

VI. Street Vacations

The City University Agreement of 1998 between the City of Seattle and the University states that the Master Plan should include a description of any proposed street and alley vacations during the term of the plan. Under the City of Seattle street vacation policies, proposals such as major institution master plans may be filed prior to the associated vacation petitions if the development involving the vacation is not imminent and the vacations are not necessary to the land use proposal. Several street, alley and aerial vacations have been identified in conjunction with certain potential development sites and alternatives. Because they are not imminent or imperative to the success of the Campus Master Plan, petitions are not being filed at this time. However, during the process of the plan's development, the University presented vacation options to the Design Commission on two separate occasions to gain preliminary feedback. The Design Commission comments were valuable and informative.

The potential future vacations are discussed here for purposes of disclosure, in order to identify the range of alternatives that may be pursued during the life of the plan. To provide guidance for the possible future vacation, this section includes an overview section that discusses purpose, timing and the scope of a future workplan that will be followed when vacations are proposed. In addition, the following framework is provided for each individual vacation area:

- **Background** - a discussion of relevant background information useful to understand the planning context of the potential vacation area;
- **Alternatives** - a description of the range of alternatives that may be studied;
- **Considerations** - a set of guiding principles that should be considered in any future vacation request

Street and Aerial Vacations Overview

Several street and aerial vacations have been identified in conjunction with certain potential development sites and alternatives. Approval of the University Master Plan does not constitute approval or assume future approval of any street, alley, or aerial vacation that the University may seek during the life of this Master Plan. The City's decision on the vacation(s) will be made in the context of a street vacation petition(s) initiated by the University.

The potential vacations discussed in this chapter are shown in Figure VI-2 and include the list below:

- Campus Parkway Re-Alignment
- NE Pacific Street Building Bridge
- 11th Avenue NE - West of Condon Hall
- Montlake Blvd Pedestrian Bridge
- Portage Bay Vista Pedestrian Bridge
- Site 31W Alley
- Site 32W Alley
- Site 35W Alley
- Site 36W Alley

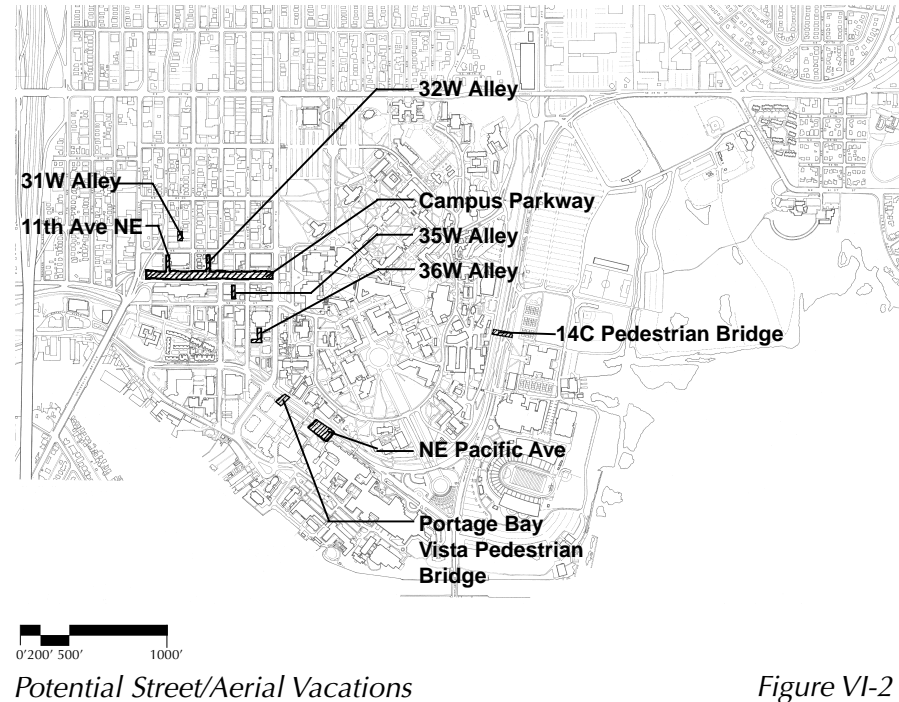


Figure VI-2



Campus Parkway Existing

Figure VI-1



NE Pacific Street: Existing



Figure VI-3

Purpose

The potential vacations are identified not to significantly increase development capacity, but rather to create a better campus design. For example, some vacations would permit a more unified development between the campus areas and the community, by creating more usable open space for the broader community and the University, or by creating better access and circulation routes for the public.

WorkPlan

Before any vacation petition is filed for a street, alley or air rights, it is expected that additional study of the area will occur. The elements of future study will include:

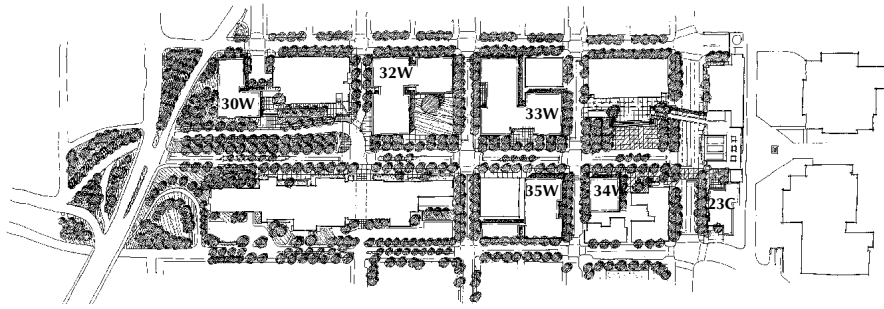
- *Public Participation:* The study of the vacation area will include opportunities for early and meaningful public participation. The vacation process required by the City of Seattle also includes many opportunities for input by affected agencies and the public. This process will include the review of impacts of alley vacations on private property owners and alley functions; demonstration of support or concurrence of affected property owners; information on utility relocations and any necessary upgrades; information on any impacts to the future delivery of utility services;
- *Appropriate Mechanism:* A discussion of whether a skybridge permit or street or aerial vacation is the appropriate mechanism to provide desired benefits will be undertaken and include justification for any aerial connection and description of alternatives considered.
- *Traffic and Circulation:* An analysis of projected need and impacts will be undertaken, including a detailed traffic analysis of the proposed changes to the street grid;
- *Utilities:* A utility plan identifying any utilities that will need to be relocated or upgraded should be conducted. Information on impacts to the future delivery of utility services should be included.
- *Design and Environmental Studies:* It is expected that the vacation petitions would be submitted before a design is complete, as required by City Council policy. Nonetheless, some additional information should be developed to address impacts in the following areas: light, shadow, and air; pedestrian safety, traffic impacts (including alley functions), aesthetic studies (including a discussion

of the scale of the development in the neighborhood context) and impact on private property owners. Early coordination with the Seattle Design Commission should occur in order to develop several design alternatives for study. If Campus Parkway is considered for a street vacation, an alternative that improves Campus Parkway will be considered.

