

Vacation Application

for the

***Ninth & Stewart  
Mixed-Use  
Development  
(BLOCK 27)***



City of Seattle

June 2013

prepared for

***Seattle Department of Transportation***

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# **Ninth & Stewart Mixed-Use Development**

## **Alley Vacation Petition – Block 27**

June 24, 2013

This Vacation Petition application consists of descriptive text, which is presented below, followed by a **Figures Section** and appendices. Key figures that in that section, prepared by LMN Architects, include: the 9-block urban context maps, site plans, lot and building dimensions, lot ownership, illustrations of the alley vacation and non-vacation alternatives, building elevations, sketches of the through-block connection, landscaping, and proposed green street and pedestrian amenities.

The following responds to each of the 25 requirements of a complete Vacation Petition application.

1. **Filing Fee:** A check in the amount of \$450.00 and made payable to City of Seattle Department of Finance is included as part of this petition application.
2. **Required Signatures:** *Signed and completed petition with signatures representing ownership of 2/3 of the property abutting the right-of-way to be vacated as required by state law. Specifically, the petition must contain the signatures of the property owners on both sides of the affected street (alley), even though only a portion (or side) is sought for vacation. For property owned by a business entity, the petition must contain notarized signatures of two authorized officers. The submittal must include documentation (such as articles of incorporation or other organizational documents demonstrating the authority to bind the organization) and names and titles of officers who are authorized to bind the corporation.*

The signed petition is included in **Appendix A** of this Vacation Petition application. The property adjoining this alley is owned by **Ninth & Stewart LLC**. **Page 4** in the **Figures Section** of this packet shows the block's ownership.

3. **Community Information:** *The Street Vacation Policies require community notification prior to beginning the vacation review process. List the community or neighborhood organizations and business groups that were provided information about the project, and include contact names, addresses, phone numbers, and e-mail addresses.*

Listed below are the community, neighborhood organizations, and business groups that have been contacted regarding the proposed project and this proposed vacation. In addition, the Washington State Convention Center was also contacted on several occasions. Information regarding these meetings is provided in **Appendix B** to this Vacation Petition application.

- Denny Triangle Community Association (February 19, 2013);
- Downtown Seattle Association: Smart Growth Committee (April 17, 2013);
- Belltown Community Council (May 8, 2013);
- Tower 801 (May 10, 2013);
- Olivian (May 10, 2013);

- Aspira Apartments (May 14, 2013);
- Belltown Business Association (May 21, 2013);
- SLU Community Council Land Use Committee (May 21, 2013);
- Cosmopolitan Condos: 9th & Virginia (May 29, 2013);
- Visit Seattle (May 29<sup>th</sup> 2013);
- Greater Church Council Lutheran (May 30, 2013);
- Housing Development Consortium (June 3, 2013); and
- Metropolitan Apartments: Westlake & Stewart (June 6, 2013).

Ongoing outreach to discuss the proposed vacation will continue with the following organizations:

- Washington State Convention Center;
- Downtown Seattle Association; and
- Olive 8 (scheduled for June 26, 2013).

**4. Development Team: Provide information about the development team, including the architect, engineer, land use attorney, artist, or other team members and include name, address, phone number and e-mail address.**

This information is included in **Appendix C** to this Vacation Petition application.

**5. Right of Way Proposed for Vacation: Identify the public right-of-way proposed for vacation. Provide a legal description of the right-of-way proposed to be vacated; survey and title work may be required.**

**Appendix D** contains a plat map depicting **Block 27** and a site survey of the existing conditions on the block.

Please refer to the **Figures Section** of this alley Vacation Petition for the following: a vicinity map (**Figures Section, Page 8**) and a figure that illustrates the proposed right-of-way (ROW) to be vacated (**Figures Section, Pages 4-5**).

The right-of-way that is proposed for vacation is in **Block 27**, an 'L-shaped', 16-foot wide alley. Originally, a mid-block alley extended from Stewart St. on the north to Howell St. on the south. In 1927, the north 120 feet of that alley was vacated (Ord. #52344) and a 16-foot wide parcel approximately 120 feet in length was deeded to the City (1928), thereby creating the 'L-shaped' alley that exists today. This alley connects Ninth Ave. on the east with Howell St. on the south.

The legal description of the right-of-way and the parcels that comprise **Block 27** is described as below. Refer also to the figures noted above.

**ALLEY**

THAT PORTION OF ALLEY CONVEYED TO THE CITY OF SEATTLE FOR ALLEY PURPOSES BY PACIFIC NORTHWEST TRACTION COMPANY BY INSTRUMENT DATED DECEMBER 9, 1926, RECORDED FEBRUARY 2, 1928 UNDER AUDITOR'S FILE NUMBER 2439140 AND DEDICATION ORDINANCE NUMBER 54625, IN BLOCK 27 OF SARAH A. BELL'S SECOND ADDITION TO THE TOWN OF SEATTLE, AS LAID OFF BY THE HEIRS OF SARAH A. BELL, DECEASED, RECORDED IN VOLUME 1 OF PLATS, PAGE 121, IN KING COUNTY, WASHINGTON.

**PARCEL A:**

THAT PORTION OF LOTS 1 AND 2, BLOCK 27, SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED), COMMONLY KNOWN AS HEIRS OF SARAH A. BELL'S SECOND ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 1 OF PLATS, PAGE 121, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHWESTERLY LINE OF HOWELL STREET WHERE SAID LINE IS INTERSECTED BY THE SOUTHWESTERLY LINE OF THE ALLEY IN SAID BLOCK 27, SAID POINT BEING THE MOST EASTERLY CORNER OF SAID LOT 1; THENCE SOUTHWESTERLY ALONG THE NORTHWESTERLY LINE OF HOWELL STREET, 64 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTHWESTERLY TO A POINT IN THE NORTHWESTERLY LINE OF SAID LOT 2, 63 FEET SOUTHWESTERLY FROM, MEASURED ALONG THE SAID NORTHWESTERLY LINE OF LOT 2, THE SAID SOUTHWESTERLY LINE OF ALLEY; THENCE SOUTHWESTERLY ALONG THE SAID NORTHWESTERLY LINE OF LOT 2 TO THE NORTHEASTERLY LINE OF 8TH AVENUE; THENCE SOUTHEASTERLY ALONG THE SAID NORTHEASTERLY LINE OF 8TH AVENUE, 120.6 FEET, MORE OR LESS, TO THE SAID NORTHWESTERLY LINE OF HOWELL STREET; THENCE NORTHEASTERLY ALONG THE SAID NORTHWESTERLY LINE OF HOWELL STREET TO THE TRUE POINT OF BEGINNING.

**PARCEL B:**

THAT PORTION OF LOTS 1 AND 2, BLOCK 27, SECOND ADDITION TO THE TOWN OF SEATTLE, AS LAID OFF BY THE HEIRS OF SARAH A. BELL, DECEASED, COMMONLY KNOWN AS HEIRS OF SARAH A. BELL'S SECOND ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 121, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHWESTERLY LINE OF HOWELL STREET WHERE SAID LINE IS INTERSECTED BY THE SOUTHWESTERLY LINE OF THE ALLEY IN SAID BLOCK 27, SAID POINT BEING THE MOST EASTERLY CORNER OF SAID LOT 1; THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY LINE OF HOWELL STREET, 64 FEET; THENCE NORTHWESTERLY TO A POINT ON THE NORTHWESTERLY LINE OF SAID LOT 2, 63 FEET SOUTHWESTERLY FROM THE SOUTHWESTERLY LINE OF ALLEY (MEASURED ALONG THE SAID NORTHWESTERLY LINE OF LOT 2); THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY LINE OF LOT 2, 63 FEET TO THE SOUTHWESTERLY LINE OF SAID ALLEY; THENCE SOUTHEASTERLY ALONG SAID ALLEY, 120.62 FEET TO THE POINT OF BEGINNING.

**PARCEL C:**

LOT 3, BLOCK 27, SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED) (COMMONLY KNOWN AS HEIRS OF SARAH A. BELL'S SECOND ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF, RECORDED IN PLATS, PAGE(S) 121, IN KING COUNTY, WASHINGTON.

**PARCEL D:**

LOT 4, BLOCK 27, SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED) (COMMONLY KNOWN AS HEIRS OF SARAH A. BELL'S SECOND ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 121, IN KING COUNTY, WASHINGTON.

