



# 1305 Stewart Tower

Alley Vacation Petition

1305 Stewart Street, Seattle, WA 98109  
Land Use Project 3034882-EG

January 18, 2023

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

We, the undersigned, being the owners of more than two-thirds of the property abutting on:

The public alley lying within Block 24, Pontius Fourth Addition to the City of Seattle, according to the plat thereof, recorded in Volume 7 of Plats, Page 8, Records of King County, Washington,

herein sought to be vacated, petition the City to vacate:

lying between fractional Lots 6 through 9, inclusive, and between Lots 10 through fractional Lot 14, inclusive, extending from the north right of way margin of Denny Way and the easterly right of way margin of Stewart Street.

Said portion to be vacated contains 2,698 square feet or 0.0619 acres of land, more or less.

OR in the alternative, to vacate any portion of said right-of-way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right-of-way abutting upon said property after said vacation; and further,

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

**SIGNATURE OF PETITIONERS:**

I hereby declare that I am an owner of property that abuts the particular right-of-way described in the petition to the City Council for the above noted right-of-way and understand the discretionary nature of the City Council decision and the vacation review process and all fees and costs and time frame involved. I understand that the Project Proponent is responsible for completing the vacation review process and all fees and costs associated with the vacation. **For corporately held property, provide documentation of signatory authority.**

**OWNER**  
**(Printed Name and Signature)**

**PROPERTY:**

**DENNY & EASTLAKE LIMITED PARTNERSHIP,  
a Delaware limited partnership**



By: \_\_\_\_\_  
Its: Authorized Signatory DATE: 1/5/2023 684970-0326  
W. 1/2 of Lots 10 – 12,  
Block 24, Pontius Fourth  
Add.

**DENNY & STEWART LIMITED PARTNERSHIP,  
a Delaware limited partnership**



By: \_\_\_\_\_  
Its: Authorized Signatory DATE: 1/5/2023 684970-0305  
Lots 6 – 9, Block 24,  
Pontius Fourth Add., lying  
E. of Stewart St.;  
684970-0340  
Lots 13 and 14, Block 24,  
Pontius Fourth Add.

**PROJECT PROPONENT:**

**PMB, LLC**



By: JakeRohe  
Its: President DATE: 1/4/2023

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

**ACKNOWLEDGEMENT:**

I/we the Petitioner and Project Proponent acknowledge that:

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

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

  x   the City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies adopted by Resolution 310078 and other adopted policies; and

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

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

  x   I/we understand we are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way.


Petitioner:  
**DENNY & EASTLAKE LIMITED  
PARTNERSHIP**, a Delaware limited  
partnership

Project Proponent:  
**PMB, LLC**, a Delaware limited  
liability company

By:  \_\_\_\_\_  
Its:   President   \_\_\_\_\_

By:  \_\_\_\_\_  
Its: \_\_\_\_\_   President   \_\_\_\_\_

Petitioner:  
**DENNY & STEWART LIMITED  
PARTNERSHIP**, a Delaware limited  
partnership

By:  \_\_\_\_\_  
Its:   President   \_\_\_\_\_



**CONTACT INFORMATION:**

Petitioners:

Denny & Eastlake Limited Partnership  
Andrew Thompson  
1501 West Broadway, Suite 310  
Vancouver, B.C., V6B4Z6  
Email – [athompson@arbutusproperties.com](mailto:athompson@arbutusproperties.com)  
Phone – 604-742-1211

Denny & Stewart Limited Partnership  
Andrew Thompson  
1501 West Broadway, Suite 310  
Vancouver, B.C., V6B4Z6  
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Phone – 604-742-1211

Project Proponent:

Katie Kendall  
McCullough Hill, PLLC  
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# Site Information

## Legal Description, Zoning, Boards and Districts

# 01

- ✓ **Legal description** of street proposed to be vacated
  - Survey and title work may be required
- ✓ **City Council District**

### Site Legal Description

LOTS 6, 7, 8 AND 9 LYING SOUTHEASTERLY OF STEWART STREET, BLOCK 24, PONTIUS FOURTH ADDITION TO THE CITY OF SEATTLE ACCORDING TO THE PLAT RECORDED IN VOLUME 7 OF PLATS, PAGE 8, IN KING COUNTY, WASHINGTON.

LOTS 13 AND 14, BLOCK 24, PONTIUS FOURTH ADDITION TO THE CITY OF SEATTLE ACCORDING TO THE PLAT RECORDED IN VOLUME 7 OF PLATS, PAGE 8, IN KING COUNTY, WASHINGTON; EXCEPT THE EAST 5 FEET THEREOF CONDEMNED FOR WIDENING EASTLAKE AVENUE IN KING COUNTY SUPERIOR COURT CAUSE NO. 78693 UNDER ORDINANCE 23374 OF THE CITY OF SEATTLE, AND EXCEPT PORTION OF LOT 14 CONDEMNED FOR STEWART STREET IN KING COUNTY SUPERIOR COURT CAUSE NO. 58229, UNDER ORDINANCE 14881 OF THE CITY OF SEATTLE.

THE WEST HALF OF LOTS 10, 11 AND 12, BLOCK 24, PONTIUS FOURTH ADDITION TO CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 8, IN KING COUNTY, WASHINGTON.

### Alley Legal Description

THE ALLEY LYING WITHIN BLOCK 24, PONTIUS FOURTH ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 7 OF PLATS, PAGE 8, RECORDS OF KING COUNTY, WASHINGTON, LYING BETWEEN FRACTIONAL LOTS SIX THROUGH NINE, INCLUSIVE, AND BETWEEN LOTS 10 THROUGH FRACTIONAL LOT 14, INCLUSIVE, EXTENDING FROM THE NORTH RIGHT OF WAY MARGIN OF DENNY WAY AND THE EASTERLY RIGHT OF WAY MARGIN OF STEWART STREET; CONTAINING AN AREA OF 2,698 SQUARE FEET, OR 0.0619 ACRES MORE OR LESS; SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON.

### Zoning

SM-SLU 240/125-440

### City Council District

Council District 7

### Neighborhood Planning Area

South Lake Union Neighborhood Plan

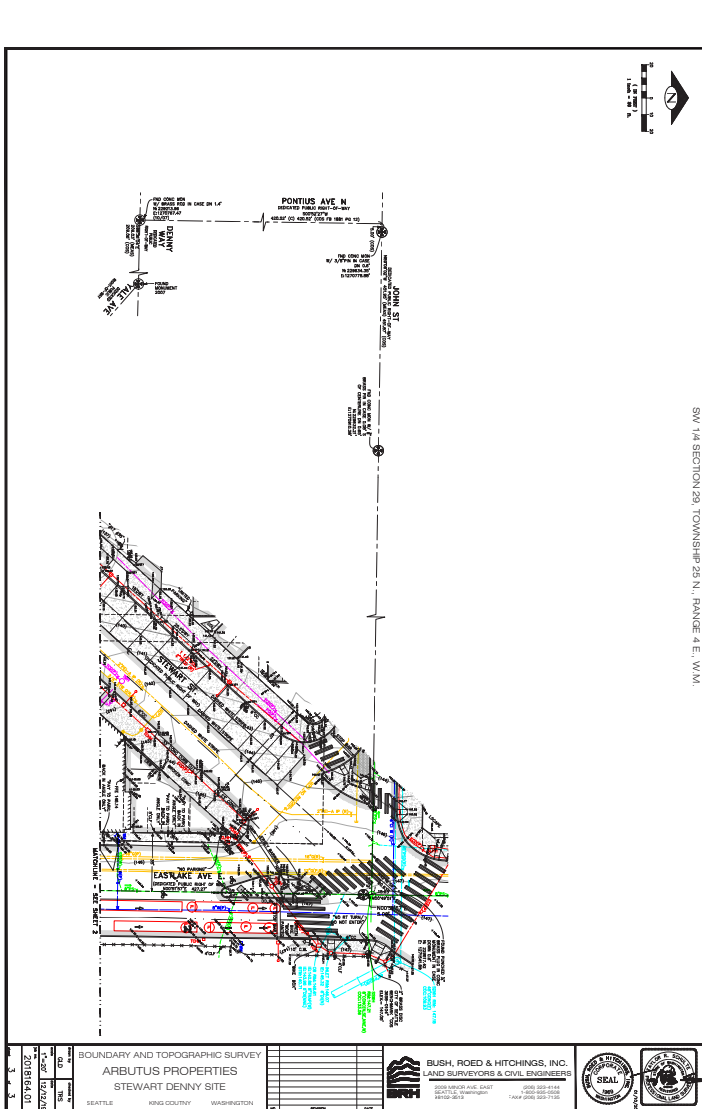
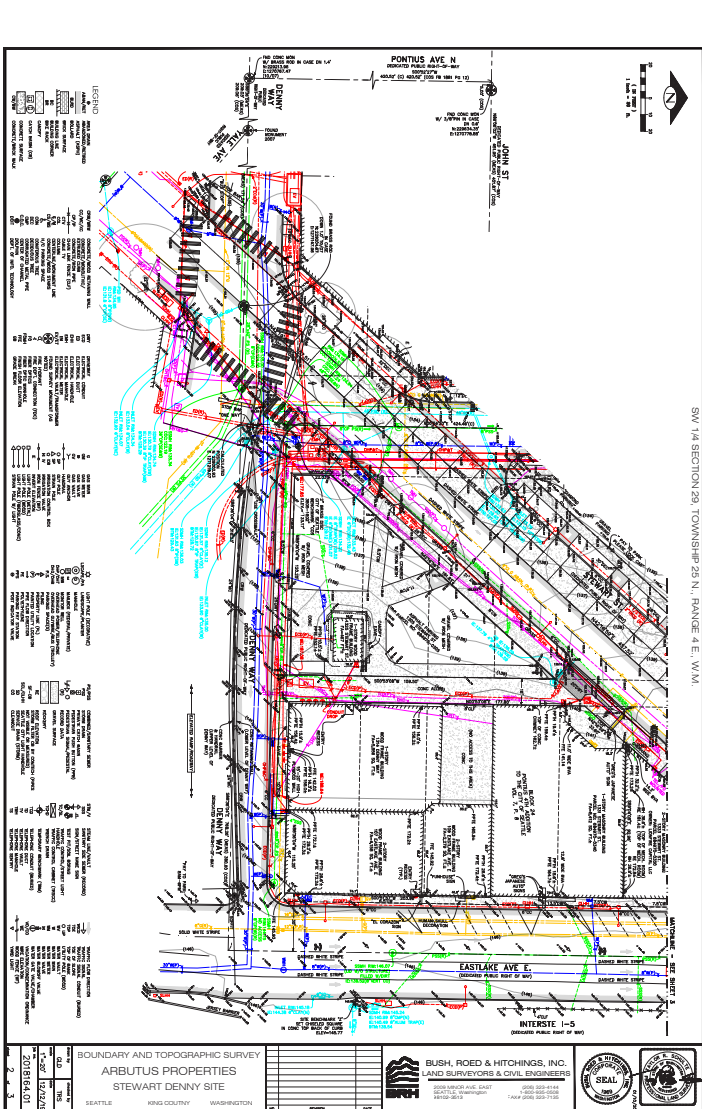
### Local Infrastructural Project Area

Yes, as per Map A 23.58A.044

# Site Information Survey

# 01

✓ Legal description of street proposed to be vacated  
 • Survey and title work may be required



For full-size survey, see Appendix.

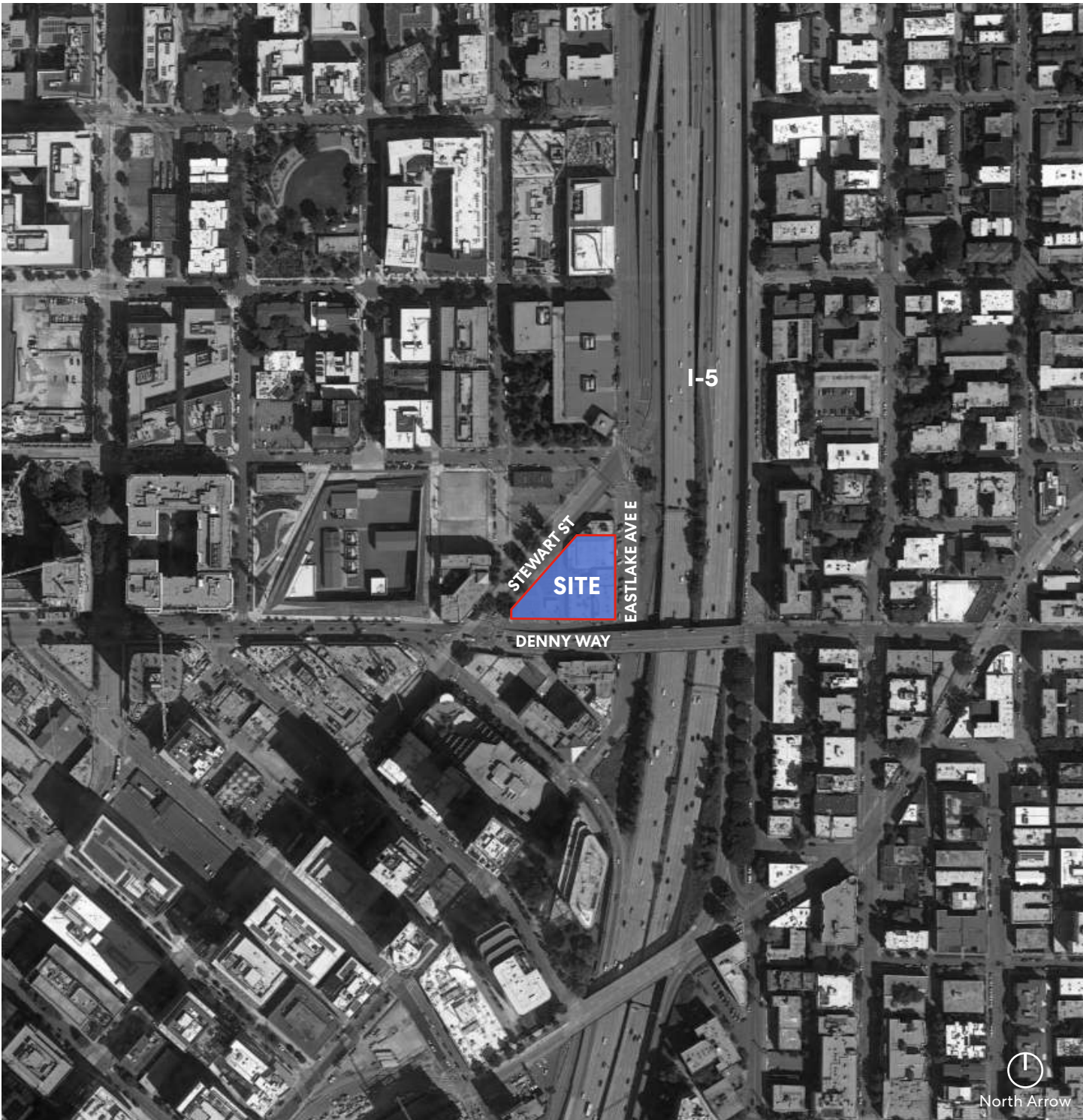


# Site Information

## Site Location Map

# 01

✓ Site, zoning, overlay and topographical maps; identify site constraints



# Site Information

## Existing Site Plan

# 01

✓ Site, zoning, overlay and topographical maps; identify site constraints



1.	Parcel # 684970-0305	1305 Stewart St	Parking Lot	
A.		1325 Stewart St		1-story building
2.	Parcel # 684970-0325	101 Eastlake Ave E	Retail	2-story building
3.	Parcel # 684970-0326	1314 Denny Way	Office	1-story building
4.	Parcel # 684970-0340	1331 Stewart St	Service	1-story building

The above information is provided via King County public data.

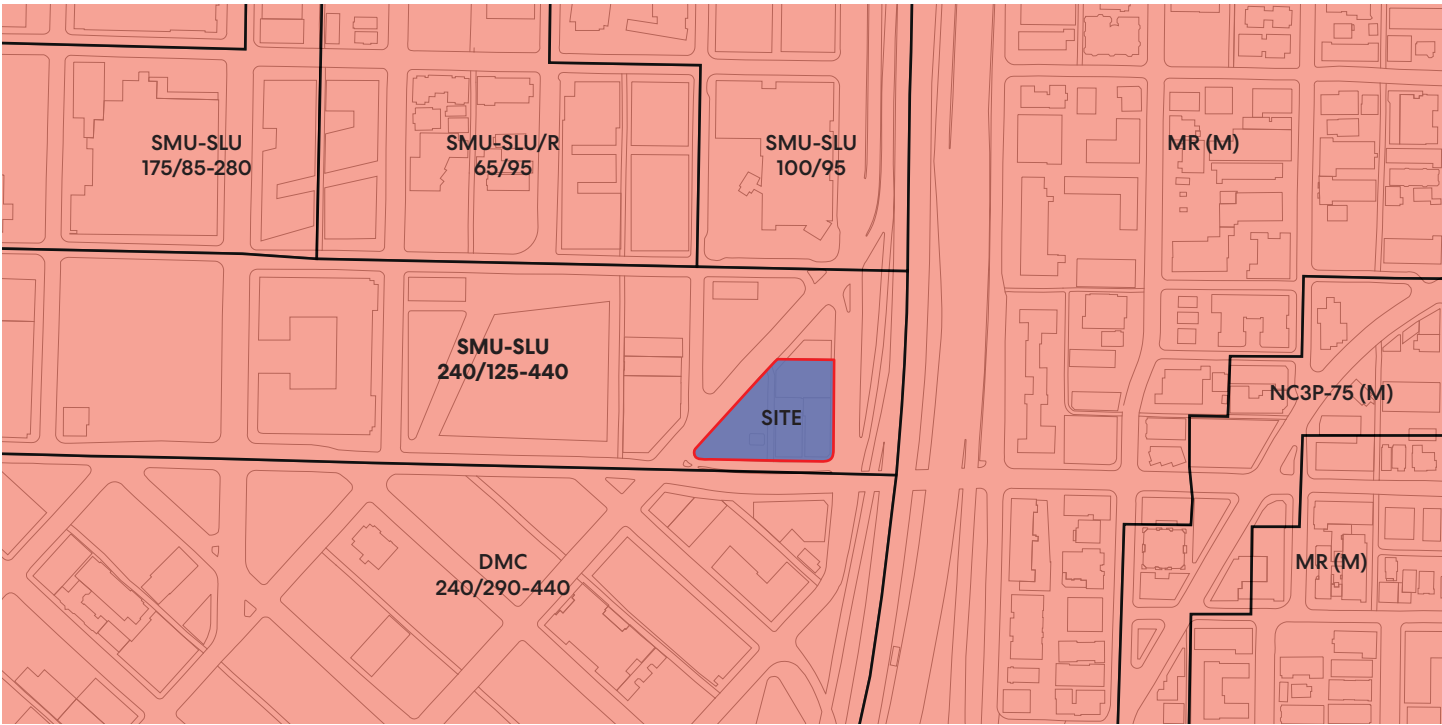


# Site Information

## Zoning

# 01

✓ Site, zoning, overlay and topographical maps; identify site constraints





# Site Information Topographical Map

# 01

✓ Site, zoning, overlay and topographical maps; identify site constraints



# Site Information

## Site Constraints

# 01

✓ Site, zoning, overlay and topographical maps; **identify site constraints**

### Irregular Lot

The project site is located at the intersection of two city grids. As Stewart Street travels north, it diagonally bisects the block containing the project site. The result is two triangular block fragments that are less conducive to the efficient layout of program than rectangular blocks.

