

December 30, 2016

Spring Street North Block

1101 8th Avenue Seattle, Washington

Project # 3023101



Presented by:

LMC

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1. Filing Fee

Check for \$450.00 filing fee payable to City of Seattle Department of Finance.

A check for \$450.00 has been submitted to the City of Seattle with the Alley Vacation Petition.

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.

See following pages for documentation.

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

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

THE 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 OR 0.0882 ACRES, MORE OR LESS.

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

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 OR 0.0882 ACRES, MORE OR LESS.

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

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

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

SIGNATURE OF PETITIONERS:

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

[Signatures on Following Page]

MAX WALKER
Barrister & Solicitor
1600 - 925 WEST GEORGIA ST.
VANCOUVER, B.C. V6C 3L2
(604) 685-3456

OWNER


(Printed Name and Signature)

North Block Spring Street Development LLC,
a Washington limited liability company

By: 
Jonathan Dubois-Phillips, President and CEO

Date: December 19, 2016

DECLARED BEFORE ME at Vancouver, in)
the Province of British Columbia, this 19th day)
of December, 2016.)
)



A Notary Public in and for the Province of)
British Columbia.)
A Commissioner for taking Affidavits within)
British Columbia.)



Jonathan Dubois-Phillips

By: 
Stephen Barnett, Secretary

Date: December 19, 2016

DECLARED BEFORE ME at Vancouver, in)
the Province of British Columbia, this 19th day)
of December, 2016.)
)


A Notary Public in and for the Province of)
British Columbia.)
A Commissioner for taking Affidavits within)
British Columbia.)


Stephen Barnett

MAX WALKER
Barrister & Solicitor
1600 - 925 WEST GEORGIA ST.
VANCOUVER, B.C. V6C 3L2
(604) 685-3456



PROPERTY: Parcel No. & Lot & Block: Parcels 197920-0070, 197920-0080, 197920-0065,
197920-0046, 197920-0045, Lots 1, 4, 5, 6, 7, 8, Block 52

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

ACKNOWLEDGEMENT:

I/we North Block Spring Street Development, LLC, acknowledge that:

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

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

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

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

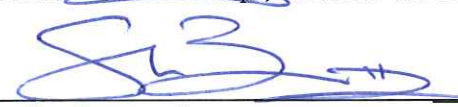
I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition.

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


Jonathan DuBois-Phillips, President and CEO

December 19, 2016

Date


Stephen Barnett, Secretary

December 19, 2016

Date

CONTACT INFORMATION:

Petitioner:

North Block Spring Street Development LLC, a Washington limited liability company

Name: Dan Shieder, Vice President of Development

Address: 1325 4th Ave, Ste. 1300, Seattle, WA 98101

Phone: 206-428-1937

Email: Dan.Shieder@LiveLMC.com

Additional Contact:

Katie Kendall & Jack McCullough

Name: McCullough Hill Leary, PS

Address 701 5th Ave, Ste. 6600, Seattle, WA 98104

Phone: 206-812-3388

Email: kkendall@mhseattle.com / jack@mhseattle.com

ADDITIONAL PROPERTY OWNERS ABUTTING THE VACATION:

I/we acknowledge and support the petition to vacate:

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 OR 0.0882 ACRES, MORE OR LESS.

and declare that I/we have no objections to the street/alley vacation.

OWNER

(Printed Name and Signature)

Town Hall Association, a Washington non-profit corporation

PROPERTY

By: _____

Its: _____ Date: _____

Parcel No. & Lot & Block: Parcels 197920-0050, Lots 2, 3, Block 52.

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

**CONSENT OF SOLE MANAGER
OF
NORTH BLOCK SPRING STREET DEVELOPMENT LLC**

June 20, 2016

The undersigned, being the sole manager (the "Manager") of North Block Spring Street Development LLC, a Washington limited liability company (the "Company"), hereby consents to the following actions and adopts the following resolutions:

RESIGNATION AND ELECTION OF OFFICERS

WHEREAS, Dean Atkins has resigned as the President/CEO of the Company, and Michael Mercier has resigned as the Secretary of the Company, leaving vacancies in those positions;

NOW, THEREFORE, IT IS:

RESOLVED, that the following individuals are elected (or re-elected as the case may be) to the offices set forth opposite their name, to begin to serve immediately and to serve until their earlier death, resignation or removal:

<u>Name</u>	<u>Office</u>
Jonathan Dubois-Phillips	President and Chief Executive Officer
Stephen Barnett	Secretary
Rita Andreone	Assistant Secretary

The undersigned Manager of the Company has executed this consent effective as of the date first above written.

MANAGER:


Jonathan Dubois-Phillips

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.

- 1. Town Hall / LMC has been working closely with Town Hall and its design team over the course of the past year and a half.**
 1. Description: Met to discuss design concepts and operational logistics on the alley to be vacated.
 2. Participants: Town Hall executive leadership and Town Hall design team.

- 2. First Hill Improvement Association / 8.3.2016 & 9.13.2016**
 1. Description: Met with FHIA representatives to present and discuss design concepts, including pedestrian connections through the block and the alley to be vacated.
 2. Participants: Jim Erickson, Alex Hudson, Mary Ellen Hudgins, and Gordon Werner.

- 3. Freeway Park Association / 1.29.2016**
 1. Description: Met with FPA representatives to discuss design concepts, focusing on the relationship between the newly created plaza (including the vacated alley) and Freeway Park.
 2. Participants: Riisa Conklin and Bob Anderson.

- 4. SDOT BRT Team / 7.11.2016 & 10.6.2016**
 1. Description: Met with BRT team to discuss coordination of design concepts for both Spring Street North Block and the BRT system.
 2. Participants: Jeff Lundstrom

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 email address.

Owner:

North Block Spring Street Development, LLC
Attn: Dan Shieder
1325 Fourth Ave, Suite 1300
Seattle, WA 98101
Phone: 206-428-1937
Email: Dan.Shieder@livelmc.com

Civil Engineer:

Coughlin Porter Lundeen
Attn: Jeff Peterson
801 Second Ave, Suite 900
Seattle, WA 98104
Phone: 206-343-0460
Email: JeffP@cplinc.com

Applicant Name:

North Block Spring Street Development, LLC
Attn: Dan Shieder
1325 Fourth Ave, Suite 1300
Seattle, WA 98101
Phone: 206-428-1937
Email: Dan.Shieder@livelmc.com

Transportation Consultant:

TENW
Attn: Jeff Schramm
11400 SE Eighth St, Suite 200
Bellevue, WA 98004
Phone: 206-361-7333
Email: Schramm@tenw.com

Architect:

Perkins + Will
Attn: Brad Hinthorne
1301 Fifth Ave, Suite 2300
Seattle, WA 98101
Phone: 206-381-6000
Email: Brad.Hinthorne@perkinswill.com

General Contractor:

JTM Construction
Attn: John Hayduk
800 Maynard Ave South, Suite 101
Seattle, WA 98134
Phone: 206-587-4000
Email: jhayduk@jtmconstruction.com

Landscape Architect:

PFS Studio
Attn: Kelty McKinnon
1777 West Third Ave
Vancouver, BC
Canada V6J 1K7
Phone: 604-736-5168
Email: kmckinnon@pfs.bc.ca

Land Use Attorney:

McCullough Hill Leary, PS
Attn: Jack McCullough
701 Fifth Ave, Suite 6600
Seattle, WA 98104
Phone: 206-812-3388
Email: jack@mhseattle.com

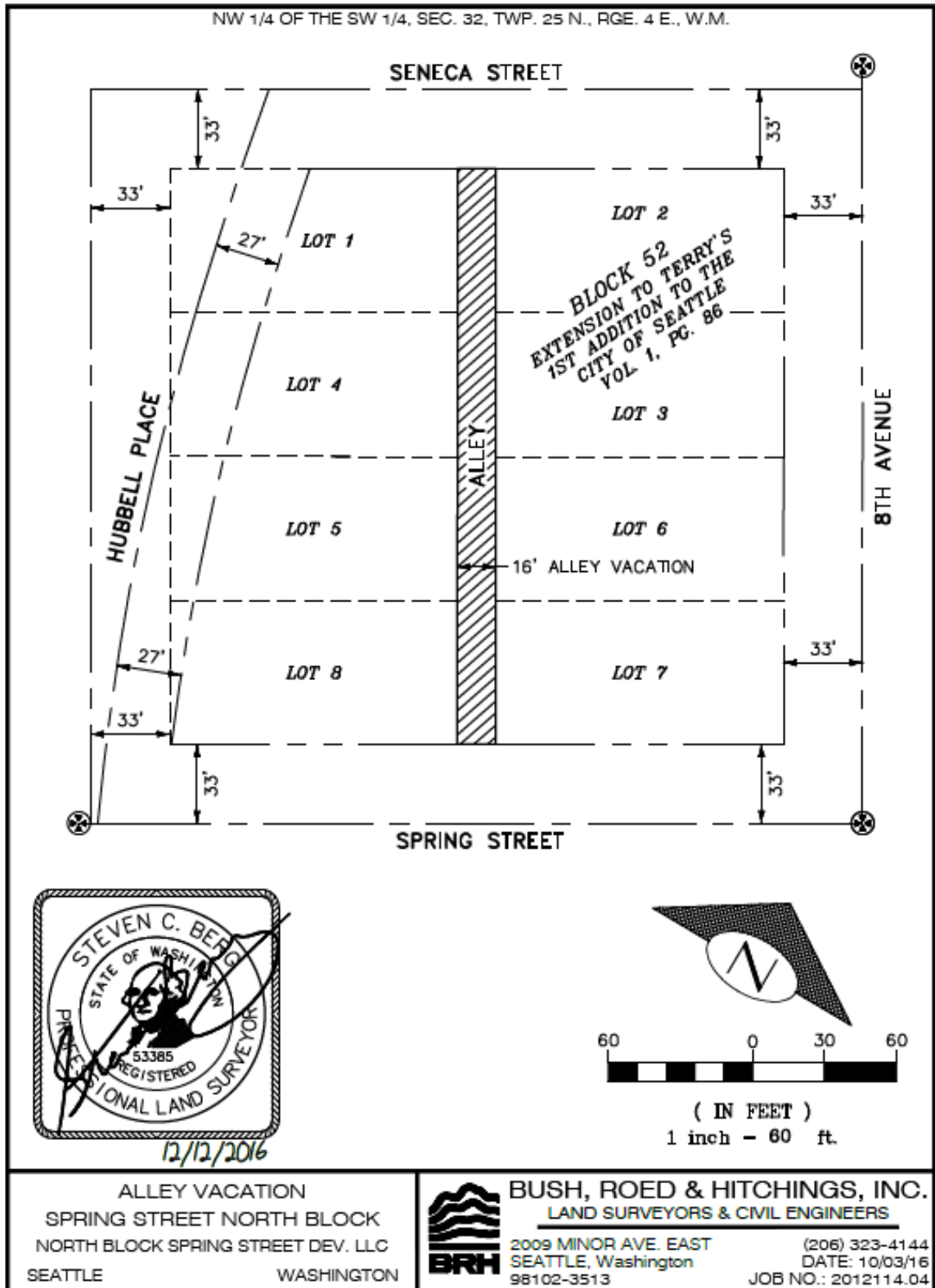
4. Development Team

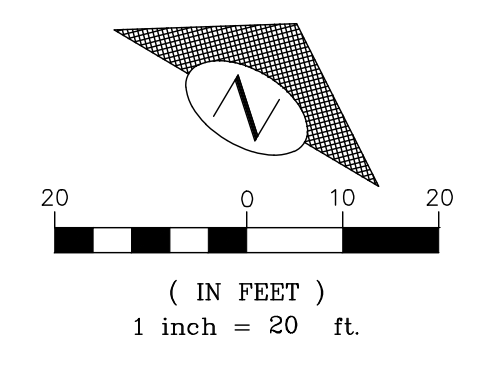
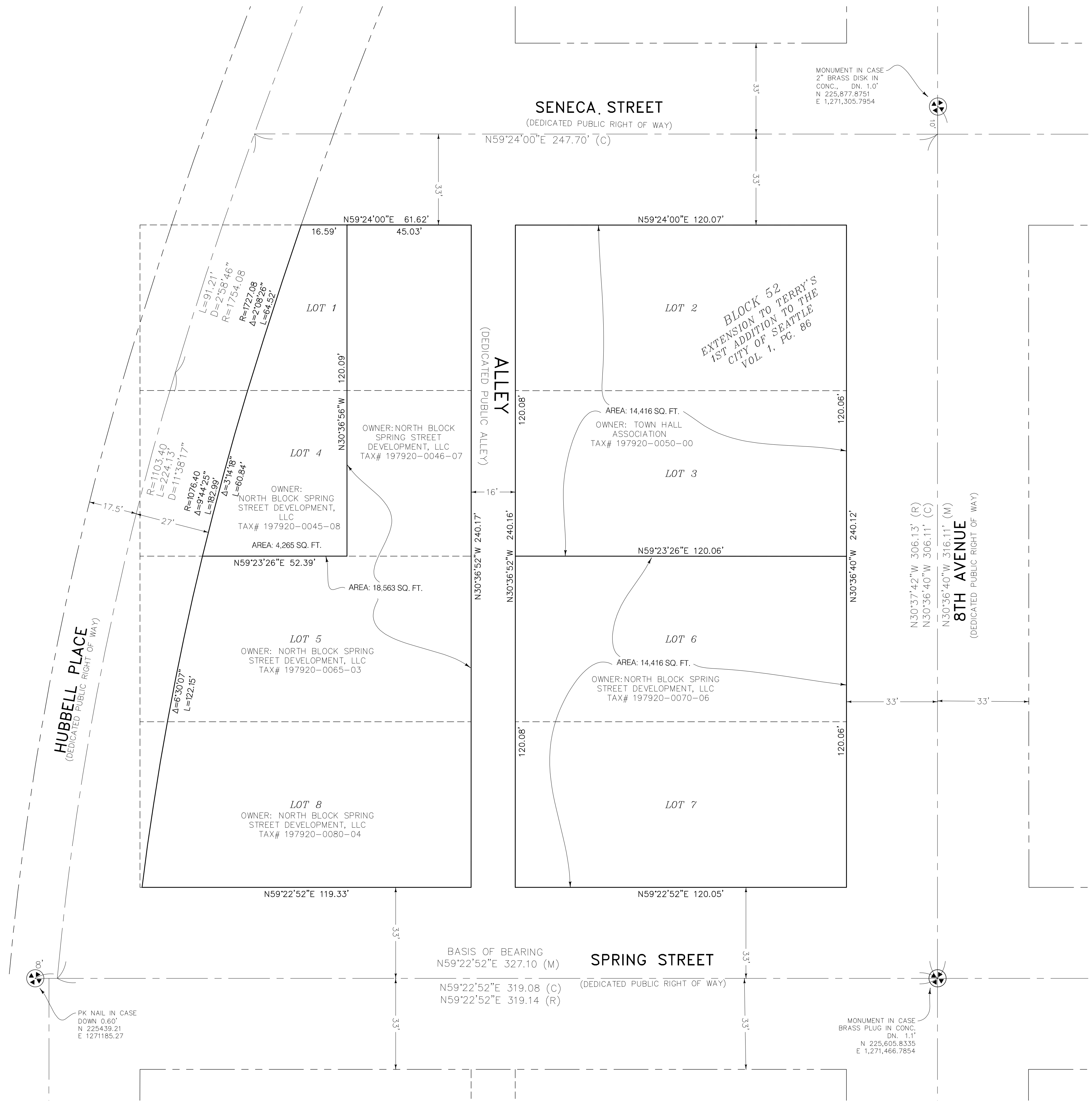
The Spring Street North Block development team is led by LMC, a Lennar Company. Lennar Corporation (NYSE: LEN) is a national homebuilder that was founded in 1954. Since its inception, Lennar Corporation has grown into one of the largest single family home builders in the country. The company focuses on quality homes for all generations. In 2011 Lennar launched LMC to focus on multifamily development opportunities, and since that time the company has been among the nation's most active apartment developers. The company builds high-rise, mid-rise, and garden apartment communities in urban and suburban locations with proximity to major employment centers. LMC has a fully integrated platform that includes development management, construction management, property management, and asset management. This allows for a coordinated effort towards meeting our goal of providing residents with an amazing place to call home.

Based in Charlotte, North Carolina, LMC has 13 offices across the country. The company employs over 375 associates with a 10+ person team located in Seattle. As part of LMC's long term commitment to the Pacific Northwest, the Seattle office is in the process of building nine apartment communities in the region. Two of the communities are approaching completion. Atlas apartments is a 344 home development located in Issaquah, WA and the Whittaker is a 389 home development with a Whole Foods grocer located in West Seattle. LMC is particularly excited about the contribution that the Spring Street North Block development can bring to Seattle and the First Hill neighborhood.

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.





BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513
(206) 323-4144
1-800-935-0508
FAX# (206) 323-7135



NO.	REVISED OWNERSHIP NAMES	REVISION	DATE
1			12/12/16

PUBLIC BENEFIT MATRIX	
SPRING STREET NORTH BLOCK	
NORTH BLOCK SPRING STREET DEVELOPMENT, LLC	
SEATTLE	KING COUNTY WASHINGTON
drawn by	checked by
PLS	SCB
scale	date
1"=20'	10/3/16
job no.	
2012114.04	
sheet	1 of 1

24"x36" 12/12/2016 U:\GSD\2012\2012114\SURVEYING\DWG\YS-MATRIX-04.DWG

5. Right of Way Proposed for Vacation

ALLEY VACATION DESCRIPTION

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.

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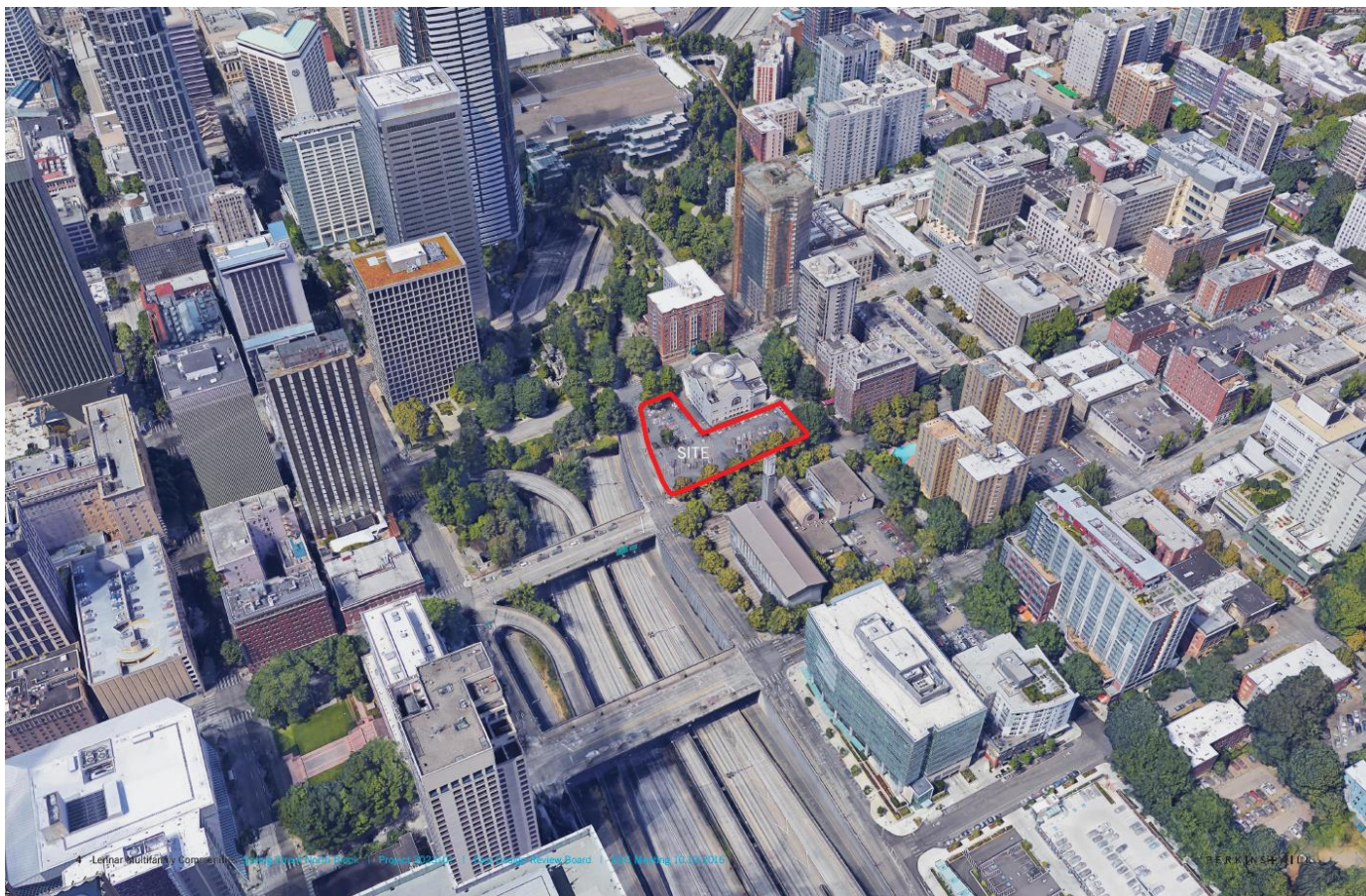


NORTH BLOCK SPRING STREET
DEVELOPMENT, LLC
SPRING STREET NORTH BLOCK
STEVEN C. BERG, P.L.S.
BRH JOB NO.: 2012114.04
DATE: OCTOBER 3, 2016

BUSH, ROED & HITCHINGS, INC.
2009 MINOR AVENUE EAST
SEATTLE, WA 98102
(206) 323-4144

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.



Project Address:

1101 8th Ave Seattle, Washington 98104

Boundaries of the Block:

The site is bounded by Seneca Street to the north, 8th Avenue to the east, Spring Street to the south, and Hubbell Place to the west.

Neighborhood or area of the City:

The site is located on the edge of the First Hill neighborhood.

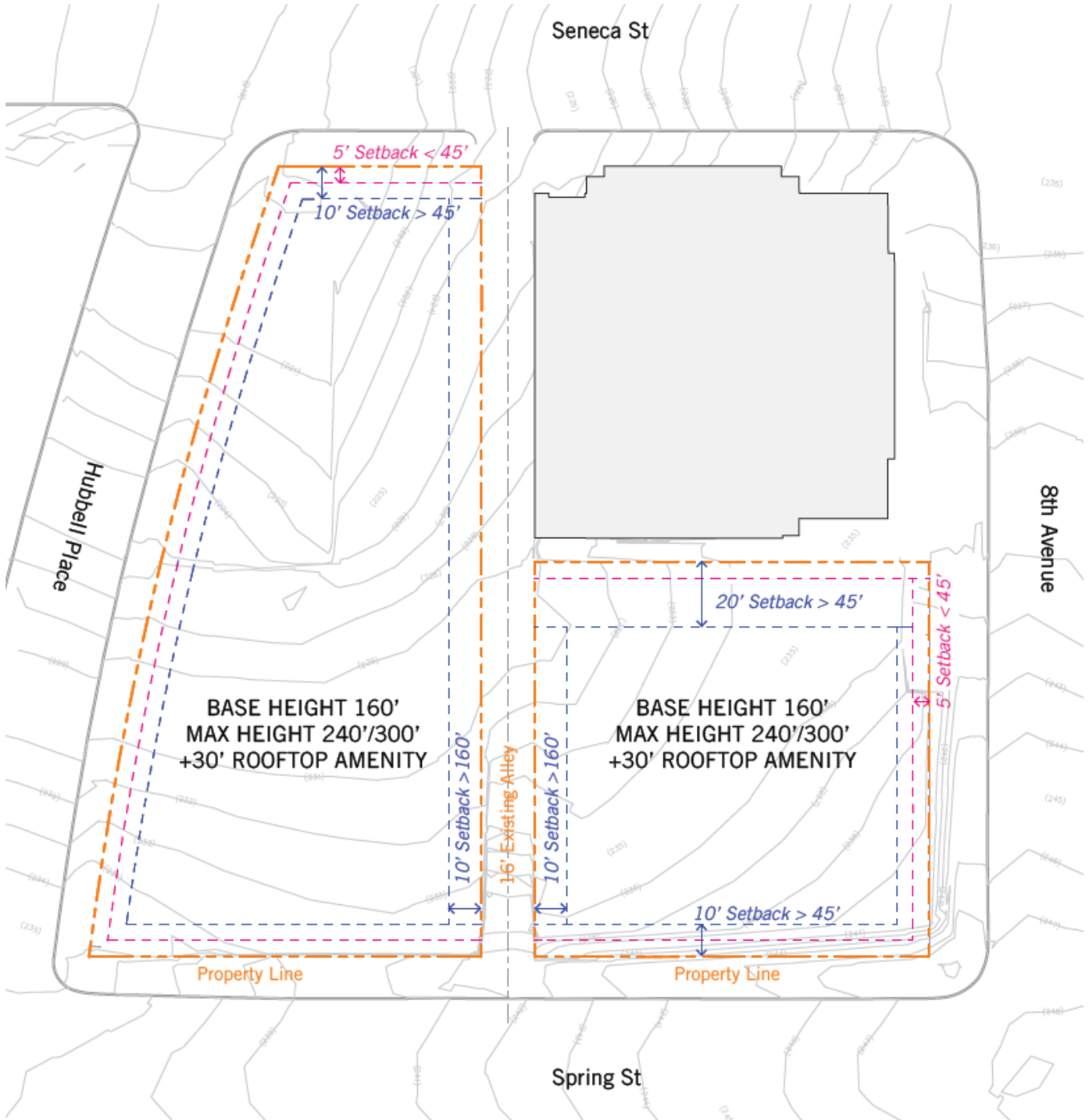
Neighborhood Planning Area:

The site is located in the First Hill Neighborhood Planning Area.

