

# STREET VACATION PETITION

PROJECT #3027312

09/08/2017



# TRAILSIDE APARTMENTS

4801 24TH AVENUE NE

PRESENTED BY:



PHOENIX  
PROPERTY COMPANY



WEBER THOMPSON

**SiteWorkshop**  
LANDSCAPE ARCHITECTURE



**McCULLOUGH HILL LEARY, PS**  
LAND USE LAW | REAL ESTATE LAW | BUSINESS LAW

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# I. FILING FEE

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

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A check for \$450.00 will be submitted to the City of Seattle with the Street 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.*

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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:

Northeast 48<sup>th</sup> Street as established by Ordinance 87664 lying between the west margin of 24<sup>th</sup> Avenue Northeast and the east margin of the Burke Gilman Trail.

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

THAT PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEASTERN MOST CORNER OF THAT STRIP OF LAND CONVEYED TO THE CITY OF SEATTLE BY DOCUMENT RECORDED UNDER KING COUNTY RECORDING NUMBER 4967657, SAID CORNER BEING ON THE WEST MARGIN OF THE 25<sup>TH</sup> AVENUE RIGHT OF WAY AND ALSO ON THE SOUTH MARGIN OF THE NE 47<sup>TH</sup> STREET RIGHT OF WAY, THENCE NORTH 88 DEGREES 47'27" WEST ALONG SAID SOUTH MARGIN, 188.05 FEET TO THE WEST MARGIN OF THE 24<sup>TH</sup> AVENUE NE RIGHT OF WAY;

THENCE NORTH 00 DEGREES 59'01" EAST ALONG LAST SAID WESTERN MARGIN, 327.72 FEET TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING ALSO LYING ON THE SOUTH MARGIN OF THE NE 48<sup>TH</sup> STREET RIGHT OF WAY;

THENCE NORTH 88 DEGREES 47'06" WEST ALONG THE LAST SAID SOUTH MARGIN, 243.84 FEET TO THE EAST MARGIN OF THE BURKE GILMAN TRAIL (FORMERLY NORTHERN PACIFIC RAILROAD COMPANY'S RIGHT OF WAY);

THENCE NORTHERLY ALONG SAID EAST MARGIN 40 FEET MORE OR LESS TO THE NORTH MARGIN OF SAID NE 48<sup>TH</sup> STREET RIGHT OF WAY;

THENCE SOUTH 88 DEGREES 47'06" EAST ALONG SAID NORTH MARGIN, 242.89 FEET TO SAID WEST MARGIN OF THE NE 24<sup>TH</sup> AVENUE NE RIGHT OF WAY;

THENCE SOUTH 00 DEGREES 59'01" WEST 40.00 FEET TO THE POINT OF BEGINNING.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

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.**

**OWNER**

**(Printed Name and Signature)**

**TRINITY TRAILSIDE, LLC,**

a Washington limited liability company

By: Rose Investments, LLC,  
a Washington limited liability company,  
its Manager

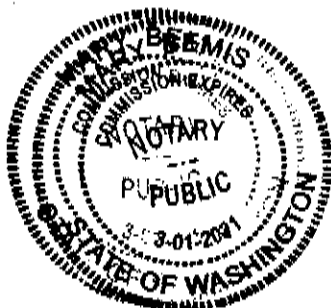
By: James B. Rose  
James B. Rose, Member

Date: 9/12/17

STATE OF WASHINGTON           )  
  )  
COUNTY OF KING                )

On this 13 day of September, 2017, before me, the undersigned Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared James B. Rose to me known or proven to me on satisfactory evidence to be the member of Rose Investments, LLC, the Manager of Trinity Trailside, LLC, who executed the foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of said entity by authority, or statute, its articles or organization or its operating agreement, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute this instrument and in fact executed the same on behalf of said entity.

Witness my hand and official seal hereto affixed the day and year first above written.



Mary Beavis  
(Type or Print Name)  
NOTARY PUBLIC IN AND FOR THE STATE  
OF WASHINGTON, residing at Kary C. Smith  
My Commission expires 3.1.2021

**PROPERTY:** Parcel No.: Parcels 0925049395, 0925049398, 0925049396

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

**ACKNOWLEDGEMENT:**

TRINITY TRAILSIDE, LLC acknowledges 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.

TRINITY TRAILSIDE, LLC,  
a Washington limited liability company

By Rose Investments, LLC,  
a Washington limited liability company,  
its Manager

By:

  
James B. Rose, Member

9/14/11  
Date

{Acknowledgement page follows}

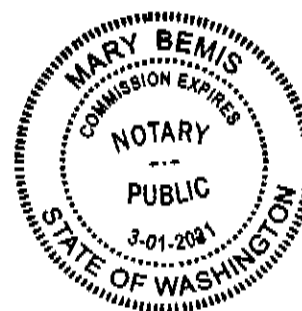


STATE OF WASHINGTON       )  
  )  
COUNTY OF KING            )

On this 13 day of September, 2017, before me, the undersigned Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared James B. Rose to me known or proven to me on satisfactory evidence to be the member of Rose Investments, LLC, the Manager of Trinity Trailside, LLC, who executed the foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of said entity by authority, or statute, its articles or organization or its operating agreement, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute this instrument and in fact executed the same on behalf of said entity.

Witness my hand and official seal hereto affixed the day and year first above written.

Mary Bemis  
(Type or Print Name)  
NOTARY PUBLIC IN AND FOR THE STATE  
OF WASHINGTON, residing at King County  
My Commission expires 3.1.2021



**MAIN CONTACT INFORMATION:**

**PPC LAND VENTURES, INC.**, a Texas corporation

Name: Preston Hart

Address: 5950 Sherry Lane Ste. 320, Dallas, TX 75225

Phone: 214-378-1902

Email: [phart@ppc-usa.com](mailto:phart@ppc-usa.com)

**Other Contact Information:**

Jack McCullough & Katie Kendall

Name: McCullough Hill Leary, PS

Address: 701 5<sup>th</sup> Ave, Ste. 6600, Seattle, WA 98104

Phone: 206-812-3388

Email: [jack@mhseattle.com](mailto:jack@mhseattle.com) / [kkendall@mhseattle.com](mailto:kkendall@mhseattle.com)

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

1002 264 602

**CERTIFICATE OF FORMATION  
OF  
ROSE INVESTMENTS LLC**

FILED  
SECRETARY OF STATE  
JAN 22 2003  
STATE OF WASHINGTON

**I. NAME**

The name of the limited liability company is ROSE INVESTMENTS LLC (the "company".)

**II. REGISTERED AGENT/REGISTERED OFFICE**

The street address of the Company's initial registered office is: Rainier Plaza, Suite 1900, 777 - 108th Avenue NE, Bellevue, Washington 98004, and the name of the initial registered agent at the above address is William J. Lindberg, Jr.

**III. PRINCIPAL PLACE OF BUSINESS**

The address of the principal place of business of the Company is 3316 Fuhrman Avenue East, Suite 200, Seattle, WA 98102.

**IV. DATE OF DISSOLUTION**

Except as otherwise provided in the Agreement of Members of the Company, the Company shall be dissolved no later than December 31, 2052.

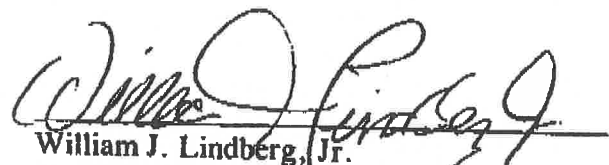
**V. MANAGEMENT**

The Company shall be managed by its Members.

**VI. NAME AND ADDRESS OF ORGANIZER**

The name and address of the person executing the Certificate of Formation is: William J. Lindberg, Jr., 777 - 108th Avenue NE, Suite 1900, Bellevue, Washington 98004.

DATED: January 20, 2003

  
William J. Lindberg, Jr.  
c/o Inslee, Best, Doezie & Ryder, P.S.  
777 108th Avenue NE, Suite 1900  
Bellevue, Washington 98004



**LIMITED LIABILITY COMPANY AGREEMENT  
OF  
ROSE INVESTMENTS LLC**

THIS AGREEMENT (the "Agreement") is made and entered into by the individual who hereafter signs this Agreement ("Members").

1. Formation. The party hereby forms and agrees to operate a limited liability company (the "LLC") pursuant to the provisions of Chapter 25.15 Revised Code of Washington, (the "Act").

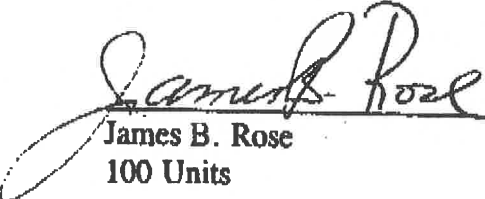
2. Name and Address of Agent for Process. The name of the LLC is Rose Investments LLC. The principal office and principal place of business of the LLC where the records shall be maintained is 3316 Fuhrman Avenue East, Suite 200, Seattle, Washington 98102 or such other place or places as the Members may from time to time designate. The name and address of the agent for service of process (i.e., registered agent and registered office) is James B. Rose, whose address is the same as set forth above in this paragraph or such person and address as the Members may hereafter designate.

3. Term. The term of the LLC shall commence on the date of the filing of a certificate of formation in the office of the Washington Secretary of State and shall continue until its termination date as therein set forth.

4. Management. The LLC shall be managed by its Members.

5. Execution of Documents. James B. Rose may execute documents on behalf of the LLC, including, but not limited to, deeds, deeds of trust, real estate contracts, mortgages, closing papers, escrow instructions and notes.

6. Incorporation of Default Rules. The Members incorporate all of the "default rules" set forth in the Act existing as of the date as though the same is herein set forth.

  
James B. Rose  
100 Units

**UNANIMOUS WRITTEN CONSENT  
IN LIEU OF SPECIAL MEETING  
OF THE MEMBERS  
OF  
TRINITY TRAILSIDE, LLC**

**September 1, 2017**

The undersigned, being all the Members of TRINITY TRAILSIDE, LLC, a Washington limited liability company (the "Company"), hereby declare that when they have signed this consent, or a counterpart hereof, the below resolutions shall then be consented to, approved of, and adopted to the same extent as if such resolutions were adopted at a special meeting of the Members duly called and held.

**WHEREAS**, the Company owns those two (2) tracts of land abutting, and located to the north and to the south (respectively) of, that portion of NE 48<sup>th</sup> Street located between 24<sup>th</sup> Avenue NE and the Burke Gilman Trail (the "Street Vacation Parcel"), all located in Seattle, Washington; and

**WHEREAS**, the Company desires to seek the vacation of Street Vacation Parcel and to execute and deliver to the City of Seattle a Vacation Petition (herein so called) to pursue such vacation of the Street Vacation Parcel (collectively, the "Transaction Actions"); and

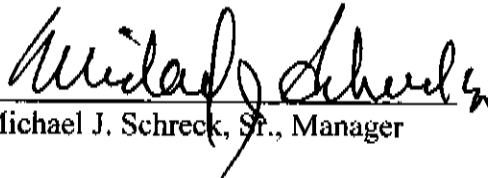
**WHEREAS**, the undersigned believe that it is in the best interest of the Company to execute and deliver the Vacation Petition and perform the Transaction Actions.

**NOW THEREFORE, BE IT RESOLVED**, that the undersigned, being all of the Members of the Company, do hereby authorize and direct Rose Investments LLC, the Manager of the Company, to negotiate, revise, amend, modify and/or execute on behalf of the Company the Vacation Petition and any and all agreements and instruments in connection therewith, and to perform any and all Transaction Actions, all in such form and with such terms and provisions as such Manager of the Company in its sole discretion shall deem necessary or advisable; and

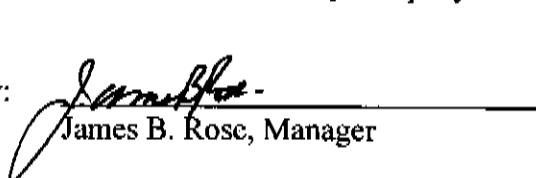
**BE IT FURTHER RESOLVED**, that this consent may be signed in multiple counterparts.

**IN WITNESS WHEREOF**, the undersigned, being all the Members of the Company, have executed this Consent to be effective for all purposes as of the date first above written.

**SCHRECK INVESTMENTS LLC**,  
a Washington limited liability company

By:   
Michael J. Schreck, Sr., Manager

**ROSE INVESTMENTS LLC**,  
a Washington limited liability company

By:   
James B. Rose, Manager

### 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.*

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The project team has created a robust community engagement strategy led by the early involvement with key community stakeholders, most notably the Ravenna Bryant Community Council. This process will continue as the project moves through key entitlement processes including Design Review, Street Vacation, Contract Rezoning, Master Use Permit and Street Improvements Plans. Community input received from the meetings attended to-date have shaped the public benefit package thus far. For instance, the two trail connections were originally designed to be equal in scale and to accommodate both peds and cyclists. Based on community input, the north trail connection was reduced to peds only due to the limited, safe connections across 25th, and more emphasis is being placed on the southern trail connection, which has safe crossing across 25th.

#### MEETINGS TO DATE

##### 1. University of Washington | May 16, 2017

Meeting with Kristine Kenney, Campus Planner / Landscape Architect, to discuss Burke Gilman Trail connections and adjacent UW development parcel (motor pool to the south). It was agreed that the adjacent trees on the UW property could be removed to accommodate the required grading and to avoid large retaining structures. The team also agreed to meet again to review the design as it progresses.

##### Participants:

Kristine Kenney, Mark Brands, Brian Bishop

##### 2. RBCA (Ravenna-Bryant Community Association) Meeting | June 6, 2017

Introduction of the Trailside project to the RBCA at their standing monthly board meeting. The design team provided a brief overview of the project and thoughts on potential trail connections. RBCA noted that security and safe crossings for peds and cyclists is a top priority and requested additional information on the targeted demographic. The group also noted that good site design with thoughtful massing would be critical, including the use of negative space/courtyards to help break down the massing. The group expressed excitement for any new trail connections as they do not currently exist.

##### Participants:

RBCA, Phoenix Property Company, Weber Thompson, Site Workshop, KPFF, and members of the community.

##### 3. RBCA (Ravenna-Bryant Community Association) Meeting | June 22, 2017

Chris Fiori of the RBCA requested for a representative of the project team to attend the 6/22 meeting, where U-Village presented plans of their latest design and development that is underway. The Trailside project and the project directly across the street, which is being developed by Greystar, have strong connections and ties to the U-Village and the RBCA felt it would be appropriate for all parties to attend in order for the neighborhood to understand the future development and proposed connections between the 3 properties. Representatives from Weber Thompson, Site Workshop, and Greystar attended the meeting and answered several questions from the RBCA and public that were in attendance.

##### Participants:

RBCA, Skye Bredberg (Weber Thompson), Brian Bishop (Site Workshop), Susie Plummer (U-Village team), Aaron Keeler (Greystar) and members of the community.



### 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.*

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#### 4. Seattle Parks and Recreation Meeting | June 26, 2017

Meeting with Chip Nevins from Seattle Parks to discuss the development proposal, proposed benefits and trail connections, and the development schedule/entitlement strategies.

**Participants:**

Chip Nevins (Parks), Preston Hart (Phoenix Property Company), Skye Bredberg (Weber Thompson), Mark Brands (Site Workshop), and Jack McCullough (MHL).

#### 5. Adjacent Developers | July 12, 2017

Meeting to discuss the Trailside Development, the adjacent Greystar development, and the relationships of the two developments in regards to the U-Village development that is currently underway. Meeting agenda included discussing project timelines, shared interests, street ROW to sidewalks, street crossings, trail connections, permitting strategies and utility impacts. The ultimate goal of the meeting was to determine how all 3 projects can work together to maintain a consistent street and sidewalk grid and how to best align new and safe crossings between the projects. The group also discussed how utility and other improvements could be shared to accommodate more cross-project consistency.

**Participants:**

Susie Plummer (U-Village), Phoenix Property Company, Weber Thompson, Site Workshop, Greystar and KPFF.

#### 6. Cascade Bicycle Club Meeting | August 08, 2017

Meeting to introduce the project to the Cascade Bicycle Club and the proposed trail connections that are being incorporated as part of the public benefit. Kelsey (CBC) provided follow-up feedback after the meeting which included:

“there should be clear separation from the trail - consider a “runway” to get people on/off the Burke safely and into the commons or onto the connection to U-Village; recommend following the new UW design that separates pedestrians from bicycles if possible; consider extending the bicycle/pedestrian split design to 25th, traffic calming measures on 25th and completing sidewalks on the south side of Blakeney Ave - it is spotty between 27th and 30th”

**Participants:**

Kelsey Mesher (Cascade Bicycle Club), Mark Brands (Site Workshop), and Natalie Quick (Natalie Quick Consulting)

### 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.*

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#### **FUTURE MEETINGS**

Phoenix Property Company and the design team intends to continue meeting with local groups and property owners throughout the process. The groups the team intends to meet with are noted below.

##### **Community Groups**

- **Ravenna Bryant Community Association**
- **U-Village Neighbors Meeting**
- **Cascade Bicycle Club**
- **Feet First**
- **University of Washington**

##### **Agency Groups**

- **Seattle Parks & 515 Minor Recreation**
- **Seattle Public Utilities**

## 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:**

Phoenix Property Group  
PPC Land Ventures, Inc.  
Attn: Preston Hart  
5950 Sherry Lane, Suite 320  
Dallas, TX 75225  
Phone: 214-880-0350  
Email: phart@ppc-usa.com

**Applicant Name:**

PPC Land Ventures, Inc.  
Attn: Blake Pogue / Preston Hart  
5950 Sherry Lane, Suite 320  
Dallas, TX 75225  
Phone: 214-880-0350  
Email: blake.pogue@ppc-usa.com /  
phart@ppc-usa.com

**Architect:**

Weber Thompson  
Attn: Amanda Keating / Skye Bredberg  
225 Terry Avenue North, Suite 200  
Seattle, WA 98109  
Phone: 206-344-5700  
Email: akeating@weberthompson.com /  
sbredberg@weberthompson.com

**Landscape Architect:**

Site Workshop  
Attn: Mark Brands  
222 Etruria Street, Suite 200  
Seattle, WA 98109  
Phone: 206-285-3026  
Email: markb@siteworkshop.com

**Structural Engineer:**

KPFF  
Attn: Jeff Creagan  
1601 5th Avenue, Suite 1600  
Seattle, WA 98101  
Phone: 206-622-5822  
Email: jeff.creagan@kpff.com

**Civil Engineer:**

KPFF  
Attn: Jeremy Febus  
1601 5th Avenue, Suite 1600  
Seattle, WA 98101  
Phone: 206-622-5822  
Email: jeremy.febus@kpff.com

**Transportation Consultant:**

Transpo Group  
Attn: Mike Swenson  
12131 113th Avenue NE, Suite 203  
Kirkland, WA 98034  
Phone: 425-821-3665  
Email: mike.swenson@transpogroup.com

**Land Use Attorney:**

McCullough Hill Leary  
Attn: Jack McCullough / Katie Kendall  
701 5th Avenue, Suite 6600  
Seattle, WA 98104  
Phone: 206-812-3388  
Email: jack@mhseattle.com / kkendall@mhseattle.com

**Public Relations:**

Natalie Quick Consulting  
Attn: Natalie Quick  
2025 First Avenue, Suite 800  
Seattle, WA 98121  
Phone: 206-779-0489  
Email: natalie@nataliequickconsulting.com

**General Contractor:**

TBD

## 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.

### EXHIBIT A

**TRAILSIDE APARTMENTS  
STREET VACATION  
LEGAL DESCRIPTION**

**TRIAD JOB NO. PPCL00000001  
AUGUST 18, 2017**

THAT PORTION OF THE NORTH HALF OF THE SOUTHEASTERN QUARTER OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEASTERN MOST CORNER OF THAT STRIP OF LAND CONVEYED TO THE CITY OF SEATTLE BY DOCUMENT RECORDED UNDER KING COUNTY RECORDING NUMBER 4967657, SAID CORNER BEING ON THE WEST MARGIN OF THE 25<sup>TH</sup> AVENUE RIGHT OF WAY AND ALSO ON THE SOUTH MARGIN OF THE NE 47<sup>TH</sup> STREET RIGHT OF WAY, THENCE NORTH 88° 47'27" WEST ALONG SAID SOUTH MARGIN, 188.05 FEET TO THE WEST MARGIN OF THE 24<sup>TH</sup> AVENUE NE RIGHT OF WAY;

THENCE NORTH 00°59'01" EAST ALONG LAST SAID WESTERN MARGIN, 327.72 FEET TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING ALSO LYING ON THE SOUTH MARGIN OF THE NE 48<sup>TH</sup> STREET RIGHT OF WAY;

THENCE NORTH 88°47'06" WEST ALONG THE LAST SAID SOUTH MARGIN, 243.84 FEET TO THE EAST MARGIN OF THE BURKE GILMAN TRAIL (FORMERLY NORTHERN PACIFIC RAILROAD COMPANY'S RIGHT OF WAY);

THENCE NORTHERLY ALONG SAID EAST MARGIN 40 FEET MORE OR LESS TO THE NORTH MARGIN OF SAID NE 48<sup>TH</sup> STREET RIGHT OF WAY;

THENCE SOUTH 88°47'06" EAST ALONG SAID NORTH MARGIN, 242.89 FEET TO SAID WEST MARGIN OF THE NE 24<sup>TH</sup> AVENUE NE RIGHT OF WAY;

THENCE SOUTH 00°59'01" WEST 40.00 FEET TO THE POINT OF BEGINNING.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON

WRITTEN BY: LMM  
CHECKED BY: REW



AUG 18, 2017

**triad**

a division of David Evans and Associates, Inc.

