

Street and Alley Vacations



Agenda

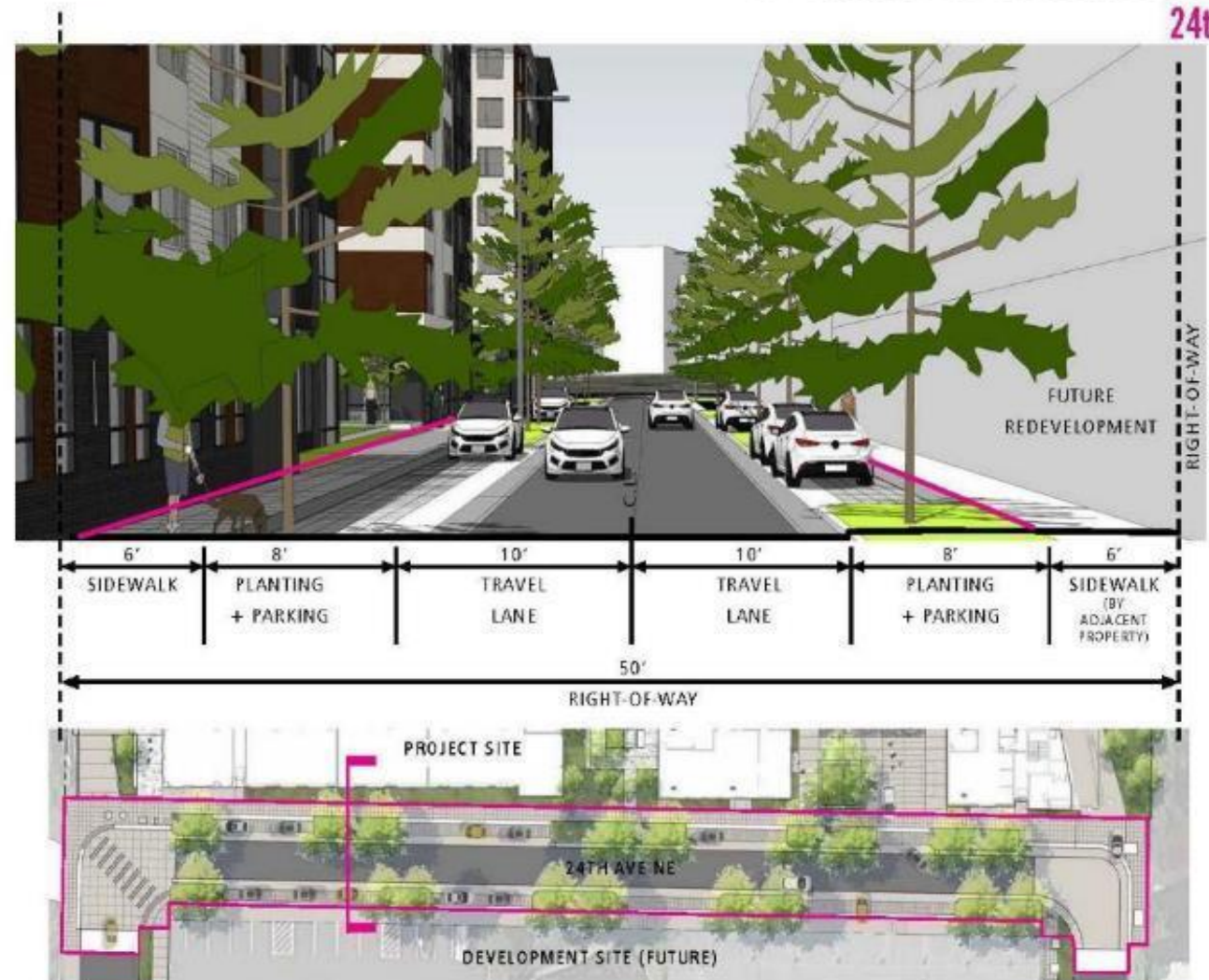
- Introductions
- What is right-of-way (ROW)?
- Why is ROW unique?
- Public Trust Analysis
- Public Benefits
- Examples



What is right-of-way?

Right-of-way is property that has been dedicated or acquired for public transportation and utility use, including streets, alleys, and other public places.

2 - ENHANCED ROW IMPROVEMENTS 24th Ave NE



Why is right-of-way unique?

