

Vacation Application

for the

***Block 89
Development***



City of Seattle

July 14, 2014

prepared for

Seattle Department of Transportation

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
Vacation Petition Application	
1. Filing Fee:.....	1
2. Required Signatures:.....	1
3. Community Information:	1
4. Development Team:.....	1
5. Right of Way Proposed for Vacation:	1
6. Project Location:.....	3
7. Reasons for the Vacation:	3
8. Project Description:	5
9. Other Land Use Actions:	6
10. Vacation Policies/Transportation Impacts:	6
11. Vacation Policies/Utility Impacts:.....	9
12. Vacation Policies/Land Use Impacts:	10
13. Vacation Policies/Public Benefit:	14
14. Public Benefit Matrix:.....	15
15. Site Maps:	15
16. Project Maps:	16
17. 9-block Urban Design Analysis:.....	16
18. Impact on Public Transportation Projects:.....	16
19. Environmental Impact Statement (EIS):	16
20. Neighborhood Plan:.....	17
21. Comprehensive Plan and Other City Plans and Goals:.....	19
22. Sustainable Practices:.....	21
23. Design Review Board:.....	22
24. Company/Agency Information:	22
25. Development Schedule:	22
Figures Section	
1. Vicinity Map.....	F-1
2. Existing Site Uses	F-2
3. Site Plan.....	F-3
4. Architectural Depiction	F-4
5. East Elevation	F-5
6. North Elevation	F-6
7. South Elevation	F-7
8. West Elevation.....	F-8
9. No Alley Vacation Alternative.....	F-9
10. Site Access with Alley Vacation	F-10
11. Site Access without Alley Vacation	F-11

Appendices

- A. *Signed Vacation Petition*
- B. *Community Outreach*
- C. *Development Team*
- D. *Plat Map and Site Survey*
- E. *Utility Impacts*
- F. *Development Matrix*
- G. *Public Benefits Matrix*
- H. *9-Block Urban Design Analysis*
- I. *South Lake Union Height and Density Alternatives EIS*
- J. *Design Review Board Materials*

Block 89

Alley Vacation Petition

July 14, 2014

1. **Filing Fee:** A check in the amount of \$450.00 and made payable to City of Seattle Department of Finance is included as part of this petition application.
2. **Required Signatures:** *Signed and completed petition with signatures representing ownership of 2/3 of the property abutting the right-of-way to be vacated as required by state law. Specifically, the petition must contain the signatures of the property owners on both sides of the affected street (alley), even though only a portion (or side) is sought for vacation. For property owned by a business entity, the petition must contain notarized signatures of two authorized officers. The submittal must include documentation (such as articles of incorporation or other organizational documents demonstrating the authority to bind the organization) and names and titles of officers who are authorized to bind the corporation.*

The property adjoining both sides of this alley is owned by *City Investors IV LLC*. The petition is signed and included in **Appendix A** of this Vacation application packet. *City Investors IV LLC* represents ownership of 100% of the property abutting the right-of-way to be vacated.

3. **Community Information:** *The Street Vacation Policies require community notification prior to beginning the vacation review process. List the community or neighborhood organizations and business groups that were provided information about the project, and include contact names, addresses, phone numbers, and e-mail addresses.*

Appendix B contains documentation of public meetings where the applicant has presented information regarding the proposed project. These meetings include Residential Association Board Meetings with the ENSO and 2200 Westlake communities. Ongoing outreach to discuss the proposed vacation will continue, including a meeting with the South Lake Union Community Council on July 15, 2014.

4. **Development Team:** *Provide information about the development team, including the architect, engineer, land use attorney, artist, or other team members and include name, address, phone number and e-mail address.*

This information is included as **Appendix C** to this petition application.

5. **Right of Way Proposed for Vacation:** *Identify the public right-of-way proposed for vacation. Provide a legal description of the right-of-way proposed to be vacated; survey and title work may be required.*

Figure 1 is a vicinity map and is provided for overall orientation. **Figure 2** shows that the project site in which the proposed vacation is located is a full block area that is bounded by John Street on the north, Westlake Avenue N on the east, Denny Way on the south and Ninth Avenue N on the west. **Figure 2** and **Figure 3** illustrate the proposed below-grade right-of-way to be vacated, and **Appendix D** contains a plat map depicting the project site.

As indicated by **Figure 3**, the right-of-way that is proposed for vacation is the below-grade portion of the alley that bisects the block. The alley is roughly 16 feet wide with a length of approximately 361 feet. The legal description of the right-of-way and the parcels that comprise the Block 89 project site are described as follows:

THAT PORTION OF 16.00 FOOT WIDE ALLEY BISECTING BLOCK 89, D.T. DENNY'S 5TH ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 202, IN KING COUNTY, WASHINGTON, LYING BELOW THE FINISHED GRADE CONCRETE SURFACE, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1, BLOCK 89, OF SAID PLAT; SAID POINT OF BEGINNING LYING 33.00 FEET DISTANT AT RIGHT ANGLES TO THE CENTERLINE OF RIGHT OF WAY OF JOHN STREET;

THENCE SOUTH 01°26'19" WEST ALONG THE EAST MARGIN OF SAID ALLEY, A DISTANCE OF 88.50 FEET TO A POINT HAVING AN UPPER LIMIT ELEVATION OF 68.1 FEET;

THENCE CONTINUING SOUTH 01°26'19" WEST ALONG THE EAST MARGIN OF SAID ALLEY, A DISTANCE OF 225.12 FEET TO A POINT HAVING AN UPPER LIMIT ELEVATION OF 68.1 FEET;

THENCE CONTINUING SOUTH 01°26'19" WEST ALONG THE EAST MARGIN OF SAID ALLEY, A DISTANCE OF 47.38 FEET TO THE SOUTHWEST CORNER OF LOT 6, BLOCK 89, OF SAID PLAT, AND A POINT LYING 33.00 FEET DISTANT AT RIGHT ANGLES FROM THE CENTERLINE OF RIGHT OF WAY OF DENNY WAY AND HAVING AN UPPER LIMIT ELEVATION OF 68.5 FEET;

THENCE NORTH 88°30'50" WEST ALONG THE NORTH MARGIN OF RIGHT OF WAY OF SAID DENNY WAY, A DISTANCE OF 16.00 FEET TO THE WEST MARGIN OF SAID ALLEY, ALSO BEING THE SOUTHEAST CORNER OF LOT 7, BLOCK 89, OF SAID PLAT, AND HAVING AN UPPER LIMIT ELEVATION OF 68.8 FEET;

