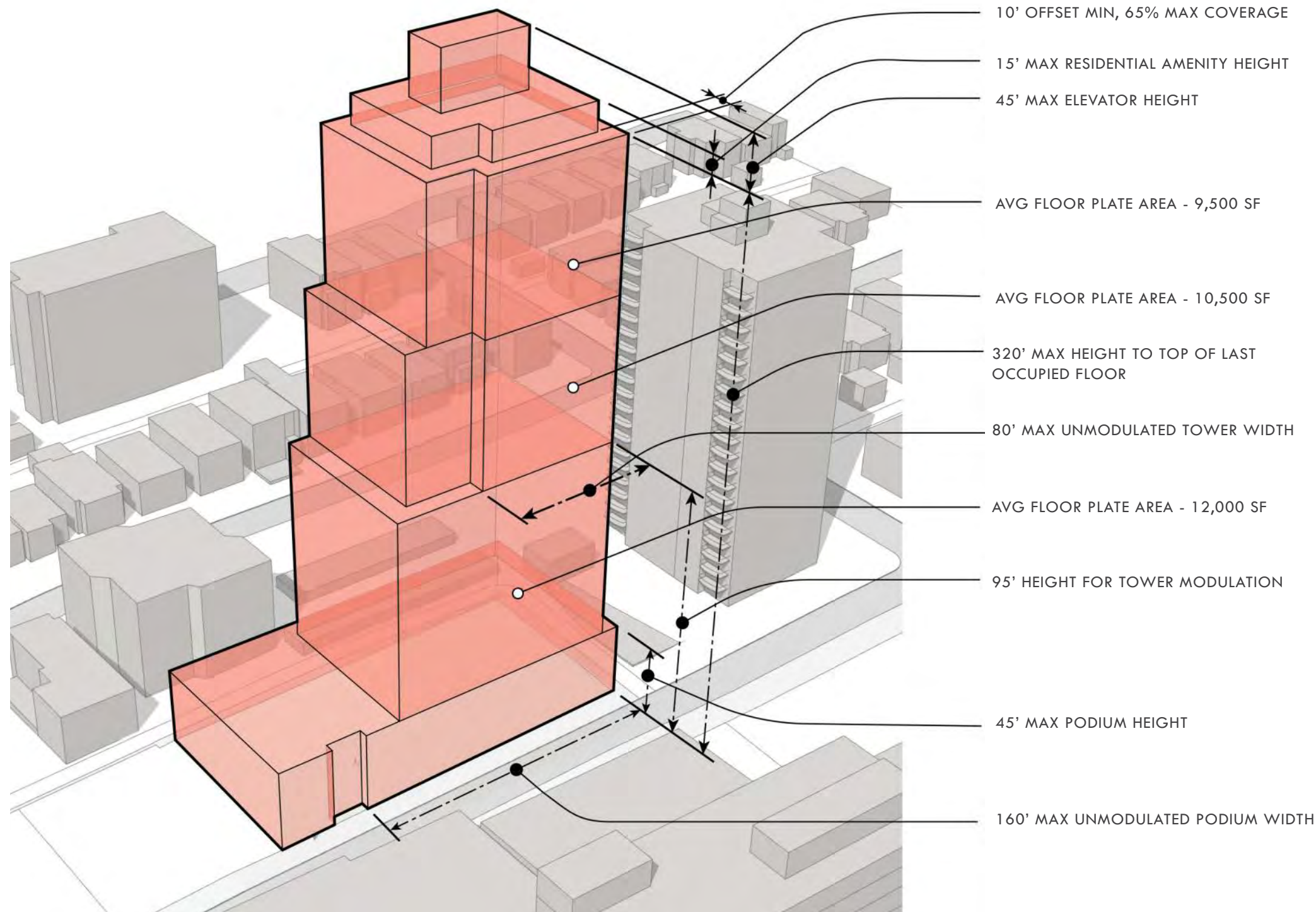
MC GUIRE & HOLDENS TO LATONA SUPL & POR  
VAC ST ADJ  
PLAT BLOCK: 3  
PLAT LOT: 1-2-3-4-5-6

MCGUIRE & HOLDENS TO LATONA SUPL 6 LESS  
N 5 FT & ALL 7 & 8 & 9 POR VAC ST ADJ  
PLAT BLOCK: 3  
PLAT LOT: 6-7-8

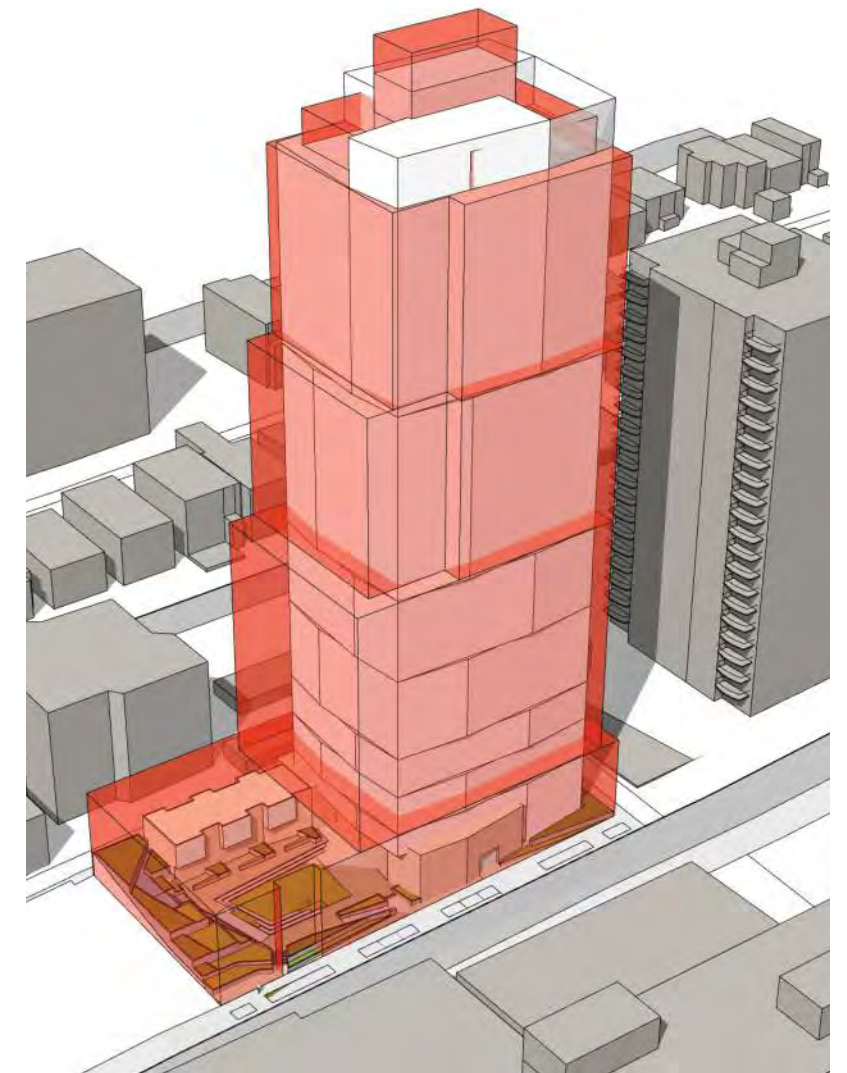
MC GUIRE & HOLDENS TO LATONA SUPL & POR  
VAC ST  
PLAT BLOCK: 3  
PLAT LOFT: 9



NE 47TH ST



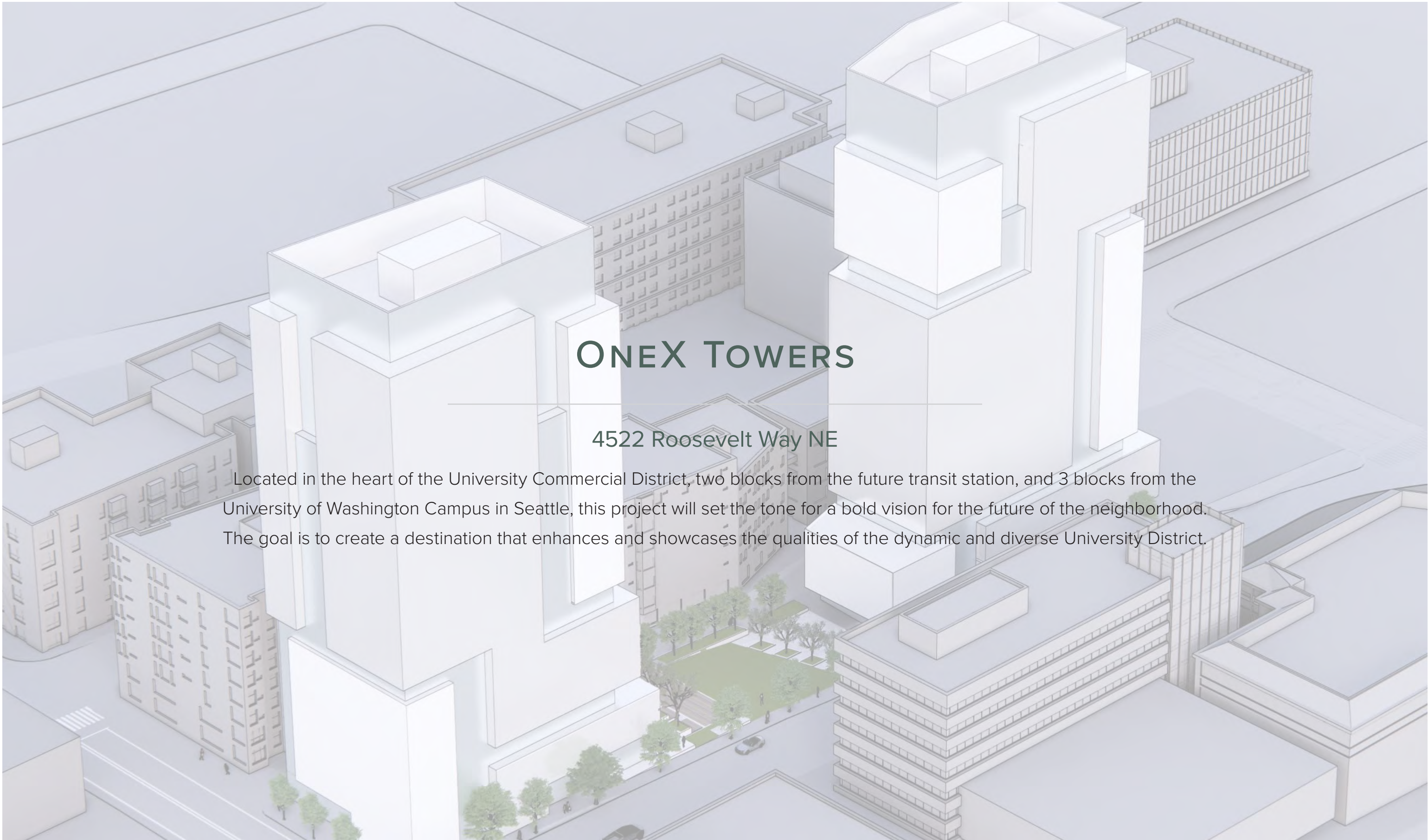
MAX ZONING ENVELOPE ALLOWED



PREFERRED MASSING COMPARED TO MAX ZONING ENVELOPE



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# ONEX TOWERS

4522 Roosevelt Way NE

Located in the heart of the University Commercial District, two blocks from the future transit station, and 3 blocks from the University of Washington Campus in Seattle, this project will set the tone for a bold vision for the future of the neighborhood. The goal is to create a destination that enhances and showcases the qualities of the dynamic and diverse University District.

# EXISTING SITE PLAN

## Site Information

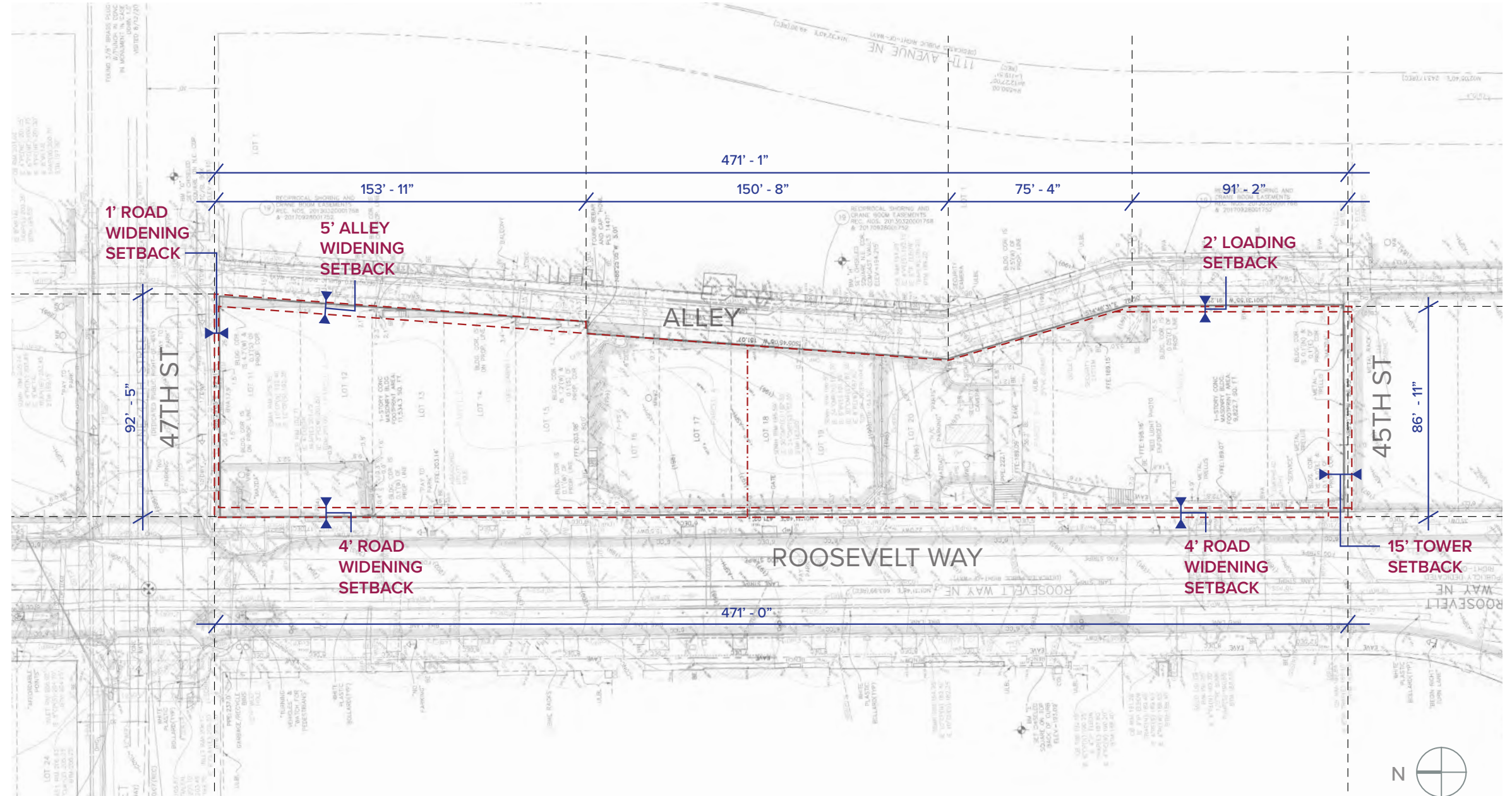
The site is located at 4522 Roosevelt Way NE, and is bounded by 47th Street to the north, an alley to the east, adjacent property to the south, and Roosevelt Way NE to the west. The OneX property is the result of combining four of the five parcels on the block, 470' total in the N-S direction.

## Legal Description

PETTITS UNIVERSITY ADD LOTS 11 & 12 & 16 THRU 20 BLK 9 TGW N 45.77 FT M/L OF S 330.77 FT M/L OF SE 1/4 OF SE 1/4 SEC 8-25-4 LY BETWN ROOSEVELT WY NE & ALLEY LESS ANY POR S OF LN RNNG FR A PT 205 FT N OF N MGN NE 45TH ST (AS MEAS ON E MGN SD ROOSEVELT WY NE) TH N 45 FT TH E 83 FT M/L TO W LN SD ALLEY & TERM SD LN LESS POR FOR ALLEY PER DEED REC #20130226000878

BEG ON E LN OF 10TH AVE NE 205 FT N OF N LN OF E 45TH ST TH N 45 FT TH E 83 FT M/L TO W LN OF ALLEY TH S ALG ALLEY TO PT E OF BEG TH W 92 FT M/L TO BEG LESS POR FOR ALLEY PER DEED REC #20130226000878

N 77 FT OF S 240 FT OF E 92 FT OF W 122 FT OF SE 1/4 OF SE 1/4 SEC 8-25-4 BEING THAT POR SD SUBD LY WLY OF ALLEY AS SHOWN IN PLTS OF SHELTON ADD (BLK 3) & PETITS UNIV ADD (BLK 9) & ELY OF ROOSEVELT WY NE LESS POR FOR ALLEY PER DEED REC #20130226000878



# ZONING SUMMARY

Project Name OneX Multifamily  
 Client  
 Address 4522 Roosevelt Way NE, Seattle WA 98105  
 Jurisdiction City of Seattle  
 Codes Enforced  
 Parcel Number(s) 674670-1390, 674670-1380, 082504-9066, 082504-9050  
 Zoning SM-U 95-320(M1) (University Community Urban Center)  
 Overlay Zoning Light Rail (Station Overlay District): 45 (NE 45th St)  
 Urban Village Overlay: University District (Urban Center)  
 Land Use Notes  
 Environmentally Critical N/A  
 Areas  
 Site Area 37,590sf  
 Streets and Dedication Roosevelt Way NE Principal Arterial - 68ft ROW Min - 4' street setbacks  
 NE 47th St Collector Arterial - 62ft ROW Min - 1' street setbacks  
 Alley 20ft Min - 2'6" alley dedication at North end

LAND USE		
Code Section	Title	Zoning Requirements
<b>23.48</b>	<b>Seattle Mixed</b>	
23.48.005.A	Permitted Uses	1.All uses are permitted outright, either as principal or accessory uses, except those specifically prohibited by subsection 23.48.005.B and those permitted only as conditional uses by subsection 23.48.005.C.
23.48.005.D	Required Street Level Uses	1. One or more of the following uses listed in this subsection 23.48.005.D.1 are required: (i) at street-level of the street-facing facade along streets designated as Class 1 Pedestrian Streets shown on Map A for 23.48.240, except as required in subsection 23.48.205.C; (ii) at street-level of the street-facing facades along streets designated on Map A for 23.48.640
23.48.020.B	Floor area exempt from FAR calculations	1.All underground stories or portions of stories. 2.Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access. 3.As an allowance for mechanical equipment, in any structure 65 feet in height or more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations. Calculation of the allowance includes the remaining gross floor area after all exempt space allowed in this subsection 23.48.020.B has been deducted. Mechanical equipment located on the roof of a structure, whether enclosed or not, is not included as part of the calculation of total gross floor area.
23.48.025.C	Rooftop Feature	4.The following rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.025.C.4, including weather protection such as eaves or canopies extending from rooftop features, does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: a.Solar collectors; b.Stair and elevator penthouses; c.Mechanical equipment; 5.For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted. If the elevator provides access to a rooftop designed to provide usable open space or common recreation area, elevator penthouses and mechanical equipment up to 45 feet above the height limit are permitted, provided that all of the following are satisfied: a.The structure must be greater than 125 feet in height; and b.The combined total coverage of all features gaining additional height listed in this subsection 23.48.025.C does not exceed limits listed in 23.48.025.C.4. 9.Screening. Rooftop mechanical equipment and elevator penthouses shall be screened with fencing, wall enclosures, or other structures.
23.48.040.B.1	Transparency and blank façade requirements	b.In the SM-SLU, SM-D, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, for all other streets not specified in subsection 23.48.040.B.1.a, a minimum of 30 percent of the street-facing facade must be transparent, except that if the slope of the street frontage abutting the lot exceeds 7.5 percent, the minimum amount of transparency is 22 percent of the street-facing facade. c.Only clear or lightly tinted glass in windows, doors, and display windows is considered transparent. Transparent areas shall be designed and maintained to provide views into and out of the structure. Except for institutional uses, no permanent signage, window tinting or treatments, shelving, other furnishings, fixtures, equipment, or stored items shall completely block views into and out of the structure between 4 feet and 7 feet above adjacent grade. The installation of temporary signs or displays that completely block views may be allowed if such temporary installations comply with subsection 23.55.012.B.
23.48.040.B.2	Blank façade limits	1)Blank facades are limited to segments 30 feet wide. Blank facade width may be increased to 60 feet if the Director determines as a Type I decision that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. 2)The total width of all blank facade segments shall not exceed 70 percent of the width of the street-facing facade of the structure on each street frontage; or 78 percent if the slope of the street frontage abutting that lot exceeds 7.5 percent.

