



SDOT Street Use Comments Sheet

Sound Transit

SUVAC0000004

Project: NE 45th St Alley Vacation

Item #	Subject	Author	Comments	Date
1	Vacation Proposal Package	Sally Hulsman, SPU Solid Waste	<p>Here's what solid waste needs:</p> <ul style="list-style-type: none"> •SPU to provide: inventory of current solid waste in the alley •Others to provide: Approximate size and type of development (Residential + Commercial) for estimating new development solid waste needs. If it is big, it has some implications for what type of containers and therefore the trucks needed and the frequency of trucks in the alley. <p>Observations:</p> <ul style="list-style-type: none"> •Exit to bike lanes – not good for solid waste. We do it, but it puts bikers and drivers at risk. •Hammerheads are good – turning radius calculations needed •We do not back out onto an arterial. Goal would be to go through the alley instead of going into alley head on and then backing out. •And yes, not great to exit into arterial. <p>Other impacts on SW:</p> <ul style="list-style-type: none"> •Delivery activity estimates may impact solid waste services. If alley is blocked, solid waste services are interrupted. We often request, for example, a Loading Dock Operations plan when it comes to how all services are coordinated. 	3/28/2022
2	Vacation Proposal Package	Jackson Keenan-Koch, SDOT Street Use	<p>Summary: Based on our evaluation of three design options, we are recommending the project move forward with a vacation proposal that provides a new turnaround, at- or below-grade, at the northern boundary of the project site and in alignment with the existing north-south alley. We are open to non-standard designs or deviations for this turnaround provided that the project RFP be conditioned so that any design must be shown to accommodate an SPU Solid Waste collection vehicle and SU-30 commercial freight box truck. We do not currently support a proposal to redesign the alley for a through connection to Roosevelt Way NE or 11th Ave NE.</p>	4/6/2022
3	Alley concept and Traffic Memos	Gerald "Eddie" Buker, SDCI Land Use Planner	<ul style="list-style-type: none"> •SMC 23.48.615.A.2 states that a minimum lot size of 12,000 sq ft is required to have a high rise building (>95'). Neither lot as it exists currently can support greater than 95'. Without the alley vacation, a high rise is not possible. •With proposed tower buildings to the northwest (OneX site), the standards of SMC 23.48.645.E.1 apply which require tower separation of 75'. Therefore, if a high rise is proposed, it makes sense for the alley to connect to Roosevelt Ave NE or have the bulk of the turnaround to be within the tower separation area in the northwest corner. •An alley connection to 11th Ave NE could use up ground areas that are free and clear of the tower separation restriction depending on final configuration. •The "Alternative Comparison Table," footnote 3 assumes a 18 story max building. Based on the zoning code, 22-28 stories is probably the maximum obtainable via the land use code. 32 stories is the maximum but unlikely to be proposed on account of floor plate size and FAR limits. •I am not sure the relevance of 60' clear from the north in both the table and on the site plans (as seen in exhibits). 75' is tied to a development standard centering around tower separation from neighboring proposals. •The midrise height allowance is 95'. The assumptions don't appear to call out this height. •Incentive zoning provisions apply for any development exceeding 4.75 FAR. If the sites are combined, development exceeding ~80,000 sq ft will require either Neighborhood open space, SDOT green street improvements, Midblock connector. Each of these will use ground area which in turns impacts floor plate analysis. This may be too detailed for this memo. •The floor plate analyses don't appear to account for 4' dedication or setback along Roosevelt Way NE. <p>**I acknowledge that my comments may not be relevant or be too "in the weeds" for the memos cited here.</p>	4/17/2023



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4	Traffic Memo	John Shaw, Transportation Planner	<p>General comment: the analysis doesn't provide a quantitative assessment (such as level of service) of traffic at either the 11th Ave NE location or (if a hammerhead/cul-de-sac is developed) NE 47th Street. This limits our understanding of likely traffic impacts of either alternative, although as the memo notes that the new project would not have any on-site parking, I agree with the general conclusion that it will add little if any traffic to the alley.</p> <p>Specific comments:</p> <p>-2. Evaluation findings: the memo states that projections of alley traffic crossing the 11th Ave NE bike lane are 2-10 vehicles/day. I can't tell how they arrived at this estimate. Traffic from other buildings with driveways on the alley likely will use this connection to 11th Ave if they are traveling to the buildings from the south, as it would be shorter than continuing north to 47th and accessing the alley from the north. This would amount to considerably more than 2-10 trips/day.</p> <p>-3. Key information and assumptions: the analysis assumes ridehailing would occur on Roosevelt, but acknowledges that if parking on Roosevelt is removed, these trips may occur in the alley. This would increase alley traffic.</p> <p>-3. Key information and assumptions: the estimate of move-in/move-out traffic is incorrect. If 200 units are constructed, a 50% turnover rate (which is consistent with estimates used in traffic studies for other apartment developments) would result in 100 units turning over in a year, or 2/week (not 1.0).</p> <p>-Alternative 4: the only identified drawback to Alternative 4 is the potential for waste management vehicles to block alley traffic. It would be helpful to understand whether such blockage is inevitable (does the waste management vehicle fully block the alley?), how frequently such blockages would occur, and when they would occur (e.g. early morning vs middle of the day).</p> <p>-Alternative 4: the last paragraph notes that the property owners of the Bridges development may limit use of their private driveway by nonresidents, which I agree could occur. It would be helpful to understand the impacts of the different vacation alternatives if this driveway were closed to nonresidents, but the memo doesn't provide this (see my general comment).</p>	4/19/2023
5	Alley Concept Memo	Bradley Willburn, SDCI Land Use	<p>From my perspective, the only thing standing out needing further information is solid waste retrieval and staging, it is not a cohesive impact analysis on the number of pick-ups that may occur which they admit (Memo 4/6/2023). This is an end of block development site, and it would have been nice to see SPU weigh in as to the frequency and possible pick-up locations.</p>	4/17/2023
6	Alley Concept Memo	Joseph Hurley, SDCI	<p>I will be very happy to provide comments (in conjunction with Eddie/Zoning) and have a few notes and questions about these documents. Specifically the viability (non-viability) of the hammerhead turnaround (attached is a sketch showing how structure (a post-tensioned concrete slab) could possibly span over the hammerhead) and some of the development capacity estimates on page 3 of the "Concept Alternatives Analysis" PDF.</p> <p>Response to Eddie's comment "I am not sure the relevants of 60' clear...": I think this assumes a Type I Decision by the Director to reduce tower separation by up to 20% ("If the presence of an existing highrise structure would preclude the addition of another highrise structure...etc.")</p> <p>Response to Eddie's comment "The midrise height allowance is 95'. The assumptions don't appear to call out this height.": I talked to Gordon Hicks about this and he said anything over 75-feet needs to be rated construction, Type I or Type II - that is, concrete and steel- as compared to unrated Type V wood-framing. So – a massive cost difference that keeps midrise projects at 75 feet! I am not sure if that is part of the KPFF analysis, but there it is.</p>	4/21/2023
7	Revised Traffic Memo	Adam Maurer, SPU Solid Waste	<p>SPU Solid Waste supports Sound Transit's preferred alternative 3 – Partial Vacation and Dedication of Access to 11th Ave NE, with the following caveat:</p> <ul style="list-style-type: none"> •All front-load, rear-load, and roll-off solid waste trucks must be able to maneuver through the alley from west-to-east and vice versa 	6/9/2023



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8	Revised Traffic Memo	Kelsey Timmer, SDOT Street Use	Based on the new information in the Traffic Memo, SDOT would support an alley vacation option with alley access on NE 47th St and 11th Ave NE. SDOT is now supportive of this option because we believe there will be opportunities for SDOT to work with the private development to minimize impacts to pedestrians and cyclists on 11th Ave NE.	6/9/2023

MEMO



Date: April 12, 2023
To: Tim Bates, Sound Transit
From: John McMillan, PE, PMP
Subject: Sound Transit University District 45th & Roosevelt TOD Alley Concept Alternatives Analysis

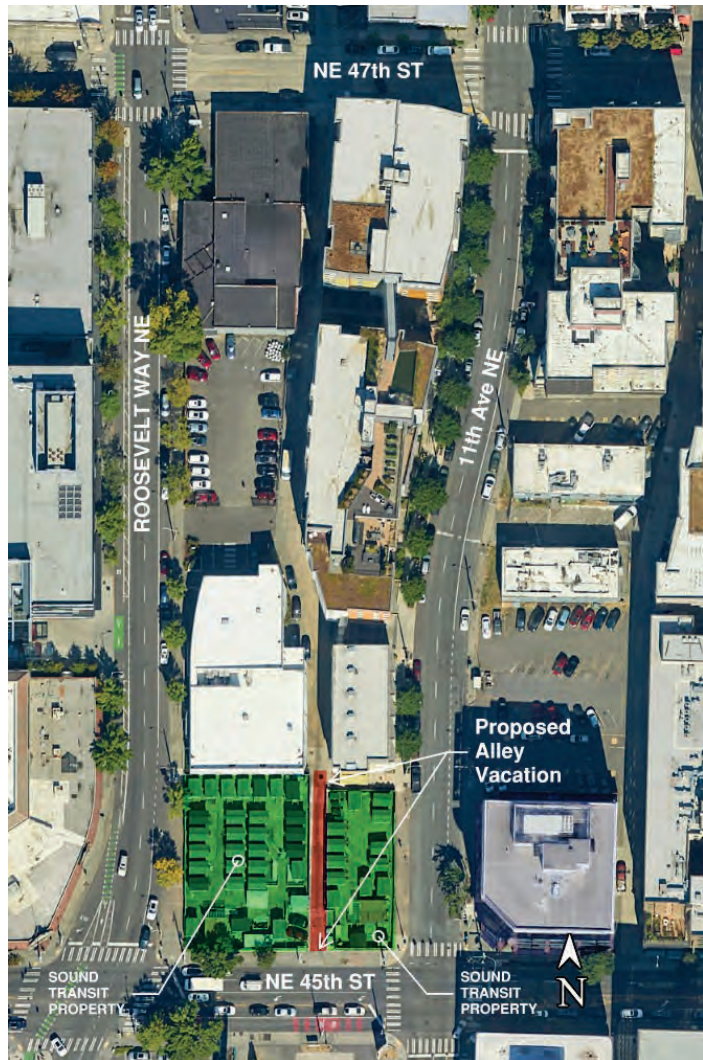
1. PURPOSE

This technical memorandum evaluates potential alley vacation / dedication alternatives for the parcel of property owned by Sound Transit at 1000 NE 45th Street, Seattle, WA, (Parcel #7733600155) with a focus on alley locations, turning movement needs and redevelopment potential. Sound Transit and other partners are evaluating redevelopment of the property for transit-oriented development, with a focus on affordable housing unit delivery. Analysis shows vacation of the existing alley and dedication of a relocated alley will significantly increase the number of affordable housing units the site could potentially accommodate.

Redevelopment of the site without an alley vacation for affordable housing purposes is feasible, but the site has significantly less potential for affordable housing unit delivery and has questionable potential for a residential tower development.

Sound Transit has begun a formal vacation process for the existing alley and has been working with the City of Seattle’s Design Commission, and other stakeholders, on advancing the vacation process. Out of this coordination, several alternatives have been collaboratively developed and evaluation results are presented here.

High-level commentary on redevelopment potential for the site is presented in this memorandum, as well as concept figures on potential alley vacation/dedication alternatives.



Site Overview

EVALUATION FINDINGS

Alley vacation and dedication allows significantly more affordable housing units to be constructed on the site than developing the site without an alley vacation and dedication. Vacation and dedication of the alley will allow larger, more contiguous floor plates, and more economic site development. This is especially relevant for affordable housing development because economics typically constrain development potential at lower heights versus market rate development for a site with this type of zoning.

