



City of Seattle
Seattle Public Utilities

DATE: November 6, 2020

TO: Moira Gray, Street Vacation Office

FROM: Carolyn Johnson, Senior Real Property Agent;
Seattle Public Utilities Street Vacation Reviewers

**VACATION:
REVIEWED** CF 314459 - Proposed Vacation of Grand St Commons (GSC) Affordable
Housing Project; Alley in Block 14 Kinnear's Addition

REVISED: December 14, 2020

Seattle Public Utilities (SPU) has reviewed the proposed vacation, identified the following concerns and provided necessary requirements:

SPU Sewer & Drainage:

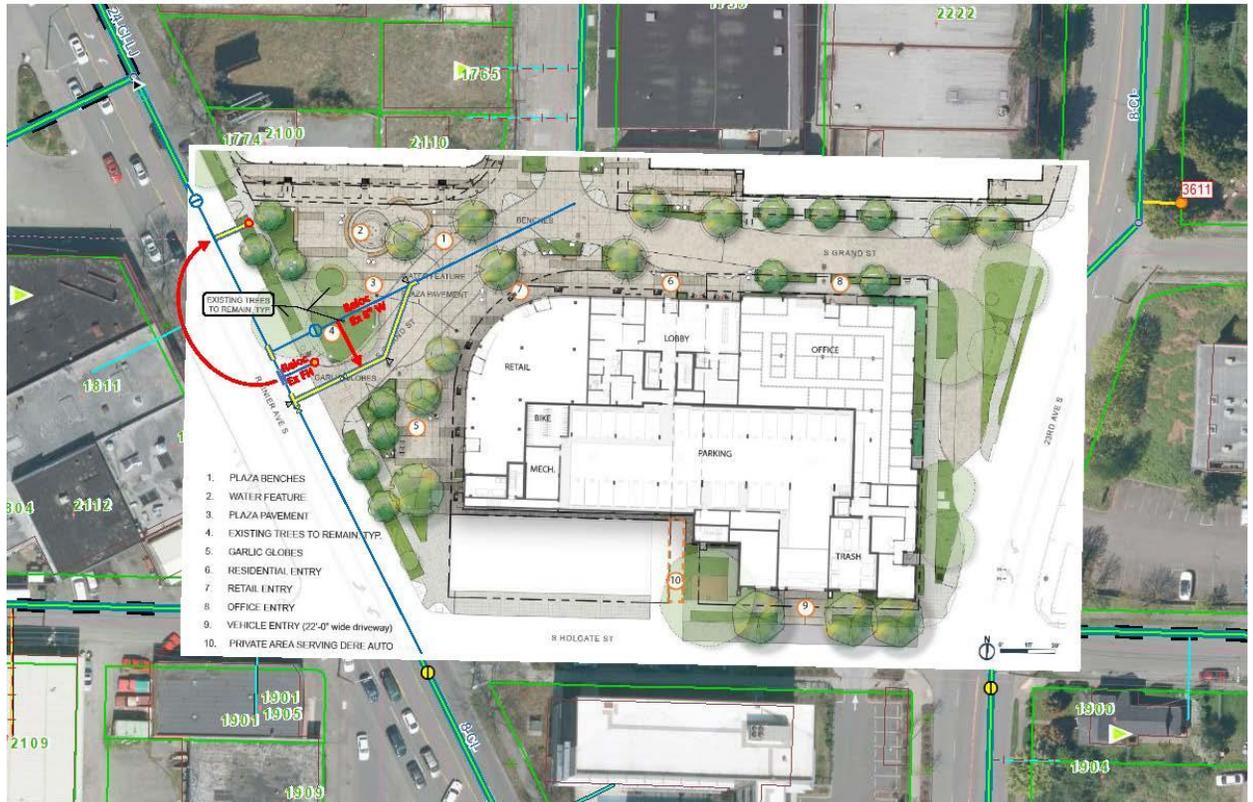
- No comment – Drainage and Wastewater does not have any existing facilities in this alley

SPU Water:

- The vacation proposal includes provisions for closing South Grand Street at its current intersection with Rainier Ave S expanding the small, landscaped island to the north and expanding the existing southerly connection at Rainier Ave S. The proposed reconfiguration will place the revised curb at the south end of the island in conflict with an existing water fire hydrant. That water fire hydrant must be relocated north of its existing location, to position free of existing and proposed street trees.
- The vacation proposal includes provisions for retaining a group of mature street trees placed in conflict with a preexisting 8" watermain serving South Grand Street, east of Rainier Ave S. One of the 50+ year-old trees is located almost directly above the cast iron watermain. This segment of watermain must be relocated south, into the petitioner's revised roadway, to include retirement and abandonment of the existing watermain located in the petitioner's proposed amenity area.
- Exhibit depicting Street Vacation and ROW Revisions in conflict with Water Distribution Assets – Rainier Ave S & South Grand Street.

Street Vacation and ROW Revisions in Conflict with Water Distribution Assets – Rainier Ave S & S Grand St

1. Relocate tree-encumbered 8" cast iron watermain into realigned S Grand St roadway.
2. Relocate fire hydrant out of revised curb.



SPU: SOLID WASTE

- This street vacation has been reviewed by the impacted haulers, and they have reviewed the street closure impact and will be able to continue to service their customers in the area.

Recommendation:

SPU recommends the proposed Vacation of Grand St Commons (GSC) Affordable Housing Project; Alley in Block 14 Kinnear's Addition with the outlined SPU water distribution asset requirements.

