Broad Street Vacation
Dexter Avenue North to Ninth Avenue North

Seattle Design Commission
Urban Design Merit
November 19, 2015
Proposed vacation

Purpose:
- Consolidate property
- Fund Mercer West
- Support city and neighborhood goals
- Better use of right-of-way

Not your typical street vacation
Design Commission follow up:

- Property Value
- Design Guidelines
- Open Space
- Site Access
- Property Disposition
Right-of-Way changes

The Transportation Network

Mercer Corridor Improvements and SR 99 Tunnel

Net right-of-way increase: 94,000 sq ft
King County below-grade utilities

Easements will allow construction over CSO pipe & Mercer Tunnel
Transportation network
Proposed street improvements

ROY STREET
- Widen bike lanes
- Add buffer

Dexter Ave N
- Open bus island
- Install raised buffer with landscaping

Ninth Ave N
- Widen bike lanes
- Add buffer
- Add protected signal movement for bike safety

Mercer St
Proposed street improvements context

- **ROY STREET**
  - Widen bike lanes
  - Add buffer

- **DEXTER AVE N**
  - Open bus island and install raised buffer with landscaping

- **NINTH AVE N**
  - Widen bike lanes
  - Add buffer
  - Add protected signal movement for bike safety

- **MERCER STREET**
No vacation potential development scenario

370,000 square feet
Single block scenario with vacation

Overall Height: 160'-0"
Tower: 115'-0"
Podium: 45'-0"

610,000 square feet
Two-block maximum density with vacation

880,000 square feet
Two-block market response 1
with vacation

770,000 square feet
Two-block market response 2
with vacation

800,000 square feet
Open space connections

Eighth Ave North
Anchor for Green Street

Roy Street
Connect to Lake Union Park

Ninth Ave North
Bicycle connection to Westlake cycle track
Proposed open space plan
Open space – no vacation

Potentially 0 to ~5,120 square feet
Open space – with vacation

Dedicated 8th Ave N ROW: ~7,700 square feet
10’ Setback on 8th Ave N: ~ 3,600 square feet
Additional Open Space: ~11,200 square feet
Vehicle site access without vacation
Vehicle site access with vacation

ROY STREET

MERCEDE STREET

WEST PARCEL

EAST PARCEL

LEGEND

- OPTION 1
- OPTION 2
- DEVELOPABLE AREA
Pedestrian and bike circulation without vacation
Pedestrian and bike circulation with vacation
8th and Mercer pedestrian crossing
Design guidelines – 8th Ave N

Space to be grade level with its surface to have textured paving material in the form of unit pavers or patterned concrete.
Design guidelines – 8th Ave N

Maintain pedestrian sightlines through the space between public right-of-ways
Design guidelines – 8th Ave N

Bollards, low walls, or CIP concrete planters will be used to separate pedestrian circulation and gathering spaces from vehicle access drives.
At least 50% of the area of the open space shall be planted with ground cover and trees of a 3” or greater dbh with a minimum of one tree per 250 square feet of open space.
Design guidelines – 8th Ave N

80% of total square footage must be pervious
Design guidelines – 8\textsuperscript{th} Ave N

Places to comfortably and securely sit individually and gather socially with benches, stools, tables and chairs, low walls, steps, etc.
Design guidelines – 8th Ave N

CPTED standards shall be applied to assure maximum visual access and personal safety.
Design guidelines – 8th Ave N

Spaces to be completely integrated with surrounding buildings with potential for adjacent food service activities
Design guidelines – 8th Ave N

Circulation and all site amenities to be completely ADA accessible
Design guidelines – 8th Ave N

Public art or interactive water feature
Design guidelines – 8th Ave N

Night time area and pedestrian way lighting with shielded source fixtures
Design guidelines – 8th Ave N

Demonstrated solar access throughout the site

Photo by Terry Reed
Design guidelines – 8th Ave N

Reference design features identified for 8th Avenue North in the South Lake Union Street Concept Plans
Design guidelines – Roy Street

