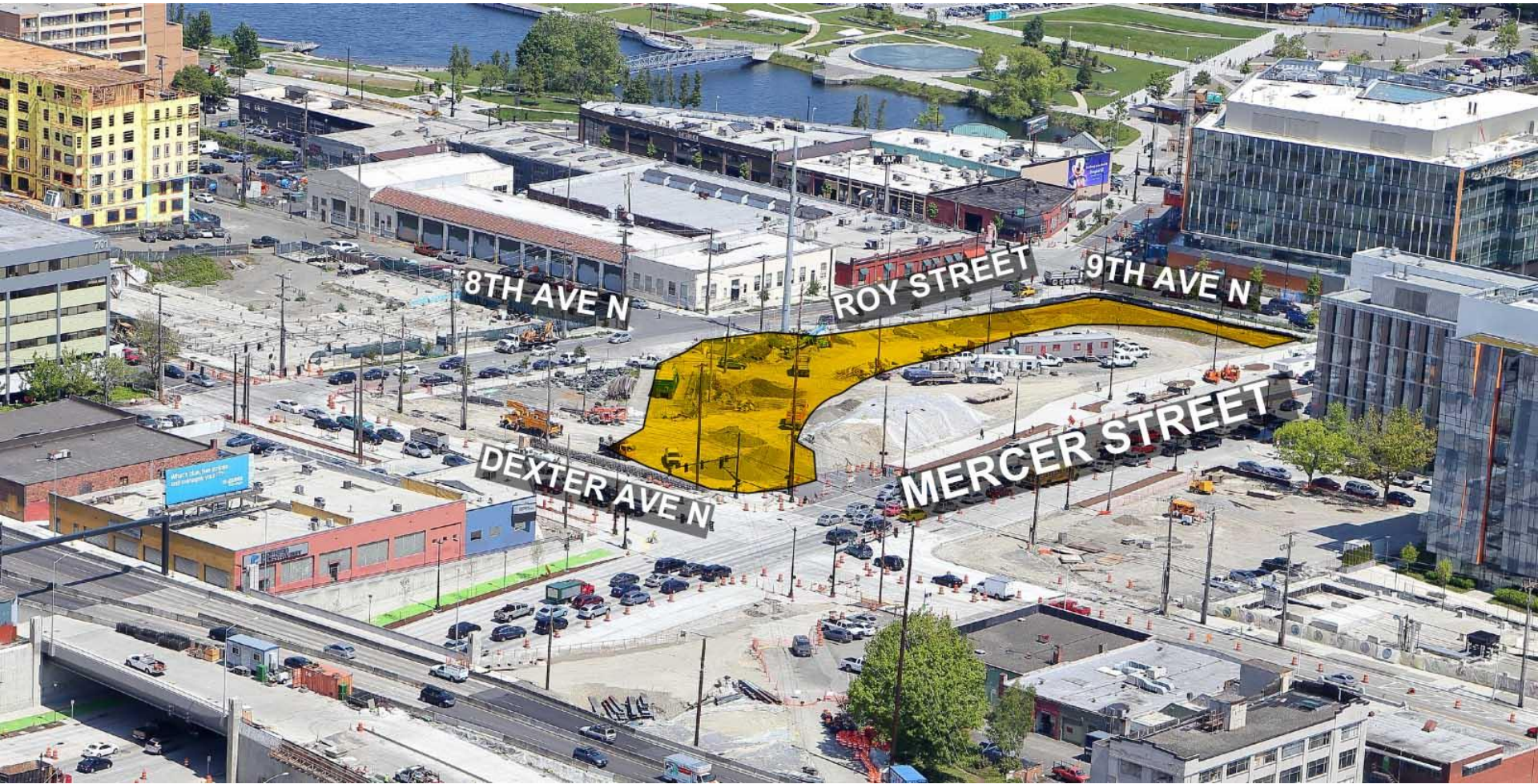


Broad Street Vacation

Public Benefit Discussion



SDC Meeting
Susan McLaughlin, Eric Tweit, & Lyle Bicknell
April 7, 2016

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:

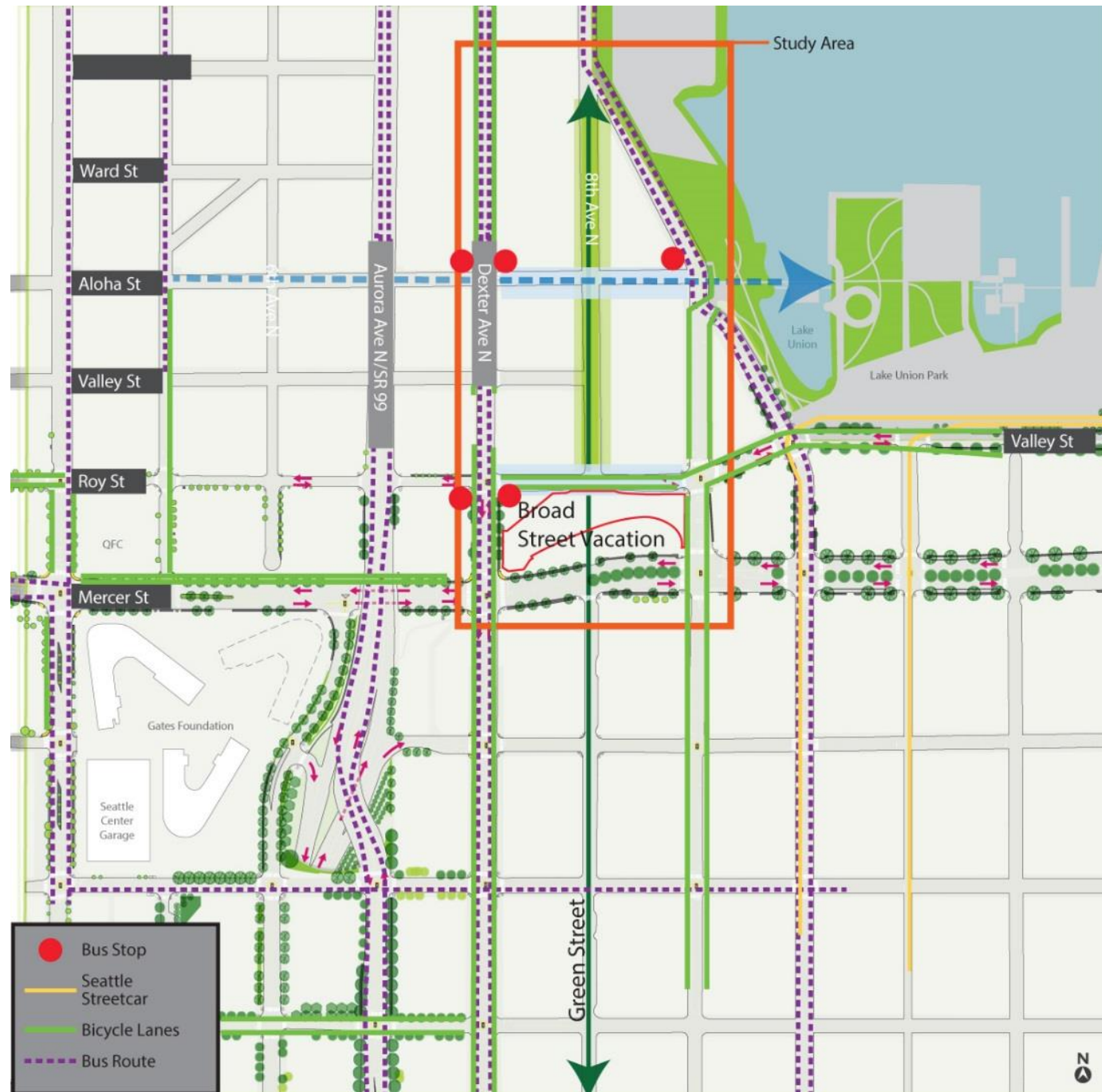
- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

