

Broad Street Vacation



Seattle City Council Transportation Committee
Eric Tweit
December 5, 2017

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

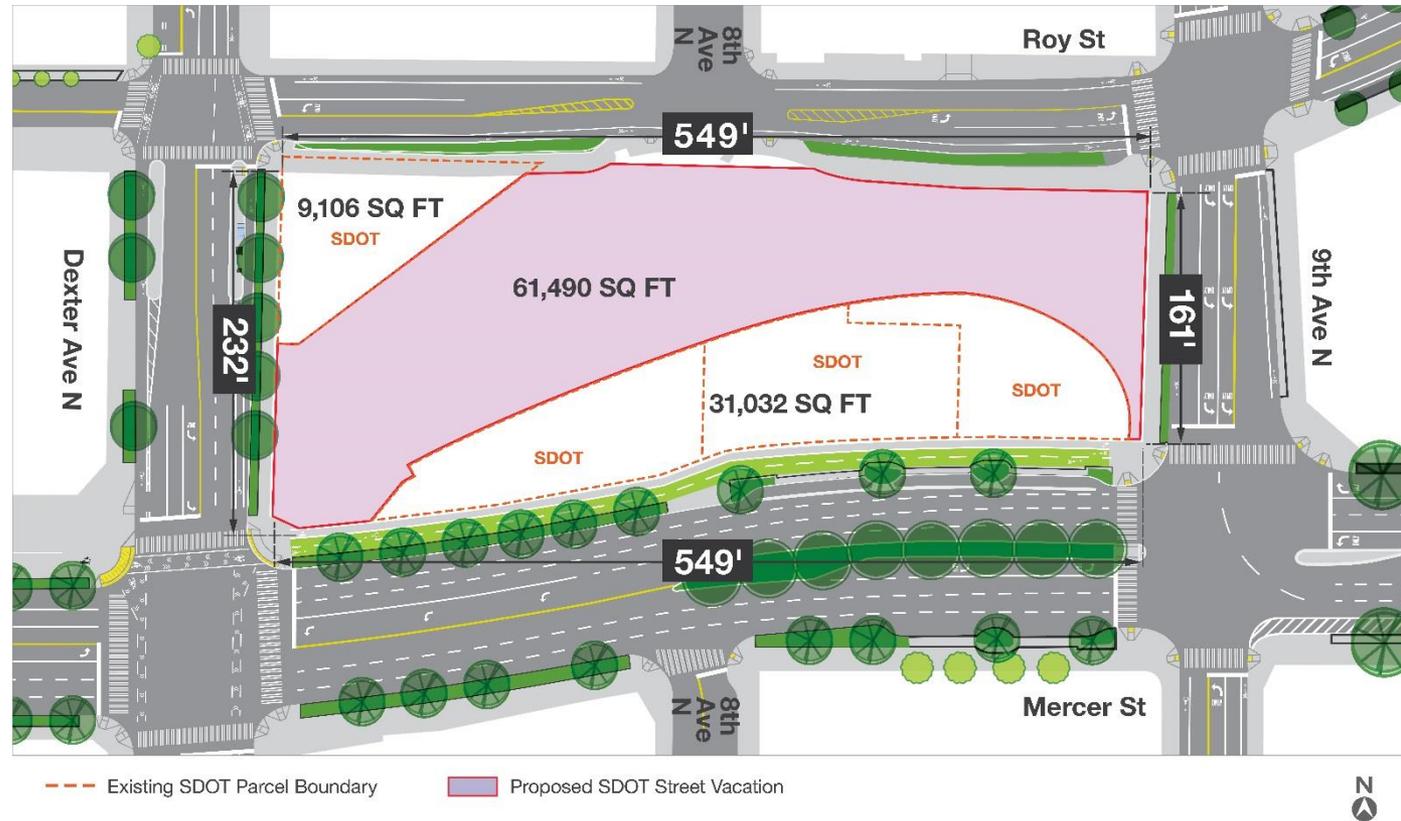
Presentation overview

- Purpose and background
- Proposed site
- Public Benefits
- Next Steps

Proposed vacation

Purpose:

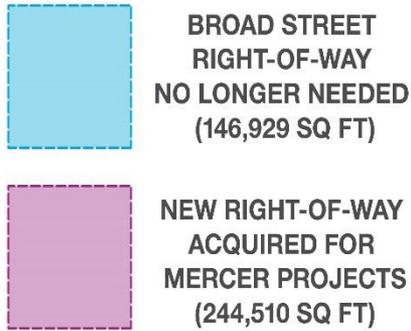
- Consolidate property
- Pay off interfund loans
- Support City and neighborhood goals



