



CITY OF SEATTLE

City Council

Agenda

Public Hearing

Monday, November 8, 2021

2:00 PM

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or
Seattle Channel online.

M. Lorena González, President

Lisa Herbold, Member

Debora Juarez, Member

Andrew J. Lewis, Member

Tammy J. Morales, Member

Teresa Mosqueda, Member

Alex Pedersen, Member

Kshama Sawant, Member

Dan Strauss, Member

Chair Info: 206-684-8809; Lorena.González@seattle.gov

[Watch Council Meetings Live](#) [View Past Council Meetings](#)

For accessibility information and for accommodation requests, please call
206-684-8888 (TTY Relay 7-1-1), email CouncilAgenda@Seattle.gov, or visit
<http://seattle.gov/cityclerk/accommodations>.



CITY OF SEATTLE
City Council
Agenda
Public Hearing
November 8, 2021 - 2:00 PM

Meeting Location:

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or Seattle Channel online.

Committee Website:

<http://www.seattle.gov/council>

Pursuant to Washington State Governor's Proclamation No. 20-28.15 and Senate Concurrent Resolution 8402, this public meeting will be held remotely. Meeting participation is limited to access by the telephone number provided on the meeting agenda, and the meeting is accessible via telephone and Seattle Channel online.

Register online to speak during the Public Comment period and the Public Hearing on Clerk File 314459 at the 2:00 p.m. City Council meeting at

<http://www.seattle.gov/council/committees/public-comment>.

Online registration to speak at the City Council meeting will begin two hours before the 2:00 p.m. meeting start time, and registration will end at the conclusion of the Public Comment period or the Public Hearing during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to all Councilmembers at

Council@seattle.gov

Sign-up to provide Public Comment or to speak during the Public Hearing at the meeting at

<http://www.seattle.gov/council/committees/public-comment>

Watch live streaming video of the meeting at

<http://www.seattle.gov/council/watch-council-live>

Listen to the meeting by calling the Council Chamber Listen Line at 253-215-8782 Meeting ID: 586 416 9164

One Tap Mobile No. US: +12532158782,,5864169164#

A. CALL TO ORDER

B. ROLL CALL**C. PRESENTATIONS****D. APPROVAL OF THE JOURNAL**

[Min 352](#) October 18, 2021

Attachments: [Minutes](#)

[Min 353](#) November 1, 2021

Attachments: [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 324](#) November 8, 2021

Attachments: [Introduction and Referral Calendar](#)

F. APPROVAL OF THE AGENDA**G. 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.

Register online to speak during the Public Comment period at the 2:00 p.m. City Council meeting at
<http://www.seattle.gov/council/committees/public-comment>.

Online registration to speak at the City Council meeting will begin two hours before the 2:00 p.m. 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.

H. PUBLIC HEARING

1. [CF 314459](#) Petition of Grand Street Commons LLC, for the vacation of the alley in Block 14, Jos C. Kinnear's Addition to the City of Seattle, being the block bounded by South Grand Street, 22rd Avenue South, South Holgate Street and 23rd Avenue South.

The Clerk File (CF) was discussed in Committee.

Attachments: [Vacation Petition Application](#)

Supporting Documents: [Central Staff Memo \(11/8/21\)](#)
[SDOT Recommendation](#)

Public Hearing

Register online to speak during this Public Hearing at <http://www.seattle.gov/council/committees/public-comment>.

Sign-up registration will begin two hours before the 2:00 p.m. meeting start time and registration will end at the conclusion of the Public Hearing during the meeting. Speakers must be registered in order to be recognized by the Chair.

If you are unable to participate remotely, please submit written comments to all Councilmembers at Council@seattle.gov.

I. PAYMENT OF BILLS

These are the only Bills which the City Charter allows to be introduced and passed at the same meeting.

- [CB 120217](#) AN ORDINANCE appropriating money to pay certain audited claims for the week of October 25, 2021 through October 29, 2021 and ordering the payment thereof.

J. COMMITTEE REPORTS

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

Committee Reports will not be presented at this meeting.

K. ADOPTION OF OTHER RESOLUTIONS

L. OTHER BUSINESS

M. ADJOURNMENT



Legislation Text

File #: Min 352, **Version:** 1

October 18, 2021

SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104



Journal of the Proceedings of the Seattle City Council

Monday, October 18, 2021

2:00 PM

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or
Seattle Channel online.

City Council

M. Lorena González, President

Lisa Herbold, Member

Debora Juarez, Member

Andrew J. Lewis, Member

Tammy J. Morales, Member

Teresa Mosqueda, Member

Alex Pedersen, Member

Kshama Sawant, Member

Dan Strauss, Member

Chair Info: 206-684-8809; Lorena.González@seattle.gov

Pursuant to Washington State Governor's Proclamation No. 20-28.15 and Senate Concurrent Resolution 8402, this public meeting will be held remotely. Meeting participation is limited to access by the telephone number provided on the meeting agenda, and the meeting is accessible via telephone and Seattle Channel online.

A. CALL TO ORDER

The City Council of The City of Seattle met remotely pursuant to Washington State Governor's Proclamation 20-28.15, and guidance provided by the Attorney General's Office, on October 18, 2021, pursuant to the provisions of the City Charter. The meeting was called to order at 2:02 p.m., with Council President González presiding.

B. ROLL CALL

The following Councilmembers were present and participating electronically:

Present: 8 - González , Herbold, Juarez, Lewis, Mosqueda, Pedersen, Sawant, Strauss

Late Arrival: 1 - Morales

C. PRESENTATIONS

Councilmember Herbold presented a Proclamation recognizing October 21, 2021, as Gender-Based Violence Providers Recognition Day. By unanimous consent, the Council Rules were suspended to allow Councilmember Herbold to present the Proclamation, and to allow Merrill Cousin, Executive Director of the Coalition Ending Gender-Based Violence, to address the Council.

D. APPROVAL OF THE JOURNAL

[Min 351](#)

October 11, 2021

Motion was made, duly seconded and carried, to adopt the proposed Minutes by the following vote, and the President signed the Minutes:

In Favor: 8 - González , Herbold, Juarez, Lewis, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR[IRC 322](#)**October 18, 2021****ACTION 1:**

Motion was made and duly seconded to adopt the proposed Introduction and Referral Calendar (IRC).

ACTION 2:

Motion was made by Councilmember Sawant to amend the proposed Introduction and Referral Calendar by introducing a Council Bill and by referring it to the City Council on November 1, 2021.

AN ORDINANCE relating to employment in Seattle; requiring employers to provide parking or compensation for parking expenses to construction employees working in Seattle; amending Sections 3.02.125, 3.15.000, and 6.208.020 of the Seattle Municipal Code; and adding a new Chapter 14.35 to the Seattle Municipal Code.

The Motion was not considered due to a lack of a second.

There being no further discussion, consideration of the Introduction and Referral Calendar (IRC) concluded.*

*City Clerk Note: The adoption of the October 18, 2021 Introduction and Referral Calendar was ratified and confirmed at the November 1, 2021 City Council Meeting.

F. APPROVAL OF THE AGENDA

Motion was made, duly seconded and carried, to adopt the proposed Agenda.

G. PUBLIC COMMENT

By unanimous consent, the Council Rules were suspended to provide a 30 minute Public Comment period.

The following individuals addressed the Council:

Margot Stewart
Howard Gale

Councilmember Morales joined the meeting at 2:21 p.m.

Logan Swan
Nina Wurz
Barbara Phinney
Reverend Robert Jeffrey
Addie Smith
Colin Moen
Monty Anderson
Matt Swanson
Taylor Leatrice Werner
Robyn Thompson
Mandy Richardson
Brione Scott
Kevin Vitz-Wong
Arthur Esparza
Julian Scott
Mac Scotty McGregor
Mary Cole
Sarah Champernowne
Sonja Ponath
Marisa Bertaud
Daniel Kavanaugh

H. PAYMENT OF BILLS

[CB 120205](#) **AN ORDINANCE appropriating money to pay certain audited claims for the week of October 4, 2021 through October 8, 2021 and ordering the payment thereof.**

Motion was made and duly seconded to pass Council Bill 120205.

The Motion carried, the Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda,
Pedersen, Sawant, Strauss

Opposed: None

I. COMMITTEE REPORTS

CITY COUNCIL:

1. [Appt 02060](#) **Appointment of Haley Freedlund as member, Seattle Renters' Commission, for a term to February 28, 2022.**

Motion was made and duly seconded to confirm Appointment 02060.

The Motion carried, and the Appointment (Appt) was confirmed by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda,
Pedersen, Sawant, Strauss

Opposed: None

2. [Appt 02061](#) **Appointment of Arianna Laureano as member, Seattle Renters' Commission, for a term to February 28, 2022.**

Motion was made and duly seconded to confirm Appointment 02061.

The Motion carried, and the Appointment (Appt) was confirmed by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda,
Pedersen, Sawant, Strauss

Opposed: None

3. [Appt 02062](#) **Appointment of Rachel Sanchez as member, Seattle Renters' Commission, for a term to February 28, 2023.**

Motion was made and duly seconded to confirm Appointment 02062.

The Motion carried, and the Appointment (Appt) was confirmed by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda,
Pedersen, Sawant, Strauss

Opposed: None

J. ADOPTION OF OTHER RESOLUTIONS

There were none.

K. OTHER BUSINESS

There was none.

L. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 3:00 p.m.

Jodee Schwinn, Deputy City Clerk

Signed by me in Open Session, upon approval of the Council, on November 8, 2021.

M. Lorena González, Council President of the City Council

Monica Martinez Simmons, City Clerk



Legislation Text

File #: Min 353, **Version:** 1

November 1, 2021

SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104



Journal of the Proceedings of the Seattle City Council

Monday, November 1, 2021

2:00 PM

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or
Seattle Channel online.

City Council

M. Lorena González, President

Lisa Herbold, Member

Debora Juarez, Member

Andrew J. Lewis, Member

Tammy J. Morales, Member

Teresa Mosqueda, Member

Alex Pedersen, Member

Kshama Sawant, Member

Dan Strauss, Member

Chair Info: 206-684-8809; Lorena.González@seattle.gov

Pursuant to Washington State Governor's Proclamation No. 20-28.15 and Senate Concurrent Resolution 8402, this public meeting will be held remotely. Meeting participation is limited to access by the telephone number provided on the meeting agenda, and the meeting is accessible via telephone and Seattle Channel online.

A. CALL TO ORDER

The City Council of The City of Seattle met remotely pursuant to Washington State Governor's Proclamation 20-28.15, and guidance provided by the Attorney General's Office, on November 1, 2021, pursuant to the provisions of the City Charter. The meeting was called to order at 2:00 p.m., with Council President González presiding.

B. ROLL CALL

The following Councilmembers were present and participating electronically:

Present: 8 - González , Herbold, Juarez, Lewis, Morales, Pedersen, Sawant, Strauss

Late Arrival: 1 - Mosqueda

C. PRESENTATIONS

There were none.

Councilmember Mosqueda joined the meeting at 2:01 p.m.

D. APPROVAL OF THE JOURNAL

There were no Minutes presented for approval.

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR

Motion was made, duly seconded and carried, to adopt the October 18th Introduction and Referral Calendar and any actions consistent with the Introduction and Referral Calendar were ratified and confirmed.

[IRC 323](#)

November 1, 2021 (Revised 10/29/21 at 3:30 pm)

Motion was made, duly seconded and carried, to adopt the proposed Introduction and Referral Calendar (IRC) by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

F. APPROVAL OF THE AGENDA

Motion was made, duly seconded and carried, to adopt the proposed Agenda.

G. PUBLIC COMMENT

By unanimous consent, the Council Rules were suspended to provide a 30 minute Public Comment period.

The following individuals addressed the Council:

Howard Gale
Elan Axelbank
Lorece Gordon
Colin Moen
Esther John
Diane Vickers
Alem Bisrat
The Reverend Angela Ying
Yonas Semeke
Varun Belur
Miss Gloria B
Daniel Kavanaugh
Demetress Abu
Sonja Ponath
Cassandra Oakes
Logan Swan
Sandra Montes
Robert Jeffrey
Brione Scott
Addie Smith
Mary Cole
Nina Wurz
Ebony Wood
Arthur Esparza
Annie Byce-Moore
Denise Bazemore
Joyce Davis
Michelle Leclech

H. PAYMENT OF BILLS

[CB 120208](#) **AN ORDINANCE appropriating money to pay certain audited claims for the week of October 11, 2021 through October 15, 2021 and ordering the payment thereof.**

Motion was made and duly seconded to pass Council Bill 120208.

The Motion carried, the Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

[CB 120209](#) **AN ORDINANCE appropriating money to pay certain audited claims for the week of October 18, 2021 through October 22, 2021 and ordering the payment thereof.**

Motion was made and duly seconded to pass Council Bill 120209.

The Motion carried, the Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

I. COMMITTEE REPORTS**CITY COUNCIL:**

1. [Appt 02057](#) **Appointment of Evan Hundley as member, Board of Parks and Recreation Commissioners, for a term to March 31, 2022.**

Motion was made and duly seconded to confirm Appointment 02057.

The Motion carried, and the Appointment (Appt) was confirmed by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

3. [Appt 02058](#) **Appointment of Kelly McCaffrey as member, Board of Parks and Recreation Commissioners, for a term to March 31, 2022.**

Motion was made and duly seconded to confirm Appointment 02058.

The Motion carried, and the Appointment (Appt) was confirmed by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

2. [Appt 02055](#) **Appointment of Jessica A. Farmer as member, Board of Parks and Recreation Commissioners, for a term to March 31, 2024.**

Motion was made and duly seconded to confirm Appointment 02055.

The Motion carried, and the Appointment (Appt) was confirmed by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

4. [Appt 02059](#) **Appointment of Deepa Sivarajan as member, Board of Parks and Recreation Commissioners, for a term to March 31, 2024.**

Motion was made and duly seconded to confirm Appointment 02059.

The Motion carried, and the Appointment (Appt) was confirmed by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

5. [Appt 02056](#) **Appointment of Marlon Dylan Herrera as member, Board of Parks and Recreation Commissioners, for a term to March 31, 2024.**

ACTION 1

Motion was made and duly seconded to confirm Appointment 02056.

ACTION 2

Motion was made by Councilmember Juarez, duly seconded and carried, to amend Appointment 02056, Appointment Packet, by substituting version 2 for version 1.

ACTION 3

Motion was made and duly seconded to confirm Appointment 02056 as amended.

The Motion carried, and the Appointment (Appt) was confirmed as amended by the following vote:

In Favor: 9 - González , Herbold, Juarez, Lewis, Morales, Mosqueda, Pedersen, Sawant, Strauss

Opposed: None

J. ADOPTION OF OTHER RESOLUTIONS

There were none.

K. OTHER BUSINESS

Motion was made, duly seconded and carried, to excuse Council President González from the November 8, 2021 City Council meeting.

L. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 2:53 p.m.

Linda Barron, Deputy City Clerk

Signed by me in Open Session, upon approval of the Council, on November 8, 2021.

Dan Strauss, Pro Tem Council President of the City Council

Monica Martinez Simmons, City Clerk



Legislation Text

File #: IRC 324, **Version:** 1

November 8, 2021



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 Referral
<u>By: Strauss</u>		
1. CB 120216	AN ORDINANCE relating to land use and zoning; amending Chapter 23.32 of the Seattle Municipal Code at page 8 of the Official Land Use Map to rezone portions of the lot located at 14302 30th Avenue NE and portions of the lot located at 14330 30th Avenue NE from Single Family 7200 (SF 7200) to Lowrise 3 with a Mandatory Housing Affordability 2 suffix (LR3 (M2)) and accepting Property Use and Development Agreements as a condition of rezone approval. (Petition by 14302 Development and the Seattle Housing Authority, C.F. 314367, SDCI Project 3023581-LU)	City Council
<u>By: Mosqueda</u>		
2. CB 120217	AN ORDINANCE appropriating money to pay certain audited claims for the week of October 25, 2021 through October 29, 2021 and ordering the payment thereof.	City Council
<u>By: Mosqueda, Pedersen</u>		
3. CB 120218	AN ORDINANCE relating to property at Sand Point; authorizing the Director of Housing to execute an easement agreement for a sanitary sewer main line with the University of Washington; authorizing related agreements and actions to support the development of cottages for people experiencing homelessness on a parcel owned by the City and leased to SP Cottages LLC; and ratifying and confirming certain prior acts.	City Council
<u>By: Sawant</u>		
4. Res 32025	A RESOLUTION modifying the Mayoral Civil Emergency Order of October 29, 2021, related to hiring incentives for public safety emergency response.	City Council
<u>By: Mosqueda</u>		
5. CB 120040	AN ORDINANCE amending Ordinance 126000, which adopted the 2020 Budget, including the 2020-2025 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.	Finance and Housing Committee

By: Strauss

6. [CB 120214](#)
- AN ORDINANCE relating to land use and zoning; renaming Single-Family zones to Neighborhood Residential zones; amending Chapter 23.32 of the Seattle Municipal Code (SMC) at pages 1 through 107, 111 through 114, 117 through 126, 131 through 140, 142 through 214, and 216 through 221 of the Official Land Use Map; renaming Chapter 23.44 of the Seattle Municipal Code; and amending Sections 6.600.080, 11.16.240, 15.16.040, 15.17.100, 15.17.120, 15.17.150, 15.32.200, 15.32.300, 22.801.200, 22.900C.010, 23.04.010, 23.30.010, 23.30.030, 23.34.006, 23.34.010, 23.34.011, 23.34.012, 23.34.013, 23.34.014, 23.34.018, 23.34.072, 23.34.089, 23.40.006, 23.41.004, 23.41.008, 23.42.052, 23.42.056, 23.42.058, 23.42.106, 23.42.108, 23.42.110, 23.42.112, 23.42.122, 23.42.124, 23.42.130, 23.44.002, 23.44.006, 23.44.008, 23.44.010, 23.44.011, 23.44.012, 23.44.013, 23.44.014, 23.44.016, 23.44.017, 23.44.019, 23.44.020, 23.44.021, 23.44.022, 23.44.024, 23.44.028, 23.44.034, 23.44.035, 23.44.036, 23.44.041, 23.44.046, 23.44.060, 23.45.514, 23.45.518, 23.45.527, 23.45.536, 23.45.550, 23.45.578, 23.47A.014, 23.47A.040, 23.50.024, 23.50.030, 23.51A.002, 23.51B.002, 23.53.006, 23.53.010, 23.53.015, 23.53.030, 23.54.015, 23.54.020, 23.55.012, 23.55.015, 23.55.020, 23.57.005, 23.57.008, 23.57.009, 23.57.010, 23.58C.050, 23.69.024, 23.71.012, 23.71.030, 23.71.036, 23.72.004, 23.72.010, 23.84A.048, 23.86.006, 23.86.007, 23.86.008, 23.86.010, 23.90.019, 23.91.002, 25.05.800, 25.08.225, 25.09.240, 25.09.260, 25.11.040, 25.11.050, and 25.11.060 of the Seattle Municipal Code.
- Land Use and Neighborhoods Committee

By: Strauss

7. [CB 120215](#)
- AN ORDINANCE relating to land use review decision procedures; amending Section 23.51A.002 of the Seattle Municipal Code to authorize the Director of the Seattle Department of Construction and Inspections to administratively waive development standards for minor expansions of sewage treatment plants subject to a Department of Ecology corrective order and finding an emergency under Seattle Municipal Code Section 25.05.880.
- Land Use and Neighborhoods Committee

By: Mosqueda

8. [Res 32024](#)
- A RESOLUTION adopting revised financial policies for the Emergency Fund.
- Select Budget Committee



Legislation Text

File #: CF 314459, **Version:** 1

Petition of Grand Street Commons LLC, for the vacation of the alley in Block 14, Jos C. Kinnear's Addition to the City of Seattle, being the block bounded by South Grand Street, 22rd Avenue South, South Holgate Street and 23rd Avenue South.

The Clerk File is provided as an attachment.

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

The undersigned, Grand Street Commons LLC ("Petitioner"), owns more than two-thirds of the property abutting that certain right-of-way located within the block bounded by 22nd Avenue S, S Grand Street, 23rd Avenue S, and S Holgate Street (the "Alley").

Petitioner petitions the City of Seattle to vacate the Alley, which is described more particularly as:

That certain alleyway, being 16 feet in width, create by Plat, between South Grand Street and South Holgate Street and lying between Lots 1, 2, and 3, and Lots 4, 5, and 6, Block 14, Jos C. Kinnear's Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 1 of Plats, Page 123, records of King County, Washington.

OR in the alternative, to vacate any portion of the above-described right of way;

RESERVING to the City of Seattle after vacation all necessary slope rights including cuts or fills on the former Alley for the protection of the reasonable original grading of right-of-way abutting on the property after the vacation.

SIGNATURE OF PETITIONER:

I declare that I am the owner of property that abuts the Alley described in the petition to the City Council for the above-noted right-of-way vacation. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. **For corporately held property, provide documentation of signatory authority.**

Grand Street Commons LLC

PROPERTY King County Parcels

388190-0515, 388190-0540, 388190-0550,
388190-0560

Signature:  4AC8D1CB13184A6...
DocuSigned By: Joe Ferguson

Date: 7/23/2020

Petition Fee:

Grand Street Commons LLC and the owners of the Dere Auto Property have a signed agreement under which Dere agrees to pay for the ½ portion of the alley abutting and to be vacated to the Dere Property. Grand Street Commons LLC will pay for the rest of the alley, all of which abuts the GSC South property

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

I Grand Street Commons, LLC acknowledge that:

☒ Any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

☒ The City Council decision is at the end of the review process;

☒ The City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies contained in Resolution 31809 and other adopted policies;

☒ A Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA);

☒ I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of vacation petition; and

☒ I/we understand that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees

 4AC8D1CB13184A6...
DocuSigned By: Joe Ferguson Petitioner 7/23/2020 Date

CONTACT INFORMATION:

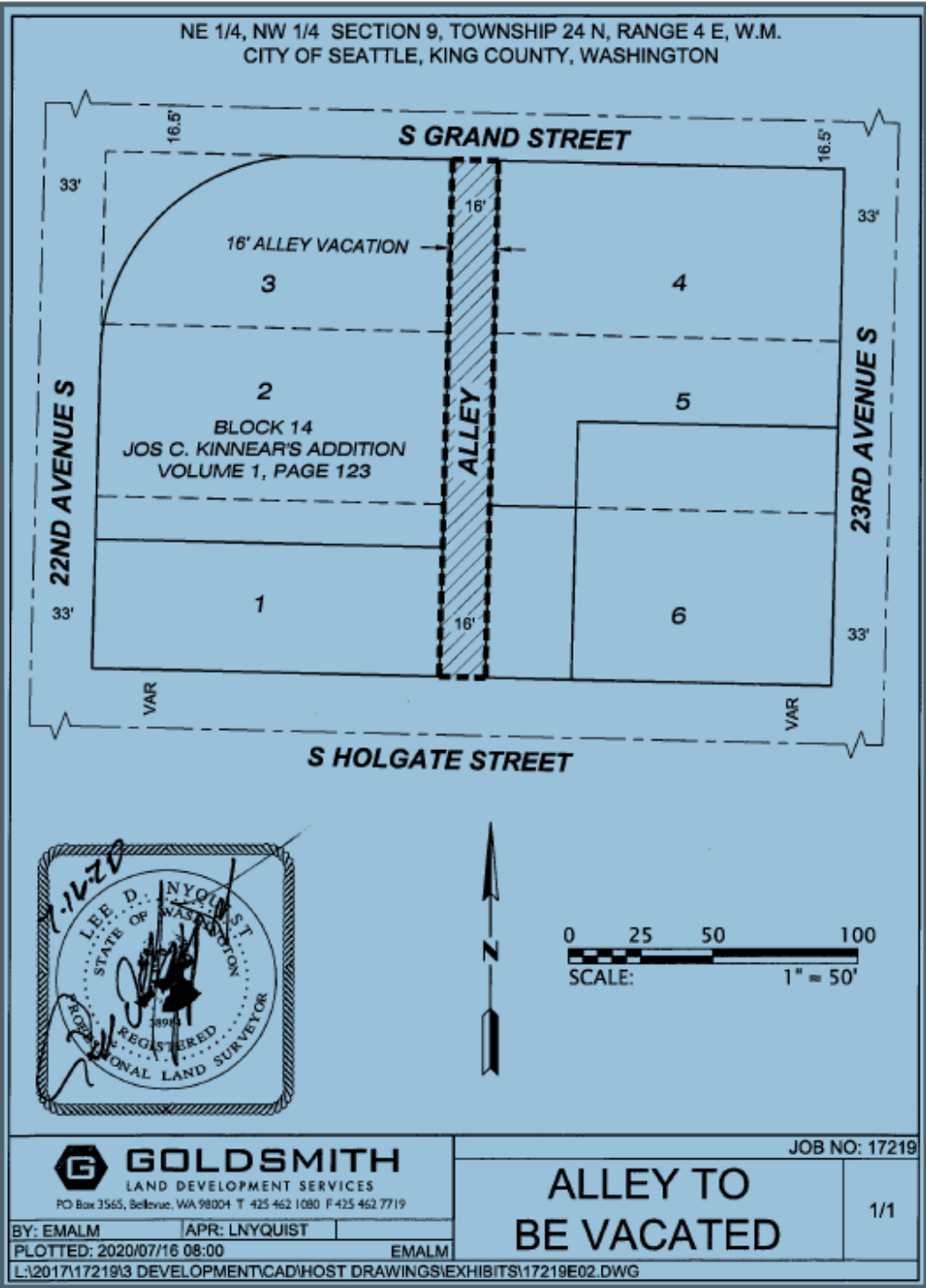
Petitioner:
Grand Street Commons LLC
401 N 36th Street, Suite 104
Seattle, WA 98103
joe@lakeunionpartners.com

Contact:
Randall Olsen, Cairncross & Hempelmann
ROlsen@Cairncross.com

Barry Baker, Mt. Baker Housing Association
barry@mtbakerhousing.org

Abutting Property Owners*:
Suey Lung Dere and Ling Ngar Dere
1818 Rainier Avenue S., Seattle, WA 98144
Grand Street Commons LLC
2030 Dexter Ave. N, Suite 100, Seattle, WA
*See attached Ex. A titled "Consent and Support for Alley Vacation"

MAP OF PROPOSED VACATION



The alley area of 190 feet by 16 feet with a square footage of 2,880.


{04042300.DOCX;1 }


Exhibit A

Consent and Support for Alley Vacation

To: City of Seattle
Re: Vacation of the alley between S. Grand Street and S. Holgate Street

The undersigned ("Dere") own the property commonly known as 1818 Rainier Avenue S., tax parcel number 3881900510 ("Dere Property"). The Dere Property abuts a portion of the unopened alley located between S. Grand Street and S. Holgate Street (the "Alley"). Dere consents to and supports Grand Street Commons LLC's petition to vacate the Alley. Dere plans to purchase the half of the Alley that abuts the Dere Property. Please process and approve the Alley vacation.

 Dated: 4-12-2020
Suey Lung Dere

 Dated: 4-12-2020
Ling Ngar Dere

{03947871.DOCX;2 }

GRAND STREET COMMONS - AFFORDABLE HOUSING ALLEY VACATION

GSC SOUTH ALLEY VACATION

1815 23RD AVENUE S
SDCI Project # 3035070
SEPT 4, 2020



SECTION 1 - Site Information	4
SECTION 2 - Project Information	8
SECTION 3 - Land Use Information	18
SECTION 4 - Transportation	28
SECTION 5 - Utilities	36
SECTION 6 - Historic Sites or Buildings	38
SECTION 7 - Community Engagement Plan	39
SECTION 8 - Vacation Policies	44
SECTION 9 - Environmental Review	48

1 - SITE INFORMATION

LEGAL DESCRIPTION

July 16, 2020

LEGAL DESCRIPTION
FOR
LAKE UNION PARTNERS

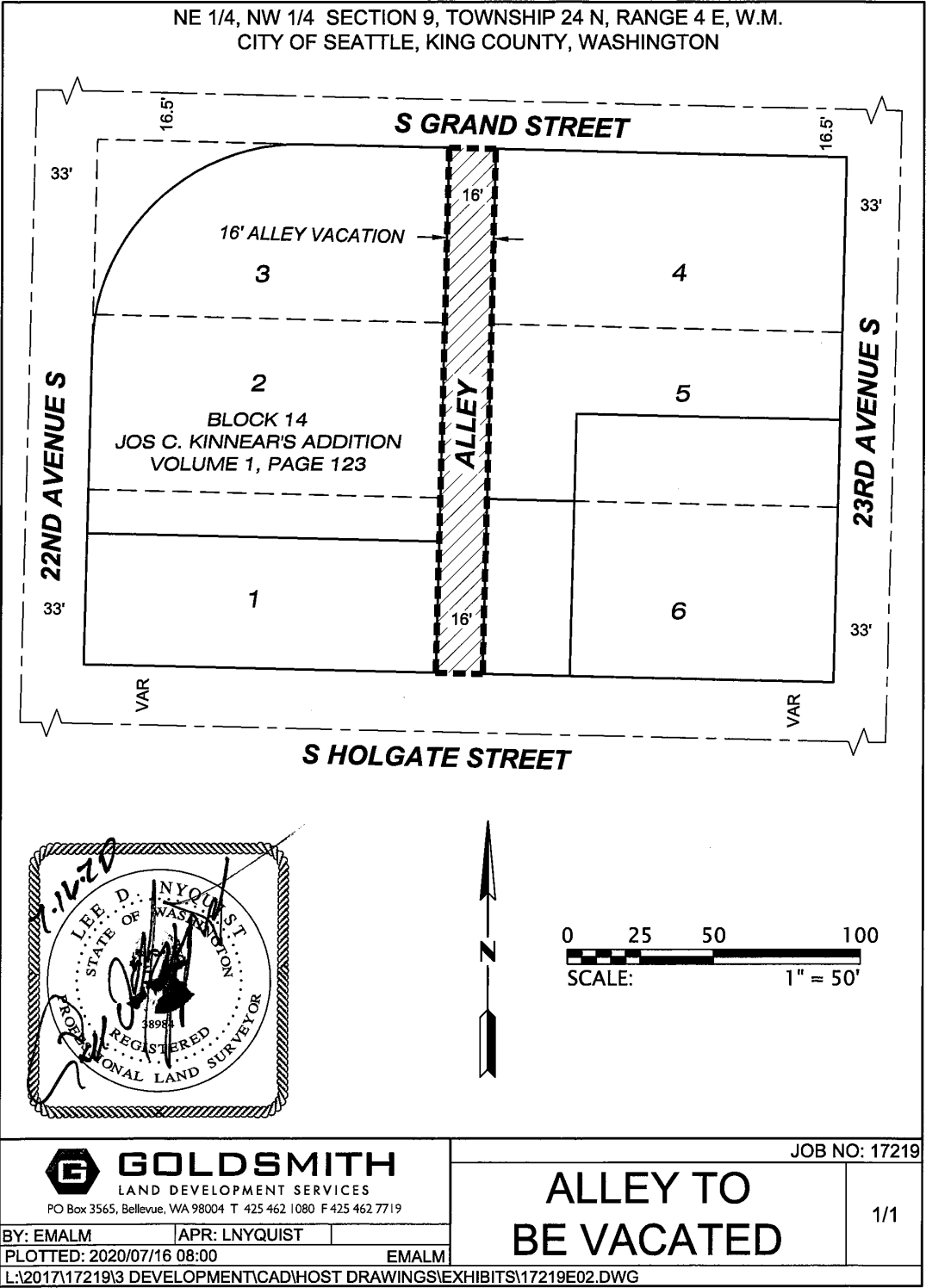
ALLEY TO BE VACATED

That certain alleyway, being 16 feet in width, created by Plat, between South Grand Street and South Holgate Street and lying between Lots 1,2, and 3, and Lots 4, 5, and 6, Block 14, Jos C. Kinnear's Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 1 of Plats, Page 123, records of King County, Washington.