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 8th Ave N, Aloha and Roy
- Public benefit summary
- Implementation strategy

Project area

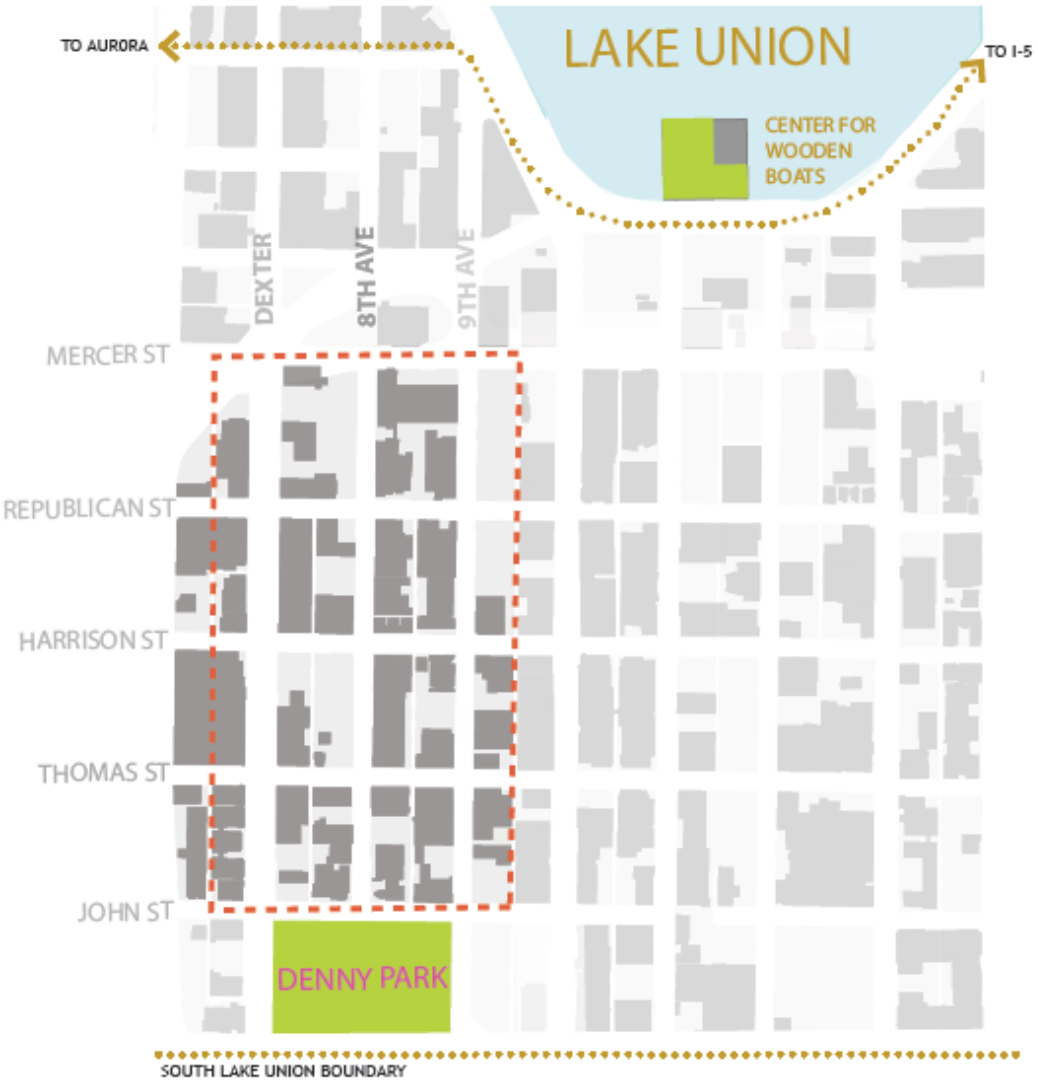


Background

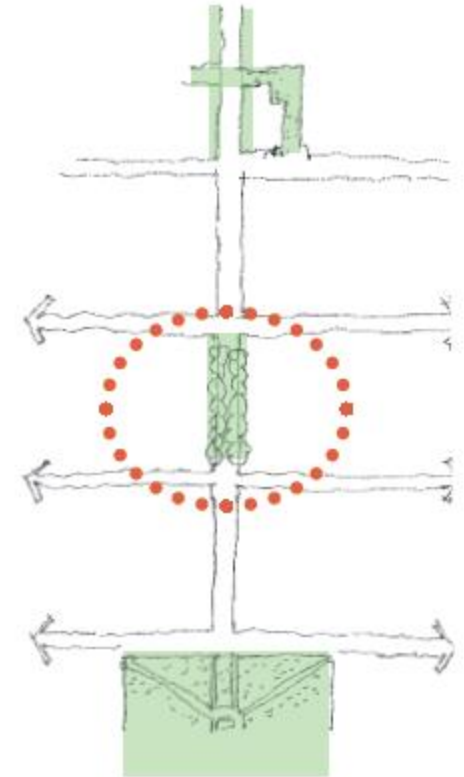
- 2004- South Lake Union Designated as one of City's six Urban Centers
- 2007- Neighborhood Plan Updated
- 2010- Urban Design Framework Completed
- 2013-Incentive Zoning Ordinance Adopted by Council
- 2013- LCLIP Adopted
- 2013- Street Concept Plans Adopted via Director's Rule



