

Broad Street Vacation

Dexter Avenue North to Ninth Avenue North

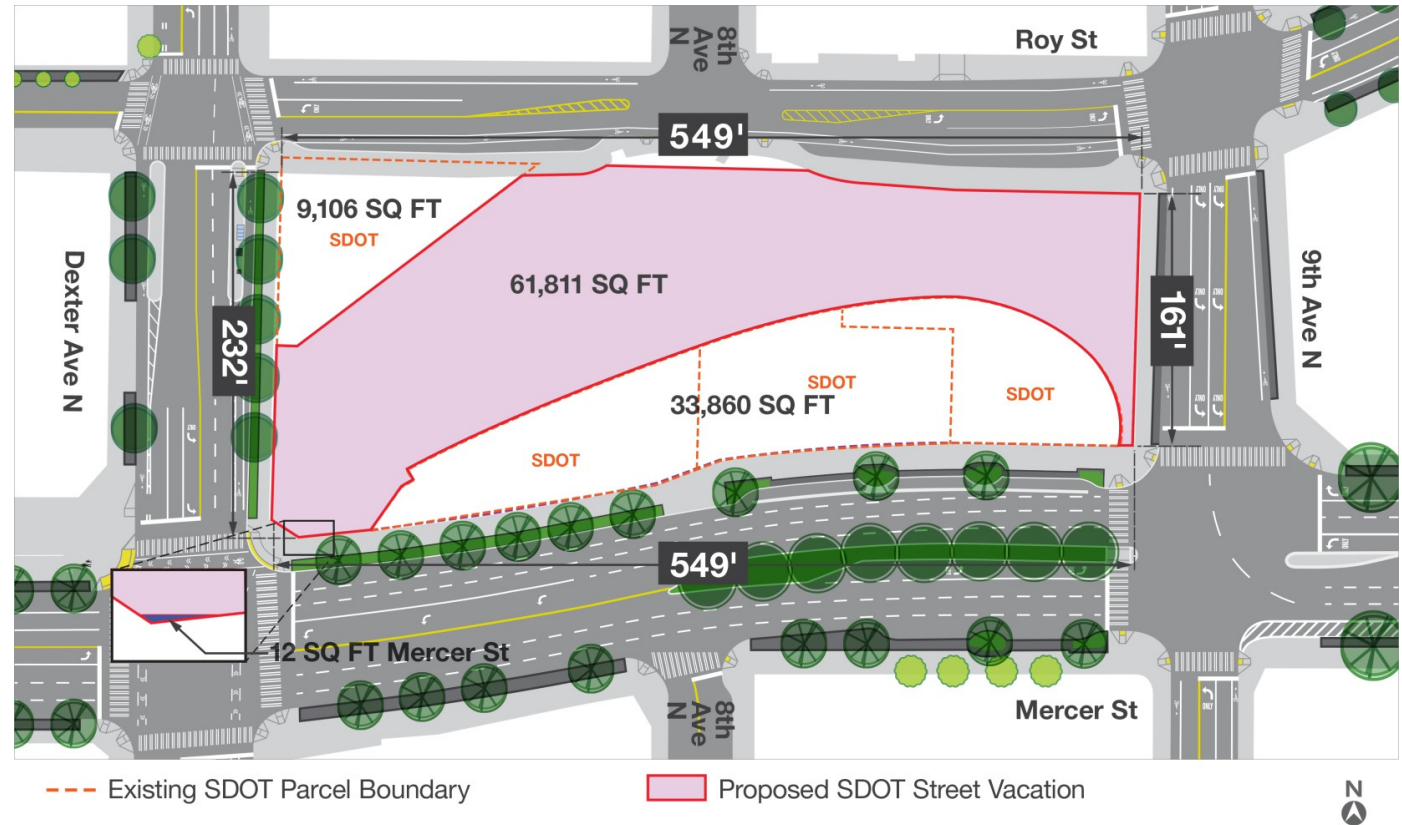


Seattle Design Commission
Urban Design Merit
November 19, 2015

Proposed vacation

Purpose:

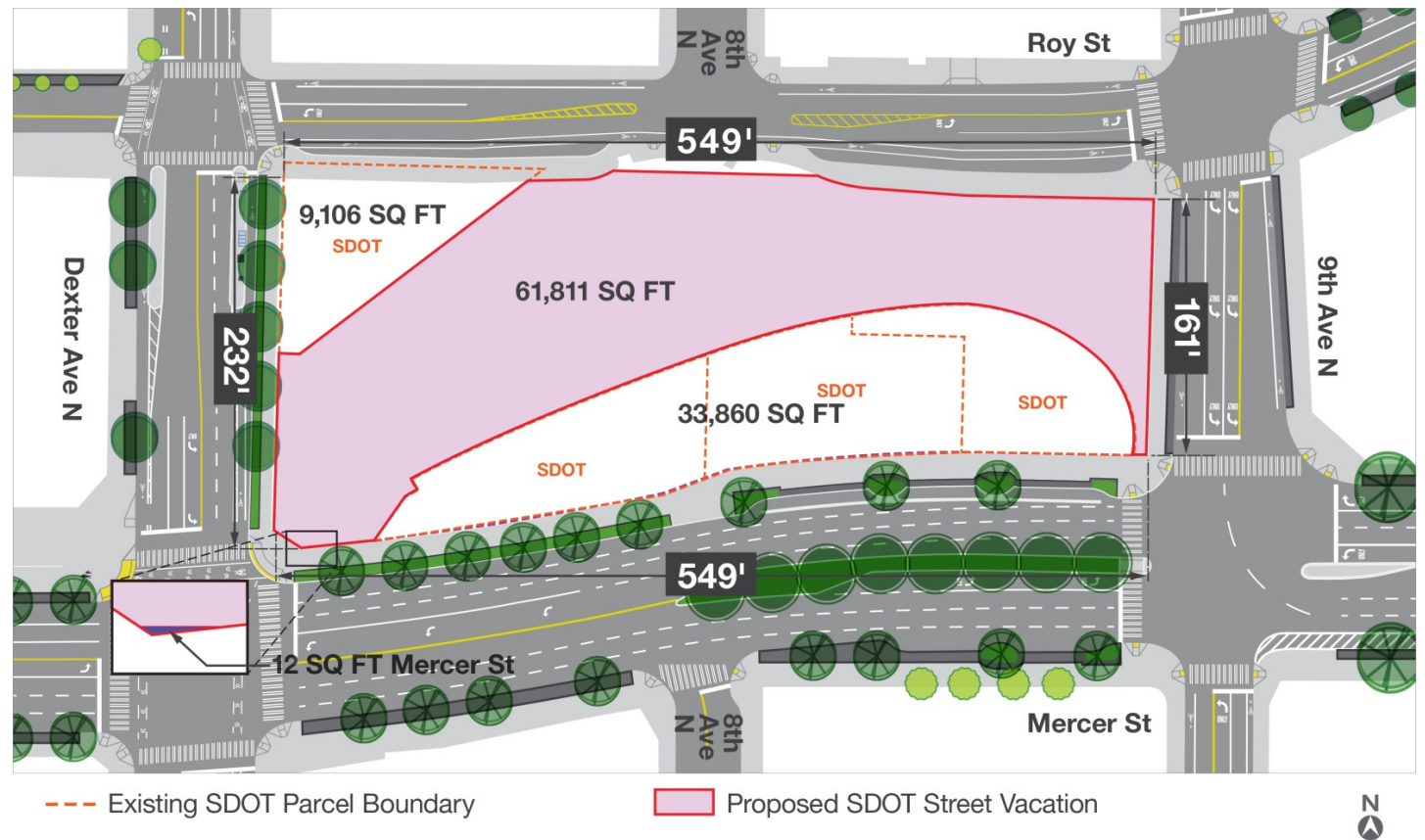
- Consolidate property
- Fund Mercer West
- Support city and neighborhood goals
- Better use of right-of-way



Not your typical street vacation

Design Commission follow up:

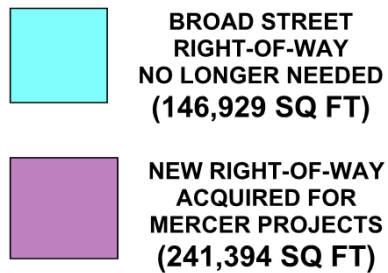
- Property Value
- Design Guidelines
- Open Space
- Site Access
- Property Disposition