Mercer Corridor Right-of-Way changes

The
Transportation
Network

Mercer Corridor
Improvements
and SR 99
Tunnel



Net right-of-way increase: 97,000 sq ft

Neighborhood Street Character

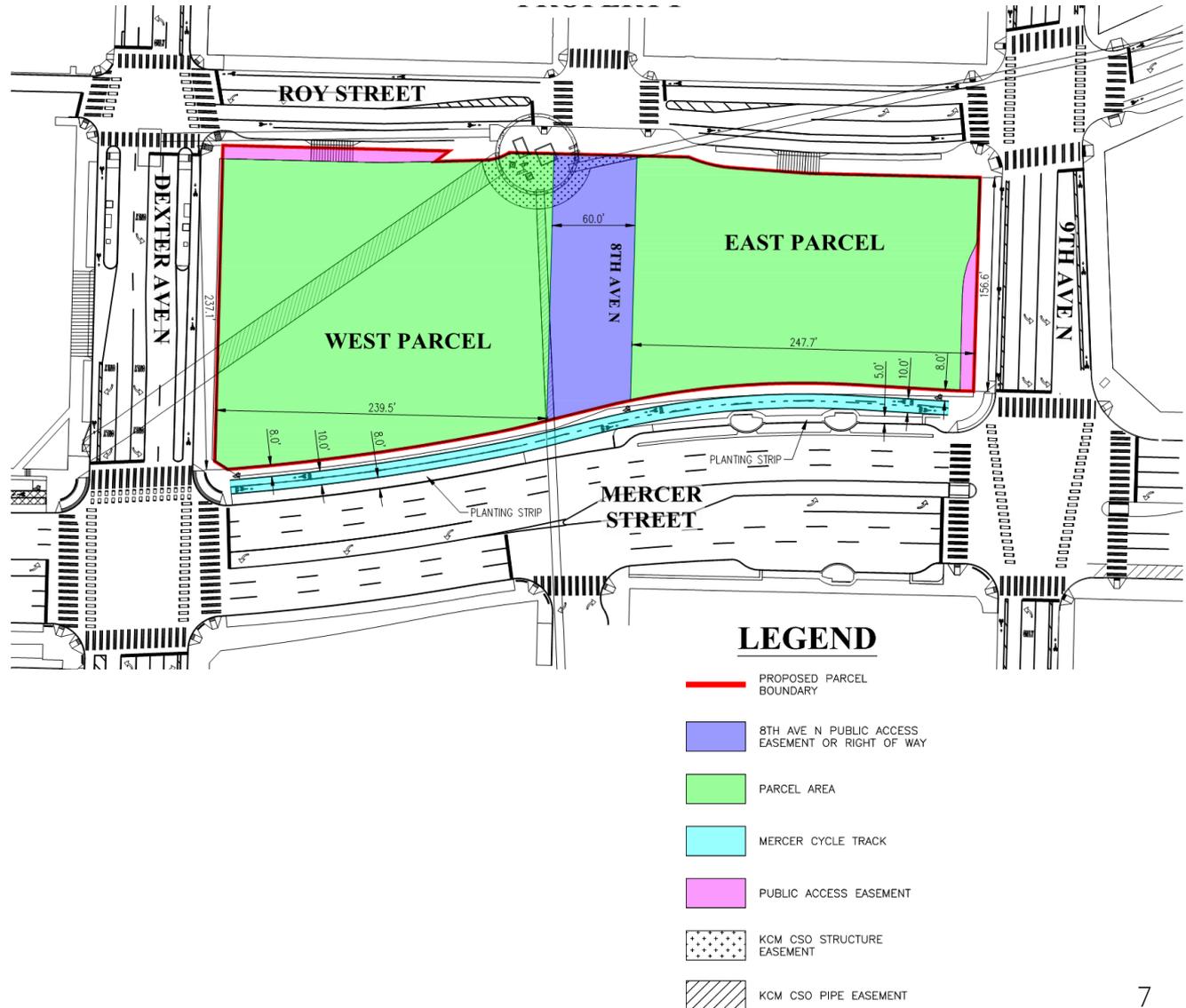
South Lake Union Urban Design Framework

-  FREEWAY
-  BOULEVARD-GREAT STREET
-  MIXED USE
-  FESTIVAL STREET
-  NEIGHBORHOOD STREET
-  GREEN STREET
-  WOONERF

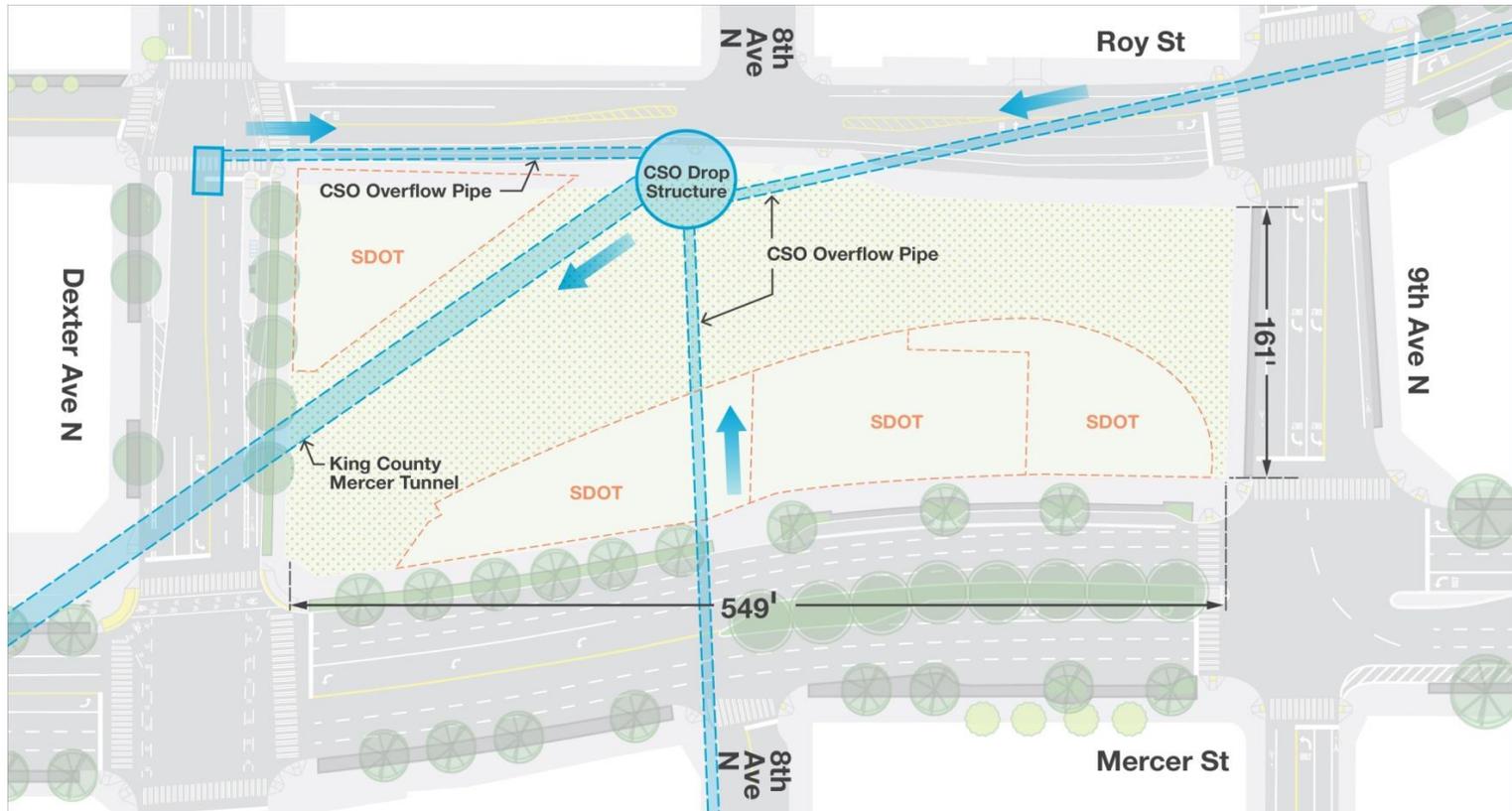


Site Plan

- 8th Avenue North Pedestrian Public Access Easement or Right-of-Way