### Transportation Infrastructure

The project site is located at the edge of the South Lake Union neighborhood with Interstate 5 to the east and the Denny Way overpass to the south. These roadways are visually and acoustically dominant and the close proximity of the Denny Way overpass to the project site creates a cavernous condition at lower Denny Way that will require careful design consideration to be made safe.

### Disconnected Alley

The existing alley is not part of a connected alley system. To the north, the alley terminates at Stewart Street and does not continue through to the other triangular parcel of the intersected block, nor does it pick up at the next block. To the south, the alley terminates at the Denny Way overpass on-ramp where the directionality of the city grid changes.



# Project Information

## Development Team and Point of Contact

# 02

✓ Development team information and point of contact for questions

### Owner

Denny & Eastlake Partnership  
Attn: Andrew Thompson  
310 - 1501 W Broadway  
Vancouver, BC V6B 4Z6  
p. 604-742-1211  
e. athompson@arbutusproperties.com

### Applicant

Pacific Medical Buildings  
Attn: Ben Rosenfeld  
200 - 3394 Carmel Mountain Rd  
San Diego, CA 92121  
p. 858-794-1900  
e. brosenfeld@pmbllc.com

### Architect

Perkins&Will  
Attn: Erik Mott  
2300 - 1301 5th Ave  
Seattle, WA 98101  
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e. erik.mott@perkinswill.com

### Transportation Consultant

Heffron Transportation, Inc.  
Attn: Marni Heffron  
6544 61st St NE  
Seattle, WA 98115  
p. 206-523-3939  
e. marni@hefftrans.com

### Landscape Architect

Site Workshop  
Attn: Mark Brands  
3800 Woodland Park Ave N  
Seattle, WA 98103  
p. 206-660-6922  
e. markb@siteworkshop.net

### Land Use Attorney

McCullough Hill Leary, PS  
Attn: Katie Kendall  
701 5th Ave  
Seattle, WA 98104  
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e. kkendall@mhseattle.com

### Civil Engineer

CPL  
Attn: Kyle Malaspino  
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Seattle, WA 98104  
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### Public Outreach Consultant

Natalie Quick Consulting  
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Mercer Island, WA 98040  
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e. natalie@nataliequickconsulting.com

# Project Information

## Background on Company or Agent

# 02

✓ Background information on company/agency proposing the vacation

### Development Team

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

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



1100 Van Ness in San Francisco, CA



Springs Living at Vancouver Waterfront in Vancouver, WA



# Project Information

## Alley Vacation Map

# 02

✓ Map of right of way proposed for vacation. Highlight proposed vacation area; include dimensions and total square footage of proposed vacation area; address and boundaries of block where project is located



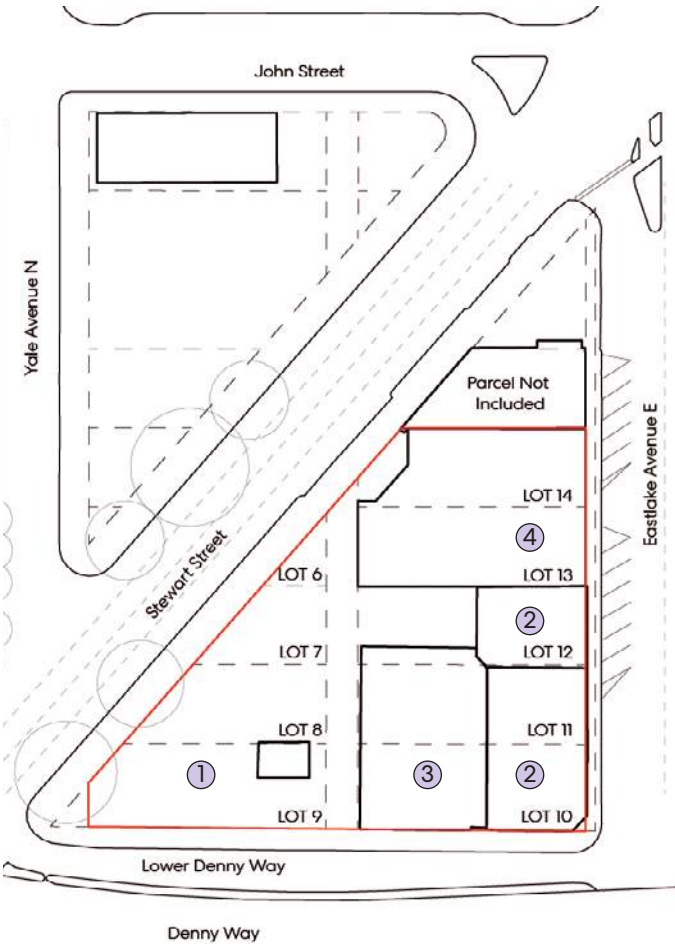
# Project Information

## Current Conditions and Uses

# 02

✓ Description of current conditions and uses

- 1 **1305 Stewart St 98109**  
Parcel #: 684970-0305  
Present Use: Parking (Commercial Lot)  
Property Name: Parking Lot & Small Building  
Building Quality: Not Available  
Conditions: Gravel and iron mesh parking lot with small 1-story wood structure
- 2 **101 Eastlake Ave E 98109**  
Parcel #: 684970-0325  
Present Use: Retail Store  
Property Name: Corazon Tavern & Apts  
Building Quality: Low Cost  
Conditions: 2-story wood frame building built in 1900
- 3 **1314 Denny Way 98109**  
Parcel #: 684970-0326  
Present Use: Office Building  
Property Name: Office  
Building Quality: Average  
Conditions: 1-story wood frame building built in 1921
- 4 **1331 Stewart St 98109**  
Parcel #: 684970-0340  
Present Use: Service Building  
Property Name: Greg's Japanese Auto Repair  
Building Quality: Average  
Conditions: 1-story masonry building built in 1924



The above information is provided via King County public data.



# Project Information

## Current Conditions and Uses

# 02

✓ Description of current conditions and uses



View from Denny Overpass



View from Denny Way Overpass



View from Lower Denny and Eastlake



View from Stewart and Denny



View from Stewart and Lower Denny



View from Stewart



# Project Information

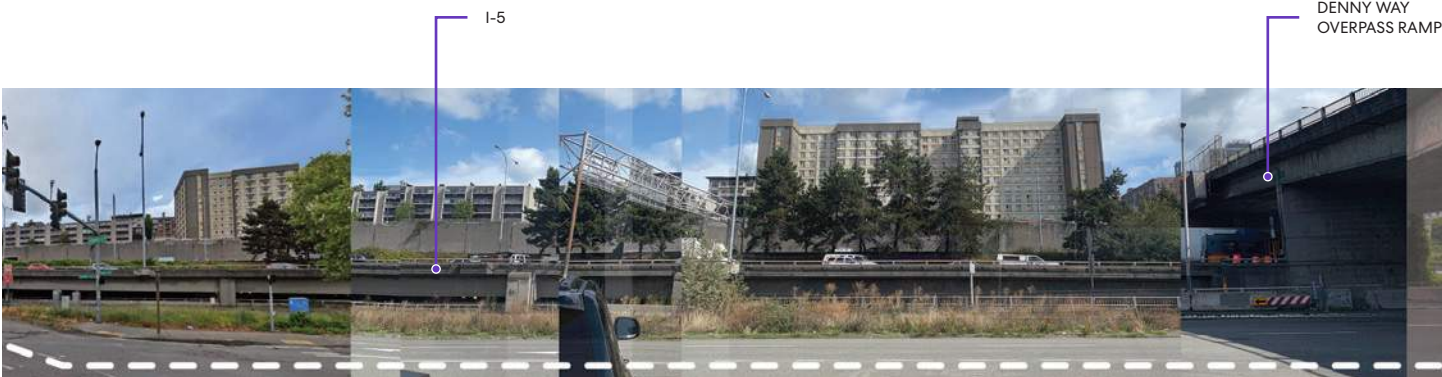
## Current Conditions and Uses

# 02

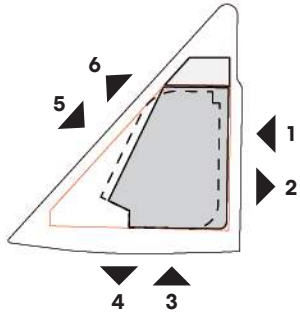
✓ Description of current conditions and uses



1. Eastlake Ave E - Looking West at Project Site



2. Eastlake Ave E - Looking East at I-5





# Project Information

## Current Conditions and Uses

# 02

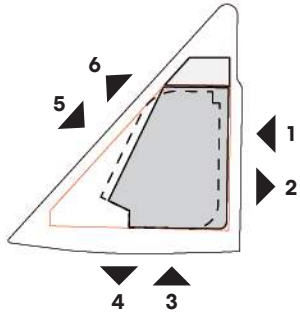
✓ Description of current conditions and uses



3. Lower Denny Way - Looking North at Project Site



4. Lower Denny Way - Looking South at Denny Way Overpass

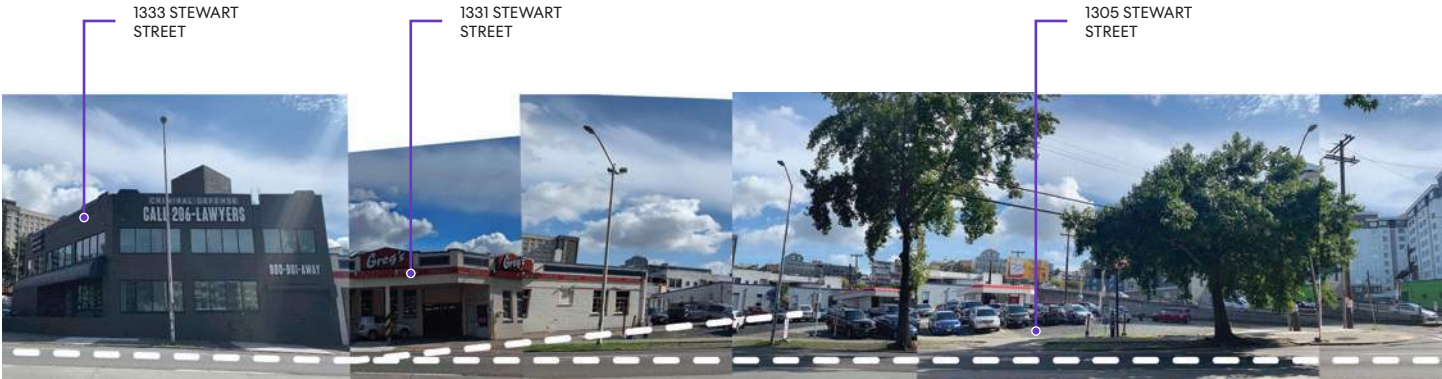


# Project Information

## Current Conditions and Uses

# 02

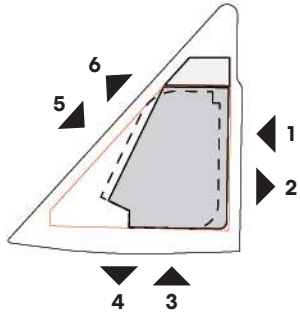
✓ Description of current conditions and uses



5. Stewart St - Looking Northwest at Project Site



6. Stewart St - Looking Southeast



# Project Information

## Project Description

# 02

- ✓ *Project description*
  - **Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians**
  - *Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative*
  - *Describe sustainable features*
  - *Provide a project cost estimate*
  - *Provide square foot value for the property adjacent to the right-of-way*

The project is located at a gateway intersection to the city adjacent to a major exit from Interstate 5. The site is bordered by two arterial streets including Stewart Street to the west and Eastlake Avenue to the east. To the south of the site is a relatively quiet street referred to as lower Denny Way that is currently utilized by vehicles to access parking and the existing alley. Immediately south and above lower Denny Way is the Denny Way overpass connecting Capitol Hill to downtown neighborhoods.

The proposed development is a shell-and-core life science research tower with fifteen stories above grade and four parking levels below grade. The design responds to the unique site and the scale and character of nearby architecture and will contribute to the city skyline as a gateway to visitors entering the city from the north.

Active frontages and the primary building entrance are proposed along Stewart Street which receives a majority of pedestrian activity. Active frontages wrap around to lower Denny Way including a bike entry at the southeast corner of the site. Eastlake Avenue provides a working frontage including bike storage and a consolidated driveway for parking, loading, and waste/recycling. The project is proposing short-term and long-term bicycle parking stalls and underground vehicle parking stalls. Upper floors contain a mix of research laboratories, office space, conference facilities, a wellness center, mechanical rooms, and a terrace overlooking South Lake Union with views of Puget Sound. The building has a FAR chargeable plus 3.5% mechanical allowance of 304,879 ft<sup>2</sup> and a height of 235 ft.

A distinct feature of the proposed site plan is a large building setback at Stewart Street and Denny Way that creates a generous publicly accessible open space with abundant light and air and maximizes views along the Stewart Street and Denny Way corridors. Lower Denny Way is proposed as an Urban Curbless Street that prioritizes pedestrians and limits vehicular access to emergency and service vehicles. Eastlake Avenue will include new bicycle facilities and intersection improvements contributing to an important link between downtown, South Lake Union and Eastlake neighborhoods.

# Project Information

## Project Description

# 02

- ✓ *Project description*
  - **Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians**
  - Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative
  - Describe sustainable features
  - Provide a project cost estimate
  - Provide square foot value for the property adjacent to the right-of-way





# Project Information

## Project Description

# 02

- ✓ *Project description*
  - **Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians**
  - Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative
  - Describe sustainable features
  - Provide a project cost estimate
  - Provide square foot value for the property adjacent to the right-of-way



# Project Information

## Equity and Race and Social Justice Initiative

# 02

- ✓ **Project description**
- Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians
  - **Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative**
  - Describe sustainable features
  - Provide a project cost estimate
  - Provide square foot value for the property adjacent to the right-of-way

The Seattle Department of Transportation (SDOT) Street Vacation Application Checklist requires a vacation petition to address the City of Seattle *Equitable Development Implementation Plan* (the “EDIP”) as part of the land use information. The EDIP states that City decisions should be analyzed through a race and social equity lens. The EDIP identifies six Equity Drivers. We address each below as it relates to the street and alley vacation:

- D1 **Advance economic mobility and opportunity.** *Promote economic opportunities for marginalized populations and enhance community cultural anchors. Provide access to quality education, training, and living-wage career path jobs.*

The Project provides for commercial space for a variety of jobs and career paths. The alley vacation enhances the viability of smaller-scale businesses who may occupy the ground-level commercial space in the Project and for surrounding businesses in the area. Lower Denny Way is currently an unsafe space plagued by drug use and vagrancy issues. The vacation will provide as a public benefit a fully re-imagined Lower Denny Way focused on pedestrian and bicycle movement and providing for light and security in the space, increasing the pedestrian and economic vibrancy of the area.

The businesses located on the corner Stewart and Eastlake, including Greg's Japanese Auto, are adjacent to the Project and are likely to enjoy increased vibrancy and safety in the area.

- D2 **Prevent residential, commercial, and cultural displacement.** Enact policies and programs that allow marginalized populations, businesses, and community organizations to stay in their neighborhoods.

The Project location is in a Seattle Mixed zone intended high-density development in Seattle's Comprehensive Plan. It was previously an industrial area not a residential neighborhood. According to the EDIP, the Project is in a “low displacement risk” area. See EDIP Risk Displacement Index at pg. 21. The existing site consists of a parking lot and a hookah lounge. The Project and alley vacation will not contribute to any displacement of residential tenants, and will contribute fees to the City's Mandatory Housing Affordability Program. The Project requires demolition of the existing building on the Property regardless of the street and alley vacation, but will replace the existing bar use with new and expanded retail space on the ground floor.

- D3 **Build on local cultural assets.** Respect local community character, cultural diversity, and values. Preserve and strengthen cultural communities and build the capacity of their leaders, organizations, and coalitions to have greater self-determination.

The project contributes to the developing open space network within the Denny Triangle and South Lake Union neighborhoods through inclusion of publicly accessible plazas. The plaza includes stormwater gardens that build on the successful Swale on Yale concept focused on the health of the Lake Union watershed. Artwork is also a key component of the open space. Local artists may be engaged to create murals on portions of the proposed tower podium and Denny Way overpass abutment that is highly visible from Stewart Street, building on the legacy of murals on the existing El Corazon building.

# Project Information

## Equity and Race and Social Justice Initiative

# 02

✓ *Project description*

- *Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians*
- **Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative**
- *Describe sustainable features*
- *Provide a project cost estimate*
- *Provide square foot value for the property adjacent to the right-of-way*

D4 **Promote transportation mobility and connectivity.** Prioritize investment in effective and affordable transportation that supports transit-dependent communities.

The project includes new bike facilities along Eastlake Ave N connecting downtown to South Lake Union, the Thomas Street green street and communities to the north including Eastlake and Capitol Hill. Two key intersection – Stewart/Denny and Stewart/Eastlake will provide safe crossings for pedestrians and cyclists.

D5 **Develop healthy and safe neighborhoods.** Create neighborhoods that enhance community health through access to public amenities, healthy, affordable and culturally relevant food, and safe environments for everyone.

The Project location is currently not a vibrant section of South Lake Union and the area is unsafe for pedestrians. Along with the residential project across the Stewart Street that was recently approved, it is bringing a vibrant mix of life sciences/office, residential, and retail uses to the area. The alley vacation will allow for an overall safer neighborhood bringing maintenance, activation and eyes on the street and an improved public realm.

D6 **Enable equitable access to all neighborhoods.** Leverage private developments to fill gaps in amenities, expand the supply and variety of housing and employment choices, and create equitable access to neighborhood with high access to opportunity.

The Project and alley vacation present an opportunity to provide for a variety of employment opportunities and an active pedestrian and plaza space, where none currently exists.

# Project Information

## Sustainable Features

# 02

- ✓ *Project description*
  - *Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians*
  - *Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative*
  - **Describe sustainable features**
  - *Provide a project cost estimate*
  - *Provide square foot value for the property adjacent to the right-of-way*

### LEED Certification

The project is targeting LEED Gold requirements to comply with the City of Seattle's Green Building Standard. As a facility that hosts laboratory and office space, attention will be given to Indoor Environmental Quality that prevents interior cross contamination, monitors pollutants and maximizes filtration.

### Stormwater Collection

The publicly accessible plaza features large stormwater gardens that will treat on-site stormwater and potentially run-off from lower Denny Way and Stewart Street, contributing to the stormwater management strategy anchored by the Swale on Yale and focused on the goal of improving water quality in Lake Union. The existing site's stormwater ends up at the King County treatment facility routing through the combined sewer system. The alley vacation provides the opportunity for the entire site to drain directly to Lake Union through the dedicated storm system helping to reduce combined sewer overflow events and improve water quality in the area.



# Project Information

## Cost Estimate

# 02

- ✓ *Project description*
  - *Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians*
  - *Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative*
  - *Describe sustainable features*
  - **Provide a project cost estimate**
  - **Provide square foot value for the property adjacent to the right of way**

### Project Cost Estimate

The current construction cost estimate is \$174,000,000.