17219 Alley Vacated Legal Description_2020-7-16.docx
Page 1 of 1

Prepared by:	
Checked by:	



SECTION 1 | SITE INFORMATION

LOCATION

2201 S GRAND ST, SEATTLE, WA 98144

PARCEL #:

3881900515, 3881900540, 3881900550, 3881900560

LOT SIZE:

39,268 SF (0.90 acres)

ZONING:

NC3-75(M)

OVERLAY ZONE:

North Rainier/Mt Baker Hub Urban Village

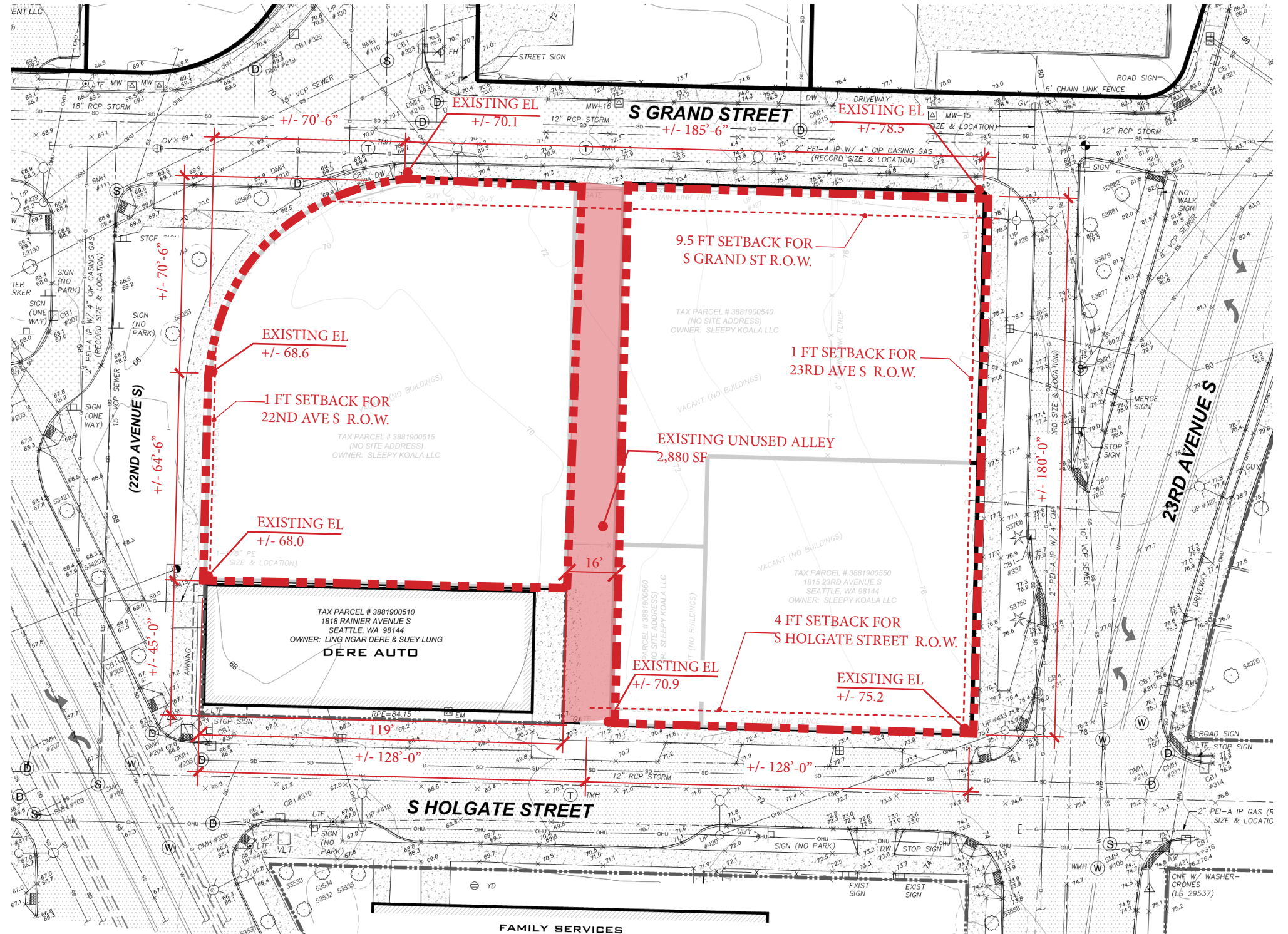
DESIGN GUIDELINES:

Central Area Neighborhood Design Guidelines

CITY COUNCIL DISTRICT:

City Council District 3

District Councilmember: Kshama Sawant



SECTION 1 | SITE PHOTOS - EXISTING CONDITIONS



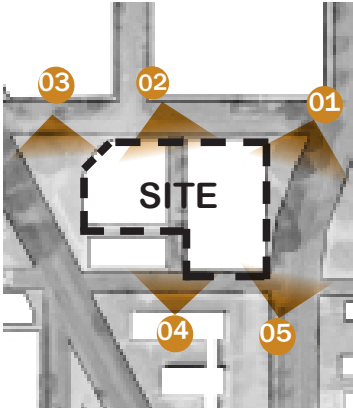
ALLEY



HOLGATE STREET



ALLEY



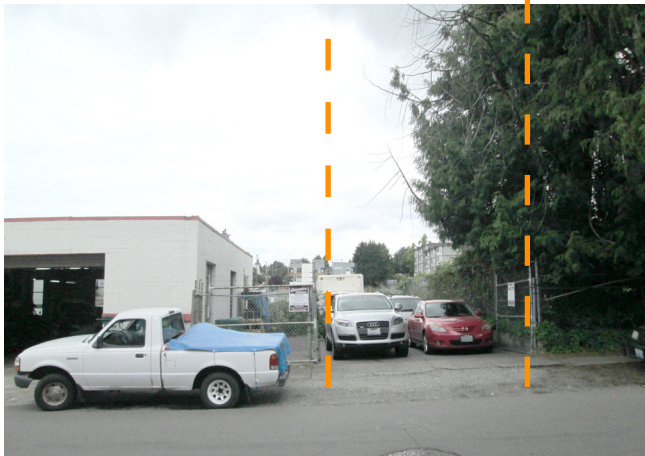
01 VIEW OF SITE FROM THE NORTHWEST



02 ALLEY VIEW FROM S GRAND STREET (NORTH END OF ALLEY)



03 VIEW OF SITE FROM NORTHWEST

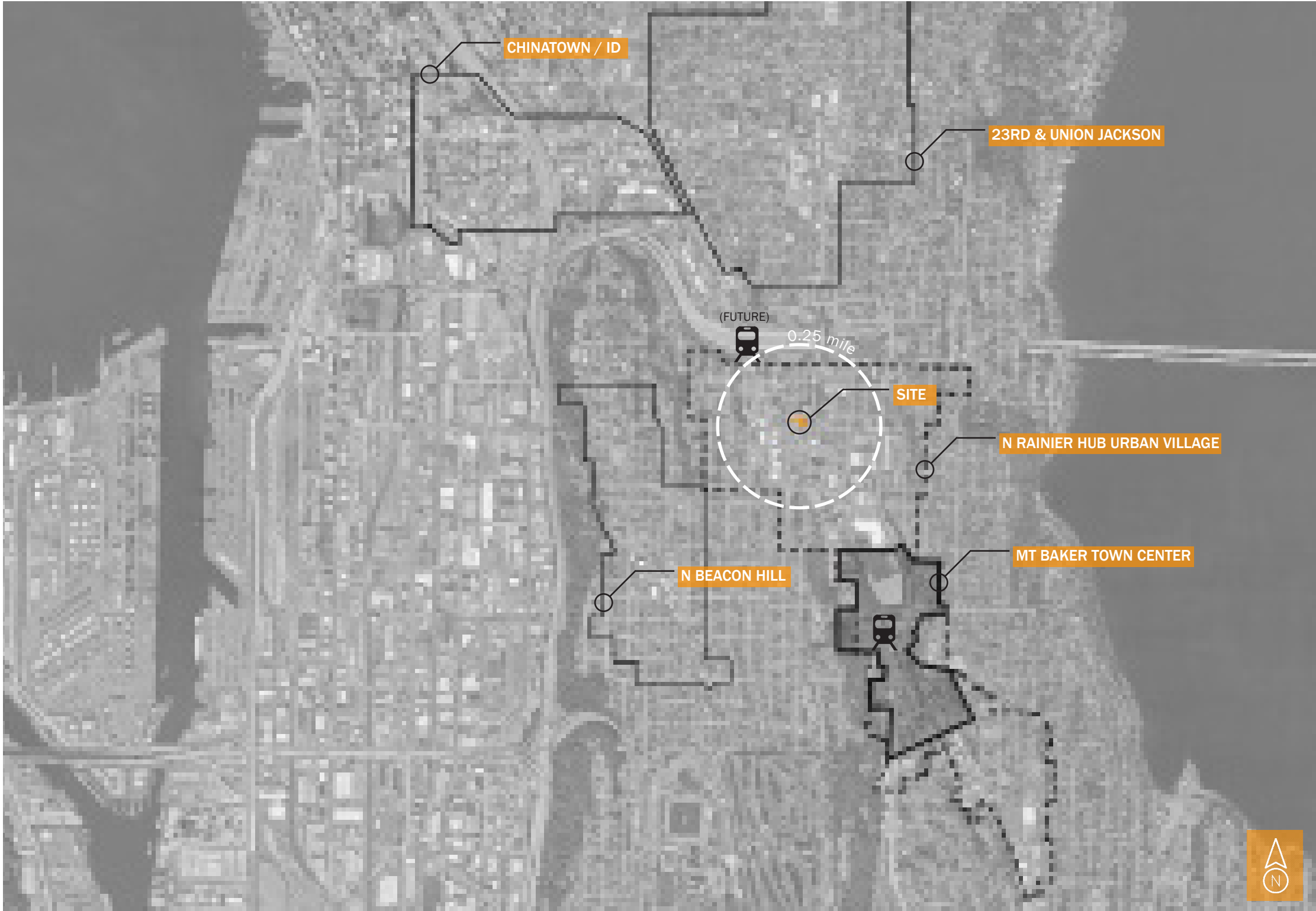


04 ALLEY VIEW FROM S HOLGATE STREET



05 23RD AVE S

2 - PROJECT INFORMATION



PROJECT URBAN BOUNDARY

The project is located in the North Rainier/Mt Baker HUB Urban Village.

NEIGHBORING URBAN BOUNDARIES

- Downtown Urban Center
- Chinatown / ID Urban Center Village

- Town Center
- Mount Baker Town Center

- Residential Urban Village
- 23rd and Jackson Residential Urban Village
 - North Beacon Hill Residential Urban Village

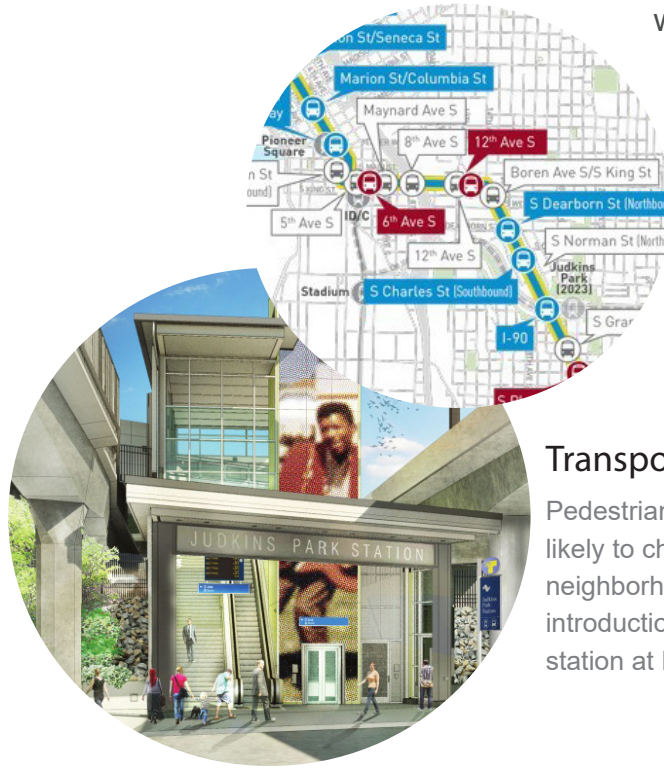


The alley vacation will support Mt. Baker Housing’s affordable housing project on the south block of the Grand Street Commons project in the heart of the N. Rainier Hub Urban Village.

Opportunity to vacate an **unused alley** to make way for **much needed affordable housing**.

SECTION 2 | VISION STATEMENT

Narrative and Vision Statement: “The alley vacation will result in the creation of 45 additional affordable housing units on the GSC South site. The GSC South site is part of the larger Grand Street Commons project, which also includes GSC West and East as shown below. The goal of the Grand Street Commons project is to create a mixed income, transit-oriented community featuring Office of Housing funded family units at 60% AMI on the GSC South site, and market rate apartments and additional affordable units via MHA onsite performance and MFTE programming on the GSC West and East sites. Grand Street Commons will be a new neighborhood center and will feature a variety of retail and commercial uses, pedestrian friendly streets, and green public spaces, all in proximity to the Judkin’s Park Light Rail Station.



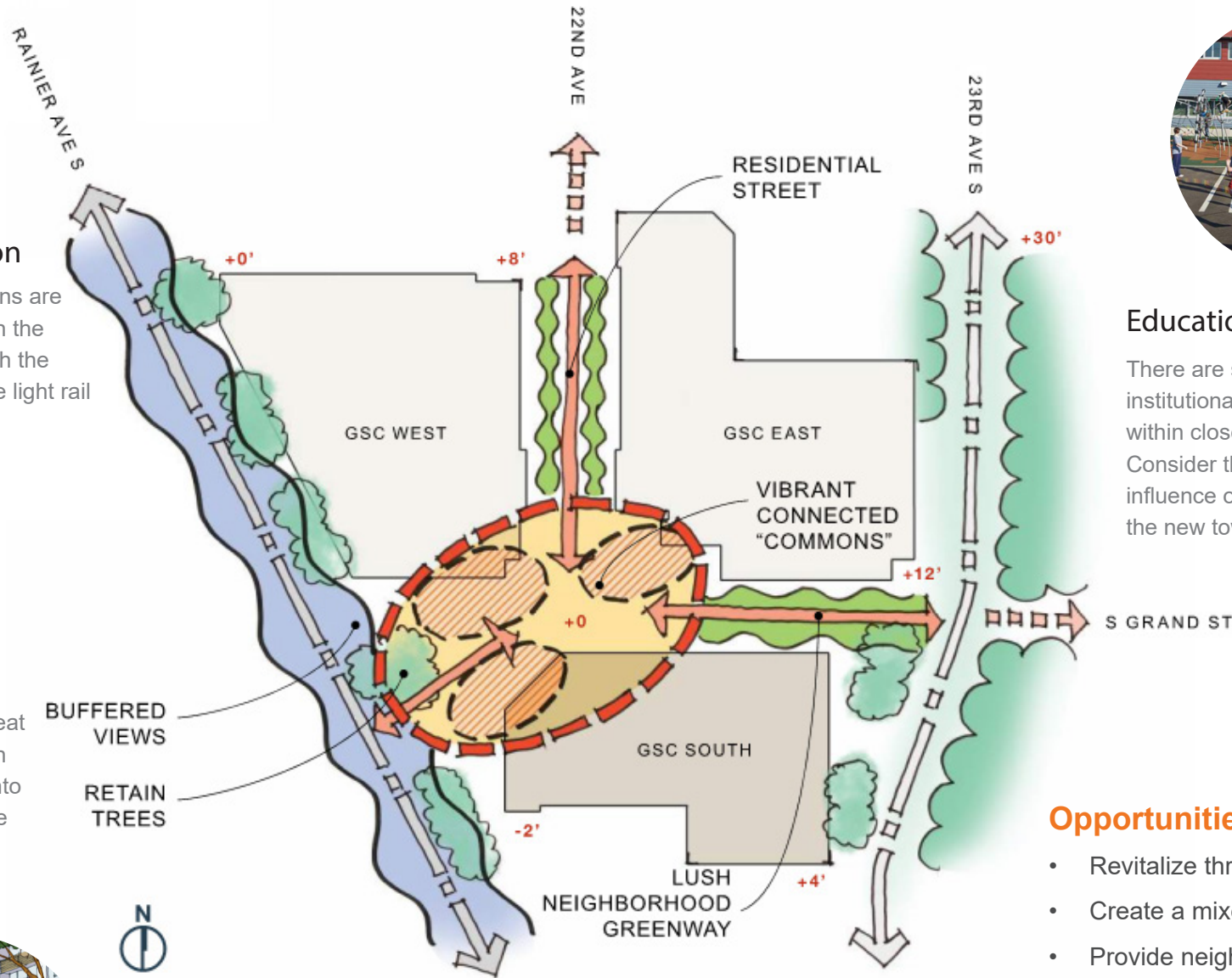
Transportation

Pedestrian patterns are likely to change in the neighborhood with the introduction of the light rail station at I-90.



Environment

Brownfield sites provide great opportunity for regeneration and rebirth, turning blight into a restorative and productive environment.

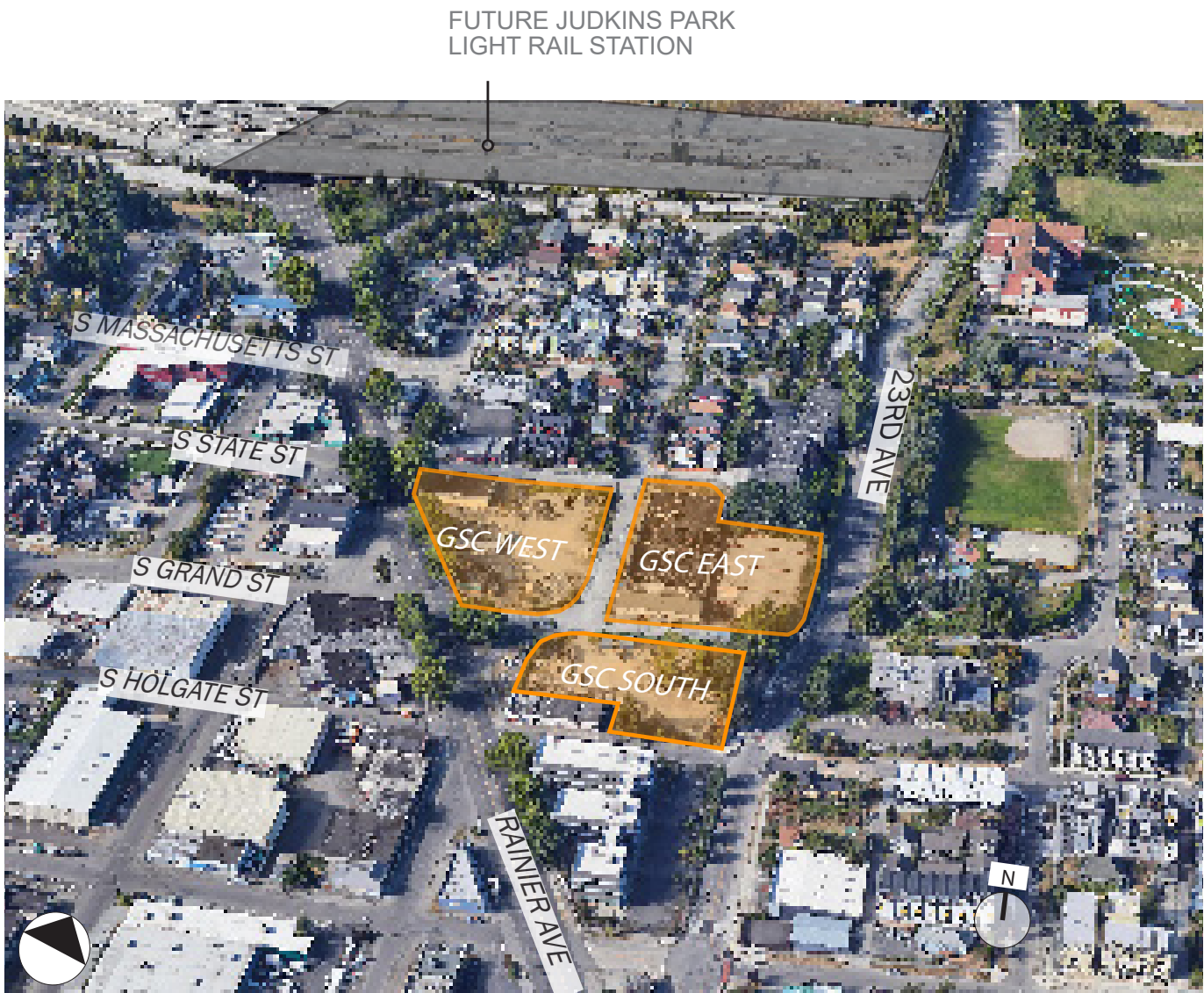


Education and Culture

There are significant cultural, institutional and educational centers within close proximity of the site. Consider their programming as influence over the development of the new town center.

Opportunities

- Revitalize three brownfield sites into a healthy center for urban living.
- Create a mixed-use, mixed-income community near transit.
- Provide neighborhood open space that supports and connects the existing green spaces, education and cultural institutions in the neighborhood.
- Create an active pedestrian experience with enhanced ROW improvements and public open spaces that will benefit both new residents and the neighborhood at large.



DESIGN TEAM

Architecture: Runberg Architecture Group
Landscape Architecture: Hewitt
Civil: KPFF Consulting Engineers

Grand Street Commons

Grand Street Commons is a transit-oriented 3-block development in the Judkin’s Park neighborhood. The development team is working with the Washington Department of Ecology to clean up the brown-field sites which are contaminated from their recent industrial past. Creative housing solutions and a variety of commercial programming will be incorporated into the new mixed-use, mixed-income community.

Mt Baker Housing & Lake Union Partners

Mt. Baker Housing formed in 1988 from the anti-displacement efforts of members from the local Mt. Baker neighborhood and residents of Mt. Baker Village Apartment; a majority of whom were refugee immigrants from genocide in Cambodia and war in Vietnam. Residents of our properties, now spanning from North Rainier, through Columbia City and down to South Rainier/Rainier Beach, have been with us long-term and have generational ties to their neighborhood.

Lake Union Partners is an urban real estate firm specializing in residential mixed-use and commercial projects in metropolitan markets throughout the West. We are a team of creative and experienced developers who build projects with design integrity and sensitivity to local neighborhoods.

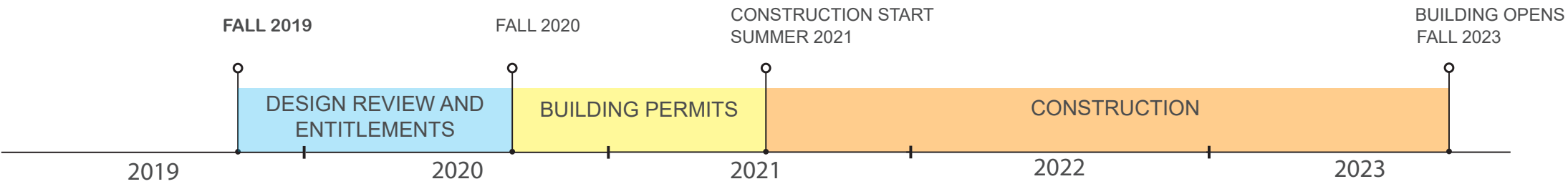
Development Program

GSC South: Mt. Baker Housing

Pending approval of the alley vacation, this building will provide 200+ units of affordable housing for families at 60% AMI.

GSC West and East: Lake Union Partners

The East and West buildings will provide over 550 new rental apartments combined. The apartments will be primarily market rate rental housing; affordable housing will be provided via MHA onsite performance and MFTE.



SECTION 2 | PROJECT INFORMATION - ALLEY VACATION PROPOSAL

PROPOSAL SUMMARY

Total Gross Floor Area: 201,380 SF
Residential Floor Area: 135,401
Office/Retail Floor Area: 11,652 sf
Building Height: 76'-8"
Number of Residential Units: 202
Number of Parking Stalls: 32
Number of Bike Stalls: 25
Uses: Affordable Multifamily Apartment, Retail, Office

PROJECT DESCRIPTION

Establish use of 7-story mixed-use building with 202 affordable housing apartments, retail, office, and structured parking.

AFFORDABLE HOUSING

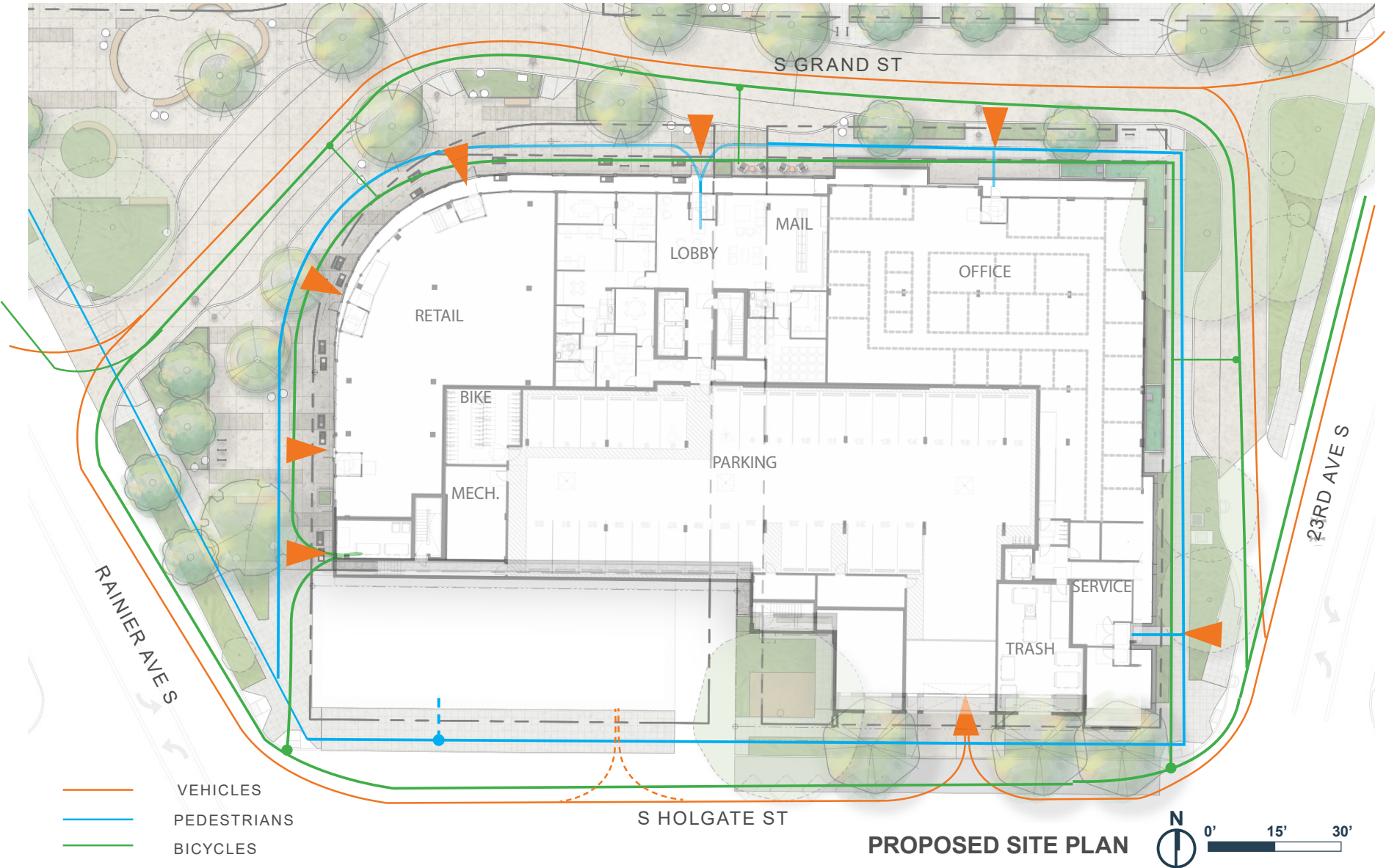
All of the apartment units will be restricted as affordable housing to families and individuals earning at or below 60% of the Area Median Income. The affordability will be ensured with two land use restriction agreements. The project will receive funding from the city of Seattle Office Housing restricting affordability for 50 years. The project will receive an allocation of tax exempt bonds and federal Low Income Housing Tax Credits from the Washington State Housing Finance Commission restricted for 40 years.

SUSTAINABLE FEATURES

The project will qualify for the Evergreen Standard Sustainability program. (access to services, transit, open space, improving connectivity to the community, landscaping, water-conserving fixtures, energy reduction, efficient lighting, sustainable building envelop design, etc.)

RACE AND SOCIAL JUSTICE INITIATIVE

The North Rainier/Mt Baker neighborhood has 40.5% persons of color (33% citywide) with 15.4% African American and 13.3% Asian. It is in the high displacement risk/high access to opportunity area based on the City's Growth & Equity analysis, which makes affordable housing at 60% AMI critical in this area to support planning consistent with the City's Race and



Social Justice Initiative (RSJI) and the Seattle Comprehensive Plan core value of social equity. Through targeted outreach and marketing, the goal will be that the ratio of renters reflect this neighborhood diversity. The North Rainier/Mt Baker neighborhood has been identified as a high risk for displacement from development and gentrification. By providing 202 units of high quality affordable housing at 60% AMI, the project will provide current neighborhood residents new housing options, including those at risk of losing their homes to redevelopment. Because the property currently contains no housing, all 202 units will be new affordable housing for this community and no housing is being displaced by this project.

PROJECT COST ESTIMATE

Total Development Cost is about \$85M, total construction cost is about \$59M.

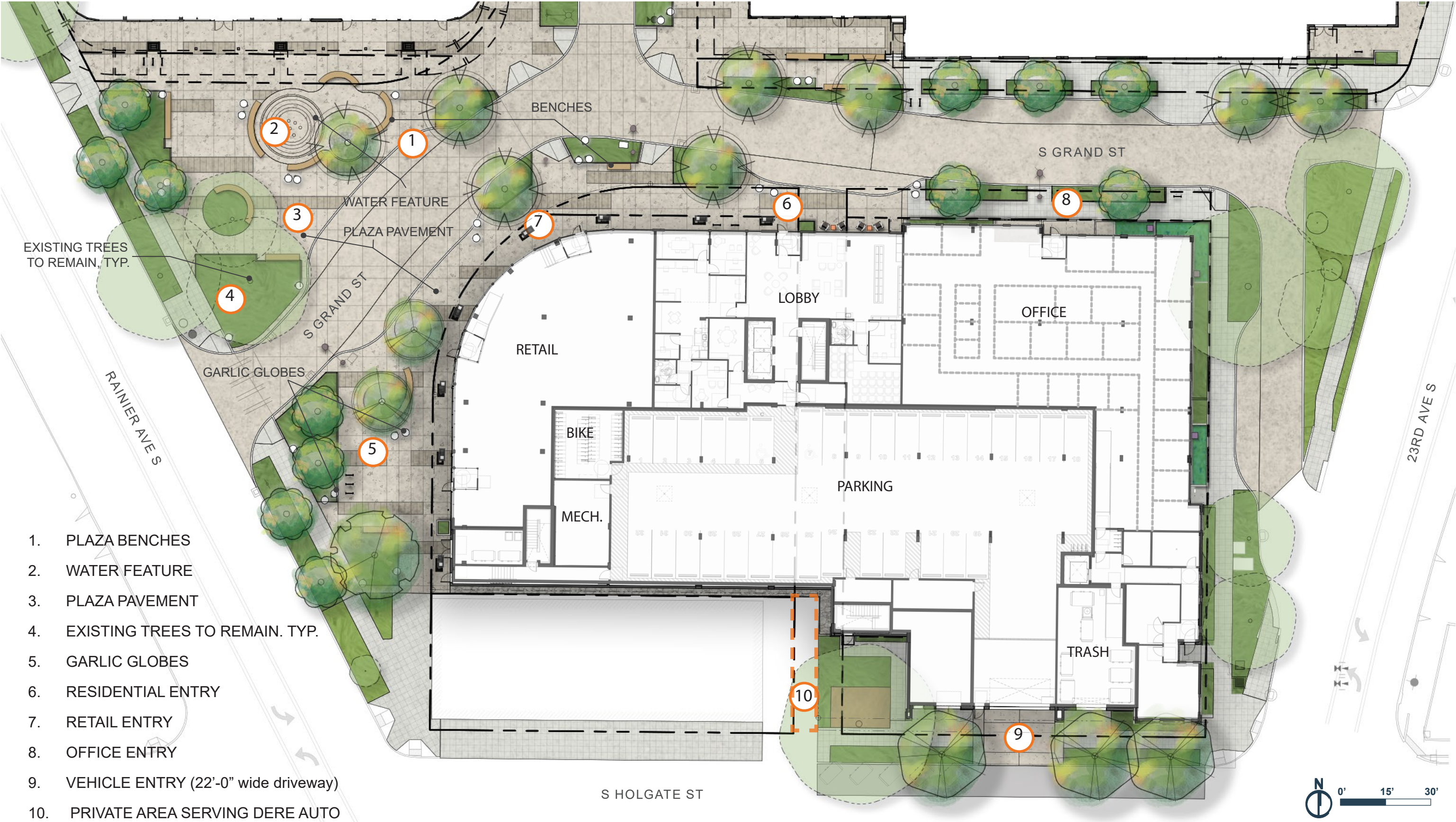
SQUARE FOOT VALUE OF PROPERTY UNDER CONTRACT

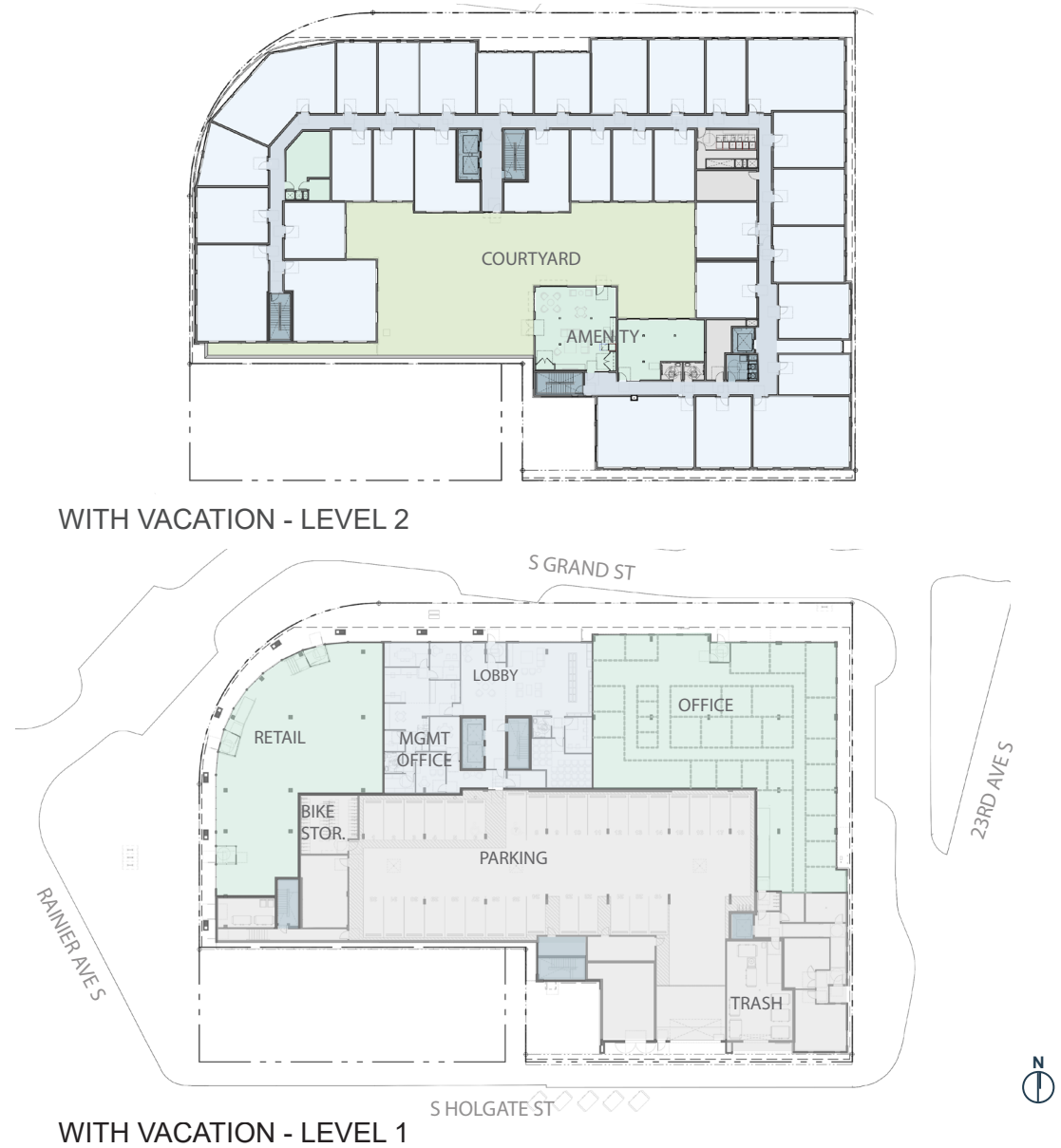
Parcel #s: 388190-0515, 388190-0540, 388190-0550, 388190-0560
Parcel SF: 36,760

Contract Purchase Price: \$5,054,880 (\$138 / SF)

PROPOSED DEVELOPMENT TIMELINE

20 months entitlement, 22 months construction.





	WITHOUT ALLEY VACATION	WITH ALLEY VACATION	RESULT OF ALLEY VACATION
# OF BUILDINGS	2	1	One less building eliminates redundancy in building services, consolidates parking and loading access points, reduces operation costs and improves security.
COST OF CONSTRUCTION	\$77,198,455	\$84,626,679	More efficient construction and elimination of redundant services such as vertical circulation, lobbies and trash space reduces the total cost of construction by approximately \$70,000/unit.
# OF APARTMENTS	157	202	Provides 45 additional units of affordable housing. In addition, the percentage of family sized units increases from 21% to 29% in the single building configuration.
OH / COST PER UNIT	\$137,345	\$80,100	42% reduction in cost per unit for the Office of Housing funding. This generates 45 additional housing units while simultaneously saving over \$4.7 million in Office of Housing costs.