- Access on Roy Street
- Sidewalk easement on Roy Street
- Open space Easement / potential future right-turn lane
- Two-way bike lanes along Mercer



King County below-grade utilities



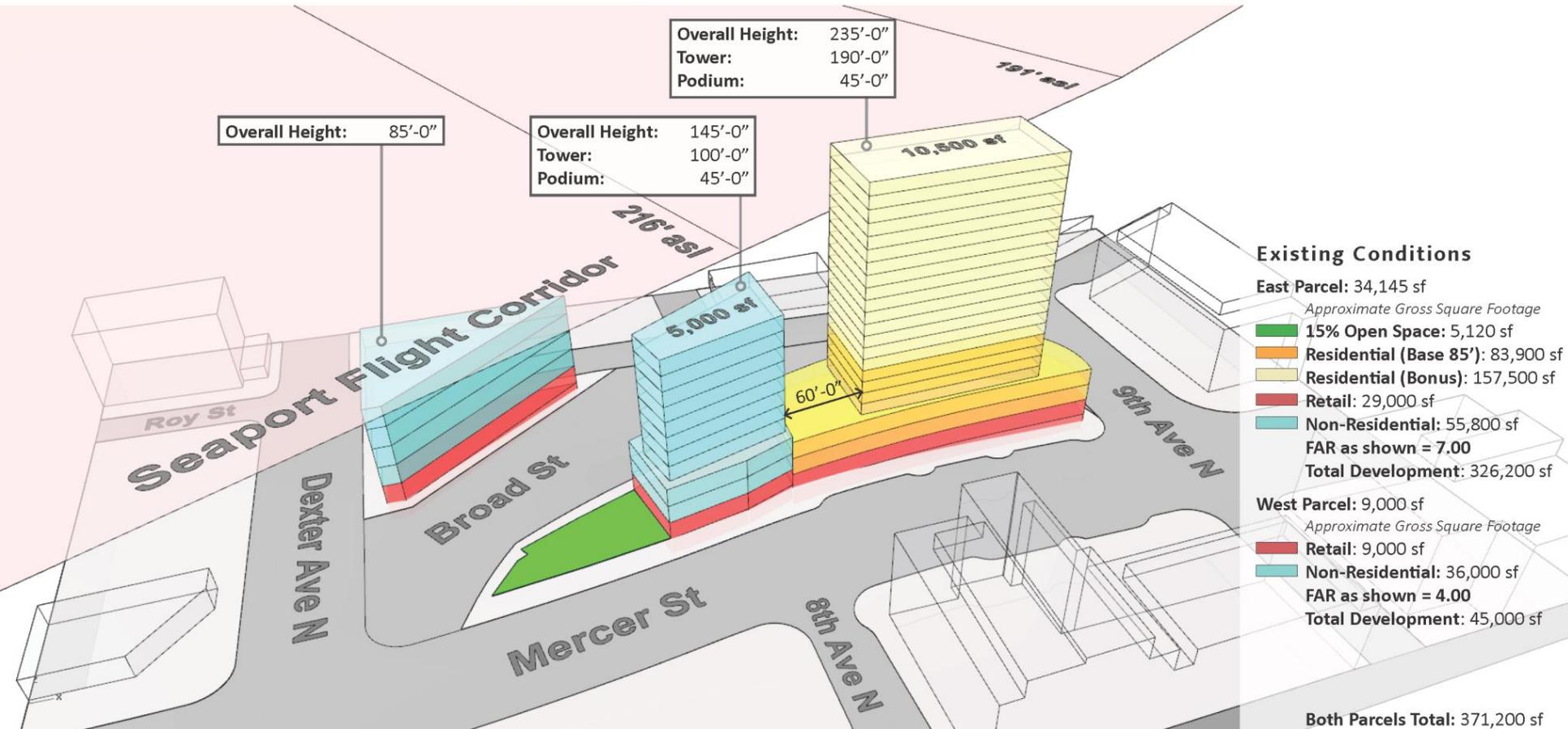
➡ Flow Direction - - - Existing SDOT Parcel Boundary ▨ Proposed SDOT Street Vacation



Easements

- will be executed after adoption of the Street Vacation Ordinance
- will allow for construction above the CSO Pipe and Mercer Tunnel

