TAB 6: FUNCTIONAL MISUSE OF THE ALLEY AND PUBLIC SAFETY

The design does not meet the following Design Guidelines

C-6: Develop the Alley Façade
D-6: Design for personal safety and security
E-3: Vehicular Access & Parking: Minimizing Adverse Impacts

Nobody is entitled to unfettered use of an alley, especially one that is so much narrower than the 20' effective width required for downtown Seattle. See **SMC 23.53.030**. A ***no protest agreement*** shall be required for alternate uses of narrow alleys. **SMC 23.53.030.F.2**.

The functional design **overwhelms the alley**, which the existing buildings depend on**.** The design relies on the alley for all of its vehicular traffic, including porte cohere, garage and loading docks. It will add **1,000 transits** per day if the alley could accommodate it.

A Very Challenging Alley

This is the narrowest alley in downtown Seattle. It is 16 ft wide and cannot be made wider on either the south or north ends. It has an **effective width of 11 ft** due to various obstacles which means **vehicles cannot pass each other**, and is already blocked about 40% of the time by delivery vehicles (which are allowed up to 30 min to load/unload) or underground utility access. See study by TSI, from 2016, in **TAB 7.**

The design incorporates a number of functional obstacles that SDOT identified as impediments to the use and causes of blocking of alleys in the study known as ***The Final 50 Feet***[1]:

- A porte cochere which is so tight (and with a post in the middle) that it is hard to navigate;
- Loading docks designed to be perpendicular to the alley allow for insufficient turning radius for a truck to back in (See Universal Turning Radius Study in **TAB 8**); and
- The exit from the garage has poor sight lines and requires 90 degree turns that are terrifyingly tight for many ordinary drivers.

The design creates gridlock and is a **risk to safety**. Fire escapes, hydrants, and utilities that run underground in the alley are at risk of being blocked. Alley entries and exists are on **Pine and Pike,** both of which have no sight lines, very busy sidewalks and bike lanes, and intentional restrictions on vehicle traffic. Dueling cars combined with trucks that back into or out of the alley **endanger pedestrians, bikers and vehicles**.