20300 Woodinville Snohomish Rd NE  
Suite A | Woodinville, WA 98072  
p: 425.415.2000  
f: 425.486.5059

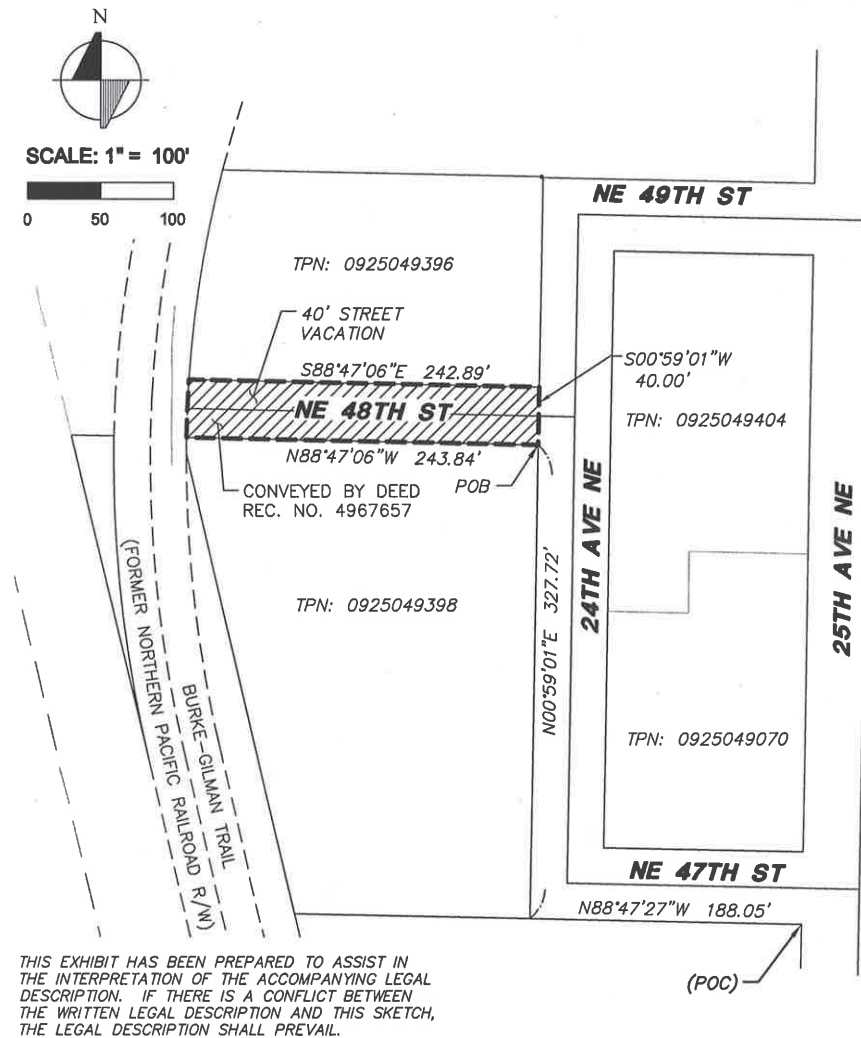
triadassociates.net

## 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.

EXHIBIT B  
STREET VACATION EXHIBIT

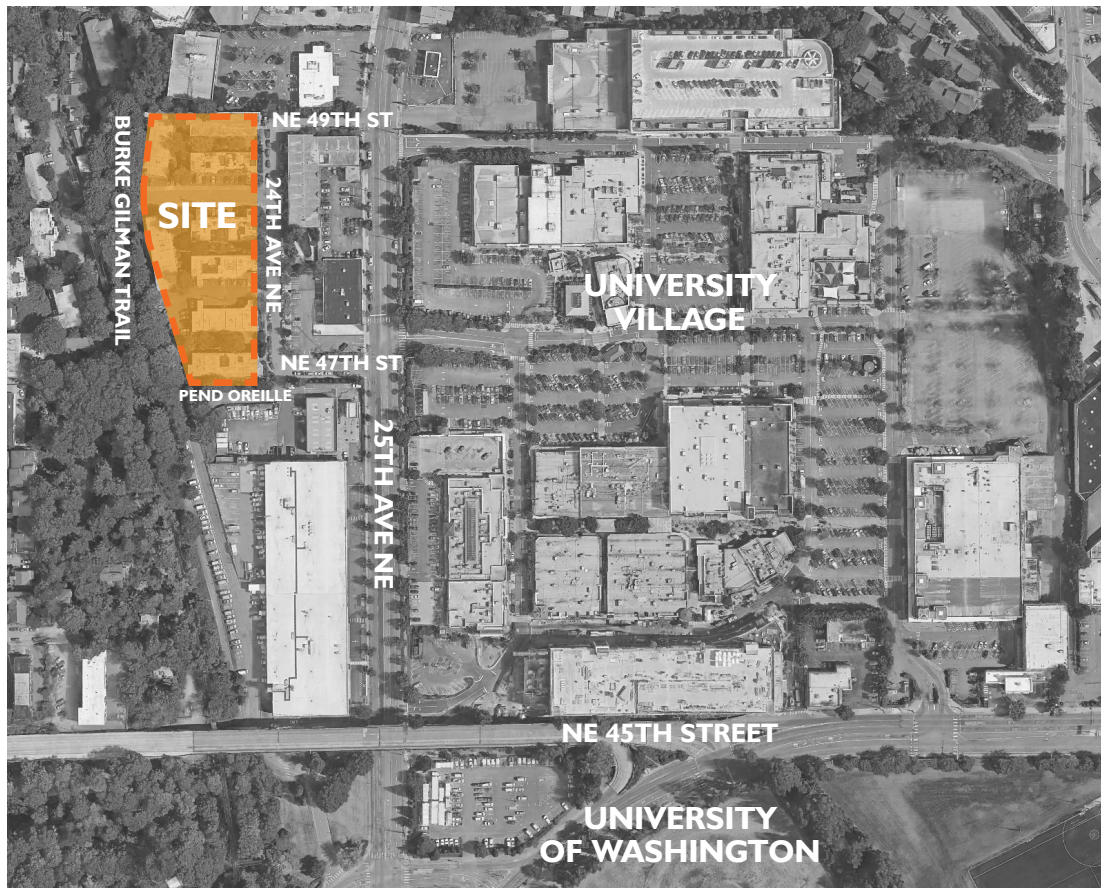
TRIAD JOB # PPCL00000001  
AUGUST 18, 2017



20300 Woodinville Snohomish Rd NE  
Suite A • Woodinville, WA 98072  
p: 425.415.2000 f: 425.486.5059  
w: triadassociates.net  
PPCL0001-EM-ESMT-081717-.dwg

## 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:**

4801 24th Avenue NE

### **Boundaries of the Block:**

The site is bounded by Seattle Children's and Chase Bank to the north and NE 49th Street on the northeast. To the east is 24th Avenue NE and across 24th is Travelodge and Key Bank although the block is slated for a mixed-use apartment project that will be developed by Greystar. To the south is the UW Motor Pool, Pend Oreille Place NE, and NE 47th Street to the southeast. The site is completely bounded on the west by the Burke Gilman Trail and an SPU easement.

### **Neighborhood Planning Area:**

University Community Urban Center

### **Current Zoning:**

The current zoning is LR3 but the site is currently being reviewed under the current MHA proposal and draft EIS for up-zoning. The project intends to adopt the future MHA legislation, if enacted. The project is pursuing a contract rezone to NC2-85 until MHA(HALA) is adopted for the site, in which the project will adopt the new MHA requirements and abandon the contract rezone. See diagrams on Pages 10-11 for additional information.

### **Zoning Overlays / Review District:**

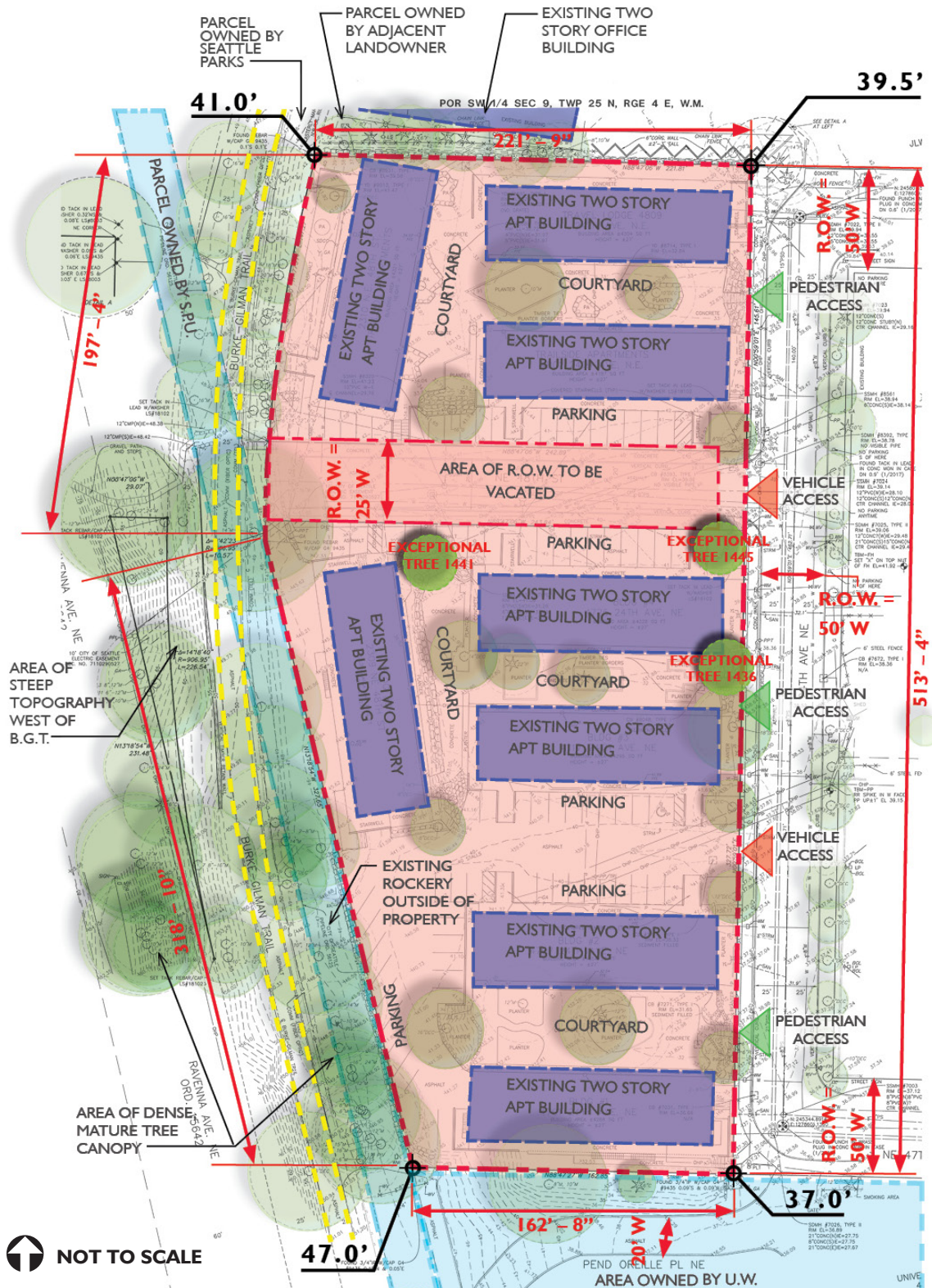
Ravenna Urban Center Village



## 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.

### EXISTING SITE DETAILS



## 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.*

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### EXISTING SITE INFORMATION

**Parcels:** 0925049395, 0925049396, 0925049398, 0925049082

**Surveyed Area:** 103,427 SF

**Legal Description:**

That portion of the North half of the Southeast quarter of the Southwest quarter of Section 9, Township 25 North, Range 4 East, W.M., in King County, Washington, lying Easterly of the former Northern Pacific Railway Company right-of-way.

Together with that portion of the South half of the North half of the Southeast quarter of the Southwest quarter of Section 9 lying Easterly of Ravenna Avenue Northeast, as condemned by the City of Seattle in King County Superior Court Cause No. 56814, as provided by Ordinance No. 15642 of the City of Seattle, and lying Westerly of the former Northern Pacific Railway Company right-of-way; except that portion lying within that certain pipeline right-of-way condemned by the City of Seattle in King County Superior Court Cause No. 223326, as provided by Ordinance No. 56125 of the City of Seattle; and except the East 188 feet thereof and the North 150 feet thereof; also except that portion conveyed to the City of Seattle for street purposes by deed recorded under King County Recording No. 4967657.

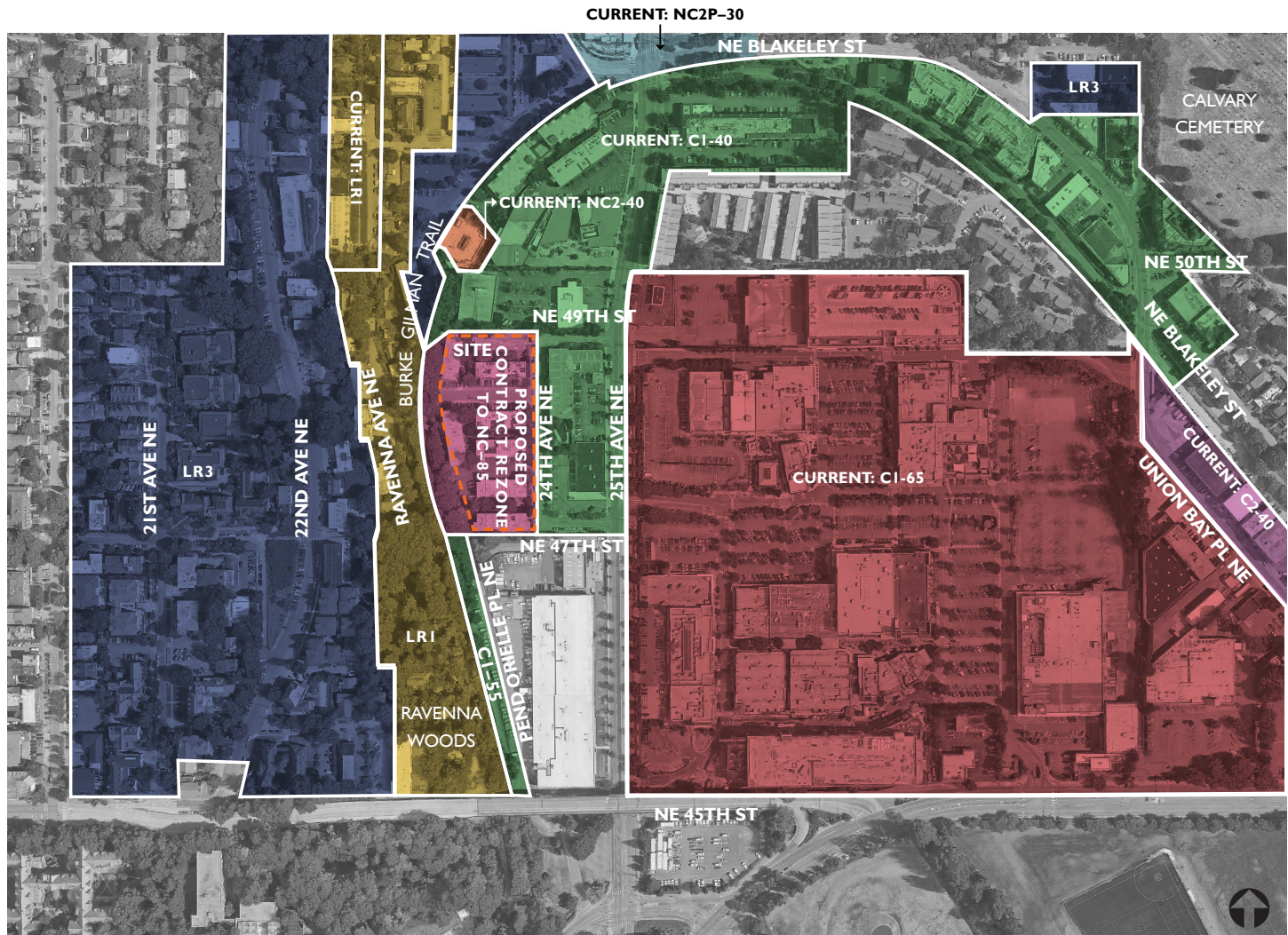
Situate in the County of King, State of Washington.



## 6. PROJECT LOCATION

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

### CURRENT ZONING

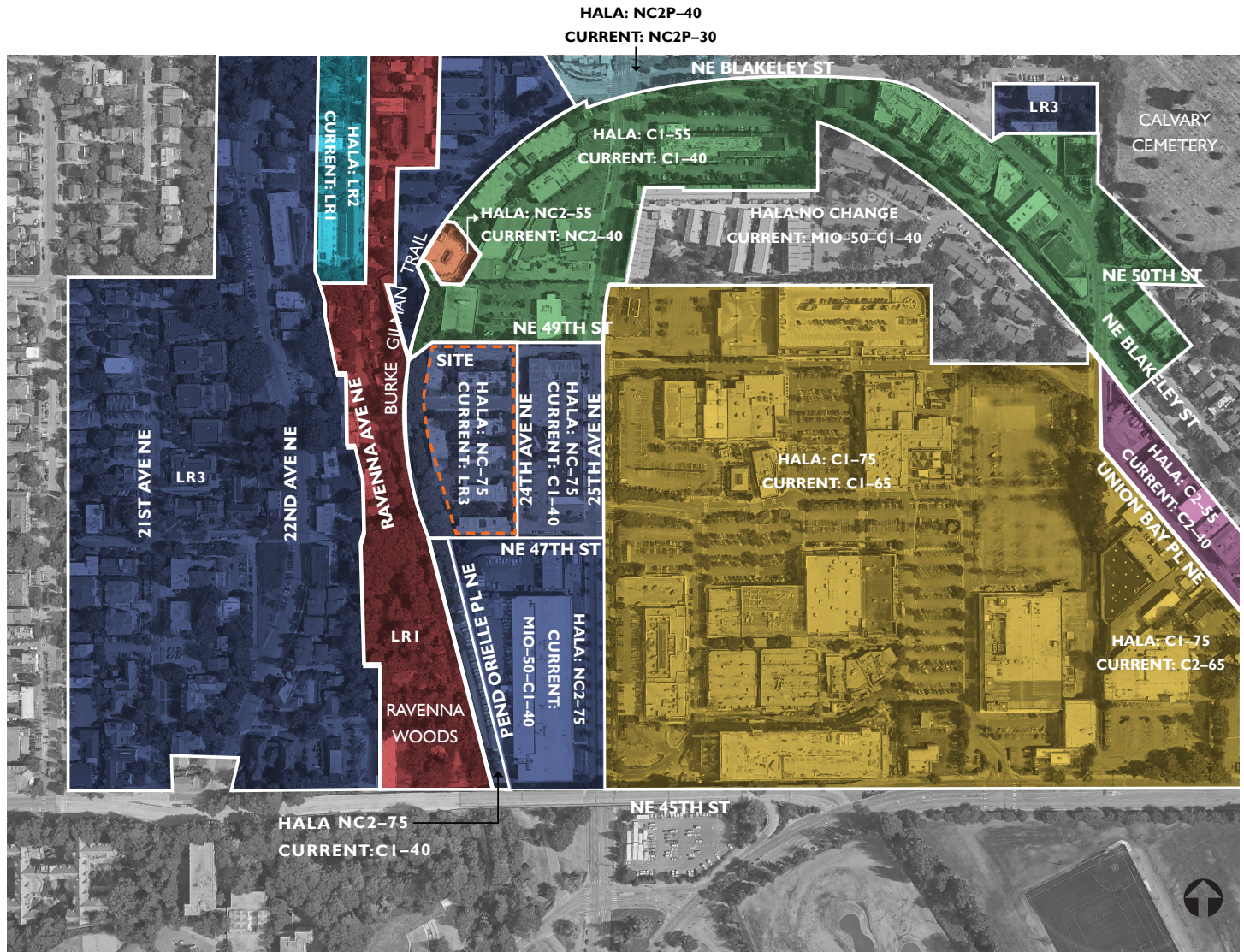




## 6. PROJECT LOCATION

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.

### ANTICIPATED MHA (HALA) ZONING

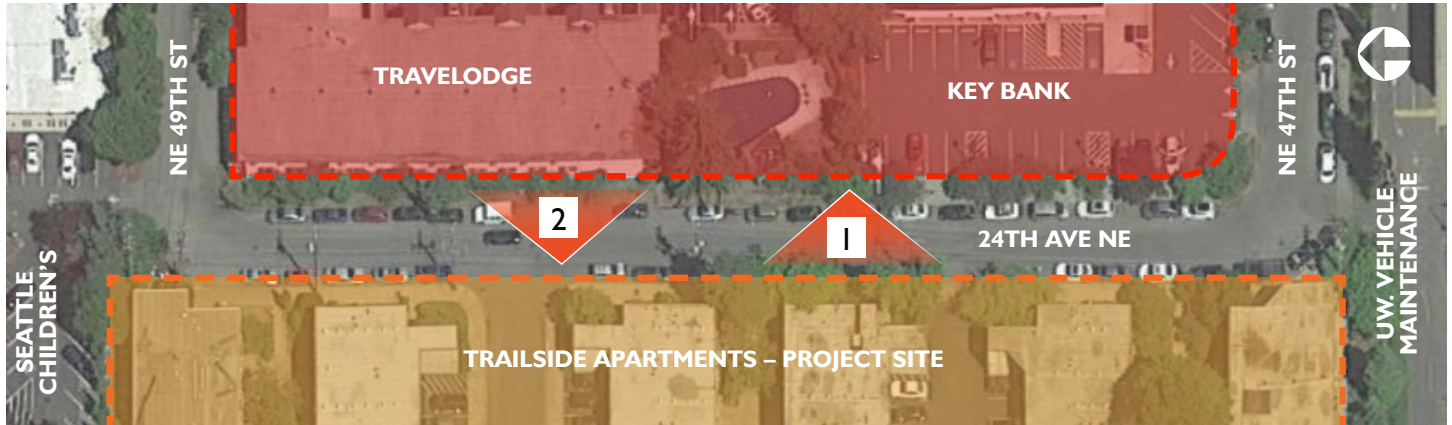




## 6. PROJECT LOCATION

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.

### 24TH AVENUE STREETSCAPE ELEVATIONS



1



2

## 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.*

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The street vacation allows for the construction of a multi-building project that is targeted as student housing for residents attending the University of Washington. The street vacation would allow for consolidation of 2 lots and of parking below grade, which results in more creative massing solutions and buildings that are better orientated to take advantage of site relationships and adjacencies to the Burke Gilman Trail. Currently, NE 48th Street separates the 2 developable parcels into 1 smaller parcel to the north, and 1 larger parcel to the south. Also, without the vacation, no safe connections from the trail to the street grid beyond would exist. The consolidation of parcels results in more opportunities to provide public connections to the Trail at either edge of the site, where the connections can tie directly into the existing street grids and crossings. These connections do not currently exist. The combined site would also eliminate the need for multiple garage entries, which better enhances the urban fabric and pedestrian experience. Primary reasons for the street vacation include:

**Additional public space and improved sidewalk/streetscape conditions:** The vacation creates the opportunity for two public connections from the Burke Gilman Trail to the adjacent street grids at NE 47th Avenue and NE 49th Avenue and beyond to 25th Avenue NE and the U-Village/Commercial Core. The street vacation allows for a similar developable area as the no-vacation option, but allows the buildings to be better sited to create these public amenities. Without the vacation, the buildings would be more massive with less open space in order to meet the same developable area as the no vacation scheme, where currently, there are no safe connections from the Trail to the U-Village/Commercial Core. The no vacation scheme will not have any trail connections. The new connections created as a result of the vacation would provide a significant new amenity for pedestrians and cyclists. The first connection runs along the south edge of the site and is wide enough to allow for pedestrians and cyclists to safely traverse. This connection is also flanked by a large private courtyard that will be heavily activated with residents throughout the year and will act as a visual cue for the connection. The second connection runs along the north edge of the site and is intended solely for pedestrians but will provide ample space and be designed for safe travel.

Secondly, the vacation creates the opportunity to improve the streetscape and associated sidewalks adjacent to the property but across from the property as well. Currently, the only required street improvements are for increased sidewalk depths and landscaping. As part of the public benefit, a curb-less street is being proposed for 24th Avenue NE and new and/or improved sidewalks are being discussed with the adjacent property developer for NE 47th and NE 49th. This new street design will help to slow down traffic and provide safer travel for peds and cyclists. Without the vacation, the curbless street would not be developed.

**Enhanced walkability and better connections to the surrounding blocks/commercial core:** The current site and adjacent streets currently do not have sidewalks, have sidewalks that need improvement, and is an area that lacks pedestrian activity and often feels unsafe after hours. The vacation allows for new trail connections, improved/new sidewalks, and a revitalized streetscape that will enhance the pedestrian realm and increase walkability for the site and neighboring properties. Lighting, landscaping, hardscaping, and signage will all be used to direct pedestrians and cyclists safely from the trail connections to the adjacent street grids and beyond.

**More open space and porosity:** The vacation allows for the buildings to be better oriented on the site and allows for set backs along the north and south property lines. Without the vacation, the buildings would likely be built to the edges to maximize developable area and the breathing room between buildings and neighboring properties would be reduced. The no-vacation scheme would have 80% of its facade area against the trail where the vacation alternative provides only 47% of its facade area along the trail. The vacation gives site area where it is most needed and allows for three large courtyards between the buildings that provide visual connections through the site and between the Trail and 24th Avenue NE.