6. Project Location

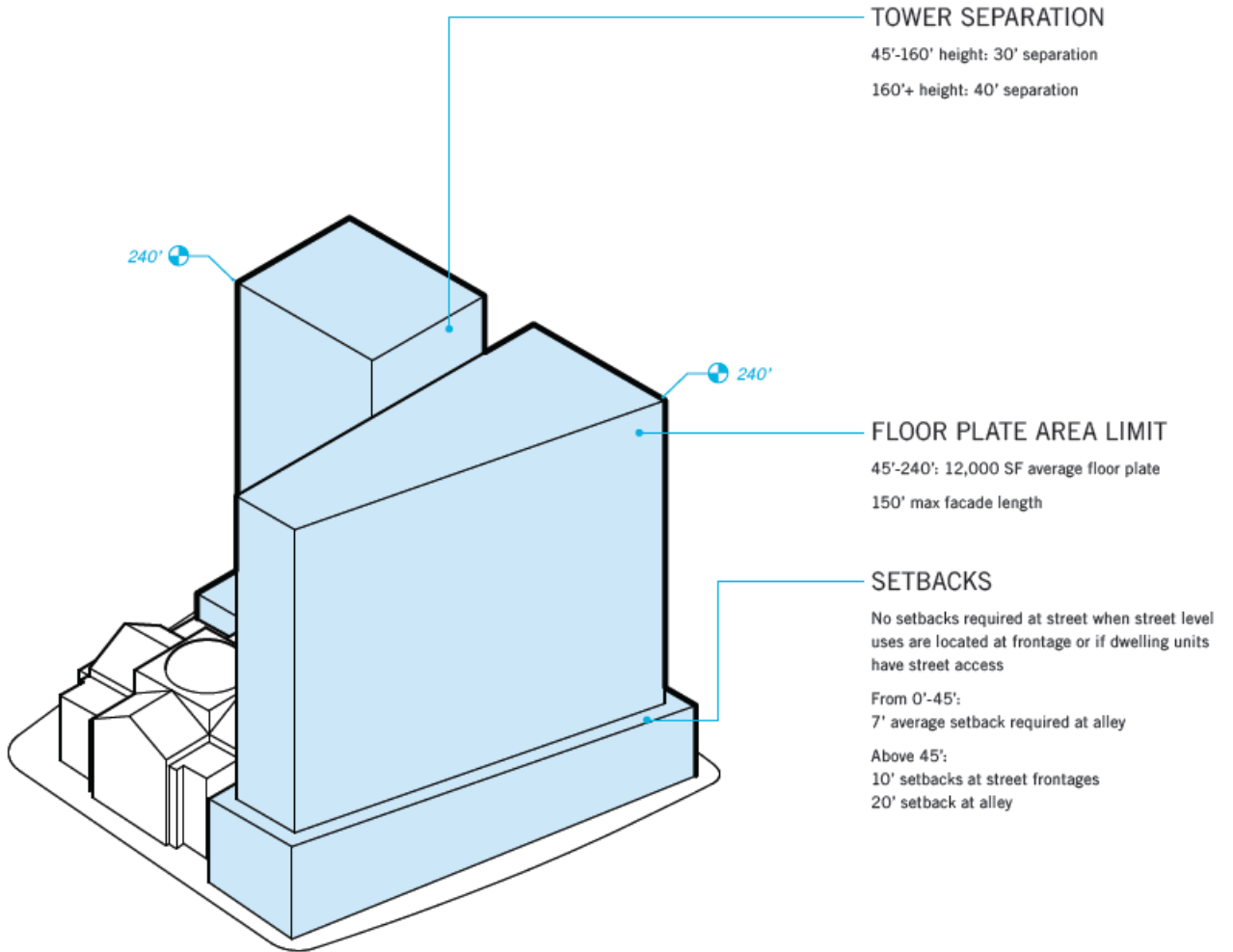
Current Zoning for the Area and any Zoning Overlays or Special Review Districts:

The entire site is zoned HR – High Rise with a base FAR of 7:1. The maximum FAR allowed on the site is 14:1 for structures over 240 feet tall. The total site area (including the 3,843 square foot alley) is 41,087 square feet. Including the alley vacation, the maximum FAR on the site is 575,218.



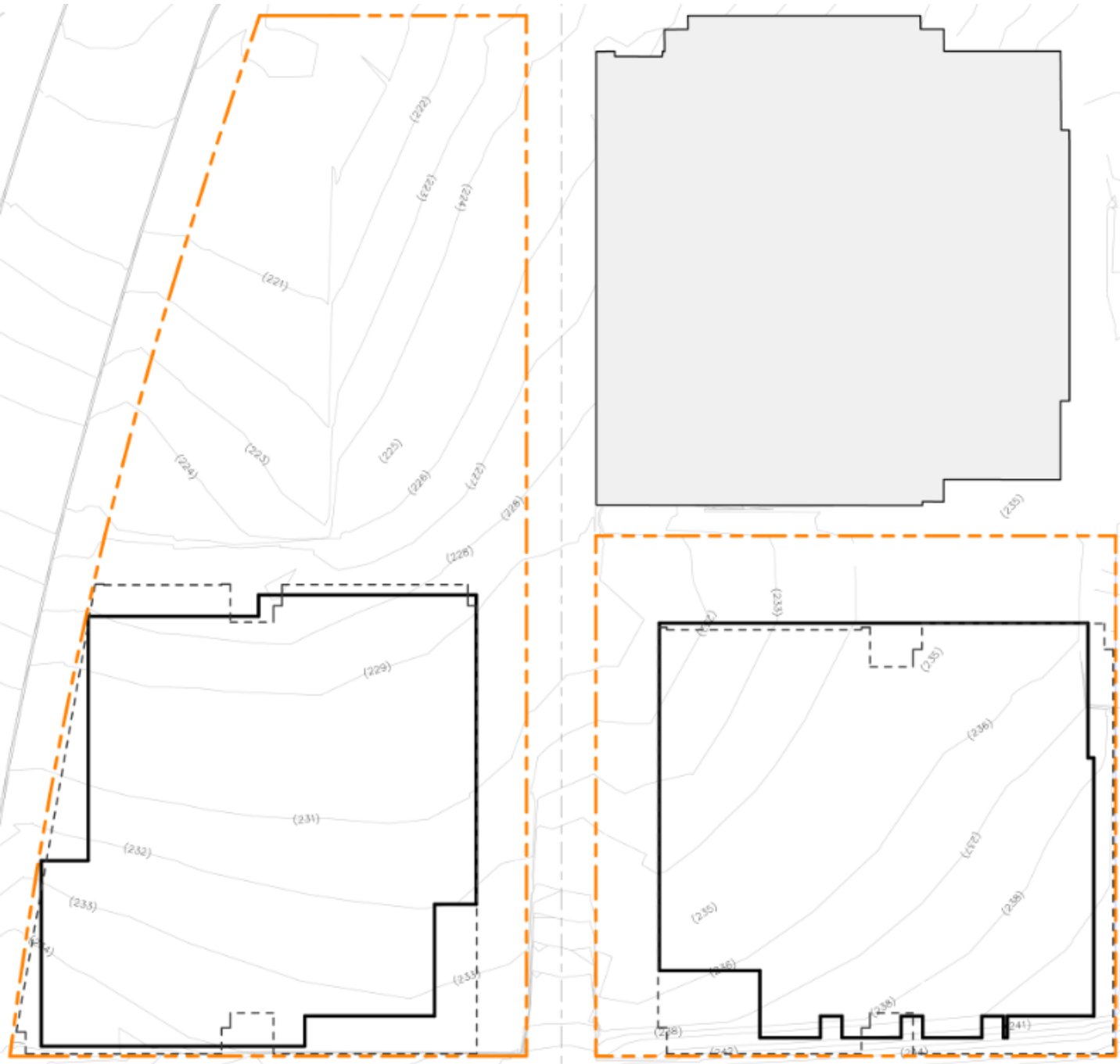
6. Project Location

Zoning Diagram



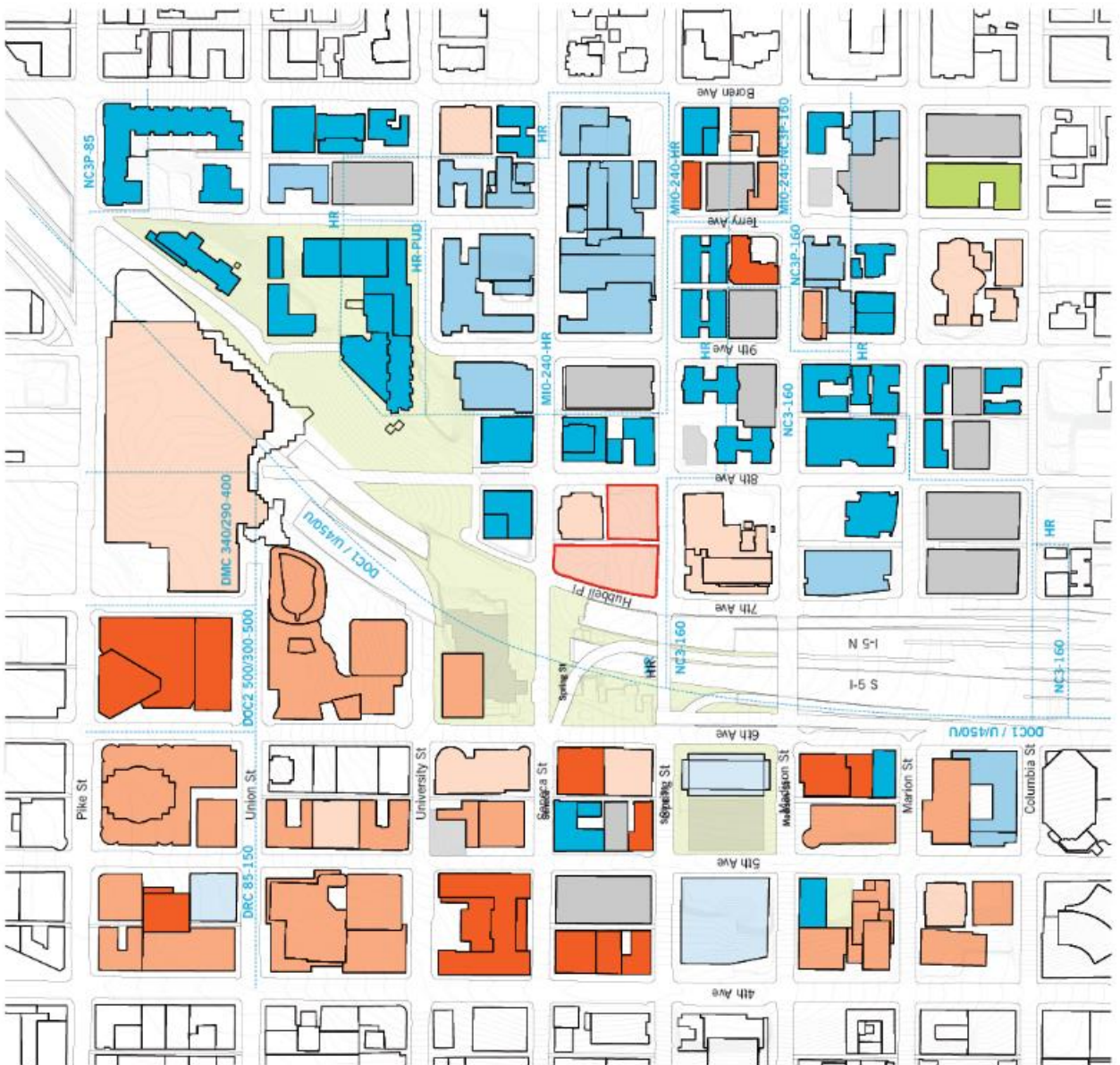
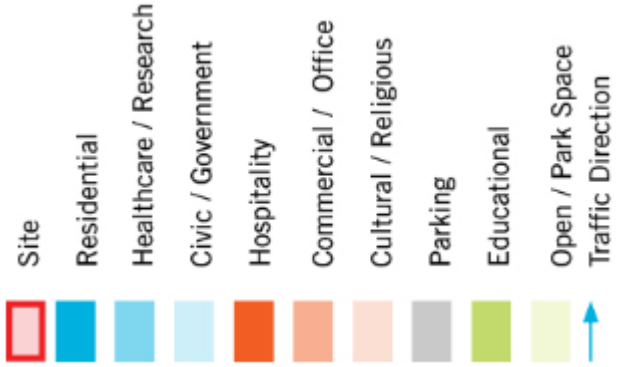
6. Project Location

Topography Map



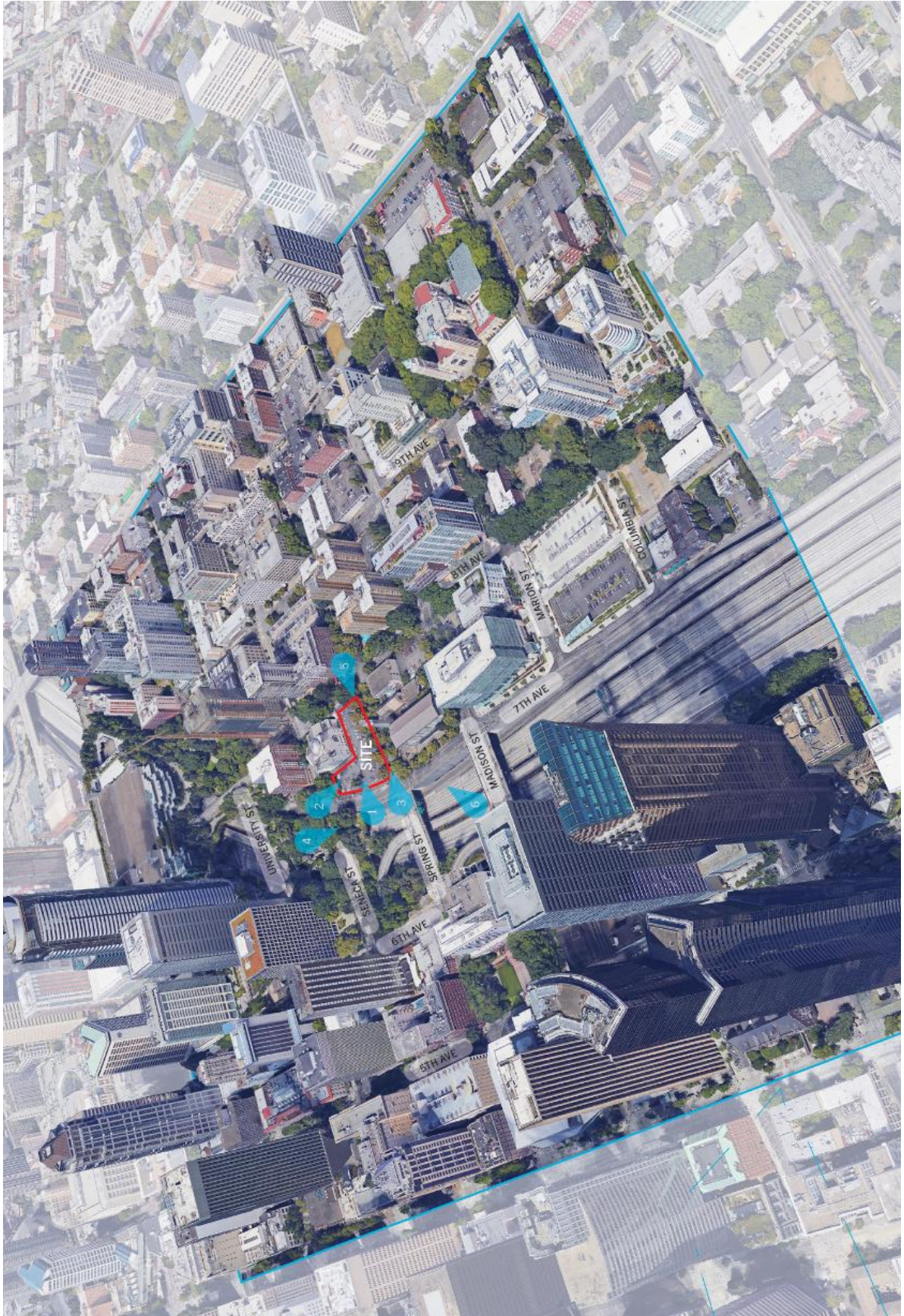
6. Project Location

Existing Uses



6. Project Location

Site Aerial

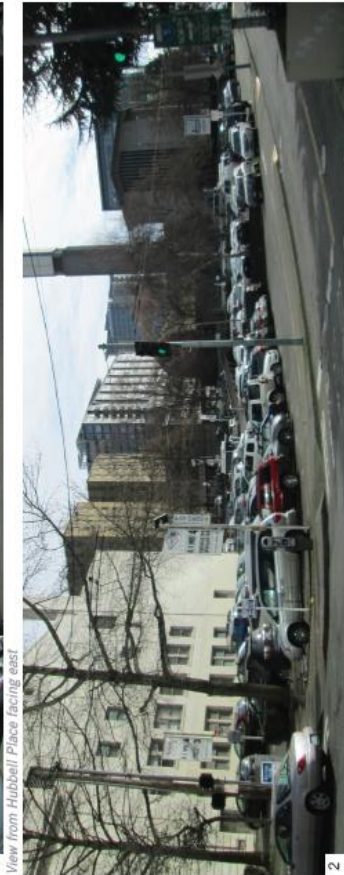


6. Project Location

Aerial Photos



1



2



3



4



5

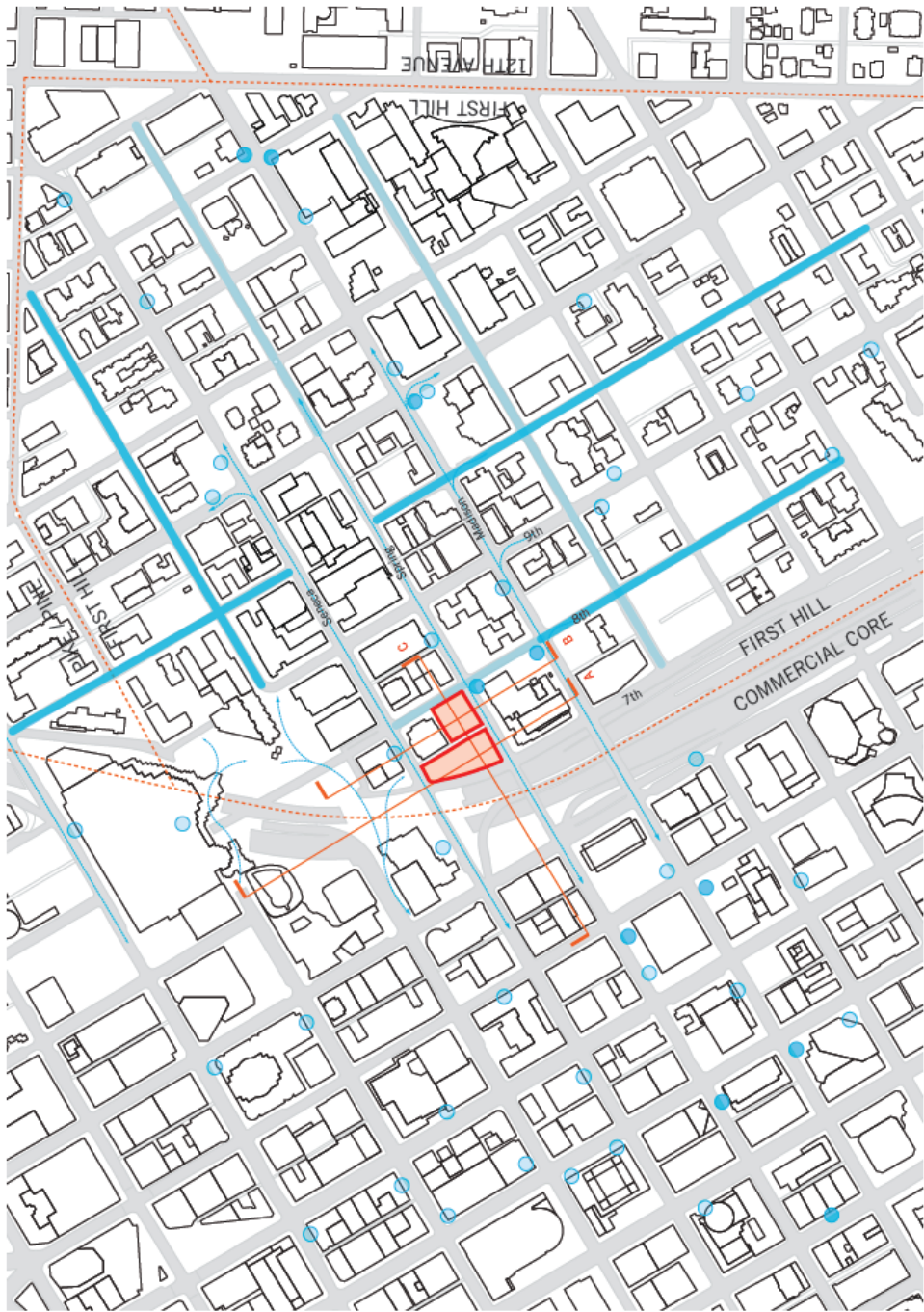


6

6. Project Location

Transportation Map

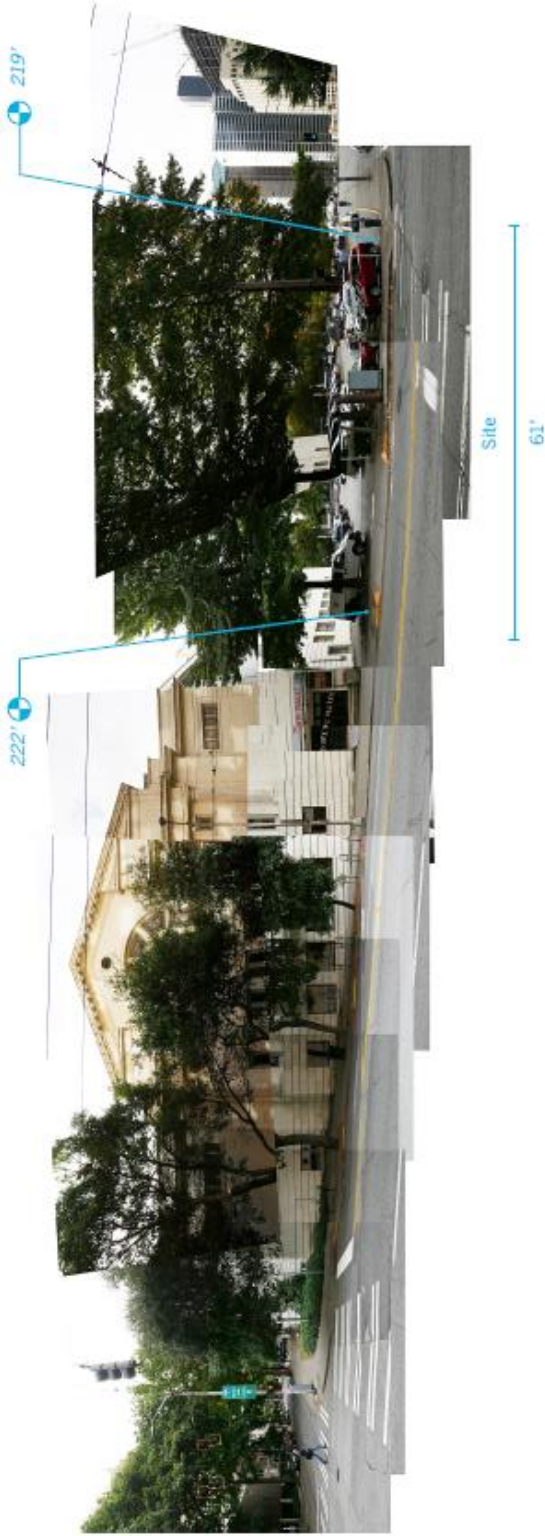
- Site
- Green Street (current)
- Green Street (proposed)
- Transit Station
- BRT Station (proposed)
- Pedestrian Artery (primary path)
- Pedestrian Artery (secondary path)
- Urban Village Boundary



6. Project Location

Seneca Street Photos

North Streetscape (Site)



North Streetscape (Opposite of Site)



6. Project Location

Hubbell Place Photos

West Streetscape (Site)



219°

Site
226°

West Streetscape (Opposite of Site)



6. Project Location

Spring Street Photos

South Streetscape (Site)



South Streetscape (Opposite of Site)



6. Project Location

8th Avenue Photos

East Streetscape (Site)



East Streetscape (Opposite of Site)



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.

The alley vacation allows for a better designed and more efficient building, both from the public and private perspectives. Primary reasons for the alley vacation include:

Additional public space and improved neighborhood functionality: The vacation creates an opportunity for a publicly accessible plaza in a location that is currently asphalted parking and right-of-way. The upgraded material selection and landscaping within the alley vacation area will create a more inviting place for people enjoying the corner plaza. In addition, as a highly foot trafficked area, the upgraded materials and landscaping will enhance the pedestrian experience between First Hill, Downtown, Denny Triangle, and South Lake Union.

Safer place for pedestrians: Through material selection, landscaping, and controlling access to vehicles, the vacated alley will be a much safer place for pedestrians. The vacated alley will be designed for foot traffic and vehicle use will primarily be related to Town Hall loading, access for mobility impaired persons, and emergency vehicles. The vacated alley will be a more inviting area for people to walk through on their way to and from Downtown Seattle. The vacated alley will have a well lit, open feel, providing pedestrians with good sight lines and a comfortable place to walk.

Functional space for neighborhood uses: The alley vacation creates an outdoor area that neighborhood groups, including Town Hall, can utilize for performances, meetings, and gatherings. Town Hall has proposed a substantial renovation to the historic building to improve seismic performance and achieve ADA accessibility. One improvement in particular, the addition of a new entry along the alley of the west façade, creates an opportunity for site synergy between Town Hall and the proposed development. The alley area, which will act as an extension of the corner plaza can be used by pedestrians that are attending events at Town Hall. Finally, the alley vacation will create commercial opportunities that could support Town Hall event goers, such as a café or restaurant.

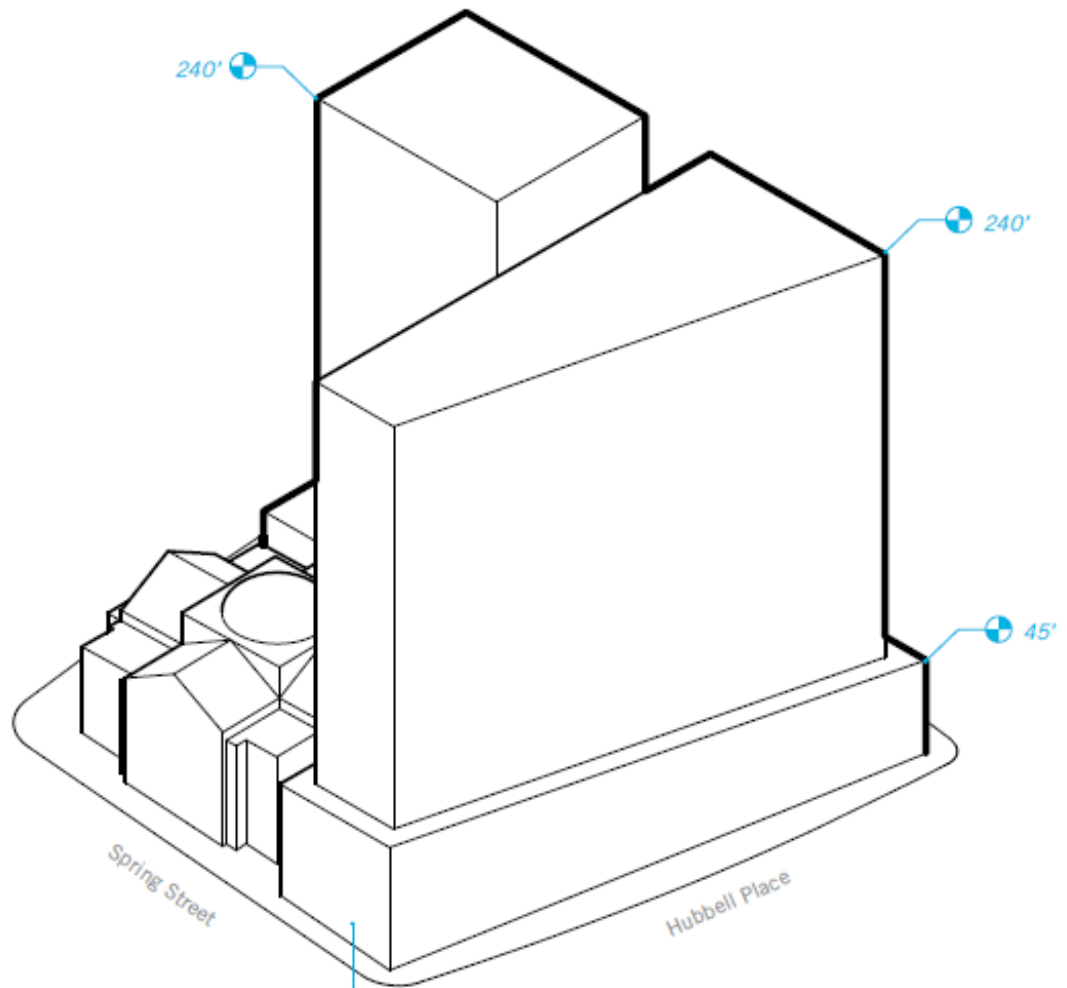
First Hill Public Realm Action Plan: The alley vacation creates opportunities for the development to enhance the improvements that will be provided under the Public Realm Action Plan.

Site efficiencies: The alley vacation allows the two towers to function as a single building. The subterranean garage will run from the southwest to southeast side of the site, connecting the buildings below grade. This eliminates the need for two separate garages and two separate garage entrances, freeing up more space for street level activation. In addition, the alley vacation eliminates the need for the development to include a podium that extends north along Hubbell Place, which would block access, light, and air to Town Hall.

