Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle  

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:
- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**
Presentation overview

• Project background/area
• South Lake Union Urban Design Framework
• South Lake Union street concept plans overview
• Broad Street property - design guidelines
• Proposed street concepts for 8\textsuperscript{th} Ave N, Aloha and Roy
• Public benefit summary
• Implementation strategy
Project area
Background

- 2004 - South Lake Union Designated as one of City’s six Urban Centers
- 2007 - Neighborhood Plan Updated
- 2010 - Urban Design Framework Completed
- 2013 - Incentive Zoning Ordinance Adopted by Council
- 2013 - LCLIP Adopted
- 2013 - Street Concept Plans Adopted via Director’s Rule
South Lake Union Street Concept Plans

[Diagram of South Lake Union Street Concept Plans]
"The block of 8th Avenue between Thomas Street and Harrison Street is a memorable segment of full street tree canopy"
Shared Street Concept

- A multi modal street that accommodates people, bikes, cars at a slower speed, as well as emergency access

- A sidewalk zone that accommodates a variety of activities including walking, sitting, playing, or connecting with neighbors; with lush planting and tree canopy
8th Ave N street – case study

- Two 6-story structures (office with ground floor retail)
- Below grade parking
- Primary building entrances off 8th Ave N
- Auto access and loading off adjacent alleys
300 & 333 8th Ave – case study
Street as Open Space: There shall be no through-vehicle connection, nor garage access from this pedestrianized space. Limited vehicle use for special events or occasional loading and unloading.
The space shall be level with the sidewalk with its surface to have textured paving material in the form of unit pavers or patterned concrete.
Design guidelines – 8th Ave N

The standard sidewalk design, with a 2x2 scoring pattern, shall be wrapped around the E-W corners at Mercer and at Roy for at least 10’ into the new public space.

Square 2’ sawcut pattern
Design guidelines – 8th Ave N

Pedestrian sightlines shall be maintained through the space between Mercer and Roy streets.
At least 1/3 of the space (right-of-way and adjacent easements) shall be planted with ground cover and trees of a 3” or greater caliper with a minimum of one tree per 250 square feet of open space.
Design guidelines – 8th Ave N

The space shall include social gathering places, including comfortable and secure seating, in a variety of types (benches, stools, tables and chairs, low walls) to accommodate individuals and groups.
Design guidelines – 8th Ave N

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

Spaces shall be completely integrated into surrounding buildings that have highly permeable walls and the potential to accommodate adjacent food service activities.
Design guidelines – 8th Ave N

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

Integrated public art and/or interactive water feature shall be included
Night time area and pedestrian lighting at 2 foot-candles with shielded source fixtures shall be included.
Design guidelines – 8th Ave N

The design of the space shall demonstrate solar access for seating areas.

Photo by Terry Reed
Open space connections

Eighth Ave North
Anchor for Green Street

Roy and Aloha Street
Connect to Lake Union Park

Ninth Ave North
Bicycle connection to Westlake cycle track
Existing conditions

North view – 8th Ave N at Roy

East view – Aloha at 8th Ave N

South view – 8th Ave N at Valley
Street concept plan
project area
Cross section A: Aloha
Cross section B: 8th Ave N (Aloha to Valley)
Cross section C: 8th Ave N (Valley to Roy)
8\textsuperscript{th} Ave N street concept
Furnishings/landscape

Bio-retention opportunities

Pedestrian lighting; classic post top standard SCL fixture

2x2 standard scoring on concrete sidewalks
Cross section D: Roy (Dexter to 8th Ave N)
Broad Street Property

ROY STREET
Protected bike lanes and raised intersection

DEXTER AVE N
Install raised buffer

NINTH AVE N
Widen bike lanes Add buffer

MERCER STREET
Transportation network
# Public benefits matrix

<table>
<thead>
<tr>
<th>Description</th>
<th>Outcome</th>
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<tbody>
<tr>
<td>Eighth Ave N Through the site (Mercer-Roy)</td>
<td>• Pedestrian connection Roy to Mercer &lt;br&gt;• Re-establish street grid, providing light, air, views &lt;br&gt;• Implement SLU Urban Design Framework</td>
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<td></td>
<td>• Pedestrian-only right-of-way (40') &lt;br&gt;• Easement on each side (10') &lt;br&gt;• Improvements consistent with South Lake Union Street Concept Plans &lt;br&gt;• Maintained by adjacent property</td>
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<tr>
<td>Eighth Ave N (Roy-Aloha)</td>
<td>• Extend Eighth Ave N streetscape improvements beyond project site &lt;br&gt;• Connect to Lake Union Park &lt;br&gt;• Implement SLU Urban Design Framework</td>
</tr>
<tr>
<td></td>
<td>• Pedestrian and streetscape improvement plan</td>
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<tr>
<td>Roy Street (Dexter N – Ninth N)</td>
<td>• Complete bicycle network &lt;br&gt;• Improved pedestrian realm</td>
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<td>• Protected bike lanes with physical buffer &lt;br&gt;• Adding additional landscape area along the frontage.</td>
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<tr>
<td>Ninth Ave N (Mercer – Westlake/Aloha)</td>
<td>• Complete bicycle network &lt;br&gt;• Connection to Westlake Cycle Track</td>
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<td>• Physical buffer between bike lanes and traffic (Mercer-Roy) &lt;br&gt;• Protected bike lanes with physical buffer (Roy-Westlake/Aloha)</td>
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<tr>
<td>Ninth Ave N (Mercer – Roy)</td>
<td>• Open space &lt;br&gt;• Bicycle – vehicle separation, if needed</td>
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<td>• Easement for potential/future SB right-turn lane to Mercer St</td>
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## Implementation strategy

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<td>Eighth Ave N (Roy-Aloha)</td>
<td>SDOT and other development on 8&lt;sup&gt;th&lt;/sup&gt; N</td>
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<td>Roy Street (Dexter N – Ninth N)</td>
<td>• Protected bike lanes with physical buffer</td>
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<tr>
<td>Ninth Ave N (Mercer – Westlake/Aloha)</td>
<td>• Physical buffer between bike lanes and traffic (Mercer-Roy)</td>
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<tr>
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<td>• Protected bike lanes with physical buffer (Roy-Westlake/Aloha)</td>
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<td>Ninth Ave N (Mercer – Roy)</td>
<td>SDOT to implement independent of development of the site.</td>
</tr>
<tr>
<td>Transit hub on Aurora Ave N between Thomas and Harrison</td>
<td>• Easement for potential/future SB right-turn lane to Mercer St</td>
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<td>SDOT to lead through the Center City Mobility Plan</td>
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