



# Broad Street Vacation Petition

May 2015 |

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## List of Attachments

Attachment 1	Signed Petition Form
Attachment 2	Vacation Legal Description

# 1. Project Introduction

The Seattle Department of Transportation (SDOT) is requesting vacation of the Broad Street right-of-way between Dexter Avenue North and Ninth Avenue North, a small area of Mercer Street adjacent to the Broad Street right-of-way near the northeast corner of the intersection of Mercer Street and Dexter Avenue North, and any remaining Eighth Avenue North right-of-way between Mercer and Roy streets across the Broad Street right-of-way. This right-of-way is no longer needed, or used, for transportation purposes because of changes to the transportation network constructed under the Mercer Corridor Project.

SDOT owns all property adjacent to the Broad Street right-of-way and is proposing to:

1. Vacate the right-of-way to consolidate all property on the block between Mercer Street, Roy Street, Dexter Avenue North, and Ninth Avenue North (the Broad Street Property), and
2. Sell the property for development consistent with the underlying zoning and neighborhood plans.

This is not the standard approach for a street vacation. Vacating Broad Street to consolidate all property for sale will help ensure that the City receives the maximum value for the property and that the full value of the block is realized when the property is sold. The City will use the proceeds from the sale of the property to fund the Mercer Corridor Project West Phase improvements. Under this approach, a development proposal for the site is not included with the petition. The purchaser will be responsible for developing the site under the existing zoning and related development regulations and including the conditions assigned under the street vacation.

Broad Street was platted in 1926 at a diagonal against the traditional street grid. In 1955, the City constructed improvements that grade separated Broad Street from Mercer Street, Dexter Avenue North and Aurora Avenue North by lowering Broad Street where it crosses under these streets and portions of the area proposed for vacation.

SDOT closed Broad Street between Fifth Avenue North and Ninth Avenue North in 2014, including this site, to implement the City's plan to build the Mercer Corridor Project and connect the street grid between the South Lake Union and Uptown urban centers. Mercer Street has been widened to convert it from a four-lane, one-way street to a seven-lane, two-way street. The SR 99 Tunnel Project will connect three streets – John, Thomas, and Harrison - across Aurora Avenue North in this area. The plan includes the closure of Broad Street between Fifth Avenue North and Ninth Avenue North, because Broad Street disrupts the new street grid and is functionally redundant with the Mercer Corridor and surface street improvements.

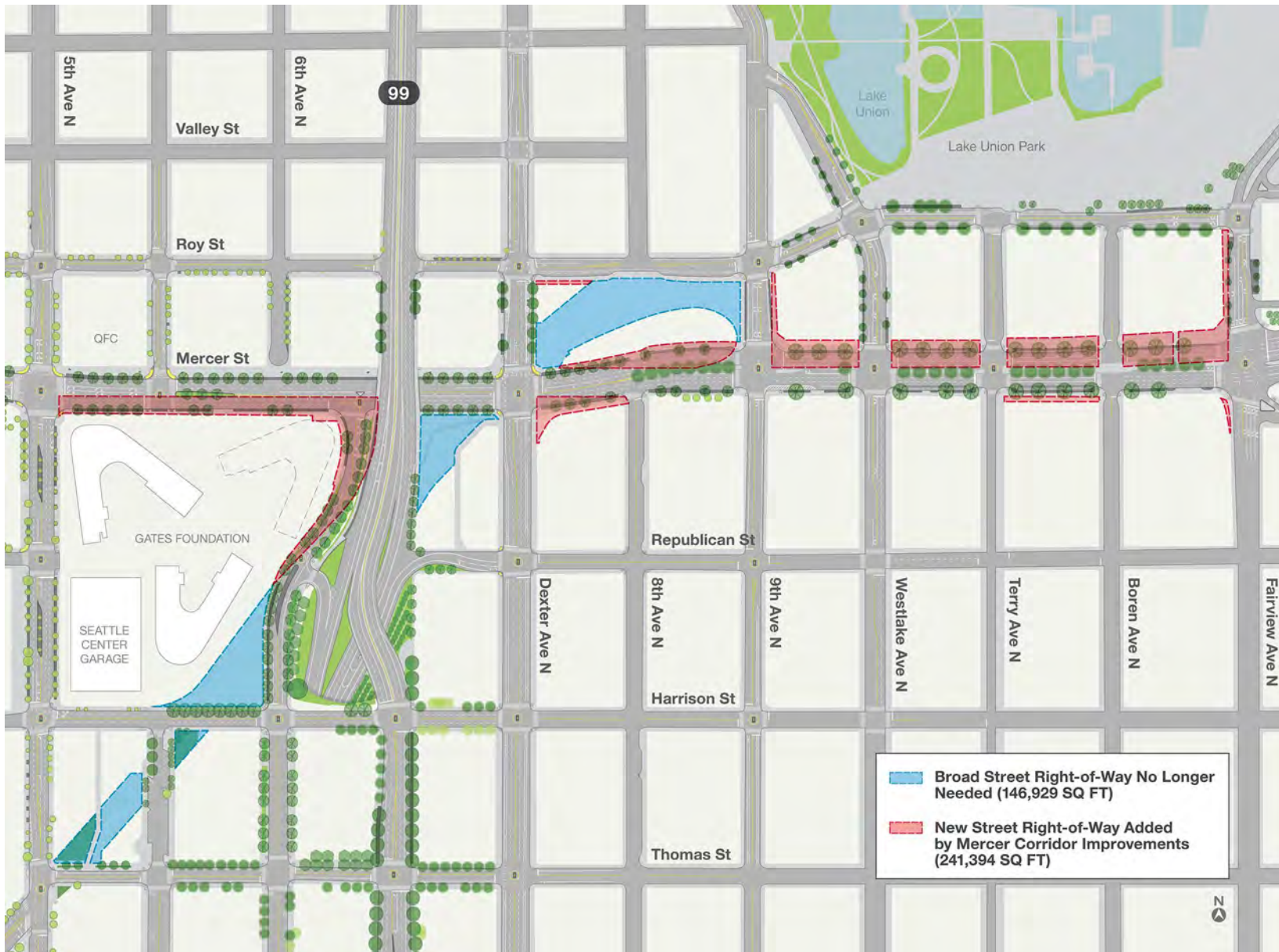
The future transportation improvements in the Mercer Corridor and North Portal area are shown in Figure 1-1. New right-of-way acquired for the Mercer Corridor Project (approximately 241,000 square feet) is high-lighted in pink, and Broad Street right-of-way no longer in use (approximately 147,000 square feet) is high-lighted in blue. Included in Figure 1-1 is the Broad Street Triangle that was vacated in 2012 (Ordinance 123955) and the new Sixth Avenue North right-of-way that was received as fee for the Broad Street Triangle vacation. The Mercer Corridor Improvements will be complete in the fall of 2015. North Portal improvements will be completed after the SR 99 Tunnel project is completed.

Given the close relationship between the Mercer Corridor Project improvements and the closure of Broad Street, the City's budget for the Mercer Corridor Project includes \$30.2 Million from the sale of surplus SDOT properties in the Mercer Corridor Project area (Ordinance 124648). In September 2012, SDOT presented a funding plan for the Mercer West Project to the City Council in response to a 2012 budget proviso. The proposed funding plan included \$32.6 Million in proceeds from the sale of surplus properties in the Mercer Corridor area, including \$2 Million from sale of a SDOT maintenance yard. The City Council adopted Ordinance 123992, lifting the budget proviso and endorsing the proposed funding plan. The sale of the Broad Street Property, including the Broad Street right-of-way and adjacent SDOT parcels, is necessary to meet the project's funding obligation.

The decision to request the Broad Street vacation now and with a non-standard approach is driven by the funding needs for the Mercer West Project. Sale of the non-right-of-way parcels on the block alone will not fully fund the Mercer West Project. If only the non-right-of-way parcels were sold, the City would realize an

estimated \$17 Million for the non-right-of-way parcels in the near-term. However, the City would not receive payment for the right-of-way, which is approximately 58 percent of the total Broad Street Property area, and finance costs on an interfund loan would continue to accrue until the future owner of the adjacent properties completes the street vacation, develops the full site, and satisfies all conditions of the street vacation.

**Figure 1-1 Broad Street ROW, Mercer Corridor Project, and SR 99 Tunnel Portal**



## 2. Street Vacation Checklist Elements

### 1. FILING FEES

\$450.00 provided separately.

### 2. REQUIRED SIGNATURES

The signed vacation petition form accompanies this document (Attachment 1).

### 3. COMMUNITY INFORMATION

SDOT discussed and presented the permanent closure of Broad Street as part of the Mercer Corridor improvements at neighborhood meetings and open houses for the general public during the design phase of the Mercer West Project – 2010 through 2012. Community organizations reached include:

- South Lake Union Community Council
- South Lake Union Chamber of Commerce
- Queen Anne Community Council
- Uptown Alliance
- Queen Anne Chamber of Commerce
- Lake Union District Council
- Magnolia Queen Anne District Council
- Mercer Corridor Stakeholder Committee

Recently, SDOT presented the proposal to vacate Broad Street between Dexter Avenue North and Ninth Avenue North to the following neighborhood and stakeholder organizations in 2015:

Organization	Date(s) of Pubic Event	Contact
Mercer Corridor Stakeholder Committee	February 12, 2015	Phil Fujii 206.342.2396 PhilF@vulcan.com
South Lake Union Community Council	March 3 2015 April 7, 2015	Mike McQuaid 206.683.8988 <a href="mailto:info@SLUCommunityCouncil.org">info@SLUCommunityCouncil.org</a>



#### 4. DEVELOPMENT TEAM

The following team is assembled to prepare the street vacation petition and support the community, department, agency, and City Council process for this street vacation petition process:

	Firm-Agency	Point of Contact
Owner	City of Seattle Department of Transportation 700 5th Avenue, Suite 1868 PO Box 94729 Seattle, WA 98124-4996	Eric Tweit 206-684-8834 Eric.Tweit@seattle.gov
Engineer	KPFF Consulting Engineers 1601 5th Avenue, Suite 1600 Seattle, WA 98101	John McMillan, P.E. 206-622-5822 john.mcmillan@kpff.com
Architect	The SRG Partnership 110 Union Street Suite 300 Seattle, WA 98101	Dennis Haskell 206-973-1700 dhaskell@srgpartnership.com

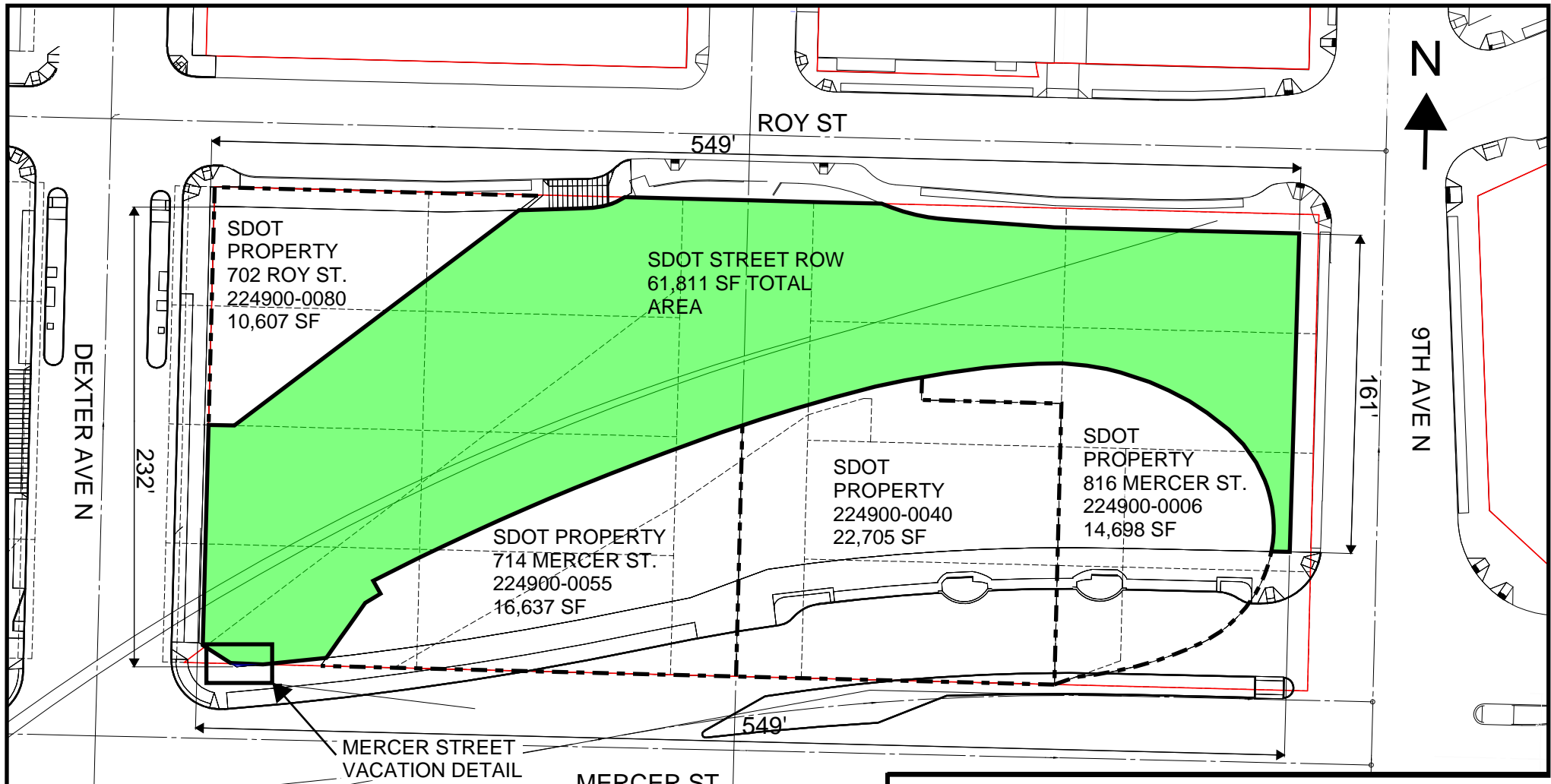
#### 5. RIGHT-OF-WAY PROPOSED FOR VACATION

The right-of-way proposed for vacation includes:

- Broad Street between Dexter Avenue North and Ninth Avenue North,
- A small area (12 square feet) of Mercer Street adjacent to the Broad Street ROW near the northeast corner of the intersection of Mercer Street and Dexter Avenue North, and
- Any remaining Eighth Avenue North right-of-way between Mercer and Roy Streets across the Broad Street right-of-way.