**PARCEL E:**

LOTS 5, 6, 7, 8, 9, 10, 11 AND 12, TOGETHER WITH VACATED ALLEY LYING BETWEEN SAID LOTS 5, 6, 7 AND 8, AS VACATED BY CITY OF SEATTLE ORDINANCE NUMBER 52344 DATED JANUARY 3, 1927, ALL IN BLOCK 27, PLAT OF THE SECOND ADDITION TO THE TOWN OF SEATTLE, AS LAID OFF BY THE HEIRS OF SARAH A. BELL, DECEASED, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 121, IN KING COUNTY, WASHINGTON, EXCEPT THAT PORTION OF SAID LOT 9 CONVEYED TO THE CITY OF

SEATTLE FOR ALLEY PURPOSES BY PACIFIC NORTHWEST TRACTION COMPANY BY INSTRUMENT DATED DECEMBER 9, 1926 RECORDED FEBRUARY 2, 1928 UNDER AUDITOR'S FILE NUMBER 2439140, WHICH ALLEY IS MORE PARTICULARLY DESCRIBED AS FOLLOWS: THE SOUTHEASTERLY 16 FEET OF THE NORTHWESTERLY 30 FEET OF LOT 9 IN SAID BLOCK 27, TOGETHER WITH THAT PORTION OF THE SOUTHERLY 30 FEET OF LOT 9 IN SAID BLOCK 27, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID LOT, WHICH POINT IS 6.28 FEET NORTHERLY FROM THE MOST SOUTHERLY CORNER OF SAID LOT; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LOT 23.75 FEET TO AN INTERSECTION WITH A LINE THAT IS 30 FEET (WHEN MEASURED AT RIGHT ANGLES) NORTHERLY FROM AND PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT; THENCE EASTERLY ALONG SAID PARALLEL LINE 23.75 FEET TO A POINT OF CURVE; THENCE SOUTHWESTERLY AND SOUTHERLY ALONG THE ARC OF A CURVE TO THE LEFT WITH A UNIFORM RADIUS OF 25 FEET, A DISTANCE OF 37.99 FEET, TO A POINT OF TANGENCY ON THE WESTERLY LINE OF SAID LOT, WHICH IS THE POINT OF BEGINNING; AND EXCEPT THAT PORTION OF SAID LOTS 6 AND 7, CONDEMNED BY THE CITY OF SEATTLE FOR THE WIDENING OF STEWART STREET IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 58229, AS PROVIDED BY ORDINANCE NUMBER 14881 OF THE CITY OF SEATTLE.

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

Please refer to the **Figures Section, Pages 4-6** for the following:

- **Addresses of Block 27:** 1800 Eighth Ave., Seattle, WA.  
808 Howell St., Seattle, WA  
1816 Eighth Ave., Seattle, WA  
807 Stewart St., Seattle, WA
- **Streets Bordering Block 27:** The block containing the alley is bordered by Stewart St. is on the northwest, Ninth Ave. on the northeast, Howell St. on the southeast, and Eighth Ave. on the southwest.
- **Neighborhood Planning:** **Block 27** is located within Seattle's Downtown Urban Center, which is an Urban Center Overlay that is comprised of five neighborhoods for planning and growth monitoring purposes. Specifically, **Block 27** is located within the Denny Triangle neighborhood of the Downtown Urban Center.
- **Zoning:** **Block 27** is zoned Downtown Office Core 2 (DOC2) 500/300-500 (see **Figures Section, Page 6** for a zoning map).

7. **Reason for the Vacation:** *Describe why the vacation is being sought and list specifically what the vacation contributes to the development of the project. Provide a “no vacation” alternative that describes what could be built on the site without a vacation. Include existing conditions and any constraints, such as the topography that impact the potential development of the site.*

### **Current Site Conditions and Use**

An ‘L-shaped’, 16-foot wide public alley bisects the block.<sup>1</sup> The block slopes from the east (Ninth Ave.) down to the west (Eighth Ave.) from an elevation of approximately 137 feet to 115 feet, for a total grade change of approximately 22 feet. The block contains four buildings including: a building that houses the Greyhound Bus Terminal; a 2-story, 15,580 sq. ft. retail building; the Bonair Building (residential and retail) - a 5-story, 24,142 sq. ft. structure; and the 6-story, 53,760 sq. ft. Roffe Building (office). Two commercial surface parking lots are also located on this block. Several street trees border the site along Eighth and Ninth Avenues, as well as along Stewart St. There is no other vegetation or landscaping present on the block. Please refer to the **Figures Section, Pages 4, 11 - 15** for additional site-related information.

### **Site Constraints**

The program for this mixed-use project proposes over 1,600 guest rooms and 150,000 sq. ft. of meeting space, including two 40,000 sq. ft. ballrooms and approximately 40,000 sq. ft. of ground level retail and public space. This is a unique, convention-style hotel for Seattle. Several key program requirements including the ballroom proportion, hotel tower location, and the loading dock configuration and operation, would be significantly constrained without the requested alley vacation. A convention hotel requires large truck access with a large portion of the site area dedicated to truck maneuvering. The preferred scheme locates that function below-grade to preserve at-grade level space for street-level pedestrian-oriented functions. Refer to **Figures Section, Pages 18-19**, which illustrate the site area required to support the loading function and the challenges that would occur with a no-alley vacation scheme.

As noted, the project proposes two 40,000 sq. ft. ballrooms along with their required pre-function and support spaces, which can be accommodated on the 98,000 sq. ft. site with an approved alley vacation. The size of these ballrooms is essential to the viability of the project and to the primary use of the facility. The ideal ballroom size and room proportion cannot be accommodated in the no-alley vacation scheme. Refer to **Figures Section, Pages 18-19**, which illustrate site constraints on the ballroom use and **Page 27**, which illustrates the ideal ballroom size and configuration.

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<sup>1</sup> Originally, the alley extended from Stewart St. on the north to Howell St. on the south. In 1927, the north 120 feet of the alley was vacated (Ord. #52344). A 16-foot wide parcel approximately 120 feet in length was deeded to the City in 1928 to create the ‘L-shaped’ alley that exists today -- connecting Ninth Ave. on the east with Howell St. on the south.

With the full city block program for the proposed project, the hotel tower and lobby would ideally be located on the southern edge of the site along Howell St. to respond to the surrounding urban context, be closest to the convention and retail cores, and be adjacent to the Olive and Howell Triangle. **Pages 18-19** in the **Figures Section** illustrate how the no-alley vacation scheme would constrain the tower to the north side of the site.

### **Why the Vacation is Requested**

The alley vacation is requested because it is the only way to accommodate the full city block program in its ideal configuration on the site and make the project viable. This is a unique building type for Seattle. Its nearest peer convention/hotel facilities are located in San Francisco, Los Angeles, and San Diego. Each of these peer facilities require full-block sites and adjacency to their respective convention centers. Local projects like the Sheraton and Westin hotels are full-block developments with similar functionality, but each has significantly smaller capacity of meeting space than the proposed ***Ninth & Stewart Mixed-Use Development***. The size and configuration of ballroom and meeting space is critical to the viability of this development to enable Seattle to compete with other convention markets including Los Angeles, San Francisco and San Diego.

### **Ninth & Stewart Mixed-Use Development**

The existing alley in its “L” shaped configuration is not useful to the city grid due to the one-way convergence of Howell St. and Ninth Ave. If there were no alley vacation, the ***Ninth & Stewart Mixed-Use Development*** could not exist on this site and would likely be developed as separate buildings with, more conventional downtown uses like office and/or residential use. Refer to **Figure Section Pages 20-21** for ***No Alley Vacation Alternative B***.

The key design elements that will be realized through the alley vacation and that contribute to the project’s viability and enhanced value to the public are the ability to provide the loading dock function below-grade, provide idealized ballroom size and configuration, and locate the hotel tower on the southern edge of the site. Each of these elements is integrated into a design proposal that promotes synergies between the project and the existing Washington State Convention Center and its potential expansion. In addition, this design proposal enables a response to the physical environment of the Downtown Core by allowing the ***Ninth & Stewart Mixed-Use Development*** to become a marker between the Commercial Core, the Convention Center, and the Denny Triangle neighborhood.

### **What the Vacation Contributes to the Proposed Project (bulleted list)**

It is intended that the project become a vital intersection of several converging districts, neighborhoods, and shifting street grids in the City’s Downtown Core. The alley vacation will contribute to the proposed project in the following ways:

- The vacation will allow the proposed development to eliminate curb cuts from Howell St., thereby enabling this public right-of-way, which forms the southern boundary of the block to focus totally on pedestrian-oriented land uses.
- The vacation will allow the loading dock function and its consequent blank façade requirements to be located below-grade, out of public view, and would accommodate the large area requirement for truck maneuvering completely on-site.

- The Green Street Parcel Park on Ninth Ave. will be realized as a project amenity through the alley vacation, thereby allowing street level program functions to be shifted west into the interior of the project in order to make site area available for the park.
- The through-block connection between Eighth and Ninth Avenues can occur due to the alley vacation providing a more inviting entry environment for pedestrians, hotel guests and meeting attendees.
- Pedestrian-oriented street-level uses can occur around the entire perimeter of the project and in the through-block connection as a result of locating loading, parking and other support functions at below-grade levels.
- In support of the principal use of the project, the alley vacation allows for ideal ballroom size and configuration making the project unique and viable.
- The alley vacation allows the hotel tower to anchor the southern edge of the site and take advantage of that ideal orientation to the Downtown Commercial and Retail Core, as well as to the existing convention center and proposed expansion.

### **Development that Could Occur as No Vacation Alternative**

There are multiple alternatives for development of the block with no alley vacation. The alley currently divides the block into a three-quarter block “L-shaped” site that extends along the north and west edges of the block and a southeast portion of the block. Conceivably, the north and west portion of the block could be divided into multiple properties for individual development. The southeast portion could also be developed as an individual property. All of the properties would maintain access to and would use the non-vacated alley

The **No-Alley Vacation Alternative A** explores the same basic program as the preferred scheme for the proposed hotel/convention complex, although it is not possible to provide equivalent ballroom size and configuration and the hotel tower is located on the northern edge of the block (**Figures Section, Pages 18-19**). For this alternative, it would be necessary to locate the loading function at-grade resulting in a large portion of blank facade along the Eighth Ave. sidewalk. The on-site, affordable housing component would not be viable as it loses all of its economies of being built with the whole project in the preferred scheme. This alternative is not viable for the project proponent.

