

CITY OF SEATTLE

City Council

Agenda

Tuesday, September 24, 2024 2:00 PM

Council Chamber, City Hall 600 4th Avenue Seattle, WA 98104

Sara Nelson, Council President
Joy Hollingsworth, Member
Robert Kettle, Member
Cathy Moore, Member
Tammy J. Morales, Member
Maritza Rivera, Member
Rob Saka, Member
Dan Strauss, Member
Tanya Woo, Member

Chair Info: 206-684-8809; Sara.Nelson@seattle.gov

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CITY OF SEATTLE

City Council Agenda

September 24, 2024 - 2:00 PM

Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

http://www.seattle.gov/council

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at

https://www.seattle.gov/council/committees/public-comment

Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to all Councilmembers prior to 10 a.m. on the day of the meeting at Council@seattle.gov or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104.

- A. CALL TO ORDER
- **B. ROLL CALL**
- C. PRESENTATIONS

Mayor Harrell will present the proposed 2025 and 2026 Budgets

D. PUBLIC COMMENT

Members of the public may sign up to address the Council for up to 2 minutes on matters on this agenda; total time allotted to public comment at this meeting is 20 minutes.

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

Introduction and referral to Council committees of Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF) for committee recommendation.

IRC 453

September 24, 2024

Attachments: Introduction and Referral Calendar

F. APPROVAL OF THE AGENDA

G. APPROVAL OF CONSENT CALENDAR

The Consent Calendar consists of routine items. A Councilmember may request that an item be removed from the Consent Calendar and placed on the regular agenda.

Bills:

1. CB 120865

AN ORDINANCE appropriating money to pay certain claims for the week of September 9, 2024, through September 13, 2024, and ordering the payment thereof; and ratifying and confirming certain prior acts.

Supporting

<u>Documents:</u> Summary and Fiscal Note

Appointments:

GOVERNANCE, ACCOUNTABILITY, AND ECONOMIC DEVELOPMENT COMMITTEE:

2. Appt 03004 Appointment of Denise Wells as member, Civil

Service Commission, for a term to December 31,

2024.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 5 - Nelson, Kettle, Hollingsworth,

Rivera, Saka Opposed: None

Attachments: Appointment Packet

3. Appt 03005 Reappointment of Denise Wells as member, Civil

Service Commission, for a term to December 31,

2027.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 5 - Nelson, Kettle, Hollingsworth,

Rivera, Saka Opposed: None

Attachments: Appointment Packet

TRANSPORTATION COMMITTEE:

4. Appt 02981 Appointment of Dexter Jenkins as member, Seattle

Transit Advisory Board, for a term to August 2, 2025.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Kettle, Strauss, Woo

Opposed: None

Attachments: Appointment Packet

5. Appt 02982 Appointment of Deborah Barnard as member,

Seattle Transit Advisory Board, for a term to August

2, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Kettle, Strauss, Woo

Opposed: None

6. Appt 02983 Appointment of Shirley Chu as member, Seattle

Transit Advisory Board, for a term to August 2, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Kettle, Strauss, Woo

Opposed: None

Attachments: Appointment Packet

7. Appt 02984 Appointment of Katie Freeman as member, Seattle

Transit Advisory Board, for a term to August 2, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Kettle, Strauss, Woo

Opposed: None

Attachments: Appointment Packet

8. Appt 02985 Reappointment of Arthur Kuniyuki as member,

Seattle Transit Advisory Board, for a term to August

2, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Kettle, Strauss, Woo

Opposed: None

Attachments: Appointment Packet

9. Appt 02986 Reappointment of Sandro R. Pani as member,

Seattle Transit Advisory Board, for a term to August

2, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Kettle, Strauss, Woo

Opposed: None

10. Appt 02987 Reappointment of Ashwin Bhumbla as member,

Seattle Transit Advisory Board, for a term to August

2, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Kettle, Strauss, Woo

Opposed: None

Attachments: Appointment Packet

11. Appt 02988 Appointment of Madin Akpo-Esambe as member,

Seattle Bicycle Advisory Board, for a term to August

31, 2025.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

Attachments: Appointment Packet

12. Appt 02989 Appointment of Ksenia I. Ershova as member,

Seattle Bicycle Advisory Board, for a term to August

31, 2025.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

Attachments: Appointment Packet

13. Appt 02990 Appointment of Taylor Hom as member, Seattle

Bicycle Advisory Board, for a term to August 31,

2025.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

14. Appt 02991 Appointment of Maxwell Baker as member, Seattle

Bicycle Advisory Board, for a term to August 31,

2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

Attachments: Appointment Packet

15. Appt 02992 Appointment of Molly McNeely as member, Seattle

Bicycle Advisory Board, for a term to August 31,

2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

Attachments: Appointment Packet

16. Appt 02993 Appointment of Kathryn L. Ricchiuto as member,

Seattle Bicycle Advisory Board, for a term to August

31, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

Attachments: Appointment Packet

17. Appt 02994 Appointment of Rafael Ronquillo as member, Seattle

Bicycle Advisory Board, for a term to August 31,

2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

18. Appt 02995 Reappointment of Donna McBain Evans as member,

Seattle Bicycle Advisory Board, for a term to August

31, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

Attachments: Appointment Packet

19. Appt 02996 Reappointment of Joseph Roberts as member,

Seattle Bicycle Advisory Board, for a term to August

31, 2026.

The Committee recommends that City Council

confirm the Appointment (Appt).

In Favor: 4 - Saka, Hollingsworth, Kettle, Strauss

Opposed: None Absent(NV): 1 - Woo

Attachments: Appointment Packet

H. COMMITTEE REPORTS

Discussion and vote on Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF).

CITY COUNCIL:

1. <u>CF 314473</u> Full unit lot subdivision of Blueprint Capital Services, LLC, to

subdivide one development site into 21 unit lots at 2521 29 Ave.

S. (Project No. 3037872-LU; Type III).

Attachments: Application Material

2. CB 120859 AN ORDINANCE approving and confirming the plat of "MT.

BAKERSVILLE" in the portions of Northeast Quarter of Southeast Quarter of Section 9, Township 24 North, Range 4

East, W.M. in King County, Washington.

Supporting

<u>Documents:</u> Summary and Fiscal Note

Summary Att A - Vicinity Map

Central Staff Memo

GOVERNANCE, ACCOUNTABILITY, AND ECONOMIC DEVELOPMENT COMMITTEE:

3. Appt 02930 Appointment of Mina Hashemi as Director of the Office of

Intergovernmental Relations.

The Committee recommends that City Council confirm the

Appointment (Appt).

In Favor: 5 - Nelson, Kettle, Hollingsworth, Rivera, Saka

Opposed: None

Attachments: Appointment Packet

Questions for OIR Director Confirmation

4. CB 120827 AN ORDINANCE relating to music venue zones and their use;

establishing rules for parking and loading at music venue zones; and adding new Sections 11.14.376, 11.23.425, and 11.72.255 to, and amending Sections 11.23.120, 11.23.440, 11.30.040, and

11.31.121 of, the Seattle Municipal Code.

The Committee recommends that City Council pass as

amended the Council Bill (CB).

In Favor: 5 - Nelson, Kettle, Hollingsworth, Rivera, Saka

Opposed: None

Supporting

<u>Documents:</u> Summary and Fiscal Note

Summary Att A - Map of Music Venues Potentially

Eligible for Permits

5. CB 120831

AN ORDINANCE relating to the West Seattle Junction Parking and Business Improvement Area; modifying the boundaries; and amending Ordinance 113326, as previously amended by Ordinances 119539, 120570, 121758, 124528, and 125152.

The Committee recommends that City Council pass the Council Bill (CB).

In Favor: 5 - Nelson, Kettle, Hollingsworth, Rivera, Saka

Opposed: None

Attachments: Ex A - Proposed West Seattle BIA Boundaries 2024

Ex B - Current West Seattle BIA Boundaries

<u>Supporting</u>

<u>Documents:</u> Summary and Fiscal Note

FINANCE, NATIVE COMMUNITIES, AND TRIBAL GOVERNMENTS COMMITTEE:

6. CB 120815

AN ORDINANCE relating to City public works and the priority hire program; modifying the methodology for determining which zip codes are Economically Distressed Areas; authorizing the creation of a regional Priority Hire Implementation and Advisory Committee; and amending Sections 20.37.010 and 20.37.040 of the Seattle Municipal Code.

The Committee recommends that City Council pass the

Council Bill (CB).

In Favor: 4 - Strauss, Rivera, Kettle, Morales

Opposed: None

Supporting

Documents: Summary and Fiscal Note

HOUSING AND HUMAN SERVICES COMMITTEE:

7. CB 120858 AN ORDINANCE relating to homelessness; authorizing the Mayor or the Mayor's designee to execute an amendment of the interlocal agreement between The City of Seattle and King County establishing the King County Regional Homelessness Authority.

The Committee recommends that City Council pass the

Council Bill (CB).

In Favor: 5 - Moore, Morales, Nelson, Saka, Woo

Opposed: None

Attachments: Att A - Amended and Restated ILA

Supporting

<u>Documents:</u> Summary and Fiscal Note

LAND USE COMMITTEE:

8. CB 120822 AN ORDINANCE relating to land use regulations; removing restrictions on congregate residences; and amending Sections 23.42.049, 23.45.504, 23.45.508, 23.47A.004, 23.54.015, and 23.84A.032 of the Seattle Municipal Code.

The Committee recommends that City Council pass the

Council Bill (CB).

In Favor: 4 - Morales, Strauss, Rivera, Woo

Opposed: None

Supporting

<u>Documents:</u> Summary and Fiscal Note

Summary Att 1 – SEPA Checklist

Summary Att 2 - SEPA DNS

Director's Report

9. CB 120823

AN ORDINANCE relating to land use and zoning; correcting typographical errors, correcting section references, clarifying regulations, and making minor amendments; amending Sections 23.22.066, 23.22.100, 23.24.010, 23.28.020, 23.34.009, 23.34.093, 23.40.002, 23.41.004, 23.41.012, 23.42.058, 23.42.060, 23.42.130, 23.44.014, 23.44.016, 23.44.020, 23.44.041, 23.45.510, 23.45.516, 23.45.528, 23.45.529, 23.45.545, 23.47A.004, 23.47A.010, 23.47A.011, 23.47A.020, 23.48.005, 23.48.225, 23.48.720, 23.49.002, 23.49.008, 23.49.025, 23.49.042, 23.49.058, 23.49.090, 23.49.142, 23.49.162, 23.49.300, 23.49.320, 23.49.338, 23.50.002, 23.50.012, 23.50.044, 23.53.006, 23.53.015, 23.53.030, 23.54.015, 23.54.030, 23.55.032, 23.58C.035, 23.66.110, 23.66.122, 23.66.322, 23.69.002, 23.69.032, 23.69.033, 23.69.034, 23.71.006, 23.84A.006, 23.84A.008 23.84A.016, 23.84A.025, 23.84A.030, 23.84A.032, 23.84A.038, 25.05.444, 25.05.675, 25.05.714, 25.09.045, 25.09.160, 25.11.020, 25.11.030, 25.11.040, 25.11.050, 25.11.060, 25.11.070, 25.16.080, 25.16.115, 25.16.150, 25.22.070, 25.22.135, 25.24.060, 25.28.230, and 25.28.290 of the Seattle Municipal Code.

The Committee recommends that City Council pass as amended the Council Bill (CB).

In Favor: 3 - Morales, Strauss, Rivera

Opposed: None Abstain: 1 - Woo

Attachments: Full Text: CB 120823 v2

Supporting

Documents: Summary and Fiscal Note

Summary Att A - SEPA Threshold Determination

Director's Report

10. CB 120824

AN ORDINANCE relating to design review for the Downtown, Uptown, South Lake Union, and First Hill Urban Centers, a subarea adjacent to the Uptown Urban Center, and a portion of the Greater Duwamish Manufacturing and Industrial Center; adopting temporary regulations to exempt single-use and mixed-use development projects with lodging, residential, or research and development laboratory uses from design review, and allowing the Director of the Department of Construction and Inspections to grant waivers and modifications from certain development standards; and amending Sections 23.41.004, 23.41.020, 23.76.004, 23.76.006, 23.76.010, 23.76.012, and 23.76.026 of the Seattle Municipal Code.

The Committee recommends that City Council pass as amended the Council Bill (CB).

In Favor: 4 - Morales, Strauss, Rivera, Woo

Opposed: None

Attachments: Full Text: CB 120824 v2

Supporting

Documents: Summary and Fiscal Note

Summary Att 1 - Map of Applicable Area

<u>Director's Report</u> <u>Amendment A</u>

TRANSPORTATION COMMITTEE:

11. CB 120857

AN ORDINANCE relating to City streets; changing the name of a designated portion of 2nd Ave N, generally located between Lenny Wilkens Way and Denny Way, to Sue Bird Court N; superseding the relevant portions of Ordinance 4044, Ordinance 89910, Ordinance 102981, and any other ordinance to the extent inconsistent; and ratifying and confirming certain acts.

The Committee recommends that City Council pass the

Council Bill (CB).

In Favor: 5 - Saka, Hollingsworth, Kettle, Strauss, Woo

Opposed: None

Supporting

<u>Documents:</u> Summary and Fiscal Note

12. CF 314497

Petition of BRE-BMR LLC, for the vacation of the alley in lots 7 through 12, inclusive, Block 67, D.T. Denny's Park Addition to North Seattle, being the block bounded by John Street, Thomas Street, Taylor Avenue North and 6th Avenue North.

The Committee recommends that City Council grant as conditioned the Clerk File (CF).

In Favor: 5 - Saka, Hollingsworth, Kettle, Strauss, Woo

Opposed: None

Attachments: SDOT Taylor & Sixth Alley Vacation Signatures

SDOT Taylor & Sixth Alley Vacation Incumbency

Certificate

SDOT Taylor & Sixth Alley Vacation Petition

City Department Review Documentation

Community Outreach

SDOT Recommendation Street Vacation

Public Notices Affidavit

Supporting

<u>Documents:</u> <u>Unexecuted Council Conditions</u>

13. Res 32145

A RESOLUTION relating to transportation infrastructure improvement and maintenance; responding to Resolution 32137, regarding the establishment and recommendations of a Transportation Funding Task Force to develop policy and funding recommendations for long term transportation infrastructure needs, with specific focus on building out Seattle's sidewalk network, improving existing sidewalks, improving pavement condition, and replacing or rehabilitating aging bridges.

The Committee recommends that City Council adopt as amended the Resolution (Res).

In Favor: 5 - Saka, Hollingsworth, Kettle, Strauss, Woo

Opposed: None

Supporting

<u>Documents:</u> Summary and Fiscal Note

I. ITEMS REMOVED FROM CONSENT CALENDAR

J. ADOPTION OF OTHER RESOLUTIONS

- **K. OTHER BUSINESS**
- L. ADJOURNMENT



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: IRC 453, Version: 1

September 24, 2024



September 24, 2024

Introduction and Referral Calendar

List of proposed Council Bills (CB), Resolutions (Res), Appointments (Appt) and Clerk Files (CF) to be introduced and referred to a City Council committee

Record No.		Title	Committee Referra		
	By: Strauss				
1.	CB 120865	AN ORDINANCE appropriating money to pay certain claims for the week of September 9, 2024, through September 13, 2024, and ordering the payment thereof; and ratifying and confirming certain prior acts.	City Council		
	By: Woo				
2.	Res 32147	A RESOLUTION relating to the City Light Department; recording review of and adopting the City Light Department's wildfire mitigation plan.	Referred to City Council		



Legislation Text

File #: CB 120865, Version: 1		
	CITY OF SEATTLE	

ORDINANCE _____

AN ORDINANCE appropriating money to pay certain claims for the week of September 9, 2024, through September 13, 2024, and ordering the payment thereof; and ratifying and confirming certain prior acts.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Payment of the sum of \$21,457,038.14 on PeopleSoft 9.2 mechanical warrants numbered 4100850420 - 4100852660 plus manual or cancellation issues for claims, e-payables of \$56,347.14 on PeopleSoft 9.2 9100014773 - 9100014792, and electronic financial transactions (EFT) in the amount of \$80,697,094.65 are presented to the City Council under RCW 42.24.180 and approved consistent with remaining appropriations in the current Budget as amended.

Section 2. Payment of the sum of \$63,816,145.10 on City General Salary Fund mechanical warrants numbered 10366692 - 10367344 plus manual warrants, agencies warrants, and direct deposits numbered 00001 - 13665 representing Gross Payrolls for payroll ending date September 10, 2024, as detailed in the Payroll Summary Report for claims against the City that were reported to the City Council September 19, 2024, is approved consistent with remaining appropriations in the current budget as amended.

Section 3. RCW 35.32A.090(1) states, "There shall be no orders, authorizations, allowances, contracts or payments made or attempted to be made in excess of the expenditure allowances authorized in the final budget as adopted or modified as provided in this chapter, and any such attempted excess expenditure shall be void and shall never be the foundation of a claim against the city."

Section 4. Any act consistent with the authority of this ordinance taken prior to its effective date is

File #: CB 120865, Version	on: 1	
ratified and confirmed.		
Section 5. This ordina	ance shall take	effect and be in force 30 days after its approval by the Mayor, but if
not approved and returned by	the Mayor wi	thin ten days after presentation, it shall take effect as provided by
Seattle Municipal Code Secti	ion 1.04.020.	
Passed by the City Co	ouncil the 24th	of September, 2024, and signed by me in open session in
authentication of its passage	this 24th of Se	ptember, 2024.
		President of the City Council
Approved / returned un	nsigned /	vetoed this day of, 2024.
		Bruce A. Harrell, Mayor
Filed by me this	day of _	
		Scheereen Dedman, City Clerk
(Seal)		

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:		
Office of City Finance	Julie Johnson	Lorine Cheung		

1. BILL SUMMARY

Legislation Title:

An ordinance appropriating money to pay certain claims for the week of September 9, 2024, through September 13, 2024, and ordering the payment thereof; and ratifying and confirming certain prior acts. Claims include all financial payment obligations for bills and payroll paid out of PeopleSoft for the covered.

Summary and Background of the Legislation:

RCW 42.24.180 requires that payment of certain claims be authorized by the City Council. This bill, prepared each week by the City Treasury, authorizes the payments of funds that were previously appropriated by the City Council, so the passage of this bill does not have a direct result on the City's budget.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes ☐ No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes No

This bill authorizes the payments of funds that were previously appropriated by the City Council, so the passage of this bill does not have a direct result on the City's budget.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

Please describe any financial costs or other impacts of *not* implementing the legislation. The legislation authorizes the payment of valid claims. If the City does not pay its legal obligations it could face greater legal and financial liability.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

This type of legislation authorizes payment of bill and payroll expenses for all City departments.

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property. No.
- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

N/A

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation. $\rm N\!/\!A$

- iii. What is the Language Access Plan for any communications to the public? $\ensuremath{\mathrm{N/A}}$
- d. Climate Change Implications
 - i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

N/A

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

N/A

e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals? $\rm N/A$

Summary Attachments: None.

5. CH	HECKLIST
	Is a public hearing required?
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required?
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6. AT	TTACHMENTS

3



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 03004, Version: 1

Appointment of Denise Wells as member, Civil Service Commission, for a term to December 31, 2024.

The Appointment Packet is provided as an attachment.



City of Seattle Department Head Notice of Appointment

Appointee Name:					
Denise Wells					
City Department Name:		Position Title:			
Civil Service Commission		Commissioner- Council Appointed			
	City Council Co	onfirmation required?			
Appointment <i>OR</i> Reappointment	X Yes				
	No				
Appointing Authority:	Term of Position	on: *			
City Council	01/01/2022 to	,			
Mayor	12/31/2024				
Other					
	oxtimes Serving remaining term of a vacant position				
Residential Neighborhood:	Zip Code:	e: Contact Phone No.:			
Port Orchard	98367				
Background:					
Denise Wells' demonstrated history of commitm	nent to fairness,	, equity and knowledge make her well			
qualified to serve as a Civil Service Commission		•			
and Seattle's collective bargaining landscape, in					
discipline. She served 17 years as the assistant		,			
providing counsel on personnel matters and oth	•	,			
eager to return to public service as a candidate	for Commission	her of the Civil Service Commission.			
Authorizing Signature (original signature):	Appointing S	Signatory:			
Soralder	Council President Sara Nelson				
Date Signed (appointed):					
8-13-24					

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Denise Wells

Experience

Strategic Advisor, *City of Seattle, Seattle Center Department* October 2005 – September 2023 (retired)

As the City Monorail Coordinator, I had oversight of the Monorail System Concession Agreement between Seattle Monorail Services (SMS) and the City of Seattle. Duties of this position, as the subject matter expert related to federal safety compliance and regulations for rail transit, were to coordinate and oversee the Seattle Monorail Safety, Security, Drug & Alcohol, Title VI and Title II Programs per federal guidelines; conduct internal safety audits; data collection and review for National Transit Database federal reporting; approve annual Concessionaire's operating budget and review monthly operating expenditures; monitor contract and federal compliance; advise, review, and approve expenditures of federal grants (CARES/CRRSAA); shape policy and make authoritative decisions and act as an expert and key advisor to the Seattle Center Director to ensure that operational, safety and maintenance policies and programs were adhered to by the Concessionaire. Served as a board member for the Monorail's Public Transportation Agency Safety Plan along with the Director of Seattle Center, the President of Seattle Monorail Services, and the Owner of SMS.

Additionally, I was also responsible for the day-to-day management of the Director's Office and supervision of its administrative staff, managing the director's correspondence, calendar, and coordination of inter-departmental projects and initiatives. The position provided a bridge for smooth communication between the Director, other city departments, including the Mayor's Office and City Council, other internal departments, and external clients; demonstrating leadership to maintain credibility, trust, and support with all levels of management. The position managed the coordination of activities (operations and planning) and ensured timely flow of information to and from the executive office. The position handled details of a highly confidential and critical nature requiring the ability to deal with competing priorities and deadlines, screening and prioritizing communications and opportunities from external and internal sources and organizing and maintaining processes essential to the Director's Office and the Seattle Center Executive Team. The position also functioned as the department's Legislative Liaison, Public Disclosure Officer, Privacy Officer, and Risk Manager and was a member of the Seattle Center Director's Executive Team.

Facility Rental Coordinator, *City of Bellevue, Parks Department* May 2002 – October 2005

Prepared rental agreements for the Northwest Arts Center parks facility, registered students for classes, reconciled daily receipts, provided administrative support to the Center manager.

Administrative Staff Assistant, City of Seattle, Finance & Administrative Services

Department, Seattle Animal Shelter

August 1988 – May 2002

Supervised the Seattle Animal Shelter administration staff responsible for assisting the public with requests for general information, as well as complaints such as animal nuisances, injured or deceased animals, and dogs off leash. In coordination with Seattle IT, maintained the division's computerized animal tracking database and created daily, annual and ad hoc reports using SQL queries and audited staff entries for accuracy and reporting integrity. Provided staff with on-site support for all IT related issues. Served as the public disclosure officer. Provided administrative support to the Executive Director.

Administrative Support Assistant, *City of Seattle, Human Services Department* February 1987 - August 1988

Provided administrative support to the City of Seattle's year-round Youth Employment Program and Summer Youth Employment Program.

Skills

Project management Data analysis Communication
Organization Problem-solving/Collaboration Management

Civil Service Commission

3 Members: Pursuant to SMC 4.04.250, 1 member subject to City Council confirmation, 3-year terms:

- 1 City Council- appointed
- 1 Mayor- appointed
- 1 Other Appointing Authority: Employee Elected

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Ter m #	Appointed By
1	F		1.	Commissioner	Denise Wells	01-01-22	12-31-24	1	Council
2	E	2	2.	Commissioner	Mary Wideman-Williams	01-01-23	12-31-25	2	Mayor
2	М		3.	Commissioner	Ray Ceaser	12-1-2024	12-31-26	1	Employee Elected

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor		1				1							
Council													
Other	1												
Total	1	1				1				T			

Key:

Diversity information is self-identified and is voluntary.

^{*}D List the corresponding Diversity Chart number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 03005, Version: 1

Reappointment of Denise Wells as member, Civil Service Commission, for a term to December 31, 2027.

The Appointment Packet is provided as an attachment.



City of Seattle Department Head Notice of Appointment

Appointee Name: Denise Wells						
City Department Name:		Position Title:				
Civil Service Commission			Commissioner- Council Appointed			
	City Council Co	nfir	mation required?			
Appointment OR Keappointment						
	☐ No					
Appointing Authority:	Term of Position	n: *	•			
City Council	01/01/2025 to					
Mayor	12/31/2027					
Other						
Residential Neighborhood:	Zip Code:	<u> </u>				
Port Orchard	98367					
Background:						
Denise Wells' demonstrated history of commitn						
qualified to serve as a Civil Service Commissione			•			
and Seattle's collective bargaining landscape, ir		-				
discipline. She served 17 years as the assistant of			•			
providing counsel on personnel matters and oth	•		•			
eager to return to public service as a candidate	for Commission	er o	f the Civil Service Commission.			
Authorizing Signature (original signature):	Appointing S	igna	atory:			
Soralaber						
Date Signed (appointed):	Council President Sara Nelson					
8-14-24						

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Denise Wells

Experience

Strategic Advisor, *City of Seattle, Seattle Center Department* October 2005 – September 2023 (retired)

As the City Monorail Coordinator, I had oversight of the Monorail System Concession Agreement between Seattle Monorail Services (SMS) and the City of Seattle. Duties of this position, as the subject matter expert related to federal safety compliance and regulations for rail transit, were to coordinate and oversee the Seattle Monorail Safety, Security, Drug & Alcohol, Title VI and Title II Programs per federal guidelines; conduct internal safety audits; data collection and review for National Transit Database federal reporting; approve annual Concessionaire's operating budget and review monthly operating expenditures; monitor contract and federal compliance; advise, review, and approve expenditures of federal grants (CARES/CRRSAA); shape policy and make authoritative decisions and act as an expert and key advisor to the Seattle Center Director to ensure that operational, safety and maintenance policies and programs were adhered to by the Concessionaire. Served as a board member for the Monorail's Public Transportation Agency Safety Plan along with the Director of Seattle Center, the President of Seattle Monorail Services, and the Owner of SMS.

Additionally, I was also responsible for the day-to-day management of the Director's Office and supervision of its administrative staff, managing the director's correspondence, calendar, and coordination of inter-departmental projects and initiatives. The position provided a bridge for smooth communication between the Director, other city departments, including the Mayor's Office and City Council, other internal departments, and external clients; demonstrating leadership to maintain credibility, trust, and support with all levels of management. The position managed the coordination of activities (operations and planning) and ensured timely flow of information to and from the executive office. The position handled details of a highly confidential and critical nature requiring the ability to deal with competing priorities and deadlines, screening and prioritizing communications and opportunities from external and internal sources and organizing and maintaining processes essential to the Director's Office and the Seattle Center Executive Team. The position also functioned as the department's Legislative Liaison, Public Disclosure Officer, Privacy Officer, and Risk Manager and was a member of the Seattle Center Director's Executive Team.

Facility Rental Coordinator, *City of Bellevue, Parks Department* May 2002 – October 2005

Prepared rental agreements for the Northwest Arts Center parks facility, registered students for classes, reconciled daily receipts, provided administrative support to the Center manager.

Administrative Staff Assistant, City of Seattle, Finance & Administrative Services

Department, Seattle Animal Shelter

August 1988 – May 2002

Supervised the Seattle Animal Shelter administration staff responsible for assisting the public with requests for general information, as well as complaints such as animal nuisances, injured or deceased animals, and dogs off leash. In coordination with Seattle IT, maintained the division's computerized animal tracking database and created daily, annual and ad hoc reports using SQL queries and audited staff entries for accuracy and reporting integrity. Provided staff with on-site support for all IT related issues. Served as the public disclosure officer. Provided administrative support to the Executive Director.

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Project management Data analysis Communication
Organization Problem-solving/Collaboration Management

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Roster:

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	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor		1				1							
Council		1								1			
Other	1					1							
Total	1	2				2				1			

Key:

Diversity information is self-identified and is voluntary.

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

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RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02981, Version: 1

Appointment of Dexter Jenkins as member, Seattle Transit Advisory Board, for a term to August 2, 2025.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name:				
Dexter Jenkins				
Board/Commission Name: Seattle Transit Advisory Board			Position Title: Member	
Appointment OR Reappointment	City Council Confirmation required? Yes No			
City Council Mayor Other	Term of Position: * 8/3/2023 to 8/2/2025			
	Zip Code: 98104	Cont	tact Phone No.:	
Background: Dexter is a federal government employee and recent newcomer to Seattle who has lived in several other major cities around the country. He is an avid transit rider and is motivated by the power of policy to positively impact people of color and disadvantaged communities.				
Authorizing Signature (original signature): Date Signed (appointed): 7/25/24	Appointing Signatory: Rob Saka Councilmember			

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Dexter Jenkins

University of West Georgia

Carrollton, GA 12/2008

Bachelors of Business Administration

Management Information Systems & Marketing

Program accredited by AACSB-International – The Association to Advance Collegiate Schools of Business

Technical Experience

Active Directory, Novell Netware, Cisco Call Manager, Remote Administrator, Citrix, Windows (2000, XP, Vista, Server 2003), MAC OSX, Microsoft Office Suite, Office for Mac, Adobe Acrobat Pro, AutoCAD/CAD, Symantec (Ghost, Anti-Virus), Microsoft Flash, Oracle, Java, HTML, XML, Visual Basic, Lotus Notes, SAP, Corporate Time Calendar, PeopleSoft, Tivoli Suite, Remedy, Niku, Clarity, MLS, Net+ Course, Security+ Course, Fluke Network Equipment, Hand Scanners Repair (Symbol, Fuzzy Logic), Printer Repair(Toshiba, Zebra, Xerox, HP, Cannon, Konica Minolta), Faronics Deep Freeze

Employment History

05/2009 - Present - Social Security Administration

Seattle, WA

Claims Specialist / Lead Service Representative / Service Representative / Site LAN Coordinator

- Process a variety of SSA claims including disability, aged, and Medicare subsidy.
- Aid the public by answering a wide variety of questions through face to face, telephone, and mail correspondence.
- Interview individuals to investigate the situation and resolve the problem.
- Maintain the accounts of claimants through editing, adding and deleting information about beneficiaries.
- Provide end user desktop support.
- Assist with work station and TCPIP upgrade

$05/2008 - 12/\ 2008$ - Magna International Inc.: Decostar Industries

Carrollton, GA

IT Intern

- Provided Microsoft Office support and Lotus Notes troubleshooting for workstation users
- Assisted network administrator with duties including monitoring software on Windows Server 2003 and Dell Blade server installation
- Controlled the setup of new workstations from Ghosting machines to adding accounts to Cisco Call Manager
- · Repaired Symbol scanners, Dell human-machine interfaces, Toshiba printers and other industrial equipment
- Responsible for working with Motorola to repair major issues under the warranty service agreement
- Ordered and replaced hardware for facility PCs
- Crafted Cat5e cables to connect network devices

05/2008 - 07/2008 - Community Foundation of West Georgia

Carrollton, GA

Marketing Intern

- · Planned promotional events to increase donor enrollment for the Community Resource Network
- Prepared membership packets and gifts to welcome new network members
- Contacted prospective members by telephone or email to recruit for resource network
- Developed web forms with Adobe Acrobat to collect information from donors or recipients and import into databases

08/2007- 05/2008 - University of West Georgia Management Information Systems Department Student Research Assistant

Carrollton, GA

- Assisted professors with grading, filing, and helping students with computer related assignments
- Contacted companies in the metro Atlanta area to gather information on the requirements for entry level IT positions
- Analyzed experience requirements and assigned numeric tags to common descriptions
- Created spreadsheets and graphs based on the data collected to present to faculty members and future publications

$05/2006-05/2007 - \ \textbf{Harley-Davidson Motor Company /Buell}$

Lincoln, AL

IT Intern

- Operated the helpdesk using Tivoli on an enterprise level that provided support for locations in 9 states
- Was responsible for resolving trouble tickets created by test facilities in Florida, Missouri and Alabama
- Controlled the imaging and deployment of new workstations using Symantec Ghost
- Renovated inventory of IT equipment, workstations, network hardware and office supplies based on company procedure
- By removing obsolete equipment and ordering new items, I created a new inventory level and reorder point for office supplies
- Developed documentation for creating new accounts in Active Directory, Cisco Call Manager and Novell Netware
- Used Tivoli, Niku, and Clarity to assign service calls and track progress
- Assisted the site principal in installing new servers, patch panels, switches, routers, desktops and network drops

08/2004 -- 08/2007 - University of West Georgia Information Technology Services Residence Hall/Staff Technician

Carrollton, GA

- Maintained inventory of applications and services on FTP servers for access across campus to use on service calls
- Repaired PCs for students, staff, and faculty campus wide and used Remedy to assign service calls
- Controlled deployment of Microsoft Windows and Microsoft Office to student and faculty through the Microsoft Campus Agreement
- Replaced, imaged and used Deep Freeze to lock desktops in campus computer labs and faculty workstation
- Used Fluke Equipment to resolve wiring issues in residence halls

Accomplishments

Social Security Administration Automation Ambassador: Survey, troubleshoot, and provide feedback on software from field office employees.

Social Security Administration Evaluation: Superior and satisfactory on all annual evaluation criteria.

Management Information System Club: Founder -- hosted workshops & guest speakers for monthly meetings, grew to 20 paid members.

Technology Planning Faculty Committee: Voting Member, provided student perspective for network & computer lab needs

Student Technology Fee Committee: Voting Member, provided student perspective for tuition & fee increases.

Student Government Association: Senator

American Marketing Association: Membership Chair -- hosted job fair on campus, planned promotional events for recruitment.

Health Services Peer Educators: Facilitator -- hosted events to lead discussions on healthy drinking, eating & sexual behavior.

1in4 Men Against Sexual Assault: President – Provide statistics and methods for discouraging sexual assault. Presented to freshmen class every semester.

Philanthropy

Habitat for Humanity: Home Construction, Donations, Store Volunteer Boys Scouts of America: Boys Scout of Fayetteville Member, Donations Sisters By Choice Breast Cancer Foundation: Charity fundraiser and race Big Brother Big Sister of Metro Atlanta: Member, Awardee, Donations

Awards

Social Security Administration Awards 2013 -- 2023

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
3	М	3	1.	Member	Sandro R. Pani	8/3/24	8/2/26	3	City Council
1	F	4	2.	Member	Shirley Chu	8/3/24	8/2/26	1	City Council
6	T/NB	4	3.	Member	Deborah Barnard	8/3/24	8/2/26	1	City Council
4	М	2	4.	Member	Dexter Jenkins	8/3/23	8/2/25	1	City Council
1	F	7	5.	Member	Priyadharshini Balan	8/3/23	8/2/25	1	City Council
6	NB	6	6.	Member	Katie Freeman	8/3/24	8/2/26	1	Mayor
1	М	3	7.	Member	Ashwin Bhumbla	8/3/24	8/2/26	2	Mayor
1	М	1	8.	Member	Arthur Kuniyuki	8/3/24	8/2/26	3	Mayor
6	F	5	9.	Member	Carolyn Tillinger	8/3/23	8/2/25	1	Mayor
6	M/T/ NB	4	10.	Member	Dana Coppernoll- Houston	8/3/23	8/2/25	1	Mayor
6	М	7	11.	Member	Zachary Burton	8/3/23	8/2/25	1	Mayor
2	М	2	12.	Get Engaged Member	Braxton Williams	9/1/23	8/31/24	1	Mayor

SELF-	-IDENT	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	5	1	1	2	2	1				4			
Council	2	2	1	1	2	1	1			1			
Other													
Total	7	3	2	3	4	2	1			5			

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

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RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02982, Version: 1

Appointment of Deborah Barnard as member, Seattle Transit Advisory Board, for a term to August 2, 2026.

The Appointment Packet is provided as an attachment.



Appointee Name:					
Deborah Barnard					
Board/Commission Name: Seattle Transit Advisory Board	Position Title: Member				
Appointment OR Reappointment	City Council Confirmation required? Yes No				
☐ City Council Mayor	Term of Position 8/3/2024 to 8/2/2026 □ Serving remain		term of a vacant position		
	Zip Code: Contact Phone No.:				
Maple Leaf	98115				
Background: Deborah is an experienced Administrative Species nonprofit industries, including writing for the we updating websites, community and staff outread	eb, writing copy	for	translation, basic graphic design,		
Authorizing Signature (original signature):	Appointing Si	gna	atory:		
	Rob Saka				
A Sh	Councilmembe	er			
Date Signed (appointed): 7/25/24					

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Deborah Barnard

Event producer and content writer Greater Seattle Area

Contact

Top Skills

Event Production Editing Web development Writing for the web

Certifications

- Applied Suicide Intervention Skills Training (ASIST)
- Microsoft Office Specialist (MOS) Outlook 2013
- MOS Word 2013
- MOS PowerPoint 2013
- Adobe Photoshop & InDesign workshop (outsourced Library training)

Volunteering

Orchid Counseling Services (OCS)

Board Member & Secretary May 2018 - 2019

 Attended monthly meetings, took notes, planned events, raised funds, and managed the OCS website

Scarecrow Video

- Feb. 2017-July 2018 organized and shelved films
- headed a 10-month VHS restoration project

Summary

Hi! I'm an experienced Administrative Specialist with a passion for working in civic and nonprofit industries. I love organizing data and making Library services easier to access -- communication has been my profession for 19 years.

My skills include working with the public and nonprofit organizations, writing for the web, writing copy for translation, basic graphic design, updating websites, community and staff outreach, and public speaking.

Experience

The Rendezvous

House manager, Jewelbox Theater Nov. 2022 - Present

• sets up house and runs light and sound for a 65-seat theater in a historic building

The Seattle Public Library

Communications Assistant February 2006 - Present

- Serves on the Employee Engagement Committee and Staff Support Team
- Sends information to and schedules interviews with media & program partners
- Co-plans events for my department
- Creates website content using Ingeniux CMS
- Creates intranet content using Sharepoint
- Collates media reports for Library board
- Guides media groups at the Central Library
- Assists Chief Librarian
- Wrote a City of Seattle proclamation declaring Jan. 26, 2019 to be "Take Action for Libraries Day." It was signed by the mayor, and presented by the chief librarian at a rally featuring the American

More web dev experience

- Webmaster for North Seattle Church (2000-2001)
- CMS updates for UW Continuing Dental Education (2004-5)

Education

University of Washington

Bachelor of Arts (2005) English Language and Literature

 Dean's list & graduated cum laude

Honors

- Unsung Hero Award (2020)
- Working Smart Team Award (2012)

Library Association president.

Marketing & Online Services

• Researched and rewrote pages for website redesign in 2024 and 2017

In previous departments: Web Office

- Public calendar editor posting over a hundred monthly events, in six languages, while working with staff in 27 locations
- Hand-coded HTML formatting for each calendar entry before the Library's upgrade to Trumba
- Web feature writer for audience, location and language pages
- Made web graphics with Photoshop and shelf signs with InDesign
- Created training manuals and conducted training sessions for calendar entry

Library Services, Programs & Events

- Scheduled appointments and interviews for directors and managers
- \bullet Scheduled discussions for 500+ book groups using MS Access
- Served on technology, workplace environment and management/union committees
- Moderated first internal Library blog
- Volunteered for everything from front desk services to chauffeuring directorial candidates
- Marched with the Library's book cart drill team in parades

Women Business Owners Actor

October 2017 - Seattle, WA

I wrote and performed an original monologue as Nellie Cashman, 19th-century businesswoman and prospector, for the Nellie Cashman Woman Business Owner of the Year Award Gala.

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
3	М	3	1.	Member	Sandro R. Pani	8/3/24	8/2/26	3	City Council
1	F	4	2.	Member	Shirley Chu	8/3/24	8/2/26	1	City Council
6	T/NB	4	3.	Member	Deborah Barnard	8/3/24	8/2/26	1	City Council
4	М	2	4.	Member	Dexter Jenkins	8/3/23	8/2/25	1	City Council
1	F	7	5.	Member	Priyadharshini Balan	8/3/23	8/2/25	1	City Council
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1	М	1	8.	Member	Arthur Kuniyuki	8/3/24	8/2/26	3	Mayor
6	F	5	9.	Member	Carolyn Tillinger	8/3/23	8/2/25	1	Mayor
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Mayor	5	1	1	2	2	1				4			
Council	2	2	1	1	2	1	1			1			
Other													
Total	7	3	2	3	4	2	1			5			

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RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02983, Version: 1

Appointment of Shirley Chu as member, Seattle Transit Advisory Board, for a term to August 2, 2026.

The Appointment Packet is provided as an attachment.



Appointee Name:					
Shirley Chu					
Board/Commission Name: Seattle Transit Advisory Board	Position Title: Member				
Appointment OR Reappointment	City Council Confirmation required? Yes No				
Appointing Authority: City Council Mayor Other	Term of Position 8/3/2024 to 8/2/2026 □ Serving remain		g term of a vacant position		
Residential Neighborhood:	Zip Code: Contact Phone No.:				
Queen Anne	98109	98109			
Background: Shirley works as a software engineer and is a lifunderstanding of both the power of public transdifferent ages and abilities face when riding the	sit to access oppo				
Authorizing Signature (original signature):	Appointing Si	gna	atory:		
	Rob Saka				
Folia	Councilmemb	er			
Date Signed (appointed): 7/25/24					

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

SHIRLEY CHU

SUMMARY: Driven Software Engineer delivering creative end-to-end solutions to complex problems in JavaScript, Node, and Java. Experienced in architecting and implementing engineering solutions for Fortune 500 companies on global expansion and modernization initiatives. A fast learner who adapts quickly to new languages and codebases, with a track record of shipping major features under tight deadlines.

TECHNICAL SKILLS

- Languages & Frameworks: JavaScript, React, Redux, Node.js, Python, Java, Ruby, Rails, Swift, SQL, Kafka, OAuth, HTML, CSS
- Technologies: AWS (DynamoDB, S-3, Lambda, API Gateway, CloudFormation, Elastic Beanstalk), Redis, PostgreSQL, Firebase, Akamai, Git, Kubernetes, Datadog, Docker, Gradle, New Relic, Lighthouse, Splunk, Samza, Grafana, Jenkins, Docker, Xcode, Okta
- Methodologies: Agile, Test-Driven Development, BDD, Multi-Arm Bandit

EXPERIENCE

Redfin, Seattle, WA Software Engineer II 2021 - Present

- Lead engineer for pioneering and implementing the infrastructure for low-code development, to empower Redfin agents to create applications and reduce engineering costs. Served as subject matter expert in low-code development and partnered with Principal Engineer to establish milestones and business goals
- Designed and led a team of engineers to develop a one-stop portal to ingest and publish all
 properties-related data. This project isolates team code from the Redfin monolith and provides a
 streamlined solution for data engineers to process large volumes of MLS data into Redfin. Served
 as point-of-contact in cross-team interactions between the data quality team, pipeline team, and
 Program Managers. The back-end leverages proprietary technology such as the Redfin Service
 Client
- Coordinated multi-platform efforts with Infosecurity and IT teams to enable seamless Single Sign
 On (SSO) for embedded apps on redfin.com. Utilized Okta Trusted Origins technology and designed
 creative method of local development via hosts file manipulation to prevent clickjacking attacks

Nordstrom, Seattle, WA Software Engineer II

2019 - 2021

- Architected and implemented backend system to publish static content and serve it from the edge, optimizing critical performance metrics. This involved building a new library, API, and integration with various AWS resources such as AWS Lambda, DynamoDB, S3, SNS, and API Gateway
- Designed and created test content feature for headless CMS (Content Management System), spanning across various AWS technologies and database types, and 6 different backend APIs
- Built backend infrastructure in Java to integrate server-side experiment logging with Kafka. Enforced rigorous Avro schemas for high data quality and consistency
- Spearheaded complex content features for Canada launch on self-built content management system, backend API, and Nordstrom.com live site
- Built new search API leveraging Elasticsearch to optimize data flow of Size Fit Guide system and serve client engineering teams
- Mentored junior and mid-level engineers in technical skills and career progression

EDUCATION

Ada Developers Academy - Seattle, WA

Computer Science and Software Development

University of Southern California - Los Angeles, CA

Major: Accounting (B.S.), Minor: French

Seattle Transit Advisory Board

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Roster:

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2	М	2	12.	Get Engaged Member	Braxton Williams	9/1/23	8/31/24	1	Mayor

SELF-	-IDENT	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	5	1	1	2	2	1				4			
Council	2	2	1	1	2	1	1			1			
Other													
Total	7	3	2	3	4	2	1			5			

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02984, Version: 1

Appointment of Katie Freeman as member, Seattle Transit Advisory Board, for a term to August 2, 2026.

The Appointment Packet is provided as an attachment.



Appointee Name:					
Katie Freeman					
Board/Commission Name: Seattle Transit Advisory Board		Position Title: Member			
Appointment OR Reappointment	City Council Confirmation required? Yes No				
Appointing Authority: City Council Mayor Other	Term of Position 8/3/2024 to 8/2/2026	: * ing term of a vacant position			
	Zip Code: Contact Phone No.: 98115				
Residential Neighborhood: Green Lake		ontact Phone No.:			
	98115 more than 80 Par	kinson's disease support groups			
Green Lake Background: Katie is a social worker managing a network of	98115 more than 80 Par	kinson's disease support groups h disabilities access services. natory:			
Green Lake Background: Katie is a social worker managing a network of across the Northwest and supporting older adult	98115 more than 80 Parts and people wit	kinson's disease support groups h disabilities access services. natory:			

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Katie Freeman, MSW

EDUCATION

Master of Social Work — University of Washington

September 2021—June 2023

Bachelor of Arts, English Literature — Seattle University

September 2007—June 2011

-Graduated Summa Cum Laude

SOCIAL SERVICE EXPERIENCE

American Parkinson Disease Association: Manager of Programs and Community Engagement

July 2023—Present

- -Managed a network of more than 80 Parkinson's disease support groups across the Northwest
- -Supported the development of seven new support groups through facilitator trainings, marketing and outreach
- -Increased APDA's information and referral services by offering one-on-one consultations for people with Parkinson's
- -Led in-person and virtual educational programs in a variety of settings, ranging from groups of three to 150.
- -Assisted in organizing and promoting fundraising events, such as our annual Gala and Optimism Walk

UW Medicine Memory and Brain Wellness Center: Social Work Intern

September 2022—June 2023

- -Facilitated regular support groups for adults with dementia, atypical Parkinson's disease, and their family caregivers
- -Strategized outreach and implementation of Dementia Friends public awareness program in King County
- -Organized events for the memory loss community, such as a Resource and Education Day for adults with Younger Onset Alzheimer's Disease
- -Supported the Dementia Action Collaborative's efforts to update the WA State Plan to Address Alzheimer's and Other Dementias through data analysis and participation in regular work group meetings

Northaven Senior Living: Life Enrichment Coordinator | Social Work Intern

September 2021—September 2022

- -Developed and facilitated activities program to meet the social, emotional, cognitive, and physical needs of residents, including an LGBTQ+ Seniors group, and weekly mindfulness meditation
- -Organized regular Resident Council and helped facilitate communication between residents and staff
- -Worked with staff Social Worker to fulfill the generalist practicum requirement for UW's MSW program

Greenwood Senior Center: Memory Loss Program Coordinator

March 2019—September 2021

- -Facilitated The Gathering Place, a nationally recognized Early Stage Memory Loss (ESML) enrichment program
- -Successfully adapted The Gathering Place and other ESML programs to a virtual format during the COVID-19 pandemic
- -Developed varied enrichment programs for seniors with ESML, including a dementia friendly art appreciation group
- -Collaborated with other organizations that provide opportunities for seniors with memory loss to develop larger events

Full Life Care: High Volume Case Manager

April 2018—March 2019

- -Managed a caseload of 60 high need clients an Adult Day Health Center in South Seattle
- -Coordinated client needs with interdisciplinary staff care team, professional caregivers and family members
- -Worked one on one with clients to develop strategies for reaching health and lifestyle goals
- -Developed meaningful activity groups designed to improve physical and cognitive abilities

Elderwise: Program Coordinator

May 2017—April 2018

- -Oversaw day to day operations of an arts based day program for older adults living with memory loss
- -Performed all intake interviews and determined who would be an appropriate fit for the program
- -Assisted management in creating and facilitating a quarterly Care Partners Night to provide therapeutic support to our community of care partners

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor-appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
3	М	3	1.	Member	Sandro R. Pani	8/3/24	8/2/26	3	City Council
1	F	4	2.	Member	Shirley Chu	8/3/24	8/2/26	1	City Council
6	T/NB	4	3.	Member	Deborah Barnard	8/3/24	8/2/26	1	City Council
4	М	2	4.	Member	Dexter Jenkins	8/3/23	8/2/25	1	City Council
1	F	7	5.	Member	Priyadharshini Balan	8/3/23	8/2/25	1	City Council
6	NB	6	6.	Member	Katie Freeman	8/3/24	8/2/26	1	Mayor
1	М	3	7.	Member	Ashwin Bhumbla	8/3/24	8/2/26	2	Mayor
1	М	1	8.	Member	Arthur Kuniyuki	8/3/24	8/2/26	3	Mayor
6	F	5	9.	Member	Carolyn Tillinger	8/3/23	8/2/25	1	Mayor
6	M/T/ NB	4	10.	Member	Dana Coppernoll- Houston	8/3/23	8/2/25	1	Mayor
6	М	7	11.	Member	Zachary Burton	8/3/23	8/2/25	1	Mayor
2	М	2	12.	Get Engaged Member	Braxton Williams	9/1/23	8/31/24	1	Mayor

SELF-	-IDEN	TIFIED (DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	5	1	1	2	2	1				4			
Council	2	2	1	1	2	1	1			1			
Other													
Total	7	3	2	3	4	2	1			5			

Key:

^{*}D List the corresponding Diversity Chart number (1 through 9)

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RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02985, Version: 1

Reappointment of Arthur Kuniyuki as member, Seattle Transit Advisory Board, for a term to August 2, 2026.

The Appointment Packet is provided as an attachment.



Appointee Name:	Appointee Name:								
Arthur Kuniyuki									
Board/Commission Name: Seattle Transit Advisory Board		Position Title: Member							
Seattle Transit Advisory Board									
	City Council Cor	nfiri	mation required?						
Appointment OR Reappointment	Yes No								
Appointing Authority:	Term of Positio	n: *							
City Council	8/3/2024								
Mayor	to								
Other	8/2/2026								
Residential Neighborhood:			term of a vacant position						
West Seattle	98106	Con	itact Priorie No.:						
	30100								
Background: Art is a third generation Japanese-American, be Manager for the Pike Place Market Preservation the ORCA Business Passport Program for about agencies are doing regarding fare collection, Colimportant than ever. Art holds a degree in Business worked for the American Red Cross, Seattle organizations, including the Seattle Public Libration.	n and Developme 100 users and st DVID-19 safety ru ness Administrati r-King County Cho ry and Wired for	ent i ayii iles, ion apte Lea	Authority. In his work, he manages ang informed of what transit and route planning are more with a concentration in finance and er and volunteers with several local arning.						
Authorizing Signature (original signature):	Appointing Si Bruce A. Harre	_	itory:						
Ω Ω Ω									
Bund. Hanell	Mayor of Seat	ttle							
Date Signed (appointed):									
July 30 th , 2024									

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

ARTHUR KUNIYUKI

QUALIFICATIONS

Proven Payroll and Benefits coordination and processing skills for over three decades.

Fully knowledgeable of ADP Payroll software (Workforce Now version)

Oversees Transportation needs by managing a 100 user ORCA Business Passport Card account.

Managed capital projects (network installation and CAT-5 wiring of a two story building)

Proven project management skills. Able to effectively communicate with stakeholders, meet time and budget constraints, and coordinate numerous vendor/customer activities.

Community leader – Board of Director Experience (Secretary/Treasurer), transportation advisory group for the **METRO CONNECTS** Plan, 19 year volunteer for the Seattle Public Library, volunteer photographer Recognized as a patient, knowledgeable and effective teacher. Works well with diverse groups including ESL adults.

EDUCATION

B.A. - Business, University of Washington, Seattle, WA 1984

EMPLOYMENT HISTORY

Pike Place Market Preservation and Development Authority 2002-present Payroll and HR Specialist, Payroll and Benefits Administrator, Payroll and Benefits Manager (2003 – present).

Responsible for all aspects of cloud-based ADP payroll processing and reporting for 100 employees. Conducts new employee orientations and oversees all corporate benefits processing (Medical, Dental, Vision, Life Insurance, Flex-Plan). Oversees 100 ORCA Business Passport card account. Assists HR Director with criminal background checks, personnel file maintenance, union contract preparation, personnel data analysis, employee recognition, budget preparation, and pension fund data analysis. Also assists with front desk / reception desk backup, and backup cashier duties, as required.

Temporary Employee (2002-2003)

Assisted the Accounting Department with Accounts Payable, Payroll Specialist with payroll and benefits processing, Front Desk with receptionist and office support tasks.

American Red Cross of Seattle-King County 1986-2002

Operations Administrator (1993-2002). Oversaw all corporate Information Technology systems and equipment including servers, workstations, laptops, PBX and voicemail. Provided technical support, maintenance and repair. Designed and implemented training programs on computer hardware/software programs and office equipment to all staff and volunteers. Procured all corporate office supplies, equipment and materials. Negotiated pricing, delivery and credit requirements with all vendors and the maintenance agreements on all IT devices. Updated Disaster Recovery Plan.

Payroll Coordinator (1986-1996). Processed payroll for 100 employees. Posted general ledger expenses. **Computer Specialist (1987-1993).** Developed computer system procedures. Planned for future computer needs. Provided computer training and support services.

Bookkeeper (1986-1989). Performed AP and Payroll duties. Posted general ledger entries.

COMMUNITY ACTIVITIES

Seattle Public Library System Volunteer, February 2001 – March 2020 (Computer Instructor, Tutoring) Board of Directors, Three Dollar Bill Cinema, 2007-2012, Treasurer and Secretary Metro Transit Long Range Plan Community Advisory Group, 2015-2016, developed the **METRO**

CONNECTS Plan

City of Seattle's Transit Advisory Board (TAB), August 2020-present, Co-Chair King County METRO Transit Fares Cabinet member, April 2024-present Volunteer Photographer, The Great Figgy Pudding Caroling Competition, 2018 - present Community Volunteer, The AMP: AIDS Memorial Pathway (Capitol Hill), 2018 - present

REFERENCES

Available Upon Request

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor-appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
3	М	3	1.	Member	Sandro R. Pani	8/3/24	8/2/26	3	City Council
1	F	4	2.	Member	Shirley Chu	8/3/24	8/2/26	1	City Council
6	T/NB	4	3.	Member	Deborah Barnard	8/3/24	8/2/26	1	City Council
4	М	2	4.	Member	Dexter Jenkins	8/3/23	8/2/25	1	City Council
1	F	7	5.	Member	Priyadharshini Balan	8/3/23	8/2/25	1	City Council
6	NB	6	6.	Member	Katie Freeman	8/3/24	8/2/26	1	Mayor
1	М	3	7.	Member	Ashwin Bhumbla	8/3/24	8/2/26	2	Mayor
1	М	1	8.	Member	Arthur Kuniyuki	8/3/24	8/2/26	3	Mayor
6	F	5	9.	Member	Carolyn Tillinger	8/3/23	8/2/25	1	Mayor
6	M/T/ NB	4	10.	Member	Dana Coppernoll- Houston	8/3/23	8/2/25	1	Mayor
6	М	7	11.	Member	Zachary Burton	8/3/23	8/2/25	1	Mayor
2	М	2	12.	Get Engaged Member	Braxton Williams	9/1/23	8/31/24	1	Mayor

SELF-	-IDEN	TIFIED (DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	5	1	1	2	2	1				4			
Council	2	2	1	1	2	1	1			1			
Other													
Total	7	3	2	3	4	2	1			5			

Key:

^{*}D List the corresponding Diversity Chart number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02986, Version: 1

Reappointment of Sandro R. Pani as member, Seattle Transit Advisory Board, for a term to August 2, 2026.

The Appointment Packet is provided as an attachment.



Appointee Name:					
Sandro R. Pani					
Board/Commission Name:		Position Title:			
Seattle Transit Advisory Board	Member				
_	City Council Conf	irmation required?			
Appointment OR Reappointment	∀es				
	☐ No				
Appointing Authority:	Term of Position:	*			
City Council	8/3/2024				
Mayor	to				
Other	8/2/2026				
	Corving remaining	ng torm of a vacant nacition			
Residential Neighborhood:		ng term of a vacant position ontact Phone No.:			
First Hill	98101	britact Priorie No			
	30101				
Background: Sandro Pani has over ten years of experience in	transit desian rai	lway nlanning project management			
and program management. He has completed	-				
engineering and integration, which provides his	_				
including operations, infrastructure, signaling,		, ,			
Authorizing Signature (original signature):	Appointing Sign	natorv:			
	Rob Saka	•			
	Councilmember	•			
N- an					
Data Signad (annainted):					
Date Signed (appointed): 7/25/24					
1/23/24					

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

SANDRO R. PANI

Areas of Expertise:

Program Management, Project Management, Railway Systems Engineering and Integration, Transit Design and Planning

Chronology

Aug. 2019 - Current Assistant Vice President / WSP USA / Seattle, WA

Feb. 2018 - Aug. 2019 Lead Engineer / WSP USA / San Francisco, CA

July 2013 - Feb. 2018 Rail Systems Eng. / HNTB Corp. / San Francisco, CA

Sept. 2011 - June 2013 MSc. Post-graduate Student / University of Birmingham / Birmingham UK

June 2008 - Sept. 2011 Transportation Eng. / URS Corp. / Rocky Hill, CT

Registrations/Certifications

Engineer-in-Training: MA, 2008 (22082)

Training

Post graduate course in railway engineering at the University of Hartford, CT.

Software

AutoCAD, MicroStation, Microsoft Office

Languages Spoken

English, Spanish

CAREER SUMMARY

PROFESSIONAL EXPERIENCE

Sandro Pani has 14 years of experience in transit design, railway planning, project management and program management. He has completed a Master of Science degree in railway systems engineering and integration, which provides him with a broad background in all rail-related systems, including operations, infrastructure, signaling, and rolling-stock.

EDUCATION

M.S., Railway Systems Engineering and Integration, University of Birmingham, 2013 Birmingham, UK

B.S., Civil Engineering, Worcester Polytechnic Institute, Worcester, MA

Sound Transit Downtown Seattle Transit Tunnel (DSTT) GEC, Seattle, WA (WSP) 2020-Current

Sandro is the Program Manager for the \$20M On-Call GEC contract providing management and technical support of Sound Transit's State of Good Repair Program for the DSTT. The DSTT is a 1.3-mile-long double track tunnel with four passenger stations and the Pine Street Vent Facility. The DSTT GEC is responsible for delivery of over 50 task orders including assessments, design, and construction support for all station and tunnel disciplines.

Pierce Transit Pacific Ave/SR7 Bus Rapid Transit (BRT) Project, Pierce County / Tacoma, WA (WSP) 2019-2021

Sandro is Utility Coordination Lead for final design services for the BRT project in the 14.4-mile Pacific Avenue/state Route 7 corridor. The Pierce Transit corridor-based bus rapid transit system will serve the Tacoma's Central Business District, Tacoma Dome Station, Parkland, and Spanaway. Sandro is responsible for leading communication with all public and private utilities impacted by the project, collecting utility facilities data, coordination utility relocation, and supporting application for required permits.

BART General Engineering Services (GES) Capital Asset Renewal Program Support, Oakland, CA (WSP) 2018-2019

Sandro was lead engineer for the on-call GES contract providing program management and technical support to BART's Maintenance and Engineering (M&E) Department. Sandro was responsible for delivering the monthly and quarterly M&E project review process, providing analysis and statistics of project status and performance for approximately 200 capital projects. Sandro led program management tasks including: M&E's annual project budget planning process and maintaining and improving state of good repair documents such as M&E's Asset Risk Register and unfunded Capital Needs Inventory.

California High-Speed Rail (CAHSR), San Francisco to Merced, CA (HNTB) 2016-2018

Sandro was systems design lead engineer on the San Francisco to Merced section of the CAHSR project. The 130-mile corridor is part of the larger 800-mile rail network throughout the state, that when completed will offer passenger rail services that will travel at speeds up to 220 mph connecting Northern and Southern California. Sandro is responsible for development of systems (ATC, communications, OCS, and traction power) preliminary design (30% level) in support of the environmental documents

2008

SANDRO R. PANI

necessary to clear the two sections from San Francisco to San Jose, and San Jose to Merced, for the design-build procurement.

LA Metro Crenshaw/LAX Transit Corridor Project, Los Angeles, CA (HNTB) 2013-2018

Sandro was the OCS engineer on the design-build project for the new 8.5-mile-long LA Metro light rail line connecting LA Metro's Green Line and Exposition lines, integrating the Los Angeles International Airport into the regional rail network. OCS included design of conductor rail system for underground structures and constant tension catenary for all other portions of the alignment. During design, Sandro was responsible for design of OCS pole placement, catenary layouts, and profiles. During post-design services, Sandro was responsible for managing and assisting in responding to systems related RFIs and submittals/shop drawings.

Metro-North Railroad (MNR) Station Modernization, New York, NY (HNTB) 2015-2016

Sandro was systems engineer for the development of communications designs to improve passenger information systems as well as upgrade the station network and security systems. This project included improvements for the majority MNR's 122 stations as part of a \$2.6B capital plan. Sandro assisted in developing the 30% design, locating new passenger information equipment, and developing CCTV coverage on platforms and in station buildings.

San Francisco Municipal Transportation Agency (SFMTA) Lifelines Study, San Francisco, CA (HNTB) 2015
As systems engineer on the Lifelines Study, Sandro was tasked with identifying vulnerabilities due to natural disasters in SFMTA transit infrastructure and facilities in the Financial District-Market Street corridor. He inspected traction power substations and related facilities to identify existing vulnerabilities and potential impacts to SFMTA's operations, and provided recommendations for mitigating the identified vulnerabilities.

Replacement of Wayside Electric Traction Substations on the New Haven Line, CT (URS) 2009-2011

Sandro was project engineer for the design and replacement of five railway wayside traction power substations serving the New Haven Main Line. During the design phase, he developed and drafted site and foundation drawings, quantity estimates, compiled and edited technical specifications, and drafted and reviewed contract drawings. During the construction phase he reviewed and responded to construction submittals, RFIs and change order initiators (COIs).

East Bridgeport Rail Yard Improvements Project, Bridgeport, CT (URS) 2008-2011

Sandro was project engineer for the design of overhead catenary systems for the East Bridgeport Rail Yard to provide additional storage for New Haven Rail commuter cars. Tasks during the design phase included field investigations, quantity and cost estimates, compiling and editing of technical specifications, and drafting and revising of contract drawings. Tasks during the construction phase included reviewing and responding to construction submittals/shop drawings, RFIs and COIs.

Metro-North Railway Bridge Replacement Feasibility Study, Stamford, CT (URS) 2010

Sandro was transportation engineer for the study to replacing five railway bridges in Stamford, CT, along the New Haven Line. He prepared construction staging plans, evaluated impact to railway service during construction, and developed alternatives of construction sequence.

Feasibility Study - Danbury Branch Electrification, CT (URS) 2008

Sandro was transportation engineer/planner for Phase II of the feasibility study, which consisted of Federal Transit Administration Alternatives Analysis and development of the Environmental Impact Statement. He collected data of existing conditions for rail simulations, conducted field investigations including Hi-Rail tour and walkthrough of the branch, and organized public scoping meetings.

POST-GRADUATE EXPERIENCE

Dissertation - Traveller Behaviour as part of the Generalised Cost Function

Determined the effect on the perception of time of passengers due to the use of mobile and wireless technologies while traveling by train. Conducted online survey research to reassess the weighting values used for the Generalized Cost Function and evaluate passengers' activities and their behavior during their rail journey.

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
3	М	3	1.	Member	Sandro R. Pani	8/3/24	8/2/26	3	City Council
1	F	4	2.	Member	Shirley Chu	8/3/24	8/2/26	1	City Council
6	T/NB	4	3.	Member	Deborah Barnard	8/3/24	8/2/26	1	City Council
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1	М	1	8.	Member	Arthur Kuniyuki	8/3/24	8/2/26	3	Mayor
6	F	5	9.	Member	Carolyn Tillinger	8/3/23	8/2/25	1	Mayor
6	M/T/ NB	4	10.	Member	Dana Coppernoll- Houston	8/3/23	8/2/25	1	Mayor
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SELF-	-IDEN	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	5	1	1	2	2	1				4			
Council	2	2	1	1	2	1	1			1			
Other													
Total	7	3	2	3	4	2	1			5			

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02987, Version: 1

Reappointment of Ashwin Bhumbla as member, Seattle Transit Advisory Board, for a term to August 2, 2026.

The Appointment Packet is provided as an attachment.



Appointee Name:					
Ashwin Bhumbla					
Board/Commission Name: Seattle Transit Advisory Board		Position Title: Member (Position 7)			
☐ Appointment <i>OR</i> ⊠ Reappointment	City Council Confirmation required? Yes No				
Appointing Authority: City Council Mayor Other	Term of Position: * 8/3/2024 to 8/2/2026 Serving remaining term of a vacant position				
	<u> </u>				
Residential Neighborhood:	Zip Code: (Contact Phone No.:			
Residential Neighborhood: Capitol Hill	Zip Code: 98102	Contact Phone No.:			
	98102 d to Seattle a yea				
Capitol Hill Background: Ashwin works as a software engineer. He move	98102 d to Seattle a year ansit system. Appointing Signature	r ago and lives in Capitol Hill. He does			
Capitol Hill Background: Ashwin works as a software engineer. He move not own a car and is an avid user of Seattle's transfer.	98102 d to Seattle a yea ansit system.	r ago and lives in Capitol Hill. He does gnatory:			

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Ashwin Bhumbla

EDUCATION

University of Southern California

Los Angeles, CA

Bachelor of Science in Computer Science, Viterbi School of Engineering Bachelor of Arts in Narrative Studies, Dornsife College of Letters, Arts, and Sciences Grad Date: May 2021

Ductietor of Aris in Nariative Statutes, Dornsige Courge of Letters, Aris, and Sciences

GPA: 3.98

- Trustee Scholar (Merit-based full tuition scholarship), Viterbi Fellowship (~30 selected out of thousands of applicants)
- Salutatorian, Class of 2021: Chosen alongside valedictorian as top two students in class of ~4500

PROFESSIONAL EXPERIENCE

MICROSOFT Seattle, WA

Software Engineer I

August 2021 – Present

- Work in OneBranch Release team within Engineering Systems organization redesigning Approval Service, an essential service used in release pipelines used by 90+% of Azure Developers
- Work on Engineering Systems Early-In-Career Leads team, putting on social and career development events for
 younger employees. One such program is the Outside In Series, which brings in nonprofits from outside Microsoft to
 discuss how technology can be used to achieve equity and advance social causes
- Tech Stack: C#, F#.NET Core, Azure (CosmosDB, ServiceFabric, KeyVault, Traffic Manager), Azure DevOps

MICROSOFT
Software Development Engineering Intern

Seattle, WA *May* 2020 – *August* 2020

- Developed service for OneBranch Release team within Azure PIE that provides internal package ownership metadata and ownership validation in internal package publishing pipelines to be used by 80+% of Azure developers
- Designed end-to-end solution complete with service that would pull metadata into database, multi-layer REST API for querying, and API Client tied to Console Application all successfully deployed and integrated

WORKDAY, INC.

Pleasanton, CA

Software Development Engineering Intern

May 2019 – August 2019

- Created fully integrated Slack Bot for Workday Cloud Platform DevOps team to help manage and analyze over \$100M of AWS costs and usage
- Identified extraneous accounts and expenditures using bot, immediately saving company \$10,000/year
- Bot immediately adopted by higher level management and used as factor in organization-wide decisions
- Tech Stack: Python, AWS (Lambdas, S3, DynamoDB, SSM, APIGW), Jenkins, Terraform, Serverless Framework

UNIVERSITY OF SOUTHERN CALIFORNIA

Los Angeles, CA

Research Intern

January 2019 – December 2019

- Experimented on various sensory Fitbit data from over 100 hospitals to help discover potential trends that affect workplace productivity as part of TILES project in Signal Analysis and Interpretation Laboratory
- Developed a dynamic risk assessment model to replace current measures in predicting graft success following liver transplantations as part of team in Integrated Media Systems Center
- Constructed a random forest model to predict likely time of graft failure at three months after transplant and improved it to above 75% accuracy using Anaconda, Jupyter Notebook, and scikit-learn

EXTRACURRICULAR INVOLVEMENT

CODE THE CHANGE

Los Angeles, CA

Developer

September 2018 – May 2021

- Implemented front-end of cross-platform mobile application that helps cancer patients manage prescriptions
- Developed the front-end for a web application that would function as a journal for elementary schoolers, encouraging writing development and personal growth using ReactJS
- Developing front end for web application that will serve as portal for south LA residents to discuss affordable housing

ENGINEERS WITHOUT BORDERS – USC

Los Angeles, CA

Freshman Representative, Vice President, Project Lead

September 2017 – May 2021

- Secured \$10,000 in grants for use in international engineering projects
- Managed club affairs including two international project teams (implementing a rainwater harvesting system in Guatemala repairing an irrigation system in Kenya)
- Led project to design a 200 student school for underserved youth in San Bernardino

TROJAN MARCHING BAND

Los Angeles, CA

Section Leader

August 2017 – May 2021

• Coordinated activities and practices of 20+ member section in historic PAC-12 university marching band

SKILLS

- Programming Languages: C#, F#, C++, Java, Python, ReactJS, React Native, HTML/CSS, Javascript, SQL
- Tools & Tech: Azure, AWS, .NET Core, Jenkins, Terraform, Serverless, Jupyter,

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor-appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
3	М	3	1.	Member	Sandro R. Pani	8/3/24	8/2/26	3	City Council
1	F	4	2.	Member	Shirley Chu	8/3/24	8/2/26	1	City Council
6	T/NB	4	3.	Member	Deborah Barnard	8/3/24	8/2/26	1	City Council
4	М	2	4.	Member	Dexter Jenkins	8/3/23	8/2/25	1	City Council
1	F	7	5.	Member	Priyadharshini Balan	8/3/23	8/2/25	1	City Council
6	NB	6	6.	Member	Katie Freeman	8/3/24	8/2/26	1	Mayor
1	М	3	7.	Member	Ashwin Bhumbla	8/3/24	8/2/26	2	Mayor
1	М	1	8.	Member	Arthur Kuniyuki	8/3/24	8/2/26	3	Mayor
6	F	5	9.	Member	Carolyn Tillinger	8/3/23	8/2/25	1	Mayor
6	M/T/ NB	4	10.	Member	Dana Coppernoll- Houston	8/3/23	8/2/25	1	Mayor
6	М	7	11.	Member	Zachary Burton	8/3/23	8/2/25	1	Mayor
2	М	2	12.	Get Engaged Member	Braxton Williams	9/1/23	8/31/24	1	Mayor

SELF-	-IDEN	TIFIED (DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	5	1	1	2	2	1				4			
Council	2	2	1	1	2	1	1			1			
Other													
Total	7	3	2	3	4	2	1			5			

Key:

^{*}D List the corresponding Diversity Chart number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02988, Version: 1

Appointment of Madin Akpo-Esambe as member, Seattle Bicycle Advisory Board, for a term to August 31, 2025.

The Appointment Packet is provided as an attachment.



Appointee Name:					
Madin Akpo-Esambe					
Board/Commission Name:		Position Title:			
Seattle Bicycle Advisory Board		Member			
	City Council Confirmation required?				
$igwedge$ Appointment OR $igwedge$ Reappointment	⊠ Yes				
	No				
Appointing Authority:	Term of Position:	*			
City Council	9/1/2023				
Mayor	to				
Other: Fill in appointing authority	8/31/2025				
,, , ,					
	_	ng term of a vacant position			
Residential Neighborhood:		ntact Phone No.:			
Rainier Beach	98118				
De alemano de					
Background:					
When Madin first moved to Seattle, he learned	, -				
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South	Seattle as compar	ed to other areas. He has served on			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South non-profit boards before and is excited to get in	Seattle as compar	ed to other areas. He has served on			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South	Seattle as compar	ed to other areas. He has served on			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South non-profit boards before and is excited to get in priority in his community.	Seattle as compar	ed to other areas. He has served on			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South non-profit boards before and is excited to get in	Seattle as compar avolved with local g	ed to other areas. He has served on overnment to help make safety a			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South non-profit boards before and is excited to get in priority in his community.	Seattle as compar	ed to other areas. He has served on overnment to help make safety a			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South non-profit boards before and is excited to get in priority in his community.	Seattle as compar avolved with local g	ed to other areas. He has served on overnment to help make safety a			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South non-profit boards before and is excited to get in priority in his community.	Appointing Sign	ed to other areas. He has served on overnment to help make safety a			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South non-profit boards before and is excited to get in priority in his community.	Appointing Sign	ed to other areas. He has served on overnment to help make safety a			
When Madin first moved to Seattle, he learned discrepancy in bike facilities and safety in South non-profit boards before and is excited to get in priority in his community. Authorizing Signature (original signature):	Appointing Sign	ed to other areas. He has served on overnment to help make safety a			

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Madin Akpo-Esambe

PROFESSIONAL EXPERIENCE

Co-founder, Trava Co., Seattle, WA

Mar 2022 - Present

- Trava is an AI travel planning workflow tool and marketplace that helps users find the top local experiences, collaborate, and create personalized trips in minutes. Core responsibilities:
 - o Finance & Strategy: Financial modeling, cash management, and strategic positioning
 - o Operations: User research, performance reporting, and feature prioritization

Head of Strategic Operations, Divvy Homes, Seattle, WA

Sep 2021 - Jul 2023

- Divvy's mission is to make homeownership accessible by turning renters into owners. Divvy enables customers to live in their home of choice while saving for a down payment and improving credit. Core responsibilities:
 - Org management: P&L ownership of ~125 employee Ops department; centralized volume forecasting and partnered with functional leads to manage headcount planning, annual OKRs, and initiatives alignment
 - o Strategic initiatives: Home profitability/LTV model, new market assessment and launch execution
 - o Functional leadership: Partnered and/or served as functional lead across the operations teams

Strategy & Operations Associate Director, Built Technologies, Nashville, TN

Aug 2019 - Aug 2021

- Built Technologies is a construction payments FinTech startup that provides SaaS-based financial and project management tools to financial institutions and developers. Core responsibilities:
 - o New market opportunity sizing, GTM strategy development, and cross-functional GTM execution
 - o Company acquisition landscape evaluation, deal diligence, and PMO post acquisition integration
 - o Development of analytical tools & dashboards (e.g., commission models, client health monitoring, KPIs)
 - o Hiring and managing the roadmap, work-streams, and professional development of direct reports

Growth Strategy Consultant, The Cambridge Group, Chicago, IL

Mar 2016 - Jul 2019

• PM staffing with responsibilities of leading and executing full project workstreams on consumer segmentation, scenario modeling, forecasting, new market entry, and trend analysis through the use of R, SPSS, SAS and Excel

Financial Analyst, Goldman Sachs, Chicago, IL

Jun 2015 - Aug 2015

• Rotational finance internship program with practicums across investment banking, asset management, and sales and trading

Business Value Analyst, Federal Reserve Bank of Cleveland, Cleveland, OH

Jun 2014 - Sep 2014

• Collected and modeled metrics on Inter-Reserve knowledge platforms to assess the division's business value production across districts and presented analytical results to the 4th District President and head of National IT

LEADERSHIP & SERVICE

Junior Board Member, Affordable Housing Resources, Nashville, TN

Jan 2021 - Apr 2022

• Non-voting member; AHR creates affordable housing in 40 Middle Tennessee counties through a range of services, including foreclosure prevention, homebuyer education, mortgage lending, and new home construction

Nonprofit Board Leadership Trainee, Young Leaders Council, Nashville, TN

Jun 2020 - Dec 2020

• Selected to participate in YLC's Nashville 75th cohort which aims to train individuals in non-profit leadership and then facilitates a year-long placement as a junior member of one of Nashville's non-profit organizations

Corporate Volunteer Coordinator, Working In the Schools (WITS), Chicago, IL

Jan 2018 - Jul 2019

• Served as TCG's corporate lead for WITS, a mentorship and tutoring non-profit that seeks to improve literacy among inner-city Chicago students through various volunteer programing efforts

EDUCATION

Northwestern University

Evanston, IL

Bachelors in Economics and Organizational Management

Institut d'études politiques de Paris (Sciences Po.) Certificate of Business and International Affairs

Reims, France

RELEVANT SKILLS

- Technical Skills: Excel; Powerpoint; VBA; SPSS; R; SAS; SQL; Quantitative Consumer Survey Development
- Languages: English (Native); French (Advanced)

Seattle Bicycle Advisory Board

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
6	F	2	2.	Member	Kathryn L. Ricchiuto	9/1/2024	8/31/2026	1	City Council
9	F	3	3.	Member	Nia Ransom	9/1/2023	8/31/2025	1	Mayor
2	М	2	4.	Member	Madin Akpo-Esambe	9/1/2023	8/31/2025	1	City Council
1	М	6	5.	Member	Taylor Hom	9/1/2023	8/31/2025	1	Mayor
6	М	7	6.	Member	Douglas Migden	9/1/2023	8/31/2025	2	City Council
6	F	7	7.	Member	Donna McBain Evans	9/1/2024	8/31/2026	2	Mayor
3	М	2	8.	Member	Rafael Ronquillo	9/1/2024	8/31/2026	1	City Council
6	NB/ O	3	9.	Member	Molly McNeely	9/1/2024	8/31/2026	1	Mayor
6	М	1	10.	Member	Maxwell Baker	9/1/2024	8/31/2026	1	City Council
2	М	3	11.	Member	Joseph Roberts	9/1/2024	8/31/2026	2	Mayor
3	NB	5	12.	Get Engaged Member	Eli Davis	9/1/2023	8/31/2024	1	Mayor

SELF-	IDEN	[FIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02989, Version: 1

Appointment of Ksenia I. Ershova as member, Seattle Bicycle Advisory Board, for a term to August 31, 2025. The Appointment Packet is provided as an attachment.



Appointee Name: Ksenia I. Ershova							
Board/Commission Name:		Position Title:					
Seattle Bicycle Advisory Board	Member						
	City Council Confirmation required?						
Appointment <i>OR</i> Reappointment	Yes						
		No					
Appointing Authority:	Term of Position	n: *					
City Council	9/1/2023						
Mayor	to						
Other: Fill in appointing authority	8/31/2025						
	⊠ Serving remain	ning term of a vacant position					
Residential Neighborhood:	Zip Code:						
Eastlake	98102						
Background:	·						
Ksenia Ershova has an extensive history of seein	_						
Netherlands. She currently works in health care	, ,		efits of				
a safe biking culture, wants to help make biking	easier to integro	ate into people's lifestyle.					
Authorizing Signature (original signature):	Appointing Si	· .					
	Bruce A. Harre	2 					
CB OFFER OV	Mayor of Seattle						
V Juliet. No obsite							
Date Signed (appointed):							
Date Digited (appointed).							
July 30 th , 2024							
July 30 th , 2024							

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Ksenia Ershova, MD, MS January 26, 2024

Ksenia I. Ershova, MD, MS

Curriculum Vitae

University of Washington, Department of Anesthesiology and Pain Medicine



2020 - University of Washington Seattle, WA

present Department of Anesthesiology and Pain Medicine

Resident physician, Bonica Research Scholar

Degree: Anesthesiology

2015 - 2017 Skolkovo Institute of Science and Technology (Skoltech) Moscow,

Center for Data-Intensive Biomedicine and Biotechnology & Russia & University of Southern California Los

Institute of Genetic Medicine at Keck School of Medicine Angeles, CA

Degree: Master of Science in Biostatistics

Thesis: Effects of Adjunctive Human Transferrin on Susceptibility and

Emergence of Resistance in Gram-negative Pathogens

Thesis advisors: Vladimir Zelman, MD, PhD; Brad Spellberg, MD, FIDSA, FACP

Accomplishments: summa cum laude, GPA = 3.91

2010-2013 Saint Petersburg Pavlov State Medical University Saint

Department of Anesthesiology and Critical Care Petersburg

Degree: Anesthesiologist and Critical Care Medicine Russia

2004 - 2010 Saint Petersburg Pavlov State Medical University Saint

Degree: Doctor of Medicine (MD)

Accomplishments: summa cum laude, GPA = 3.94

Petersburg

Russia

Work experience

2018-2020 Research Scientist Los Angeles, CA

Department of Anesthesiology

Keck School of Medicine at the University of Southern California

2017-2021 Teaching and Research Associate Novosibirsk

Department of Anesthesiology and Intensive Care Russia

School of Medicine and Psychology at Novosibirsk State University

2014-2015 Medical Advisor Saint Petersburg

Medical Department Russia

BIOCAD, Biopharmaceutical company

2013 - 2014 Attending Physician Saint Petersburg

Department of Anesthesiology and Critical Care Russia

Rauhfus State Children's Hospital

2011-2014	Attending Physician Emergency Department CoRIS Assistance and State EMS Station	Saint Petersburg Russia
2011-2012	Attending Physician Department of Anesthesiology and Critical Care Saint George State Hospital	Saint Petersburg Russia

Teaching experience

2022-2024	Instructor, seminars for anesthesiology residents "Biostatistics and Evidence-Based Medicine" Department of Anesthesiology and Pain Medicine at UW	
2019 - 2020	Instructor, seminars for anesthesiology residents "Biostatistics and Research Methodology" Department of Anesthesiology, Keck School of Medicine at USC	Los Angeles, CA, USA
July 2019	Co-instructor, course for medical students "Transition to Clinical Medicine Airway Course" Keck School of Medicine at USC	Los Angeles, CA, USA
2018 -2020	Scientific Advisor for Master's Theses for 3 graduate students School of Medicine and Psychology at Novosibirsk State University	Novosibirsk Russia
2017 -2020	Instructor, elective seminars for medical students and residents "Evidence-based Medicine and Clinical Research" School of Medicine and Psychology at Novosibirsk State University	Novosibirsk Russia
September 2016	Instructor, lectures for early-career physicians "Omics Technologies in Clinical Oncology" Dmitry Rogachev's Federal Research Center for Pediatric Hematology, Oncology, and Immunology	Moscow Russia
January 2016	Instructor, elective course for graduate students "First Aid and Emergency Medicine" Skolkovo Institute of Science and Technology	Moscow Russia

Grant Funding

2015 Government Foundation for Assistance to Small Innovative Enterprises in the Scientific and Technical Research, Moscow, Russia

Personal research scholarship "UMNIK" in Biotechnology Scope: Included 26,000 participants with 2,491 winners.

Awards & Honors

2023	First place, FAER Resident Scholar Abstract Award, Foundation for Anesthesia Education and Research (FAER), Anesthesiology 2023 Annual Meeting, San Francisco, CA
2020	Bonica research scholar, University of Washington, Seattle, WA
2017	Graduated summa cum laude from Skolkovo Institute of Science and Technology, Moscow, Russia

Ksenia Ershova, MD, MS January 26, 2024

2016 Travel grant from Skolkovo Institute of Science and Technology to complete my Master thesis abroad at the University of Southern California

- 2010 Graduated summa cum laude from Saint Petersburg Pavlov State Medical University, Saint Petersburg, Russia
- 2008 Personal stipend for excellence in study, Saint Petersburg Pavlov State Medical University, Saint Petersburg, Russia
- 2008 Best Scientific Presentation 2008 at the 70th Scientific Conference "Live Issues In Experimental And Clinical Medicine 2008", Saint Petersburg, Russia

Peer-Reviewed Publications

- 1. **Ershova, K**., D. Nanditha, J. Fox, N. Perumal, and N. Kassebaum. **2023**. "Association Between Pulmonary Hypertension and Sickle Cell Disease Depending on Genotype, Age, and Sex." *Anesthesia & Analgesia* 136 (5): 837–38.
- 2. Staus P, von Cube M, Hazard D, Doerken S, **Ershova K**, Balmford J, et al. "Inverse Probability Weighting Enhances Absolute Risk Estimation in Three Common Study Designs of Nosocomial Infections." *Clinical Epidemiology*. **2022** Sep 14:14:1053–64. http://dx.doi.org/10.2147/CLEP.S357494. PMID: 36134385.
- 3. **Ershova, K.**, I. Savin, D. Long, G. Danilov, M. Shifrin, and O. Ershova. **2022**. "Antibiotic Use in a Russian Neurosurgical ICU Decreased After Implementing Antibiotic Stewardship Program." *Anesthesia & Analgesia* 134 (5): 237–40.
- 4. **Ershova K**, Savin I, Khomenko O, Wong D, Danilov G, Shifrin M, et al. "The Incidence and Outcomes of Healthcare-Associated Respiratory Tract Infections in Non-Ventilated Neurocritical Care Patients: Results of a 10-year Cohort Study". *Journal of Clinical Neuroscience*. **2022** Mar 1;97:32–41. https://doi.org/10.1016/i.jocn.2021.12.035. PMID: 35033779.
- 5. Feifel J, von Cube M, Ohneberg K, **Ershova K**, Wolkewitz M, Beyersmann J, et al. "Sampling Designs for Rare Time-dependent Exposures A Comparison of the Nested Exposure, Case-control Design and Exposure Density Sampling." *Epidemiology and Infection*. **2021** Apr 23;1–31. http://dx.doi.org/10.1017/S095026882100090X. PMID: 33888170.
- 6. **Ershova, K.** I., O. N. Ershova, I. A. Savin, G. D. Danilov, M. A. Shifrin, I. A. Alexandrova, and N. V. Kurdyumova. **2021**. "Meningitis after Neurosurgical Procedures: Results of a 10-Year Surveillance in a Russian Neurosurgical ICU." *Antimicrobial Resistance and Infection Control* 10 (1): 49–50. https://doi.org/10.1186/s13756-021-00974-z.
- Clark, B., M. Swanson, W. Widjaja, B. Cameron, V. Yu, K. Ershova, F. Wu, E. Vanstrum, R. Ulloa, A. Heng, M. Nurimba, N. Kokot, A. Kochhar, U. Sinha, M. Kim, S. Dickerson. "ERAS for Head and Neck Tissue Transfer Reduces Opioid Usage, Peak Pain Scores, and Blood Utilization." *Laryngoscope*. 2021; 131(3):E792–9. http://dx.doi.org/10.1002/lary.28768. PMID: 32516508.
- 7. **Ershova, K**., I. Savin, O. Khomenko, and O. Ershova. **2021**. "Seasonal Variability of the Incidence Rate of Healthcare-Associated Respiratory Tract Infections in a Neurosurgical ICU." *Anesthesia & Analgesia* 132 (5): 252–53.
- 8. **Ershova, K.**, M. Wolkewitz, O. Khomenko, O. Ershova, and V. Zelman. **2020**. "The Kaplan-Meier Model Overestimates The Probability Of Healthcare-Associated Infections In ICU Patients." *Anesthesia & Analgesia* 130 (5): 963–64.
- 9. Chung, C., H. Jae Seo, **K. Ershova**, B. Sharma, M. Tom, and D. Oakes. **2020**. "Effect of Postoperative Low Dose Intravenous Ketamine Infusion Following Total Hip Arthroplasty." *Anesthesia & Analgesia* 130 (5): 749.
- Chen, E., K. Ershova, B. Sharma, M. Eloustaz, M. Tom, D. Oakes, C. Chung. 2020. "Postoperative Low Dose Intravenous Ketamine Infusion Following Total Knee Arthroplasty." Regional Anesthesia and Pain Medicine 45 (7).

Ksenia Ershova, MD, MS January 26, 2024

11. **Ershova, K.**, O. Khomenko, O. Ershova, I. Savin, N. Kurdumova, G. Danilov, M. Shifrin. **2020**. "The Impact of Intervention-Related Risk Factors on the Risk of Ventilator-Associated Pneumonia Is High in a Neurosurgical Intensive Care Unit." *Infection Control and Hospital Epidemiology* 41 (S1): s407–9. https://doi.org/10.1017/ice.2020.1059.

- 12. Luna, B., **K. Ershova**, J. Yan, A. Ulhaq, T.. Nielsen, S. Hsieh, P. Pantapalangkoor, et al. "Adjunctive Transferrin to Reduce the Emergence of Antibiotic Resistance in Gram-Negative Bacteria." *The Journal of Antimicrobial Chemotherapy*. **2019**; 74 (9): 2631–39. https://doi.org/10.1093/jac/dkz225. PMID: 31170282.
- 13. **Ershova, K.**, I. Savin, O. Ershova, G. Danilov, N. Kurdumova, M. Shifrin, and I. Alexandrova. **2019**. "Healthcare-Associated Bloodstream Infection Rate Reduction in Neuro-ICU in Russia." *Antimicrobial Resistance and Infection Control* 8 (Suppl 1) (148): 26–27
- 14. **Ershova, K.**, S. Astrakov, V. Zelman, E. Neporada, H. Muir, P. Lumb. **2019**. "Evidence-Based Medicine Course as Part of an International Medical Education Curriculum in a Russian Medical School." *BMJ Evidence-Based Medicine* 24 (Suppl 1): A24–A24.
- 15. **Ershova K**., I. Savin, N. Kurdyumova, D. Wong, G. Danilov, M. Shifrin, et al. "Implementing an Infection Control and Prevention Program Decreases the Incidence of Healthcare-Associated Infections and Antibiotic Resistance in a Russian Neuro-ICU." Antimicrobial Resistance and Infection Control. **2018**; 7 (1): 94. doi: 10.1186/s13756-018-0383-4. PMID: 30083313.
- 16. Savin I., K. Ershova, N. Kurdyumova, O. Ershova, O. Khomenko, G. Danilov, M. Shifrin, and V. Zelman "Healthcare-Associated Ventriculitis and Meningitis in a Neuro-ICU: Incidence and Risk Factors Selected by Machine Learning Approach." *Journal of Critical Care*. 2018; 45 (June): 95–104. https://doi.org/10.1016/j.jcrc.2018.01.022. PMID: 29413730.
- 17. Berger J., V. Zelman, H. Muir, R. Amaya, and **K. Ershova** "Clinical Ethics of the Do-Not-Resuscitate (DNR) Order and Other Advanced Directives in Anesthesia and ICU." *General Reanimatology*. **2017**; 13 (2): 61–74.https://doi.org/10.15360/1813-9779-2017-2-61-74

Oral presentations

Western Anesthesia Research Conference: "Association between Pulmonary Phoenix AZ Hypertension and Sickle Cell Disease Depending on Genotype, Age, and Sex" 2022 Journal club of the UW Neurocritical Care Service (NCCS); "The incidence and Seattle WA outcomes of healthcare-associated respiratory tract infections in nonventilated neurocritical care patients: Results of a 10-year cohort study" 2021 Western Anesthesia Research Conference; "Combining Gradient Boosting Virtual Machine With Sensitivity Analysis Improves Identification Of Risk Factors Of Healthcare-Associated Infections in Neurosurgical ICU" 2019 Grand Rounds of the Department of Anesthesiology at Keck School of Los Angeles Medicine at USC: "Healthcare-associated respiratory infections in neuro-ICU: CA the results of the eight-year observational cohort study" 2019 Annual conference of the Center for Evidence-Based Medicine (CEBM), Oxford University of Oxford and the British Medical Journal (BMJ) EBM Live-2019; United Kingdom "Evidence-Based Medicine Course as Part of an International Medical Education Curriculum in a Russian Medical School" 2018 The 17th Forum of the Russian Federation of Anesthesiologists and Saint Petersburg Reanimatologists; "Presentation of the 'Mirror Departments of Anesthesiology' Russia at USC and Novosibirsk State University" First International Congress of Anesthesiologists and Intensivists; 2017 Astana Kazakhstan

"Nosocomial Pathogens and Antibiotics in Intensive Care"

Ksenia Ershova, MD, MS January 26, 2024

2017	Grand Rounds of the Department of Anesthesiology at Keck School of Medicine at USC; "Nosocomial Infections and Antibiotic Resistance"	Los Angeles CA
2015	Innovation Forum "Open Innovations 2015"; "The Development of a Ketamine Antidote Based on RNA Aptamers"	Moscow Russia
2008	Conference of Young Researchers "Live Issues in Pathophysiology 2008" at SPbGMU; "The Study of Vascular Effects of ACE Inhibitor Enalapril in Experiment"	Saint Petersburg Russia
2008	The 60th Scientific Students Conference and 36th Conference of Young Researchers at SPbGMU; "The Effect of ACE Inhibitor Enalapril on the Flow-Dependent Vasodilatation"	Smolensk Russia
2008	The 3rd International Pirogov Student Scientific Medical Conference; "The Effect of the ACE Inhibitor Enalapril on the Mechanism of Arterial Blood Pressure Optimization"	Moscow Russia
2007	The 68th Scientific Conference "Live Issues in Experimental and Clinical Medicine 2007"; "The Study of Mesenteric and Subcutaneous Mast Cells at Different Stages of the Development of Toxic Fibrosing Alveolitis"	Saint Petersburg Russia

Professional Affiliations

2020-present	International Anesthesia Research Society (IARS)	USA
2018-present	American Society of Anesthesiologists (ASA)	USA
2013-present	European Society of Anesthesiology (ESA)	Belgium
2010-2020	Federation of Anesthesiologists and Reanimatologists of Russia	Russia
2009-2013	Saint Petersburg Scientific & Practical Society of Anesthesiologists and Reanimatologists	Russia
2005-2010	Student Scientific Society for Anesthesiology and Emergency Medicine at the Saint Petersburg Pavlov State Medical University	Russia

Community Services

2018-present Ad Hoc Reviewer

- The Journal of Critical Care, ISSN: 0883-9441
- Burdenko Journal of Neurosurgery, ISSN: 0042-8817
- Drug, Healthcare and Patient Safety, ISSN: 1179-1365

2016 **Teaching Assistant**

Skolkovo Institute of Science and Technology, Moscow, Russia Education courses: "Innovation Workshop" led by prof. I. Dubinsky;

"Genetic Animal Models and Integrative Physiology in Drug Discovery" led by prof. Y.

Kotelevtsev

2007-2013 Member of the Conference Organizing Committee

- International Conference "CellTherapyCardio 2013", Saint Petersburg, Russia
- Scientific Conference "Live Issues in Experimental and Clinical Medicine 2007 and 2008", Saint Petersburg, Russia

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
6	F	2	2.	Member	Kathryn L. Ricchiuto	9/1/2024	8/31/2026	1	City Council
9	F	3	3.	Member	Nia Ransom	9/1/2023	8/31/2025	1	Mayor
2	М	2	4.	Member	Madin Akpo-Esambe	9/1/2023	8/31/2025	1	City Council
1	М	6	5.	Member	Taylor Hom	9/1/2023	8/31/2025	1	Mayor
6	М	7	6.	Member	Douglas Migden	9/1/2023	8/31/2025	2	City Council
6	F	7	7.	Member	Donna McBain Evans	9/1/2024	8/31/2026	2	Mayor
3	М	2	8.	Member	Rafael Ronquillo	9/1/2024	8/31/2026	1	City Council
6	NB/ O	3	9.	Member	Molly McNeely	9/1/2024	8/31/2026	1	Mayor
6	М	1	10.	Member	Maxwell Baker	9/1/2024	8/31/2026	1	City Council
2	М	3	11.	Member	Joseph Roberts	9/1/2024	8/31/2026	2	Mayor
3	NB	5	12.	Get Engaged Member	Eli Davis	9/1/2023	8/31/2024	1	Mayor

SELF-	-IDEN	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02990, Version: 1

Appointment of Taylor Hom as member, Seattle Bicycle Advisory Board, for a term to August 31, 2025.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name:		
Taylor Hom		
Board/Commission Name:		Position Title:
Seattle Bicycle Advisory Board		Member
	City Council Conf	irmation required?
$igert$ Appointment OR $igwidge$ Reappointment	X Yes	
	☐ No	
Appointing Authority:	Term of Position:	*
City Council	9/1/2023	
Mayor	to	
Other: Fill in appointing authority	8/31/2025	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
		ng term of a vacant position
Residential Neighborhood:		ontact Phone No.:
Ballard	98107	
Background:		
Taylor is a bike commuter and small business ov		- · · · · · · · · · · · · · · · · · · ·
conversations and finding productive outlets to		
bike rides in his community and wants to help m	iake the bike hetw	ork safer in Seattle.
Authorizing Signature (original signature):	Appointing Sign	•
	Bruce A. Harrel	
(K A)// ()//	Mayor of Seatt	le
V June W. Homel		
Date Signed (appointed):		
July 30 th , 2024		

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.



TAYLOR HOM

SEATTLE B KE ADV SORY BOARD MEMBER ● SEATTLE, UN TED STATES •



• DETAILS •

Seattle United States

• LINKS •

Personal Website

• SKILLS •

Leadership

Effective Time Management

Attention to Detail

Creativity

HOBBIES

Cycling, bicycle maintenance, hiking, back-packing.

PROFILE

In a world of digital media, I pride myself on making bespoke marketing/creative content that focuses on real humans with real stories. Business building and filmmaking go hand in hand. It requires patience, experience, community, and vision. I embody these qualities every day as a Co-founder and Video Professional at my company, Particle Creative and Studio, located in the SODO district of Seattle, WA.

EMPLOYMENT HISTORY

Personal Banker at JP Morgan Chase, Seattle, WA

January 2015 — December 2016

As a personal banker, I helped customers in a retail environment manage their bank accounts, make payments, and apply for lending.

Director of Content at TRED, Seattle, WA

December 2016 — January 2018

TRED (recently acquired by Auto Trader), was an online buying and selling platform for used cars. As Creative Director, I produced, edited, and published all of TRED's marketing content.

Co-Founder at Particle Creative and Studio, Seattle, WA

February 2018 — Present

Particle Creative and Studio is a creative agency serving a diverse array of clients ranging from small/mid-stage startups to large companies (such as United Airlines, Amazon, and Adobe). We produce video, photo, and web content with a small team based in the SODO district of Seattle. Particle also owns and operates two studio public-facing production spaces in Seattle and Portland.

EDUCATION

High School Diploma, Tacoma School of the Arts, Tacoma, WashingtonSeptember 2009 — July 2012

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
6	F	2	2.	Member	Kathryn L. Ricchiuto	9/1/2024	8/31/2026	1	City Council
9	F	3	3.	Member	Nia Ransom	9/1/2023	8/31/2025	1	Mayor
2	М	2	4.	Member	Madin Akpo-Esambe	9/1/2023	8/31/2025	1	City Council
1	М	6	5.	Member	Taylor Hom	9/1/2023	8/31/2025	1	Mayor
6	М	7	6.	Member	Douglas Migden	9/1/2023	8/31/2025	2	City Council
6	F	7	7.	Member	Donna McBain Evans	9/1/2024	8/31/2026	2	Mayor
3	М	2	8.	Member	Rafael Ronquillo	9/1/2024	8/31/2026	1	City Council
6	NB/ O	3	9.	Member	Molly McNeely	9/1/2024	8/31/2026	1	Mayor
6	М	1	10.	Member	Maxwell Baker	9/1/2024	8/31/2026	1	City Council
2	М	3	11.	Member	Joseph Roberts	9/1/2024	8/31/2026	2	Mayor
3	NB	5	12.	Get Engaged Member	Eli Davis	9/1/2023	8/31/2024	1	Mayor

SELF-	-IDEN	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02991, Version: 1

Appointment of Maxwell Baker as member, Seattle Bicycle Advisory Board, for a term to August 31, 2026.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Maxwell Baker				
Board/Commission Name:			Position Title:	
Seattle Bicycle Advisory Board			Member	
	City Council Cor	ıfirr	mation required?	
Appointment <i>OR</i> Reappointment	Yes			
	☐ No			
Appointing Authority:	Term of Position	า: *		
City Council	9/1/2024			
Mayor	to			
Other: Fill in appointing authority	8/31/2026			
	Serving remaining term of a vacant position			
Residential Neighborhood:	Zip Code: 98106	Con	tact Phone No.:	
North Delridge	98100			
Background:				
Max is currently the Development Supervisor fo			_	
Washington, and is a passionate biker. He bikes parent's perspective to the Bike Board, and wel	•	_		
government.	i us nis decude oj	exp	perience working in local	
government.				
	1			
Authorizing Signature (original signature):	Appointing Signal Rob Saka	gna	itory:	
Tal=5	Councilmember			
) (, = 5				
Date Signed (appointed):				
7/25/24				

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Maxwell Baker

Development Supervisor

Contact



Skills

ArcMap, ArcGIS Pro

Adobe Creative Suite

SketchUp 3D Modeling

BlueBeam Review

Cloud Management Software (SharePoint, CentralSquare) Hard-working urban planning professional with significant skills and experience in design review, project management, and code adoption. Proficient in collecting and analyzing data, researching state and local regulations, compiling reports, and delivering proposals to benefit local communities.

Work History

Development Supervisor, July 2021 - Present

Department of Community Development, City of Tukwila, Tukwila, WA

Senior Planner, October 2019 - July 2021

Assistant Planner, September 2016 - October 2019

- Oversees land development and permit review activities including assigning land use projects to planning and engineering staff; approving Commission and Council packet submissions; and reviewing permit recommendations and staff reports.
- Develops design manuals and code amendments to fulfill the City's goal of creating vibrant districts that encourage employees, customers, and residents to walk, bike, and use transit.
- Coordinates permit and plan review activities with other departments and federal, state, local, and private agencies; and provides information, policy interpretations, and services related to plans, projects, and studies.
- Serves as a resource to the community by providing technical assistance to the public and other agencies regarding codes, ordinances, standards, plans, and processes that govern development.

Service Planning Intern

King County Metro, Seattle, WA

- Collaborated with agencies and transit users to develop equitable, effective service modifications related to the Sound Transit Link light rail station openings at the University of Washington and Capitol Hill.
- Provided communications and research support, network ridership/performance data, and policy analysis.

Education

Master of Urban Planning, 2016

University of Washington - Seattle, WA Certificate of Urban Design

Bachelor of Arts: Environmental Studies, 2009

University of Michigan - Ann Arbor, MI Specialization in Urban Planning

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
6	F	2	2.	Member	Kathryn L. Ricchiuto	9/1/2024	8/31/2026	1	City Council
9	F	3	3.	Member	Nia Ransom	9/1/2023	8/31/2025	1	Mayor
2	М	2	4.	Member	Madin Akpo-Esambe	9/1/2023	8/31/2025	1	City Council
1	М	6	5.	Member	Taylor Hom	9/1/2023	8/31/2025	1	Mayor
6	М	7	6.	Member	Douglas Migden	9/1/2023	8/31/2025	2	City Council
6	F	7	7.	Member	Donna McBain Evans	9/1/2024	8/31/2026	2	Mayor
3	М	2	8.	Member	Rafael Ronquillo	9/1/2024	8/31/2026	1	City Council
6	NB/ O	3	9.	Member	Molly McNeely	9/1/2024	8/31/2026	1	Mayor
6	М	1	10.	Member	Maxwell Baker	9/1/2024	8/31/2026	1	City Council
2	М	3	11.	Member	Joseph Roberts	9/1/2024	8/31/2026	2	Mayor
3	NB	5	12.	Get Engaged Member	Eli Davis	9/1/2023	8/31/2024	1	Mayor

SELF-	IDEN	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02992, Version: 1

Appointment of Molly McNeely as member, Seattle Bicycle Advisory Board, for a term to August 31, 2026.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name:				
Molly McNeely				
Board/Commission Name:		Position Title:		
Seattle Bicycle Advisory Board		Member		
	City Council Confi	rmation required?		
$igwedge$ Appointment OR $igwedge$ Reappointment	X Yes			
	☐ No			
Appointing Authority:	Term of Position:	*		
City Council	9/1/2024			
Mayor	to			
Other: Fill in appointing authority	8/31/2026			
		_		
	<u> </u>	g term of a vacant position		
Residential Neighborhood:		ntact Phone No.:		
Madison Valley	98112			
Background:				
Molly is involved with many different communi		_		
the Major Taylor Project in White Center. They	•	,		
navigate. They are a regular bike commuter an	a ao not own a car.			
Authorizing Signature (original signature):	Appointing Sign	atory:		
	Bruce A. Harrell			
	Bruce A. Hurren			
B. Alfanol	Mayor of Seattle			
Bured. Hornell				

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

MOLLY McNEELY (she/they)

WORK EXPERIENCE

Senior Program Manager, SEIU 775 Benefits Group

Jun 2023 - Present

- Scope and implement new programs for Health Improvement for caregivers in WA, MO, and AK.
- Develop vendor evaluations process for health partners (i.e. Epic Hearing, Headspace Care).
- Design and lead quarterly marketing campaigns focused on equity of access to/utilization of care for managing top 4 chronic health conditions in caregiver population.
- Partner with the Research team to survey and listen to caregiver voices, especially those with Limited English proficiency (LEP), to break down systemic barriers to health and prosperity.

Expeditor, Canlis, Inc.

Sep 2022 - May 2023

- Ensured efficient flow of orders and communication from servers to the kitchen team.
- Responsible for prioritization, precise timing, excellence, and final quality check of each course for each table (>80 tables/night, 100-160 guests/tables, 7 courses/guest).
- Received, prioritized, and quickly synthesized information in a high-pressure environment.
- Received "Best Trainer of the Year" Award in 2022.

Salesforce Program Manager, Tilth Alliance

Nov 2021 - Jul 2022

- Responsible for Salesforce dashboards, fundraising campaigns, and fiscal reports for the Board.
- Migrated 3rd-party web integration to a new platform, acted as decision maker and change management overseer, responsible for 20+ years of donor and fiscal data.
- Participated in Tilth Alliance's justice, equity, diversity and inclusion work.

Program Manager - Product Design, Convoy, Inc.

Jun 2020 - Nov 2021

- Designed a company-wide incident management platform in Jira and managed system transition.
- Optimized internal products with engineering to drive UX and usability improvements.
- Navigated ambiguity, learned new products quickly, and adapted my body of work to new needs.

Project Manager - EDI Integrations, Convoy, Inc.

Apr 2019 - Jun 2020

- Worked with customers, vendors, and internal teams to design and launch EDI integrations.
- Applied project/stakeholder management skills to oversee 10-15 customer integrations/quarter.
- Optimized and documented billing integration process (>2X team output, \$1M in revenue).

Live Operations Specialist, Convoy, Inc.

Jul 2018 - Jun 2019

• Provide high-quality communication, troubleshooting, and customer service on shipments.

EDUCATION

University of California, Berkelev

Aug 2014 - May 2018

B.S. Bioengineering, Minor: Sustainable Design, GPA 3.8 (Dean's Honors)

VOLUNTEERING

Ride Leader, Major Taylor Project

Sep 2023 - Jan 2024

Peer Support Counselor, Crisis Connections, Washington Warm Line

Apr 2021 - Jun 2023

SKILLS

Stakeholder Management, Process Improvement, Relationship Building, Learning Quickly, Self-Starting, Empathetic Communication, Active Listening, Critical & Open Thinking, Project/Program Management

HOBBIES/INTERESTS

Literature, Bike Commuting/Packing, Community, Social Justice, Learning, Music, Farmer's Markets

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
6	F	2	2.	Member	Kathryn L. Ricchiuto	9/1/2024	8/31/2026	1	City Council
9	F	3	3.	Member	Nia Ransom	9/1/2023	8/31/2025	1	Mayor
2	М	2	4.	Member	Madin Akpo-Esambe	9/1/2023	8/31/2025	1	City Council
1	М	6	5.	Member	Taylor Hom	9/1/2023	8/31/2025	1	Mayor
6	М	7	6.	Member	Douglas Migden	9/1/2023	8/31/2025	2	City Council
6	F	7	7.	Member	Donna McBain Evans	9/1/2024	8/31/2026	2	Mayor
3	М	2	8.	Member	Rafael Ronquillo	9/1/2024	8/31/2026	1	City Council
6	NB/ O	3	9.	Member	Molly McNeely	9/1/2024	8/31/2026	1	Mayor
6	М	1	10.	Member	Maxwell Baker	9/1/2024	8/31/2026	1	City Council
2	М	3	11.	Member	Joseph Roberts	9/1/2024	8/31/2026	2	Mayor
3	NB	5	12.	Get Engaged Member	Eli Davis	9/1/2023	8/31/2024	1	Mayor

SELF-	-IDEN	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02993, Version: 1

Appointment of Kathryn L. Ricchiuto as member, Seattle Bicycle Advisory Board, for a term to August 31, 2026.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name:			
Kathryn L. Ricchiuto			
Board/Commission Name:			Position Title:
Seattle Bicycle Advisory Board			Member
	City Council Cor	nfir	mation required?
Appointment <i>OR</i> Reappointment	⊠ Yes		
	No		
Appointing Authority:	Term of Position	n: *	;
City Council	9/1/2024		
Mayor	to		
Other: Fill in appointing authority	8/31/2026		
Desidential Naishbooks adv			g term of a vacant position
Residential Neighborhood: Central District	Zip Code: 98122	Cor	ntact Phone No.:
	96122		
Background:			
Kathryn is a bike commuter who works for the L	•		
working with communities and local governmer and urban planning and equitable community d	· · · · · · · · · · · · · · · · · · ·	on	the intersection of environmental
una arban pianning ana equitable community a 	evelopment.		
Authorizing Signature (original signature):	Appointing Si	gna	atory:
	Rob Saka		
	Councilmemb	er	
Date Signed (appointed):			
7/25/24			

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Kathryn L. Ricchiuto



SUMMARY

I am a project manager with extensive experience in the intersection of environmental and urban planning and equitable community development. I believe in creativity, passion and collaboration between government, business and civil society to address the social, economic and environmental challenges that cities face. I have a Master's in Public Administration from the University of Washington Evans School of Public Policy and Governance, with a specialization in Environmental Policy.

PROFESSIONAL EXPERIENCE

Urban Vitality Manager

The U District Partnership

Seattle, WA / Nov. 2019 - present

- Serve as founding program manager of the Urban Vitality Program, which tracks and manages private development, public infrastructure, public realm and parks, land use, and social service projects in Seattle's University District.
- Ensure that the UDP is tracking and engaging on all major public infrastructure and private development initiatives in the U District and serve as the liaison between developers, city and county agencies, and businesses and stakeholders.
- Develop, fund, and manage major public realm, placemaking, and beautification initiatives, such as a mural program, utility box wraps, decorative lighting, outdoor seating activation, and public art installations.

2021 Emerging Leader Fellow

International Downtown Association

June 2021 - June 2022

- Selected as a member of the class of 2021 Emerging Leader Fellowship with International Downtown Association, an experiential program that educates and elevates professionals in the urban district management industry.
- Participated in week-long on-site intensive in New York City, including neighborhood tours and education courses in executive leadership, governance, organizational finance, public-private partnerships, and economic development.

Program Manager

EcoDistricts

Portland, OR and Seattle, WA / May 2013 - Nov. 2019

- Worked with developers, municipalities, community development corporations, and community groups to build and manage client relations, \$100,000 program budget, and project execution for 17 national and international sustainable urban planning projects.
- Designed and delivered on-site technical assistance workshops in implementation planning, neighborhood
 performance, community engagement, and governance for the New Orleans Claiborne Corridor, California High Speed
 Rail, Broadway Corridor in Portland, OR, Central Area in Seattle, WA, and multiple projects in Atlanta, GA and Cape
 Town, South Africa.

Consultant, Recycling Development Center

Washington State Department of Ecology

Seattle, WA / Jan. - June 2019

- Worked with Washington State Department of Ecology to develop a report and implementation work plan for a newly
 created Recycling Development Center, which included recommendations and actions to follow in the first year of
 the center's operation and an analysis of the staffing needs.
- Researched and evaluated national best practices for partnership and governance models and commodities and
 materials market development opportunities through literature review, outreach and interviews, stakeholder meetings,
 and presentations to local, state, and national recycling groups.

RELEVANT PROJECTS

NE 42nd St Green Street

Worked with U District stakeholders to create 10% conceptual design for re-envisioned NE 42nd St between 15th and Brooklyn Ave NE. Project goals included creating a street centered on an improved pedestrian experience with places for people to stay; provide for the parking and seating needs of local businesses; incorporate sustainable design practices; and enhance the connection between the U District and University of Washington campus.

U District Mobility Projects

Served as primary U District advocate and liaison with Seattle Department of Transportation, Sound Transit, and King County Metro on major mobility projects including Sound Transit Station development, NE 43rd Street Improvements project, Route 44 Transit Plus Multimodal Corridor project, Rapid Ride J Line, and Metro Northlink Restructure.

Lid I5 North Seattle

Organize and lead a group of stakeholders from the U District, Wallingford, Ravenna and Roosevelt to examine a potential highway lid over Interstate 5 between NE 45th and 50th Streets. For 2023, planning walking tours and a community charrette to develop vision in anticipation of a legislative funding request for a feasibility study in 2024.

Design Review

Participate in City of Seattle Design Review meetings for planned buildings in the U District. Meet with developers and architects to provide feedback on building design and planning.

EDUCATION

University of Washington, Evans School of Public Policy and Governance Sept. 2017-June 2019

Master's in Public Administration Specialization: Environmental Policy

The Ohio State University

Aug. 2007-June 2012

Bachelor of the Arts with Honors

Majors in Spanish Literature and Language; English Literature and Language; Minor in Economics

Magna Cum Laude; Phi Beta Kappa Honor Society; Mortar Board Honor Society

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
6	F	2	2.	Member	Kathryn L. Ricchiuto	9/1/2024	8/31/2026	1	City Council
9	F	3	3.	Member	Nia Ransom	9/1/2023	8/31/2025	1	Mayor
2	М	2	4.	Member	Madin Akpo-Esambe	9/1/2023	8/31/2025	1	City Council
1	М	6	5.	Member	Taylor Hom	9/1/2023	8/31/2025	1	Mayor
6	М	7	6.	Member	Douglas Migden	9/1/2023	8/31/2025	2	City Council
6	F	7	7.	Member	Donna McBain Evans	9/1/2024	8/31/2026	2	Mayor
3	М	2	8.	Member	Rafael Ronquillo	9/1/2024	8/31/2026	1	City Council
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6	М	1	10.	Member	Maxwell Baker	9/1/2024	8/31/2026	1	City Council
2	М	3	11.	Member	Joseph Roberts	9/1/2024	8/31/2026	2	Mayor
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SELF-	IDEN	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02994, Version: 1

Appointment of Rafael Ronquillo as member, Seattle Bicycle Advisory Board, for a term to August 31, 2026. The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Rafael Ronquillo		
Board/Commission Name:		Position Title:
Seattle Bicycle Advisory Board		Member
	City Council Confi	rmation required?
Appointment <i>OR</i> Reappointment	X Yes	
	No	
Appointing Authority:	Term of Position:	*
	9/1/2024	
City Council Mayor	to	
Other: Fill in appointing authority	8/31/2026	
other. I'm in appointing dathority		
	☐ Serving remainin	g term of a vacant position
Residential Neighborhood:		ntact Phone No.:
Beacon Hill	98144	
Background:		
Rafael has a broad bicycling background and cu	•	-
Protection Agency, conducting outreach in neig	hborhoods impacte	ed by superfund sites, such as South
Protection Agency, conducting outreach in neig Park and Georgetown. He hopes his involvemen	hborhoods impactent with the board w	ed by superfund sites, such as South ill provide more awareness to
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Protection Agency, conducting outreach in neig Park and Georgetown. He hopes his involvement Healthy Streets to get those who are "cycling co	hborhoods impactent with the board w	ed by superfund sites, such as South ill provide more awareness to
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Protection Agency, conducting outreach in neig Park and Georgetown. He hopes his involvement Healthy Streets to get those who are "cycling co	hborhoods impacted the with the board wourious" more engaged Appointing Sign Rob Saka	ed by superfund sites, such as South ill provide more awareness to led.
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Protection Agency, conducting outreach in neighbors and Georgetown. He hopes his involvement Healthy Streets to get those who are "cycling conducting Signature (original signature):	hborhoods impacted the with the board wourious" more engaged Appointing Sign Rob Saka	ed by superfund sites, such as South ill provide more awareness to led.

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Rafael Ronquillo

Position Applying For:

Board Member, Seattle Bicycle Advisory Board

Qualifications Summary:

- **Public Outreach**: Soliciting community input for environmental projects with direct impacts on local residents.
- **Developing Communications**: Drafting, editing, and publishing communications materials, direct public inquiry response.
- **Evaluating Communications Efforts**: Quantifying outreach efforts, generating analytic reports.
- Assessing Programmatic Impact: Monitoring and evaluation of programmatic outputs and outcomes, measuring community feedback.

Education:

University of Puget Sound, Tacoma, WA

Graduated May 2014

Bachelor of Arts in Philosophy

Excelled at courses including formal logic, philosophy of language and analytical philosophy.

Professional Experience:

Community Involvement Coordinator - GS-12

January 2023 -

Present
US Environmental Protection Agency
Seattle, Washington

Community Involvement

- Coordinates outreach and communications efforts essential to EPA Superfund efforts across the states of Washington, Idaho, and Oregon.
- Solicits and evaluates community feedback on cleanup projects affecting community members living near Superfund sites in EPA Region 10. Serves as a conduit for the agency to better understand Environmental Justice impacts related to sites.
- Organizes, facilitates, and promotes public meetings for various communities. Holds virtual, hybrid, and in-person meetings of varying frequencies.
- Receives public comments and secures comprehensive answers from pertinent EPA staff or policy experts.
- Tours Superfund sites to develop first-hand accounts of the experiences and challenges faced by community members.
- Participated in and evaluated candidates for a job training series for underemployed residents of the Kellogg, Idaho area.
- Successfully builds crucial relationships with EPA colleagues, community leaders, public agencies at the federal, state, and local level, tribal governments, and private entities.
- Is helping to develop a comprehensive Community Involvement Plan for the Bunker Hill Superfund site, incorporating hundreds of comments from local community members and concerned citizens.

Program Analyst- GS-12 2022 US Environmental Protection Agency Ann Arbor, Michigan August 2020 - December

Communications Development

- Developed effective messaging for the public on many different regulatory topics through collaboration with each division within the Office of Transportation and Air Quality.
 Composed materials for public messaging campaigns including press releases, web statements, Q&A documentation, and key messages.
- Developed tailored social media campaigns as part of roll-out strategies for the publicizing of EPA rulemakings. Worked with the Office of Air and Radiation's Public Affairs team to refine social media messaging for platforms such as Twitter, Facebook, and LinkedIn.
- Utilized skills in written communication to draft responses to press inquiries from major media outlets in coordination with EPA technical experts across several divisional offices. Quickly worked to both verify the accuracy of responses and maintain consistency in EPA messaging with senior leadership. Rapidly turned around responses to questions that are often politically sensitive in nature.
- Worked on outreach strategies to inform community stakeholders of unique funding opportunities as well as pertinent training sessions with regional partners. Language drafted for these efforts is frequently published on EPA webpages as well as in newsletters.
- Wrote and edited Ports Initiative Newsletter, a bi-monthly publication directing over 450
 members of distinct stakeholder groups to informational and financial opportunities to
 support their individual programming or projects.
- Supported planning and facilitation of public hearings for the public to comment on proposed rulemakings.

Contracting Officer (COR Level 2), Managing NVFEL Library

- Co-managed the National Vehicle and Fuel Emissions Laboratory library. Oversaw an annual contract valued over\$450,000, and directly managed a staff of four contract employees. Supported delivery of outreach presentations about library services to staff and patrons.
- Evaluated and improved how the Office of Transportation and Air Quality responds to inquiries submitted by the public. Assessed the impacts of different EPA programs by directing constructive feedback from the public to relevant technical experts within EPA. Contributed to shortening the response time to the public by over 30%.
- Led the migration of software tools from Microsoft Inbox to the ServiceNow content management platform, streamlining the office's public inquiry response process.
 Published over 160 knowledge base articles for the public to reference on the public EPA website.

Workgroup Membership

Semi-Autonomous Electric Vehicle Workgroup, Risk Communications Workgroup

Maternal & Child Health Volunteer Peace Corps Guatemala Santa Lucia Milpas Altas, Sacatequez

February 2018 - March 2020

Public Health Outreach

- Implemented 14 public health campaigns with local municipal leaders and government health officials, impacting a population of over 11,000 residents. Utilized basic project management principles to design and execute trainings and events for health center staff. Coordinated with several overlapping agencies to develop training material for professional events for over 80 government and non-profit staff.
- Analyzed the impact of outreach work performed in the community through use of monitoring and evaluation practices. Crafted targeted public health campaign messaging in multiple languages to reach a unique indigenous community. Provided crucial information for future volunteers by quantifying impacts of messages and mediums used.
- Authored and co-edited a 33-page technical training manual on essential public health topics and community outreach best-practices. Tailored documents for a specialized team of health promoters and personally trained them on the implementation of those documents.
- Employed oral communication skills to give regular presentations in Spanish to a broad array of audiences. Tailored public health messaging efforts to meet the needs of each group.
- Wrote a small-grant proposal, securing \$3,600 in funding from the World Wildlife Fund to purchase climate adaptation tools for local farming families. Managed all aspects of the proposal, from initial investigatory processes to budgeting and negotiating funding from community contributors. Prepared and presented contracts between the community stakeholders and the Wildlife Fund.
- Established an online presence for a local women's collective using the Square platform. Opened new international markets and supported more than \$3,000 in sales within the first six months of operations. Designed and updated the public-facing webpage for the

group, in addition to a Facebook profile.

Project Advisory Committee member

- Conducted multiple comprehensive field reviews of 36 volunteers over a six-month period. Synthesized both qualitative and quantitative data to present to Program Managers to optimize volunteer impact and program efficacy.
- Served as Digital Resource Manager, overseeing thousands of documents across the Google Suite. Compiled and formatted an archive of over 2,000 programmatic documents for online publication. Assisted in the creation, review, and distribution of new materials to the volunteer community as necessary.
- Contributed to the development and implementation of the new Logic Project Framework model, which serves as the improved and comprehensive rubric by which all Peace Corps program work is conducted and evaluated. Co-managed the project for over nine months, along with Guatemalan Ministry of Health staff and Peace Corps staff to define clear objectives, goals, and outcomes for the framework.
- Designed and presented standardized trainings to over 100 new volunteers and trainees.

Volunteer Positions:

Volunteer Mechanic

June 2023 -

Present The Bikery Seattle, Washington

Volunteer Mechanic

May 2021 - December

2022 Common Cycle Ann Arbor, Michigan

Notable Skills, Certificates, & Trainings:

- Certified Level 2 Federal COR (Contracting Officer's Representative)
- Fluent in Spanish, (Advanced-Mid on a ACTFL scale)
- Advanced Bicycle Mechanic
- Participant in EPA Scientific Risk Communications training through third party vendor
- Participated in EPA training An Overview of the Clean Air Act (CAA)
- Extensive written and oral communication skills
- Skilled in MS Word, PowerPoint, Google Suite, and Excel
- Proficient in HTML and CSS
- Experienced Audio/Radio producer

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
6	F	2	2.	Member	Kathryn L. Ricchiuto	9/1/2024	8/31/2026	1	City Council
9	F	3	3.	Member	Nia Ransom	9/1/2023	8/31/2025	1	Mayor
2	М	2	4.	Member	Madin Akpo-Esambe	9/1/2023	8/31/2025	1	City Council
1	М	6	5.	Member	Taylor Hom	9/1/2023	8/31/2025	1	Mayor
6	М	7	6.	Member	Douglas Migden	9/1/2023	8/31/2025	2	City Council
6	F	7	7.	Member	Donna McBain Evans	9/1/2024	8/31/2026	2	Mayor
3	М	2	8.	Member	Rafael Ronquillo	9/1/2024	8/31/2026	1	City Council
6	NB/ O	3	9.	Member	Molly McNeely	9/1/2024	8/31/2026	1	Mayor
6	М	1	10.	Member	Maxwell Baker	9/1/2024	8/31/2026	1	City Council
2	М	3	11.	Member	Joseph Roberts	9/1/2024	8/31/2026	2	Mayor
3	NB	5	12.	Get Engaged Member	Eli Davis	9/1/2023	8/31/2024	1	Mayor

SELF-	IDEN	TIFIED [DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02995, Version: 1

Reappointment of Donna McBain Evans as member, Seattle Bicycle Advisory Board, for a term to August 31, 2026.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Donna McBain Evans						
Board/Commission Name:		Position Title:				
Seattle Bicycle Advisory Board		Member				
	City Council Confirmation required?					
Appointment <i>OR</i> Reappointment	X Yes					
	☐ No					
Appointing Authority:	Term of Position:	, *				
City Council	9/1/2024					
Mayor	to					
Other: Fill in appointing authority	8/31/2026					
General mappement gardinerty						
	☐ Serving remaini	ng term of a vacant position				
Residential Neighborhood:		ontact Phone No.:				
Belltown	98121					
Background:	·					
Donna is retired and lives in Belltown. She is pas	ssionate about imp	proving safety for people biking and				
knows we are far from reaching out Vision Zero	=					
bike community and volunteers helping youth re	epair bikes at Bike	Works.				
Authorizing Signature (original signature):	Appointing Sign	natory:				
	Bruce A. Harrel	1				
\mathcal{L} \mathcal{L} \mathcal{L}	Mayor of Seatt	le				
Durell. Hornell						
Date Signed (appointed):						
July 30 th , 2024	1					

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Donna McBain Evans

Canyon Ranch, Tucson, AZ — Senior guide, Outdoor Sports

2009-2013

Led groups of guests on outdoor sport activities—hikes, bike rides, climbing. Responsible for scheduling guides, managing database for activity scheduling; ordering equipment.

Center for Governance and Development Studies, Yunnan University, Kunming, China — Senior Technical Advisor

2002-2003

Taught graduate students methodologies for making grant applications to international NGOs and agencies; developed a series of study sessions to train CDGS faculty in non-profit development; provided training in community outreach and agency collaboration for development projects.

Yunnan Development Institute, Kunming, CN – Senior Project Coordinator

2001-2002

Developed funding sources and created a training video. Served as Liaison between local and international non-profit organizations

CARE International, Seattle, WA — *Major gifts officer*

1996-2000

Liaison between CARE overseas project staff and major donors in the U.S. Led donor tours of project sites; developed regional budgets, set priorities, supervised staff

Trust for Public Land, Seattle, WA

V.P Special Projects (1990–1995) Senior Project Manager (1984–1990)

Negotiated acquisition of sensitive lands and identified sources of funding; supervised program and fundraising staff; developed \$3 million reserve fund for land acquisitions; managed staff of 5.

Univ. of Wisconsin-Madison, WI — M.S. Environmental Studies (1983)

B.A. History (1977)

Community Involvement

- Board member, Friends of Sabino Canyon 2004-2006
- Community Foundation of Southern Arizona, Grant selection committee 2005-2008
- Writer, University of Washington Arboreum online magazine, 2014-2015
- Writer, Washington Trails magazine, 2015-2019

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
6	F	2	2.	Member	Kathryn L. Ricchiuto	9/1/2024	8/31/2026	1	City Council
9	F	3	3.	Member	Nia Ransom	9/1/2023	8/31/2025	1	Mayor
2	М	2	4.	Member	Madin Akpo-Esambe	9/1/2023	8/31/2025	1	City Council
1	М	6	5.	Member	Taylor Hom	9/1/2023	8/31/2025	1	Mayor
6	М	7	6.	Member	Douglas Migden	9/1/2023	8/31/2025	2	City Council
6	F	7	7.	Member	Donna McBain Evans	9/1/2024	8/31/2026	2	Mayor
3	М	2	8.	Member	Rafael Ronquillo	9/1/2024	8/31/2026	1	City Council
6	NB/ O	3	9.	Member	Molly McNeely	9/1/2024	8/31/2026	1	Mayor
6	М	1	10.	Member	Maxwell Baker	9/1/2024	8/31/2026	1	City Council
2	М	3	11.	Member	Joseph Roberts	9/1/2024	8/31/2026	2	Mayor
3	NB	5	12.	Get Engaged Member	Eli Davis	9/1/2023	8/31/2024	1	Mayor

SELF-	IDEN	TIFIED D	DIVERSITY (CHART	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding *Diversity Chart* number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02996, Version: 1

Reappointment of Joseph Roberts as member, Seattle Bicycle Advisory Board, for a term to August 31, 2026. The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Joseph Roberts					
Board/Commission Name: Seattle Bicycle Advisory Board		Position Title: Member			
☐ Appointment <i>OR</i> ⊠ Reappointment	City Council Confirmation required? Yes No				
Appointing Authority: City Council Mayor Other: Fill in appointing authority	Term of Position 9/1/2024 to 8/31/2026 □ Serving remain	n: * ning term of a vacant position			
Residential Neighborhood: Capitol Hill	Zip Code: 98122	Contact Phone No.:			
Background: Joseph is an avid bicycle rider and co-organizes Bank. Joseph also organizes and leads group rid trains other ride leaders, so he understands ride	des for Cascade B	icycle Club in Seattle regularly and			
Authorizing Signature (original signature):	Appointing Si Bruce A. Harre Mayor of Seat	ell			
Date Signed (appointed): July 31 st , 2024					

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.

Joseph Roberts

Joseph retired from Microsoft in the late 1990s and has been Cascade Bicycle Club's IT contractor and volunteer for almost a decade. In his volunteer roles at Cascade he serves as a ride leader and mentor for our Free Group Rides and STP training series, site lead for the Pedaling Relief Project (foodbank rescue and home delivery using cargo bikes) and as an Outrider (on-bike road support) during our paid rides, and earned Volunteer of the Year award in 2015. He primarily gets around the city by bike (after many years of driving around) and is very familiar with Seattle's bike infrastructure. In staff meetings he can be counted on to ask insightful relevant questions to move the discussion forward. In addition to his many skills, he has unique lived experience. He was born in Ethiopia, raised in Hong Kong, and immigrated to the US in the 1980s. He has lived in Seattle since 1989.

12 Members: Pursuant to Resolution 30995; all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	4	1.	Member	Ksenia I. Ershova	9/1/2023	8/31/2025	1	Mayor
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3	NB	5	12.	Get Engaged Member	Eli Davis	9/1/2023	8/31/2024	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/O/U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3		2	1	1	1			3			1
Council	4	1				1	1			3			
Other													
Total	6	4		2	1	2	2			6			1

Key:

^{*}D List the corresponding Diversity Chart number (1 through 9)

^{**}G List gender, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A



600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CF 314473, Version: 1

Full unit lot subdivision of Blueprint Capital Services, LLC, to subdivide one development site into 21 unit lots at 2521 29 Ave. S. (Project No. 3037872-LU; Type III).

The Application Material is provided as an attachment.

GRANTOR (Owners):	BLUEPRINT CAPITAL SERVICES, LLC	CONTACT PERSON: DAVE BIDDLE PO BOX 16438
GRANTEE:	CITY OF SEATTLE KING COUNTY, WASHINGTON	SEATTLE, WA 98116 PH. 206-282-9270

DECLARATION AND DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS, THAT, BLUEPRINT CAPITAL SERVICES, LLC, A LIMITED LIABILITY COMPANY, ORGANIZED UNDER THE LAWS OF THE STATE OF WASHINGTON, THE OWNER(S) IN FEE SIMPLE OF THE LAND HEREBY PLATTED, HEREBY DECLARES THIS PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SUBDIVISION MADE HEREBY, AND FOR ITSELF OR THEMSELVES AND HEIRS, SUCCESSORS AND ASSIGNS DOES HEREBY DEDICATE AND GRANT THE SEATTLE CITY LIGHT EASEMENT TO THE CITY OF SEATTLE UNDER, OVER AND UPON THOSE PORTIONS OF THE PLAT AND FOR THE PURPOSES DESCRIBED IN THE EASEMENT PROVISIONS ON SHEET X OF X.

FURTHER, THE UNDERSIGNED OWNER OF THE LAND HEREBY SUBDIVIDED AGREES FOR ITSELF, ITS HEIRS, SUCCESSORS AND ASSIGNS TO INDEMNIFY AND HOLD THE CITY OF SEATTLE, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING COSTS OF DEFENSE, CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE OR SURFACE OR SUB—SURFACE WATER FLOWS WITHIN THIS SUBDIVISION; PROVIDED, HOWEVER, THAT THIS WAIVER AND INDEMNIFICATION SHALL NOT BE CONSTRUED AS RELEASING FROM LIABILITY FOR DAMAGES, INCLUDING COST OF DEFENSE, RESULTING IN WHOLE OR IN PART FROM THE NEGLIGENCE OF THE CITY OF SEATTLE, ITS SUCCESSORS, OR ASSIGNS.

THIS DEDICATION AND DECLARATION, WITH INDEMNITY, IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S).

IN WITNESS WHEREOF WE SET OUR HANDS AND SEALS.

BLUEPRINT CAPITAL SERVICES, LLC

BY:			
	XXXXXXXXXXXXXXX,	MANAGING	MEMBER

ACKNOWLEDGEMENT

STATE OF WASHINGTON	٠.	00
COUNTY OF KING)	SS.

THIS IS TO CERTIFY THAT ON THIS _____ DAY OF ______, 2021, BEFORE ME, A NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, DULY COMMISSIONED AND SWORN, CAME XXXXXXXXXXXXXXXXXXXXXXX PERSONALLY KNOWN OR HAVING PRESENTED SATISFACTORY EVIDENCE TO BE MANAGING MEMBER OF BLUEPRINT CAPITAL SERVICES, LLC, THAT EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED THE SAID INSTRUMENT TO BE THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH STATED THAT HE IS AUTHORIZED TO EXECUTE THE SAID INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

PRINT NAME:
EXPIRATION DATE:

UNIT SUBDIVISION NOTE

THE UNIT LOTS CREATED BY UNIT LOT SUBDIVISION ARE NOT SEPARATE BUILDABLE LOTS. ADDITIONAL DEVELOPMENT ON ANY INDIVIDUAL UNIT LOT IN THIS UNIT LOT SUBDIVISION MAY BE LIMITED AS A RESULT OF THE APPLICATION OF DEVELOPMENT STANDARDS TO THE PARENT LOT PURSUANT TO APPLICABLE PROVISIONS OF THE SEATTLE LAND USE CODE.

THIS SUBDIVISION HAS UNIT LOT BOUNDARIES WHICH ARE BASED ON THE LOCATION OF RESIDENTIAL DEVELOPMENT AS PROPOSED ON PERMIT APPLICATION NUMBER 6704336—CN FILED AT THE CITY OF SEATTLE, SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS. THIS DEVELOPMENT MAY INCLUDE STRUCTURES THAT MAY CROSS UNIT LOT LINES AND MAY HAVE OTHER DEVELOPMENT ASPECTS OF COMMON INTEREST TO UNIT LOT OWNERS.

AN EASEMENT HAS BEEN GRANTED TO SEATTLE CITY LIGHT AS SHOWN ON PAGE X OF X.

MT. BAKERSVILLE AN ADDITION TO THE CITY OF SEATTLE APPROVALS

CITY OF SEATTLE SEATTLE DEPARTMENT OF TRANSPORTATION

OIT OF SEATILE SEATILE SELFANIMENT OF INANSFONTATION	
EXAMINED AND APPROVED BY ME THISDAY OF	2021.
DIRECTOR OF SEATTLE DEPARTMENT OF TRANSPORTATION	
EXAMINED AND APPROVED BY ME THISDAY OF	2021.
TRAFFIC ENGINEER	
SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS	
EXAMINED AND APPROVED BY ME THISDAY OF	2021.
DIRECTOR OF SEATTLE DEPARTMENT OF CONSTRUCTION AND INS	SPECTIONS
CITY OF SEATTLE, CITY LIGHT DEPARTMENT	
EXAMINED AND APPROVED BY ME THISDAY OF	2021.
GENERAL MANAGER AND CHIEF EXECUTIVE OFFICER	
SEATTLE PUBLIC UTILITIES	
EXAMINED AND APPROVED BY ME THISDAY OF	2021.

CITY OF SEATTLE, CITY CLERK

DIRECTOR OF SEATTLE PUBLIC UTILITIES

I HEREBY CERTIFY THAT WITHIN THE PLAT OF MT. BAKERSVILLE ADDITION TO THE CITY OF SEATTLE WAS DULY APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SEATTLE BY ORDINANCE NO. _______APPROVED THE _____ DAY OF _______, 2021.

CITY CLERK

CITY OF SEATTLE, DEPARTMENT OF FINANCE AND ADMINISTRATIVE SERVICES

DIRECTOR, DEPARTMENT OF FINANCE AND ADMINISTRATIVE SERVICES

KING COUNTY DEPARTMENT OF ASSESSMENTS

EXAMINED AND APPROVED BY ME THIS_____DAY OF ______2021

KING COUNTY ASSESSOR

DEPUTY KING COUNTY ASSESSOR

KING COUNTY COMPTROLLER

I HEREBY CERTIFY THAT ALL PROPERTY TAXES ARE PAID, THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION, AND THAT ALL SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION ON ANY OF THE PROPERTY HEREIN CONTAINED DEDICATED AS STREETS, ALLEYS, OR OTHER PUBLIC USE, ARE PAID IN FULL. THIS _____DAY OF ______, 2021.

OFFICE OF THE COMPTROLLER TREASURY DIVISION

MANAGER, FINANCE DIVISION

DEPUTY

CONSENT TO SUBDIVISION

XXXXXXXX BANK HAS A SECURITY INTEREST IN THE PROPERTY COMMONLY KNOWN AS 2521 29TH AVENUE SOUTH SEATTLE, WASHINGTON (ALSO KNOWN AS TAX PARCEL NUMBER 000360-0025) AS EVIDENCED BY DEED OF TRUST DATED XXXXXXXXXXX AND RECORDED ON XXXXXXXXXXXXXX AS AUDITOR FILE NUMBER XXXXXXXXXXXXXXX, RECORDS OF KING COUNTY, WASHINGTON. XXXXXXXXXX BANK HAS CONSENTED TO THE SUBDIVISION OF THE PROPERTY AS REFLECTED ON THIS FINAL PLAT SUBDIVISION. XXXXXXXXXXX BANK DOES NOT CONTEST THE DEDICATION OF UTILITY EASEMENTS OR OTHER EASEMENTS DESCRIBED ON THIS FINAL PLAT OF SUBDIVISION.

XXXXXXXXXXXXX, TITLE
STATE OF WASHINGTON)
) SS. COUNTY OF KING)

XXXXXXXXX BANK

THIS IS TO CERTIFY THAT ON THIS _____ DAY OF _____,
2021, BEFORE ME, A NOTARY PUBLIC IN AND FOR THE STATE OF
WASHINGTON, DULY COMMISSIONED AND SWORN, CAME XXXXXXXXXXX, AND
KNOWN TO ME AS THE PERSON WHOSE NAME IS SUBSCRIBED TO THE
INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE EXECUTED THE SAME
IN HIS/HER AUTHORIZED CAPACITY, AND THE ENTITY UPON BEHALF OF WHICH
THE PERSON ACCEDED AND EXECUTED THE INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

PRINT NAME:	
NOTARY PUBLIC IN AND	FOR THE
STATE OF WASHINGTON,	RESIDING AT
EVDIDATION DATE:	

DEPARTMENT OF RECORDS AND ELECTIONS

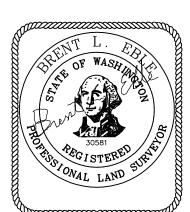
FILED FOR RECORD AT T	HE REQUEST C	F THE DIRECTOR	OF SEATTLE
TRANSPORTATION THIS	DAY OF	,	2021, AT
MINUTES PAST	_M, AND RECO	RDED IN VOLUME	OF PLATS,
PAGE, RECORDS	OF KING COUN	ITY, WASHINGTON.	

MANAGER	
---------	--

SUPERINTENDENT OF RECORDS

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT OF MT. BAKERSVILLE ADDITION TO THE CITY OF SEATTLE IS BASED UPON AN ACTUAL SURVEY AND SUBDIVISION OF STADIUM VISTA ADDITION, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 58 OF PLATS, PAGE 61, IN KING COUNTY, WASHINGTON; THAT THE BEARINGS AND DISTANCES ARE CORRECTLY SHOWN; THAT THE MONUMENTS WILL BE SET AND THE LOT AND BLOCK CORNERS WILL BE STAKED CORRECTLY UPON THE GROUND AT THE COMPLETION OF THE PROJECT, AND THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF THE STATUTES AND PLATTING REGULATIONS.



BRENT L. EBLE
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 30581
EMERALD LAND SURVEYING INC.
PO BOX 13694
MILL CREEK, WA 98082

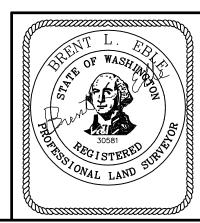
EMERALD LAND SURVEYING, INC.

PO BOX 13694 MILL CREEK, WA. 98082 PH. (425) 359-7198 Email: emeraldpls@aol.com

SURVEY IN N.E. 1/4, S.E. 1/4, SEC. 9, T. 24N., R. 4E.

 DWN. BY: HMM
 DATE: 4/1/21
 JOB NO. 18703

 CHK. BY: EBLE
 SCALE: 1"= 20"
 SHEET 1 OF 7



RECORD OF SURVEY

Blueprint Capital Services, LLC 2521 29th Avenue South Seattle, WA

MT. BAKERSVILLE AN ADDITION TO THE CITY OF SEATTLE

LEGAL DESCRIPTION (PARENT LOT)

PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245-LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON.

(BEING A PORTION OF PARCEL D, CITY OF SEATTLE BOUNDARY LINE ADJUSTMENT NUMBER 3021757, AS PER RECORDING NUMBER 20170201900012, SAID BOUNDARY LINE ADJUSTMENT ALSO BEING A PORTION OF LOTS 1 THRU 10 INCLUSIVE, BLOCK 1, STADIUM VISTA ADDITION, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 58 OF PLATS, PAGE 61, IN KING COUNTY, WASHINGTON).

TOGETHER WITH A INGRESS AND EGRESS EASEMENT RECORDED UNDER RECORDER'S FILE NUMBER 2021XXXXXXXXXX, RECORDS OF KING COUNTY, WASHINGTON.

APN: 000360-0025

JOINT USE/MAINTENANCE AGREEMENT

WITNESSETH: THAT FOR AND IN CONSIDERATION OF THE MUTUAL COVENANTS HEREIN EXPRESSED, IT IS HEREBY AGREED BETWEEN ALL PARTIES HAVING OWNERSHIP INCLUSIVE TO THIS CITY OF SEATTLE SUBDIVISION THAT:

- 1) EACH OWNER IS RESPONSIBLE FOR THE MAINTENANCE REPAIR AND WELL KEEPING OF THEIR INDIVIDUAL TOWNHOME. EACH OWNER SHALL KEEP THEIR TOWNHOME AND PROPERTY IN GOOD STATE OF REPAIR, AND WILL KEEP THE DRIVEWAY (PERMANENT EASEMENT FOR INGRESS, EGRESS AND UTILITIES) CLEAR AT ALL TIMES. EASEMENTS HAVE BEEN GRANTED AND ARE PART OF THIS SUBDIVISION FOR WALKING ACCESS, COMMON AMENITIES, STREET ENTRY AND PARKING IN DESIGNATED AREAS. ALL OWNERS HAVING LEGAL ACCESS FROM SAID EASEMENTS ARE TO SHARE EQUALLY IN THE MAINTENANCE AND REPAIR OF THE EASEMENT AREAS. LANDSCAPE MAINTENANCE IS THE RESPONSIBILITY OF THE INDIVIDUAL UNIT LOT OWNER(S), BUT IT IS EXPECTED THAT ALL USERS OF THE ACCESS EASEMENTS WILL DO SO WITH CARE AND RESPECT FOR THE APPEARANCES OF THE WALKWAYS AND DRIVEWAYS.
- 2) THE OWNER(S) OF EACH UNIT LOT SHALL MAINTAIN THE ROOF ON THE TOWNHOME ON THAT OWNER'S UNIT LOT, INCLUDING THAT PORTION OF THE ROOF OF THAT TOWNHOME WHICH EXTENDS ACROSS THE UNIT LOT LINE ONTO AN ADJOINING UNIT LOT, AND EACH SUCH OWNER(S) IS GRANTED AN EASEMENT OVER AND ACROSS THE ADJOINING UNIT LOT FOR SUCH MAINTENANCE. IN THE EVENT THAT PROPERTY OWNER(S) INTEND TO REPAIR OR REPLACE THEIR ROOF, IT IS HEREBY AGREED THAT THE MATERIALS WILL BE SIMILAR IN TYPE, QUALITY AND COLOR OF THE ORIGINAL ROOF, UNLESS MUTUALLY AGREED UPON. THE COST OF SUCH REPAIR IS THE SOLE RESPONSIBILITY OF THE INDIVIDUAL PROPERTY OWNER(S) MAKING THE ROOF REPAIR OR REPLACEMENT. HOWEVER, IN THE EVENT OF A TOTAL ROOF REPLACEMENT FOR A BUILDING WITHIN THIS SUBDIVISION, THE COSTS WILL BE SHARED EQUITABLY IN BETWEEN THE PROPERTY OWNER(S) IN PROPORTION WITH EACH OWNER(S) AREA OF ROOF ON THAT BUILDING. SUCH A ROOF REPLACEMENT WILL BE REQUIRED EVERY 25 YEARS (OR AS WARRANTED BY THE ROOFING MATERIAL MANUFACTURER).
- 3) THE OWNER'S OF EACH UNIT LOT SHALL MAINTAIN THE SHARED WALL, SIDING AND EXTERIOR TRIM ON THE TOWNHOME ON THAT OWNER'S UNIT LOT, INCLUDING THAT PORTION THAT EXTENDS ACROSS THE UNIT LOT LINE ONTO AN ADJOINING UNIT LOT, AND EACH SUCH OWNER IS GRANTED AND EASEMENT OVER AND ACROSS THE ADJOINING UNIT LOT FOR SUCH MAINTENANCE. SHARED WALL, SIDING AND EXTERIOR TRIM SHALL BE CARED FOR AND MAINTAINED BY THE OWNER(S) OF THE PROPERTY UPON WHICH THE SHARED WALLS, SIDING AND EXTERIOR TRIM IS LOCATED. IN THE EVENT A PROPERTY OWNER INTENDS TO REPAIR OR REPLACE THEIR SHARED WALLS, SIDING AND EXTERIOR TRIM, IT IS HEREBY AGREED THAT THE MATERIALS WILL BE SIMILAR IN TYPE, QUALITY AND COLOR OF THE ORIGINAL WALLS, SIDING AND EXTERIOR TRIM, UNLESS MUTUALLY AGREED UPON. THE COST OF SUCH REPAIR OR REPLACEMENT IS THE SOLE RESPONSIBILITY OF THE OWNER(S) MAKING THE WALLS, SIDING AND EXTERIOR TRIM REPAIR OR REPLACEMENT. HOWEVER, IN THE EVENT OF A TOTAL WALL, SIDING AND/OR EXTERIOR TRIM REPLACEMENT FOR A BUILDING WITHIN THIS SUBDIVISION, COSTS WILL BE SHARED EQUITABLY BETWEEN THE PROPERTY OWNER(S) IN PROPORTION WITH EACH OWNER(S) AREA OF WALLS, SIDING AND EXTERIOR TRIM ON THAT BUILDING.
- 4) EACH OWNER SHALL SHARE EQUALLY IN THE COSTS FOR MAINTENANCE AND REPAIR OF THE COMMON DRAINAGE AND SIDE SEWER FACILITIES.
- 5) EACH OWNER HAVING LEGAL USE AND BENEFIT FROM THE MAILBOXES AND ADDRESS SIGNS SHALL SHARE EQUALLY IN THE COSTS FOR THEIR MAINTENANCE AND REPAIR.
- 6) THIS AGREEMENT SHALL BE A COVENANT RUNNING WITH THE LAND. AND SHALL BE BINDING UPON ALL AFOREMENTIONED PARTY(S) AND THEIR HEIRS, ASSIGNS AND SUCCESSORS FOREVER.