Cj\SPU Reviewers

My focus is on coordinating with ST to facilitate the permitting and construction of the future Judkins Park Station light rail station. Through that work I am aware of a few broader SDOT efforts/projects in the vicinity that you may want to consult with (if you are not doing so already):

- SDOT received some funds from ST from their new station access fund program. I think SDOT's application included projects in the vicinity of the future Judkins Park Station. SDOT P&P may know who is managing these funds/projects.
- There was a planning study near this project location some years ago that considered reconfiguring the street grid in this area. I'm not sure what the outcome of the study was or if it is still relevant. SDOT Policy & Planning may be able to provide some information.
- SDOT's Rainier RapidRide and 23rd Ave bus corridor projects. I think SDOT Transit and Mobility might be able to advise or direct you to the PM for these projects.

Ayelet



Ayelet Ezran
ST2 Program Manager/WSBLE Engineering Team Lead, Sound Transit Division
City of Seattle [Department of Transportation](#)
O: 206-733-9032 | M: 206-478-8566 | ayelet.ezran@seattle.gov
[Facebook](#) | [Twitter](#)

December 29, 2020
TO: Moira Gray, SDOT

FROM: Patrice Carroll and Michael Hubner, OPCD

RE: Block 14 alley vacation for Grand Street Commons affordable housing project

SDOT has received a petition from Grand Street Commons LLC to vacate an alley for Block 14 bounded by S Grand St., Rainier Ave. S, S Holgate Ave. and 23rd Ave. S. The alley vacation would consolidate its portion of the block to construct affordable housing. The vacation would allow an estimated 45 additional affordable housing units to the project. Public benefits proposed include a realignment of S Grand St east of Rainier Ave S to create a single two-way access in place of 22nd Ave S, and the construction and maintenance of a public plaza on the triangle area of 22nd Ave S, S Grand St and Rainier Ave S. with benches, artistic lighting, and a water feature. This project is located within the Mount Baker Urban Village.

Comments by the Office of Planning and Community Development include evaluation of the proposed vacation informed by relevant policies and recommendations from the Comprehensive Plan, the North Rainier Neighborhood Plan Update and the Judkins Park Station Area Planning – Land Use Summary Report.

[Comprehensive Plan Goals and Policies](#)

Key context for this proposal:

- Project is located within census tract 97. This tract falls in the highest 20% of disadvantaged tracts across the city.
- This project is located within the Mount Baker Urban Village. Located within a 10-minute walk of the future Judkins Park light rail station and within a five minute walk of the future Rainier Avenue BRT station.

Relevant goals and policies are contained in the Growth Strategy, Housing and Open Space elements and the Neighborhood Planning element. Each is cited below along with commentary related to consistency of the proposal.

GS 1.5 Encourage infill development in underused sites, particularly in urban centers and villages.

The proposal is consistent with this policy as it allows a higher utilization of a site located in the North Rainier Urban Village.

GS 3.14 Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with retail and active uses that flank the sidewalk.

The proposal is consistent with this policy as the realignment of Grand Avenue to a two-way extension of 22nd Ave. S will improve the clarity of the street grid. The proposal also incorporates public open space near retail uses.

GS 3.25 Promote well-defined outdoor spaces that can easily accommodate potential users and that are well integrated with adjoining buildings and spaces.

The proposal is consistent with this policy as the proposal integrates open space with the development of adjacent buildings.

T 2.14 Maintain, preserve, and enhance the City's alleys as a valuable network for public spaces and access, loading and unloading for freight, and utility operations.

The proposal is consistent with this policy as the section of the alley that serves the existing Dere Auto business is preserved.

H 1.7 Support the development and preservation of affordable housing in areas with a high risk of displacement through tools and actions such as land banking, public or non-profit acquisition of affordable buildings, and new affordable and mixed income development.

The proposal is consistent with this policy as it will provide additional affordable housing in an area at high risk of displacement.

H 5.3 Promote housing affordable to lower-income households in locations that help increase access to education, employment, and social opportunities, while supporting a more inclusive city and reducing displacement from Seattle neighborhoods or from the city as a whole.

The proposal is consistent with this policy as it would provide additional affordable housing within a 10-minute walk of the future Judkins Park light rail station, and within a five-minute walk of the future Rainier Avenue BRT station. This transit access will help increase access to regional education and employment opportunities.

P 1.7 Encourage or require private developers to incorporate on-site publicly accessible open space.

The proposal is consistent with this policy as it will provide publicly accessible open space as part of the development.

P 1.17 Create innovative opportunities to use existing public land, especially in the right of way, for open space and recreation, including street plazas, pavement to parks, parklets, lidding of reservoirs and highways, and community gardens.

The proposal is consistent with this policy as the reconfiguration of right of way will allow for a larger street plaza.

NR-G17 A neighborhood served by a network of safe streets with amenities for pedestrians and bicyclists.

The proposal is consistent with this goal as the reconfiguration of right-of-way will improve safety for pedestrians and bicyclists.

North Rainier Neighborhood Plan Update

The proposal is located within the North Rainier Urban Village. The most recent planning in this area has been focused on the “town center”- the area surrounding the Mount Baker light rail station, about a 20 minute walk south. Earlier planning work considered a larger area. Through a series of meetings during 2009 and 2010, the community came together to create the North Rainier Neighborhood Plan Update, an update of the North Rainier Neighborhood Plan of 1999, and helped to prioritize the strategies and action steps of the North Rainier Action Plan.