Without an alley vacation, the site is not very attractive for residential high-rise tower construction due to zoning code constraints and in-efficient potential floor plate areas. If a tower was constructed on a non-vacated site, the permitted floor plate would be about half the square footage allowed by code on a vacated site.

Schematic estimates suggest alley vacation and dedication may allow twice the number of units to be constructed on the site. Several alley dedication alternatives are technically feasible.

Completion of an existing alley vacation and dedication of a new alley from the northern parcel boundary to 11th Avenue NE results in the most affordable housing redevelopment potential out of the five alternatives evaluated by the team. This location also eliminates alley traffic entering NE 45th Street. This option may allow for 15-20% more affordable units to be developed on the site than other vacated alternatives studied. Using schematic estimates, this equals at least 30-35 additional housing units.

"Hammerhead" and "cul-de-sac" alley alternatives within the parcel significantly reduce the number of affordable housing units and development potential of the site compared to other alternatives.

See the table on the following page for a high-level summary of evaluated alternatives.

Key Assumptions and Notes

- Future alley widths on the site will accommodate garbage service and be 20 feet minimum.
- At this time, a developer of the site has not been selected, nor is a specific building configuration proposed. With that in mind, commentary on redevelopment potential is general in nature and reflects industry trends for similar sites and multi-story affordable housing projects.
- The site will be redeveloped without a parking garage and will not generate alley traffic demand beyond garbage service and delivery / loading events.
- Site development costs, including relocation of existing utilities within the alley, will not be addressed in detail in this memorandum.
- Developers will utilize structural solutions and floorplates typical for affordable housing projects. Cantilevered floor plates, allowable by code, will not be used due to increased costs.
- Highrise setback restrictions will apply to the site from redevelopment north of the site (One X Towers). This project is in permitting and will reduce the development potential of the site.

Alternative Comparison Table

Alternative	Approximate Floor Plate for Mid-Rise Development	Approximate High-Rise Floor Plate Area	Projected Affordable Housing Unit Potential ^{3,4}	Benefits	Sacrifices	Notes
Non-Vacation Alternative	14,920 sf	5,190 SF w/ 75' clear 6,500 sf w/ 60' clear	90-110 units Not attractive for tower development due to small floorplate	Avoids a formal vacation process. Does not require utility relocations within the alley	Does not maximize the number of affordable housing units which could be delivered on the site.	Existing conflict between alley traffic and NE 45 th Street pedestrians/traffic would continue.
11 th Ave NE Alley Connection	14,440 sf	8,940 SF w/ 75' clear 10,500 sf w/ 60' clear	195-215 Units Likely attractive for tower development	Removes significant pedestrian/alley traffic conflict point at NE 45 th Street, and appears to offer the highest yield in affordable housing	Potential conflict on 11 th Ave w/ planned bicycle facility for a few vehicles a day.	Most affordable housing units of alternatives evaluated
Roosevelt Alley Connection	10,290 sf	8,710 SF w/ 75' clear 10,500 sf w/ 60' clear	165-185 Units Likely attractive for tower development	Removes significant pedestrian/alley traffic conflict point at NE 45 th Street	New pedestrian/alley conflict at Roosevelt. Reduced mid-rise development floor plate	Seattle DOT voiced concern about an alley access to Roosevelt
Hammerhead Alternative (east-west option)	9,915 sf	8,645 with 75' clear 9,915 with 60' clear	160-180 units ⁵ Tower development feasible, but reduced mid-rise floor plates	Hammerhead removes one pedestrian/alley traffic conflict point at NE 45 th Street	Hammerhead has less development capacity than 11 th Ave realignment.	Turning movements suggest justification for alley driveway connections to street network
Cul-De-Sac Alternative	Site not realistic for mid-rise development	Site not realistic for high rise development	Cul-De-Sac w/ high rise infeasible due to very small floor plate areas	No obvious benefit in comparison to other alternatives for a transit-oriented development.	The site could not be economically developed as an affordable housing project site.	Not recommended for advancement

- Note
- ¹ – All vacation options require existing utility relocations and completion of an alley vacation process.
 - ² – Ground floor redevelopment areas include areas requiring public access easements or setbacks.
 - ³ – Units are estimated assuming a 18-story max development height and typical building unit efficiency.
 - ⁴ – Unit estimate methodology is applied uniformly between alternatives.
 - ⁵ – Development is possible on the NW corner of the site, but not realistic / economic for mid-rise residential.



MEMO

2. ALLEY CONCEPT ALTERNATIVES

BACKGROUND

The subject alley connects NE 47th Street (to the north) to NE 45th Street (to the south) and facilitates access to residential parking, auto dealer repair facilities, utility infrastructure, and garbage collection facilities. There is significant redevelopment proposed on the property directly north of the site currently serving as an auto dealership. This redevelopment, if constructed, will impact redevelopment potential of the Sound Transit Property, especially high-rise development.

Seattle Public Utilities provides garbage service in the alley and will continue this service. A recommended design turning movement vehicle to meet garbage service needs was provided to Sound Transit to evaluate alley dedication requirements. All turning movements in this evaluation are a SPU 2019-2029 Roll-Off refuse collection design vehicle. Turning envelopes include a 1-foot offset on both sides of the vehicle for a factor of safety.

The redevelopment potential for the site is influenced by “setback” code requirements including:

- NE 45th (8')
- 11th Ave NE (4')
- Roosevelt (4' at north end, tapering)

The City of Seattle is planning a protected bicycle facility on the west side of 11th Ave NE and is concerned with potential conflicts between bicycle traffic and vehicles entering and/or exiting the site via 11th Ave NE. Significantly more alley traffic will enter 11th Ave NE from a private driveway 50 feet north of the proposed site.

Turning movements were produced for all alternatives and evaluated for development potential. See attached exhibits for additional details and information.

NON-VACATION ALTERNATIVE

An alley vacation is a lengthy process with a high bar for approval, and is by no means guaranteed. For this reason, Sound Transit evaluated redevelopment potential of the site assuming the existing alley would not be vacated.

Concept Overview

The alternative identifies redevelopment potential if the alley is not vacated. Redevelopment would trigger alley widening and dedication to bring the alley to a total 20-foot width.

Design Considerations

The future conditions related to alley traffic would function much like the existing current conditions, although the new development to the north may generate an increase in southbound alley traffic and therefore an increase in conflicts with the high traffic pedestrian corridor on the north sidewalk of NE 45th Street.

Development Considerations

Although it avoids the lengthy and inherently risky alley vacation process, this approach limits redevelopment potential of the site, including the ability to deliver a large affordable housing development project with tower construction.



The east side of the site, while developable, has a very narrow floorplate that is not as efficient as a standalone mid-rise building. Two towers are unlikely within the site due to setback requirements and small floor plate areas.

11TH AVE NE ALLEY CONNECTION ALTERNATIVE

Concept Overview

The realignment design concept eliminates the existing alley access at NE 45th Street and reconstructs alley access through a dogleg to 11th Ave NE.

Design Considerations

The alternative connects to 11th Avenue NE at an existing driveway curb cut which is not currently in use. This alternative is not expected to route measurable traffic onto 11th Avenue NE at the new alley driveway, excluding garage vehicles. SDOT stated concerns about introducing a point of conflict with a future bike lane on 11th Avenue NE. This alternative also requires utility relocations.

By using a single curb cut at the existing driveway, the number of total curb cuts will be reduced by three along the property boundary.

Development Considerations

Of the alternatives considered, this alternative appears to be the most logical for delivering the most affordable housing units. Tower floor plates are likely similar in terms of deliverable units with other vacation alternatives, but the number of residential units which can be constructed below high-rise height are higher than all other options. The mid-rise floor plates are likely to be the largest of the evaluated alternatives.

ROOSEVELT ALLEY CONNECTION ALTERNATIVE

Concept Overview

The realignment design concept eliminates the existing alley access at NE 45th Street and reconstructs alley access through a dogleg to Roosevelt.

Design Considerations

The alternative connects to Roosevelt at an existing driveway curb cut which is not currently in use. This alternative may route alley traffic generated from other sites to Roosevelt at the new alley driveway. SDOT stated concerns about introducing traffic onto Roosevelt in this location.

By using a single curb cut at the existing driveway, the number of total curb cuts will be reduced by three along the property boundary.

Potential concerns with this alternative are the proximity to the intersection of Roosevelt and NE 45th and an alley would enter a left-turn only lane, introducing the challenge of alley traffic weaving through heavy traffic near a major intersection.

Although this alternative likely enables a high-rise floor plate, the overall mid-rise floorplate is reduced due to the significant amount of land orphaned on the north side of the site between the property line and the newly dedicated alley. This will leave around 3,500 SF of parcel area unsuitable for multifamily development.

Development Considerations

Of the alternatives considered, this alternative had less potential redevelopment square footage at ground level than a connection to 11th Ave NE, but does suggest delivery of a large affordable housing project is feasible. This alternative also requires utility relocations.

HAMMER HEAD AND CUL-DE-SAC ALTERNATIVES

Concept Overview

Various “hammerhead” alley concepts were developed and evaluated for the site. Turning requirements were established using guidance from Section 3.1 Construction of Roadways, Figure G Alley and Easement Turnarounds, of Seattle Streets Illustrated, with modifications for the SPU turning vehicle requirements noted above.

A Cul-De-Sac alternative was also developed based on a request from an SDOT representative.

Design Considerations

The hammerhead and cul-de-sac alternatives require significant property dedication for vehicle turning movements at the ground floor level and complicate redevelopment. The lost ground floor area could potentially be reclaimed to some extent through significant cantilevering of above grade structure; however, this type of structural approach is expensive and generally incongruous with affordable housing development.

Other Considerations

Use of a hammerhead alternative likely reduces the number of affordable units which can be delivered on the site in comparison to other alternatives, particularly for development under the high-rise height of 85 feet in comparison to other alternatives. This reduction is estimated at ~30-35 units assuming a 18 story high rise tower development.

Note, the mid-rise development potential is reduced for the hammerhead alternative due to the narrow remaining width on the northwest corner, which cannot accommodate a classic “double loaded” corridor building design. This results in a less efficient layout, increases the cost per unit, and thus likely reduces the number of units delivered, given finite affordable housing resources. This option also requires utility relocations.

The cul-de-sac option appears to have limited value for further consideration due to its lack of available developable area after dedication.

