

# Broad Street Vacation

## Public Benefits



Seattle Design Commission  
Eric Tweit, Susan McLaughlin & Steven Shain  
July 21, 2016

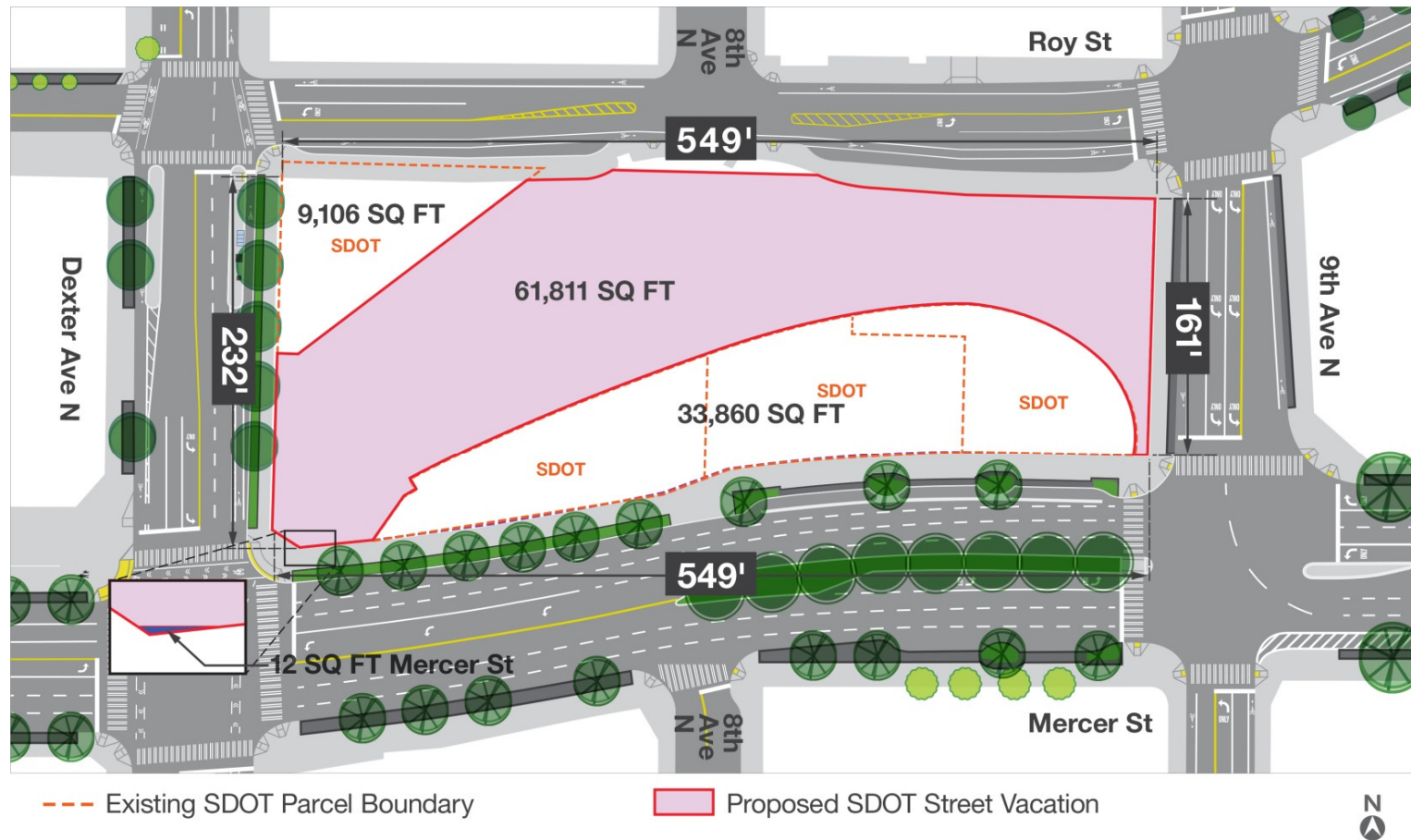
# Presentation overview

- Project area and background
- Public Benefits
  - On-site
  - Eighth Avenue North Design Guidelines
  - Neighborhood
- Implementation

# Proposed vacation

## Purpose:

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





Not your typical street vacation

# Mercer Corridor Right-of-Way changes

The  
Transportation  
Network

Mercer Corridor  
Improvements  
and SR 99  
Tunnel

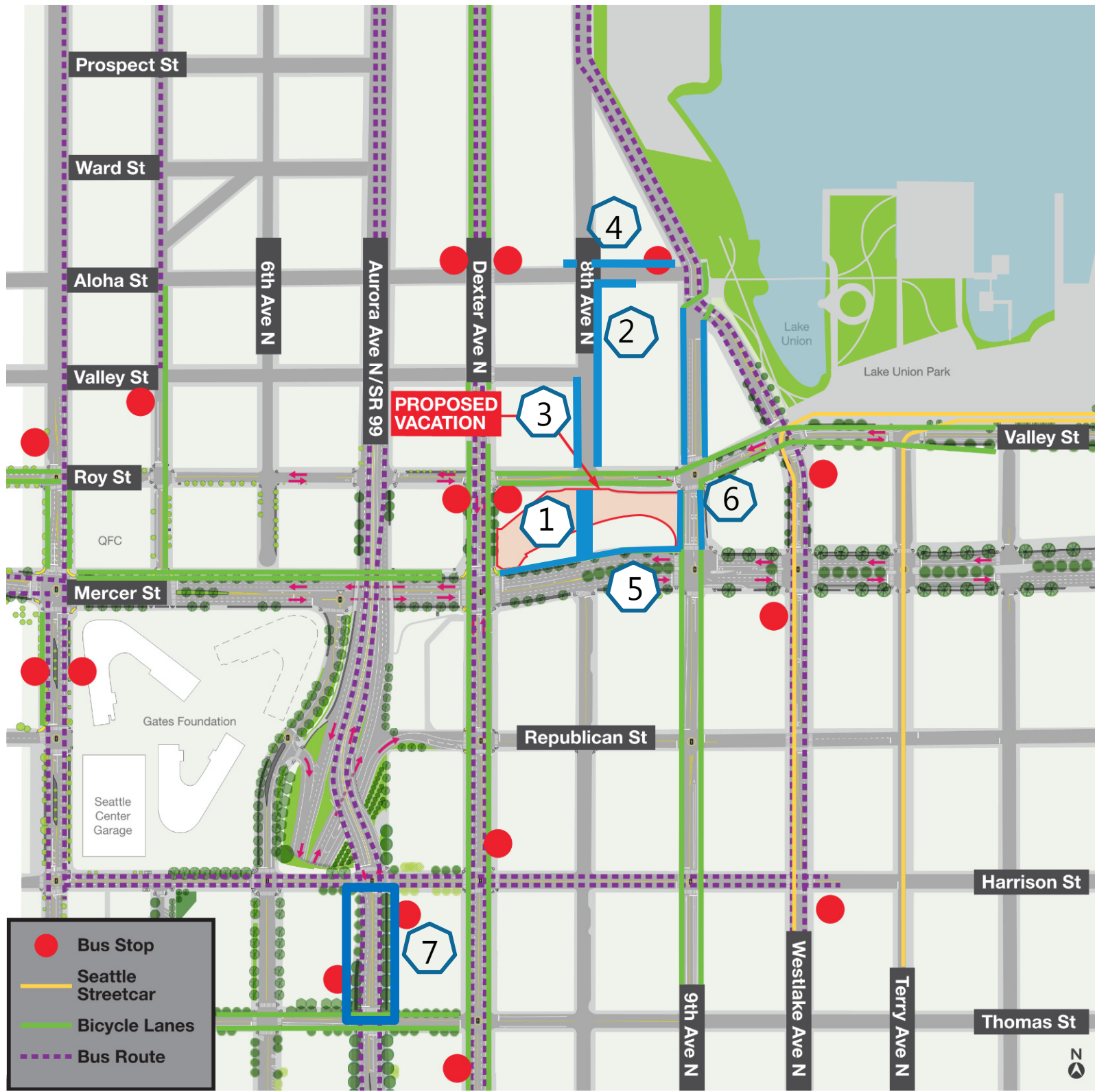


-  **BROAD STREET  
RIGHT-OF-WAY  
NO LONGER NEEDED  
(146,929 SQ FT)**
-  **NEW RIGHT-OF-WAY  
ACQUIRED FOR  
MERCER PROJECTS  
(241,394 SQ FT)**