- *Landscaping:* The proposal should include conceptual landscaping plans. Maintenance responsibilities should be clearly identified.
- *Public Benefits:* As articulated in the City of Seattle street vacation policies, vacations may be approved only when they provide public benefits. Articulation of the public benefits to be achieved in the vacation proposal and may include but are not limited to: benefits which accrue from the use of the vacated land for a public purpose, such as a park, viewpoint, recreational, educational or governmental use; benefits which accrue from improvement of public trust functions such as circulation, access, utilities, or open space; benefits which accrue from the post vacation development of the site including economic activity, or furthering adopted land use policies beyond what is possible without the vacation; benefits which accrue to the community at large including relieving the city of responsibility, liability, and costs; benefits that accrue in support or concurrence of affected property owners. To protect the long-term public interest, public benefits may be stated in general terms and placed in a Property Use and Development Agreement that runs with the land. The difficulty of development without the vacation will be considered.

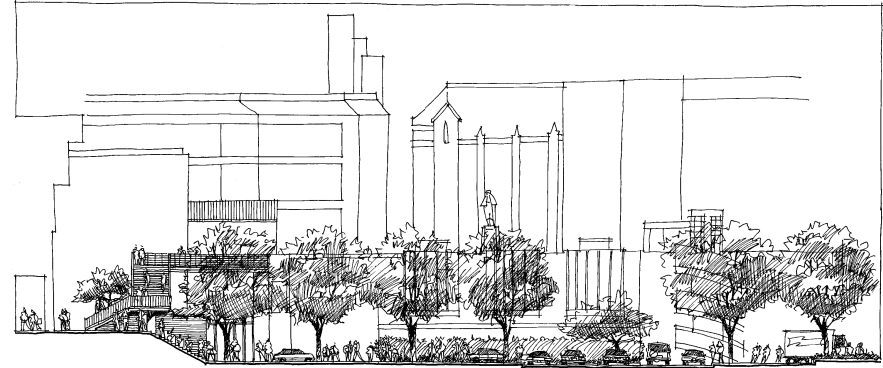
Campus Parkway

The group of development sites lining Campus Parkway (30W and 32W through 35W) together afford the opportunity to reexamine the success of Campus Parkway as an urban form and major element of the campus structure. By broadening the scope beyond Campus Parkway, and with City of Seattle involvement, major improvements to traffic conflicts could be implemented that better support the multiple modes of transportation in the area.



Campus Parkway: Vacation Alternative A

Figure VI-4



Section: Schmitz Hall Plaza

Figure VI-5

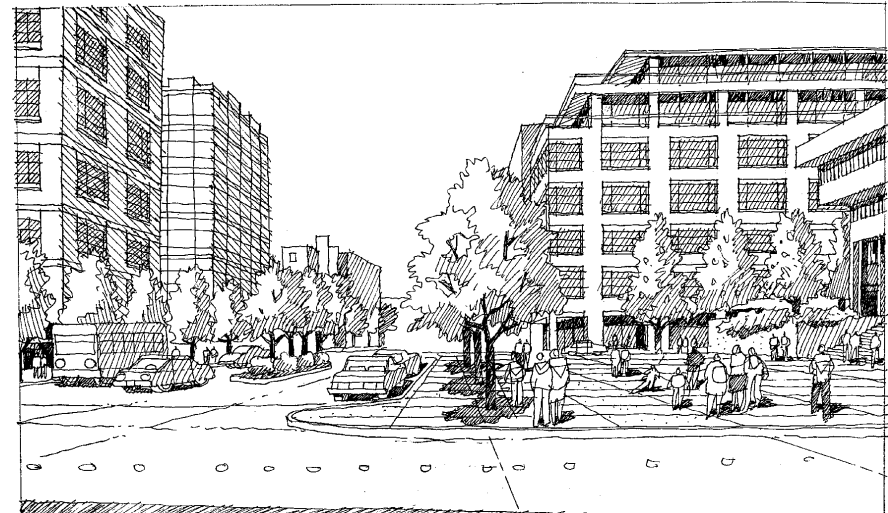
As described in Chapter IV, Campus Parkway was originally designed as a ceremonial connection between the University Bridge and the central campus. The ceremonial intent has never been successful. Unsightly Metro trolley wires, an unusable green with inconsistent plantings of trees in marginal health and the topography between the central campus and 15th Avenue NE weaken the potential of this corridor as a ceremonial element. (See **West Campus** in Chapter IV for further detail).

Background

The University took public comment on a proposal to vacate Campus Parkway and realign the street to better utilize the open space. A number of comments were received that indicated the need to study this area further before a preferred alternative was identified.

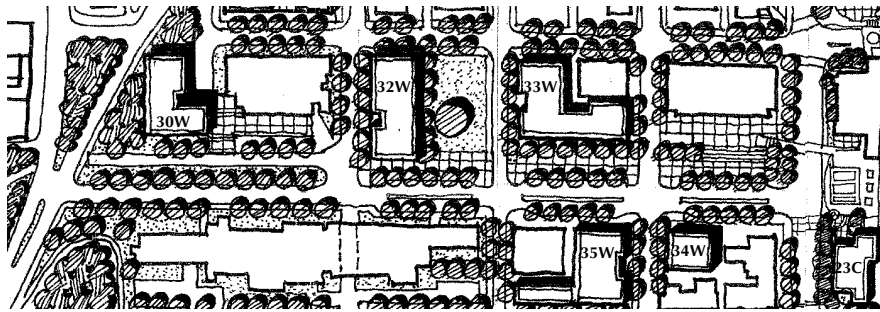
Alternatives

The University and greater community will continue to study a range of alternatives for improving Campus Parkway. Alternatives that may be considered are described in the following pages.