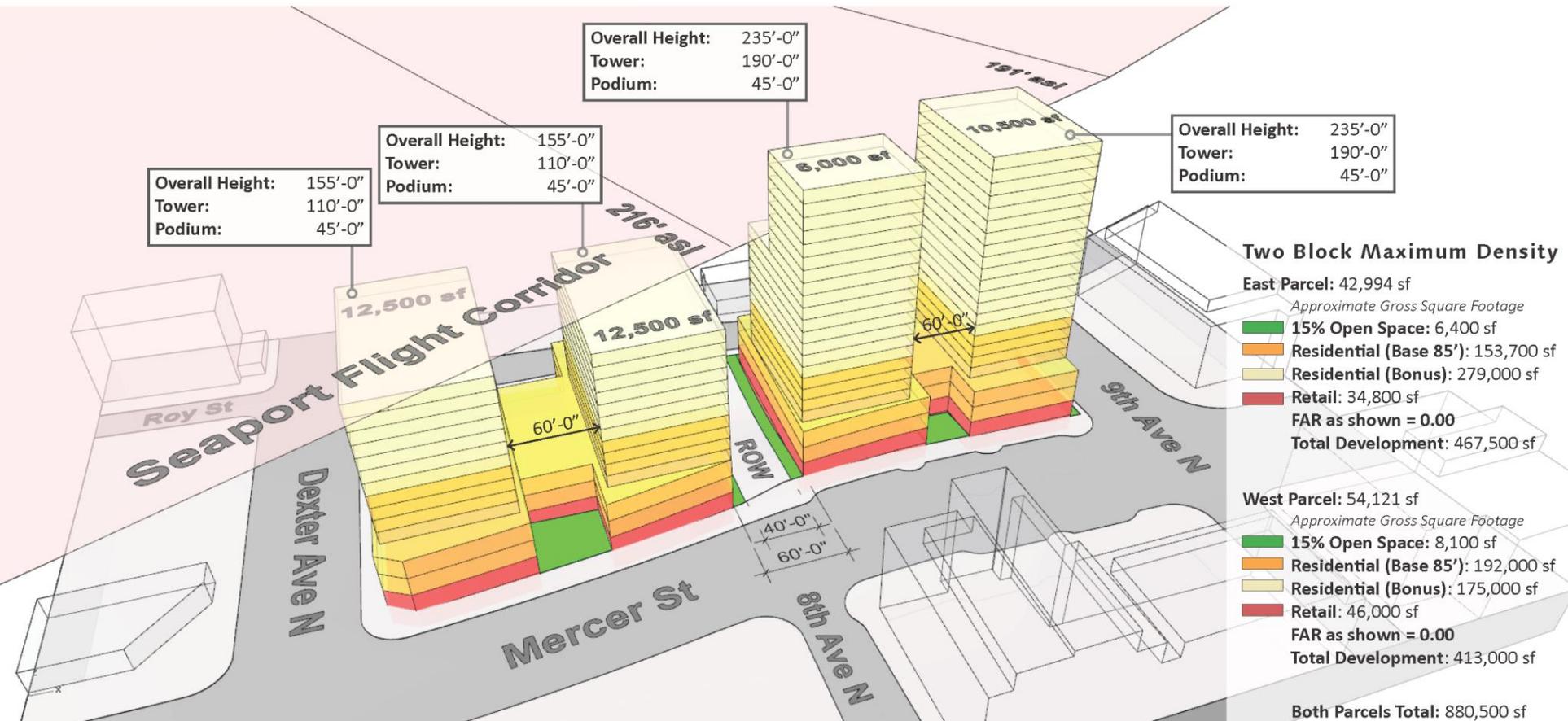
No vacation potential development scenario