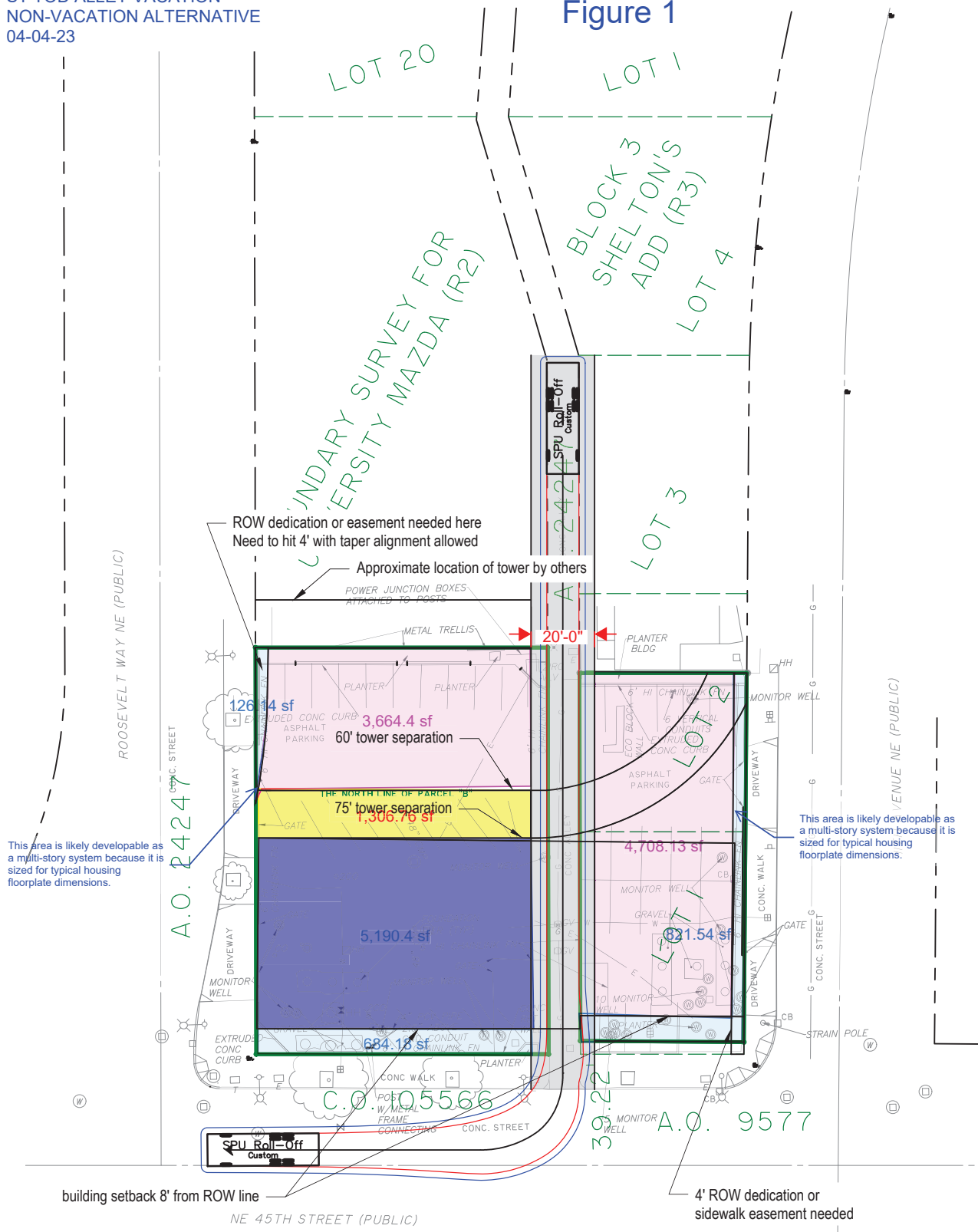
3. CONCLUSIONS

Of the alternatives considered, a vacation and dedication to 11th Avenue NE alternative appears the most attractive to move forward. Justification includes:

- the most potential to deliver the highest number of affordable housing units
- The most logical alley vacation and alley dedication justification
- Strong use of vacant public property for high priority community needs

SDOT did state they have concerns about a potential conflict point with a future bike lane on 11th Avenue NE and a new alley connection there. An additional traffic alley memo addresses this topic in more detail.

Figure 1



Area available for mid rise redevelopment = 14,920 sf

Area available for tower floor plate redevelopment:
 75' tower clearance = 5,190 sf
 60' tower clearance = 6,495 sf

Area not suited or available for redevelopment = 1,630 sf

Legend

- Developable for Mid Rise Only
- Developable for High Rise, 75' clear
- Developable for High Rise, 60' clear
- Not Ideal Parcel Area for Housing

Note - Highrise Floorplate is much smaller than peer projects and would likely not be feasible for delivery.

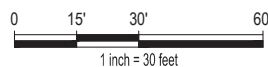
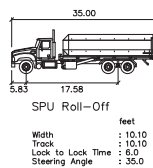
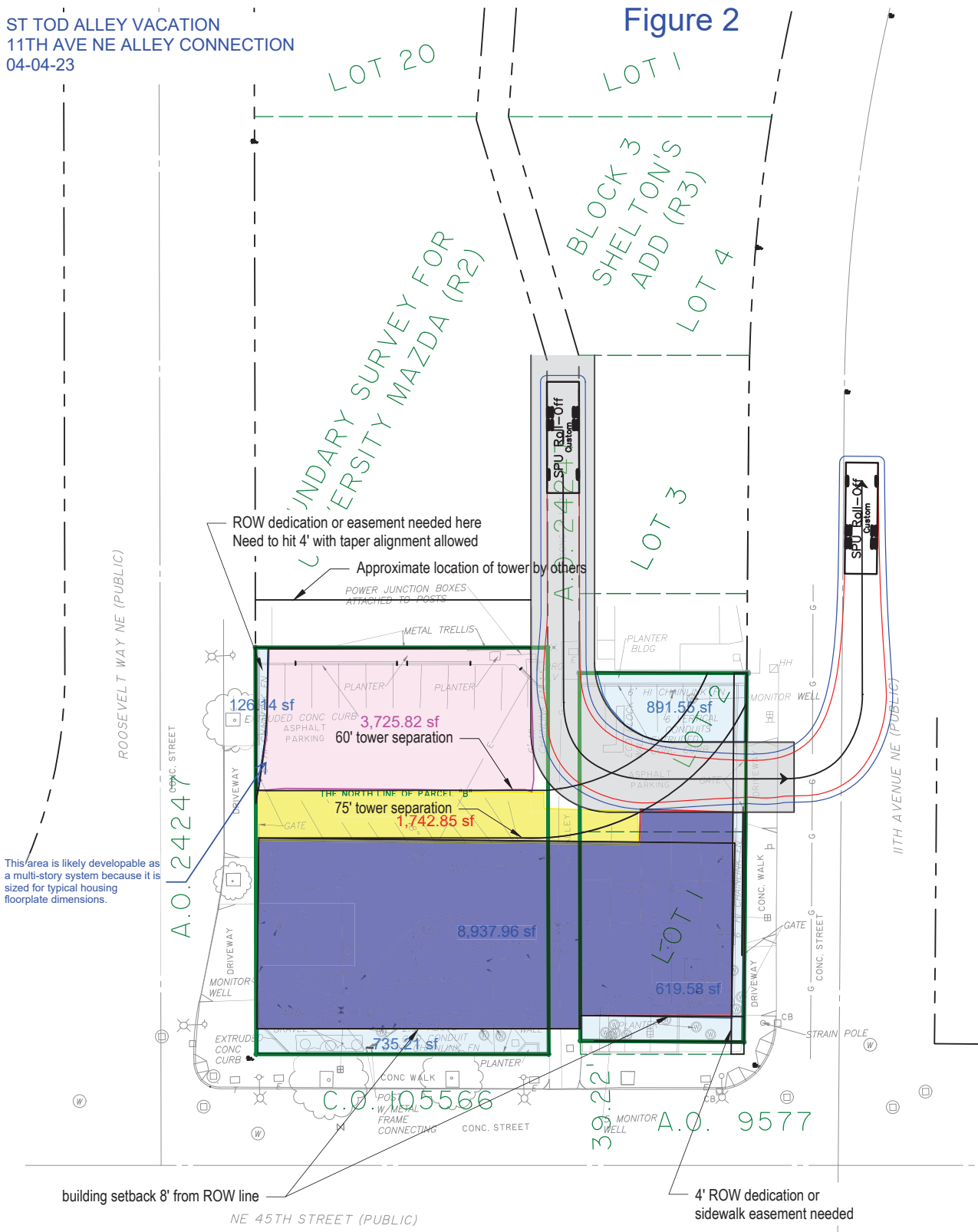


Figure 2



This area is likely developable as a multi-story system because it is sized for typical housing floorplate dimensions.

Area available for mid rise redevelopment = 14,440 sf

Area available for tower floor plate redevelopment:
 75' tower clearance = 8,940 sf
 60' tower clearance = 10,680 sf

Area not suited or available for redevelopment = 1,755 sf
 (floor plate limits of ~10,500 sf apply to this zoning code)

Legend

- Developable for Mid Rise Only
- Developable for High Rise, 75' clear
- Developable for High Rise, 60' clear
- Not Ideal Parcel Area for Housing

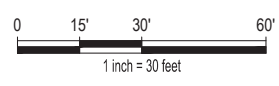
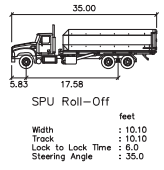
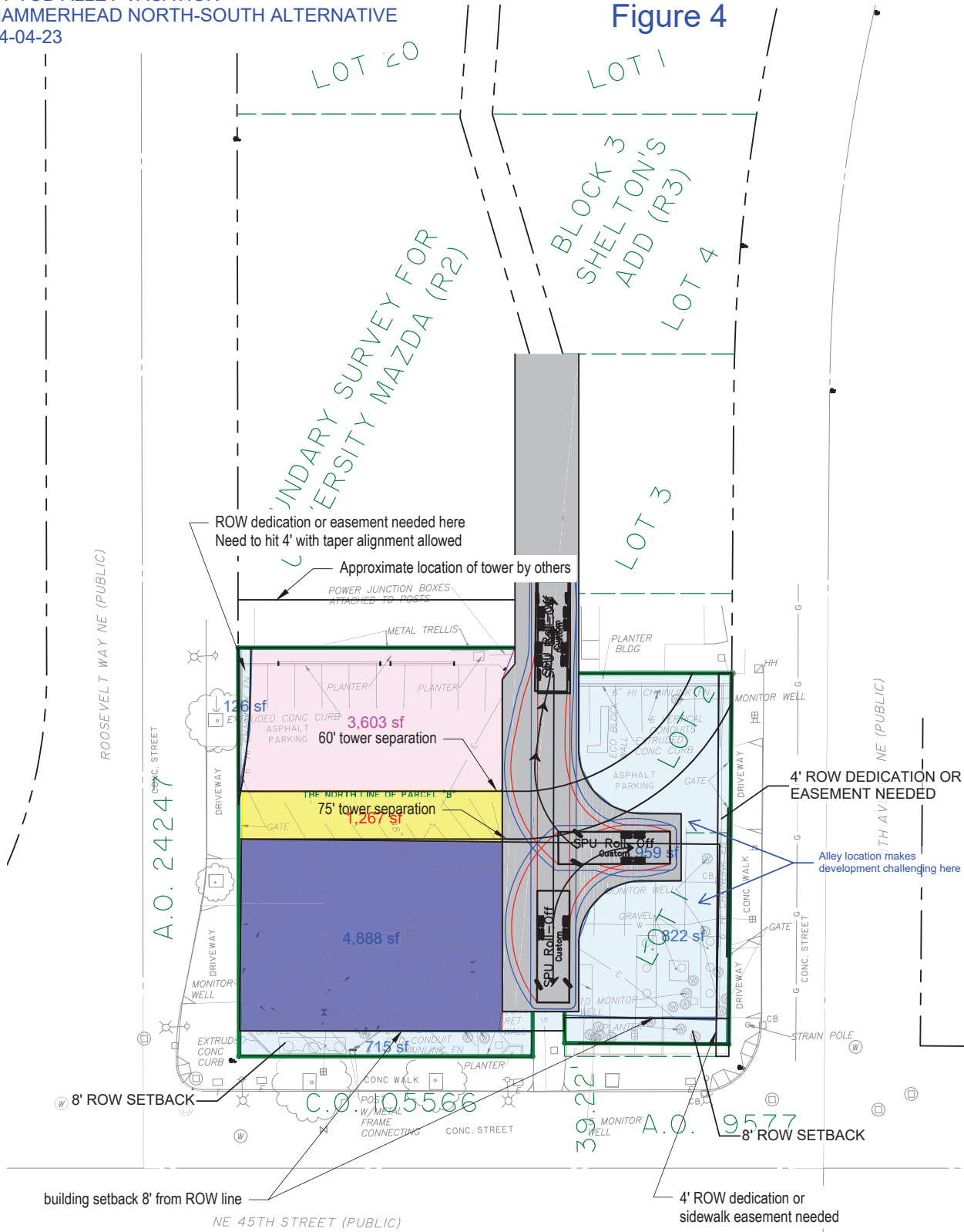


Figure 4

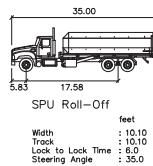


Area available for mid rise redevelopment = 9,758 sf

Area available for tower floor plate redevelopment:
75' tower clearance = 4,900 sf
60' tower clearance = 6,170 sf

