

# 300 & 333 8<sup>th</sup> Ave N

Public Private Partnership



Seattle City Council Transportation Committee  
February 10, 2015

# SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



Vision: a vibrant Seattle with connected people, places, and products.

# SDOT's core principles



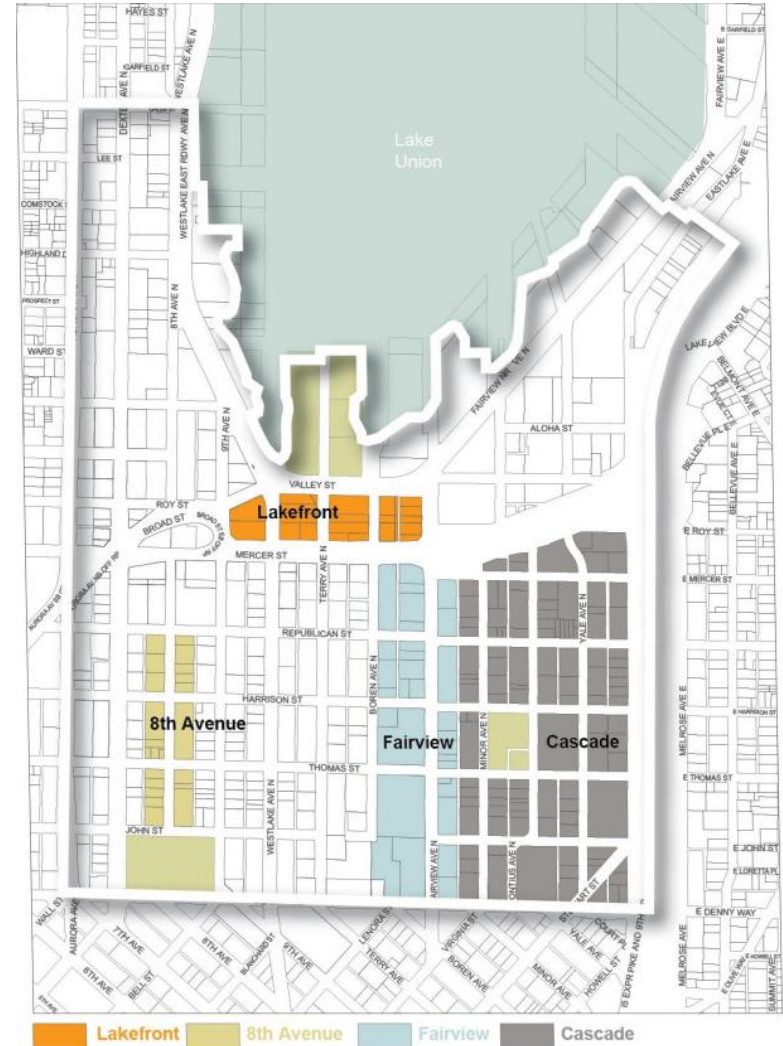
# Presentation overview

Objective: To provide a briefing on a strategic approach to deliver a South Lake Union street concept plan vision