370,000 square feet

Potential development scenario A

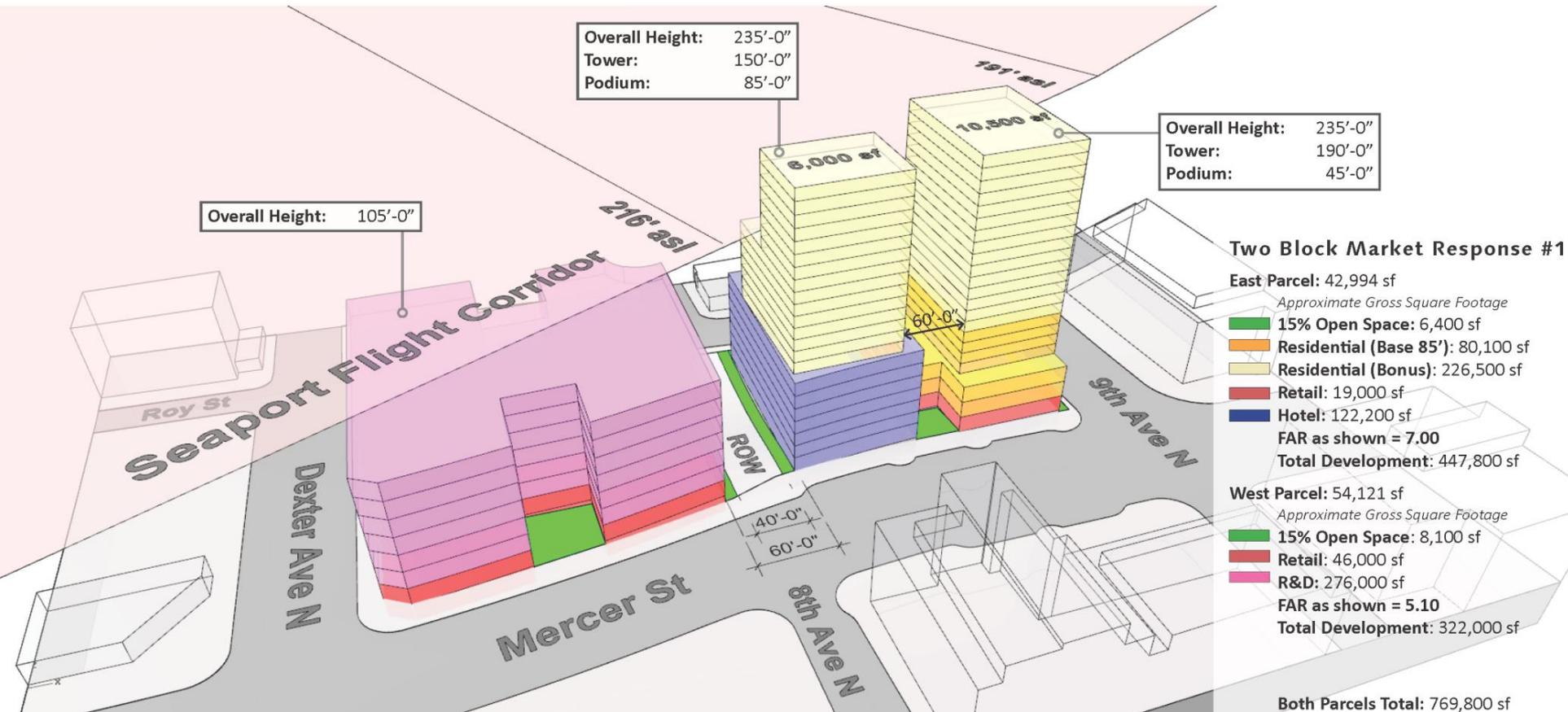
Two-block maximum density



880,000 square feet

Potential development scenario B

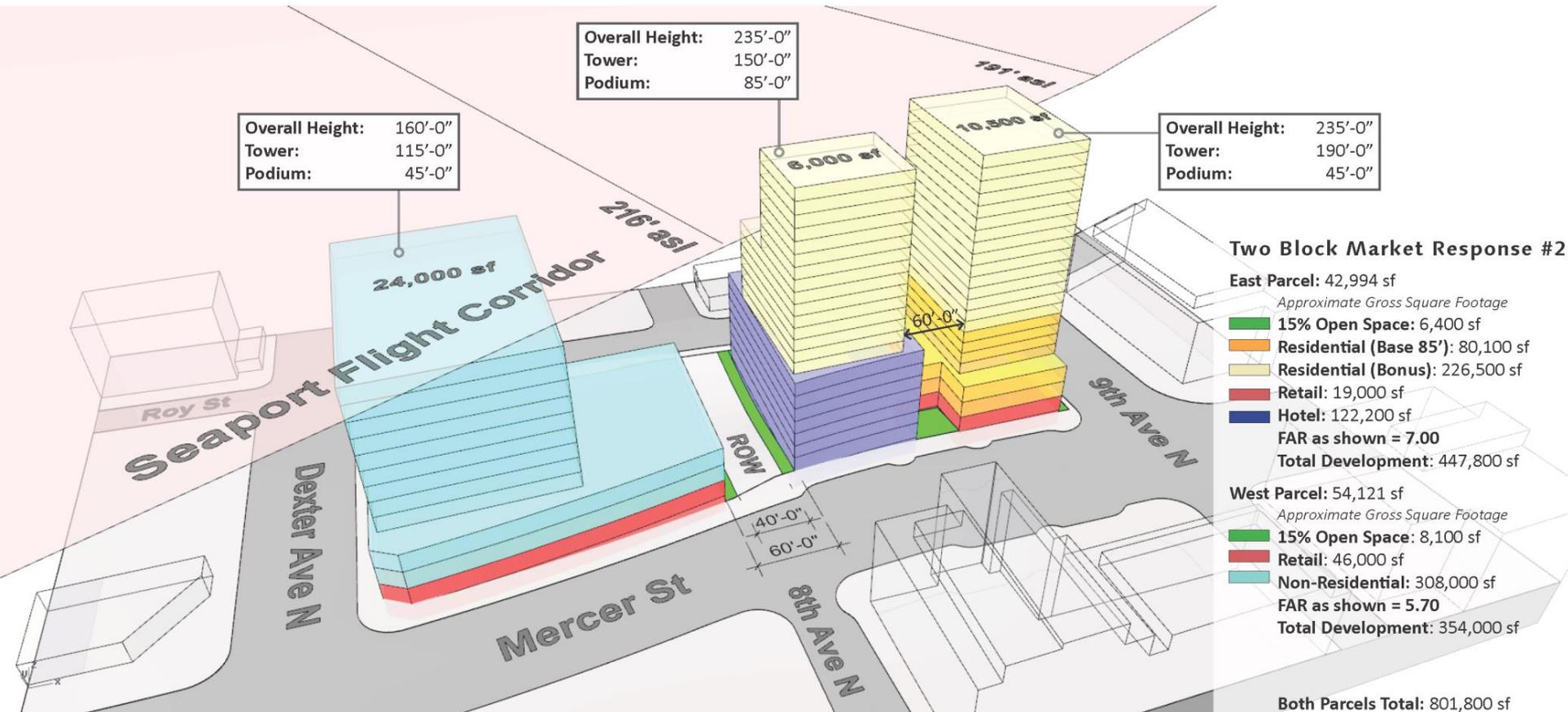
Two-block market response 1



770,000 square feet

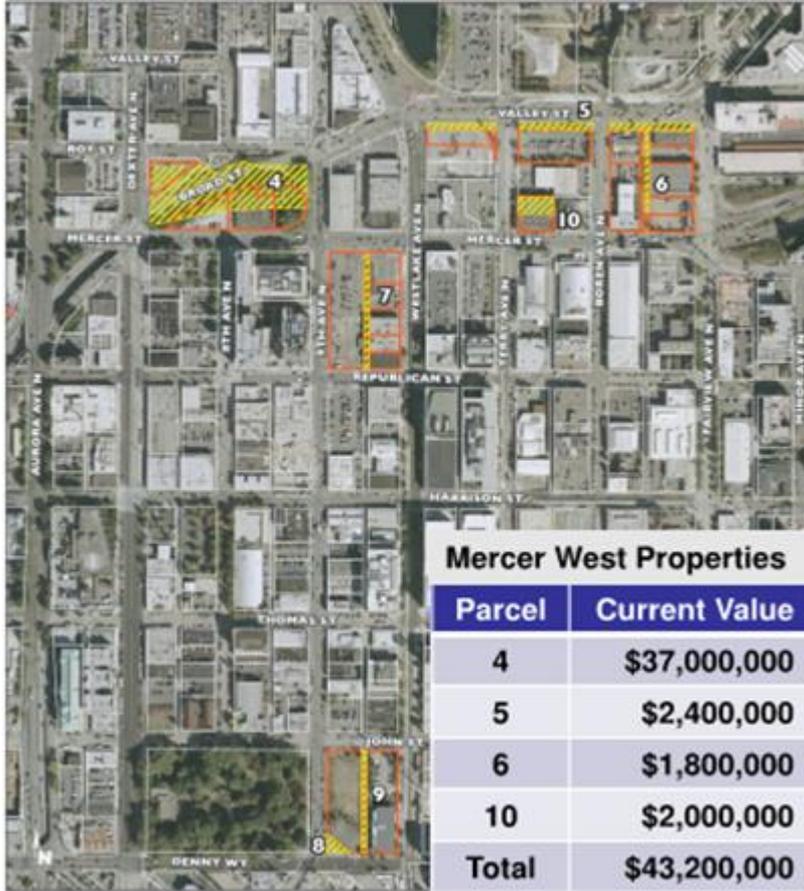
Potential development scenario C

Two-block market response 2



800,000 square feet

Funding the Mercer West Project



Total Project Budget \$91.1 M
 Surplus Property (Interfund Loan) \$21.2 M