THENCE NORTH 01°26'19" EAST ALONG THE WEST MARGIN OF SAID ALLEY, A DISTANCE OF 47.37 FEET TO A POINT HAVING AN UPPER LIMIT ELEVATION OF 68.4 FEET;

THENCE CONTINUING NORTH 01°26'19" EAST ALONG THE WEST MARGIN OF SAID ALLEY, A DISTANCE OF 225.12 FEET TO A POINT HAVING AN UPPER LIMIT ELEVATION OF 68.4 FEET;

THENCE CONTINUING NORTH 01°26 '19" EAST ALONG THE WEST MARGIN OF SAID ALLEY, A DISTANCE OF 88.50 FEET TO THE NORTHEAST CORNER OF LOT 12, BLOCK 89, OF SAID PLAT, AND A POINT LYING 33.00 FEET DISTANT AT RIGHT ANGLES FROM THE CENTERLINE OF RIGHT OF WAY OF JOHN STREET AND HAVING AN UPPER LIMIT ELEVATION OF 63.3 FEET;

THENCE SOUTH 88°32'11" EAST ALONG THE SOUTH MARGIN OF THE RIGHT OF WAY OF SAID JOHN STREET, A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING, HAVING AN UPPER LIMIT ELEVATION OF 63.3 FEET;

SAID ELEVATIONS DESCRIBED HEREIN ARE EXPRESSED IN TERMS OF NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AS OF THE DATE OF THIS INSTRUMENT, AND ARE BASED UPON CITY OF SEATTLE BENCHMARK NO. SNV- 5007, BEING A 2 INCH SURFACE BRASS DISK IN THE CONCRETE WALK, VICINITY OF THE NORTHWEST CORNER OF WESTLAKE AVENUE AND 9TH AVENUE AND HAVING AN ELEVATION OF 79.14 FEET;

THE ABOVE DESCRIBED PARCEL CONTAINS 5,776 SQUARE FEET (0.1326 ACRE), MORE OR LESS;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON

6. Project Location: Provide the project address; the boundaries of the block where the project is located; the neighborhood or area of the City; the Neighborhood Planning Area; the current zoning for the area and any zoning overlays or special review districts.

- **Addresses:** 111 Westlake Avenue N, Seattle, WA.
110 Ninth Avenue N, Seattle, WA.
- **Streets Bordering the Project Site:** John Street on the north, Westlake Avenue N on the east, Denny Way on the south and Ninth Avenue N on the west.
- **Neighborhood Planning:** The project site is located within Seattle's South Lake Union Urban Center (see **Figure 1**).
- **Zoning:** The project site is zoned Seattle Mixed SM-240/125-400.

7. Reason for the Vacation: Describe why the vacation is being sought and list specifically what the vacation contributes to the development of the project. Provide a "no vacation" alternative that describes what could be built on the site without a vacation. Include existing conditions and any constraints, such as the topography that impact the potential development of the site.

Why the Vacation is Requested

The existing alley that bisects the site is unimproved and closed off by a fence. The alley right of way is bordered on the south by Denny Way. Given traffic conditions on and around Denny Way, access to or from Denny Way is likely foreclosed. This creates an unusual circumstance where, post-development, the alley would not be usable for through traffic. As a practical matter then, vehicular use of the alley would be limited to project-related traffic, rather than public traffic.

Given those circumstances, the issue is how best to accommodate project-related traffic while enhancing the public pedestrian experience. Subterranean vacation of the alley is requested in order to accommodate garage and loading access in a single location, with loading below grade rather than at the alley, in order to maintain the surface alley right-of-way as a non-vehicular pedestrian axis. The subterranean vacation allows vehicle and loading access to be below grade, and thus allows the alley surface to be pedestrian, public open space to enhance connectivity and contribute to the network of open spaces surrounding the site.

There are several reasons why a vacation of the subterranean area below the alley is proposed, in lieu of a “full vacation” that would vacate the entire alley (surface and above ground, in addition to the subterranean area):

- A full vacation is necessary only when a building is proposed atop the alley area, thus making private ownership critical. Those circumstances do not apply to the proposed **Block 89** project, as no building is proposed above the ground surface of the alley.
- A full vacation is necessary when a petitioner seeks to gain extra land area in order to increase the building floor area that can be achieved. That circumstance does not apply to the proposed **Block 89** project as the vacation is not sought for extra floor area and has no effect on the amount of floor area built above grade.
- Post-vacation, the alley would continue to function as public pedestrian access, and so it is appropriate that the alley surface and sky above it remain as a public alley. Under the Street Vacation Policies, public ownership of the right-of-way is the preferred method of guaranteeing public access, in lieu of an agreement with the private land owner.

What the Vacation Contributes to the Proposed Project (bulleted list)

Subterranean vacation of the alley offers the following major advantages to the project and the greater community:

- The proposed subterranean vacation would allow a full-block sub-grade parking and loading footprint to be developed, which enables efficient sub-grade shared loading facilities for all proposed uses, and an efficient distribution of sub-grade parking among proposed uses.
- Vacation would eliminate all parking and loading access from the surface alley right-of-way and enables access to each building in a below-grade configuration.
- Vacation would open the entire site for development as a pedestrian-only zone, including the alley right-of-way which, in conjunction with the east-west aligned through block pedestrian connection, would create a rich and inviting pedestrian environment.
- Vacation would eliminate “back door” conditions along the alley alignment, allowing retail development to penetrate to the mid-block pedestrian plaza.
- Vacation would create an amenity-rich pedestrian space and reinforce connectivity between Denny Park and Westlake Avenue N, between the Bell Street terminus and Westlake Avenue N, and across and through the Westlake Avenue N and Denny Way intersection.

Development that Could Occur as No Vacation Alternative

In the event that a subterranean alley vacation is not approved, the no vacation alternative would involve development of separate below-grade parking structures on the east and the west halves of the site (adjacent to Westlake Avenue N and Ninth Avenue N, respectively), and maintenance of vehicle circulation/access and service/loading functions with access from the mid-block alley. The alley would be improved with all ingress/egress at John Street

and a hammerhead turnaround near Denny Way. Passenger vehicles would access sub-grade parking levels by ramps from the alley. Due to restrictions on ramp slope, length, and clearance, service and loading functions would need to be accessed from the alley at street level. Impacts of this configuration of development would include:

- A discontinuity of the through-block pedestrian connection at the alley;
- Creation of a service zone at the alley that would impact the viability of retail and pedestrian amenity through the middle of the block;
- The need to provide a vehicle turnaround in the southwest building, thus reducing ground level active space;
- Reduced potential to reinforce pedestrian connections among uses within the site.
- If the alley is not vacated, and all site access is taken from the alley, then some widening of the curb cut for the alley where the alley intersects John Street would be needed to accommodate truck maneuvering and two-way access to the project's garages. The entrance to the alley could be up to 30-feet wide where it intersects John Street (see **Figure 11**).