### Adjacent Property

Parcel 684970-0350, located to the north of the project site, has an appraised value of \$4,661,200. This parcel does not directly abut the alley.

The above information is provided via King County public data.

# Project Information

## Site Plan

# 02

✓ **Site plans, elevations, sketches, conceptual drawings, and any other renderings or visual representation of project**



**LEGEND**

- Property Line
- Landscape
- Existing Alley
- Building Entrance
- 1 Emergency Vehicle Access Road
- 2 Denny Way Improvements
- 3 Eastlake Ave E Improvements
- 4 Stewart St ROW Improvements
- 5 Accessible Route
- 6 Stormwater Garden

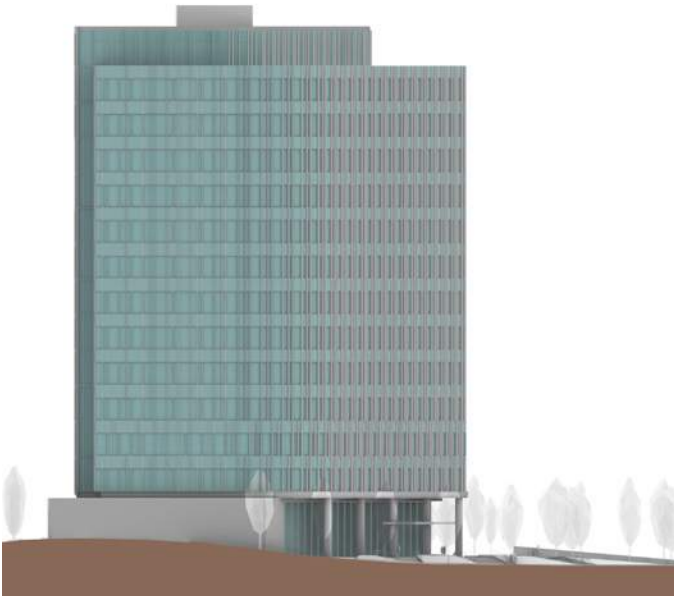


# Project Information

## Elevations

# 02

✓ Site plans, **elevations**, sketches, conceptual drawings, and any other renderings or visual representation of project



North Elevation



East Elevation



West Elevation



South Elevation

# Project Information

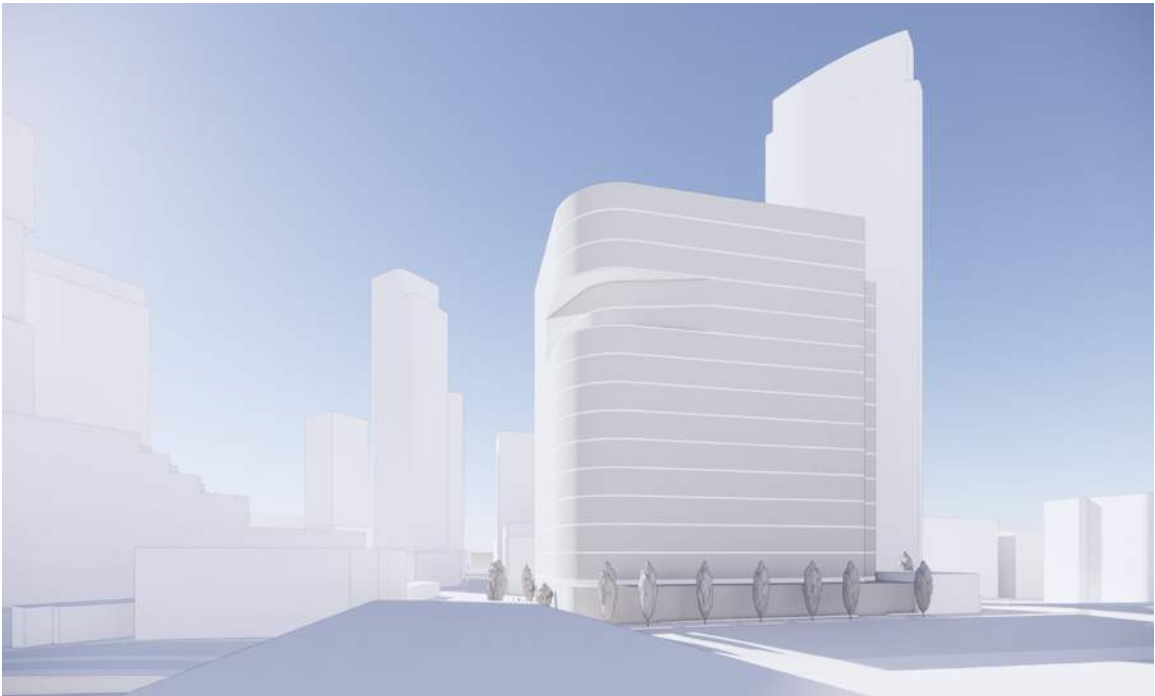
## Renderings

# 02

✓ Site plans, elevations, sketches, conceptual drawings, and any other **renderings** or visual representation of project



Denny Street from West



Denny Street from East

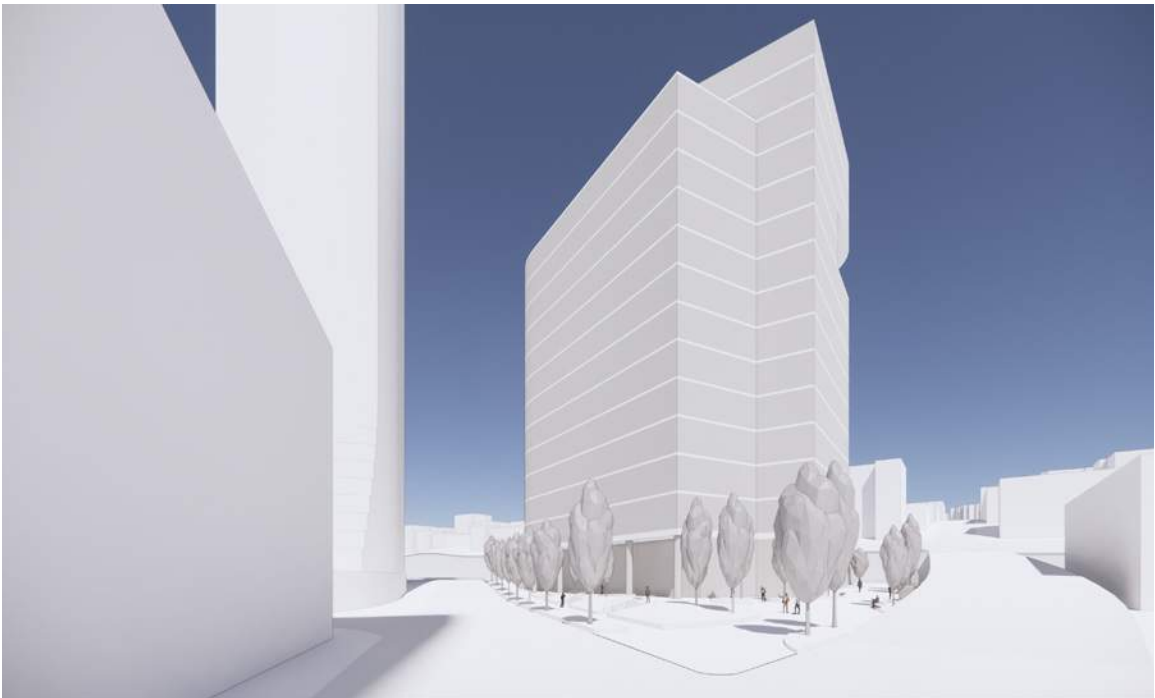


# Project Information

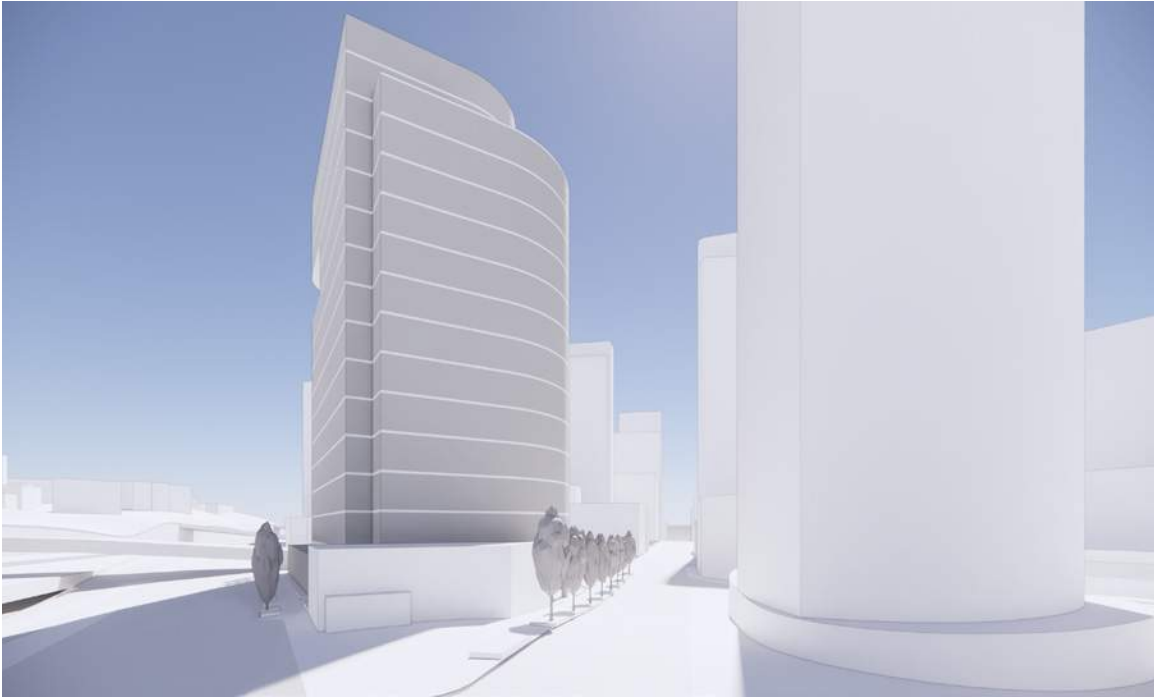
## Renderings

# 02

✓ Site plans, elevations, sketches, conceptual drawings, and any other **renderings** or visual representation of project



Stewart Street from Southwest



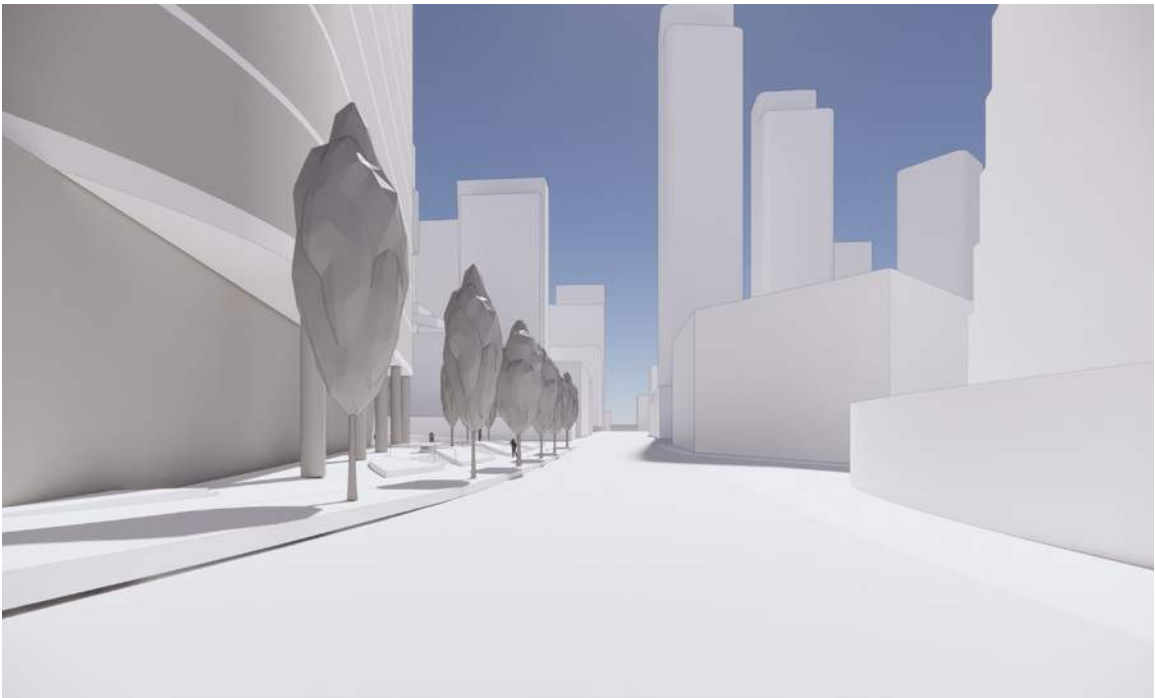
Stewart Street from Northeast

# Project Information

## Renderings

# 02

✓ Site plans, elevations, sketches, conceptual drawings, and any other **renderings** or visual representation of project



Stewart Street from East



Lower Denny Way from East



# Project Information

## Reason for Vacation and Development Potential

# 02

✓ *Description of the reason for the vacation, including what the vacation contributes to the project and any increase in development potential attributable to the vacation*

### Improved Urban Form

The alley vacation allows for a single, and thus more efficient, building to occupy the project site and increases the potential to develop a unique urban form at a major entrance to downtown neighborhoods.

### Meaningful Neighborhood Open Space

The alley vacation allows for the consolidation of publicly accessible open space along the Stewart Street frontage and at the intersection with Denny Way. The open space will meet the needs of the growing neighborhood by providing a safe place for building occupants, visitors, and residents to circulate and gather. The open space will also double as a stormwater management facility, contributing to the stormwater management strategy anchored by the Swale on Yale and focused on the goal of improving water quality in Lake Union.

### Improved Pedestrian Safety

The alley vacation improves pedestrian safety around the entire site perimeter by consolidating multiple curb cuts and driveways into a single parking and loading access point along Eastlake Avenue. The proposed design prioritizes pedestrians on lower Denny Way, which has little functionality as a vehicular route beyond providing a through connection for the alley that dead ends at the Denny Way overpass. Lower Denny Way is proposed as an Urban Curbless Street as defined by Streets Illustrated with limited access for emergency and city service vehicles. The design also improves pedestrian safety at the busy intersection of Denny Way and Stewart Street by creating a substantial waiting area at the street crossing.

### Enhanced Right-of-Way Improvements

The alley vacation allows for additional contributions to right-of-way improvements for pedestrians and cyclists creating new bike facilities, wider sidewalks, street trees and understory plantings along Stewart Street, Eastlake Avenue E and lower Denny Way.

### Increased Development Potential

The vacation of the alley allows for an increased Floor Area Ratio with the inclusion of the additional area (2,698SF). A more efficient building is achieved helping to optimize the commercial floorplate and create a more marketable building. Tower separation issues are also alleviated as compared to the No Vacation option that would not allow the smaller western parcel (Parcel B) to develop a tower. It also allows for more efficient below grade parking and loading and waste/recycling to occur within the building and not in the right-of-way.

# Project Information

## No Vacation

# 02

✓ Provision of a “no vacation” alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative

The no vacation plan includes two parcels, Parcel A (west parcel) and Parcel B (east parcel) divided by the existing alley that links Stewart Street to lower Denny Way. Due to the proximity of the parcels to one another, tower separation regulations restrict the height on one of the parcels. The test fit shows a low-rise building on Parcel A (west) and a mid-story building on Parcel B (east), which is larger with a more efficient shape. The west building is restricted to a height of 85' and does not meet its FAR potential, while the east building is shown at 215' maximizing the FAR potential.

The site plan is organized around the alley which serves as primary access to both parcels for parking, loading and waste/recycling. Due to the one way system of streets surrounding the site, access and drop-off is limited, but may occur at lower Denny Way and Eastlake Avenue E.

Open space is required for Parcel B only and is located along lower Denny Way providing an inviting entrance and convenient vehicular drop-off for passenger vehicles and ride share.

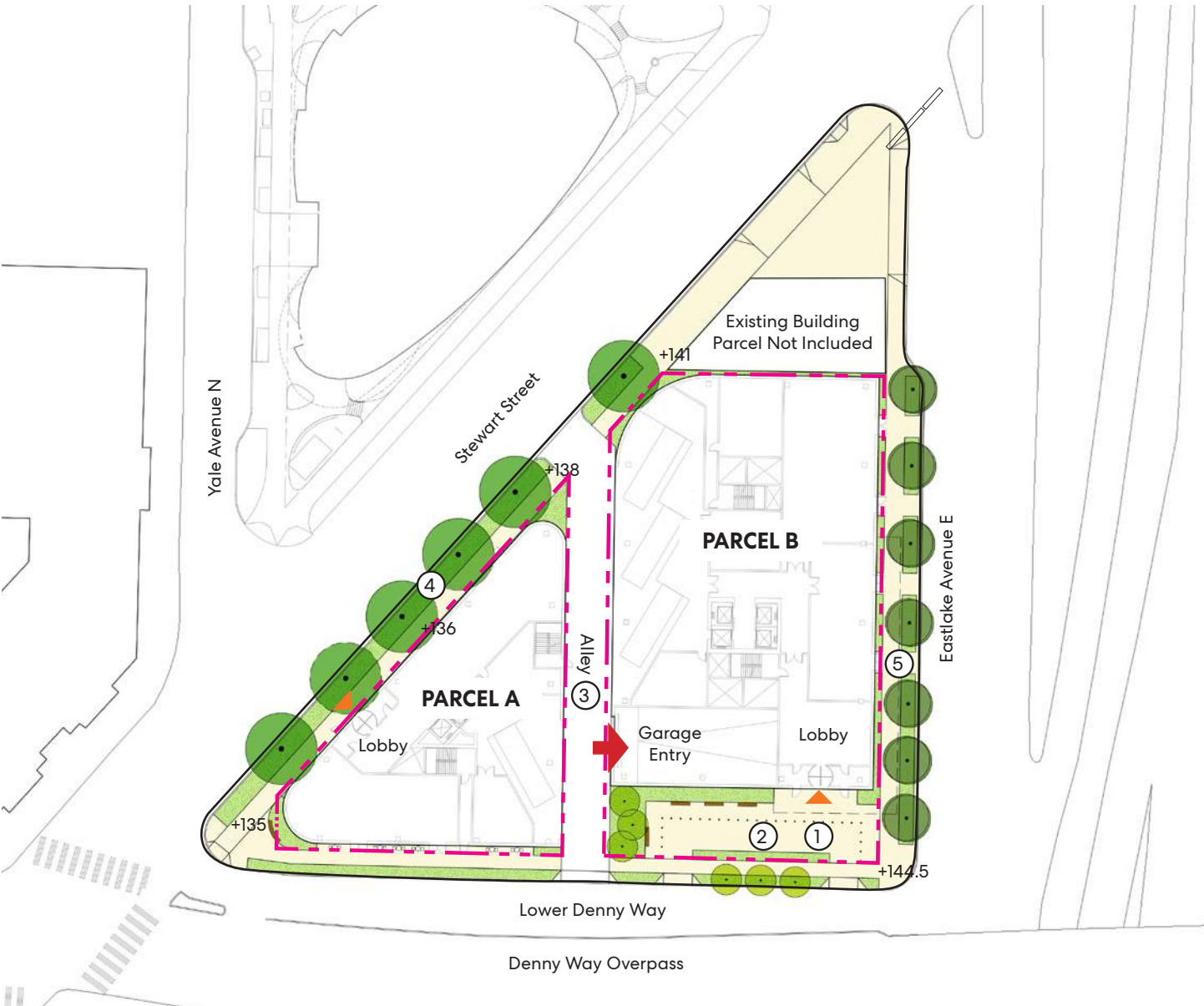


# Project Information

## No Vacation



# 02

✓ Provision of a “no vacation” alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative



**LEGEND**

-  Property Line
-  Landscape
-  Existing Alley

-  ① Drop-Off
-  ② Car Court and Plaza
-  ③ Alley Access Driveway
-  ④ Stewart St Right of Way Improvements
-  ⑤ Eastlake Ave Right of Way Improvements



# Project Information

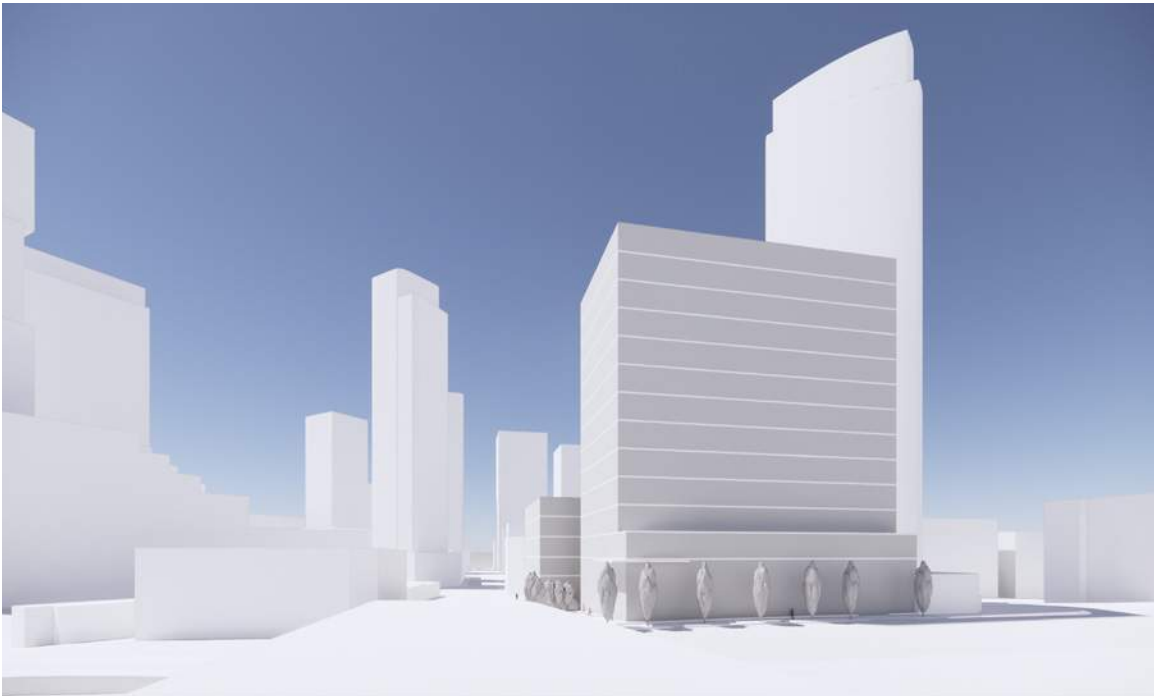
## No Vacation

# 02

✓ Provision of a “no vacation” alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative



Denny Street from West



Denny Street from East



# Project Information

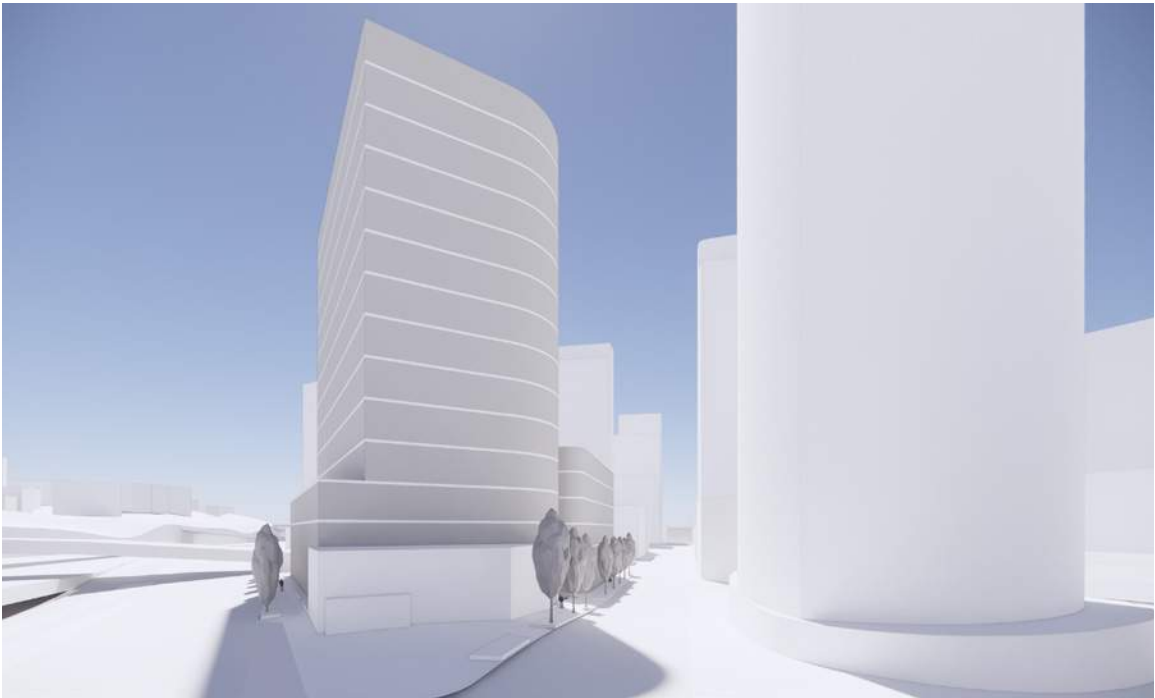
## No Vacation

# 02

✓ Provision of a “no vacation” alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative



Stewart Street from Southwest



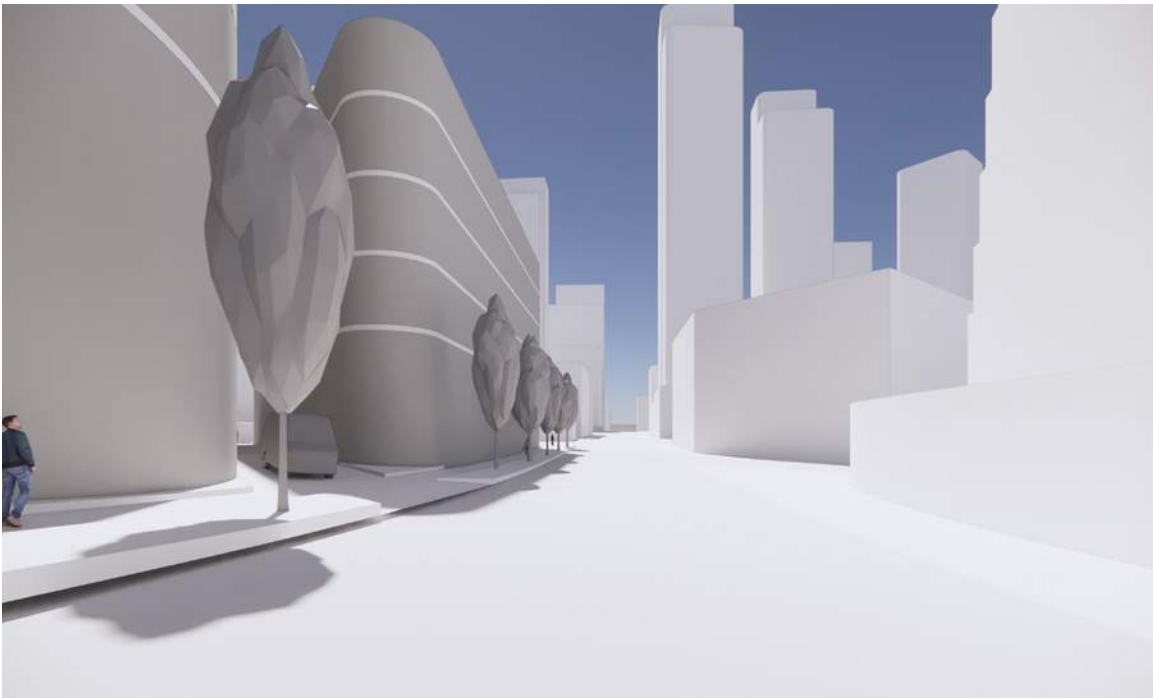
Stewart Street from Northeast

# Project Information

## No Vacation

# 02

✓ Provision of a “no vacation” alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative



Stewart Street from East



Lower Denny Way from East

# Project Information

## Proposed Development Timeline

# 02

✓ *Proposed development timeline*

### Current Development Schedule

Alley Vacation Submittal	January 2023
MUP Application Submittal	January 2023
City Council Subcommittee Preview	March 2023
SDC Public Trust Meeting	April 2023
DRB Design Recommendation Meeting	June 2023
SDC Public Benefit Meeting	July 2023
City Council Subcommittee Review	Q1 2024
City Council Approval	Q1 2024
Anticipated MUP Issuance	Q1 2024
Anticipated Construction Start	Q4 2024 / Q1 2025
Anticipated Construction End	Q1 2027

# Land Use Information

## Summary of City Plans and Policies

# 03

✓  
✓ *Current zoning and Comprehensive Plan Future Land Use Map land use designation*  
**Summary of City plans and policies**, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans

The project site is within the SM-SLU 240/125-440 zone in the South Lake Union Urban Center, which is one of the most densely zoned and developed areas in the Seattle. The Comprehensive Plan states that the greatest share of future development should be directed toward Urban Centers and Villages. The proposed project does not exceed any code required densities and stays within the applicable zoning envelopes. In addition, the proposal is consistent with all applicable City and South Lake Union planning goals and policies for this downtown site, as described below.

The vacation petition is consistent with the following Citywide Land Use Policies and Goals:

- LU-G1 Achieve a development pattern consistent with the urban village strategy, concentrating most new housing and employment in urban centers and villages, while also allowing some infill development compatible with the established context in areas outside centers and villages.
- LU-1.2 Promote this plan's overall desired land use pattern through appropriate zoning that regulates the mix of uses as well as the size and density of development to focus new residential and commercial development in urban centers and urban villages, and integrate new projects outside centers and villages into the established development context.
- LU-G9 Create and maintain successful commercial/mixed-use areas that provide a focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.
- LU-9.2 Encourage the development of compact, concentrated commercial/mixed-use areas, in urban centers and urban villages, where pedestrians can easily access transit and a variety of businesses.
- GS-G3 Maintain and enhance Seattle's unique character and sense of place, including its natural setting, history, human-scaled development, and community identity, as the city grows and changes.
- GS-3.10 Design public infrastructure and private building developments to help visitors understand the existing block and street patterns and to reinforce the walkability of neighborhoods.
- GS-3.14 Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with retail and active uses that flank the sidewalk.
- GS-3.24 Encourage innovative street design that expands the role of streets as public spaces and that could include use for markets, festivals, or street parks.



# Land Use Information

## Comprehensive Plan

# 03

✓ Summary of City plans and policies, including **Comprehensive Plan policies**, the *Equitable Development Implementation Plan* and *Transportation Modal Plans*

The vacation petition is consistent with the following *Comprehensive Plan* South Lake Union Neighborhood Character goals and policies:

### Neighborhood Character Goals

- SLU-G1 A vital and eclectic neighborhood where people both live and work, where use of transit, walking, and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life, and amenities to support and attract residents, employees, and visitors.
- SLU-G2 A neighborhood that recognizes its history as a maritime and industrial community and embraces its future as a growing urban center that provides for a wide range of uses.
- SLU-G3 A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.
- SLU-G4 A neighborhood where arts and culture thrive, with attractions for citywide audiences and a broad range of arts and cultural organizations.
- SLU-G5 A neighborhood that supports this and future generations by providing community-based historical, cultural, artistic, and scientific learning and enrichment activities for children, residents, employees, and visitors.

### Neighborhood Character Policies

- SLU-P1 Encourage the colocation of retail, community, arts, and other pedestrian-oriented activities in key pedestrian nodes and corridors.
- SLU-P2 Promote diversity of building styles and support the diverse characters of neighborhood subareas.
- SLU-P3 Encourage public and private developers to consider existing neighborhood character when designing projects adjacent to parks and historical sites.
- SLU-P4 Work with the community to develop strategies to make the neighborhood safe for all community members.
- SLU-P5 Encourage designs of public spaces and private buildings that can accommodate the needs of people across a range of ages and abilities, allowing residents to age in place.
- SLU-P6 Establish incentives to encourage preservation, reuse, and rehabilitation of historically significant structures in the neighborhood; explore incentives to encourage the adaptive reuse of other older buildings in the neighborhood that provide a visual reminder of the past; and promote diversity of character and building types.
- SLU-P7 Support existing organizations that provide for an eclectic and livable community, including arts and culture, human services, maritime, and educational organizations.

# Land Use Information

## Comprehensive Plan

# 03

✓ Summary of City plans and policies, including **Comprehensive Plan policies**, the *Equitable Development Implementation Plan* and *Transportation Modal Plans*

- SLU-P8 Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial, and Downtown-core service businesses traditionally occupying the neighborhood.
- SLU-P9 Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences, and technology, and sustainable building.
- SLU-P10 Foster a collaborative and creative community through interaction among community members and different types of organizations in the community, including those engaged in arts and culture, human services, and education, as well as neighborhood businesses and organizations.
- SLU-P11 Encourage characteristics that favor a sustainable arts and cultural presence, including affordable and adaptable venues for making, performing, and displaying art that meet the diverse needs of artists and arts organizations.
- SLU-P12 Provide for a livable community by encouraging artistic activities that create a positive street presence.
- SLU-P13 Seek to incorporate the arts into the design of public projects and the use of public spaces.

### Transportation Goals

- SLU-G6 A livable, walkable community that is well served by transit and easy to get around by food, bike, or transit.
- SLU-G7 A transportation system that provides safe, convenient access to businesses, residences, and other activities in the neighborhood.
- SLU-G8 A well-connected neighborhood with bicycle, pedestrian, waterborne, and vehicular access to adjacent neighborhoods.
- SLU-G9 A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes.

### Transportation Policies

- SLU-P17 Work with transit agencies to provide transit service to and through South Lake Union to meet growing demand and changing markets.
- SLU-P18 Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools, and arts facilities.
- SLU-P19 Collaborate with businesses, developers, housing providers, and transit providers to reduce demand for automobile trips by making transit and other alternative modes attractive choices for residents and commuters.
- SLU-P20 Develop flexible off-street parking requirements that provide parking adequate to a building's

# Land Use Information Comprehensive Plan

# 03

✓ Summary of City plans and policies, including **Comprehensive Plan policies**, the *Equitable Development Implementation Plan* and *Transportation Modal Plans*

occupants and encourage the use of transit, walking, bicycling, and other non-automotive modes.

- SLU-P21 Encourage the efficient use of on-street parking for neighborhood businesses, residents, and attractions through innovative parking management and pricing strategies.
- SLU-P22 Explore transportation improvements to link South Lake Union with its surrounding neighborhoods.
- SLU-P23 Seek to provide improved access to and connections across Aurora Avenue North that result in a more integrated and efficient transportation system for multiple transportation modes
- SLU-P24 Create a street network that enhances local circulation and access for all nodes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicycles.
- SLU-P25 Encourage improvements to Mercer and Valley Streets that support development of South Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridors.

## **Parks and Open Space Goal**

- SLU-G10 Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.

## **Parks and Open Space Policies**

- SLU-P26 Support South Lake Union Park as a local and regional waterfront attraction that celebrates the area's natural history and maritime heritage.
- SLU-P27 Support Cascade Playground and related facilities as a community resource and model for sustainable parks development.
- SLU-P28 Support Denny Park's historic character while identifying opportunities to encourage more use of the park.
- SLU-P29 Consider a variety of tools, including regulatory measures and joint projects with public agencies and private organizations, to support existing park and open space projects and to provide for new open spaces to support the growth of the neighborhood.
- SLU-P30 Encourage the acquisition and development of public or private spaces that provide for active play and recreation.
- SLU-P31 Use visual and physical connections between open spaces, adjacent streets, and surrounding activities to stimulate positive social interactions.
- SLU-P32 Identify opportunities for alternatives to traditional open spaces, including green streets and

# Land Use Information

## Comprehensive Plan

# 03

✓ Summary of City plans and policies, including **Comprehensive Plan policies**, the *Equitable Development Implementation Plan* and *Transportation Modal Plans*

recognition and use of Lake Union as recreation and open space.

### **Sustainability Goal**

SLU-G13 A neighborhood that acts as a model for sustainable development.

### **Sustainability Policies**

SLU-P41 Encourage low-impact development and activities that can control consumption of resources, improve public health and safety, and provide for multiple environmental benefits.

SLU-P42 Encourage careful stewardship of water quality in Lake Union, including strategies to improve the quality of water flowing into the lake.

SLU-P43 Provide for a stable and reliable supply of electrical power to South Lake Union, which has facilities with unique load and service requirements, such as high-technology and biotechnology research laboratories.

SLU-P44 Explore new sources of energy for heating and cooling, renewable energy, distributed co-generation, and energy conservation, at the building, block, and neighborhood level.

SLU-P45 Encourage building designs that allow for public view corridors through the neighborhood to Lake Union and the Space needle and natural light at street-level.

SLU-P46 Seek to increase tree coverage, reintroduce native plant species to the neighborhood, and provide for additional wildlife habitat appropriate to the urban environment.

# Land Use Information

## Equitable Development Implementation Plan

# 03

✓ Summary of City plans and policies, including Comprehensive Plan policies, the **Equitable Development Implementation Plan** and Transportation Modal Plans

The vacation petition is consistent with the *Equitable Development Implementation Plan* Equity Drivers. Please refer to Page 20.

# Land Use Information

## Transportation Modal Plans

# 03

✓ Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and **Transportation Modal Plans**

The *Pedestrian Master Plan* identifies Denny Way and Stewart Street from Yale Avenue to Denny Way as arterials in the Priority Investment Network (PIN). PIN streets are streets identified to be most in need of pedestrian improvements and serve as key routes to K-12 public school and frequent transit stops.

The *Bicycle Master Plan* identifies Eastlake Avenue from Stewart Street to Fairview Avenue as an adaptive protected bike lane (PBL) to be constructed in 2022 with funding through construction.

The *Transit Master Plan* identifies Denny Way for potential future electric trolley bus (ETB) improvements.

The *Freight Master Plan* identifies Denny Way as a major truck street.



# Land Use Information

## Land Use Actions

# 03

✓ *Identification of land use actions required to develop the project, such as design review, rezone, Major Institution Master Plan, Landmarks, Preservation Board approval, environmental review; include a report on the status of those reviews*

### Master Use Permit Application

The MUP Project Number is #3034759-LU. Intake is scheduled for January 25, 2023.

