



1 Site information

1.1 Introduction

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

1.2 Legal description

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

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

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

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

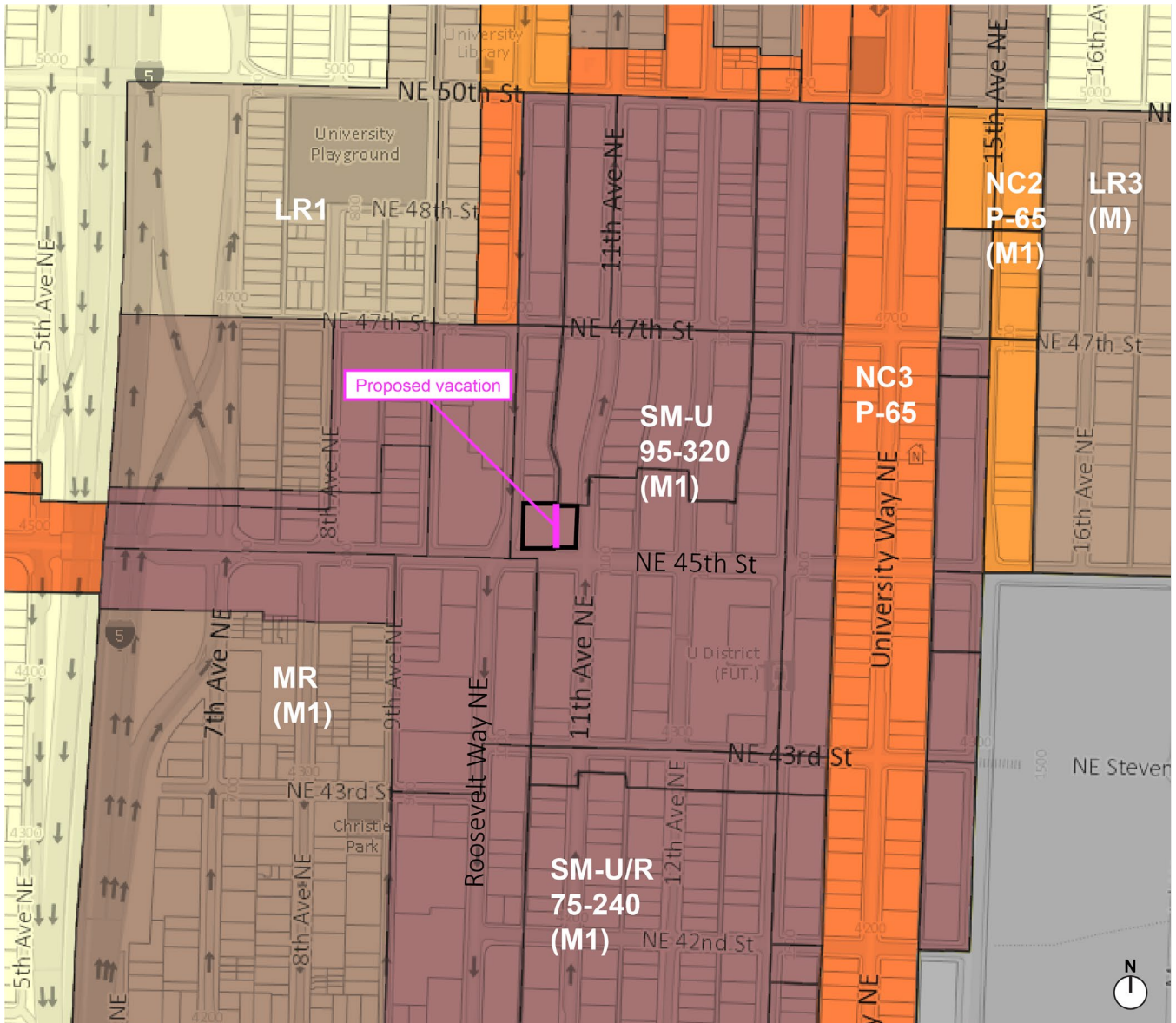
Zoning	SM-U 95-320 (M1)
Neighborhood	University District
Neighborhood planning area	University Community
Council district	District 4