Campus Parkway Vacation Alternative A: View West

Figure VI-6



Campus Parkway: Vacation Alternative B

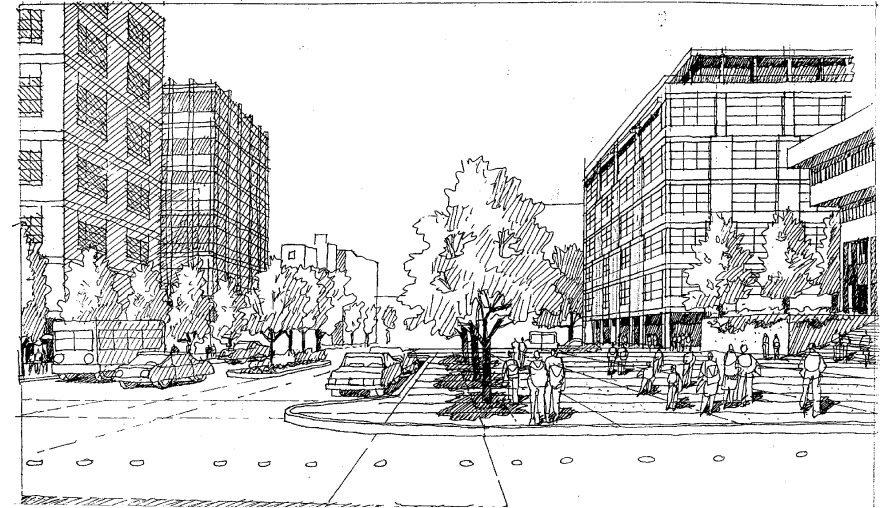
Figure VI-7

Vacation Alternatives

The vacation alternatives that may be considered include a proposal to consolidate traffic on the southern alignment creating more usable open space with southern exposure adjacent to the northern edge. In this alternative, the two potential development sites, 32W and 33W are extended south into the existing public right-of-way slightly. The public open space is expanded north of the right-of-way on to University property at the NW corner of Campus Parkway and Brooklyn in order to preserve an existing tree and integrate it into public open space. This concept is shown In Figures VI-4 and VI-6.

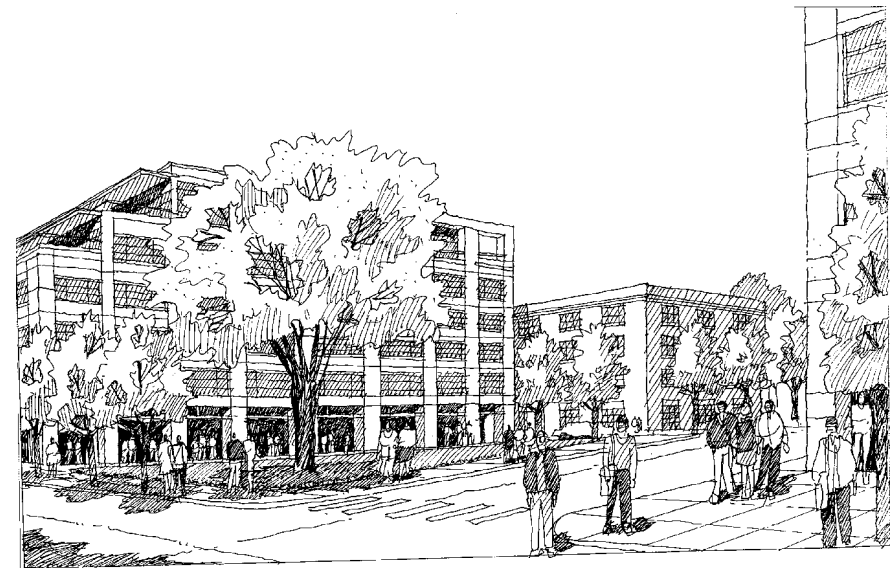
A second vacation alternative that may be considered includes consolidating the traffic on the southern alignment and creating more usable open space similar to the variation described above. With this approach only one potential development site, 32W, would be extended south into the right-of-way, to terminate the public open space on the west where the tree is to be preserved, and screen that space from vehicular circulation connecting to 12th Avenue NE. This concept is shown in Figures VI-7 through VI-9.

In both variations of the 'Vacation' Alternative Schmitz Hall Plaza would be extended (Figure VI-5).



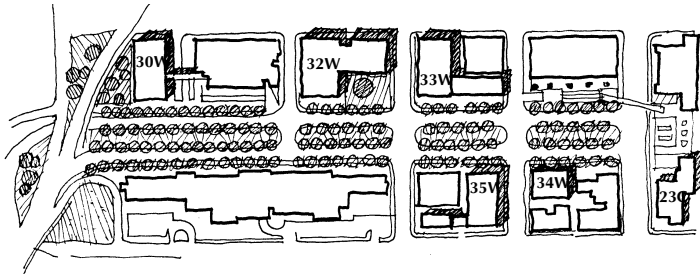
Campus Parkway Vacation Alternative B:
View West

Figure VI-8



Campus Parkway Vacation Alternative B:
Open Space at 32W

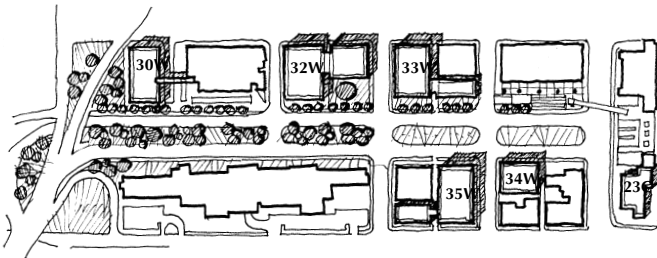
Figure VI-9



Campus Parkway: No Vacation, With Improvements Figure VI-10



Campus Parkway No Vacation With Improvements, Looking West Figure VI-11



Campus Parkway: No Vacation, Without Improvements Figure VI-12



Campus Parkway No Vacation Without Improvements, Looking West Figure VI-13

No Vacation Alternative

The University will also study a “No Vacation” alternative. This alternative would leave Campus Parkway in City ownership, and identify ways in which the City, the University and greater community could improve the open space function of the existing right of way.

This concept is shown in Figures VI-10 and 11. Another “No Vacation” alternative would include University development on the potential development sites, without improvements to the existing open space. This concept is shown in Figures VI-12 and 13.

Considerations

In evaluating the various Campus Parkway alternatives, the following should be given consideration, along with the City street vacation policies and principles articulated elsewhere in this Campus Master Plan.