STANDARD CITY LIGHT EASEMENT

CITY OF SEATTLE LAND USE ACTION NO. 3037872-LU EASEMENT (Overhead and Underground) King County Assessor/s Tax Parcel No. 000360-0025

THE OWNER OF THE REAL PROPERTY THAT IS THE SUBJECT OF THIS LAND USE ACTION ("Grantor") hereby grants to THE CITY OF SEATTLE ("Grantee") and the right, privilege and authority (an "Easement") to install, construct, erect, reconstruct, alter, improve, remove, repair, replace, energize, operate, and maintain overhead and underground electric distribution facilities, which may consist of, but are not limited to: poles with braces, guy wires and anchors, cross arms, transformers, ducts, vaults, manholes, switches, cabinets, containers, conduits, wires and other convenient appurtenances necessary to make said overhead and underground distribution facilities an integrated electric system ("Electric System"). All such Electric System shall be located across, over, upon and under the real property described within this land use action ("Property") situated in the County of King, State of Washington, and more particularly described as follows:

An easement over the entire area of this City of Seattle Subdivision No. 3037872-LU; EXCEPT any portion thereof occupied by proposed buildings shown on said subdivision.

Together with Grantee's and its assigns' unrestricted right of access to and from the Property for the purposes of exercising its rights granted herein.

Together with Grantee's and its assigns' right to cut and trim brush, trees or other plants standing or growing upon the Property which, in the opinion of the Grantee, interfere with the maintenance or operation of, or constitute a menace or danger to, the Electric System.

Grantor, its successors and assigns, covenants and agrees that no structure or fire hazards will be built or permitted within the easement area(s) described above; that no digging will be done or permitted within the Property which will in any manner disturb Grantee's Electric System or its solidity or unearth any portion thereof; and that no blasting or discharge of any explosives will be permitted within fifty (50) feet of the Electric System.

The City of Seattle shall be responsible, as provided by law, for any damage to the Grantor through its negligence in the construction, maintenance and operation of the

The rights, title, privileges and authority hereby granted shall continue and be in force until the Grantee permanently removes its Electric System from the Property or permanently abandons the Electric System, at which time all such rights, title, privileges and authority hereby granted shall terminate.

EMERALD LAND SURVEYING, INC.

PO BOX 13694 MILL CREEK, WA. 98082 PH. (425) 359-7198 Email: emeraldpls@aol.com

SURVEY IN N.E. 1/4, S.E. 1/4,

SEC. 9, T. 24N., R. 4E.



Capital Services, LLC

DWN. BY:	DATE:	JOB NO.
HMM	4/1/21	18703
CHK. BY: EBLE	SCALE: 1"= 20'	SHEET 2 OF 7

INGRESS, EGRESS, PARKING, BICYCLE AND WASTE/RECYCLE STORAGE AREA EASEMENT

EACH UNIT LOT IN THIS SUBDIVISION IS SUBJECT TO AND IS BENEFITTED BY AN INGRESS, EGRESS, PARKING, BICYCLE AND WASTE/RECYCLE STORAGE AREA EASEMENT OVER AND ACROSS THAT PORTION OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245-LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL Z: THENCE N 01°14'53" E ALONG THE EAST MARGIN OF SAID PARCEL Z, 77.81 FEET;

THENCE N 88°36'45" W, 17.94 FEET;

THENCE S 01°23'15" W, 23.17 FEET;

THENCE N 88°36'45" W, 11.28 FEET;

THENCE S 01°36'45" W, 37.00 FEET;

THENCE N 88°36'45" W, 111.00 FEET;

THENCE S 01°23'15" W, 2.58 FEET;

THENCE N 88°36'45" W, 41.17 FEET TO THE WEST MARGIN OF

SAID PARCEL Z THEREOF;

THENCE S 01°15'18" W ALONG SAID MARGIN, 15.06 FEET TO THE SOUTH MARGIN OF SAID PARCEL Z THEREOF;

THENCE S 88°36'45" E ALONG SAID MARGIN, 181.55 FEET TO

THE POINT OF BEGINNING.

(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)

PEDESTRIAN EASEMENT #1

UNIT LOT CC IS SUBJECT TO PEDESTRIAN EASEMENT #1 FOR THE BENEFIT OF UNIT LOT DD, CITY OF SEATTLE SUBDIVISION NUMBER 3037872-LU OVER AND ACROSS THAT PORTION OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245-LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL Z; THENCE N 01°14'35" E ALONG THE EAST MARGIN OF SAID PARCEL Z, 106.64 FEET TO THE NORTH MARGIN OF SAID

PARCEL Z THEREOF;

THENCE N 88°36'45" W ALONG SAID MARGIN, 29.15 FEET; THENCE S 01°23'15" W, 23.50 FEET TO THE TRUE POINT OF

BEGINNING; THENCE S 88°36'45" E, 6.45 FEET;

THENCE S 01°23'15" W, 18.50 FEET;

THENCE N 88°36'45" W. 6.45 FEET:

THENCE N 01°23'15" W, 18.50 FEET TO THE TRUE POINT OF BEGINNING.

(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)

MT. BAKERSVILLE AN ADDITION TO THE CITY OF SEATTLE

PEDESTRIAN EASEMENT #2

UNIT LOTS EE, FF, KK AND LL, CITY OF SEATTLE SUBDIVISION NUMBER 3037872-LU ARE SUBJECT TO AND TOGETHER WITH PEDESTRIAN EASEMENT #2 OVER AND ACROSS THAT PORTION OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245-LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL Z; THENCE N 01°14'35" E ALONG THE EAST MARGIN OF SAID PARCEL Z, 106.64 FEET TO THE NORTH MARGIN OF SAID PARCEL Z THEREOF;

THENCE N 88°36'45" W ALONG SAID MARGIN, 73.15 FEET; THENCE S 01°23'15" W, 15.92 FEET TO THE TRUE POINT OF BEGINNING:

THENCE CONTINUING S 01°23'15" W, 26.08 FEET;

THENCE N 88°36'45" W, 11.50 FEET;

THENCE N 01°23'15" W, 26.08 FEET;

THENCE S 88°36'45" E, 11.50 FEET TO THE TRUE POINT OF BEGINNING.

(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)

PEDESTRIAN EASEMENT #3

UNIT LOTS MM, NN AND UU, CITY OF SEATTLE SUBDIVISION NUMBER 3037872-LU ARE SUBJECT TO AND ALL UNIT LOTS WITHIN SAID SUBDIVISION ARE TOGETHER WITH PEDESTRIAN EASEMENT #3 OVER AND ACROSS THAT PORTION OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245-LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL Z; THENCE N 88°36'45" W ALONG THE SOUTH MARGIN OF SAID PARCEL Z, 181.55 FEET TO THE WEST MARGIN OF SAID PARCEL

THENCE N 01°15'18" E ALONG SAID MARGIN, 76.56 FEET; THENCE S 88°36'45" E, 41.31 FEET TO THE TRUE POINT OF BEGINNING:

THENCE CONTINUING S 88°36'45" E, 7.52 FEET;

THENCE N 01°15'18" E, 14.16 FEET;

THENCE S 88°36'45" E, 4.02 FEET;

THENCE S 01°23'15" W, 26.08 FEET;

THENCE N 88°36'45" W, 11.50 FEET;

THENCE N 01°23'15" E, 11.92 FEET TO THE TRUE POINT OF BEGINNING.

(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)

PEDESTRIAN EASEMENT #4

UNIT LOTS OO, PP, QQ, RR, SS AND TT, CITY OF SEATTLE SUBDIVISION NUMBER 3037872-LU ARE SUBJECT TO AND ALL UNIT LOTS WITHIN SAID SUBDIVISION ARE TOGETHER WITH PEDESTRIAN EASEMENT #4 OVER AND ACROSS THAT PORTION OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245-LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL Z; THENCE N 01°14'53" E ALONG THE EAST MARGIN OF SAID

PARCEL Z, 77.81 FEET;

THENCE N 88°36'45" W, 17.94 FEET; THENCE S 01°23'15" W, 23.17 FEET;

THENCE N 88°36'45" W, 11.28 FEET;

THENCE S 01°36'45" W, 37.00 FEET;

THENCE N 88°36'45" W, 99.50 FEET TO THE TRUE POINT OF **BEGINNING:**

THENCE CONTINUING N 88°36'45" W, 11.50 FEET;

THENCE N 01°23'15" E, 37.00 FEET;

THENCE S 88°36'45" E. 11.50 FEET:

THENCE S 01°23'15" W. 37.00 FEET TO THE TRUE POINT OF BEGINNING.

(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)

PEDESTRIAN EASEMENT #5

UNIT LOTS GG, HH, II AND JJ, CITY OF SEATTLE SUBDIVISION NUMBER 3037872-LU ARE SUBJECT TO AND ALL UNIT LOTS WITHIN SAID SUBDIVISION ARE TOGETHER WITH PEDESTRIAN EASEMENT #5 OVER AND ACROSS THAT PORTION OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245-LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL Z: THENCE N 01°14'53" E ALONG THE EAST MARGIN OF SAID

PARCEL Z, 77.81 FEET;

THENCE N 88°36'45" W, 17.94 FEET;

THENCE S 01°23'15" W, 23.17 FEET;

THENCE N 88°36'45" W, 11.28 FEET; THENCE S 01°36'45" W, 37.00 FEET;

THENCE N 88°36'45" W, 44.00 FEET TO THE TRUE POINT OF

BEGINNING;

THENCE CONTINUING N 88°36'45" W, 11.50 FEET;

THENCE N 01°23'15" E, 37.00 FEET;

THENCE S 88°36'45" E, 11.50 FEET;

THENCE S 01°23'15" W. 37.00 FEET TO THE TRUE POINT OF BEGINNING.

(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)

EMERALD LAND SURVEYING, INC.

PO BOX 13694 MILL CREEK, WA. 98082 PH. (425) 359-7198

Email: emeraldpls@aol.com



SURVEY IN N.E. 1/4, S.E. 1/4, **RECORD OF SURVEY** SEC. 9, T. 24N., R. 4E.

DWN. BY:	DATE:	JOB NO.
HMM	4/1/21	18703
CHK. BY: EBLE	SCALE: 1"= 20'	SHEET 3 OF 7

COMMON AMENITY AREA EASEMENT #1

UNIT LOTS BB, CC, FF, GG, JJ, KK, NN AND OO, CITY OF SEATTLE SUBDIVISION NUMBER 3037872—LU ARE SUBJECT TO AND ALL UNIT LOTS WITHIN SAID SUBDIVISION ARE TOGETHER WITH PEDESTRIAN ACCESS AND COMMON AMENITY AREA #1 EASEMENT WHICH IS AVAILABLE FOR USE BY ALL OCCUPANTS OF THE DEVELOPMENT FOR ACTIVE OR PASSIVE RECREATIONAL USE OVER AND ACROSS THAT PORTION OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245—LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL Z; THENCE N 01°14'53" E ALONG THE EAST MARGIN OF SAID PARCEL Z, 77.81 FEET;

THENCE N 88°36'45" W, 17.94 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING N 88°36'45" W, 4.83 FEET;

THENCE S 01°23'15" W, 13.17 FEET;

THENCE N 88°36'45" W, 113.58 FEET;

THENCE S 01°23'15" W, 10.00 FEET;

THENCE S 88°36'45" E, 118.41 FEET;

THENCE N 01°23'15" E, 23.17 FEET TO THE TRUE POINT OF BEGINNING.

(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)

COMMON AMENITY AREA EASEMENT #2

UNIT LOTS MM, NN AND UU, CITY OF SEATTLE SUBDIVISION NUMBER 3037872—LU ARE SUBJECT TO AND ALL UNIT LOTS WITHIN SAID SUBDIVISION ARE TOGETHER WITH PEDESTRIAN ACCESS AND COMMON AMENITY AREA #2 EASEMENT WHICH IS AVAILABLE FOR USE BY ALL OCCUPANTS OF THE DEVELOPMENT FOR ACTIVE OR PASSIVE RECREATIONAL USE OVER AND ACROSS THAT PORTION OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245—LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL Z; THENCE N 88°36'45" W ALONG THE SOUTH MARGIN OF SAID PARCEL Z, 181.55 FEET TO THE WEST MARGIN OF SAID PARCEL Z THEREOF:

THENCE N 01°15'18" E ALONG SAID MARGIN, 76.56 FEET TO THE TRUE POINT OF BEGINNING;

THENCE S 88°36'45" E, 48.83 FEET;

THENCE N 01°15'18" E, 30.08 FEET TO THE NORTH MARGIN OF SAID PARCEL Z THEREOF;

THENCE N 88°36'45" W ALONG SAID MARGIN, 48.83 FEET TO THE WEST MARGIN OF SAID PARCEL Z THEREOF;

THENCE S 01°15'18" W ALONG SAID MARGIN, 30.08 FEET TO THE TRUE POINT OF BEGINNING.

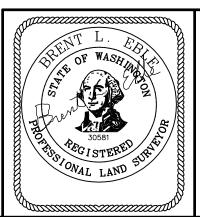
(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)

MT. BAKERSVILLE AN ADDITION TO THE CITY OF SEATTLE

ADDRESS SIGN AND SIGN MAINTENANCE EASEMENT

UNIT LOT AA OF THIS SUBDIVISION IS SUBJECT TO AND ALL UNIT LOTS IN THIS SUBDIVISION ARE BENEFITTED BY AN ADDRESS SIGN AND SIGN MAINTENANCE OVER AND ACROSS THE SOUTH 2.00 FEET OF THE EAST 2.00 FEET OF PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245—LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON;

(THIS EASEMENT IS DEPICTED ON SHEETS 6 AND 7 OF THIS SUBDIVISION.)



EMERALD LAND SURVEYING, INC.

PO BOX 13694 MILL CREEK, WA. 98082 PH. (425) 359—7198 Email: emeraldpls@aol.com

SURVEY IN N.E. 1/4, S.E. 1/4,

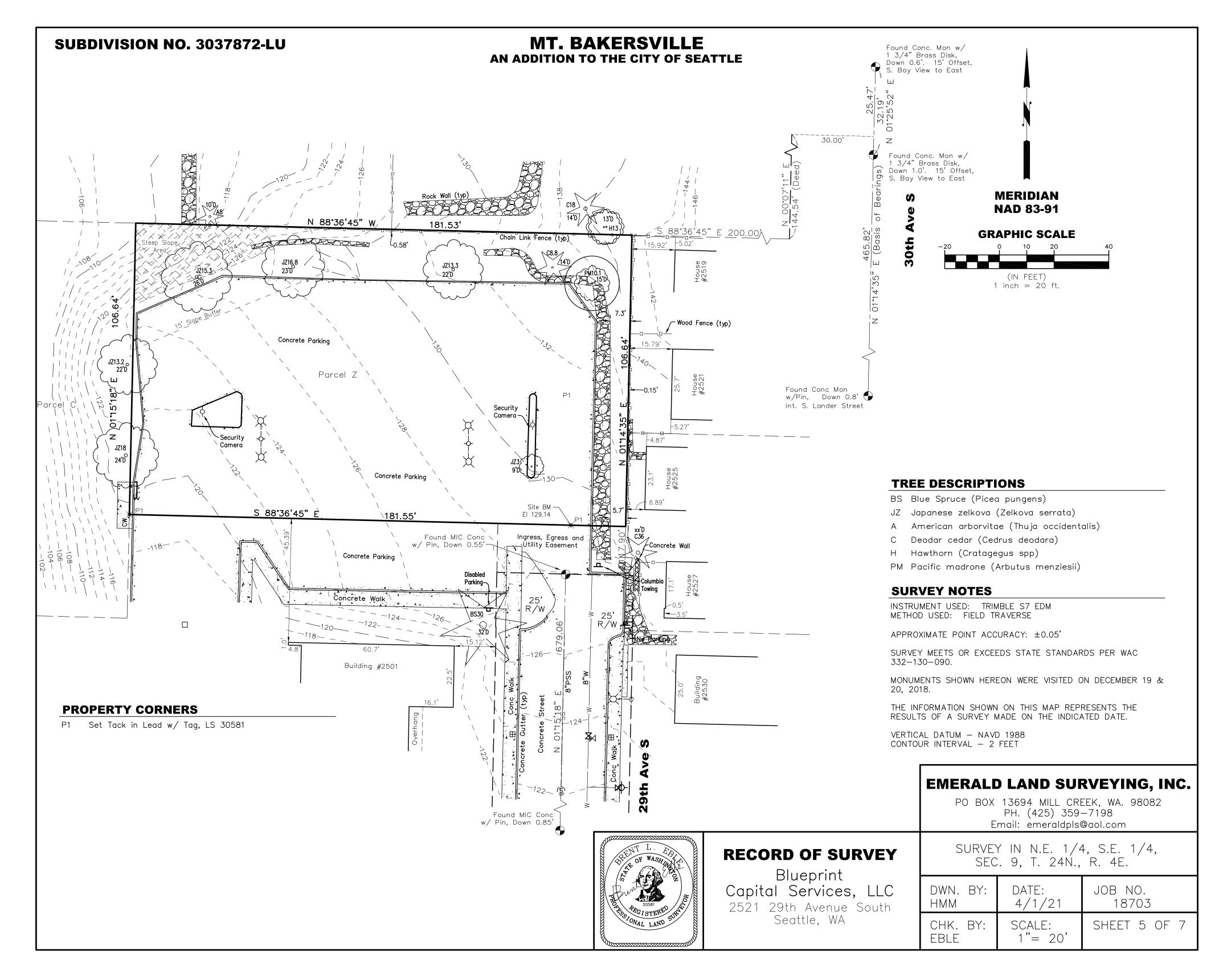
SEC. 9, T. 24N., R. 4E.

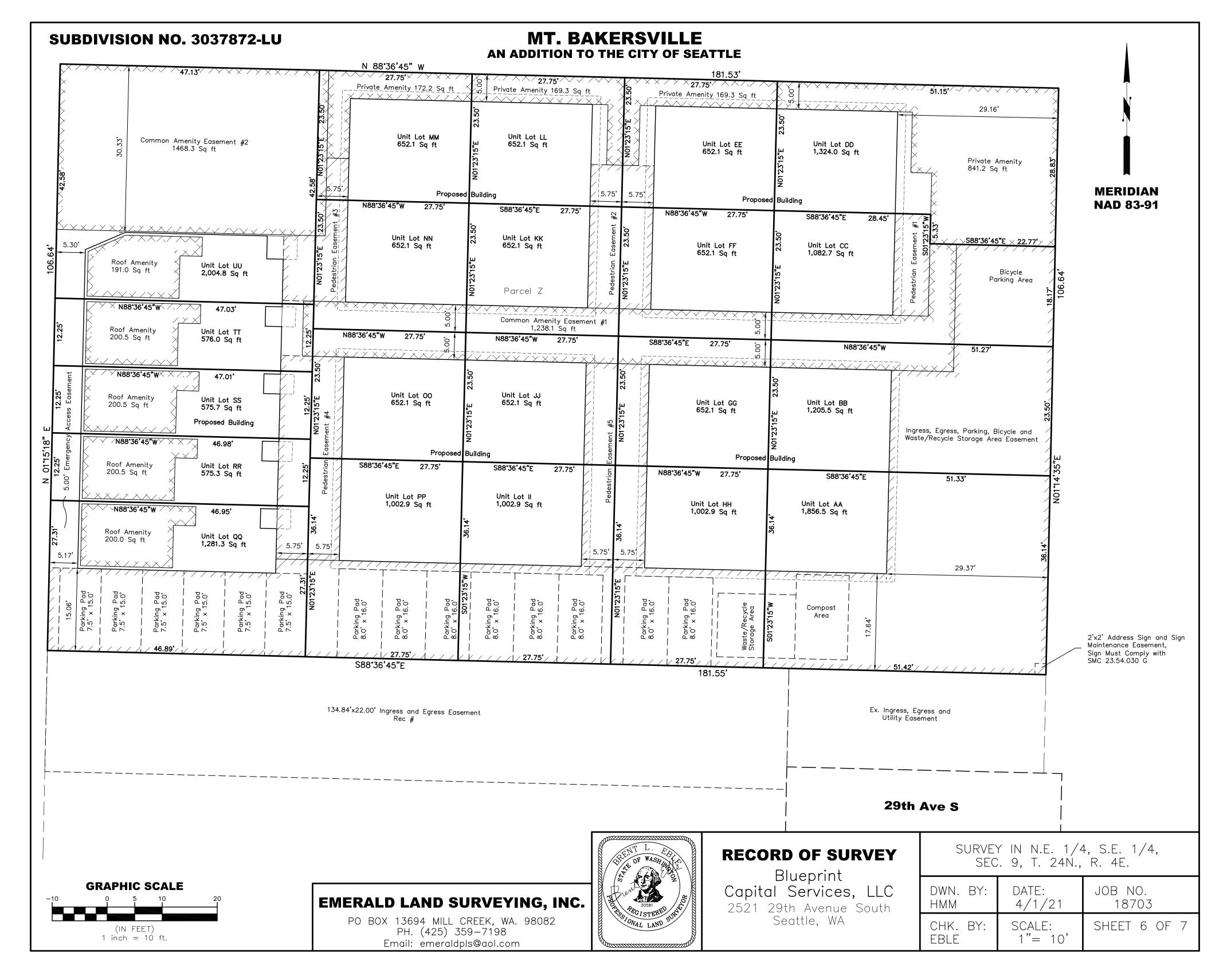
RECORD OF SURVEY

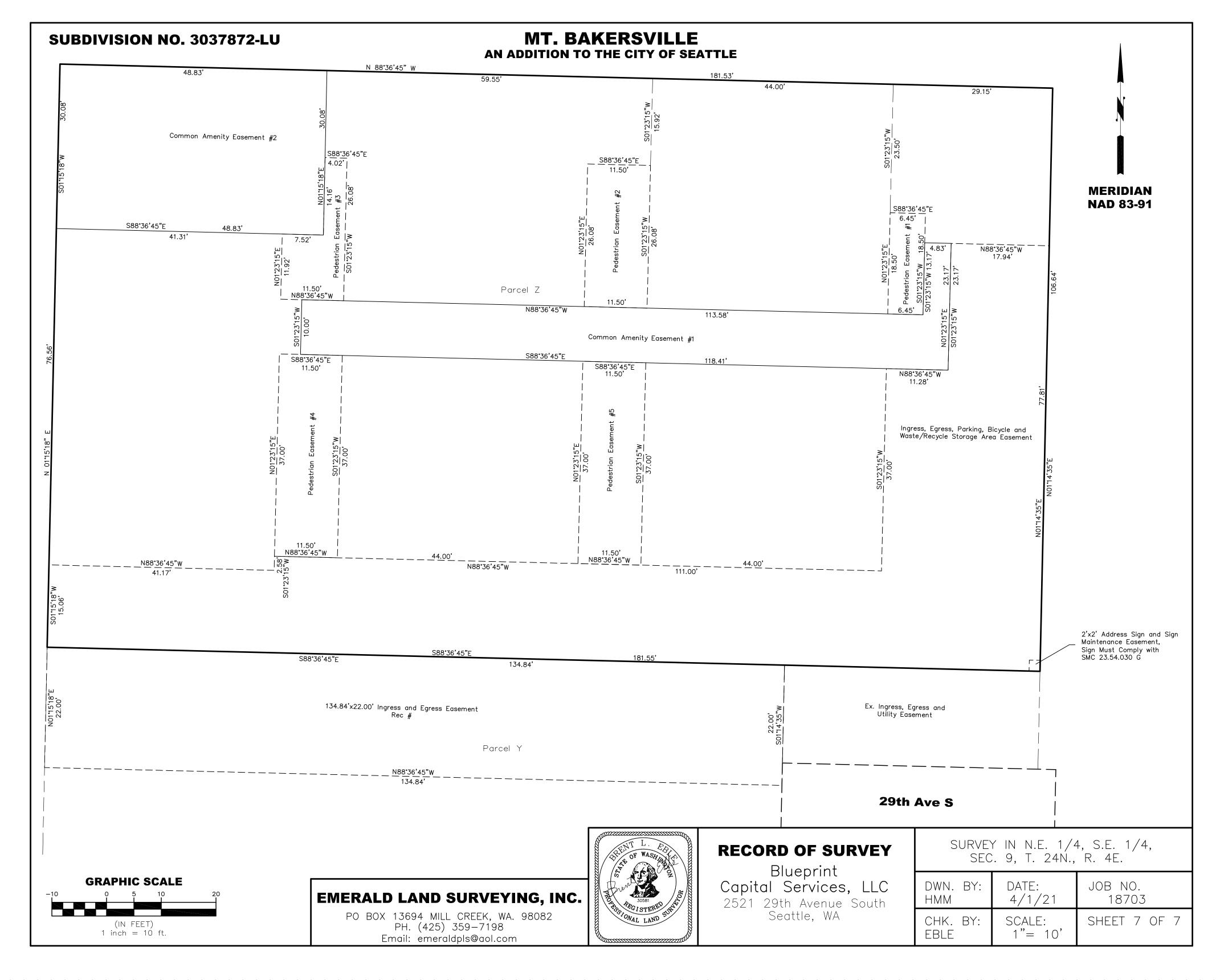
Blueprint

Capital Services, LLC 2521 29th Avenue South Seattle, WA

DWN. BY: HMM	DATE: 4/1/21	JOB NO. 18703
CHK. BY: EBLE	SCALE: 1"= 20'	SHEET 4 OF 7









SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120859, Version: 1	
	CITY OF SEATTLE

ORDINANCE	
COUNCIL BILL	

- AN ORDINANCE approving and confirming the plat of "MT. BAKERSVILLE" in the portions of Northeast Quarter of Southeast Quarter of Section 9, Township 24 North, Range 4 East, W.M. in King County, Washington.
- WHEREAS, a proposed plat of "MT. BAKERSVILLE" has been submitted for approval to the Seattle

Department of Construction and Inspections (SDCI) and given the Permit No. 3037872-LU; and

WHEREAS, following review and recommendations by the various City departments that have jurisdiction in this matter and a public hearing by the Hearing Examiner of The City of Seattle on November 16, 2022, the Hearing Examiner approved the preliminary plat of "MT. BAKERSVILLE" subject to certain conditions on November 22, 2022; and

WHEREAS, SDCI has confirmed that the preliminary plat conditions have been satisfied; and

WHEREAS, the Director of Transportation and the Director of SDCI report that the plat of "MT.

BAKERSVILLE," a copy of which is in Clerk File 314473, is now complete and ready for City Council approval; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The plat of "MT. BAKERSVILLE," in the portions of Northeast Quarter of Southeast Quarter of Section 9, Township 24 North, Range 4 East, W.M. in King County, Washington, is legally described as follows:

PARCEL Z, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3031245-LU, RECORDED UNDER KING COUNTY RECORDING NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON.

(BEING A PORTION OF PARCEL D, CITY OF SEATTLE BOUNDARY LINE ADJUSTMENT

File #: CB 120859, Version: 1

NUMBER 3021757, AS PER RECORDING NUMBER 20170201900012, SAID BOUNDARY LINE ADJUSTMENT ALSO BEING A PORTION OF LOTS 1 THRU 10 INCLUSIVE, BLOCK 1, STADIUM VISTA ADDITION, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 58 OF PLATS, PAGE 61, IN KING COUNTY, WASHINGTON).

TOGETHER WITH AN EXISTING INGRESS AND EGRESS EASEMENT RECORDED UNDER RECORDER'S FILE NUMBER 20180305000580 RECORDS OF KING COUNTY, WASHINGTON; ALSO TOGETHER WITH AN EXISTING INGRESS, EGRESS AND UTILITY EASEMENT RECORDED UNDER RECORDER'S FILE NUMBER 20200110900003, RECORDS OF KING COUNTY, WASHINGTON;

SUBJECT TO A POTENTIAL LANDSLIDE AREA COVENANT RECORDED UNDER RECORDER'S FILE NUMBER 20210524001230, RECORDS OF KING COUNTY, WASHINGTON; ALSO SUBJECT TO AND TOGETHER WITH AN AMENDED AND RESTATED DECLARATION OF EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED UNDER RECORDER'S FILE NUMBER 20221017000430, RECORDS OF KING COUNTY, WASHINGTON.

Section 2. With respect to the plat of "MT. BAKERSVILLE," together with any interest in abutting streets, as executed by Eric Graham as Managing Member and approved by the Director of Transportation and the Director of the Seattle Department of Construction and Inspections, the following findings are made:

- A. The final plat is in substantial conformance with the approved preliminary plat; and
- B. When both the King County Assessor and King County Finance Division have affixed their certifications as required by RCW 58.17.160(4), the requirements of State law and City ordinances that were in effect at the time of preliminary plat approval will also have been satisfied by the subdivider; and
- C. The public use and interest will be served by the establishment of the plat, and the plat makes appropriate provision for the public health, safety, and general welfare.

Section 3. The plat of "MT. BAKERSVILLE," in portions of the Northeast Quarter of Southeast Quarter of Section 9, Township 24 North, Range 4 East, W.M. in King County, Washington, is in all respects approved and the plat confirmed and accepted, subject to certification by the King County Assessor and King County Finance Division, and the City Clerk is authorized and directed to execute a certificate upon the face of such plat attesting to the approval thereof as evidenced by enactment of this ordinance.

Section 4. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

File #: CB 120859, Version: 1			
Passed by the City Council the	day of		, 2024, and signed by
me in open session in authentication of its p	passage this	day of	, 2024.
		of the City Co	
Approved returned unsigned /	vetoed this	day of	, 2024.
	Bruce A. Har	rell, Mayor	
Filed by me this day of _		, 2024.	
	Scheereen De	edman, City Clerk	
(Seal)			

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Seattle Department of	Matthew Tabalno	Christie Parker
Transportation		

^{*} Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.

1. BILL SUMMARY

Legislation Title: AN ORDINANCE approving and confirming the plat of "MT. BAKERSVILLE" in the portions of Northeast Quarter of Southeast Quarter of Section 9, Township 24 North, Range 4 East, W.M. in King County, Washington.

Summary and Background of the Legislation: This legislation approves a 21-unit (Unit Lot AA to Unit Lot UU) lot subdivision at 2521 29th Avenue South. Development standards will be applied to the development site as a whole and not to each of the new unit lots. This subdivision is consistent with the area zoning, the Hearing Examiner recommendations, and the master use permit conditions.

The Hearing Examiner held a public hearing on November 16, 2022 and issued their approval of the preliminary plat on of the unit lot subdivision on November 22, 2022.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes ⊠ No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes ⊠ No
3.d. Other Impacts	

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

This legislation could indirectly impact the City of Seattle's tax collection from construction-related taxes and property taxes.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources. $\rm N/A$

Please describe any financial costs or other impacts of not implementing the legislation. N/A

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

All subdivision legislation, including this legislation, involves the Seattle Department of Construction and Inspections.

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property. Yes, this legislation subdivides property at 2521 29th Avenue South. See Attachment A for a reference map.
- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

There are no perceived Race and Social Justice Initiative implications.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.
- iii. What is the Language Access Plan for any communications to the public?
- d. Climate Change Implications
 - i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

No.

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

No.

e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

This legislation does not include a new initiative or programmatic expansion.

5. CH	HECKLIST
	Is a public hearing required?
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required?
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6. AT	TACHMENTS

Summary Attachments:

Summary Attachment A – Vicinity Map

Vicinity Map





September 4, 2024

MEMORANDUM

To: Seattle City Council From: Lish Whitson, Analyst

Subject: Council Bill 120859 and Clerk File 314473: Mt. Bakersville Subdivision

On Tuesday, September 24, the City Council (Council) will consider <u>Council Bill (CB) 120859</u> and <u>Clerk File (CF) 314473</u>. Passage of the CB and filing of the CF would grant final approval to the Mt. Bakersville subdivision, which is located at 2529 29th Avenue S, in the Mount Baker neighborhood, Council District 2. The subdivision is located in the middle of the block bounded by M L King Jr Way S on the west, S Bayview St. on the north, 30th Ave. S on the east, and S McClellan St. on the south. The project is accessed off of 29th Ave. S, which extends north from S McClellan St. and dead ends at the Mt. Bakersville subdivision.

The project includes five three-story structures, each containing four or five townhouse units. The subdivision would facilitate the division of a single lot into 21 unit lots to facilitate the sale of the individual townhouse units. The subdivision includes pedestrian, ingress, egress, parking, bicycle, waste/storage, common amenity area, address sign, management, and emergency access easements.

Attachment 1 describes the subdivision approval process. Final approval of a plat is a legislative act unless the Council has delegated that review to another body. Council's review of a final plat is limited to certifying that the plat has met conditions that have previously been placed on the plat by the Seattle Hearing Examiner. Under Washington State Law, Council is required to act within 30 days of filing of the final subdivision. Because Council's purview is constrained both in time and substance, Council routinely considers final subdivision ordinances, like the Mt. Bakersville subdivision, at a City Council meeting without consideration at committee. The bill is necessary to allow the Mt. Bakersville townhomes, which have been built, to be sold as individual units.

The Seattle Department of Construction and Inspections (SDCI) Director recommended approval of the preliminary subdivision with one condition. On November 22, 2022, the Seattle Hearing Examiner approved the preliminary subdivision (see Attachment 2) with the following condition:

Prior to Final Plat Approval:

 The approved Declaration of Covenants, Conditions, Restrictions and Easements shall be recorded at King County and the recording number provided on the final plat documents. The Seattle Department of Transportation, SDCI, and Council Central Staff have confirmed that the final subdivision would meet all applicable conditions and recommends that the Council grant final approval (this requires a "do pass" vote on CB 120859 and a vote to "place on file" CF 314473.)

Attachments:

- 1. Seattle City Council Review of Final Subdivisions
- 2. Seattle Hearing Examiner's Decision on the Mt. Bakersville/2521 29th Ave. S. Subdivision

cc: Ben Noble, Director Yolada Ho, Deputy Director

SEATTLE CITY COUNCIL CENTRAL STAFF

Attachment 1

Seattle City Council Review of Final Subdivisions

Any application to divide one or more pieces of property into ten or more lots requires review under Washington State Law and the Seattle Municipal Code (SMC) as a subdivision. SMC Chapter 23.22 contains the regulations that guide the City's review of subdivision applications. One requirement of the subdivision review process under current City regulations is that the City Council review and approve final subdivision plans. The Revised Code of Washington (RCW) 58.17.140 requires that the City Council grant final approval for subdivisions within 30 days of filing of the final plat by the owner.

The Council grants such approval after completion of the following steps have been completed:

- 1. Seattle Department of Construction and Inspections (SDCI) reviews and issues a Master Use Permit for development that will end in a subdivision;
- 2. Hearing Examiner holds a public hearing and approves the preliminary plat², usually subject to conditions;
- 3. Developer builds all of the planned site infrastructure (this includes construction of shared driveways and installation of utilities);
- 4. Developer submits a final plat that conforms with the Hearing Examiner's conditions;
- Seattle Department of Transportation (SDOT) and SDCI inspect the site to determine whether the site infrastructure has been installed as depicted on the preliminary plat and reviews the final plat to confirm that all the applicable requirements have been met;
- 6. SDOT transmits the final plat and legislation to approve the final plat to Council; and
- 7. The Council determines that all applicable requirements and conditions have been met or can be met if a bond is posted.

When reviewing final plats, SMC <u>23.22.074</u> requires the Council to determine that:

- 1. The final plat is in substantial conformance with the approved preliminary plat;
- 2. The requirements imposed when the preliminary plat was approved have been met;
- 3. A bond, if required by the City, is sufficient in its terms to assure that the improvements will be completed; and
- 4. The applicant has satisfied the requirements of Washington State Law and the SMC that were in effect at the time of preliminary plat approval.

¹ The RCW was recently amended to allow the Council to delegate decisions on final plats to the Planning Commission, a City agency, or other City administrator. The City has not updated its regulations to make this change.

² A plat generally refers to the map or plans that depict a subdivision, including providing dimensions for each new lot. The terms plat and subdivision are often used interchangeably.

There is no substantive or policy review in the Council's consideration of a final plat, the Council's review is purely ministerial.

Final subdivision approval requires the Council to vote to:

- 1. Pass a Council Bill to approve the final plat, and
- 2. Place on file a Clerk File that was created at the time of initial application.

Both the Council Bill and the Clerk File are typically referred directly to the City Council because of the short deadline for approval under the RCW and the lack of discretion in the Council's decisions.

FINDINGS AND DECISION OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE

In the Matter of Application of

Hearing Examiner File MUP-22-009

JAMIE YENGEL

for a Full Subdivision of Property at 2521 29th Ave. S.

Department Reference: 3037872-LU (CF #314473)

I. FINDINGS OF FACT

- 1. Project Overview. The Applicant seeks preliminary approval to subdivide a single parcel into 21 unit lots. The development includes 21 townhouse units in five three-story structures. For the unit lot subdivision, development standards will apply to the development site as a whole and not to the individual lots. The plat allows for individual unit sale or lease. The Department of Construction and Inspections ("Department") recommended conditioned approval. There were no SMC 23.76.024(D) requests for further Hearing Examiner consideration of the recommendation.
- 2. Hearing. The hearing was held remotely November 16, 2022, with the Applicant, Department, and members of the public provided a call-in number and internet link for participating. The Department appeared through Department Planner Sean Conrad. The Applicant appeared through Lucas DeHerrera and the project architect, Jamie Yengel. No member of the public indicated a wish to comment. There were no reported difficulties with calling in to comment, but in case anyone did have difficulty, the record was kept open through November 17, 2022. No further comment was received.
 - 3. Notice. Hearing notice met Seattle Municipal Code ("SMC") requirements. 1
- **4. Exhibits**. Exhibits 1-21 were admitted, which included the Department Recommendation, Department Master Use Permit Decision (which included the Administrative Design Review and State Environmental Policy Act, Ch. 43.21C RCW determination), comments, proposed covenants/easements, plat, and hearing notice.
- **5. Project Location and Site Description**. The 19,345 square foot site was previously a paved parking lot, which slopes 12-feet down northeast to southwest.²
- **6. Zoning.** The site is zoned Low Rise 3 with an "M" Mandatory Housing Affordability suffix (LR3 (M). The same zone is to the east and west, with Residential Small Lot (M) to the north and Midrise Residential (M1) to the south. The site's northwest corner has steep slopes.

¹ SMC 23.76.024(C); Exhibit 20 (Notice of Hearing).

² Exhibit 2 (Recommendation), pp. 1-2.

- 7. Other Permitting. The project was subject to Administrative Design Review and State Environmental Policy Act, Ch. 43.21C RCW review, and building permits have issued.³
- **8.** Public Comment to Department. The Department received public comment on bedroom number and tree retention.⁴ All units have three bedrooms; none are proposed with four or more. Landscaping and the approach to tree retention was documented. The non-exceptional Japanese Selkova tree at the site's northwest corner and an exceptional Pacific Madrone in the northeast corner are proposed for retention.⁵ The approved landscape plan shows both trees remaining along with maple, cedar, and crape myrtle tree plantings.
- 9. Public Comment at Hearing. No citizens indicated a wish to speak at the hearing, but one written comment was submitted from Geri Pingul, who resides in Mt. Baker Cottages, comprised of six residences. Ms. Pingul stated they had a storm/sewer pump failure, and the drive on their property proved too narrow for the service truck to access the tanks, so they used the project site (parking lot) for access. In her comment, Ms. Pingul proposed a solution of tying the tanks in with the new development's lines. The approach would use gravity instead of the pumps now required at Mt. Baker Cottages.

The project proponent summarized discussions with Ms. Pingul on tie-in. As of the hearing, no agreement had been reached. The developer estimated the added cost of tie-in to be at least \$50,000, in addition to project redesign, pipe resizing, and additional permitting on a project which has been in review for about 3.5 years. There had been discussion with Ms. Pingul about Mt. Baker Cottages contributing to accomplish this, but this had not come to fruition. More generally, the Department noted vehicles can access the cottages' site, and hoses could then be extended as needed for tank service if alley widths are insufficient. As for site access to the proposed project, the Department provided additional information on its adequacy and on Seattle Department of Transportation's review and approval.

- **10. Agency Comment**. The plat proposal was circulated for agency review. If code requirements and conditions are met, approval was not objected to.
 - Seattle/King County Public Health. Project served by public sewer and they rarely review this type of subdivision.
 - Seattle City Light. Approval provided. The City Light Easement is shown on the preliminary plat, sheet 2. No additional easements are now required.
 - Seattle Office of Housing. Approval provided. No comment.
 - Seattle Parks and Recreation. Approval provided. No comment.
 - Seattle Public Utilities. Approval provided with Water Availability Certificate #20200424.

³ Exhibit 2 (Recommendation), p. 1; see also Exhibit 1 (MUP Decision).

⁴ Exhibit 19

⁵ Exhibit 2 (Recommendation), p. 4.

- Seattle Fire Department. Approval provided. No comment.
- Sound Transit. Approval provided. No comment.
- King County Metro Transit Division. Approval provided. No comment.
- King County Wastewater Treatment Division. No comment.
- Seattle Department of Transportation. Approval provided. The utility extension and restoration work requires a street improvement permit which is under review.
- Department Drainage Review. Approval provided.
- 11. **Dedications**. Street right-of-way abutting the site is adequate for supporting public infrastructure. City Light required an easement. Other on-site utility extensions and connections are private facilities with easements or covenants to ensure maintenance. Further dedications are not needed.
- 12. Street Improvements and Access. Vehicle and pedestrian access is from 29th Avenue South. Required street improvements are within the existing rights-of-way, 29th Avenue South, and were reviewed and approved under building permit #6704336-CN and SIP SUSIPX398266. Sidewalks are provided along 29th Avenue South within the existing public street rights-of-way. Onsite pedestrian easements provide access from the lots to the public rights-of-way.
 - **13. Parking**. Each townhouse unit has a single parking stall.
- 14. School Walking Conditions. The plat makes appropriate provisions for safe school access to and from the site. The Applicant documented anticipated student walking paths to public grade schools (K-12) and considered the Seattle School District's safe route standards.⁶
- 15. Open Space. Directly accessible, private usable open space is provided for each unit on the same lot it serves, with common amenity areas demarcated on the plat.
- **16.** Critical Areas. The site is not within a flood-prone area. Steep slopes are in the site's northwest corner. Most development is within currently paved areas so qualifies for Relief from Prohibition on Steep Slope Development, SMC 25.09.090(B)(2)(a).⁷
- 17. State Environmental Policy Act, Ch. 43.21C RCW. The Department's Determination of Non-Significance was not appealed.
 - 18. Easement/Covenants. Access easements and covenants address joint use and

⁶ Exhibit 2 (Recommendation), pp. 8-9; Exhibits 8-13; Testimony, Mr. Conrad.

⁷ Exhibit 2 (Recommendation), pp. 4-5, referencing Permit 6734382-EX.

maintenance issues. They address pedestrian access; vehicular access; joint use/maintenance; waste storage; signage; common amenities; and utility and emergency access. Easements and agreements are provided with the preliminary plat and will be executed with the recording of the final plat documents.

19. Department Recommendation and Plat Condition. The Department determined the plat will meet all development standards for the zone and recommended approval with one condition on covenant/easement recordation. The Applicant did not object to the condition. It should be imposed to ensure necessary restrictions are retained following property transfer. The Department Recommendation is incorporated.

SECTION II. CONCLUSIONS OF LAW

1. The Hearing Examiner has jurisdiction over preliminary plat decisions. 8 Criteria used for determining whether an application should be approved include an assessment of the public use and interest. That assessment is largely based on infrastructure adequacy, including the road system, utilities, and basic services to support the plat.

The Hearing Examiner shall inquire into the public use and interest proposed to be served by the establishment of the subdivision and dedication. The Hearing Examiner shall consider all relevant facts to determine whether the public interest will be served by the subdivision and dedication, and if it finds that the proposed plat makes appropriate provision for the public health, safety and general welfare and for open spaces, drainage ways, streets, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, fire protection facilities, parks, playgrounds, sites for school and schoolgrounds, sidewalks and other planning features that assure safe walking conditions for students who walk to and from school, is designed to maximize the retention of existing trees, and that the public use and interest will be served by the platting of subdivision, then it shall be approved. ... ⁹

- 2. Similar considerations are at SMC 23.22.052, which provides for "dedication of drainage ways, streets, alleys, pedestrian access and circulation, easements, slope rights, parks and other public open spaces ... as may be required to protect the public health, safety and welfare." The plat addresses these considerations. There is adequate provision for drainage, streets, safe walking conditions, open space and tree retention, and pedestrian access and circulation (including through the frontage improvements). Easements for common usage and maintenance are provided. Light, air, and usable open space between the structures is provided. Private easements for access and utilities adequately support the plat.
 - 3. Unit lot subdivisions must also meet specific requirements.

⁸ Chapters 23.76 and 23.22 SMC.

⁹ SMC 23.22.054(A).

¹⁰ SMC 23.22.052(A).

The provisions of this Section 23.22.062 apply exclusively to the unit subdivision of land for residential development....

... The development as a whole shall meet development standards applicable at the time the permit application is vested. As a result of the subdivision, development on individual unit lots may be nonconforming as to some or all of the development standards based on analysis of the individual unit lot, except that any private usable open space or private amenity area for each dwelling unit shall be provided on the same unit lot as the dwelling unit it serves.

Subsequent platting actions, additions or modifications to the structure(s) may not create or increase any nonconformity of the parent lot.

Access easements and joint use and maintenance agreements shall be executed for use of common garage or parking areas, common open space (such as common courtyard open spaces for cottage housing), and other similar features, as recorded with the King County Recorder. For common parking areas and garages, access easements and joint use and maintenance agreements shall include the right to use any required electric vehicle charging infrastructure and the terms of use.

Within the parent lot, required parking for a dwelling unit may be provided on a different unit lot than the lot with the dwelling unit, as long as the right to use that parking is formalized by an easement on the plat, as recorded with the King County Recorder.

The fact that the unit lot is not a separate buildable lot and that additional development of the individual unit lots may be limited as a result of the application of development standards to the parent lot shall be noted on the plat, as recorded with the King County Recorder.¹¹

These requirements are met. The unit lot subdivision will meet the development standards applicable to the parent lot. Parking is provided. Easements and private, usable open space are provided, and the required disclosures and joint use and maintenance agreement are provided on the plat face.

- **4.** The plat makes appropriate provision for open spaces, drainage ways, streets, transit stops, potable water, sanitary wastes, fire protection facilities, parks and playgrounds, and sidewalks that assure safe walking conditions for students who walk to and from school. The plat makes appropriate provisions for public health, safety, and general welfare.
- **5.** The plat will promote individual ownership of the units, which will be constructed in a configuration compatible with the surrounding neighborhood. As conditioned, the plat will serve the public use and interest.

¹¹ SMC 23.22.062(A-F).

SECTION III. DECISION

The preliminary subdivision is **APPROVED** subject to this condition:

Prior to Final Plat Approval:

1. The approved Declaration of Covenants, Conditions, Restrictions and Easements shall be recorded at King County and the recording number provided on the final plat documents.

Entered November 22, 2022.

Susan Drummond

Deputy Hearing Examiner

Concerning Further Review

NOTE: It is the responsibility of the person seeking to appeal a Hearing Examiner decision to consult Code sections and other appropriate sources, to determine applicable rights and responsibilities.

The Hearing Examiner's decision in this case is the final decision for the City of Seattle. In accordance with RCW 36.70C.040, a request for judicial review of the decision must be commenced within twenty-one (21) days of the decision issuance date unless a motion for reconsideration is filed, in which case a request for judicial review of the decision must be commenced within twenty-one (21) days of the date the order on the motion for reconsideration is issued.

The person seeking review must arrange for and initially pay for preparing a verbatim transcript of the hearing. Instructions for preparation of the transcript are available from the Office of Hearing Examiner. Please direct all mail to: PO Box 94729, Seattle, Washington 98124-4729. Office address: 700 Fifth Avenue, Suite 4000. Telephone: (206) 684-0521.

BEFORE THE HEARING EXAMINER CITY OF SEATTLE

CERTIFICATE OF SERVICE

I certify under penalty of perjury under the laws of the State of Washington that on this date I sent true and correct copies of the attached <u>FINDINGS AND DECISION</u> to each person listed below, or on the attached mailing list, in the matter of <u>JAIME YENGEL</u> Hearing Examiner File: <u>MUP-22-009 (SD)</u> manner indicated.

Party	Method of Service
Applicant	U.S. First Class Mail, postage prepaid
Jamie Yengel yengel@cone-arch.com	☐ Inter-office Mail ☐ E-mail ☐ Fax ☐ Hand Delivery ☐ Legal Messenger
Department	U.S. First Class Mail, postage prepaid
SDCI	Inter-office Mail
0 0 1	E-mail
Sean Conrad	Fax
sean.conrad@seattle.gov	Hand Delivery Legal Messenger
Nathan Torgelson	Legai Wesseligei
Nathan.Torgelson@seattle.gov	
Ketil Freeman	
Ketil.Freeman@seattle.gov	
Roger Wynne Roger.Wynne@seattle.gov	
Janet Oslund	
Janet.Oslund@seattle.gov	
SCI_LUIB@seattle.gov	
SCI_Routing_Coordinator@seattle.gov	
Mailing	U.S. First Class Mail, postage prepaid
	Inter-office Mail
Geri Pingul	E-mail
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annette.pearson@seattle.gov;	
SEPA.reviewteam@doh.wa.gov;	
SEPA@pscleanair.org;	
McCollD@wsdot.wa.gov;	
bpfeiffer@kingcounty.gov;	
Jim.Ishimaru@kingcounty.gov;	
lpa.team@kingcounty.gov;	
glen.stamant@muckleshoot.nsn.us;	
fisheries2@muckleshoot.nsn.us;	
fisheriescontact@muckleshoot.nsn.us;	
Jae.butler@muckleshoot.nsn.us;	
Ktsang@muckelshoot.nsn.us;	
toddgray@tulaliptribes-nsn.gov;	
preservationdept@duwamishtribe.org;	
KCWTD otheragencyplanning@kingcounty.gov	
dmoehring@consultant.com;	
separegister@ecy.wa.gov;	
NA '1'	
Mailing	U.S. First Class Mail, postage prepaid
DUDI IC DEVIEW DOCUMENTO	☐ Inter-office Mail
PUBLIC REVIEW DOCUMENTS*	E-mail
QUICK INFORMATION CENTER	Fax
SEATTLE PUBLIC LIBRARY	Hand Delivery
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- Canal	
Mailing	U.S. First Class Mail, postage prepaid
	Inter-office Mail
Tan Nguyen	E-mail
2540 29 th Ave. S. #11	Fax
Seattle, WA 98144	Hand Delivery
	Legal Messenger
SUQUAMISH TRIBE*	
PO BOX 498	
SUQUAMISH, WA 98392	

Dated: November 22, 2022

/s/ Angela Oberhansly
Angela Oberhansly
Legal Assistant



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Appt 02930, Version: 1

Appointment of Mina Hashemi as Director of the Office of Intergovernmental Relations.

The Appointment Packet is provided as an attachment.

City of Seattle



Director

Office of Intergovernmental Relations

Confirmation Packet July 24, 2024

Mina Hashemi



July 24, 2024

The Honorable Sara Nelson President, Seattle City Council Seattle City Hall, 2nd Floor Seattle, WA 98104

Dear Council President Nelson:

I am pleased to transmit to the City Council the following confirmation packet for my appointment of Mina Hashemi as Director of the Office of Intergovernmental Relations.

The materials in this packet are divided into two sections:

1. Mina Hashemi

This section contains Ms. Hashemi's appointment and oath of office forms, resume, and the press release announcing her selection.

2. **Background Check**

This section contains the report on Ms. Hashemi's background check.

The Office of Intergovernmental Relations (OIR) serves as a bridge connecting Seattle with other jurisdictions, including regional, state, federal, Tribal, and international governments. Our City's success depends heavily on collaboration with other governments around us. By maintaining strong relationships, we can more effectively address shared challenges and ensure that our voice is heard at all levels. Ms. Hashemi, as a proven leader in intergovernmental affairs, is the right person to guide OIR toward success.

Ms. Hashemi has worked closely with governmental partners at a variety of levels and has a strong reputation as a collaborative problem solver. She joined the City in May after several years at King County, where she served as the Director of Strategic Partnerships for Executive Dow Constantine. In this role, she was a key member of Executive Constantine's leadership team and led high-priority government relations projects for the County. Prior, she served as the liaison between the Executive and King County Council, successfully building relationships between both branches. On top of her notable career at the County, she previously served as the Executive Director of the Washington State House Democratic Campaign Committee, where she fostered close relationships with members of the Seattle delegation and other legislators across the state. In all of her experiences, she has demonstrated a strong ability to think strategically and work collaboratively to accomplish policy goals.

Since joining the department in May, Ms. Hashemi has actively engaged with other governmental partners with an eye toward strengthening the City's relationships. I have been impressed by her interest in reaching consensus while taking into account a diversity of viewpoints and stakeholders. She is also prepared to advance the City's legislative priorities, including by improving the efficacy of the State Legislative Agenda for the upcoming legislative session. I understand that she has already engaged with each of your offices to understand your priorities to ensure your perspectives are well represented. In addition, she is already well respected by her OIR staff, who enthusiastically support her becoming the next OIR Director.

The Honorable Sara Nelson Mina Hashemi Confirmation Letter July 24, 2024 Page 2 of 2

Before sending Ms. Hashemi's nomination to you today, my office consulted with stakeholders, including staff at the Office of Intergovernmental Relations, state legislators, County employees, Tribal government affairs representatives, labor representatives, and members of the business community. These stakeholders fully supported Ms. Hashemi's nomination and collectively expressed that she is the ideal person for this role. Her strong leadership skills, close ties with key governmental partners, proven dedication to public service, and enthusiastic support from stakeholders informed my decision to advance Ms. Hashemi's nomination for your consideration. Following the thoughtful review process by Council President Nelson's Governance, Accountability, and Economic Development Committee, I trust that you will agree that Ms. Hashemi has tenacity and brings the right blend of interpersonal and critical thinking skills.

If you have any questions about the attached materials or need additional information, Deputy Mayor Greg Wong would welcome hearing from you. I appreciate your consideration.

Sincerely,

Bruce A. Harrell Mayor of Seattle

ruce Q. Hanell

SECTION

Α



July 8, 2024

Mina Hashemi Seattle, WA Transmitted via e-mail

Dear Mina,

It gives me great pleasure to appoint you to the position of Director of the Office of Intergovernmental Relations at an annual salary of \$181,050.

Your appointment as Director is subject to City Council confirmation; therefore, you will need to attend the Council's confirmation hearings. Once confirmed by the City Council, you serve at the pleasure of the Mayor.

Your contingent offer letter provided employment information related to the terms of your employment, benefits, vacation, holiday and sick leave.

I look forward to working with you in your role as Director and wish you success. We have much work ahead of us, and I am confident that the Office will thrive under your leadership.

Sincerely,

Bruce A. Harrell Mayor of Seattle

cc: Seattle Department of Human Resources file

Bruce Q. Hanell



City of Seattle Department Head Notice of Appointment

Appointee Name:			
Mina Hashemi			
City Department Name:		Position Title:	
Office of Intergovernmental Relations		Director	
	City Council Confi	mation required?	
Appointment <i>OR</i> Reappointment	∑ Yes		
	☐ No		
Appointing Authority:	Term of Position:	*	
City Council	Council Confirmation		
Mayor	to		
Other: Fill in appointing authority	Mayor's Discretion		
		a torm of a useget position	
Background: Ms. Hashemi has worked closely w		g term of a vacant position	
,		•	
has a strong reputation as a collaborative problem solver. She joined the City in May after several years at King County, where she served as the Director of Strategic Partnerships for Executive Dow			
Constantine. In this role, she was a key member of Executive Constantine's leadership team and led			
high-priority government relations projects for the County. Prior, she served as the liaison between			
the Executive and King County Council, successf	•		
top of her notable career at the County, she pre	viously served as t	he Executive Director of the	
Washington State House Democratic Campaign	Committee, where	she fostered close relationships	
with members of the Seattle delegation and oth	er legislators acros	ss the state. In all of her	
experiences, she has demonstrated a strong abi	lity to think strateg	gically and work collaboratively to	
accomplish policy goals.			
Authorising Cignoture	Annainting Cian		
Authorizing Signature:	Appointing Sign Bruce A. Harrell	atory:	
Q A II n(I)			
Bruce Q. Hanell	Mayor of Seattle	1	
Date Signed: July 24, 2024			

^{*}Term begin and end date is fixed and tied to the position and not the appointment date.



CITY OF SEATTLE • STATE OF WASHINGTON OATH OF OFFICE

County of King

I, Mina Hashemi, swear or affirm that I possess all of the qualifications prescribed in the Seattle City Charter and the Seattle Municipal Code for the position of Director of the Office of Intergovernmental Relations; that I will support the Constitution of the United States, the Constitution of the State of Washington, and the Charter and Ordinances of The City of Seattle; and that I will faithfully conduct myself as Director of the Office of Intergovernmental Relations.

	Mina Hashemi		
Subscribed and sworn to before me			
this, day of, 2024.		[Seal]	
Scheereen Dedman, City Clerk			

MINA HASHEMI

http://www.linkedin.com/in/hashemi-mina

Summary

- Proven problem solver and transformational leader with demonstrated success writing and executing strategic plans, directing government and external relations, influencing policy, fostering diversity, equity and inclusion, and building effective teams.
- Exceptionally skilled in high-level decision-making and analysis, executive presentations and briefings, relationship building, interpersonal communication, and group development.
- Extensive record of success in Director-level roles and experience working with government, political campaigns, and non-profit organizations.

Recent Professional Experience

Office of King County Executive Dow Constantine, King County, WA

Director of Strategic Partnerships, July 2023 - Present

Fulfill a critical role on the Executive's leadership team leading government relations for high priority projects and public and private partnerships. Manage regional and municipal government and external relationships, programs, and staff to drive the strategic direction of all external affairs and projects. Develop and advise on state and local legislative strategy for the county's priority issues and projects related to housing, climate, infrastructure, equity, and more. Create and deliver business cases to show value of new partnerships and influence public policy and develop strategic and operational plans to engage in intersectional issues lead by government, private, and community partners. Provide strategic direction to leadership of 10+ agencies and offices across the government, serving over 2.25 million residents of King County.

Director of Council Relations, January 2022-July 2023

Lead government relations with the King County Council on behalf of the Executive branch. Directed legislative strategy on priority issues under the county's jurisdiction including budgets, public safety, transit, homelessness, human services, public health, and more. Implemented and advised on legislative strategy for passage of the \$16.2 billion biennial budget and property tax levies, including the Doors Open Cultural Access and Crisis Cares Center levies, and creation of new Office of Economic Opportunity and Creative Economy and the Office of Climate. Provided strategic direction to leadership of 10+ agencies and offices across county government and managed coordination of all legislative activities.

Community Engagement and Co-Creation Program Manager, Office of Equity, Racial and Social Justice, April 2021-January 2022

Worked closely with King County's first Chief Equity and Inclusion Officer to develop new programs and special projects related to the declaration of Racism as a Public Health Crisis in King County, WA, established with one-time federal funding. Lead the vision, strategy, and execution of new Community Engagement and Co-Creation team and program tasked with ensuring that community engagement across the Executive Branch of government incorporates pro-equity and anti-racist principles.

House Democratic Campaign Committee, Seattle, WA

Executive Director, September 2017 – April 2021

Directed the largest legislative campaign operation in Washington state. Wrote and implemented strategic plan, which ensured protection of 57 Democratic legislative seats and crafted the successful 2020 and 2018 campaign strategies which flipped eight Republican held seats and elected the most diverse House Democratic Caucus in

Washington's history. Worked closely with the Speaker of the House and Executive Board and built key relationships with House members, federal, state, and local elected officials, labor unions, Tribes, advocacy groups, donors, and other important constituencies. Recruited and trained a team of direct employees and candidates across Washington to run for office.

Deputy Director, March 2015 – December 2016

Served as an internal general consultant to House candidates: set up operations, hired staff, advised on policy, messaging, and paid communications. Conducted media and candidate and staff trainings. Managed the \$6M fundraising program to guarantee budget goals were met, resulting in record-breaking spending. Identified, cultivated, and stewarded major individual donors, annual corporate and tribal donors. Managed all organizational operations.

Director of Development and Operations, September 2013 - March 2015 **Finance Director**, January 2010 - November 2012

Friends of Dow Constantine, Political Director, January – August 2017

Strengthened and grew the incumbent King County Executive's political network by cultivating relationships with key allies, elected officials, labor unions, and a diverse range of constituents. Expanded the Executive's digital footprint with development of an online campaign plan, quadrupling the campaign's email subscribers, and re-launching the campaign website and branding guide. Wrote and executed 2017 re-election campaign plan: secured key endorsements, analyzed data regarding the electoral, political, and demographic landscapes of the electorate, represented the Executive at community events, and monitored progress toward goals and addressed challenges.

Additional Experience

Assistant Director of Corporate Relations, Michael G. Foster School of Business, University of Washington, November 2012 – September 2013

King County Community Organizer, Washington Conservation Voters, November 2008 – December 2009 Outreach Director, Fuse Washington, January – October 2008

Campaign Manager, Gael Tarleton for Port Commissioner, April – November 2007 Lobbying Assistant, Sharon Case, Government Relations, 2007 Legislative Session

Field Organizer and Volunteer Coordinator, Darcy Burner for Congress, April - November 2006

Volunteer Service

National Women's Political Caucus of Washington, Candidate Trainer, March 2016-Present Seattle City of Literature, Board Member & Treasurer, February 2021-August 2023 the Service Board, Board Member & Secretary (2017), March 2016-March 2019 College Success Foundation, Hometown Mentor, September 2014-August 2016

Education

Bachelor of Arts in Political Science, Minor in Art History, University of Washington, Seattle, WA



Press Release

For Immediate Release

Contact Information

Callie Craighead callie.craighead seattle.gov

Mayor Harrell Announces Additions and Changes to Cabinet and Office Staff

Seattle – Today, Mayor Bruce Harrell announced additions and changes to his Cabinet and Mayor's Office staff:

Natalie Walton-Anderson will join Mayor Harrell's staff on June 5, 2024 as the Director of Public Safety. She fills the position previously held by Kerry Keefe who moved to a role with the police department to work on matters related to women in policing and criminal case investigations.

Julie Dingley will step away from her position as Director of the City Budget Office on May 17, 2024. The Mayor's Director of Policy **Dan Eder** will fill the role of interim CBO Director until a search for the next permanent director is launched.

Mayor Harrell will appoint **Mina Hashemi** to serve as the interim Director of the Office of Intergovernmental Relations, taking the role of former Director Gael Tarleton who retired earlier this year. Director Hashemi's first day at the City of Seattle is today, Wednesday, May 8.

Mayor Harrell will nominate **Jamie Carnell** as permanent Director of City Finance.

Aisha Foster will serve as Executive Director of Human Resources for the Mayor's Office.

Callie Craighead will serve as Press Secretary under the Communications Director for the Mayor's Office.

"My administration is a learning organization that always seeks to grow, improve, and elevate talent to help us reach our goals. I am confident these new and empowered members of our staff will help us advance our mission to build a safe, healthy, and sustainable Seattle," said Mayor Harrell. "I'm excited to work with this set of leaders to continue driving progress – creating a safe city through urgency and comprehensive solutions to issues like crime and fentanyl; investing in a stronger, more effective budget for our residents; and building a model for a collaborative government with our local, county, state, and federal partners."

Mayor Harrell continued, "I want to express my sincere and heartfelt gratitude to Director Dingley, who since Day One of my administration has been an essential member of our team and who we can thank for giving us the tools and approach needed to address forecasted deficits and build a solid financial future. I also want to thank Deputy OIR Director Sierra Howlett-Browne for her leadership and strong example as acting director over the last several months and look forward to her continued partnership in the years to come."

"I look forward to serving with Mayor Harrell to deliver on our shared mission to create a safe Seattle for every resident," **said Natalie Walton-Anderson**. "We know true safety requires holistic, multi-faceted solutions, and, in this role, I'm excited to build on longstanding relationships with law enforcement, social service providers, public health leaders, and more to create partnerships, strategies, and programs that keep neighbors and communities safe."

"Serving as CBO Director over the last two and a half years has been an honor as we've worked to produce effective, balanced budgets in the face of significant general fund deficits, implement biennial budgeting, and restore relationships based in trust and collaboration with the City Council. CBO remains a critical steward of taxpayer dollars, providing invaluable institutional knowledge across administrations, and has an impressive bench of thoughtful, dedicated, and resourceful public servants," said CBO Director Julie Dingley. "Despite this progress, the last six years with CBO and two and a half years as its Director have been extremely demanding, and after working to transform the City's fiscal policies and budgeting practices to promote a more sustainable and accountable budget process, now is the right time to step away so I can focus on my family and my next chapter. I know the City is in good hands, and I'm incredibly grateful to Mayor Harrell, my colleagues in the City Budget Office, my fellow Directors, and every City employee who worked with us to craft budgets that reflect our values."

"The City faces serious budget challenges in the coming years, but also significant opportunities to improve how we invest to serve our residents," **said Director of Policy Dan Eder**. "I look forward to drawing on my 16 years of experience helping craft City budgets to address these challenges, ensure the City is on a sustainable fiscal trajectory, and invest in the priorities and essential services of the people of Seattle."

"It's an honor to be chosen to lead the Office of Intergovernmental Relations and an incredible team of dedicated public servants," **said Interim Director of the Office of Intergovernmental Relations Mina Hashemi.** "I'm looking forward to further strengthening the City's relationships as together we work to build a thriving, innovative, and equitable Seattle we are all proud to call home."

"I've known Mina for more than 15 years and have deep admiration for her career experience and dedicated public service," said Gael Tarleton, former state representative and OIR Director from January, 2022 to March, 2024. "Mina brings to this office invaluable perspective on and first-hand knowledge of the City's relationships with our government partners. She knows how to create an environment where diverse voices come together to address critical public policy challenges. And she understands how to navigate the competing pressures our elected leaders face. Mina will be a strong director for the intergovernmental relations office."

About



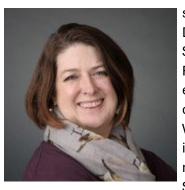
Natalie Walton-Anderson is an experienced public safety leader, who has worked to address complex safety issues in Seattle and Washington state for nearly 30 years. As a former Assistant United States Attorney for the Western District of Washington Criminal Division, Senior Deputy Prosecuting Attorney for the King County Prosecuting Attorney's Office Criminal Division, and Criminal Division Chief for the Seattle City Attorney's Office, she is a champion for keeping people safe, including supporting survivors and victims of crimes such as domestic violence and sexual assault, holding offenders accountable, and designing and implementing diversion strategies and programs like LEAD and Mental Health Court.



Dan Eder currently serves as the Director of Policy for Mayor Bruce Harrell, where he is responsible for researching, analyzing, and evaluating policy proposals related to Mayor's Office priorities. Eder brings decades of local government leadership experience and expertise to the role. He was the Interim and Deputy Director of Seattle City Council Central Staff, where he specialized in budget and fiscal issues, after rising through the ranks as an analyst, and before that worked as a project manager for Sound Transit. Eder has a Master of Public Administration from the University of Washington Evans School and a Bachelor of Arts from Swarthmore College.



Mina Hashemi most recently served as the Director of Strategic Partnerships in the Office of King County Executive Dow Constantine. In that role, she lead government relations for high priority projects and forging impactful partnerships across the public, private, and community sectors for one of the nation's largest counties. In her role, she also helped oversee the passage of the \$16.2 billion biennial budget and critical levies including the Crisis Cares Center and Conservation Futures levies. Prior to joining King County, she served as Executive Director of the House Democratic Campaign Committee, where she crafted the successful 2018 and 2020 campaign strategies that added seven seats to Democratic control and elected the most diverse House Democratic Caucus in state history. Growing up in a small town in Southwest Washington, Mina graduated from the University of Washington where she earned her degree in Political Science and Art History.



Jamie Carnell is the City of Seattle Interim City Finance Director, Jamie Carnell, has worked for the City of Seattle since 1994. Prior to becoming the Interim City Finance Director, Jamie served as Director of the City's Business Systems Division and Deputy Director to former City Finance Director, Glen Lee. Jamie has overseen several enterprise financial system implementations for the City of Seattle as well as across other multiple jurisdictions in Western Washington. Jamie has an extensive background in information technology, communications, and project management. Jamie received her Bachelor of Arts from Seattle Pacific University.



Aisha Foster, a proud native of Seattle, brings nearly three decades of expertise in Human Resources to the forefront, contributing to citywide HR initiatives and demonstrating a proven record of executive-level recruitment. Since joining Mayor Harrell's administration, Aisha has consistently made significant contributions and earned recognition as a problem solver with the keen ability to navigate complex challenges with precision, dedication, and a commitment to positive change.



Callie Craighead is responsible for working with journalists, members of the media, and community stakeholders to ensure Mayor Harrell's policies and goals are communicated efficiently and effectively. Callie joined Mayor Harrell's communications team in 2022 from the nonprofit sector where she developed strategic media plans about global health efforts to expand vaccine access. She previously worked at the Seattle P-I and reported on local politics, transportation, and real estate, and her writing has also appeared in Seattle magazine. Craighead has a Bachelor of Arts from Seattle University and completed a media and journalism fellowship at the Poynter Institute.

SECTION

В



Memo

Date: April 10, 2024

To: Pam Inch – Senior Executive Recruiter

From: Annie Nguyen – Seattle Human Resources

Subject: Background check for Amina Hashemi

The Seattle Department of Human Resources has received a copy of **Amina Hashemi's** background check provided by Global Screening Solutions. There were no findings that would impact their employment eligibility.

Cc: Personnel File

Questions for OIR Director Confirmation

Leadership/Management

1. Your background demonstrates a strong commitment to developing relationships with governmental partners and collaborative problem solving. How do you think that experience and background is going to shape your approach to the way the Office of Intergovernmental Relations approaches its work, especially when it comes to working with both parties in Olympia?

I strongly believe the City is most effective over the long term when we have strong, collaborative relationships with partners at all levels of government. This can take many forms, but it's essential the City always have a seat at the table and that we participate meaningfully and effectively. For my team, that means arriving prepared and actively listening, maintaining open two-way communication, offering transparency, and showing respect and understanding for the intricacies of our partner's unique governments and politics.

I've had the opportunity to directly serve elected officials at the state, regional, and local government level. In each role, I've demonstrated my ability to forge relationships with people from diverse regions, backgrounds, and ideologies. In my role with the State House Democrats, I worked closely and effectively with experienced members of House leadership as well as freshmen, members from the most urban district in Seattle to the most rural areas of Clallam County, and members who identify as progressives as well as members who identify as moderates. In my role as Council Relations Director at King County, I worked with Democrats and Republicans on the Council to find consensus on extremely important, sometimes contentious, issues including public safety, budgets and revenue, and housing. These examples illustrate my commitment to collaboration and finding consensus to solve problems and achieve meaningful results for the public.

On some issues, OIR faces the challenge of providing our best advice to elected officials with regards to maintaining positive relationships with other governments, while also keeping the interests of Seattle residents at the forefront of our work. It is a delicate balance that emphasizes why we must always be cultivating and stewarding our relationships with government partners.

2. How do you frame the role of the City's State Legislative Agenda in advancing the City's legislative priorities and what are your ideas for improving the efficacy of this tool?

The City's State Legislative Agenda is one of the key components of the City's overall legislative strategy. The written agenda provides a guiding document and reminder to

legislators, especially our Seattle delegation, of the City's policy priorities and positions. To be truly effective, the City should also be well represented on the ground in Olympia by a team of both in-house and contract lobbyists who meet with legislators to advocate for the City, provide testimony, and engage with other local governments to promote shared priorities.

Legislative sessions are fast, legislators and staff are extremely busy, and so to be effective it's crucial our written agenda be something they can easily absorb and carry. As such, as OIR has met with Council offices to discuss the legislative agenda, we've expressed a strong interest and found mutual alignment in scaling the City's Legislative Agenda back to a two to three-page document. It will be a challenge to reflect all the shared priorities of the Executive, the Council, and the departments in a shorter document, but I'm confident our team has the skill to effectively capture and communicate what they've heard and work with all parties to find alignment.

3. In the first few months on the job, what have you learned to be the biggest challenges and opportunities for the Office of Intergovernmental Relations?

As with many other governments in Washington, the City is facing a serious budget crisis. At the City, OIR plays a crucial role in finding both funding and policy solutions to address this crisis. Our role, and what I see as our biggest opportunity, is to ensure we are securing federal, state, and local resources to address funding challenges. To aid these efforts, I intend to lead my team by working closely with City departments and regional governments and funding agencies, as well as providing assistance and support, and encouraging and maintaining positive relationships with our federal delegation, King County, and the suburban cities that surround Seattle.

I pride myself in being a creative problem solver, so I look for opportunity in every challenge. Over the past four months, I've been deeply invested in identifying funding sources, crafting strategy to secure funding, and improving processes to ensure OIR is properly situated to advocate for the City at every level of government. This includes frequent funding discussions with our federal lobbying team in Washington, DC, participation in intergovernmental groups and task forces to coordinate and strengthen funding requests at the state and local level, looking for opportunities to organize tours of city projects with state and federal elected officials, and more detailed internal tracking systems.

4. Councilmembers serve on several regional committees, such as the Board of Health, King County Regional Homelessness Authority, Sound Transit, the Puget Sound Regional Council and its subcommittees, etc. Do you have any ideas for

strengthening efforts to ensure Councilmembers' participation best helps achieve the City of Seattle's policy goals?

The City is most effective over the long term when we are regular and collaborative participants in regional conversations. Many new councilmembers have made a strong effort to attend their regional committees, including frequently attending hybrid meetings in person. Regular participation helps our members develop relationships with regional elected officials and demonstrates our respect for the work that is done in these committees and boards. This respect and understanding helps us when we have positions that we need to advocate for. I am grateful for the Council's participation in regional committees, and under my leadership, OIR will seek more opportunities to work with councilmembers ahead of high-need votes for the City, to strategize and advocate among your fellow committee members, potentially in the form of member to member asks.

I have appreciated how our new Council has also made an effort to be available for briefings and preparation from OIR and our departmental policy experts. This is helpful in allowing our committee representatives to get up to speed on issues that can be long running and technical and giving us time to sync up on strategy. Advanced preparation puts our members in the best position to advocate effectively during complex negotiations with other government leaders.

5. Are there any missing components or unexplored options in the City's current approach to working with governmental partners and/or advancing legislative actions that you believe should be addressed? If so, please describe here these issues and your ideas or suggestions for change.

While I'm very proud of the work our team is currently doing, as referenced in my responses to questions 2 and 4, I do think there is room for more engagement and effective communication with government partners. The Executive and Council together have ambitious agendas to achieve. A coordinated approach, working with all areas of government and our governmental partners, will be necessary to solve some of the tough problems we are facing today.

During my short time at the City, OIR is engaging more with State legislators and Federal delegation staff outside of legislative sessions, seeking opportunities to brief them on ongoing projects, organizing project tours, developing a more concise State Legislative Agenda, and coordinating with councilmembers to advocate for the City's needs with the Association of Washington Cities. The Council is amongst the most powerful voices the City has, and I have appreciated many councilmembers' willingness to advocate for major priorities when approached by OIR.

I'm committed to continuous improvement and hope councilmembers will feel welcome to share their ideas and feedback with me directly.

Council Relations:

1. OIR is an Executive department and the OIR Director is appointed by the Mayor. How do you intend to balance being a member of the Mayor's Cabinet with the vital role of providing unbiased, complete, and timely information to all branches of City government?

As the Director of OIR, I'm committed to transparency and keeping all communication channels open. OIR staff take our unique role of reporting to both the Mayor and Council very seriously.

My experience working for an Executive, as well as a legislative body, and my experience here heading a department have well prepared me to understand and balance the diverse needs of each group. To illustrate this, I'd look to OIR's work as we approach the State legislative session. Over the summer, we've worked hard to solicit priorities, needs, and feedback from departments, the Council, and the Mayor, creating new systems and strategies for effectively managing the incoming information. As we work to understand and prioritize the list and create an effective document that is easy for legislators to absorb, we're committed to a transparent, well-balanced process with no surprises for interested parties at the City. This includes timely two-way engagement with internal and external partners.

Our team plans to offer weekly check-ins with offices during the legislative session and to provide weekly briefings to the Council and the public. Our individual check-ins ensure we have a solid understanding of each councilmember's priorities and an opportunity to update you on arising issues with your policy priorities, making the City as a whole more effective in Olympia. Our Council briefings also provide a wonderful opportunity to share information about the City's work in Olympia with the public, and for City departments to track policy debates in real time.

2. How would you resolve a situation where there was a disagreement between the Executive and the Council? How would you approach this situation?

Seattle is a diverse city, and our residents hold a variety of views, needs, lived experience, and access to government. As such, elected officials and constituents alike hold differing viewpoints on policy and issues and an important part of the legislative process is to allow all viewpoints to be expressed and heard.

As the Director of OIR, I will respect the desire of every City elected official to express their personal and collective views. My team and I are always available to work together to prepare effective testimony and letters of support or opposition, either on behalf of an individual councilmember, the collective Council, or the City as a whole. Throughout OIR's history there are many examples of the Executive and councilmembers holding varying views from one another. We will continue to provide avenues for expression of those views.

The very nature of the legislative process is to understand where there is alignment and differences of view on policy issues. I'm committed to transparency and will make sure the Council and the Executive are aware of differences of view emerging with pieces of legislation and will work closely with the team at OIR to help legislators know when City policymakers are on the same page and where positions may diverge.

3. Do you have any suggestions for improving how the Council and Office of Intergovernmental Relations work together? How would you suggest more effectively responding to Council interests?

OIR strives to be extremely responsive to the Council and we're committed to frequent engagement with your offices. I think one of the key elements for working together is maintaining frequent and open lines of communication. This might take the form of regular check ins between OIR and Council offices but could also be more one-off topic specific meetings, or of course picking up the phone and calling one another. Each Council office is unique and has their own preferences and I welcome a custom approach based on your preferred style of engagement

Staff-level communication is helpful for maintaining these channels for information sharing. We can better provide strategic guidance when we have a deep understanding of Council goals and direction.

In my short time with the City, I've been encouraged by the receptiveness of Council offices to meeting with me and my team and grateful for my growing relationships with you and your teams. Hearing councilmembers' interests and passions directly in my meet and greets has been incredibly helpful, and our state team greatly appreciated and benefited from their meetings earlier this summer with your offices to hear about legislative session priorities. It is through this direct and frequent communication that OIR is best positioned to be your advocates and provide strategic feedback at every level of government that your offices engage with.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120827, Version: 2

CITY OF SEATTLE

ORDINANCE _	
COLINCII DILL	
COUNCIL BILL	

- AN ORDINANCE relating to music venue zones and their use; establishing rules for parking and loading at music venue zones; and adding new Sections 11.14.376, 11.23.425, and 11.72.255 to, and amending Sections 11.23.120, 11.23.440, 11.30.040, and 11.31.121 of, the Seattle Municipal Code.
- WHEREAS, live music is at the core of every great American city, offering opportunities for musicians to hone their craft and for audiences to learn about, listen to, and appreciate various forms of music; and
- WHEREAS, the City of Seattle is one of the most dynamic music cities in the world, having been home to numerous music icons, and having enjoyed a rich history that continues to innovate and inspire many; and
- WHEREAS, Seattle is acknowledged as a distinctive center for music, where a spirit of innovation continually renews a thriving music scene, and audiences who appreciate the talent of diverse musicians of all ages and music genres provide the foundation for this city's vibrant music culture; and
- WHEREAS, Seattle's music industry contributes to a healthy community and economy by directly creating jobs, and by supporting a wide variety of businesses that generate annual earnings, and sales and business and occupation tax revenues; and
- WHEREAS, there is an untapped potential to enhance music even more as an economic, educational, and recreational force in meeting our residents' and visitors' creative needs; and
- WHEREAS, a city rich with music venues of various sizes that support a wide variety of musicians offers residents and visitors increased opportunities to experience the power and pleasure of live music; and WHEREAS, these music venues enrich our community and serve as catalysts for economic development; and

- WHEREAS, the vitality and the culture of Seattle are greatly enhanced by our ability to attract and keep local live music venues and support performing musicians; and
- WHEREAS, in 2010, the Council established the Seattle Music Commission through Resolution 31173 and adopted the City of Music Vision Statement which has been carried out by the Seattle Music Commission since that time; and
- WHEREAS, in 2014, the Seattle Department of Transportation (SDOT) piloted advisory Musician Priority

 Load Zones to make it easier for musician load-in and load-out to occur at music venues in Seattle, and since that time SDOT and the Seattle Music Commission have identified the need to expand and improve upon that pilot program; and
- WHEREAS, musicians and their crews need to be able to load and unload their equipment and park near music venues in order to perform live music; and
- WHEREAS, music venue load zones, along with other pro-music policies, will help create a healthy business environment, leverage Seattle's competitive advantage in the music industry, and bolster economic development throughout the city; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Section 11.14.376 is added to the Seattle Municipal Code as follows:

11.14.376 Music venue

- A. "Music venue" means a premises or location that hosts or presents live music and charges a fee for admission on at least two separate days per week on a regular schedule at the premises or location. For purposes of this Section 11.14.376, "live music" means an active performance of music by an individual (or individuals) who, at the time of and during the performance, creates music or engages in an audible form of artistic expression, other than, or in addition to, any pre-recorded music, for an audience through the use or manipulation of voice, instruments, or electronic or computerized equipment or formats.
 - B. "Music venue zone" means a portion of the roadway along the curb designated by a sign or other

traffic control devices that is reserved for the exclusive use of parking, loading, or unloading of vehicles authorized for such use by a valid music venue zone permit.

C. "Music venue zone permit" means a permit issued by the Seattle Department of Transportation to music venues that allows vehicles to use the parking privileges authorized through the music venue zone permit as described in Section 11.23.425 with the intent to provide parking, loading, and unloading for musicians and supporting crews who are associated with live music events.

Section 2. Section 11.23.120 of the Seattle Municipal Code, last amended by Ordinance 125983, is amended as follows:

11.23.120 Truck and parking permit fees

The fees to be collected by the Seattle Department of Transportation for trucking and parking permits are as follows:

Type of Permit	Fee
Commercial Vehicle Load Zone:	\$250 per permit (annual)
Music Venue Zone	\$250 per permit
* * *	

Section 3. A new Section 11.23.425 is added to the Seattle Municipal Code as follows:

11.23.425 Music venue zone permit requirements and fees

The Director of Transportation or designee is authorized to administer a specific program to apply for and receive music venue zone permits and collect fees.

- A. Music venue zone permits shall only be issued to music venues that possess a valid City of Seattle business license.
- B. An applicant may obtain up to one nontransferable permit that may be used in up to three designated music venue zones.
 - C. Music venue zones shall be appropriately signed and/or marked.

- D. Music venue zone permits shall only be used in designated music venue zones.
- E. Each vehicle in a music venue zone permitted by the Seattle Department of Transportation (SDOT) shall display a valid permit or other identification issued by the Seattle Department of Transportation as part of the music venue zone permit program, in a manner determined by SDOT.
 - F. The sale, transfer, or purchase of a music venue zone permit is prohibited.
- G. Music venue zone permits shall be valid for one year. The Director of Transportation shall collect a fee for each permit issued to an applicant, to be deposited in the Transportation Fund.
- H. All music venue zone permits shall be of a temporary nature, shall vest no permanent right, and may in any case be revoked upon 30 calendar days' notice, or without notice if the Director determines that continuing to permit music venue zone locations is a safety risk.

Section 4. Section 11.23.440 of the Seattle Municipal Code, last amended by Ordinance 126732, is amended as follows:

11.23.440 Parking privileges

No person shall be granted a franchise, special privilege, or permit to the exclusion of any other person for parking vehicles on any roadway, except for the following uses:

A. Zones may be granted for <u>music venues</u>, taxicabs, official career consul vehicles, moving or loading, disabled persons, curb space parking including no parking zones, service parking, carpool parking, car share parking, food vehicles, vending units, or similar uses, or for any restricted parking zone program that may be developed. Establishment of a zone does not constitute a grant of franchise.

Section 5. Section 11.30.040 of the Seattle Municipal Code, last amended by Ordinance 126517, is amended as follows:

11.30.040 When a vehicle may be impounded without prior notice

A. A vehicle may be impounded with or without citation and without giving prior notice to its owner as required in Section 11.30.060 only under the following circumstances:

- 1. When the vehicle is impeding or is likely to impede the normal flow of vehicular or pedestrian traffic.
- 2. When the vehicle is illegally occupying a music venue zone, truck, commercial load zone, restricted parking zone, bus, loading, hooded-meter, taxi, street construction or maintenance, or other similar zone where, by order of the Director of Transportation or Chiefs of Police or Fire or their designees, parking is limited to designated classes of vehicles or is prohibited during certain hours, on designated days or at all times, if the zone has been established with signage for at least 24 hours giving notice that a vehicle will be removed if illegally parked in the zone and where such vehicle is interfering with the proper and intended use of such zones.
- 3. When a vehicle without a special license plate, card, or decal indicating that the vehicle is being used to transport a disabled person as defined under chapter 46.16A RCW, as now or hereafter amended, is parked in a stall or space clearly and conspicuously marked as provided in subsection 11.72.065.A, as now or hereafter amended, whether the space is provided on private property without charge or on public property.
 - 4. When the vehicle poses an immediate danger to the public safety.
 - 5. When a police officer has probable cause to believe that the vehicle is stolen.
- 6. When a police officer has probable cause to believe that the vehicle constitutes evidence of a crime or contains evidence of a crime, if impoundment is reasonably necessary in such instance to obtain or preserve such evidence.
- 7. When a vehicle is parked in a public right-of-way or on other publicly owned or controlled property and there are four or more parking infractions issued against the vehicle for each of which a person has failed to respond, failed to appear at a requested hearing, or failed to pay a parking infraction for at least 45

days from the date of the filing of the notice of infraction.

- 8. When the vehicle is a "junk motor vehicle" as defined in Section 11.14.268, and is parked on a street, alley, or way open to the public, or on municipal or other public property.
- 9. When the vehicle is impounded pursuant to subsection 11.30.105.A, but if the vehicle is a commercial vehicle and the driver is not the registered owner of the vehicle, then the police officer shall attempt in a reasonable and timely manner to contact the registered owner before impounding the vehicle and may release the vehicle to the registered owner if the registered owner is reasonably available, was not in the vehicle at the time it was stopped and the driver arrested, and has not received a prior release under this subsection 11.30.040.A.9 or subsection 11.30.120.C.2.
- 10. When a vehicle with an expired registration of more than 45 days is parked on a public street.
 - 11. When the vehicle is impounded pursuant to Section 12A.10.115 or RCW 9A.88.140.
 - 12. When the vehicle is impounded pursuant to RCW 46.55.360.
 - 13. When the vehicle is impounded pursuant to subsection 18.12.235.B.
- 14. Upon determining that a person restricted to use of only a motor vehicle equipped with a functioning ignition interlock device is operating a motor vehicle that is not equipped with such a device in violation of subsection 11.56.350.A.

* * *

Section 5. Section 11.31.121 of the Seattle Municipal Code, last amended by Ordinance 126892, is amended as follows:

11.31.121 Monetary penalties-Parking infractions

The base monetary penalty for violation of each of the numbered provisions of the Seattle Municipal Code listed in the following table is as shown, unless and until the penalty shown below for a particular parking infraction is modified by Local Rule of the Seattle Municipal Court adopted pursuant to the Infraction Rules for

Courts of Limited Jurisdiction ("IRLJ") or successor rules to the IRLJ:

Municipal Code Reference	Parking infraction short description	Base penalty amount
* * *		
11.72.250	PARK, MUNICIPAL PROPERTY	\$44
11.72.255	MUSIC VENUE ZONE	<u>\$47</u>

Section 6. A new Section 11.72.255 is added to the Seattle Municipal Code as follows:

11.72.255 Music venue zone

No person shall stop, stand, or park a vehicle other than a vehicle displaying a valid music venue zone permit in a music venue zone. It is a violation of this Section 11.72.255 if:

- A. The music venue zone permit is in an improper location within a vehicle. The music venue zone permit must be displayed in accordance with conditions of use;
 - B. The music venue zone permit is being used improperly;
- C. The music venue zone permit is used for stopping, standing, or parking in areas or zones not designated as music venue zones; or
- D. A music venue zone permit issued by the City is sold, transferred, or purchased and subsequently used in a music venue zone.
- Section 7. The Council directs the Seattle Department of Transportation to engage adjoining property owners and businesses when implementing Music Venue Zones in order to understand and balance other local curb use and access needs.
- Section 8. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

File #: CB 120827, Version: 2			
Passed by the City Council the	day of		, 2024, and signed by
me in open session in authentication of its p	passage this	day of	, 2024.
	President	of the City Co	ouncil
Approved returned unsigned /	vetoed this	day of	, 2024.
	_		
	Bruce A. Harr	rell, Mayor	
Filed by me this day of _		, 2024.	
	Scheereen De	dman, City Clerk	
(Seal)			

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Department of Transportation	Virginie Nadimi	Christie Parker

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to music venue zones and their use; establishing rules for parking and loading at music venue zones; and adding new Sections 11.14.376, 11.23.425, and 11.72.255 to, and amending Sections 11.23.120, 11.23.440, 11.30.040, and 11.31.121 of, the Seattle Municipal Code.

Summary and Background of the Legislation:

The Seattle Department of Transportation (SDOT), in partnership with the Office of Economic Development (OED), has worked with the Seattle Music Commission and other live music stakeholders to explore ways to improve parking access and loading for touring musicians and their crews at live music venues. In 2014, SDOT piloted advisory Musician Priority Load Zones to make it easier for musician load-in and load-out at music venues, and since that time SDOT and the Seattle Music Commission have identified the need to expand and improve upon that pilot. The piloted Musician Priority Load Zones do not allow for parking, they do not require payment, and they cannot be enforced. Musicians and their crews need to be able to reliably load and park near music venues to have their gear for performing live music. This legislation authorizes SDOT to administer a Music Venue Zone Permit program that allows SDOT to issue Music Venue Zone Permits to qualifying music venues. The permits will be used by touring musicians and their associated crews for parking and loading in designated music venue zones. As local music venues recover from the COVID-19 pandemic, music venue load zones will support Seattle's live music industry and ensure Seattle remains a world-class place to create and perform live music.

2. CAPITAL IMPROVI	EMENT PROG.	RAM			
Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☐ No					
3. SUMMARY OF FINA	ANCIAL IMPL	ICATIONS			
Does this legislation have financial impacts to the City? ☐ No ☐ No					
Expenditure Change (\$);	2024	2025 est.	2026 est.	2027 est.	2028 est.
General Fund	\$0	\$0	\$0	\$0	\$0
Expenditure Change (\$);	2024	2025 est.	2026 est.	2027 est.	2028 est.
Other Funds	\$30,621	\$0	\$0	\$0	\$0

Revenue Change (\$);	2024	2025 est.	2026 est.	2027 est.	2028 est.
General Fund	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)
Revenue Change (\$);	2024	2025 est.	2026 est.	2027 est.	2028 est.
Other Funds	\$8,250	\$8,250	\$8,250	\$8,250	\$8,250

Number of Positions	2024	2025 est.	2026 est.	2027 est.	2028 est.
Number of Fositions	0	0	0	0	0
Total ETE Change	2024	2025 est.	2026 est.	2027 est.	2028 est.
Total FTE Change	0	0	0	0	0

This legislation establishes \$250 annual Music Venue Zone Permit fees. As of spring 2024, there are 33 music venues that would qualify for a music venue zone permit. The \$8,250 revenue estimate assumes all 33 venues apply for a Music Venue Zone Permit in 2024. Currently, some music venues apply for and are issued temporary no parking (TNP) permits that are used to temporarily reserve parking areas for loading space. In 2023, SDOT issued 595 TNPs to 17 local music venues, resulting in approximately \$40,000 in revenue from TNPs. If these 17 local music venues are issued Music Venue Zone permits, then there would be a loss of approximately \$40,000 in annual revenue to the General Fund from TNPs. (Note: not all music venues are required to apply for a TNP permit.) Additionally, the 2023 TNP data indicates that some music venues in paid parking areas are not applying for TNPs to accommodate loading for all their live music performances. Outreach comments pointed to a general agreement that the TNP process is unwieldy for local venues' regular and ongoing needs for parking and loading for touring musicians' vehicles.

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This legislation adds, changes, or deletes appropriations.

Appropriations Notes:

This legislation does not propose to change SDOT appropriations amounts. The relatively minimal one-time estimated costs of \$30,621 will be absorbed by SDOT within its existing budget authority in the Transportation Fund Mobility Operations Budget Control Level.

As of spring 2024, there are 33 music venues that qualify for a music venue zone permit. If all venues are issued a music venue zone permit and have three music venue zone signs installed, SDOT's estimated one-time expenses would be \$30,621. These expenses include staff time for curbspace design, music venue zone sign production, and sign installation. Anticipated revenues from the music venue zones are anticipated to recover SDOT's one-time expenses over 3-4 years.

3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept	Revenue Source	2024 Revenue	
Transportation Fund 13000	SDOT	Music Venue Zone Permit Revenue	\$8,250	\$8,250
		TOTAL	\$8,250	\$8,250

Revenue/Reimbursement Notes: Assumes 33 permits issued annually at \$250 each.

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

This legislation imposes a \$47 penalty for infractions related to parking in music venue zones. At this time it is unknown how much, if any, revenue will be collected from related infractions.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

Please describe any financial costs or other impacts of not implementing the legislation.

If the legislation is not adopted, the 33 music venues that SDOT expects to apply for the proposed permit would continue to address loading and parking for touring musicians in the haphazard way that happens today. For some venues, that would mean spending extensive time applying for Temporary No Parking (TNP) permits on daily basis. The TNP permit system was designed and is intended for construction contractors needing long-term reservation of the public right-of-way. Through outreach to venues, staff have heard that applying for TNPs is a time intensive and cumbersome effort that does not meet their needs for daily, reliable access to the curb. As a result, many venues circumvent the TNP process and have their own process for reserving the curb (including traffic cones or sandwich board signs).

Overall, this legislation supports the economic health of music venues and the jobs that venues create. Outreach comments and those in SDOT's survey highlighted the enormous difficulty of parking and loading musicians' vehicles and how that impacts the economic and cultural health

of the venues, especially while they are still working to recover from the pandemic where they were the first to close and last to open. Music venues are also culturally important to Seattle – one of the main things that Seattle is known for is being a city of music.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

This legislation, will advance the Office of Economic Development's efforts to support Seattle's live music industry.

b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.

No.

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response, please consider impacts within City government (employees, internal programs) as well as in the broader community.

This legislation allows vehicle loading and parking for musicians and their crews performing live music at local music venues. Forty-two (42) percent of music venues eligible for a music venue zone are located in census tracts that fall within the highest and second highest Racial and Social Equity Priority Tracts according to the Seattle Racial and Social Equity Index. Designated music venue zone spaces are expected to reduce circling from musicians and their crews searching for parking. As a result, pollution from extra driving and circling in the area should also be reduced.

While SDOT and OED do not have a way of analytically assessing demographics of touring and local musicians, anecdotally music venues that would benefit from this permit regularly host musicians and performers who identify as BIPOC and as part of the LGBTQ community. Additionally, this legislation should improve working conditions for musicians and crews.

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.

SDOT research indicates that 42% of the current music venues are located in the highest and second highest Racial and Social Equity Priority Tracts according to the Seattle Racial and Social Equity Index. A RET was not completed.

iii. What is the Language Access Plan for any communications to the public?

SDOT will follow the department's standard practices to produce educational materials and permit rules.

d. Climate Change Implications

iv. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

This legislation could decrease carbon emissions from vehicles used by touring musicians and their crews by reducing circling while looking for parking. As part of the outreach process, staff heard that parking conditions around many venues is difficult and it is challenging to find available open space for touring vehicles, especially larger trailers or tour buses. Designated spaces at the venues will reduce circling, and thus pollution from extra driving.

v. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

Longer term, this permit program will provide SDOT and OED information about touring musician transportation needs, which could lead to consideration of programs to address or enhance more climate-friendly components of the permit. As of today, SDOT does not have any data about music venues and touring musician activity, so this program could help develop new programs if appropriate. This could include tracking the number of zones used at venues and using available funds for future surveys of usage and whether program modifications are needed.

e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

The goals of this permit program are to: improve the ability for musicians and their crews to load and park near music venues; address the unique curbside management needs near music venues; and coordinate with Seattle Police Parking Enforcement to enforce the new music venue zones. This legislation addresses these goals by providing reliable parking and loading space for musicians and their crews at music venues, thus improving musician loading and parking access. Additionally, this legislation allows Parking Enforcement Officers to enforce the new music venue zones, which would help ensure that the music venue zones are used appropriately and are readily available for musicians and their crews. Feedback from venues and

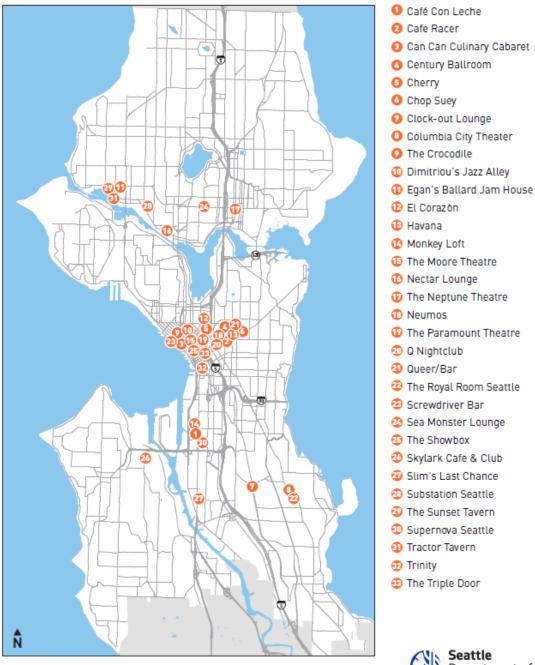
the number of permits issued will be tracked to measure the success of the permit program.

5. C	HECKLIST
	Is a public hearing required?
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required?
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6 A'	TTACHMENTS

Summary Attachments:

Summary Attachment A: Map of Music Venues Potentially Eligible for Music Venue Zone Permits, as of June 2024

Music Venues potentially eligible for Music Venue Zone permits, as of June 2024







SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120831, Version: 1

CITY OF SEATTLE

ORDINANCE	
COUNCIL BILL	

- AN ORDINANCE relating to the West Seattle Junction Parking and Business Improvement Area; modifying the boundaries; and amending Ordinance 113326, as previously amended by Ordinances 119539, 120570, 121758, 124528, and 125152.
- WHEREAS, in 1987, through Ordinance 113326, the City established the West Seattle Junction Parking and Business Improvement Area (PBIA), providing for the levy of special assessments upon businesses within the PBIA for the purpose of enhancing conditions for operation of those businesses; and
- WHEREAS, in 1999, through Ordinance 119539, the City increased the original assessment rates for the PBIA; and
- WHEREAS, in 2001, through Ordinance 120570, the City clarified the legislation to more accurately describe and implement the intent of the petitioners who requested that the City create the PBIA; and
- WHEREAS, in 2005, the City passed Ordinance 121758, increasing the established assessment rates for the PBIA; and
- WHEREAS, in 2014, the City passed Ordinance 124528, increasing the established assessment rates and amending the boundaries for the PBIA; and
- WHEREAS, in 2016, the City passed Ordinance 125152, increasing the established assessment rates for the PBIA; and
- WHEREAS, on June 14, 2024, the West Seattle Junction Association, which oversees the PBIA, proposed to expand the BIA boundaries in two specific areas within "Zone B" of the PBIA to reflect commercial development that has occurred in the neighborhood in recent years; and

- WHEREAS, the City has reviewed the modification area to ensure that it is in accordance with RCW 35.87A.075; and
- WHEREAS, pursuant to RCW 35.87A.075, the City Council on August 6, 2024 adopted Resolution 32141 titled "A RESOLUTION of intention to modify the boundaries for the West Seattle Junction Parking and Business Improvement Area and fix a date and place for a hearing thereon"; and
- WHEREAS, on September 12, 2024 or as soon thereafter as possible, in accordance with RCW 35.87A.075, the City Council held a public hearing regarding the proposed modification of the West Seattle Junction PBIA's "Zone B" boundaries; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 1 of Ordinance 113326, last amended by Ordinance 124528, is amended as follows: Section 1. District Established. As authorized by RCW Chapter 35.87A, there is hereby established a West Seattle Junction Parking and Business Improvement Area within the boundaries described below and as shown on the map attached as "Exhibit A". (When a street or alley is named, the area boundary is the centerline of the right-of-way). The District shall have two areas and a parking zone overlay as follows:

Zone A

- Beginning at the intersection of 44th Ave SW and SW Oregon St, proceed east along SW Oregon St to 42nd Ave SW
- Proceed south along 42nd Ave SW to SW Edmunds St
- Proceed west along SW Edmunds St to 44th Ave SW
- Proceed north along 44th Ave SW to SW Oregon St

((East: 42nd Avenue S.W. between the center of the right-of-way and S.W. Oregon extending two blocks to the center of the right-of-way on S.W. Edmunds, to the center right-of-way on 42nd Avenue S.W.

West: 44th Avenue S.W. between the center right-of-way on S.W. Oregon extending two blocks to the center of the right-of-way on S.W. Edmunds, to the center of the right-of-way on 44th Avenue S.W.

North: S.W. Oregon between the center right-of-way on 44th Avenue S.W. extending two short blocks to the center of the right-of-way on 42nd Avenue S.W., to the center of the right-of-way on S.W. Oregon. South: S.W. Edmunds between the center of the right-of-way on 44th Avenue S.W. extending two short blocks

to the center of the right-of-way on 42nd Avenue S.W., to the center right-of-way on S.W. Edmunds.))

Zone B

- Beginning at the intersection of Glenn Way SW and SW Oregon St, proceed east along SW Oregon St to the alley between 44th Ave SW and California Ave SW
- Proceed north along the alley inclusive of parcels on the east side of the alley with frontage on California Ave SW to SW Dakota St
- Proceed east along SW Dakota St to the alley between California Ave SW and 42nd Ave SW
- Proceed south along the alley to SW Genesee St inclusive of parcels on the west side of the alley with frontage on California Ave SW
- Proceed east along SW Genesee St to the alley between 42nd Ave SW and 41st Ave SW
- Proceed south along the alley to the north property line of parcel #1333100000
- Proceed east along the north property line of parcel #1333100000 to 41st Ave SW
- Proceed south on 41st Ave SW to the northwest corner of parcel #0952006850
- Continue east along the north property line of parcels #0952006850 and #0952006880 to 40th AV SW
- Proceed north on 40th Ave SW to the northwest corner parcel #7942040000 then proceed north and east

along the north property line of parcel #7942040000 to 39th Ave SW

- Continue north on 39th Ave SW to the north property line of parcel #0952007370 and proceed east along the north property line of parcel #0952007370 then proceed south along the east property line of parcel #0952007370
- Continue south crossing Fauntleroy Wy SW to the east property line of parcel # 0952007430
- Continue south crossing SW Alaska St to the north property line of parcel #6126600235
- Proceed west along the north property line of parcel #6126600235
- Proceed south along the western property line of #6126600235
- Proceed east along the southern property line of #6126600235 to the alley between Fauntleroy Way SW and 38th Ave SW to SW Edmunds St
- Proceed south along the alley between Fauntleroy Way SW and 38th Ave SW to the intersection of the alley with SW Edmunds St
- Proceed west along SW Edmunds St to the intersection of Fauntleroy Way SW and SW Edmunds St
- Proceed south to the south property line of parcel #6126600800 then proceed west along the south property line of parcel #6126600800 to the east property line of parcel #6126601010
- Proceed south along the east property line of parcel #6126601010 its south property line and proceed west along the south property line to 40th Ave SW
- Proceed north along 40th Ave SW to SW Edmunds St
- Proceed west along SW Edmunds St to the east property line of parcel #7579201005

- Proceed south along the east property line of parcel #7579201005 then west along the south property line of parcel #7579201005 to California Ave SW
- Proceed south along California Ave SW to the south property line of parcel #3902100220 and proceed east along the south property line to the intersection of Lewis Pl SW and Erskine Way SW
- Proceed northeast along Erskine Way SW to SW Edmunds St
- Proceed west along SW Edmunds St to the alley between 45th Ave SW and 44th Ave SW
- Proceed north along the alley between 45th Ave SW and 44th Ave SW to Glenn Way SW
- Proceed northwest along Glenn Way SW to SW Oregon St

((When describing Zone B, the outer boundaries of Zone A abuts the inner boundaries of Zone B. East: The eastern lot line of 1-24, block 46, Sparkman and McLean's First Addition, and continuing along the eastern lot line of lots 1-15, block 51, Holbrook and Clark's Addition and continuing to a line extending from the southern lot line of lot 15, block 51, Holbrook and Clark's Addition; continuing eastward along the southern lot line 15, block 52, Holbrook and Clark's Addition, to the center of the right-of-way on 41st Avenue S.W., and continuing along the center of the right-of-way of 41st Avenue S.W. to a line extending from the northern lot line of lot 19, block 53, Holbrook and Clark's Addition; extending eastward to the center of the alley between blocks 53 and 54, Holbrook and Clark's Addition, and continuing to the northern lot line of lot 20, block 54, Holbrook and Clark's Addition, and extending to the center of the right-of-way of 40th Avenue S.W. and continuing along the center of the right-of-way of 40th Avenue S.W. to a line extending from the northern lot line of lot 17, block 55, Holbrook and Clark's Addition, continuing along the eastern lot line of lots 10-16, block 55, Holbrook and Clark's

Addition and continuing to a line extending from the northern lot line of lot 10, block 56, Holbrook and Clark's

First Addition and continuing along the northern lot line of lot 10, block 57, Holbrook and Clark's Addition, and continuing along the eastern lot line of lots 11-24, block 57, Holbrook and Clark's Addition, and continuing along the eastern lot line of lot 4, block 2, Norris Addition, to a line extending from the southern lot line of lots 1, 2, 3, 4, block 2, Norris Addition; and extending to the center of the right-of-way of Fauntleroy Avenue S.W. and continuing along the center of the right-of-way of Fauntleroy Avenue S.W. between a line extending from the northern lot line of lot 9, block 3, Norris Addition, and extending to the southern lot line of lot 4, block 4, Norris Addition.

South: The southern lot line of lot 4, block 4, Norris Addition, and continuing along the eastern lot lines of lots 42-43, block 4, Norris Addition and continuing along the southern lot line of lot 43, block 4, Norris Addition, and continuing along the western lot line of lots 43-48, block 4, Norris Addition, and extending to the center of the right-of-way of S.W. Edmunds, and continuing along the center of the right-of-way of S,W. Edmunds to the center of the right-of-way of 42nd Avenue S.W. The center of the right-of-way along 42nd Avenue S.W. between the center of the right-of-way of S.W. Edmunds, and extending to the center or the right-of-way of S.W. Oregon and continuing along the center of the right-of-way of S.W. Oregon to a line extending from the western lot line of lot 6, block 2, Sparkman and McLean's First Addition, and continuing along the western lot line of lots 1-6, block 2, Sparkman and McLean's First Addition and continuing to the center of the right-ofway of S.W. Genesee.

The eastern lot line of lots 1, 2, 3, block 6, Scenic Park, and continuing along the northern lot line of lot 4, block 6, Scenic Park; and extending to the center of the right-of-way of California Avenue S.W., and continuing along the eastern lot line of Lot 1, and halfway through lot 2, block 5, Kirkwood Addition; and continuing along halfway through lot 2 in a westerly direction, block 5, Kirkwood Addition, and extending to the center of the right-of-way of Erskine Way S.W., and continuing along the center of the right-of-way of Erskine Way S.W. to a line extending from the southern lot line of lot 6, block 2, Kirkwood Addition, and continuing along the southern lot line of lot 6, block 2, Kirkwood Addition, to the center of the right-of-way of S.W. Edmunds and

continuing along the center of the right-of-way of S.W. Edmunds to a line extending from the eastern lot line of lot 1, block 6 Scenic Park Addition.

North: The center of the right-of-way of S.W. Genesee between a line extending from the western lot line of lot 1, block 2, Sparkman and McLean's First Addition and continuing to a line extending from the eastern lot line of lot 1, block 46, Sparkman and McLean's First Addition.

West: 44th Avenue S.W. between the center of the right-of-way of S.W. Oregon and extending two blocks to the center of the right-of-way of S.W. Edmunds, to the center of the right-of-way of 44th Avenue S.W. and continuing along the center of the right-of-way of S.W. Edmunds to a line extending from the western lot line of lot 24, block 3, Central Park Addition, and continuing along the western lot line of lots 1-24, block 3, Central Park Addition, and continuing along the western lot line of lot 17-24, block 3, Holbrook and Clark's Addition, and extending to the center of the right-of-way of Glenn Way S.W., and continuing along the center of the rightof-way of Glenn Way S.W. to the center of the right-of-way of 45th Avenue S.W. and the center of the right-ofway of S.W. Oregon and continuing easterly along the center of the right-of-way of S.W. Oregon to the center of the right-of-way of 44th Avenue S.W.))

Zone C "Parking"

- Beginning at the intersection of Glenn Way SW and SW Oregon St, proceed east along SW Oregon St to the alley between 44th Ave SW and California Ave SW
- Proceed north along the alley inclusive of parcels on the east side of the alley with frontage to California Ave SW to the north property line of parcel #7904700106
- Proceed east along the north property line of parcel #7904700106 to the north property line of parcel #0952006200
- Continue east along the north property line of parcel #0952006200 to the north property line of parcel

#0952006070

- Continue east along the north property line of parcel #0952006070 to the north property line of parcel #0952005960
- Proceed south along the east property line of parcel #0952005960 to the north property line of parcel #1333100000, following the alley between 42nd Ave SW and 41st Ave SW
- Proceed west along the north property line of parcel #1333100000 to 42nd Ave SW
- Proceed south along 42nd Ave SW to SW Edmunds St
- Proceed west along SW Edmunds St to the east property line of parcel #7579201005
- Proceed south along the east property line of parcel #7579201005 then west along the south property line of parcel #7579201005 to California Ave SW
- Proceed south along California Ave SW to the south property line of parcel #3902100220 and proceed west along the south property line to the intersection of Lewis Pl SW and Erskine Way SW
- Proceed northeast along Erskine Way SW to SW Edmunds St
- Proceed west along SW Edmunds St to the alley between 45th Ave SW and 44th Ave SW
- Proceed north along the alley between 45th Ave SW and 44th Ave SW to Glenn Way SW
- Proceed northwest along Glenn Way SW to SW Oregon St

((East: 42nd Avenue S.W. between the center of the right-of-way of S.W. Edmunds extending two blocks to the center of the right-of-way of S.W. Oregon, to the center of the right-of-way of 42nd Avenue S.W.

West: Glenn Way S.W. between the center of the right-of-way of S.N. Oregon and a line extending from the

File #: CB 120831, Version: 1

northern tip of lot line 16, block 3, Holbrook and Clark's Addition, to the center of the right-of-way of Glenn Way S.W., and extending from the western lot line of lots 16-24, block 3, Holbrook and Clark's Addition, and continuing along the western lot lines of lots 1-24, block 3, Central Park Addition, and extending to the center of the right-of-way of S.W. Edmunds.

North: S.W. Oregon between the center of the right-of-way of 45th Avenue S.W., to a line extending from the western lot line of lot 6, block 2, Sparkman and McLean's First Addition, to the center of the right-of-way of S.W. Oregon; and continuing along the western lot line of lots 5, 6, and halfway through lot 4, block 2, Sparkman and McLean's First Addition, and continuing halfway through lot 4, block 2, Sparkman and McLean's First Addition, to the center of the right-of-way of California Avenue S.W. and continuing along the southern lot line of lot 12, block 48, Sparkman and McLean's First Addition, and continuing along the eastern lot line of lots 13-24, block 48, Sparkman and McLean's First Addition to the center of the right-of-way of S.W. Oregon and continuing along the center of the right-of-way of S.W. Oregon to the center of the right-of-way of 42nd Avenue S.W.

South: S.W. Edmunds between a line extending from the eastern lot line of lot 22, block 1, Central Park Addition, and continuing along the eastern lot line of lots 1, 2, 3, block 6, Scenic Fork, and continuing along the northern lot line of lot 4, block 6, Scenic Park Addition, and continuing along the northern lot line of lot 4, block 6, Scenic Park Addition, and extending to the center of the right-of-way of California Avenue S.W. and continuing along the eastern lot line of lot 1, and halfway through lot 2, block 5, Kirkwood Addition, and continuing along in a westerly direction halfway through lot 2, block 5, Kirkwood Addition, and extending to the center of the right-of-way of Erskine Way S.W., and continuing along the center of the right-of-way of Erskine Way S.W, to a line extending from the southern lot line of lot 6, block 2, Kirkwood Addition and continuing along the southern lot line of lot 6, block 2, Kirkwood Addition, and extending to the center of the right-of-way of S.W. Edmunds and continuing along the center of the right-of-way of S.W. Edmunds to a line extending from the western lot line of lot 25, block 3, Central Park Addition.))

File #: CB 1208	331, Version: 1			
Section 2	. The untitled map repres	senting "Exhibit A	'attached to Ordinance 11332	26, amended through
Ordinance 12452	28 as "West Seattle BIA"	map (attached to t	his ordinance as "Exhibit B")	, is replaced with a
new Exhibit A, "	West Seattle BIA 2024"	map, attached to the	nis ordinance. In case of a con	iflict between the
description of the	e West Seattle PBIA bou	ndaries and the ma	p, the description shall contro	ol.
Section 3	. This ordinance shall tal	ke effect as provide	ed by Seattle Municipal Code	Sections 1.04.020 and
1.04.070.				
Passed by	the City Council the	day of	.,2	2024, and signed by
me in open session	on in authentication of its	s passage this	day of	, 2024.
				_
		President	of the City Council	1
Approved	returned unsigned /	vetoed this	_ day of	, 2024.
/				

Filed by me this ______ day of _________, 2024.

Bruce A. Harrell, Mayor

File	#:	CB	120831.	Version:	1
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Scheereen Dedman, City Clerk

(Seal)

Exhibits:

Exhibit A - Proposed West Seattle BIA Boundaries 2024 Exhibit B - Current West Seattle BIA Boundaries

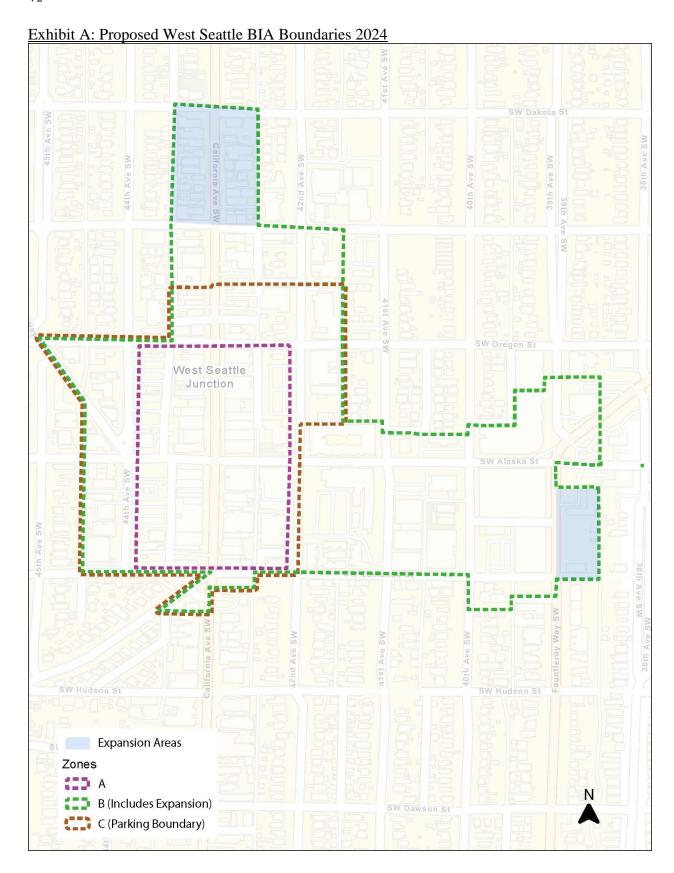
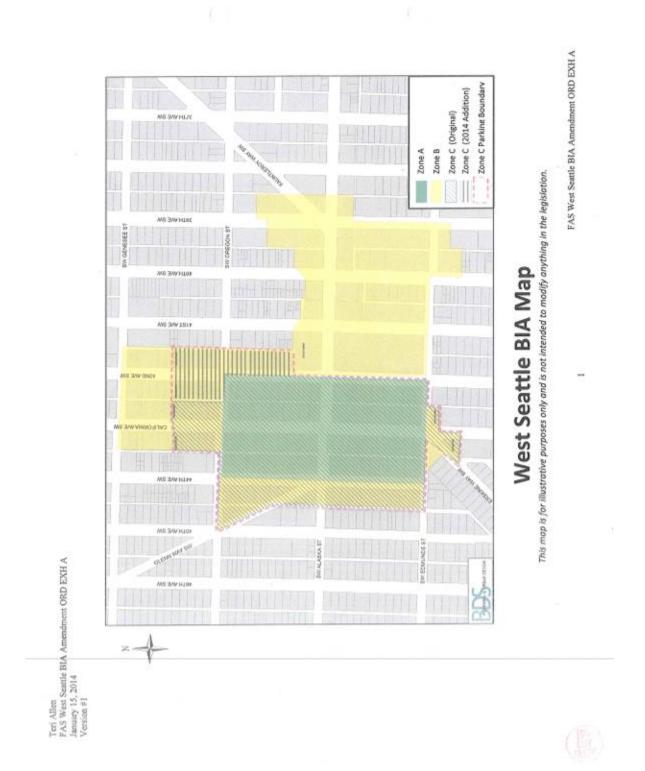


Exhibit B: Current West Seattle BIA Boundaries from Ordinance 124528



SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Economic Development	Casey Rogers	Nick Tucker

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE relating to the West Seattle Junction Parking and Business Improvement Area; modifying the boundaries; and amending Ordinance 113326, as previously amended by Ordinances 119539, 120570, 121758, 124528, and 125152.

Summary and Background of the Legislation:

This ordinance modifies the boundaries of the West Seattle Junction Parking and Business Improvement Area (PBIA) in two specific areas to reflect commercial development that has occurred in the neighborhood in recent years, and is the final piece of legislation that must be prepared to effectuate the modification, per chapter 35.87A RCW. As an amendment to an existing BIA, the City has passed a Resolution of Intention that included the time, date and location of a public hearing. After the public hearing, the City Council agreed to go forward with this ordinance.

<u>Background</u>: Through Ordinance 113326, the City established the West Seattle Junction Parking and Business Improvement Area (PBIA) in 1987. Ordinance 113326 provided for the levy of special assessments upon businesses within the PBIA, for the purpose of enhancing conditions for operation of those businesses. In 2014, the City passed Ordinance 124528 modifying the boundaries by adding a parking zone overlay to the PBIA. There has been no subsequent boundary modification since 2014.

The proposed boundary changes would result in an estimated 8.2% increase in total assessments, changing from an estimated \$450,000 to \$490,323. It therefore satisfies the requirement pursuant to RCW 35.87A.075 that a modification to an existing boundary may not affect an area with a projected assessment fee greater than ten percent of the current assessment role for the existing area. The proposed expansion would add a total of 32 ratepayers.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes ⊠ No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes ⊠ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

None.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

None.

Please describe any financial costs or other impacts of *not* implementing the legislation. None. The West Seattle BIA is established as a revenue-neutral program.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

Yes – the Office of City Finance (OCF), which administers the assessments for the BIAs. OED has worked in close coordination with OCF on this legislation package.

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property. No.
- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

The BIA benefits property owners, business owners, employees, visitors, and residents with cleaning services, events, and support for new and existing businesses. However, there is potential for the BIA to lead to higher residential and commercial rents since business owners' costs will be slightly increasing to pay for the new services. People of color (POC) could be disproportionately impacted if these changes to costs occur, but there is no data to determine likely impacts.

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.

We did not conduct a Racial Equity Toolkit as part of this legislation.

iii. What is the Language Access Plan for any communications to the public?

All notifications to property owners will include an option for translation/interpretation if needed.

d. Climate Change Implications

i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

This legislation is not likely to impact carbon emissions in a material way.

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

This legislation is not likely to impact Seattle's resiliency in a material way.

e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

The West Seattle Junction BIA is an existing program.

5. C	CHECKLIST
\boxtimes	Is a public hearing required?
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required?
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6. A	TTACHMENTS

Summary Attachments: None.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120815, Version: 1

CITY OF SEATTLE

ORDINANCE	
COUNCIL BILL	

- AN ORDINANCE relating to City public works and the priority hire program; modifying the methodology for determining which zip codes are Economically Distressed Areas; authorizing the creation of a regional Priority Hire Implementation and Advisory Committee; and amending Sections 20.37.010 and 20.37.040 of the Seattle Municipal Code.
- WHEREAS, in January 2015, following the positive results of a pilot program on the Elliott Bay Seawall project, and after making legislative findings, the Seattle City Council, with concurrence from the Mayor, enacted Chapter 20.37 of the Seattle Municipal Code, titled Priority Hire; and
- WHEREAS, Priority Hire requires the Director of Finance and Administrative Services to establish the percentage of labor hours on City public works projects of \$5 million or more to be performed by workers living in Economically Distressed Areas of Seattle and King County, and to establish aspirational goals for hiring of women and people of color; and
- WHEREAS, analysis has shown that Priority Hire has improved access to training programs and well-paying construction jobs for local workers in economically distressed neighborhoods and has increased the diversity of the workforce on City construction projects that are covered by Chapter 20.37; and
- WHEREAS, the Priority Hire Implementation and Advisory Committee was established to provide an advisory role regarding the Priority Hire program's effectiveness and implementation, which may include making recommendations that reflect the region's evolving urban development and economic equity needs; and
- WHEREAS, Priority Hire aims to reach people who live in Economically Distressed Areas that have high poverty, high unemployment and low educational attainment, and the Priority Hire Implementation and

File #: CB 120815, Version: 1

Advisory Committee recognizes that these areas need to be updated to account for the region's changing demographics and gentrification; and

WHEREAS, the Priority Hire Implementation and Advisory Committee may benefit from a regional approach that increases alignment with similar programs, addresses regional needs, supports a regional workforce, and streamlines the process for collecting input on topics of interest; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 20.37.010 of the Seattle Municipal Code, last amended by Ordinance 125368, is amended as follows:

20.37.010 Definitions

When used in this Chapter 20.37, the following words and phrases shall have the meanings given below unless the context in which they are included clearly indicates otherwise:

"Economically Distressed Area" means a geographic area defined by zip code and found by the Director to have a high concentration, compared to other zip codes, of individuals: 1) living ((at or)) below 200% of the Federal Poverty Level, 2) unemployed, and or 3) without a college degree((, compared to other zip codes)). King County zip codes, with a high ((density per acre)) concentration of at least two out of the three criteria, will be identified as Economically Distressed Areas. There shall be two classes of such zip codes: tier one zip codes located partially or entirely within the City of Seattle and tier two zip codes located within King County and outside of the City of Seattle.

* * *

Section 2. Section 20.37.040 of the Seattle Municipal Code, last amended by Ordinance 125368, is amended as follows:

20.37.040 Priority Hire

File #: CB 120815, Version: 1

J. The Director shall establish a Priority Hire Implementation and Advisory Committee that includes representatives of the following groups: 1) Labor Unions, 2) community organizations, 3) Contractors, including at least one WMBE firm, and 4) Apprentice and Pre-apprentice Training Programs. The Committee shall provide an advisory role to the City regarding the implementation and effectiveness of the Priority Hire policy. Each of the four named groups above shall make nominations from among themselves for Committee representatives to the Mayor. The Mayor shall appoint no less than two and no more than four persons from each group to the Committee. The Department will convene the Committee on a regular basis, at least once every quarter, and will provide the Committee with information about program performance. The Director shall assign at least one staff member from the Department to support the work of the Committee. The Committee shall submit an annual report in writing to the Mayor and City Council, and may submit recommendations, findings, or other reports to the Director, Mayor, or City Council, for consideration as appropriate. The Committee shall establish rules for its procedures.

K. As an alternative to the Priority Hire Implementation and Advisory Committee, the Director may establish a regional priority hire committee in partnership with other regional public agencies, provided that the regional committee continues to have representatives from each of the groups named in subsection 20.37.040.J. If the Director establishes a regional committee, the Mayor shall appoint the City's share of representatives to the regional committee. Once a regional committee's positions are filled, the Director may, at the Director's discretion, dissolve the Priority Hire Implementation and Advisory Committee.

	Section 3. This ordinance shall take effection	ect as provided b	by Seattle Municipal Co	ode Sections 1.04.020 and
1.04.0	70.			
	Passed by the City Council the	day of		, 2024, and signed by
me in	open session in authentication of its passa	age this	day of	, 2024.

File #: CB 120815, Version: 1		
	President of the City Council	
Approved returned unsigned /	vetoed this day of,	2024.
	Bruce A. Harrell, Mayor	
Filed by me this day of _	, 2024.	
	Scheereen Dedman, City Clerk	
(Seal)		
Attachments:		

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
FAS	Jeanne Fulcher	Lorine Cheung

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to City public works and the priority hire program; modifying the methodology for determining which zip codes are Economically Distressed Areas; authorizing the creation of a regional Priority Hire Implementation and Advisory Committee; and amending Sections 20.37.010 and 20.37.040 of the Seattle Municipal Code.

Summary and Background of the Legislation:

The City of Seattle's Priority Hire program is a community-initiated effort that began over a decade ago. At that time, south Seattle residents saw public infrastructure projects being built in their communities — yet had limited access to jobs on those projects. They formed a coalition to bring a message to City leadership: Seattle's struggling communities needed good jobs, and the City could help by investing in its own people when it invested in construction projects. From there, Priority Hire was born through City leadership's development of the Priority Hire Ordinance. Priority Hire shares a goal among the City, community, labor unions, contractors and training programs to increase construction career opportunities for those living in economically distressed communities, people of color and women. In short, Priority Hire ensures local residents receive a fair share of wealth-generating construction jobs and increases economic equity in our region.

The Department of Finance and Administrative Services (FAS) is providing proposed updates to the Priority Hire Ordinance (Seattle Municipal Code 20.37). The ZIP code update is responsive to a Priority Hire Implementation and Advisory Committee (PHAC) recommendation.

Proposed updates involve the following:

- Economically Distressed Area methodology
- Potential for regional PHAC

Seattle City Council passed the Priority Hire Ordinance in January 2015 and amended it in 2017.

The Priority Hire program has evolved over the years, by identifying and applying best practices in implementation; strengthening regional partnerships as other agencies began their own Priority Hire programs; and responding to community needs to maximize community benefit. The Priority Hire program has reached a point in which continued improvements require legislative updates.

FAS received stakeholder input and support for the proposed updates.

Legislative Update	Reason
Expand the Economically Distressed Areas methodology to include areas with lower density that have large numbers or rates of people living in economic distress	 Respond to the region's changing demographics. Reach the most people who live in communities with high poverty, high unemployment and low educational attainment. Ensure inclusion of priority areas identified by the City's Racial and Social Equity Index. Support Seattle-area residents in accessing livingwage construction jobs and bringing that money back to their communities.
Allow a regional committee option for PHAC	 Create better alignment with King County, the Port of Seattle and Seattle Public Schools, who began Priority Hire programs after the City. Address regional issues outside the City's span of control. Streamline how we solicit feedback from stakeholders on topics of interest.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes ⊠ No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes ⊠ No
3.d. Other Impacts	

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts. $\rm N/A$

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources. $\rm N/A$

Please describe any financial costs or other impacts of *not* implementing the legislation. FAS does not anticipate any financial costs to the City of Seattle if the Priority Hire ordinance updates are not made. However, there is a huge financial benefit to construction workers and their families living in the newly added Economically Distressed Areas, which include the

University district and parts of South King County. Construction contractors working on City

construction projects will be incentivized to hire more workers living in low-income neighborhoods and create generational wealth building career opportunities.

Additionally, the new allowance for developing a region-wide Priority Hire Advisory Committee creates opportunities to solve regional issues and standardize services across the three agencies: the City, King County and the Port of Seattle. If this legislation is not implemented, the City will continue to convene our own committee with potential for duplication with other agencies and limited authority to implement regional advisory committee recommendations from the existing committee.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

The Priority Hire ordinance applies to capital departments with public works projects \$5 million and above. Expanding the definition of Economically Distressed Areas will make it easier for construction contractors to hire workers who will help the general contractor meet the contractual hiring requirements for Priority Hire.

The Office of Sustainability and Environment (OSE) and the Office of Economic Development (OED) partner with FAS on Priority Hire workforce development for construction and the clean energy workforce more generally. Expanding Economically Distressed Areas will increase opportunities for Seattle-area workers and employers to benefit from community-based workforce training funded across FAS, OSE and OED.

The allowance for a regional PHAC will not affect any departments.

b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property. $\rm N/A$

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

Priority Hire is a key social and racial equity program for the City of Seattle. The proposed Economically Distressed Area legislative change increases investment in and opportunities for underserved communities by increasing job access for people who meet the criteria of high poverty, high unemployment and lack of college degree by age 25. Construction contractors will be required to employ more workers living in historically disadvantaged communities and/or give them longer work assignments. Plus, City-funded community-based organizations and construction training programs will focus outreach efforts in expanded Economically Distressed Areas.

The expansion of Economically Distressed Areas includes priority areas identified in the City's Racial and Social Justice Index. It also supports Seattle-area residents in accessing living-wage construction jobs and bringing that money back to their communities.

The allowance of a regional advisory committee, instead of each agency convening their own, improves our ability to address regional issues of inequity collectively instead of in silos. No one jurisdiction can address racism on their own.

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.

Economically Distressed Areas are race neutral. They focus on areas of high poverty, high unemployment and low educational attainment.

Data on construction workers living in current Economically Distressed Areas show that they are more diverse than workers coming from other ZIP codes. In 2023, Black, Indigenous and People of Color (BIPOC) workers performed 61% of the hours from Economically Distressed Areas, compared to 30% of hours from other areas.

iii. What is the Language Access Plan for any communications to the public?

FAS will notify capital departments and prime contractors who are working on current projects affected by the change. We do not anticipate any language access needs for this communication. Construction contractors and unions will communicate the updates to their employees and members, respectively and City staff who are bilingual in Spanish will be available to answer questions from contractors and construction workers in Spanish. City staff will use LanguageLine if encountering construction contractors and/or workers who speak other languages.

d. Climate Change Implications

i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

The goal is to continue to increase expectations via public works contractual requirements for construction contractors to hire workers living in or near Seattle so they have shorter commute times and less emissions from commuting to City construction sites. Many construction workers live outside King County and Priority Hire's list of Economically Distressed Areas sets expectations that contractors hire workers living in high poverty areas of Seattle and King County.

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

The expansion of Economically Distressed Areas into additional historically disadvantaged neighborhoods greatly expands the number of people living in these communities to clean energy construction training which will help Seattle have a larger pool of trained workers who can build more energy efficient infrastructure.

e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

In 2015, City Council set an aspirational goal in the Priority Hire ordinance (SMC 20.37.040.C.) for 40% of all labor hours on Priority Hire covered projects to be performed by construction workers living in Economically Distressed Areas by 2025. This legislation will help achieve the program goal to address the changing demographics of our region and get closer to meeting the 40% goal.

The City uses a labor compliance software called LCPtracker to collect payroll data on a weekly basis and FAS reports to capital departments and prime contractors on a bi-weekly and monthly basis about their individual project performance. FAS also submits a Priority Hire annual report to Mayor and Council outlining performance and will report on outcomes for this legislative change, should it be approved by Council.

5. C	HECKLIST
	Is a public hearing required?
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required?
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?

Jeanne Fu	
FAS Prior	rity Hire Amendment SUM
D1a	
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6. A7	TTACHMENTS
6. AT	

Summary Attachments: None.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120858, Version: 1

CITY OF SEATTLE

ORDINANCE _	
COUNCIL BILL	

- AN ORDINANCE relating to homelessness; authorizing the Mayor or the Mayor's designee to execute an amendment of the interlocal agreement between The City of Seattle and King County establishing the King County Regional Homelessness Authority.
- WHEREAS, cities and counties are authorized to enter into interlocal cooperation agreements in accordance with chapter 39.34 RCW ("Interlocal Cooperation Act") to jointly provide services; and
- WHEREAS, The City of Seattle and King County determined that a cooperative undertaking to coordinate certain homelessness services will enable and facilitate joint planning, program funding, and establishing standards for and accountability of programs, thereby improving the delivery of services and enhancing outcomes for those receiving such services; and
- WHEREAS, in December 2019, the City and King County signed an Interlocal Agreement ("ILA") establishing the King County Regional Homelessness Authority ("KCRHA"), representing a shift in the way the region approaches strategic planning, program delivery, and funding for homeless services in the Seattle -King County region; and
- WHEREAS, the ILA created a Governance Committee consisting of 12 members and an Implementation Board consisting of 13 members; and
- WHEREAS, KCRHA, on behalf of King County, also serves as the region's Continuum of Care (CoC) Lead Entity, which includes a CoC Board responsible for the region's annual application for federal funding; and
- WHEREAS, in July 2023, the KCRHA Governing Committee passed a resolution calling for the creation of a

File #: CB 120858, Version: 1

Governance Review Subcommittee to develop a set of recommendations to improve KCRHA's oversight, accountability, and decision-making structure; and

- WHEREAS, reducing the number of KCRHA's governance boards will improve clarity and transparency in agency decision making and strengthen oversight and accountability; and
- WHEREAS, while homelessness is a regional and national problem, the City remains the single largest contributor of funds to KCRHA, with over \$100 million appropriated in 2024; and

WHEREAS, Seattle elected officials have a fiduciary responsibility to oversee the use of public tax dollars; and

WHEREAS, the new KCRHA Governing Board will include Seattle elected leaders and others from across the County along with people representing individuals with lived experience; and

WHEREAS, the City enters into this amended and restated ILA with King County in furtherance of stronger regional collaboration to address homelessness; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Mayor or designee is authorized to execute, for and on behalf of The City of Seattle, an amendment to the Interlocal Agreement for the Establishment of the King County Regional Homelessness Authority authorized by Ordinance 126021, substantially in the form of the Amended and Restated Interlocal Agreement for the Establishment of the King County Regional Homelessness Authority Between King County and The City of Seattle Pursuant to RCW 39.34.030, attached as Attachment A to this ordinance.

Section 2. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the	day of		, 2024, and signed by
me in open session in authentication of its pa	ssage this	day of	, 2024.

File	File #: CB 120858, Version : 1						
				President		of the City Council	
A	approved	returned unsign	ned /	vetoed this	_ day of		2024.
				_			
				Bruce A. Harr	ell, Mayor		
	Filed by m	e this	day of _			, 2024.	
				Scheereen Dec	lman, City	Clerk	
/G 1	.						
(Seal)						
Attac						stablishment of the of Seattle Pursuant	

AMENDED AND RESTATED INTERLOCAL AGREEMENT FOR THE ESTABLISHMENT OF THE KING COUNTY REGIONAL HOMELESSNESS AUTHORITY BETWEEN KING COUNTY AND THE CITY OF SEATTLE PURSUANT TO RCW 39.34.030

Amended and Restated **DATE**

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AMENDED AND RESTATED INTERLOCAL AGREEMENT FOR THE ESTABLISHMENT OF THE KING COUNTY REGIONAL HOMELESSNESS AUTHORITY AMENDED AND RESTATED DATE

This Amended and Restated Interlocal Agreement ("Agreement") for the Establishment of the King County Regional Homelessness Authority is between The City of Seattle, a first-class city of the State of Washington ("Seattle") and King County (the "County"), the largest urban County of the State of Washington.

RECITALS:

WHEREAS, the federal and Washington State governments, the County, and jurisdictions across the County, including Seattle, currently fund programs to provide services to individuals and families experiencing homelessness, but homelessness and housing insecurity remain chronic and serious problems; and

WHEREAS, the County and Seattle entered into a Memorandum of Understanding on May 3, 2018, proposing a partnership to more effectively and consistently coordinate their provision of such services; and

WHEREAS, cities and counties are authorized to enter into interlocal cooperation agreements in accordance with chapter 39.34 RCW (the "Interlocal Cooperation Act") to jointly provide services; and

WHEREAS, Seattle and the County determined that a joint and cooperative undertaking to coordinate services within an equitable operational framework centering on people with lived experience of homelessness will enable and facilitate joint planning, program funding and establishing standards for and accountability of programs, thereby improving the delivery of services and enhancing outcomes for those receiving such services; and

WHEREAS, people of color have been, and continue to be, overrepresented among those who struggle with homelessness and housing instability and, in order to successfully address homelessness, Seattle and the County seek to address the racial disparities among those experiencing it; and

WHEREAS, Seattle and the County entered into the Interlocal Agreement for the Establishment of the King County Regional Homelessness Authority ("Authority"), effective December 18, 2019 (the "Original ILA"); and

WHEREAS, the Authority serves a key role in rendering homelessness in King County rare, brief, and non-recurring; and

WHEREAS, with the Original ILA having been in effect for nearly five years, Seattle and the County have determined that changes are desired, including streamlining the governance structure to improve oversight and accountability and making other changes to clarify roles, responsibilities, and processes, with the overall goal of facilitating the effective delivery and coordination of services for individuals experiencing homelessness.

NOW THEREFORE, it is hereby agreed and covenanted among the undersigned as follows:

ARTICLE I DEFINITIONS

As used herein the following capitalized terms shall have the following meanings. Terms not otherwise defined herein shall have their dictionary meaning.

"Advisory Committee" means the committee serving as the Continuum of Care Board created by the Continuum of Care pursuant to 24 CFR Part 578 or its successor regulation and recognized by the Governing Board to serve in an advisory capacity to the Governing Board as set forth herein.

"Annual Budget" means the Authority's annual budget, approved by the Governing Board, inclusive of all committed and anticipated fund sources, for the most current or upcoming calendar year.

"Amendment Effective Date" is the date when the Amended and Restated Agreement is effective, which shall be the date of the last signature of a Party.

"Agreement" means the Original ILA (defined in the Recitals) as amended and restated herein.

"Authority" means the King County Regional Homelessness Authority formed by the Parties as a separate governmental administrative agency pursuant to RCW 39.34.030.

"Bylaws" mean the Bylaws of the Governing Board, as they may be amended from time to time.

"Chief Executive Officer" means the Chief Executive Officer confirmed by the Governing Board as provided herein.

"Contract Holder" means an entity with which the Authority contracts to perform a Homeless Service or other work.

"Continuum of Care" or "CoC" means the Federal Department of Housing and Urban Development's Continuum of Care Program (24 CFR 578) as amended by the Homeless Emergency Assistance and Rapid Transition to Housing Act and related requirements and responsibilities.

"County" means King County, a municipal corporation and a home rule charter county organized under the laws of the State of Washington.

"County Council" means the legislative authority of the County.

"County Executive" means the King County Executive.

"Customers" means individuals and families experiencing homelessness or who are at imminent risk of experiencing homelessness.

"Five-Year Plan" means the five-year implementation plan developed by the Authority and approved by the Governing Committee on June 1, 2023, as amended or replaced by any successor plan the Governing Board approves to guide long-term planning efforts.

"Funder" means a person or entity that provides Resources to the Authority to be used in the furtherance of the Authority's purposes and mission.

"Funding Request" means the budget that the Authority submits to each Party for consideration for the following fiscal year.

"Governing Board" means the board established pursuant to this Agreement to serve as the governing and oversight body for the Authority.

"Governing Board Member(s)" or "Member(s) of the Governing Board" shall mean individuals appointed to the Governing Board.

"Governing Committee" means the oversight committee established pursuant to Article VIII of the Original ILA that served as the administrator for the Authority during the Original ILA's term.

"Homeless Services" means programs that serve Customers' immediate needs related to homelessness and housing instability, such as congregate and non-congregate shelter, hygiene centers, diversion programs, rapid rehousing programs, safe parking, including for recreational vehicles, and transitional housing.

"Homeless Services Provider" means an entity that provides Homeless Services to Customers.

"Implementation Board" means the body that was responsible for advising the Governing Committee during the Original ILA's term.

"Interlocal Cooperation Act" means chapter 39.34 RCW as the same now exists or may hereafter be amended, or any successor act or acts.

"Lived Experience" means current or past experience of housing instability or homelessness, including individuals who have accessed or sought Homeless Services while fleeing domestic violence and other unsafe situations.

"Master Services Agreement" means the contract between the Authority and a Party that memorializes the services the Authority will provide in exchange for the Party's funding of the Authority or other consideration.

"Original ILA" is defined in the Recitals.

"Policies and Plans" means 1) major strategic documents which identify goals, strategies, or actions that drive and inform the Authority's major bodies of work, including but not limited to the Five-Year Plan, sub-regional plans and annual work plans; 2) performance metrics used to assess agency, provider, and system performance; and 3) a course of action that substantially

changes the Authority's delivery of Homeless Services, including major changes in procurement policies that may lead to significant shifts in the types and availability of services provided.

"Party" or "Party to this Agreement" means the County and Seattle individually. "Parties" means the County and Seattle collectively.

"RCW" means the Revised Code of Washington.

"Resources" means those monies, employee time and facility space provided by an entity, either through contract or donation to support the operation of the Authority or the operation of Homeless Services.

"SCA" means the Sound Cities Association or successor interest.

"Seattle" means The City of Seattle, a municipal corporation and first-class home rule city organized under the laws of the State of Washington.

"Seattle City Council" means the legislative authority of Seattle.

"Seattle Mayor" means the Mayor of Seattle.

"State" means the State of Washington.

"Sub-Regional Planning Activity" means efforts to analyze and articulate local needs, priorities and solutions to address homelessness across the different areas of the County, inclusive of Seattle and north, east, south, and rural King County.

"Subscribing Agencies" means governmental entities, including but not limited to the State, counties other than King County, cities other than Seattle and housing authorities that contract, pursuant to the terms of this Agreement, with the Authority for the Authority's services.