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

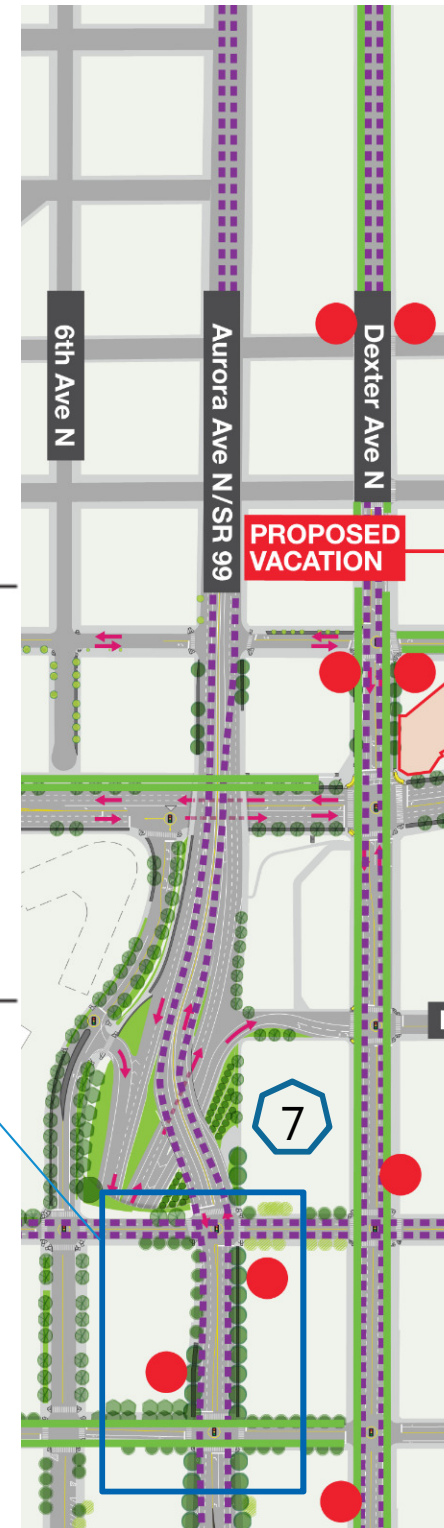
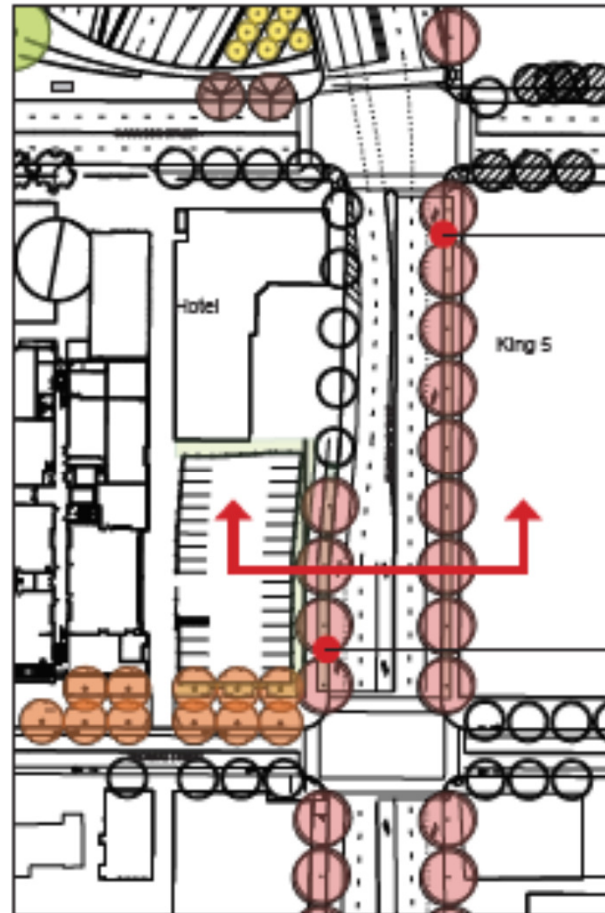
# Public Benefits