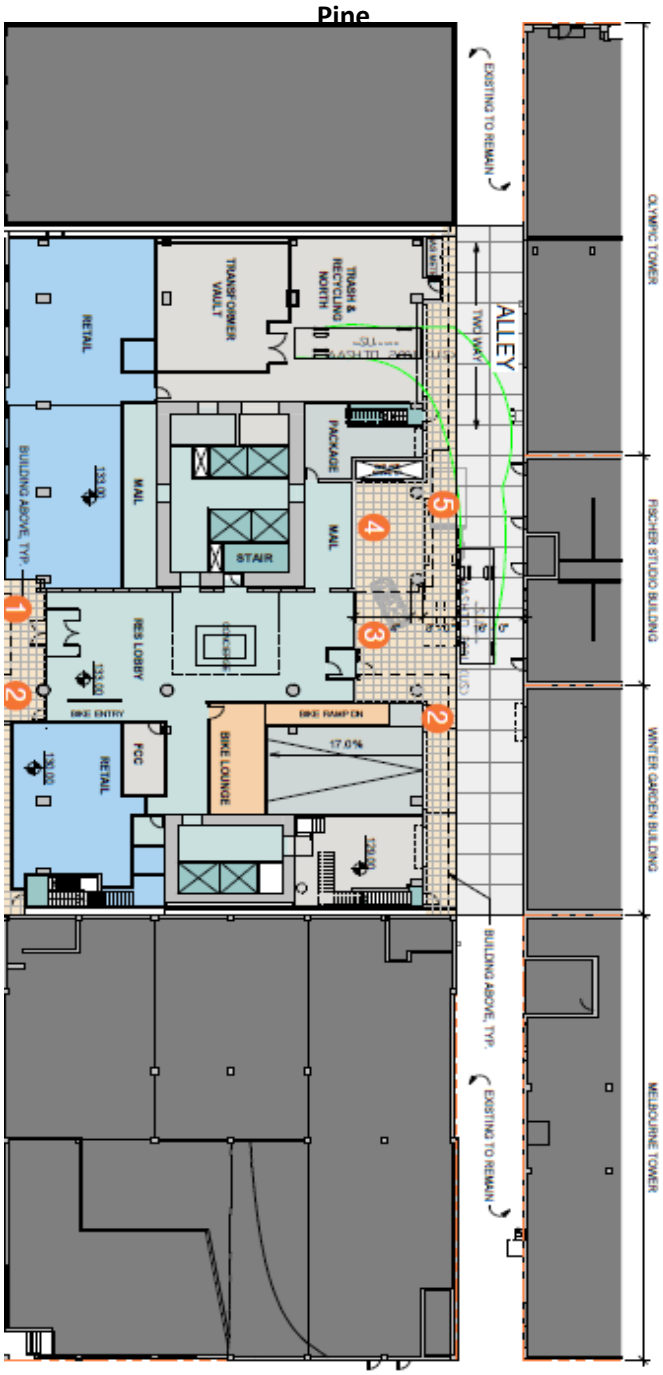
A Previously Rejected Idea

The developers must or should have been aware that it is unrealistic to plan for this use of the alley. A traffic scoping study that was done 2016 when Urban Visions was proposing to develop 1521 2nd Ave as a mixed use building with 173,000 sqft of office space and 35,000 sqft of commercial space shows how unrealistic the plan to rely on the alley is. See TENW Study in **TAB 7**.

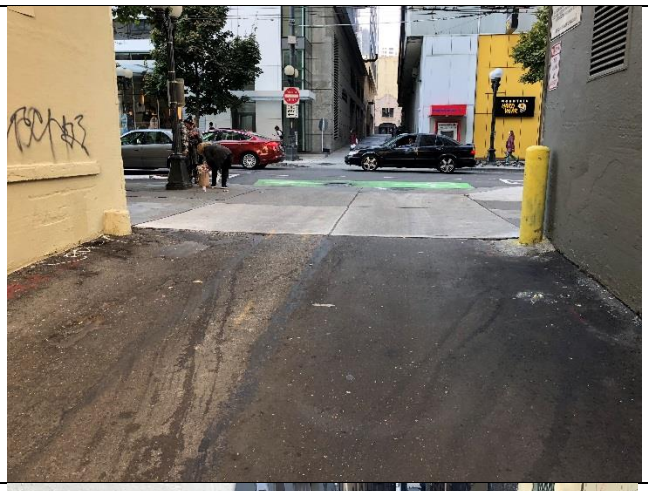
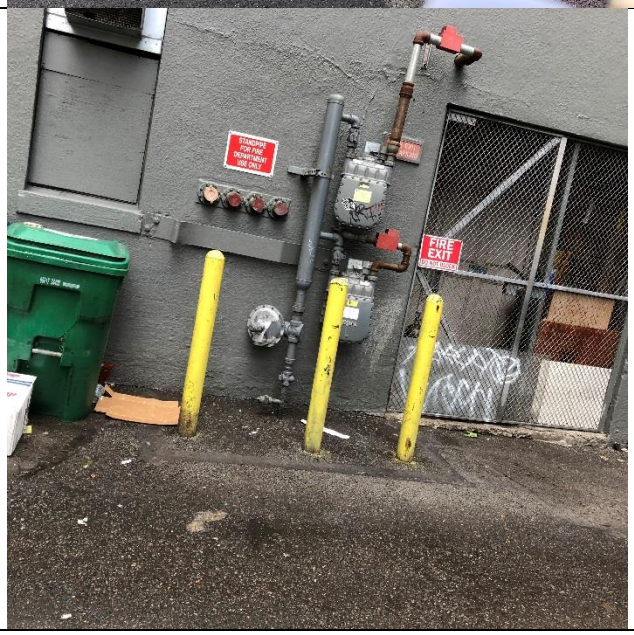
See **NEXT PAGES** for illustrations

[1] https://depts.washington.edu/sctlctr/sites/default/files/SCTL_Final_50_ES.pdf