ARTICLE II AUTHORITY FOR KING COUNTY REGIONAL HOMELESSNESS AUTHORITY

Section 1. King County Regional Homelessness Authority.

In accordance with RCW 39.34.030, this Agreement is entered into by and between Seattle and the County to establish a separate governmental administrative agency to accomplish the purpose and mission set forth herein and as this Agreement may be amended from time to time. The name of such agency shall be the "King County Regional Homelessness Authority" (the "Authority"). The Authority is a public agency formed pursuant to this Agreement and Interlocal Cooperation Act for the purposes set forth herein.

ARTICLE III DURATION OF AUTHORITY

Section 1. Term of Agreement. This Agreement was first effective on December 18, 2019, for an initial duration of five years and the term continues in effect for an indefinite period until terminated by either Party.

Section 2. Termination. Either Party may terminate this Agreement by an authorizing resolution or motion of its legislative body that is delivered to the other Party, with a copy to the Authority. The effective date of the termination shall not be less than 12 months from the date that the County's motion or Seattle's resolution has been delivered to the other Party, with a copy to the Authority, unless the Mayor of Seattle and King County Executive jointly agree that termination can and should occur more quickly. The Parties shall jointly undertake the dissolution of the Authority to protect the public interest and prevent impairment of obligation, or if authorized by law, authorize or initiate proceedings in the Superior Court for the appointment and supervision of a receiver for such purposes.

ARTICLE IV PURPOSE, MISSION, SCOPE OF WORK, AND GUIDING PRINCIPLES OF THE AUTHORITY

- **Section 1. Purpose.** The Authority is a separate governmental administrative agency under RCW 39.34.030, the purposes of which are:
 - A. Administering funding for consolidated, aligned homelessness services for individuals and families who are experiencing homelessness or who are at imminent risk of experiencing homelessness in the jurisdictional boundaries of King County;
 - B. Receiving Resources from the County, Seattle, Funders and other public, federal, non-profit and other private sources for the purposes of the Authority, and applying such Resources as permitted by this Agreement; and
 - C. Providing such other services as determined to be necessary to implement this Agreement.
- **Section 2. Mission.** Administering effective, performance-based Homeless Services to support a high-functioning homelessness crisis response system to significantly decrease the incidence of unsheltered homelessness across King County using equity and social justice principles.
- **Section 3. Scope of Work.** The focus and scope of the Authority's work shall encompass the following activities:
 - A. Administer contracts for Homeless Services programs that are in keeping with Policies and Plans adopted by the Governing Board and supported by Authority Resources, that support providing consolidated, aligned services for individuals and families who are experiencing homelessness or who are at imminent risk of experiencing homelessness in King County,
 - B. Conduct competitive procurement processes for Homeless Services,
 - C. Improve the delivery and coordination of Homeless Services, including through development of performance outcomes, standardized contract terms, strategic use of data, providing training to Homeless Service providers, and building the capacity of Homeless Service providers to implement best practices and service improvements,
 - D. Develop severe weather policies and administer severe weather responses for people experiencing homelessness, including contracts for seasonal weather shelters,
 - E. Serve as the Continuum of Care Lead Entity, as long as designated as such, which includes:
 - 1. Administering the Coordinated Entry System,
 - 2. Coordinating the regular Continuum of Care application to the Department of Housing and Urban Development,

- 3. Administering the Homelessness Management Information System (HMIS),
- 4. Administering Continuum of Care contracts, as applicable, and
- 5. Conducting the Point in Time Count,
- F. Collect, evaluate, and report on data regarding the performance of homelessness programs and the homelessness system as a whole and standardize the collection of data to facilitate reporting,
- G. Lead and implement Sub-Regional Planning activities in consultation with the various cities within each of the sub-regions, along with input from the Governing Board, and the Sound Cities Association as appropriate,
- H. Maintain an Office of the Ombuds (see Article IX, Section 6 for more detail),
- I. Implement the Five-Year Plan, or successor plans,
- J. Other responsibilities as approved by the Governing Board, including through the adoption of Policies and Plans and acceptance of new funding, and
- K. The Authority's role related to the provision of permanent housing shall be limited to those activities for which it is responsible in its role as COC Lead Entity and other activities the Governing Board has provided the Authority approval to explicitly contract for with Funders.
- **Section 4. Guiding Principles.** The Parties agree that the establishment of the Authority is necessary to consolidate funding and contracts for homelessness crisis response under one regional entity that acts according to the following principles, as may be amended by the Governing Board from time to time:
 - A. The Authority shall establish ongoing procedures, policies and mechanisms to ensure accountability to its Customers, its contract agencies, its Funders, and the public.
 - B. The Authority shall be accountable in its decision-making processes and strategic planning to its Customers' experiences and to persons with Lived Experience.
 - C. The Authority shall proactively address racial-ethnic and other statistical disproportionalities amongst the population of people experiencing homelessness, such as, but not limited to, racism, ableism, homophobia, and other forms of inequities in the development, delivery, and evaluation of services in the homeless service system.
 - D. The Authority shall make data-driven decisions and develop policies and practices to incorporate best practices and quantitative and qualitative data in the development of policies, programs, and funding decisions. It shall collect and analyze a broad array of data reflecting the performance and impact of its funded programs. The Authority shall collect and analyze data that enables tailored approaches for communities

disproportionately impacted by the experience of homelessness and different sub-regions within King County. The Authority shall establish community-informed indicators, performance measures, and outcomes that draw on both quantitative and qualitative data.

- E. The Authority shall support continuous improvement of key systems and evaluate community impact, including community engagement, Customer engagement, Continuum of Care compliance, and an Office of the Ombuds.
- F. The Authority shall advance equity and social justice in its processes, policies, and outcomes by proactively seeking to eliminate racial-ethnic disproportionalities and other statistically disproportionate inequities in the population experiencing homelessness and to eliminate disparities in outcomes for people experiencing homelessness. The Authority shall establish and operate under an equity-based decision-making framework to inform its policy recommendations to the Governing Board, business process, and funding decisions. This equity-based decision-making framework shall provide for inclusion of Customers of the service system in decisions that will affect them; specify a framework for examining policy and making recommendations to the Governing Board, business process, and funding decisions with an explicit equity and racial justice analysis; and shall make recommendations to the Governing Board on how to measure, evaluate, and respond to the impact of its decision-making on its goals of advancing equity. This framework shall be informed by people with Lived Experience and be approved by the Governing Board of the Authority.
- G. The Authority shall, where possible and as revenue and budgeting allows, implement and support contracting processes and provider staff pay structures that promote high quality services, service system professionalization, and reduction of undue provider staff turnover.
- H. The Authority shall be guided by housing first and other approaches consistent with research, best practices, and innovation and that address the individual needs of those experiencing homelessness, including but not limited to comprehensive substance use disorder treatment, recovery housing, and behavioral health services.
- I. The Authority shall value distinctions in local context, needs and priorities through effective Sub-Regional Planning Activities. The Authority shall provide capacity to work with stakeholders from geographically diverse parts of the region to analyze, identify, and implement priority services distinct to those sub-regions. Sub-regions shall be defined by the Governing Board, taking into consideration established sub-regional definitions including the spheres of influence for A Regional Coalition for Housing (ARCH) and the South King Housing and Homeless Partners (SKHHP) as well as any established County guidance.
- J. When appropriate, the Authority shall solicit feedback from contracted Homeless Service Providers to help inform decision-making processes, strategic planning, and efforts to improve the delivery and coordination of Homeless Services.

ARTICLE V POWERS OF AUTHORITY

- **Section 1. Powers.** Except as otherwise limited by State law and this Agreement, the Authority shall have all powers, privileges or authority that may be exercised or capable of exercise by both the County and Seattle necessary or convenient to effect the purposes for which the Authority is established and to perform authorized Authority functions, including without limitation the power to:
 - A. Own, lease, acquire, dispose of, exchange and sell real and personal property;
 - B. Contract for any Authority purpose with individuals, associations and corporations, municipal corporations, the County, Seattle, any city other than Seattle, any agency of the State or its political subdivisions, and the State, any Indian Tribe, and the United States or any agency or department thereof;
 - C. Provide for, carry out, and implement the provisions of this Agreement;
 - D. Sue and be sued in its name;
 - E. Lend its monies, property, credit or services, or borrow money;
 - F. Do anything a natural person may do;
 - G. Perform and undertake all manner and type of community services and activities in furtherance of the carrying out of the purposes or objectives of any program or project heretofore or hereafter funded in whole or in part with funds received from the United States, State, county, or other political entity, or any agency or department thereof, or any other program or project, whether or not funded with such funds, which the Authority is authorized to undertake by federal or State law, County, or Seattle ordinance, County motion or Seattle resolution, by agreement with the County, Seattle, or as may otherwise be authorized by the County or Seattle;
 - H. Transfer any funds, real or personal property, property interests, or services, with or without consideration;
 - I. Receive and administer governmental or private property, funds, goods, or services for any lawful public purpose;
 - J. Purchase, acquire, lease, exchange, mortgage, encumber, improve, use, manage, or otherwise transfer or grant security interests in real or personal property or any interests therein; grant or acquire options on real and personal property; and contract regarding the income or receipts from real property;

- K. Secure financial assistance, including funds from the United States, a state, or any political subdivision or agency for either Authority projects or activities;
- L. Contract for, lease, and accept transfers, gifts or loans of funds or property from the United States, a state, and any political subdivision or agency of either, including property acquired by any such governmental unit through the exercise of its power of eminent domain, and from corporations, associations, individuals or any other source, and to comply with the terms and conditions thereof;
- M. Manage, on behalf of the United States, a state, and any political subdivision or agency of either, any property acquired by such entity through gift, purchase, construction, lease, assignment, default, or exercise of the power of eminent domain;
- N. Initiate, carry out, and complete such capital improvements of benefit to the public consistent with this Agreement;
- O. Recommend to the United States, a state, and any political subdivision or agency of any of them, such security measures as the Authority may deem appropriate to maximize the public interest in the County;
- P. Provide advisory, consultative, training, educational, and community services or advice to individuals, associations, corporations, or governmental agencies, with or without charge;
- Q. Control the use and disposition of Authority property, assets, and credit;
- R. Invest and reinvest its monies;
- S. Fix and collect charges for services rendered or to be rendered, and establish the consideration for property transferred;
- T. Maintain books and records as appropriate for the conduct of its affairs and make such books and records available as required by law and this Agreement;
- U. Carry on its operations, and use its property as allowed by law and consistent with this Agreement; designate agents, and hire employees, prescribing their duties, qualifications, and compensation; and secure the services of consultants for professional services, technical assistance, or advice; and
- V. Exercise and enjoy such additional powers as may be authorized by law, except as may be expressly limited by the terms of this Agreement.

ARTICLE VI LIMITS ON AUTHORITY POWERS

- **Section 1. Limits on Authority Powers.** The Authority in all activities and transactions shall be limited in the following respects:
 - A. The Authority shall have no power to issue debt or to levy taxes.
 - B. The Authority may not incur or create any liability that permits recourse by any contracting party or member of the public against any assets, services, Resources, or credit of the County or Seattle, unless otherwise explicitly agreed to in writing by such Party.
 - C. No funds, assets, or property of the Authority shall be used for any partisan political activity or to further the election or defeat of any candidate for public office; nor shall any funds or a substantial part of the activities of the Authority be used for publicity or educational purposes designed to support or defeat legislation pending before the Congress of the United States, or any state legislature or any governing body of any political entity; provided, however, that funds may be used for representatives and staff of the Authority to communicate with governmental entities and members of Congress of the United States or any state legislature or any governing body of any political entity concerning funding and other matters directly affecting the Authority, so long as such activities do not constitute a substantial part of the Authority's activities and unless such activities are specifically limited in this Agreement.
 - D. All revenues, assets, or credit of the Authority shall be applied toward or expended upon services, projects, and activities authorized by this Agreement. No part of the revenues, assets or credit of the Authority shall inure to the benefit of, or be distributable as such to, Governing Board Members, members of the Advisory Committee or other committees, officers or other private persons, except that the Authority is authorized and empowered to:
 - 1. Provide a per diem to nongovernmental Governing Board Members who request compensation because serving on the Governing Board presents a financial hardship;
 - 2. Reimburse Governing Board Members, members of the Advisory Committee or other committee, and employees and others performing services for the Authority for reasonable expenses actually incurred in performing their duties, and compensate employees and others performing services for the Authority a reasonable amount for services rendered:
 - 3. Assist Governing Board Members, members of the Advisory Committee or other committee, or employees as members of a general class of persons who receive services provided by or through the Authority as long as no special privileges or treatment accrues to such Governing Board Members, members of the Advisory Committee or other committee or employees by reason of their status or position in the Authority;

- 4.To the extent permitted by law, as subject to the provisions of Section 5 of Article VIII, defend and indemnify any former Implementation Board members, any former Governing Committee members, any current or former Governing Board Members, or employees;
- 5. Purchase insurance to protect and hold personally harmless any former Implementation Board members, former Governing Committee members, current or former Governing Board Members, or employees and their successors from any action, claim, or proceeding instituted against the foregoing individuals arising out of the performance, in good faith, of duties for, or employment with, the Authority during the applicable time periods of their performance and to hold these individuals harmless from any expenses connected with the defense, settlement, or monetary judgments from such actions, claims, or proceedings. The purchase of such insurance and its policy limits shall be discretionary with the Governing Board, and such insurance shall not be considered to be compensation to the insured individuals. The powers conferred by this Subsection 1.D.5. of Article VI shall not be exclusive of any other powers conferred by law to purchase liability insurance; and
- 6. Sell assets for a consideration greater than their reasonable market value or acquisition costs, charge more for services than the expense of providing them, or otherwise secure an increment in a transaction, or carry out any other transaction or activity, as long as such gain is not the object or purpose of the Authority's transactions or activities, and such gain shall be applied to providing Homeless Services, and as long as no Party is charged more than its total annual or biennial allocation as provided in this Agreement
- E.. The Authority shall not issue shares of stock, pay dividends, make private distribution of assets, make loans to its Governing Board Members, committee members, or employees or otherwise engage in business for private gain.

Section 2. Limitation on Liability.

All debts, obligations and liabilities incurred by the Authority shall be satisfied exclusively from the assets and properties of the Authority and no creditor or other person shall have any right of action against the County, Seattle, Funders or any other public or private entity or agency on account of any debts, obligations, or liabilities of the Authority unless explicitly agreed to in writing by the County, Seattle, Funders or such entity or agency.

Section 3. Mandatory Disclaimer.

The following disclaimer shall be posted in a prominent place where the public may readily see it in the Authority's principal and other offices. It shall also be printed or stamped on all contracts and other documents that may entail any debt or liability by the Authority. Failure to display, print or stamp the statement required by this Section 3 of Article VI shall not be taken as creating any liability for any entity other than the Authority.

The King County Regional Homelessness Authority (the "Authority") is a separate governmental, administrative agency created pursuant to an Interlocal Agreement between King County and the City of Seattle pursuant to RCW 39.34.030. All liabilities incurred by the Authority shall be satisfied exclusively from the assets and properties of the Authority and no creditor or other person shall have any right of action against King County, the City of Seattle, or any other public or private entity or agency on account of any debts, obligations, or liabilities of the Authority unless explicitly agreed to in writing by such entity or agency.

ARTICLE VII BUDGETING AND CONTRACTING

Section 1. Provision of Funds.

A. The Authority shall annually submit a Funding Request to each of the Parties. Funding Requests shall be made by the Authority to the Parties at the time and in the form as determined to be necessary to comply with the fiscal and budget cycles of the individual Party and that is consistent with the annual budget instructions issued by each Party's Executive branch. Parties shall provide monies to the Authority subject to the terms of each Party's Master Services Agreement, the additional provisions in this Article VII, Section 1, and subject to each Party's appropriation authority.

- B. The Authority shall present its Funding Requests to each Party, as described in Section 1.A. of this Article VII, to the Governing Board for review prior to submitting it to each Party.
- C. The Authority shall submit an Annual Budget to the Governing Board for review and adoption. The Authority's Annual Budget shall be consistent with the funding appropriated by each Party in that Party's adopted budget and any other applicable restrictions. The Governing Board should strive to approve the Authority's Annual Budget for the coming fiscal year in advance of the fiscal year effective date but shall approve the Annual Budget no later than January 31 of the fiscal year in question. The Governing Board may provide further direction on additional information needed and the preferred form, level of detail, and timing of receipt.
- D. It is Seattle's intent to provide at least the same level of funding to the Authority that it budgeted in 2019 for the Homeless Services contracts anticipated to be transferred to the Authority and related administrative expenses, in all cases subject to annual budget appropriations. In 2019 that amount was approximately \$73,000,000. Seattle's funding shall be reduced to the extent Seattle directly pays for programs and administration.
- E. It is the County's intent to provide at least the same level of funding to the Authority that it budgeted in 2019 for the Homeless Services contracts anticipated to be transferred to the Authority and related administrative expenses, subject to annual budget appropriations. In 2019 that amount was approximately \$55,000,000. In accordance with the foregoing, the County anticipates providing the following to the Authority, in all cases subject to budget appropriations.
 - 1. The County agrees to make facilities available to the Authority for Authority

- operations. The County's funding to the Authority in Section 1.E. of this Article VII shall include the value of County space contributed by the County to the Authority.
- 2. The County's funding in Section 1.E. of this Article VII shall be reduced to the extent the County directly pays for programs and administration.
- F. The Parties shall enter into separate Master Services Agreements with the Authority setting forth each Party's respective processes and requirements to provide Resources or other consideration to the Authority pursuant to the terms and conditions set forth herein and in the Party's Master Services Agreement with the Authority. The Parties shall collaborate so that, to the extent possible, their Master Services Agreements have similar and consistent terms, conditions, and requirements so as to reduce inefficiencies and avoid any conflicting requirements for the Authority. The terms of the Master Agreements shall be consistent with this Agreement; in the event of a conflict between a Master Agreement and this Agreement, the terms of this Agreement shall prevail.
- G. The Parties shall use their best efforts to coordinate the development of their respective Master Agreements to ensure consistency and that the Authority shall be provided adequate Resources to optimize the provision of Homeless Services with appropriate accountability.
- H. If the Authority applies for and receives Resources which had, in prior years, been accredited to either Seattle or King County, then: (1) in future years, the amount of such monies shall be credited towards the allocations as defined in Section 1.D. and 1.E. of this Article VII, respectively, and (2) the Authority shall give first priority to providing services to those persons who were previously served by such monies.
- I. Seattle or the County may reduce their expected funding, set forth in Sections 1.D. and 1.E. of this Article VII respectively, commensurate with reductions or eliminations of funding available for homelessness programs or services, by providing written notice to the Authority and executing a unilateral amendment to the affected Party's Master Services Agreement.
- J. The Authority shall comply with all Federal, State, Seattle and County statutory and legal requirements, as applicable, in respect to all grant funds contributed by each Party.
- K. The Authority shall be subject to annual audits by the State Auditor, and by Seattle and the County, at the option of each.
- **Section 2. Information Required for Oversight of the Authority**. Each of the Master Agreements shall include provisions obligating the Authority to provide the following minimum information to each Party:
 - A. An annual operating budget displaying the various sources and uses of Authority revenues, with expenditures aggregated and disaggregated based on source;
 - B. Quarterly reporting on expenditures against budget, as well as full transparency into ongoing spending provided by access to the Authority's financial systems;

- C. Standards and procedures for the awarding of contracts to service providers, including means to measure outcomes;
- D. Annual reports showing comparative outcomes by service providers and evaluations of contract performance;
- E. Monthly reporting on cashflow projections when Authority cash balance becomes negative for two consecutive months or more.
- F. An annual performance update on the Five-Year Plan or successor planning document.
- Section 3. Subscribing Agency Service Contracts for the Provision of Homeless Services. Subject to Board approval as needed under Article XI, Section 1, nothing herein shall prohibit the Authority from entering into contracts with Subscribing Agencies ("Subscribing Agency Contracts") so long as (i) such contracts are subject to the availability of grant or other funding, (ii) upon request, copies of such contracts be provided to a Party, and (iii) such Subscribing Agency Contracts do not impair the obligations of the Authority to any Party or any other contractors. In consideration for the Authority providing such Homeless Services to a Subscribing Agency, that Subscribing Agency shall either provide Resources to the Authority or align the Subscribing Agency's provision of related services consistent with the Authority's budget, the Five-Year Plan or successor planning document, and the Authority's Policies and Plans as approved by the Governing Board. The Authority shall fund and provide services across the County regardless of whether a local jurisdiction is a Subscribing Agency to this Agreement.

ARTICLE VIII ORGANIZATION OF AUTHORITY

- **Section 1.** Governing Board. As of the Amendment Effective Date, the Implementation Board and Governing Committee created under the Original ILA are superseded and replaced by a Governing Board comprised of elected officials serving ex officio and other members representing individuals with Lived Experience, as described in this Article VIII. The Governing Board shall act as the governing and oversight body for the Authority and shall have the powers set out in this Agreement.
 - A. <u>Governing Board Composition</u>. The Governing Board shall be composed of the following members:
 - 1. The County Executive;
 - 2. Two (2) members of the King County Council. One (1) of the two (2) Councilmembers shall represent a district that is in whole or in part located in Seattle and one (1) shall represent a district outside of Seattle;
 - 3. Seattle Mayor;
 - 4. Two (2) members of the Seattle City Council;

- 5. Three (3) members who shall be elected officials from cities or towns other than Seattle and shall be appointed by the Sound Cities Association; and
- 6. Three (3) members representing individuals with Lived Experience. The City of Seattle, King County, and Sound Cities Association shall each appoint one member with Lived Experience. Each of these members should possess demonstrable expertise, experience, and/or skill in one or more of the areas specified below:
 - a. Implementation of policies and practices that promote racial-ethnic equity within an organization of similar size and responsibility to the Authority,
 - b. Fiscal oversight of entities with budgets of similar size to the Authority,
 - c. Direction or oversight of business operations and/or strategy of a large public or private entity or organization,
 - d. Federal Continuum of Care program governance and operations,
 - e. Provision of services for persons experiencing homelessness or related social services with an emphasis on serving populations disproportionately represented among those experiencing homelessness, and
 - f. Academic research on topics related to homelessness and/or performance evaluation.

The elected members of the Governing Committee established under the Original ILA shall serve as members of the Governing Board until their existing respective terms end. The members who represented individuals with Lived Experience on the Governing Committee under the Original ILA shall continue serving as members on the Governing Board until the respective appointments are made by the City of Seattle, King County, and Sound Cities Association.

When future Governing Board members are selected, each respective bloc referenced above in this Section 1.A. of Article VIII shall notify the other blocs of the names and contact information for that bloc's selected members. Notice to the County shall be sent to both the County Executive and the Chair of the County Council. Notice to Seattle shall be sent to both the Seattle Mayor and the president of the Seattle City Council. Notice to SCA shall be sent to the SCA Executive Director.

B. <u>Transition Matters</u>. All prior actions of the Governing Committee and Implementation Board, including but not limited to the adoption of the Five-Year Plan, shall remain valid and in force until those actions expire by their nature or until superseded or repealed by the Governing Board. The Implementation Board may continue to meet in an advisory capacity through the end of 2024 and may, in its discretion, provide the Governing Board with a final report. The indemnification provisions under Article VIII, Section 5 of the Original ILA shall continue in effect with respect to Governing Committee and Implementation Board members for the duration of any applicable statute of limitations period.

Section 2: Powers and Authority of the Governing Board

The Governing Board is responsible for setting strategic policy direction for the Authority, providing fiscal oversight, and ensuring the Authority is making adequate progress in fulfilling its mission. The powers and authority of the Governing Board include:

- A. Approving or amending:
 - 1. Policies and Plans, as defined in Article I,
 - 2. Annual Budgets, including staffing and organizational structure, and
 - 3. New or expanded initiatives and programs.
- B. Approving and monitoring performance metrics and monitoring and evaluating the performance of the Homeless Services system and Homeless Services programs funded by the Authority, and directing changes as needed to improve performance.
- C. Providing fiduciary oversight, including through:
 - 1. Annual review of year-end financial reports, and
 - 2. Monitoring of year-to-date financials reports at least quarterly.
- D. Monitoring the Authority's progress on the timely implementation of goals and key deliverables associated with Policies and Plans, including review of an annual work plan that contains projects and activities to be undertaken during the budget period.
- E. Staying apprised of significant staffing and organizational changes.
- F. Ensuring the Authority has effective leadership in place by conducting an annual Chief Executive Officer ("CEO") performance evaluation based on well-defined and mutually agreed upon performance expectations, overseeing CEO hiring and termination processes, establishing a process for determining an appropriate compensation package, and implementing other actions as needed to fulfill these obligations.
- G. Approving policies and procedures for competitive procurement of services, including but not limited to policies concerning the allocation of funding across program types and across cities, towns, and unincorporated areas in King County. This includes any reprocurement of services across the system or within a major service category.
- H. Approving policies and procedures for oversight of major expenditures and other transactions, to include but not be limited to delegation of contracting authority to the CEO and the minimum standards for procurement of goods, services, and property.
- I. Regularly receiving and reviewing information from the Authority, in its capacity as the CoC Lead Entity, on issues such as Coordinated Entry performance and success in receiving CoC funds.

- J. Providing direction to the CEO to initiate conversations with the CoC Board or HUD if changes are needed to improve performance in areas related to the CoC.
- K. Consulting with CEO on labor parameters for the negotiation of any labor agreements with specifics provided for in Board by-laws as needed.

The Governing Board may reasonably expect and request Authority staff to provide information necessary to ensure it can carry out these powers and authority. The Governing Board may delegate discrete powers and authorities to subcommittees as described in bylaws or by resolution. The Governing Board may elect to delegate discrete powers and authorities under subsection B., D., G. and I. of this Section 2 to the CEO.

Section 3: Actions Requiring Approval by Resolution and Voting. A general or particular authorization and concurrence of the Governing Board by resolution shall be necessary for any of actions specified elsewhere in this Agreement for Governing Board approval or authorization and as provided in Section 3 of this Article VIII.

Each individual Governing Board Member shall be a voting member and shall have one vote. A Governing Board Member may not split his or her vote on an issue. No voting by proxies or mailin ballot is allowed. Voting by a designated alternate pursuant to the terms of the Bylaws or policies of the Authority is not considered a vote by proxy.

- A. The following actions of the Governing Board shall require an affirmative vote of a majority of Governing Board Members present, provided quorum requirements in Section 4 of this Article VIII are met:
 - 1. Recommend to the County Council and Seattle City Council amendments to this Agreement;
 - 2. Adopt and amend Bylaws of the Governing Board;
 - 3. Approve performance metrics;
 - 4. Approve an annual work plan for the Authority;
 - 5. Approve new or revised sub-regional plans;
 - 6. Change the name of the Authority;
 - 7. Accept or convey an interest in real estate, except for i) lien releases or ii) satisfactions of a mortgage after payment has been received, or iii) the execution of a lease for a current term less than one (1) year;
 - 8. To the extent permitted by State law, accept donation of money, property or other assets made to the Authority;
 - 9. Adopt internal policies and procedures for oversight of major expenditures and other transactions;

- 10. Approve labor agreement for Authority staff.
- B. The following actions shall require an affirmative vote of a two- thirds majority of Governing Board Members present, provided quorum requirements in Section 4 of this Article VIII are met:
 - 1. Approve or amend Policies and Plans;
 - 2. Approve or amend the Annual Budget;
 - 3. Confirm the Chief Executive Officer.
- C. Removal of the Chief Executive Officer shall require an affirmative vote of nine (9) Members of the Governing Board.

Section 4: Organization

- A. **Officers**. Members of the Governing Board shall elect officers as provided under Article IX.
- B. **Quorum**. At all meetings of the Governing Board, a quorum of the Governing Board must be present to do business on any issue. A quorum shall be defined as nine (9) members.
- C. **Term.** The terms of the Seattle Mayor and the County Executive shall be co-terminus with their respective offices. The County Council and Seattle City Council shall determine which of its respective members shall serve on the Governing Board and such Members shall serve until replaced or until no longer a member of their respective Council. The Governing Board Members that are city elected officials from outside Seattle are appointed by the SCA and shall serve until replaced or until no longer eligible for appointment. The Governing Board Members representing individuals with Lived Experience shall serve for up to twenty-four months or as further defined in Governing Board by-laws.
- D. **Consecutive Absences.** Any Governing Board Member who is absent for three consecutive regular meetings without excuse may, by resolution duly adopted by a majority vote of the remaining Governing Board Members, be deemed to have forfeited his or her position as Governing Board Member and that Member's position shall be vacant.
- E. **Forfeiting a Governing Board Member Position.** Pursuant to this Section 4 of Article VIII, forfeiture of a governing board membership position shall be effective immediately unless otherwise provided in the resolution. Any successor shall be selected in the same manner as the appointment for the forfeited Governing Board Member position.

Section 5. Right to Indemnification.

Each person who was, or is threatened to be made a party to or is otherwise involved (including,

without limitation, as a witness) in any actual or threatened action, suit, or proceeding, whether civil, criminal, administrative, or investigative, by reason of the fact that he or she is or was a Governing Board Member or employee of the Authority, or was a former member of either the Governing Committee or Implementation Board, acting within the course and scope of carrying out duties under this Agreement, whether the basis of such proceeding is alleged action in an official capacity as a director, trustee, officer, employee, or agent, or in any other capacity relating to the Authority, shall be indemnified and held harmless by the Authority to the full extent permitted by applicable law as then in effect, against all expense, liability and loss (including attorneys' fees, judgments, fines and amounts to be paid in settlement) actually and reasonably incurred or suffered by such person in connection therewith, and such indemnification shall continue as to a person who has ceased to be in such position and shall inure to the benefit of his or her heirs, executors and administrators; provided, however, that except as provided in this Section 5 of Article VIII with respect to proceedings seeking to enforce rights to indemnification, the Authority shall indemnify any such person seeking indemnification in connection with a proceeding (or part thereof) initiated by such person only if such proceeding (or part thereof) was authorized by the Governing Board; provided, further, the right to indemnification conferred in this Section 5 of Article VIII shall be a contract right and shall include the right to be paid by the Authority the expenses incurred in defending any such proceeding in advance of its final disposition; provided, however, that the payment of such expenses in advance of the final disposition of a proceeding shall be made only upon delivery to the Authority of an undertaking, by or on behalf of such person, to repay all amounts so advanced if it shall ultimately be determined that such person is not entitled to be indemnified under this Section 5 of Article VIII or otherwise.

Provided, further, that the foregoing indemnity may not apply, at the discretion of the Authority, to any person from or on account of:

A. Acts or omissions of such person finally adjudged to be reckless misconduct, intentional misconduct or a knowing violation of law; or

B. Any transaction with respect to which it was finally adjudged that such person personally received a benefit in money, property, or services to which such person was not legally entitled.

If a claim under this Section 5 of Article VIII is not paid in full by the Authority within sixty (60) days after a written claim from a person indemnified under this Section has been received by the Authority, except in the case of a claim for expenses incurred in defending a proceeding in advance of its final disposition, in which case the applicable period shall be twenty (20) days, the claimant may at any time thereafter bring suit against the Authority to recover the unpaid amount of the claim and, to the extent successful in whole or in part, the claimant shall be entitled to be paid also the expense of prosecuting such claim. The claimant shall be presumed to be entitled to indemnification under this Section 5 of Article VIII upon submission of a written claim from a third-party that on its face is covered by Authority's indemnification obligation (and, in an action brought to enforce a claim for expenses incurred in defending any proceeding in advance of its final disposition, where the required undertaking has been tendered to the Authority), and thereafter the Authority shall have the burden of proof to overcome the presumption that the claimant is so entitled. Neither the failure of the Authority (including the Governing Board or independent legal counsel) to have made a determination prior to the commencement of such action that indemnification of or reimbursement or advancement of expenses to the claimant is

proper nor a determination by the Authority (including its Governing Board Members or independent legal counsel) that the claimant is not entitled to indemnification or to the reimbursement or advancement of expenses shall be a defense to the action or create a presumption that the claimant is not so entitled.

The right of indemnification and the payment of expenses incurred in defending a proceeding in advance of its final disposition conferred in this Section 5 of Article VIII shall not be exclusive of any other right which any person may have or hereafter acquire under any statute, provision of this Agreement, Bylaws, any other agreement or otherwise.

The Authority shall maintain in full force and effect public liability insurance in an amount sufficient to cover potential claims for bodily injury, death or disability and for property damage, which may arise from or be related to projects and activities of the Authority and its Governing Board Members, staff and employees.

Section 6. Conduct; Code of Ethics.

Governing Board Members, members of the Advisory Committee or other committee and employees of the Authority shall conduct themselves in accordance with all applicable laws, including but not limited to, chapter 42.23 RCW (the "Code of Ethics for Municipal Officers"), chapter 42.30 RCW (the "Open Public Meetings Act"), and this Agreement and policies of the Authority.

All letters, memoranda and electronic communications or information (including email) that relate to conduct of the Authority or the performance of any Authority function may be public records subject to disclosure under chapter 42.56 RCW (the "Washington Public Records Act"). In the event that the Authority or any Governing Board Member or any member of the Advisory Committee or other committee receives a request for such records, the Governing Board Member or any member of the Advisory Committee or other committee shall immediately provide the request to the public records officer of the Authority and assist the public records officer in responding to the request.

Governing Board Members and members of the Advisory Committee or other committee shall respect the confidentiality requirements regarding personnel, real estate transactions, proprietary matters, and attorney-client privileged communications, including those requirements listed herein and any other confidential information that is gained through their positions with the Authority. The Authority, rather than any individual, is the holder of these privileges and protections and only the Authority may elect to waive any such privileges or protections.

Any Governing Board Member, member of the Advisory Committee or other committee or Authority employee who has an actual or potential interest, or whose immediate family member (spouse, partner, child, sibling, or parent) has an interest, in any matter before the Governing Board that would tend to prejudice his or her actions shall so publicly indicate according to the policies and procedures of the Authority. In such case any such individual shall recuse and refrain from voting upon and any manner of participation with respect to the matter in question so as to avoid any actual or potential conflict of interest. This requirement shall be in addition to all requirements under the Code of Ethics for Municipal Officers.

Governing Board Members, members of the Advisory Committee or other committee and

employees of the Authority shall each submit an annual disclosure statement that requires the disclosure of any ownership or property or employment/affiliation with any party contracting with the Authority or providing services with the Authority. Any Governing Board Member and member of the Advisory Committee or other committee with such ownership interest, employment or affiliation shall recuse him or herself from participating in discussions, deliberations, preliminary negotiations, and votes if such property or employment/affiliation is directly benefiting from such action.

Notwithstanding anything herein to the contrary, the prohibition on conflicts of interest shall not apply to or otherwise prohibit a Governing Board Member from serving on the Board or voting on matters if such Member receives generally the same interest or benefits as are being made available or provided to a group or class of low-income, homeless or formerly homeless persons intended to be the beneficiaries of the services provided by or through the Authority. To ensure a diversity of representation on the Advisory Committee or other committee, nothing herein shall prevent members of such bodies for whom service may be a financial hardship from receiving a stipend consistent with the stipend policies of similarly situated public and nonprofit boards.

ARTICLE IX OFFICERS OF AUTHORITY; STAFFING

Section 1. Officers.

The Governing Board Members shall elect from among themselves persons to serve in the following Board offices: Chairperson and Vice Chairperson. The Governing Board Members may also create the offices of a Treasurer and Secretary which may be filled by Board Members, Authority employees or a Party's employee on loan to the Authority. In all cases the Chairperson and the Treasurer may not be the same person, and the Chairperson and the Vice Chairperson may not be the same person. The term of any officer shall expire one year after the officer is elected, or at such time as such officer's membership on the Board ceases or terminates, whichever is sooner. The Governing Board may, under this Agreement, adopt Bylaws providing for additional officers, and, to the extent not inconsistent with this Agreement, may adopt Bylaws governing the offices and tenure of officers; the number of positions, powers and duties, and term of each office; the manner of appointment, selection, or election of office holders and the appointing, selecting, or electing authority; performance of duties of the office upon illness, death, incapacity, or absence of the officer; the filling of vacancies; and any qualification for the office and conditions upon exercising its powers. Nothing prevents the Governing Board from appointing Co-Chairpersons or combining the offices of Chairperson and Vice Chairperson into co-chairs.

Section 2. Duties of Officers.

The officers shall perform duties customarily performed by officers of a board. On matters decided by the Governing Board, the signature of the Chairperson alone is sufficient to bind the corporation. The Vice-Chairperson shall perform the duties of the Chairperson without further authorization in the event the Chairperson is unable to perform the duties of the office due to absence, illness, death, or other incapacity, and shall discharge such other duties as pertain to the office as prescribed by the Governing Board. To the extent not provided herein, the officers of the Authority shall have the duties as set forth in the Bylaws.

Section 3. Incapacity of Officers.

If the Treasurer or the Chairperson is incapacitated, another officer as provided for in the Bylaws shall be authorized to perform such duties without further authorization. The Treasurer is not authorized to perform the duties of the Chairperson, nor is the Chairperson authorized to perform the duties of the Treasurer.

Section 4. Advisory Committee; Committees.

The Governing Board shall recognize a Continuum of Care Board created pursuant to 24 CFR Part 578 or its successor regulation to act as its Advisory Committee and serve the

Governing Board by providing a broad array of perspectives, if such Continuum of Care Board takes action to serve as the Governing Board's Advisory Committee. In the event that an existing Continuum of Care Board takes action to serve as the Authority's Advisory Committee, the Governing Board may confirm any or all of the members of the Continuum of Care Board as members of the Advisory Committee. The Advisory Committee shall be comprised of individuals with experience related to preventing and ending homelessness, including but not limited to: persons currently experiencing homelessness, populations disproportionately impacted by homelessness, Homelessness Services Providers, business, healthcare, labor and/or workforce, homeless housing and services, behavioral health services, criminal justice system, child welfare and data evaluation. The Advisory Committee membership composition must comply with the United States Department of Housing and Urban Development's Continuum of Care Board requirements defined in 24 CFR Part 578 or its successor regulations and should maximize the Seattle King County Continuum of Care's competitiveness for federal funds. Advisory Committee members shall not concurrently serve as members of the Governing Board.

The Governing Board may create additional committees and appoint individuals to such committees as set forth in the Bylaws or policies approved by the Governing Board.

Section 5. Chief Executive Officer.

- A. The Chief Executive Officer ("CEO") is responsible to the Governing Board for the effective operations of the Authority and for carrying out all Policies and Plans approved by the Governing Board.
- B. The CEO shall work with the Governing Board to create a process that allows Governing Board members sufficient time and opportunity to review, provide guidance on, and help shape Policies and Plans.
- C. The CEO and/or his or her designee shall be the lead party responsible for negotiating labor agreements and shall negotiate such agreements based on consultations with the Governing Board.
- D. The CEO shall recognize the significance of labor rights and existing collective bargaining agreements. The CEO shall also consider the compensation and working conditions of the Parties' existing employees "on loan" to the Authority, if applicable.
- E. The CEO is responsible for meeting any reporting deadlines established herein or by Governing Board resolution.
- F. The CEO shall track and report on philanthropic activities and contributions, including both to the Authority and other major investments or initiatives by philanthropy in King County to address homelessness.
- G. The CEO shall provide regular reports on CoC activities, including a timeline of key CoC application milestones, the content of the most recent CoC application to be submitted to HUD, the outcome of the Authority's CoC application, and information on the operations and outcomes of Coordinated Entry and permanent supportive housing with CoC funds. The CEO reports should also proactively identify any CoC related issues or challenges and keep the Governing Board apprised of planned actions to address them.

- H. The CEO shall provide on-going reporting and documentation to the Governing Board as needed or requested to ensure the Governing Board can provide sufficient fiduciary oversight, strategic and policy direction, and performance monitoring of the Authority. At a minimum, the Authority shall provide the following, working in consultation with the Governing Board on the specifics to be included and the requisite format:
 - 1. Quarterly and year-end financial reports comparing actuals against budgeted amounts at the programmatic level and year-end projected expenditures based on actuals to date.
 - 2. Quarterly reports on the progress of the Authority, including key performance metrics and progress on implementing the Authority's annual work plan.
 - 3. When Authority cash flow balances are negative for two months in a row, the CEO or a designee must present to the KCEO Finance committee and receive authorization for temporary use of County's cash pool to cover the Authority's negative cash position.
- I. The CEO shall annually present an overview of the Authority's Proposed Budget, progress on the annual work plan, and an update on how the Authority is performing against performance metrics approved by the Governing Board, to the (1) Seattle City Council or a committee thereof, as determined by the Seattle City Council; and (2) King County Council or a committee thereof, as determined by the County Council. The date of such annual presentations shall be determined at the discretion of the Parties.
- J. The following may be delegated to the CEO: (1) the authority to sign documents and contracts on behalf of the Authority; and (2) such other duties as delegated or assigned by the Governing Board.
- K. The CEO shall cause the Authority to carry out the Policies and Plans to be approved by the Governing Board, including through contracting for services, contracting to provide Homeless Services, making funding awards and doing all things necessary to oversee and carry out the implementation of the Authority's programs.
- L. The CEO shall actively and continuously consider and evaluate all means and opportunities to further the enhancement of operational effectiveness of Homeless Services.

Section 6. Office of the Ombuds.

The Authority shall operate an Office of the Ombuds ("Office of the Ombuds") to promote public confidence in the Authority's ability to effectively, efficiently and equitably serve Customers. The Office of the Ombuds shall gather information from Customers, Contract Holders, and community members to support the Authority's efforts to improve the operations and outcomes of the Authority's Contract Holders; ensure ease of contact for Customers, Contract Holders, and community members and provide appropriate resources to resolve their concerns; implement strategies to collect, investigate, and respond to complaints and concerns about the delivery of Homeless Services, policies, program administration, or other activities overseen or funded by the Authority; develop methods to respond to complaints or concerns in an equitable, impartial, and efficient manner; and be authorized to investigate complaints and issue findings, collect and

analyze aggregate complaints data, and consult with Authority leadership and Customers, Contract Holders, and community members to design and recommend improvements in Homeless Services, funding or oversight. The Office of the Ombuds reports directly to the Authority CEO and shall provide a written report annually to the Governing Board on Office of the Ombuds activities and trends in the homeless response system derived from its interactions with Customers, Contract Holders, and community members who contact the office.

ARTICLE X MEETINGS OF THE AUTHORITY

Section 1. Time and Place of Meetings.

The Governing Board shall determine the frequency of regular meetings needed to undertake their duties under this Agreement. No later than the last regular meeting of each calendar year, the Governing Board shall adopt a resolution specifying the date, time and place of regular meetings for the upcoming calendar year. A copy of the resolution shall be distributed in the same manner as notice of special meetings is provided pursuant to Section 3 of this Article X. At any regular meeting of the Governing Board, any business may be transacted and the Governing Board may exercise all of its powers. Special meetings of the Governing Board may be held from time to time in accordance with chapter 42.30 RCW (the "Open Public Meetings Act") and Section 3 of this Article X.

Section 2. Notice of Regular Meetings.

At the beginning of each calendar year, the Authority shall post on its website the time and place of regular meetings of the Governing Board for that calendar year. As the Advisory Committee meeting schedule is established, the Authority shall post on its website those meeting times and places. In addition, the Authority shall provide reasonable notice of such meetings to any individual specifically requesting it in writing. If a regular meeting schedule is to be changed by resolution, a copy of the resolution shall be distributed in the same manner as notice of special meetings is provided pursuant to Section 3 of this Article X and the change posted on the Authority's website.

Section 3. Notice of Special Meetings.

Except as provided in Section 10 of this Article X, notice of all special meetings of the Governing Board shall be given by the chairperson (or co-chair, if applicable) or by the majority of Governing Board Members calling the special meeting in accordance with RCW 42.30.080 by delivering personally, by electronic mail or by mail written notice at least 24 hours prior to the time of the meeting to each applicable Governing Board Member, to each local newspaper of general circulation and to each radio or television station that has requested notice and to any other individual specifically requesting it in writing, and posted on the Authority's website. The call and notice of all special meetings shall specify the time and place of all special meetings and the business to be transacted. Notice of special meetings of the Advisory Committee shall comply with 24 CFR 578.

Section 4. Waiver of Notice.

Notice as provided herein may be deemed waived as to any Governing Board Member who, at or prior to the time the meeting convenes, files with the Authority a written waiver of notice or who is actually present at the meeting at the time it convenes. Such notice may also be dispensed with as to special meetings called to deal with an emergency involving injury or damage to persons or

property or the likelihood of such injury or damage, where time requirements of such notice would make notice impractical and increase the likelihood of such injury or damage.

Section 5. Agendas.

In accordance with chapter 42.30 RCW (the "Open Public Meetings Act") for the Governing Board, and in accordance with 24 CFR 578 for the Advisory Committee, at least 24 hours before any regular or special meetings, the agenda for that meeting shall be posted along with relevant meeting materials and also be emailed or otherwise provided to the Seattle Council Clerk and to the County Council Clerk.

Section 6. Open Public Meetings.

All meetings of the Governing Board shall be open to the public if and to the extent required by chapter 42.30 RCW (the "Open Public Meetings Act"). The Governing Board may hold executive sessions to consider matters enumerated in chapter 42.30 RCW (the "Open Public Meetings Act") or as otherwise authorized by law. The meetings of the Advisory Committee shall be open to the public, except that the Advisory Committee may hold executive sessions as it deems necessary.

Section 7. Telephonic or Virtual Participation.

The Governing Board may participate in a regular or special meeting of the applicable body through the use of any means of communication by which all attending Governing Board Members and members of the public participating in such meeting can hear each other during the meeting. Any Governing Board Member participating in a meeting by such means is deemed to be present in person at the meeting for all purposes including, but not limited to, establishing a quorum.

Section 8. Parliamentary Authority.

The rules in the current edition of Robert's Rules of Order Newly Revised, 11th Edition, shall govern the Authority in all cases to which they are applicable, where they are not inconsistent with this Agreement or with the special rules of order of the Bylaws of the respective body.

Section 9. Minutes.

Copies of the minutes of all regular or special meetings of the Governing Board shall be available to any person or organization that requests them. The minutes of all Governing Board meetings shall include a record of individual votes on all matters requiring Governing Board approval.

Section 10. First Meeting of the Governing Board.

The Seattle Mayor and the County Executive shall authorize the Authority to jointly notice the first meeting of the Governing Board as a special meeting and jointly prepare an agenda. This first meeting shall occur within 90 days of the Amendment Effective Date.

ARTICLE XI MISCELLANEOUS

Section 1. Geographic Limitation.

The Authority may conduct activities outside of the County, subject, however, to a contract with a Subscribing Agency. The Authority shall not enter any interlocal agreements with other

jurisdictions without the prior written authorization of the Governing Board.

Section 2. Safeguarding of Funds.

Authority funds shall be deposited in a qualified public depository as required by law. The Authority shall establish a special fund with the County treasurer to be designated the "Operating Fund of the King County Regional Homelessness Authority." The County shall act as the fiscal agent and Treasurer of the Authority with the authority to hold and invest funds on the Authority's behalf and make payments for approved expenditures.

Section 3. Public Records.

The Authority shall maintain all of its records in a manner consistent with the Preservation and Destruction of Public Records Act, chapter 40.14 RCW. The public shall have access to records and information of the Authority to the extent as may be required by applicable laws. All costs associated with complying with the Public Records Act, chapter 42.56 RCW, shall be borne by the Authority.

Section 4. Reports and Information; Audits.

Within nine (9) months after the end of the Authority's fiscal year, the Authority shall file an annual report with the Finance Directors of the County and Seattle containing an audited statement of assets and liabilities, income and expenditures and changes in the Authority's financial position during the previous year (or unaudited information if an audit is not yet available, to be promptly followed by audited information); a summary of significant accomplishments; a list of depositories used; a projected operating budget (which may be an annual budget, a biennial budget or other form as authorized by State law); and a list of members and officers of the Governing Board.

The Authority shall be subject to annual audits by the State Auditor, and by Seattle and the County at the option of each. The Authority shall, at any time during normal business hours, make available to the County Executive, the County Council, the Seattle Mayor, the Seattle City Council, and the State Auditor for examination all of the Authority's financial records.

Section 5. Performance Audit.

The County and Seattle shall cause a performance audit to be conducted and completed by a consulting firm selected by the County and Seattle no later than six years after the Governing Board confirms the initial Five-Year Plan. The performance audit report shall be transmitted to the clerks of both the King County Council and the Seattle City Council.

Section 6. Amendments to Agreement.

No additions to or alterations of the terms of this Agreement shall be valid unless made in writing, approved by the legislative authorities of each Party and executed by duly authorized agents of each Party.

Section 7. Nondiscrimination.

The Authority, its employees, agents, Contract Holders, and subcontractors, if any, shall at all times comply with any and all federal, State or local laws, ordinances, rules or regulations with respect to non-discrimination and equal employment opportunity, which may at any time be applicable to Seattle by law, contract or otherwise, including but not limited to all such

requirements which may apply in connection with employment or the provision of services to the public.

Specifically, except as allowed by law, the matters or activities in Subsections A – C below shall not be directly or indirectly based upon or limited by age, sex, marital status, sexual orientation, race, creed, color, national origin, religion, pregnancy, gender, gender identity or expression, genetic information, domestic violence victimization, veteran or military status, or the presence of any sensory, mental, or physical disability or the use of a trained service animal by a person with a disability:

- A. Membership on the Governing Board;
- B. Employment, including solicitation or advertisements for employees; and
- C. Provisions of services to and contracts with the public.

Section 8. Labor Disputes.

Because labor disputes can lead to work stoppages or adversely impact the ability of the Authority to achieve desired outcomes, Seattle and the County have agreed and acknowledged in this Agreement that they have an interest in ensuring that the Authority's operations and progress are not interrupted or interfered with by work stoppages or other labor disputes. Accordingly, Seattle and the County have agreed, which is hereby confirmed in this Agreement, that the Authority and entities that contract with the Authority are required to adhere to labor laws, commit to promoting labor harmony, and take reasonable measures to avoid any work stoppages or labor disputes in their operations.

Section 9. Inventory and Property.

Property, equipment and furnishings for the operations of the Authority shall be acquired by the Authority as provided by law. If any Party furnishes property, equipment or furnishings for the Authority's use, title to the same shall remain with the respective Party unless that property, equipment or furnishings are acquired by the Authority.

Section 10. Interlocal Cooperation Act.

A. This Agreement is intended to create a separate governmental administrative entity within the meaning of RCW 39.34.030(3) and not a "joint board" within the meaning of RCW 39.34.030(4)(a).

B. Each Party shall file or post this Agreement as required by RCW 39.34.040.

Section 11. Notice to the Parties.

Any formal notice or communication to be given among the Parties to this Agreement shall be deemed properly given, if delivered either in physical or electronic means, or if mailed postage prepaid and addressed to:

King County
Attn: Director, Department of Community and Human Services 401 Fifth
Avenue, Suite 400
Mailstop CNK-HS-0400
Seattle, Washington 98104

City of Seattle Attn: Director, Human Services Department 700 Fifth Ave., Suite 5800 Seattle, Washington 98104

Section 12. Additional Provisions.

A. **Integration.** This Agreement contains all of the terms and conditions agreed upon by the Parties hereto concerning the establishment of the Authority. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the Parties hereto. The Parties have read and understand all of this Agreement, and now state that no representation, promise, or agreement not expressed in this Agreement has been made to induce the officials of the Parties hereto to execute this Agreement.

- B. **Severability.** In the event any provision of this Agreement shall be declared by a court of competent jurisdiction to be invalid, illegal, or unenforceable, the validity, legality and enforceability of the remaining provisions shall not, in any way, be affected or impaired thereby.
- C. Indemnification among the Parties Hereto. To the maximum extent permitted by law, each Party shall defend, indemnify and hold harmless the other Party and its or their agents, employees, and/or officers, from any and all costs, claims, judgments, or awards of damages arising out of the negligent acts or omissions of such indemnifying party, its officers, employees or agents and shall process and defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against the other Party arising out of, in connection with, or incident to this Agreement and the indemnifying Party's negligent performance or failure to perform any aspect of this Agreement. In the event any such liability arises from the concurrent negligence of the indemnifying party and another party, the indemnity obligation of this section shall apply only to the extent of the negligence of the indemnifying party and its actors.
- D. The foregoing provisions specifically and expressly intend to constitute a waiver of each party's immunity under industrial insurance, Title 51 RCW, as respects the other party only, and only to the extent necessary to provide the indemnified party with a full and complete indemnity of claims made by the indemnitor's employees. This waiver has been mutually negotiated.
- E. **No Third Party Beneficiary Rights.** The provisions of this Agreement are for the sole benefit of the Parties, and they shall not be construed as conferring any rights to any third party (including any third party beneficiary rights).
- F. **Authority Employees**. Except for those employees "on-loan" from the Parties, the Authority shall be responsible for all employer-obligated federal and/or State tax, industrial and insurance, and all wages, benefits, or other compensation, for all Authority employees.
- G. Counterparts. This Agreement may be executed in any number of counterparts, each

of whom shall be an original, but th instrument.	nose counterparts shall constitute one and the same
This Agreement is APPROVED this	day of
ATTEST:	County Executive, King County
[County Prosecuting Attorney]	
RECEIPT ACKNOWLEDGED BY:	
	Mayor, City of Seattle
ATTEST:	
City Clerk	

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:		
Mayor's Office	Christa Valles	Alena Johnson		

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to homelessness; authorizing the Mayor or the Mayor's designee to execute an amendment of the interlocal agreement between The City of Seattle and King County establishing the King County Regional Homelessness Authority.

Summary and Background of the Legislation: This legislation authorizes the Mayor to enter the City into an amended Interlocal Agreement (ILA) with King County (County) regarding the operations of the King County Regional Homelessness Authority.

- In December 2019, the City of Seattle and King County entered into an Interlocal Agreement establishing the King County Regional Homelessness Authority ("KCRHA" or "Authority"), representing a major shift in the way the region approaches strategic planning, program development, and funding for homeless services in the Seattle-King County region.
- The original ILA created two oversight boards for KCRHA. One was a 13-member Implementation Board comprised of subject matter experts operating on a volunteer basis. The other was a 12-member board comprised of nine elected officials and three lived experience members. The two-board structure has presented challenges in role clarity and oversight responsibilities. The amended ILA will create one oversight board, the Governing Board, that will be responsible for setting strategic and policy direction for KCRHA and monitoring agency performance.
- The new Governing Board will likely need to meet monthly to fulfill its oversight obligations.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes ⊠ No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes ⊠ No
3.d. Other Impacts	

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

This legislation has no direct costs but there will likely need to be more active staffing of the Mayor and the two Councilmembers who are seated on the new Governing Board. This Governing Board will need to meet more frequently than the Governing Committee they currently serve on. The Governing Board is expected to play an active role in setting strategic direction for the KCRHA and monitoring agency outcomes. In turn, KCRHA will likely need to have dedicated staff who are subject matter experts working more closely with Governing Board members.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources. $\rm N/A$

Please describe any financial costs or other impacts of *not* implementing the legislation. KCRHA would continue operating under a two-board structure, which has been found to be problematic in terms of clarity of roles and responsibilities and decision-making.

4. OTHER IMPLICATIONS

- a. Please describe how this legislation may affect any departments besides the originating department. $\ensuremath{\mathrm{N/A}}$
- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.
 No.
- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

The new Governing Board will have three seats for people with Lived Experience as defined under the definitions section of the restated and amended ILA (Attachment A).. This is similar to the current Governing Committee. With the sunsetting of the Implementation Board, there will no longer be Lived Experience representation on that board. There will continue to be people with Lived Experience on KCRHA's Continuum of Care Board, which may also form an advisory committee to the Governing Board if it so chooses.

Moving to one oversight board for KCRHA should improve transparency in decision-making regarding KCRHA governance and also make it easier for the general public and key stakeholders to understand how and why certain decisions are being made. This should also provide a more central point of feedback for the public and key stakeholders.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation. $\rm N\!/\!A$
- iii. What is the Language Access Plan for any communications to the public? $\ensuremath{\mathrm{N/A}}$
- d. Climate Change Implications
 - i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response. $\rm N\!/\!A$
 - ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects. N/A
- e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

N/A

5. CI	HECKLIST
	Is a public hearing required?
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required?
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6. A7	TTACHMENTS

3

Summary Attachments: None.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120822, Version: 1

CITY OF SEATTLE

ORDINANCE _	
COUNCIL BILL	

- AN ORDINANCE relating to land use regulations; removing restrictions on congregate residences; and amending Sections 23.42.049, 23.45.504, 23.45.508, 23.47A.004, 23.54.015, and 23.84A.032 of the Seattle Municipal Code.
- WHEREAS, during the 2024 Washington State legislative session the Legislature passed and Governor Inslee signed Engrossed Substitute House Bill 1998 pertaining to co-living housing; and
- WHEREAS, Engrossed Substitute House Bill 1998 requires cities to allow co-living housing as a permitted use on any lot within an urban growth area that allows at least six multifamily residential units including in mixed use development, and stipulates that cities may not place certain other limiting development standards on co-housing development; and
- WHEREAS, The City of Seattle's Land Use Code regulates co-living housing under the terminology "congregate residence," and Engrossed Substitute House Bill 1998 provides that local governments may use other terms to refer to co-living housing; and
- WHEREAS, co-living housing/congregate residences provide a valuable housing option for many people because they can provide a relatively low-cost option that provides a private living space, often in combination with other shared community spaces that can facilitate social connections; and
- WHEREAS, this proposed legislation satisfies the requirements of Engrossed Substitute House Bill 1998 by expanding the zones where congregate residences are a permitted use and by removing other constraining development standards from the Land Use Code that were specific to the congregate residence housing type; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 23.42.049 of the Seattle Municipal Code, last amended by Ordinance 126626, is amended as follows:

23.42.049 Congregate residences

Congregate residences are subject to the development standards for the zone in which they are located, and to the development standards for apartments where such housing type standards are specified. ((, and to the following requirements:)) In any zone or instance in which a dwelling unit density limit applies to residential development, congregate residence sleeping rooms shall be treated as one-fourth of a dwelling unit for the purposes of calculating dwelling unit density.

((A. Common food preparation area. At least one complete common food preparation area is required within the congregate residence, and all residents shall have access to either a common complete food preparation area or a food preparation area within a sleeping room.

B. Food preparation areas in sleeping rooms. Within a congregate residence not more than 25 percent of sleeping rooms shall have complete food preparation areas, where a complete food preparation area is identified by the presence of a plumbed sink, a stove or range, a refrigerator, and a counter top. The Director has discretion to increase the percentage up to 100 percent of sleeping rooms if the congregate residence is owned by a college or university, is affiliated with an educational major institution that is part of the Washington State Community and Technical Colleges system, is a sorority or fraternity, or is owned by a not-for-profit entity or charity, or is a congregate residence that is licensed by the State and provides on-site supportive services for seniors or persons with disabilities. Supportive services include meal service, cleaning service, health services, or similar services.

C. Communal area. Communal areas such as common kitchens, lounges, recreation rooms, dining rooms, living rooms, foyers and lobbies, that are accessible to all residents of the congregate residence with sufficient accommodations for socializing and meeting shall be provided, and shall meet the following

standards:

- 1. The total amount of communal area shall have a floor area that is at least 15 percent of the total floor area of all sleeping rooms. In calculating the total floor area of sleeping rooms, the abutting ancillary areas associated with sleeping rooms shall be included, such as: sleeping lofts, counters, closets, built-ins, and private bathrooms;
- 2. Service areas, including, but not limited to hallways and corridors, supply or janitorial storage areas, operations and maintenance areas, staff areas and offices, and required bicycle parking areas may not be counted toward the communal area requirement;
- 3. Communal areas are required in addition to any residential amenity area that is required in the zone.))

Section 2. Section 23.45.504 of the Seattle Municipal Code, last amended by Ordinance 126626, is amended as follows:

23.45.504 Permitted and prohibited uses

A. All uses are permitted outright, prohibited, or permitted as a conditional use according to Table A for 23.45.504 and this Section 23.45.504. Uses not referred to in Table A for 23.45.504 are prohibited, unless otherwise indicated in this Chapter 23.45 or Chapters 23.51A, 23.51B, or 23.57. Communication utilities and accessory communication devices, except as exempted in Section 23.57.002, are subject to the regulations in this Chapter 23.45 and additional regulations in Chapter 23.57. Public facilities are subject to the regulations in Section 23.51A.004.

B. All permitted uses are allowed as a principal use or as an accessory use, unless otherwise indicated in this Chapter 23.45.

Table A for 23.45.504 Permitted and prohibited uses						
Uses	Permitted and prohibited uses by zone					
	LR1, LR2, and LR3 MR and HR					

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A. ((Residential use except as 1	P	P
residential uses		
((A.1. Congregate residence))	$((X/P^1))$	$((P/X^2))$
B. Institutions	P/CU ((3)) 1	P/CU ((3)) 1
C. Uses in existing or former pr		
C.1. Child care centers, prescho	P	P
schools, educational and vocati		
disabled, adult evening education		
libraries, community centers, co		
for the elderly, and similar uses		
public schools		
C.2. Other non-school uses in e	Permitted pursuant to	Permitted
public schools	procedures	pursuant to
	established in	procedures
	Chapter 23.78	established in
		Chapter 23.78
D. Park and ride facilities		
D.1. Park and ride facilities on	X/CU ((4)) 2	X/CU ((4)) 2
D.2. Park and ride facilities in p	$X/P^{((5))}$ 3	$X/P^{((5))}$ 3
E. Parks and playgrounds inclu	P	P
F. Ground-floor commercial us	RC/P ((6)) 4	RC/P ((6,7)) 4.5
G. Medical service uses other the	P/X ((8)) 6	P/CU/X ((8)) 6
-floor commercial uses		
H. Uses not otherwise permitte	CU	CU
structures		
I. Cemeteries	P/X ((9)) 7	P/X ((9)) 7
J. Community gardens	P	P
K. Parking, flexible-use	$X/P^{((10))}$ 8	P ((10)) 8
L. All other uses	X	X

Footnotes to Table A for 23.45.504 ((\frac{1}{2} \text{Congregate residences that are owned by a college or un that is part of the Washington State Community and Technical Colleges system, or are a sororit or are licensed by the State and provide on-site supportive services for seniors or persons with Supportive services include meal service, cleaning service, health services, or similar. ² Congre affiliated with an educational major institution that is part of the Washington State Community are owned by a not-for-profit entity or charity; or are licensed by the State and provide on-site s permitted outright. All others are permitted only in locations within urban villages and urban ce service, health services, or similar.)) ((3)) 1 Institutions meeting development standards are permi pursuant to Section 23.45.506. The provisions of this Chapter 23.45 shall apply to Major Institu Station Area Overlay Districts (SAODs); otherwise, permitted as an administrative conditional of January 1, 2017. ((5)) 2 Prohibited in LR1 and LR2 zones, including LR1/RC and LR2/RC. Per prohibited in the SAOD. ((6)) 4 Permitted in development that meets the requirements of Section that includes an RC designation. ((7)) 5 Subject to subsection 23.45.504. E except in zones that inc 23.45.504.G and 23.45.506.F. ((9)) 7 Subject to subsection 23.45.504.F. ((140)) 8 Prohibited in LR1 a as surface parking on surface parking lots existing as of January 1, 2017; permitted outright in CU = Permitted as an Administrative Conditional Use RC = Permitted in areas zoned Residenti zone, Chapter 23.46 X = Prohibited

* * *

Section 3. Section 23.45.508 of the Seattle Municipal Code, last amended by Ordinance 126682, is amended as follows:

23.45.508 General provisions

A. Except for structures related to an urban farm, a structure occupied by a permitted use other than a residential use may be partially or wholly converted to a residential use even if the structure does not conform to the development standards for residential uses in multifamily zones.

- B. Off-street parking shall be provided pursuant to Section 23.54.015, and as permitted by provisions of Sections 23.45.504 and 23.45.506, if applicable.
- C. Expansions of nonconforming converted structures and conversions of structures occupied by nonconforming uses are regulated by Sections 23.42.108 and 23.42.110.
- D. Methods for measurements are provided in Chapter 23.86. Requirements for streets, alleys, and easements are provided in Chapter 23.53. Standards for parking and access and design are provided in Chapter

23.54. Standards for solid waste and recyclable materials storage space are provided in Section 23.54.040. Standards for signs are provided in Chapter 23.55.

E. Assisted living facilities, congregate residences, nursing homes, and structures containing ground floor commercial uses as allowed by Chapter 23.46 in RC zones shall meet the development standards for apartments unless otherwise specified. ((Congregate residences are subject to additional requirements as specified in Section 23.42.049.))

* * *

Section 4. Section 23.47A.004 of the Seattle Municipal Code, last amended by Ordinance 126626, is amended as follows:

23.47A.004 Permitted and prohibited uses

A. All uses are permitted outright, prohibited, or permitted as a conditional use according to Table A for 23.47A.004 and this Section 23.47A.004, except as may be otherwise provided pursuant to Subtitle III, Division 3, Overlay Districts, of this Title 23.

- B. All permitted uses are allowed as a principal use or as an accessory use, unless otherwise indicated in Table A for 23.47A.004.
- C. The Director may authorize a use not otherwise permitted in the zone in a ((landmark)) Landmark structure, subject to the following criteria:
 - 1. The use will not require significant alteration of the structure;
- 2. The design of the structure makes uses permitted in the zone impractical in the structure, or the permitted uses do not provide sufficient financial return to make use of the ((landmark)) Landmark structure feasible; and
- 3. The physical impacts of the use will not be detrimental to other properties in the zone or vicinity or to the public interest.
 - D. Public facilities

- 1. Uses in public facilities that are most similar to uses permitted outright or permitted as a conditional use under this Chapter 23.47A are permitted outright or as a conditional use, respectively, subject to the same use regulations, development standards, and conditional use criteria that govern the similar uses.
- 2. Permitted uses in public facilities requiring council approval. Unless specifically prohibited in Table A for 23.47A.004, uses in public facilities that are not similar to uses permitted outright or permitted as a conditional use under this Chapter 23.47A, may be permitted by the City Council.
- 3. In all NC zones and C zones, uses in public facilities not meeting development standards may be permitted by the Council, and the Council may waive or grant departures from development standards, if the following criteria are satisfied:
- a. The project provides unique services that are not provided to the community by the private sector, such as police and fire stations;
 - b. The proposed location is required to meet specific public service delivery needs;
- c. The waiver of or departure from the development standards is necessary to meet specific public service delivery needs; and
- d. The relationship of the project to the surrounding area has been considered in the design, siting, landscaping, and screening of the facility.
- 4. The City Council's use approvals, and waivers of or grants of departures from applicable development standards or conditional use criteria, contemplated by subsections 23.47A.004.D.2 and 23.47A.004.D.3, are governed by the provisions of Chapter 23.76, Subchapter III, Council Land Use Decisions.
 - 5. Expansion of uses in public facilities
- a. Major expansion. Major expansion of uses in public facilities allowed pursuant to subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3 may be permitted according to the criteria and process in those subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3. A major expansion of a public facility use occurs when an expansion would not meet development standards or the area of the

expansion would exceed either 750 square feet or 10 percent of the existing area of the use, whichever is greater. For the purposes of this subsection ((23.47A.004)) 23.47A.004.D, area of use includes gross floor area and outdoor area devoted actively to that use, other than as parking.

- b. Minor expansion. An expansion of a use in a public facility that is not a major expansion is a minor expansion. Minor expansions to uses in public facilities allowed pursuant to subsections 23.47A.004.D.1, 23.47A.004.D.2, and 23.47A.004.D.3 above may be permitted according to the provisions of Chapter 23.76, for a Type I Master Use Permit.
- 6. Essential public facilities. Permitted essential public facilities will be reviewed according to the provisions of Chapter 23.80, Essential Public Facilities.
- 7. Youth service centers existing as of January 1, 2013, in public facilities operated by King County within Urban Center Villages and replacements, additions, or expansions to such King County public facilities are permitted in NC3 zones.
 - E. Changes from accessory to flexible-use parking may occur, subject to Section 23.54.026.
 - F. Public use of accessory parking is subject to Section 23.54.027.
 - G. Live-work units
- 1. In all NC zones and C zones live-work units are permitted outright subject to the provisions of this Title 23.
- 2. In pedestrian-designated zones, live-work units shall not occupy more than 20 percent of the street-level street-facing facade along designated principal pedestrian streets listed in subsection 23.47A.005.D.
- 3. In the Lake City and Bitter Lake Village Hub Urban Villages, live-work units shall not occupy more than 20 percent of the street-level street-facing facade.
- 4. Except where expressly treated as a residential use, live-work units shall be deemed a nonresidential use.
 - H. Adult cabarets

- 1. Any lot line of property containing any proposed new or expanding adult cabaret must be 800 feet or more from any lot line of property on which any of the following uses has been established by permit or otherwise recognized as a legally established use: community center; child care center; school, elementary or secondary; or public parks and open space use.
- 2. Any lot line of property containing any proposed new or expanding adult cabaret must be 600 feet or more from any lot line of property for which a permit has been issued for any other adult cabaret.
- 3. The dispersion analysis required by subsections 23.47A.004.H.1 and 23.47A.004.H.2 shall be based on the facts that exist on the earlier of:
- a. ((the)) The date a complete application for a building permit for an adult cabaret for the property proposed to contain the new or expanding adult cabaret is made, or
- b. ((the)) The date of publication of notice of the Director's decision on the Master Use Permit application to establish or expand an adult cabaret use, if the decision can be appealed to the Hearing Examiner, or the date of the Director's decision if no Hearing Examiner appeal is available.
- I. The terms of Table A for 23.47A.004 are subject to any applicable exceptions or contrary provisions expressly provided for in this Title 23.

Table A for 23.47A.004 Uses in Commercial zones						
Permitted and prohibited uses by zone ¹						
Uses	N C1	NC2	NC3	C1	C2	
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	s						
				1			
J.							
J. RESIDEI	NTIA						

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<u> </u>	J.1.	P	P	P	P	CU 15
	Reside	ľ	ľ	r	r	
	ntial					
	uses					
	not					
	listed					
	below					
	J.2.	P	P	P	P	P
	Careta					
	ker's					
	quarte					
	rs					
	J.3.	((X/)) P	((16) ((X/)) P	((X/)) P	((X/)) P	((X/P ¹⁷
	Congr		((16))	((17))	((17)))) <u>CU</u> 15
	egate					
	reside					
	nce					
	J.4.	P	P	P	P	P
	Low-					
	incom					
	e					
	housin					
	g					
K. STOR						
USES						
	K.1.	X	X	25	40	P
	Mini-		12*			
	wareh					
	ouses					
		V	v	X ((18)) 16	P	P
	K.2.	X	X	A ((10)) 10	r	ľ
	Storag					
	e,					
	outdoo					
	r					
	K.3.	X	X	25	25	P
	Wareh					
	ouses			1		

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i			1	1	1	ı	1
L.			•	•	•	•	•
TRANSP	ORT						
ATION							
FACILIT	TES						
	L.1.		X	X	X	S	P
	Cargo						
	termin						
	als						
	L.2.						
	Parkin						
	g and						
	moora						
	ge						
		L.2.a. Boat	S	S	S	S	S
		L.2.b. Dry		25	P	P	P
		L.2.c. Park		25	P	P	P
		L.2.d.i. Par		CU-25	CU	CU	CU
		surface par					
		L.2.d.ii. Par		P ((24)) 19	P ((21)) 19	P ((21)) 19	P ((21)) <u>19</u>
		parking gar				1	" " -
		L.2.e. Town		X	X	P	P
	1. 2	L.2.e. 10w					
	L.3.		X	X	25	P	P
	Passen						
	ger						
	termin						
	als		D	 	D.	 	D
	L.4.		P	P	P	P	P
	Rail						
	transit						
	faciliti						
	es						
	L.5.						
	Transp						
	ortatio						
	n fooiliti						
	faciliti						
	es, air	T 7	37	177	37	37	77
		L.5.a. Airpo		X	X	X	X
	I	L.5.b. Airp	IX	X	X	X	S

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		L.5.c. Helip	X	X	X	X	X
		L.5.d. Helis	X	X	CCU	CCU	CU
	L.6. Vehicl e storag e and mainte nance	L.6.a. Bus l L.6.b. Railt L.6.c. Railr mechanized	X X X	X X X	X X X	CCU X X	CCU X X
		L.6.d. Tran personal		X	P	P	P
M. UTIL JSES							
	M.1. Comm unicati on utilitie s, major ((22)) 20		X	X	X	CCU	CCU
	M.2. Comm unicati on utilitie s,		P	P	P	P	P
	minor ((22)) <u>20</u>						
	M.3. Power plants		X	X	X	X	X

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0					
M.5.	X	X	X	X	X
Sewag					
e					
treatm					
ent					
plants					
M.6.	X	X	X	X	X
Solid					
waste					
manag					
ement					
M.7.	10	25	P	P	P
Utility					
servic					
es uses					

1-2 -22-2	1	1	1	
KEY A =				
Permitted as				
an accessory				
use only CU =				
Administrativ				
e Conditional				
Use (business				
establishment				
limited to the				
multiple of				
1,000 square				
feet of any				
number				
following a				
hyphen,				
pursuant to				
Section				
23.47A.010)				
CCU =				
Council				
Conditional				
Use (business				
establishment				
limited to the				
multiple of				
1,000 square				
feet of any				
number				
following a				
hyphen,				
pursuant to				
Section				
23.47A.010) P				
= Permitted S				

= Permitted in

areas only X = Prohibited CU

Conditionally

permitted; use

shoreline

-25 =

is limited to

25,000 square

feet, pursuant

to Section

23.47A.010

10 =

Permitted,

business

establishments

limited to

10,000 square

feet, pursuant

to Section

23.47A.010

20 =

Permitted,

business

establishments

limited to

20,000 square

feet, pursuant

to Section

23.47A.010

25 =

Permitted,

business

establishments

limited to

25,000 square

feet, pursuant

to Section

23.47A.010

35 =

Permitted,

business

establishments

limited to

35,000 square

feet, pursuant

to Section

23.47A.010

40 =

Permitted,

business

establishments

limited to

40,000 square

feet, pursuant

to Section

23.47A.010

50 =

Permitted,

business

establishments

limited to

50,000 square

feet, pursuant

to Section

23.47A.010

Footnotes to Table A for 23.47A.004 ¹ In pedestriandesignated zones, a portion of the street-level street-facing facade of a structure along a designated principal pedestrian street may be limited to certain uses as provided in subsection 23.47A.005.D. In pedestriandesignated zones, drive-in lanes are prohibited (Section 23.47A.028). ² In addition to the provisions in this Chapter 23.47A, uses that entail major marijuana activity are subject to the requirements of Section 23.42.058. ³ For

Icommercial

uses with

drive-in lanes,

see Section

23.47A.028. ⁴

Subject to

subsection

23.47A.004.H.

⁵ Permitted at

Seattle Center.

⁶ Bed and

breakfasts in

existing

structures are

permitted

outright with

no maximum

size limit. ⁷

Medical

services over

10,000 square

feet within

2,500 feet of a

medical Major

Institution

Overlay

boundary

require

conditional

use approval,

unless they are

included in a

Major

Institution

Master Plan or

dedicated to

veterinary

services. 8

Medical

service uses

that are

located in an

urban center

or urban

village, which

are in

operation at

such location

before August

1, 2015, and

that routinely

provide

medical

services on a

reduced fee

basis to

individuals or

families

having

incomes at or

below 200

percent of the

poverty

guidelines

updated

periodically in

the Federal

Register by

the U.S.

Department of

Health and

Human

Services under

the authority

of 42 USC

9902(2), are

limited to

20,000 square

feet. This

provision does

not apply to

medical

service uses

Ithat are

subject to a

Major

Institution

Master Plan. 9

Office uses in

C1 and C2

zones are

permitted up

to the greater

of 1 FAR or

35,000 square

feet as

provided in

subsection

23.47A.010.D.

Office uses in

C1 and C2

zones are

permitted

outright with

no maximum

size limit if

they meet the

standards

identified in

subsection

23.47A.010.D.

¹⁰ Gas stations

and other

businesses

with drive-in

lanes are not

permitted in

pedestrian-

designated

zones (Section

23.47A.028).

Elsewhere in

NC zones,

establishing a

gas station

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--------------------	------------

may require a demonstration

regarding

impacts under

Section

23.47A.028. 11

Grocery stores

meeting the

conditions of

subsection

23.47A.010.E

are permitted

up to 23,000

square feet in

size. ¹² Subject

to subsection

23.47A.004.G.

¹³ Permitted

pursuant to

subsection

23.47A.004.D.

7. ¹⁴

Residential

uses may be

limited to 20

percent of a

street-level

street-facing

facade

pursuant to

subsection

23.47A.005.C.

¹⁵ Residential

uses are

conditional

uses in C2

zones under

subsection

23.47A.006.A.

3, except as

otherwise

provided

labove in Table

A for

23.47A.004 or

in subsection

23.47A.006.A.

3. ((¹⁶

Congregate

Residences

that are owned

by a college or

university, or

are affiliated

with an

educational

major

institution that

is part of the

Washington

State

Community

and Technical

Colleges

system, or are

a sorority or

fraternity, or

are owned by

a not-for-

profit entity or

charity, or are

licensed by

the State and

provide

supportive

services are

permitted

outright. All

others are

prohibited.

Supportive

services

include meal

service,

cleaning

service, health

services, or

similar. ¹⁷

Congregate

Residences

that are owned

by a college or

university, or

are affiliated

with an

educational

major

institution that

is part of the

Washington

State

Community

and Technical

Colleges

system, or are

a sorority or

fraternity, or

are owned by

a not-for-

profit entity or

charity, or are

licensed by

the State and

provide

supportive

services are

permitted

outright. All

others are

permitted only

in locations

within urban

villages and

urban centers.

Supportive

services

parking is المحلطانط

include meal service. **cleaning** service, health services, or similar.)) ((18)) ¹⁶ Permitted at Seattle Center; see Section 23.47A.011. ⁽⁽ 19)) <u>17</u> Flexible-use parking is subject to Section 23.54.026. In pedestriandesignated zones, surface parking is prohibited adjacent to principal pedestrian streets pursuant to subsection 23.47A.032.B. $2. \frac{((20))}{18}$ Permitted as surface parking only on surface parking lots existing as of January 1, 2017. In pedestriandesignated zones, surface

File #: CB 120822, Version: 1 ргошонеи adjacent to principal pedestrian streets pursuant to subsection 23.47A.032.B. $2. \frac{((21))}{19}$ Permitted outright, except prohibited in the SAOD. ((22))) <u>20</u> See Chapter 23.57, Communicatio ns regulations, for regulation of communicatio n utilities. ((23)) ²¹ A recycling use that is located on the same development site as a solid waste transfer station may be permitted by administrative conditional use, subject to the requirements of subsection 23.47A.006.A. 7.

Section 5. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 126862, is amended as

follows:

23.54.015 Required parking and maximum parking limits

Table B for		
23.54.015 Required		
parking for		
residential uses		
Use		Minimum parking required
I. General		
residential uses		
A.	Adult family homes	1 space for each dwelling unit
B.	Artist's studio/dwellings	1 space for each dwelling unit
C.	Assisted living facilities	1 space for each 4 assisted livin
		plus 1 space for each 2 staff me
		site at peak staffing time; plus 1
		free passenger loading and unlo
D.	Caretaker's quarters	1 space for each dwelling unit
E.	Congregate residences	1 space for each 4 sleeping room
F.	Cottage housing developments	1 space for each dwelling unit
G.	Floating homes	1 space for each dwelling unit
H.	Mobile home parks	1 space for each mobile home le
		defined in Chapter 22.904
I.	Multifamily residential uses, ex	1 space per dwelling unit, or 1 s
	-	each 2 small efficiency dwelling
	$23.54.015^{-1}, ((^4))^2$	
J.	Nursing homes	1 space for each 2 staff doctors;
		additional space for each 3 emp
		1 space for each 6 beds
K.	Single-family dwelling units ((²	1 space for each dwelling unit
II. Residential use		
requirements for		
specific areas		
L.	All residential uses within urba	_
	within the Station Area Overlay	
)) 2	

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M.	All residential uses in commerc and multifamily zones within uvillages that are not within urba the Station Area Overlay Distriresidential use is located within transit service area ((1,3)) 2.4
N.	Multifamily residential uses with 1 space per dwelling unit for dw
О.	Multifamily dwelling units, wit area shown on Map B for 23.54
<u>P.</u>	Congregate residences located No minimum requirement half mile walking distance of a transit stop

Footnotes to Table B for 23.54.015 $\frac{1}{2}$ For each moderateincome unit and each low-income unit, no minimum amount of parking is required. $({}^{(4)})^{\frac{2}{}}$ The minimum amount of parking prescribed by Part I of Table B for 23.54.015 does not apply if a use, structure, or development qualifies for a greater or a lesser amount of minimum parking, including no parking, under any other provision of this Section 23.54.015. If more than one provision in this Table B for 23.54.015 is applicable, the provision requiring the least amount of minimum parking applies, except that if item O in Part II of Table B for 23.54.015 applies, it shall supersede any other requirement in Part I or Part II of this Table B for $23.54.015. ((^{2}))^{\frac{3}{2}}$ No parking is required Ifor single-family

101 5111510 14111117 residential uses on lots in any residential zone that are less than 3,000 square feet in size or less than 30 feet in width where access to parking is permitted through a required yard or setback abutting a street according to the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or $23.45.536.C.3.((^3))^{4}$ Except as provided in Footnote 4, the minimum amounts of parking prescribed by Part 1 of Table B for 23.54.015 apply within 1,320 feet of the Fauntleroy Ferry Terminal. ((4 For each moderateincome unit and each low-income unit, no minimum amount of parking is required.))

* * *

Table D for 23.54.015	
Parking for bicycles ((4)) ¹	
Use	Bike parking
	requirements

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			Long-	Short-term
			term	
A. COMMERC	IAL			
USES	<u> </u>		T	
A.1.	Eating and drinking		1 per 5,000 square	1 per 1,000 square
	establishments			
A.2.	Entertainment		1 per 10,000 squar	Equivalent to 5 per
	uses other than		feet	of maximum build
	theaters and			capacity rating
	spectator sports			
	facilities			
	A.2.a.	1	1 per 10,000 squar	
		sports facilities	feet	maximum building rating ²
A.3.	Lodging uses		3 per 40 rentable r	1 per 20 rentable r
				plus 1 per 4,000 sc
				feet of conference
				meeting rooms
A.4.	Medical services		1 1	1 per 2,000 square
A.5.	Offices and		1 per 2,000 square	1 per 10,000 squar
	laboratories,			
	research and			
	development			
A.6.	Sales and		1 per 4,000 square	1 per 2,000 square
	services, general			
A.7.	Sales and		1 per 4,000 square	1 per 10,000 squar
	services, heavy			feet of occupied flo
				area; 2 spaces
				minimum
B. INSTITUTIO	_		_	
B.1.	Institutions not		1 per 4,000 square	1 per 10,000 squar
	listed below			feet
B.2.	Child care		1 per 4,000 square	_
	centers			spaces minimum
B.3.	Colleges			1 per 2,500 square
B.4.	Community		1 per 4,000 square	1 per 1,000 square
	clubs or centers			

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B.5.	Hospitals	1 per 4,000 square	1 per 10,000 squar
			feet
B.6.	Libraries	1 per 4,000 square	1 per 2,000 square
B.7.	Museums	1 per 4,000 square	1 per 2,000 square
B.8.	Religious facilities	1 per 4,000 square	1 per 2,000 square
B.9.	Schools, primary and secondary	3 per classroom	1 per classroom
B.10	Vocational or fine arts schools	1 per 5,000 square	1 per 2,500 square
C. MANUFAC RING USES		1 per 4,000 square feet	1 per 20,000 squar feet
D. RESIDE	NTIAL USES ³		
D.1.	Congregate residences ⁴	1 per <u>4</u> sleeping ro	1 per ((20)) 80 slearooms. 2 spaces minimum
D.2.	Multifamily structures other than townhouse and rowhouse developments 4,5	1 per dwelling uni	1 per 20 dwelling
D.3.	Single-family residences	None	None
D.4.	Townhouse and rowhouse developments 5	1 per dwelling uni	None
E. TRANSP FACILITIE	ORTATION S	•	
E.1.	Park and ride facilities on surface parking lots	At least 20 ⁶	At least 10

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E.2.	Park and ride facilities in parking garages	At least 20 if parki the principal use o property; zero if no parking uses are the principal use of a property property property property
E.3.	Flexible-use parking garages and flexible-use parking surface lots	1 per 20 auto spaci None
E.4.	Rail transit facilities and passenger terminals	Spaces for 5 perce Spaces for 2 perce projected AM peal period daily riders period daily riders

Footnotes to Table D for 23.54.015 ¹ Required bicycle parking includes long-term and short-term amounts shown in this Table D for 23.54.015. ² The Director may reduce short-term bicycle parking requirements for theaters and spectator sport facilities that provide bicycle valet services authorized through a Transportation Management Program. A bicycle valet service is a service that allows bicycles to be temporarily stored in a secure area, such as a monitored bicycle corral. ³ For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D for 23.54.015. 4 For congregate residences or multifamily structures that are owned and operated by a not-for-profit entity serving seniors or persons with disabilities, or that are licensed by the State and provide supportive services for seniors or persons with disabilities, as a Type I decision, the Director shall have the discretion to reduce the amount of required higy cle parking to

required oreyere parking to as few as zero if it can be demonstrated that residents are less likely to travel by bicycle. ⁵ In low-income housing, there is no minimum required longterm bicycle parking requirement for each unit subject to affordability limits no higher than 30 percent of median income and long-term bicycle parking requirements may be waived by the Director as a Type I decision for each unit subject to affordability limits greater than 30 percent of median income and no higher than 80 percent of median income if a reasonable alternative is provided (e.g., in-unit vertical bike storage). ⁶ The Director, in consultation with the Director of Transportation, may require more bicycle parking spaces based on the following factors: area topography; pattern and volume of expected bicycle users; nearby residential and employment density; proximity to the Urban Trails system and other existing and planned bicycle facilities; projected transit ridership and expected access to transit by bicycle; and other relevant transportation and

lland use information.

Section 6. Section 23.84A.032 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.84A.032 "R"

* * *

"Residential use" means any one or more of the following:

- 1. "Accessory dwelling unit" means one or more rooms that:
- a. Are located within a principal dwelling unit or within an accessory structure on the same lot as a principal dwelling unit;
- b. Meet the standards of Section 23.44.041, Section 23.45.545, or Chapter 23.47A, as applicable;
- c. Are designed, arranged, and intended to be occupied by not more than one household as living accommodations independent from any other household; and
 - d. Are so occupied or vacant.
- 2. "Attached accessory dwelling unit" means an accessory dwelling unit that is within a principal dwelling unit.
- 3. "Adult family home" means an adult family home defined and licensed as such by the State of Washington in a dwelling unit.
- 4. "Apartment" means a multifamily residential use that is not a cottage housing development, rowhouse development, or townhouse development.
- 5. "Artist's studio/dwelling" means a combination working studio and dwelling unit for artists, consisting of a room or suite of rooms occupied by not more than one household.
- 6. "Assisted living facility" means a use licensed by the State of Washington as a boarding home pursuant to chapter 18.20 RCW that contains at least two assisted living units for people who have either a need

for assistance with activities of daily living (which are defined as eating, toileting, ambulation, transfer (e.g., moving from bed to chair or chair to bath), and bathing) or some form of cognitive impairment but who do not need the skilled critical care provided by nursing homes. See "Assisted living unit."

- 7. "Carriage house" means a dwelling unit in a carriage house structure.
- 8. "Carriage house structure" means a structure within a cottage housing development, in which one or more dwelling units are located on the story above an enclosed parking garage at ground level that either abuts an alley and has vehicle access from that alley, or is located on a corner lot and has access to the parking in the structure from a driveway that abuts and runs parallel to the rear lot line of the lot. See also "Carriage house."
- 9. "Caretaker's quarters" means a use accessory to a non-residential use consisting of a dwelling unit not exceeding 800 square feet of living area and occupied by a caretaker or watchperson.
- 10. "Congregate residence" means a use in which ((rooms or lodging, with or without meals, are provided for any number of non-transient persons not constituting a single household)) sleeping rooms are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities and other common elements with other residents in a building.
- 11. "Cottage housing development" means a use consisting of cottages arranged on at least two sides of a common open space or a common amenity area. A cottage housing development may include a carriage house structure. See "Cottage," "Carriage house," and "Carriage house structure."
- 12. "Detached accessory dwelling unit" means an accessory dwelling unit in an accessory structure.
- 13. "Domestic violence shelter" means a structure or portion of a structure managed by a nonprofit organization, which unit provides housing at a confidential location and support services for victims of domestic violence.
 - 14. "Floating home" means a dwelling unit constructed on a float that is moored, anchored, or

otherwise secured in the water.

- 15. "Low-income housing."
- 16. "Mobile home" means a structure that is designed and constructed to be transportable in one or more sections and built on a permanent chassis, designed to be used as a dwelling unit without a permanent foundation, and connected to utilities that include plumbing, heating, and electrical systems. A structure that was transportable at the time of manufacture is still considered to meet this definition notwithstanding that it is no longer transportable.
- 17. "Mobile home park" means a tract of land that is rented for the use of more than one mobile home occupied as a dwelling unit.
- 18. "Multifamily residential use" means a use consisting of two or more dwelling units in a structure or portion of a structure, excluding accessory dwelling units, or a congregate residence.
- 19. "Nursing home" means a use licensed by the State of Washington as a nursing home, which provides full-time convalescent and/or chronic care for individuals who, by reason of chronic illness or infirmity, are unable to care for themselves, but that does not provide care for the acutely ill or surgical or obstetrical services. This definition excludes hospitals or sanitariums.
 - 20. "Permanent supportive housing."
- 21. "Rowhouse development" means a multifamily residential use in which all principal dwelling units on the lot meet the following conditions:
- a. Each dwelling unit occupies the space from the ground to the roof of the structure in which it is located;
- b. No portion of a dwelling unit, except for an accessory dwelling unit or shared parking garage, occupies space above or below another dwelling unit;
- c. Each dwelling unit is attached along at least one common wall to at least one other dwelling unit, with habitable interior space on both sides of the common wall, or abuts another dwelling unit on

a common lot line;

- d. The front of each dwelling unit faces a street lot line;
- e. Each dwelling unit provides pedestrian access directly to the street that it faces; and
- f. No portion of any other dwelling unit, except for an attached accessory dwelling unit, is located between any dwelling unit and the street faced by the front of that unit.
- 22. "Single-family dwelling unit" means a detached principal structure having a permanent foundation, containing one dwelling unit, except that the structure may also contain one or two attached accessory dwelling units where expressly authorized pursuant to this Title 23. A detached accessory dwelling unit is not considered a single-family dwelling unit for purposes of this Chapter 23.84A.
- 23. "Townhouse development" means a multifamily residential use that is not a rowhouse development, and in which:
- a. Each dwelling unit occupies space from the ground to the roof of the structure in which it is located;
- b. No portion of a dwelling unit occupies space above or below another dwelling unit, except for an attached accessory dwelling unit and except for dwelling units constructed over a shared parking garage, including shared parking garages that project up to 4 feet above grade; and
- c. Each dwelling unit is attached along at least one common wall to at least one other dwelling unit, with habitable interior space on both sides of the common wall, or abuts another dwelling unit on a common lot line.

* * *

Section 7. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the da	y of	, 2024, and signed by
me in open session in authentication of its passage t	his day of	, 2024

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	President of the City Council	
Approved returned unsigned /	vetoed this day of	, 2024.
	Drugg A. Horrell Mayor	
	Bruce A. Harrell, Mayor	
Filed by me this day of _	, 2024.	
	Scheereen Dedman, City Clerk	
Seal)		

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
OPCD	Geoff Wentlandt	Christie Parker

1. BILL SUMMARY		

Legislation Title:

AN ORDINANCE relating to land use regulations; removing restrictions on congregate residences; and amending Sections 23.42.049, 23.45.504, 23.45.508, 23.47A.004, 23.54.015, and 23.84A.032 of the Seattle Municipal Code.

Summary and Background of the Legislation:

The legislation edits the text of the Land Use Code (Seattle Municipal Code Title 23) to implement changes to co-living housing as required by Washington State Engrossed Substitute House Bill (ESHB) 1998 from the 2024 legislative session. ESHB 1998 requires that development regulations be updated to take effect no later than December 31, 2025.

Seattle's land use code regulates co-living housing under the "congregate residence" land use category. This legislation makes several changes to the land use code that remove restrictions or limitations on congregate residences. These changes include:

- Amending the land use code's allowable use tables to make congregate residences an allowed use on any lot that permits at least six multifamily residential units.
- Removing minimum development standards for congregate residence building configuration, including standards for communal areas and food preparation areas.
- Modifying the parking allowances table to exempt co-living housing/congregate residences from providing off-street parking within one half mile of a major transit stop.
- Reducing the long-term and short-term bicycle parking requirement.
- Updating the definition of "congregate residence" to align with state legislation.

The overarching intent of the changes is to ensure that co-housing/congregate residences are not regulated with stricter limitations than other types of multi-family housing.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes ⊠No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes ⊠ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No meaningful financial impacts have been identified.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

This legislation affects SDCI as the staff will need to be made aware of the code amendment for the purposes of permit review. However, this will not create a meaningful fiscal impact on SDCI. This legislation will not increase the amount of permit review by SDCI staff. It may in fact decrease the amount of permit review time required because it removes some complex development standards concerning the interior configuration of congregate residence developments. No changes to zoning maps or changes to the permit tracking software are required. This legislation does not change how Mandatory Housing Affordability (MHA) requirements apply to congregate residences and will not reduce the amount of MHA proceeds to the city.

Please describe any financial costs or other impacts of *not* implementing the legislation. Cities are required by the State to make these changes. If the City does not proactively implement the proposed code changes, it could result in time consuming and confusing permitting issues or potential litigation by development applicants who could argue that the City's land use code is not compliant with State law.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

This legislation affects SDCI as the staff will need to be made aware of the code amendment for the purposes of permit review. However, this will not create a meaningful fiscal impact on SDCI. No changes to zoning maps or changes to the permit tracking software are required.

b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements,
 Determinations of Non-Significance, or other reports generated for this property.
 No, it does not affect a specific piece of property. This legislation applies to any proposed development for congregate residence in various zones across the city.

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

This legislation does not impact vulnerable or historically disadvantaged communities.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.

 None.
- iii. What is the Language Access Plan for any communications to the public?

 None.
- d. Climate Change Implications
 - i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

No. This proposal does not alter the City's energy code for buildings. Emissions and energy performance of the building would be considered as part of a building permit review just as it would in the absence of the legislation.

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

This legislation is not expected to increase or decrease the city's resiliency in a material way.

e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

No.

5. CHECKLIST

☒ Is a public hearing required?

Yes. A City Council public hearing must be conducted before legislation can be adopted.

Geoff Wentlandt/Rawan Hasan
OPCD Co-Living Housing Congregate Residences SUM

	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required? Yes. OPCD published a SEPA determination of non-significance (DNS) on May 16, 2024, in the DJC and the City's Land Use Information Bulletin.
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
_ A	

6. ATTACHMENTS

Summary Attachments:

Summary Attachment 1-SEPA Environmental Checklist

Summary Attachment 2 – City of Seattle Analysis and Decision of the Director of the Office of Planning and Community Development: SEPA Threshold Determination, Co-Living Housing/Congregate Residence Allowances Legislation

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the <u>Supplemental Sheet for Nonproject Actions (Part D)</u>. Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in "Part B: Environmental Elements" that do not contribute meaningfully to the analysis of the proposal.

A. Background Find help answering background questions

1. Name of proposed project, if applicable:

Co-Living Housing / Congregate Residences Allowances Legislation

2. Name of applicant:

City of Seattle Office of Planning & Community Development

3. Address and phone number of applicant and contact person:

City of Seattle, Office of Planning and Community Development 600 Fourth Avenue P.O. Box 94788 Seattle, Washington 98124-7088 Contact: Geoff Wentlandt, Geoffrey.Wentlandt@seattle.gov

4. Date checklist prepared:

May 2024

5. Agency requesting checklist:

City of Seattle Office of Planning and Community Development

6. Proposed timing or schedule (including phasing, if applicable):

It is expected that the proposed legislation will be discussed and possibly voted on by the City Council in the fall of 2024 or early 2025.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Additional legislative reforms concerning how congregate residences are permitted or regulated in Neighborhood Residential zones may be enacted following adoption of the One Seattle Comprehensive Plan major update.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

This SEPA environmental checklist has been prepared for this proposal. A brief Director's Report is also prepared for the proposed legislation.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Applications prior to the adoption of this legislation will follow the existing development standards concerning congregate residences. Some site-specific development proposals currently in the permitting process for congregate residences could be pending and could be affected by this proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

The proposal requires approval by the City Council. No other agency approvals are anticipated.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Office of Planning and Community Development proposes to edit text of the Land Use Code (Seattle Municipal Code Title 23) to implement Washington State House Bill 1998 from the 2024 legislative session regarding co-living housing. Seattle's land use code regulates co-living housing under the "congregate residence" land use category. The proposed legislation makes the following changes removing restrictions or limitations on congregate residences:

- Amends the allowable uses tables to make congregate residence an allowed use on any
 lot that allows for at least six multifamily residential units including in all of the city's
 Lowrise (LR), Midrise (MR), and Highrise (HR) multifamily zones and all Commercial (C)
 and Neighborhood Commercial (NC) zones. In some of these zones congregate residences
 are not currently allowed or are only allowed if owned by a college or university or not for
 profit entity or charity.
- Removes all minimum development standards for configuration and features of living spaces in congregate residences including standards for common food preparation areas, food preparation in sleeping rooms, and communal areas.
- Removes parking requirements for congregate residences in all frequent transit served
- Updates the definition of congregate residence to better match language and terminology of State legislation.
- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by

the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

This is a non-project action that would amend various sections of the Land Use Code. The proposal has affects in the city's Lowrise (LR), Midrise (MR), and Highrise (HR) multifamily zones and all Commercial (C) and Neighborhood Commercial (NC) zones.

B. Environmental Elements

- 1. Earth Find help answering earth questions
- a. General description of the site:

Citywide, anywhere a congregate residence may be constructed. The proposal has specific effects in Lowrise (LR), Midrise (MR), and Highrise (HR) multifamily zones and all Commercial (C) and Neighborhood Commercial (NC) zones and frequent transit served areas.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

b. What is the steepest slope on the site (approximate percent slope)?

The areas affected by the proposal are city-wide and contain a diversity of slopes from flat areas to steep slopes.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

This is a non-project action that would affect areas citywide. The proposed legislation is not likely to result in a significant adverse increase in the removal of soils.

Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

See c above.

d. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

This is a non-project action. No filing, excavation, or grading is proposed. The proposed legislation is not likely to result in any significant filling, excavation, and grading.

e. Could erosion occur because of clearing, construction, or use? If so, generally describe.

This is a non-project action. No clearing nor construction is proposed. The proposed legislation is not likely to result in a significant erosion.

f. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

This is a non-project action. No change of impervious surfaces is proposed. The proposed legislation is not likely to result in a significant impervious surface changes.

g. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

None. Compliance with existing City ordinances to reduce or control erosion is required for development in Seattle.

2. Air Find help answering air questions

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

This is a non-project action. No emissions will occur as a direct result of this proposal. The proposed legislation is not likely to result in significant emissions changes.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

The areas affected by this proposal are widespread city-wide and contain a variety of emissions and odors consistent with urbanized areas.

c. Proposed measures to reduce or control emissions or other impacts to air, if any.

None. Compliance with existing city ordinances to reduce or control emissions and other impacts to air is required for development in Seattle.

- 3. Water Find help answering water questions
- a. Surface Water: Find help answering surface water questions
- 1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

This is a non-project action that would affect sites widespread city-wide, including but not limited to areas near Puget Sound, Lake Washington, Lake Union, Green Lake, Bitter Lake, and Haller Lake.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

This is a non-project action, and no development is directly proposed.

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

This is a non-project action. No filling or dredging in or from wetlands or surface water will result from the proposal.

4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.

This is a non-project action. No surface water withdrawals or diversions will result from this proposal.

5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

This is a non-project action that would affect proposals for development of congregate residence uses. Seattle has multiple locations within a 100-year floodplain and some of the areas affected by this proposal are within a 100 year floodplain.

6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

This is a non-project action. No discharge of waste materials to surface waters will result from this proposal.

b. Ground Water: Find help answering ground water questions

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.

This is a non-project action. The affected area could include some land that contains wells. No withdrawal of groundwater will result from this proposal for drinking water or other purposes.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.).
Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

This is a non-project action. Seattle is served almost entirely by sanitary sewage systems.

c. Water Runoff (including stormwater):

 Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

This is a non-project action. Seattle is served by stormwater systems that include combined, partially separated, and separated systems.

2. Could waste materials enter ground or surface waters? If so, generally describe.

This is a non-project action. This proposal will not result in waste materials entering ground or surface water.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

This is a non-project action. This proposal will not affect drainage patterns.

4. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any.

None. Compliance with existing city ordinances to reduce or control stormwater and wastewater is required for development in Seattle.

4. Plants Find help answering plants questions

□ other types of vegetation

a.	Check the types of vegetation found on the site:
	☑ deciduous tree: alder, maple, aspen, other
	☑ evergreen tree: fir, cedar, pine, other
	⊠ grass
	□ pasture
	☐ crop or grain
	☑ orchards, vineyards, or other permanent crops.
	☐ water plants: water lily, eelgrass, milfoil, other

This is non project action. The affected areas by the proposal are widespread city-wide, they may contain the marked types of vegetation consistent with urbanized areas.

b. What kind and amount of vegetation will be removed or altered?

This is a non-project action. This proposal will not result in the direct removal or alteration of vegetation. Changes in vegetation are not likely to result from the proposal as the legislation concerns allowances of congregate residences where similar development is already allowed.

c. List threatened and endangered species known to be on or near the site.

This is non project action. The areas affected by the proposal are widespread city-wide, and they may contain threatened or endangered plant species.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

None.

e. List all noxious weeds and invasive species known to be on or near the site.

This is non project action. The affected areas by the proposal are widespread city-wide. The affected areas may contain a diversity of invasive plants consistent with urbanized areas. These plants include but are not limited to common urban invasives such as ivy, blackberry, and bindweed.

- **5. Animals** Find help answering animal questions
- a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver, other:
- Fish: bass, salmon, trout, herring, shellfish, other:

This is non project action. The affected areas by the proposal are widespread city-wide. The affected areas may area contain a diversity of animals consistent with urbanized areas including a diversity of birds, and mammals. These animals include but are not limited to hawk, heron, eagle, and songbirds. Puget Sound waterways and creeks are near the affected area and are habitat for migrating salmon.

b. List any threatened and endangered species known to be on or near the site.

This is non project action. The affected areas by the proposal are widespread city-wide. The affected areas may contain a variety of threatened and endangered species including various birds that may be in or near the site.

c. Is the site part of a migration route? If so, explain.

This is non project action. The affected areas by the proposal are widespread city-wide. The affected areas may include migration routes for a variety of species including but not limited to various birds.

d. Proposed measures to preserve or enhance wildlife, if any.

None.

e. List any invasive animal species known to be on or near the site.

This is non project action. The affected areas by the proposal are widespread city-wide. The affected area may contain a diversity of invasive animal species consistent with urbanized areas.

6. Energy and Natural Resources Find help answering energy and natural resource questions

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

This is a non-project action. No use of energy is proposed. All kinds of energy could be used indirectly as a result of future development proposals for congregate residences. The proposal does not alter the potential scale of development because it concerns allowed uses but not the overall scale or size of development.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

This is a non-project action. No use of solar energy is proposed. Solar energy could be used indirectly as a result of new conversion proposals. The proposal is unlikely to affect the potential solar energy of buildings adjacent to development because the proposal does not alter the potential scale of development. It proposes a change of allowable use.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

This is a non-project action. No energy conservation features are proposed. All kinds of energy conservation features could be used indirectly as a result of new congregate residence development proposals. The proposal does not alter the potential scale of development, it concerns allowable uses.

7. Environmental Health Find help with answering environmental health questions

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

This is a non-project action. This proposal will not directly result in any of the environmental health hazards listed above as the legislation concerns allowable uses.

- 1. Describe any known or possible contamination at the site from present or past uses.
- a. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

This is non project action. The areas affected by the proposal are widespread city-wide. The affected areas contain a diversity of conditions consistent with urbanized areas. These include natural gas transmission pipelines.

b. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

This is non project action. The areas affected by the proposal are widespread city-wide. This proposal will not result in the storage, use, or production of toxic or hazardous chemicals as the legislation concerns allowable uses for congregate residences.

c. Describe special emergency services that might be required.

This is a non-project action. This proposal will not directly result in an additional need for special emergency services. If additional congregate residences are constructed in the future there could be an incremental impact on the need for special emergency services. Potential impacts are discussed below in part D of this checklist.

d. Proposed measures to reduce or control environmental health hazards, if any.

None.

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There are a wide variety of existing noises consistent with an urban environment in the citywide area affected by this proposal.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?

This is a non-project action. This proposal will not directly result in noise impacts. If additional congregate residences are constructed in the future as a result of this proposal there could be an incremental noise impact. Potential impacts are discussed further below in part D of this checklist.

3. Proposed measures to reduce or control noise impacts, if any.

None. Compliance with existing city ordinances for noise is required for development in Seattle.

8. Land and Shoreline Use Find help answering land and shoreline use questions

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

This is non project action. The areas affected are widespread city-wide. The proposal concerns changes to allowed uses to increase areas congregate residences may be constructed. Area affected most directly are the city's Lowrise, Midrise and Highrise zones and the City's Neighborhood Commercial and Commercial 1 and 2 zones. All the zones allow for multifamily residential use along with other uses. The proposal will have incremental impacts on land use. Impacts are discussed further in section D of the checklist below.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

This is a non-project action. The proposal will not directly alter farm or forest land or be affected by farm or forest land.

b. Describe any structures on the site.

This is non project action. The affected areas by the proposal are widespread city-wide. The affected areas may as a diversity of structures consistent with urbanized areas.

c. Will any structures be demolished? If so, what?

This is a non-project action. The proposal will not increase the likelihood of demolitions.

d. What is the current zoning classification of the site?

This is non project action. The affected areas by the proposal are widespread city-wide. Zones most affected are the city's Lowrise, Midrise and Highrise zones and the City's Neighborhood Commercial and Commercial 1 and 2 zones.

e. What is the current comprehensive plan designation of the site?

This is non project action. The affected areas are within multiple Comprehensive Plan land use designations including multifamily residential, commercial, urban center and urban village.

f. If applicable, what is the current shoreline master program designation of the site?

This is non project action. The affected area includes several of the City's shoreline master program designations.

g. Has any part of the site been classified as a critical area by the city or county? If so, specify.

This is non project action. The affected areas by the proposal are widespread city-wide. The affected areas contain a variety of critical areas.

h. Approximately how many people would reside or work in the completed project?

This is a non-project action. This proposal may indirectly result in an increase of the number of people residing in the affected areas if the proposal increases/encourages congregate residence construction.

i. Approximately how many people would the completed project displace?

This is a non-project action. No housing is proposed to be eliminated. This proposal will not result in displacing people as the proposal concerns increasing allowances for a type of housing.

j. Proposed measures to avoid or reduce displacement impacts, if any.

None.

k. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

None.

I. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any.

None.

- 9. Housing Find help answering housing questions
- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

This is a non-project action. No housing is proposed to be created as part of this project. This proposal could indirectly result in new housing if the proposal incrementally encourages the construction of congregate residence housing.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

This is a non-project action. No housing is proposed to be eliminated as part of this project. No elimination of housing is expected to result from the proposal because the proposal concerns removing restrictions and limitations on a type of housing. There could be an incremental impact if the legislation encourages replacement of some existing housing with congregate residences. Additional discussion is below in part D of this checklist.

Proposed measures to reduce or control housing impacts, if any.

None.

10. Aesthetics Find help answering aesthetics questions

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

This is a non-project action. This proposal will not directly result in new buildings. The proposal could incrementally increase the likelihood of congregate residence structures being constructed in the future.

b. What views in the immediate vicinity would be altered or obstructed?

This is a non-project action. No views would be directly altered or obstructed by this proposal because there are no proposed changes to allowed height or other bulk and scale regulations.

c. Proposed measures to reduce or control aesthetic impacts, if any.

None.

11. Light and Glare Find help answering light and glare questions

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

This is a non-project action. This proposal will not directly result in additional light or glare.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

This is a non-project action. This proposal will not directly result in additional light or glare.

What existing off-site sources of light or glare may affect your proposal?

This is non project action. The affected areas by the proposal are citywide. The affected area contains a diversity of light and glare sources consistent with urbanized areas.

c. Proposed measures to reduce or control light and glare impacts, if any.

None.

12. Recreation Find help answering recreation questions

a. What designated and informal recreational opportunities are in the immediate vicinity?

This is non project action. The affected areas by the proposal are citywide. The affected area has a diversity of recreational opportunities in the vicinity consistent with urbanized areas and may include formal parks and natural areas.

b. Would the proposed project displace any existing recreational uses? If so, describe.

This is a non-project action. This proposal will not directly displace any recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

None.

13. Historic and Cultural Preservation Find help answering historic and cultural preservation questions

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

This is non project action. The affected areas by the proposal are widespread and citywide. The affected areas contain a wide variety of existing structures including numerous structures over 45 years old and structures with a historic landmark designation or other historical designation.

If amy structures are designated Landmarks at The City's Seattle Landmark and Historic Districts, then these structures would need to go through the city of Seattle historic landmarks review process.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas

of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

This is non project action. The affected areas by the proposal is widespread and citywide. The affected areas may contain a diversity of locations with evidence of Indian or historic use or occupation. The areas may include locations of historic settlements by Indians and European settlers. Elliott Bay and shoreline areas are adjacent to the affected area and waters were important culturally and for transit and fishing and shell fishing to Tribes in the area.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

This is non project action. The affected areas by the proposal are citywide.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None. Compliance with existing city ordinances for historic preservation is required for development in Seattle. Seattle Municipal Code Section 23.49.008 has restrictions on the demolition and alteration of existing structures including landmarks.

14. Transportation Find help with answering transportation questions

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

This is non project action. The affected areas by the proposal are citywide. The affected areas contain a diversity of streets consistent with urbanized areas.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

This is non project action. The affected areas by the proposal are citywide and many of the areas are served by transit. The affected areas are served by a diversity of public transit including bus service, and light rail.

c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

This is non project action. The affected areas by the proposal are citywide. The proposal is not expected to result in changes to roads, streets or bicycle infrastructure because the proposal concerns reuse of existing structures.

d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

This is non project action. The affected areas are citywide. The affected areas are in broad proximity to water and rail lines.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

This is a non-project action. This proposal will not directly result in additional vehicular trips. Changes in the number of vehicular trips could occur indirectly if the proposal incrementally encourages the development of congregate residences. It is possible that congregate residences generate trips at different rates or in different patterns to other residential uses.

f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

This is a non-project action. This proposal will not affect the movement of agricultural and forest products.

g. Proposed measures to reduce or control transportation impacts, if any.

None.

15. Public Services Find help answering public service questions

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

This is a non-project action. This proposal will not directly result in an increased need for public services. The proposal could incrementally increase the need for certain public services such as fire protection or emergency services if the legislation causes additional development of congregate residences and if such uses incrementally increase demand for those services compared to other residential uses already allowed.

None.

16. Utilities Find help answering utilities questions

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

This is non project action. The areas affected by the proposal are citywide. The affected areas contain a diversity of utilities consistent with urbanized areas. These include electricity, natural gas, water, refuse service, telephone, sanitary sewer, and other utilities.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

This is a non-project action. No utilities are proposed for this project.

C. Signature Find help about who should sign

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

[On File]		

Type name of signee: Geoffrey Wentlandt

Position and agency/organization: Land Use Policy Manager

Date submitted: 5/9/2024

D. Supplemental sheet for nonproject actions Find help for the nonproject actions worksheet

IT IS NOT REQUIRED to use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

As a non-project action, the proposal would result in no direct impacts on water, air, noise, or toxic/hazardous substances. Greenhouse gas (GHG) emissions have also been considered, and no changes to GHG emissions are expected as a result of this non-project action. The proposal could incrementally encourage development of congregate residences instead of other types of residential uses in the future. Such conversions are not expected to cause additional emissions. In some cases the proposal could have the effect of incrementally reducing emissions because of the ability to build smaller more compact homes in a structure compared to in the absence of the legislation - which may cause less emissions per home. The proposal could incrementally increase noise if a greater number or density of people could live in congregate residences compared to apartment buildings or condominiums use that might otherwise be built. The increment of noise would be attributed to living activities such as talking, recreating and playing music and cooking as well as entering and leaving homes.

• Proposed measures to avoid or reduce such increases are:

No increases are anticipated and so no measures are proposed.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

As a non-project action, the proposal would result in no direct impacts and are unlikely to result in indirect or cumulative impacts related to plant, animal, fish or marine life. The proposal is not expected to cause a notable increase to the total number of development sites or increase any development footprint. The primary affect would be to substitute some future development of other residential uses with congregate residences which would not increase the impact on plants and animals.

• Proposed measures to protect or conserve plants, animals, fish, or marine life are: No impacts are anticipated and so no measures are proposed.

3. How would the proposal be likely to deplete energy or natural resources?

As a non-project action, the proposal would result in no direct impacts and is unlikely to result in indirect or cumulative impacts related to energy or natural resources. The proposal concerns development of congregate residences. Construction of new structures must comply with modern and current energy codes that have a high standard of building performance and efficiency.

- Proposed measures to protect or conserve energy and natural resources are: No impacts are anticipated and so no measures are proposed.
- How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks,

wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

As a non-project action, the proposal would result in no direct impacts and is unlikely to result in indirect or cumulative impacts related to environmentally sensitive areas or areas designated for governmental protection. The proposal would not cause increased development pressure on sensitive areas compared to other development pressure that might occur in the absence of the legislation.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None are proposed because no impacts are anticipated. The existing regulatory framework, i.e., the Land Use Code, The Shoreline Master Program, Environmentally Critical Areas Ordinance, Landmarks Preservation Ordinance will address impacts as part of the project-specific review of development proposals.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This is a non-project action. The areas affected are widespread city-wide. The proposal concerns changes to allowed uses to expand areas where congregate residences may be constructed. Areas affected most directly are the city's Lowrise, Midrise and Highrise zones and the City's Neighborhood Commercial and Commercial 1 and 2 zones. All the zones allow for multifamily residential use and other urban uses along with the expanded allowance for congregate residences. The legislation could affect land use by allowing a greater density of residents than would otherwise be allowed in the absence of the legislation. The change would be to incrementally increase the intensity of activity and use patterns from a greater number of residents living in an area. The impact could be experienced as a greater volume of people using services and parks or visiting businesses and stores. This could cause some congestion or cause some incremental increase in a wait times to access services or park facilities or other features of a community. The proposal does not allow or encourage incompatible uses with the City's Comprehensive Plan since the locations affected are already planned for and allow other types of multifamily residential uses.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

As a non-project action, the proposal would result in no direct impacts and is unlikely to result in indirect or cumulative negative impacts related to transportation or public services/utilities. All areas potentially affected by the proposal are already urbanized areas with fully developed utility infrastructures. The proposal could incrementally encourage the development of congregate residences instead of other forms of residential use, which could cause an increased

density of persons living in an area. The proposal also removes the requirement that parking be provided for occupants of a congregate residence in areas outside of urban villages and centers that are well served by transit. These changes could cause an incremental increase in demand for on street parking in an area, and could cause an incremental increase in congestion from vehicles on streets or pedestrians on sidewalks on some local roads if additional congregate residences are constructed. Potential effects on services are described in the land use section above.

Proposed measures to reduce or respond to such demand(s) are:

None.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

It is believed that the proposal would not result in conflicts with local, state, or federal laws or requirements for protection of the environment.



Office of Planning & Community Development

Rico Quirindongo, Director

CITY OF SEATTLE ANALYSIS AND DECISION OF THE DIRECTOR OF THE OFFICE OF PLANNING AND COMMUNITY DEVELOPMENT

SEPA Threshold Determination
Co-Living Housing / Congregate Residence Allowances Legislation

Project Sponsor: City of Seattle Office of Planning and Community

Development

Location of Proposal: Citywide. The changes primarily affect land in Lowrise (LR)

and Midrise (MR) multifamily zones, and Commercial and Neighborhood Commercial 1 and 2 (C1, C2, NC1, NC2)

zones.

Scope of Proposal: A legislative action to remove restrictions and limitations on

the construction of congregate residences.

No Appeal Opportunity: Action taken by a city to comply with the requirements of

Engrossed Substitute House Bill 1998 are not subject to legal challenge under chapter 36.70A or chapter 43.21C

RCW.

BACKGROUND

Proposal Description and Background

The Office of Planning and Community Development proposes to edit the text of the Land Use Code (Seattle Municipal Code Title 23) to implement Washington State House Bill 1998 from the 2024 legislative session regarding co-living housing. Seattle's land use code regulates co-living housing under the "congregate residence" land use category. The proposed legislation makes the following changes removing restrictions or limitations on congregate residences:

 Amends allowable use tables to make congregate residence an allowed use on any lot that allows for at least six multifamily residential units including in all of the city's Lowrise (LR), Midrise (MR), and Highrise (HR) multifamily zones and all Commercial (C) and Neighborhood Commercial (NC) zones.

- Removes minimum development standards for configuration and features of living spaces in congregate residences including standards for communal areas, common food preparation areas, and food preparation in sleeping rooms.
- Removes parking requirements for congregate residences in all frequent transit served areas.
- Updates the definition of congregate residence to better match language and terminology of State legislation.

Public Comment

Proposed changes to the Land Use Code require City Council approval. Opportunity for public comment will occur during future Council hearings in the first quarter of 2024. This legislation directly implements House Bill 1998. During the 2024 state legislative session the state legislature received public comment relevant to this proposed legislation.

ANALYSIS - OVERVIEW

The following describes the analysis conducted to determine if the proposal is likely to result in *probable significant adverse environmental impacts*. This threshold determination is based on:

- * the copy of the proposed Ordinance;
- * the information contained in the SEPA checklist (dated May, 2024);
- * information in relevant policy and regulatory documents including the Comprehensive Plan, the City's SMC Title 25 and Title 23, and
- * Washington State House Bill 1998 and associated documents; and
- * the experience of OPCD analysts in reviewing similar documents and actions.

ELEMENTS OF THE ENVIRONMENT

Short -Term Impacts

As a non-project action, the proposal will not have any short-term adverse impact on the environment. No project specific action is proposed.

Long-Term Impacts

As a non-project action, the proposal is anticipated to have minor long-term impacts on the environment. Future development affected by this legislation will be reviewed under existing laws. Although the legislation expands where congregate residences are a permitted use other requirements on development would continue to apply and other procedures and aspects of the land use code would continue to apply.

The primary effect of this legislation over the long term is that it could incrementally encourage future residential development to be in the form of congregate residences instead of other types of multifamily housing that might otherwise be built. The legislation could incrementally increase the total amount of residential development if builders are enticed to construct more housing overall because of the removed limitation on congregate residence construction.

Natural Environment

The natural environment includes potential impacts to earth, air, water, plants/animals/fisheries, energy, natural resources, environmentally sensitive areas, noise, releases of toxic or hazardous materials. Adoption of the proposed legislation is not anticipated to result in adverse impacts on any of these elements of the natural environment, compared to development that might occur under existing regulations. The proposal could incrementally increase the likelihood of congregate residence construction. However, it is not expected that such construction would increase the profile of impacts to earth, air, water, plants/animals/fisheries, energy, natural resources, environmentally sensitive areas, noise, or releases of toxic or hazardous materials. Other development standards regulating site coverage, landscaping, trees and environmental and energy performance and total allowed height and floor area are not altered by the proposed legislation. Therefore additional adverse impacts on the natural environment are expected.

Built Environment

The proposed legislation will have only minor effects on the built environment because the primary effect of the legislation is to allow for the congregate residence residential use in addition to other residential uses that are already allowed in the same areas. The impacts to the built environment include any impacts related to land and shoreline use, height/bulk/scale, housing, and historic preservation. The proposed legislation does not alter exterior dimensional standards such as height limits and floor area limits,

so there are no expected adverse impacts on the built environment. Below is a discussion of the relationship between the proposal and built environment:

Land Use

The proposal would not encourage uses incompatible with the City's Comprehensive Plan or Shoreline Master Program or other adopted plans. The proposal concerns changes to allowed uses to expand areas where congregate residences may be constructed. Areas affected most directly are the city's Lowrise, Midrise and Highrise zones and the City's Neighborhood Commercial and Commercial 1 and 2 zones. All the zones allow for multifamily residential use and other urban uses along with the expanded allowance for congregate residences. The legislation could affect land use by allowing a greater density of residents than would otherwise be allowed in the absence of the legislation. The change would be to incrementally increase the intensity of activity and use patterns stemming from a greater number of residents living in an area. The impact could be experienced as a greater volume of people using services and parks or visiting businesses and stores. This could cause some congestion or cause some incremental increase in a wait times to access services or park facilities or other features of a community. The proposal does not allow or encourage incompatible uses with the City's Comprehensive Plan since the locations affected are already planned for and allow other types of multifamily residential uses.

Housing

The proposed legislation could have an incremental and minor impact on housing if the legislation encourages the construction of more congregate residences than would otherwise occur. This is considered by the City to be a positive impact on housing because increasing housing supply is a policy goal for the city. Additionally, the City understands that a possible outcome is a substitution effect of multifamily housing development that might otherwise occur in the future being replaced by congregate residence development. In cases where one use is being substituted for another it is plausible that there would be little or no net increase in the degree of impact from development on housing.

With or without the proposed legislation development of residential uses including congregate residences would be subject to the City's Mandatory Housing Affordability (MHA) requirements.

Some minor adverse impact on housing could result from the deletion of minimum standards for the interior configuration of congregate residences, including requirements for communal areas and food preparation areas. It is possible the proposed legislation could result in less desirable or comfortable living quarters compared to in the absence

of the legislation, which could adversely impact quality of life for some future residents. However, the proposal also has potential to increase supply of lower-cost housing that provides more affordable housing options to residents who might otherwise struggle to obtain an independent living quarters, which is a positive impact on housing. The City does not consider the potential adverse impact on housing to be more than minor.

Height/Bulk/Scale, Shadows, and Views

There are no potential impacts on Hight/Bulk/Scale, Shadows and Views because the proposed legislation only pertains to allowable uses. There would be no substantial change to the height/bulk/scale or shadow or view effects because standards regulating the overall size or scale of development are not proposed to be changed.

Historic Preservation

The proposed legislation does not alter historic review processes for structures in a Seattle historic district, or for any designated historic Landmark. If the legislation incrementally encourages congregate housing development in the future it is likely that some historic-aged structures and properties in a landmark district or historic landmark structures could be affected. However, since the existing procedures concerning historic preservation are maintained any potential for impact would not be more than minor.

Noise, Light & Glare, Environmental Health

The proposed legislation does not alter the applicability of several standards concerning noise, light and glare and environmental health. The proposal could incrementally increase noise if a greater number or density of people could live in congregate residences compared to apartment buildings or condominiums that might otherwise be built. The increment of noise would be attributed to living activities such as talking, recreating and playing music and cooking as well as entering and leaving homes. In the context of an urban environment these incremental impacts are common and customary and are not considered by the City to be more than minor.

Transportation and Parking

The proposal is not anticipated to result in any direct adverse impacts on transportation or parking. The proposal could incrementally encourage the development of congregate residences instead of other forms of residential use, which could cause an increased density of persons living in an area. The proposal also removes the requirement that parking be provided for occupants of a congregate residence in areas outside of urban

villages and centers that are well served by transit. These changes could cause an incremental increase in demand for on street parking in an area, and could cause an incremental increase in congestion from vehicles on streets or pedestrians on sidewalks on some local roads if additional congregate residences are constructed. The proposal could theoretically have a minor adverse impact on transportation or parking if the proposal incrementally increases the likelihood of congregate residence development, and if such development exerts a different or higher pattern of transportation usage than the uses that would be replaced. It is not expected that the magnitude of these changes would notably affect the capacity of local roadways, bicycle networks or sidewalks when compared with the scenario that would occur in the absence of the legislation. As a result of the factors described above no adverse impact that is more than minor is anticipated from the proposed action on transportation and parking.

Public Services and Utilities

Adoption of the proposal will not directly result in an increased need for public services. The proposal could incrementally increase the intensity or density of residential uses in an area if the proposed legislation incrementally increases the likelihood of congregate residence development. This could theoretically indirectly lead to an increased need for public services associated with residential use, such as an increased number of residents needing emergency services, or visiting nearby public facilities such as libraries and parks. The affected area of the proposal is places where multifamily housing is already an allowed use, and these areas are already well served by the full suite of utility services, including natural gas, electricity, broadband, stormwater and sewer. The degree of change compared to what might occur under existing regulations would not adversely impact the ability of existing utilities to serve anticipated development. Due to the factors discussed in this section and other information above, we determine that there would be no adverse impact that is more than minor as a result of the proposed legislation.

DECISION - SEPA

Adoption of the proposed ordinance would have no short-term impacts on the environment and would not have more than minor adverse long-term impacts on elements of the natural or built environment.

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

RECOMMENDED CONDITONS--SEPA

May 10, 2024

Date:

None
Signature:[On File]
Geoffrey Wentlandt, Land Use Policy Manager Office of Planning and Community Development



Co-Living Housing / Congregate Residences Allowances

Seattle Office of Planning and Community Development (OPCD) Director's Report and Recommendation June, 2024

Introduction and Background

The Office of Planning and Community Development proposes to edit the text of the Land Use Code (Seattle Municipal Code Title 23) to implement Washington State Engrossed Substitute House Bill 1998 from the 2024 legislative session regarding co-living housing. Seattle's land use code regulates co-living housing under the "congregate residence" land use category. The proposed legislation makes several changes to the land use code that remove restrictions or limitations on congregate residences. The overarching intent of the changes is to ensure that co-living housing/congregate residences are not regulated with stricter limitations than other types of multifamily housing.

Several drivers led to this proposal:

ESSB 1998. During the 2024 State legislative session the legislature passed and Governor Inslee signed ESSB 1998. The bill officially becomes law on June 6, 2024. It includes various findings concerning the benefits of co-living housing as an inexpensive housing choice. The bill establishes requirements on cities that they must allow co-living housing in any urban growth area on any lot where at least six multifamily housing units are allowed, and the bill mandates that cities may not impose certain development standard restrictions on co-living housing that would be more stringent than for other types of multifamily housing. Interested parties are encouraged to review the <u>full text of ESSB 1998</u> in conjunction with this proposed legislation.

Need for more housing supply. Although the rate of new housing production in Seattle has been at near historic levels in the recent past, Seattle has been gaining jobs at an even faster pace. Between 2005 and 2019, Seattle would have needed to produce an additional 9,000 housing units to maintain its baseline ratio of jobs to housing units. This shortage of housing supply increases competition for each available unit, driving up rents and housing prices across the market¹. One of the City's primary strategies to address high housing costs is to support increased housing production of all kinds.

¹ City of Seattle Market Rate Housing Needs and Supply Analysis, April 2021 SeattleMarketRateHousingNeedsAndSupplyAnalysis2021.pdf

Potential for a relatively lower cost housing option. As documented in the findings of ESSB 1998, coliving housing / congregate residences can provide rental homes affordable to people with moderate to low incomes without requiring any public funding, and rents in newly constructed, market-rate co-living housing in the Puget Sound region can be affordable to people with incomes as low as 50 percent of area median income. Co-living housing works best for single-person households, but the housing for singles that it provides reduces demand for family-sized rentals from singles who would otherwise group together to rent large homes.

Proposal and Background

The proposed legislation is designed to directly comply with the requirements of ESSB 1998. The City is not, with this action, advancing policy or code changes other than those necessary to translate the requirements of the new state law into the unique context of the City of Seattle's land use code. The only aspect of this legislation that is discretionary concerns its timing. Whereas ESSB gives cities until December 31, 2025 to adopt or amend development regulations satisfying the requirements of the new law, OPCD and Mayor Harrell are proposing to implement the changes as soon as possible. Adopting the development regulations during 2024 or early 2025 will provide an additional year or more during which the housing supply benefits of expanded allowances for co-living housing/congregate residences will be available to the development community to begin bringing more sleeping rooms online.

Co-living housing/ congregate residence is a residential development with sleeping rooms that are independently rented and provide living and sleeping space, in which residents share kitchen and other common facilities with residents of other sleeping rooms in the building. Sleeping rooms are distinguished from "dwelling units" because sleeping rooms may not by themselves contain all of the primary components of a complete housing unit: a bedroom, kitchen and bathroom. Other colloquially used terms for co-living housing/congregate residences include dormitory or rooming house. Microhousing is another term that has been used informally in recent years as a name to describe co-living/housing congregate residence buildings.

Other multifamily housing that is not co-living housing / congregate residence housing, consists of complete "dwelling units". Housing that consists of a full and complete suite of living components within a self contained unit is deemed to be a multifamily building with "dwelling units" - a formal term in the land use code. Typical multifamily housing can consist of "Small Efficiency Dwelling Units" (SEDUs), or standard dwelling units. For both of these types of homes, regulations govern the minimum size and configuration of the unit, and the units must include a complete kitchen, bathroom and living space. Regulations for SEDUs provide specifics about the configuration of interior spaces befitting of an efficiency unit, and there is an effective minimum square footage size of 220 sq. ft. The regulations for SEDUs require a built-in closet, a minimum amount of additional storge, and minimum requirements for natural light. Typical dwelling units (that are not small efficiency dwelling units) have even more minimum size requirements that generally result in units that are 320 sq ft or larger.

In contrast, sleeping units in co-living housing / congregate residences are not subject to as many space requirements, or requirements for components as SEDUs and dwelling units are. Sleeping rooms may be as small as is allowable for a habitable living space under the building code – down to 70 sq. ft. For sleeping rooms there is no requirement for interior features such as a cooking space, although sleeping

rooms must have access to a window. Therefore, there is greater flexibility afforded to designers in how to configure a co-living housing / congregate residence compared to other types of multifamily development. Sleeping rooms in co-living housing/congregate residences may be constructed with less plumbing than a dwelling unit because they may be provided without a kitchen or bathroom. All of these factors allow co-living housing / congregate residences to be constructed more cost effectively than other types of multifamily housing.

Under current regulations, congregate residences consisting of sleeping rooms are allowed, but in more limited locations (fewer zones) than other types of multifamily housing. The current code also includes some minimum standards for shared spaces and building amenities.

The legislation makes the following specific amendments, all of which are directly required under ESSB 1998.

- Allowable Uses. The proposal amends the land use code's allowable use tables to make congregate residence an allowed use on any lot that allows for at least six multifamily residential units. This is achieved in the proposed legislation by amending the allowed uses column for Congregate Residences in the city's Lowrise (LR), Midrise (MR), and Highrise (HR) multifamily zones and all Commercial 1 (C1) zones, and all Neighborhood Commercial (NC) zones.
- Minimum Standards for Building Features. The proposal removes minimum development standards for configuration of congregate residence buildings, including standards for communal areas and common food preparation areas. The city's existing code contains a requirement that a communal area must be included in the building at a size that is at least 15% of the total floor area of sleeping rooms in the building. The city's existing code contains the requirement that at least one common food preparation area be provided in a congregate residence building, and that all residents shall have access to a food preparation area. ESSB mandates that cities may not impose any of these types of development standards on co-living housing / congregate residences that are not imposed on other types of multifamily housing. Therefore, the proposed legislation deletes these requirements from the city's land use code.
- Vehicle Parking Requirements. ESSB 1998 states that cities may not require co-living housing / congregate residences to provide off-street parking within one-half mile walking distance of a major transit stop. The proposed legislation complies with this provision by modifying the parking allowances table to exempt co-living housing / congregate residences from providing parking in those areas. ESSB 1998 also states that in areas not within one-half mile walking distance of a major transit stop, a city may not require more than 0.25 off-street parking spaces per sleeping unit. No changes to Seattle's code are required to satisfy this latter requirement, since the city already requires only one parking space per 4 congregate residence sleeping rooms.
- **Bicycle Parking Requirements.** ESSB 1998 includes general direction that a city may not treat a sleeping unit in co-living housing / congregate residence as more than one-quarter of a dwelling unit for purposes of calculating dwelling unit density requirements. The city's existing practice with respect to numerical dwelling unit or sleeping room density limits is already consistent with this requirement. However existing regulations for bicycle parking do not comport with the one-quarter of a dwelling unit approach. Under the city's existing regulations, one long term

(covered/weather protected) bicycle parking space is required for each sleeping room just as is required for a dwelling unit. The proposed legislation reduces bicycle parking requirements to comport with the intent of ESSB 1998 – that sleeping rooms should generally be treated as 0.25 of a typical dwelling unit. The proposal reduces the long-term and short-term bicycle parking requirement to equal one quarter of the required quantity of the requirement for a dwelling unit. This interpretation also responds to feedback from building owners and operators that bicycle parking requirements currently result in large, underused spaces that unnecessarily add to the cost of construction.

• *Update to Congregate Residence Definition*. The proposed legislation updates the definition of congregate residence to better match language and terminology of State legislation.

Previous City Legislation. The current state of the City's regulations for congregate residences and small efficiency dwelling units stems from a package of code changes and interpretations established around 2014 including Ordinance 124608. During the two years prior to 2014 the city experienced an upswing in the development of projects consisting of individually rented sleeping rooms. Many of the developments were marketed under the private branded name "Apodments". Concerns were expressed by members of the public and some councilmembers that this type of housing was not receiving the appropriate levels of review. In fact many of the developments in question were permitted as a series of large dwelling units consisting of eight bedrooms each and shared kitchens and/or bathrooms. In practice the eight bedrooms within a large dwelling unit were rented out individually. This arrangement allowed developers to avoid minimum standards for the size of housing units, and other procedural requirements such as design review.

The City through its then Department of Planning & Development (DPD) put forward legislation aimed at recognizing the type of housing being constructed, but also making sure it would go through design review and receive a SEPA review – if it was a similar size and scale to other types of multifamily housing that would receive those reviews. (See retired CB118067). The City Council considered DPD's proposal but convened a working group and then introduced its own replacement bill that took a different approach than originally recommended by DPD. The resultant Ordinance 124608 clarified what would be considered a dwelling unit and established the formal term "Small Efficiency Dwelling Unit (SEDU)" in the land use code. Simultaneously, the new law clarified that "Apodment" style developments should be classified as "Congregate Residences" and went further to limit the zones that Congregate Residences were allowed to be constructed in. This new regulatory structure also established minimum standards for shared spaces and bicycle parking requirements for Congregate Residences. The effect of Ordinance 124608 was to curtail development of Congregate Residences and shift the development of small-sized housing towards the SEDU model. This is especially true for relatively small-scale developments in the Lowrise zones, as Congregate Residence became a prohibited use in those zones.

The proposed legislation that is currently before Council would roll back many of the limitations concerning allowed locations and building configuration that were established in Ordinance 124608 concerning Congregate Residences, while retaining some of the advances from that era of legislation to clearly classify the housing type and enact appropriate procedural and review steps for it.

Mandatory Housing Affordability (MHA). MHA requires new development in Seattle to either include a small percentage of rent- and income-restricted affordable housing, or to make an in-lieu payment to the City's Office of Housing for affordable housing. Under existing regulations MHA applies to

development of co-housing / congregate residences whenever a development adds new dwelling units or sleeping rooms. No changes are proposed to how MHA applies to co-living – housing / congregate residences.

State Environmental Policy Act (SEPA). Engrossed Substitute House bill 1998 states that action taken by a city or county to comply with the requirements of ESHB 1998 are not subject to administrative or judicial legal challenge under SEPA or the Growth Management Act. Even though there is not an opportunity for appeal, OPCD completed a SEPA checklist and published a SEPA Determination of Non-Significance (DNS) on May 16th, 2024. The comment period expired on May 31st, 2024 and OPCD did not receive any comments.

Examples of Co-Living Housing / Congregate Residences

The following section provides several examples of co-living housing / congregate residence buildings that have already been built in Seattle in recent years. The buildings were built in areas (zones) that permit congregate residences. The examples are provided to illustrate the character and features of living spaces and buildings that can be expected in more locations under the proposed ordinance.

kärsti apartments 1503 NW 59th St, Seattle

The kärsti apartments building provides 52 small private homes that are less than 200 sq ft, including top floors with sleeping lofts (see figure 2). It provides common amenity spaces, including laundry, mail, cooking, lounges, fitness center, movie theatre, and outdoor seating. These spaces give residents space to socialize, build relationships and community. Owners of the building report that it provides housing for households with incomes in the 30%-80% AMI range without any affordable housing subsidies or public funds.



Figure 1: Karsti apartment building. Credit Neiman Taber Architects



Figure 2: Karsti apartment building rendering of sleeping loft. Credit Neiman Taber Architects.



Figure 3: Karsti apartment building floor plan. Credit Neiman Taber Architects.

YOBI MICROHOUSING

1421 31st Ave Seattle

Yobi is designed as a single building with one entry at the street. The ground floor features commons with a lounge, fireplace, kitchen, study room, laundry, and media area. The upper floors and basement have 9-11 sleeping rooms per floor with a shared commons in the middle, and there are a total of 45 sleeping rooms in the building. All homes are in the 150 sq ft -200 sq ft range.



Figure 4: Yobi building. Credit Neiman Taber Architects.



Figure 5: Yobi building visualization of loft space, and upper level floor plan. Credit Neiman Taber Architects.

THE ROOST LOFTS 901 Hiawatha Pl S, Seattle

The project provides 33 sleeping rooms and includes some inexpensive market-rate units, and some 40% AMI affordable units, and a below market-rate commercial space leased to an arts nonprofit. The housing units are supplemented with shared community kitchens, living, dining, and meeting spaces that improve the livability of the small apartments and provide an opportunity for residents to meet, interact and build community. All units are about 220 sq ft.



Figure 6: The Roost building. Credit Neiman Taber Architects.

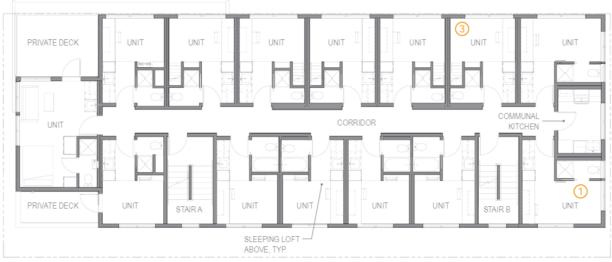


Figure 7: The Roost building. Upper level floor plan. Credit Neiman Taber Architects.

Expected Effects of the Legislation

The primary effect of the proposed legislation is to allow and incrementally encourage the Cohousing / Congregate Residence model of housing to be built in more places. The most likely candidate locations for increased Co-housing / Congregate Residence production will be in the

City's Lowrise (LR) multifamily zones. LR zones are most commonly located in the City's designated Urban Villages or along arterial roadways. Places with the largest contiguous areas of LR zoning include Capitol Hill, Ballard, Fremont, and Columbia City. Co-housing / Congregate Residences are almost always built without on-site vehicle parking, so there will likely be an increase in production of the housing type in new areas where parking would not be required. These are places within a one-half mile walking distance of a major transit stop that are not already in an urban village or center.

Future Considerations

In the next two years the City is anticipating significant additional changes to the land use code that will expand locations where "middle housing" is allowed. These code changes will follow other major State legislation from the 2023/2024 session concerning middle housing, especially HB 1110 which mandates cities to allow a variety of housing types in locations that were formerly zoned for single family homes only. The City is currently in the process of contemplating these updates to the Neighborhood Residential (formerly Single Family) zones as a component of the major update to the Comprehensive Plan. After the new plan is complete the City will quickly implement zoning changes to the NR zones that allow greater variety of housing types and more density of housing units on lots, compared to today's regulations. These changes will create new instances and locations where at least six multifamily residential units will be allowed by zoning. Such locations and instances must also comply with ESSB 1998 concerning co-housing/congregate residences. It is our intent to integrate new allowances for co-housing/congregate residences in forthcoming updated regulations for the City's NR zones, when that legislation is advanced following the major Comprehensive Plan update.

Findings and Recommendation

The OPCD Director makes the following findings related to this proposed legislation.

- The proposed legislation addresses the requirements and direction provided to Washington cities by Engrossed Substitute House Bill 1998.
- The proposal is in line with the City's priority to increase housing supply.
- The proposal is in line with the City's priority to increase housing types with the potential to provide a relatively lower cost option.
- The proposal is consistent with numerous policies within the City's Comprehensive Plan in the housing element of the plan.
- OPCD has evaluated the environmental impacts of the proposal and determined them to be non-significant. A SEPA DNS was issued on May 10, 2024. Consistent with ESSB 1998 no opportunity for appeal of the SEPA DNS was provided.

In consideration of the factors and information contained in this report OPCD recommends that City Council review the proposed legislation and adopt the associated Land Use Code text amendments.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120823, Version: 2

AN ORDINANCE relating to land use and zoning; correcting typographical errors, correcting section references, clarifying regulations, and making minor amendments; amending Sections 23.22.066, 23.22.100, 23.24.010, 23.28.020, 23.34.009, 23.34.093, 23.40.002, 23.41.004, 23.41.012, 23.42.058, 23.42.060, 23.42.130, 23.44.014, 23.44.016, 23.44.020, 23.44.041, 23.45.510, 23.45.516, 23.45.528, 23.45.529, 23.45.545, 23.47A.004, 23.47A.010, 23.47A.011, 23.47A.020, 23.48.005, 23.48.225, 23.48.720, 23.49.002, 23.49.008, 23.49.025, 23.49.042, 23.49.058, 23.49.090, 23.49.142, 23.49.162, 23.49.300, 23.49.320, 23.49.338, 23.50.002, 23.50.012, 23.50.044, 23.53.006, 23.53.015, 23.53.030, 23.54.015, 23.54.030, 23.55.032, 23.58C.035, 23.66.110, 23.66.122, 23.66.322, 23.69.002, 23.69.032, 23.69.033, 23.69.034, 23.71.006, 23.84A.006, 23.84A.008 23.84A.016, 23.84A.025, 23.84A.030, 23.84A.032, 23.84A.038, 25.05.444, 25.05.675, 25.05.714, 25.09.045, 25.09.160, 25.11.020, 25.11.030, 25.11.040, 25.11.050, 25.11.060, 25.11.070, 25.16.080, 25.16.115, 25.16.150, 25.22.070, 25.22.135, 25.24.060, 25.28.230, and 25.28.290 of the Seattle Municipal Code.

The full text of the bill is attached to the legislative file.

Travis Saunders/Emily Lofstedt/Brandon Isleib/Lish Whitson SDCI 2024 Omnibus ORD **CITY OF SEATTLE** 1 ORDINANCE _____ 2 COUNCIL BILL _____ 3 4 AN ORDINANCE relating to land use and zoning; correcting typographical errors, correcting 5 section references, clarifying regulations, and making minor amendments; amending Sections 23.22.066, 23.22.100, 23.24.010, 23.28.020, 23.34.009, 23.34.093, 23.40.002, 6 7 23.41.004, 23.41.012, 23.42.058, 23.42.060, 23.42.130, 23.44.014, 23.44.016, 23.44.020, 8 23.44.041, 23.45.510, 23.45.516, 23.45.528, 23.45.529, 23.45.545, 23.47A.004, 9 23.47A.010, 23.47A.011, 23.47A.020, 23.48.005, 23.48.225, 23.48.720, 23.49.002, 23.49.008, 23.49.025, 23.49.042, 23.49.058, 23.49.090, 23.49.142, 23.49.162, 23.49.300, 10 23.49.320, 23.49.338, 23.50.002, 23.50.012, 23.50.044, 23.53.006, 23.53.015, 23.53.030, 11 12 23.54.015, 23.54.030, 23.55.032, 23.58C.035, 23.66.110, 23.66.122, 23.66.322, 13 23.69.002, 23.69.032, 23.69.033, 23.69.034, 23.71.006, 23.84A.006, 23.84A.008, 14 23.84A.016, 23.84A.025, 23.84A.030, 23.84A.032, 23.84A.038, 25.05.444, 25.05.675, 15 25.05.714, 25.09.045, 25.09.160, 25.11.020, 25.11.030, 25.11.040, 25.11.050, 25.11.060, 16 25.11.070, 25.16.080, 25.16.115, 25.16.150, 25.22.070, 25.22.135, 25.24.060, 25.28.230, and 25.28.290 of the Seattle Municipal Code. 17 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS: 18 19 Section 1. Section 23.22.066 of the Seattle Municipal Code, last amended by Ordinance 20 124378, is amended as follows: 21 23.22.066 Technical standards for final plat * * * 22 23 C. The description, dedication, acknowledgment, certificates of the Director of Finance 24 and Administrative Services and County official performing the duties of the County Treasurer, 25 certificates of approval by the Director of Transportation, the City Clerk, and the Director, and 26 recording certificate must meet standards promulgated by the Director. ((, shall be lettered with 27 india ink or substantially equivalent lettering material and shall be substantially in the form set 28 forth in the Director of Transportation's Subdivision Manual.)) 29 30 Section 2. Section 23.22.100 of the Seattle Municipal Code, last amended by Ordinance 31 126157, is amended as follows:

23.22.100 Design standards

Except as provided in Section 23.22.106, design of all subdivisions shall conform to the standards set forth in this Section 23.22.100:

A. Streets and ((Alleys.)) alleys

- 1. All subdivisions shall be served by one or more streets providing adequate ingress and egress to and from the subdivision.
- 2. New streets within each subdivision shall conform to the City's thoroughfare and circulation plans and shall provide for the continuation of streets that serve the property contiguous to the subdivision. Streets serving lots on two sides shall be at least 60 feet wide unless a narrower street is warranted by special physical circumstances as determined by the Director, in consultation with the Director of Transportation, or as specified in ((Section 3.1.2b (for nonarterial streets) or 3.1.1a (for arterials) 3.1 of)) the ((Seattle)) Right-of-Way Improvements Manual.
- 3. Street intersections shall be as nearly at right angles as practicable and in no event shall the angle formed be less than 30 degrees.
- 4. A cul-de-sac shall be designed according to the ((Seattle)) Right-of-Way Improvements Manual to provide a circular turnaround at the closed end. A tee or other reasonable alternative may be authorized by the Hearing Examiner in lieu of the turnaround. Cul-de-sac streets shall not exceed 450 feet in length and the right-of-way shall be at least 50 feet wide, except under special circumstances a lesser width is permitted.
- 5. Street networks shall provide ready access for fire and other emergency vehicles and equipment, and routes of escape for inhabitants.