- (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

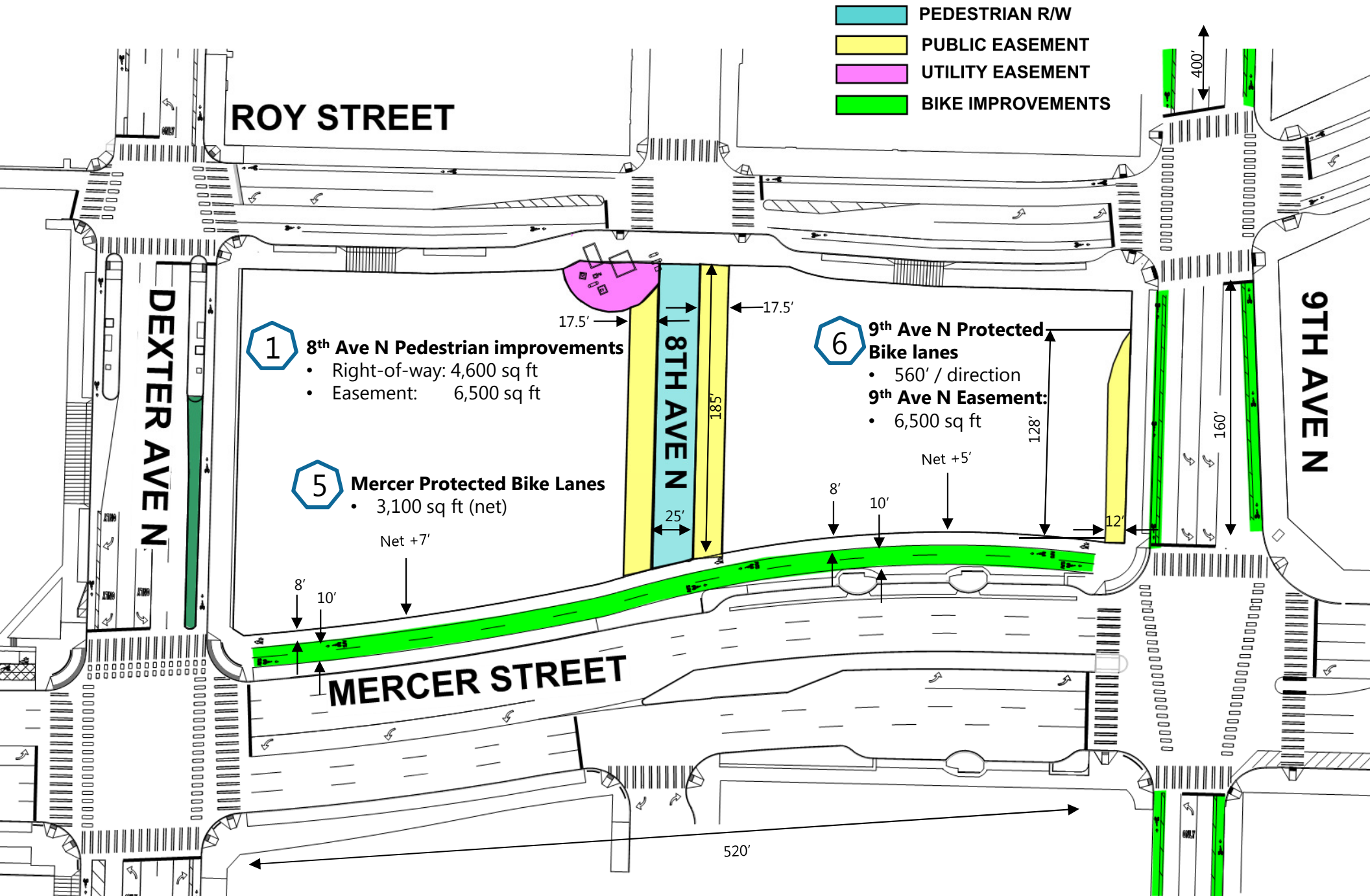


# Seventh Avenue Transit Hub

- Neighborhood priority (South Lake Union Mobility Plan)
- Potential elements
  - Transit shelters
  - Bike storage
  - Wayfinding
  - Development/use of WSDOT property
  - Other amenities
- Planning and Design:
  - SDOT- One Center City
  - WSDOT & SDOT – North Surface Streets
- Implementation:
  - WSDOT North Surface Streets
  - TBD through planning



# On-site improvements



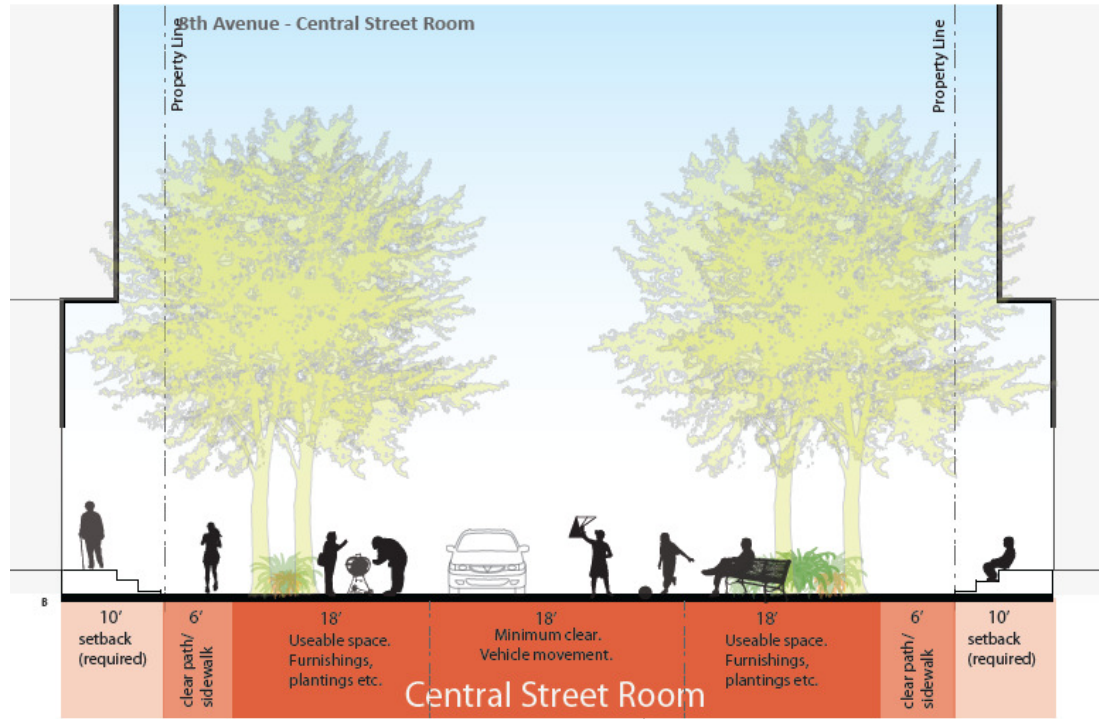
# Design guidelines – 8<sup>th</sup> Ave N

## Intent

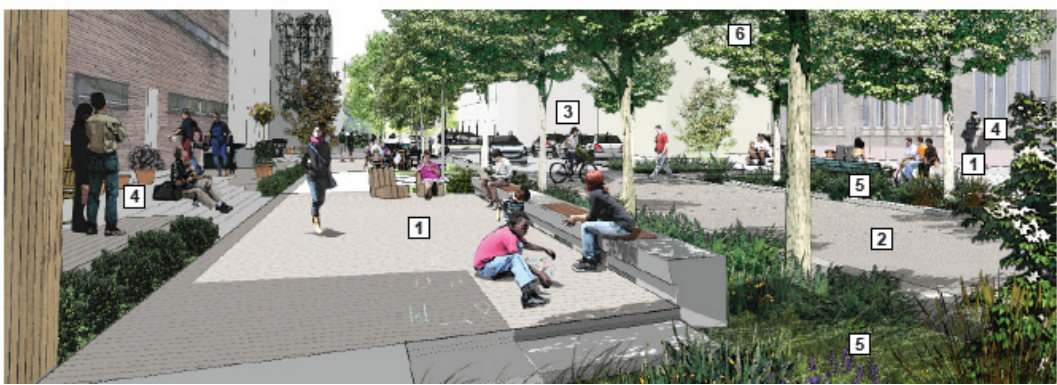
The design intent for this open space is to create an inviting public amenity that integrates seamlessly into the surrounding streetscape and street network. The space shall read as a natural extension of the public realm employing a design vocabulary similar to adjacent public spaces and fitting within the larger Eighth Avenue North pedestrian corridor design.

## Use

The space shall be active, attractive and welcoming to all members of the public, not just the tenants of adjacent buildings. The space will serve two primary functions: a through-way connections for pedestrians between Roy and Mercer; and a high-quality truly public open space.