A RAINIER AVENUE OPPORTUNITY AREAS (EAST SIDE)



B RAINIER AVENUE OPPORTUNITY AREAS (WEST SIDE)



C 23RD AVE S AND GRAND ST INTERSECTION



PUBLIC OPEN SPACE NETWORK CONNECTIONS

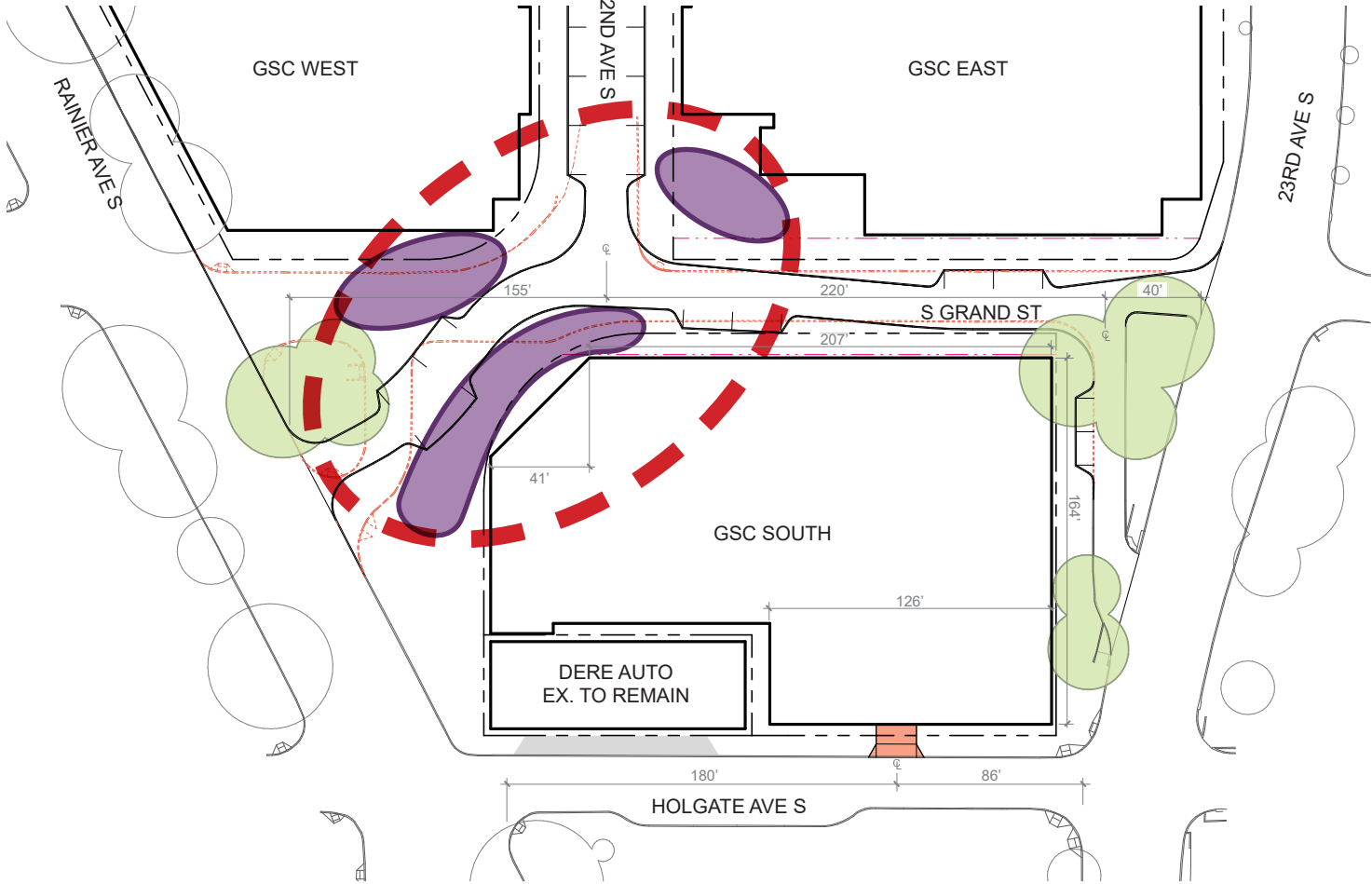
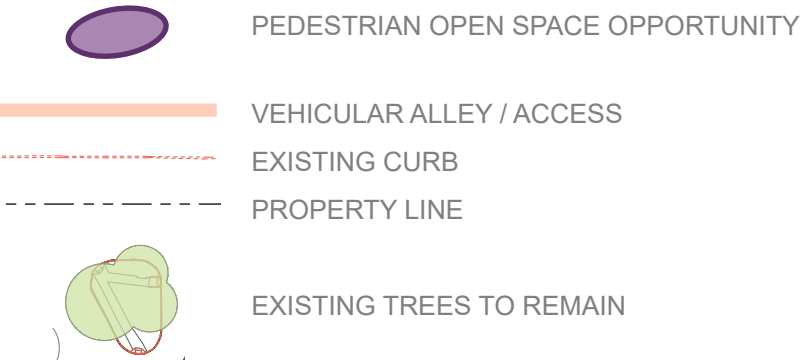


NO ALLEY VACATION

CONSIDERATIONS:

- Less desirable open space orientation: Rainier Ave frontage has limited connectivity to Grand St.
- Disconnected “Commons”: Connection to other open space opportunity areas is reduced.
- Compromised pedestrian access: Two road crossings to GSC south area reduce safety.

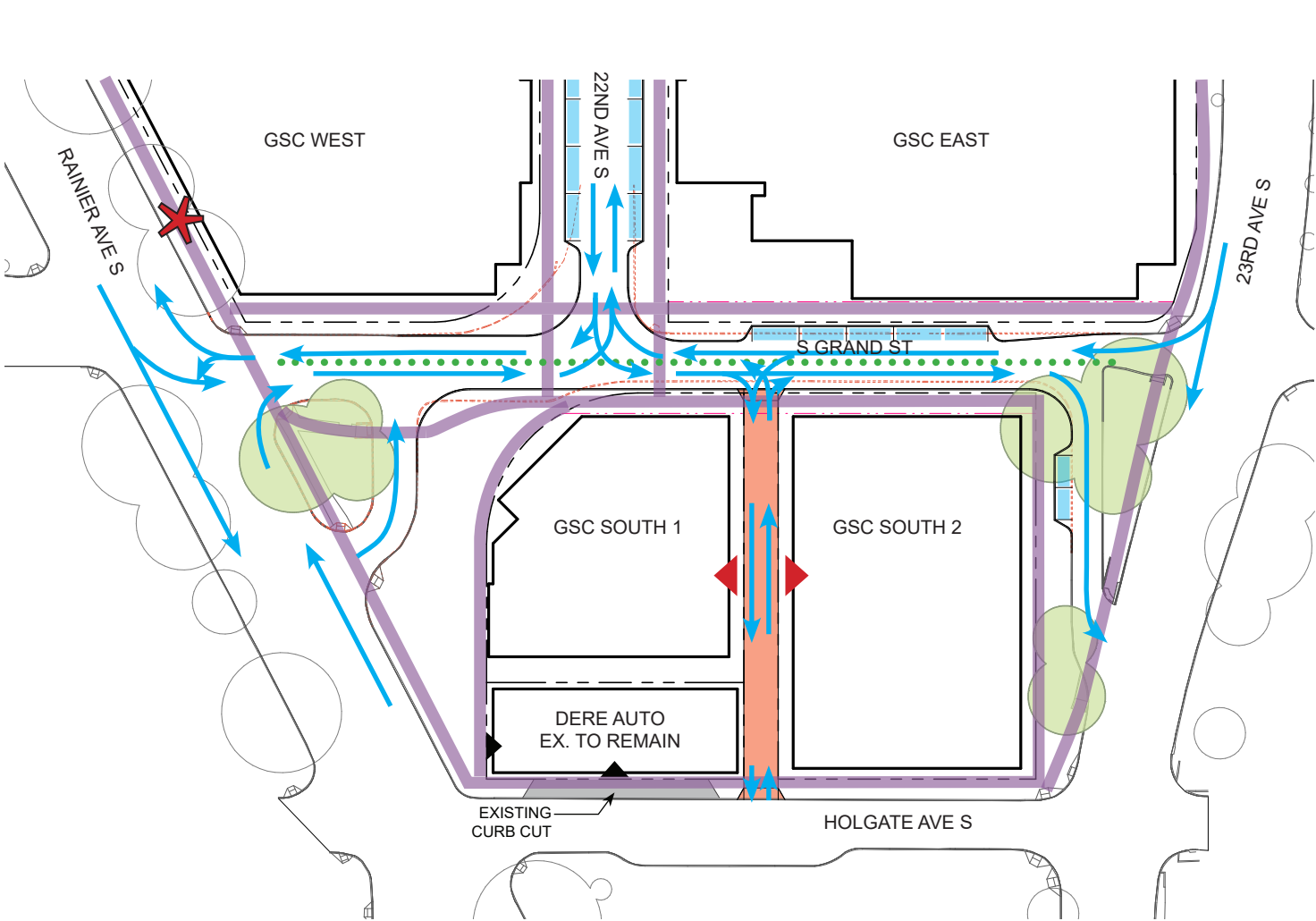
LEGEND



ALLEY VACATION

CONSIDERATIONS:

- Improved open space orientation: Open space along Rainier Ave and Grand St is more usable.
- A connected “Commons”: Creates a variety of open spaces that relate to each other and the building adjacencies will result in a more unified space.
- Safer pedestrian access: Reduced road crossings will increase safety.

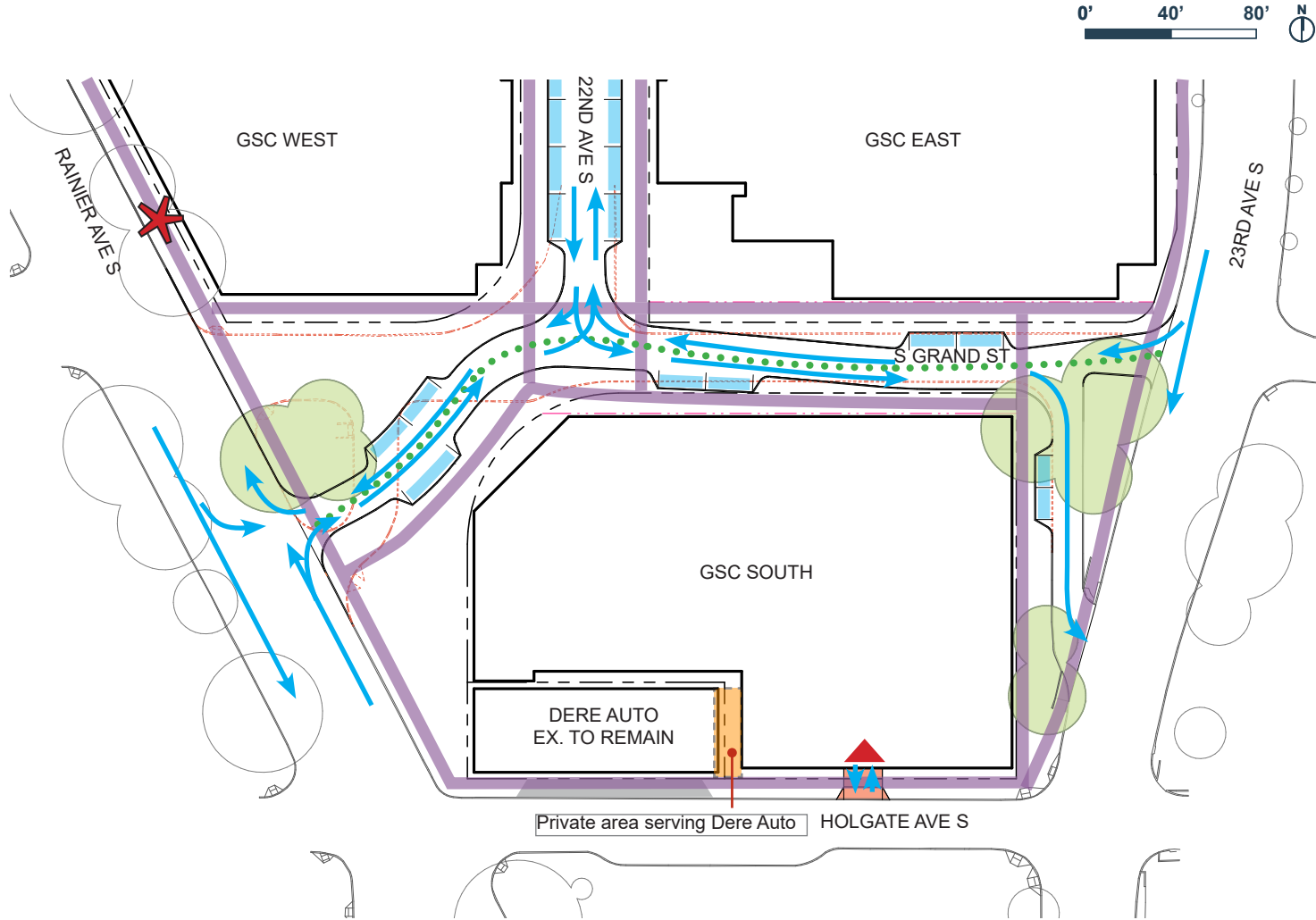


NO ALLEY VACATION

- CONSIDERATIONS:
- Increased pedestrian+bicycle+vehicle conflicts: Alley at Grand St. introduces vehicular conflicts that don't currently exist.
 - Intersection/alley separation: Turning movements into & from alley at Grand St. could impact the intersection of 22nd and Grand St.
 - Less safe: Isolated pedestrian island at Rainier Ave. and Grand St. is underutilized and unsafe.
 - Prioritizes vehicles: Wider straight travel ways results in a narrower pedestrian area with limited visual containment and buffering.

LEGEND

	VEHICULAR CIRCULATION		GARAGE ENTRY
	PEDESTRIAN CIRCULATION		ENTRY INTO EXISTING DERE AUTO
	PLANNED NEIGHBORHOOD GREENWAY		EXISTING BUS STOP
	PARKING / LOADING		EXISTING TREES TO REMAIN
	EXISTING CURB		
	PROPERTY LINE		



ALLEY VACATION (entire alley)

- CONSIDERATIONS:
- Reduced pedestrian+bicycle+vehicle conflicts: Grand St. functions better as a Neighborhood Greenway.
 - Traffic volumes reduced : Garage access from Holgate St reduces traffic volumes on Grand St.
 - Increased safety: Consolidated roadway reduces number of pedestrian crossings.
 - Better pedestrian experience: More narrow curved road results in wider pedestrian areas with better place making opportunities.
 - NOTE: The entire alley will be vacated. The southern end of the alley adjacent to neighboring Dere Auto property will be split from the center, with the west half purchased by Dere Auto for private use.

3 - LAND USE INFORMATION

SECTION 3 | LAND USE INFORMATION

ZONING DESIGNATION ZONING SUMMARY

NC3-75 (M)

NEARBY ZONING

North, West and South of Site:
NC3-75(M)
East of Site: MR (M2)

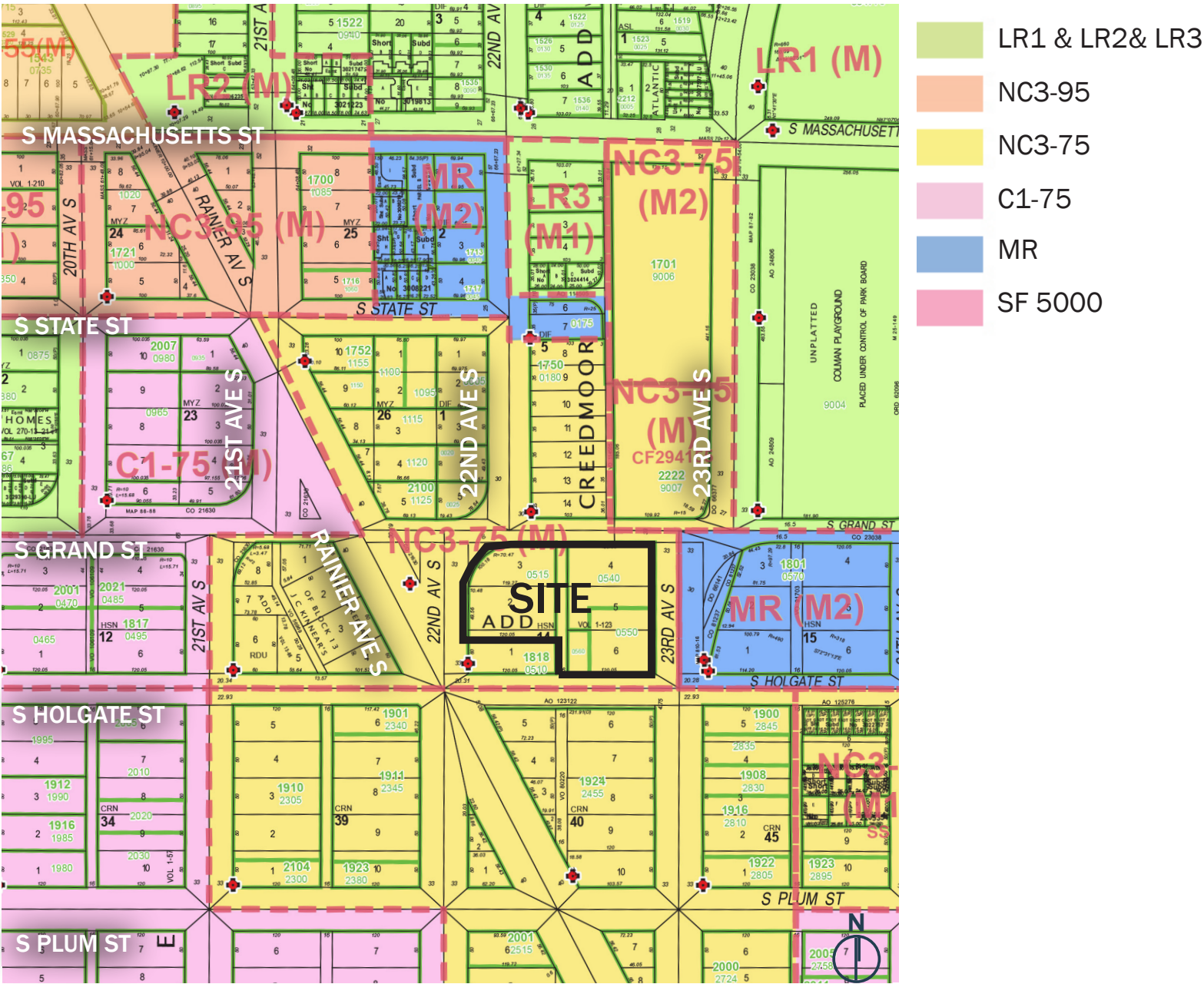
The entire project site (outlined in the map to the right) is zoned NC3-75’ (M). The same zone extends across S Grand Street to the north, Rainer Ave S to the west, and S Holgate Street to the south. The block east of the site on the opposite side of 23rd Ave S is zoned MR (M2). This block is pursuing an alley vacation to eliminate the platted (but unimproved) alley running north/south through the center of this block.

NC3-75'
Chapter 23.47A - Commercial
Key Zoning Code Criteria

Code Section	Topic	Summary
23.47A.005.C	Street Level Uses	Limits to residential use at grade do not apply to this project.
23.47A.008.A.2	Blank Facades	Blank Facades may not exceed 20' in width or 40% of the width of a structure along the street.
23.47A.008.B	Non-Residential requirements	60% Transparency required Average depth of 30' and min. depth of 15' Floor to floor height is min. 13'-0"
23.47A.008.D	Residential at grade	At least on street-level, street-facing façade shall have a visually prominent entry The floor of a dwelling unit shall be 4' above or below sidewalk grade or be set back at least 10 feet from the sidewalk.
23.47A.012	Structure Height	Per zone - 75'
23.47A.013	Floor Area Ratio (FAR)	FAR = 5.5
23.47A.014	Setback Requirements	Upper level setback abutting an MR zone - does not apply when MR zone is part of the same building. Upper level setback for street-facing facades - setback of 8 feet is required above 65 feet.
	Façade Modulation	Structures > 250' in width must have one protion of the structure 30 feet or greater setback 15 feet min from the front property line.
	Decks and Balconies	Are permitted within the setback area.
23.47A.016	Green Factor	Green Factor of 0.3 or greater is required.
23.47A.022	Light and Glare	Exterior lighting must be shielded and directed away from adjacent uses. Driveways and parking areas shall be screened from adjacent properties by a fence or wall between 5 feet and 6 feet in height
23.47A.024	Amenity Area	5% total fross floor area in residential use. Amenity areas shall not be enclosed.
23.47A.032	Parking Access	Parking shall be from the alley.
23.54.015	Parking requirements	no minimum parking required for residential or commercial use

FUTURE LAND USE

North Rainier/Mt Baker Hub Urban Village. Seattle’s Comprehensive Plan estimates an additional 1,000 units and 2,100 jobs through 2035. Since the plan’s adoption, 684 units have been built with another 884 issued, not yet complete. There has been a job change of 674.



LAND USE ACTIONS REQUIRED FOR PERMIT

Design Review: the project has an approved EDG, and a MUP has been submitted in April 2020.

SEPA: A SEPA checklist has been submitted on April 23, 2020.

Building Permit: A demolition, shoring and building permit will be needed for the construction of this project. These will be submitted in Oct 2020.

Both MBH and LUP projects are going through the building and SIP permitting process concurrently under separate permits to ensure coordination between both projects, and among City departments.

SUMMARY OF CITY PLANS AND POLICIES

Seattle’s Comprehensive Plan provides an opportunity to envision a more equitable future, one in which “all marginalized people can attain those resources, opportunities, and outcomes that improve their quality of life and enable them to reach their full potential”. The project supports the land use goal for Commercial/Mixed-Use Areas to “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.” The alley vacation allows for the construction of additional affordable housing units which supports the housing affordability goals of the Comprehensive Plan.

The North Rainier Neighborhood Plan envisions a town center that is attractive to pedestrians and that includes concentrated housing and commercial uses that are well served by transit. Under the plan, the neighborhood should include housing with different unit sizes that serves a range of household incomes, a vibrant business district that serves North Rainier residents and is a destination shopping area with stores that serve the greater Rainier Valley, and accommodate a vibrant pedestrian environment in new development projects. The alley vacation will increase the number and variety of affordable units provided and improve the pedestrian environment, both of which implement the neighborhood plan.

Seattle Climate Action plan focuses on city actions that reduce greenhouse emissions and also support vibrant neighborhoods, economic prosperity, and social equity. Actions are focused on areas of greatest need and impact: road transportation, building energy and waste. The plan also includes actions that will increase our community’s resilience to the likely impacts of climate change. The alley vacation will allow for more affordable housing, green space and amenities such as water feature that help reduce heat island effect, and create welcome and inclusive gathering place for all that improve overall vibrancy, prosperity, and equity of the neighborhood.

The Seattle Pedestrian Master Plan (PMP) is a 20-year blueprint to achieve our vision of Seattle as the most walkable and accessible city in the nation. The plan focuses on the safety and well-being of our residents and the vibrancy of our neighborhoods. It calls for improving walkability and accessibility by completing and maintaining Seattle’s pedestrian network, focusing investments on streets near schools and frequent transit. Not only does the PMP aim to increase access and safety for people walking, it also

establishes strategies and actions that prioritize vibrant public spaces and complete streets to make walking a more comfortable and enjoyable experience. This alley vacation supports the PMP goals by improving walkability, accessibility and public spaces.

The Seattle Bicycle Master Plan (BMP)’s goal is to make riding a bike a comfortable and integral part of daily life in Seattle for people of all ages and abilities. Building out a connected network of protected bike lanes and neighborhood greenways will make sure people young and old, the fast and fearless riders, casual riders, and everyone in between can feel safe and comfortable riding a bike. It’s a healthy, affordable, and clean way to get around. By creating safer street/access, this project supports the BMP’s goals and priorities.

The Seattle Transit Master Plan (TMP) is a comprehensive and 20-year look ahead to the type of transit system that will be required to meet Seattle’s transit needs through 2030 including the development of a transit system that supports the mobility needs of Seattle residents and businesses and that serves as a backbone of sustainable urban growth. The TMP addresses many critical issues including identification of the city’s most important transit corridors that carry high ridership today, as well as potential new ridership markets that will emerge as Seattle grows in jobs and new residents; selection of transit modes —such as bus rapid transit, light rail, or street car—that would work best on those corridors; integration of transit capital facilities and services with walking and biking infrastructure, and using transit to make great places; enhancement of bus transit performance through roadway investments such as bus bulbs and traffic signal priority; and coordination with Metro and Sound Transit to create a seamless, fully integrated, and user friendly network of transit services. The project is one-block from frequent transit service, a bus rapid transit line in the same location is planned to begin operating in 2024, and the Judkins Park light rail station is four blocks away and planned to open in 2023, all of which support the goals of the TMP.

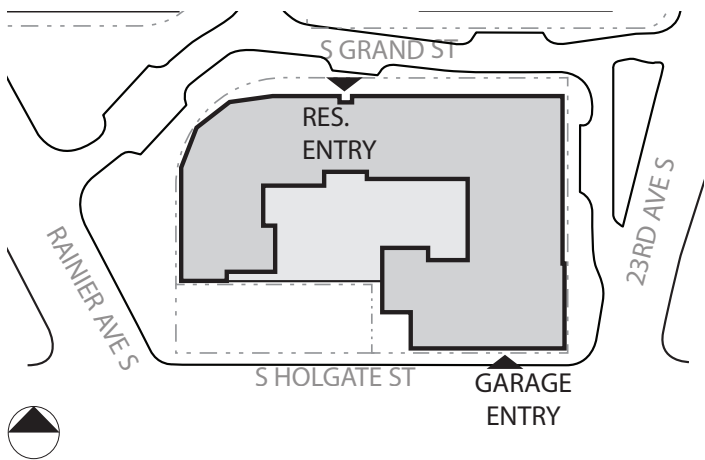
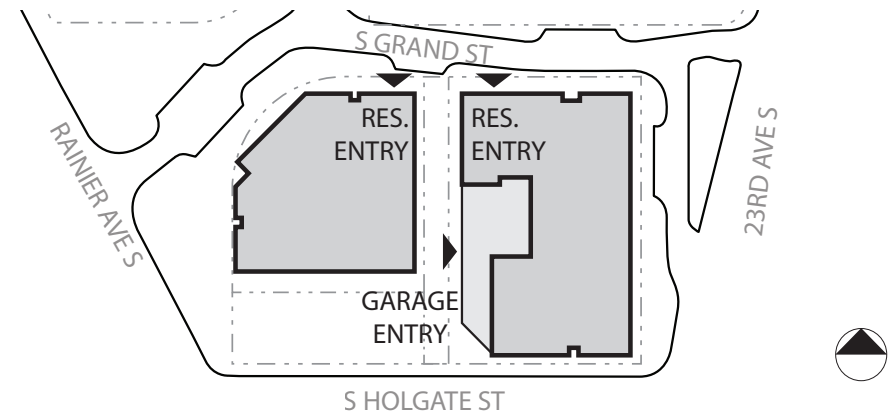
The Freight Master Plan (FMP) addresses the unique characteristics, needs, and impacts of freight mobility. The plan helps us understand why freight is so important to the city and the region, examine the challenges of moving freight, and develop solutions to address the challenges. The FMP primarily focuses on urban truck freight movement to support Seattle’s increasing demand for goods and services in a safe and reliable manner. The plan outlines the critical role that freight movement has on meeting the City’s goals for social equity, economic productivity, sustainability, and livable neighborhoods.



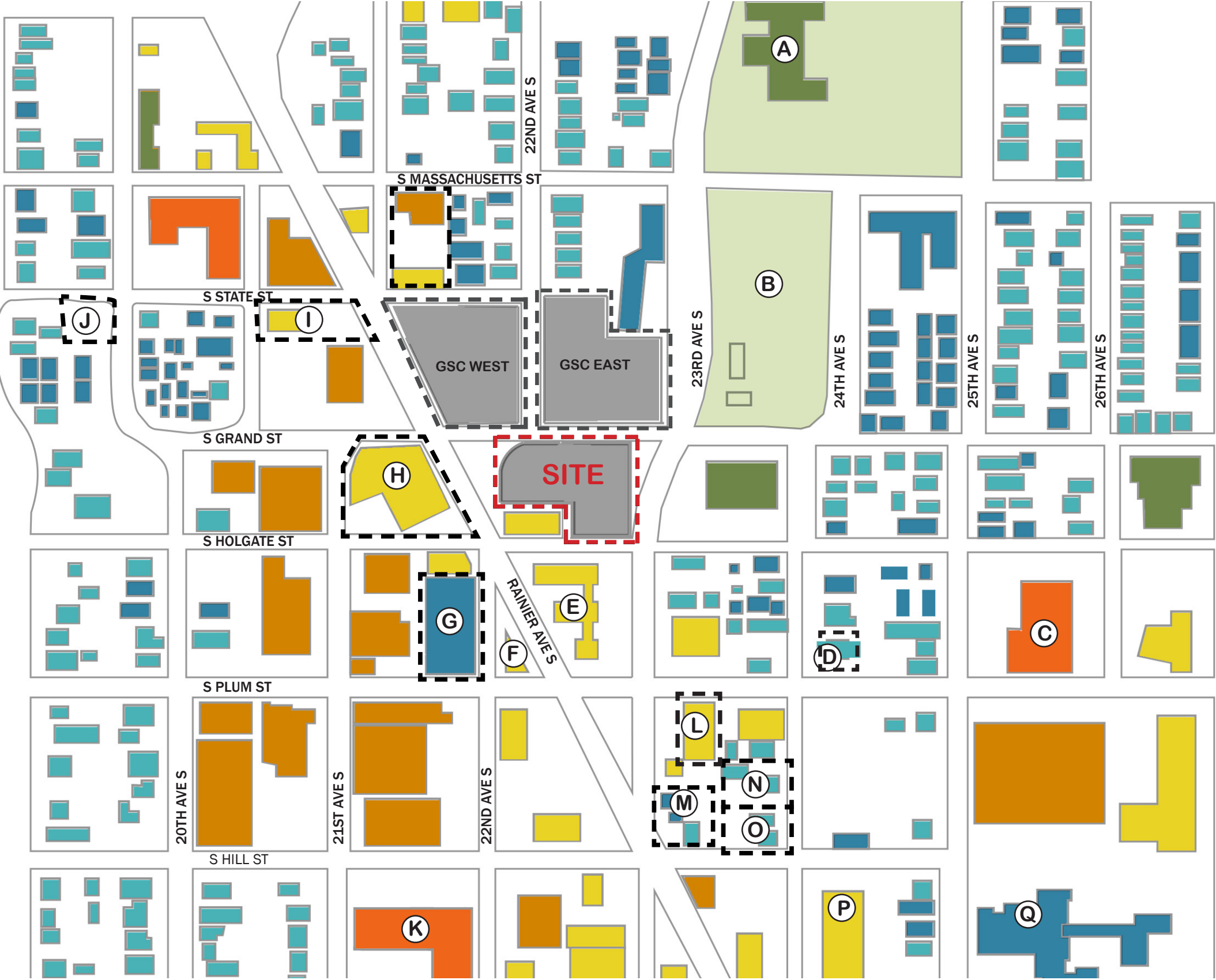
PERSPECTIVE VIEW FROM NORTHWEST CORNER



PERSPECTIVE VIEW FROM NORTHWEST CORNER



	WITHOUT ALLEY VACATION	WITH ALLEY VACATION	RESULT OF ALLEY VACATION
# OF BUILDINGS	2	1	One less building eliminates redundancy in building services, consolidates parking and loading access points, reduces operation costs and improves security.
COST OF CONSTRUCTION	\$77,198,455	\$85,377,966	More efficient construction and elimination of redundant services such as vertical circulation, lobbies and trash space reduces the total cost of construction by approximately \$70,000/unit.
# OF APARTMENTS	157	202	Provides 45 additional units of affordable housing. In addition, the percentage of family sized units increases from 21% to 29% in the single building configuration.
OH / COST PER UNIT	\$137,345	\$83,309	40% reduction in cost per unit for the Office of Housing funding. This generates 45 additional housing units while simultaneously saving over \$4.7 million in Office of Housing costs.



- Recreation / Open Space
- Multifamily / Mixed-Use Residential
- Commercial / Retail / Office
- Civic / Religious
- Industrial / Warehouse / Storage
- Institution / Education
- Single Family Residential
- Future Development



(A) Northwest African American Museum



(B) Colman Park / Seattle Children's Playgarden

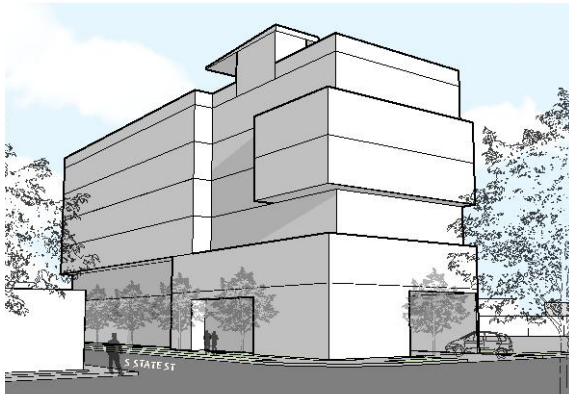
SECTION 3 | LAND USE INFORMATION URBAN DESIGN ANALYSIS



Ⓒ American Red Cross



Ⓕ Dixon's Used Furniture



Ⓘ Proposed 6 story apartment building



Ⓛ Proposed 5 Story Apartment



Ⓞ Proposed 4 story apartment building



ⓓ Proposed Townhouses



ⓖ Proposed 6 story Mix-use building



ⓙ Proposed SEDU building



Ⓜ Proposed 6 story apartment building



Ⓟ FareStart, Youth in Focus, Treehouse, + WA Womens Foundation



Ⓔ Wellspring Family Services



ⓗ Proposed 7 story apartment building



Ⓚ Proposed 3 story private school



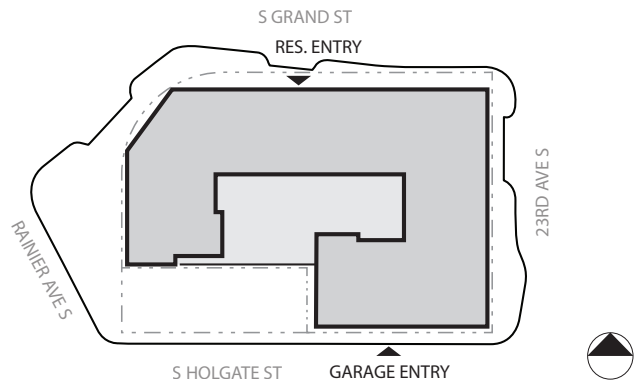
Ⓝ Proposed 4 story apartment building



ⓐ Center Park Apts (SHA), STAR Public Computer Center

*With the alley vacation, the project is consistent with the scale of other developments in the area

OPTION A (CODE COMPLIANT)



PROPOSED GROSS RESIDENTIAL: 200,132 SF

- Total Residential Units: 202
- Total Parking: 41
- Total Commercial Area: 10,282 SF

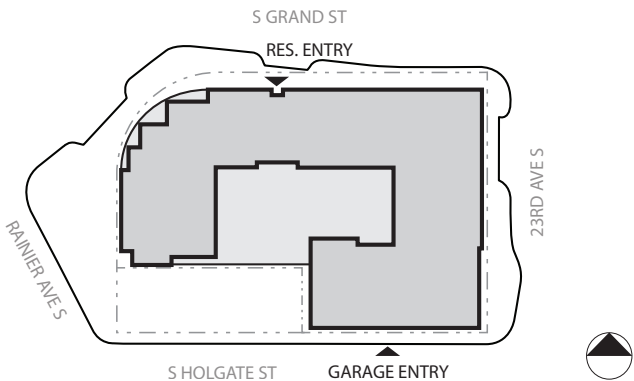
PROS

- Code compliant scheme.
- Resident courtyard opens to south.
- Service functions consolidated to a single curb cut on Holgate, no curb cuts along other streets.

CONS

- Minimal modulation on all sides.
- No relationship between massing and ground plane concepts.
- No setbacks at grade for exterior commercial use or to denote prominent entry points.
- Angled massing at northwest corner provides a softer transition between the west and north facades, but is less successful than the preferred option.

OPTION B



PROPOSED GROSS RESIDENTIAL: 195,436 SF

- Total Residential Units: 202
- Total Parking: 40
- Total Commercial Area: 9,791 SF

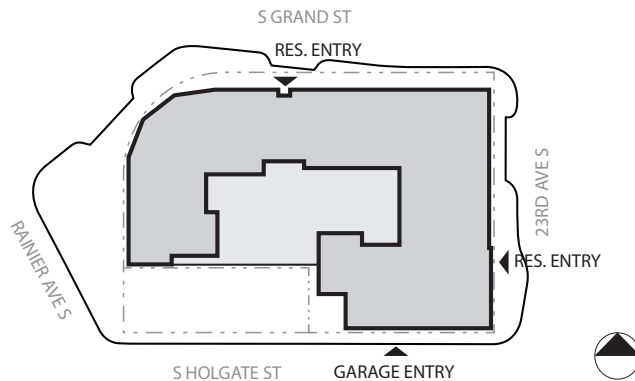
PROS

- Code compliant scheme.
- Massing erosion at northwest corner responds to West building massing and creates interest at the proposed public plaza.
- Prominent entries are set back at grade, though other portions of the facade are not.
- Resident courtyard opens to south.
- Service functions consolidated to a single curb cut on Holgate, no curb cuts along other streets.