Area not suited or available for redevelopment = 5,622 sf

(west side could accommodate mid rise but not high rise development)



Legend

- Developable for Mid Rise Only
- Developable for High Rise, 75' clear
- Developable for High Rise, 60' clear
- Not Ideal Parcel Area for Housing

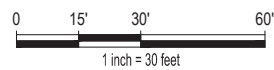
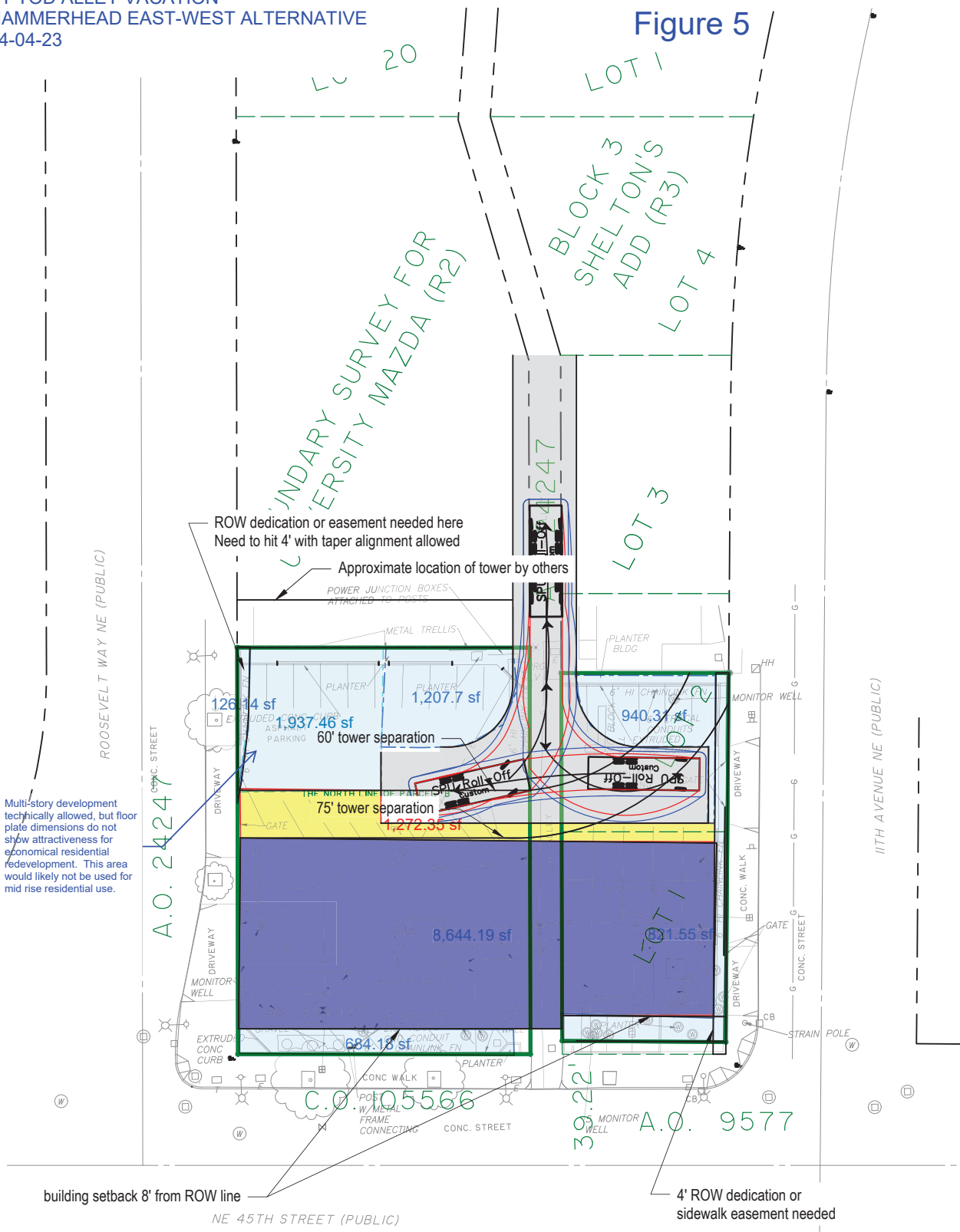


Figure 5



Area available for mid rise redevelopment = 9,915 sf

Area available for tower floor plate redevelopment:
75' tower clearance = 8,645 sf
60' tower clearance = 9,915 sf

Area not suited or available for redevelopment = 2,830 sf

Legend

- Developable for Mid Rise Only
- Developable for High Rise, 75' clear
- Developable for High Rise, 60' clear
- Not Ideal Parcel Area for Housing

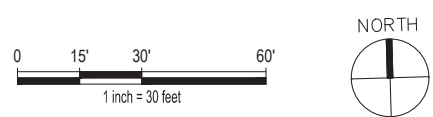
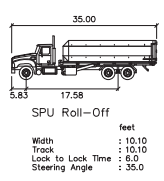
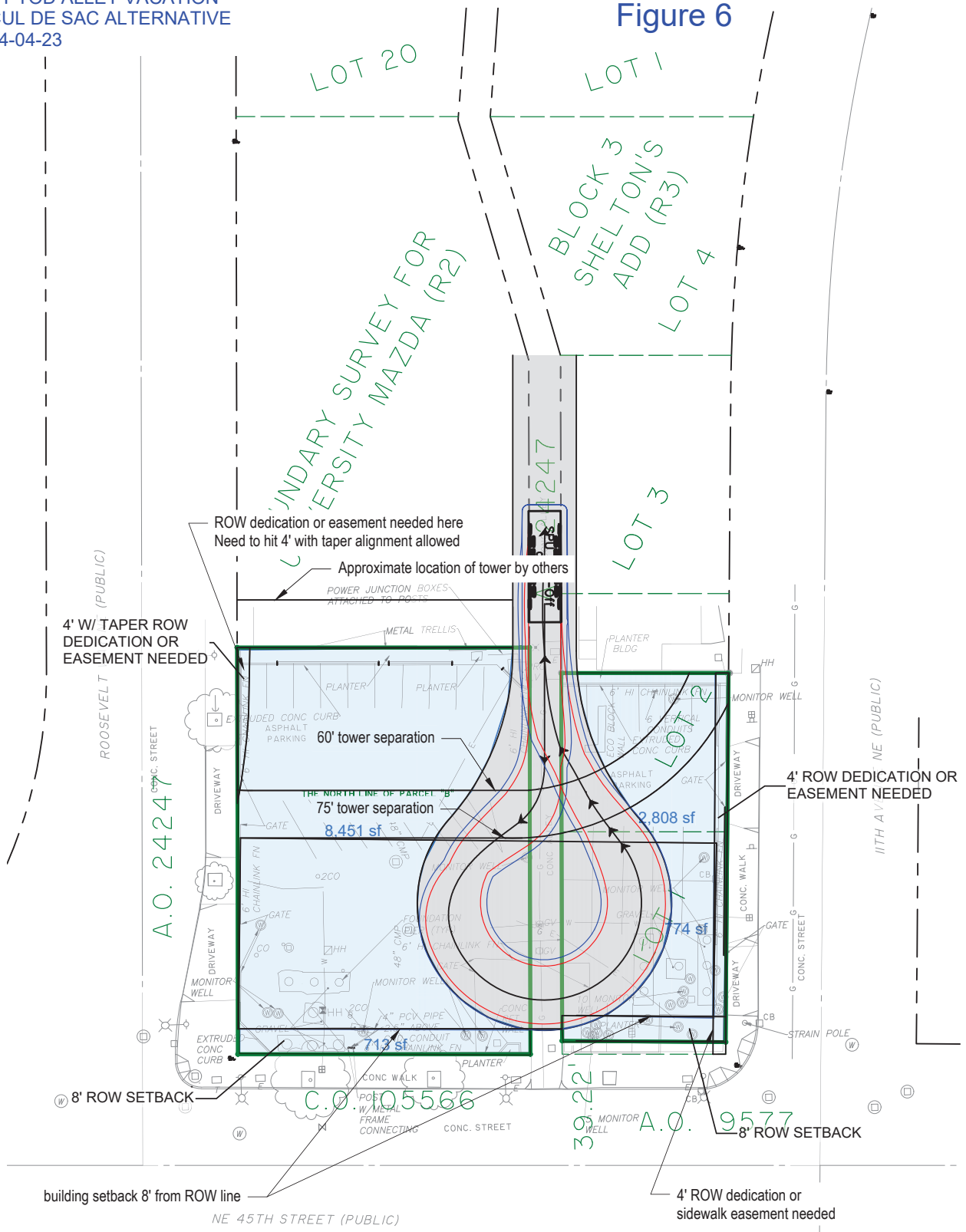


Figure 6

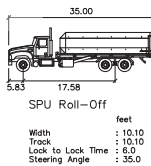


Area available for mid rise redevelopment = 0 sf

Area available for tower floor plate redevelopment:
 75' tower clearance = 0 sf
 60' tower clearance = 0 sf

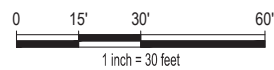
(areas to west and east are both too narrow to support multi-story building cores)

Area not suited or available for redevelopment = 12,745 sf



Legend

- Developable for Mid Rise
- Developable for High Rise, 75' clear
- Developable for High Rise, 60' clear
- Not Ideal Parcel Area for Housing



From: [Barnett, Beverly](#)
To: [LaBorde, Bill](#); [Gray, Amy](#); [Nelson, Alyse](#); [DuBois, Jeanette](#); [Keenan-Koch, Jackson](#); [Timmer, Kelsey](#); [Marek, John](#); [Jenkins, Michael](#); [Whitson, Lish](#); [Maurer, Adam](#); [Shaw, John](#); [Hurley, Joseph](#); [Buker, Gerald](#); [Wilburn, Bradley](#)
Subject: FW: 1000 NE 45th Street - revised traffic memo
Date: Wednesday, May 17, 2023 8:04:20 AM
Attachments: [image001.png](#)
[1000 NE 45th Street Alley Traffic memo 2023-05-16.pdf](#)

Good morning to all! I just received this update information from Tim Bates and am sharing for your review. As you will recall the city has requested information about alley design options for the proposed partial vacation of the alley at 1000 45th. We asked for data on the current and future uses of the alley for access and services and how the alley options would impact the pedestrian environment, bicycle infrastructure and other streets. We also wanted to better understand how the alley design options might impact the development of the site and how many units of affordable housing might be able to be built.

We met with ST on March 17 to discuss a draft of the ST work. On April 13 the city received 2 memos for ST "Alley Concept" and "Alley Traffic". On April 25 city staff met with ST to review the material. The city identified that the memos did not include all of the service and vehicle traffic that would need to use the alley. ST was asked to update to include all anticipated traffic and how the numbers might change impacts to other users, bicycle infrastructure and the future development of the site.

Here is the updated information. After review we will want to develop a preferred alley design option and begin to move forward with other steps in the vacation review such as Design Commission. Thank you for being so willing to dig in on the nonstandard vacation so we can support the development of affordable housing on the site. Let me know if you have any additional questions. I will be setting some meetings. Thanks

From: Bates, Tim <Tim.Bates@soundtransit.org>
Sent: Tuesday, May 16, 2023 3:58 PM
To: Barnett, Beverly <Beverly.Barnett@seattle.gov>
Subject: 1000 NE 45th Street - revised traffic memo

CAUTION: External Email

Hi Beverly,

Please find attached the revised traffic memo from KPFF. Let me know if the attachment doesn't come through.

Since no revisions to the "concept alternatives" memo were discussed, we don't have a revised version at this time.