1 B. Locational ((Criteria)) criteria. General Industrial 2 zone designation is most 2 appropriate in areas generally characterized by the following: 3 1. Areas that are developed with industrial activity or a mix of industrial activity 4 and a wide range of commercial uses; 5 2. Areas where facilities((, such as the Kingdome or Design Center,)) have 6 established a more commercial character for the surroundings and have created the need for a 7 broader mix of support uses; 8 3. Areas with adequate access to the existing and planned neighborhood 9 transportation network; where additional trips generated by increased commercial densities can 10 be accommodated without conflicting with the access and circulation needs of industrial activity; 11 4. Areas where increased commercial densities would allow the economic reuse 12 of small sites and existing buildings no longer suited to current industrial needs; 13 5. Areas that, because of their size and isolation from a larger industrial area due 14 to separation by another type of zone or major physical barrier, such as an arterial or waterway, 15 can accommodate more nonindustrial activity without conflicting with the industrial function of 16 the larger industrial area; 17 6. Large areas with generally flat topography; 18 7. Areas platted into large parcels of land. * * * 19 20 Section 7. Section 23.40.002 of the Seattle Municipal Code, last amended by Ordinance 21 126042, is amended as follows: 22 23.40.002 Conformity with regulations required

126862, is amended as follows:

23.41.004 Applicability

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C. Optional design review

1. Design review. Development proposals that are not subject to design review may elect to be reviewed pursuant to the full, administrative, or streamlined design review process if:

a. The development proposal is in any zone or area identified in subsection 23.41.004.A.1 or 23.41.004.A.2 or in the Stadium Transition Area Overlay District, except

the base FAR;

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- C. Major ((marijuana)) cannabis activity is allowed in all other zones if the activity and site meet the following requirements:
 - 1. The person operating the major ((marijuana)) cannabis activity must have a
- current license issued by the State of Washington pursuant to Title 69 RCW authorizing the
- person to produce, process, or sell, at the proposed site, ((marijuana)) cannabis, ((marijuana))
- cannabis-infused products, useable ((marijuana)) cannabis, or ((marijuana)) cannabis
- concentrates, or to research or test any of those products at the proposed site for quality
- assurance pursuant to Title 69 RCW;
- 2. Any lot line of property having a major ((marijuana)) cannabis activity must be
- 1,000 feet or more from any lot line of property on which any of the following uses as defined in
 - WAC 314-55-010 is located: elementary school; secondary school; or playground;
- 3. Any lot line of property having a major ((marijuana)) cannabis activity that
- includes the retail sale of ((marijuana)) cannabis products, except that in Downtown Mixed
 - Residential and Downtown Mixed Commercial zones within that portion of the Downtown
- 15 Urban Center that is west of Interstate 5, north of Yesler Way, and south of Denny Way major
 - ((marijuana)) cannabis activity that includes the retail sale of ((marijuana)) cannabis products
 - must be 250 feet or more, must be 500 feet or more from any lot line of property on which any of
 - the following uses as defined in WAC 314-55-010 is established and operating: child care center;
 - game arcade; library; public park; public transit center; or recreation center or facility;
 - 4. Any lot line of property having a major ((marijuana)) cannabis activity that
 - does not include the retail sale of ((marijuana)) cannabis products must be 250 feet or more from
- 22 any lot line of property on which any of the following uses as defined in WAC 314-55-010 is

established and operating: child care center; game arcade; library; public park; public transit center; or recreation center or facility;

- 5. No more than two properties with major ((marijuana)) cannabis activity that includes the retail sale of ((marijuana)) cannabis products are allowed within 1000 feet of each other; where any lot lines of two properties with existing major ((marijuana)) cannabis activity that includes the retail sale of ((marijuana)) cannabis products are located within 1000 feet of each other, any lot line of another property with a new major ((marijuana)) cannabis activity that includes the retail sale of ((marijuana)) cannabis products must be 1000 feet or more from the closest lot line of the property containing existing major ((marijuana)) cannabis activity that includes the retail sale of ((marijuana)) cannabis products;
- 6. Whether a major ((marijuana)) cannabis activity complies with the locational requirements prescribed by subsections 23.42.058.C.2, 23.42.058.C.3, 23.42.058.C.4, or 23.42.058.C.5 shall be based on facts that exist on the date of application to the Washington State Liquor and Cannabis Board issues a "Notice of ((Marijuana)) Cannabis Application" to The City of Seattle.

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Section 11. Section 23.42.060 of the Seattle Municipal Code, enacted by Ordinance 125483, is amended as follows:

23.42.060 Short-term rentals

20 Short-term rental uses are subject to the following provisions:

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((D. Number of residents and guests. The total number of residents and guests occupying a dwelling unit that includes a short-term rental may not exceed the maximum number of

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2. Individual trees preserved during construction or planted after construction, excluding street trees, count toward the tree score according to Table A for 23.44.020. All required trees shall meet standards promulgated by the Director to provide for the long-term health, viability, and coverage of plantings. These standards may include, but are not limited to, the type and size of plants, spacing of plants, depth, and quality of soil, access to light and air, and protection practices during construction.

Table A for 23.44.020 Tree points						
Type of tree	Points for ((non-conifer)) <u>deciduous</u> trees	Points for ((conifer)) evergreen trees				
Small tree planted after construction	1 point	1.25 point				
Small/medium tree planted after construction	2 points	2.5 points				
Medium/large tree planted after construction	3 points	3.75 points				
Large tree planted after construction	4 points	5 points				
Trees 6 inches in diameter or greater that are preserved during construction	1 point per inch of diameter	1.25 point per inch of diameter				

3. Tree protection areas shall be designated for all trees that are proposed to be preserved to receive points under this subsection ((23.49.020.B)) 23.44.020.B. No excavation, fill, placing of materials or equipment, or vehicle operation shall be allowed during construction within a tree protection area. Tree protection areas shall be an area equal to the outer extent of the dripline of the tree, except that they may be reduced if the following conditions are met:

a. A certified arborist has submitted and received approval for a plan providing the rationale used to demonstrate that the alternate method provides an adequate level of protection based on visiting the site and examining the specific tree's size, location, and extent

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consultation with the Director of Transportation, the Director determines that the right-of-way is unlikely to be opened or improved.

b. If it is not feasible to plant street trees in a right-of-way planting strip, a 5-foot setback shall be planted with street trees along the street lot line that abuts the required front yard, or landscaping other than trees shall be provided in the planting strip, subject to approval by the Director of the Seattle Department of Transportation. If, according to the Director of the Department of Transportation, a 5-foot setback or landscaped planting strip is not feasible, the Director may reduce or waive this requirement as a Type I decision.

Section 16. Section 23.44.041 of the Seattle Municipal Code, last amended by Ordinance 126855, is amended as follows:

23.44.041 Accessory dwelling units

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C. Detached accessory dwelling units. Detached accessory dwelling units are subject to the following additional conditions:

1. Detached accessory dwelling units are required to meet the additional development standards set forth in Table A for 23.44.041.

	Table A for 23.44.041				
De	Development standards for detached accessory dwelling units ^{1, 2}				
a. Minimum lot	3,200 square feet				
size					
b. Minimum lot	25 feet				
width					
c. Minimum lot	70 feet ³				
depth					
d. Maximum lot	Detached accessory dwelling units are subject to the requirements				
coverage	governing maximum lot coverage and lot coverage exceptions in				
	subsections 23.44.010.C and 23.44.010.D.				
e. Maximum	Detached accessory dwelling units, together with any other accessory				
rear yard	structures and other portions of the principal structure, are subject to the				
coverage					

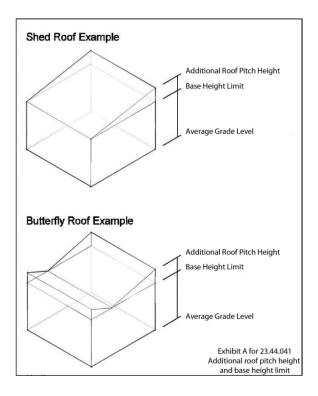
	requirements governing maximum rear yard coverage exceptions in subsections 23.44.014.D.					
f. Maximum size	The gross floor area of a detached accessory dwelling unit may not exceed 1,000 square feet excluding garage and exterior-only accessed storage areas, covered porches and covered decks that are less than 25 square feet in area, and gross floor area that is underground. Up to 35 square feet of floor area dedicated to long-term bicycle parking shall be exempt from the gross floor area calculation for a detached accessory dwelling unit.					
g. Front yard	A detached accessory dwelling unit may not be located within the front yard required by subsection 23.44.014.B, except on a through lot pursuant to Section 23.40.030 or Section 23.40.035.					
h. Minimum side yard		ction 23.44.014.B e	may not be located vexcept as provided i	within the side yard n subsection		
i. Minimum rear yard	A detached accessory dwelling unit may be located within a required rear yard if it is not within 5 feet of any lot line, unless the lot line is adjacent to an alley, in which case a detached accessory dwelling unit may be located at that lot line. ^{4, 5, 6, 11}					
j. Location of entry	If the entrance to a detached accessory dwelling unit is located on a facade facing a side lot line or a rear lot line, the entrance may not be within 10 feet of that lot line unless that lot line abuts an alley or other public right-of-way.					
k. Maximum		dth (feet)				
height limits ^{7, 8, 9}	Less than 30	30 up to 40	40 up to 50	50 or greater		
(1) Base structure height limit (in feet) ^{10,}	14	16	18	18		
(2) Height allowed for pitched roof above base structure height limit (in feet)	3	7	5	7		
(3) Height allowed for shed or butterfly roof above base structure height limit (in feet); see Exhibit A for 23.44.041	3	4	4	4		
1. Minimum separation from principal structure	5 feet including eaves and gutters of all structures					

Footnotes to Table A for 23.44.041

- ¹ The Director may allow an exception to standards a through f and h through k pursuant to subsection 23.44.041.C.2, for converting existing accessory structures to a detached accessory dwelling unit, including additions to an existing accessory structure.
- ² The Director may allow an exception to standards i and j if the exception allows for the preservation of ((an exceptional tree or a tree over 2 feet in diameter measured 4.5 feet above the ground)) a Tier 1 or Tier 2 tree, as defined in Section 25.11.130.
- ³ For lots that do not meet the lot depth requirement but have a greater width than depth and an area greater than 5,000 square feet, a detached accessory dwelling unit is permitted, provided the detached accessory dwelling unit is not located in a required yard.
- ⁴ ((External)) Except for properties with a rear lot line adjacent to an alley, external architectural details with no living area, such as chimneys, eaves, cornices, and columns, may project no closer than 3 feet from any lot line. Bay windows are limited to 8 feet in width and may project no closer than 3 feet from any lot line. Other projections that include interior space, such as garden windows, must start a minimum of 30 inches above the finished floor, have a maximum dimension of 6 feet in height and 8 feet in width, and project no closer than 3 feet from any lot line.
- ⁵ If the lot line is adjacent to an alley and a detached accessory dwelling unit includes a garage with a vehicle entrance that faces the alley, the garage portion of the structure may not be located within 12 feet of the centerline of the alley.
- ⁶ On a reversed corner lot, no detached accessory dwelling unit shall be located in that portion of the required rear yard that abuts the required front yard of the adjoining key lot.
- ⁷ Features such as chimneys, antennas, and flagpoles may extend up to 4 feet above the maximum allowed height.
- ⁸ Projections that accommodate windows and result in additional interior space, including dormers, clerestories, and skylights, may extend no higher than the ridge of a pitched roof permitted pursuant to standard k if all conditions of subsection 23.44.012.C.3 are satisfied.
- ⁹ Any structure with a green roof or other features necessary to meet a green building standard, as defined by the Director by rule, may extend up to 2 feet above the maximum allowed height.
- Open railings that accommodate roof decks may extend 4 feet above the base structure height limit.
- Attached decks that are portions of a detached accessory dwelling unit are allowed in the required rear yard and up to the applicable height limit, including additions allowed to a detached accessory dwelling unit under subsection 23.44.014.C.4.

Exhibit A for 23.44.041

Additional roof pitch height and base height limit



2. Conversion of accessory structures. An existing accessory structure that is not

located in a required front yard, or that is located in a front yard where Section 23.40.030 or 23.40.035 applies, may be converted into a detached accessory dwelling unit if the structure complies with the minimum standards set forth in Sections 22.206.020 through 22.206.140 and with the Seattle Residential Code, if work requiring a permit is performed on the structure or has previously been performed without a permit. To allow the conversion of an existing accessory structure, the Director may allow an exception to one or more of the development standards for accessory dwelling units contained in standards a through f, and h through k, listed in Table A

accessory structure existed prior to December 31, 2017, as an accessory structure. If an accessory

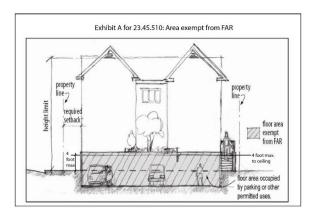
for 23.44.041. These exceptions also apply to any additions to an existing accessory structure.

An existing accessory structure may be converted if the applicant can demonstrate that the

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Exhibit A for 23.45.510

Area exempt from FAR



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Section 18. Section 23.45.516 of the Seattle Municipal Code, last amended by Ordinance

126855, is amended as follows:

23.45.516 Method to achieve extra residential floor area in HR zones

* * *

E. Neighborhood green street setback. Floor area may be gained for a neighborhood green street setback according to the provisions of Chapter 23.58A by development on lots abutting one of the streets or street segments within the First Hill Urban Village shown on Map A for 23.45.516.

F. Neighborhood open space. In HR zones, subject to the limits in this Section 23.45.516 and Chapter 23.58A, extra residential floor area may be gained through a voluntary agreement to provide neighborhood open space, according to the provisions of Section 23.58A.040.

Map A for 23.45.516

Neighborhood Green Streets



* * *

Section 19. Section 23.45.528 of the Seattle Municipal Code, last amended by Ordinance 125791, is amended as follows:

Template last revised January 5, 2024

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	SDCI 2024 Omnibus ORD D4
1	23.45.528 Structure width and depth limits for lots greater than 9,000 square feet in
2	Midrise zones
3	The width and depth limits of this Section 23.45.528 apply to lots greater than 9,000 square feet
4	in MR zones.
5	A. The width of <u>each</u> principal ((structures)) structure shall not exceed 150 feet.
6	B. Structure depth
7	1. The depth of <u>each</u> principal ((structures)) structure shall not exceed 80 percent
8	of the depth of the lot, except as provided in subsection 23.45.528.B.2.
9	2. Exceptions to structure depth limit. To allow for front setback averaging and
10	courtyards as provided in Section 23.45.518, structure depth may exceed the limit set in
11	subsection 23.45.528.B.1 if the total lot coverage resulting from the increased structure depth
12	does not exceed the lot coverage that would have otherwise been allowed without use of the
13	courtyard or front setback averaging provisions.
14	* * *
15	Section 20. Section 23.45.529 of the Seattle Municipal Code, last amended by Ordinance
16	126685, is amended as follows:
17	23.45.529 Design standards
18	* * *
19	C. Treatment of street-facing facades. For the purposes of this subsection 23.45.529.C, a
20	street-facing facade includes all vertical surfaces enclosing interior space, including gables and
21	dormers, as shown in Exhibit A for 23.45.529.
22	* * *

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1	3. The Director may allow exceptions to the facade opening requirements in
2	subsection 23.45.529.C.1 and the facade articulation requirements in subsection 23.45.529.C.2,
3	if the Director determines that the street-facing facade will meet the intent of subsection
4	23.45.529.A.1 ((and)) for all housing types, and, as applicable, the intent of subsections
5	23.45.529.E.2, 23.45.529.F.3, and 23.45.529.G.4 for cottage housing developments, rowhouse
6	developments, and townhouse developments, respectively, through one or more of the
7	following street-facing facade treatments:
8	a. Variations in building materials and/or color, or both, that reflect the
9	stacking of stories or reinforce the articulation of the facade;
10	b. Incorporation of architectural features that add interest and dimension
11	to the facade, such as porches, bay windows, chimneys, pilasters, columns, cornices, and/or
12	balconies;
13	c. Special landscaping elements provided to meet Green Factor
14	requirements pursuant to Section 23.45.524, such as trellises, that accommodate vegetated
15	walls covering a minimum of 25 percent of the facade surface;
16	d. Special fenestration treatment, including an increase in the percentage
17	of windows and doors to at least 25 percent of the street-facing facade(s).
18	* * *
19	Section 21. Section 23.45.545 of the Seattle Municipal Code, last amended by Ordinance
20	126600, is amended as follows:
21	23.45.545 Standards for certain accessory uses
22	***

- I. ((In LR zones, accessory)) Accessory dwelling units are allowed in single-family, rowhouse and townhouse units, as follows:
- 1. One accessory dwelling unit is allowed for each single-family, rowhouse, or townhouse unit that is a "principal unit." A "principal unit" is a dwelling unit that is not an accessory dwelling unit.
- 2. The height limit for a detached accessory dwelling unit is 20 feet, except that the ridge of a pitched roof on a detached accessory dwelling unit may extend up to 3 feet above the 20-foot height limit. All parts of the roof above the height limit shall be pitched at a rate of not less than 4:12. No portion of a shed roof is permitted to extend beyond the 20-foot height limit.
- 3. The maximum gross floor area of an accessory dwelling unit is 650 square feet, provided that the total gross floor area of the accessory dwelling unit does not exceed 40 percent of the total gross floor area in residential use on the lot or unit lot, if present, exclusive of garages, storage sheds, and other non-habitable spaces.
- 4. An accessory dwelling unit shall be located completely within the same structure as the principal unit or in an accessory structure located between the single-family, rowhouse, or townhouse unit and the rear lot line.
- 5. The entrance to an accessory dwelling unit provided within the same structure as the principal unit shall be provided through one of the following configurations:
 - a. Through the primary entry to the principal unit; or
- b. Through a secondary entry on a different facade than the primary entry to the principal unit; or

* * *

I. The terms of Table A for 23.47A.004 are subject to any applicable exceptions or contrary provisions expressly provided for in this Title 23.

Table A for 23.47A.004							
Uses in Commercial zones							
Permitted and prohibited uses by zone ¹					by zone ¹		
Uses	NC1	NC2	NC3	C1	C2		
A. AGRICULTURAL USES							
A.1. Animal husbandry	A	A	A	A	P		
A.2. Aquaculture	10	25	P	P	P		
A.3. Community garden	P	P	P	P	P		
A.4. Horticulture	10	25	P	P	P		
A.5. Urban farm ²	P	P	P	P	P		
* * *							
C. COMMERCIAL USES ³							

16

C.1. Animal shelters and kennels	X	X	X	X	P
C.2. Eating and drinking establishments		1	1	1	
C.2.a. Drinking establishments	CU-	CU-	Р	Р	Р
0.2.a. Dimking establishments	10	25		1	
C.2.b. Restaurants	10	25	P	P	P
C.3. Entertainment uses					
C.3.a. Cabarets, adult ⁴	X	P	P	P	P
C.3.b. Motion picture theaters, adult	X	X	X	X	X
C.3.c. Panorams, adult	X	X	X	X	X
C.3.d. Sports and recreation, indoor	10	25	P	P	P
C.3.e. Sports and recreation, outdoor	X	X	X^5	P	P
C.3.f. Theaters and spectator sports facilities	X	25	P	P	P
C.4. Food processing and craft work ²	10	25	25	P	P
C.5. Laboratories, research and development	10	25	P	P	P
C.6. Lodging uses	X^6	CU-	P	P	P
C.o. Loughing uses	^	25^6	r	r	r
C.7. Medical services ⁷	108	25	P	P	Р
C.8. Offices	10	25	P	35 ⁹	35 ⁹
C.9. Sales and services, automotive	10	25	1		33
C.9.a. Retail sales and services, automotive	10^{10}	25 ¹⁰	P^{10}	Р	P
C.9.b. Sales and rental of motorized vehicles	X	25	P	P	P
C.9.c. Vehicle repair, major automotive	X	25	P	P	P
C.10. Sales and services, general ²	21	23	1	1	1
C.10.a. Retail sales and services, general ²	10	25	P	P	P
C.10.b. Retail sales, multipurpose	10 ¹¹	50	P	P	P
C.11. Sales and services, heavy	10	30	1	1	1
C.11. Sales and services, neavy C.11.a. Commercial sales, heavy	X	X	25	P	P
C.11.b. Commercial services, heavy	X	X	X	P	P
	10	25	P	P	P
C.11.c. Retail sales, major durables C.11.d. Retail sales and services, non-	10	25	P	P	P
household	10	23	r	I r	Γ
C.11.e. Wholesale showrooms	X	X	25	25	P
C.12. Sales and services, marine	Λ	/ A	23	23	1
C.12. Sales and services, marine C.12.a. Marine service stations	10	25	P	P	P
C.12.b. Sales and rental of large boats	X	25	P	P	P
C.12.c. Sales and rental of large boats C.12.c. Sales and rental of small boats, boat	10	25	P	P	P
parts and accessories	10	23	1	1	1
C.12.d. Vessel repair, major	X	X	X	S	S
C.12.d. Vessel repair, major C.12.e. Vessel repair, minor	10	25	P	P	P
C.12.e. Vesser repair, minor	10	23	Г	l L	F
G. MANUFACTURING USES					
G.1. Manufacturing, light ²	X	10	25	P	P
<u> </u>	X	+	4		P
G.2. Manufacturing, general	Λ	X	X	P	r

G.3. Manufacturing, heavy	X	X	X	X	X	
* * *						

KEY

A = Permitted as an accessory use only

CU = Administrative Conditional Use (business establishment limited to the multiple of 1,000 square feet of any number following a hyphen, pursuant to Section 23.47A.010)

CCU = Council Conditional Use (business establishment limited to the multiple of 1,000 square feet of any number following a hyphen, pursuant to Section 23.47A.010)

P = Permitted

S = Permitted in shoreline areas only

X = Prohibited

CU-25 = Conditionally permitted; use is limited to 25,000 square feet, pursuant to Section 23.47A.010

10 = Permitted, business establishments limited to 10,000 square feet, pursuant to Section 23.47A.010

20 = Permitted, business establishments limited to 20,000 square feet, pursuant to Section 23.47A.010

25 = Permitted, business establishments limited to 25,000 square feet, pursuant to Section 23.47A.010

35 = Permitted, business establishments limited to 35,000 square feet, pursuant to Section 23.47A.010

40 = Permitted, business establishments limited to 40,000 square feet, pursuant to Section 23,47A.010

50 = Permitted, business establishments limited to 50,000 square feet, pursuant to Section 23.47A.010

Footnotes to Table A for 23.47A.004

¹ In pedestrian-designated zones, a portion of the street-level street-facing facade of a structure along a designated principal pedestrian street may be limited to certain uses as provided in subsection 23.47A.005.D. In pedestrian-designated zones, drive-in lanes are prohibited (Section 23.47A.028).

² In addition to the provisions in this Chapter 23.47A, uses that entail major ((marijuana)) cannabis activity are subject to the requirements of Section 23.42.058.

³ For commercial uses with drive-in lanes, see Section 23.47A.028.

⁴ Subject to subsection 23.47A.004.H.

⁵ Permitted at Seattle Center.

⁶Bed and breakfasts in existing structures are permitted outright with no maximum size limit.

⁷ Medical services over 10,000 square feet within 2,500 feet of a medical Major Institution Overlay boundary require conditional use approval, unless they are included in a Major Institution Master Plan or dedicated to veterinary services.

⁸ Medical service uses that are located in an urban center or urban village, which are in operation at such location before August 1, 2015, and that routinely provide medical services on a reduced fee basis to individuals or families having incomes at or below 200 percent of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 USC 9902(2), are limited to 20,000 square feet. This provision does not apply to medical service uses that are subject to a Major

Institution Master Plan.

⁹Office uses in C1 and C2 zones are permitted up to the greater of 1 FAR or 35,000 square feet as provided in subsection 23.47A.010.D. Office uses in C1 and C2 zones are permitted outright with no maximum size limit if they meet the standards identified in subsection 23.47A.010.D.

¹⁰ Gas stations and other businesses with drive-in lanes are not permitted in pedestrian-designated zones (Section 23.47A.028). Elsewhere in NC zones, establishing a gas station may require a demonstration regarding impacts under Section 23.47A.028.

¹¹ Grocery stores meeting the conditions of subsection 23.47A.010.E are permitted up to 23,000 square feet in size.

¹² Subject to subsection 23.47A.004.G.

¹³ Permitted pursuant to subsection 23.47A.004.D.7.

¹⁴ Residential uses may be limited to 20 percent of a street-level street-facing facade pursuant to subsection 23.47A.005.C.

¹⁵ Residential uses are conditional uses in C2 zones under subsection 23.47A.006.A.3, except as otherwise provided above in Table A for 23.47A.004 or in subsection 23.47A.006.A.3.

¹⁶ Congregate Residences that are owned by a college or university, or are affiliated with an educational major institution that is part of the Washington State Community and Technical Colleges system, or are a sorority or fraternity, or are owned by a not-for-profit entity or charity, or are licensed by the State and provide supportive services are permitted outright. All others are prohibited. Supportive services include meal service, cleaning service, health services, or similar.

¹⁷ Congregate Residences that are owned by a college or university, or are affiliated with an educational major institution that is part of the Washington State Community and Technical Colleges system, or are a sorority or fraternity, or are owned by a not-for-profit entity or charity, or are licensed by the State and provide supportive services are permitted outright. All others are permitted only in locations within urban villages and urban centers. Supportive services include meal service, cleaning service, health services, or similar.

¹⁸ Permitted at Seattle Center; see Section 23.47A.011.

¹⁹ Flexible-use parking is subject to Section 23.54.026. In pedestrian-designated zones, surface parking is prohibited adjacent to principal pedestrian streets pursuant to subsection 23.47A.032.B.2.

²⁰ Permitted as surface parking only on surface parking lots existing as of January 1, 2017. In pedestrian-designated zones, surface parking is prohibited adjacent to principal pedestrian streets pursuant to subsection 23.47A.032.B.2.

²¹ Permitted outright, except prohibited in the SAOD.

²² See Chapter 23.57, Communications regulations, for regulation of communication utilities.

²³ A recycling use that is located on the same development site as a solid waste transfer station may be permitted by administrative conditional use, subject to the requirements of subsection 23.47A.006.A.7.

* * *

2

	Travis Saunders/Emily Lofstedt/Brandon Isleib/Lish Whitson SDCI 2024 Omnibus ORD D4
1	h. Metal plating;
2	i. Vapor degreasing;
3	j. Wire reclamation;
4	k. Use of boilers (greater than 106 British thermal units per hour, 10,000
5	pounds steam per hour, or 30 boiler horsepower);
6	1. Animal food processing;
7	m. The production or processing of ((marijuana)) cannabis products by a
8	major ((marijuana)) cannabis activity; and
9	n. Other similar processes or activities.
10	* * *
11	Section 26. Section 23.48.005 of the Seattle Municipal Code, last amended by Ordinance
12	126855, is amended as follows:
13	23.48.005 Uses
14	A. Permitted uses
15	1. All uses are permitted outright, either as principal or accessory uses, except
16	those specifically prohibited by subsection 23.48.005.B and those permitted only as conditional
17	uses by subsection 23.48.005.C.
18	2. Adult cabarets shall comply with the requirements of subsection 23.47A.004.H.
19	3. Major ((marijuana)) cannabis activity shall comply with the requirements of
20	Section 23.42.058.
21	* * *
22	Section 27. Section 23.48.225 of the Seattle Municipal Code, last amended by Ordinance
23	126157, is amended as follows:

Table A for 23.48.720							
	FAR limits for specified zones in the Uptown Urban Center						
Zone Base FAR limit for all Maximum FAR for FAR Limits for non-							
	uses	structures that include	residential uses				
		residential use					
SM-UP 65	NA	4.5	4.5				
SM-UP 85	NA	5.25	5.25				
SM-UP 95	NA	5.75	5.75				
SM-UP	5	7^{1}	$ 2^2 $				
160	160						

Footnotes to Table A for 23.48.720

B. Additional increment of floor area above the maximum FAR. On lots that include uses or features specified in this subsection 23.48.720.B, an additional amount of chargeable floor area is permitted above the maximum FAR as follows:

1. For all SM-UP zones an additional amount of 1 FAR is permitted above the maximum FAR of the zone shown on Table A for 23.48.720 if a lot includes one or more structures that have been designated as landmarks pursuant to Chapter 25.12, subject to the following conditions:

a. The structure is rehabilitated so that all features and characteristics are subject to controls and incentives designated pursuant to Chapter 25.12 and comply with any certificates of approval issued by the Landmarks Preservation Board, all as determined by the Director of the Department of Neighborhoods;

All chargeable floor area above the base FAR is considered extra floor area. Extra floor area must be achieved according to Sections 23.48.021, 23.48.722, and Chapter 23.58A.

² In the SM-UP 160, zone structures that do not exceed 125 feet in height are permitted an FAR of 7 for non-residential uses. <u>Additionally, parcels with lot coverage limited by easements or setbacks for monorails, structures with non-residential uses are permitted an FAR of 7 regardless of structure height.</u>

	D4
1	b. A notice is recorded in the King County real estate records, in a form
2	satisfactory to the Director, regarding the additional increment of floor area allowed and the
3	effect thereof under the terms of this Chapter 23.48;
4	c. A Landmark structure that obtains additional FAR under this subsection
5	23.48.720.B.1 may not be a sending site for Landmark transferable development rights (TDR) or
6	for transferable development rights (TDP);
7	d. If the increased amount of FAR allowed under this subsection
8	23.48.720.B.1 remains on the lot, the structure must remain designated as a Landmark; and
9	e. The owner shall maintain the exterior and interior of the Landmark
10	structure in good condition in a manner that preserves the Landmark features and characteristics
11	of the structure.
12	2. For SM-UP zones, an additional increment of up to 1 FAR is permitted above
13	the maximum FAR limit of the zone if a lot includes an arts facility operated by a for-profit or
14	not-for-profit operator, subject to the following conditions:
15	a. The amount of the additional increment of FAR shall not exceed floor
16	area of the arts facility.
17	b. The minimum floor area provided for a qualifying arts facility is 2,500
18	square feet.
19	c. The space shall be occupied by an arts facility for the life of the project
20	on the lot. If the property owner is unable to secure a for-profit or not-for-profit organization to
21	operate the arts facility, after a six-month period, if the space remains unoccupied, it may be used
22	for other non-profit purposes such as a community and/or public area, under the following
23	conditions:

- 1 2 organizations and is not to be used for profit-making activities; 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
 - 1) The space shall be made available to community and charitable
 - 2) The space shall be made available for both day and evening use;
 - 3) The space shall be made available on a first-come, first-served
 - basis to community and charitable organizations; and
 - 4) Availability of the space and contact person(s) shall be made known to community and charitable groups through means such as newspaper articles, radio announcements, and flyers.
 - d. No permit after the first building permit, no permit for any construction activity other than excavation and shoring, and no permit for occupancy of existing floor area by any use shall be issued for development that includes an arts facility to gain the increase in FAR until the applicant has demonstrated to the satisfaction of the Director that a lease with a forprofit or not-for-profit arts organization has been secured to occupy the space for a minimum of one year.
 - 3. For SM-UP zones, an additional increment of up to 1 FAR is permitted above the maximum FAR limit of the zone if a lot includes a preschool, an elementary school, or a secondary school, subject to the following conditions:
 - a. Prior to issuance of a Master Use Permit, the applicant shall submit a letter to the Director from the school indicating that, based on the Master Use Permit plans, the school district has determined that the development could meet the operator's specifications;
 - b. Prior to issuance of a building permit, the applicant shall submit a written certification by the operator to the Director that the operator's specifications have been met; and

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	D4
1	a. The applicable height limit is 85 feet if the applicant qualifies for extra
2	floor area under Section 23.49.023 and Chapter 23.58A, the structure has no non-residential or
3	live-work use above 75 feet, and the structure does not qualify for a higher height limit under this
4	subsection 23.49.008.C.3.
5	b. The applicable height limit is 170 feet if the applicant qualifies for extra
6	floor area under Section 23.49.023 and Chapter 23.58A; the structure has no non-residential or
7	live-work use above 75 feet; the lot includes all or part of a mid-block corridor that satisfies the
8	conditions of Section 23.58A.040, except to the extent any waiver of such conditions is granted
9	by the Director; and the standards of subsection 23.49.156.B and Section 23.49.163 are satisfied.
10	4. On lots in the DMR/C 75/75-95 zone, the base height limit is 75 feet, and it is
11	the applicable height limit for all structures, except that the applicable height limit is 95 feet if
12	the applicant qualifies for extra floor area under Section 23.49.023 and Chapter 23.58A and the
13	structure has no non-residential or live-work use above 75 feet.
14	5. On lots in the DMR/R 95/65 zone:
15	a. A height limit of 95 feet applies to the portions of a structure that
16	contain residential or lodging uses.
17	b. A height limit of 65 feet applies to the portions of a structure that
18	contain non-residential uses (excluding lodging uses).
19	* * *
20	F. In all Downtown zones except the IDM 75-85 and PMM-85 zones and all DH1, DH2,
21	and PSM zones, and except for projects that receive additional height pursuant to subsection
22	23.49.008.G, an additional 10 feet in height is permitted above the otherwise applicable

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- 6) Dry cleaning; and
- 7) Other uses creating similar odor impacts.
- 2. Review of major odor sources. When an application is made for a use that is a major odor source, the Director, in consultation with the Puget Sound Clean Air Agency (PSCAA), shall determine the appropriate measures to be taken by the applicant in order to significantly reduce potential odor emissions and airborne pollutants. The measures to be taken shall be specified on plans submitted to the Director, and may be required as conditions for the issuance of any permit. After a permit has been issued, any measures that were required by the permit shall be maintained.
 - B. Noise standards((-))
- 1. All food processing for human consumption, custom and craft work involving the use of mechanical equipment, and light manufacturing activities shall be conducted wholly within an enclosed structure.
 - 2. The following uses or devices are considered major noise generators:
 - a. Light manufacturing uses;
- b. ((Auto body, boat and aircraft repair shops)) Repair shops for auto body, boats, and/or aircraft; and
 - c. Other similar uses.
- 3. When a major noise generator is proposed, a report from an acoustical consultant shall be required to describe the measures to be taken by the applicant in order to meet noise standards for the area. Such measures may include, for example, the provision of buffers, reduction in hours of operation, relocation of mechanical equipment, increased setbacks, and use of specified construction techniques or building materials. Measures to be taken shall be

23.49.058 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed

Commercial upper-level development standards

A. For purposes of this Section 23.49.058, except in zones with a mapped height limit of 170 feet or less, a "tower" is a portion of a structure, excluding rooftop features permitted above the applicable height limit pursuant to Section 23.49.008, in which portion all gross floor area in each story is horizontally contiguous, and which portion is above (i) a height of 85 feet in (a) a structure that has any non-residential use above a height of 65 feet or does not have residential use above a height of 160 feet or contains an elementary or secondary school; or (ii) in any structure not described in clause (i) a height determined as follows:

- 1. For a structure on a lot that includes an entire block front or that is on a block front with no other structures, 65 feet; ((or))
- 2. For a structure on a lot abutting 3rd Avenue between Union Street and Pike Street that contains only residential uses above a height of 65 feet, 85 feet; or
- 3. For a structure on any other lot, the height of the facade closest to the street property line of the existing structure on the same block front nearest to that lot, but if the nearest existing structures are equidistant from that lot, then the height of the higher such facade; but in no instance shall the height exceed 85 feet or be required to be less than 65 feet.

* * *

D. Tower spacing in DMC zones

* * *

7. For purposes of this Section 23.49.058 a tower is considered to be "existing" and must be taken into consideration when other towers are proposed, under any of the following circumstances:

a. The tower is physically present, except that a tower that is physically present is not considered "existing" if the owner of the lot where the tower is located has applied to the Director for a permit to demolish the tower and provided that the no building permit for the proposed tower is issued until the demolition of the tower that is physically present has been completed;

b. The tower is a proposed tower for which a complete application for a Master Use Permit or building permit has been submitted, provided that:

1) The application has not been withdrawn or cancelled without the tower having been constructed; and

2) If a decision on that application has been published or a permit on the application has been issued, the decision or permit has not expired, and has not been withdrawn, cancelled, or invalidated, without the tower having been constructed.

c. The tower is a proposed tower for which a complete application for early design guidance has been filed and a complete application for a Master Use Permit or building permit has not been submitted, provided that the early design guidance application will not qualify a proposed tower as an existing tower if a complete Master Use Permit application is not submitted within 90 days of the date of the early design guidance public meeting if one is required, or within 90 days of the date the Director provides guidance if no early design meeting is required, or within 150 days of the first early design guidance public meeting if more than one early design guidance public meeting is held. Failure to file a complete Master Use Permit application within 12 months of filing a complete application for early design guidance or from the effective date of this ordinance shall disqualify a proposed tower from being considered an existing tower.

* * *

Section 34. Section 23.49.090 of the Seattle Municipal Code, last amended by Ordinance 125558, is amended as follows:

23.49.090 Downtown Retail Core, permitted uses

A. All uses are permitted outright except those ((which)) that are specifically prohibited by Section 23.49.092 and those ((which)) that are permitted only as conditional uses by Section 23.49.096. Parking is allowed subject to Section 23.49.019 and Section 23.49.094 and major ((marijuana)) cannabis activity is allowed subject to Section 23.42.058.

B. All uses not prohibited shall be permitted as either principal or accessory uses.

C. ((Public facilities))

((1-)) Except as provided in Section 23.49.096, uses in public facilities that are most similar to uses permitted outright under this Chapter 23.49 shall also be permitted outright subject to the same use regulations and development standards that govern the similar uses.

((2. Essential public facilities.)) <u>D.</u> Permitted essential public facilities shall also be reviewed according to the provisions of Chapter 23.80((, Essential Public Facilities)).

* * *

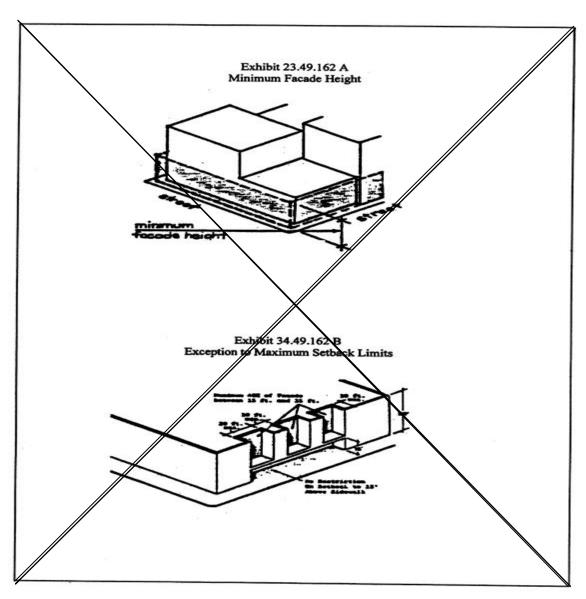
Section 35. Section 23.49.142 of the Seattle Municipal Code, last amended by Ordinance 125558, is amended as follows:

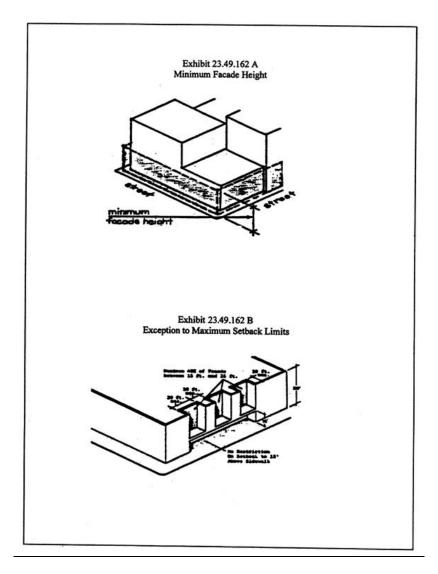
23.49.142 Downtown Mixed Residential, permitted uses

A. All uses are permitted outright except those specifically prohibited by Section 23.49.144 and those permitted only as conditional uses by Section 23.49.148. Parking is permitted pursuant to Section 23.49.019 and Section 23.49.146, and major ((marijuana)) cannabis activity is allowed pursuant to Section 23.42.058.

Template last revised January 5, 2024

	Travis Saunders/Emily Lofstedt/Brandon Isleib/Lish Whitson SDCI 2024 Omnibus ORD D4
1	B. All uses not prohibited are permitted as either principal or accessory uses.
2	C. ((Public facilities))
3	((1.)) Except as provided in subsection 23.49.148.D.2, uses in public facilities that
4	are most similar to uses permitted outright under this Chapter 23.49 are also permitted outright
5	subject to the same use regulations and development standards that govern the similar uses.
6	((2. Essential public facilities.)) D. Permitted essential public facilities shall also
7	be reviewed according to the provisions of Chapter 23.80((, Essential Public Facilities)).
8	***
9	Section 36. Section 23.49.162 of the Seattle Municipal Code, last amended by Ordinance
10	123589, is amended as follows:
11	23.49.162 Downtown Mixed Residential, street facade requirements
12	* * *
13	Exhibits 23.49.162 A, 23.49.162 B





* * *

Section 37. Section 23.49.300 of the Seattle Municipal Code, last amended by Ordinance

1

2

3

6

7

8

4 124969, is amended as follows:

5

23.49.300 Downtown Harborfront 1, uses

A. Uses that are permitted or prohibited in Downtown Harborfront 1 are identified in Chapter 23.60A, ((the Seattle Shoreline Master Program,)) except that major ((marijuana)) cannabis activity is prohibited.

Template last revised January 5, 2024

	Travis Saunders/Emily Lofstedt/Brandon Isleib/Lish Whitson SDCI 2024 Omnibus ORD D4			
1	10. Jails;			
2	11. Work-release centers; and			
3	12. Major ((marijuana)) cannabis activity.			
4	B. Within the Pike Place Market Historical District, Map 1K, uses may be prohibited by			
5	the Pike Market Historical Commission pursuant to ((the Pike Place Market Historical District			
6	Ordinance)) Chapter 25.24.			
7	* * *			
8	Section 40. Section 23.50.002 of the Seattle Municipal Code, last amended by Ordinance			
9	126864, is amended as follows:			
10	23.50.002 Scope of provisions			
11	* * *			
12	E. Major ((marijuana)) cannabis activity is subject to the regulations in this Chapter 23.50			
13	and additional regulations in Section 23.42.058.			
14	* * *			
15	Section 41. Table A for Section 23.50.012 of the Seattle Municipal Code, which section			
16	was last amended by Ordinance 126864, is amended as follows:			
17	23.50.012 Permitted and prohibited uses			
18	* * *			

Table A for 23.50.012 Uses in Industrial zones					
Uses	Permitted and prohibited uses by zone				
	IB	IG1 and IG2 (general)	IG1 in the Duwamish M/I Center	IG2 in the Duwamish M/I Center	
A. AGRICULTURAL USES					

A.1. Animal husbandry	X	X	X	X
A.2. Aquaculture	P	P	P	Р
A.3. Community garden	P(1)	P(1)	P(1)	P(1)
A.4. Horticulture	X	X	X	X
A.5. Urban farm (2)	P(1)	P(1)	P(1)	P(1)
B. CEMETERIES	X	X	X	X
C. COMMERCIA	L USES			<u> </u>
C.1. Animal shelters and kennels	X(3)	P	P	Р
C.2. Eating and drinking establishments	P	P	P	P
C.3. Entertainment uses				
C.3.a. Cabarets, adult	P(4)	X	X	X
C.3.b. Motion picture theaters, adult	X	X	X	X
C.3.c. Panorams, adult	X	X	X	X
C.3.d. Sports and recreation, indoor	P	P	X	Р
C.3.e. Sports and recreation, outdoor	P	P	X	Р
C.3.f. Theaters and				

spectator sports facilities				
C.3.f.i. Lecture and meeting halls	P	P	P	P
C.3.f.ii. Motion picture theaters	P	P	X	X
C.3.f.iii. Performing arts theaters	P	P	X	X
C.3.f.iv. Spectator sports facilities	P	Р	X(5)	X(5)
C.4. Food processing and craft work (2)	P	Р	Р	P
C.5. Laboratories, research and development	Р	P	Р	Р
C.6. Lodging uses	CU	CU	X	X
C.7. Medical services (6)	P	Р	Р	Р
C.8. Offices	P	P	P	P
C.9. Sales and services, automotive	P	Р	Р	P
C.10. Sales and services, general (2)	Р	Р	Р	P
C.11. Sales and services, heavy	P	Р	P	Р
C.12. Sales and services, marine	P	Р	Р	Р

D. HIGH- IMPACT USES	X	X or CU(7)	X or CU(7)	X or CU <u>(</u> 7 <u>)</u>		
E. INSTITUTIONS						
E.1. Adult care centers	X	X	X	X		
E.2. Child care centers	Р	Р	P	Р		
E.3. Colleges	EB	EB <u>(</u> 8 <u>)</u>	X(9)	X(9)		
E.4. Community centers and Family support centers	ЕВ	ЕВ	P	P		
E.5. Community clubs	ЕВ	EB	X	Р		
E.6. Hospitals	EB	CU(10)	P	P		
E.7. Institutes for advanced study	P	P	X	X		
E.8. Libraries	X	X	X	X		
E.9. Major institutions subject to the provisions of Chapter 23.69	EB(11)	EB <u>(</u> 11 <u>)</u>	ЕВ	EB		
E.10. Museums	EB	EB	X(12)	X(12)		
E.11. Private clubs	ЕВ	EB	X	X		
E.12. Religious facilities	P(13)	P(13)	P(13)	P(13)		
E.13. Schools, elementary or secondary	ЕВ	ЕВ	X	X		
E.14. Vocational or fine arts schools	P	P	P	P		

F. LIVE-WORK UNITS	X	X	X	X		
G. MANUFACTU	G. MANUFACTURING USES					
G.1. Manufacturing, light 2	Р	P	Р	Р		
G.2. Manufacturing, general	P	Р	Р	P		
G.3. Manufacturing, heavy	CU	P or CU(14)	P	P		
H. PARKS AND OPEN SPACE	P	P	P	P		
I. PUBLIC FACII	LITIES	·	T.			
I.1. Jails	X	X	X	X		
I.2. Work- release centers	X	X	X	X		
I.3. Other public facilities	CCU	CCU	CCU	CCU		
J. RESIDENTIAL	USES	1	-	•		
J.1. Residential uses not listed below	X	X	X	X		
J.2. Artist's studio/dwellings	EB/CU	EB/CU	EB/CU	EB/CU		
J.3. Caretaker's quarters	P	P	P	P		
J.4. Residential use, except artist's studio/dwellings and caretaker's quarters, in a landmark structure or landmark district	CU	CU	CU	CU		

K. STORAGE USES					
K.1. Mini- warehouses	P	P	X	P	
K.2. Storage, outdoor	P	P	Р	Р	
K.3. Warehouses	P	P	P	P	
L. TRANSPORTA	ATION FACILIT	IES			
L.1. Cargo terminals	P	P	P	P	
L.2. Parking and moorage					
L.2.a. Boat moorage	P	P	P	P	
L.2.b. Dry boat storage	P	P	P	P	
L.2.c. Parking, flexible-use	P	P	X(5)	X(5)	
L.2.d. Park and ride facilities	P(15)	P(15)	CU	CU	
L.2.e. Towing services	Р	P	P	Р	
L.3. Passenger terminals	Р	P	P	Р	
L.4. Rail transit facilities	P	P	P	Р	
L.5. Transportation facilities, air					
L.5.a. Airports (land- based)	X	CCU	CCU	CCU	

L.5.b. Airports (water-based)	X	CCU	CCU	CCU
L.5.c. Heliports	X	CCU	CCU	CCU
L.5.d. Helistops	CCU	CCU	CCU	CCU
L.6. Vehicle storage and maintenance				
L.6.a. Bus bases	CU	CU	CU	CU
L.6.b. Railroad switchyards	Р	P	Р	P
L.6.c. Railroad switchyards with a mechanized hump	X	CU	CU	CU
L.6.d. Transportation services, personal	P	P	Р	P
M. UTILITY USE	ES	1		1
M.1. Communication utilities, major	CU	CU	CU	CU
M.2. Communication utilities, minor	P	P	P	P
M.3. Power plants	X	P	Р	P
M.4. Recycling	P	P	P	P
M.5. Sewage treatment plants	X	CCU	CCU	CCU

M.6. Solid waste management				
M.6.a. Salvage yards	X	P	P	P
M.6.b. Solid waste transfer stations	CU(16)	CU	CU	CU
M.6.c. Solid waste incineration facilities	X	CCU	CCU	CCU
M.6.d. Solid waste landfills	X	X	X	X
M.7. Utility services uses	P	P	P	P

Key to Table A for 23.50.012

CU = Administrative conditional use

CCU = Council conditional use

EB = Permitted only in a building existing on October 7, 1987

EB/CU = Administrative conditional use permitted only in a building existing on October 7, 1987((-1))

P = Permitted

X = Prohibited

Footnotes to Table A for 23.50.012

- (1) Except within designated manufacturing and industrial centers, where they are permitted only on rooftops and/or as agricultural uses within an enclosed building. Except for agricultural uses within an enclosed building operating prior to January 4, 2016, agricultural uses within an enclosed building are not permitted in the IG1 zone. Agricultural uses within an enclosed building within designated manufacturing and industrial centers (excluding associated office or food processing areas) shall not exceed:
- (a) 5,000 square feet in IG1 zones for agricultural uses within an enclosed building established prior to January 4, 2016;
 - (b) 10,000 square feet in IB zones; and
 - (c) 20,000 square feet in IG2 zones.
- (2) In addition to the provisions of this Chapter 23.50, urban farms that entail major ((marijuana)) cannabis activity are regulated by Section 23.42.058.
- (3) Animal shelters and kennels maintained and operated for the impounding, holding and/or disposal of lost, stray, unwanted, dead or injured animals are permitted.
- (4) Subject to subsection 23.50.012.E.
- (5) Parking required for a spectator sports facility or exhibition hall is allowed and shall be permitted to be used as flexible-use parking or shared with another such facility to meet its required parking. A spectator sports facility or exhibition hall within the Stadium Transition

Area Overlay District may reserve parking. Such reserved non-required parking shall be permitted to be used as flexible-use parking and is exempt from the one-space-per-650-square-feet ratio under the following circumstances:

- (a) The parking is owned and operated by the owner of the spectator sports facility or exhibition hall, and
 - (b) The parking is reserved for events in the spectator sports facility or exhibition hall, and
- (c) The reserved parking is outside of the Stadium Transition Area Overlay District, and south of South Royal Brougham Way, west of 6th Avenue South and north of South Atlantic Street. Parking that is covenanted to meet required parking will not be considered reserved parking.
- (6) Medical service uses over 10,000 square feet, within 2,500 feet of a medical Major Institution Overlay District boundary, require administrative conditional use approval, unless included in an adopted major institution master plan. See Section 23.50.014.
- (7) High-impact uses may be permitted as conditional uses as provided in subsection 23.50.014.B.5.
- (8) Research and education facilities that are a part of a college or university, and that are water-dependent or water-related, as defined by Section 23.60A.944, are permitted in new and existing buildings in the Ballard/Interbay Northend Manufacturing & Industrial Center.
- (9) A college or university offering a primarily vocational curriculum within the zone is permitted.
- (10) Hospitals may be permitted as a conditional use where accessory to a research and development laboratory or an institute for advanced study pursuant to subsection 23.50.014.B.12.
- (11) Major institution uses are permitted only in a building existing on October 7, 1987, except that such uses are permitted on properties located outside of the Ballard/Interbay/Northend Manufacturing and Industrial Center that are located in an area south of the Lake Washington Ship Canal, east of 8th Avenue West, north of West Nickerson Street, and west of 3rd Avenue West regardless of whether the use is located in a building existing on October 7, 1987.
- (12) Museums are prohibited except in buildings or structures that are designated City of Seattle landmarks.
- (13) Transitional encampments accessory to religious facilities or to principal uses located on property owned or controlled by a religious organization are regulated by Section 23.42.054.
- (14) Heavy manufacturing uses may be permitted as a conditional use within the Queen Anne Interbay area as provided in subsection 23.50.014.C.
- (15) Park and ride facilities are not permitted within 3,000 feet of the Downtown Urban Center.
- (16) Subject to subsection 23.50.014.B.7.e.

* * *

- Section 42. Section 23.50.044 of the Seattle Municipal Code, last amended by Ordinance
- 3 | 124969, is amended as follows:
- 4 23.50.044 All industrial zones Standards for major odor sources

1

	Travis Saunders/Emily Lofstedt/Brandon Isleib/Lish Whitson SDCI 2024 Omnibus ORD D4					
1	b. Smoking of food or food products;					
2	c. Fish or fishmeal processing;					
3	d. Coffee or nut roasting;					
4	e. Deep-fat frying;					
5	f. Dry cleaning;					
6	g. Animal food processing; and					
7	h. Other uses creating similar odor impacts.					
8	B. Major odor sources in General Industrial zones					
9	1. Uses that involve the following odor-emitting processes or activities in General					
10	Industrial zones are major odor sources:					
11	a. The production or processing of ((marijuana)) cannabis products by a					
12	major ((marijuana)) cannabis activity.					
13	* * *					
14	Section 43. Section 23.53.006 of the Seattle Municipal Code, last amended by Ordinance					
15	126862, is amended as follows:					
16	23.53.006 Pedestrian access and circulation					
17	* * *					
18	F. Exceptions. The following exceptions to pedestrian access and circulation					
19	requirements and standards apply:					
20	1. Projects exempt from requirements. Pedestrian access and circulation					
21	improvements are not required for the following types of projects:					
22	a. Change of use;					
23	b. Alterations to existing structures;					

- 2) Less than 750 square feet of gross floor area of major and minor
- 2 | vehicle repair uses and multipurpose retail sales; and
 - 3) Less than 4,000 square feet of gross floor area of non-residential
- 4 uses not listed in subsection 23.53.006.F.1.g.2; and
 - h. Construction of a new non-residential structure of up to 4,000 square feet of gross floor area if the structure is at least 50 feet from any lot line abutting an existing street that does not have pedestrian access and circulation improvements.
 - 2. Waiver or modification of pedestrian access and circulation requirements. The Director, in consultation with the Director of Transportation, may waive or modify pedestrian access and circulation requirements when one or more of the following conditions are met. The waiver or modification shall provide the minimum relief necessary to accommodate site conditions while maximizing pedestrian access and circulation.
 - a. Location in an environmentally critical area or buffer makes installation of a sidewalk, curb, and/or curb ramp structurally impracticable or technically infeasible;
 - b. The existence of a bridge, viaduct, or structure such as a substantial retaining wall in proximity to the project site makes installation of a sidewalk, curb, and/or curb ramp structurally impracticable or technically infeasible;
 - c. Sidewalk, curb, and/or curb ramp construction would result in undesirable disruption of existing drainage patterns, or disturbance to or removal of natural features such as significant trees or other valuable and character-defining mature vegetation; or
 - d. Sidewalk, curb, and/or curb ramp construction would preclude vehicular access to the lot, for example on project sites where topography would render driveway access in excess of the maximum 15 percent slope.

1 ((3. Deviation from sidewalk, curb, and curb ramp standards. After consultation
2 with the Director of Transportation, the Director of Seattle Department of Construction and
3 Inspections, the Director of Transportation may grant a deviation from sidewalk, curb, and curb
4 ramp standards specified in the Right-of-Way Improvements Manual through the Deviation
5 Request Process to address environmental, sustainability, or accessibility issues if the deviation
6 provides access to the maximum extent feasible with a substantially equivalent alternative design
7 or materials.

4.)) 3. Notwithstanding any provision of Section 23.76.026, the applicant for a Master Use Permit or a building permit to which the Land Use Code in effect prior to October 30, 2009 applies may, by written election, use the exemptions in subsections 23.53.006.F.1($(\frac{1}{2})$) and 23.53.006.F.2($(\frac{1}{2}$ and 23.53.006.F.3)).

Section 44. Section 23.53.015 of the Seattle Municipal Code, last amended by Ordinance 126682, is amended as follows:

* * *

23.53.015 Improvement requirements for existing streets in residential and commercial zones

A. General requirements

1. If new lots are proposed to be created, or if any type of development is proposed in residential or commercial zones, existing streets abutting the lot(s) are required to be improved in accordance with this Section 23.53.015 and Section 23.53.006. A setback from the lot line, or dedication of right-of-way, may be required to accommodate the improvements. One or more of the following types of improvements may be required under this Section 23.53.015:

a. Pavement;

for 23.53.015.

not an arterial designated on the Arterial street map, Section 11.18.010, is as shown on Table A

	23.53.015((÷)) s for existing nonarterial streets
Zone category	Required right-of-way width (in feet)
1. ((SF)) NR, LR1, LR2 and NC1 zones; and	40
NC2 zones with a maximum height limit of	
40 feet or less	
2. LR3, MR, HR, NC2 zones with height	52
limits of more than 40 feet, NC3, C1, C2 and	
SM zones	

2) If a block is split into more than one zone, the required right-of-

1) The minimum right-of-way width for an existing street that is

way width shall be determined based on the requirements in Table A for 23.53.015 for the zone category with the most frontage. If the zone categories have equal frontage, the minimum right-of-way width is 52 feet.

B. Improvements to arterial streets. Except as provided in subsections 23.53.015.D, 23.53.015.E, and 23.53.015.F, arterials shall be improved according to the following requirements:

1. If a street is designated as an arterial by the Seattle Department of Transportation, a paved roadway and pedestrian access and circulation as required by Section 23.53.006, drainage facilities, and any landscaping required by the zone in which the lot is located shall be provided in the portion of the street right-of-way abutting the lot, as specified in the Right-of-Way Improvements Manual.

2. If necessary to accommodate the right-of-way and roadway widths specified in the Right-of-Way Improvements Manual, dedication of right-of-way is required. If an existing arterial street has less than the minimum right-of-way width established in subsection 23.53.015.A.6, dedication of additional right-of-way equal to half the difference between the

1 cı

current right-of-way width and the minimum right-of-way width established in subsection 23.53.015.A.6 is required.

C. Improvements to non-arterial streets. Except as provided in subsections 23.53.015.D, 23.53.015.E, and 23.53.015.F, non-arterial streets shall be improved according to the following requirements:

1. Non-arterial streets with right-of-way greater than or equal to the minimum right-of-way width

a. Improvement requirements. When an existing non-arterial street right-of-way is greater than or equal to the minimum right-of-way width established in subsection 23.53.015.A.6, a paved roadway with pedestrian access and circulation as required by Section 23.53.006, drainage facilities, and any landscaping required by the zone in which the lot is located shall be provided, as specified in the Right-of-Way Improvements Manual.

b. Fire apparatus access. If the lot does not have vehicular access from a street or private easement that meets the regulations for fire apparatus access roads in Chapter 22.600, such access shall be provided. When an existing street does not meet these regulations, the Chief of the Fire Department may approve an alternative that provides adequate emergency vehicle access.

c. Dead-end streets. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround in accordance with the Right-of-Way Improvements Manual. The Director, in consultation with the Director of Seattle Department of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

2. Non-arterial streets with less than the minimum right-of-way width

a. Dedication requirement. When an existing non-arterial street has less than the minimum right-of-way width established in subsection 23.53.015.A.6, dedication of additional right-of-way equal to half the difference between the current right-of-way width and the minimum right-of-way width established in subsection 23.53.015.A.6 is required; provided, however, that if right-of-way has been dedicated since 1982, other lots on the block shall not be required to dedicate more than that amount of right-of-way.

b. Improvement requirement. A paved roadway with pedestrian access and circulation as required by Section 23.53.006, drainage facilities, and any landscaping required by the zone in which the lot is located shall be provided in the portion of the street right-of-way abutting the lot, as specified in the Right-of-Way Improvements Manual.

c. Fire apparatus access. If the lot does not have vehicular access from a street or private easement that meets the regulations for fire apparatus access roads in Chapter 22.600, such access shall be provided. When an existing street does not meet these regulations, the Chief of the Fire Department may approve an alternative that provides adequate emergency vehicle access.

d. Dead-end streets. Streets that form a dead end at the property to be developed shall be improved with a cul-de-sac or other vehicular turnaround as specified in the Right-of-Way Improvements Manual. The Director, in consultation with the Director of the Seattle Department of Transportation, shall determine whether the street has the potential for being extended or whether it forms a dead end because of topography and/or the layout of the street system.

D. Exceptions for streets with existing curbs

((1. Streets with existing curbs))

((a.)) 1. Streets with right-of-way greater than or equal to the minimum right-of-way width. If a street with existing curbs abuts a lot and the existing right-of-way is greater than or equal to the minimum width established in subsection 23.53.015.A.6, but the roadway width is less than the minimum established in the Right-of-Way Improvements Manual, the following requirements shall be met:

 $((\frac{1}{2}))$ <u>a.</u> All structures on the lot shall be designed and built to accommodate the grade of the future street improvements.

((2))) <u>b.</u> A no-protest agreement to future street improvements is required, as authorized by chapter 35.43 RCW. The agreement shall be recorded with the King County Recorder.

((3))) <u>c.</u> Pedestrian access and circulation are required as specified in Section 23.53.006.

((b.)) 2. Streets with less than the minimum right-of-way width. If a street with existing curbs abuts a lot and the existing right-of-way is less than the minimum width established in subsection 23.53.015.A.6, the following requirements shall be met:

between the current right-of-way width and the minimum right-of-way width established in subsection 23.53.015.A.6 is required; provided, however, that if a setback has been provided under this provision, other lots on the block shall provide the same setback. ((In all residential zones except Highrise zones, an additional 3-foot setback is also required.)) The area of the setback may be used to meet any development standard, except that required parking may not be in the setback. Underground structures that would not prevent the future widening and

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1	improvement of the right-of-way may be permitted in the required setback by the Director after
2	consulting with the Director of Transportation. Encroachments into this setback shall not be
3	considered structural building overhangs, but the encroachment is limited to the standards set
4	forth in Section 23.53.035. <u>In all residential zones except Highrise zones</u> , an additional 3-foot
5	setback is also required.
6	((2))) <u>b.</u> Grading requirement. If a setback is required, all structures on the
7	lot shall be designed and built to accommodate the grade of the future street, as specified in the
8	Right-of-Way Improvements Manual.
9	((3))) c. No-protest agreement requirement. A no-protest agreement to
10	future street improvements is required, as authorized by chapter 35.43 RCW. The agreement
11	shall be recorded with the King County Recorder.
12	((4))) d. Pedestrian access and circulation are required as specified in
13	Section 23.53.006.
14	((2. Projects)) E. Exceptions for projects with reduced improvement requirements
15	((a.)) 1. One or two dwelling units. If no more than two new dwelling units are
16	proposed to be constructed, or no more than two new neighborhood residential zoned lots are
17	proposed to be created, the following requirements shall be met:
18	((1))) <u>a.</u> If there is no existing hard-surfaced roadway, a crushed-rock
19	roadway at least 16 feet in width is required, as specified in the Right-of-Way Improvements
20	Manual.
21	((2))) <u>b.</u> All structures on the lot(s) shall be designed and built to
22	accommodate the grade of the future street improvements.

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1	((3))) <u>c.</u> A no-protest agreement to future street improvements is required,
2	as authorized by chapter 35.43 RCW. The agreement shall be recorded with the King County
3	Recorder.
4	((4))) d. Pedestrian access and circulation are required as specified in
5	Section 23.53.006.
6	((b.)) 2. Other projects with reduced requirements. The types of projects listed in
7	this subsection ((23.53.015.D.2.b)) <u>23.53.015.E.2</u> are exempt from right-of-way dedication
8	requirements and are subject to the street improvement requirements of this subsection
9	((23.53.015.D.2.b)) <u>23.53.015.E.2</u> , except as waived or modified pursuant to subsection
10	((23.53.015.D.3:)) <u>23.53.015.F. The requirements of subsection 23.53.015.D.2 shall also be met.</u>
11	((1))) a. Types of projects
12	((a))) 1) Proposed developments that contain more than two but
13	fewer than ten units in NR, RSL, and LR1 zones, or fewer than six residential units in all other
14	zones, or proposed short plats in which no more than two additional lots are proposed to be
15	created, except as provided in subsection ((23.53.015.D.2.a)) 23.53.015.E.1;
16	((b))) 2) The following uses if they are smaller than 750 square feet
17	of gross floor area: major and minor vehicle repair uses, and multipurpose retail sales uses;
18	((e))) 3) Non-residential structures that have less than 4,000 square
19	feet of gross floor area and that do not contain uses listed in subsection ((23.53.015.D.2.b.1.b))
20	23.53.015.E.2.a.2 that are larger than 750 square feet;
21	((d))) <u>4)</u> Structures containing a mix of residential uses and either
22	nonresidential uses or live-work units, if there are fewer than ten units in NR, RSL, and LR1
23	zones, or fewer than six residential units in all other zones, and the square footage of

	D4
1	nonresidential use is less than specified in subsections ((23.53.015.D.2.b.1.b)) 23.53.015.E.2.a.2
2	and ((23.53.015.D.2.b.1.e)) <u>23.53.015.E.2.a.3</u> ;
3	((e))) <u>5)</u> Remodeling and use changes within existing structures;
4	((f)) 6) Additions to existing structures that are exempt from
5	environmental review; and
6	((g))) 7) Expansions of surface parking, outdoor storage, outdoor
7	sales or outdoor display of rental equipment of less than 20 percent of the parking, storage, sales
8	or display area or number of parking spaces.
9	((2))) b. Paving requirement. For the types of projects listed in subsection
10	((23.53.015.D.2.b.1)) 23.53.015.E.2.a, the streets abutting the lot shall have a hard-surfaced
11	roadway at least 18 feet wide. If there is not an 18-foot wide hard-surfaced roadway, the roadway
12	shall be paved to a width of at least 20 feet from the lot to the nearest hard-surfaced street
13	meeting this requirement, or 100 feet, whichever is less. Streets that form a dead end at the
14	property to be developed shall be improved with a cul-de-sac or other vehicular turnaround as
15	specified in the Right-of-Way Improvements Manual. As a Type 1 decision, the Director, after
16	consulting with the Director of Transportation, shall determine whether the street has the
17	potential for being extended or whether it forms a dead end because of topography or the layout
18	of the street system.
19	((3) Other requirements. The requirements of subsection
20	23.53.015.D.1.b shall also be met.))
21	((3.)) F. Exceptions from required street improvements. As a Type 1 decision, the
22	Director, in consultation with the Director of Transportation, may waive or modify the
23	requirements for paving and drainage, dedication, setbacks, grading, no-protest agreements, and

- landscaping if one or more of the following conditions are met. The waiver or modification shall provide the minimum relief necessary to accommodate site conditions while maximizing access and circulation.
- ((a-)) 1. Location in an environmentally critical area or buffer, disruption of existing drainage patterns, or removal of natural features such as significant trees or other valuable and character-defining mature vegetation makes widening or improving the right-of-way impractical or undesirable.
- ((b.)) 2. The existence of a bridge, viaduct, or structure such as a substantial retaining wall in proximity to the project site makes widening or improving the right-of-way impractical or undesirable.
- ((e-)) 3. Widening the right-of-way or improving the street would adversely affect the character of the street, as it is defined in an adopted neighborhood plan or adopted City plan for green streets, boulevards, or other special rights-of-way, or would otherwise conflict with the stated goals of such a plan.
- ((d.)) 4. Widening or improving the right-of-way would preclude vehicular access to an existing lot.
- ((e.)) <u>5.</u> Widening or improving the right-of-way would make building on a lot infeasible by reducing it to dimensions where development standards cannot reasonably be met.
- ((f-)) 6. One or more substantial principal structures on the same side of the block as the proposed project are in the area needed for future expansion of the right-of-way and the structure(s)' condition and size make future widening of the remainder of the right-of-way unlikely.

((g.)) 7. Widening or improving the right-of-way is impractical because topography would preclude the use of the street for vehicular access to the lot, for example due to an inability to meet the required 15 percent maximum driveway slope.

((h.)) <u>8.</u> Widening or improving the right-of-way is not necessary because it is adequate for current and potential vehicular traffic, for example, due to the limited number of lots served by the development or because the development on the street is at zoned capacity.

* :

Section 45. Section 23.53.030 of the Seattle Municipal Code, last amended by Ordinance 126509, is amended as follows:

23.53.030 Alley improvements in all zones

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E. Existing ((Alleys That Meet Minimum Width)) alleys that meet minimum width. Except as provided in subsection 23.53.030.G and except for one and two dwelling unit developments that abut an alley that is not improved but is in common usage, if an existing alley meets the minimum right-of-way width established in subsection 23.53.030.D, the following requirements shall be met:

1. If the alley is used for access to parking spaces, open storage, or loading berths on a lot, the following improvements shall be provided:

a. For the following types of projects, the entire width of the portion of the alley abutting the lot, and the portion of the alley between the lot and a connecting street, shall be improved to at least the equivalent of a crushed rock surface, according to ((Director's Rule 22-2005,)) the Right-of-Way Improvements Manual or successor. The applicant may choose the street to which the improvements will be installed. If the alley does not extend from street to

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1	street, and the connecting street is an arterial designated on the Arterial street map, Section
2	11.18.010, either the remainder of the alley shall be improved so that it is passable to a passenger
3	vehicle, or a turnaround shall be provided. The turnaround may be provided by easement.
4	1) Residential structures with fewer than ten units;
5	2) The following uses if they are smaller than 750 square feet of
6	gross floor area: major and minor vehicle repair uses, and multipurpose retail sales;
7	3) Nonresidential structures or structures with one or more live-
8	work units that: (a) have less than 4,000 square feet of gross floor area; and (b) do not contain
9	uses listed in subsection 23.53.030.E.1.a.2 that are larger than 750 square feet;
10	4) Structures containing a mix of residential and either
11	nonresidential uses or live-work units, if the residential use is less than ten units, and the total
12	square footage of nonresidential uses and live-work units is less than specified in subsections
13	23.53.030.E.1.a.2 and E.1.a.3;
14	5) Remodeling and use changes within existing structures, if
15	remodeling and use changes require increases to parking spaces, open storage, or loading berths
16	on a lot;
17	6) Additions to existing structures that are exempt from
18	environmental review; and
19	7) Expansions of a surface parking area or open storage area of less
20	than 20 percent of the parking area, storage area or number of parking spaces.
21	b. For projects not listed in subsection 23.53.030.E.1.a, the entire width of
22	the portion of the alley abutting the lot, and the portion of the alley between the lot and a
23	connecting street, shall be paved. The applicant may choose the street to which the pavement

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1 | will be installed. If the alley does not extend from street to street, and the connecting street is an

arterial designated on the Arterial street map, Section 11.18.010, either the remainder of the alley

shall be improved so that it is passable to a passenger vehicle, or a turnaround shall be provided.

The turnaround may be provided by easement.

2. If the alley is not used for access, <u>or</u> if the alley is not fully improved, all structures shall be designed to accommodate the grade of the future alley improvements, and a no-protest agreement to future alley improvements is required, as authorized by <u>chapter 35.43</u> RCW ((Chapter 35.43)). The agreement shall be recorded with the King County Recorder.

9 ***

Section 46. Table A for Section 23.54.015 of the Seattle Municipal Code, which section was last amended by Ordinance 126862, is amended as follows:

* * *

23.54.015 Required parking and maximum parking limits

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Table A for 23.54.015 Required parking for non-residential uses other than institutions Use Minimum parking required I. General non-residential uses (other than institutions) ((G.TRANSITIONAL ENCAMPMENT INTERIM 1 space for every vehicle used as **USE** shelter; plus 1 space for each 2 staff members on-site at peak staffing times)) TRANSPORTATION FACILITIES ((H.))G. ((H.))Cargo terminals 1 space for each 2,000 square G.1. feet Parking and moorage ((H.))G.2. None ((H.))Flexible-use parking G.2.a. Towing services None ((H.))G.2.b.

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		((H.))	Boat moorage	1 space for each 2 berths
		<u>G.</u> 2.c.		
		((H.))	Dry storage of boats	1 space for each 2,000 square
		<u>G.</u> 2.d.	, c	feet
	((H.))	Passeng	ger terminals	1 space for each 100 square feet
	<u>G.</u> 3.			of waiting area
	((H.))	Rail trai	nsit facilities	None
	<u>G.</u> 4.			
	((H.))	Transpo	ortation facilities, air	1 space for each 100 square feet
	<u>G.</u> 5.	_		of waiting area
	((H.))	Vehicle	storage and maintenance uses	1 space for each 2,000 square
	<u>G.</u> 6.			feet
$((\underline{I}.))$	UTILI	TIES		1 space for each 2,000 square
<u>H.</u>				feet
II. Non	-reside	ntial use	requirements for specific areas	
$((J_{-}))$	Non-re	esidential	uses in urban centers or the	No minimum requirement
<u>I.</u>	Station	ı Area Ov	verlay District ⁵	
$((K_{\cdot\cdot}))$	Non-re	esidential	uses in urban villages that are not	No minimum requirement
<u>J.</u>			center or the Station Area Overlay	
			on-residential use is located within	
	a frequ	ent transi	it service area ⁵	
$((\underline{L}.))$	Non-re	esidential	uses permitted in MR and HR	No minimum requirement
<u>K.</u>	zones	pursuant 1	to Section 23.45.504	
((M.))	Non-re	esidential	uses permitted in II zones	No minimum requirement
<u>L.</u>				
L	. с п	111 4 6	00.54.015	

Footnotes for Table A for 23.54.015

¹ No parking is required for urban farms or community gardens in residential zones.

² Required parking for spectator sports facilities or exhibition halls must be available when the facility or exhibition hall is in use. A facility shall be considered to be "in use" during the period beginning three hours before an event is scheduled to begin and ending one hour after a scheduled event is expected to end. For sports events of variable or uncertain duration, the expected event length shall be the average length of the events of the same type for which the most recent data are available, provided it is within the past five years. During an inaugural season, or for nonrecurring events, the best available good faith estimate of event duration will be used. A facility will not be deemed to be "in use" by virtue of the fact that administrative or maintenance personnel are present. The Director may reduce the required parking for any event when projected attendance for a spectator sports facility is certified to be 50 percent or less of the facility's seating capacity, to an amount not less than that required for the certified projected attendance, at the rate of one space for each ten fixed seats of certified projected attendance. An application for reduction and the certification shall be submitted to the Director at least 15 days prior to the event. When the event is one of a series of similar events, such certification may be submitted for the entire series 15 days prior to the first event in the series. If the Director finds that a certification of projected attendance of 50 percent or less of the seating capacity is based on satisfactory evidence such as past attendance at similar events or

advance ticket sales, the Director shall, within 15 days of such submittal, notify the facility operator that a reduced parking requirement has been approved, with any conditions deemed appropriate by the Director to ensure adequacy of parking if expected attendance should change. The parking requirement reduction may be applied for only if the goals of the facility's Transportation Management Plan are otherwise being met. The Director may revoke or modify a parking requirement reduction approval during a series, if projected attendance is exceeded.

3 For indoor sports and recreation uses that exceed 25,000 square feet in size in a

Manufacturing Industrial Center, the minimum requirement is 1 space for each 2,000 square feet.

4 The amount of required parking is calculated based on the maximum number of staff or

⁴ The amount of required parking is calculated based on the maximum number of staff or animals the center is designed to accommodate.

⁵ The general minimum requirements of Part I of Table A for 23.54.015 are superseded to the extent that a use, structure, or development qualifies for either a greater or a lesser minimum parking requirement (which may include no requirement) under any other provision. To the extent that a non-residential use fits within more than one line in Table A for 23.54.015, the least of the applicable minimum parking requirements applies. The different parking requirements listed for certain categories of non-residential uses shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this Title 23.

* * *

Table C for 23.54.015 Required parking for public uses and institutions Use Minimum parking required I. General public uses and institutions Adult care centers^{1, 2, 3} 1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients) Child care centers^{2, 3, 4, 12} 1 space for each 10 children or 1 space for B. each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children * * * F. Community farms($(^4)$)⁵ 1 space plus 1 space for each 10,000 square feet of site area, or 10 spaces, whichever is ((greater)) less

Footnotes to Table C for 23.54.015

* * *

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When this use is permitted in a neighborhood residential zone as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when the use is permitted in a multifamily zone as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.570.

² The amount of required parking is calculated based on the maximum number of staff,

children, or clients that the center is designed to accommodate on site at any one time.

- ³ As a Type I decision, the Director, in consultation with the Director of the Seattle Department of Transportation, may allow adult care and child care centers to provide loading and unloading spaces on street, if not prevented by current or planned transportation projects adjacent to their property, when no other alternative exists.
- ⁴ A child care facility, when co-located with an assisted living facility, may count the passenger load/unload space required for the assisted living facility toward its required passenger load/unload spaces.
- ⁵ When this use is permitted outright in a neighborhood residential or multifamily zone, the Director may reduce the parking and loading requirements of Section 23.54.015 and the requirements of Section 23.44.016 or Section 23.45.536 on a case-by-case basis if the applicant can demonstrate that the modification is necessary due to the specific features, activities, or programs of the institution and links the reduction to the features of the institution that justify the reduction. Such modifications shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied.
- ⁶ When family support centers are located within community centers owned and operated by the Department of Parks and Recreation, the Director may lower the combined parking requirement by up to a maximum of 15 percent, pursuant to subsection 23.54.020.I.
- ⁷ Indoor gymnasiums are not considered ball courts, nor are they considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the gymnasium is one parking space for every eight fixed seats. Each 20 inches of width of bleachers is counted as one fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement is one space for each 350 square feet.
- When a library is permitted in a multifamily or commercial zone as a conditional use, the Director may modify the parking requirements of Section 23.54.015 and the requirements of Section 23.45.536 or Sections 23.47A.030 and 23.47A.032 on a case-by-case basis if the applicant can demonstrate that the modification is necessary due to the specific features, activities, or programs of the institution and links the reduction to the features of the institution that justify the reduction. Such modifications shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied.
- ⁹ For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements are determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown in this Table C for 23.54.015 for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is 10 percent or less than that for the existing auditorium or other place of assembly, then no additional parking is required.
- ¹⁰ Development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.
- The general requirements of lines A through P of this Table C for 23.54.015 for general public uses and institutions, and requirements of subsection 23.54.016.B for Major Institution

uses, are superseded to the extent that a use, structure, or development qualifies for either a greater or a lesser parking requirement (which may include no requirement) under any other provision. To the extent that a general public use, institution, or Major Institution use fits within more than one line in this Table C for 23.54.015, the least of the applicable parking requirements applies. The different parking requirements listed for certain categories of general public uses or institutions shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this Title 23. 12 The Director may reduce the minimum parking requirements for a child care center in any zone if a portion of its parking demand can be accommodated in nearby on-street parking.

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Section 47. Section 23.54.030 of the Seattle Municipal Code, last amended by Ordinance

126685, is amended as follows:

23.54.030 Parking space and access standards

All parking spaces provided, whether required by Section 23.54.015 or not, and required barrierfree parking, shall meet the standards of this Section 23.54.030.

B. Parking space requirements. The required size of parking spaces shall be determined by whether the parking is for a residential, live-work, or non-residential use. In structures containing residential uses and also containing either non-residential uses or live-work units, parking that is clearly set aside and reserved for residential or live-work use shall meet the standards of subsection 23.54.030.B.1. Parking for all other uses within the structure shall meet the standards of subsection 23.54.030.B.2. All uses shall provide barrier-free accessible parking if required by the Seattle Building Code or the Seattle Residential Code.

1. Residential uses

a. When five or fewer parking spaces are provided, the minimum required size of a parking space shall be for a medium vehicle, as described in subsection 23.54.030.A.2, except as provided in subsection 23.54.030.B.1.d.

b. When more than five parking spaces are provided, a minimum of 60
percent of the parking spaces shall be striped for medium vehicles. The minimum size for a
medium parking space shall also be the maximum size. Forty percent of the parking spaces may
be striped for any size category in subsection 23.54.030.A, provided that when parking spaces
are striped for large vehicles, the minimum required aisle width shall be as shown for medium
vehicles.

c. Assisted living facilities. Parking spaces shall be provided as in subsections 23.54.030.B.1.a and 23.54.030.B.1.b, except that a minimum of two spaces shall be striped for a large vehicle.

d. Townhouse units. For an individual garage serving a townhouse unit, the minimum required size of a parking space shall be for a medium vehicle, as described in subsection 23.54.030.A.

2. Non-residential uses

a. When ten or fewer parking spaces are provided, a maximum of 25 percent of the parking spaces may be striped for small vehicles. A minimum of 75 percent of the spaces shall be striped for large vehicles.

b. When between 11 and 19 parking spaces are provided, a minimum of 25 percent of the parking spaces shall be striped for small vehicles. The minimum required size for these small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

c. When 20 or more parking spaces are provided, a minimum of 35 percent of the parking spaces shall be striped for small vehicles. The minimum required size for

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1	v. canopy;	
2	vi. marquee, or	
3	vii. under marquee.))	
4	<u>1) Wall;</u>	
5	2) Ground;	
6	3) Projecting;	
7	4) Awning;	
8	5) Canopy;	
9	6) Marquee; or	
10	7) Under-marquee.	
11	The maximum area for any of these signs is 48 square feet each. The sign	
12	shall be located on the portion of the structure that is on the public right-of-way or publicly	
13	owned roadway and occupied by the business establishment.	
14	c. A business establishment with more than 300 linear feet of a building	
15	facade on a public right-of-way or publicly owned roadway is permitted to have one additional	
16	sign of the type permitted under subsection 23.55.032.F.2.b. A business establishment that is	
17	permitted to have two signs under this subsection 23.55.032.F.2.c may combine the two signs	
18	into one of the type of signs permitted under subsection 23.55 032.F.2.b, up to a maximum total	
19	combined area of 96 square feet.	
20	d. Sign ((Height.)) <u>height</u>	
21	((1)) The maximum height for any portion of a pedestrian	
22	oriented projecting sign permitted under subsection 23.55.032.F.2.a is 10 feet above existing	
23	grade.	
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	D4
1	(((2))) 2) The maximum height for any portion of a projecting sign
2	that is not a pedestrian oriented sign permitted under subsection 23.55.032.F.2.a is 50 feet above
3	existing grade, or the height of the top of the wall, excluding any cornice, of the structure to
4	which the sign is attached, whichever is less.
5	(((3))) 3) The maximum height for any portion of a wall, awning,
6	canopy, marquee, or under-marquee sign is 20 feet or the height of the top of the wall, excluding
7	any cornice of the structure to which the sign is attached, whichever is greater.
8	3. Multifamily structures in subarea C of the Sand Point Overlay District are
9	allowed to have identification signs as follows:
10	a. One identification sign is permitted on each facade of a building
11	containing a multifamily use on public rights-of-way and publicly-owned roadways. Such signs
12	may not be located within 50 feet of each other.
13	b. Identification signs may be wall, ground, projecting, awning, canopy,
14	marquee, or under-marquee.
15	c. The maximum area of each identification sign is 24 square feet.
16	d. The maximum height for any portion of a wall, projecting, awning,
17	canopy, marquee, or under-marquee identification sign is 20 feet or the height of the top of the
18	wall, excluding any cornice, whichever is greater.
19	* * *
20	Section 49. Section 23.58C.035 of the Seattle Municipal Code, last amended by
21	Ordinance 125371, is amended as follows:
22	23.58C.035 Modification of payment and performance amounts
23	* * *

B. Inability to use certain capacity

calculation amount according to Table B for 23.58C.050 shall be reduced to six percent and the payment calculation amount according to Table B for 23.58C.040 shall be reduced such that it is equal to the amount that applies in SM-U 85 if the applicant demonstrates that the site does not meet the minimum lot size required for a highrise structure according to subsection 23.48.615.A.2, or that one or more specific requirements of Sections 23.48.635, 23.48.645, and 23.48.646 would prevent a highrise development from being able to achieve an average highrise floor area of at least 7,500 square feet for stories subject to the highrise floor area limit according to Section 23.48.645. For purposes of this subsection 23.58C.035.B.1, the following shall apply:

1. In a SM-U 75-240, SM-U/R 75-240, or SM-U 95-320 zone, the performance

- a. Financial feasibility shall not be considered in determining whether a threshold could be achieved.
- b. Recommendations by a Design Review Board shall not be considered requirements of <u>this</u> Title 23.
- 2. In Downtown and SM-SLU zones listed in Table A for 23.58C.035, the payment calculation amount according to Table A for 23.58C.040 and the performance calculation amount according to Table A for 23.58C.050 shall be reduced if all of the conditions of subsections 23.58C.035.B.2.a and 23.58C.035.B.2.b are met. The amount of the reduction shall be as identified in subsections 23.58C.035.B.2.c and 23.58C.035.B.2.d.
- a. If the development is located in a DOC1 zone, the development has a lot size of at least 16,000 square feet.
- b. The applicant demonstrates that one or more specific requirements of this Title 23 directly prohibit the development from being able to achieve the maximum size

- threshold or the secondary size threshold according to Table A for 23.58C.035 for the zone in
 which the development is located. For purposes of this subsection 23.58C.035.B.2, the following
 shall apply:
 - 1) Financial feasibility shall not be considered in determining whether a threshold could be achieved.
 - 2) Recommendations by a Design Review Board shall not be considered requirements of this Title 23.
 - 3) The development shall be considered able to achieve the secondary or maximum size threshold according to Table A for 23.58C.035 if any portion of the development to which this Chapter 23.58C applies containing occupiable space could achieve that size threshold, excluding rooftop features.
 - c. If the project cannot achieve the secondary size threshold for the applicable development standard in Table A for 23.58C.035, the payment calculation amount according to Table A for 23.58C.040 and the performance calculation amount according to Table A for 23.58C.050 shall be reduced by the maximum reduction percentage according to Table A for 23.58C.035.
 - d. If the project can achieve the secondary size threshold, but cannot achieve the maximum size threshold for the applicable development standard in Table A for 23.58C.035, the payment calculation amount according to Table A for 23.58C.040 and the performance calculation amount according to Table A for 23.58C.050 shall be reduced by a percentage equal to the maximum reduction percentage in Table A for 23.58C.035 multiplied by the difference of the maximum size threshold minus the size that could be achieved under requirements of Title 23 and divided by the difference of the maximum size threshold minus the

secondary size threshold, provided that the total reduction shall never be more than the maximum reduction percentage.

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Section 50. Section 23.66.110 of the Seattle Municipal Code, last amended by Ordinance 121568, is amended as follows:

* * *

23.66.110 Responsible agency((\bar{z}))

A. A special review board for the Pioneer Square Preservation District is created and shall be known as the "Pioneer Square Preservation Board" (hereafter, the "Board" or the "Preservation Board"). The Preservation Board shall be composed of nine $((\Theta))$ members, all of whom shall be appointed by the Mayor and confirmed by the Council, and shall consist of two (((2))) architects, two (((2))) owners of property in the District, one (((1))) District retail business owner, one $((\frac{1}{1}))$ attorney, one $((\frac{1}{1}))$ human service representative, one $((\frac{1}{1}))$ at-large member, and one (((1))) historian or architectural historian. At least one (((1))) of the Board's members shall be a resident of the District. Appointments shall be for staggered terms of three (((3))) years each((, except that initial appointments shall be staggered so that three (3) of the appointees shall serve for three (3) years, three (3) for two (((2))) years, and three (3) for one (1) year each. All members of the Pioneer Square Preservation Board, established by Ordinance 110058, are appointed and confirmed as interim members of the Pioneer Square Preservation Board and shall serve until appointments pursuant to this chapter have been completed.)) Members ((of the Preservation Board)) shall serve without compensation. ((In addition to the members set forth above, one 1))) One additional designated young

adult position shall be added to the Preservation Board pursuant to the Get Engaged Program,

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1	19. Plant nurseries;	
2	20. Retail ice dispensaries;	
3	21. Shooting galleries;	
4	22. Skating rinks;	
5	23. Mobile home parks;	
6	24. Transportation facilities except: passenger terminals, rail transit facilities, and	
7	parking and moorage uses;	
8	25. Animal shelters and kennels;	
9	26. Jails;	
10	27. Major ((marijuana)) <u>cannabis</u> activity; and	
11	28. Work-release centers.	
12	* * *	
13	Section 53. Section 23.69.002 of the Seattle Municipal Code, last amended by Ordinance	
14	126685, is amended as follows:	
15	23.69.002 Purpose and intent	
16	The purpose of this Chapter 23.69 is to regulate Seattle's major educational and medical	
17	institutions ((in order)) to:	
18	* * *	
19	D. Provide for the coordinated growth of major institutions through major institution	
20	((conceptual)) master plans and the establishment of major institutions overlay zones;	
21	* * *	
22	Section 54. Section 23.69.032 of the Seattle Municipal Code, last amended by Ordinance	
23	126685, is amended as follows:	
	7. 1. 1 11 5.222	

23.69.032 Master plan process

- A. Not less than 60 days prior to applying for a master plan, the institution shall file a notice of intent to prepare a master plan with the Director.
 - B. Formation of a Development or Implementation Advisory Committee
- 1. Immediately following submittal of a notice of intent to prepare a master plan, the institution shall initiate the establishment of a Development Advisory Committee of at least six, but no more than 12 members. In addition, all institutions with adopted master plans shall have an Implementation Advisory Committee.
- 2. Where there is more than one Major Institution in the same general area, as determined by the Director, a single Advisory Committee serving more than one institution may be permitted.
- 3. The institution, in consultation with the Director of the Department of Neighborhoods, shall notify individuals and organizations directly affected by the actions of the institution of ((the opportunity)) opportunities to serve on its Advisory Committee. To the extent possible, members of the Advisory Committee should possess experience in such areas as consensus building, community organizing, land use and zoning, architecture or landscape architecture, economic development, real estate development, and educational or medical services. A nonmanagement representative of the institution shall be included.
- 4. Members of the Advisory Committee shall have no direct economic relationship with the institution except as provided in subsection 23.69.032.B.3.
- 5. The Director of the Department of Neighborhoods shall review the list of potential ((advisory committee)) Advisory Committee members and recommend to the Council those individuals appropriate to achieve a balanced, independent, and representative

1 Development Advisory Committee. ((After the recommendation has been submitted, the 2 Department of Neighborhoods may convene the Development Advisory Committee.)) The City 3 Council may confirm the Development Advisory Committee composition, make changes in the 4 size and/or composition of the Development Advisory Committee, or remand the matter to the 5 Director of the Department of Neighborhoods for further action. The City Council shall establish the final composition of the Development Advisory Committee through a memorandum of 6 7 agreement with the institution, prepared by the Department of Neighborhoods and adopted by 8 resolution. 9 6. Four nonvoting, ex-officio members of the Advisory Committee shall represent 10 the Major Institution, the Seattle Department of Construction and Inspections, the Department of 11 Neighborhoods, and the Seattle Department of Transportation. 12 7. The ((advisory committee)) Advisory Committee shall be staffed by the Department of Neighborhoods with the cooperation and assistance of the Major Institution. 13 14 Technical assistance to the committee shall be provided by the Seattle Department of 15 Construction and Inspections, the Seattle Department of Transportation, and the Department of 16 Neighborhoods. 17 8. During the master plan review and adoption process, the Council may, in the 18 interest of ensuring representative community participation on the Implementation Advisory 19 Committee, amend the size and/or composition of the Implementation Advisory Committee. 20 9. The City-University Community Advisory Committee (CUCAC) shall serve as

the Development and Implementation Advisory Committee for the University of Washington.

10. The Director of the Department of Neighborhoods shall promulgate rules applicable to Major Institution advisory committees, including terms of office, selection of chairpersons, and methods of conflict resolution.

C. Application for a ((Master Plan.)) master plan

- 1. Within ((one hundred twenty (120))) 120 days of filing a notice of intent to prepare a master plan, the institution shall submit an application and applicable fees for a master plan. This application shall include an environmental checklist and a concept plan. The requirement for the environmental checklist may be waived if the Director and the Major Institution agree that an Environmental Impact Statement (EIS) will be prepared. The concept plan shall consist of the following:
 - a. Proposed institution boundaries; and
- b. A proposed site plan including planned development and an estimate of total gross floor area proposed by the Major Institution; and
 - c. Planned uses; and
 - d. Any planned street vacations and planned parking location and access;
- e. A description of alternative proposals for physical development and decentralization options, including a detailed explanation of the reasons for considering each alternative; and
- f. A description of the uses and character of the neighborhood surrounding the major institution and how the Major Institution relates to the surrounding area. This shall include pedestrian connections, physical and visual access to surrounding amenities and services,

- and the relationship of the Major Institution to other Major Institution development within ((two thousand five hundred (2,500))) 2,500 feet of its MIO District boundaries.
- 2. The <u>Development Advisory Committee</u> shall review and may submit comments on the concept plan and if there is one, the environmental checklist.
- 3. After an application for a master plan has been filed, the Director, in consultation with the institution and the <u>Development</u> Advisory Committee, shall prepare a schedule for the completion of the master plan. The timelines described in this ((section)) Section 23.69.032 shall be goals(($_{5}$)) and shall form the basis for the master plan schedule. The goal of the City Council shall be to make a decision on the master plan within ((twenty four (24))) 24 months from the date of application.
- 4. Notice of application for a master plan shall be provided as required by Chapter 23.76((, Procedures for Master Use Permits and Council Land Use Decisions)).
 - D. Development of ((Master Plan)) master plan
- 1. The <u>Development</u> Advisory Committee shall participate directly in the formulation of the master plan from the time of its preliminary concept so that the concerns of the community and the institution are considered. The primary role of the <u>Development</u> Advisory Committee is to work with the Major Institution and the City to produce a master plan that meets the intent of Section 23.69.025. <u>Development</u> Advisory Committee comments shall focus on identifying and mitigating the potential impacts of institutional development on the surrounding community based on the purpose and intent of this Chapter 23.69 as described in Section 23.69.002 and as prescribed in Chapter 25.05((, Environmental Policies and Procedures)). The <u>Development</u> Advisory Committee may review and comment on the mission of the institution, the need for the expansion, public benefits resulting from the proposed new development, and

- the way in which the proposed development will serve the public purpose mission of the Major Institution, but these elements are not subject to negotiation nor shall such review delay consideration of the master plan or the final recommendation to Council.
- 2. The <u>Development</u> Advisory Committee shall hold open meetings with the institution and City staff to discuss the master plan and resolve differences. The institution shall provide adequate and timely information to the <u>Development</u> Advisory Committee for its consideration of the content and level of detail of each of the specific elements of the master plan.
- 3. The threshold determination of need for preparation of an Environmental Impact Statement (EIS) shall be made as required by Chapter 25.05((, Environmental Policies and Procedures)).
- 4. If an EIS is required and an institution is the lead agency, it shall initiate a predraft EIS consultation with the Director. The <u>Development</u> Advisory Committee shall meet to discuss the scope of the document. The <u>Development</u> Advisory Committee shall submit its comments on the scope of the draft EIS to the lead agency and the Director before the end of the scoping comment period. The lead agency shall prepare a final scope within one week after the end of the scoping period.
- 5. The institution shall prepare a preliminary draft master plan within 70 days of completion of the final scope of the EIS.
- 6. If an EIS is required, the institution or Seattle Department of Construction and Inspections, whichever is lead agency, shall be responsible for the preparation of a preliminary draft EIS within 70 days of the completion of the final scope, or approval of an EIS consultant contract, whichever is later.

- 7. The <u>Development</u> Advisory Committee, the Director of Transportation, the Director, and the institution shall submit comments on the preliminary draft master plan and the preliminary draft EIS to the lead agency within three weeks of receipt, or on the environmental checklist and supplemental studies if an EIS is not required. If the Seattle Department of Construction and Inspections is the lead agency, a compiled list of the comments shall be submitted to the institution within ten days of receipt of the comments.
- 8. Within three weeks of receipt of the compiled comments, the institution shall review the comments and revise the preliminary draft master plan, if necessary, discussing and evaluating in writing the comments of all parties. The lead agency shall review the comments and be responsible for the revision of the preliminary draft EIS if necessary. If no EIS is required, the lead agency shall review the comments and be responsible for the annotation of the environmental checklist and revisions to any supplemental studies if necessary. Within three weeks after receipt of the revised drafts, the Director shall review the revised drafts and may require further documentation or analysis on the part of the institution. Three additional weeks may be spent revising the drafts for publication.
- 9. The Director shall publish the draft master plan. If an EIS is required, the lead agency shall publish the draft EIS.
- 10. The Director and the lead agency shall hold a public hearing on the draft master plan and if an EIS is required, on the draft EIS.
- 11. The <u>Development</u> Advisory Committee, the Director of Transportation, and the Director shall submit comments on the draft master plan and, if an EIS is required, on the draft EIS within six weeks after the issuance of the draft master plan and EIS.

- 12. Within 13 weeks after receipt of the comments, the institution shall review the comments on the draft master plan and shall prepare the final master plan.
- 13. If an EIS is required, the lead agency shall be responsible for the preparation of a preliminary final EIS, following the public hearing and within six weeks after receipt of the comments on the draft EIS. The Director of Transportation, the Director, and the institution shall submit comments on the preliminary final EIS.
- 14. The lead agency shall review the comments on the preliminary final EIS and shall be responsible for the revision of the preliminary final EIS, if necessary. The Director shall review the revised final document and may require further documentation or analysis on the part of the institution.
- 15. Within seven weeks after preparation of the preliminary final EIS, the Director shall publish the final master plan and, if an EIS is required, the lead agency shall publish the final EIS.
 - E. Draft report and recommendation of the Director
- 1. Within five weeks of the publication of the final master plan and EIS, the Director shall prepare a draft report on the application for a master plan as provided in Section 23.76.050.
- 2. In the Director's Report, a determination shall be made whether the planned development and changes of the Major Institution are consistent with the purpose and intent of this Chapter 23.69, and represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods. Consideration shall be given to:

- a. The reasons for institutional growth and change, the public benefits resulting from the planned new facilities and services, and the way in which the proposed development will serve the public purpose mission of the major institution; and
- b. The extent to which the growth and change will significantly harm the livability and vitality of the surrounding neighborhood.
- 3. In the Director's Report, an assessment shall be made of the extent to which the Major Institution, with its proposed development and changes, will address the goals and applicable policies ((under the Human Development)) in the Community Well-Being Element of the Comprehensive Plan.
- 4. The Director's analysis and recommendation on the proposed master plan's development program component shall consider the following:
- a. The extent to which the Major Institution proposes to lease space or otherwise locate a use at street level in a commercial zone outside of, but within ((two thousand five hundred (2,500))) 2,500 feet of, the MIO District boundary that is not similar to a personal and household retail sales and service use, eating and drinking establishment, customer service office, entertainment use or child care center but is allowed in the zone. To approve such proposal, the Director shall consider the criteria in ((Section 23.69.035 D3)) subsection 23.69.035.D.3;
- b. The extent to which proposed development is phased in a manner ((which)) that minimizes adverse impacts on the surrounding area. When public improvements are anticipated in the vicinity of proposed Major Institution development or expansion, coordination between the Major Institution development schedule and timing of public improvements shall be required;

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1	c. The extent to which historic structures ((which)) that are designated on
2	any federal, state, or local historic or landmark register are proposed to be restored or reused.
3	Any changes to designated Seattle Landmarks shall comply with the requirements of ((the
4	Landmarks Preservation Ordinance)) Chapter 25.12. The Major Institution's Development
5	Advisory Committee shall review any application to demolish a designated Seattle Landmark
6	and shall submit comments to the Landmarks Preservation Board before any certificate of
7	approval is issued;
8	d. The extent to which the proposed density of Major Institution
9	development will affect vehicular and pedestrian circulation, adequacy of public facilities,
10	capacity of public infrastructure, and amount of open space provided;
11	e. The extent to which the limit on the number of total parking spaces
12	allowed will minimize the impacts of vehicular circulation, traffic volumes, and parking in the
13	area surrounding the MIO District.
14	5. The Director's analysis and recommendation on the proposed master plan's
15	development standards component shall be based on the following:
16	a. The extent to which buffers such as topographic features, freeways or
17	large open spaces are present or transitional height limits are proposed to mitigate the difference
18	between the height and scale of existing or proposed Major Institution development and that of
19	adjoining areas. Transition may also be achieved through the provision of increased setbacks,
20	articulation of structure facades, limits on structure height or bulk, or increased spacing between
21	structures;
22	b. The extent to which any structure is permitted to achieve the height
23	limit of the MIO District. The Director shall evaluate the specified limits on structure height in

- c. The extent to which setbacks of Major Institution development at ground level or upper levels of a structure from the boundary of the MIO District or along public rights-of-way are provided for and the extent to which these setbacks provide a transition between Major Institution development and development in adjoining areas;
- d. The extent to which allowable lot coverage is consistent with permitted density and allows for adequate setbacks along public rights-of-way or boundaries of the MIO District. Coverage limits should ((insure)) ensure that view corridors through Major Institution development are enhanced and that area for landscaping and open space is adequate to minimize the impact of Major Institution development within the MIO District and on the surrounding area;
- e. The extent to which landscaping standards have been incorporated for required setbacks, for open space, along public rights-of-way, and for surface parking areas.

 Landscaping shall meet or exceed the amount of landscaping required by the underlying zoning.

 Trees shall be required along all public rights-of-way where feasible;
- f. The extent to which access to planned parking, loading, and service areas is provided from an arterial street;
- g. The extent to which the provisions for pedestrian circulation maximize connections between public pedestrian rights-of-way within and adjoining the MIO District in a convenient manner. Pedestrian connections between neighborhoods separated by Major Institution development shall be emphasized and enhanced;

- h. The extent to which designated open space maintains the patterns and character of the area in which the Major Institution is located and is desirable in location and access for use by patients, students, visitors, and staff of the Major Institution;
- i. The extent to which designated open space, though not required to be physically accessible to the public, is visually accessible to the public;
- j. The extent to which the proposed development standards provide for the protection of scenic views and/or views of landmark structures. Scenic views and/or views of landmark structures along existing public rights-of-way or those proposed for vacation may be preserved. New view corridors shall be considered where potential enhancement of views through the Major Institution or of scenic amenities may be enhanced. To maintain or provide for view corridors the Director may require, but not be limited to, the alternate spacing or placement of planned structures or grade-level openings in planned structures. The institution shall not be required to reduce the combined gross floor area for the MIO District in order to protect views other than those protected under City laws of general applicability.
- 6. The Director's report shall specify all measures or actions necessary to be taken by the Major Institution to mitigate adverse impacts of Major Institution development that are specified in the proposed master plan.

F. Draft ((Advisory Committee Report.)) Development Advisory Committee report

1. At the same time the Director is preparing a written report on the master plan application, the <u>Development</u> Advisory Committee shall prepare a written report of its findings and recommendations on the final master plan. The <u>Development</u> Advisory Committee report shall include, in addition to its recommendations, the public comments it received. The document may incorporate minority reports.

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((of this section)). The <u>Development</u> Advisory Committee report shall also include comments on the final Director's Report.

- H. Hearing Examiner ((Consideration)) of the ((Master Plan.)) master plan
- 1. The Hearing Examiner shall review the Director's report and recommendation and the <u>Development</u> Advisory Committee's report on the Director's report, as provided in Section 23.76.052.
- 2. If the Hearing Examiner considers the proposed master plan and all recommendations for changes, alternatives, mitigating measures, and conditions, and determines that a significant master plan element or environmental issue was not adequately addressed by the proposed master plan, the Hearing Examiner may request the institution to prepare new proposals on the issues identified, may request the Director to conduct further analysis or provide clarification, and may request the <u>Development Advisory Committee</u> to reconvene for the limited purpose of commenting on the new proposals. The new proposals shall also be submitted to the Director, <u>Development Advisory Committee</u> and parties of record for comment. After the new proposals and comments have been received, the Hearing Examiner may:
- a. Remand the new proposals and <u>Development</u> Advisory Committee comments and recommendation to the Director for further consideration and report; or
- b. Hold the hearing record open for evidence on the new proposals, the Development Advisory Committee comments and recommendation, and/or any comments pertaining to the limited issues ((which)) that were presented by other parties of record.
- 3. The Hearing Examiner shall submit a recommendation to the Council on the proposed master plan within 30 days following the hearing. In addition to the Hearing Examiner's recommendation, the Hearing Examiner shall transmit to the Council the proposed

master plan, environmental documentation, the <u>Development</u> Advisory Committee's reports, and the report and recommendation of the Director.

- I. <u>City</u> Council ((Consideration)) <u>consideration</u> of the Hearing Examiner's ((Recommendation.)) <u>recommendation</u>
- 1. The <u>City</u> Council shall review and consider the Hearing Examiner's recommendation as provided in Section 23.76.054. The ((goal of the)) <u>City</u> Council shall ((be)) <u>endeavor</u> to take final action on the ((Hearing Examiner's)) recommendation ((no later than)) <u>within</u> three months after ((the date)) it receives the recommendation.
- 2. If the <u>City</u> Council examines the proposed master plan and all recommendations for changes, alternatives, mitigating measures, and conditions, and determines that a significant master plan element was not adequately addressed by the proposed master plan, the <u>City</u> Council may remand the master plan for submission of additional information and/or new proposal(s) on the issue determined to be inadequately addressed, in a time frame specified in the remand. The institution shall submit the additional information and/or new proposals to the <u>Development</u> Advisory Committee, to the parties of record to the <u>City</u> Council decision to remand, and to the <u>Director</u>. The <u>Development</u> Advisory Committee shall prepare and submit comments and a report to the <u>Director</u>. The <u>Director</u> shall submit a report and recommendation on the additional information and/or new proposal(s) to the Hearing Examiner. The Hearing Examiner shall consider the additional information and/or new proposal(s) and submit a recommendation to the City Council pursuant to subsection 23.69.032.H.
 - J. City Council decision

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23.69.033.

Template last revised January 5, 2024

118362, is amended as follows:

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1. The City Council's decision to adopt, adopt with conditions, or deny an

K. Requirement for compiled plan. Within 30 days of adoption of a master plan by the

application for a Major Institution Master Plan shall comply with the requirements of Section

City Council, the institution shall submit a draft copy of the compiled adopted plan for the

Director's review and approval. This compiled plan shall incorporate all changes and conditions

imposed during the plan approval process. The Director shall review the compiled plan within 30

days of receipt of the plan((τ)) and may request corrections or clarifications if necessary. Upon

the Director's approval, the institution shall submit six written copies of the compiled adopted

plan to the Director. The Director shall keep one copy and distribute the other five copies to the

City Clerk's Office, the Department of Neighborhoods, and the Seattle Public Library (one copy

each for the main downtown library and ((two copies to go to)) the two branch libraries nearest

electronic format for the City to post on the City's ((of Seattle Official Web Site)) website. No

Master Use Permit for development first permitted in the adopted plan shall be issued until the

compiled plan has been reviewed and approved by the Director except as provided in Section

23.69.033 Approval of master use permits prior to master plan adoption((,))

Section 55. Section 23.69.033 of the Seattle Municipal Code, last amended by Ordinance

the institution). The institution shall also submit one copy of the compiled adopted plan in

2. Adoption of a master plan shall be by ordinance.

1 An institution may submit an application for development requiring a master plan prior to the 2 master plan's adoption at any time following application for a master plan. The application may 3 be approved if the following conditions are met: 4 A. Development proposed in the ((Master Plan)) master plan: 5 1. The Draft Environmental Impact Statement (DEIS) and the draft master plan have been published; and 6 7 2. The development standards shall be established through the conditional use 8 process; and either: 9 ((3-)) a. The end of the schedule for submittal to the City Council of the master 10 plan has been reached, ((and b. Review)) review of the application has been completed by the 11 ((advisory committee)) Development Advisory Committee and it has made a recommendation to 12 the Director, and ((e. The)) the City Council has approved the development as a Council 13 Conditional Use according to the criteria of ((Section)) subsection 23.69.012.A; or 14 ((4. a.)) b. The ((advisory committee)) Development Advisory Committee 15 has reviewed the application and has recommended by a ((three-fourths (3/4))) 3/4 vote of all 16 ((advisory committee)) Development Advisory Committee members, with at least six (((6))) 17 affirmative votes, approval of the application, and ((b. The)) the Director has approved the 18 development as an Administrative Conditional Use according to the criteria of Section 19 23.69.012; 20 B. Development not proposed in the ((Master Plan)) master plan: 21 1. The conditions of subsection 23.69.033.A ((of this section)) have been met; and 22 2. The institution shall provide a statement describing the unforeseen conditions 23 or circumstances ((which)) that warrant the need to include the proposed development; and

"Marijuana activity, major" means, except as provided below, any production, processing, or selling of marijuana, marijuana-infused products, usable marijuana, or marijuana concentrates. Major marijuana activity does not include the following activities when they occur within a dwelling unit occupied by a qualifying patient or designated provider, as those terms are defined in RCW 69.51A.010, or within an enclosed structure that is accessory to such a dwelling unit:

a. production of marijuana involving up to 15 plants;

b. production of marijuana involving up to 60 plants if the production is conducted by a cooperative that is registered with the Washington State Liquor and Cannabis Board and operates in compliance with RCW 69.51A.043;

c. drying or incorporation into food of up to 15 marijuana plants; or

d. drying or incorporation into food of up to 60 marijuana plants if such

processing is conducted by a cooperative that is registered with the Washington State Liquor and

Cannabis Board and operates in compliance with chapter 69.51A RCW.

"Marijuana concentrates" means products consisting wholly or in part of the resin extracted from any part of the plant Cannabis and having a THC concentration greater than ten percent.

"Marijuana-infused products" means products that contain marijuana or marijuana extracts and are intended for human use. The term "marijuana-infused products" does not include useable marijuana.

"Marijuana, useable" means dried marijuana flowers. The term "useable marijuana" does not include marijuana-infused products.))

* * *

SDCI 2024 Omnibus ORD 1 Section 62. Section 23.84A.030 of the Seattle Municipal Code, last amended by 2 Ordinance 126855, is amended as follows: 3 23.84A.030 "P" 4 * * * 5 "Public Benefit Features Rule" means the ((DPD)) superseded Director's Rule 20-93, subject heading Public Benefit Features: Guidelines for Evaluating Bonus and TDR Projects, 6 7 Administrative Procedures and Submittal Requirements in Downtown Zones, to the extent the 8 provisions thereof have not been superseded by amendments to, or repeal of, provisions of this 9 title. References to the "Public Benefit Features Rule" for provisions on a particular subject also 10 shall include, where applicable, any successor rule or rules issued by the Director to incorporate 11 provisions on that subject formerly included in Rule 20-93, with any appropriate revisions to 12 implement amendments to this title since the date of such rule. The Downtown Amenity Standards replaced this rule. 13 14 15 Section 63. Section 23.84A.032 of the Seattle Municipal Code, last amended by 16 Ordinance 126855, is amended as follows: 17 23.84A.032 "R" * * * 18 19 "Residential use" means any one or more of the following: 20 1. "Accessory dwelling unit" means one or more rooms that: 21 a. Are located within a principal dwelling unit or within an accessory 22 structure on the same lot as a principal dwelling unit;

- b. Meet the standards of Section 23.44.041, Section 23.45.545, or Chapter
- - c. Are designed, arranged, and intended to be occupied by not more than one household as living accommodations independent from any other household; and
 - d. Are so occupied or vacant.
 - 2. "Attached accessory dwelling unit" means an accessory dwelling unit that is within a principal dwelling unit.
 - 3. "Adult family home" means an adult family home defined and licensed as such by the State of Washington in a dwelling unit.
 - 4. "Apartment" means a multifamily residential use that is not a cottage housing development, rowhouse development, or townhouse development.
 - 5. "Artist's studio/dwelling" means a combination working studio and dwelling unit for artists, consisting of a room or suite of rooms occupied by not more than one household.
 - 6. "Assisted living facility" means a use licensed by the State of Washington as a boarding home ((pursuant to chapter 18.20 RCW)) that contains at least two assisted living units for people who have either a need for assistance with activities of daily living (which are defined as eating, toileting, ambulation, transfer (e.g., moving from bed to chair or chair to bath), and bathing) or some form of cognitive impairment but who do not need the skilled critical care provided by nursing homes. See "Assisted living unit."
 - 7. "Carriage house" means a dwelling unit in a carriage house structure.
 - 8. "Carriage house structure" means a structure within a cottage housing development, in which one or more dwelling units are located on the story above an enclosed parking garage at ground level that either abuts an alley and has vehicle access from that alley, or

- is located on a corner lot and has access to the parking in the structure from a driveway that abuts and runs parallel to the rear lot line of the lot. See also "Carriage house."
- 9. "Caretaker's quarters" means a use accessory to a non-residential use consisting of a dwelling unit not exceeding 800 square feet of living area and occupied by a caretaker or watchperson.
- 10. "Congregate residence" means a use in which rooms or lodging, with or without meals, are provided for any number of non-transient persons not constituting a single household.
- 11. "Cottage housing development" means a use consisting of cottages arranged on at least two sides of a common open space or a common amenity area. A cottage housing development may include a carriage house structure. See "Cottage," "Carriage house," and "Carriage house structure."
- 12. "Detached accessory dwelling unit" means an accessory dwelling unit in an accessory structure.
- 13. "Domestic violence shelter" means a structure or portion of a structure managed by a nonprofit organization, which unit provides housing at a confidential location and support services for victims of domestic violence.
- 14. "Floating home" means a dwelling unit constructed on a float that is moored, anchored, or otherwise secured in the water.
 - 15. "Low-income housing."
- 16. "Mobile home" means a structure that is designed and constructed to be transportable in one or more sections and built on a permanent chassis, designed to be used as a dwelling unit without a permanent foundation, and connected to utilities that include plumbing,

abuts another dwelling unit on a common lot line;

d. The front of each dwelling unit faces a street lot line;

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1	e. Each dwelling unit provides pedestrian access directly to the street that	
2	it faces; and	
3	f. No portion of any other dwelling unit, except for an attached accessory	
4	dwelling unit, is located between any dwelling unit and the street faced by the front of that unit.	
5	22. "Single-family dwelling unit" means a detached principal structure having a	
6	permanent foundation, containing one dwelling unit, except that the structure may also contain	
7	one or two attached accessory dwelling units where expressly authorized pursuant to this Title	
8	23. A detached accessory dwelling unit is not considered a single-family dwelling unit for	
9	purposes of this Chapter 23.84A.	
10	23. "Townhouse development" means a multifamily residential use that is not a	
11	rowhouse development, and in which:	
12	a. Each dwelling unit occupies space from the ground to the roof of the	
13	structure in which it is located;	
14	b. No portion of a dwelling unit occupies space above or below another	
15	dwelling unit, except for an attached accessory dwelling unit and except for dwelling units	
16	constructed over a shared parking garage, including shared parking garages that project up to 4	
17	feet above grade; and	
18	c. Each dwelling unit is attached along at least one common wall to at	
19	least one other dwelling unit, with habitable interior space on both sides of the common wall, or	
20	abuts another dwelling unit on a common lot line.	
21	* * *	
22	Section 64. Section 23.84A.038 of the Seattle Municipal Code, last amended by	
23	Ordinance 126855, is amended as follows:	

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1	23.84A.038 "T"		
2	* * *		
3	(("Tree, exceptional" means a tree designated as such per Chapter 25.11.))		
4	* * *		
5	Section 65. Section 25.05.444 of the Seattle Municipal Code, last amended by Ordinance		
6	114057, is amended as follows:		
7	25.05.444 Elements of the environment		
8	* * *		
9	B. Built Environment.		
10	* * *		
11	3. Transportation:		
12	a. Transportation systems;		
13	b. Vehicular traffic;		
14	c. Waterborne, rail, and air traffic;		
15	((d. Parking;		
16	e.)) d. Movement/circulation of people or goods;		
17	((f.)) <u>e.</u> Traffic hazards.		
18	* * *		
19	Section 66. Section 25.05.675 of the Seattle Municipal Code, last amended by Ordinance		
20	125558, is amended as follows:		
21	25.05.675 Specific environmental policies		
22	***		
23	J. Land use		

1. Policy background

a. The City has adopted land use regulations that are designed, in part, to minimize or prevent impacts resulting from incompatible land use. However, Title 23 cannot identify or anticipate all possible uses and all potential land use impacts. For example, adverse cumulative land use impacts may result when a particular use or uses permitted under Title 23 occur in an area to such an extent that they foreclose opportunities for higher-priority, preferred uses called for in the Land Use Element, Growth Strategy Element, and Shoreline Element of the Seattle Comprehensive Plan.

b. Density-related impacts of development are addressed under the policies set forth in subsections 25.05.675.G (height, bulk, and scale), ((25.05.675.M (parking),)) 25.05.675.O (public services and facilities), and 25.05.675.R (traffic and transportation) and are not addressed under this policy.

2. Policies

a. It is the City's policy to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with any applicable, adopted City land use regulations, the goals and policies set forth in the Land Use Element, Growth Strategy Element, and Shoreline Element of the Seattle Comprehensive Plan for the area in which the project is located.

b. Subject to the overview policy set forth in Section 25.05.665, the decisionmaker may condition or deny any project to mitigate adverse land use impacts resulting from a proposed project or to achieve consistency with the applicable City land use regulations; the goals and policies set forth in the Land Use Element, Growth Strategy Element, and Shoreline Element of the Seattle Comprehensive Plan; the procedures and locational criteria for

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shoreline environment redesignations set forth in Sections 23.60A.060 and 23.60A.220,

respectively; and the environmentally critical areas policies.

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M. Reserved. ((Parking

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1. Policy background

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a. It is the City's policy to encourage use of a broad range of transportation

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options and to reduce reliance on single-occupant vehicles.

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adversely affect the availability of parking in an area, especially one that is not well served by

c. Parking regulations, where appropriate, and other policies and

b. Increased parking demand associated with development projects may

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transit or other transportation choices.

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regulations designating preferred land use patterns and promoting transportation choices,

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combine to alleviate most growth-related parking impacts including cumulative impacts. This

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policy recognizes that the City's land use and transportation planning policies encourage

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development patterns that support personal choices among many transportation modes and

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maximize the ability of the street network to function efficiently. This policy also recognizes the

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substantial costs imposed on housing by requiring construction of parking, which adversely

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affects the ability to provide housing, including affordable housing. City land use policies that

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encourage residential and commercial growth in the areas with the greatest availability of

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transportation choices promote efficiencies that may reduce or limit per capita parking demand.

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Due, however, to shortfalls in available parking resulting from existing or projected demands, the

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City recognizes that in some neighborhoods parking spillover impacts may occur.

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2. Policies

1 a. It is the City's policy to minimize or prevent adverse parking impacts 2 associated with development projects. This is achieved by requiring parking impact mitigation of 3 development projects where appropriate as provided for in the Land Use Code or other codes. It 4 is also achieved through implementing growth-management policies, transportation policies, and 5 policies that support reducing or eliminating off-street parking requirements where residents and 6 others may conveniently choose to use other forms of transportation instead of relying on 7 automobiles. 8 b. Subject to the overview and cumulative effects policies set forth in 9 Sections 25.05.665 and 25.05.670, the decisionmaker may condition a project to mitigate the 10 effects of development in an area on parking; provided that: 11 1) No SEPA authority is provided to mitigate the impact of 12 individual developments on parking availability in the Downtown and South Lake Union Urban 13 Centers; 14 2) No SEPA authority is provided for the decisionmaker to 15 mitigate the impact of individual developments on parking availability for uses located within: 16 a) The Capitol Hill/First Hill Urban Center, the Uptown 17 Urban Center, and the University District Urban Center, except the portion of the Ravenna Urban 18 Village that is not within one-quarter mile (1,320 feet) of a street with frequent transit service, 19 measured as the walking distance from the nearest transit stop to the lot line of the lot; 20 b) The Station Area Overlay District; and 21 c) Portions of urban villages within one-quarter mile (1,320 22 feet) of a street with frequent transit service, measured as the walking distance from the nearest 23 transit stop to a lot line, which in the case of unit lots shall be made from the parent lot;

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1	3) Outside of the areas listed in this subsection 25.05.675.M.2.b,
2	parking impact mitigation for multifamily development, except in the Alki area, as described in
3	subsection 25.05.675.M.2.c, may be required only where on street parking is at capacity, as
4	defined by the Seattle Department of Transportation, or where the development itself would
5	cause on-street parking to reach capacity as so defined.
6	c. For the Alki area, as identified on Map B for 23.54.015, a higher
7	number of spaces per unit than is required by Section 23.54.015 may be required to mitigate the
8	adverse parking impacts of specific multifamily projects. Projects that generate a greater need for
9	parking and that are located in places where the street cannot absorb that need for example,
10	because of proximity to Alki Beach Park — may be required to provide additional parking spaces
11	to meet the building's actual need. In determining that need, the size of the development project,
12	the size of the units, and the number of bedrooms in the units shall be considered.
13	d. If parking impact mitigation is authorized by this subsection
14	25.05.675.M, it may include but is not limited to:
15	1) Transportation management programs;
16	2) Parking management and allocation plans; or
17	3) Incentives for the use of alternatives to single-occupancy
18	vehicles, such as transit pass subsidies, parking fees, subsidies for participation in car share or
19	bike share programs or similar mobility choice programs, and provision of bicycle parking space;
20	4) Increased parking ratios; and
21	5) Reductions in non-residential development densities to the
22	extent that it can be shown that reduced parking spillover is likely to result; provided, that

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1	parking impact mitigation for multifamily development may not include reduction in		
2	development density.))		
3	* * *		
4	P. Public view protection		
5	1. Policy background		
6	a. Seattle has a magnificent natural setting of greenery, mountains, and		
7	water; visual amenities and opportunities are an integral part of the City's environmental quality.		
8	b. The City has developed particular sites for the public's enjoyment of		
9	views of mountains, water, and skyline and has many scenic routes and other public places		
10	where such views enhance one's experience.		
11	c. Obstruction of public views may occur when a proposed structure is		
12	located in close proximity to the street property line, when development occurs on lots situated at		
13	the foot of a street that terminates or changes direction because of a shift in the street grid		
14	pattern, or when development along a street creates a continuous wall separating the street from		
15	the view.		
16	d. Authority provided through Chapter 25.12 is intended to preserve sites		
17	and structures ((which)) that reflect significant elements of the City's historic heritage and to		
18	designate and regulate such sites and structures as historic landmarks.		
19	e. The Land Use Code provides for the preservation of specified view		
20	corridors through setback requirements.		
21	f. The Land Use Code attempts to protect private views through height and		
22	bulk controls and other zoning regulations but it is impractical to protect private views through		
23	project-specific review.		

2. Policies

a. ((4))) It is the City's policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors, identified in Attachment 1. (Attachment 1 is located at the end of this Section 25.05.675.) This subsection 25.05.675.P.2.a((±)) does not apply to the Space Needle, which is governed by subsection 25.05.675.P.2.((e))d.

((2))) <u>b.</u> The decisionmaker may condition or deny a proposal to eliminate or reduce its adverse impacts on designated public views, whether or not the project meets the criteria of the overview policy set forth in Section 25.05.665; provided that downtown projects may be conditioned or denied only when public views from outside of downtown would be blocked as a result of a change in the street grid pattern.

((b.1))) <u>c.</u> It is the City's policy to protect public views of historic landmarks designated by the Landmarks Preservation Board that, because of their prominence of location or contrasts of siting, age, or scale, are easily identifiable visual features of their neighborhood or the City and contribute to the distinctive quality or identity of their neighborhood or the City. This subsection <u>25.05.675.P.2.c</u> does not apply to the Space Needle, which is governed by subsection <u>25.05.675.P.2.((e))d. ((2+))</u> A proposed project may be conditioned or denied to mitigate view impacts on historic landmarks, whether or not the project meets the criteria of the overview policy set forth in Section <u>25.05.665</u>.

((e.)) d. It is the City's policy to protect public views of the Space Needle from the following public places. A proposed project may be conditioned or denied to protect

	Travis Saunders/Emily Lofstedt/Brandon Isleib/Lish Whitson SDCI 2024 Omnibus ORD D4		
1	* * *		
2	ATTACHMENT 1		
3	Alki Beach Park (Charles Richey Sr. Viewpoint)		
4	Alki Avenue S.W.		
5	* * *		
6	Banner Place (Rainbow Viewpoint)		
7	N.E. Banner Place off N.E. 75th Street		
8	* * *		
9	Discovery Park		
10	36th W. and W. Government Way		
11	East Portal I-90 Overlook		
12	1400 Lake Washington Boulevard		
13	* * *		
14	Kerry Park (Kerry Viewpoint)		
15	W. Highland and Second Avenue W.		
16	* * *		
17	North and South Passage Point Park		
18	Sixth Avenue N.E. and N.E. Northlake Way		
19	Fuhrman E. and Fairview E.		
20	NW 60th Street Viewpoint		
21	6001 Seaview Avenue N.W.		
22	* * *		
23	<u>Ursula Judkins Viewpoint</u>		

	SDCI 2024 Omnibus ORD D4		
1	separate application from a development permit application if the proposed development permit		
2	application shows that all applicable provisions of this Section 25.09.045 are met, unless a		
3	separate application is required by the Director.		
4	3. Applications		
5	a. The applicant for an exemption shall provide all information requested		
6	by the Director and demonstrate that the work qualifies for the exemption. The Director shall		
7	determine whether work is exempt, apply tree and vegetation standards pursuant to		
8	subsection((s)) 25.09.070.G ((and 25.09.070.H)), and impose conditions on the work to protect		
9	environmentally critical areas and buffers or other property, including application of Section		
10	25.09.065.		
11	b. City agencies taking the action under any subsection of this Section		
12	25.09.045 and a public agency taking the action under subsection 25.09.045.J do not need to		
13	make an application to the Director, provided that, if no application is made, they shall comply		
14	with all provisions of this Section 25.09.045, make all determinations required to be made by the		
15	Director, including required conditions, and maintain records documenting compliance with all		
16	provisions.		
17	***		
18	Section 69. Section 25.09.160 of the Seattle Municipal Code, last amended by Ordinance		
19	126685, is amended as follows:		
20	25.09.160 Development standards for wetlands and wetland buffers		
21	***		
22	B. Wetland buffer location		

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- 1. The wetland buffer is measured horizontally and perpendicular to the edges of
- 2 the wetland.
 - 2. The width of wetland buffers is set out in Table A for 25.09.160 and is based
- 4 on the size, category, and habitat function of the wetland.
 - 3. Wetland habitat function is as follows:
 - a. High level equals a habitat function score of 8 or 9;
 - b. Moderate level equals a habitat function score of 5, 6 or 7; and
 - c. Low level equals a habitat function score of 3 or 4.

Table A for 25.09.160			
Wetland	Wetland buffer requirements for non- degraded buffers		
Category I Bogs and Wetlands of High Conservation Value over 100 square feet in total size or of any size that abut any Type S, F, Np, or Ns water per WAC 222-16-030 and 222-16-031	200 feet for all levels of habitat functions		
Category I and II wetlands over 100 square feet in total size or of any size that abut any Type S, F, Np, or Ns water per WAC 222-16-030 and 222-16-031	200 feet for wetlands with high level of habitat function 110 feet for wetlands with moderate level habitat function 100 feet for wetlands with low level habitat function		
Category III wetlands over 100 square feet in total size or of any size that abut any Type S, F, Np, or Ns water per WAC 222-16-030 and 222-16-031	200 feet for wetlands with high level of habitat function 110 feet for wetlands with moderate or greater level habitat function 60 feet for wetlands with low level habitat function		
Category IV wetlands 1,000 square feet or more in total size or of any size that abut any Type S, F, Np, or Ns water per WAC 222-16-030 and 222-16-031	50 feet for all wetlands		
Category IV wetlands under 1,000 square feet in total size that do not abut any Type S, F, Np, or Ns water per WAC 222-16-030 and 222-16-031	No buffer. Use mitigation under Sections 25.09.160 and 25.09.065		

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1	4. Degraded buffers. If a buffer is degraded due to the lack of trees and	
2	vegetation, the presence of invasive or non-native species and/or the presence of impervious	
3	surface or other development, the Director may require that:	
4	a. The degraded portion of the buffer be restored to the extent	
5	commensurate with the impact of the development on the riparian management area <u>buffer</u> and	
6	according to mitigation standards pursuant to Section 25.09.065; or	
7	b. The standard buffer width listed in Table A for 25.09.160 be increased	
8	or other conditions be placed on the development on a case-by-case basis when necessary to	
9	protect wetland functions and values based on best available science and local conditions if it is	
10	determined that:	
11	1) A larger buffer is necessary to maintain viable populations or	
12	critical habitat of State or federally listed threatened or endangered species living within the	
13	subject wetland(s) boundaries;	
14	2) The adjacent land is susceptible to severe erosion, and erosion	
15	control measures otherwise required in Section 25.09.080 will not effectively prevent adverse	
16	wetland impacts; or	
17	3) A larger buffer maintains connections between other nearby	
18	wetlands, flood-prone areas, and/or fish and wildlife habitat conservation areas.	
19	* * *	
20	Section 70. Section 25.11.020 of the Seattle Municipal Code, last amended by Ordinance	
21	126821, is amended as follows:	
22	25.11.020 Exemptions	
23	The following trees and tree activities are exempt from the provisions of this Chapter 25.11:	

* * *

D. ((Trees located within an Environmentally Critical Area)) Tree removal as part of an Environmentally Critical Area tree and vegetation plan as provided in Section 25.09.070, except that tree service providers conducting commercial tree work on these trees must comply with the tree service provider registry requirements of Section 25.11.100;

* * *

Section 71. Section 25.11.030 of the Seattle Municipal Code, enacted by Ordinance 126821, is amended as follows:

25.11.030 Emergency actions

Emergency actions may be undertaken without obtaining ((a permit)) approval in advance from the Seattle Department of Construction and Inspections. Prior to an emergency action, a registered tree service provider, that has an employee or a person on retainer who is currently credentialed with an International Society of Arboriculture (ISA) Tree Risk Assessment

Qualification, must determine if there is an extreme risk of imminent failure for the tree or tree part ((using the TRAQ method in its most current form)). Any person undertaking an emergency action must ((complete the following)):

A. Notify the Director via email or through the Seattle Department of Construction and Inspections' website before beginning the emergency action;

B. Submit a hazardous tree removal application to the Seattle Department of Construction and Inspections within ten calendar days of the emergency action; otherwise, the responsible party may be subject to enforcement including fines and penalties in accordance with Section 25.11.120; and

1 C. Include all documentation of tree status, including the ISA Tree Risk Assessment form 2 ((TRAQ report)) and photographs as part of the retroactive ((permit)) tree removal application 3 submission. 4 Section 72. Section 25.11.040 of the Seattle Municipal Code, enacted by Ordinance 5 126821, is amended as follows: 6 25.11.040 Hazardous tree removal 7 A. For any tree regulated pursuant to this Section 25.11.040, approval from the Seattle 8 Department of Construction and Inspections is required in advance of hazardous tree removal 9 unless it is an emergency action pursuant to Section 25.11.030. 10 B. Trees subject to the provisions of this Chapter 25.11 may be removed as hazardous, if 11 those trees are rated by a registered tree service provider that has an employee or a person on 12 retainer who is currently credentialed with an ISA Tree Risk Assessment Qualification as an 13 Extreme or High Risk hazard, according to the following: 14 1. A tree risk assessment, prepared by a registered tree service provider, assesses 15 the risk of the tree(s) as one of the following: 16 a. Extreme Risk. This category applies to trees in which failure is 17 imminent and there is a high likelihood of impacting a target, and the consequences of the failure 18 are severe. 19 b. High Risk. This category applies to trees in which consequences are 20 significant and likelihood is very likely or likely, or when consequences are severe and

likelihood is likely.

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1	c. Moderate Risk. This category applies to trees in which consequences
2	are minor and likelihood is very likely or likely, or when likelihood is somewhat likely and the
3	consequences are significant or severe.
4	d. Low Risk. This category applies to trees in which consequences are
5	negligible and likelihood is unlikely; or when consequences are minor and likelihood is
6	somewhat likely;
7	2. A potential target includes permanent structures or an area of moderate to high
8	use;
9	3. If a potential target does not exist, applicants may be limited to <u>normal and</u>
10	routine pruning and maintenance to mitigate hazards;
11	4. Assessment of Extreme and High Risk trees:
12	a. If a tree is assessed as a High Risk, then the Director may authorize
13	hazard pruning to mitigate the risk rather than removing the entire tree; or
14	b. If the tree is assessed as an Extreme or High Risk and mitigation of the
15	risk through pruning or moving of potential targets is not feasible, then the Director may
16	designate the tree as a hazardous tree and allow complete removal; and
17	5. The assessment of other risk categories applicable to regulated trees shall be at
18	the discretion of the Director.
19	C. Tier 1, Tier 2, and Tier 3 trees must be replaced pursuant to Section 25.11.090 when
20	approved for removal as hazardous, except as provided in subsection 25.11.040.D.
21	D. Removal of dead trees is exempt from the risk assessment requirements of subsection
22	25.11.040.B and replacement requirements of subsection 25.11.040.C.

D. In addition to the tree removal allowances in subsection 25.11.050.B, the Director may authorize removal and replacement of a Tier 3 tree, or removal of a Tier 4 tree, from developed lots in Neighborhood Residential, Lowrise, Midrise, commercial, and Seattle Mixed zones when removal is needed because the tree is causing obvious physical damage to building foundations or utility infrastructure, where continued or additional damage cannot be avoided through actions other than removal.

Table A for 25.11.050 Tree related activities on developed lots in Neighborhood Residential, Lowrise, Midrise, commercial, and Seattle Mixed Zones including but not limited to removal and topping by tree category ¹			
Tree category	Not part of a permit application($(^{4})$) ²	During development—Part of a permit application	
Tier 1 Includes trees designated as heritage trees	May not be removed unless deemed hazardous or in need of emergency action with documentation required	May not be removed unless deemed hazardous or in need of emergency action with documentation required	
Tier 2 Includes trees 24 inches at DSH or greater, tree groves, and specific tree species as provided by Director's Rule	May not be removed unless deemed hazardous or in need of emergency action with documentation required	Approval for removal is part of overall development permit consistent with Sections 25.11.070 or 25.11.080 Documentation required for hazardous and emergency actions	
Tier 3 Includes trees 12 inches at DSH or greater but less than 24 inches at DSH that are not considered Tier 2 trees as provided by Director's Rule	May not be removed unless deemed hazardous or in need of emergency action with documentation required, except as provided in subsections 25.11.050.B ((and)), 25.11.050.C, and 25.11.050.D	Approval for removal is part of overall development permit Documentation required for hazardous and emergency actions	
Tier 4 Includes trees 6 inches at DSH but less than 12 inches at DSH	May not be removed unless deemed hazardous or in need of emergency action with documentation required, except as provided in subsections 25.11.050.B and 25.11.050.C	Approval for removal is part of overall development permit	

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Other trees (under 6 inches DSH)	Not regulated, except as provided in subsection	Not regulated, except as provided in subsection
, ,	25.11.050.C	25.11.050.C

Footnotes to Table A for 25.11.050

Section 74. Section 25.11.060 of the Seattle Municipal Code, enacted by Ordinance

126821, is amended as follows:

25.11.060 Requirements for trees when development is proposed

A. Tree protection area

- 1. A tree protection area is required for all existing Tier 1, Tier 2, and Tier 3 trees that are not removed during development, as well as any tree relocated offsite if on private property or any tree planted onsite as part of required mitigation pursuant to this Chapter 25.11.
- 2. The tree protection area for Tier 1, Tier 2, and Tier 3 trees shall be determined by the Director pursuant to this subsection 25.11.060.A and any rules promulgated by the Director.
- 3. The tree protection area may be modified from the basic tree protection area based on species tolerance; expected impacts of construction activities; tree size, age, and health; and soil conditions not to exceed the area of the feeder root zone. The Director may require Master Use Permits or building permits to include measures to protect tree(s) during construction, including within the feeder root zone.
- 4. The tree protection area may be reduced by the Director pursuant to the provisions of Title 23 and this Chapter 25.11, as follows:
- a. Any new encroachment into the tree protection area may not be closer than one half of the tree protection radius. Existing encroachments closer than one half of the tree protection radius may remain or be replaced if no appreciable damage to the tree will result.

¹ In all other zones, all trees may be removed when development is proposed.

 $^{((^4))^2}$ For standards related to undeveloped lots, see subsection 25.11.050.A.

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1	b. The tree protection area shall not be reduced more than 35 percent of
2	the outer half of the tree protection radius unless an alternative tree protection area or
3	construction method will provide equal or greater tree protection and result in long-term
4	retention and viability of the tree as determined by a certified arborist.
5	c. Existing encroachments do not count toward the reduction.
6	d. The tree protection area may be temporarily reduced in size during a
7	specific construction activity that is not likely to cause appreciable damage to the tree.
8	Appropriate mitigation measures shall be implemented per ANSI A300 standards or their
9	successor, and the tree protection area shall be returned to its permanent size after the specific
10	construction activity is complete.
11	5. The tree protection area is required to include fencing, signage, and other safety
12	requirements as required in the Seattle Department of Construction and Inspections Tree and
13	Vegetation Protection Detail.
14	* * *
15	Section 75. Section 25.11.070 of the Seattle Municipal Code, enacted by Ordinance
16	126821, is amended as follows:
17	25.11.070 Tree protection on sites undergoing development in Neighborhood Residential,
18	Lowrise, Midrise, commercial, and Seattle Mixed zones
19	A. Neighborhood Residential zones
20	1. Tier 2 trees may be removed only if:
21	a. The maximum lot coverage permitted on the site pursuant to Title 23
22	cannot be achieved without extending into the basic tree protection area or into a required front
23	and/or rear yard to an extent greater than provided for in subsection 25.11.070.A.2;

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1	b. Avoiding development in the basic tree protection area would result in a
2	portion of a principal dwelling unit, or an accessory dwelling unit, being less than 15 feet in
3	width; or
4	c. Tree removal is necessary for the construction of new structures((,));
5	vehicle and pedestrian access, utilities, retaining wall, or other similar improvements associated
6	with development.
7	2. ((Permitted extension into front or rear yards shall be limited to an area equal to
8	the amount of the basic tree protection area not located within required yards.)) For purposes of
9	retaining an existing on-site and off-site Tier 1, Tier 2, Tier 3, or Tier 4 tree, extension into front
10	or rear yards is permitted but limited to an area equal to the amount of the tree protection area of
11	those trees not located within required yards. The maximum projection into the required front or
12	rear yard shall be 50 percent of the yard requirement.
13	3. If the maximum lot coverage permitted on the site can be achieved or a
14	structure will be less than 15 feet in width without extending into required front and/or rear
15	yards, then no such extension into required yards shall be permitted.
16	4. For the purposes of this subsection 25.11.070.A:
17	a. Lot coverage calculation shall not include any portion of a parcel
18	containing a biodiversity area or corridor, riparian corridor, priority habitat, priority area setback,
19	wetland, wetland buffer, or steep slope erosion hazard area, unless the Director has approved
20	critical areas reduction, waiver, or modification pursuant to Chapter 25.09; and
21	b. The basic tree protection area cannot be modified.
22	B. Lowrise, Midrise, commercial, and Seattle Mixed zones
23	1. Tier 2 trees may be removed as follows:

1 a. If an otherwise allowable development area of 85 percent cannot be 2 achieved without extending into the basic tree protection area, as follows: 3 1) Calculate the basic tree protection area on the lot. For the 4 purposes of this subsection 25.11.070.B, the basic tree protection area cannot be modified. 5 2) Subtract the basic tree protection area and the area of any portions of the lot between a property line and basic tree protection area when the portion of the 6 7 lot is 15 feet or less measured from a lot line to a basic tree protection area from the lot area. If 8 this number is less than 85 percent of the total lot area, Tier 2 trees may be removed. 9 3) When multiple Tier 2 trees are located on a lot, the minimum 10 number of trees needed to reach 85 percent may be removed based on the evaluation required by 11 subsection 25.11.060.C. 12 4) When the basic tree protection area of an off-site Tier 1, Tier 2, or Tier 3 tree is located on the lot, this area shall be included in accordance with subsection 13 14 25.11.070.B. 15 b. In Midrise, Commercial, and Seattle Mixed zones Tier 2 trees may be 16 removed, if an otherwise allowable development area of 100 percent cannot be achieved without 17 extending into the basic tree protection area more than allowed pursuant to subsection 18 25.11.060.A. 19 c. For the purposes of this subsection 25.11.070.B, allowable development 20 area shall not include any portion of a parcel containing a biodiversity area or corridor, riparian 21 corridor, priority habitat, priority area setback, wetland, wetland buffer, or steep slope erosion 22 hazard area, unless the Director has approved a critical area reduction, waiver, or modification 23 pursuant to Chapter 25.09.

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1	2. If an applicant chooses to retain Tier 2 trees that would otherwise be allowed to
2	be removed under subsection 25.11.070.B.1 or if encroachment into the tree protection area of ar
3	off-site Tier 1, Tier 2, or Tier 3 tree cannot otherwise be avoided, modifications to development
4	standards are allowed as follows:
5	a. For development not subject to design review, the following Type I
6	modifications to standards:
7	1) Setbacks and separation requirements, if applicable, may be
8	reduced by a maximum of 75 percent;
9	2) Amenity areas may be reduced by a maximum of 75 percent;
10	3) Landscaping and screening may be reduced by a maximum of
11	75 percent; and
12	4) Structure width, structure depth, and facade length limits, if
13	applicable, may be increased by a maximum of 30 percent.
14	b. The following Type I modifications to standards are permitted for
15	development that: i) Receives public funding or an allocation of federal low-income housing tax
16	credits; and ii) is subject to a regulatory agreement, covenant, or other legal instrument recorded
17	on the property title and enforceable by The City of Seattle, Washington State Housing Finance
18	Commission, State of Washington, King County, ((U.S. Department of Housing and Urban
19	Development)), or other similar entity as approved by the Director of Housing; and iii) either:
20	restricts at least 40 percent of rental units to occupancy by households earning no greater than 60
21	percent of median income, and controls the rents that may be charged for a minimum period of
22	40 years: or restricts at least 40 percent of ownership <u>dwelling</u> units ((to occupancy by

1 households)) earning no greater than 80 percent of median income, and controls the sale price of

- 2 the units for a minimum period of ((40)) 50 years:
 - 1) Setback, separation, amenity area, landscaping, and screening requirements, if applicable, may be reduced by a maximum of 100 percent; and
 - 2) Structure width, structure depth, and facade length limits, if applicable, may be increased by a maximum of 100 percent.
 - c. For development subject to design review, the departures permitted in Section 23.41.012.
 - d. Parking reduction. A reduction in the parking quantity required by Section 23.54.015 and the modification of standards for safe access of any required parking of Section 23.54.030 may be permitted in order to protect a Tier 2 tree, if the reduction would result in a project that would avoid the tree protection area.
 - e. In Lowrise zones, for a principal structure with a base height limit of 40 feet that is subject to the pitched roof provisions of subsection 23.45.514.D, the Director may permit the ridge of a pitched roof with a minimum slope of 6:12 to extend up to a height of 50 feet if the increase is needed to accommodate, on an additional story, the amount of floor area lost by avoiding development within the tree protection area and the amount of floor area on the additional story is limited to the amount of floor area lost by avoiding development within the tree protection area.
 - 3. Tree removal required for development to achieve the allowable development area according to subsection 25.11.070.B.1 or height limits of the applicable zone includes, but is not limited to, the construction of new structures, vehicles and pedestrian access, utilities, retaining wall, or other similar improvement.