South Lake Union Street Concept Plans



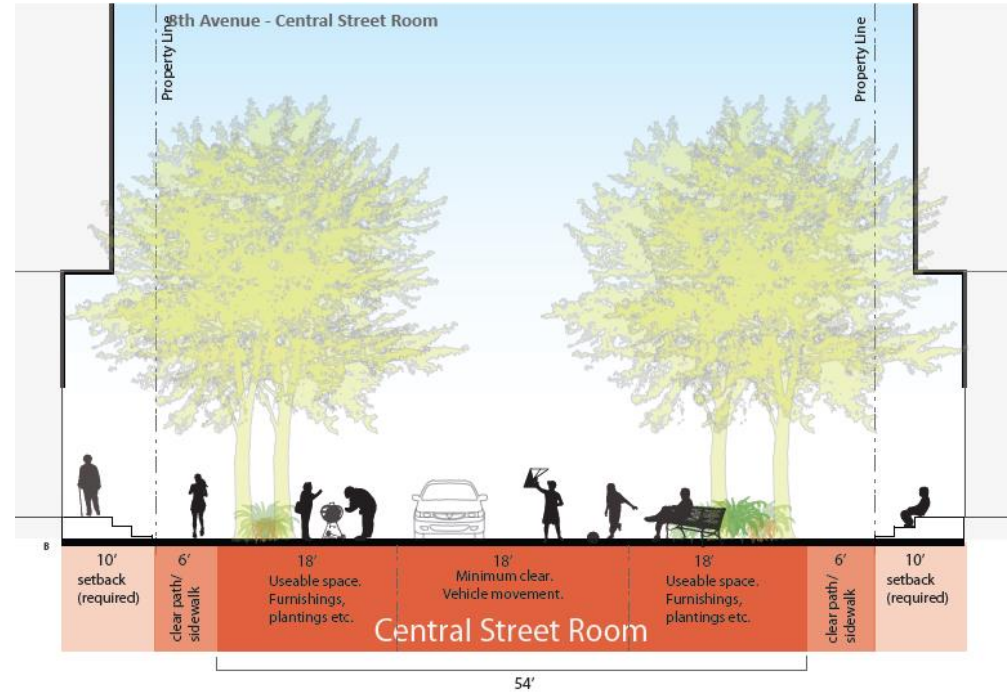
South Lake Union Street Concept Plans



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

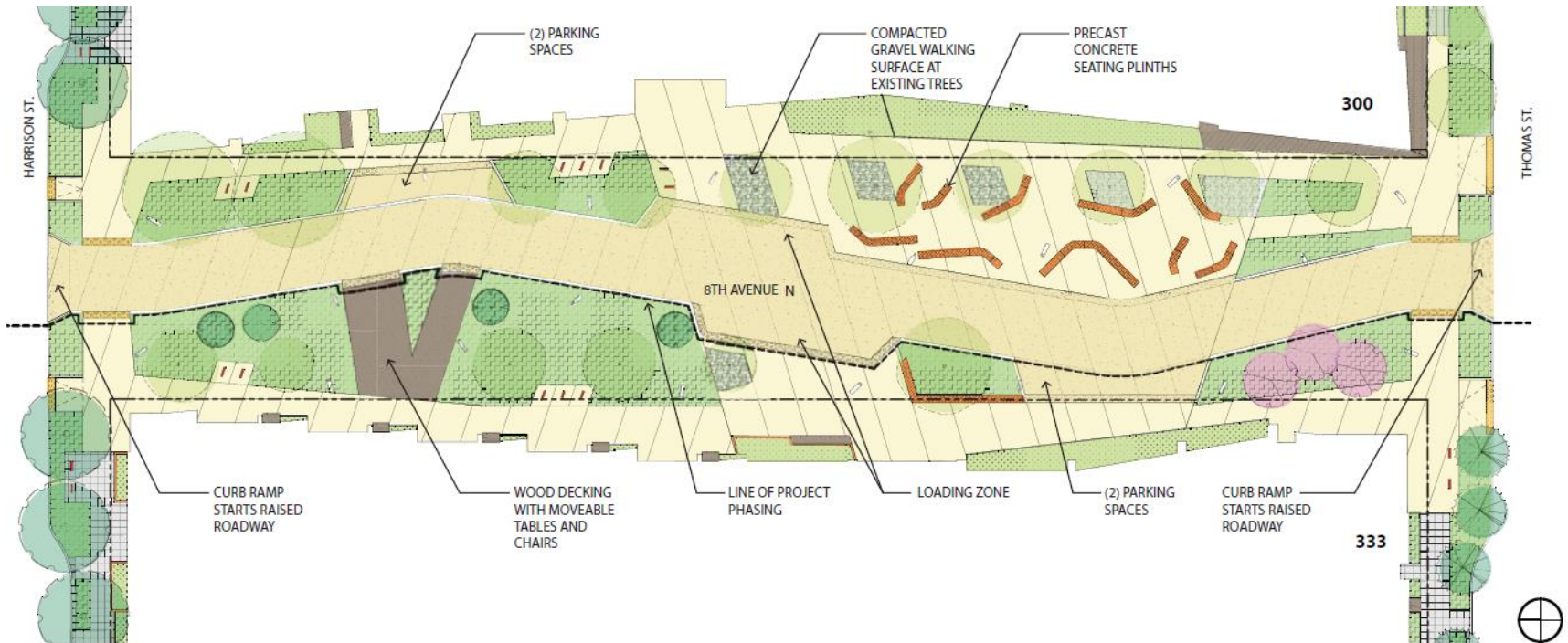
Shared Street Concept

- 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

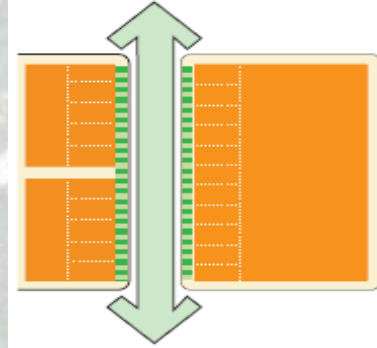


300 & 333 8th Ave –case study



Design guidelines – 8th Ave N

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



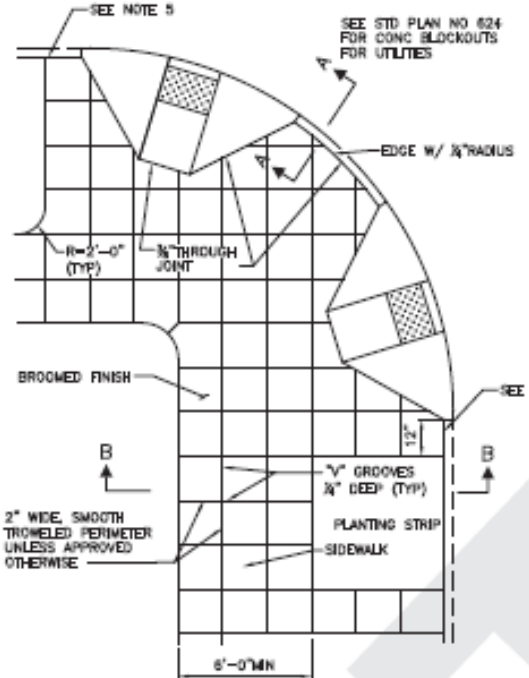
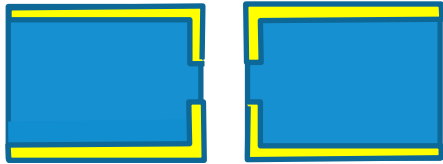
Design guidelines – 8th Ave N

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.