The workshops, meetings, and ongoing discussions that shaped the update underscore the widely shared goal of increasing the community’s choices for how to live, work, and enjoy life in their neighborhood. There are several recommendations intended to help maintain the community’s diversity and ethnic roots. These include strategies to preserve opportunities for small and ethnic businesses, create a multicultural community center, and encourage park facilities and programming that are culturally relevant to different communities.

Judkins Park Station Area Planning – Land Use Summary Report

The proposal is located within the Judkins Park Station Area. In 2016-2017 OPCD engaged community members through a focused workshop, an online survey, open houses (many of which were joint events with other projects), drop-in events at local hotspots, community liaison door-to-door efforts, and visits to existing local meetings. At least 800 people were reached through the process, and at least 150 people had meaningful conversations with the staff and consultant team about the future of the station area. “Suggested Actions” relevant to this proposal include:

- Suggested Action - Integrate any street vacation planning around the small triangular blocks with land use opportunities. (p. 13)
- Suggested Action: Explore ways to encourage tactile art in redevelopment and in existing parks. (p. 14, Lighthouse for the Blind is located close by on Plum Street)

Conclusion

Overall, OPCD concludes that this alley vacation and associated public benefits are consistent with and further the goals and policies of the Seattle 2035 Comprehensive Plan and other plan documents. As informed by these plans and policies, the proposal could be improved with consideration of community benefits that provide opportunities for affordable space for small and ethnic businesses and incorporation of tactile art in any new public space.

Note: SDOT Judkins Park Station Access Study p. 27-28 discusses “triangle blocks” on Rainier Ave. S and presents two concepts for the intersection of Rainier Ave. S and S Grand St or S, Holgate St.

https://www.seattle.gov/Documents/Departments/SDOT/TransportationPlanning/JPStationAccessStudy_FINAL_2019-03-30_sm.pdf

From: Williams, Jonathan - DOT <Jonathan.Williams@seattle.gov>

Sent: Tuesday, July 20, 2021 4:06 PM

To: Thaddeus Egging <Thaddeus.Egging@kpff.com>; Michael Herseth <michael.herseth@kpff.com>

Cc: Minas, Yohannes <Yohannes.Minas@seattle.gov>; Barnett, Beverly <Beverly.Barnett@seattle.gov>

Subject: FW: SFD Comments Requested - Grand Street Design / East of Rainier - SUSIP0000078 / 2201 S Grand St

Thaddeus / Michael,

This email confirms SFD does not have concerns with the approved deviation concept for the proposed curbless section of S Grand St.

Jonathan A. Williams

City of Seattle, Department of Transportation

M: 206-300-7110

Jonathan.williams@seattle.gov

From: Richardson, R <R.Richardson@seattle.gov>

Sent: Tuesday, July 20, 2021 3:16 PM

To: Williams, Jonathan - DOT <Jonathan.Williams@seattle.gov>

Subject: RE: SFD Comments Requested - Grand Street Design / East of Rainier - SUSIP0000078 / 2201 S Grand St

I received word today from the Fire Marshal that there are no concerns with this particular proposal given the short length of the road in question.

Regards,

Rich Richardson
Seattle Fire Department

From: Williams, Jonathan - DOT
Sent: Tuesday, July 20, 2021 13:48
To: Richardson, R <R.Richardson@seattle.gov>
Subject: RE: SFD Comments Requested - Grand Street Design / East of Rainier - SUSIP0000078 / 2201 S Grand St

Is this an item that you'd be able to comment on? Is there someone else at SFD?

It's been OKed by SDOT Traffic Engineer, but he wanted me to ask of SFD. It's an important detail for the project team and is tied to Council deadline related to a street vacation.

Thanks,

Jonathan A. Williams
City of Seattle, Department of Transportation
M: 206-300-7110
Jonathan.williams@seattle.gov

From: Williams, Jonathan - DOT
Sent: Thursday, July 15, 2021 3:41 PM
To: Richardson, R <R.Richardson@seattle.gov>
Cc: Minas, Yohannes <Yohannes.Minas@seattle.gov>; Marek, John <John.Marek@seattle.gov>
Subject: SFD Comments Requested - Grand Street Design / East of Rainier - SUSIP0000078 / 2201 S Grand St