### Design Review Board Recommendation

The recommendation meeting will occur after the MUP application intake. Associated documentation will be added to the Appendix once the recommendation has been successfully completed.

### Zoning Review

Zoning review will commence once the MUP application is submitted to SDCI.

### SEPA Review

A SEPA checklist is being submitted to SDCI as part of the MUP application. There is no indication that an EIS will be required.

### Landmarks Review

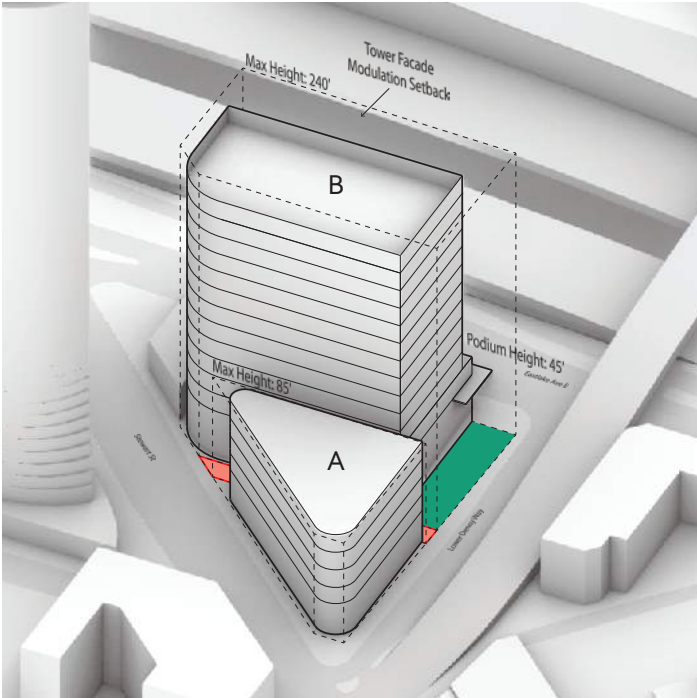
The existing buildings to be demolished will be reviewed concurrently with the MUP application by Department of Neighborhood staff. It is not anticipated that the existing buildings will be required to submit a Landmarks nomination due to their poor condition and lack of elements that meet requirements.

# Land Use Information Development Comparison

# 03

✓ Comparison of development with and without a vacation

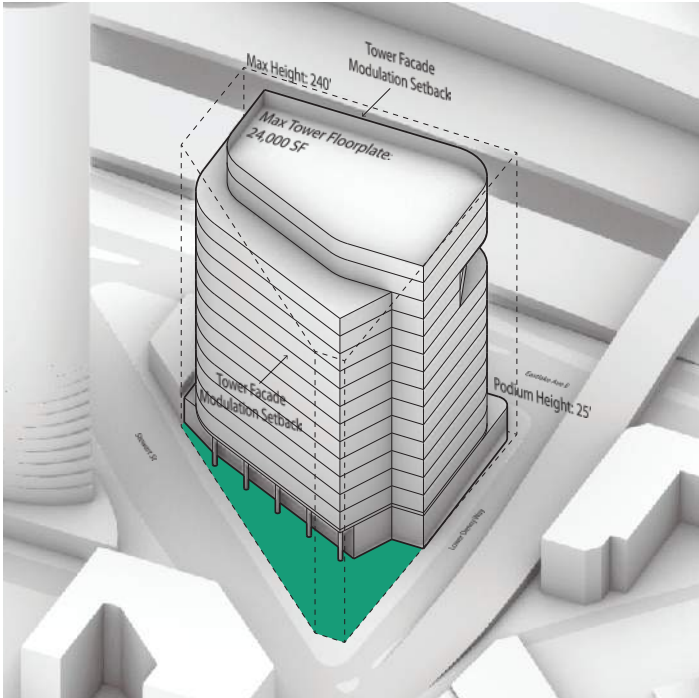
### No Vacation



Parcel A	10,914 SF
FAR Chargeable Area (8.0)	87,309 SF
Mechanical Allowance (3.5%)	3,167 SF
<b>Total</b>	<b>90,475 SF</b>

Parcel B	23,164 SF
FAR Chargeable Area (8.0)	185,313 SF
Mechanical Allowance (3.5%)	6,721 SF
<b>Total</b>	<b>192,034 SF</b>

### Vacation



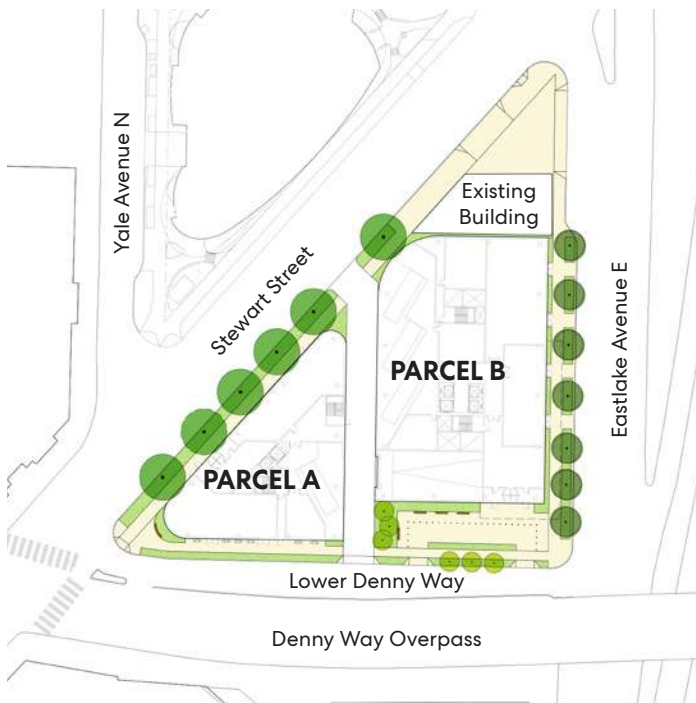
Site Area	36,776 SF
FAR Chargeable Area (8.0)	294,208 SF
Mechanical Allowance (3.5%)	10,671 SF
<b>Total</b>	<b>304,879 SF</b>

# Land Use Information Development Comparison - Site Plan

# 03

✓ Comparison of development with and without a vacation

## No Vacation



- Concept includes two parcels (A & B) divided by the existing alley.
- Parcel A has restricted development potential due to small size and tower spacing requirements. Loading is accessed from the existing alley.
- Parcel B has greater development potential and includes a tower. Loading and parking is accessed from the existing alley.
- Parcel A does not have an open space requirement, while Parcel B requires a minimum of 3,600 SF of private open space
- Parcel B contains an arrival court along lower Denny Way to allow for passenger drop-off on the passenger side of vehicles.

## Vacation



- Consolidated development parcel allows for single tower and podium consistent with similar and recent neighborhood development.
- Minimum open space requirement of 5,515 SF is significantly exceeded with publicly accessible space along Stewart Street.
- Single access point along Eastlake Avenue E accommodates parking, loading and waste/recycling.
- Lower Denny Way is limited to emergency and SDOT maintenance vehicles.
- Eastlake Avenue E includes new bike facilities linking downtown to South Lake Union.
- More energy efficient envelope.

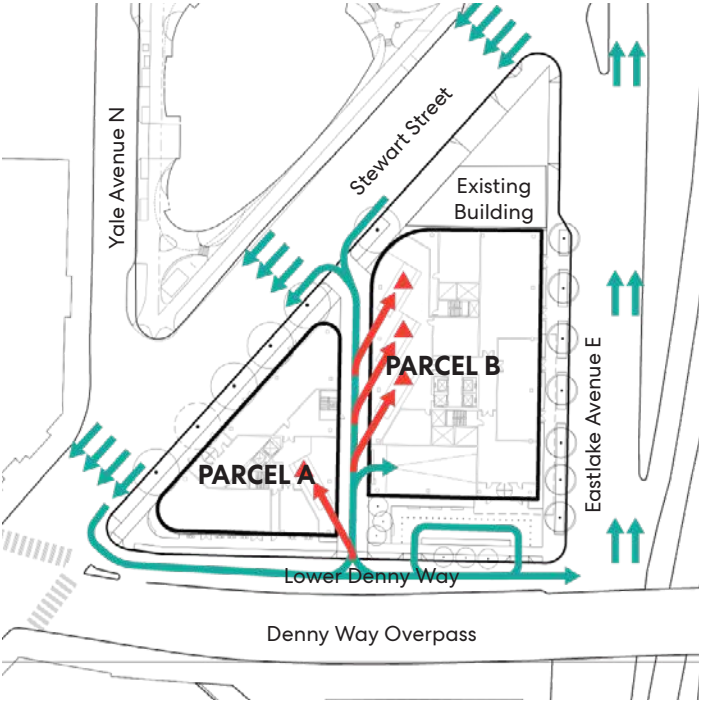


# Land Use Information Development Comparison - Vehicle Access

# 03

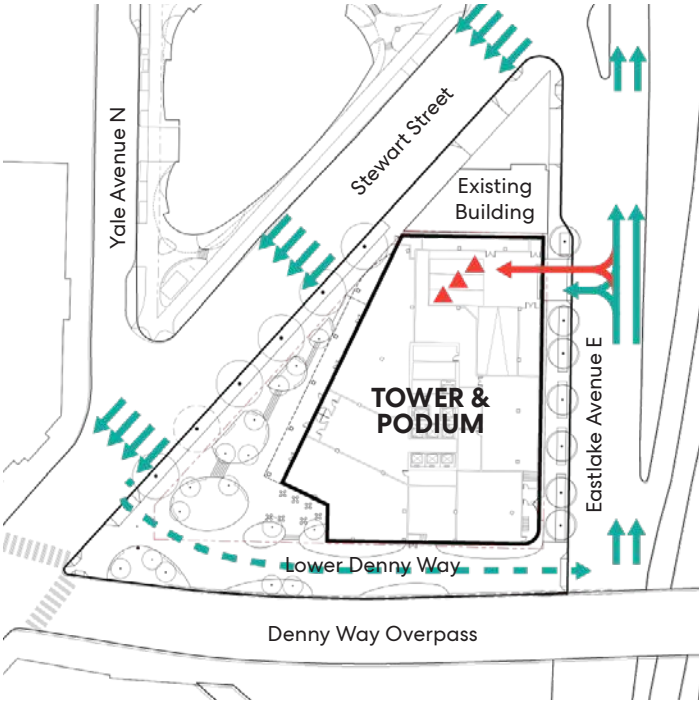
✓ Comparison of development with and without a vacation

### No Vacation



- Maintains existing alley linking Stewart Street to lower Denny Way.
- Utilizes alley and existing curb cuts to access parking, loading, and waste/recycling.
- Maintains access to the alley from lower Denny Way, limiting the ability to improve pedestrian safety at the Stewart Street and Denny Way intersection.

### Vacation



- Removes multiple curb cuts on Stewart Street, lower Denny Way, and Eastlake Avenue E.
- Proposes a single curb cut/driveway at Eastlake Avenue E for parking, loading, and waste/recycling.
- Limits access on lower Denny Way to emergency and service vehicles only.
- Improves pedestrian safety at the corner of Stewart Street and Denny Way by providing a generous waiting area within the plaza for pedestrians crossing either arterial.

### LEGEND

- ← Vehicle
- ← Loading Lane
- ▲ Loading Zone



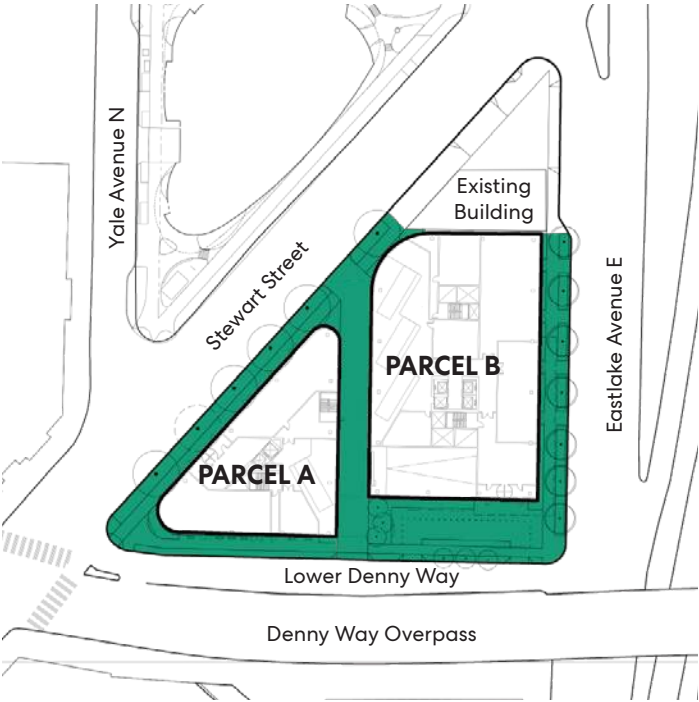
# Land Use Information

## Development Comparison - Open Space and Amenities

# 03

✓ Comparison of development with and without a vacation

### No Vacation



- Creates small, publicly accessible open space along Stewart Street meeting code required private open space on Parcel B (east parcel).
- Other open space improvements are limited to street edges including required sidewalk and street tree enhancements.
- Lower Denny Way improvements limited to sidewalk and possibly curb/buffer replacement due to the confined ROW area available.

### Vacation



- Creates large, publicly accessible open space at highly visible edge of the project along Stewart Street.
- Clear separation between public and semi-private (outdoor retail areas) spaces.
- Leverages lower Denny Way Urban Curbless Street as open space limiting vehicular traffic to emergency and SDOT service vehicles.
- Humanizes Stewart Street with provision of additional plantings and gathering spaces.
- Provides large stormwater gardens contributing to the health of the Lake Union watershed.

### LEGEND

 Open Space



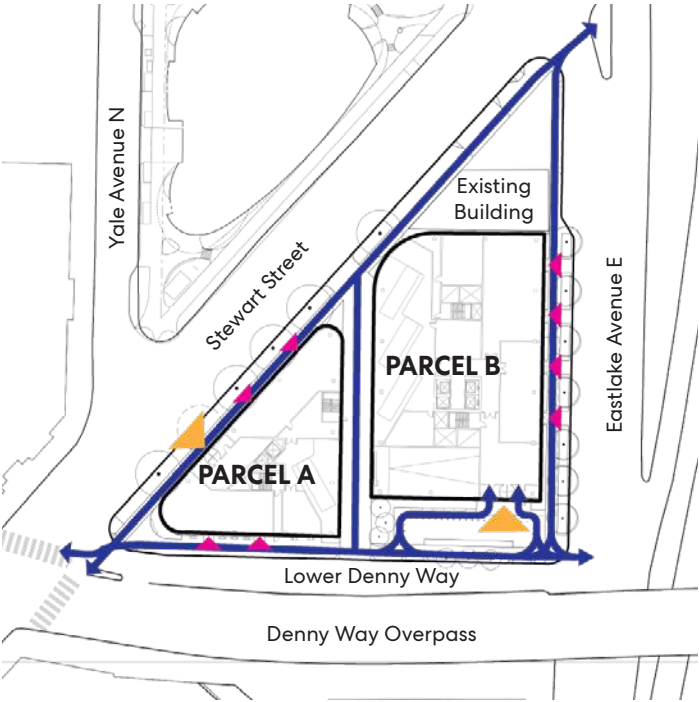


# Land Use Information Development Comparison - Pedestrian Access

# 03

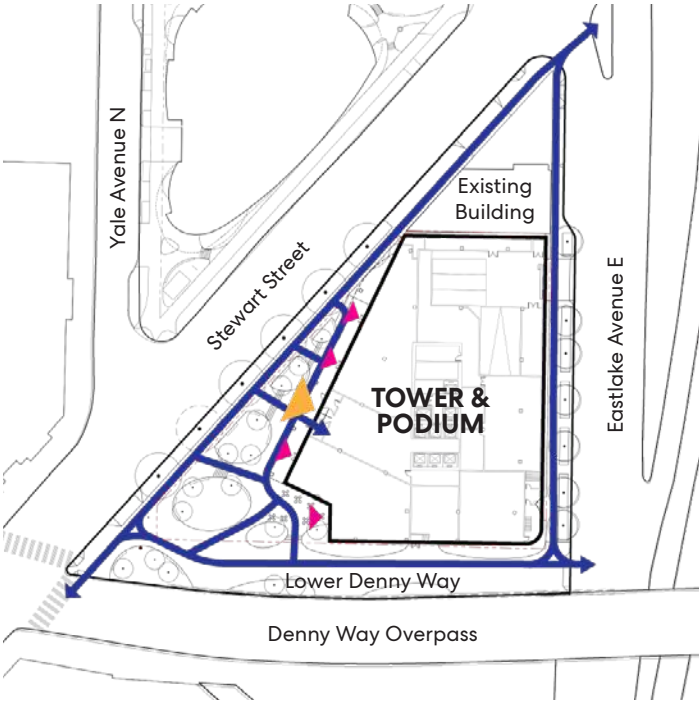
✓ Comparison of development with and without a vacation

### No Vacation



- Parcel A primary building entrance located off of Stewart Street. Drop off not allowed along the arterial frontage. Retail spaces oriented along Stewart Street where possible, but more fragmented due to parcel shape and existing alley.
- Parcel B primary building entry at corner of lower Denny Way / Eastlake. Retail spaces are possible along lower Denny Way and Eastlake Ave N facing I-5.
- Bike access for both parcels is from the alley.

### Vacation



- The majority of the Stewart Street frontage contains active retail and lobby uses activating the most prominent edge of the site.
- Primary building entry is from Stewart Street.
- Stronger potential to wrap retail around to lower Denny Way with limited vehicular access.
- Bike access is from lower Denny Way.

### LEGEND

- ← Pedestrian
- ▶ Lobby Entry
- ▶ Retail Entry



# Land Use Information Urban Design Analysis

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

 Site





# Land Use Information

## Urban Design Analysis - Use

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

-  Site
-  Commercial / Offices
-  Residential
-  Utility
-  Community

Labels correspond to images on following page.