Right-of-Way changes

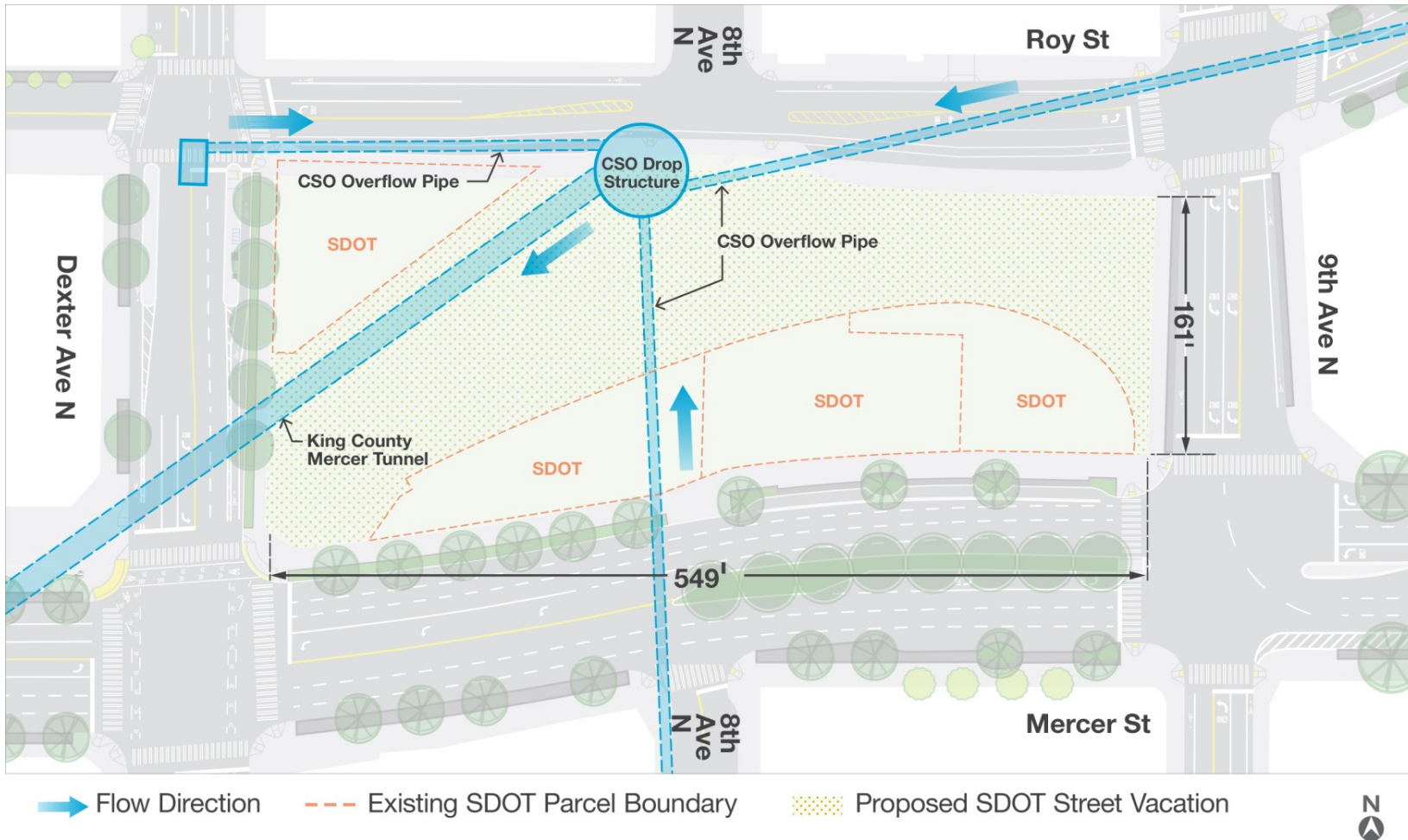
The
Transportation
Network

Mercer Corridor
Improvements
and SR 99
Tunnel



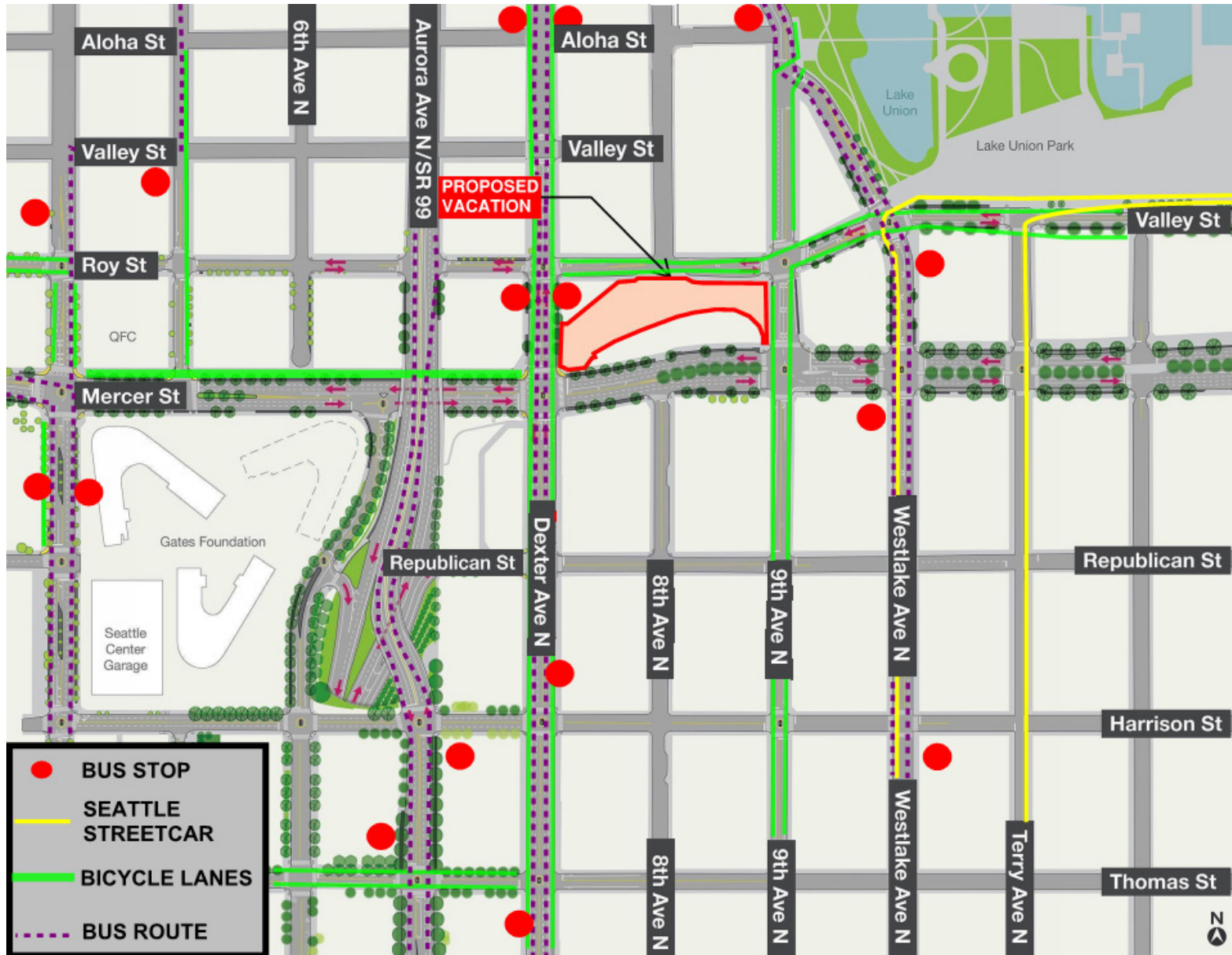
Net right-of-way increase: 94,000 sq ft

King County below-grade utilities



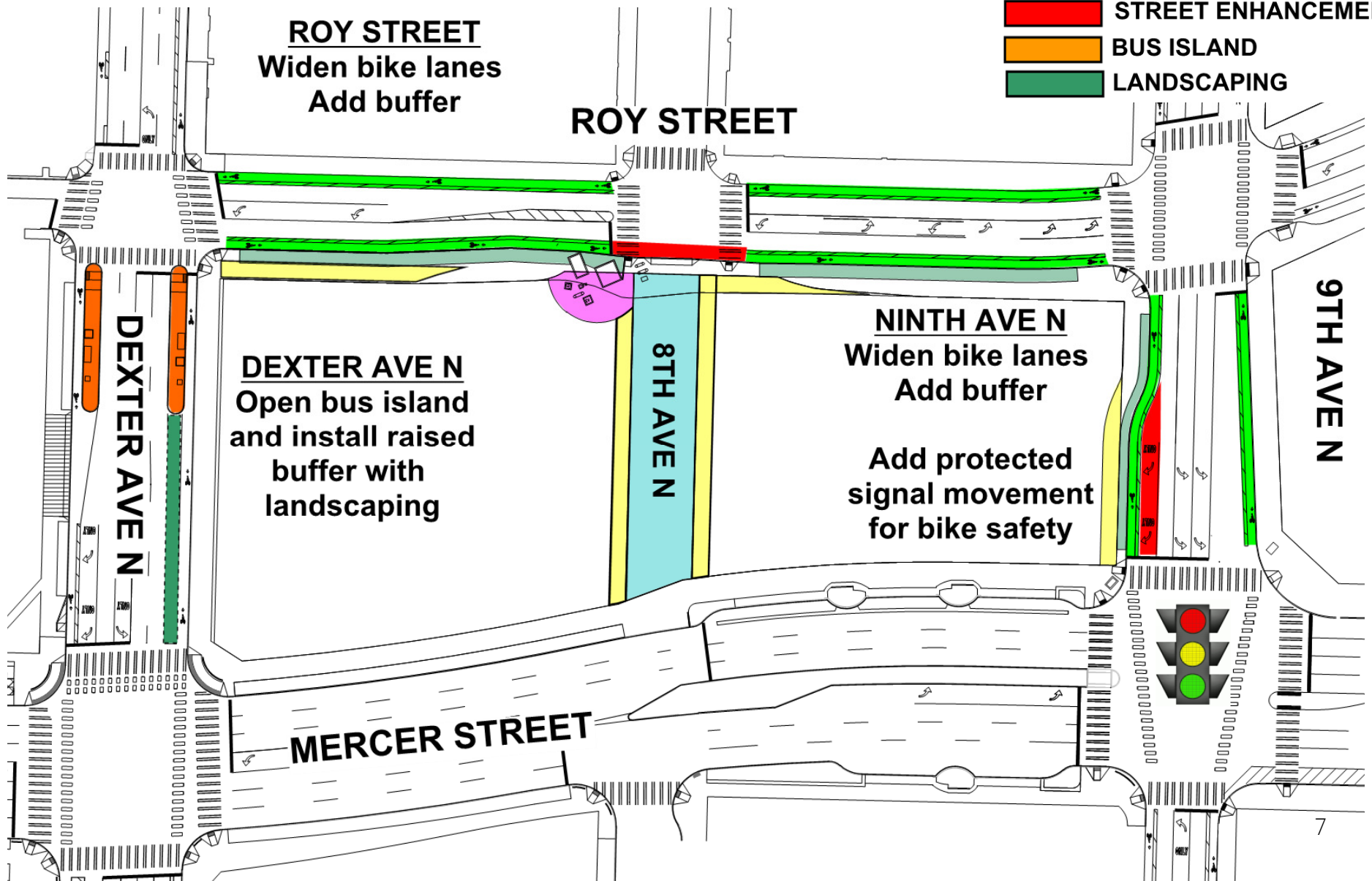
Easements will allow construction over CSO pipe & Mercer Tunnel

Transportation network



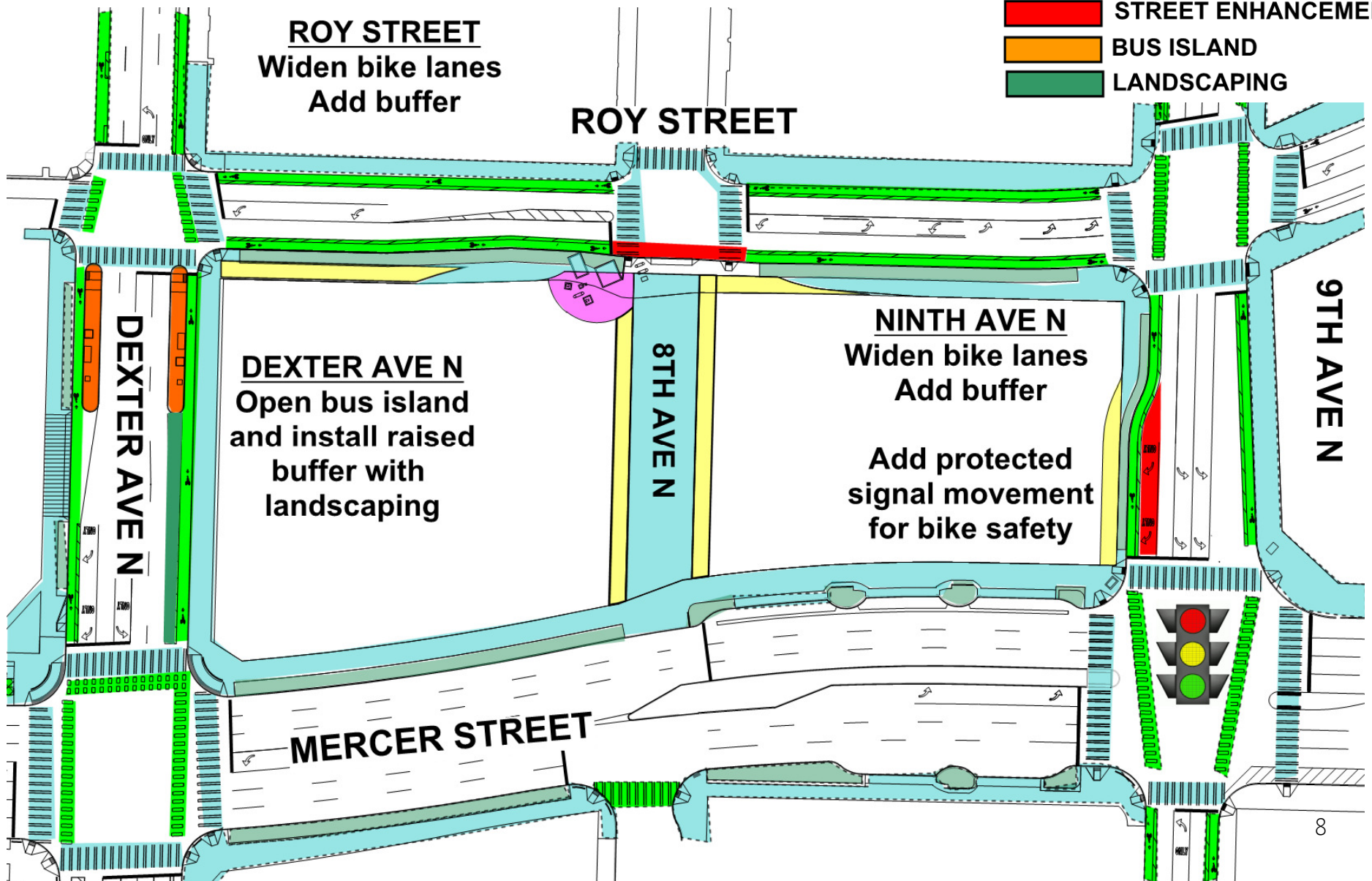
Proposed street improvements

- PEDESTRIAN AREA
- PUBLIC EASEMENT
- UTILITY EASEMENT
- BIKE IMPROVEMENTS
- STREET ENHANCEMENT
- BUS ISLAND
- LANDSCAPING

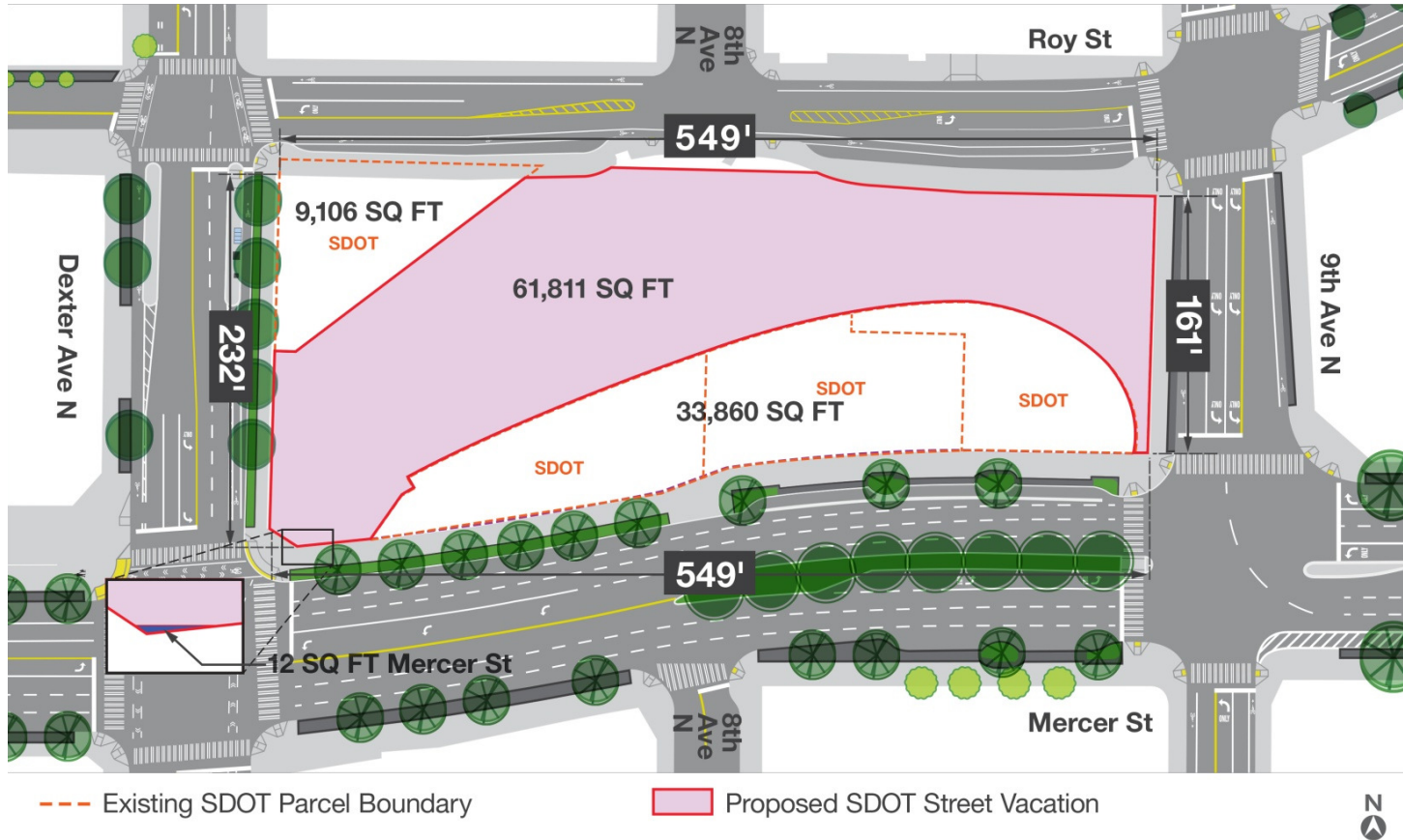


Proposed street improvements context

- PEDESTRIAN AREA
- PUBLIC EASEMENT
- UTILITY EASEMENT
- BIKE IMPROVEMENTS
- STREET ENHANCEMENT
- BUS ISLAND
- LANDSCAPING