South Lake Union Street Concept Plans 8<sup>th</sup> Ave N south of Mercer

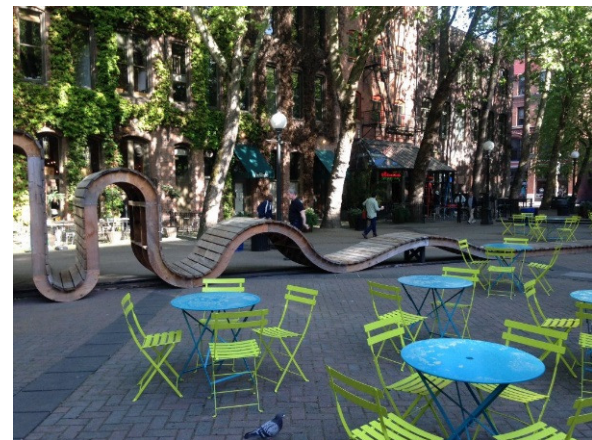




# Design guidelines – 8<sup>th</sup> Ave N

## Emphasize the Pedestrian:

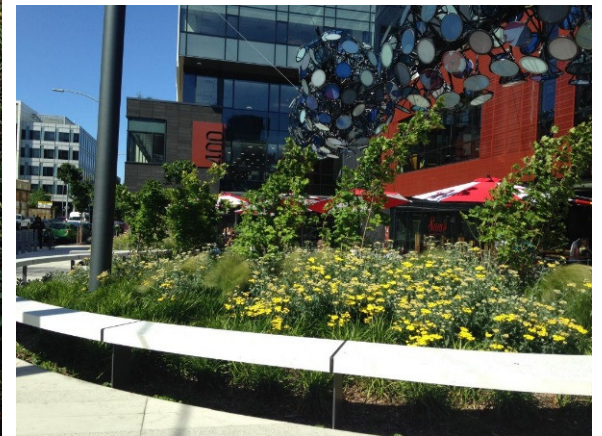
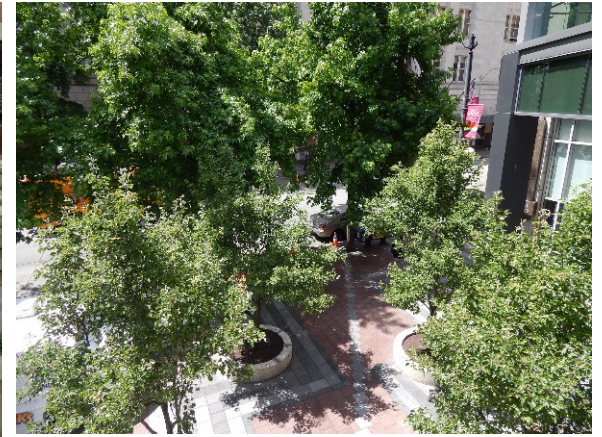
- Vehicular circulation is limited to loading and emergency access
- This block segment shall be designated as a festival street, to encourage frequent programming and activation
- Right of way designs should promote pedestrian connections, such as widened sidewalks, expanded landscape, and materials that blend into adjacent ROW design
- Street furniture shall be strategically placed to promote social interactions that are independent of building function.
- Public art shall be used throughout the site.
- Equity in the design of this public space shall be embraced



# Design guidelines – 8<sup>th</sup> Ave N

## Embrace Nature:

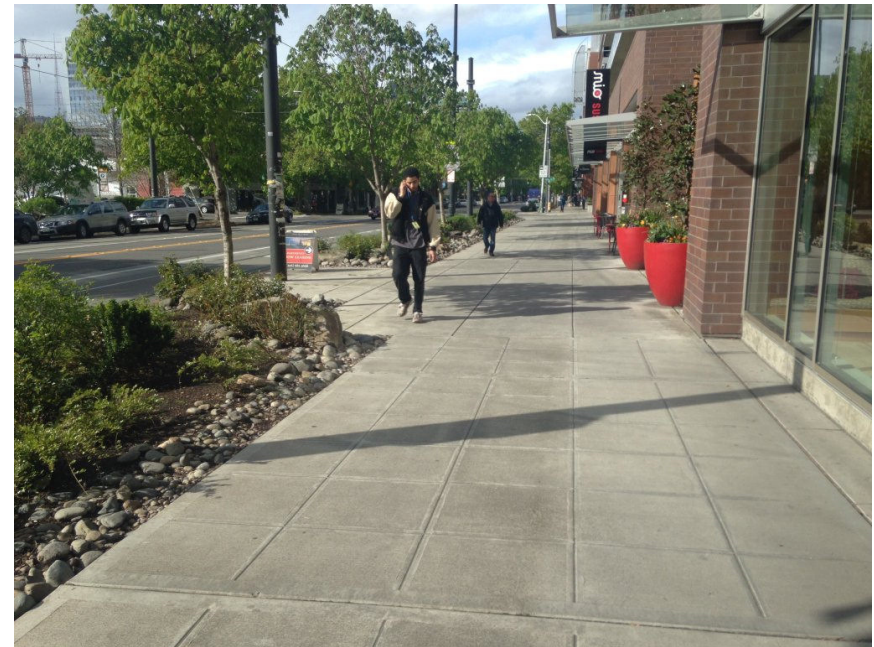
- Ensure cohesive landscape design with adjacent streetscapes by extending a similar plant and street tree palette through the site.
- Promote high functioning landscapes and explore opportunities for natural drainage features.



# Design guidelines – 8<sup>th</sup> Ave N




## Create Public Linkages:

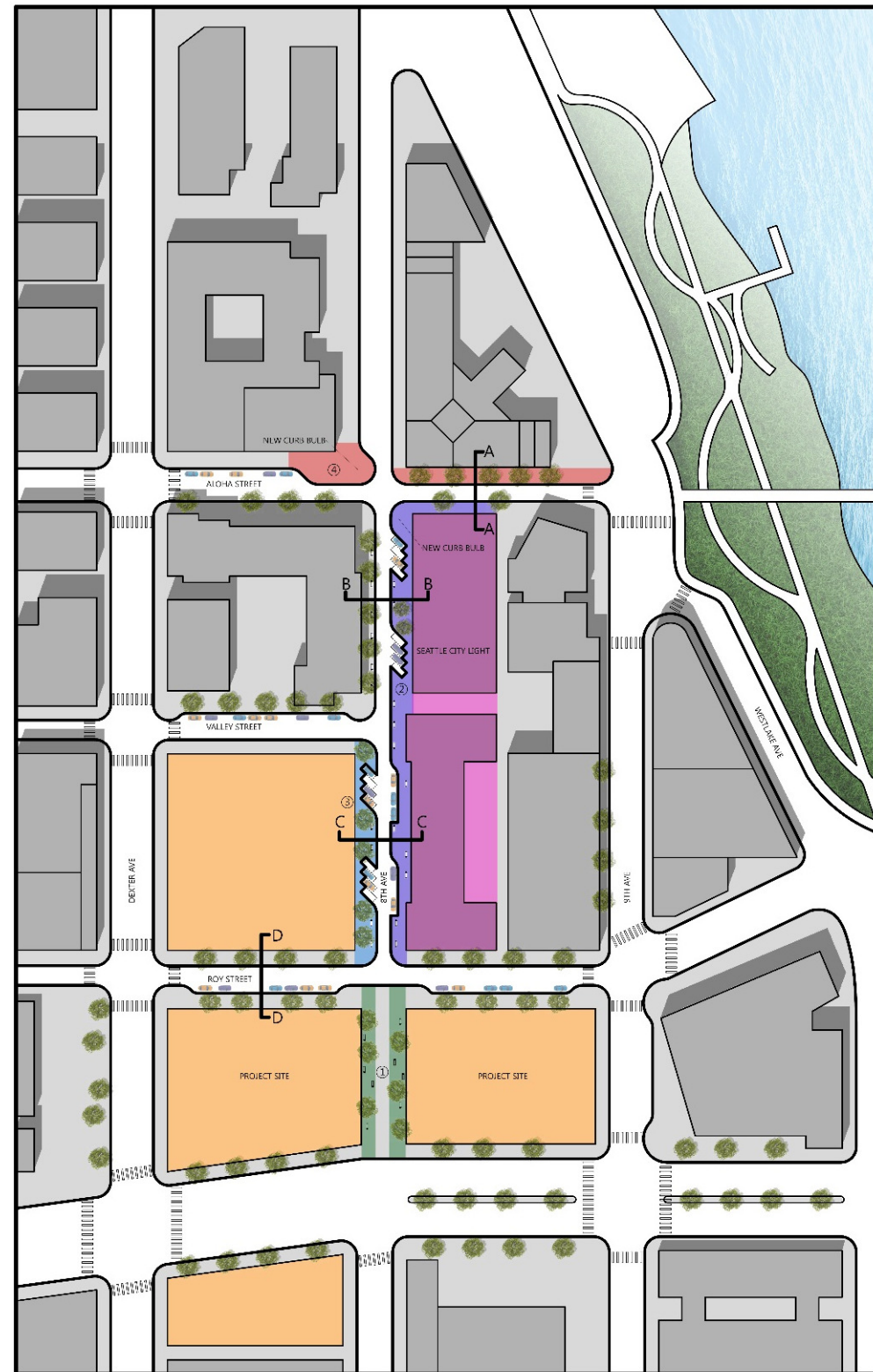
- Ensure clear sightlines through the block segment to reinforce N-S connectivity
- Primary building entrances should be considered along the 8<sup>th</sup> Ave corridor
- Building support infrastructure, such as elevator shafts, or emergency entrances that inhibit pedestrian access or circulation should be minimized on this block segment
- Avoid using customized street furniture, such as pedestrian lighting, seating, and bike racks, as the space should identify as public
- Pavement treatments should mirror those used on adjacent public streets to reinforce that this block is public right of way