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1	((ii.)) 2) Four $(((4)))$ sets of a plan, photograph, or elevation
2	drawing showing the location of the proposed awning, sign, or lighting,
3	$((\frac{iii.}{2}))$ Four $((\frac{4}{2}))$ copies of details showing the proposed
4	method of attaching the new awning, sign or lighting,
5	((iv.)) 4) The wattage and specifications of the proposed lighting,
6	and a drawing or picture of the lighting fixture, and
7	((v-1)) One $(((1-1)))$ sample of proposed sign colors or awning
8	material and color;
9	m. If the proposal includes demolition of a structure or object:
10	((i.)) 1) A statement of the reason(s) for demolition,
11	((ii.)) 2) A description of the replacement structure or object; and
12	n. If the proposal includes replacement, removal, or demolition of existing
13	features, a survey of the existing conditions of the features that would be replaced, removed, or
14	demolished.
15	3. The staff shall determine whether an application is complete and shall notify
16	the applicant in writing within ((twenty eight (28))) 28 days of the application being filed
17	whether the application is complete or that the application is incomplete and what additional
18	information is required before the application will be complete. Within ((fourteen (14))) 14 days
19	of receiving the additional information, the staff shall notify the applicant in writing whether the
20	application is now complete or what additional information is necessary. An application shall be
21	deemed to be complete if the staff does not notify the applicant in writing by the deadlines in this
22	section that the application is incomplete. A determination that the application is complete is not
23	a determination that the application is vested.

Section 79. Section 25.22.070 of the Seattle Municipal Code, enacted by Ordinance 109388, is amended as follows:

25.22.070 Development and design review guidelines((-))

A. The Landmarks Preservation Board shall draft and, after consideration and review in accordance with ((the Administrative Procedure Ordinance (102228))) Chapter 3.02, shall adopt development and design review guidelines as rules ((which)) that shall become effective upon filing with the City Clerk. Notice and conduct of such public hearing(s) shall be in accordance with the rules of the Landmarks Preservation Board and ((Ordinance 102228)) Chapter 3.02.

B. The development and design review guidelines shall identify the unique values of the District, shall include a statement of purpose and intent, and shall be consistent with the purposes of this chapter and the criteria specified in Section 25.22.030. The guidelines shall identify design characteristics ((which)) that have either a positive or negative effect upon the unique values of the District and shall specify design-related considerations ((which)) that will be allowed, encouraged, limited or excluded from the District when certificate of approval applications are reviewed. All guidelines shall be consistent with ((the Zoning Ordinance (86300))) Title 23 and other applicable ordinances.

* * *

Section 80. Section 25.22.135 of the Seattle Municipal Code, last amended by Ordinance 123899, is amended as follows:

25.22.135 Requests for interpretation

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E. A fee shall be charged for interpretations in the amount provided in ((the Permit Fee Subtitle of the Seattle Municipal Code, Chapter 22.901E, Table 6, Land Use Fees,)) <u>Table C-1</u> for 22.900C.010, subsection B.20, and shall be collected by the Department of Neighborhoods.

* * *

Section 81. Section 25.24.060 of the Seattle Municipal Code, last amended by Ordinance 124919, is amended as follows:

25.24.060 Approval of changes to buildings, structures, and other visible elements((-))

* * *

E. The Commission shall have sole responsibility for determining the appropriate location, design, and use of signs and structures to be located on or above the surface of public places in the Historical District and the sole responsibility for licensing and determining the appropriate locations for performers ((as defined in Section 17.32.010 H of the Seattle Municipal Code, in the Historical District)); provided, that property owned by the Pike Place Market Preservation and Development Authority shall not be considered a public place for the purposes of this subsection <u>25.24.060.E</u>. The Commission shall establish guidelines for the use of public places in the District by performers, may assess reasonable permit fees, and may utilize the services of the Pike Place Market Preservation and Development Authority (PDA) or, should the PDA decline to make its services available, may utilize the services of any other organization appropriate for implementation of performers licensing guidelines. It shall be unlawful for any performer to actively solicit donations by word of mouth, gestures, mechanical devices, second parties. It shall also be unlawful for any performer or other person to use any device for the reproduction or amplification of sound without the express written approval of the Commission secured in advance.

* * *
Section 82. Section 25.28.230 of the Seattle Municipal Code, last amended by Ordinance
124919, is amended as follows:
25.28.230 Definitions((=))
((A.)) For the purpose of this ((subchapter)) Subchapter II certain abbreviations, terms, phrases,
words, and their derivations shall be construed as specified in this ((section)) Section 25.28.230.
((Words used in the singular include the plural and the plural the singular. Words used in the
masculine gender include the feminine and the feminine the masculine.))
((B.)) "Building" means any structure, other than the Burlington Northern railroad tunnel,
used or intended for supporting or sheltering any use or occupancy.
((C.)) "Hearing Examiner" means the Hearing Examiner of the City created by
((Ordinance 102228)) Chapter 3.02, or ((his duly authorized representative)) designee.
((D.)) "Owner" means any person who, alone or jointly or severally with others, has title
or interest in any building, with or without accompanying actual possession thereof, and includes
any person who as agent, or executor, administrator, trustee, or guardian of an estate has charge,
care, or control of any building.
((E.)) "Party affected" means any owner, tenant, or other person having a direct financial
interest in the subject building or any adjacent property or any person whose health or safety is
directly affected by the subject building, or the ((Pioneer Square Historic Preservation Board
established by Ordinance 98852)) Pioneer Square Preservation Board.
((F.)) "Permit" means any form of certificate, approval, registration, license, or other
written permission ((which)) that is required by law, ordinance, or regulation to be obtained

before engaging in any activity.

25.28.290 Method of service of notice and order((-))

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Service of the notice and order shall be made upon all persons having an interest in the property in the manner provided for the service of notices in ((Section 5.03 of the Housing Code (Ordinance 106319)) Subtitle II of Title 22; provided, that when personal service is obtained upon all persons having an interest in the property, it shall not be necessary to post a copy of the notice and order of the property.

Section 84. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of its application to any person or circumstance, does not affect the validity of the remainder of this ordinance or the validity of its application to other persons or circumstances.

	Travis Saunders/Emily Lofstedt/Brandon Isleib/Lish Whitson SDCI 2024 Omnibus ORD D4
1	Section 85. This ordinance shall take effect as provided by Seattle Municipal Code
2	Sections 1.04.020 and 1.04.070.
3	Passed by the City Council the day of, 2024,
4	and signed by me in open session in authentication of its passage this day of
5	, 2024.
6	
7	President of the City Council
	Approved / returned unsigned / vetoed this day of, 2024.
8	
9	Bruce A. Harrell, Mayor
10	Filed by me this day of, 2024.
11	
12	Scheereen Dedman, City Clerk
13	(Seal)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDCI	Travis Saunders	Christie Parker

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to land use and zoning; correcting typographical errors, correcting section references, clarifying regulations, and making minor amendments; amending Sections 23.22.066, 23.22.100, 23.24.010, 23.28.020, 23.34.009, 23.34.093, 23.40.002, 23.41.004, 23.41.012, 23.42.058, 23.42.060, 23.42.130, 23.44.014, 23.44.016, 23.44.020, 23.44.041, 23.45.510, 23.45.516, 23.45.528, 23.45.529, 23.45.545, 23.47A.004, 23.47A.010, 23.47A.011, 23.47A.020, 23.48.005, 23.48.225, 23.48.720, 23.49.002, 23.49.008, 23.49.025, 23.49.042, 23.49.058, 23.49.090, 23.49.142, 23.49.162, 23.49.300, 23.49.320, 23.49.338, 23.50.002, 23.50.012, 23.50.044, 23.53.006, 23.53.015, 23.53.030, 23.54.015, 23.54.030, 23.55.032, 23.58C.035, 23.66.110, 23.66.122, 23.66.322, 23.69.002, 23.69.032, 23.69.033, 23.69.034, 23.71.006, 23.84A.006, 23.84A.008, 23.84A.016, 23.84A.025, 23.84A.030, 23.84A.032, 23.84A.038, 25.05.444, 25.05.675, 25.05.714, 25.09.045, 25.09.160, 25.11.020, 25.11.030, 25.11.040, 25.11.050, 25.11.060, 25.11.070, 25.16.080, 25.16.115, 25.16.150, 25.22.070, 25.22.135, 25.24.060, 25.28.230, and 25.28.290 of the Seattle Municipal Code.

Summary and Background of the Legislation: Ongoing maintenance of the Land Use Code and related land use regulations periodically requires amendments that are relatively small scale and have limited scope and impact. Such amendments include correcting typographical errors and incorrect section references, as well as clarifying existing code provisions, and minor policy changes that don't warrant independent legislation.

Periodic updating of the Land Use Code is an important part of the regulatory process. Clarifying development regulations is necessary from time to time to correct errors and omissions when they are discovered, and to ensure that the City's policy intent is clear and achievable. Adoption of these Land Use Code amendments will help to facilitate easier understanding and improved administration and application of the Land Use Code. The last omnibus ordinance was adopted in 2022. Examples of the changes include:

- Multiple changes to make the SMC consistent with RCW 69.50.710, changing the term "Marijuana" to "Cannabis".
- Various updates to make the SMC consistent with tree categories as defined in the tree protection ordinance.
- Clarification to allow commercial outdoor activities adjacent to a lot that is both zoned residential and commercial (SMC 23.47A.011.)
- Several changes are proposed to Seattle Mixed zones to facilitate additional height for preserving open space (SMC 23.48.225) and to facilitate additional FAR for preserving the Monorail (SMC 23.48.720.)

- Several changes are proposed to Downtown zones to clarify lodging height limit (SMC 23.49.008) and the height of 'towers' (SMC 23.49.058.)
- Several administrative changes are proposed to 25.11 Tree Protection to provide for clarity of use and implementation of the requirements.

For a complete listing of the changes, please consult the Director's Report accompanying this legislation.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes ⊠ No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes ⊠ No
4. OTHER IMPLICATIONS	

- a. Please describe how this legislation may affect any departments besides the originating department. This legislation includes several changes requested by Department of Neighborhoods staff to improve clarity in that department's operations.
- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements,
 Determinations of Non-Significance, or other reports generated for this property.
 No, this legislation does not impact a specific piece of property.
- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community. The omnibus ordinance involves only changes which are consistent with existing code, intent and policy. As such, no new policy issues are typically involved in an Omnibus. Nevertheless, all proposed amendments were reviewed internally by SDCI staff for consistency with city policy regarding race and social justice with a particular lens towards adopting plain language whenever possible.
 - ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation. Not applicable for this omnibus ordinance.

5 CHECKLIST

iii. What is the Language Access Plan for any communications to the public? No public communications are required for this ordinance, unless requested.

d. Climate Change Implications

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response. This legislation is not proposing development and will not increase or decrease carbon emissions.
- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects. This legislation does not propose development and will not increase or decrease Seattle's resiliency to climate change.
- e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals? Not applicable.

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\boxtimes	Is a public hearing required? Yes, The City Council must hold a public hearing, to be scheduled before the Land Use Committee.
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required? Yes. Publication of notice of the Council public hearing will be made in The Daily Journal of Commerce and in the City's Land Use Information Bulletin (LUIB). Environmental review under the State Environmental Policy Act (SEPA) is also required for this legislation, and publication of notice of the environmental determination was made in The Daily Journal of Commerce and in the Land Use Information Bulletin in April 2024.
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6. A7	TACHMENTS
	Times required? Yes. Publication of notice of the Council public hearing will be made in The Daily Journal of Commerce and in the City's Land Use Information Bulletin (LUIB). Environmental review under the State Environmental Policy Act (SEPA) is also required for this legislation, and publication of notice of the environmental determination was made in The Daily Journal of Commerce and in the Land Use Information Bulletin in April 2024. If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies? Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?

Summary Attachments:

A. SEPA Threshold Determination



CITY OF SEATTLE

ANALYSIS AND DECISION OF THE DIRECTOR OF THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

SEPA Threshold Determination

2024 Omnibus Legislation

Project Sponsor: City of Seattle Department of Construction and Inspections

Location of Proposal: The proposal is a non-project action, applicable City-wide

SUMMARY OF PROPOSED ACTION

The proposal is to amend the City's land use regulations to correct typographical errors and section references, clarify regulations, and make minor amendments.

The following approval is required:

<u>SEPA</u>	DETERMINATION:	[]	Exempt	[X] DNS	[] MDNS	[] EIS	
		[]	DNS with	conditions			
[]	DNS involving non-exen	npt grading	, or demolit	ion, or	involving an	other agency	with

jurisdiction.

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

BACKGROUND

The Department of Construction and Inspections (SDCI) is responsible for maintenance of the Land Use Code (SMC Title 23). Amendments to the Land Use Code are proposed periodically in an "omnibus ordinance," which is designed to clarify and improve the function of the existing code. The proposed amendments to the Land Use Code include "clean-up" amendments that correct inadvertent clerical or typographical errors, fix incorrect cross-references, and clarify existing code language. Applicants, residents, elected officials, and City staff identified the need for the proposed amendments. In coordination with the City's Law Department, SDCI has concluded that the changes are not substantive in content.

Public Comment

Proposed changes to the Land Use Code require City Council approval. Public comment will be taken on the proposal during Council meetings and a City Council public hearing.

Proposal Description

This proposal involves numerous minor amendments to the Land Use Code and to some related sections of the Seattle Municipal Code that are intended to clarify current provisions or to correct minor oversights and clerical or typographical errors. The proposed changes in this omnibus are summarized in the Director's Report prepared by SDCI that accompanies the proposed amendments and is published together with the SEPA checklist for public review.

ANALYSIS - SEPA

This proposal is for an adoption of legislation and is defined as a non-project action. The disclosure of the potential impacts from this proposal was made in an environmental checklist submitted by the proponent, dated March 27, 2024. The information in the checklist, a copy of the proposed code changes, the Director's Report and Recommendation, and the experience of the lead agency with review of similar legislative actions form the basis for this analysis and decision.

The proposed amendments may result in potential environmental impacts, which are identified and discussed below.

ELEMENTS OF THE ENVIRONMENT

Adoption of the proposed Land Use Code amendments would not result in any immediate adverse short-term impacts because the adoption would be a non-project action. The discussion below evaluates the potential long-term impacts that might conceivably result from differences in future development patterns due to the proposed amendments.

Natural Environment

Earth, Air, Water, Plants and Animals, Energy, Natural Resources, Environmentally Sensitive Areas, Noise, Releases of Toxic or Hazardous Materials

The proposed changes would result in no direct impacts and are unlikely to result in significant indirect or cumulative adverse impacts related to earth, air, water, plants/animals, fisheries, energy, natural resources, sensitive areas, noise, or releases of toxic/hazardous substances. The changes do not alter the eligible locations for development. As discussed below, the proposed changes to the Land Use Code are considered with the context of the City's related environmental protection regulations.

The proposal does not significantly alter any procedures or regulations related to natural environment protections. Development of specific projects on individual sites are subject to the City's existing regulations, such as the Stormwater Code, the Shoreline Management Program, Grading and Drainage Ordinance, the Regulations for Environmentally Critical Areas, and the Noise Ordinance. Any future project-specific development proposal that exceeds adopted thresholds are subject to environmental review as a part of the permit review process and would continue to be subject to environmental review under the proposal.

Built Environment

Land & Shoreline Use, Height/Bulk/Scale

The proposed changes are not expected to create significant impacts on existing and planned land and shoreline use. No incompatible uses would be allowed or encouraged by these amendments. No site-specific proposals are proposed at this time. A few changes to development standards warrant additional analysis and are discussed below.

23.47A.010 – **Maximum size of nonresidential use** – This amendment to add subsection 23.47A.010.B.3 would clarify the amount of back of house space that is accessory to grocery stores that does not count towards the maximum size of use. This adjustment is needed to make the maximum size of use consistent with the intent to allow neighborhood grocery stores adequate space for loading, storage and other back of house functions necessary for a grocery store. With this additional back of house space, grocery stores can better meet the intent of these provisions to provide cafe and specialty food stores without breaking into the larger template found in corporate grocery stores.

23.47A.011 – Outdoor Activities – Existing code prohibits certain outdoor activities on commercial properties when they are located within 50 feet of a lot in a residential zone. This amendment to subsection 23.47A.011.E adds an allowance for these outdoor activities to be within 50 feet of a lot that is both zoned residential and commercial. This addition helps to address an increased need for outdoor activity areas, that since the pandemic, have been essential to businesses and the community. Properties that are split between residential and commercial zones occur throughout the city and represent an opportunity to increase outdoor activity areas.

23.48.225 - Structure height in South Lake Union Urban Center – This code amendment to section 23.48.225 is to facilitate additional height for the site identified in several prior code amendments. This amendment would facilitate the density transfer from the site known as 'Seattle Times Park', to facilitate the floor area authorized under Ordinance 125927 and Council Bill 119597 known as the South Lake Union Open Space Incentive. This legislation was created to revise the existing incentives for preservation of open space in the South Lake Union Urban Center. The proposed legislation is a response to changes in the structure of incentive zoning system that occurred with the adoption of MHA. The amendment is clarifying language to allow either residential towers at 440 feet in height or non-residential towers at the height of 190 feet. This is consistent with the findings in the original Open Space Incentive program.

23.48.720 – Floor area ratio (FAR) in SM-UP zones – This amendment to the FAR in the Seattle Mixed Uptown zones (SM-UP 160) would adjust the FAR for sites with lot coverage and limited ability to achieve maximum FAR due to a building base which is limited due to easements or setbacks from the monorail supports. This change is limited in scope with only one known development site the SM-UP 160 zone that is currently constrained by this monorail setback. This correction would restore additional FAR for structures to offset the limitations that the monorail setback causes.

An analysis of a proposal under the existing code would result in the same ultimate FAR but would be provided almost entirely in residential use with no usable ground level public space. With the proposed change, a proposal with a mix of residential and commercial use could be developed and would result in a footprint with a greater degree of ground level open space.

23.49.008 - Structure height - The amendment to add subsection 23.49.008.A.10 to clarify the intent to

not preclude lodging uses from the lower-level height limit of 65 and to apply the 95 foot height limit to both residential and lodging uses.

23.49.058 - **Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed Commercial upper-level development standards**- Clarifies tower standards, found in section 23.49.058, in this zone consistent with Ordinance 126855 to exclude structures abutting 3rd Avenue between Union Street and Pike Street with only residential uses above a height of 85 from the definition of a tower. A second change at subsection amends the tower definition to exclude those proposals for which an early design guidance application has been submitted but never pursued from being considered a "tower" for purposes of this section. A provision is added to require such applications to advance to a complete building permit within 12 months of filing its early design guidance application or from the effective date of this ordinance. This would disqualify a proposed tower from being considered an existing tower for purposes of the tower spacing requirements of this subsection.

23.54.015 - Required parking and maximum parking limits — Changes to Table A for 23.54.015 to resolve formatting and style edits for consistency, and to remove transitional encampment interim use parking standards that were established by expired Ordinance 124747. Changes to Table C for 23.54.015 item F. Community Farms to correct a scrivener's error. An additional change to Table C for 23.54.015 footnote 12, consistent with prior legislation for childcare centers, the Directors authority to modify parking requirements for childcare centers.

25.11.070 – Tree protection on sites undergoing development in Neighborhood Residential, Lowrise, Midrise, commercial, and Seattle Mixed zones – Three changes are proposed. The first amendment is to subsection 25.11.070.A.2 to provide clarity around reducing yards and setbacks in order to voluntarily protect Tier 1, 2, 3 and 4 trees. The second amendment is in subsection 25.11.070.A.3 to address the calculation of maximum lot coverage and the minimum width of a structure that must be able to be achieved in order to determine if a tree may be removed. The third change is to subsection 25.11.070.B.2.b to clarify that developments identified are for low-income housing meeting the definition in Title 23.

Conclusion

The proposed changes fall within the scope and intent of adopted policy goals for the City of Seattle. The general effect of the changes would be to provide greater consistency between SDCI practice and policy, update agency references, clarify various Code provisions, and correct typographical errors and incorrect cross-references. Future development using these provisions will be subject to SEPA, as required, to address potential adverse impacts. Therefore, no mitigation pursuant to SEPA policies is warranted.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist, code amendment, and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X]	Determination of Non-Significance. This proposal has been adverse impact upon the environment. An EIS is not required	•
[]	Determination of Significance. This proposal has or may have environment. An EIS is required under RCW 43.21C.030(2)(c)	
Signat	ture: Signature on File David G. Graves, Policy and Technical Land Use Planner Seattle Department of Construction & Inspections	Date: <u>April 25, 2024</u>

DIRECTOR'S REPORT AND RECOMMENDATION 2024 Omnibus Ordinance
June 11, 2024

Introduction

The Seattle Department of Construction and Inspections (SDCI) is responsible for routine maintenance of the Land Use and other codes. The proposed amendments are called "omnibus" amendments because SDCI packages a collection of amendments for efficiency that are relatively small scale. Such amendments include relatively minor changes that do not warrant independent legislation, correcting typographical errors and incorrect section references, as well as clarifying or correcting existing code language for consistency. The following is a section-by-section description of the proposed amendments. Where the only changes are minor grammatical corrections to existing language or corrections of typographical errors, the descriptions are limited or omitted.

Land Use Code: Title 23

- **23.22.100 Design standards** Changes subsection 23.22.100.A to revise incorrect references to the Right of Way Improvement manual and formatting and style edits.
- **23.24.010 Filing of application-** Changes to subsection 23.24.020.A to revise incorrect references to Subtitle IX of Title 22 and formatting and style edits.
- **23.28.020 Application for approval of lot boundary adjustment-** Changes to section 23.28.020 to revise incorrect references to the Revised Code of Washington and formatting and style edits.
- **23.34.009 Height limits of the proposed rezone** Changes subsection 23.34.009.D to revise incorrect code references.
- **23.34.093 General Industrial 2 (IG2) zone, function, and locational criteria** Changes to subsection 23.34.093.B revise incorrect reference to Kingdome and formatting and style edits.
- **23.40.002 Conformity with regulations required** Update to section 23.40.002 includes a nomenclature change from "Marijuana" to "Cannabis" for consistency with State Statute.
- **23.41.004 Applicability** The change to subsection 23.41.004. C reflects a consistency update to Design Review with regards to the Tree Protection code that revised the term "Exceptional" tree to the new code regime which uses tiered rating system for protected trees. New language clarifies that optional Administrative Design review is available for projects seeking to save Tier 1 or Tier 2 trees. This update is needed to facilitate implementation of Design Review on sites with trees regulated under the recently updated Title 25.11 (Ord. 126821).

- **23.41.012 Development standard departures** Similar to the amendment of section 23.41.004, these changes at subsections 23.41.012.B.10 and 11 provides consistency with the Tree Protection code that revised the term from "Exceptional" tree to tiered rating system for trees.
- **23.42.058 Marijuana**-Updated section 23.42.058 with nomenclature change from "Marijuana" to "Cannabis" for consistency with Statute.
- **23.42.060 Short-term rentals** Updated section 23.42.060 to remove obsolete reference to "household" definition and refine references to effective dates of code to enhance plain language reading.
- **23.42.130 Nonconforming solar collectors** –Updated section 23.42.130 with correct code references.
- **23.44.014 Yards** Two changes are proposed. A change to subsection 23.44.014.C.5 to reflect that uncovered porches and steps are allowed as an exception to the yard requirements in more than one required yard. The second change to subsection 23.44.014.E.4 includes new language clarifying that fences are allowed in separation between structures. This change will clarify a longstanding interpretation that permits fences in both required setbacks and separations.
- **23.44.016 Parking and garages.** These amendments are to revise section 23.44.016 with the nomenclature for protected trees from exceptional to Tier trees consistent with recent code update (Ordinance 126821.)
- **23.44.020 Tree requirements** –Two changes are proposed. Update to Table A for 23.44.020 to include updated tree species for the tree requirements in RSL zones. The second change is to correct code reference to reflect updated tree code language in subsection 23.44.020.C.
- 23.44.041 Accessory dwelling units The change to the nomenclature for protected trees from exceptional to Tier 1 and Tier 2 trees consistent with recent tree code update (Ord. 126821) in Table A for 23.44.041 footnote 2. The change provides clarification at Table A for 23.44.041 footnote 4 to make plain the setbacks along alleys. The existing code allows DADUs to be built up to an alley line. This amendment will clarify that should include architectural features such as eaves and chimneys that are also allowed up to but not over the property line. The amendment to subsection 23.44.041.C.2 resolves inconsistent language that would disallow flexibility in converting existing structures to detached accessory units in the preceding table A.
- **23.45.510 Floor area** Amendment made to subsection 23.45.510.D.4.a to allow all residential structures, not just apartments, in Lowrise zones this floor area exemption.
- **23.45.516 Method to achieve extra residential floor area in HR zones –** Addition of Map A for 23.45.516 Neighborhood Green Streets.

- **23.45.528** Structure width and depth limits for lots greater than 9,000 square feet in Midrise **zone** Change to section 23.45.528 clarifies language such that the code appropriately assigns width and depth limits lots with more than one principal structures.
- **23.45.529 Design standards** Amendment to subsection 23.45.529.C.3 clarifies that the design standards are applicable to all housing types in Lowrise zones.
- **23.45.545 Standards for certain accessory uses** Amendment to subsection 23.45.545.I, clarifies language that accessory dwelling units are permitted in Lowrise zones for single family, rowhouses and townhouses uses, not for apartment uses.
- **23.47A.004- Permitted and prohibited uses** Nomenclature change to Table A for 23.47A.004 footnote 2 from "Marijuana" to "Cannabis" for consistency with Statute.
- **23.47A.010 Maximum size of nonresidential use-** This amendment to add subsection 23.47A.010.B.3 would clarify the amount of back of house space that is accessory to grocery stores that does not count towards the maximum size of use. This adjustment is needed to make the maximum size of use consistent with the intent to allow neighborhood grocery stores adequate space for loading, storage and other back of house functions necessary for a grocery store. With this additional back of house space, grocery stores can better meet the intent of these provisions to provide cafe and specialty food stores without breaking into the larger template found in corporate grocery stores.
- **23.47A.011 Outdoor Activities** Existing code prohibits certain outdoor activities of commercial properties when they are located within 50 feet of a lot in a residential zone. This amendment to subsection 23.47A.011.E adds an allowance for these outdoor activities to be within 50 feet of a lot that is both zoned residential and commercial. This addition helps to address an increased need for outdoor activity areas, that since the pandemic, have been essential to businesses and the community. Properties that are split between residential and commercial zones occur throughout the city and represent an opportunity to increase outdoor activity areas.
- **23.47A.020 Odor standards** Nomenclature change to subsection 23.47A.020.B.1.m from "Marijuana" to "Cannabis" for consistency with Statute.
- **23.48.005 Uses** Nomenclature change at subsection 23.48.005.A.3 from "Marijuana" to "Cannabis" for consistency with Statute.
- **23.48.225 Structure height in South Lake Union Urban Center**-This code amendment to section 23.48.225 is to facilitate additional height for the site identified in several prior code amendments. This amendment would facilitate the density transfer from the site known as 'Seattle Times Park', to facilitate the floor area authorized under Ordinance 125927 and Council

Bill 119597 known as the South Lake Union Open Space Incentive. This legislation was created to revise the existing incentives for preservation of open space in the South Lake Union Urban Center. The proposed legislation is a response to changes in the structure of incentive zoning system that occurred with the adoption of MHA. The amendment is clarifying language to allow either residential towers at 440 feet in height or non-residential towers at the height of 190 feet. This is consistent with the findings in the original Open Space Incentive program.

23.48.720 - Floor area ratio (FAR) in SM-UP zones- This amendment to the FAR in the Seattle Mixed Uptown zones (SM-UP 160) would adjust the FAR for sites with lot coverage and limited ability to achieve due to a building base which is limited due to easements or setback from the monorail. This change is limited in scope with only one known development site the SM-UP 160 zone that is currently constrained by this monorail setback, this correction. This correction would allow additional FAR for structures to offset the limitations that the monorail setback result.

An analysis of a proposal under the existing code would result in the same ultimate FAR, but provided almost entirely in residential use with no usable ground level public space. With the proposed change, a proposal with a mix of residential and commercial use could be developed and would result in a footprint with a greater degree of ground level open space.

- **23.49.002 Scope of provisions-** Nomenclature change to subsection 23.49.002.F from "Marijuana" to "Cannabis" for consistency with Statute.
- **23.49.008 Structure height** The amendment to add subsection 23.49.008.A.10, to clarify the intent to not preclude lodging uses from the lower-level height limit of 65 and to apply the 95 foot height limit to both residential and lodging uses. 95 feet.
- **23.49.025 Odor, noise, light/glare, and solid waste recyclable materials storage space standards-** Nomenclature change at subsection 23.49.025.A.1.a.9) from "Marijuana" to "Cannabis" for consistency with Statute. Also, a plain language edit at section 23.49.025.B. so that noise standards apply to repair shops for auto body, boat and airplanes.
- 23.49.042 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed Commercial permitted uses- Nomenclature change at subsection 23.49.042.A from "Marijuana" to "Cannabis" for consistency with Statute. Change at subsection 23.49.042.C and add subsection 23.49.042.D for formatting and style edits consistency.
- 23.49.058 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed Commercial upper-level development standards -

There are two amendments proposed. The first one clarifies tower standards, found in section 23.49.058 to correct an omission from the Third Avenue Rezone legislation recently passed as part of the Downtown Activation Plan. The amendment would allow structures abutting 3rd

Avenue between Union Street and Pike Street to have a podium height limit of 85' rather than 65' as originally intended.

The second amendment is proposed to the tower definition to exclude those proposals for which an early design guidance (EDG) application has been submitted but have not progressed in a timely manner to Master Use Permit application submittal. These older EDG applications would be excluded from being considered a "tower" for purposes of this Section. The existing provisions do not recognize that some permit applications at the EDG level may never be pursued. A provision is added to require that an EDG application must advance to a complete MUP within 12 months from filing its EDG application, or from the effective date of this ordinance to be considered an "existing tower."

- **23.49.090 Downtown Retail Core, permitted uses** Nomenclature change at subsection 23.49.090.A from "Marijuana" to "Cannabis" for consistency with Statute. Change to subsection 23.49.090.C and add subsection 23.49.090.D for formatting and style edits consistency.
- **23.49.142 Downtown Mixed Residential, permitted uses**-- Nomenclature change at subsection 23.49.142.A from "Marijuana" to "Cannabis" for consistency with Statute. Change to subsection 23.49.142.C and add subsection 23.49.142.D for formatting and style edits consistency.
- **23.49.162 Downtown Mixed Residential, street facade requirements** Amend Exhibits 23.49.162.A, and 23.49.162.B for clarity.
- **23.49.300 Downtown Harborfront 1, uses**-Nomenclature change at subsection SMC 23.49.300.A from "Marijuana" to "Cannabis" for consistency with Statute. Change at subsection SMC 23.49.300.B for formatting and style edits consistency.
- **23.49.320 Downtown Harborfront 2, prohibited uses** Nomenclature change at subsection 23.49.320.I from "Marijuana" to "Cannabis" for consistency with Statute.
- **23.49.338 Pike Market Mixed, prohibited uses-** Nomenclature change at subsection 23.49.338.A.12 from "Marijuana" to "Cannabis" for consistency with Statute and corrected code reference at subsection 23.49.338.B.
- **23.50.002 Scope of provisions Nomenclature change at subsection 23.50.002.E from "Marijuana" to "Cannabis" for consistency with Statute.**
- **23.50.012 Permitted and prohibited uses** Nomenclature change to footnote 2 of Table A for 23.50.012 Uses in Industrial zones from "Marijuana" to "Cannabis" for consistency with Statute.
- **23.50.044 All industrial zones Standards for major odor sources** Nomenclature change at subsection 23.50.044.B.1.I from "Marijuana" to "Cannabis" for consistency with Statute.

- **23.53.006 Pedestrian access and circulation** Eliminate subsection 23.53.006.F 2. A.3 to the Street Use division deviation process which lies outside Title 23 administration and is within Seattle Department of Transportation's purview.
- **23.53.015** Improvement requirements for existing streets in residential and commercial zones- Changes to correct internal code references at sections A, B and C. Amendments at sections D, E and F to correct formatting and style edits and to move a reference to an additional setback in Highrise zones at subsection 23.53.015.D.2.a) for readability later in the section.
- **23.53.030 Alley improvements in all zones** Changes to section 23.53.030 include formatting and style edits changes for consistency and resolve out of date code references.
- **23.54.015** Required parking and maximum parking limits Changes to Table A for 23.54.015 to resolve formatting and style edits for consistency, and to remove transitional encampment interim use parking standards that were established by expired Ordinance 124747. Changes to Table C for 23.54.015 item F. Community Farms to correct a scrivener's error. An additional change to Table C for 23.54.015 footnote 12, consistent with prior legislation for childcare centers, clarifies the Directors authority to modify parking requirements for childcare centers.
- **23.54.030 Parking space and access standards** Two changes are proposed. The first is to clarify subsection 23.54.030.B.2.d to reflect minimum height of garages regardless of where the garage takes access. The second is to update subsection 23.54.030.J to clarify Director's authority for modifying parking space size standards for residential as well as nonresidential uses.
- **23.55.032 Signs in the Sand Point Overlay District-** Changes to section 23.55.032 formatting and style edits changes for consistency and resolve out of date code references.
- **23.58C.035 Modification of payment and performance amounts** Updates reference to include the SM-U 75-240 zone. Subsection 23.58C.035.B.1 also includes updates for formatting and style edits.
- **23.66.110 Responsible agency** Updates to section 23.66.110 to delete the sentence starting with "All members of the Pioneer Square Preservation Board, established by Ordinance 110058" and make formatting and style edits.
- **23.66.122 Prohibited uses** Nomenclature change at subsection 23.66.122.A.23) from "Marijuana" to "Cannabis" for consistency with Statute.
- **23.66.322 Prohibited uses**-- Nomenclature change at subsection 23.66.322.A.27) from "Marijuana" to "Cannabis" for consistency with Statute.

- **23.69.002 Purpose and intent-** Update to section 23.69.002 to delete superfluous term, "conceptual" in reference to a Master Plan.
- **23.69.032 Master plan process** Changes to section 23.69.032 includes a number of formatting and style edits and reference correction including correcting reference to the Healthy Growth, Aging, and Lifestyles and Lifelong Learning Headings in the Community Well-Being element of the Comprehensive plan.
- **23.69.033 Approval of master use permits prior to master plan adoption-** Changes to section 23.69.033 includes a number of formatting and style edits and code reference correction.
- **23.69.034 Effect of master plan adoption** Changes to section 23.69.034 to correct outdated code references.
- **23.71.006 Application of regulations** Changes to section 23.71.006 to remove language referencing an exception procedure in Section 23.71.026 that was repealed in 2003.
- **23.84A.006 "C"** Insert new definition to section 23.84A.006 of 'Cannabis, Cannabis Activity, Major, Cannabis-infused products, Cannabis, useable' to align Title 23 with nomenclature in the Statute.
- **23.84A.007 "D"-** Changes to section 23.84A.007 to replace language regarding superseded Public Benefit Features Rule in definition of "Downtown Amenity Standards."
- **23.84A.025 "M"** -Changes to section 23.84A.025 to strike outdated Marijuana definitions consistent with changes to new cannabis definitions in 23.84A.006.
- **23.84A.030 "P"** -Changes to section 23.84A.030 to clarify language and correct references to "Public Benefits Features Rule" which refers to Superseded Director's Rule 20-93.
- **23.84A.032 "R"** Changes to section 23.84A.032 to remove outdated reference to RCW Chapter 18.20 in definition of "Assisted Living Facility."
- **23.84A.038** "T" Changes to section 23.84A.038 to remove definition of "exceptional trees" a reference used in Chapter 25.11 that has been updated to new nomenclature and a tiered tree rating system.

Environmental Policies and Procedures

25.05.444 - **Elements of the environment**- Changes to section 25.05.444 to delete parking as an element under consideration in Environmental Review consistent with updates to the Revised Code of Washington.

25.05.675 - Specific environmental policies- Changes to section 25.05.675 to update Attachment A with the official name of several City Parks including Charles Richey Sr. Viewpoint, Rainbow Viewpoint, East Portal I-90 Overlook, Kerry Viewpoint, NW 60th Street Viewpoint and Ursula Judkins Viewpoint.

25.05.714 - Agency- Amend incorrect reference to Revised Code of Washington in subsection 25.05.714.E.

Environmental Critical Areas

25.09.045 Exemptions- Changes to section 25.09.045 to provide clarifying language that an exemption is not required to be processed separately from a development permit application.

25.09.160 Development standards for wetlands and wetland buffers-Changes to section 25.09.160 to correct internal references to riparian area "buffers."

Tree Protection

- **25.11.020** Exemptions- Changes to section 25.11.020 to clarify the existing tree removal exemption that applies in Environmentally Critical Areas and provide correct code reference to the process for approval in Section 25.09.070.
- **25.11.030** Emergency actions- Changes to section to 25.11.030 to provide correct reference to the qualifications and industry standard for Tree Risk Assessments consistent with Ordinance 126821.
- **25.11.040 Hazardous tree removal** Amendment subsection 25.11.040.B.3 to clarify that normal and routine pruning shall be completed to mitigate hazards.
- **25.11.050** General provisions for regulated tree categories Updates to Table A for 25.11.050 are provided to correctly implement tree removal regulations in Neighborhood Residential, Lowrise, Midrise, commercial, and Seattle Mixed Zones, to provide corrected reference notation and provide correct code references. Include clarifying footnote 1 that indicates which zones that table does not apply.
- **25.11.060** Requirements for trees when development is proposed- Changes to section 25.11.060 to provide corrected reference to indicate which portion of the Tree Protection Area may be reduced by the Director consistent with the language in Ordinance 126821.
- **25.11.070** Tree protection on sites undergoing development in Neighborhood Residential, Lowrise, Midrise, commercial, and Seattle Mixed zones- Three changes are proposed. The first amendment is to subsection 25.11.070.A.2 to provide clarity around reducing yards and setbacks in order to voluntarily protect Tier 1,2,3 and 4 trees. The second amendment is in subsection 25.11.070.A.3 address the calculation of maximum lot coverage and that minimum

width of structure that must be able to be achieved in order to determine if a tree may be removed. The third change is to subsection 25.11.070.B.2.b to clarify that developments identified are for low -ncome housing meeting the definition in Title 23.

Ballard Avenue Landmark District

- **25.16.080 Certificate of approval Application-**Correct subsection 25.16.080.A.1.g to refer to correct chapter refence Section 22.900G.010. Additional formatting and style edits.
- **25.16.115 Requests for interpretation** Changes to section 25.16.115 to update for consistency and add correct code references.
- **25.16.150 Conflicting provisions-** Changes to section 25.16.150 to update for consistency and add correct code references.

Harvard Belmont Landmark District

- **25.22.070 Development and design review guidelines-** Changes to section 25.22.070 for consistency, add correct code references.
- **25.22.135 Requests for interpretations-** Changes to section 25.22.135 for consistency, add correct code references.

Pike Place Markey Historic District

25.24.060 - Approval of changes to buildings, structures and other visible elements- Updates to section 25.24.060 for consistency, add correct code references.

Pioneer Square Historical District.

- **25.28.230 Definitions** Changes to section 25.28.230 for formatting and style edits changes for consistency and resolve out of date code references.
- **25.28.290 Method of service of notice and order** Correct section 25.28.290 out of date code references.

Recommendation

Adoption of these Land Use Code amendments will help to facilitate easier understanding and improved administration and application of the Land Use and other codes. SDCI recommends approval of the proposed legislation.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120824, Version: 2

AN ORDINANCE relating to design review for the Downtown, Uptown, South Lake Union, and First Hill Urban Centers, a subarea adjacent to the Uptown Urban Center, and a portion of the Greater Duwamish Manufacturing and Industrial Center; adopting temporary regulations to exempt single-use and mixeduse development projects with lodging, residential, or research and development laboratory uses from design review, and allowing the Director of the Department of Construction and Inspections to grant waivers and modifications from certain development standards; and amending Sections 23.41.004, 23.41.020, 23.76.004, 23.76.006, 23.76.010, 23.76.012, and 23.76.026 of the Seattle Municipal Code.

The full text of the bill is attached to the legislative file.

Mike Podowski/Gordon Clowers/Ketil Freeman SDCI Design Review Exemption ORD **CITY OF SEATTLE** 1 ORDINANCE _____ 2 3 COUNCIL BILL _____ 4 ..title 5 AN ORDINANCE relating to design review for the Downtown, Uptown, South Lake Union, and 6 First Hill Urban Centers, a subarea adjacent to the Uptown Urban Center, and a portion 7 of the Greater Duwamish Manufacturing and Industrial Center; adopting temporary 8 regulations to exempt single-use and mixed-use development projects with lodging, 9 residential, or research and development laboratory uses from design review, and 10 allowing the Director of the Department of Construction and Inspections to grant waivers and modifications from certain development standards; and amending Sections 11 12 23.41.004, 23.41.020, 23.76.004, 23.76.006, 23.76.010, 23.76.012, and 23.76.026 of the 13 Seattle Municipal Code. 14 ..body BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS: 15 16 Section 1. Section 23.41.004 of the Seattle Municipal Code, last amended by Ordinance 17 126862, is amended as follows: 18 23.41.004 Applicability * * * 19 20 E. Temporary provisions 21 1. Developments with units provided on-site to comply with Chapter 23.58C 22 through the performance option 23 a. A development proposal subject to design review under subsection 23.41.004. A that is complying with Chapter 23.58C solely through the performance option by 24 25 providing affordable units on-site according to Section 23.58C.050.C shall be exempt from 26 design review if the applicant files a valid and complete building permit application electing the 27 exemption while this ordinance is in effect. 28 b. A development proposal subject to design review under subsection 29 23.41.004. A that is complying with Chapter 23.58C solely through the performance option by

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	Mike Podowski/Gordon Clowers/Ketil Freeman SDCI Design Review Exemption ORD D23a
1	providing affordable units on-site according to Section 23.58C.050.C that is vested according to
2	Section 23.76.026 prior to August 14, 2023 may elect to be processed as allowed by Section
3	23.41.004.E.
4	c. The design review exemption under subsection 23.41.004.E.1 shall be
5	rescinded for a development proposal that changes from the performance option to the payment
6	option at any time prior to issuance of a building permit.
7	d. Requests for departures. If a project subject to design review under
8	subsection 23.41.004.A is exempt from design review according to subsection 23.41.004.E.1, the
9	Director may consider requests for departures from any development standard in this Title 23,
10	except as otherwise limited in subsection 23.41.012.B.
11	e. Departures decision. Requests for departures according to subsection
12	23.41.004.E.1.d shall be evaluated and may be granted by the Director as a Type I decision if the
13	departure would result in additional housing units being constructed.
14	2. Low-income housing
15	a. Notwithstanding any contrary provision of this Title 23, the Director
16	may consider requests for departures from any development standard in this Title 23, except as
17	otherwise limited in subsection 23.41.012.B, for low-income housing.
18	b. Departures decision. Requests for departures shall be evaluated by the

b. Departures decision. Requests for departures shall be evaluated by the Director, in consultation with the Office of Housing, in light of the particular population designed to be served by the project, and may be granted by the Director as a Type I decision if the departure would result in additional housing units being constructed.

3. Downtown Activation Plan

	D23a					
1	a. A development proposal that is subject to design review according to					
2	this Section 23.41.004 shall be exempt from this Chapter 23.41, unless ineligible for exemption					
3	due to other code provisions, if:					
4	1) The proposal includes residential use comprising at least 50					
5	percent of its chargeable floor area, except if at least 50 percent of the chargeable floor area in					
6	nonresidential use is lodging then no residential use is required; or includes a research and					
7	development laboratory use; and					
8	2) The proposal is located on a property within the Downtown					
9	Urban Center, Uptown Urban Center, South Lake Union Urban Center, First Hill Urban Center,					
10	or an area within the Greater Duwamish Manufacturing and Industrial Center, as shown on Map					
11	A for 23.41.004; or within an area included in an adopted expansion area of an urban center or					
12	manufacturing and industrial center shown on Map A for 23.41.004; and					
13	3) The applicant files a letter of eligibility for exemption pursuant					
14	to subsection 23.76.010.G, provided that permit application materials are subsequently filed per					
15	subsection 23.76.026.A.4; and					
16	4) The proposal does not involve a Type IV or Type V Council					
17	land use decision.					
18	b. Waiver or modification of development standard. If a project is exempt					
19	from design review according to this subsection 23.41.004.E.3, the Director may consider					
20	requests for waivers or modifications of the following development standards in Title 23:					
21	1) Upper-level setbacks, modulation, articulation, facade opening					
22	requirements, and structure width;					

use, being constructed.

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Areas subject to interim design review exemption South Uptown **Lake Union** Downtown Union St. **First** Hill **LEGEND** Boundary of Urban Center areas subject to interim design review exemption

Map A for 23.41.004

Section 2. Section 23.41.020 of the Seattle Municipal Code, last amended by Ordinance 126188, is amended as follows:

23.41.020 Master Planned Community design review process

A. Scope. This Section 23.41.020 applies only to development proposals in Master Planned Community zones that do not include a request for departures. If an application in a

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- 1 Master Planned Community zone includes a request for departures, then the applicable design
- 2 review procedures are in Section 23.41.014, except if the temporary provisions in subsection
- 3 23.41.004.E.3 apply. For purposes of this Section 23.41.020, "highrise structure" and "non-
- 4 highrise structure" are as defined in Section 23.75.020.

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Section 3. Section 23.76.004 of the Seattle Municipal Code, last amended by Ordinance

7 | 126821, is amended as follows:

23.76.004 Land use decision framework

A. Land use decisions are classified into five categories. Procedures for the five different categories are distinguished according to who makes the decision, the type and amount of public notice required, and whether appeal opportunities are provided. Land use decisions are generally categorized by type in Table A for 23.76.004.

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Table A for 23.76.004

LAND USE DECISION FRAMEWORK¹

Director's and Hearing Examiner's Decisions Requiring Master Use Permits TYPE I

Director's Decision

(Administrative review through land use interpretation as allowed by Section 23.88.020²)

- * Application of development standards for decisions not otherwise designated Type II, III, IV, or V
- * Uses permitted outright
- * Temporary uses, four weeks or less
- * Renewals of temporary uses, except for temporary uses and facilities for light rail transit facility construction
- * Intermittent uses
- * Uses on vacant or underused lots pursuant to Section 23.42.038
- * Transitional encampment interim use
- * | Certain street uses
- * Lot boundary adjustments
- * | Modifications of features bonused under Title 24
- * Determinations of significance (EIS required) except for determinations of significance based solely on historic and cultural preservation

Template last revised January 5, 2024

- * Temporary uses for relocation of police and fire stations
- * | Exemptions from right-of-way improvement requirements
- * Reasonable accommodation
- * | Minor amendment to a Major Phased Development permit
- * Determination of whether an amendment to a property use and development agreement is major or minor
- * Streamlined design review decisions pursuant to Section 23.41.018; if no development standard departures are requested, and design review decisions in an MPC zone pursuant to Section 23.41.020 if no development standard departures are requested
- * Shoreline special use approvals that are not part of a shoreline substantial development permit
- * Adjustments to major institution boundaries pursuant to subsection 23.69.023.B
- * Determination that a project is consistent with a planned action ordinance
- * Decision to approve, condition, or deny, based on SEPA policies, a permit for a project determined to be consistent with a planned action ordinance
- * Decision to increase the maximum height for residential uses in the DOC2 zone according to subsection 23.49.008.H
- * Decision to increase the maximum allowable FAR in the DOC2 zone according to subsection 23.49.011.A.2.n
- * Minor revisions to an issued and unexpired MUP that was subject to design review
- * Building height increase for minor communication utilities in downtown zones
- * Application of tree provisions pursuant to Chapter 25.11
- * Director's acceptance of an eligibility letter for proposals subject to temporary design review exemption provisions, subject to the additional requirement to file a valid and complete Type I or II Master Use Permit application in subsection 23.41.004.E.3
- * Director's application of development standards for decisions on Type I or II Master Use
 Permit applications subject to temporary design review exemption provisions in subsection
 23.41.004.E.3
- * Waiver or modification of development standards for development proposals subject to temporary design review exemption provisions in subsection 23.41.004.E.3
- * Other Type I decisions that are identified as such in the Land Use Code

k * *

Footnotes for Table A for 23.76.004

- ¹ Sections 23.76.006 and 23.76.036 establish the types of land use decisions in each category. This Table A for 23.76.004 is intended to provide only a general description of land use decision types.
- ² Type I decisions may be subject to administrative review through a land use interpretation pursuant to Section 23.88.020.
- ³ Shoreline decisions, except shoreline special use approvals that are not part of a shoreline substantial development permit, are appealable to the Shorelines Hearings Board along with all related environmental appeals.

* * *

Section 4. Section 23.76.006 of the Seattle Municipal Code, last amended by Ordinance

126821, is amended as follows:

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23.76.006 Master Use Permits required

- A. Type I, II, and III decisions are components of Master Use Permits. Master Use Permits are required for all projects requiring one or more of these decisions.
 - B. The following decisions are Type I:
 - 1. Determination that a proposal complies with development standards;
- 2. Establishment or change of use for uses permitted outright, uses allowed under Section 23.42.038, temporary relocation of police and fire stations for 24 months or less, transitional encampment interim use, temporary uses for four weeks or less not otherwise permitted in the zone, and renewals of temporary uses for up to six months, except temporary uses and facilities for light rail transit facility construction;
 - 3. The following street use approvals:
- a. Curb cut for access to parking, whether associated with a development
- 13 proposal or not;
 - b. Concept approval of street improvements associated with a development proposal, such as additional on-street parking, street landscaping, curbs and gutters, street drainage, sidewalks, and paving;
 - c. Structural building overhangs associated with a development proposal;
 - d. Areaways associated with a development proposal;
 - 4. Lot boundary adjustments;
 - 5. Modification of the following features bonused under Title 24:
 - a. Plazas;
- b. Shopping plazas;
- c. Arcades;

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1	15. Determination of requirements according to subsections 23.58B.025.A.3.a,
2	23.58B.025.A.3.b, 23.58B.025.A.3.c, 23.58C.030.A.2.a, 23.58C.030.A.2.b, and
3	23.58C.030.A.2.c;
4	16. Decision to increase the maximum height of a structure in the DOC2
5	500/300-550 zone according to subsection 23.49.008.F;
6	17. Decision to increase the maximum FAR of a structure in the DOC2 500/300-
7	550 zone according to subsection 23.49.011.A.2.n;
8	18. Minor revisions to an issued and unexpired MUP that was subject to design
9	review, pursuant to subsection 23.41.008.G;
10	19. Building height departures for minor communication facilities in downtown
11	zones, pursuant to Section 23.57.013;
12	20. Application of tree provisions pursuant to Chapter 25.11; ((and))
13	21. Director's acceptance of an eligibility letter for proposals subject to
14	temporary design review exemption provisions subject to the additional requirement to file a
15	valid and complete Type I or II Master Use Permit application in subsection 23.41.004.E.3;
16	22. Director's application of development standards for decisions on Type I or II
17	Master Use Permit applications subject to temporary design review exemption provisions in
18	subsection 23.41.004.E.3;
19	23. Waiver or modification of development standards for development proposals
20	subject to temporary design review exemption provisions in subsection 23.41.004.E.3; and
21	24. Other Type I decisions.
22	* * *
23	Section 5. Section 23.76.010 of the Seattle Municipal Code, last amended by Ordinance
24	126685, is amended as follows:

23.76.010 Applications for Master Use Permits

* * *

D. All applications shall contain the submittal information required by the applicable sections of this Title 23, Land Use Code; Title 15, Street and Sidewalk Use; Chapter 25.05, Environmental Policies and Procedures; Chapter 25.09, Regulations for Environmentally Critical Areas; Chapter 25.12, Landmarks Preservation; Chapter 25.16, Ballard Avenue Landmark District; Chapter 25.20, Columbia City Landmark District; Chapter 25.22, Harvard-Belmont Landmark District; Chapter 25.24, Pike Place Market Historical District; and other codes as determined applicable and necessary for review by the Director. All shoreline substantial development, conditional use or variance applications shall also include applicable submittal information as specified in WAC 173-27-180. The Director shall make available, in writing, a general list of submittal requirements for a complete application.

* * *

- G. A letter of eligibility for exemption from design review is required for applications subject to temporary provisions in subsection 23.41.004.E.3. This letter of eligibility shall document a proposal's consistency with the qualifications for design review exemption in subsection 23.41.004.E.3.a, including:
- 1. Describing the proposed uses within the proposal per subsection 23.41.004.E.3.a.1;
- 2. Identifying the location of the development site within the area subject to temporary design review exemption per subsection 23.41.004.E.3.a.2;
- 3. A statement that the proposal does not involve a Type IV or Type V Council land use decision; and

	D23a
1	4. An acknowledgement that complete Master Use Permit application materials
2	must be submitted within 90 days to establish vesting as indicated in subsection 23.76.026.A.4.
3	Section 6. Section 23.76.012 of the Seattle Municipal Code, last amended by Ordinance
4	126684, is amended as follows:
5	23.76.012 Notice of Application
6	A. Notice.
7	1. No notice of application is required for Type I decisions, except that notice of
8	application is required for:
9	<u>a.</u> ((all)) <u>All</u> projects in MPC zones that are subject to Master Planned
10	Community design review in Section 23.41.020, as described in subsection 23.76.012.B.6; ((-))
11	<u>and</u>
12	b. An application for a Type I permit with an interim design review
13	exemption as described in subsection 23.41.004.E.3.
14	2. Within 14 days after the Director determines that an application is complete,
15	for the following types of applications, the Director shall provide notice of the application and an
16	opportunity for public comment as described in this Section 23.76.012:
17	a. An application for Type I permit with an interim design review
18	exemption as described in subsection 23.41.004.E.3;
19	b. Type II Master Use Permits;
20	((b.)) <u>c.</u> Type III Master Use Permits;
21	((e.)) d. Type IV Council land use decisions, provided that for
22	amendments to property use and development agreements, additional notice shall be given
23	pursuant to subsection 23.76.058.C; and

- 23.41.004, the Department shall direct the installation of a large notice sign on the site, unless an exemption or alternative posting as set forth in this subsection 23.76.012.B is applicable. The large notice sign shall be located so as to be clearly visible from the adjacent street or sidewalk, and shall be removed by the applicant at the direction of the Department after final City action on the application is completed.
 - a. In the case of submerged land, the large notice sign shall be posted on adjacent dry land, if any, owned or controlled by the applicant. If there is no adjacent dry land owned or controlled by the applicant, notice shall be provided according to subsection 23.76.012.B.1.c.
 - b. Projects limited to interior remodeling, or that are subject to a Type II environmental determination pursuant to Section 23.76.006 only because of location over water or location in an environmentally critical area, are exempt from the large notice sign requirement.
 - c. If use of a large notice sign is neither feasible nor practicable to assure that notice is clearly visible to the public, the Department shall post ten placards within 300 feet of the site.
 - d. The Director may require both a large notice sign and the alternative posting measures described in subsection 23.76.012.B.1.c, or may require that more than one large notice sign be posted, if necessary to assure that notice is clearly visible to the public.
 - 2. For projects that are categorically exempt from environmental review, the Director shall post one land use sign visible to the public at each street frontage abutting the site except that if there is no street frontage or the site abuts an unimproved street, the Director shall post more than one sign and/or use an alternative posting location so that notice is clearly visible

- 3. For all projects requiring notice of application, the Director shall provide notice in the Land Use Information Bulletin. For projects requiring installation of a large notice sign or subject to design review pursuant to Section 23.41.014, notice in the Land Use Information Bulletin shall be published after installation of the large notice sign required in subsection 23.76.012.B.1.
 - 4. The Director shall provide mailed notice of:
- a. Applications for variances, administrative conditional uses, special exceptions, temporary uses for more than four weeks, shoreline variances, shoreline conditional uses, short plats that do not exclusively create unit lots, early design guidance process for administrative design review and streamlined administrative design review, subdivisions, Type IV Council land use decisions, amendments to property use and development agreements, Major Institution designations and revocation of Major Institution designations, concept approvals for the location or expansion of City facilities requiring Council land use approval, ((and)) waivers or modification of development standards for City facilities, and applications receiving an exemption from design review pursuant to temporary provisions in subsection 23.41.004.E.3; and
- b. The first early design guidance meeting for a project subject to design review pursuant to Section 23.76.014.
- 5. For a project subject to design review, except streamlined design review pursuant to Section 23.41.018 for which no development standard departure pursuant to Section 23.41.012 is requested, notice of application shall be provided to all persons who provided an

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- address for notice and either attended an early design guidance public meeting for the project or wrote to the Department about the proposed project before the date that the notice of application is distributed in the Land Use Information Bulletin.
- 6. For a project that is subject to both Type I decisions and Master Planned Community design review under Section 23.41.020, notice shall be provided as follows:
- a. The Director shall provide notice of application in the Land Use Information Bulletin.
- b. The Director shall post one land use sign visible to the public at each street frontage abutting the site, except that if there is no street frontage or the site abuts an unimproved street, the Director shall post more than one sign and/or use an alternative posting location so that notice is clearly visible to the public. The land use sign(s) shall be posted prior to publication of notice of application in the Land Use Information Bulletin, and shall be removed by the applicant after final action on the Master Use Permit application is completed.
- c. For a project that includes a highrise structure as defined in Section 23.75.020, the Director shall also post ten placards within the right-of-way within 300 feet of the site. The land use placards shall be posted prior to publication of notice of application in the Land Use Information Bulletin, and shall be removed by the applicant after final action on the Master Use Permit application is completed.
- d. Mailed notice shall be provided consistent with subsection 23.76.012.B.5.
- 7. No notice is required of a Type I determination whether a project is consistent with a planned action ordinance, except that if that determination has been made when notice of

	D23a
1	g. A statement of the preliminary determination, if one has been made at
2	the time of notice, of those development regulations that will be used for project mitigation and
3	the proposed project's consistency with development regulations;
4	h. A statement that an advisory committee is to be formed as provided in
5	Section 23.69.032, for notices of intent to file a Major Institution master plan application;
6	i. Any other information determined appropriate by the Director; and
7	j. The following additional information if the early review DNS process is
8	used:
9	1) A statement that the early review DNS process is being used and
10	the Director expects to issue a DNS for the proposal;
11	2) A statement that this is the only opportunity to comment on the
12	environment impacts of the proposal;
13	3) A statement that the proposal may include mitigation measures
14	under applicable codes, and the project review process may incorporate or require mitigation
15	measures regardless of whether an EIS is prepared; and
16	4) A statement that a copy of the subsequent threshold
17	determination for the proposal may be obtained upon written request.
18	2. All other forms of notice, including but not limited to large notice and land use
19	signs, placards, and mailed notice, shall include the following information: the project
20	description, location of the project, date of application, location where the complete application
21	file may be reviewed, and a statement that persons who desire to submit comments on the
22	application or who request notification of the decision may so inform the Director in writing
23	within the comment period specified in subsection 23.76.012.D. The Director may, but need not,
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include other information to the extent known at the time of notice of application. Except for the large notice sign, each notice shall also include a list of the land use decisions sought. The Director shall specify detailed requirements for large notice and land use signs.

D. Comment period. The Director shall provide a 14 day public comment period prior to making a threshold determination of nonsignificance (DNS) or publishing a decision on the project; provided that the comment period shall be extended by 14 days if a written request for extension is submitted within the initial 14 day comment period; provided further that the comment period shall be 30 days for applications requiring shoreline decisions except that for limited utility extensions and bulkheads subject to Section 23.60A.064, the comment period shall be 20 days as specified in Section 23.60A.064. The comment period shall begin on the date notice is published in the Land Use Information Bulletin. Comments shall be filed with the Director by 5 p.m. of the last day of the comment period. If the last day of the comment period is a Saturday, Sunday, or federal or City holiday, the comment period shall run until 5 p.m. the next day that is not a Saturday, Sunday, or federal or City holiday. Any comments received after the end of the official comment period may be considered if the comment is material to review yet to be conducted.

E. If a Master Use Permit application includes more than one decision component, notice requirements shall be consolidated and the broadest applicable notice requirements imposed.

F. The mailing list used for the Land Use Information Bulletin shall be updated annually in consultation with the Director of the Department of Neighborhoods.

Section 7. Section 23.76.026 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.76.026 Vesting

- A. Master Use Permit components other than subdivisions and short subdivisions. Except as otherwise provided in this Section 23.76.026 or otherwise required by law, applications for all Master Use Permit components other than subdivisions and short subdivisions shall be considered vested under the Land Use Code and other land use control ordinances in effect on the date:
- 1. That notice of the Director's decision on the application is published, if the decision is appealable to the Hearing Examiner;
- 2. Of the Director's decision, if the decision is not appealable to the Hearing Examiner; ((\overline{\text{ex}}))
- 3. A valid and fully complete building permit application is filed, as determined under Section 106 of the Seattle Building Code or Section R105 of the Seattle Residential Code, if it is filed prior to the date established in subsections 23.76.026.A.1 or 23.76.026.A.2((-)) : or
- 4. Of the filing of a letter of eligibility for exemption from design review pursuant to subsection 23.41.004.E.3, provided that a valid and complete Type I or Type II Master Use

 Permit application pursuant to Section 23.76.010 is filed within 90 days. If a complete Type I or

 Type II Master Use application pursuant to Section 23.76.010 has not been filed within 90 days

 for a proposal associated with a filed letter of eligibility for exemption from design review, the

 filed letter of eligibility for exemption from design review and its relevance to establishing

 vesting under Title 23 shall be void. A filed letter of eligibility may be withdrawn by the

 applicant. A new letter of eligibility may be filed, that defines a new 90-day timeframe for

 providing a valid and complete Type I or Type II Master Use Permit application.
- B. Subdivision and short subdivision components of Master Use Permits. An application for approval of a subdivision or short subdivision of land shall be considered under the Land Use

- Code and other land use control ordinances in effect when a fully complete application for such approval that satisfies the requirements of Section 23.22.020 (subdivision) or Sections 23.24.020 and 23.24.030 (short subdivision) is submitted to the Director.
 - C. Design review component of Master Use Permits
 - 1. If a complete application for a Master Use Permit is filed prior to the date design review becomes required for that type of project, design review is not required.
 - 2. Except as otherwise provided by law, a complete application for a Master Use Permit that includes a design review component other than an application described in subsection 23.76.026.C.3 shall be considered under the Land Use Code and other land use control ordinances in effect on:
 - a. The date a complete application for the early design guidance process or streamlined design review guidance process is submitted to the Director, provided that such Master Use Permit application is filed within 90 days of the date of the early design guidance public meeting if an early design guidance public meeting is required, or within 90 days of the date the Director provided guidance if no early design guidance public meeting is required. If more than one early design guidance public meeting is held, then a complete application for a Master Use Permit that includes a design review component shall be considered under the Land Use Code and other land use control ordinances in effect on the date a complete application for the early design guidance process is submitted to the Director, provided that such Master Use Permit application is filed within 150 days of the first meeting. If a complete application for a Master Use Permit that includes a design review component is filed more than 150 days after the first early design guidance public meeting, then such Master Use Permit application shall be considered under the Land Use Code and other land use control ordinances in effect at the time

of the early design guidance public meeting that occurred most recently before the date on which a complete Master Use Permit application was filed, provided that such Master Use Permit application is filed within 90 days of the most recent meeting; or

b. A date elected by the applicant that is later than the date established in subsection 23.76.026.C.2.a and not later than the dates established in subsections 23.76.026.A.1 through 23.76.026.A.3.

3. A complete application for a Master Use Permit that includes a Master Planned Community design review component, but that pursuant to subsection 23.41.020.C does not include an early design guidance process, shall be considered under the Land Use Code and other land use control ordinances in effect on the date the complete application is submitted.

D. If an applicant elects a date for consideration of an application for Master Use Permit components pursuant to subsection 23.76.026.C.2.b after notice of the application required by Section 23.76.012 has been given, notice of the application and an opportunity to comment shall be repeated according to Section 23.76.012.

E. Notwithstanding any other provision of this Section 23.76.026 or this Chapter 23.76, an applicant may elect, at such time and in such manner as the Director may permit, that specific Land Use Code provisions that became effective after the applicant's application vested may nonetheless be applied to the application, pursuant to authorization for such election set forth elsewhere in this Title 23.

Section 8. By May 31, 2025, the Council requests that SDCI provide to the Council, and publish on its website, a report on the Downtown Activation Plan design review exemption authorized by this ordinance. The report should include a map showing the location of projects that have utilized the exemption and identify for each project the waivers or modifications

	Mike Podowski/Gordon Clowers/Ketil Freeman SDCI Design Review Exemption ORD D23a
1	sought; the waivers or modifications granted; public comment provided to SDCI; and the amount
2	of additional floor area in the project that resulted from the waivers or modifications.
3	Section 9. This ordinance shall automatically expire 36 months after its effective date
4	unless the Council takes action to either extend it as provided by statute or terminate it sooner.

	Mike Podowski/Gordon Clowers/Ketil Freeman SDCI Design Review Exemption ORD D23a
1	Section 10. This ordinance shall take effect as provided by Seattle Municipal Code
2	Sections 1.04.020 and 1.04.070.
3	Passed by the City Council the day of, 2024,
4	and signed by me in open session in authentication of its passage this day of
5	, 2024.
6	
7	President of the City Council
	Approved / returned unsigned / vetoed this day of, 2024.
8	
9	Bruce A. Harrell, Mayor
10	Filed by me this day of, 2024.
11	
12	Scheereen Dedman, City Clerk
13	(Seal)
14	Attachments:

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDCI	Gordon Clowers	Christie Parker

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to design review for the Downtown, Uptown, South Lake Union, and First Hill Urban Centers, a subarea adjacent to the Uptown Urban Center, and a portion of the Greater Duwamish Manufacturing and Industrial Center; adopting temporary regulations to exempt single-use and mixed-use development projects with lodging, residential, or research and development laboratory uses from design review, and allowing the Director of the Department of Construction and Inspections to grant waivers and modifications from certain development standards; and amending Sections 23.41.004, 23.41.020, 23.76.004, 23.76.006, 23.76.012, and 23.76.026 of the Seattle Municipal Code.

Summary and Background of the Legislation:

The legislation amends the Land Use Code, for an interim three-year period, to exempt new development proposals from the Design Review process if they consist of housing, hotels, or research and development laboratory uses.

The affected area is in the core Urban Centers of Downtown, ¹ South Lake Union, Uptown, and First Hill; and in a limited portion of the Greater Duwamish Manufacturing and Industrial Center adjacent to the Downtown Urban Center. Also, the proposal applies to any future City Council adopted expansions of an Urban Center boundary in the affected area. Currently, an area north of the Uptown Urban Center is proposed to be extended as a result of the One Seattle Comprehensive Plan update.

¹ The proposal would not apply to the Pike Place Market Historical District; and also not in the Chinatown/ International District and Pioneer Square neighborhoods, where development projects are already exempt from Design Review and may elect to go through the Special Review District process to seek flexibility in a manner that fits with their historic districts' character.

Projects Eligible Under the Proposal

	Mixed-use	Mixed-use	Residential	Research and
	(If all	(If residential and		Development
	nonresidential	nonresidential uses)		Laboratory
	uses)			
How the floor	At least 50% of	At least 50% of the	Up to 100% of	Up to 100% of the
area in the	the floor area must	floor area must be in	the floor area in	floor area in research
proposed	be in hotel use, the	residential use, the	residential use	and development
development	remainder may be	remainder may be a		laboratory use
must be used	a mix of any	mix of any		
to be eligible	nonresidential use	nonresidential use		
under the	allowed in the	allowed in the zone		
proposal	zone			
Most likely	Hotel, office,	Housing and hotel	Housing,	Laboratory uses may
use mix	retail and		including	include accessory
	entertainment uses		buildings with	office use and may
			street-level retail	include street-level
			and entertainment	retail and entertain-
			uses	ment uses

The legislation also includes the following:

- Requires public notice in the form of on-site signage and mailed notice to surrounding properties, for all projects that were previously subject to Design Review;
- Allows for vesting, similar to that provided for Design Review projects, to apply at the date a letter of eligibility is filed by an applicant, provided a complete MUP application is accepted by SDCI within 90 days;
- Allows the SDCI Director to waive or modify compliance with several development standards, which is comparable to the range of departures granted through Design Review in the subject area; and
- Provides for applicants to opt in or opt out of Design Review, including for development proposals already under review.

The legislation is expected to lead to greater use of Type I administrative review of development proposals, only some of which would have Type II MUP decisions appealable to the Hearing Examiner. The Type I status is due to the proposed exemption from Design Review in combination with an exemption from SEPA review for residential development from State statute applicable through at least September 2025.

Adopting this legislation will allow more efficient permit review of development to address an urgent need for more activity and vitality in Seattle's center city. Residential and hotel uses are active for long periods of the day and week, and employees at research and development labs are more likely to be present at their workplaces than office workers.

The legislation continues the trend of City efforts to assist in the production of housing by exempting certain housing projects, including affordable housing (see Ordinances 126287, 126854), from Design Review. The legislation should accelerate the permitting of housing, hotel, and research and development laboratory projects throughout center city, thereby reducing costs and decreasing the time needed for important new development to be available for occupancy.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project?

⊠ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City?

X Yes

This legislation to exempt certain types of new development in Seattle's core Urban Centers from Chapter 23.41 Design Review for a three-year period will reduce or eliminate review responsibilities of discretionary land use review staff for Master Use Permit projects. Some projects will still have discretionary land use reviews (those that remain Type II MUP projects), and some will not (projects without SEPA reviews or Design Review). For the latter, a codeconsistency review step would still occur, but would be covered by building permit review fees calculated according to project valuation.

The following analysis uses estimates for permit application volumes exempted for the next three years and gives an estimate of the resulting reduction in fee revenue from discontinuing Design Review. The affected area's project volume is only a subset of all the Design Review projects expected citywide due to the geographic focus and other criteria to qualify for the exemption. The analysis uses Design Review project data from the last three years, plus interpretation of current market conditions and awareness of possibly interested parties that could proceed with development proposals.

Applicants that are currently undecided about development proposals could be persuaded by the exemption from Design Review. Additionally, a development proposal exempted from Design Review but still requiring a MUP permit (such as a project still requiring SEPA review) would likely proceed to building permit review faster. Given the center city location, the possible development proposals are likely to be larger than an average development citywide and fees based on construction costs would be commensurately large. These factors mean the legislation

could have effects that would partly mitigate potential review fee losses by generating additional projects to review in the near term, if the intended stimulative effect occurs.

Estimated project volumes

Development activity levels are sensitive to economic conditions and regulatory requirements. Permit review activities depend on the pace of development proposals seeking permits. Presently, economic uncertainties and unfavorable financing conditions appear to be dampening the volume of permit review activities, including for developments involving Design Review. Unfavorable conditions might persist for another 1-2 years or so, which affects projections of the number of developments that could be affected by the proposed legislation.

Summary of Design Review (DR) project permit volumes and exempted projects anticipated over a three-year period

	Number of projects no longer subject to DR based on baseline permit data projections	Number of projects no longer subject to DR based on expressed developer interest	Total number of projects no longer subject to DR
Center city:	9 total (3/year) that	15 total	24 total*
Estimated Number	might be exempt	(5 per year)	(8 per year)
of Projects to be	from a projected		
Exempt From	baseline of Design		
Design Review	Review projects		
	citywide		

^{*}In contrast, 50 to 75 DR projects are anticipated to occur in the City, outside of the proposal area during the 3-year effective period of the ordinance.

Fiscal Effects

At an overview level, the estimates above suggest that SDCI's Design Review permit volumes citywide could drop by about one-third due to the effects of the proposed legislation – from 75 developments over three years down to approximately 50 Design Review processes. These estimates reflect a projected slower pace of new developments under review over the next three years.

SDCI's data for permit reviews and time spent on different review tasks helps to assess how much less time could be spent due to foregone Design Review tasks. This includes certain categories of work that would be foregone as charged hours if a Design Review MUP permit effort would be redirected to a building-permit review process: intake/addressing, discretionary land use, and code-consistency reviews. Of these, the administrative work and code-consistency

review would still occur, but it would be covered by building permit review fees calculated according to project valuation.

SDCI's data shows that for the class of developments that might occur, a total of approximately 87 hours of review could be foregone per exempted project: 68 hours for discretionary land use review, 13 hours for code-consistency review, and 6 hours for intake/addressing tasks. Using the current 2024 rate of \$439/hour rate for land use yields an estimated revenue reduction of \$305,544 per year for 8 projects foregoing Design Review. Summarized in table below.

Summary of Estimated Annual Lost Revenue due to Design Review Exemption Legislation

Most affected review tasks	Average hours spent per project, center city Design Review projects 2021- present	Numbers of projects affected by the Design Review exemption legislation	Average revenue lost per task, for typical center city Design Review projects (\$439/hr.) 2021 - present	Total revenue lost due to proposed Design Review exemption legislation
Discretionary land use review	68	8	\$29,852	\$238,816
Code-consistency review (zoning and building code compliance)	13	8	\$5,707	\$45,656
Intake/addressing	6	8	\$2,634	\$21,072
TOTAL	87 hrs.	8	\$38,193	\$305,544

Notes:

- For every additional typical Design Review project foregone in the affected area, an average revenue reduction of approximately \$38,000 would occur. This is an estimate; individual Design Review projects can require large variations in review time depending on project-specific matters.
- These estimates are in 2024 dollars.
- This analysis does not evaluate the possibility that the Design Review exemption could
 attract more development proposals to proceed more quickly than they otherwise would.
 To the extent this occurred, it would generate revenues from building permit lines of
 work that might otherwise not proceed in the near term. These would help offset potential
 revenue reductions, while at the same time entailing work that is no longer directly
 covered by hourly fees.

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

None are identified to date. To our knowledge, existing systems and business practices do not need substantive updating to proceed with the proposed Design Review exemption.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

Most time spent on tasks foregone due to the Design Review exemption would no longer be needed because the process steps would not be undertaken. A code-consistency review would still be undertaken; however, this will occur within the building-permit process, for which permit fees are used to recover review costs.

Please describe any financial costs or other impacts of *not* implementing the legislation.

The proposed Design Review exemption affecting Seattle's core Urban Center areas could help induce developers to proceed with permitting for development proposals sooner than they would without this legislation. This relates to the potentially significant savings in duration of review and total permitting costs. While not quantified further, not proceeding with the legislation could result in the stalling or cancellation of development proposals coming in for permit review.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

The legislation exempts SDCI discretionary land use review tasks that would directly affect SDCI revenues generated. Other departments' review responsibilities for development proposals would not be affected by the legislation.

b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property. The legislation affects property within the Downtown Urban Center (except in the Pioneer Square and Chinatown/I.D. neighborhoods as well as Pike Place Market), South Lake Union Urban Center, Uptown Urban Center, the First Hill portion of the First Hill/Capitol Hill Urban Center, and a limited portion of the Greater Duwamish Manufacturing and Industrial Center, east of 4th Avenue S, west of Interstate 5, north of S. Royal Brougham Way, and south of S Charles Street adjacent to the Chinatown/I.D. neighborhood.

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

The legislation is not likely to generate significant or disproportionate burdens on communities of color or households with lower incomes. The affected area is identified as having up to a moderate risk of displacement, while locationally having very good access to opportunity. While certain areas such as Yesler Terrace, First Hill, and downtown Seattle have existing low-income housing resources, those resources are not particularly likely to be affected by the legislation because most are secured by agreements for their long-term presence. So, the risk of displacement for those resources is low in the affected area. Chinatown/International District faces a high risk of displacement or similar effects and is not included in this proposal.

The legislation is not likely to directly or indirectly affect matters of racial equity or add to current disparities or biases.

The legislation seeks to reduce barriers that delay new development, to help bring economic benefits over the long term, and more new housing as soon as possible. In the short and mid-term, new development of all kinds would maintain or bring new construction-sector jobs; and development of new hotels would generate additional jobs for households at a wide range of income levels.

This legislation foregoes one kind of public venue at which members of the public can attend and provide their comments about a development proposal. This is a reduction in the number of opportunities to express personal opinions about a development proposal. However, the proposed permitting processes would retain opportunities for interested parties to provide their written comments about a proposal to the City staff engaged in the permit reviews. The legislation includes amendments that would provide public notice and the opportunity to comment, comparable to today's practices.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation. None.
- iii. What is the Language Access Plan for any communications to the public? SDCI provides language access by making translation services available upon request.

d. Climate Change Implications

i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

The legislation could encourage an estimated 24 development proposals to proceed with permitting for future development within the next three years. While this might lead to slight, incremental increases in near-term carbon emissions related to future construction, the combination of low project volumes, increased efficiencies in minimum code requirements, and construction practices would ensure that potential carbon emissions are negligible in magnitude.

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

The legislation's focus on the core urban centers of Seattle intends to support increased density of residential and employment growth in centers, as advised by the City's Comprehensive Plan. This fosters efficiencies of growth patterns, which along with progressively stronger minimum requirements for energy efficiency in new buildings, contributes to an overall community with greater resilience against natural environmental challenges including those related to climate change over time.

e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

The legislation is for a short-term (interim) adjustment in code requirements, applicable for three years in a subarea of the city. As a pilot effort, it could yield information about additional long-term reforms. SDCI expects to monitor total permitting times for participants in the Design Review exemption program to assess how much efficiency is gained in permitting, and other similar gauges of efficiency that could help the City make further process improvements in the future.

5. CHECKLIST

Is a public hearing required? Yes \boxtimes

Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required? Yes \boxtimes

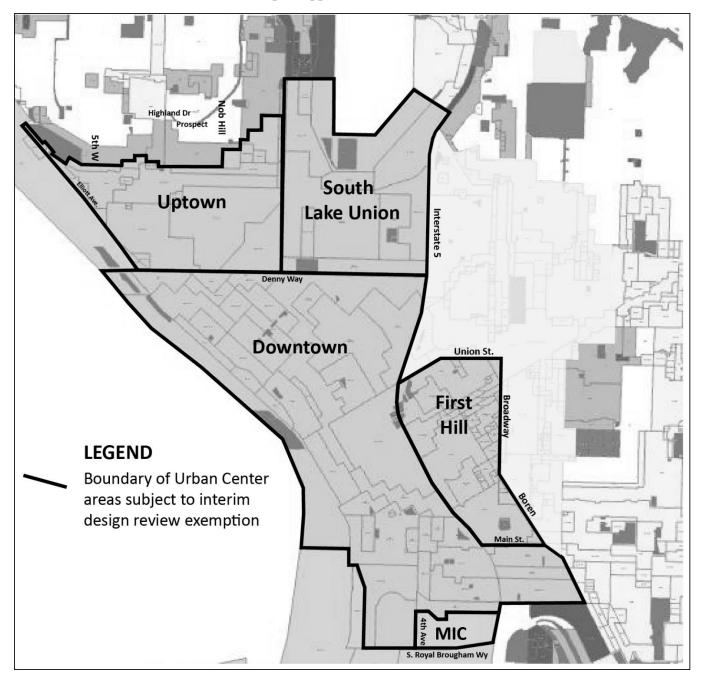
If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?

Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?

6. ATTACHMENTS

Summary Attachments: Summary Attachment 1 – Map of Applicable Area

Map of Applicable Area



Director's Report and Recommendation Downtown Activation Plan – Design Review Exemption June 18, 2024

Proposal Summary

Like many other cities, Seattle is experiencing economic challenges in the post-pandemic period. Mayor Harrell's Downtown Activation Plan (DAP) aims to revitalize Seattle's downtown core neighborhoods as a safe and vibrant shopping, cultural/entertainment, employment, and residential destination. See the Downtown Activation Plan webpage (www.downtownisyou.com) for more information. SDCI's Design Review Exemption proposal is one of the actions proposed to help carry out the Mayor's plan.

Also, with respect to DAP, the Design Review exemption proposal would help new development that is anticipated to make use of recent zoning changes adopted by the City Council along Third Avenue (Ordinance 126917) and in the Belltown (Ordinance 126914) part of Downtown. The zoning changes and this proposal would work together to help residential and hotel development be constructed to help activate these important parts of the center city area. In addition, research and development (R&D) laboratories have been an important part of the jobs mix available in the downtown core urban centers, and are likely to have economic viability in the coming years. R&D laboratories are included in the proposal.

This legislation would:

- 1. Provide a design review exemption for development projects:
 - O Located in the center city area of Seattle designated in the Comprehensive Plan as Urban Centers: Downtown,¹ South Lake Union, Uptown, and First Hill; in a portion of the Greater Duwamish Manufacturing and Industrial Center (MIC); and in a subarea adjacent and north of the Uptown Urban Center, if such area is adopted at a later date by the One Seattle Plan comprehensive plan update.²
 - Occupied largely by residential and hotel uses, which may or may not include other uses allowed in the zone;
 - Occupied by research and development laboratories; and
 - Require public notice for all permit applications for eligible development proposals.
- 2. Allow the SDCI Director to waive or modify certain Land Use Code development standards for these projects as a Type I decision (not appealable to the City's Hearing Examiner);

¹ The proposal would not apply to the Pike Place Market Historical District; and also not in the Chinatown/ International District and Pioneer Square neighborhoods, where development projects are already exempt from Design Review and may elect to go through the process to seek flexibility in a manner that fits with their historic districts' character.

² See page 22, Growth Strategy Element, of the public review draft of the One Seattle Plan comprehensive plan update.

- 3. Allow applicants to vest to the Land Use Code when SDCI accepts a completed MUP or building permit application;
- 4. Maintain current allowances for applicants to opt for Design Review; and
- 5. Be effective for an interim period of three years.

Adopting this legislation will allow more efficient and/or flexible permit review of development to address an urgent need for more activity and vitality in Seattle's center city. In addition, residential and hotel uses are active for long periods of the day and week. The proposal is intended to help promote more housing and jobs to be produced at lower permit cost and a shorter time in permit review.

The legislation continues the trend of City efforts to assist in the production of housing by exempting certain housing projects, including affordable housing (see Ordinances 126287, 126854), from Design Review. The legislation should accelerate the permitting of housing, hotel, and research and development laboratory projects throughout center city, thereby reducing costs and decreasing the time needed for important new development to be available for occupancy.

Proposal and Analysis

The proposal would amend various provisions of the Land Use Code, on an interim basis. The proposal would apply for an interim three-year period that would forego the Design Review process for proposals that include housing, hotels, or research and development laboratories, within the Downtown, Uptown, South Lake Union Urban Centers, the First Hill portion of the First Hill/Capitol Hill Urban Center, and two other adjacent areas (see the map at the end of this report). This is intended to encourage new development in these urban centers where the City's comprehensive plan supports increasing density and vibrant mixed-use urban environments.

During the effective period, an applicant would not be required to undergo Design Review for an eligible development, with residential, hotel, and/or research and development laboratory uses. The potential make-up of the uses in eligible projects is summarized in the table below.

Development proposals, such as office towers, not meeting the proposed eligibility requirements would not participate in this exemption and would remain subject to the City's Design Review program.

Projects Eligible Under the Proposal

	Mixed-use	Mixed-use	Residential	Research and
	(If all nonresidential	(If residential and nonresidential uses)		Development Laboratory
	uses)	·		, and the second
How the floor	At least 50% of the	At least 50% of the	Up to 100% of	Up to 100% of the
area in the	floor area must be	floor area must be in	the floor area in	floor area in research
proposed	in hotel use, the	residential use, the	residential use	and development
development	remainder may be	remainder may be a		laboratory use
must be used	a mix of any	mix of any		
to be eligible	nonresidential use	nonresidential use		
under the	allowed in the zone	allowed in the zone		
proposal				
Most likely	Hotel, office, retail	Housing and hotel	Housing,	Laboratory uses may
use mix	and entertainment		including	include accessory
	uses		buildings with	office use and may
			street-level retail	include street-level
			and entertainment	retail and entertain-
			uses	ment uses

Exempted development proposals would still be reviewed according to other Land Use Code requirements (and other applicable codes), and be subject to Master Use Permits (MUPs) and/or building permits. The zoning designations in the proposal area include a wide variety of Downtown classifications that allow for tower-scale development including in the densest office core zones, retail, and mixed-use zones. Development in the special review districts in the Pioneer Square, Chinatown/I.D. and Pike Place Market neighborhoods are not part of the proposal. Projects in these areas are already not required to go through Design Review. South Lake Union and Uptown include several Seattle Mixed zones that accommodate relatively dense non-residential and residential development. Other zones in Uptown and First Hill include neighborhood commercial (NC) zones, Highrise (HR), Midrise or Lowrise (MR, LR) multifamily zones, and Yesler Terrace zones (MPC-YT) that accommodate a mix of residential and non-residential development. The portion of the Greater Duwamish MIC proposed for this exemption is zoned Industry and Innovation (II). The subarea adjacent and north of the Uptown Urban Center that may at a future date receive this exemption is within Midrise and Lowrise 3 (MR, LR3) multifamily zones.

Design Review

Currently, Design Review is required for mid- and large-sized commercial and residential development projects such as:

- An office building, research and development laboratory, or apartment building
- Commercial or multifamily development; not a single-family home
- Large projects that meet the size thresholds in certain zones

For Full Design Review projects, SDCI holds public meetings where the Design Review Boards review development projects during the early design guidance and recommendation phases. The review process includes an opportunity for public comment and involvement before SDCI approves the design. Permit applicants may request "departures" from the Land Use Code as part of Design Review.

There are currently three paths for design review in the city:

- <u>Streamlined Design Review (SDR)</u>: Type I Decision (not appealable to the Seattle Hearing Examiner) reviewed by SDCI staff. Includes Early Design Guidance (EDG) only and then straight to Construction permit. Includes public comment but not a design review public meeting.
- Administrative Design Review (ADR): Type II Decision (appealable to the Seattle Hearing Examiner) reviewed by SDCI staff. Includes Early Design Guidance, Master Use Permit (MUP) / Recommendation, Construction permit. Reviews completed by city staff. Includes public comment but not a design review public meeting.
- <u>Full Design Review (FDR)</u>: Type II Decision (appealable to the Seattle Hearing Examiner) reviewed by Design Review Boards. Includes Early Design Guidance, Master Use Permit / Recommendation, Construction permit. Reviews completed by city staff using recommend-dations from the Design Review Board. Includes public comment and public meeting(s).

The scale of the development in these urban centers predominantly requires FDR under current requirements.

Design Review – Process Time

SDCI recently produced a report in January 2023 that summarizes permit turnaround times for Design Review projects. The data show that for commercial and multi-family development going through Design Review (ADR and FDR) from July 2018 to December 2022, overall calendar time of all steps from EDG through MUP issuance takes 739 days (24.3 months).

Recent state legislation in 2023 (Senate Bill 5412) exempted housing from environmental (SEPA) review until September 30, 2025. While this exemption is in place, projects that are eligible for the Design Review exemption would undergo a review for a building permit with a zoning review using the extensive development standards in the zones that make up the center city area. While permits that include a SEPA review generally take the same amount of review time as Design Review, the median time required to undergo residential building permit review is 300-750 days (10-25 months) as of 2023, depending on size of the development.

Reported time periods for review of projects do not include projects subject to an appeal to the City's Hearing Examiner or other legal action.

Number of Projects

The number of center city projects that would be eligible under the proposal is estimated after examining permit records in the area. The recent projects included five hotel-residential, mixed-use development proposals among 44 developments tallied with residential uses. Two other stand-

alone hotel development proposals are also noted, bringing the total to 46 residential and hotel-related development proposals. In addition, approximately 9 non-residential development proposals included laboratory components. This means approximately 55 development proposals involving Design Review in the last 5 years were consistent with the development types that would be affected by this proposal.

For the proposed interim period of 3 years going forward, if this recent pace is maintained, it would translate to an estimated 30 to 42 residential and mixed-use developments that might occur throughout the proposed exemption area.³ This estimate encompasses mixed-use developments that may include a combination of residential and hotel uses, stand-alone hotel developments, and non-residential developments that include either hotels or R&D laboratories. Residential and hotel combinations may be most likely in the zones allowing high-rise towers, where these uses may be complementary. Stand-alone hotel developments may be most likely in mid-scaled height and density zones, such as in the Belltown Neighborhood.

Authority for the SDCI Director to Grant Flexibility in Meeting Standards

Data from the recent development proposals with residential uses or hotel uses in the affected area yield the following observations about topics related to Land Use Code departures granted during the Design Review process under existing codes and practices.

- 1. The 46 residential and hotel-related development proposals received approximately:
 - 40 departures from Land Use Code requirements involving development standards that manage the location of the building on the site, such as setbacks between structures or from lot lines; and
 - 48 departures from Land Use Code requirements involving standards related to features of new development, such as ground-level uses, landscaping, the amount of wall area with windows or blank spaces, or adjustments in automobile access, parking, or weather protection;
- 2. For the 9 non-residential development proposals that included laboratory components:
 - 42 total departures were proposed, which averages out to 4-5 departures per development.
 - Most of these were for building-siting departures, in proportions similar to other non-residential developments.

Some development proposals needed no departures, while others received more than one departure of the kinds summarized above. The proposals involving residential or hotel uses sought an average of two departures, typically one related to siting or building shape, and one for other design reasons like landscaping, ground floor features, or automobile access.

In comparison, the full range of non-residential development proposals sought an average of four

³ This includes the Greater Duwamish Industrial Center's proposed exemption area just south of S. Charles Street, where the presence of a few vacant or underused properties may increase the chances for development proposals to use the design review exemption.

departures, of which typically three related to siting or building shape, and one was for other design reasons. This may suggest that architects for non-residential developments sought to design varied building forms that "pushed the envelope" more often than architects designing residential and hotel developments.

During the effective period of this proposal, flexibility in meeting Land Use Code development standards would be considered and decided administratively by the SDCI Director as part of the permit review process. The proposal limits the Director's authority to grant waivers and modifications to be comparable to the design topics for which departures have been granted in recent years through Design Review. Therefore, the outcome of permit approvals under the proposal is anticipated to be similar to that experienced in the center city area.

Development Standard Departures Routinely Granted

Departures from Land Use Code development standards accommodate flexibility for different design solutions responding to unique site circumstances or constraints. For example:

- A development may relate better to adjacent existing building patterns on its block if it is allowed a larger or smaller front or side setback than the code standards otherwise require.
- A limited-size property may necessitate a different mix of indoor and outdoor recreational amenity spaces or different preferable locations for landscaping, including ground floor or upper floor locations, than required by code standards.
- A site may have an adjacent feature such as a bus stop zone or an above-ground power pole, that necessitates a greater setback than otherwise allowed by the code, or alternative layouts of landscaping.
- A requirement for certain categories of retail commercial use to be at ground floor levels may significantly hinder the ability of a development to fully meet its intended purpose such as efficiently providing housing.

Permit applications reviewed show that one or more of the following kinds of departures from Land Use Code development standards have been approved and are proposed to be allowed using the Director's authority during the interim period of this proposal:

- 1. Upper-level setback and modulation requirements
- 2. Ground-level setback requirements
- 3. Minimum building podium facade heights
- 4. Rooftop coverage limits in relation to mechanical or energy features, mechanical penthouses and/or top-of-building form
- 5. Site coverage limits (ground floor or upper)
- 6. Building width limits
- 7. Minimum required percent presence of street-level uses along building facade(s)
- 8. Minimum required depth of street-level uses

- 9. Required street-level use types
- 10. Minimum percent transparency and maximum blank façade requirements, which may address constraining situations such as sloping sites
- 11. Slope, width, location of garage/vehicle entry
- 12. Overhead weather protection
- 13. Minimum amount of open space amenity and/or landscaping, ground level
- 14. Maximum percent of outdoor open space amenity that is covered by overhead building features
- 15. Percent of required amenity/open space area provided indoors vs. outdoors
- 16. Locations for and accessibility to utility spaces such as solid waste storage space.

In recently reviewed examples from the urban centers affected by this proposal, alternate designs accommodated by departures tend to be designed to enhance the local setting, and are typically supportive of achieving net benefits in urban design outcomes, such as an improved overall sidewalk environment through provision of aesthetic amenities or greater widths of walkable areas.

Also, certain departures may accommodate design solutions to overcome a significant site-related constraint to meeting a minimum requirement. These can be caused by lots' size, dimensions, or access difficulties. All of these factors can affect floor layouts of buildings and practicalities for access. Similarly, ground-level commercial use spaces like cafes may be difficult or impossible to locate along a building façade due to physical limitations at the site, such as sloping topography; thus, relief from provision of some building features that would otherwise be minimum requirements can occur.

Timing of Projects' Vesting to Land Use Code

The proposal is to set a Land Use Code vesting date upon the date SDCI accepts a letter of eligibility from a development proponent, provided a permit application for the development proposal is submitted and accepted by SDCI within 90 days of receipt of the letter of eligibility. This is intended to provide a low-barrier application process for applicants while helping ensure that sufficient permit application details and materials are provided to SDCI. The proposed permit process is similar to that used in the current Design Review process, which uses the date of an application for the Early Design Guidance process to set the vesting date provided a MUP application if filed in a timely manner.

Public Notice for Eligible Development Projects

Most development proposals receiving a Design Review exemption would be Type II MUP decisions like many development proposals today, which require the posting of a large white sign and mailed notice within a certain distance of the development proposal. Some of the affected development proposals, such as residential-only developments, could require only Type I reviews for building permits and Land Use Code consistency review. This would be the case for proposals that are not subject to SEPA environmental review or Design Review, for example. The proposal extends the current noticing requirements for Type II proposals to include all new Type I-only

proposals with Design Review exemptions, which would require installation of a large white sign, notice of application in the Land Use Information Bulletin, and mailed notice to property owners, lessees, building managers, and residents of properties within 300 feet of the boundaries of a specific site.

Comprehensive Plan Goals and Policies

The proposal is consistent with relevant goals and policies in the *Seattle 2035* Comprehensive Plan including:

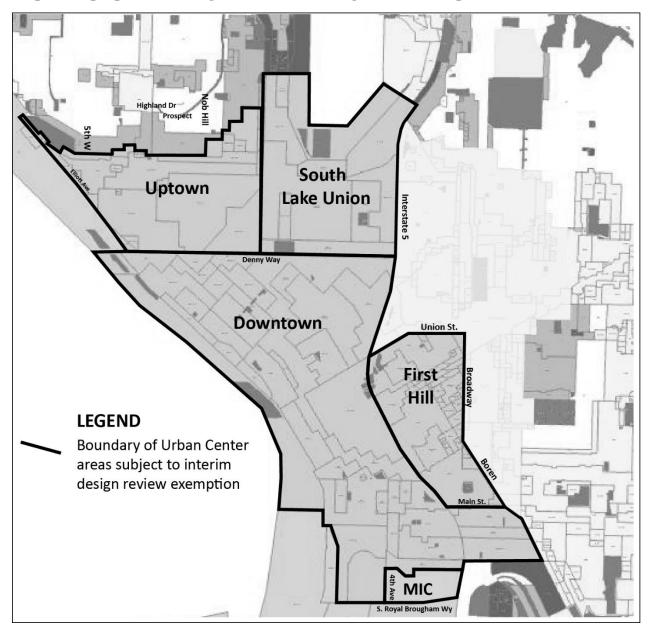
- Goal H G2 Help meet current and projected regional housing needs of all economic and demographic groups by increasing Seattle's housing supply.
- Goal H G5 Make it possible for households of all income levels to live affordably in Seattle, and reduce over time the unmet housing needs of lower-income households in Seattle.
- Goal LU G9 Create and maintain successful commercial/mixed-use areas that provide 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.
- Policy LU 9.2 Encourage the development of compact, concentrated commercial/mixed-use
 areas, in urban centers and urban villages, where pedestrians can easily access transit and a
 variety of businesses.
- **Policy 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.
- **Policy LU 9.15** Allow limited exceptions to the height limit in order to accommodate ground-floor commercial uses or special rooftop features, encourage development of mixed-use structures, enable structures to function appropriately, accommodate special features consistent with the special character or function of an area, or support innovative design that furthers the goals of this Plan.
- **Policy B-P14 (Belltown) Land Use** Promote pedestrian activity through such methods as eliminating "dead spots" of street-level activity.
- **Policy QA-P1 (Queen Anne Uptown) Streetscape** Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Anne's community character with open space, street trees, and other vegetation.
- Goal LU G11 (Downtown Areas) -- Promote Downtown Seattle as an urban center with the densest mix of residential and commercial development in the region, with a vital and attractive environment that supports employment and residential activities and is inviting to visitors.
- **Downtown Neighborhood Plan Commercial Core, Goal COM-G1** Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.

- **Economic Development Policy ED 1.1** -- Enhance the Downtown core as the economic center of the city and the region and strengthen its appeal as home to many of Seattle's vital professional service firms, high technology companies, and regional retailers, as well as cultural, historic, entertainment, convention, and tourist facilities.
- Economic Development Goal ED G2 -- Enhance strategic industry clusters that build on Seattle's competitive advantages.
- Economic Development Policy ED 2.1 -- Improve linkages between industry clusters and research institutions, hospitals, educational institutions, and other technology-based businesses.
- Economic Development Policy ED 2.2 -- Encourage collaboration among businesses within and across industry clusters in the areas of marketing, research, capital and talent acquisition, job training, and expansion of highly skilled jobs.
- Economic Development Policy ED 2.3 -- Improve the ability of industry clusters to transfer technology in cooperation with other jurisdictions and with major education and research institutions.

Recommendation

The Director of SDCI recommends that the City Council adopt the proposed legislation to help facilitate development in the center city area of Seattle, to help produce more activity and vitality to this important part of the city, and to promote more badly needed housing and jobs.

Map of the proposed area eligible for interim design review exemption



Ketil Freeman Land Use Committee September 12, 2024 D#1

Amendment A Version #1 to CB 120824 – Downtown Activation Plan: Design Review Exemption

Sponsor: Councilmember Kettle

Strike authority to waive loading and access requirements.

Effect: Council Bill (CB) 120824 would authorize the SDCI Director to waive or modify development standards identified in the bill. A decision to grant a waiver or modification to a development standard would be based solely on the criterion that "a waiver or modification of development standards would result in an increased number of dwelling units, lodging rooms, or increased floor area of a research and development laboratory use, being constructed."

This amendment would strike the authority for the Director to waive or modify requirements for vehicle access to parking, loading, and utility spaces. The amendment is intended to ensure that new development contains minimum access requirements to parking, loading, and other service areas of a building developed under the proposed exemption.

Amend Sections 1 CB 120824 as follows:

Section 1. Section 23.41.004 of the Seattle Municipal Code, last amended by Ordinance 126862, is amended as follows:

23.41.004 Applicability

* * *

E. Temporary provisions

* * *

3. Downtown Activation Plan

* * *

limits;

b. Waiver or modification of development standard. If a project is exempt from design review according to this subsection 23.41.004.E.3, the Director may consider requests for waivers or modifications of the following development standards in Title 23:

1) Upper-level setbacks, modulation, articulation, facade opening requirements, and structure width;

2) Street level setbacks and facade setbacks: dimensional and area

3) Floor-to-floor height requirements at street level, except as otherwise limited in subsection 23.41.012.B;

4) Rooftop screening and coverage limits in relation to mechanical equipment, energy-related features, elevator equipment, and related enclosures;

5) Street-level use type, minimum depth, and percent presence on street-level street-facing facade requirements;

- 6) Facade transparency and blank facade requirements;
- 7) Overhead weather protection requirements;
- 8) Requirements for the size and design of common recreational areas, amenity areas, community rooms, and similar indoor amenities, but not including required outdoor open space requirements;

9) Open space and open areas: dimensional, area, distribution of types, and amount of overhead coverage requirements, except standards for open space amenities provided to meet requirements of Chapter 23.58A;

10) Landscaping: dimensional, area, and location requirements;

11) Vehicle access to parking, loading, and utility spaces;

Ketil Freeman Land Use Committee September 12, 2024 D#1

11) 12) Minimum dimensions and slope of vehicle access;

12) 13) Parking space size requirements in subsections

23.54.030.A and 23.54.030.B;

13) 14) Bicycle parking minimum quantity requirements in Table

D for 23.54.015; and

housing production requirements in Section 23.75.085; limits on floor area for uses in Sections 23.75.040, 23.75.085, or 23.75.090; and limits on the number of highrise structures, distribution of highrise structures, and gross floor area per story for highrise structures in Section 23.75.040 or Section 23.75.120.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CB 120857, Version: 1

CITY OF SEATTLE

ORDINANCE	
COUNCIL BILL	

- AN ORDINANCE relating to City streets; changing the name of a designated portion of 2nd Ave N, generally located between Lenny Wilkens Way and Denny Way, to Sue Bird Court N; superseding the relevant portions of Ordinance 4044, Ordinance 89910, Ordinance 102981, and any other ordinance to the extent inconsistent; and ratifying and confirming certain acts.
- WHEREAS, Sue Bird is the winningest and greatest women's professional basketball player of all time; and
- WHEREAS, Sue Bird played her entire 20-year professional career for the Seattle Storm, bringing home to Seattle four WNBA titles (2004, 2010, 2018, and 2020), while also winning five Olympic gold medals (2004-2020); and
- WHEREAS, following her retirement from professional basketball in 2022, the Seattle Storm retired her jersey, number 10, and the Storm organization supports legally changing this segment of 2nd Ave N adjacent to Climate Pledge Arena, home of the Seattle Storm; and
- WHEREAS, City departments, including Seattle Center, have reviewed this proposal and agree that no significant, negative impacts would result from this proposal; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The name of the portion of 2nd Ave N between Lenny Wilkens Way and Denny Way is changed to Sue Bird Court N, superseding the relevant portions of Ordinance 4044, Ordinance 89910, Ordinance 102981, and any other ordinance to the extent inconsistent.

Section 2. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 3. This ordinance shall take	e effect as provide	d by Seattle Municip	al Code Sections 1.04.020 and
.04.070.			
Passed by the City Council the	day of		, 2024, and signed by
me in open session in authentication of its	passage this	day of	, 2024.
	President	of the City	Council
Approved returned unsigned /	vetoed this	_ day of	, 2024.
	Bruce A. Harre	ll, Mayor	
Filed by me this day of _		, 2024.	
	Scheereen Ded	man, City Clerk	

File #: CB 120857, Version: 1

(Seal)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDOT	Bill LaBorde	Aaron Blumenthal

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to City streets; changing the name of a designated portion of 2nd Ave N, generally located between Lenny Wilkens Way and Denny Way, to Sue Bird Court N; superseding the relevant portions of Ordinance 4044, Ordinance 89910, Ordinance 102981, and any other ordinance to the extent inconsistent; and ratifying and confirming certain acts.

Summary and Background of the Legislation: This legislation would legally rename the section of 2nd Avenue North, between Denny Way and Lenny Wilkens Way, in front of Climate Pledge Arena, in honor of Sue Bird, who is generally considered to be the winningest and greatest ever professional women's basketball player. Sue Bird played her entire 20-year professional career for the Storm, bringing home to Seattle four WNBA titles (2004, 2010, 2018, and 2020), while also winning five Olympic gold medals (2004-2020). Following her retirement from professional basketball in 2022, the Storm retired her jersey< number 10. This legislation is supported by the Seattle Storm organization, and by her beloved fans in Seattle and around the world.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes 🗵 No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes ⊠ No
3.d. Other Impacts	

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

Yes, see below.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

There will be a relatively minor one-time cost, within SDOT's existing signs and markings program, to manufacture and install the new Sue Bird Ct N sign. However, ongoing maintenance costs will not increase as the new sign will simply replace an existing one.

Please describe any financial costs or other impacts of not implementing the legislation. N/A

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

Yes, this legislation impacts SFD and SPD and their navigation for emergency services. This change will require additional notification for first responders and call takers and will need to be included in updates to navigational systems. ITD, SFD, and SPD have been notified in writing of this street name change as presented in the ordinance.

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property. One apartment building located on 2nd Ave N, the Axis, currently listed as 123 2nd Ave N, will be affected by the new street name. SDOT has conducted outreach to building management and residents and has not received any objections to the name change.
- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

N/A

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation. $_{\rm N/A}$
- iii. What is the Language Access Plan for any communications to the public? $\ensuremath{N/A}$
- d. Climate Change Implications
 - i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

N/A

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

 N/A
- e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals? N/A

5. CF	HECKLIST
	Is a public hearing required?
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required?
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6. AT	TTACHMENTS
Summ	nary Attachments: None.



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: CF 314497, Version: 1

Petition of BRE-BMR LLC, for the vacation of the alley in lots 7 through 12, inclusive, Block 67, D.T. Denny's Park Addition to North Seattle, being the block bounded by John Street, Thomas Street, Taylor Avenue North and 6th Avenue North.

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

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

The public alley lying within Block 67, D.T. Denny's Park addition to North Seattle, according to the plat thereof recorded in Volume 2 of plats, page 46, in King County, Washington.

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

That portion of the alley adjacent to Lots 1 through 12 of Block 67, D.T. Denny's Park addition to North Seattle, according to the plat thereof recorded in Volume 2 of plats, page 46, in King County, Washington.

Said portion to be vacated contains 5,761 square feet or 0.132 acres of land, more or less.

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

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

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

SIGNATURE OF PETTIONERS:

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. I understand that the Project Proponent is responsible for completing the vacation review process and all fees and costs associated with the vacation. For corporately held property, provide documentation of signatory authority.

OWNER		DD ODED TV
OWNER BRE-BMR 6 th LLC		PROPERTY:
D. /		
Dawn Saunders (Jun 17, 2022 11:44 PDT)		
BY		
Vice President, Legal	Jun 17, 2022	
ITS	DATE	199120-0540 &
_		Lot 7-12 & Block 67
Dawn Saunders (Jun 17, 2022 11:44 PDT)		
BY		
Vice President, Legal	Jun 17, 2022	
ITS	DATE	199120-0495, 199120-0505,
		199120-0515, 199120-0520 &
		Lot 1-6 & Block 67
PROJECT PROPONENT		
BRE-BMR 6 th LLC		
Dy L		
Dawn Saunders (Jun 17, 2022 11:44 PDT)		
BY		
Vice President, Legal	Jun 17, 2022	
ITS	DATE	

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

ACKNOWLEDGEMENT:

I/we BRE-BMR 6th LLC acknowledge that:				
X 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;				
X the City Council decision is at the end of the review process;				
X 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				
X 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).				
X 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.				
X_{l} I/we understand we are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way.				
BRE-BMR 6th LLC BRE-BMR 6th LLC				
Dawn Saunders (Jun 17, 2022 11:44 PDT) Jun 17, 2022				
Vice President, Legal Petitioner Date Petitioner Date				

CONTACT INFORMATION:

Petitioner:

Kelsey Blommer OAC Services, Inc. 2200 1st Ave S, Suite 200 Seattle, WA 98134 206-601-0583 kblommer@oacsvcs.com

Contact:

Katie Kendall and Jack McCullough McCullough Hill Leary, PS 701 5th Avenue, Suite 6600 Seattle, WA 98104 206-812-3388 <u>kkendall@mhseattle.com</u> / jack@mhseattle.com

BRE-BMR 6TH LLC

OFFICER'S CERTIFICATE

The undersigned, Kevin Simonsen, hereby certifies that he is the duly elected and acting Executive Vice President, General Counsel & Secretary of BRE-BMR 6th LLC, a Delaware limited liability company (the "Company"), and further certifies that the following person presently holds the office in the Company set forth next to such person's name and is authorized to sign on behalf of the Company.

<u>Name</u>	<u>Office</u>	<u>Signature</u>
Dawn Saunders	Vice President, Legal	Dawn Saunders (Jun 17, 2022 11:27 PDT)

IN WITNESS WHEREOF, the undersigned has executed this Certificate as of the 14^{th} day of June, 2022.

Kevin Simonsen (Jun 17, 2022 11:29 PDT)

Kevin M. Simonsen

Executive Vice President, General Counsel & Secretary

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

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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 PETTIONERS:

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. I understand that the Project Proponent is responsible for completing the vacation review process and all fees and costs associated with the vacation. For corporately held property, provide documentation of signatory authority.

	PROPERTY:
	M 500 950

Jun 17, 2022	
DATE	199120-0540 &
	Lot 7-12 & Block 67
Jun 17, 2022	
DATE	199120-0495, 199120-0505,
	199120-0515, 199120-0520 &
	Lot 1-6 & Block 67
	a mana mana unite tambi sang
Jun 17, 2022	
DATE	
	Jun 17, 2022 DATE Jun 17, 2022

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

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I/weBRE-BMR 6th LLC acknowledge that:				
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X the City Council decision is at the end of the review process;				
X 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				
X 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).				
X_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.				
X I/we understand we are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way.				
BRE-BMR 6th LLC BRE-BMR 6th LLC				
Dawn Saunders (Jun 17, 2022 11:44 PDT) Jun 17, 2022				
Vice President, Legal Petitioner Date Petitioner Date				

CONTACT INFORMATION:

Petitioner:

Kelsey Blommer OAC Services, Inc. 2200 1st Ave S, Suite 200 Seattle, WA 98134 206-601-0583 kblommer@oacsvcs.com

Contact:

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

BRE-BMR 6TH LLC

OFFICER'S CERTIFICATE

The undersigned, Kevin Simonsen, hereby certifies that he is the duly elected and acting Executive Vice President, General Counsel & Secretary of BRE-BMR 6th LLC, a Delaware limited liability company (the "Company"), and further certifies that the following person presently holds the office in the Company set forth next to such person's name and is authorized to sign on behalf of the Company.

<u>Name</u>	Office	Signature
Dawn Saunders	Vice President, Legal	Dawn Saunders (Jun 17, 2022 11:27 PDT)

IN WITNESS WHEREOF, the undersigned has executed this Certificate as of the 14th day of June, 2022.

Kevin Simonsen (Jun 17, 2022 11:29 PDT)

Kevin M. Simonsen

Executive Vice President, General Counsel & Secretary

Perkins&Will



T6Alley Vacation Petition BRE-BMR 6th LLC

200 Taylor Ave N. Seattle, WA 98109 Land Use Project SDCI 3038156-EG

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1

01

Legal Description, Zoning, Boards and Districts



Legal description of street proposed to be vacated Survey and title work may be required



Site, zoning, overlay and topographical maps; identify site constraints

City Council District

Site Legal Description

LOTS 7 THROUGH 12, INCLUSIVE, BLOCK 67, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE LOTS 1, 2, 3, 4, 5 AND 6, BLOCK 67 D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE

Vacation Legal Description

THAT PORTION OF BLOCK 67, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON; MORE PARTICULARILY DESCRIBED AS THE 16' WIDE ALLEY OF BLOCK 67; BOUND TO THE NORTH BY THE SOUTHERN MARGIN OF THOMAS STREET; BOUND TO THE EAST BY THE WESTERN LOT LINES OF LOTS 1 THRU 6 OF SAID BLOCK 67; BOUND TO THE S SOUTH BY THE NORTHERN MARGIN ON JOHN STREET; BOUND TO THE WEST BY THE EASTERN LOT LINES OF LOTS 7 THRU 12 OF SAID BLOCK 67; CONTAINING AN AREA OF 5,761 SQFT. OR 0.1323 ACRES, MORE OR LESS; SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON

Zoning

SM-UP 160(M)

Overlay

Uptown Urban Village

City Council District

Council District 7

Neighborhood Planning Area

N/A (outside of Queen Anne and South Lake Union Planning Area)

Local Infrastructural Project Area

Yes, Per Map A 23.58A.044

2

Map of Site Location

01

- Legal description of street proposed to be vacated Survey and title work may be required
- ☐ Site, zoning, overlay and topographical maps; identify site constraints
- ☐ City Council District





Survey

01



Legal description of street proposed to be vacated

Survey and title work may be required



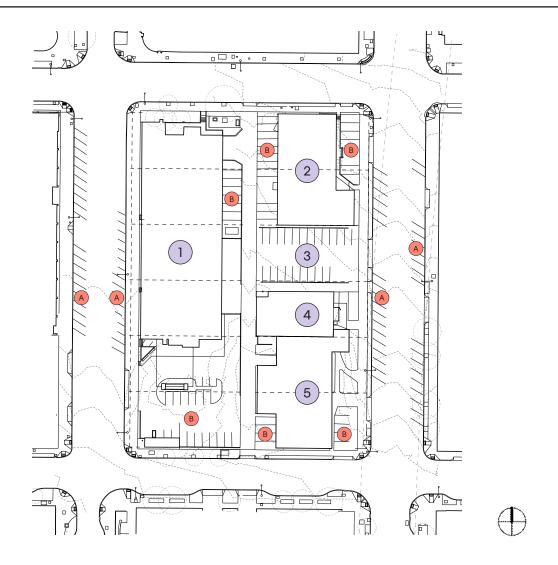
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Full-size survey provided in appendix.

Existing Site Plan

01

- Legal description of street proposed to be vacated
 - Survey and title work may be required
- □ Site, zoning, overlay and topographical maps; identify site constraints
- ☐ City Council District



- 1. 5-story building 200 Taylor Ave N Parcel 199120-0540 Executive Inn
- 2. 1-story building 233 6th Ave N Parcel 199120-0495 Office Building
- 3. Parking Lot 225 6th Ave N Parcel 199120-0505
- 4. 2-story building 221 6th Ave N Parcel 199120-0515 217 6th Avenue Building
- 5. 2-story building 203 6th Ave N Parcel 199120-0520 Space Needle Corporate Office 6.

5

- A. Back-in angled street parking
- B. Paved private parking lot

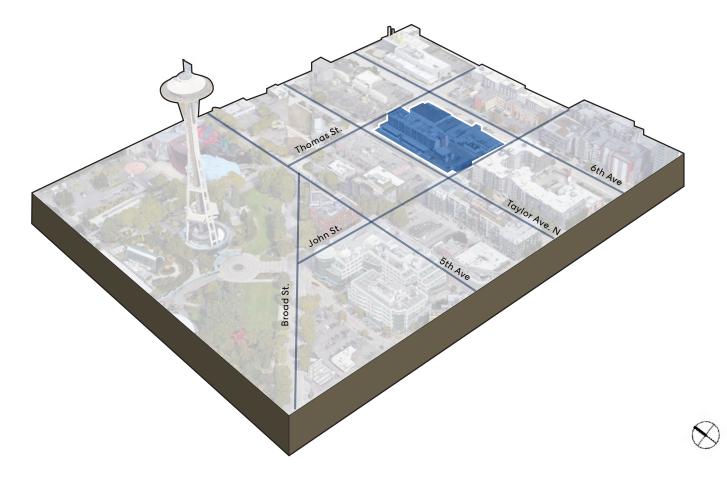
For demolition information and permits, see page 13.

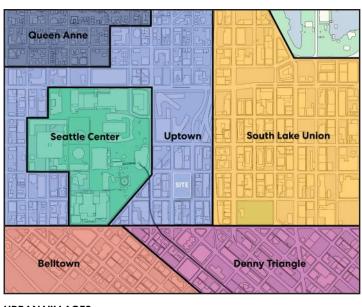
Existing Site Aerial and Zoning

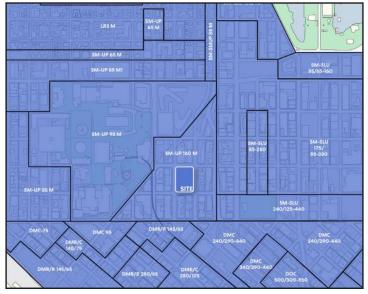
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Site, **zoning**, overlay and topographical maps; identify site constraints







URBAN VILLAGES

ZONING DESIGNATION MAP

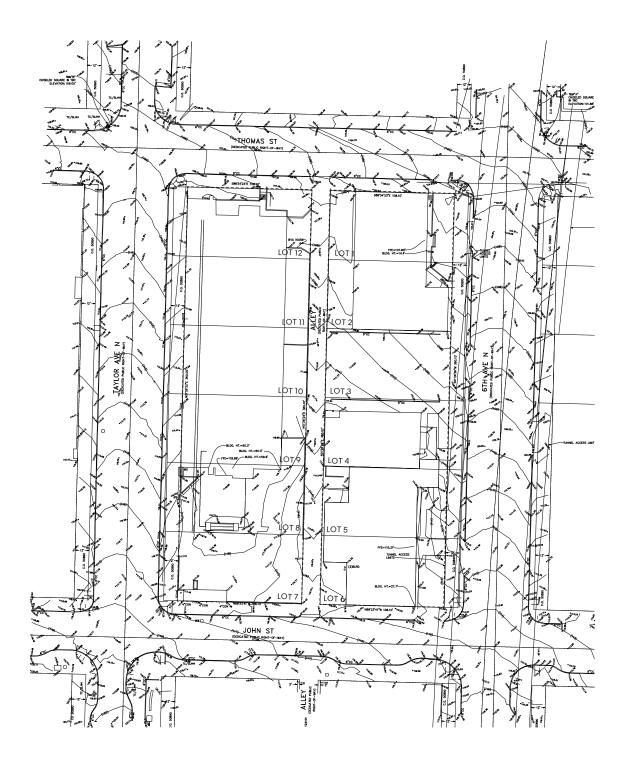


Topographical Map

01

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Site, zoning, overlay and topographical maps; identify site constraints

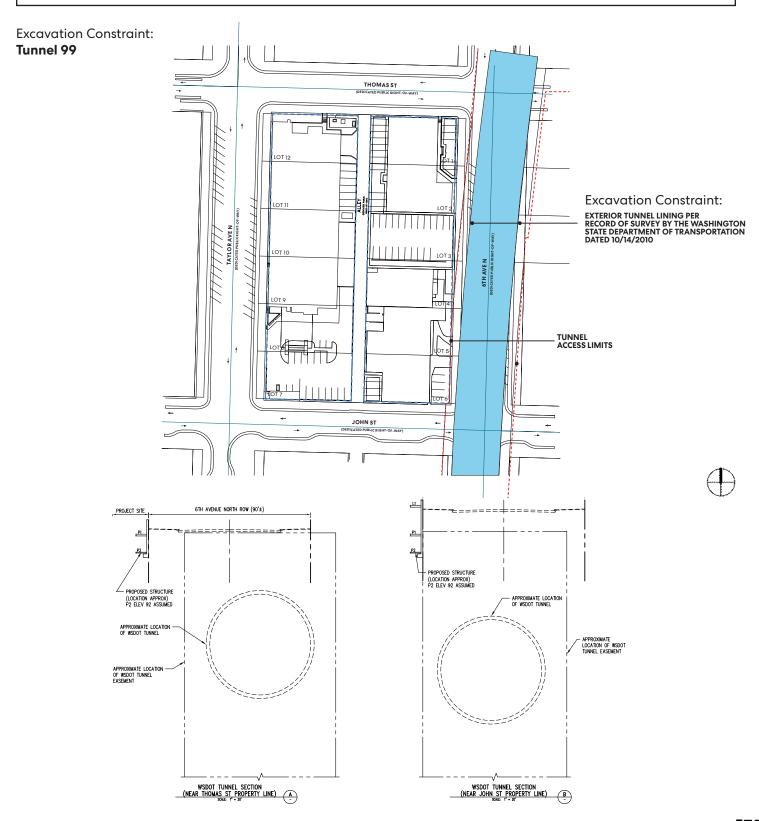


Site Constraints

01



Site, zoning, overlay and topographical maps; identify site constraints



Site Information

Site Constraints

01

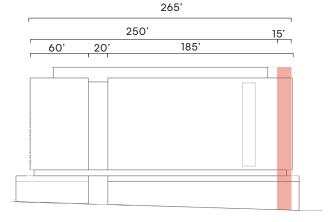


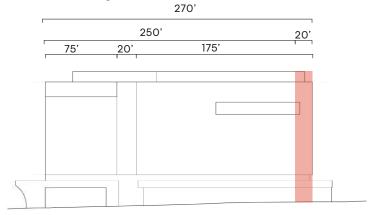
Site, zoning, overlay and topographical maps; identify site constraints

Zoning Constraint:

23.48.732 - Maximum structure width and depth in SM-UP zones

A. The maximum width and depth of a structure is 250 feet, except as provided in this Section 23.48.732. The width and depth limits do not apply to below-grade or partially below-grade stories having street-facing facades that do not extend more than 4 feet above the sidewalk, measured at any point above the sidewalk elevation to the floor above the partially below-grade story, other than locations of access to the building.





Elevation along 6th Ave. N

East Building

Elevation along Taylor Ave. N
West Building

T6 Alley Vacation 24 June 2022

Project Information

Development Team and Point of Contact

02

Development team information and point of contact for questions

Owner

BRE-BMR 6th LLC. Attn: Brad Rock 4570 Executive Dr, San Diego, CA 92121 p. 206-437-6059

e. brad.rock@biomedrealty.com

Applicant Name (Point of Contact)

BRE-BMR 6th LLC. Attn: Brad Rock 4570 Executive Dr San Diego, CA 92121 p. 206-437-6059

e. brad.rock@biomedrealty.com

Architect

Perkins and Will Attn: Christa Wood 1301 Fifth Ave., Suite 2300 Seattle, WA 98101 p. 206-381-6068 e. christa.wood@perkinswill.com

Landscape Architect

Berger Partnership Attn: Jordan Zlotoff 1927 Post Alley, Ste. 2 Seattle, WA 98101 p. 206-492-5580 e. jordanz@bergerpartnership.com

Transportation Consultant

TENW
Attn: Jeff Schramm
11400 SE 8th Street, Suite 200
Bellevue, WA 98004
p. 206-396-8286
e. schramm@tenw.com

Land Use Attorney

McCollough Hill Leary Attn: Jack McCullough 701 5th Ave Suite 6600 Seattle, WA 98104 p. 206-812-3377

e. jack@mhseattle.com

Civil Engineer

10

kpff Attn: Chris Park 1601 Fifth Avenue, Suite 1600 Seattle, WA 98101 p. 206-926-0463 e. chris.park@kpff.com

Background on Company or Agent

02

Background information on company/agency proposing the vacation

Development Team

BioMed Realty, a Blackstone portfolio company, is a leading provider of real estate solutions to the life science and technology industries. BioMed owns and operates high quality life science real estate comprising 14.5 million square feet concentrated in leading innovation markets throughout the United States and United Kingdom, including Boston/Cambridge, San Francisco, San Diego, Seattle and Cambridge, U.K. In addition, BioMed maintains a premier development platform with 3.1 million square feet of Class A properties in active construction to meet the growing demand of the life science industry.

At BioMed Realty, we strive to be a responsible steward of the earth's resources by promoting sustainable development practices and operations. In addition, we actively participate and support charitable initiatives and non-profits in our communities that advance healthcare and cutting-edge research. Being a global life science platform for biopharma companies focused on innovative research and drug discovery, we conduct ourselves by the highest standards, informed by our Code of Business Conduct and Ethics that reflect our values and promote honesty, transparency, integrity and accountability. We pledge to continue dedicating our efforts to advance these important initiatives, and we are excited to share our progress with all of our stakeholders.



Dexter Yard



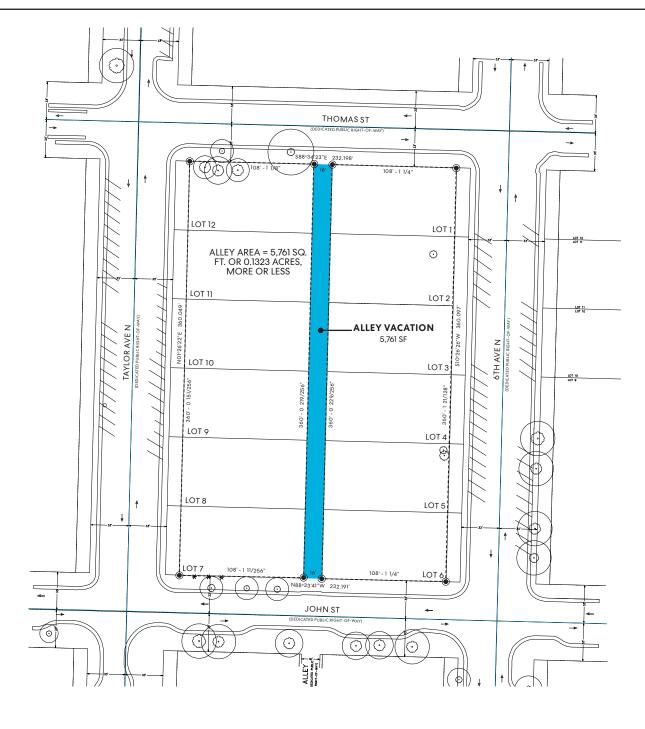
VUE Research Center

Map of Vacation Right-of-Way

02



Map of right of way proposed for vacation. Highlight proposed vacation area; include dimensions and total square footage of proposed vacation area; address and boundaries of block where project is located



PROJECT ADDRESS

•200 Taylor Ave N. •203,221,225 & 233 6th Ave N. Seattle, WA 98109 NOTE: SEE APPENDIX FOR ALLEY VACATION EXHIBIT SURVEY PREPARED BY BRH



Current Uses and Conditions

02

Description of current conditions and uses

Existing Conditions

The project site currently consists of three office buildings, a hotel, and associated surface parking. The existing alley provides access to surface parking lots and the back-side of buildings. It is primarily a utility access point for all existing buildings with no focus or benefit to the public and pedestrians.



200 Taylor Ave N 98109

Parcel #: 199120-0540 Current Use: Hotel/Motel

Property Name: Executive Inn (Redevelopment

Coming)

Building Quality: Average

Conditions: 5-story reinforced concrete building

built in 1979

Demo Permit: 6840641-DM



233 6th Ave N 98109

Parcel #: 199120-0495 Current Use: Office Building

Property Name: Office Building (Redevelopment

Coming)

Building Quality: Average

Conditions: 1-story reinforced concrete building

built in 1961

Demo Permit: 6844992-DM

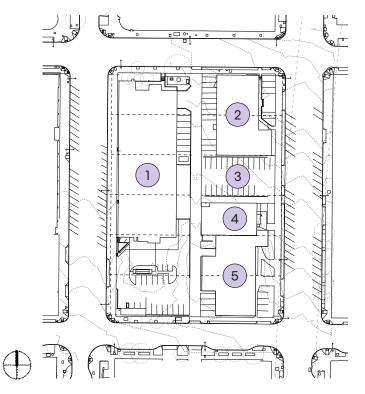


225 6th Ave N 98109

Parcel #: 199120-0505 Current Use: Parking(Assoc)

Property Name: Parking Lot (Redevelopment

Coming)





221 6th Ave N 98109

Parcel #: 199120-0515

Current Use: Office Building

Property Name: 217 6th Avenue Building

(Redevelopment Coming)
Building Quality: Average

Conditions: 2-story reinforced concrete building

built in 1962

Demo Permit: 6845175-DM



203 6th Ave N 98109

Parcel #: 199120-0520

Current Use: Office Building

Property Name: Space Needle Corporate Office

(Redevelopment Coming)
Building Quality: Average

Conditions: 2-story reinforced concrete building

built in 1959

Demo Permit: 6845178-DM

Current Uses and Conditions

02

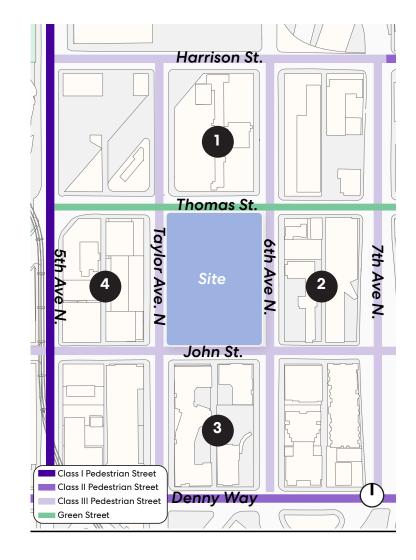
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Description of current conditions and uses











582

Current Use and Conditions

02



Description of current conditions and uses



6th Ave - West Street Elevation



6th Ave - East Street Elevation



Taylor Ave - East Street Elevation



15

Taylor Ave - West Street Elevation

□ Description of current conditions and uses

Project Information

Current Use and Conditions

02



Description of current conditions and uses



Thomas St - South Street Elevation



Thomas St - North Street Elevation



John St - East Street Elevation



16

John St - West Street Elevation

Project Description

Development Objectives

The proposed T6 Project is currently designed as two Life Science buildings with two public plazas, a pedestrian alley passageway, and below grade parking. Located in between both the Seattle Center and South Lake Union, these buildings pull inspiration from the rich history of the World's Fair while at the same time looking towards the future in order establish itself as a world class innovation center for Life Science. An emphasis on the pedestrian realm will provide opportunities to educate the public on the significance of the Seattle scientific community and further help this project to make a significant contribution to the neighborhood experience.

The two life sciences buildings will be developed in phases, totaling approximately 821,300 sf of development (includes below grade parking) split between an 8-story and 9-story building, including approximately 497 parking stalls in three below grade levels. The proposed project will incorporate two forecourt plazas at the north and south ends of the site, which are connected by a strong pedestrian (completely car-free) alley passage woven through the building entry portals, totaling approximately 23,610 sf of plaza and pedestrian space and utilizing 28% of the lot area. The first phase will encompass the southern plaza and the alley passage, and the northern plaza will be constructed as part of the second phase.

The alley vacation would allow for consolidation of parking below grade and consolidated loading and garage entries from John street, which results in more creative massing solutions and buildings that are better oriented to take advantage of site relationships and better enhances the urban fabric and pedestrian experience.

The requested alley vacation is integral to redevelopment of this block. The alley vacation would enable efficient parking below grade, maximizing the ability to provide a pedestrian connection through the existing alley. A broad range of public benefit opportunities are proposed. They are described in greater detail in section 08 of this vacation petition application; in summary, they include: Alley Pedestrian Improvements, Enhanced ROW Improvements at Class III Pedestrian Streets, Enhanced Green Street, and Enhanced Placemaking.

The T6 project provides commercial space for a variety of job and career opportunities as well as enhances the viability of smaller-scale businesses. For a more detailed description of the Equitable Development Implementation Plan, see section 03 (pg 45).



Perkins&Will

T6 Alley Vacation
24 June 2022

Project Information

Sustainable Features

02



Project description

- · Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians
- · Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative
- Describe sustainable features
- · Provide a project cost estimate
- Provide square foot value for the property

LEED Certification

This project is targeting LEED Core & Shell v4.1 Gold and Fitwel certification to comply with City of Seattle's Green Building Standard. The two buildings will target a 20% water reduction and a greater than or equal to 60% sensible effectiveness for heat recovery. This and other energy conservation measures would be achieved through design of a lab and highbay. As a facility that hosts lab space and offices, attention will be given to Indoor Environmental Quality that prevents interior cross-contamination, monitors pollutants, and maximizes filtration.

18

T6 Alley Vacation 24 June 2022

Project Information

Cost Estimate and Adjacent Property Values

02

- □ Project description
 - · Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians
 - · Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative
 - Describe sustainable features
 - Provide a project cost estimate
 - Provide square foot value for the property

Project Cost Estimate

Current project cost estimate is based on an estimate of \$250/gsf for cost of construction.

Total Gross Area (above and below grade) in Project 820,000 GSF

<u>Cost / SF</u> x \$250

Total Estimated Cost \$ 205,000,000

19

Adjacent Property Values

No additional properties adjacent to proposed right-of-way for vacation.

Parcel#: 199120-0540 Property Name: Executive Inn

Address: 200 Taylor Ave N Seattle, WA 98109

Lot Area: 38,880 SF

Appraised Value: \$28,189,000 (\$725.03/SF)

Parcel#: 199120-0495 Property Name: Office Building

Address: 233 6th Ave N Seattle, WA 98109

Lot Area: 12,960 SF

Appraised Value: \$7,777,000 (\$600.08/SF)

Parcel#: 199120-0505 Property Name: Parking Lot

Address: 225 6th Ave N Seattle, WA 98109

Lot Area: 6,480 SF

Appraised Value: \$3,888,000 (\$600/SF)

Parcel#: 199120-0515

Property Name: 217 6th Ave Building

Address: 221 6th Ave N Seattle, WA 98109

Lot Area: 6,480 SF

Appraised Value: \$3,889,000 (\$600.15/SF)

Parcel#: 199120-0520

Property Name: Space Needle Corporate Office Address: 203 6th Ave N Seattle, WA 98109

Lot Area: 12.960 SF

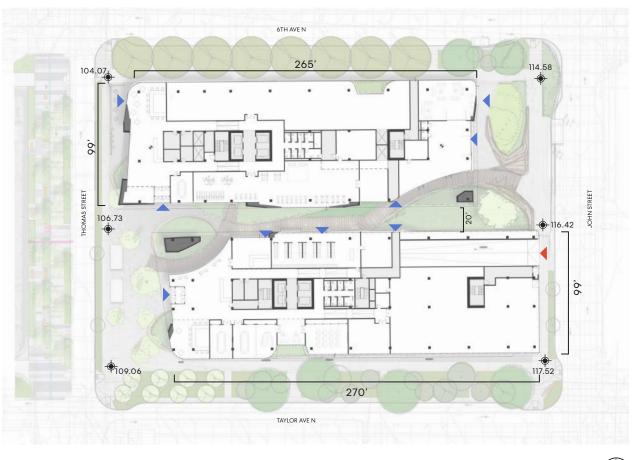
Appraised Value: \$7,777,000 (\$600.08/SF)

Site Plan

02

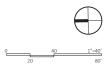
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Site plans, elevations, sketches, conceptual drawings, and any other renderings or visual representation of project



Pedestrian Entry

Vehicular Entry



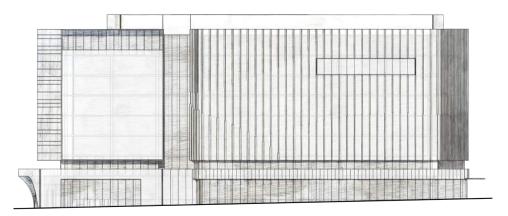
Elevations

02



Site plans, elevations, sketches, conceptual drawings, and any other renderings or visual representation of project

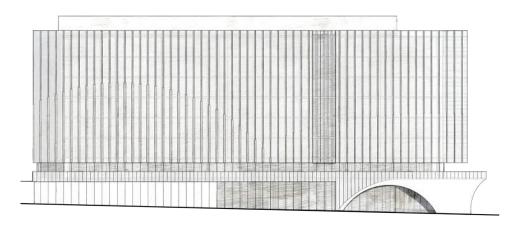
West Building

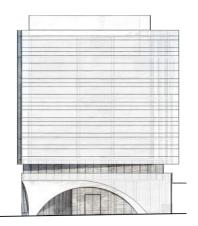




West Elevation

South Elevation





East Elevation

North Elevation

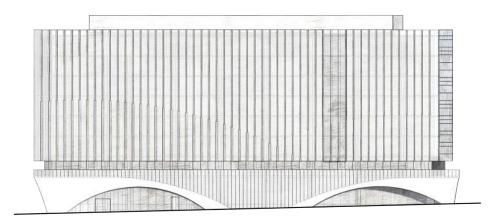
Elevations

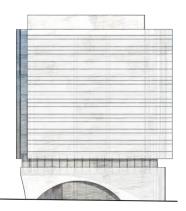
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Site plans, elevations, sketches, conceptual drawings, and any other renderings or visual representation of project

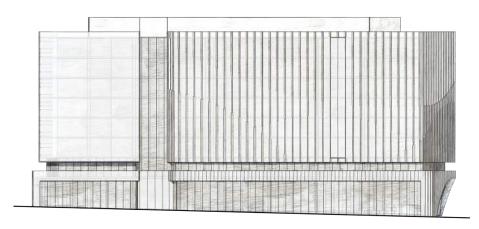
East Building

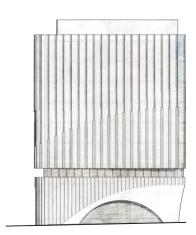




West Elevation

South Elevation

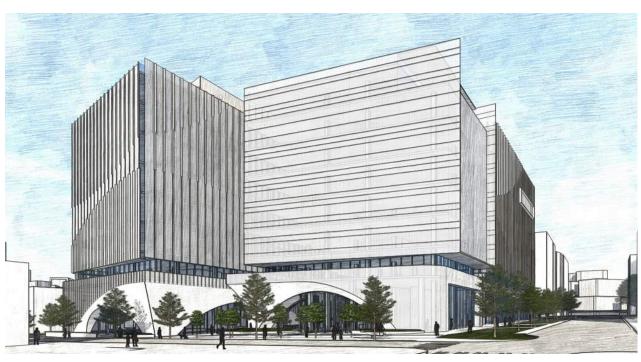


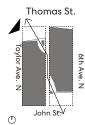


East Elevation

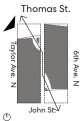
North Elevation

Renderings





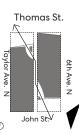




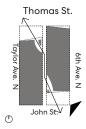
North Plaza Views

Renderings





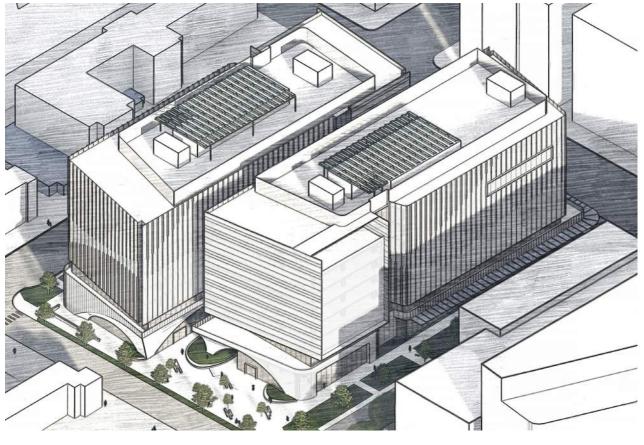




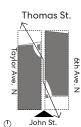
South Plaza Views

Renderings









Aerial and Alley Views

Reason for Vacation and Development Potential

02

Description of the reason for the vacation, including what the vacation contributes to the project and any increase in development potential attributable to the vacation

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

Additional Public Space and Improved, Safer Pedestrian Flow

The vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped woonerf. Connecting the open spaces with a pedestrian-friendly walkway, creates a more welcoming and usable space for the neighborhood. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow. Areas will be landscaped and well-lit with seating areas for public use. The increased use of open space will lead to safer public areas, allowing use of the thoroughfare free of vehicular danger and growing the evolving pedestrian network.

Functional Space for Neighborhood Uses

Numerous organizations and businesses occupy this area with new projects currently under construction, adding hundreds of new residents and workforce to the neighborhood. Additional open space will provide safer spaces for public to gather and traverse. The integration of landscape and lighting connecting John Street to Thomas Street will create an additional sense of neighborhood ownership.

Thomas Street Pedestrian Realm

Thomas St is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. Guiding principles of the Thomas Street Concept Plan include prioritizing people and place, and supports walking, biking and getting to transit. The design for 6th and Taylor will connect to the Thomas green street with an adjacent open space and woonerf to John Street.

Enhancing Site Functionality

The vacation allows for a more efficient below grade structure to occupy the site. Combining the development potential of the sites allows for additional open space activation at ground level and access to street-level use. Vacating the right-of-way will allow a single vehicular access and commercial loading to below grade parking, reduce overall traffic access points to the site and pedestrian conflict, and will significantly reduce the use of Thomas Street for vehicles and trucks accessing the site, thus better protecting the green street. Vacating the alley would allow for a higher FAR limit, but the project will not be utilizing the higher capacity.

Reason for Vacation and Development Potential

02

Neighborhood Character

New development in the Uptown and South Lake Union neighborhoods has shown a successful pattern of activating the ground plane through use of plazas, landscaped pedestrian connections, and open space. Vacating the proposed right-of-way will allow for an addition to the neighborhood plan and character of new development. Without vacating the right-of-way, the project would not be conducive to providing additional open space while complying with landuse requirements. This additional open space will allow an opportunity to provide spill over from the Seattle Center, creating educational and public nodes that link the history and uses beyond the existing physical parameters of the Seattle Center site into the neighborhood. For a more detailed comparison of the alternatives relative to Land Use, see page 48, section 03.



no vacation option

Without the vacation, the service alley remains, increasing the potential for merging vehicular and pedestrian traffic, disrupting the Thomas Green Street.



vacated alley

By vacating the alley and re-purposing it to be more pedestrian focused, the public realm is prioritized and more opportunity for an active streetscape is provided.

Vacation/No-Vacation Comparison

02



Provision of a "no vacation" alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative

Concept - No Alley Vacation

This compliant four building scheme joins together two buildings on each side of the block with a party wall. A large plaza space is create along Thomas Street at the north side of the site. Simple gaskets are subtracted between each building to distinguish the massing. This scheme is challenged by the redundant cores of each building, and the service alley with at grade loading that detracts from a more pedestrian friendly ground level. With the alley remaining in this option, there is an at-grade loading location for both buildings. The alley would remain as service only and would not be conducive as a safe pedestrian corridor. In this option, the two buildings create a long facade along both Taylor and 6th Avenues with a minimal amount of open space.

No Alley Vacation



- 8 stories and 9 story buildings
- approx. 558,000 GSF (above grade)

Alley Vacation



- 8 and 9 story buildings
- · approx. 520,000 GSF (above grade)

No Vacation Alternative

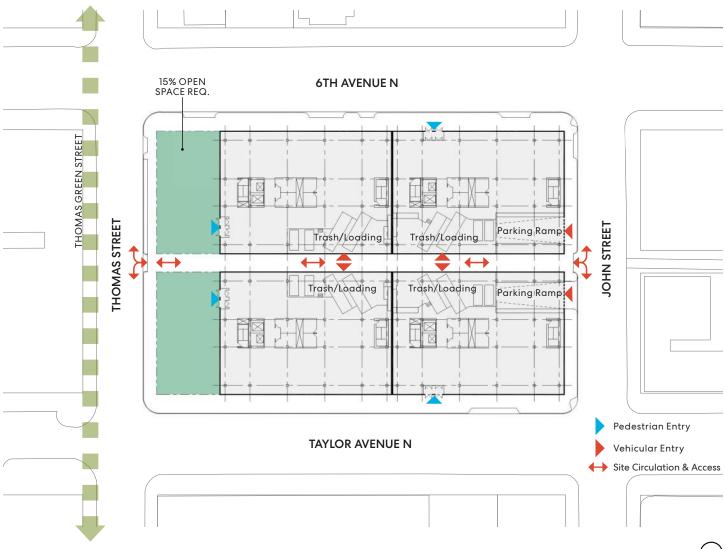
02

Provision of a "no vacation" alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative

No Alley Vacation - Site Plan

This compliant four-building scheme joins together two buildings on each side of the block. A plaza space is created along Thomas Street along the north side of the site. Architectural modulation is used to distinguish between each building. Some of the challenges are a series of redundant cores and loading within the alley space, taking away a more pedestrian friendly space throughout the site. Curb cuts would remain on John St and Thomas St, which is a Green Street.

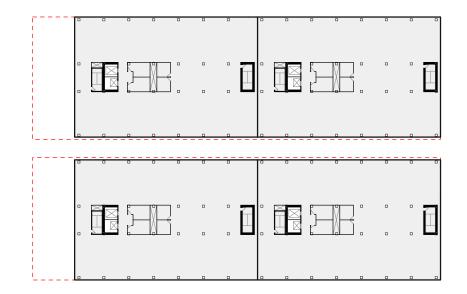
The two-building scenario creates a longer facade along Taylor and 6th, providing minimum open space.



No Vacation Alternative

02

Provision of a "no vacation" alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative



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Mos Zoring Insight Units
(IGC of Alexen Arg. Goods)

Nagada Lond to Mach.
(IGC of Alexen Arg. Goods)

Screened Mechanical

Screened Mec

Tenant
Tenant Amenity
Core/Building Support

Transverse Section

Typical Floor Plan

No Vacation Alternative

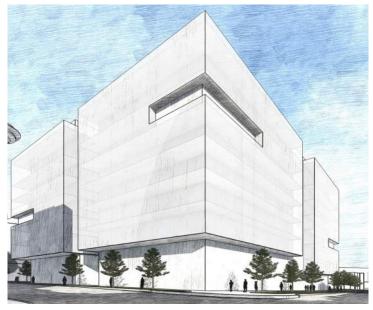
02

Provision of a "no vacation" alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative





Northwest Corner Northeast Corner





Southeast Corner Southwest Corner

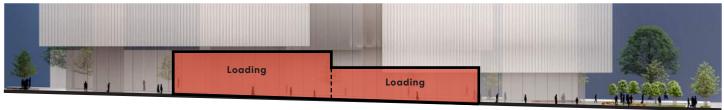
No Vacation Alternative

02

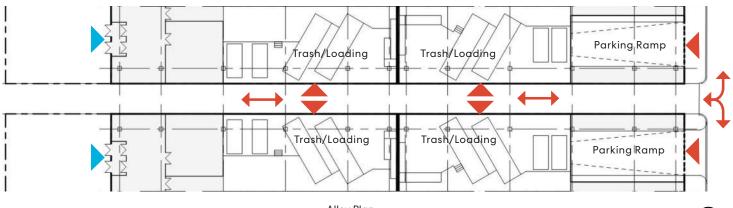
Provision of a "no vacation" alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative



East Alley Elevation



West Alley Elevation



Alley Plan

Service Alley





Alley View View from Thomas Street

Alley Vacation

02

Description of the reason for the vacation, including what the vacation contributes to the project and any increase in development potential attributable to the vacation

Alley Vacation - Site Plan

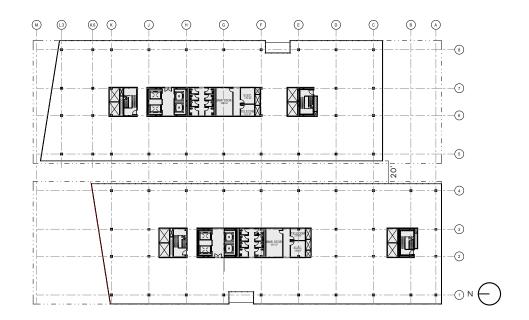
The proposed development will be a phased development with two eight-story mixed-use office/lab buildings with an active tenant ground floor. Located between the Seattle Center and South Lake Union, these buildings pull inspiration from the rich history of the World's Fair while at the same time looks towards the future in order establish itself as a world class innovation center for Life Science. With a consolidated vehicular and service entry at John Street, the emphasis on the pedestrian realm will provide opportunities to connect the newly created urban plazas on John St. and Thomas St, helping this project to make a significant contribution to the neighborhood experience.



