

August 12, 2020

MEMORANDUM

To: Transportation and Utilities Committee
From: Lish Whitson, Analyst
Subject: Council Bill 119742: The Whittaker Street Vacation

On August 17, 2020 the City Council will consider [Council Bill \(CB\) 119742](#), which would grant final approval to vacate an alley at the southwest corner of SW Alaska Street and Fauntleroy Way SW in the West Seattle Junction. The City Council granted conditional approval of the vacation on April 14, 2014 through [Clerk File \(CF\) 312783](#).

The vacation facilitated the development of The Whittaker, a mixed-use development project, including 389 apartments, a Whole Foods grocery store and 18,000 square feet of additional retail space. The Council's decision at this point is to determine whether the Whittaker project has satisfied the conditions of CF 312783. If those conditions have been met, the Council should approve CB 119742.

Review of Vacation Conditions

The Transportation and Utilities Committee received a [briefing](#) on this bill at its March 4, 2020 committee meeting. At that meeting, Councilmembers heard testimony from the Seattle Department of Transportation (SDOT) that prior to transmittal of CB 119742, they had reviewed the conditions included in CF 312783, and had determined that all conditions included in the Clerk File had been met.

At the March 4 meeting, Councilmembers heard questions from a member of the public regarding the exit from a mid-block passageway onto Fauntleroy Way SW, and whether the street configuration as built is appropriate. I have reviewed the Street Improvement Permit (SIP) for the Whittaker, and the project as built does comply with the City's permitting requirements and the conditions the Council placed on the vacation.

The Council's approval of the vacation required that the Street Improvement Plan provide that "vehicles may turn right only when exiting at Fauntleroy Way SW" but did not dictate an approach to requiring right turns out of the mid-block crossing. The street improvement permits (SIP) for the project required that the developer paint a double yellow line to prohibit left turns out of the mid-block crossing. As was mentioned at committee, a double yellow line is a standard traffic engineering approach to prohibiting left turns onto two-way streets from driveways and alleys. The double yellow line has been painted as required.

cc: Kirstan Arestad, Executive Director
Aly Pennucci, Supervising Analyst