7. Reason for the Vacation

No Vacation Alternative:

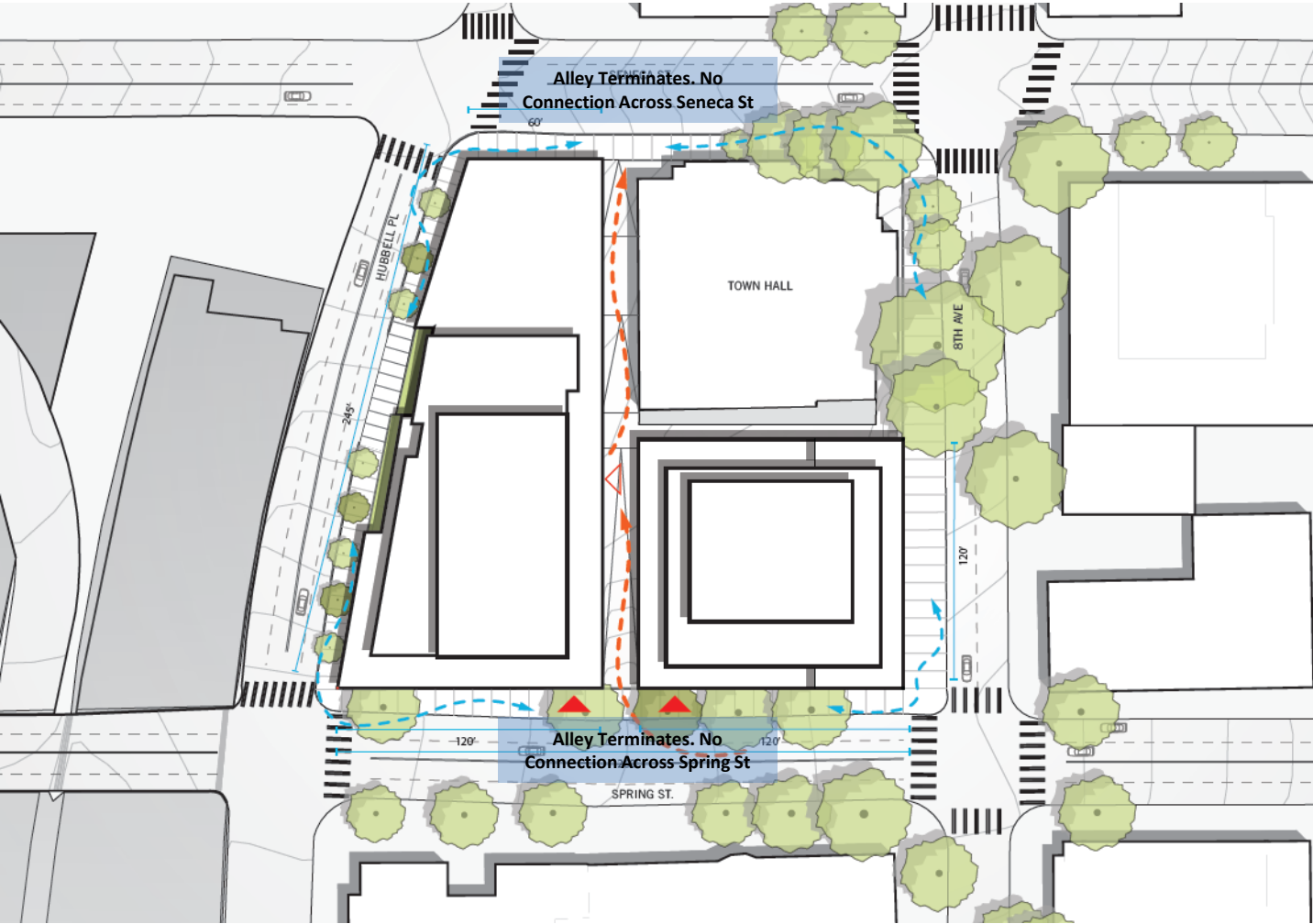
ZONING ENVELOPE



Full site build-out with no ground plane open space

7. Reason for the Vacation

No Vacation Alternative:



 Pedestrian Entry

 Vehicle Entry

 Pedestrian Traffic

 Vehicular Traffic

7. Reason for the Vacation

No Vacation Alternative:



View from 8th Avenue



View from Seneca Street and Hubbell Place

7. Reason for the Vacation

No Vacation Alternative:



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.



Existing Conditions:

Bound by Seneca Street to the north, 8th Avenue to the east, Spring Street to the south, and Hubbell Place to the west, the Spring Street North Block apartment site is separated by an alley that runs north to south through the site, but does not extend past Seneca Street or Spring Street. The site is currently being used as a 37,244 sf surface parking lot. The majority of the property was purchased from Seattle First Presbyterian Church in 2014, while one outparcel, directly in front of Town Hall, of approximately 4,260 sf, was purchased from a private development group that planned to build a mid-rise multifamily building on the site. The remaining 14,400 sf of the block is the Town Hall cultural center and performance hall, a City of Seattle Landmark. The Town Hall cultural center is not being redeveloped as part of this project and is under separate ownership. Through the use of a lot boundary adjustment, the entire vacated alley will be assembled into the contiguous land parcel for the new development. Town Hall will have an easement through the vacated alley.

8. Project Description

Project Description:

The Spring Street North Block project encompasses the entire block bound by Seneca Street, Spring Street, Hubbell Place, and 8th Avenue, with the exception of Town Hall, located at the northeast corner of the block. As part of the planned development, the entire alley is included in the vacation request.

The Spring Street North Block apartment project is currently designed to encompass approximately 548,829 sf of apartment space split between two 32 story high-rise buildings (330 feet). Bonus floor area will be primarily achieved by participating in the city's affordable housing fee-in-lieu program. Both of the high-rises will be located on the southern half of the block. The project will consist of approximately 565 apartment homes, commercial space, and a public plaza. There will be seven levels of below grade parking comprising approximately 389 parking spaces, of which approximately 30 spaces will be for commercial use, and a minimum of 145 bike parking spaces. The parking garage will span the two towers below grade on the south half of the block. All move-in loading and trash will be served inside the garage. Primary pedestrian access points to the buildings will be at the south front of the buildings, opening onto Spring Street. The primary vehicular access point will be from Hubbell Place, on the west side of the block. The vacated alley will be used to establish a north-south connection that will primarily be used for the benefit of pedestrians. Non-pedestrian uses will be limited to Town Hall loading, maintenance, access for mobility impaired persons to Town Hall, and emergency responders. Other uses will be discouraged through the design criteria outlined below. Three townhomes will be located on 8th Avenue to the east or Spring Street to the south. Primary uses on the lower levels will be lobby, lounge, leasing, amenity, office, and retail. The project team will work with the city to determine appropriate drop-off locations.

The landscape design is a block wide public precinct plan that includes two through-block pedestrian mews, a new active plaza at the northwest corner of the block that foregrounds the historic Town Hall building, and new streetscapes on Spring Street and Hubbell Place, as well as partial streetscapes on Seneca Street and 8th Avenue. The overall site has an approximately 28 foot grade change sloping downwards from the southeast corner to the northwest corner of the block. The landscape design steps and terraces the slope in reference to Seattle's iconic Freeway Park, kitty corner to the plaza, to create an active link and gathering space for the First Hill neighborhood.

The north-south shared curbsless mews is designed for pedestrians, but limited vehicular access will be maintained. Further block permeability is achieved with a second pedestrian-only mews connecting 8th Avenue to the project. The use of stamped concrete, pavers, and inset stone at the plaza and mews creates a strong, graphic expression of high quality public realm – a 'carpet' for urban activity that connects Town Hall's new west entrance seamlessly to the plaza. The textured ground plane encourages pedestrian utilization of the mews, while discouraging vehicular traffic. Special paving and lush native and adapted West Coast plant massing used throughout the block unifies the site into one large neighborhood amenity.

8. Project Description

Project Description (Continued):

A significant public amenity, the northwest plaza connects Freeway Park to Town Hall's planned new west public entrance. The plaza is designed to provide everyday use by neighborhood residents. It also provides for event programming, potentially including Town Hall functions and events sponsored by other neighborhood groups. A grove of existing trees holds the north edge of the plaza and frames Town Hall's west façade while connecting to the entry of Freeway Park diagonally across the street. Facing Seneca Street, wood seat platforms terrace down the steps, encouraging informal seating. A series of cascading water terraces and bio-retention plantings animate the western edge of the plaza and provide acoustic buffering of the freeway. To the south, active uses spill out onto the upper terrace, which looks out onto the wet/dry plaza below. Waterjets can be turned on to provide a summer time splash park, or activate the plaza at other times during the year. Larger events can be accommodated by turning the waterjets off.

The two apartment buildings utilize setback departures allowing the towers to have ample spacing from each other. The setback between the podiums at the alley, along with limited 9,500 sf floor plates, widens the through block connection, creating more open space and a better ground level experience for pedestrians by providing better light and air to the plaza and Town Hall. In addition, the departures from setback requirements pull the apartments back to the south, away from Town Hall, in an effort to showcase the historic building. LMC has worked closely with Town Hall to design the development and the public plaza, ensuring it provides an inviting communal gathering space at the new Town Hall Entry, which is anticipated to be completed by 2Q 2018. Additionally, LMC proposes to purchase development rights from Town Hall, which will help facilitate their redevelopment. Town Hall has been very supportive of the project.

The requested alley vacation is integral to redevelopment of this block. The alley vacation would i) enable efficient parking below grade, ii) allow the two towers to function as a single building, iii) create a safer place for pedestrians by limiting vehicular access, iv) create a space that is inviting to pedestrians, v) creates a new community venue for gatherings or public enjoyment, and vi) promote pedestrian commuter connections in between First Hill, Downtown, Denny Triangle, and South Lake Union.

A broad range of public benefit opportunities are proposed. They are described in greater detail in Sections 13 and 14 of this vacation petition application; in summary, they include: a public plaza with generous open space, a design that complements and coordinates with the goals of the Town Hall renovation, and a design that increases community connectivity.

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.

Other Land Use Actions Required:

No major additional land use actions are needed for this development except for the Master Use Permit.

Early Design Guidance:

The community successfully went through Early Design Guidance on 10/19/2016 and is proceeding to Design Review Board.

Master Use Permit Application:

The Master Use Permit will be submitted in January 2017.

SEPA Review:

The SEPA checklist will be submitted as part of the MUP application process.

Landmarks Review:

There are no buildings on the site. Landmarks review is accordingly not necessary. Landmarks adjacency review will occur during the SEPA process.

Zoning Review:

Zoning review will begin when the Master Use Permit has been submitted.

Design Review Board Recommendation:

The project will be reviewed by the Design Review Board at a future recommendation meeting.

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.

CITY OF SEATTLE STREET VACATION POLICIES (Clerk File #310078)

The following summarizes the applicable policies and corresponding discussion related to the alley vacation request for the Spring Street North Block project.

POLICY 1 – CIRCULATION AND ACCESS

Vacations may be approved only if they do not result in negative effects on both the current and future needs for the City’s vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative effects can be mitigated.

Rights-of-way provide public transportation routes and access to abutting properties.

Guideline 1.1 Protection of Circulation and Access According to Street Classification

The following guidelines apply to Alleys consistent with the street classification as defined in the Transportation Strategic Plan (TSP).

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.

DISCUSSION:

The existing alley provides site access to the subject property and the existing Town Hall site. The existing alley does not provide circulation or connectivity benefits as it runs north-south between Seneca Street and Spring Street on the subject property only and is not part of a grid of alleys onto adjacent blocks. The existing alley also does not provide for pedestrian or bicycle circulation.

10. Vacation Policies/Transportation Impacts

The existing alley does not include pedestrian or bicycle facilities. The vacation of the alley, along with the preferred development plan, would enhance pedestrian safety by reducing the number of potential conflicts between non-motorized transportation and vehicles accessing the site. Vehicular access on the vacated alley would be limited to Town Hall loading, maintenance, drop off for mobility impaired persons, and emergency vehicles.

The proposed development plan would also create more open space and maximize pedestrian and bicycle access/circulation through the site and to/from the existing Town Hall building. The pedestrian environment would also be enhanced through the open space and public plaza located on the northwest corner of the proposed site.

2. Residential Zones – alley vacations may be permitted when:
 - a. The alley is not needed for service functions

DISCUSSION:

The current alley does not function as a through block connection, nor is it used as a cut-through route by neighbors or deliveries. Current loading use and delivery functions are minimal and will be relocated to the subterranean parking garage with access at a new driveway on Hubbell Place. Removal of the alley will enhance the local residential neighborhood with pedestrian and bicycle access, and will reduce the total number of existing curb cuts on the site. The project team will work with the city to determine appropriate drop-off locations.

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.

DISCUSSION:

The proposed vacation would not encourage violation of the traffic code, and no backing maneuvers would be required to access or egress the proposed site via the new driveway on Hubbell Place.

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.

DISCUSSION:

Only a single alley vacation is proposed for the Spring Street North Block project and the project is not aware of any other proposed alley or street vacations in the site vicinity.

10. Vacation Policies/Transportation Impacts

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.

DISCUSSION:

No on-street parking stalls would be eliminated by the proposed alley vacation.

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.

DISCUSSION:

The proposed alley vacation is not anticipated to have any negative effects on vehicular, pedestrian, or bicycle travel. There is currently a bus stop on the north side of Seneca Street and a Bus Rapid Transit stop planned for the south side of Spring Street. The project team has already met and will continue to meet with the Bus Rapid Transit team to coordinate construction and operations of both projects. Please see below for a detailed transportation map.

Vehicular Travel – *As stated above, all vehicular access serving the new buildings (including truck loading, service, and delivery functions) will be provided via one driveway on Hubbell Place, reducing the total number of curb cuts along the property frontage from four under existing conditions to one under future conditions.*

Non-motorized (Pedestrian and Bicycle) Travel – *The existing alley does not include pedestrian or bicycle facilities. The vacation of the alley, along with the preferred development plan, would enhance pedestrian safety by reducing the number of potential conflicts between non-motorized transportation and vehicles accessing the site. Vehicular access on the vacated alley would be limited to Town Hall loading, maintenance, drop off for mobility impaired persons, and emergency vehicles.*

The proposed development plan would also create more open space and maximize pedestrian and bicycle access/circulation through the site and to/from the existing Town Hall building. The pedestrian environment would also be enhanced through the open space and public plaza located on the northwest corner of the proposed site.

Transit – *The existing alley does not serve transit; therefore, vacation of the alley would not affect the integrity or continuity of the public transit system. The Project will help facilitate greater utilization of transit in the area, which will accommodate a higher density of new residents and allow for greater utilization of transit in the area. This concept is consistent with the City's Comprehensive Plan and regional planning goals, to place the most density in the most transit-dense areas of the region.*

10. Vacation Policies/Transportation Impacts

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:

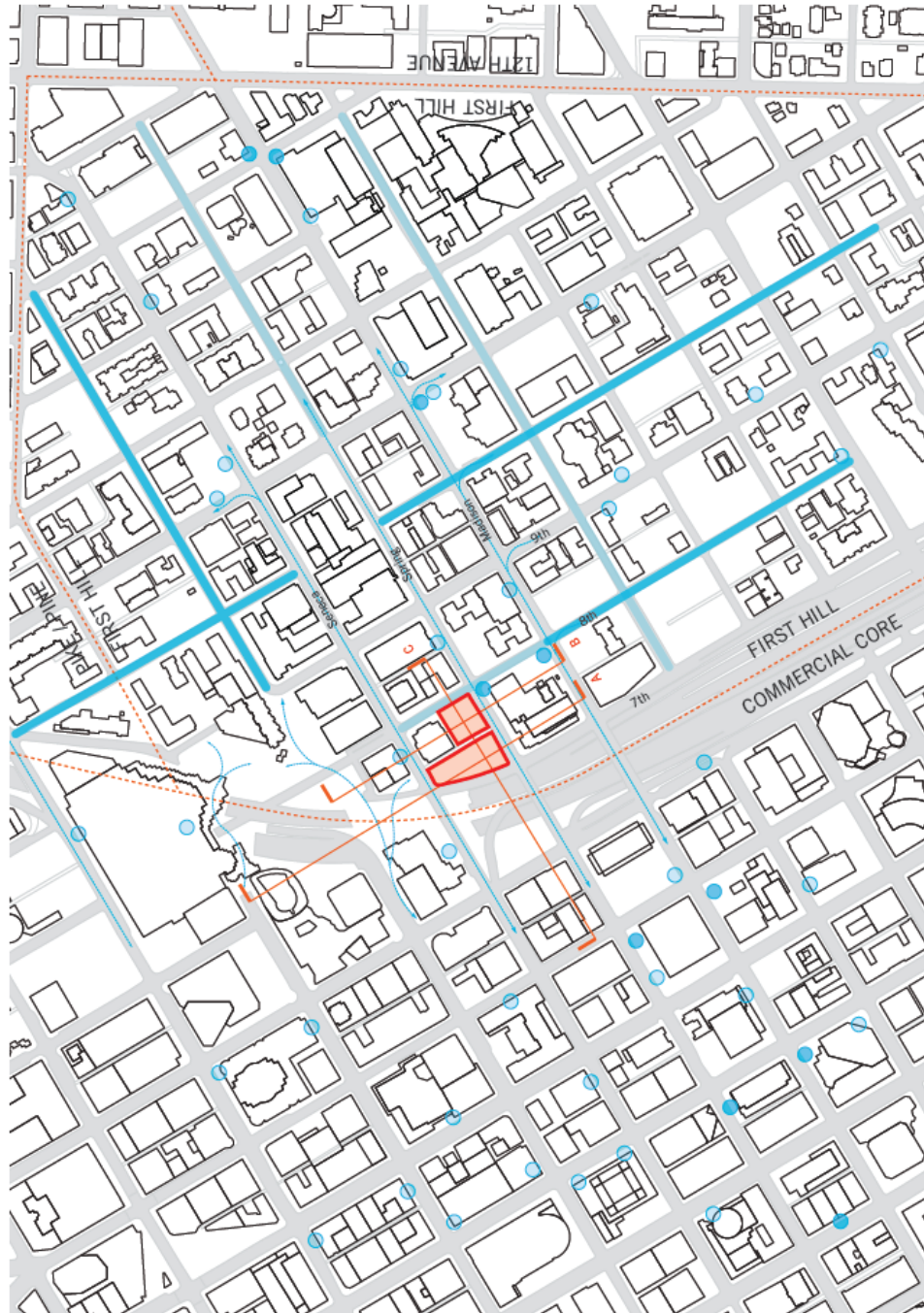
The Town Hall property will have an easement for alley access that will allow limited vehicular access on the vacated alley for loading, maintenance, drop off for mobility impaired persons, and emergency vehicles. No other private agreements would be necessary to retain vehicular or pedestrian access across the proposed site.

10. Vacation Policies/Transportation Impacts

Transportation Map

NARRATIVE

Located along the western slope of First Hill, this project sits at the convergence of major thoroughfares between the downtown business district to the west, and the residential and medical district to the east. Major transportation routes funnel through this area including the Bus Rapid Transit line, along Spring Street to the south, as well as several other major bus routes. Madison Street, to the south, acts as a major east/west arterial between Elliot Bay and Lake Washington.



- Site
- Green Street (current)
- Green Street (proposed)
- Transit Station
- BRT Station (proposed)
- Pedestrian Artery (primary path)
- Pedestrian Artery (secondary path)
- Urban Village Boundary

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.

See following pages for supporting documentation.

December 15, 2016

Dan Schieder
Lennar Multifamily Communities
1325 Fourth Ave
Seattle, WA 98101

RE 1101 8th Avenue - *Alley Vacation*
Utility Review

Dear Dan:

The intent of this letter is to summarize the potential utility impacts associated with the proposed alley vacation for 1101 8th Avenue. The alley vacation is located between 8th Avenue, Spring Street, Hubble Place, and Seneca Street. The Town Hall building will remain although the adjacent alley will be vacated. We have conducted several site visits, reviewed topographic surveys, GIS information and contacted several utility purveyors to determine the potential impacts to existing and future infrastructure due to the subterranean alley vacation and provided our findings below.

We have reached out to both public and franchise utilities that could potentially be located in the alley and identified two utilities that currently have infrastructure in the alley per the attached e-mails. We have received conceptual approval from one utility provider to re-route their system and believe the remaining provider may be able to remain in the alley. We have received confirmation from other utilities that they do not have, nor do they plan to have, infrastructure in the subject alley.

The design team has been working with Seattle City Light to develop conceptual plans to re-route their infrastructure outside of the alley prior to development of the block. We have been informed by Enwave (formally Seattle Steam) that they have infrastructure in the alley serving Town Hall. Preliminary plans show the portion of alley where Enwave exists can remain throughout the development. Below is a summary of our discussions with the utilities with infrastructure in the alley to date.

Seattle City Light

Cindy Reside Hensel, Service Representative

The project team had previously met with Cindy and her team over a few months to coordinate, design, permitting, and construction. Bi-Weekly meetings coordinated by SCL have been on-going since early 2016 to coordinate the design and permitting of the utility re-route.

Enwave (formally Seattle Steam)

Brandon Oyer, Director of Engineering

The project team has been informed Enwave has steam in the northern portion of the alley. Preliminary drawings show the northern portion of the alley is unexcavated. Further discussions are needed to determine if a steam reroute is necessary.

The design team has identified two utilities currently located within the subject alley and have been working with one provider to develop replacement pathway to mitigate the alley vacation and continuing to communicate with the remaining provider. Other utility providers have been contacted and confirmed their systems will not be impacted by the proposed alley vacation and have included correspondence with these utility providers as part of this letter.

Sincerely,
COUGHLIN PORTER LUNDEEN, INC.



Kyle Malaspino, PE

Lennar Spring Street Alley Vacation Utility Provider Matrix

Company	Contact Name	Title	E-Mail Sent	Response Received	Infrastructure in Alley	Notes
Comcast Cable	Michael Dale	Construction Coordinator	11/2/2016			Received an immediate bounceback. Need new contact
	Jeff Holt		11/2/2016			Received bounceback on 11/3/2016. Need new contact
Electric Lightwave	Bob Knight	Sr. OSP Engineer	11/2/2016	11/2/2016	No	
	Yuan Fischer		11/2/2016			
Verizon Wireless	Brad Landis	Engineer IV	11/2/2016			Received an immediate bounceback. Need new contact
Century Link	Nevie Jake	Engineer III	11/2/2016			
AboveNet	Dan Walla	City Manager	11/2/2016			Received an immediate bounceback. Need new contact
Time Warner	Fred Luco	Engineer	11/2/2016			Received an immediate bounceback. Need new contact
Level 3	Seth Dwyer	Field Manager	11/2/2016			Received an immediate bounceback. Need new contact
City of Seattle, Department of Information Technology (DoIT)	Kris Henry-Simmons	Field Program Manager	11/2/2016			Received an immediate bounceback with the following statement: I will be working on the PSERN Project for the next couple of weeks. I will not be responding to e-mail or phone messages during this time. If you need immediate assistance, please call: Andy Stankovics at (206) 386-4029 office, or Mark Schmidt at (206) 233-7878.
Seattle City Light	Cindy Reside Hensel	Service Representative	11/2/2016			Received email 11/2/2016 - Cindy to coordinate with engineering team and get back to us.
Seattle Public Utilities	Herman Wong		11/2/2016			
Enwave (formally Seattle Steam)	Brandon Oyer	Vice President Business Development	11/2/2016	11/4/2016	Yes	Steam service in North portion of 7th alley that serves town hall.
Wave Broadband	Dan Walla		11/2/2016			
Puget Sound Energy	Gene Ume		11/2/2016	11/2/2016	No	
360 Networks/Zayo	Phil Taylor	Project Engineer	11/2/2016			Received an immediate bounceback.

Bailey Cook

From: Brandon Oyer <boyer@EnwaveSeattle.com>
Sent: Friday, November 4, 2016 2:13 PM
To: Kyle Malaspino
Cc: Bailey Cook; Jeff Peterson; Dan Shieder
Subject: RE: 7th & Spring Proposed Alley Vacation
Attachments: Town Hall as-built.pdf

Kyle,
Thanks for reaching out. We do have steam service in the north portion of 7th alley that serves Town Hall, see attached as-built. Enwave would be happy to engage with Lennar to see how we can help with working around the steam and hopefully be a partner with them for the thermal needs of this project.

Do you have a proposed site plan and timeline?

Thanks,
Brandon

Brandon Oyer, P.E.
VP of Operations & Engineering
Enwave Seattle
1325 Fourth Ave., Ste. 1440
Seattle, WA 98101
206-658-2027 direct
206-550-1086 cell



From: Kyle Malaspino [mailto:KyleM@cplinc.com]
Sent: Wednesday, November 02, 2016 7:36 AM
To: Brandon Oyer <boyer@EnwaveSeattle.com>
Cc: Bailey Cook <BaileyC@cplinc.com>; Jeff Peterson <JeffP@cplinc.com>; Dan Shieder <dan.shieder@lennar.com>
Subject: 7th & Spring Proposed Alley Vacation

Hi Brandon,

We are working with Lennar Multifamily on the feasibility of vacating the alley connecting Seneca Street and Spring Street. The project will develop $\frac{3}{4}$ of the block but will leave the Town Hall Building at the corner of 8th Ave & Seneca Street.

From our review of available GIS information it appears as though Enwave does not have facilities in the alley. The proposed alley vacation will eliminate existing utilities in the alley. Can you review and let us know what, if any, mitigation will be needed as part of the proposed alley vacation?

Thank you,

Kyle Malaspino, P.E.

Civil Engineer

COUGHLINPORTERLUNDEEN

STRUCTURAL CIVIL SEISMIC ENGINEERING

801 SECOND AVE / SUITE 900 / SEATTLE WA 98104

P: 206.343.0460 / cplinc.com

Bailey Cook

From: Knight, Bob <bob.knight@electriclightwave.com>
Sent: Wednesday, November 2, 2016 8:00 AM
To: Kyle Malaspino; Yvan
Cc: Bailey Cook; Jeff Peterson; Dan Shieder; Clayton, Eric
Subject: RE: 7th & Spring Proposed Alley Vacation

Kyle,

Electric Lightwave doesn't have facilities in the alley or even nearby. We don't have a problem with the alley vacation.

Thanks for the notification!

Bob Knight | Senior OSP Engineer | direct 425.289.0802 | mobile 206.427.4252
Electric Lightwave

From: Kyle Malaspino [mailto:KyleM@cplinc.com]
Sent: Wednesday, November 02, 2016 7:29 AM
To: Knight, Bob; Yvan
Cc: Bailey Cook; Jeff Peterson; Dan Shieder
Subject: 7th & Spring Proposed Alley Vacation

Hi Bob/Yvan,

We are working with Lennar Multifamily on the feasibility of vacating the alley connecting Seneca Street and Spring Street. The project will develop $\frac{3}{4}$ of the block but will leave the Town Hall Building at the corner of 8th Ave & Seneca Street.

We have identified several duct banks in this alley however we are not able to determine which provider may or may not have infrastructure within the alley. Can you review and let us know if you have infrastructure in the alley or if you have any opposition to the proposed alley vacation.

Thank you,

Kyle Malaspino, P.E.
Civil Engineer

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801 SECOND AVE / SUITE 900 / SEATTLE WA 98104
P: 206.343.0460 / cplinc.com

Bailey Cook

From: Um, Gene <Gene.Um@pse.com>
Sent: Wednesday, November 2, 2016 3:15 PM
To: Kyle Malaspino
Cc: Bailey Cook; Jeff Peterson; Dan Shieder
Subject: RE: 7th & Spring Proposed Alley Vacation

Hi Kyle,

There is NO PSE gas facility in that alley way. Let me know if you need more info.