See **Figure 9** for a site plan depicting the No Alley Vacation.

- 8. Project Description: Describe the current conditions on the site and the existing uses. Provide specific project information. This should include a clear description of the project, including: the uses, dimensions, height, stories, parking spaces, etc in sufficient detail to understand how the site will be developed and how the project will function.**

Current Site Conditions and Use

The project site consists of a full block that currently contains the privately-owned (interim) Denny Playfield with a basketball court and open lawn area on the west half of the site; a one-story, 11,000 sq. ft. office building (South Lake Union Discovery Center) in the southeast portion of the site, and; surface parking for approximately 26 vehicles in the northeast portion of the site. Under existing conditions, the north/south alley is not an improved right-of-way; the alley is incorporated into the site's interim playfield.

Proposed Project

The proposed project would involve a full-block, mixed-use development of approximately 910,000 sq. ft. Included within the development would be approximately 460,000 sq. ft. of residential development, 422,000 sq. ft. of commercial office space, 30,000 sq. ft. of street-level retail space, and below-grade parking for 800 vehicles. The residential, office, and retail development would be contained within four buildings: a one- or two-story retail structure would be located near the southwest corner of the site, a 40-story (400-foot) residential tower inclusive of a four-level podium would be located in the northwest corner of the site, a three-story retail/office structure on the northeast corner of the site, and an 18-story (240-foot) office building would be located in the southeast corner of the site. All

buildings would be separated by interconnected pedestrian plazas and walkways and a mid-block pedestrian connector would provide at-grade, east-west access through the center of the block. The alley would be devoted to pedestrian access, if the vacation is approved.

Parking for the entire complex would be provided in a four to six-level below-grade parking garage. Ingress and egress to the parking area would be from John Street. This ingress/egress location would also provide access for all below-grade service and loading functions for the full-block development (e.g., delivery, garbage, recycling, and maintenance vehicles).

A subterranean alley vacation is requested in order to enable all service and loading functions for the entire complex to be located below-grade. Without the proposed subterranean vacation, two separate below-grade parking garages would be necessary to serve development on each half of the block and each garage would be accessed from the mid-block alley. Separate service and loading functions would be provided for each of the four buildings from surface loading areas that would be accessed from the alley. A vehicle turnaround would also be provided in the southwest building.

See **Figures 3-8** for a site plan, architectural depiction and building elevations.

- 9. Other Land Use Actions: Provide information about other land use actions, such as a rezone, Major Institution Master Plan, or administrative or Council conditional use, or review from the Landmarks Preservation Board, or any other special review. SDOT will need final recommendations resulting from these reviews when it becomes available.**

The applicant is seeking Master Use Permits (MUPs) for development of this project. An EIS Addendum to the *South Lake Union Height & Density Alternatives* EIS is being prepared in conjunction with the MUPs in coordination with the Seattle Department of Planning and Development (DPD). Also being prepared is a Type 1 Director's Request for Non-Alley Access and Determination of Street Access for the proposed non-alley access off John Street.

- 10. Vacation Policies/Transportation Impacts: Describe the transportation impacts and address both the impacts from the loss of the right-of-way currently and in the future as well as the transportation impacts from the new development. Describe any impacts on the transportation system, which includes impacts to pedestrians, bicycles, transit and vehicles. Describe impacts to the street grid and development pattern in the area and open space value of the street right-of-way; address both current and future impacts. A traffic analysis will be required but you may submit the traffic analysis later in the process with any other required environmental documents.**

Guideline 1.1 (F) Alleys

Proposed alley vacations will be considered according to the following guidelines.

- 1. The primary purpose of an alley is to provide access to individual properties for loading functions and to provide utility corridors and access to off-street public services such as water, sewer, solid waste and electricity. In addition, alleys may provide other public purposes and benefits including pedestrian and bicycle connections, and commercial and public uses. Alleys should be retained for their primary purposes and other public purposes and benefits. Alley vacations may be provided only when they would not*

interrupt an established pattern in a vicinity, such as continuity of an alley through a number of blocks or a grid, which is a consistent feature of neighborhood scale. The impacts on future service provision to adjacent properties if utilities are displaced will be reviewed.

3. Commercial Zones.

In general, alleys in commercial zones will be preserved. Such alleys may be considered for vacation only when:

- a) their loading, service, delivery, and access to parking functions are retained on the petitioner's property; and*
- b) the number of curb cuts along commercial frontage is not likely to be increased as a result of the proposed vacation.*

Guideline 1.2 Traffic Code Compliance

Proposed vacations, which would encourage violation of the traffic code will not be approved. An example is a vacation eliminating one exit to an alley, requiring vehicles to back from the alley on to a street.

Guideline 1.3 Cumulative Effects to be Assessed

When several vacations are proposed for a particular area of the City, such as within the boundaries of a major institution, a comprehensive review will be undertaken to determine the cumulative effects of the vacations on circulation and access.

Guideline 1.4 Necessary On-Street Parking Must be Replaced

Streets which provide necessary on-street parking may be vacated only when the public parking can be otherwise provided.

Guideline 1.5 Circulation/Access Conditions on Vacations

The City Council may impose conditions on vacations to mitigate negative effects of the vacation on vehicular, pedestrian, and bicycle travel.

Guideline 1.6 Vehicular and Pedestrian Access by Agreements with Property Owners

A. Vehicular Access

Vehicular traffic functions will not be provided by agreement across private property. When the traffic functions of a street are necessary to the operation of the circulation system, the street will be retained as a dedicated right-of-way.

B. Pedestrian Access

Pedestrian circulation functions may be provided by an agreement which provides for public access across private property only when a major public benefit is provided by such an arrangement.

Discussion: The alley within **Block 89** is presently a platted, unimproved right-of-way that bisects the block into east and west areas between John Street and Denny Way. Access to and from the south end of the alley (at Denny Way) would represent a significant safety

hazard and operational issue for the arterial. This alley is located in close proximity to the intersection at Westlake Avenue N and 9th Avenue N and is often blocked by queued vehicles. There is no turn lane on Denny Way to facilitate left turn movements. In addition, there is a bus stop located just east of the alley, and when a bus is stopped at this location, it obstructs views into and out of the alley. The South Lake Union Streetcar is also located along Westlake Avenue, which adds to the activity and congestion in this area. Because of these challenges, and also direction from the Seattle Department of Transportation (SDOT), the project proposes to truncate access on this alley so that all site access would occur from the north via John Street and no through access would be provided to Denny Way. This condition would be implemented whether or not the alley is vacated.