- *UCUC Plan:* The City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for Campus Parkway.
- *Circulation and Access:* Campus Parkway provides a major route for circulation and access for University users and the greater community. Metro transit vehicles utilize the area. Sound Transit is currently considering alternative routes that may utilize the area. Pedestrians and bicyclists must also coexist in the area in a manner that minimizes conflicts. Consideration must be given to meeting all of these vital circulation and access requirements.
- *Light, Air, Open Space and View:* In the study of future alternatives, consideration should be given to the creation of an open space that enhances connections between the broader community and the University. The open space should be welcoming and open to both University community users and members of the broader public. This can be accomplished both by design and by programming the space. Care should be taken to avoid the feeling that the open space is a forecourt to University buildings available only to University users. An example of a welcoming open space is the Sakuma viewpoint.
- *Design:* The new open space should be designed and configured to be public open space: inviting, accessible and useable by the broader community as well as the University.
- *Pedestrian Environment:* Consideration should be given to the continuity of pedestrian circulation throughout the length of the open space on the Parkway, the public nature and accessibility pedestrian pathways, circulation, linkages to the north on 15thAvenue NE, University Way, Brooklyn Avenue NE and 12thAvenue NE into the community and south into the Southwest campus, to the Burke-Gilman Trail and to the waterfront.
- *Land Use:* The land use impacts of any vacation should be considered. The University will identify any increased development potential gained from the street vacation proposals to be considered. The long-term impacts of any increased development potential also will be considered.
- *Public Benefits:* As articulated in the City of Seattle street vacation policies, consideration shall be given to the public benefits created by any potential street vacation.

NE Pacific Street Plaza and Bridge Building - Aerial Vacation

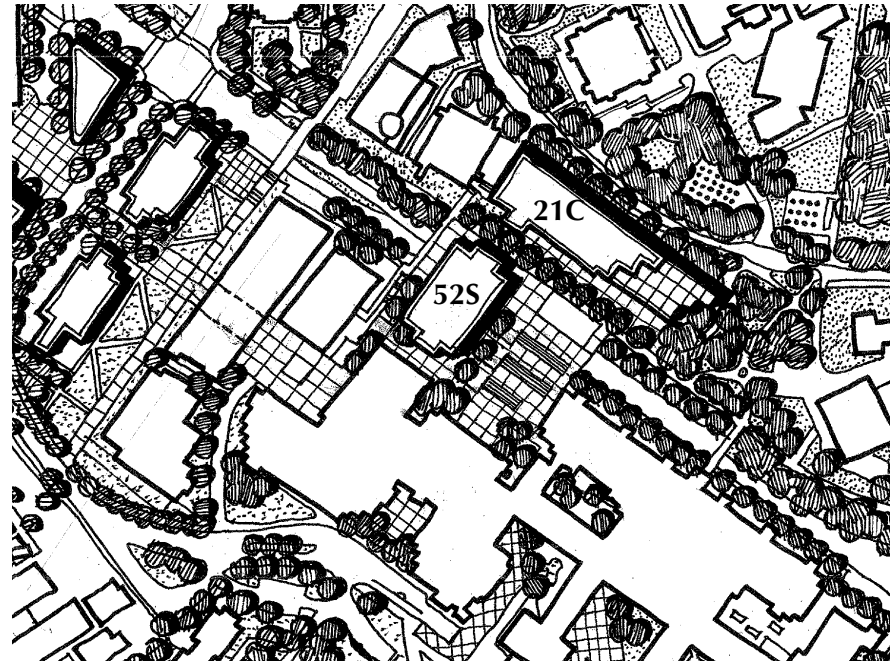
Background

The Campus Master Plan recognizes the need to accommodate future development in a way that preserves the campus open space system. One alternative considered in the Draft Campus Master Plan was the development of a landscaped plaza and bridge-building that crosses NE Pacific Street to help improve connections between the South and Central campuses and public access between the Burke-Gilman Trail and the waterfront. The alternative generated a range of comments, and the University desires to study this option further before filing for a street vacation petition for a preferred alternative.

Alternatives

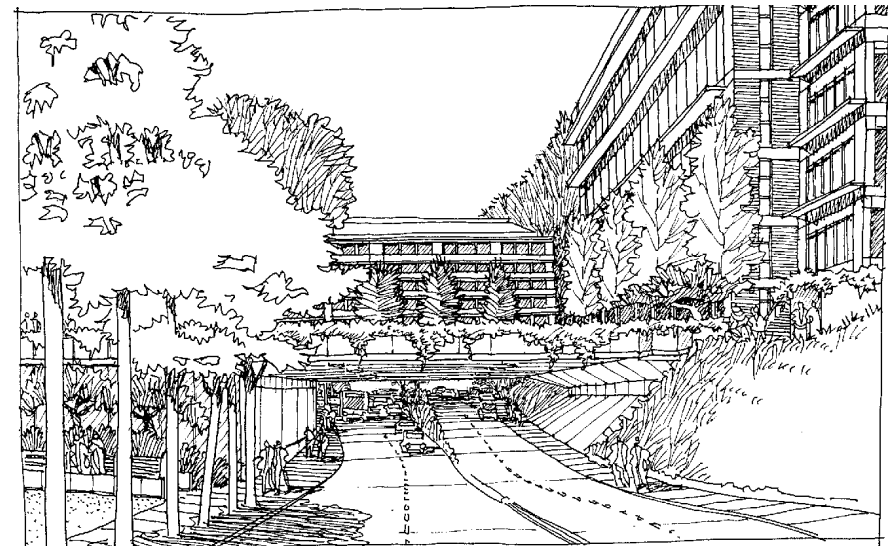
Aerial Plaza and Bridge Building

One alternative that may be studied would include a building which bridges over NE Pacific Street with an extended terrace and landscaped open space connected to a major development site to the north. The plaza would expand the amount of public open space while providing improvements to the Burke-Gilman Trail and connections to the waterfront. This concept is shown in Figures VI-14 and 15.



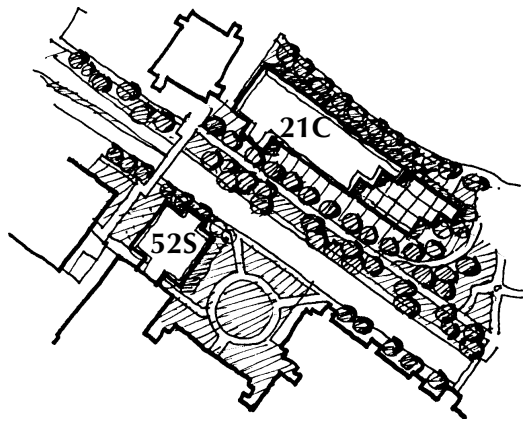
Plaza Over NE Pacific

Figure VI-14



NE Pacific Street Plaza with Bridge-Building - View Looking West

Figure VI-15



NE Pacific Street:
No Vacation

Figure VI-16

No Vacation

A “No Vacation” alternative will also be considered. This concept is shown in Figure VI-16.