Thanks,
Gene

Gene Um

Project Manager | Customer and System Projects – Seattle

Puget Sound Energy

1140 N 94th ST, Seattle, WA 98103 | Cell: 425-516-3188 | Office: 206-517-3433 | pse.com

From: Kyle Malaspino [mailto:KyleM@cplinc.com]
Sent: Wednesday, November 02, 2016 7:34 AM
To: Um, Gene
Cc: Bailey Cook; Jeff Peterson; Dan Shieder
Subject: 7th & Spring Proposed Alley Vacation

Hi Gene,

We are working with Lennar Multifamily on the feasibility of vacating the alley connecting Seneca Street and Spring Street. The project will develop $\frac{3}{4}$ of the block but will leave the Town Hall Building at the corner of 8th Ave & Seneca Street.

We have identified utilities in this alley however we are not able to determine if PSE may not have infrastructure within the alley. Can you review and let us know if you have infrastructure in the alley or if you have any opposition to the proposed alley vacation.

Thank you,

Kyle Malaspino, P.E.

Civil Engineer

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801 SECOND AVE / SUITE 900 / SEATTLE WA 98104

P: 206.343.0460 / cplinc.com

Bailey Cook

From: Wong, Herman <Herman.Wong@seattle.gov>
Sent: Thursday, December 1, 2016 3:02 PM
To: Kyle Malaspino
Cc: Bailey Cook; Jeff Peterson; Dan Shieder
Subject: RE: 7th & Spring Proposed Alley Vacation

Kyle,

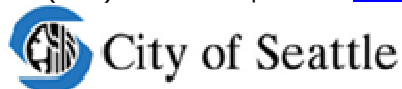
You should of gave me this the first time. The site survey map looks complete. All information is in the records vault on the 47th floor. It is also your due diligence to check the map.

My quick look for now, I don't see anything for SPU to reject the alley vacation request. The other utilities in the alley may.

Herman

Herman Wong, PE

Senior Civil Engineer
Development Services Office
Project Delivery & Engineering Branch | Seattle Public Utilities
700 Fifth Ave, Suite 2748
PO Box 34018 | Seattle, WA 98124
Tel (206) 684-5142 | Email: herman.wong@seattle.gov



www.seattle.gov/util
www.seattle.gov/util/Engineering/DevelopmentServicesOffice

New! Use the [DSO Water & Sewer Map](#) to research existing Seattle water, drainage, and sewer infrastructure for new property purchases or development.

From: Kyle Malaspino [mailto:KyleM@cplinc.com]
Sent: Monday, November 28, 2016 12:00 PM
To: Wong, Herman <Herman.Wong@seattle.gov>
Cc: Bailey Cook <BaileyC@cplinc.com>; Jeff Peterson <JeffP@cplinc.com>; Dan Shieder <dan.shieder@lennar.com>
Subject: RE: 7th & Spring Proposed Alley Vacation

Good Afternoon Herman,

Attached is the project survey with the proposed project highlighted. We see a couple side sewers for the Town Hall building that need to be dealt with but were curious if you had access to additional SPU information not reflected in the project survey or GIS.

Thank you,

Kyle Malaspino, P.E.

Civil Engineer

COUGHLINPORTERLUNDEEN

STRUCTURAL CIVIL SEISMIC ENGINEERING

801 SECOND AVE / SUITE 900 / SEATTLE WA 98104

P: 206.343.0460 / cplinc.com

From: Wong, Herman [<mailto:Herman.Wong@seattle.gov>]

Sent: Wednesday, November 23, 2016 5:18 PM

To: Kyle Malaspino <KyleM@cplinc.com>

Cc: Bailey Cook <BaileyC@cplinc.com>; Jeff Peterson <JeffP@cplinc.com>; Dan Shieder <dan.shieder@lennar.com>

Subject: RE: 7th & Spring Proposed Alley Vacation

Kyle,

You gave me no infrastructure information to look at.

Herman

Herman Wong, PE

Senior Civil Engineer

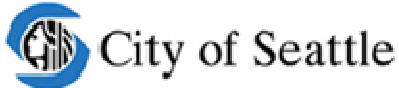
Development Services Office

Project Delivery & Engineering Branch | Seattle Public Utilities

700 Fifth Ave, Suite 2748

PO Box 34018 | Seattle, WA 98124

Tel (206) 684-5142 | Email: herman.wong@seattle.gov



www.seattle.gov/util

www.seattle.gov/util/Engineering/DevelopmentServicesOffice

New! Use the [DSO Water & Sewer Map](#) to research existing Seattle water, drainage, and sewer infrastructure for new property purchases or development.

From: Kyle Malaspino [<mailto:KyleM@cplinc.com>]

Sent: Wednesday, November 02, 2016 7:37 AM

To: Wong, Herman <Herman.Wong@seattle.gov>

Cc: Bailey Cook <BaileyC@cplinc.com>; Jeff Peterson <JeffP@cplinc.com>; Dan Shieder <dan.shieder@lennar.com>

Subject: 7th & Spring Proposed Alley Vacation

Hi Herman,

We are working with Lennar Multifamily on the feasibility of vacating the alley connecting Seneca Street and Spring Street. The project will develop $\frac{3}{4}$ of the block but will leave the Town Hall Building at the corner of 8th Ave & Seneca Street.

We have reviewed available GIS and it appears as though SPU may have minimal services and/or infrastructure located in this alley. Can you review and let us know what systems SPU has in the alley and if it would be acceptable to remove as part of this project or if other mitigation will be needed. We are available to meet with you to review/discuss in more detail as you feel appropriate.

Thank you,

Kyle Malaspino, P.E.

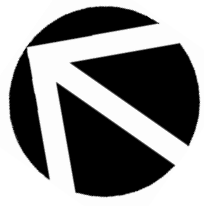
Civil Engineer

COUGHLINPORTERLUNDEEN

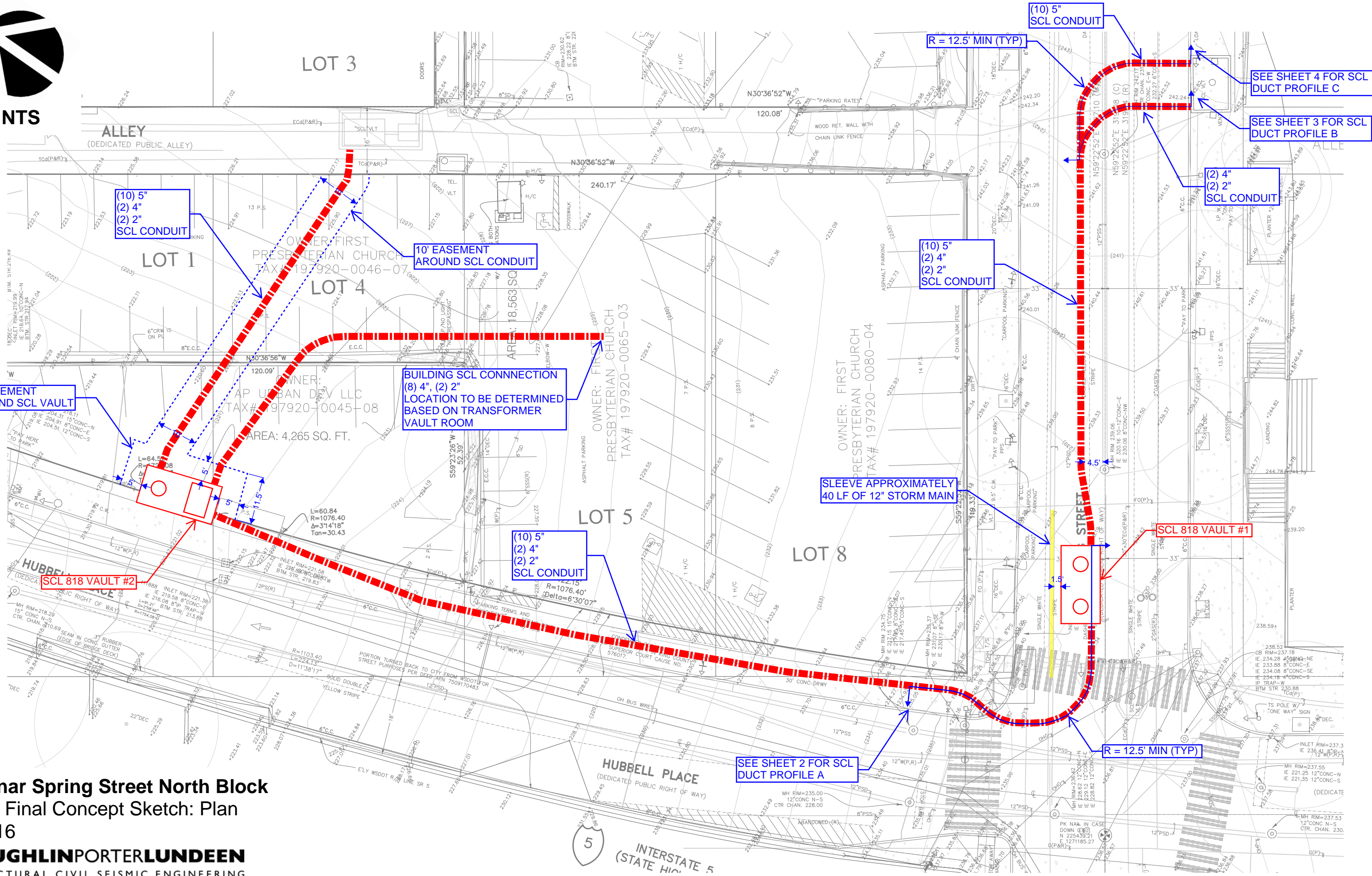
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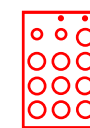
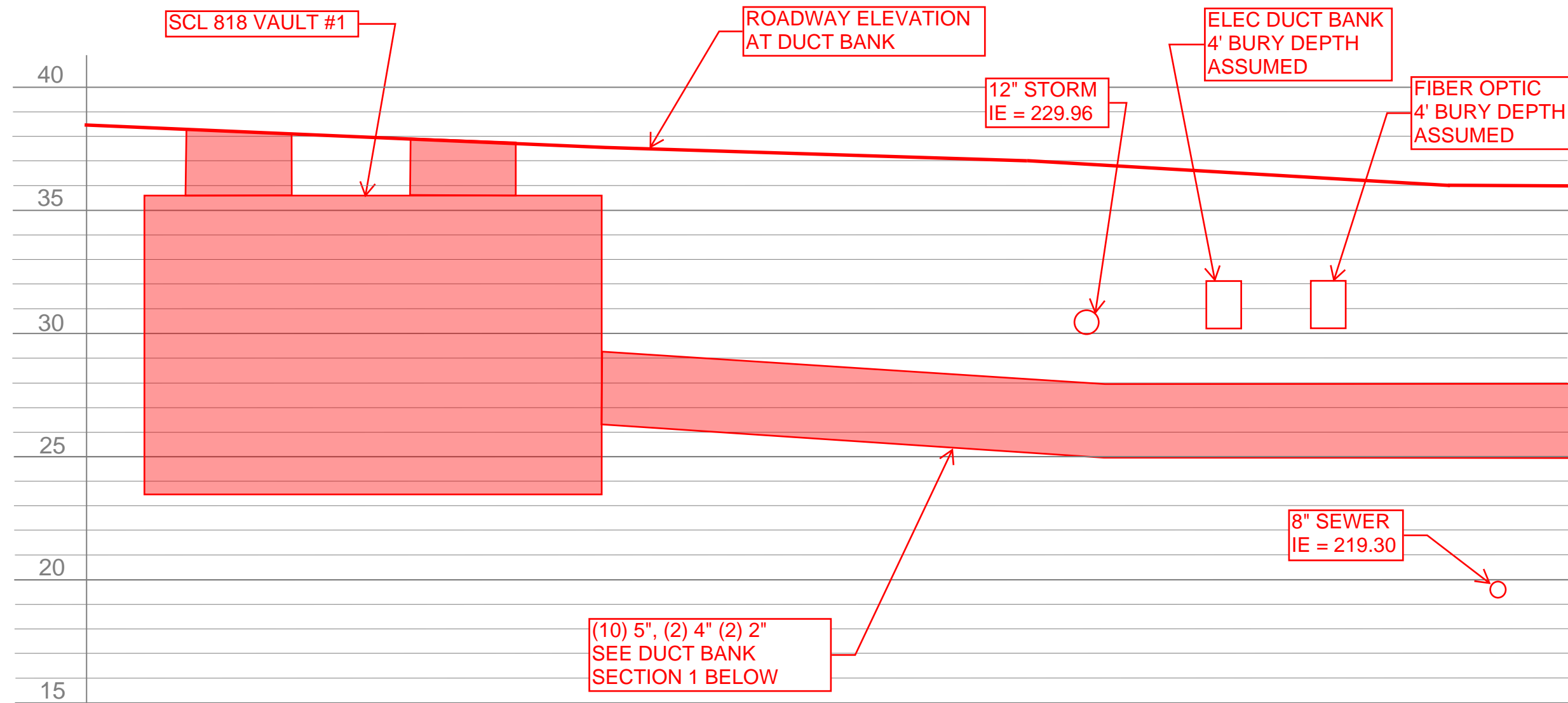


NTS



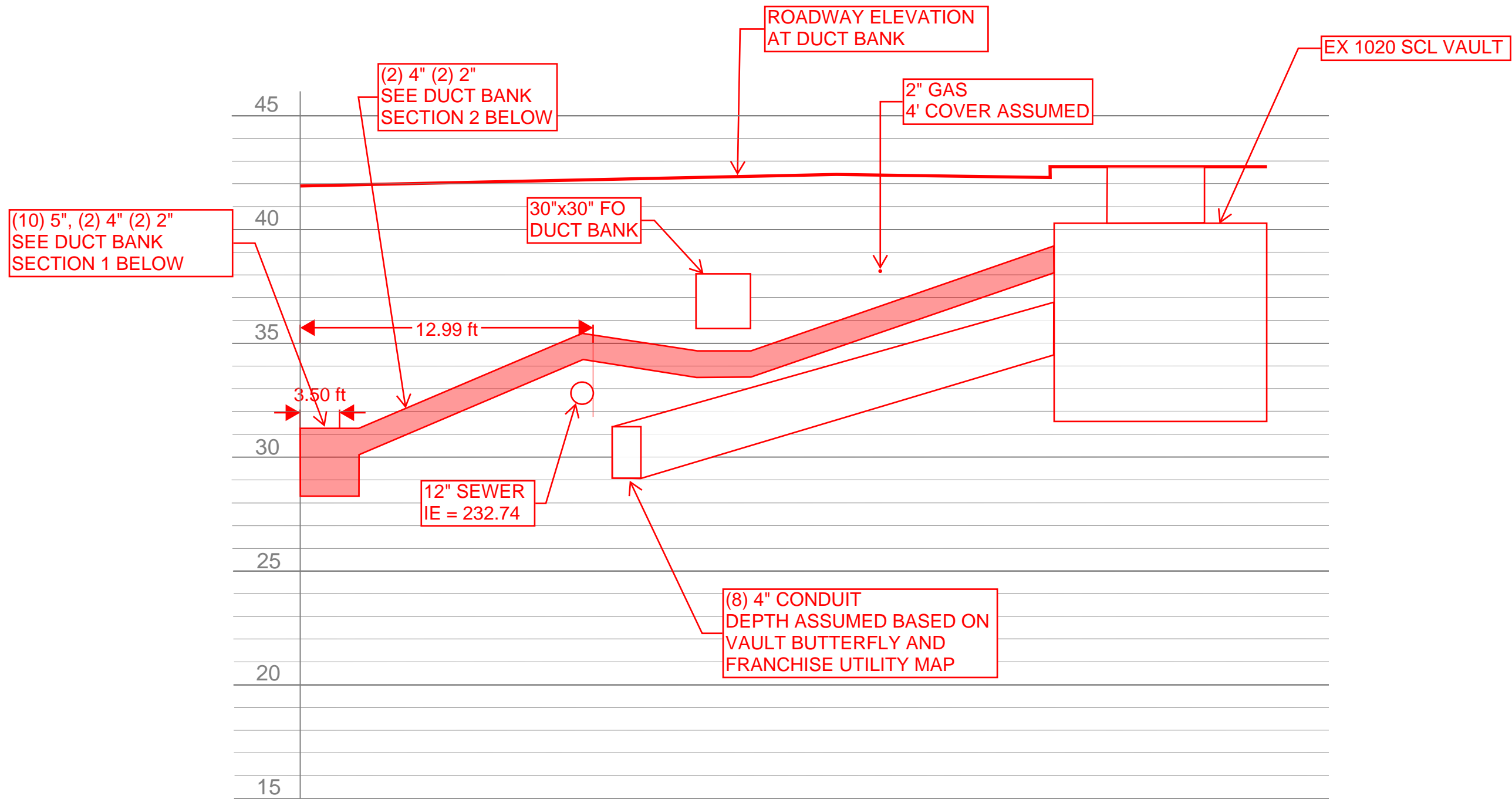
**Lennar Spring Street North Block
SCL Final Concept Sketch: Plan
5.3.16**

COUGHLINPORTERLUNDEEN
STRUCTURAL CIVIL SEISMIC ENGINEERING
801 SECOND AVENUE, SUITE 900 / SEATTLE, WA 98104
P 206.343.0460 / F 206.343.5691 / cplinc.com

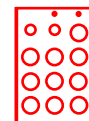


DUCT BANK SECTION 1
(10) 5", (2) 4", (2) 2"

Lennar Spring Street North Block
SCL Final Concept Sketches: Profile A
5.3.16



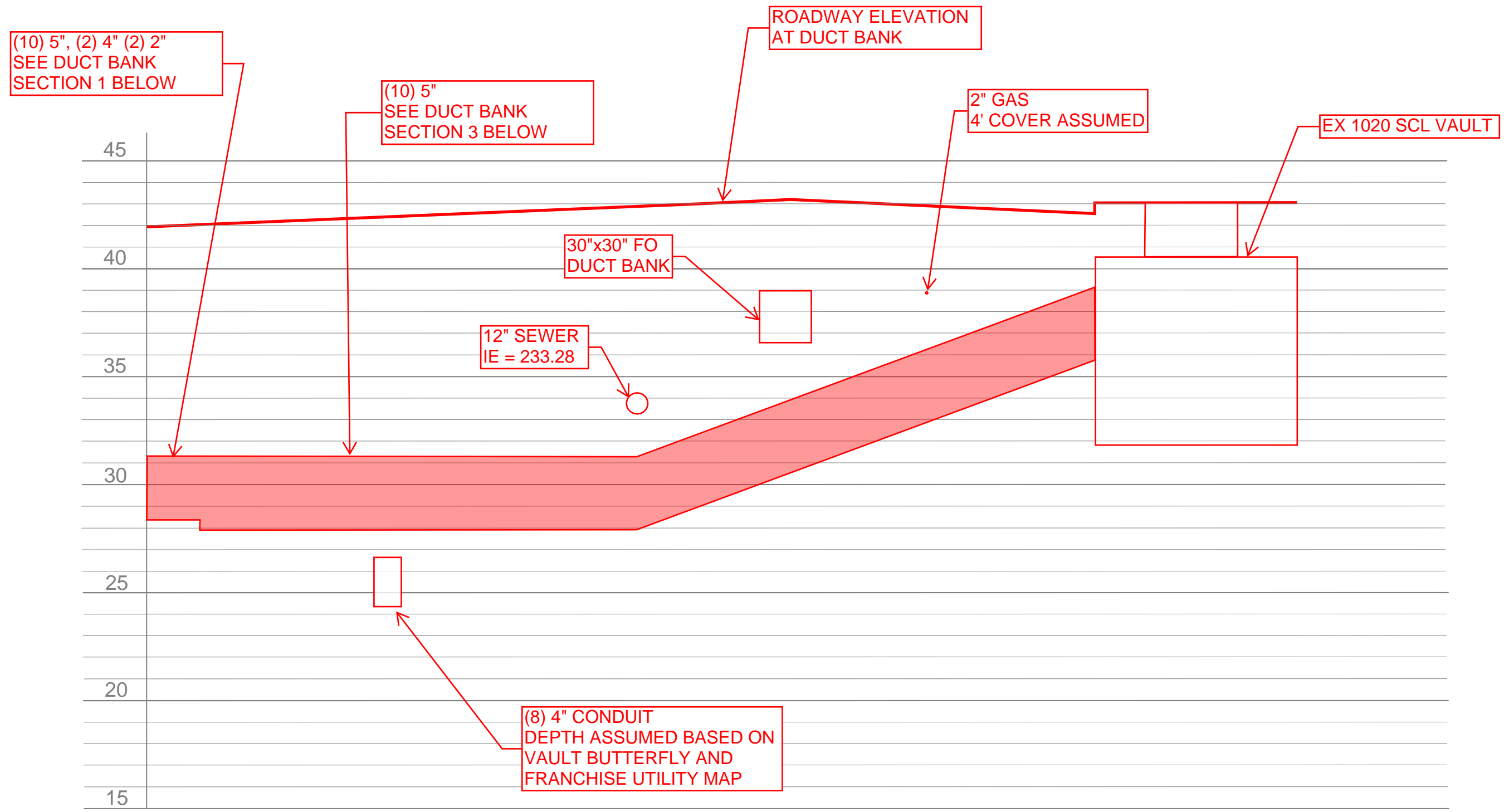
Lennar Spring Street North Block
 SCL Final Concept Sketches: Profile B
 5.3.16



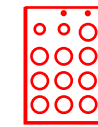
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DUCT BANK SECTION 2
 (2) 4", (2) 2"



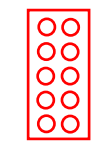
Lennar Spring Street North Block
 SCL Final Concept Sketches: Profile C
 5.3.16



DUCT BANK SECTION 1
 (10) 5", (2) 4", (2) 2"



DUCT BANK SECTION 2
 (2) 4", (2) 2"



DUCT BANK SECTION 3
 (10) 5"

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 you 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.

i. Vacation 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.

ii. Project Analysis

The proposed alley vacation will include approximately 4,000 square feet of property. The vacated alley will become a pedestrian mews, but will allow limited vehicular and truck use to serve Town Hall and allow emergency vehicular access. The project will utilize a portion of the developable area it gains as a result of the alley vacation. However, it is creating far more public access than currently exists or would exist with a non-alley vacation project. Overall, the alley vacation allows for a design that creates a safer, well-lit public access than what currently exists on the site or would exist with a non-alley vacation project.

The gross square footage of the building is approximately 761,802 sf. The project will include approximately 565 units, commercial space, 389 below grade parking stalls, and will provide a minimum of 145 bike parking spaces. The project also provides open space on the southern end to serve the residents, and a public plaza that connects Freeway Park and the new public entrance to Town Hall. The amount and quality of public open space is not possible without the alley vacation.

12. Vacation Policies/Land Use Impacts

Regarding land use, the site is zoned High Rise (HR), which is intended to provide an area with a concentration of high-density multifamily housing in a pedestrian-oriented neighborhood with access to regional transit stations, amenities, and transit centers. The project site is also within the First Hill Urban Center Village. The with-vacation project does not exceed any code-required densities and stays within the applicable zoning envelopes, with the exception of setback departures sought from the Design Review Board, which will pull the apartments back to the south, away from Town Hall, in an effort to showcase the historic building. Bonus floor area will primarily be achieved by participating in the City's affordable housing fee-in-lieu program under SMC 23.58A. The project will also obtain Transferable Development Potential from Town Hall under SMC 23.45.516. Additional height will be achieved by providing a woonerf and common amenity space under SMC 23.45.516 on the southern portion of the project site.

Consistent with the goals and policies identified in the Seattle Comprehensive Plan and the First Hill Neighborhood Plan, the Spring Street North Block project would redevelop an underutilized site that consists of surface parking into two residential towers that integrate public open space, pedestrian amenities, and retail uses at the street level, and respect and highlight Town Hall at the northwestern corner of the block. The alley vacation proposed as part of the project is integral to the overall development concept in that it would allow more flexibility in building orientation, spacing and design, improved vehicular and pedestrian access and circulation, and a greater amount of public open space and amenities at the street level.

In addition, the with-vacation option is consistent with all applicable City and Downtown planning goals and policies for this downtown site, as follows:

Comprehensive Plan Goals and Policies: Urban Villages

Urban Village Goal 1: Respect Seattle's human scale, history, aesthetics, natural environment, and sense of community identity at the city changes.

Urban Village Policy 2: Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping mixed-use urban village communities thrive, such as focused transportation demand management strategies, vital business districts, a range of housing choices, a range of park and open space facilities, and investment and reinvestment in neighborhoods.

Urban Village Policy 2.5: In areas surrounding major transit hubs, except in industrial zones, allow densities sufficient to take advantage of significant investment in public transportation infrastructure. Use incentive zoning programs and other strategies to help ensure the provision of affordable housing.

Urban Village Goal 3: Promote 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

12. Vacation Policies/Land Use Impacts

Urban Village Goal 4: Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.

Urban Village Goal 5: Accommodate planned levels of household and employment growth. Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mix of uses.

Urban Village Goal 7: Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites, particularly within urban villages.

Urban Village Goal 9: Collaborate with the community in planning for the future.

Urban Village Policy 9: Preserve developments of historic, architectural, or social significance that contribute to the identity of an area.

Urban Village Goal 10: Increase public safety by making villages places that people will be drawn to at all times of the day.

Urban Village Goal 11: Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages.

Urban Village Goal 13: Encourage development of ground-related housing, which is attractive to many residents including families with children, including townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units, and single-family houses.

Urban Village Goal 14: Provide parks and open space that are accessible to urban villages to enhance the livability of urban villages, to help shape the overall development pattern, and to enrich the character of each village.

Urban Village Goal 34: Provide safe and welcoming places for the people of Seattle to play, learn, contemplate, and build community. Provide healthy spaces for children and their families to play; for more passive activities such as strolling, sitting, viewing, picnicking, public gatherings, and enjoying the natural environment; and for active uses such as community gardening, competitive sports, and running.

Urban Village Goal 35: Through the creation, preservation, and enhancement of the city's open spaces, support the development patterns called for by this Plan, enhance environmental quality, provide light, air, and visual relief; offer community-building opportunities; provide buffers between residential areas and incompatible uses; provide spaces for sports and recreation; and protect environmentally sensitive areas.

12. Vacation Policies/Land Use Impacts

Urban Village Goal 36: Enhance the urban village strategy through the provision of:

1. Amenities in more densely populated areas
2. Recreational opportunities for daytime populations in urban centers
3. Mitigation of the impacts of large scale development
4. Increased opportunities to walk regularly to open spaces by providing them close by
5. Connections linking urban centers and villages through a system of parks, boulevards, community gardens, urban trails, and natural areas
6. A network of connections to the regional open space system
7. Protected environmentally critical areas
8. Enhanced tree canopy and understory throughout the city

Comprehensive Plan Goals and Policies: Multifamily Areas

Land Use Goal 16: Accommodate the greatest concentration of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.

Land Use Policy 100: Use a range of high-density multifamily zones in desirable pedestrian-oriented urban neighborhoods with access to regional transit, a broad range of services and amenities and access to employment to:

- Encourage housing development of a medium to large scale with heights greater than those in low-rise zones;
- Accommodate larger scale structures while maintaining the livability of these communities, including measures which minimize the appearance of bulk; or
- Allow high-density residential development in urban centers and hub urban villages.

Land Use Policy 101: Permit street level commercial uses serving the needs of the residential population in order to promote an active street environment and allow for greater access to services in high-density neighborhoods.

Comprehensive Plan Goals and Policies: Transit Communities

Land Use Goal 64: Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.

Land Use Goal 65: Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.

12. Vacation Policies/Land Use Impacts

Comprehensive Plan Goals and Policies: Housing Element

Housing Goal 1: Accommodate 70,000 additional housing units, including Seattle’s share of the countywide need for affordable housing, consistent with the Countywide Planning Policies, over the 20 years covered by this Plan.