Best,
Tim

Tim Bates

Senior Project Manager – Transit-Oriented Development
Community Development Office
Sound Transit
W 206-689-4842



MEMO



Date: May 16, 2023
To: Tim Bates, Sound Transit
From: Jeremy Febus, PE
Subject: Sound Transit U-District 45th & Roosevelt TOD Alley Traffic Evaluation

1. OVERVIEW AND SUMMARY

Sound Transit in partnership with the Seattle Office of Housing is evaluating low-income housing development potential for their property located at 1000 NE 45th Street in Seattle, WA. The single parcel is bisected by a public alley and is bordered to the north by an existing mid-rise apartment building (Bridges @11th), and a car dealership (See Figure 1.1). The car dealership is currently in permitting for a new residential tower development (OneX Towers). The site is in an SM-U 95-320(M1), and the alley bisecting the site is less than 16-foot wide (currently 10-foot wide) and is therefore considered by City policies an “unimproved alley”.

The purpose of this memo is to summarize our findings and conclusions regarding traffic impacts from alley vacation alternatives considered as part of that analysis. Alley vacation alternatives were described in a separate memo by KPFF and are summarized as follows:

1. No vacation
2. Partial vacation with dedication of new alley connection to Roosevelt Way NE.
3. Partial vacation with dedication of new alley connection to 11th Avenue NE.
4. Partial vacation with dedication of a new hammerhead or cul-de-sac turnaround.

This memo considers traffic impacts from Alternatives 1, 3, and 4. We understand from our own analysis, and from discussions with SDOT staff, that Alternative 2 is undesirable to either SDOT or Sound Transit. It is therefore dismissed.

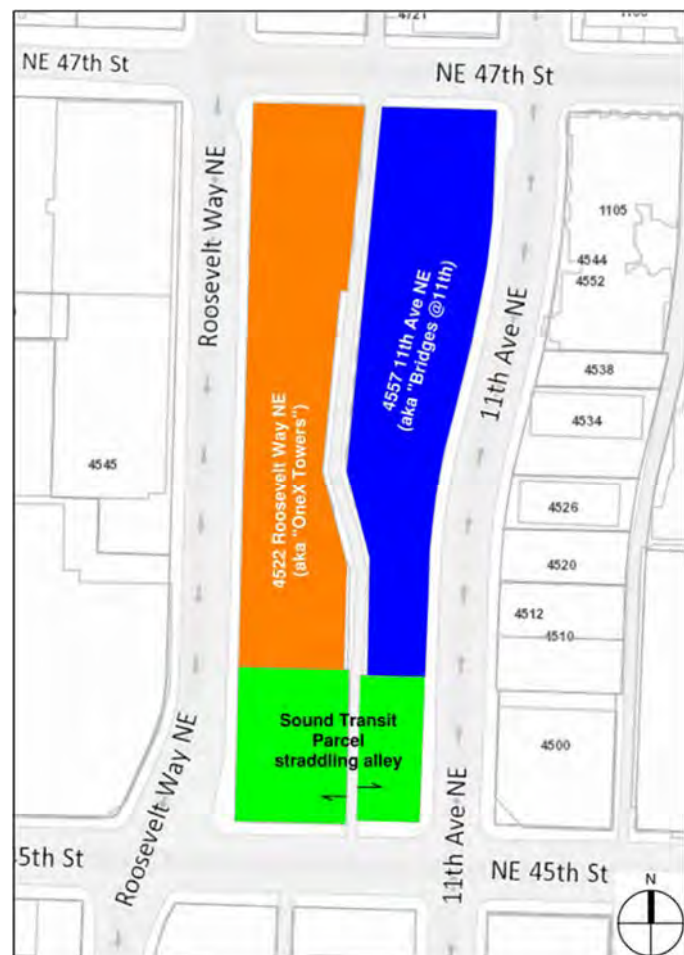


Figure 1.1 – Subject Parcel & Alley (SDCI GIS Image)

This analysis does not produce any original traffic study data, but rather summarizes the impacts of the planned low-income housing synthesized with existing traffic study data available for adjacent development on the same block. Our findings are summarized in Table 1.1 with supporting documentation and analysis following.

Table 1.1: Estimated Average Daily Trip (ADT) Summary for Alternatives @ Full Block Buildout

Alternatives	Alley Connection to NE 45 th St (ADT)	Alley Connection to 11 th Ave NE (ADT)	Existing Private Driveway to 11 th Ave NE (ADT)	Alley Connection to NE 47 th St (ADT)
1: No Vacation	382	N/A	196	783
3: Alley Access to 11th	N/A	87	491	783
4: Dead End Alley	N/A	N/A	578	783

2. REGULATORY CONTEXT

2.1 City of Seattle Codes and Policies regarding Alleys

- The subject alley is classified as a Commercial Alley per the Seattle Right of Way Improvement Manual (Streets Illustrated).
- Street’s Illustrated 2.16 states a, “Commercial Alleys’ primary purpose is to provide access for freight loading, waste collection for commercial uses, and may provide access to parking.” Also, see Figure 2.1, also from Street’s Illustrated Section 2.16.
- Seattle Municipal Code (SMC) 11.14.025 – Alley, provides: “Alley means a highway **not designed for general travel** and primarily used as a means of access to the rear of residences and business establishments. (emphasis added)
- SMC 23.48.085 – Parking location and access, requires that, “Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.C and use of the alley for parking and loading access would not create a significant safety hazard as determined by the Director.”

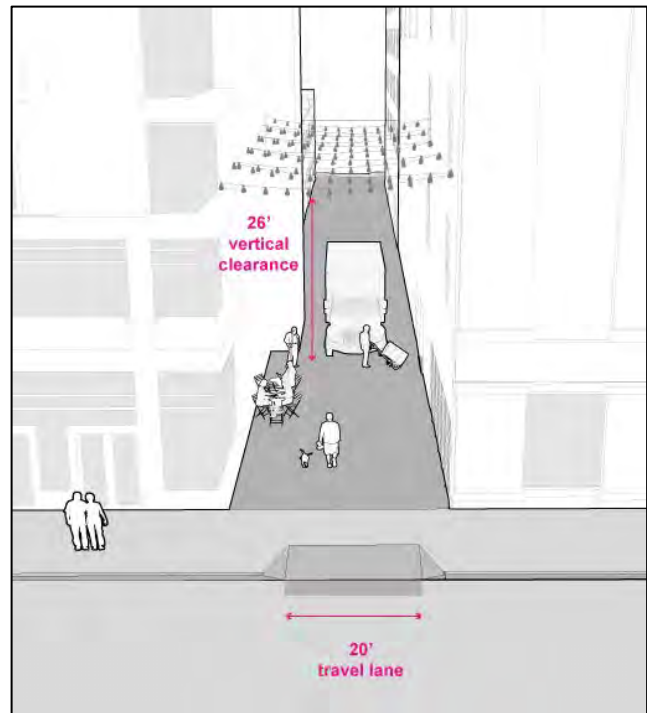


Figure 2.1 Alley (from Street’s Illustrated 2.16)

- The existing alley varies from 16 to 20 feet wide, except where it bisects the Sound Transit parcel. Where it bisects the Sound Transit parcel, it is only 10-foot wide.
- SMC 11.58.290 – Alley-Backing from or to, states, “No person shall back any vehicle into or out of any alley; Provided, that this section will not apply when backing is done under the guidance of a person whose duty is to direct the driver's movements with safety.”

2.2 City of Seattle Codes and Policies regarding Connectivity, Dead-Ends and Turnarounds

- Streets Illustrated 3.1 Turn Arounds And Cul-De-Sacs, states, “For network connectivity we prioritize through street connections. However existing right-of-way limitations or existing topography conditions might preclude this.”
- Streets Illustrated Section 3.1, Design Guidelines for Alley turns and turnarounds, states, “Turnarounds are required at alley dead ends when the connecting street is an arterial.... The turn shall be designed to accommodate the types of vehicles using the alley. Alternate designs may be proposed and are subject to approval by SDOT.”

3. EXISTING AND PROPOSED DEVELOPMENT CONTEXT

3.1 Bridges @11th Development

- A Traffic Impact Analysis (TIA) was prepared by Transpo Group, dated January 27th, 2012, for the (at that time) proposed development at 4557 11th Avenue NE (now known as, “Bridges @11th”) immediately north of the Sound Transit Parcel on the east side of the existing alley (Figure 1.1). This project is constructed and occupied. The TIA provides the following:
 - The project proposed 180 apartment units and 2,000 square feet of retail space.
 - The project was anticipated to generate 491 ADT with 38 in the AM Peak and 45 in the PM Peak.
 - 60% of the project vehicle traffic volume was projected to be distributed to westbound NE 45th Street (Figure 3.1).
 - The Transpo analysis does not estimate frequency of delivery vehicles, waste-management collection, or move-in, move-out traffic.

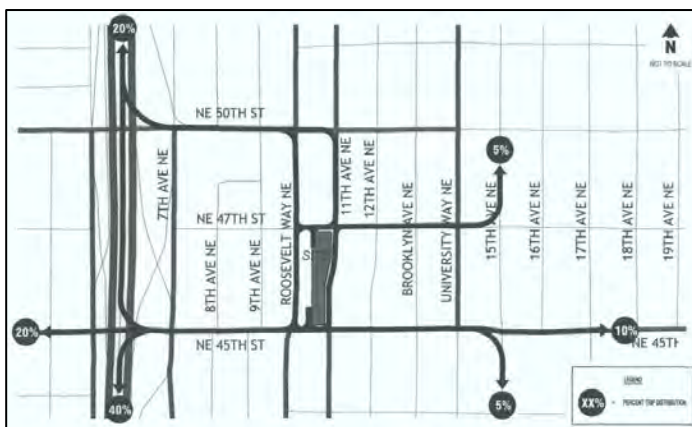


Figure 3.1 – Project Trip Distribution (Transpo Report, Attachment E)

- Based on site observations, waste management staging and collection occurs in the existing alley.
- The Design Review Recommendation Agenda Packet, prepared by GGLO Architects, dated September 10, 2012 (SDCI#3012924), provides the following:
 - Based on the determination that the portion of the alley bisecting the Sound Transit parcel was “unimproved”, the project was granted a departure for direct garage access to 11th Avenue NE by way of the private driveway (Figure 3.1).
 - Four townhome units south of the private driveway have individual unit garages on the alley.
 - Given the greater than 600-foot length of the superblock, SDCI required that the project be bisected by an east/west mews, specifically encouraging pedestrian crossing of the alley (Figure 3.2).

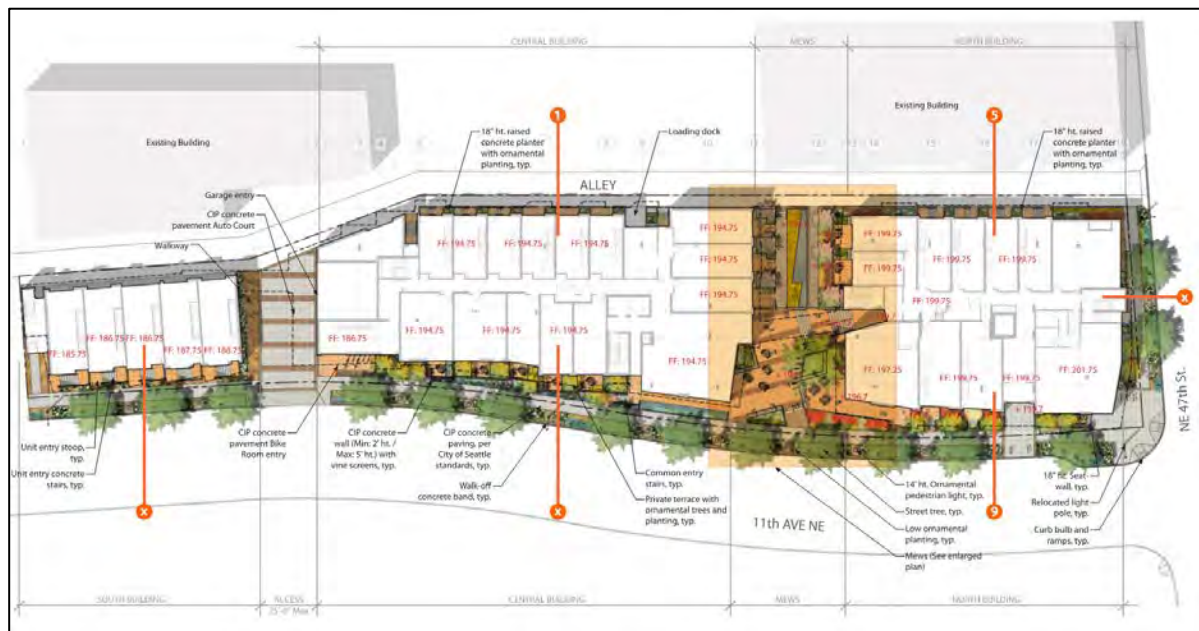


Figure 3.2 – Illustrated Site Plan, pg. 20 of the DRB Recommendation Packet (North is to the right)

3.2 OneX Towers

- A TIA was prepared by Heffron Transportation, Inc., dated August 16th, 2022, for the proposed development at 4522 Roosevelt Way NE (OneX Towers) immediately north of the Sound Transit Parcel on the west side of the existing alley (Figure 1.1). This project is in permitting. The TIA provides the following:
 - The project proposes: 262 market rate apartments, 149 student housing units (with 478 bedrooms), and 4,400 square feet of retail space.
 - The project will include 205 parking stalls for tenants and retail customers in a below grade garage accessed from the existing alley.