Alley Vacation

02

Description of the reason for the vacation, including what the vacation contributes to the project and any increase in development potential attributable to the vacation



Typical Floor Plan



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T6 Alley Vacation
24 June 2022

Project Information

Alley Vacation

Entries

Main entries to both buildings are located directly off the north plaza adjacent to the Thomas green street. Carved away and overhung arches are utilized on this project to emphasize primary entries and to reinforce pedestrian wayfinding through the site.

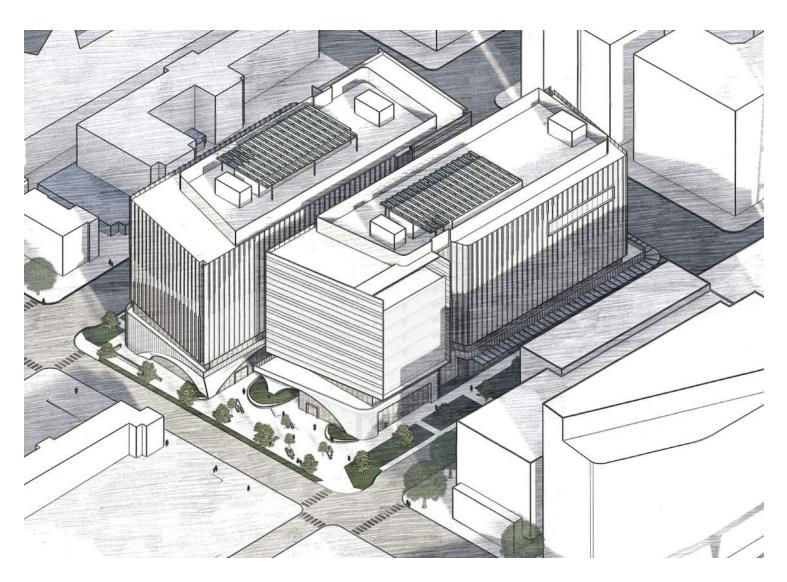
Adjacent Sites

By providing a generous public entry plaza space directly off the Thomas green street, the project reinforces the pedestrian connection from the neighborhood to the Seattle Center. Another public open space is located to the south and connects to the north through a vegetated woonerf towards the Seattle Center.

Project Site

The site is located within a transitional area of the uptown neighborhood between South Lake Union and the Seattle Center. Inspiration was drawn from both the future of science and biotech in SLU and how the rich history of the World's Fair and Seattle Center looked toward the future through innovations in forms and building materials.

02



Enhancing Open Spaces

The primary design concept revolves around the creation of two linked plazas on the North and South that seek to enhance pedestrian flow through the site towards the Thomas Green street and Seattle Center.

Context

Recognizing the unique and historical significance of the Uptown neighborhood, the design concept draws its main inspiration from the iconic forms and modulation of the Pacific Science Center. Arched forms and facade articulation are used in a modern way to both activate the pedestrian level the upper volume through scale and movement.

35

Building Materials

With a project that focuses heavily on the pedestrian experience on all facades, materials and modulation are key elements to enhancing the street level experience, different types of articulation at the upper facade, and how the roof area is perceived from above.

Alley Vacation

02

Description of the reason for the vacation, including what the vacation contributes to the project and any increase in development potential attributable to the vacation

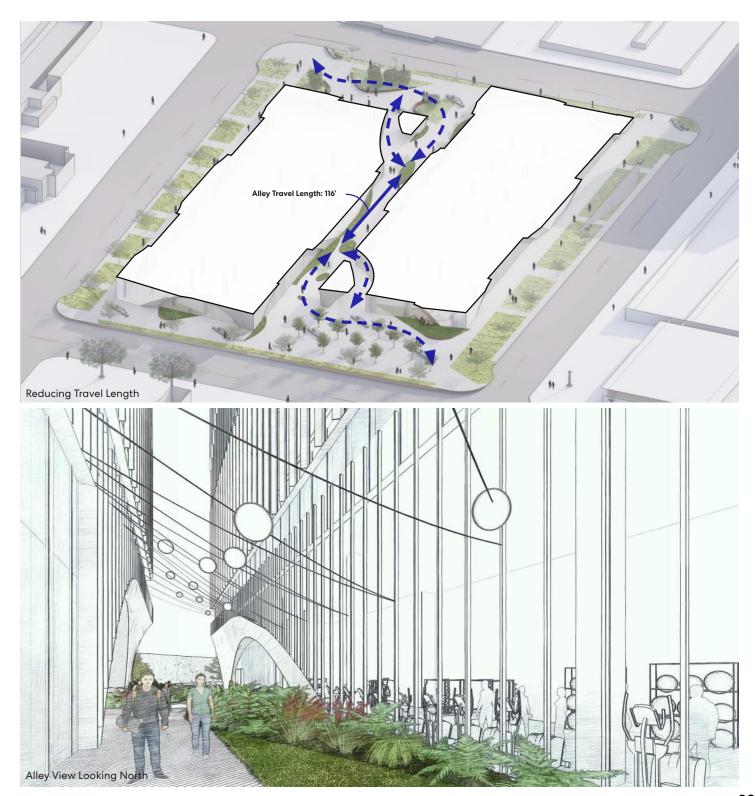




Alley Vacation

02

Description of the reason for the vacation, including what the vacation contributes to the project and any increase in development potential attributable to the vacation



Perkins&Will
T6 Alley Vacation
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Project Information

Alley Vacation

02

Description of the reason for the vacation, including what the vacation contributes to the project and any increase in development potential attributable to the vacation



East Alley Elevation



West Alley Elevation



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Project Information

Proposed Development Timeline

02

Proposed development timeline

Current Development Schedule

Design: Q1 2021 to 3Q 2023 Entitlements: Q1 2021 to 4Q 2023

Construction: Phase 1 - Q4 2023-Q4 2025

Phase 2 - Q4 2025-Q4 2027

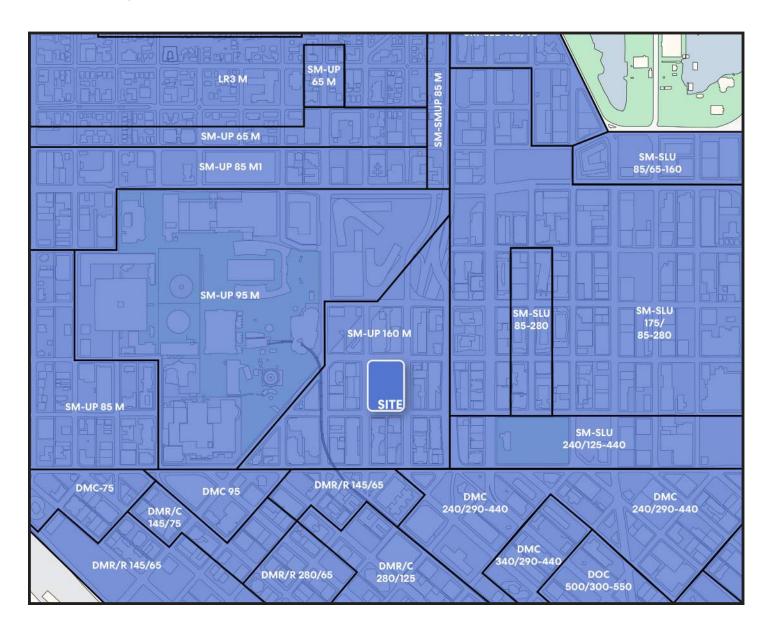
Current Zoning

03

Current Zoning SM-UP 160(M)

Comprehensive Plan Future Land Use Map land use designation

Urban Center (Uptown Urban Center)



Consistency with Zoning

03

The project site is within the SM-UP 160(M) zone in the Uptown Urban Center. The Property is designated Queen Anne (Uptown) Urban Center in Seattle's Comprehensive Plan. The Comprehensive Plan states that the greatest share of future development should be directed toward Urban Centers and Villages. The with-vacation Project does not exceed any code-required densities and stays within the applicable zoning envelopes. Even with the added development capacity using the alley vacation, the Project will not be using the added lot area to increase the FAR limits. In addition, the with-vacation option is consistent with all applicable City and Uptown planning goals and policies for this downtown site, as described below.

Consistency with Comprehensive Plan

03

The vacation petition is consistent with the following Citywide Land Use Policies and Goals:

LU-1.2 Promote this plan's overall desired land use pattern through appropriate zoning that regulates the mix of uses as well as the size and density of development to focus new residential and commercial development in urban centers and urban villages, and integrate new projects outside of centers and villages into the established development context.

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-9.19 Locate and provide access to accessory parking facilities in pedestrian-oriented commercial zones in ways that avoid conflicts with pedestrian routes and interruptions to the continuity of the street facade, such as by locating unenclosed parking to the side of or behind the building, or by enclosing parking below the building or within the building and screening it from the street, preferably by other uses.

Urban Design

GS G3 Maintain and enhance Seattle's unique character and sense of place, including its natural setting, history, human-scaled development, and community identity, as the city grows and changes.

Built Environment

GS 3.9 Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural, or social significance.

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 active tenant amenity and active uses that flank the sidewalk.

Public Spaces

GS 3.24 Encourage innovative street design that expands the role of streets as public spaces and that could include use for markets, festivals, or street parks.

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

GS 3.26 Design public spaces that consider the nearby physical context and the needs of the community.

GS 3.27 Use the principles of crime prevention through environmental design for public spaces, where appropriate.

T6 Alley Vacation 24 June 2022

Land Use Information

Neighborhood Character Policies

03

Queen Anne (Uptown)

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QA-P1 Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Anne's community character with open space, street trees, and other vegetation.

QA-P6 Create a unique urban identity in Queen Anne's Urban Center that includes an attractive multifamily residential neighborhood identified by its distinctive park-like character and surrounding mixed-use areas.

QA-P22 Strive to provide trails and nonmotorized linkages throughout and around Queen Anne.

QA-P40 Strive to provide urban character-enhancing improvements to Queen Anne's streets such as sidewalk improvements, transit facilities, landscaping, and appropriate lighting.

QA-P42 Strive to ensure adequate facilities, such as lighting, for safety in pedestrian and parking areas in Queen Anne's business districts.

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QA-P44 Strive to find solutions to the parking needs of Queen Anne's business districts.

Neighborhood Character Policies

03

Queen Anne Neighborhood Plan Policies

The vacation is consistent with the following Queen Anne (Uptown) Urban Center Neighborhood Plan policies and goals found in the Comprehensive Plan:

Goal 3 The Urban Center is a vital residential community as well as a viable and attractive commercial/employment center and mixed-use neighborhood that enjoys a strong relationship with Seattle Center.

Goal 7 Queen Anne recognizes the impacts that traffic congestion may have on the community's quality of life and strives to address traffic and transportation issues while improving the efficiency of the local and regional transportation system.

Goal 9 Queen Anne is a neighborhood with a vibrant and sustainable business community and safe commercial districts.

The vacation is also consistent with the following goals in the 1998 Queen Anne Plan.

3.1 COMMUNITY CHARACTER

Goal 2: Enhance the physical and design characteristics of the Urban Center.

Policy CH2.2 Create and maintain attractive pedestrian-orientated streetscapes appropriate to each area.

3.3 LAND USE

Goal 2: Queen Anne encourages the development of a viable and attractive Urban Center.

Policy LU2.9 Development in Queen Anne's Urban Center should be pedestrian-oriented to the extent possible to ensure that this vital area retains its human scale.

Goal 3: Promote the development of Queen Anne consistent with the Queen Anne Vision and which will retain the community's essential character.

Policy LU3.7 See to provide a balance between the various residential uses and commercial uses and their demands on parking and traffic.

3.5 TRANSPORTATION

Goal 3: See to improve the timeliness and efficiency of the delivery of persons, goods, and services via the transportation environment.

3.6 QUEEN ANNE BUSINESS DISTRICTS

Goal 2: Promote safe commercial districts for patrons, visitors, employees, and business owners.

Policy B2.1 Ensure adequate facilities (e.g., lighting) for safety in pedestrian and parking areas.

Equity, Race, and Social Justice

03

The Seattle Department of Transportation (SDOT) Street Vacation Application Checklist requires a street vacation petition to address the City of Seattle Equitable Development Implementation Plan (the "EDIP") as part of the land use information. The EDIP states that City decisions should be analyzed through a race and social equity lens. The EDIP identifies six Equity Drivers. We address each below as it relates to the alley vacation:

- D1 Advance economic mobility and opportunity. Promote economic opportunities for marginalized populations and enhance community cultural anchors. Provide access to quality education, training, and living-wage career path jobs.

The Project provides for commercial space for a variety of jobs and career paths. The alley vacation enhances the viability of smaller-scale businesses who may occupy the active tenant amenity space in the Project and for surrounding businesses in the area. The vacation will allow for maintenance light, and security in the space, increasing the pedestrian and economic vibrancy of the area.

- D2 Prevent residential, commercial, and cultural displacement. Enact policies and programs that allow marginalized populations, businesses, and community organizations to stay in their neighborhoods.

The Project location is in a Seattle Commercial/Mixed Use zone in an Urban Center intended for high-density development in Seattle's Comprehensive Plan. According to the EDIP, the Project is in a "low displacement risk" area. See EDIP Risk Displacement Index at pg. 21. The Project and alley vacation will not contribute to any displacement of residential tenants. The Project requires demolition of existing buildings on the Property regardless of the alley vacation. However, the Project will provide new active tenant amenity space on the ground floor.

The Project design and alley vacation benefits reflect local culture as described below.

- D3 Build on local cultural assets. Respect local community character, cultural diversity, and values. Preserve and strengthen cultural communities and build the capacity of their leaders, organizations, and coalitions to have greater self-determination.

The Project design reflects the surrounding community character by celebrating the history of the World's Fair.

Additionally, in response to community outreach on public benefits for the alley vacation, the following public benefits will reflect local community character and cultural diversity:

- D4 Promote transportation mobility and connectivity. Prioritize investment in effective and affordable transportation that supports transit-dependent communities.

The Project and alley vacation will allow for a dedicated pedestrian walk through and helps link the neighborhood to the Seattle Center.

- D5 Develop healthy and safe neighborhoods. Create neighborhoods that enhance community health through access to public amenities, healthy, affordable and culturally relevant food, and safe environments for everyone.
- D6 Enable equitable access to all neighborhoods. Leverage private developments to fill gaps in amenities, expand the supply and variety of housing and employment choices, and create equitable access to neighborhoods with high access to opportunity.

The Project and alley vacation are an opportunity to provide for a variety of employment opportunities and an active pedestrian space, which is open to the public, where none currently exists.

Transportation and Modal Plans

03

Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans

- All streets in the immediate vicinity of the project may be characterized as being part of Seattle's Priority Investment Network (PIN) streets.
- PIN streets are streets identified to be most in need of pedestrian improvements and serve as key routes to K–12 public schools and frequent transit stops.
- Thomas Street is designated as a Neighborhood Greenway (NGW). NGWs are non-arterial streets with low motorized traffic volumes, prioritized for bicycle and pedestrian use.
- The Pedestrian Master Plan designates all streets (Thomas St, John St, Taylor Ave N, & 6th Ave N) within a ¼ mile of the site as part of the PIN.
- The Bicycle Master Plan designates 5th Ave N as a street with future protected bike lanes (but currently not designed or funded). And Thomas is a Neighborhood Greenway prioritized for bicycle use.
- The Transit Master Plan designates 5th Avenue N as part of the Frequent Transit Network (minimum 15-minute headways). None of the streets adjacent to the site have transit routes.
- The Freight Master Plan designates 5th Ave N north of Broad Street as a Minor Freight Street (defn: allows trips from urban villages and commercial districts, provides secondary through routes for network resiliency; truck volume anticipated to be 500+ truck trips per day). None of the streets adjacent to the site are designated freight routes

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T6 Alley Vacation
24 June 2022

Land Use Information

Land Use Actions Required

03

Identification of land use actions required to develop the project, such as design review, rezone, Major Institution Master Plan, Landmarks, Preservation Board approval, environmental review; include a report on the status of those reviews

Early Design Guidance

The EDG Project Number is SDCI 3038156-EG. An EDG meeting was held on April 20, 2022. Please see the approved minutes included in the project Appendix.

Master Use Permit Application

The MUP Project Number is East: #3038240 - LU, West: #3038247 - LU. The anticipated application submission is in July 2022.

Design Review Board Recommendation

The Recommendation meeting will occur after submission of the MUP application. Associated documentation will be added to the Appendix once the Recommendation has been successfully completed.

Zoning Review

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

SEPA Review

A SEPA checklist is being submitted to SDCI as part of the MUP application. There is no indication that an EIS will be required.

Landmarks Review

The on-site buildings to be demolished will be reviewed concurrently with the MUP application by Department of Neighborhood staff. It is not anticipated that the existing buildings will required to submit a Landmarks nomination due to their poor condition and lack of elements that meet Landmarks requirements.

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Street Improvement Permit

200 Taylor Ave N (West SIP) - SUSIP0000445

205 6th Ave N (East SIP) - SUSIP0000446

Vacation/No Vacation Land Use Comparison

03

The proposed development will be a phased development with an 8 and 9 story mixed-use office/lab building with active tenant amenity space. Located between the Seattle Center and South Lake Union, these buildings pull inspiration from the rich history of the World's Fair while at the same time looking towards the future in order establish itself as a world class innovation center for Life Science. An emphasis on the pedestrian realm will provide opportunities to educate the public on the significance of the Seattle scientific community and further help this project to make a significant contribution to the neighborhood experience.

The project team proposes to vacate the alley that runs north to south between Thomas Street to the north and John Street to the south as part of Phase 1 of the Project. The proposed alley vacation will include the entire alley (approximately 5,761 square feet). The expected density of Phase 1 of the Project, with vacation, will be a gross square footage of approximately 246,000 gsf total above grade, including a 60:40 ratio of office and lab, and 200 below grade parking stalls. The alley vacation allows the project to gain 5,761 of development potential on the Phase 1 site; however, the project team does not plan to use that extra development potential to develop a larger building but instead will use the alley vacation to reduce access points, provide better pedestrian alley and between building experiences, and create more efficient below grade loading and parking.

The vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped woonerf. Connecting the open spaces with a pedestrian-friendly walkway, creates a more welcoming and usable space for the neighborhood. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow. Areas will be landscaped and well-lit with seating areas for public use. The increased use of open space will lead to safer public areas, allowing use of the thoroughfare free of vehicular danger and growing the evolving pedestrian network. Along with integrating the façade with the loading and parking entry gate, the green spaces will also allow opportunity for visual screening. The proposed public benefits are detailed in Section 08.

Without the vacation, the service alley remains, with up to four vehicular access points to support East and West building loading and below grade parking. Alley access off of the Green Street on Thomas remains in order to streamline circulation, and the public pedestrian plazas shown in the preferred development option are eliminated.

No Alley Vacation



- 8 and 9 stories
- approx. 558,000 GSF (above grade)

Alley Vacation



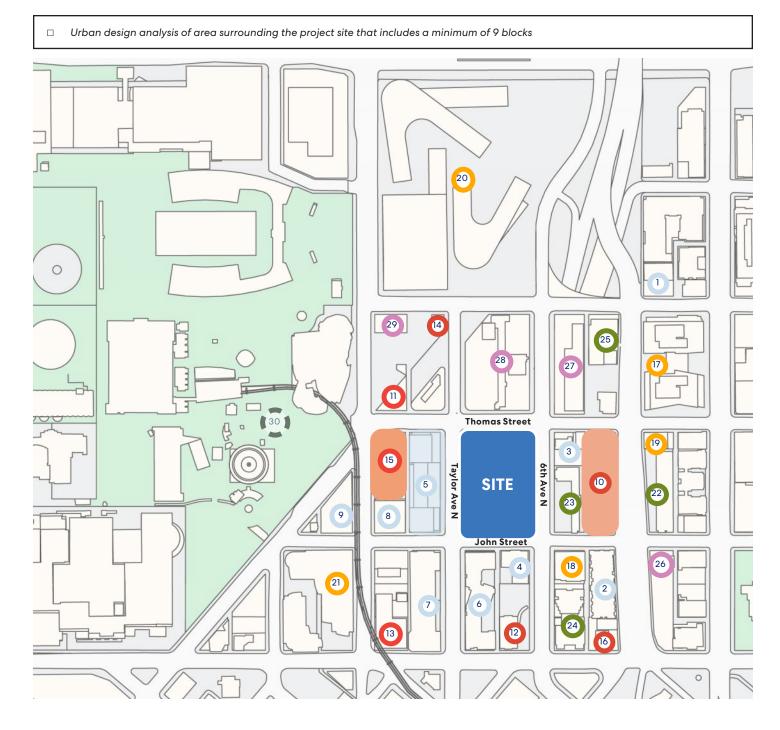
8 and 9 stories

48

approx. 520,000 GSF (above grade)

9-Block Urban Analysis - Use

03



9-Block Analysis - Use

03

Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks

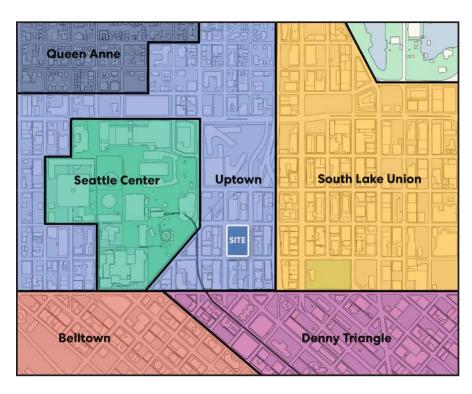


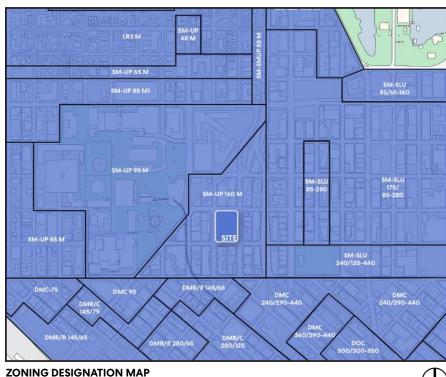
50

9-Block Analysis - Zoning

03

Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks

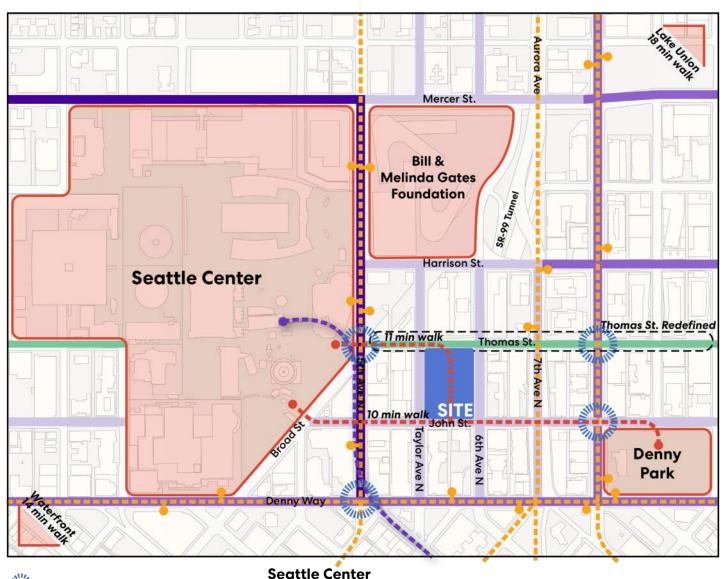




9-Block Analysis - Transportation/Pedestrian

03

Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



Connection Point

Point of Interest

Class I Pedestrian Street

Class II Pedestrian Street
Class III Pedestrian Street

Green Street

= 🤲 Bus Stop

■■■ Bus Route

■■■ Monorail

Optimum Neighborhood Connect seattie Center

52

9-Block Urban Analysis - Street/Alley Network

03

Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



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Early Design Guidance

03

If design review is required, any Early Design Guidance (EDG) proposals, Design Review Board minutes, including statement that the project has completed EDG, and Seattle Design Commission's report to the Design Review Board or SDCI Director

Early Design Guidance

EDG took place on April 20, 2022 and was approved to move forward. The presentation package is located in the appendix of this document along with related minutes, comments, and correspondence.

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Current Use, Design, Type, and Designation





Transportation Engineering NorthWest

MEMORANDUM

DATE: March 31, 2022

TO: Kelsey Bloomer – OAC

FROM: Jeff Schramm / Spenser Haynie

TENW

SUBJECT: Transportation Assessment with proposed Alley Vacation

T6 Development (Seattle)
TENW Project No. 2021-153

This memo documents a preliminary transportation assessment of the proposed vacation of the existing alley serving the proposed redevelopment of the T6 project. The memo includes a project description, trip generation estimate, documentation of the existing uses, and potential transportation impacts associated with an alley vacation.

Project Description

The proposed T6 project is located on the entire block bound by Taylor Avenue N, Thomas Street, 6th Avenue N, and John Street as shown in the **Attachment A** vicinity map. A preliminary development scenario includes two (2) new buildings totaling 492,343 square feet (SF) of office. The existing site includes a 123-room hotel and 32,231 SF of office; all of which will be removed with the proposed project.

The project is proposing to vacate the existing alley that runs north and south between Thomas Street and John Street. Vehicular access is proposed via a new driveway cut onto John Street adjacent to the existing alley intersection onto John that would be vacated. A preliminary site plan concept is shown in **Attachment B.**

Trip Generation

The trip generation estimates for the proposed development, and existing uses to be removed, were based on methodology documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, for Land Use Code (LUC) 710 (Office) and LUC 310 (Hotel). Adjustments to the trip generation estimates were made to account for local mode-split data; this approach is consistent with recent practices for estimating trip generation for Seattle development projects.

Local mode-split adjustments for the proposed office use were made based on the most recent available mode-split data included in the 2019 *Commute Seattle Center City Commute Mode Split Survey* for the Uptown Center City Neighborhood of Seattle.

The resulting net weekday daily, AM peak hour, and PM peak hour trip generation estimates associated with the proposed T6 project are summarized in **Table 1**. The detailed trip generation calculations are included in **Attachment C**.

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Current Use, Design, Type, and Designation

04

Table 1
Trip Generation Summary

	New T	New Trips Generated *						
Time Period	ln	Out	Total					
Weekday Daily	861	862	1,723					
Weekday AM Peak Hour	165	4	169					
Weekday PM Peak Hour	34	150	184					

^{*} Note: trips include removal of existing site uses

Alley Vacation Analysis

This analysis considers the existing and future uses on the existing alley that runs north and south between Thomas Street and John Street. This section addresses street grid continuity, local vehicle access needs, transit impacts, freight considerations, and non-motorized transportation with and without the alley vacation.

Street Grid Continuity

The existing alley runs north and south between Thomas Street and John Street which currently supports two-way traffic and provides access to parking, garbage pickup, and loading activity. South of John Street, the alley continues to Denny Way. The existing alley does not continue north of Thomas Street. The T6 redevelopment project proposes to vacate the alley for the entire block that is bound by Taylor Ave N, Thomas Street, 6th Ave N, and John Street. Access would be provided at a new curb cut driveway for vehicles and loading on John Street adjacent to the current alley curb cut that would be removed.

With the proposed project and alley vacation, the existing uses on-site would be removed, and no street grid continuity issues are anticipated since the site would be served with a new access driveway onto John Street in a similar location to the existing alley. Thomas Street would continue to function as a designated green street and would benefit from removal of the existing curb cut at the alley.

Surrounding Street Type Classification

Thomas Street is designated as a green street with existing bike lanes west of Taylor Avenue. As a green street, and with the proposed redevelopment of the site with the alley vacation, Taylor is anticipated to be enhanced to include a variety of design and operational treatments to give priority to pedestrian circulation and open space over other transportation uses.

6th Ave and Taylor Ave would continue to function the same as current conditions with no new curb cuts proposed. John Street would also continue to function similar to current conditions with same number of curb cuts since the new proposed access would replace the current alley curb cut in a similar location. With the removal of the existing alley curb cut on Thomas Street, more vehicle and loading traffic would occur on John Street, but its current designation would remain with access to both Taylor Ave on the west and 6th Ave on the east.

Local Vehicle Access

With the proposed alley vacation and redevelopment of the block, vehicular access would occur via a single new driveway curb cut onto John Street. The new access curb cut to John Street would accommodate both vehicle and loading activities for all future site uses within the redevelopment, and alley access would no longer be necessary.

Current Use, Design, Type, and Designation

04

Transit

No transit service is currently provided on any of the blocks that serve the site. The closest transit stops in the project vicinity are located on Denny Way near 6th Avenue N and on 5th Avenue N near Thomas Street. No impacts to transit are anticipated to occur with the proposed alley vacation.

Freight

In the vicinity of the proposed project, 7^{th} Avenue N and Denny Way are designated as major freight routes and 5^{th} Avenue NE is designated as a minor freight route. None of Thomas Street, John Street, Taylor Avenue, or 6^{th} Avenue are designated freight routes. No impacts to freight are anticipated to occur with the proposed alley vacation.

Non-Motorized Transportation

With the T6 redevelopment, improvements to the pedestrian network would include amenities to attract and serve pedestrians on each of the blocks serving the site, thereby enhancing the pedestrian environment compared to existing conditions. These amenities could include design elements to prioritize pedestrians, fixed and flexible seating, curb bulbs, and planting.

Additionally, Thomas Street is designated as a green street with existing bike lanes west of Taylor Avenue. A green street includes a variety of design and operational treatments to give priority to pedestrian circulation and open space over other transportation uses.

Traffic Operations

The existing north/south alley through the site currently provides access to both Thomas Street and John Street. The alley serves a low volume of traffic, limited pedestrian activity, and service to existing on-site uses for loading as well as trash and recycling pick-up. With the proposed alley vacation and redevelopment of the block, vehicular access is proposed to occur via a single new access driveway onto John Street. The proposed access to John Street will accommodate all vehicle and loading activities for the entire block redevelopment; it is anticipated that the traffic impacts of the access consolidation will be reviewed as part of the Traffic Impact Analysis (TIA) required for MUP approval. The alley vacation is not anticipated to have an adverse impact on traffic operations of the adjacent streets since the existing site already has access onto John Street and would reduce traffic operations impact to Thomas Street (a 'green' street) with the alley curb cut removal.

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Current Use, Design, Type, and Designation

04

Conclusion

The existing alley that runs north and south between Thomas Street and John Street currently supports two-way traffic and provides access to parking, garbage pickup, and loading activity for the existing uses on the site. Use of the alley currently serves existing on-site uses, which would be replaced with a single access onto John Street providing access for vehicles and loading activities. With the proposed alley vacation and redevelopment of the block, vehicular access would be limited to John Street, and would enhance operations on Thomas Street – a city designated 'green' street by removal of the existing curb cut.

The proposed alley vacation is not anticipated to have an adverse impact on street grid continuity, local vehicle access, transit, non-motorized transportation, or traffic operations of the adjacent streets.

Please contact Jeff at <u>schramm@tenw.com</u> or 206-396-8286 if you have any questions with the information included in this memorandum.

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cc: John Moshy and Brad Rock - BMR

Drew Graham - OAC

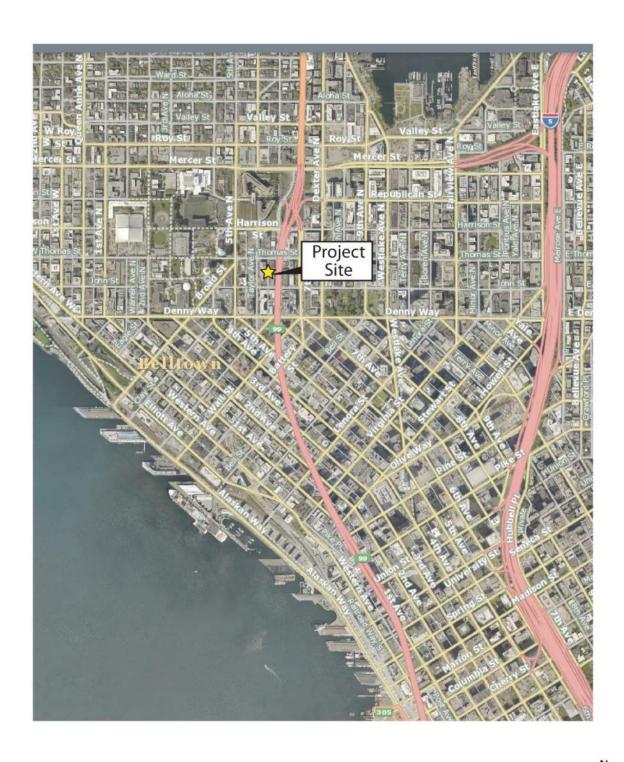
Katie Kendall - MHL

Attachments:

- A. Project Site Vicinity
- B. Preliminary Site Plan
- C. Trip Generation Calculations

Current Use, Design, Type, and Designation

04



Attachment A: Project Site Vicinity



Current Use, Design, Type, and Designation

04



Attachment B: Preliminary Site Plan



Current Use, Design, Type, and Designation

Taylor & 6th

Weekday Trip Generation Estimate

				Baseline	Data		Infill D	ata	Directional Split ¹		Vehicle Trip Gener		ation		
Land Use		Size / Units	ITE LUC 1	Trip Rate ¹	Baseline ITE Auto Trips	Vehicle Mode-Split	AVO	ITE Person Trips	Vehicle Mode-Split	AVO	Enter	Exit	Enter	Exit	Total
Proposed Uses: Office ²		492,343 SF	710	13.68	-	-		6,735	43.0%	1.12	50%	50%	1,293	1,293	2,586
Less Existing Use: Hotel ³	Internal ⁴	123 Rooms	310	2.84	-	-	-	-	-	-	50%	50%	-174 0	-175 2	-349 2
Office	Internal ⁴	32,231 SF	710	13.68	-	-		441	43.0%	1.12	50%	50%	-174 -84 2	-173 -85 0	-347 -169 2
										G		s Generated =	-82 1,293	-85 1,293	-167 2,586
	Less Existing Trips = Total Proposed Net Daily Trips =									-432 861	-431 862	-863 1, 723			

- Notes:

 1. Land Use Code, trip rates, and directional splits from Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

 2. Office mode-split and AVO based on 2019 Commute Seattle Center City Mode Split Survey for Uplown.

 3. Hotel daily trip rate for Dense Multi-Use Urban estimated using ratio of General Urban/Suburban daily trip rate to PM peak hour trip rate from Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

 4. Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017 (used average of AM and PM percentages for Daily).

Taylor & 6th

					1100	Baseline Data Infill Data Directional Split ¹				Vehicle Trip Generation					
Land Use		Size / Units	ITE LUC 1	Trip Rate ¹	Baseline ITE Auto Trips	Vehicle Mode-Split	AVO	ITE Person Trips	Vehicle Mode-Split	AVO	Enter	Exit	Enter	Exit	Total
AM PEAK HOUR Proposed Uses: Office ²	1	400 2 42 55	710	T = 1.17(V) + 14.70				50/	42.05	1.12	87%	13%	196	29	225
Less Existing Use:		492,343 SF	/10	T = 1.16(X) + 14.79	-	-	-	586	43.0%	1.12	0/%	13%	176	29	225
Hotel	Internal ³	123 Rooms	310	0.31	-	•	-	-	-	-	39%	61%	-15 0 -15	-23 1 -22	-38 1 -37
Office		32,231 SF	710	T = 1.16(X) + 14.79	-		-	52	43.0%	1.12	87%	13%	-17	-3	-20
	Internal ³												-16	-3	-19
Gross AM Peak Hour Trips Generated = Less Existing Trips =									196 -31	29 -25	225 -56				
Total Proposed Net AM Peak Hour Trips =									165	4	169				

61

- Load Use Code, hip rates, and directional splits from Institute of Transportation Engineers (ITE) Trip Generation Manual. 11 th Edition, 2021.
 Clifice mode-split and AVO based on 2019 Commute Seattle Center City Mode Split Survey for Uptown.
 Internal trip reductions based on methodology documented in Harif Trip Generation Handbook, 3rd Edition, September 2017 (used average of AM and PM percentages for Daily)

Current Use, Design, Type, and Designation

Taylor & 6th

Weekday Trip Generation Estimate

						Baseline	Data		Infill D	ata	Direction	nal Split ¹	Vehi	cle Trip Gener	ation
Land Use		Size / Units	ITE LUC 1	Trip Rate ¹	Baseline ITE Auto Trips	Vehicle Mode-Split	AVO	ITE Person Trips	Vehicle Mode-Split	AVO	Enter	Exit	Enter	Exit	Total
PM PEAK HOUR Proposed Uses: Office ²		492,343 SF	710	T = 1.19(X) + 21.64	-			608	43.0%	1.12	21%	79%	49	184	233
Less Existing Use: Hotel	Internal ³	123 Rooms	310	0.21	-	-	-	-	-	-	44%	56%	-11 O	-15 0	-26 0
Office	Internal ³	32,231 SF	710	T = 1.19(X) + 21.64	-	-	-	60	43.0%	1.12	21%	79%	-11 -4 0	-15 -19 0	-26 -23 0
											Less E	Generated =	-4 49 -15	-19 184 -34	-23 233 -49
										Total Propose	d Net PM Pea	k Hour Trips =	34	150	184

Notes:

1. Land Use Code, trip rates, and directional splits from Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

2. Office mode-split and AVO based on 2019 Commute Seattle Center City Mode Split Survey for Uptown.

3. Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017 (used average of AM and PM percentages for Daily)

Analysis of Transportation Impacts

04

1. Impacts to transit, freight, pedestrian, and bicycle circulation and access

Transit

No transit service is currently provided on any of the blocks that serve the site. The closest transit stops in the project vicinity are located on Denny Way near 6th Avenue N and on 5th Avenue N near Thomas Street. No impacts to transit are anticipated to occur with the proposed alley vacation.

Freight

In the vicinity of the proposed project, 7th Avenue N and Denny Way are designated as major freight routes and 5th Avenue NE is designated as a minor freight route. None of Thomas Street, John Street, Taylor Avenue, or 6th Avenue are designated freight routes. No impacts to freight are anticipated to occur with the proposed alley vacation.

Non-Motorized Transportation (pedestrian and bicycle)

With the T6 redevelopment, improvements to the pedestrian network would include amenities to attract and serve pedestrians on each of the blocks serving the site, thereby enhancing the pedestrian environment compared to existing conditions. These amenities could include design elements to prioritize pedestrians, fixed and flexible seating, curb bulbs, and planting. Additionally, Thomas Street is designated as a green street with existing bike lanes west of Taylor Avenue. A green street includes a variety of design and operational treatments to give priority to pedestrian circulation and open space over other transportation uses.

Access

The existing north/south alley through the site currently provides access to both Thomas Street and John Street. The alley serves a low volume of traffic, limited pedestrian activity, and service to existing on-site uses for loading as well as trash and recycling pick-up. With the proposed alley vacation and redevelopment of the block, vehicular access is proposed to occur via a single new access driveway onto John Street. The proposed access to John Street will accommodate all vehicle and loading activities for the entire block redevelopment; it is anticipated that the traffic impacts of the access consolidation will be reviewed as part of the Traffic Impact Analysis (TIA) required for MUP approval. The alley vacation is not anticipated to have an adverse impact on traffic operations of the adjacent streets since the existing site already has access onto John Street and would reduce traffic operations impact to Thomas Street (a 'green' street) with the alley curb cut removal.

2. Any relevant policies (transportation modal policies, pedestrian plans, etc)

Thomas Street is designated as a green street with existing bike lanes west of Taylor Avenue. As a green street, and with the proposed redevelopment of the site with the alley vacation, Taylor is anticipated to be enhanced to include a variety of design and operational treatments to give priority to pedestrian circulation and open space over other transportation uses.

Per the City's website, "Thomas St is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center." The vision for Thomas Street is to prioritize pedestrian and bicycle connectivity. The original concept plan for Thomas Street was created in 2013. Since 2013, a design charrette was held in 2019 resulting in the following changes:

- A half-block closure at 5th and Thomas that would create a public plaza adjacent to the Seattle Center skatepark.
- The creation of a 36 feet wide pedestrian and bicycle promenade on the north curb.
- A protected intersection at Dexter and Thomas.

Utilities

05

Existing utilities within the alley consist of electrical and communication facilities. The electrical facilities include multiple vaults and duct banks that run north-south within the alley providing feeder getaways for electrical distribution from the Broad Street substation, which is located immediately north of the project across Thomas Street. The communication facilities are limited to service connections to the properties located on either side of the alley, however there does not appear to be any distribution of communications through the alley.

The project construction will involve the shoring and excavation of the entire block, including the alley that bisects the two project sites. This work will impact the existing utilities, and will require their relocation and/or abandonment in advance of the shoring and mass excavation work.

The following page is an except from ongoing utility coordination. For a more detailed description on the impact of utilities and the project's response to vacation policies pertaining to uliities, see page see page 73, section 08.

Perkins&Will
T6 Alley Vacation
24 June 2022

Utilities

Potential Future Utility Impacts

05

Gavin Smith

From: Murray McKinney <mmckinney@mckineng.com>

Sent: Wednesday, January 5, 2022 5:16 AM

To: Kenny, Mariah

Cc: Zadehgol, Hamed; Nguyen, Nhut; Arya, Shayan; Kelsey Blommer; Drew Graham; Chris

Park; Gavin Smith; Brad Rock; Martek, Joseph

Subject: Re: 200 Taylor Ave N - Alley Vacation Discussion

Good Morning Mariah,

We wanted to summarize the meeting we had with you prior to the holiday break. Please see below and let us know if SCL has any comments on the consensus I have outlined below.

Thanks!

Disconnect:

- SCL can disconnect the secondary services to both the east and west properties in relatively quick order. SCL to confirm work order with crews to disconnect west building per application date.
- Mariah to help coordinate a meeting with Shayan and BMR Team prior to disconnect.
 - The transformer removal for the west building will need to wait for a feeder outage which can take several months. SCL to confirm if the project or SCL will remove the transformer.

Temp Service:

• Temp service availability is limited and SCL may be only able to provide 208 V Power. Team to review temp service loads and submit to SCL so SCL can run a load flow study.

UMP:

• SCL didn't take exception to the preliminary design but would like the vaults as close to traffic intersections as possible. SDOT may ask for the vaults to be located in the street.

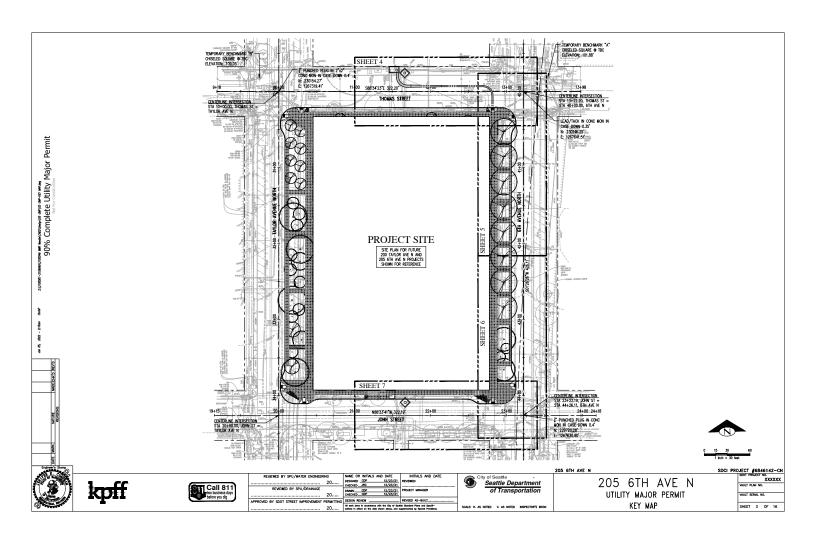
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- Murray to request maps for existing north facility
- Team to submit UMP drawings to SDOT and reviews can take place concurrently
- A separate set of documents will be sent directly to SCL to expedite the UMP Process.
- An entire alley vacation can take time.

Utilities

Proposed Mitigation of Impacts

05



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Historic Sites or Buildings

Acknowledgment

06

The alley vacation is not located in a historic district or a special review district and the vacation is not adjacent to a historic landmark or site. The on-site buildings to be demolished will be reviewed concurrently with the MUP application by Department of Neighborhood staff. It is not anticipated that the existing buildings will required to submit a Landmarks nomination due to their poor condition and lack of elements that meet Landmarks requirements.

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For issued demoliton permits, see page 13 of section 02.

Community Engagement Plan

Provisions and Documentation

07

Provision of community engagement plan and documentation of all community engagement completed to date, include a report on public comments and how proposals responds to them.

200 Taylor Ave N and 203-233 6th Ave N / Alley Vacation Outreach

Community Outreach: Planning

Our outreach team liaised with the project team to discuss project strategy/approach and to develop project key messages. We then developed a Community Open House Event and Community Outreach Plan including objectives, target audiences, event details, proposed agenda, collateral materials, announcement methods, communication elements and presentation approach.

We are tracking any communications with the project team with the intent of keeping the City of Seattle's Department of Neighborhoods (DON) staff (and SDOT / SDC) up to date via email and phone.

OUTREACH PLAN

Our Community Outreach Plan, which was approved by Seattle DON on April 6, 2022, included the following elements.

Electronic / Digital Method: Website

We created a project website that includes a description of the proposed alley vacation, details about the project team, details surrounding zoning, context and site map, and relevant prior projects completed by the project team. The website also includes links to join the ZOOM Open Houses. We also included a comment section that went to the project email address and details about the overall timeline.

All printed/digital media were translated into:

- Traditional Chinese
- Spanish
- Vietnamese

As of May 13, 2022, no members of the public have sent comments through the website or to the Gmail address.

Electronic / Digital Method : Online Survey

We created a brief survey that is tailored to the proposed alley vacation and includes the opportunity for community members to provide specific feedback about the proposal. The survey will be live for the life of the street vacation process, up to the final vote by City Council.

The survey was translated into:

- Traditional Chinese
- Spanish
- Vietnamese

As of May 13, 2022 four respondents have taken the survey with three respondents responding positively to the questions about community benefits associated with the alley vacation and one respondent responding negatively.

Community Engagement Plan

Provisions and Documentation

07

Printed Outreach: Direct Mail to Residents/Businesses

We developed a community outreach letter and flyer that was mailed to **786 businesses and residents in the Uptown/ SLU area within a 500-foot+ radius** of the project to inform them of the alley vacation request and to invite them to the Community Open House meeting to provide feedback. The letter included the project address and email address, as well as basic information that directed interested parties to the project website and project survey.

The letter and flyer were translated into:

- traditional Chinese
- Spanish
- Vietnamese

Printed Outreach: Direct Mail/Email to Community Groups

We distributed the letter to all neighborhood/community groups listed on the City of Seattle's Uptown Neighborhood Snapshot, including the Seattle Center Advisory Commission, Uptown Alliance, Queen Anne Greenways, West Precinct Advisory Committee and Emergency Hubs & Block Watches; as well as community groups from the City of Seattle's South Lake Union Neighborhood Snapshot, including Bellwether Housing, Cascade Neighborhood Council, Compass Housing Alliance, Denny Triangle Neighborhood Association, Discover South Lake Union SLU, Low Income Housing Institute, Mercer Stakeholders, South Lake Union Community Council, Westlake Avenue Association, Cascade Area Business Neighbors, South Lake Union Chamber of Commerce, Friends of Denny Park, South Lake Union Greenways, West Precinct Advisory Committee and Emergency Hubs & Block Watches.

As of May 13, 2022 we have not received any input or questions from community groups. We are presenting to the Uptown Alliance in early June.

Project Hotline:

We set up a project hotline with voicemail script which was translated into Spanish, Vietnamese, Traditional Chinese that offered callers the opportunity to provide direct feedback for us about our proposed project, and leave detailed comments, questions, or concerns at the conclusion of this message.

As of May 13, 2022, no callers have left voicemail messages.

<u>Community Outreach: Virtual Open House Meetings (x2)</u>

We set up and hosted two online virtual community open house meetings on Tuesday, May 10 and Thursday, May 12 with the intent of allowing attendees to learn more about the alley vacation request and share additional questions, comments, and concerns.

There were no attendees at either Open House except for the project team.

Community Outreach: Community Conversations

In addition to the open house meetings, we developed a work-back timeline for implementing informal community group discussions with primary Uptown and South Lake Union community groups, including developing an informal PowerPoint handout to guide conversations. We followed up with recipients by phone/e-mail to gauge interest in conversations.

Community Engagement Plan

Provisions and Documentation

07

Community Outreach: Land Use Review Committee Briefing, June 6th 2022.

See below for a summary of the Uptown Land Use Review Committee briefing that was held on June 6th, 2022:



Uptown is a vibrant and dynamic neighborhood. Uptown businesses, restaurants, shops, parks, arts and cultural activities remain open during construction of the New Arena at Seattle Center.

UPTOWN LAND USE REVIEW COMMITTEE

200 Taylor Ave: Design and Alley Vacation Review

Sent Electronically to: Kelsey Blommer

Uptown Alliance met with the Applicant to review their proposed project design and Alley Vacation request

We reviewed the site context, the site plan, the EDG Design Proposal & subsequent DRB comments and the alley vacation design.

Overall the Uptown LURC feels the project is weel designed and provides good visual and physical access for pedestrians walking through the neighborhood. They researched the neighborhood, and our Urban Design Framework (UDF) document so they could understand what Uptown's goals were for the future. They researched the "Uptown specific Design Guidelines" and by the time they met with us, they understood and had incorporated many of the design elements that are important to Uptown.

The Thomas Street greenway & pedestrian connection is an important design element that links SLU with Seattle Center and Uptown. We appreciate the thoughtfulness that went into the street level design and Public Benefits for the community as part of the proposed alley vacation. The proposed "enhanced" improvements along both Thomas Street and 6th serve to make the pedestrian experience better with an attractive link to the east-west connection. The open space and public access proposed along both Thomas and 6th is appreciated.

UP-LURC supports the 7200 SF Open Space uses and design elements proposed along the alley, especially the proposed arches which are very attractive & serve to connect the building to Seattle Center which is an important regional gem in our neighborhood; the proposed lighting and attractive through-block access.

We appreciated all the work they did and their proposed design project was able to get unanimous approval for the Uptown Land Use Review Committee.

Only additional requests made of the Applicant by UP-LURC:

- 1. We recommended thoughtful incorporation of art & lighting so this pathway can function well throughout the year, with the many months of darkness experience d in this climate
- 2. Uptown is a designated Arts Center and we request special attention be paid and efforts made to incorporate good Wayfinding and Art along all pedestrian pathways.

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Maria Barrientos Mercedes Fernandez Co-Chairs, Uptown Land Use Review Committee

Perkins&Will
T6 Alley Vacation
24 June 2022

Community Engagement Plan

07

Provisions and Documentation

All of our printed & digital media (survey, website, community letter, voicemail) contained:

- Summary of proposal
- Address of project
- Contact person
- Email address, phone number
- The SCDI number
- Where to find more info, such as the Seattle Services Portal
- Includes digital outreach links/QR codes to website/survey
- Asks for feedback
- Privacy statement

Community Outreach: Recap

For a detailed recap document summarizing all outreach efforts conducted, please see the appendix for a compiled document. The document contains a detailed summary of all outreach efforts and community feedback received. The recap will be available for reference by the project team in all subsequent communications with City of Seattle staff.

Equitable Access

As part of our outreach, intentional effort was made to ensure all materials were equitably accessible for non-English speaking members of our community. This included professionally translating all outreach materials below into Vietnamese, Spanish, and Chinese.

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- · Full translation of the community letter
- Full translation of the website content
- · Full translation of the online survey
- · Full translation of the voicemail message

Vacation Policies

08

The City of Seattle Street Vacation Policies (the "Policies") state that 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, including zoning requirements and Comprehensive Plan Policies. The Policies also require a comparison of development capacity with and without the street vacation. We address each of these requirements below.

Vacation Policies

Circulation and Access

08

- Preliminary statement on how proposal addresses the vacation policies' values, including:
 - · Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

Circulation and Access

Policy: Vacations may be approved only if they do not result in negative effects on the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems unless the negative effects can be mitigated. When the traffic functions of a street are necessary for the transportation network, the City will not grant the vacation

Street vacation petitions may be approved only if access is retained to properties on the block where the right of way is located and to properties on neighboring blocks or streets.

While the primary purpose of streets is circulation, the primary purpose of alleys is to provide access to individual properties, and space for utility functions such as water, sewer, solid waste, telecommunications, and electricity. In general alleys in residential, commercial, and mixed-use zones will be retained. Alleys shall be retained for their primary purposes and other purposes and benefits.

Response:

The site is located along Thomas Street which is a principal green street connection downtown to the Seattle Center. The streets east and west to the site are 6th Ave. and Taylor Ave., with John St. to the south. Bus service is available a block away on 5th Ave, 7th Ave, and Denny Way, in addition to Dexter Ave., just two blocks away. The existing north-south alley provides access to a surface parking lot and the back-side of buildings that will be removed by the proposed T6 project. The alley can be accessed from John St. and Thomas St.

From seattle.gov: "Thomas St. is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. Improvements along Thomas St. east of Seattle Center are planned to occur in phases primarily based on milestones of planned improvements of other projects along this corridor and funding availability. SDOT is continuing to seek development partnership and grant opportunities along this corridor."

If the alley were to remain and provide access to the subject site, it would increase the potential for merging vehicular and pedestrian traffic, disrupting the planned Thomas Green Street. The proposed T6 project prioritizes the public realm connection and pedestrian focused circulation through the site. This is achieved by locating the utility functions below grade and providing entry access to the utilities on John St., away from the Thomas Green Street plans. Vacating the alley will allow for a greater sense of public space with the project's proposed reduced alley distance providing more connection to the green space plazas located at the north and south ends of the site, Thomas St and John St., respectively. With larger overall green spaces and pedestrian focused design at the alley, the spaces along Thomas St. and John St. will create a unified pedestrian scale with pedestrian activation throughout the site.

T6 Alley Vacation 24 June 2022

Vacation Policies

Utilities

08

- Preliminary statement on how proposal addresses the vacation policies' values, including:
 - · Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

Utilities

Policy: Streets that contain or are needed for current or 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 streets 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 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 telecommunications 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 utility needs.

Response:

Existing utilities within the alley consist of electrical and communication facilities. The electrical facilities include multiple vaults and duct banks that run north-south within the alley providing feeder getaways for electrical distribution from the Broad Street substation, which is located immediately north of the project across Thomas Street. The communication facilities are limited to service connections to the properties located on either side of the alley, however there does not appear to be any distribution of communications through the alley.

The project construction will involve the shoring and excavation of the entire block, including the alley that bisects the two project sites. This work will impact the existing utilities, and will require their relocation and/or abandonment in advance of the shoring and mass excavation work.

New SCL infrastructure will be installed around the perimeter of the site along Thomas Street, 6th Avenue North, and John Street, and will provide an alternative connection between the SCL vaults in which the alley duct banks are routed to/from. This new infrastructure will facilitate the relocation of the SCL feeders from the existing alley duct banks to the newly installed duct banks, allowing for the abandonment of the alley electrical facilities.

The alley communication facilities only feed the existing buildings located adjacent to the alley. Once those buildings are demolished, which will occur in advance of shoring and mass excavation, the alley communication facilities will not be needed, and no longer need to be mitigated.

Perkins&Will
T6 Alley Vacation
24 June 2022

Vacation Policies

Free Speech and Public Assembly

08

The Street Vacation Policies

D. FREE SPEECH Courts have recognized the role of streets as spaces for public speech and dialogue. The Council will consider the potential loss of free speech activities when reviewing street vacations and will not vacate a public place if the loss of the public speech function cannot be adequately mitigated. Streets are dedicated for public use and enjoyment. Vacations that solely result in the private regulation of access to public property shall not be granted unless the vacation provides a clearly identifiable public benefit. Vacations are not considered a solution to security problems and shall not normally be approved for this reason absent extraordinary circumstances. The Council may impose conditions on vacations to preserve the public's right to free speech, particularly within any privately-owned public space offered as a public benefit in exchange for a street vacation.

E. PUBLIC ASSEMBLY Streets have always served as a place of public assembly. The Council will consider the importance of each street, alley, or public place as a place for community activity in considering the street vacation. Streets that serve as places of assembly and streets that are adjacent to public uses will be particularly scrutinized to ensure that the public's right to congregate will not be impaired. The Council may impose conditions on vacations to maintain the public's right to assembly, particularly within any privately-owned public space offered as a public benefit in exchange for a street vacation.

Response

The area vacated by the alley will remain open to the public. The Petitioner will not limit free speech and public assembly activities on the vacated property, except to the extent that it unreasonably interferes with the enjoyment of others (including the Petitioner) of the on-site public benefit features and the Property. The Petitioner will comply with Council-imposed conditions that reflect this policy.

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Vacation Policies

Open Space, Light and Air, Views

08

Open Space

The following numbered items correspond to the list of impacts considered under "Open Space" in the City of Seattle Vacation Policies

1. The contribution of the right-of-way to open space

Response: The current right-of-way has very limited open space use as it is currently an alley way providing access to surface level parking and the back side of buildings, which are set to be removed by the proposed project. The vacation would allow additional open public space connecting the open space/plazas located and the north and south ends of the project site.

2. Use of the right-of-way as a space for play and recreation

Response: The existing right-of-way is not currently utilized for any recreation. Approval of vacation would provide space that could be used by pedestrians for various activities from gathering, seating, and general movement across the site. The vacated area would also provide separation of pedestrian and motor vehicles, further providing for a more pedestrian focused experience.

3. The role of the right-of-way as an area of neighborhood focus and activity

Response: The Seattle Mixed/Uptown Urban Center has a strong presence of ground level open space to provide for higher office use densities. Neighboring residential developments will facilitate a need for more open space as more residents and office workers will be present in this area between South Lake Union and the Seattle Center. With a location right along the Thomas Green Street nestled between the Seattle Center and South Lake Union, the right-of-way vacation would allow for a smaller building footprint and additional public space for residents and office workers.

4. Privacy impacts resulting from the right-of-way open space being occupied by a proposed structure

Response: The proposed vacation will provide no impacts to current developments and privacy concerns.

Light and Air, Views

Streets and Alleys maintain access to light and air to their users and to surrounding property. The Council will consider loss of light and air, and shadow impacts in considering whether to approve a street vacation. Of particular importance are shadow impacts on nearby public spaces.

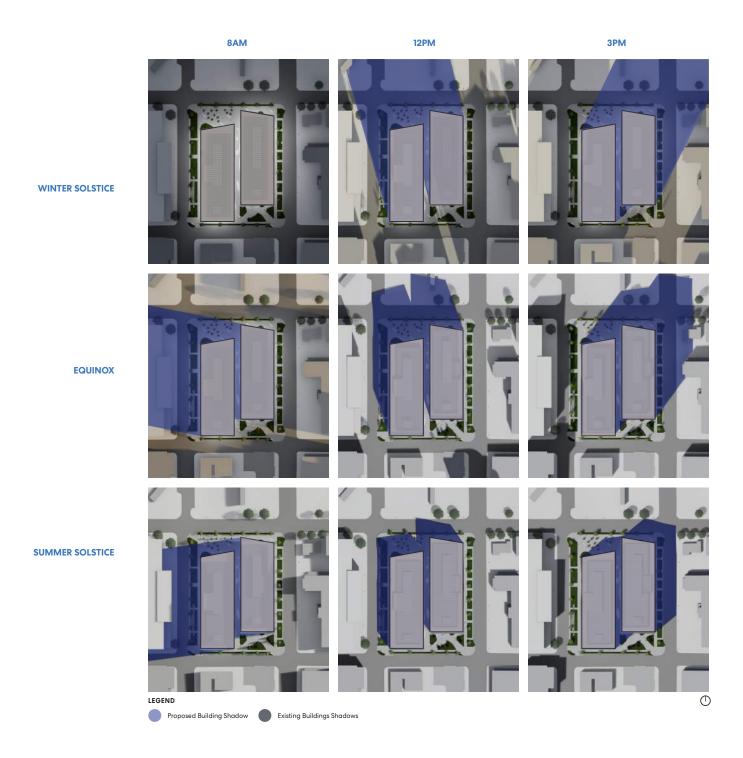
Response:

By locating plazas at the corners of the block, it reduces the overall mass, enhancing the connection to the green street and entry plaza to the north, and creates a sunny space on the south that engages the neighborhood, directing pedestrian flow along John and downtown to the Space Needle at the Seattle Center. This will be able to maintain a smaller footprint that enables more pedestrian oriented activities on the new Thomas green Street as well as John Street.

Vacation Policies

Open Space, Light and Air, Views

08



T6 Alley Vacation 24 June 2022

Vacation Policies

Land Use & Urban Form

08

- Preliminary statement on how proposal addresses the vacation policies' values, including:
 - · Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

Land Use & Urban Form

Refer to the Section 03 - Land Use Information starting at Page 39.

Land Use & Urban Form

Policy: Vacations affect the land use and development patterns in an area by adding to the developable land base, altering the local land division pattern, changing vehicular and pedestrian movement patterns, and increasing the development potential on the vacated and abutting properties.

Response:

The proposed development will be a phased development with two 8-story mixed-use office/lab buildings with active tenant space. An emphasis on the pedestrian realm will provide opportunities to educate the public on the significance of the Seattle scientific community and further help this project to make a significant contribution to the neighborhood experience.

The proposed alley vacation will include the entire alley (approximately 5,761 square feet). The alley vacation allows the project to gain 5,761 of development potential on the Phase 1 site; however, the Petitioner does not plan to use that extra development potential to develop a larger building but instead will use the alley vacation to reduce access points, provide a better pedestrian alley and in-between building experiences, and create more efficient below grade loading and parking.

The vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped woonerf. Connecting the open spaces with a pedestrian-friendly walkway, creates a more welcoming and usable space for the neighborhood. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow.

Without the vacation, the service alley remains, with up to four vehicular access points to support East and West building loading and below grade parking. Alley access off of the Green Street on Thomas remains in order to streamline circulation, and the public pedestrian plazas shown in the preferred development option are eliminated.

The proposed project will provide several benefits to the public (for more information, see Public Benefit Matrix of section 08). For more information on the project and land use development, see section 03.)

Vacation Policies

Preliminary Public Benefit Proposal

08

Public Benefit Description

Located within a transitional area of the uptown neighborhood between South Lake Union and the Seattle Center, T6 will provide significant, long term benefit to the public, residents, visitors, and those within the active South Lake Union and Seattle Center area. The proposed project will incorporate two forecourt plazas at the north and south ends of the site, which are connected by a strong pedestrian alley passage woven through the building entry portals.

The north plaza, edged by Thomas St with its future Green Street Promenade to the north, is an urban mixing zone with open paving punctuated by a loose array of deciduous canopy trees, planters, and sculptural seating elements.

The south plaza is anchored by a central grassy landform with integrated stepped seat walls providing informal amphitheater type seating, which can serve as breakout space for events within the building or just small gathering space for day to day outdoor hangout space.

The alley passage is expressed as a wide boardwalk pathway bordered by lush planting beds and passing under each building's entry overhang, extending into the north and south plazas. Lighting will activate the space and create the sense of a linear room; color can be incorporated into the light or potentially public art pieces, including sonic installations that evoke natural landscapes.

The total amount of public benefit open space to be constructed as part of the Phase 1 development has not yet been determined.

List of benefits provided

Diagrams on the following pages illustrates benefit locations

1. Alley Pedestrian Improvements

Enhanced development of alley to public pedestrian walkway

2. Enhanced ROW Improvements at Class III Pedestrian Streets

- a. 6th Ave N: move curb
- b. Taylor Ave N: move curb west, widening sidewalk, parallel parking, new curb bulbs

3. Enhanced Green Street

Thomas Street Frontage

4. Enhanced Placemaking

- a. Wayfinding / signage
- b. Bike / active design
- c. Covered spaces

Vacation Policies

Public Benefit Matrix

#	PUBLIC BENEFIT COMPONENT	DESCRIPTION OF DESIGN	DESIGN BENEFITS	ESTIMATED AREA	ESTIMATED VALUE
1	Alley Pedestrian Improvements	Enhanced development of alley to public pedestrian walkway	Publicly open connection between north and south open space plazas for improved connectivity Boardwalk style walkway through native planting beds Lighting for visibility and wayfinding as well as ambient feature lighting Car-free, pedestrian focused space	• 7,200 SF	· \$599,000 - \$630,000
2	Enhanced ROW improvements at Class III Pedestrian Streets	a. 6th Ave N: move curb east, widening sidewalk, parallel parking	 Increased space for wide planting strip with larger street trees Improved pedestrian experience at urban street edge Contributes to an increased green factor being provided on-site 	• 10,440 SF overall • 4,400 SF planting	- \$1,397,000 - \$1,470,000
		b. Taylor Ave N: move curb west, widening sidewalk, parallel parking, new curb bulbs	 Increased space for wide planting strip with street tree 'grove' Improved pedestrian experience at urban street edge Contributes to an increased green factor being provided on-site 	• 10,440 SF overall • 6,424 SF planting	- \$1,372,000 - \$1,445,000
		c. John St: new curb bulbs	Increased planting space Improved pedestrian experience at urban street edge Reduced crossing distance for better pedestrian safety and to encourage traffic calming Contributes to an increased green factor being provided on-site Architectural setbacks	• 4,840 overall • 1,035 SF planting	- \$609,000 - \$641,000
3	Enhanced Green Street	a. Thomas Street Frontage	Voluntary setbacks of 50' on the south parcel and 15' on the north parcel exceed the implied 8' in concept plan Increased area through voluntary setbacks allow for more and varied planting directly adjacent to the Thomas Green Street Increased area allows for greater seating, dining, lighting, and amenities to help foster vibrant space along the green street Curb cut removal promotes a pedestrian friendly street	• 2,700 overall	· \$253,000 - \$267,000
4	Enhanced Placemaking	a. Wayfinding / signage	Promoting pedestrian activity Enhancing pedestrian experience		- \$37,000 - \$39,000
		b. Bike/ active design	Providing public pedestrian routes through site		· \$75,000 - \$78,000
		c. Canopies	Increased weather protection along Taylor	• 2,227 SF (canopy)	- \$888,000 - \$936,000
		d. Covered outdoor spaces	Weather protection near building entries Arch form of covered spaces ties to Local History and Culture, and contributes to the architectural character of the neighborhood per Design Guideline CS3	· 3,375 SF (covered)	- \$106,000 - \$124,000
					total: \$5,336,000 - \$5,630,000

Preliminary Public Benefits Proposal

08

Code Requirements

23.48.740 - Street-level development standards in SM-UP zones

- B. Required usable open space in the SM-UP 65, SM-UP 85, and **SM-UP 160**
 - 1. In the SM-UP 65, SM-UP 85, and <u>SM-UP 160</u> zones, on lots exceeding 30,000 square feet in area, proposed development shall provide usable open space as follows:
 - a. The minimum amount of required usable open space shall be equal to **15 percent** of the lot area and shall generally be accessible at street level, with variations in elevation allowed to accommodate changes in topography;
 - b. The average horizontal dimension for any area qualifying as required usable open space is 20 feet, and the minimum horizontal dimension is 10 feet, except that there is no minimum horizontal dimension for additional pedestrian area abutting a sidewalk that is provided according to subsection 23.48.740.B.1.c;
 - c. A minimum of 45 percent of the required usable open space shall be exterior space open to the sky and shall abut a street along at least one street frontage and provide both visual and physical access from the street lot line to pedestrians, including persons with disabilities;
 - d. Up to a maximum of **20 percent** of the required usable open space may be covered, if the open space abuts a street lot line and is open and accessible to pedestrians along the sidewalk:
 - e. Up to a maximum of **35 percent** of the required usable open space may be provided as enclosed space, such as atrium, a shopping atrium, wintergarden, or covered portion of a through-block pedestrian connection, if the enclosed open space meets all of the following requirements:
 - 1)Direct access is provided to pedestrians, including persons with disabilities, from the street, or from an outdoor, usable open space abutting the street;
 - 2)The space is provided as one continuous area that is a minimum of 2,000 square feet in size. Space, such as lobby area, that is used solely to provide access between the structure's principal street entrance and elevators, does not qualify as required usable open space;
 - 3)The minimum floor-to-ceiling height is 15 feet;
 - 4)The space is accessible to the public during normal business hours; and
 - f. Up to a maximum of ten percent of the required usable open space may be provided as an area abutting a sidewalk that extends the pedestrian area onto the lot or accommodates landscaping or extensions of right-of-way green factor treatment. Minor changes between the sidewalk elevation and the elevation of the abutting sidewalk area are permitted to accommodate changes in topography, or to provide for features such as ramps that improve access for persons with disabilities.

Preliminary Public Benefits Proposal

West Site Area: 38,922 SF

East Site Area: 38,924 SF Alley Area: 5,761 SF Example Calcs:

Open Space Required:

15% of (38,922 + 2,880)= 6,270 SF

20% of 6,270 SF = **1,254 SF (covered space)** 6,270 - 1,254 = **5,016 SF (open space)**

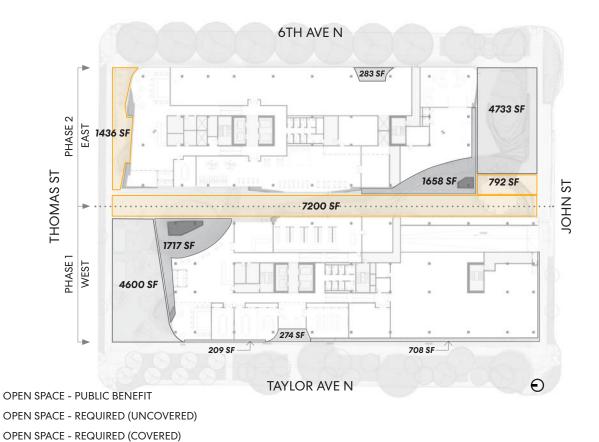
Open Space Reg'd per Site

Open Space Provided

		WEST SITE:	EAST SITE:	TOTAL
6,270 SF (west)	6,271 SF (east)	7,508 SF	6,674 SF	14,182 SF
1,254 SF (covered)	1,254 SF	1,717 SF	1,658 SF	3,375 SF
5,016 SF (open)	5,016 SF	5,791 SF	5,016 SF	10,807 SF
		[4,600+209+274+708]	[4,733+283]	
		PUBLIC BENEFIT		
		3,600 SF	5,828 SF	9,428 SF
		[7,200/2]	[(7,200/2)+792+1436]	

Total Open Space Req'd	Grand Total (Open Space + Public Benefit)	
12,541 SF	23,610 SF	

Note: The total amount of public benefit open space to be constructed as part of the Phase I development has not yet been determined.



Preliminary Public Benefits Proposal

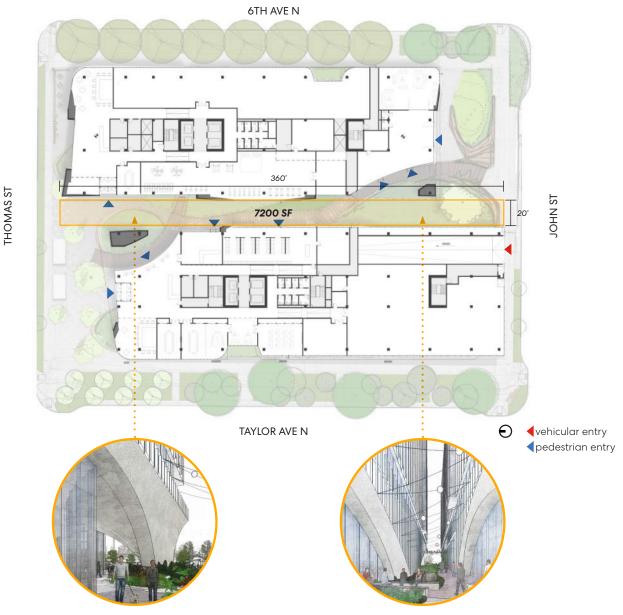
08

Alley Pedestrian Improvements

Enhanced development of alley to public pedestrian walkway

- · Publicly open connection between north and south open space plazas for improved connectivity
- · Boardwalk style walkway through native planting beds
- · Lighting for visibility and wayfinding as well as ambient feature lighting
- Car-free pedestrian focused space that reinforces CS2 of Uptown Design Guidelines for strengthening characteristics and patters of the streets, block faces, and open spaces in the surrounding area
- Alley improvements contribute to creating a connected network between plazas on site, per Design Guideline PL1

Total Area: 7.200 SF



Preliminary Public Benefits Proposal

08

Alley Pedestrian Improvements - Precedent Imagery & Renderings













Preliminary Public Benefits Proposal

08

2d. Enhanced ROW Improvements at Class III Pedestrian Streets

6th Ave N: move curb east, widening sidewalk, parallel parking

- · Increased space for wide planting strip with larger street trees
- · Improved pedestrian experience at urban street edge
- Contributes to an increased green factor being provided onsite

Total Area: approx. <u>10,440 SF overall</u>
<u>4,400 SF of planting</u>



Preliminary Public Benefits Proposal

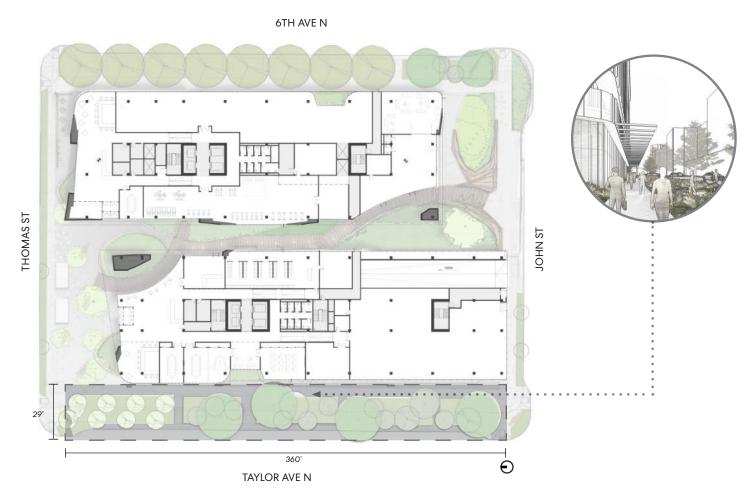
08

2b. Enhanced ROW Improvements at Class III Pedestrian Streets

Taylor Ave N: move curb west, widening sidewalk, parallel parking

- · Increased space for wide planting strip with street tree 'grove'
- · Improved pedestrian experience at urban street edge
- Contributes to an increased green factor being provided onsite

Total Area: approx. <u>10,440 SF overall</u> <u>6,424 SF of planting</u>



Preliminary Public Benefits Proposal

08

2C. Enhanced ROW Improvements at Class III Pedestrian Streets

John St.: New curb bulbs

- · Increased planting space
- · Improved pedestrian experience at urban street edge
- Reduced crossing distance for better pedestrian safety and to encourage traffic calming
- Contributes to an increased green factor being provided onsite

Total Area: approx. <u>4,840 SF overall</u>

<u>1,035 SF of planting</u>



Preliminary Public Benefits Proposal

08

Enhanced Green Street

- \cdot Voluntary setbacks of 50' on the south parcel and 15' on the north parcel exceed the implied 8' in concept plan
- Increased area through voluntary setbacks allow for more and varied planting directly adjacent to the Thomas Green Street
- Increased area allows for greater seating, dining, lighting, and amenities to help foster vibrant space along the green street
- · Curb cut removal promotes a pedestrian friendly street

Total Area: approx. 2,700 SF overall



Preliminary Public Benefits Proposal

4G-C. Enhanced Placemaking

- a. Wayfinding / signage
 - · promoting pedestrian activity
 - · enhancing pedestrian experience
- **b.** Bike commuting opportunities
 - · providing public routes through site
- c. Covered spaces, canopies, double height outdoor spaces

2,227 SF canopy 3,375 SF covered

- increased weather protection along Taylor
- · weather protection near building entries
- · arch form of covered spaces ties to Local History and Culture, and contributes to the architectural character of the neighborhood per Design Guideline CS3





6TH AVE N



covered spaces

activated alley



canopy cover along Taylor



Preliminary Public Benefits Proposal

08

Other benefits

- · Consolidating loading/utilities onto John St. below grade
 - · Reducing large vehicular traffic on Thomas Street
 - Keeping vehicular traffic off of alley and focused onto John St. for both utility and tenant access
 - Protecting streets near pedestrian friendly zone (Broad Street/Seattle Center Skate Park)
 - · Enhancing pedestrian experience and activity



Environmental Review

Acknowledgment

09

- SEPA checklist if environmental review is required for the project.
 - Environmental review must be completed prior to Council review

A SEPA checklist is being submitted to SDCI as part of the MUP application and is enclosed with this Petition. There is no indication that an EIS will be required.

Previously Rejected Vacation Proposals

10

Acknowledgment

Explanation of altered circumstances if the City Council has previously rejected a vacation petition for the right-of-way

92

No vacation requests have been previously submitted.

APPENDIX

- 1. Survey and Site Exhibits
- 2. EDG Package
- 3. EDG Comments and Responses
- 4. Community Outreach Summary
- 5. Design Review Board Minutes (will be incorporated upon completion)

93

6. SEPA Checklist (will be incorporated upon completion)

Perkins&Will
T6 Alley Vacation
24 June 2022

1. Survey and Site Exhibits

- 2. EDG Package
- 3. EDG Comments and Responses
- 4. Community Outreach Summary
- 5. Design Review Board Minutes (will be incorporated upon completion)
- 6. SEPA Checklist (will be incorporated upon completion)

ZONING: SM-UP 160(M)ZONING AGENCY:

CITY OF SEATTLE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS 700 5TH AVENUE, SUITE 2000 SEATTLE, WA 98104 (206) 684-8600

PARCEL NOS.: 199120-0495 199120-0505 199120-0515 199120-0520 199120-0540

SETBACKS:

CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW. CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE GOVERNING JURISDICTION INDICATES THAT STRUCTURES ON THIS PROPERTY COMPLIED WITH MINIMUM SETBACK AND HEIGHT REQUIREMENTS FOLLOWING CONSTRUCTION.

THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED AUGUST 19, 2020, COMMUNITY PANEL NO. 53033C0630G, AND IS SITUATED IN ZONE "X", AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

HORIZONTAL DATUM: NAD 83 (2011) EPOCH 2010.00

BASIS OF BEARINGS: S 88'34'23" E; CENTERLINE BEARING OF THOMAS STREET BETWEEN 6TH AVENUE N AND TAYLOR AVENUE N.

VERTICAL DATUM: NAVD 88

AREA OF SUBJECT PROPERTY WEST OF ALLEY AS SHOWN CONTAINS 38,922 SQUARE FEET OR 0.8935 ACRES, MORE OR LESS.

AREA OF SUBJECT PROPERTY EAST OF ALLEY AS SHOWN CONTAINS 38,924 SQUARE FEET OR 0.8936 ACRES, MORE OR LESS.

PARKING SPACE COUNT: PARKING SPACES TOTAL 155 INCLUDING 8 HANDICAP ACCESSIBLE SPACES.

OWNER/AGENCY.

BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS. FOR THE FINAL LOCATION OF

EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN CONTACT THE UTILITY

TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:

RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT CONTACTED EACH OF THE MANY COMPANIES, IN THE COURSE OF THIS SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT RIGHTS-OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS ALWAYS, CALL 1-800-424-5555 BEFORE

DESCRIPTION: PARCEL A:

LOTS 7 THROUGH 12, INCLUSIVE, BLOCK 67, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 12 FEET THEREOF, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 193437 FOR WIDENING OF TAYLOR AVENUE NORTH, AS PROVIDED BY ORDINANCE NO. 50890 OF THE CITY OF SEATTLE.

PARCEL B:

LOTS 1, 2, 3, 4, 5 AND 6, BLOCK 67, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46. IN KING COUNTY, WASHINGTON;

EXCEPT THE EASTERLY 12 FEET THEREOF HERETOFORE CONDEMNED FOR STREET PURPOSES IN KING COUNTY SUPERIOR COURT CAUSE NO. 193437, AS PROVIDED BY ORDINANCE NO. 50890 OF THE CITY OF SEATTLE.

TITLE REPORT REFERENCE THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. NCS-1020454-WA1, DATED JULY 09, 2020. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:

ITEMS CIRCLED ARE SHOWN ON MAP.

(16) CONDEMNATION IN KING COUNTY SUPERIOR COURT BY THE STATE OF WASHINGTON, OF RIGHTS OF ACCESS TO STATE HIGHWAY AND OF LIGHT, VIEW AND AIR BY DECREE ENTERED UNDISCLOSED, CAUSE NO. 193437, AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 50890.

SURVEYOR'S NOTE: ORDINANCE NO. 50890 REGARDS THE RIGHT OF THE CITY TO MAKE NECESSARY SLOPES FOR CUTS AND FILLS.

17. RESTRICTIONS, CONDITIONS, DEDICATIONS, NOTES, EASEMENTS AND PROVISIONS, IF ANY, AS CONTAINED AND/OR DELINEATED ON THE FACE OF THE PLAT OF D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE RECORDED AS IN VOLUME 2 OF PLATS, PAGE(S) 46, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: NO ITEMS SHOWN ON THE FACE OF THE PLAT.

18. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: UNDISCLOSED RECORDING INFORMATION: 1574820

IN FAVOR OF: CITY OF SEATTLE, A MUNICIPAL CORPORATION FOR: AFFECTS: (PARCEL A) AS DESCRIBED THEREIN.

SURVEYOR'S NOTE: UNABLE TO DETERMINE EXACT LOCATION OF EASEMENT FROM RECORDED DOCUMENT. EASEMENT IS LOCATED ON LOT 11.

19. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT" RECORDED FEBRUARY 27, 1904 AS RECORDING NO. 289339 OF OFFICIAL RECORDS.

(AFFECTS PARCEL A)

SURVEYOR'S NOTE: THE RETAINING WALL WHICH IS THE SUBJECT OF THIS AGREEMENT NO LONGER EXISTS.

(20) THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "RELEASE OF DAMAGE FOR CONNECTION TO SIDE SEWER AGREEMENT" RECORDED UNDISCLOSED AS RECORDING NO. 4342223 OF OFFICIAL RECORDS.

(AFFECTS PARCEL A)

22. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AGREEMENT" RECORDED MARCH 08, 1979 AS RECORDING NO. 7903080501 OF OFFICIAL RECORDS.

(AFFECTS PARCEL A)

SURVEYOR'S NOTE: BLANKET IN NATURE

(23) THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "INDEMNITY AGREEMENT" RECORDED AUGUST 02, 1979 AS RECORDING NO. 7908020757 OF OFFICIAL RECORDS.

(AFFECTS PARCEL A)

24. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT REGARDING THE USE OF PROPERTY" RECORDED MAY 13, 1986 AS RECORDING NO. 8605130713 OF OFFICIAL RECORDS.

(AFFECTS LOTS 5 AND 6 OF PARCEL B)

SURVEYOR'S NOTE: BLANKET IN NATURE OVER LOTS 5 AND 6.

25. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CABLE TV RIGHT OF ENTRY AGREEMENT" RECORDED JULY 15, 1993 AS RECORDING NO. 9307151904 OF OFFICIAL RECORDS.

(AFFECTS LOTS 4, 5 AND 6 OF PARCEL B)

SURVEYOR'S NOTE: BLANKET IN NATURE OVER LOTS 4, 5 AND 6.

26. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CABLE TV RIGHT OF ENTRY/OPERATING AGREEMENT" RECORDED JUNE 13, 2000 AS RECORDING NO. 20000613000904 OF OFFICIAL RECORDS.

DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED APRIL 19, 2016 AS RECORDING NO. 20160419000015 OF OFFICIAL RECORDS.

(AFFECTS PARCEL A)

SURVEYOR'S NOTE: BLANKET IN NATURE OVER LOTS 7 THROUGH 12.

(27) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: JULY 19, 2018 RECORDING INFORMATION: 20180719000598 STATE OF WASHINGTON, ACTING BY AND IN FAVOR OF: THROUGH ITS DEPARTMENT OF TRANSPORTATION. AND ITS ASSIGNS

FOR: TEMPORARILY ALL RIGHTS OF INGRESS AND (IOTS 1 THROUGH 3 OF PARCEL B) AS AFFECTS: DESCRIBED THEREIN.

(28) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: JULY 19. 2018 RECORDING INFORMATION: 20180719000600 IN FAVOR OF: STATE OF WASHINGTON, ACTING BY AND

THROUGH ITS DEPARTMENT OF TRANSPORTATION, AND ITS ASSIGNS FOR: TEMPORARILY ALL RIGHTS OF INGRESS AND EGRESS AFFECTS: (LOTS 5 AND 6 OF PARCEL B) AS DESCRIBED

(29) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING DATE: DECEMBER 10, 2018 RECORDING INFORMATION: 20181210000680 IN FAVOR OF:

STATE OF WASHINGTON, ACTING BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, AND ITS ASSIGNS FOR: TEMPORARILY ALL RIGHTS OF INGRESS AND AFFECTS: (PARCEL A) AS DESCRIBED THEREIN.

CERTIFICATION:

SURVEY IDENTIFICATION NO .: 2008033.02

REGISTERED LAND SURVEYOR NO .:

BUSH, ROED & HITCHINGS, INC. SURVEYOR'S ADDRESS & COMPANY:

2009 MINOR AVENUE EAST SEATTLE, WA 98102-3513

(206) 323-4144TELEPHONE: COMPANY WEBSITE: WWW.BRHINC.COM OLIVERRCBRHINC.COM SURVEYOR'S EMAIL:

THE FIELD WORK WAS COMPLETED ON FEBRUARY 25TH, 2021.

THE ABOVE CERTIFICATE IS BASED UPON WORK PREPARED IN ACCORDANCE WITH GENERALLY ACCEPTED PROFESSIONAL SURVEY PRACTICE. WE MAKE NO OTHER WARRANTY, EITHER EXPRESSED OR IMPLIED.

STATEMENT OF TOPOGRAPHIC MAP ELEMENTS (WAC 332-130-145)

2(B) PURPOSE: DEVELOPMENT DESIGN.

2(C) CONTOUR SOURCE: CONTOURS DERIVED FROM DIRECT FIELD OBSERVATIONS

2(F) CONTOUR ACCURACY: COMPLIES WITH UNITED STATES NATIONAL MAP ACCURACY STANDARDS (90% OR GREATER OF ALL SURVEY POINTS CHECKED ARE CORRECT WITHIN HALF OF ONE CONTOUR INTERVAL).

2(G) LIMITATIONS: THIS TOPOGRAPHIC SURVEY IS TO SUPPORT SPECIFIC EFFORTS WITHIN THE AREA OF MAPPING SHOWN.

2(H) BOUNDARY SOURCE: FIELD SURVEY OF CONTROLLING MONUMENTS, AND CONSIDERATION OF EXISTING RECORDS OF SURVEYS FOR DETERMINING ON THE GROUND POSITIONS OF DEEDED PROPERTY AND EASEMENT LINES.

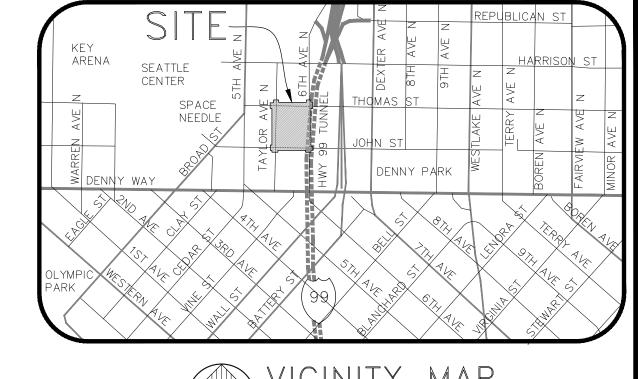
3(A) & 3(B) UTILITIES: UNDERGROUND UTILITIES ARE SHOWN BY ONE OR MORE OF THE FOLLOWING METHODS:

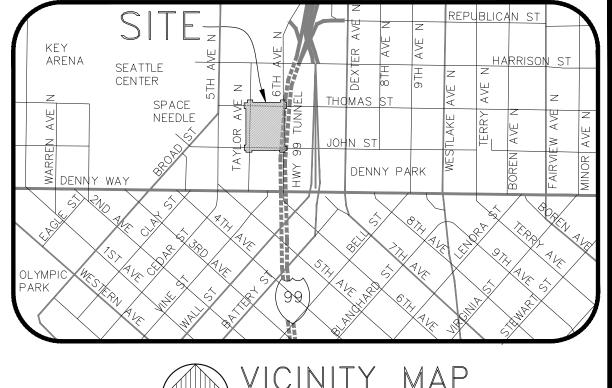
1. SURVEY FIELD OBSERVATION OF MARKINGS PRODUCED BY DIRECT UTILITY DETECTION WORK.

2. DIRECT OBSERVATIONS OF UNDERGROUND, GRAVITY FLOW PIPES PERFORMED AT VISIBLE CONTROLLING STRUCTURES.

3. SCALING OF AS-BUILTS, DESIGN DRAWINGS OR OTHER RECORDS.

3(C) SCOPE STATEMENT: AGREED UPON SCOPE BETWEEN PROJECT OWNER/AGENT AND SURVEYOR IS TO PROVIDE AN SDOT COMPLIANT TOPOGRAPHIC SURVEY.





NO SCALE



HORIZONTAL DATUM: NAD 83 (2011) EPOCH 2010.00

SOURCE: ID# DESCRIPTION: FOUND $\frac{1}{4}$ "PUNCHED PLUG IN 2"X2" CONC MON IN CASE DOWN 0.4' INTERSECTION OF CENTERLINES OF

THOMAS ST AND TAYLOR AVE N 230154.27 EASTING: 1267319.41

HORIZONTAL BENCHMARKS:

SOURCE: DESCRIPTION: FOUND TACK IN LEAD IN CONC MON IN CASE DOWN 0.35' LOCATION: INTERSECTION OF CENTERLINES OF THOMAS ST AND 6TH AVE N

NORTHING: 230146.25 EASTING: 1267641.51'

VERTICAL DATUM: NAVD88 VERTICAL BENCHMARKS: SOURCE: SNV-5029 DESCRIPTION: 2"BRASS CAP STAMPED

"CITY OF SEATTLE SURVEY LOCATION: 1 FOOT EAST & 1 FOOT S OF INTERSECTION OF BACK CONC WALKS AT NW QUAD OF INTERSECTION OF DENNY WAY & 6TH AVE.

ELEVATION: 126.40'

SOURCE: SNV-5054 DESCRIPTION: 2"BRASS CAP STAMPED "CITY OF SEATTLE SURVEY

LOCATION: CENTERLINE OF CONC STRIP AROUND CHIEF SEATTLE FOUNTAIN PARK. 16.6 FEET W OF W FACE CURB OF 5TH AVE S SIDE DENNY WAY BETWEEN CEDAR ST AND 5TH AVE.

ELEVATION: 129.34'

UTILITY PROVIDERS:

(206) 233-7900

SANITARY SEWER AND STORM DRAINAGE: SEATTLE PUBLIC UTILITIES PROJECT MANAGEMENT AND ENGINEERING 700 5TH AVENUE PO BOX 34018 SEATTLE, WA 98124-4018

SEATTLE PUBLIC UTILITIES 700 5TH AVENUE, SUITE 4900 PO BOX 34018 SEATTLE, WA 98124-4018 (206) 684-3000

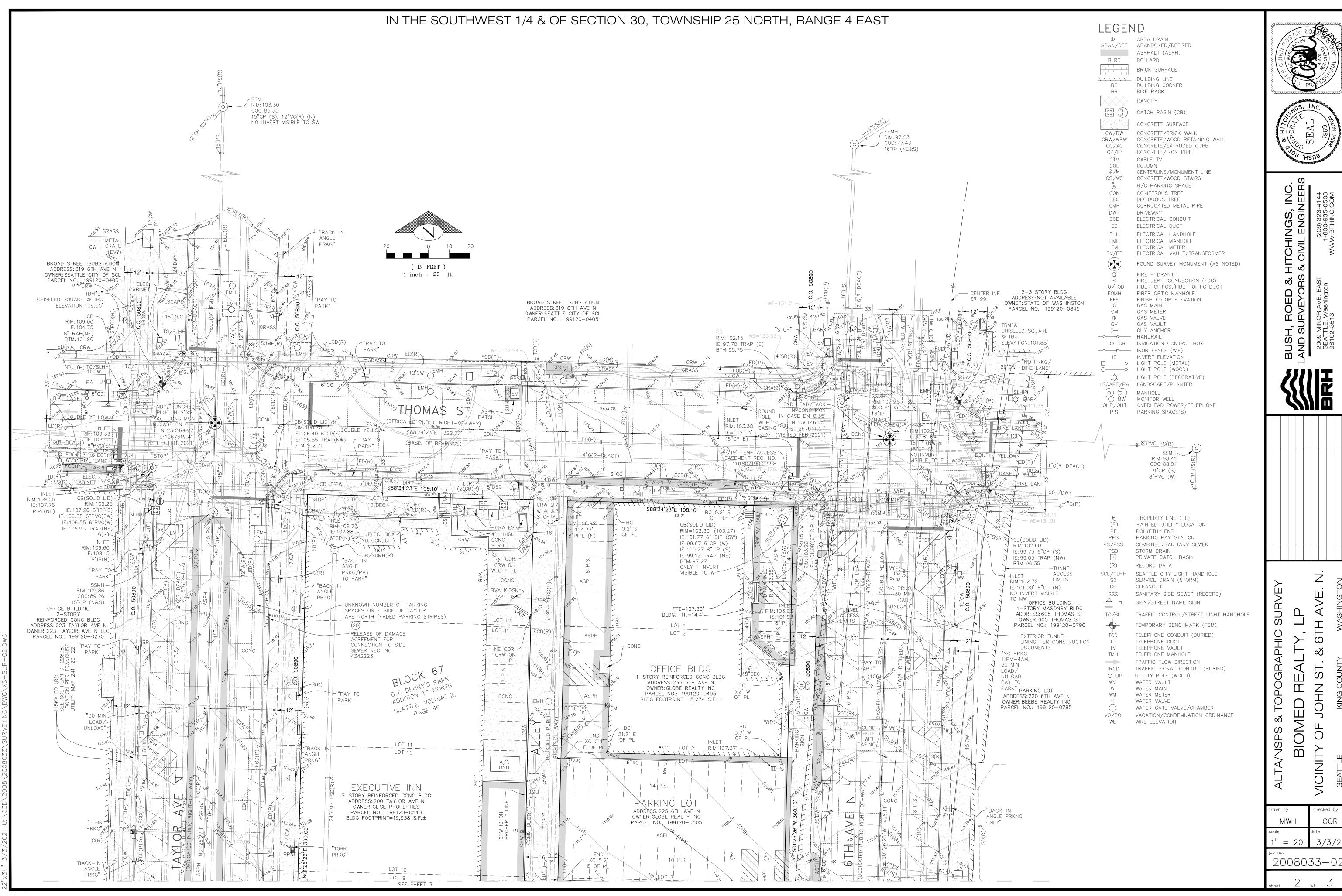
SEATTLE CITY LIGHT 700 5TH AVENUE, SUITE 3200 SEATTLE, WA 98124-4023 (206) 684-3000

NATURAL GAS: PUGET SOUND ENERGY 10885 NE 4TH STREET, SUITE 1200 PO BOX 97034 BELLEVUE, WA 98009-9734 (425) 454-6363(888) 225-5773

TELEPHONE: LUMEN TECHNOLOGIES 1600 7TH AVENUE SEATTLE, WA 98191 (800) 244-1111

◁ <u>B</u>0

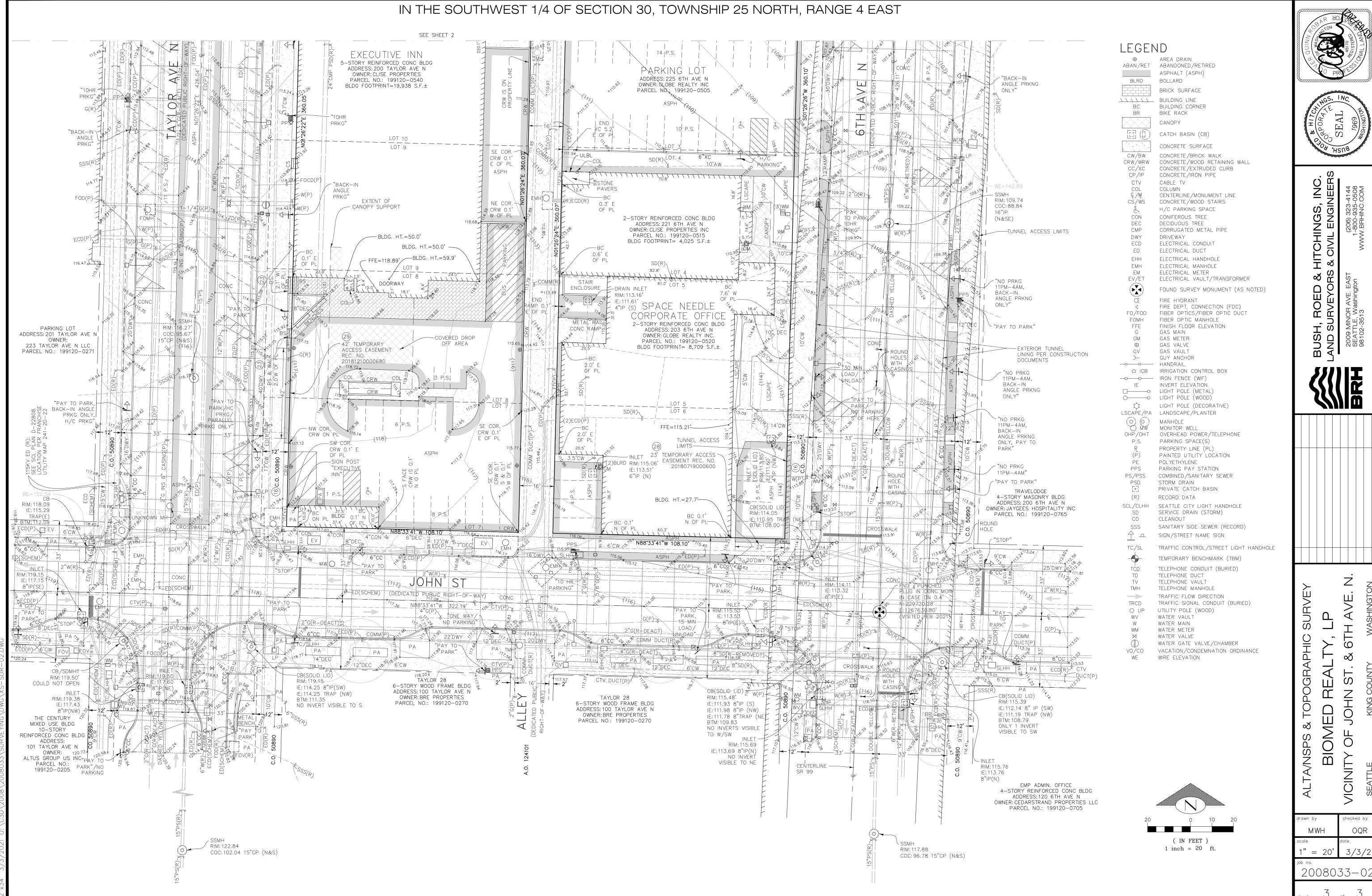
checked by OQR 3/3/2 2008033-02







3/3/2



checked by OQR

Perkins&Will
T6 Alley Vacation
24 June 2022

- 1. Survey and Site Exhibits
- 2. EDG Package
- 3. EDG Comments and Responses
- 4. Community Outreach Summary
- 5. Design Review Board Minutes (will be incorporated upon completion)
- 6. SEPA Checklist (will be incorporated upon completion)





OWNER BRE-BMR 6th LLC. 4570 Executive Dr. Suite 400 San Diego, CA 92121 ARCHITECT Perkins + Will 1301 Fifth Avenue Suite 2300 Seattle, WA 98101 LANDSCAPE ARCHITECT Seattle, WA 98101

Berger Partnership 1927 Post Alley, Ste. 2

PROJECT ADDRESS (West) – 200 Taylor Ave N.

(East) – 205 6th Ave N.

PROJECT NUMBER EDG #3038156-EG

AGENDA

SECTION 01 / INTRODUCTION

SECTION 02 / PROJECT INFORMATION

Development Objectives & Summary
Existing Site Plan
Neighborhood Map
Vicinity Map
Existing Site Conditions
Urban Context And Character
Urban Cues

SECTION 03 / ZONING

Zoning Analysis EDG Design Guidelines Thomas Street & Alley Vacation Benefits

SECTION 04 / PROJECT INSPIRATION

Inspiration
Seattle Center World Fair Historic Images
Neighborhood Inspiration

SECTION 05 / ARCHITECTURAL MASSING

Plaza Orientation Studies Concept Overview Scheme 01: Scheme 02: Scheme 03: (Preferred)

SECTION 06 / DEPARTURES



INTRODUCTION



PROJECT INFORMATION

2.0 | PROJECT INFORMATION **DEVELOPMENT SUMMARY**

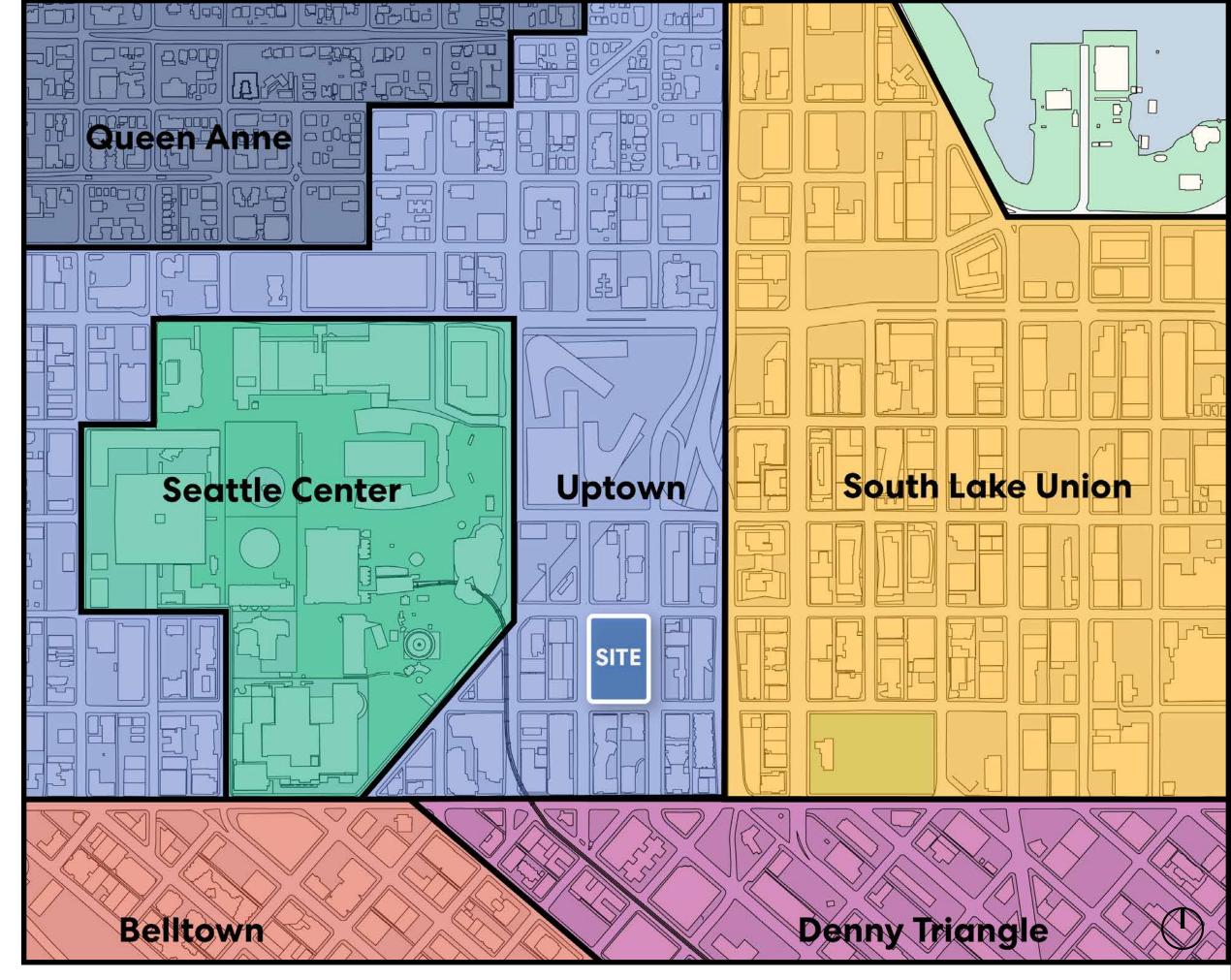


2.0 | PROJECT INFORMATION Thomas Street **EXISTING SITE PLAN** PARCEL (A) WEST PARCEL (B) EAST 200 TAYLOR AVE. N, SEATTLE, WA 205 6TH AVE. N, SEATTLE, WA 98109 Address: 98109 BRE-BMR 6TH LLC BRE-BMR 6TH LLC Owner's name: Legal Description: LOTS 7 THROUGH 12, INCLUSIVE, LOTS 1, 2, 3, 4, 5, AND 6, BLOCK 67 D.T. BLOCK 67, D.T. DENNY'S PARK **DENNY'S PARK ADDITION TO NORTH** ADDITION TO NORTH SEATTLE SEATTLE LOTS 1, 2, 3, 4, 5 AND 6, BLOCK 67 D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE 199120-0495, 199120-0505, 199120-Parcel Number: 199120-0495, 199120-0505, 199120-0515, 199120-0520, 199120-0540 0515, 199120-0520 **PARCEL A PARCEL B** AREA: 77,840 COMBINED TOTAL AREA (PARCEL A+PARCEL B) 6th Ave **ZONE:** SM-UP 160 (M) **OVERLAY:** Uptown Urban Village **HEIGHT LIMIT: 160**° FAR: 7 (for building height under 125') **John Street** 673

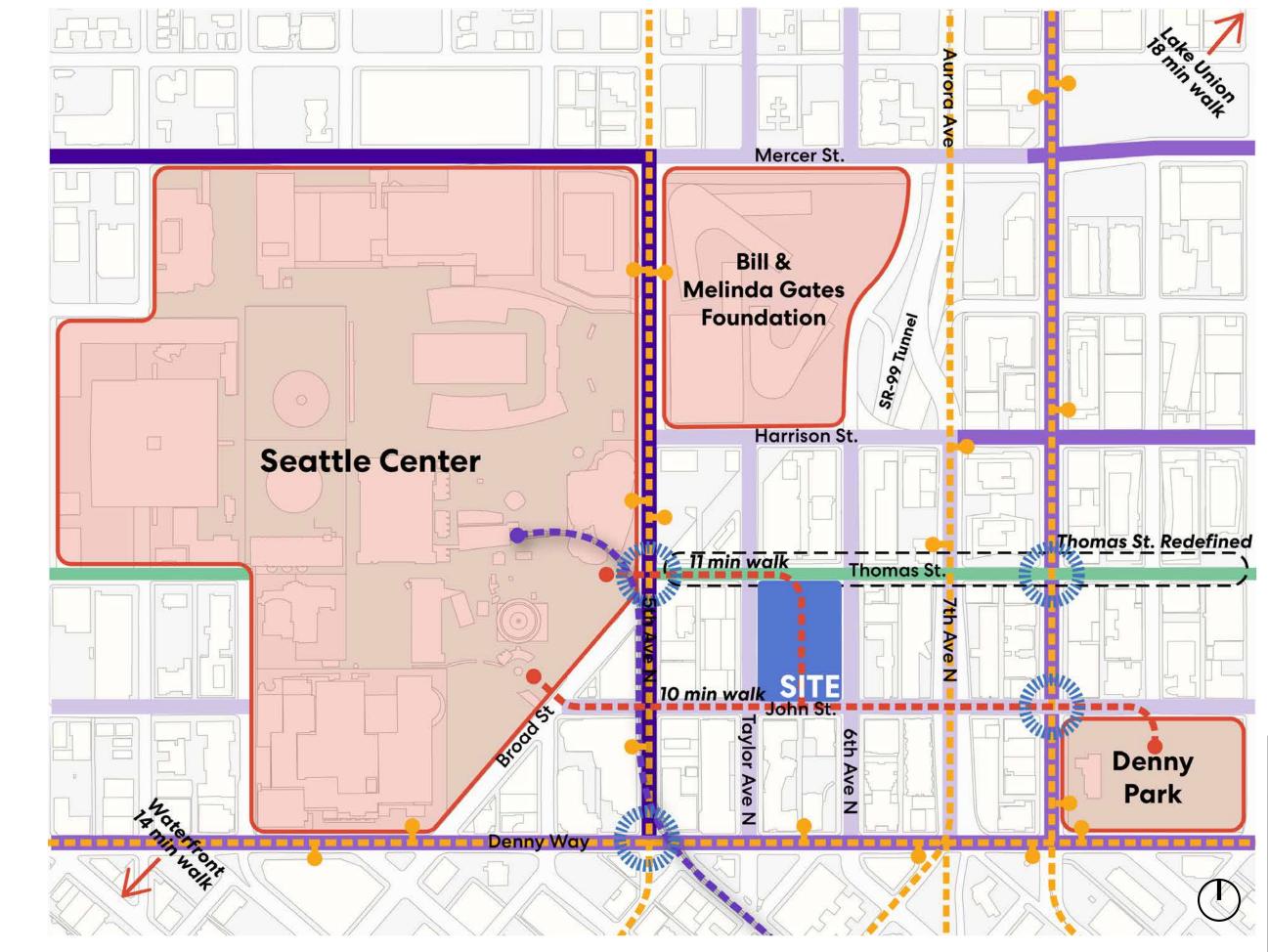


Perkins&Will

2.0 | PROJECT INFORMATION NEIGHBORHOOD MAP



2.0 I PROJECT INFORMATION VICINITY MAP





Connection

2.0 | PROJECT INFORMATION

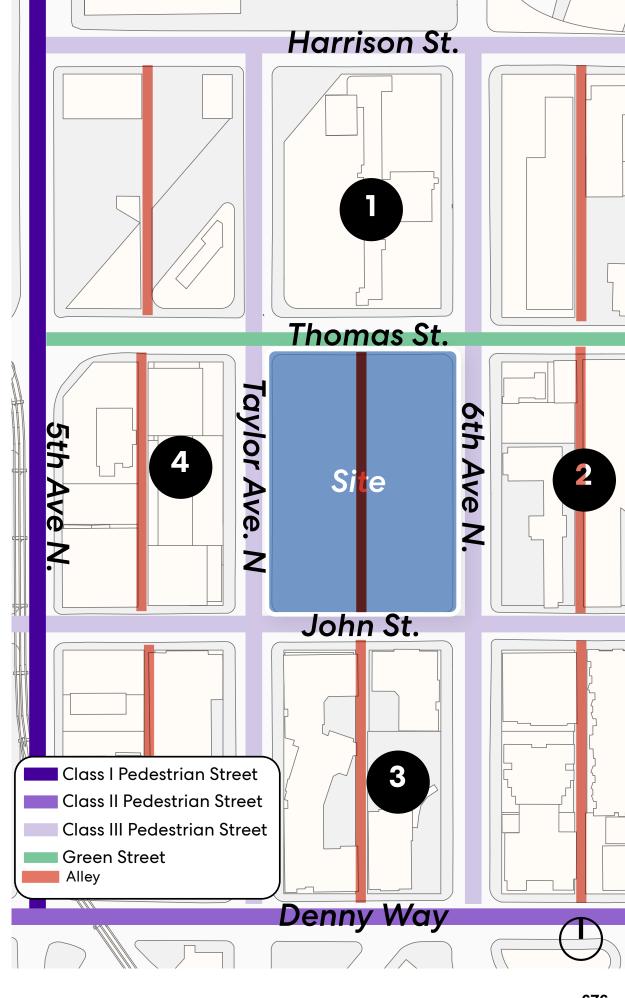
EXISTING SITE CONDITIONS











2.0 | PROJECT INFORMATION

URBAN CONTEXT AND CHARACTER



2.0 | PROJECT INFORMATION

URBAN CUES

Seattle Center





A fusion of SLU & the Seattle Center

Contextually influenced by both South Lake Union and the Seattle Center, this project seeks to be a hybrid, blending inspiration from the historic worlds fair with the cutting edge scientific community found in SLU while setting the tone for a new type of zoning.









Efficient



















Innovative

3 ZONING ANALYSIS

3.0 | ZONING ANALYSIS

ZONING DIAGRAM

23.48.720 - Floor area ratio (FAR) in SM-UP zones

Base FAR of 5; Max FAR of 7

In the SM-UP 160, zone structures that do not exceed 125 feet in height are permitted an FAR of 7 for non-residential uses.

SMC 23.48.025 Structure Height

The following rooftop features may extend up to 15' above the maximum height limit so long as combined total coverage does not exceed 25% of total roof area: solar collectors, stair and elevator penthouses, mechanical equipment.

Combined total coverage of all features may be increased to 65% of roof area if all mechanical equipment is screened and all rooftop features are at least 10' from roof edge.

23.48.732 - Maximum structure width and depth in SM-UP zones

Maximum width and depth of a structure is 250'. Width and depth limits do not apply to below-grade construction.

The width and depth limits of stories in separate structures or structures on the same lot that abut but are not internally connected are measured separately.

SMC 23.48.740 Facade Transparency & Blank Facade

Minimum 60% transparency at all streets, with a max 15' blank facade

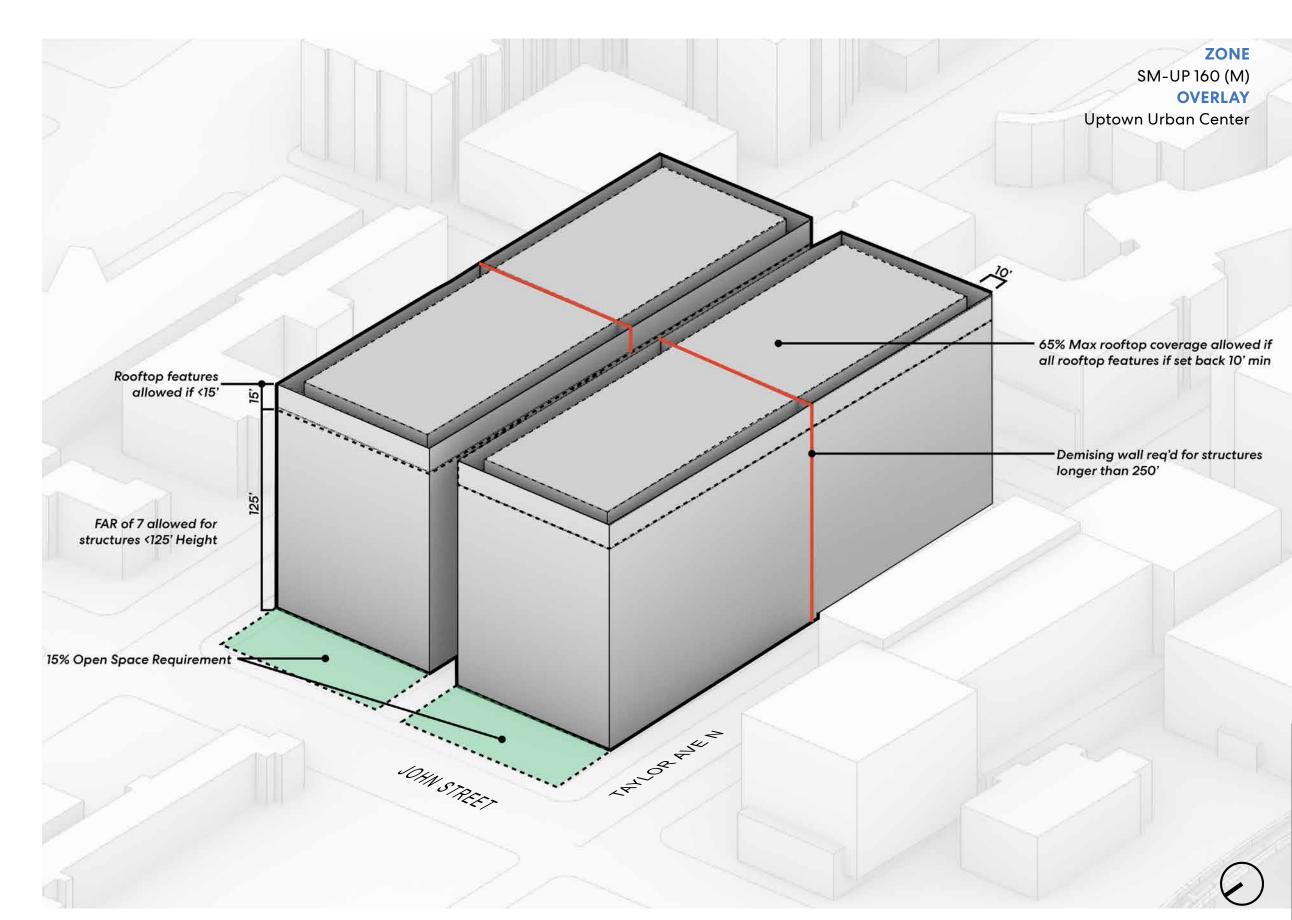
SMC 23.48.740.A.3 Street Level Setbacks

Not required. May be set back up to 12'.

SMC 23.48.740.A.3 Open Space

Minimum amount of required open space must be equal to 15% of lot area and shall be accessible at street level. Average horizontal dimension is 20' and minimum horizontal dimension is 10'. Up to a maximum of 20 percent of the required usable open space may be covered, if the open space abuts a street lot line and is open and accessible to pedestrians along the sidewalk. Open space under this section may qualify as open space required for office use under 23.48.750.

Open space in the amount of 20 SF for each 1,000 SF in office use is required.



3.0 I ZONING ANALYSIS **EDG DESIGN GUIDELINES**

Uptown Design Guidelines

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.

Adjacent Sites

Buildings adjacent to the Seattle Center campus should be sited to create synergistic relationships and reinforce connections between the Seattle Center and the surrounding

Seattle Design Guidelines

Emphasizing Positive

the future.

Neighborhood Attributes

In neighborhoods

Local History & Culture

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

Placemaking: Explore the history

of the site and neighborhood as a

potential placemaking opportunity.

Look for historical and cultural

significance, using neighborhood

groups and archives as resources.

where

CS3 ARCHITECTURAL CONTEXT & CHARACTER

Contribute to the architectural character of the neighborhood

Uptown Design Guidelines

PL1 CONNECTIVITY

Compliment and contribute to the network of open spaces around the site and the connections among them.

Enhancing Open Spaces

Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Where publicly accessible plazas abut private open space, use special paving materials, landscaping, and other elements to provide a clear definition between the public and private realms.

Uptown Design Guidelines

PL3 STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street level with clear connections to building entries and edges.

Entries

- a. Design entries to be pedestrianfriendly. Consider how the position, scale, architectural detailing, and materials will create an entry that is clearly discernible to the pedestrian.
- c. The use of distinctive paving, detailing, materials and landscaping, and artistic designs with cultural references is strongly encouraged.

Uptown Design Guidelines

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.

Uptown Design Guidelines

DC4 EXTERIOR ELEMENTS & FINISHES

Use appropriate and high-quality elements and finishes for the building and open spaces.

Architectural Context

Architecture that emphasizes human scale, streetscape rhythm, quality detailing and materials is more important than consistency with a particular period or style. Uptown's evolving and dynamic architectural context embraces a range of historical styles, and modern innovative design that reflects the Uptown Arts and Cultural District.

Building Materials

- b. Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Materials at the street level should be of the highest quality.
- c. Use materials, colors, and details to unify a building's appearance; buildings and structures should be clad with compatible materials on all sides. Where buildings have side setbacks adjacent to other buildings, materials and design treatments should intentionally 'wrap the corner' of window and door openings, and at building corners, so cladding materials and treatments appear substantial, and not two-dimensional or paper thin.

Uptown neighborhood.

BioMed Realty Perkins&Will

3.0 | ZONING ANALYSIS

THOMAS STREET CONCEPT PLAN





Vicinity Plan

Thomas Street Section



PROJECT INSPIRATION

4.0 | PROJECT INSPIRATION

SCIENCE AS EDUCATION

In and around the Seattle area, new medical and scientific breakthroughs are happening every day, this theme will focus on telling stories of scientific breakthroughs in the neighborhood leveraging education programs and interactive installations.

Telling Seattle science success stories

fighting back (B&M gates/Fred Hutch)

mapping

Education

interactive Installations

QR codes

data processing

data driven

Open-source information

Geneomic













THE NEW SCIENCE EXPO

What does the future look like? What does the future hold for the biotech industry? This themes focus is to show off the future of labs in a forward thinking project that showcases the innovation currently surrounding the biotech industry.

> If this building were a pavilion at the expo, what would it show off?

> > What does the future of labs look

Innovate here

Showcase for New technologies

innovation center landmark (from space needle)

forward looking

future of ...

Lab experience & the tech experience

What is the future of science?









DISCOVER THE UNEXPECTED

The process of discovery is how we learn new things about the world we live. Leveraging public & private partnerships, this theme explores the act of discovery as a basis for new knowledge and experiences that put science on display.

not been done before

Path of the unexpected

Discovery

(science, site, space needle)

Discover -here!

collisions of different programs & sciences

Region Specific Discoveries

science on display

Innovation space











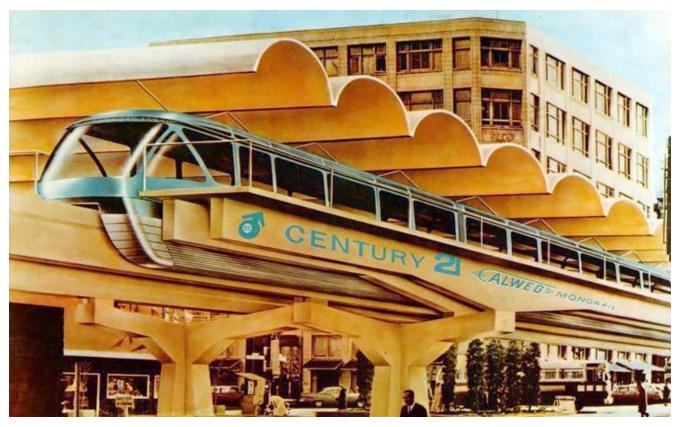


4.0 | PROJECT INSPIRATION

SEATTLE CENTER WORLD FAIR HISTORIC IMAGES







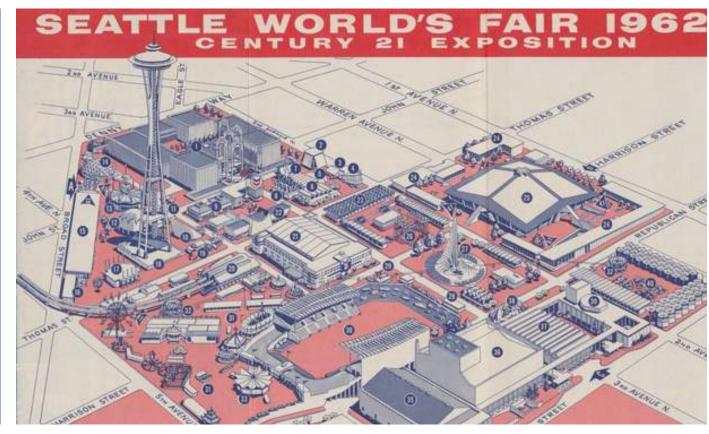












4.0 | PROJECT INSPIRATION

NEIGHBORHOOD INSPIRATION



ARCHITECTURAL CONCEPT



EXTERIOR ELEMENTS & FINISHES



STREET LEVEL INTERACTION



SCULPTED



PEDESTRIAN GREENSPACE

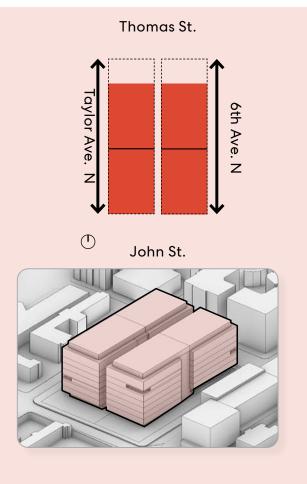


URBAN PATTERN & FORM

MASSING CONCEPTS

PLAZA ORIENTATION STUDIES

SCHEME 01 (baseline)



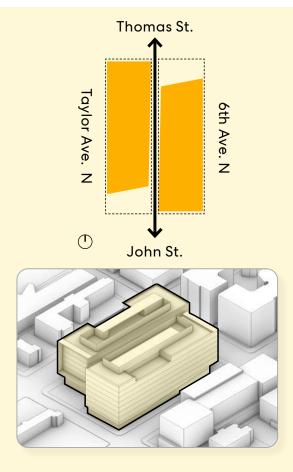
Pros:

- Provides a plaza
- Maximizes FAR on site

Cons:

- Masses appear bulky and concentrated
- Pedestrian experience is at perimeter only
- · Singular isolated plaza only activates one side of site.
- · Internally focused
- · Not ideal for life-science program, multiple cores
- Eliminates pedestrian woonerf with loading in alley
- Does not take advantage of green street

SCHEME 02



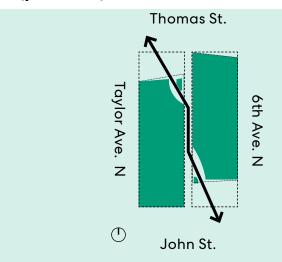
Pros:

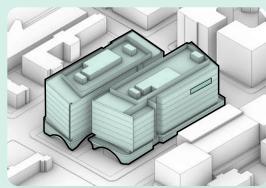
- Reduces building mass and gives more than required green space
- Pulls pedestrian activity onto Green Street
- · Orientation aligned with the context buildings
- · Creates opportunity for 2 unique plazas
- Unified pedestrian scale with pedestrian activation on street and alley
- Massing that works well with life-science program

Cons:

Potential for long building facades

SCHEME 03 (preferred)





Pros:

- Reduces alley distance providing more connection to green spaces
- Pulls pedestrian activity onto Green Street
- Orientation aligned with the context buildings
- Creates opportunity for 2 unique plazas
- Unified pedestrian scale with pedestrian activation on street and alley
- · Massing that works well with life-science program
- Reduces overall building mass and gives more than required green space
- More massing flexibility

CONCEPT OVERVIEW

SCHEME 01 (baseline)





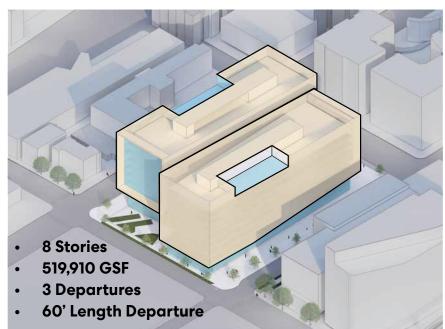
Pros:

- No departures required
- Setback from Thomas St.

Cons:

- Less open space
- · Service alley in lieu of pedestrian woonerf
- Alley curb cut on Green Street
- Demising wall makes floor plates unusable for lab / high-tech tenant uses

SCHEME 02





Pros:

- North & South Plazas
- Woonerf
- Pedestrian friendly
- Set back from Thomas

Cons:

· Departures Required

SCHEME 03 (preferred)



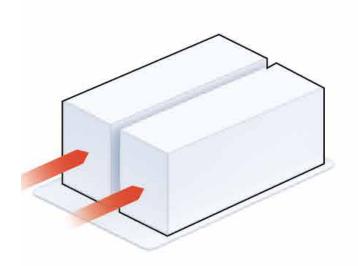


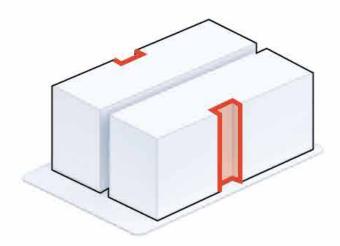
Pros:

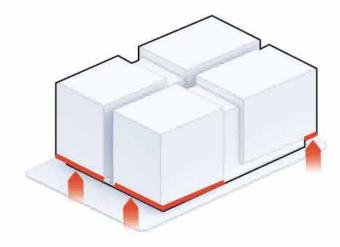
- North & South Plazas
- Woonerf
- Pedestrian friendly
- Set back from Thomas.
- Culturally and Contextually significant
- Engaging pedestrian experience

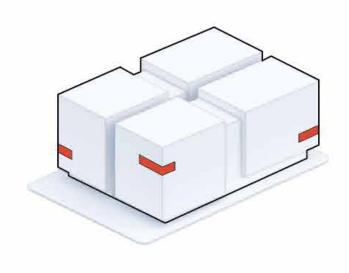
Cons:

• Departures Required







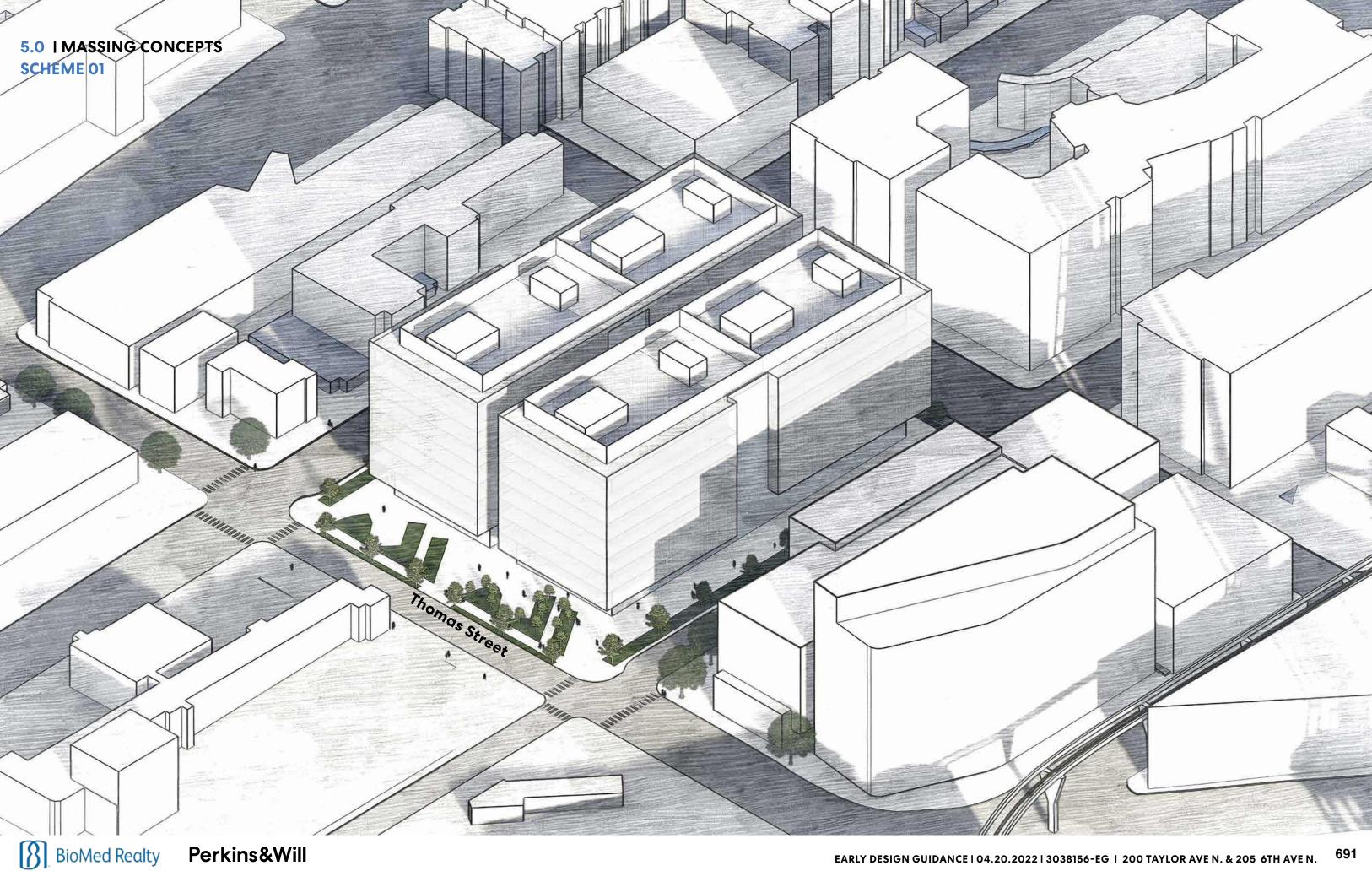


Frame to focus views

Subtract to distinguish function

Lift to enhance pedestrian experience

Carve to create tenant balconies



5.0 I MASSING CONCEPTS SCHEME 01 6th Ave N **GROUND LEVEL** Parking Ramp Loading Loading **Thomas Street** Parking Ramp Loading loading Pedestrian Entry Taylor Ave N Vehicular Entry → Service Alley Traffic

SCHEME 01











Southwest

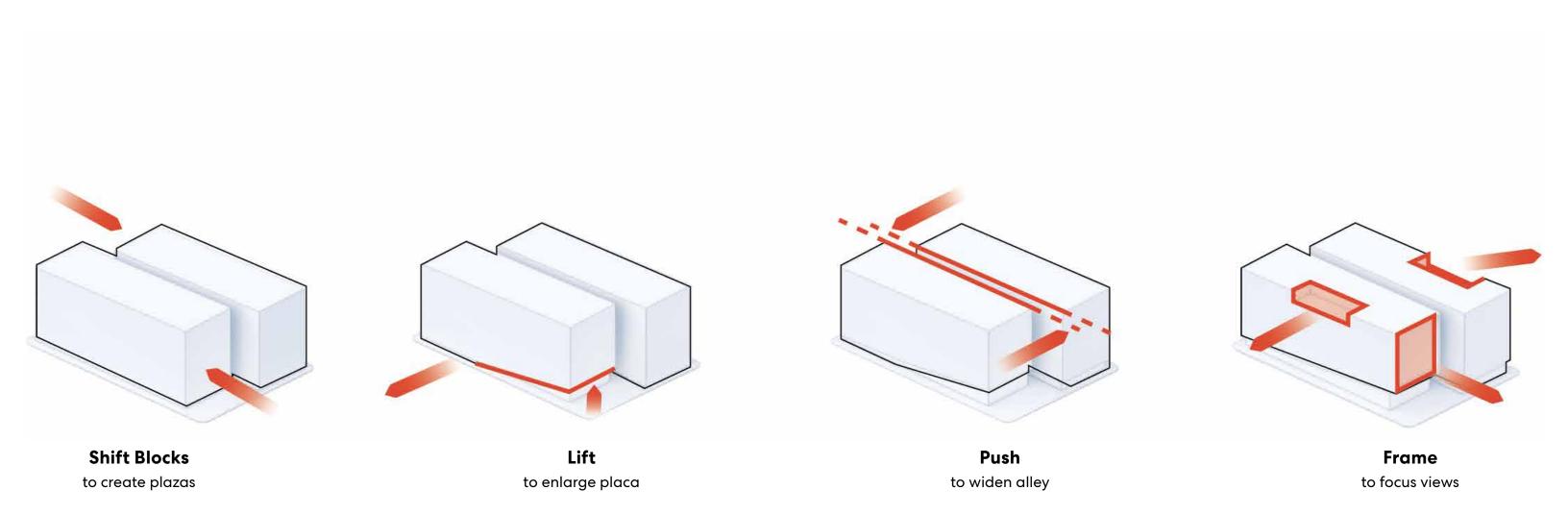
Southeast

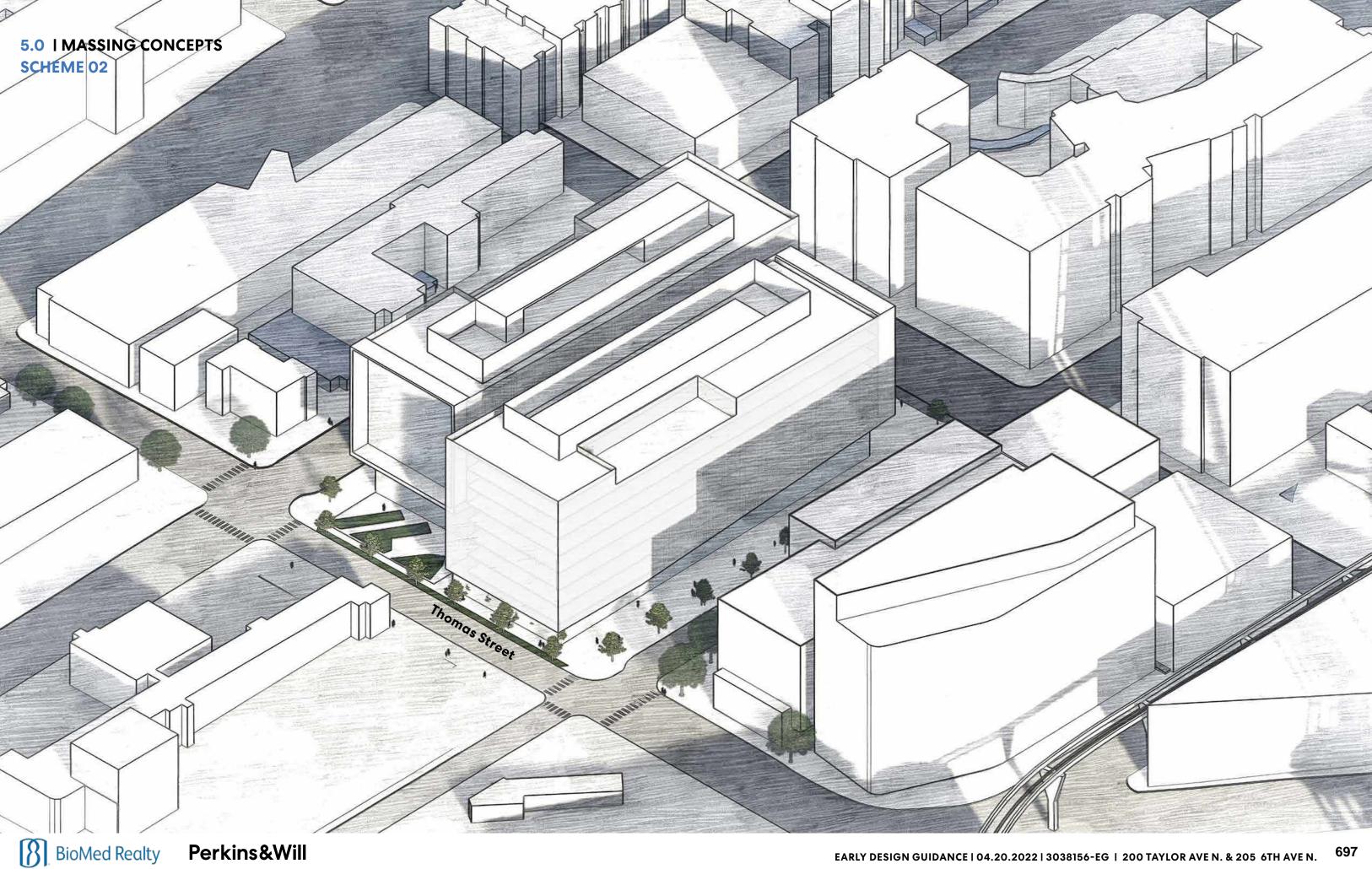




Northeast

Northwest



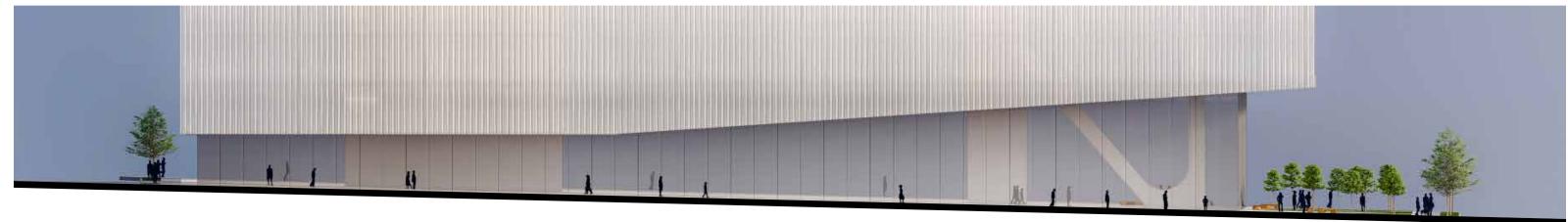


SCHEME 02

GROUND LEVEL 6th Ave N



SCHEME 02



East Alley Elevation



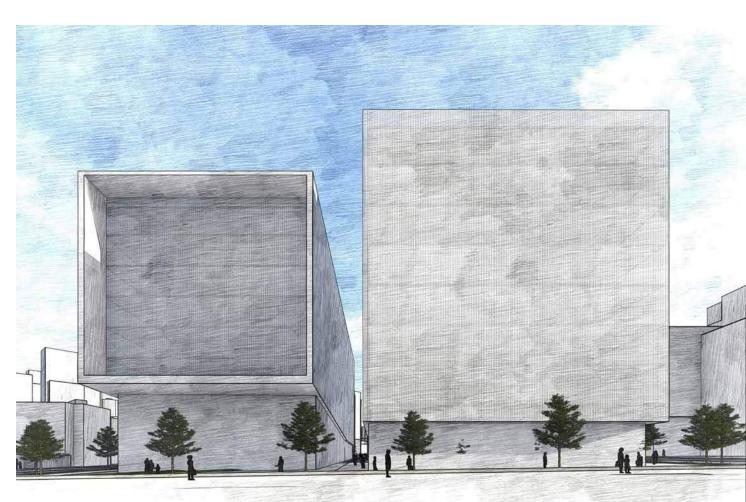
West Alley Elevation

Alley Elevation

WEST







5.0 I MASSING CONCEPTS SCHEME 02





Southeast

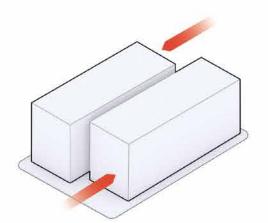


Southwest

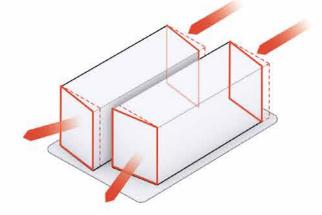


Northeast

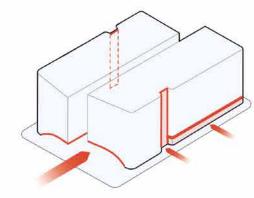
Northwest



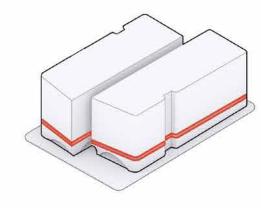
Shift to create plazas



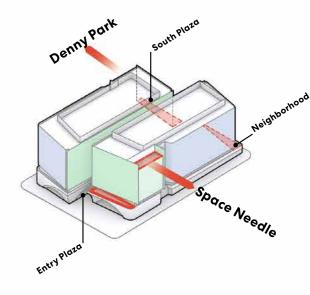
Angle to enhance and direct views



Carvemaking entries and breaking
down length of building

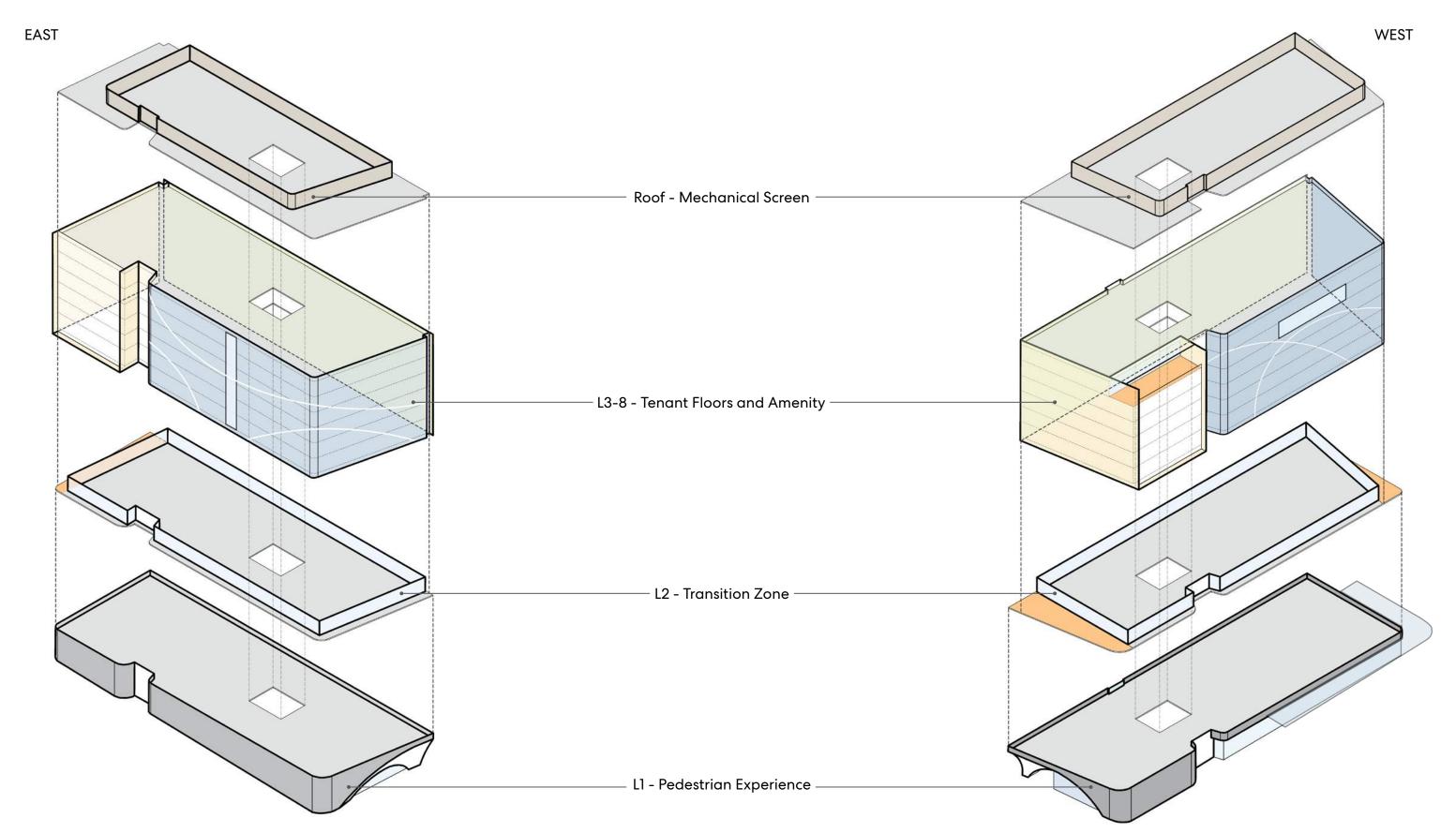


Slicecreating a podium and breaking
down the vertical mass of the building



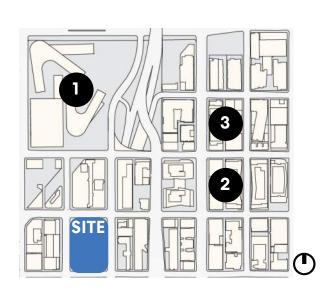
Neighborhood
mass articulated into smaller
building forms that align and
focus on neighborhood vistas and
patterns

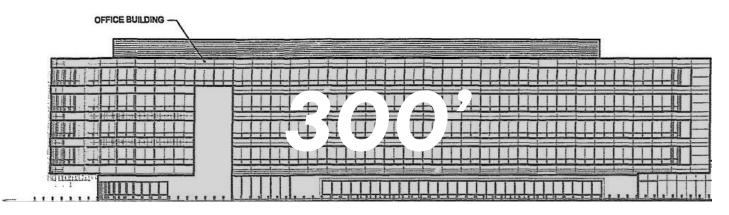
SCHEME 03 PREFERRED



NEIGHBORHOOD FULL-BLOCK CONTEXT

A sample of buildings nearby that are all in excess of 300' long. Many recent developments in the neighborhood are typical Seattle half blocks, with single building frontages that are in excess of 300' long. Selected building elevations here highlight the urban fabric and neighborhood character of the area.