- City Council decision per RCW 35.79
- Streets held in public trust - City acts as trustee
- No rights to vacate
- Only abutting property owners can file petition
- Vacated property may only be acquired by abutting property owners
- Vacation must be in the public interest - requires analysis of public trust and provision of public benefits

Public Trust Analysis

Based on role of streets and alleys:

- Circulation
- Access
- Utilities
- Open Space
- Light and Air
- Views
- Free Speech
- Public Assembly
- Land Use and Urban Form

Public Benefits

- Long-term benefit to the general public
- On top of mitigating the impacts of the development or meeting code requirements
- Consider race and social equity
- Include ideas from community engagement

Categories

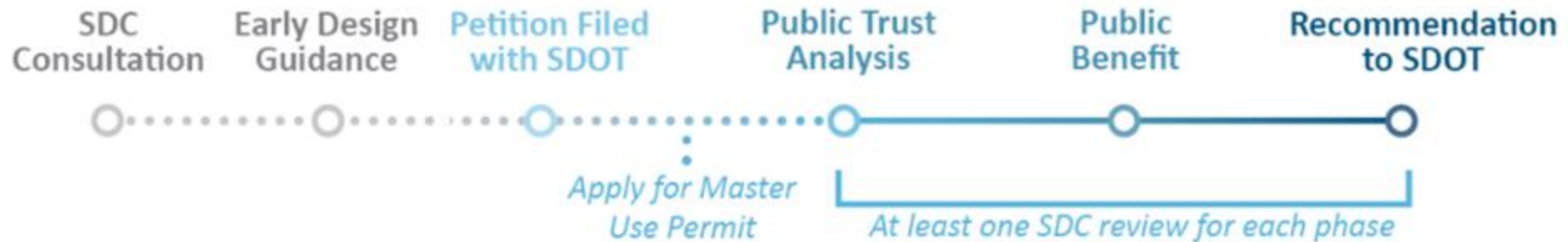
- Physical public benefits
- Programmatic public benefits (not short-term, not pre-existing)
- Real property
- Payment of funds (in addition to other fees)