The proposed **Block 89** development proposes a subterranean vacation of the subject alley. This would allow construction of one underground parking garage with one access point instead of two garages with multiple access points. The project proposes to locate the full block's only driveway to the underground garage and truck loading/service area on John Street, just east of the alley. This access location is about 30 feet to the east, as compared to the existing curb cut on John Street. This access would eliminate the project's vehicle and truck use of the at-grade alley and would allow the alley right-of-way to be designed for pedestrian use.

If the alley is not vacated, and all site access is taken from the alley, then some widening of the curb cut for the alley where the alley intersects John Street would be needed to accommodate truck maneuvering and two-way access to the project's garages. The entrance to the alley could be up to 30-feet wide where it intersects John Street (see **Figure 10**). With the vacation, and all access taken from a single driveway on John Street, that driveway could be up to 30-feet in width (assuming a signal is installed at John and Westlake) to accommodate truck maneuvering and structural columns (see **Figure 11**).

The subterranean alley vacation would not adversely affect the area's transportation system or access to **Block 89**, specifically:

- The subterranean alley vacation would not alter the existing grid of streets or continuity of the grid. The alley right-of-way would remain at the surface and the project would improve it for pedestrian use.
- Without the alley vacation, separate vehicle and truck access points would be provided to buildings on each side of the alley, and a vehicle turnaround area would be included off the alley within the western building. With the subterranean alley vacation, one consolidated access point for vehicles and trucks would be provided to a full-plate underground parking and truck loading area. This access point would be located east of the alley on John Street. Although under either condition all vehicle and truck access would occur from John Street, the vacation allows the alley area to be designed for pedestrian use.
- The proposed alley vacation would not increase the number of vehicular access points to the site. Without the vacation, all access would occur via the alley at John Street; with the vacation, all access would occur via one driveway on John Street.
- The proposed alley vacation would allow truck loading docks for both sites to be located underground, as opposed to off the alley.

- The proposed vacation would not encourage violation of the traffic code, and no backing maneuvers would be required to access or egress the site.
- No parking would be eliminated by the vacation.
- The proposed alley vacation would not adversely affect transit. There is an existing transit stop on Denny Way near the existing alley, which would be unaffected by the vacation.
- The proposed alley vacation would not adversely affect bicycle facilities in the area. Ninth Avenue N. on the west side of the site is designated to have protected bicycle lanes. There would be no driveway along this frontage with or without an alley vacation.
- The proposed alley vacation would substantially improve the pedestrian realm. With the vacation, all vehicle and truck access would be removed from the alley and the alley area would be improved for pedestrian use.

11. Vacation Policies/Utility Impacts: *During the City review of the proposed vacation, the Petitioner should work with the utilities that may be impacted by the vacation and develop a utility mitigation plan to address, in detail, how utilities impacts will be addressed. This plan must be completed before the petition proceeds to City Council review.*

Policy 2 – Utilities: *Rights-of-way which contain or are needed for future utility lines or facilities maybe vacated only when the utility can be adequately protected with an easement, relocation, fee ownership or similar agreement satisfactory to the utility owner.*

Public rights-of-way 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 in order to ensure that a vacation will not impair current service reliability and capacity levels nor limit the ability to expand services in the future. The growth of telecom utilities above and below ground, increased urban densities, and demand for undergrounding of utility facilities all place pressure on the value of public rights-of-way, particularly alleys, for future utility needs.

Guideline 2.1 Review of Petitions by Affected Utilities

Utilities will be given an opportunity to review the proposed vacation, to identify its existing and future interests in the right-of-way and to indicate what actions would be necessary to protect its interests. The Petitioner is responsible for working with the various utilities to identify and address the utility issues. The Petitioner bears the costs of addressing the utility issues relating to the vacation and shall ensure that the utility is in a similar position as prior to the vacation without a detriment to current or future utility services. Enhancement of utility services at the Petitioner's expense shall not be required.

Guideline 2.2 Utility Conditions on Vacations

The City Council may impose conditions on vacations to assure continued service to the public in the most efficient, least costly manner possible.

Guideline 2.3 Utility Easement Provisions/Property Owners Risk and Responsibility

A. Easement agreements should clearly state the rights and responsibilities of each party.

B. Utilities may prohibit construction of buildings, structures, grading and filling, and other uses over or under their easements where such activities would inhibit operation of or prevent access to the utility facilities for maintenance and repair, or would cause extra cost or liability to the utility, or would affect the safety and integrity of those facilities.

C. Any costs for the repair of damages to the improvements placed on or over the utility easement by the property owner due to the utility maintenance repair or installation will be the express responsibility of the property owner.

DISCUSSION: All services to existing structures within this block would be disconnected and services would be discontinued and demolished. Currently, the only utilities located in the alley are local services for the Discovery Center, which is located on the east side of the alley. Services include: Seattle Public Utilities currently has a side sewer; and Seattle City Light and Century Link each have service connections to the Discovery Center. These service connections would be removed in conjunction with removal of the Discovery Center. These utility providers have been consulted and each has provided conceptual approval to remove the existing utilities in the alley. Confirmation has been received from other potential utility providers that the alley is not currently used, nor are there plans to use the alley as a pathway for utility infrastructure.

Given that there is no need to retain existing utilities or provide for potential, future utilities, it is not necessary to reserve an area below the surface of the alley for utilities.

See **Appendix E** for further information on consultation that has occurred to-date. As project design evolves, additional information would be provided.

- 12. Vacation Policies/Land Use Impacts: *Address the land use impacts; specifically address the increase in development potential attributable to the vacation. Provide specific information on the difference in the development of the site with or without a vacation. Address issues such as scale, building orientation, and access to the site that may be impacted by the vacation. Address neighborhood character and design issues and describe how your project fits into the specific neighborhood in which it is located. Discuss applicable Comprehensive Plan goals and other City and neighborhood land use and planning goals for the area.***

POLICY 4 –Land Use: *A proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council. The criteria considered for making individual vacation decisions will vary with the land use policies and regulations for the area in which*

the right-of-way is located. The City Council may place conditions on a vacation to mitigate negative land use effects.