# Street concept plan

## Eighth Ave N and Aloha

-  2 - Seattle City Light
-  3 - Private, Roy-Valley
-  4 - Private, Aloha



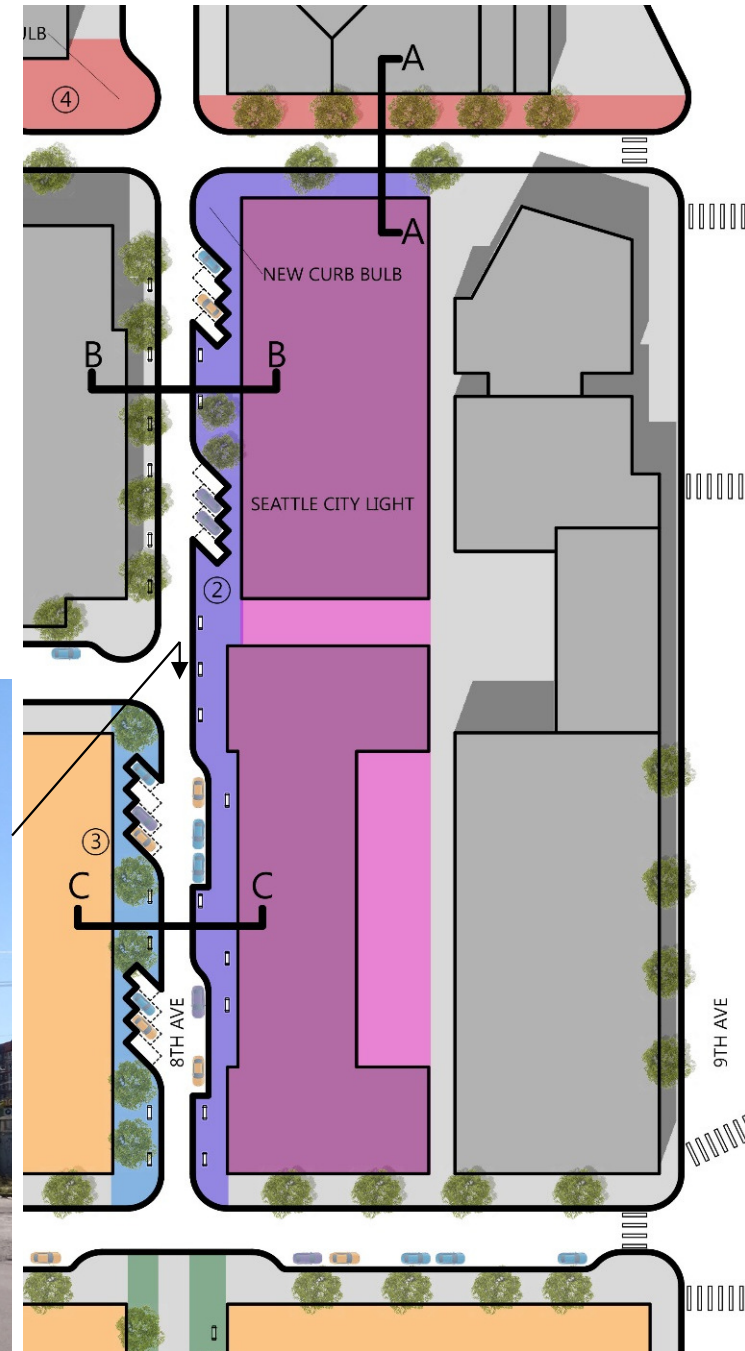
# Street concept plan

2 - Seattle City Light

Eighth Avenue North (Roy – Valley), east side

- Length 300 ft
- Added width 0-8 ft
- Added area 1200 sq ft

Implement – with redevelopment of SCL Property



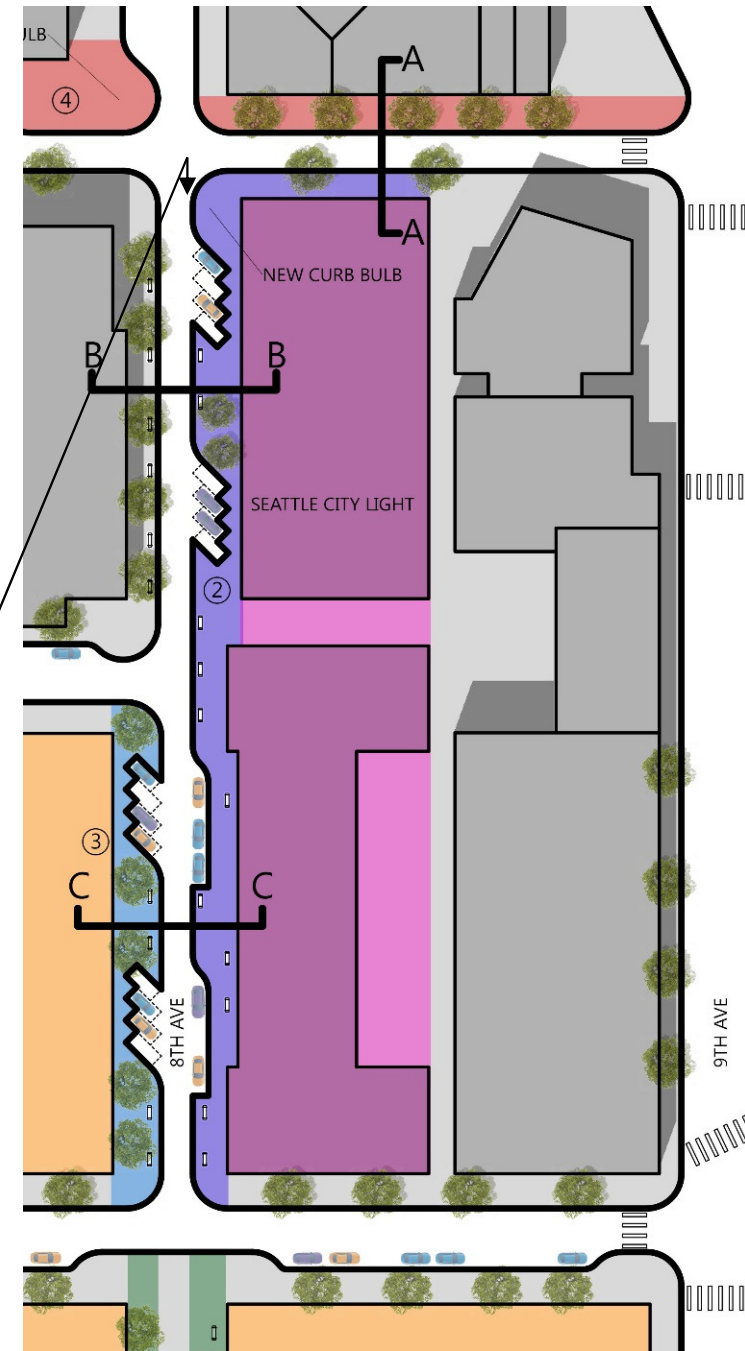
# Street concept plan

2 - Seattle City Light

Eighth Avenue North (Valley – Aloha), east side

- Length 300 ft
- Added width 18 ft
- Added area 5,400 sq ft

Implement – with redevelopment of SCL Property



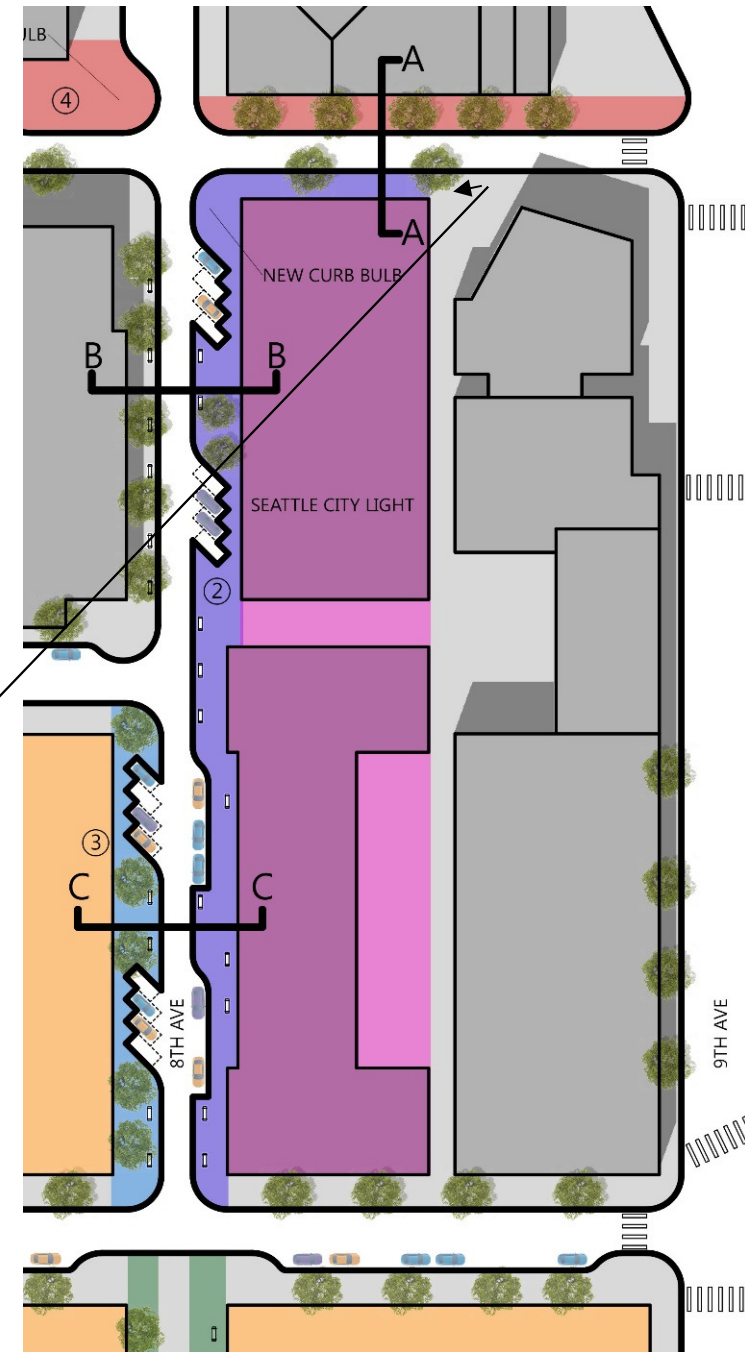
# Street concept plan

2 - Seattle City Light

Aloha Street (Eighth N – Alley), south side

- Length 120 ft
- Added width 4 ft
- Added area 480 sq ft

Implement – with redevelopment of SCL Property



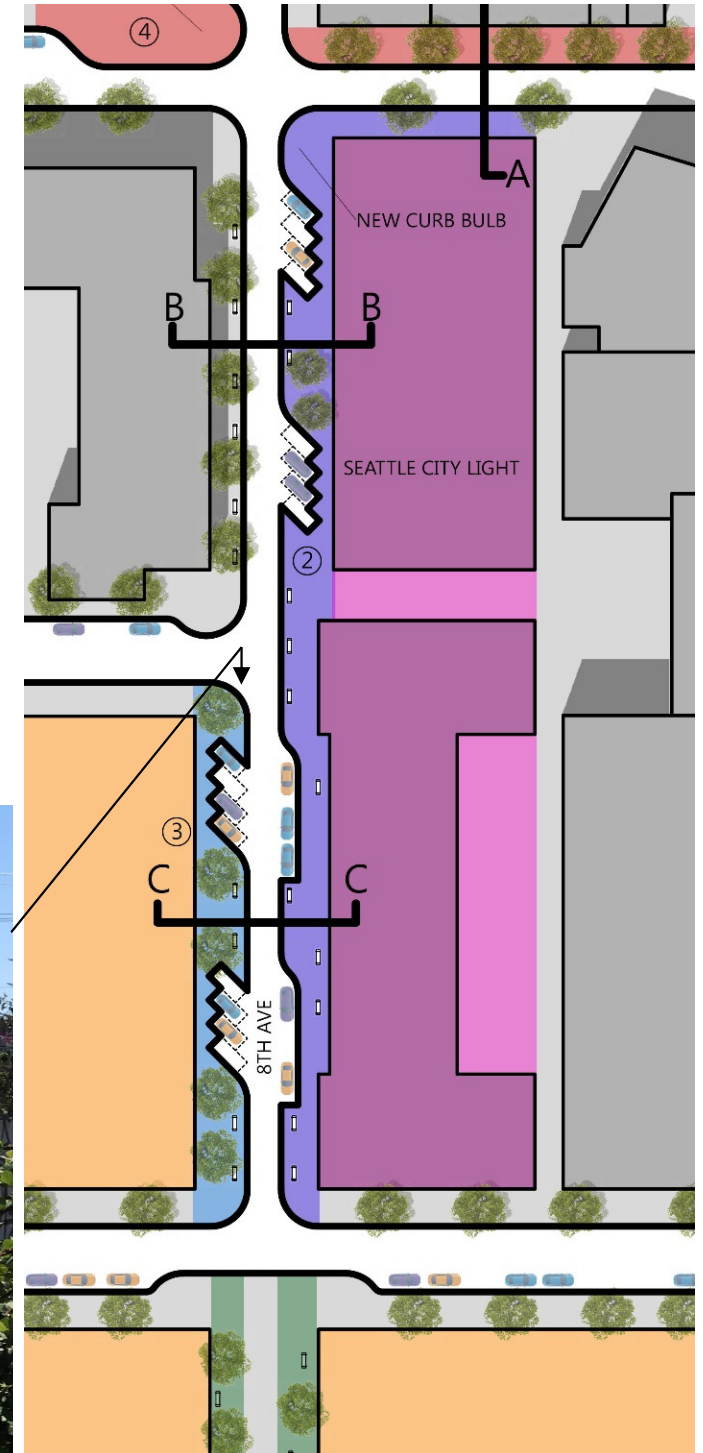
# Street concept plan

3 - Private, Roy-Valley

Eighth Avenue North (Roy – Valley), west side

- Length 250 ft
- Added width 0-14 ft
- Added area 2300 sq ft

Implement - with development on adjacent property





# Street concept plan

 4 - Private, Aloha

## Aloha (Eighth N – Westlake N), north side

- Length 250 ft