# Land Use Information Urban Design Analysis - Use

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



1. 1370 Stewart Street  
(Approved MUP)



2. Play It Again Sports



3. Bradley Johnson Lawyers



4. REI Flagship Store



5. Alley24 - Offices



6. Alley24 - Residences



7. Alley24 - Residences



8. Denny Substation



9. 1200 Stewart Street  
(Under Construction)



10. 24 Hour Fitness



11. Youthcare Orion Center



12. DESC's 1881 Eastlake



13. Marriot Springhill Suites



14. SCCA House



15. Immanuel Community  
Services



16. Denny Substation Dog Park  
Services



# Land Use Information

## Urban Design Analysis - Open Space

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



**LEGEND**



- |   |                                |    |                                   |
|---|--------------------------------|----|-----------------------------------|
| 1 | REI Trail System               | 6  | 1916 Boren Ave<br>Corner Plaza    |
| 2 | Denny Substation Dog Park      | 7  | 1823 Minor Midblock<br>Open Space |
| 3 | Cascade Park and<br>Pea Patch  | 8  | Metpark E                         |
| 4 | Onni Park                      | 9  | Metpark W                         |
| 5 | 1200 Stewart<br>ROW Open Space | 10 | 1201 Stewart<br>Open Space        |



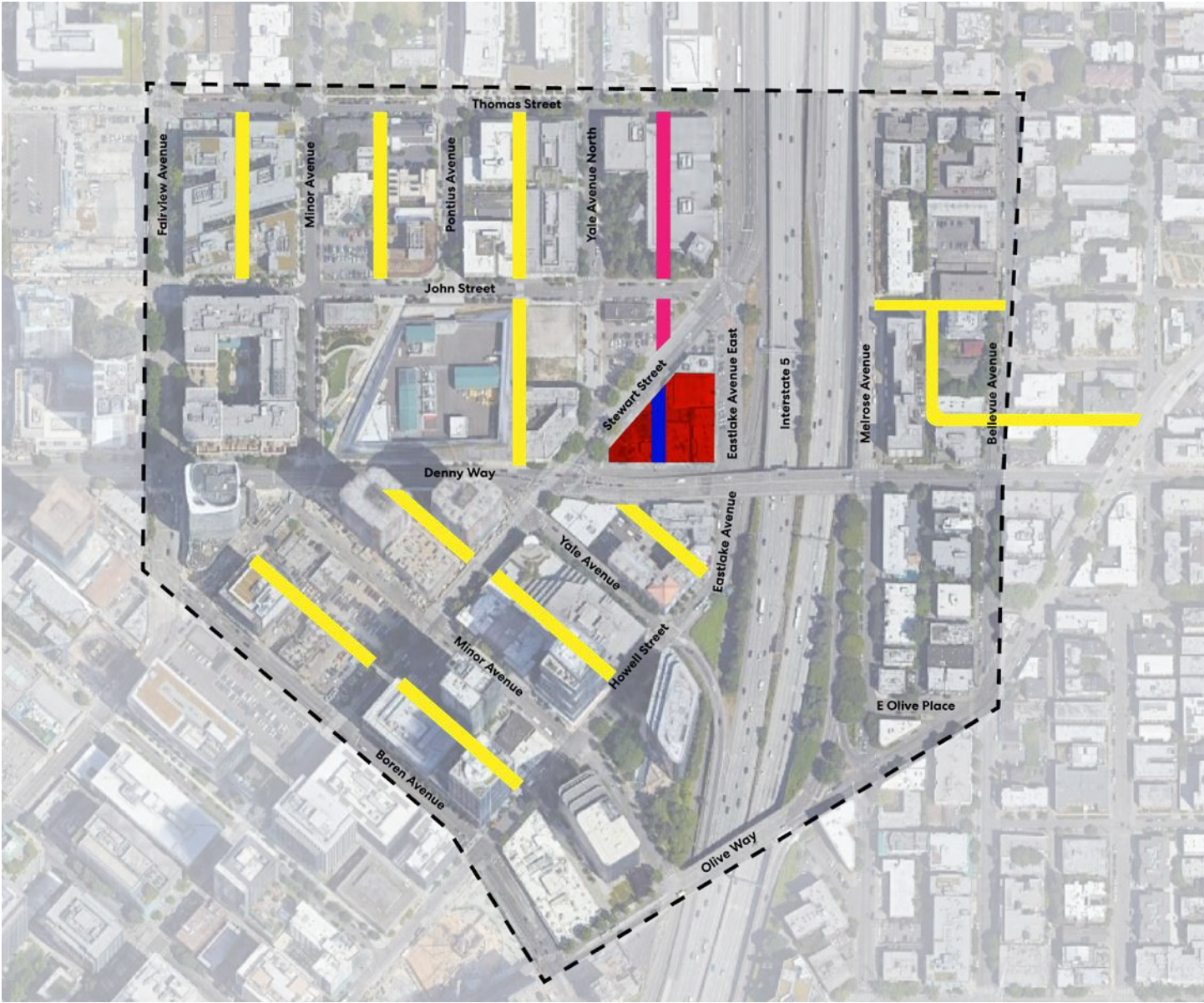


# Land Use Information

## Urban Design Analysis - Alley Network

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

- Red square: Site
- Blue square: Requested Alley Vacation
- Pink square: Vacated Alley
- Yellow square: Existing Alley



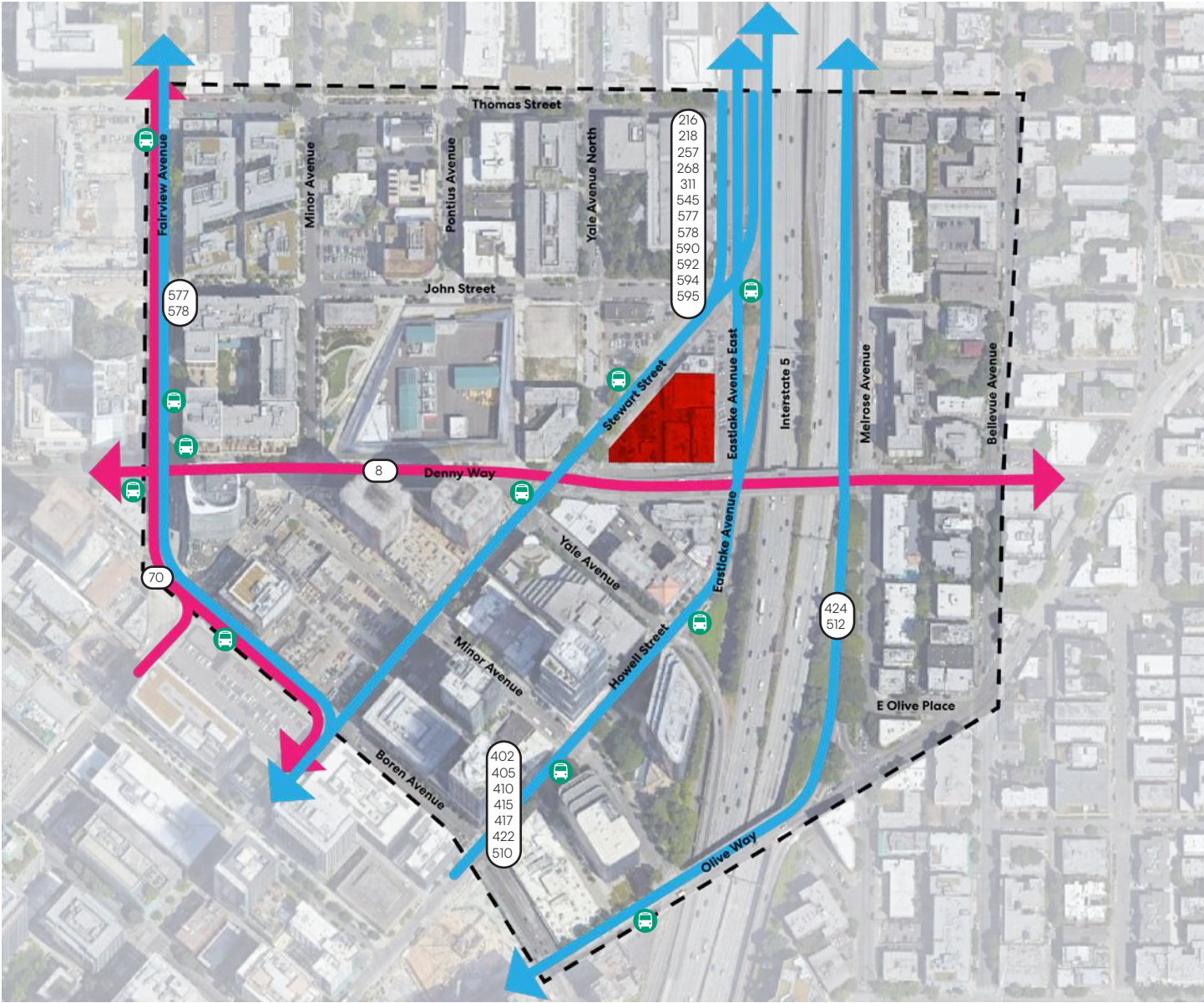


# Land Use Information

## Urban Design Analysis - Public Transportation

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

- Site
- Bus Stop
- Bus Line Designation
- King County Metro Lines
- Community Transit and Sound Transit Lines





# Land Use Information

## Urban Design Analysis - Pedestrian and Bicycle Network

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

-  Site
-  Bus Stop
-  Key Ped Crossings
-  Heavy Pedestrian Flow
-  Proposed Bike Facilities





# Land Use Information

## Urban Design Analysis - Street Character

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

-  Site
-  Green Streets (In Planning)
-  Green Streets (Proposed)





# Land Use Information

## Urban Design Analysis - Neighborhood Connections

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

-  Site
-  Key Neighborhood Linkages
-  Neighborhood Barriers



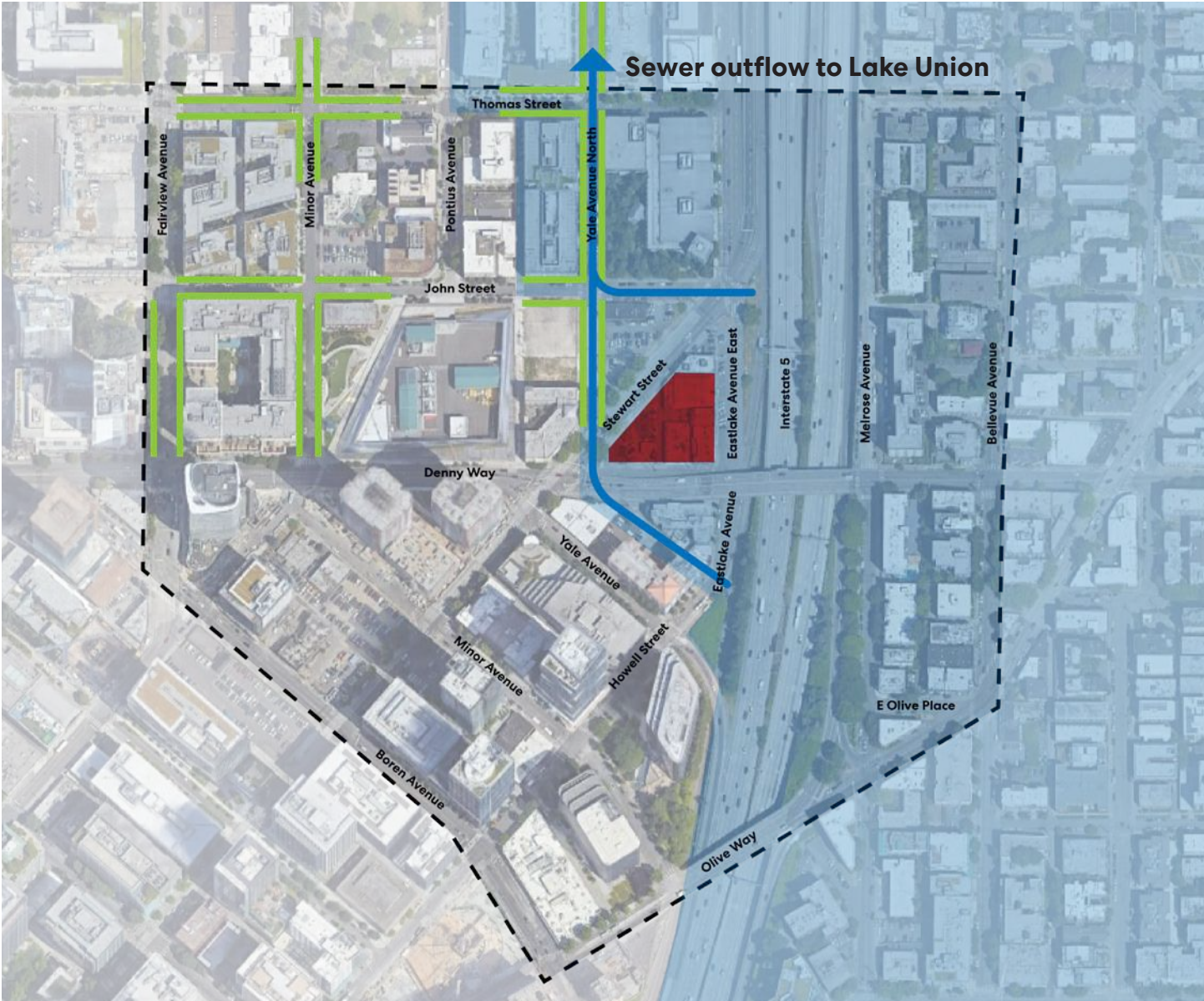


# Land Use Information


## Urban Design Analysis - Green Stormwater Infrastructure

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

-  Site
-  Streets Appropriate for Infiltration Facilities
-  Lake Union/Ship Canal Watershed
-  48" Storm Mainline





# Land Use Information

## Urban Design Analysis - Guiding Planning Principles

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks

### (1) SEATTLE LAND USE CODE



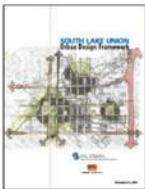
- *CURRENT ZONING REQUIREMENTS*
- *STREET CLASSIFICATION*
- *STREET LEVEL USE*
- *FACADE REQUIREMENTS*
- *LOT COVERAGE*

### (2) CITY of SEATTLE COMPREHENSIVE PLAN



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

### (3) NEIGHBORHOOD PLANS



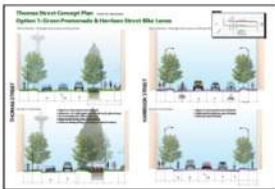
*SOUTH LAKE UNION URBAN DESIGN FRAMEWORK*



*SOUTH LAKE UNION NEIGHBORHOOD PLAN*



*SOUTH LAKE UNION REZONE LEGISLATION*



*GREEN STREET CONCEPT - THOMAS STREET*



*THOMAS GREEN STREET CONCEPT PLAN*



*DENNY WAY STREETScape CONCEPT PLAN*

# Land Use Information

## Urban Design Analysis - Guiding Planning Principles

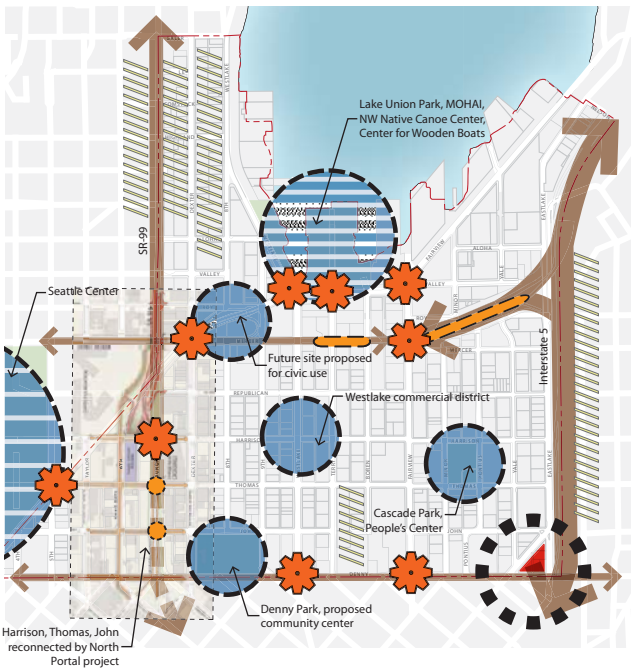
# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks

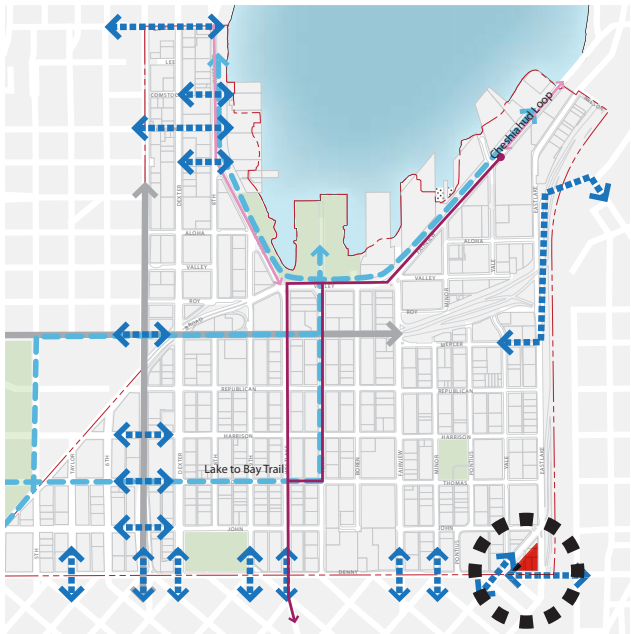
### STREET CHARACTER



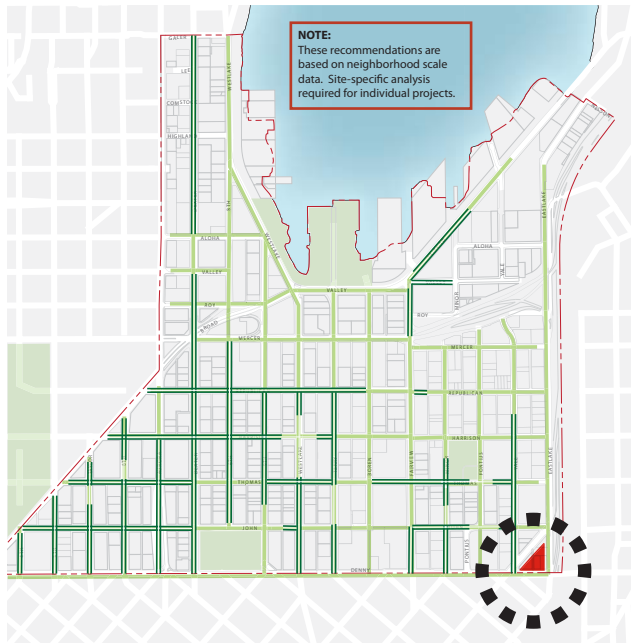
### GATEWAYS, HEARTS, AND EDGES



### NEIGHBORHOOD CONNECTIONS



### GREEN STORMWATER INFRASTRUCTURE



Figures are from the South Lake Union Urban Design Framework, Seattle DPD (2010).



# Land Use Information

## Urban Design Analysis - Neighborhood Character

# 03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks

New development in South Lake Union neighborhood has shown a successful pattern of activating the ground plane through use of plazas, landscaped pedestrian connections and open space.



### REI Courtyard

- Forested / natural edge acts as gateway element to the city
- Habitat, stormwater and heat island effects



### Swale on Yale

- Powerful place-making and functional landscape defining Yale Avenue and neighborhood
- Treats street run-off before entering Lake Union
- Gathering and pause points at edges with interpretive signage



### Seattle City Light Substation

- Deep setback and vacated street (Pontius Avenue North) provides meaningful open space
- Diversifies neighborhood open space uses (dog park)



### 1370 Stewart

- Large portion of the site is dedicated open space
- Contributes to the REI gateway effect

# Land Use Information

## Early Design Guidance

# 03

✓ *If design review is required, any Early Design Guidance (EDG) proposals, Design Review Board minutes, including statement that the project has completed EDG, and Seattle Design Commission's report to the Design Review Board or SDCI Director*

### Early Design Guidance #1

EDG 1 took place on December 4, 2019. The presentation package is located in the Appendix of this document along with related minutes, comments, and correspondence.

### Early Design Guidance #2

EDG 2 took place on July 6, 2022. The presentation package is located in the Appendix of this document along with related minutes, comments, and correspondence.

### Early Design Guidance #3

EDG 2 took place on November 16, 2023. The presentation package is located in the Appendix of this document along with related minutes, comments, and correspondence.