Comprehensive Plan Goals and Policies: Public Space Policies

Urban Design Policy 28: Encourage well-defined outdoor spaces that are of adequate size to serve potential users and that are well integrated with adjoining buildings and spaces.

Comprehensive Plan Goals and Policies: Neighborhood Planning—First Hill

First Hill Goal 1: A community with a culturally and economically diverse residential population that is also a major employment center, home to many of the region’s state-of-the-art medical centers and related facilities.

First Hill Goal 2: An active, pedestrian-friendly Urban Center Village that integrates residential, commercial, and institutional uses, and maintains strong connections to surrounding neighborhoods and the Urban Center.

First Hill Goal 4: A neighborhood which provides a variety of housing opportunities that are compatible with other neighborhood goals, and maintains the economic mix of First Hill residents.

First Hill Goal 5: A safe community for residents, employees, visitors, and shoppers.

First Hill Goal 7: A neighborhood with safe, accessible, and well-maintained parks, open space, and community facilities that meet the current and future needs of a growing community.

First Hill Policy 7: Encourage new housing development on underutilized sites.

First Hill Policy 10: Support a neighborhood infrastructure of attractive amenities and public facilities that attracts the development of new housing and preserves existing housing.

First Hill Policy 19: Seek new opportunities for the creation of useable and safe parks and open space.

12. Vacation Policies/Land Use Impacts

First Hill Neighborhood Plan

- Increase the amount of open space on First Hill.
- Improve the streetscape at key locations between Downtown and First Hill.
- Improve the connections to Town Hall from First Hill and Downtown.
- Develop additional housing to increase purchasing power and support more businesses staying open during evening hours.
- Ground floor uses encourage pedestrian activity (e.g. retail stores, transit, security station).
- Buildings at neighborhood entry points should emphasize the First Hill identity.

First Hill Public Realm Action Plan

- Create small islands within the urban downtown that present opportunities to enhance the City's character.
- Comply with planting and vegetation goals of PRAP.
- Incorporate PRAP lighting standards.
- Create private open space at northwest corner of site at Seneca Street and Hubbell Place.
- Work with City to create 8th Avenue Green Street.

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.

The Spring Street North Block project will provide a significant, long term benefit to the public, First Hill residents, visitors, building residents, historic Town Hall, Freeway Park, and those within the active downtown core. The proposed project incorporates an inviting and expansive public plaza at the corner of Seneca Street and Hubbell Place immediately southeast of Freeway Park. The proposed plaza will serve as the anchor for a new pedestrian connection between First Hill and Downtown Seattle on pathways provided on the to-be-vacated right-of-way and on land to be provided between Town Hall and the new buildings. In addition, the project provides for extensive open space at grade, creating an inviting environment across the site. The design is consistent with the intent of the First Hill Public Realm Action Plan as well as the City's Comprehensive Plan Goals as outlined below.

Located on the same block as the historic Town Hall and anchoring the western edge of the First Hill Urban Center Village, the project site is uniquely positioned to create a gateway to the First Hill community from downtown. The significant open space at grade will strengthen the presence of existing cultural institutions and parks. The design will also improve circulation, security, and connectivity to transit corridors on Seneca and the planned Madison BRT along Spring Street. Activating street frontage through a combination of retail and residential uses ensures needed services for the growing community and improves security. Benefits include:

- A public plaza with generous open space
 - A flexible and expansive open space which can support performances, speeches, and other types of staged events
 - An integral splash park within the open space will offer recreational opportunities for families
 - Terraced seating provides a comfortable spot to enjoy the plaza, helps mitigate grades and ensure sightlines, and aids with security throughout plaza
 - Various types of seating including benches, terraces, and wood decks are proposed
 - Prominent cascading water feature along Hubbell Avenue will help mask sound infiltrating into the plaza
- Complements and coordinates with goals of the Town Hall renovation
 - Plan developed in close collaboration with Town Hall Association
 - Enhances visibility of new west entry (see proposed entry on next page)
 - Regraded alley will provide an accessible route
 - Public open space can be programmed for Town Hall events and break out functions
 - Regraded site will work with new exit on southwest corner of the existing Town Hall structure
 - Code compliant setback for the entire height of the east tower provides generous relief between the new development and the landmarked building
 - Provides better light access for windows on the southern edge of Town Hall than the no vacation alternative

13. Vacation Policies/Public Benefit

- Increases community connectivity
 - Public plaza fronts Freeway Park opposite Seneca Street
 - Creates a significant public node within the First Hill Urban Village
 - Reinforces walking loop paths and expands the 8th Avenue green street
 - Provides up to 30 public parking spaces in a secure parking garage below-grade
 - Accessible open space
 - Creates a safe mid-block pedestrian connection through the former alley right-of-way between Seneca and Spring Streets
 - The alley vacation creates opportunities for the development to enhance the improvements that will be provided under the Public Realm Action Plan



View from Seneca Street and Hubbell Place

13. Vacation Policies/Public Benefit

TABLE 1: SEATTLE COMPREHENSIVE PLAN – SPRING STREET NORTH BLOCK ALIGNMENT

- The following table summarizes how the proposed project reinforces or complies with the Seattle Comprehensive Plan. Proposed compliance includes but is not limited to:

Achieved		Comprehensive Plan or Goal	Spring Street North Block Features
✓	UVG1	Urban Village Goal 1: Respect Seattle’s human scale, history, aesthetics, natural environment, and sense of community identity at the city changes.	<ul style="list-style-type: none"> Expansive public open space highlights Town Hall, an important cultural institution Public plaza serves as venue and gathering location for community
✓	UVG3	Urban Village Goal 3: Promote 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	<ul style="list-style-type: none"> Mixed-use property offering commercial, retail, and residential uses Maximized density for residential use Pathways through site allow for better connectivity to transportation stops Reinforces Park-to-Plaza Walking Loop and 8th Avenue green street connections Public parking located in below-grade garage
✓	UVG4	Urban Village Goal 4: Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.	<ul style="list-style-type: none"> Site within First Hill Urban Village Multi-directional pedestrian pathways through site New Madison BRT stop opposite Spring Street from southeast corner of block Bus stop on block opposite Seneca Street
✓	UVG5	Urban Village Goal 5: Accommodate planned levels of household and employment growth. Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mix of uses.	<ul style="list-style-type: none"> Project includes 565 residential units Complies with SMC affordable housing requirements
✓	UVG9	Urban Village Goal 9: Collaborate with the community in planning for the future.	<ul style="list-style-type: none"> Planning efforts have included multiple community stakeholders: Town Hall, FHIA, Freeway Park Association, and SDOT BRT
✓	UVG13	Urban Village Goal 13: Encourage development of ground-related housing, which is attractive to many residents including families with children, including townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units, and single-family houses.	<ul style="list-style-type: none"> Townhomes are planned at street level along 8th Avenue or Spring Street.
✓	UVG14	Urban Village Goal 14: Provide parks and open space that are accessible to urban villages to enhance the livability of urban villages, to help shape the overall development pattern, and to enrich the character of each village.	<ul style="list-style-type: none"> Public open space on northwest corner of site adds tremendous benefit to neighborhood while reinforcing a prominent landmark establishment, Town Hall
✓	UVG34	Urban Village Goal 34: Provide safe and welcoming places for the people of Seattle to play, learn, contemplate, and build community. Provide healthy spaces for children and their families to play; for more passive activities such as strolling, sitting, viewing, picnicking, public gatherings, and enjoying the natural environment; and for active uses such as community gardening, competitive sports, and running.	<ul style="list-style-type: none"> Proposed open space provides destination for planned walking loops, allows areas for sitting, playing, learning, viewing, strolling, gathering, and generally enjoying the natural environment

13. Vacation Policies/Public Benefit

TABLE 1: SEATTLE COMPREHENSIVE PLAN – SPRING STREET NORTH BLOCK ALIGNMENT

✓	UVG35	Through the creation, preservation, and enhancement of the city’s open spaces, support the development patterns called for by this Plan, enhance environmental quality, provide light, air, and visual relief; offer community-building opportunities; provide buffers between residential areas and incompatible uses; provide space for sports and recreation; and protect environmentally sensitive areas	<ul style="list-style-type: none"> • The proposed plaza and open space will increase opportunities for light and air on the block and to Town Hall • By providing ample space between Town Hall and the new development, the important cultural institution’s presence will be secured.
✓	UVG36	Enhance the urban village strategy through the provision of: <ol style="list-style-type: none"> 1. Amenities in more densely populated areas 2. Recreational opportunities for daytime populations in urban centers 3. Mitigation of the impacts of large scale development 4. Increased opportunities to walk regularly to open spaces by providing them close by 5. Connections linking urban centers and villages through a system of parks, boulevards, community gardens, urban trails, and natural areas 6. A network of connections to the regional open space system 7. Protected environmentally critical areas 8. Enhanced tree canopy and understory throughout the city 	<ul style="list-style-type: none"> • The plaza will offer areas for gathering and activity • A splash pad is proposed • The plaza is connected to planned open space throughout the development, which will facilitate better connectivity through site to the First Hill community. • Existing tree canopies will remain • New vegetation and landscape features complying with First Hill Public Realm Action Plan will be incorporated
✓	LUG64	Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities	<ul style="list-style-type: none"> • The site is adjacent to the planned Madison rapid bus corridor along Spring Street
✓	HG1	Accommodate 70,000 additional housing units, including Seattle’s share of the countywide need for affordable housing, consistent with the Countywide Planning Policies, over the 20 years covered by this Plan.	<ul style="list-style-type: none"> • Project meets SMC affordable housing requirements
✓	FH-G1	A community with a culturally and economically diverse residential population that is also a major employment center, home to many of the region’s state-of-the-art medical centers and related facilities.	<ul style="list-style-type: none"> • Project increases residential density in First Hill • Protects the visibility of culturally significant institutions in First Hill
✓	FH-G2	An active, pedestrian-friendly Urban Center Village that integrates residential, commercial, and institutional uses, and maintains strong connections to surrounding neighborhoods and the Urban Center.	<ul style="list-style-type: none"> • Retail and residential uses are planned at grade
✓	FH-G4	A neighborhood which provides a variety of housing opportunities that are compatible with other neighborhood goals, and maintains the economic mix of First Hill residents.	<ul style="list-style-type: none"> • Varied size residential apartment units are offered at a wide range of price points.

13. Vacation Policies/Public Benefit

TABLE 1: SEATTLE COMPREHENSIVE PLAN – SPRING STREET NORTH BLOCK ALIGNMENT

✓	FH-G5	A safe community for residents, employees, visitors, and shoppers.	<ul style="list-style-type: none"> • Increasing density helps to improve security • Open spaces will encourage defensible design standards and encourage sightlines throughout block
✓	FH-G7	A neighborhood with safe, accessible, and well-maintained parks, open space, and community facilities that meet the current and future needs of a growing community.	<ul style="list-style-type: none"> • The plaza brings attention to the First Hill community as well as providing a substantial venue within the city
✓	UD28	Encourage well-defined outdoor spaces that are of adequate size to serve potential users and that are well integrated with adjoining buildings and spaces.	<ul style="list-style-type: none"> • Infrastructure will be incorporated for a broad range of events: examples include but are not limited to speaking, concerts, neighborhood gatherings, etc.

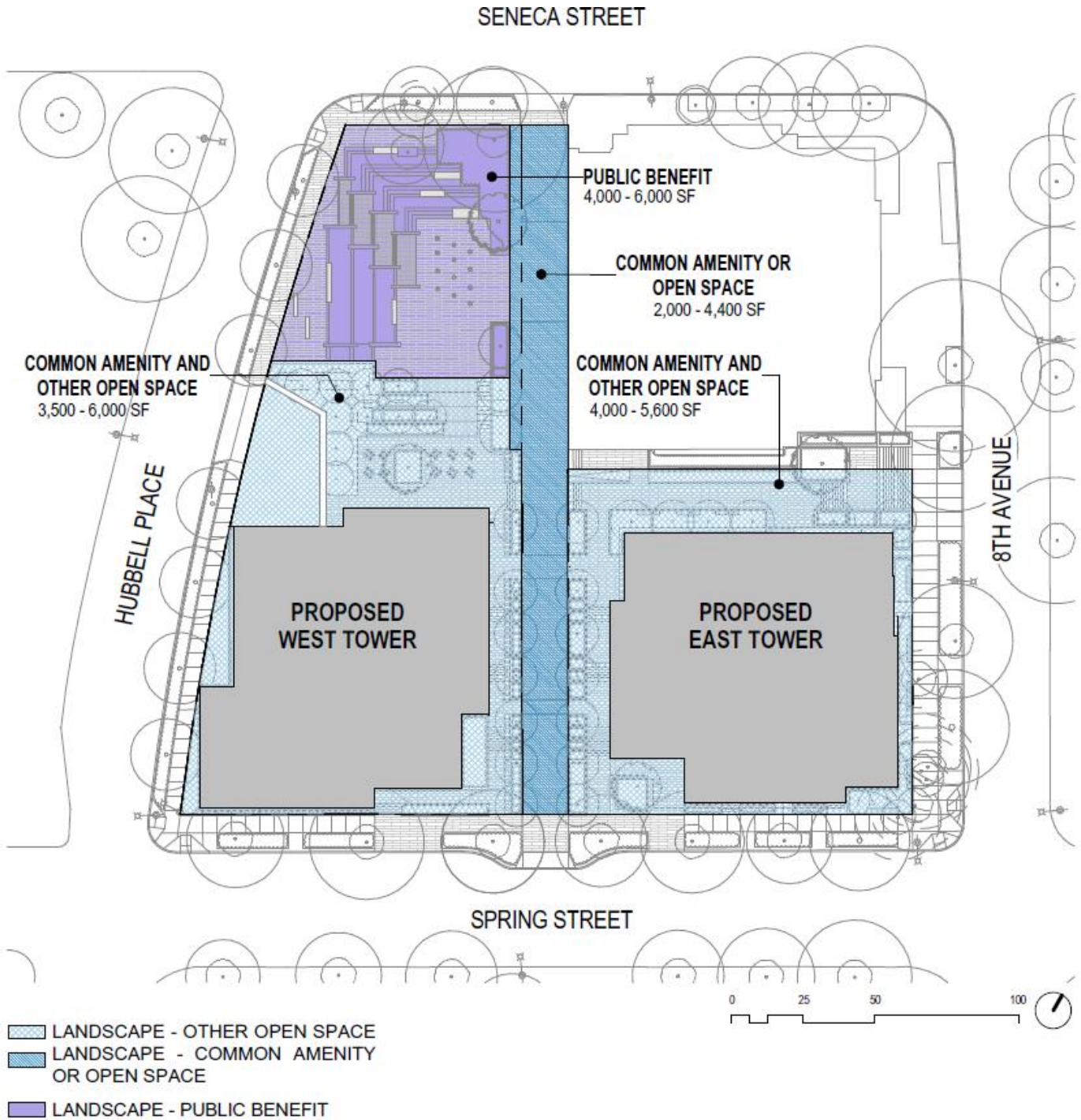
13. Vacation Policies/Public Benefit

TABLE 2: FIRST HILL PUBLIC REALM ACTION PLAN – SPRING STREET NORTH BLOCK ALIGNMENT

Achieved	Public Realm Action Plan Goals	Spring Street North Block Features
Park and Open Space Criteria	<p>Downtown Park: Small islands within the urban downtown that present opportunities to enhance the city’s character. The current determined boundary and definition of “downtown” may shift as the city changes.</p> <ul style="list-style-type: none"> • 4,300 – 22,000 SF • Current boundaries: South Lake Union to International District, Elliot Bay to I5. • Programming could include buskers, food carts, and events 	<ul style="list-style-type: none"> • The project incorporates numerous pockets of open space in addition to the plaza, which enhance the openness and vibrancy of the First Hill neighborhood.
Proposed Materials and Landscape Palette	<p>Planting and Vegetation</p> <ul style="list-style-type: none"> • Arctostaphylos uva-ursi • Carex morrowii • Spiraea japonica • Blechnum spicant <p>Street Trees</p> <ul style="list-style-type: none"> • Red Maple • Littleleaf Linden, Tilia cordata <p>Active Zones</p> <p>Painted and Textured Crosswalks</p> <p>Benches / Seating</p> <ul style="list-style-type: none"> • Wood and steel preferred <p>Lighting</p> <p>ADA Details</p> <p>Greenway Design Elements</p> <ul style="list-style-type: none"> • Calm traffic entering and crossing the greenway • Slow motorists and people riding bikes • Signage and marking to direct bike and pedestrian traffic and make motorists aware they are present • Make safer crossings at busy streets to alert motorists to people walking and biking • Promote the activation of public space • Smooth sidewalks for wheelchairs, strollers, and pedestrian safety 	<ul style="list-style-type: none"> • TBD - Planting and vegetation under development and will comply with PRAP goals • PRAP approved lighting standard to be incorporated
8 th Avenue Green Street	<ul style="list-style-type: none"> • 25’ street with 18’ travel lane and 7’ parking lane throughout between Spring and Seneca • Extend curb bulbs at crossing of 8th Avenue and Spring Street to slow traffic • Potential private open space opportunity identified at northwest corner of site at Seneca Street and Hubbell Place • Loading zone for Town Hall 30’ from intersection of Seneca and 8th Avenue along west side of 8th Avenue 	<ul style="list-style-type: none"> • Public open space provided at the corner of Seneca and Spring Streets. • TBD – 8th Avenue Green Street will comply with goals of PRAP • TBD – SDOT plans raised intersection at 8th and Spring to encourage traffic calming.

13. Vacation Policies/Public Benefit

PUBLIC BENEFIT DIAGRAM

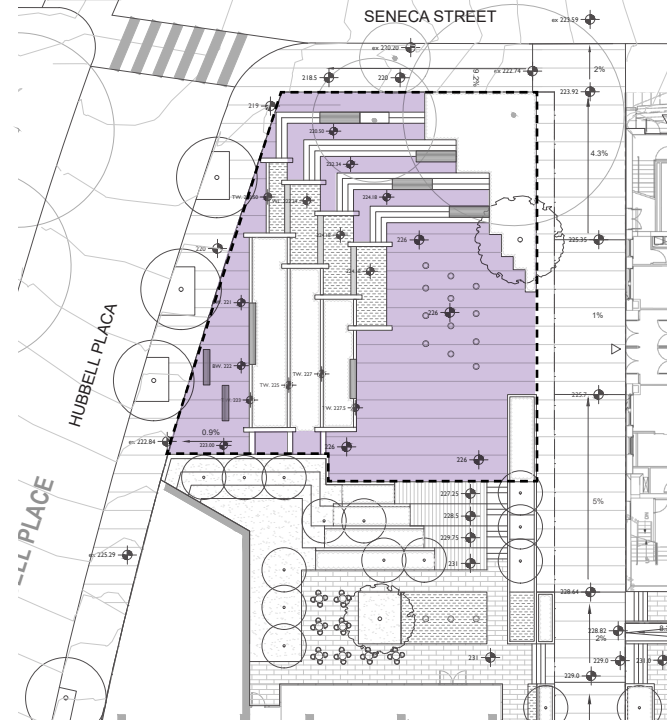


Initial Public Benefits Proposal with Early Estimated Values

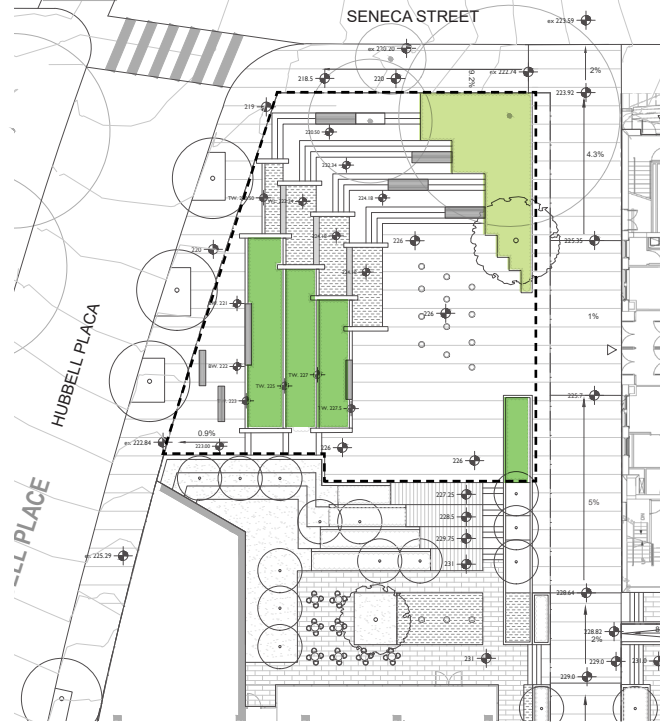
Summary						
#	Public Benefit Component	Description of Design	Design Benefits	City Requirements	Estimated Area	Estimated Value (\$)
1	SPECIAL PAVING	Use of mixed stone paving, stamped concrete, and concrete unit pavers at northwest plaza and north portion of the alley abutting the pre-existing facade of Town Hall.	<ul style="list-style-type: none"> Creates strong, graphic expression of high quality public realm- a 'carpet' for urban activity Slows down vehicular traffic along the alley and communicates shared condition of the alley to prioritize pedestrians while accommodating vehicular traffic Connects Town Hall's new west entrance seamlessly to the plaza 	not required	4,000 - 4,500 sf	\$250,000 - \$300,000
2	PLANTING	Planting includes bio-retention planting at the cascading water feature at the northwest corner of the plaza, planted terraces and the lush and native-adapted West Coast plant massing used throughout the public realm.	<ul style="list-style-type: none"> Provide vegetated and visual buffering to I-5 freeway through enhanced planting Wide canopies and shade from trees to encourage informal resting, gathering and conversation and provide lush backdrop for programmable events Provide storm water management through bio-retention planting A grove of preserved existing trees holds the north edge of the plaza and frames Town Hall's west façade and connects to the entry of Freeway Park across the street. 	not required	1,000 - 1,400 sf	\$125,000 - \$200,000
3	ENHANCED SEATING	IPE wood seating platforms on the widened stairs at the north edge of the plaza facing Seneca street, seating walls with IPE wood top by the water feature at west facing the plaza, and additional seating walls and benches along widened sidewalks on Hubbell.	<ul style="list-style-type: none"> Provide seating opportunities on street Encourage informal gathering, resting, viewing and conversation Support activities spilling from Town Hall and the new development Provide ample seating for events and kids play to encourage social interaction 	not required	50 - 75 lf	\$75,000 - \$100,000
4	WATER FEATURE	Cascading water terraces at west of plaza, water jets in central plaza and bio-retention water channel at south.	<ul style="list-style-type: none"> The cascading water terraces animate the plaza and provide acoustic buffering of the freeway In ground water jets provide lively and interactive activities Bio-retention water feature provides on-site storm water management and makes reference to the historic spring existed. 	not required	600 - 750 sf	\$200,000 - \$300,000
5	LIGHTING	Under-lighting for benches and seating platforms, recessed wall lighting at stairs, in ground lighting at the selected locations, feature lighting at water feature terraces and water jets, feature tree up lighting and seasonal lighting.	<ul style="list-style-type: none"> Provide lighting beyond daylight hours to support evening activities and events Provide well illuminated open spaces to increase public safety Provide highlights to architectural and landscape features such as entries, signs, plantings and water features. Provide interests and vibrancy throughout the seasons of the year 	not required	100 - 125 lf LED strip lighting 3 tree uplights	\$100,000 - \$125,000
6	ROW IMPROVEMENT	Enhanced streetscape on Hubbell and Seneca provides pedestrian amenities including special paving from the curb line and enhanced the street tree and shrub planting within the public ROW.	<ul style="list-style-type: none"> Enhanced ROW improvements activate as well as soften the site perimeter. Provide safe and walkable public street perimeter along Hubbell and Seneca and emphasize connections to Freeway park. 	not required	1,700 - 1850 sf	\$180,000 - \$230,000
7	OPEN SPACE	Open space at the northwest corner of the site will be used for a public plaza with generous open space. The plaza will serve as the anchor for a new pedestrian connection between First Hill and Downtown Seattle. The open space at grade will create an inviting environment across the site.	<ul style="list-style-type: none"> A flexible and expansive open space which can support performances, speeches, and other types of staged events An integral splash park within the open space will offer recreational opportunities for families. Complements and coordinates with goals of the Town Hall renovation Increases community connectivity 	not required	4,000 - 6,000 sf	\$1,100,000 - \$1,650,000

LENNAR PUBLIC BENEFIT DIAGRAM

SPECIAL PAVING

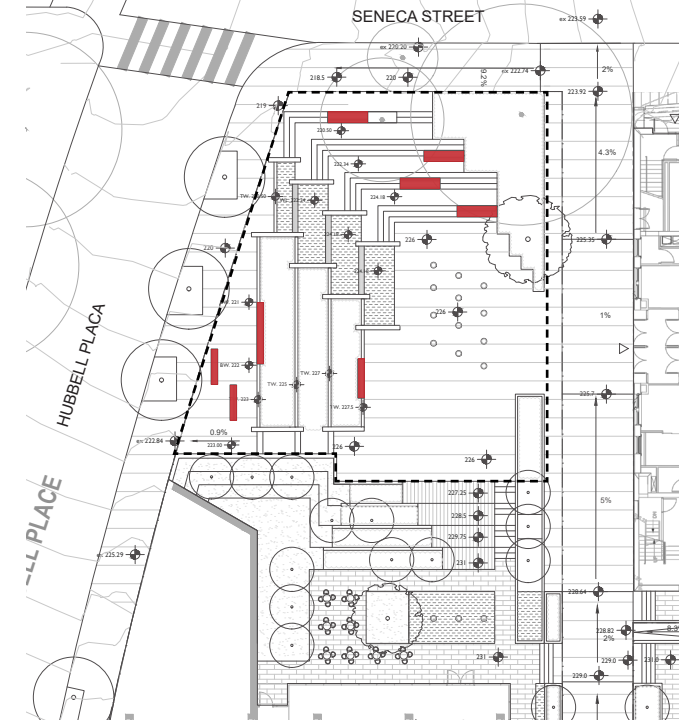


PLANTING

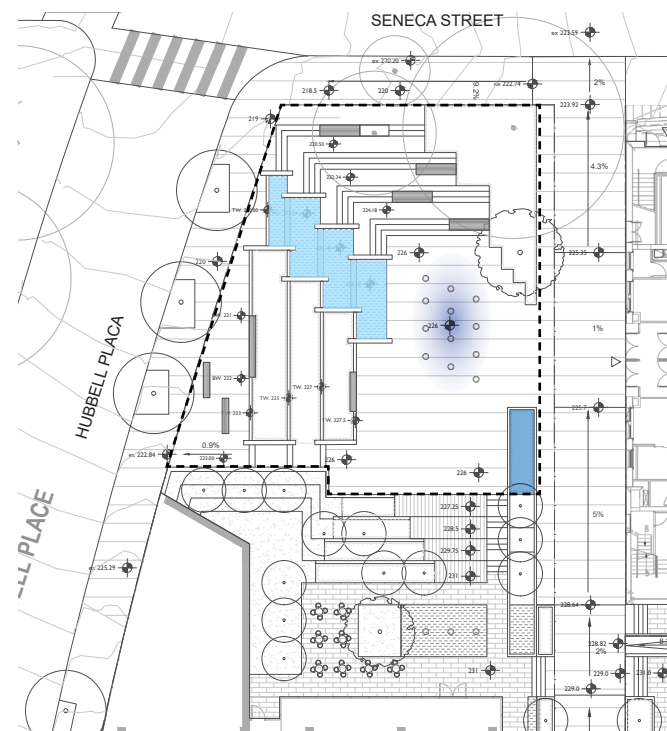


■ Bio-retention planting ■ Native-adapted plant massing

ENHANCED SEATING



WATER FEATURE



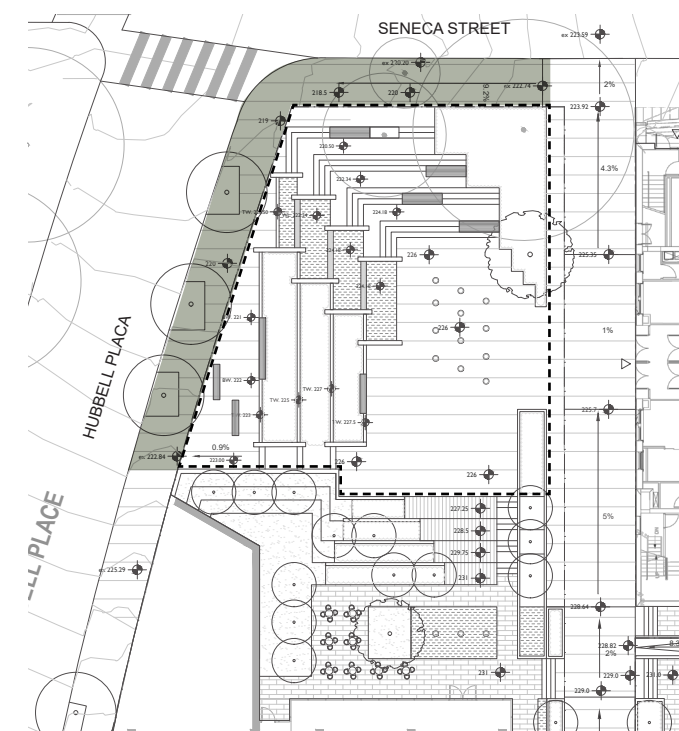
■ Water terrace ■ Water jets
■ Bio-retention water channel

LIGHTING



--- LED strip lighting ■ Tree uplighting
Inground lighting (TBD)

ROW IMPROVEMENT (OPTIONAL)



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.