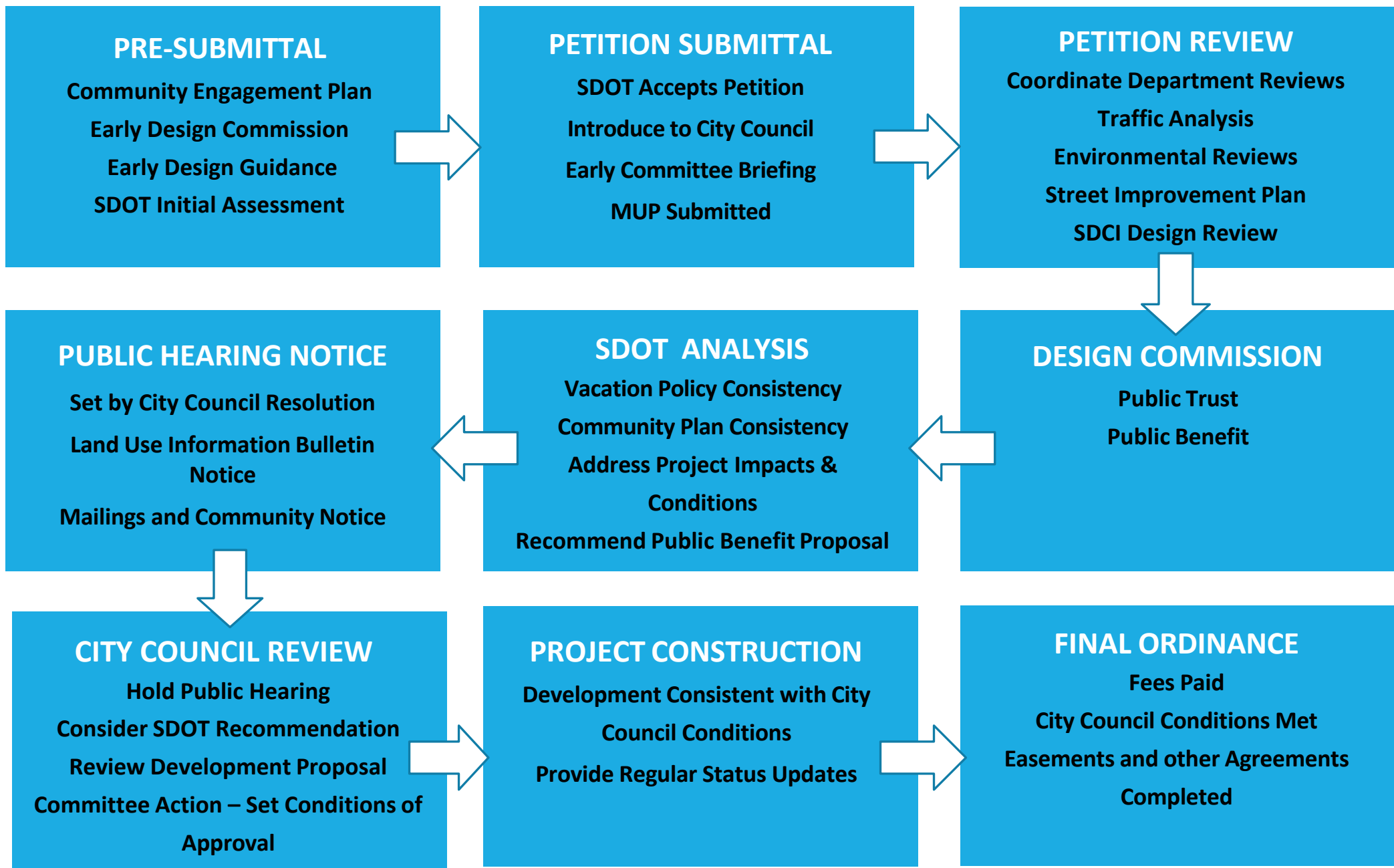
SDC review process

For CIP projects that request a vacation:



For projects subject to Design Review that request a vacation:





How Street Vacations Change Seattle



Major Institutions

For proposed vacations within major institutions boundaries, the Major Institution Comprehensive Plan policies & any Major Institution Master Plan (MIMP) will be considered. If the Council considers vacation and a MIMP involving the vacation right-of-way has been submitted for approval but not yet approved, the Council's review of the proposed MIMP shall be conducted before the Council's review of the street vacation.

Examples

Public Trust Review: Grand Street Commons