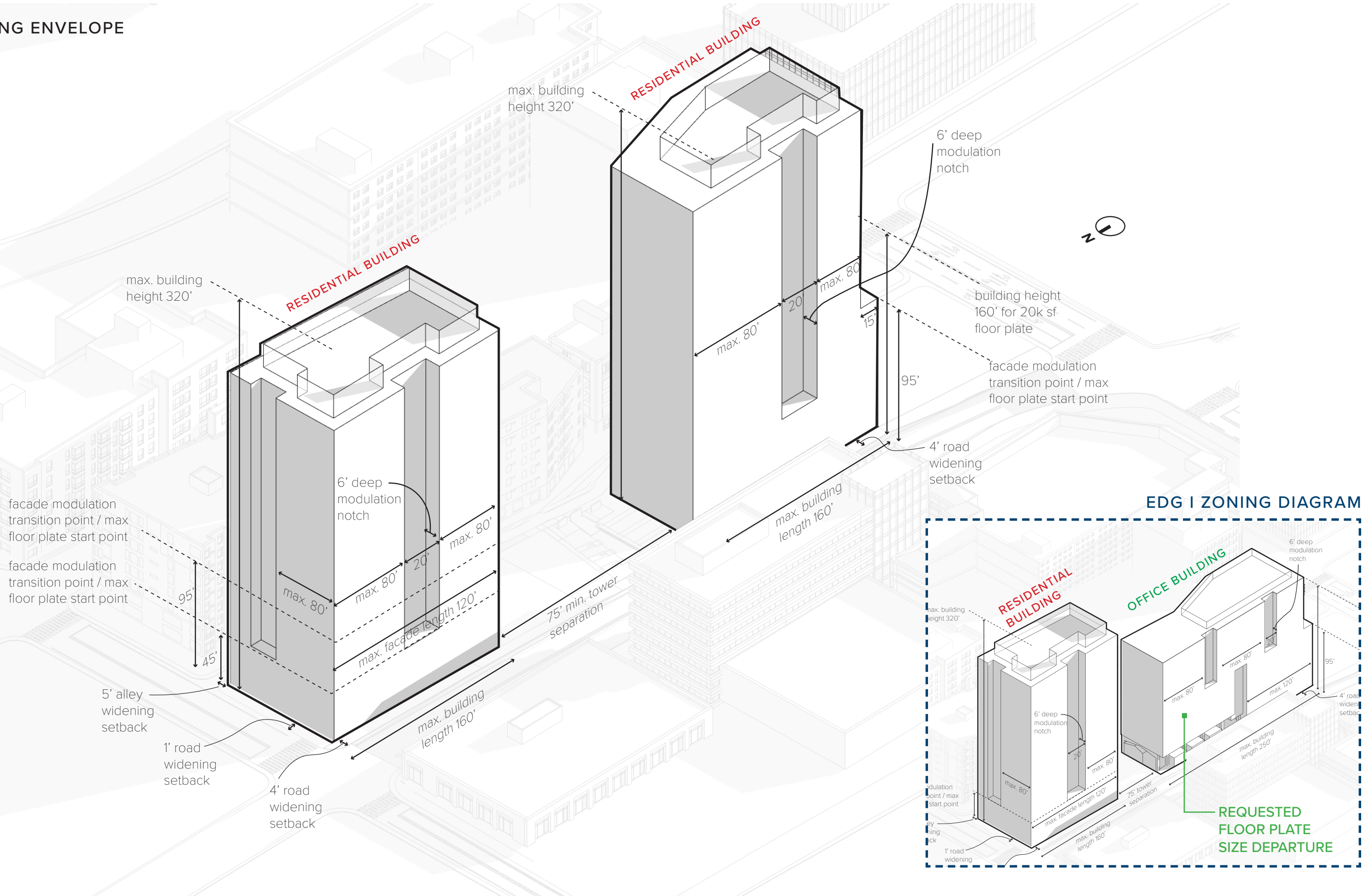
ZONING SUMMARY

23.48.040.D	Maximum Width	1. The maximum width of a structure, or of a portion of a structure for which the limit is calculated separately according to subsection 23.48.040.D.2, as measured along all streets in SM-U zones and along Class 1 pedestrian street in other Seattle Mixed zones, except SM-SLU zones, is 250 feet, except as otherwise provided in subsection 23.48.040.D.3. 3.For purposes of this subsection 23.48.040.D, the following portions of a structure shall not be included in facade width measurement: c.Stories of a structure on which more than 50 percent of the total gross floor area is occupied by any of the following uses: 2)Community clubs or community centers;
23.48.045.A	Amenity Area for residential uses	Amenity area is required for all development with more than 20 new dwelling units.
23.48.045.B	Quantity of amenity area	An area equivalent to five percent of the total gross floor area in residential use shall be provided as amenity area, except that in no instance shall the amount of required amenity area exceed the area of the lot. In determining the quantity of amenity area required, accessory parking areas and areas used for mechanical equipment are excluded from the calculation of gross floor area in residential use. For the purposes of this subsection 23.48.045.B, bioretention facilities qualify as amenity area.
23.48.045.C	Standards for amenity area	1.All residents of the project shall have access to the required amenity area, which may be provided at or above ground level. 2.A maximum of 50 percent of the required amenity area may be enclosed. 3.The minimum horizontal dimension for required amenity areas is 15 feet, except that for amenity area that is provided as landscaped open space located at street level and accessible from the street, the minimum horizontal dimension is 10 feet. 4.The minimum size of a required amenity area is 225 square feet. 5.Amenity area provided as landscaped open space located at street level and accessible from the street shall be counted as twice the actual area in determining the amount provided to meet the amenity area requirement.
23.48.050	MHA requirements	The provisions of Chapters 23.58B and 23.58C apply in all Seattle Mixed zones, except SM-SLU 85/65-160 zones and SM-UP zones that do not have a mandatory housing affordability suffix.
23.48.085.D	Parking and loading access	1.Access to parking and loading shall be from the alley
<b>23.48.V</b>	<b>University District</b>	
23.48.602.C	Required street-level use	1. One or more of the following uses listed in this subsection 23.48.605.C.1 are required at street level along the street-facing facades abutting streets shown on Map A for 23.48.605
23.48.610	Transportation management programs	B.An applicant who proposes multifamily development that is expected to generate 50 or more vehicle trips in any one p.m. hour or demand for 25 or more vehicles parking on the street overnight shall prepare and implement a TMP.
23.48.615.A	Maximum height limits	1.The maximum structure height in SM-U zones is shown as the number(s) following the zone designation. 2.A minimum lot size of 12,000 square feet is required for a highrise structure.
23.48.620.A	Floor area ratio limits	Table C for 23.48.620
23.48.620.C	Floor area exempt from FAR	2.Except in the SM-U/R 75-240 zone, uses identified in subsection 23.48.605.C, whether required or not, that meet the development standards of subsection 23.48.040.C; 3.Except in the SM-U/R 75-240 zone, uses identified in subsection 23.48.605.C that abut and have access onto a mid-block corridor meeting the standards of subsection 23.48.640.F and the applicable standards in Section 23.58A.040;
23.48.620.D	Additional increment of chargeable floor area above the maximum FAR	For all SM-U zones, an additional increment of 0.5 FAR is permitted above the maximum FAR of the zone for a lot that includes residential dwelling units that comply with all of the following conditions: 1.Unit number and size. The structure includes a minimum of ten dwelling units that each have a minimum area of 900 gross square feet and include three or more bedrooms; and 2.Amenity area. Each dwelling unit shall have access to an outdoor amenity area that is located on the same story as the dwelling unit and meets the following standards: a.The amenity area has a minimum area of 1300 square feet and a minimum horizontal dimension of 20 feet; and b.The amenity area must be common amenity area, except that up to 40 percent of the amenity area may be private provided that the private and common amenity area are continuous and are not separated by barriers more than 4 feet in height; and the private amenity areas are directly accessible from units meeting these requirements; and c.The common amenity area includes children's play equipment; and d.The common amenity area is located at or below a height of 85 feet.
23.48.640.E	Mid-block corridor	Required mid-block corridor

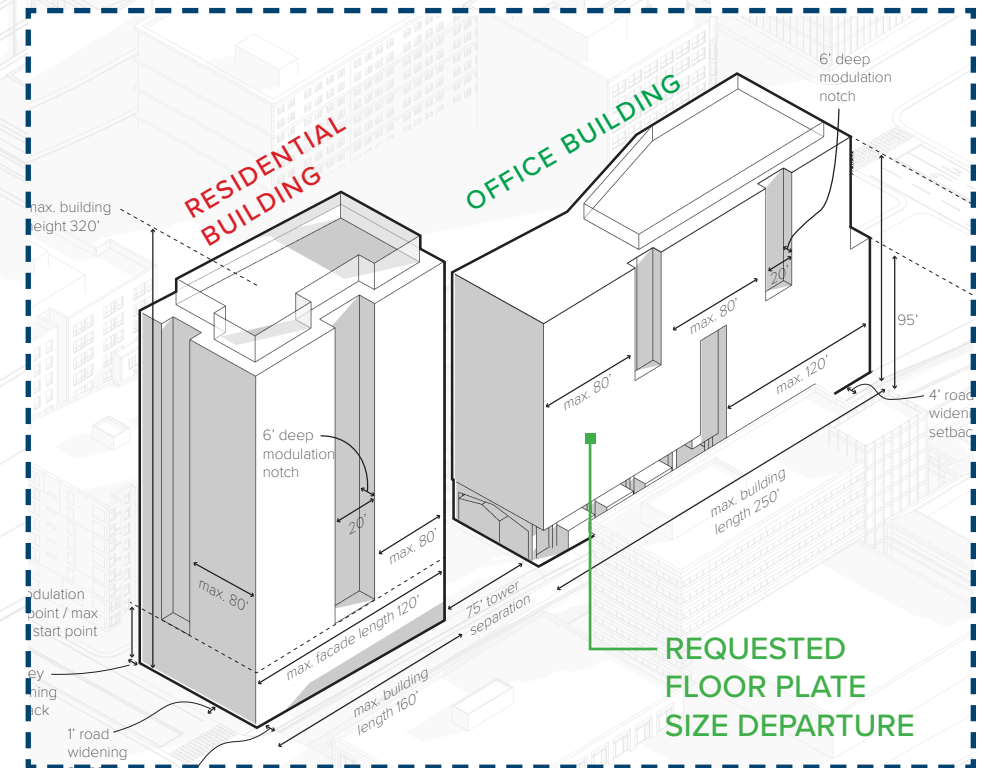
ZONING SUMMARY

23.48.640.F	Overhead weather protection	<p>1.Continuous overhead weather protection, provided by such features as canopies, awnings, marquees, and arcades, is required along at least 60 percent of the street frontage of a structure,</p> <p>2.The covered area shall extend a minimum of 6 feet from the structure, unless otherwise provided in this subsection 23.48.640.F, and unless there is a conflict with existing or proposed street trees or utility poles, in which case the Director may adjust the width to accommodate such features as provided for in subsection 23.48.640.F.6.</p> <p>3.The overhead weather protection must be provided over the sidewalk, or over a walking area within 10 feet immediately adjacent to the sidewalk. When provided adjacent to the sidewalk, the covered walking area must be within 18 inches of sidewalk grade and meet Washington State requirements for barrier-free access.</p> <p>4.For overhead weather protection extending up to 6 feet from the structure, the lower edge of the overhead weather protection shall be a minimum of 8 feet and a maximum of 13 feet above the sidewalk or covered walking area. For weather protection extending more than 6 feet from the structure, the lower edge of the weather protection shall be a minimum of 10 feet and a maximum of 15 feet above the sidewalk or covered walking area.</p> <p>5.Lighting for pedestrians shall be provided. The lighting may be located on the facade of the building or on the overhead weather protection.</p>
23.48.645.A	Highrise floor are limits	<p>Greater than 160 feet but not exceeding 240 feet in height: 10,500sf (Average gross floor area for all stories above 45 feet); 11,500sf (Maximum gross floor area of any single story above 45 feet)</p> <p>Greater than 240 feet in height: 9,500sf (Average gross floor area for all stories above 45 feet); 10,500sf (Maximum gross floor area of any single story above 45 feet)</p>
23.48.645.D	Side lot line setbacks	In the SM-U 75-240 and SM-U 95-320 zones, a minimum setback of 15 feet is required from any side lot line that is not a street or alley lot line for all portions of a highrise structure exceeding the midrise height limit of the zone.
23.48.645.E	Separation	2.Within a lot. A minimum separation of 75 feet is required between any highrise portion of a structure and all other portions of the same structure that exceed 45 feet in height, or portions of other structures on the lot that exceed 45 feet in height, as shown on Exhibit A for 23.48.645.
23.48.645.F	Projections	The first 4 feet of horizontal projection of decks, balconies with open railings, eaves, cornices, gutters, and similar architectural features are permitted in the upper-level setbacks
23.45.646.A	Façade modulation in SM-U Zone	In all SM-U zones, for all structures on lots exceeding 12,000 square feet, facade modulation is required for the street-facing facade within 10 feet of a street lot line,
23.45.646.C	The maximum length of an unmodulated façade	Table B for 23.48.646 for highrise structure - Maximum length of unmodulated facade Stories up to 45ft in height - 160 Stories above 45ft, up to the midrise height limits - 120 Stories above the midrise height limit of the zone - 80
23.45.646.D		<p>If a portion of a street-facing facade within 10 feet of the street lot line extends to the maximum length permitted for an unmodulated facade, any further increase in the length of the facade is allowed only if the additional portions of the facade set back a minimum of 10 feet from the street lot line for a minimum length of 20 feet. If the required setback is provided, additional portions of the facade may be located within 10 feet of the street lot line. Permitted projections within the setback area are limited to the following:</p> <p>1.Roof eaves, including gutters and roof cornices and other similar architectural features, that may extend a maximum of 18 inches into the setback area; and</p> <p>2.Overhead weather protection, whether required by subsection 23.48.640.H or not.</p>
23.48.650.B	Required open space for large lot developments in SM-U zones	<p>B.Open space required by subsection 23.48.650.A shall meet the following standards:</p> <p>1.The minimum amount of required open space shall be equal to 15 percent of the lot area.</p> <p>2.Area qualifying as required open space may include both unenclosed usable open space and limited amounts of enclosed areas, as provided for in this subsection 23.48.650.B and as specified in Table A for 23.48.650.</p> <p>a. Usable open space open to the sky subject to subsection 23.48.650.B.5 - 60% min, No max</p> <p>b. Open space covered overhead by the structure, such as an arcade or building cantilever, and subject to subsection 23.48.650.B.6 - 20% max</p> <p>c. Enclosed open space providing amenity features such as a public atrium, a shopping atrium, winter garden, or covered portion of a mid-block pedestrian corridor and subject to subsection 23.48.650.B.7 - 35% max</p>
23.54.015	Required Parking	Table B for 23.54.015 L.All residential uses within urban centers or within the Station Area Overlay District - No minimum requirement
	Bicycle Paking	Table D for 23.54.015 D.2 Multi family Structure: Long term: 1/dwelling unit, short term: 1/20 dwelling units

ZONING ENVELOPE



EDG I ZONING DIAGRAM



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# 1013 NE 45TH STREET | EDG

SDCI # 3037927-EG

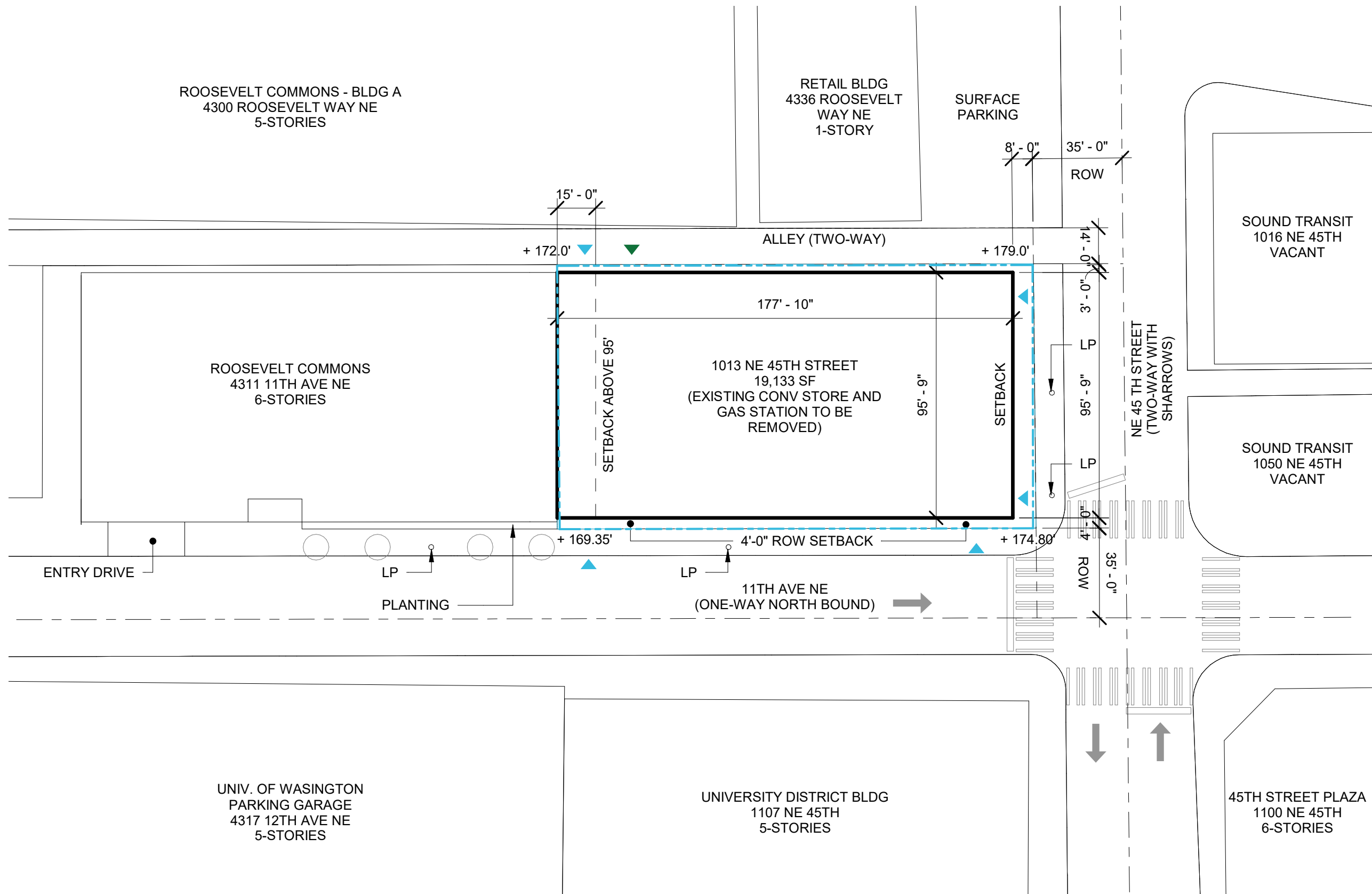
EARLY DESIGN GUIDANCE MEETING

JULY 19, 2021

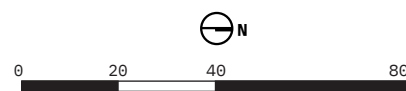


AREA MAP

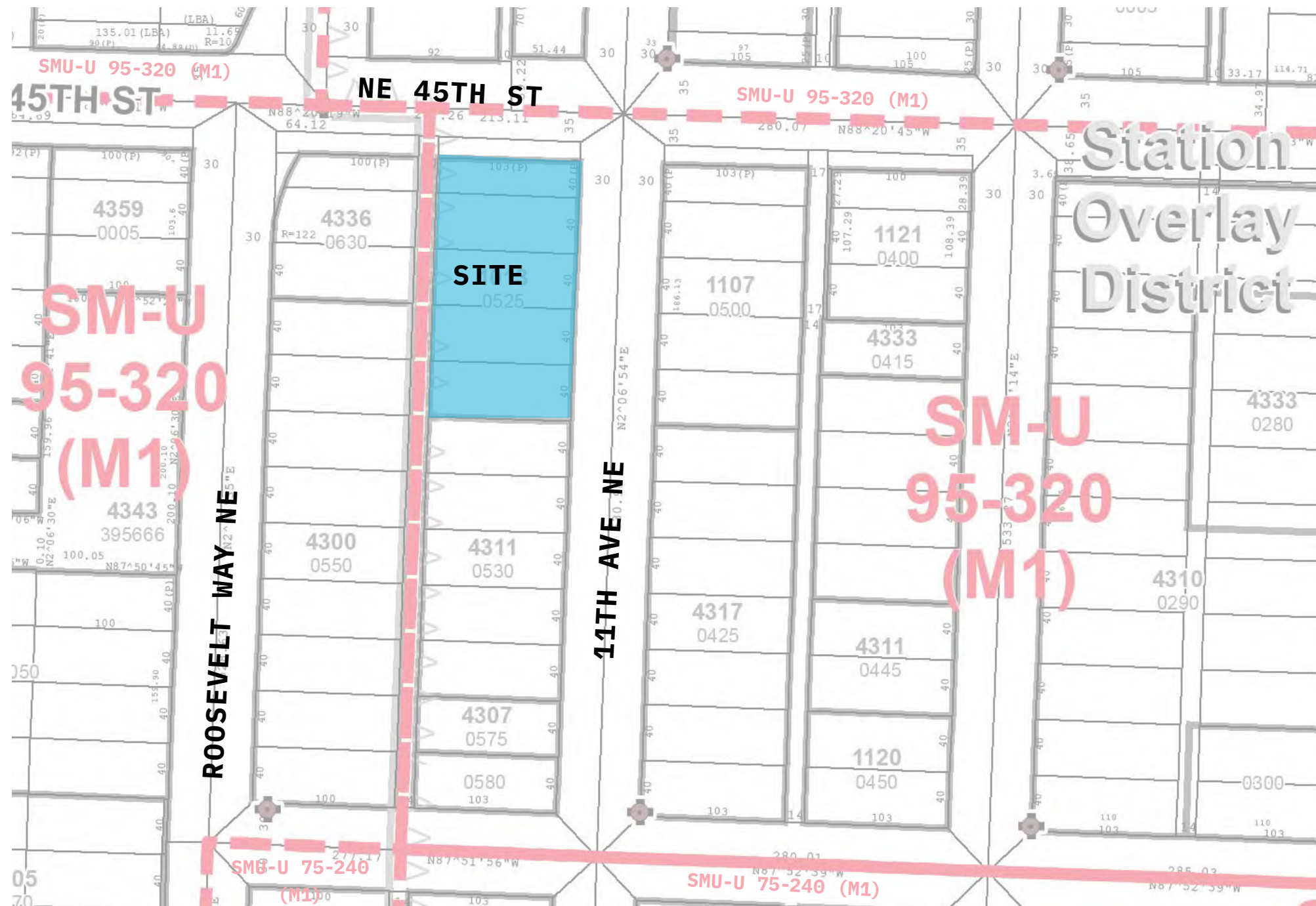




SITE PLAN



- ◀ VEHICLE ACCESS
- ▶ PEDESTRIAN ACCESS



ZONING MAP



**ZONING**

**SMC.23.48.021**

Extra floor area in Seattle Mixed zones

D. Minimum requirement. Developments containing any extra floor area shall meet the following requirements:

1. Green building performance. The applicant shall make a commitment that the proposed development will meet the green building standard and shall demonstrate compliance with that commitment, all in accordance with Chapter 23.58D.