Estimated property value

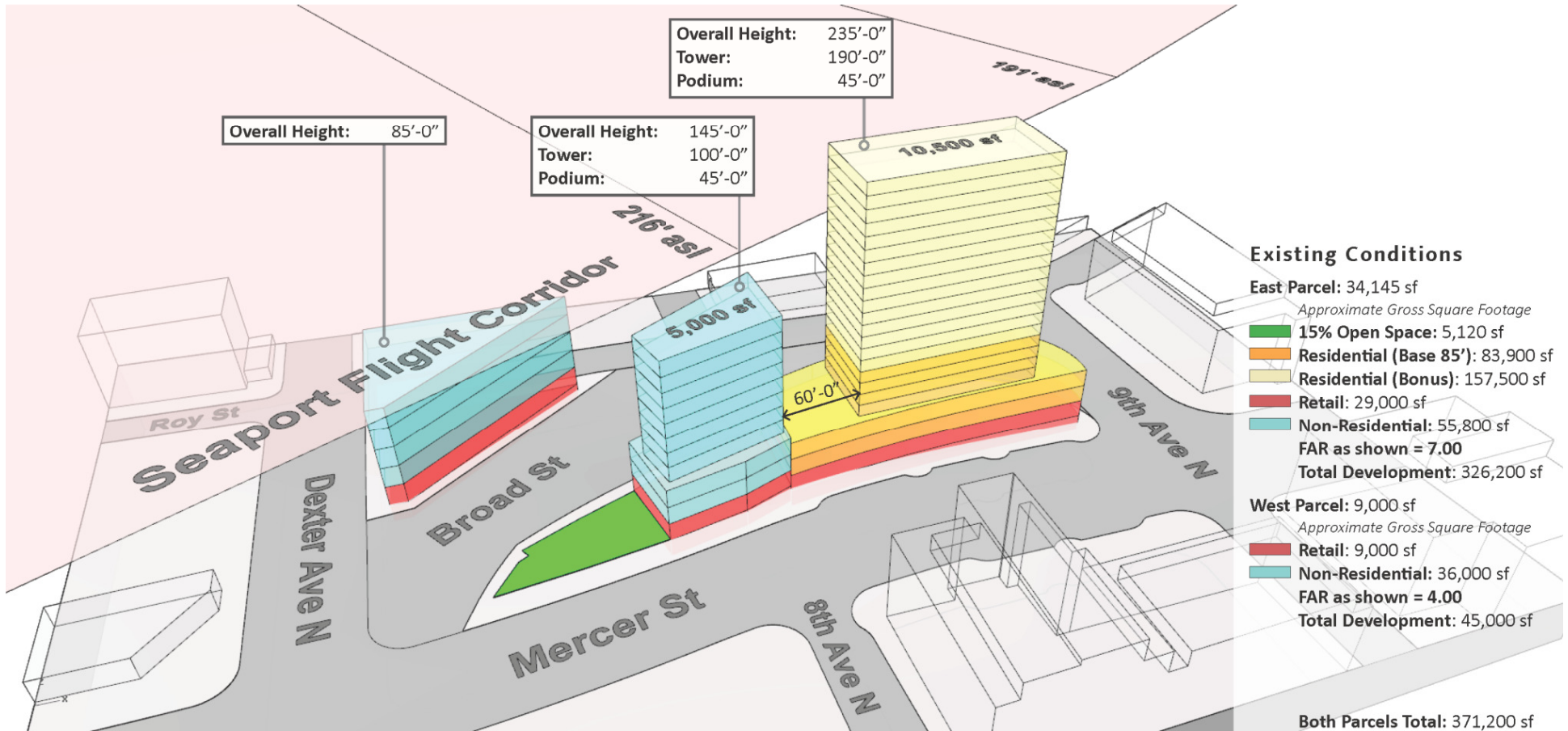


No Vacation
\$14,400,000

Vacation
\$37,000,000

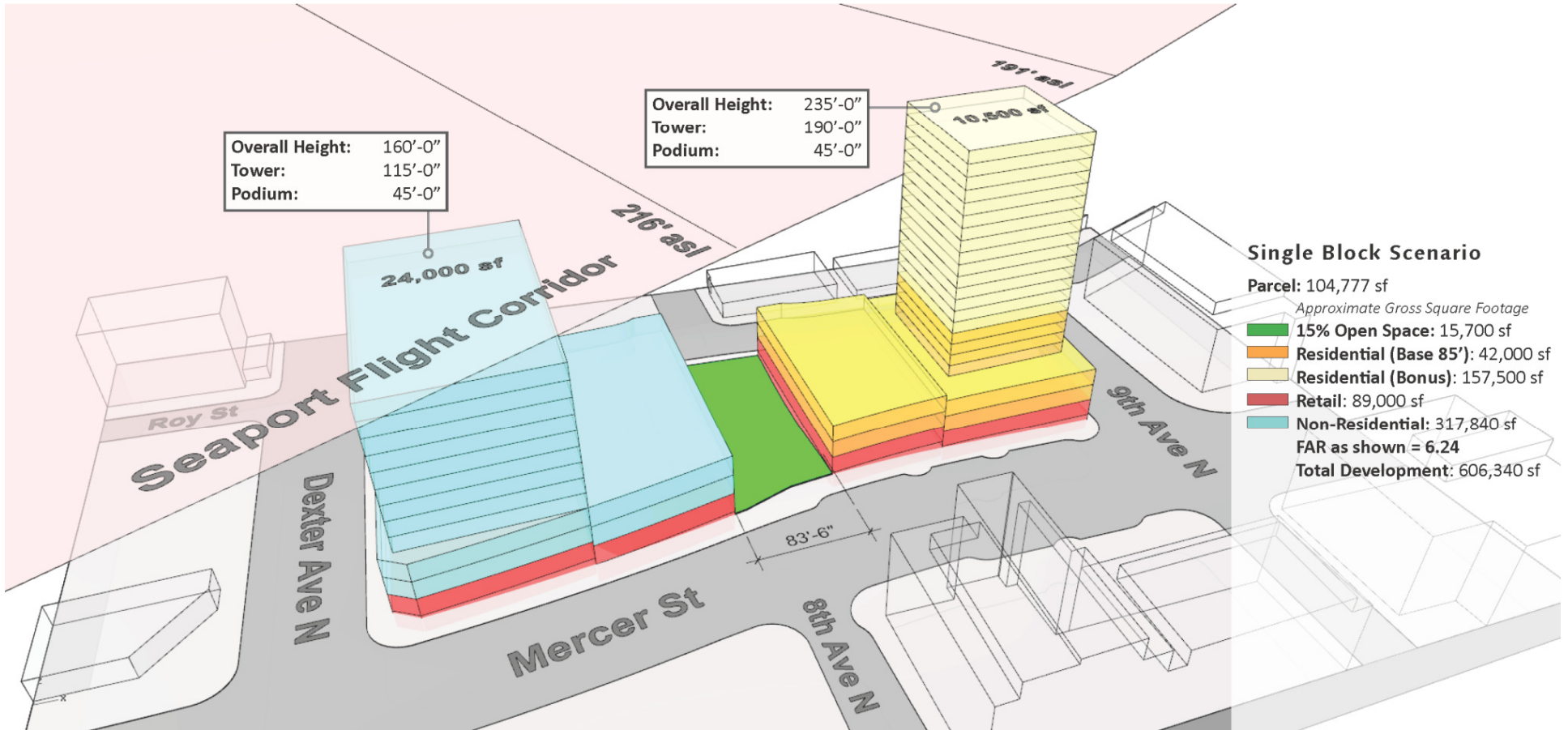
McKee and Schalka
October 29, 2013

No vacation potential development scenario



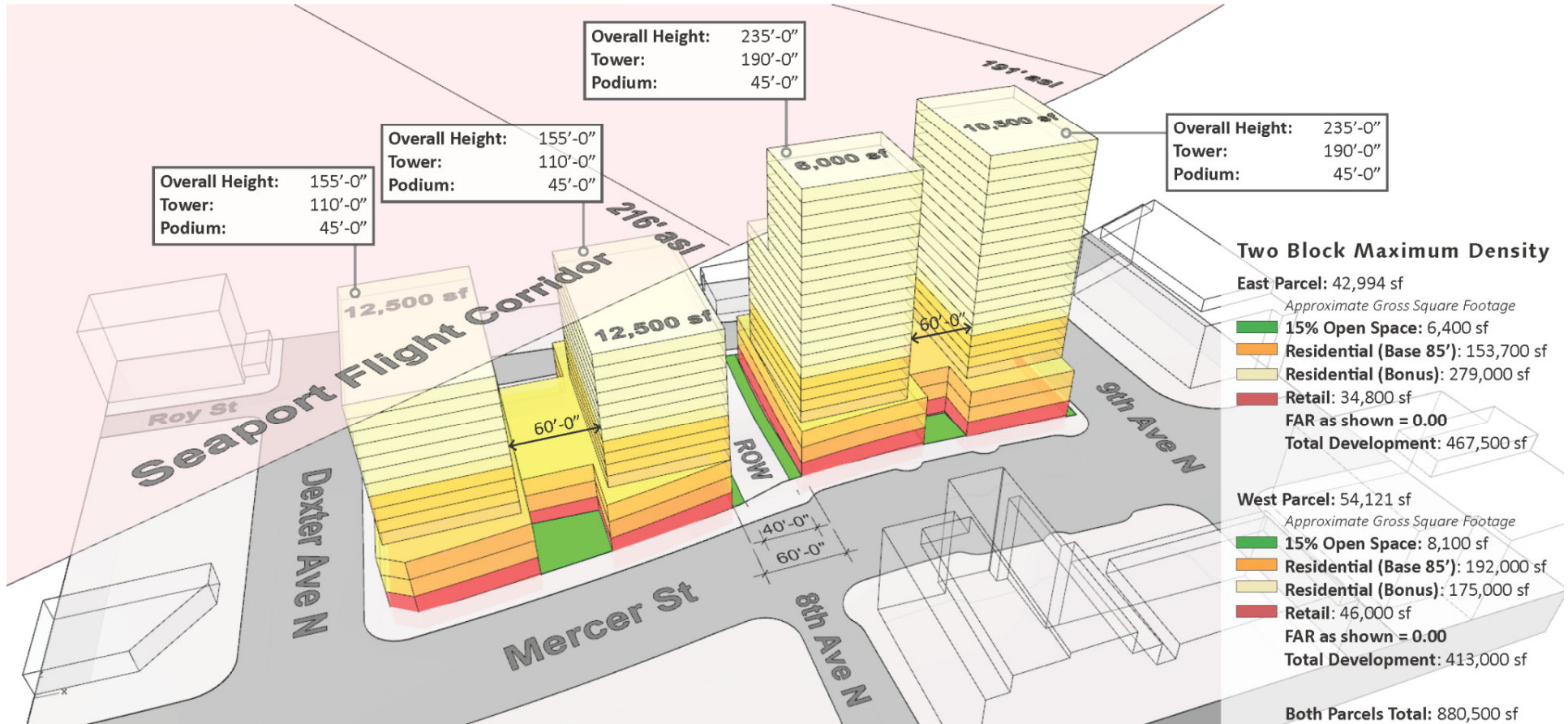
370,000 square feet

Single block scenario with vacation



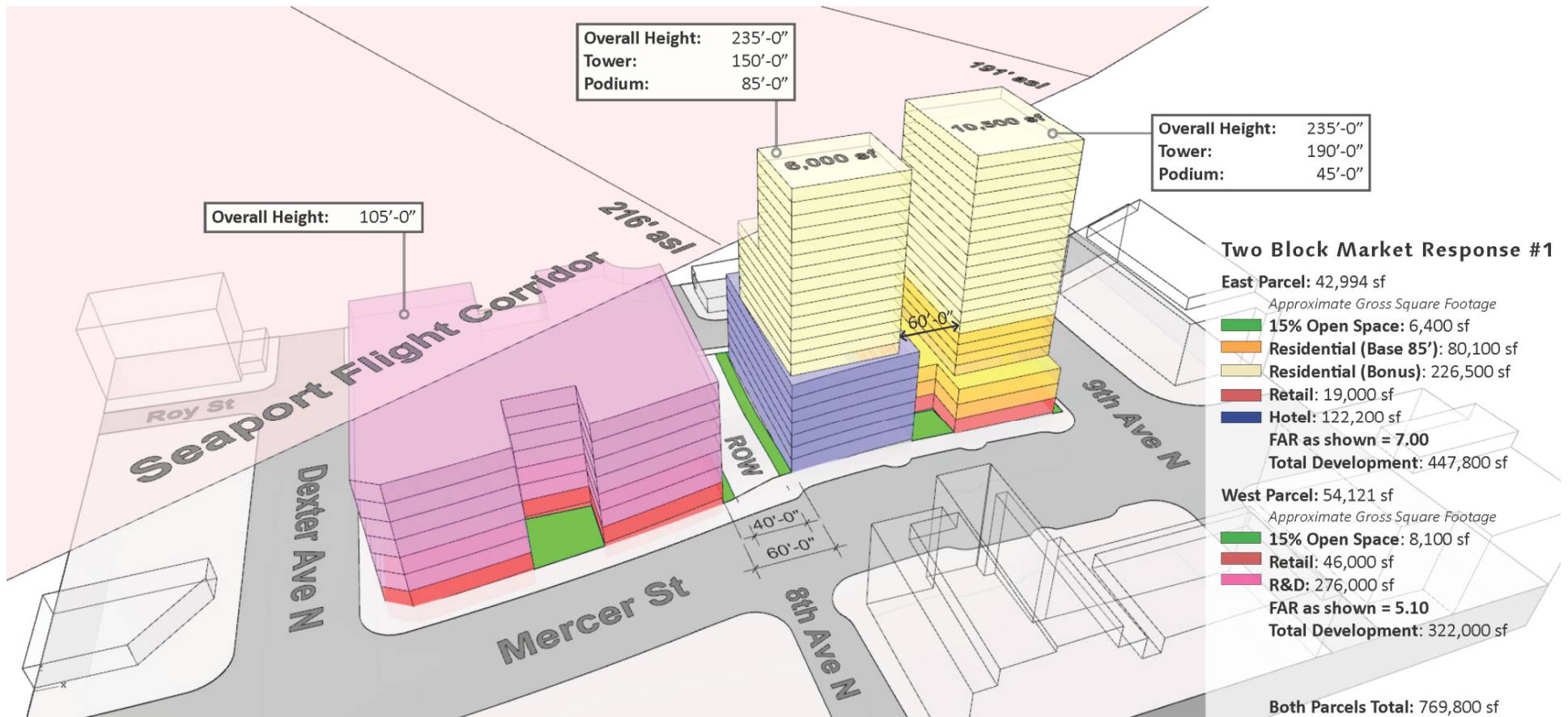
610,000 square feet