VIEW OF THE NORTH EAST CORNER OF THE SOUTH BLOCK FROM 23RD AVE S



VIEW OF THE SOUTH BLOCK LOOKING EAST ACROSS GRAND STREET COMMONS PLAZA

PROPOSAL SUMMARY

Total Gross Floor Area: 200,752 SF
Residential Floor Area: 134,853
Office/Retail Floor Area: 11,581 sf
Building Height: 76'-8"
Number of Residential Units: 202
Number of Parking Stalls: 30
Number of Bike Stalls: 81
Uses: Affordable Multifamily Apartments, Retail, Office

AFFORDABLE HOUSING

- High percentage of family-sized apartments (2 and 3 bedrooms)
- Income limited to 60% Area Median Income

SUSTAINABLE FEATURES

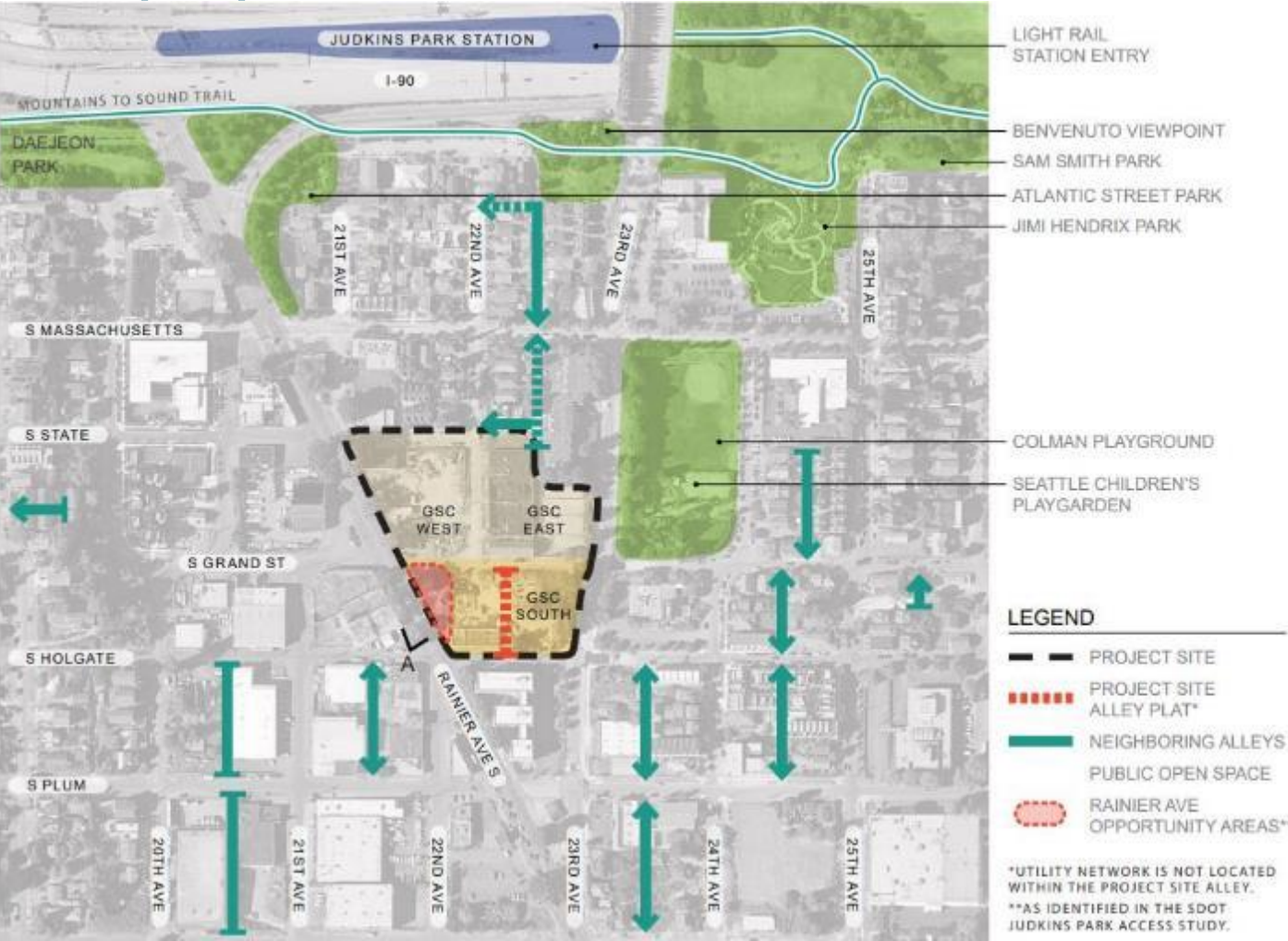
The project is designed to meet the **Evergreen Sustainable Development Standard**.

