

**IN THE MATTER OF THE PETITION OF PROJECT X, LLC FOR THE
VACATION OF THE NORTHERN PORTION OF THE ALLEY IN
BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, IN THE
WEST SEATTLE JUNCTION URBAN VILLAGE
NEIGHBORHOOD OF SEATTLE**

CLERK FILE 312783

The City Council hereby grants approval of the vacation petition from Project X, LLC (hereafter Petitioner) for the vacation of the northern portion of the alley in Block 3, Norris Addition to West Seattle, in the West Seattle Junction Urban Village neighborhood of Seattle and described as:

**Those portions of the public alleys, lying within Block 3, Norris Addition to West Seattle, according to the plat thereof recorded in Volume 14 of Plats, Page 93, Records of King County;
Together with that property conveyed to the City of Seattle for street purposes as recorded under Recording Number 6689470 and 6689471, Records of King County, Washington;
Lying northerly of the southerly boundary, and its easterly and westerly extension thereof, of Lot 39, in said Block 3, Norris Addition to West Seattle. Excepting therefrom, any portion of said public alleys lying within said Block 3, Norris Addition to West Seattle, previously vacated by City of Seattle Ordinance Number 99278;
Said portion to be vacated contains 6,597 square feet, or 0.151 acres of land, more or less**

The vacation is granted upon the Petitioner meeting the following conditions. The Petitioner shall demonstrate, to the satisfaction of the City, that all conditions imposed by the City Council have been satisfied, all utility work including easements or other agreements is completed, all public benefit elements have been developed, and any other easements or agreements have been recorded, and all fees paid, prior to the passage of the street vacation ordinance.

1. The vacation is granted to allow the Petitioner to build a project substantially in conformity with the project presented to the City Council and for no other purpose. The project must be substantially in conformity with the proposal reviewed by the Transportation Committee in March of 2014.
2. All street improvements shall be designed to City standards, as modified by these conditions to implement the Public Benefit requirements, and be reviewed and approved by the Seattle Department of Transportation; elements of the street improvement plan and required street improvements to be reviewed include:
 - The mid-block connector shall include the following elements:

- The total width shall be no less than 44 feet in width to 50 feet in width;
 - Two-way vehicle traffic is required;
 - The drive lane for vehicles is 20 to 25 feet in width;
 - An 8-foot wide elevated, pedestrian sidewalk shall be located on the south side of the mid-block connector;
 - The pedestrian sidewalk shall be separated from the drive lane by a 3-foot landscaping strip;
 - The pedestrian sidewalk shall have continuous overhead weather protection;
 - The northwest side of the mid-block connector shall have landscaping to discourage pedestrians;
 - No pedestrian crossing north/south may be provided in the mid-block connector;
 - Pedestrian lighting shall be provided in the mid-block connector;
 - The northeast side of the mid-block connector will provide a sidewalk and landscaping at the residential entry;
 - Vehicles may turn right only when exiting at Fauntleroy Way SW;
 - Roll-up doors shall be added to the loading bay area; and
 - A drive-up window may not be provided.
- Street improvement plan showing sidewalks, street trees, bike racks, street furniture, lighting, art or artist-made elements, paving or special materials, wayfinding and landscaping around the site;
 - The design on the new alley segment, including the geometry of the turns and the connection at 40th Avenue SW, SW Edmunds Street, and Fauntleroy Way SW; and
 - Agreement between all property owners on the alley that protect use and access for all owners.
3. The utility issues shall be resolved to the full satisfaction of the affected utility prior to the approval of the final vacation ordinance. Prior to the commencement of any development activity on the site, the Petitioner shall work with the affected utilities and provide for the protection of the utility facilities. This may include

easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be at the sole expense of the Petitioner. Utilities impacted include:

- Seattle Public Utilities;
 - Seattle City Light; and
 - CenturyLink Communications.
4. It is expected that development activity will commence within 18 months of this approval and that development activity will be completed within 5 years. In order to insure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide the Seattle Department of Transportation with Quarterly Reports, following Council approval of the vacation, providing an update on the development activity, schedule, and progress on meeting the conditions. The Petitioner shall not request or be issued a Final Certificate of Occupancy (C of O) for the project until SDOT has determined that all conditions have been satisfied and all fees have been paid.
 5. In addition to the conditions imposed through the vacation process, the project, as it proceeds through the permitting process, is subject to SEPA review and to conditioning pursuant to various City codes and through regulatory review processes including SEPA.
 6. Within one year after the completion of the public park planned on 40th Avenue SW, the Seattle Department of Transportation shall review the pedestrian and traffic volumes on 40th Avenue SW to determine whether a crosswalk from the Whittaker development to the park, midblock on 40th Avenue SW, is warranted. Should the Seattle Department of Transportation determine that a pedestrian crosswalk is warranted in the above-stated location, Project X, LLC shall pay for the installation of a pedestrian crosswalk. The installation of a pedestrian signal or other pedestrian actuated traffic controls is not required. The maximum amount to be paid for the crosswalk shall be \$24,000 and shall include ADA ramps and landings on both sides with ladder striping across the roadway per City standards. Such payment shall be made to the Seattle Department of Transportation within 120 days after the Seattle Department of Transportation determines that the pedestrian crosswalk is necessary in the above-stated location.
 7. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism shall be required to ensure that the public benefit elements remain open and accessible to the public and to outline future maintenance obligations of the improvements. The final design of the public benefit elements shall require the review and approval of SDOT Street Vacations. SDOT will request additional Design Commission review when the design is further developed to the 60% level and 90% level and may request additional

review as necessary. The public benefit requirement includes the following features as well as corresponding development standards, including approximate square footage dimensions, which shall be outlined in the PUDA:

Public benefit chart:

Description	Existing	Required	Quantity	Cost
1. Voluntary Street Level Building Setback	No	No	5,134 s.f.	n/a
2. Gateway Plaza at Fauntleroy & Alaska	No	No	542 s.f.	\$37,820
3. Linear Plaza and 40 th Ave Streetscape	No	No	1,356 s.f.	\$147,140
4. Public "Outdoor Rooms" on Fauntleroy	No	No	1,088 s.f.	\$85,120
5. 40 th Avenue Off-Site Improvement	No	No	2,550 s.f.	\$93,260
6. Pedestrian Crosswalk <u>and Signal Modification</u> at Fauntleroy & Alaska	No	No	n/a	\$15,000
7. Cash Contribution for Public Outreach and Schematic Design (to 30% complete) for new City Park	No	No	n/a	\$25,000
8. Mid-Block pedestrian sidewalk	No	No	1,672 s.f.	\$10,030
9. Art: Inclusion of commission art pieces in public plazas and relocation/recreation of existing mural on-site	No	No	27 pieces	\$50,000
10. Pedestrian overhead weather protection & new bike lane	No	No	5,666 s.f.	\$853,680
11. Expanded public amenities along Fauntleroy & Alaska including widened public sidewalks and landscaping on-street parking and new bus pull out, all made possible removing existing power poles and undergrounding utilities	No	No	1,300 s.f.	\$1,100,000
			Total:	\$2,417,050

Signed by me in open session this _____ day of April, 2014.

President _____ of the City Council