- Approximately 870 ADT are anticipated (all from the alley) with 36 in the AM Peak and 59 in the PM Peak.
- Waste-management, recycling, and compost collection is anticipated to occur twice per week with staging in the alley.
- Anticipated Mail and deliveries average 5 truck deliveries per day.
- Move-in, move-out is anticipated to occur on average 3 times per week.
- The Design Review Recommendation Agenda, prepared by MZA Architects, dated March 13, 2023 (SDCI#3036780-LU), provides the following:
 - Each tower will have a separate loading berth (Figure 3.2).
 - Waste management storage occurs at the south tower loading berth (Figure 3.2).
 - Both towers share a single garage entrance at the sound end of the north tower (Figure 3.2).
 - Given the greater than 600-foot length of the superblock, SDCI required that the project be bisected by an east/west “mid-block” connection, roughly aligning with the muse at Bridges @11th, and specifically encouraging pedestrian crossing of the alley (Figure 3.1).

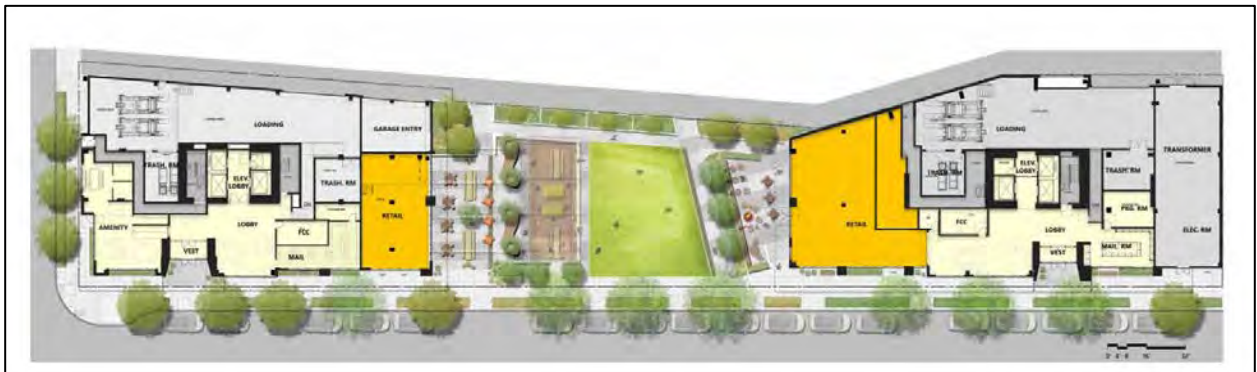


Figure 3.2 – Ground Level Plan, pg. 78 of the DRB Recommendation Packet (North is to the left)

3.3 Low Income Housing Development on Sound Transit Parcel

The proposed low-income housing development on the Sound Transit Parcel will have the following development and related traffic characteristics:

- Unit count has not been determined at this time, but for this analysis is assumed to be between 90 and 215 units. The unit count is anticipated to vary widely depending on which alley vacation alternative is ultimately pursued.
- No parking spaces are proposed with the site development.
- The development will not produce any new average daily trips (ADT) of significance in comparison to the overall block.
- Solid waste, recycling, and compost collection is anticipated to occur once per week within the final alley configuration. Solid waste collection is anticipated to occur through a roll-in compactor.

- Mail and delivery vehicles are anticipated to visit the site three times per day within the final alley configuration. Deliveries will typically coincide with other deliveries to adjacent developments sharing the alley and is therefore a nominal impact.
- The University District is itself a substantial employment center and is also home to significant resources for basic goods and services within a half-mile walking distance of the Sound Transit Parcel. The site is also less than one-quarter mile walking distance from the University District Light Rail Station entrance on Brooklyn Avenue. For all of these reasons, ride sharing is anticipated to be minimal. When it is needed, pick-up and drop off is most likely to occur in the parking lane on Roosevelt Avenue NE.
- Assuming 50% annual turnover in residents, and assuming turnover is roughly distributed throughout the year, then weekly move-in, move-out activity will vary from 0.5 times per week to 1.0 times per week on average depending on the final unit count.

4. ALTERNATIVES ANALYSIS

4.1 Alternative 1 – No Vacation

NE 45th Street is a principal arterial, and the major east/west transportation corridor of the University District connecting to neighborhoods beyond. In the “No Vacation” scenario, low-income housing would be constructed in 2 separate structures flanking the alley, and the existing “unimproved” alley and the curb cut on to NE 45th Street would be widened to 20-feet (Figure 4.1). **Alternative 1, is currently the only alternative allowed outright by City Codes and Standards.**

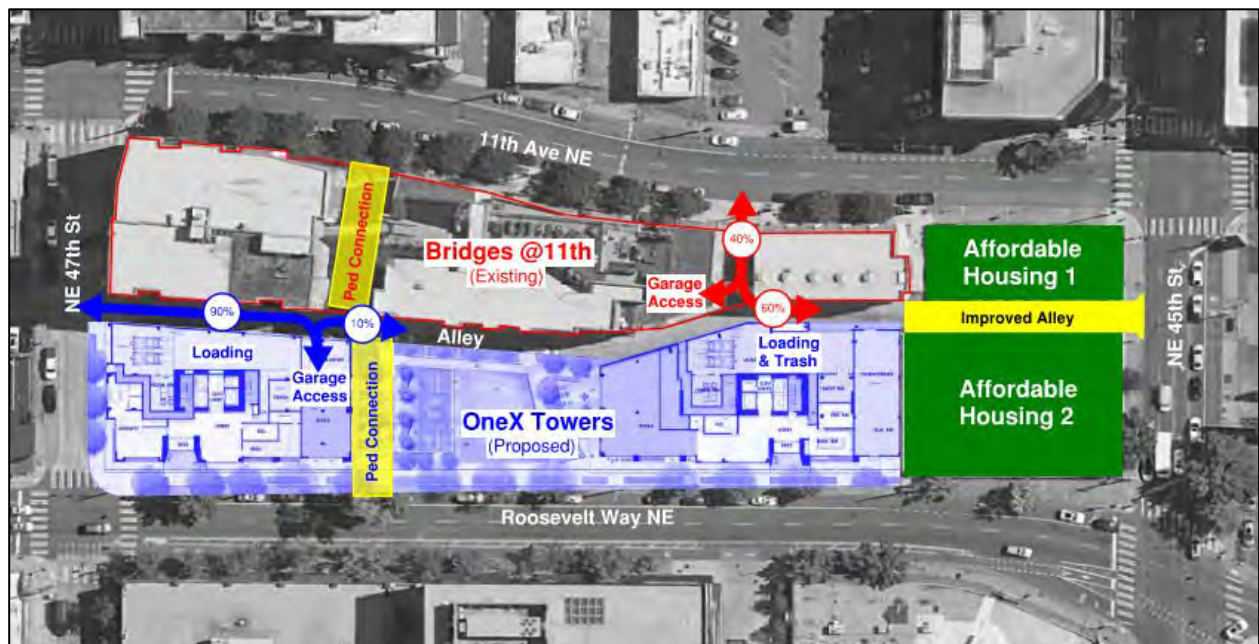


Figure 4.1 – No Vacation Alternative (Google Image, North is to the left)

In this alternative, we assume that traffic from the Bridges @11th garage that did not previously use the alley connection to 45th due to the unimproved condition of the alley, will begin to use this route

as the shortest distance to I-5. If we apply Transpo Group’s traffic distribution projections from their previously mentioned report, then 60% of the Bridges @11th ADT (295 of 491) would utilize this curb cut. We assume the remaining 40% of the Bridges @11th traffic (196 ADT) would continue to utilize the driveway connection to 11th Avenue NE.

Based on our observations of existing conditions, including frequent queuing of westbound traffic at the NE 45th Street Intersection with Roosevelt Way NE, vehicles attempting to exit the alley on to westbound NE 45th Street will block the sidewalk while they wait for an opening (Figure 4.2). Building chamfers or setbacks could be implemented in the building design to improve visibility for pedestrians; however, the likelihood of vehicles queuing for long periods on the sidewalk remains a concern.

We assume that traffic to and from the OneX Towers will take the most direct route available. The southbound alley offers the shortest route to NE 45th Street, which as we previously discussed is anticipated to be the route of a majority of traffic. However, given the pedestrian crossing of the alley, the lack of a clear line of sight to the south end of the alley combined with the possibility for blockage of the alley by trash and/or load/unload activity intended to happen in the alley, and given the length of the superblock which increases the risks of conflicts, we assume that a majority of traffic from the OneX Towers (90%) will travel north to NE 47th Street. The remaining 10% will utilize the alley to and from NE 45th Street.

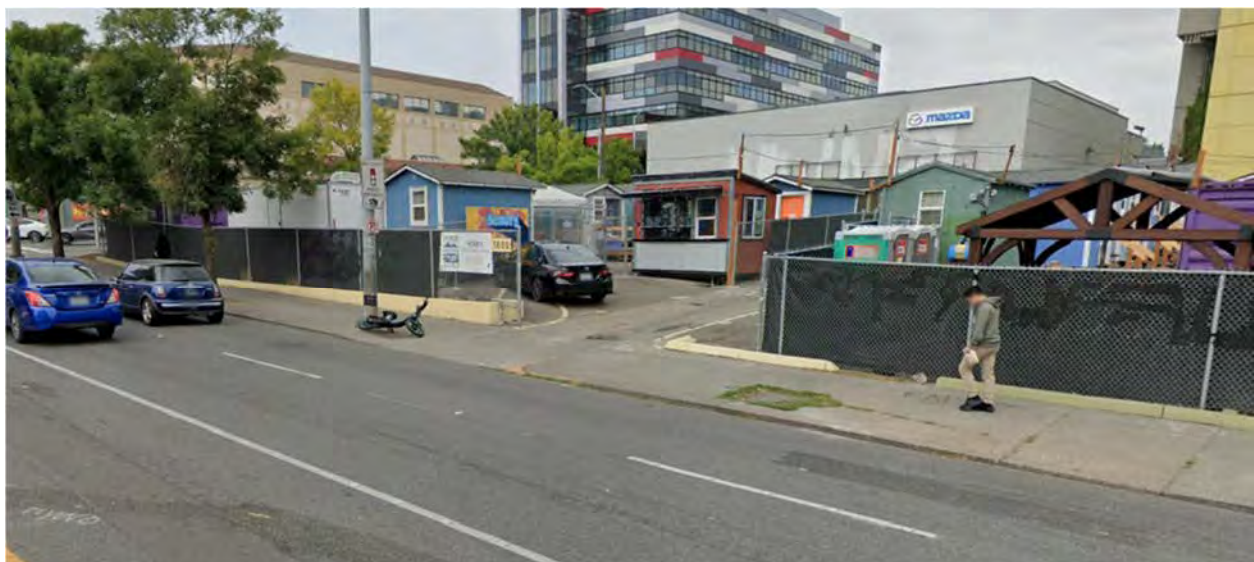


Figure 4.2 – Existing Alley Connection to NE 45th Street (Google Streetview Image)

4.2 Alternative 3 – Partial Vacation and Dedication of Access to 11th Ave NE

The vacation of the alley connection to NE 45th Street and the dedication of a connection to 11th Avenue NE allows for a larger buildable area for affordable housing, but it does not open a desirable route for most general travel (Figure 4.3).