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



Zoning map



U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



2 Project information

2.1 Development team and point of contact

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

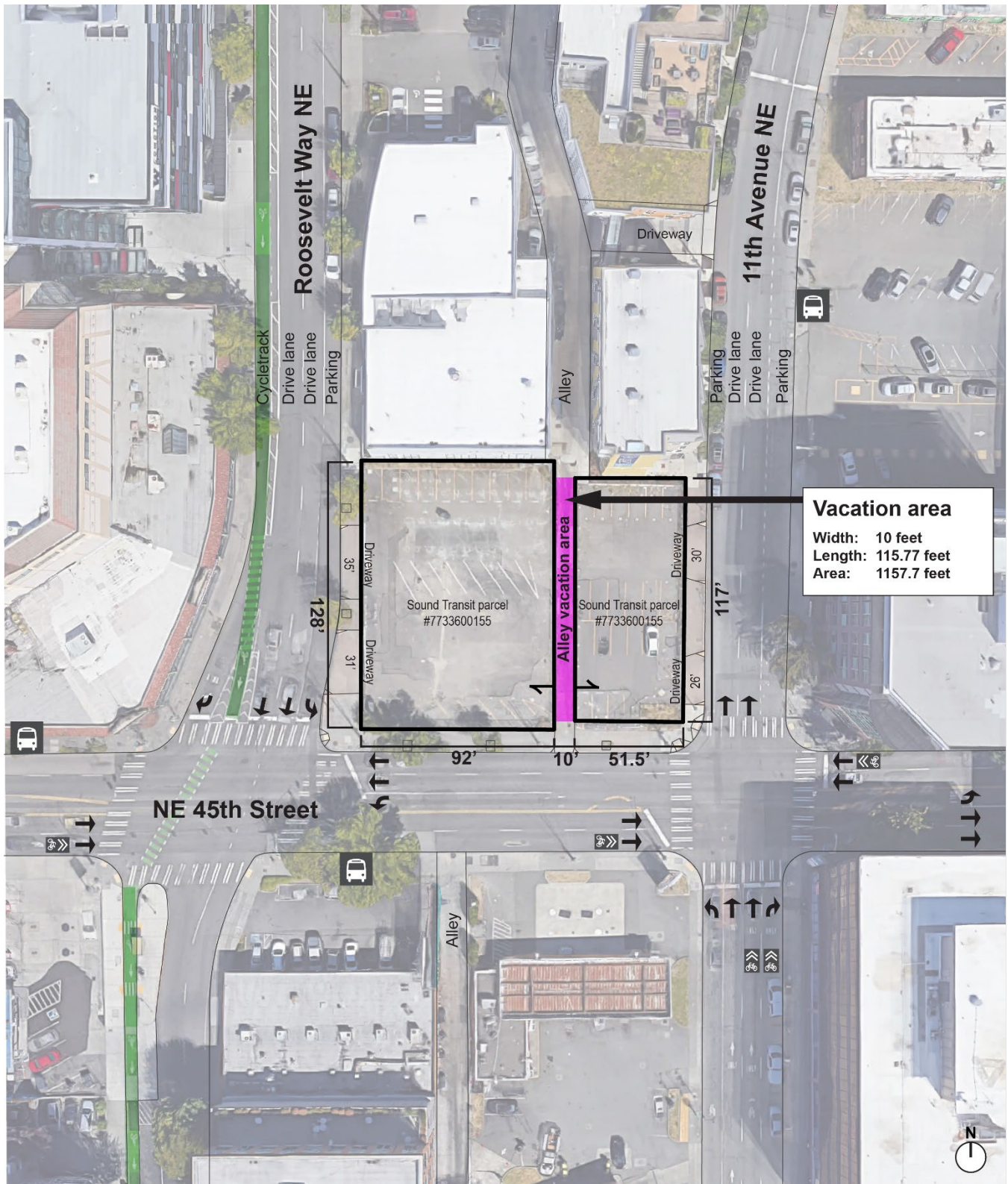
Sound Transit is working in partnership with Seattle’s Office of Housing to explore affordable housing outcomes on this property.