CONS

- Commercial spaces are not set back to provide space for exterior function or engage the right of way.
- Eroded building massing at upper levels may prove impractical to build and does not greatly enhance the pedestrian experience at grade.

OPTION C (PREFERRED)



PROPOSED GROSS RESIDENTIAL: 195,526 SF

- Total Residential Units: 202
- Total Parking: 40
- Total Commercial Area: 9,361 SF

PROS

- Code compliant scheme.
- Faceted corner provides massing continuity between west and north facades, reinforcing the open space pattern created by the new street geometry.
- Faceted corner responds to West Building and the proposed public plaza.
- Mid-block building modulation acknowledges the intersection of S. Grand St and 22nd Ave S. further breaking down the scale of the building.
- Facade modulation relates to ground plane concepts and streetscape.
- Setbacks at grade enhance streetscape concepts and mark prominent entries.
- Resident courtyard opens to south.
- Service functions consolidated to a single curb cut on Holgate, no curb cuts along other streets.

SECTION 3 | EDG MEETING MINUTES

ADMINISTRATIVE EARLY DESIGN GUIDANCE SOUTHEAST	
Record Number:	3035318-EG & 3035499-EG
Address:	1815 23 rd Avenue South & 2201 S Grand Street
Applicant:	Runberg Architecture Group
Report Date:	Friday, April 10, 2020
SDCI Staff:	Brandon Cummings, Senior Land Use Planner

SITE & VICINITY	
Site Zone:	NC3-75 (M) & MR (M2)
Nearby Zones:	(North) NC3-95 (M), LR3 (M1) & NC3-75 (M2) (South) C1-75 (M) & MR (M2) (East) MR (M2), NC3-75 (M2) & LR1 (M) (West) C1-75 (M)
Lot Area:	36,715 sq. ft.
Overlays:	Mt. Baker Hub Urban Village Frequent Transit Service Area Central Area Design Review Guideline Area Design Review Equity Area
Current Development:	



Surrounding Development and Neighborhood Character:

The proposed project involves four development sites designed together to form a development, referred to as the Grand Street Commons, in the Mt. Baker Hub Urban Village. The West Block (3035316-EG, 1765 22nd Avenue South) occupies a full block, bordered by S State Street to the north, 22nd Avenue South to the east, S Grand Street to the south, and Rainier Avenue South to the west. The East Block (3035317-EG, 1750 22nd Avenue S) is located at the northwest corner of 23rd Avenue South and Grand St. The South Block (3035318-EG, 1815 23rd Avenue South & 3035499-EG, 2201 S Grand Street) occupies nearly a full block and is comprised of two development sites separated by an alley, and is bordered by S Grand Street to the north, 23rd Avenue South to the east, S Holgate Street to the south, and 22nd Avenue South to the west. Adjacent developments include a lowrise structure, townhomes, a single-family residence, and a multifamily residential development to the north; a multifamily residential development, Seattle Children's Play Garden, and a religious institution to the east; a mechanic shop and a service center to the south; and warehouses to the west. Immediately west of the proposed developments, principal arterial Rainier Avenue South runs northwest to southeast, bisecting the neighborhood. I-90 is two blocks to the north. The subject sites are situated on a zone boundary: most of the sites were upzoned from Commercial 1-45 to Neighborhood Commercial 3-75 (M) on 4/19/19, while the northern 50 feet of the East Block were upzoned from Low Rise 2 to Midrise (M2) on 4/19/19.

Industrial, warehouse, and commercial uses flank both sides of Rainier Avenue South. A wide right-of-way surrounded by surface parking lots and lowrise structures lend an auto-centric character with limited open space designated for pedestrians. Moving one to two blocks east and west away from Rainier Avenue South, uses shift to multifamily residential, mixed-use residential, and single-family residential. The neighborhood is transitioning, as existing one- and two-story structures are being replaced with six plus story mixed-use structures along Rainier Avenue South and townhouses between the industrial and residential uses. East of the subject sites, the principal arterial 23rd Avenue South intercepts Rainier Avenue South two blocks to the south, then abuts Seattle Children's Play Garden, Colman Playground, the Northwest African American Museum, and Jimi Hendrix Park moving northward, connecting a network of recreational and open spaces which continue north of I-90 into the Judkins Park neighborhood. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 1801 Rainier Avenue S, 2104 S Plum Street, and the future Judkins Park Link light rail station.

Access:

Vehicular access is proposed from S Holgate Street. Pedestrian access is proposed from S Grand Street and 23rd Avenue South.

Environmentally Critical Areas:

3035318-EG, 1815 23rd Avenue South (South Block-East): A mapped liquefaction zone is located on the southwestern corner of the site.

3035499-EG, 2201 S Grand Street (South Block-West): A mapped liquefaction zone is located on the southwestern half of the site.

PROJECT DESCRIPTION

Administrative Design Review for a 7-story, 202-unit apartment building with retail and office. Parking for 40 vehicles proposed. Proposed design contingent on alley vacation approval. Site consists of two development parcels: 3035499-EG is the west site and 3035318-EG is the east site. Existing building to be demolished.

The design packet includes materials that are available online by entering the record number at this website: <http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Public Resource Center
Address: 700 Fifth Avenue., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019
Email: PRC@seattle.gov

SEATTLE DESIGN COMMISSION MEETING SUMMARY- November 21, 2019

Agency Comments

Beverly Barnett, SDOT, stated that while they were still in the pre-submittal process with Seattle Department of Construction and Inspections (SDCI) which also includes an early review by Seattle Department of Transportation (SDOT) and Seattle Public Utilities (SPU), they are open to the realignment of S Grand St near Rainier Ave S because it doesn't function well currently. Beverly then stated that because the proposed alignment change is located with the right-of-way, a vacation is not needed. Beverly then mentioned that the alignment changes they make a part of development obligations and need to meet street improvement standards and approved by SDOT.

Summary of Discussion

The Commission organized its discussion around the following issues:

- Necessity of vacation request
- Public trust considerations
- General comments

Necessity of vacation request

The SDC recognized the effect the vacation request will have on the urban form of the surrounding neighborhood. Commissioners stated that the proposed development is located within a transition area from a higher density area along Rainier Ave S to lower density residential areas along 23rd Ave and strongly recommended the project show how the form and massing of the development will positively impact that transition.

The Commission also recommended the project team continue to understand how the vacation and realignment of S Grand St will affect transportation and circulation around and through the development as the project evolves.

Public trust considerations

The SDC recognized the limited impacts the proposed alley vacation will have on the elements highlighted in council policies but questioned how the development will engage and relate to the street edge. The commission strongly recommended the project team look at the building perimeter and how it will interact with the surrounding streetscape. Commissioners were specifically concerned with the building facades not facing S Grand St and recommended the project team be attentive to how each façade is treated.

General comments

The SDC commended the project team for providing a traffic analysis for Rainier Ave S and the surrounding streets. Commissioners agreed that the analysis provided better understanding as to how the proposed realignment along Grand St will respond to traffic issues.

The Commission expressed concern about the proposed location of public space along Rainier Ave S. Commissioners recommended the project team provide more information as to how the public space will be used as well as how it will feel public rather than serving as an extension of the commercial and retail space along S Grand St. Commissioners encouraged the project team to think about how to create a public amenity for the entire neighborhood.

The SDC also stressed the importance of meaningful community engagement and strongly recommended the project team to broaden outreach to better reflect the diversity of the larger community. Commissioners requested more information on outreach as the project team moves forward. The SDC also requested more information on how the project is including City

community preference policies as well as more information as to what types of businesses could be located retail spaces, encouraging the project team to consider providing space for locally owned and minority owned businesses.

ADMINISTRATIVE EARLY DESIGN GUIDANCE April 10, 2020

PUBLIC COMMENT

SDCI received the following comments:

- Expressed interest in acquiring a portion of the alley shared with the adjacent property.

The Seattle Department of Transportation offered the following comments: 3035316-EG, 1765 22nd Avenue South (West Block):

- Stated that only one off-street loading berth may be required.
- Supported consolidating vehicle access to a single curb cut on S State Street.
- Recommended wider sidewalks on Rainier Avenue South of 8' to 10' to provide additional space for future Rainier RapidRide service.
- Supported that the loading space be designated to accommodate on-site solid waste collection.
- Supported the voluntary curb bulbs onto S State Street, 22nd Avenue South, and S Grand Street.

One purpose of the design review process is for the 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. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: <http://web6.seattle.gov/gpd/edms/>

SDCI PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provides the following siting and design guidance.

ADMINISTRATIVE EARLY DESIGN GUIDANCE

1. **Massing and Site Configuration:** Staff considered the three massing alternatives, which are very similar in terms of in height and bulk but differ in the proposed modulation and articulation at the north west corner of the structure. Staff also considered the design of the massing if the alley vacation was not permitted and is generally supportive of the preferred massing alternative (Option 3), noting the faceted corner helps to frame the entry portal

into the Grand Street Commons development and the modulation provided on the north and south facades begin to break down the bulk of the massing. Continue to explore how the building massing relates to the adjacent properties and develop a design that alleviates potential massing impacts on properties to the south of the site. **(CS2-A-2. Architectural Presence, CS2-D-1. Existing Development and Zoning)**

- a. Staff is concerned with lack of modulation in the preferred massing along the east property line, which will be prominently visible from 23rd Avenue South. Staff recommends breaking down the scale and perceived bulk of the upper level massing through secondary architectural elements/material treatment that help convey the notion of the Japanese engawa. **(CS2-1-b. Transition using Massing and Articulation, DC2-A-2. Reducing Perceived Mass)**
 - b. Staff supports the vertical recess provided along S Grand Street, which begins to break down the scale of the building as experienced from within the development. Continue to explore how the design of the north façade will reinforce the massing modulation and further break down the perceived bulk and scale. **(DC2-A-2. Reducing Perceived Mass)**
 - c. Staff supports the massing modulation along the south façade to allow for a large outdoor amenity space that takes advantage of the solar orientation. **(CS1-B-2. Daylight and Shading)**
2. **Facade Composition:** Staff supports the proposed architectural design concept for the Grand Street Commons development, which embraces the cultural heritage of the community as expressed through the outdoor room. Staff also supports the relationship established between the structures by incorporating the portico, the stoop, and the Japanese engawa across the development. As the project design evolves, explore how the massing and material application can be unique to each building while reinforcing these established relationships. Staff requests elevations/perspectives of all facades be provided at recommendation to clearly illustrate how the buildings relate to one another.
 - a. Staff recommends selecting a material palette that fits well into the neighboring context, applied in a manner that helps break down the massing to a more appropriate scale, and reinforces the proposed shifts in the massing along all facades. Staff also recommends the applicant consider how views into the development can influence their application strategy, especially along the north façade, which is prominently visible at the southern terminus of 22nd Avenue South. **(CS2-A-2. Architectural Presence, DC4-A-1. Exterior Finish Materials, DC4-2-a. Reinforce Local Cultural References)**
 - b. Echoing public comment, staff supports the use of facade articulation as shown on the building facades and recommends the inclusion of secondary architectural elements to provide depth and visual interest to the building. Staff also supports the inclusion of balconies along 23rd Avenue South, creating a visual connection

between the residential units and greenspace to the east of the site. **(DC2-A-2. Reducing Perceived Mass, DC2-C-1. Visual Depth and Interest)**

- a. Staff encourages a high level of transparency be provided on the ground floor at the north west corner of the structure to allow visual connections into the retail space from the public plaza. **(PL3-C-1. Porous Edge)**

3. Primary Entries and Ground Level Uses:

- a. Staff supports the proposed location for the building's residential entries, which locate the primary residential entry on the interior of the site along S Grand Street and a secondary residential entry along 23rd Avenue South. To help improve visibility, Staff recommends incorporating additional design elements, signage, and vertical design cues to highlight the residential entries and lobby. Staff also recommends the design of the primary residential entry be easily distinguishable from the entries into the nearby retail and office spaces. **(PL3-A-2. Common Entries)**
- b. Staff supports the proposed layout of the ground level uses for the preferred massing alternative, which creates a strong retail presence along the public plaza at the west end of the structure. Staff also supports locating the office use at the northeast corner of the site which allows for the residential lobby to be prominently visible within the development. **(PL3-C-2. Visibility, PL3-C-3. Ancillary Activities)**

4. Landscaping/Amenity Areas:

- a. Staff supports the design and location of the landscaping and upper level amenity area as shown in Option 3. Staff encourages the use of vegetation to break down the scale of the large amenity area recommends exploring how the intended usability of these areas will continue to influence the design as the project evolves. **PL1-2-f. Rooftop Vegetation, DC3-B. Open Space Uses and Activities, DC3-C-2. Amenities/Features)**
- b. Staff is concerned with the lack of ground level amenity space along S Grand Street and recommends the applicant explore how the design can evolve to introduce more placemaking opportunities at the ground level. **(PL3-2-g. Voluntary Spaces)**

5. Vehicular Access and Service Uses:

- a. Staff supports locating access to the on-site parking and trash storage area of S Holgate Street, minimizing potential conflict between pedestrian traffic on the interior of the development and vehicles accessing the parking. However, Staff is concerned with the design of the loading area near 23rd Avenue South and recommends incorporating a combination of design and safety elements to connect the sidewalk adjacent to the building to the sidewalk along 23rd Avenue South,

improving the pedestrian flow in this area. **(DC1-B-1. Access Location and Design, DC1-C-4. Service Uses)**

DEVELOPMENT STANDARD DEPARTURES

At the time of the EARLY DESIGN GUIDANCE review, no departures were requested.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by Staff as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-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.

Central Area Supplemental Guidance:

CS1-1 Local Topography
CS1-1-a. Respond to Local Topography: Respond to local topography with terraces, stoops, stepping facades, or similar approaches. Use appropriately scaled rockeries, stairs, and landscaping to transition between the sidewalk, building facade, and entrances in keeping with local topographic conditions, and existing neighboring approaches.
CS1-1-b. Step Fencing and Screening: If fencing or screening is included in the design, it should step along with the topography.

CS1-2 Connection to Nature
CS1-2-a. Impact on Solar Access: Be sensitive to the project's impact on solar access to adjacent streets, sidewalks, and buildings. Where possible, consider setting taller buildings back at their upper floors, or pushing buildings back from the street and providing wider sidewalks so sunlight can reach pedestrian level spaces and neighboring properties. Ensure sunlight reaches building entrances whenever possible.
CS1-2-b. Provide Vegetation: Provide vegetated spaces throughout the project. Vertical green walls are encouraged in addition to landscape beds.
CS1-2-c. Gardens and Farming Opportunities: Incorporate edible gardens and urban farming opportunities within the design, both at grade, and on the roof for larger buildings.
CS1-2-d. Unify with Landscaping: Unify streets through street trees and landscaping.

- a. Consider tree species as a unifying feature to provide identifiable character to a street or project.
- b. Incorporate an irrigation plan for the trees and other landscaping proposed to ensure maintainability of the plants, or include low-maintenance, drought-resistant species.

CS1-2-e. Protect Sidewalks: Create protected sidewalks by utilizing planter strips with lush landscaping, to help create a "room" between the street and the building.

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.

Central Area Supplemental Guidance:
CS2-1 Transition and Delineation of Zones
CS2-1-a. Provide Privacy Layering and Scale: Where denser zones transition to lower density residential zones, provide privacy layering and scale for ground related entrances, porches, and stoops on facades facing the less dense residential zone.
CS2-1-b. Transition using Massing and Articulation: In addition to building height, use building massing and articulation to transition to single-family scaled fabric. Other acceptable methods include setbacks, building footprint size and placement on the site, building width, façade modulation, and roof line articulation.

CS2-1-c. Relate to Human Scale: The use of appropriately scaled residential elements, such as bay windows and balconies, on larger buildings next to single-family zones are encouraged to better relate to the human scale. This is especially important for buildings four stories and lower.

CS2-1-d. Reduce Building Mass Using Passageways: Along with smaller building massing, the use of breezeways, portals, and through-block connections help to lessen the mass of the overall building, and add to the existing network of pedestrian pathways.

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.

Central Area Supplemental Guidance:

CS3-1 Neighborhood Context

CS3-1-a. Retain Neighborhood Character: Retain and encourage the extension of existing positive attributes of the surrounding neighborhood character.

CS3-1-b. Continue Existing Neighborhood Fabric: Where appropriate, encourage the preservation, rehabilitation, adaptive reuse, and/or addition to existing structures as a way to continue the existing neighborhood fabric.

CS3-1-c. Include High Ceilings at Ground Level: Include high ceilings in ground floor spaces of new structures consistent with older character structures in the vicinity. Floor to ceiling heights of at least 15 feet with clerestory windows are encouraged for commercial ground floors.

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.

Central Area Supplemental Guidance:

PL1-1 Accessible Open Space

PL1-1-a. Safety & Connectivity: Provide safe and well connected open spaces. Utilize walkways and linkages to visually and physically connect pedestrian paths with neighboring projects, shared space and public spaces such as streets. Use linkages to create and contribute to an active and well-connected open space network.

PL1-1-b. Neighborhood Nodes & Business Corridors: Larger projects around important neighborhood nodes should create generous recessed entries, corner plazas, and more usable open space adjoining the streets. Projects along dense business corridors should maintain a continuous street wall definition contributing to the area's urban feel.

PL1-1-c. Transparent Indoor Community Spaces: Incorporate transparent and open indoor community meeting spaces at the ground level of larger projects. Avoid having any window coverings or window film that permanently obscure views into or out of the space.

PL4-B Planning Ahead for Bicyclists

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

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

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

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.

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.

PL1-2 Connection Back to the Community

PL1-2-a. Multi-Purpose Gathering Spaces: Provide cultural and place-specific open spaces that can be used for a variety of uses including social gathering, festivals, and other larger celebrations.

PL1-2-b. Weather Protection: When providing open gathering spaces for the community, include weather protection to ensure the space can remain active all year long.

PL1-2-c. Lighting, Art and Special Features: Enhance gathering places with lighting, art and features, so that the scale of the art and special features are commensurate with the scale of the new development.

PL1-2-d. Common & Accessible Open Spaces: Ensure exclusive rooftop, private, or gated open spaces are not the only form of open space provided for the project. Prioritize common, accessible, ground level open space at the building street fronts and/or with courtyards that are not restricted or hidden from street views.

PL1-2-e. Hardscapes: Not all open spaces need to be landscaped; hardscapes are encouraged when sized and designed to encourage active usage. At these locations, building edges should be inviting while creating well defined open spaces for common use. These spaces are especially important close to prominent intersections, streets, and Cultural Placemaker locations. In areas where it is not feasible to be open to physical pedestrian access, visual openness should be provided.

PL1-2-f. Rooftop Vegetation: When providing vegetation at the roof level, consider urban agriculture instead of a passive green roof to provide residents access to fresh produce.

PL1-3 Livability for Families and Elderly

PL1-3-a. Safe Play Areas: Provide safe areas for children to play where they can be seen. Incorporate seating areas nearby for parents, guardians, and other community members to congregate.

PL1-3-b. Rooftop Gathering Spaces: Consider utilizing building rooftops as an opportunity for family gathering and gardening.

PL1-3-c. Preserve Alleys for Access and Use: Where applicable, preserve alleys for pedestrian access and service use. Provide adequate lighting, transparency and entrances to ensure active usage.

PL1-3-d. Multi-Generational Gathering Spaces: Provide multi-generational community gathering spaces for young and old to recreate and converse together.

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.

Central Area Supplemental Guidance:

PL3-1 Frontages

PL3-1-a. Design Elements: Encourage color, material, and signage variation in storefront design.

PL3-1-b. Emulate Pedestrian-Oriented Context: Design ground floor frontages in commercial and mixed-use areas that emulate or improve upon the surrounding pedestrian-oriented context, while acknowledging the pedestrian patterns that exist.

PL3-1-c. Promote Transparency: Promote transparency and "eyes on the street." No reflective or obscure glass should be used. Discourage retailers from putting display cases or window film up against windows to maintain transparency into commercial spaces.

PL3-1-d. Step Storefronts Along the Grade: Avoid grade separations at retail. Storefronts should step along with the grade (ex: 30' max length of any floor level on a sloping frontage) with a focus on accessibility.

PL3-1-e. Frequent Entrances and Expressed Breaks: In pedestrian-oriented commercial areas, provide frequent entrances and expressed breaks along storefronts through columns or pilasters at regular intervals of 25 to 30 feet, to accommodate and encourage smaller retailers and community-oriented businesses.

PL3-1-f. Live/Work Spaces: Live/work spaces should be designed to activate street frontage, maintain transparent windows, and arrange the interior to place work space at the street windows.

PL3-1-g. Couple Entries: At residential projects, provide coupled entries where possible to foster a sense of community and visual interest in building entry ways. Provide generous porches at these entries to encourage sitting and watching the street.

PL3-1-h. Exterior Access at Ground Level: Provide exterior access to ground floor residential units. This interior/exterior connection should occur frequently with entrances placed at a regular interval.

PL3-2 Streetscape Treatment

PL3-2-a. Emphasize Building Relationship to the Street: Emphasize the relationship between buildings and their entrances to the street, pedestrians, and neighboring buildings both adjacent and across the street. Provide special treatment through paving or building materials to highlight each business's presence along the street.

PL3-2-b. Recessed Business Entries: Provide recessed business entries to encourage a slower pedestrian pace where people have time sheltered space to stop and gather.

PL3-2-c. Overhead Weather Protection: To protect pedestrians along the sidewalk, provide awnings or overhead weather protection at all non-residential frontages, neighborhood nodes, and on west-facing facades with a minimum depth of 6'. Larger commercial projects should have more deeper coverage, with a minimum depth of 8' at all street frontages, especially street corners.

PL3-2-d. Pedestrian Environment: Encourage a quality pedestrian environment that provides safe, comfortable routes for pedestrians that reflect the existing character of the building fabric.

PL3-2-e. Activate the Planter Zone: Encourage activation of the planter zone to include community gardens, as well as street trees and pedestrian furniture (with SDOT concurrence).

PL3-2-f. Limit Solid Barriers and Blank Walls: Limit the placement of solid barriers or blank walls next to the sidewalk. Consider using landscape buffers instead.

PL3-2-g. Voluntary Spaces: Provide voluntary space abutting the sidewalk right-of-way for businesses to utilize (ex: cafes, produce markets, street markets, food vendors, buskers, pop-up shops, etc.).

PL3-2-h. Complete Streets: Encourage a safe, comfortable environment for pedestrians with components of complete streets (ex: wide planter zones, wide sidewalks, and/or building setbacks to allow for usable porches, stoops, and outdoor seating).

PL3-2-i. Porches and Stoops: Porches and stoops are the life of the street. Encourage human activity by providing opportunities for neighbors to connect, walk, and talk together on the sidewalk.

PL3-2-j. Buffer Private Outdoor Spaces: To facilitate usable stoops and patios, and to encourage pedestrian-to-resident interaction, buffer private outdoor spaces from the public sidewalk with low walls, planters and landscape layering that defines the private space yet allows for face to face conversations. Tall 'privacy walls' or fences are not acceptable.

PL3-2-k. Raise Private Stoops Above Sidewalk Grade: If floor levels and site grading allows, the private stoop at residential units should be raised above sidewalk grade, using 30" as an average height, with universal access to the unit included elsewhere.

PL3-2-l. Discourage Recessed Residential Patios: Residential patio levels recessed more than 18" below the adjacent sidewalk grades are discouraged and should be used discerningly, as they can hinder interaction, and may create safety and maintenance issues.

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 points of access.

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, woonef, 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 hAvenue 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.

Central Area Supplemental Guidance:

DC2-1 Building Layout and Massing

DC2-1-a. Clarify Concepts: Project concepts should be intelligible and clear. Clarity makes knowledge of the design acceptable, thus a larger portion of the community will be able to participate in the planning and design process.

DC2-1-b. Engage the Ground Plane: Building design should relate to the earth, using building forms and massing that engage the ground plane, rather than 'float above'. Ground level transparency should still occur on major pedestrian and commercial streets.

DC2-1-c. Encourage Smaller and Varied Building Forms: Smaller and varied building forms are encouraged. Larger building forms should divide their mass up so that it does not appear as one, monolithic building. These breaks in massing and differentiation should take cues from the surrounding fabric. Vertical and horizontal datums and patterns can help provide a guide for how to articulate and break down the overall massing. Modulated façades for large buildings keep the building inviting and consistent with the finer-grain fabric found in the Central Area neighborhood. As such, projects should use 50' – 75' massing widths as a guide for modulation.

DC2-1-d. Relate Scale and Form to the Adjacent Public Realm: Appropriately scale buildings so that they relate to the scale and form of the adjacent public realm (i.e. the width of the streets and/or affronting open spaces and adjacent smaller scale zones).

DC2-1-e. Façade Impacts: Consider all sides of the building and the impacts each façade has on its immediate neighboring context. If building on a slope, consider the project's rooftop as well.

DC2-1-f. Consider Climate: Consider how each façade may respond to climate conditions such as solar shading and prevailing winds.

DC2-1-g. Upper Floor Setbacks: Consider upper floor setbacks along secondary retail zones. In these less dense areas, tall does not always mean urban. Walkable urban places can be achieved at a smaller scale with buildings that hAvenue visual texture through their retail frontage, pedestrian scaled signage, tile details, and accented knee walls, as demonstrated by the businesses along Union St, west of 23rd Avenue.

DC2-1-h. Encourage Family-Sized, Ground-Level units: Where compatible with the surrounding streetscape, family sized, ground related apartment units (2 and 3 bedrooms) with usable adjacent open spaces are encouraged.

DC2-1-i. Cluster Small Businesses: Encourage clusters of small and local businesses together.

1. Reduce the scale of commercial façades so that they are conducive to small business tenants.
2. Include commercial spaces with smaller footprints to promote and accommodate local establishments at street level.

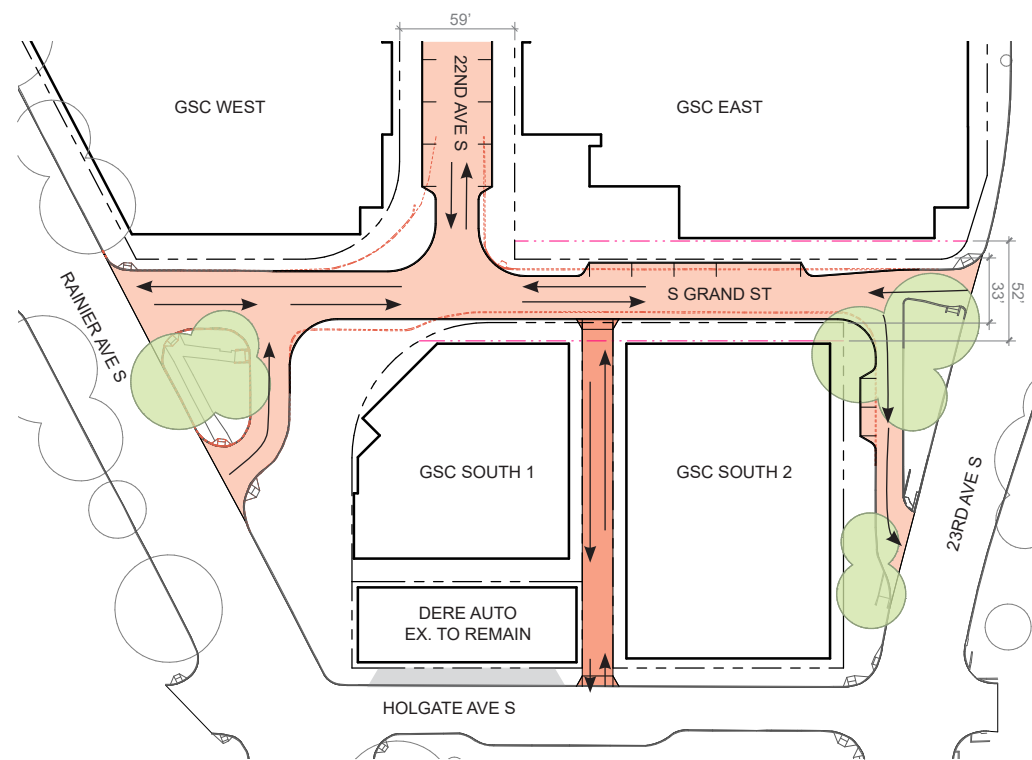
DC3-1-c. Extend the Public Realm: Provide generous common, open space, including shared courtyards and plazas that serve as extensions of the adjacent public realm.	
DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.	
DC4-A 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.	
Central Area Supplemental Guidance:	
DC4-1 Screening	

DC4-1-a. Artistic Opportunity: When screening or fencing is used, it should be designed as an artistic opportunity.	
DC4-1-b. Allow for Views: Design screening height, porosity, and materials to allow for views in and out of the site, and visual interaction with the public realm.	
DC4-2 Building Materials	
DC4-2-a. Reinforce Local Cultural References: Consider vibrant and bold uses of color, materials, texture, and light to reinforce local cultural references.	
DC4-2-b. Variation and High-Quality Materials: Encourage variation in building materials and employ high quality materials.	
DC4-2-c. Reuse Building Materials: Salvage building materials from the site when possible. If reusable materials, such as brick, are removed from demolished buildings, use them in the new development as visible building components.	
DC4-3 Building Details and Elements	
DC4-3-a. Natural Ventilation: Provide operable windows in a way that promotes natural ventilation.	
DC4-3-b. Reflect Human Scale and Craftsmanship: Incorporate building materials and details that reflect human scale and the craftsmanship of the building process (ex: use of brick or wood for exterior cladding).	
DC4-3-c. Add Human Scale and Façade Texture: Incorporate elements such as bay windows, columns, and deep awnings which add human scale and façade texture.	
DC4-3-d. Exhibit Rhythm and Transparency: Façades should exhibit a rhythm of fenestration, and transparency of the inside program out to the public realm.	
Central Area Supplemental Guidance:	
A.1-1 History and Heritage	
A.1-1-a. Express African and Black American Presence: Provide design features to express the African and Black American presence within the neighborhood. Create 'pockets of culture' to represent both the Black American identity within the Central Area, as well as other heritages that have had a large impact on the Central Area's past.	
A.1-1-b. Include Visual Arts in the Design Concept: Consider including visual arts as an integral part of the design concept along main street building façades, within highly trafficked pedestrian areas, and within open spaces.	
A.1-1-c. Cover Blank Walls with Art: Use any resulting blank walls and surfaces for the visible expression of art that references the history, heritage, and culture of the community.	
A.1-1-d. Interpretive Storytelling: Include interpretive opportunities (through visual art, signage, markers, etc.) that tell the story of the neighborhood's history in engaging ways.	
A.1-1-e. Reflect Racial, Economical and Multi-Generational Character: Encourage the building design to reflect the racial, economical, and multi-generational character of the community.	
A.1-1-f. Support the Black Veteran Community: Developments are encouraged to provide housing and/or amenities for the Black Veteran community.	

A.1-1-g. Local Activities and Interests: Provide amenities appropriate to the activities and interests of the local community, such as basketball hoops, chess boards, tot lots and other family oriented activities.	
A.1-1-h. Encourage Bicycle Use and Parking: Bicycle use and parking should be encouraged to promote a healthy and active neighborhood and to support local businesses. Bicycle racks should be plentiful, and either be from the Seattle Department of Transportation's bike parking program or be an approved rack of similar "inverted U" or "staple" style. The bicycle racks may also be an opportunity for placemaking, such as having a uniform color for bike racks within the Central District or having distinctive place-names designed into the racks.	
A.1-2 For 23rd and Union Character Area	
A.1-2-a. Community Characteristics: Community characteristics that are unique to this area include:	
<ol style="list-style-type: none">1. A cohesive neighborhood grain with historic character that establishes the area as a destination for the surrounding community.2. An established, pedestrian-scaled neighborhood-commercial area, with a mix of both commercial and residential uses, grounded by locally-owned businesses and institutions.3. Hub of the African and Black American community.4. Diverse range of shops, restaurants, entertainment, and places of worship.	
DC4-3-e. Add Human Scale and Façade Texture: Incorporate elements such as bay windows, columns, and deep awnings which add human scale and façade texture.	
DC4-3-f. Exhibit Rhythm and Transparency: Façades should exhibit a rhythm of fenestration, and transparency of the inside program out to the public realm.	
A.1-2-b. Provide Accessible Open Space and Community Gathering Opportunities: In this area it is especially important to provide additional accessible open space and community gathering opportunities, for example plazas adjacent to the public sidewalks.	
A.1-3 For 23rd and Cherry Character Area	
A.1-3-a. Community Characteristics: Community characteristics that are unique to this area include:	
<ol style="list-style-type: none">1. Smaller-scaled fabric with many culturally specific restaurants, as well as community and youth-centered resources.2. Specific places to note are Garfield High School (400 23rd Avenue), Garfield Community Center (2323 E Cherry St), Quincy Jones Performing Arts Center (400 23rd Avenue), Medgar Evers Pool (500 23rd Avenue), and Eritrean Community Center (2402 E Spruce St).	
A.1-4 For 23rd and Jackson Character Area	
A.1-4-a. Community Characteristics: Community characteristics that are unique to this area include:	
<ol style="list-style-type: none">1. Larger-scale, mixed-use commercial district with opportunities for startups, and both large and small scaled businesses.2. Both a local and regional destination due to its commercial developments, social services, community assets, and shops for daily household needs.3. Specific places to note are the Pratt Fine Arts Center (1902 S Main St), Wood Technology Center (2310 S Lane St), Seattle Vocational Institute (2120 S Jackson	

St), Langston Hughes Performing Arts Institute (104 17th Avenue S), and Douglass Truth Library (2300 E Yesler Way).	
Central Area Supplemental Guidance:	
A.2-1 Cultural Placemakers	
A.2-1-a. Emphasize Cultural Placemakers: Emphasize Cultural Placemakers within the community. The Cultural Placemaker map identifies several key intersections in the Central Area that serve as cultural anchors for their surrounding areas. Projects at these corner locations should stimulate activities and create visual interest to enhance the Central Area's identity and a sense of arrival, such as:	
<ol style="list-style-type: none">1. Providing street furniture, public art, landscape elements, pedestrian lighting, mosaics, varied paving patterns, etc.2. Creating façade enhancements at prominent building corners.3. Creating a building layout and setbacks that provide opportunities for open space that expand the usable space beyond the width of the sidewalks.4. Providing larger landscape buffers at placemakers along heavier trafficked streets.	
RECOMMENDATIONS	
At the conclusion of the Administrative EARLY DESIGN GUIDANCE phase, Staff recommended moving forward to MUP application.	

