

Broad Street Vacation

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Mayor

Sam Assefa
Director, OPCD

Shannon Loew, Chair

Ross Tilghman, Vice Chair

Brodie Bain

Lee Copeland

Ben de Rubertis

Thaddeus Egging

Rachel Gleeson

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Commissioners Present

Shannon Loew, Chair
Ross Tilghman, Vice Chair
Lee Copeland
Ben de Rubertis
Laura Haddad
John Savo

Commissioners Excused

Brodie Bain
Thaddeus Egging
Rachel Gleeson
Theo Lim

Project Description

The Seattle Department of Transportation (SDOT) proposes vacating approximately 66,811 square feet of Broad Street in the block bounded by Mercer St to the south, Roy St to the north, Dexter Ave N to the west, and 9th Ave N to the east. The irregularly shaped portion of Broad St would be vacated as part of a larger strategy to reconfigure and reconnect the street grid as part of the realignment of State Route 99 and related Mercer Street improvements. SDOT is requesting the vacation of this segment of Broad St as it is no longer needed for any transportation purposes. The resulting vacation and its consolidation with four abutting parcels owned by SDOT will allow the City to surplus the expanded property. Proceeds from the sale of this property would fund the partial repayment of a loan for the \$95 million Mercer West project.

SDOT has not proposed specific development for the proposed site. Working with the City's Department of Finance and Administrative Services (FAS), SDOT has developed a series of development alternatives that represent development potential under both the no vacation and vacation alternatives. The scenarios represents development potential allowed for the site under its Seattle Mixed (SM 160/85-240) zoning. . The alternatives also represent development constraints for the site that include its location within the Lake Union Seaport Flight Corridor, and its proximity to the large King County sewer facility interceptor that lies approximately 50 feet below grade.

Meeting Summary

At this meeting, the Seattle Design Commission (SDC) reviewed the public benefit proposal for the vacation of Broad Street between Dexter Avenue N, 9th Avenue N, Roy and Mercer Streets. After the presentation, the SDC voted 6-0 to approve the public benefit package with several conditions and recommendations.

Recusals and Disclosures

No recusals or disclosures

July 21, 2016

2:00 - 3:30 pm

Type

Street Vacation

Phase

Public Benefit

Previous Reviews[04/07/16](#), [11/19/15](#), [07/16/15](#)**Project Team Present****Susan McLaughlin**

