



September 3, 2024

Honorable Saka, Chair  
Transportation Committee  
Seattle City Council  
600 Fourth Avenue  
Seattle, Washington 98104

**Subject: Petition of BRE-BMR 6th LLC, for the vacation of the alley in lots 1 through 12, inclusive, Block 67, D.T. Denny's Park Addition to North Seattle, being the block bounded by John Street, Thomas Street, Taylor Avenue North and 6th Avenue North**

**Clerk File 314497**

Dear Councilmember Saka and Honorable Members of the Transportation Committee:

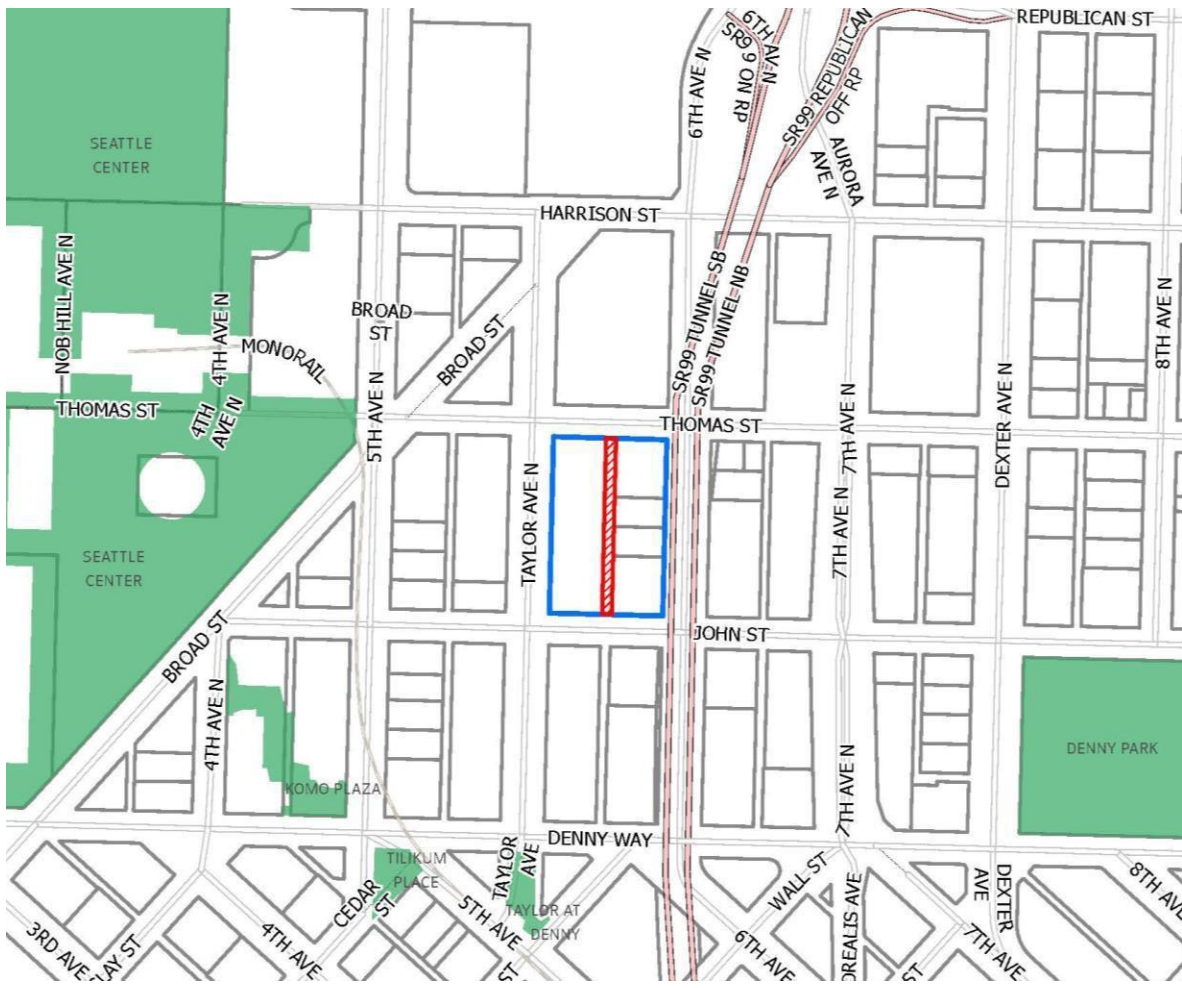
We are returning the petition from BRE-BMR 6<sup>th</sup> LLC (“Petitioner”) for the vacation of the alley described as:

THAT PORTION OF BLOCK 67, D.T. DENNY’S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON; MORE PARTICULARLY DESCRIBED AS THE 16’ WIDE ALLEY OF BLOCK 67; BOUND TO THE NORTH BY THE SOUTHERN MARGIN OF THOMAS STREET; BOUND TO THE EAST BY THE WESTERN LOT LINES OF LOTS 1 THRU 6 OF SAID BLOCK 67; BOUND TO THE SOUTH BY THE NORTHERN MARGIN ON JOHN STREET; BOUND TO THE WEST BY THE EASTERN LOT LINES OF LOTS 7 THRU 12 OF SAID BLOCK 67; CONTAINING AN AREA OF 5,761 SQFT. OR 0.1323 ACRES, MORE OR LESS; SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON.

Seattle Department of Transportation (“SDOT”) recommends the vacation be granted subject to the conditions and obligations included in this recommendation.

The recommendation from SDOT is a summary of the information provided in the vacation petition and review. The recommendation addresses key areas outlined in the Street Vacation Policies that guide the review and analysis of the proposal, and includes the following sections:

- I. City Council District
- II. Background
- III. Project Description
- IV. Reason for Vacation
- V. No-Vacation Alternative
- VI. Activities Prior to Formal Vacation Application
- VII. Community Engagement
- VIII. Early City Council Review
- IX. Regulatory Review & Issue Identification
- X. Design Commission Review
- XI. Policy Framework
- XII. Public Trust Analysis
- XIII. Public Benefit Analysis, and
- XIV. Recommendation and Conditions.



Map of Project area. Blue line indicates Project boundaries and red dashed portion is the proposed alley vacation.

## **I. CITY COUNCIL DISTRICT**

The proposed street vacation is in City Council District 7.

## **II. BACKGROUND**

The Project site is located within the Uptown neighborhood between the Seattle Center and South Lake Union. The site is bordered by Taylor Avenue N to the west, 6<sup>th</sup> Avenue N to the east, John Street to the south, and Thomas Street to the north. Thomas Street is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. Guiding principles of the Thomas Street Concept Plan include prioritizing people and places, and supporting walking, biking, and getting to transit.