The **No Alley Vacation Alternative B** is a mixed-use office/residential project on both the north and west portions of the site and the southeast area of the site (**Figures Section, Pages 20-21**). The mixed-use office could be located in the north or west areas and could be built-out to approximately 22 stories with a height of about 300 ft. This portion of the site could also accommodate a separate 43-story residential tower with a height of 500 ft. The southeast portion of the block could accommodate a mixed use development consisting of 14 stories of office and 12 stories of residential use. This **No Alley Vacation Alternative B** would not maximize the full development opportunity of the site leaving approximately 200,000 sq. ft. of development unrealized. However, this alternative would be consistent with redevelopment assumptions noted in the City’s *Downtown Height & Density Changes* EIS, which include:

- 1,059,000 SF of Office Space;
- 608 Residential Units; and
- 4,677 Employees.

There are many sub-alternatives to the configuration of stacking for this alternative all with below grade parking.

8. **Project Description:** *Describe the current conditions on the site and the existing uses. Provide specific project information. This should include a clear description of the project, including: the uses, dimensions, height, stories, parking spaces, etc in sufficient detail to understand how the site will be developed and how the project will function.*

### **Current Site Conditions and Use**

An 'L-shaped', 16-foot wide public alley bisects the block. The block slopes from the east (Ninth Ave.) down to the west (Eighth Ave.) from an elevation of approximately 137 feet to 115 feet, for a total grade change of approximately 22 feet. The block contains four buildings including: a building that houses the Greyhound Bus Terminal; a 2-story, 15,580 sq. ft. retail building; the Bonair Building (residential and retail) - a 5-story, 24,142 sq. ft. structure; and the 6-story, 53,760 sq. ft. Roffe Building (office). Two commercial surface parking lots are also located on this block. Several street trees border the site along Eighth and Ninth Avenues, as well as along Stewart St. There is no other vegetation or landscaping present on the block. Please refer to the **Figures Section, Pages 4 and 11 - 15** for additional site-related information.

### **Proposed Project**

The ***Ninth & Stewart Mixed Use Development*** is a full-block development that is proposed in Downtown Seattle for the site that is bordered by Eighth and Ninth Avenues and Stewart and Howell Streets. The scope for this mixed-use hotel/convention project includes a 6-story podium with ballroom, meeting, exhibit and support space together with retail, restaurant and hotel lobby uses at street-level. A 35-story hotel tower is proposed at the southern edge of the podium and an 8-story affordable housing component is proposed along the northern edge of the podium. Below-grade, six levels of parking are proposed, together with mechanical space and hotel/convention support space (see **Figures Section, Pages 22-35**).

An alley vacation is requested in order to allow for several specific program requirements to be accommodated, as well as to provide for a through-block connection between Eighth and Ninth Avenues. The through-block connection is intended to provide an inviting retail and drop-off environment that would be shared by pedestrians and vehicles in a safe and integrated manner. The site would be developed to allow for a Green Street Parcel Park on Ninth Ave. by setting back the east face of the building by as much as 30 feet along the full length of the Green Street. Below is a list of the primary program components for the ***Ninth & Stewart Mixed Use Development***:

- 1,620 hotel guest rooms;
- 40,000 nsf Grand Ballroom;
- 37,000 nsf Junior Ballroom with adjacent outdoor terrace spaces (3,000 sq. ft.);

- 70,000 nsf Meeting Rooms;
- 53,000 nsf Pre-Function Spaces (total over 4 floors);
- 12,000 nsf Lobby/Lounge/3-Meal Restaurant;
- 15,000 nsf Shell retail and restaurant space at lobby level;
- Spa/Pool/Fitness area at Level 6;
- Through-block connection at grade; and
- 110,000 gsf affordable housing (160 units).

**9. Other Land Use Actions: Provide information about other land use actions, such as a rezone, Major Institution Master Plan, or administrative or Council conditional use, or review from the Landmarks Preservation Board, or any other special review. SDOT will need final recommendations resulting from these reviews when it becomes available.**

The applicant is seeking a Master Use Permit (MUP) for development of this project. An EIS Addendum to the City's *Downtown Height and Density Changes* EIS (herein referred to as the *Downtown* EIS) is being prepared for this project; the Seattle Department of Planning and Development (DPD) is coordinating preparation of the EIS Addendum and will review the MUP.

While there are no City-designated Landmarks on the project site, all four existing buildings on-site meet the City's 50-year threshold criterion for historical consideration – each of the buildings were built between 1909 and 1929. At least three of the buildings have been classified as Category 2 or 3 structures by the City's Department of Neighborhoods (DON), as part of the *Downtown Historic Resources Survey and Inventory* (2007).<sup>2</sup> The Greyhound Bus Terminal, the Bonair Building, and the Roffe Building were each nominated to and reviewed by the City's Landmarks Preservation Board; each of those nominations has been declined. Please see **Appendix J** for additional information. Since the fourth structure is also over 50 years of age, a historic resources report (termed Appendix A) is required for this building and will be prepared as part of the overall MUP application and the EIS Addendum process.

**10. Vacation Policies/Transportation Impacts: Describe the transportation impacts and address both the impacts from the loss of the right-of-way currently and in the future as well as the transportation impacts from the new development. Describe any impacts on the transportation system, which includes impacts to pedestrians, bicycles, transit and vehicles. Describe impacts to the street grid and development pattern in the area and open space value of the street right-of-way; address both current and future impacts. A traffic analysis will be required but you may submit the traffic analysis later in the process with any other required environmental documents.**

**Policy 1 – Circulation and Access:** Vacations may be approved only if they do not result in negative effects on both the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative effects can be mitigated.

<sup>2</sup> Category 2 structures are buildings that are eligible for consideration as a Seattle Landmarks and Category 3 structures are buildings deemed worthy for inclusion in the historic building inventory, but not eligible at this time as City landmarks.

### **Guideline 1.1 (F) Alleys**

*Proposed alley vacations will be considered according to the following guidelines.*

1. *The primary purpose of an alley is to provide access to individual properties for loading functions and to provide utility corridors and access to off-street public services such as water, sewer, solid waste and electricity. In addition, alleys may provide other public purposes and benefits including pedestrian and bicycle connections, and commercial and public uses. Alleys should be retained for their primary purposes and other public purposes and benefits. Alley vacations may be provided only when they would not interrupt an established pattern in a vicinity, such as continuity of an alley through a number of blocks or a grid, which is a consistent feature of neighborhood scale. The impacts on future service provision to adjacent properties if utilities are displaced will be reviewed.*

4. *Downtown.* *The following criteria will be considered for specific downtown alley vacation petitions:*

a) *may be vacated only when their loading, service and access functions can be continued within the development site, and curbcuts are provided in conformance with the comprehensive plan;*

b) *alleys which are part of the primary pedestrian circulation system, such as Post Alley, may be vacated only when comparable public pedestrian circulation is provided and the pedestrian environment along the corridor is improved; and*

c) *to ensure compatible scale and character of infill development, for example, alleys in special review districts or historic districts may be vacated only when compatible scale and character of development is assured.*

### **Guideline 1.2 Traffic Code Compliance**

*Proposed vacations, which would encourage violation of the traffic code will not be approved. An example is a vacation eliminating one exit to an alley, requiring vehicles to back from the alley on to a street.*

### **Guideline 1.3 Cumulative Effects to be Assessed**

*When several vacations are proposed for a particular area of the City, such as within the boundaries of a major institution, a comprehensive review will be undertaken to determine the cumulative effects of the vacations on circulation and access.*

### **Guideline 1.5 Circulation/Access Conditions on Vacations**

*The City Council may impose conditions on vacations to mitigate negative effects of the vacation on vehicular, pedestrian, and bicycle travel.*

### **Guideline 1.6 Vehicular and Pedestrian Access by Agreements with Property Owners**

#### **A. Vehicular Access**

*Vehicular traffic functions will not be provided by agreement across private property. When the traffic functions of a street are necessary to the operation of the circulation system, the street will be retained as a dedicated right-of-way.*

### *B. Pedestrian Access*

*Pedestrian circulation functions may be provided by an agreement which provides for public access across private property only when a major public benefit is provided by such an arrangement.*

**DISCUSSION:** The site is currently served by an L-shaped alley that connects Ninth Ave. to Howell St. Because both Howell and Ninth are one way streets, the existing alley provides no access that is not already available to someone driving or riding on Ninth or Howell. The project proposes to vacate this alley and replace its functions for vehicular and freight access internal to the site. The proposed project's hotel use will generate nearly all of the site's trips and parking demand in the future. The hotel proposes to create a covered vehicle and pedestrian connection between Eighth and Ninth Avenues that will provide access to the below-grade parking garage; a drop-off/pick-up location for taxis, shuttles, and charter buses; as well as a staging area for the hotel's parking valet service. The multitude of functions, as well as the peak traffic loads expected during large events, could not be accommodated by the existing alley. In addition, the project proposes large ballrooms and meeting spaces to accommodate conventions that often require large equipment and displays that are delivered by very large trucks. The project proposes a new truck access driveway on Eighth Avenue to an underground loading dock area that can accommodate trucks up to WB-63 semi-tractor trailer (up to 75-feet in length). This type of vehicle could not be accommodated at all by the existing L-shaped alley.

**Street Grid Continuity:** The existing alley provides site access to the adjacent land uses on the subject property. The alley does not provide circulation or connectivity benefits, and is not part of a grid of alleys onto nearby blocks. The existing alley does not provide for pedestrian or bicycle circulation.

**Local Vehicle Access:** As described above, the vehicle access and truck loading functions will be provided elsewhere on the site. The functional needs of the proposed hotel could not be provided by the existing alley configuration. It is also noted that the existing alley intersects Howell St., which is a principal arterial and one of the primary egress routes from downtown Seattle in the afternoon. The proposed project's site access would connect to Eighth Ave. and Ninth Ave., which are not principal arterials. Overall, the proposed project would reduce, from seven to three, the number of site access points (alleys or driveways) that connect to city streets.