## 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.*

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Primary reasons for the street vacation include: (continued)

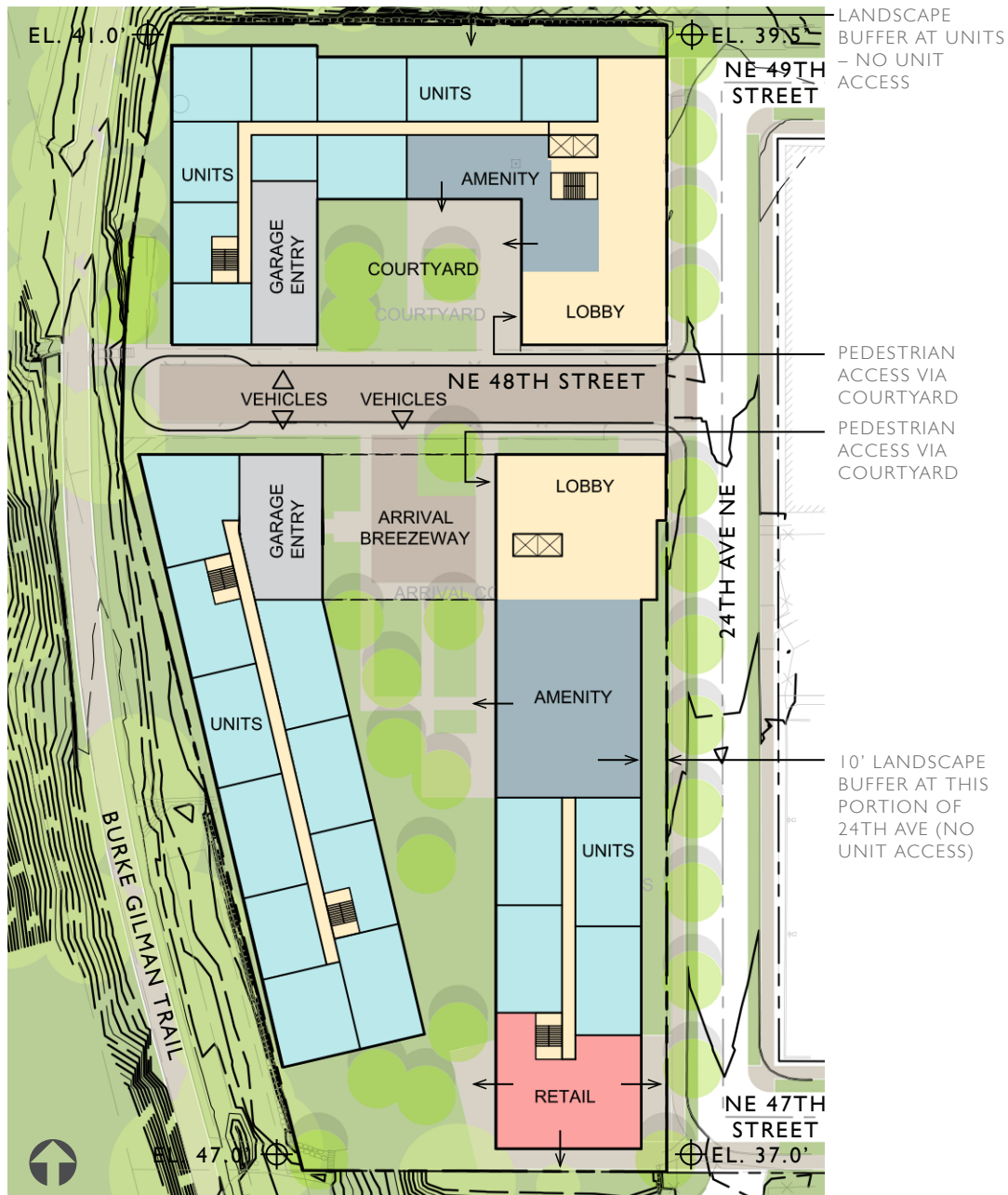
**Stronger physical and visual connections to the Burke Gilman Trail:** The existing buildings on site currently turn their back on the trail and 24th Avenue NE. With the new trail connections, a large southern courtyard that flanks the south connection, and private inner courtyards, there will be more eyes on the trail and more visual stimulus for those traversing the trail. The vacation allows the buildings to be primarily oriented in the east/west direction, which limits facade length along the trail and 24th Avenue NE. The southern building is set back almost 50’ from the property line, which also allows for a strong view corridor from the trail through NE 47th Avenue and beyond to 25th Avenue NE.

**Reduced vehicle entries and site access efficiencies:** The no-vacation scheme would eliminate the ability to consolidate the parcels and associated garage entries. The below-grade parking would split into two separate facilities, requiring two separate entries from either 48th Street NE or 24th Avenue NE. Vacating the street allows for one consolidated parking structure below grade that would only require one entry, in effect reducing traffic congestion and movement along the streets while also reducing potential conflicts with pedestrians. The project is also providing a minimal arrival court with direct adjacency to building lobbies for way-finding, visiting parents, loading, and move-in/move-out functions. The arrival court, while intended for limited use with low traffic flow, will utilize a curb cut for access. In the no-vacation scheme, 1-2 additional curb cuts would be required compared to the vacation alternative.

## 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.

### NO VACATION ALTERNATIVE





## 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.

### NO VACATION ALTERNATIVE

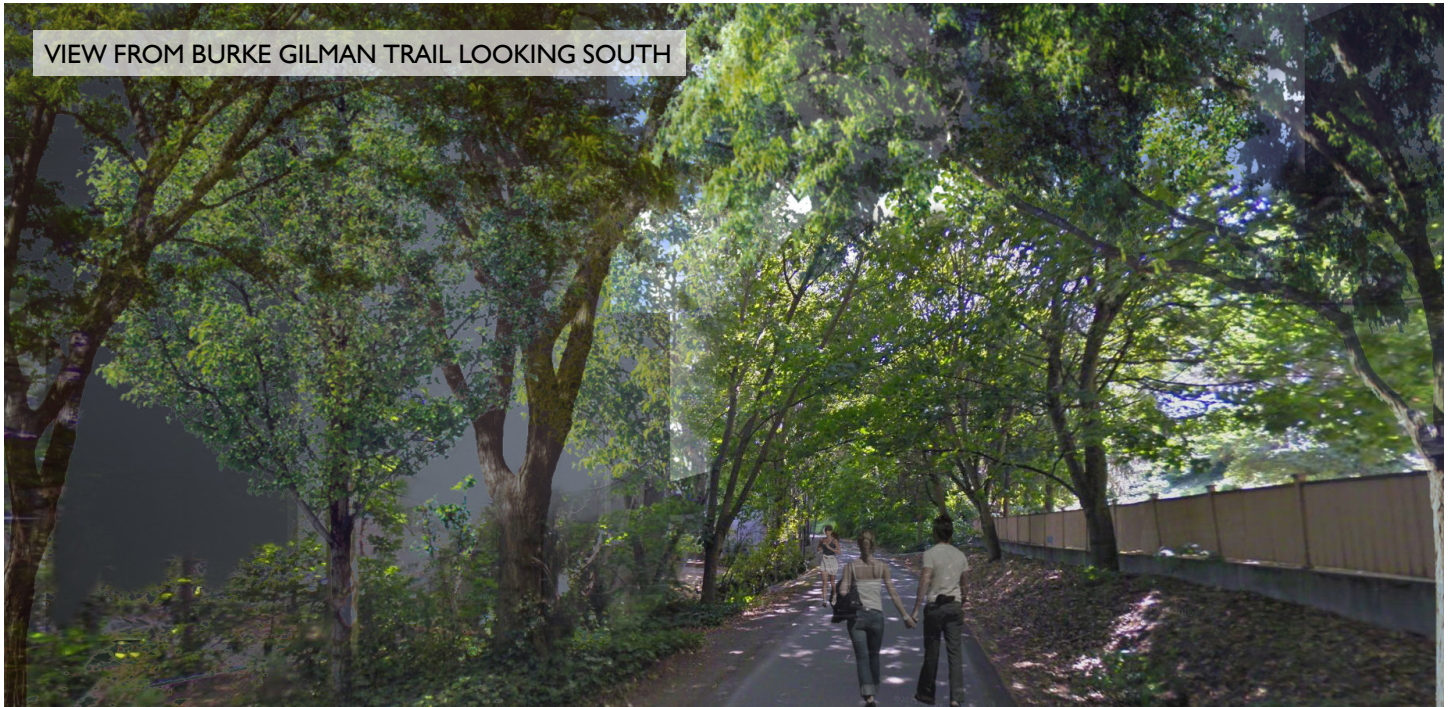




## 7. REASON FOR THE VACATION

*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.*

### NO VACATION ALTERNATIVE





## 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.*

### 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:**

The site is bounded by Seattle Children's and Chase Bank to the north and NE 49th Street on the northeast. To the east is 24th Avenue NE and across 24th is Travelodge and Key Bank although the block is slated for a mixed-use apartment project that will be developed by Greystar. To the south is the UW Motor Pool, Pend Oreille Place NE, and NE 47th Street to the southeast. The site is completely bounded on the west by the Burke Gilman Trail and an SPU easement.

There is approximately 3 feet of grade change along 24th Avenue NE, with the low point at the southern end of the site. The grade change between the trail and the streetscape ranges approximately from 3 feet to 11 feet, with the highest grade difference at the southern end of the site.

The property, which includes 3 surveyed parcel areas (totaling 103,427 sf), has 8 multi-story apartment buildings, 7 of which include the Trailside Apartments. The one remaining building is leased for use as an annex to the nearby Travelodge hotel. There are 105 apartment units (excluding the hotel annex) and the apartments are a max of 3-stories. The properties are owned by Trinity Trailside LLC and are being developed by Phoenix Property Company. There are several existing concrete and rockery retaining walls, some of which may be retained if appropriate. There are also 3 exceptional trees on site, which are slated to be removed and replaced by one or more trees per SMC 25.11.090. The trees are being removed in order to accommodate the new development. The existing apartment buildings on site are in poor condition and will be demolished as part of the new development.



## 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.*

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### **Project Description:**

Trailside Apartments is a student-targeted apartment project, located at the NE end of the UW campus and directly adjacent to the Burke Gilman Trail. The site currently includes 3 parcel areas, 2 of which are being developed as part of the project. As part of the planned development, NE 48th Street in its entirety is included in the vacation request in order to create a more comprehensive and consolidated developable parcel.

The project includes approximately 480,000 sf of development, including: below-grade parking, retail, residential apartments and associated residential lobbies and amenity areas. As a student-targeted project, the apartments range from studios to 5 bedroom units dispersed throughout the 3 building complex. The 2 southern buildings are connected on the upper levels, creating a breezeway at the ground level and a visual connection from the street to the courtyard beyond. The 3 buildings range from 6 to 7-stories at a max height of 75'-0" to top of roof deck. Two of the buildings incorporate large roof decks for tenant use. The roof decks are located on the north building and southernmost building, taking advantage of views to the north and south.

There is 1 level of below-grade parking that is accessed at the NE corner of the site from 24th Avenue NE. Within the below-grade parking, there are approximately 277 parking stalls and 170 secured bicycle stalls. There will also be bicycle racks at ground level to accommodate short term and visitor bicycle parking. At level 1, there is also a bicycle garage and repair station for the building residents. The project only fronts one street and there is no alley access. With the student population, car travel is assumed to be limited and the parking ratio of car/bed is approximately 0.38. It is assumed that student travel will be primarily cycling and walking via the trail and surrounding sidewalks.

The design takes into account the large site area and is responsive of its adjacency to the Burke Gilman Trail and adjacent neighbors. The buildings have been oriented primarily in the east/west direction to limit frontage along the trail and 24th Avenue NE, which also allows for 3 large courtyards in between the 3 structures. The courtyards are intended for use by the residential tenants and visitors but also create porosity throughout the site and visual connections across the site. As part of the public benefit, 2 trail connections are being proposed along the north and southern edges of the site. These 2 connections are intended to create a much needed connection from the Burke Gilman Trail to the street grid beyond as there are currently no safe connections from the trail to the U-Village or Commercial core along 25th Avenue NE. The north connection is intended for pedestrian access and will tie into a future sidewalk along NE 49th Street. The southern connection is intended for cyclists and pedestrians and is being designed for safe delineation between the two. This connection will extend down NE 47th Street and will directly connect with a sidewalk and traffic light that provide safe crossing to the U-Village and their new proposed bicycle entrance. The project team has been coordinating with the adjacent property owners to ensure a safe connection and to define responsibility of development once the connection crosses 24th Avenue NE and leaves the Trailside project boundaries.

The project is also proposing a curb-less street design along 24th Avenue NE to help soften traffic flow and enhance pedestrian activity, while also providing upgraded sidewalks and landscaping. Currently the project is only required to upgrade the existing sidewalks and landscaping but is proposing an upgraded streetscape as part of the public benefit, which will also benefit the surrounding developments, adjacent neighbors and pedestrians/cyclists traveling through this area.

## 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.*

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### **Project Description (continued):**

The southern courtyard is approximately 20,000 sf and, while it is intended for private use, it flanks the southern trail connection, creating additional activation of the trail connection and adding to the visual cues as one travels the trail. This courtyard will also act as a primary front door to the project for students going to and from campus. Cyclists will have direct access from the trail connection into the building via a dedicated bicycle elevator, which alleviates the need to continue onto the street grid and allows for safer access. 2,400 sf of retail is also located at the southern courtyard and will spill out into the space, adding additional activation to this end of the site and create added space for public use.

The northern courtyard functions as an arrival court and event/gathering space that sits directly between both main entry lobbies. This will be one of the main arrival points for people entering the project from 24th Avenue NE. The intent of this court is solely for short-term parking for future residents, visiting parents, move in/out, and loading. The space will also act as a shared amenity space for events, group activities, and gathering/respice space. There will be no overnight parking in this space. The arrival court allows for a reduction in traffic congestion along 24th Avenue NE which aligns with the slower, more pedestrian focused curbside street concept. It will also serve as a safe place for students being picked up or dropped off after hours. The entire court is not intended for vehicle use and the landscaping and hardscaping will be designed to differentiate the spaces within the court.

The design team is currently studying how to best differentiate between outdoor public and private use but the design intent is as much porosity throughout the site as possible. Any fencing or security gates will be incorporated into the overall design and designed for transparency. Additional signage and wayfinding strategies are also being studied. With the student population, security is paramount but will be a continual design focus.

The requested street vacation is integral to the redevelopment of the existing parcels and will provide enhanced connections for future development on the surrounding properties. Vacating NE 48th Street allows for better site design, increased open space (public and private) and allows for the development of 2 trail connections that do not currently exist. Currently, NE 48th Street only serves the existing properties and does not tie into the existing street grid as it dead ends at the trail and at 24th Avenue NE. The street vacation would allow for: efficient parking below grade (with 1 access point instead of 2), comprehensive building design, new and safer connections from the Trail, and an enhanced pedestrian experience along 24th Avenue NE and beyond.

A range of public benefit opportunities are being proposed in addition to the trail connections and enhanced streetscape. The benefits are described in greater detail in Sections 13 and 14 of this petition.

## 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.*

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### **Other Land Use Actions Required:**

This project is pursuing a Contract Re-zone from LR3 to NC2-85, capping the height at 75 feet. It is anticipated that the citywide MHA legislation, which proposed to up-zone this property to NC2-75, will become effective prior to completion of the contract re-zone process. This project will be submitting the re-zone application as part of the Master Use Permit (MUP) application, that is anticipated to be submitted on 9/26/17. If the MHA legislation is adopted prior to completion of the contract re-zone process, the applicant will withdraw its re-zone application.

### **Early Design Guidance:**

Completed. EDG was held on August 7, 2017. Please see the approved minutes included in the project Appendix.

### **Master Use Permit Application:**

Application date is anticipated in September 2017.

### **SEPA Review:**

A SEPA checklist is being submitted to SDCI as part of the MUP application.

### **Landmarks Review:**

The on-site buildings to be demolished will be reviewed concurrently with the MUP application by the Landmarks Review Board. It is not anticipated that the existing buildings will be landmarked due to their poor condition and failure to meet Landmarks criteria. The final determination will be included in the Appendix once complete.

### **Zoning Review:**

Zoning review will commence once the MUP application is submitted to SDCI.

### **Design Review Board Recommendation:**

The Recommendation date is targeted for March 2018. Associated documentation will be added to the Appendix once Recommendation has been successfully completed.

## 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.*

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This memorandum summarizes the transportation analysis completed for the proposed street vacation as part of the Trailside Redevelopment project located in the University District in Seattle. Specifically, the following sections provide a project description, trip generation estimates for the project, and a NE 48th Street vacation analysis identifying potential impacts to the street grid connectivity, local vehicle access, transit, non-motorized transportation, and traffic operations.

### **Project Description**

The proposed project is located in the University District of Seattle, west side of 24th Avenue NE and north and south of NE 48th Street. The proposed project would include a mixed-use development including approximately 2,400 square feet of retail and 268 residential apartment units. Given the proximity to the University of Washington the project is geared toward university students and would also include common and study areas. The existing 120-unit apartment buildings would be removed as part of the project. Parking for the current use is provided via surface lots accessed off 24th Avenue NE and NE 48th Street. The project will provide approximately 277 parking stalls and 170 secured bicycle stalls, with additional bike parking at grade for visitor and short-term parking.

### **Preliminary Trip Generation Estimates**

Preliminary trip generation estimates have been prepared for the project based on methodologies consistent with other studies prepared in the City of Seattle. This methodology factors in adjustments to the standard rates published in the ITE Trip Generation Manual, based on the typical car ownership and mode split data for this area of Seattle. Furthermore, due to the student related focus of this development, additional factors have been considered in the estimates.

### **Existing Use**

The total existing residential person trips were developed based on the apartment land use (LU #220) trip rates from the Trip Generation Manual, 9th Edition and average vehicle occupancy (AVO) from National Cooperative Highway Research Program (NCHRP) Report 365 Travel Estimating Techniques for Urban Planning. Person trips using each transportation mode were determined by multiplying the total person trips by the estimated mode splits from the census data for the project area. The census data shows a 35 percent auto mode split for census tract 43.02 where the project is located. After applying the auto mode split, person trips using vehicles were then converted to actual vehicle trips by using an AVO of 1.23 based on the census data.

Given that the project is geared toward University of Washington Students, the University of Washington 2016 Transportation Survey Final Report, February 2017, Northwest Research Group was reviewed to understand current vehicle use for people traveling to/from the University. The report is based on surveys of employees, students, faculty, and staff and their typical mode of transportation to/from the University. Based on the data approximately 17.3 percent of all respondents currently drive alone to campus and approximately 5.4 percent carpool/vanpool. Additionally, approximately 6.3 percent of students drive alone to campus and 3.4 percent carpool. Conservatively, a vehicle mode split of 25 percent was assumed based on all respondents.

Table I summarizes the estimated weekday daily and AM and PM peak hour trip generation for the proposed and existing land uses.

# 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.

Table 1. Estimated Weekday Vehicle Trip Generation (Preliminary)

Land Use	Size	Daily Trips <sup>1</sup>	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
<b><u>Proposed</u></b>								
Residential (LU #220)	293 du	530	9	37	46	41	23	64
<b><u>Existing</u></b>								
Residential (LU #220)	120 du	265	4	16	20	17	10	27
<b>Total Net New</b>		<b>165</b>	<b>5</b>	<b>21</b>	<b>26</b>	<b>24</b>	<b>13</b>	<b>37</b>

Notes: du = dwelling units, sf = square-feet

1. Vehicle trips were estimated based on person trip calculations and localized mode split information.

As shown in Table 1, the proposed project is anticipated to generate approximately 165 net new daily vehicle trips with approximately 13 during the weekday AM peak hour and 14 trips during the weekday PM peak hour.

## NE 48th Street Vacation Analysis

The analysis of the NE 48th Street vacation focuses on a review of the existing and future use of the section of NE 48th Street between 24th Avenue NE and the Burke-Gilman Trail. The analysis considers general street grid continuity, local vehicle access needs, transit impacts, and non-motorized transportation with and without the proposed street vacation. A full street vacation of the NE 48th Street segment between 24th Avenue NE and the Burke-Gilman Trail is proposed as part of mixed-use development. This would vacate the portion of NE 48th Street west of 24th Avenue NE. NE 48th Street is approximately a 230-foot dead-end roadway segment which currently provides access to 39 on-site surface parking stalls associated with the existing apartment buildings which would be removed with completion of the proposed project. There is currently no on street parking along NE 48th Street. Additionally, NE 48th Street has sidewalks on both sides of the street and connects pedestrian facilities to the Burke-Gilman Trail located to the west. Pedestrian facilities are proposed as part of the project and would connect to the Burke-Gilman Trail. The segment proposed for vacation is shown on Figure 2.

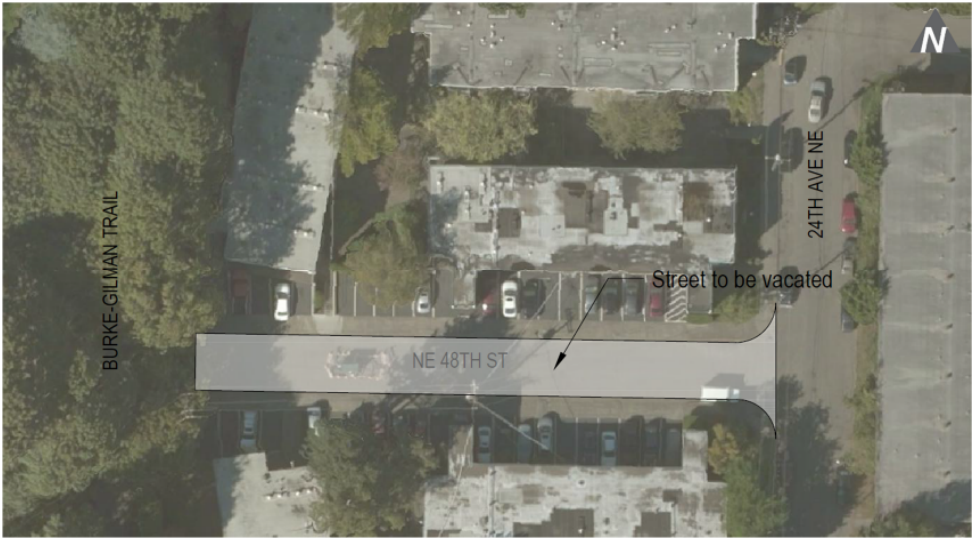


Figure 2 Proposed Street Vacation

## 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.*

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The City has established policies related to review and consideration of street vacation requests. The City's Street Vacation Policies (Clerk File 310078) are intended to guide City Council decisions regarding the vacation of public rights-of-way. Policy I, which is related to Circulation and Access, states:

*"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 an access to private property, unless the negative effects can be mitigated."*

NE 48th Street is an unclassified street. It is not an arterial, through-access street, a transit route, or a boulevard or green street. Therefore, the policy noted above does not apply to this street vacation.

Weekday PM peak hour field observations were conducted along NE 48th Street to identify the current use of the ROW with respect to vehicle, pedestrian, or bicycle activity. A pedestrian connection currently exists between the Burke-Gilman Trail and NE 48th Street in the form of stairs. No ramp or bicycle facilities currently connect the trail to the ROW.