Considerations

In evaluating the NE Pacific Street Plaza and bridge-building, the following should be given consideration, along with the City of Seattle street vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned under Campus Parkway, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for NE Pacific Street.

- *Circulation and Access:* NE Pacific Street is a major vehicular circulation route. Pedestrians and bicyclists also provide heavy use of the area. In any future vacation request, consideration must be given to ensure that circulation and access is enhanced and not negatively impacted.
- *Light, Air, Open Space and View:* An aerial plaza proposal will require careful analysis of impact on light, air, open space and views. Any design proposal must minimize negative impacts.
- *Design:* Given the nature of the plaza alternative, careful consideration must be given to the design. Specific design guidelines should be developed with any street vacation petition. Conceptual design information should include: massing, size, building height and dimensions, interior height of the tunnel, number of lanes, sidewalk widths, materials, interior lighting of the tunnel.
- *Pedestrian Environment:* As with any plaza-lid, careful consideration must be given to create a safe and welcoming pedestrian environment, both above and beneath the plaza-lid. A lighting plan should be provided and openings through the plaza may be provided to allow access to natural light at the street level. Additional design details such as landscaping or art treatment should be identified in a conceptual manner.
- *Land Use:* The long term impacts, precedent and cumulative effect of creating a plaza-lid shall be considered.
- *Public Benefits:* As articulated in the City of Seattle street vacation policies, consideration will be given to the public benefits to be created by any potential street vacation.

11th Avenue NE - West of Condon Hall

Background

11th Avenue NE is currently a dead-end at Condon and is used only for service and access to a UW parking lot. South of the dead-end, a stairway leads down to the Campus Parkway. The alternative proposed in the Draft Campus Master Plan included closure of this section of 11th Avenue NE and generated a range of comments. The University desires to study this option further before filing for a street vacation petition for a preferred alternative.

Alternatives

Vacation Alternative

One alternative that may be studied includes closure of 11th Avenue NE between NE 41st Street and the stair connecting 11th Avenue NE to Campus Parkway. With development of site 30W, service would continue to be accessed from NE 41st Street, but screened from view. Additionally pedestrian access would be provided north-south through the site. This alternative is shown in Figure VI-17.

Aerial Vacation Alternative

Another alternative to consider may be to allow an aerial connection from a new structure on Site 30W to the west end of Condon Hall while retaining the street right of way.

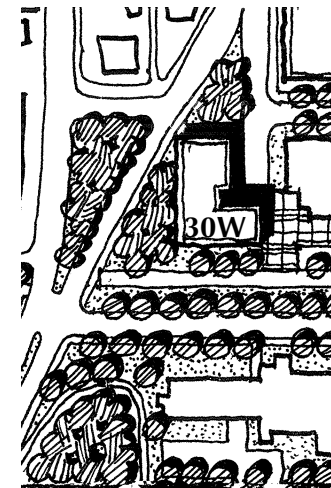
No Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the 11th Avenue NE vacation west of Condon Hall, the following should be taken into consideration, along with the City of Seattle street vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned under Campus Parkway, the City of Seattle and surrounding neighborhood groups have produced the University Community Urban Center (UCUC) Plan. One recommendation includes the development of a gateway in this area. Alternatives should explore the use of open space and/or a building in creating the gateway on the site.
- *Circulation and Access:* 11th Avenue NE south of NE 41st Street does not currently continue to Campus Parkway. Access to service and/or parking to Condon Hall and site 30W must be provided
- *Pedestrian Environment:* north-south pedestrian circulation, now existing, should be provided in new development.
- *Public Benefits:* As articulated in the City of Seattle street vacation policies, consideration will be given to the public benefits to be created by any potential street vacation. Vacations may allow for the provision of more public space for the development of a “gateway” on the western perimeter of site 30W in conjunction with the design of a structure on that site.



11th Avenue NE Street Vacation Figure VI-17

Montlake Boulevard Pedestrian Bridge - Aerial Vacation or Term Permit

Background

The Campus Master Plan incorporates a continuous pedestrian connection through campus that connects Portage Bay Vista with the Union Bay Natural Area. The alternative proposed in the Draft Campus Master Plan, a bridge connection across Montlake that completes the proposed pedestrian connection, generated a range of comments. The University desires to study this option further before filing for a street vacation petition for a preferred alternative.

Alternatives

Aerial Vacation Alternative

One alternative that may be studied is a pedestrian bridge across Montlake Boulevard that connects the Central Campus area with the IMA, recreational/athletic fields, parking and the Union Bay Natural Area. The bridge connects to site 14C on the Central Campus, a major development site adjacent to the HUB. This development site includes recommendations for a walkway from a potential East Campus bridge to the HUB area and linking with the proposed pedestrian connection to Portage Bay. This concept is shown in Figure VI-18.

Term Permit

Another alternative that may be studied includes use of a term permit versus an aerial vacation. A term permit is an alternative which does not require the city to permanently vacate the right-of-way.

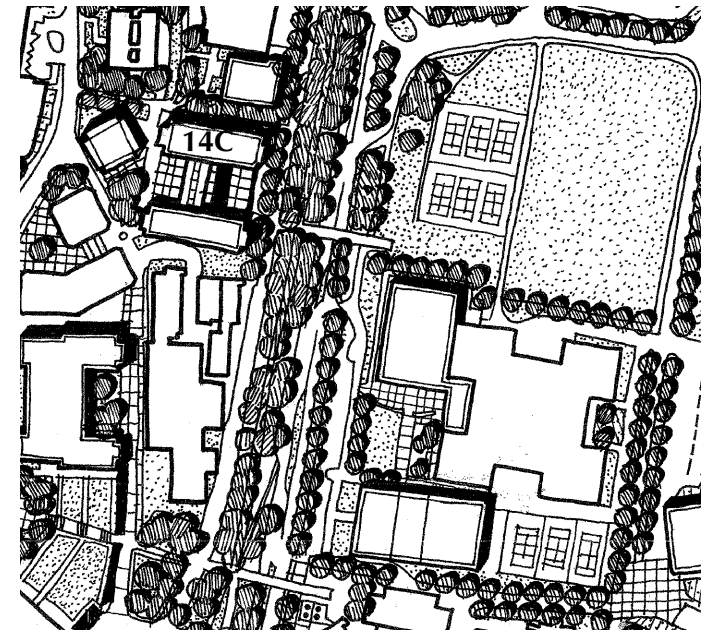
No Aerial Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the Montlake Boulevard Pedestrian Bridge proposal, the following should be given consideration, along with the City of Seattle aerial vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations will be carefully reviewed to ensure coordination with UCUC goals.
- *Circulation and Access:* Montlake Boulevard is a major regional vehicular circulation route. The Burke-Gilman Trail is a regional bicycle route and heavily utilized pedestrian path. There is substantial pedestrian traffic moving from the central campus to the educational, recreational and parking areas in the east campus across Montlake Boulevard. In any future vacation request, consideration must be given to ensure that circulation