**Transit:** The alley does not serve transit; therefore, its vacation would not affect the integrity or continuity of the public transit system.

**Non-motorized Transportation:** The existing alley does not include any pedestrian or bicycle facilities. Any existing pedestrian or bicycle activity along the alleys are likely related to the subject property, and would be eliminated by the proposed project. The proposed site connection between Eighth and Ninth Avenues will include extensive amenities to attract and serve pedestrians. In addition, extensive frontage improvements, including improvements to the Ninth Avenue Green Street are proposed by the project and will greatly enhance the pedestrian environment compared to existing conditions.

**Scale and Character:** The project site is not located within a specific review or historic district.

The City's *Downtown Height & Density Changes* EIS evaluated the probable environmental impacts of several alternatives in the Downtown Urban Center, which included the site of the proposed ***Ninth & Stewart Mixed-Use Development***. Based on review of that Final EIS, the amount and type of development that is proposed for the ***Ninth & Stewart Mixed-Use Development*** is consistent with the amount and type of development that was evaluated for this area of the Denny Triangle in the *Downtown* EIS. Transportation impacts associated with proposed future development on the ***Ninth & Stewart Mixed-Use Development*** site were also evaluated in the *Downtown* EIS. As noted previously, an EIS Addendum to the *Downtown* EIS is being prepared for the proposed ***Ninth & Stewart Mixed-Use Development*** and an updated transportation analysis will be an integral component of that analysis.

- 11. Vacation Policies/Utility Impacts:** *During the City review of the proposed vacation, the Petitioner should work with the utilities that may be impacted by the vacation and develop a utility mitigation plan to address, in detail, how utilities impacts will be addressed. This plan must be completed before the petition proceeds to City Council review.*

**Policy 2 – Utilities:** *Rights-of-way which contain or are needed for future utility lines or facilities maybe vacated only when the utility can be adequately protected with an easement, relocation, fee ownership or similar agreement satisfactory to the utility owner.*

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

***Guideline 2.1 Review of Petitions by Affected Utilities***

*Utilities will be given an opportunity to review the proposed vacation, to identify its existing and future interests in the right-of-way and to indicate what actions would be necessary to protect its interests. The Petitioner is responsible for working with the various utilities to identify and address the utility issues. The Petitioner bears the costs of addressing the utility issues relating to the vacation and shall ensure that the utility is in a similar position as prior to the vacation without a detriment to current or future utility services. Enhancement of utility services at the Petitioner's expense shall not be required.*

***Guideline 2.2 Utility Conditions on Vacations***

*The City Council may impose conditions on vacations to assure continued service to the public in the most efficient, least costly manner possible.*

***Guideline 2.3 Utility Easement Provisions/Property Owners Risk and Responsibility***

*A. Easement agreements should clearly state the rights and responsibilities of each party.*

*B. Utilities may prohibit construction of buildings, structures, grading and filling, and other uses over or under their easements where such activities would inhibit operation of or prevent access to the utility facilities for maintenance and repair, or would cause extra cost or liability to the utility, or would affect the safety and integrity of those facilities.*

*C. Any costs for the repair of damages to the improvements placed on or over the utility easement by the property owner due to the utility maintenance repair or installation will be the express responsibility of the property owner.*

**DISCUSSION:** All services to existing structures within this block would be disconnected, demolished, and services would be re-routed. Three utilities currently have infrastructure within the alley on **Block 27** that would need to be removed/relocated as part of the proposed alley vacation -- Seattle City Light (SCL), Century Link, and Integra. Of these utilities, only one is to be relocated – SCL; the other two utilities serve existing buildings on the block and can be removed after the buildings are demolished. These utility providers have been consulted and each has provided conceptual approval to remove/re-route lines/ducts around the block into Ninth Ave. SCL has also indicated that adequate capacity exists to serve the proposed project. To date, preliminary engineering plans have been provided to the Seattle Department of Transportation and Seattle City Light, the utility permitting process has been initiated with the City, and bi-weekly meetings to coordinate a design and construction schedule are occurring. The applicant will continue to coordinate with utility providers to mitigate the loss of infrastructure due to the proposed alley vacation. All utilities and planned easements for future utilities located within vacated rights-of-way would be adequately protected by easements, relocation, or agreement(s) satisfactory to the utility owner.

See **Appendix E** for further information on consultation that has occurred to-date, as well as conceptual drawings depicting existing and proposed utility locations. As project design evolves, additional information will be provided and details will be added to the mitigation plans.

**12. Vacation Policies/Land Use Impacts:** *Address the land use impacts; specifically address the increase in development potential attributable to the vacation. Provide specific information on the difference in the development of the site with or without a vacation. Address issues such as scale, building orientation, and access to the site that may be impacted by the vacation. Address neighborhood character and design issues and describe how your project fits into the specific neighborhood in which it is located. Discuss applicable Comprehensive Plan goals and other City and neighborhood land use and planning goals for the area.*

**POLICY 4 –Land Use:** *A proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council. The criteria considered for making individual vacation decisions will vary with the land use policies and regulations for the area in which the right-of-way is located. The City Council may place conditions on a vacation to mitigate negative land use effects.*

*Vacations can affect the land use and development patterns in an area by adding to the developable land base, altering the local pattern of land division, and increasing the development potential on the vacated and abutting properties. These changes may allow*

development that is inconsistent with adopted land use policies and have a negative effect on the area of the proposed vacation and other rights-of-way. The Petitioner shall provide the City with information about the expected completed density of the project and the development potential of the property without a vacation. Such information should be provided as both the percentage increase in the development potential and the additional square footage added to the project. The Petitioner shall also provide the City with information as to how the project advances City planning goals and meets the zoning criteria in the area where the project is located. It is the obligation of the Petitioner to provide a justification for the vacation and to provide information on whether there are feasible alternatives that do not require a vacation.

#### **Guideline 4.6 Zone Specific Review**

##### *Adopted City Land Use Policies to be Used*

*In addition to the general street vacation policies and guidelines contained in this document, the adopted City land use policies for the zone in which a vacation is located, will be used to determine whether or not the land use effects of each vacation are in the public interest. These include policies such as the Comprehensive Plan, particularly its land use, urban village, transportation and neighborhood elements. Vacations will be reviewed according to Land Use Policies as now constituted or hereafter amended.*

##### *Area Specific Guidelines*

*Guidelines related to various land use areas are stated below. They are provided in order to highlight special concerns related to each area. They shall be used to supplement the general provisions and guidelines of the Seattle Vacation Policies and other land use policies for protection of the public interest.*

##### *A. Downtown*

*Petitions for vacations of right-of-way in the downtown area shall be reviewed according to the Comprehensive Plan, particularly its land use, urban village, transportation and neighborhood elements of the plan and other relevant adopted plans or goals.*

**DISCUSSION:** The proposed ***Ninth & Stewart Mixed-Use Development*** is located within one of the City of Seattle's six designated Urban Centers – the Downtown Urban Center. The potential vacation for the proposed ***Ninth & Stewart Mixed-Use Development*** would promote increased mixed-use density (convention hotel, residential, retail/restaurant, long span ballroom space, and below-grade parking), which is consistent with the intent of Urban Centers and the *Denny Triangle Neighborhood Plan*.

The site of the proposed ***Ninth & Stewart Mixed-Use Development*** is zoned Downtown Office Core 2 (DOC2) 500/300-500. The DOC2 500/300-500 zoning district allows buildings with a maximum height limit of 500 ft. for portions of the project containing non-residential and live-work uses. A base height limit of 300 ft. applies to portions of the project that are in residential use, and a maximum residential height limit of 500 feet in this zone.

Besides the applicable height limit, the other major development standard that applies in this Downtown zone and which regulates the bulk and scale of development in the DOC2 500/300-500 zone is floor area ratio (FAR).<sup>3</sup> The base FAR that is allowed in the DOC 2 500/300-500 zone is 5 and the maximum FAR is 14. The area of the **Block 27** site is 92,009 sq. ft. (excluding the alley); therefore, the amount of development that is allowed outright on the site is 460,045 sq. ft. (FAR 5); a maximum FAR of 14 would allow 1,288,126 sq. ft. of development on-site.

In order to achieve the maximum building height in this zone, seventy-five percent of additional FAR beyond the base FAR of 5 requires the proponent to enter into an agreement to provide low-income housing and/or childcare, or provide payment-in-lieu to the city to build low-income housing, or a combination of both (23.49.012). Twenty-five percent of additional FAR beyond the base FAR is allowed in the DOC2 zone if public benefit features can also be incorporated into the project (23.49.013); these features include a broad range of amenities, such as public open space, hill climb assists / shopping corridors, human services, public restrooms, restoration / preservation of landmarks, performing arts theatres, and transit station access for fixed rail facilities.

In terms of parking, recent changes to the Land Use Code eliminated parking requirements in much of Downtown, including the DOC2 zone where the proposed project is located. The code does not propose modifications associated with the present maximum parking limit for nonresidential uses.