The neighborhood is in transition. To the north of the site is the Broad Street Substation and diagonal to the site is the new Seattle Center Skate Park. A new multifamily project is being constructed to the west of the site and there are new multifamily and office buildings to the south. East of the site is a proposed residential building and an existing hotel.

Petitioner BRE-BMR 6th LLC owns Parcels 1991200540, 1991200495, 1991200505, 1991200515 and 1991200520. No other owner abuts the alley to be vacated.

The Property, which includes five parcels totaling approximately 77,854 sf is currently vacant as the buildings were demolished in 2022. The Property previously contained office, hotel, and accessory parking uses. There are no existing residential uses on the Property. The alley is approximately 360 feet long and 16 feet wide for a total of approximately 5,761 sf.

Petitioner proposes the alley vacation to facilitate development on a site area totaling approximately 83,615 sf.

## **III. PROJECT DESCRIPTION**

The proposed development (“Project”) will include two life sciences buildings that will be developed in phases, totaling approximately 821,300 sf (includes below grade parking) split between an 8- and 9-story building, including approximately 402 parking stalls in three below grade levels. The Project will incorporate two forecourt plazas at the north and south ends of the site, which are connected by a strong pedestrian (completely car-free) alley passage woven through the building entry portals, totaling approximately 23,610 sf of plaza and pedestrian space and using 28 percent of the lot area. Areas will be landscaped and well-lit with seating areas for public use.

The alley vacation would allow for consolidated loading and garage entries from John Street, which results in more creative massing solutions and buildings that are better oriented to take advantage of site relationships. Removing the alley also eliminates vehicular and truck conflicts at the alley entrance and Thomas Street, a designated green street. The vacation facilitates an improved pedestrian experience with a pedestrian connection through the existing alley framed by the newly created urban plazas on John Street and Thomas Street.

In addition to Project improvements, a range of public benefit opportunities are being proposed, including:

- A \$2.4 million contribution to SDOT to complete the Thomas Street green street improvements along the Seattle Center Skate Park.
- Expanded sidewalk width at 6th Avenue N to allow for an increased planting area and pedestrian zone.
- Overhead canopies are provided at Taylor Avenue N and 6th Avenue N to enhance the pedestrian experience.
- Increased tree canopies along Taylor Avenue N.
- Enhanced landscaping and parklets along Taylor Avenue N and 6<sup>th</sup> Avenue N.

The first phase to be constructed is located at 200 Taylor Avenue N (“Phase 1 West Building”) and will consist of approximately 239,000 gsf of mixed-use office/lab buildings, 159 below grade parking stalls, bike parking, and construction of the northern plaza along the Thomas Street green street and a portion of the through-alley connection. The second phase is located at 205 6<sup>th</sup> Avenue N (“Phase 2 East Building”) and will complete the Project, including creation of a southern plaza along John Street and completion of the alley passage and approximately 266,000 gsf of mixed-use office/lab buildings and 243 below grade stalls.

It is currently anticipated that construction of the Phase 2 East Building would start at the conclusion of the construction of the Phase 1 West Building. If economic conditions do not support the construction of the Phase 2 East Building within 8 months of the Final Certificate of Occupancy of the Phase 1 West Building, the Petitioner will install interim improvements that will be determined through the Seattle Design Commission subcommittee process that will remain in place until the start of construction of the Phase 2 East Building.

#### **IV. REASON FOR VACATION**

The alley vacation allows for a better design and more efficient buildings, both from the public and private perspectives. Specifically, the vacation allows for a more efficient below grade parking structure. Vacating the right-of-way will allow a single vehicular access and commercial loading to below grade parking, reduce overall traffic access points to the site, and reduce pedestrian conflicts. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow and eliminates vehicular and truck conflicts from the alley to Thomas Street, a designated green street.

The alley vacation also allows for additional open space activation at ground level and access to street-level use. The vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped pedestrian path in the location of the alley to be vacated. Connecting the open spaces with a pedestrian-friendly walkway creates a more welcoming and usable space for the neighborhood.

## **V. NO-VACATION ALTERNATIVE**

The no-vacation alternative would result in the development of a less efficient, less pedestrian-friendly development. A code-compliant scheme development proposal would likely require four buildings, with two buildings joined together on each side of the block with a party wall to achieve the programmatic goals of the development. A plaza space can be located along Thomas Street at the north side of the site. This scheme is challenged by the redundant cores of each building, and the service alley with at-grade loading for both buildings that detracts from a more pedestrian friendly ground level. The remaining alley results in up to four vehicular access points to support East and West Building loading and below grade parking and would not be conducive as a safe pedestrian corridor. Alley access off the green street on Thomas Street would continue to create conflicts in the no-vacation option. In this option, the two-building concept creates a long façade along both Taylor Avenue N and 6<sup>th</sup> Avenue N with a minimal amount of open space.

Street use improvements would be limited to code required parcel frontages along John Street, Thomas Street, 6<sup>th</sup> Avenue N, and Taylor Avenue N.

The no-vacation alternative would not require any public benefits.

## **VI. ACTIVITIES PRIOR TO FORMAL VACATION APPLICATION**

The Street Vacation Policies adopted in Resolution 31809 outline procedural obligations established by the City Council that a developer must address. These steps must be completed before SDOT may accept a vacation petition and before the formal review of a proposed vacation.

The Council imposed a more rigorous and consistent plan to engage the community before the vacation review begins. This early work is intended to move beyond notification about a proposed vacation and create an opportunity for early input on a proposal and public benefit plan.

The pre-petition activities outlined in the Vacation Policies includes:

- Early assessment: SDOT requires a developer to provide conceptual information about the proposal and how the vacation contributes to the development. SDOT staff can provide information about the time frame, costs, and obligations of a vacation, including

the public benefit obligations, and the appraisal process to determine the vacation fee. SDOT may include other city staff such as Seattle Department of Construction & Inspections (“SDCI”), Department of Neighborhoods (“DON”), utility representatives, and the Seattle Design Commission (“SDC”).

- **Community Engagement Plan:** The developer is required to consult with DON staff and develop a Community Engagement Plan that must be included in the vacation application.
- **Conduct early community engagement:** Consistent with the plan, the developer must proceed with early community engagement.
- **SDC early review:** Every vacation proposal must be presented to the SDC. The SDC will also provide comments at any Early Design Guidance (“EDG”) meeting if the Project is required to go through the Design Review Board (“DRB”).
- **Early Design Guidance:** If the Project is subject to design review the EDG process must be completed before the vacation can be accepted by SDOT.

This work creates opportunities for early input from the community and various City staff and can assist a developer in determining whether to proceed with a vacation.