Zoning Designation of ROW: HR (Residential)

Street Classification of ROW: Alley

Assessed Value of Adjacent Property: \$275/sf

Size of Project: 761,802 Total GSF; 548,829 Chargeable SF (With Vacation)

Size of Area to be Vacated: 3,843 Square Feet

Contribution of Vacated Area to Development Potential:

- **Percentage Increase of the Project:** 10.3%
- **Additional Square Feet:** 53,788

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.

ALLEY VACATION DESCRIPTION

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.

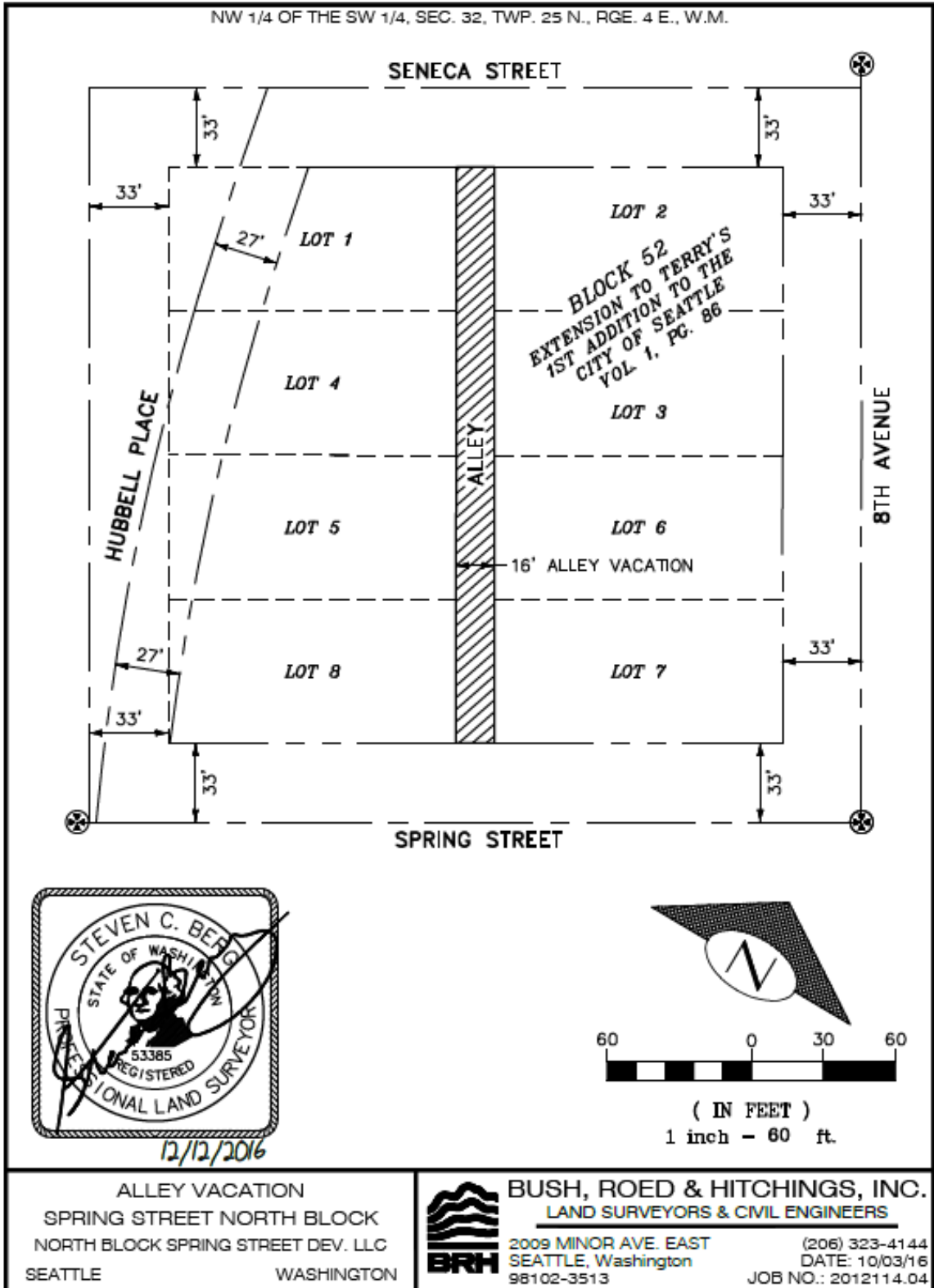
CONTAINING AN AREA OF 3,843 SQUARE FEET OR 0.0882 ACRES, MORE OR LESS.



NORTH BLOCK SPRING STREET
DEVELOPMENT, LLC
SPRING STREET NORTH BLOCK
STEVEN C. BERG, P.L.S.
BRH JOB NO.: 2012114.04
DATE: OCTOBER 3, 2016

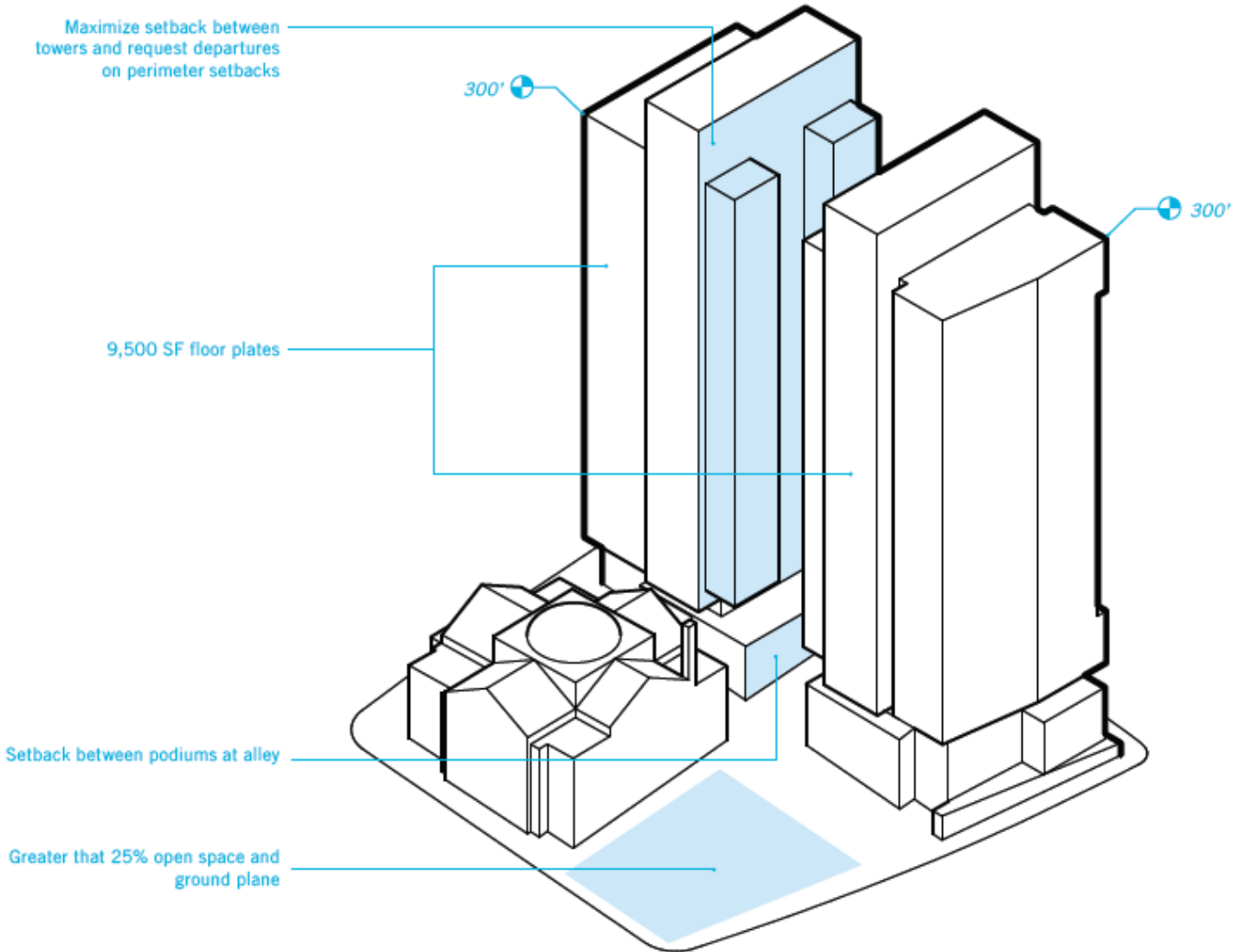
BUSH, ROED & HITCHINGS, INC.
2009 MINOR AVENUE EAST
SEATTLE, WA 98102
(206) 323-4144

15. Site Maps

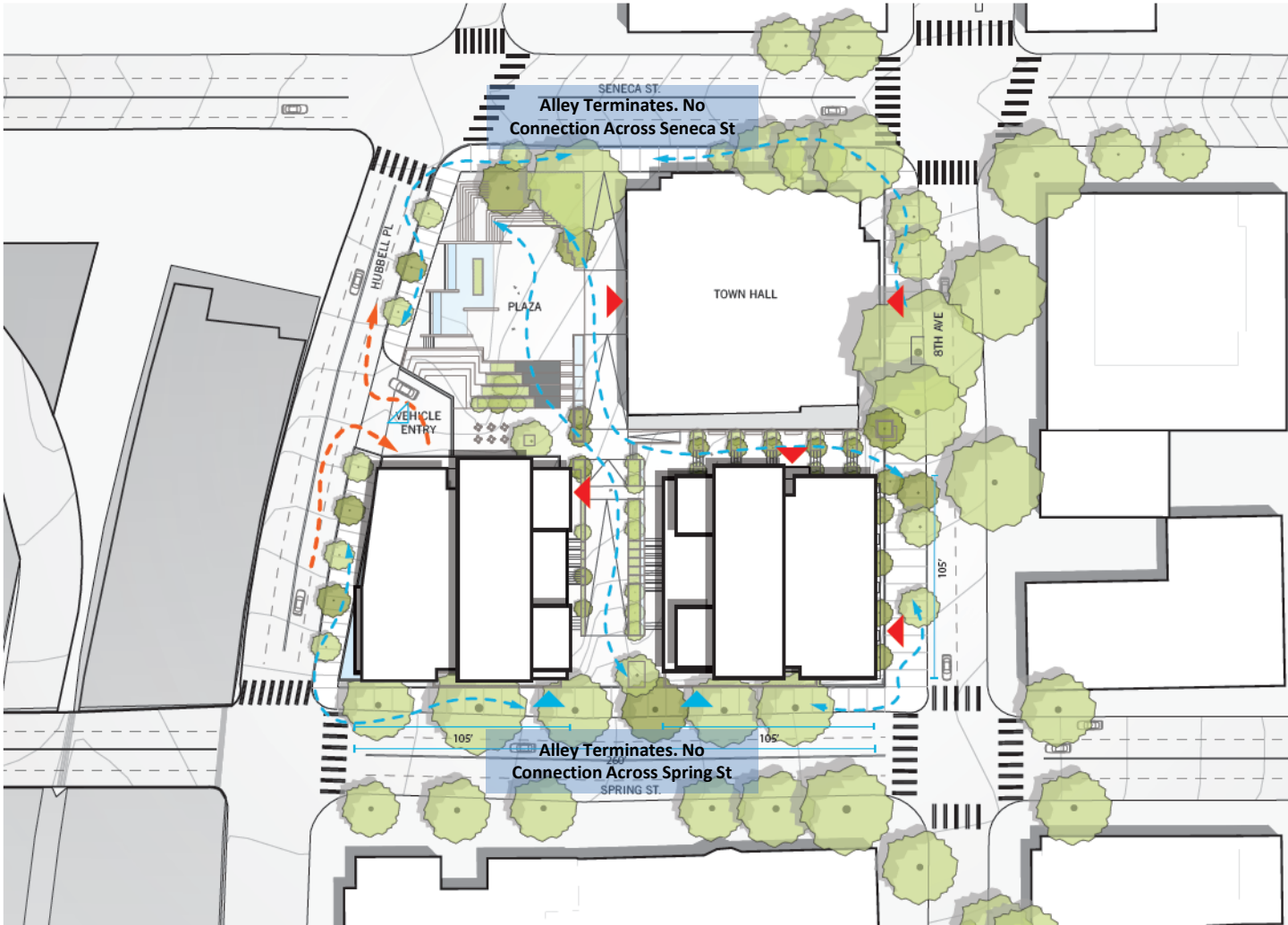


16. Project Maps

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



16. Project Maps



-  Pedestrian Entry (Residential)
-  Pedestrian Entry (Commercial)
-  Vehicle Entry

-  Pedestrian Traffic
-  Vehicular Traffic

16. Project Maps



View from 8th Avenue



View from Spring Street

16. Project Maps



View from Seneca Street



View from Seneca Street and Hubbell Place

16. Project Maps



View from Seneca Street and Hubbell Place

16. Project Maps

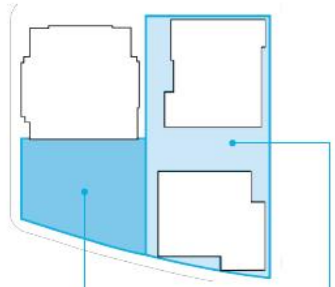


View from Spring Street and 7th Avenue

16. Project Maps



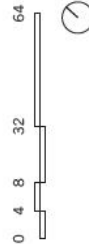
LANDSCAPE PLAN



Open Space for Public Benefit

Open Space for Height Bonus

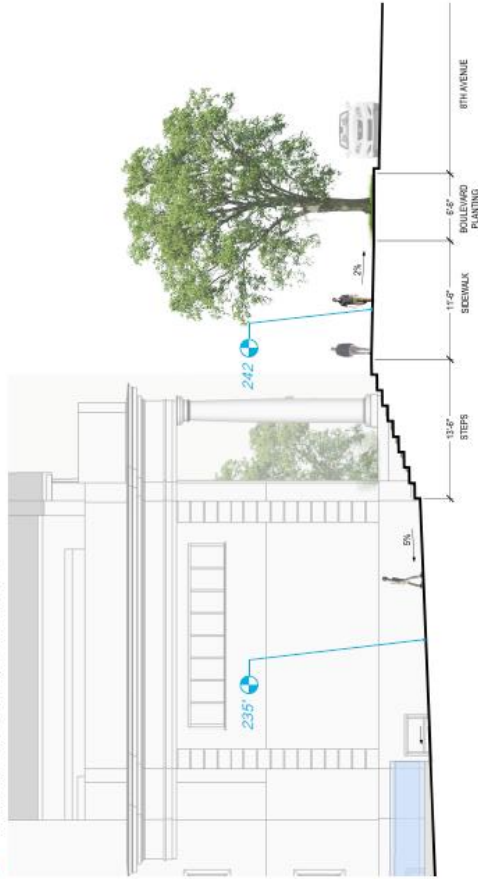
- 1 Town Hall Plaza
 - 2 Connection to Freeway Park
 - 3 Freeway Park Entrance
 - 4 Curbside Mews (Fire Accessible)
 - 5 Pedestrian Mews with Seating
 - 6 IPE Wood Seating Platform
 - 7 Stair Connection to Plaza
 - 8 Landscape Terraces with Tree Grove
 - 9 Cascading Water Feature
 - 10 Cascading Water Feature with Walls
 - 11 Water Fountain
 - 12 Raised Planters
 - 13 Handicap Ramp
 - 14 Entry Terrace
 - 15 Building Lobby Entrances
 - 16 Town Homes at 8th Ave
 - 17 Town Hall Entrances
 - 18 Rain Gardens
 - 19 Paving with Stone Accent
 - 20 Paving
 - 21 Splash Pads
- ▲ Pedestrian Entry (Residential)
 - ▲ Pedestrian Entry (Commercial)
 - ▲ Vehicle Entry