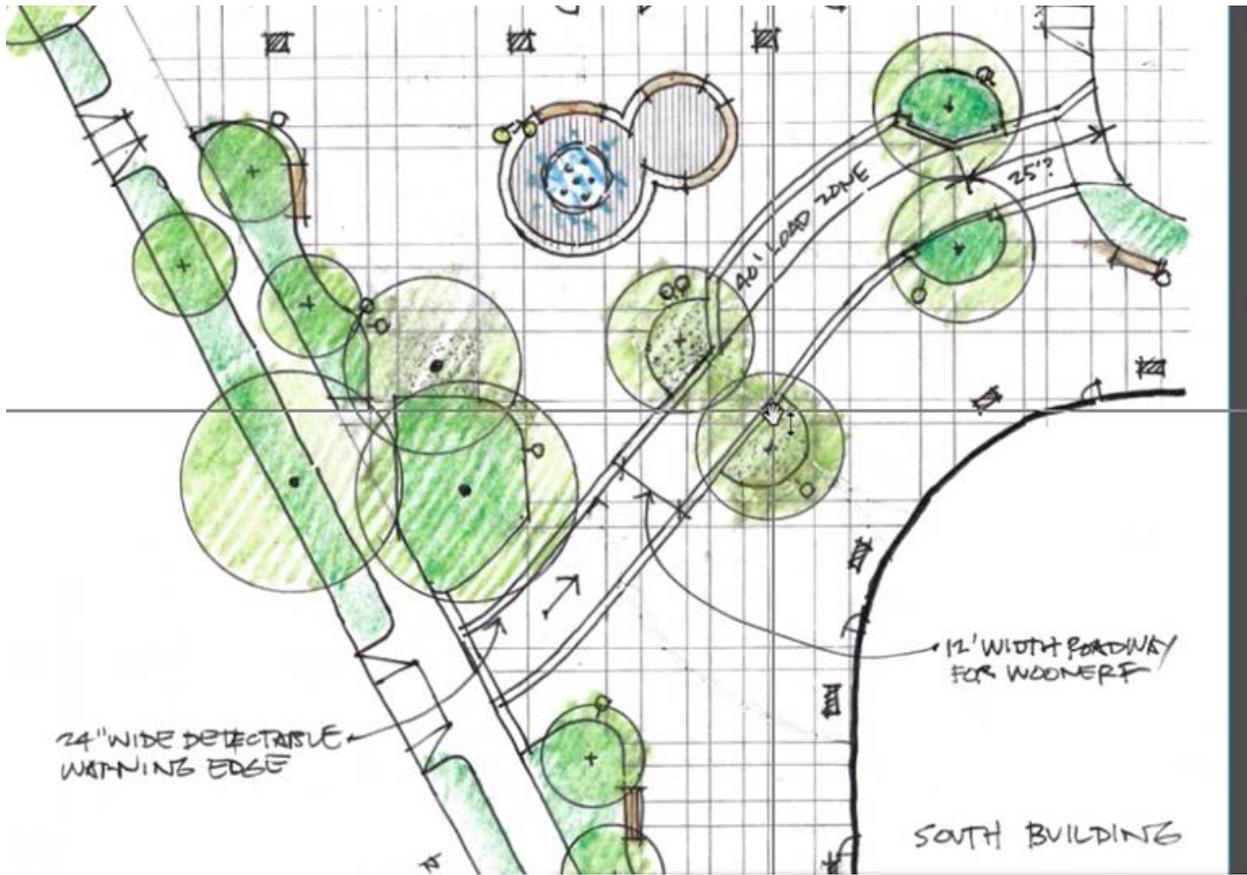
Rich,

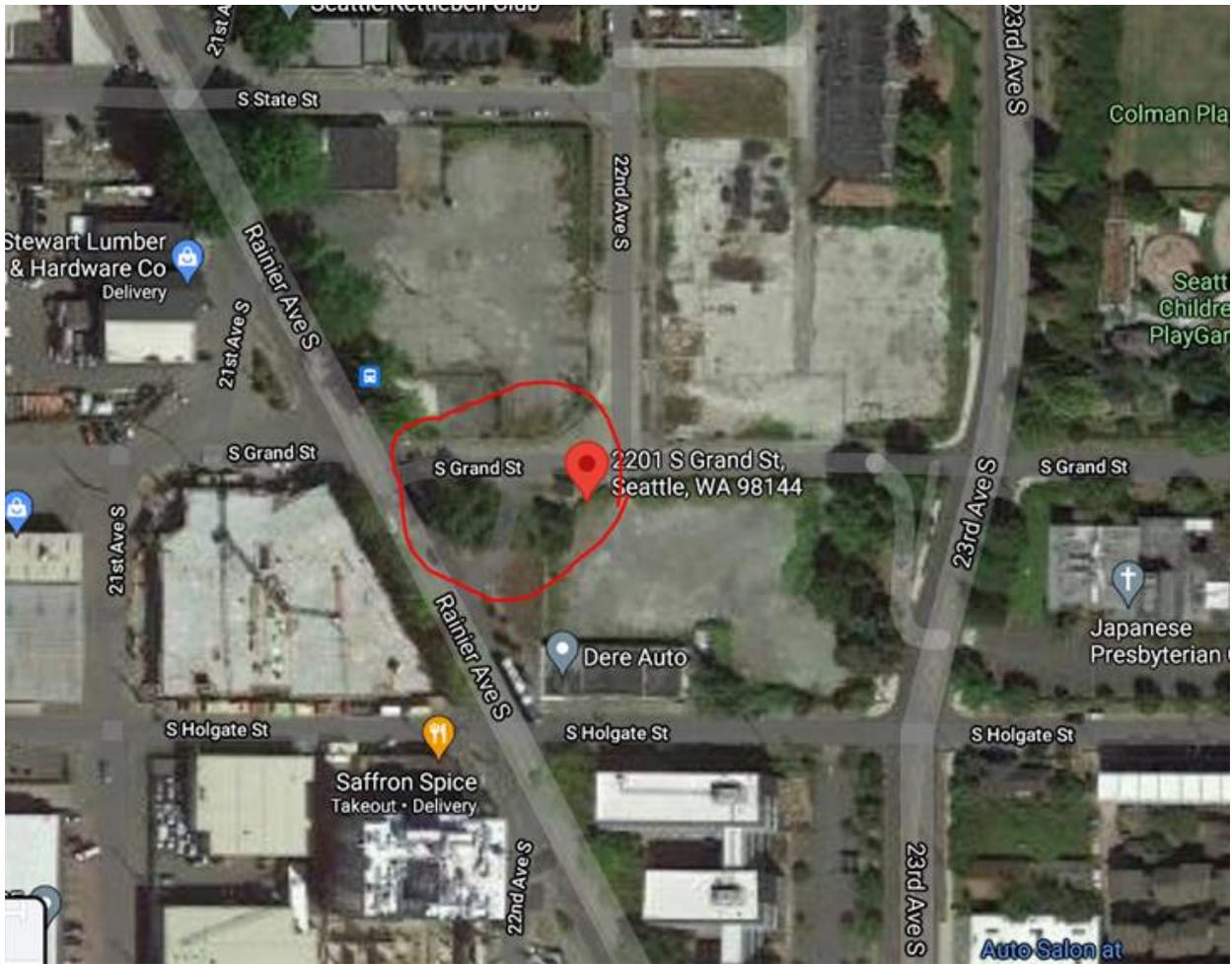
I have a question about a unique situation regarding the redesign of Grand Street in the small segment between Rainier and 22nd.