## **VII. COMMUNITY ENGAGEMENT PLAN**

Before a Petitioner can begin the formal vacation review, the Petitioner must work with DON on developing a Community Engagement Plan. The City first expanded the obligation to develop Community Engagement Plans in Ordinance 125429. This legislation added requirements to Seattle Municipal Code (“SMC”) Chapter 23.41 that all projects going through Streamlined, Administrative, or the Full Design Review program administered by SDCI must prepare a community outreach plan before scheduling the EDG meeting. SDCI Director’s Rule 4-2018 and DON Director’s Rule 1-2018 provide more guidance about the components of the plan. The vacation review follows the guidance provided by the SMC and the Director’s Rule. The developer can then work with DON on a plan that will be accepted by SDCI and SDOT.

The Community Engagement Plan for the Project was approved by DON and used several strategies to reach individuals and organizations in the neighborhood where the alley vacation is proposed, as follows:

- **Website.** A website was created that provided Project information, information about the alley vacation, a survey, and a link to provide Project comments.
- **Online Survey.** The Project website included 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.

- Community Letter. The Project team developed a community outreach letter and flyer that was mailed to 786 residents and businesses within a 750-ft radius of the Project site to inform them of the proposed alley vacation and invite them to the Virtual Open House 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 emailed to all community groups listed below. The team followed up with recipients by phone/e-mail to gauge interest in conversations.

- Seattle Center Advisory Commission
  - Uptown Alliance
  - Queen Anne Greenways
  - West Precinct Advisory Committee and Emergency Hubs & Block Watches
  - Bellwether Housing
  - Cascade Neighborhood Council
  - Compass Housing Alliance
  - Denny Triangle Neighborhood Association
  - Discover South Lake Union
  - Low Income Housing Institute
  - Mercer Stakeholders
  - South Lake Union Community Council
  - South Lake Union Chamber of Commerce
  - Friends of Denny Park
  - South Lake Union Greenways
- 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 the website, the online survey, and the community letter into Vietnamese, Spanish, and Chinese.
  - Two Virtual Open House Meetings. The Project team hosted two virtual open house events on May 10, 2022, and May 12, 2022, to present the proposal and solicit feedback. There were no attendees at either open house except for the Project team.
  - Additional Community Conversations. The Project team directly reached out to local organizations, including the Seattle Center Advisory Commission, Uptown Alliance, Queen Anne Greenways, Denny Triangle Neighborhood Association, Mercer Stakeholders, South Lake Union Community Council, 4Culture, South Lake Union Chamber of Commerce, Friends of Denny Park, Cascade Bicycle Club, Feet First, and South Lake Union Greenways.
  - Door-to-Door Outreach. The Project team also conducted door to door outreach, reaching out to the 37 nearby businesses and residential buildings.

- Meetings with Community Organizations. The Project team’s outreach resulted in the following meetings:
  - May 10, 2022 – Community Outreach Open House 1
  - May 12, 2022 – Community Outreach Open House 2
  - June 3, 2022 – Uptown Alliance #1
  - March 3, 2023 – Seattle Center
  - March 8, 2023 – 4Culture
  - October 25, 2023 – Uptown Alliance #2

Based on this outreach, feedback from these groups confirmed support for new neighborhood space as well as improved pedestrian and bicycle networks and highlighted the importance of improving public safety.

### **VIII. EARLY CITY COUNCIL REVIEW**

The Vacation Policies provide that the City Council may host a briefing on a new vacation petition. The briefing provides an opportunity for the City Council to hear about the vacation, and to provide any early feedback. The briefing also provides an opportunity for the public to provide early comments on the proposal.

The briefings are held after a petition has been accepted and introduced at the City Council and early in the review process. The goal is for the Petitioner to present the vacation to the City Council and the community before the elements of the formal review process, such as the SDC, DRB meetings, Street Improvement Permit (“SIP”) review, or other city procedures have begun to identify issues and work to refine the proposal.

An early City Council briefing was held on August 16, 2022, at the Transportation and Seattle Public Utilities Committee. During that briefing, the Committee asked clarifying questions regarding the proposed research and development use of the property and requested information regarding business displacement.

### **IX. REGULATORY REVIEW & ISSUE IDENTIFICATION**

The vacation proposal was circulated to various City departments, outside agencies, and community groups to identify any issues specific to the alley vacation. The vacation review process also includes review by the SDC.

Development projects proposing a vacation are also obligated to comply with any applicable regulatory and environmental regulations. In addition to the vacation review, this Project is subject to:



- **Early Design Guidance (EDG):** April 20, 2022
- **Master Use Permit (MUP):** complete application submitted to SDCI on July 12, 2022
- **Design Review Recommendation:** May 3, 2023
- **Preparation of a SEPA Checklist:** completed July 12, 2022
- **Preparation of a traffic study:** completed
- **Land Use and Zoning review:** correction cycle completed awaiting vacation approval
- **SPU Solid Waste Approval:** Issued November 29, 2022
- **Street Improvement Plan (SIP) review:** 60% waiver granted on April 6, 2023, to allow phased building permit submittal for both parcels.
  - Relevant meetings with SDOT and other agency stakeholders
    - April 4, 2022 – 30% SIP drawings submitted for 200 Taylor Avenue N (West) and 205 6<sup>th</sup> Avenue N (East) parcels
    - April 25, 2022 – Check-In w/ Jackson Keenan Koch regarding 30% SIP comments
    - February 24, 2023 – Check-In w/ Jackson Keenan-Koch regarding waiver request and requirements
    - March 30, 2023 – SIP Waiver Request submitted to SDOT (Jackson Keenan-Koch)
    - April 6, 2023 – SIP Waiver Request accepted to allow phased permit submittal for both west and east parcels
- **Utility Major Permit (UMP):** UMP was issued April 25, 2023, and the work under such UMP was completed December 8, 2023.

The purpose of the broad review of the vacation petition is to identify issues that need to be addressed through the vacation process by changes to the Project or by adding vacation conditions. The various regulatory reviews would address code-related issues for the Project and overall development and the regulatory approvals and permits would outline the conditions of the permit approval.

## **X. DESIGN COMMISSION REVIEW**

The SDC reviews all vacation proposals and provides advice to the City Council and City departments on specific elements of the proposal. The SDC focuses their review on three areas established by the City Council in Resolution 31809: how the loss of the right-of-way impacts the functions of the remaining rights-of-way near the Project; the public trust functions and how improvements to the public realm offset the loss of the right-of-way; and the public benefit obligation. To evaluate the implications of the loss of the right-of-way, the SDC considers elements such as the community context, how Project features such as building orientation and scale are affected, how utilities are modified as a result of the loss of the right-of-way, and how the Project engages with the public realm around the development site. The SDC is particularly

interested in the community engagement plan and how the goals of the community are reflected in the development and the public benefit features.