Vacations can affect the land use and development patterns in an area by adding to the developable land base, altering the local pattern of land division, and increasing the development potential on the vacated and abutting properties. These changes may allow development that is inconsistent with adopted land use policies and have a negative effect on the area of the proposed vacation and other rights-of-way. The Petitioner shall provide the City with information about the expected completed density of the project and the development potential of the property without a vacation. Such information should be provided as both the percentage increase in the development potential and the additional square footage added to the project. The Petitioner shall also provide the City with information as to how the project advances City planning goals and meets the zoning criteria in the area where the project is located. It is the obligation of the Petitioner to provide a justification for the vacation and to provide information on whether there are feasible alternatives that do not require a vacation.

Guideline 4.6 Zone Specific Review

Adopted City Land Use Policies to be Used

In addition to the general street vacation policies and guidelines contained in this document, the adopted City land use policies for the zone in which a vacation is located, will be used to determine whether or not the land use effects of each vacation are in the public interest. These include policies such as the Comprehensive Plan, particularly its land use, urban village, transportation and neighborhood elements. Vacations will be reviewed according to Land Use Policies as now constituted or hereafter amended.

Area Specific Guidelines

Guidelines related to various land use areas are stated below. They are provided in order to highlight special concerns related to each area. They shall be used to supplement the general provisions and guidelines of the Seattle Vacation Policies and other land use policies for protection of the public interest.

D. Commercial Areas

In general, streets and alleys in commercial areas will be preserved in order to aid in the movement of goods and people, unless it can be demonstrated that the vacation meets another important public purpose without jeopardizing the functioning of the commercial area and its compatibility with surrounding areas. Such petitions shall be reviewed according to the provisions of the Comprehensive Plan, particularly its land use, urban village, and transportation elements.

Access to off-street loading and parking areas and the continuity of street fronts, particularly in areas with pedestrian activity will be preserved.

DISCUSSION: The proposed **Block 89** project is located within one of the City of Seattle's six designated Urban Centers – the South Lake Union Urban Center. The proposed subterranean alley vacation associated with this project would support an enhanced

pedestrian environment by eliminating the need for vehicles to use the alley for parking access and loading. The project would contribute to the increase in density and mixed-use development (office, retail/restaurant and residential) that is planned for and is occurring in South Lake Union, consistent with the intent of Urban Centers and the *South Lake Union Neighborhood Plan*.

The SM-240/125-400 zoning district allows buildings with a maximum height limit of 240 ft. for portions of the project containing non-residential and live-work uses, a base height limit of 125 ft. applies to portions of the project in residential use, and the maximum residential height limit is 400 feet. The proposed **Block 89** uses and building heights are an allowed use in this zone.

The subterranean alley vacation is requested in order to improve the overall project in a manner consistent with the public interest and to provide for better pedestrian access to and through the proposed development. Vacation of the subterranean portion of the mid-block alley could also provide improved pedestrian, vehicle and service access; and public open space on the site. In addition to the mid-block alley improvements, the perimeter of the site would also be designed to enhance the pedestrian sphere with open space and retail amenities.

Increase in Development Potential

The proposed subterranean vacation does not increase the floor area ratio (FAR) potential of the project; the same above-grade buildings can be built with or without the alley vacation. The vacation only affects the layout of the parking garage, allowing for a single garage structure rather than two separate garages. The subterranean alley vacation is intended to allow flexibility in placement, orientation, and design of the below-grade parking and loading area, and to better integrate the proposed development in the immediately surrounding neighborhood. The subterranean alley vacation would also provide additional flexibility in the amount, design, and type of public amenities and open space that could be provided on-site. Refer to the Development Matrix in **Appendix F** of this vacation petition for detailed calculations.

Scale, Building Orientation and Access to the Site

The design of the **Block 89** project, including the proposed subterranean alley vacation, includes features to enhance the compatibility with surrounding uses and minimize potential land use conflicts between the proposed project and existing uses. Such features include: building location and orientation, provisions for landscaping, creation of open space/gathering areas, and provisions for street and pedestrian improvements.

As noted previously, the site is currently developed with a one-story building, surface parking, and a private basketball court and playfield area. The alley right-of-way is unimproved and does not provide vehicular access to the site. The subterranean vacation would allow for a single, full block-sub-grade parking and loading structure, and pedestrian-only use of the alley at street-level. The vacation would accommodate an enhanced pedestrian plaza and circulation route with access to retail and plaza amenity space.

The proposed tower locations at the northwest and southeast corners of the site, as well as tower orientation and shaping, are directed toward preventing a canyon experience on the

site. Permeable retail frontage and larger sidewalks would be provided to allow for an activated pedestrian realm, and landscaping and lighting would be used to define new pedestrian plazas. The north/south and the east/west through-block pedestrian connections would enhance connectivity and pedestrian access to, through and around the perimeter of the site. These connections would also serve to link higher activity areas and streets to lower activity areas and streets surrounding the site and throughout the neighborhood. Podium level building amenities would allow for a visual and physical connection to Denny Park on the west and views down Westlake towards Lake Union along the east.

Under the *No Alley Vacation* scenario, the alley would be improved to SDOT standards for vehicles and loading/service access to all buildings. The use of the alley by vehicles for parking and service access would impede pedestrian use of the through-block connection between Westlake Avenue N and Ninth Avenue N.

Neighborhood Character and Design

The character of the South Lake Union neighborhood varies widely due to substantial growth and changes in building types and uses in recent decades. The variety of building types demonstrates the changing nature of the neighborhood, which was predominantly light industrial and commercial in nature for most of the twentieth century with residential uses in several areas. The largest residential area in this neighborhood is the Cascade subarea, which is located northeast of the **Block 89** site. The previous Industrial Commercial (IC) zoning classification and the most recent Seattle Mixed (SM) zoning designation have accommodated a wide variety of commercial and light industrial uses, as well as continued multi-family residential development. Numerous underdeveloped and vacant parcels have buffered land uses from each other and kept the population density (day and night) at relatively low levels. This pattern of land use began to change after the Seattle Commons initiative in the 1990s, when development attention turned toward this neighborhood.

Ongoing development in the immediate project area is continuing to transition from past industrial and warehouse uses to more commercial office-oriented and biotech/research uses mixed with retail and residential development. This change is consistent with the City's Urban Center planning designation for this area and the **Block 89** project would support this trend toward commercial and residential development in the South Lake Union area.