**SMC.23.48.025**

Structure height

C. Rooftop features

4. The following rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.025.C.4, including weather protection such as eaves or canopies extending from rooftop features, does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment:

b. Stair penthouses;

c. Mechanical equipment;

g. Covered or enclosed common amenity area for structures exceeding a height of 125 feet.

5. For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted. If the elevator provides access to a rooftop designed to provide usable open space or common recreation area, elevator penthouses and mechanical equipment up to 45 feet above the height limit are permitted, provided that all of the following are satisfied:

a. The structure must be greater than 125 feet in height; and

b. The combined total coverage of all features gaining additional height listed in this subsection 23.48.025.C does not exceed limits listed in 23.48.025.C.4.

**ZONING**

**SMC.23.48.040**

Street-level development standards

C. Development standards for required street-level uses. Street-level uses that are required by subsection 23.48.005.D, 23.48.605.C, or 23.48.805.B, and street-level uses exempt from FAR calculations under the provisions of subsection 23.48.220.B.2, 23.48.620.B.2, 23.48.720.B.2, or 23.48.820.B, whether required or not, shall meet the following development standards. In the SM-NG zone, where street-level use requirements apply to a mid-block corridor, these standards shall be applied as if the mid-block corridor were a street.

1. Where street-level uses are required, a minimum of 75 percent of the applicable street-level, street-facing facade shall be occupied by uses listed in subsection 23.48.005.D.1. The remaining street-facing facade may contain other permitted uses or pedestrian or vehicular entrances.

3. The space occupied by street-level uses shall have a minimum floor-to-floor height of 13 feet and extend at least 30 feet in depth at street level from the street-facing facade.

E. Mid-block corridor

1. Required mid-block corridor

a. In the area shown on Map B for 23.48.640, lots that meet the following criteria are required to provide a midblock corridor:

1) The lot exceeds 30,000 square feet in area and abuts two north/south streets.

**The project site is less than 30,000 sf, therefore a mid-block corridor is not required.**

**SMC.23.48.615**

Floor area ratio in SM-U zones

C. Floor area exempt from FAR. In addition to the exempt floor area identified in subsection 23.48.020.B, the following floor area is exempt from FAR limits:

SMC.23.48.020.B

3. As an allowance for mechanical equipment, in any structure 65 feet in height or more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations. Calculation of the allowance includes the remaining gross floor area after all exempt space allowed in this subsection 23.48.020.B has been deducted. Mechanical equipment located on the roof of a structure, whether enclosed or not, is not included as part of the calculation of total gross floor area. All gross floor

RELEVANT ZONING SECTIONS

**ZONING**

**SMC.23.48.640**

Street-level development standards in SM-U zones

A. Required setbacks in SM-U zones

NE 45th Street - 8 feet minimum

E. Mid-block corridor

A. In the area shown on Map B for 23.48.640, lots that meet the following criteria are required to provide a mid-block corridor:

1. The lot exceeds 30,000 square feet in area and abuts two north/south streets. Lots exceeding 30,000 square feet that are separated only by an alley and that are developed as a combined lot development under Section 23.48.627 are also required to provide a mid-block corridor to connect the two abutting north/south streets; and

2. The lot has a street frontage that exceeds 250 feet on at least one of the abutting north/south streets.

**SMC.23.48.645**

Upper-level development standards in SM-U zones

A. Highrise floor area limits. All highrise structures are subject to a limit on the floor area of stories above 45 feet in height except that, on a lot that includes a light rail transit station, the limit on floor area only applies to stories above 55 feet in height.

Table A for 23.48.645

Average gross floor area for all stories above 45 feet Greater than 160 feet but not exceeding 240 feet in height - 10,500 square feet.

Maximum gross floor area of any single story above 45 feet - 11,500 square feet.

B. Upper-level setbacks in SM-U 75-240 and SM-U 95-320 zones. The following upper-level setbacks are required, and the height which the setback is required shall be measured from the midpoint of the lot line from which the setback is required:

1. On lots that do not include highrise structures, an average setback of 10 feet is required from all abutting street lot lines for any portion of a structure that exceeds 65 feet in height. The maximum depth of a setback that can be used for calculating the average is 20 feet.

D. Side lot line setbacks. In the SM-U 75-240 and SM-U 95-320 zones, a minimum setback of 15 feet is required from any side lot line that is not a street or alley lot line for all portions of a highrise structure exceeding the midrise height limit of the zone.

**ZONING**

**SMC.23.48.646**

Facade modulation in SM-U zones

A. In all SM-U zones, for all structures on lots exceeding 12,000 square feet, facade modulation is required for the street-facing facade within 10 feet of a street lot line, except as specified in subsection 23.48.646.B.

B. Modulation is not required for the following:

4. For the portion of the street-facing facade that does not exceed a width of 100 feet above 45 feet in height.

**SMC.23.48.650**

Required open space for large lot developments in M-U zones

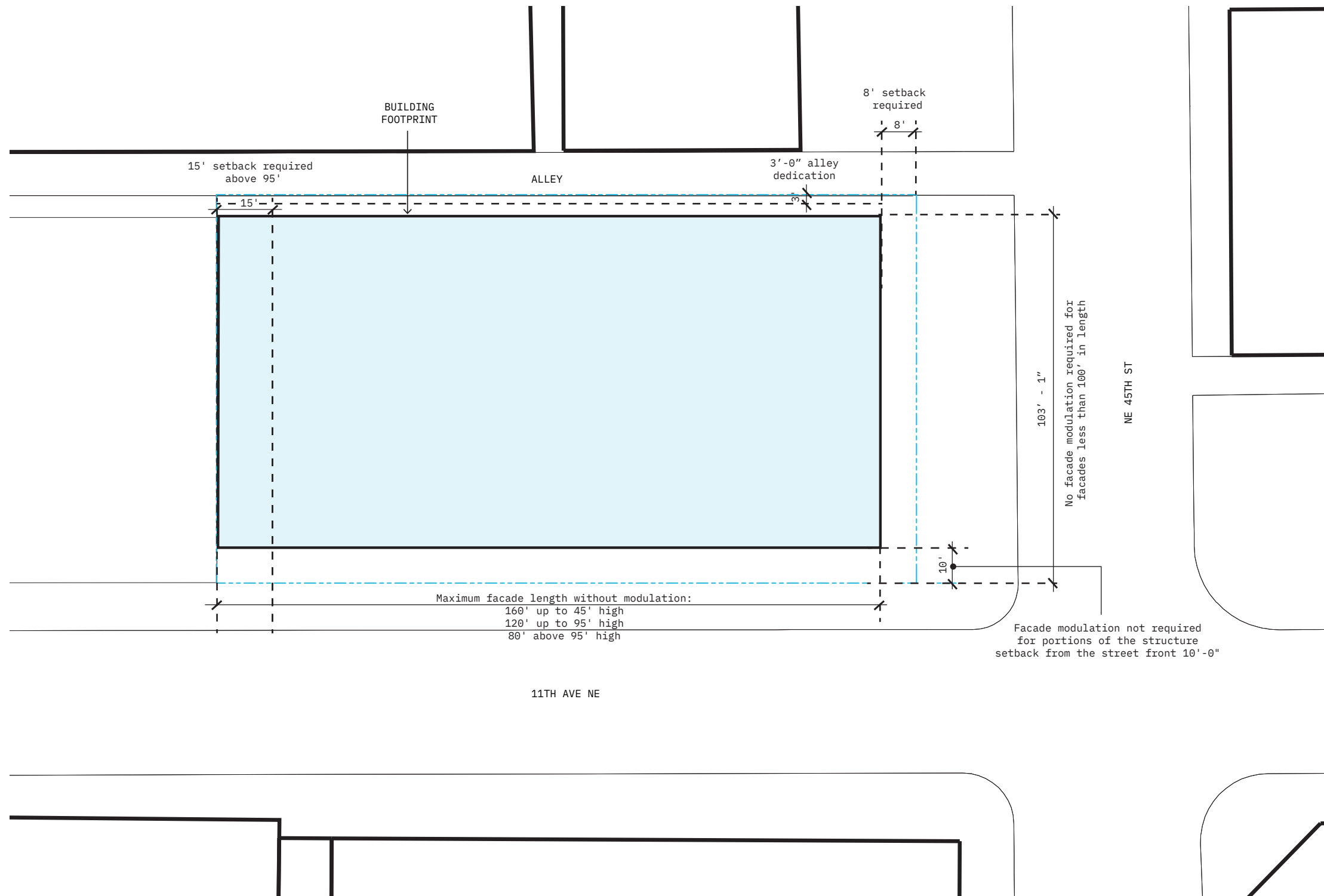
A. Open space meeting the standards of this Section 23.48.650 is required in all SM-U zones for development on a lot exceeding 30,000 square feet.

B. Open space required by subsection 23.48.650.A shall meet the following standards:

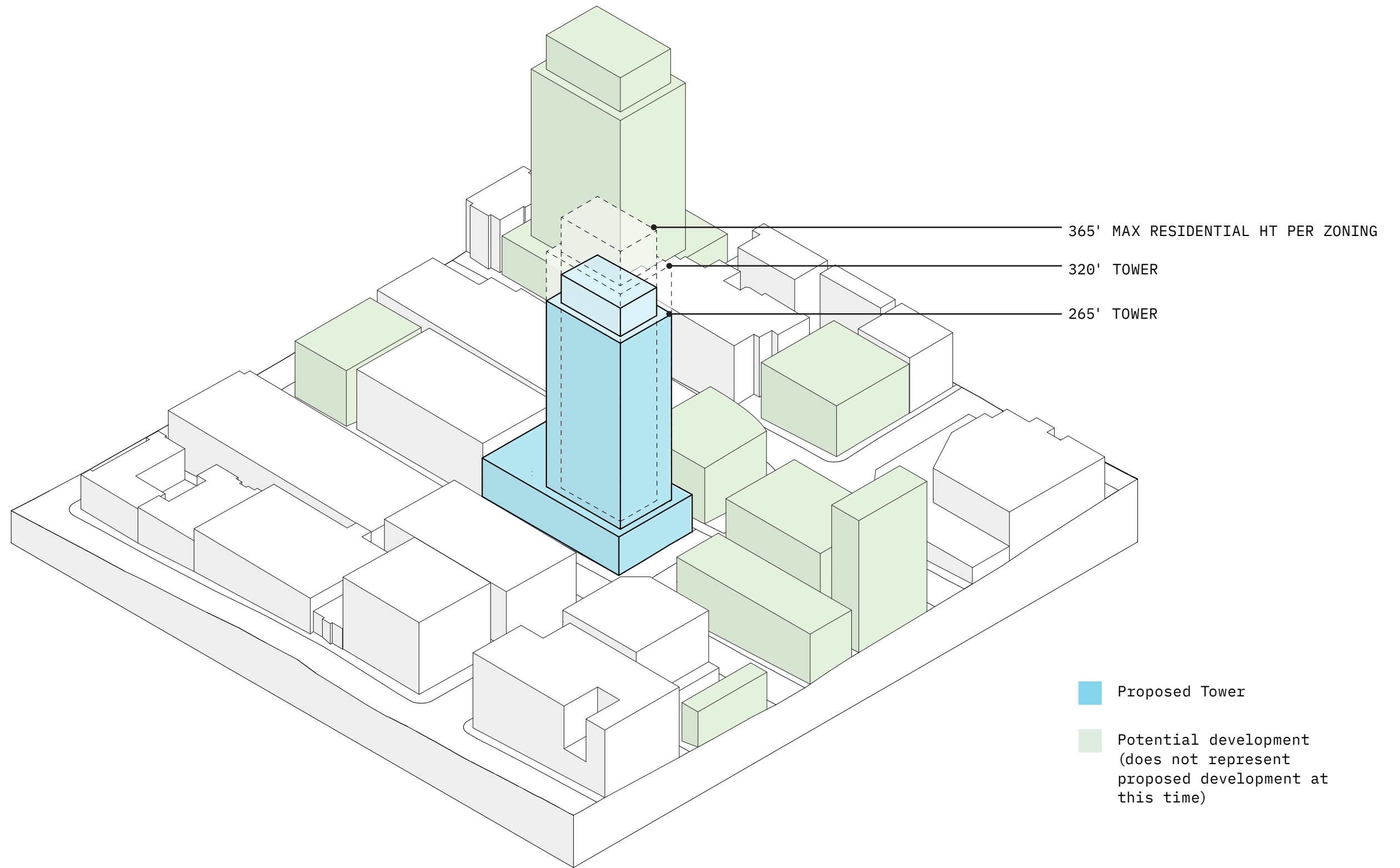
1. The minimum amount of required open space shall be equal to 15 percent of the lot area

2. Area qualifying as required open space may include both unclosed usable open space and limited amounts of enclosed area, as provided for in this subsection 23.48.650.B and as specified in Table A for 23.48.650.

**The project site is less than 30,000 sf, therefore open space meeting this section is not required.**



ZONING DIAGRAM

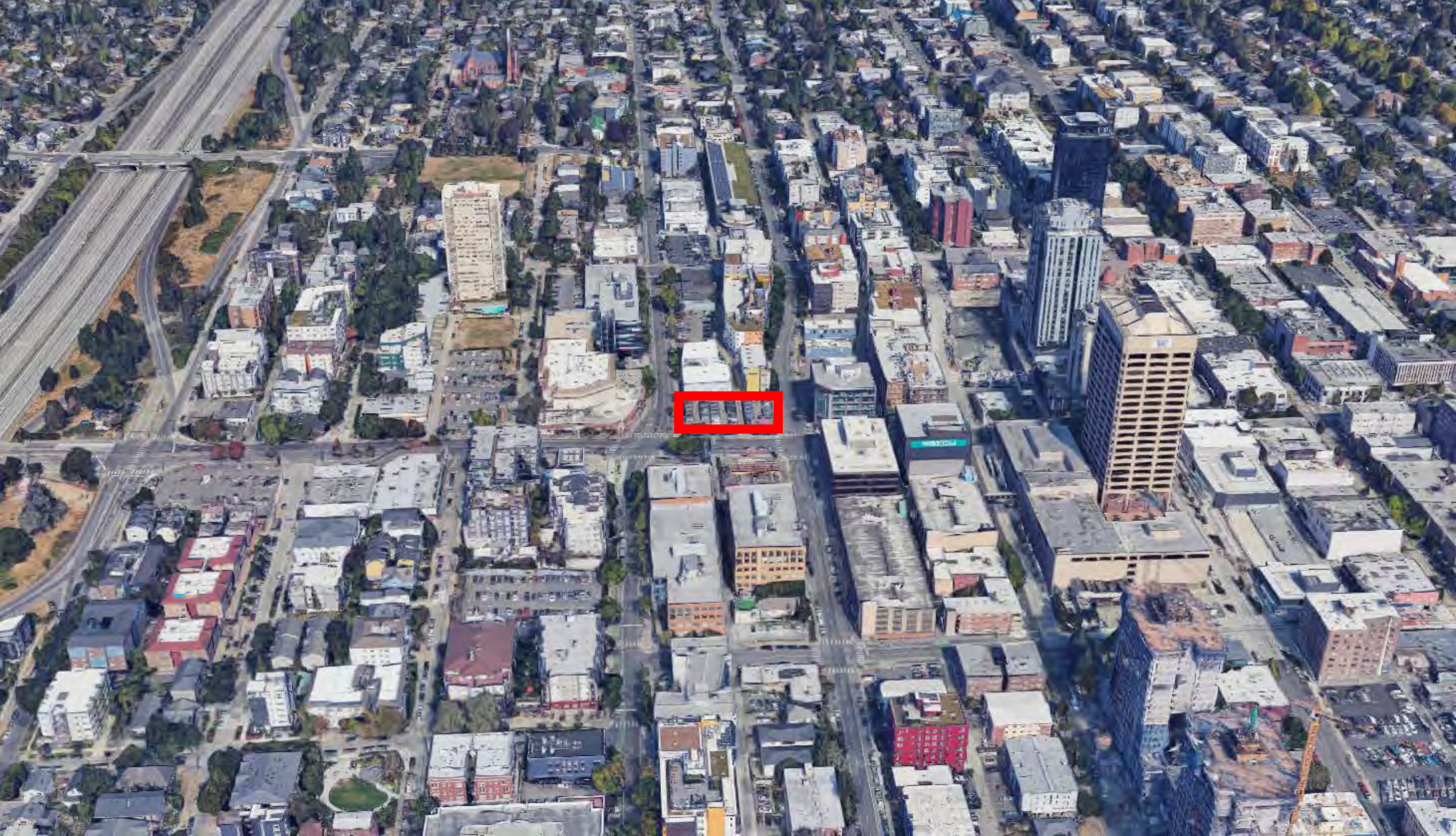


ZONING ENVELOPE



H





## Sound Transit sites at NE 45<sup>th</sup> St and Roosevelt/11<sup>th</sup> Ave NE

### Site characteristics

- One combined site with alley vacation: ~19,250 sq ft
- As two sites with an alley
  - East site: ~7400
  - West site: ~11,800

### Height

- SMC 23.48.615 outlines 95' is midrise allowance, 320' is maximum.
- SMC 23.48.615.A.2 states a site must be at least 12,000 sq ft to go above 95'. **Unless the sites are combined, it will not be possible to go above 95'.**
- Provisions in SMC 23.48.645.A regulates sizes of floor plates above the midrise allowance with the intent of reducing floor areas as the building gets taller. Application of this standard varies depending on overall height.

### Tower separation (SMC 23.48.645.E)

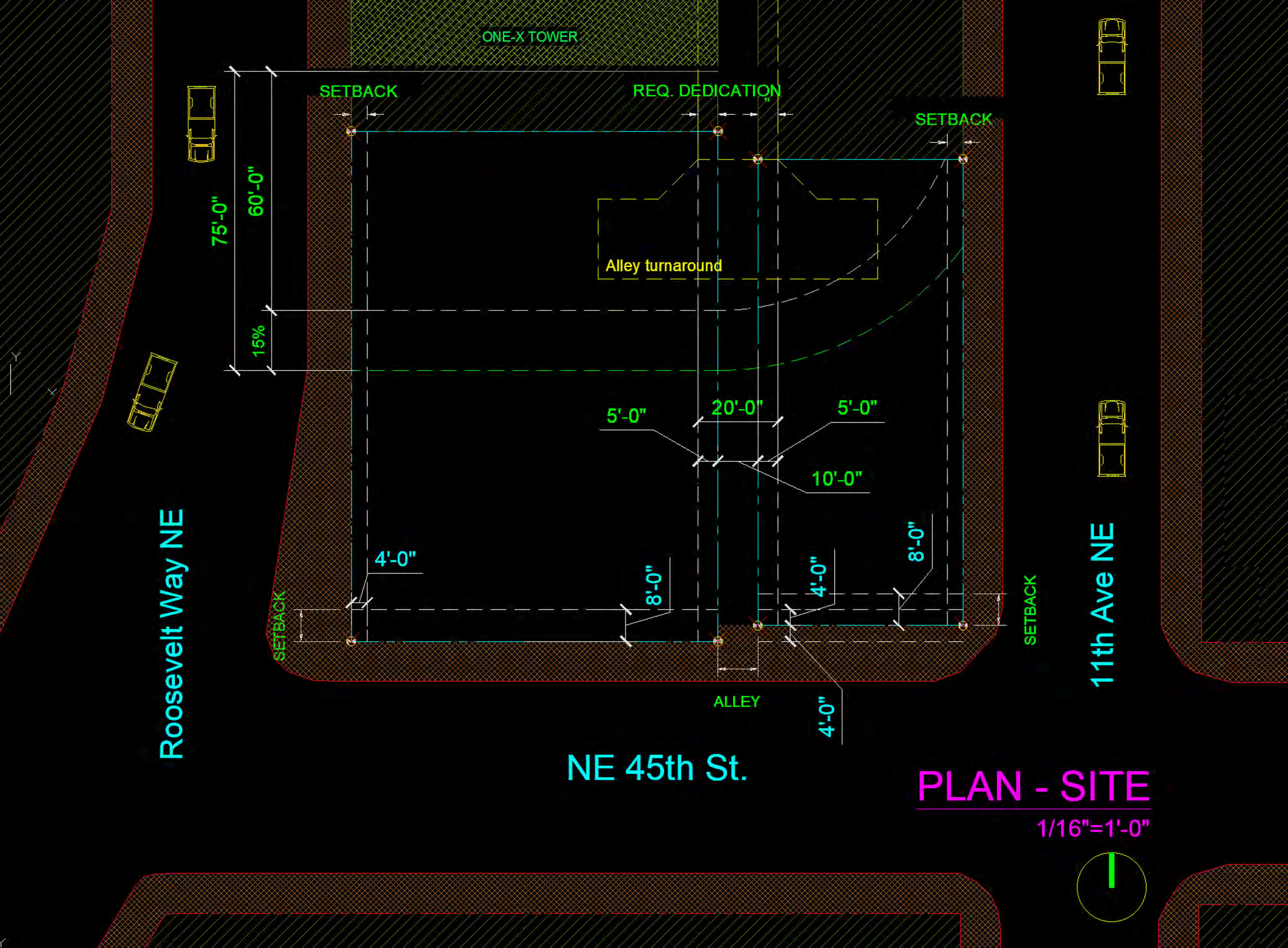
- SMC 23.48.645.E regulates highrise (anything above 95') separation on lots within the same block; a minimum separation of 75' is required extending onto other sites.
- The OneX site to the north of the west site is proposing a highrise where this standard will impact development.
- This standard can be reduced by up to 20% with a special exemption as part of the MUP process.