The area is shown in Figure 2-1. A legal description of the ROW proposed for vacation is attached to this petition (Attachment 2).

# Figure 2-1 Right-of-Way Proposed for Vacation



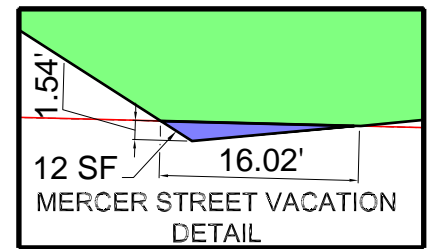
MERCER STREET VACATION DETAIL

## ROW PROPOSED FOR VACATION

BROAD STREET ROW	61,799 SF
MERCER STREET ROW	12 SF
TOTAL ROW	61,811 SF

### LEGEND

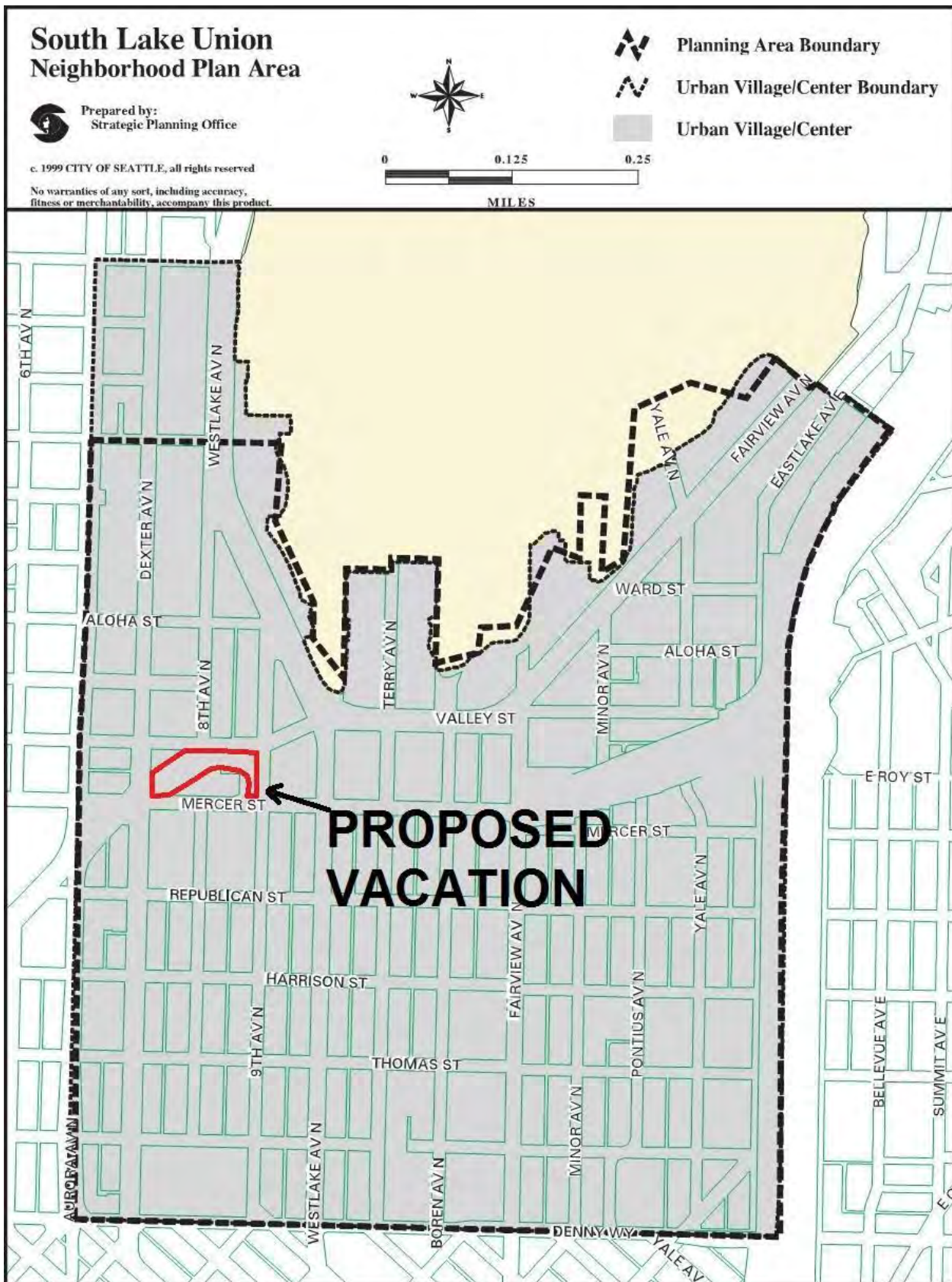
- EXISTING SDOT STREET ROW BOUNDARY
- EXISTING SDOT PARCEL BOUNDARY
- STREET CENTERLINE
- BROAD STREET ROW PROPOSED FOR VACATION
- MERCER STREET ROW PROPOSED FOR VACATION



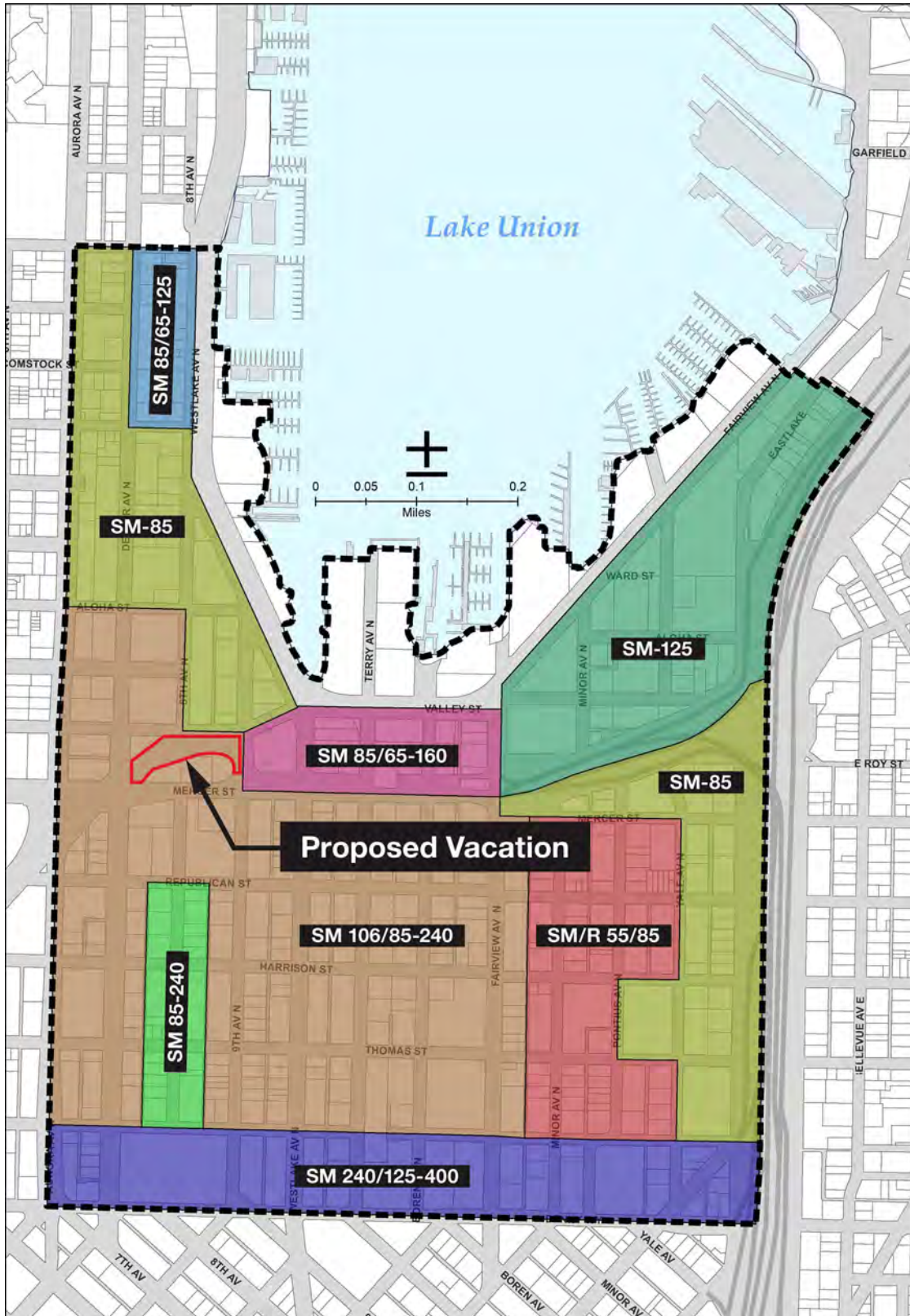
## 6. PROJECT LOCATION

Proposed Vacation Location Information	
Address	No address
Block Boundaries	Mercer Street, Roy Street, Dexter Avenue North, Ninth Avenue North
Neighborhood	South Lake Union
Neighborhood Planning Area	South Lake Union
Zoning (Broad Street Property block)	SM 160/85-240

# Figure 2-2: Project Location



# Figure 2-3: Zoning



## **7. REASON FOR THE VACATION**

SDOT is requesting the street vacation to:

- 1) Consolidate all property and street right-of-way bounded by Mercer Street, Roy Street, Dexter Avenue North, and Ninth Avenue North (The Broad Street Property), and
- 2) Sell the Broad Street Property to meet the Mercer West Project's funding obligation.

The vacation of Broad Street will effectively double the potential developable area on the block and allow development on the site to meet the goals and objectives of the Comprehensive Plan and the South Lake Union Neighborhood Plan. This petition does not propose a development design for the Broad Street Property, but does recognize the site's overall development potential is much higher with the street vacation. Section 16 of this document includes conceptual building envelope scenarios on the Broad Street Property under the existing zoning.