The **Block 89** project would contribute to the emerging pattern of development that is occurring throughout the South Lake Union and the adjacent Denny Triangle neighborhoods. The proposed **Block 89** has been designed to be consistent with the South Lake Union design guidelines, which include consideration of neighborhood character and sustainable development.

Comprehensive Plan and other City and Neighborhood Land Use and Planning Goals

See **Sections 20** and **21** below, for a comprehensive analysis of applicable Comprehensive Plan and Other City and neighborhood land use and planning goals for the area.

13. Vacation Policies/Public Benefit: Provide a discussion of the public benefit proposal including how the public benefit proposal serves the general public. Include an itemized list that provides a detailed description of each element of the proposed public benefit. Benefits must be long term and must serve the general public not merely the users of the development. The public benefit must be benefits that are not required by the land use code or other regulations and for which no other development credit is sought.

Policy 5 – Public Benefit.

A. A vacation petition shall include a public benefit proposal. The concept of providing a public benefit is derived from the nature of street right-of-way. Right-of-way is dedicated for use by the general public in perpetuity whether or not a public purpose can be currently identified. The City acts as a trustee for the public in its administration of rights-of-way. Case law requires that in each vacation there must be an element of public use or benefit, and a vacation cannot be granted solely for a private use or benefit. Therefore, before this public asset can be vacated to a private party, there must be a benefit that accrues to the general public.

B. Proposed vacations may be approved only when they provide a long-term public benefit. Vacations will not be approved to achieve short-term public benefits or for the sole benefit of individuals. The following do not constitute a public benefit: Mitigation of the adverse effects of a vacation; Meeting code requirements for development; Paying the required vacation fee; Facilitating economic activity; or Providing a public, governmental or educational service; while the nature of the project is a factor in determining the adequacy of a public benefit proposal, it does not in and of itself constitute an adequate public benefit.

Guideline 5.1 Public Benefits Identified

Public benefits may include, but are not limited to:

A. On-site Public Benefits: on-site benefits are favored as the provision of the public benefit can also act to offset any increase in scale from the development. On-site public benefits may include:

- Publicly accessible plazas or other green spaces, including public stairways;
- Streetscape enhancements beyond that required by codes such as widened sidewalks, additional street trees or landscaping, street furniture, pedestrian lighting, wayfinding, art, or fountains;
- Pedestrian or bicycle trails;
- Enhancement of the pedestrian or bicycle environment;
- View easement or corridors; or
- Preservation of landmark buildings or other community resources.

B. Off-site Public Benefits: where it is not practicable to provide the public benefit or more than a portion of the public benefit on the development site, the public benefit may be provided off-site. This may include:

- Pedestrian or bicycle trails or public stairways;
- Enhancement of the pedestrian or bicycle environment;

- *Enhancement of existing public open space such as providing playground equipment in a City park;*
- *Improvements to designated Green Streets;*
- *Funding an element from an adopted Neighborhood Plan;*
- *Providing wayfinding signage; or*
- *Providing public art.*

DISCUSSION: The public benefit associated with the proposed alley vacation is the enhanced pedestrian environment over the alley and throughout the project site. This will be as the result of the following factors:

- Enhanced alley streetscape finishes;
- Diversion of traffic and loading from alley to below-grade via a single curb-cut off of John Street;
- Opportunity for retail programming adjacent to the alley, including transparent facades and “front-doors” facing the alley;
- Increased pedestrian safety throughout the site; and,
- Enhanced use and character of open space throughout the site as a result of a pedestrianized alley.

Opportunities for site specific contributions would be further evaluated as part of the review process. For the city’s initial consideration, the applicant is proposing a public benefits package as set forth in **Appendix G**. We look forward to further discussion with the City on an appropriate public benefits package.

14. Public Benefit Matrix: *A number of factors will be considered in balancing your public benefit proposal with the public interest, provide a matrix that includes:*

- *Zoning designation: i.e. commercial, industrial, residential*
- *Street classification: i.e. arterial, alley, residential*
- *Assessed value of adjacent property: per square foot*
- *Lease rates in the general vicinity for similar projects: per square foot*
- *Size of project: in square feet*
- *Size of area to be vacated: in square feet; and*
- *Contribution of vacated area to the development potential of the site: percentage increase of the project and additional square feet.*

DISCUSSION: In considering the appropriate scale of public benefits, it is important to note that this is a subterranean vacation only, with no increase in floor area capacity or change in above-grade building form.

The proposed public benefit matrix is contained in **Appendix G**.

15. Site Maps: *A copy of the plat map is required. Provide maps of the block(s) containing the project site that show all dimensions of the property and the development, and include total square footage. Provide the current ownership of each lot on the subject block.*

The plat map and a site survey are provided in **Appendix D**. A project site survey map with dimensions and current ownership is also included in **Appendix D**.

16. Project Maps: Provide maps and sketches of the project design; include plot plans, elevations, project sketches or conceptual drawings.

A project map including a sketch of the proposed project design is included as **Figures 3-8** in this vacation petition application.

17. 9-block Urban Design Analysis: Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.

A 12-block urban design analysis is included as **Appendix H** to this vacation petition application.

18. Impact on Public Transportation Projects: If your project site is in the vicinity of a major transportation project such as Sound Transit, provide information about how your project responds to the public project.

The **Block 89** project would concentrate residential and employment growth in a location with direct access to the South Lake Union Streetcar and major bus routes on Denny Way. The streetcar provides direct connections to downtown bus routes and Sound Transit light rail. The project would not negatively impact any proposed public transit projects.

19. Environmental Impact Statement (EIS): If DPD determines that an EIS is required, the Petition may not proceed to City Council until this work is completed. DPD will require that the EIS contain a “No Vacation” alternative. Provide a copy of the Draft and Final EIS with vacation/no vacation alternatives, or an environmental checklist, if applicable.

A programmatic EIS was prepared for South Lake Union -- the *South Lake Union Height and Density Alternatives* EIS; the Draft EIS was issued in 2011 and the Final EIS was published in 2012. The DEIS and FEIS, collectively referred to as the “South Lake Union EIS,” is a non-project-specific document that identifies and evaluates probable, significant environmental impacts that may result from three alternatives (Alternatives 1, 2 and 3) proposed for changing the height, density, and other zoning standards for the South Lake Union neighborhood of Seattle, which includes the site of the proposed **Block 89** project.