Figure 4.3 – Alley Connection to 11th Ave NE Alternative (Google Image)

As previously mentioned, the Bridges @11th housing has an existing curb cut and garage access on to 11th Avenue NE (Figure 4.4). A new 11th Avenue NE driveway connection does not create a shorter or faster route to the garage at Bridges @11th, and so traffic in and out of the existing garage connection to 11th Avenue NE is expected to remain substantially the same.



Figure 4.4 – Existing Private Driveway Connection to 11th Ave NE (Google Streetview Image)

The 11th Avenue NE connection offers an approximately a one-quarter mile longer route for cars exiting the proposed garage at the OneX Towers. A left turn is not permitted from NE 45th Street to 11th Avenue NE (Figure 4.5), and so the alley connection to 11th Avenue NE does not provide a shorter route for any inbound vehicles except those traveling north on 11th Avenue NE who started their trip south of NE 45th Street, or those traveling westbound on NE 45th Street. The Transpo Report (Figure 3.1) estimated 15% of ADT would fit this description. For the purposes of our

analysis, we conservatively assumed that two-thirds (10%) of traffic that could use the 11th Avenue NE alley driveway as a shorter route would. We did not assume that all traffic that could use this route would because, while shorter, the route is narrow and subject to intermittent blockage consistent with permitted alley uses. The primary beneficiaries of the alley access to 11th Avenue NE would not be general traffic but service vehicles, waste management, etc., that would not need to navigate a hammerhead (See Alternative 4 below).



Figure 4.5 – Eastbound NE 45th Street at 11th Avenue NE (Google Streetview Image)

SDOT staff have communicated that they plan to construct a protected bicycle lane in the existing parking lane on the west side of 11th Avenue NE. Given this, they understandably object to a new alley connection to 11th Avenue NE on the grounds that it would create new vehicle and bicycle conflicts. The proposed bike lane on 11th Avenue NE would be for cyclists traveling northbound uphill at a 3-4% grade, which will have some effect to moderate speeds and improve stopping distance. In addition, there are substantive design elements, such as raising the bike lane through the alley driveway that would help to mitigate the potential for vehicle and bicycle conflicts. See the conclusions of this memo for additional discussion of this topic.

4.3 Alternative 4 – Partial Vacation and Dedication of a hammerhead or cul-de-sac

In this scenario, 95% of daily trips serving the OneX Towers would enter and exit the alley from NE 47th Street, and all daily trips from the Bridges @11th would enter and exit from their existing private driveway connection to 11th Avenue NE. Following the same logic applied above to the 15% of ADT that could use an 11th Avenue NE connection as a shorter route to the OneX Tower garage, we assume here that one-third (5%) of ADT will utilize the private driveway inbound from 11th Avenue NE. Applying Transpo Group’s projections, an estimated 80% of the outbound traffic from the OneX Towers would be turning westbound on NE 47th Street (Figure 4.6).

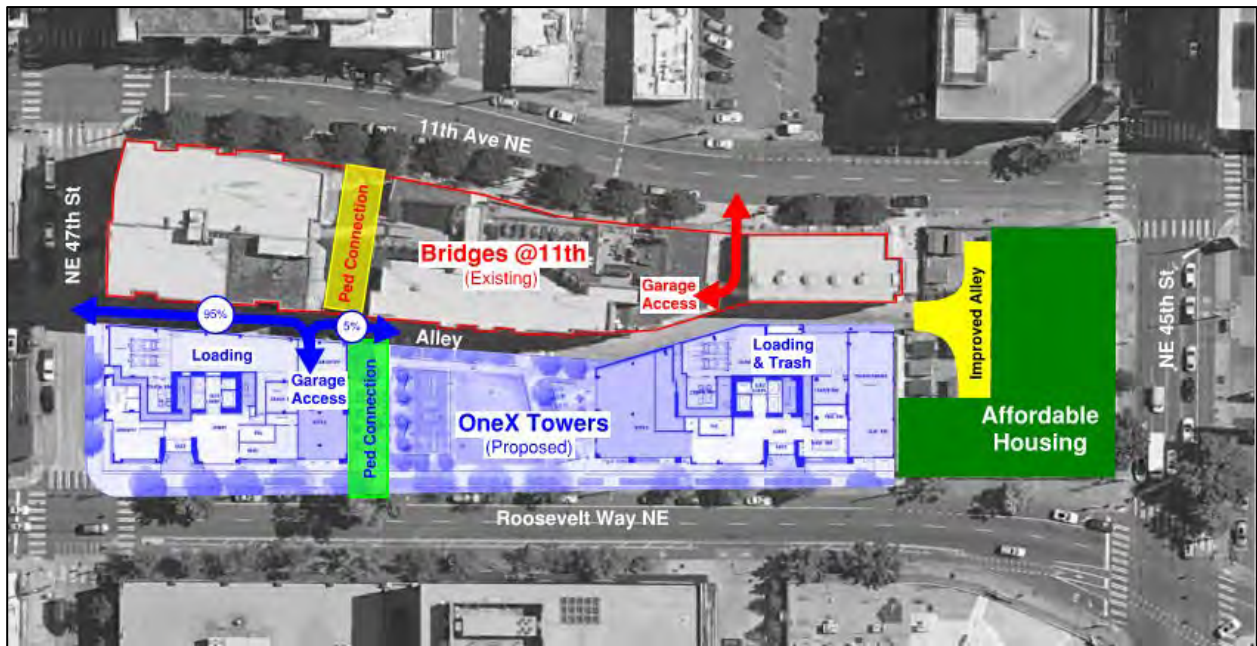


Figure 4.6 – Dead-End Alley Alternative (Google Streetview Image)

Delivery, waste management, service, and move-in/move-out vehicles would enter and exit the alley from NE 47th Street. Delivery vehicles, etc., serving the OneX Tower will have the ability to turn around at either 1 of 2 loading bays off the alley; however, the same vehicles serving the Bridges @11th or the proposed Affordable Housing project, would need to utilize the turn-around at the alley terminus to travel back to NE 47th Street northbound in the alley.

As previously noted, we anticipate that current and proposed waste management staging for Bridges @11th (Figure 4.7) and collection for both OneX Towers and Bridges @11th will substantially block alley traffic during their operations. We also anticipate potential for vehicle/pedestrian conflicts at the “mid-block” pedestrian crossing of the alley.



Figure 4.7 – Bridges @11th Trash Staging in Alley (Google Streetview Image)

5. CONCLUSION

City codes and policies recognize that alleys support a wide range of uses at very low speeds. Intermittent blockages of an alley are allowed and even expected. Alleys are not intended for general traffic, and vehicles are not permitted to back up out of an alley, even to avoid alley congestion.

City codes and policies treat turnarounds as a mitigation for an unavoidable dead-end condition, not a design tool to create dead end conditions. A dead-end condition is avoidable as discussed in Alternative 3.

The alley in question is part of an over 600 feet long superblock. Typical best practices in urban planning would create 200 to 300 ft long square blocks in a dense urban environment. The block is so long that SDCI and DRB required a through block connection for pedestrians to mitigate its impacts on pedestrian connectivity in the neighborhood. In our professional opinion, it is not prudent for the density of housing and tenant traffic proposed under full buildout combined with the pedestrian mid-block crossing, and all service, loading, delivery, move-in/move-out, and waste management vehicles on a double-large block to all share only one alley connection to a single adjacent street.

While we agree that effort should be made to limit vehicle interaction with bicycle facilities, this should not be at the expense of increasing vehicle interaction with pedestrian facilities such as the sidewalk on NE 45th Street or at the through block pedestrian connection in the alley. Meaningful design tools and best practices are available to make the driveway and bike lane crossing safer. The discussion above indicates that vehicle traffic from the new alley connection would be primarily service, move-in/move-out, delivery, and waste management vehicles, not general traffic.

Based on our analysis of existing and proposed conditions, and our review of City codes and policies, we recommend that the fully built out superblock have 2 points of public ingress/egress: one to NE 47th Street and one to 11th Avenue NE. In our opinion, Alternative 3 with elimination of the alley driveway connection to NE 45th Street and mitigation elements added to the bike lane and alley driveway design in 11th Avenue NE, provides the best outcome for public safety and mobility when all modes of transportation are considered.

From: [Barnett, Beverly](#)
To: [Gray, Moira](#)
Cc: [Gray, Amy](#)
Subject: FW: 1000 NE 45th solid waste concerns
Date: Thursday, March 24, 2022 4:10:18 PM
Attachments: [image001.png](#)
[image002.png](#)

Moira, for the ST file please.

From: Hulsman, Sally <Sally.Hulsman@seattle.gov>
Sent: Monday, March 21, 2022 4:19 PM
To: Barnett, Beverly <Beverly.Barnett@seattle.gov>
Subject: 1000 NE 45th solid waste concerns

Hi Beverly,

Here's what solid waste needs:

- SPU to provide: inventory of current solid waste in the alley
- Others to provide: Approximate size and type of development (Residential + Commercial) for estimating new development solid waste needs. If it is big, it has some implications for what type of containers and therefore the trucks needed and the frequency of trucks in the alley.

Observations:

- Exit to bike lanes – not good for solid waste. We do it, but it puts bikers and drivers at risk.
- Hammerheads are good – turning radius calculations needed
- We do not back out onto an arterial. Goal would be to go through the alley instead of going into alley head on and then backing out.
- And yes, not great to exit into arterial.

Other impacts on SW:

- Delivery activity estimates may impact solid waste services. If alley is blocked, solid waste services are interrupted. We often request, for example, a Loading Dock Operations plan when it comes to how all services are coordinated.

Let me know your timing.

Thanks,

Sally

Sally Hulsman

Solid Waste Inspections & Compliance

City of Seattle, <https://www.seattle.gov/utilities>

O: 206-684-4682 | M: 206-255-8768 | sally.hulsman@seattle.gov



MEMORANDUM

Date: April 6, 2022
To: Beverly Barnett, SDOT and Laurie Olson, OFH
From: SDOT Development Review and Seattle Dept of Construction & Inspections (SDCI)
Subject: Proposed alley vacation at 1000 NE 45th St

Thank you for the opportunity to share Seattle Department of Transportation (SDOT) Seattle Dept of Construction & Inspections (SDCI) information and recommendations for this proposed partial alley vacation at 1000 NE 45th St associated with future development of the Sound Transit staging site for a zero parking, affordable housing project.

Based on our evaluation of three design options below, we are recommending the project move forward with a vacation proposal that provides a new turnaround, at- or below-grade, at the northern boundary of the project site and in alignment with the existing north-south alley. We are open to non-standard designs or deviations for this turnaround provided that the project RFP be conditioned so that **any design must be shown to accommodate an SPU Solid Waste collection vehicle and SU-30 commercial freight box truck.**

If the project moves forward with the proposed alley vacation, the existing access needs on the block and the service needs for the new development will need to be accomplished from the remaining portion of the alley ROW. The density of the surrounding city block and the number of heavily used multi-modal facilities on each blockface make this a challenging goal. SDOT and SDCI staff have discussed three options that could maintain the required access and service functions:

- First, the alley vacation is not pursued and a 5' dedication is required on each side of the alley ROW when Sound Transit redevelops its two parcels at the south end of the block. Because of the impact to deliverable units, the existing heavy traffic volumes and the existing Metro Route 40 frequent transit service operating on NE 45th St, SDOT does not support this option.
- Second, the alley could be rerouted to connect to 11th Ave NE or Roosevelt Way NE across the north portion of one of the project parcels. This would allow for the proposed alley vacation to connect the two development sites and increase the number of units delivered over the first option. But it would also introduce significant potential for conflicts when vehicles, particularly freight and service vehicles, exit the alley.