Observations were conducted on a Thursday from 4 to 6 PM in June 2017. Pedestrian and bike activity to/from the Burke-Gilman Trail was observed as well as to/from the existing apartment buildings on-site. During the two hours, 21 vehicle trips (inbound/outbound) were observed utilizing the roadway. Of the 21 trips, 6 trips were associated with vehicles turning around. Additionally, 45 pedestrian trips and 1 bicycle trip were observed along the roadway to/from the existing apartment buildings from east of the site and 12 pedestrian trips were observed to/from the Burke-Gilman Trail to the site. As mentioned previously, pedestrian facilities would be provided including connections to the Burke-Gilman Trail.

### **Street Grid Continuity**

The section of NE 48th Street proposed for street vacation is located west of 24th Avenue NE and dead-ends before the Burke-Gilman trail. This section currently supports two-way traffic and serves as access to parking for the existing land use with no on street parking. With completion of the proposed project the existing on-site parking would be removed. Given that the roadway doesn't connect 24th Avenue NE to any other roadways or driveways and no on street parking is allowed no street grid continuity issues are anticipated with completion of the proposed vacation.

### **Local Vehicle Access**

With the street vacation, it is anticipated that access to the proposed development would be provided along 24th Avenue NE near NE 48th Street. With removal of the existing land use local vehicle access would not be necessary as the existing on-site parking would be removed and no on street parking is currently available.

### **Transit**

No transit vehicles currently utilize the NE 48th Street segment. The closest transit stops are located along 25th Avenue NE to the east. No impacts to transit are anticipated to occur with the vacation of NE 48th Street west of 24th Avenue NE.



## 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.*

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### **Non-Motorized Transportation**

Proposed improvements to the pedestrian network would include amenities to attract and serve pedestrians, thereby enhancing the pedestrian environment and connections to the Burke-Gilman Trail compared with existing conditions. These amenities could include design elements to prioritize pedestrians, high-quality paving treatment to prioritize its shared-street character, fixed and flexible seating, curb bulbs, and planting.

### **Traffic Operations**

NE 48th Street currently serves very low traffic volumes, as such no existing traffic operation issues are anticipated. Under future build out conditions, project access is proposed near NE 48th Street and would be reviewed as part of a traffic impact analysis for the proposed project. It is anticipated that surrounding streets would not be impacted by the vacation of NE 48th Street given the low volumes along the roadway and redevelopment of the site.

### **Conclusion**

NE 48th Street primarily serves as access to on-site parking associated with the existing apartment buildings and no on street parking. With completion of the proposed project the on-site parking would be removed and demand for the roadway segment would be eliminated. Additionally, pedestrian facilities in the form of stairs connect NE 48th Street to the Burke-Gilman Trail. With completion of the proposed project and the street vacation, pedestrian facilities would be enhanced, including improvements to connections to the Burke-Gilman Trail. No adverse impacts are anticipated to the transit, pedestrian, or vehicle networks with vacation of NE 48th Street.

# II. VACATION POLICIES / UTILITIES 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.*

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## i. Public Trust Policy : Utilities

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

Public rights-of-way provide utilities with corridors for the efficient transportation and delivery of utility services to the public in the least costly manner possible. Utilities generally assess vacation petitions from an operational perspective in order to ensure that a vacation will not impair current service reliability and capacity levels nor limit the ability to expand services in the future. The growth of telecom utilities above and below ground, increased urban densities, and demand for undergrounding of utility facilities all place pressure on the value of public rights-of-way, particularly alleys, for future utilities needs.

## ii. Project Analysis

Currently, Seattle City Light maintains overhead power lines and Comcast and Century Link maintain overhead communications lines in the NE 48th Street segment to be vacated. All power and communication lines will be undergrounded and re-routed to the north edge of the site. A utility easement will be provided across the north end of the property.

Seattle Public Utilities does not currently maintain water mains or services in NE 48th Street. The proposed development will obtain water service from the existing water main in 24th Avenue NE.

Seattle Public Utilities maintains storm and sewer facilities in the portion of NE 48th Street proposed to be vacated. The storm and sewer facilities in NE 48th Street are a dead end, and provide services to the existing buildings to be demolished, a drainage structure on Seattle Parks Department property, and two adjacent properties (2251 and 2301 NE Blakely Street). The service to the drainage structure on Seattle Parks Department property and the services to the adjacent buildings to remain will be re-routed around the north edge of the site in a public utility easement and will connect to existing storm and sewer mains in 24th Avenue NE. Service and sewage capacity to these properties will be maintained.

In sum, the NE 48th Street right-of-way is not needed for utility provision, and any utility provision to the project, to surrounding buildings, and to the general surroundings can be re-routed through the northernmost portion of the site or located within the 24th Avenue NE right-of-way.

Please see the following table for status of utilities and contacts.

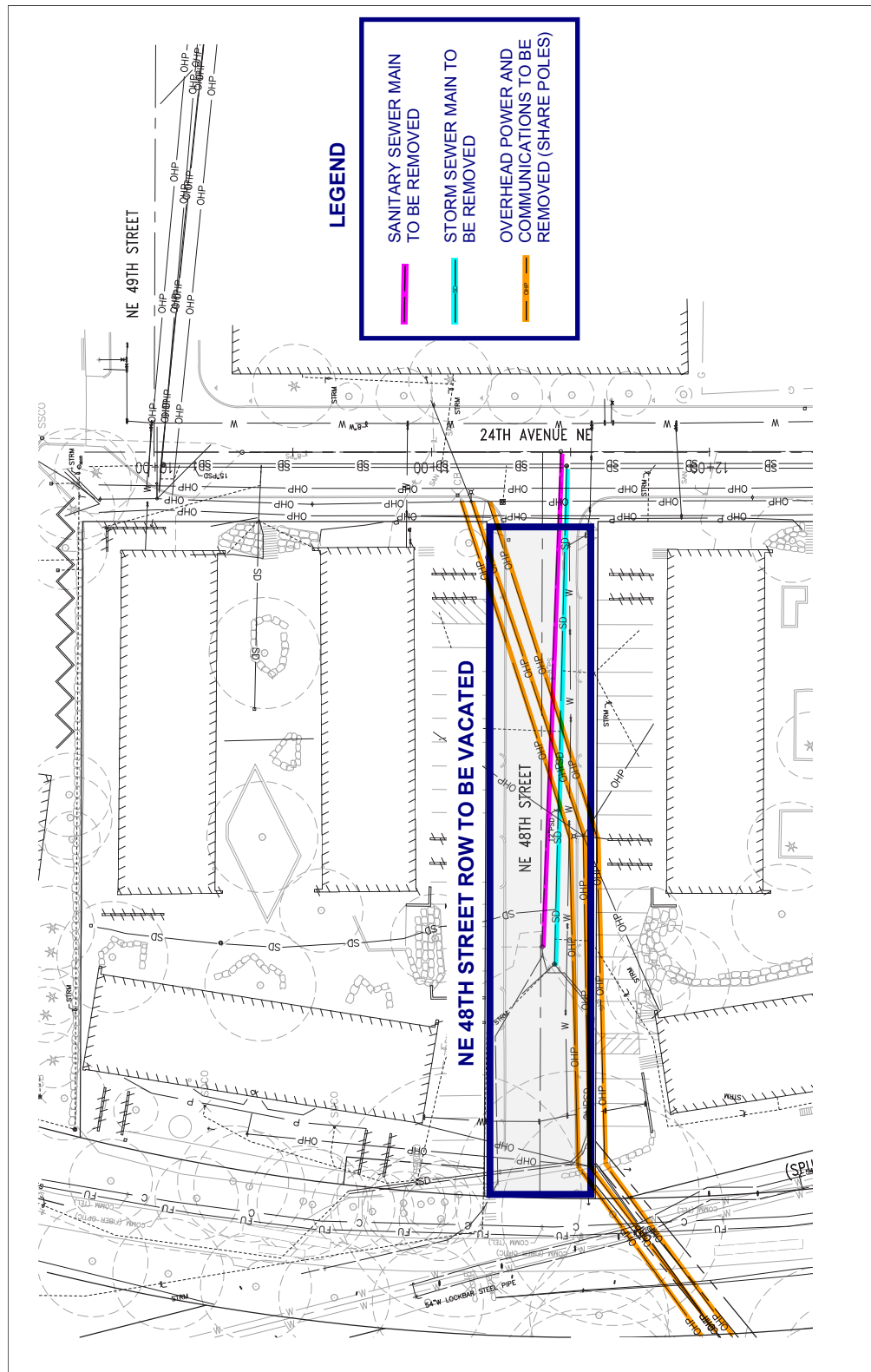
## II. VACATION POLICIES / UTILITIES IMPACTS

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.

Utility	Location Prior to NE 48 <sup>th</sup> Street Vacation	Location After Alley Vacation	Agency Contact
Seattle City Light	Overhead lines in NE 48 <sup>th</sup> Street	The project will pay for relocation and undergrounding of the lines around the north end of the site to 24 <sup>th</sup> Avenue NE. Undergrounding is proposed along NE 24 <sup>th</sup> Street and on 49 <sup>th</sup> Avenue NE between 24 <sup>th</sup> and 25 <sup>th</sup> Avenue NE.	Paul Bubnick (206) 684-0749 <a href="mailto:Paul.bubnick@seattle.gov">Paul.bubnick@seattle.gov</a>
Centurylink (Phone and Internet)	Overhead lines in NE 48 <sup>th</sup> Street	(same as power above)	Tung Le <a href="mailto:Tung.le@centurylink.com">Tung.le@centurylink.com</a>
Comcast (Cable and Internet)	Overhead lines in NE 48 <sup>th</sup> Street	(same as power above)	Arthur Nettles (425) 255-0093 <a href="mailto:Arthur_nettnes@comcast.com">Arthur_nettnes@comcast.com</a>
Seattle Public Utilities (Water)	No facilities	No impact	Steve Resnick (206) 233-7234 <a href="mailto:Steve.resnick@seattle.gov">Steve.resnick@seattle.gov</a>
Seattle Public Utilities (Sewer, and Storm)	Storm, and sewer facilities in NE 48 <sup>th</sup> Street to be vacated.	Storm and sewer mains in NE 48 <sup>th</sup> Street will be removed. Services to the project site are no longer necessary. Storm and sewer services to Seattle Parks property and adjacent private properties will be re-routed in public utility easement.	Steve Resnick (206) 233-7234 <a href="mailto:Steve.resnick@seattle.gov">Steve.resnick@seattle.gov</a>
King County Metro	No facilities	No impact	Mary Bemowski <a href="mailto:mary.bemowski@kingcounty.gov">mary.bemowski@kingcounty.gov</a> (206) 263-6154
Puget Sound Energy (Natural Gas)	No facilities	No impact	David Decker (425) 462-3911 <a href="mailto:David.Decker@pse.com">David.Decker@pse.com</a>
Fiber Internet	No facilities	No impact	Kristine Henry-Simmons (206) 684-0265 <a href="mailto:Kristine.henry-simmons@seattle.gov">Kristine.henry-simmons@seattle.gov</a>

## II. VACATION POLICIES / UTILITIES 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.*



## 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.*

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### **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.

### **Project Analysis**

The proposed street vacation will include 9,735 sf of property. The development potential added above grade is approximately 68,145 sf (assuming 7-stories of potential development). However, a large portion of the vacated street will remain as private open space for the residential tenants and the development potential will not be fully utilized. Indeed, although the project gains developable area as a result of the street vacation, the proposed design utilizes approximately the same gross square footage as the no-vacation alternative and provides far more public amenity and outdoor space than the alternative and less mass across the site. This is achieved by designing 3 buildings that are taller in certain areas versus 2 buildings that are shorter, but would have much larger footprints.

The expected density of the project, with vacation, will be a gross square footage of approximately 480,000 sf. The project will include approximately 382,000 sf of residential, 2,400 sf of retail, and 95,000 sf of below-grade parking with 277 parking stalls. Of the 68,145 sf development potential, the project is utilizing approximately 27,440 sf for the residential buildings. The project is also utilizing the space in between the buildings at ground level for courtyard space.

Without the vacation, the project would be divided into two buildings (refer to Section 7) in lieu of three smaller buildings. The no-vacation option would result in much bulkier buildings with significantly increased frontage along the Burke Gilman Trail and 24th Avenue NE. The no vacation option provides 80% mass along the trail and 86% mass along the street. With the vacation, the mass along the trail is only 47% and 63% along the street. There would also be no public benefit with no trail connections or an improved streetscape. The outdoor space would be solely private, with two internally facing courtyards instead of three, with both courtyards being in shade for much longer during the day. With the vacation, two of the courtyards would be semi-public and open. The impacts to height, bulk, and scale would be detrimental to the overall design and pedestrian experience as well as creating larger walls against neighboring properties and the Burke Gilman Trail.

## 12. VACATION POLICIES / LAND USE IMPACTS

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Regarding land use, the current zoning is LR3. This project is pursuing a Contract Re-zone from LR3 to NC2-85, capping the height at 75 feet. It is anticipated that the citywide MHA legislation, which proposed to up-zone this property to NC2-75, will become effective prior to completion of the contract rezone process. This project will be submitting the re-zone application as part of the Master Use Permit (MUP) application that is anticipated to be submitted on 9/26/17. If the MHA legislation is adopted prior to completion of the contract rezone process, the applicant will withdraw its rezone application. Without the re-zone or HALA upzone, the project would likely not be pursued and the proposed public benefits would no longer be realized. The vacation allows for a development that is better aligned with the city goals for affordable housing and increased density in urban centers. The height, bulk, and scale of the vacation scheme is in line with city designated Design Guidelines and aligns with future development potential of the surrounding sites that are also anticipated for up-zoning.

In addition, the vacation option is consistent with all applicable City and University Community Center planning goals and policies for this site, as follows:

### **Comprehensive Plan Goals and Policies: Growth Strategy**

**GS-G1:** Keep Seattle as a city of unique, vibrant, and livable urban neighborhoods, with concentrations of development where all residents can have access to employment, transit, and retail services that can meet their daily needs.

**GS-G2:** Accommodate a majority of the city's expected household growth in urban centers and urban villages and a majority of employment growth in urban centers.

### **Comprehensive Plan Goals and Policies: Land Use**

**LU-G2:** Provide zoning and accompanying land use regulations that (1) allow a variety of housing types to accommodate housing choices for households of all types and income levels; (2) support a wide diversity of employment-generating activities to provide jobs for a diverse residential population, as well as a variety of services for residents and businesses; and (3) accommodate the full range of public services, institutions, and amenities needed to support a racially and economically diverse, sustainable urban community.

**LU-G9:** Create and maintain successful commercial/mixed-use areas that provide a focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.

**LU-9.6:** Encourage housing in mixed-use developments in pedestrian-oriented commercial/mixed-use areas to provide additional opportunities for residents to live in neighborhoods where they can walk to transit, services, and employment.

## 12. VACATION POLICIES / LAND USE IMPACTS

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### **Comprehensive Plan Goals and Policies: Transportation**

**T-1.2:** Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options (pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and marginalized communities.

**T-3.1:** Develop and maintain high-quality, affordable, and connected bicycle, pedestrian, and transit facilities.

**T-3.2:** Improve transportation options to and within the urban centers and urban villages, where most of Seattle's job and population growth will occur.

### **Comprehensive Plan Goals and Neighborhood Planning: University Community Urban Center**

**UC-G1:** Stable residential neighborhoods that can accommodate projected growth and foster desirable living conditions.

**UC-G4:** A community in which the housing needs and affordability levels of major demographic groups, including students, young adults, families with children, empty nesters, and seniors, are met and which balances homeownership opportunities with rental unit supply.

**UC-G7:** An urban center that is home to the University of Washington, the region's foremost educational institution, which is expanding to meet new challenges while enhancing the surrounding community.

**UC-G11:** A community where people are and feel safe.

**UC-G12:** A community where the historic resources, natural elements, and other elements that add to the community's sense of history and unique character are conserved.

**UC-P5:** Support the University Village Shopping Center's activities in a way that furthers economic and housing goals

**UC-P26:** Work to connect and integrate the campus and the community visually, physically, socially, and functionally.

**UC-P36:** Encourage legitimate uses and a sense of ownership in parks and public spaces.

**UC-P37:** Support public safety through urban design, while requiring mitigation of significant and cumulative impacts according to SEPA.

**UC-P6:** Encourage the development of retail businesses that serve local needs on 25th Avenue NE, and encourage the redevelopment of a diverse mix of housing and compatible retail, where appropriate, in adjacent areas.



## 12. VACATION POLICIES / LAND USE IMPACTS

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**UC-P8:** In pursuit of Comprehensive Plan Policies Transportation Policies, emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center, especially those routes identified in citywide modal plans.

**UC-P14:** Employ a variety of strategies to bring housing development to the affordability levels identified in the Housing element of the Comprehensive Plan, including development partnerships, zoning modifications, and subsidies.

**UC-P22:** In the Ravenna Urban Village, seek to protect and enhance natural areas and features.

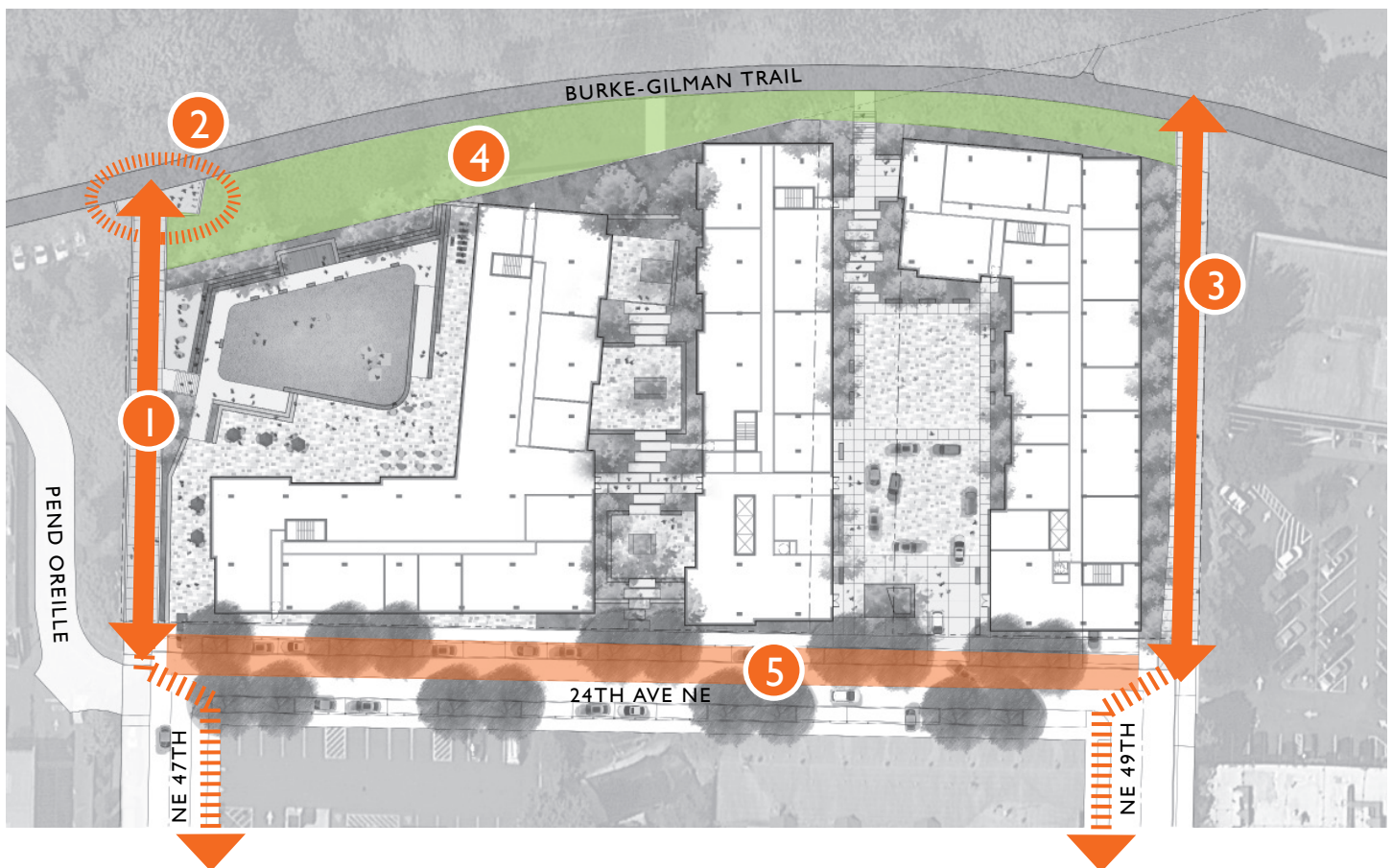
**UC-P23:** Seek to preserve and enhance the following design characteristics within the community: pedestrian orientation and visual interest to the pedestrian, high-quality, human-scaled design details in larger buildings, streetscape continuity on commercial corridors, integration between the UW campus and the surrounding community, buildings with attractive open space and low-rise multifamily development that fits with the design character of adjacent single-family houses.



## 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 proposed public benefit package for the Trailside Apartment development is focused on significant, long term impacts to the public, University District residents, the UW, neighboring properties, the 25th Avenue NE commercial core, and the U-Village shopping center. The project team is working closely with the surrounding community to develop safe and inviting connections to and from the Burke Gilman Trail (BGT), improving sidewalks, restoring existing and creating new landscape opportunities, and safe connections and crossings of arterials (particularly 25th Ave NE). The public benefit package is also being carefully coordinated with adjacent and concurrent developments to ensure that public benefits, street improvements and associated amenities are working together to achieve the goals stated above. The public benefit will continue to evolve as the team continues to work with the community and public agencies.



### Preliminary Public Benefits

- 1 Burke-Gilman Trail Connection - South
- 2 Burke-Gilman Trailside Amenities
- 3 Burke-Gilman Trail Connection - North
- 4 Landscape Restoration
- 5 Curbless 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.

### PUBLIC BENEFITS MATRIX

PUBLIC BENEFIT	DESCRIPTION
1 Burke-Gilman Trail Connection - South	Connection for bikes and pedestrian from BGT to NE 47th St
	Concrete surfacing (3,045 SF)
	Handrails (3)
	Lighting (5-8)
	Wayfinding signs (1-2)
	Crosswalk (1-2)
2 Burke Gilman Trail Amenities	Trailside amenities located near the south connection to the BGT
	Benches (2-4)
	Water fountain / water bottle fill station (1)
	Bike fix-it station (1)
	Bike racks (1-2)
	Wayfinding signs (1)
3 Burke Gilman Trail Connection - North	Connection for Bikes and Pedestrian from BGT to NE 49th St
	Concrete surfacing (1,964 SF)
	Handrails
	Lighting (5-8)
	Wayfinding signs (1-2)
	Crosswalk (1)
4 Burke Gilman Trail Landscape Restoration	Landscape restoration adjacent to the Burke Gilman Trail
	New native landscape plantings in SPU property (approx. 5,343 SF)
	New native landscape plantings in SPU property (approx. 7,592 SF)
	Maintenance agreement
5 24th Ave NE Curbless Street	Curbless street per SDOT's street typology (adoption expected in 2018)
	Concrete surfacing to SDOT standards (approx. 22,058 SF)
	Planting area (approx. 3,095 SF)
	Street trees (19)
	Benches
	Bike racks

Public benefits will be quantified during the Seattle Design Commission review process. Proposed elements will also be coordinated with code required improvements per MUP and Street Improvement Plan reviews.