The proposed **Ninth & Stewart Mixed-Use Development** would be a mixed-use project that is consistent with the City's Land Use Code. The proposed development would consist of a 6-story podium with ballroom, meeting, exhibit and support space with retail, restaurant and hotel lobby uses at the ground floor with a 35-story, 500-foot building height at the southern edge of the podium and an 8-story, 220-foot building height at the affordable housing component along the northern edge with an FAR of 14. The uses that are proposed (convention hotel, residential, retail, restaurant, ballroom space and structured parking) would be consistent with land uses that are allowed in the DOC2 500/300-500 zone. The development proposes to achieve the proposed building height and FAR via the provision of street-level public open space, purchasing Childcare, Landmark and Performing Arts TDRs, as well as the provision of approximately 160 units of Affordable Housing on-site.

The alley vacation that is proposed within **Block 27** is requested to improve the overall project in a manner consistent with the public interest and to provide for better urban design for the proposed development. Vacation of the alley could also provide improved vehicular and pedestrian circulation in the immediate area; pedestrian, vehicle and service access; public open space; and territorial views through the site.

### **Increase in Development Potential**

Net development potential for the **Ninth & Stewart Mixed-Use Development** would increase by approximately 84,322 sq. ft. based on the DOC2 500/300-500 zoning for the site and the proposed FAR of 14. The area of the alley vacation measures 6,023 sq. ft. and thus increases maximum development potential by 84,322 sq. ft. The site's development potential without the alley vacation is 1,288,126 sq. ft. (92,009 sq. ft. site x FAR 14). The

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<sup>3</sup> FAR is a measure of the relationship between the amount of gross floor area permitted in a structure and the area of the lot on which the structure is located.

84,322 square foot net increase in proposed development potential is approximately a 6.5% increase and would not significantly alter the land use impacts of development on the project site.

The increase in development potential attributable to the proposed vacation associated with ***Ninth & Stewart Mixed-Use Development*** is consistent with the provisions of the City's *Comprehensive Plan* and the *Denny Triangle Neighborhood Plan*. Proposed development associated with potential alley vacation for the ***Ninth & Stewart Mixed-Use Development*** is also consistent with the City's Land Use & Zoning Code.

Refer to the Development Matrix in **Appendix F** of this vacation petition for more detailed calculations.

### **Scale, Building Orientation and Access to the Site**

The design of the ***Ninth & Stewart Mixed-Use Development*** includes features to enhance the compatibility with the surrounding uses and minimize potential land use conflicts between the proposed site and existing uses. Such features include: building location and orientation, building design and materials, provisions for landscaping, creation of open space/gathering areas, and provisions for street and pedestrian improvements.

Development that is proposed for ***Block 27*** would include roughly 946,200 sq. ft. of hotel use (1620 rooms), approximately 110,000 sq. ft. of affordable housing (160 units), roughly 515,800 sq. ft. of convention/meeting podium space, 15,000 sq. ft. of street-level retail space, and approximately 536,600 sq. ft. of below-grade parking (700 stalls) and support space.

The hotel portion of the complex would be comparable in height to the 1918 Eighth Avenue office tower (roughly 500 feet) that is located to the northwest, Olive8 (420 feet) that is located directly south, and the three recently approved Amazon.com buildings (500 feet) to the west (construction associated with development on the first block [Blk. 14] has begun). The proposed ***Ninth & Stewart Mixed-Use Development*** would be approximately 50 feet taller than the north tower of the Westin Hotel and roughly 90 feet taller than the Westin Building (office), both of which are located west of ***Block 27***. Landscaping, as well as street trees and associated landscaping on and adjacent to ***Block 27***, would integrate the proposed hotel building and adjacent uses.

The bulk and scale of the project responds to the surrounding context by placing the tower on the southern edge of the site, closest to the convention and retail core and adjacent to the Olive and Howell Triangle. The presence of the hotel tower at the Olive and Howell Triangle orients the largest portion of project massing toward the larger-scale existing development to the south, including the possible convention center expansion. The northern portion of the site includes a mixture of smaller scale program elements such as retail, affordable housing, and meeting spaces. The lower height portions of the base align to the avenue edges of the site, allowing natural light to better reach the Ninth Avenue Green Street. The mid-rise affordable housing is located along Stewart Street, connecting it to the mixed-use Denny Triangle district to the north.

The ***No-Alley Vacation Alternative A*** explores the same basic program as the preferred scheme for the proposed hotel/convention complex, although it is not possible to provide

equivalent ballroom size and configuration and the hotel tower would be located on the northern edge of the block (**Figures Section, Pages 18-19**). For this alternative, it would be necessary to locate the loading function at-grade resulting in a large portion of blank facade along the Eighth Ave. sidewalk. The on-site, affordable housing component would not be viable as it loses all of its economies of being built with the whole project in the preferred scheme. This alternative is not viable for the project proponent.

### **Neighborhood Character and Design**

The Denny Triangle neighborhood is transitioning from an underdeveloped area of low- and mid-rise development and surface parking lots, to an area with an urban mixed-use character with greater density. Development in the neighborhood that is illustrative of the change in progress includes: the **2201 Westlake** project, a mixed use retail, residential and office complex that is anchored by a Whole Foods grocery store; **2200 Westlake and Enso**, a twin tower office and residential complex; **West 8<sup>th</sup>** an office building with street level retail; the **Metropolitan Tower**, a residential tower with street level retail; and **1918 Eighth Ave.**, an office tower located to the northwest. The majority of the recent redevelopment that has occurred in this part of Downtown has taken place on the east side of Westlake Ave., while the west side of Westlake Ave. has retained a low density, under-utilized land use pattern.

The proposed ***Ninth & Stewart Mixed-Use Development*** would redevelop a block that is currently underutilized in this neighborhood. The ***Ninth & Stewart Mixed-Use Development*** would become a critical link between the mixed-use Denny Triangle neighborhood and the potentially expanding convention center and retail district to the south and east. The urban edges of the project would each be unique and significant to the local conditions, reflecting the variety found in the surrounding districts. Moreover, the proposed angled setback along Ninth Ave. seeks to heal a rift in the urban connectivity of the Ninth Ave. Green Street by aligning the building frontages, connecting the public realm and expanding the Green Street. These elements would integrate well with the eclectic mix of scale found within the Denny Triangle neighborhood. Please refer to **Figures Section Pages 24-26**.

The overall project is consistent with the vision for the neighborhood that is articulated in the *Denny Triangle Neighborhood Plan*, and would be reflective of ongoing development trends that have been occurring east of Westlake Ave. The alley vacation that is proposed as part of the ***Ninth & Stewart Mixed-Use Development*** is integral to the overall development concept in that it would allow more flexibility in building orientation, spacing and design, improved access and circulation, and a greater amount of open space at the street level.

### **Comprehensive Plan and other City and Neighborhood Land Use and Planning Goals**

See **Sections 20** and **21** below, for a discussion of applicable Comprehensive Plan and Other City and neighborhood land use and planning goals for the area.

**13. Vacation Policies/Public Benefit: Provide a discussion of the public benefit proposal including how the public benefit proposal serves the general public. Include an itemized list that provides a detailed description of each element of the proposed public benefit. Benefits must be long term and must serve the general public not merely the users of the development. The public benefit must be benefits that are not required by the land use code or other regulations and for which no other development credit is sought.**

**Policy 5 – Public Benefit.**

A. A vacation petition shall include a public benefit proposal. The concept of providing a public benefit is derived from the nature of street right-of-way. Right-of-way is dedicated for use by the general public in perpetuity whether or not a public purpose can be currently identified. The City acts as a trustee for the public in its administration of rights-of-way. Case law requires that in each vacation there must 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 must be a benefit that accrues to the general public.

B. Proposed vacations may be approved only when they provide a long-term public benefit. Vacations will not be approved to achieve short-term public benefits or for the sole benefit of individuals. The following do not constitute a public benefit: Mitigation of the adverse effects of a vacation; 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 determining the adequacy of a public benefit proposal, it does not in and of itself constitute an adequate public benefit.

**Guideline 5.1 Public Benefits Identified**

Public benefits may include, but are not limited to:

A. On-site Public Benefits: on-site benefits are favored as the provision of the public benefit can also act to offset any increase in scale from the development. On-site public benefits may include:

- Publicly accessible plazas or other green spaces, including public stairways;
- Streetscape enhancements beyond that required by codes such as widened sidewalks, additional street trees or landscaping, street furniture, pedestrian lighting, wayfinding, art, or fountains;
- Pedestrian or bicycle trails;
- Enhancement of the pedestrian or bicycle environment;
- View easement or corridors; or
- Preservation of landmark buildings or other community resources.

B. Off-site Public Benefits: where it is not practicable to provide the public benefit or more than a portion of the public benefit on the development site, the public benefit may be provided off-site. This may include:

- Pedestrian or bicycle trails or public stairways;
- Enhancement of the pedestrian or bicycle environment;

- *Enhancement of existing public open space such as providing playground equipment in a City park;*
- *Improvements to designated Green Streets;*
- *Funding an element from an adopted Neighborhood Plan;*
- *Providing wayfinding signage; or*
- *Providing public art.*

**DISCUSSION:** Consistent with City of Seattle criteria for the approval of alley vacations, a broad range of improvements are intended to provide long term public benefits. The public benefits associated with the vacation for the ***Ninth & Stewart Mixed-Use Development*** project focus on public improvements surrounding the site to improve the overall project in a manner consistent with the public interest and enable better urban design.

With early design guidance from the Downtown Design Review Board, a preferred design concept is being pursued that would elevate the grand ballroom to the second level providing a transparent ground level with a major pedestrian oriented through-block connection that link 8th and 9th Avenues.