- Added width 0-18 ft
- Added area 2200 sq ft

## Aloha (NW corner at Eighth N)

- Length 40 ft
- Added width 12 ft
- Added area 480 sq ft

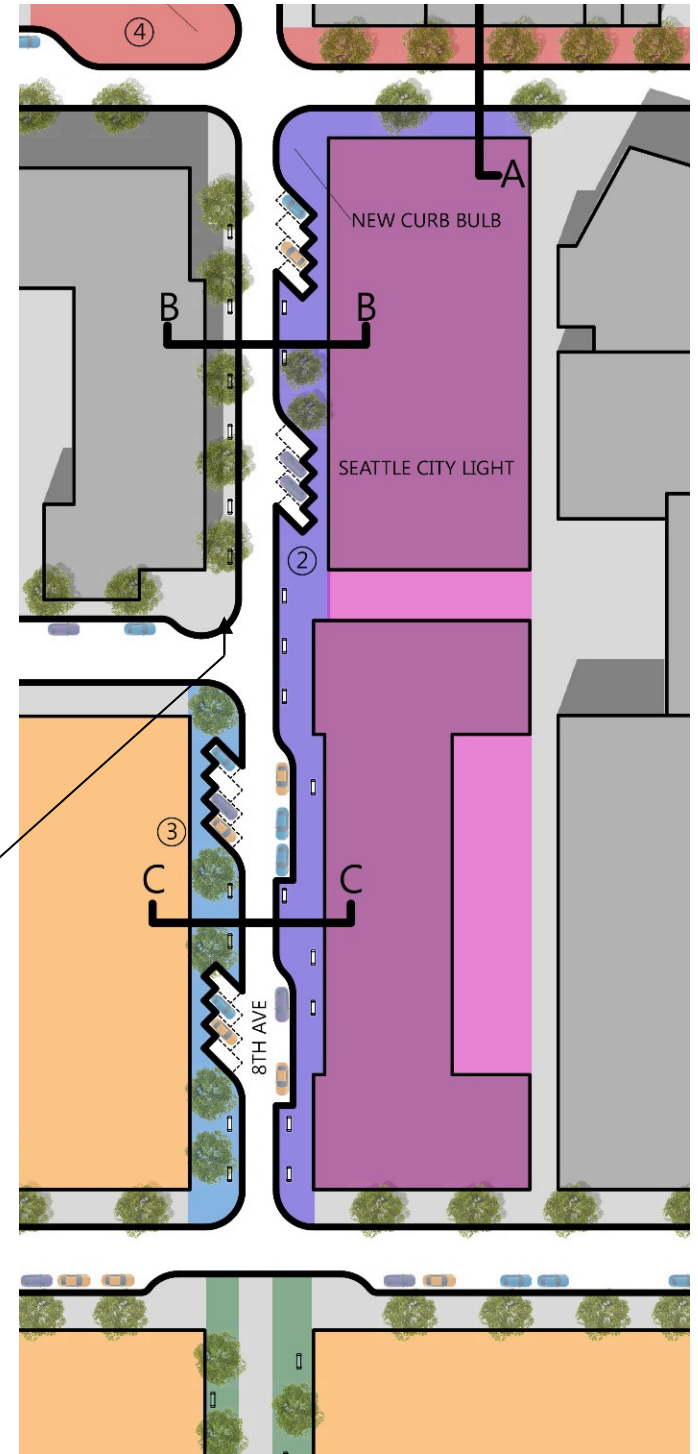
Implement – with redevelopment of the sites



# Street concept plan

Eighth Avenue North (Valley – Aloha), west side

- Recently improved



# Public benefits matrix

		Description	Outcome	Implementation
1	Eighth Ave N New right-of-way through the site (Mercer-Roy)	<ul style="list-style-type: none"> <li>• New pedestrian street improvements per Design Guidelines</li> <li>• Right-of-way (25')</li> <li>• Easements each side (17.5')</li> <li>• 11,000 sq ft public open space</li> </ul>	<ul style="list-style-type: none"> <li>• Implement SLU Urban Design Framework</li> <li>• Pedestrian connection, Mercer to Roy and neighborhood to north</li> <li>• Re-establish street grid, providing light, air, views</li> </ul>	<ul style="list-style-type: none"> <li>• Mandatory requirement in purchase and sale agreement</li> <li>• Design Commission review per Design Guidelines</li> <li>• Maintenance and activation by adjacent property/purchaser</li> </ul>