There is a multifamily development proposed on both sides and, as an alley vacation condition and an approved design deviation from SDOT, they are rebuilding this section of S Grand Street to be a 12' one way (NB FROM rainier) curbless/flush street with a 2' tactile edge on both sides and a 40' area for an 8' deep load zone.

Other surrounding streets (Grand to the east, 22nd, State, Holgate, and Rainier) will remain as standard streets.

Does SFD have comments or concerns regarding this segment of S Grand St? As the design has moved through Design Commission and SDOT process, I am hoping to get ahead of any SFD concerns before the design moves even further. Let me know if you'd like to meet and discuss or if there is another SFD contact I should discuss this with.





Jonathan A. Williams

Development Review Supervisor, Street Use
City of Seattle, Department of Transportation

O: 206-733-9026 | M: 206-300-7110 | jonathan.williams@seattle.gov

Web | Blog | Facebook | Twitter | Instagram | YouTube | Flickr | Customer Service

From: Williams, Jonathan - DOT <Jonathan.Williams@seattle.gov>

Sent: Thursday, February 4, 2021 5:04 AM

To: Jenkins, Michael <Michael.Jenkins@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>;
Barnett, Beverly <Beverly.Barnett@seattle.gov>

Subject: RE: next steps - Grand Street (SDOT Comments)

All,

I met this week with SDOT Operations (Beverly, thanks for joining) and had a follow up meeting with Urban Forestry. I am planning to join the 1230 meeting today.

Comments on concept in packet:

SDOT has not seen or reviewed a concept for a curbless design or other design options from the project team, prior to seeing the concept presented to the Design Commission.

While we would need to work through specific design elements with the team, we are not opposed to designing this stretch of S Grand Street as a curbless street. The commission could look at S Vale St adjacent to S Airport Way (<https://goo.gl/maps/TznURC31EmwrU1ww5>), or S Lander St at S Beacon St (<https://goo.gl/maps/bbCRR72D3WNwWwkp8for>) as locations where a similar design has been implemented. Our conceptual comments on the concept on page 22 of the packet for the Commission to consider:

-If a curbless design were implemented, we would want to continue it to the intersections with Rainier and 22nd. At Rainier the entrance would be similar to a driveway or alley entrance with tactile warning for pedestrians, but no ADA ramps as the sidewalk would align. This would provide another cue for drivers to slow as they enter this space.

-The project team could review removing one of the loading areas – cars/trucks in these area would present a physical and visual barrier of crossing in this area. (it is legal to cross non-signalized, non-arterials midblock)

-Think the project team could better incorporate landscaping as an edge treatment and reduce bollards, and could work on those designs. Note the edge treatments in the built examples linked above and/or Bell Street.

Other ideas/concepts:

Alternatively, SDOT would also review a concept that eliminates 22nd Ave and makes a more slight change to S Grand St at Rainier Ave S to square up the approach at that location – as opposed to this larger realignment. We have asked the design team to share details if a turn here would work for an SU-30 truck turning NB right from Rainier Ave S, which they have not provided. SDOT does want to make an effort to retain the existing three mature oak trees, but with the dedication on the north side of S Grand St, this could be an option to explore.

Similarly, the 23rd Ave spur, while recently rebuilt by SDOT, could also be improved to provide better visibility and crossing for pedestrians on 23rd (<https://goo.gl/maps/xJQAazBBZFeB6fUv7>). I heard from Urban Forestry that the project team is already disrupting this area to connect to SCL infrastructure and avoid the mature Douglas Fir trees.

Other questions you shared:

1. The angle of the transition strip nearest to Rainier

Agree – we'd like the curbless design to carry through to Rainier as noted above.

2. The dimension and area of the transition zone between Rainier and the transition strip

See comment 1

3. Can left hand turns be eliminated from Rainier into the woonerf, so that the area is safer without undermining traffic operations –

This would require C-curb in the TWLTL on Rainier. This might be reviewed as part of future changes to Rainier around transit lanes/priority, but is not a restriction we would want to see at this point in time.

4. At the east end of the woonerf, is an ADA ramp needed or can the woonerf be extended given the proximity of the other ADA ramps to the east near the intersection of 22nd and Grand

Design could extend into intersection.

5. Are the numbers of bollards needed and is it acceptable to customize them as part of the community role in shaping design features -

Agree that a mix of bollards and landscaping would be a better design. We could work with the project team to refine a concept.

Jonathan A. Williams

City of Seattle, Department of Transportation

M: 206-300-7110

Jonathan.williams@seattle.gov

From: Williams, Jonathan - DOT

Sent: Wednesday, January 27, 2021 3:04 PM

To: Jenkins, Michael <Michael.Jenkins@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>; Barnett, Beverly <Beverly.Barnett@seattle.gov>

Subject: RE: next steps - Grand Street

Interesting, and thanks Beverly for page number.