- Sidewalk width 10 feet
- Widen planting strip to 8 feet
- Adjust King County drop structure cover to sidewalk grade or provide sidewalk with additional public easement space
- Add buffer for protected bike lanes
- Require developer to construct
Ninth Ave N SDOT street plan

- Add buffer for protected bike lanes
- Widen bike lanes
- Add southbound right turn pocket
- Modify signals to protect bike crossing Mercer Street
- Constructed by SDOT
Right-of-Way plan

- Broad Street vacation: ~61,800 SQ FT
- Mercer Street dedication: ~20,200 SQ FT
- Eighth Avenue North surface dedication: ~7,670 SQ FT
- Parcel without public easement: ~90,400 SQ FT
- Public easement: ~6,800 SQ FT
- KCM easement in parcel: ~1,400 SQ FT
Urban design merit

The proposed Broad Street property vacation meets the Urban Design Merit criteria. The vacation:

- Reconnects the street grid and enhances the pedestrian experience.
- Improves site access.
- Is consistent with long-term infrastructure planning.
- Protects views and enhances access to daylight.
- Increases opportunities for publicly accessible open spaces.
Programming and development

**no vacation**

~350K SF development potential

8th Avenue corridor broken

Obsolete Broad Street right-of-way

$14,400,000 Land Value

**with vacation**

~7500K to ~880K SF development potential

8th Avenue corridor maintained

Development similar to neighboring properties

$37,000,000 Land Value
Neighborhood transportation

without vacation

with vacation
Vehicle access

without vacation

The vacation improves site access

with vacation
Building and site circulation

without vacation

with vacation

The vacation enhances the pedestrian access and circulation
Open space

no vacation
~0-5,000 sf potential

Building Construction may interrupt 8th Avenue corridor

with vacation
~15,000 sf potential

8th Ave corridor reconnected

Open space opportunities are increased
Utilities

Without vacation

• King County Metro utility operations not impacted

• No future utility plans for the site

With vacation

• Easement will allow construction over King County Metro utilities

• Developer to establish site utilities

• No other utility impacts

• Future below-grade utility space on 8th Ave N
Property Disposition
2016 City Council Statement of Legislative Intent

Directs FAS & DPD to:
• Analyze options for selling the site
• Explore options to maximize community-serving uses
• Provide most or all of the funding for principal and interest on the Mercer West interfund loan

Consider:
• RFP
• Options for long-term ground lease
• Best practices to maximize public use
The Broad Street Vacation:

- Meets financial obligations
- Realizes the vision established in the land use code
- Implements transportation priorities
- Provides opportunity for other City and neighborhood priorities
### Public benefit matrix

<table>
<thead>
<tr>
<th>Description</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated $37 Million for full site with Street Vacation</td>
<td>$30.3 Million for Mercer West per Adopted Funding Plan</td>
</tr>
<tr>
<td></td>
<td>Funding for Affordable Housing</td>
</tr>
<tr>
<td>40’ Pedestrian-only right-of-way (including improvements and maintenance)</td>
<td>Pedestrian connection</td>
</tr>
<tr>
<td>(including improvements and maintenance) with 10’ setbacks</td>
<td>Iconic urban place that enhances social interaction</td>
</tr>
<tr>
<td></td>
<td>Implements SLU Urban Design framework recommendation</td>
</tr>
<tr>
<td></td>
<td>Street grid – light, air, views</td>
</tr>
<tr>
<td>Neighborhood and Regional Transportation Improvements</td>
<td>Improved neighborhood &amp; city street network</td>
</tr>
<tr>
<td></td>
<td>Complete bicycle network</td>
</tr>
<tr>
<td></td>
<td>Complete pedestrian network w/ wider sidewalks</td>
</tr>
<tr>
<td></td>
<td>Street trees and landscaping</td>
</tr>
<tr>
<td></td>
<td>Enhanced transit stops</td>
</tr>
<tr>
<td></td>
<td>Aurora Transit Hub</td>
</tr>
</tbody>
</table>
Conclusion