Following the review of how the elements of the right-of-way are modified as a result of the vacation, the SDC then considers the proposed public benefit package. This includes a review of whether the proposed features are of value to the public and rise to the level of public benefit. The review considers whether the public benefit elements are public in nature and how the elements exceed any Project related improvements that benefit the Project over the public. Finally, the SDC review considers whether the public benefit proposal is adequate considering the scale of the Project, the loss of the public right-of-way, and the impacts of the vacation.

The SDC reviewed the Project at the following meetings:

- September 1, 2021 – pre-petition review with SDC subcommittee
- November 17, 2022 – Public Trust 1
- March 2, 2023 – Public Trust 2
- February 15, 2024 – Public Benefit

The meeting minutes and presentations to the Design Commission are a part of the Clerk File and can also be found at: <https://www.seattle.gov/designcommission/project-reviews/current-projects/200-taylor-ave-alley-vacation>

**September 1, 2021: At the pre-petition review the SDC provided the following comments:**

There is general support for the vacation. Areas of further investigation that commissioners brought up were:

1. Possible loss of opportunities for street trees that may result from moving utilities out of the alley and into Thomas, Taylor, and/or other streets.
2. Managing stormwater on this urban site; not counting required stormwater facilities as public benefit.
3. Providing for all vehicular movements on site when the alley is no longer available for loading, waste removal, and other back of house functions.
4. How the locations of the public open spaces, private entries, and vehicular access contribute to pedestrian flow on site and in the neighborhood.
5. How the Project is designing in support of SDOT street typologies.
6. The narrowness of the midblock pedestrian connector; how it affects the desirability of this route and the massing of the Project.
7. The quality and choice of location for the two open spaces; their role in network of neighborhood open spaces; solar exposure; messaging that these are public spaces; possible retail

8. Community outreach and goals; understanding of how open spaces in the area are being used, in particular in evening hours when office workers are gone.

**November 17, 2022: The SDC did not vote on the public trust phase of the Project but provided the following comments:**

1. Diagonal Connection
  - a. Overall, the commissioners seem to support the diagonal connection through the site. However, they would like to see more analysis supporting the need to move pedestrians that are not associated with the building function or identity from the public realm to this feature. Their concerns include:
    - i. Is it necessary?
    - ii. Is it the right move—should we be moving people off the street and into interior. What are the benefits of this?
    - iii. Is it effective?
    - iv. Who will use it?
    - v. Why will they use it?
2. Public Spaces
  - a. What is the program of these spaces and how is the design detail supporting the program?
  - b. Are these spaces meant for gathering, rest, etc. or are they merely meant as pass through spaces to access opposite side of site, corners of site, etc.?
  - c. How will the general public use these spaces or are the spaces designed for building tenants and users?
  - d. Commissioners are concerned that the internal spaces meant as public access through the site will not be used by the public.
3. Alley vs. No Alley Vacation Comparison – Commissioners would like to see a more robust illustration of the no alley vacation option, so a true comparison can be made. The no alley vacation option should show the baseline for the improvements to public spaces and ROW, and the alley vacation option should show improvements to those baselines.
4. Public engagement
  - a. Additional information is needed on outcomes from initial public engagement, including demographics of the communities that will benefit.
  - b. Additional work should occur to expand outreach and engagement to a more diverse population than would be represented by the Uptown Alliance, including in-person engagement with nearby residential properties.

**March 2, 2023: the SDC voted 10 to 0 to approve the Public Trust phase of the vacation, with the following recommendations:**

1. Explore more programming options for the southeast corner to increase public activity.
2. Expand the idea of “public” to include nearby users, including people using the skate park to the north, and other groups that might not seem obvious.
3. Explore the feasibility of separating stormwater out of the combined system into its own system.
4. Continue to look at programming options for public spaces.
5. Maximize visibility and wayfinding through the diagonal to ensure the space feels safe and looks open.
6. Look for offsite public benefit options.

**February 15, 2024: the SDC approved the public benefit package 7 to 0, with the following recommendations and conditions:**

1. Subcommittee for Interim Uses: The Project team must return to a subcommittee focused on interim uses and phasing ideas, particularly around phase 2 of the Project. The goal is to enhance the Project site with fencing treatments, striping of 6<sup>th</sup> Avenue to enhance accessibility, or other programs to improve the public realm during the interim period. The subcommittee should occur prior to the issuance of a Master Use Permit. This includes striping of 6th Avenue in the interim condition to enhance accessibility.
2. Interim Conditions Between Buildings: Update the plans in the middle of the site, between phase 1 and 2 buildings during interim conditions. The goal is to have active uses or other solutions that enhance visibility, safety, security during the interim period. One solution would also include potentially incorporating art as part of the strategy.
3. Refinement of Conditions for Open Space Areas: Working closely with the City to refine the conditions of the open space areas between phase 1 and 2 buildings, ensuring they align with the overall vision and public benefit goals of the Project.

## **XI. POLICY FRAMEWORK**

Street vacation decisions are City Council decisions as provided by State statute and have not been delegated to any City department. There is no right under the zoning code or elsewhere to vacate or to develop a public right-of-way. Vacating a public right-of-way requires discretionary legislative approval that must be obtained from the City Council, and the Council may not vacate a public right-of-way unless it determines that to do so is in the public interest. The City uses a two-part test to determine whether a vacation is in the public interest. First, the City undertakes a “Public Trust Analysis,” a determination of whether the street is needed and whether the public interest can be protected if the street is vacated. Second, the City undertakes a “Public Benefit Analysis,” assessing the Petitioner’s proposal to provide benefits to the public.

Established plans, policies, and standards guide this review as called for by the Vacation Policies. The City will not support vacations that conflict with city planning goals, particularly if the vacation would be inconsistent with the desired intensity of development and preferred uses, or if clear harm would result. But land use policies and codes do not bind the Council’s decision to grant or deny a street vacation petition. The Council may condition or deny vacations as necessary to protect the public interest.

The Street Vacation Policies provide that during its review of the petition, the Council will weigh the public trust and land use effects of a vacation, the mitigating measures, and the public benefits provided by the vacation to determine if the vacation is in the public interest. In balancing these elements of the public interest, the City Council places primary importance upon protecting the public trust it holds in rights-of-way.

This petition has been reviewed for its consistency with the Vacation Policies in Resolution 31809, which were in effect when the petition was submitted. SDOT has determined that the Project is consistent with these Policies.

## **XII. PUBLIC TRUST ANALYSIS**

City streets are held in trust for the public and the City acts as a guardian for the public in reviewing vacations. The City Council may approve vacations only when they are in the public interest. Streets will be retained unless it can be shown that they are not needed for a current or foreseeable public use and the City Council is convinced the vacation is in the public interest. The policies define the public trust functions of rights-of-way as being circulation, access, utilities, free speech, public assembly, open space, light and air, and views.