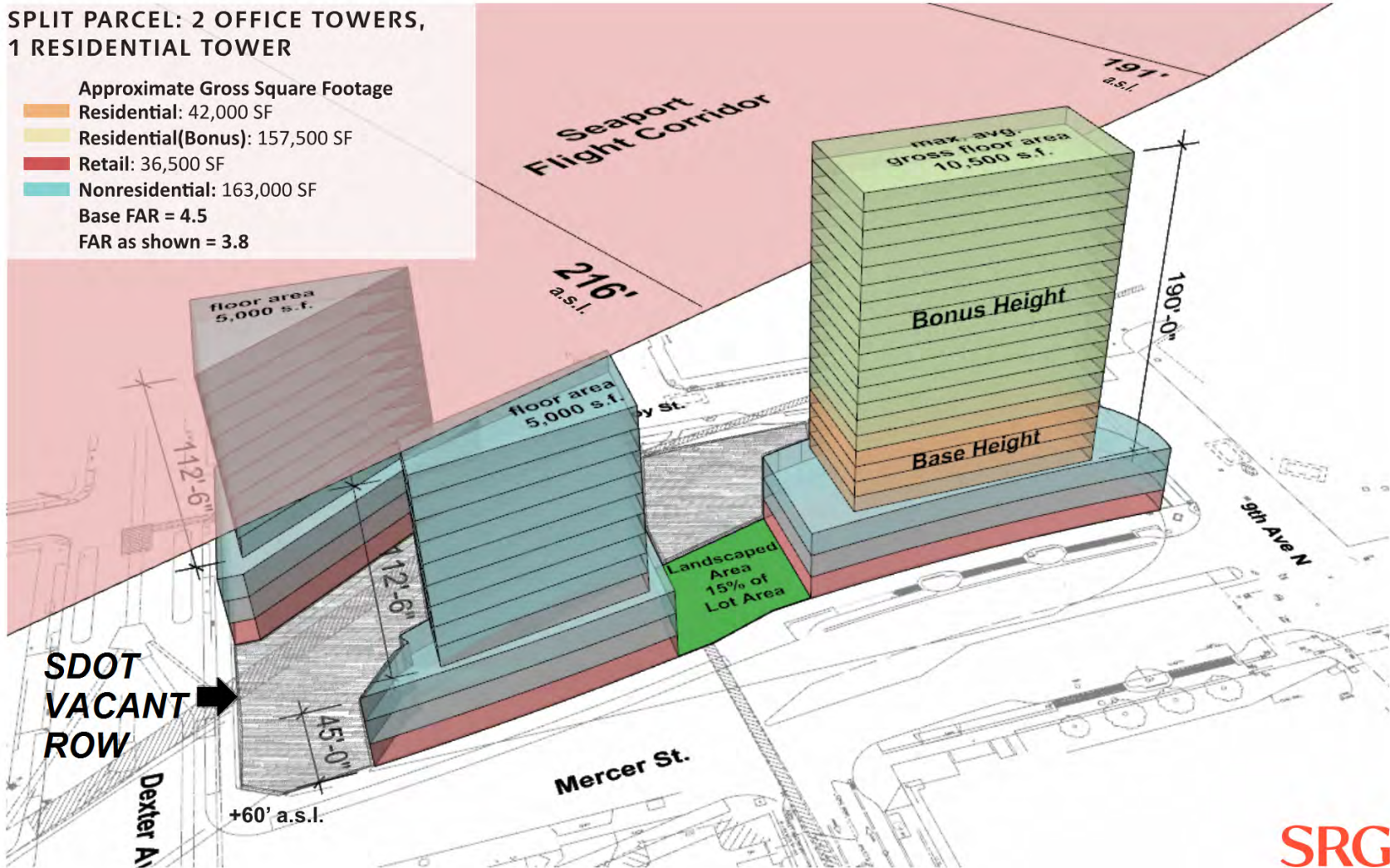
### **No Vacation Alternative**

Under the No Vacation Alternative, approximately forty percent of the Broad Street Property block could be developed. Due to the irregular nature of the existing parcels and their relatively small sizes, potential building development would likely result in non-typical building shapes and potentially restrict the construction of underground parking facilities, likely reducing the realistic and feasible development opportunity of the Broad Property. While the zoning code suggests approximately 400,000 square feet of development could occur within the existing property, the realistic development potential of the four existing parcels may be less, given the small parcel sizes and irregular shape.

Figures 2-4 and 2-5 illustrate potential building envelopes without a street vacation.



# Figure 2-5: No Vacation Alternative-Potential Building Envelope (Scenario 2)



Code permitted development is likely economically unfeasible due to the property parcel layouts.



## **8. PROJECT DESCRIPTION**

SDOT is currently using the Broad Street Property as a storage and staging area for the Mercer West Project. The project's use of the site will end in late 2015.

SDOT will establish a north-south through-block connector to provide open space and pedestrian access through the site. The through-block connector will be aligned with Eighth Avenue North to the north of Roy Street and to the south of Mercer Street to visually break up the site and match the surrounding street grid. The pedestrian and open space area will be a minimum of thirty feet wide. A twenty-foot wide paved access roadway, adjacent to the pedestrian and open space connector, will provide access to parking on the site. The purchase and sale agreement will include requirements to complete the through-block improvements.

The purchaser will develop the site under existing zoning and City of Seattle development requirements, including design review. Potential uses on the site include residential, office, retail, and research and development. A recent Market Analysis completed by Kidder Mathews concludes that the site is highly attractive for office, residential, and life sciences uses and moderately favorable for retail. Each area on either side of the through-block connector could accommodate a 190-foot residential tower (if bonus conditions are met) over a 40-foot podium with retail at the street level. Alternatively, each could accommodate a 90-foot non-residential/office tower over the 40-foot podium. It is assumed that an additional 14,000 square feet of property will be set aside and improved as publicly accessible open space to meet zoning requirement for the residential towers. This may be adjacent to the through-block connector, increasing the open space through the middle of the site, or located elsewhere on the site.

## **9. OTHER LAND USE ACTIONS**

No other land use actions are proposed.

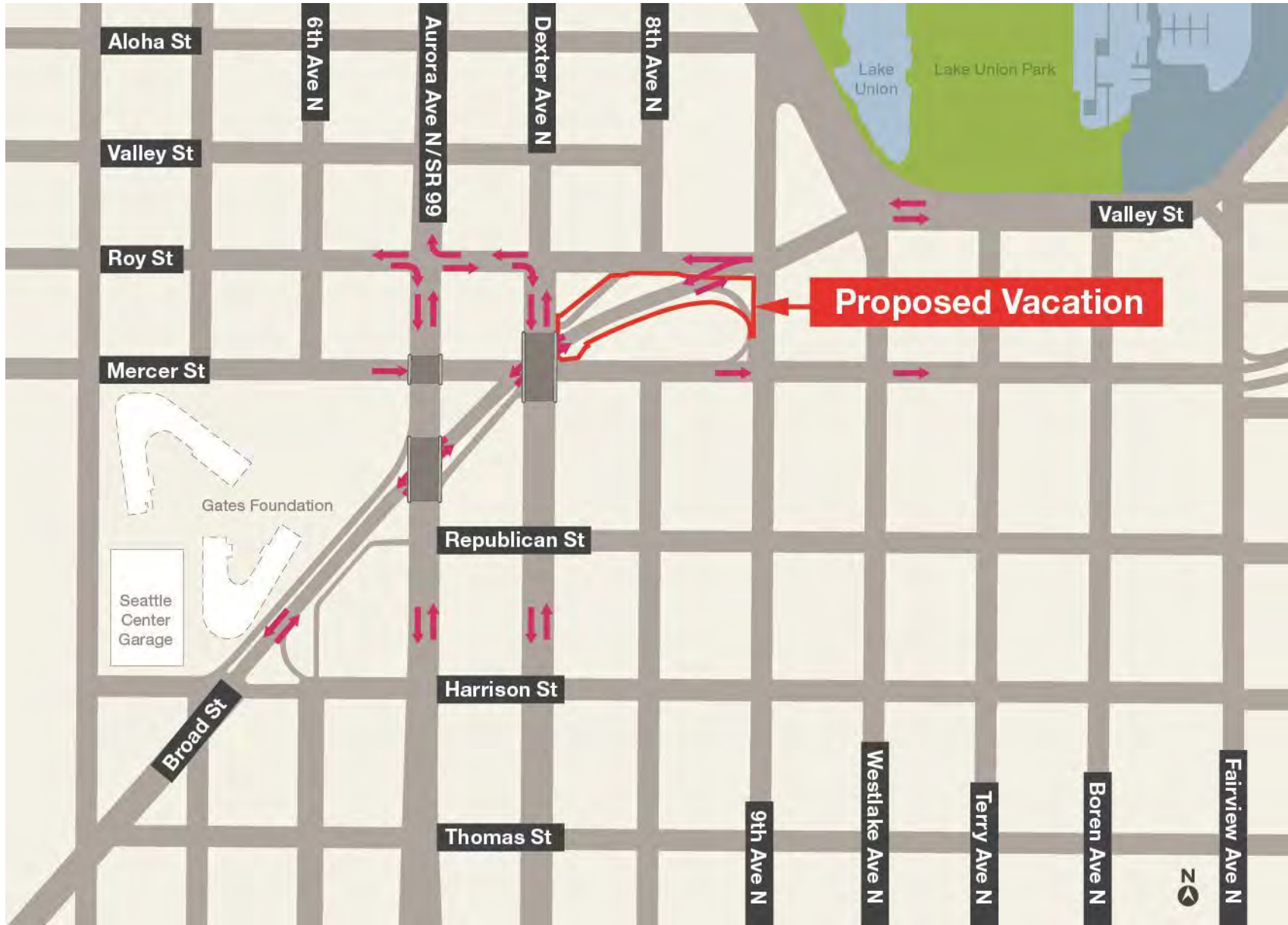
## **10. VACATION POLICIES/TRANSPORTATION IMPACTS**

Broad Street was permanently closed in 2014 as part of the Mercer West Project construction, and the street vacation will have no additional impacts to the transportation system. The Mercer Corridor Improvements Project Environmental Assessment and the Alaskan Way Viaduct Replacement EIS analyzed the transportation impacts related to the closure of Broad Street between Fifth Avenue North and Ninth Avenue North, along with the improvements to create a seven-lane, two-way Mercer Street.

Broad Street's diagonal configuration disrupted the typical urban street grid pattern (Figure 2-6). The Mercer West Project and SR 99 Tunnel Projects (Figure 2-7), which include the closure of Broad Street between Fifth Avenue North and Ninth Avenue North, are restoring the typical north-south, east-west street grid connecting South Lake Union to Uptown. The through block connector, proposed as a public benefit with this vacation, will further enhance the new street grid and improve pedestrian circulation in the neighborhood.

The purchaser of the Broad Street Property will be responsible for any required SEPA review associated with their specific development proposal on the site.

**Figure 2-6: Transportation Network Prior to the Mercer Corridor Project**



Street Vacation Petition: Broad Street, Dexter Avenue North to Ninth Avenue North

**Figure 2-7: Transportation Network post Mercer West and SR 99 Tunnel Projects**



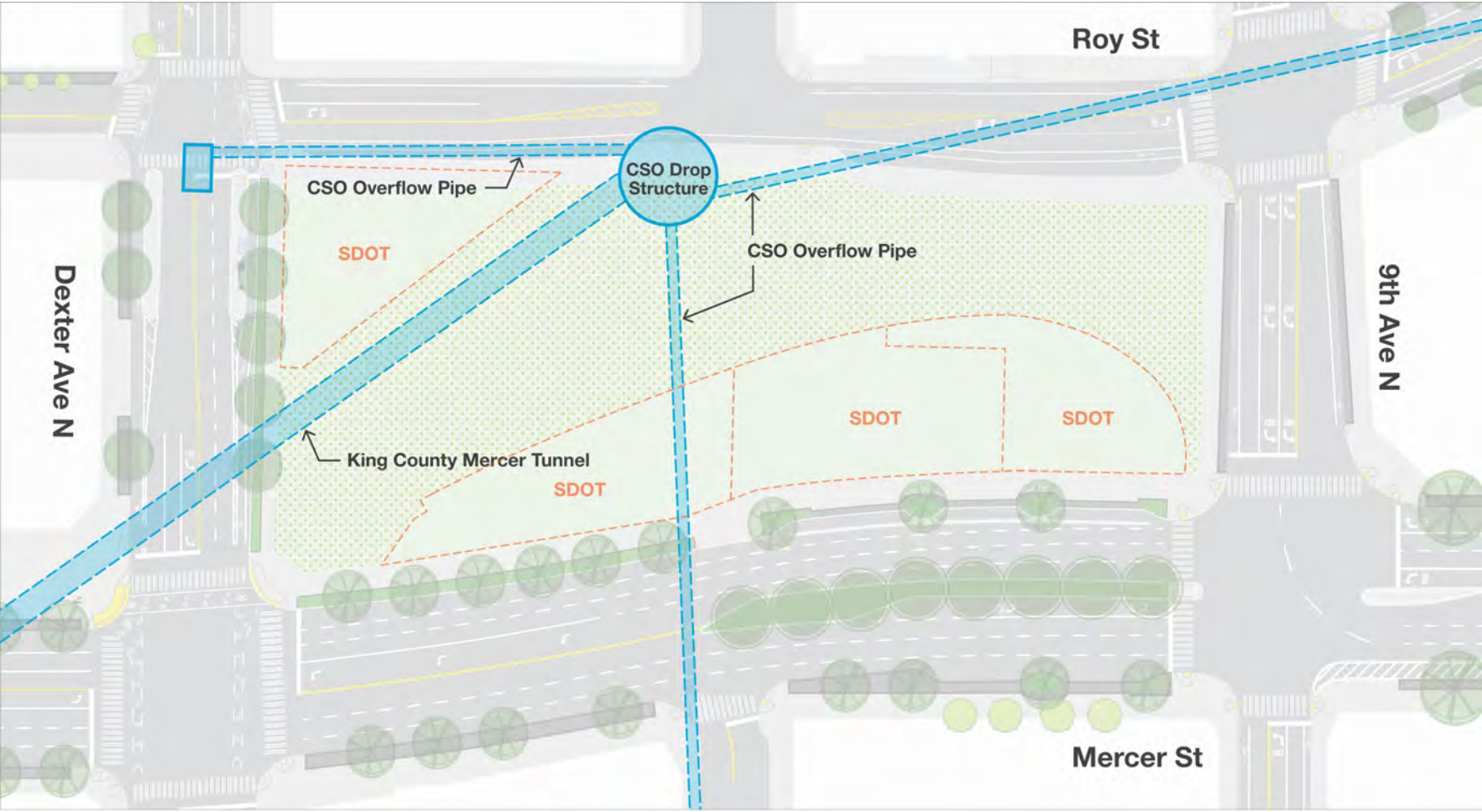
## **11. VACATION POLICIES/UTILITY IMPACTS**

Combined sewer overflow (CSO) utility infrastructure owned and maintained by King County is located within the Broad Street ROW (Figure 2-8). SDOT and King County are developing easements for this King County infrastructure within the eventual Broad Street Property parcels.