# Transportation Transportation

# 04

- ✓ Current use and design of the street
- ✓ Roadway designation of the street, including street type, if any
- ✓ Analysis of transportation impacts from vacation of the right of way and impacts of the new development, including impacts to transit, freight, pedestrian, and bicycle circulation access

## Roadway Designation and Street Type

- Roadway Designation: N/A
- Type: Commercial Alley

## Current Use and Design

The applicant proposes to vacate the north-south alley between Stewart Street and Lower Denny Way. The existing alley provides access to a surface parking lot and the back-side of buildings that will be removed by the proposed 1305 Stewart Street project.

## Analysis of Transportation Impacts

The project proposes to construct a life science research tower with fifteen stories above grade and four parking levels below grade. It is estimated to have roughly 292,000 sf of office space plus 7,500 sf of retail space. The project is estimated to generate between 500 and 600 vehicle trips per day with 70 to 80 vehicle trips during the PM peak hour of the adjacent street system. The project could generate 10 to 20 van or truck deliveries per day, which could include trash and recycling pick-up, vendor and parcel deliveries, and bulk item delivery. The 1305 Stewart project proposes to locate its access on Eastlake Avenue. One driveway would serve traffic to both the underground garage and loading dock.

Uses that currently occupy the site, including a small office, auto repair shop, tavern, and apartments, would be removed, and would eliminate an estimated 40 to 50 vehicle trips per day.

The applicant proposes to vacate the north-south alley between Stewart Street and Lower Denny Way. The existing alley provides access to a surface parking lot and the back-side of buildings that will be removed by the proposed 1305 Stewart Street project. It is not part of an alley network, and does not provide continuity to any other alley location. The existing alley can only be accessed from Stewart Street, which is one-way in the southwest-bound direction. Even if a vehicle were to access the alley from its south end, it would still have to use southwest-bound Stewart Street and Lower Denny Way to exit the alley. The alley does not serve transit, freight, pedestrian, or bicycle circulation or access.

The existing alley intersection on Stewart Street is about 250 feet downstream from the Stewart Street off-ramps from Interstate 5. If the alley were to remain and provide access to the subject site, it would increase the potential for merging in the segment of Stewart Street between the Interstate 5 (I-5) off-ramps and the alley. This would be most pronounced in the morning, when the Express Lane ramps are operating southbound towards downtown. Traffic arriving to the site from the I-5 Mainline ramps would have to merge across the two lanes of Express Lane traffic to reach the alley. If the alley is vacated and the site access is moved to Eastlake Avenue N, traffic arriving from Interstate 5 would need to loop the block via Yale Avenue (using either John Street and Yale Avenue N or Stewart Street) to reach the site access. This change would increase the available distance vehicles have to merge or would eliminate the merging pattern altogether.

Vacating this alley would not affect local circulation for any mode of transportation. It will improve the pedestrian environment by eliminating vehicle movements along the site's Stewart Street frontage with the elimination of the curb cut.

# Utilities

## Utilities

# 05

<ul style="list-style-type: none"> <li>✓ Identification of current utility use in the street</li> <li>✓ Potential future utility impacts in the area</li> <li>✓ Proposed mitigation for impacts of vacation on those uses</li> </ul>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

### Current Utility Use in the Alley

The existing alley contains Seattle City Light (SCL), franchise utility infrastructure, and side sewer laterals. The SCL infrastructure includes multiple vaults and a duct bank that connect SCL’s radial system from Denny Way to Stewart St. The franchise utility infrastructure includes a Lumen duct bank and overhead Comcast line that both provide service to 1331 Stewart St. The existing side sewer laterals provide discharge for 1314 Denny Way to the existing combined sewer main in Denny Way.

### Potential Future Utility Impacts

The proposed alley vacation causes little concern about impacts to future utilities. The existing alley does not connect to alleys to the north or south sides of the site making it undesirable for extending utility systems. Utility services for the future development are available in the adjacent rights-of-way.

### Proposed Mitigation for Impacts of Vacation

As part of this proposal, the project plans to reroute the existing SCL infrastructure around the west end of the site. SCL has been engaged and is coordinating requirements for rerouting the existing system with the project team. The Lumen and Comcast infrastructure and existing side sewers serve existing buildings that will be demolished as part of the 1305 Stewart development therefore no reroutes will be needed. The project team is engaging with the franchise utility providers to confirm this direction.

*Refer to existing utility diagram on following page.*



# Utilities Utilities

# 05

- ✓ Identification of current utility use in the street
- ✓ Potential future utility impacts in the area
- ✓ Proposed mitigation for impacts of vacation on those uses

### LEGEND

- - - Property Line
- Water (New)
- - - Water (Existing)
- - - Electrical (New)
- Electrical (Existing)
- Sewer (New)
- - - Sewer (Existing)
- Storm (New)
- - - Storm (Existing)
- - - Franchise Utilities (Existing)



# Historic Sites or Buildings Acknowledgment

06

✓ *For vacation proposals within a historic or special review district, near or connected to a historic landmark or site, identification of historic resources, and provision a determination of completeness for an application for a certificate of approval from the relevant board*

The alley vacation is not located in a historic district or a special review district and the vacation is not adjacent to a historic landmark or site. The on-site buildings to be demolished will be reviewed concurrently with the MUP application by Department of Neighborhood staff. It is not anticipated that the existing buildings will required to submit a landmark nomination due to their poor condition and lack of elements that meet designation standards criteria.

# Community Engagement Plan

## Community Engagement Plan

# 07

✓ Provision of community engagement plan and documentation of all community engagement completed to date, include a report on public comments and how proposal responds to them.

### Community Outreach

Our outreach team liaised with the project team to develop a Community Open House Event and Community Outreach Plan including objectives, target audiences, event details, proposed agenda, collateral materials, announcement methods, communication elements and presentation approach. We are tracking communications with the project team with the intent of keeping the City of Seattle's Department of Neighborhoods (DON) staff up to date.

### Community Outreach

Our Community Outreach Plan, which was approved by the City's of Seattle's DON on June 13, 2022 included the following elements:

#### Website

We created a website (<https://www.1305stewartalleyvacation.com/>) that describes the proposed alley vacation and provides links to the virtual open house events. The project website also includes details about the project team, details surrounding zoning, context and site map, and relevant prior projects completed by the project team. We also included a link to the project e-mail address and details about the overall timeline. A link to provide comments was included on the site, along with a link to a project survey.

*As of January 18, 2023, we received one comment from the public asking how the project would affect tenants at the David Coldwell apartment building located at 111 Yale Avenue North. The website has received 64 unique visitors.*

#### Online Survey

We created an online survey to provide the community with the opportunity to provide specific feedback about the proposal. The survey will be live for the life of the alley vacation process, up to the final vote by City Council.

*As of January 18, 2023, we received 3 responses to the survey. See the appendix for the survey questions and responses.*

#### Letter

We developed a community outreach letter and flyer that was mailed to 1,533 residents and businesses within a 750-foot radius of the project to inform them of the proposed alley vacation and invite them to the Virtual Open

House events to provide feedback. The letter included contact information as well as basic information that directed interested parties to the website and online survey. The letter was also translated into Spanish and Chinese.

The letter was also emailed to all community groups listed on City of Seattle's Uptown Neighborhood Snapshot including the Cascade Neighborhood Council, Friends of Denny Park, Discover South Lake Union, Denny Triangle Neighborhood Association, the South Lake Union Community Council, the South Lake Union Chamber of Commerce, and Emergency Block Watches. We have also emailed and called Youthcare/Orion Center to offer a briefing.

# Community Engagement Plan

## Community Engagement Plan

# 07

- |                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>✓ Provision of community engagement plan and documentation of all community engagement completed to date, include a report on public comments and how proposal responds to them.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

We have a briefing set up with the South Lake Union Community Council for February 21, 2023 and are in the process of setting up a briefing with the Denny Triangle Neighborhood Association.

### Virtual Open House Events

We hosted two virtual open house events on Monday, December 19th and Tuesday, December 20th to present the proposal and solicit feedback.

*There were no attendees at either open house event except for the project team.*

### Community Conversations

In addition to the virtual open house events, we are in the process of implementing informal community group discussions with primary South Lake Union community groups, including developing an informal presentation to guide conversations. We followed up with recipients by phone/e-mail to gauge interest in conversations.

- South Lake Union Community Council
- South Lake Union Chamber of Commerce
- Friends of Denny Park
- Youthcare/Orion Center
- Discover South Lake Union
- Denny Triangle Neighborhood Association

### Provisions and Documentation

All of our media contained the following information:

- Proposal
- Project address
- Contact person, e-mail address and phone number
- SDCI numbers
- Where to find more information, such as the Seattle Services Portal
- Links/QR codes to website/online survey
- Request for feedback
- Privacy statement

### Equitable Access

Intentional effort was made to ensure all materials were equitably accessible for non-English speaking members of the community. This included professionally translating all outreach materials below into Spanish, and Chinese:

- Full translation of the website
- Full translation of the online survey
- Full translation of the community letter

# Community Engagement Plan

## Community Engagement Plan

# 07

✓ *Provision of community engagement plan and documentation of all community engagement completed to date, include a report on public comments and how proposal responds to them.*

### Upcoming Additional Outreach

In addition to the outreach plan approved by DON, the project team is in the process of also conducting the following additional outreach:

- Outreach to downtown-focused transportation and other community organizations such as Feet First, Transportation Choices Coalition, Cascade Bicycle Club, Greenways and Seattle Center.
- Outreach to these additional target organizations and follow-up to secure interest in walking tours of 1305 Stewart Project site. We will develop a schedule of tours for interested parties and confirm project team spokespeople for each.
- Outreach to local businesses and nearby residential buildings within close proximity of the project site.
- Send updated neighborhood letter with alley vacation information to the above-mentioned groups.
- Update project website with project tour request information, as well as email / phone contact info.
- Update the community project website used in alley vacation outreach to include new project details and walking tour request information.



# Community Engagement Plan

## Neighborhood Plan Goals and Policies

# 07

✓ If the project is in an urban center, urban village, or other area covered by a neighborhood plan, the goals & policies from the neighborhood plan

The vacation petition is consistent with the following *South Lake Union Neighborhood Design Guidelines*:

### Context and Site

- CS1 Natural Systems and Site Features  
Use natural systems and features of the site and its surroundings as a starting point for design
1. Energy Use
  2. Sunlight and Shadows
  3. Topography and Elevation Changes
  4. Plants and Habitat
- CS2 Urban Pattern and Form  
Strengthen the most desirable forms, characteristics and patterns of the surrounding area
1. Gateway Locations
  2. Heart Locations
  3. Adjacent Streets
  4. Relationship to the Block
- CS3 Architectural Context and Character  
Contribute to the architectural character of the neighborhood
1. Emphasizing Positive Neighborhood Attributes and Challenges

### Public Life

- PL1 Connectivity  
Complement, connect and contribute to the network of open spaces around the site
1. Network of Open Spaces
- PL2 Walkability  
Create a safe and comfortable walking environment, easy to navigate and well connected
1. Weather Protection
  2. Walkways and Pedestrian Interest
- PL3 Street-Level Interaction  
Encourage human interaction and activity at the street-level, including entries and edges
1. Entries
  2. Residential Edges
- PL4 Active Transportation  
Incorporate features that facilitate active transport such as walking, bicycling and transit use
1. Transit Facilities

# Community Engagement Plan

## Neighborhood Plan Goals and Policies

# 07

✓ *If the project is in an urban center, urban village, or other area covered by a neighborhood plan, the goals & policies from the neighborhood plan*

### Design Concept

- DC1      Project Uses and Activities  
            Optimize the arrangement of uses and activities on the site
  
- DC2      Architectural Concept  
            Develop a unified, functional architectural concept that fits well on the site and its surroundings
  - 1. Massing, Design, and Scale
  - 2. Pedestrian Scale
  - 3. Building Podiums
  - 4. Tall Buildings
  - 5. Secondary Architectural Features
  - 6. Scale and Texture
  
- DC3      Open Space Concept  
            Integrate building and open space design so that each complements the other
  - 1. Building-Open Space Relationship
  
- DC4      Exterior Elements and Finishes  
            Use appropriate and high-quality elements and finishes for the building and open spaces
  - 1. Exterior Building Materials
  - 2. Trees, Landscape and Hardscape Materials

# Vacation Policies

## Circulation - Vehicles

# 08

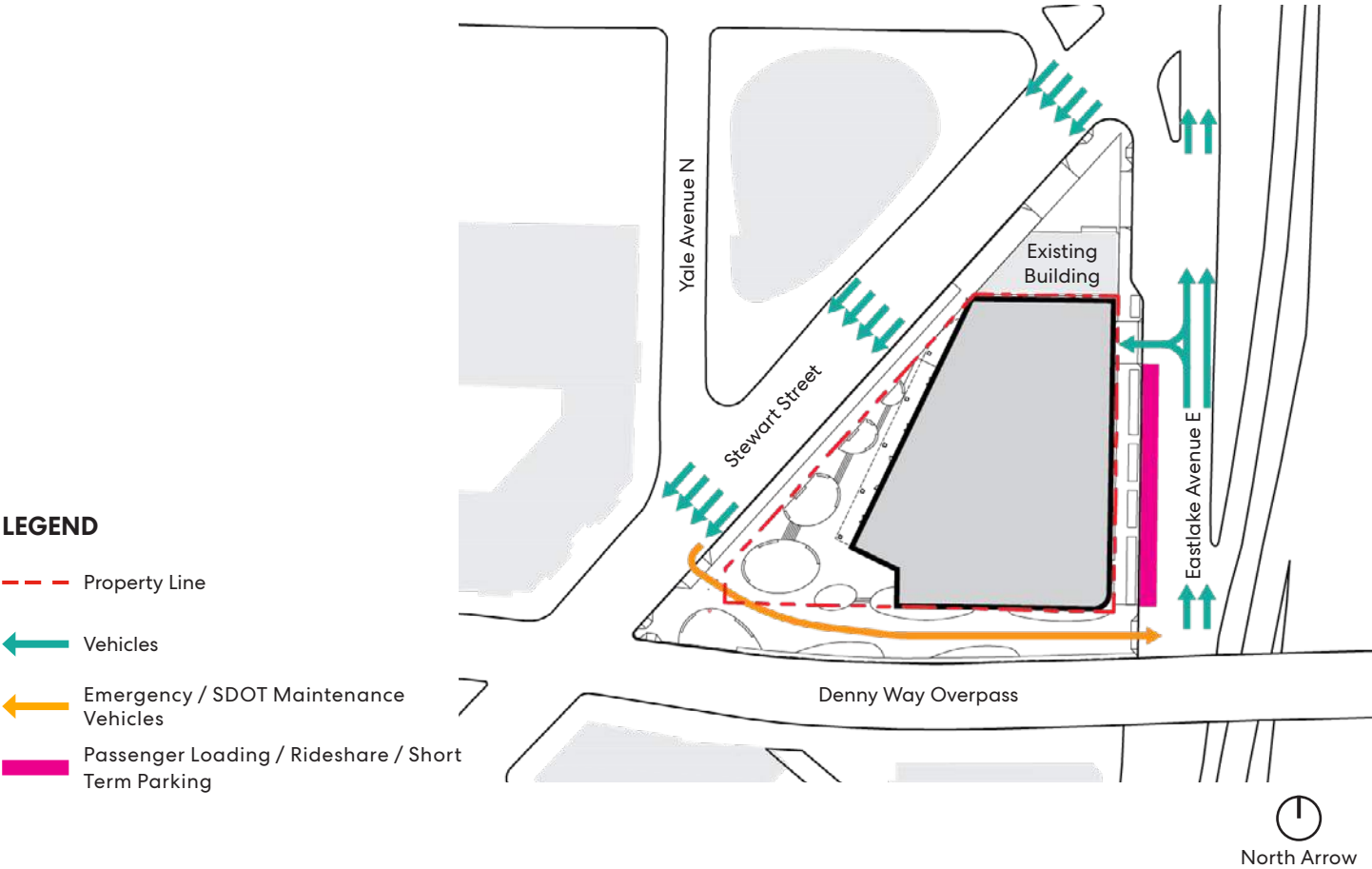
✓ Preliminary statement on how proposal addresses the vacation policies' values, including:  
• Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

Streets provide necessary space for the movement of people and vehicles. Vacations may be approved only if they do not result in negative effects on the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems unless the negative effects can be mitigated.

### Response

The existing site has multiple curb cuts providing access to the alley and existing parking lots. The project proposes a single curb cut for parking and loading access on Eastlake Avenue at the northeast corner of the site, reducing the number of vehicle-pedestrian intersections. Passengers loading is proposed on Eastlake Avenue North. Vehicular access to lower Denny Way will be restricted to emergency and service vehicles only increasing pedestrian and bicycle safety.



# Vacation Policies

## Circulation - Pedestrians

# 08

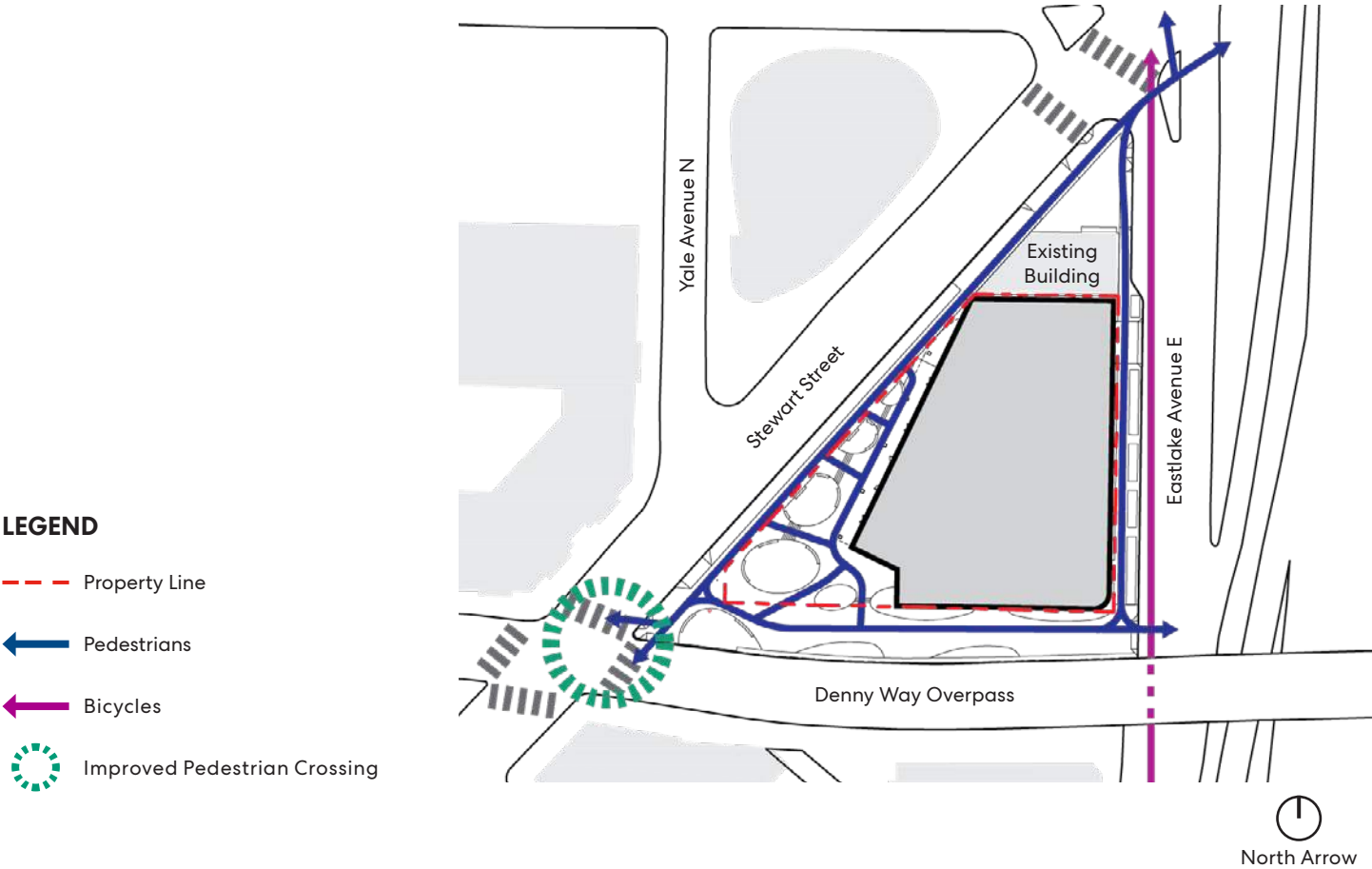
✓ Preliminary statement on how proposal addresses the vacation policies' values, including:  
• Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

Streets provide necessary space for the movement of people and vehicles. Vacations may be approved only if they do not result in negative effects on the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems unless the negative effects can be mitigated.