Two-block maximum density with vacation



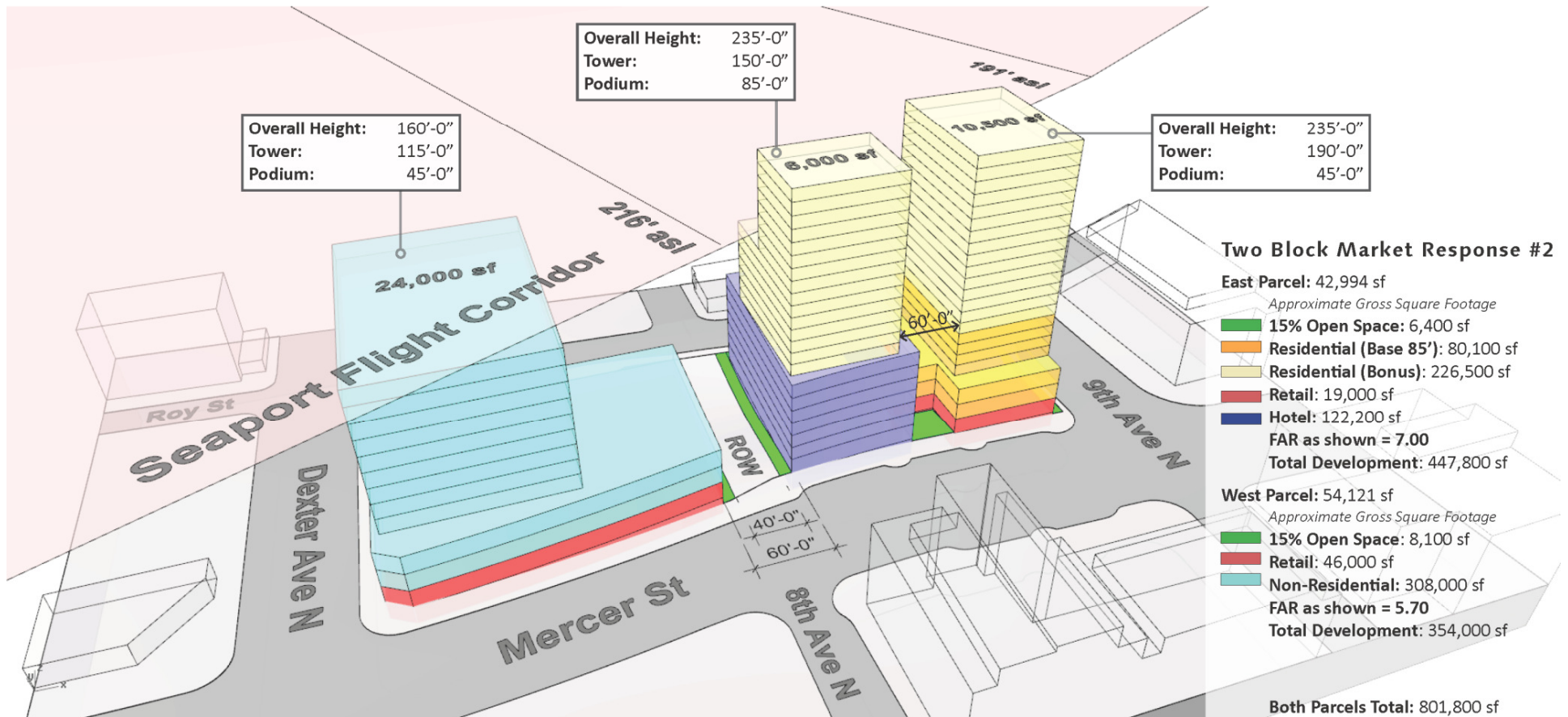
880,000 square feet

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

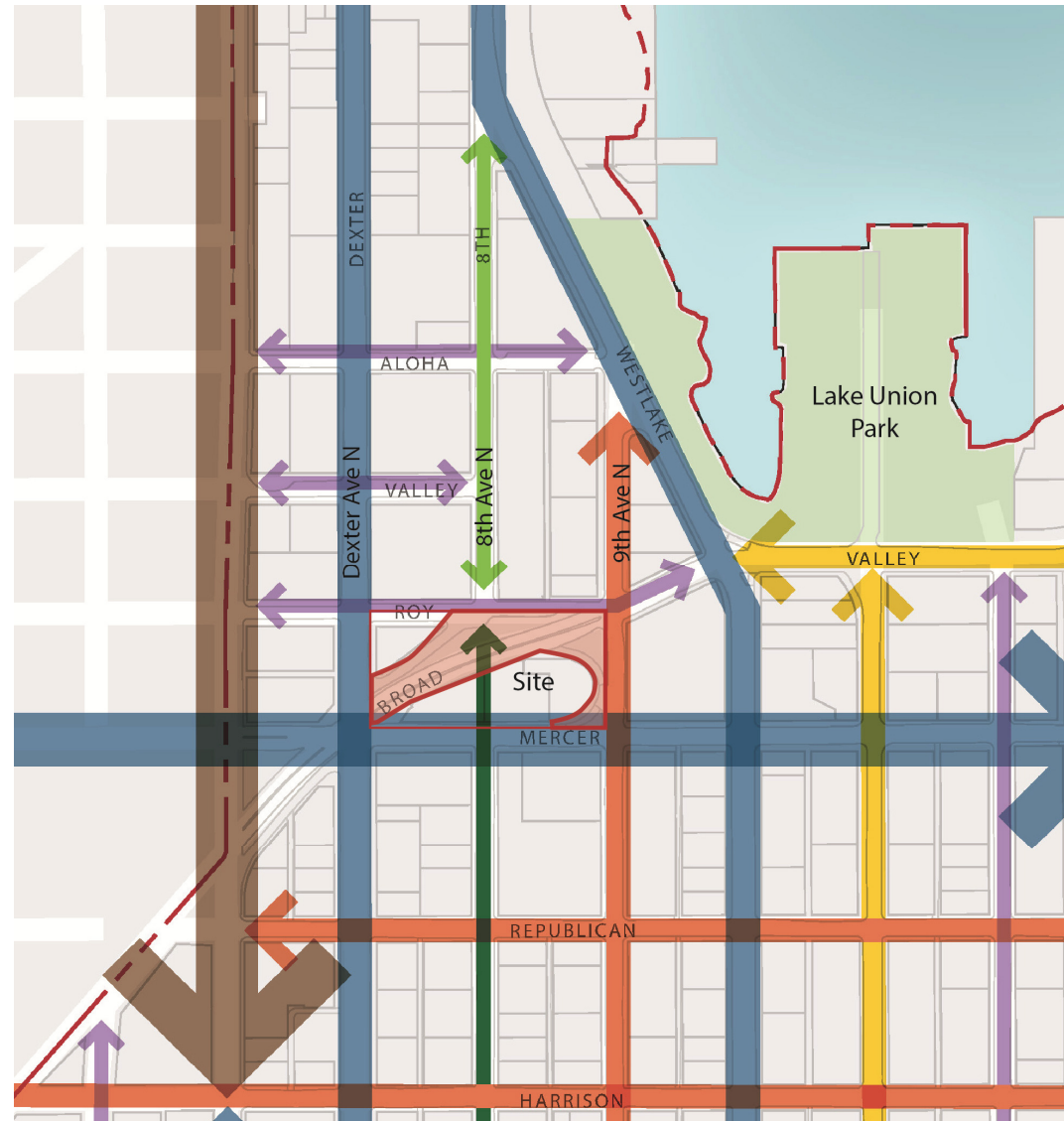
Anchor for Green Street

Roy Street

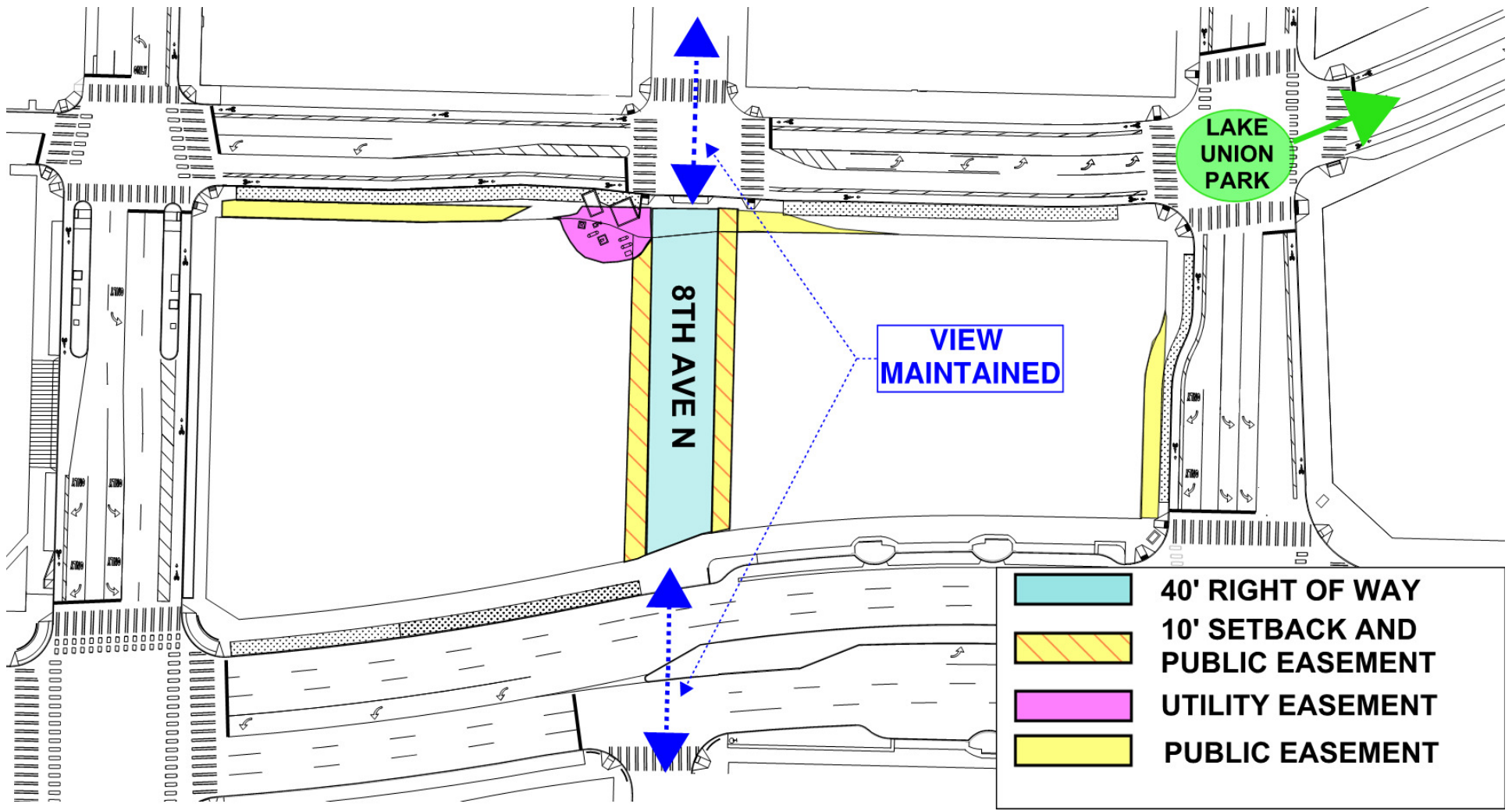
Connect to Lake Union Park

Ninth Ave North

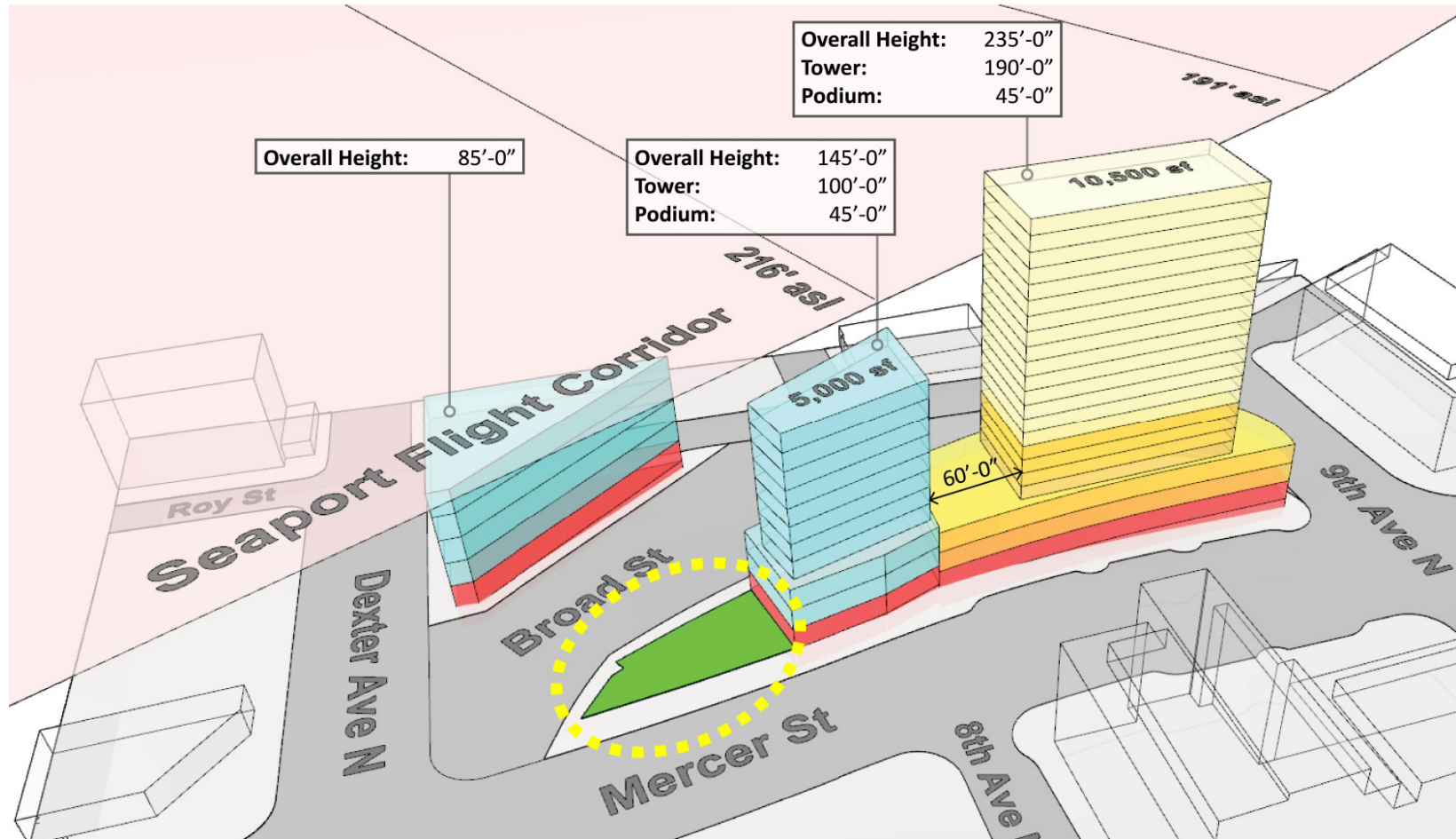
Bicycle connection to Westlake cycle track