### Floor area ratio and Incentive Zoning (SMC 23.48.620, 23.48.622, 23.58A.040)

- FAR: Base 4.75, max 7
- If development exceeds base FAR, IZ provisions found in SMC 23.48.622 and 23.58A.040 apply.
- Within SMC 23.58A.040, applicants may propose Neighborhood Green Street in conjunction with SDOT, Neighborhood Open Space, Midblock connector. Most development in this area opts for Neighborhood Open Space.
- Based on the lot size alone, it is unlikely there is enough FAR for a building to exceed ~22-25 stories.

### Setbacks (SMC 23.48.640, 23.48.645, 23.53)

- A ROW 4' setback along Roosevelt Way NE and 11<sup>th</sup> Ave NE is required.
- If the alley is maintained, a 5' dedication (setback if no loading or parking proposed) on each side is required for alley,
- SMC 23.48.640 requires an 8' setback from property lines abutting NE 45<sup>th</sup> St.



ONE-X TOWER

SETBACK

REQ. DEDICATION

SETBACK

Alley turnaround

75'-0"

60'-0"

15%

5'-0"

20'-0"

5'-0"

10'-0"

4'-0"

8'-0"

4'-0"

8'-0"

SETBACK

SETBACK

ALLEY

4'-0"

Roosevelt Way NE

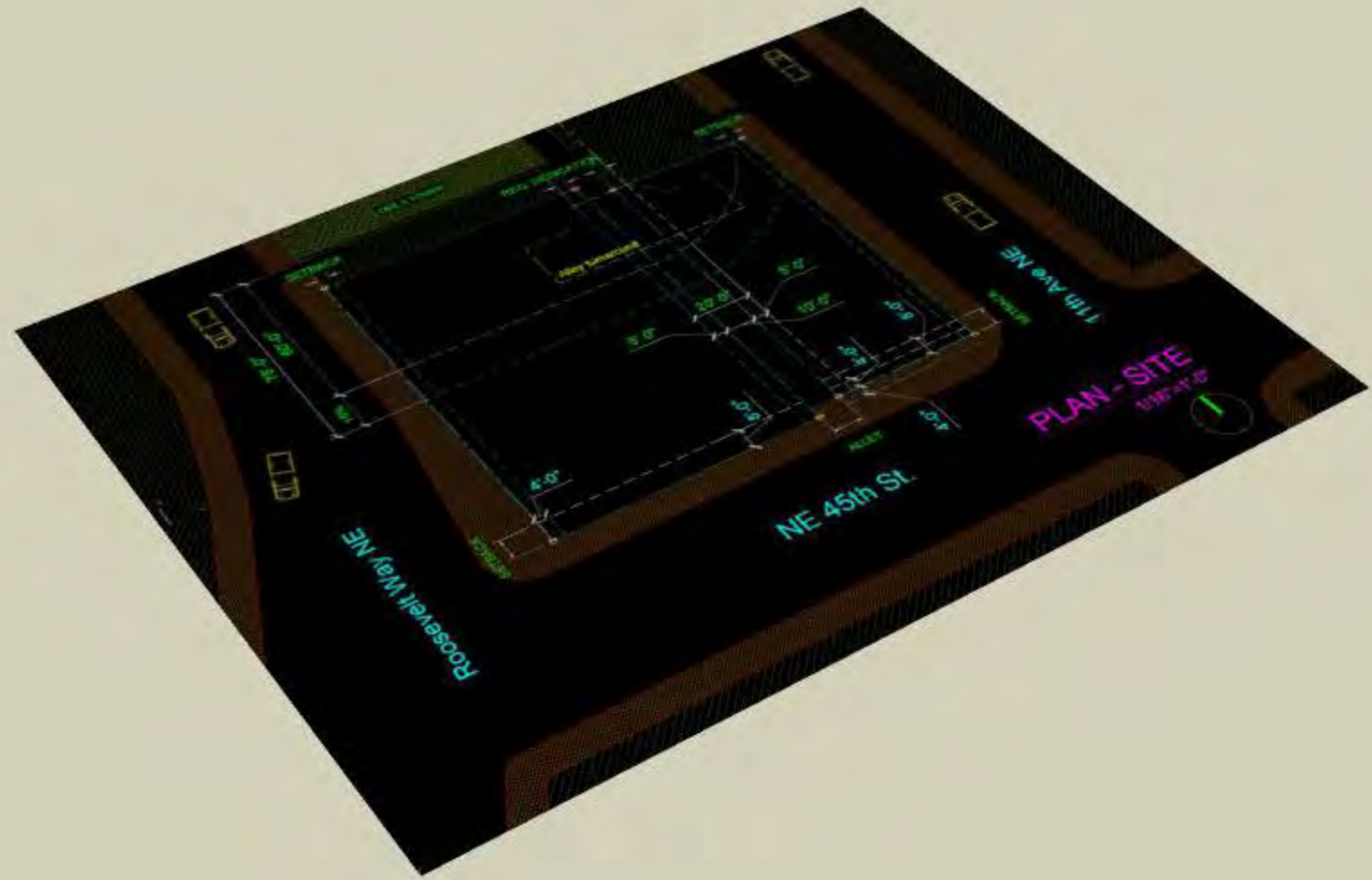
11th Ave NE

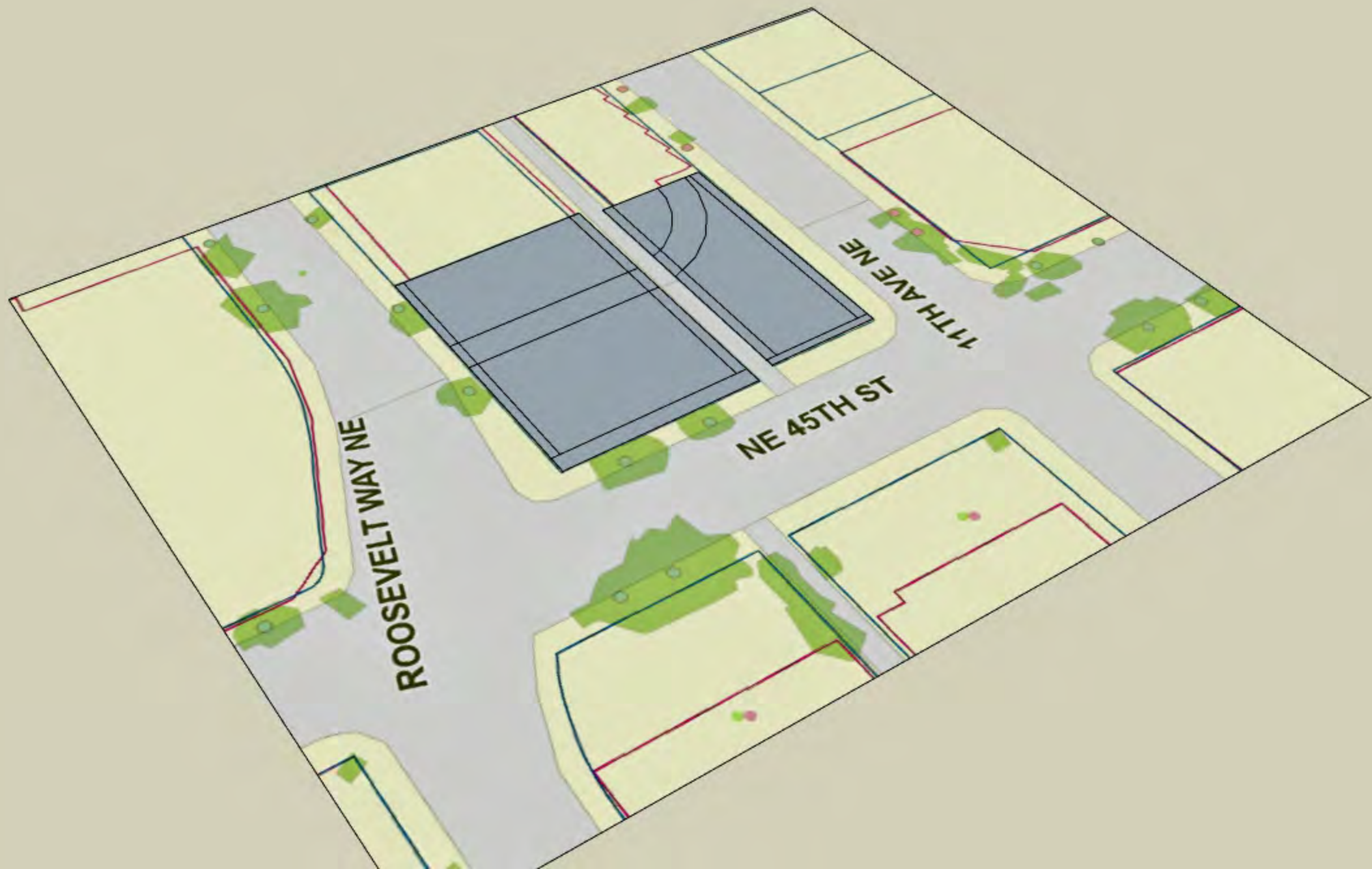
NE 45th St.

PLAN - SITE

1/16"=1'-0"







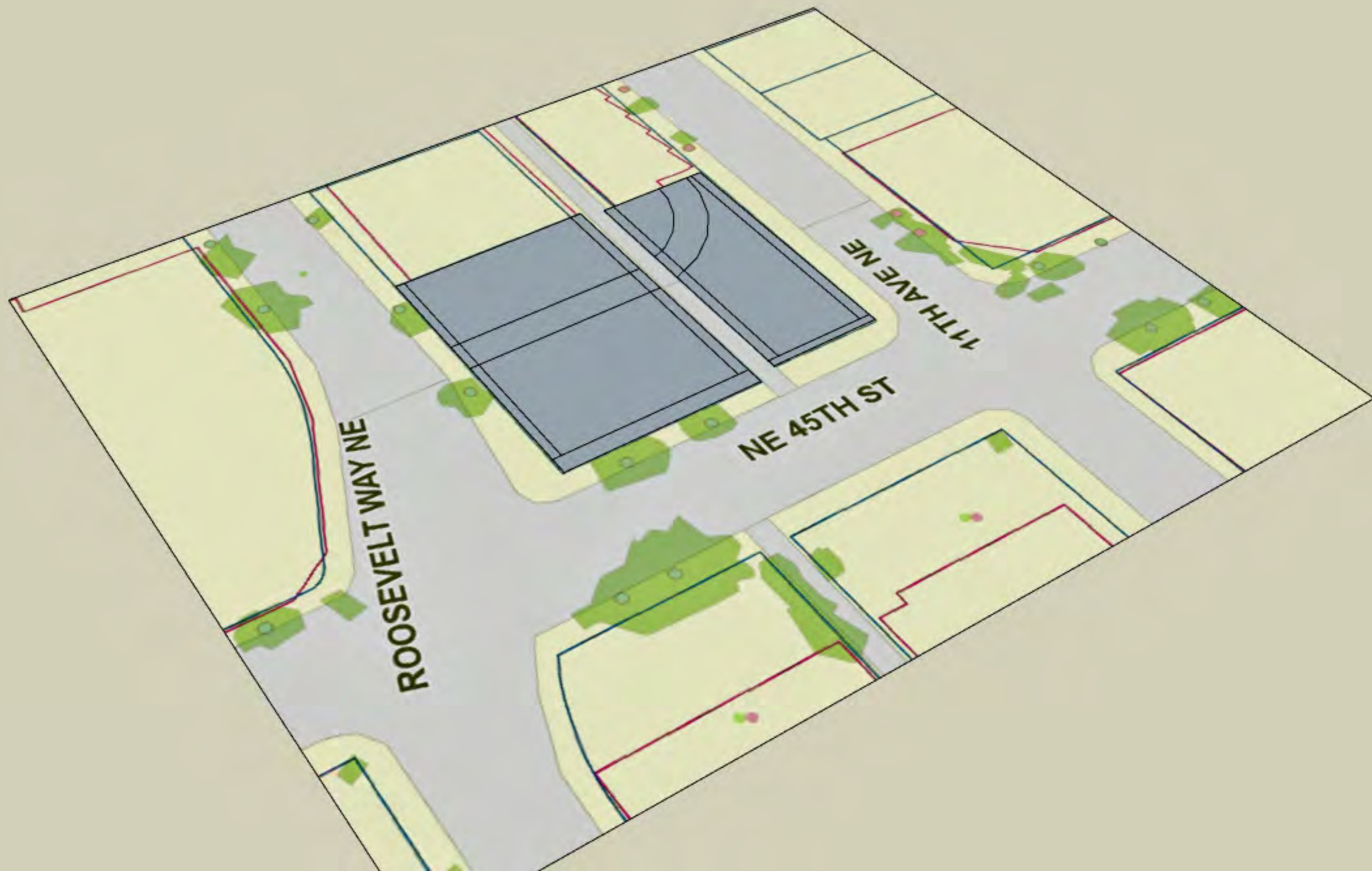


ROOSEVELT WAY NE

NE 45TH ST

11TH AVE NE









OneX Tower

75' Separation

20% reduction (23.48.845.5.4)

ROOSEVELT WAY NE

NE 45TH ST

117TH AVE NE





ROOSEVELT WAY NE

NE 45TH ST

11TH AVENUE NE

## Zoning Code and Development Potential/Building Envelope

1. As platted
2. With Alley Vacation
  - a. Turnaround
  - b. Outlet to Roosevelt
  - c. Outlet to 11<sup>th</sup>
3. Is an HR project viable, realistic?

## Design Issues:

1. Site is large and will be highly visible;
  - a. Large right-of-ways, topography, etc.;
  - b. U-district becoming even more a center for pop., work, transp.
2. Alley vacation eliminates 'break' in massing, makes site larger
3. The site is tough on pedestrians

## Design Considerations / Responses

1. **Open Space;** design and location
  - a. welcoming, usable and support community interaction.
  - b. Provide relief/respice on 45<sup>th</sup>
  - c. physically and visually engage the public realm:
  - d. alleyways as pedestrian routes: windows, entries, art, lighting, active uses etc.
  - e.
2. **Street Edges/Pedestrian Experience:** There is asphalt everywhere,
  - a. need Landscape and pedestrian amenity at 45<sup>th</sup>
  - b. a well-defined street wall
  - c. setbacks to create space connected to programming, usable, pedestrian respice.
  - d. a porous, engaging edge at street-level
  - e. active uses along street frontages
  - f. human scale and proportions, hierarchy of elements and detailing at a variety of scales

## **3. Base Expression**

- a. a solid "grounded" form with human-scale, proportioned to existing context and anchor upper level massing.

## **4. Massing and Modulation**

- a. Massing to create a composition of discrete forms at multiple scales to mitigate size and strengthen design concept.
- b. modulation that is connected to and strengthens overall composition and building proportions
- c. Changes in color and or material accompanied by a legible change in plane and design language.

## **5. Architectural Composition and Character**

- a. Architectural and Facade Composition: Strive for a harmonious arrangement of legible and well-proportioned elements, employing principals of spatial composition that include hierarchy, balance, scale order, rhythm, repetition, and local symmetry.
- b. Facade Depth & Articulation: Use plane changes, depth, shadow, and texture to provide scale, interest , break up larger facade areas
- c. Reinforce design concept with simplicity; limit the number of materials, colors, and fenestration patterns
- d. "Express an intentional and original response to the context" UDG
- e. "Foster the eclectic mix of architectural styles and forms" UDG

## **6. Exterior Materials**

- a. A simple pallette of high quality materials
- b. (midrise) of sufficient thickness to prevent warping or deformation, with integral color and texture, demonstrable age well in Seattle's climate

**From:** [Bates, Tim](#)  
**To:** [Jenkins, Michael](#); [Barnett, Beverly](#); [Whitson, Lish](#); [LaBorde, Bill](#)  
**Cc:** [DuBois, Jeanette](#); [Pacheco, Abel](#)  
**Subject:** RE: ST schedule for committee review  
**Date:** Thursday, March 16, 2023 4:33:01 PM

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**CAUTION: External Email**

Thanks for the response, Michael. I look forward to discussing more once we have a check in meeting on the books.

Best,  
Tim

---

**From:** Jenkins, Michael <Michael.Jenkins@seattle.gov>  
**Sent:** Tuesday, March 14, 2023 10:20 AM  
**To:** Bates, Tim <Tim.Bates@soundtransit.org>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Whitson, Lish <Lish.Whitson@seattle.gov>; LaBorde, Bill <bill.laborde@seattle.gov>  
**Cc:** DuBois, Jeanette <Jeanette.DuBois@seattle.gov>; Pacheco, Abel <abel.pacheco@soundtransit.org>  
**Subject:** RE: ST schedule for committee review

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Hi Tim:

I’m happy to hold a May 4<sup>th</sup> date as well.

In my conversation with Beverly and Lish, neither raised any concerns about a May 18 presentation and the timing of any staff reports.

We are always happy to hold dates, but they are always contingent on work product. The timing of your traffic study, the ability of staff to review it, the time for any revisions, and the time for staff to develop materials to provide to the Commission dictates when it is appropriate to come. Having said that, it seems like May 4 or 18<sup>th</sup> are more realistic dates.

We continue to assume the diagrammatic work you have presented to date on the structure, accompanied by any revisions to account for impact of turning movements, will not change significantly.

Michael

---

**From:** Bates, Tim <[Tim.Bates@soundtransit.org](mailto:Tim.Bates@soundtransit.org)>  
**Sent:** Tuesday, March 14, 2023 10:11 AM  
**To:** Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>; Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>; Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>; LaBorde, Bill <[Bill.LaBorde@seattle.gov](mailto:Bill.LaBorde@seattle.gov)>  
**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>; Pacheco, Abel <[abel.pacheco@soundtransit.org](mailto:abel.pacheco@soundtransit.org)>  
**Subject:** RE: ST schedule for committee review

**CAUTION: External Email**

Hi folks,

To follow up on Beverly and Michael's emails: We are pushing for a summer council date (June or July at the latest) so we can complete the months-long RFP process before the end of the year and thus potentially be eligible for additional affordable housing funding resources. I know that we have a process to work through and appreciate everyone's effort toward meeting this target.

I know Beverly plans to set up a conversation on schedule, but I did want to flag that a May 18<sup>th</sup> SDC meeting seems too late to make our goal of a June 20<sup>th</sup> council committee meeting (need time for staff report, council introduction and referral, and 21 day public notice). Michael, based on your email from late January, I thought we were penciled in for April 20<sup>th</sup> or May 4<sup>th</sup>?

As for the SDC review itself: I want to calibrate expectations. ST will have several alley reconfiguration layout concepts to share, which will leave us with a theoretical remaining building site. However, as we've discussed, we will not have a project proposal (building design/massing, public realm design, or public benefit details) to discuss. Per our work with the Office of Housing, I believe the plan is to defer additional community engagement until after we have a developer on board and a project proposal to share, which is when I would expect conversation on public benefit to occur as well.