Vacations affect the land use and development patterns in an area by adding to the developable land base, altering the local land division pattern, changing vehicular and pedestrian movement patterns, and increasing the development potential on the vacated and abutting streets. A vacation petition may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the Comprehensive Plan.

The following information addresses each element as required in the Street Vacation Policies.

**Circulation:** Streets provide for the movement of people, goods, and vehicles through the city as part of a network. If a part of the network is removed, there may be impacts to the transportation network. The City will only vacate a right-of-way if it will not disrupt the movement of people, goods, and vehicles through the city, and only if it is consistent with the City's transportation plans.

The main purpose of alleys is to provide access to the individual parcels on a block and to provide for services and utilities. Alleys generally are not considered part of the larger circulation system and do not provide for the circulation of vehicles around a site or a community. Since the alley proposed for vacation does not continue in the block to the north of the site, the alley does not provide for continuity of utility infrastructure or service vehicles. No other property owner abuts the alley proposed for vacation. The Project design addresses access to the parcels and no impacts to the larger street grid were identified from the loss of the alley.

The existing site has multiple curb cuts providing access to the alley. The Project proposes a single curb cut for parking and loading access on John Street, reducing the number of vehicle-pedestrian intersections. If the alley were to remain and provide access to the subject site, it would increase the potential for merging vehicular and pedestrian traffic, disrupting the planned Thomas Street green street. The Project also prioritizes pedestrian focused circulation through and around the site. This is achieved by locating the utility functions below grade and providing entry access to service loading on John Street, away from the Thomas Street green street plans.

The work on the development plans through the SDCI review and review in SDOT's Street Improvement Permit ("SIP") review and approval process will address specific regulatory, utility, and design standards requirements. Through the SIP review, SDOT will approve the street alignment and street design. Work is continuing to determine the best method to address maintenance, insurance, use fees, and other considerations. The vacation conditions should include obligations for enhancements or deviations to standards related to public benefit obligations or enhancements proposed by the development team. Close coordination between the various review procedures will continue to be important as this Project moves forward.

**Access:** Streets and alleys provide access to individual parcels and access around and through the surrounding and larger community. Streets are designed to provide for the range of transportation modes, including walking, bicycling, transit, and driving. The City will only approve vacations if they do not result in negative effects on the current or future needs of the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property. If the negative impacts can be appropriately mitigated, the City may choose to vacate the street.

The main function of alleys is to provide access to individual parcels, space to access service, loading areas and parking, and to provide for utility vehicles and services such as solid waste

pickup. When the vacation of an alley is proposed, the review looks at the impact to the surrounding parcels and whether the service and access uses that should be contained within the parcel are pushed out to the surrounding streets. If the property was developed without the alley vacation, the existing alley could continue to provide access to the property east and west of the alley. The use of the alley would keep the Project-related services and access away from the surrounding streets.

With the proposed vacation, parking and loading access is consolidated into a single driveway located on John Street. Bike access is located via the pedestrian connection. Multiple pedestrian access points are located through the pedestrian connection and on John Street and Thomas Street.

SPU approved the proposed loading access plan on November 29, 2022. As the permitting review moves forward the specific design and dimensions of the garage entry and dimensions and street design for Thomas Street, John Street, Sixth Avenue N, and Taylor Avenue N will be finalized.

**Utilities:** City and private utilities use streets to serve their customers. The City will only vacate a street when all utilities using or potentially using the right-of-way can be adequately protected with an easement, relocation, fee ownership, or similar agreement satisfactory to the utility owner. The Council will require that future potential utilities can be accommodated.

The review of the vacation did not identify that the loss of the alley would impair current service, reliability, or capacity levels for utility customers. Existing utilities within the alley consist of electrical and communication facilities. The electrical facilities include multiple vaults and duct banks that run north-south within the alley providing feeder getaways for electrical distribution from the Broad Street substation that is located immediately north of the Project across Thomas Street. The communication facilities are limited to service connections to the properties located on either side of the alley that have been demolished.

New SCL infrastructure will be installed around the perimeter of the site along Thomas Street, 6<sup>th</sup> Avenue N, and John Street, and will provide an alternative connection between the SCL vaults in which the alley duct banks are routed to and from. This new infrastructure will facilitate relocating the SCL feeders from the existing alley duct banks to the newly installed duct banks, allowing for the abandonment of the alley electrical facilities.

As the existing alley does not continue to the north 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. As the proposal moves forward the developer will need to continue to work with SPU and SCL to coordinate the development activity. The SIP and UMP processes identify the utility needs for the proposed development and the service needs for the new Project.

**Free Speech:** The public has traditionally used Seattle’s streets to exercise constitutional rights under the First Amendment ranging from large-scale protests to newspaper vendors. Alleys will only be vacated if publicly accessible spaces on the site are kept open for the same speech-related purposes.

The alley proposed for vacation is open and available for public use, but the alley is unimproved and there are no active adjacent uses that draw the public. This site is close to the Seattle Center and the area provides many superior spaces for public gathering and the exercise of free speech rights.

While it is possible for the public to use the alley and to exercise free speech rights in the alley, it does not appear to have much existing value for those purposes. There are no adjacent buildings that appear to use the alley as a neighborhood short cut or route to public spaces. If the block was developed with the alley remaining in place any members of the public who accessed the alley would be behind the buildings with little visibility.

The area of the vacated alley is intended to remain publicly accessible as a pedestrian connection from Thomas Street to John Street. The Project will provide, as public benefits, expanded and improved right-of-way along 6<sup>th</sup> Avenue N and Taylor Avenue N, and improved streets along Thomas and John Streets. The right-of-way will include parklets and seating for gathering and respite.

As the proposed improvements along Thomas and John Streets and Taylor Avenue N will be in a public right-of-way, this means that the public has the right to access and use them. This improved right of way space will provide more meaningful opportunities for freedom of expression.

**Public Assembly:** Streets also act as places for people to gather, to meet others in the community, space for children to play, and for all segments of society to interact. The role of the right-of-way can be particularly important for people who have the fewest resources. The City Council will consider the importance of each street or alley as a place for community activity in considering any vacation. As noted, alleys function as the back door of a block and provide important space for services and access to property but generally do not provide space for the public to gather.

The alley does not currently serve as a place of public assembly nor is it adjacent to a public use. Even if the right-of-way was retained and improved as part of a different project it is unlikely that it would have much value as a space for the public to gather. The alley’s current uses for access to loading, parking, and services make it an unlikely space for public assembly. The improved right-of-way areas include parklets and additional seating to provide gathering spaces for the community.



**Open Space:** Streets provide spaces for people to gather, interact, and travel, and offer open space benefits. 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.

The alley proposed for vacation includes about 5,761 square feet. The proposed building includes a deep building setback along Thomas Street for the 200 Taylor Street building (Phase 1 West Building) and a deep setback along John Street for the 205 6<sup>th</sup> Avenue N building (Phase 2 East Building), providing pedestrians with open space, air and light in the publicly accessible, privately-owned open space.