In order to accommodate this complex program in an ideal configuration, an alley vacation is being requested. The existing full-block site has an existing 6,023 sq. ft. “L” shaped alley that connects Howell St. and Ninth Ave. The alley vacation would allow for the large-scale operation of on-site truck loading, ideal space proportions for the two large ballrooms and preferred location for the hotel tower. There are many benefits that will be provided from the development of this project and the following items are initial considerations for public benefit to review with SDOT, SDC and City Council (**Figures Section, Page 36**):

- **Unique Economic Public Benefit** – The alley vacation will allow for ideal ballroom configurations to be proposed and make the 1,620-room hotel viable. Hotel room revenue is subject to a special tax that will only be generated if the project contains a hotel. The project will generate approximately \$11,000,000 per year in unique, economic public benefit from the hotel/motel tax. This tax is dedicated to, amongst other things, the maintenance, operation and potential expansion of the Washington State Trade & Convention Center. This facility remains a key economic catalyst to Downtown and the Region. During 2012, the Convention Center and Visit Seattle declined a significant number of meetings and conventions wishing to host their events in Seattle, primarily due to the lack of convention space and hotel room availability. The economic impact of that lost business opportunity in Seattle was calculated to be \$694,000,000.
- **Through-Block Connection (Shopping Pedestrian Corridor)** – This 20,000 sq. ft. pedestrian link will connect the Eighth Ave. and Howell St. intersection with Ninth Ave., a designated Green Street. This corridor will create a strategically placed link between the City’s retail core and the emerging Denny Triangle and South Lake Union neighborhoods. The through-block connection will include a 30-foot high ceiling to allow a generous amount of light to penetrate the space. With a safe and wide pedestrian walking surface, this pedestrian link will also provide an inviting mid-block pathway through the block with direct connections to retail and restaurants fronting onto the corridor.

- **On-Site Affordable Housing** – This mixed use project has a unique opportunity to include affordable housing in the program on-site as contrasted with the conventional approach of simply paying into the City’s low income housing fund. The configuration of program spaces allowed by the alley vacation situates the large stacked ballroom spaces in the middle of the site, flanked by the hotel tower to the south, which is then closer to the City’s retail and convention core. The mid-rise affordable housing will be located to the north, which is more closely aligned with the scale and pattern of land uses of adjacent buildings in the Denny Triangle neighborhood. The affordable housing is a public benefit because of its central location, proximity and integration into the Downtown. The affordable housing is typically cost-prohibitive for other Downtown hotel, office and residential developments. The ***Ninth & Stewart Mixed-Use Development*** is adding this program component at a premium to the cost of the Low-Income Housing TDR’s.
- **Enhanced Right-of-Way Conditions** – The project proposes to enhance the pedestrian experience and safety at the right-of-way around the project by reducing curb cuts, creating wider sidewalks, providing additional landscaping, and adding curb bulbs where possible and appropriate to improve pedestrian safety. An additional 2,234 sq. ft. of new pedestrian and planting surface is proposed in the public right-of-way by widening sidewalks at driveway access points and street intersections, as well as adding curb bulbs to improve crosswalk conditions at Eighth Ave., Ninth Ave., and Howell St. Stewart St. is not a candidate for curb bulbs because of channelization conflicts. The overall curb cuts around the site have been reduced from the existing seven to three.
- **Art in Public Spaces** – The project includes new outdoor public open space that would integrate an outdoor art program to enhance the pedestrian experience. While it is early in the design of the project, there are several concepts that could be employed including: signature artwork, rotating or temporary public art program, or public art integrated into the pedestrian experience such as walking surfaces, site furniture or building elements. Further discussion is required to determine the potential art program concept.
- **Weather Protection on Green Street** – Overhead weather protection is provided along Eighth Ave., Howell and Stewart Streets as a project requirement. The project proposes to setback the east building face as much as 30 ft. along the Ninth Ave. Green Street right-of-way in order to create a Green Street Parcel Park. As a public benefit, overhead weather protection will be provided along Ninth Ave. to improve the pedestrian experience with improved access to street level pedestrian uses.
- **Howell Street Setback/Open Space** – The project proposes a voluntary setback of an additional 15 ft. from the public right-of-way as a public benefit to accommodate an enhanced pedestrian experience. This includes a generous sidewalk width, additional landscaping, and outdoor seating areas for pedestrian and retail use. Although overhead weather protection is not required with a voluntary setback and widened sidewalk, overhead cover will be provided the full length of the building’s facade along Howell St.

- **Bike Share Program** – As a public benefit to Downtown bike riders, tourists and visitors, the project will partner with the Puget Sound Bike Share program to help achieve the City’s goal of 50 bike stations and provide an additional transit alternative to Seattle’s Downtown.
- **Sustainability Goal** - The proposed project will embrace multiple sustainable design, construction and operational practices targeting LEED Gold and the Seattle 2030 District goals.

Opportunities for site specific contributions will be further evaluated as part of the review process. For the city’s initial consideration, the applicant is proposing a public benefits package as set forth in **Appendix G**, which graphically shows the list of the public benefits. We look forward to further discussion with the City concerning an appropriate public benefits package.

**14. Public Benefit Matrix: A number of factors will be considered in balancing your public benefit proposal with the public interest, provide a matrix that includes:**

- *Zoning designation: i.e. commercial, industrial, residential*
- *Street classification: i.e. arterial, alley, residential*
- *Assessed value of adjacent property: per square foot*
- *Lease rates in the general vicinity for similar projects: per square foot*
- *Size of project: in square feet*
- *Size of area to be vacated: in square feet; and*
- *Contribution of vacated area to the development potential of the site: percentage increase of the project and additional square feet.*

**DISCUSSION:** The proposed public benefit matrix is contained in **Appendix G**.

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

A copy of the plat map and a site survey map are provided in **Appendix D**. A project site map with dimensions and current ownership is included in the **Figures Section on Pages 4-5**.

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

Project maps including sketches of the proposed project design are included in the **Figures Section on Pages 22-35**.

**17. 9-block Urban Design Analysis: Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.**

A 9-block urban design analysis is included in the **Figures Section on Pages 9-10**.

**18. Impact on Public Transportation Projects: *If your project site is in the vicinity of a major transportation project such as Sound Transit, provide information about how your project responds to the public project.***

The proposed ***Ninth & Stewart Mixed-Use Development*** would concentrate employment growth in a location with access to the Seattle Streetcar network, major bus routes, and Sound Transit Light Rail. The proposed project site is located about four blocks from the Westlake Link Light Rail Station. In the future (year 2016), Sound Transit's Link Light Rail will have expanded connections, including the University Link Extension (through the University of Washington campus). The Washington State Convention Center has plans for expansion – which could modify the currently operational Convention Place Station that serves the Downtown Seattle Transit Tunnel (DSTT), which is located one block southeast of the project site. The proposed project would not negatively impact any proposed public transit projects; the actions described above could occur with or without the proposed ***Ninth & Stewart Mixed-Use Development***. See the **Figures Section** on **Pages 8-10** for the location of **Block 27** in relation to major transit routes and stops.

**19. Environmental Impact Statement (EIS): *If DPD determines that an EIS is required, the Petition may not proceed to City Council until this work is completed. DPD will require that the EIS contain a “No Vacation” alternative. Provide a copy of the Draft and Final EIS with vacation/no vacation alternatives, or an environmental checklist, if applicable.***

A programmatic EIS has been prepared for Downtown Seattle -- the *Downtown Height and Density Changes* EIS; the Draft EIS was issued in 2003 and the Final EIS was published in 2005. The *Downtown* EIS identifies and evaluates probable significant environmental impacts that could result from possible changes to Downtown zoning, including increases in height for residential, office, hotel, and mixed-use projects in portions of Downtown, which includes the site of the proposed ***Ninth & Stewart Mixed-Use Development***.

The *Downtown* EIS was found to be adequate, and copies of the *Downtown* EIS are contained in **Appendix H** of this vacation petition.<sup>4</sup> The proposed scale of the ***Ninth & Stewart Mixed-Use Development*** is consistent with the Preferred Alternative that was analyzed in the *Downtown* Final EIS.

DPD has determined that an EIS Addendum will be prepared to the *Downtown* EIS -- in order to provide additional, site-specific analysis and information concerning the proposed ***Ninth & Stewart Mixed-Use Development***. The EIS Addendum will evaluate probable, significant environmental impacts that may result from the proposed project and the *No Action Alternative*. The EIS Addendum will compare impacts from the project and the *No Action Alternative* with probable environmental impacts that are identified in the *Downtown* EIS. **Appendix H** contains a letter to DPD confirming this approach, as well as the scope of analysis for the EIS Addendum.

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<sup>4</sup> The adequacy of the Downtown EIS was appealed on grounds that it did not address impacts of the proposal on air quality, water quality, light and glare, and plants and animals. Specifically, the appellant contended the Downtown EIS did not analyze the impacts the proposed height changes would have on reducing sunlight necessary for oxygen production by marine plant life on Elliott Bay. The City's Hearing Examiner held an appeal hearing on February 28, 2005 and thereafter issued a decision that the Director of Planning and Development's determination of adequacy for the Downtown EIS was not shown to be in error and, therefore, was affirmed.

**20. Neighborhood Plan:** *If your project is located within the boundaries of an adopted neighborhood plan, demonstrate how your project advances the goals of the plan. Provide a map of the neighborhood planning area.*

The **Block 27** site is located within the Denny Triangle Neighborhood; see the **Figures Section, Page 6** for a map of this neighborhood planning area.

The Denny Triangle Neighborhood Plan, adopted in 1998, outlines goals and recommendations for housing, land use, urban form and transportation.