Seattle Public Utilities (SPU) owns two stormwater catch basins and a stormwater conveyance system within the Broad Street ROW. The use of these utilities was discontinued with the Mercer Corridor Project improvements. They will be removed to accommodate future development on the site.

Seattle City Light (SCL) owns an empty duct bank within the proposed vacation area as a result of Mercer West Project improvements. The duct bank runs north-south along the Eighth Avenue North corridor and will be abandoned by SCL when the Mercer West Project is completed.

**Figure 2-8: King County CSO Infrastructure within the Proposed Vacation Vicinity**



Flow Direction      - - - Existing SDOT Parcel Boundary      Proposed Street Vacation      N

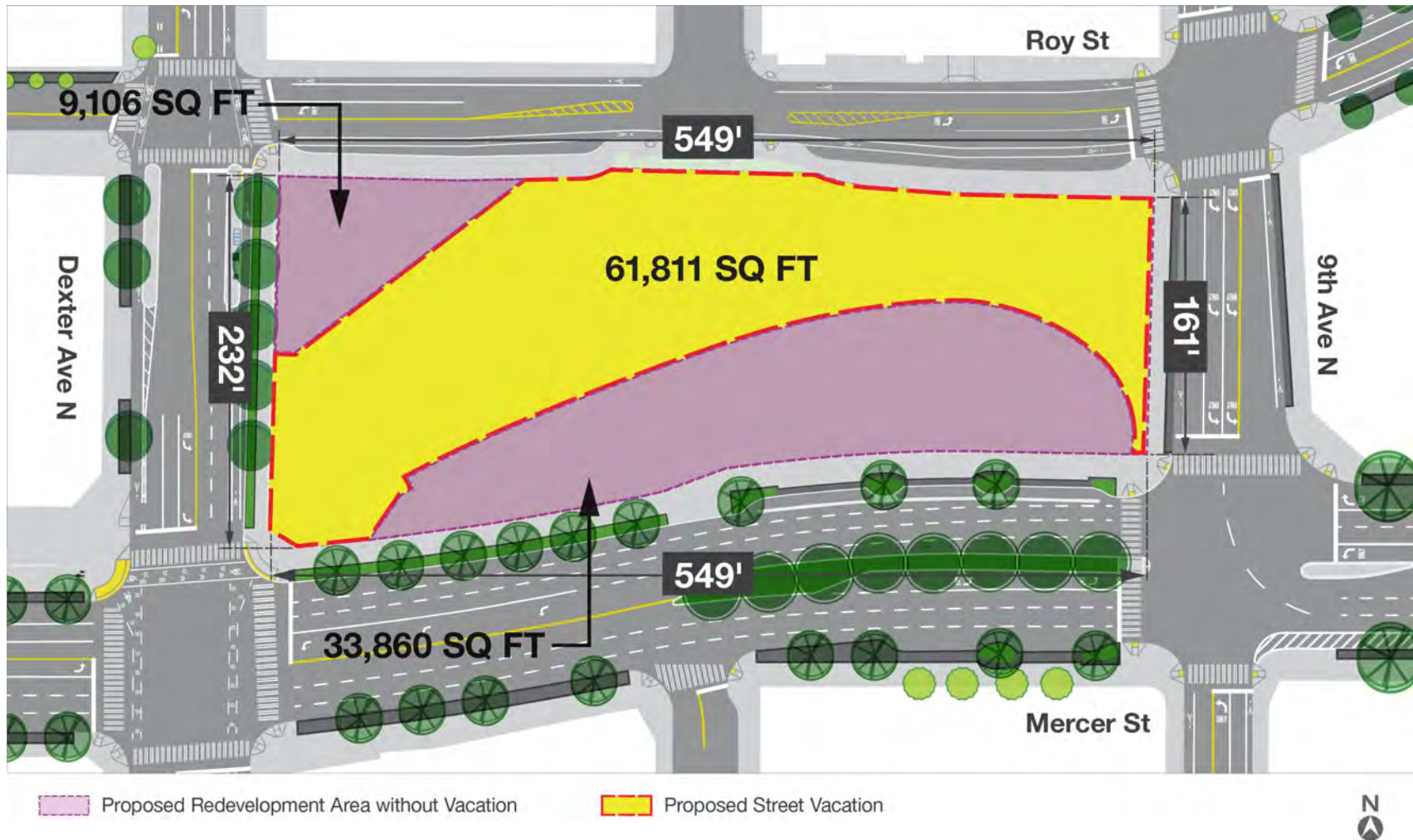
## 12. VACATION POLICIES/LAND USE IMPACTS

The street vacation will increase the development potential of the Broad Street Property, effectively doubling the developable area on the block (Figure 2-9 and 2-10). Fifty-eight percent of the site is now right-of-way. The existing parcels are small and irregular, limiting development potential without the street vacation.

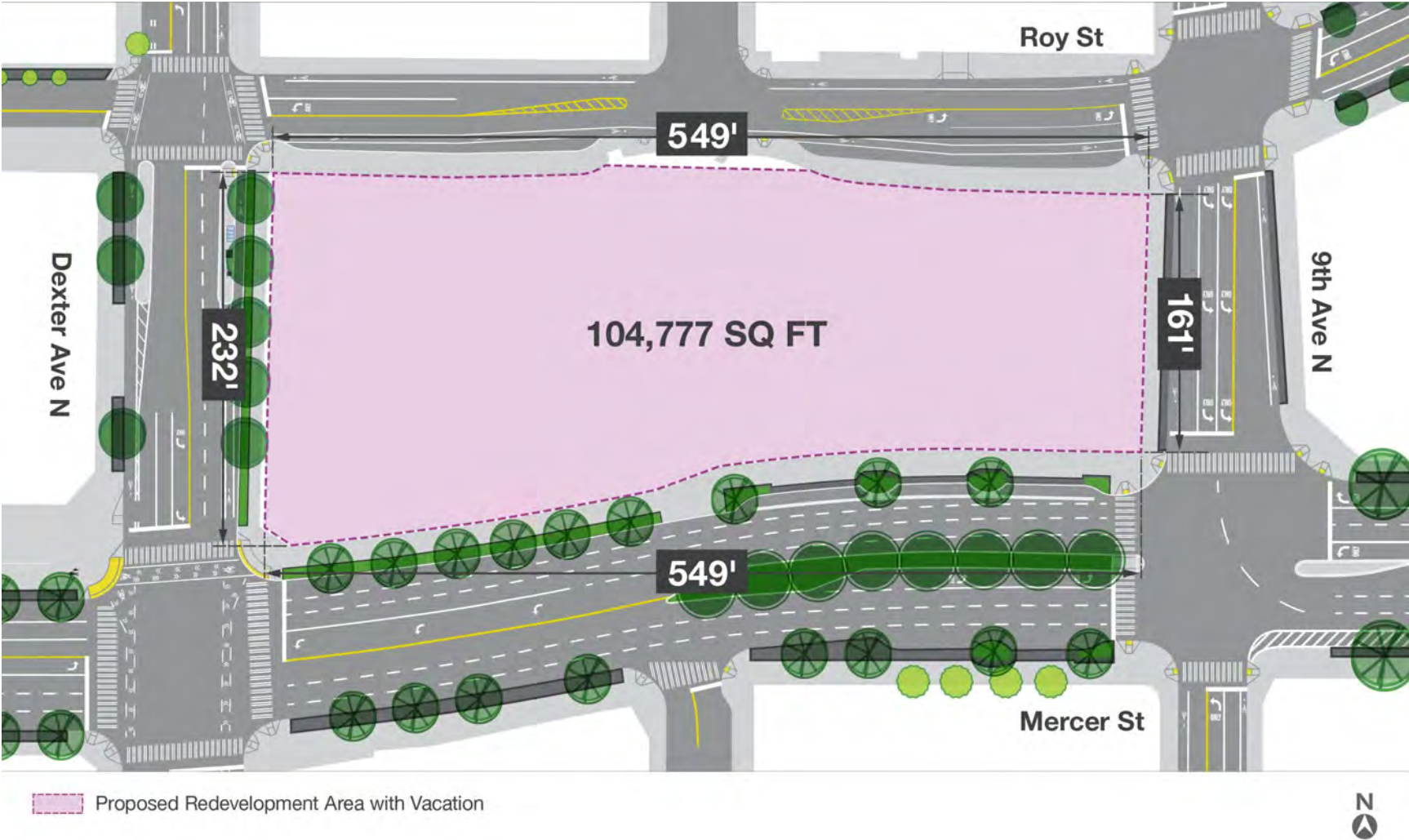
The street vacation will allow for development on the site that is consistent with the surrounding neighborhood character and allow for the through block connector, which will extend the Eighth Avenue North Corridor through the site to create typical street blocks for development and enhanced neighborhood circulation.

	Broad Street Property with Vacation	Broad Street Property without Vacation
Developable Parcel Area	104,777 Square Feet	42,966 Square Feet
Estimated Potential Building Square Footage (Code Allowable)	Approximately 700,000 Square Feet	Approximately 400,000 Square Feet

**Figure 2-9: Developable Area With No Vacation**



**Figure 2-10: Development Area with Vacation**



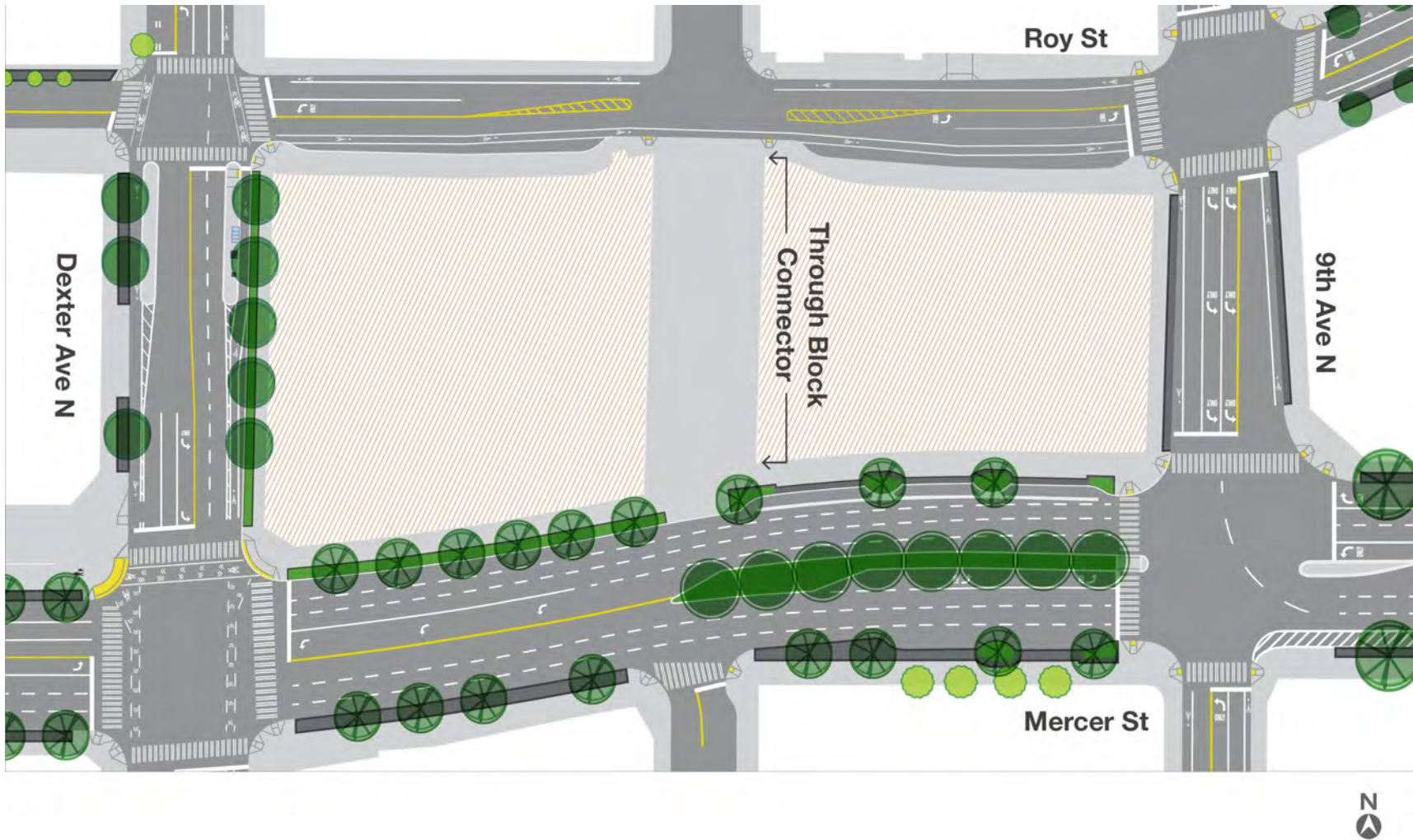


### **13. VACATION POLICIES/PUBLIC BENEFITS**

SDOT will establish a north-south through-block connector to provide open space and pedestrian access to and through the site (Figure 2-11). The through-block connector will be aligned with Eighth Avenue North to visibly break up the site and match the surrounding street grid. The purchase and sale agreement will include requirements to complete and maintain the through-block connector improvements.