## 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.

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### **Zoning Designation of R.O.W.**

Existing: LR3 (Lowrise Residential)

Proposed: Contract Re-zone to NC2-85 (Neighborhood Commercial)

### **Street Classification of R.O.W.**

Residential Street

### **Assessed Value of Adjacent Property (2017 tax year)**

Parcel #	Lot Size	Assessment
0925049396	33,897 sf	\$4,576,000
0925049398	39,288 sf	\$5,303,800
0925049395	28,247 sf	\$3,813,300

### **Lease Rates in the General Vicinity for Similar Projects**

\* Comps listed below are based on the current data available at the time of this petition submittal. Numbers may vary from available data. PPC is not responsible for the accuracy of gathered data.

Property:	City	Apartments	Built	Avg SF	Market Rent	Rent/SF
AVA University District	Seattle	283	2013	712	\$2,287	\$3.21
Bridges@11th	Seattle	184	2015	824	\$2,437	\$2.96
Cedar Hall	Seattle	106	2011	1,041	\$3,689	\$3.54
Helix & Ellipse	Seattle	150	2007	648	\$1,928	\$2.98
Lothlorien	Seattle	135	2008	570	\$1,673	\$2.94
Muriel's Landing	Seattle	100	2012	505	\$1,621	\$3.21
Ray	Seattle	137	2015	644	\$1,931	\$3.00
The Corydon	Seattle	103	2009	881	\$2,727	\$3.09
Velo	Seattle	171	2014	666	\$1,950	\$2.93
The Kennedy Building	Seattle	125	2004	755	\$2,349	\$3.11
Lightbox	Seattle	162	2014	514	\$1,861	\$3.62
Total/AVG:		1656		705	\$2,223	\$3.14

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  - 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.
- 

## **Size of Project**

Surveyed Area = 103,427 SF  
Development Area = 480,000 total GSF | 384,000 chargeable GSF | 300,000 net residential

## **Size of Area to be Vacated**

9,735 SF

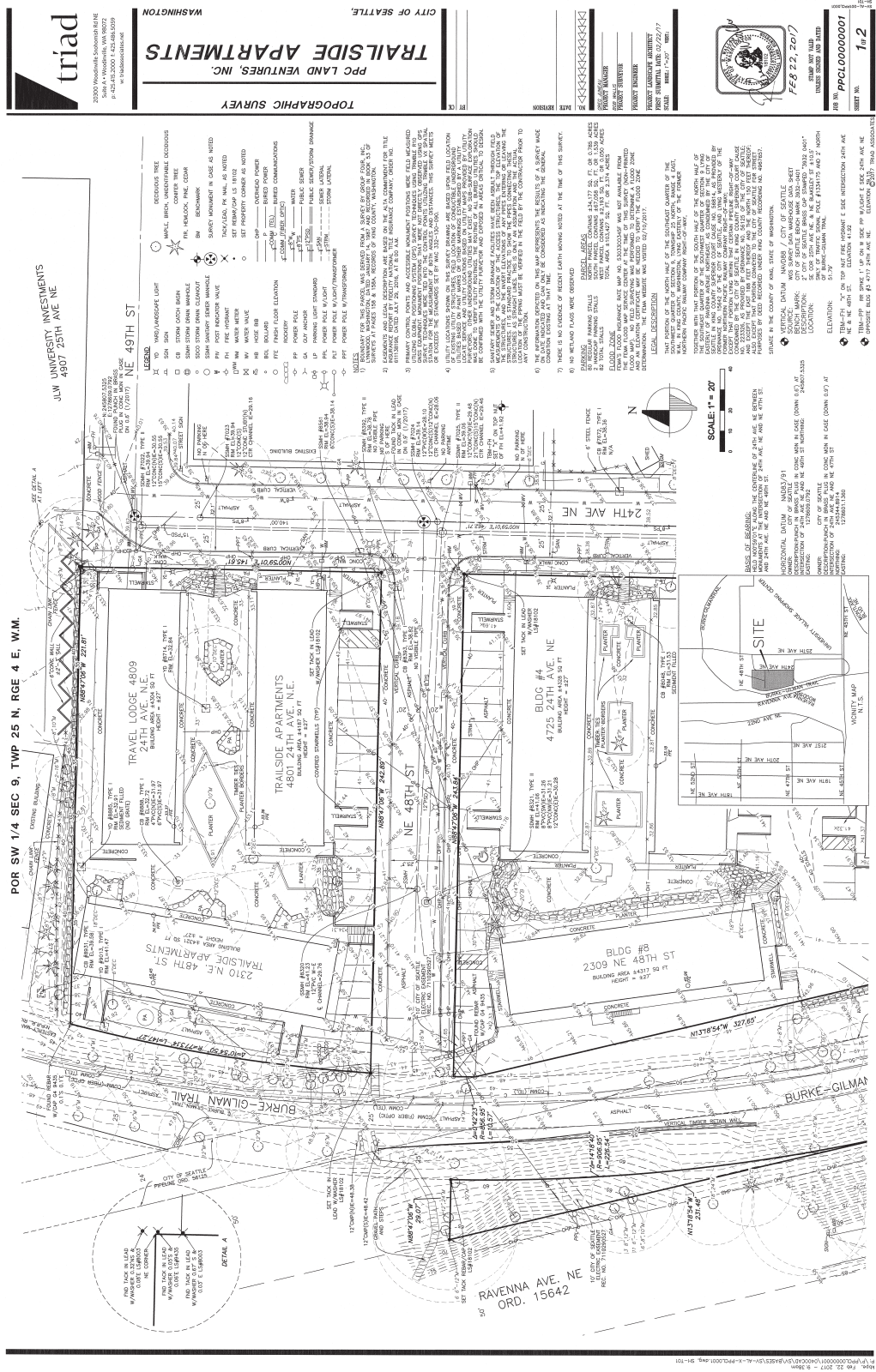
## **Contribution of Vacated Area to Development Potential**

- Percentage Increase of the Project = minimal percentage increase; vacation allows for a contiguous parking garage below grade and a less impactful massing scheme with a stronger site plan; same development potential could be achieved without vacation
- Additional Square Feet = 77,600 SF  
(includes below grade potential and above grade potential for a 7-story development)

**Note: not all development potential is being utilized, a significant area of the vacated street will remain as designated open space for the residential tenants. This open space is private but does not contribute to the chargeable gross square footage.**

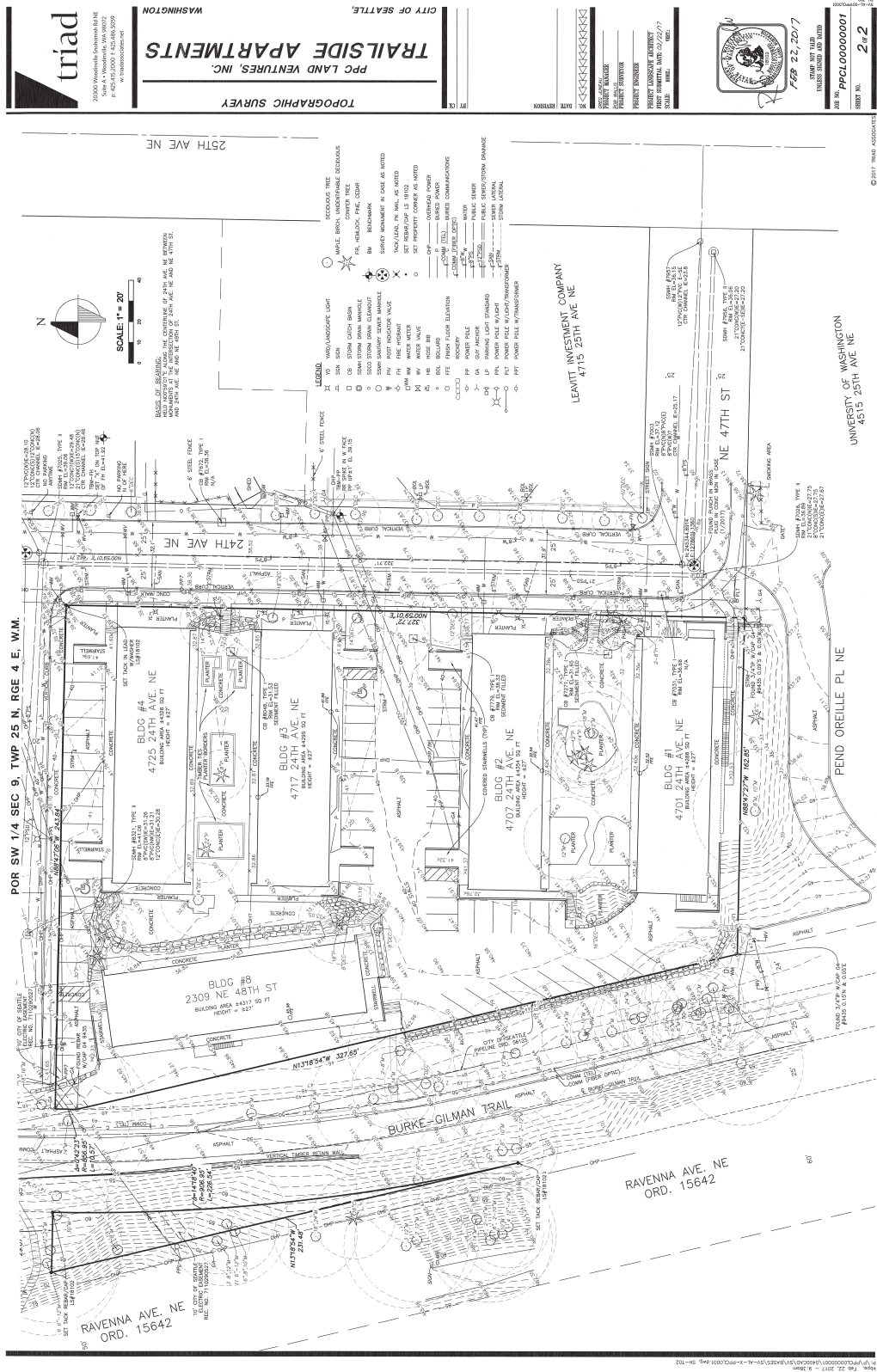


*A copy of the plat map is required. Provide maps of the block(s) containing the project site that show all dimensions of the property and the development, and include total square footage. Provide the current ownership of each lot on the subject block.*



# 15. SITE MAPS

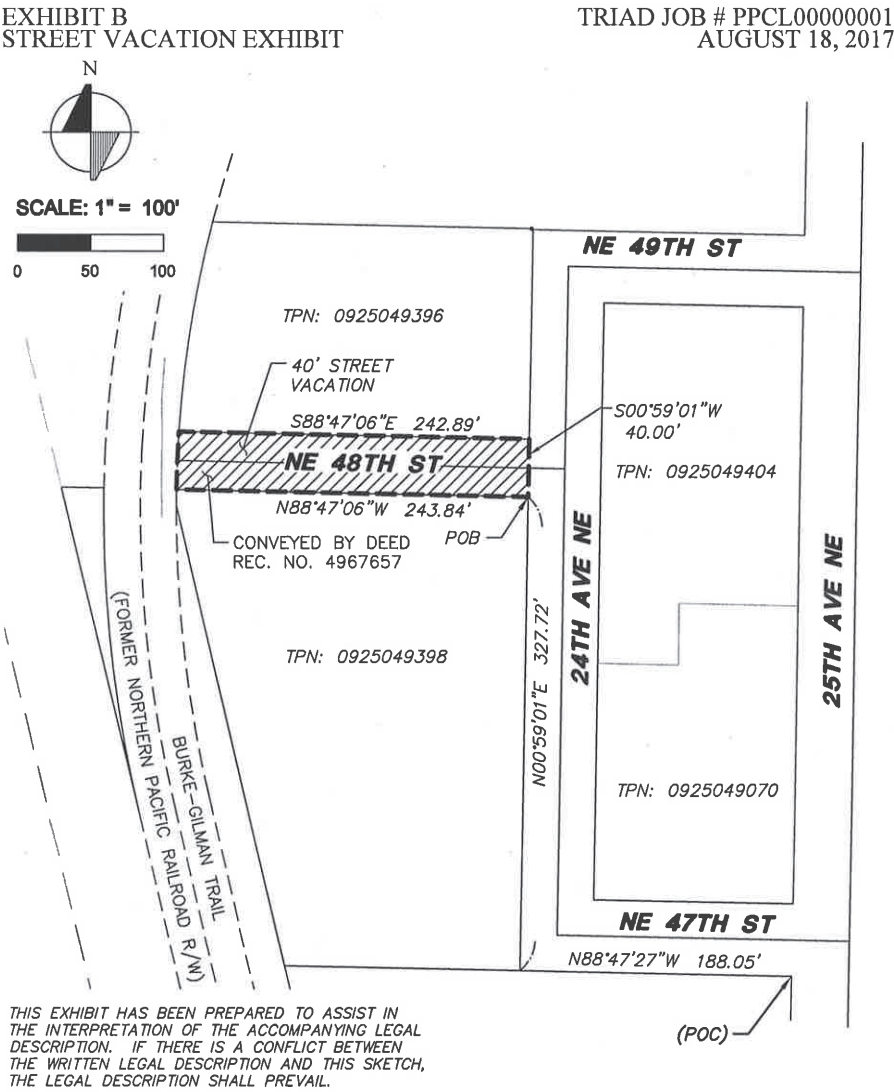
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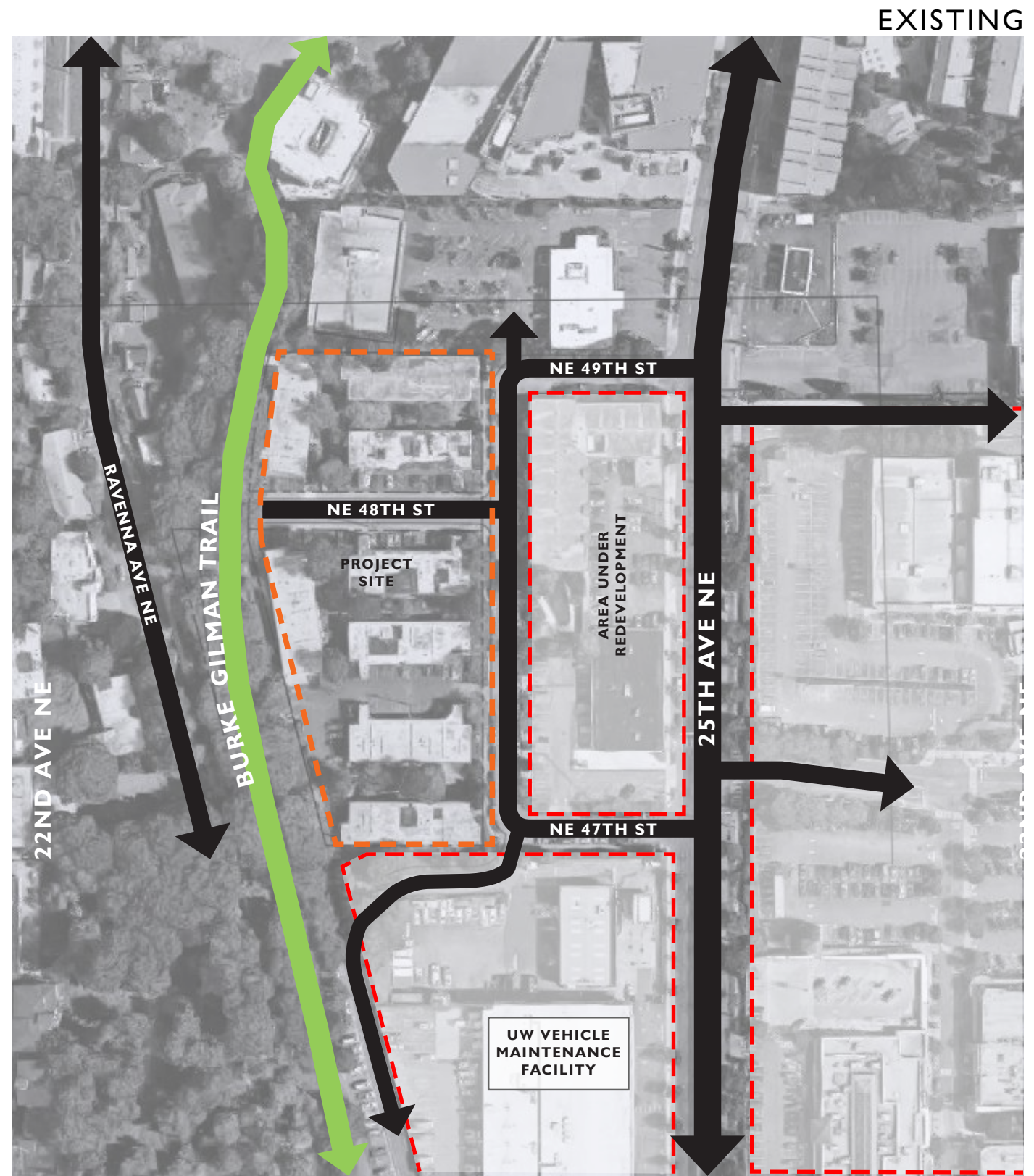


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p: 425.415.2000 f: 425.486.5059  
w: triadassociates.net  
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# 16. PROJECT MAPS

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

## TRAIL CONNECTOR CONCEPT

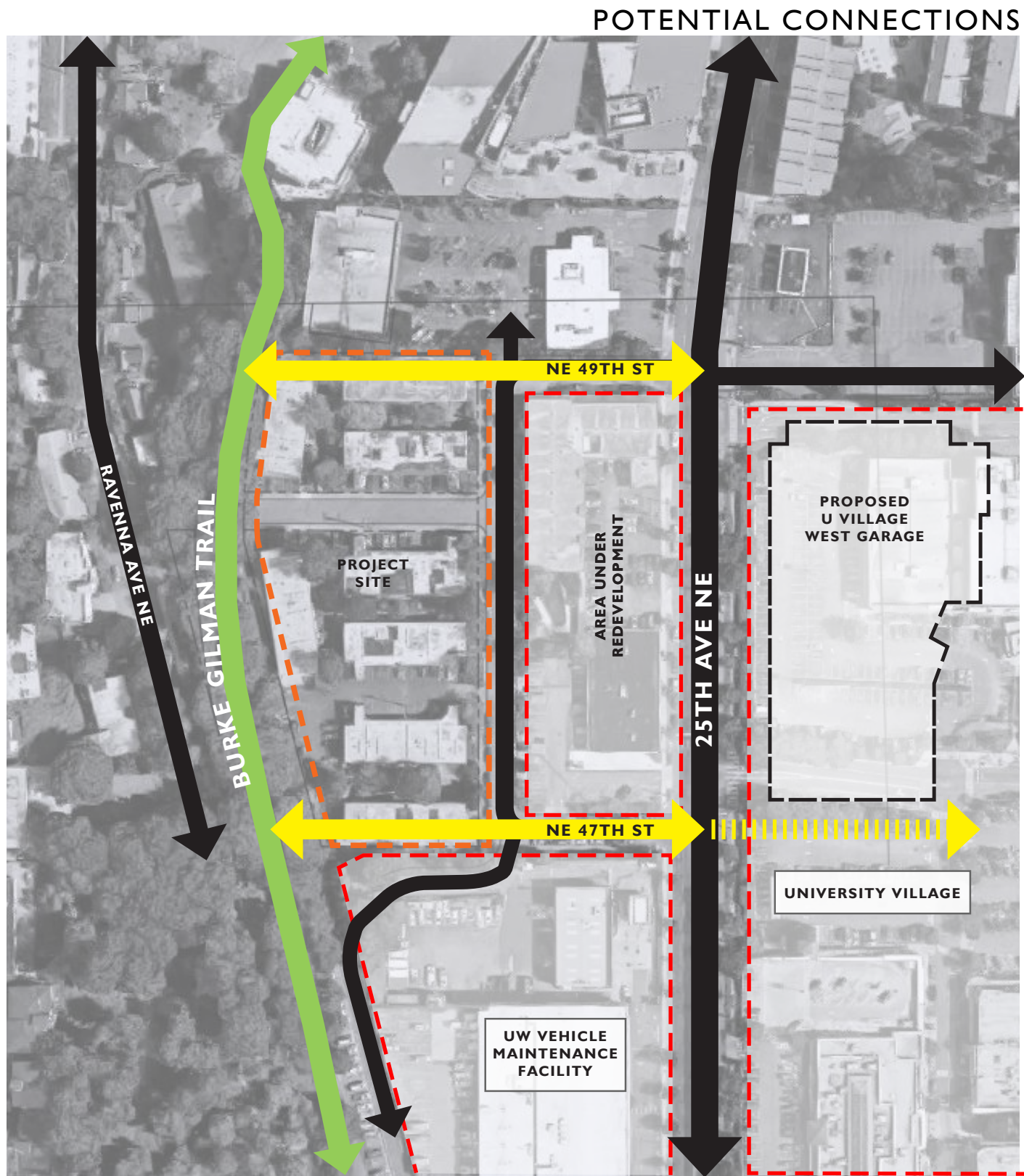




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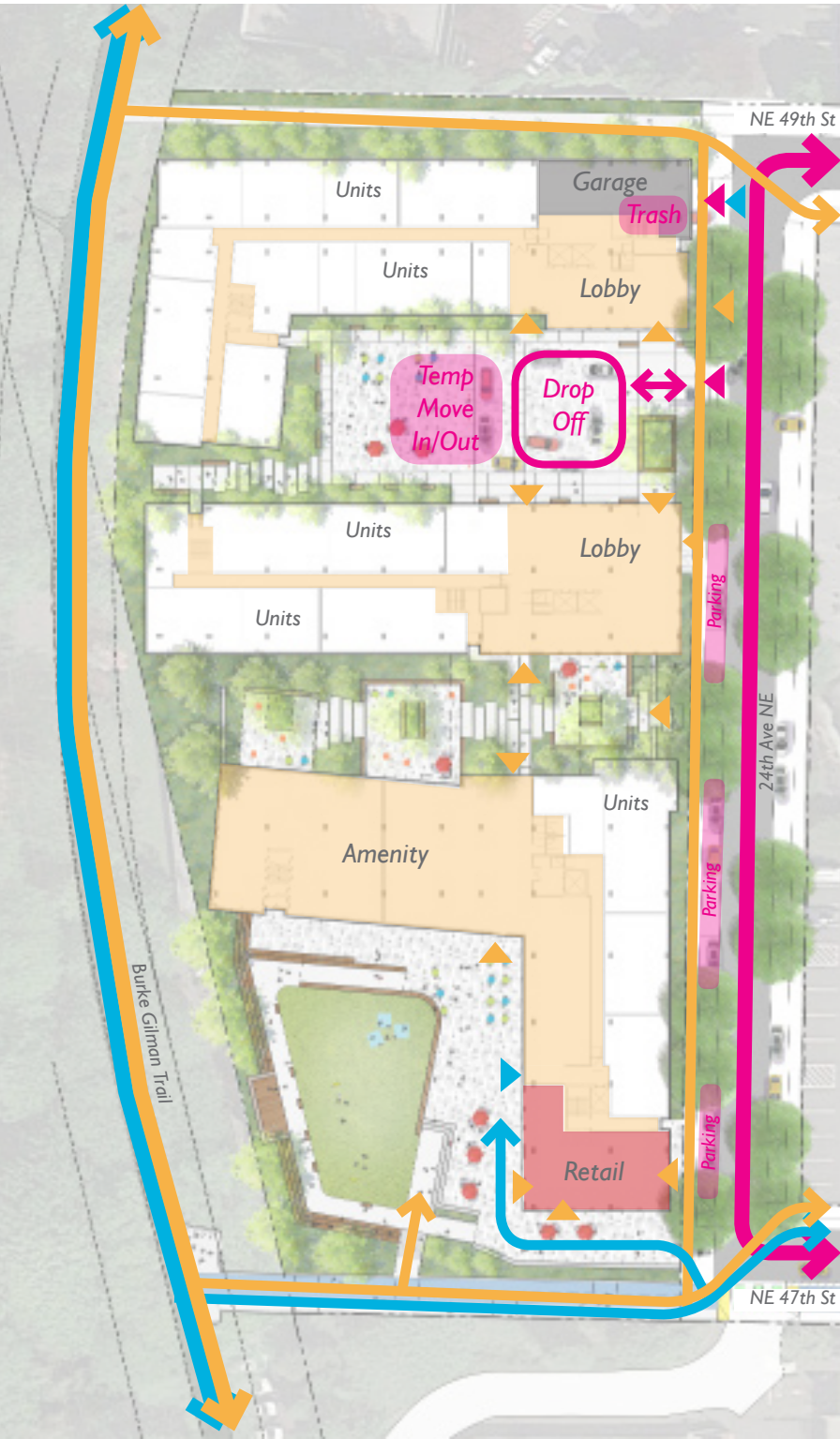
## TRAIL CONNECTOR CONCEPT