### Response

Bike facilities and transitions at intersections are be planned for Eastlake Avenue N in collaboration with SDOT. The new facilities will link Downtown with South Lake Union and Eastlake neighborhoods. Restricting vehicles to lower and will be designed to an Urban Curbless Street standard prioritizing pedestrians. Restricting access to lower Denny will also improve pedestrian safety at the corner of Denny and Stewart through the design of safe waiting area for pedestrians crossing busy arterial streets.



# Vacation Policies

## Access

# 08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:

- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

The primary purpose of alleys is to provide access to individual properties. Alleys provide space for loading, vehicular access to abutting properties, and space for utility functions such as water, sewer, solid waste, telecommunications, and electricity. Alleys will generally only be considered for vacation when loading, service, delivery, and access to parking functions are retained on the petitioner's property.

### Response

Parking and loading access is consolidated into a single driveway located on Eastlake Avenue at the northeast corner of the site. Bike access is located on Eastlake Avenue at the southeast corner of the site. The lobby and retail entrances are concentrated on the opposite elevation facing Stewart Street, where existing pedestrian traffic is the heaviest.





# Vacation Policies

## Utilities

# 08

- ✓ Preliminary statement on how proposal addresses the vacation policies' values, including:
- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

Public streets provide utilities with corridors for the efficient transportation and delivery of utility services to the public in the least costly manner possible. Utilities generally assess vacation petitions from an operational perspective to ensure that a vacation will not impair current service reliability and capacity levels, nor limit the ability to expand services in the future.

### Response

The alley vacation will not impair current service, reliability, or capacity levels for utility customers. Most utilities for the area are served from adjacent rights-of-way and not from the alley. The existing alley does contain Seattle City Light (SCL) Infrastructure that is required to be maintained. The SCL duct banks and vaults can be rerouted around the west end of the site to provide the same connection as the existing infrastructure. The reroute will not negatively impact SCL's system or ability to maintain their infrastructure and will instead replace older infrastructure that will benefit SCL customers in the area by increasing the reliability of the system.

As the existing alley does not continue to the north or south of the project site, vacating the alley does not limit the ability to expand utility services in the future. There are more efficient routes for future utility pathways in the adjacent rights-of-way.

*Refer to proposed utility diagram on following page.*

# Vacation Policies Utilities

# 08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:  
• Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### LEGEND

- Property Line
- Water (New)
- - - Water (Existing)
- Electrical (New)
- Electrical (Existing)
- Sewer (New)
- - - Sewer (Existing)
- Storm (New)
- - - Storm (Existing)
- - - Franchise Utilities (Existing)



# Vacation Policies

## Free Speech and Public Assembly

# 08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:  
• Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policies

Courts have recognized the role of streets as spaces for public speech and dialogue. The Council will consider the potential loss of free speech activities when reviewing street vacations and will not vacate a public place if the loss of the public speech function cannot be adequately mitigated.

Streets have always served as a place of public assembly. The Council will consider the importance of each street, alley, or public place as a place for community activity in considering the street vacation.

### Response

The alley and Lower Denny Way are currently not ideal places for free speech and public assembly to unfold. The project's proposal to transform Lower Denny Way into an Urban Curbless street with limited vehicle access that will create a safer space for these activities to take place by prioritizing the pedestrian experience, improving lighting conditions, and creating clear sight lines. Lower Denny Way and the project's open space will be contiguous, but signage paired with differentiation in materiality will demarcate the transition between purely public space and privately owned public space.



#### LEGEND

- Property Line
- Public Space
- Publicly Accessible Privately Owned



# Vacation Policies

## Open Space

# 08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:  
• Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

The open space opportunities provided by streets are important resources that contribute to quality of life and become more valuable as the City becomes more densely developed. The contribution of this important street function to the public's existing and future quality of life will be an important consideration when reviewing each proposed vacation. The open space functions provided by the right-of-way will be identified and the effects of their loss will be analyzed.

### Response

The proposed building includes a deep building setback along Stewart Street, providing this primary pedestrian route with open space, air and light. Limiting vehicular access on lower Denny Way to emergency and city maintenance vehicles affords the opportunity to create a publicly accessible plaza and civic gesture at the corner of Denny Way and Stewart Street while having the added benefit of providing for a safe waiting area for pedestrians crossing a busy arterial streets.



### LEGEND

- Property Line
- Publicly Accessible, Privately Owned Open Space
- Lower Denny Way Open Space





# Vacation Policies

## Light and Air

08

- ✓ Preliminary statement on how proposal addresses the vacation policies' values, including:
- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

The light and air opportunities provided by streets are important resources that contribute to quality of life and public health and become more valuable as the City becomes more densely developed. The contribution of this important street function to the public's existing and future quality of life will be an important consideration in each proposed vacation.

The analysis of the light and air functions of streets and alleys will consider the impact of the proposed vacation upon the access to sun, light, and air circulation provided to pedestrians, bicyclists, vehicle occupants, and abutting properties.

The analysis will include the potential shadow impacts of the increase in development potential directly attributable to the vacation on nearby public parks and public open spaces. Any potential impacts of the vacation on light and air will be compared with similar impacts that would result from development without the vacation. Vacations generally shall not be approved if the development proposed as part of the vacation request would result in additional shadowing of parks and other public open spaces.

### Response

The proposed alley vacation will not increase shadows on public parks and public open spaces as a result of the increase in development potential. While the proposed alley vacation increases the chargeable floor area, it has no effect on the maximum building height (240 ft) or the maximum tower floor plate (24,000 SF).

The proposed alley vacation instead allows for greater flexibility in how the building is placed on the site. The building has been carefully arranged to allow for a generous plaza at the southwest corner of the property, bringing more light and air into the public realm along Stewart Street and Denny Way.

*Refer to the proposed shadow studies on the following page.*

# Vacation Policies

## Light and Air

# 08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:  
• Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Vacation Shadow Studies

Winter Solstice

Autumn / Spring Equinox

Summer Solstice

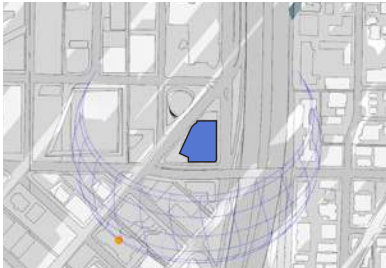
9am



Noon



3pm



# Vacation Policies

## Views

# 08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:

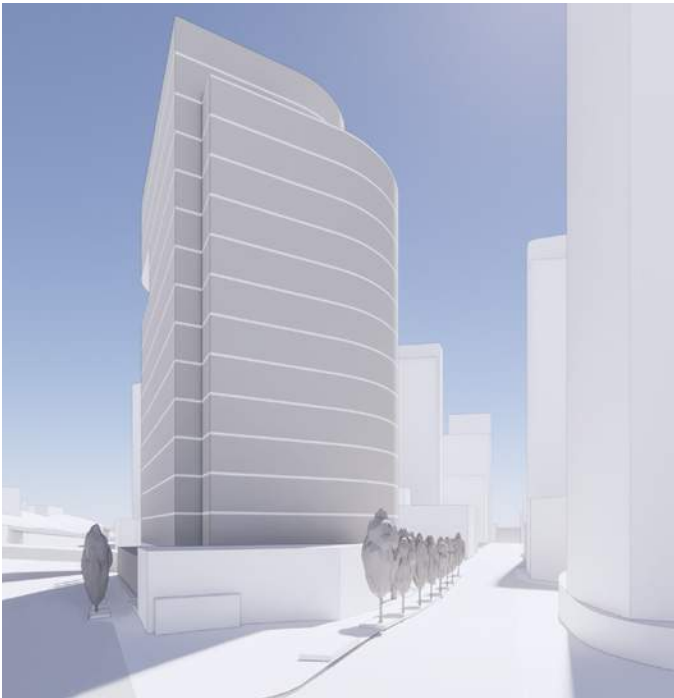
- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

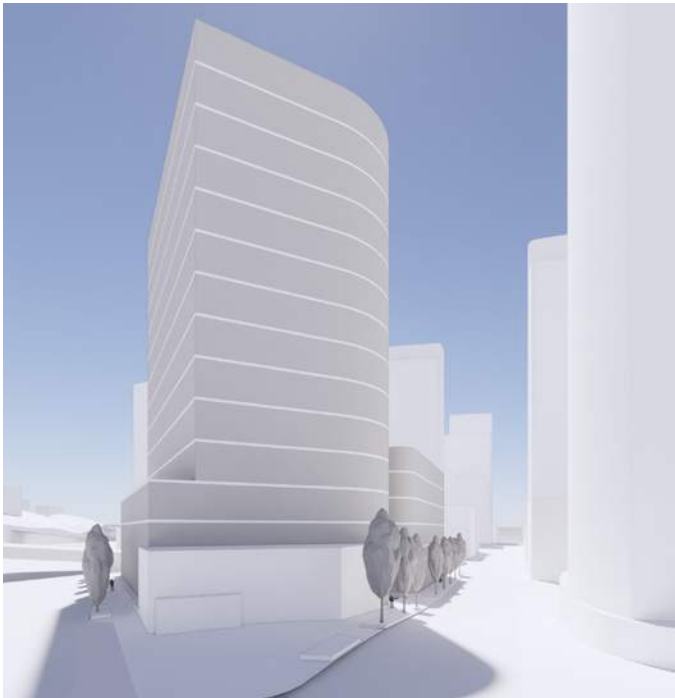
The views provided along streets are important resources that contribute to the public's quality of life and become more valuable as the City becomes more densely developed. Views are of particular value to members of the public that do not have private views. The contribution of this important street function to the public's existing and future quality of life will be an important consideration in reviewing vacations along designated view corridors or in areas where development facilitated by the vacation would significantly impact views of Puget Sound, lakes, mountains, or the downtown skyline.

### Response

The design team has considered how the proposed project will be viewed from Interstate 5 and the Stewart Street exit. From this southbound approach, the building forms a gateway to the city along with the recently approved residential tower at 1370 Stewart Street. The building does not obstruct views of the taller downtown built environment beyond, but rather frames it through curvilinear corners and a generous setback along Stewart Street that angles away from the property line. The building's main entrance and retail spaces front Stewart Street, where the most vehicular and pedestrian activity is expected. If the alley is not vacated, the potential to activate Stewart Street is decreased in order to maximize the development potential.



Vacation - Stewart Street from Northeast



No Vacation - Stewart Street from Northeast

# Vacation Policies Land Use and Urban Form

# 08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:  
• Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

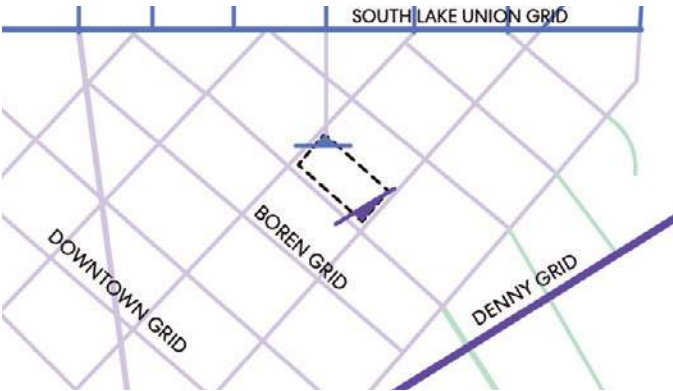
### Policy

Alley vacations may be approved only when they would not interrupt an established pattern of block size or alleys in the vicinity. Continuity of alleys through several blocks or a grid that is a consistent feature of neighborhood scale shall be maintained.

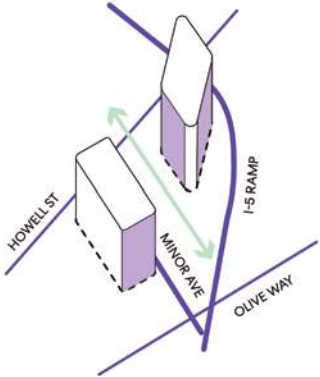
### Response

The project proposes to vacate an alley that is not part of a connected alley system and only serves its block. This proposal is consistent with other recent developments in the South Lake Union neighborhood. For example, the nearby full block developments with the Seattle City Light Substation and REI do not contain alleys, but instead provide substantial open spaces that enhance the public realm.

The proposed building form itself acknowledges and expresses the anomalies in the city grid, a strategy also used by the nearby Building Core and Metropolitan Park projects.



Building Core



Metropolitan Park



# Vacation Policies

## Public Benefits

# 08

✓ Preliminary public benefit proposal summary of visions and goals

### Lower Denny Way Urban Curbless Street

Lower Denny Way serves primarily as an access point to the existing buildings and uses on the project site. It is one way and provides access to the existing alley and Eastlake Ave N. The street received low volumes of traffic and there are few reason for cars or pedestrians to use the street in it's current form.

The proposed public benefit includes the design and construction of an Urban Curbless street type as defined by Streets Illustrated. The street will primarily serve pedestrians, cyclists and accommodate programming such as food trucks or community events. Lighting, artwork such as murals, seating and additional landscape will be considered in the design. Vehicle access will be limited to emergency and city maintenance vehicles.



# Vacation Policies

## Public Benefits

# 08

✓ Preliminary public benefit proposal summary of visions and goals

### Improved Pedestrian Crossing

The current entrance to lower Denny Way from Stewart Street is very close to the intersection of Denny Way and limits the waiting area for pedestrian crossing the street.

The proposed public benefit includes relocating the entrance to the new Urban Curbless street further north along Stewart Street to create a generous waiting area for pedestrians while also serving as a gathering space. The new entrance will be at sidewalk level, prioritizing pedestrian and limiting vehicular access to emergency and city maintenance vehicles. New landscaping, decorative surfacing and seating will be included in the design.



# Vacation Policies

## Public Benefits

# 08

✓ Preliminary public benefit proposal summary of visions and goals

### Artwork / Denny Way Overpass and Podium Murals

The existing El Corazon building at the corner of lower Denny Way and Eastlake Ave N contains murals supporting placemaking and creating a local identity. Lower Denny Way also presents a canvas and currently contains graffiti along its north facing abutment.

The proposed public benefit includes engagement of local artists to create murals on select faces of the proposed tower podium and along the northern facing bridge abutment at lower Denny Way. The process will include a process of artist selection by the development team and engagement with the project design team to design and install the murals. It is expected that coordination and approval will be required by SDOT to paint the bridge abutment.



# Vacation Policies

## Public Benefits

# 08

✓ Preliminary public benefit proposal summary of visions and goals

### Eastlake Avenue ROW Enhancements

Eastlake Avenue N is a wide, underutilized, one-way northbound street adjacent to I-5. Three lanes merge into two lanes as the street approaches the busy intersection with Stewart and John Street, and two major exits from I-5. The right hand turn lane at Stewart Street has been closed with concrete barriers, limiting vehicles to northbound movements only. The street also contains back-in angled parking on the west side of the street. King County is planning new protected bike lanes north of John Street connecting to Thomas Street and continuing north on Eastlake Ave N.

The proposed public benefit includes extension of the existing curb east near the centerline of the road to create space for a new protected bike lane, on-street parking, sidewalks, planting strips with street trees and site furnishings. Off site improvements at the intersection of Eastlake Ave N and Stewart Street will also be considered and may include new sidewalks, planting and street trees, curb ramps and bike facilities.





# Vacation Policies

## Public Benefits

# 08

✓ Preliminary public benefit proposal summary of visions and goals

### Wayfinding Signage

There is currently very few wayfinding elements in the vicinity of the project site giving direction to pedestrians and cyclists.

The proposed public benefit includes contributions to the Seamless Seattle Pedestrian Wayfinding program for implementation of relevant sign types for pedestrians and cyclists.



## Public Benefits Chart

- ✓ Preliminary public benefit proposal information displayed in a table or chart, including:
- Public benefit elements, cost/budget information, dimensions, materials, timing of implementation, whether the elements are required by code, and other relevant facts and information as requested by the City

Public Benefit	Description	Code Requirement	Proposed Benefit Quantity	Estimated Cost
<b>1 - Lower Denny Way Urban Curbless Street</b>	Conversion of lower Denny Way to Urban Curbless with restricted access for service and emergency vehicles. Improvements will include new surfacing, drainage, planting and irrigation, lighting, and site furnishings.	None	7,850 SF	\$1,380,000
<b>2 - Improved Pedestrian Crossing</b>	Relocation of existing lower Denny Way entrance to create safe waiting area for pedestrian crossing the street. Improvements include new driveway entrance, surfacing, curb ramps and revisions to pedestrian crossing signals.	None	1,035 SF	\$250,000
<b>3. Artwork / Denny Way Overpass and Podium Murals</b>	Engage local artist to create murals at tower podium along lower Denny Way and Eastlake Avenue E, and on the northern face of the Denny Way overpass abutment.	None	Allowance	\$50,000
<b>4 - Eastlake Avenue ROW Enhancements</b>	Extension of existing curb to create new space for pedestrian and bikes beyond SIP requirements. Improvements include bike facilities, on-street parking, planting and street trees, street and bike channelization, pedestrian lighting and intersection improvements.	None	6,000 SF	\$1,070,000
<b>5 - Wayfinding Signage</b>	Contribution to the city's Seamless Seattle Wayfinding program for new signage near project site as determined by SDOT.	None	3 - 5 signs	\$40,000

## Notes:

1. Public benefits 1 - 4 are intended to be completed prior to building certificate of occupancy.
2. The wayfinding public benefit includes a contribution to the wayfinding program and implementation will be determined by SDOT.

# Environmental Review Acknowledgment

09

- ✓ *SEPA checklist if environmental review is required for the project.*
  - *Environmental review must be completed prior to Council review*

A SEPA checklist is being submitted to SDCI as part of the MUP application. There is no indication that an EIS will be required.

# Previously Rejected Vacation Proposals Acknowledgment

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✓ *Explanation of altered circumstances if the City Council has previously rejected a vacation petition for the right-of-way*

No vacation requests have been previously submitted.