Proposed open space plan

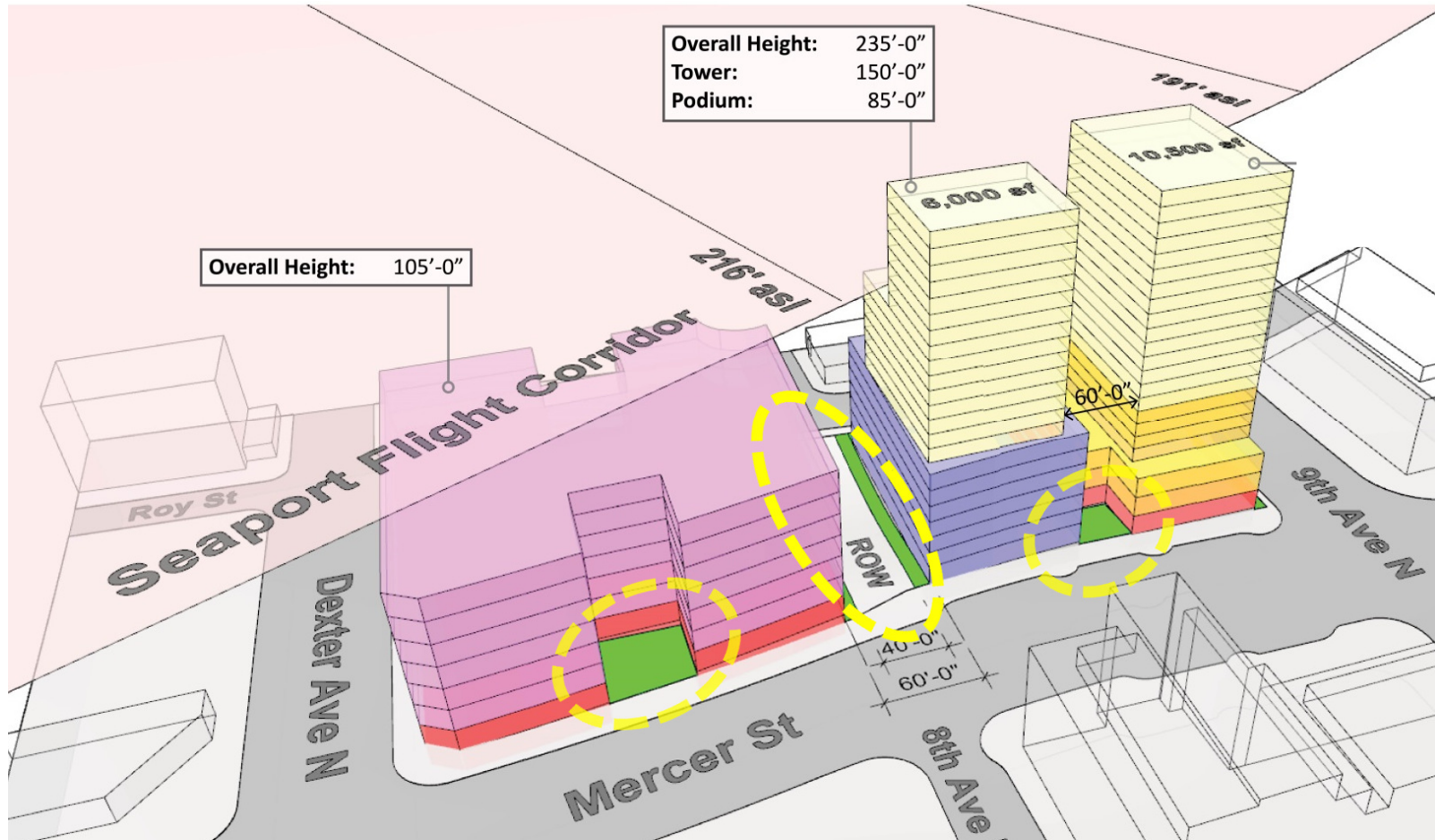


Open space – no vacation



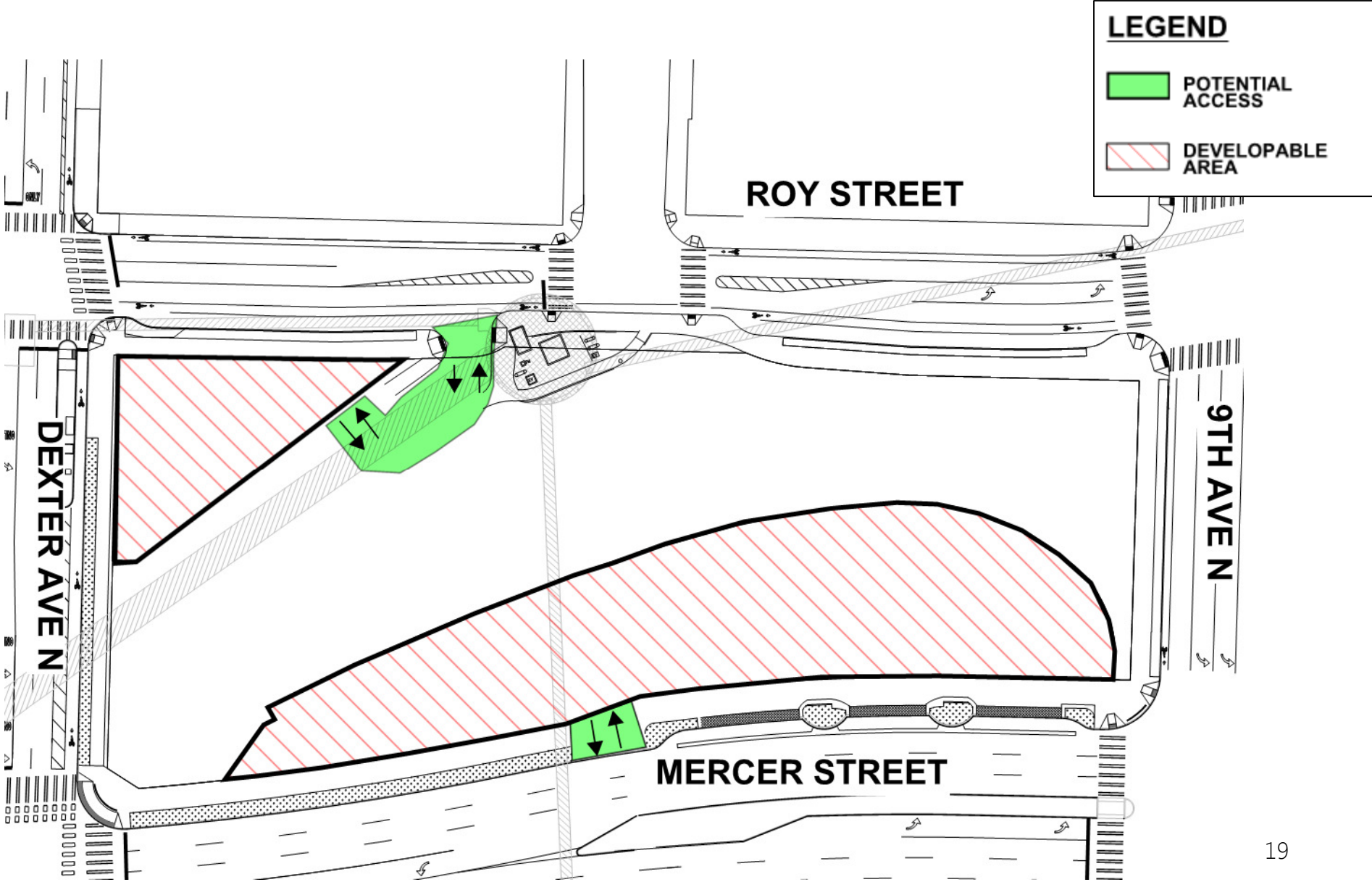
Potentially 0 to ~5,120 square feet

Open space – with vacation

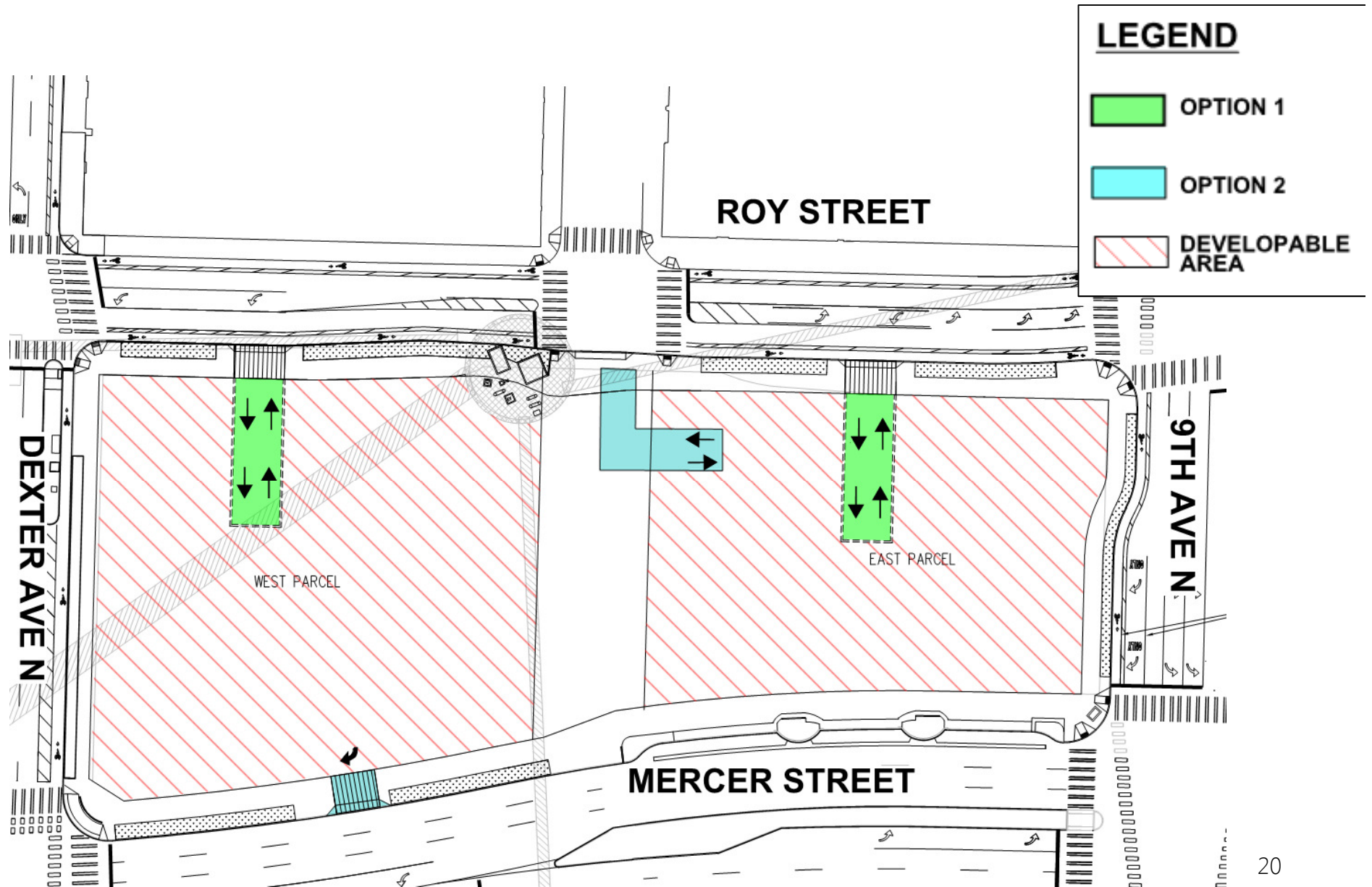


Dedicated 8th Ave N ROW: ~7,700 square feet
10' Setback on 8th Ave N: ~ 3,600 square feet
Additional Open Space: ~11,200 square feet