TYPICAL SIDEWALK & CURB RAMP DETAIL



Square 2' sawcut pattern

Design guidelines – 8th Ave N

Pedestrian sightlines shall be maintained through the space between Mercer and Roy streets.



Design guidelines – 8th Ave N

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



Design guidelines – 8th Ave N

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

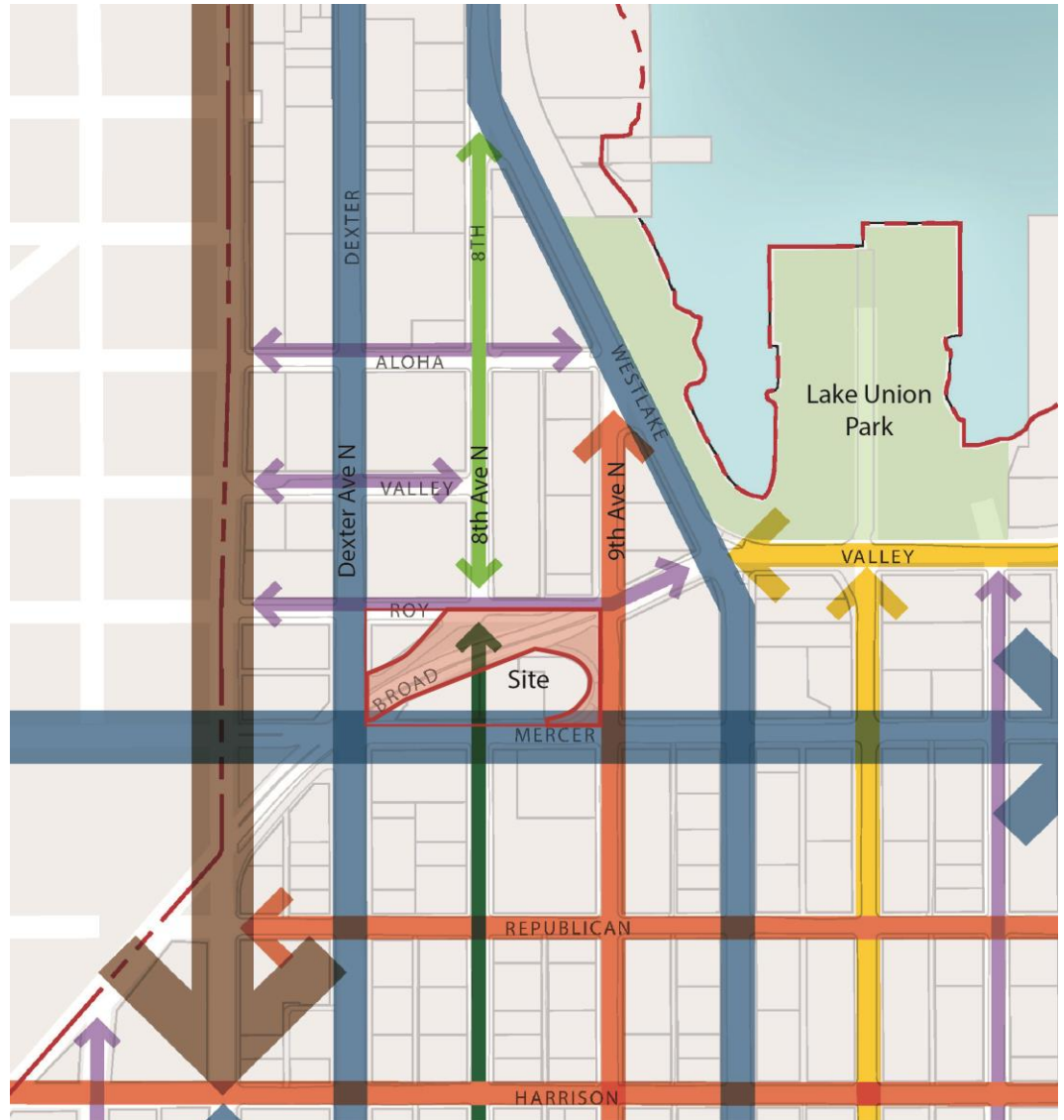
Anchor for Green Street

Roy and Aloha Street

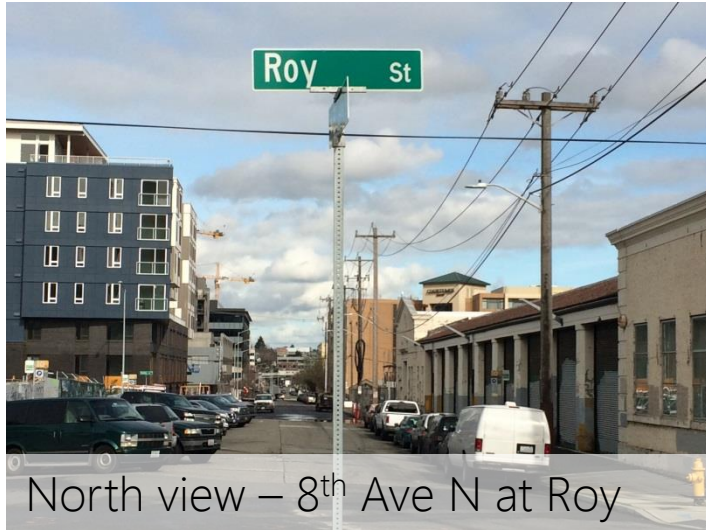
Connect to Lake Union Park

Ninth Ave North

Bicycle connection to Westlake cycle track



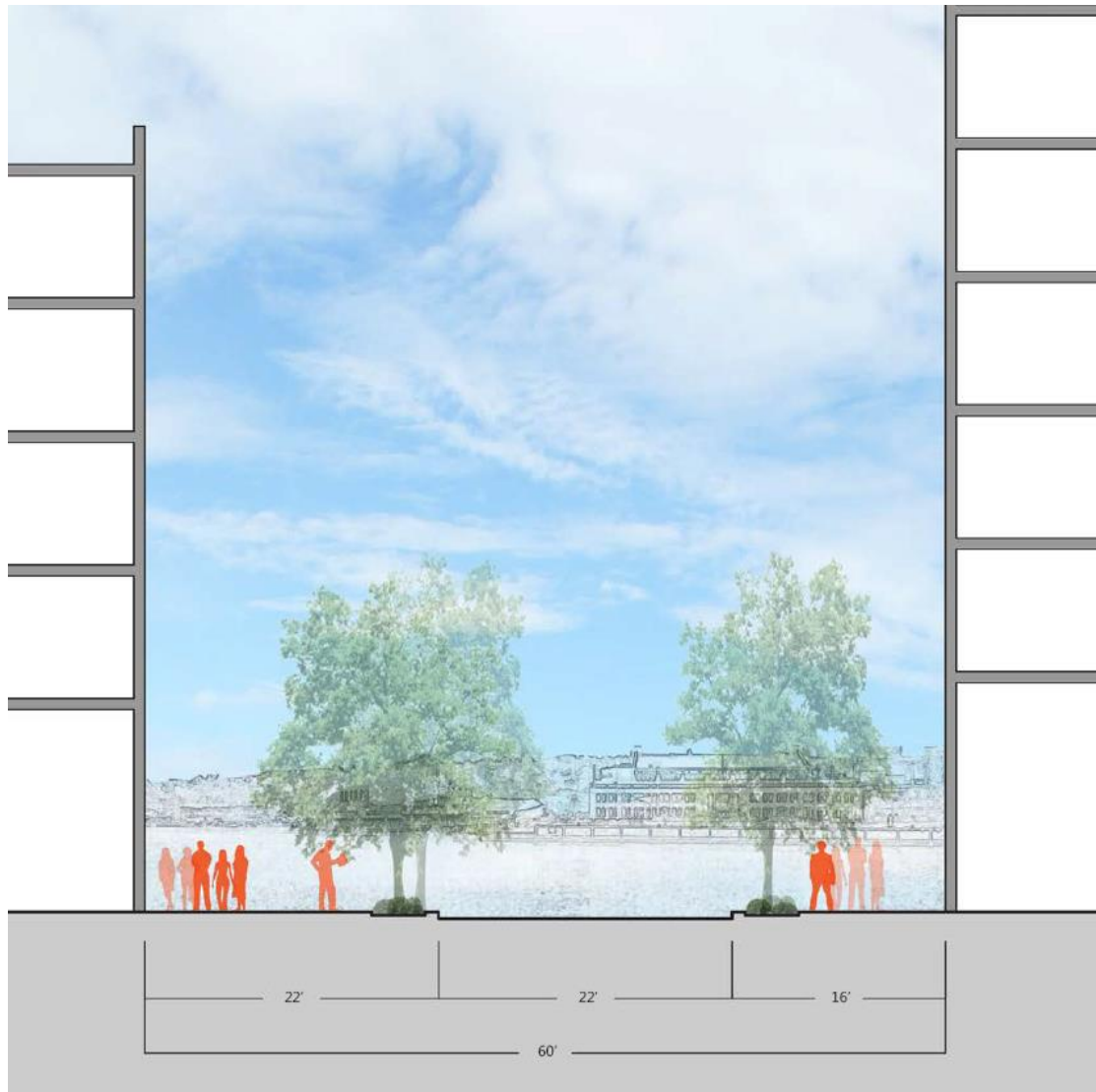
Existing conditions



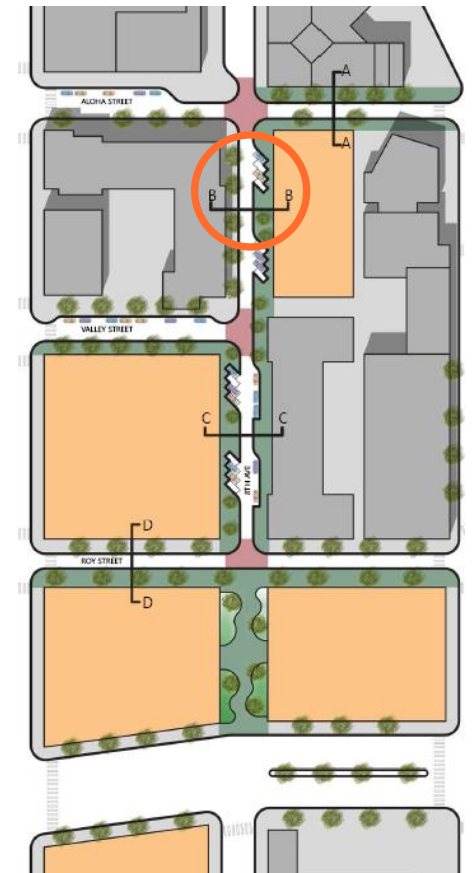
Street concept plan project area