SDOT will develop design guidelines for the construction of the through-block connector improvements, similar to the Street Concept Plan adopted for Eighth Avenue North between Denny Park and Republican Street, south of the Broad Street Property.

**Figure 2-11: Through Block Connector**



The through block improvements will provide urban design merit by:

- Helping to implement the South Lake Union Urban Design Framework Plan by constructing public access along the Eighth Avenue North alignment through the site.
- Creating a publically-accessible landscaped open space that will support additional housing and office development and be an asset to the neighborhood with an opportunity to create and support a civic venue.
- Reconnecting the street grid for pedestrians and providing vehicular access to the surrounding development.
- Creating an iconic urban place that enhances social interaction.

The Purchase and Sale agreement for the subsequent property sale will include a requirement to complete the through block improvements consistent with design guidelines developed by the City. The proposed guidelines may include:

- Space to be grade level with its surface to have textured paving material in the form of unit pavers or patterned concrete.
- Adjacent or integrated access roadway, no wider than 22 feet, at-grade with pedestrian walkways.
- Bollards may be used to separate pedestrian circulation and spaces from vehicle access drives.
- At least 50% of the area outside the 20-22 foot roadway shall be planted with ground cover and trees of a four-inch or greater caliper with a minimum of one tree per twenty-five square feet of site area.
- Design of the landscaped area to provide stormwater retention for the site will be encouraged.
- Places to comfortably and securely sit individually and gather socially with benches, stools, tables and chairs, low walls, steps, etc.
- Crime Prevention through Environmental Design (CPTED) standards shall be applied to assure maximum visual access and personal safety.
- Spaces to be completely integrated with surrounding buildings with potential for adjacent food service activities.
- Circulation and all site amenities to be completely ADA accessible per code.
- Public art or interactive water feature integrated with the landscape features.
- Nighttime area and pedestrian way lighting with shielded source fixtures.
- Demonstrated solar access throughout the site.

In addition to the new through block connector, the Mercer Corridor Project has provided substantial improvements to the transportation system that offset the loss of the Broad Street right-of-way. Closure of Broad Street is integral to the Mercer Corridor Project improvements. The additional right-of-way acquired and developed for the Mercer Corridor Project and the function of the new Mercer Street more than offsets the elimination of Broad Street right-of-way in this area.

Mercer Street, nearing completion, is now a two-way principal arterial street. The new westbound lanes on Mercer Street have replaced the function of Broad Street, which was previously the only westbound connection across SR 99. The Mercer Corridor Project has improved pedestrian access and circulation with wider sidewalks and landscaping on an improved neighborhood street grid. New sidewalks on Mercer Street along the south side of the Broad Street Property are twenty feet wide, including an eight-foot landscaped buffer zone. The project added bike lanes on Valley Street and Ninth Avenue North, and added bus islands on Dexter Avenue North to improve the separation between buses and bicycles.

**Figure 2-12: Through Block Connector Public Space Example**



**Figure 2-13: Through Block Connector Public Space Example**

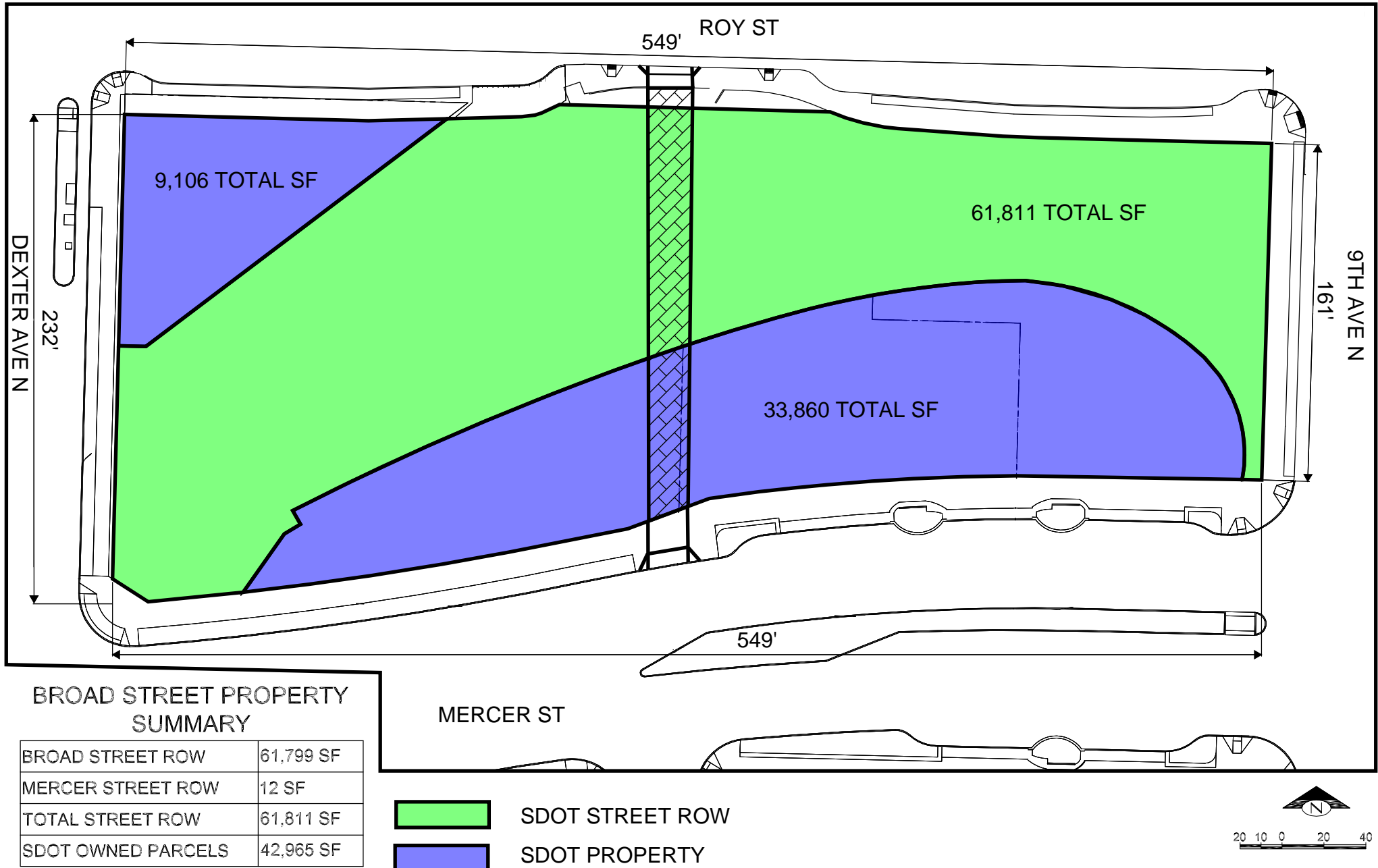


## 14. PUBLIC BENEFIT MATRIX

PUBLIC BENEFIT MATRIX	
Element	Description
Zoning Designation	SM 160/85-240.
Street Classification per Seattle Arterial Classifications Planning Map (2012)	Broad Street - Principal Arterial (Closed in 2014) Mercer Street and Ninth Avenue North- Principal Arterials Dexter Avenue North and Roy Street – Minor Arterials
Assessed Land Value	The SDOT Parcels are exempt from assessment per State law Estimated value of the SDOT Parcels, per a 2013 limited use appraisal - \$14.5 M.
Nearby Lease Rates	\$47 per Square Foot per year for full service new office space \$32 per Square Foot per year for retail space \$3.20 per Square Foot per month for apartment space \$47 per Square Foot per year (Triple Net) for Biotech/Lab space
Project Size	Not Applicable
Area to be Vacated	Broad Street – 61,799 Square Feet Mercer Street – 12 Square Feet Total – 61,811 Square Feet
Contribution of the vacation area to the development potential of the site	The street vacation will increase the developable area by 144% percent, from approximately 42,965 square feet to approximately 104,777 square feet.  This would increase the estimated maximum building potential of the site from approximately 400,000 square feet to approximately 700,000 square feet of building space.

15. SITE MAPS

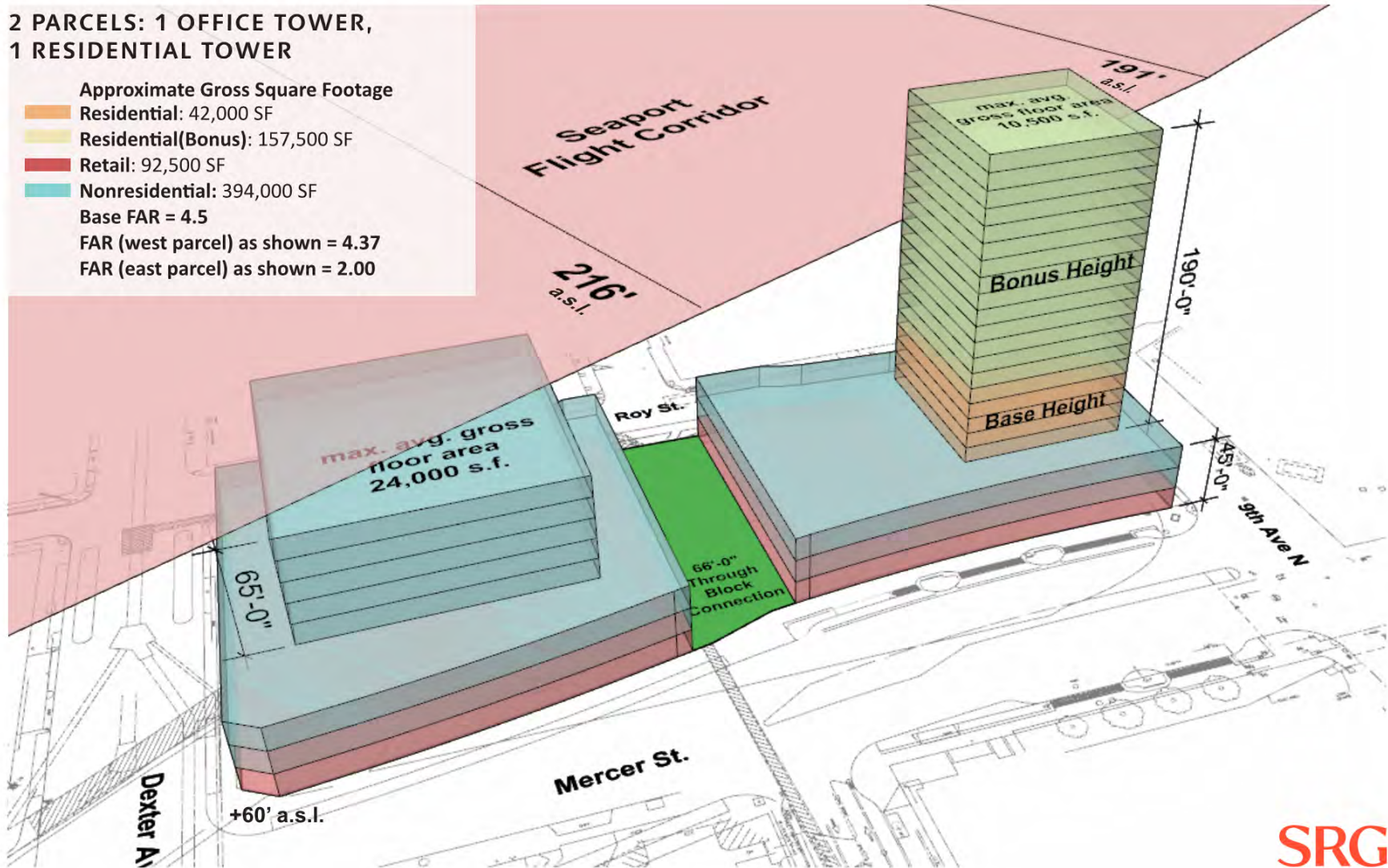
Figure 2-14: Site Map



## **16. PROJECT MAPS**

SDOT is not proposing a development project contingent upon this street vacation. Figures 2-15 to Figure 2-17 represent different conceptual development scenarios allowable per the building code. These figures illustrate the Broad Street Property's code allowable development potential.