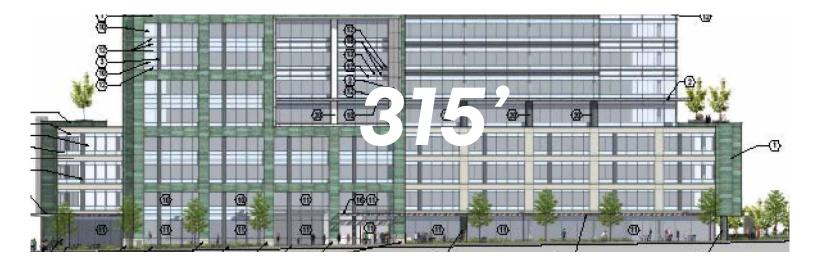




1 Bill & Melinda Gates Foundation



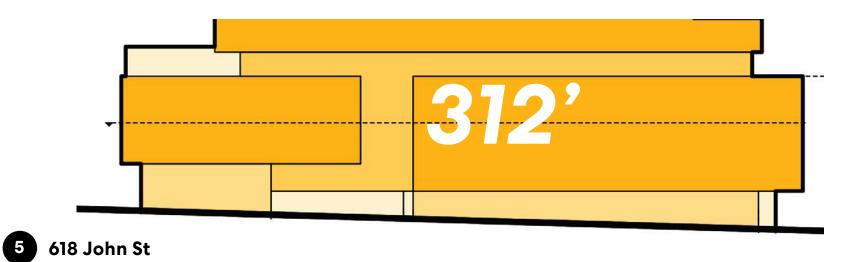
2 333 8th Ave N



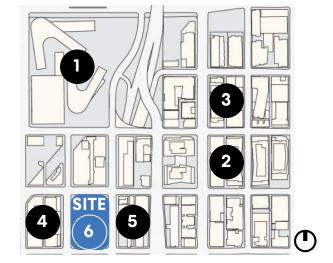
3 400 Dexter











5.0 I MASSING CONCEPTS SCHEME 03 PREFERRED

CS2 Urban Pattern & Form

Adjacent Sites

By providing a generous public entry plaza space directly off the Thomas green street, the project reinforces the pedestrian connection from the neighborhood to the Seattle Center. Another public open space is located to the south and connects to the north through a vegetated woonerf. toards the Seattle Center.



CS3 Architectural Context & Character

The site is located within a transitional area of the uptown neighborhood between South Lake Union and the Seattle Center. Inspiration was drawn from both the future of science and biotech in SLU and how the rich history of the World's Fair and Seattle Center looked toward the future through innovations in forms and building materials.

5.0 I MASSING CONCEPTS SCHEME 03 PREFERRED

CS2 Urban Pattern & Form

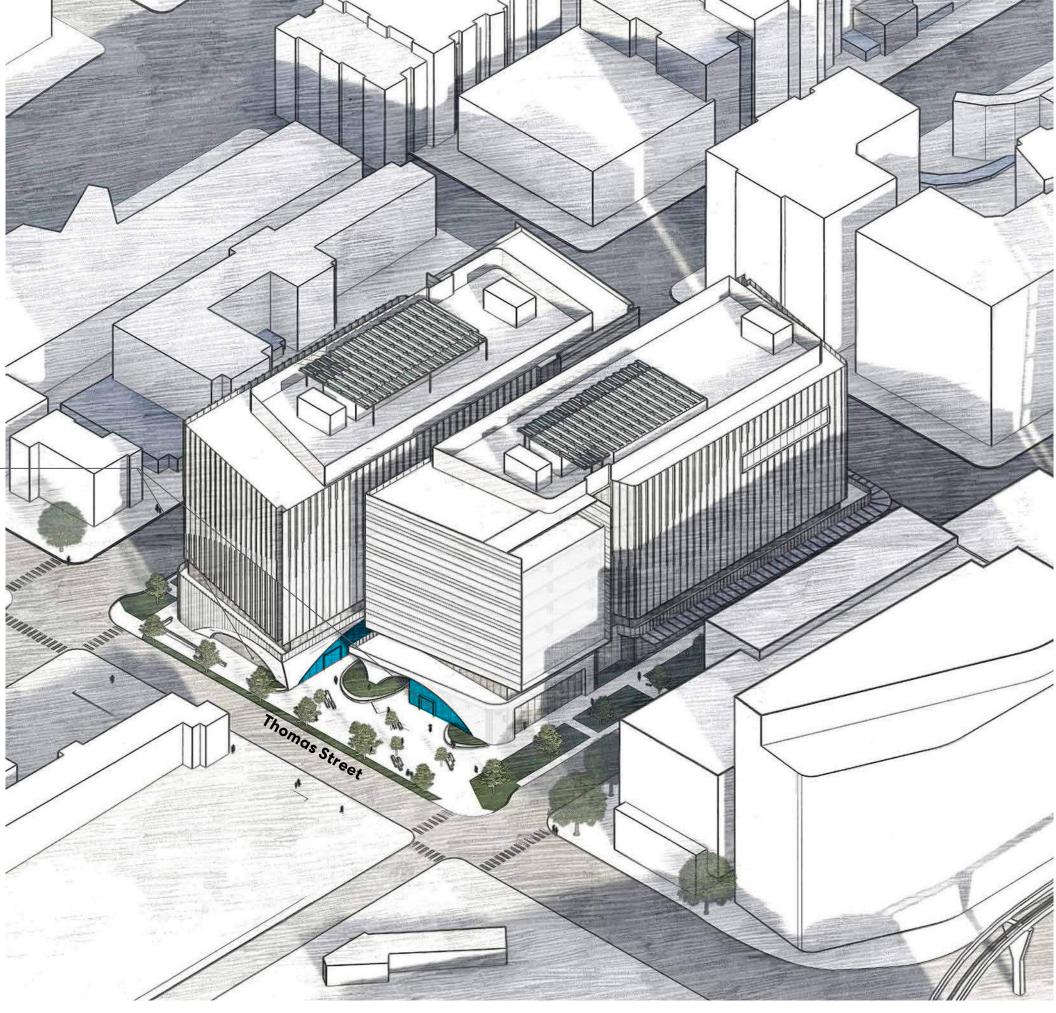
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PL3 Street Level Interaction

Entries

Main entries to both buildings are located directly off the north plaza adjacent to the Thomas green street. Carved away and overhung arches are utilized on this project to emphasize primary entries and to reinforce pedestrian wayfinding through the site.



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CS2 Urban Pattern & Form

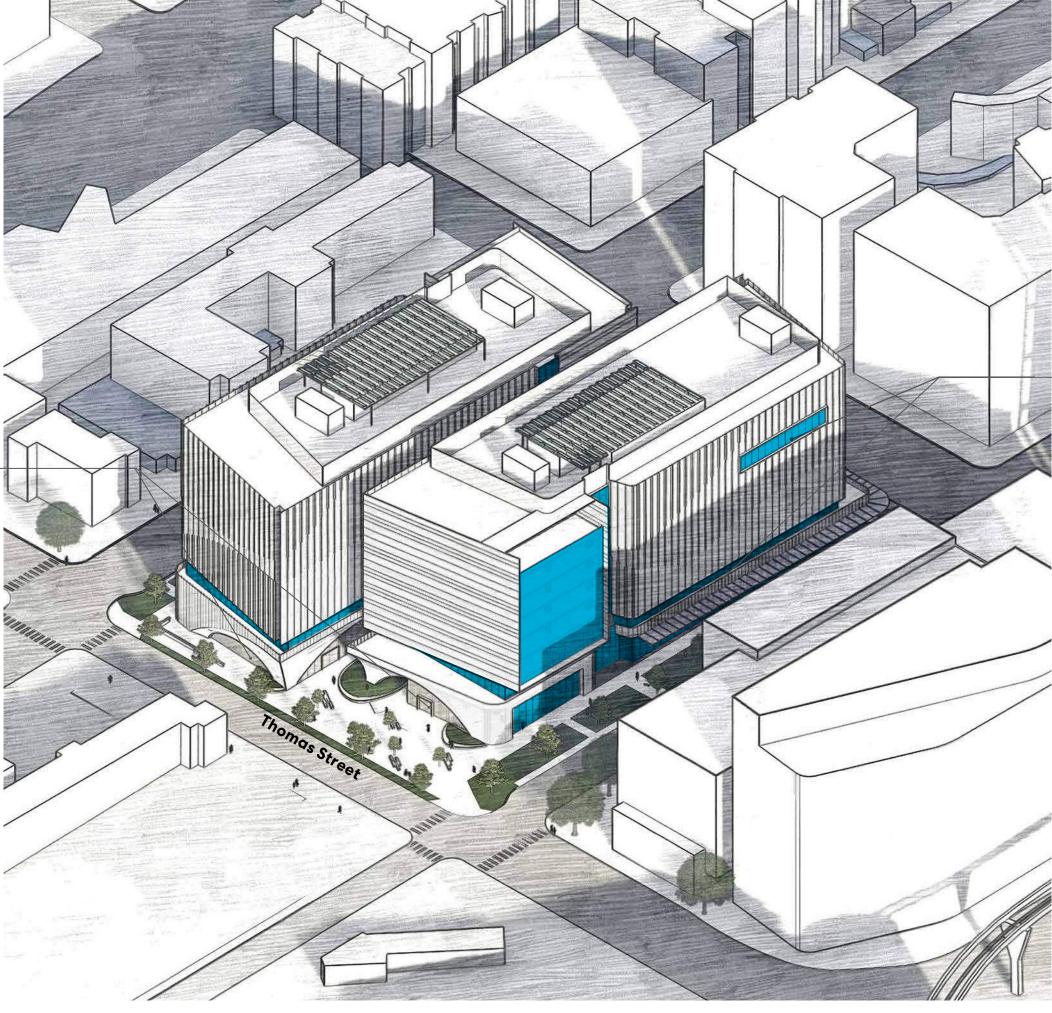
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DC4 Exterior Elements & Finishes

Building Materials

With a project that focuses heavily on the pedestrian experience on all 5 facades, materials and modulation are key elements to enhancing the street level experience, different types of articulation at the upper facade, and how the roof area is perceived from above.

5.0 I MASSING CONCEPTS SCHEME 03 PREFERRED

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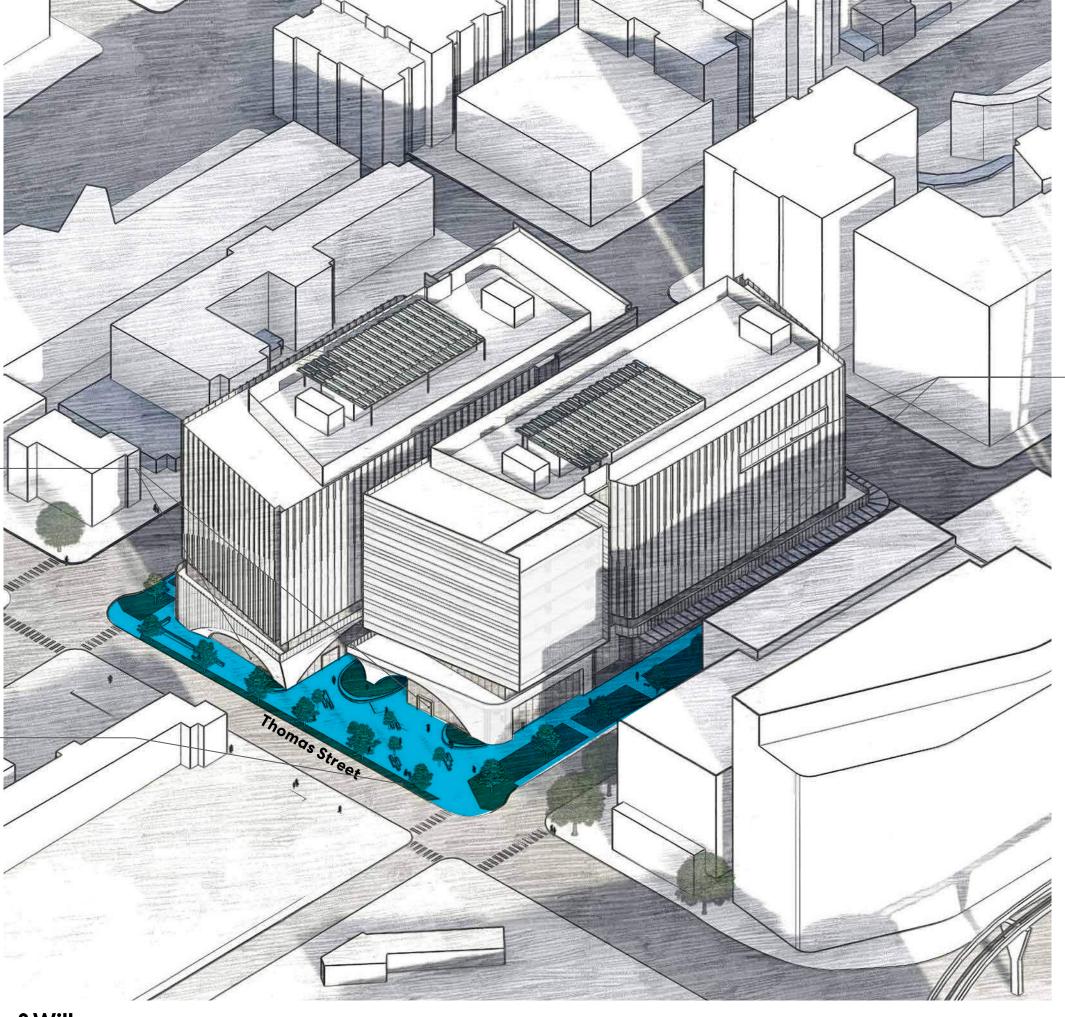
Entries

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PL1 Connectivity

Enhancing Open Spaces

The primary design concept revolves around the creation of two linked plazas on the North and South that seek to enhance pedestrian flow through the site towards the Thomas Green street and Seattle Center.



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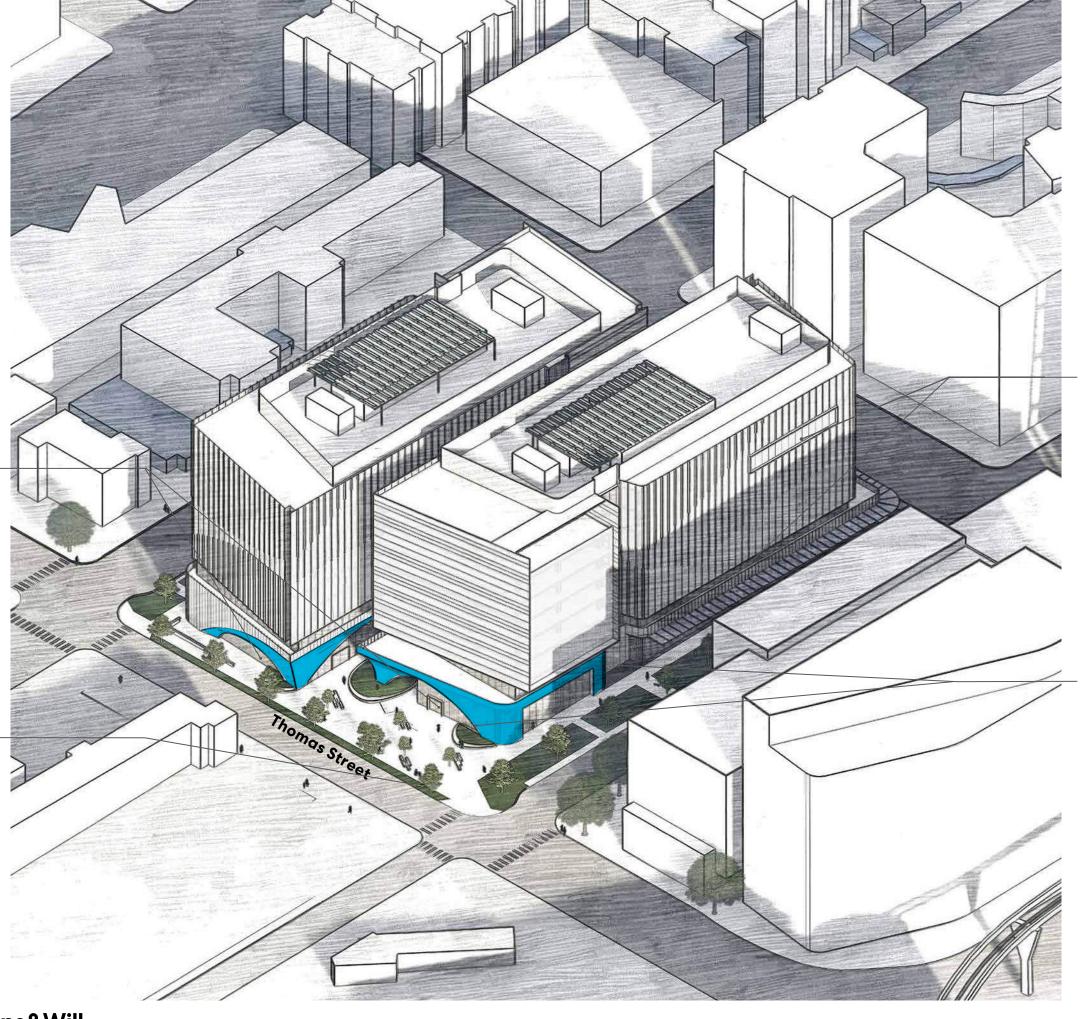
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DC 2 Architectural Concept

Context

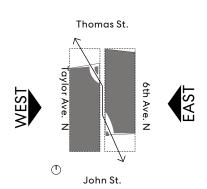
Recognizing the unique and historical significance of the Uptown neighborhood, the design concept draws its main inspiration from the iconic forms and modulation of the Pacific Science Center. Arched forms and facade articulation are used in a modern way to both activate the pedestrian level the upper volume through scale and movement.

SCHEME 03 PREFERRED

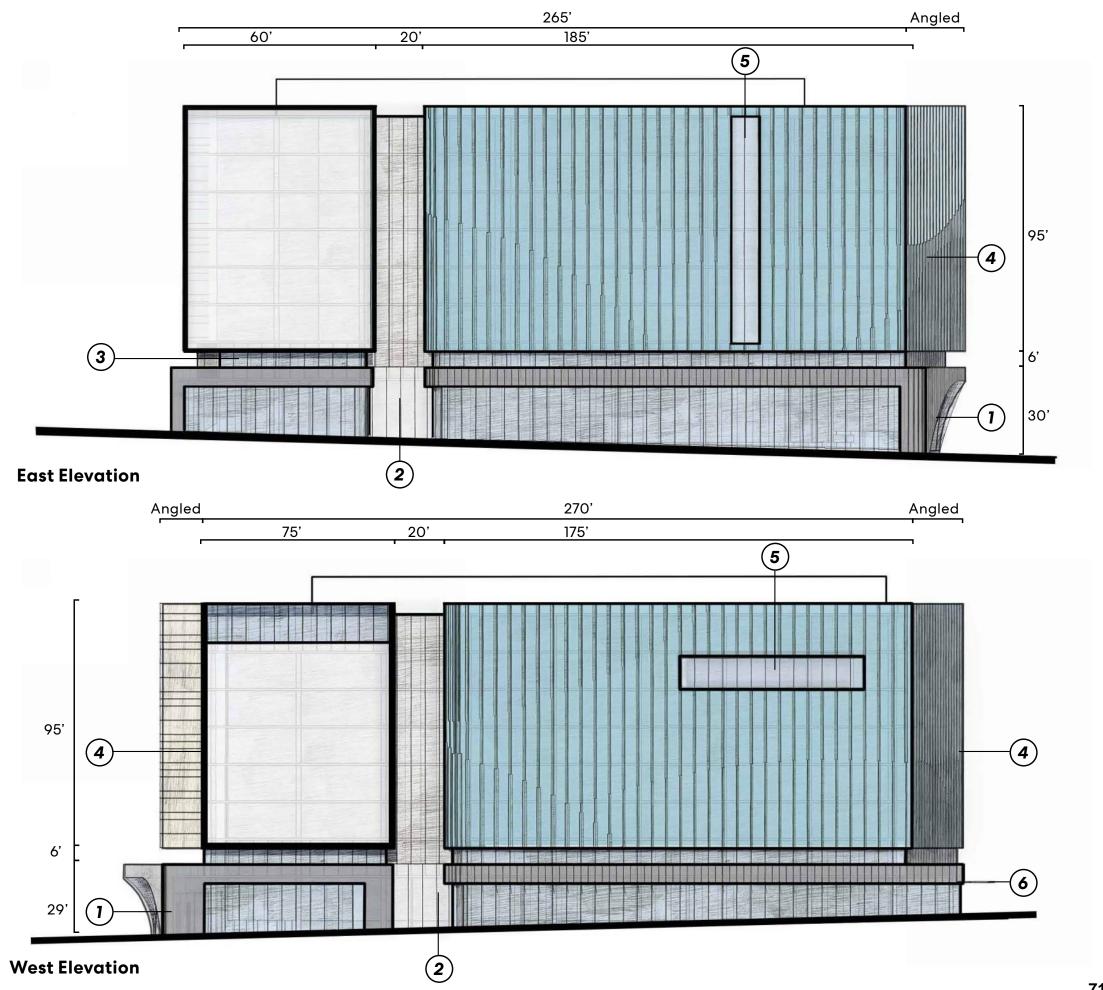
Massing Modulation

The street facing east and west facades are modulated to break down the scale of the full block. This includes:

- Similar arch elements at main pedestrian way finding points (primary entries and mid-block corridor)
- Vertical carves to accent the plaza end of the building
- Creating a podium set back zone at Level 02 which breaks down the bulk of the building
- Angled north and south facades that step back at Level 02 to reduce bulk at the street facade
- Unique slot windows and exterior decks which identify each East and West building as independent masses
- Overhead canopy/weather protection

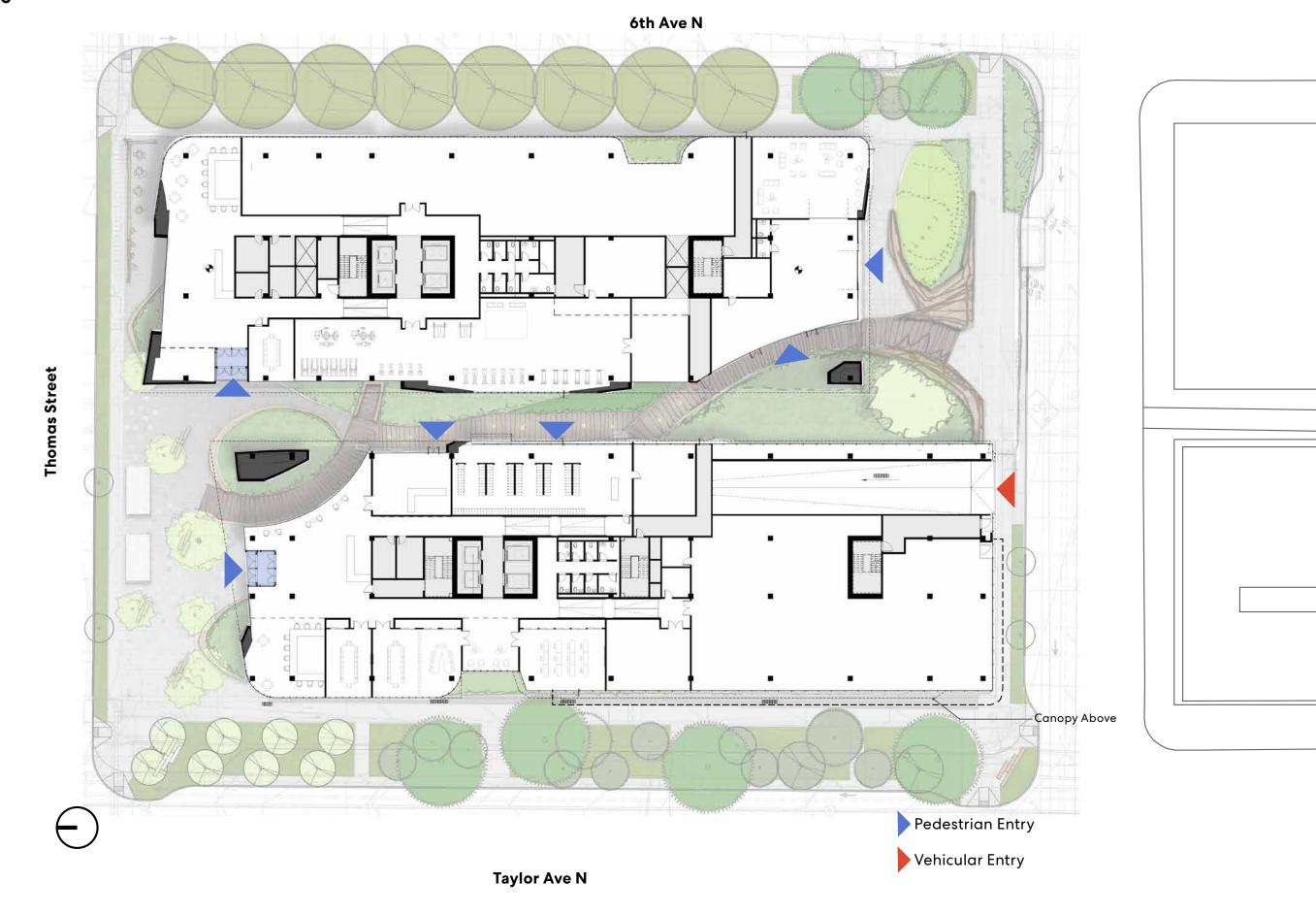






SCHEME 03 PREFERRED

GROUND LEVEL

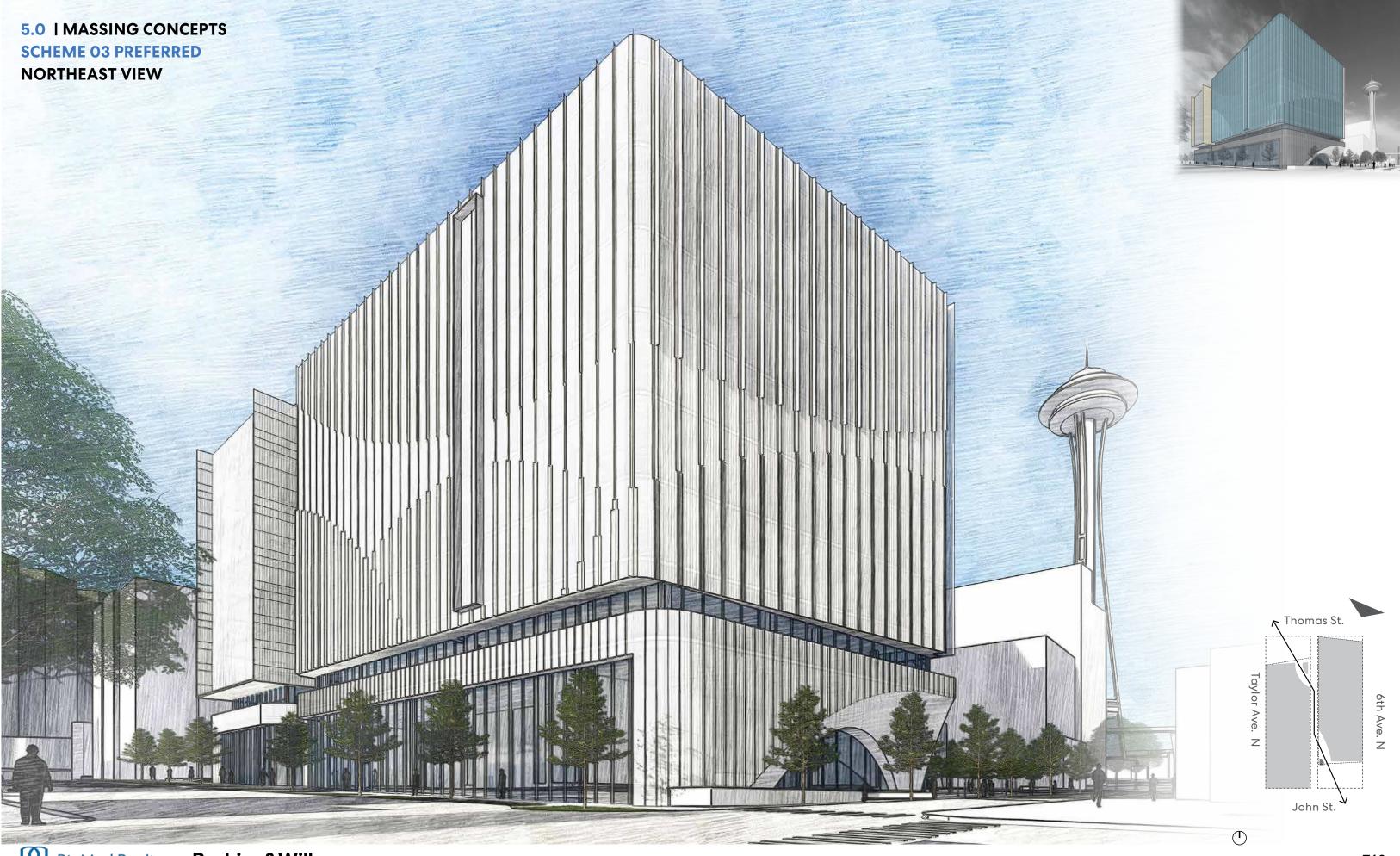














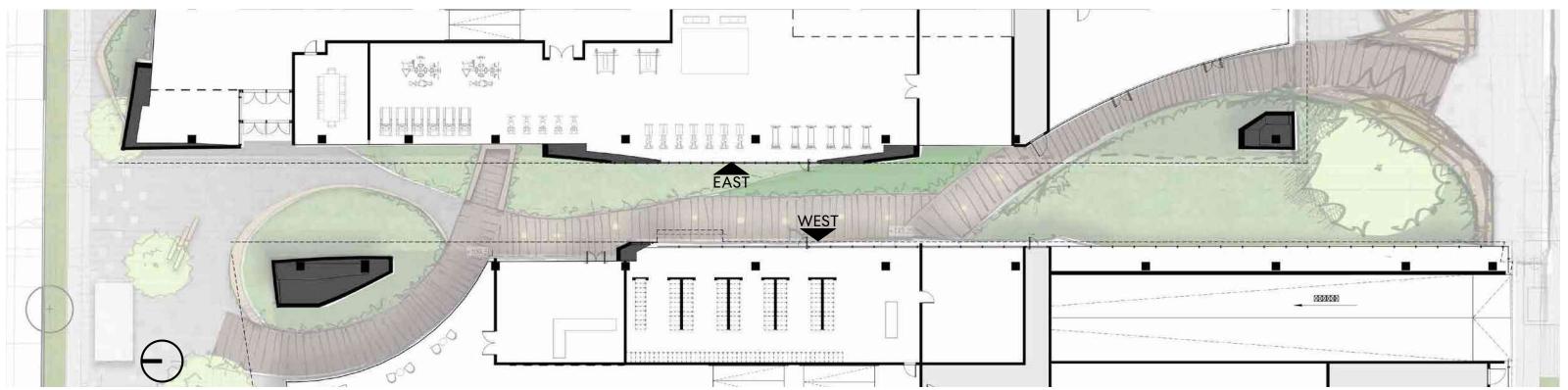




SCHEME 03 PREFERRED







SCHEME 03 PREFERRED

LANDSCAPE













6.0 I MASSING CONCEPTS SCHEME 03 PREFERRED 6TH AVE N LANDSCAPE SLOPED LAWN OR LAWN MOUND CAFE SEATING THOMAS STREET **AMPHITHEATER BOARDWALK** TIERED SEATING **ALLEY PLANTING** SPECIMEN TREE OR AREA **CONIFER GROVE** BIORETENTION OR CHARACTER PLANTING JOHN STREET **DECIDUOUS SHADE** TREE W/ SCULPTURAL BENCH **BIORETENTION PLANTER** & WALL-MOUNTED BENCH Pedestrian Entry Vehicular Entry

TAYLOR AVE N













DEPARTURES

MAXIMUM SETBACK

Code Citation & Requirement (Excerpt) **Proposed Departures Rationale** 23.48.740 - Street-level development standards in SM-UP zones In order to create two public, landscaped plazas the project is Allow for setbacks beyond 12' for the two plazas. requesting a departure from the maximum setback requirements at 3.For streets designated as Class II and Class III Pedestrian Streets Per 23.48.740.3.c, the required open space for this site can extend street edges and corners. and Green Streets as shown on Map A for 23.48.740, and as beyond the setback requirements from the street lot line. specified in subsection 23.48.740.B.1, the street-facing facade of Per the Uptown Neighborhood Design Guidelines on Connectivity a structure may be set back up to 12 feet from the street lot line (PL1.1- Enhancing Open Spaces), plazas are intended for public use subject to the following (as shown on Exhibit B for 23.48.740): and should have a visual and physical connection to the street. By locating plazas at the corners of the block, it reduces the overall mass, a.The setback area shall be landscaped according to the provisions of enhancing the connection to the green street and entry plaza to subsection 23.48.055.A.3; the north, and creates a sunny space on the south that engages the neighborhood, directing pedestrian flow along John and downtown b.Additional setbacks are permitted for up to 30 percent of the length of to the Space Needle at the Seattle Center. This Departure will be able portions of the street-facing facade that are set back from the street lot to maintain a smaller footprint that enables more pedestrian oriented line, provided that the additional setback is located 20 feet or more from activities on the new Thomas green Street as well as John Street any street corner; and c.Any required outdoor amenity area, other required open space, or usable open space provided in accordance with subsection 23.48.740.B is not considered part of the setback area and may extend beyond the limit on setbacks from the street lot line that would otherwise apply under subsection 23.48.740.B. 30% of Length Required setback from lot line 6 of Lengt Required distance from corner for additional setback



Perkins&Will

6.0 | DEPARTURES

MAXIMUM STRUCTURE WIDTH

Code Citation & Requirement (Excerpt)

23.48.732 - Maximum structure width and depth in SM-UP zones

A.The maximum width and depth of a structure is 250 feet, except as provided in this Section 23.48.732. The width and depth limits do not apply to below-grade or partially below-grade stories having street-facing facades that do not extend more than 4 feet above the sidewalk, measured at any point above the sidewalk elevation to the floor above the partially below-grade story, other than locations of access to the building.

Proposed Departures

Allow for extra length beyond the 250' maximum structure requirement. The project proposes to extend the length by a maximum of 20' on the west building along Taylor Ave. and 15' on the east building along 6th Ave to 270' and 265' respectively.

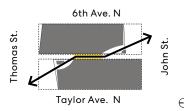
The upper tower portion is broken into 2 sections by a large deep vertical gasket that breaks the mass down into facades of less than 250'.

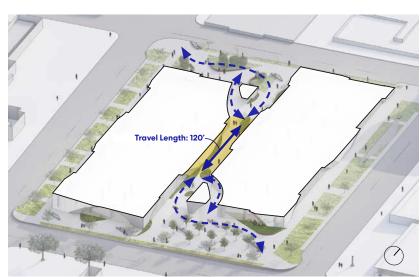
Rationale

On page 20/21, a number of buildings are illustrated in the near vicinity of this site, that are longer than 300' in length, due to the size of the blocks in this area. Keeping with the context of a number of long buildings in the area, including the new development directly across Taylor Ave., the proposed departure looks to extend the length along the street at the upper level, but then carving away at the base to increase pedestrian activity around and through the site.

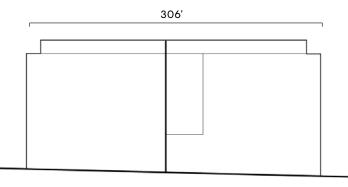
A baseline proposal that meets the 250' requirement with a demising wall separation could be 36' longer than the maximum proposed for this site. The Seattle Design Guidelines DC2-A.2 (Reducing Perceived Mass) and CS2-C.3. (Full Block Sites) looks to use secondary architectural elements to reduce the perceived mass of larger projects and break up long facades of full-block buildings to avoid a monolithic presence. Additional consideration include providing detail and human scale at street-level, and including repeating elements to add variety and rhythm to the façade and over-all building design. Also consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

This is done through various setback depths along the length of the facade, creating a strong horizontal datum line at the second floor gasket and providing overhead protection for pedestrians, and through a series of varied facade treatments with texture and materiality.

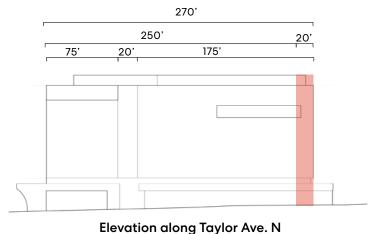








East Building- Baseline (Scheme- 01)



306'

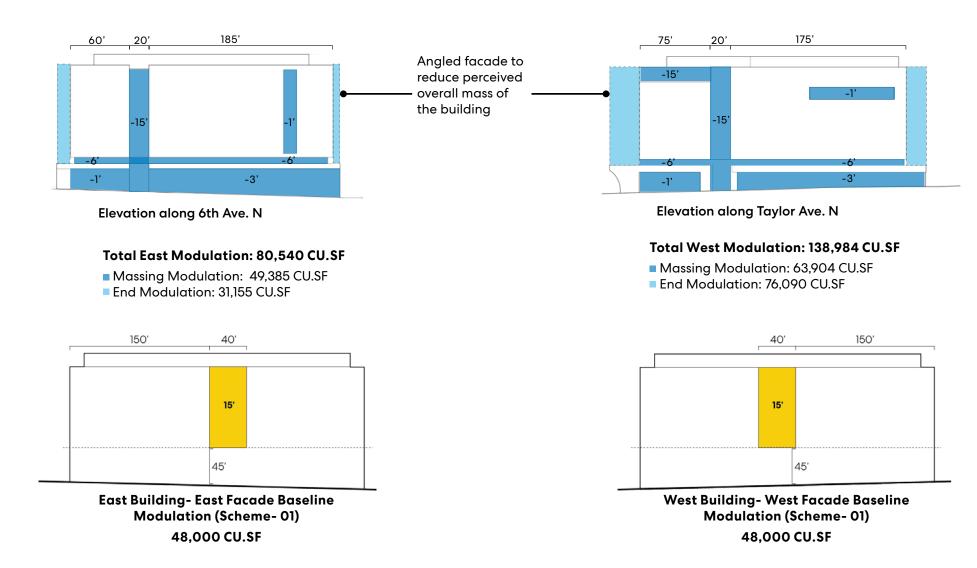
West Building- Baseline (Scheme- 01)



BUILDING MODULATION

Code Citation 9 Demoissement (Foreign)		
Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
23.48.745 - Upper-level development standards in SM-UP 160 zones D.Facade modulation. For all structures exceeding 95 feet in height, facade modulation is required for the street-facing facade of a structure located within 15 feet of a street lot line and exceeding the podium height specified for the lot in subsection 23.48.745.C. No modulation is required for portions of a facade set back 15 feet or more from a street lot line or below the podium height.	Allow for modulation to be distributed over height and length of facade in lieu of prescribed requirement between 45' and 125' in height.	The proposed project has taken special consideration to develop the ground level pedestrian experience in a transitional section of the uptown neighborhood through scale and hierarchs of carves and setbacks. In Section DC2.5 (Tall Buildings) in the Uptown Neighborhood Design Guidelines, much care is written about modulating the building in response to context, avoiding long unmodulated slabs by using appropriately sized moves to match taller view distances, and including intermediate scales along with an adjusted base scale to feel proportional to the rest of the massing.

By modulating the facade on all sides of the development, the public has visual interest from the street, the alley Woonerf and the public open spaces. Through the use of horizontal and vertical cuts and gaskets of varying width, height and depth, the facade provides a volume of modulation beyond the prescribed amount in the code, almost doubling the amount at a minimum. This also creates a scale of articulation both at a close proximity and from distant views.





Perkins&Will
T6 Alley Vacation
24 June 2022

- 1. Survey and Site Exhibits
- 2. EDG Package
- 3. EDG Comments and Responses
- 4. Community Outreach Summary
- 5. Design Review Board Minutes (will be incorporated upon completion)
- 6. SEPA Checklist (will be incorporated upon completion)

96 **732**



EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Record Number: 3038156-EG

Address: 200 Taylor Ave N

Applicant: Taylor Boyer, Perkins & Will

Date of Meeting: Wednesday, April 20, 2022

Board Members Present: Tiffany Rattray, Chair

> Allan Farkas Janell Eckrich John Morefield

Board Members Absent: Jen Montressor

SDCI Staff Present: Joe Hurley

SITE & VICINITY

Site Zone: Seattle Mixed – Uptown with a 160'

height limit (M)

Nearby Zones: (N) Seattle Mixed – Uptown 160 (M)

(S) Seattle Mixed – Uptown 160 (M) (E) Seattle Mixed – Uptown 160 (M)

(W) Seattle Mixed – Uptown 160 (M)

Lot Area: 76,400 sq. ft.



Current Development:

The subject site comprises five existing tax parcels developed with a hotel structure built in 1979; three office buildings built in 1959, 1961, and 1962; and two surface parking lots. The rectangular in shape site slopes downward southwest to northeast approximately fourteen feet.

Surrounding Development and Neighborhood Character:

The subject site occupies a full block in the Uptown Urban Center. Adjacent to the site are the Seattle City Light Sub Station to the north across Thomas St, a hotel to the east across 6th Ave N, a mixed-use structure to the south across John St, and an office building to the west across Taylor Ave N. This area is located on the eastern edge of the Uptown neighborhood near the transition between the Seattle Center campus to the west and the science and research facilities of South Lake Union to the east. Within the immediate vicinity are a mix of the Seattle World's Fair landmark buildings, midrise residential structures, lowrise office buildings, and hotels. The site is located near access to major transportation routes, including Highway 99 via 7th Ave N and Interstate 5 via Denny Way. Thomas St is a designated Green Street and provides east-west circulation.

The site is situated on the evolving cusp between the Uptown neighborhood to the west and the South Lake Union neighborhood to the east. Buildings in the vicinity range from one to eighteen stories in height with no single architectural style prevailing. Newer developments commonly have a rectilinear massing above a defined one- or two-story podium. Vertical bays and framing elements are common design features. By contrast, older structures are generally lowrise, warehouse-style developments, sometimes with adjacent surface parking lots. Cementitious fiber cement, metal panel, and masonry are prevalent façade materials. The site's connection to major transportation networks lends an auto-centric character to the streetscape. Nearby, the Seattle Center campus contains buildings with varied architectural styles ranging from Googie to Postmodern. Multiple projects in the vicinity are currently in review or under construction for proposed development including 618 John St, 605 Thomas St, 223 Taylor Ave N, and 222 5th Ave N.

Access:

Existing vehicular access occurs from the alley and on Taylor and 6th Avenues N.

Vehicular access is proposed from John St. Pedestrian access is proposed from John St and Thomas St.

Environmentally Critical Areas:

No mapped environmentally critical areas are located on the subject site.

PROJECT DESCRIPTION

Design Review Early Design Guidance for 2, 8-story office buildings. Parking for 426 vehicles proposed.

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

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

Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

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

Choose an item. EARLY DESIGN GUIDANCE April 20, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

• Supported the pedestrian path at alley and the public plazas.

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

- Recommended that a Coast Salish design be considered, similar to the Duwamish Longhouse and the UW Intellectual House, that incorporates communal gathering areas and Coast Salish art.
- Highly recommended using only native vegetation for landscaping, including trees, bushes, and low ground cover.

SDCI received non-design related comments concerning archeological investigation.

The Seattle Department of Transportation offered the following comments:

- Supported the proposal to expand the sidewalk and planting areas along Taylor Ave N to roughly match the block to the south.
- Supported the proposal to expand the sidewalk and planting areas along 6th Ave N.
- Supported the pedestrian curb bulbs proposed at the project intersections of John St.
- Supported the initial Thomas St design.
- Supported the proposed alley vacation with expectation that all vehicle access is below grade and may be accessible via the proposed curb cut on John St.

From The Seattle Design Commission:

Seattle Design Commission Subcommittee Members and Staff reviewed vacation pre-petition materials on September 3, 2021. The subcommittee expressed preliminary support and noted the following areas for further investigation:

- 1. How the locations of the public open spaces, private entries, and vehicular access contribute to pedestrian flow on site and in the neighborhood. How the project is designed in support of SDOT street typologies.
- 2. The narrowness of the midblock pedestrian connector; how it effects the desirability of this route and the massing of the project.
- 3. The quality and choice of location for the two open spaces; their role in network of neighborhood open spaces; solar exposure; messaging that these are public spaces; possible retail.
- 4. Community outreach and goals; understanding of how open spaces in the area are being used, in particular in evening hours when office workers are gone.

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 Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number-EG: 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 and Three Schemes: The Board supported the massing and modulation of Scheme 3, noting in particular the inclusion of two public plazas, a formal connection to the Seattle Center and the elegant composition of upper-level elements. The Board agreed that their support of the larger massing moves was tempered by their concern regarding the ground plane and street edges and provided guidance below to address these concerns. (CS2, PL1, CS3, DC3, DC2, PL1-B, PL3)
- 2. Proposed Alley Vacation: The Board spoke at length about how the design of the two structures under review could evolve in conjunction with that of the vacated alley (recognized as the purview of the Seattle Design Commission) to create a larger whole that meets the intent of the Citywide and Uptown Neighborhood Design Guidelines.
- **3. Architectural Response to Alley:** The Board supported the schematic thinking behind the pedestrian path between the two structures, but expressed concern regarding how the design of the two structures under review affected its shape, composition, and public appearance, and offered the following guidance:
 - To invite public use and activation of the vacated alley, carve away and pull back the building edges at the two entrances to allow clear views through the site. (CS2-B, PL3, PL2-D)
 - b. Physically and visually strengthen the diagonal route highlighted by the applicant in the packet (p. 27 et al.) and in the presentation. (PL1-A, PL2-D)

- c. Reshape and enlarge the space between the two buildings to allow greater access to light and air and higher visibility from either end of the path. PL1-3, DC2-5-b,
- d. Design the site and landscape elements to clearly convey the public nature of the plazas and path, and to invite use by members of the public. (PL2-D, PL1-A, PL1-2, PL2)
- e. Reshape and enlarge the opening to the sky above the alley to provide sufficient light for the proposed landscape elements to thrive and to draw and encourage public use. (CS1-2, CS1-B, DC4-D)
- f. Explore programming alley edges with active uses that will engage the public and create opportunities for human interaction. (DC3-A, DC2-5-g)
- **4. Ground Plane and Streetscape**: The Board supported the public open space proposed at the two corners and the articulation of the Thomas and John Street edges with identifiable entrances, secondary architectural features, human scale elements, and arches that reference those of the Seattle Center. (DC2, PL3, CS3)
 - a. The Board noted the great length of the other two street edges and agreed that these streets (6th Ave and Taylor Ave N.) should receive a similar level of care and attention in their design. The Board noted that as currently designed they lacked programming elements that would engage the public or spaces offering respite to the pedestrian. The Board provided guidance that they be developed with active programming, texture, human scale elements, and porosity to create active and engaging environments. (DC2-D, PL3-1, CS2-B.2, PL1-B, DC2-5-g, PL3)
 - b. The Board recognized the potential of a continuation of the arch motif at these streets (as shown in packet image) but agreed that these qualities could be created in any number of ways. (PL1-2, CS2-B, PL3, PL2)
 - c. The Board questioned the lack of an option with a midblock connection, as they have seen in similar projects, and heard from the applicant that this was discouraged by the Seattle Design Commission.
 - d. The Board supported the deployment of gasket elements on the two longer elevations, both compositionally and to mitigate scale. The Board questioned the articulation and programming of these elements at the ground plane, where compositional logic would indicate an important element or area of particular pedestrian interest. The Board agreed that this a significant issue given the lack of pedestrian amenity or interest along these edges and that this disconnect should be resolved in conjunction with the issues identified at 4.b., above. (DC2-D, PL3-1, Cs2-B.2, PL1-B, DC2-5-g)
 - e. The Board agreed that overhead weather protection should be well integrated with the design concept and articulation on the street edges.(PL2-C, DC2-4)
 - f. The Board recognized opportunities to incorporate public art and provided guidance to fully explore these, noting this neighborhood's history as a center for the Arts and the guidance provided in the Uptown Neighborhood Guidelines. (CS3-1, DC2-1, DC2-2, CS3-1)

5. Architectural Composition

- a. The Board expressed general support for the harmonious composition of elements at the upper levels, noting in particular their contrasting expressions and variations in parapet height and the resulting potential to help break down scale. The Board provided guidance to strengthen both the expression and contrast between these elements as the design develops. (DC2-A, DC2-B)
- b. The Board agreed that the setbacks and offsets deployed to reinforce the legibility of these elements should be strengthened, noting specifically the limited impact of a one-foot offset in a structure of this size. (DC2-A, DC2-B)

6. Access and Transportation:

- a. The Board strongly supported a single vehicle access point as it would minimize disruption of the pedestrian realm and provided guidance to develop a full slate of elements and measures to ensure pedestrian safety. (DC1-B)
- b. Echoing public comment, the Board highlighted the importance of bicycle facilities and provided guidance to include complete infrastructure details including connections to cycling routes, project entrances, and parking areas. (PL4-B, PL4-2)

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Choose an item. Early Design Guidance meeting the following departures were requested:

1. **Street-level Development Standards (23.48.740):** The Code requires the street-facing facade of a structure to be set back a maximum of 12 feet from the street lot line. The applicant proposes deeper setbacks at the northwest and southeast corners.

The Board indicated preliminary support for this departure as it would be required to create the two proposed public open spaces, which the Board agreed could better meet the intent of DC3 Open Space Concept. The Board noted that their support would be tied to the articulation of these spaces as welcoming to pedestrians and clearly public.

2. **Maximum Structure Width and Depth (23.48.732):** The Code limits structure width and depth at 250 feet. The applicant proposes structure width of 265 feet along 6th Ave and 270 feet along Taylor Ave. N.

The Board indicated preliminary support for this departure, agreeing that the composition of upper-level elements had the potential to mitigate scale and could better meet the intent of DC2 Architectural Composition. The Board noted that their support would be conditioned

on the development of scale mitigation at the street edges (as described in the guidance provided at "4. Ground Plane and Streetscape").

3. Facade Modulation Upper-level development standards in SM-UP 160 zones (23.48.745.D): The Code requires modulation for street-facing facades of a structures located within 15 feet of a street lot line and exceeding 95 feet in height. The Code would require the proposed design to be modulated with a 15-foot deep and 40-foot-wide setback along both 6th Ave. and Taylor Ave. N. The applicant proposes modulation to be distributed over the height and length of facade in lieu of prescribed requirement between 45' and 125'in height.

The Board indicated potential support for this departure, agreeing that the composition of upper-level elements could mitigate scale and could better meet the intent of DC2 Architectural Composition. The Board noted that their support would be conditioned on the development of scale mitigation at the street edges (as described in the guidance provided at "4. Ground Plane and Streetscape").

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the <u>Design Review website</u>.

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-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

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

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

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

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-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

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.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

Uptown Supplemental Guidance:

CS1-1 Topography

CS1-1-a. Street Grade: Step the elevation of ground floors so that building entrances and ground floors roughly match the street grade.

CS1-1-b. Step with the Grade: Design the building massing to step with grade using techniques such as changes in the levels of upper floors, breaks in the roofline, vertical and horizontal modulation, stepping facades.

CS1-1-c. Service & Access Impacts: Use existing grade changes to minimize service and access impacts in through-block developments.

CS1-1-d. Step Fencing: If fencing or screening is included in the design, it should step along with the topography.

CS1-1-e. Safe & Attractive Transition: Design ground-level treatments that create a safe, attractive transition between the building, site and the sidewalk such as terraces, stoops, rockeries, stairs, and landscaping, or other positive approaches used on adjacent properties. Create a transition between ground level interior and adjacent pedestrian areas and public sidewalks that achieves a balance of transparency for safety (eyes on the street) and screening for privacy.

CS1-2 Plants and Habitat

CS1-2-a. Habitat Landscapes: Create habitat landscapes of native species in building setbacks, right-of-ways, green roofs, walls and gardens. Look for opportunities to contribute to neighborhood and citywide connective habitats for insects and birds, while providing a safe environment for pedestrians.

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

- **CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.
- **CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.
- **CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

- **CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.
- **CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.
- **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.

Uptown Supplemental Guidance:

CS2-1 Sense of Place

CS2-1-a. Identity Features: Use site identity features at Uptown Gateway locations. Examples of identity features include art, welcoming or wayfinding signage, distinct architecture or major public open space.

CS2-2 Adjacent Sites

CS2-2-a. Relationships & Connections: Buildings adjacent to the Seattle Center campus should be sited to create synergistic relationships and reinforce connections between the Seattle Center and the surrounding Uptown neighborhood.

CS2-3 Corner Sites

CS2-3-a. Address the Corner: Generally, buildings within Uptown should meet the corner and not be set back, except for Gateway locations. Buildings, retail treatments, and open spaces should address the corner and promote activity.

CS2-3-b. Corner Entrances: Generally, corner entrances are discouraged for retail uses. However, corner entrances may be appropriate to emphasize Gateways or locations with high pedestrian activity within the Heart of Uptown.

CS2-3-c. Special Features: Corner sites are often desirable locations for small publicly-accessible plazas, art, and other special features.

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

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.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Uptown Supplemental Guidance:

CS3-1 Placemaking

CS3-1-a. Design Features: Include design features that make the Arts and Cultural District visible to pedestrians such as interpretive panels, banners, plaques, building names, wayfinding, signage and art.

CS3-1-b. Visual Art: Make visual art an integral part of the design concept, especially along Mercer/Roy Street corridor, near theaters and other cultural venues, and in the Heart of Uptown.

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.

Uptown Supplemental Guidance:

PL1-1 Enhancing Open Spaces

PL1-1-a. Connections: Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Where publicly accessible plazas abut private open space, use special paving materials, landscaping, and other elements to provide a clear definition between the public and private realms.

PL1-2 Adding to Public Life

PL1-2-a. Adjacency to Seattle Center: Opportunities to add to public life are especially important for street-facing facades that are adjacent to the Seattle Center.

PL1-3 Pedestrian Volumes and Amenities

PL1-3-a. Volume & Flow: Encourage streetscapes that respond to unique conditions created by Seattle Center. Design wide sidewalks, sturdy street furniture and durable landscaping to accommodate high pedestrian volumes and flow of event crowds.

PL1-3-b. Notable Locations: Pedestrian amenities are especially encouraged in the Heart of Uptown, and along the Queen Anne Ave. and 1st Ave N corridors.

PL1-3-c. Pedestrian Uses: All of Uptown should be considered a "walking district." New development should strive to support outdoor uses, activities and seating that create an attractive and vibrant pedestrian environment. Consider widening narrow sidewalks though additional building setback at street level.

PL1-4 Outdoor Uses and Activities

PL1-4-a. Outdoor Dining: Encourage outdoor dining throughout Uptown.

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-C Weather Protection

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

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

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

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

- **PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.
- **PL3-A-4.** Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

- **PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.
- **PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.
- **PL3-B-3.** Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.
- **PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

- **PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.
- **PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
- **PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

Uptown Supplemental Guidance:

PL3-1 Entries

- **PL3-1-a. Pedestrian Orientation:** Design entries to be pedestrian-friendly. Consider how the position, scale, architectural detailing, and materials will create an entry that is clearly discernible to the pedestrian.
- **PL3-1-b. Safety Sightlines & Features:** Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider safety sightlines as well as safety features such as decorative fencing and high visibility gating. Landscaping should be consistent with these features.
- **PL3-1-c. Design Features:** The use of distinctive paving, detailing, materials and landscaping, and artistic designs with cultural references is strongly encouraged. Building addresses and names (if applicable) should be located at entrances, and tastefully crafted.

PL3-2 Residential Edges on Pedestrian Streets

PL3-2-a. Security: Where residential buildings are located along the pedestrian-oriented Class 1 or Class 2 Pedestrian Streets, include façade lighting and visible lobbies or public-facing retail spaces to enhance the security of the adjacent sidewalk.

PL3-3 Ground Level Residential Edges (Including Live/Work Uses)

- **PL3-3-a. Entries:** Provide a direct entry into the unit from the street. The entry should include weather protection sufficient to shelter persons entering the building during inclement weather.
- **PL3-3-b.** Elevate the Ground Floor: Elevating the ground floor of the living area two to four feet above the adjacent sidewalk grade to increase privacy is desirable. This design guideline does not apply to designated ADA accessible units.
- **PL3-3-c. Boundaries:** Provide a physical "threshold" feature such as a hedge, retaining wall, rockery, stair, railing, or a combination of such elements on private property that defines and bridges the boundary between public right-of-way and private yard or patio. Thresholds may screen but not block views to and from the street and should help define individual units. Retaining walls should generally not be taller than four feet. If additional height is required to accommodate grade conditions, then terraces can be employed.
- **PL3-3-d. Gates & Fencing:** Where gates and fencing are used as threshold features, design them for high visibility and incorporate landscaping to soften these features.

PL3-4 Retail Edges

PL3-4-a. Retail Size: Smaller store-front shops are preferred along Class 1 and Class 2 Pedestrian Streets to accommodate smaller local retailers and provide affordable retail space options.

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-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

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, showerfacilities 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.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

- **PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.
- **PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

Uptown Supplemental Guidance:

PL4-1 Entry Locations and Relationships

PL4-1-a. Consider Transit Riders: When buildings are located adjacent to a major transit stop, integrate weather protection and public seating for bus riders into the design of the building to eliminate the need for a bus shelter, and enhance the function and safety of the pedestrian environment.

PL4-2 Planning Ahead for Bicyclists

- **PL4-2-a. Bike Facilities:** Placement of long-term bicycle storage should consider cyclist safety and ease of access. Provide the required short-term bike racks near main building entrance to accommodate private and shared bicycles. Consider customizing the SDOT approved racks ("inverted U" or "staple" style) to reflect Uptown Arts and Cultural District branding such as colors, distinctive place-names, plaques, or other design elements.
- **PL4-2-b. Bike Connections:** Facilitate connections to major bicycle infrastructure including the Thomas Street Bridge/Elliot Bay Trail, Mercer Street protected bike lane and 2nd Avenue/Denny Way protected bike lane.

PL4-3 Transit Facilities

- **PL4-3-a. Pedestrian Activity:** Transit facilities should be designed as an integral part of any co-development and be designed to support all relevant Citywide Design Guidelines, especially those regarding the ground floor and pedestrian activity.
 - 1. On Class I Pedestrian Streets, required street level uses are essential to achieving the intent of Pedestrian Street Classifications. Operational needs may require that vehicle entrances to transit facilities be wider than permitted for parking garages, and facade lengths may be greater than other structures in the neighborhood. Street frontage of these projects should maintain and reinforce the levels of pedestrian activity and visual interest that Class I Pedestrian streets are intended to achieve.
 - 2. On all streets bus layover facilities should completely screen the layover space from public view. Ideally other uses with transparent, active storefronts are located between bus parking and all adjacent, street public right of way.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

- **DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.
- **DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.
- **DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

- **DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.
- **DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

- **DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.
- **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.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

Uptown Supplemental Guidance:

DC2-1 Architectural Context

DC2-1-a. Arts & Cultural District: Architecture that emphasizes human scale, streetscape rhythm, quality detailing and materials is more important than consistency with a particular period or style. Uptown's evolving and dynamic architectural context embraces a range of historical styles, and modern innovative design that reflects the Uptown Arts and Cultural District.

DC2-2 Blank Walls and Retaining Walls

DC2-2-a. Artwork & Murals: Artwork and murals, created in collaboration with the Uptown Arts and Cultural Coalition, are encouraged for any temporary or permanent blank walls.

DC2-2-b. Pattern & Texture: Throughout Uptown any visible retaining walls should be constructed of materials that will provide substantial pattern and texture. Rockery, stone, stacked stone or stained concrete, or brick are preferred. Walls should be appropriately designed and scaled for the pedestrian environment. Landscaping or art in conjunction with retaining walls is strongly encouraged.

DC2-3 Secondary Architectural Features

DC2-3-a. Storefront Design: Design storefronts to allow and encourage tenants to create individualized architectural features.

DC2-3-b. Window Design: Encourage substantial window detailing and recessed windows. Discourage flush window treatments.

DC2-4 Dual Purpose Elements

DC2-4-a. Canopies & Weather Protection: The use of exterior canopies or other weather protection features is favored throughout Uptown for residential and commercial uses. Canopies and awnings should be sized to the scale of the building and the pedestrian, and blend well with the building and surroundings.

DC2-5 Tall Buildings

- **DC2-5-a. Response to Context:** Integrate and transition to a surrounding fabric of differing heights; relate to existing visual datums, the street wall and parcel patterns. Respond to prominent nearby sites and/or sites with axial focus or distant visibility, such as waterfronts, public view corridors, street ends.
- **DC2-5-b. Tall Form Placement, Spacing & Orientation:** Locate the tall forms to optimize the following: minimize shadow impacts on public parks, plazas and places; maximize tower spacing to adjacent structures; afford light and air to the streets, pedestrians and public realm; and minimize general impacts to nearby existing and future planned occupants.
- **DC2-5-c. Tall Form Design:** Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting and/or carved yet coherent forms. Shape and orient tall floorplates based on context, nearby opportunities and design concepts, not simply to maximize internal efficiencies. Modulation should be up-sized to match the longer, taller view distances.
- **DC2-5-d.** Intermediate Scales: To mediate the extra height/scale, add legible, multistory intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from base to top.
- **DC2-5-e. Shape & Design All Sides:** Because tall forms are visible from many viewpoints/ distances, intentionally shape the form and design of all sides (even party walls), responding to differing site patterns and context relationships. Accordingly, not all sides may have the same forms or display identical cladding.
- **DC2-5-f. Adjusted Base Scale:** To mediate the form's added height, design a 1-3 story base scale, and/or highly legible base demarcation to transition to the ground and mark the 'street room' proportion. Tall buildings require several scale readings, and the otherwise typical single-story ground floor appears squashed by the added mass above.
- **DC2-5-g. Ground Floor Uses:** Include identifiable primary entrances -scaled to the tall form and provide multiple entries. Include genuinely activating uses or grade-related residences to activate all streets.
- **DC2-5-h. Facade Depth & Articulation:** Use plane changes, depth, shadow, and texture to provide human scale and interest and to break up the larger façade areas of tall buildings, especially in the base and lower 100 feet. Compose fenestration and material dimensions to be legible and richly detailed from long distances.
- **DC2-5-i. Quality & 6th Elevations:** Intentionally design and employ quality materials and detailing, including on all soffits, balconies, exterior ceilings and other surfaces seen from below, including lighting, vents, etc.
- **DC2-5-j. Transition to the Sky & Skyline Composition:** Create an intentional, designed terminus to the tall form and enhance the skyline (not a simple flat 'cut-off'). Integrate all rooftop elements and uses into the overall design, including mechanical screens,

maintenance equipment, amenity spaces and lighting. Use wide photo simulations to study & design how the tall building will contribute to the overall skyline profile and variety of forms.

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

- **DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.
- **DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.
- **DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.
- **DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

- **DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.
- **DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.
- **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.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

Uptown Supplemental Guidance:

DC4-1 Building Materials

DC4-1-a. Exterior Treatments: Decorative exterior treatments using brick, tile, and/or other interesting more modern exterior finish materials are strongly preferred.

DC4-1-b. Quality Materials: Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Materials at the street level should be of the highest quality.

DC4-1-c. Compatible Materials: Use materials, colors, and details to unify a building's appearance; buildings and structures should be clad with compatible materials on all sides. Where buildings have side setbacks adjacent to other buildings, materials and design treatments should intentionally 'wrap the corner' of window and door openings, and at building corners, so cladding materials and treatments appear substantial, and not two-dimensional or paper thin.

DC4-1-d. Stucco: The use of stucco is strongly discouraged.

DC4-2 Commercial Signage

DC4-2-a. Pedestrian-Scale Signage: Pedestrian-scale commercial signage such as blade signs, wall-mounted signs, and signs below awnings, are encouraged. Signs for arts and cultural uses that incorporate elements of color and light are also encouraged.

DC4-2-b. Creative Expression: Storefront signs that integrate creativity and individual expression into the overall design of storefronts are encouraged. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

DC4-3 Commercial Lighting

DC4-3-a. Pedestrian-Scale Lighting: Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian-scale lighting for both the public sidewalks and private pathways is encouraged.

DC4-3-b. Visual Interest: Creative distinct lighting fixtures and schemes that enhance the unique identity of the Uptown Arts and Cultural District is strongly encouraged. Lighting should add visual interest for both pedestrians and drivers while not disturbing any adjacent residential properties.

DC4-4 Trees, Landscape and Hardscape Materials

DC4-4-a. Hardscape Design: Consider the use of permeable pavement or artistic design elements where landscaped design elements are not feasible or sustainable.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the Choose an item. Early Design Guidance meeting, the Board recommended moving forward to MUP application.

Perkins&Will
T6 Alley Vacation
24 June 2022

- 1. Survey and Site Exhibits
- 2. EDG Package
- 3. EDG Comments and Responses
- 4. Community Outreach Summary
- 5. Design Review Board Minutes (will be incorporated upon completion)
- 6. SEPA Checklist (will be incorporated upon completion)

97 **754**

200 Taylor Ave N & 203-233 6th Ave N Alley Vacation

VOLUNTARY COMMUNITY OUTREACH SUMMARY | May 2022

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Prepared by:
Natalie Quick Consulting
natalie@nataliequick.com| 206.779.0489
MAY 2022

Outreach Letter - English



April 18, 2022

Dear Neighbor,

As you may know, BioMed Realty, a leading provider of real estate solutions for the life science and technology industries, has acquired two adjacent parcels at 200 Taylor Ave N and 203-233 6th Ave N, in Seattle's South Lake Union neighborhood.



Please use this QR code to access our website

Project Summary:

BioMed Realty plans to develop the full block — from Sixth Avenue North to Taylor Avenue North and

from John Street to Thomas Street — to support a Class A lab and office space building called T6 for biotech and technology companies.

This project proposes an alley vacation at 200 Taylor Ave N and 203-233 6th Ave N to allow for better design/more efficient building for future/public tenants; public space for improved pedestrian flow; integration of landscape/lighting; more efficient



below-grade structures; significant traffic reductions, and more.

Upcoming Virtual Open House

Consistent with the City of Seattle Department of Neighborhood's Outreach Requirements for alley vacations, we are seeking your feedback and input, regarding our proposed public benefits package for the alley vacation.

We are hoping you can join us for one of the **two virtual Open Houses** we will hold to discuss this further:

- 5:00 6:00 pm Tuesday, May 10th
- 6:00 7:00 pm Thursday, May 12th

During the Virtual Open House, we will present materials related to our project, the alley vacation, and our proposed public benefits package and answer any questions or comments you may have. We will also have a survey on the website that you can fill out to communicate what public benefits are most

important to you. (Note: Because the alley vacation is a public process, information shared in these meetings by attendees will be considered public.)



Project Survey - please use this QR Code to take our Survey

Project information and the Zoom link to join the virtual Open House events can be found at: www.T6AlleyVacationOutreach.com.

More information:

To find out more information about the project, please visit the Seattle Services Portal at https://cosaccela.seattle.gov and search by the project numbers 3038156-EG.

We value your input and look forward to speaking with you soon!

Sincerely,

Brad Rock BioMed Realty

Info@T6AlleyVacationOutreach.com

Bld Roch

(206) 257-2108

Outreach Letter - Vietnamese

Ngày 25 tháng 4 năm 2022

Quý Láng giềng thân mến,

Như bạn có thể đã biết, BioMed Realty, nhà cung cấp giải pháp bất động sản hàng đầu cho các công ty ngành khoa học và công nghệ đời sống, đã mua hai lô đất liền kề tại 200 Taylor Ave N và 203-233 6th Ave N, trong khu vực lân cận South Lake Union của Seattle.

CHÈN MÃ QR cho trang web

Tóm tắt dư án:

BioMed Realty có kế hoạch phát triển toàn bộ khu nhà - từ Sixth Avenue North đến Taylor Avenue North và từ John Street đến Thomas Street - để cung ứng một phòng thí nghiệm Hạng A và một tòa nhà được gọi là T6 dành cho các công ty công nghệ và sinh học đặt văn phòng.



Dự án này đề xuất hủy bỏ một con hẻm tại 200 Taylor Ave N và 203-233 6th Ave N để cho phép thiết kế tốt hơn /có một tòa nhà hiệu quả hơn cho người thuê nhà/ và công chúng trong tương lai; cải thiện không gian công cộng cho người đi bộ; tích hợp cảnh quan / ánh sáng; cấu trúc bên dưới hiệu quả hơn; giảm đáng kể sự lưu thông và nhiều hơn thế nữa.

Tham quan ảo sắp diễn ra.

Tuân thủ Yêu cầu Tiếp cận của Department of Neighboorhood's Thành phố Seattle đối với việc hủy bỏ con hẻm, chúng tôi đang thu thập các phản hồi và ý kiến đóng góp của bạn, về gói phúc lợi công cộng chúng tôi đề xuất cho việc Hủy bỏ con hẻm.

Chúng tôi hy vọng bạn có thể tham dự một trong **hai phiên Tham quan ảo (Virtual Open House)** mà chúng tôi sẽ tổ chức để thảo luận thêm về vấn đề này:

- 5:00 6:00 chiều Thứ Ba, ngày 10 tháng 5
- 6:00 7:00 tối Thứ Năm, ngày 12 tháng 5

Trong buổi Tham quan ảo, chúng tôi sẽ trình bày các tài liệu liên quan đến dự án của chúng tôi, việc hủy bỏ con hẻm và gói phúc lợi công cộng chúng tôi đề xuất cũng như trả lời bất kỳ câu hỏi hoặc nhận xét nào mà bạn có thể có. Chúng tôi cũng sẽ có một cuộc khảo sát trên trang web mà bạn có thể điền vào để cho biết những lợi ích công cộng nào là quan trọng nhất đối với bạn. (Lưu ý: Vì Hủy bỏ con hẻm là một quy trình công khai, thông tin được chia sẻ trong các cuộc họp này bởi những người tham dự sẽ được coi là công khai.)

Thông tin dự án và đường dẫn Zoom để tham gia các sự kiện Tham quan ảo có thể được tìm thấy tại: www.T6AlleyVacationOutreach.com.

Thêm thông tin:

Bạn có thể tìm thấy bản khảo sát dự án của chúng tôi tại đây



Để tìm hiểu thêm thông tin về dự án, vui lòng truy cập Cổng Dịch vụ Seattle tại https://cosaccela.seattle.gov và tìm kiếm theo số dự án **3038156-EG**.

Chúng tôi trân trọng ý kiến đóng góp của bạn và mong sớm được trao đổi với bạn!

Trân trọng,

Brad Rock

Giám đốc phát triển, BioMed Realty

Info@T6AlleyVacationOutreach.com

(206) 257-2108

Outreach Letter – Traditional Chinese



2022年4月25日

亲爱的邻居,

如您所知,BioMed Realty是一家为生命科学和技术行业提供房地产解决方案的领先供应商,已在西雅图South Lake Union附近的 200 Taylor Ave N 和 203-233 6th Ave N 收购了两个相邻的地块。

项目总结:



项目地点: 200 Taylor Ave N 和203-233 6th Ave N

BioMed Realty计划开发整个街区——从 Sixth Avenue North 到 Taylor Avenue North 以及从 John Street 到 Thomas Street —— 为生物技术和技术公司提供名为 T6 的 A 级实验室和办公空间大楼。

该项目建议在 200 Taylor Ave N 和 203-233 6th Ave N 建立一条小巷地役权,以便为未来/公共租户提供更好的设计/更高效率的建筑;改善行人流动的公共空间;景观/照明的整合;更有效的地下结构;显著减少交通流量,等等。

即将举行的网络开放日

根据西雅图市邻里局对小巷地役权的外展要求,我们正在就我们建议的小巷地役权公共福利方案征求您的反馈和意见。

我们希望您能参加我们将举行的两个网络开放日之一,以进一步讨论这个建议项目:

- 5月10日星期二下午5时到6时
- 5月12日星期四下午4时到5时

在网络开放日期间,我们将展示与我们的项目、小巷地役权和我们建议的公共福利计划相关的信息,并回答您的任何问题或意见。我们还将在网站上进行一项调查,您可以填写该调查让我们知道对您最重要的公共利益。(注意:由于小巷地役权是一个公开的过程,与会者在这些会议中分享的信息将被视为公开。)

项目信息和加入网络开放日活动的 Zoom 链接可以在以下网址找到:

www.T6AlleyVacationOutreach.com

您可以在这里找到我们的项目调查:



更多信息:

要了解更多有关本项目的信息,请游览西雅图服务网站 https://cosaccela.seattle.gov 搜索项目编号3038156-EG。

我们重视您的意见,并期待很快与您交谈!

Bld Rich

敬上,

Brad Rock

发展总监, BioMed Realty

Info@T6AlleyVacationOutreach.com

(206) 257-2108

Outreach Letter - Spanish



25 Abril, 2022

Estimado vecino,

Como bien se sabe, BioMed Realty, que es un proveedor líder en soluciones inmobiliarias para las industrias de ciencias naturales y tecnología, ha adquirido dos parcelas adyacentes en 200 Taylor Ave N y 203.2336th Ave N, en la vecindad de South Lake Union en Seattle.

Encuentre el sitio web de nuestro proyecto aquí:



Sinopsis del Proyecto:

BioMed Realty planea desarrollar una manzana completa – desde [la Sexta Ave Norte] Sixth Avenue North hasta [la Avenida Taylor Norte] Taylor Avenue North y desde [la Calle John] John Street hasta [la Calle Thomas] Thomas Street — en apoyo al desarrollo de un Laboratorio Clase A y de un edificio con espacios de oficina para compañías de biotecnología y de tecnología.

Para ayudar y asegurar la mejor experiencia peatonal para los futuros inquilinos de nuestro edificio, al igual que para los residentes y empleados de South Lake Union, intentamos desalojar un callejón público infrautilizado que se encuentra entre nuestras dos parcelas, que permitirá:

- Mejor diseño/edificio más eficiente para inquilinos futuros y para el público
- · Espacios públicos para mejorar el flujo peatonal
- Integración del paisajismo/iluminación
- Estructuras debajo del nivel de calle más eficientes
- Reducción significativa del tráfico, y más.

Próxima apertura virtual de Puertas Abiertas

De conformidad con los requisitos de divulgación a los vecindarios de la Ciudad de Seattle con relación a desalojos de calles y callejones solicitamos su opinión y aportes respecto a nuestro paquete de propuestas de beneficio público para la desocupación del callejón.

Esperamos que nos acompañe en alguno de los dos tours virtuales de Puertas Abiertas donde podremos dialogar más sobre el tema:

- 5:00 6:00 pm Martes, Abril 26
- 4:00 5:00 pm Jueves, Abril 28

Durante nuestra Jornada Virtual de Puertas Abiertas presentaremos material relacionado con nuestro Proyecto, el desalojo del callejón, además de la propuesta de nuestro paquete de beneficios públicos y contestaremos cualquier pregunta que tenga además de escuchar sus comentarios. También temenos

una encuesta en nuestra página Web que podrá completer para comunicar cuáles sonb los beneficios públicos de mayor importancia para usted. (Nota: Debido a que el desalojo del callejón es un proceso público, la información compartida por los asistentes a estos eventps también será considerada pública.)

Encuesta del Proyecto- por favor, complete la encuesta de nuestro proyecto:



Información sobre el Proyecto, además del enlace para participar de nuestros eventos de Puertas Abiertas, podrá encontrarlo en: www.T6AlleyVacationOutreach.com.

Más información:

Para encontrar más información sobre el Proyecto, por favor visite [el Portal de Servicios de Seattle] Seattle Services Portal en https://cosaccela.seattle.gov y busque los números correspondientes al proyecto 003523-21PA, 3038185-LU.

Valoramos sus comentarios y esperamos hablar con usted próximamente,

Sinceramente,

Brad Rock BioMed Realty

Info@T6AlleyVacationOutreach.com

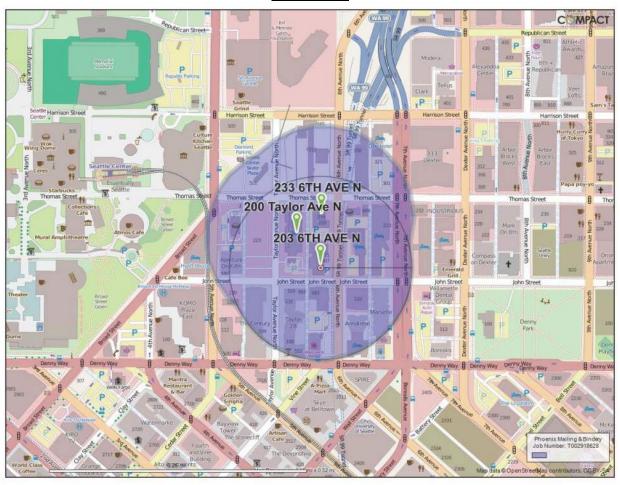
Med Roch

<inserte el número de teléfono >

Direct Mailing Distribution

The project letter was shared with **786 businesses and residents** within the Uptown/South Lake Union area. A map detailing the mailing radius and invoice confirming delivery follows.

MAILING MAP



MAILING INVOICE



Invoice

2001 3rd Avenue, Seattle, WA 98121

206.441.0800 £ 206.448.6412

swifty@swiftydi.com |

No.

81799

Date 4/5/2022

Customer P.O. No.

Accounts Payable Natalie Quick Consulting 3042 NW 70th ST Mercer Island WA 98040

QUANTITY	DI	ESCRIPTION		AMOUNT
1,170 1,170 1,170 1,170 1,170 1,170	616 8th Ave S Project 4 Pages Printed 4 Color on 80# Hamm #10 Envelopes Printed Black Ink One 4 Sheets Collated & Tri-Folded & Inse Setup, Imprint List, Print Forms & Take First Class Postage 4/5/22 9:05AM	Side rted Into Envelopes & Seal	Sided 8.5"x 11"	3,460.00 912.60
	e	Ď.		
Ordered By Tra	ci Paulk	Printing 8.5" x 11", #10 Envelopes, Setup & Mail	SUBTOTAL TAX	4,372.60 448.19
NET 30 DAYS.	HIS INVOICE WITHIN THE TERMS OF IT WILL BE SENT. FEE WILL BE ADDED TO THIS INVOICE S.		SHIPPING TOTAL AMOUNT DUE	4,820.79 4,820.79

White - Customer ullet Yellow - Remittance Copy

Community Group Notification

Notification of the 200 Taylor Ave N and 203-233 6th Ave N Alley Vacation project was sent to 15 community groups including:

- Seattle Center Advisory Commission
- Uptown Alliance
- Queen Anne Greenways
- West Precinct Advisory Committee and Emergency Hubs & Block Watches
- Bellwether Housing
- Cascade Neighborhood Council
- Compass Housing Alliance
- Denny Triangle Neighborhood Association
- Discover South Lake Union
- Low Income Housing Institute
- Mercer Stakeholders
- South Lake Union Community Council
- South Lake Union Chamber of Commerce
- Friends of Denny Park
- South Lake Union Greenways

Additionally, we sought briefing meetings with the Uptown Alliance and the South Lake Community Council. A briefing with Uptown Alliance was secured for June 6, 2022. The South Lake Union Community Council did not respond despite two email inquiries.

----Original Message-----

From: Natalie Price <natalie@npriceconsulting.com>

Sent: Monday, April 18, 2022 3:26 PM To: uptownalliance@outlook.com

Subject: Community Letter and offer to meet re 200 Taylor Ave. Alley Vacation

Hello Uptown Neighborhood,

As you may know, BioMed Realty has acquired two adjacent parcels at 200 Taylor Ave N and 203-233 6th Ave N, in Seattle's South Lake Union neighborhood where it plans to develop the full block - from Sixth Avenue North to Taylor Avenue North and from John Street to Thomas Street - to support a Class A lab and office space building called T6 Innovation Center for biotech and technology companies. Biomed is proposing an alley vacation at 200 Taylor Ave N and 203-233 6th Ave N to allow for better design/more efficient building for future/public tenants; public space for improved pedestrian flow; integration of landscape/lighting; more efficient below-grade structures; significant traffic reductions, and more. More information is outlined in the attached community letter where you will find links to our Website, Survey, and Zoom Open House dates.

We would love to set up a briefing with you at one of your upcoming meetings to discuss the alley vacation and answer any questions or comments you may have. Please let me know if this is of interest to you and we will set it up. Please also reach out to me if you have any questions.

Thank you,

Natalie V Price

From: Natalie Price

Sent: Wednesday, May 4, 2022 1:56 PM To: info@slucommunitycouncil.org

Subject: Checking in again on potential briefing re Alley Vacation

Hello SLUCC,

We are managing outreach for BioMed Realty as it plans to develop the full block — from Sixth Avenue North to Taylor Avenue North and from John Street to Thomas Street — to support a Class A lab and office space building called T6 for biotech and technology companies. This project proposes an alley vacation at 200 Taylor Ave N and 203-233 6th Ave N to allow for better design/more efficient building for future/public tenants; public space for improved pedestrian flow; integration of landscape/lighting; more efficient below-grade structures; significant traffic reductions, and more. The Community Letter that you should have received via email is attached. It will provide more information on the proposal as well as links to our website, survey and upcoming Zoom meetings.

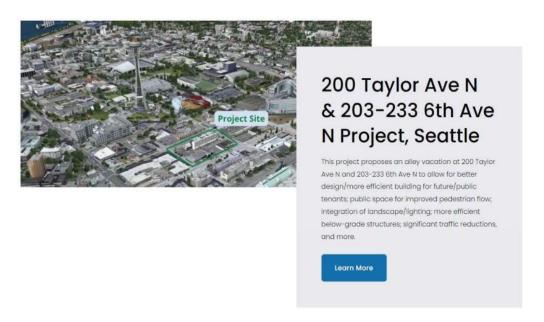
We would also be happy to set up a briefing with the SLUCC board or its land-use committee. Please let me know if that would be of interest to you.

Thank you, Natalie

WEBSITE CONTENT - English

Home Page





Virtual Open House - English

VIRTUAL NEIGHBORHOOD DISCUSSIONS

We are planning to host two virtual neighborhood discussions at the following dates and times for residents and businesses located within 500-feet of our proposed project, as well as any other interested community members. The information shared in each meeting will be the same.

5:00-6:00 p.m. Tuesday, May 10, 2022

click HERE to join or dial +1 253 215 8782 US (Meeting ID #813 7975 3243)

6:00-7:00 p.m. Thursday, May 12, 2022

click HERE to join or dial +1 253 215 8782 US (Meeting ID #822 8730 4183)

Comment Section - English

Provide Comments Here This outreach is part of the City of Seattle's outreach process, in advance of an Alley Vacation. Note that emails are generally returned within 2-3 business days, and are subject to City of Seattle public disclosure. 16 Alley Vacation Outreach 200 Taylor Ave N & 203-233 6th Ave N, Seattle WA 98109 Submit		
This outreach is part of the City of Seattle's outreach process, in advance of an Alley Vacation. Note that emails are generally returned within 2-3 business days, and are subject to City of Seattle public disclosure. 16 Alley Vacation Outreach 200 Taylor Ave N & 203-233 6th Ave N, Seattle WA 99109		
subject to City of Seattle public disclosure. 16 Alley Vacation Outreach 200 Taylor Ave N & 203-233 6th Ave N. Seattle WA 99109	This outreach is part of the City of Seattle's autreach process, in advance of an Alley Vacation. Note that emails	Email *
	subject to City of Seattle public disclosure. Tê Alley Vacation Outreach	Message *
	200 Taylor Ave N & 203-233 6th Ave N, Seattle WA 98109	Submit
200 Taylor Ave N & 203-233 6th Ave N Project	200 Taylor Ave N & 203-	3-233 6th Ave N Project

WEBSITE CONTENT – Vietnamese

Home Page - Vietnamese

Chào mứng đến với Trang web Hủy bộ con hèm tại đường 200 Taylor Ave N và 203-233 6th Ave N của chúng tôi, đây là một phần trong công việc tiếp cận trước của Thành phố Seattle về dự án Hủy bộ con hèm. Trong khi dự án đang ở giai đoạn phôi thai, thông tin trên trang web này sẽ cho bạn biết về tầm nhìn, thời gian của dự án và những lợi ích công cộng liên quan đến dự án Hủy bộ con hèm.

Vui lòng tham gia bán Khảo sát Dự án và / hoặc để lại nhận xét. Lưu ý rằng thông tin thu được sẽ là một phần của Tài liệu cho nỗ lực này và được coi là bình luận công khai.



200 Taylor Ave N & 203-233 6th Ave N Project, Seattle

Dự án này dễ xuất việc hủy bà con hèm tại 200 Taylor xue N và 203-233 tht Ave N để cho phép thiết kế tốt hơn /xây dụng một tóa nhà hiểu quá hơn cho nguồi thuế nhà và công chủng trong tuong lai; cái thiện không gian công công cho nguồi đi bộ; tích hợp cánh quan / anh sông; cấu trúc bên đại hiệu quá hơn; giảm đáng kể lưu thông và nhiều hơn thể nào.

Survey and Virtual Open House - Vietnamese

Khảo sát

Tham gia Khảo sát trực tuyến của chúng tôi để chia sẽ suy nghĩ của bạn về đề án Hủy bỏ con hèm

Để vào bản Khảo sát xin Nhắp chuột vào độ

CÁC BUỔI THẢO LUẬN TRỰC TUYẾN VỚI LÁNG GIỀNG

Chúng tôi đang có kể hoạch tổ chức hai cuộc thào luận trực tuyến với làng giễng vào những ngày và giờ sau dành cho các cư dân và doanh nghiệp nằm trong phạm vi 500 feet xung quanh dự án chúng tôi đề xuất, cũng như với bất kỳ thành viên công đồng nào khác có quan tâm. Thông tin được chia sẽ trong mỗi cuộc họp sẽ giống nhau.

5: 00–6: 00 p.m. Thir ba, ngày 10 tháng năm năm 2022

*** nhấp chuột vào ĐẠY để tham gia *** hoặc gọi số +1 253 215 8782 US (Mà số cuộc họp # 813 7975 3243)

6: 00-7: 00 p.m. Thứ năm, ngày 12 tháng 5 năm 2022

*** nhấp chuật vào $\underline{\text{BAY}}$ để tham gia *** hoặc gọi số +1 253 215 8782 US (Má số cuộc họp # 822 8730 4183)

<u>Comment Section – Vietnamese</u>

Xin cho nhận xét tại	Tên*	
đây	First Namu	Last Name
Hoạt động tiệp cặn này là một phần của quy trình tiếp cặn bắt buộc của Thành phá Seattle, truộc khi Hủy bỏ con hiệm, Lưu Ý	Email *	
ràng email thuing được hài đạp trong vông 2-9 ngày làm việc và tuần thủ quí định tiết lệ công khai của Thành phả Seattle. <u>16 Aley Vacation Outreach</u> 200 Taylor Ave N & 203-233 8th Ave N, Seattle WA 98109	Tin nhấn *	
	Gir	
200 Taylor Ave N & 203-	233 6th Ave N Project	

WEBSITE CONTENT – Traditional Chinese

Home Page - Traditional Chinese



Survey and Virtual Open House - Chinese



<u>Contact Us – Traditional Chinese</u>

在此提供意见 本佛广流动是西腊斯市要求在小苷»级权之前的操广流动的一部分, 请注意。电子解析通常会企之3个工作日内包藏,并更四階剧市公共 整端法律的约束。 TE Alley Yocation Outreach 200 Toylor Ave N & 203-233 6th Ave N, Seattle WA 98109	統名。 First Name 由子紹件。 他思	
200 Taylor Ave N & 2	203-233 6th Ave N Project	

WEBSITE CONTENT – Spanish

Home Page - Spanish



Bienvenidos de nuestra página Web Desalojo del Callejón T6, la cual es parte del proceso de divulgación de la Ciudad de Seattle en adelanto al desalojo del callejón. Aunque este proyecto está en sus etapas iniciales, la información en esta plataforma le dará información sobre la visión de nuestro proyecto, de los plazos y de los beneficios públicos asociados con el desalojo del callejón.

Por favor no dude en hacer la encuesta del proyecto y/o dejar sus comentarios. Tome en cuenta que la información obtenida será parte de la documentación de este esfuerzo y será considerada como comentarios públicos.



200 Taylor Ave N & 203-233 6th Ave N Project, Seattle

Para ayudar y asegurar la mejor experiencia peatonal para las futuras inquilinas de nuestro edificio, al figura que para las residentes y empleados de South Loke Union, intentamos desalojar un callejón público infrautilizado que se encuentra entre nuestros dos parcelas, que permitira:

- Mejor diseño/edificio más eficiente para inquilinos futuros y para el público
- Espacios públicos para mejorar el flujo peatonal
- Integración del paisajismo/iluminación
- Estructuras debajo del nivel de calle más
- Reducción significativa del tráfico, y más.

Survey and Virtual Open House - Spanish

Encuesta Complete nuestra encuesta en linea y comparta sus comentarios acerca de la propuesta de desalojo del callejón. Para la encuesta, haga click aquil

DISCUSIONES VECINALES VIRTUALES

Estamos planificando ser los anfitriones de das discusiones vecinales virtuales en las siguientes fechas y horas para los residentes y los negocias ubicados entre los 500-pies del proyecto propuesta, incluyendo Sademas a todos los miembros de la comunidad que estên interesados. La información que compartiremos en coda una de las reuniones será el mismo.

5:00 - 6:00 p.m. Martes, 10 de maye, 2022

****Haga click AQUI, para participar *** o marque +1 253 215 8782 US (10 de la reunion #813 7975 3243)

6:00 - 7:00 p.m. Jueves, 12 de maye, 2022

****Haga click AQUI, para participar *** o marque +1 253 215 8782 US (10 de la reunión #822 8730 4183)

Contact Us - Spanish



Learn More Page









Perkins&Will

DEVELOPER

ARCHITECT

Alley Vacation

T6 Prime Location

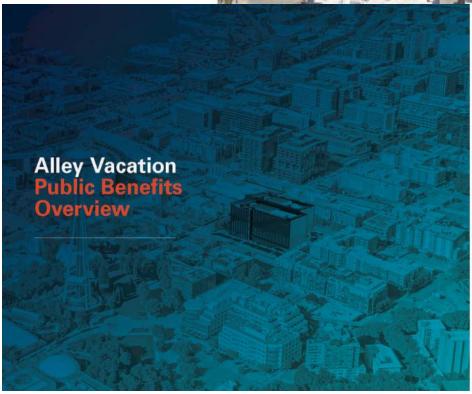
Connection Point
Point of Interest
Class I Pedestrian Street
Class II Pedestrian Street
Class II Pedestrian Street
Green Street
Green Street
Bus Stop
Bus Route
Monoral
Alley Access
Garage/Trash Entries

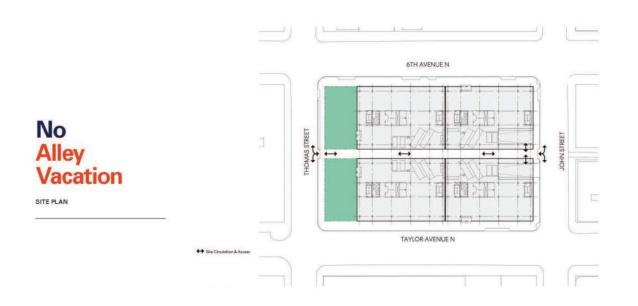


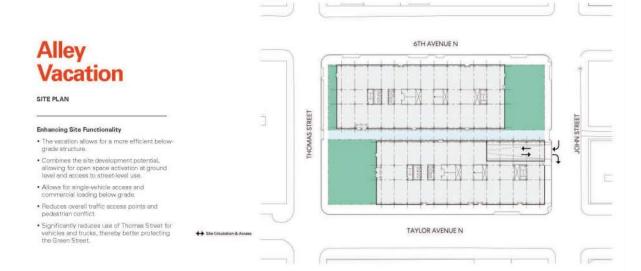
Reasons for Alley Vacation Request

- Allows for better design and more efficient building for the public and future tenants.
- Adds public space and provide an improved pedestrian flow.
- The integration of landscape and lighting connecting John Street to Thomas Street oreating an additional sense of neighborhood ownership.
 The project design will connect to the Thomas Green Street with an adjacent open space and wooner to John Street.
- The vacation allows for a more efficient below-grade structure and allows single-vehicle access and commercial loading to below-grade parking.
- Reduces traffic access points and significantly reduces use of Thomas Street for vehicles and trucks accessing the site, which protects the Green Street.







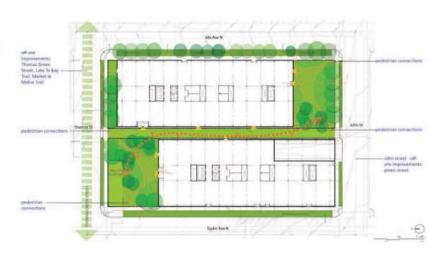


Public Benefits Opportunities



Additional Public Space and Improved, Safer Pedestrian Flow

- Dedicated pedestrian connection and open space linking John Street to Thomas Street with a protected and landscaped woonerf.
- Connecting open spaces with a pedestriarfriendly walkway, creating a welcoming and usable space for the neighborhood.
- Placing vehicular parking and service loading dock below grade allows for safer pedestrian flow along the woonerf.
- Well lit and landscaped seating areas for public
- Along with integrating the façade with the loading and parking entry gate, new green spaces will create visual screening.



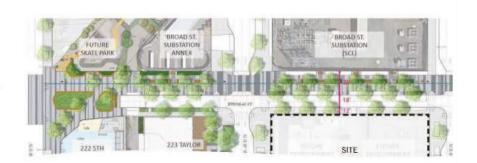
Neighborhood Character

- Vacating the alley allows for an addition to the neighborhood plan and character of the new development.
- The additional open space allows for spill over from Seattle Center, creating educational and public nodes that link the history and uses beyond the existing physical parameters of the Seattle Center site into the neighborhood

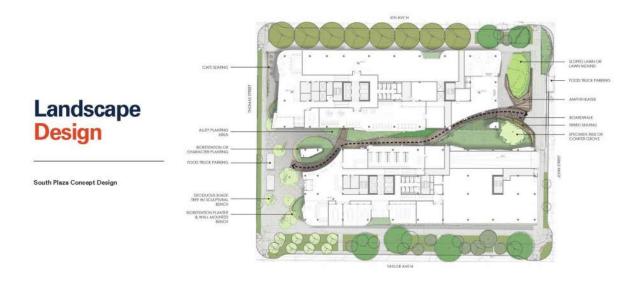


Thomas Street Pedestrian Realm

- Thomas St is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center.
- Guiding principles of the Thomas Street Concept Plan include prioritizing people and place, and supports walking, biking and getting to transit. The design for 6th and Taylor will connect to the Thomas green street with an adjacent open space and woonerf to John Street.







Alley View Looking North



Alley View Looking North



North Plaza

WEBSITE ANALYTICS



PROJECT VOICEMAIL

Project Hotline: T6 at 200 Taylor Avenue N and 203-233 6th Avenue N Project VOICEMAIL SCRIPT Hotline phone number: 206-257-2108

Voicemail in English

Hello! Thank you for calling our T6 Alley Vacation project at 200 Taylor Avenue N and 203-233 6th Avenue N. hotline.

This message will translate into Spanish, Chinese and Vietnamese following the English version.

To bypass this recording and leave a message, please press 1.

Located at 200 Taylor Avenue N and 203-233 6th Avenue N, this project proposes construction of a new approximately 500,000-square-foot life science and technology office building as well as an alley vacation at 200 Taylor Ave N and 203-233 6th Ave N to allow for better design/more efficient building for future/public tenants; public space for improved pedestrian flow; integration of landscape/lighting; more efficient below-grade structures; significant traffic reductions, and more.

To provide direct feedback for us about our proposed project, you may leave detailed comments, questions, or concerns at the conclusion of this message. Please make sure you also state your name, phone number and email address clearly. This line is monitored daily, and we try to return phone calls within two to three business days.

If you choose to leave a message, please remember that all comments are subject to public disclosure, and any information collected may be made public. You may also email us with comments or questions at info@T6AlleyVacationOutreach.com or visit our website at www.T6AlleyVacationOutreach.com to learn more and click the link to take our project survey.

Thank you again for your call and have a great day.

Vietnamese Voicemail

Xin chào! Cảm ơn bạn đã gọi đến Đường dây nóng của chúng tôi về dự án hủy bỏ con hẻm tại số 200 Taylor Avenue N và 203-233 6th Avenue N.

Để bỏ qua thông báo này và Muốn để lại tin nhắn, vui lòng nhấn phím 1.

Dự án này đề xuất hủy bỏ một con hẻm tại số 200 Taylor Ave N và số 203-233 6th Ave N để cho phép thiết kế tốt hơn /có một tòa nhà hiệu quả hơn cho người thuê nhà/ và công chúng trong tương lai; cải thiện không gian công cộng cho người đi bộ; tích hợp cảnh quan / ánh sáng; cấu trúc bên dưới hiệu quả hơn; giảm đáng kể sự lưu thông và còn nhiều hơn thế nữa.

Để cung cấp phản hồi trực tiếp cho chúng tôi về dự án chúng tôi đề xuất, bạn có thể để lại nhận xét chi tiết, câu hỏi hoặc mối quan tâm ở phần cuối của thông báo này. Xin Vui lòng đừng quên nêu rõ tên, số điện thoại và địa chỉ email của bạn. Đường dây này được theo dõi hàng ngày và chúng tôi cố gắng hồ đáp các cuộc gọi trong vòng hai đến ba ngày làm việc.

Nếu bạn chọn để lại tin nhắn, hãy nhớ rằng tất cả các bình luận đều có thể được tiết lộ công khai và bất kỳ thông tin nào thu thập được đều có thể được công khai. Bạn cũng có thể gửi email cho chúng tôi với các nhận xét hoặc câu hỏi về địa chỉ info@T6AlleyVacationOutreach.com hoặc truy cập trang web của chúng tôi để tìm hiểu thêm tại địa chỉ www.T6AlleyVacationOutreach.com và nhấn vào đường dẫn để điền bản khảo sát dự án của chúng tôi.

Cảm ơn bạn một lần nữa về cuộc gọi của bạn và Xin chúc bạn một ngày tuyệt vời.

*** NOTE: This is the Vietnamese version for audio record, the words in italic are added or adjusted to make the audio version more fluently, it doesn't change the meaning.

Traditional Chinese Voicemail

Translator did not provide written translation of voicemail; however, audio file is available to listen to by calling project hotline.

Spanish Voicemail

Hola y gracias por llamar a nuestra línea directa para el desalojo del callejón en la 200 Taylor Ave N y la 203-233 6ª Ave N

Este mensaje será traducido al español, chino y vietnamés a continuación de la versión en inglés.

Para eludir esta grabación y dejar su mensaje, por favor presione 1 (uno)

Este Proyecto propone el desalojo del callejón en la 200 Taylor Ave N y la 203-233 6ª Ave N para permitir un edificio más eficiente y mejor diseñado para peatones y futuros inquilinos; espacios públicos para mejorar el flujo peatonal; integración del paisajismo y la iluminación; más eficiencia de las estructuras por debajo del nivel; reducción significativa del tráfico y más.

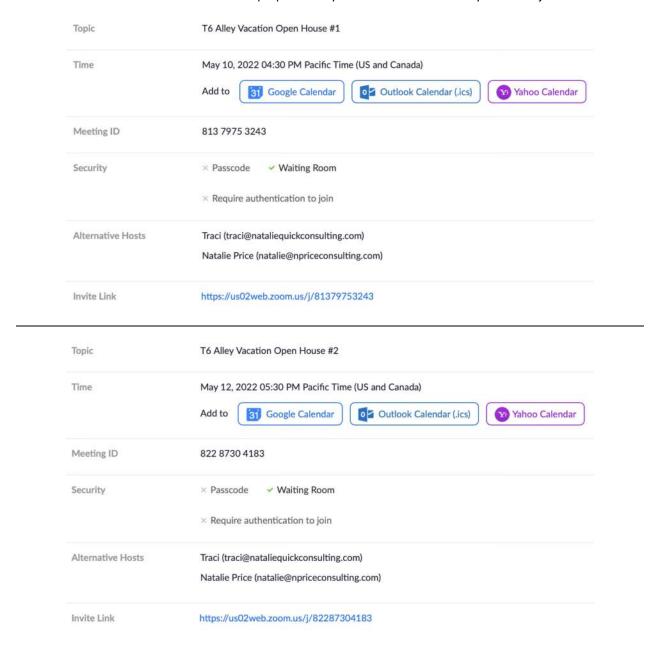
Para dejar su opinión directa sobre el Proyecto que proponemos, deje sus mensajes detallados, preguntas e inquietudes al finalizar este mensaje. Por favor deje con claridad su nombre, su número de teléfono y su dirección de correo electrónico. Esta línea se monitorea diariamente y responderemos su llamada en los siguientes dos o tres días laborales.

Si usted elige dejar un mensaje, por favor recuerde que todos los mensajes estarán sujetos a divulgación pública y cualquier información que se recopile también será pública. Usted también puede enviarnos un correo electrónico o sus preguntas a través de info@T6AlleyVacationOutreach.com o visite nuestra página Web al www.T6AlleyVacationOutreach.com para saber más y haga click en el enlace para responder la encuesta sobre el proyecto.

Muchas gracias por su llamada y que tenga un buen día.

ZOOM MEETINGS

The 200 Taylor Ave N & 203-233 6th Ave N project team hosted two community meetings on Tuesday, May 10th, 2022 from 5:00 – 6:00 p.m. and Thursday, May 12th, 2022 from 6:00 – 7:00 p.m. Project team members attended to share more details about the proposed alley vacation but 0 community members joined.



200 Taylor Alley Vacation Survey - English

As you may know, BioMed Realty, a leading provider of real estate solutions for the life science and technology industries, has acquired two adjacent parcels at 200 Taylor Ave N and 203-233 6th Ave N, in Seattle's South Lake Union neighborhood. BioMed Realty plans to develop the full block — from Sixth Avenue North to Taylor Avenue North and from John Street to Thomas Street — to support a Class A lab and office space building for biotech and technology companies.

To help ensure the best pedestrian experience for future tenants in our building, as well as current residents and employees in South Lake Union, we are seeking to vacate the underused public alley between our two parcels. Consistent with the City of Seattle Department of Neighborhood's Outreach Requirements for alley vacations, we are seeking your feedback and input, regarding our proposed public benefits package for the alley vacation.

The four-question survey below will help us gauge public feedback on our proposed public benefits. We thank you in advance for your input.

PLEASE NOTE: as part of the City of Seattle's required outreach for Alley Vacations, all data collected within this survey is considered public information according to the Public Records Act. Please do not share any sensitive or personal information within your responses.

SURVEY

1. Additional Public Space and Improved, Safer Pedestrian Flow

The vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped woonerf. Connecting the open spaces with a pedestrian-friendly walkway, creates a more welcoming and usable space for the neighborhood. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow. Areas will be landscaped and well-lit with seating areas for public use. The increased use of open space will lead to safer public areas, allowing use of the thoroughfare free of vehicular danger and growing the evolving pedestrian network. Along with integrating the façade with the loading and parking entry gate, the green spaces will also allow opportunity for visual screening.

Do you support this new public benefit concept?

- Yes
- No
- Comment Box (Please expand upon your response)

2. Functional Space for Neighborhood Uses

Numerous organizations and businesses occupy this area with new projects currently under construction, adding hundreds of new residents and workers to the neighborhood. Additional open space will provide safe spaces for public to gather and traverse. The integration of landscape and lighting connecting John Street to Thomas Street will create an additional sense of neighborhood ownership.

Do you support this new public benefit concept?

- Yes
- No
- Comment Box (Please expand upon your response)

3. Thomas Street Pedestrian Realm

Thomas St is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. Guiding principles of the Thomas Street Concept Plan include prioritizing people and place, and supports walking, biking and getting to transit. The design for 6th and Taylor will connect to the Thomas green street with an adjacent open space and woonerf to John Street.

Do you support this new public benefit concept?

- Yes
- No
- Comment Box (Please expand upon your response)

4. Enhancing Site Functionality

The vacation allows for a more efficient below-grade structure to occupy the site. Combining the development potential of the sites allows for additional open space activation at ground level and access to street-level use. Vacating the right-of-way allows for a single-vehicular access and commercial loading to below-grade parking, which reduces overall traffic access points to the site and pedestrian conflict, and will significantly reduce the use of Thomas Street for vehicles and trucks accessing the site, thus better protecting the green street.

Do you support this new public benefit concept?

- Yes
- No
- Comment Box (Please expand upon your response)

200 Taylor Alley Vacation Survey - Vietnamese

Khảo sát trực tuyến

Như bạn có thể đã biết, BioMed Realty, nhà cung cấp giải pháp bất động sản hàng đầu cho các công ty ngành khoa học và công nghệ đời sống, đã mua hai lô đất liền kề tại 200 Taylor Ave N và 203-233 6th Ave N, trong khu vực lân cận South Lake Union của Seattle. Dự án sẽ được gọi là T6.

BioMed Realty có kế hoạch phát triển toàn bộ khu nhà - từ Sixth Avenue North đến Taylor Avenue North và từ John Street đến Thomas Street - để cung cấp một phòng thí nghiệm Hạng A và một tòa nhà cho các công ty công nghệ và sinh học làm văn phòng.

Để giúp bảo đảm việc đi bộ tốt nhất cho những người thuê nhà trong tương lai trong tòa nhà của chúng tôi, cũng như những cư dân và nhân viên hiện tại ở South Lake Union, chúng tôi đang tìm cách xóa bỏ con hẻm công cộng ít được sử dụng giữa hai khu đất của chúng tôi.

Tuân thủ Yêu cầu Tiếp cận của Department of Neighbourhood Thành phố Seattle về việc xóa bỏ con hẻm, chúng tôi đang thu thập những phản hồi và ý kiến đóng góp của bạn, liên quan đến gói phúc lợi công cộng chúng tôi đề xuất cho việc xóa bỏ con hẻm.

Bản khảo sát gồm bốn câu hỏi dưới đây sẽ giúp chúng tôi đánh giá phản hồi của công chúng về các lợi ích chúng tôi đề xuất. Chúng tôi cảm ơn bạn trước về sự đóng góp của bạn.

KHẢO SÁT

1. Thêm Không gian công cộng và cải thiện lối đi bộ, cho an toàn hơn

- Việc xóa bỏ con hẻm cung cấp lối đi dành riêng cho người đi bộ và một không gian mở nối đường John với đường Thomas bằng cách tạo ra một khu điều phối lưu thông có cảnh quan và được bảo vệ. Liên kết các không gian mở với lối đi thân thiện với người đi bộ, tạo ra một không gian cởi mở và tiện dụng hơn cho khu vực lân cận. Bằng cách đặt bãi đậu xe và bến dịch vụ vận tải thấp hơn bề mặt đường giao thông, hệ thống điều phối này cung cấp luồng đường cho người đi bộ an toàn hơn. Các khu vực sẽ được tạo cảnh quan và đủ ánh sáng với các chỗ ngồi dành cho công chúng. Việc tăng cường sử dụng không gian mở sẽ dẫn đến các khu vực công cộng an toàn hơn, cho phép sử dụng lộ trình không nguy hiểm bởi phương tiện giao thông và phát triển mạng lưới người đi bộ đang tăng trưởng. Cùng với việc tích hợp mặt tiền với cổng vào bãi đậu xe và bãi lên hàng, các không gian xanh cũng sẽ tạo cơ hội cho việc quan sát kiểm tra.
- Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?
 - Đúng
 - Không
 - Nhận xét (Vui lòng khai triển rộng thêm khi bạn trả lời)

2. Không gian chức năng cho láng giềng sử dụng.

Nhiều tổ chức và doanh nghiệp dọn đến với khu vực này với các dự án mới đang được xây dựng, tăng thêm hàng trăm cư dân và công nhân mới vào khu vực lân cận. Tăng thêm không gian mở sẽ

cung cấp không gian an toàn cho công chúng tụ tập và qua lại. Việc tích hợp cảnh quan và ánh sáng kết nối đường John với đường Thomas sẽ tạo thêm cảm giác sở hữu khu phố.

- Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?
 - Đúng
 - Không
 - Nhận xét (Vui lòng khai triển rộng thêm khi bạn trả lời)

3. Địa điểm Ưu tiên cho người đi bộ trên Đường Thomas

• Đường Thomas là một con đường xanh quan trọng hướng đông / tây và là điểm kết nối công cộng chính yếu, nối khu Cascade qua South Lake Union đến Trung tâm Seattle. Các nguyên tắc hướng dẫn của Kế hoạch thiết kế đường Thomas bao gồm ưu tiên con người và địa điểm, đồng thời hỗ trợ đi bộ, đi xe đạp và bến xe buýt. Thiết kế cho đường số 6th và đường Taylor sẽ kết nối đường xanh Thomas với một không gian mở liền kề và phối hợp với đường John.

Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?

- Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?
 - Đúng
 - Không
 - Nhận xét (Vui lòng khai triển rộng thêm khi bạn trả lời)

4. Nâng cao chức năng của địa điểm

Việc hủy bỏ con hẻm cho phép có một cấu trúc bên dưới hiệu quả hơn tại địa điểm này. Kết hợp tiềm năng phát triển của các địa điểm cho phép kích hoạt thêm không gian mở ở mặt đất và khả năng tiếp cận việc sử dụng mặt đường. Việc bỏ quyền ưu tiên cho phép xe cộ chạy vào và xe thương mại bốc dỡ hàng vào bãi đậu xe bên dưới, điều này cách chung làm giảm các điểm tiếp cận giao thông đến địa điểm và giảm trở ngại cho người đi bộ, đồng thời sẽ giảm đáng kể việc sử dụng đường Thomas cho các phương tiện và xe tải ra vào địa điểm, do đó bảo vệ đường phố xanh tốt hơn.

- Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?
 - Đúng
 - Không
 - Nhận xét (Vui lòng khai triển rộng thêm khi bạn trả lời)

200 Taylor Alley Vacation Survey - Chinese

网上调查

如您所知,BioMed Realty 是一家为生命科学和技术行业提供房地产解决方案的领先供应商,已在 西雅图 South Lake Union 附近的 200 Taylor Ave N 和 203-233 6th Ave N 收购了两个相邻的地块。 该项目将被称为 T6。

BioMed Realty 计划开发整个街区——从 Sixth Avenue North 到 Taylor Avenue North 以及从 John Street 到 Thomas Street——为生物技术和技术公司提供 A 级实验室和办公空间大楼。

为了帮助确保我们大楼的未来租户以及现在 South Lake Union 的居民和员工获得最佳的行人体验,我们正在寻求在我们两个地块之间未充分利用的公共小巷地役权。

根据西雅图市邻里局对小巷地役权的外展要求,我们正在就我们建议的小巷地役权公共福利方案征求您的反馈和意见。

以下调查有四个问题,将帮助我们评估公众对我们建议的公共福利的反馈。我们预先感谢您的意见。

调查

5. 额外的公共空间和改善、更安全的人流

该地役权通过创造一个受保护和景观美化的居住区,以提供专用行人通道和开放空间连接 John Street 和 Thomas Street。采用方便行人的人行道将开放空间连接起来,为社区创造了一个更受欢迎和更实用的空间。通过将停车位和服务装卸码头放置在地下,居住区提供了更安全的行人流动。区域将被美化和确保光线充足,并设有供公众使用的休息区。增加使用开放空间将引致更安全的公共区域,允许使用没有车辆危险的要道并增长不断发展的步行网络。除了将立面与装卸和停车入口门相结合外,绿色空间还将为视觉筛选提供机会。

您支持这个新的公共福利概念吗?

- 是
- 否
- 评论框(请扩展您的答案)

6. 邻里使用的功能空间

许多在该地区的组织和企业目前正在建设新项目,为该社区增加了数百名新居民和工人。额外的 开放空间将为公众聚集和穿越提供安全的空间。连接 John Street 和 Thomas Street 的景观和照明的 整合将创造一种额外的社区归属感。

您支持这个新的公共福利概念吗?

- 是
- 否
- 评论框(请扩展您的答案)

7. Thomas Street 行人领域

Thomas Street 是一条重要的东/西绿化街道和公共领域连接,通过 South Lake Union 将 Cascade 社区连接到西雅图中心。Thomas Street 概念计划的指导原则包括优先考虑人和地点,并支持步行、骑自行车和乘坐交通工具。6th 和 Taylor 的设计将连接到 Thomas 绿化街道,并有一个相邻的开放空间和居住区到 John Street。

您支持这个新的公共福利概念吗?

- 是
- 否
- 评论框(请扩展您的答案)

8. 增强站点功能

地役权允许更有效的地下结构占据场地。结合这些场地的发展潜力,可以在地面上启用额外的开放空间和街道使用。放宽通行权允许单车通行和商业装载到地下停车场,这减少了现场的整体交通接入点和行人冲突,并将显着减少 Thomas Street 的车辆和卡车进入场地,从而更好地保护绿化街道。

您支持这个新的公共福利概念吗?

- 是
- 否
- 评论框(请扩展您的答案)

200 Taylor Alley Vacation Survey - Spanish

Encuenta en línea

Como bien se sabe, BioMed Realty, que es un proveedor líder en soluciones inmobiliarias para las industrias de ciencias naturales y tecnología, ha adquirido dos parcelas adyacentes en 200 Taylor Ave N y 203.2336th Ave N, en la vecindad de South Lake Union en Seattle.

Para ayudar y asegurar la mejor experiencia peatonal para los futuros inquilinos de nuestro edificio, al igual que para los residentes y empleados de South Lake Union, intentamos desalojar un callejón público infrautilizado que se encuentra entre nuestras dos parcelas

De conformidad con los requisitos de divulgación a los vecindarios de la Ciudad de Seattle con relación a desalojos de calles y callejones solicitamos su opinión y aportes respecto a nuestro paquete de propuestas de beneficio público para la desocupación del callejón.

Las cuatro preguntas de la encuesta que encontrará a continuación nos será de ayuda para evaluar los comentarios del público con relación a nuestras propuestas de beneficio público. Le agradecemos de antemano por sus aportes.

ENCUESTA

1. Espacio público adicional y mejoramiento del flujo y seguridad peatonales.

El desalojo proveerá una conexión preferente peatonal y espacios abiertos enlazando la John Street con la Thomas Street al crear un patio viviente protegido y paisajístico. Al conectar los espacios abiertos con calzadas peatonales agradables se crean lugares más amigables y usables para el vecindario. El patio viviente proporciona un flujo peatonal más seguro al ubicar las zonas para vehículos y descarga de mercancía por debajo de la superficie. Las áreas serán ajardinadas y bien iluminadas con zonas de descanso para uso público. El mayor uso de los espacios abiertos conducirá a áreas públicas más seguras, permitiendo el uso de la vía sin peligros por los vehículos e incrementando la red peatonal en evolución. Junto con la integración de la fachada con la puerta de entrada de carga y estacionamiento, los espacios verdes también permitirán la oportunidad de proyección visual.

¿Apoya usted este nuevo concepto de bien público?

- Sí
- No
- Por favor, amplíe su respuesta en el espacio de comentarios

2. Espacios funcionales para uso del vecindario

Numerosas organizaciones y empresas ocupan esta área con nuevos proyectos actualmente en construcción, agregando cientos de nuevos residentes y trabajadores al vecindario. El espacio abierto adicional proporcionará espacios seguros para que el público se reúna y cruce. La integración del paisaje y la iluminación que conecta la John Street con la Thomas Street creará un sentido adicional de propiedad del vecindario.

¿Apoya usted este nuevo concepto de bien público?

- Sí
- No
- Por favor, amplíe su respuesta en el espacio de comentarios

3. Ámbito peatonal de la Thomas Street [Calle Thomas]

La Thomas St es una calle verde este/oeste y una conexión de ámbito público importante que une el vecindario Cascade, a través de South Lake Union, con el Seattle Center. Los principios rectores del Plan Conceptual de la Thomas St incluyen priorizar a las personas y al lugar, apoyar el caminar, andar en bicicleta y llegar hasta el tránsito. El diseño de la 6ª. Y Taylor conectará con la calle verde Thomas con áreas abiertas adyacentes y espacios vivientes de la John Street.

¿Apoya usted este nuevo concepto de bien público?

- Sí
- No
- Por favor, amplíe su respuesta en el espacio de comentarios

4. Mejorando la funcionalidad del lugar

Los desalojos permiten una más eficiente estructura por debajo del nivel para ocupar el área. La combinación del potencial de desarrollo de los sitios permite la activación adicional de espacios abiertos a nivel de la superficie y el acceso al uso a nivel de la calle. La desocupación de la prioridad de vía permite acceso de un solo vehículo y de carga comercial al estacionamiento por debajo del nivel, lo que reduce los puntos de acceso generales de tráfico al sitio y el conflicto peatonal y reducirá significativamente el uso de la Thomas Street para vehículos y camiones que acceden al sitio, protegiendo así mejor la calle verde.

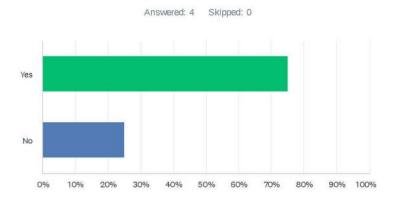
¿Apoya usted este nuevo concepto de bien público?

- Sí
- No
- Por favor, amplíe su respuesta en el espacio de comentarios

Survey Results

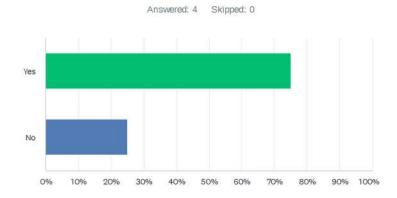
Welcome to our 200 Taylor Ave N and 203-233 6th Ave N Alley Vacation Survey

Q1 Additional Public Space and Improved, Safer Pedestrian FlowThe vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped woonerf. Connecting the open spaces with a pedestrian-friendly walkway, creates a more welcoming and usable space for the neighborhood. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow. Areas will be landscaped and well-lit with seating areas for public use. The increased use of open space will lead to safer public areas, allowing use of the thoroughfare free of vehicular danger and growing the evolving pedestrian network. Along with integrating the façade with the loading and parking entry gate, the green spaces will also allow opportunity for visual screening. Do you support this new public benefit concept?



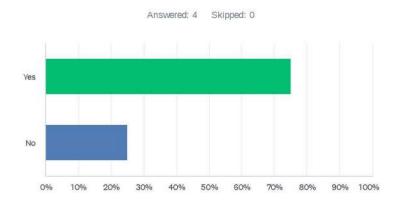
ANSWE	ER CHOICES RESPONSES		
Yes	75.00%		3
No	25.00%		1
Total Re	espondents: 4		
#	PLEASE EXPAND ON YOUR RESPONSE	DATE	
2	I like the diagonal woonerf at nearby Fisher Plaza, so another one here would be welcome	4/30/2022 3:32 PM	

Q2 Functional Space for Neighborhood UsesNumerous organizations and businesses occupy this area with new projects currently under construction, adding hundreds of new residents and workers to the neighborhood. Additional open space will provide safe spaces for public to gather and traverse. The integration of landscape and lighting connecting John Street to Thomas Street will create an additional sense of neighborhood ownership. Do you support this new public benefit concept?



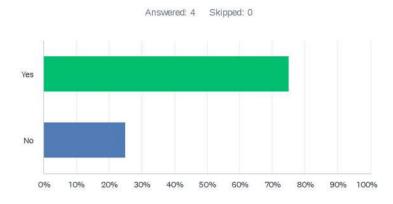
ANSWE	ER CHOICES	RESPONSES		
Yes		75.00%		3
No		25.00%		1
Total Re	espondents: 4			
#	PLEASE EXPAND ON YOUR RESPONSE		DATE	
1	Additional public gathering spaces like the woonerf, with building security to keep out campers, will enhance the neighborhood.		4/30/2022 3:32 PM	

Q3 Thomas Street Pedestrian RealmThomas St is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. Guiding principles of the Thomas Street Concept Plan include prioritizing people and place, and supports walking, biking and getting to transit. The design for 6th and Taylor will connect to the Thomas green street with an adjacent open space and woonerf to John Street. Do you support this new public benefit?



ANSWE	ER CHOICES	RESPONSES		
Yes		75.00%		3
No		25.00%		1
Total Re	espondents: 4			
#	PLEASE EXPAND ON YOUR RESPONSE		DATE	
1	John St has many more residents than Thomas St on this side of SLU, so a nice pedestrian connection to Thomas is good.		4/30/2022 3:32 PM	

Q4 Enhancing Site FunctionalityThe vacation allows for a more efficient below-grade structure to occupy the site. Combining the development potential of the sites allows for additional open space activation at ground level and access to street-level use. Vacating the right-of-way allows for a single-vehicular access and commercial loading to below grade parking, which reduces overall traffic access points to the site and pedestrian conflict, and will significantly reduce the use of Thomas Street for vehicles and trucks accessing the site, thus better protecting the green street.Do you support this new public benefit concept?



ANSWE	ER CHOICES	RESPONSES	
Yes		75.00%	3
No		25.00%	1
Total Re	espondents: 4		
#	PLEASE EXPAND ON YOUR RESPONSE		DATE
	There are no responses.		

Community Outreach: 200 Taylor Ave N and 203-233 6th Ave N Alley Vacation

Comment Summary

Comment Total:

From Website: 0From Email: 0

• From two Zoom Open House events: 0

• From June 6, 2022 meeting with Uptown Alliance: (see below)

UPTOWN LAND USE REVIEW COMMITTEE

200 Taylor Ave: Design and Alley Vacation Review

Uptown Alliance met with the Applicant to review their proposed project design and Alley Vacation request

We reviewed the site context, the site plan, the EDG Design Proposal & subsequent DRB comments and the alley vacation design.

Overall the Uptown LURC feels the project is well designed and provides good visual and physical access for pedestrians walking through the neighborhood. They researched the neighborhood, and our Urban Design Framework (UDF) document so they could understand what Uptown's goals were for the future. They researched the "Uptown specific Design Guidelines" and by the time they met with us, they understood and had incorporated many of the design elements that are important to Uptown.

The Thomas Street greenway & pedestrian connection is an important design element that links SLU with Seattle Center and Uptown. We appreciate the thoughtfulness that went into the street-level design and Public Benefits for the community as part of the proposed alley vacation. The proposed "enhanced" improvements along both Thomas Street and 6th serve to make the pedestrian experience better with an attractive link to the east-west connection. The open space and public access proposed along both Thomas and 6th is appreciated.

UP-LURC supports the 7200 SF Open Space uses and design elements proposed along the alley, especially the proposed arches which are very attractive & serve to connect the building to Seattle Center which is an important regional gem in our neighborhood; the proposed lighting and attractive through-block access.

We appreciated all the work they did and their proposed design project was able to get unanimous approval for the Uptown Land Use Review Committee.

Only additional requests made of the Applicant by UP-LURC:

- We recommended thoughtful incorporation of art & lighting so this pathway can function well throughout the year, with the many months of darkness experience d in this climate
- Uptown is a designated Arts Center and we request special attention be paid and efforts made to incorporate good Wayfinding and Art along all pedestrian pathways.

Maria Barrientos Mercedes Fernandez Co-Chairs, Uptown Land Use Review Committee

- 1. Survey and Site Exhibits
- 2. EDG Package
- 3. EDG Comments and Responses
- 4. Community Outreach Summary
- 5. Design Review Board Minutes (will be incorporated upon completion)

98

6. SEPA Checklist (will be incorporated upon completion)

802

Perkins&Will
T6 Alley Vacation
24 June 2022

- 1. Survey and Site Exhibits
- 2. EDG Package
- 3. EDG Comments and Responses
- 4. Community Outreach Summary
- 5. Design Review Board Minutes (will be incorporated upon completion)
- 6. SEPA Checklist (will be incorporated upon completion)

99 803

Comment Sheet for 200 Taylor	Ave N: REVISED 11.15.2022 (v3)		
Department/Agency	Author	Comments	Response to Comments 11/15/2022
			below grade, truck turnaround. A coordination call occurred on 10/20/22 and resubmittal via the
SDOT Parking Operations	KellyHall	St and may be limited on other adjacent streets in the future.	SPU Solid Waste review has occurred.
SDOT Urban Forestry SPU Development Services Office	Ben Roberts Beth Finn	Alley currently contains substantial Utility infrastructure. Vacation of the alley will require this Utility infrastructure to be moved, the proposed re-location of the Utilities must not impede the ability for installation of code required street trees and associated soil volume requirements on all adjacent frontages. The only SPU infrastructure in the alley is the drainage structure on the north side. SPU will not have a need for a drainage structure if the alley is vacated. Will the project team be removing this structure? Comcast doesn't have objections to the alley vacation. We do not have any structures within the targeted areas. We'd	Noted. Utility revisions are being coordinated with City agencies and street tree soil volumes are included in the proposed landscape approach. Correct, upon successful completion of alley vacation petition, drainage structure to be removed.
Comcast	Jessica Lee	like to be part of any Joint Trench options.	Noted.
MCI/Verizon	Raeann Anderson	No comments from MCI/Verizon on this.	Noted.
		1. These review comments are exclusively for SCL Network. This plan also needs to be reviewed by SCL Street Lighting, URD Engineering and Transmission Engineering groups. 2. Me would like to acknowledge the subject design is the product of join work between SCL Network system engineering and the Customer. 3. For acceptable clearances from SCL, please see SCL Construction Standard 0214.00. Locations, dimensions and depths of SCL's vaults, manholes, hand holes and duct banks within the plans affecting areas must be verified (e.g. pothole) prior to construction to avoid any damages to existing SCL facilities. 4. These and other vegetation shall not be planted within 2ft of SCL vaults and ducts per SCL Construction Standard 0214.00. Also, please note that NO "planter boxes" will be allowed to be installed directly above SCL facilities. 5. New pavement should not affect any SCL facilities. Within design review process, please contact SCL should there be any changes in elevation of street/sidewalk/curb ramp which will require elevation change of the manhole risers. 6. SCL has duct banks with energized primary (13,000 volt) cables within the project boundary, contractor needs to exercise care in excavating. Contractor must contact Seattle City Light to arrange a safety standby when working within 5 feet of SCL's electrical facilities.	1. Noted. 2. Noted. 3. Confirmed - SCL construction standards are being used for design coordination. 4. Noted. 5. Noted. 6. Noted. This requirement has been shared with the project's general contractor team.
Seattle City Light Network SPU Solid Waste Division	H. Zadehgol, M. Gebrewold, T. Taffesse and N. Nguyen Adam Maurer; Clayton Scott	the concerns outlined below, we cannot support the alley vacation until these concerns are addressed. *Both properties- The height of the entire garage where trucks are driving must be minimum 14' overhead clearance. *Both properties- they must provide the specs of the truck they used for AutoTurn analysis. *200 Taylor- the proposed location of the garbage and food/YW compactors would require SPU trucks to swing too close or in some case, into a structural column. This must be rectified. *205 6th- We need minimum 16' OH where the dual compactor is	7. Noted. This requirement has been shared with the project's general contract team. 8 Both properties - 14'-0" minimum clear height is provided at all locations where trucks are driving and accessing. 8 Both properties - truck turning radius' studies are based on the 35'-0" truck, SU30, per the 2019-2029 Solid Waste Truck Specification document from SPU. 8 200 Taylor - this issue was discussed with SPU and was a graphic issue on the plan drawings. Truck turning radiuses are clear of the structural columns. 9 205 6th - the dual compactor has been eliminated and only low profile compactors are proposed to comply with the 14'-0" vertical clearance requirement. 9 205 6th - compactors have been rearranged and consolidated onto the West Building. Side clearance has been provided to enable loading/unloading. These comments have been coordinated with SPU and the SPU Solid Waste package has been resubmitted showing the current design.
PSE	Emily Twigg	mains and services as needed. Locate and protect all gas facilities in the field.	Noted. Coordination with PSE and utilites is ongoing.

From: Barnett, Beverly
To: DuBois, Jeanette

Subject: FW: Thomas St Project: Public Benefit Leveraging Opportunity

Date: Tuesday, November 29, 2022 5:26:46 PM

Attachments: image002.png

For the file please

From: Castleman, Kris < Kris. Castleman@seattle.gov>

Sent: Tuesday, November 29, 2022 5:07 PM

To: Kambuj, Aditi <Aditi.Kambuj@seattle.gov>; Stefan, Francisca <Francisca.Stefan@seattle.gov>;

Godwin, Chris <Chris.Godwin@seattle.gov>; Yao, Yanming <Yanming.Yao@seattle.gov>

Cc: Rwamashongye, Julius < Julius.Rwamashongye@seattle.gov>; Krawczyk, Tracy

<Tracy.Krawczyk@seattle.gov>; Moore, Ryan <Ryan.Moore@seattle.gov>; Yesuwan, Kay

<Kay.Yesuwan@seattle.gov>; Barnett, Beverly <Beverly.Barnett@seattle.gov>; LaBorde, Bill

<Bill.LaBorde@seattle.gov>; Hankamer, Joanna <Joanna.Hankamer@seattle.gov>

Subject: Re: Thomas St Project: Public Benefit Leveraging Opportunity

Looping in @Godwin, Chris and @Yao, Yanming

Get Outlook for iOS

From: Kambuj, Aditi < Aditi.Kambuj@seattle.gov > Sent: Tuesday, November 29, 2022 4:55 PM

To: Stefan, Francisca < <u>Francisca.Stefan@seattle.gov</u>>

Cc: Rwamashongye, Julius < <u>Julius.Rwamashongye@seattle.gov</u>>; Krawczyk, Tracy

<a href="mailto:<a href="mailto:Kris.Castleman

<<u>Rvan.Moore@seattle.gov</u>>; Yesuwan, Kay <<u>Kav.Yesuwan@seattle.gov</u>>; Barnett, Beverly

<<u>Beverly.Barnett@seattle.gov</u>>; LaBorde, Bill <<u>Bill.LaBorde@seattle.gov</u>>; Hankamer, Joanna

<<u>Joanna.Hankamer@seattle.gov</u>>

Subject: Thomas St Project: Public Benefit Leveraging Opportunity

Hi Francisca,

The private development at 200 Taylor Ave has petitioned the City for an alley vacation. They briefed the Seattle Design Commission (SDC) last week. The Commission was not won over by their on-site public benefit concepts, and they are leaning toward requiring off-site public benefits, should the vacation be approved. It could be an excellent partnership opportunity to work with a private developer to deliver the plaza at 5th Ave and the multiuse path between 5th and Taylor Ave next to the skatepark. This block is our main unfunded section.

Our design is at 100% and we have costs broken down by block. Provided the SDC and Council support this concept, and the developer is interested, the idea would be they write us a check to build out that project segment.

I wanted to run this update by you for your feedback and situational awareness. If there are no

concerns in following up on this opportunity, our next step would be to connect with McCollough Hill Leary who represent the developer to discuss the idea. The SDC expects the developer to come back to the Commission around January, and ideally, we would want to connect with the developer in advance of that.

Please let us know asap if any concerns with reaching out to the developer.

Thanks, Aditi

Aditi Kambuj

Urban Design Manager, Policy & Planning
City of Seattle, <u>Department of Transportation</u>
M: 206-775-4394 | <u>aditi.kambuj@seattle.gov</u>
Blog | <u>Facebook</u> | <u>Twitter</u> | <u>Instagram</u> | <u>LinkedIn</u> | <u>YouTube</u> | <u>Flickr</u> | <u>Customer Service</u>
she/her/hers

From: Barnett, Beverly
To: DuBois, Jeanette

Subject: FW: T6 Public Benefits - Thomas St Improvements

Date: Monday, December 19, 2022 1:29:08 PM

Attachments: <u>image001.png</u>

Thomas St 5th to Taylor Plan Extents.pdf

Plaza Perspective Views.pdf

image002.png

For the file

From: Kambuj, Aditi <Aditi.Kambuj@seattle.gov>
Sent: Monday, December 19, 2022 9:50 AM
To: McCullough, Jack <jack@mhseattle.com>

Cc: Moore, Ryan <Ryan.Moore@seattle.gov>; Barnett, Beverly <Beverly.Barnett@seattle.gov>

Subject: RE: T6 Public Benefits - Thomas St Improvements

Hi Jack,

Thank you for the call last week.

Please find attached a snipped plan showing the proposed plaza and multi-use path improvements between 5th Ave N and Taylor Ave N. We would like to suggest the project area outlined in orange as a potential off-site public benefit related to the T6 alley vacation.

The 100% stage cost estimate for the improvements in the orange polygon is ~\$2.1m. This assumes SDOT delivers the project and it is inclusive of engineers estimate, contingencies, soft costs etc. We are also open to discussing a private entity building the proposed improvements per our 100% approved drawings.

As I had noted, this SDC reviewed project emerged from a community conversation. The art element is approved by the Public Art Advisory Committee and is fully funded through the Office of Arts. SDOT intends to advance to the construction phase for the remaining Thomas St corridor improvements between Taylor Ave N and Dexter Ave N in 2023.

We are committed to building out the vision for Thomas St and are excited to potentially partner with community to do so.

I have also attached a few plaza renderings for your reference. Please let me know if any questions or if I can provide additional information.

Thank you,

Aditi

Aditi Kambuj

Department of Transportation

M: 206-775-4394 | aditi.kambuj@seattle.gov

she/her/hers

From: Kambuj, Aditi

Sent: Thursday, December 1, 2022 2:02 PM **To:** McCullough, Jack < <u>iack@mhseattle.com</u>>

Cc: Moore, Ryan < Ryan.Moore@seattle.gov >; Barnett, Beverly < Beverly.Barnett@seattle.gov >

Subject: T6 Public Benefits - Thomas St Improvements

Hello Jack,

I lead the SDOT team working on the <u>Thomas St streetscape project</u> between 5th Ave N and Dexter Ave. I understand your firm is working on several projects considering ROW vacations in the general vicinity of our project and that the T6 development team may be looking to enhance their initial public benefit proposal per Design Commission feedback.

The SDOT Thomas St streetscape project was generated through an intensive community design effort and is championed by City Council. We are currently at the 100% design document stage. The project has been reviewed by the Design Commission. We would appreciate the opportunity to meet with you to discuss partnership concepts to help advance the community vision for this corridor through the public benefit proposals under consideration.

Would you have availability to meet in the next week or two? The following times look open on our end, but please feel free to suggest alternative times if these don't work.

- 12/8 at 3pm
- 12/9 at 2pm
- 12/12 at 3pm
- 12/14 at 9am

I look forward to hearing from you.

Thank you,

Aditi

Aditi Kambuj

Urban Design Manager, Policy & Planning City of Seattle, <u>Department of Transportation</u> M: 206-775-4394 | <u>aditi.kambuj@seattle.gov</u>

1/30/2023: Walk through slide deck/project update with project team (presentation by Jack)

- Trying to improve the alley, important to the grid starting point.
- Commissions input: are you paying enough attention to Thomas?
- Worked with Nathalie Quick to start a secondary outreach plan in February (before next public trust meeting)
 - Working with Cascade Bike Club, doing Walking Tour in neighborhood, etc.
- Showing more open space. Trying to show the open space provided in the diagonal connection.
- No vacation option: would continue to be a service alley.
- Phase 1, east building (along Taylor). Phase 2, west building (along 6th)
 - What would happen if the 2nd phase didn't happen??
- The buildings have been pushed back out of the diagonal connection to create better open space connection between Thomas and John
- Beverly's comments:
 - Interior uses and visual into them while walking down the alley. (ex looking at people working out). Would be better to see a restaurant or a use that the public can use.
 - We don't want an "inside-out" project where all the cool uses are on the inside.
 Enhance the amenities so that the walk-thru is more interesting/more of a balance.
 - Streetscape: this is really critical, figuring out what is code required and what they are elevating to look at public benefit
- Windy's comments:
 - See's more emphasis in the exterior in the new plan. This plan has activated street edges and created a pleasant alley experience.
 - They addressed all of Windy's notes.
- What is the status of the DRB process?
 - They submitted their MUP application, but they are working through the packet with Joe and thinking of scheduling in March.
 - Need to get in for public trust.
 - Draft DRB packing will get to Joe either tonight or tomorrow morning.
- March 2nd at 2:30pm or April 6th > full commission options for public trust meeting. Prefer March 2nd.

8/7/2023 Seattle Design Commission Prep

Jack McCullough, Brad Rock (Biomed Realty), Ryan Moore (SDOT Cap Projects), Aditi Kambuj (SDOT Urban Design), Beverly Barnett (Street Vacations), Jeanette DuBois (Street Vacations)

- Ensure development team has all the comments to date in case they need to incorporate anything into the design before next week.
- We want to be up to speed on everything and make sure we have shared everything with the design team
- Contact Jackson for update:
 - Can also ask Katie if they are in discussions with SPU and SDOT still. "Will there be a clear answer before the SDC meeting?"
- In general: 1st meeting is looking at how things function with the loss of the alley
- 2nd meeting looks at LU impacts, public benefit, community engagement, etc
- Send comments out again and ask if there are any resolutions or responses we should know about before the meeting.
- Questions:
 - How do they see SPU activities interacting on John St?
 - Loading dock orientation and truck traffic would be the same with or without vacation
 - Single curb cut with proposal and more green space is proposed to create a safer ped corridor.
 - Subterranean activities all services, parking, etc is below grade
 - Also proposing that bike parking is on 1st floor rather then subterranean to avoid conflicts with truck traffic and vehicles
 - When was ped counts performed?
 - Performed prior to building being torn down with motel and previous businesses
 - Still studying pedestrian impact
 - How will someone experience the space safety and access
 - Well lit, will have 24/7 security, can see through to other side
 - There is a 30 foot long 20 foot wide section in the middle, the rest is more open and inviting
 - Recommended/required by commission?
 - Circulation: More information about the Thomas Green St and John St (classified as a class 3 st).
 - What is a more desirable place to move through? What are the proposed plans for these streets?
 - Circulation: how did they factor in potential lack of access or turning movements on John
 - May not be able to use Thomas in future (Green St think of Bell). Their proposal seems disconnected with plans that we know about Thomas.
 - How are people going to get to site in a vehicle?
 - Answer from Jack: understand that Thomas is not an access and that vehicular levels will go down on Thomas.
 - Feels like there is a potential of barriers for vehicle movement how does the curbside activity affect how people are getting to site?
 - They want a better understanding of the streetscape want them to come back

From: Barnett, Beverly

To: <u>Krawczyk, Tracy</u>; <u>Nelson, Alyse</u>

 Cc:
 Kambuj, Aditi; Sheldon, Elizabeth; DuBois, Jeanette

 Subject:
 RE: Thomas St - Public Benefit Funding Opportunity

Date: Thursday, August 10, 2023 10:06:29 AM

Good morning. Thanks for checking! Yes, Aditi and I have met and discussed this question a number of times. I do think the idea of the developer contributing 2.1M for implementing Thomas Street is a good one and would be an appropriate public benefit. My questions relate to the timing of the work and whether the money proposed is adequate. It would be problematic if we accepted the money with the anticipation of the improvements coming on line around the time the development comes on line and find that the money is adequate. Would SDOT step in? I think we need to atlk through timing, level of financial support and what obligations might accrue to SDOT. Thanks to all for looking into this.

From: Krawczyk, Tracy < Tracy. Krawczyk@seattle.gov>

Sent: Wednesday, August 9, 2023 11:16 AM **To:** Nelson, Alyse <Alyse.Nelson@seattle.gov>

Cc: Kambuj, Aditi <Aditi.Kambuj@seattle.gov>; Sheldon, Elizabeth <Elizabeth.Sheldon@seattle.gov>;

Barnett, Beverly <Beverly.Barnett@seattle.gov>

Subject: Thomas St - Public Benefit Funding Opportunity

Hi Alyse -

As a follow up to the discussion at Senior Team today, here is the DO Weekly article P&P submitted this week on Thomas St and the potential public benefit contribution via an alley vacation. By way of this email, I am asking Aditi to ensure Beverly is looped into relevant discussions.

Thomas St Phase 2 – \$2.1m Public Benefit Funding Opportunity and Risks; Kambuj, 775-4394

- Thomas St project team and Street Use have been in high level public benefits discussion with the biomedical development proposed at 200 Taylor Ave N, represented by McCullough Hill, PLLC. The development is proposing to vacate an alley.
- The developer (BioMed Realty) is willing to fund SDOT's unfunded Phase 2 Thomas St project (estimated at \$2.1M in 2022) as a portion of their public benefit. Project team is developing an updated 2023 estimate based on recent bids to share with the developer.
- The developer is willing to provide ~\$2.1M prior to their private development project completion. This is an unusual risk the developer is willing to take, wherein they will pay for the public benefit, but may or may not build their project, depending on market conditions.
- This could be an excellent public-private partnership, which could allow the City to complete the Thomas St project. There are currently no other funding sources identified

for Phase 2. However, there are certain risks and scenarios to consider:

- o To meet the requirement for their public benefit, SDOT would be committed to building the project even if bids come in higher than the funds provided by the developer. SDOT would ideally have some local funds identified to cover any costs over developer contributions. These local funds will need to be identified. Project could be constructed in 2024 or 2025.
- o SDOT could refine the 100% design project scope to meet funds available prior to bidding, leaving aside a healthy contingency for higher bids. However, the project scale is small, so potential for value engineering is limited.
- o SDOT could return to the developer and ask for a reimbursable basis amount that is linked to the bid costs; however, this is unlikely to get traction with the developer.
- $_{\odot}$ If SDOT decides to not pursue this public-private partnership, we would need to identify a fund source for the entire project upwards of ~\$2.1M. The project has broad support from South Lake Union and Uptown stakeholders but does not score highly on equity metrics for full funding through local sources or grants.
- We are requesting a discussion and direction from Deputy Director Stefan, Director Spotts, and Director Castleman on how to respond to this opportunity and whether SDOT would be willing to commit local funds in 2024 or 2025 to complete the project if bids come in higher than the developer provided funding of ~\$2.1M.