The Seattle Mixed/Uptown Urban Center has a strong presence of ground level open space to provide for higher office use densities. Neighboring residential developments will facilitate a need for more open space as more residents and office workers will be present in this area between South Lake Union and the Seattle Center. The alley vacation would allow for a smaller building footprint and additional space that could be used by pedestrians for various activities from gathering, seating, and general movement across the site. The vacated area would also provide separation of pedestrian and motor vehicles, further providing for a more pedestrian focused experience.

**Light and Air:** Streets and alleys maintain access to light and air for their users and for surrounding property. The Council will consider the loss of light and air, and shadow impacts in considering whether to approve a street vacation. Shadow impacts on public spaces will be given importance. The street grid provides consistency in the development pattern. Streets provide for open, undeveloped space, and breathing room and access to sunlight between buildings. Streets provide for light and air onto buildings and public spaces.

The scale of the buildings proposed on the sites is consistent with the zoning and anticipated new development in the area. The proposed alley vacation will not increase shadows on public parks and public open spaces as a result of the vacation. By locating plazas at the corners of the block, it reduces the appearance of the overall mass of the buildings, enhancing the connection to the green street and entry plaza to the north, and creates a sunny space on the south that engages the neighborhood, directing pedestrian flow along John Street and downtown to the Space Needle at the Seattle Center. This site design allows for smaller building footprints and enables more pedestrian-oriented activities on the new Thomas Street green street and John Street.

The vacation will support development that is consistent with the anticipated development pattern and will not have significant impacts on light and air, or shadow impacts on any public spaces.

**Views:** Street and alleys provide views to the mountains, bodies of water, and the city itself. The City will protect designated view corridors along specifically-identified streets. The City will consider the impacts of a street vacation on views of designated public places and designated landmarks. To the west of the development site is the Seattle Center and the iconic Space needle and all the beauty and activity at this unique location so the impacts to public views must be considered when evaluating the alley vacation.

The alley within the development block is not identified or designated as a view corridor.

Since the alley runs north and south and the development on the block will be east and west of the alley, the alley will not provide for views that extend beyond the alley. The development of the block with or without a vacation would limit broader views from the alley. The view within the vacated alley will be of the new buildings developed on the site. The alley will provide for pedestrian use but will not be a place for larger views.

Should the vacation be approved, there is not a loss or diminution of any protected public views. With or without the vacation, at-grade level, the only views are of the buildings and streets around the site. The views down Thomas Street will continue to provide views of the Space Needle and will continue to draw people towards the Seattle Center.

**Land Use and Urban Form:** Streets and alleys also play a significant role in the shape of the city. The City will consider the relationship between the intended character of the area as described in Seattle's Comprehensive Plan and other adopted neighborhood, subarea, or community plans. The width and spacing of streets, the presence and absence of alleys, and the location and path of boulevards and other linear open spaces have significant impacts on neighborhoods and how they function. The Council will pay attention to vacations that disrupt an existing pattern of development in the neighborhood. The Council may place conditions on a vacation to mitigate negative land use effects.

This Project is consistent with zoning and would be consistent with the scale of any future developments. This proposal is consistent with other recent developments in the Uptown neighborhood. Petitioner will use the alley vacation to consolidate access points, provide better pedestrian connections and in-between building experiences, and create more efficient below grade loading and parking.

No adverse land use impacts were identified.

### **XIII. PUBLIC BENEFIT ANALYSIS**

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

Vacations cannot be granted for a purely private benefit. Before this public asset can be vacated for private purposes, there shall be a permanent or long-term benefit to the public. To best address the needs of the community, a strong focus on race and social equity is important in assessing the public benefits included as a part of a vacation petition. The Vacation Policies stress the importance of the public benefit proposal responding to the needs of those most vulnerable to the negative impacts of development.

Proposed vacations may be approved only when they provide a permanent or long-term public benefit. Because the public permanently loses the street, short-term public benefits or public benefits that solely benefit individuals will not be considered. The Vacation Policies specify that the following are not public benefits:

- Mitigating the vacation's adverse effects;
- Meeting code requirements;
- Paying the required vacation fee;
- Facilitating economic development; or
- Providing a public, governmental, or educational service.

The vacation review looks very closely at the proposed public benefit package. SDOT, various City staff, and the SDC considered the amenities proposed for the vacation and whether the package was adequate.

Public benefit elements must also exceed elements required by the Seattle Municipal Code or mitigation required under the State Environmental Policy Act or other regulations and is in addition to vacation fees and other obligations. The public benefit proposal should recognize the loss of the benefits provided by the street to the public and the gains received by the Petitioner. The public benefit proposal should reflect the comments, ideas, and concerns voiced by the public during the early community engagement work. The public benefit must be more than compensatory and should provide something of benefit to the public. In addition to addressing the scale or amount of public benefit that must be provided, the policies are clear that the public benefit elements proposed must clearly benefit the general public and not merely the Project's tenants.

The Street Vacation Policies provide clear guidance as to how to define public benefit and what criteria should be used to assess the adequacy of the public benefit proposal. The Policies even provide for a prioritization of public benefit features. However, the Vacation Policies cannot assign mandatory public benefit features to a particular proposed vacation.

The Vacation Policies anticipate that the initial public benefit proposal will be included in the vacation petition and would be responsive to the Community Engagement Plan, the early work with the Street Vacation office and other City staff and with the early review by the Seattle Design Commission. The review of the public benefit proposal continues throughout the formal review of the vacation.

Overall, the Project focused the proposed public benefits on enhancements around the site while still developing an activated ground plane both on the premier edges and at the pedestrian corridor. The proposal initially included the pedestrian corridor in the vacated alley as a public benefit feature. While the pedestrian corridor would be publicly accessible to provide for movement through the block, the review identified that the pedestrian corridor was likely to be of more use to tenants of the building rather than the public and it was concluded the alley corridor was more of a design feature than a public benefit. While spaces like this are usable and contribute to mobility in the area, the overall consensus from SDOT and the Design Commission recommended the Petitioner to pursue public benefits that focused more on the public realm to benefit a larger segment of the public. Specifically, the Design Commission asked the Petitioner to look at ideas in the neighborhood and around the site that would be more impactful for the public. Because the Project will be completing the Thomas Street Green Street improvements abutting the Project Site as part of its permit requirements, there is only one remaining segment of the Green Street that is not yet funded. Accordingly, the proposal now includes a \$2.4 million contribution to complete the final segment of Thomas Street Green Street.