Montlake Boulevard
Pedestrian Bridge--Illustrative

Figure VI-18

- and access is enhanced and not negatively impacted.
- *Light, Air, Open Space and View:* The alignment and design concept of the bridge should minimize any negative impact on the flow of vehicular traffic (provide sufficient headroom), provision of light and air and conservation of views.
- *Design:* Consideration should be given to designing a light structure, relating the bridge landing to the Burke-Gilman Trail to minimize conflict, and providing access at both ends including consideration of access for bicyclists if realistically feasible. Conceptual design information should include a structural concept, width, materials, alignment, site development and landscaping at the east and west ends.
- *Pedestrian Environment:* Consider access to the Burke-Gilman Trail, through development on site 14C and potential conflict with bicyclists on Trail. The bridge should be designed to accommodate pedestrians primarily unless bicyclists also become a factor, in which case both must be considered.
- *Landscaping:* The east and west ends of the bridge should include sufficient open space to provide landings and thresholds; the landscaping should enhance adjacent areas while taking into account safety and visibility.
- *Public Benefits:* As articulated in the City of Seattle aerial vacation policies, consideration shall be given to the public benefits to be created by any potential aerial vacation. In this instance, the separation of pedestrians from Montlake Boulevard and the definition of need balanced with the presence of existing pedestrian bridges in the vicinity will be considered.

Portage Bay Vista Pedestrian Bridge - Aerial Vacation or Term Permit

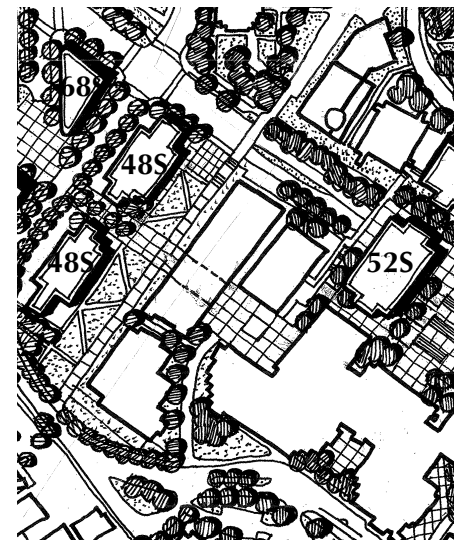
Background

The Portage Bay Vista Pedestrian Bridge is a critical element of the Southwest Campus Plan initiated in 1993. The bridge provides an important pedestrian connection between the Physics/Astronomy Building (a cornerstone of Central Campus) and Portage Bay Vista, a major connection between the campus and the shoreline. The alternative presented in the Draft Campus Master Plan generated a range of comments, and the University desires to study this option further before filing for a street vacation petition for a preferred alternative.

Alternatives

Aerial Vacation Alternative

One alternative that will be studied is the alternative described above, a pedestrian bridge connecting the Physics/Astronomy Building and Portage Bay Vista. This concept is shown in Figures VI-19 & 20.



Portage Bay Vista Figure VI-19

Term Permit

An alternative that may be studied includes use of a term permit versus an aerial vacation. Term permits do not permanently vacate the right-of-way.

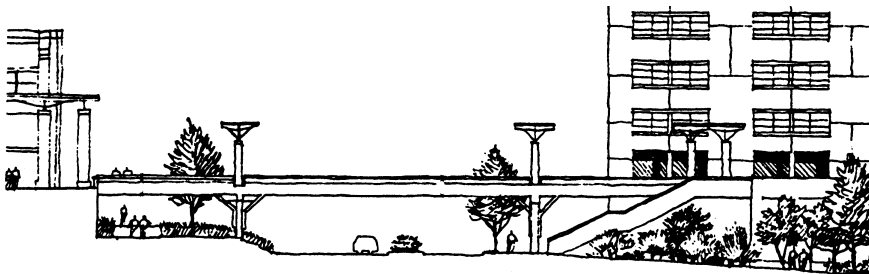
No Aerial Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the Portage Bay Vista Pedestrian Bridge proposal, the following should be given consideration, along with the City of Seattle aerial vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for a Portage Bay Vista connection.
- *Circulation and Access:* NE Pacific Street is a major vehicular circulation route. Pedestrians and bicyclists also provide heavy use of the area. In any future vacation request, consideration



Portage Bay Vista Pedestrian Bridge

Figure VI-20

must be given to ensure that circulation and access is enhanced and not negatively impacted.

- *Light, Air, Open Space and View:* The alignment and design concept of the bridge should minimize any negative impact on the flow of vehicular traffic (i.e., provide sufficient headroom), provision of light and air and conservation of views.
- *Design:* Consideration should be given to designing a light structure, the relation of the bridge landing to the Physics Astronomy Plaza at the north and the Portage Bay Vista to the south. It is possible that the southern end will link directly into development on development site 47S. Care and consideration must be given to the relation and impact of the bridge on the Burke-Gilman Trail. Conceptual design information should include a structural concept, width (scaled wide enough to function as a bridge but also as a link between the Physics Astronomy Plaza and the Central Campus to the Portage Bay Vista and the Southwest Campus.), materials, alignment and site development at the north and south ends.
- *Pedestrian Environment:* The bridge will be designed to accommodate pedestrians, and possibly bicyclists. Stairs and an elevator, either free standing or as a part of development on site 47S, will provide access to the Portage Bay Vista open space at the south end. The solution to providing pedestrian access and alignment at the north end is not determined and requires development and analysis of alternatives. Consideration may be given to providing access to the Burke-Gilman Trail to and from the bridge for bicycles, if possible with the elevation change.
- *Landscaping:* The north and south ends will require sufficient open space to accommodate landings. The areas under the bridge in the vicinity of the Burke-Gilman Trail and NE Pacific Street will require landscaping complementary with the surrounding landscape.
- *Public Benefits:* As articulated in the City of Seattle aerial vacation policies, consideration shall be given to the public benefits to be created by any potential aerial vacation. In this instance the separation of pedestrians from crossing NE Pacific Street at grade, the elevation change from the Physics Astronomy Plaza, and the definition of need balanced with the presence of existing pedestrian bridges in the vicinity will be considered.