Highlights:

- Heat Pump Water Heating
- Solar Panels on Roof
- High performing windows
- Reduced power lighting controls
- Improved envelope performance
- Onsite bioretention at grade and on the podium deck

Public Trust Review: Grand Street Commons

Public Open Space Network Connections



Alley Vacation Impact



	WITHOUT ALLEY VACATION	WITH ALLEY	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		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.

Public Trust Review: Grand Street Commons

DEVELOPMENT PROPOSAL | SITE PLAN

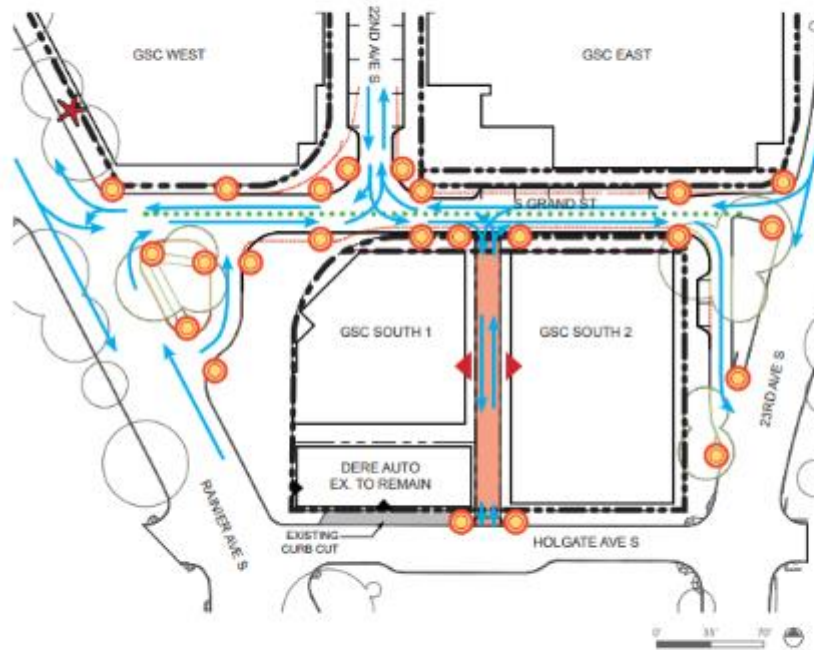


Public Trust Review: Grand Street Commons

PUBLIC TRUST ANALYSIS | CIRCULATION

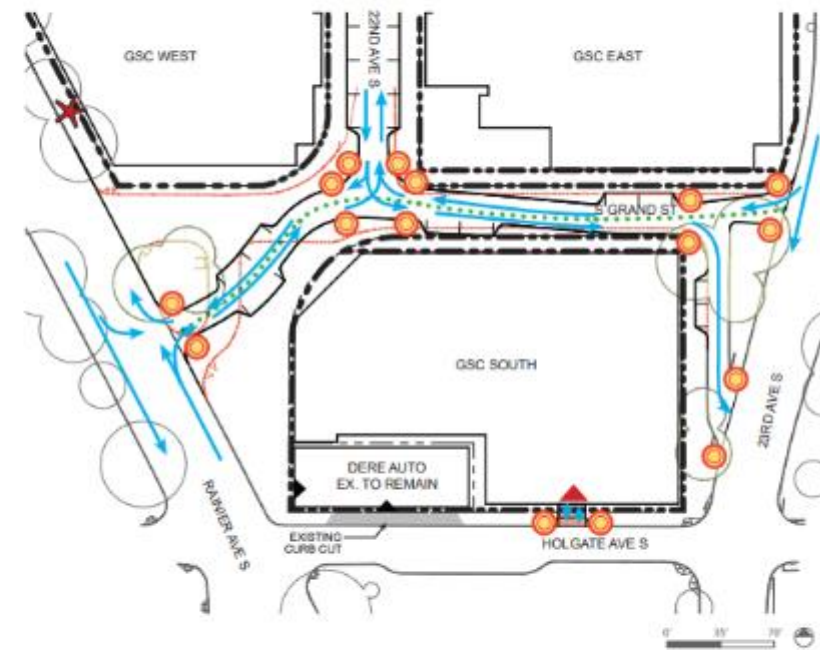
NO ALLEY VACATION

- + Increased circulation conflicts to alley access off Grand St.
- + Increased circulation conflicts between all modes of transportation.