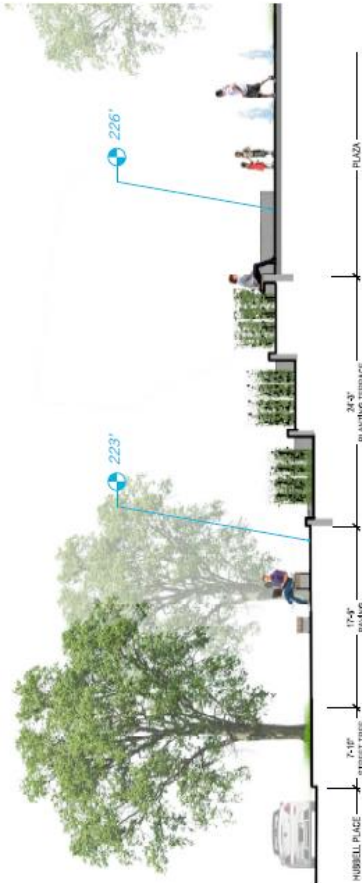
16. Project Maps



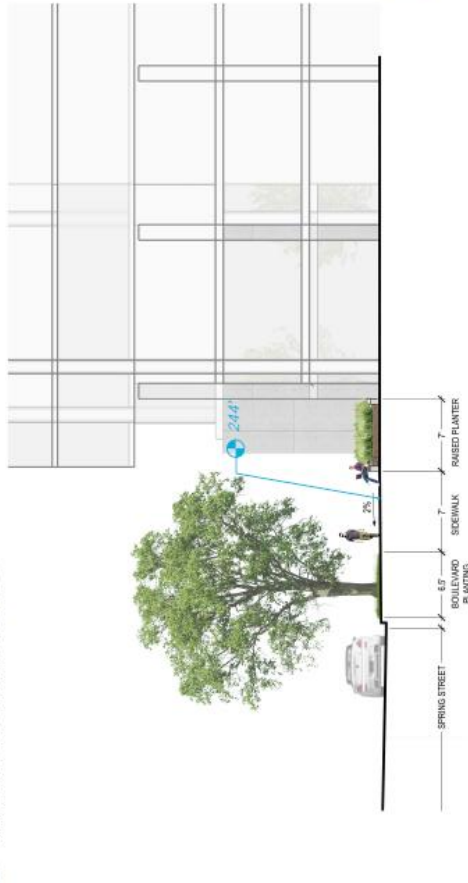
B - 7TH AVENUE PLAZA STEPS



D - 8TH AVENUE BLOCK ACCESS

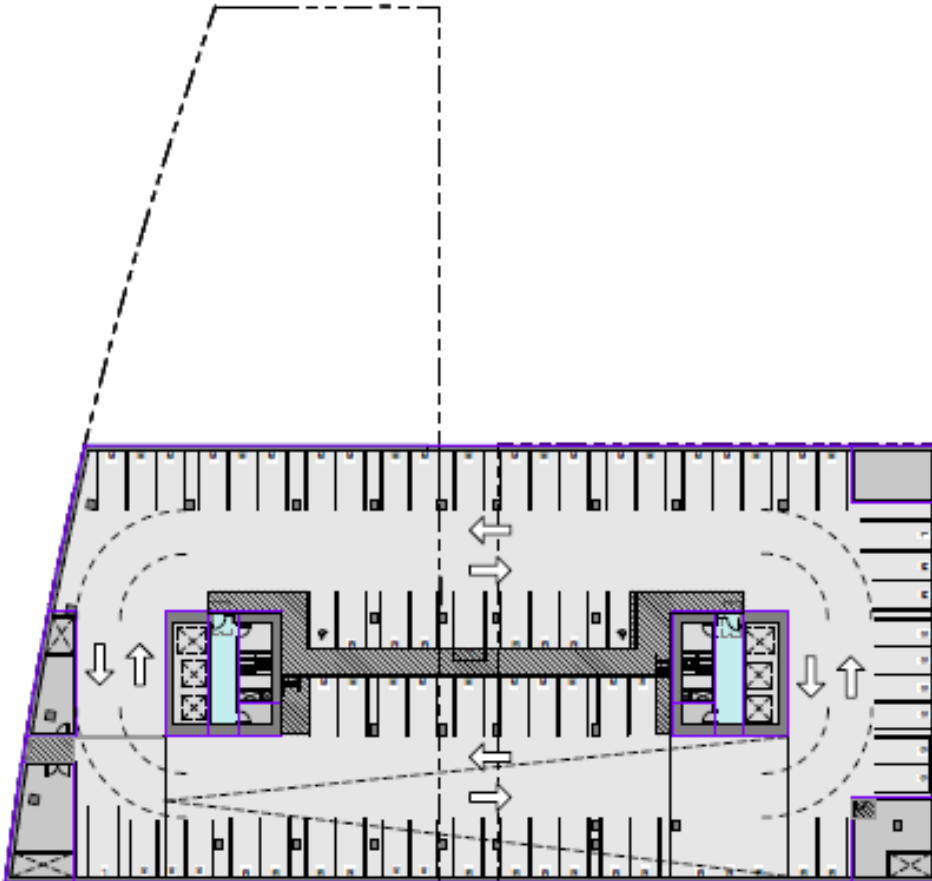


A - PLANTING TERRACE STEPS



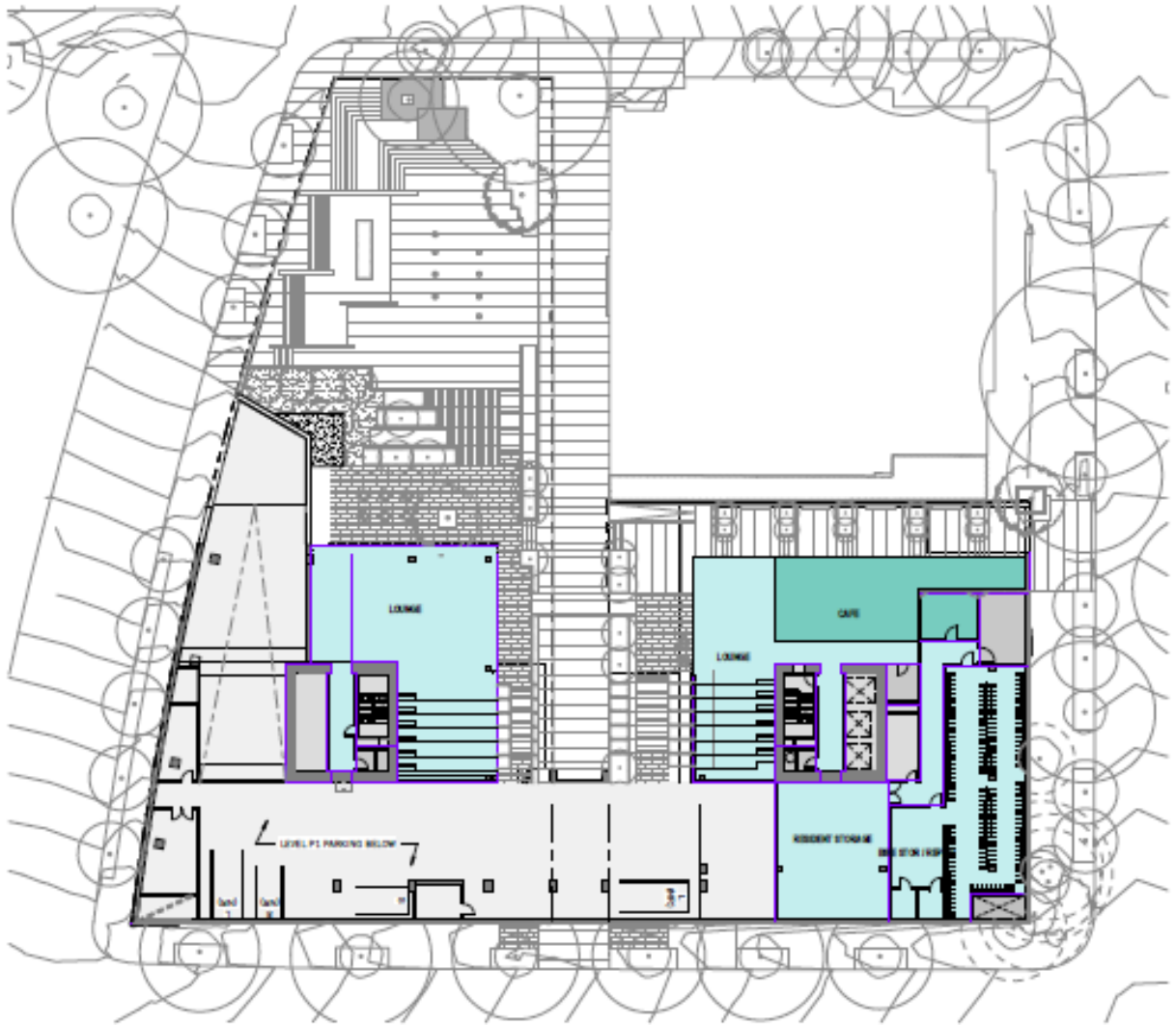
C - SENECA STREET PLANTERS

16. Project Maps



CONCEPTUAL LEVEL P4

16. Project Maps



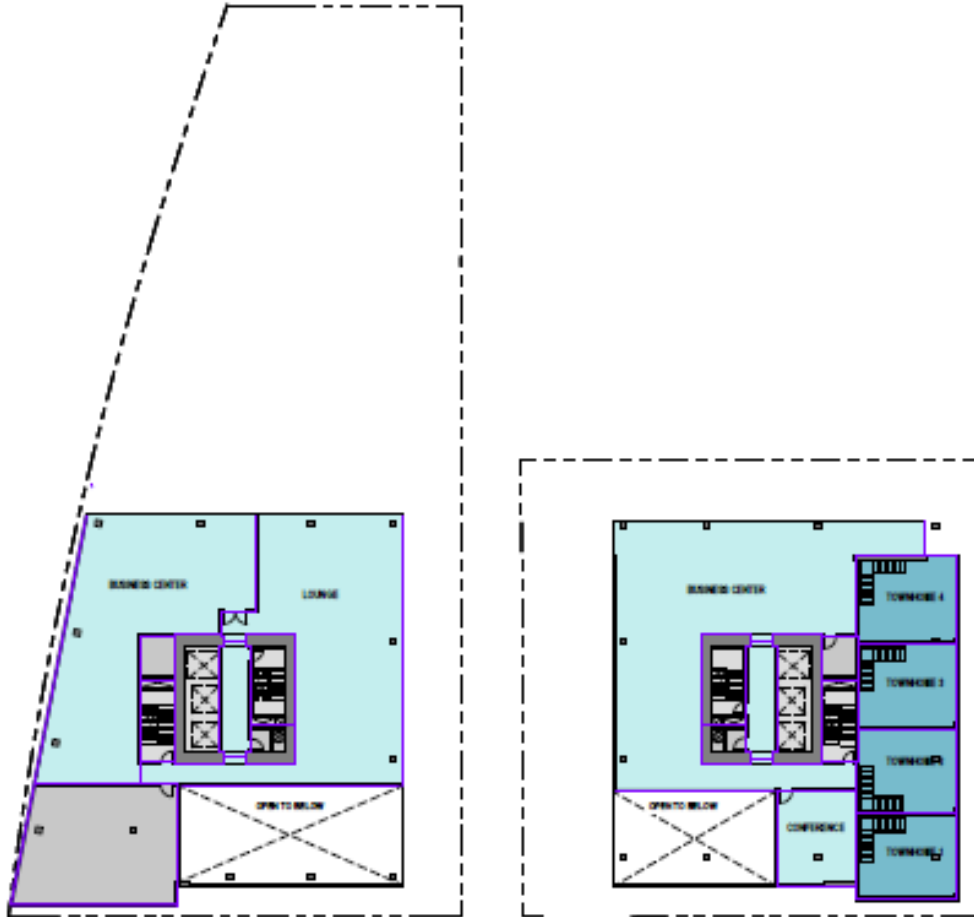
CONCEPTUAL LEVEL 01

16. Project Maps



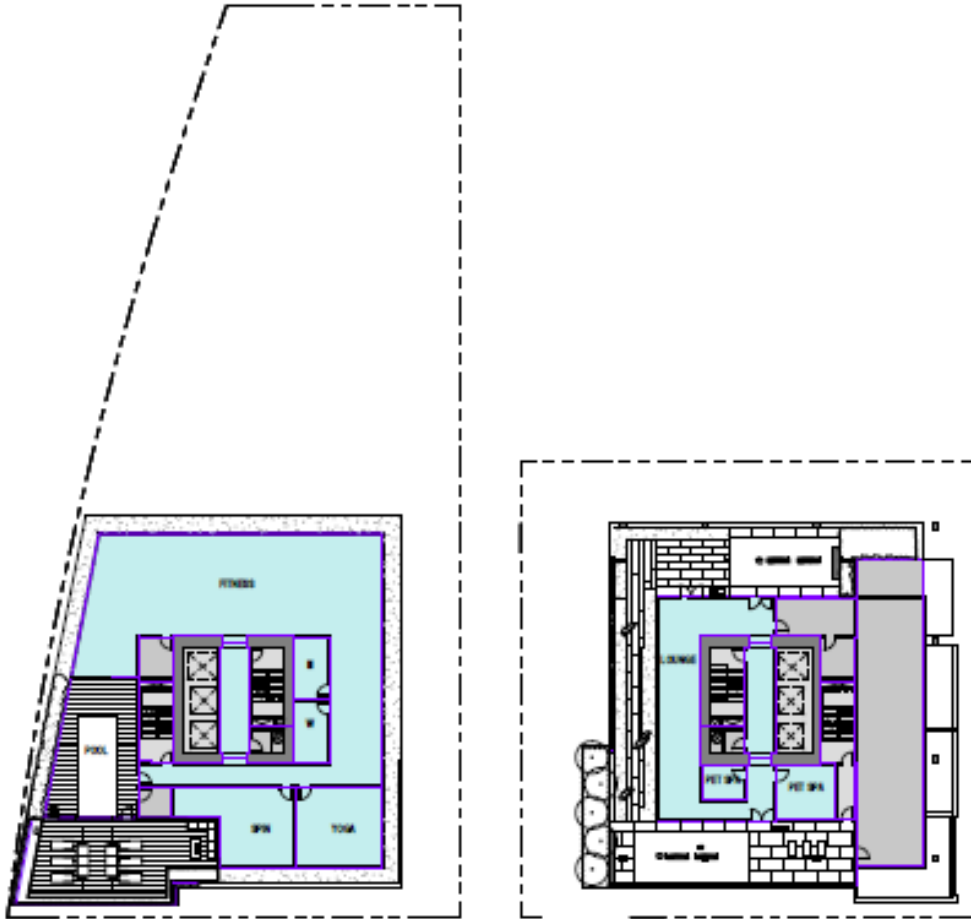
CONCEPTUAL LEVEL 02

16. Project Maps



CONCEPTUAL LEVEL 03

16. Project Maps



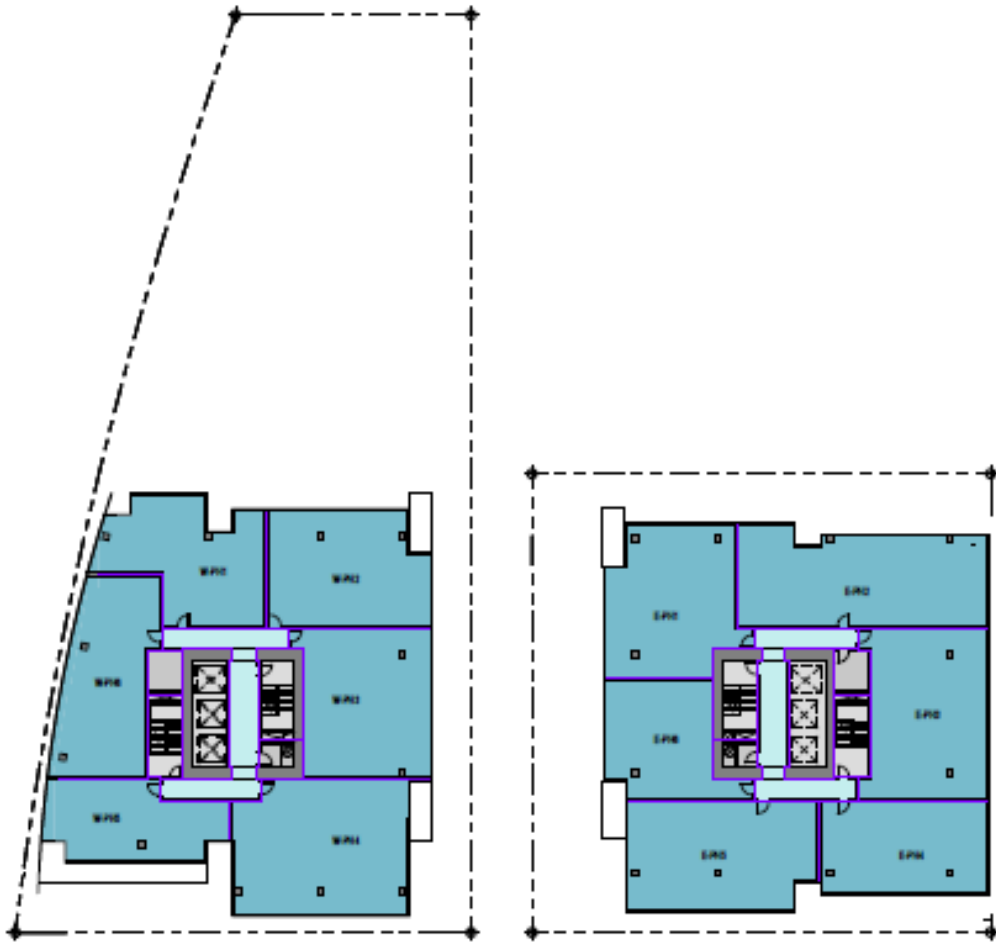
CONCEPTUAL LEVEL 04

16. Project Maps



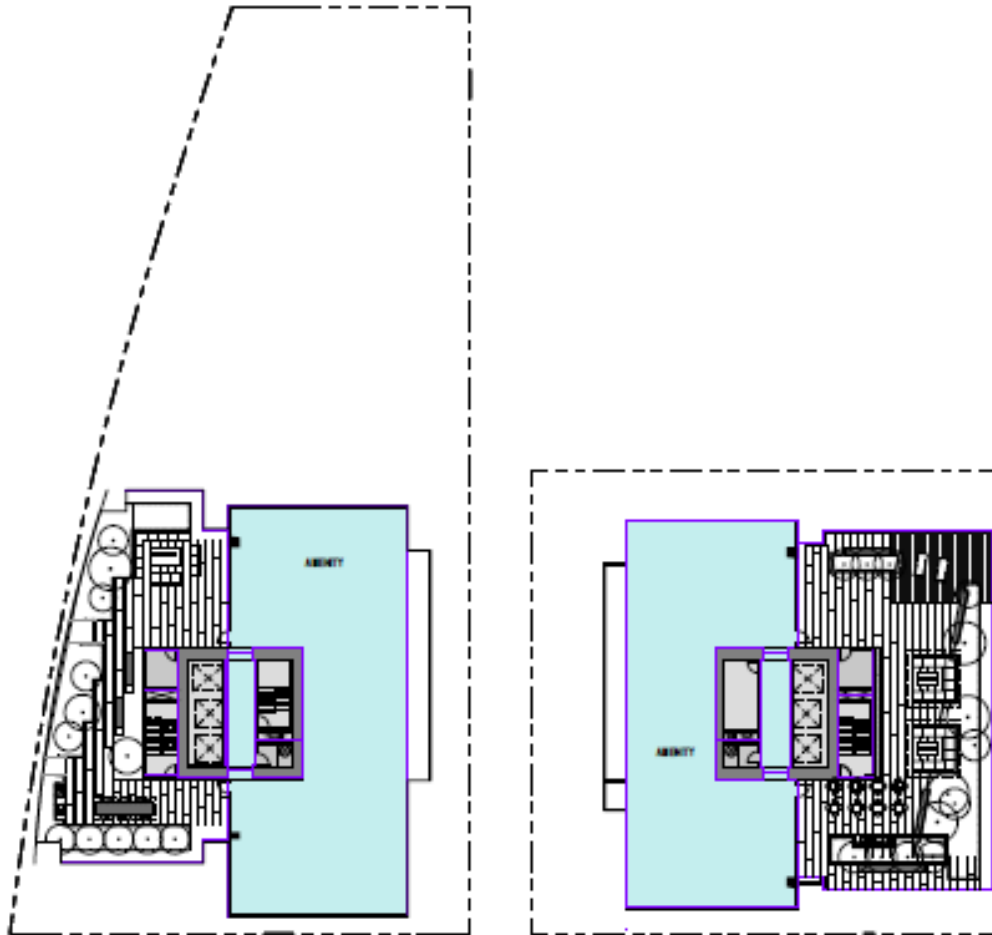
CONCEPTUAL RESIDENTIAL LEVELS

16. Project Maps



CONCEPTUAL PENTHOUSE LEVELS

16. Project Maps



CONCEPTUAL AMENITY
AND TERRACE LEVEL

17. 9-Block Urban Design Analysis

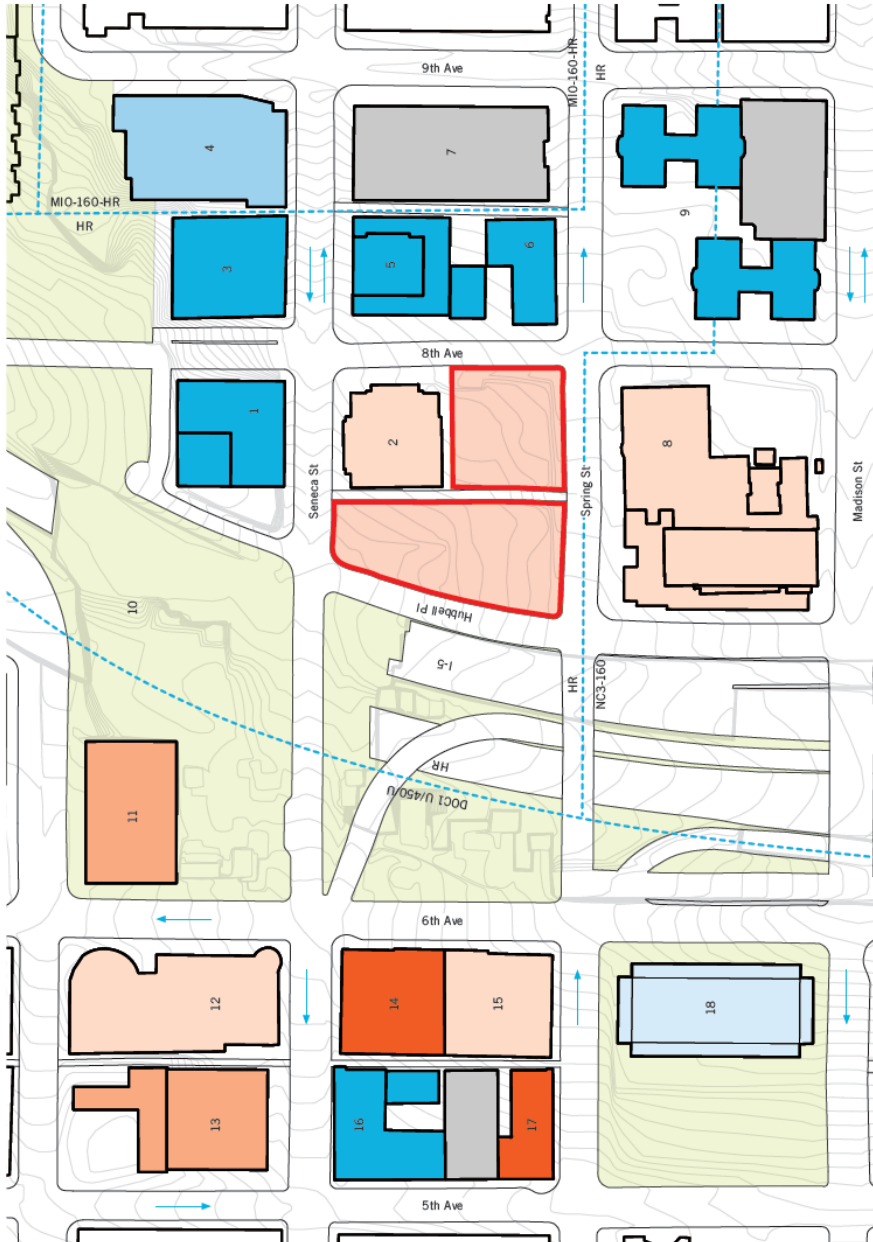
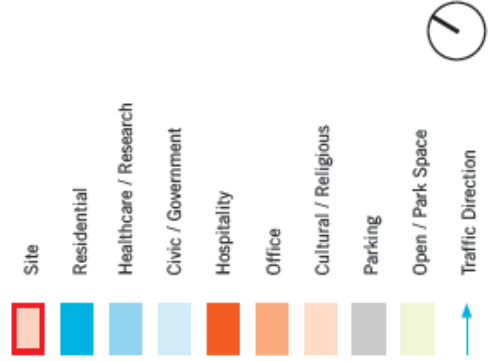
Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.

Nine Block Existing Uses

The site is located on the peripheral of First Hill in an area with diverse programmatic uses, urban scales, and history. The highway corridor acts as a physical boundary, distancing the site from the primarily daytime commercial uses in the neighboring area of the downtown core. The void above the highway opens up views to the west and accentuates the immense scale and height of the downtown area, especially in comparison to the urban scale of First Hill.

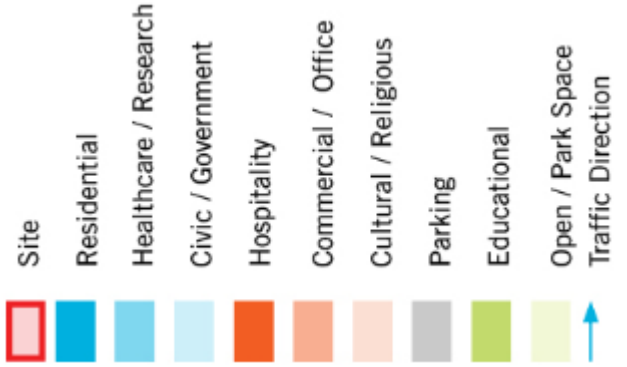
The First Hill area next to the site is an eclectic mix of brownstone multifamily buildings from the early twentieth century, mid-century concrete or stucco apartments, and multi-block healthcare and medical research campuses. There are a few exceptions, including a contemporary glass highrise and a few, but still significant, places for religious and community gathering.

Freeway Park borders the northern edge of the project site and presents an opportunity for the proposed development to enrich the neighborhood fabric by connecting the park with the landscaped Spring Street and 8th Avenue arteries.



17. 9-Block Urban Design Analysis

Existing Uses



17. 9-Block Urban Design Analysis

Nine Block Existing Uses



1 Exeter Houses, Residential



4 Benaroya Research, Healthcare



7 Virginia Mason Parking Garage, Parking



10 Freeway Park, Public Amenity



13 IBM, Office



16 YWCA Condominiums, Residential



2 Town Hall, Cultural



5 Royal Manor Condominium, Residential



8 First Presbyterian Church, Religious Service



11 Park Place, Office



14 Crowne Plaza, Hotel



17 Hotel Vintage, Hotel



3 Cielo Apartments, Residential Mixed-Use



6 Lowell Emerson Apartments, Residential



9 The Mill at First Hill, Residential



12 Plymouth Congregational, Religious Service



15 Women's University Club, Cultural



18 Nakamura Federal Courthouse, Municipal

17. 9-Block Urban Design Analysis

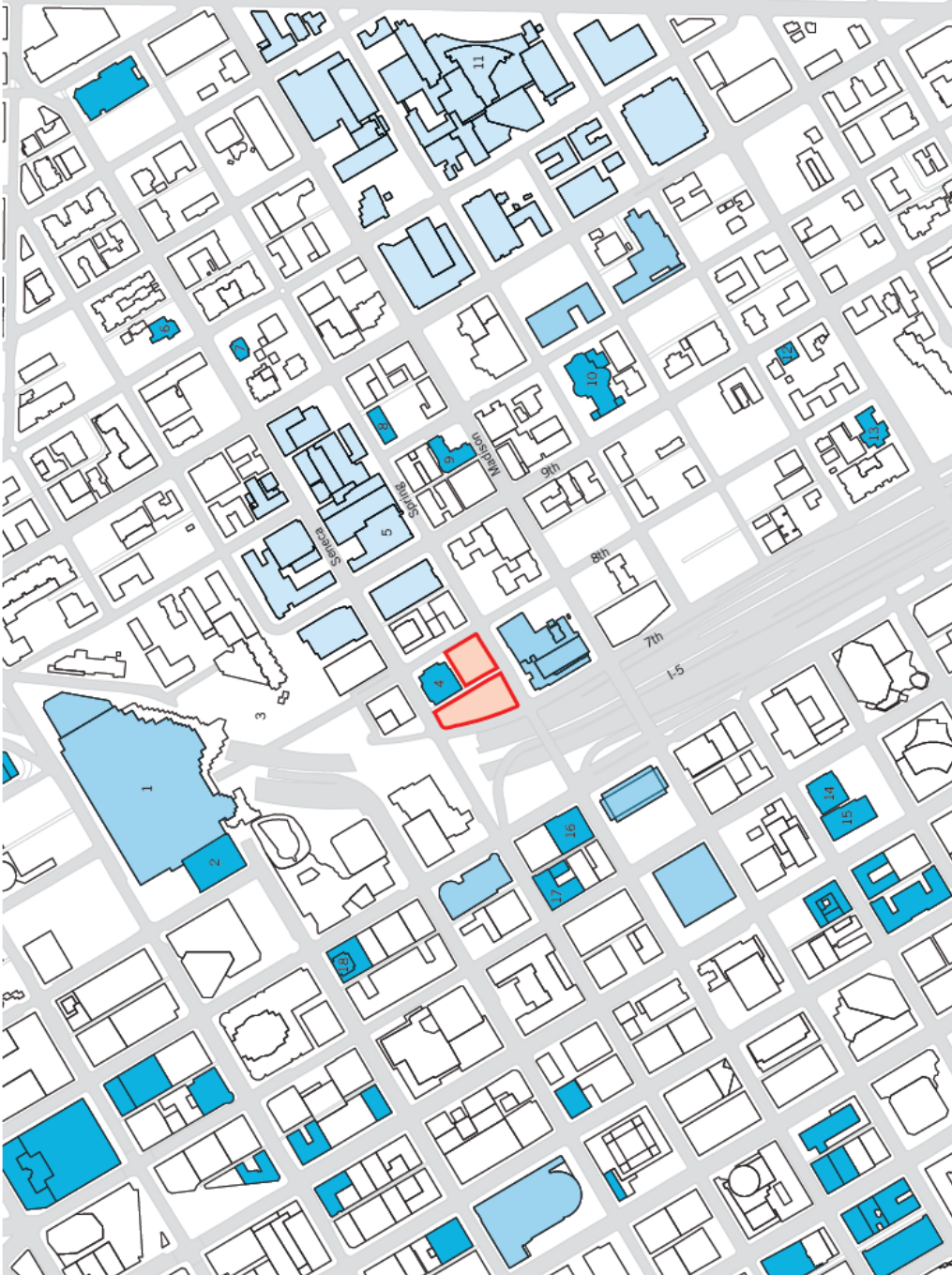
Community Nodes + Landmarks

The site is located along the I-5 corridor and south of the convention center - a location and prominence that many associate with the ritual of arriving to Seattle. The other buildings along the corridor, while not always bearing architectural or historical significance in and of themselves, are iconic and identifiable as a network of place-makers for Seattle.

The nine-block area around the site is a bottleneck for traffic between First Hill and the downtown core. Pedestrian and vehicular traffic alike pass by or through the site on the way to their destination. Freeway Park, and the area neighboring it, acts as a gateway welcoming people between Downtown and First Hill, respectively.

The proposed development looks to contribute to this identity with a tasteful and carefully considered addition to the Town Hall block.

- Site
- Designated Landmark Building
- Notable Building
- Notable Campus



17. 9-Block Urban Design Analysis

Community Nodes + Landmarks



1

Convention Center



4

Town Hall



7

Dearborn House



10

St. James Cathedral



13

Trinity Parish Episcopal Church



16

Women's University Club



2

Eagles Temple Building



5

Virginia Mason Medical Campus



8

Baroness Apartment Hotel



11

Swedish Medical Campus



14

First United Methodist Church



17

YMCA Club



3

Fremway Park



6

Stimson / Green House



9

Sorrento Hotel



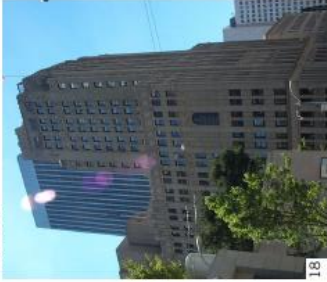
12

US Assay Office / Germania House



15

Rainier Club



18

Washington Athletic Club

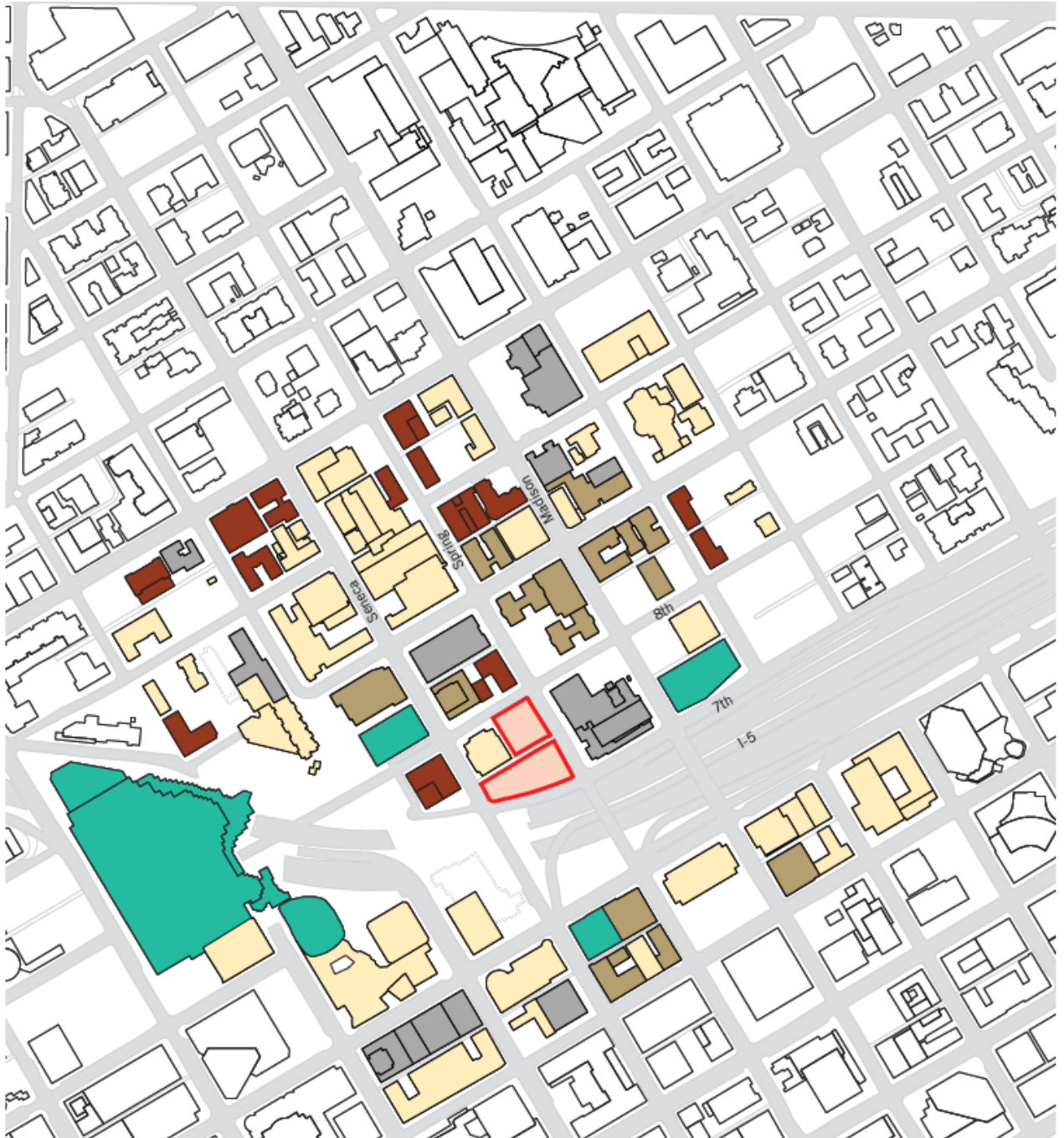
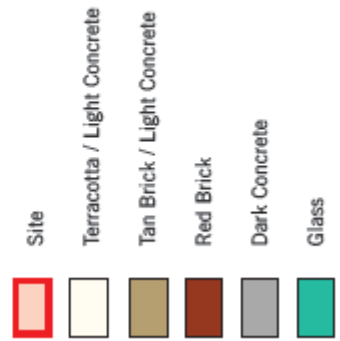
17. 9-Block Urban Design Analysis

Context Colors and Materials

ECLECTIC PALETTE

The neighborhood surrounding the site is composed of buildings with a broad range of materials and styles. No singular element or style permeates the neighborhood enough to establish a precedent of influence.

Instead, this project looks to draw a refined set of influences from the contextual palette to create a confluence of simplicity and sophistication.