# 16. PROJECT MAPS

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

## ACCESS DIAGRAM



### Legend:

- Pedestrian Access
- Bicycle Access
- Vehicular Access



# 16. PROJECT MAPS

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

## PUBLIC/PRIVATE SPACE DIAGRAM



Legend:

Public



Public (Limited Access)



Private



## 16. PROJECT MAPS

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

### LANDSCAPE SITE PLAN





## 16. PROJECT MAPS

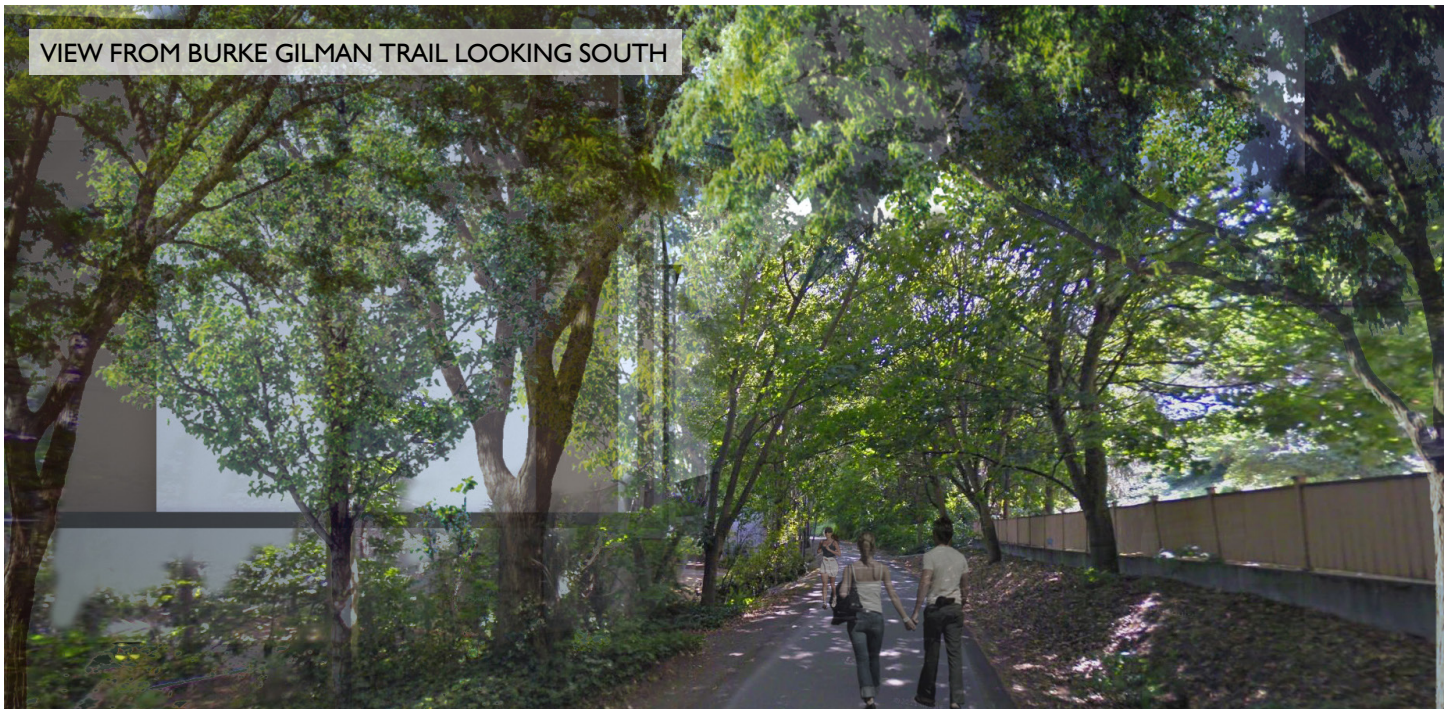
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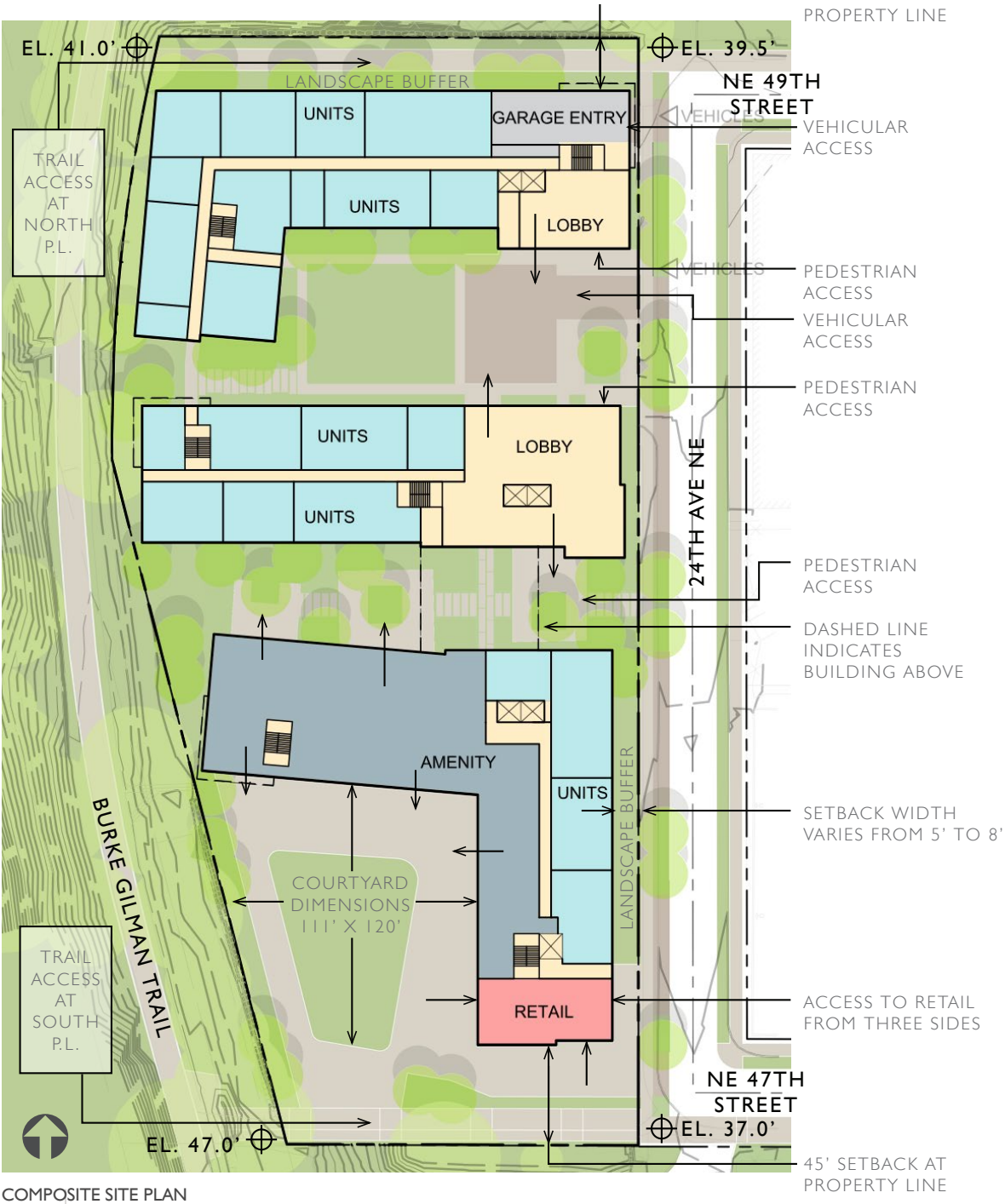
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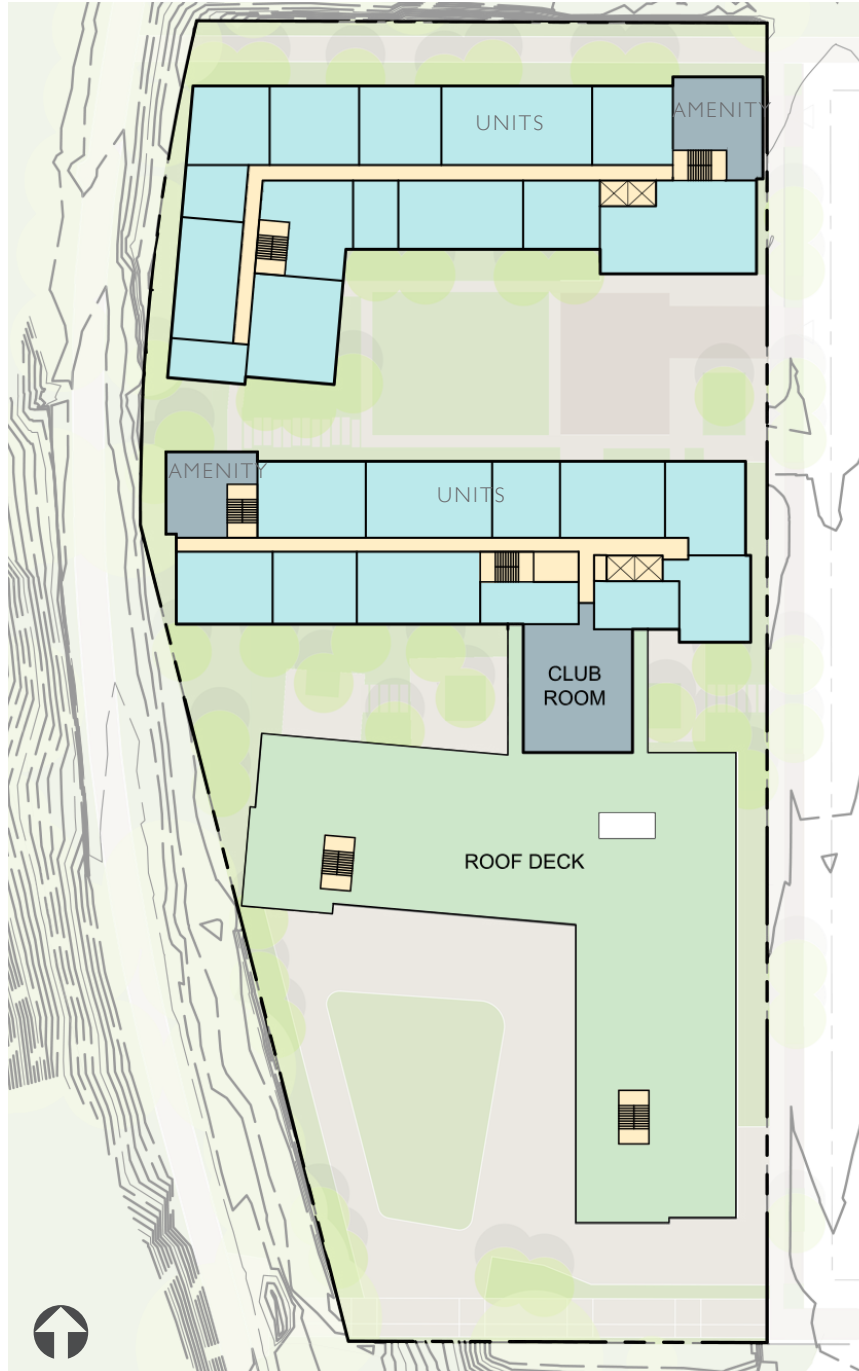


TYPICAL RESIDENTIAL LEVEL PLAN

## 16. PROJECT MAPS

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

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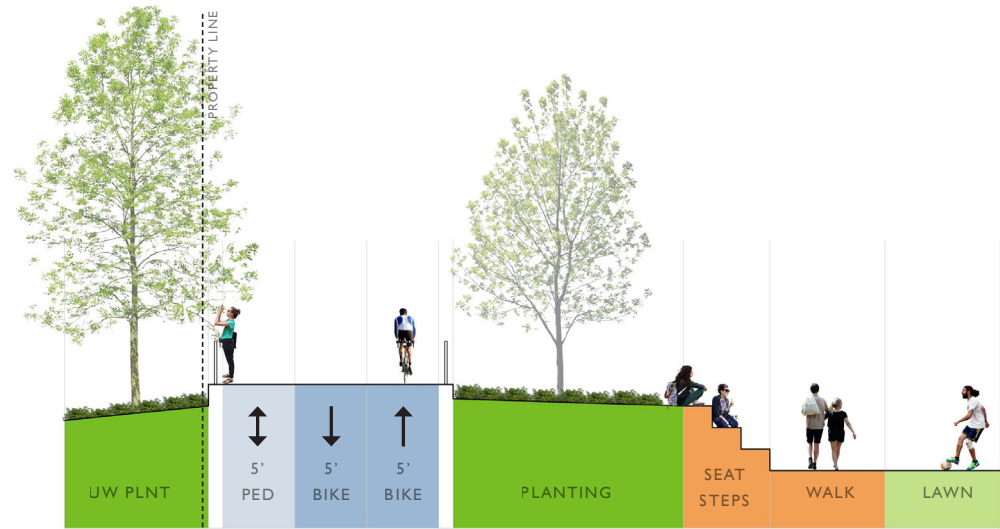
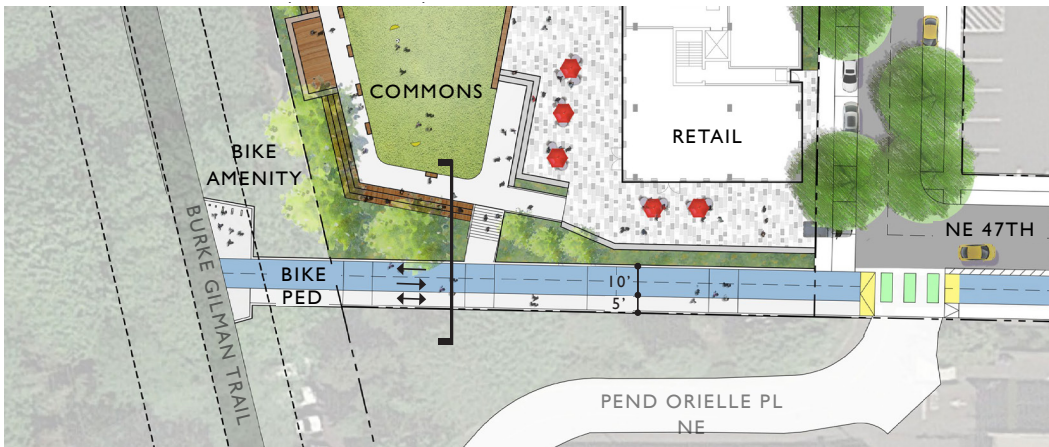
ROOF LEVEL / UPPER LEVEL PLAN



# 16. PROJECT MAPS

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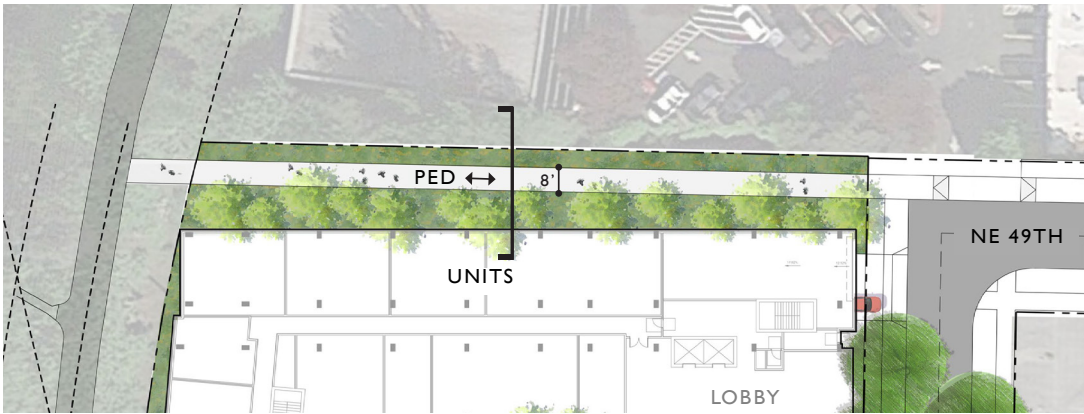
## SOUTHERN CONNECTOR



# 16. PROJECT MAPS

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## NORTHERN CONNECTOR

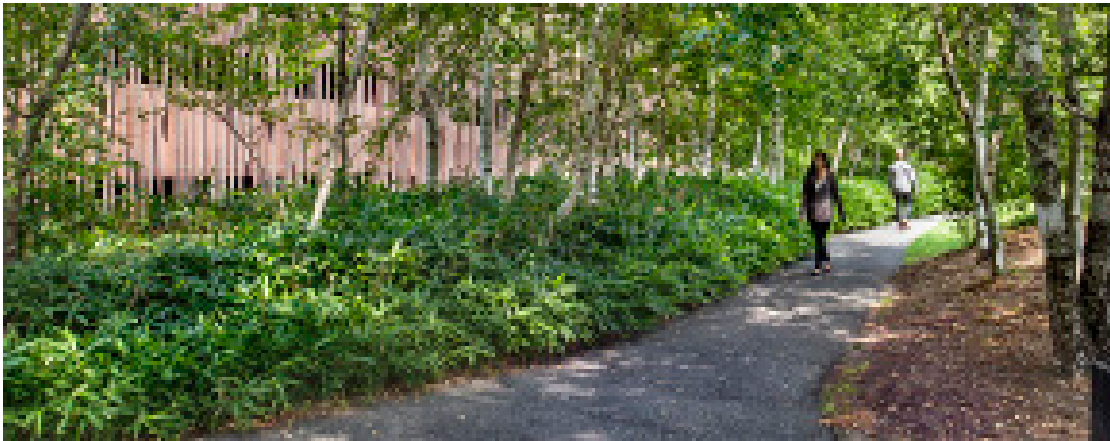


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PROPERTY COMPANY

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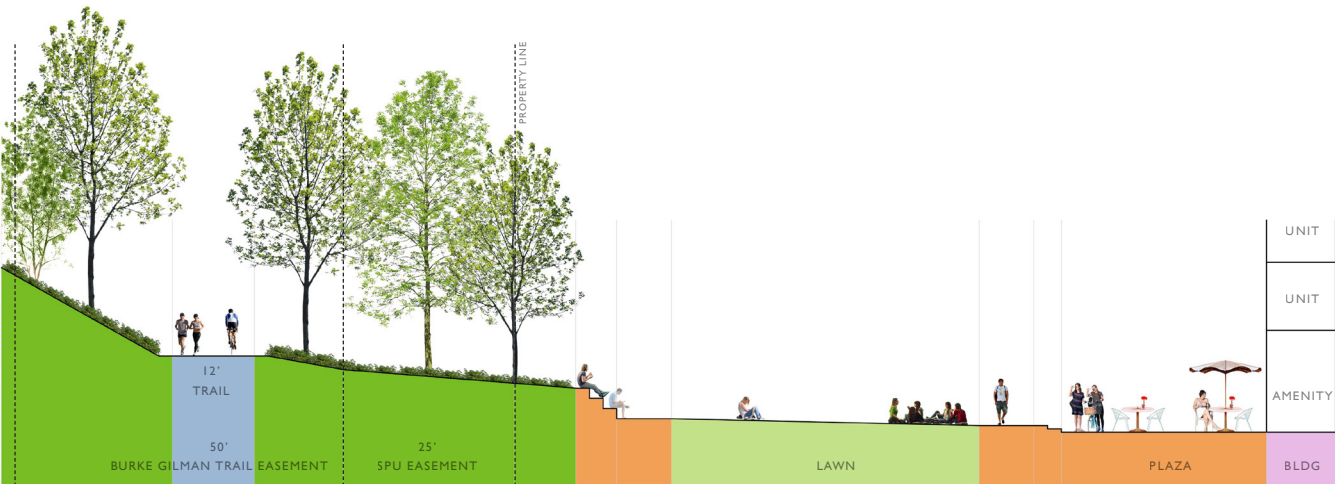
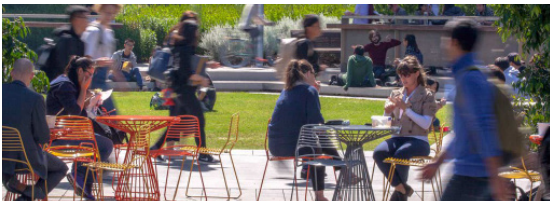
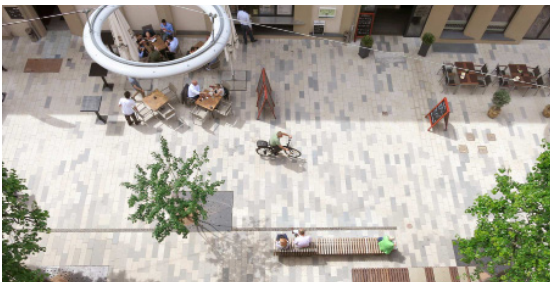