- + Decreased pedestrian and cyclist safety.



ALLEY VACATION

- + Decreased circulation conflicts. Garage access off Holgate Ave.
- + Decreased garage/ service traffic along Grand St.
- + Increased pedestrian and cyclist safety.
- + Improved Neighborhood Greenway route.



LEGEND

- | | |
|-------------------------------|---------------------|
| → VEHICULAR CIRCULATION | --- PROPERTY LINE |
| ● CIRCULATION CONFLICT POINTS | ▲ GARAGE ENTRY |
| --- NEIGHBORHOOD GREENWAY | ▲ EXISTING ENTRY |
| — EXISTING CURB | ✱ EXISTING BUS STOP |

Public Benefit Review: Trailside Student Housing



Project Address:
4801 24th Avenue NE

Neighborhood Planning Area
University Community Urban Center

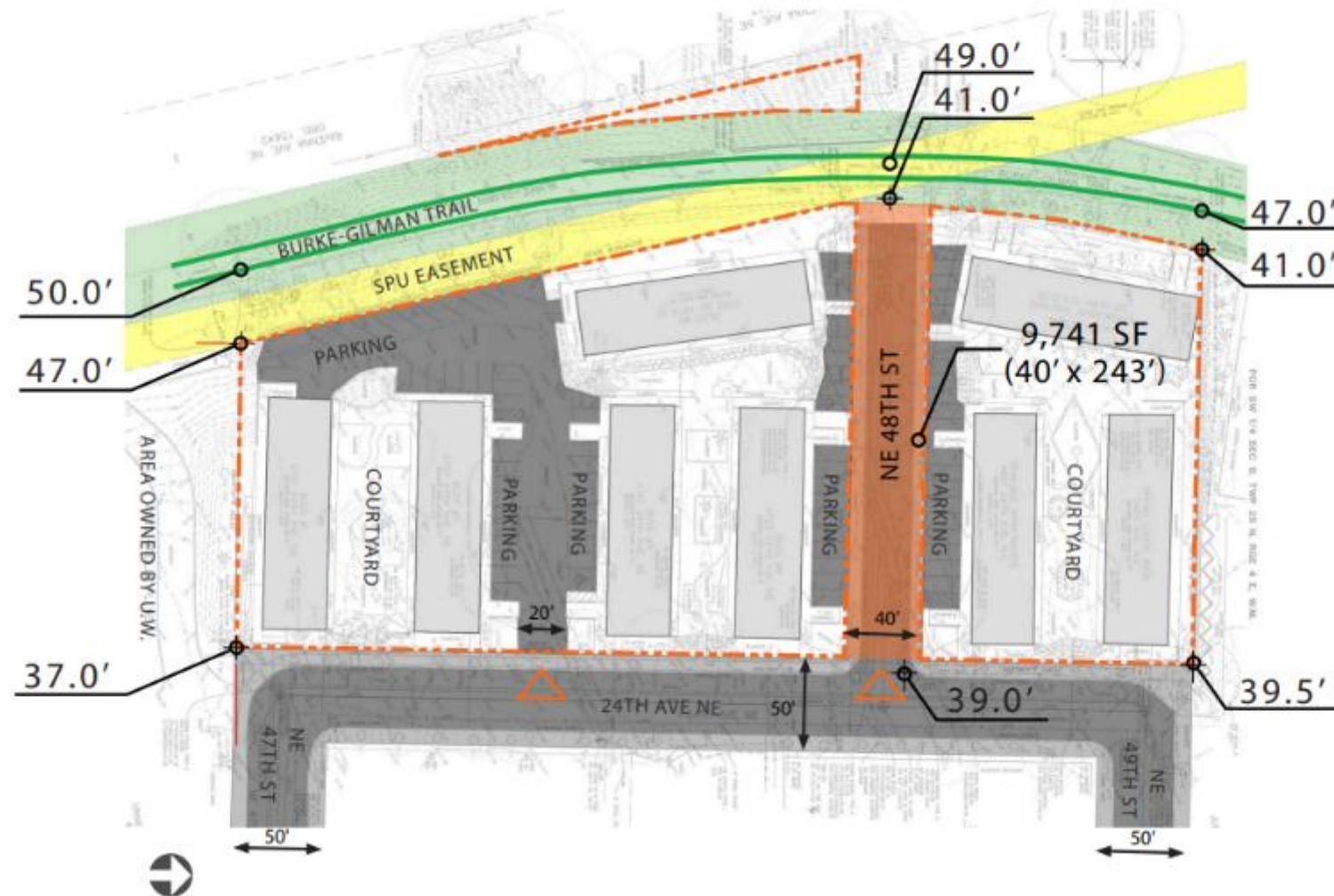
Zoning
Current = LR3
Interim Rezone = NC2-85(M1)
Anticipated HALA Zoning = NC2-75(M1)