	Street Concept Plan for Eighth Ave N and Aloha St (items 2-4)	<ul style="list-style-type: none"> <li>• Street Concept Plan to guide street improvements with development along Eighth Ave N (Roy-Aloha) and Aloha St (Eighth N-Westlake N)</li> </ul>	<ul style="list-style-type: none"> <li>• Implement SLU Urban Design Framework</li> </ul>	<ul style="list-style-type: none"> <li>• SDOT: Complete Street Concept Plan (2016)</li> <li>• Adopt Directors Rule (1<sup>st</sup> Q 2017)</li> </ul>
2	Seattle City Light property street improvements (Eighth Ave N and Aloha St)	<ul style="list-style-type: none"> <li>• Widened sidewalk and landscape</li> <li>• 7,000 sq ft</li> </ul>	<ul style="list-style-type: none"> <li>• Extend Eighth Ave N streetscape improvements beyond project site</li> <li>• Connect to Lake Union Park</li> </ul>	<ul style="list-style-type: none"> <li>• Include improvements with redevelopment of SCL property</li> </ul>
3	Eighth Ave N, west side (Roy-Valley)	<ul style="list-style-type: none"> <li>• Widened sidewalk and landscape</li> <li>• 2,300 sq ft</li> </ul>	<ul style="list-style-type: none"> <li>• Extend Eighth Ave N streetscape improvements beyond project site</li> <li>• Connect to Lake Union Park</li> </ul>	<ul style="list-style-type: none"> <li>• Include improvements with development on adjacent property</li> </ul>