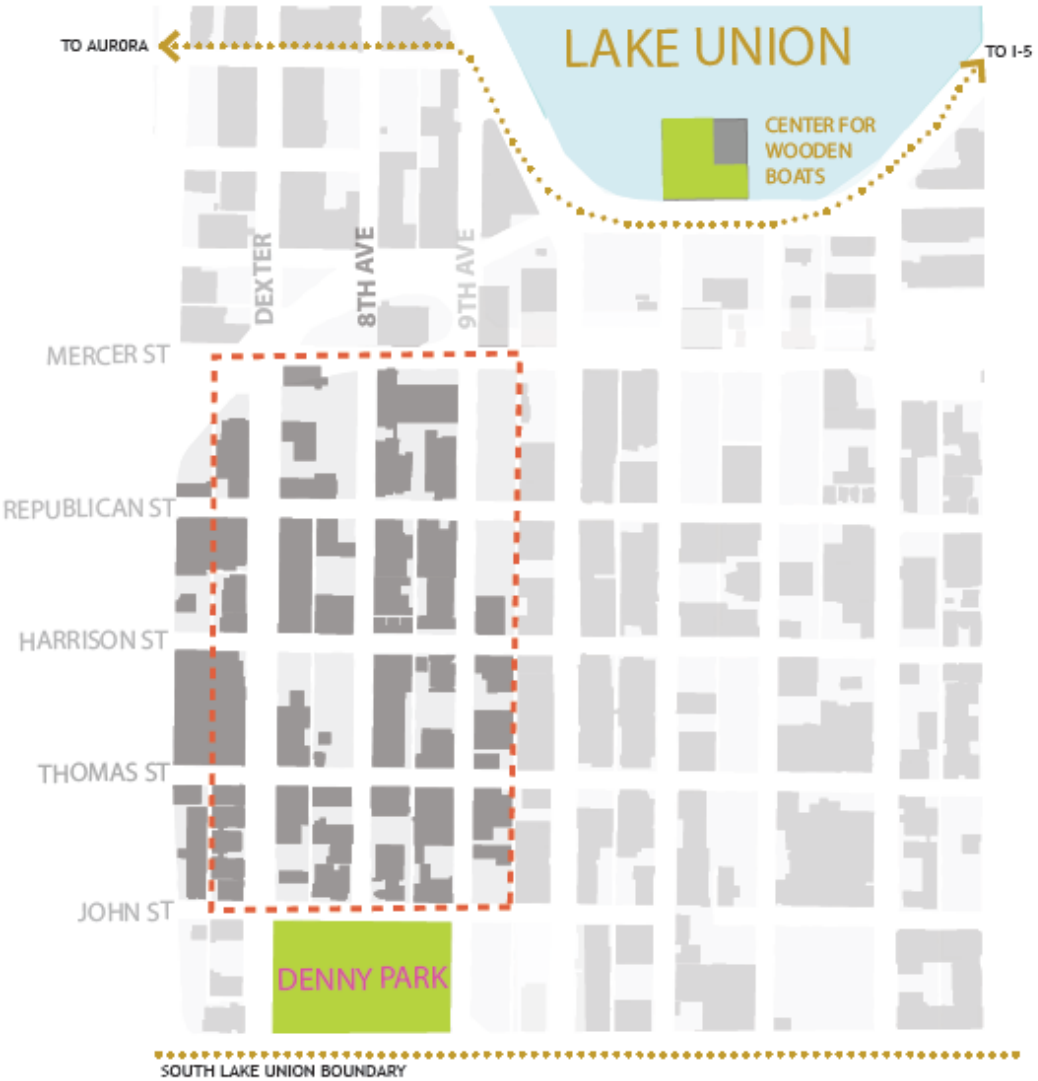
- Background
- South Lake Union Street Concept Plans Overview
- Street Concept for 8<sup>th</sup> Ave
- Legislative Need to Authorize MOA
- Potential for Future Code Amendment Changes

# Background

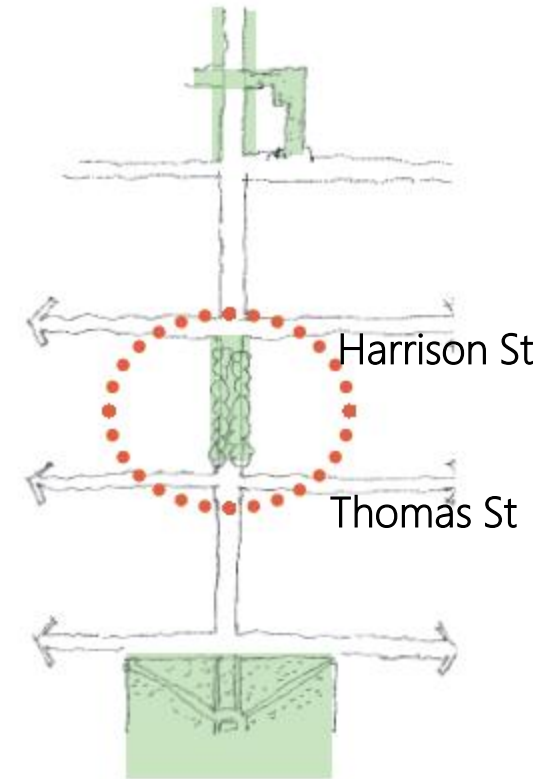
- 2004- South Lake Union Designated as one of City's six Urban Centers
- 2007- Neighborhood Plan Updated
- 2010- Urban Design Framework Completed
- 2013-Incentive Zoning Ordinance Adopted by Council
- 2013- LCLIP Adopted
- 2013- Street Concept Plans Adopted via Director's Rule