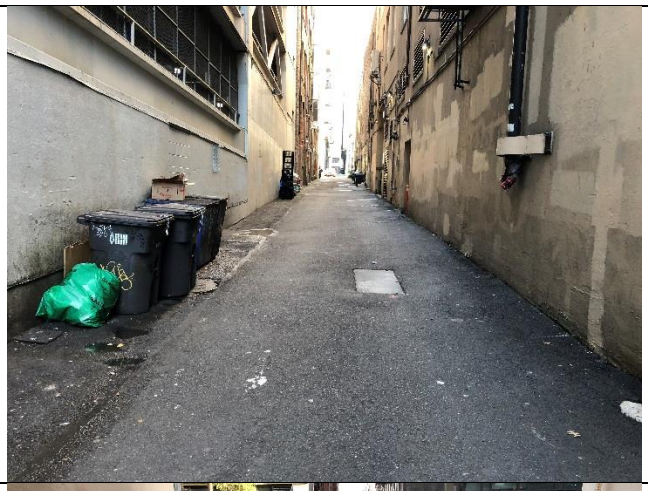
Alley Mapping
(see accompanying photos and annotation)



Pine	Width	Photo
	14'6"	1
	13'6"	2
	13'6"	3
	13'11"	4
	13'1"	5
	14'3"	6
	12'10"	7
	15'4"	8
Pike		9

Alley Described (photos taken at 1 pm on Oct 11)		
No	**Photo**	**Annotation**
1		Looking north to the Pine street exit. Effective width at exit is 14’6”. **Note:** Traffic from alley must transverse the **sidewalk** and the **bike lane** (painted green). Because of traffic restrictions there is only one lane for private vehicles which is one way east-to-west. It is always blocked with traffic waiting for light at 2nd ave to change. Note: **zero sight lines** from alley to sidewalk east or west
2		This photo is taken to the south outside the Olympic tower, about 50 ft to the south of the Pine entrance. The width between the dumpsters tpo the east and the wall of the Height Bldg to the west is 13’6”
3		This photo is taken to the east outside where the north loading has been designed. The width here is 13’6”. The loading dock is perpendicular to the alley. This is where design intends for trucks to rotate 90 degrees into the loading dock in reverse. That can only be achieved by a **tiny** truck. This makes the dock useless for backing into. It will result in trucks unloading in the alley, as has been shown to be typical in the SDOT’s Final 50 Feet study. **These loading docks are for show only**; not for loading or unloading significant loads.

4		This photo is taken to the south outside Fischer Studio Bldg's fire hydrant and fire escape to the east. It is opposite the planned porte cochere. The effective width of the alley here is 13'11". However, twice a week FSB puts its trash out here which lops off easily another 3-4 ft so there are days when the alley here is only 9'10". **Note**: Numerous manholes and other openings in the pavement all along the alley are for access to underground utilities. When they are open the alley may not be transversable by vehicle.
5		This photo is taken to the south. The dumpster is opposite where 1516 design has planned its garage exist. The effective width of the alley here is 13'1". Because the garage exit is perpendicular to the alley, it will be extremely treacherous for many ordinary drivers to make this turn. **Note**: the garage exit has poor sightline to the south. That means a driver will not know if the alley to the south is blocked before his or her vehicle is already in the alley.
6		This photo is taken to the south just outside the Melbourne bldg's trash area. The fire hydrant to the west and stack of recycle makes the alley's effective width 14'3". Frequently there is more garbage in this area on both sides of the alley making it much narrower.

7		Looking north from **Pike St entrance**. These garbage dumpsters to the west and the fire hydrants to the east are located 13 ft into the alley. The width between them is only 12’10”. There is frequently lots more trash accumulated here.
8		Looking south to the **Pike street exit**. Width at exit is 15’4”. **Note:** Traffic from lane must transverse the **sidewalk** and the **bike lane** (painted green) Because of traffic restrictions there is only one lane for private vehicles which is one way west-to-east. It is always blocked with traffic waiting for light at 3rd ave to change. Note: **zero sight lines** from alley to sidewalk east or west.
9		**Pike St exit/entrance** taken from the sidewalk facing west. Note: **zero sight lines** from alley to sidewalk east or west.

Third Avenue Pike/Pine Block Buildings

Alley between Pike and Pine, Second and Third Avenues

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Alley between Pike and Pine, Second and Third Avenues