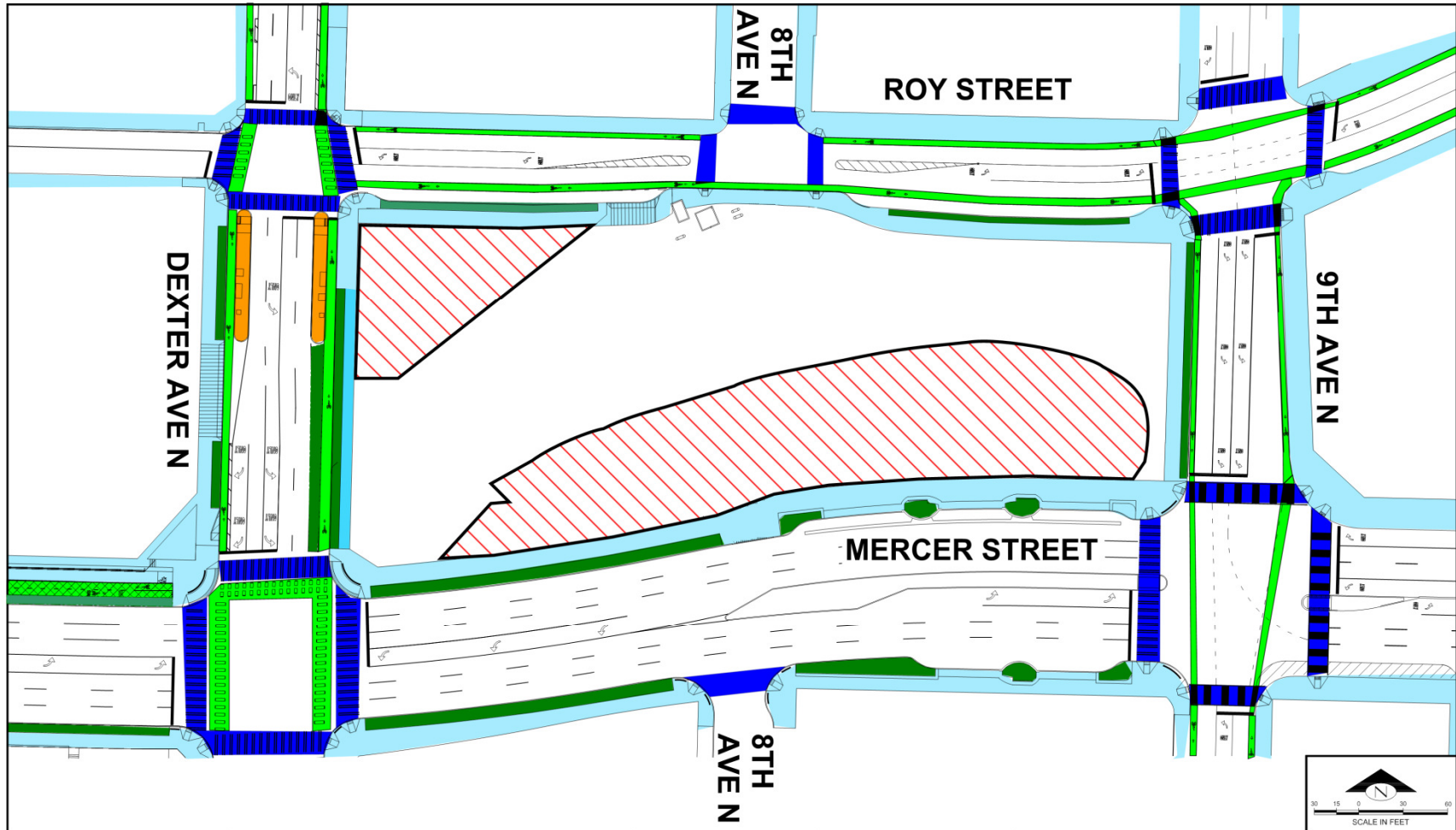
Vehicle site access without vacation



Vehicle site access with vacation

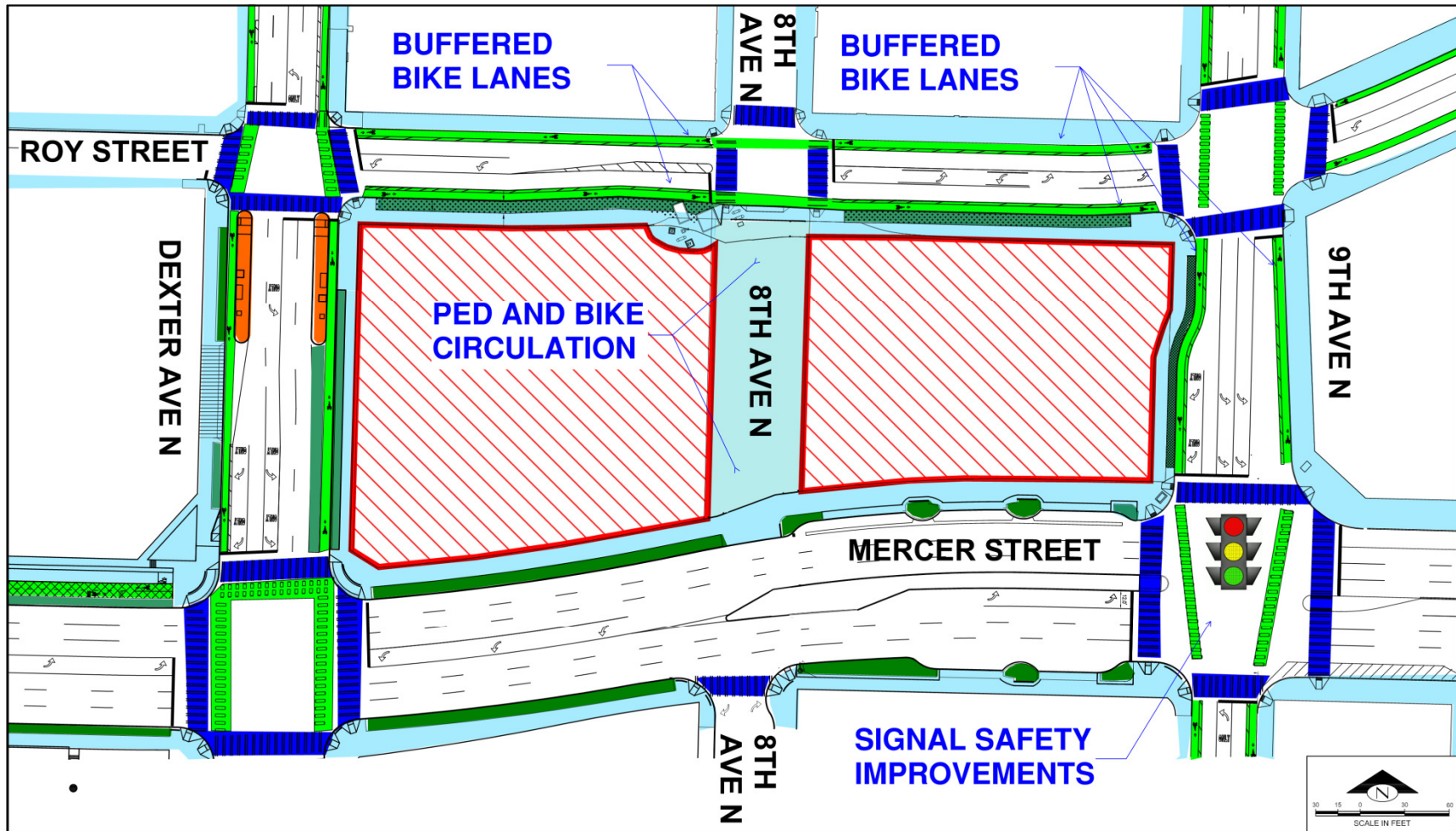


Pedestrian and bike circulation without vacation



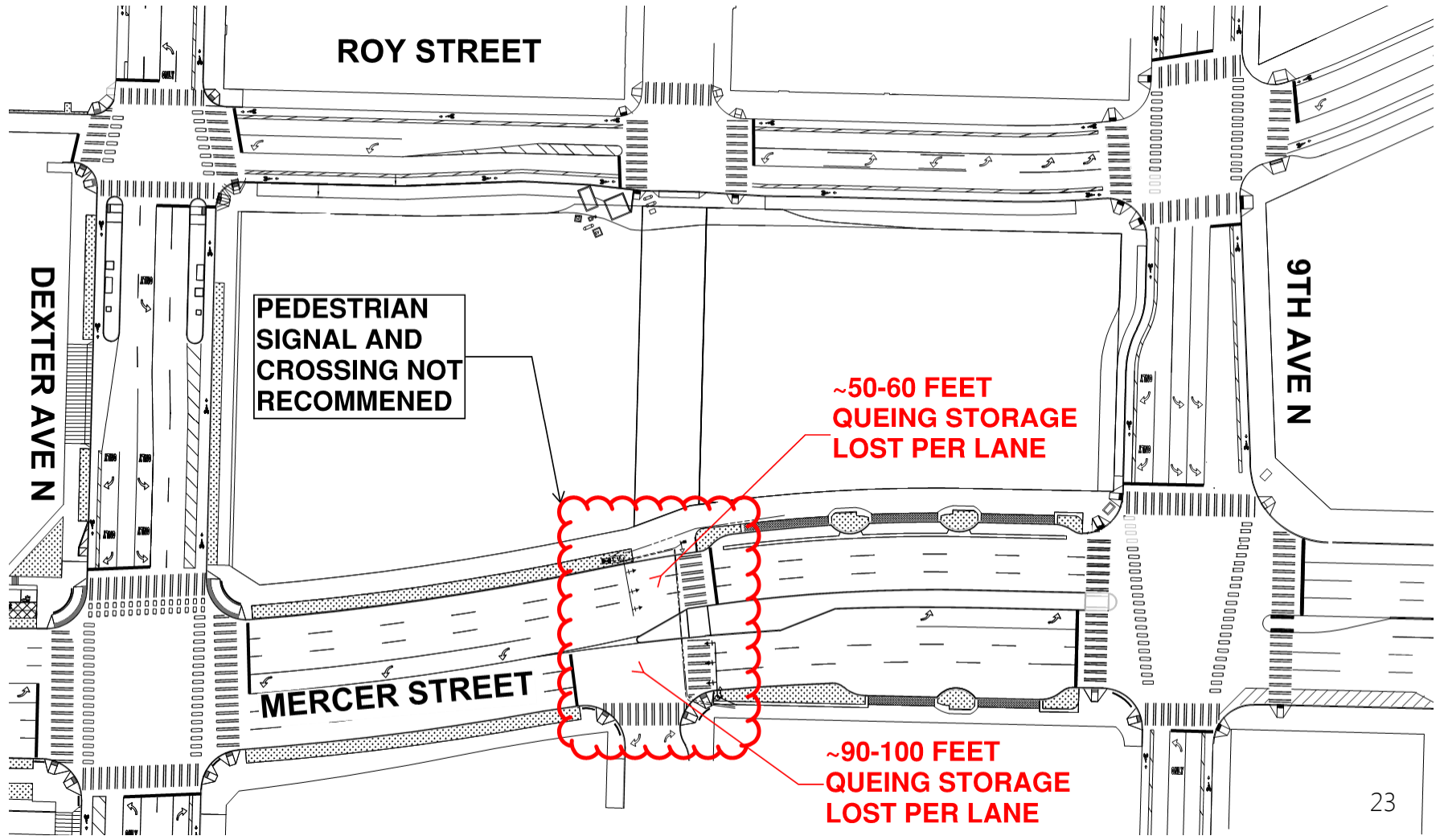
- | | |
|---|---|
|  DEVELOPABLE AREA |  PEDESTRIAN AREA |
|  BIKE |  BUS ISLAND |
|  PEDESTRIAN CROSSING |  LANDSCAPING |

Pedestrian and bike circulation with vacation



- | | | | |
|---|---------------------|---|-----------------|
|  | DEVELOPABLE AREA |  | PEDESTRIAN AREA |
|  | BIKE |  | BUS ISLAND |
|  | PEDESTRIAN CROSSING |  | LANDSCAPING |

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

Design guidelines – 8th Ave N

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 – 8th 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