SDOT

Eric Tweit

SDOT

Attendees**Beverly Barnett**

SDOT

Lyle Bicknell

OPCD

Maggie Capelle

Vulcan

Holly Delcambre

FAS

Lloyd Douglas

Citizen

Charlie Foushee

Skanska

Dennis Haskell

SRG Partnership

Quanlin Hu

OPCD

Jorrdan Kiel

Citizen

John McMillan

KPFF

Lorraine Phillips

CAO

Stephen Porter

Citizen

Steven Shain

OPCD

Public Benefits

(1) Eighth Ave N (Mercer-Roy) pedestrian improvements

(2,3 & 4) Eighth Ave N and Aloha St street concept plan & implementation

(5) Mercer (Dexter-Ninth) protected bike lanes

(6) Ninth Ave N (Mercer-Aloha) protected bike lanes

(7) Seventh Ave N Transit Hub

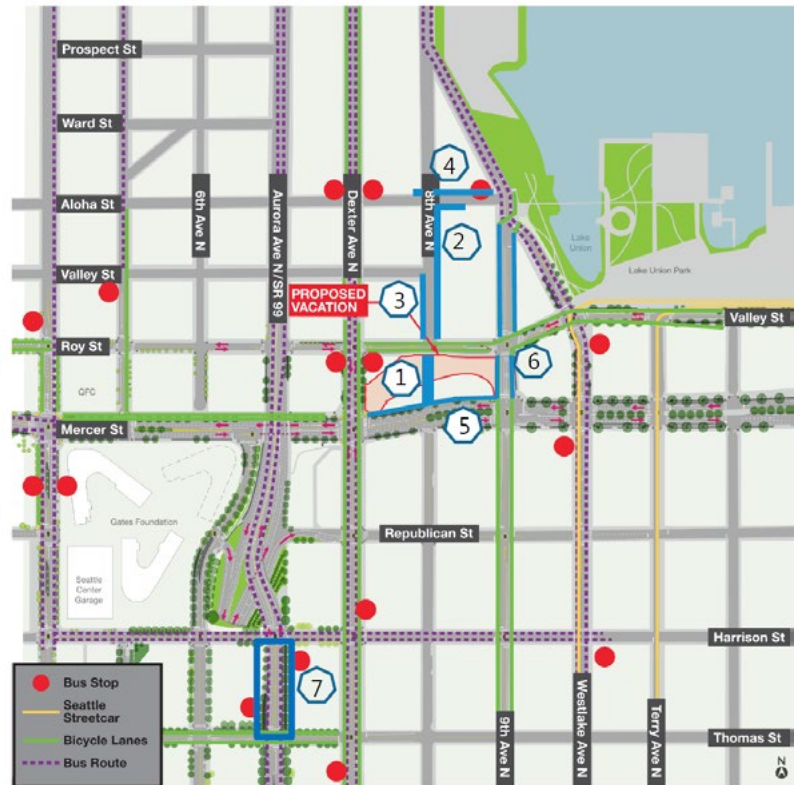


Figure 1: Proposed public benefit location

Summary of Presentation

Susan McLaughlin and Eric Tweit, of SDOT, presented the public benefit proposal for the Broad Street Vacation. Eric Tweit provided an overview of the project area, which is currently undergoing redevelopment. Following the overview, the presentation focused on the following public benefit elements (see figures 1 & 2 for more detail):

- Seventh Ave Transit Hub
- On-site Improvements
- Street concept design and implementation plans

Seventh Ave Transit Hub

The proposed 7th Ave Transit Hub will be located on Aurora Ave N between Thomas and Harrison St. The proposed Transit Hub is a neighborhood priority identified in the South Lake Union/Uptown Triangle mobility plan. The facility will potentially include elements such as transit shelters, bike storage, and wayfinding measures.

On-site improvements

Proposed onsite improvements include 8th Ave N ROW improvements, an additional easement along 9th Ave between Mercer and Roy St, and the addition of protected bicycle lanes along Mercer Ave between Dexter Ave N and 9th Ave as well as 9th Ave N between Mercer and Roy Street and Aloha Street.

8th Ave N pedestrian improvements include the extension of the 8th Ave N right of way through the project site. The dedicated ROW will be 60 feet in width. Proposals include increased sidewalk widths and reduced roadway width to promote pedestrian use through the site. To evaluate any improvements, design guidelines have been developed to evaluate potential designs for this segment of 8th Avenue N, to be implemented at the time of development. The 8th Avenue N design guidelines are intended to ensure the ROW is welcoming to all members of the public, emphasizes pedestrian movement throughout the site, embraces nature, and creates public linkages.