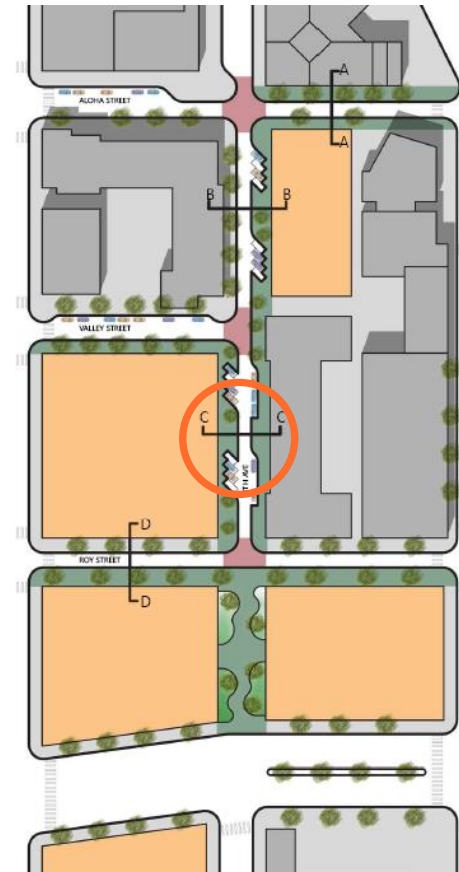
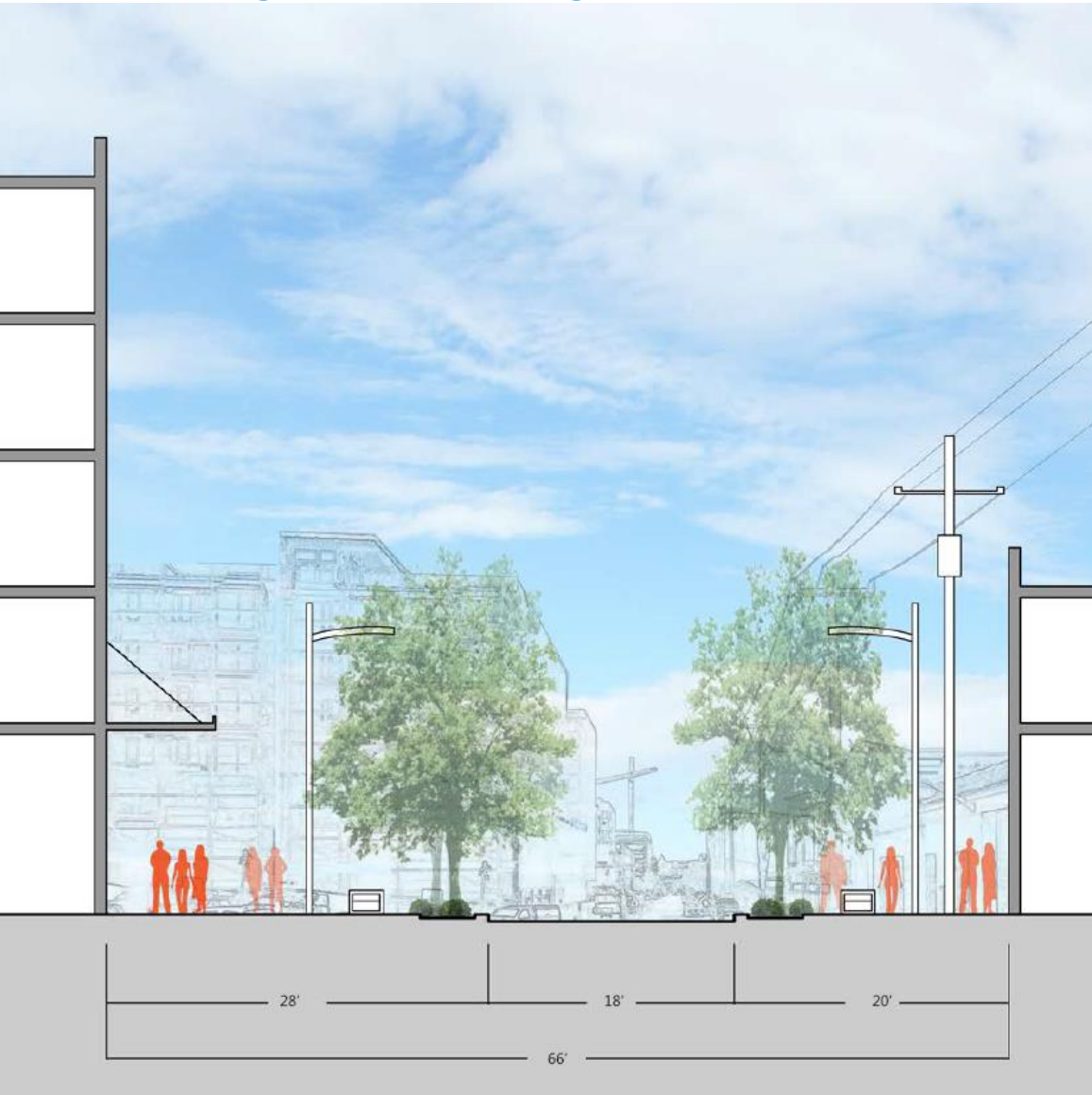
Cross section A: Aloha



Cross section B: 8th Ave N (Aloha to Valley)



Cross section C: 8th Ave N (Valley to Roy)



8th Ave N street concept



Furnishings/landscape



Bio-retention opportunities

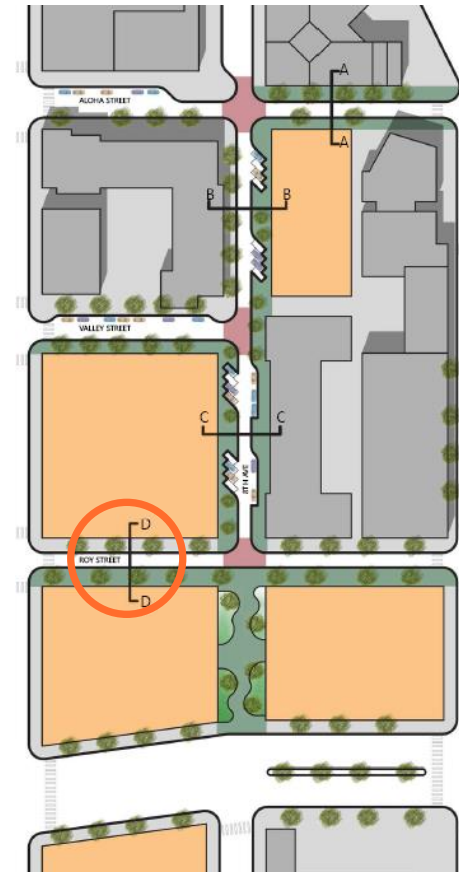
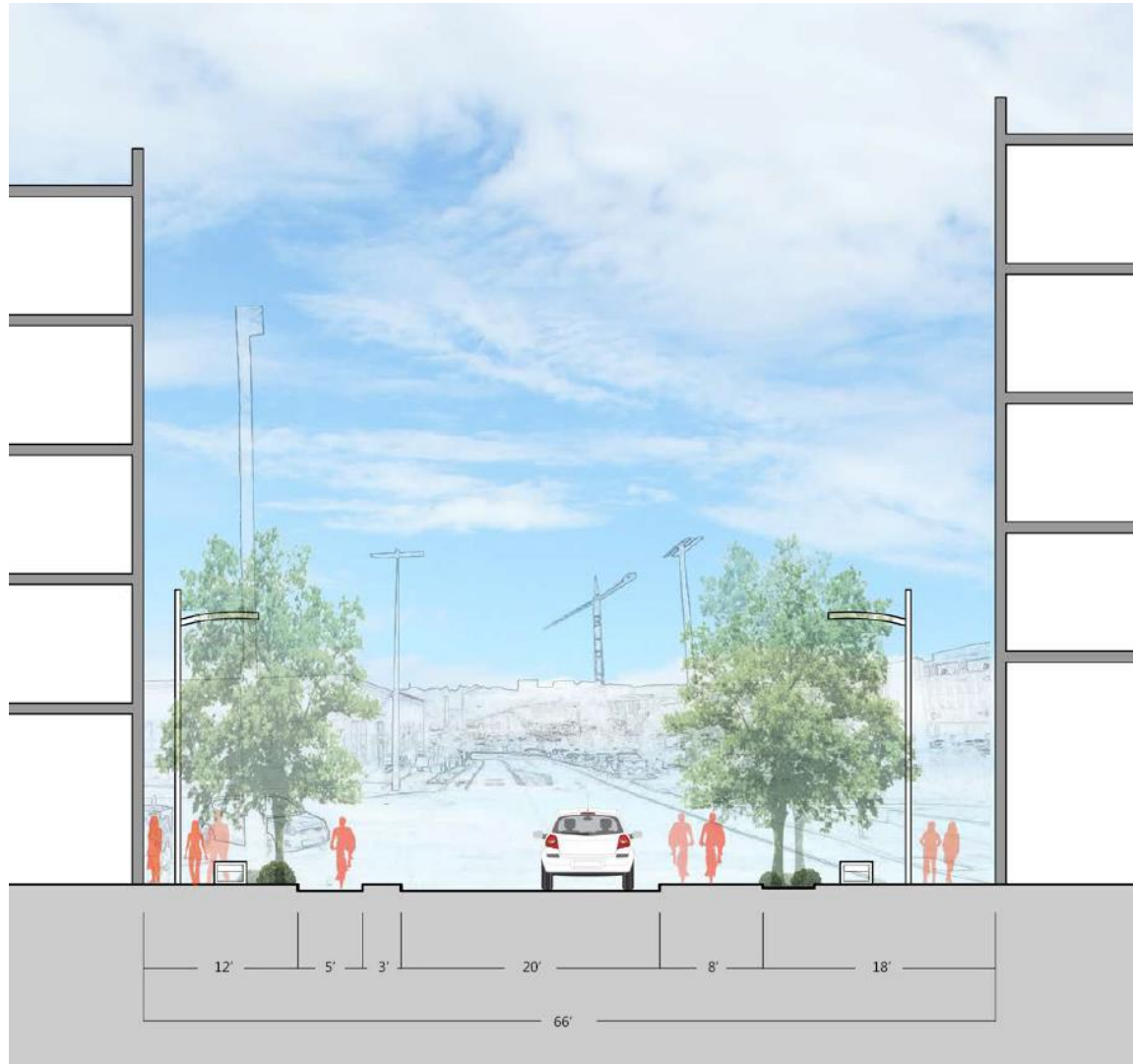