Thanks  
Tim

---

**From:** Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>  
**Sent:** Wednesday, March 8, 2023 1:36 PM  
**To:** Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>; Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>; Bates, Tim <[Tim.Bates@soundtransit.org](mailto:Tim.Bates@soundtransit.org)>; LaBorde, Bill <[bill.laborde@seattle.gov](mailto:bill.laborde@seattle.gov)>  
**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>  
**Subject:** Re: ST schedule for committee review

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Security

Good afternoon

In terms of next steps with the SDC, we've reserved May 4 and 18th for our review. The review should include a presentation on solutions developed by ST from our initial commission meeting, notably the access issues being analyzed in the traffic study. Any additional design development should also be represented in a presentation based on input or analysis on development capacity in this zone by SDCI. Here's the list from our subcommittee meeting:

1. Provide circulation diagrams for all transportation modes (pedestrian, bike, vehicular), with supporting analysis, to fully understand how the loss of the alley segment affects access to and from the site, including the impact that this may have on residential openings onto the alley. Of particular importance is how vehicular movements will occur from the remaining portion of the alley, including potential connections to either 11th and Roosevelt or through a 'hammerhead' turnaround on the site.
2. The Commission would like more options considered and presented for Public Benefit. Given this site's adjacency to the University of Washington and a myriad of cultural institutions, we would need to understand if there is an actual need for a Cultural Space on this site.
3. Additional analysis should be provided to better understand the range of development types and how their siting, massing, and orientation would impact the public realm. This should be provided for both the vacation and no-vacation alternatives.
4. Some analysis should be provided on how development types under consideration reflect the 2019 OPCD University District Design Guidelines
5. It would be helpful to consider how the Sound Transit team will embed expectations of public benefit, access, and public realm into RFP.
- 6 Tower massing options should be studied to understand how future development on the site, including any contribution to a 'canyon' effect on NE 45th. Any vehicular access options should take into account its implications on the ground floor non-residential massing on NE 45th side of the proposed building. Particular concern should be paid to access options that shift massing toward NE 45th and if that will affect the ability to create pedestrian oriented ground floor spaces that front along NE 45th.

Given the timing of the traffic study and the internal reviews that are going on, I think May 18 is probably a more realistic date for SDC.

Michael

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---

**From:** Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>

**Sent:** Wednesday, March 8, 2023 1:04:28 PM

**To:** Whitson, Lish <[Lish.Whitson@seattle.gov](mailto:Lish.Whitson@seattle.gov)>; Jenkins, Michael <[Michael.Jenkins@seattle.gov](mailto:Michael.Jenkins@seattle.gov)>; Bates, Tim <[Tim.Bates@soundtransit.org](mailto:Tim.Bates@soundtransit.org)>; LaBorde, Bill <[Bill.LaBorde@seattle.gov](mailto:Bill.LaBorde@seattle.gov)>

**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>

**Subject:** ST schedule for committee review

Hi! Tim and I just met to talk about ST and the next steps and timing.

- ST has a meeting next week to at the auto turn layout and alley design issues.
- ST has been working w/ SPU & SCL on utility impacts in the alley.
- Consultant report on the alley analysis is expected at the end of March (at least the draft)
- OH is doing some modeling for council on scale and affordability issues and what the OH contribution to the site could be.

Next steps/questions:

- How long will SDOT and SDCI need to review the alley analysis
- Is there SDCI site analysis still in review
- When can the project be scheduled with the SDC and what info will the SDC need
- When can ST secure a possible PH date (a save the date). The goal for ST is June 20
- Lish may need to assist in the reso intro if we are able to secure a June 20 date as it will be tight

I am going to set a meeting to talk about schedule! Please watch your calendars. Thanks!



**From:** [Barnett, Beverly](#)  
**To:** [DuBois, Jeanette](#)  
**Subject:** FW: 1000 NE 45th - prep for April 17 coordination meeting  
**Date:** Friday, April 14, 2023 9:39:54 AM

---

For the file.

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**From:** Jenkins, Michael <Michael.Jenkins@seattle.gov>  
**Sent:** Friday, April 14, 2023 9:29 AM  
**To:** Bates, Tim <Tim.Bates@soundtransit.org>; Pacheco, Abel <abel.pacheco@soundtransit.org>  
**Cc:** Barnett, Beverly <Beverly.Barnett@seattle.gov>; Whitson, Lish <Lish.Whitson@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>  
**Subject:** 1000 NE 45th - prep for April 17 coordination meeting

Hi Tim and Abel:

In advance of our meeting next Monday, I wanted to provide you with some initial input of the traffic analysis that Beverly was provided from KPFF. I also want to touch on the items that the Commission requested in our June 2022 subcommittee meeting as you prepare for the full Commission meeting.

The following notes are developed with an eye to how that information will be presented to the Commission at our upcoming meeting. I will also be asking our Transportation Planner to provide additional input. Our engineer is recused from this project, as she works at KPFF.

### **MARCH 2023 TRAFFIC STUDY/ANALYSIS:**

For each of the options that you intend to show the Commission as part of your response to the June, 2022 Commission meeting, please provide a site plan that includes the following information:

1. Dimensions of the site
2. Dimensions of the width of the drive areas and turning radii, separate from the dimensions of the alley area to the north
3. Dimensions of any curbcut, both the width and the distance from any sidewalk or lanes of travel
4. Dimensions of curbcuts to nearest intersection
5. Dimensions of ground floor spaces independent of the access and turning movement areas

With each of the options you studied, you included assumptions about developable floor plates based on limitations occurring from access options and tower separation requirements. For each of those options, please provide dimensions of those floor plates on a separate plan that includes the square feet and locational information you provided.

In your analysis of floor plates and developable areas based on each access option, you indicate that there are areas that are 'not ideal for parcel area for housing'. Did you determine if the areas are suitable for other principal uses or other uses accessory to the residential uses, such as storage, utility services and other ancillary uses? Could those areas be developed for housing at heights below the tower separation requirement?

If access is approved for either 11<sup>th</sup> Ave NE or Roosevelt Way NE, what types of mitigation did you explore to provide advance warning to bicyclists of vehicles exiting the site? Information on signage, lighting, or other cues to cyclists should be provided.

On the option you show for a Roosevelt curbcut and access, you show truck turning north on to Roosevelt Way NE. Roosevelt Way NE is southbound travel only. Are you proposing introducing two way auto movements on this segment of Roosevelt? Please clarify.

**JUNE 20, 2022 Subcommittee meeting direction, with MJ notes:**

1. Provide circulation diagrams for all transportation modes (pedestrian, bike, vehicular), with supporting analysis, to fully understand how the loss of the alley segment affects access to and from the site, including the impact that this may have on residential openings onto the alley. Of particular importance is how vehicular movements will occur from the remaining portion of the alley, including potential connections to either 11th and Roosevelt or through a 'hammerhead' turnaround on the site. (I believe this information is reflected in the KPFF studies and should be provided per my notes above)
2. The Commission would like more options considered and presented for Public Benefit. Given this site adjacency to the University of Washington and a myriad of cultural institutions, we would need to understand if there is an actual need for a Cultural Space on this site. (What kinds of options are you considering based on any ongoing or focused public engagement and work with City departments. Have any agreements been supported or discussed with the Pedersen office on information that will be provided in lieu of specific agreements or designs)
3. Additional analysis should be provided to better understand the range of development types and how their siting, massing, and orientation would impact the public realm. This should be provided for both the vacation and no-vacation alternatives. (Has any additional analysis been provided as part of your internal work? If so, how can that work be represented in your presentation)
4. Some analysis should be provided on how development types under consideration reflect the 2019 OPCD University District Design Guidelines (Has any work occurred here?)
5. It would be helpful to consider how the Sound Transit team will embed expectations of public benefit, access, and public realm into RFP. (How has this work progressed)
- 6 Tower massing options should be studied to understand how future development on the site, including any contribution to a 'canyon' effect on NE 45th. Any vehicular access options should take into account its implications on the ground floor non-residential massing on NE 45th side of the proposed building. Particular concern should be paid to access options that shift massing toward NE 45th and if that will affect the ability to create pedestrian oriented ground floor spaces that front along NE 45th. (I think that work is partially reflected in the traffic study. Translating that to presentation materials that show this information both in site plan and in elevations is needed)

Talk with you on Monday!

Michael Jenkins, Executive Director  
Seattle Design Commission  
Office of Planning and Community Development  
600 – 4<sup>th</sup> Avenue, 5<sup>th</sup> Floor  
P.O. Box 94788  
Seattle, WA 98124-4788  
(206) 386-4024 (O)  
(206) 491-9123 (cell)

**From:** [Barnett, Beverly](#)  
**To:** [Keenan-Koch, Jackson](#); [Marek, John](#); [Timmer, Kelsey](#)  
**Cc:** [DuBois, Jeanette](#)  
**Subject:** FW: 45th vacation Design Commission review  
**Date:** Wednesday, June 28, 2023 1:49:56 PM

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Hi. Just got this from Valerie. Looks like this will be the question for Jackson. Thanks for covering the meeting. And John, hope you have a great break!

---

**From:** Kinast, Valerie <Valerie.Kinast@seattle.gov>  
**Sent:** Wednesday, June 28, 2023 1:35 PM  
**To:** Bates, Tim <Tim.Bates@soundtransit.org>; Barnett, Beverly <Beverly.Barnett@seattle.gov>  
**Subject:** 45th vacation Design Commission review

Hi Tim,

I met with the chairs and Kevin O'Neil, who's currently in the SDC transportation position, to prepare for the meeting next week.

They see the curb cut shift from 45th to 11th as the most sticky issue. They would like a clear presentation of how 11th is the better, or at least acceptable, solution.

Because it's SDOT's call, they find it more important to have John Merrick, or someone equally able to discuss the decision, available for questions than KPFF. That said, it would be good for someone from KPFF to present the tradeoffs and solutions during the presentation, if possible.

These are the specific points we think will bring clarity and resolution at the meeting next week. This will help commissioners be more comfortable saying any transportation impacts of removing the alley have been addressed.

- What is the expected trip generation/use of the new development and curb cut? Since it's a proposed affordable housing project, no on-site parking would be required by Code, but a developer might want to put in some parking. Also, would the development currently to the north use the new access to/from 11th? It would be in everyone's interest to minimize the use of this new curb cut as much as possible.

--What safety measures would be appropriate to minimize/reduce conflicts for pedestrians and bicyclists at the new curb cut on 11th? It seems that the potentially most dangerous movement would be a NB vehicle turning left into the site, and potentially not seeing a pedestrian or cyclist also going north. This seems to set up a conflict point that the "no vacation" option on 45th wouldn't have.

Overall, the chairs understand the idiosyncrasies of approving this vacation without a development proposal and are supportive of trying to make the decision in one meeting. We're set for a good review.

Take care

Valerie

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# 1000 NE 45th Street

*Affordable Housing Alley Vacation  
Seattle Design Commission  
Public Trust & Public Benefit Meeting*

*July 6, 2023*



# Presentation overview

Proposal and objectives	3
Site context	4
Impact of alley vacation	7
Development context	9
Public trust	11
Public benefit	16
Summary	17



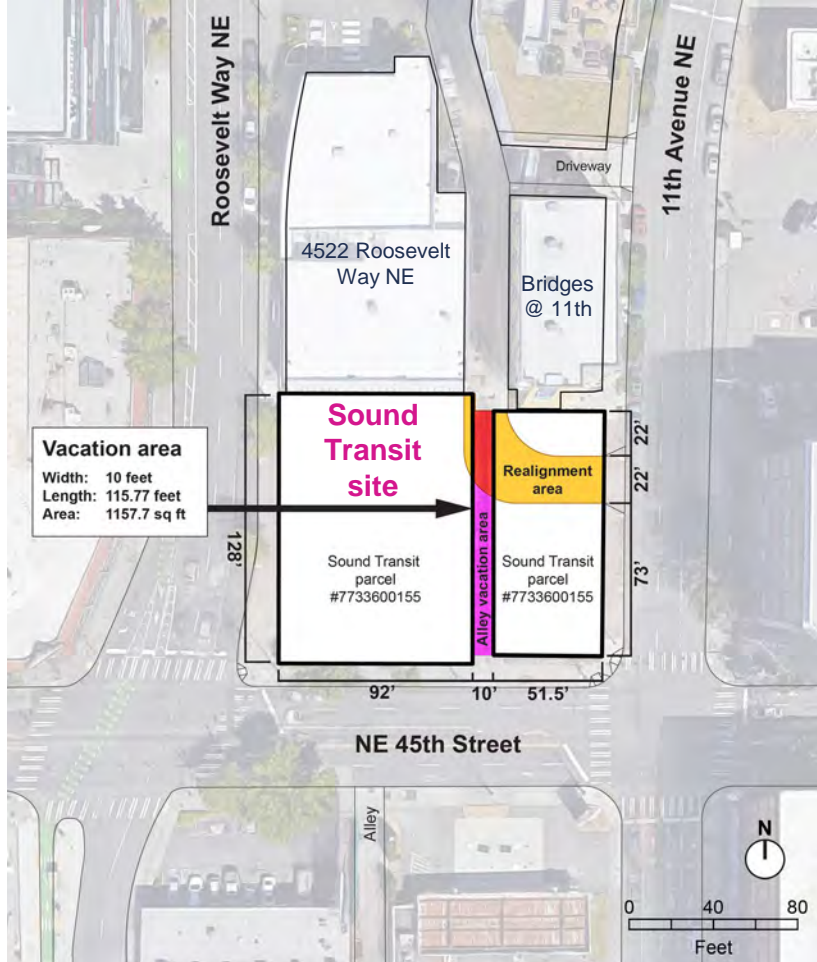
# Proposed alley vacation & realignment

## Alley vacation proposal and objectives

- Vacate portion of existing alley
- Realign alley to 11th Ave NE
- Consolidate building site to improve affordable housing yield and operations efficiency
- Improve feasibility of high-rise building
- Improve priority pedestrian corridor (NE 45th)

## Project & process notes

- ST and Office of Housing partnership
- Goal: 100% affordable housing project with ground-floor commercial/community uses
- Development partner not yet selected
- Future developer to conduct engagement on public benefits and deliver realigned alley

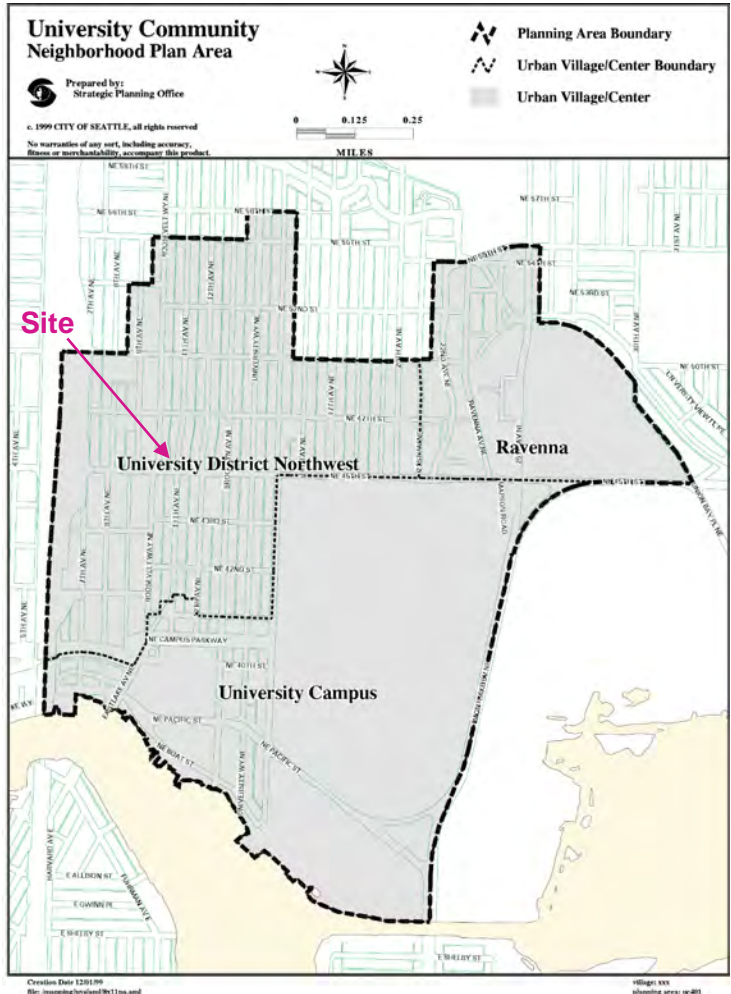
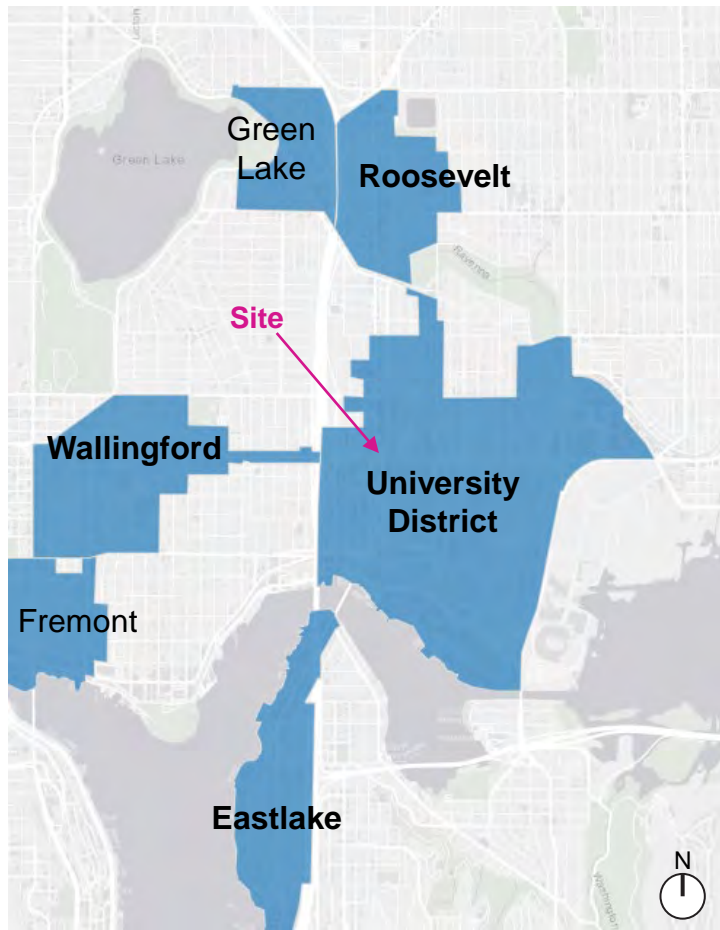




# Site context

Project urban boundary  
**University District**

Nearby urban boundaries  
**University Campus**  
**Ravenna**  
**Roosevelt**  
**Eastlake**  
**Wallingford**



# Site context

## Site context: 1000 NE 45th Street

- 17,815 square feet
- Zoning: SM-U 95-320 (M1)
  - Base FAR 4.75 / Max FAR 10 (residential)
  - Incentives for FAR 12 (open space, affordable housing, child care)
- Site split by an alley exiting onto NE 45th Street
- Busy urban context

## Design guidelines

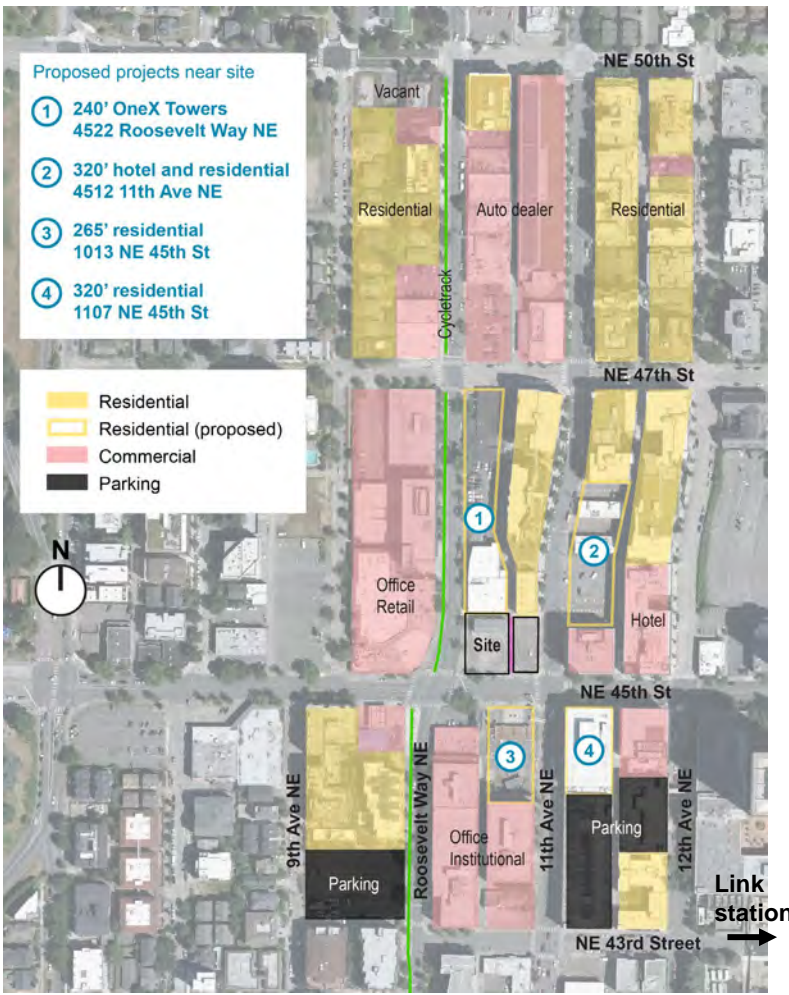
University District Neighborhood Design Guidelines