4 - TRANSPORTATION



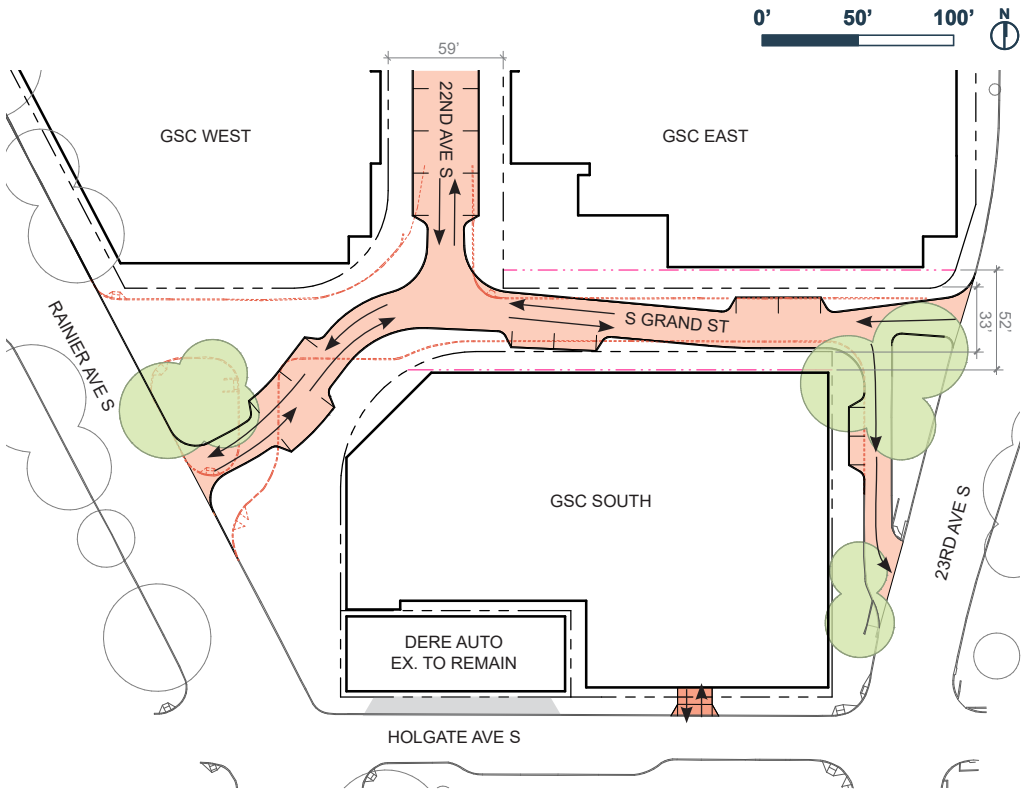
NO ALLEY VACATION
EXISTING GRAND ST. ALIGNMENT

CONSIDERATIONS:

- Increased traffic flow on Grand St: Alley/garage access will add to traffic volume.
- Traffic calming is limited: Retains straight 22' wide roadway per Streets Illustrated and SDOT base requirements.
- Less desirable for retail tenants: One sided parallel parking/loading.
- Underutilized space: Road geometry of intersection of Rainier Ave and Grand St. is undesirable (per SDOT Judkins Park Station Access Study recommendations).
- Alley does not provide utility access for the site.

LEGEND

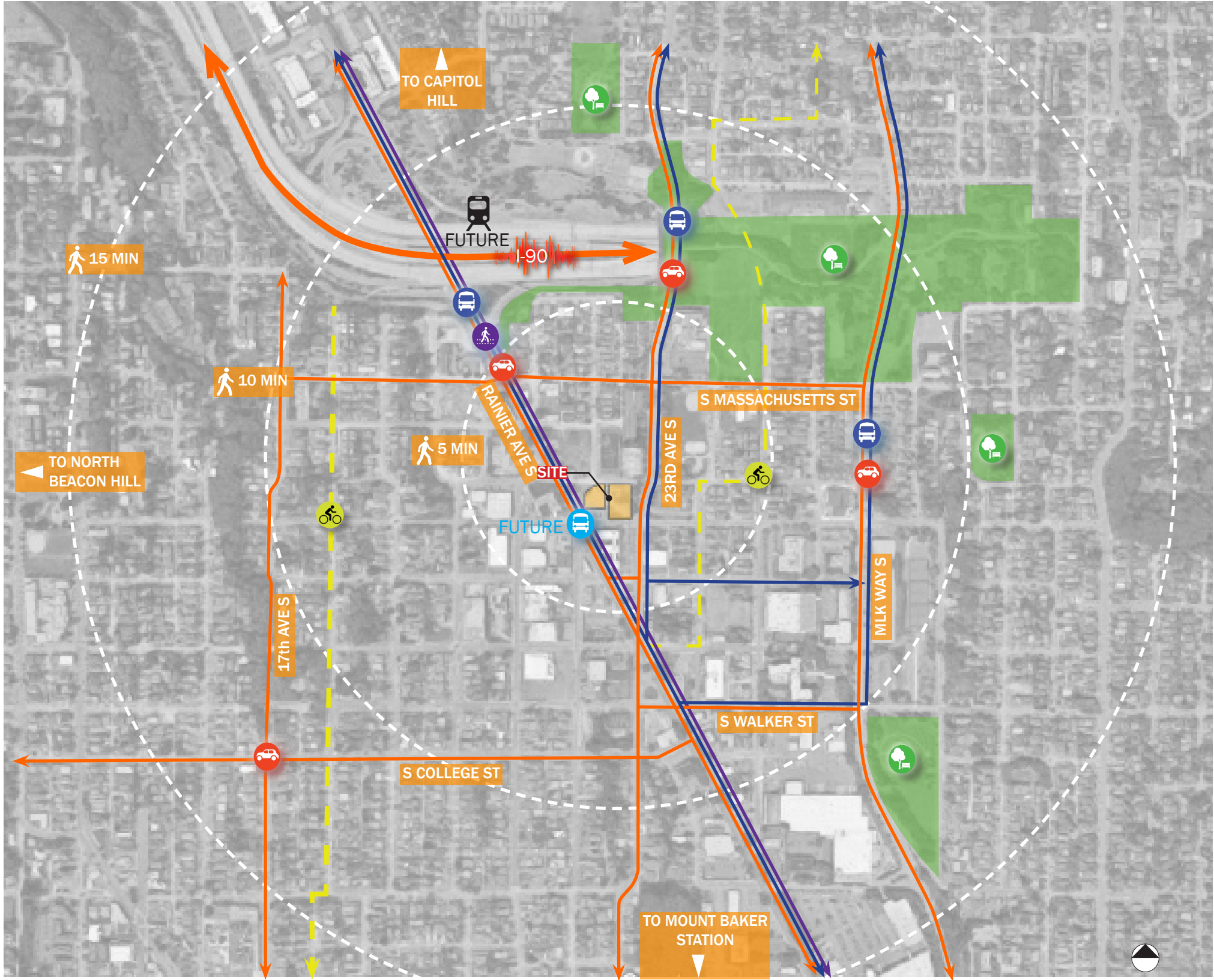
- TRAFFIC DIRECTION
- ROADWAY SYSTEM
- VEHICULAR ALLEY
- EXISTING CURB
- PROPERTY LINE
- EXISTING TREES TO REMAIN



ALLEY VACATION
GRAND ST. REALIGNMENT

CONSIDERATIONS:

- Reduced traffic flow along Grand St: Functions better as a Neighborhood Greenway.
- Traffic is calmed: Road geometry and SDOT allowable 18' wide travel way slows traffic.
- Better parking/curbside management: East and west bound parking/loading options allows greater retail vitality and further slows traffic.
- Realigns Rainier Ave and Grand St. for safer intersection while maintaining existing trees and maximizing pedestrian area (per SDOT Judkins Park Station Access Study recommendations).



The project is located in an area of the city where North-South movement is accessible and convenient, offering pedestrian and bike paths, vehicle and public transportation routes to Capitol Hill, First Hill, North Beacon Hill, Mount Baker Town Center, and beyond.

CONSTRAINTS

- Noise from nearby light industrial uses
- Noise from Rainier Ave S & I-5
- High voltage power lines on 22nd Ave S for south portion of lot
- Future SDOT plans to narrow 22nd Ave S

OPPORTUNITIES

- Fast transit routes to Capitol Hill, First Hill, North Beacon Hill, & Mount Baker Station as well as future transit station to Eastside
- Corner site can provide visible neighborhood marker
- Transitioning neighborhood design

- Main Vehicular Route
- Bus Route
- Bicycle Route
- Main Pedestrian Route
- Park
- Future BRT Stop*
- Environmental/Traffic Noise

Walk Score
73
Very Walkable
Most errands can be accomplished on foot.

Transit Score
67
Good Transit
Many nearby public transportation options.

Bike Score
79
Very Bikeable

*Future Bus Rapid Transit Stop as indicated by SDOT Pedestrian Master Plan (July 2016)



A



B



C



D

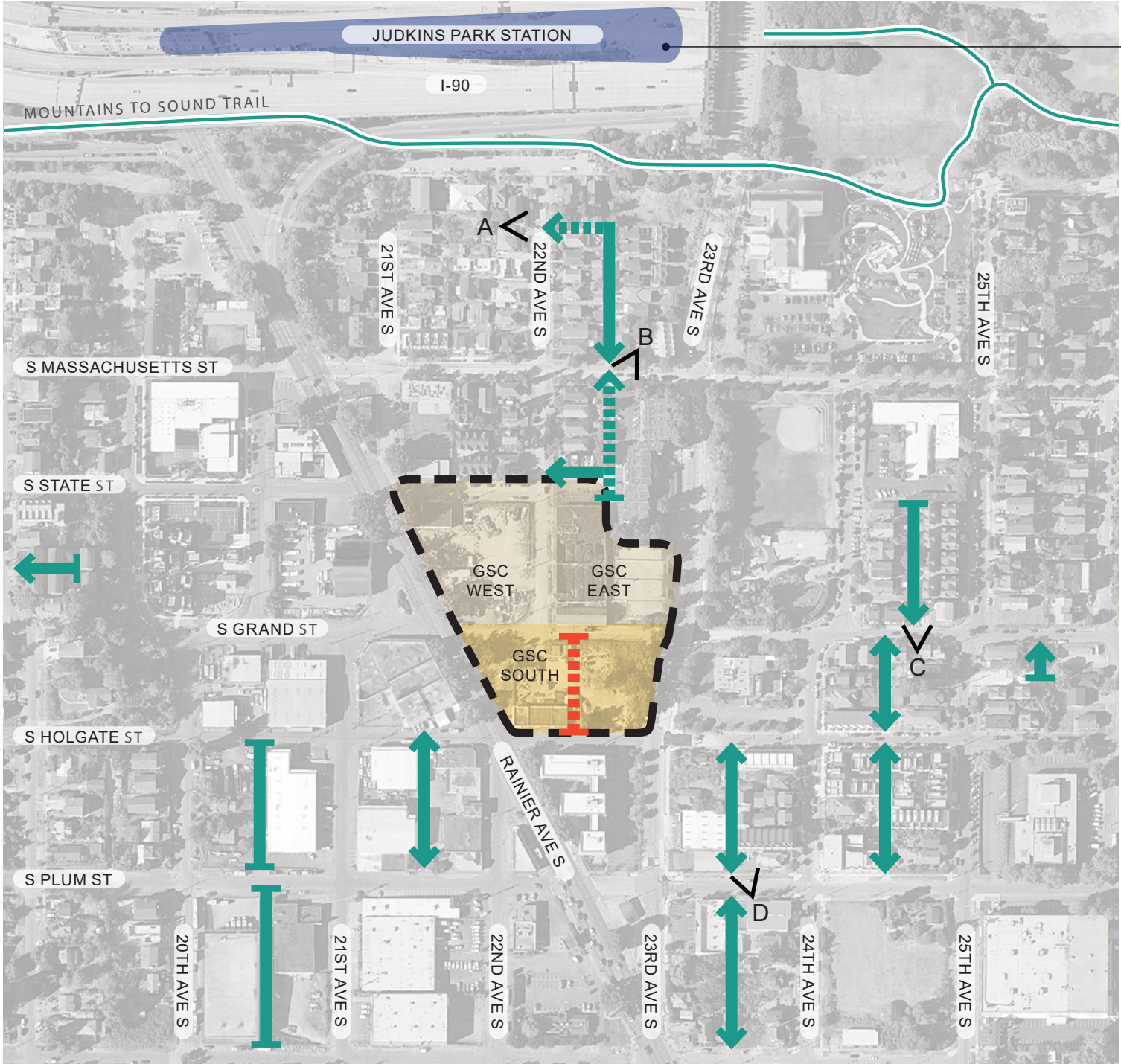


E

ALLEY NETWORK CHARACTER



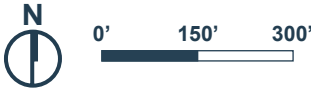
F



ALLEY NETWORK FRAGMENTATION

LIGHT RAIL
STATION ENTRY

- LEGEND
- PROJECT SITE
 - ADJACENT ALLEYS
 - PROJECT SITE ALLEY PLAT



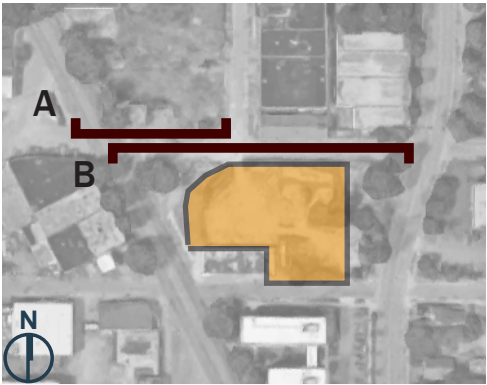
SECTION 4 | EXISTING STREETScape



A. NORTH ELEVATION OF GRAND STREET



B. SOUTH ELEVATION OF GRAND STREET



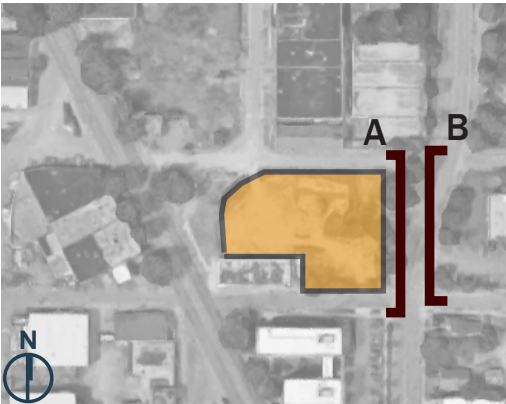
PROJECT SITE



A. WEST ELEVATION OF 23rd AVE S



B. EAST ELEVATION OF 23rd AVE S

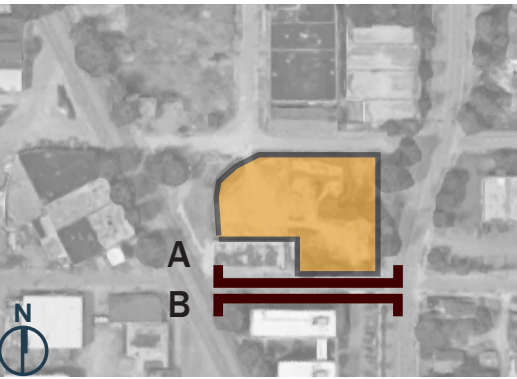




A. NORTH ELEVATION OF S HOLGATE STREET



B. SOUTH ELEVATION OF S HOLGATE STREET



PROJECT SITE



S GRAND ST
A. EAST ELEVATION OF RAINIER AVE S

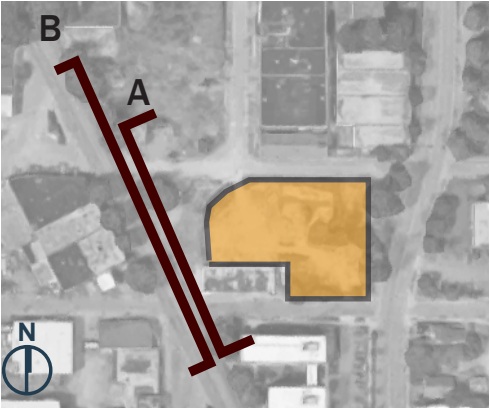
S HOLGATE STREET



B. WEST ELEVATION OF RAINIER AVE S

S HOLGATE STREET

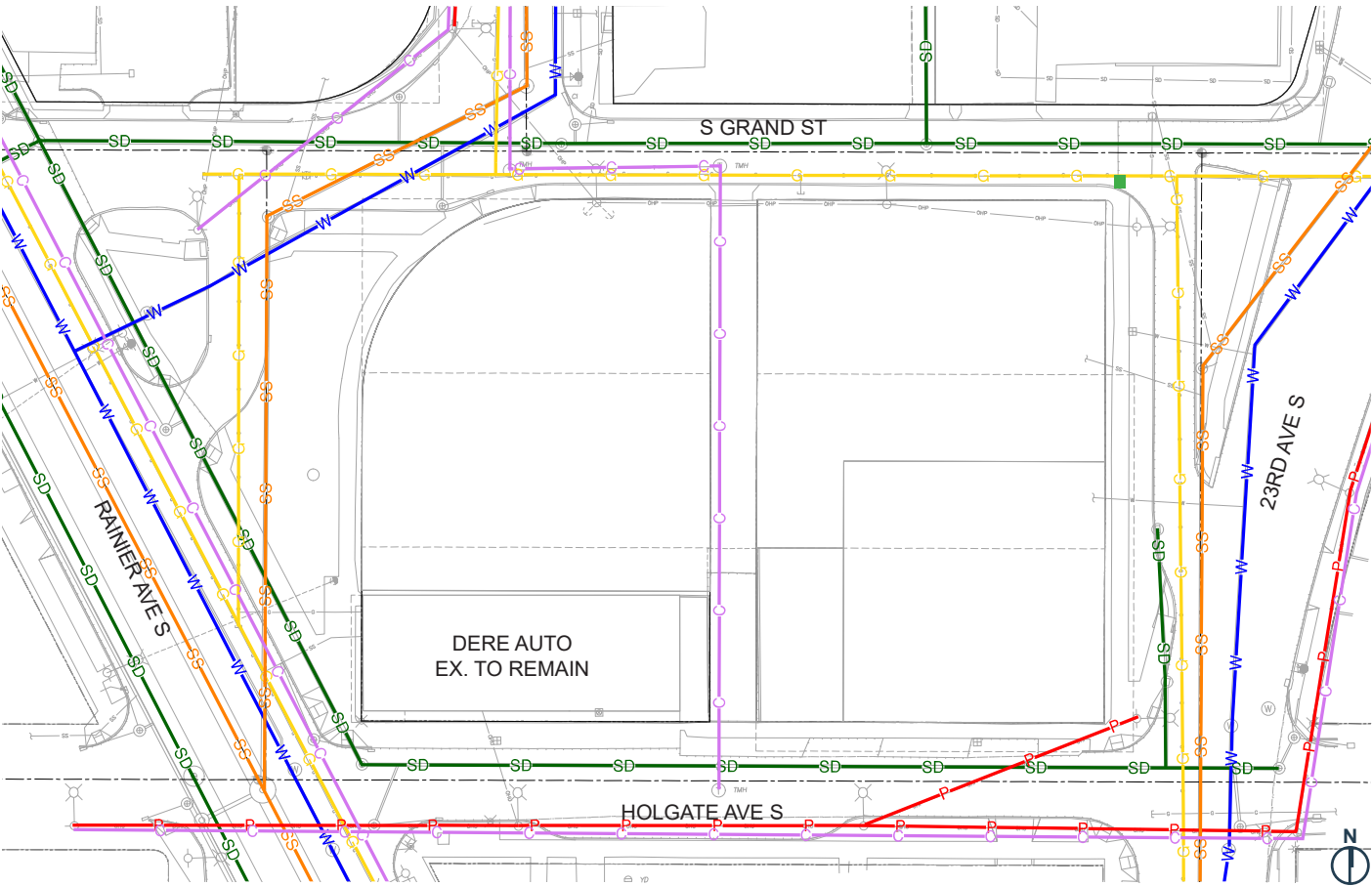
S GRAND ST



5 - UTILITIES

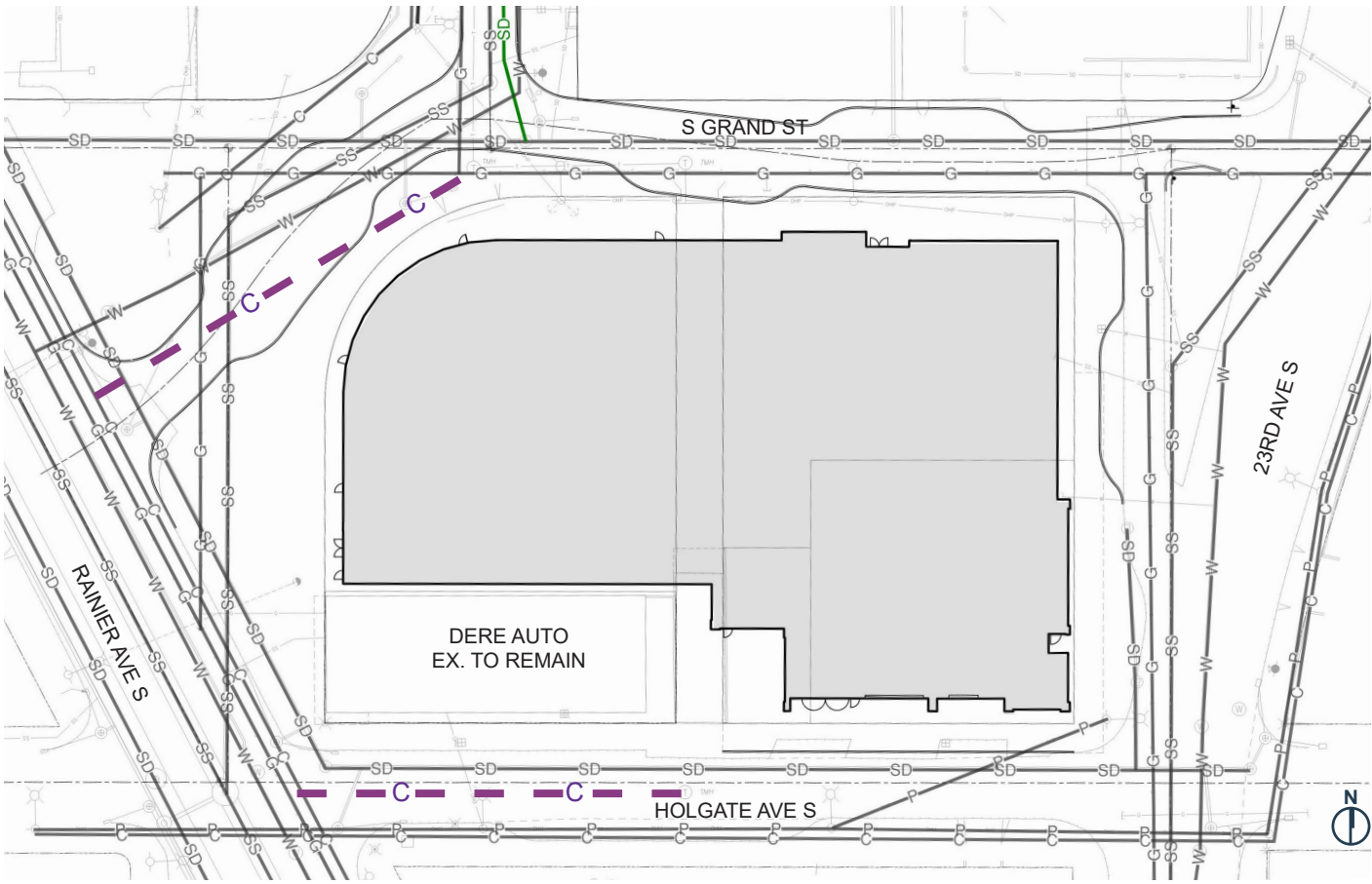
SECTION 5 | UTILITIES

The existing alley contains one active utility, a CenturyLink ductbank. As part of this proposal, the CenturyLink infrastructure is planned to be rerouted west of the project and planned to remain underground. CenturyLink has been engaged and is providing feedback to the project team, including infrastructure requirements and connection locations for the reroute.



EXISTING CONDITION

- SD STORM DRAIN
- SS SANITARY SEWER
- W WATER
- P POWER
- C COMMUNICATIONS
- G NATURAL GAS



PROPOSED CONDITION

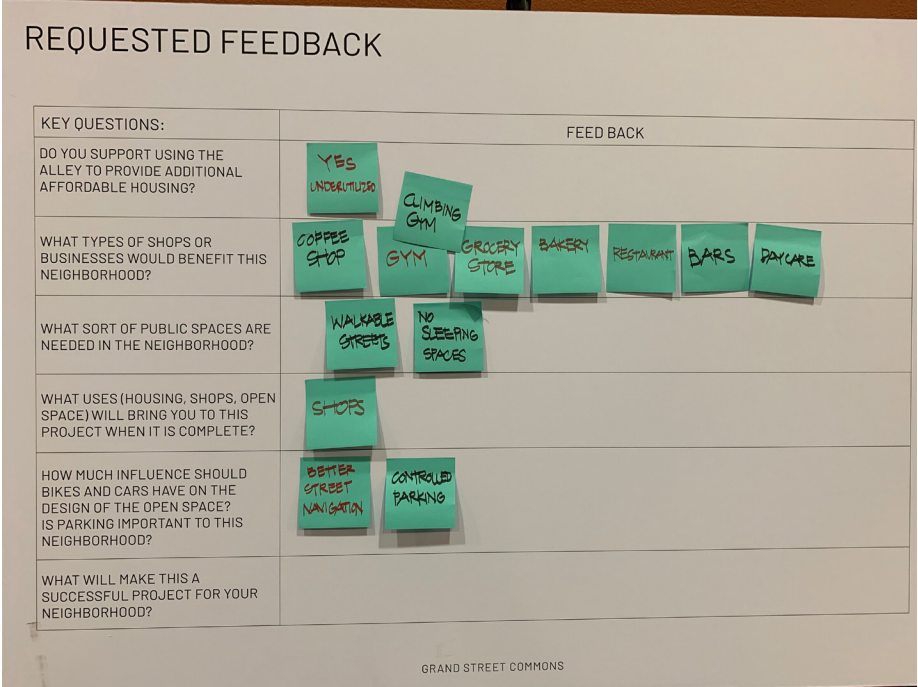
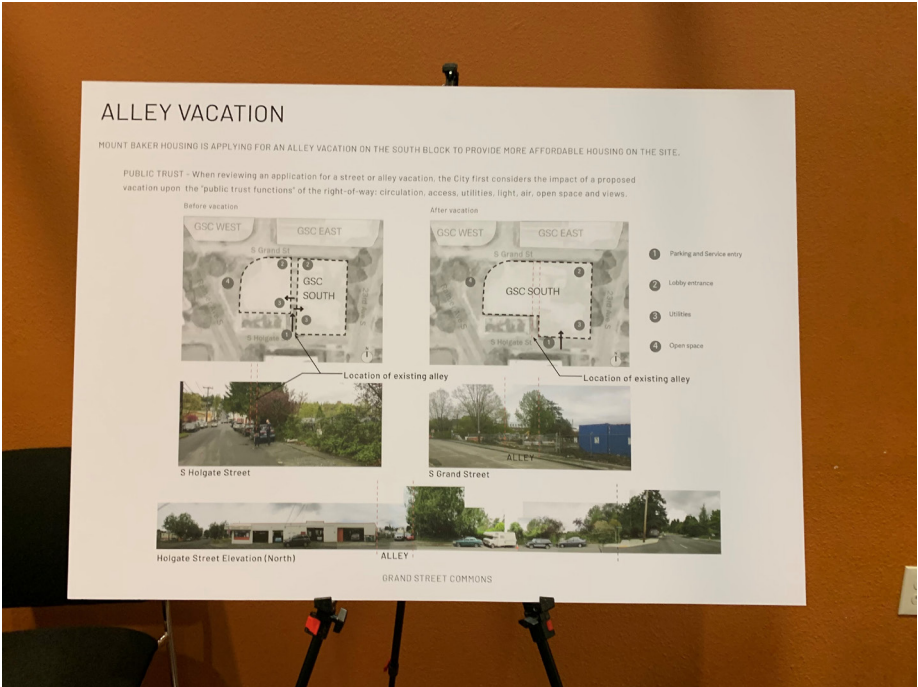
- SD STORM DRAIN - RELOCATED
- SD STORM DRAIN - EXISTING TO REMAIN
- SS SANITARY SEWER - EXISTING TO REMAIN
- W WATER - EXISTING TO REMAIN
- P POWER - EXISTING TO REMAIN
- C COMMUNICATIONS - EXISTING TO REMAIN
- C COMMUNICATIONS - RELOCATED
- G NATURAL GAS - EXISTING TO REMAIN

6 - HISTORIC SITES or BUILDINGS [not applicable]

7 - COMMUNITY ENGAGEMENT PLAN



NEIGHBORHOOD OUTREACH MEETING - OCTOBER 24, 2019



COMMUNITY ENGAGEMENT PLAN

The Community Engagement Plan for Grand Street Commons was submitted to the Department of Neighborhoods for review and was approval on September 16, 2019. The plan includes both printed and digital outreach to residences and businesses within 500 ft radius of the sites in the languages of - Mandarin, Japanese, Vietnamese, Spanish, English. Project hot line was set up in these languages to provide project information and seek feedbacks. The project team will attend local community meetings throughout the entitlement process to share the project’s progress with the neighborhood. The development team will also host open house events for neighbors to learn more about the project and provide their feedback.

The first open house took place on October 24, 2019 in the Mount Baker Village Apartments Community Room at 2580 29th Ave S. The following is a sampling of comments collected from community members in attendance at that meeting:

- Pedestrian connections are important in and around the blocks.
- Repeated concern about homeless encampments in the neighborhood. Neighbors like the idea of gathering space but are concerned about how it will be used. Several requested it be designed in a way to discourage camping.
- Neighbors would appreciate more retail to walk to in their neighborhood. Requests included new bars and restaurants, retail, dry cleaning, and professional services.
- Liked the idea of townhouse units along 22nd Ave S.



Community feedback has helped inform the site and building design of the project to provide a place for the public to relax and interact. Key considerations below:

- Streetscape improvements along Rainier Ave S and 23rd Ave allow for better pedestrian connectivity
- The Plaza is designed for day and night time activation to improve safety.
- Daytime uses will focus on family friendly amenities within the plaza space; options include play blocks or a possible water feature, should that be feasible and approved by the City for inclusion in the right-of-way, art and seating opportunities.
- Nighttime use and safety will be promoted by inclusion of standard street lighting augmented by enhanced lighting elements. Retail has the opportunity to spill out of the south and west building retail spaces onto the plaza, helping to activate the space. Residential units above directly face the plaza and provide “eyes on the street” to promote a safe environment.
- Community serving retail mix on the ground floor to meet the goods and services needs of the community while activating the public plaza and streets

Community outreach report was approved by the Department of Neighborhoods on November 13, 2019. Early Outreach requirements are complete.

Additional community outreach on the alley vacation and project update has been mailed to residences and businesses within 500 ft radius of the sites, and emailed to key community groups and stakeholders on July 28, 2020. Additional targeted meetings with diverse community groups and stakeholders will be held throughout the process to seek feedback on the updated design and alley vacation. A project website with alley vacation information and feedback section will be released around the end of September 2020 to seek comments on the alley vacation and the project in general.

English Mailing



July 28, 2020

To Our Neighbors:

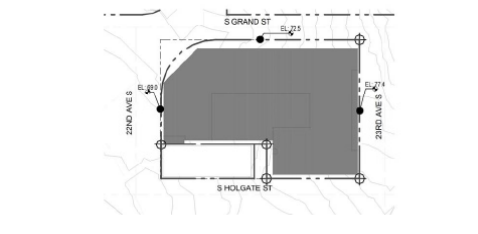
Mt. Baker Housing Association is your local community-based organization whose mission is to provide affordable housing for our South East Seattle community. We are partnering with Lake Union Partners, a local Seattle firm, on the acquisition and development of three parcels of land adjacent to the intersection of S. Grand St. and Rainier Ave. S. This letter describes the proposed project and asks that you send any comments you have about the project to Barry Baker (barry@mtbakerhousing.org) or Brendan Lawrence (brendan@lakeunionpartners.com) so that your comments can be included in the public record and considered as the designs and approvals for the project move forward.

Project Description and Status

In partnership with Lake Union Partners, Mt. Baker Housing plans to develop a transit-focused multifamily apartment community called Grand Street Commons. Mt. Baker Housing intends to provide 202 multifamily apartment units serving families earning up to 60% of Area Median Income in King County (\$71,640 for a family of four). Lake Union Partners plans to provide an additional 312 units of affordable housing for families at 60%-80% Area Median Income, and 420 market rate apartments. As the property is located less than a quarter of a mile from the future Jenkins Park light rail station, Grand Street Commons will be served by transit in addition to other existing neighborhood services. We hope to build a place where people will live, work, raise families and thrive as a community.

The existing buildings on the site have been demolished and the site has been fenced to prepare for the development.

We have started the permitting process and we welcome and appreciate neighborhood input and engagement. You can review project documents at the Seattle Services Portal website (<https://cosacella.seattle.gov/Portal/welcome.aspx>), by entering into the search field Project # 3035498-LU for Mt. Baker Housing's building, and Project # 3035344 for Lake Union Partners' buildings.


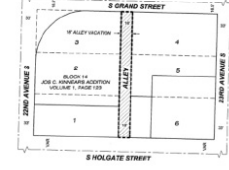


As part of this project, Mt. Baker Housing is petitioning the City of Seattle to vacate the alley that divides the parcels between Holgate and Grand Street. With the alley vacation, Mt. Baker Housing will be able to construct a single building of affordable housing, instead of splitting this portion of the site into two buildings. This will allow for a more efficient building design, resulting in approximately 45 additional affordable housing apartment units. We also plan to create a large public plaza along S. Grand Street and 22nd Avenue, which will transform this underutilized intersection into a community gathering space.

The vision and goals for the alley vacation are:

1. Create a vibrant and affordable housing community.
2. Create an active pedestrian experience and create a public plaza on S. Grand Street and 22nd Avenue.
3. Integrate this new community with the neighborhood
4. Re-align the 22nd Avenue spur to the intersection of 22nd Avenue and S. Grand Street to improve vehicular and pedestrian safety
5. Eliminate the intersection of S. Grand Street and Rainier Ave. S. to improve vehicular and pedestrian safety.
6. Activate uses on Grand Street.
7. Create a more pedestrian-friendly experience on the way to and from the Eastlink light rail station

We would like to hear any questions or comments you may have regarding the alley vacation and broader project. What would you like to see this project bring to the neighborhood? Will you use the proposed public plaza? How can the project be most successful in your opinion?



You can contact the project managers for these two proposed buildings. Their contact information is listed at the end of this letter. Please note that any information collected may be made public.



We are excited to bring affordable housing to this location, where residents will have access to transportation, services, walkability, and economic opportunity. In the meantime, please contact either of the project managers listed below if you have any questions or comments about this project. We look forward to connecting with you!