Estimated Value of Broad Street Property (#4) in 2013 \$37.0 M

Current values from 2012 restricted use appraisal; assumed **proposed** rezone.
 Value for #4 updated in 2013; assumed adopted rezone and adjusted for existing utilities.

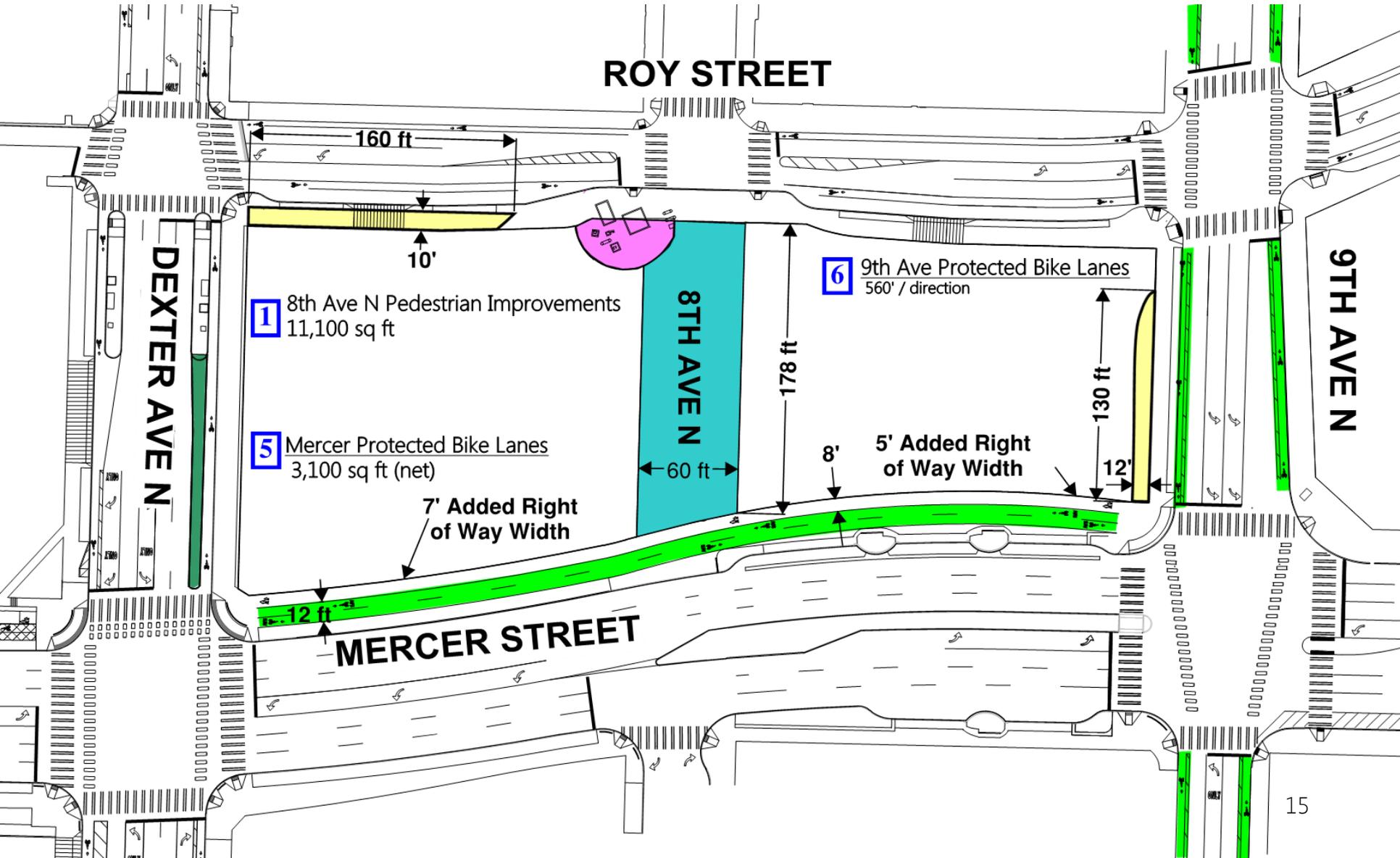
Public Benefits

- (1) Eighth Ave N (Mercer-Roy) pedestrian improvements
- (2, 3 & 4) Eighth Ave N and Aloha St street concept plan
- (5) Mercer (Dexter-Ninth) protected bike lanes
- (6) Ninth Ave N (Mercer-Aloha) protected bike lanes
- (7) Seventh Ave N Transit Hub