## Council District 4

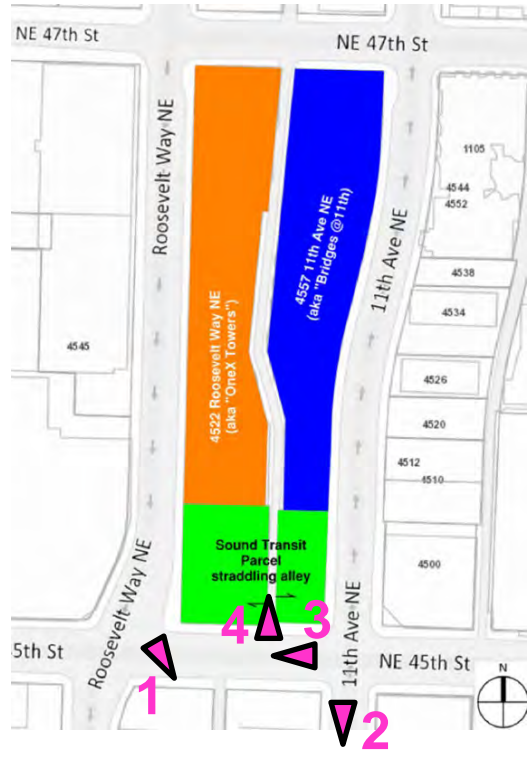
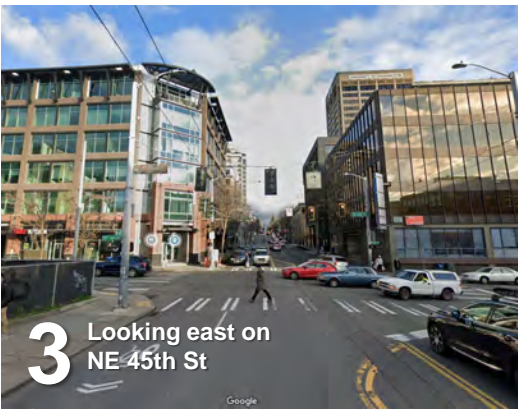
Councilmember Alex Pedersen

## Nearby proposed projects by others

1. 4522 Roosevelt Way NE (OneX)
2. 4512 11th Ave NE
3. 1013 NE 45th St
4. 1107 NE 45th St



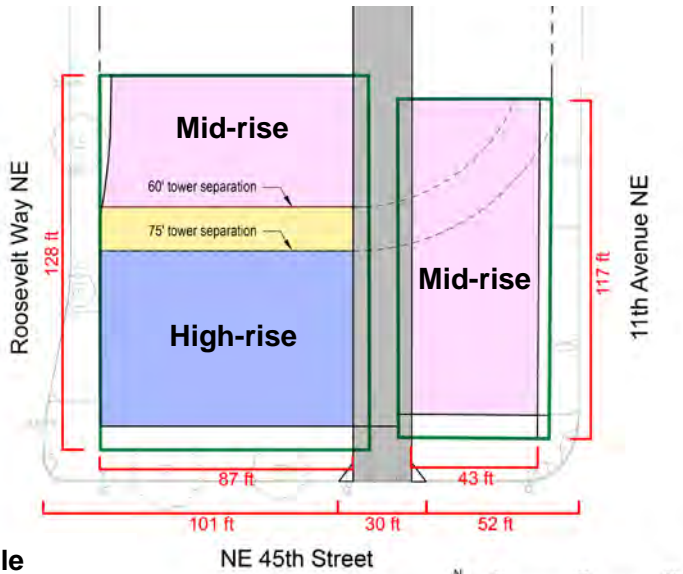
# Site & alley context



Images: Google

# Alley vacation impact: Buildable area

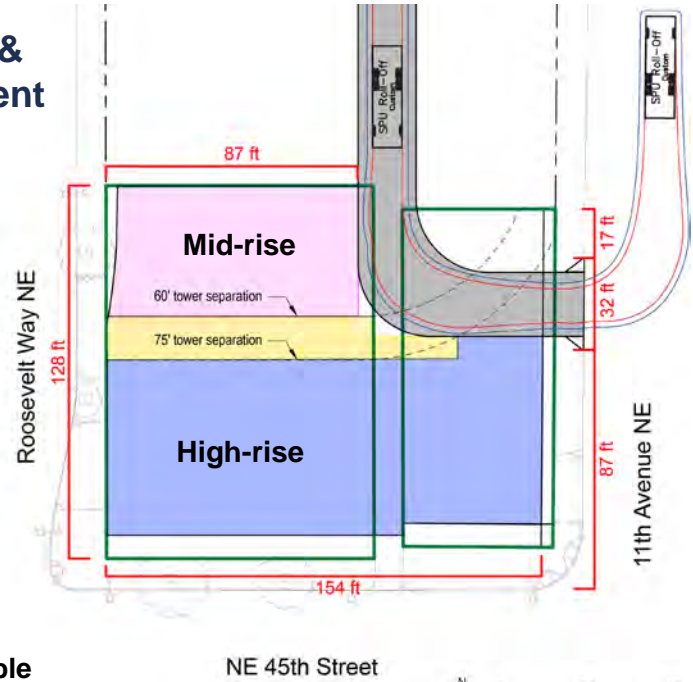
## No vacation



**Total buildable (mid-rise + high-rise)**  
14,920 SF

**High-rise**  
5,190 SF (75' clear)  
6,500 SF (60' clear)

## Vacation & realignment

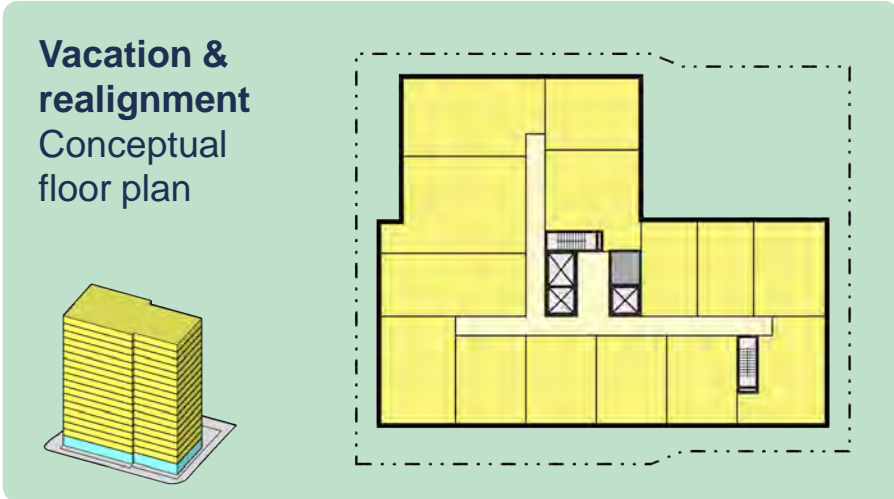
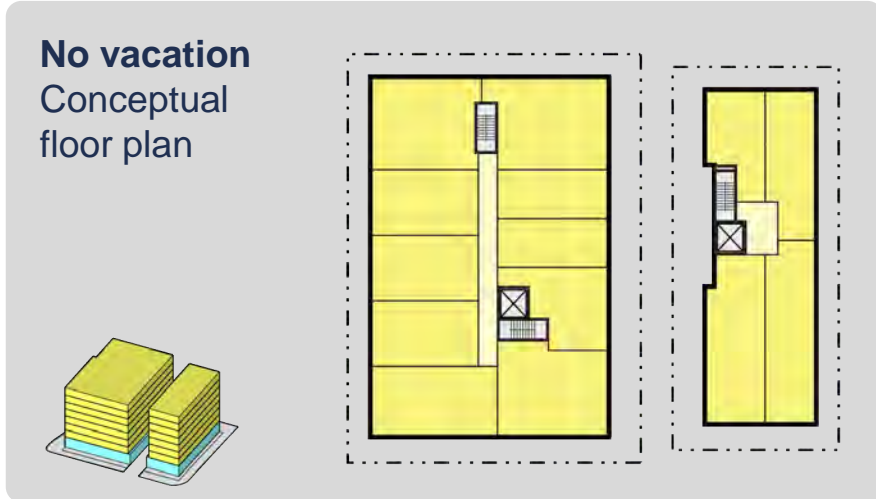


**Total buildable (mid-rise + high-rise)**  
14,440 SF

**High-rise**  
8,940 SF (75' clear)  
10,500 SF (60' clear)

- Developable for mid-rise only
- Developable for high-rise (60' clear)
- Developable for high-rise (75' clear)

# Alley vacation impact: Potential development yield



Floor plans for illustration purposes only

	No vacation	Vacation & realignment	Result of vacation
Buildings	2	1	<b>Improved efficiency</b> in design and operations, fewer loading/access points
Units (conceptual)	90 - 110	195 – 215+	<b>Potential for 100% or greater increase</b> in unit yield, depending on height
Buildable area	14,920 SF	14,440 SF	<b>Small reduction</b> in buildable area due to alley realignment
High-rise floorplate	5,190 - 6,500 SF	8,940 - 10,500 SF	<b>Significant increase</b> in potential high-rise building floorplate
Potential for high-rise	No	Yes	<b>Efficient high-rise floorplate possible</b> due to greater leasable area efficiency and less impact from tower separation

# Development context: Open space network

## Dense urban neighborhood

- University Playground
- Christie Park

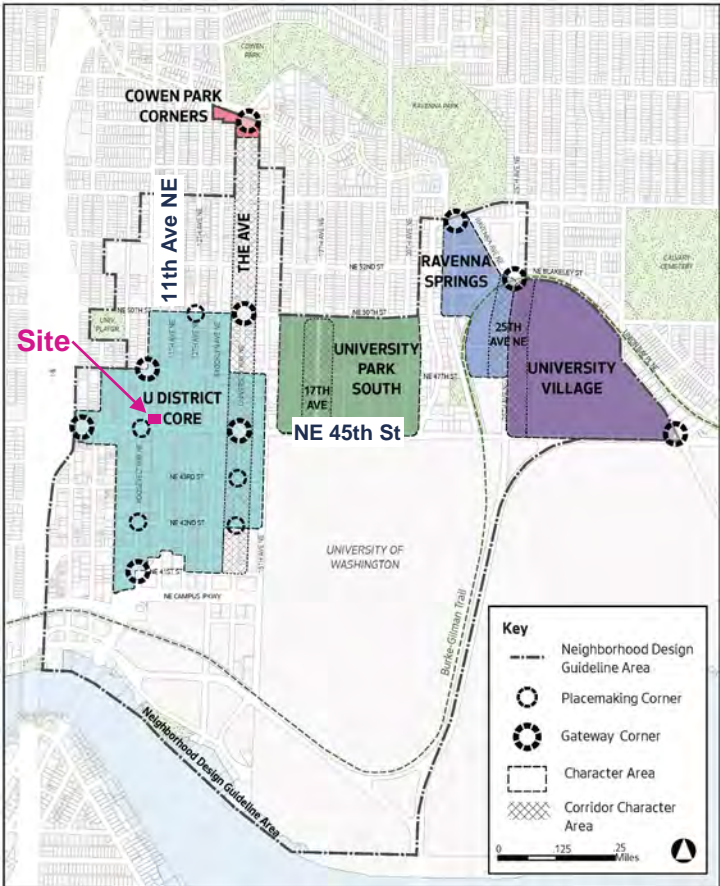
## Placemaking Corner: NE 45th & Roosevelt Way NE

- Frame space
- Movement & activity
- Art, character, seating

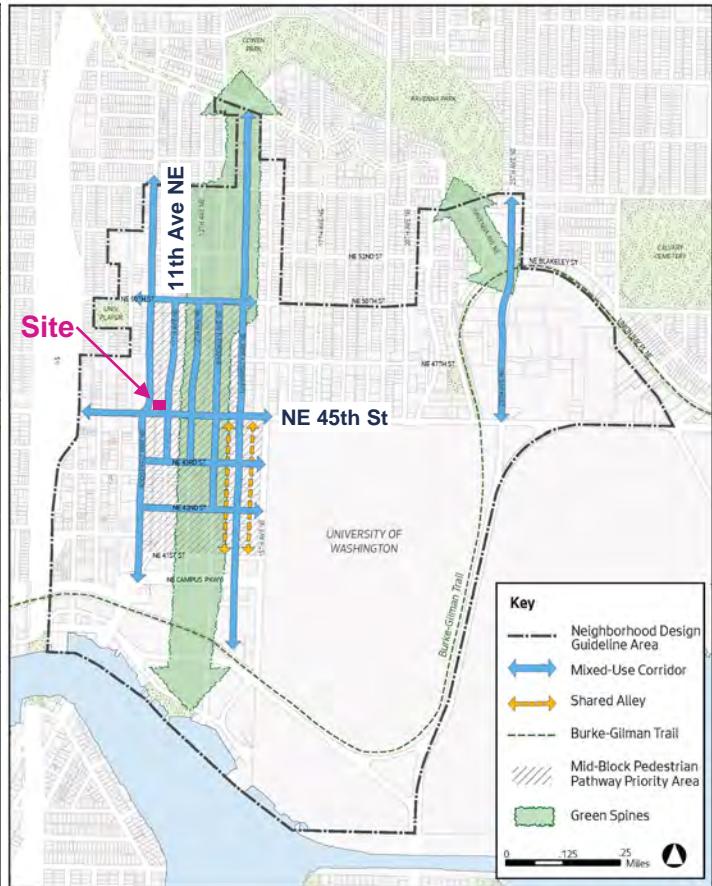
## Mixed-Use Corridor

- Lively pedestrian-oriented streetscapes
- Ground-level activity to engage public realm

University District Neighborhood Design Guidelines  
Map A: Character Areas, Gateways, and Placemaking Corners



University District Neighborhood Design Guidelines  
Map B: Public Realm Activation & Open Space Network



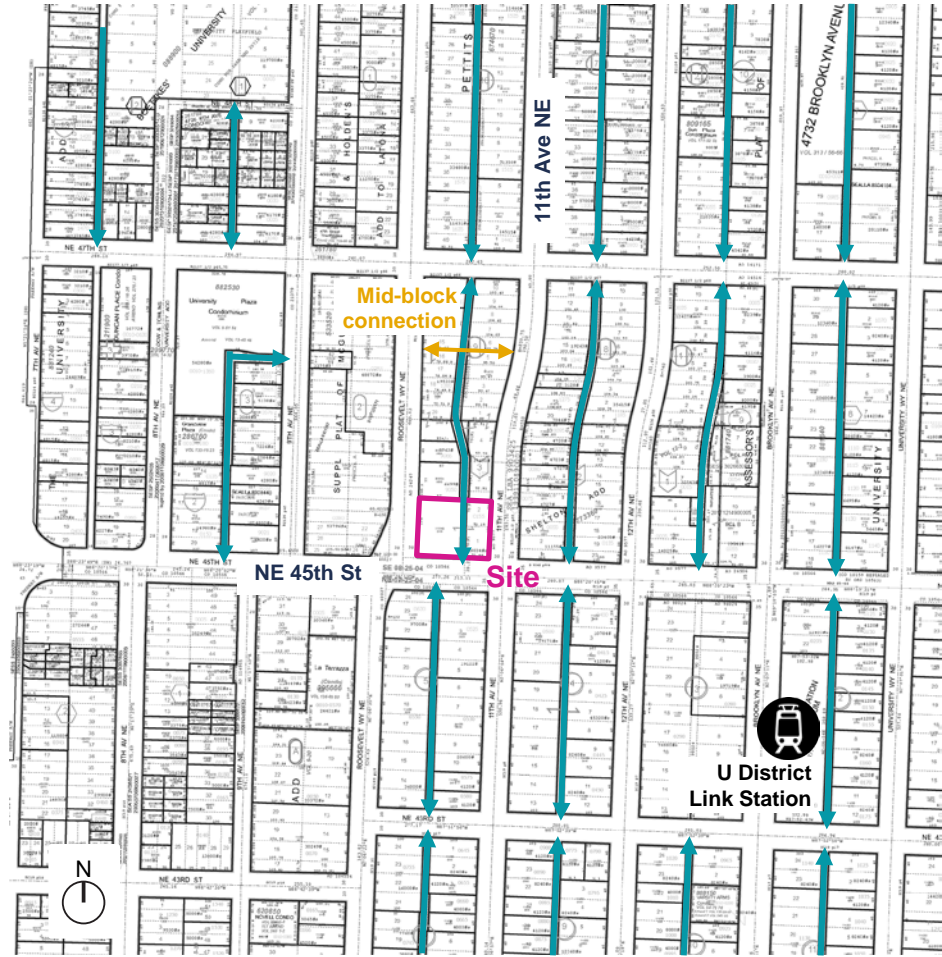
# Development context: Alley network

## Network context

- Long, narrow blocks
- Alleys provide internal block circulation within arterial network
- Traffic congestion hinders through movements between alley segments

## Site & block

- Alley not aligned south across NE 45th St
- East-west mid-block pedestrian connection planned on the northern 1/3 of the block



## ***Public trust***

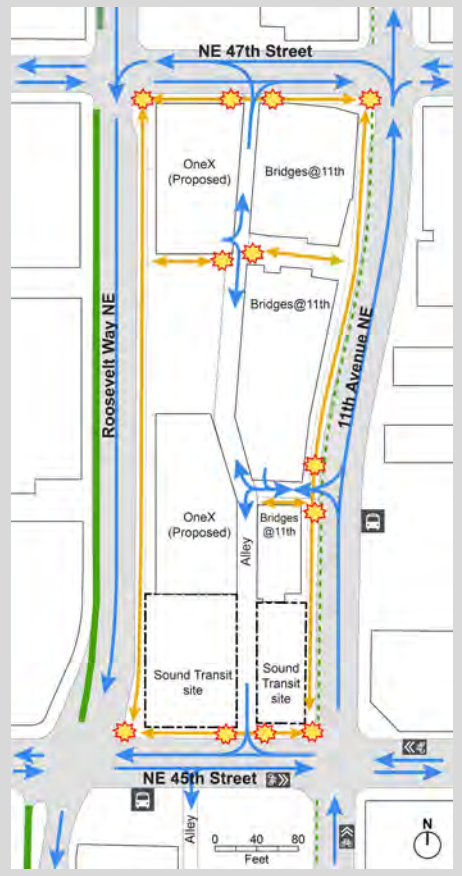
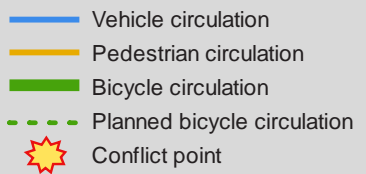
- **Circulation:**  
Maintains circulation and improves pedestrian movement on NE 45th
- **Access:**  
Retains adequate access from streets and alley and consolidates loading
- **Land use and urban form:**  
Allows a larger development floorplate along NE 45th
- **Views, light and air:**  
Separates building from NE neighbor and view impacts are limited in urban environment
- **Free speech, public assembly, open space:**  
NE 45th frontage is more usable; retains same number of alley access points
- **Utilities:**  
Utility relocation needed and conceptually feasible



# Public trust: Circulation & access

## No vacation

- Alley widened to 20'
- Expect increased traffic volume at NE 45th exit
- Greater vehicle & pedestrian conflict at NE 45th
- Multiple resident access points on site
- Multiple loading access points on site
- Mid-block pedestrian connection proposed to the north



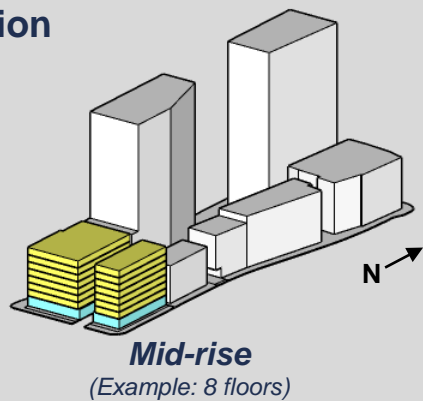
## Vacation & realignment

- Eliminates NE 45th vehicle/pedestrian conflict
- Realignment slows traffic & uses existing curb cut
- Multimodal interaction on 11th to be addressed in future design process
- Sized for SPU roll-off vehicle
- Properties retain adequate access
- Potential single resident access point on site
- Single loading access point on site



# Public trust: Land use, urban form, views, light and air

## No vacation



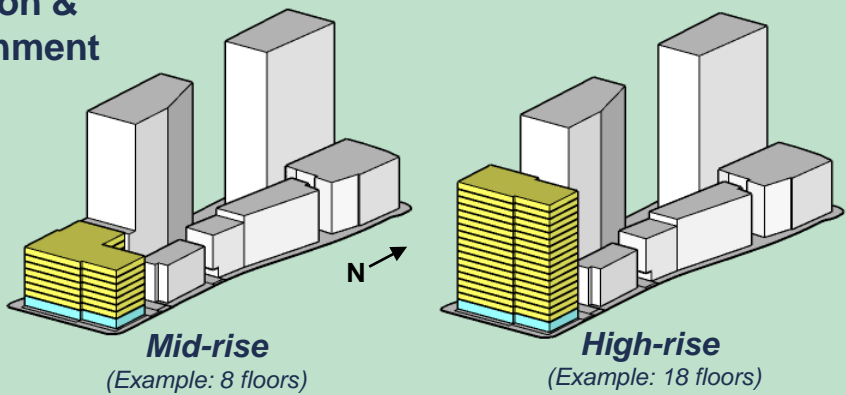
### Land use & urban form

- Two buildings split by alley
- High-rise not feasible due to tower separation requirements and small floorplates

### Views, light and air

- Possible near-continuous building frontage with buildings to the north
- Views to south from alley limited by proposed high-rise building south across NE 45th St

## Vacation & realignment



### Land use & urban form

- Single building mass and continuous frontage on 45th
- High-rise development consistent with neighborhood vision
- Tower separation distance affects high-rise floor plate

### Views, light and air

- Realigned alley separates building from northeast neighbor
- Views to south from alley would be blocked by new building
- No additional shadowing to parks or other public open spaces

Massing models for illustration purposes only

# Public trust: Free speech, public assembly, and open space

## No vacation

### Free speech and public assembly

- While publicly accessible, alley does not serve a significant public assembly function