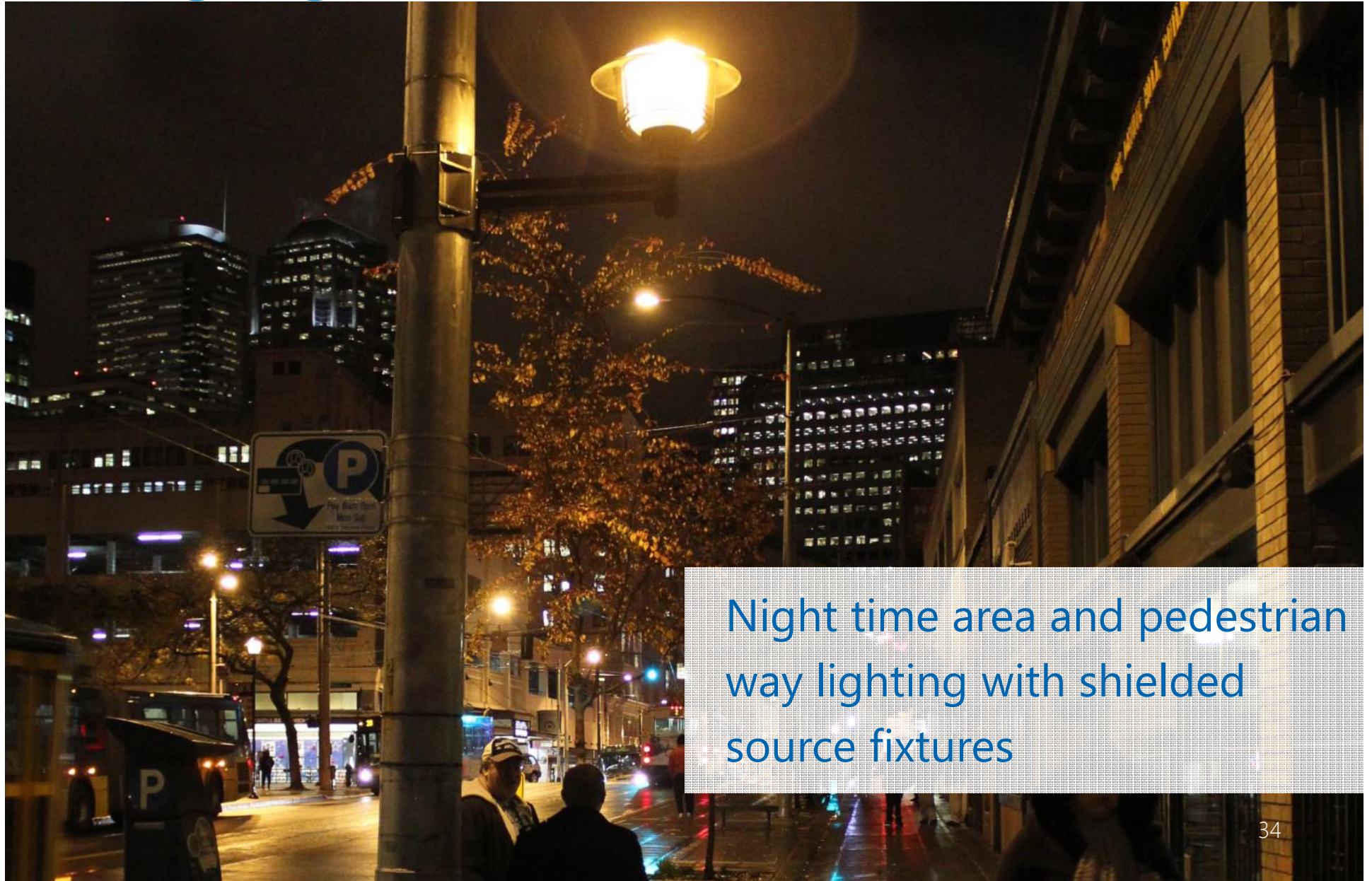


Design guidelines – 8th Ave N

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

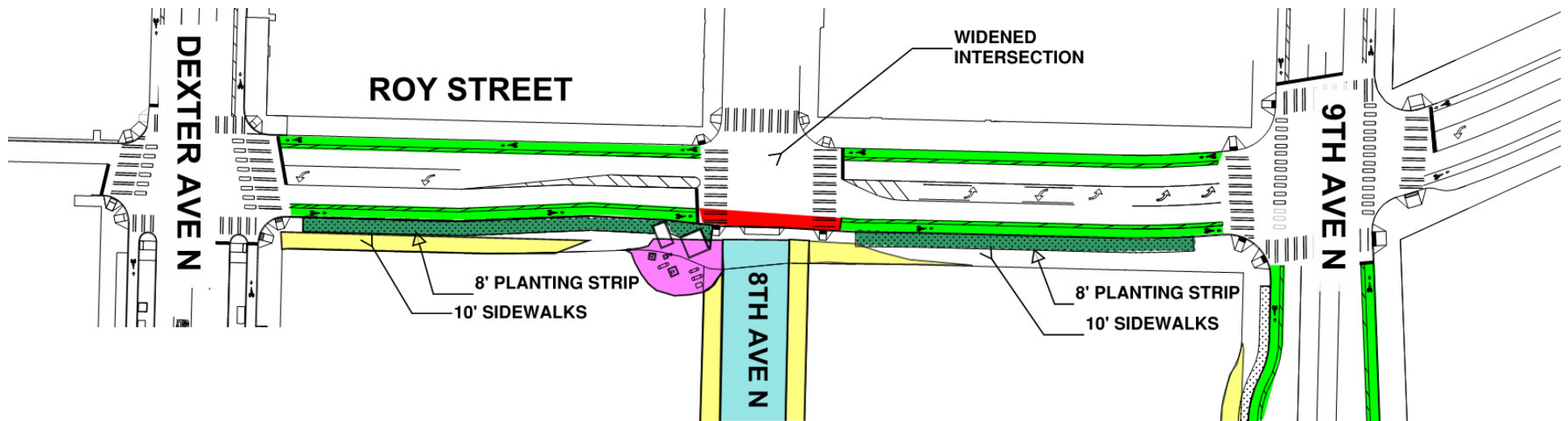
Photo by Terry Reed

Design guidelines – 8th Ave N

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



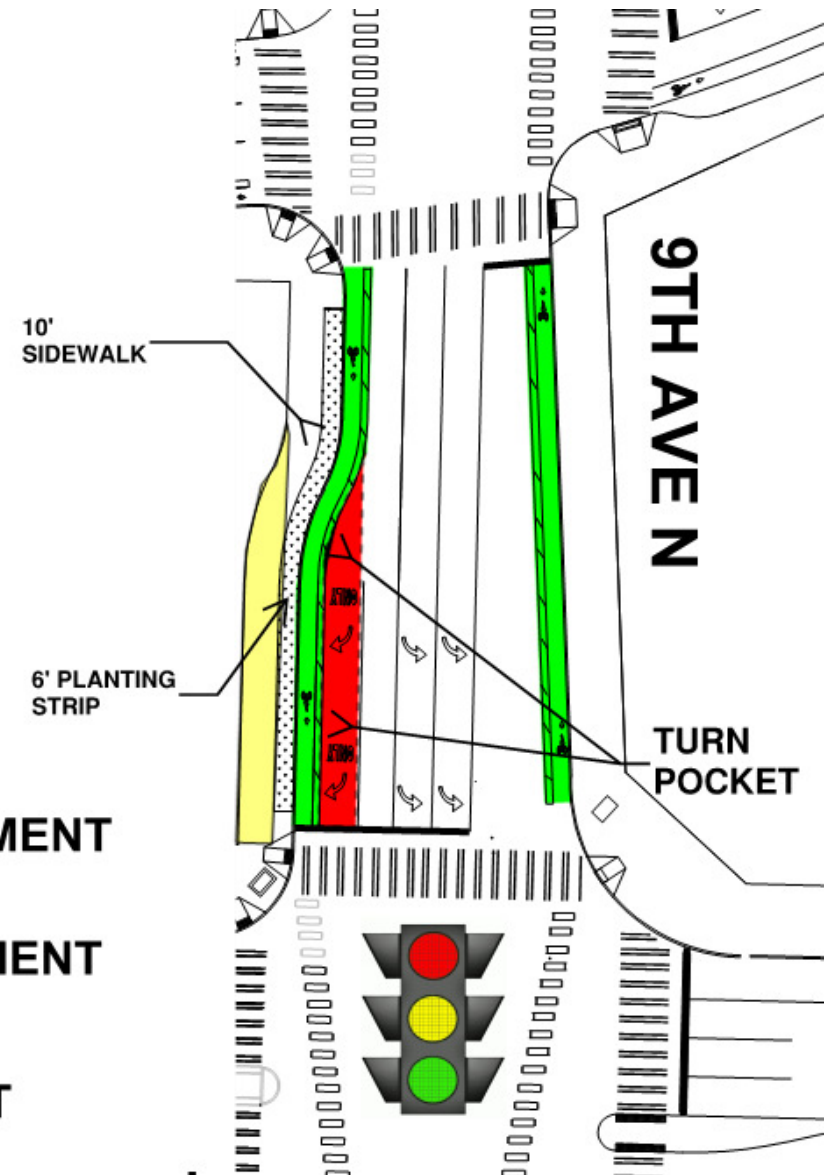
Design guidelines – Roy Street



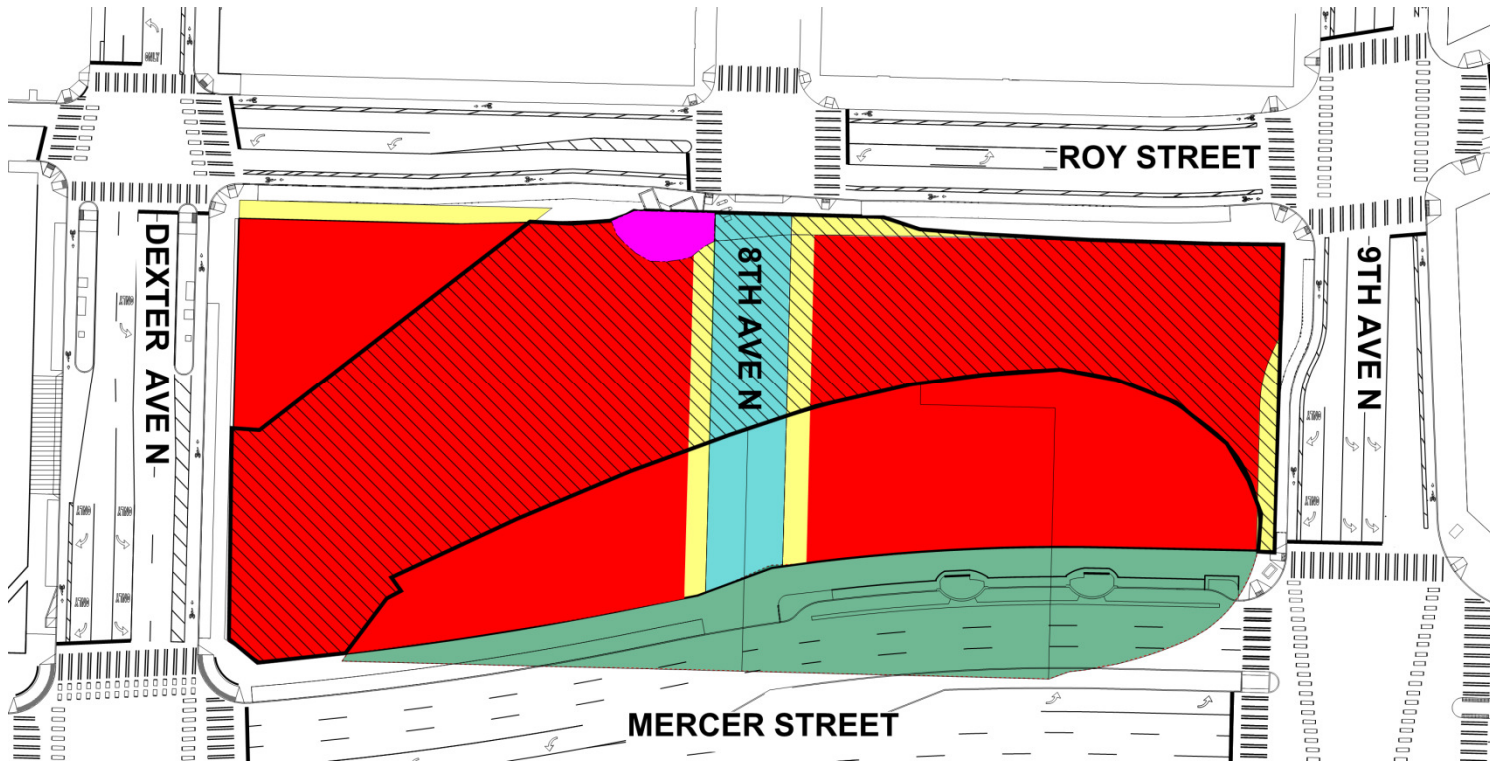
- Sidewalk width 10 feet
- Widen planting strip to 8 feet
- Adjust King County drop structure cover to sidewalk grade or provide sidewalk with additional public easement space
- Add buffer for protected bike lanes
- Require developer to construct







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 |  | Parcel without public easement
~90,400 SQ FT |
|  | Mercer Street dedication
~20,200 SQ FT |  | Public easement
~6,800 SQ FT |
|  | Eighth Avenue North surface dedication
~7,670 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