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

2.2 Background info on proposing agency

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

2.3 Map of right of way proposed for vacation



2.4 Current conditions and uses

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

2.5 Project description

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

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

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

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

2.7 Reason for vacation

Sound Transit is requesting the partial alley vacation to:

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

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

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

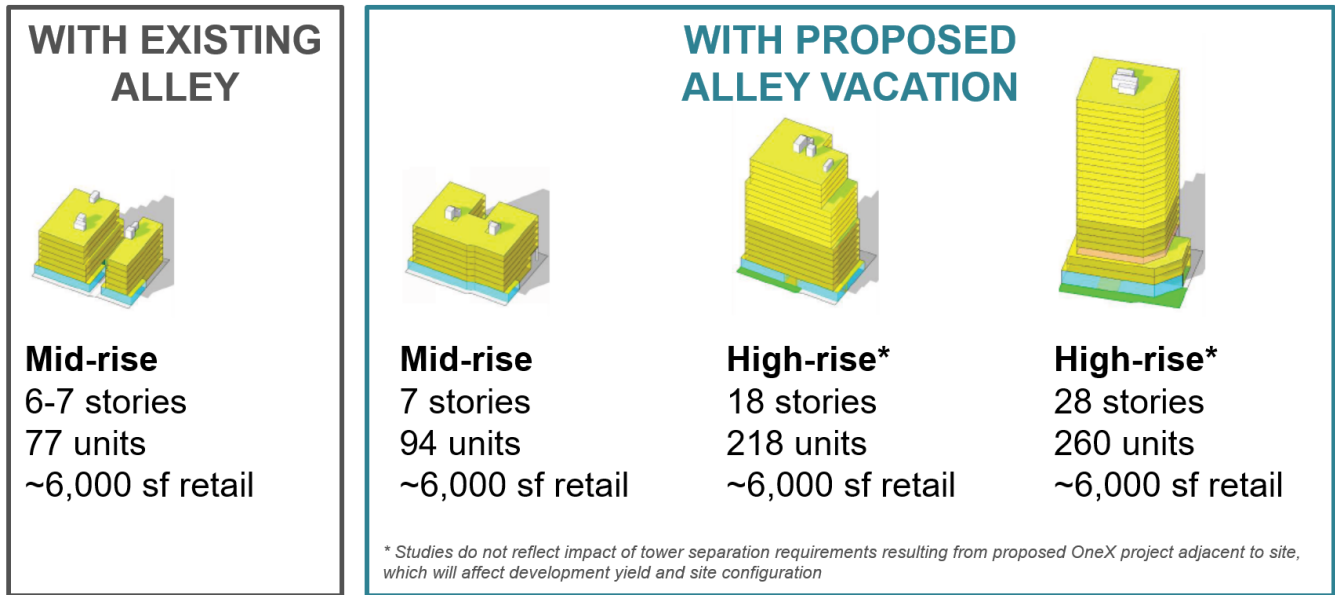
Without the vacation, only approximately 6-7 stories are likely to be feasible on either side of the alley. Because the site is small, and with a tower proposed immediately abutting the property's northwest corner, a high-rise building is likely not feasible without the vacation due to a small and inefficient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

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



Illustrative site capacity studies



Studies are illustrative and do not represent project proposals.