	Description	Outcome	Implementation	
1	Eighth Ave N New right-of-way through the site (Mercer-Roy)	<ul style="list-style-type: none"> New pedestrian street improvements per Design Guidelines Right-of-way (25') Easements each side (17.5') 11,000 sq ft public open space 	<ul style="list-style-type: none"> Implement SLU Urban Design Framework Pedestrian connection, Mercer to Roy and neighborhood to north Re-establish street grid, providing light, air, views 	<ul style="list-style-type: none"> Mandatory requirement in purchase and sale agreement Design Commission review per Design Guidelines Maintenance and activation by adjacent property/purchaser
	Street Concept Plan for Eighth Ave N and Aloha St (items 2-4)	<ul style="list-style-type: none"> Street Concept Plan to guide street improvements with development along Eighth Ave N (Roy-Aloha) and Aloha St (Eighth N-Westlake N) 	<ul style="list-style-type: none"> Implement SLU Urban Design Framework 	<ul style="list-style-type: none"> SDOT: Complete Street Concept Plan (2016) Adopt Directors Rule (1st Q 2017)
2	Seattle City Light property street improvements (Eighth Ave N and Aloha St)	<ul style="list-style-type: none"> Widened sidewalk and landscape 7,000 sq ft 	<ul style="list-style-type: none"> Extend Eighth Ave N streetscape improvements beyond project site Connect to Lake Union Park 	<ul style="list-style-type: none"> Include improvements with redevelopment of SCL property
3	Eighth Ave N, west side (Roy-Valley)	<ul style="list-style-type: none"> Widened sidewalk and landscape 2,300 sq ft 	<ul style="list-style-type: none"> Extend Eighth Ave N streetscape improvements beyond project site Connect to Lake Union Park 	<ul style="list-style-type: none"> Include improvements with development on adjacent property
4	Aloha St, north side (Eighth – Westlake)	<ul style="list-style-type: none"> Landscape space 2,700 sq ft 	<ul style="list-style-type: none"> Connect to Lake Union Park 	<ul style="list-style-type: none"> Include improvements with development on adjacent property
5	Mercer Protected Bike Lanes	<ul style="list-style-type: none"> Extend two-way bike lanes on north side of Mercer from Dexter to Ninth 520 ft 	<ul style="list-style-type: none"> Enhance bicycle network 	<ul style="list-style-type: none"> Mandatory requirement in purchase and sale agreement
6	Ninth Ave N (Mercer – Westlake/Aloha)	<ul style="list-style-type: none"> Protected bike lanes 560 ft 	<ul style="list-style-type: none"> Complete bicycle network Connection to Westlake Cycle Track 	<ul style="list-style-type: none"> SDOT (2016)
6	Ninth Ave N (Mercer – Roy)	<ul style="list-style-type: none"> Open space/Easement for potential/future SB right-turn lane to Mercer St 6,500 sq ft 	<ul style="list-style-type: none"> Onsite open space Option for improved bicycle separation 	<ul style="list-style-type: none"> Easement assigned to the Broad Street Property SDOT would construct right-turn lane
7	Seventh Ave N Transit Hub (Harrison-Thomas)	<ul style="list-style-type: none"> Implementation Plan for bus zone and adjacent property and streets Potential elements: transit shelters, bicycle storage, wayfinding 	<ul style="list-style-type: none"> Implement neighborhood priority in South Lake Union Mobility Plan 	<ul style="list-style-type: none"> SDOT to lead design through the One Center City Plan (by December 2017) Implementation coordinated with rebuild of Aurora (Seventh) by AWW Replacement (2019-2020)

Figure 2: Public benefit matrix

Street concept design and implementation plans

The proposed public benefit element includes three street concept design and implementation plans location along 8th Ave N and Aloha Street north of the project site. The first plan includes the east side of 8th Ave N between Roy and Aloha street (See *figure 3*), which will be implemented with the redevelopment of the adjacent Seattle City Light (SCL) property. The second plan includes the west side of 8th Ave N between Roy Street and Valley Street (see *figure 4*), which will be implemented with future development on adjacent private property. The third plan included the redevelopment of the north side of Aloha Street between 8th Ave N and Westlake Ave N as well as the northwest corner of Aloha Street near 8th Ave N (see *figure 5*). Both plans will be implemented through the redevelopment of the adjacent private

property. The proposed street concept designs will resemble the west side of 8th Ave N between Valley Street and Aloha Street, which was recently redeveloped.