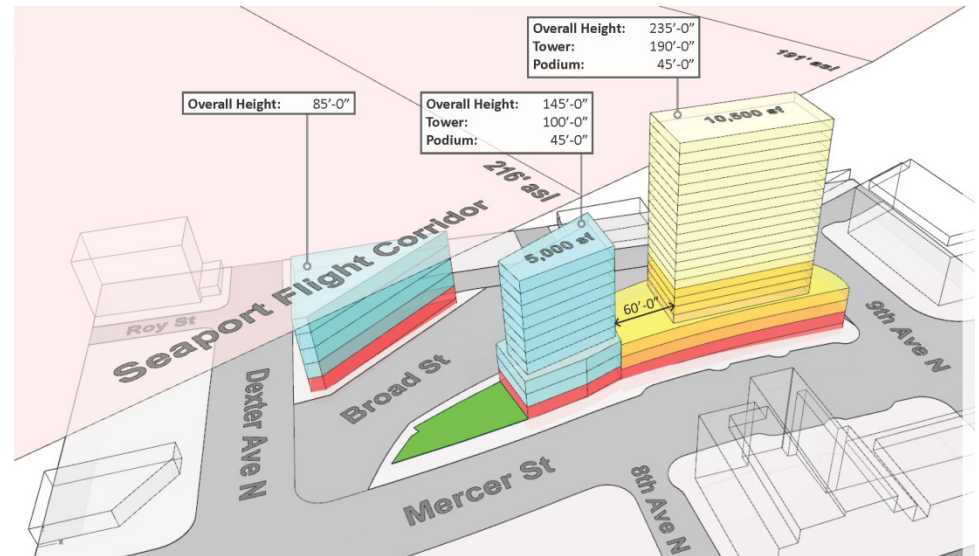
no vacation

~350K SF development potential

8th Avenue corridor broken

Obsolete Broad Street right-of-way

\$14,400,000 Land Value



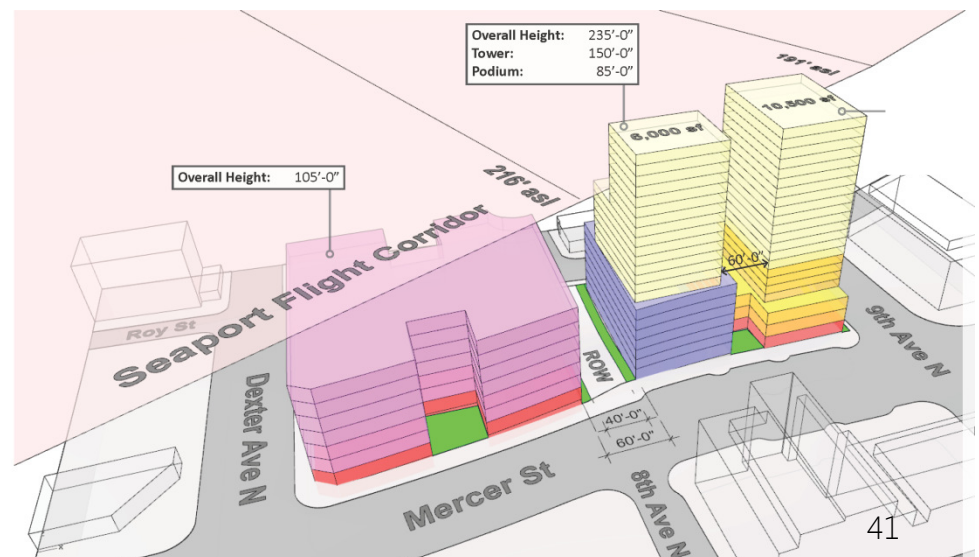
with vacation

~7500K to ~880K SF development potential

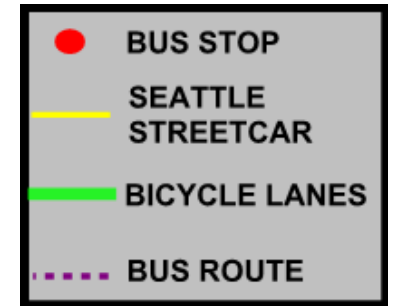
8th Avenue corridor maintained

Development similar to neighboring properties

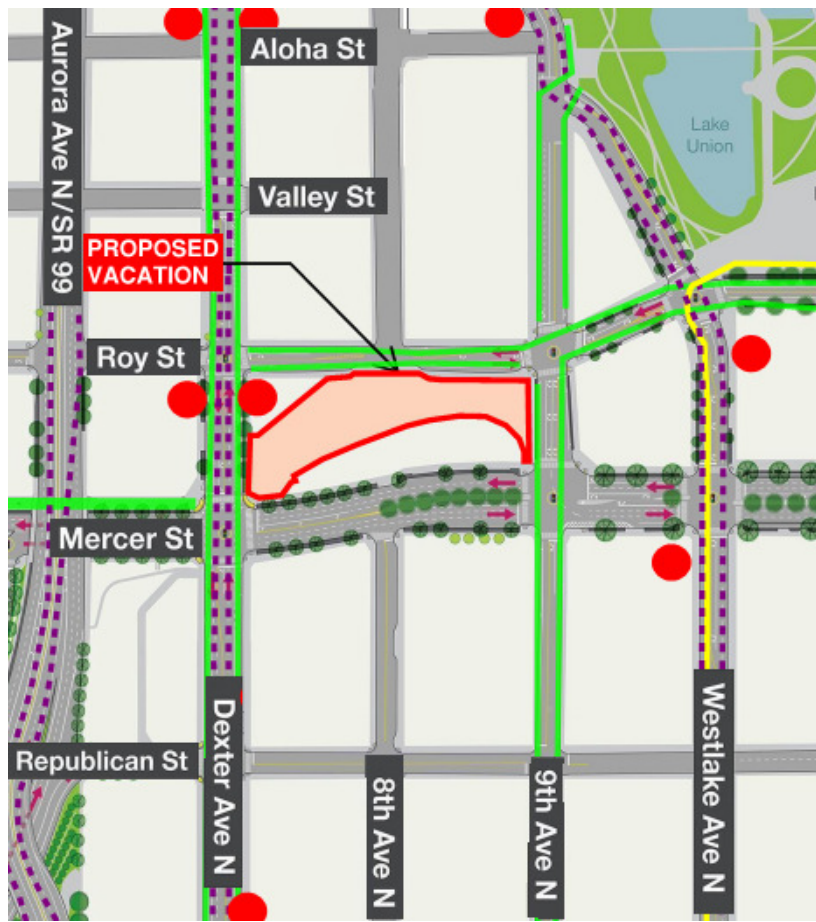
\$37,000,000 Land Value



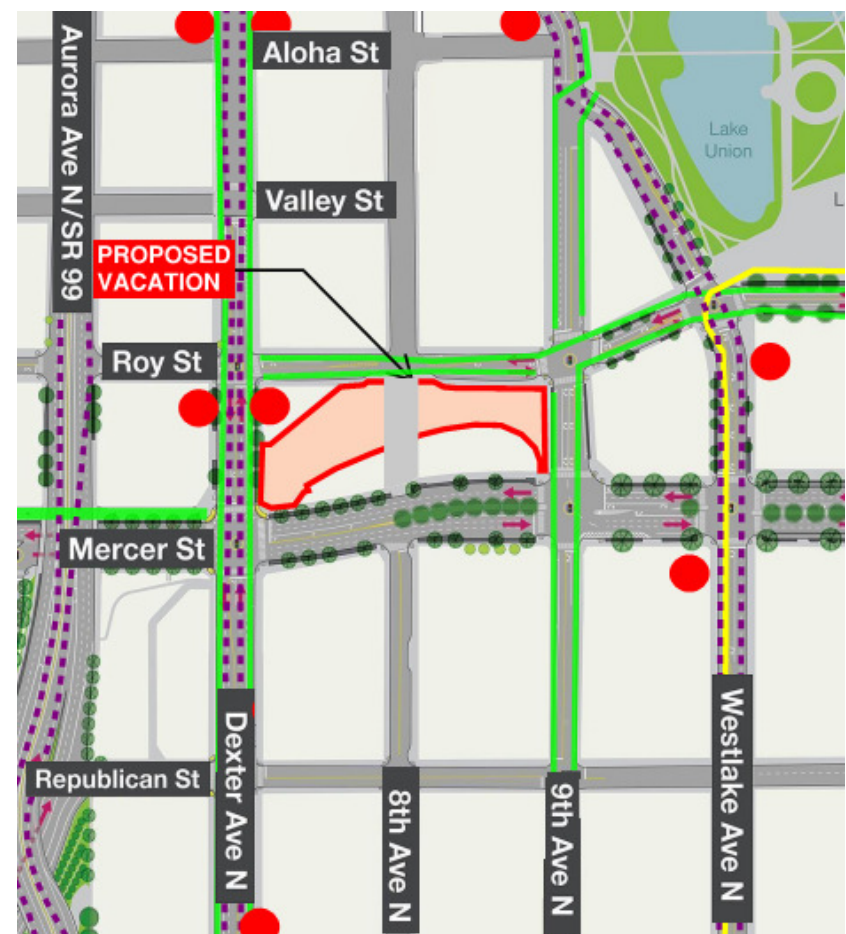
Neighborhood transportation



without vacation

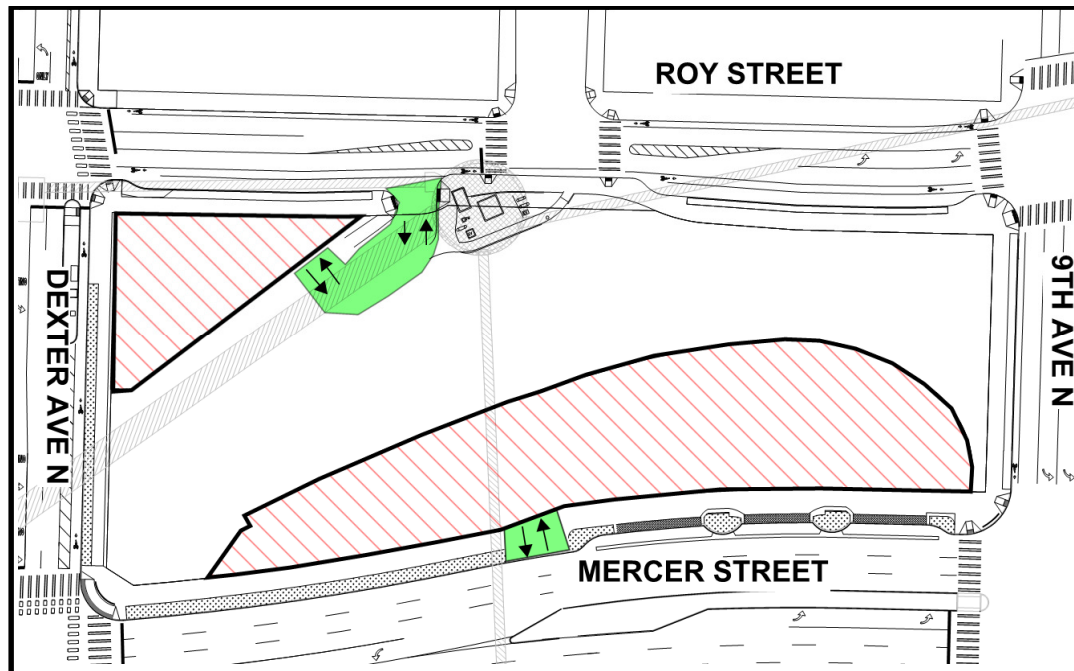


with vacation

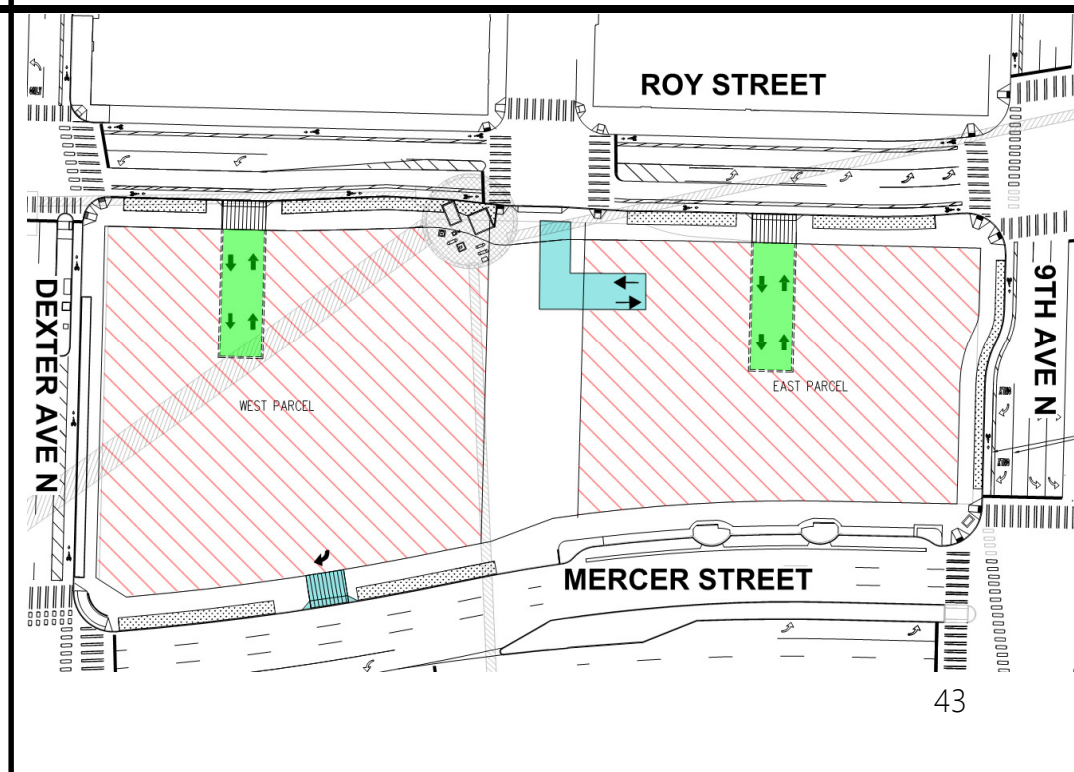


Vehicle access

without vacation



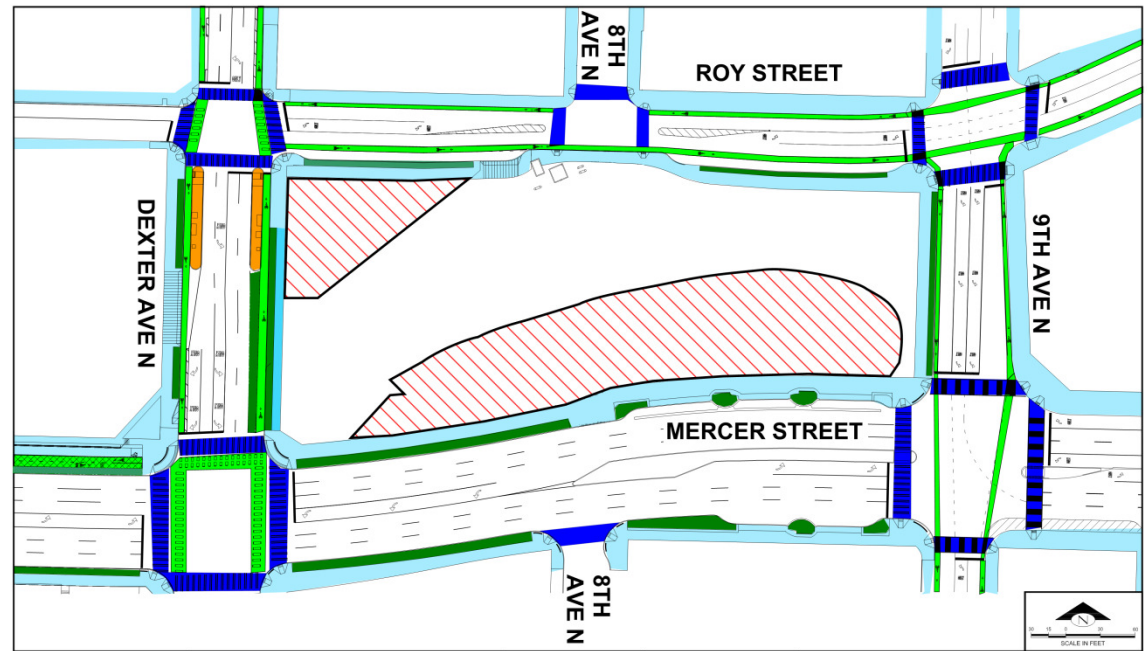
with vacation



The vacation improves site access

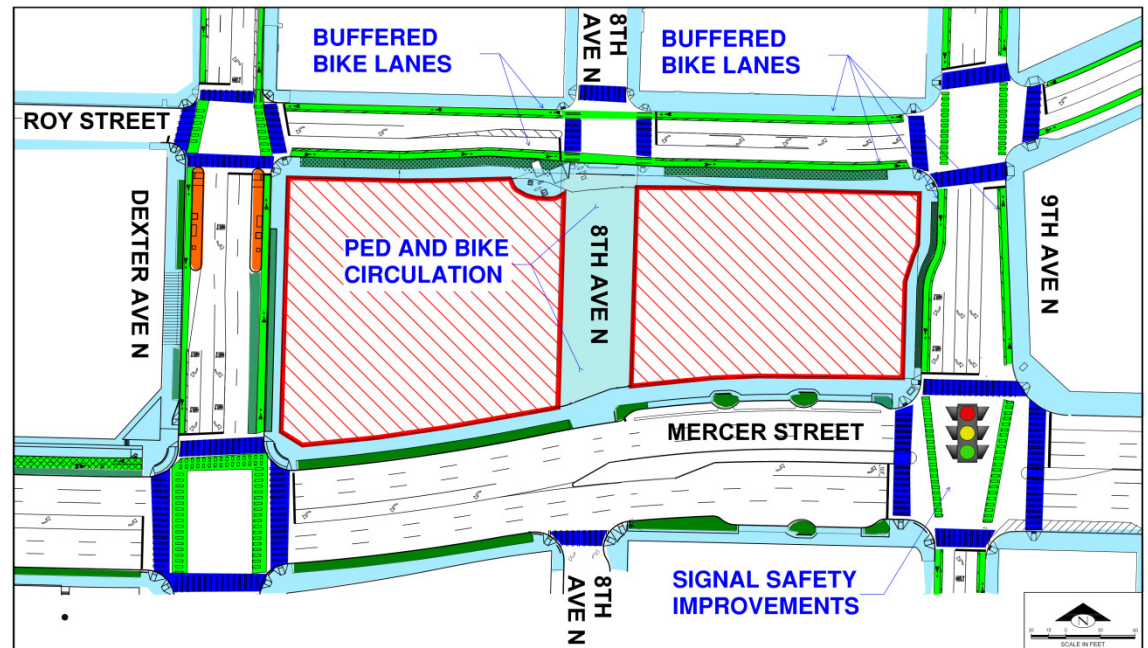
Building and site circulation

without vacation



with vacation

The vacation enhances the pedestrian access and circulation

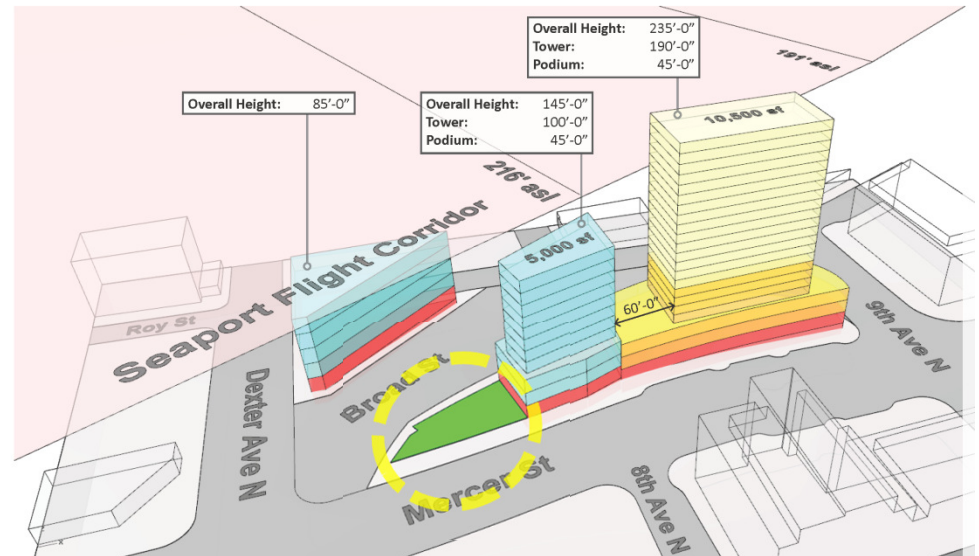


Open space

no vacation

~0-5,000 sf potential

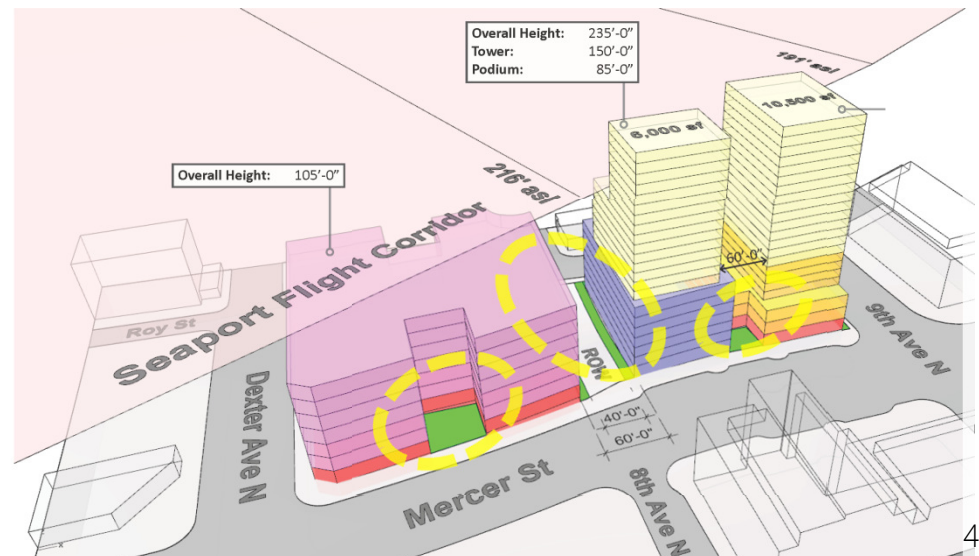
Building Construction may interrupt 8th Avenue corridor



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

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

Conclusion