On-site improvements

- PEDESTRIAN R/W
- PUBLIC EASEMENT
- UTILITY EASEMENT
- BIKE IMPROVEMENTS



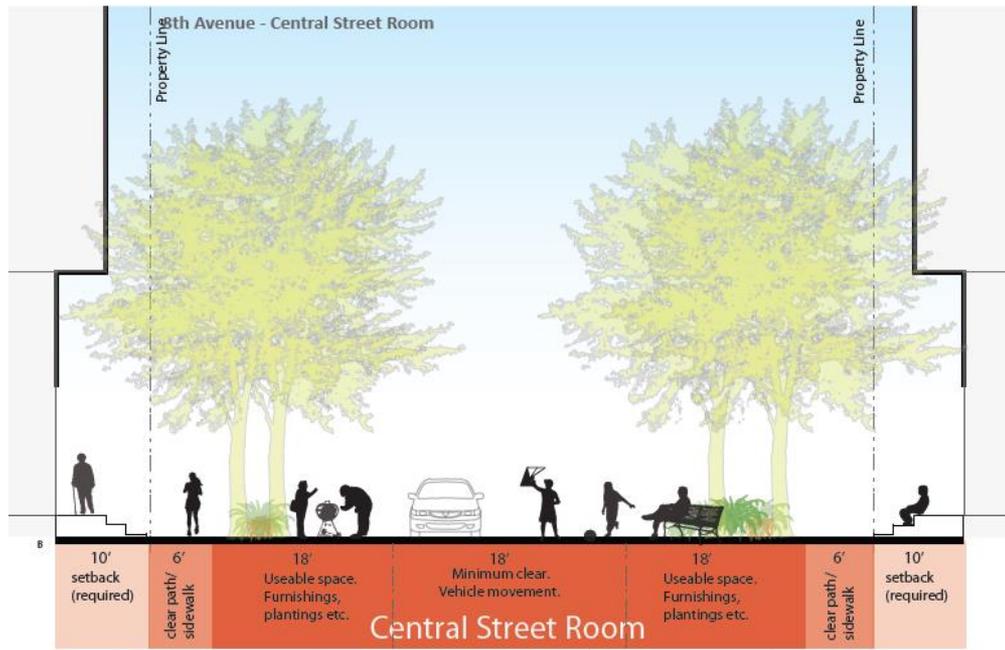
Design guidelines – 8th Ave N

Intent: inviting public amenity that integrates seamlessly into the surrounding streetscape and street network

