

MEMORANDUM

Date:	March 20, 2014	TG:	13278.00
To:	Jeff Lowenburg, GID		
From:	Dan McKinney, Jr.		
cc:	Jack McCullough		
Subject:	9th and Lenora Alley Vacation		

This memorandum outlines the change of access to the proposed project based on the proposed alley vacation for the project located at 9th Avenue and Lenora Street in Seattle, WA.

Existing Conditions

The site is located at the corner of 9th Avenue and Lenora Street in Seattle, WA and bordered by Westlake Avenue to the west. Westlake Avenue is a four-lane multimodal principal arterial¹ providing a north-south connection between South Lake Union and Downtown Seattle. Whereas 9th Avenue and Lenora Street are both two-lane roadways classified as a minor arterial and a commercial access street, respectively.

The site is currently occupied by the Cornish building that is vacant and would be removed with the development of the proposed project. The existing unused building has an underground garage that is accessed off of Westlake Avenue via an alley. The alley is currently 150 feet long and doesn't provide a connection through the site and solely provide access to the parking garage of the building. The existing alley is utilized and operates as a private access for the private parking garage. An existing surface lot is located directly south and adjacent to the alley but doesn't provide any access to the parking lot. The surface parking lot has a separate access driveway directly via Westlake Avenue.

Future Conditions

The proposed project would demolish the Cornish building and vacate the dead-end alley that is only used to serve the existing parking garage. Access for the proposed project would be via 9th Avenue. The alley current provides direct access to the four-lane multimodal principal arterial of Westlake Avenue and provides no circulation benefits given it doesn't connect through the triangle shaped block. Vacating the alley and moving access from Westlake Avenue to 9th Avenue provides a safer and more efficient access point as you are reducing the amount of conflicts on your higher classified principal arterial that carries move traffic and moving them to the minor arterial of 9th Avenue with less traffic. Accessing 9th Avenue from Westlake Avenue then occurs from a controlled signalized intersection. This would not have an impact on existing travel patterns as the alley currently only connects to a vacant building and even if the alley connected through the site provides minimal benefit given the triangular geometry of the site.

In addition, the alley vacation allows the small triangular surface parking lot directly south of the alley to be replaced with a park that provides an improved pedestrian experience and enhanced connectivity to the site. With the vacation of the alley and the removal of the surface parking lot two curb cuts will be eliminated from Westlake Avenue, which will improve access management to Westlake Avenue and provide for improved pedestrian mobility along the corridor and to/from the site.

¹ Seattle Comprehensive Plan, 2003.