17. 9-Block Urban Design Analysis

Context Colors and Materials



Terracotta - Town Hall



Glass - Convention Center



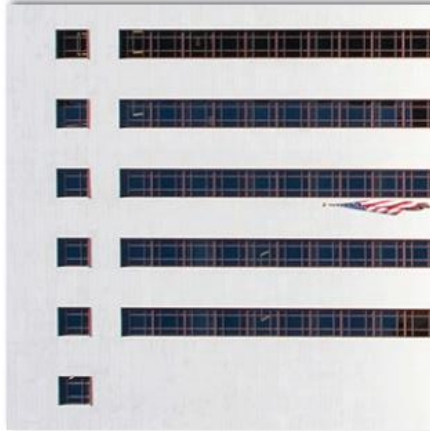
Dark Concrete - First Presbyterian



Tan Brick - Benaroya Research Institute



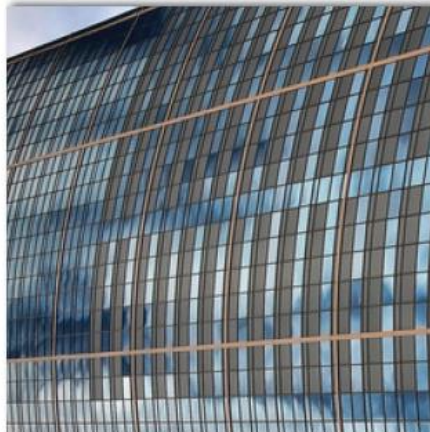
Red Brick - Sorrento Hotel



Terracotta - Nakamura Federal Courthouse



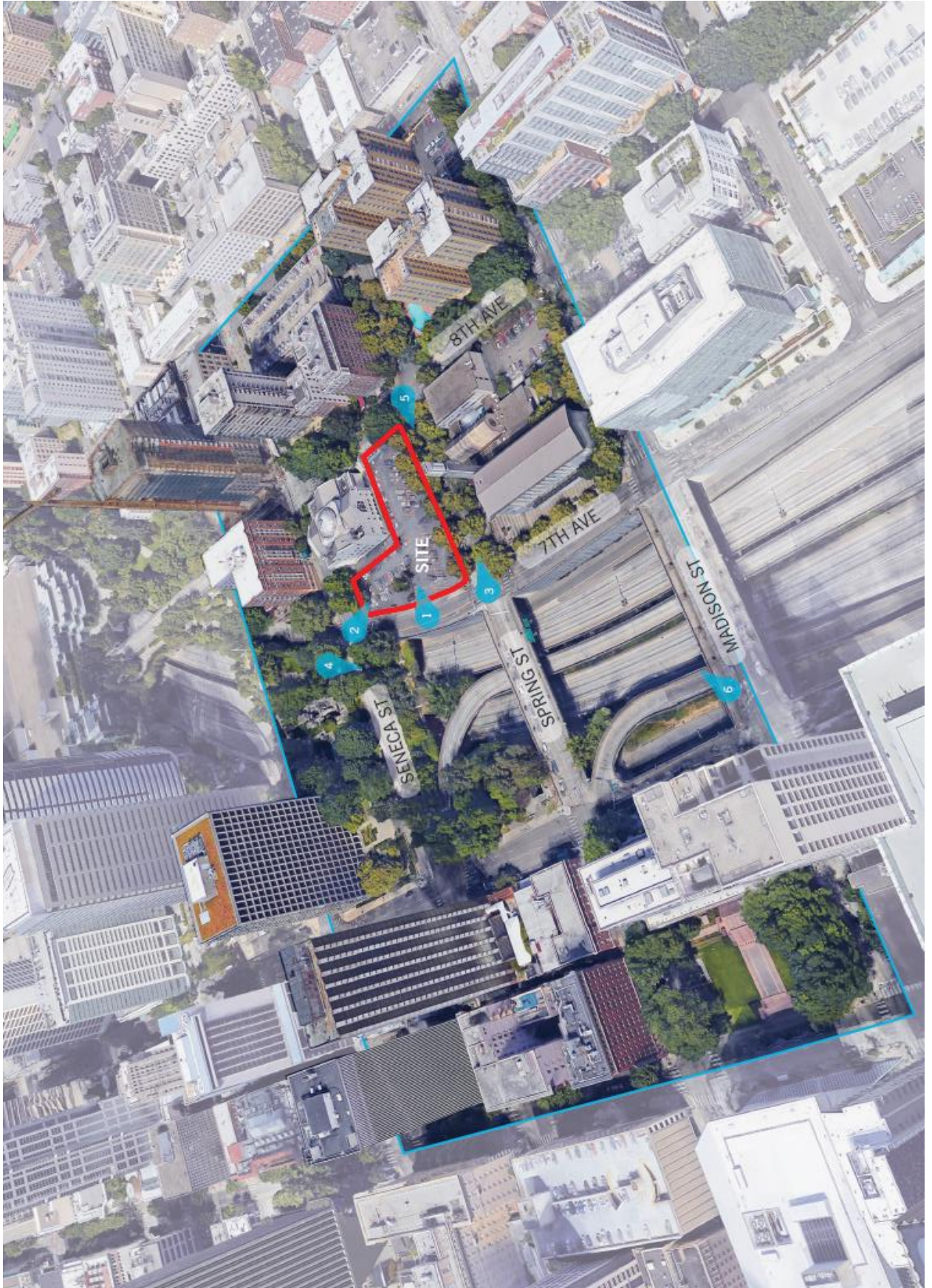
Red Brick - YMCA



Glass - Two Union

17. 9-Block Urban Design Analysis

Nine Block Aerial



17. 9-Block Urban Design Analysis

Nine Block Area Photos



1

View from Hubbell Place facing east



4

View of adjacent Freeway Park space on Seneca Street



2

View from corner of Hubbell Place and Seneca Street facing southeast



5

View from 8th Avenue facing west



3

View from corner of Hubbell Place and Spring Street facing east



6

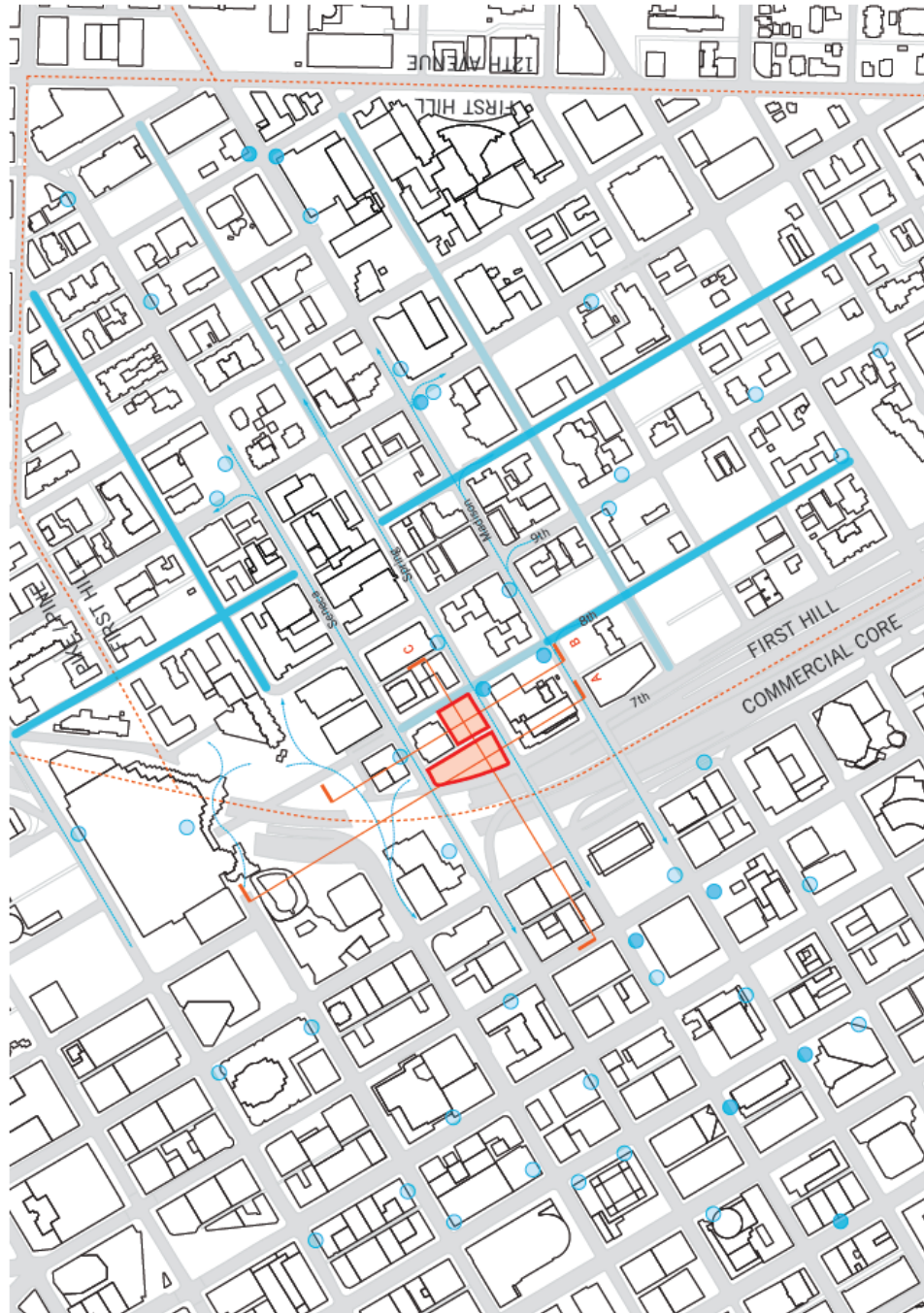
View from 6th Avenue and Madison Street facing northeast

17. 9-Block Urban Design Analysis

Transportation Map

NARRATIVE

Located along the western slope of First Hill, this project sits at the convergence of major thoroughfares between the downtown business district to the west, and the residential and medical district to the east. Major transportation routes funnel through this area including the Bus Rapid Transit line, along Spring Street to the south, as well as several other major bus routes. Madison Street, to the south, acts as a major east/west arterial between Elliot Bay and Lake Washington.



- Site
- Green Street (current)
- Green Street (proposed)
- Transit Station
- BRT Station (proposed)
- Pedestrian Artery (primary path)
- Pedestrian Artery (secondary path)
- Urban Village Boundary

17. 9-Block Urban Design Analysis

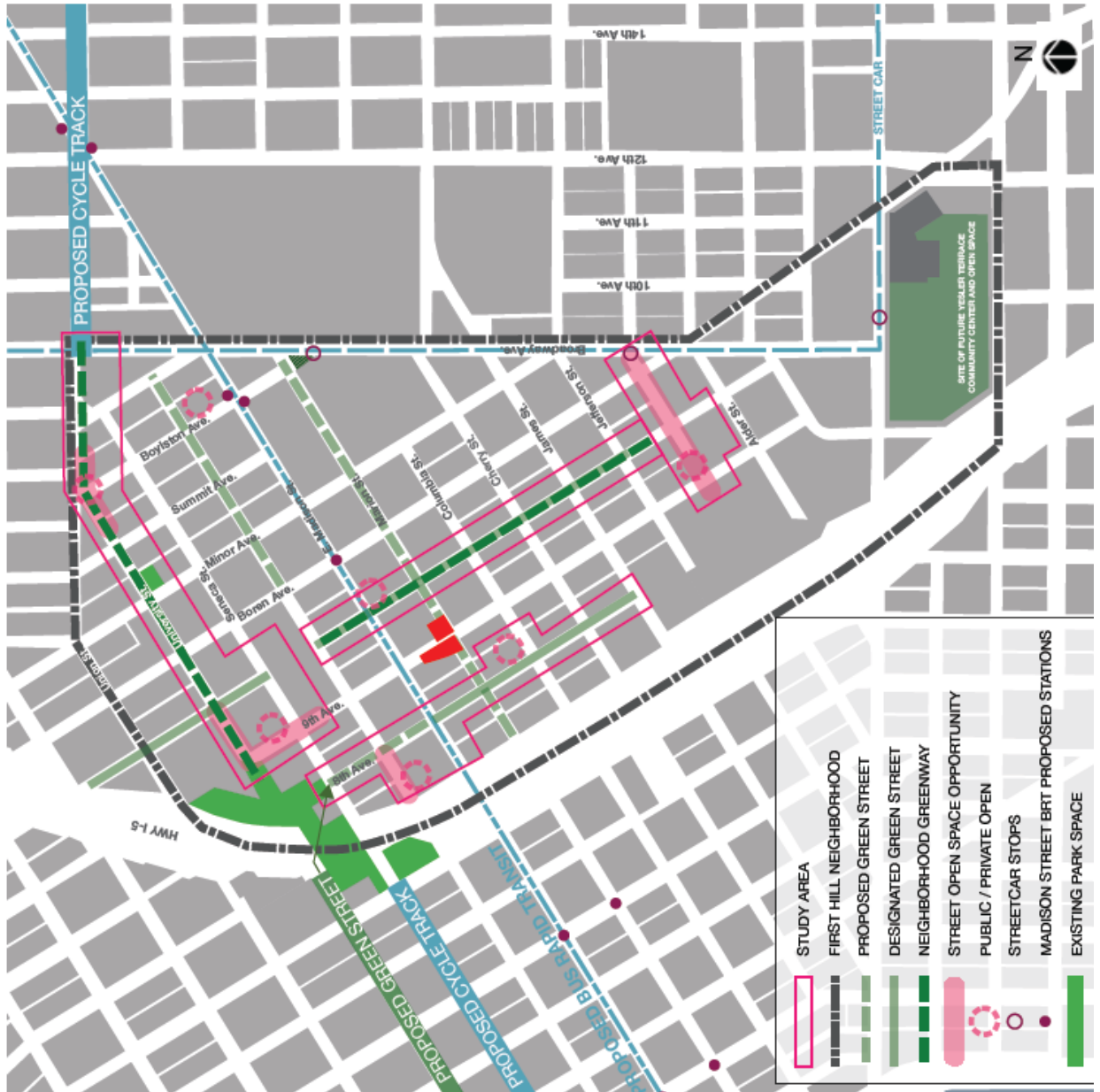
Context Map

PLANNED STREET IMPROVEMENTS:

- 2015**
 - Broadway Streetcar
 - Madison Bus Rapid Transit Concept Design Phase
 - Construction start date TBD
- 2017**
 - Neighborhood Greenway - Terry Ave / Melrose Ave E / Franklin Ave E (From Broadway to Eastlake Ave E)
 - Neighborhood Greenway - Union St (From Broadway to 9th Ave)
- 2018**
 - Neighborhood Greenway - Marion St (From 7th Ave to Broadway)

Neighborhood greenways are a combination of small improvements that make residential streets safer and calmer for people of all ages and abilities.

Madison Street Bus Rapid Transit service will be fast, reliable and frequent. It will serve densely developed neighborhoods in First Hill, the Central Area, and downtown Seattle, connecting dozens of bus routes, the First Hill Streetcar, and ferry service at the Colman Dock Ferry Terminal.



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 proposed Spring Street North Block project encompasses 3/4^{ths} of the entire block bound by Seneca Street, Spring Street, Hubbell Place, and 8th Avenue, and does not include the existing Town Hall cultural center. The proposed alley vacation is not expected to impact any major transportation projects in the site vicinity. There is a Bus Rapid Transit stop planned for the south side of Spring Street. The project team has already met and will continue to meet with the Bus Rapid Transit team to coordinate construction and operations of both projects. Please see Section 17 for a detailed transportation map.

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.

The development will provide a SEPA checklist as part of the MUP application. There is no indication that an EIS will be required.

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.

Please see Section 12 of this alley vacation petition. The proposed development meets the goals outlined in the First Hill Neighborhood Plan.

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.

Please see Section 12 of this alley vacation petition. The proposed development conforms to the goals and policies outlined in the applicable comprehensive plans for urban villages, multifamily areas, transit communities, and neighborhoods.

22. Sustainable Practices

Provide information on green and sustainable construction and operational practices and the level of LEED certification associated with the project.

The Spring Street North Block project will make a commitment to achieve LEED Silver or a Built Green 4-Star rating. Preliminary sustainability goals may include, but are not limited to the following:

- Site Sustainability
 - Creating a design that is sensitive to the context and promotes livability for all residents of First Hill and city
 - Development of an urban infill site
 - Coordinating site development to accentuate proximity to public transit
 - Providing bicycle storage and changing facilities for residents
 - Pre-wiring and installing electrical vehicle charging stations
 - Maximizing open space with public park and substantial landscape, common amenity area at grade
 - Discouraging heat island effect with roof and landscape materials
- Water Efficiency
 - Providing water efficient landscape
 - Incorporating low flow fixtures to help reduce water use
- Energy & Atmosphere
 - Commissioning of the building energy systems
 - Optimizing the energy performance through lighting and equipment selections
- Materials & Resources
 - Providing storage and collection facilities to encourage recycling
 - Divert construction waste from landfill
 - Specifying materials with high recycled content
 - Using regional materials
- Indoor Environmental Quality
 - Encouraging better air quality through enhanced ventilation
 - Employing construction practices that maintain air quality before and post occupancy
 - Specifying adhesives, sealants, paints, and coatings with low VOC
 - Designing HVAC systems to allow for energy efficient thermal comfort
 - Reducing lighting loads through use of daylighting and providing occupants with ability to control
- Miscellaneous
 - Educating building occupants and facility managers on proper use and operation of green systems
 - Promote cleaning practices that are not harmful to environment

23. Design Review Board

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

Spring Street North Block appeared before the Design Review Board for Early Design Guidance on 10/19/2016. Attached are the notes from the meeting.

Materials that were presented to the Design Review Board can be accessed at:

<http://www.seattle.gov/dpd/AppDocs/GroupMeetings/DRProposal3023101AgendaID6065.pdf>



City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3023101

Address: 1101 8th Avenue

Applicant: Perkins + Will Architects

Date of Meeting: Wednesday, October 19, 2016

Board Members Present: Dan Foltz (Acting Chair)
Barbara Busetti
Christina Orr-Cahill
Sarah Saviskas

Board Members Absent: Curtis Bigelow
Natalie Gualy

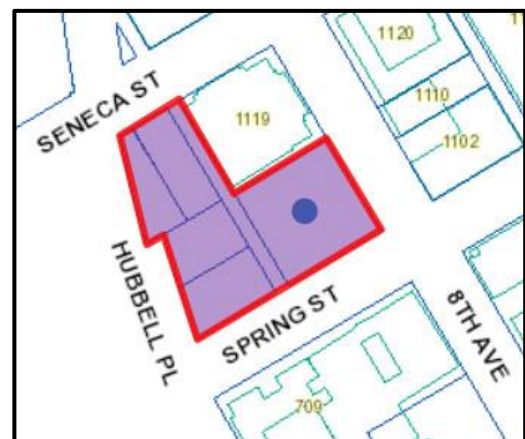
SDCI Staff Present: Garry Papers, RA, Senior Land Use Planner

SITE & VICINITY

Site Zone: HR (High Rise)

Nearby Zones: (North) HR
(South) NC3-160
(East) HR
(West) HR

Lot Area: 41,084 sq ft
(including the 16ft wide public alley)



Current Development:

Surface parking lot

Surrounding Development and Neighborhood Character:

The ¾ block parking lot wraps around the Town Hall cultural facility, a designated city Historic Landmark. Several 10-30 story residential buildings are located across the streets to the north and east. A 3-story religious facility occupies the block to the south, and the I-5 freeway trench is across Hubbell Place to the west. The surrounding mixed use neighborhood is characterized by a range of residential, cultural, medical and hotel uses, in structures of diverse styles, scales and vintage.

Access:

Pedestrian access from the 4 surrounding streets: Hubbell Place, 8th Avenue, Seneca and Spring Streets. Vehicular access from the platted alley crossing the site, north-south.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

A residential development is proposed with 550 units in 2, 32 story towers, and 2,000 sq. ft. of ground level retail. Parking for 410 vehicles will be located in shared, below grade garage. Project proposes a vacation of the alley between Seneca St and Spring St.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported a large plaza at the northwest corner of the site, providing valuable open space in a densifying neighborhood and reinforcing the link across the I-5 gap. (PL1A)
- Encouraged additional pedestrian amenities along the 8th Avenue “Park to Park Path”.
- Requested excellent weather protection and wayfinding. (PL2)
- Supported retail uses along 8th Avenue, and townhouses, if provided, on Spring Street.
- Encouraged consideration of transit stops at Seneca & 8th Avenue.
- Would like to see abundant lighting and fixtures matching the pedestrian scale lighting along 8th Avenue (Staff note: improvements in the ROW are primarily an SDOT review responsibility)
- Applauded the applicant for meeting with Town Hall, collaborating with them and integrating Town Hall access and concerns into the site design.
- Encouraged the design to relate to the human scale found in the Town Hall building.
- Supported both towers at 300 ft height, to ensure a bigger plaza.
- Very concerned that the ground floors have almost no retail, which does not support neighborhood services and retail for the sizable population growth, nor provide eyes-on-the-street security.
- Suggested ground floor townhouses like in Vancouver BC, and concerned that retail spaces would remain empty for too long.
- Stated the proposed facades were too flat, glassy and boring, and encouraged more façade texture, modulation and scale.
- Supported the plaza but concerned the rest of the west frontage did not anticipate a future lid or buildings over the I-5, and it was not pedestrian friendly.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Tower shade and shadows should be mitigated by tower shaping.
- Generous public plazas should surround the Town Hall, especially the south side.
- Provide abundant ground floor commercial, ideally for a large restaurant or grocer, for better neighborhood mix.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following siting and design guidance. (Applicable Guidelines)

All [page references] below are to the 10/19/16 EDG booklet.

1. Massing & Building Forms:

- a. The Board agreed the first 2 massing options appeared token, and that massing Option 3 was the most successful, with smaller floor plates that create more slender proportions and more daylight penetration. The Board also supported the modulation and clearly expressed “vertical tubes” shown on pg 58-61; the more complex vertical and horizontal jogs shown on p 57/right were promising to the Board, but more complete tower and podium perspectives are needed. (DC2)
- b. The Board agreed the first 3-4 floors of the tower podiums were critical to be well scaled, and should display intentional responses to the Town Hall landmark (proportions, materiality, etc), as all three forms frame the plaza. The Board recommended future tower elevations include the full and detailed Town Hall elevations. The east tower podium might possibly be more solid as it defines the 8th Avenue street edge in a cohesive way with the existing Town Hall street elevation. (CS3-A-1)
- c. The Board expressed concern that several proposed projects and towers are re-shaping the west facing skyline of First Hill, and recommended a large scale study of all proposed towers be included as context informing the profiles and skyline design of the subject towers. (CS2-A)

2. Podium, Ground Floors & Activation: The Board strongly expressed major concerns with the proposed ground floor and streetscape [62,66], and unanimously agreed the proposed ground floor uses were too residentially-dominant, had little porosity, and did not activate the surrounding streets or plaza.

- a. The Board supported the applicant stated intention to have floors step with the grade across the site, to maximize the engagement of the buildings with the site. (DC3-A)
- b. The Board agreed all ground floors should better activate the 2 adjacent mews, the plaza, and all street edges, with frequent doors, access and human scale composition; this also supports user and pedestrian safety. The proposed perimeter landscaping is acceptable [62], provided it is interrupted with generous patios and numerous access points for pedestrians to directly enter uses and activate the project perimeter. The Board recommended enlarged elevations of all 8 podium faces, including the Town Hall and adjacent cross street context, be included in the MUP drawings and subsequent meetings. (PL2-B; PL3-B)
- c. The Board agreed with several public comments that the ground floor should incorporate much more retail area, which should be located along 8th Avenue, and possibly stretch along the east-west mews reinforcing a primary pedestrian access from 8th to the plaza [66/right]. The Board supported a cafe retail space activating the south plaza edge, as described by the applicant at the meeting. (DC1-A)

- d. The Board agreed the two residential lobbies could be situated on the corners of the north-south mews, but unanimously agreed the primary doors for both should face the street and have legible, pedestrian-scaled entrances. (PL3-A)
- e. The Board did not agree with one public comment to locate townhouses on all ground levels, because they recommended more active uses and large transparency at the ground levels. However, the Board was receptive to townhouses possibly along portions of Spring Street or Hubbell. (PL3)
- f. The Board agreed the entire Hubbell elevation requires more careful study, including the vehicle ramp and uses that support pedestrians. Consistent with public comment, the Board recommended the project not ignore the Hubbell frontage and not reinforce the current barrier of I-5. (CS2-B)

3. Mews Operations & Design:

- a. The Board recognized that Town Hall deliveries and ADA drop-offs would likely occur off the north-south mews, but agreed that vehicular access should be minimized and discouraged, by operations management and design features. The Board supported the flexible use of the plaza, but recommended bollards, speed bumps, and other traffic calming features be employed on this mews and the plaza. The mews and plaza should read as pedestrian-first. (DC1-B)
- b. The Board expressed major concerns that the mews would be taken over as a general vehicular drop off for the residential lobbies, and recommended the below -grade vehicle entrance from Hubbell be designed to allow short-term vehicle drop offs, if they are not possible at the Spring Street curb. (DC1-C)
- c. The Board agreed the space between the Town Hall and the adjacent new podium [62,63] should be redesigned to be welcoming to pedestrians entering from 8th, and to afford more light to the adjacent Town Hall windows. The stairs shown on pg 62 should be studied to be more gradual and welcoming for all abilities. (PL2)

4. Plaza, Streetscapes, & Lighting:

- a. The Board supported the conceptual landscape design for the northwest plaza, including the water features, the preliminary materiality and plantings, and references to Freeway Park [62-65]. The Board recommended more zoomed in shadow studies to confirm activity areas corresponding to sun access. (CS1-B; DC3-B)
- b. The Board supported a lush but pedestrian-supportive streetscape, especially along Spring and 8th, and the filling in of gaps in the street trees. (DC4-D)
- c. Echoing public comment, the Board supported a complete and abundant lighting strategy for the plaza, mews and street edges, especially for Town Hall activities in the evening. (DC4-C)

- d. The Board endorsed efforts with SDOT to improve all pedestrian crossings at Seneca and Hubbell, to improve links between the proposed plaza and First Hill to Downtown. (PL2)

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) will be based on the departure’s potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board’s recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance the following departure was identified:

1. **Minimum Setbacks for HR Zones (SMC 23.45.518.C):** The Code requires portions of a structure greater than 45ft in height to be set back a minimum 10 ft from any street or alley property line, and a minimum 20ft from any abutting property line (at Town Hall in this case). The applicant proposes the predominant facades of building portions above 45 ft height to be: 0ft the property line on Spring Street, Hubbell Place and 8th Avenue; west tower is at the 10 ft alley setback line; east tower is 18ft from the alley property line (leaving a 44ft wide gap where code requires a minimum 36ft one); and west tower is at the setback line abutting the Town Hall property line. Minor modulations and recesses are proposed in all the above facades.

NOTE: The Code citation and text on booklet pg 76/left was mistaken; the correct code citation is above.

The Board acknowledged public comment regarding the relationships of the towers to Town Hall, and indicated cautious receptivity to the amount of tower forms above 45ft encroaching into the street setbacks, pending more detailed drawings showing the following: a) large scale elevations and sections of the tower-to-Town Hall relationship, enhancing the pedestrian space (possibly more than 27ft wide) and light at the lower levels; b) zoom-in shadow studies of the block evaluating how the 44ft gap allows enhanced light penetration to the plaza (compared to code 36ft), and studies of tower plan shaping that improves overall light penetration; c) further refinements to all 8 tower facades to respond to modulation and scale guidance under 1a; d) detailed elevations of all podiums and tower floors, to verify the transition between them is graceful and the towers are not top-heavy. (CS2-D)

DESIGN REVIEW GUIDELINES

The Citywide Guidelines identified as Priority Guidelines by the Board are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible

and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application, with response to all the guidance herein. The Board explicitly stated that complete and responsive design development is essential for this large and prominent site, otherwise more than one Recommendation meeting could be inevitable. The Board strongly recommended multiple drawings and studies described herein (underlined at: 1a; 1b; 1c; 2b; 4a) be provided to staff during MUP review, and at subsequent meetings.

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.

See Section 4 for information about LMC.

25. Development Schedule

Provide a proposed development schedule and timeline.

Design: 2Q 2015 – 1Q 2018

Entitlements: 4Q 2015 – 1Q 2018

Construction: 2Q 2018 – 1Q 2021