Alley on Site 31W- Alley Vacation

Background

The alley bisecting University owned property, site 31W, on the southern half of the block bordered by 11th Avenue NE, 12th Avenue NE and NE 41st Street may be closed, bridged or realigned with the development of site 31W to provide for development flexibility. Access on the alley to the private properties of the north portion of the block must be accommodated. Service on site 31W will be screened from the surrounding streets. The alternative presented in the Draft Campus Master Plan generated a range of comments, and the University desires to study this option further before filing for an alley vacation petition for a preferred alternative.

Alternatives

Realignment

One alternative that will be studied is the realignment of the southern half of the existing alley to run in the east-west direction at the northern perimeter of site 31W, connecting to 11th Avenue NE and/or 12th Avenue NE and providing access to the northern portion of the alley serving private properties. This concept is shown in Figure VI-21.

Other Alternatives

Other alternatives that could be studied include cul-de-sac, aerial or below-grade. An aerial vacation would keep the alley in place and provide an overhead bridge or building extension between those portions bisected by the alley. Access between the two segments may also be achieved below grade, beneath the alley, to connect parking.

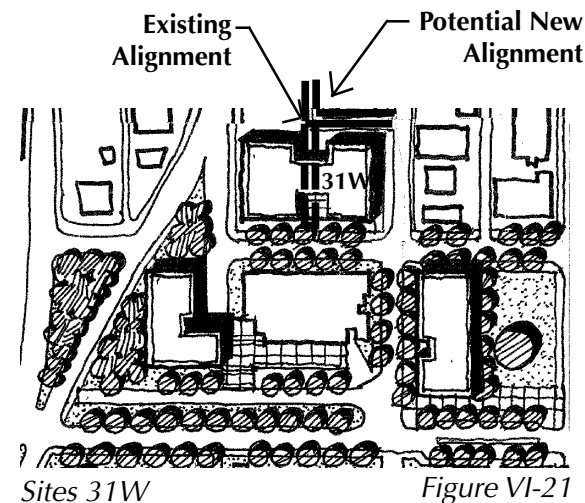
No Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the alternatives for the alley on site 31W, the following should be given consideration, along with the City of Seattle alley vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for site 31W.
- *Circulation and Access:* The alley provides access to private properties on the portion of the block north of site 31W. This access must be accommodated in the future.
- *Light, Air, Open Space and View:* Alleys provide light, air, open space and views to their surrounding buildings. The development of site 31W should replace any loss of these features caused by an alley vacation.



- *Design:* Alleys typically break down the scale of city blocks. Design guidelines should be developed with the vacation or realignment requiring modulation in the design of any new development on site 31W. This modulation should not be driven by the alignment of the alley, but by the functions of the new development, relations to adjoining properties and streets.
- *Pedestrian Environment:* Use of the existing alley should be evaluated and if appropriate, pedestrian access through site 31W should be accommodated in future development proposals.
- *Land Use:* The long term impacts, precedent and cumulative effect on site 31W and adjoining properties, of vacating, not vacating, realigning or bridging the alley shall be considered.
- *Public Benefits:* As articulated in the City of Seattle alley vacation policies, consideration shall be given to the public benefits to be created by any potential street vacation.

Alley on Site 32W- Alley Vacation

Background

The alley bisecting University owned properties (there are no privately owned properties on this block) identified as development site 32W is proposed for potential vacation to provide for development flexibility, the conservation of a significant existing tree and the development of adjoining open space around the tree. The alternative presented in the Draft Campus Master Plan generated a range of comments, and the University desires to study this option further before filing for an alley vacation petition for a preferred alternative.

Alternatives

Vacation Alternative

One alternative that should be studied is an alley vacation for contiguous development of the site. This alternative is shown in Figure VI-22.

No Vacation

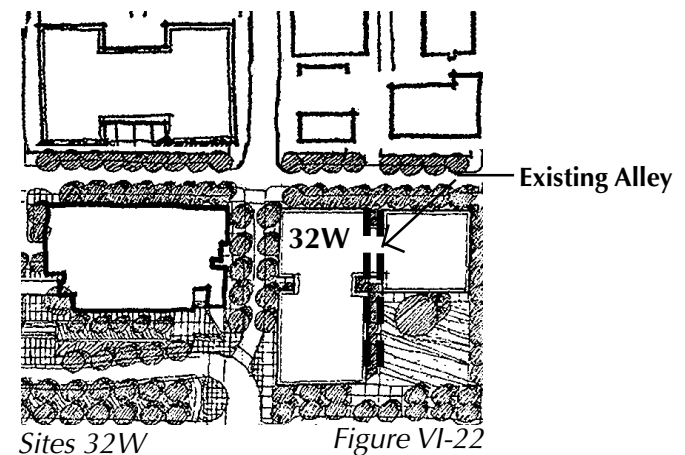
Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the alternatives for the alley on site 32W, the following should be given consideration, along with the City of Seattle alley vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for site 32W.

- *Circulation and Access:* The existing alley provides service and parking access to the University properties on this block. If the alley is vacated, service on site should be screened from view from surrounding streets and the proposed open space. There are no private properties requiring access from the existing alley.
- *Light, Air, Open Space and View:* Alleys provide light, air, open space and views to their surrounding buildings. The development of site 32W should replace any loss of these features caused by an alley vacation.
- *Design:* Alleys typically break down the scale of city blocks. Design guidelines should be developed with the vacation or realignment requiring modulation in the design of any new development on site 32W. This modulation should not be driven by the alignment of the alley, but by the functions of the new development, relations to adjoining properties and streets, and the development of planned open space.
- *Pedestrian Environment:* Use of the existing alley should be evaluated and if appropriate, pedestrian access through site 32W should be accommodated in future development proposals.
- *Land Use:* The long term impacts, precedent and cumulative effect on site 32W and adjoining properties, of vacating or not vacating the alley shall be considered.
- *Public Benefits:* As articulated in the City of Seattle alley vacation policies, consideration shall be given to the public benefits to be created by any potential street vacation. The provision of public open space opening on to, and accessible from, the public street, the Campus Parkway, will provide a significant public benefit.