## Figure 2-15: Potential Building Envelope with Existing Zoning (Office/Residential)

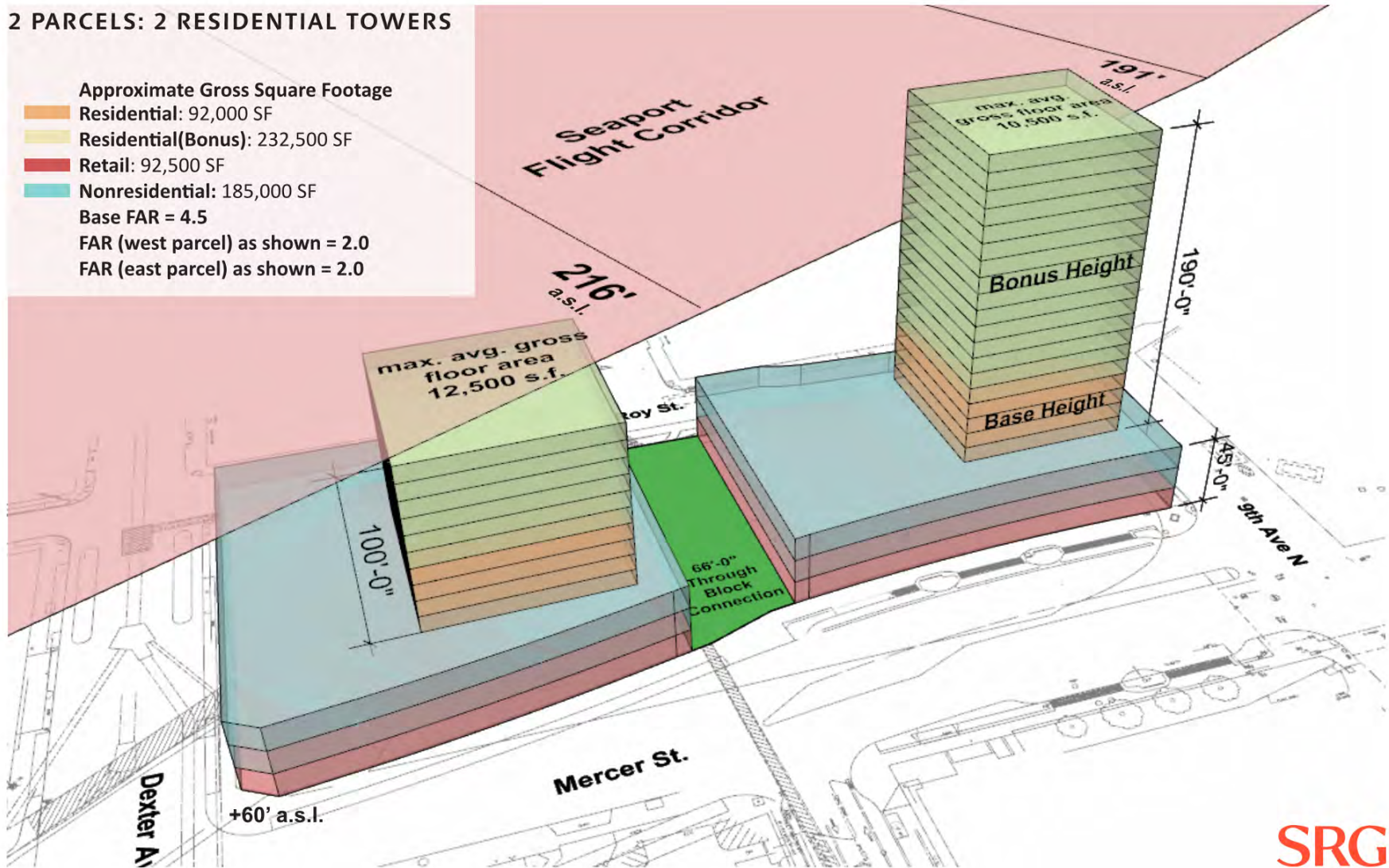




## Figure 2-16: Potential Building Envelope with Existing Zoning (Residential)

**2 PARCELS: 2 RESIDENTIAL TOWERS**

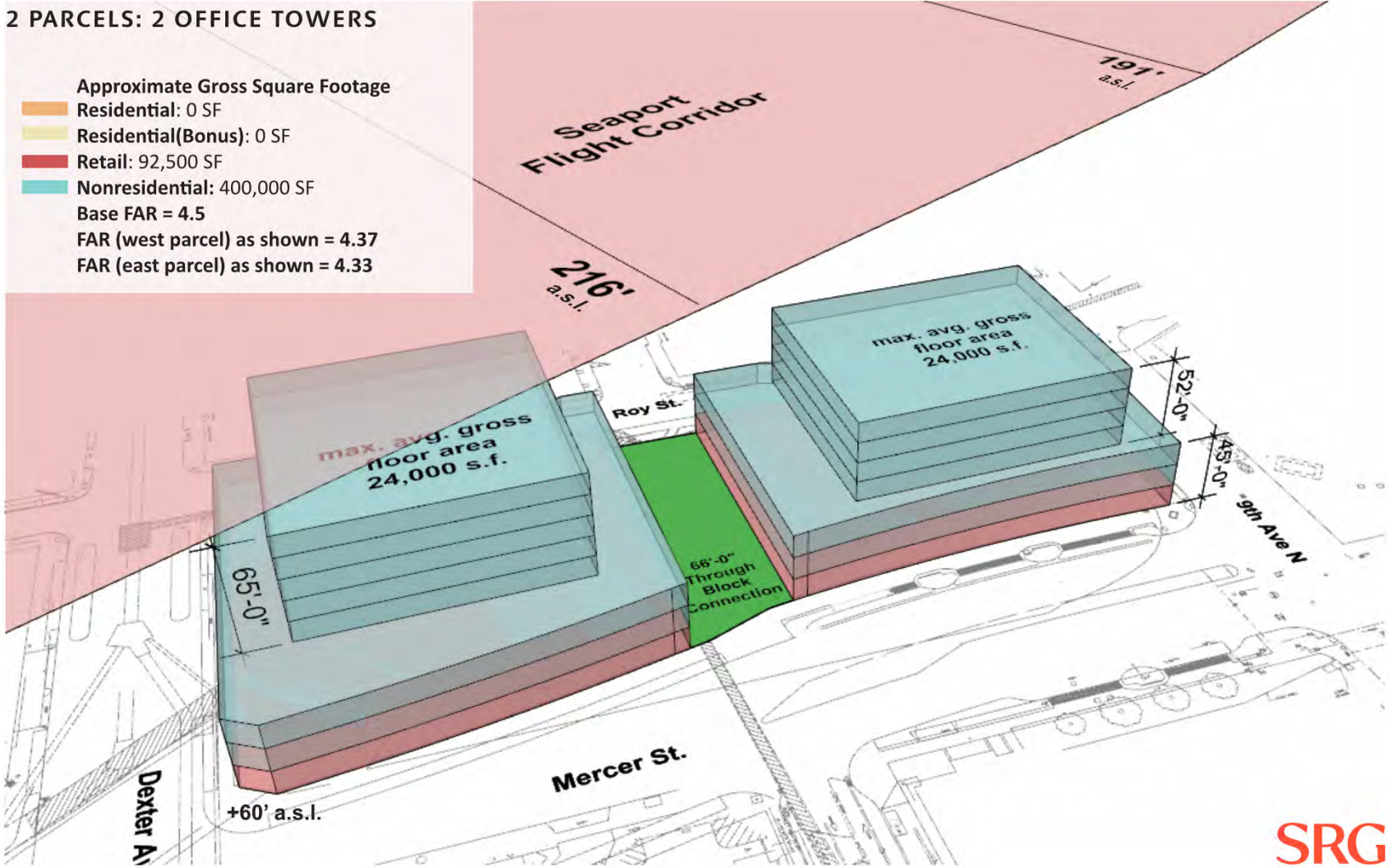
- Residential: 92,000 SF
- Residential(Bonus): 232,500 SF
- Retail: 92,500 SF
- Nonresidential: 185,000 SF
- Base FAR = 4.5
- FAR (west parcel) as shown = 2.0
- FAR (east parcel) as shown = 2.0



# Figure 2-17: Potential Building Envelope With Existing Zoning (Office)

2 PARCELS: 2 OFFICE TOWERS

- Approximate Gross Square Footage
- Residential: 0 SF
- Residential(Bonus): 0 SF
- Retail: 92,500 SF
- Nonresidential: 400,000 SF
- Base FAR = 4.5
- FAR (west parcel) as shown = 4.37
- FAR (east parcel) as shown = 4.33



## **17. NINE-BLOCK URBAN DESIGN ANALYSIS**

The Broad Street Property lies in the heart of the rapidly redeveloping South Lake Union neighborhood (Figure 2-18) with a focus on multi-story commercial, office and residential use and some emphasis on research and development activities. The recently rezoned area in which the Broad Street Property resides will allow residential building heights up to 240' with satisfied bonuses and commercial building heights of 160'. A 40' podium is required along the property lines with retail activity to address the adjoining sidewalks and streets.

With the closure and removal of Broad Street as a functioning arterial, the urban design goal of the community is to reconnect the north-south, east-west street grid previously disrupted by the diagonal Broad Street and to establish a mixed-use, pedestrian oriented neighborhood of similar grain and texture.

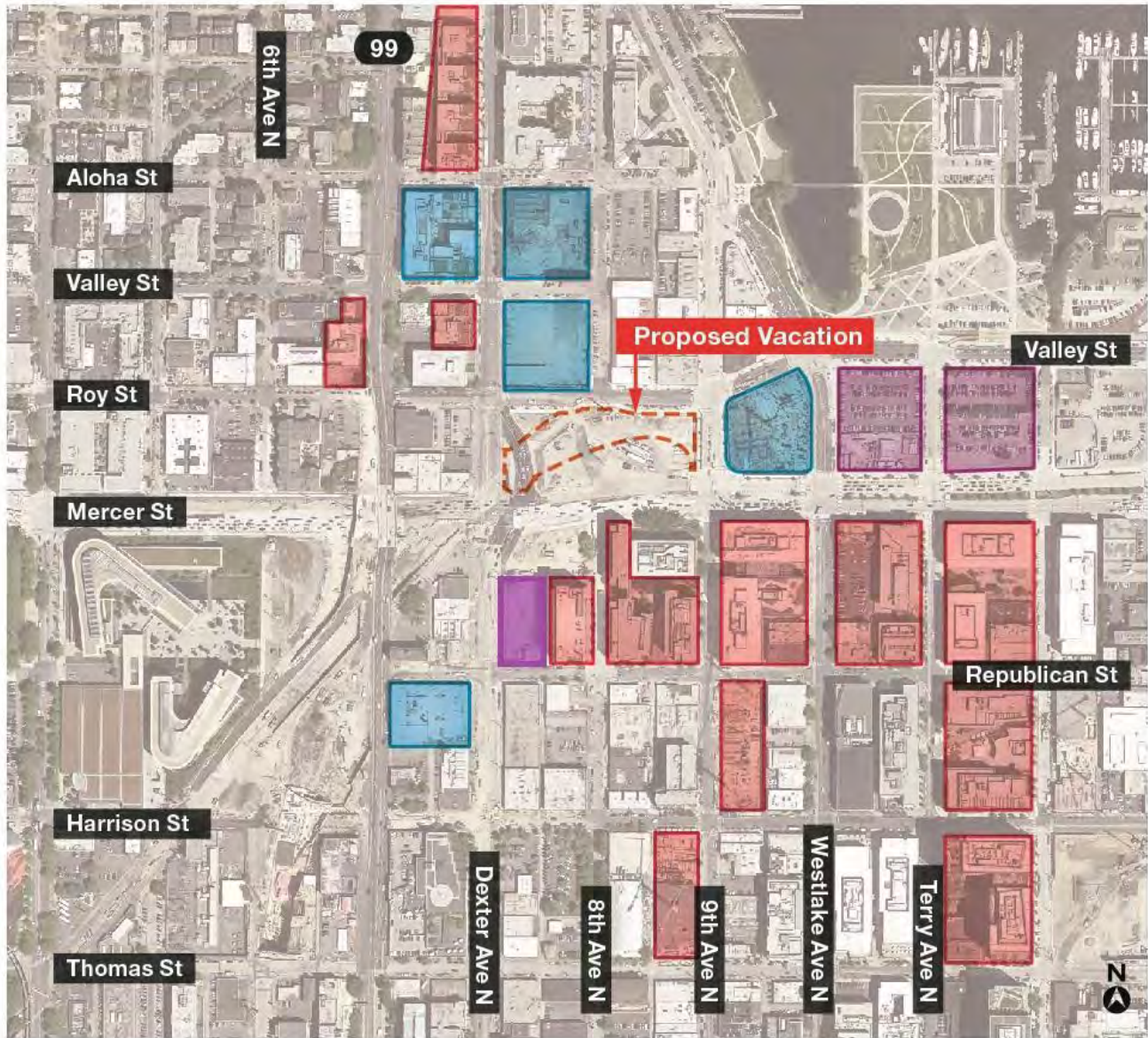
On the block immediately to the east, the Allen Institute is constructing its new facility at a height of approximately 100'. Vulcan also has plans for high-rise residential and office developments to a height of 160' on the three blocks further to the east with office and hotel structures up to 85' at Westlake and Fairview. The University of Washington has developed the existing medical research facilities directly south of Mercer Street with a future phase to be constructed between Eight Avenue North and Dexter Avenue North.

In the block to the west of Dexter Avenue North are Copiers Northwest and an SDOT owned warehouse. This block is likely to be redeveloped in the future. In the blocks to the north of Roy Street lie a Seattle Parks & Recreation Maintenance Building and a parcel to the west currently under construction. Further north on Dexter Avenue is mixed-use multifamily residential development.