Zoning Overlays
Ravenna Urban Center Village



Trailside Student Housing

PROJECT SITE & VACATION REQUEST



Trailside Student Housing



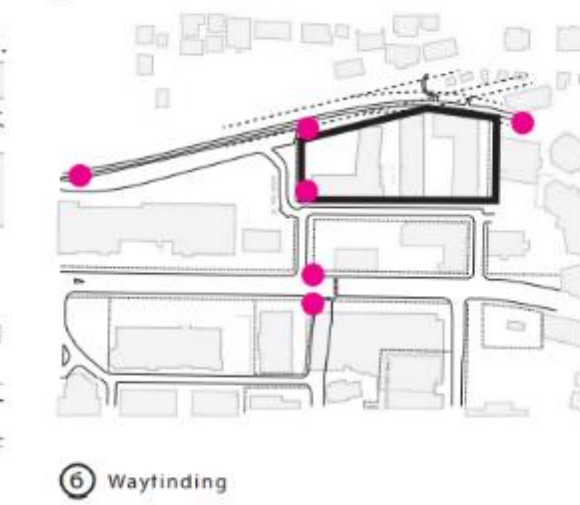
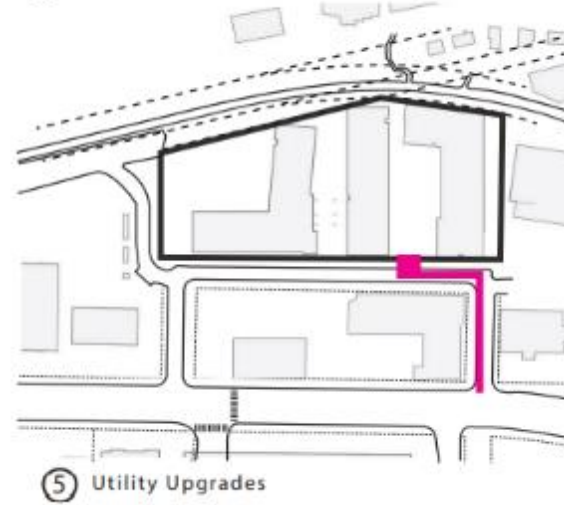
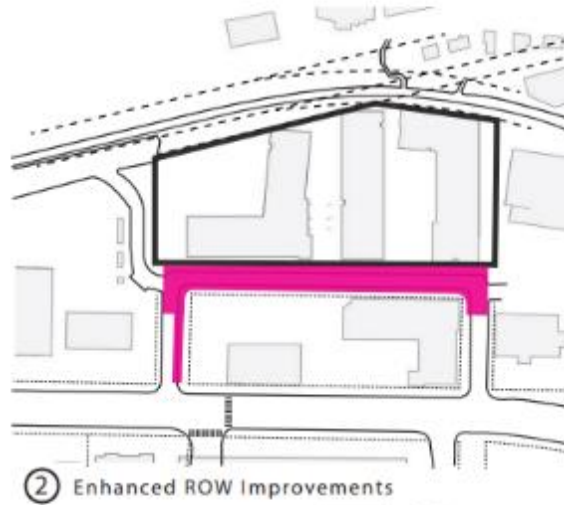
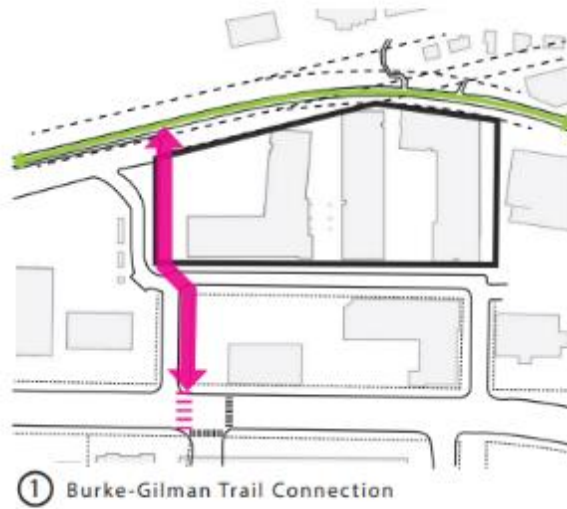
Trailside Student Housing