Pedestrian lighting; classic post top standard SCL fixture

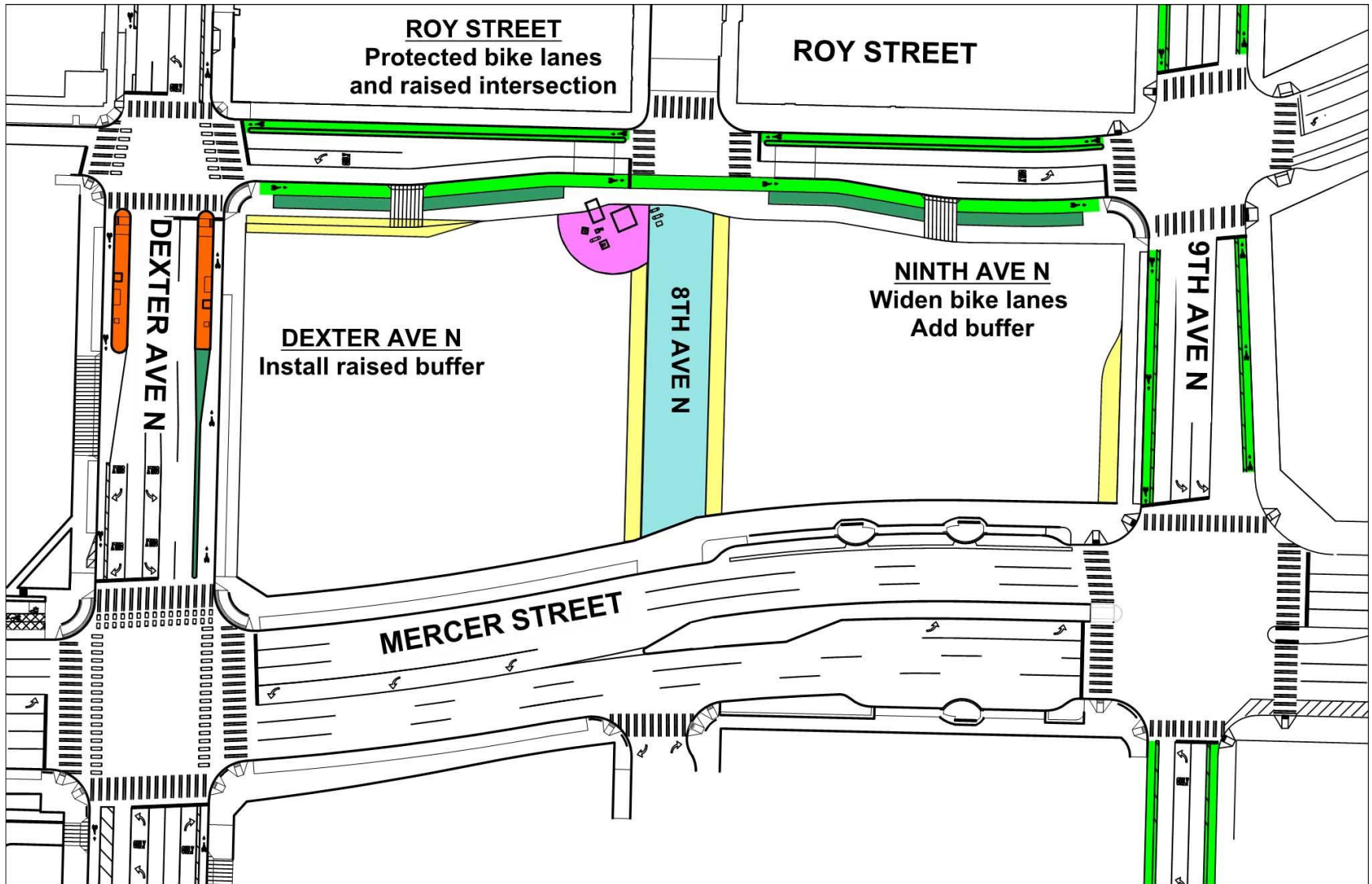


2x2 standard scoring on concrete sidewalks

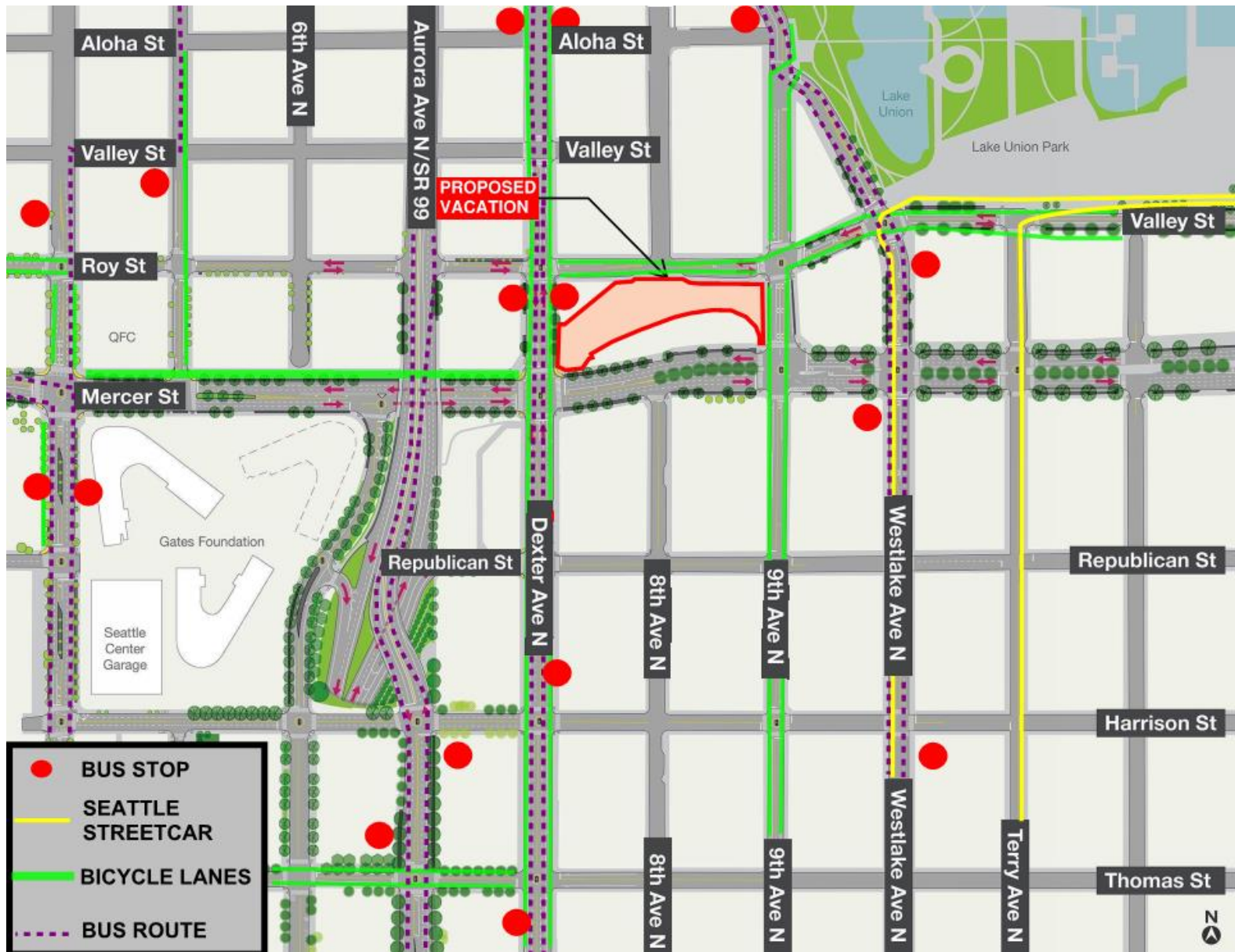
Cross section D: Roy (Dexter to 8th Ave N)



Broad Street Property



Transportation network



Public benefits matrix

	Description	Outcome
Eighth Ave N Through the site (Mercer-Roy)	<ul style="list-style-type: none"> • Pedestrian-only right-of-way (40') • Easement on each side (10') • Improvements consistent with South Lake Union Street Concept Plans • Maintained by adjacent property 	<ul style="list-style-type: none"> • Pedestrian connection Roy to Mercer • Re-establish street grid, providing light, air, views • Implement SLU Urban Design Framework
Eighth Ave N (Roy-Aloha)	<ul style="list-style-type: none"> • Pedestrian and streetscape improvement plan 	<ul style="list-style-type: none"> • Extend Eighth Ave N streetscape improvements beyond project site • Connect to Lake Union Park • Implement SLU Urban Design Framework
Roy Street (Dexter N – Ninth N)	<ul style="list-style-type: none"> • Protected bike lanes with physical buffer • Adding additional landscape area along the frontage. 	<ul style="list-style-type: none"> • Complete bicycle network • Improved pedestrian realm
Ninth Ave N (Mercer – Westlake/Aloha)	<ul style="list-style-type: none"> • Physical buffer between bike lanes and traffic (Mercer-Roy) • Protected bike lanes with physical buffer (Roy-Westlake/Aloha) 	<ul style="list-style-type: none"> • Complete bicycle network • Connection to Westlake Cycle Track