# 16. PROJECT MAPS

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## COURTYARD CONCEPTS





## 16. PROJECT MAPS

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

### COURTYARD CONCEPTS





## 16. PROJECT MAPS

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

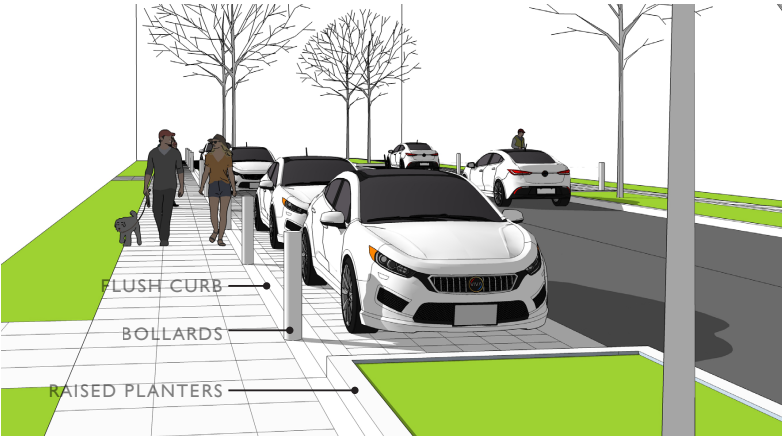
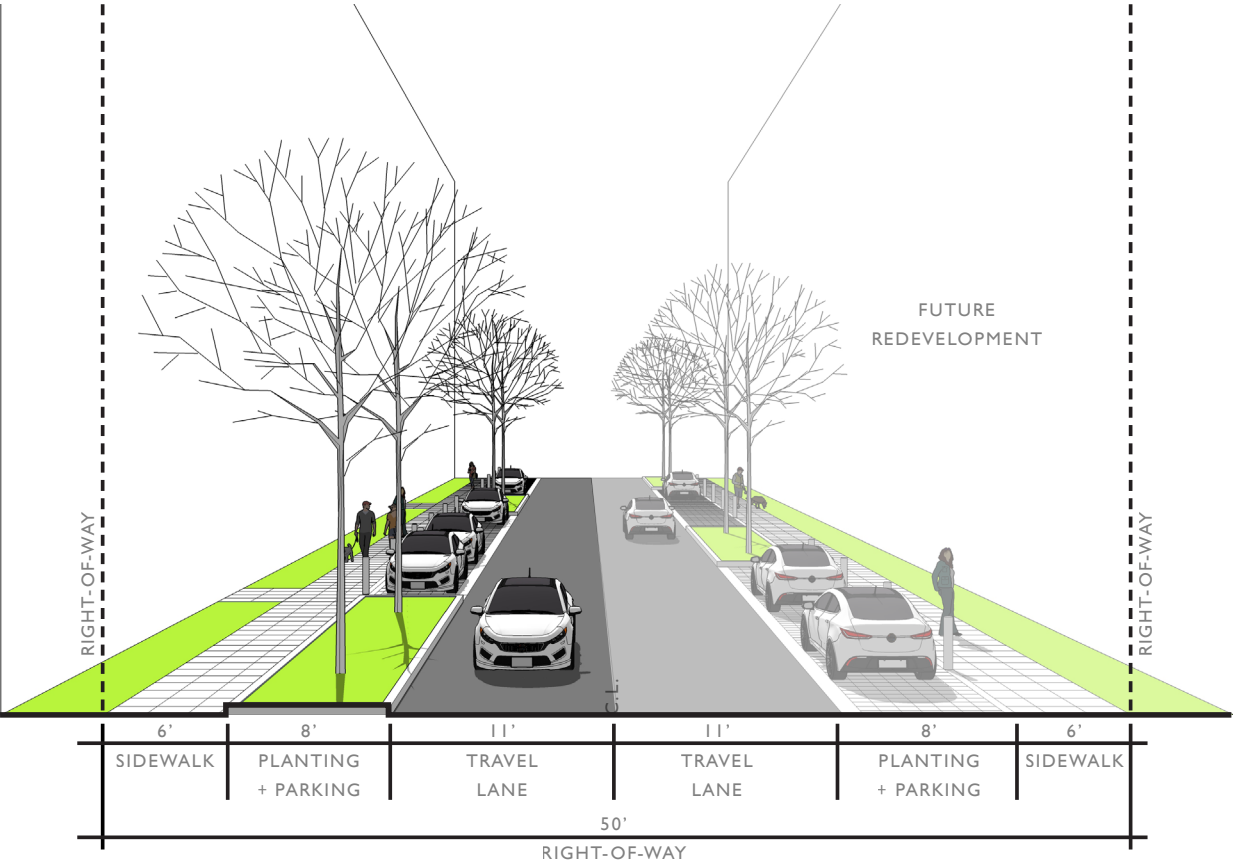
### ROOF CONCEPTS



# 16. PROJECT MAPS

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

## 24TH AVENUE NE STREETSCAPE CONCEPT





## 16. PROJECT MAPS

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

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### VIEW FROM TRAIL, APPROACHING FROM THE SOUTH

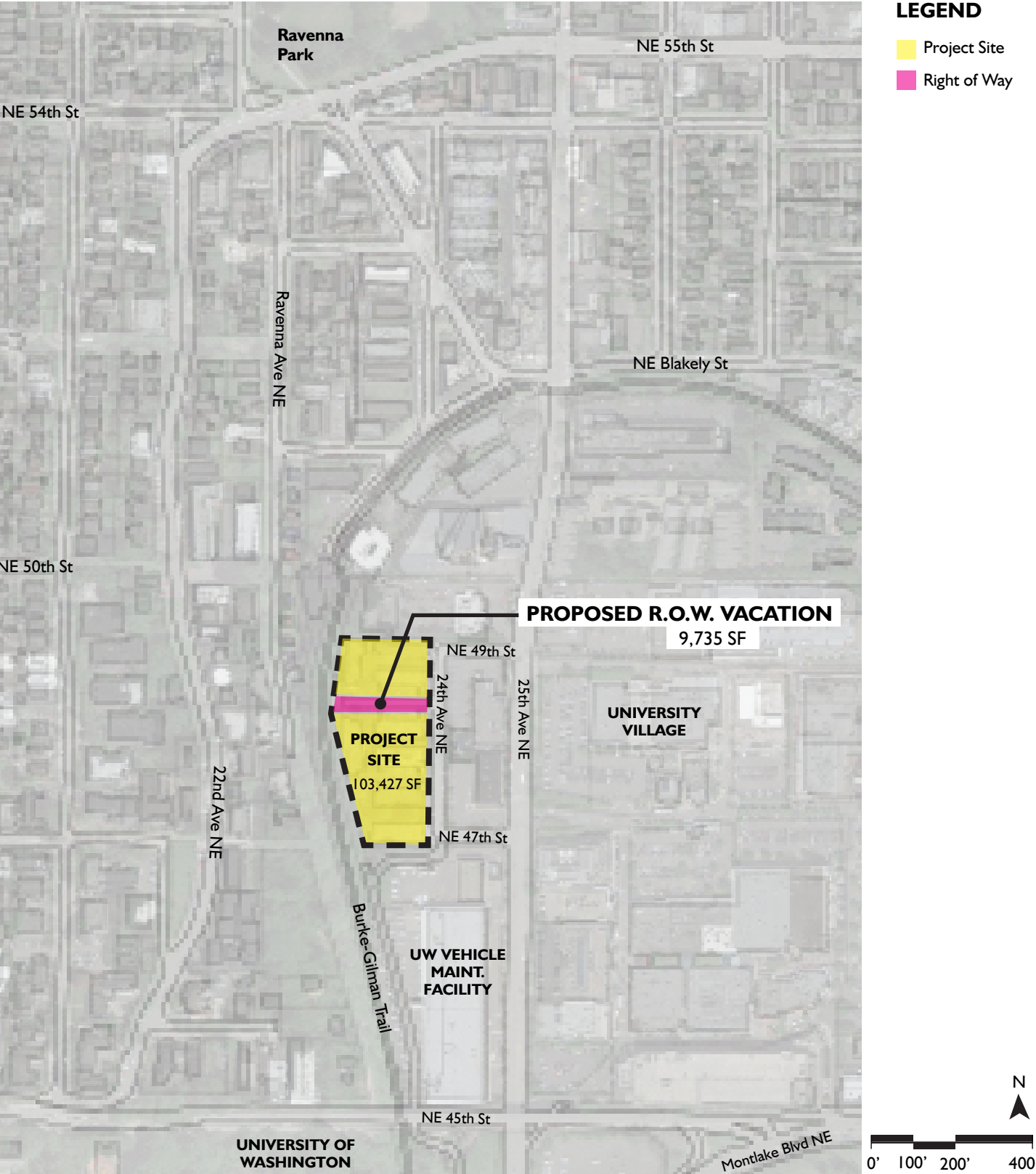




# 17. 9-BLOCK URBAN DESIGN ANALYSIS

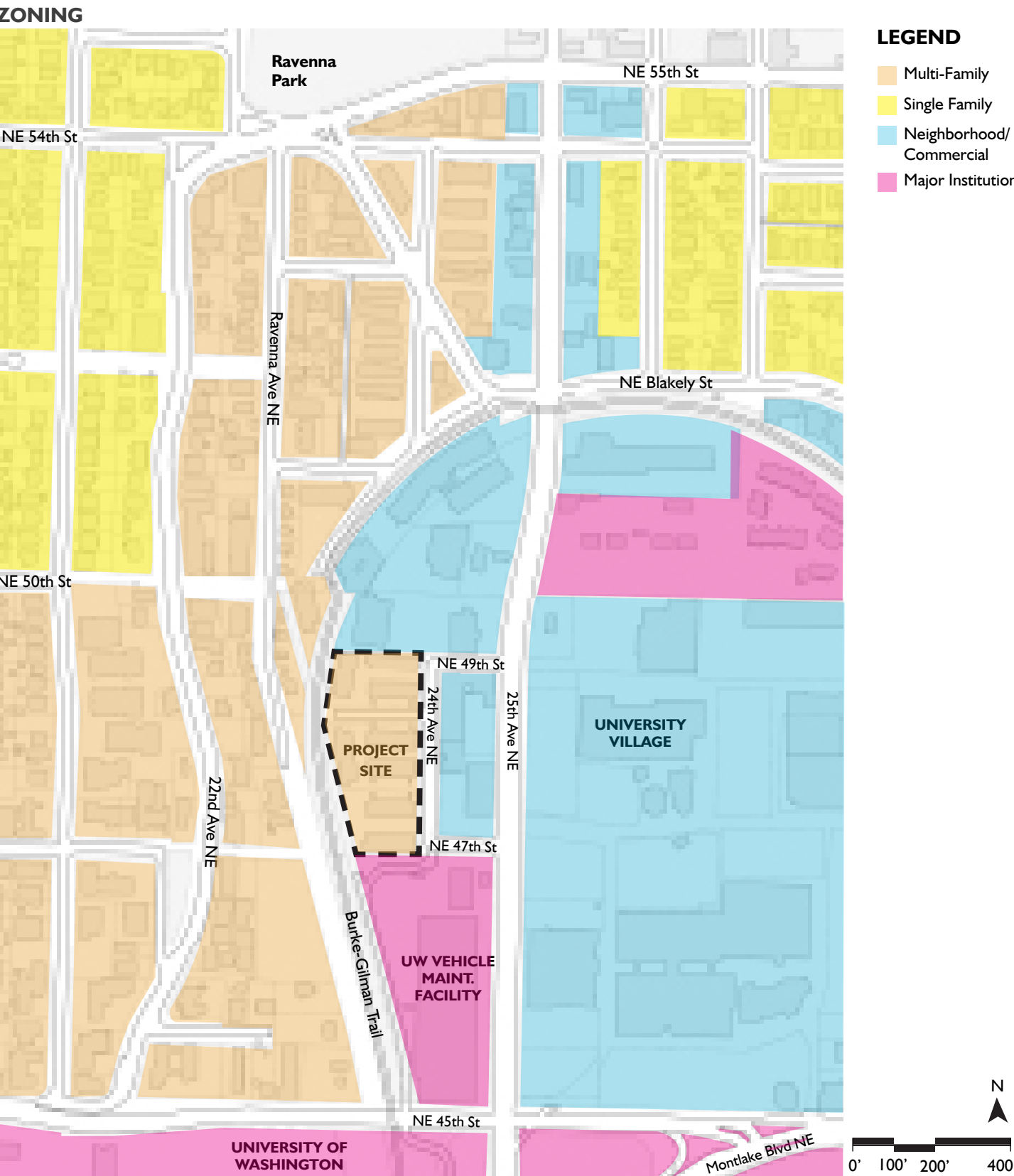
Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.

## FOCUS AREA



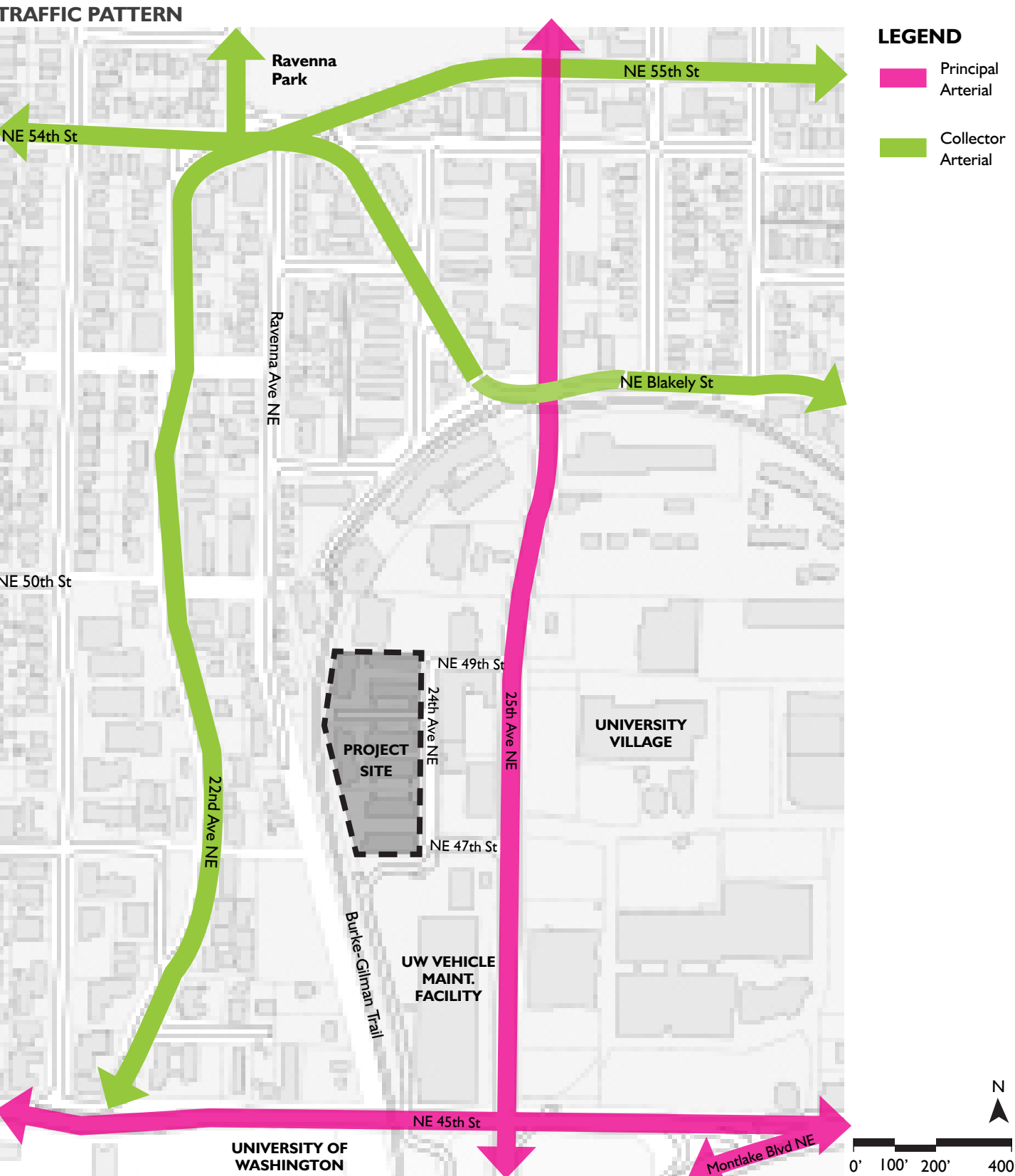
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Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.





# 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.

## PEDESTRIAN & BIKE NETWORK



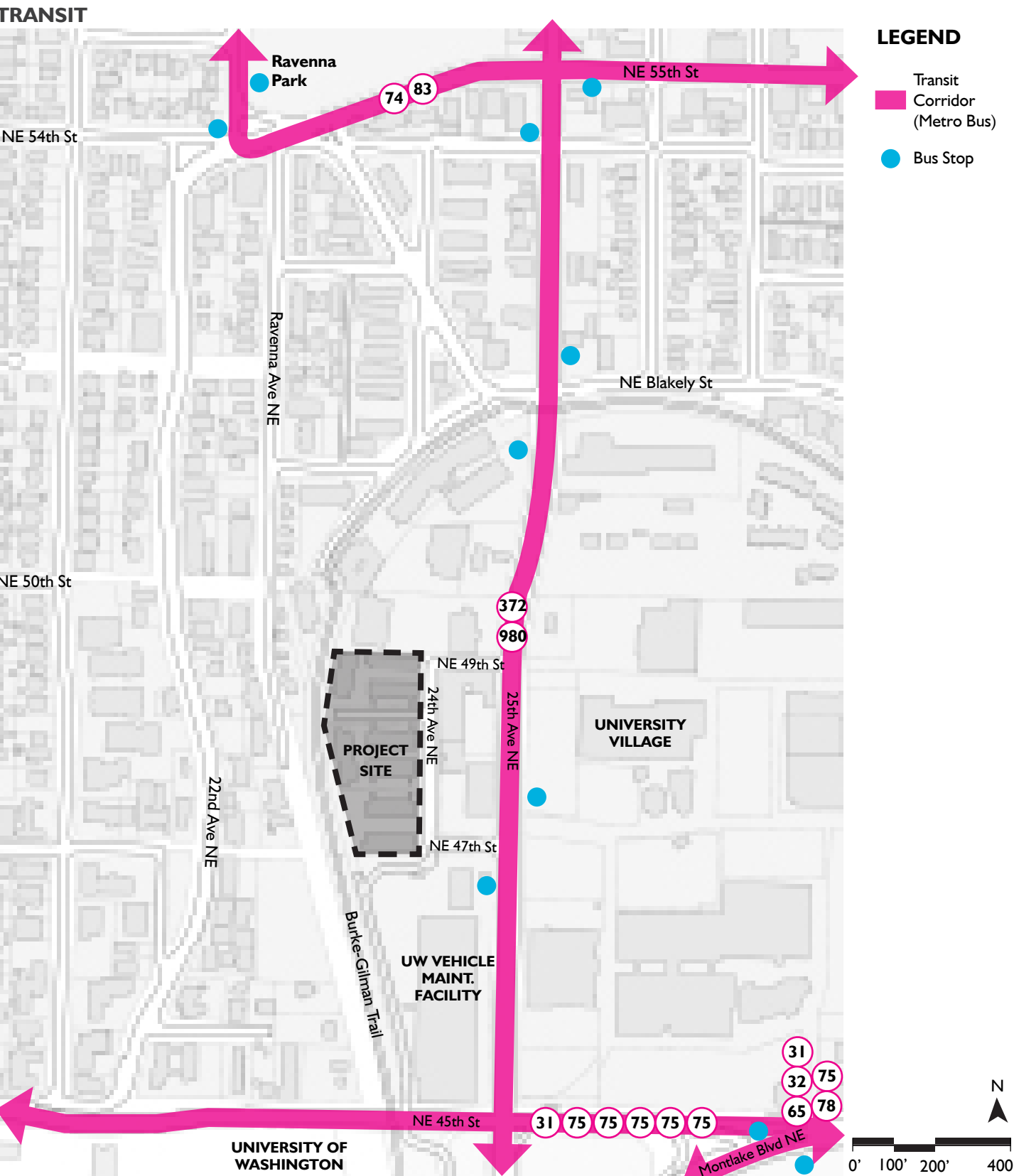
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# 17. 9-BLOCK URBAN DESIGN ANALYSIS

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.





# 17. 9-BLOCK URBAN DESIGN ANALYSIS

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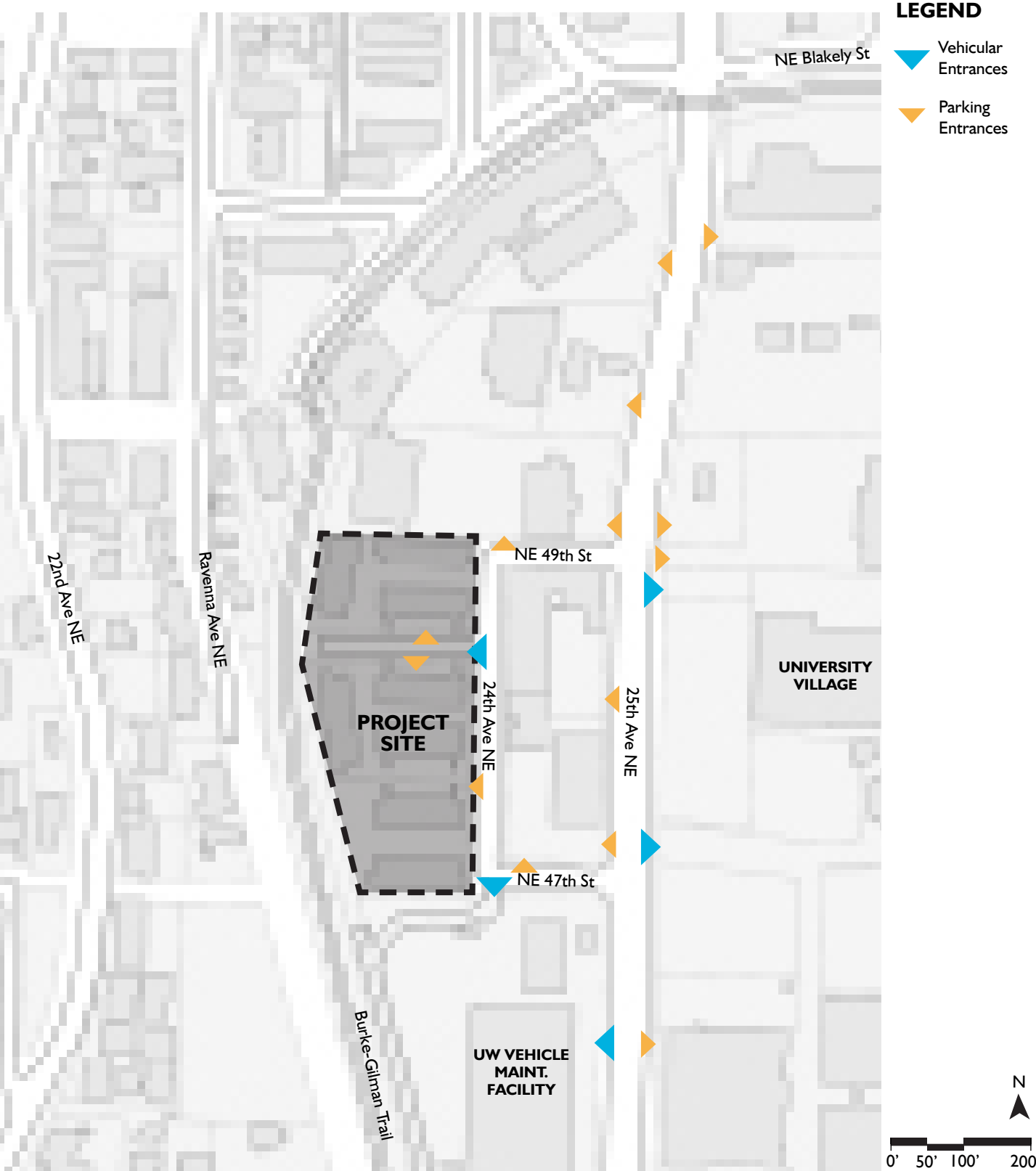
## OPEN SPACE



# 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.

## EXISTING VEHICULAR ACCESS



## 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 Trailside Apartment development is only bound by one street, 24th Avenue NE. 24th Avenue NE is not a main arterial or pedestrian designated street. The proposed street vacation is not expected to impact any major transportation projects in the site vicinity. There are existing bus stops due east on 25th Avenue NE and the new development is not expected to impact the existing stops or routes.



## 19. ENVIRONMENTAL IMPACT STATEMENT (EIS)

*If SDCI determines that an EIS is required, the Petition may not proceed to City Council until this work is completed. SDCI 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.*

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The Trailside Apartment development will provide a SEPA checklist as part of the Master Use Permit (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 petition document. The Trailside Apartment development is wholly consistent with the University Community Urban Center 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 petition document. The Trailside Apartment development is wholly consistent with the Comprehensive Plan and University Community Urban Center Neighborhood Plan.