# Project area- South Lake Union Street Concept Plans



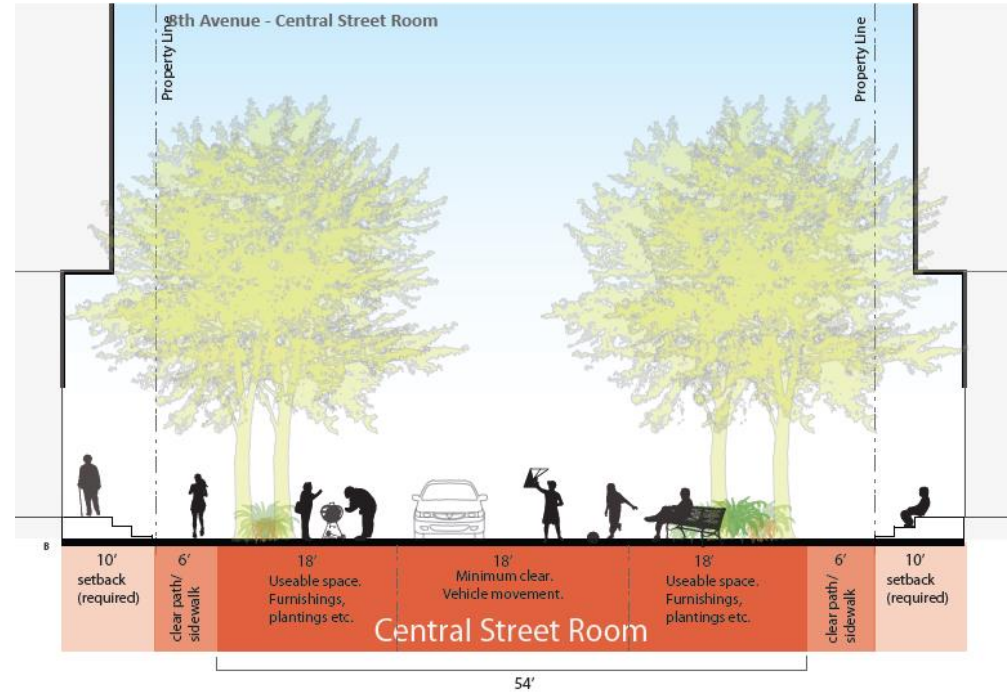
# South Lake Union Street Concept Plans



*"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





# 300 & 333 8<sup>th</sup> Ave Block Concept

*"The cradling gesture blurs the edge of the mid block room while still accomplishing the intention of neighborhood open space and integrated street design."*

Design Review Board package, May 2014



- Curb ramp at block entries to transition to curb less street
- Heavy emphasis on preserving and enriching the 'Sweet Gum' tree canopy
- Wood decking with moveable tables/ chairs
- Parking/loading in interspersed pockets
- Custom concrete seating 'plinths'



# Development Proposal

- Two 6-story structures (office with ground floor retail)
- Below grade parking
- Primary building entrances off 8<sup>th</sup> Ave N
- Auto access and loading off adjacent alleys