I'm going to discuss with a few folks and have comments organized by EOD Tuesday. Design commission is on Thursday next week, right?

Jonathan A. Williams

City of Seattle, Department of Transportation

M: 206-300-7110

Jonathan.williams@seattle.gov

From: Jenkins, Michael <Michael.Jenkins@seattle.gov>

Sent: Wednesday, January 27, 2021 2:04 PM

To: Kinast, Valerie <Valerie.Kinast@seattle.gov>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Williams, Jonathan - DOT <Jonathan.Williams@seattle.gov>

Subject: RE: next steps - Grand Street

We'll let Jonathan opine on that!

From: Kinast, Valerie <Valerie.Kinast@seattle.gov>
Sent: Wednesday, January 27, 2021 2:01 PM
To: Jenkins, Michael <Michael.Jenkins@seattle.gov>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Williams, Jonathan - DOT <Jonathan.Williams@seattle.gov>
Subject: Re: next steps - Grand Street

Um, is this ok w/SDOT?

Valerie Kinast
Seattle Design Commission
O: 206.233-7911 Cell: (206) 349-1617
Valerie.Kinast@seattle.gov

From: Jenkins, Michael <Michael.Jenkins@seattle.gov>
Sent: Wednesday, January 27, 2021 1:56 PM
To: Kinast, Valerie <Valerie.Kinast@seattle.gov>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Williams, Jonathan - DOT <Jonathan.Williams@seattle.gov>
Subject: FW: next steps - Grand Street

We now have a woonerf!

From: Melissa Wechsler <melissaw@runberg.com>
Sent: Wednesday, January 27, 2021 12:21 PM
To: Jenkins, Michael <Michael.Jenkins@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>
Cc: Randall Olsen <ROlsen@Cairncross.com>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Kris R. Snider, PLA, ASLA <knsnider@hewittseattle.com>; Conor Hansen <Conor@mtbakerhousing.org>; Quanlin HU <quanlin@mtbakerhousing.org>
Subject: RE: next steps - Grand Street

CAUTION: External Email

Valerie, please follow this link to download a PDF of our presentation for next week:
<https://runberg.sharefile.com/d-s3bdc8413037844138b3f71273ef90136>

Let me know if you have any trouble with the download.
Thank you,

Melissa B. Wechsler, AIA
Principal



Runberg Architecture Group PLLC

COVID-19 Update: The Runberg office is complying with the City of Seattle's COVID-19 phased reopening guidelines. Our office is currently open to limited staff; additional staff continue to work remotely. Please contact us via email or by phone as they are being appropriately forwarded during this time. Our staff will be checking voicemails periodically and returning calls as soon as possible.

PLEASE DO NOT read, copy, or disseminate this communication unless you are the intended addressee. If you have received this communication in error, please notify me immediately. Thank you.

From: Jenkins, Michael <Michael.Jenkins@seattle.gov>
Sent: Wednesday, January 27, 2021 10:50 AM
To: Melissa Wechsler <melissaw@runberg.com>; Kris R. Snider, PLA, ASLA <ksnider@hewittseattle.com>; Conor Hansen <Conor@mtbakerhousing.org>; Quanlin HU <quanlin@mtbakerhousing.org>
Cc: Randall Olsen <ROlsen@Cairncross.com>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>
Subject: RE: next steps - Grand Street

Thanks Melissa. You can go ahead and send that to Valerie.

M

From: Melissa Wechsler <melissaw@runberg.com>
Sent: Wednesday, January 27, 2021 10:47 AM
To: Jenkins, Michael <Michael.Jenkins@seattle.gov>; Kris R. Snider, PLA, ASLA <ksnider@hewittseattle.com>; Conor Hansen <Conor@mtbakerhousing.org>; Quanlin HU <quanlin@mtbakerhousing.org>
Cc: Randall Olsen <ROlsen@Cairncross.com>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>
Subject: RE: next steps - Grand Street

CAUTION: External Email

Michael,

Just letting you know that the presentation is nearly ready to go, just waiting on one slide update from MBH. Will incorporate and forward a final PDF to you as soon as it is ready.

Melissa B. Wechsler, AIA
Principal

COVID-19 Update: The Runberg office is complying with the City of Seattle's COVID-19 phased reopening guidelines. Our office is currently open to limited staff; additional staff continue to work remotely. Please contact us via email or by phone as they are being appropriately forwarded during this time. Our staff will be checking voicemails periodically and returning calls as soon as possible.

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From: Jenkins, Michael <Michael.Jenkins@seattle.gov>
Sent: Friday, January 15, 2021 10:23 AM
To: Melissa Wechsler <melissaw@runberg.com>; Kris R. Snider, PLA, ASLA <ksnider@hewittseattle.com>; Conor Hansen <Conor@mtbakerhousing.org>
Cc: Randall Olsen <ROlsen@Cairncross.com>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>
Subject: Re: next steps - Grand Street

All of our draft presentations are due 8 days before the meeting. We post them and then use them for advanced briefing materials to commissioners.