### Open space

- Alley does not provide a significant open space function
- Alley is urban hardscape and has no sidewalks or protected pedestrian paths



## Vacation & realignment

### Free speech and public assembly

- Creates an uninterrupted pedestrian environment on NE 45th, improving opportunity for public use and expression
- No change to number of access points to alley from the street network

### Open space

- Realignment of alley to 11th provides for a similar amount of publicly-accessible space

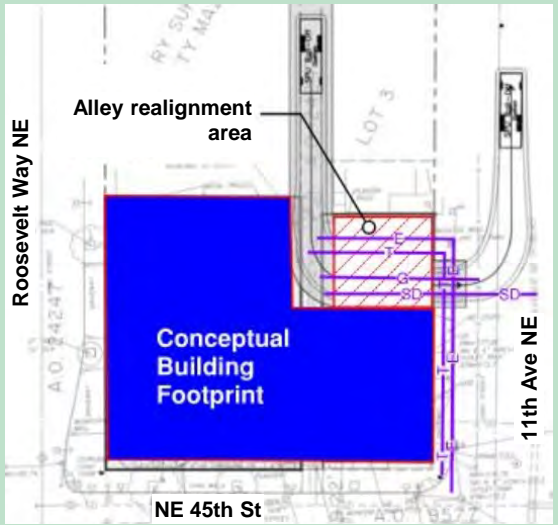
# Public trust: Utilities

## No vacation

- Existing utilities in alley include electric, natural gas, and telecommunications
- Stormwater catch basin located at NE 45th
- No mapped water or sanitary sewer exist in alley

## Vacation & realignment

- Future developer will be responsible for relocating utilities
- Relocation of electric, telecom, gas, and storm drainage to 11th/NE 45th appears conceptually feasible
- Preliminary consultation with SCL has taken place



"E"=Electric  
"T"=Telecom  
"G"=Natural gas  
"SD"=Storm drainage

## ***Public benefit***

RFP will establish expectations of a future development partner:

- **Public benefits to be determined** and delivered by a developer
- **Developer will conduct further community engagement**, including public benefits
- **Developer will realign alley to 11th** within property, retaining a similar area for circulation as existing alley

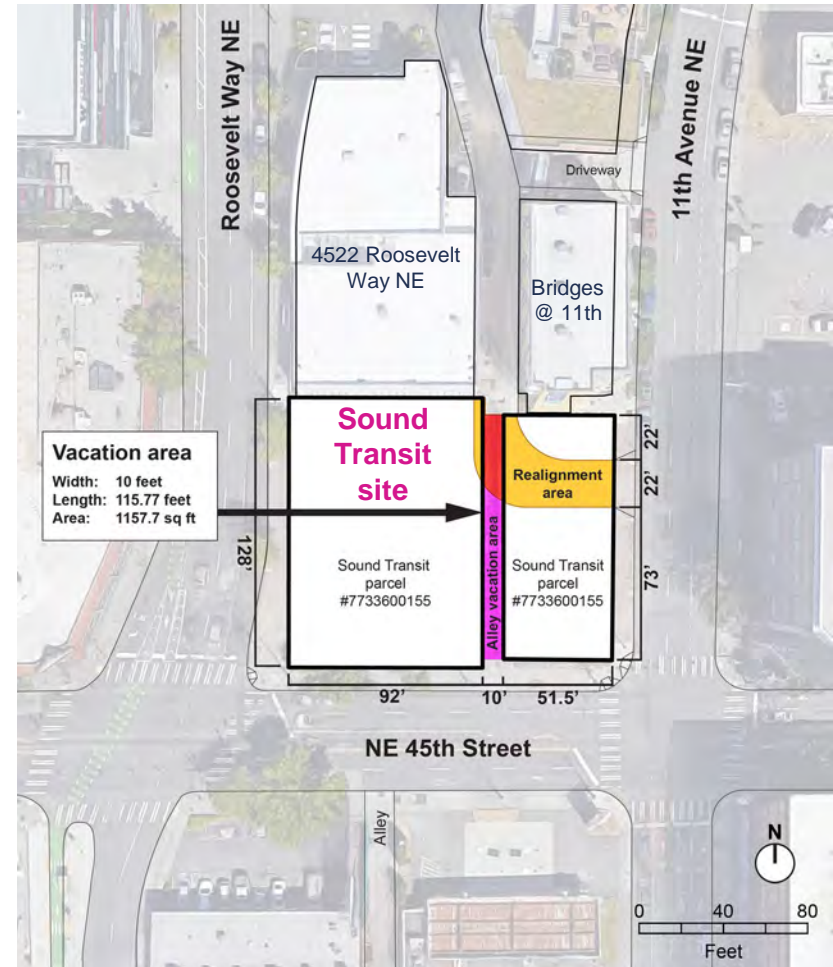
## ***Community interests from ST engagement:***

- Pleasant and safe pedestrian realm
- Mid-block pedestrian passthrough
- Commercial/community-serving uses on ground floor

## Summary

### Vacation improves affordable housing opportunity

- Single, more efficient building site
- Improves feasibility of high-rise building
- Maintains access
- Improves NE 45th St pedestrian corridor
- Future development partner will:
  - Conduct community engagement
  - Develop public benefits
  - Deliver realigned alley





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



**From:** [Barnett, Beverly](#)  
**To:** [DuBois, Jeanette](#)  
**Subject:** FW: 1000 NE 45th St Alley vacation SDC meeting 2023-07-06.pdf  
**Date:** Friday, July 7, 2023 12:37:22 PM  
**Attachments:** [image003.png](#)  
[image005.png](#)  
[image002.png](#)

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More clarification from SDCI

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**From:** Buker, Gerald <Gerald.Buker@seattle.gov>  
**Sent:** Friday, July 7, 2023 12:35 PM  
**To:** Barnett, Beverly <Beverly.Barnett@seattle.gov>; Hurley, Joseph <Joseph.Hurley@seattle.gov>  
**Subject:** RE: 1000 NE 45th St Alley vacation SDC meeting 2023-07-06.pdf

Along those lines, the other detail I noticed but wasn't explicitly stated is that a vacation is necessary in order to exceed the midrise limit. Otherwise, any proposal is limited to 95'.

## Gerald Buker "Eddie"

### Land Use Planner

City of Seattle [Department of Construction and Inspections](#)

P: (206) 386-1246 | [Gerald.Buker@Seattle.gov](mailto:Gerald.Buker@Seattle.gov)

*"Helping people build a safe, livable, and inclusive Seattle."*

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**From:** Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>  
**Sent:** Friday, July 7, 2023 12:11 PM  
**To:** Hurley, Joseph <[Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)>  
**Cc:** Buker, Gerald <[Gerald.Buker@seattle.gov](mailto:Gerald.Buker@seattle.gov)>  
**Subject:** RE: 1000 NE 45th St Alley vacation SDC meeting 2023-07-06.pdf

Excellent!! Yes, I will ask ST to update the graphic for the council. Thanks so much

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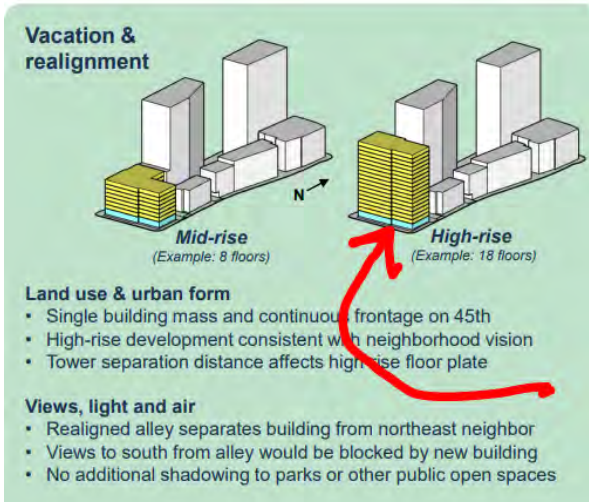
**From:** Hurley, Joseph <[Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)>  
**Sent:** Friday, July 7, 2023 12:05 PM  
**To:** Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>  
**Cc:** Buker, Gerald <[Gerald.Buker@seattle.gov](mailto:Gerald.Buker@seattle.gov)>  
**Subject:** Re: 1000 NE 45th St Alley vacation SDC meeting 2023-07-06.pdf

Hello Beverly,

Good meeting yesterday, and great outcome! As the document was being presented by ST, Eddie and I noticed that the Vacation/highrise graphic (p.13 in PDF and cut/pasted by me below) did not show the at-grade neighborhood open space that would be 'required' to exceed the sites maximum FAR (which a highrise would require, per Eddie's notes, also pasted by me below). In the interest of not complicating the SDC's process (this info would likely only make the Vacation proposal better/more attractive), Eddie and I decided not to bring this up at the meeting, but perhaps it would be good to revise/include this info for the presentation



to Council?



Eddie's notes:

*Floor area ratio and Incentive Zoning (SMC 23.48.620, 23.48.622, 23.58A.040)*

- FAR: Base 4.75, max 12 (for residential and mixed use buildings)
- If development exceeds base FAR, IZ provisions found in SMC 23.48.622 and 23.58A.040 apply.
- Within SMC 23.58A.040, applicants may propose Neighborhood Green Street in conjunction with SDOT, Neighborhood Open Space, Midblock connector. **Most development in this area opts for Neighborhood Open Space.**

PS - if you would like us to touch base with ST on this we would be happy to.

Take care,

Joe

cc: GB (Eddie)

### Joe Hurley

Senior Land Use Planner

Seattle Department of Construction and Inspections

(206)561-3432 | [Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)

---

**From:** Barnett, Beverly <[Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)>

**Sent:** Friday, June 30, 2023 2:24 PM

**To:** Keenan-Koch, Jackson <[Jackson.Keenan-Koch@seattle.gov](mailto:Jackson.Keenan-Koch@seattle.gov)>; Timmer, Kelsey <[Kelsey.Timmer@seattle.gov](mailto:Kelsey.Timmer@seattle.gov)>; Marek, John <[John.Marek@seattle.gov](mailto:John.Marek@seattle.gov)>; Wilburn, Bradley <[Bradley.Wilburn@seattle.gov](mailto:Bradley.Wilburn@seattle.gov)>; Hurley, Joseph <[Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)>; Shaw, John <[John.Shaw@seattle.gov](mailto:John.Shaw@seattle.gov)>; LaBorde, Bill <[Bill.LaBorde@seattle.gov](mailto:Bill.LaBorde@seattle.gov)>

**Cc:** DuBois, Jeanette <[Jeanette.DuBois@seattle.gov](mailto:Jeanette.DuBois@seattle.gov)>; Gray, Amy <[Amy.Gray@seattle.gov](mailto:Amy.Gray@seattle.gov)>

**Subject:** 1000 NE 45th St Alley vacation SDC meeting 2023-07-06.pdf

Happy Friday everyone! I hope you have something great planned for the holiday weekend (that doesn't involve fireworks!). I am forwarding on the presentation that Tim Bates will be presenting at the Design Commission next Thursday. The presentation is scheduled for 1 to 2:30. The SDC is doing hybrid meetings so you may attend in person or dial in to the meeting. If you want to speak please ask Valerie to get you on the presenter list.

If you haven't been in awhile the meeting still follow the same format. The developer goes over the presentation and then the commission members ask clarifying questions. The SDC has asked that kpff send a rep if possible. Then they ask for agency comments and usually start with me since I hang out there so much. I know they want to hear from SDOT on the alley configuration so I believe Jackson will make very general comments about that. I also know they have questions about the review/regulatory process on the site after a developer is selected. It would be great if SDCI was ready for that.

My understanding is that Council will consider granting the vacation based on the concept for the site. We do need to address the alley function since there are other users of the alley and we need to make sure alley functions such as services can still be provided. The Council will defer the Community Engagement Plan and the public benefit proposal. Assuming the vacation is granted, the conditions would provide guidance that should be included in the RFP. Once the selected developer is ready to proceed they would need to develop a Community Engagement Plan and propose public benefit. They would need to provide this to me and it would be introduced in a new Clerk File for review and SDC review. Council would approve the 2<sup>nd</sup> CF containing the elements that support the approval in the first CF. Then they build the project. Then we do the final vacation ordinance.

I have shared with SDC that we do need to get a vote if we are to stay on schedule. We have a hold on a public hearing date of August 15. Thanks, see you all next week. I plan to attend in person.

**From:** [Hurley, Joseph](#)  
**To:** [Barnett, Beverly](#); [Keenan-Koch, Jackson](#); [Timmer, Kelsey](#); [Marek, John](#); [Wilburn, Bradley](#); [Shaw, John](#); [LaBorde, Bill](#)  
**Cc:** [DuBois, Jeanette](#); [Gray, Amy](#); [Buker, Gerald](#)  
**Subject:** Re: 1000 NE 45th St Alley vacation SDC meeting 2023-07-06.pdf  
**Date:** Friday, June 30, 2023 3:39:35 PM  
**Attachments:** [Outlook-3gpi2dm1](#)

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Hello Beverly,

The presentation looks good, and I will attend the SDC meeting and be available for any questions. I think it would be good to have Eddie attend also (for any Zoning questions) and will cc. him here (and follow up with him).

One question, in the third paragraph of your email "*Assuming the vacation is granted, the conditions would provide guidance that should be included in the RFP.*" Are these conditions the design related ones we have discussed? If so, I put some Strunk-and-White on the original list and whittled it down to the following:

1. **Design Issues:**

- a. The site is large and will be highly visible due to topography, the large rights-of-way and its central location.
- b. Vacating the alley and creating a single site will eliminate the 'break' in massing, effectively making the site larger.
- c. The site currently feels overwhelmed by cars and paving and is unpleasant for pedestrians.

2. **Design Responses**

- a. **Open Space:** If open space is provided on site, it should be welcoming, usable, physically and visually engage the public realm, provide relief and respite to pedestrians on 45th, and support community interaction.
- b. **Street Edges and Pedestrian Experience:** Given the size and auto-centric character of the site, the street edges should be developed with setbacks that provide relief to pedestrians, create usable space, and have a porous and engaging edge at street-level.
- c. **Architectural Composition and Character:** The size and prominence of the site make the architectural concept and expression critically important.
  - i. The design should be a harmonious arrangement of legible and well-proportioned elements that help mitigate scale, employing principles of spatial composition that include hierarchy, balance, scale order, rhythm, repetition, and local symmetry.
  - ii. The design should use plane changes, depth, shadow, and texture to strengthen the design concept, provide scale and visual interest, and break up larger facade areas.

If this is helpful that's great, if I'm not tracking the process very well and it not, also fine : -) take care,

Joe

<!--[if !vml]--><!--[endif]-->**Joe Hurley**  
Senior Land Use Planner

**From:** [Barnett, Beverly](#)  
**To:** [DuBois, Jeanette](#); [Jenkins, Michael](#)  
**Subject:** FW: 1000 NE 45th St Alley vacation SDC meeting 2023-07-06.pdf  
**Date:** Monday, August 7, 2023 10:10:10 AM  
**Attachments:** [Outlook-h5fyujdh](#)  
[Outlook-todyo3cf](#)  
[Outlook-x1z42rzm](#)  
[Outlook-uskasiin](#)  
[Outlook-gtvqdxz5](#)  
[Outlook-mzzm3fji](#)  
[Outlook-n4bxg41k](#)  
[Outlook-ltsjl5d5](#)  
[Outlook-ne4cxejx](#)  
[Outlook-ief4tkjp](#)  
[Outlook-kbjudowj](#)

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fyi

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**From:** Hurley, Joseph <Joseph.Hurley@seattle.gov>  
**Sent:** Monday, August 7, 2023 10:08 AM  
**To:** Barnett, Beverly <Beverly.Barnett@seattle.gov>; Bates, Tim <tim.bates@soundtransit.org>  
**Cc:** Buker, Gerald <Gerald.Buker@seattle.gov>  
**Subject:** Re: 1000 NE 45th St Alley vacation SDC meeting 2023-07-06.pdf

Hello Tim and Beverly,

During the presentation to SDC, Eddie and I noticed that the Vacation/high-rise graphic (p.13 in that PDF and cut/pasted by me below) did not show the at-grade neighborhood open space that would be required to exceed the sites maximum FAR (which a high-rise would require, per Eddie's notes, also pasted by me below). In the interest of not complicating the SDC's process, Eddie and I did not to bring this up at the meeting, but perhaps it would be good to revise/include this info for the presentation to Council? If you want to change it, let us know if we can help and no worries if it makes sense to carry on with current graphics.

Take care,  
Joe Hurley  
Cc: GB



Eddie's notes:

*Floor area ratio and Incentive Zoning (SMC 23.48.620, 23.48.622, 23.58A.040)*

- FAR: Base 4.75, max 12 (for residential and mixed use buildings)
- If development exceeds base FAR, IZ provisions found in SMC 23.48.622 and 23.58A.040 apply.
- Within SMC 23.58A.040, applicants may propose Neighborhood Green Street in conjunction with SDOT, Neighborhood Open Space, Midblock connector. **Most development in this area opts for Neighborhood Open Space.**

**Joe Hurley**

Senior Land Use Planner

Seattle Department of Construction and Inspections

(206)561-3432 | [Joseph.Hurley@seattle.gov](mailto:Joseph.Hurley@seattle.gov)

**Bruce A. Harrell**  
Mayor

**Rico Quirindongo**  
Director, OPCD

**Jill Crary**, Chair

**Adam Amrhein**, Vice Chair

**Matt Aalfs**

**Erica Bush**

**Elizabeth Conner**

**Puja Shaw**

**Molly Spetalnick**

**Phoebe Bogert**

**Kevin O'Neill**

**Ben Gist**

**Michael Jenkins**  
Director

**Valerie Kinast**  
Strategic Advisor

**Windy Bandekar**  
Planner

**Juliet Acevedo**  
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**FAX** 206-233-7883

[seattle.gov/opcd](http://seattle.gov/opcd)

## MEETING MINUTES

### 1000 NE 45<sup>th</sup> Street partial alley vacation

**July 6, 2023**

Convened 8:30 am

Adjourned 3:00 pm

#### Projects Reviewed

##### 1000 NE 45<sup>th</sup> partial alley vacation

WSBLE Update by Sound Transit

WSBLE update by City of Seattle staff

#### Commissioners Present

Matt Aalfs

Adam Amrhein

Elizabeth Conner

Jill Crary

Kevin O'Neill

Ben Gist

#### Commissioners Excused

Puja Shaw

Erica Bush

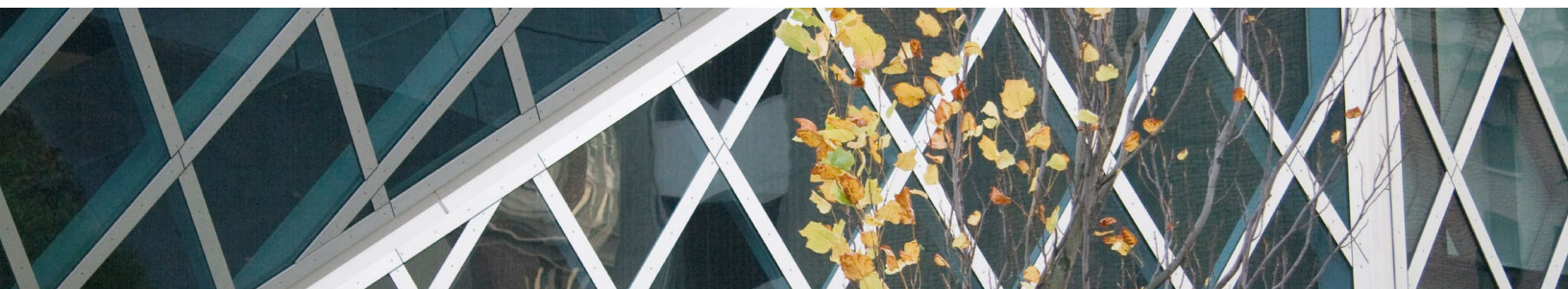
Molly Spetalnick

Phoebe Bogert

#### Staff Present

Valerie Kinast

Juliet Acevedo



July 6, 2023  
1:30 pm – 3:00 pm

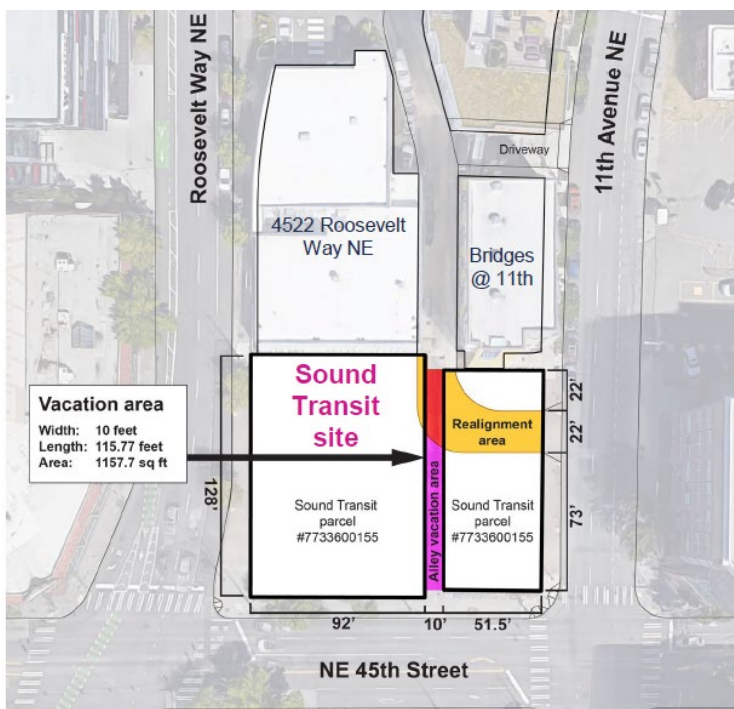
**Project:** 1000 NE 45th  
**Type:** Partial alley vacation  
**Phase:** Public Trust Review  
**Previous Reviews:** Pre-petition review – 6/9/2022  
**Presenters:** Tim Bates, Sound Transit; Abel Pacheco, Sound Transit; Jeremy Febus, KPFF Engineers; Beverly Barnett, Seattle Department of Transportation (SDOT)  
**Attendees:** Jeanette DuBois, SDOT; Lish Whitson, Seattle City Council – Central Staff. Jackson-Kennan-Koch, SDOT, Hannah Thorsen, Office of Councilmember Pedersen; Gerard Buker and Joe Hurley, Seattle Department of Construction and Inspection; Mara D’Angelo, Sound Transit (by WebEx); Charles Mason, City of Seattle Office of Housing (by WebEx)

### Recusals and Disclosures

Puja Shaw was recused as her firm KPFF was the transportation consultant that analyzed how the vacation and development potential would affect transportation circulation and access at the site and the surrounding properties. Molly Spetalnick was recused, as she worked as a consultant for Sound Transit on the site from 2019-2020.