Use: active, attractive and welcoming to all members of the public

Objectives

- Emphasize the Pedestrian
- Embrace nature
- Create public linkages



South Lake Union Street Concept Plans 8th Ave N south of Mercer



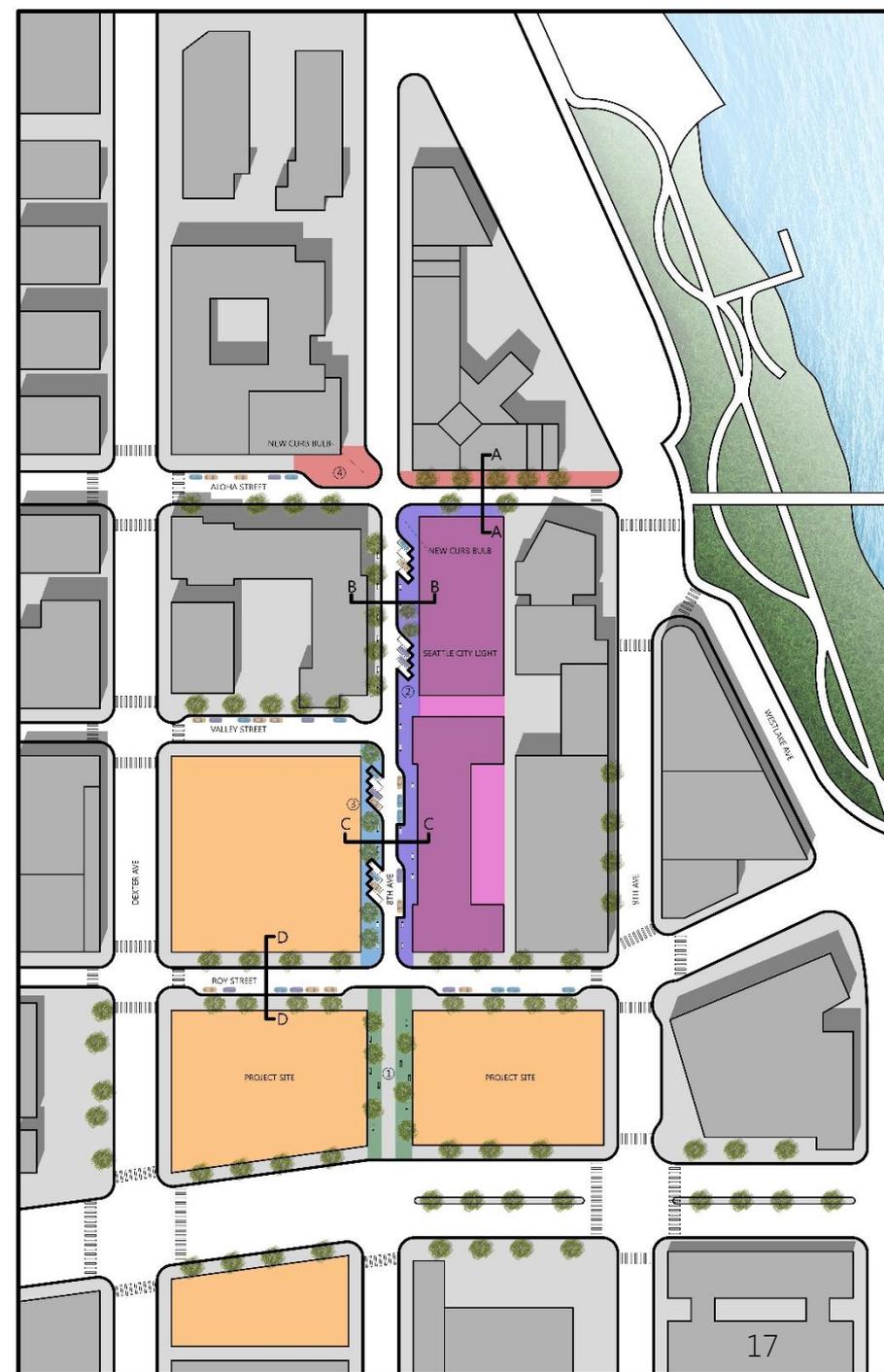
Public Benefit

Street concept plan

 2 - Seattle City Light

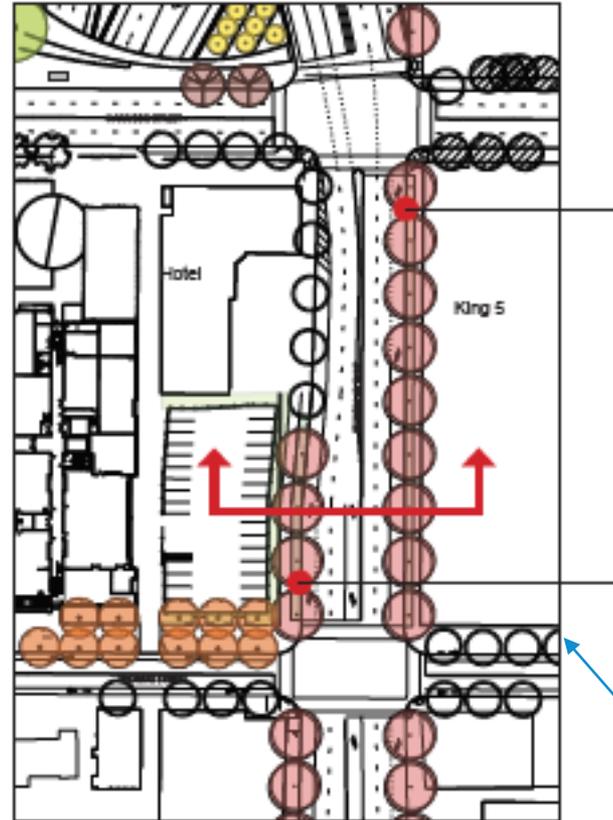
 3 - Private, Roy-Valley

 4 - Private, Aloha



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
 - Sound Transit (ST3)
- Implementation:
 - WSDOT North Surface Streets
 - ST3
 - TBD through planning



Developer Obligations

		Description	Implementation	Estimated Cost
1	Eighth Ave N New Surface Public Access Easement or Right-of-way through the site (Mercer-Roy)	<p>New 60-foot wide pedestrian street to further establish the neighborhood street grid and connect the neighborhood north of the site to Mercer Street</p> <ul style="list-style-type: none"> Improvements will implement the South Lake Union Urban Design Framework and will be consistent with the Eighth Avenue North Design Guidelines Provides 11,000 square feet of public open space 	<ul style="list-style-type: none"> By purchaser with development of the site Requirements included in RFP and Purchase & Sale agreement Design Commission review required Maintenance and activation by adjacent property/purchaser 	\$400,000 - \$700,000
5	Mercer Protected Bike Lanes	Extend two-way bike lanes on north side of Mercer from Dexter to Ninth to provide a key link in the bicycle network.	<ul style="list-style-type: none"> By purchaser with development of the site Requirements included in RFP and Purchase & Sale agreement 	\$200,000
Total Developer Obligations				\$600,000 - \$900,000

SDOT Obligations - ongoing

		Description	Implementation	Estimated Cost
2 - 4	Street Concept Plan for Eighth Avenue N and Aloha Steet	<p>Streetscape Concept Plan for improvements to extend the Eighth Avenue North streetscape improvements north of the site and connect to Lake Union Park</p> <ul style="list-style-type: none"> • The Streetscape Concept Plan is a tool to leverage improvements by private development along Eighth Avenue North • Furthers implementation of the SLU Urban Design Framework • Up to 12,000 square feet pedestrian/landscape • Potential to encourage \$650,000 to \$880,000 in streetscape improvements 	<ul style="list-style-type: none"> • SDOT to develop Street Concept Plan and use to incentivize improvements on Eighth Avenue North between Roy Street and Aloha and on Aloha between Eighth Avenue North and Westlake Avenue North • Estimated cost is for plan development 	\$15,000
7	Seventh Ave N Transit Hub (Harrison-Thomas)	<p>Implementation Plan for bus zone, sidewalks, and streetscape on Aurora Avenue North to enhance connections between regional transit routes and the surrounding neighborhood</p> <ul style="list-style-type: none"> • Identified as a priority by the South Lake Union Community Council. • Implements South Lake Union Mobility Plan 	<ul style="list-style-type: none"> • SDOT to lead design through the One Center City Plan (2017-2018) and coordination with Sound Transit (ST3) • Improvements to be coordinated with rebuild of Aurora Avenue N • Implementation coordinated with rebuild of Aurora (Seventh) by AWV Replacement (2019-2020) and potentially ST3 • Could include interim use of a portion of WSDOT property until sold and redeveloped. • Cost estimate includes plan development and site amenitie (e.g., bike storage) 	\$50,000
Total SDOT Obligations – ongoing				\$65,000

SDOT Obligations - complete

		Description	Implementation	Estimated Cost
6	Ninth Ave N (Mercer – Westlake/Aloha)	Protected bike lanes to advance implementation of the city and neighborhood bicycle network and connect the Westlake Cycle Track to South Lake Union, Downtown and Uptown (the latter via Mercer)	<ul style="list-style-type: none"> • SDOT – Completed in 2017 	\$235,000

Thank you

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www.seattle.gov/transportation