1- BURKE-GILMAN TRAIL CONNECTION

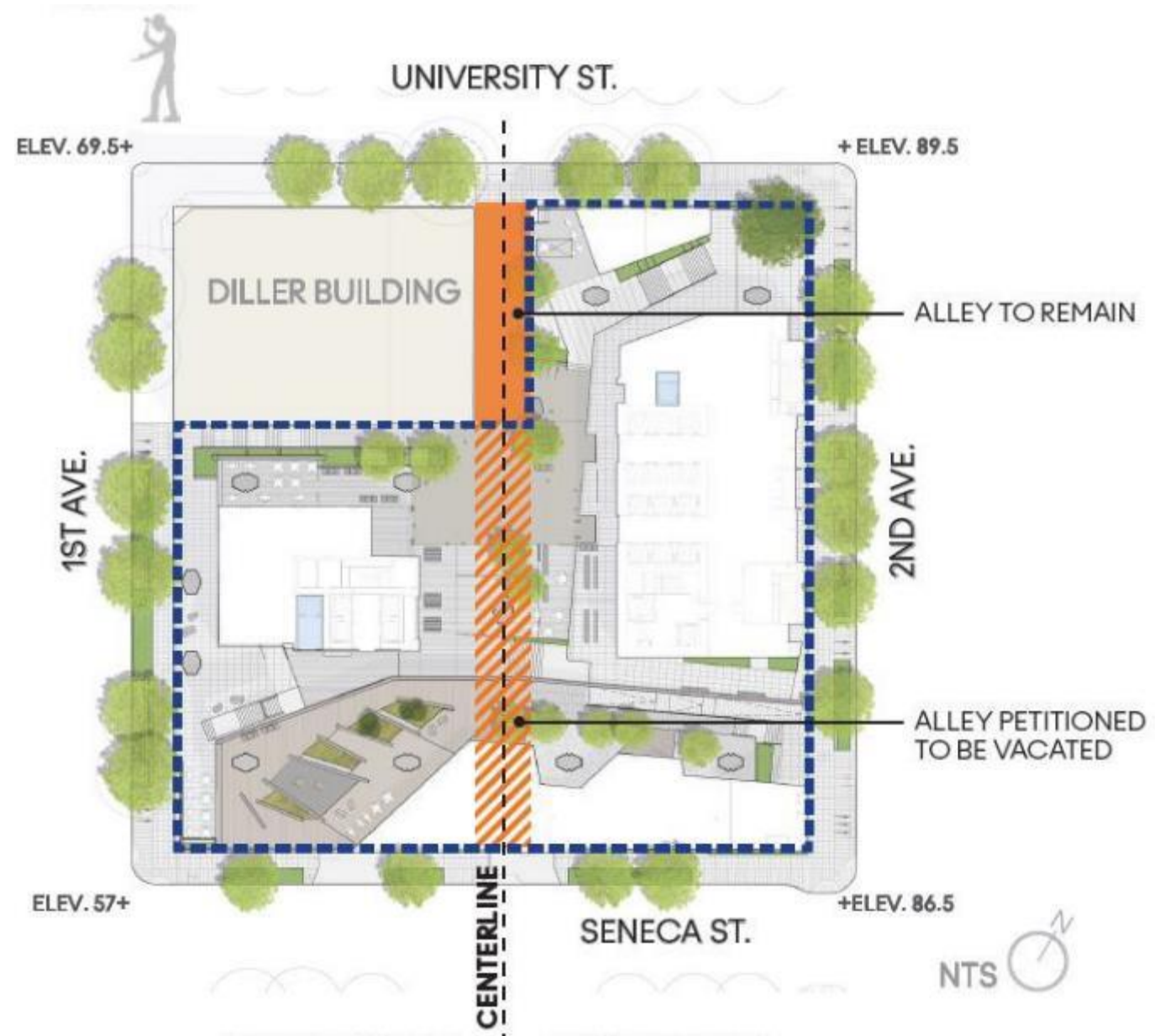


Trailside Student Housing

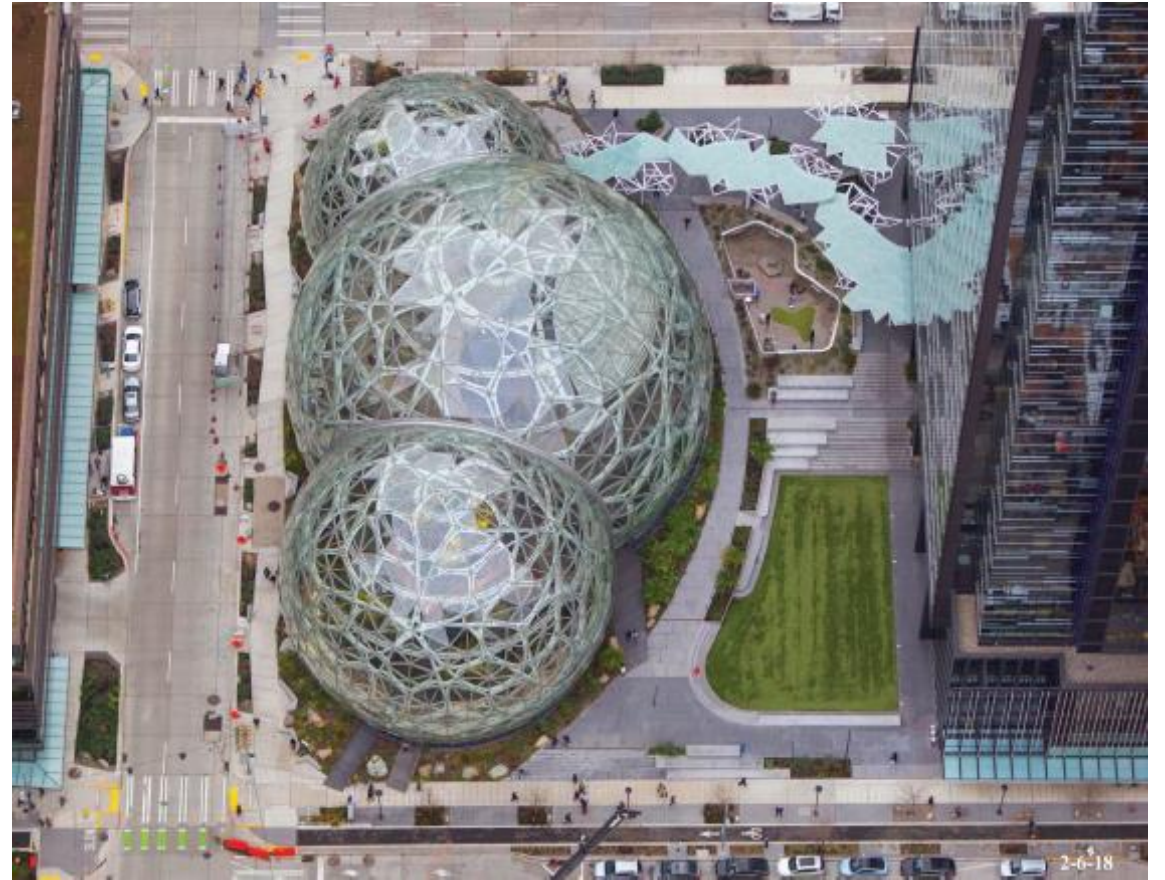
PUBLIC BENEFIT REVIEW



2 & U



Amazon Spheres - Denny Triangle Alley



Public Benefit Elements

South Lake Union - Block 102



South Transfer Station





Questions?

Beverly.Barnett@seattle.gov | 206-684-7564