An eastbound connection to 11th, would require vehicles to cross the heavily used pedestrian sidewalk along 11th, and cross a future protected bike lane at close proximity to the intersection with NE 45th St. This would be inconsistent with current SDOT practice to work to reduce potential conflicts between vehicles and bicycles. Similarly, a west-bound realignment to Roosevelt, would require vehicles to cross the heavily used sidewalk along Roosevelt as well, and the proximity to the intersection of 45th and Roosevelt Way would make exiting maneuvers challenging. In either case, the newly perpendicular alley segment would need to accommodate turning movements for freight vehicles and sufficient sight distance to allow exiting vehicles to see oncoming users in the roadway. The space necessary to accommodate these maneuvers

would have to be dedicated as ROW and could exceed the area necessary for the third option we considered. So SDOT does not support this option.

- Our third and preferred option would be for dedication of a vehicle turnaround at the northern edge of the Sound Transit sites. This configuration would still allow the alley vacation to connect the two sites, but it would avoid conflicts with other users near the intersections with 45th. If designed to accommodate an SPU collection vehicle, it would also support all freight and service access needed on the alley. And it could be designed to use the existing alley ROW north of the project site for one leg of a hammerhead or other turnaround configuration, thus reducing the site impact compared to a 20' perpendicular alley segment spanning one-half the width of the project site. As this option reduces safety conflicts on more heavily-used roads and as SDCI believes it would not have significant impacts on the surrounding network, our departments view this as the preferred option.

SDOT and SDCI recognize the potential of an alley vacation to increase the number of affordable units delivered by this project. So we are prepared to support a vacation proposal that maintains the service functions occurring via the alley while minimizing impacts to the project.

Please let John Shaw and I know if you have any questions. We can be reached at Jackson.Keenan-Koch@seattle.gov or John.Shaw@seattle.gov.

Jackson Keenan-Koch
Development Review Program
Seattle Department of Transportation

John Shaw
Senior Transportation Planner
Seattle Department of Construction & Inspections

DuBois, Jeanette

From: Maurer, Adam
Sent: Tuesday, May 2, 2023 4:57 PM
To: Wilburn, Bradley; Barnett, Beverly; Bates, Tim; Pacheco, Abel; Jeremy Febus (Jeremy.Febus@kpff.com); Keenan-Koch, Jackson; Timmer, Kelsey; Marek, John; DuBois, Jeanette; LaBorde, Bill; Shaw, John; Hurley, Joseph; Buker, Gerald; Whitson, Lish; Jenkins, Michael
Subject: RE: ST proposal at 1000 45th follow up

Thanks for your leadership and thorough notes Beverly. SPU Solid Waste is supportive of the continued work needed for this development.

Kind regards,



Adam Maurer
Solid Waste Development Review Specialist
City of Seattle, [Seattle Public Utilities](#) – Solid Waste
Mobile: 206.300.9613
[Solid Waste Guidelines for Developers](#) | [Solid Waste Storage – Land Use Code](#)

Note:

I work a flex schedule, so I am out of the office every other Friday. Please keep this in mind.

From: Wilburn, Bradley <Bradley.Wilburn@seattle.gov>
Sent: Tuesday, May 2, 2023 7:37 AM
To: Barnett, Beverly <Beverly.Barnett@seattle.gov>; Bates, Tim <Tim.Bates@soundtransit.org>; Pacheco, Abel <abel.pacheco@soundtransit.org>; Jeremy Febus (Jeremy.Febus@kpff.com) <Jeremy.Febus@kpff.com>; Keenan-Koch, Jackson <Jackson.Keenan-Koch@seattle.gov>; Timmer, Kelsey <Kelsey.Timmer@seattle.gov>; Marek, John <John.Marek@seattle.gov>; DuBois, Jeanette <Jeanette.DuBois@seattle.gov>; LaBorde, Bill <Bill.LaBorde@seattle.gov>; Maurer, Adam <Adam.Maurer@seattle.gov>; Shaw, John <John.Shaw@seattle.gov>; Hurley, Joseph <Joseph.Hurley@seattle.gov>; Buker, Gerald <Gerald.Buker@seattle.gov>; Whitson, Lish <Lish.Whitson@seattle.gov>; Jenkins, Michael <Michael.Jenkins@seattle.gov>
Subject: RE: ST proposal at 1000 45th follow up

Good morning and thank you for this update, Beverly - SDCI remains committed to seeing this project through to the end.

Respects,

Bradley

From: Barnett, Beverly <Beverly.Barnett@seattle.gov>
Sent: Monday, May 1, 2023 2:13 PM
To: Bates, Tim <Tim.Bates@soundtransit.org>; Pacheco, Abel <abel.pacheco@soundtransit.org>; Jeremy Febus (Jeremy.Febus@kpff.com) <Jeremy.Febus@kpff.com>; Keenan-Koch, Jackson <Jackson.Keenan-Koch@seattle.gov>; Timmer, Kelsey <Kelsey.Timmer@seattle.gov>; Marek, John <John.Marek@seattle.gov>; DuBois, Jeanette <Jeanette.DuBois@seattle.gov>; LaBorde, Bill <Bill.LaBorde@seattle.gov>; Maurer, Adam <Adam.Maurer@seattle.gov>; Shaw, John <John.Shaw@seattle.gov>; Hurley, Joseph <Joseph.Hurley@seattle.gov>; Buker, Gerald <Gerald.Buker@seattle.gov>; Wilburn, Bradley <Bradley.Wilburn@seattle.gov>; Whitson, Lish

<Lish.Whitson@seattle.gov>; Jenkins, Michael <Michael.Jenkins@seattle.gov>

Subject: ST proposal at 1000 45th follow up

Happy Monday everyone. Thank you all for your thoughtful work on this nonstandard vacation! On March 17 ST met w/ city staff to go over a draft of the alley design options being reviewed. On April 13th ST provided the city with 2 memos titled "Alley Concept" and "Alley Traffic". On April 25 ST and KPFF met with city staff to review the memos. Both memos provide some good information but the city did identify that some refinements are needed. The critical piece is that the analysis appears to only look at the impacts to the alley from the proposed affordable housing project. This results in vehicle counts that are too low and don't reflect the actual use of the alley. As we discussed in our meeting, since this is a partial alley vacation the existing alley and the new reconfigured alley connection must accommodate all the current and future use of the alley. The traffic count needs to include the anticipated volumes from the new project as well as the current existing and under construction uses. The size and number of service and utility vehicles is an important part of this. We do understand that the property owner on the west side of the block has expressed concerns about the alley design options and it would be helpful if you could further articulate those concerns.

SPU also identified that there would be additional SPU trips as the pickups for other uses on the block cannot accommodate all the needed pickups.

This revised data is the first step in determining the actual impacts of the alley design options. With complete data we can more accurately determine impacts from each option and then begin work on mitigation measure or conditions. We do need the best data we can get to also understand the impact of each alley design option on the developability of the site and how the number of units of affordable housing might be impacted. SDCI has been looking at all the materials and will help us with this as we move forward.

Please have KPFF reach out if there are any questions about refinements to the memos. After the updates are received it might be helpful to set a similar meeting with city staff to talk through the memos.

In moving forward SDOT does need to develop a clear recommendation. We cannot move forward with an alternative analysis. This is the time for us to consider all the alternatives and reach a shared conclusion about the best alternative moving forward.

Again, thank you to everyone for your work on this.

Sound Transit sites at NE 45th St and Roosevelt/11th 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 11th 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 45th St.

From: [Barnett, Beverly](#)
To: [LaBorde, Bill](#); [Hurley, Joseph](#); [Shaw, John](#); [Wilburn, Bradley](#); [Kinast, Valerie](#); [Bandekar, Windy](#)
Cc: [DuBois, Jeanette](#); [Gray, Amy](#)
Subject: FW: Sound Transit
Date: Monday, June 5, 2023 1:53:43 PM
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)

Hi everyone. I wanted to share with you that SDOT staff have reviewed the updated Traffic Memo prepared by KPFF and provided by Sound Transit. SDOT can support the preferred option from the memo which is for new alley access to 11th AV NE. As we move forward with the review I will be working with them on condition language for the design of the new alley segment.

This means that ST can schedule at the Design Commission and we will be working on a public hearing date for City Council review. We are shooting for an August public hearing date so that we get in before the budget process begins.

I'm sure I will have more questions for all of you as we move forward. Thanks

From: Timmer, Kelsey <Kelsey.Timmer@seattle.gov>
Sent: Monday, June 5, 2023 12:43 PM
To: Barnett, Beverly <Beverly.Barnett@seattle.gov>; Keenan-Koch, Jackson <Jackson.Keenan-Koch@seattle.gov>; Marek, John <John.Marek@seattle.gov>
Cc: DuBois, Jeanette <Jeanette.DuBois@seattle.gov>
Subject: RE: Sound Transit

Hi Beverly,

Apologies for the delay. Based on the new information in the Traffic Memo, SDOT would support an alley vacation option with alley access on NE 47th St and 11th Ave NE. SDOT is now supportive of this option because we believe there will be opportunities for SDOT to work with the private development to minimize impacts to pedestrians and cyclists on 11th Ave NE.

Thanks,
Kelsey

Kelsey Timmer

Senior Transportation Planner, Street Use
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Pronouns: she/her/hers

From: Barnett, Beverly <Beverly.Barnett@seattle.gov>
Sent: Tuesday, May 23, 2023 4:18 PM
To: Timmer, Kelsey <Kelsey.Timmer@seattle.gov>; Keenan-Koch, Jackson <

Koch@seattle.gov; Marek, John <John.Marek@seattle.gov>

Cc: DuBois, Jeanette <Jeanette.DuBois@seattle.gov>

Subject: RE: Sound Transit

Perfect! Thanks for the update.

From: Timmer, Kelsey <Kelsey.Timmer@seattle.gov>

Sent: Tuesday, May 23, 2023 4:17 PM

To: Barnett, Beverly <Beverly.Barnett@seattle.gov>; Keenan-Koch, Jackson <Jackson.Keenan-Koch@seattle.gov>; Marek, John <John.Marek@seattle.gov>

Cc: DuBois, Jeanette <Jeanette.DuBois@seattle.gov>

Subject: RE: Sound Transit

Hi Beverly,

Dev Rev and Traffic Ops have some time set next Tuesday to review and discuss the revised memo, so I can get back to you with our comments then.

Thanks,
Kelsey

Kelsey Timmer

Senior Transportation Planner, Street Use

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Pronouns: she/her/hers

From: Barnett, Beverly <Beverly.Barnett@seattle.gov>

Sent: Tuesday, May 23, 2023 10:44 AM

To: Keenan-Koch, Jackson <Jackson.Keenan-Koch@seattle.gov>; Marek, John <John.Marek@seattle.gov>; Timmer, Kelsey <Kelsey.Timmer@seattle.gov>

Cc: DuBois, Jeanette <Jeanette.DuBois@seattle.gov>

Subject: Sound Transit

Good morning. I want to check in with you on your review of the revised kpff memo on alley design options at the sound transit site at 1000 45th. The memo conclude that an alley with an exit to 11th provides the best option for the site. Do we concur with that conclusion or do we want a different outcome? ST wants to schedule at the design commission and I think we should have this resolved before the SDC review. Thanks