Analysis contained in the *South Lake Union* EIS evaluates the direct, indirect and cumulative impacts of the three development alternatives and a No Action alternative. It has been determined that the probable, significant environmental impacts of possible future re-development in South Lake Union were adequately evaluated in the *South Lake Union* EIS, and copies of the EIS are contained in **Appendix I** of this vacation petition. The site of the proposed **Block 89** project is within the geographic area that was analyzed in the *South Lake Union* EIS and the proposed project is within the range of actions and impacts that were evaluated as part of the alternative analysis in the *South Lake Union* EIS.

DPD has determined that an EIS Addendum to the *South Lake Union* EIS will be prepared in order to provide additional, site-specific analysis and information concerning the proposed **Block 89** project. The EIS Addendum will evaluate probable, significant environmental impacts that may result from the proposed project and the *No Action Alternative*, and will include analysis of the *subterranean vacation* and a *no-vacation alternative*. The EIS

Addendum will compare impacts from the project and the *No Action Alternative* with probable environmental impacts that are identified in the *South Lake Union EIS*. **Appendix I** contains a letter to DPD confirming this approach, as well as the scope of analysis for the EIS Addendum.

20. Neighborhood Plan: If your project is located within the boundaries of an adopted neighborhood plan, demonstrate how your project advances the goals of the plan. Provide a map of the neighborhood planning area.

The **Block 89** project site is located within the *South Lake Union Urban Center Neighborhood*; see **Figure 1** for a map of this neighborhood planning area.

South Lake Union Urban Center Neighborhood Plan

Completed in 2007, the *South Lake Union Urban Center Neighborhood Plan (Neighborhood Plan)* is a free-standing plan that establishes goals, policies and strategies supportive of its urban center designation. The *Neighborhood Plan* is intended to help implement the adopted neighborhood goals and policies in the *City's Comprehensive Plan*. Plan elements include neighborhood character, transportation, parks and open space, housing and sustainable development. Portions of the *Neighborhood Plan* have been adopted as part of the *City's Comprehensive Plan*.

The Plan states that the *South Lake Union Neighborhood* will:

- balance housing and job growth, providing a live/work neighborhood;
- provide a model for sustainable redevelopment and infrastructure;
- respect the neighborhood's marine and industrial past, but welcome change;
- be easy to get around on foot, bike, boat, transit and car;
- attract innovative industries and organizations; and
- be safe and attractive to a diverse range of families and households.

The following goals, policies and strategies from the *South Lake Union Urban Center Neighborhood Plan* are the most applicable to the proposed project.

Neighborhood Character

Goal 1 - 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.

Policy 1 – Encourage the co-location of retail, community, arts and other pedestrian-oriented activities in key pedestrian nodes and corridors.

Policy 2 – Promote diversity of building styles and support the diverse characters of neighborhood sub-areas.

Policy 3 – Encourage public and private developers to consider existing neighborhood character when designing projects adjacent to parks and historical sites.

Goal 2 - *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.*

Policy 8 – Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial and downtown-core service businesses traditionally occupying the neighborhood.

Goal 3 - *A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.*

Policy 9 – Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental services and technology, and sustainable building.

Discussion: Consistent with the goals and policies identified in the South Lake Union Urban Center Neighborhood Plan, the proposed **Block 89** project would develop a dynamic, mixed-use building complex that integrates pedestrian amenities and retail uses at street level. The development would continue the current trend toward higher density development in the South Lake Union Urban Center. The project would increase employment and residential density within the neighborhood, which would contribute toward creating a mixed-use area in close proximity to services, employment, numerous bus routes, the South Lake Union Streetcar, and Sound Transit’s Link light rail Westlake Station.

The proposed subterranean alley vacation is integral to the overall project in that it would allow the development of a single, full block below-grade parking garage and below-grade loading service for all buildings (as opposed to separate parking garages separated by the alley). The alley vacation would also eliminate the need for vehicles to use the mid-block alley, thereby permitting the creation of an amenity-rich pedestrian environment with both north/south and east/west through-block connections. The mixed-use development would provide retail spaces at the street-level, particularly at the corners of the site, to activate and enliven the streetscape.

Sustainable Development

Goal 13 – A neighborhood that acts as a model for sustainable redevelopment.

Policy 41 – Encourage low-impact development and activities that can control consumption of resources, improve public health and safety and provide for multiple environmental benefits.

Discussion: The proposed **Block 89** project would target LEED Gold Certification. Specific sustainable strategies will be further developed during the Schematic and Design Development phases.

21. Comprehensive Plan and Other City Plans and Goals: Provide information as to how your project advances City goals as identified in the Comprehensive Plan and any other relevant plans.

City of Seattle Comprehensive Plan

*The City of Seattle's Comprehensive Plan – Toward a Sustainable Seattle, was originally adopted in 1994, amended each year, and substantially updated in 2005. The City's updated Comprehensive Plan consists of twelve major elements – urban village, land use, transportation, housing, capital facilities, utilities, economic development, neighborhood, human development, cultural resources, environment, and a container port element. Each element contains goals and policies that are intended to “guide the development of the City in the context of regional growth management” for the next 20 years. The **Block 89** project site is part of the South Lake Union Urban Center, which emphasizes mixed residential and employment land uses.*

Urban Village Element

Summary: *The Urban Village Element establishes the City's urban village strategy for growth, by guiding the designation of urban centers, urban villages, and manufacturing industrial centers (all of which are broadly referred to as “urban villages”), and by defining the priorities for land use in these areas. General goals and policies for urban villages call for: promoting densities, mixes of uses, and transportation improvements that support walking use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban villages (UVG4); directing the greatest share of future development to centers and urban villages, and reducing the potential for dispersed growth not conducive to walking, transit use, and cohesive community development (UVG5); accommodating planned levels of household and employment growth (UVG6); Accommodating a range of employment activity to ensure employment opportunities are available for the city's diverse residential population, including maintaining (UVG7); using limited land resources more efficiently and pursuing a development pattern that is more economically sound by encouraging infill development on vacant and underutilized sites, particularly within urban villages (UVG9);and, promoting physical environments of the highest quality, which emphasize the special identity of each of the City's neighborhoods, particularly within urban centers and villages (UVG13). The Urban Village element designates the **Block 89** project site as an Urban Center (UV15 and UV16) with a functional designation of “mixed residential and employment” (UV18). The 20-year growth estimates (2004-2024) for the South Lake Union Urban Center are identified as 16,000 new jobs and 8,000 new households (Urban Villages Appendix A to the Comprehensive Plan). Relevant goals and policies guiding the distribution of growth call for: concentrating a greater share of employment growth in locations convenient to the City's residential population to promote walking and transit use and reduce the length of work trips (UVG31); planning for urban centers to receive the most substantial share of Seattle's growth, consistent with their role in shaping the regional growth pattern (UVG32); and, encouraging growth in Seattle between 2004-2024, to be generally distributed across the City (UVG33).*

DISCUSSION: *The proposed project is located within one of the City of Seattle's six designated Urban Centers – the South Lake Union Urban Center. The applicant represents one of the largest property holders in the South Lake Union Neighborhood, with its existing*

presence providing a vital and active urban employment and residential environment. This project would be consistent with and a continuation of the emerging higher-density development in the South Lake Union neighborhood.