M

From: Melissa Wechsler <melissaw@runberg.com>
Sent: Friday, January 15, 2021 10:18 AM
To: Jenkins, Michael <Michael.Jenkins@seattle.gov>; Kris R. Snider, PLA, ASLA <ksnider@hewittseattle.com>; Conor Hansen <Conor@mtbakerhousing.org>
Cc: Randall Olsen <ROlsen@Cairncross.com>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>
Subject: RE: next steps - Grand Street

CAUTION: External Email

Michael,

We've reviewed as a team and all agree we'd like to keep the 2/4/21 presentation date. We have already begun work on our revisions to the presentation and investigations into the suggestions collected in yesterday's meeting. We shouldn't have any problem getting the presentation issued the week prior to the 2/4/21 presentation. Please confirm what day you would like to have it in hand.

Thank you,

Melissa B. Wechsler, AIA
Principal



Runberg Architecture Group PLLC
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COVID-19 Update: The Runberg office is complying with the City of Seattle's COVID-19 phased reopening guidelines. Our office is currently open to limited staff; additional staff continue to work remotely. Please contact us via email or by phone as they are being appropriately forwarded during this time. Our staff will be checking voicemails periodically and returning calls as soon as possible.

PLEASE DO NOT read, copy, or disseminate this communication unless you are the intended addressee. If you have received this communication in error, please notify me immediately. Thank you.

From: Jenkins, Michael <Michael.Jenkins@seattle.gov>
Sent: Friday, January 15, 2021 9:11 AM
To: Melissa Wechsler <melissaw@runberg.com>; Kris R. Snider, PLA, ASLA <ksnider@hewittseattle.com>; Conor Hansen <Conor@mtbakerhousing.org>
Cc: Randall Olsen <ROlsen@Cairncross.com>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; Kinast, Valerie <Valerie.Kinast@seattle.gov>
Subject: next steps - Grand Street

Good morning:

Thanks again for the presentation yesterday. I found it useful and I think it helped Commission members better understand the scope of your proposal.

After following up with commissioners that attended yesterdays briefing, it may make some sense to move your public benefit presentation to our February 18 meeting. By doing this it will allow you to develop additional materials or narrative around key issues raised yesterday that include:

1. The relative benefit of the open space due to its being bisected by 22nd Ave S., including any additional details that provide further definition to each space and how they work together
2. How the proposed open space goals would be achieved by closing 22nd Ave S and retaining S Grand Street.
3. ROW improvements (removal of on-street parking, woonerf, installation of rolled curbs, etc.) that offset the implications of 22nd Ave S bisecting of these spaces
4. How culture, neighborhood demographics, and equitable outcomes inform the creation and details of the proposed public benefit package.

I would also suggest maybe segmenting your public benefits out a bit. I think that you should show the open space as a distinct benefit from the ROW improvements to the east of that open space. I'll let you work those details out with Beverly, but it may make some sense.

Michael Jenkins, Executive Director
Seattle Design Commission
Office of Planning and Community Development
600 – 4th Avenue, 5th Floor
P.O. Box 94788
Seattle, WA 98124-4788
(206) 386-4024

SDOT Roadway Structures:

Moira

I reviewed the vacation petition and I do not have any concern form Roadway Structures point of view.

Ainalem

4-5302

Brandon Cummings, SDCI

My apologies for the delay in getting these comments to you. I have been out of the office since early October and just now returning to work. My comments on the public benefit package for this request can be found below. If you have any questions about my comments feel free to reach out to me directly and I can go into more detail. Thank you.

-Brandon

- **How the vacation & subsequent development of the site impacts your activities or functions.**

-The vacation will allow for more affordable housing units to be developed on the South Block, minimizing the need to have duplicate service uses for the two distinct structures. This provides more of an opportunity to improve the ground level areas adjacent to the building. Land Use recommends designing these spaces to be more pleasant to pedestrians.

-The bulk of the public benefit proposal is located off site on the West Block but does not impact the development of that parcel in a significant way. Land Use supports locating the main public area in the proposed location due to the potential relationship with the commercial uses in the development.

- **Identify any issues of concern.**

- Land Use is concerned with the concept of having a water feature as the primary design element due to potential issues with maintenance and operation.

- Land Use recommends the space is designed to clearly read as a space open to the public. There should be a connection to the retail space but the proposal should not feel as private space for the adjacent retail use.

- There should be ample seating proposed but the space should still be able to accommodate pedestrian flows from the bus stop on Rainier Avenue into the larger development site.

- **Provide suggested conditions if the vacation is granted.**

- If the water feature proposal is approved, the feature should be designed as a standalone art installation so that there is still some value if not in use.

- Strengthen the connection between the open spaces on the West and South Blocks to make the space feel larger. Incorporate pedestrian safety elements along Grand Street to help facilitate safe travel between the two areas.

- Choose materials for the benches at the water feature that are both comfortable and durable. The material chosen should withstand weathering from the fountain.

SDOT Trans Ops:

On behalf of SDOT Transportation Operations, thank you for the opportunity to comment on this. While the conceptual drawings shown clearly will need refinement through our design process, the general concept appears reasonable. It would be desirable to have the traditional alley utility functions, for example pickup of solid waste, accommodated within the private parcel created by the alley vacation, but if I remember correctly, decisions about solid waste management are made by our sister-departments and I will defer to their judgement.