Agency Comments

Beverly Barnett, SDOT, reminded the SDC that city projects are subject to the same reviews, guidelines, and procedures as other applicants. What is unusual about this is the nature of the proposal and how it relates the changing of the transportation infrastructure. Ms. Barnett mentioned that SDOT is guiding the sale in a way that will provide city council with enough understanding as to how the project might be developed and what the Public benefit might look like for any future development. She mentioned that during the previous meeting, the team presented a good vision for the guidelines, but need to provide more detail regarding what they were committing to and what would be imbedded in the RFP.



Figure 3: Proposed improvements on 8th Ave N between Aloha and Valley St.

Public Comments

Lloyd Douglas, Citizen, provided several questions for commissioners to address during the discussion period.

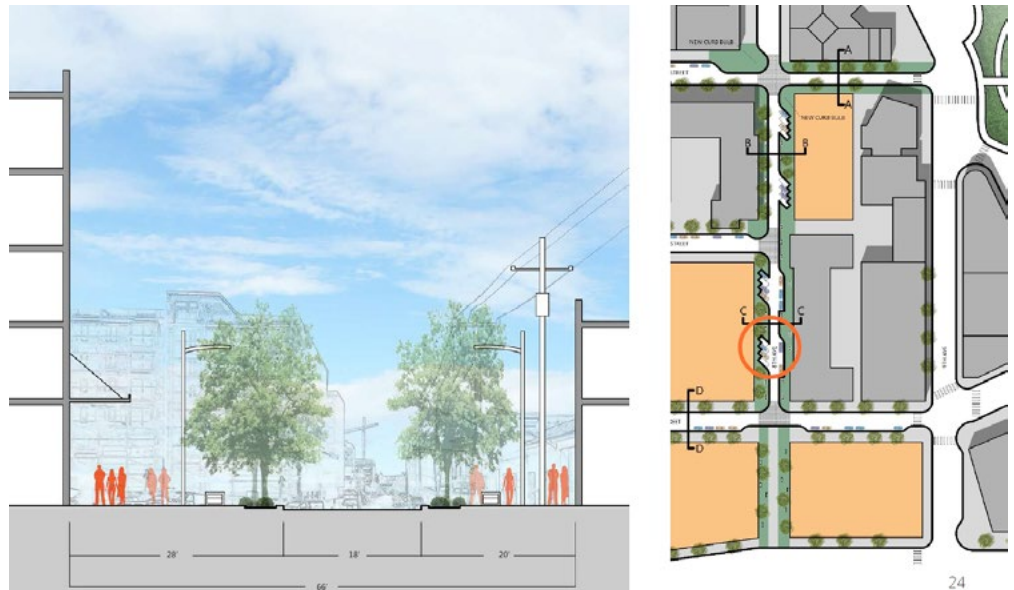


Figure 4: Proposed improvements on 8th Ave N between Valley and Roy St.

Summary of Discussion

The Commission organized its discussion around the following issues:

- On site improvements
- Offsite Improvements
- Adequacy of the public benefit package

On-site improvements

Although dissatisfied with the decision not to provide a pedestrian crossing across Mercer Street at 8th Ave N, the SDC acknowledged the positive impact the mid-block connection along 8th Ave N will have on the pedestrian realm. The Commission recommended the