2.8 Proposed development timeline

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

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation

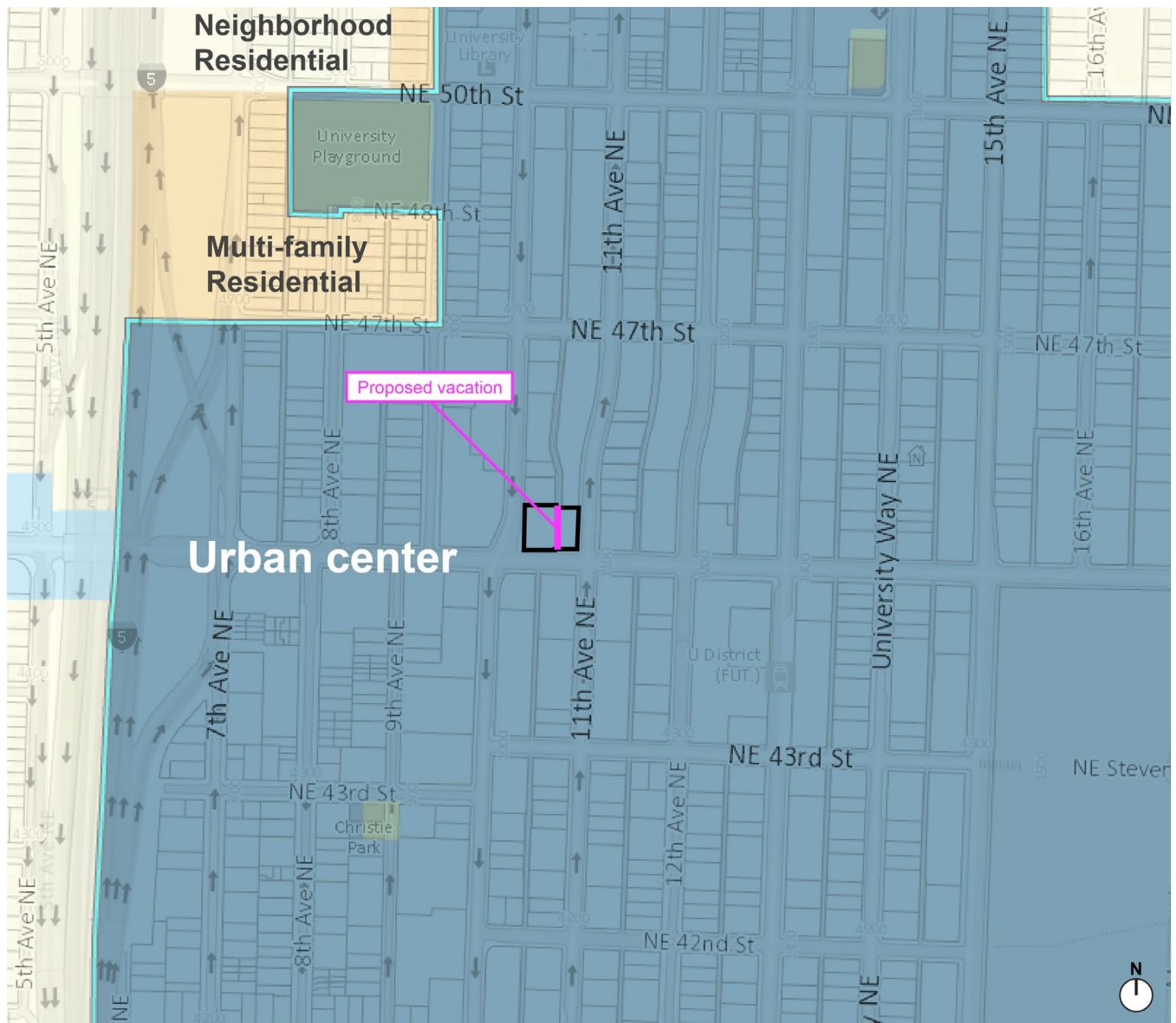


3 Land use information

3.1 Current zoning and comprehensive plan designations

Zoning: SM-U 95-320 (M1)

Future land use: Urban Center



3.2 Summary of city plans and policies

Comprehensive plan

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

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

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



3.3 Identify land use actions require to develop project

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

3.4 Compare development with/without vacation

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

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

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

Overview of surrounding blocks:

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

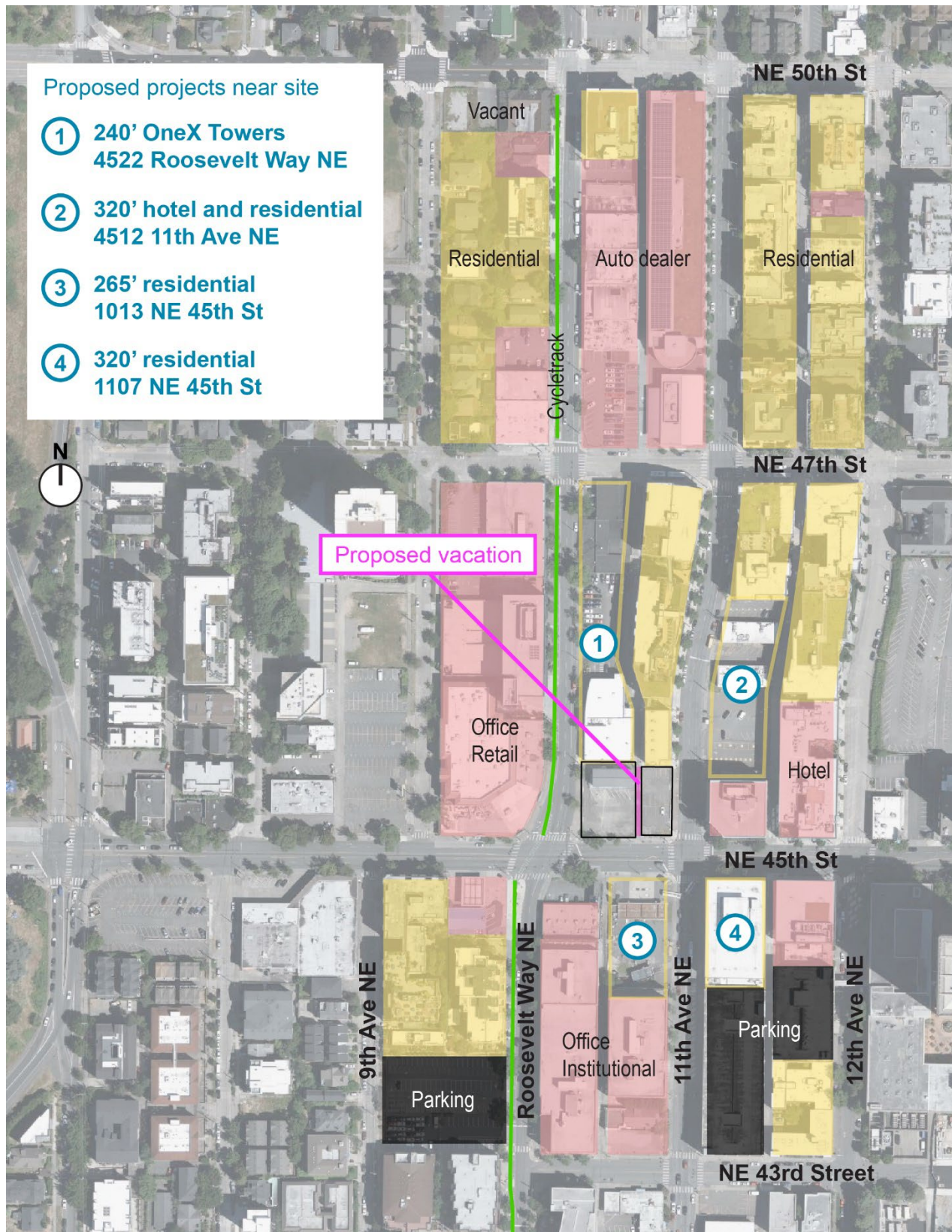
The site is at a crossroads in the neighborhood. NE 45th connects over I-5 to the west and to the UW campus and University Village on the east. Broadway is a mixed commercial and residential corridor and is home to a southbound cycletrack and connection to the University Bridge, while 11th Ave NE is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

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



Nine-block context



U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



3.6 Analysis of land use and urban design impacts of development

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

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

No impacts are anticipated.

3.8 Design review materials

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

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

4 Transportation

4.1 Current use and design of street

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

4.2 Roadway designation of street

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

4.3 Analysis of transportation impacts from vacation

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

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

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

5 Utilities

5.1 Identify current utility uses in ROW

The alley contains the following utilities:

- Gas
- Electric
- Telecommunications
- Storm sewer

5.2 Potential future utility impacts in the area

Not available at this time.

5.3 Proposed mitigation of impacts

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

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



6 Historic sites or buildings

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

7 Community engagement plan

7.1 Plan and feedback

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

Sound Transit's engagement process included:

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

Engagement information:

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

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

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

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

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

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

7.2 Goals and policies from neighborhood plan

See section 3.2

8 Vacation policies

8.1 Preliminary statement on how proposal addresses policy values

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

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

8.2 Preliminary public benefit proposal summary of vision and goals

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

Potential public benefit concepts include:

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

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

U District TOD

1000 NE 45th Street, Seattle - Partial Alley Vacation



9 Environmental review

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