The Vacation Policies anticipate physical and usable amenities as public benefits that will be available to the public when the development is completed. The nonrefundable payment is proposed to be made at the end of 2024, allowing construction on the Green Street improvements to proceed even before the Project commences construction. Since this money provides for specific pedestrian enhancements in the vicinity of the vacation and the work on the enhancements will precede the development, it is consistent with the policy goal of securing a tangible physical public benefit, constructed within the development timeline and likely even earlier.

In addition to the significant payment to complete the Thomas Street Green Street, the Petitioner proposes as public benefits certain enhancements to the right-of-way that exceed code requirements including improvements to, and inclusion of additional pedestrian amenities on, Taylor Avenue N and 6<sup>th</sup> Avenue N, addition of canopies on the building for pedestrian comfort, and additional tree canopy. These benefits are consistent with features identified in the Vacation Policies.

Each public benefit proposal is outlined in detail below.

#### *Funding for Thomas Street Redefined*

Thomas Street is an important east/west green street and public realm connection, linking the Cascade neighborhood South Lake Union, Seattle Center, and the Uptown neighborhood. The Petitioner's \$2.4 million contribution to the Thomas Street green street, paid before Project construction, comes at an important location, as it is at the eastern entry to the Seattle Center located at Thomas Street and 5<sup>th</sup> Avenue N. The contribution reflects the Project team's dedication to a community-driven, pedestrian and bicyclist-oriented plan and will facilitate completing the Thomas Street Redefined project.

Importantly, the Petitioner would make the \$2.4 million payment to SDOT by December 15, 2024, with the possibility of a 90-day extension upon request of the Petitioner if the Master Use Permit for the Phase 1 West Building is not issued by the payment deadline. SDOT must concur in the extension, but such concurrence will not be unreasonably withheld. The timing of the proposed contribution of the funds to SDOT by the date set forth above (subject to the referenced extension) is critical to completing the Thomas Street green street. Typically, standard practice would require the public benefit payment to be made as a condition of certificate of occupancy, which could occur years from now. Here, the Petitioner would make the nonrefundable payment to SDOT before construction begins; in other words, SDOT is not required to return the contribution to the applicant if the Project is not developed.

#### *Sidewalk Improvements – 6<sup>th</sup> Avenue North*

The Project proposes an expanded 6<sup>th</sup> Avenue N sidewalk, with a frontage and landscape zone up to 8 feet and 13 feet, respectively. This allows for the opportunity to include more pedestrian movement area and enhanced landscaping at 6<sup>th</sup> Avenue N, as seen with the introduction of an additional 4 feet of both landscape buffer and walk-off zones. The expanded sidewalk above code minimum requirements would enhance the pedestrian experience at 6<sup>th</sup> Avenue N so that it is friendlier and more welcoming. This benefit would occur as part of the Phase 2 East Building construction.

#### *Canopies*

While not required by Seattle Municipal Code, overhead canopies at Taylor Avenue N and 6<sup>th</sup> Avenue N are provided to enhance the pedestrian experience. With spans as long as 280 feet, the canopies provide weather protection for the public walking or biking along the building. The canopies also provide wayfinding as they signify primary building entries.

Taylor Avenue N will be provided with an approximate 280 ft span of overhead canopy, while 6<sup>th</sup> Avenue N will see an approximate 16 feet and 78 feet span of overhead canopy, situated at the building entries. The overhead canopies assist with wayfinding as they signify primary building entries on both Taylor Avenue N and 6<sup>th</sup> Avenue N. The Taylor Avenue N canopies

would be installed in Phase 1 with construction of the West Building. The 6<sup>th</sup> Avenue N canopies would be installed in Phase 2 with construction of the East Building.

#### *Additional Tree Canopy Cover*

The Project looks to enhance right-of-way experience with more canopy cover, contributing to a space that provides environmental benefits, improved air quality, public health, and human well-being.

As a city, Seattle established a goal in 2007 to reach 30 percent canopy coverage by 2037 with the intention of improving tree health and equitable distribution of trees to support community health and resilience to climate change. Trees are a key component of our climate preparedness and resilience strategies as they protect us from extreme heat and improve air quality.

According to the 2016 Tree Canopy Assessment, the existing canopy cover for rights-of-way in Seattle is 23 percent. The Proposed 2037 canopy coverage for right of ways is 24 percent.

Taylor Avenue N will include 7-10 additional trees beyond the minimum requirement of street trees, for a total of 20 trees ranging in 2-3 inch caliper or 12-15 feet tall, doubling the minimum. The estimated 37 percent coverage, including 25 percent coniferous trees, would contribute to increased environmental benefits. The additional trees are not being used to achieve green factor. The additional tree canopy would be installed in Phase 1.

#### *Pedestrian Amenities – Taylor Avenue N*

The Project proposes to provide enhancements to the existing public right-of-way to enhance pedestrian and community use. The Project team looked to increase public activity at the corners of the site by enhancing the right-of-way amenities. Parklets are introduced near the building entries to create spaces usable by both the public and building patrons. Equipped with 7-10 benches and 3 tables, the public can use these pedestrian-scaled parklets as spaces of respite. Petitioner accepts the long-term maintenance for the proposed street furniture.

#### *Pedestrian Amenities – 6<sup>th</sup> Avenue N*

6<sup>th</sup> Avenue N will also see a parklet introduced near the building entry. This space will come with 7-10 benches, allowing any public user to use the space and find a place of respite within the right-of-way.

The elements of the public benefit proposal are outlined in the matrix below:

Public Benefit Component	Phase	Code Req'd	Item	Estimated Value
<b><u>1: Off-Site Improvements</u></b> Providing \$2.4 million to SDOT for the Thomas Street green street improvements at Taylor Avenue N to 5th Avenue	Phase 1	N	\$2.4 million voluntary non-refundable contribution to SDOT. Funds to be provided by December 15, 2024, with the possibility of a 90-day extension	\$2,400,000
<b><u>2: Sidewalk Improvements</u></b> Expanded sidewalk width at 6th Avenue N to allow for increased planting area and pedestrian zone	Phase 2	N	2,545 SF Planting / Amenity Zone	\$300,000
			2,197 SF Paving (CIP Concrete)	
<b><u>3: Canopies</u></b> Overhead canopies at Taylor Avenue N and 6th Avenue N are provided to enhance the pedestrian experience	Taylor Avenue N – Phase 1	N	Taylor Avenue: 3,425 SF of canopy	\$1,935,000
	6 <sup>th</sup> Avenue N – Phase 2		6 <sup>th</sup> Avenue: 2,575 SF (west) 850 SF (east)	
<b><u>4: Tree Canopy Cover</u></b> Increased tree planting along Taylor Avenue N	Phase 1	N	7 to 10 additional trees range in 2-3” caliper / 12-15’ tall	
			25% of additional trees will be coniferous trees	
<b><u>5: Pedestrian Amenities – Taylor Avenue N</u></b> Enhanced landscaping to provide pedestrian respite and comfort	Phase 1	N	7-10 benches in parklets	\$159,000
			3 tables in parklets	
<b><u>6: Pedestrian Amenities – 6th Avenue N</u></b> Enhanced landscaping to provide pedestrian respite and comfort.	Phase 2	N	7-10 benches in parklets	
<b>Total Estimated Cost for Public Benefits</b>				<b>\$ 4,794,000</b>

\* Note: Square footages in the chart above are approximate.