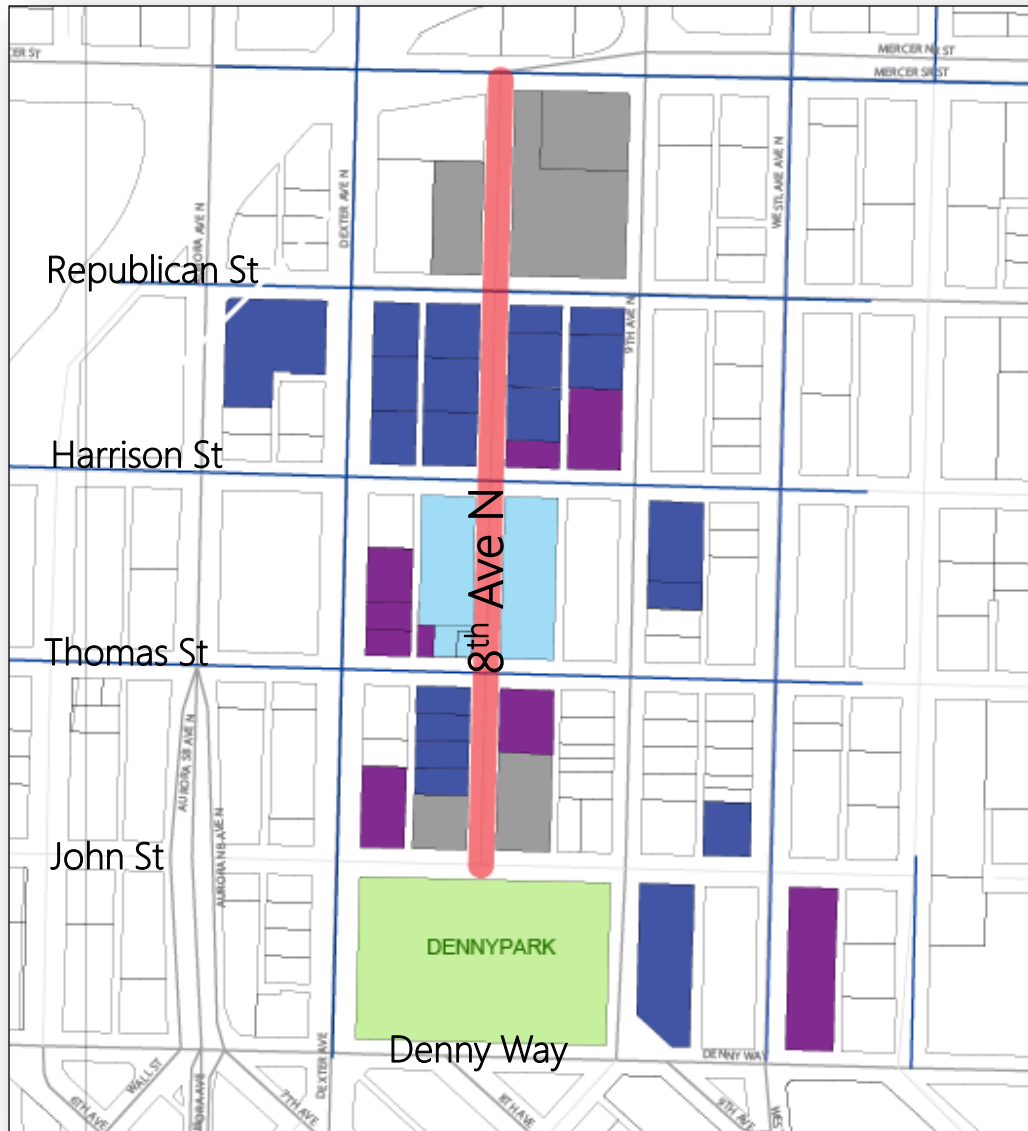
# 300 & 333 8<sup>th</sup> Ave – Visual Rendering




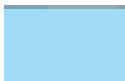


# Memorandum of Agreement

- Street Concept Plans are voluntary
- Full or even partial reconstruction of street is not required by code
- Pursuant to the SMC, SDOT has the legislative ability to not assess street use fees through authorization of a Council approved Memorandum of Agreement
- Enabling this partnership will deliver a full block reconstruction for a quarter of the cost to the City

# Development Activity – 8<sup>th</sup> Ave N



-  Proposed Residential  
*Approximately 2055 Units*
-  Existing Residential
-  Existing Church or Institution
-  Project Sites

## Approved MOA :

- Curb-less design with specialty scoring pattern on roadway surface
- Bio-retention with extensive planting and retention of mature trees
- Wider sidewalks and variations in sidewalk width
- Street undulation will create non traditional street spaces – called street rooms, which will serve an open space function
- Improved drainage infrastructure through full street reconstruction
- Will offer encouragement for other developers to use this tool to deliver street concept plan visions

## Without MOA:

- Standard roadway section
- Retention of trees but with less landscaped area
- Standard linear delineation of street without undulation
- Street rooms not realized as street concept plan envisioned
- Will not serve a public open space function
- Would likely discourage other developers from using this tool to deliver street concept plans

# Questions?

Susan.mclaughlin@seattle.gov | (206) 733- 9649

<http://www.seattle.gov/transportation/bike.htm>

<http://www.seattle.gov/transportation>