Sincerely,

Barry Baker
Mt. Baker Housing Association
barry@mtbakerhousing.org
206-725-4152

Brendan Lawrence
Lake Union Partners
brendan@lakeunionpartners.com
206-290-1097

Chinese-Mandarin Mailing



2020年7月28日。

致各位邻居：

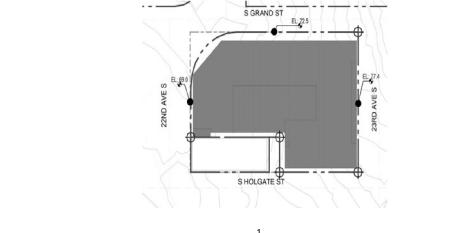
Mt. Baker Housing Association 是一家基于本地社区的组织，其使命是为西雅图东南部社区提供经济适用房。我们将与西雅图本地的 Lake Union Partners 合作，收购并开发毗邻南圣格兰德街（S. Grand St.）和雷尼尔大道南段（Rainier Ave. S.）交叉口的三个地块。本文介绍了此计划并在此邀请您将对该计划的任何意见发送到 Barry Baker (barry@mtbakerhousing.org) 或 Brendan Lawrence (brendan@lakeunionpartners.com) 处，以备录入公共档案，为项目的设计和审批提供参考。

项目介绍及现状

Mt. Baker Housing 联手 Lake Union Partners 计划一起开发一个以交通为核心的多户公寓社区。名为 Grand Street Commons。Mt. Baker Housing 计划提供 202 套多户型公寓，服务收入不足金县地区收入中值（四口之家 71,640 美元）60% 的家庭。Lake Union Partners 计划再为收入为本地区中值 60% - 80% 的家庭提供 112 套经济适用房，以及 420 套商品房。由于该地区距离未来的 Jenkins Park 轻轨站不到四分之一英里，除其他现有的社区服务外，格兰德街居民将拥有良好的交通条件。我们希望建立一个人们能够安居乐业、养儿育女、兴旺发达的社区。

该地区现有建筑物已拆除，周边建好了围墙以备开发。

公司已经启动了审批程序。对于社区的意见和参与我们将热烈欢迎且不能感谢。您可以在西雅图公共服务门户网站 (<https://cosacella.seattle.gov/Portal/welcome.aspx>) 查看项目文件，在项目搜索栏输入 Project# 3035498-LU，对应 Mt. Baker Housing 项目，Project# 3035344 对应 Lake Union Partners 项目。


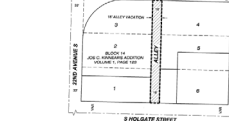


作为该项目的一部分，Mt. Baker Housing 正在请求西雅图市厅腾出将霍尔盖特（Holgate）和格兰德街（Grand Street）地块分隔开的小巷。小巷腾出后，Mt. Baker Housing 将只建造一种经济适用房，而不是由于地块分割建造两种。这将提高建筑效率，额外提供大约 45 个经济适用房公寓。我们计划沿南格兰德街和 22 大道打造一个大型公共广场，将这个未得到充分利用的十字路口改造成为一个社区聚会活动点。

腾出小巷的愿景和目标：

1. 创建一个充满活力且经济的住房社区。
2. 提高步行体验并在圣格兰德街和 22 大道上创建一个公共广场。
3. 使这个新社区与邻近地区融为一体。
4. 调整第 22 大道支线，达到第 22 大道和南格兰德街的交叉口，以改善车辆和行人的安全。
5. 取消圣格兰德街和雷尼尔大道南段的交叉路口，以提高车辆和行人的安全。
6. 激活格兰德街各项设施使用。
7. 为来往 Eastlink 轻轨车站创造更友好的步行体验。

我们很乐意听到关于小巷腾让和整体项目的任何疑问或意见。您希望这个项目给社区带来什么？愿意使用所提议的公共广场吗？按您的看法，这个项目怎么做才能最成功？



您可以通过联系这两项计划对应的项目经理，他们的联系方式列于文末，请注意，我们可能会把收集到的信息公开。



这里交通便捷，服务周到，步行方便且商机众多，能在此提供经济适用房，我们激动万分。同时，如果您对这个项目有任何疑问或意见，欢迎联系下列项目经理。我们期待与您的相知相惜！

谨上。

Barry Baker
Mt. Baker Housing Association
barry@mtbakerhousing.org
206-725-4152

Brendan Lawrence
Lake Union Partners
brendan@lakeunionpartners.com
206-290-1097

Japanese Mailing



2020年7月28日

近隣の方々へ：

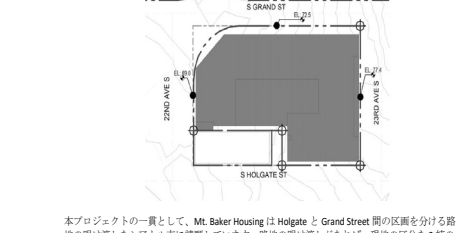
Mt. Baker Housing Association は地域社会密着型の組織で、当社の使命はシアトルの南東地域に手頃な価格の住宅を提供することです。S. Grand St. と Rainier Ave. S. の交差点に隣接する3区画の土地の取得・開発において、シアトルの地元企業 Lake Union Partners と提携しています。本状では提案されているプロジェクトを説明していますが、皆様には Barry Baker (barry@mtbakerhousing.org) または Brendan Lawrence (brendan@lakeunionpartners.com) までプロジェクトに関するご意見を送信していただけるようお願いしたいと思います。そうしていただくことで、プロジェクトに対するデザインと承認が進む際に、皆様のご意見を公的記録に含めて検討することが出来ます。

プロジェクトの説明と状況

Lake Union Partners と協力し、Mt. Baker Housing は『Grand Street Commons』という名称の、交通機関に焦点を当てた複数世帯集合住宅コミュニティの開発を計画しています。Mt. Baker Housing は、キング郡地域の平均収入(4 人家族で 71,640 ドル)の 60% までの収入世帯に 202 戸の複数世帯集合住宅を提供することを目指しています。Lake Union Partners は平均収入の 60%-80% の世帯向けの手頃な価格の住宅をさらに 112 戸、市街地の集合住宅を 420 戸提供する計画を立てています。物件は将来のライト・レールの Jenkins Park 駅から 400 メートルもない所にあるので、『Grand Street Commons』は現在ある近隣の他のサービスに加えて、交通機関を利用するのに便利です。人々が住み、働き、家族を築き、地域社会として繁栄する場所を造り出したいと考えています。

現地にある現在の建物は取り壊され、開発準備のためにフェンスが張られています。

許可された工程を開始しており、近隣の方々のご意見提供や関わりに対して歓迎、感謝いたします。シアトル・サービス・ポータルウェブサイト (<https://cosacella.seattle.gov/Portal/welcome.aspx>) にて、検索欄に「Project # 3035498-LU for Mt. Baker Housing's building」、 「Project # 3035344 for Lake Union Partners' buildings」を入力すると、プロジェクトの文書をご覧いただけます。





本プロジェクトの一貫として、Mt. Baker Housing は Holgate と Grand Street 間の区画を分ける路地の明け渡しをシアトル市に請願しています。路地の明け渡しがあれば、現地の区分を2棟の建物に分けず、1棟の手頃な価格の住宅を建設することができるようになります。1棟の建設の場合、もっと効率的な建物の設計が可能となり、結果として複数世帯集合住宅を大体 45 戸追加することが出来ます。S. Grand Street と 22nd Avenue 沿いには、この活用されていない交差点を地域社会が集まる場所に一度させる大きなパブリックプラザの創制も計画しています。

路地の明け渡しに対するビジョンと目標：

1. 活気に溢れた、手頃な価格の住宅コミュニティを作り出すこと。
2. 歩行者にクリエイティブな体験を提供すること。S. Grand Street と 22nd Avenue にパブリックプラザを作ること。
3. 近隣地とこの新しい地域共同体を統合すること。
4. 22nd Avenue と S. Grand Street の交差点に 22nd Avenue の活性化を再調整して、車両と歩行者の安全性を高めること。
5. S. Grand Street と Rainier Ave. S. の交差点をなくし、車両と歩行者の安全性を高めること。
6. Grand Street の利用を活性化させること。
7. ライト・レールの Eastlink 駅の行き来の道をもっと歩行者に優しく作り出すこと。

路地の引き渡しやもっと広範なプロジェクトに関するご質問やご意見を伺いたいと思っています。このプロジェクトが近隣地にもたらすことは何でしょうか？提案されているパブリックプラザを利用しますか？あなたの意見としてプロジェクトはどのようにうまく行きますか？



この提案されている2棟の建物に関して、プロジェクトマネージャーにご連絡いただけます。進捗先の情報は、本状の一番下に記載されています。収集されるどの情報も公開される場合があることをご留意ください。

この地域に手頃な価格の住宅を提供することに、我々は興奮しています。居住者は交通機関、サービス、歩行しやすい場所、経済機会を利用することが出来ます。それまでの間、本プロジェクトに関するご質問やご意見がございましたら下に記載されているいずれかのプロジェクトマネージャーにご連絡をお願いいたします。皆様とつながることを楽しみにしています！

よろしくお願いたします。

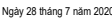
Barry Baker
Mt. Baker Housing Association
barry@mtbakerhousing.org
206-725-4152

Brendan Lawrence
Lake Union Partners
brendan@lakeunionpartners.com
206-290-1097

Grand Street Commons | ALLEY VACATION PETITION | September 4, 2020

41 65

Vietnamese Mailing



Kính gửi các cư dân

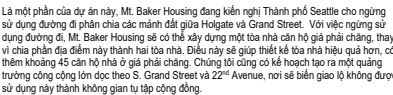
Mr. Barry Housing Association là tổ chức cộng đồng địa phương của chúng tôi có nhiệm vụ làm nên nhà ở giá rẻ chất lượng cho Cộng đồng Đồng Nam Seattle. Chúng tôi đang tập hợp tất cả Lake Union Partners, một công ty địa phương ở Seattle, để việc mua lại và phát triển ba lô đất liên kết ngay tại S. Grand St. và Rainier Ave. S. Thứ này sẽ được đề xuất và yêu cầu với quý vị gửi ý kiến về dự án cho Barry Barker (barker@mbakerhousing.org) hoặc Brendan Lawrence (Brendan@lakeunionspartners.com) để ý kiến của quý vị có thể được đưa vào hồ sơ công khai và được cân nhắc trong khi thiết kế và phê duyệt cho dự án đang được triển khai.

Mô tả và tình trạng dự án

Học tập với Lake Union Partners, Mt Baker Housing có kế hoạch phát triển một cộng đồng căn hộ mới để gia đình trung thuợng chuyển tới tên Grand Street Commons. Mt. Baker Housing dự định cung cấp 202 căn hộ để gia đình thuợng với các gia đình có thu nhập từ 60% thu nhập trung bình của khu vực tại Quận King (571.640 đô la mỗi năm mới gia đình bình thườg). Lake Union Partners liên hệ hàng chục căn hộ của khu vực nhà ở giá rẻ cho các gia đình ở mức 60% - 80% mức thu nhập trung bình của khu vực với 420 căn hộ để gia đình thườg. Vì bất đồng này nên cách gia đầu tiên Judkins Park trong trường là chủ nhân một phần tư đất, Grand Street Commons sẽ được phục vụ bằng phương tiện chuyển tiếp ngoài các dịch vụ lân cận hiện có khác. Chúng tôi hy vọng sẽ xây dựng một nơi mà mọi người sẽ sống, làm việc, nuôi dưỡng gia đình và phát triển với sự tích tụ một cộng đồng.

Các tòa nhà hiện có tại đây đã được phá dỡ và vị trí xây dựng đã được rào lại để chuẩn bị cho xây dựng.

Chúng tôi đã khởi động quy trình cấp phép và chúng tôi hoan nghênh và đánh giá cao sự tham gia và ý kiến phản hồi của khu phố. Quý vị có thể xem xét các tài liệu dự án tại trang web Cổng thông tin Dịch vụ Seattle (<https://cosaccella.seattle.gov/Portal/welcome.aspx>), bằng cách nhập vào trường tìm kiếm Dự án # 3035498-LU cho Mt. tòa nhà của Baker Housing và Dự án # 3035344 cho các tòa nhà của Lake Union Partners.



Tầm nhìn và mục tiêu của việc ngừng sử dụng đường đi là:

1. Tạo một công đồng nhà ở sít cận đường và giá phải chăng.
2. Tạo trải nghiệm thích thú cho người đi bộ và tạo quảng trường công cộng trên Grand Street và 22nd Avenue.
3. Tích hợp công đồng mới này với khu phố
4. Sắp xếp lại 22nd Avenue chạy dọc ngã tư 22nd Avenue và S. Grand Street để cải thiện an toàn cho xe và người đi bộ
5. Tạo không gian của S. Grand Street và Rainier Ave. S. để cải thiện an toàn cho xe và người đi bộ.
6. Khởi động dự án trên Grand Street.
7. Tạo trải nghiệm thân thiện với người đi bộ hơn trên đường đến và đi từ nhà ga đường sắt near Nishkin

Chúng tôi muốn được lắng nghe bất kỳ câu hỏi hoặc ý kiến của quý vị liên quan đến ngừng sử dụng đường đi và dự án rộng hơn. Quý vị muốn thấy dự án này mang đến khu phố nào? Quý vị sẽ sử dụng quảng trường công cộng đề xuất không? Theo ý kiến của quý vị, làm thế nào để dự án có thể thành công nhất?



Quy vị có thể liên hệ với các nhà quản lý dự án của hai tòa nhà được đề xuất này. Thông tin liên hệ của họ được liệt kê ở cuối thư này. Xin lưu ý rằng bất kỳ thông tin thu thập có thể được công khai.

Chúng tôi rất vui mừng được mang đến nhà ở giá cả phải chăng cho địa điểm này, nơi cư dân sẽ được tiếp cận giao thông, dịch vụ, có thể đi bộ và cơ hội kinh tế. Trong lúc này, vui lòng liên hệ với một trong những quan lý dự án được liệt kê dưới đây nếu quý vị có câu hỏi hoặc ý kiến về dự án này. Chúng tôi mong muốn được kết nối với quý vị!

Trần trọng

Barry Baker
Mt Baker Housing Association
barry@mtbakerhousing.org

Brendan Lawrence

Spanish Mailing



A nuestros vecinos:

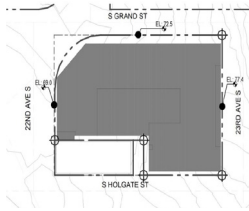
Mr. Baker Housing Association es su organización local comunitaria cuya misión es proporcionar vivienda accesible para nuestra comunidad South East Seattle. Nos estamos asociando con Lake Union Partners, una firma local de Seattle, en la adquisición y desarrollo de tres parcelas de tierra adyacentes a la intersección de la calle S. Grand y el ramal de la avenida Rainier. Esta carta describe el proyecto propuesto y le pide enviar cualquier comentario que tenga sobre el proyecto a Barry Baker (barry@mtbakerhousing.org) o Brendan Lawrence (Brendan@lakeunionpartners.com) de manera que sus comentarios se puedan incluir en el registro público y se consideren como los diseños y aprobaciones para que el proyecto avance.

Descripción y estado del proyecto

En partnership con Lake Union Partners, Mt Baker Housing planea desarrollar una comunidad de departamentos multifamiliares enfocados en el tránsito llamada Grand Street Commons. Mt Baker Housing pretende proporcionar 202 unidades de departamentos multifamiliares para servir a que las familias gansen hasta 60% del ingreso promedio del área en el condado King (\$71,640 para una familia con cuatro). Lake Union Partners planea ofrecer 112 unidades adicionales de vivienda económica para familias al ingreso promedio del área del 60% - 80% y 420 departamentos a la tasa del mercado. Ya que la propiedad está ubicada a menos de un cuarto de milla de la futura estación de tren ligero Judkins Park, Grand Street Commons está cubierta en cuestiones de tránsito además de otros servicios vecinales existentes. Esperamos construir un lugar donde la gente conviva, trabajará y criará a sus familias y se desarrollará como una comunidad.

Se demolieron los edificios existentes en el sitio y se ha cercado para prepararlo para el fraccionamiento.

Hemos comenzado el proceso de los permisos y damos la bienvenida y apreciamos las aportaciones y compromiso vecinal. Puede revisar los documentos del proyecto en el sitio web de del Portal del Servicio de Seattle (<https://cosaccela.seattle.gov/Portal/welcome.aspx>) ingresando en el campo de búsqueda Proyecto # 3035498-LU para la construcción de Mt. Baker Housing y Proyecto # 3035344 para las construcciones de Lake Union Partners.



Como parte de este proyecto, Mt. Baker Housing está presentando la petición a la Ciudad de Seattle descompartir el callejón que divide las parcelas entre las calles Holgate y Grand. Con el desalojo del callejón, Mt. Baker Housing podrá construir un solo edificio de vivienda económica, en lugar de dividir esta parte del sitio en dos edificios. Esto permitirá un diseño de construcción más eficiente, dando como resultado en aproximadamente 45 unidades de departamentos económicos adicionales. También planeamos crear una gran plaza pública a lo largo de la calle S. Gran y la avenida 22, que transformarán esta intersección poco utilizada en un espacio de reunión comunitario.

La visión y objetivos para el desalojo del callejón son:

1. Crear una comunidad de viviendas dinámica y económica
2. Crear una experiencia activa peatonal y crear una plaza pública en la calle S. Grand y la avenida 22
3. Integrar esta nueva comunidad con los vecinos
4. Reimprimir el ramal de la avenida 22 a la intersección de la avenida 22 y la calle S. Grand para una seguridad vehicular y peatonal
5. Realizar la intersección de la calle S. Grand y el ramal de la avenida Rainer para mejorar la seguridad vehicular y peatonal
6. Activar el uso de la calle Grand
7. Crear una experiencia más familiar para los peatones en el camino a la estación del tren ligero Eastlink.

Nos gustaría escuchar cualquier pregunta o comentario que pueda tener con respecto al desalojo del callejón y un proyecto más amplio. ¿Qué le gustaría ver que este proyecto aporte al vecindario? ¿Usará la plaza pública propuesta? ¿Cómo puede ser más exitoso el proyecto en su opinión?



Puede contactar a los Gerentes del proyecto para estas dos construcciones propuestas. Su información de contacto se encuentra enlistada al final de esta carta. Por favor tome en cuenta que cualquier información recopilada puede hacerse pública.

Nos entusiasma llevar viviendas económicas a esta ubicación, donde los residentes tendrán acceso al transporte, servicios, transitabilidad y oportunidades económicas. Mientras tanto, contacte a cualquier uno de los Gerentes del proyecto enlistados a continuación si tiene alguna pregunta o comentarios sobre este proyecto. [Esperamos estar en contacto con usted]

Atentamente,

Barry Baker
Mt Baker Housing Association
barry@mtbakerhousing.org
206-725-4152

Brendan Lawrence
Lake Union Partners
Brendan@lakeunionpartners.com
206-290-1097

Outreach Email List

Org/Group Name	Area of Expertise	Contact	Email	Phone	Address
Central Area Collaborative	African American Community/ Economic Development	Dennis Comer	CentralAreaCollaborative206@gmail.com	703-862-7571	
Central Area Chamber of Commerce	Businesses & residents	Lawrence Pitre	pres.lp.cacc@gmail.com	206.325.2864	2801-East Madison Street, Seattle WA 98112
Jackson Place Community Council	Residents		direct contact via Facebook messenger		
Judkins Park Community Council	Residents	Eudora Carter	direct contact via Facebook messenger		
Lighthouse for the Blind	non-profit / ADA	David Miller	dmiller@LHBlind.org		2501 S Plum St, Seattle, WA 98144
Urban League of Metropolitan Seattle	non-profit	Michelle Merriweather	mmmerriweather@urbanleague.org ; sroddy@urbanleague.org		
Yesler Community Collaborative	non-profit	Doris Ku	doris.w.koo@gmail.com		
East Precinct Advisory Council (EastPAC)	public safety	Stephanie Tschida	cheeda11@gmail.com		
Emergency Hubs & Block Watches	public safety		info@seattleemergencyhubs.org		
Eritrean community Center	African Community	Selome Teshome	info@ericommunity.com ; selome.t@gmail.com		1954 S Massachusetts St, Seattle, WA 98144
Hamlin Robinson School	School		info@hamlinrobinson.org		
Mt Baker Hub Alliance	Businesses & residents	Eve Keller	eve.keller@me.com		
Northwest African American Museum	African American Community		info@naamnw.org		
Rainier Valley Chamber of Commerce	Businesses		Mail@RainierChamber.com		
The 2100 Building	non-profit		info@2100building.com		2100 24th Ave S
The Lake Washington Girls School/Giddens School	School		info@lwgms.org		

Outreach Mailing List

[illegible]

The project is located in the North Rainier/Mt Baker Hub Urban Village. The key goals and policies that the project supports are listed below:

TOWN CENTER GOAL

A town center that concentrates housing, commercial uses, services and living-wage employment opportunities; that is well served by transit and nonmotorized travel options; and that is well-designed and attractive to pedestrians.

TOWN CENTER POLICIES

Recognize the town center as the area where land use designations facilitate transit-oriented development to promote appropriate development around the light rail station.

HOUSING GOALS

Housing in the neighborhood meets community needs for a range of household incomes and unit sizes, and makes a compatible transition from higher-intensity mixed-use and multifamily residential to single-family areas.

HOUSING POLICIES

Encourage additional multifamily or mixed-use development in the following areas: south of the Rainier/Martin Luther King intersection within the urban village, and continue south toward Rainier Valley Square Shopping Center; and in vacant parcels located east to 23rd Avenue South and west to 17th Avenue South around the intersection of Massachusetts Street and Rainier Avenue South.

COMMUNITY LIFE GOALS

North Rainier Valley’s network of parks, recreational facilities, open spaces, and arts and culture programs are functioning and are well utilized.

OPEN SPACE POLICIES

Consider using levy funds, general funds, and partnerships with developers, to create a hierarchy of public and private open spaces that are publicly accessible and address the gaps identified in the Parks Gap Analysis.

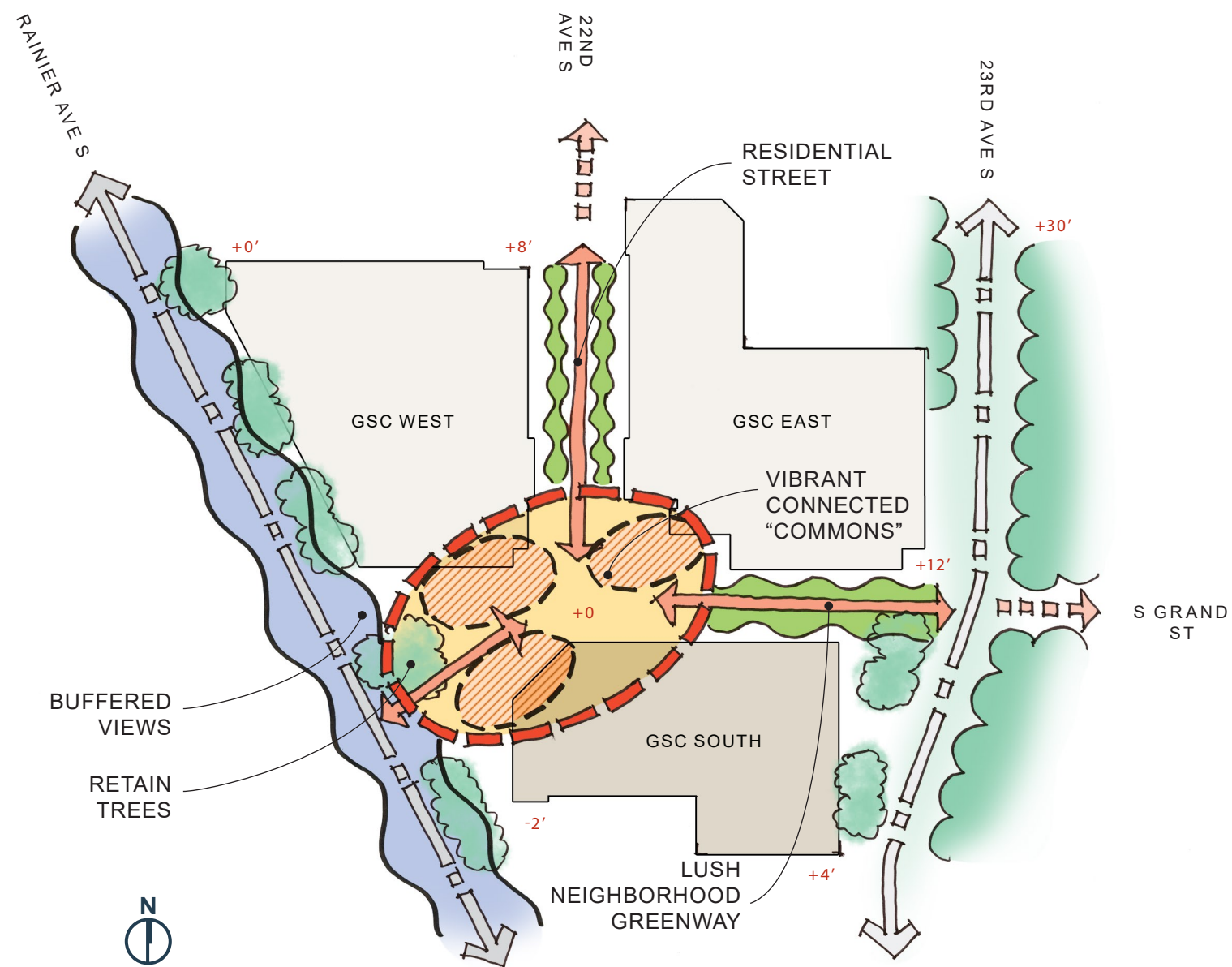
TRANSPORTATION & TRANSIT SERVICE GOALS

Good connections between North Rainier Valley, Mount Baker, and Beacon Hill that encourage use of the Link Light Rail station.

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

Rainier Avenue South is a highly functioning multimodal “complete street” that serves as the spine of the Rainier Valley and retains its existing vistas of Mount Rainier.

8 - VACATION POLICIES



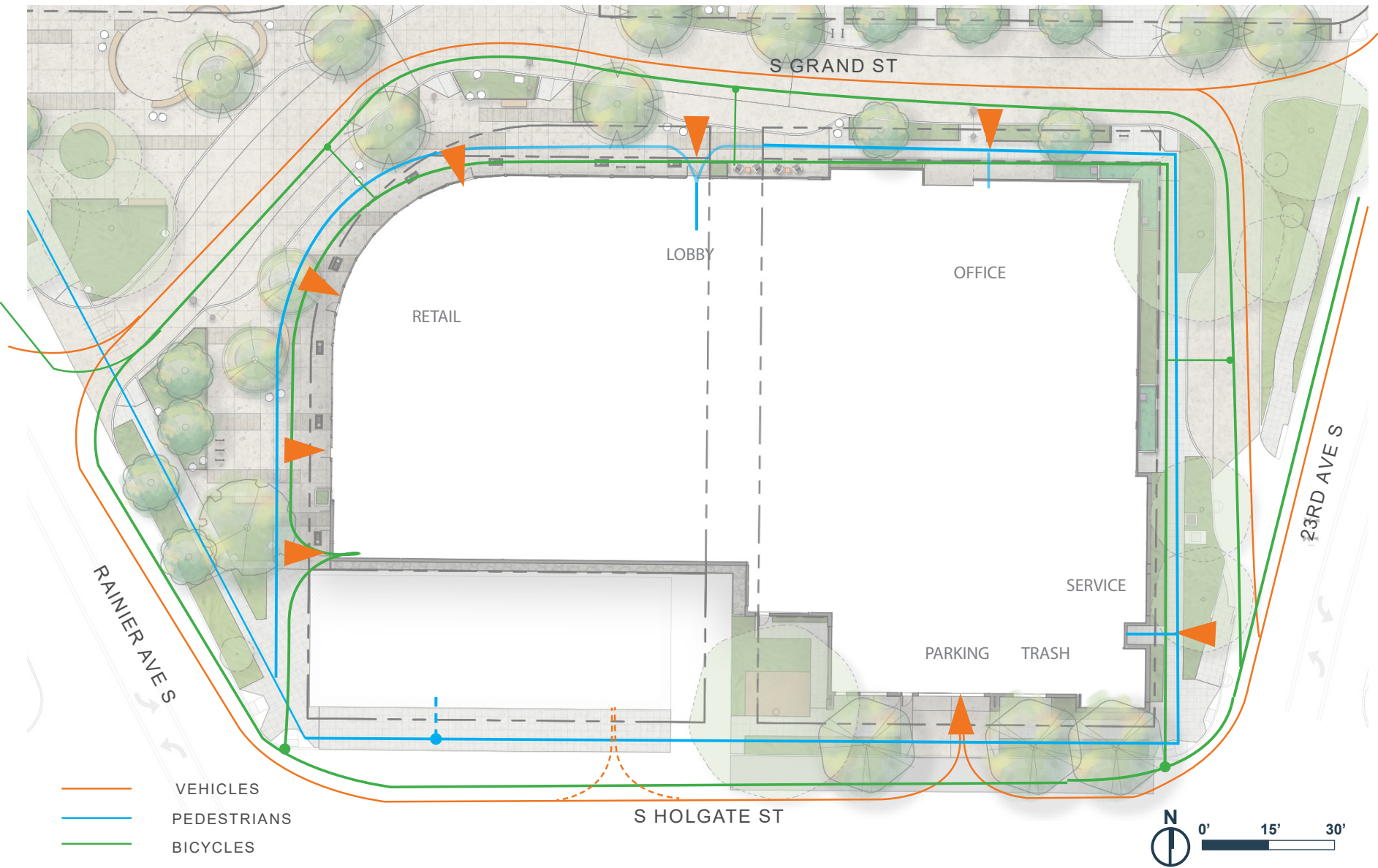
Opportunities | Public Benefit

Vacate an **unused alley** to make way for **much needed affordable housing**.

- **Affordable Housing:** 2018 City of Seattle Street Vacation Policies at Section IV.B.1 states: “Public benefits may include, but are not limited to....1. Physical public benefits such as...Spaces that support goals for race and social equity, such as on-site affordable housing....” Here, with the alley vacation, the applicant proposes construction of an additional 45 units of on-site, non-required affordable housing. In addition to supporting the City’s goals for race and social equity, the alley vacation would result in 202 units of non-required affordable housing at a lower cost to public funders.
- **Open Space:** 2018 City of Seattle Street Vacation Policies at Section IV.B.1 states: “Public benefits may include, but are not limited to....1. Physical public benefits such as...Creating or enhancing publicly-accessible plazas, open spaces, or other green spaces” and “Streetscape enhancements beyond that required by codes” and “Enhancing the pedestrian or bicycle environment” and “improvements to the pedestrian...environment...” Here, the applicant proposes construction of an active pedestrian experience with enhanced ROW improvements that will benefit both new residents and the neighborhood at large.

Opportunities | Public Trust

- **Circulation:** The GSC South alley is currently unused, therefore there would be no disruption in current circulation patterns or service access generated by eliminating the alley.
- **Access:** Access for vehicles and trash which would have been provided by the alley is consolidated to a single curb cut along S Holgate Street. This allows for elimination of alley curb cut on S Grand Street, reducing access points from 2 down to 1.
- **Utilities:** Century Link has a duct bank running in the alley that will need to be relocated if the alley is vacated. No other utilities run through the alley.
- **Free Speech and Public Assembly:** The alley is not currently serving any assembly or free speech purposes, so there is no loss or displacement of those important functions. We are increasing public spaces via the plaza and providing more speech and assembly opportunities.
- **Open Space:** The alley vacation supports the urban design vision for a new neighborhood commons along S. Grand Street and its intersection with Rainier Ave S., thereby enhancing that right-of-way's contribution to Free Speech and Public Assembly.
- **Views, light and air:** Currently, this block is primarily vacant as demo has been completed and remediation analysis is underway. The sole remaining neighbor is located on the SW corner of the block, so their access to views, light and air will be preserved along S Holgate Street and Rainier Ave S.
- **Land Use and Urban Form:** The proposed alley vacation will not alter vehicular and pedestrian movement patterns as it is not currently in use. Development potential is increased by the alley vacation, allowing additional affordable housing to be built to serve the neighborhood.



Proposed Building Access:

- **Residential access:** The residential lobby is located at the center of the frontage along S Grand Street. This would be the primary residential access in and out of the building. Rideshare pick up and deliveries will use the adjacent onstreet parking stall, which the project will request be marked load/unload only. Residential move-ins will access the service elevator lobby off of the 23rd Ave S spur street.
- **Commercial access:** Pedestrian entries for the office and retail uses front the plaza and S Grand Street.
- **Vehicle access:** All parking on site will be accessed via a 22'-0" driveway at S Holgate Street.
- **Trash access:** The trash room is located along the south frontage with direct access to S Holgate Street. Bin staging in the right-of-way will be accessed via the driveway curb cut.

SECTION 8 | PUBLIC BENEFIT PROPOSAL SUMMARY

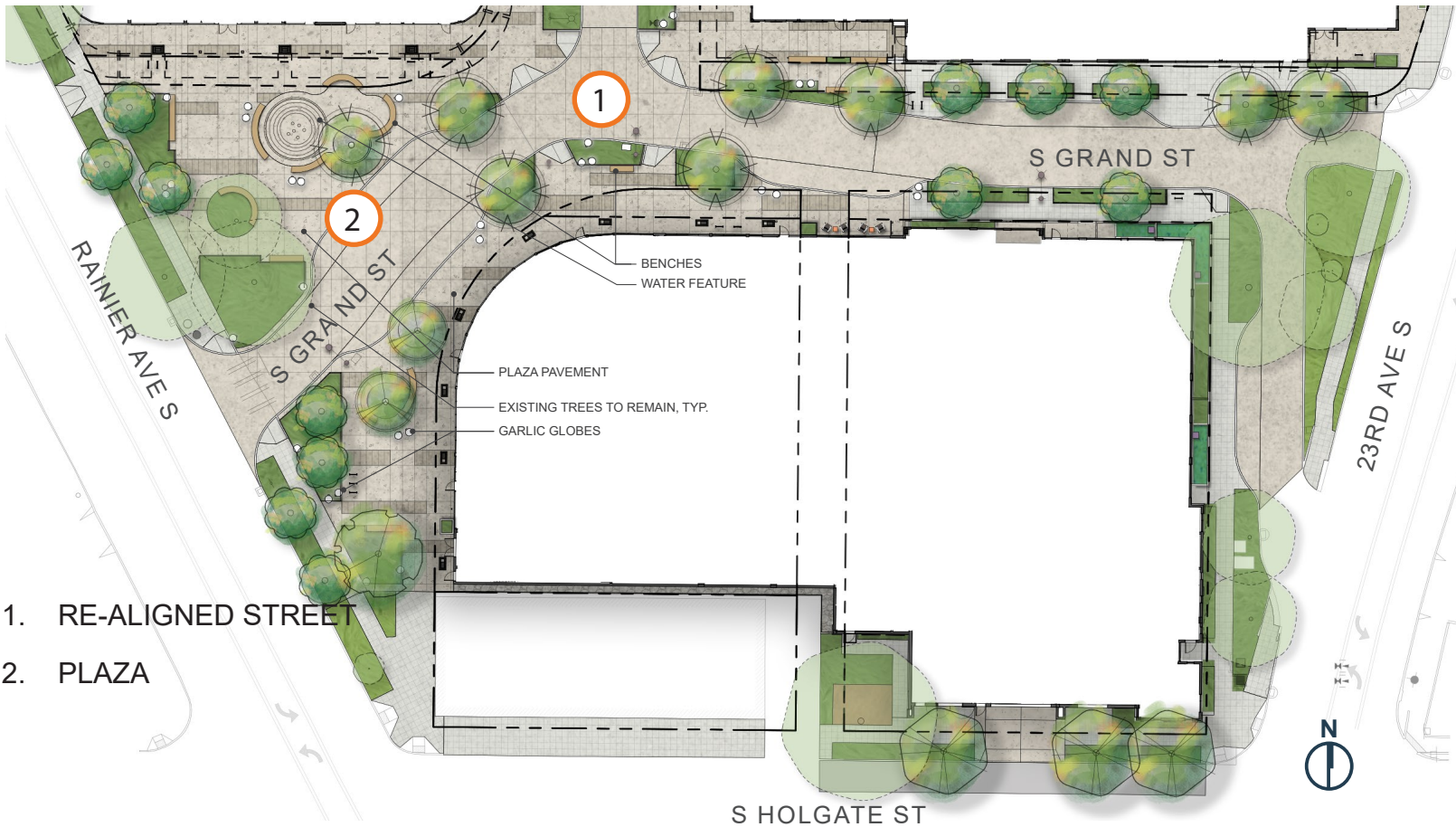
BACKGROUND SUMMARY

The GSC South is comprised of two parcels separated by a north/ south public alley. The alley property is not in public use, nor does it contain public utilities. Vacation of the alley will result in the construction of more affordable housing units, built in a single building. Combining the parcels results in a continuous street frontage along S. Grand Street uninterrupted by curb-cuts to support the overall urban design vision for Grand Street Commons.

A Pre-Petition Meeting was held with the Seattle Design Commission on 11/21/19. At the meeting the applicant demonstrated the potential public trust and public benefits of the alley vacation.

The SDC generally supported pursuit of the proposed vacation and provided the following guidance (summary taken from SDC Meeting Minutes dated 12/13/19):

- 1. Form and massing should reflect transition from high density along Rainier to low density along 23rd Ave.
- 2. Building perimeter should thoughtfully interact with surrounding streetscape.
- 3. Don't neglect facades on streets NOT facing Grand Street.
- 4. Clarify how public plaza space will be used.
- 5. Make sure it feels public, not an extension of private spaces.
- 6. Make sure the public space serves the broader neighborhood.
- 7. Broaden community engagement, incorporate community preferences, and consider including spaces for locally owned and minority owned businesses.