The Project is a very strong development proposal that includes a number of elements that support the public beyond the public benefit obligations as defined by the Vacation Policies. The public benefit package will create significant and usable open space in the community and will create a safer pedestrian environment.

#### **XIV. RECOMMENDATION & CONDITIONS**

It is recommended that the vacation be granted, and the street vacation ordinance be passed, upon the Petitioner demonstrating that all conditions set forth below that are specific to the Phase 1 West Building (and that would occur before passage of the street vacation ordinance) have been satisfied and all fees associated with the Phase 1 West Building paid.

1. The vacation is granted to allow the Petitioners to build a project substantially in conformance with the proposal reviewed by the City Council and for no other purpose.
2. All street improvements required as part of the Project shall be designed to City standards, as modified by these conditions to implement the public benefit requirements (as set forth in the table below) and be reviewed and approved by SDOT through a Street Improvement Permit.
3. The utility issues shall be resolved to the full satisfaction of the affected utility before the approval of the final vacation ordinance. Before the commencement of any development activity on the site, the Petitioner shall work with the affected utilities and provide for the protection of the utility facilities. This may include easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be at the sole expense of the Petitioner.
4. It is expected that development activity for the Phase 1 West Building will commence within approximately 2-3 years after this approval and that development activity for both phases of the Project will be completed within 10 years. In order to ensure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide SDOT with reports semi-annually, following the City Council's approval of the vacation, providing an update on the development activity, schedule, and progress on meeting the then-outstanding conditions applicable to the then-remaining portion of the Project. The Petitioner shall not request or be issued a Final Certificate of Occupancy for the Phase 1 West Building until SDOT has determined that all conditions applicable to the Phase 1 West Building have been satisfied and all fees applicable to the Phase 1 West Building have been paid. If development activity for the Phase 1 West Building has not commenced within 10 years after this approval, the Petitioner must seek an extension of the approval from the City Council.



5. In addition to the conditions imposed through the vacation process, the Project, as it proceeds through the permitting process, is subject to SEPA review and to conditioning pursuant to various City codes and through regulatory review processes including SEPA.
6. The Petitioner shall continue to provide informational updates to SDOT regarding the review and implementation of the proposed and required regulatory elements such as the Street Improvement Permit, the recommendations from the SDC, and the vacation conditions. Such updates shall continue through each phase of the Project until the final vacation ordinance is completed. It shall be the responsibility of the Petitioner to provide information upon request to applicable review bodies and make sure that the required elements of the Project can be implemented. If Project changes substantially impact any vacation conditions, including the public benefit features required under this approval, SDOT Street Vacations will facilitate a resolution of any conflicts. SDOT may require review by the Seattle Design Commission staff to address substantial changes to public benefits or issues and confirm compliance with the conditions in this approval.
7. Free speech activities such as hand billing, signature gathering, and holding signs, all without obstructing access to the space, the building, or other adjacent amenity features, and without unreasonably interfering with the enjoyment of the space by others, shall not be prohibited by the Petitioner within the right-of-way surrounding the Project site. While engaged in allowed activities, members of the public may not be asked by Petitioner to leave public streets or sidewalks for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others. Any violation of these conditions will be enforced through Chapter 15.90 of the Seattle Municipal Code.
8. Interim improvements may be required if construction of the Phase 2 East Building does not commence construction within 8 months of receipt of the Final Certificate of Occupancy for the Phase 1 West Building, as determined through the Seattle Design Commission subcommittee process (the “Interim Improvements”).

If construction on the Phase 2 East Building does not begin within 8 months of receiving the Final Certificate of Occupancy for the Phase 1 West Building, the Interim Improvements shall be required. If the Interim Improvements are required, they will remain in place until commencement of construction of the Phase 2 East Building. Once all the Phase 1 West Building conditions and the Interim Improvements, if applicable, are satisfied and approved by SDOT, the final vacation ordinance may be approved.

9. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council and shown below in Condition 10. Before approval of the final vacation ordinance, the Petitioner shall enter into a Property Use and Development Agreement (“PUDA”) or other binding mechanism to ensure that the public benefit elements required under this approval remain open and accessible to the public and to outline future maintenance and insurance obligations related to such public benefit elements. The PUDA will also ensure that any Interim Improvements, if required, remain in place until the commencement of Phase 2 East Building construction. The PUDA will require that Petitioner provide semi-annual updates regarding the Phase 2 East building and that all Phase 2 East Building public benefits must be completed as a condition of the Final Certificate of Occupancy for the Phase 2 East Building. Petitioner may not be issued a Final Certificate of Occupancy for the Phase 2 East Building until SDOT has determined that all conditions applicable to the Phase 2 East Building have been satisfied.
  
10. The final design of the public benefit elements required under this approval shall require the review and approval of SDOT Street Vacations. SDOT may engage with the Seattle Design Commission administration in this review. The chart below outlines the public benefit elements required under this approval, indicates the phase in which they must be completed and outlines certain features and approximate square footage dimensions, all of which shall be outlined in the PUDA:

Public Benefit Component	Phase	Code Req'd	Item	Estimated Value
<b>1: Off-Site Improvements</b> Providing \$2.4 million to SDOT for the Thomas Street green street improvements at Taylor Avenue N to 5th Avenue	Phase 1	N	\$2.4 million voluntary nonrefundable payment to SDOT. Funds to be provided by December 15, 2024, with the possibility of a 90-day extension	\$2,400,000
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<b>5: Pedestrian Amenities – Taylor Avenue N</b> Enhanced landscaping to provide pedestrian respite and comfort	Phase 1	N	7-10 benches in parklets	\$159,000
			3 tables in parklets	
<b>6: Pedestrian Amenities 6th Avenue N</b> Enhanced landscaping to provide pedestrian respite and comfort.	Phase 2	N	7-11 benches in parklets	
<b>Total Estimated Cost for Public Benefits</b>				<b>\$ 4,794,000</b>

\* Note: Square footages in the chart above are approximate.

Honorable City Council  
Taylor & Sixth Alley Vacation Recommendation  
Clerk File 314497  
September 3, 2024  
Page 28 of 28

Sincerely,

  
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Greg Spotts (Aug 22, 2024 15:37 PDT)

Greg Spotts, Director  
Seattle Department of Transportation

Enclosures