## 22. SUSTAINABLE PRACTICES

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

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The Trailside Apartment development is currently considering sustainability goals for the project but is intended to minimally meet the new requirements of the Seattle Energy Code.



## 23. DESIGN REVIEW BOARD

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

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Please see the Appendix for copies of the approved minutes. The design material presented to the Design Review Board for EDG can be found at the location below.

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/Detail/default.aspx?id=6511&b=s&pn=3027312>

## 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.*

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PHOENIX  
PROPERTY COMPANY

### PHOENIX PROPERTY COMPANY CORPORATE OVERVIEW

**Phoenix Property Company (PPC)**, formed in 1994, is a nationally recognized, diversified real estate company with developments and investments in major cities across the United States. Blake Pogue and Jason Runnels are the original principals. Noted for its extensive track record in developing award-winning multifamily and mixed-use communities on in-fill and urban sites, Phoenix has gained a reputation for recognizing emerging neighborhoods and creating iconic properties that encourage additional growth and revitalization. Phoenix also works with universities in evaluating their current and future real estate needs, and develops and owns college student housing communities in multiple cities.

Since its inception, PPC and the affiliated GrandMarc have developed residential and mixed-use communities with a construction cost of over \$1 billion. These properties comprise over 7000 units and 400,000 sf of retail space. PPC always develops in partnership with outside equity investors, many of which have chosen to invest in more than one project. Significant institutions such as C V Starr & Company, Brookfield and IBV Real Estate have chosen to invest in several PPC developments. PPC's leading lending institutions include Bank of America, Key Bank, BBVA Compass Bank and JPMorgan Chase.

**PPC Real Estate Advisors, Inc.** ("PPCREA") provides advisory services to European investors for all aspects of commercial real estate investment in the United States. Among its services, PPCREA offers expertise in investment identification, underwriting, contract negotiation, due diligence and closing, and asset management. PPCREA has originated in excess of \$1 billion of commercial real estate investments in multi-family, retail, office and industrial properties throughout the United States and prides itself on being a full service investment advisor with experienced professionals coordinating every aspect of the investment process.

**GrandMarc** was formed in 1998 to buy and develop student housing. GrandMarc's strategy is to establish partnered relationships with schools that will create opportunities to acquire or develop on- and off-campus housing, provide property management and asset advisory services and offer technologies and education programs within the housing environments. GrandMarc differentiates itself from competitors by providing housing that is educationally focused with proactive management programs. The housing environment created offers privacy, educational programs, security and access to technology that students desire. Many schools are openly embracing this partnered concept as they now choose to outsource ancillary tasks, like housing, in an effort to control costs and focus expenditures on education itself. GrandMarc has completed over two million square feet of student housing product nationwide.

# 25. DEVELOPMENT SCHEDULE

Provide a proposed development schedule and timeline.

---

**Project Design:**  
Spring 2017 - Summer 2018

**Project Entitlement - MUP and Contract Rezone:**  
Winter 2017 - Summer 2019

- |   |                         |
|---|-------------------------|
| • Early Design Guidance (EDG)                                     | August 2017             |
| • Master Use Permit (MUP) Submittal / Contract Rezone application | September 2017          |
| • Recommendation Meeting  | Spring 2018             |
| • MUP Decision / Rezone Recommendation                            | Fall 2018               |
| • City Hearing Examiner Process Starts                            | Fall 2018               |
| • Hearing Examiner Recommendation to City Council                 | Winter 2018/2019        |
| • City Council Process Starts                                     | Winter 2018/2019        |
| • City Council Approval   | Summer 2019             |
| <b>MHA Path:</b>  |                         |
| MHA Legislation to City Council                                   | Fall 2017               |
| City Council takes public input                                   | Fall 2017 - Summer 2018 |

\*If MHA legislation is adopted in 2018, the contract rezone will be withdrawn.

**Project Construction:**  
MHA Path                      Fall 2018 - Summer 2020  
Rezone Path                 Fall 2019 - Summer 2021

# APPENDIX





# City of Seattle

Edward B. Murray, Mayor

## Department of Transportation

Scott Kubly, Director

### **MEMORANDUM**

**Date:** July 27, 2017

**To:** Design Review Board and Lindsay King, SDCI planner

**From:** SDOT development review program

**Subject:** MUP #3027312 – 4801 24<sup>th</sup> Ave NE

Thank you for the opportunity to share Seattle Department of Transportation (SDOT) information and recommendations for this development.

Potential street vacations are reviewed via a separate, parallel process. This memo focuses on 24<sup>th</sup> Ave NE frontage improvements and the Burke-Gilman Trail interface.

The Seattle Municipal Code requires curbs, street trees and sidewalk along 24<sup>th</sup> Ave NE. While 24<sup>th</sup> Ave NE is improved with curbs and sidewalk, the city right-of-way is not sufficiently wide to accommodate all required street improvements. SDOT appreciates the applicant's creative approach to code implementation. The 24<sup>th</sup> Ave NE street design proposed on page 25 and 71 is consistent with the city's draft Streets Illustrated (formerly known as the Right-of-Way Improvements Manual) recommendations for this street. However, SDOT is open to considering a more people-oriented, curbless shared street environment.

SDOT also supports the proposed connection(s) to the Burke-Gilman Trail (page 73) and appreciates the applicant's coordination with adjacent property owners to facilitate a connection to and across 25<sup>th</sup> Ave NE. The orientation of the proposed trailside commons (page 75) activates the south connection to the B-GT, providing "eyes on the trail" and fostering a safer environment. To create a safer crossing across 24<sup>th</sup> Ave NE for people walking and biking and calm traffic, SDOT recommends a raised intersection street at 24<sup>th</sup> Ave NE and NE 47<sup>th</sup> St.

Finally, SDOT supports vehicle access to the site from 24<sup>th</sup> Ave NE. Curb cuts should be 40' (minimum) from intersections or directly in the intersection to promote predictable turning movements, increase sight lines, and reduce potential conflicts. The northernmost drive appears to be less than 40' from the intersection of NE 49<sup>th</sup> St. To mitigate any potential safety concerns with the northernmost access drive in the preferred option (4), SDOT could consider a raised intersection/street.

Please let me know if you have any questions. I can be reached at [emily.ehlers@seattle.gov](mailto:emily.ehlers@seattle.gov).

Emily Ehlers  
SDOT Street Use  
Development Review Program

## Herbaugh, Melinda

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**From:** King, Lindsay  
**Sent:** Wednesday, August 09, 2017 6:45 AM  
**To:** William Justen; Landry, David  
**Cc:** Noosha Tashakor; PRC  
**Subject:** RE: Project # 3027312

William,

Thank you for your email. I will make sure your contact information is added to the project mailing list.

Sincerely,

Lindsay King

---

**From:** William Justen [mailto:williamj@justencompany.com]  
**Sent:** Tuesday, August 08, 2017 5:22 PM  
**To:** King, Lindsay <Lindsay.King@seattle.gov>; Landry, David <David.Landry@seattle.gov>  
**Cc:** Noosha Tashakor <noosha@justencompany.com>  
**Subject:** Project # 3027312

Hello Lindsay and David-

I attended EDG meeting last evening for the project that 4801 24<sup>th</sup> Ave. NE.  
Unfortunately I failed to put my name on the sign-up sheet for further notices, as I was distracted by having to use a walker for assistance and I'm unaccustomed to that.

I would greatly appreciate it if you would add me to the sign-up sheet for that project.

FYI, I'm also working on the project across 24<sup>th</sup> Ave., NE from this project and we have met several times for good project coordination. Although we will have different architects, we will be using the same landscape architect and civil engineering firm which should benefit the two projects complementing each other in the pedestrian realm.

Thanks,  
William Justen

[Williamj@justencompany.com](mailto:Williamj@justencompany.com)

206-718-2764



# City of Seattle

Department of Construction & Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

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Project Number: 3027312

Address: 4801 24<sup>th</sup> Avenue NE

Applicant: Skye Bredberg, Weber Thompson

Date of Meeting: Tuesday, August 08, 2017

Board Members Present: Eric Blank (Chair)  
Joe Hurley  
Anita Jeerage  
Peter Krech (Substitute)

Board Members Absent: Brian Bishop  
James Marria

SDCI Staff Present: Lindsay King

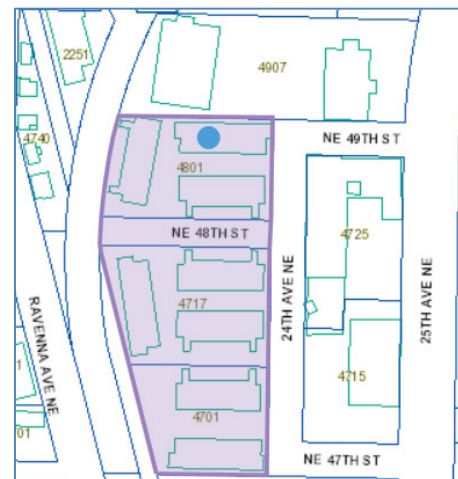
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### SITE & VICINITY

Site Zone: Lowrise Three (LR3)

Nearby Zones: (North) C1-40  
(South) C1-40/MIO-50  
(East) C1-40  
(West) LR1

Lot Area: Approximately 103,427 sq. ft.





**Current Development:**

The subject site is located west side of 24<sup>th</sup> Avenue NE. The north property line is located at the north boundary of the NE 49<sup>th</sup> Street right-of-way. The south property line is located at the south boundary of NE 47<sup>th</sup> Street right-of-way. The subject site is bound by the Burke Gilman Trail and Seattle Public Utility property along the west edge, University of Washington property on the south edge, an existing commercial property to the north and 24<sup>th</sup> Avenue NE to west. Lots to the north, south and east are all zoned C1-40. The University of Washington parcel directly south is zoned C1-40 and MIO-50. Lots across the Burke Gilman Trail are zoned Lowrise 1. The site contains three parcels and a City of Seattle right-of-way, NE 48<sup>th</sup> Street, which is proposed to be vacated. The site contains approximately 10 feet of grade change from the southeast corner, the low point of the site, to the southwest corner, the high point of the site.

The project includes a contract rezone proposal from LR3 to NC2-85. The City has published an EIS to upzone areas of the City to provide additional housing. No specific legislation has been proposed for this site. As such, the current proposal includes a contract rezone from Lowrise 3 multifamily residential to Neighborhood Commercial 2 with an 85-foot height limit. The project proposes to self-limit height to 75 feet.

Three Exceptional trees have been identified on site. Two of the Exceptional trees are located adjacent to the 24<sup>th</sup> Avenue NE right-of-way and one Exceptional tree is located adjacent to NE 48<sup>th</sup> Street right-of-way, the street proposed to be vacated.

**Surrounding Development and Neighborhood Character:**

This neighborhood, located within the Ravenna Urban Center Village, includes multifamily housing, retail and office uses, community services, restaurants, and the University Village. 25<sup>th</sup> Avenue NE, located one block east of the subject lot, serves as a principal arterial street connecting the University of Washington, Montlake and Capitol Hill to the south, with the Ravenna neighborhood to the north. The subject lot and lots to the north and east are developed with single and multi-story commercial and residential buildings. To the south the University of Washington property contains parking and storage uses. To the west, across the Burke Gilman, are single and multifamily residential structures. The subject lot is located at the bottom of large hill the containing approximately 70 feet of grade change.

**Access:**

NE 47<sup>th</sup> Street, NE 49<sup>th</sup> Street and 24<sup>th</sup> Avenue NE. NE 48<sup>th</sup> Street is proposed to be vacated.

**Environmentally Critical Areas:**

Steep Slope Environmentally Critical Area has been identified along the north property line.

**PROJECT DESCRIPTION**

Design Review Early Design Guidance application proposing two, seven-story buildings with a total of 293 apartment units. Retail to be located at street level in the south building. Parking for 286 vehicles to be located in a below grade garage. Existing structures to be demolished. Proposal requires a rezone from LR3 to NC2-85 and a street vacation of NE 48th 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](mailto:PRC@seattle.gov)

## **EARLY DESIGN GUIDANCE August 8, 2017**

### **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Expressed support for the preferred design alternative. Noted the buildings minimize the façade along the Burke Gilman Trail, the street, and includes public amenity space.
- Would like to see the transition between the Burke Gilman trail and the site read as a public gateway.
- Expressed support for the dedicated bike elevator but would like to see additional exterior bike racks provided for guests to the site.
- Would like to see NE 47<sup>th</sup> Street treated as a woonerf, with an emphasis on pedestrian and bicycle use.
- Expressed concern that the north connector does not provide a direct link to the University Village NE 49th Street entrance. Would like to see University Village resolve the entry.
- Would prefer to see a larger connector provided to the south in lieu of the north connector.
- Would like to see additional lighting provided along the Burke Gilman Trail, and along the connectors.
- Applauded the development team for reaching out to the Ravenna Bryant Community Association.
- Expressed support for the development's focus on the public realm, including a new pedestrian connection between the Burke Gilman Trail, NE 47<sup>th</sup> Street, and University Village.
- Noted that the subject development, combined with the Greystar development to the east, and the University Village redevelopment, will create many positive changes to the neighborhood.
- Felt that the proposed open space commons should be maintained for public use in perpetuity.
- Expressed support for the large gestures of public open space, and connectors. Felt the development could warrant departures requested.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. **Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.**

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 provided the following siting and design guidance.

- 1. Massing.** The Board provided unanimous support for the applicant's preferred massing Option 4. Option 4 orients the building to locate the least amount of building façade along the Burke Gilman Trail and 24<sup>th</sup> Avenue NE. The east/west building orientation creates a visual porosity into and through the site. The Board applauded the north south connectors and the Trailside Commons as public open spaces. The Board agreed that the new connections between the Burke Gilman Trail, at the south facing open space was a special amenity. For the reasons list above, the Board agreed that the preferred massing option provides a better site design than the massing option maintaining the Exceptional trees. The Board acknowledged the proposed contract rezone from 40 feet in height to 75 feet was a significant change but agreed the additional height, in combination with the street vacation, provides opportunities for smaller building footprints and more creative site design. The proposal maximizes these benefits by providing a significant public open space within the Trailside Commons. The Board also noted that the unique location adjacent to the hillside provides a topographical and dense vegetated transition between the subject lot and the Lowrise zones to the west. (CS1-C, CS1-D, CS2 A-D, PL1-A-D, PL1-I, DC2-A)
- 2. Architectural Concept.** The Board discussed the building massing in relationship to the architectural concept. The 24<sup>th</sup> Avenue NE property line is over 500 feet long and the long, deep, and tall building are oriented well to minimize the façade length along the right-of-way. However, the Board felt strongly that the building would need aesthetic variation to break down the height, bulk, and scale of the development.
  - a) At Recommendation Stage, the Board requested a master plan architectural concept demonstrating how the development creates variation between the buildings but also maintains a unified relationship between the structures (CS2-C, CS2-D, DC2-A-D, DC2-I, DC4-A).
  - b) The Board supported the concept of the lanterns and noted the symbolic element could be used as a unifying architectural element or one that provides variation between the buildings. The Board noted that lanterns and building lighting should not overshadow the

‘naturalness’ of the trail and should provide a respectful relationship to the Lowrise residential zoning across the Burke Gilman Trail (DC2-B and C, CS2-D3 and D5).

- c) The Board expressed concern regarding the treatment of residential units at grade on 24th Avenue. The Board questioned how the residential use would relate architecturally to the retail and residential lobby uses on either site. At the Recommendation Stage, the Board would like to better understand how the residential treatment could add to the architectural variation between the buildings (DC1-A, DC2).
- d) At the Recommendation Stage, the Board requested vignettes, from pedestrian level, demonstrating how the building would be perceived from a variety of viewpoints during the day and at night (DC2, DC4).
- e) The Board noted that the development should incorporate high-quality, durable materials, with well-developed detailing. The Board did not support the use of mediocre materials given the scale and prominence of the development (DC2, DC4-A, DC4-I).

**3. Streetscape and Public Edge.** The Board applauded the site planning as demonstrated on page 65-71 of the EDG packet. The Board acknowledged public comments regarding the limited connection of the north connector to University Village, but ultimately the Board supported the north connector for the added porosity to the site and for the future connection opportunities it may provide to University Village.

- a) The Board agreed that the Trailside Commons should be maintained and further developed as public open space. The Board encouraged a unique lighting design to add interest to the Trailside Commons at night time (PL1).
- b) The Board supported the concept of the arrival court since the building demographic requires programmed space for moving and drop-off. The Board supported the expressed design intent to create a shared-use space. At the Recommendation Stage, the Board requested more detail for the quality design treatment so that the space does not read as a striped parking area (DC1-C3, DC4-D).
- c) The Board acknowledged the ‘study’ as a nicely-scaled residential enclave and supported the limited use fences for security. The Board directed that the fences be visually porous and treated as a secondary design element (DC2-C).
- d) At the Recommendation stage, the Board requested a conceptual wayfinding plan. The Board agreed that the transition from the trail to the site was particularly important and should be designed to feel gracious, welcoming, and public (PL2-D)
- e) At the Recommendation stage, the Board requested sections and renderings to demonstrate the ground level residential uses along public edges, 24<sup>th</sup> Avenue NE and along the connector, have been designed to provide a semi-private transition (PL3-B).
- f) At the Recommendation stage, the Board agreed with public comment and requested a comprehensive lighting plan for the connectors and trail. The Board also directed that the public spaces be designed without dead ends to minimize safety concerns (PL2-B).
- g) At the Recommendation stage, the Board would like to better understand how the garage entry and dumpster staging along 24<sup>th</sup> Avenue NE have been integrated into the architectural concept to minimize their presence along the façade (DC1-B and C, DC2-B and C).



- h) In response to the public comments, the site design should accommodate visitor bike parking and an at grade connection between the building and the trail (PL4).
- i) The Board expressed support for a curbless street on 24<sup>th</sup> Avenue NE and the concept of a woonerf for NE 47<sup>th</sup> Street. The Board recognized the design of both streets will be developed in accordance with SDOT standards (PL1-A).

#### **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.

1. **Parking Location (SMC 23.47A.032):** The Code requires that parking shall not be provided between a structure and a street lot line. The applicant proposes a parking arrival court located in front of a portion of a structure.

At the time of the Early Design Guidance meeting, the Board indicated early support for a parking location departure request. The Board agreed that providing a space for student move in and out, car drop off and pick up within the property alleviates congestion along the street. The Board fully supported the stated design intent to create a shared use space that can be used for other events when move in days are not occurring. At the Recommendation stage, the Board would like to see how the space is treated with landscaping, hardscape, design features to facilitate the concept of a shared space rather than a striped parking court. The final proposal should demonstrate how the space better meets the intent of City adopted Design Guidelines DC1-C2 Parking and Services Uses, DC1-C3 Multiple Uses.

2. **Site Triangle (SMC 23.54.030 G2):** The Code requires for driveways 22 feet wide a site triangle shall be provided for a distance of 10 feet from the intersection of the driveway with the sidewalk. The applicant proposes to replace the site triangle with mirrors.

At the time of the Early Design Guidance meeting, the Board indicated early support for the departure request. At the Recommendation Stage, the Board requested additional information regarding the driveway transition to the final NE 24<sup>th</sup> Street right-of-way design. The design should demonstrate the visibility of pedestrian traveling along 24<sup>th</sup> Avenue NE and the connector from cars exiting the driveway. The driveway entrance should also be coordinated with the overall architectural composition. The final resolution must better meet the intent of City adopted design guidelines DC1-B Vehicular Access and Circulation and DC1-C Parking and Service Uses.

3. **Street Level Use Requirements (SMC 23.47A.008 D2):** The Code requires residential uses at ground level to be located at least 4 feet above or 4 feet below sidewalk grade for be setback at least 10 feet from the sidewalk. The applicant proposes dwelling units

along 24<sup>th</sup> Avenue NE located at sidewalk level and set back between 4'-8" and 7'-6" from the sidewalk.

At the time of the Early Design Guidance meeting, the Board indicated early support for the departure request provided the design can demonstrate the units will be treated to create a semi-private transition between the windows and the public walkways. The design should facilitate privacy without the use of blinds. The Board supported a lush planting transition to accommodate privacy for units. At the Recommendation stage, the Board requested building setbacks and vignettes demonstrating the final treatment of the ground level residential uses. The final resolution must better meet the intent of City adopted design guidelines PL3-B Residential Edges.

## DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines 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-C Topography

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

#### CS1-D Plants and Habitat

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

**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-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-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**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.

***University Supplemental Guidance:***

**CS2-I Responding to Site Characteristics**

**CS2-I-i. Views Along Burke Gilman Trail:** For properties facing the Burke Gilman Trail, new buildings should be located to minimize impacts to views of Mount Rainier, Cascade Mountains and Lake Washington, and allow for sunlight along the trail and increase safety and access.

**CS2-IV Height, Bulk, and Scale**

**CS2-IV-i. Reduce Visual Bulk:** Special attention should be paid to projects in Map 4 of the full Guidelines to minimize impacts of increased height, bulk and scale as stated in the Seattle Design Guideline. In order to reduce the impacts of apparent building height and bulk at specified zone edges listed above, the following alternatives should be considered:

1. Along zone edges and specified streets, step back upper floors above 40', or modify the roofline to reduce the negative effects of the allowable height limit.
2. Along specified corridors, a gradual setback of the building's facade above 40' in height from the street, alley or property line may be considered.
3. In exchange for setting back the building facade, the Board may allow a reduction in the open space requirement.
4. Access to commercial parking on corner lots should be sited and designed in a manner that minimizes impact on adjacent residential uses.

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

### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

## **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.

### **University Supplemental Guidance:**

#### **PL1-I Residential Open Space**

**PL1-I-i. Active, Ground-Level Open Space:** The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space. Successfully designed ground level open space should meet these objectives:



- a. Reinforces positive streetscape qualities by providing a landscaped front yard, adhering to common setback dimensions of neighboring properties, and providing a transition between public and private realms.
- b. Provides for the comfort, health, and recreation of residents.
- c. Increases privacy and reduce visual impacts to all neighboring properties.

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

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**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-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-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-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.

**University Supplemental Guidance:**

**PL3-I Entrances Visible from the Street**

**PL3-I-i. Entrance Orientation:** On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lots.

**PL3-I-ii. Walkways Serving Entrances:** In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.

**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

**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-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-3. Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**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.

***University Supplemental Guidance:***

**DC2-I Architectural Elements and Materials**

**DC2-I-i. Modulate Facade Widths:** On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community, such as lower Roosevelt.)

**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-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.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

**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-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design,



lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

#### **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.

#### ***University Supplemental Guidance:***

##### **DC4-I Exterior Finish Materials**

**DC4-I-i. Desired Materials:** See full Guidelines for list of desired materials.

**DC4-I-iii. Discouraged Materials:** See full Guidelines for list of discouraged materials.

**DC4-I-iv. Anodized Metal:** Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

**DC4-I-v. Fencing:** Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.

**DC4-I-vii. Light Standards:** Light standards should be compatible with other site design and building elements.

##### **DC4-II Exterior Signs**

**DC4-II-i. Encouraged Sign Types:** The following sign types are encouraged, particularly along Mixed Use Corridors:

- a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
- b. Marquee signs and signs on pedestrian canopies.
- c. Neon signs.
- d. Carefully executed window signs, such as etched glass or hand painted signs.
- e. Small signs on awnings or canopies.

**DC4-II-ii. Discouraged Sign Types:** Post mounted signs are discouraged.

**DC4-II-iii. Sign Location:** The location and installation of signage should be integrated with the building's architecture.

## **RECOMMENDATIONS**

### **BOARD DIRECTION**

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.