# Public benefits matrix

		Description	Outcome	Implementation
4	Aloha St, north side (Eighth – Westlake)	<ul style="list-style-type: none"> <li>• Landscape space</li> <li>• 2,700 sq ft</li> </ul>	<ul style="list-style-type: none"> <li>• Connect to Lake Union Park</li> </ul>	<ul style="list-style-type: none"> <li>• Include improvements with development on adjacent property</li> </ul>
5	Mercer Protected Bike Lanes	<ul style="list-style-type: none"> <li>• Extend two-way bike lanes on north side of Mercer from Dexter to Ninth</li> <li>• 520 ft</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance bicycle network</li> </ul>	<ul style="list-style-type: none"> <li>• Mandatory requirement in purchase and sale agreement</li> </ul>
6	Ninth Ave N (Mercer – Westlake/Aloha)	<ul style="list-style-type: none"> <li>• Protected bike lanes</li> <li>• 560 ft</li> </ul>	<ul style="list-style-type: none"> <li>• Complete bicycle network</li> <li>• Connection to Westlake Cycle Track</li> </ul>	<ul style="list-style-type: none"> <li>• SDOT (2016)</li> </ul>
6	Ninth Ave N (Mercer – Roy)	<ul style="list-style-type: none"> <li>• Open space/Easement for potential/future SB right-turn lane to Mercer St</li> <li>• 6,500 sq ft</li> </ul>	<ul style="list-style-type: none"> <li>• Onsite open space</li> <li>• Option for improved bicycle separation</li> </ul>	<ul style="list-style-type: none"> <li>• Easement assigned to the Broad Street Property</li> <li>• SDOT would construct right-turn lane</li> </ul>
7	Seventh Ave N Transit Hub (Harrison-Thomas)	<ul style="list-style-type: none"> <li>• Implementation Plan for bus zone and adjacent property and streets</li> <li>• Potential elements: transit shelters, bicycle storage, wayfinding</li> </ul>	<ul style="list-style-type: none"> <li>• Implement neighborhood priority in South Lake Union Mobility Plan</li> </ul>	<ul style="list-style-type: none"> <li>• SDOT to lead design through the One Center City Plan (by December 2017)</li> <li>• Implementation coordinated with rebuild of Aurora (Seventh) by AWW Replacement (2019-2020)</li> </ul>

# Thank you

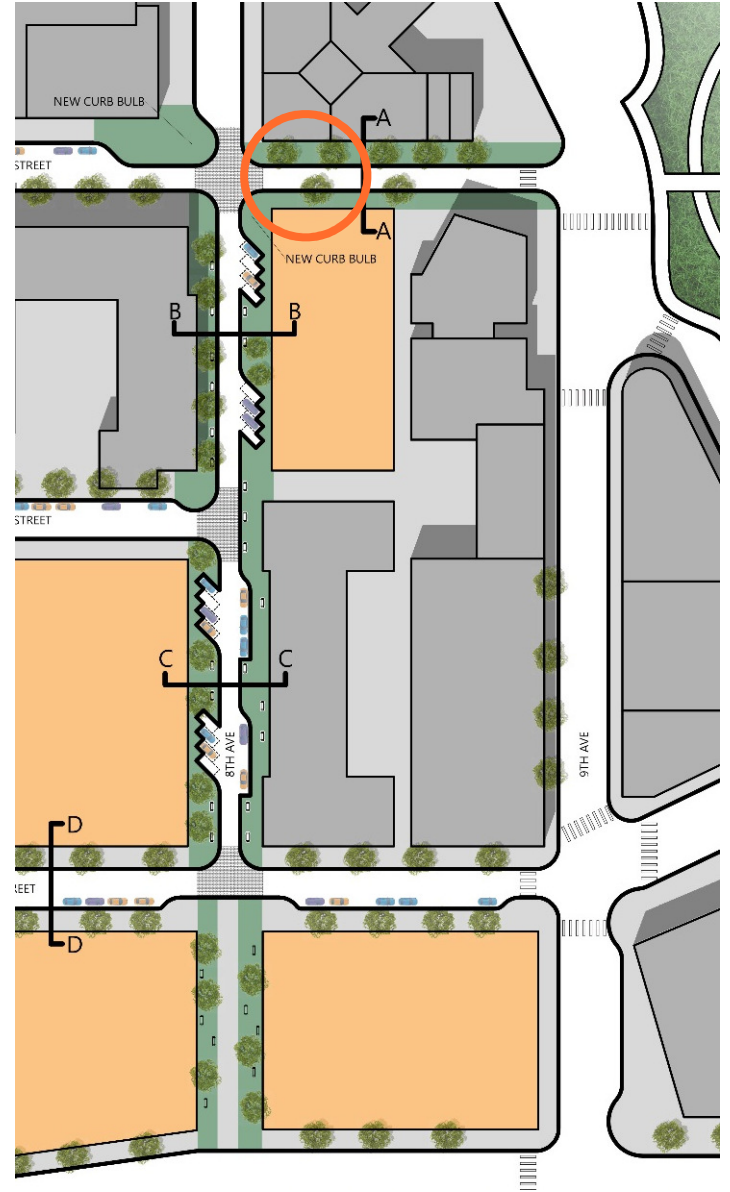
Project Manager

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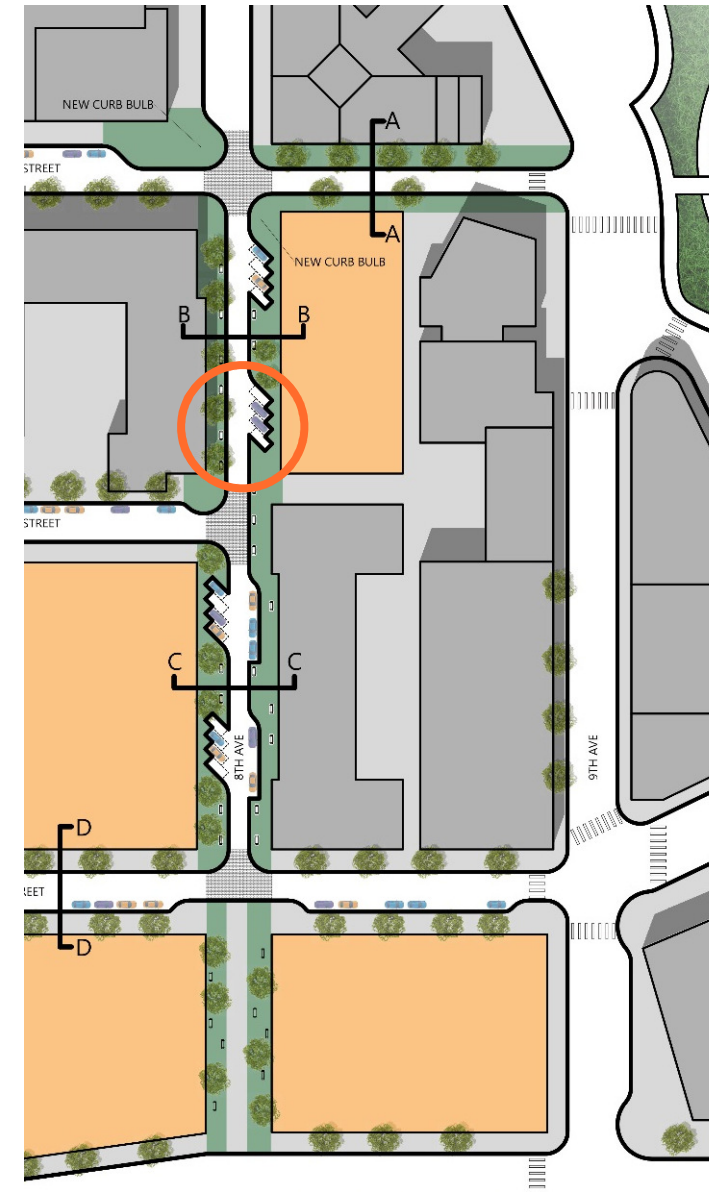
[www.seattle.gov/transportation](http://www.seattle.gov/transportation)



# Cross section A: Aloha



# Cross section B: 8<sup>th</sup> Ave N (Aloha to Valley)



# Cross section C: 8<sup>th</sup> Ave N (Valley to Roy)