Tracy

Tracy Krawczyk

Policy and Planning Director

City of Seattle Department of Transportation

O: 206.733.9329 | M: 206.255.7351 | Tracy.Krawczyk@seattle.gov

From: Barnett, Beverly

To: <u>Nelson, Alyse</u>; <u>Gray, Amy</u>; <u>DuBois, Jeanette</u>

Subject: T6 update

Date: Friday, December 8, 2023 11:36:56 AM

Good morning! I was just in a meeting on the T6 project across from the Skate Plaza in Uptown. As you will recall, the developer proposed to provide funding for the street concept plan that Aditi's group has been developing. The developer proposed \$21.M to fund the work. SDOT has indicated that it is likely the \$2.7M or more would be needed to build out the street concept. I had indicated that there needed to be certainty that the money could be used for the stated purpose in a timely manner for it to be considered a public benefit.

We have been meeting with the developer and had asked whether they could increase the public benefit contribution. Here is where we are after todays meeting.

- \$2.1: the developer cannot exceed the \$2.1M proposed for the public benefit,
- Early payment: they are willing to provide the money soon after the vacation approval and MUP issuance rather than waiting till the end of the development process.
- Alternative public benefit: they will work on developing an alternative public benefit
 proposal after the 1st of the year with city staff
- First priority and 2nd priority in public benefit: we will develop a preferred public benefit proposal and an alternative if money is not identified for the street concept buildout.
- Ask Council: developer will ask council for additional funding for the plan or include in the levy?

So, I think this will work. As you know I was worried we would get the money and it could sit for a long time if the project wasn't funded. We want to see the public benefit come online when the development is underway. We will be looking at picking specific elements for the public benefit in the Uptown area and whether this is an opportunity to fund something in an under resourced area.

Thanks

5/14/2024 | T6 Conditions and Timing

Attendees: Jeanette DuBois Katie Kendall, Jack McCullough, Beverly Barnett

- With MUP they can shift this to be within xx amount of days and then SDOT gets the public benefit funding
- Trying to figure out the funding package and WHEN this funding is coming
- We want to be able to get and use the money within a timeframe that will beneifit the public
- How will the ordinance phasing work? << question from Beverly
 - o Building phasing should be ok, but when does the 2.4 million come in
 - o It has been difficult thus far to get the client to commit to the 2.4 without the project being finished.
 - We would want the phasing clearly built in (timing, design commission review, interim conditions, etc)
 - We want to make sure that there isn't another boarded up site for years on an empty site.
- The interim conditions to SDC process?
- Katie and Beverly will get draft language over to Beverly. They have a meeting with their client today at 4pm.
- Need to have enough time in next few weeks for Lish to think of issues that are nonstandard and for Lish to weigh in on the recommendation.
 - o Jack will give Lish a call separately to give him a background
- We will need to consider the implications of what we are going to do so that we not creating a nonstandard process in the system.

From: Moore, Ryan
To: Barnett, Beverly

Cc: <u>DuBois, Jeanette; Macek, Ian</u>

Subject: RE: T6 timing and public benefit payment Date: Tuesday, May 14, 2024 4:43:39 PM

Attachments: <u>image001.png</u>

image002.png image004.png

Thomas St: 5th – Dexter Phase 2, which is the implantation phase of the larger Thomas St Redefined plan, would be the name I would suggest, although it doesn't have much zing to it.

I think specifying it is for the plaza (not sure if we need to say "public" plaza) component might be enough. That is bounded by 5th Ave N, and the alley between 5th Ave N and Taylor Ave on Thomas St.

Ryan Moore

Project Manager, Capital Projects Division
City of Seattle, Department of Transportation
O: 206.256.5478

From: Barnett, Beverly <Beverly.Barnett@seattle.gov>

Sent: Tuesday, May 14, 2024 3:24 PM

To: Moore, Ryan < Ryan. Moore@seattle.gov>

Cc: DuBois, Jeanette < Jeanette. DuBois@seattle.gov>; Macek, Ian < Ian. Macek@seattle.gov>

Subject: RE: T6 timing and public benefit payment

Excellent. Thanks for the quick response. We will have a vacation condition that specifies that a portion of the public benefit obligations includes a \$2.4M financial contribution to the SDOT implementation of the Thomas Street concept plan. Is there a fancy name for the plan? Should we specify that the money should be expended on certain elements or within certain street boundaries? I have asked for more specifics on a payment date and will share when I get something from them.

This seems to be working out! Thanks for all your help.

From: Moore, Ryan < Ryan. Moore@seattle.gov >

Sent: Tuesday, May 14, 2024 1:39 PM

To: Barnett, Beverly < Beverly.Barnett@seattle.gov >

Cc: DuBois, Jeanette < Jeanette. DuBois@seattle.gov >; Macek, Ian < Jan. Macek@seattle.gov >

Subject: RE: T6 timing and public benefit payment

Hi Beverly,

Thanks for the update.

In general, I'm assuming we will receive payment by the end of the year. The developer indicated MUP in August when we last met. Not sure how accurate that still is given how notoriously long MUP issuance tends to take so an update would be good to hear.

While I have raised the potential of a shortfall resulting from the bid prices there's not been any concern

or resolution about that from Finance or others so my interpretation is we proceed regardless.

I can't think of any conditions we need to include, but let me know if you want to discuss as I haven't worked on something like this before so maybe there are considerations you're thinking of. Or lan may think of some.

As far as I know we're ready to proceed. The plaza component of the design still lives in the original 100% project plans that existed prior to creation of a Phase 1 and Phase 2. Once payment is received the design team will pull the plaza out of those to create a stand alone advertisement set, which will take a few months likely. I'm thinking the earliest we will put this out for bid will be February/March depending on when we receive their payment.

Ryan Moore

Project Manager, Capital Projects Division
City of Seattle, <u>Department of Transportation</u>
O: 206.256.5478

From: Barnett, Beverly < <u>Beverly.Barnett@seattle.gov</u>>

Sent: Tuesday, May 14, 2024 11:10 AM

To: Macek, Ian <<u>lan.Macek@seattle.gov</u>>; Moore, Ryan <<u>Ryan.Moore@seattle.gov</u>>

Cc: DuBois, Jeanette < <u>Jeanette.DuBois@seattle.gov</u>>

Subject: T6 timing and public benefit payment

Good morning. We anticipate that the T6 project will go to the Transportation Committee on July 16. The committee hasn't confirmed the date yet but we are working on getting everything ready. I wanted to let you know about the proposed date so we can make sure everything is set for the use of the \$2.4M for implementing the Thomas Street plan. The earlier discussions focused on SDOT receiving the money after the MUP and any MUP appeal are completed. I have asked for more certainty in the date since we will need to plan to receive and use the money.

Are we still set to implement and complete the street concept plan with the use of the developer money. Can we cover it if there is any shortfall?

Is there anything that needs to be said about the use of the money or the timing of the receipt of the money that should be a vacation condition?

I will forward on the draft recommendation for your review. Any issues or concerns?

BMR T6 Project

Thomas Street Green Street Funding

BRE-BMR 6th LLC (BMR) has applied for development of a new office/life-science project on the block bounded by Taylor Avenue N., Thomas Street, 6th Avenue N. and John Street (the "T6 Project"). The T6 Project includes the vacation of the alley in the Project block. The existing alley area would be repurposed as a pedestrian connection and the T6 Project would include various on-site public benefits in support of the alley vacation approval. The T6 Project is intended to be developed in two phases, with the western half-block constituting Phase 1 and the eastern half-block constituting Phase 2. Certain on-site public benefit features would be associated with each phase.

The T6 Project site is located on Thomas Street, a green street connecting Seattle Center to South Lake Union. Public funding has been dedicated to the completion of the green street improvements on Thomas Street, with the exception of the block between 5th Avenue N. and Taylor Avenue N., which remains unfunded. The Seattle Design Commission (SDC) has encouraged the Seattle Department of Transportation (SDOT) to secure private sector funding partners to complete this unfinished portion of the Thomas Street green street plan.

BMR has been invited to join this public/private partnership to complete the Thomas Street green street plan, as part of its alley vacation proposal for the T6 Project. The City is planning to undertake the other portions of the Thomas Street improvements in the next year. Unfortunately, alley vacation public benefits are not required to be provided until the last stages of private project development, which given the building permit and construction process will take several years for the T6 Project. However, in light of the importance of this public benefit feature and its unique timing requirements, BMR is prepared to consider an early provision of public benefit funding for this green street project, prior to development of the T6 Project and regardless of whether the T6 Project is even developed.

This early public benefit funding would be extraordinary and would pose a risk to BMR. However, BMR is prepared to engage in this public/private partnership on certain conditions:

- BMR would make a \$2.4 million payment to SDOT as the principal public benefit item
 for the T6 Project alley vacation, which funds would be dedicated solely to the build-out
 by SDOT of the unfunded section of the Thomas Street green street plan between 5th
 Avenue N. and Taylor Avenue N. Other than this payment, BMR would have no
 obligations with respect to this improvement project.
- Instead of waiting until completion of project development to make this payment (perhaps several years from now), BMR would make the \$2.4 million payment in full 90 days after the end of the appeal period on the T6 Project MUP decision, with no appeals having been filed. Assuming City Council conditional approval of the alley vacation petition in early summer 2024, BMR anticipates issuance of the MUP decision in August 2024 (+/-).

- The payment would be contingent upon Design Commission recommendation of approval of the alley vacation petition with the current public benefit package (including this funding item) and City Council conditional approval of the alley vacation with the current public benefit package.
- In addition, in consideration of the accelerated payment in support of this public benefit, the alley vacation conditional approval would include:
 - o Approval of a phasing plan, whereby onsite public benefits associated with the Phase 2 (eastern) building on the block (e.g., canopies, sidewalk and landscaping improvements) would be deferred to completion of Phase 2, allowing the alley vacation to be completed to final ordinance upon completion of Phase 1 and prior to the development of Phase 2. The alley vacation PUDA would memorialize these onsite public benefits as a covenant (PUDA) on the Phase 2 property.
 - o Approval of a 7-year initial term of the alley vacation conditional approval (within which time construction of the T6 Project must commence).
 - o Allowance for the vacation to be finalized by ordinance upon completion of Phase 1 development. This would include payment of the compensation due for the value of the alley area, recording of the PUDA and deferral of the Phase 2 on-site public benefits.
 - o Post-approval modifications to the T6 Project and the on-site public benefit features that are consistent with the intent of the public benefit package may be approved through the normal entitlement process, with the concurrence of the Seattle Design Commission, but without the need for City Council approval.



MEETING MINUTES

Bruce A. Harrell

Mayor

Rico Quirindongo

Director, OPCD

Jill Crary, Chair

Kevin O'Neill, Vice Chair

Adam Amrhein

Jay Backman

Phoebe Bogert

Elizabeth Conner

Ben Gist

Puja Shaw

Matt Aalfs

Molly Spetalnick

Michael Jenkins

Director

Valerie Kinast

Strategic Advisor

Windy Bandekar

Planner

Juliet Acevedo

Administrative Staff

Office of Planning and Community

Development

600 4th Avenue, Floor 5

PO Box 94788

Seattle, WA 98124-4019

TEL 206-615-1349

FAX 206-233-7883

seattle.gov/designcommission

February 15, 2024

Convened 9:00am

Adjourned 12:00 pm

Projects Reviewed

Commission Business

T6 (200 Taylor) Alley Vacation - Public Benefit

Commissioners Present

Adam Amrhein

Jill Crary

Kevin O'Neill

Elizabeth

Matt Aalfs

Molly Spetalnick

Jay Backman

Commissioners Excused

Phoebe Bogert

Ben Gist

Puja Shaw

Staff Present

Michael Jenkins

Valerie Kinast

Windy Gay



Commission Business (9am-10am)

The following items were discussed:

- 1. Farewell to commissioners Puja Shaw, Elizabeth Conner, and Matt Aalfs
- 2. Project Briefing for T6 Public Benefit
- 3. Minutes vote on Morgan Junction Approved

T6 Public Benefit (10am-12pm)

T6/200 Taylor Ave. N is a proposed full block development for new biomedical offices that includes one 9-story and one 8- story building with underground parking for approximately 400 vehicles. The site is bounded by Taylor Ave. N. to the west, Thomas Street to the north, 6th Ave N. to the east, and John Street to the south. The site is currently developed with a hotel structure built in 1979; three office buildings built in 1959, 1961, and 1962; and two surface parking lots. All the existing structures will be demolished.

The Commission received a presentation on the **Public Benefit** phase of the project.

The following people were presenters:

- 1. Jason Henry, Berger partnership
- 2. Brad Rock, BioMed Realty
- 3. Ryan Bussard, Perkins and Will

The following people were present:

- 1. Jack McCullough, McCullough Hill (gave public comment)
- 2. Chris Park, KPFF
- 3. Katie Kendall, McCullough Hill
- 4. Beverly Barnett, SDOT
- 5. Amy Gray, SDOT
- 6. Elyse Fujimoto, SDOT
- 7. Meredith Grope, SDOT
- 8. Kelsey Blommer, OAC
- 9. Kelly Schnell, Perkins and Will

Following the presentation, the Commission provided the following recommendations and conditions:

1. Subcommittee for Interim Uses: The project team must return to a subcommittee focused on interim uses and phasing ideas, particularly around phase 2 of the project. The goal is to enhance the project site with fencing treatments, striping of 6th street to enhance accessibility, or other programs to improve the public realm during the interim period. The subcommittee should occur prior to the issuance of a Master Use Permit. This includes striping of 6th street in the interim condition to enhance accessibility.

2

- 2. Interim Conditions Between Buildings: Update the plans in the middle of the site, between phase 1 and 2 buildings during interim conditions. The goal is to have active uses or other solutions that enhance visibility, safety, security during the interim period. One solution would also include potentially incorporating art as part of the strategy.
- 3. Refinement of Conditions for Open Space Areas: Working closely with the city to refine the conditions of the open space areas between phase 1 and 2 buildings, ensuring they align with the overall vision and public benefit goals of the project.

The Commission voted 7 to 0 in support of the project.

200 Taylor Ave N & 203-233 6th Ave N Alley Vacation

VOLUNTARY COMMUNITY OUTREACH SUMMARY | May 2022

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- Meeting Documentation
- Survey in English, Vietnamese, Traditional Chinese, Spanish
- Survey Results
- What We Heard from the Community + Community Groups

Prepared by:
Natalie Quick Consulting
natalie@nataliequick.com| 206.779.0489
MAY 2022

Outreach Letter - English



April 18, 2022

Dear Neighbor,

As you may know, BioMed Realty, a leading provider of real estate solutions for the life science and technology industries, has acquired two adjacent parcels at 200 Taylor Ave N and 203-233 6th Ave N, in Seattle's South Lake Union neighborhood.



Please use this QR code to access our website

Project Summary:

BioMed Realty plans to develop the full block — from Sixth Avenue North to Taylor Avenue North and

from John Street to Thomas Street — to support a Class A lab and office space building called T6 for biotech and technology companies.

This project proposes an alley vacation at 200 Taylor Ave N and 203-233 6th Ave N to allow for better design/more efficient building for future/public tenants; public space for improved pedestrian flow; integration of landscape/lighting; more efficient



below-grade structures; significant traffic reductions, and more.

Upcoming Virtual Open House

Consistent with the City of Seattle Department of Neighborhood's Outreach Requirements for alley vacations, we are seeking your feedback and input, regarding our proposed public benefits package for the alley vacation.

We are hoping you can join us for one of the **two virtual Open Houses** we will hold to discuss this further:

- 5:00 6:00 pm Tuesday, May 10th
- 6:00 7:00 pm Thursday, May 12th

During the Virtual Open House, we will present materials related to our project, the alley vacation, and our proposed public benefits package and answer any questions or comments you may have. We will also have a survey on the website that you can fill out to communicate what public benefits are most

important to you. (Note: Because the alley vacation is a public process, information shared in these meetings by attendees will be considered public.)



Project Survey - please use this QR Code to take our Survey

Project information and the Zoom link to join the virtual Open House events can be found at: www.T6AlleyVacationOutreach.com.

More information:

To find out more information about the project, please visit the Seattle Services Portal at https://cosaccela.seattle.gov and search by the project numbers 3038156-EG.

We value your input and look forward to speaking with you soon!

Sincerely,

Brad Rock BioMed Realty

Info@T6AlleyVacationOutreach.com

Pald Roch

(206) 257-2108

Outreach Letter - Vietnamese

Ngày 25 tháng 4 năm 2022

Quý Láng giềng thân mến,

Như bạn có thể đã biết, BioMed Realty, nhà cung cấp giải pháp bất động sản hàng đầu cho các công ty ngành khoa học và công nghệ đời sống, đã mua hai lô đất liền kề tại 200 Taylor Ave N và 203-233 6th Ave N, trong khu vực lân cận South Lake Union của Seattle.



CHÈN MÃ QR cho trang web

Tóm tắt dư án:

BioMed Realty có kế hoạch phát triển toàn bộ khu nhà - từ Sixth Avenue North đến Taylor Avenue North và từ John Street đến Thomas Street - để cung ứng một phòng thí nghiệm Hạng A và một tòa nhà được gọi là T6 dành cho các công ty công nghệ và sinh học đặt văn phòng.



Dự án này đề xuất hủy bỏ một con hẻm tại 200 Taylor Ave N và 203-233 6th Ave N để cho phép thiết kế tốt hơn /có một tòa nhà hiệu quả hơn cho người thuê nhà/ và công chúng trong tương lai; cải thiện không gian công cộng cho người đi bộ; tích hợp cảnh quan / ánh sáng; cấu trúc bên dưới hiệu quả hơn; giảm đáng kể sự lưu thông và nhiều hơn thế nữa.

Tham quan ảo sắp diễn ra.

Tuân thủ Yêu cầu Tiếp cận của Department of Neighboorhood's Thành phố Seattle đối với việc hủy bỏ con hẻm, chúng tôi đang thu thập các phản hồi và ý kiến đóng góp của bạn, về gói phúc lợi công cộng chúng tôi đề xuất cho việc Hủy bỏ con hẻm.

Chúng tôi hy vọng bạn có thể tham dự một trong **hai phiên Tham quan ảo (Virtual Open House)** mà chúng tôi sẽ tổ chức để thảo luận thêm về vấn đề này:

- 5:00 6:00 chiều Thứ Ba, ngày 10 tháng 5
- 6:00 7:00 tối Thứ Năm, ngày 12 tháng 5

Trong buổi Tham quan ảo, chúng tôi sẽ trình bày các tài liệu liên quan đến dự án của chúng tôi, việc hủy bỏ con hẻm và gói phúc lợi công cộng chúng tôi đề xuất cũng như trả lời bất kỳ câu hỏi hoặc nhận xét nào mà bạn có thể có. Chúng tôi cũng sẽ có một cuộc khảo sát trên trang web mà bạn có thể điền vào để cho biết những lợi ích công cộng nào là quan trọng nhất đối với bạn. (Lưu ý: Vì Hủy bỏ con hẻm là một quy trình công khai, thông tin được chia sẻ trong các cuộc họp này bởi những người tham dự sẽ được coi là công khai.)

Thông tin dự án và đường dẫn Zoom để tham gia các sự kiện Tham quan ảo có thể được tìm thấy tại: www.T6AlleyVacationOutreach.com.

Thêm thông tin:

Bạn có thể tìm thấy bản khảo sát dự án của chúng tôi tại đây



Để tìm hiểu thêm thông tin về dự án, vui lòng truy cập Cổng Dịch vụ Seattle tại https://cosaccela.seattle.gov và tìm kiếm theo số dự án **3038156-EG**.

Chúng tôi trân trọng ý kiến đóng góp của bạn và mong sớm được trao đổi với bạn!

Trân trọng,

Brad Rock

Giám đốc phát triển, BioMed Realty

Info@T6AlleyVacationOutreach.com

(206) 257-2108

Outreach Letter – Traditional Chinese



2022年4月25日

亲爱的邻居,

如您所知,BioMed Realty是一家为生命科学和技术行业提供房地产解决方案的领先供应商,已在西雅图South Lake Union附近的 200 Taylor Ave N 和 203-233 6th Ave N 收购了两个相邻的地块。

项目总结:



项目地点: 200 Taylor Ave N 和203-233 6th Ave N

BioMed Realty计划开发整个街区——从 Sixth Avenue North 到 Taylor Avenue North 以及从 John Street 到 Thomas Street —— 为生物技术和技术公司提供名为 T6 的 A 级实验室和办公空间大楼。

该项目建议在 200 Taylor Ave N 和 203-233 6th Ave N 建立一条小巷地役权,以便为未来/公共租户提供更好的设计/更高效率的建筑;改善行人流动的公共空间;景观/照明的整合;更有效的地下结构;显著减少交通流量,等等。

即将举行的网络开放日

根据西雅图市邻里局对小巷地役权的外展要求,我们正在就我们建议的小巷地役权公共福利方案征求您的反馈和意见。

我们希望您能参加我们将举行的两个网络开放日之一,以进一步讨论这个建议项目:

- 5月10日星期二下午5时到6时
- 5月12日星期四下午4时到5时

在网络开放日期间,我们将展示与我们的项目、小巷地役权和我们建议的公共福利计划相关的信息,并回答您的任何问题或意见。我们还将在网站上进行一项调查,您可以填写该调查让我们知道对您最重要的公共利益。(注意:由于小巷地役权是一个公开的过程,与会者在这些会议中分享的信息将被视为公开。)

项目信息和加入网络开放日活动的 Zoom 链接可以在以下网址找到:

 $\underline{www.T6AlleyVacationOutreach.com}$

您可以在这里找到我们的项目调查:



更多信息:

要了解更多有关本项目的信息,请游览西雅图服务网站 https://cosaccela.seattle.gov 搜索项目编号3038156-EG。

我们重视您的意见,并期待很快与您交谈!

Pad Roch

敬上,

Brad Rock

发展总监, BioMed Realty

Info@T6AlleyVacationOutreach.com

(206) 257-2108

Outreach Letter - Spanish



25 Abril, 2022

Estimado vecino,

Como bien se sabe, BioMed Realty, que es un proveedor líder en soluciones inmobiliarias para las industrias de ciencias naturales y tecnología, ha adquirido dos parcelas adyacentes en 200 Taylor Ave N y 203.2336th Ave N, en la vecindad de South Lake Union en Seattle.

Encuentre el sitio web de nuestro proyecto aquí:



Sinopsis del Proyecto:

BioMed Realty planea desarrollar una manzana completa – desde [la Sexta Ave Norte] Sixth Avenue North hasta [la Avenida Taylor Norte] Taylor Avenue North y desde [la Calle John] John Street hasta [la Calle Thomas] Thomas Street — en apoyo al desarrollo de un Laboratorio Clase A y de un edificio con espacios de oficina para compañías de biotecnología y de tecnología.

Para ayudar y asegurar la mejor experiencia peatonal para los futuros inquilinos de nuestro edificio, al igual que para los residentes y empleados de South Lake Union, intentamos desalojar un callejón público infrautilizado que se encuentra entre nuestras dos parcelas, que permitirá:

- Mejor diseño/edificio más eficiente para inquilinos futuros y para el público
- Espacios públicos para mejorar el flujo peatonal
- Integración del paisajismo/iluminación
- Estructuras debajo del nivel de calle más eficientes
- Reducción significativa del tráfico, y más.

Próxima apertura virtual de Puertas Abiertas

De conformidad con los requisitos de divulgación a los vecindarios de la Ciudad de Seattle con relación a desalojos de calles y callejones solicitamos su opinión y aportes respecto a nuestro paquete de propuestas de beneficio público para la desocupación del callejón.

Esperamos que nos acompañe en alguno de los **dos tours virtuales de Puertas Abiertas** donde podremos dialogar más sobre el tema:

- 5:00 6:00 pm Martes, Abril 26
- 4:00 5:00 pm Jueves, Abril 28

Durante nuestra Jornada Virtual de Puertas Abiertas presentaremos material relacionado con nuestro Proyecto, el desalojo del callejón, además de la propuesta de nuestro paquete de beneficios públicos y contestaremos cualquier pregunta que tenga además de escuchar sus comentarios. También temenos

una encuesta en nuestra página Web que podrá completer para comunicar cuáles sonb los beneficios públicos de mayor importancia para usted. (Nota: Debido a que el desalojo del callejón es un proceso público, la información compartida por los asistentes a estos eventps también será considerada pública.)

Encuesta del Proyecto- por favor, complete la encuesta de nuestro proyecto:



Información sobre el Proyecto, además del enlace para participar de nuestros eventos de Puertas Abiertas, podrá encontrarlo en: www.T6AlleyVacationOutreach.com.

Más información:

Para encontrar más información sobre el Proyecto, por favor visite [el Portal de Servicios de Seattle] Seattle Services Portal en https://cosaccela.seattle.gov y busque los números correspondientes al proyecto 003523-21PA, 3038185-LU.

Valoramos sus comentarios y esperamos hablar con usted próximamente,

Sinceramente,

Brad Rock BioMed Realty

Info@T6AlleyVacationOutreach.com

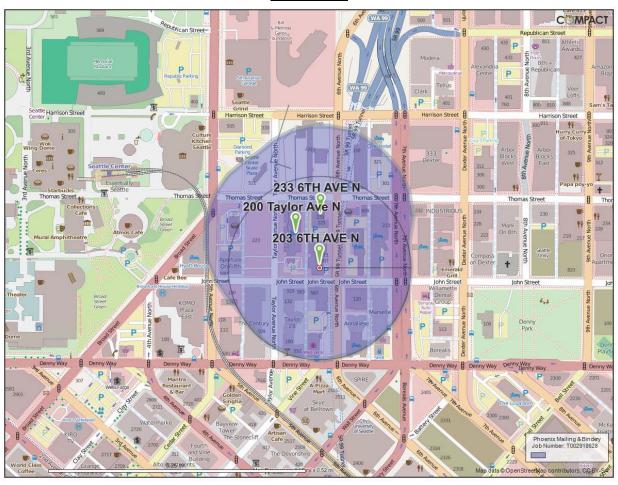
Med Roch

<inserte el número de teléfono >

Direct Mailing Distribution

The project letter was shared with **786 businesses and residents** within the Uptown/South Lake Union area. A map detailing the mailing radius and invoice confirming delivery follows.

MAILING MAP



MAILING INVOICE



2001 3rd Avenue, Seattle, WA 98121

swifty@swiftydi.com

Invoice

No. **81799**

Date 4/5/2022

Customer P.O. No.

Accounts Payable Natalie Quick Consulting 3042 NW 70th ST Mercer Island WA 98040

QUANTITY	DE	ESCRIPTION		AMOUNT
1,170 1,170 1,170 1,170 1,170	616 8th Ave S Project 4 Pages Printed 4 Color on 80# Hamn #10 Envelopes Printed Black Ink One 4 Sheets Collated & Tri-Folded & Inse: Setup, Imprint List, Print Forms & Take First Class Postage 4/5/22 9:05AM	Side rted Into Envelopes & Seal	od 8.5"x 11"	3,460.00 912.60
		2		
NET 30 DAYS. NO STATEMEN	HIS INVOICE WITHIN THE TERMS OF IT WILL BE SENT. FEE WILL BE ADDED TO THIS INVOICE	Printing 8.5" x 11", #10 Envelopes, Setup & Mail	SUBTOTAL TAX SHIPPING TOTAL AMOUNT DUE	4,372.60 448.19 4,820.79 4,820.79

White - Customer • Yellow - Remittance Copy

Community Group Notification

Notification of the 200 Taylor Ave N and 203-233 6th Ave N Alley Vacation project was sent to 15 community groups including:

- Seattle Center Advisory Commission
- Uptown Alliance
- Queen Anne Greenways
- West Precinct Advisory Committee and Emergency Hubs & Block Watches
- Bellwether Housing
- Cascade Neighborhood Council
- Compass Housing Alliance
- Denny Triangle Neighborhood Association
- Discover South Lake Union
- Low Income Housing Institute
- Mercer Stakeholders
- South Lake Union Community Council
- South Lake Union Chamber of Commerce
- Friends of Denny Park
- South Lake Union Greenways

Additionally, we sought briefing meetings with the Uptown Alliance and the South Lake Community Council. A briefing with Uptown Alliance was secured for June 6, 2022. The South Lake Union Community Council did not respond despite two email inquiries.

----Original Message-----

From: Natalie Price <natalie@npriceconsulting.com>

Sent: Monday, April 18, 2022 3:26 PM To: uptownalliance@outlook.com

Subject: Community Letter and offer to meet re 200 Taylor Ave. Alley Vacation

Hello Uptown Neighborhood,

As you may know, BioMed Realty has acquired two adjacent parcels at 200 Taylor Ave N and 203-233 6th Ave N, in Seattle's South Lake Union neighborhood where it plans to develop the full block - from Sixth Avenue North to Taylor Avenue North and from John Street to Thomas Street - to support a Class A lab and office space building called T6 Innovation Center for biotech and technology companies. Biomed is proposing an alley vacation at 200 Taylor Ave N and 203-233 6th Ave N to allow for better design/more efficient building for future/public tenants; public space for improved pedestrian flow; integration of landscape/lighting; more efficient below-grade structures; significant traffic reductions, and more. More information is outlined in the attached community letter where you will find links to our Website, Survey, and Zoom Open House dates.

We would love to set up a briefing with you at one of your upcoming meetings to discuss the alley vacation and answer any questions or comments you may have. Please let me know if this is of interest to you and we will set it up. Please also reach out to me if you have any questions.

Thank you,

Natalie V Price

From: Natalie Price

Sent: Wednesday, May 4, 2022 1:56 PM To: info@slucommunitycouncil.org

Subject: Checking in again on potential briefing re Alley Vacation

Hello SLUCC,

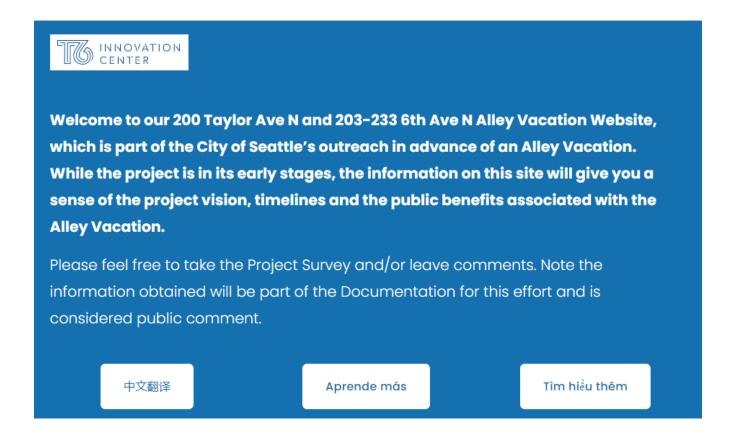
We are managing outreach for BioMed Realty as it plans to develop the full block — from Sixth Avenue North to Taylor Avenue North and from John Street to Thomas Street — to support a Class A lab and office space building called T6 for biotech and technology companies. This project proposes an alley vacation at 200 Taylor Ave N and 203-233 6th Ave N to allow for better design/more efficient building for future/public tenants; public space for improved pedestrian flow; integration of landscape/lighting; more efficient below-grade structures; significant traffic reductions, and more. The Community Letter that you should have received via email is attached. It will provide more information on the proposal as well as links to our website, survey and upcoming Zoom meetings.

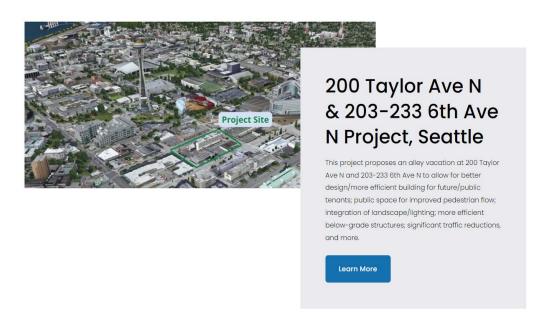
We would also be happy to set up a briefing with the SLUCC board or its land-use committee. Please let me know if that would be of interest to you.

Thank you, Natalie

WEBSITE CONTENT - English

Home Page





VIRTUAL NEIGHBORHOOD DISCUSSIONS

We are planning to host two virtual neighborhood discussions at the following dates and times for residents and businesses located within 500-feet of our proposed project, as well as any other interested community members. The information shared in each meeting will be the same.

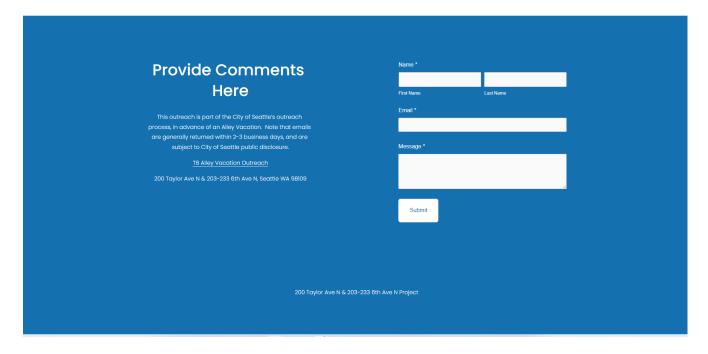
5:00-6:00 p.m. Tuesday, May 10, 2022

click <u>HERE</u> to join or dial +1 253 215 8782 US (Meeting ID #813 7975 3243)

6:00-7:00 p.m. Thursday, May 12, 2022

click HERE to join or dial +1 253 215 8782 US (Meeting ID #822 8730 4183)

Comment Section - English



WEBSITE CONTENT – Vietnamese

Home Page - Vietnamese

Chào mừng đến với Trang web Hủy bộ con hèm tại đường 200 Taylor Ave N và 203-233 6th Ave N của chúng tôi, đây là một phần trong công việc tiếp cận trước của Thành phố Seattle về dự án Hủy bộ con hèm. Trong khi dự án đang ở giai đoạn phôi thai, thông tin trên trang web này sẽ cho bạn biết về tầm nhìn, thời gian của dự án và những lợi ích công cộng liên quan đến dự án Hủy bộ con hèm.

Vui lòng tham gia bản Khảo sát Dự án và / hoặc để lại nhận xét. Lưu ý rằng thông tin thu được sẽ là một phần của Tài liệu cho nỗ lực này và được coi là bình luận công khai.



200 Taylor Ave N & 203-233 6th Ave N Project, Seattle

Du án này để xuất việc hủy bà con hèm tại 200 Taylor Ave N và 203-233 6th Ave N để cho phép thiết kế tốt hơn /xây dụng một tòa nhà hiều quá họn cho người thuê nhà và công chúng trong tuọng lơi; cái thiên không gian công công cho người đi bặ; tích hợp cánh quan / ánh sáng; cấu trức bên đười hiệu quá họn; giảm đáng kể lưu thông và nhiều họn thế nàa.

Survey and Virtual Open House - Vietnamese

Khảo sát

Tham gia Khảo sát trực tuyến của chúng tôi đề chia sẻ suy nghĩ của bạn về đề án Hủy bỏ con hèm

Để vào bản Khảo sát xin Nhấp chuột vào đô

CÁC BUỔI THẢO LUẬN TRỰC TUYẾN VỚI LÁNG GIỀNG

Chúng tôi đang có kế hoạch tổ chức hai cuộc thào luận trực tuyến với láng giềng vào những ngày và giờ sau dành cho các cư dân và doanh nghiệp nằm trong phạm vi 500 feet xung quanh dự án chúng tôi đề xuất, cũng như với bất kỳ thành viên cộng đồng nào khác có quan tâm. Thông tin được chia sẻ trong mỗi cuộc họp sẽ giống nhau.

5: 00-6: 00 p.m. Thứ ba, ngày 10 tháng năm năm 2022

*** nhấp chuột vào ĐÂY để tham gia *** hoặc gọi số +1 253 215 8782 US (Mã số cuộc họp # 813 7975 3243)

6: 00-7: 00 p.m. Thứ năm, ngày 12 tháng 5 năm 2022

*** nhấp chuột vào $\frac{D\hat{A}Y}{d}$ để tham gia *** hoặc gọi số +1 253 215 8782 US (Mã số cuộc họp # 822 8730 4183)

<u>Comment Section – Vietnamese</u>

Vin oho nhôn với trị	Tên ⁵					
Xin cho nhận xét tại đây	First Name	Last Name				
Hoạt động tiếp cặn này là một phần của quy trình tiếp cặn bắt buộc của Thành phố Seattle, truốc khi Hủy bỏ con hẽm. Lưu Ý	Email *					
ring email thường được hỗi đáp trong vòng 2-3 ngày làm việc và tuần thủ qui định tiết là công khai của Thành phố Seattle.	Tin nhắn *					
<u>T6 Alley Vacation Outreach</u> 200 Taylor Ave N & 203-233 6th Ave N, Seattle WA 98109						
	Gửi					
200 Taylor Ave N & 203-	200 Taylor Ave N. & 203-233 6th Ave N Project					

WEBSITE CONTENT – Traditional Chinese

Home Page - Traditional Chinese





Survey and Virtual Open House - Chinese

调查参与我们的网上调查,以分享您对本小巷地役权建议的想法。 _{图查点击这里}

网络社区讨论

我们计划在以下日期和时间为位于我们拟议项目 500 英尺范围内的居民和企业,以及任何其他感兴趣的社区成员举办两次 网络社区讨论。两次会议共享的信息将是相同的。

2022年5月10日,星期二,下午5时到6时

点击<u>此处</u>加入 或拨打+1 253 215 8782 US(会议 **ID** #813 7975 3243)

2022年5月12日,星期四,下午6时到7时

点击此处加入 或拨打 +1 253 215 8782 US(会议 ID #822 8730 4183)

<u>Contact Us – Traditional Chinese</u>

在此提供意见 本相广洒凉层西推图市要求在小巷地段权之前的拥广活动的一部分。 新证意、电子解性调侃会在2-3个工作目内回复,并受西腊国市公共	姓名。 First Name	Last Name
時止息、电子郵件適用会社と今个上FIE以回見、升受四項側巾公共 数置法律的的策。 <u>T6 Alley Vacation Outreach</u> 200 Toylor Ave N & 203-233 6th Ave N, Seattle WA 98109	电子邮件*	
	发送	
200 Taylor Ave N &	203-233 6th Ave N Project	

WEBSITE CONTENT – Spanish

Home Page - Spanish



Bienvenidos de nuestra página Web Desalojo del Callejón T6, la cual es parte del proceso de divulgación de la Ciudad de Seattle en adelanto al desalojo del callejón. Aunque este proyecto está en sus etapas iniciales, la información en esta plataforma le dará información sobre la visión de nuestro proyecto, de los plazos y de los beneficios públicos asociados con el desalojo del callejón.

Por favor no dude en hacer la encuesta del proyecto y/o dejar sus comentarios. Tome en cuenta que la información obtenida será parte de la documentación de este esfuerzo y será considerada como comentarios públicos.



200 Taylor Ave N & 203-233 6th Ave N Project, Seattle

Para ayudar y asegurar la mejor experiencia peatonal para los futuros inquilinos de nuestro edificio, al igual que para los residentes y empleados de South Lake Union, intentamos desalojar un callejón público infrautilizado que se encuentra entre nuestras dos parcelas, que permitira:

- Mejor diseño/edificio más eficiente para inquilinos futuros y para el público
- Espacios públicos para mejorar el flujo peatonal
- Integración del paisajismo/iluminación
- Estructuras debajo del nivel de calle más
 ...
 ...
- Reducción significativa del tráfico, y más.

Survey and Virtual Open House - Spanish

Encuesta cuesta en línea y comparta sus comentarios acerca de la propuesta de desalojo del callejón. Para la encuesta, haga click aquí

DISCUSIONES VECINALES VIRTUALES

Estamos planificando ser los anfitriones de dos discusiones vecinales virtuales en las siguientes fechas y horas para los residentes y los negocios ubicados entre los 500-pies del proyecto propuesto, incluyendo .5odemás a todos los miembros de la comunidad que estén interesados. La información que compartiremos en cada una de las reuniones será el mismo.

5:00 – 6:00 p.m. Martes, 10 de mayo, 2022

6:00 - 7:00 p.m. Jueves, 12 de mayo, 2022

***Haga click <u>AQUI</u> para participar *** o marque +1 253 215 8782 US (ID de la reunión #822 8730 4183)

***Haga click AQUÍ para participar *** o marque +1 253 215 8782 US (ID de la reunión #813 7975 3243)

Contact Us - Spanish



Learn More Page









Perkins&Will

DEVELOPER

ARCHITECT

Alley Vacation

T6 Prime Location

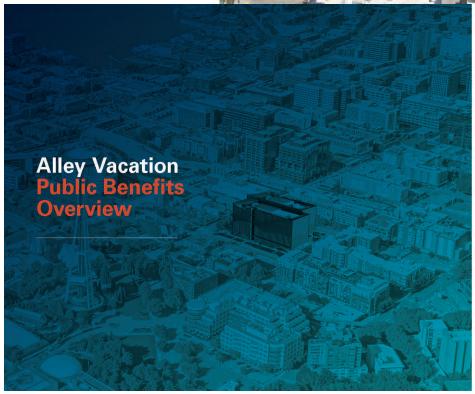


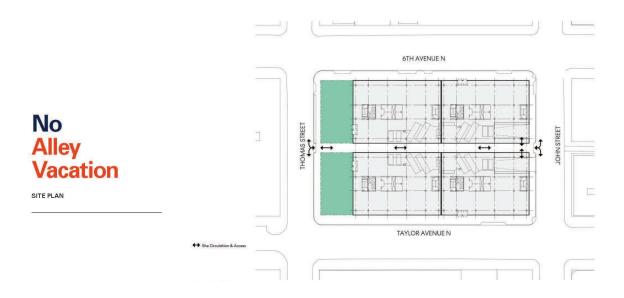


Reasons for Alley Vacation Request

- Allows for better design and more efficient building for the public and future tenants.
- Adds public space and provide an improved pedestrian flow.
- The integration of landscape and lighting connecting John Street to Thomas Street, creating an additional sense of neighborhood ownership.
- The project design will connect to the Thomas Green Street with an adjacent open space and woonerf to John Street.
- The vacation allows for a more efficient below-grade structure and allows singlevehicle access and commercial loading to below-grade parking.
- Reduces traffic access points and significantly reduces use of Thomas Street for vehicles and trucks accessing the site, which protects the Green Street.







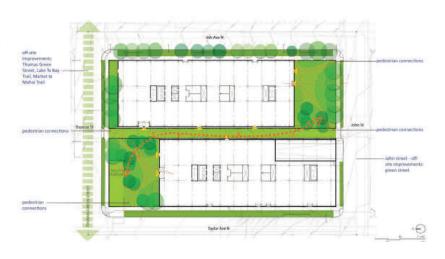


Public Benefits Opportunities



Additional Public Space and Improved, Safer Pedestrian Flow

- Dedicated pedestrian connection and open space linking John Street to Thomas Street with a protected and landscaped woonerf.
- Connecting open spaces with a pedestrianfriendly walkway, creating a welcoming and usable space for the neighborhood.
- Placing vehicular parking and service loading dock below grade allows for safer pedestrian flow along the woonerf.
- Well lit and landscaped seating areas for public
- Along with integrating the façade with the loading and parking entry gate, new green spaces will create visual screening.



Neighborhood Character

- Vacating the alley allows for an addition to the neighborhood plan and character of the new development.
- The additional open space allows for spill over from Seattle Center, creating educational and public nodes that link the history and uses beyond the existing physical parameters of the Seattle Center site into the neighborhood

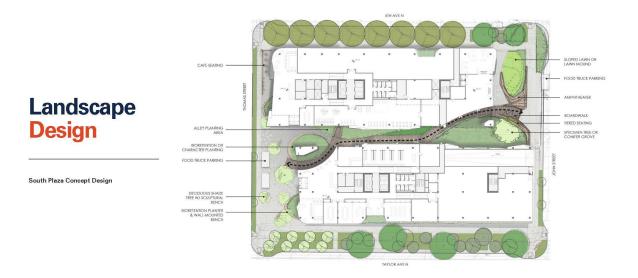


Thomas Street Pedestrian Realm

- Thomas St is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center.
- Guiding principles of the Thomas Street Concept Plan include prioritizing people and place, and supports walking, biking and getting to transit. The design for 6th and Taylor will connect to the Thomas green street with an adjacent open space and woonerf to John Street.







Alley View Looking North

Alley View Looking North





North Plaza

WEBSITE ANALYTICS



PROJECT VOICEMAIL

Project Hotline: T6 at 200 Taylor Avenue N and 203-233 6th Avenue N Project VOICEMAIL SCRIPT Hotline phone number: 206-257-2108

Voicemail in English

Hello! Thank you for calling our T6 Alley Vacation project at 200 Taylor Avenue N and 203-233 6th Avenue N. hotline.

This message will translate into Spanish, Chinese and Vietnamese following the English version.

To bypass this recording and leave a message, please press 1.

Located at 200 Taylor Avenue N and 203-233 6th Avenue N, this project proposes construction of a new approximately 500,000-square-foot life science and technology office building as well as an alley vacation at 200 Taylor Ave N and 203-233 6th Ave N to allow for better design/more efficient building for future/public tenants; public space for improved pedestrian flow; integration of landscape/lighting; more efficient below-grade structures; significant traffic reductions, and more.

To provide direct feedback for us about our proposed project, you may leave detailed comments, questions, or concerns at the conclusion of this message. Please make sure you also state your name, phone number and email address clearly. This line is monitored daily, and we try to return phone calls within two to three business days.

If you choose to leave a message, please remember that all comments are subject to public disclosure, and any information collected may be made public. You may also email us with comments or questions at info@T6AlleyVacationOutreach.com or visit our website at www.T6AlleyVacationOutreach.com to learn more and click the link to take our project survey.

Thank you again for your call and have a great day.

Vietnamese Voicemail

Xin chào! Cảm ơn bạn đã gọi đến Đường dây nóng của chúng tôi về dự án hủy bỏ con hẻm tại số 200 Taylor Avenue N và 203-233 6th Avenue N.

Để bỏ qua thông báo này và Muốn để lại tin nhắn, vui lòng nhấn phím 1.

Dự án này đề xuất hủy bỏ một con hẻm tại số 200 Taylor Ave N và số 203-233 6th Ave N để cho phép thiết kế tốt hơn /có một tòa nhà hiệu quả hơn cho người thuê nhà/ và công chúng trong tương lai; cải thiện không gian công cộng cho người đi bộ; tích hợp cảnh quan / ánh sáng; cấu trúc bên dưới hiệu quả hơn; giảm đáng kể sự lưu thông và còn nhiều hơn thế nữa.

Để cung cấp phản hồi trực tiếp cho chúng tôi về dự án chúng tôi đề xuất, bạn có thể để lại nhận xét chi tiết, câu hỏi hoặc mối quan tâm ở phần cuối của thông báo này. Xin Vui lòng đừng quên nêu rõ tên, số điện thoại và địa chỉ email của bạn. Đường dây này được theo dõi hàng ngày và chúng tôi cố gắng hồ đáp các cuộc gọi trong vòng hai đến ba ngày làm việc.

Nếu bạn chọn để lại tin nhắn, hãy nhớ rằng tất cả các bình luận đều có thể được tiết lộ công khai và bất kỳ thông tin nào thu thập được đều có thể được công khai. Bạn cũng có thể gửi email cho chúng tôi với các nhận xét hoặc câu hỏi về địa chỉ info@T6AlleyVacationOutreach.com hoặc truy cập trang web của chúng tôi để tìm hiểu thêm tại địa chỉ www.T6AlleyVacationOutreach.com và nhấn vào đường dẫn để điền bản khảo sát dự án của chúng tôi.

Cảm ơn bạn một lần nữa về cuộc gọi của bạn và Xin chúc bạn một ngày tuyệt vời.

*** NOTE: This is the Vietnamese version for audio record, the words in italic are added or adjusted to make the audio version more fluently, it doesn't change the meaning.

Traditional Chinese Voicemail

Translator did not provide written translation of voicemail; however, audio file is available to listen to by calling project hotline.

Spanish Voicemail

Hola y gracias por llamar a nuestra línea directa para el desalojo del callejón en la 200 Taylor Ave N y la 203-233 6ª Ave N

Este mensaje será traducido al español, chino y vietnamés a continuación de la versión en inglés.

Para eludir esta grabación y dejar su mensaje, por favor presione 1 (uno)

Este Proyecto propone el desalojo del callejón en la 200 Taylor Ave N y la 203-233 6ª Ave N para permitir un edificio más eficiente y mejor diseñado para peatones y futuros inquilinos; espacios públicos para mejorar el flujo peatonal; integración del paisajismo y la iluminación; más eficiencia de las estructuras por debajo del nivel; reducción significativa del tráfico y más.

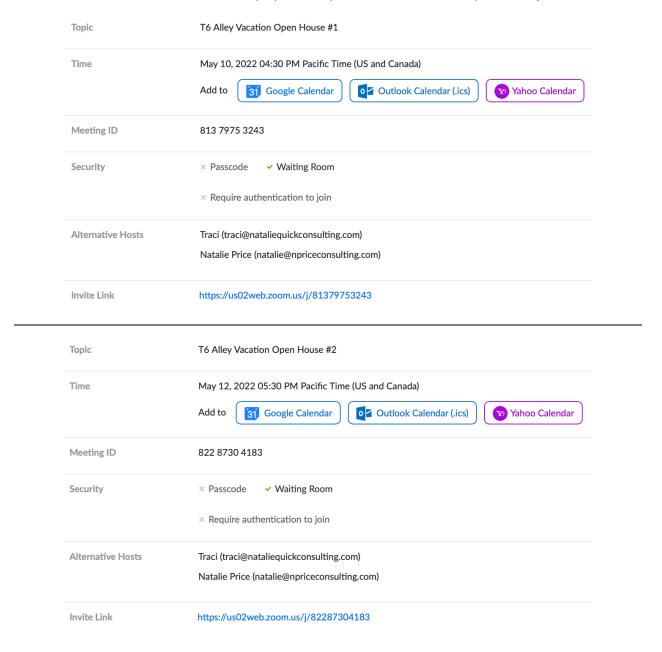
Para dejar su opinión directa sobre el Proyecto que proponemos, deje sus mensajes detallados, preguntas e inquietudes al finalizar este mensaje. Por favor deje con claridad su nombre, su número de teléfono y su dirección de correo electrónico. Esta línea se monitorea diariamente y responderemos su llamada en los siguientes dos o tres días laborales.

Si usted elige dejar un mensaje, por favor recuerde que todos los mensajes estarán sujetos a divulgación pública y cualquier información que se recopile también será pública. Usted también puede enviarnos un correo electrónico o sus preguntas a través de info@T6AlleyVacationOutreach.com o visite nuestra página Web al www.T6AlleyVacationOutreach.com para saber más y haga click en el enlace para responder la encuesta sobre el proyecto.

Muchas gracias por su llamada y que tenga un buen día.

ZOOM MEETINGS

The 200 Taylor Ave N & 203-233 6th Ave N project team hosted two community meetings on Tuesday, May 10th, 2022 from 5:00 – 6:00 p.m. and Thursday, May 12th, 2022 from 6:00 – 7:00 p.m. Project team members attended to share more details about the proposed alley vacation but 0 community members joined.



200 Taylor Alley Vacation Survey - English

As you may know, BioMed Realty, a leading provider of real estate solutions for the life science and technology industries, has acquired two adjacent parcels at 200 Taylor Ave N and 203-233 6th Ave N, in Seattle's South Lake Union neighborhood. BioMed Realty plans to develop the full block — from Sixth Avenue North to Taylor Avenue North and from John Street to Thomas Street — to support a Class A lab and office space building for biotech and technology companies.

To help ensure the best pedestrian experience for future tenants in our building, as well as current residents and employees in South Lake Union, we are seeking to vacate the underused public alley between our two parcels. Consistent with the City of Seattle Department of Neighborhood's Outreach Requirements for alley vacations, we are seeking your feedback and input, regarding our proposed public benefits package for the alley vacation.

The four-question survey below will help us gauge public feedback on our proposed public benefits. We thank you in advance for your input.

PLEASE NOTE: as part of the City of Seattle's required outreach for Alley Vacations, all data collected within this survey is considered public information according to the Public Records Act. Please do not share any sensitive or personal information within your responses.

SURVEY

1. Additional Public Space and Improved, Safer Pedestrian Flow

The vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped woonerf. Connecting the open spaces with a pedestrian-friendly walkway, creates a more welcoming and usable space for the neighborhood. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow. Areas will be landscaped and well-lit with seating areas for public use. The increased use of open space will lead to safer public areas, allowing use of the thoroughfare free of vehicular danger and growing the evolving pedestrian network. Along with integrating the façade with the loading and parking entry gate, the green spaces will also allow opportunity for visual screening.

Do you support this new public benefit concept?

- Yes
- No
- Comment Box (Please expand upon your response)

2. Functional Space for Neighborhood Uses

Numerous organizations and businesses occupy this area with new projects currently under construction, adding hundreds of new residents and workers to the neighborhood. Additional open space will provide safe spaces for public to gather and traverse. The integration of landscape and lighting connecting John Street to Thomas Street will create an additional sense of neighborhood ownership.

Do you support this new public benefit concept?

- Yes
- No
- Comment Box (Please expand upon your response)

3. Thomas Street Pedestrian Realm

Thomas St is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. Guiding principles of the Thomas Street Concept Plan include prioritizing people and place, and supports walking, biking and getting to transit. The design for 6th and Taylor will connect to the Thomas green street with an adjacent open space and woonerf to John Street.

Do you support this new public benefit concept?

- Yes
- No
- Comment Box (Please expand upon your response)

4. Enhancing Site Functionality

The vacation allows for a more efficient below-grade structure to occupy the site. Combining the development potential of the sites allows for additional open space activation at ground level and access to street-level use. Vacating the right-of-way allows for a single-vehicular access and commercial loading to below-grade parking, which reduces overall traffic access points to the site and pedestrian conflict, and will significantly reduce the use of Thomas Street for vehicles and trucks accessing the site, thus better protecting the green street.

Do you support this new public benefit concept?

- Yes
- No
- Comment Box (Please expand upon your response)

200 Taylor Alley Vacation Survey - Vietnamese

Khảo sát trực tuyến

Như bạn có thể đã biết, BioMed Realty, nhà cung cấp giải pháp bất động sản hàng đầu cho các công ty ngành khoa học và công nghệ đời sống, đã mua hai lô đất liền kề tại 200 Taylor Ave N và 203-233 6th Ave N, trong khu vực lân cận South Lake Union của Seattle. Dự án sẽ được gọi là T6.

BioMed Realty có kế hoạch phát triển toàn bộ khu nhà - từ Sixth Avenue North đến Taylor Avenue North và từ John Street đến Thomas Street - để cung cấp một phòng thí nghiệm Hạng A và một tòa nhà cho các công ty công nghệ và sinh học làm văn phòng.

Để giúp bảo đảm việc đi bộ tốt nhất cho những người thuê nhà trong tương lai trong tòa nhà của chúng tôi, cũng như những cư dân và nhân viên hiện tại ở South Lake Union, chúng tôi đang tìm cách xóa bỏ con hẻm công cộng ít được sử dụng giữa hai khu đất của chúng tôi.

Tuân thủ Yêu cầu Tiếp cận của Department of Neighbourhood Thành phố Seattle về việc xóa bỏ con hẻm, chúng tôi đang thu thập những phản hồi và ý kiến đóng góp của bạn, liên quan đến gói phúc lợi công cộng chúng tôi đề xuất cho việc xóa bỏ con hẻm.

Bản khảo sát gồm bốn câu hỏi dưới đây sẽ giúp chúng tôi đánh giá phản hồi của công chúng về các lợi ích chúng tôi đề xuất. Chúng tôi cảm ơn bạn trước về sự đóng góp của bạn.

KHẢO SÁT

1. Thêm Không gian công cộng và cải thiện lối đi bộ, cho an toàn hơn

- Việc xóa bỏ con hẻm cung cấp lối đi dành riêng cho người đi bộ và một không gian mở nối đường John với đường Thomas bằng cách tạo ra một khu điều phối lưu thông có cảnh quan và được bảo vệ. Liên kết các không gian mở với lối đi thân thiện với người đi bộ, tạo ra một không gian cởi mở và tiện dụng hơn cho khu vực lân cận. Bằng cách đặt bãi đậu xe và bến dịch vụ vận tải thấp hơn bề mặt đường giao thông, hệ thống điều phối này cung cấp luồng đường cho người đi bộ an toàn hơn. Các khu vực sẽ được tạo cảnh quan và đủ ánh sáng với các chỗ ngồi dành cho công chúng. Việc tăng cường sử dụng không gian mở sẽ dẫn đến các khu vực công cộng an toàn hơn, cho phép sử dụng lộ trình không nguy hiểm bởi phương tiện giao thông và phát triển mạng lưới người đi bộ đang tăng trưởng. Cùng với việc tích hợp mặt tiền với cổng vào bãi đậu xe và bãi lên hàng, các không gian xanh cũng sẽ tạo cơ hội cho việc quan sát kiểm tra.
- Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?
 - Đúng
 - Không
 - Nhận xét (Vui lòng khai triển rộng thêm khi bạn trả lời)

2. Không gian chức năng cho láng giềng sử dụng.

Nhiều tổ chức và doanh nghiệp dọn đến với khu vực này với các dự án mới đang được xây dựng, tăng thêm hàng trăm cư dân và công nhân mới vào khu vực lân cận. Tăng thêm không gian mở sẽ

cung cấp không gian an toàn cho công chúng tụ tập và qua lại. Việc tích hợp cảnh quan và ánh sáng kết nối đường John với đường Thomas sẽ tạo thêm cảm giác sở hữu khu phố.

- Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?
 - Đúng
 - Không
 - Nhận xét (Vui lòng khai triển rộng thêm khi bạn trả lời)

3. Địa điểm Ưu tiên cho người đi bộ trên Đường Thomas

• Đường Thomas là một con đường xanh quan trọng hướng đông / tây và là điểm kết nối công cộng chính yếu, nối khu Cascade qua South Lake Union đến Trung tâm Seattle. Các nguyên tắc hướng dẫn của Kế hoạch thiết kế đường Thomas bao gồm ưu tiên con người và địa điểm, đồng thời hỗ trợ đi bộ, đi xe đạp và bến xe buýt. Thiết kế cho đường số 6th và đường Taylor sẽ kết nối đường xanh Thomas với một không gian mở liền kề và phối hợp với đường John.

Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?

- Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?
 - Đúng
 - Không
 - Nhận xét (Vui lòng khai triển rộng thêm khi bạn trả lời)

4. Nâng cao chức năng của địa điểm

Việc hủy bỏ con hẻm cho phép có một cấu trúc bên dưới hiệu quả hơn tại địa điểm này. Kết hợp tiềm năng phát triển của các địa điểm cho phép kích hoạt thêm không gian mở ở mặt đất và khả năng tiếp cận việc sử dụng mặt đường. Việc bỏ quyền ưu tiên cho phép xe cộ chạy vào và xe thương mại bốc dỡ hàng vào bãi đậu xe bên dưới, điều này cách chung làm giảm các điểm tiếp cận giao thông đến địa điểm và giảm trở ngại cho người đi bộ, đồng thời sẽ giảm đáng kể việc sử dụng đường Thomas cho các phương tiện và xe tải ra vào địa điểm, do đó bảo vệ đường phố xanh tốt hơn.

- Bạn có ủng hộ khái niệm lợi ích công cộng mới này không?
 - Đúng
 - Không
 - Nhận xét (Vui lòng khai triển rộng thêm khi bạn trả lời)

200 Taylor Alley Vacation Survey - Chinese

网上调查

如您所知,BioMed Realty 是一家为生命科学和技术行业提供房地产解决方案的领先供应商,已在 西雅图 South Lake Union 附近的 200 Taylor Ave N 和 203-233 6th Ave N 收购了两个相邻的地块。 该项目将被称为 T6。

BioMed Realty 计划开发整个街区——从 Sixth Avenue North 到 Taylor Avenue North 以及从 John Street 到 Thomas Street——为生物技术和技术公司提供 A 级实验室和办公空间大楼。

为了帮助确保我们大楼的未来租户以及现在 South Lake Union 的居民和员工获得最佳的行人体验,我们正在寻求在我们两个地块之间未充分利用的公共小巷地役权。

根据西雅图市邻里局对小巷地役权的外展要求,我们正在就我们建议的小巷地役权公共福利方案征求您的反馈和意见。

以下调查有四个问题,将帮助我们评估公众对我们建议的公共福利的反馈。我们预先感谢您的意见。

调查

5. 额外的公共空间和改善、更安全的人流

该地役权通过创造一个受保护和景观美化的居住区,以提供专用行人通道和开放空间连接 John Street 和 Thomas Street。采用方便行人的人行道将开放空间连接起来,为社区创造了一个更受欢迎和更实用的空间。通过将停车位和服务装卸码头放置在地下,居住区提供了更安全的行人流动。区域将被美化和确保光线充足,并设有供公众使用的休息区。增加使用开放空间将引致更安全的公共区域,允许使用没有车辆危险的要道并增长不断发展的步行网络。除了将立面与装卸和停车入口门相结合外,绿色空间还将为视觉筛选提供机会。

您支持这个新的公共福利概念吗?

- 是
- 否
- 评论框(请扩展您的答案)

6. 邻里使用的功能空间

许多在该地区的组织和企业目前正在建设新项目,为该社区增加了数百名新居民和工人。额外的 开放空间将为公众聚集和穿越提供安全的空间。连接 John Street 和 Thomas Street 的景观和照明的 整合将创造一种额外的社区归属感。

您支持这个新的公共福利概念吗?

- 是
- 否
- 评论框(请扩展您的答案)

7. Thomas Street 行人领域

Thomas Street 是一条重要的东/西绿化街道和公共领域连接,通过 South Lake Union 将 Cascade 社区连接到西雅图中心。Thomas Street 概念计划的指导原则包括优先考虑人和地点,并支持步行、骑自行车和乘坐交通工具。6th 和 Taylor 的设计将连接到 Thomas 绿化街道,并有一个相邻的开放空间和居住区到 John Street。

您支持这个新的公共福利概念吗?

- 是
- 否
- 评论框(请扩展您的答案)

8. 增强站点功能

地役权允许更有效的地下结构占据场地。结合这些场地的发展潜力,可以在地面上启用额外的开放空间和街道使用。放宽通行权允许单车通行和商业装载到地下停车场,这减少了现场的整体交通接入点和行人冲突,并将显着减少 Thomas Street 的车辆和卡车进入场地,从而更好地保护绿化街道。

您支持这个新的公共福利概念吗?

- 是
- 否
- 评论框(请扩展您的答案)

200 Taylor Alley Vacation Survey - Spanish

Encuenta en línea

Como bien se sabe, BioMed Realty, que es un proveedor líder en soluciones inmobiliarias para las industrias de ciencias naturales y tecnología, ha adquirido dos parcelas adyacentes en 200 Taylor Ave N y 203.2336th Ave N, en la vecindad de South Lake Union en Seattle.

Para ayudar y asegurar la mejor experiencia peatonal para los futuros inquilinos de nuestro edificio, al igual que para los residentes y empleados de South Lake Union, intentamos desalojar un callejón público infrautilizado que se encuentra entre nuestras dos parcelas

De conformidad con los requisitos de divulgación a los vecindarios de la Ciudad de Seattle con relación a desalojos de calles y callejones solicitamos su opinión y aportes respecto a nuestro paquete de propuestas de beneficio público para la desocupación del callejón.

Las cuatro preguntas de la encuesta que encontrará a continuación nos será de ayuda para evaluar los comentarios del público con relación a nuestras propuestas de beneficio público. Le agradecemos de antemano por sus aportes.

ENCUESTA

1. Espacio público adicional y mejoramiento del flujo y seguridad peatonales.

El desalojo proveerá una conexión preferente peatonal y espacios abiertos enlazando la John Street con la Thomas Street al crear un patio viviente protegido y paisajístico. Al conectar los espacios abiertos con calzadas peatonales agradables se crean lugares más amigables y usables para el vecindario. El patio viviente proporciona un flujo peatonal más seguro al ubicar las zonas para vehículos y descarga de mercancía por debajo de la superficie. Las áreas serán ajardinadas y bien iluminadas con zonas de descanso para uso público. El mayor uso de los espacios abiertos conducirá a áreas públicas más seguras, permitiendo el uso de la vía sin peligros por los vehículos e incrementando la red peatonal en evolución. Junto con la integración de la fachada con la puerta de entrada de carga y estacionamiento, los espacios verdes también permitirán la oportunidad de proyección visual.

¿Apoya usted este nuevo concepto de bien público?

- Sí
- No
- Por favor, amplíe su respuesta en el espacio de comentarios

2. Espacios funcionales para uso del vecindario

Numerosas organizaciones y empresas ocupan esta área con nuevos proyectos actualmente en construcción, agregando cientos de nuevos residentes y trabajadores al vecindario. El espacio abierto adicional proporcionará espacios seguros para que el público se reúna y cruce. La integración del paisaje y la iluminación que conecta la John Street con la Thomas Street creará un sentido adicional de propiedad del vecindario.

¿Apoya usted este nuevo concepto de bien público?

- Sí
- No
- Por favor, amplíe su respuesta en el espacio de comentarios

3. Ámbito peatonal de la Thomas Street [Calle Thomas]

La Thomas St es una calle verde este/oeste y una conexión de ámbito público importante que une el vecindario Cascade, a través de South Lake Union, con el Seattle Center. Los principios rectores del Plan Conceptual de la Thomas St incluyen priorizar a las personas y al lugar, apoyar el caminar, andar en bicicleta y llegar hasta el tránsito. El diseño de la 6ª. Y Taylor conectará con la calle verde Thomas con áreas abiertas adyacentes y espacios vivientes de la John Street.

¿Apoya usted este nuevo concepto de bien público?

- Sí
- No
- Por favor, amplíe su respuesta en el espacio de comentarios

4. Mejorando la funcionalidad del lugar

Los desalojos permiten una más eficiente estructura por debajo del nivel para ocupar el área. La combinación del potencial de desarrollo de los sitios permite la activación adicional de espacios abiertos a nivel de la superficie y el acceso al uso a nivel de la calle. La desocupación de la prioridad de vía permite acceso de un solo vehículo y de carga comercial al estacionamiento por debajo del nivel, lo que reduce los puntos de acceso generales de tráfico al sitio y el conflicto peatonal y reducirá significativamente el uso de la Thomas Street para vehículos y camiones que acceden al sitio, protegiendo así mejor la calle verde.

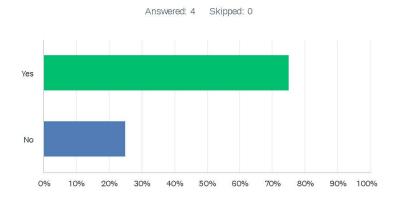
¿Apoya usted este nuevo concepto de bien público?

- Sí
- No
- Por favor, amplíe su respuesta en el espacio de comentarios

Survey Results

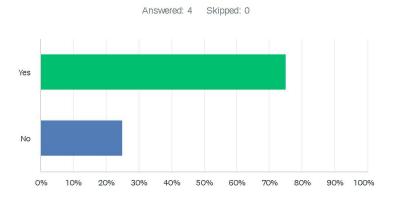
Welcome to our 200 Taylor Ave N and 203-233 6th Ave N Alley Vacation Survey

Q1 Additional Public Space and Improved, Safer Pedestrian FlowThe vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped woonerf. Connecting the open spaces with a pedestrian-friendly walkway, creates a more welcoming and usable space for the neighborhood. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow. Areas will be landscaped and well-lit with seating areas for public use. The increased use of open space will lead to safer public areas, allowing use of the thoroughfare free of vehicular danger and growing the evolving pedestrian network. Along with integrating the façade with the loading and parking entry gate, the green spaces will also allow opportunity for visual screening. Do you support this new public benefit concept?



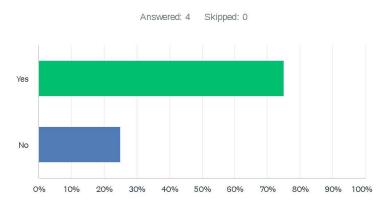
ANSWER CHOICES		RESPONSES		
Yes	75.0	00%	3	
No	25.0	00%	1	
Total Res	spondents: 4			
#	PLEASE EXPAND ON YOUR RESPONSE	DATE	DATE	
1	I like the diagonal woonerf at nearby Fisher Plaza, so another one here \boldsymbol{v}	would be welcome. 4/30/2022 3:32 PM	И	

Q2 Functional Space for Neighborhood UsesNumerous organizations and businesses occupy this area with new projects currently under construction, adding hundreds of new residents and workers to the neighborhood. Additional open space will provide safe spaces for public to gather and traverse. The integration of landscape and lighting connecting John Street to Thomas Street will create an additional sense of neighborhood ownership. Do you support this new public benefit concept?



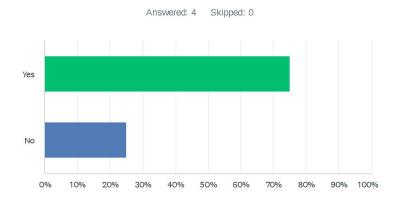
ANSWEI	R CHOICES	RESPONSES		
Yes		75.00%		3
No		25.00%		1
Total Res	spondents: 4			
#	PLEASE EXPAND ON YOUR RESPONSE		DATE	
1	Additional public gathering spaces like the woonerf, with building security to keep out campers, will enhance the neighborhood.		4/30/2022 3:32 PM	

Q3 Thomas Street Pedestrian RealmThomas St is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. Guiding principles of the Thomas Street Concept Plan include prioritizing people and place, and supports walking, biking and getting to transit. The design for 6th and Taylor will connect to the Thomas green street with an adjacent open space and woonerf to John Street. Do you support this new public benefit?



ANSWER	CHOICES	RESPONSES		
Yes		75.00%		3
No		25.00%		1
Total Resp	ondents: 4			
#	PLEASE EXPAND ON YOUR RESPONSE		DATE	
1	John St has many more residents than Thomas St on this side of SLU, so a nice pedestrian connection to Thomas is good.		4/30/2022 3:32 PM	

Q4 Enhancing Site FunctionalityThe vacation allows for a more efficient below-grade structure to occupy the site. Combining the development potential of the sites allows for additional open space activation at ground level and access to street-level use. Vacating the right-of-way allows for a single-vehicular access and commercial loading to below grade parking, which reduces overall traffic access points to the site and pedestrian conflict, and will significantly reduce the use of Thomas Street for vehicles and trucks accessing the site, thus better protecting the green street.Do you support this new public benefit concept?



ANSWE	R CHOICES	RESPONSES	
Yes		75.00%	3
No		25.00%	1
Total Re	espondents: 4		
#	PLEASE EXPAND ON YOUR RESPONSE	DA	ATE
	There are no responses.		

Community Outreach: 200 Taylor Ave N and 203-233 6th Ave N Alley Vacation

Comment Summary

Comment Total:

From Website: 0From Email: 0

• From Community Meeting: 0

• From June 6, 2022 meeting with Uptown Alliance: (see below)

COMMUNITY MEETING

Despite widespread outreach in three different languages to invite 786 residents and businesses to two community meetings, no one attended either session.

UPTOWN LAND USE REVIEW COMMITTEE

200 Taylor Ave: Design and Alley Vacation Review

Uptown Alliance met with the Applicant to review their proposed project design and Alley Vacation request

We reviewed the site context, the site plan, the EDG Design Proposal & subsequent DRB comments and the alley vacation design.

Overall the Uptown LURC feels the project is well designed and provides good visual and physical access for pedestrians walking through the neighborhood. They researched the neighborhood, and our Urban Design Framework (UDF) document so they could understand what Uptown's goals were for the future. They researched the "Uptown specific Design Guidelines" and by the time they met with us, they understood and had incorporated many of the design elements that are important to Uptown.

The Thomas Street greenway & pedestrian connection is an important design element that links SLU with Seattle Center and Uptown. We appreciate the thoughtfulness that went into the street-level design and Public Benefits for the community as part of the proposed alley vacation. The proposed "enhanced" improvements along both Thomas Street and 6th serve to make the pedestrian experience better with an attractive link to the east-west connection. The open space and public access proposed along both Thomas and 6th is appreciated.

UP-LURC supports the 7200 SF Open Space uses and design elements proposed along the alley, especially the proposed arches which are very attractive & serve to connect the building to Seattle Center which is an important regional gem in our neighborhood; the proposed lighting and attractive through-block access.

We appreciated all the work they did and their proposed design project was able to get unanimous approval for the Uptown Land Use Review Committee.

Only additional requests made of the Applicant by UP-LURC:

- We recommended thoughtful incorporation of art & lighting so this pathway can function well throughout the year, with the many months of darkness experience d in this climate
- Uptown is a designated Arts Center and we request special attention be paid and efforts made to incorporate good Wayfinding and Art along all pedestrian pathways.

Maria Barrientos Mercedes Fernandez Co-Chairs, Uptown Land Use Review Committee



September 3, 2024

Honorable Saka, Chair Transportation Committee Seattle City Council 600 Fourth Avenue Seattle, Washington 98104

Subject:

Petition of BRE-BMR 6th LLC, for the vacation of the alley in lots 1 through 12, inclusive, Block 67, D.T. Denny's Park Addition to North Seattle, being the block bounded by John Street, Thomas Street, Taylor Avenue North and 6th Avenue North

Clerk File 314497

Dear Councilmember Saka and Honorable Members of the Transportation Committee:

We are returning the petition from BRE-BMR 6th LLC ("Petitioner") for the vacation of the alley described as:

THAT PORTION OF BLOCK 67, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON; MORE PARTICULARILY DESCRIBED AS THE 16' WIDE ALLEY OF BLOCK 67; BOUND TO THE NORTH BY THE SOUTHERN MARGIN OF THOMAS STREET; BOUND TO THE EAST BY THE WESTERN LOT LINES OF LOTS 1 THRU 6 OF SAID BLOCK 67; BOUND TO THE S SOUTH BY THE NORTHERN MARGIN ON JOHN STREET; BOUND TO THE WEST BY THE EASTERN LOT LINES OF LOTS 7 THRU 12 OF SAID BLOCK 67; CONTAINING AN AREA OF 5,761 SQFT. OR 0.1323 ACRES, MORE OR LESS; SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON.

Seattle Department of Transportation ("SDOT") recommends the vacation be granted subject to the conditions and obligations included in this recommendation.

The recommendation from SDOT is a summary of the information provided in the vacation petition and review. The recommendation addresses key areas outlined in the Street Vacation Policies that guide the review and analysis of the proposal, and includes the following sections:

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 2 of 28

- I. City Council District
- II. Background
- III. Project Description
- IV. Reason for Vacation
- V. No-Vacation Alternative
- VI. Activities Prior to Formal Vacation Application
- VII. Community Engagement
- VIII. Early City Council Review
- IX. Regulatory Review & Issue Identification
- X. Design Commission Review
- XI. Policy Framework
- XII. Public Trust Analysis
- XIII. Public Benefit Analysis, and
- XIV. Recommendation and Conditions.



Map of Project area. Blue line indicates Project boundaries and red dashed portion is the proposed alley vacation.

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 3 of 28

I. CITY COUNCIL DISTRICT

The proposed street vacation is in City Council District 7.

II. BACKGROUND

The Project site is located within the Uptown neighborhood between the Seattle Center and South Lake Union. The site is bordered by Taylor Avenue N to the west, 6th Avenue N to the east, John Street to the south, and Thomas Street to the north. Thomas Street is an important east/west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. Guiding principles of the Thomas Street Concept Plan include prioritizing people and places, and supporting walking, biking, and getting to transit.

The neighborhood is in transition. To the north of the site is the Broad Street Substation and diagonal to the site is the new Seattle Center Skate Park. A new multifamily project is being constructed to the west of the site and there are new multifamily and office buildings to the south. East of the site is a proposed residential building and an existing hotel.

Petitioner BRE-BMR 6th LLC owns Parcels 1991200540, 1991200495, 1991200505, 1991200515 and 1991200520. No other owner abuts the alley to be vacated.

The Property, which includes five parcels totaling approximately 77,854 sf is currently vacant as the buildings were demolished in 2022. The Property previously contained office, hotel, and accessory parking uses. There are no existing residential uses on the Property. The alley is approximately 360 feet long and 16 feet wide for a total of approximately 5,761 sf.

Petitioner proposes the alley vacation to facilitate development on a site area totaling approximately 83,615 sf.

III. PROJECT DESCRIPTION

The proposed development ("Project") will include two life sciences buildings that will be developed in phases, totaling approximately 821,300 sf (includes below grade parking) split between an 8- and 9-story building, including approximately 402 parking stalls in three below grade levels. The Project will incorporate two forecourt plazas at the north and south ends of the site, which are connected by a strong pedestrian (completely car-free) alley passage woven through the building entry portals, totaling approximately 23,610 sf of plaza and pedestrian space and using 28 percent of the lot area. Areas will be landscaped and well-lit with seating areas for public use.

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 4 of 28

The alley vacation would allow for consolidated loading and garage entries from John Street, which results in more creative massing solutions and buildings that are better oriented to take advantage of site relationships. Removing the alley also eliminates vehicular and truck conflicts at the alley entrance and Thomas Street, a designated green street. The vacation facilitates an improved pedestrian experience with a pedestrian connection through the existing alley framed by the newly created urban plazas on John Street and Thomas Street.

In addition to Project improvements, a range of public benefit opportunities are being proposed, including:

- A \$2.4 million contribution to SDOT to complete the Thomas Street green street improvements along the Seattle Center Skate Park.
- Expanded sidewalk width at 6th Avenue N to allow for an increased planting area and pedestrian zone.
- Overhead canopies are provided at Taylor Avenue N and 6th Avenue N to enhance the pedestrian experience.
- Increased tree canopies along Taylor Avenue N.
- Enhanced landscaping and parklets along Taylor Avenue N and 6th Avenue N.

The first phase to be constructed is located at 200 Taylor Avenue N ("Phase 1 West Building") and will consist of approximately 239,000 gsf of mixed-use office/lab buildings, 159 below grade parking stalls, bike parking, and construction of the northern plaza along the Thomas Street green street and a portion of the through-alley connection. The second phase is located at 205 6th Avenue N ("Phase 2 East Building") and will complete the Project, including creation of a southern plaza along John Street and completion of the alley passage and approximately 266,000 gsf of mixed-use office/lab buildings and 243 below grade stalls.

It is currently anticipated that construction of the Phase 2 East Building would start at the conclusion of the construction of the Phase 1 West Building. If economic conditions do not support the construction of the Phase 2 East Building within 8 months of the Final Certificate of Occupancy of the Phase 1 West Building, the Petitioner will install interim improvements that will be determined through the Seattle Design Commission subcommittee process that will remain in place until the start of construction of the Phase 2 East Building.

IV. REASON FOR VACATION

The alley vacation allows for a better design and more efficient buildings, both from the public and private perspectives. Specifically, the vacation allows for a more efficient below grade parking structure. Vacating the right-of-way will allow a single vehicular access and commercial loading to below grade parking, reduce overall traffic access points to the site, and reduce pedestrian conflicts. By placing the vehicular parking and service loading dock below grade, the woonerf provides for a safer pedestrian flow and eliminates vehicular and truck conflicts from the alley to Thomas Street, a designated green street.

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 5 of 28

The alley vacation also allows for additional open space activation at ground level and access to street-level use. The vacation provides for dedicated pedestrian connection and open space linking John Street to Thomas Street by creating a protected and landscaped pedestrian path in the location of the alley to be vacated. Connecting the open spaces with a pedestrian-friendly walkway creates a more welcoming and usable space for the neighborhood.

V. NO-VACATION ALTERNATIVE

The no-vacation alternative would result in the development of a less efficient, less pedestrian-friendly development. A code-compliant scheme development proposal would likely require four buildings, with two buildings joined together on each side of the block with a party wall to achieve the programmatic goals of the development. A plaza space can be located along Thomas Street at the north side of the site. This scheme is challenged by the redundant cores of each building, and the service alley with at-grade loading for both buildings that detracts from a more pedestrian friendly ground level. The remaining alley results in up to four vehicular access points to support East and West Building loading and below grade parking and would not be conducive as a safe pedestrian corridor. Alley access off the green street on Thomas Street would continue to create conflicts in the no-vacation option. In this option, the two-building concept creates a long façade along both Taylor Avenue N and 6th Avenue N with a minimal amount of open space.

Street use improvements would be limited to code required parcel frontages along John Street, Thomas Street, 6th Avenue N, and Taylor Avenue N.

The no-vacation alternative would not require any public benefits.

VI. ACTIVITIES PRIOR TO FORMAL VACATION APPLICATION

The Street Vacation Policies adopted in Resolution 31809 outline procedural obligations established by the City Council that a developer must address. These steps must be completed before SDOT may accept a vacation petition and before the formal review of a proposed vacation.

The Council imposed a more rigorous and consistent plan to engage the community before the vacation review begins. This early work is intended to move beyond notification about a proposed vacation and create an opportunity for early input on a proposal and public benefit plan.

The pre-petition activities outlined in the Vacation Policies includes:

• Early assessment: SDOT requires a developer to provide conceptual information about the proposal and how the vacation contributes to the development. SDOT staff can provide information about the time frame, costs, and obligations of a vacation, including

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 6 of 28

the public benefit obligations, and the appraisal process to determine the vacation fee. SDOT may include other city staff such as Seattle Department of Construction & Inspections ("SDCI"), Department of Neighborhoods ("DON"), utility representatives, and the Seattle Design Commission ("SDC").

- Community Engagement Plan: The developer is required to consult with DON staff and develop a Community Engagement Plan that must be included in the vacation application.
- Conduct early community engagement: Consistent with the plan, the developer must proceed with early community engagement.
- SDC early review: Every vacation proposal must be presented to the SDC. The SDC will also provide comments at any Early Design Guidance ("EDG") meeting if the Project is required to go through the Design Review Board ("DRB").
- Early Design Guidance: If the Project is subject to design review the EDG process must be completed before the vacation can be accepted by SDOT.

This work creates opportunities for early input from the community and various City staff and can assist a developer in determining whether to proceed with a vacation.

VII. COMMUNITY ENGAGEMENT PLAN

Before a Petitioner can begin the formal vacation review, the Petitioner must work with DON on developing a Community Engagement Plan. The City first expanded the obligation to develop Community Engagement Plans in Ordinance 125429. This legislation added requirements to Seattle Municipal Code ("SMC") Chapter 23.41 that all projects going through Streamlined, Administrative, or the Full Design Review program administered by SDCI must prepare a community outreach plan before scheduling the EDG meeting. SDCI Director's Rule 4-2018 and DON Director's Rule 1-2018 provide more guidance about the components of the plan. The vacation review follows the guidance provided by the SMC and the Director's Rule. The developer can then work with DON on a plan that will be accepted by SDCI and SDOT.

The Community Engagement Plan for the Project was approved by DON and used several strategies to reach individuals and organizations in the neighborhood where the alley vacation is proposed, as follows:

- <u>Website</u>. A website was created that provided Project information, information about the alley vacation, a survey, and a link to provide Project comments.
- Online Survey. The Project website included an online survey to provide the community with the opportunity to provide specific feedback about the proposal. The survey will be live for the life of the alley vacation process, up to the final vote by City Council.

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• <u>Community Letter.</u> The Project team developed a community outreach letter and flyer that was mailed to 786 residents and businesses within a 750-ft radius of the Project site to inform them of the proposed alley vacation and invite them to the Virtual Open House to provide feedback. The letter included contact information as well as basic information that directed interested parties to the website and online survey.

The letter was also emailed to all community groups listed below. The team followed up with recipients by phone/e-mail to gauge interest in conversations.

- Seattle Center Advisory Commission
- o Uptown Alliance
- o Queen Anne Greenways
- West Precinct Advisory Committee and Emergency Hubs & Block Watches
- o Bellwether Housing
- o Cascade Neighborhood Council
- o Compass Housing Alliance
- o Denny Triangle Neighborhood Association
- Discover South Lake Union
- Low Income Housing Institute
- Mercer Stakeholders
- South Lake Union Community Council
- South Lake Union Chamber of Commerce
- Friends of Denny Park
- South Lake Union Greenways
- Equitable Access. Intentional effort was made to ensure all materials were equitably accessible for non-English speaking members of the community. This included professionally translating the website, the online survey, and the community letter into Vietnamese, Spanish, and Chinese.
- Two Virtual Open House Meetings. The Project team hosted two virtual open house events on May 10, 2022, and May 12, 2022, to present the proposal and solicit feedback. There were no attendees at either open house except for the Project team.
- Additional Community Conversations. The Project team directly reached out to local organizations, including the Seattle Center Advisory Commission, Uptown Alliance, Queen Anne Greenways, Denny Triangle Neighborhood Association, Mercer Stakeholders, South Lake Union Community Council, 4Culture, South Lake Union Chamber of Commerce, Friends of Denny Park, Cascade Bicycle Club, Feet First, and South Lake Union Greenways.
- <u>Door-to-Door Outreach.</u> The Project team also conducted door to door outreach, reaching out to the 37 nearby businesses and residential buildings.

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- <u>Meetings with Community Organizations.</u> The Project team's outreach resulted in the following meetings:
 - o May 10, 2022 Community Outreach Open House 1
 - o May 12, 2022 Community Outreach Open House 2
 - o June 3, 2022 Uptown Alliance #1
 - o March 3, 2023 Seattle Center
 - o March 8, 2023 4Culture
 - October 25, 2023 Uptown Alliance #2

Based on this outreach, feedback from these groups confirmed support for new neighborhood space as well as improved pedestrian and bicycle networks and highlighted the importance of improving public safety.

VIII. EARLY CITY COUNCIL REVIEW

The Vacation Policies provide that the City Council may host a briefing on a new vacation petition. The briefing provides an opportunity for the City Council to hear about the vacation, and to provide any early feedback. The briefing also provides an opportunity for the public to provide early comments on the proposal.

The briefings are held after a petition has been accepted and introduced at the City Council and early in the review process. The goal is for the Petitioner to present the vacation to the City Council and the community before the elements of the formal review process, such as the SDC, DRB meetings, Street Improvement Permit ("SIP") review, or other city procedures have begun to identify issues and work to refine the proposal.

An early City Council briefing was held on August 16, 2022, at the Transportation and Seattle Public Utilities Committee. During that briefing, the Committee asked clarifying questions regarding the proposed research and development use of the property and requested information regarding business displacement.

IX. REGULATORY REVIEW & ISSUE IDENTIFICATION

The vacation proposal was circulated to various City departments, outside agencies, and community groups to identify any issues specific to the alley vacation. The vacation review process also includes review by the SDC.

Development projects proposing a vacation are also obligated to comply with any applicable regulatory and environmental regulations. In addition to the vacation review, this Project is subject to:

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- Early Design Guidance (EDG): April 20, 2022
- Master Use Permit (MUP): complete application submitted to SDCI on July 12, 2022
- **Design Review Recommendation:** May 3, 2023
- **Preparation of a SEPA Checklist:** completed July 12, 2022
- Preparation of a traffic study: completed
- Land Use and Zoning review: correction cycle completed awaiting vacation approval
- **SPU Solid Waste Approval:** Issued November 29, 2022
- **Street Improvement Plan (SIP) review:** 60% waiver granted on April 6, 2023, to allow phased building permit submittal for both parcels.
 - o Relevant meetings with SDOT and other agency stakeholders
 - April 4, 2022 30% SIP drawings submitted for 200 Taylor Avenue N
 (West) and 205 6th Avenue N (East) parcels
 - April 25, 2022 Check-In w/ Jackson Keenan Koch regarding 30% SIP comments
 - February 24, 2023 Check-In w/ Jackson Keenan-Koch regarding waiver request and requirements
 - March 30, 2023 SIP Waiver Request submitted to SDOT (Jackson Keenan-Koch)
 - April 6, 2023 SIP Waiver Request accepted to allow phased permit submittal for both west and east parcels
 - Utility Major Permit (UMP): UMP was issued April 25, 2023, and the work under such UMP was completed December 8, 2023.

The purpose of the broad review of the vacation petition is to identify issues that need to be addressed through the vacation process by changes to the Project or by adding vacation conditions. The various regulatory reviews would address code-related issues for the Project and overall development and the regulatory approvals and permits would outline the conditions of the permit approval.

X. DESIGN COMMISSION REVIEW

The SDC reviews all vacation proposals and provides advice to the City Council and City departments on specific elements of the proposal. The SDC focuses their review on three areas established by the City Council in Resolution 31809: how the loss of the right-of-way impacts the functions of the remaining rights-of-way near the Project; the public trust functions and how improvements to the public realm offset the loss of the right-of-way; and the public benefit obligation. To evaluate the implications of the loss of the right-of-way, the SDC considers elements such as the community context, how Project features such as building orientation and scale are affected, how utilities are modified as a result of the loss of the right-of-way, and how the Project engages with the public realm around the development site. The SDC is particularly

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interested in the community engagement plan and how the goals of the community are reflected in the development and the public benefit features.

Following the review of how the elements of the right-of-way are modified as a result of the vacation, the SDC then considers the proposed public benefit package. This includes a review of whether the proposed features are of value to the public and rise to the level of public benefit. The review considers whether the public benefit elements are public in nature and how the elements exceed any Project related improvements that benefit the Project over the public. Finally, the SDC review considers whether the public benefit proposal is adequate considering the scale of the Project, the loss of the public right-of-way, and the impacts of the vacation.

The SDC reviewed the Project at the following meetings:

- September 1, 2021 pre-petition review with SDC subcommittee
- November 17, 2022 Public Trust 1
- March 2, 2023 Public Trust 2
- February 15, 2024 Public Benefit

The meeting minutes and presentations to the Design Commission are a part of the Clerk File and can also be found at: https://www.seattle.gov/designcommission/project-reviews/current-projects/200-taylor-ave-alley-vacation

September 1, 2021: At the pre-petition review the SDC provided the following comments: There is general support for the vacation. Areas of further investigation that commissioners brought up were:

- 1. Possible loss of opportunities for street trees that may result from moving utilities out of the alley and into Thomas, Taylor, and/or other streets.
- 2. Managing stormwater on this urban site; not counting required stormwater facilities as public benefit.
- 3. Providing for all vehicular movements on site when the alley is no longer available for loading, waste removal, and other back of house functions.
- 4. How the locations of the public open spaces, private entries, and vehicular access contribute to pedestrian flow on site and in the neighborhood.
- 5. How the Project is designing in support of SDOT street typologies.
- 6. The narrowness of the midblock pedestrian connector; how it affects the desirability of this route and the massing of the Project.
- 7. The quality and choice of location for the two open spaces; their role in network of neighborhood open spaces; solar exposure; messaging that these are public spaces; possible retail

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8. Community outreach and goals; understanding of how open spaces in the area are being used, in particular in evening hours when office workers are gone.

November 17, 2022: The SDC did not vote on the public trust phase of the Project but provided the following comments:

1. Diagonal Connection

- a. Overall, the commissioners seem to support the diagonal connection through the site. However, they would like to see more analysis supporting the need to move pedestrians that are not associated with the building function or identity from the public realm to this feature. Their concerns include:
 - i. Is it necessary?
 - ii. Is it the right move—should we be moving people off the street and into interior. What are the benefits of this?
 - iii. Is it effective?
 - iv. Who will use it?
 - v. Why will they use it?

2. Public Spaces

- a. What is the program of these spaces and how is the design detail supporting the program?
- b. Are these spaces meant for gathering, rest, etc. or are they merely meant as pass through spaces to access opposite side of site, corners of site, etc.?
- c. How will the general public use these spaces or are the spaces designed for building tenants and users?
- d. Commissioners are concerned that the internal spaces meant as public access through the site will not be used by the public.
- 3. Alley vs. No Alley Vacation Comparison Commissioners would like to see a more robust illustration of the no alley vacation option, so a true comparison can be made. The no alley vacation option should show the baseline for the improvements to public spaces and ROW, and the alley vacation option should show improvements to those baselines.

4. Public engagement

- a. Additional information is needed on outcomes from initial public engagement, including demographics of the communities that will benefit.
- b. Additional work should occur to expand outreach and engagement to a more diverse population than would be represented by the Uptown Alliance, including in-person engagement with nearby residential properties.

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March 2, 2023: the SDC voted 10 to 0 to approve the Public Trust phase of the vacation, with the following recommendations:

- 1. Explore more programming options for the southeast corner to increase public activity.
- 2. Expand the idea of "public" to include nearby users, including people using the skate park to the north, and other groups that might not seem obvious.
- 3. Explore the feasibility of separating stormwater out of the combined system into its own system.
- 4. Continue to look at programming options for public spaces.
- 5. Maximize visibility and wayfinding through the diagonal to ensure the space feels safe and looks open.
- 6. Look for offsite public benefit options.

February 15, 2024: the SDC approved the public benefit package 7 to 0, with the following recommendations and conditions:

- 1. Subcommittee for Interim Uses: The Project team must return to a subcommittee focused on interim uses and phasing ideas, particularly around phase 2 of the Project. The goal is to enhance the Project site with fencing treatments, striping of 6th Avenue to enhance accessibility, or other programs to improve the public realm during the interim period. The subcommittee should occur prior to the issuance of a Master Use Permit. This includes striping of 6th Avenue in the interim condition to enhance accessibility.
- 2. Interim Conditions Between Buildings: Update the plans in the middle of the site, between phase 1 and 2 buildings during interim conditions. The goal is to have active uses or other solutions that enhance visibility, safety, security during the interim period. One solution would also include potentially incorporating art as part of the strategy.
- 3. Refinement of Conditions for Open Space Areas: Working closely with the City to refine the conditions of the open space areas between phase 1 and 2 buildings, ensuring they align with the overall vision and public benefit goals of the Project.

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XI. POLICY FRAMEWORK

Street vacation decisions are City Council decisions as provided by State statute and have not been delegated to any City department. There is no right under the zoning code or elsewhere to vacate or to develop a public right-of-way. Vacating a public right-of-way requires discretionary legislative approval that must be obtained from the City Council, and the Council may not vacate a public right-of-way unless it determines that to do so is in the public interest. The City uses a two-part test to determine whether a vacation is in the public interest. First, the City undertakes a "Public Trust Analysis," a determination of whether the street is needed and whether the public interest can be protected if the street is vacated. Second, the City undertakes a "Public Benefit Analysis," assessing the Petitioner's proposal to provide benefits to the public.

Established plans, policies, and standards guide this review as called for by the Vacation Policies. The City will not support vacations that conflict with city planning goals, particularly if the vacation would be inconsistent with the desired intensity of development and preferred uses, or if clear harm would result. But land use policies and codes do not bind the Council's decision to grant or deny a street vacation petition. The Council may condition or deny vacations as necessary to protect the public interest.

The Street Vacation Policies provide that during its review of the petition, the Council will weigh the public trust and land use effects of a vacation, the mitigating measures, and the public benefits provided by the vacation to determine if the vacation is in the public interest. In balancing these elements of the public interest, the City Council places primary importance upon protecting the public trust it holds in rights-of-way.

This petition has been reviewed for its consistency with the Vacation Policies in Resolution 31809, which were in effect when the petition was submitted. SDOT has determined that the Project is consistent with these Policies.

XII. PUBLIC TRUST ANALYSIS

City streets are held in trust for the public and the City acts as a guardian for the public in reviewing vacations. The City Council may approve vacations only when they are in the public interest. Streets will be retained unless it can be shown that they are not needed for a current or foreseeable public use and the City Council is convinced the vacation is in the public interest. The policies define the public trust functions of rights-of-way as being circulation, access, utilities, free speech, public assembly, open space, light and air, and views.

Vacations affect the land use and development patterns in an area by adding to the developable land base, altering the local land division pattern, changing vehicular and pedestrian movement patterns, and increasing the development potential on the vacated and abutting streets. A vacation petition may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the Comprehensive Plan.

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The following information addresses each element as required in the Street Vacation Policies.

Circulation: Streets provide for the movement of people, goods, and vehicles through the city as part of a network. If a part of the network is removed, there may be impacts to the transportation network. The City will only vacate a right-of-way if it will not disrupt the movement of people, goods, and vehicles through the city, and only if it is consistent with the City's transportation plans.

The main purpose of alleys is to provide access to the individual parcels on a block and to provide for services and utilities. Alleys generally are not considered part of the larger circulation system and do not provide for the circulation of vehicles around a site or a community. Since the alley proposed for vacation does not continue in the block to the north of the site, the alley does not provide for continuity of utility infrastructure or service vehicles. No other property owner abuts the alley proposed for vacation. The Project design addresses access to the parcels and no impacts to the larger street grid were identified from the loss of the alley.

The existing site has multiple curb cuts providing access to the alley. The Project proposes a single curb cut for parking and loading access on John Street, reducing the number of vehicle-pedestrian intersections. If the alley were to remain and provide access to the subject site, it would increase the potential for merging vehicular and pedestrian traffic, disrupting the planned Thomas Street green street. The Project also prioritizes pedestrian focused circulation through and around the site. This is achieved by locating the utility functions below grade and providing entry access to service loading on John Street, away from the Thomas Street green street plans.

The work on the development plans through the SDCI review and review in SDOT's Street Improvement Permit ("SIP") review and approval process will address specific regulatory, utility, and design standards requirements. Through the SIP review, SDOT will approve the street alignment and street design. Work is continuing to determine the best method to address maintenance, insurance, use fees, and other considerations. The vacation conditions should include obligations for enhancements or deviations to standards related to public benefit obligations or enhancements proposed by the development team. Close coordination between the various review procedures will continue to be important as this Project moves forward.

Access: Streets and alleys provide access to individual parcels and access around and through the surrounding and larger community. Streets are designed to provide for the range of transportation modes, including walking, bicycling, transit, and driving. The City will only approve vacations if they do not result in negative effects on the current or future needs of the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property. If the negative impacts can be appropriately mitigated, the City may choose to vacate the street.

The main function of alleys is to provide access to individual parcels, space to access service, loading areas and parking, and to provide for utility vehicles and services such as solid waste

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pickup. When the vacation of an alley is proposed, the review looks at the impact to the surrounding parcels and whether the service and access uses that should be contained within the parcel are pushed out to the surrounding streets. If the property was developed without the alley vacation, the existing alley could continue to provide access to the property east and west of the alley. The use of the alley would keep the Project-related services and access away from the surrounding streets.

With the proposed vacation, parking and loading access is consolidated into a single driveway located on John Street. Bike access is located via the pedestrian connection. Multiple pedestrian access points are located through the pedestrian connection and on John Street and Thomas Street.

SPU approved the proposed loading access plan on November 29, 2022. As the permitting review moves forward the specific design and dimensions of the garage entry and dimensions and street design for Thomas Street, John Street, Sixth Avenue N, and Taylor Avenue N will be finalized.

Utilities: City and private utilities use streets to serve their customers. The City will only vacate a street when all utilities using or potentially using the right-of-way can be adequately protected with an easement, relocation, fee ownership, or similar agreement satisfactory to the utility owner. The Council will require that future potential utilities can be accommodated.

The review of the vacation did not identify that the loss of the alley would impair current service, reliability, or capacity levels for utility customers. Existing utilities within the alley consist of electrical and communication facilities. The electrical facilities include multiple vaults and duct banks that run north-south within the alley providing feeder getaways for electrical distribution from the Broad Street substation that is located immediately north of the Project across Thomas Street. The communication facilities are limited to service connections to the properties located on either side of the alley that have been demolished.

New SCL infrastructure will be installed around the perimeter of the site along Thomas Street, 6th Avenue N, and John Street, and will provide an alternative connection between the SCL vaults in which the alley duct banks are routed to and from. This new infrastructure will facilitate relocating the SCL feeders from the existing alley duct banks to the newly installed duct banks, allowing for the abandonment of the alley electrical facilities.

As the existing alley does not continue to the north of the Project site, vacating the alley does not limit the ability to expand utility services in the future. There are more efficient routes for future utility pathways in the adjacent rights-of-way. As the proposal moves forward the developer will need to continue to work with SPU and SCL to coordinate the development activity. The SIP and UMP processes identify the utility needs for the proposed development and the service needs for the new Project.

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Free Speech: The public has traditionally used Seattle's streets to exercise constitutional rights under the First Amendment ranging from large-scale protests to newspaper vendors. Alleys will only be vacated if publicly accessible spaces on the site are kept open for the same speech-related purposes.

The alley proposed for vacation is open and available for public use, but the alley is unimproved and there are no active adjacent uses that draw the public. This site is close to the Seattle Center and the area provides many superior spaces for public gathering and the exercise of free speech rights.

While it is possible for the public to use the alley and to exercise free speech rights in the alley, it does not appear to have much existing value for those purposes. There are no adjacent buildings that appear to use the alley as a neighborhood short cut or route to public spaces. If the block was developed with the alley remaining in place any members of the public who accessed the alley would be behind the buildings with little visibility.

The area of the vacated alley is intended to remain publicly accessible as a pedestrian connection from Thomas Street to John Street. The Project will provide, as public benefits, expanded and improved right-of-way along 6th Avenue N and Taylor Avenue N, and improved streets along Thomas and John Streets. The right-of-way will include parklets and seating for gathering and respite.

As the proposed improvements along Thomas and John Streets and Taylor Avenue N will be in a public right-of-way, this means that the public has the right to access and use them. This improved right of way space will provide more meaningful opportunities for freedom of expression.

Public Assembly: Streets also act as places for people to gather, to meet others in the community, space for children to play, and for all segments of society to interact. The role of the right-of-way can be particularly important for people who have the fewest resources. The City Council will consider the importance of each street or alley as a place for community activity in considering any vacation. As noted, alleys function as the back door of a block and provide important space for services and access to property but generally do not provide space for the public to gather.

The alley does not currently serve as a place of public assembly nor is it adjacent to a public use. Even if the right-of-way was retained and improved as part of a different project it is unlikely that it would have much value as a space for the public to gather. The alley's current uses for access to loading, parking, and services make it an unlikely space for public assembly. The improved right-of-way areas include parklets and additional seating to provide gathering spaces for the community.

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Open Space: Streets provide spaces for people to gather, interact, and travel, and offer open space benefits. The open space opportunities provided by streets are important resources that contribute to quality of life and become more valuable as the City becomes more densely developed. The contribution of this important street function to the public's existing and future quality of life will be an important consideration when reviewing each proposed vacation. The open space functions provided by the right-of-way will be identified and the effects of their loss will be analyzed.

The alley proposed for vacation includes about 5,761 square feet. The proposed building includes a deep building setback along Thomas Street for the 200 Taylor Street building (Phase 1 West Building) and a deep setback along John Street for the 205 6th Avenue N building (Phase 2 East Building), providing pedestrians with open space, air and light in the publicly accessible, privately-owned open space.

The Seattle Mixed/Uptown Urban Center has a strong presence of ground level open space to provide for higher office use densities. Neighboring residential developments will facilitate a need for more open space as more residents and office workers will be present in this area between South Lake Union and the Seattle Center. The alley vacation would allow for a smaller building footprint and additional space that could be used by pedestrians for various activities from gathering, seating, and general movement across the site. The vacated area would also provide separation of pedestrian and motor vehicles, further providing for a more pedestrian focused experience.

Light and Air: Streets and alleys maintain access to light and air for their users and for surrounding property. The Council will consider the loss of light and air, and shadow impacts in considering whether to approve a street vacation. Shadow impacts on public spaces will be given importance. The street grid provides consistency in the development pattern. Streets provide for open, undeveloped space, and breathing room and access to sunlight between buildings. Streets provide for light and air onto buildings and public spaces.

The scale of the buildings proposed on the sites is consistent with the zoning and anticipated new development in the area. The proposed alley vacation will not increase shadows on public parks and public open spaces as a result of the vacation. By locating plazas at the corners of the block, it reduces the appearance of the overall mass of the buildings, enhancing the connection to the green street and entry plaza to the north, and creates a sunny space on the south that engages the neighborhood, directing pedestrian flow along John Street and downtown to the Space Needle at the Seattle Center. This site design allows for smaller building footprints and enables more pedestrian-oriented activities on the new Thomas Street green street and John Street.

The vacation will support development that is consistent with the anticipated development pattern and will not have significant impacts on light and air, or shadow impacts on any public spaces.

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Views: Street and alleys provide views to the mountains, bodies of water, and the city itself. The City will protect designated view corridors along specifically-identified streets. The City will consider the impacts of a street vacation on views of designated public places and designated landmarks. To the west of the development site is the Seattle Center and the iconic Space needle and all the beauty and activity at this unique location so the impacts to public views must be considered when evaluating the alley vacation.

The alley within the development block is not identified or designated as a view corridor.

Since the alley runs north and south and the development on the block will be east and west of the alley, the alley will not provide for views that extend beyond the alley. The development of the block with or without a vacation would limit broader views from the alley. The view within the vacated alley will be of the new buildings developed on the site. The alley will provide for pedestrian use but will not be a place for larger views.

Should the vacation be approved, there is not a loss or diminution of any protected public views. With or without the vacation, at-grade level, the only views are of the buildings and streets around the site. The views down Thomas Street will continue to provide views of the Space Needle and will continue to draw people towards the Seattle Center.

Land Use and Urban Form: Streets and alleys also play a significant role in the shape of the city. The City will consider the relationship between the intended character of the area as described in Seattle's Comprehensive Plan and other adopted neighborhood, subarea, or community plans. The width and spacing of streets, the presence and absence of alleys, and the location and path of boulevards and other linear open spaces have significant impacts on neighborhoods and how they function. The Council will pay attention to vacations that disrupt an existing pattern of development in the neighborhood. The Council may place conditions on a vacation to mitigate negative land use effects.

This Project is consistent with zoning and would be consistent with the scale of any future developments. This proposal is consistent with other recent developments in the Uptown neighborhood. Petitioner will use the alley vacation to consolidate access points, provide better pedestrian connections and in-between building experiences, and create more efficient below grade loading and parking.

No adverse land use impacts were identified.

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XIII. PUBLIC BENEFIT ANALYSIS

The Street Vacation Policies note that a vacation shall include a commitment to provide public benefits. The concept of providing a public benefit is derived from the public nature of streets. Streets, whether improved or unimproved, provide important benefits to the public. Among the various benefits are preserving the street grid that provides for consistency in the development pattern and influences the scale and orientation of buildings. Streets provide for breathing space, open space and views, natural drainage, and urban wildlife corridors. These benefits are in addition to the public functions provided by streets including moving people and goods in vehicles, on foot, or by bicycle; and providing for current and future utility services, for street trees, and for other amenities.

Vacations cannot be granted for a purely private benefit. Before this public asset can be vacated for private purposes, there shall be a permanent or long-term benefit to the public. To best address the needs of the community, a strong focus on race and social equity is important in assessing the public benefits included as a part of a vacation petition. The Vacation Policies stress the importance of the public benefit proposal responding to the needs of those most vulnerable to the negative impacts of development.

Proposed vacations may be approved only when they provide a permanent or long-term public benefit. Because the public permanently loses the street, short-term public benefits or public benefits that solely benefit individuals will not be considered. The Vacation Policies specify that the following are not public benefits:

- Mitigating the vacation's adverse effects;
- Meeting code requirements;
- Paying the required vacation fee;
- Facilitating economic development; or
- Providing a public, governmental, or educational service.

The vacation review looks very closely at the proposed public benefit package. SDOT, various City staff, and the SDC considered the amenities proposed for the vacation and whether the package was adequate.

Public benefit elements must also exceed elements required by the Seattle Municipal Code or mitigation required under the State Environmental Policy Act or other regulations and is in addition to vacation fees and other obligations. The public benefit proposal should recognize the loss of the benefits provided by the street to the public and the gains received by the Petitioner. The public benefit proposal should reflect the comments, ideas, and concerns voiced by the public during the early community engagement work. The public benefit must be more than compensatory and should provide something of benefit to the public. In addition to addressing the scale or amount of public benefit that must be provided, the policies are clear that the public benefit elements proposed must clearly benefit the general public and not merely the Project's tenants.

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The Street Vacation Policies provide clear guidance as to how to define public benefit and what criteria should be used to assess the adequacy of the public benefit proposal. The Policies even provide for a prioritization of public benefit features. However, the Vacation Policies cannot assign mandatory public benefit features to a particular proposed vacation.

The Vacation Policies anticipate that the initial public benefit proposal will be included in the vacation petition and would be responsive to the Community Engagement Plan, the early work with the Street Vacation office and other City staff and with the early review by the Seattle Design Commission. The review of the public benefit proposal continues throughout the formal review of the vacation.

Overall, the Project focused the proposed public benefits on enhancements around the site while still developing an activated ground plane both on the premier edges and at the pedestrian corridor. The proposal initially included the pedestrian corridor in the vacated alley as a public benefit feature. While the pedestrian corridor would be publicly accessible to provide for movement through the block, the review identified that the pedestrian corridor was likely to be of more use to tenants of the building rather than the public and it was concluded the alley corridor was more of a design feature than a public benefit. While spaces like this are usable and contribute to mobility in the area, the overall consensus from SDOT and the Design Commission recommended the Petitioner to pursue public benefits that focused more on the public realm to benefit a larger segment of the public. Specifically, the Design Commission asked the Petitioner to look at ideas in the neighborhood and around the site that would be more impactful for the public. Because the Project will be completing the Thomas Street Green Street improvements abutting the Project Site as part of its permit requirements, there is only one remaining segment of the Green Street that is not yet funded. Accordingly, the proposal now includes a \$2.4 million contribution to complete the final segment of Thomas Street Green Street.

The Vacation Policies anticipate physical and usable amenities as public benefits that will be available to the public when the development is completed. The nonrefundable payment is proposed to be made at the end of 2024, allowing construction on the Green Street improvements to proceed even before the Project commences construction. Since this money provides for specific pedestrian enhancements in the vicinity of the vacation and the work on the enhancements will precede the development, it is consistent with the policy goal of securing a tangible physical public benefit, constructed within the development timeline and likely even earlier.

In addition to the significant payment to complete the Thomas Street Green Street, the Petitioner proposes as public benefits certain enhancements to the right-of-way that exceed code requirements including improvements to, and inclusion of additional pedestrian amenities on, Taylor Avenue N and 6th Avenue N, addition of canopies on the building for pedestrian comfort, and additional tree canopy. These benefits are consistent with features identified in the Vacation Policies.

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 21 of 28

Each public benefit proposal is outlined in detail below.

Funding for Thomas Street Redefined

Thomas Street is an important east/west green street and public realm connection, linking the Cascade neighborhood South Lake Union, Seattle Center, and the Uptown neighborhood. The Petitioner's \$2.4 million contribution to the Thomas Street green street, paid before Project construction, comes at an important location, as it is at the eastern entry to the Seattle Center located at Thomas Street and 5th Avenue N. The contribution reflects the Project team's dedication to a community-driven, pedestrian and bicyclist-oriented plan and will facilitate completing the Thomas Street Redefined project.

Importantly, the Petitioner would make the \$2.4 million payment to SDOT by December 15, 2024, with the possibility of a 90-day extension upon request of the Petitioner if the Master Use Permit for the Phase 1 West Building is not issued by the payment deadline. SDOT must concur in the extension, but such concurrence will not be unreasonably withheld. The timing of the proposed contribution of the funds to SDOT by the date set forth above (subject to the referenced extension) is critical to completing the Thomas Street green street. Typically, standard practice would require the public benefit payment to be made as a condition of certificate of occupancy, which could occur years from now. Here, the Petitioner would make the nonrefundable payment to SDOT before construction begins; in other words, SDOT is not required to return the contribution to the applicant if the Project is not developed.

Sidewalk Improvements – 6th Avenue North

The Project proposes an expanded 6th Avenue N sidewalk, with a frontage and landscape zone up to 8 feet and 13 feet, respectively. This allows for the opportunity to include more pedestrian movement area and enhanced landscaping at 6th Avenue N, as seen with the introduction of an additional 4 feet of both landscape buffer and walk-off zones. The expanded sidewalk above code minimum requirements would enhance the pedestrian experience at 6th Avenue N so that it is friendlier and more welcoming. This benefit would occur as part of the Phase 2 East Building construction.

Canopies

While not required by Seattle Municipal Code, overhead canopies at Taylor Avenue N and 6th Avenue N are provided to enhance the pedestrian experience. With spans as long as 280 feet, the canopies provide weather protection for the public walking or biking along the building. The canopies also provide wayfinding as they signify primary building entries.

Taylor Avenue N will be provided with an approximate 280 ft span of overhead canopy, while 6th Avenue N will see an approximate 16 feet and 78 feet span of overhead canopy, situated at the building entries. The overhead canopies assist with wayfinding as they signify primary building entries on both Taylor Avenue N and 6th Avenue N. The Taylor Avenue N canopies

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 22 of 28

would be installed in Phase 1 with construction of the West Building. The 6th Avenue N canopies would be installed in Phase 2 with construction of the East Building.

Additional Tree Canopy Cover

The Project looks to enhance right-of-way experience with more canopy cover, contributing to a space that provides environmental benefits, improved air quality, public health, and human wellbeing.

As a city, Seattle established a goal in 2007 to reach 30 percent canopy coverage by 2037 with the intention of improving tree health and equitable distribution of trees to support community health and resilience to climate change. Trees are a key component of our climate preparedness and resilience strategies as they protect us from extreme heat and improve air quality.

According to the 2016 Tree Canopy Assessment, the existing canopy cover for rights-of-way in Seattle is 23 percent. The Proposed 2037 canopy coverage for right of ways is 24 percent.

Taylor Avenue N will include 7-10 additional trees beyond the minimum requirement of street trees, for a total of 20 trees ranging in 2-3 inch caliper or 12-15 feet tall, doubling the minimum. The estimated 37 percent coverage, including 25 percent coniferous trees, would contribute to increased environmental benefits. The additional trees are not being used to achieve green factor. The additional tree canopy would be installed in Phase 1.

Pedestrian Amenities – Taylor Avenue N

The Project proposes to provide enhancements to the existing public right-of-way to enhance pedestrian and community use. The Project team looked to increase public activity at the corners of the site by enhancing the right-of-way amenities. Parklets are introduced near the building entries to create spaces usable by both the public and building patrons. Equipped with 7-10 benches and 3 tables, the public can use these pedestrian-scaled parklets as spaces of respite. Petitioner accepts the long-term maintenance for the proposed street furniture.

Pedestrian Amenities – 6th Avenue N

6th Avenue N will also see a parklet introduced near the building entry. This space will come with 7-10 benches, allowing any public user to use the space and find a place of respite within the right-of-way.

The elements of the public benefit proposal are outlined in the matrix below:

Public Benefit Component	Phase	Code Req'd	Item	Estimated Value
1: Off-Site Improvements Providing \$2.4 million to SDOT for the Thomas Street green street improvements at Taylor Avenue N to 5th Avenue	Phase 1	N	\$2.4 million voluntary non- refundable contribution to SDOT. Funds to be provided by December 15, 2024, with the possibility of a 90-day extension	\$2,400,000
2: Sidewalk Improvements Expanded sidewalk width at 6th Avenue N to allow for increased planting area and pedestrian zone	Phase 2	N	2,545 SF Planting / Amenity Zone 2,197 SF Paving (CIP Concrete)	\$300,000
3: Canopies Overhead canopies at Taylor Avenue N and 6th Avenue N are provided to enhance the pedestrian experience	Taylor Avenue N – Phase 1 6 th Avenue N – Phase 2	N	Taylor Avenue: 3,425 SF of canopy 6th Avenue: 2,575 SF (west) 850 SF (east)	\$1,935,000
4: Tree Canopy Cover Increased tree planting along Taylor Avenue N	Phase 1	N	7 to 10 additional trees range in 2-3" caliper / 12- 15' tall 25% of additional trees will be coniferous trees	
5: Pedestrian Amenities – Taylor Avenue N Enhanced landscaping to provide pedestrian respite and comfort	Phase 1	N	7-10 benches in parklets 3 tables in parklets	\$159,000
6: Pedestrian Amenities – 6th Avenue N Enhanced landscaping to provide pedestrian respite and comfort.	Phase 2	N	7-10 benches in parklets	
	То	tal Estim	ated Cost for Public Benefits	\$ 4,794,000

^{*} Note: Square footages in the chart above are approximate.

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 24 of 28

The Project is a very strong development proposal that includes a number of elements that support the public beyond the public benefit obligations as defined by the Vacation Policies. The public benefit package will create significant and usable open space in the community and will create a safter pedestrian environment.

XIV. RECOMMENDATION & CONDITIONS

It is recommended that the vacation be granted, and the street vacation ordinance be passed, upon the Petitioner demonstrating that all conditions set forth below that are specific to the Phase 1 West Building (and that would occur before passage of the street vacation ordinance) have been satisfied and all fees associated with the Phase 1 West Building paid.

- 1. The vacation is granted to allow the Petitioners to build a project substantially in conformance with the proposal reviewed by the City Council and for no other purpose.
- 2. All street improvements required as part of the Project shall be designed to City standards, as modified by these conditions to implement the public benefit requirements (as set forth in the table below) and be reviewed and approved by SDOT through a Street Improvement Permit.
- 3. The utility issues shall be resolved to the full satisfaction of the affected utility before the approval of the final vacation ordinance. Before the commencement of any development activity on the site, the Petitioner shall work with the affected utilities and provide for the protection of the utility facilities. This may include easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be at the sole expense of the Petitioner.
- 4. It is expected that development activity for the Phase 1 West Building will commence within approximately 2-3 years after this approval and that development activity for both phases of the Project will be completed within 10 years. In order to ensure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide SDOT with reports semi-annually, following the City Council's approval of the vacation, providing an update on the development activity, schedule, and progress on meeting the then-outstanding conditions applicable to the then-remaining portion of the Project. The Petitioner shall not request or be issued a Final Certificate of Occupancy for the Phase 1 West Building until SDOT has determined that all conditions applicable to the Phase 1 West Building have been satisfied and all fees applicable to the Phase 1 West Building has not commenced within 10 years after this approval, the Petitioner must seek an extension of the approval from the City Council.

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 25 of 28

- 5. In addition to the conditions imposed through the vacation process, the Project, as it proceeds through the permitting process, is subject to SEPA review and to conditioning pursuant to various City codes and through regulatory review processes including SEPA.
- 6. The Petitioner shall continue to provide informational updates to SDOT regarding the review and implementation of the proposed and required regulatory elements such as the Street Improvement Permit, the recommendations from the SDC, and the vacation conditions. Such updates shall continue through each phase of the Project until the final vacation ordinance is completed. It shall be the responsibility of the Petitioner to provide information upon request to applicable review bodies and make sure that the required elements of the Project can be implemented. If Project changes substantially impact any vacation conditions, including the public benefit features required under this approval, SDOT Street Vacations will facilitate a resolution of any conflicts. SDOT may require review by the Seattle Design Commission staff to address substantial changes to public benefits or issues and confirm compliance with the conditions in this approval.
- 7. Free speech activities such as hand billing, signature gathering, and holding signs, all without obstructing access to the space, the building, or other adjacent amenity features, and without unreasonably interfering with the enjoyment of the space by others, shall not be prohibited by the Petitioner within the right-of-way surrounding the Project site. While engaged in allowed activities, members of the public may not be asked by Petitioner to leave public streets or sidewalks for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others. Any violation of these conditions will be enforced through Chapter 15.90 of the Seattle Municipal Code.
- 8. Interim improvements may be required if construction of the Phase 2 East Building does not commence construction within 8 months of receipt of the Final Certificate of Occupancy for the Phase 1 West Building, as determined through the Seattle Design Commission subcommittee process (the "Interim Improvements").

If construction on the Phase 2 East Building does not begin within 8 months of receiving the Final Certificate of Occupancy for the Phase 1 West Building, the Interim Improvements shall be required. If the Interim Improvements are required, they will remain in place until commencement of construction of the Phase 2 East Building. Once all the Phase 1 West Building conditions and the Interim Improvements, if applicable, are satisfied and approved by SDOT, the final vacation ordinance may be approved.

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 26 of 28

- 9. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council and shown below in Condition 10. Before approval of the final vacation ordinance, the Petitioner shall enter into a Property Use and Development Agreement ("PUDA") or other binding mechanism to ensure that the public benefit elements required under this approval remain open and accessible to the public and to outline future maintenance and insurance obligations related to such public benefit elements. The PUDA will also ensure that any Interim Improvements, if required, remain in place until the commencement of Phase 2 East Building construction. The PUDA will require that Petitioner provide semi-annual updates regarding the Phase 2 East building and that all Phase 2 East Building public benefits must be completed as a condition of the Final Certificate of Occupancy for the Phase 2 East Building until SDOT has determined that all conditions applicable to the Phase 2 East Building have been satisfied.
- 10. The final design of the public benefit elements required under this approval shall require the review and approval of SDOT Street Vacations. SDOT may engage with the Seattle Design Commission administration in this review. The chart below outlines the public benefit elements required under this approval, indicates the phase in which they must be completed and outlines certain features and approximate square footage dimensions, all of which shall be outlined in the PUDA:

Public Benefit Component	Phase	Code Reg'd	Item	Estimated Value
1: Off-Site Improvements Providing \$2.4 million to SDOT for the Thomas Street green street improvements at Taylor Avenue N to 5th Avenue	Phase 1	Ň	\$2.4 million voluntary nonrefundable payment to SDOT. Funds to be provided by December 15, 2024, with the possibility of a 90-day extension	\$2,400,000
2: Sidewalk Improvements Expanded sidewalk width at 6th Avenue N to allow for increased planting area and pedestrian zone	Phase 2	N	2,545 SF Planting / Amenity Zone 2,197 SF Paving (CIP Concrete)	\$300,000
3: Canopies Overhead canopies at Taylor Avenue N and 6th Avenue N are provided to enhance the pedestrian experience	Taylor Avenue N – Phase 1 6 th Avenue N – Phase 2	N	Taylor Avenue: 3,425 SF of canopy 6th Avenue: 2,575 SF (west) 850 SF (east)	\$1,935,000
4: Tree Canopy Cover Increased tree planting along Taylor Avenue N	Phase 1	N	7 to 10 additional trees range in 2-3" caliper / 12-15' tall 25% of additional trees will be coniferous trees	
5: Pedestrian Amenities – Taylor Avenue N Enhanced landscaping to provide pedestrian respite and comfort	Phase 1	N	7-10 benches in parklets 3 tables in parklets	\$159,000
6: Pedestrian Amenities 6th Avenue N Enhanced landscaping to provide pedestrian respite and comfort.	Phase 2	N	7-11 benches in parklets	
	T	otal Esti	mated Cost for Public Benefits	\$ 4,794,000

^{*} Note: Square footages in the chart above are approximate.

Honorable City Council Taylor & Sixth Alley Vacation Recommendation Clerk File 314497 September 3, 2024 Page 28 of 28

Sincerely,



Greg Spotts, Director Seattle Department of Transportation

Enclosures

STATE OF WASHINGTON	
COUNTY OF KING)
CITY OF SEATTLE	

Amy Gray, being first duly sworn on oath deposes and says that she is and during all the time hereinafter mentioned has been a citizen of the United States and a resident of King County, Washington, above the age of twenty-one years, not interested in the vacation of the property herein mentioned or any part thereof; that during all the times herein mentioned affiant was and still is the duly appointed and qualified Deputy Comptroller, and Deputy Clerk of the City of Seattle; that on August 13, 2024, pursuant to **Resolution 32143** of the City Council of the City of Seattle, and by direction of the City Clerk of Seattle, affiant posted and set up in three of the most public places in the City of Seattle, written notice, duplicates and counterparts of which notice is attached to this affidavit and made a part thereof and on the same date affiant posted and set up a like notice in a conspicuous place at Taylor Avenue North as described in the notice, and the notice posted at each of the places, contained a statement that a petition has been filed to vacate right-of-way described in the notice together with the statement of the time and place fixed for the hearing of the petition; all of which more fully appears by the duplicate of the notice hereto attached and make a part of this affidavit.

Affiant further says that the places in the City of Seattle at which the notice was posted and set up are the following ones: one in a public place in the entrance of the King County Administration Building in the City of Seattle; one in a public place in the Seattle Municipal Tower; and one in the public lobby of the Seattle City Hall Building; and in a conspicuous place on the property sought to be vacated in the City of Seattle described in the notice.

State of Washington County of King

Subscribed and sworn to before me this 14th day of August, 2024

Notary Public in and for the State of Washington Residing in Seattle

Commission expires 8/16/2028

T6 Vacation Conditions, CF 314497 Beverly Barnett/Lish Whitson September 23, 2024 Page 1 of 5

IN THE MATTER OF THE PETITION OF BRE-BMR 6TH LLC, FOR THE VACATION OF THE ALLEY IN LOTS 1 THROUGH 12, INCLUSIVE, BLOCK 67, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, BEING THE BLOCK BOUNDED BY JOHN STREET, THOMAS STREET, TAYLOR AVENUE NORTH AND 6TH AVENUE NORTH

CLERK FILE 314497

The City Council hereby grants approval of the petition of BRE-BMR 6th LLC ("Petitioner"), for the vacation of the Alley in Block 67, Denny's Park Addition to North Seattle, being the alley in the block bounded by Thomas Street to the north, 6th Avenue North to the east, John Street to the south, and Taylor Avenue N to the west, described as:

THAT PORTION OF BLOCK 67, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON; MORE PARTICULARILY DESCRIBED AS THE 16' WIDE ALLEY OF BLOCK 67; BOUND TO THE NORTH BY THE SOUTHERN MARGIN OF THOMAS STREET; BOUND TO THE EAST BY THE WESTERN LOT LINES OF LOTS 1 THRU 6 OF SAID BLOCK 67; BOUND TO THE S SOUTH BY THE NORTHERN MARGIN ON JOHN STREET; BOUND TO THE WEST BY THE EASTERN LOT LINES OF LOTS 7 THRU 12 OF SAID BLOCK 67; CONTAINING AN AREA OF 5,761 SQFT. OR 0.1323 ACRES, MORE OR LESS; SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON.

The vacation is granted in order to facilitate the development of a phased project. The first phase to be constructed is located at 200 Taylor Avenue N ("Phase 1 West Building") and will consist of approximately 239,000 gross square feet (gsf) of mixed-use office/lab buildings, 159 below grade parking stalls, bicycle parking, and construction of a northern plaza along the Thomas Street green street and a portion of a through-alley connection. The second phase is located at 205 6th Avenue N ("Phase 2 East Building") and will complete the Project, including creating a southern plaza along John Street, and completing the through-alley connection and approximately 266,000 gsf of mixed-use office/lab buildings and 243 below grade stalls.

The vacation is granted upon the Petitioner meeting the following conditions. The petitioner shall demonstrate that all conditions set forth below that are specific to the Phase 1 West Building (and that would occur before passage of the street vacation ordinance) have been satisfied, and all required fees associated with the Phase 1 West Building paid before the vacation ordinance is passed.

T6 Vacation Conditions, CF 314497 Beverly Barnett/Lish Whitson September 23, 2024 Page 2 of 5

- 1. The vacation is granted to allow the Petitioners to build a project substantially in conformance with the proposal reviewed by the City Council and for no other purpose.
- 2. All street improvements required as part of the Project shall be designed to City standards, as modified by these conditions to implement the public benefit requirements (as set forth in the table below) and be reviewed and approved by SDOT through a Street Improvement Permit.
- 3. The utility issues shall be resolved to the full satisfaction of the affected utility before the approval of the final vacation ordinance. Before commencing any development activity on the site, the Petitioner shall work with the affected utility and provide for the protection of the utility facilities. This may include easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be at the sole expense of the Petitioner.
- 4. It is expected that development activity for the Phase 1 West Building will commence within approximately 2-3 years after this approval and that development activity for both phases of the Project will be completed within 10 years. To ensure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide SDOT with reports semi-annually, following the City Council's approval of the vacation, providing an update on the development activity, schedule, and progress on meeting the then-outstanding conditions applicable to the then-remaining portion of the Project. The Petitioner shall not request or be issued a Final Certificate of Occupancy for the Phase 1 West Building until SDOT has determined that all conditions applicable to the Phase 1 West Building have been satisfied and all fees applicable to the Phase 1 West Building have been paid. If development activity for the Phase 1 West Building has not commenced within 10 years after this approval, the Petitioner must seek an extension of the approval from the City Council.
- 5. In addition to the conditions imposed through the vacation process, the Project, as it proceeds through the permitting process, is subject to SEPA review and to conditioning pursuant to various City codes and through regulatory review processes including SEPA.
- 6. The Petitioner shall continue to provide informational updates to SDOT regarding reviewing and implementing the proposed and required regulatory elements such as the Street Improvement Permit, the recommendations from the SDC, and the vacation conditions. The updates shall continue through each phase of the Project until the final vacation ordinance is completed. It shall be the responsibility of the Petitioner to provide information upon request to applicable review bodies and make sure that the required elements of the Project can be implemented. If Project changes substantially impact any vacation conditions, including the public benefit features required under this approval, SDOT Street Vacations will facilitate a resolution of any conflicts. SDOT may require

T6 Vacation Conditions, CF 314497 Beverly Barnett/Lish Whitson September 23, 2024 Page 3 of 5

review by the Seattle Design Commission staff to address substantial changes to public benefits or issues and confirm compliance with the conditions in this approval.

- 7. Free speech activities such as hand billing, signature gathering, and holding signs, all without obstructing access to the space, the building, or other adjacent amenity features, and without unreasonably interfering with the enjoyment of the space by others, shall not be prohibited by the Petitioner within the right-of-way surrounding the Project site. While engaged in allowed activities, members of the public may not be asked by Petitioner to leave public streets or sidewalks for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others. Any violation of these conditions will be enforced through Chapter 15.90 of the Seattle Municipal Code.
- 8. Interim improvements may be required if construction of the Phase 2 East Building does not commence construction within 8 months of receipt of the Final Certificate of Occupancy for the Phase 1 West Building, as determined through the Seattle Design Commission subcommittee process (the "Interim Improvements").

If construction on the Phase 2 East Building does not begin within 8 months of receiving the Final Certificate of Occupancy for the Phase 1 West Building, the Interim Improvements shall be required.

If the Interim Improvements are required, they will remain in place until commencement of construction of the Phase 2 East Building. Once all the Phase 1 West Building conditions and the Interim Improvements, if applicable, are satisfied and approved by SDOT, the final vacation ordinance may be approved.

9. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council and shown below in Condition 10. Before approval of the final vacation ordinance, the Petitioner shall enter into a Property Use and Development Agreement ("PUDA") or other binding mechanism to ensure that the public benefit elements required under this approval remain open and accessible to the public and to outline future maintenance and insurance obligations related to such public benefit elements. The PUDA will also ensure that any Interim Improvements, if required, remain in place until the commencement of Phase 2 East Building construction. The PUDA will require that Petitioner provide semi-annual updates regarding the Phase 2 East building and that all Phase 2 East Building public benefits must be completed as a condition of the Final Certificate of Occupancy for the Phase 2 East Building.

Petitioner may not be issued a Final Certificate of Occupancy for the Phase 2 East Building until SDOT has determined that all conditions applicable to the Phase 2 East Building have been satisfied.

T6 Vacation Conditions, CF 314497 Beverly Barnett/Lish Whitson September 23, 2024 Page 4 of 5

10. The final design of the public benefit elements required under this approval shall require the review and approval of SDOT Street Vacations. SDOT may engage with the Seattle Design Commission administration in this review. The chart below outlines the public benefit elements required under this approval, indicates the phase in which they must be completed and outlines certain features and approximate square footage dimensions, all of which shall be outlined in the PUDA:

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6: Pedestrian Amenities 6th Avenue N Enhanced landscaping to provide pedestrian respite and comfort.	Phase 2	N	7-11 benches in parklets	
	7	Total Esti	mated Cost for Public Benefits	\$ 4,794,000

^{*} Note: Square footages in the chart above are approximate.

T6 Vacation Conditions, CF 314497 Beverly Barnett/Lish Whitson September 23, 2024 Page 5 of 5

Granted	as conditioned by the	ne City Council thed	lay of
	, 202	24, and signed by me in open se	ession in authentication of its
passage this	day of	, 2024.	
		President	of the City Council



SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor Seattle, WA 98104

Legislation Text

File #: Res 32145, Version: 2

CITY OF SEATTLE

RESOLUTION	
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- A RESOLUTION relating to transportation infrastructure improvement and maintenance; responding to Resolution 32137, regarding the establishment and recommendations of a Transportation Funding Task Force to develop policy and funding recommendations for long term transportation infrastructure needs, with specific focus on building out Seattle's sidewalk network, improving existing sidewalks, improving pavement condition, and replacing or rehabilitating aging bridges.
- WHEREAS, the Seattle Department of Transportation (SDOT) is responsible for the maintenance and operations of approximately \$40 billion worth of assets including streets, sidewalks, bridges, traffic signals, the Seattle Streetcar, retaining walls, areaways, trees and other significant publicly-owned infrastructure; and
- WHEREAS, SDOT has developed an asset management approach based on lifecycle cost analyses of the department's most valuable assets, including existing sidewalks and the City's bridges and paving; and
- WHEREAS, SDOT estimates that the average Pavement Condition Index score in 2024 for arterial streets is 61 (on a 100-point scale); and SDOT's 2020 Asset Status & Condition Report identified an Asset Sustainability Ratio of 0.4 for arterial streets, which is below the target ratio of 1.0 to maintain existing pavement quality; and
- WHEREAS, a 2020 City of Seattle Audit of Seattle's Vehicle Bridge Maintenance found that the City needed to spend more on bridge maintenance to preserve and extend the life of the structures and that, as of 2019, 29 percent of bridges were in good condition, 65 percent were in fair condition, and six percent were in poor condition and that, over the previous year, the percentage of bridges in fair and poor condition had increased more than the percentage in good condition; and

WHEREAS, approximately 27 percent of Seattle's streets are missing sidewalks, and in April 2024, the City

File #: Res 32145, Version: 2

Council adopted a 20-year Seattle Transportation Plan (STP) that includes a goal of constructing traditional sidewalks or alternative pedestrian pathways to eliminate these gaps in the sidewalk network; and

- WHEREAS, the City's 2021 sidewalk audit identified opportunities for increasing sidewalk maintenance and providing increased community access; and
- WHEREAS, the resources needed to achieve the STP's new sidewalk goals and catching up with sidewalk repair needs, pavement preservation and bridge replacement and rehabilitation over the next 20-30 years add up to several billion dollars; and
- WHEREAS, the Levy Oversight Committee's letter to the City Council recommended additional funding sources to meet citywide transportation needs; and
- WHEREAS, the City Council has passed, and the Mayor has signed, Council Bill 120788, submitting a 2024 Transportation Levy proposal to Seattle voters that, if approved, will allow SDOT to accelerate the rate at which it delivers new sidewalks and sidewalk repairs while establishing a proactive bridge preventative maintenance program; and
- WHEREAS, achieving the Durable Infrastructure Solution goals established in the 2024 Transportation Levy, as well as the STP's 20- and 30-year goals are beyond the scale of what can be funded through the 2024 levy proposal, or any single levy lid lift measure; and
- WHEREAS, in Resolution 32137, the Council provided direction on the composition, scope, and schedule of the Transportation Funding Task Force; and
- WHEREAS, the Council and Mayor would like to engage Seattle residents and transportation stakeholders in developing a plan to meet these long-term infrastructure goals through a combination of policy changes and funding strategies; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR **CONCURRING, THAT:**

File #: Res 32145, Version: 2

Section 1. The Council and Mayor propose that, upon voter approval of the 2024 Transportation Levy, a Transportation Funding Task Force be convened by the Seattle Department of Transportation (SDOT) to evaluate and recommend potential policy changes and funding strategies that will improve and maintain the City's transportation infrastructure, with a particular focus on bridges, pavement condition, and sidewalks. The Council and Mayor will work together to appoint a Task Force made up of interested public stakeholders that represent the diverse perspectives of neighborhoods, businesses, accessibility and mobility advocates, labor, the development community, and subject matter experts in the area of transportation project delivery and funding. The Council will confirm Task Force appointments through a future resolution.

In support of the Task Force, SDOT will lead a technical working group to support these efforts that will include staff from the City Attorney's Office, City Finance, Seattle Department of Construction and Inspections, Seattle Public Utilities, and other relevant departments.

Section 2. At a minimum, the Transportation Funding Task Force will:

- 1. Review contextual and background materials to inform recommendations including SDOT's approach to asset management, related lifecycle cost analyses, City audits for sidewalk repair and bridge maintenance, current sidewalk management and repair policies; the current condition of pavement, sidewalk, and bridge assets, project and program delivery methods, and strategies to sustain maintenance and preservation of these assets;
- 2. Develop an understanding of current revenue streams, funding constraints, and risks to those funding streams sustainably resourcing the Department's work;
- 3. Explore and recommend funding and delivery strategies for maintaining or improving the condition of Seattle's transportation assets, including by:
- a. Assessing strategies to improve the existing sidewalk network, including changes in state and local policies, point of sale requirements and development of City programs to assist or supplement low-income households with sidewalk repairs;

- b. Exploring and recommending new strategies for accelerating the delivery of new sidewalks or alternative pathways where no pathways exist today. The Task Force should review and consider all implications of potential tools, including development requirements, changes in State and local policies that may allow the City to deliver more sidewalks at lower cost, and approaches that may better align City resources with the Seattle Transportation Plan (STP) sidewalk delivery priorities and goals;
- c. Reviewing and recommending potential external funding and finance opportunities to sustain and maintain the City's bridges in a state of good repair, including rehabilitating or replacing bridges nearing the end of their useful life, such as federal and state grant opportunities, low-cost financing options, bonding and tolling; and
- d. Recommending policies and funding strategies to accelerate the pace of delivery of projects that will improve and sustain arterial pavement condition in a state of good repair; and
- 4. Explore currently legal or feasible funding strategies that could allow the City to better meet long-term infrastructure goals as established in the STP or indicated through the Task Force's review of SDOT's asset management approach.

Section 3. Upon voter approval of the 2024 Transportation Levy, the Council and Mayor will work together to appoint members representing the public stakeholders cited in Section 1 of this resolution and initiate the work of the Transportation Funding Task Force by June 1, 2025. The Task Force shall deliver its final report of findings and recommendations to the Council and Mayor by December 31, 2027.

The Task Force's final report should include a list of recommended actions to achieve the objectives cited in Section 2 of this resolution, along with rationales for those recommendations and analysis of alternative recommendations considered by the Task Force; and a recommended schedule for implementation.

Section 4. Nothing in this resolution is meant to preclude the Council or Mayor from proposing or adopting policies sooner than the completion of the Task Force's work in order to preserve and increase options to maintain and improve the City's transportation operations and infrastructure.

Adopted by the City Council the	day of	, 2024, and signed by
	adoption this day of	
		_
	President of the City Counci	1
The Mayor concurred the	_ day of, 2024.	
		_
	Bruce A. Harrell, Mayor	
Filed by me this day of _	, 2024.	
		_
	Scheereen Dedman, City Clerk	
Seal)		

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDOT	Bill LaBorde	Aaron Blumenthal

1. BILL SUMMARY

Legislation Title: A RESOLUTION relating to transportation infrastructure improvement and maintenance, in response to Resolution 32137, regarding the establishment and recommendations of a Transportation Funding Task Force to develop policy and funding recommendations for long term transportation infrastructure needs, with specific focus on building out Seattle's sidewalk network, improving existing sidewalks, improving pavement condition, and replacing or rehabilitating aging bridges.

Summary and Background of the Legislation: A Transportation Funding Task Force was originally proposed a component of the Mayor's 2024 Transportation Levy proposal as a means of bringing together a variety of community and transportation stakeholder voices to develop both policy and funding solutions to address what, over the course of developing Seattle's three transportation levy proposals has proven to be among the city's thorniest transportation infrastructure challenges – how to fully build out the historic gaps in the city's missing sidewalk network while also meeting a long term sustainable standard for better maintaining the City's existing sidewalks, bridges and pavement condition. Council endorsed the Task Force concept in passing Resolution 32137 as a complement to the 2024 Transportation Levy Ordinance.

This proposed resolution is consistent with subsection 2.G of Resolution 32137 in the language it uses regarding the planned membership of the Task Force, its scope of work, and the content and due dates for issuing interim and final reports.

2. CAPITAL IMPROVEMENT PROGRAM	
Does this legislation create, fund, or amend a CIP Project?	☐ Yes ⊠ No
3. SUMMARY OF FINANCIAL IMPLICATIONS	
Does this legislation have financial impacts to the City?	☐ Yes ⊠ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

The 2024 Levy Ordinance (Ordinance 127053) would, if passed by voters in November, allocate \$5 million for "Durable Infrastructure Solutions. Of this \$5 million, approximately \$1.5-2.0 million would be set aside for all costs associated with the Transportation Funding Task Force (see Ordinance 127053, Attachment A), including the services of a contracted facilitator and any additional staff and consulting services necessary to allow the Task Force to develop policy and finance proposals. These services could include input from experts from within City departments, as well as out consultants, to advise the Task Force on matters such as finance options available to the City, bond issuance and different approaches to construction contracting and management.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

As stated above, all costs associated with the Task Force effort would be covered by the "Durable Infrastructure Solutions" component of the 2024 levy. This resolution would be effectuated only if the Levy is approved by Seattle voters in the 2024 general election.

Please describe any financial costs or other impacts of *not* implementing the legislation.

As discussed by the Mayor, SDOT Director, and Councilmembers during the Select Committee deliberations on the 2024 levy proposal, no single levy is capable of building out Seattle's full sidewalk network as presented in the Seattle Transportation Plan, or meeting the standards for long-term sustainable bridge and pavement condition SDOT has long advised and has documented over the last few years in developing a life-cycle cost approach to asset management. While this Task Force may not be able to, by itself, solve these challenges that face nearly all US states and local governments trying to better maintain aging infrastructure, a cross-section of community members, infrastructure experts and stakeholders, can build a consensus among strategies that could allow the City better manage these challenges over the long-term by building consensus around priorities, making policy changes to reduce costs through improved construction management and delivery, more comprehensive private development strategies for filling in sidewalk gaps, and finance approaches that may make it easier to take on more bridge replacement and rehabilitation projects.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

Other departments, including the Office of City Finance, the Seattle Department of Construction and Inspections (SDCI), Seattle Public Utilities (SPU), and the City Attorney's Office will be asked to provide technical assistance for various Task Force scope elements

and meetings. For example, Law and Finance may be asked to provide information to the task force on bonding, SPU on drainage requirements associated with sidewalk and alternative pathway construction, and SDCI on development standards as it relates to new sidewalk construction.

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.
 No
- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.
 - i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

While pavement condition and bridge conditions are an issue across the city, the largest gaps in the sidewalk network are in portions of the city annexed from unincorporated King County, mostly in the early 1950s – Council District 5 and the southern extents of Districts 1 and 2. While the STP and new 2024 Levy proposal prioritize new sidewalks according to high priority equity index areas, the extent of gaps in the network make new sidewalks a critical RSJI issue to prioritize within the Task Force's work. Additionally, both missing sidewalks and sidewalks with uplifts and other repair needs inhibit the mobility of people with disabilities, especially those who rely on wheelchairs for mobility, or have visual impairments.

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.

The Racial Equity Toolkit for the proposed Levy is relevant here and can be found on as a supporting document to the Summary and Fiscal Note for Ordinance 127053 here at: https://seattle.legistar.com/View.ashx?M=F&ID=13059183&GUID=325BF195-B9BD-43D2-81E0-4B467956DFAB.

iii. What is the Language Access Plan for any communications to the public? Public communications related to the Task Force will, at a minimum, be translated into Tier 1 languages and likely both Tier 1 and 2 languages.

d. Climate Change Implications

i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

Addressing gaps in the sidewalk network and increasing the rate of sidewalk repair make it easier for the city to support more growth and serve better access to transit, as well as improved access to many daily needs within a 15-minute walk of where most people in Seattle live or work. Additionally, maintaining bridge and pavement

- infrastructure can help avert the need for the kind of capital replacement projects that are generally more carbon intensive than maintenance projects.
- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

Finding solutions to fund better maintenance of existing assets may also help make much of our bridge and pavement infrastructure more resilient to the impacts of the kinds of heat waves that have become more frequent as a result of climate change.

e. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

The outcomes of the Task Force's work will be determined by the feasibility of the recommendations it ultimately makes to the Mayor and Council for better addressing infrastructure needs.

5. CHECKLIST	
	Is a public hearing required?
	Is publication of notice with <i>The Daily Journal of Commerce</i> and/or <i>The Seattle Times</i> required?
	If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?
	Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
6. ATTACHMENTS	
Summary Attachments: None.	