### Project Description

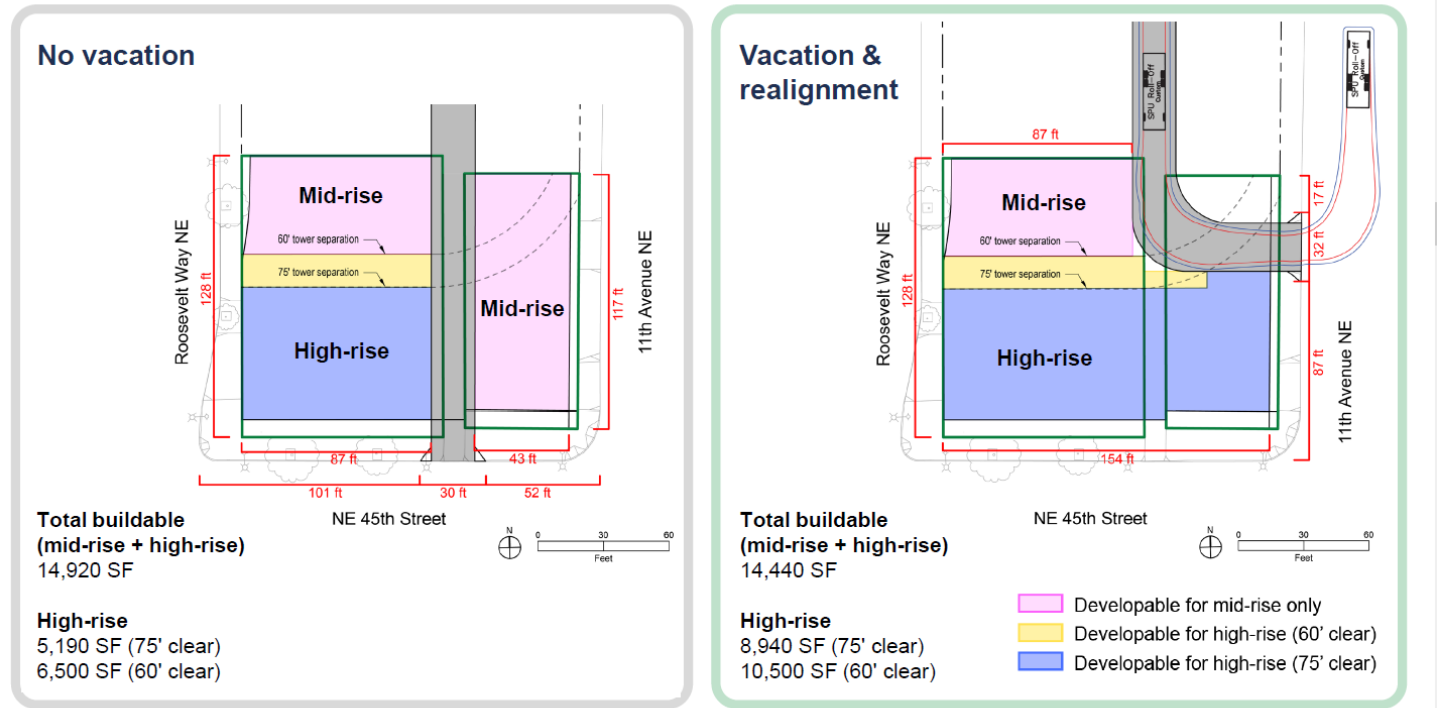
Sound Transit (ST) has proposed a partial vacation of an alley segment that terminates at NE 45<sup>th</sup> between Roosevelt Way NE and 11<sup>th</sup> Avenue NE. The northern terminus of the alley is at NE 47<sup>th</sup> Street. The partial alley vacation would affect a 10-foot-wide alley segment that extends from the southern alley terminus at NE 45<sup>th</sup> north approximately 115 feet north towards NE 47<sup>th</sup> Street.



The site is currently used for temporary housing for individuals experiencing homelessness. ST has not proposed a specific development that would be constructed following the partial alley vacation. In lieu of a specific development proposal, ST created a series of development scenarios for the site that are allowed under the land use code, all of which assume mixed use development (ground floor commercial with dwelling units above) and building heights of between 85 and 320 feet. None of the development options that were analyzed assume onsite parking due to proximity to transit options. Access to the site and through the alley would be retained through a new connection to 11<sup>th</sup> Ave NE.

The following image illustrates buildable area on the site, for either midrise or high-rise development, along with the location of a future connection to 11<sup>th</sup> Ave NE

### Alley vacation impact: Buildable area



### Summary of previous Commission Meeting – 6/9/2022

As required by Council vacation policies, the Commission convened a subcommittee to provide an initial review of the vacation proposal. This meeting is an opportunity for Commissioners to provide input on the proposal prior to submitting a petition to vacate.

At that meeting, it was disclosed that no specific development was being developed for the vacated alley segment. ST staff indicated they would be requesting Council approval to proceed through the alley vacation process without a specific development proposal. Following the Council’s July 19, 2022 Transportation and Seattle Public Utilities’ meeting, the Council did authorize City staff to accept a petition to vacate the alley segment without a development proposal. Council’s approval to proceed was predicated on ST commitment that 100% of the site would be developed with affordable housing.

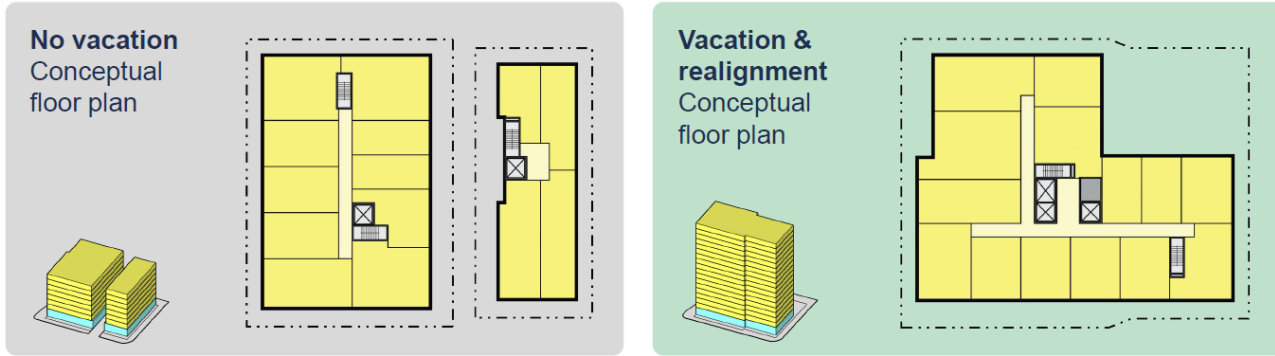
The notes from that meeting are attached to these minutes.

### July 6 Commission meeting – Commission Review of Public Trust

ST provided the Commission with an overview of their proposal and how their assumptions about future development have been refined since their June 2022 subcommittee review. The following slide shows ST’s assumptions about development potential on the site with or without the vacation:



## Alley vacation impact: Potential development yield



Floor plans for illustration purposes only

	No vacation	Vacation & realignment	Result of vacation
Buildings	2	1	Improved efficiency in design and operations, fewer loading/access points
Units (conceptual)	90 - 110	195 – 215+	Potential for 100% or greater increase in unit yield, depending on height
Buildable area	14,920 SF	14,440 SF	Small reduction in buildable area due to alley realignment
High-rise floorplate	5,190 - 6,500 SF	8,940 - 10,500 SF	Significant increase in potential high-rise building floorplate
Potential for high-rise	No	Yes	Efficient high-rise floorplate possible due to greater leasable area efficiency and less impact from tower separation

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1000 NE 45th Street Alley Vacation | Seattle Design Commission | 7/6/2023



ST's presentation also highlighted their goals and assumptions for future development on the site including:

- The commitment to make the housing developed for the site 100% affordable at levels to be determined, in conjunction with City of Seattle's Office of Housing.
- Assumption of no underground parking based on affordable housing development model.
- The relationship of the site with abutting and surrounding existing and future development.
- The alley segment to be vacated and its relationship to abutting properties.
- Development capacity studies that reflect current zoning.
- How future development will integrate with the public realm.
- Implications of the vacation on traffic options at and near the site, including its impact on other properties using the remaining alley segments.
- How service vehicles will access the site following the vacation.

ST's presentation included an analysis of how the proposed alley vacation meets Council Public Trust policies concerning the role of the right of way and the implications of a vacation on the functions of the right of way.

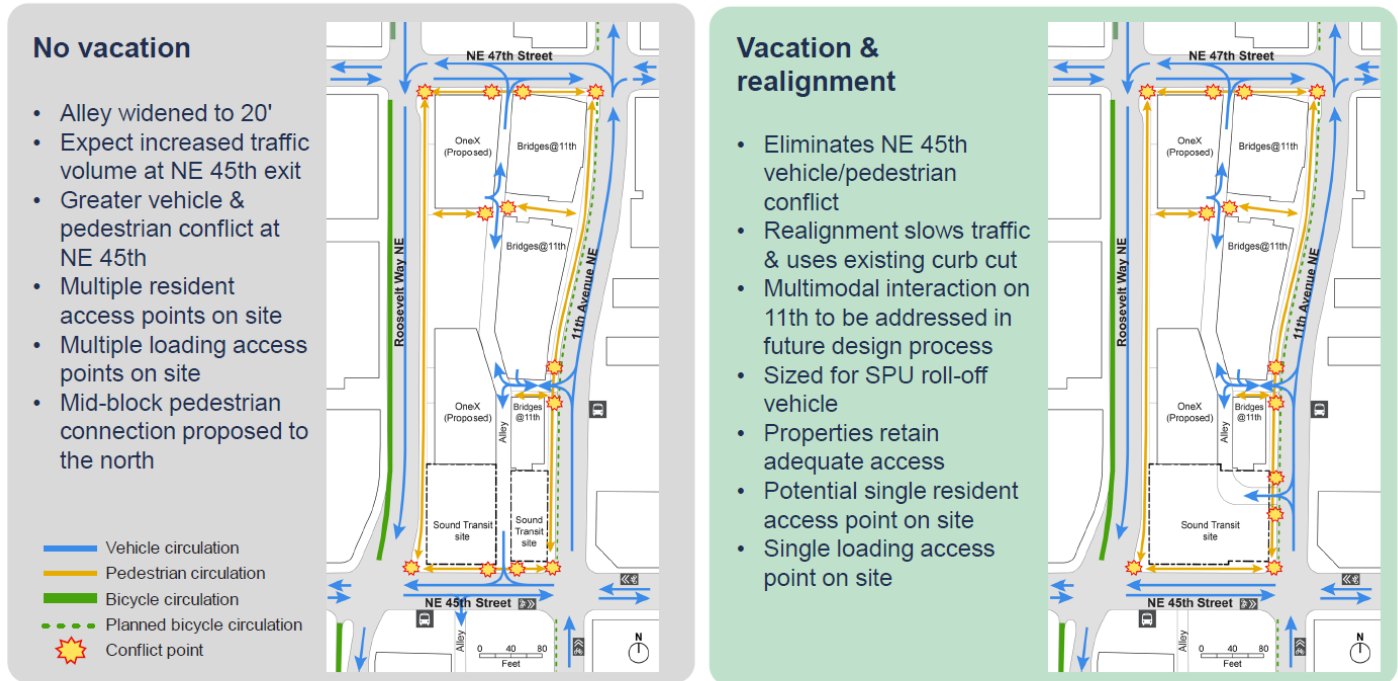
There are 8 policies that govern Public Trust functions of the right of way:

- Circulation
- Access
- Utilities
- Free Speech
- Public Assembly
- Open Space
- Light and Air

- Views
- Land Use and Urban Form

ST provided the following slide to document the circulation and access impacts of the vacation at and near the site:

### Public trust: Circulation & access



The following is the summary ST provided concerning the remaining public trust policies:

#### Land Use and Urban Form

- Single building mass and continuous frontage provided on NE 45<sup>th</sup>.
- High-rise development consistent with neighborhood vision.
- Tower separation requirements will affect high-rise floor plate size and configuration.

#### Light, Air and Views

- The realigned alley separates building from the northeast property along 11<sup>th</sup> Ave NE.
- Views to the south from alley would be blocked by new building.
- No known shadowing to parks or other public open spaces

#### Free speech, public assembly, and open space

- A new structure would create an uninterrupted pedestrian environment on NE 45th, improving opportunity for public use and expression.
- No change to number of access points to alley from the street network
- Realignment of alley to 11th Ave NE provides for a similar amount of publicly accessible space.

## Utilities

- Future developers will be responsible for relocating utilities.
- Relocation of electric, telecom, gas, and storm drainage to 11th/NE 45th appears conceptually feasible.
- Preliminary consultation with SCL has taken place.

As the City Council allowed the vacation petition to proceed without a specific development, ST has not developed concepts for a public benefit package. ST intends that any future developer that is selected through an anticipated Request for Proposal (RFP) and subsequent procurement will be responsible for creating a public benefit package. ST expects any future developer to work with the community to create a public benefit package.

## Agency Comments

- Beverly Barnett of Seattle Department of Transportation (SDOT) provided the commission with an overview of the process and underscored the unusual nature of this proposal, in that no development is currently proposed.
- Jackson Kennan-Koch of SDOT provided an overview of the internal traffic operations review that was conducted with Sound Transit, including negotiations over the location and attributes of options to connect the alley to a right of way. The 11<sup>th</sup> Ave N option was deemed the preferred option for traffic operations. SDOT emphasized need to study safety improvements at the future connection of the alley onto 11<sup>th</sup> to mitigate any impacts of vehicles crossing the sidewalk and entering the roadway at this new mid-block location.

## Public Comments

None

## Summary of Commissioners questions

Commissioners' questions focused on the attributes of future development and potential options, access to 11<sup>th</sup> Ave NE, integration with the public realm, changes in traffic operations due to the vacation, and the RFP/procurement process. Questions from commissioners included:

- Will high-rise development be required?
- How does the height limit affect potential development options?
- Whether future development is intended for students.
- The range of housing affordability that will be sought and Office of Housing support.
- How the alley vacation and future connection will impact traffic operations on 11<sup>th</sup> Ave NE and within the alley, including for service vehicles.
- How ST is coordinating with Office of Housing in the future RFP/procurement process
- The relationship of future development with the NE 45<sup>th</sup> Avenue streetscape
- Sound Transit's analysis concerning development capacity and ability to maximize affordable housing.

## Summary of Commission discussion and deliberation:

The commission focused their discussions and deliberations following categories outlined in Council policies for Public Trust analysis. Public Trust policies address the implications of the alley vacation proposal on the role and purpose of rights of way and how the project proponent has addressed the loss of the street or alley on the remaining functions of right of way abutting or near the site.

The Commission organized their discussion in three groups:

- Circulation and Access, Utilities
- Free Speech, Public Assembly
- Open Space, Light and Air, Views, land use, and Urban Form

As ST has not developed a public benefit package, the Commission did not provide any analysis or direction on that part of the vacation process.

### **Circulation, Access, and Utilities**

Commissioners focused their comments on how vehicles and pedestrian circulation will occur in a safe manner from the new alley configuration. Commissioners also focused their comments on where the location of “back of house” functions (trash, drop offs, deliveries, move-ins) from the vacation. Commissioners raised concerns about the potential impact to Protected Bike Lanes (PBL) planned for west side of 11<sup>th</sup> Ave NE and how those conflicts will be mitigated when a development is selected in the RFP process.

### **Free Speech and Public Assembly**

Commissioners had no specific comments on these policies.

### **Open Space, Light and Air, Views, Land Use and Urban Form**

Commissioners focused their deliberations on how the loss of the alley segment and consolidation of the two parcels affect urban form. Commissioners also discussed the benefits of the vacation in consolidating two parcels that are relatively small. Commissioners also discussed whether a high-rise development appeared feasible due to the site and its constraints. Commissioners also discussed the benefits of having a continuous structure along NE 45<sup>th</sup> due to the vacation. Commissioners expressed concern about the residual space at the NE corner of the site abutting 11<sup>th</sup> Ave NE and its role in providing open space.

Commissioners also discussed and expressed concern about ST stated goals for the project. ST has indicated that the project was intended to have 100% affordable units. However, there is no explicit goal (number of units, levels of affordability, etc.) and how that goal can be realized if a structure up to or meeting the base height limit is the only feasible option due to site constraints.

Commissioners also expressed concern about the nature of this vacation. The lack of a concurrent development proposal with the vacation petition raises many unanswered questions about its implications on the public realm and abutting development. Commissioners understood that the shared Council and ST commitment to affordable housing was the basis for this abbreviated process, as both City and ST believe the RFP process will be strengthened with the vacation in place. Commissioners expressed that any allowance for future vacations without a concurrent development should be highly selective and based on similar strong City priorities. They did understand that future development was intended to meet ST policies on transit supportive development.

## **Action**

The Commission recommends that the City Council approve the proposed partial alley vacation. The Commission also recommends that the Council require Sound Transit to embed the following conditions in their Request for Proposal for future development at this site:

### **CONDITION 1 - Public Benefit**

Prior to applying for a Master Use Permit to construct affordable housing over the vacated alley segment bounded by NE 45<sup>th</sup> Street to the south, NE 47<sup>th</sup> Street to the north, Roosevelt Way NE to the west, and 11<sup>th</sup> Avenue NE to the east, the Seattle Design Commission will review and approve a public benefit package that meets Council policies in Council Resolution 31809, addresses community expectations detailed in the June 2013 University District Urban Design Framework, Section 3.7 for incentive zoning development; and additional community engagement. A proposed public benefit package should include elements in Council Resolution 31809, a plan to implement potential public benefits that will be complete before issuing a Certificate of Occupancy.

### **CONDITION 2 – Public Trust – Circulation and Access**

Prior to applying for a Master Use Permit, present to the SDC the design of the access point of the alley to 11<sup>th</sup> Ave NE. The commission will evaluate how the proposal minimizes functional impacts to circulation and access from moving vehicular access to 11<sup>th</sup> Avenue NE. The Commission will also evaluate how potential conflicts with pedestrians and cyclists on 11<sup>th</sup> Ave NE are addressed through planning and design solutions that improve safety such as:

1. Increasing structure setbacks as necessary to improve sight angles.
2. Limiting the width of any opening to that of the minimum needed to accommodate vehicles.
3. Landscaping areas, bollards, and other elements in the right-of-way, on the site, or integrated with the building.

### **CONDITION 3 – Public Trust - Urban Form, Light, Air, Open Space**

To address the impacts of a structure on NE 45<sup>th</sup> Street that will be longer due to the loss of the alley, the pedestrian experience along NE 45<sup>th</sup> Street should be enhanced. Options to enhance the pedestrian experience along 45<sup>th</sup> Street could include:

1. Installing ground floor windows that maximize visibility and transparency, with operable windows when appropriate for uses within the building.
2. Providing increased building setbacks along NE 45<sup>th</sup> Street.
3. Planting areas on site and in the right-of-way designed for urban areas with elevated levels of pedestrian movement.
4. Designing and applying building materials that are high quality and varied at a pedestrian scale;
5. Installing street furniture that is designed for active movement along the street and as places of rest; and
6. Designing and installing lighting for pedestrian movement and to enhance building architecture.
7. Design any residual space north of the new alley segment to 11<sup>th</sup> Ave NE as open space in any public benefit package.

**CONDITION 4 – Public Trust** - Urban Form, Light, Air, Open Space

If any future structure is not subject to the City’s Design Review program, any new development should consider designs and features that implement guiding principles, urban design recommendations, and environmental sustainability goals in the 2013 University District Urban Design Framework applicable to this site could include:

- a. Providing site or structure design features that enhance the corner of NE 45<sup>th</sup> Street and Roosevelt Way NE.
- b. Distinguishing between the upper and lower floors of any structure over the base zoning height of 95 feet.
- c. Providing street level uses that activate NE 45<sup>th</sup> Street, along with structure or design features that accentuate any such uses; and
- d. Designing any tower features above 95 feet that reflect the existing and planned context of abutting or adjacent high-rise structures.