Alley on Site 35W- Alley Vacation

Background

The alley extending north-south from Campus Parkway to NE 40th Street between University-owned properties identified as development site 35W and a privately owned property on the west, the Cavalier Apartments, was proposed for potential vacation in the Draft Campus Master Plan to provide for development flexibility. The alternative generated a range of comments, and the University desires to study this option further before filing for an alley vacation petition for a preferred alternative.

Alternatives

Vacation Alternative

One alternative that should be studied is an alley vacation for development flexibility of University property. This alternative should not consider vacation of the alley along the east facade of the Cavalier Apartments to preserve access to daylight in the residential units. This concept is shown in Figure VI-23.

Other Vacation Alternatives

Another alternative may be to maintain the alley in-place and provide an overhead bridge or building extension between those portions of the development site to be bisected by the alley. Access between the two segments may also be accessed beneath the alley below grade to connect parking.

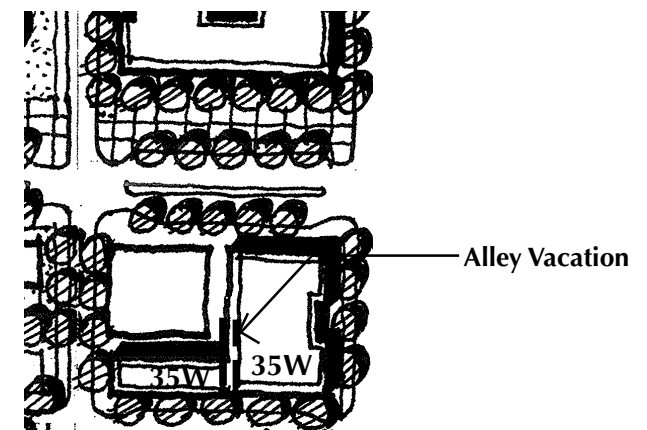
No Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the alternatives for the alley on site 35W, the following should be given consideration, along with the City of Seattle alley vacation policies and the overall objectives of the Draft Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for site 35W.
- *Light, Air, Open Space and View:* Alleys provide light, air, open space and views to their surrounding buildings. The development of site 35W should replace any loss of these features caused by an alley vacation. Light and air must be provided to the eastern façade of the adjoining private property now facing on the alley, (the Cavalier Apartments).
- *Design:* Alleys typically break down the scale of city blocks. Design guidelines should be developed with the alley vacation petition requiring modulation in the design of any new development on site 35W. This modulation should not be driven by the alignment of the alley, but by the functions of the new



Site 35W Figure VI-23

development, relations to the adjoining private property and streets.

- *Pedestrian Environment:* Use of the existing alley should be evaluated, and if appropriate, pedestrian access through site 35W should be accommodated in future development proposals.
- *Land Use:* The long term impacts, precedent and cumulative effect on site 35W and adjoining properties, of vacating, an aerial vacation, or not vacating the alley shall be considered.
- *Public Benefits:* As articulated in the City of Seattle alley vacation policies, consideration shall be given to the public benefits to be created by any potential alley vacation.

Alley on Site 36W- Alley Vacation

Background

The potential development site 36W is bordered by the proposed east-west pedestrian walkway on the south, Gould Hall on the north, 15th Avenue NE on the west and an alley on the east. The alternative presented in the Draft Campus Master Plan generated a range of comments, and the University desires to study this option further before filing for an alley vacation petition for a preferred alternative.

Alternatives

Vacation Alternative

One alternative that may be considered is vacating a portion of the alley, specifically, the east-west leg and northern portion north of the privately owned LDS property to provide for development flexibility and pedestrian access. This concept is shown in Figure VI-24.

No Vacation

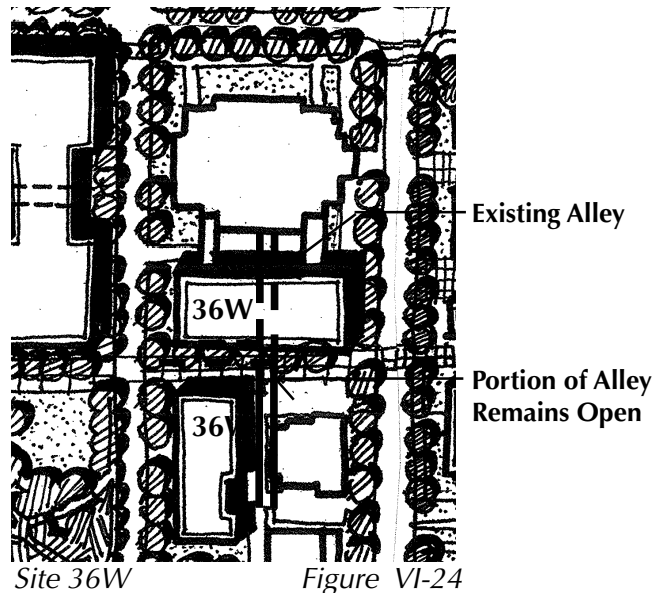
Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the alternatives for the alley on site 36W, the following should be given consideration, along with the City of Seattle alley vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for site 36W.

- *Circulation and Access:* The existing alley provides service and parking access to the University property and the one private property on the block. If the alley is vacated, service on-site to both the private and University properties should be screened from view from surrounding streets. Service to the properties on the southern portion of the block will continue to be provided by the existing alley alignment. Although the final plan for Sound Transit is not yet confirmed, the site should continue to accommodate potential future use by Sound Transit.
- *Light, Air, Open Space and View:* Alleys provide light, air, open space and views to their surrounding buildings. Future development on site 36W should replace any loss of these features caused by an alley vacation. Light and air must be provided to the open space, proposed east-west walkway and to the planned for Sound Transit Station. Consideration must also be given to the impact of new development on the private property located to the southwest of site 36W.
- *Design:* Alleys typically break down the scale of city blocks. Design guidelines should be developed with the alley vacation petition requiring modulation in the design of any new development on site 36W. This modulation should not be driven by the alignment of the alley, but by the functions of the new development, relations to the adjoining private property and streets.
- *Pedestrian Environment:* The Master Plan includes an east-west pedestrian walk which will provide access and replace the east-west leg of the alley. North-south pedestrian and bicycle access from the Burke-Gilman Trail to the proposed Sound Transit Station, east-west walkway, and site 36W must be provided.
- *Land Use:* The long term impacts, precedent and cumulative effect on site 36W and adjoining properties, of vacating, or not vacating the alley shall be considered.
- *Public Benefits:* As articulated in the City of Seattle alley vacation policies, consideration shall be given to the public benefits to be created by any potential alley vacation.



Site 36W

Figure VI-24