The proposed vacation would promote increased mixed-use density (office, residential, and retail uses) on a site that currently contains surface parking, a private play-court, and the single-story Discovery Center building. Consistent with the goals and policies identified for Urban Centers, the proposed **Block 89** project would provide a mix of residential and employment-generating uses on-site in a compact, mixed use pattern. The range of potential employment uses would provide jobs for the City's diverse residential population. The project would also concentrate residential and employment growth in a location with direct access to the Seattle Streetcar network, major bus routes, and Sound Transit Light Rail, as well as convenient access to nearby neighborhoods, such as Queen Anne and Belltown.

The potential vacation on **Block 89** would enable redevelopment of a site that is currently underutilized in terms of density, consistent with the goal to use limited land resources in Urban Centers more efficiently, and would contribute towards meeting or exceeding established residential and employment growth targets identified in the Comprehensive Plan for the South Lake Union Urban Center. The proposed development associated with the potential subterranean vacation on **Block 89** would consume less land than would lower density development and could be viewed as being more efficient from a land use perspective. The proposed development would also be consistent with the type and scale of surrounding land uses within the South Lake Union Urban Center.

Land Use Element

Summary: *The Land Use Element defines land use city-wide and in specific use categories. In the City of Seattle Comprehensive Plan, the GMA requirement for a Land Use Element is fulfilled by both this element and the Urban Village Element (described above), which further defines land use policies to implement the City's urban village strategy. This element also provides a framework for land use regulations contained in the City's Land Use Code (Seattle Municipal Code Title 23). Relevant land use goals and policies that apply city-wide call for: providing for a development pattern consistent with the urban village strategy by designating areas within the City where various types of land use activities, building forms, and intensities of development are appropriate (LG1); Relevant goals and policies that apply to Mixed-Use Commercial Areas call for: creating strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas (LUG17); Supporting the development and maintenance of areas with a wide range of characters and functions that provide for the employment, service, retail and housing needs of Seattle's existing and future population (LUG18); Include housing as part of the mix of activities accommodated in commercial areas in order to provide additional opportunities for residents to live in neighborhoods where they can walk to services and employment (LUG19); Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts (LU103); Consistent with the urban village strategy, prefer the development of compact, concentrated commercial areas, or nodes, in which many businesses can be easily accessed by pedestrians (LU104); Encouraging diverse uses that contribute to the city's total employment base and provide the goods and*

services needed by the city's residents and businesses to locate and remain in the city's commercial areas (LUG20); Providing for a wide range of uses in commercial areas. Allowing, prohibiting or allowing under specified conditions uses according to the intended pedestrian, automobile or residential orientation of the area (LU108); Discouraging establishment or expansion of uses identified as heavy traffic generators. Review proposals for such uses in order to control traffic impacts associated with such uses and ensure that the use is compatible with the character of the commercial area and its surroundings (LU110); Allow residential use in commercial areas to encourage housing in close proximity to shopping, services, and employment opportunities. Encourage residential uses in and near pedestrian-oriented commercial areas to provide housing close to employment and services (LU113); Encourage residential development in mixed-use buildings to ensure healthy business districts that provide essential goods, services, and employment to the residents of Seattle (LU114); Seeking to focus development in transit and pedestrian-friendly urban villages while maintaining compatibility between new development and the surrounding area through standards regulating the size and density of development (LU116); Managing the bulk of structures in commercial areas to maintain compatibility with the scale and character of commercial areas and their surroundings, to limit the impact on views, and to provide light, air, and open space amenities for occupants (LU119); Seeking to limit impacts on pedestrian and traffic circulation and on surrounding areas when locating access to off-street parking. Generally encouraging alley access to off-street parking, except when an alley is used for loading (LU127).

DISCUSSION: The *Future Land Use Map* in the Seattle Comprehensive Plan identifies the **Block 89** site as a Commercial/Mixed-Use Area. Urban Centers are intended to provide mixed-use neighborhoods with nearby access to housing, jobs, and transportation. The proposed project involves the establishment of new office, residential, retail and structured parking uses. The redevelopment concept proposed would be consistent with the current Urban Center land use designation, and would be consistent with promoting increased density and a broader mix of activities in the South Lake Union Neighborhood.

The potential subterranean vacation would enable the integration of public open space, pedestrian amenities, and retail uses at the alley level, as well as public open space. The project would increase residential and employment density within the South Lake Union Urban Center, which would help to create an urban mixed-use area in close proximity to services, employment, and transit facilities. The building's employees and activation of the streetscape with retail/restaurant uses and open space would substantially increase pedestrian activity in this portion of the South Lake Union Neighborhood. Additional pedestrian activity would result in greater transit ridership, due to the site's proximity to numerous bus routes, the South Lake Union Streetcar, and Sound Transit's Link light rail Westlake Station. This result is consistent with the Comprehensive Plan's land use goals of fostering development that continues to promote the economic vitality of the South Lake Union Neighborhood, generates significant increases in pedestrian activity and transit ridership, and promoting the greatest intensity of development.

22. Sustainable Practices: *Provide information on green and sustainable construction and operational practices and the level of LEED certification associated with the project.*

The **Block 89** project will target LEED Gold certification. Specific sustainable strategies would be further developed during the Schematic and Design Development phases.

23. Design Review Board: *Provide copies of the minutes and design material presented to the Design Review Board.*

The proposed project was presented to the West Design Review Board in an Early Design Guidance Meeting on July 2, 2014. Design review materials from this meeting are provided in **Appendix J**. Meeting minutes from this and future meetings with the West Design Review Board will be provided when they become available.

24. Company/Agency Information: *Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served by the proposed development.*

The proposed project is a planned real estate investment by Seattle-based Vulcan Real Estate. The project has not secured any tenants at this time. Vulcan Real Estate directs all real estate investment activities for Vulcan Inc., a Paul G. Allen company.

25. Development Schedule: *Provide a proposed development timeline and schedule.*

- MUP Submittal – August 2014
- Begin Construction – August 2015
- Occupancy - 2017