

**IN THE MATTER OF THE PETITION OF NORTH BLOCK SPRING STREET, LLC et.
al. FOR THE VACATION OF THE ALLEY IN BLOCK 52, PLAT OF AN
EXTENSION TO TERRY'S 1ST ADDITION TO THE CITY OF SEATTLE
IN THE BLOCK BOUNDED BY SENECA STREET, 8TH AVENUE,
SPRING STREET, AND HUBBELL PLACE IN CITY COUNCIL
DISTRICT 7**

CLERK FILE 314364

The City Council hereby grants approval of the petition from North Block Spring Street Development LLC, et. al., ("North Block", or "Petitioner") for the vacation of the Alley in Block 52, in City Council District 7, in the block bounded by Seneca Street, 8th Avenue, Spring Street, and Hubbell Place described as:

The Alley of Block 52, Plat of an Extension to Terry's 1st Addition to the City of Seattle, According to the Plat Thereof, Recorded in Volume 1 of Plats, Page 86, in King County Washington, Containing an area of 3,843 Square Feet of 0.0882 Acres, More or Less.

The alley proposed for vacation includes approximately 3,843 square feet of right-of-way.

The vacation is granted upon the Petitioner meeting the following conditions. The Petitioner shall demonstrate that all conditions imposed on the vacation by the City Council have been satisfied: all utility work relating to the vacation including easements or other agreements is completed; all public benefit elements have been provided; any other agreements, easements or other obligations have been completed and recorded as necessary; and all fees paid, prior to the passage of the street vacation ordinance.

1. The vacation is granted to allow the Petitioner to build a project substantially in conformity with the project presented to the City Council and for no other purpose. The project must be substantially in conformity with the proposal reviewed by the City Council.
2. All street improvements shall be designed to City standards, as modified by these conditions to implement the Public Benefit requirements, and be reviewed and approved by the Seattle Department of Transportation through a Street Improvement Permit.
3. A Property Use and Development Agreement, public access easement, or other binding mechanism shall be required to outline the design, use, maintenance, programming and other obligations related to the private alley or woonerf proposed. Such agreement between Town Hall and North Block shall be completed prior to the issuance of the Certificate of Occupancy for the North Block. The agreement relating to the private alley and access to the site is in

addition to obligations related to public benefit features and shall also include the following provisions:

- The total width varies from 16 feet to 20 feet.
 - Two-way vehicle traffic is accommodated, though the alley way will be signed as a south-bound one-way facility for vehicle traffic.
 - A 5-foot wide elevated pedestrian sidewalk is located on the west side of the south half of the alley way, to facilitate pedestrian access up the existing slope of the site.
 - Signage is provided at the Seneca Street entrance to the alley way indicating its vehicular use for loading/drop-off only
 - Signage is provided at the Spring Street entrance to the alley indicating no entry for vehicles.
 - Special paving is provided in accordance with the Petitioner's proposal to the Design Commission.
 - Bollards are installed along the Town Hall frontage of the alley way to protect pedestrian access to the west entrances of Town Hall.
 - Pedestrian lighting is provided.
4. The utility issues shall be resolved to the full satisfaction of the affected utility prior to the approval of the final vacation ordinance. Prior to 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. Utilities impacted may include:
- Enwave;
 - Qwest (d/b/a Century Link); and
 - Seattle City Light (SCL)
5. It is expected that development activity will commence within approximately 18 months of this approval and that development activity will be completed within 5 years. In order to insure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide the Seattle Department of Transportation with Quarterly Reports, following Council approval of the vacation, providing an update on the development activity, schedule, and progress on meeting the conditions. The Petitioner shall not request or be issued a Final


Certificate of Occupancy (C of O) until SDOT has determined that all conditions have been satisfied and all fees have been paid as applicable.

6. 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.
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 be allowed within the onsite vacation public benefit features. While engaged in allowed activities, members of the public may not be asked to leave for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others. Signage clearly identifying public access and allowed free speech activities is required at the public open space elements and shall require the review and approval of SDOT Street Vacations. Signage shall be consistent with signage provided for public amenity spaces. Any violation of these condition will be enforced through Chapter 15.90 of the Seattle Municipal Code.
8. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism shall be required to ensure that the public benefit elements remain open and accessible to the public and to outline future maintenance obligations of the improvements. Signage clearly identifying public access is required at the public open space elements and shall require the review of SDOT Street Vacations. The final design of the public benefit elements shall require the review and approval of SDOT Street Vacations.

The public benefit requirements include the following features as well as corresponding development standards, including approximate square footage dimensions, which shall be outlined in the PUDA:

Public Benefit	Description	Approximate Value	Code Req'd
1 – Public Plaza	<i>5,500 SF Public Plaza Open Space, includes: 2,500 SF special paving 1,015 SF terraced planting 2 existing trees preserved 3 new trees 845 SF seating lawn 25 LF wood benches 200 SF wood platform Lighting - tree lights, pedestrian poles, bollard lights, bench lights, handrail lights</i>	\$4,800,000	No
2 – Town Hall Improvements	<i>Contribution for 3,000 SF of sidewalk improvements along Seneca Street + 8th Avenue 1,140 SF of new landscaping at south side of site 3,000 SF of Woonerf, includes special paving + bollards</i>	\$50,000 \$97,000 \$204,000	No
3 – ROW Improvements	<i>Hubbell Place: 30 LF of underlit seating + pedestrian lights Seneca Street: 100 SF of special paving + 6 bike racks Spring Street: 145 SF of planting + 217 SF of special paving + 15 LF of underlit seating + 5 bike racks + pedestrian lights 8th Avenue: 320 SF of planting + 650 SF of special paving + 16 LF of underlit seating + 8 bike racks + pedestrian lights</i>	\$135,000	No
4 – Freeway Park Connection	<i>Design contribution to intersection improvements Accessible curb ramp at northwest corner of Seneca and Hubbell</i>	\$25,000 \$10,000	No

Signed by me in open session this ____ day of March, 2018.



President _____ of the City Council