- 1. RE-ALIGNED STREET
- 2. PLAZA

PUBLIC BENEFIT | VISION AND GOALS

- 1. Create a vibrant and affordable housing community.
- 2. Create an active pedestrian experience and create a public plaza on Grand Street and 22nd Avenue.
- 3. Integrate with the neighborhood
- 4. Re-align the 22nd Ave spur to the intersection of 22nd and Grand Street for vehicular and pedestrian safety
- 5. Eliminate the intersection of Grand Street and Rainier Ave. for vehicular and pedestrian safety.
- 6. Activate uses on Grand Street.
- 7. Create a pedestrian gateway to the Eastlink light rail station

#	Public Benefit Component	Costs	Required by Code	Timing of Implementation	Total Cost
1	Re-aligning the streets	Survey, Earthwork, and Paving	Not Required	Upon construction completion	\$ 348,686
2	Grand Street Commons Plaza	"Garlic" Globes: \$156,775 Public Benches: \$116,589 Water feature: \$250,000	Not Required	Upon construction completion	\$523,364
TOTAL COST					\$872,050

The developers have been actively working with various City departments including SDCI, SDOT, SPU, SDC, SCL on the design of the plaza space, and will continue to work with the City on the maintenance and programming of the plaza. The developers will be responsible for the maintenance and programming of the plaza through agreement. The developers are excited to provide a water feature as part of the public benefit package provided it is supported by the community and the City and it remains economically feasible given the project budget.

GARLIC GLOBES: approx 28 globes



BENCHES: approx 110 linear feet



WATER FEATURE EXAMPLE



9 - ENVIRONMENTAL REVIEW

A SEPA checklist has been submitted on April 23, 2020

November 4, 2021

MEMORANDUM

To: Seattle City Council
From: Lish Whitson, Analyst
Subject: Clerk File 314459: Petition of Grand Street Commons LLC, for the vacation of the alley in Block 14, Jos C. Kinnear's Addition to the City of Seattle, being the block bounded by South Grand Street, 22nd Avenue South, South Holgate Street and 23rd Avenue South

On November 8, the City Council will receive a briefing in the morning and hold a public hearing in the afternoon on [Clerk File \(CF\) 314459](#), a petition by Grand Street Commons LLC to vacate the alley on the block between S Grand Street, 22nd Avenue S, S Holgate Street, and 23rd Avenue S. The vacation of this alley would allow Mt. Baker Housing (MBH) to build a larger and more efficient affordable housing development on the block. Lake Union Partners (LUP) would develop two adjacent blocks as part of a coordinated plan. The Seattle Department of Transportation (SDOT) and the Seattle Design Commission (SDC) have reviewed the vacation petition in CF 314459 and recommend granting the vacation with conditions.¹

The Transportation and Utilities Committee was briefed on the petition at its [December 16, 2020 meeting](#).

Public benefits proposed as part of the vacation process include converting excess street right-of-way into public plazas with art and opportunities for public events, improving the streetscape around the block, working with community on art and design features for the plaza, and providing space within the proposed development at no charge for use and programming by the new [Cultural Space Agency](#) Public Development Authority (PDA).

This memorandum describes:

1. the street vacation review policies that guide the Council's decision;
2. the proposed alley vacation;
3. the proposed public benefits associated with the proposal; and
4. the conditions proposed to be placed on the vacation and a proposed amendment to those conditions.

Street Vacation Policies

From time to time, property owners seek to permanently acquire the street or alley next to their property from the City. The process to do so is laid out in the Revised Code of Washington

¹ Since filing the petition, MBH has formed "Grand Street Commons MBH LLLP," which will develop the subject property.

[Chapter 35.79](#), Seattle Municipal Code, [Chapter 15.62](#), and the City Council's [Street Vacation Policies](#). In 2018, the City Council updated its street vacation policies to provide greater clarity for petitioners, members of the public and decision-makers in proposing and reviewing street vacation petitions. The policies identify two related but independent questions that the Council must consider in reviewing a street vacation petition:

1. are the “public trust functions” of the right-of-way maintained? and
2. will the public receive a benefit from the vacation?

Public trust functions are the uses of right-of-way. The policies describe the public trust functions as follows:

Streets are dedicated in perpetuity for use by the public for travel, transportation of goods, and locating utilities. The dedication carries with it public rights to circulation, access, utilities, light, air, open space, views, free speech, and assembly, and contributes significantly to the form and function of the city. The primary concern of the City in vacation decisions is to safeguard the public’s present and future needs and to act in the public’s best interest. (p. 7)

Public benefits are a required component of street vacations to offset loss of public space. The policies describe public benefits as follows:

The City acts as a trustee for the public in its administration of rights-of-way. Courts have required that in each vacation there shall be an element of public use or benefit, and a vacation cannot be granted solely for a private use or benefit. Therefore, before this public asset can be vacated to a private party, there shall be a permanent or long-term benefit to the public.

The fact that these benefits are provided equally to all members of the public may be most important to those who have the least. 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 part of a street vacation petition.

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 following are not considered public benefits:

- Mitigating the vacation’s adverse effects;
- Meeting code requirements for development;
- Paying the required vacation fee;
- Facilitating economic activity; or
- Providing a public, governmental, or educational service.

While the nature of the project is a factor in deciding the adequacy of a public benefit proposal, it is not itself a public benefit. (p. 22)

After a petitioner files a complete vacation petition, it is sent to SDOT and the SDC for review. SDOT collects comments from City Departments, private utilities, transit agencies, and others with an interest in the City's rights-of-way. After review and recommendation by these parties, the petition is returned and considered by the City Council. The Council is required to hold a public hearing on the petition, and then must act on the petition. State law states that approval of vacations is solely a legislative act.

If the Council decides it is appropriate to vacate the right-of-way, it will typically grant conditional approval. That approval is placed in the CF alongside the vacation petition. That conditional approval allows the petitioner to begin developing in the right-of-way. After all conditions have been met and all fees have been paid, SDOT will draft an ordinance for Council consideration that authorizes the transfer of ownership of the right-of-way to the petitioner.

Proposed Alley Vacation

Grand Street Partners (GSP) is a partnership between MBH and LUP to develop three blocks of formerly contaminated land in the Judkins Park neighborhood and the North Rainier/Mount Baker Hub Urban Village. The site is at the southern boundary of Council District 3. It is three blocks south of the future Judkins Park light rail station. The proposal includes an affordable housing project to be built by MBH on the block south of S Grand Street between Rainier Avenue S and 23rd Avenue S and two mixed-income housing projects on the northeast and northwest corners of S Grand Street and 22nd Avenue S to be built by LUP. GSP filed a petition to vacate the alley on the MBH block in September 2020.

The MBH block includes an auto repair shop (Dere Auto) on the southwest corner and is otherwise vacant. The block previously was occupied by a manufacturing business, which contaminated the soil. Cleanup of the site is underway. The City previously indicated support for the cleanup of the site under [Resolution 31836](#).

The currently unimproved alley runs north-south through the block, connecting S Grand and S Holgate streets. The alley is fenced off and inaccessible. Dere Auto is accessed directly from S Holgate Street and does not require the alley to access its property. Dere Auto signed the vacation petition. If the vacation is approved, Dere Auto would be able to acquire the section of the alley that runs adjacent to its property.

MBH proposes a mixed-use building with ground floor retail, including a space to be provided rent-free to the Cultural Space Agency. All 206 residential units in the building will be affordable to households earning up to 60% of the Area Median Income. Fifty units will have two or three bedrooms. Vacating the alley will allow the project to include 49 additional units. Doing so will

reduce the cost of City subsidies per unit from \$137,000 a unit to \$83,000 a unit, allowing more affordable units at a lower cost to the city.

In their review of the petition, SDOT found that there would be no negative impacts from the vacation to the public trust functions of the right-of-way.

Proposed Public Benefits

The proposed project would voluntarily provide the following public benefits on top of the requirements of the City's codes and regulations:

1. Over 20,000 square feet of public plaza improvements in the right-of-way adjacent to the buildings, designed to accommodate cultural and civic gatherings.
2. A 1,500 square foot space within the building to be given rent-free for the life of the building to the Cultural Space Agency to use as a community focused space that will help activate the public plaza throughout the year;
3. Visual art, including funding for an arts plan, public art, and incorporation of art into the design of lighting and benches in plazas at the site;
4. A commitment to arts programming at the site; and
5. Pedestrian right-of-way improvements around the site, including widened sidewalks and increased pedestrian lighting.

While not considered "public benefits" under the street vacation policies, the Council should also consider the affordable housing to be built on site in determining whether the benefits the public will receive are adequate.

Proposed Conditions

The Director of SDOT has recommended conditional approval of the vacation and has proposed 12 conditions, as shown on Attachment 1. Key conditions include (1) consistency with the project as presented to the Council, including use of [community preference](#) policies to combat displacement; and (2) implementation of the public benefit features described above, including additional review of some of the features by the Seattle Design Commission and City departments prior to implementation.

If the Council supports the proposed vacation, it should add these conditions to CF 314459. The conditions as drafted would indicate the Council's approval of the project as conditioned and would allow development to occur. The conditions indicate the things the Grand Street Partners will need to complete prior to the Council granting final approval and transferring ownership of the right-of-way to Grand Street Partners.

Proposed Amendment

Councilmember Mosqueda has proposed an amendment to the SDOT recommended conditions, as shown in Attachment 2 to this memorandum. This amendment would remove the requirement that Grand Street Partners pay the appraised value of the alley space. Adopting the amendment would reduce MHBA's and the City's costs to develop the affordable housing by at least \$400,000, but would also reduce revenue to SDOT by the same amount.

Under [RCW 35.79.030](#), the City may require that the petitioner compensate the City for the appraised value of the right-of-way, prior to the final vacation. The City currently exempts City, State and Federal agencies from paying this compensation. At least half of the money the City receives from street vacations is required to be spent on transportation or open space capital projects. Typically, all funds received from street vacations are allocated to SDOT.

Next Steps

The Council will receive a briefing the morning of November 8 during the Council Briefing meeting and will hold a public hearing the afternoon of November 8 during the City Council meeting. It may vote on CF 314459 at its November 15 meeting.

Attachments:

1. Draft conditions as proposed by SDOT
2. Amendment 1 to the conditions

cc: Esther Handy, Director
Dan Eder, Deputy Director
Aly Pennucci, Policy and Budget Manager

**IN THE MATTER OF THE PETITION OF GRAND
STREET COMMONS LLC, FOR THE VACATION OF THE
ALLEY IN BLOCK 14, JOS C. KINNEAR'S ADDITION TO
THE CITY OF SEATTLE, BEING THE BLOCK BOUNDED
BY SOUTH GRAND STREET, 22ND AVENUE SOUTH,
SOUTH HOLGATE STREET AND 23RD AVENUE SOUTH**

CLERK FILE 314459

The City Council hereby grants the petition from Grand Street Commons LLC, now Grand Street Commons MBH LLLP, ("GSC", "Grand Street" or "Petitioner") for the vacation of the Alley in Block 14 Jos C. Kinnear's Addition to the City of Seattle being the alley in the block bounded by S Grand Street, 23 Avenue South, S Holgate Street, and 22nd Avenue South in the North Rainier Hub Urban Village, described as:

That certain alleyway, being 16 feet in width, created by Plat, between South Grand Street and South Holgate Street and lying between Lots 1, 2, and 3, and Lots 4, 5, and 6, Block 14, Jos C. Kinnear's Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 1 of Plats, Page 123, records of King County, Washington.

The alley proposed for vacation is approximately 180 feet in length by 16 feet in width for a total of approximately 2,880 square feet of right-of-way.

The vacation is granted upon the Petitioner meeting the following conditions. The Petitioner shall demonstrate that all conditions imposed on the vacation by the City Council have been satisfied and all required fees paid before the street vacation ordinance is passed.

1. The vacation is granted to allow the Petitioner to build a project substantially in conformity with the project presented to the City Council and for no other purpose. This approval constitutes the substantive Council approval of the vacation and the Petitioner may proceed with the permitting and development of the project, consistent with the conditions of this approval.
2. All street improvements shall be designed to City standards, as modified by these conditions to implement the Public Benefit requirements, and be reviewed and approved by SDOT through a Street Improvement Permit, including:
 - Establishing curb lines, sidewalk dimensions and garage entry,
 - Proposed use of pavement scoring in the right-of-way,
 - Design features, dimensions, and material of curbless portion of S Grand Street,
 - Use of bollards,
 - Location of utility facilities, including SCL poles and SPU solid waste bins,
 - Landscaping, and

- Material use, signage, art elements and other public benefit features in the right-of-way.
3. Cooperation between Lake Union Partners and Mt Baker Housing shall continue on the review and implementation of the proposed and required regulatory elements such as the SIP and UMP, the recommendations from the SDC including the Art & Cultural Expression Plan and the vacation conditions. It shall be the responsibility of the development team to provide information to review bodies and make sure that the varying elements can be implemented as required by City Council. If project changes or regulatory provisions impact any vacation conditions, including the public benefit features, SDOT Street Vacations will facilitate a resolution of any conflicts. Lake Union Partners and Mt Baker Housing shall provide information to SDOT about the coordination activities before the passage of the final vacation ordinance.
 4. The utility issues shall be resolved to the full satisfaction of the affected utility before the final vacation ordinance is approved. Before starting any development activity on the site, the Petitioner shall work with the affected utilities and provide protection for 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. The utilities that may be impacted include SCL and SPU.
 5. It is expected that development activity will commence within approximately 24 months after this approval and that development activity will be completed within 7 years. To ensure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide SDOT with regular reports, following City Council vacation approval, providing an update on the development activity, schedule, and progress on meeting the conditions and anticipated date of project completion and opening. This report shall include an update on other elements of the development review. The Petitioner shall not request or be issued a Final Certificate of Occupancy until SDOT determines that all conditions have been satisfied and all fees have been paid as applicable. If development activity has not commenced within 7 years, the Petitioner must seek an extension of the approval from the City Council.
 6. 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 City codes through the regulatory review processes.
 7. The Petitioner shall work with the Office of Housing to implement the anti-displacement policy to give preference to renters already located in the neighborhood to the extent feasible.

8. 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 be allowed within the on-site vacation public benefit features. While engaged in allowed activities, members of the public shall not be asked to leave for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others. Signage clearly identifying public access and allowed free speech activities shall be required at the public open space elements and shall require the review and approval of SDOT Street Vacations. Signage shall be consistent with signage provided for public amenity spaces. Any violation of this condition by the Petitioner or its successors will be enforced through Chapter 15.90 of the Seattle Municipal Code.
9. Additional review by the SDC shall include the following:
 - If any substantive changes are proposed to elements of the public benefit package, including funding associated with any public benefit feature, removing, relocating, or changing the type of design features for the plaza or related right-of-way improvements, the size and orientation of any spaces provided for cultural or artistic activities, or any changes to the proposed street furniture, paving, landscaping, lighting, or any other similar feature, the revisions shall be brought to the SDC for review and approval. The review and approval by the SDC shall occur before issuing any associated street use permit or a building permit for GSC South needed to install or implement any such elements.
 - Before issuing any Certificate of Occupancy for GSC South, the SDC's Executive Director shall review and approve the agreement to between the Office of Arts & Culture and the Cultural Space PDA to create a condominium of approximately 1,500 square feet for the PDA to use as a community focused space that will help activate the public plaza throughout the year.
 - Within 180 days of issuing a building permit associated with GSC South (MUP 3035498-LU) the SDC shall review and approve the final Cultural Expression and Public Art Plan developed as a part of the vacation public benefit package. A member of the SDC shall be a voting member in the selection of artists.
 - Funds used to create items of cultural expression to be incorporated into the plaza designs shall result in the creation of elements that have a long-term or permanent quality as opposed to items that are temporary in nature.
10. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism shall be required to ensure that the public benefit elements remain open and accessible to the public and to outline future maintenance obligations of the improvements.

11. Public amenities and nonstandard elements in the right-of-way shall require a binding mechanism to ensure that the features remain open and accessible and to outline future maintenance and insurance provisions. This may, as determined by SDOT, include a City Council Term Permit, a long-term permit from SDOT, a maintenance agreement, provisions in the SIP, or inclusion in the vacation PUDA.
12. Signage clearly identifying public access shall be required at the public open space elements and shall require the review of SDOT Street Vacations. The final design of the public benefit elements shall require the review and approval of SDOT Street Vacations. SDOT Street Vacations may require additional review by the SDC as needed. Changes to the proposed public benefits require SDOT review and may necessitate additional SDC review. The public benefit requirements include the following features including approximate quantities and square footage dimensions, shall be described in the PUDA:

Public Benefit Matrix:

PUBLIC BENEFIT		CODE REQUIRED	APPROXIMATE VALUE	RESPONSIBLE PARTY (IMPLEMENTATION AND COST)
ROW Enhancements	Added 12,124 SF of ROW enhancements, for a total of 33,800 SF <ul style="list-style-type: none"> • Nine new bike racks • Two new street lights • Building setbacks • Pre-construction work (surveying, clearing, fencing, staking, erosion control) 	None	\$391,000	Mt Baker Housing
Onsite Art & Cultural Opportunities	Hired local BIPOC art consultant to oversee, manage and implement opportunities for onsite Cultural and Artistic Expression (\$50,000) Budget for hiring local artists (BIPOC priority) and materials to create art (\$190,000) Cultural and Artistic Expression elements in the public plaza that are part of the artists' scope of work:	None	\$695,000	\$240,000 (Mt Baker Housing) \$455,000 (Lake Union Partners)

	<ul style="list-style-type: none"> • 150 SF water feature (\$250,000) • 29 artistic plaza pole lights, 12 seats / benches (\$205,000) 			
Arts & Culture Community Space Fronting the Plaza	<i>Contract executed with the Cultural Space Agency (CSA) as year-round programming for the plaza, as well as community-focused opportunities and events</i>	None	N/A	Mt Baker Housing
Arts & Cultural Implementation	<i>Dedicating 1,500 SF of commercial space fronting the public plaza to the CSA for the life of the building</i>	None	\$250,000	Mt Baker Housing
South Public Plaza, Woonerf & Landscaping	<i>11,601 SF of New Plaza and 10,075 SF of woonerf. (\$250,000). 14 new trees, 412 new plants and groundcover plantings (\$47,000)</i>	None	\$297,000	Mt Baker Housing
North Public Plaza	<i>Additional 9,100 SF of extended plaza and special paving within the plaza</i>	None	\$307,000	Lake Union Partners
	TOTAL COST FOR PUBLIC BENEFITS		\$1,940,000	

Granted by the City Council the _____ day of _____, 2021,
and signed by me in open session in authentication of its passage this _____ day of
_____, 2021.

President _____ of the City Council

DRAFT

Lish Whitson

Date: November 2, 2021

Version: 1a

Attachment 1 – Amendment 1 to the Conditions

Amendment 1

to

Council Conditions for Clerk File 314459

Sponsor: CM Mosqueda

Remove fee requirement for Mt. Baker Housing

This amendment adds a final condition 13 to the Council’s conditional approval of the Grand Street Alley Vacation, as follows:

13. Mount Baker Housing and Grand Street Commons MHB, LLC shall be exempt from the required compensation for the appraised value of the right of way, but shall pay to the City all costs incurred by the City in processing the vacation request.

Effect:

Under Seattle Municipal Code section 15.62.090, most petitioners for a street or alley vacation are required to compensate the City for the appraised value of the right-of-way to be vacated prior to final approval of the vacation. That section exempts City, State or Federal agencies from the requirement to compensate the City for the value of the property, and the City Council has authority to waive the fees for any project it deems appropriate. This amendment would also exempt the Mount Baker Housing project, which is receiving City money to build affordable housing from the compensation requirement. An appraisal has not yet been performed, but looking at the assessed value of the property, the costs to Mt. Baker Housing for the vacated right-of-way could be over \$400,000. If approved, the Seattle Office of Housing would be able to reduce their grants to Mount Baker Housing by approximately \$400,000 and allocate those funds to another affordable housing project. However, the Seattle Department of Transportation would have fewer dollars to address Transportation needs.



November 8, 2021

Honorable M. Lorena Gonzalez, President
Seattle City Council
600 Fourth Avenue
Seattle, Washington 98104

**Subject: Petition of Grand Street Commons LLC for the vacation of the Alley in
Block 14 Jos C. Kinnear's Addition to the City of Seattle in the North
Rainier Hub Urban Village within City Council District 3
Clerk File 314459**

Dear Council President Gonzalez and Honorable Members of the City Council:

We are returning the petition from Grand Street Commons LLC, now Grand Street Commons MBH LLLP, ("GSC", "Grand Street" or "Petitioner") for the vacation of the Alley in Block 14 Jos C. Kinnear's Addition to the City of Seattle being the alley in the block bounded by S Grand Street, 23 Avenue South, S Holgate Street, and 22nd Avenue South in the North Rainier Hub Urban Village, described as:

That certain alleyway, being 16 feet in width, created by Plat, between South Grand Street and South Holgate Street and lying between Lots 1, 2, and 3, and Lots 4, 5, and 6, Block 14, Jos C. Kinnear's Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 1 of Plats, Page 123, records of King County, Washington.

The alley proposed for vacation is approximately 180 feet in length by 16 feet in width for a total of approximately 2,880 square feet of right-of-way.

Seattle Department of Transportation (SDOT) recommends the vacation be granted subject to conditions.

I. CITY COUNCIL DISTRICT

The proposed street vacation is in City Council District 3.

II. ACTIVITIES PRIOR TO FORMAL VACATION APPLICATION

In the policy revisions adopted in Resolution 31809 in 2018, the City Council formalized several procedural obligations that a developer must address before filing a vacation petition. The policy revisions provide that these steps must be completed before SDOT should accept a vacation petition and before beginning the formal review of a proposed vacation.

The Council imposes a much more rigorous and consistent plan to engage the community before the review process 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:

- Feasibility assessment: SDOT requires a developer to provide conceptual information about the proposal and how the vacation contributes to the development. SDOT staff can then provide information about the time frame, costs, and obligations of a vacation, including 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). City staff will work to provide an initial feasibility assessment based on the information provided.
- 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: The vacation proposal must be presented to the SDC before any Early Design Guidance (EDG) meeting so that the SDC can provide input to the Design Review Board (DRB).
- Capital Improvement Projects (CIP): If a CIP project is proposed by the City or other public agency, the proposal including a vacation and a no-vacation alternative must be presented to the SDC at predesign or 15% review of the proposed facility.
- 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.

III. COMMUNITY ENGAGEMENT PLAN

A significant change in the revised Vacation Policies is the obligation that 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 4-2081 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 uses a number of strategies to reach individuals and organizations in the neighborhood where a vacation is proposed. DON will guide the developer on the strategies to employ, organizations to contact or meet with, and whether translation of materials or at meetings is necessary. DON provides support throughout the process.

The Community Engagement Plan for the Grand Street Commons project used a number of strategies to reach individuals and organizations in the neighborhood where the alley vacation is proposed. DON guided the developer on strategies to employ, organizations to contact or meet, and whether translation of materials or at meetings is necessary. In many instances, materials were translated from English into Mandarin, Japanese, Vietnamese and Spanish.

With DON's guidance, Mt Baker Housing and Lake Union Partners, the two associates in Grand Street Commons LLC, conducted outreach throughout 2020 by mailing translated letters and flyers to residents and businesses within 500 feet of the site, to provide information about the proposed vacation and project. The team also created an online feedback platform that attracted more than 3,273 website visitors and more than 340 comments.

Outreach was also conducted to more than 50 neighborhood organizations, non-profits, neighbors, community groups and leaders near the site and held more than 20 individual meetings, including:

- Central Area Chamber of Commerce
- Casa Latina
- Central Area Latina Association
- Central Area Collaborative
- Asian Counseling and Referral Services
- Central Area Youth Association
- Eritrean Community Center
- Hamlin Robinson School
- Japanese Presbyterian Church
- Mt Baker Hub Alliance
- Rainier Valley Chamber of Commerce
- Urban League
- Wellspring Family Services

Based on this outreach, feedback from these groups aligned around the following themes:

- Strong Support for the Project, especially the quantity of affordable housing;
- Landscaping & trees highly desired;
- Plaza very important, a place to sit and relax, hang out with friends, occasional community-wide events at plaza, request for public seating;
- Good wayfinding important; and
- Security & cameras important.

Jevon Washington, Director of Community Engagement for Mount Baker Housing, and art curator Elisheba Johnson will be re-engaging the community this fall in line with the Art Plan outreach requirements.

IV. EARLY CITY COUNCIL REVIEW

The Vacation Policies provide that the Council may host a briefing on a new vacation petition. The purpose of the briefing is to provide the public with an early opportunity to give input on the vacation to the City Council, the Petitioner, and City reviewers. The briefing provides an opportunity for the Council to hear about the vacation, and to provide early feedback regarding the process.

The briefings are held after a petition has been accepted and introduced at 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 Seattle Design Commission (SDC), Design Review Board (DRB) meetings, Street Improvement Permit (SIP) review, or other City procedures have begun to identify issues and work to refine the proposal.

An early Council briefing was held on December 16, 2020, at the Sustainability & Transportation Committee. During that briefing the Committee expressed clear support for the proposed development of affordable housing and was interested in the number of units proposed as well as the financing and affordability level of the apartment units. The Committee also asked for clarity on the public benefit proposal and how the spaces would be used by the adjacent community.

V. BACKGROUND

The proposal is to vacate the alley in Block 14 lying between S Grand Street, 23rd Avenue S, S Holgate Street, and Rainier Avenue S. The alley is approximately 180 feet long and 16 feet wide for a total of approximately 2,880 square feet. The alley is currently unimproved and most of the site is vacant. Mt Baker Housing owns about $\frac{3}{4}$ of the block with Dere Auto Repair Shop owning the remaining portion. Dere Auto uses S Holgate Street for access to its business. Dere Auto is located on the southwest portion of the block at S Holgate Street and will remain on the site and continue its current use. The alley is generally flat and was used to provide parking and access to the property.

The proposed alley vacation is a part of a larger development plan. Grand Street Commons LLC was formed by Lake Union Partners, an urban real estate firm specializing in residential mixed-use and commercial development and Mt Baker Housing. Mt Baker Housing is an affordable housing provider formed in 1988 from the anti-displacement efforts of residents of the Mount Baker neighborhood.

Grand Street Commons is a transit-oriented three-block development in the Judkins Park neighborhood. A part of the development plan includes environmental clean-up as the site is

classified as a brownfield site that was contaminated by prior industrial activity. The developer is working with the Washington Department of Ecology and its Healthy Housing program to clean up the site.

The larger Grand Street Commons vision is for development of three blocks. Maps and exhibits label the blocks as GSC West, GSC East, and GSC South. Lake Union Partners will be developing the two blocks to the north of S Grand Street. These two blocks, GSC West and GSC East will be developed for approximately 569 units of housing. The apartments are planned to be a combination of market rate rental and affordable housing; affordable housing will be provided by Mandatory Housing Affordability (MHA) onsite performance and Multifamily Tax Exemption (MFTE) totaling 155 units. Commercial and retail space will also be provided at the street level. GSC West has been designed for the potential inclusion of a grocery store in the proposal.

Grand Street Commons developed a vision statement that lists the goal of creating a mixed income, transit-oriented community featuring Office of Housing funded family units at 60% Adjusted Median Income (AMI), market rate apartments and additional affordable units via MHA onsite performance and MFTE programming. This new neighborhood center will feature a variety of retail and commercial uses, pedestrian friendly streets, green public spaces, and proximity to the Judkins Park Light Rail Station.

Mt Baker Housing will be developing the block south of S Grand Street, GSC South, which is the subject of the vacation petition. Mt Baker Housing hopes to develop 206 units of affordable housing at 60% AMI on the site and there will be retail activity and a cultural space at the street level.

During the review of this proposal the two organizations, as Grand Street Commons LLC, outlined shared and individual obligations for some of the required street improvements and some of the public benefit features required for the alley vacation. Mt Baker Housing recently formally acquired the Grand Street Commons south block. This block is now held by Grand Street Commons MBH LLLP, this business entity change confirms that Mt Baker Housing is the developer of the affordable housing block. The obligations regarding the public benefit features and other onsite enhancements remain largely the same.

The Grand Street Commons vision and the background information about the development to the north of the site proposed by Lake Union Partners is provided to understand the overall development plan and provide context but there is no specific action required related to the two blocks to the north.

VI. REASON FOR VACATION

The vacation is sought to support Mt Baker Housing's affordable housing project, which is one component of the Grand Street Commons proposal. The alley vacation allows for consolidation

of the site so that one building can be developed. This consolidation eliminates the duplication of service and access points and supports a more efficient development. Developing two buildings on the site would require redundant services in each building such as vertical circulation, lobbies and building entries, and trash/recycling service. Mt Baker has indicated that the elimination of duplicative services may reduce construction costs by as much as \$70,000 per unit.

In addition, the consolidated site can accommodate more units of housing. It is expected that 45 additional units of affordable housing can be constructed if the alley vacation is approved. The percentage of family-sized units increase from 21% to 29% in the single building configuration.

The reduction in development costs of the single building plan results in a 40% reduction in cost per unit for the Office of Housing funding. This supports the additional 45 units of housing and results in a saving of over \$4.7 million in Office of Housing costs.

Vacating the alley allows Mt Baker Housing to develop more units of affordable housing, a greater number of family units, and reduces per unit development costs sufficient to add 45 additional units.

VII. NO-VACATION ALTERNATIVE

For many large-scale projects such as a full-block office tower located downtown or institutional expansion such as a new hospital building, the proposed projects cannot be built without using the vacation process to connect property and create a site of sufficient size for development. For other projects the vacation is requested because of the flexibility to develop the site to meet the functional and program goals of the developer. Site flexibility can provide for anything from a more desirable building orientation on the site or for a plaza area with more sunlight or visibility.

With this site, housing could be developed with the existing alley remaining in place. The alley right-of-way could serve to provide access to a separate building site on either side of the alley. While this might be feasible for a commercial project or for market rate housing, it is less clear that project would be financially feasible for affordable housing without the alley vacation. Without the alley vacation the project could include 2 buildings with approximately 157 units of housing. The overall Office of Housing cost per unit would rise from \$83,309 with the alley vacation to \$137,345 without the alley vacation.

Without the vacation, the site could be developed but with fewer units, likely with fewer family units and a higher Office of Housing per unit development cost.

The no-vacation alternative would not require any public benefits.

VIII. PROJECT DESCRIPTION

Grand Street Commons is located at 2201 S. Grand St. and is being redeveloped as a 3.3-acre transit-oriented development. The project will include a mix of affordable and market-rate housing near the planned Judkins Park Light Rail Station. The entire project is expected to have around 771 units, 360 of which will be affordable, and 60,000 square feet of retail/commercial space. Grand Street Commons will be about a five-minute walk north to Judkins Park Light Rail Station, where light rail service begins in 2023. The mixed income projects are being developed by Lake Union Partners and HAL. The affordable housing will be developed by Mt Baker Housing. The Mt Baker Housing proposal will cost approximately \$71M and the total development costs of the two Lake Union Partners is approximately \$217M.

The proposal is to vacate a currently unused alley between S Grand Street and S Holgate. Grand Street Commons LLC owns more than two-thirds of the property that abuts the alley. The alley exists only on this block and does not extend to the north or to the south, terminating at private property to the south creating a dead-end section of right-of-way. The alley right-of-way that will be vacated is approximately 16 feet wide and is approximately 180 feet long for a total of about 2,880 square feet.

The alley proposed for vacation is unimproved and part of a Brownfield site that will be remediated as part of the Department of Ecology's Healthy Housing program. The site is largely vacant and remediation activity is taking place. There is one existing building fronting this alley, Dere Auto, this use will remain on the site. The owner of Dere Auto has signed the alley vacation petition and if the alley vacation is approved would acquire a portion of the alley right-of-way.

The GSC South building will have the main residential entry on S Grand Street to the north and includes office and retail space. As S Grand Street curves west to Rainier Avenue S, retail space and cultural space will be provided. Around the site landscaping, paving treatments, art or wayfinding, and street furniture are proposed.

The 206 units will be restricted to residents earning at or below 60% AMI. It is anticipated that this will include about 70% of the units for those earning at 50% AMI and about 30% of the units for those earning at 60% AMI. The project also features a variety of sizes of units including approximately 50 units of 2 or 3 bedrooms for larger families.

The proposal includes:

- Total Gross Floor Area: 200,422 square feet
- Residential Floor Area: 134,853 square feet
- Office/Retail Floor Area: 11,581 square feet
- Building Height: 73 feet/7 stories
- Number of Residential Units: 206
- Number of Vehicle Stalls: 30 stalls

- Number of Bike Stalls: 60 spaces
- Uses: Affordable Multifamily units with retail
- Unit mix and size:
 - 1 bed: 101
 - 2 beds: 8
 - 3 beds: 42
 - Open 1: 12
 - Studio: 43

The public benefit proposed for the project includes:

- Development of a public plaza in the right-of-way adjacent to the site,
- Enhance the streetscape around the project,
- Work with the community on art and design features for the plaza space, and
- Include cultural space in the project.

IX. CIRCULATION/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 Seattle Design Commission (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:

- Early Design Guidance (EDG): completed 4/2020
- Administrative Design Review as required by SDCI: completed and published 5/2021
- Master Use Permit (MUP): submitted to SDCI 4/2020 and accepted 5/2021
- Preparation of a SEPA Checklist
- Preparation of a traffic study: completed 2/2021, additional requests for turning movement analysis
- Land Use and Zoning review: correction cycle completed 6/2021, awaiting vacation approval
- Building Permit: SDCI accepted 12/2020, in final correction cycle
- Street Improvement Plan (SIP) review: 30% submitted 7/2020, currently at 60% approval
- Utility Major Permit (UMP): submitted 4/2020, submitted 90% plan 7/2021
- Term Permit for plaza: submitted 8/2021

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 the overall development. The vacation comments, summarized below, reflect the statements

made by the reviewers and any issues identified during the initial portion of the review process. The comments reflect a "snapshot in time" when the comments were received and do not reflect any project revisions, updates, or responses to comments. All the comments received are a part of the record and are not revised or amended by SDOT. The comment section does not reflect the resolution of the issue, subsequent design changes, or mitigation.

Grand St Commons comments summary

Responding agencies	Comment summary
SDOT Sound Transit	Coordinate with other projects in the area
SDCI	<ul style="list-style-type: none"> • Maximize pedestrian experience at ground level • OPCD supports public space relationship to commercial areas • Concerns with maintenance and operation of water feature • Clearly define public areas that should not seem private • Maximize seating while maintaining pedestrian flows • Design water feature as stand-alone art piece • Maximize pedestrian safety of plaza due to bisection by S Grand St. • Design benches for durability and water resistance
SPU <ul style="list-style-type: none"> • Wastewater • Water • Solid Waste 	Outlined water distribution asset requirements
SDOT Trans Ops	Desirable to have traditional alley functions accommodated on project site
SDOT St Use	Provided comments to SDC before public benefit approval on 5/6/21
OPCD	<ul style="list-style-type: none"> • Proposal is consistent with Seattle 2035 Comp plan • Could be improved with space for small and ethnic business and tactile art in open spaces
SFD	No concerns with proposed curbless section of S Grand St
Seattle Design Commission (SDC)	SDC provided meeting minutes, recommendations, and presentation material for each of its 4 review meetings

X. DESIGN COMMISSION REVIEW

The Seattle Design Commission (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 two 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 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 Grand Street Commons project at its meetings on November 21, 2019, November 5, 2020, February 4, 2021, and May 6, 2021.

November 21, 2019: at the pre-petition review the SDC provided the following comments:

- The project team should continue to understand how the vacation and realignment of S Grand Street will affect transportation and circulation around and through the development as the project evolves.
- SDC recognizes the limited impacts the proposed alley vacation will have but questioned how the development will engage and relate to the street edge. Strongly recommend that the project team look at the street edge and how it interacts with the surroundings and particularly on S Grand Street.
- Appreciate the traffic analysis to understand how the realignment will respond to traffic issues.
- SDC expressed concern about the public space along Rainier Ave S and need more information how it can feel public.
- SDC stressed the need for meaningful community engagement and strongly recommended the team broaden outreach to better reflect the diversity of the larger community. More outreach is needed. Consider providing space for locally owned and minority owned businesses.