Key Integrated Activities identified in the plan include:

1. *Amend Zoning and Bonus System to Stimulate Housing Development*
  - *Many of the items listed under this activity relate to desired changes in the FAR, height limits, bonus provisions, and TDRs in order to promote housing development; other items relate to creating bonus provisions for the creation of open space; and one item relates to simplifying and creating a means to expedite the alley vacation process to encourage residential and commercial development.*
2. *Neighborhood Improvements to Create Residential Enclaves Along Designated Green Streets*
  - *Items listed under this activity relate to promoting residential enclaves at 9th/Terry and Bell/Blanchard, as well as enhancing designated green streets within the neighborhood.*
3. *Transportation and Traffic Circulation Improvements*
  - *Items listed under this activity relate to alleviating traffic congestion in the neighborhood.*
4. *Convention Place Station (Long-Term)*
  - *Items listed under this activity relate to promote development associated with the Sound Transit station and the Convention Center.*

*General goals and objectives outlined under the plan's housing element include: The community's vision is of a mixed-income residential neighborhood to provide for 1,178 units of housing in each of the four (4) income categories; increasing the zoned development capacity of the Triangle area, while retaining significant bonuses for housing in the development equation, and expanding their potential uses to include low-moderate and market-rate; direct housing "super bonuses" for the first 500 units of housing built within the Triangle neighborhood; develop the conditions of the neighborhood – streetscape amenities, storefronts, and other housing – that attract housing development; developer and community partnering with non-profit developers to develop mixed income housing project that can create a core of housing; and focusing on developing housing in a few large projects and along streets labeled as "residential enclaves".*

*General goals and objectives outlined under the plan's land use element include: Creating a mixed-use urban neighborhood that meets the City's Comprehensive Plan growth targets for households and employment through changes in the City's current land use/zoning policies that will stimulate both residential and commercial development within the Denny Triangle; Creating a mixed-use neighborhood that combines commercial office development, retail sales and services, social and public services, and residential households throughout the Denny Triangle neighborhood; and, using zoning changes, bonusable public benefit features, increased height limits and public amenities to encourage a blend of commercial and residential development and public open spaces.*

*General goals and objectives outlined under the plan's urban form element include: installing street trees throughout the neighborhood; installing gateway markers and redeveloping small triangles as gateways; developing major new civic open spaces, pocket parks, and a community garden; developing Westlake Avenue as a linear urban design element to provide pedestrian amenities; and developing designated green streets.*

*Many of the recommendations outlined in this plan were incorporated into the City's Comprehensive Plan, under the neighborhood planning element.<sup>5</sup>*

**DISCUSSION:** Many of the objectives outlined in the *Denny Triangle Neighborhood Plan* were furthered with the implementation of the Downtown Height and Density zoning changes in 2006, which permitted increases in height for residential, office, and mixed-use projects in this portion of Downtown Seattle.

Consistent with the goals and policies identified in the *Denny Triangle Neighborhood Plan*, the ***Ninth & Stewart Mixed-Use Development*** project would redevelop a full-block site that now consists mainly of surface parking areas and underutilized commercial buildings. The ***Ninth & Stewart Mixed-Use Development*** will become a critical link between the mixed-use Denny Triangle neighborhood and the expanding Convention Center and Retail District to the south and east. The urban edges of the project will each be unique and significant to the local conditions, reflecting the variety found in the surrounding districts. Moreover, the proposed angled setback along Ninth Ave. seeks to heal a rift in the urban connectivity of the Ninth Ave. Green Street by aligning the building frontages, connecting the public realm and expanding the Green Street.

The project would increase residential and employment density within the neighborhood and the Downtown Urban Center, which would help to create a mixed-use area in close proximity to services, employment, numerous bus routes, the South Lake Union Streetcar, and Sound Transit's Link Light Rail Westlake Station. The alley vacation that is proposed as part of the ***Block 27*** project is integral to the overall development concept in that it would allow more flexibility in building orientation, spacing and design, improved access and circulation, and a greater amount of open space at the street level.

***21. Comprehensive Plan and Other City Plans and Goals: Provide information as to how your project advances City goals as identified in the Comprehensive Plan and any other relevant plans.***

**City of Seattle Comprehensive Plan**

*The City of Seattle's Comprehensive Plan – Toward a Sustainable Seattle, was originally adopted in 1994, amended each year, and substantially updated in 2005. The City's updated Comprehensive Plan consists of eleven major elements – urban village, land use, transportation, housing, capital facilities, utilities, economic development, neighborhood, human development, cultural resources and environment. Each element contains goals and policies that are intended to “guide the development of the City in the context of regional growth management” for the next 20 years. The ***Ninth & Stewart Mixed-use Development*** project site is part of the Downtown Urban Center, which emphasizes medium density mixed-use residential land uses.*

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<sup>5</sup> Comprehensive Plan Ordinance #119365.

## Urban Village Element

**Summary:** *The Urban Village Element establishes the City's urban village strategy for growth, by guiding the designation of urban centers, urban villages, and manufacturing industrial centers (all of which are broadly referred to as "urban villages"), and by defining the priorities for land use in these areas. General goals and policies for urban villages call for: promoting densities, mixes of uses, and transportation improvements that support walking use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban villages (UVG4); directing the greatest share of future development to centers and urban villages, and reducing the potential for dispersed growth not conducive to walking, transit use, and cohesive community development (UVG5); accommodating planned levels of household and employment growth (UVG6); Accommodating a range of employment activity to ensure employment opportunities are available for the city's diverse residential population, including maintaining (UVG7); using limited land resources more efficiently and pursuing a development pattern that is more economically sound by encouraging infill development on vacant and underutilized sites, particularly within urban villages (UVG9);and, promoting physical environments of the highest quality, which emphasize the special identity of each of the City's neighborhoods, particularly within urban centers and villages (UVG13). The Urban Village element designates the **Ninth & Stewart Mixed-Use Development** site as an Urban Center (UV15 and UV16) with a functional designation of "mixed residential and employment" (UV17). The 20-year growth estimates (2004-2024) for the Downtown Urban Center's Denny Triangle are identified as 9,515 new jobs and 3,000 new households (Urban Villages Appendix A to the Comprehensive Plan). Relevant goals and policies guiding the distribution of growth call for: concentrating a greater share of employment growth in locations convenient to the City's residential population to promote walking and transit use and reduce the length of work trips (UVG31); planning for urban centers to receive the most substantial share of Seattle's growth, consistent with their role in shaping the regional growth pattern (UVG32); and, encouraging growth in Seattle between 2004-2024, to be generally distributed across the City (UVG33).*

**DISCUSSION:** The proposed **Ninth & Stewart Mixed-Use Development** is located within one of the City of Seattle's six designated Urban Centers – the Downtown Urban Center. The potential vacation for the proposed **Ninth & Stewart Mixed-Use Development** would promote increased mixed-use density (convention hotel, residential, retail/restaurant, long span ballroom space, and below-grade parking), which is consistent with the intent of Urban Centers. The **Ninth & Stewart Mixed-Use Development** will become a critical link between the mixed-use Denny Triangle neighborhood and the expanding Convention Center and Retail District to the south and east.

The proposed vacation for the **Ninth & Stewart Mixed-Use Development** would promote increased mixed-use density (residential, convention hotel, retail/restaurant and ballroom/meeting space) on a site that is currently underutilized in this neighborhood. Consistent with the goals and policies identified for Urban Centers, the concept for the **Ninth & Stewart Mixed-use Development** would provide a mix of residential, employment-generating uses onsite in a compact, mixed use pattern. The range of potential employment uses would contribute to providing jobs for the City's diverse residential population, and the affordable housing units would provide much-needed workforce housing in this part of the City. The project would also concentrate residential and employment growth in a location with direct access to the Seattle Streetcar network, major bus routes, and Sound Transit

Light Rail, as well as convenient access to areas in nearby neighborhoods, such as First Hill, Capitol Hill, Belltown, South Lake Union and the Central Area.

The potential vacation on **Block 27** would enable redevelopment of a site that is currently underutilized in terms of density, consistent with the goal to use limited land resources in Urban Centers more efficiently, and would contribute towards meeting or exceeding established residential and employment growth targets identified in the Comprehensive Plan for the Denny Triangle Urban Center Village. Approximately 1,000 new full-time jobs could be created within the **Ninth & Stewart Mixed-Use Development** and approximately 160 units of affordable/workforce housing would be provided on site. The proposed development associated with the potential vacation on **Block 27** would consume less land than would lower density development and could be viewed as being more efficient from a land use perspective. The proposed development would also be consistent with the type and scale of surrounding land uses within the Downtown Urban Center.

### Land Use Element

**Summary:** *The Land Use Element defines land use city-wide and in specific use categories. In the City of Seattle Comprehensive Plan, the GMA requirement for a Land Use Element is fulfilled by both this element and the Urban Village Element (described above), which further defines land use policies to implement the City's urban village strategy. This element also provides a framework for land use regulations contained in the City's Land Use Code (Seattle Municipal Code Title 23). Relevant land use goals and policies that apply city-wide call for: providing for a development pattern consistent with the urban village strategy by designating areas within the City where various types of land use activities, building forms, and intensities of development are appropriate (LG1); Relevant goals and policies that apply to Downtown Areas call for: Promoting Downtown Seattle as the home to the broadest mix of activities and greatest intensity of development in the region. Promoting the continued economic vitality of Downtown Seattle, with particular attention to the retail core and the tourism industry (LUG30); Promoting the integration of high capacity transit stations into the neighborhoods surrounding them and foster development appropriate to significant increases in pedestrian activity and transit ridership. Use overlay districts or other adjustments to zoning to cultivate transit-oriented communities (LU178).*

**DISCUSSION:** The proposed **Ninth & Stewart Mixed-Use Development** involves the establishment of new residential, convention hotel, retail and ballroom/meeting space uses. The redevelopment concept proposed is consistent with the current Downtown Urban Center/Urban Village land use designation, and consistent with promoting increased density and a broader mix of activities in Downtown Seattle.