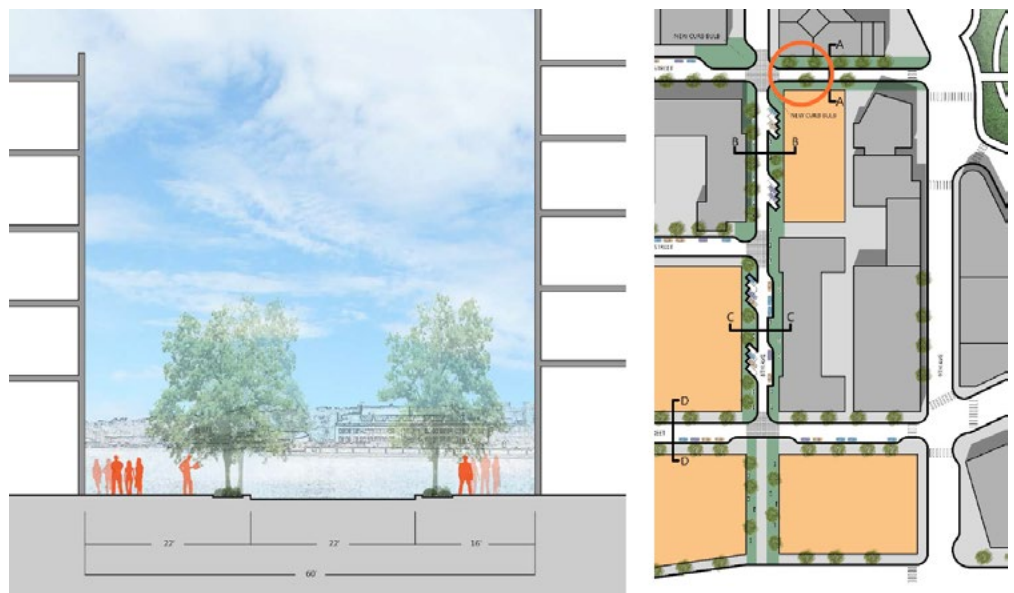


Figure 5: Proposed improvements on Aloha St.

project team provide a landscape buffer at the intersection of the 8th Ave N ROW and Mercer Street to discourage pedestrians from crossing Mercer Street at that specific point. Commissioners stressed the importance of restricting onsite loading in the 8th Avenue N right of way segment at the project site. The commission also expressed the importance of including artwork on the site. The SDC recommended the project team amend the language within the design guidelines to reflect these specific changes. The SDC also conditioned their approval to require SDC review of proposed 8th Avenue ROW improvements at the time of Master Use Permit review. The SDC will use the design guidelines to evaluate any 8th Avenue ROW improvements.

Commissioners also encouraged the team to continue to refine proposed bicycle, pedestrian improvements at the northwest corner of 9th Ave N and Mercer Street, where they will cross vehicular traffic.

Off-site improvements

The SDC was encouraged by the proposed off-site improvements. Specifically, Commissioners agreed the street concept plans will provide continuity along 8th Ave N and Aloha Street. The Commission stressed the importance of working with SDOT and WSDOT to ensure the proposed transit hub is designed and constructed. If the transit center could not be implemented, the SDC would expect that they review and make recommendations to SDOT on another public benefit element that is commensurate to the transit hub.

Adequacy of public benefit package

The SDC acknowledged the proposed public benefit package, with the conditions provided below, adequately reflected the request to vacate a portion of the Broad Street ROW.

Action

The SDC thanked the project team for the public benefit presentation. The SDC approved the public benefit package for the Broad Street Vacation, 6 to 0, with the following conditions:

1. Prior to issuance of a MUP for either development site created as a result of this vacation, the SDC will review and approve the implementation of 8th Avenue ROW improvements abutting the project site, using the 8th Avenue design guidelines developed for this vacation. The SDC review and approval shall occur before the publication of a Master Use Permit decision for any development at this site.
2. If SDOT's proposed 7th Ave N transit hub improvements cannot be implemented as part of this vacation, the project team shall provide a commensurate public benefit, which will be reviewed and approved by the SDC.
3. Loading on 8th Ave N is restricted to festival street activities; no vehicular entrance to buildings

The SDC also provided the following recommendations:

1. Continue landscaping at the intersection of Mercer Street and 8th Ave N to prevent pedestrians from crossing Mercer Street.
2. Provide landscaping on the median along Mercer Street at 8th Ave N to further discourage pedestrian from crossing Mercer Street.
3. Continue to refine pedestrian and cyclist crossing at the intersection of Mercer Street and 9th Ave N to improve safety
4. Refer to the 8th Ave N concept plan for future landscape improvements on 8th Ave N between Roy and Aloha
5. Building entrances included in future onsite development should not align across 8th Ave N