Ninth Ave N (Mercer – Roy)	<ul style="list-style-type: none"> • Easement for potential/future SB right-turn lane to Mercer St 	<ul style="list-style-type: none"> • Open space • Bicycle – vehicle separation, if needed

Implementation strategy

	Description	Implementation
Eighth Ave N Through the site (Mercer-Roy)	<ul style="list-style-type: none"> • Pedestrian-only right-of-way (40') • Easement on each side (10') • Improvements consistent with South Lake Union Street Concept Plans • Maintained by adjacent property 	Improvements to be completed by developer with development of the site.
Eighth Ave N (Roy-Aloha)	<ul style="list-style-type: none"> • Pedestrian and streetscape improvement plan 	SDOT and other development on 8 th N
Roy Street (Dexter N – Ninth N)	<ul style="list-style-type: none"> • Protected bike lanes with physical buffer 	Improvements to be completed by developer with development of the site.
Ninth Ave N (Mercer – Westlake/Aloha)	<ul style="list-style-type: none"> • Physical buffer between bike lanes and traffic (Mercer-Roy) • Protected bike lanes with physical buffer (Roy-Westlake/Aloha) 	SDOT to implement independent of development of the site.
Ninth Ave N (Mercer – Roy)	<ul style="list-style-type: none"> • Easement for potential/future SB right-turn lane to Mercer St 	Easement assigned to the Broad Street Property. SDOT to implement any future street improvements.
Transit hub on Aurora Ave N between Thomas and Harrison	<ul style="list-style-type: none"> • Develop and implement a plan to realize the community vision for a new transit hub 	SDOT to lead through the Center City Mobility Plan