[Matt Beaulieu PE](#) | Transportation Operations | City of Seattle [Department of Transportation](#)

206-379-4177 | matt.beaulieu@seattle.gov |Pronouns He/Him

From: Williams, Jonathan - DOT <Jonathan.Williams@seattle.gov>

Sent: Tuesday, July 20, 2021 4:06 PM

To: Thaddeus Egging <Thaddeus.Egging@kpff.com>; Michael Herseth <michael.herseth@kpff.com>

Cc: Minas, Yohannes <Yohannes.Minas@seattle.gov>; Barnett, Beverly <Beverly.Barnett@seattle.gov>

Subject: FW: SFD Comments Requested - Grand Street Design / East of Rainier - SUSIP0000078 / 2201 S Grand St

Thaddeus / Michael,

This email confirms SFD does not have concerns with the approved deviation concept for the proposed curbless section of S Grand St.

Jonathan A. Williams

City of Seattle, Department of Transportation

M: 206-300-7110

Jonathan.williams@seattle.gov

From: Richardson, R <R.Richardson@seattle.gov>

Sent: Tuesday, July 20, 2021 3:16 PM

To: Williams, Jonathan - DOT <Jonathan.Williams@seattle.gov>

Subject: RE: SFD Comments Requested - Grand Street Design / East of Rainier - SUSIP0000078 / 2201 S Grand St

I received word today from the Fire Marshal that there are no concerns with this particular proposal given the short length of the road in question.

Regards, Rich Richardson
Seattle Fire Department

August 6, 2021

Grand St Commons comments recap

Responding agencies	Staff	Comment summary
SDOT Sound Transit	Ayelet Ezran	Coordinate with other projects in the area
SDOT Roadway Structures	Ainalem Molla	No concerns
SDCI	Brandon Cummings	<ul style="list-style-type: none">• Maximize ped. experience at ground level;• OPCD supports public space relationship to commercial areas;• Concerns with maintenance and operation of water feature;• Clearly define public areas; should not seem private;• Maximize seating while maintaining ped. flows;• Design water feature as stand alone art piece• Maximize pedestrian safety of plaza due to bisection by Grand St.• Design benches for durability and water resistance
SPU <ul style="list-style-type: none">• Wastewater• Water• Solid Waste	Carolyn Johnson	Outlined water distribution asset requirements

SDOT Trans Ops	Matt Beaulieu	Desirable to have traditional alley functions accommodated on project site
SDOT St Use	Jonathan Williams	Provided comments to SDC prior to public benefit approval on 5/6/21
OPCD	Michael Hubner	<ul style="list-style-type: none"> • Proposal is consistent with Seattle 2035 Comp plan; • Could be improved with space for small and ethnic business and tactile art in open spaces
SFD	Rich Richardson	No concerns with proposed curbless section of S Grand St
Seattle Design Commission (SDC)	Review by commission complete. Public trust approved 11/5/20; public benefit approved 5/6/21	<p><u>Public trust 4 recommendations:</u></p> <ul style="list-style-type: none"> • Explore ped. crossing improvements at 23rd & Rainier • Consider impacts on plaza from street bisection • Continue community outreach • Consider options to reduce bulk and scale of affordable housing <p><u>Public benefit 4 conditions:</u></p> <ul style="list-style-type: none"> • SDC will review revisions to public benefit plan • SDC will approve Letter of Agreement between project and Office of Culture/Cultural Space PDA re 1500 sf of community space • SDC will review and approve Art plan • Elements for cultural expression in plaza will be designed to permanency <p><u>6 recommendations:</u></p> <ul style="list-style-type: none"> • Include non-public benefit factors such as housing in public benefit table • Consider bollards/trees to separate plaza from street • Improve ped. safety through road design • If street is eliminated redesign plaza • City should consider requiring pedestrian crossings on arterials for projects with community amenities • Prepare an Art plan

September 15, 2021

Mount Baker Housing Association

Grand Street Commons Affordable Housing Development Project

Block 14 Alley Vacation

To Moira Gray, Street Vacation Coordinator

Delivered electronically

Below are responses to city staff's comments on the Block 14 alley vacation.

1. Brandon Cummings, Land Use Planner
 - a. Ground Level areas adjacent to the building have been designed to ensure physical and visual connections through the use of paving throughout the public plaza, along with visible storefronts.
 - b. Water feature as a primary design element with both maintenance and operational aspects in mind.
 - c. The water feature has been designed to read as a public space open to the public with a connection to the retail space for maximum public access.
 - d. The water feature has been designed as a stand-alone art installation, with perimeter seating and artistic globe lights so the area remains a pleasant gathering space even when the fountain is not operating.
 - e. The project has taken measures to strengthen the connection between open spaces on west and south blocks to make the entire public plaza space feel larger
 - f. Benches – have been designed to be comfortable, durable and flexible for public uses during large festival events and community gatherings

2. Patrice Carroll and Michael Hubner, OPCD
 - a. Reviews confirmed the project as designed is consistent with design guidelines planning policies
 - b. Mount Baker Housing will be providing below-market commercial space to the Cultural Space Agency to host arts-related events to benefit the community with small and ethnic events. Tactile art has been incorporated.

3. SPU, Caroline Jonson comments
 - a. The project design has relocated the fire hydrant north of its existing locations to avoid trees.
 - b. The project design has relocated the water main to the south and the existing water main will be abandoned

4. SDOT, Jonathan Williams

- a. These comments are dated February 4, 2021, which was in advance of Mt. Baker Housing's February 8, 2021 presentation to the Seattle Design Commission.
- b. The comments have been addressed through the SIP process that continued beyond the date of the comments.
- c. SIP revisions responsive to SDOT's comments include: Removing one of the loading zones on Grand Street, adding tactile warning areas for pedestrians at the entrances to Grand Street, narrowing the Grand Street extension, and making Grand Street a one-way street through the plaza area.