November 5, 2020: at the meeting the SDC voted to approve the public trust phase of the project with the following recommendations:

1. Work proactively with SDOT to explore crossing improvements across Rainier Avenue S and 23rd Avenue S. SDC expressed strong concerns about approving changes to the street grid at a location with long-standing inequities in pedestrian safety investment. Turning movements are concerning in particular because of the transit stop and increased number of pedestrians from the project development.

2. Consider how the changes to the vehicular circulation pattern bisect the open space at S Grand Street. SDC is concerned that this creates a stronger relationship to the northern market rate development rather than the southern affordable housing development. Realigning S Grand Street to the south provides open space access to the retail of the market rate development and forms a barrier to the affordable housing residents.
3. Carry out the on-going community group outreach to ensure the larger community vision and goals can be incorporated in this project.
4. Consider options that reduce bulk and scale of the affordable housing building. Refine the building design to further integrate it with the public realm.

Public benefit recommendations:

1. Work with SDOT to provide safe access to the open space from communities west of Rainier Avenue S and east of 23rd Avenue S. As long as it is dangerous for the greater public to reach the site the SDC will have difficulty supporting the public benefit.
2. Examine the relationship of the proposed open space to the developments and to open spaces and plazas in the vicinity. SDC is concerned the open space is of more benefit to the market rate development and less to the affordable housing residents and the greater public. This is of particular concern because the alley vacation is in an area of undergoing gentrification.
3. If the realignment remains as proposed, work to ensure that it has a pedestrian focus that this space is not a through route. Explore a woonerf concept to improve permeability across S Grand Street so the benefits of the open space is more connected to GSC South.
4. Explore solutions to the challenge of providing a public plaza along a loud, busy street.
5. Consider the nearby bus stop in the plaza design.
6. Engage in additional targeted community outreach. Refine the design of the public plaza to reflect the vision and goals of the community.
7. Work with City departments who address displacement and advancing racial equity to develop an appropriate community preference plan.
8. Consider additional public benefit items such as public art reflecting the populations in the community and indoor community space. Please work with the community to support providing retail space for local and minority owned businesses.

February 4, 2021: the SDC did not vote on the public benefit package but provided the following comments.

1. Work with SDOT on opportunities to provide east-west pedestrian crossing of Rainier Avenue S and 23rd Avenue S including supportive design features that can be implemented now or in the future to improve connections the adjacent community.
2. Curbless street
 - Evaluated design attributes for curbless streets with the traffic volume forecast.
 - Consult with SDOT on the shared/festival street concept and Vision Zero improvements.
 - Explore moving the west transition strip closer to Rainier Avenue S.
 - Explore extending the east transition street through the S Grand St/22nd Avenue S intersection.

- Create a mix of landscape barriers and bollards.
 - Explore reducing space devoted to auto/truck parking.
 - Consider long-term maintenance issues of traffic volumes on hardscape features.
3. Contiguous and separate open spaces
 - Provide studies to program the separate and joined plazas for farmers markets and community events.
 - Research permitting requirements for use of the plaza space.
 - Reconsider the location, cost, maintenance, and extent of a water feature.
 4. Hardscape/landscape improvements
 - Design the public realm to reflect and support the cultural identity of the place.
 - Engage community in an active role to develop designs that reflect the community.
 - Extend design for hardscape improvements to 23rd Avenue S to the east and 22nd Avenue S to the north.
 - Reconsider the role of lighting including designs that reflect the larger community.
 5. Funding for community expression plan
 - Extend area through the whole plaza; consider to the north as well.
 - Develop framework for community engagement the includes targeted populations based on neighborhood demographics.
 6. Equitable outcomes in program and design solutions
 - Provide more definition on the \$150,000 budget for partnering with underserved communities that will use the plaza space.
 - Expand design in the plaza that reflects community demographics. Create welcoming community expression with choices in the planting palette, furnishings, paving materials, and other elements.
 - Work with community groups and agency partners to identify space for community organizations.
 - Work with the Cultural Space Agency PDA for partnerships to provide community-based programming and active cultural spaces.
 - Consider a set-aside of retail space for minority and disadvantaged business owners.
 7. Refine the dollar amount represented at public benefit. The cost of the street realignment appears to be a project related cost and not related to the public benefit package. The construction costs should be accurately reflected as cost independent of the public benefit package. The costs of retaining any existing sidewalk or roadway conditions should also be considered in accurately reporting the true public benefit value.

May 6, 2021: the SDC approved the public benefit package with the following conditions.

1. If any substantive changes are proposed to elements of the public benefit package, including funding associated with any public benefit feature, removing, relocating, or changing the type of design features for the plaza or related right-of-way improvements,

the size and orientation of any spaces provided for cultural or artistic activities, or any changes to the proposed street furniture, paving, landscaping, lighting, or any other similar feature, the revisions shall be brought to the SDC for review and approval. The review and approval by the SDC shall occur prior to the issuance of any associated street use permit or a building permit for GSC South needed to install or implement any such elements.

2. Prior to the issuance of any Certificate of Occupancy for GSC South the SDC's Executive Director shall review and approve the agreement to between the Office of Arts & Culture and the Cultural Space PDA to create a condominium of approximately 1,500 square feet for the PDA to use as a community focused space that will help activate the public plaza throughout the year.
3. Within 180 days of issuance of a building permit associated with GSC South (MUP 3035498-LU) the SDC shall review and approve the final Cultural Expression and Public Art Plan developed as a part of the vacation public benefit package. A member of the SDC shall be a voting member in the selection of artists.
4. Funds used to create items of cultural expression to be incorporated into the plaza designs shall result in the creation of elements that have a long-term or permanent quality as opposed to items that are temporary in nature.

The SDC also recommended the following refinements to the public benefit features.

- Include a section on the public benefit matrix that lists the affordable housing units that will be achieved because of the vacation and the aspiration to lease upwards of 75% of non-anchor commercial space to minority owned businesses and organizations.
- Strongly reconsider the use of bollards to separate the curbless street from the plaza; consider using other elements such as trees, that better integrate with the surrounding environment.
- If the roadway through the plaza is retained, consider the anticipated vehicular volumes and movements, and adjust the roadway design to improve the safety of pedestrians.
- If the road is eliminated, redesign the plaza.
- For the future, the City is advised to require pedestrian crossings of arterials such as Rainier Avenue South when amenities are planned that will serve the broader community and to link Transit Oriented Developments to transit stops.
- Prepare an art plan for the plaza. Define a process with a timeline that allows artists time to develop their work. Provide time and resources for artists and the plaza design team to collaboratively integrate their work.

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 public right-of-way. Vacating public right-of-way requires discretionary legislative approval that must be obtained from the City Council, and the Council may not vacate

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 a 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 City’s Street Vacation Policies provide that vacation requests may be approved only when they significantly serve the public interest. The Street Vacation Policies provide for a two-step review of any vacation petition to determine if the vacation is in the public interest. The Policies define the components of public interest as protecting the public trust and providing public benefit.

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 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.

XII. PUBLIC TRUST ANALYSIS

City streets are held in trust for the public and City acts as a guardian for the public in reviewing vacations. The 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 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.

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 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 for 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 blocks to the north or the south of the site the alley does not provide for continuity of utility infrastructure or service vehicles. The project design addresses access to the parcels and no impacts to the larger street grid were identified from the loss of the alley.

In addition to considering the impacts from the loss of the alley, the review process has considered elements of the circulation around the three blocks of the Grand Street Commons proposal and connections to the surrounding street grid.

The maps and exhibits forwarded with this recommendation illustrate the project area and the proposed changes to the street grid. These maps are helpful as the description of streets and street changes can be difficult to follow.

The street system around the larger three block project includes S State Street to the north, 23rd Avenue S to the east, S Holgate Street to the south, and Rainier Avenue S to the west. S Grand Street is between the Lake Union Partners projects to the north and the Mt Baker block to the south. S Grand Street currently runs between S Rainier Street and 23rd Avenue S. There is also a 23rd Avenue S spur lane adjacent to the Mt Baker proposal that guides traffic onto S Holgate Street.

The two blocks being developed by Lake Union Partners, GSC West and GSC East lie on either side of 22nd Avenue S, which runs north and south and leads to S Grand Street, which currently runs east to west. 22nd Avenue S is not in direct alignment south of S Grand Street but rather 22nd Avenue S currently curves to the west and connects with S Rainier Avenue. The streets are platted at an angle which creates some blocks of a nonstandard shape and means that the streets meet at an angle. The nonstandard geometry at the street connections means that it is more difficult for vehicles to turn without wide intersections and can create visibility issues for vehicles and longer crossing times for pedestrians.

Grand Street Commons has proposed some changes to address the anomalies in the existing street grid. North of S Grand Street, 22nd Avenue S will continue as currently configured but south of S Grand Street, 22nd Avenue S will not continue. S Grand Street will not continue to the west of 22nd Avenue S. Instead, S Grand Street will curve to the west and continue to Rainier Avenue S. The new street configuration includes:

- 22nd Avenue South north of S Grand Street remains,
- 22nd Avenue South south of S Grand Street goes away,
- S Grand Street between 23rd Avenue South and 22nd Avenue South remains,
- S Grand Street in its current alignment from 22nd Avenue South to Rainier Avenue S goes away, and
- S Grand Street in its new alignment curves south of 22nd Avenue South to a new point on Rainier Avenue South.

The newly realigned segment of S Grand Street extending south from the existing S Grand Street will become a one-way street. Vehicles will enter from Rainier Avenue S and travel northbound. The street will be approximately 12 feet in width, be curbless, and will have parking on one-side. There will be a driveway style entry at both ends of the street to slow vehicles and indicate the priority is on pedestrian movement. The new street segment is designed to emphasize and prioritize pedestrian activity. The street will support pedestrian movements between the public plazas being developed east and west of realigned S Grand Street. Some elements of the street design will be consistent with the adjacent plazas to create a cohesive space. The newly realigned, one-way northbound, curbless street can be closed to support larger community events and programs.

The changes to the street grid are intended to remove intersections that provide for difficult vehicle turning movements, reduce visibility, and require longer pedestrian crossing times. In addition, the changes emphasize the pedestrian character for the new developments and prioritize pedestrian access and use. The changes to the street grid create space for public plazas to be developed on both sides of the new segment of S Grand Street and provide space for community programming and events.

The changes to the street grid do not privatize any of the rights-of-way but rather reconfigure the rights-of-way to best serve the circulation and access needs of the project and provide community and pedestrian space. Because the area remains as public right-of-way a vacation is not required. Community events and festivals will be accommodated with permits from SDOT.

While a vacation is not required, the street design and alignment must be approved through the SIP review process. In addition, the nonstandard paving treatments and other enhancements must include responsibility about maintenance, insurance, and utility access. Continued coordination between the review procedures is important so that the code required elements, right-of-way enhancements, and public benefit features work together. An example would be to make sure that an art element or public benefit feature is not placed over utility infrastructure or create visibility concerns at an intersection.

Currently being finalized is the proposed fountain location and the impact on SPU lines lying beneath the fountain location. The resolution may include sleeves over the pipes or minimizing the depth of the fountain. Also in review is the sidewalk dimensions on the

north side of the project and options to protect the large trees while providing adequate sidewalk dimension. The SIP review may require additional analysis on turning movements to finalize the vehicle access entering S Grand Street from Rainier Avenue South. Some reviewers have questions about the scoring proposed for the street enhancements and will need to review drainage and maintenance obligations.

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. The SIP review has reached the 60% level and SDOT can approve the street alignment and street design. There is also a term permit application for the nonstandard and public benefit features in the right-of-way. 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 as well as providing for 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 for access to individual parcels, space to access service, loading areas and parking, and to provide for utility vehicles and services such as solid waste 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 Mt Baker property was developed without the alley vacation the existing alley could continue to provide for 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 alley vacation the project still needs to accommodate access and services associated with the Mt Baker housing development. In addition, the project will need to continue access for Dere Auto which will remain in the corner of the block at Holgate Avenue South and Rainier Avenue South. The proposal provides that access for Dere Auto will remain in its current location. The garage entry for parking and services such as solid waste and recycling associated with Mt Baker housing will be on S Holgate Street, this will provide access to the parking garage for vehicles and can be used by bicyclists as well.

The lobby for residential access will be on S Grand Street and access to retail will occur on S Grand Street to the north and west of the site.

The Street Improvement Permit (SIP) review has looked at the access and street level plan for the development and while that review is still under way, it is possible to approve the proposed access. As the permitting review moves forward the specific design and dimensions of the garage entry, loading areas, and dimensions and street design issues for S Grand Street and the realignment of S Grand Street 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 created any utility issues. Since the alley does not continue north or south of the proposed vacation the vacation does not disrupt any continuous utility services. As the proposal moves forward the developer will need to continue to work with Seattle Public Utilities (SPU) and Seattle City Light (SCL) to coordinate the development activity. The SIP process identifies the utility needs for the proposed development and the service needs for the new Mt, Baker housing and the Lake Union Partners project to the north will be addressed through the regulatory review process.

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. Streets will only be vacated if publicly accessible spaces on the site will be kept open for the same speech-related purposes.

Alleys traditionally provide for access to the adjacent parcels, parking access, service access such as deliveries and solid waste pickup. Alleys also provide space for utility infrastructure such as City Light vaults and drainage catch basins. 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. One existing use will remain on the block, Dere Auto. Dere Auto provides a service to the neighborhood but it is not the type of business to draw members of the general public to use the alley.

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 value for those purposes absent some adjacent buildings or uses or the alley being 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 vacation will remove the alley, but adjacent public right-of-way will be developed as a public plaza. The proposed plaza improvements will be in public right-of-way, and this means that the public has the right to access and use the plazas. The plaza development should welcome the community to gather and can be used by the public as a place to exercise free speech rights. This new space will provide more meaningful opportunities for the freedom of expression.

The vacation should be conditioned to require that free speech be protected on the public spaces around the project.

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 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 don't provide space for the public to gather. The alley is about 180 feet long and 16 feet wide for a total of about 2,880 square feet. In its unimproved state the narrow width of the alley would provide an awkward and likely insufficient space for a community event or public gathering. 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 narrow width of any alley and its uses for access to loading, parking, and services make it an unlikely space for public assembly.

The open spaces provided by the new development are specifically intended to provide for an enhanced pedestrian environment and to provide plaza space for the community to gather. This size and amenities proposed for the plazas will create space for the public to gather and sufficient space for organized community events.

Open Space: Streets provide spaces for people to gather, interact, and travel, and offer open space benefits. These benefits include space between structures, connection to open spaces, places for trees and vegetation, and contributions to the open space network. The open space roles of boulevards, green streets, urban trails, shoreline street ends, and future open space are of heightened importance; all streets and alleys provide these benefits.

The alley proposed for vacation includes about 2,880 square feet. The geometry of the street grid between the Lake Union Partners development and the Mt Baker Housing developments creates right-of-way that is more than what is needed for street purposes. The triangular right-of-way adjacent to GSC West and GSC South will be improved by creating two public plazas. One will be north of the realigned S Grand Street adjacent to the Lake Union Partners project this will be approximately 9,100 square feet and one plaza will be south of realigned S Grand Street adjacent to the Mt Baker Housing affordable housing

project of approximately 11,600 square feet. The realigned portion of S Grand Street running between the two plazas is designed to prioritize pedestrians while still providing for necessary vehicular use. This will include approximately 10,000 square feet of street ROW that can be closed and included in community events and festivals.

The adjacent plazas will include special paver treatment, landscaping, street furniture, and a signature fountain is proposed at the north plaza. The project is working on a plan for Artistic & Cultural Expression that creates the opportunity for local artisans to create art pieces and artist designed elements for the plaza area.

The two developments have street level retail that will have entries facing the space. A cultural art space is included in the Mt Baker Housing block that will provide for community artists to work, perform or display work. Landscaping and wayfinding will also be included.

The SDC reviewed the plaza design in great detail and pushed the development team to demonstrate that the design reflected the community where the project is located before being satisfied that the proposal could serve as welcoming space for the public. The SDC and City staff wanted the plaza and other public elements to create opportunities for community input on the art selection or elements and the final design choices.

The Grand Street Commons project provides public open spaces of a scale and design that will be impactful in the neighborhood. The improvements will be done in public right-of-way so that the public's ability to gather and exercise first amendment rights is protected. The project's goal is to create a "commons" that draws the larger community to the area and provides a variety of experiences and opportunities. The open space proposed through the vacation is significantly larger than what would be provided without a vacation and should prove to be an asset to the larger community.

Light and Air: Streets and alleys maintain access to light and air to their users and to 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 for 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 alley proposed for vacation is an alley segment that is not part of a continuous alley grid that creates a balanced pattern of space and buildings. The scale of the building proposed on the consolidated site is consistent with the zoning and for anticipated new development in the area. The new building proposed by Mt Baker should not have significant shadow impacts on any public spaces. The modest diminution in light and air will be offset by the significant public plazas proposed adjacent to the site. The vacation supports the development of an affordable housing project reflecting one of the highest goals for the City. 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.

Views: Street and alleys provide views to mountains, bodies of water, and the city itself. The City will protect designated view corridors along specifically-identified streets. The City will consider impacts of a street vacation on views of designated public places and designated landmarks.

The portion of alley right-of-way proposed for vacation does not provide views of any natural feature or community landmark. The alley is a one block segment that does not continue in the block to the north or to the south. Should the vacation be approved, the alley will be developed but there is not a loss or diminution of any public views. With or without the vacation, at grade level the only views are of the buildings and streets around the site. There are no views of importance that will be lost by vacating this alley.

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 the zoning for the area and would be consistent with the scale of any future developments. The larger Grand Street Commons proposal also provides more open space and pedestrian amenities than would likely be provided with smaller one block developments. This area can anticipate the development of additional housing with the recent zoning changes approved by the City Council. The Neighborhood Commercial zoning and the site are well suited to a mixed-use project of this scale. The retail, cultural space, and pedestrian amenities will support small business and enhance community building by supporting active pedestrian use as well as small spaces to stop or rest.

This project which will be 100% affordable housing units implements the goals identified during the City's review and discussion of ways to increase the production of affordable housing.

This area is well served by existing transit and will be a short walk away from the future Judkins Park Light Rail Station. This should all support an active and walkable community.

No adverse land use impacts were identified.

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 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. One challenge for reviewers with this vacation was what role the provision of affordable housing should play in the public benefit package. The provision of 206 units of 100% affordable housing is of benefit to the public and increasing the amount of affordable housing is well-established as a high priority for the City. The community work also noted that the affordable housing was supported by the adjacent community.

While the Mt Baker Housing project is proposing a vacation to support affordable housing, about one-half of all vacation petitions are for public or government projects. This includes everything from schools, libraries, and hospitals to City utilities such as Seattle City Light's Denny Substation. The Vacation Policies specifically state that while the nature of the project is a factor in deciding the adequacy of a public benefit proposal, it is not itself a public benefit. This has been interpreted as a need to provide a public benefit that serves the general public and not

merely a benefit to those who reside in the building or access the services. When no significant impacts have been identified projects may proposed more moderate public benefit packages that implicitly recognize the public benefit in supporting the proposal.

In Section IV, A the policies note, in part, that the following factors are not public benefits, but may be considered when reviewing the public benefit package:

- Project compliance with City policies and goals;
- Proposals designed to improve race and social equity, improve access to opportunity, and reduce the threat of displacement by ...increasing the supply of affordable housing beyond City requirements;
- Providing affordable housing...; and
- Neighborhood support or opposition.

The SDC was very engaged in discussions of how to measure the value of the affordable housing as a part of the public benefit obligations. There was much discussion of whether affordable housing should be considered as a public benefit. The SDC clearly supported the value of the affordable units attributable to the vacation being considered an element of the public benefit and included that in its recommendation to the City Council. The SDC recommended that Mt Baker Housing include the affordable housing and the number of additional affordable units in the public benefit matrix.

The Vacation Policies are equally clear in specifying that affordable housing is not in itself a vacation public benefit but that providing the housing should be considered when determining the amount of public benefit that is required.

This has been the consistent direction from the City Council even before the 2018 revisions to the Vacation Policies. The end result may be the same. Whether the affordable housing is defined as a vacation public benefit or is considered when evaluating the scale of the public benefit proposal, the value of the addition of affordable housing is valued and credited. The analysis is that the affordable housing balances the public benefit obligation rather than meeting the public benefit obligation. The affordable housing is recognized as an important element but is not listed in the public benefit matrix.

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 just 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.

The public benefit proposal includes enhancements to the right-of-way, an art and community plan for open space areas, providing space for a Cultural Space agency, a north and south plaza developed on either side a realigned section of S Grand Street designed to prioritize pedestrians.

Right-of-way enhancements: Right-of-way enhancements add to the pedestrian experience and help to create a sense of community in an area, but Right-of-way enhancements do not always rise to the level of public benefit. New development proposals must meet code requirements and do sometimes add to the public realm around a project to enhance the leasing and retail opportunities. To be considered a public benefit, the enhancements need to support the general public use of the area and not merely support the private development. Previous vacations have included elements that support the public by providing voluntary building setbacks to create wider sidewalks and create space for street furniture, wayfinding, art, pedestrian lighting, and other amenities. The proposal for enhancements around the Mt Baker project are consistent with other public benefit proposals supported by the City Council and should be considered as public benefit. The project has some building setbacks to meet street width requirements, it is anticipated this will be exceeded to add to the pedestrian environment.

Lake Union Partners also proposes an upgrade to the sidewalk adjacent to GSC West and GSC East, while these enhancements are welcome, they appear to support the market rate development are not included in the public benefit matrix.

Evaluating whether the realigned S Grand Street should be considered as a public benefit has been challenging. The street segment is being designed to prioritize the pedestrian experience and minimize the impact of vehicles moving between two public plazas. But it is still a street and most of the time will serve the standard street functions providing for access to and through the site. In most circumstances an improved street that still must function as a street would not be considered as a public benefit. With the Grand Street Commons proposal, the street will be designed to have features consistent with the plazas north and south of the right of way. It is also anticipated that the street segment can be closed for community events and festivals. The design is intended to create the entire space, the two plazas and the street segment, as a consistent public asset. Because of the consistency in the design vocabulary and the proposal to allow for street closures, in this circumstance, the street improvements can be considered as a part of the public benefit. The inclusion of this work in the public benefit package provides accountability tool to provide for the improvements for the life of the project. Even if the improvements to S Grand Street are not considered by the City Council as a public benefit the rest of the proffered public benefit package is very strong and would be sufficient without the right-of-way work.

Plan for Artistic & Cultural Expression (art plan): The proposed plaza areas north and south of the realigned S Grand Street segment are generous in scale and provide a public benefit.

However, through the review there were questions about specific design elements and whether the proposal reflected the adjacent community. The SDC was particularly concerned about the inclusion of a variety of community voices and artists in creating these public spaces. While the development team has been responsive to these concerns timing has been tight to complete this work and stay on the necessary schedule. The SDC took the unusual step of conditioning its recommendation of approval on completing and implementing an art plan that includes and empowers community representation. The SDC recommendations are included as conditions of the vacation approval. The art plan has the potential to be a powerful voice for new artists and its implementation can enrich the public spaces with culturally-relevant elements. The conditions imposed on this work allow the vacation approval to proceed and move the project forward while providing check in points for the implementing this public benefit obligation. The specific location of art pieces or artist designed elements such as street furniture or lighting elements should also be coordinated with the SIP review.

Cultural Space: In 2020, the City created the Cultural Space Agency Public Development Authority (PDA). This is a cultural space real estate development company, chartered by the City of Seattle and guided by Black, Indigenous, and People of Color (BIPOC) leaders from across the cultural, community development, and commercial real estate sectors. The stated purpose of the Cultural Space Agency is to develop cultural space real estate projects in a way that reflects the needs and desires of communities that have borne the burden of institutional racism, build community wealth through investment opportunities in cultural real estate projects, and partner with commercial real estate developers and cultural commercial stakeholders.

Mt Baker Housing is offering the Cultural Space Agency 1,500 square feet of space in the affordable housing development. This space will be on the west side of the project fronting on the public plaza and adjacent to other planned retail. The 1,500 square feet of space is dedicated to the Cultural Space Agency at no cost for the life of the building. Mt Baker has estimated this at a cost of \$250,000. This specific space is the result of a new vision established last year but is very consistent with the vacation policies and the goals in the revised policies to create a more powerful voice for communities. This space is a first for a vacation petition and presents an exciting opportunity for the community. A Letter of Intent has been signed between Mt Baker Housing and the Cultural Space Agency. The space could provide for gallery showings, performances, classes or any events related to the mission of the program.

Public plazas: Open space is often proposed as a public benefit with vacation petitions. The open space can create the opportunity for space that is more useable for the public than a street segment or an alley and can help balance a new and large-scale development. Many vacations include open spaces that add to the public realm and are used and enjoyed by the community.

The City Council looks closely at whether the spaces are truly public or whether the space only attract and welcome certain users. The review of proposed public spaces and public uses must consider who is welcomed to enter and use the space. Many public spaces are proposed on private property and those spaces can sometimes feel as though the public space is only

accessible to certain members of the public such as building tenants or customers. The Grand Street Commons proposal is creating public plazas in existing public right-of-way. This means the public is welcome into the spaces 24 hours a day, every day. The public does not need to be shopping or spending money in a café to be able to use and enjoy the plazas. The public's right to gather and exercise free speech rights cannot be infringed. The proposal elevates excess right-of-way and creates useable, accessible community space. Signage should be included to make sure the public is informed of the ability to access and use the public plazas.

The elements of the generous public benefit proposal are outlined in the matrix below. This also identifies whether the benefit is the obligation of Lake Union Partners or Mt Baker Housing.

Public Benefit Matrix:

PUBLIC BENEFIT		CODE REQUIRED	APPROXIMATE VALUE	RESPONSIBLE PARTY (IMPLEMENTATION AND COST)
ROW Enhancements	Added 12,124 SF of ROW enhancements, for a total of 33,800 SF <ul style="list-style-type: none"> • Nine new bike racks • Two new street lights • Building setbacks • Pre-construction work (surveying, clearing, fencing, staking, erosion control) 	None	\$391,000	Mt Baker Housing
Arts & Culture Community Space Fronting the Plaza	<i>Contract executed with the Cultural Space Agency (CSA) as year-round programming for the plaza, as well as community-focused opportunities and events</i>	None	N/A	Mt Baker Housing
Arts & Cultural Implementation	<i>Dedicating 1,500 SF of commercial space fronting the public plaza to the CSA for the life of the building</i>	None	\$250,000	Mt Baker Housing
South Public Plaza, Woonerf & Landscaping	<i>11,601 SF of New Plaza and 10,075 SF of woonerf. (\$250,000). 14 new trees, 412 new plants and groundcover plantings (\$47,000)</i>	None	\$297,000	Mt Baker Housing

North Public Plaza	<i>Additional 9,100 SF of extended plaza and special paving within the plaza</i>	None	\$307,000	Lake Union Partners
	TOTAL COST FOR PUBLIC BENEFITS		\$1,940,000	

The Grand Street Commons 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 development will clean up a contaminated site and provide affordable housing, including family units, in an area with good transit access. The vacation of the alley will add 45 additional affordable housing units and bring down the development costs per unit as well as the cost per unit for the Office of Housing. The public benefit package is very strong and will add significant and useable open space in the community. The addition of the Cultural Opportunity space is a first for a vacation proposal and creates a special opportunity for artists and community members.

The cooperation between Lake Union Partners and Mt Baker Housing will provide a number of enhancements to the pedestrian realm around the proposal. The reduction in vehicle circulation through the site with the realignment of the street grid supports pedestrian activity and creates opportunities for community events and the inclusion of community support art and artist designed elements. The Grand Street Commons project will be a welcome addition to the area and provide a range of housing options, public open space, and retail and cultural experiences.

XIV. RECOMMENDATION

It is recommended that the vacation be granted upon the Petitioner meeting the following conditions. The Petitioner shall demonstrate that all conditions imposed by the City Council have been satisfied and all fees paid before the street vacation ordinance is passed.

1. The vacation is granted to allow the Petitioner to build a project substantially in conformity with the project presented to the City Council and for no other purpose. This approval constitutes the substantive Council approval of the vacation and the Petitioner may proceed with the permitting and development of the project, consistent with the conditions of this approval.
2. All street improvements shall be designed to City standards, as modified by these conditions to implement the Public Benefit requirements, and be reviewed and approved by SDOT through a Street Improvement Permit, including:
 - Establishing curb lines, sidewalk dimensions and garage entry,
 - Proposed use of pavement scoring in the right-of-way,

- Design features, dimensions, and material of curbless portion of S Grand Street,
 - Use of bollards,
 - Location of utility facilities, including SCL poles and SPU solid waste bins,
 - Landscaping, and
 - Material use, signage, art elements and other public benefit features in the right-of-way.
3. Cooperation between Lake Union Partners and Mt Baker Housing shall continue on the review and implementation of the proposed and required regulatory elements such as the SIP and UMP, the recommendations from the SDC including the Art & Cultural Expression Plan and the vacation conditions. It shall be the responsibility of the development team to provide information to review bodies and make sure that the varying elements can be implemented as required by City Council. If project changes or regulatory provisions impact any vacation conditions, including the public benefit features, SDOT Street Vacations will facilitate a resolution of any conflicts. Lake Union Partners and Mt Baker Housing shall provide information to SDOT about the coordination activities before the passage of the final vacation ordinance.
 4. The utility issues shall be resolved to the full satisfaction of the affected utility before the final vacation ordinance is approved. Before starting any development activity on the site, the Petitioner shall work with the affected utilities and provide protection for 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. The utilities that may be impacted include SCL and SPU.
 5. It is expected that development activity will commence within approximately 24 months after this approval and that development activity will be completed within 7 years. To ensure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide SDOT with regular reports, following City Council vacation approval, providing an update on the development activity, schedule, and progress on meeting the conditions and anticipated date of project completion and opening. This report shall include an update on other elements of the development review. The Petitioner shall not request or be issued a Final Certificate of Occupancy until SDOT determines that all conditions have been satisfied and all fees have been paid as applicable. If development activity has not commenced within 7 years, the Petitioner must seek an extension of the approval from the City Council.
 6. 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 City codes through the regulatory review processes.

7. The Petitioner shall work with the Office of Housing to implement the anti-displacement policy to give preference to renters already located in the neighborhood to the extent feasible.
8. 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 be allowed within the on-site vacation public benefit features. While engaged in allowed activities, members of the public shall not be asked to leave for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others. Signage clearly identifying public access and allowed free speech activities shall be required at the public open space elements and shall require the review and approval of SDOT Street Vacations. Signage shall be consistent with signage provided for public amenity spaces. Any violation of this condition by the Petitioner or its successors will be enforced through Chapter 15.90 of the Seattle Municipal Code.
9. Additional review by the SDC shall include the following:
 - If any substantive changes are proposed to elements of the public benefit package, including funding associated with any public benefit feature, removing, relocating, or changing the type of design features for the plaza or related right-of-way improvements, the size and orientation of any spaces provided for cultural or artistic activities, or any changes to the proposed street furniture, paving, landscaping, lighting, or any other similar feature, the revisions shall be brought to the SDC for review and approval. The review and approval by the SDC shall occur before issuing any associated street use permit or a building permit for GSC South needed to install or implement any such elements.
 - Before issuing any Certificate of Occupancy for GSC South, the SDC's Executive Director shall review and approve the agreement to between the Office of Arts & Culture and the Cultural Space PDA to create a condominium of approximately 1,500 square feet for the PDA to use as a community focused space that will help activate the public plaza throughout the year.
 - Within 180 days of issuing a building permit associated with GSC South (MUP 3035498-LU) the SDC shall review and approve the final Cultural Expression and Public Art Plan developed as a part of the vacation public benefit package. A member of the SDC shall be a voting member in the selection of artists.
 - Funds used to create items of cultural expression to be incorporated into the plaza designs shall result in the creation of elements that have a long-term or permanent quality as opposed to items that are temporary in nature.

10. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism shall be required to ensure that the public benefit elements remain open and accessible to the public and to outline future maintenance obligations of the improvements.
11. Public amenities and nonstandard elements in the right-of-way shall require a binding mechanism to ensure that the features remain open and accessible and to outline future maintenance and insurance provisions. This may, as determined by SDOT, include a City Council Term Permit, a long-term permit from SDOT, a maintenance agreement, provisions in the SIP, or inclusion in the vacation PUDA.
12. Signage clearly identifying public access shall be required at the public open space elements and shall require the review of SDOT Street Vacations. The final design of the public benefit elements shall require the review and approval of SDOT Street Vacations. SDOT Street Vacations may require additional review by the SDC as needed. Changes to the proposed public benefits require SDOT review and may necessitate additional SDC review. The public benefit requirements include the following features including approximate quantities and square footage dimensions, shall be described in the PUDA:

Public Benefit Matrix:

PUBLIC BENEFIT		CODE REQUIRED	APPROXIMATE VALUE	RESPONSIBLE PARTY (IMPLEMENTATION AND COST)
ROW Enhancements	Added 12,124 SF of ROW enhancements, for a total of 33,800 SF <ul style="list-style-type: none"> Nine new bike racks Two new street lights Building setbacks Pre-construction work (surveying, clearing, fencing, staking, erosion control) 	None	\$391,000	Mt Baker Housing
Onsite Art & Cultural Opportunities	Hired local BIPOC art consultant to oversee, manage and implement opportunities for onsite Cultural and Artistic Expression (\$50,000) Budget for hiring local artists (BIPOC priority) and	None	\$695,000	\$240,000 (Mt Baker Housing) \$455,000 (Lake Union Partners)

	materials to create art (\$190,000) Cultural and Artistic Expression elements in the public plaza that are part of the artists' scope of work: <ul style="list-style-type: none"> • 150 SF water feature (\$250,000) • 29 artistic plaza pole lights, 12 seats / benches (\$205,000) 			
Arts & Culture Community Space Fronting the Plaza	<i>Contract executed with the Cultural Space Agency (CSA) as year-round programming for the plaza, as well as community-focused opportunities and events</i>	None	N/A	Mt Baker Housing
Arts & Cultural Implementation	<i>Dedicating 1,500 SF of commercial space fronting the public plaza to the CSA for the life of the building</i>	None	\$250,000	Mt Baker Housing
South Public Plaza, Woonerf & Landscaping	<i>11,601 SF of New Plaza and 10,075 SF of woonerf. (\$250,000). 14 new trees, 412 new plants and groundcover plantings (\$47,000)</i>	None	\$297,000	Mt Baker Housing
North Public Plaza	<i>Additional 9,100 SF of extended plaza and special paving within the plaza</i>	None	\$307,000	Lake Union Partners
	TOTAL COST FOR PUBLIC BENEFITS		\$1,940,000	

Sincerely,


Sam Zimbabwe (Nov 4, 2021 12:43 PDT)

Sam Zimbabwe
Director
City of Seattle Department of Transportation
Enclosures



Legislation Text

File #: CB 120217, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE appropriating money to pay certain audited claims for the week of October 25, 2021 through October 29, 2021 and ordering the payment thereof.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Payment of the sum of \$31,259,545.28 on PeopleSoft 9.2 mechanical warrants numbered 4100513237 - 4100518073 plus manual or cancellation issues for claims, E-Payables of \$119,310.88 on PeopleSoft 9.2 9100010488 - 9100010544 and Electronic Financial Transactions (EFT) in the amount of \$93,825,742.44 are presented for ratification by the City Council per RCW 42.24.180.

Section 2. Payment of the sum of \$51,984,412.40 on City General Salary Fund mechanical warrants numbered 51354481 - 51355118 plus manual warrants, agencies warrants, and direct deposits numbered 440001 - 442833 representing Gross Payrolls for payroll ending date October 26, 2021 as detailed in the Payroll Summary Report for claims against the City which were audited by the Auditing Committee and reported by said committee to the City Council November 4, 2021 consistent with appropriations heretofore made for such purpose from the appropriate Funds, is hereby approved.

Section 3. Any act consistent with the authority of this ordinance taken prior to its effective date is hereby ratified and confirmed.

Section 4. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the 8th day of November 2021, and signed by me in open session in authentication of its passage this 8th day of November 2021.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2021.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2021.

Monica Martinez Simmons, City Clerk

(Seal)