The **Ninth & Stewart Mixed-Use Development** would become a critical link between the mixed-use Denny Triangle neighborhood and the expanding Convention Center and Retail District to the south and east. The project would increase residential and employment density within the Downtown Urban Center, which would help to create an urban mixed-use area in close proximity to services, residences, employment, and transit facilities. The development's convention hotel occupants and new employees (in the range of 1,000 new employees) and activation of the streetscape with retail/restaurant uses and open space, would substantially increase pedestrian activity in this portion of the Denny Triangle Neighborhood. Additional pedestrian activity would result in greater transit ridership, due to the site's proximity to numerous bus routes, the South Lake Union Streetcar, and Sound Transit's Link Light Rail Westlake Station. This result is consistent with the Downtown's land

use goals of fostering development that continues to promote the economic vitality of Downtown, generates significant increases in pedestrian activity and transit ridership, and promoting the greatest intensity of development.

### **City of Seattle Neighborhood Plans**

**Summary:** *The City of Seattle Comprehensive Plan established guidelines for neighborhoods to develop their own plans to allow growth in ways that provide for a neighborhood's unique character needs and livability. The proposed **Ninth & Stewart Mixed-use Development** is located within the Denny Triangle Neighborhood (see the **Figures Section, Page 7-9**). A discussion of relevant goals and policies from this neighborhood plan is provided below.*

*Goal DEN-G1 – A diverse residential neighborhood with an even distribution of income levels.*

*Policy DEN-P1 Seek an even distribution of household income levels.*

*Policy DEN-P2 Explore the use of bonuses, zoning, TDRs and City investment to encourage housing throughout the Denny Triangle Neighborhood.*

*Policy DEN-P3 Maintain a supply of low-income units in the Denny Triangle neighborhood throughout the life of the plan.*

*Goal DEN-G2 -- A mixed-use neighborhood that combines commercial office space, retail sales and services, social and public services, and a residential population*

*Goal DEN-G3 -- A diverse, mixed-use character that provides a transit and pedestrian-friendly atmosphere.*

*Policy DEN-P11 -- Support redevelopment of Westlake Boulevard as a boulevard.*

*Policy DEN-P12 -- Designate and support the development of green streets in the neighborhood.*

*Policy DEN-P13 -- Strive to accomplish goals for open space as defined for urban center villages, such as:*

- One acre of Village Open Space per 1,000 households;*
- All locations in the village must be within approximately 1/8 mile of Village Open Space;*
- Dedicated open space must be at least 10,000 square feet in size, publicly accessible and usable for recreation and social activities;*
- There should be at least one usable open space of at least one acre in size where the existing and target households total 2,000 or more;*
- One indoor, multiple use recreation facility*
- One dedicated community garden for each 2,500 households in the Village, with at least one dedicated garden site.*

*Goal DEN-G4 -- Reduce external transportation impacts while improving internal access and circulation*

*Policy DEN-P15 -- Use partnerships with transit providers to improve the basic transit route structure, system access and connectivity to better serve the neighborhood.*

*Policy DEN-P16 -- Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood.*

*Policy DEN-P17 -- Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood.*

*Policy DEN-P18 -- Consider development of traffic improvement plans to lessen the impact of regional automobile traffic on the Denny Triangle neighborhood*

**DISCUSSION:** Consistent with the goals and policies identified in the *Denny Triangle Neighborhood Plan*, ***Ninth & Stewart Mixed-Use Development*** would redevelop a full-block area that is currently underutilized in this neighborhood into a dynamic urban landscape, integrating convention hotel and residential uses with public open space, pedestrian amenities, with retail and restaurant at the street level, and above-grade private open space for the residential building occupants. The development would specifically contribute to fulfilling the *Denny Triangle Neighborhood Plan* goals and policies as follows:

- The proposed project would increase employment density within the neighborhood and the Downtown Urban Center, which would help to create a mixed-use area in close proximity to services, residences, employment, numerous bus routes, the South Lake Union Streetcar, and Sound Transit's Link Light Rail Westlake Station.
- The redevelopment of ***Block 27*** would provide multiple opportunities to improve the pedestrian and transit environment. Proposed public benefits would include enhancements to the streetscape with street trees paving, benches, and possibly curb bulbs. A publicly accessible through-block connection would be provided between Eighth and Ninth Avenues to create a strategically placed link between the City's retail core with the emerging Denny Triangle and South Lake Union Neighborhoods.
- The proposed project would provide weather protection on 9<sup>th</sup> Avenue, a designated greet street, consistent with the policy to support green streets in the neighborhood.
- The applicant would implement a Transportation Management Plan (TMP) to encourage the use of alternative transportation modes and reduce the number of peak period commute trips associated with the hotel use on the site.
- The proposed project would provide the following mix of uses:
  - 1,620 hotel guest rooms;
  - 40,000 nsf Grand Ballroom;
  - 37,000 nsf Junior Ballroom;
  - 70,000 nsf Meeting Rooms;

- 53,000 nsf Pre-Function Spaces (total over 4 floors);
- 12,000 nsf Lobby/Lounge/3-Meal Restaurant;
- 15,000 nsf Shell retail and restaurant space at lobby level;
- Spa/Pool/Fitness area at Level 6;
- Through-block connection at grade; and
- 110,000 gsf affordable housing (160 units).

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

The ***Ninth & Stewart Mixed-Use Development*** project will embrace multiple sustainable design, construction and operational practices targeting LEED Gold and the Seattle 2030 District goals. Specific sustainable strategies will be further developed in the Schematic Design and Design Development phases.

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

The proposed ***Ninth & Stewart Mixed-Use Development*** was presented to the Downtown Design Review Board (DRB) in Early Design Guidance Meetings on April 16, 2013 and June 18, 2013. The DRB provided approval for the applicant to advance to the MUP submittal in the June 18<sup>th</sup> session. Design review materials from these meetings are provided in **Appendix I**. Meeting minutes from the April 16, 2013 EDG Meeting are included; meeting minutes from the June 18<sup>th</sup> meeting, as well as subsequent DRB meetings will be provided when they become available.

**24. Company/Agency Information: *Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served by the proposed development.***

**Nature of Operation**

R. C. Hedreen Company has been involved in the development, ownership and management of properties in Downtown Seattle since 1963. The company has shifted its focus primarily to luxury hotels over the past decade, but its portfolio of successful projects includes retail, high-rise office buildings and multi-family projects.

**History of the Institution**

The proposed ***Ninth & Stewart Mixed Use Development***, owned by Ninth & Stewart LLC, an LLC ultimately owned by Richard and Elizabeth Hedreen and managed by the R.C. Hedreen Co. Mr. & Mrs. Hedreen acquired the land over the last 18 years. A vacation of the existing L-shaped alley is requested in order to accommodate the program requirements of a convention hotel with large open ballroom space.

**How Long at Present Location**

Mr. & Mrs. Hedreen acquired the Greyhound bus station parcel in 1995. Subsequent parcels were acquired by the Hedreens or entities which they own in 1999 and 2008. In 2012, the full-block assemblage was complete and all of the property on the block was transferred by the Hedreen’s to Ninth & Stewart, LLC.

**Number of Employees**

The Hedreen’s operating entity, R. C. Hedreen Co., currently has 10 employees. The vacation will enable the development of a 2.2 million sq. ft. mixed-use project on the block, which will include hotel, retail, residential uses, and parking. The convention hotel will create approximately 1,000 new jobs.

**Economic Impact of Vacation**

An alley vacation will enable the development of a large convention hotel planned for the site. The hotel motel tax revenue generated by the project when stabilized will provide approximately \$11,000,000 per year, which will be significant support for future expansion of the Washington State Convention Center (WSCC). This ongoing revenue stream to the WSCC would be an additional 16% to the Convention Center’s funding. During 2012, the Convention Center and Visit Seattle were unable to accommodate a significant number of large meeting requests due to the lack of convention space and group hotel availability. The economic impact of lost business opportunity in Seattle was calculated to be \$695,000,000.

R. C. Hedreen Co. has elected to use the option of onsite performance for affordable housing and will focus 100% of the 160 units reserved for income qualified residents who earn at or less than 80% AMI, per the DPD incentive zoning program guidelines.

**25. Development Schedule: *Provide a proposed development timeline and schedule.***

Proposed significant schedule milestones include:

Early Design Guidance Presentations	April 16 & June 18, 2013
Alley Vacation Submittal	June 24, 2013
Seattle Design Commission Presentations	July 18 & Aug 15, 2013
MUP Submittal	July 28, 2013
SDC Recommendation to SDOT	September 13, 2013
SDOT Vacation Recommendation to City Council	September 27, 2013
Vacation Public Hearing	December 2, 2013
City Council Conditional Use Vacation Approval	January 17, 2014
MUP Issuance	February 14, 2014
Building Permit Submittals:	
Demolition	December 2, 2013
Early Work (shoring/excavation)	February 3, 2014
Phase I – Foundation/Parking	June 2, 2014
Phase II – Structural Frame	September 29, 2014
Phase III – Building	September 29, 2014
Begin Construction – Demolition	May 5, 2014
Occupancy	November 2016