Newly reconfigured arterials bound the property, with Roy Street on the north providing two-lane, two-way connection to Lake Union Park to the east and Mercer Street on the south as a major two-way boulevard providing connections to the I-5 freeway to the east and Seattle Center, the Gates Foundation and Uptown to the west. To the west of the property, Dexter Avenue connects Queen Anne to the north and downtown to the south. Further to the west and a bit south SR 99 (Aurora Avenue) travels southward into the soon-to-be new portal of the Alaskan Way Viaduct replacement tunnel. To the east, Ninth Avenue connects north to the west side of Lake Union and south to the heart of the neighborhood and downtown.

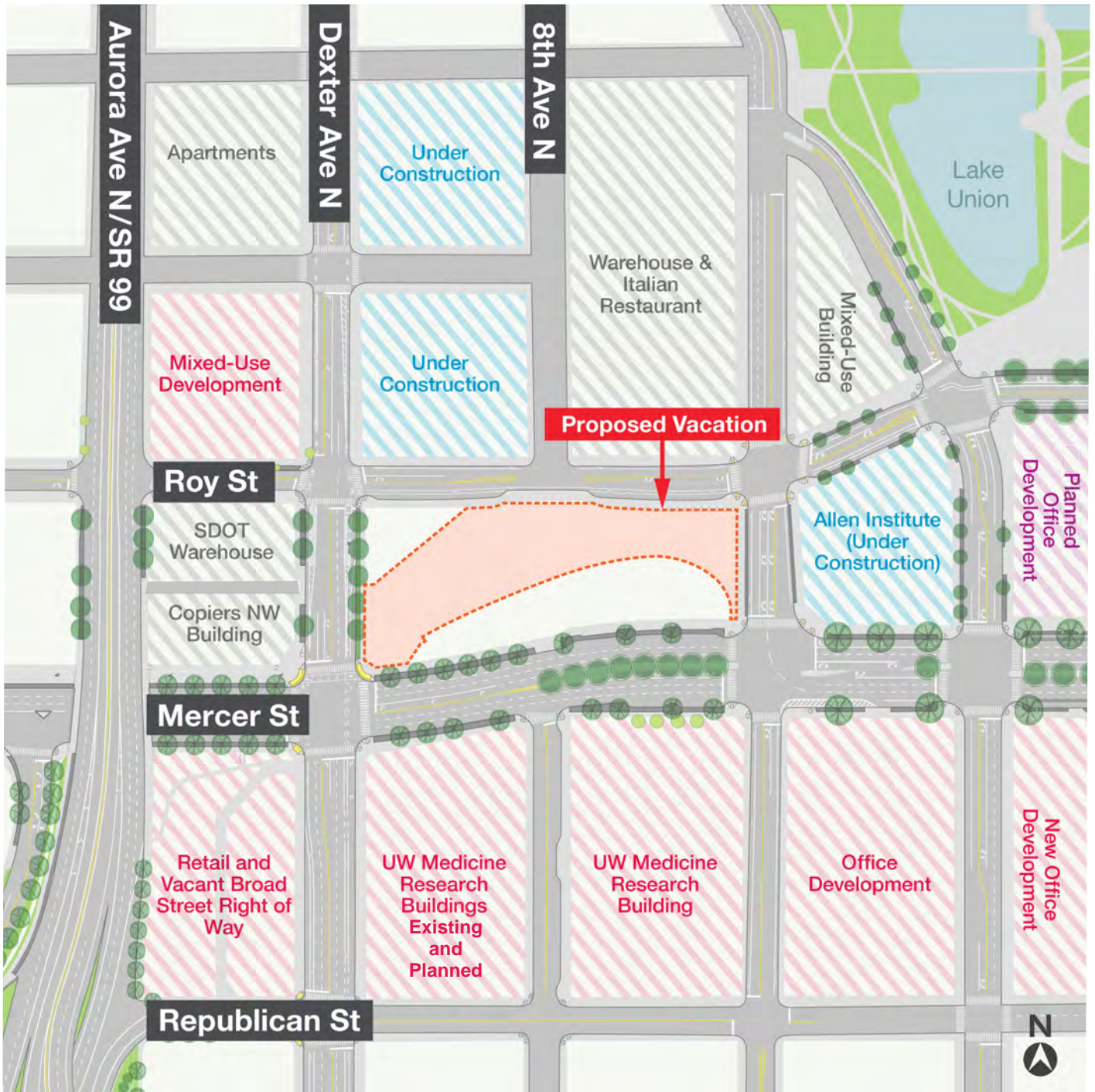
The Broad Street Property lies at the center of this activity (Figure 2-19) and would benefit from consolidation of its parcels in order to be developed in a manner compatible with its surroundings and consistent with the vision of the South Lake Union Urban Design Plan (Figure 2-20).

# Figure 2-18: Nearby Redevelopment



Under Development      Recently Developed      Planned Redevelopment

**Figure 2-19: Nine-Block Overview**

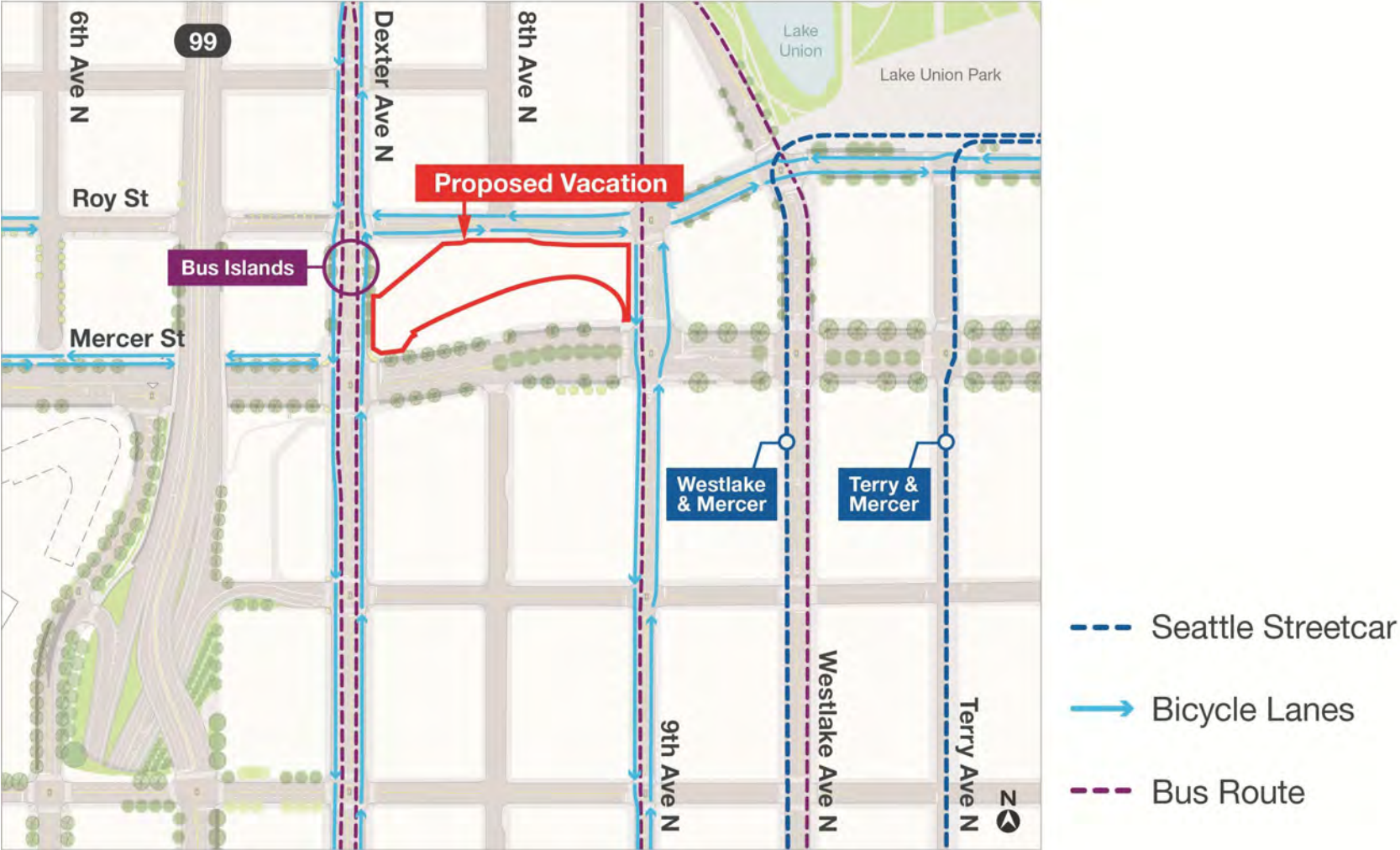


## **18. IMPACT ON PUBLIC TRANSPORTATION PROJECTS**

SDOT has constructed several public transportation improvements near the Broad Street Property. An overview of the nearby transportation network is shown in Figure 2-20 and includes:

- Dexter Avenue North bicycle lanes
- Roy Street bicycle lanes
- Ninth Avenue North bicycle lanes
- Transit Service on Dexter Avenue North and Ninth Avenue North
- Seattle Streetcar on Westlake Avenue North and Valley Street

Figure 2-20: Transportation Network



## 19. ENVIRONMENTAL IMPACT STATEMENT (EIS)

The permanent closure of Broad Street between 5th Avenue North and Ninth Avenue North, including the subject of this street vacation petition, was analyzed in the Mercer Corridor Environmental Assessment and the Alaskan Way Viaduct Replacement Project EIS.

## 20. NEIGHBORHOOD PLAN

The Broad Street Property is located within the South Lake Union neighborhood planning area (Figure 2-21) and falls within the South Lake Union Urban Design Framework area. The proposed street vacation will support the goals listed within the South Lake Union Neighborhood Plan in the following ways:

**Stated Goal** (Neighborhood Character Goals, Policies, and Strategies):

*“A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, and arts, a lively and inviting street life and amenities to support and attract residents, employees and visitors.”*

The street vacation advances this goal by:

- Supporting the construction of the Mercer Corridor Project
- Realizing full development potential for the Broad Street Property
- Providing a through block connector to advance the Eighth Avenue North Street Concept Plan discussed in Section 13

**Stated Goal** (Neighborhood Character Goals, Policies and Strategies):

*“A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base “*

The street vacation advances this goal by:

- Realizing full development potential for the Broad Street Property

**Stated Goal** (Transportation Goals, Policies and Strategies):

*“A transportation system that provides safe, convenient access to businesses, residences and other activities in the neighborhood”*

The vacation advances this goal by:

- Supporting the construction of the Mercer Corridor Project
- Providing a through block connector

**Stated Goal** (Transportation Goals, Policies, and Strategies):

*“A well-connected neighborhood with bicycle, pedestrian, waterborne and vehicular access to adjacent neighborhoods.”*



The street vacation advances this goal by:

- Providing a through block connector
- Supporting Mercer Corridor Project improvements, including improved sidewalks and new bicycle lanes
- Removing Broad Street, which was a barrier to bicycle and pedestrian access

**Stated Goal** (Parks and Open Space Goals, Policies, and Strategies):

*“Parks and open space provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes”*

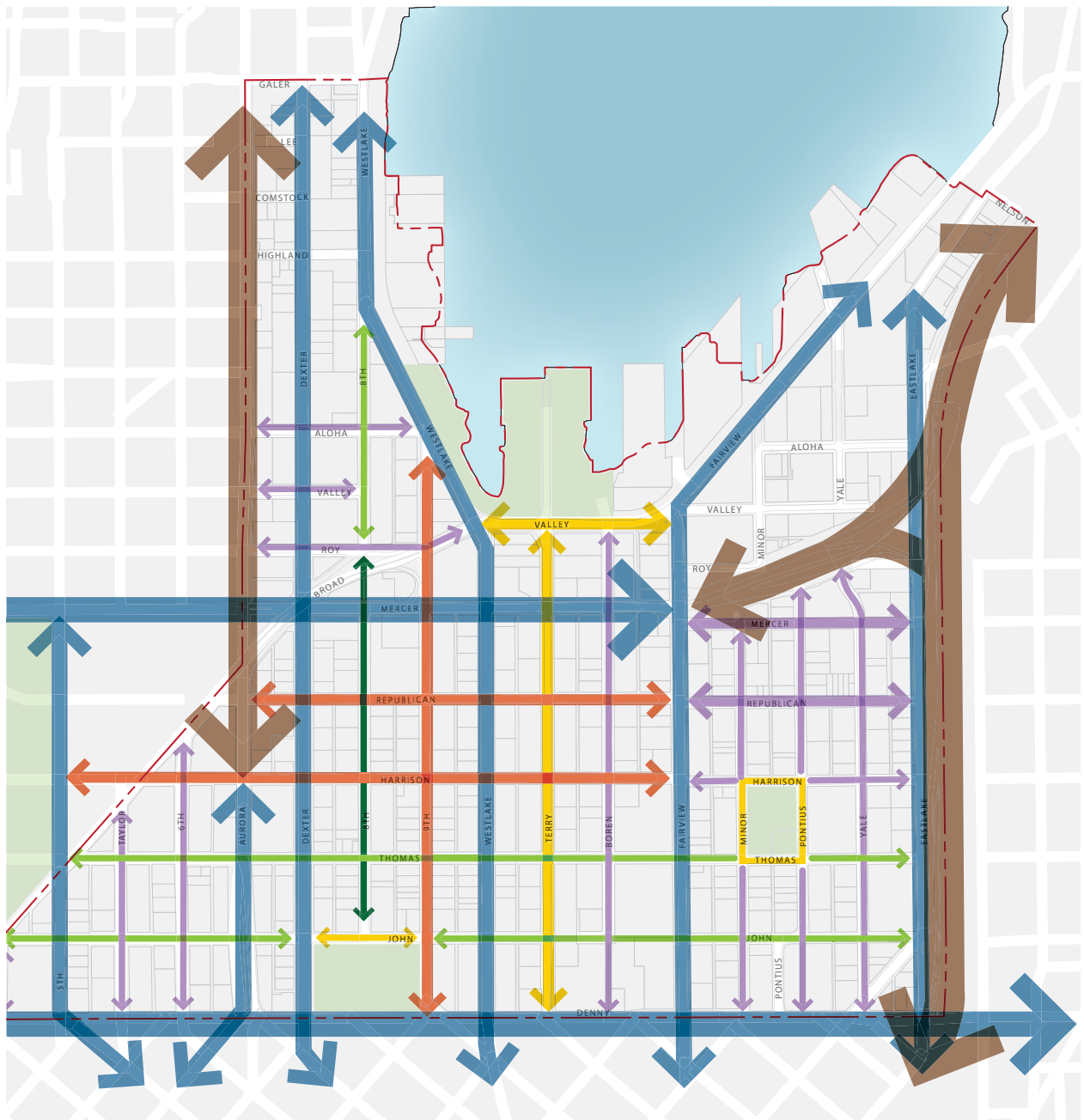
The street vacation advances this goal by:

- Providing a through block connector

The street vacation will support the South Lake Union Urban Framework Plan by establishing a pathway to the future development of a planned Woonerf through Eighth Avenue North. This public open space meets the goals of the South Lake Union Urban Framework Plan specifically advancing the public space network plan shown within the Framework recommendations.

# Figure 2-21: South Lake Union Design Framework Recommendations

## STREET CHARACTER



LEGEND			
	Freeway		Neighborhood Street
	Boulevard / Great Street		Green Street
	Mixed Use Street		Woonerf
	Festival Street (Mixed Use)		(Line weight represents traffic volume)

Source: South Lake Union Urban Design Framework 12/31/2010 Seattle DPD

## **21. COMPREHENSIVE PLAN AND OTHER CITY PLANS AND GOALS**

Development on the Broad Street Property is expected to advance a number of the City's goals as identified in the Comprehensive Plan including, but not limited to:

- **LUG1:** Provide for a development pattern consistent with the urban village strategy by designating areas within the City where various types of land use activities, building forms, and intensities of development are appropriate.
- **LUG2:** Foster neighborhoods in which current and future residents and business owners will want to live, shop, work, and locate their businesses. Provide for a range of housing types and commercial and industrial spaces in order to accommodate a broad range of families and individuals, income groups, and businesses.
- **TG1:** Ensure that transportation decisions, strategies, and investments are coordinated with land use goals and support the urban village strategy.
- **UVG7:** Accommodate a range of employment activity to ensure employment opportunities are available for the City's diverse residential population, including maintaining healthy manufacturing and industrial areas.
- **UVG9:** Use limited land resources more efficiently and pursue a development pattern that is more economically sound by encouraging infill development on vacant and underutilized sites, particularly within urban villages.
- **EDG1:** Add approximately 84,000 jobs over a 20-year period covered by this plan, in order to ensure long-term economic security and social equity to all Seattle residents.
- **EDG3:** Support the Urban Village Strategy by encouraging the growth of jobs in Urban Centers and Hub Urban Villages and by promoting the health of neighborhood commercial districts.
- **TG3:** Promote safe and convenient bicycle and pedestrian access throughout the transportation system.

## **22. SUSTAINABLE PRACTICES**

Construction and operational practices will be addressed by the purchaser/developer of the Broad Street Property.

## **23. DESIGN REVIEW BOARD**

Development on the site will be subject to review by the neighborhood design review board.

## **24. COMPANY/AGENCY/INFORMATION**

Not Applicable

## **25. DEVELOPMENT SCHEDULE**

SDOT will sell the Broad Street Property after approval of the street vacation. The schedule for subsequent development is unknown.



# *BROAD STREET VACATION PETITION*

Attachment 1

Signed Petition Form

**VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE  
CITY OF SEATTLE**

We, the undersigned, being the owners of more than two-thirds of the property abutting on:

**Broad Street, 8<sup>th</sup> Avenue North, and Mercer Street**

herein sought to be vacated, petition the City to vacate:

PORTIONS OF BROAD STREET AS ESTABLISHED BY CONDEMNATION ORDINANCE NOS. 50890 AND 84452, 8<sup>TH</sup> AVENUE NORTH, AND MERCER STREET MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE MONUMENTED INTERSECTION OF ROY ST. AND DEXTER AVE. NORTH;

THENCE SOUTH 01°28'04" WEST ALONG THE CENTERLINE OF SAID DEXTER AVE. NORTH, A DISTANCE OF 153.09 FEET;

THENCE, AT A RIGHT ANGLE, SOUTH 88°31'56" EAST, A DISTANCE OF 53.00 FEET TO A POINT ON THE EAST MARGIN OF SAID DEXTER AVE. NORTH AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 88°32'51" EAST, A DISTANCE OF 13.01 FEET;

THENCE NORTH 52°53'29" EAST, A DISTANCE OF 179.96 FEET;

THENCE NORTH 88°20'14" EAST, A DISTANCE OF 35.72 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, WITH A RADIUS OF 35.00 FEET, WHICH CENTER BEARS NORTH 01°41'43" WEST;

THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 31°52'16", A DISTANCE OF 19.47 FEET TO THE SOUTH MARGIN OF SAID ROY ST;

THENCE ALONG SAID MARGIN SOUTH 88°32'41" EAST, A DISTANCE OF 62.10 FEET;

THENCE CONTINUING ALONG SAID SOUTH MARGIN SOUTH 88°33'04" EAST, A DISTANCE OF 67.29 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTH, WITH A RADIUS OF 100.00 FEET, WHICH CENTER BEARS NORTH 23°15'55" EAST;

THENCE ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF 19°00'48", A DISTANCE OF 33.18 FEET;

THENCE SOUTH 85°44'53" EAST, A DISTANCE OF 55.09 FEET;

THENCE SOUTH 88°35'57" EAST, A DISTANCE OF 123.52 FEET;

THENCE SOUTH 01°43'01" WEST, A DISTANCE OF 160.63 FEET;

THENCE NORTH 88°48'50" WEST, A DISTANCE OF 9.19 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE WEST, WITH A RADIUS OF 65.00 FEET, WHICH CENTER BEARS NORTH 79°15'44" WEST;

(CONT.)

(CONT.)

THENCE ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF  $60^{\circ}05'28''$ , A DISTANCE OF 68.17 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHWEST, WITH A RADIUS OF 140.00 FEET, WHICH CENTER BEARS SOUTH  $40^{\circ}38'47''$  WEST;

THENCE ALONG SAID COMPOUND CURVE THROUGH A CENTRAL ANGLE OF  $36^{\circ}51'30''$ , A DISTANCE OF 90.06 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTH, WITH A RADIUS OF 379.17 FEET, WHICH CENTER BEARS SOUTH  $00^{\circ}06'44''$  EAST;

THENCE ALONG SAID COMPOUND CURVE THROUGH A CENTRAL ANGLE OF  $8^{\circ}39'25''$ , A DISTANCE OF 57.29 FEET;

THENCE SOUTH  $80^{\circ}53'45''$  WEST, A DISTANCE OF 15.88 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTH, WITH A RADIUS OF 501.24 FEET, WHICH CENTER BEARS SOUTH  $10^{\circ}13'58''$  EAST;

THENCE ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF  $3^{\circ}07'36''$ , A DISTANCE OF 27.35 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHEAST, WITH A RADIUS OF 956.22 FEET, WHICH CENTER BEARS SOUTH  $14^{\circ}25'20''$  EAST;

THENCE ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF  $6^{\circ}10'27''$ , A DISTANCE OF 103.04 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHEAST, WITH A RADIUS OF 1338.00 FEET, WHICH CENTER BEARS SOUTH  $20^{\circ}01'33''$  EAST;

THENCE ALONG SAID COMPOUND CURVE THROUGH A CENTRAL ANGLE OF  $7^{\circ}05'26''$ , A DISTANCE OF 165.58 FEET;

THENCE SOUTH  $29^{\circ}32'43''$  EAST, A DISTANCE OF 7.51 FEET;

THENCE SOUTH  $58^{\circ}57'10''$  WEST, A DISTANCE OF 9.05 FEET;

THENCE SOUTH  $35^{\circ}16'26''$  WEST, A DISTANCE OF 34.03 FEET;

THENCE SOUTH  $84^{\circ}21'54''$  WEST, A DISTANCE OF 32.96 FEET TO THE NORTH MARGIN OF MERCER ST.;

THENCE CONTINUING SOUTH  $84^{\circ}21'54''$  WEST, A DISTANCE OF 12.52 FEET;

THENCE NORTH  $57^{\circ}22'25''$  WEST, A DISTANCE OF 2.98 FEET TO SAID NORTH MARGIN;

THENCE CONTINUING NORTH  $57^{\circ}22'25''$  WEST, A DISTANCE OF 17.16 FEET TO THE EAST MARGIN ON DEXTER;

THENCE NORTH  $01^{\circ}28'04''$  EAST ALONG SAID EAST MARGIN, A DISTANCE OF 111.22 FEET TO THE TRUE POINT OF BEGINNING;

OR in the alternative, to vacate any portion of said right-of-way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right-of-way abutting upon said property after said vacation; and further,

RESERVING to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said rights-of-way until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

**SIGNATURE OF PETITIONERS:**

I hereby declare that I am the owner of property that abuts the particular right-of-way described in the petition to the City Council for the above noted right-of-way. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. **For corporately held property, provide documentation of signatory authority.**

**OWNER(S)**

**PROPERTY (Parcel #)**

**(Printed Name, Signature and Title)**

2249000080, 2249000055,  
2249000040, 2249000006

By:  
Scott Kubly  
Director, Seattle Department of Transportation

  
OWNER

  
DATE

**VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE  
CITY OF SEATTLE**

**ACKNOWLEDGEMENT:**

I/we Scott Kubly acknowledge that:

any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

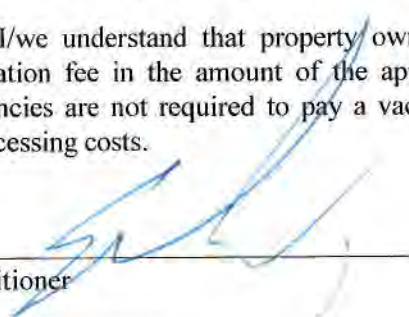
the City Council decision is at the end of the review process;

the City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies contained in Clerk File 310078 and other adopted policies; and

a Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA).

I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition.

I/we understand that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.

 \_\_\_\_\_

Petitioner 5/21/15 \_\_\_\_\_

Date

**CONTACT INFORMATION:**

**Petitioner:**

Scott Kubly, Director  
Seattle Department of Transportation  
700 5<sup>th</sup> Avenue, Suite 3800  
Seattle, Washington 98124

**Contact:**

Eric Tweit  
Seattle Department of Transportation  
700 5<sup>th</sup> Avenue, Suite 3900  
Seattle Washington 98124  
206.684.8834; [Eric.Tweit@seattle.gov](mailto:Eric.Tweit@seattle.gov)





# *BROAD STREET VACATION PETITION*

## Attachment 2

### Vacation Legal Description

## BROAD STREET VACATION DESCRIPTION

PORTIONS OF BROAD STREET AS ESTABLISHED BY CONDEMNATION ORDINANCE NOS. 50890 AND 84452, AND PORTIONS OF 8<sup>TH</sup> AVENUE NORTH AND MERCER STREET, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE MONUMENTED INTERSECTION OF ROY ST. AND DEXTER AVE. NORTH;

THENCE SOUTH  $01^{\circ}28'04''$  WEST ALONG THE CENTERLINE OF SAID DEXTER AVE. NORTH, A DISTANCE OF 153.09 FEET;

THENCE, AT A RIGHT ANGLE, SOUTH  $88^{\circ}31'56''$  EAST, A DISTANCE OF 53.00 FEET TO A POINT ON THE EAST MARGIN OF SAID DEXTER AVE. NORTH AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH  $88^{\circ}32'51''$  EAST, A DISTANCE OF 13.01 FEET;

THENCE NORTH  $52^{\circ}53'29''$  EAST, A DISTANCE OF 179.96 FEET;

THENCE NORTH  $88^{\circ}20'14''$  EAST, A DISTANCE OF 35.72 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, WITH A RADIUS OF 35.00 FEET, WHICH CENTER BEARS NORTH  $01^{\circ}41'43''$  WEST;

THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF  $31^{\circ}52'16''$ , A DISTANCE OF 19.47 FEET TO THE SOUTH MARGIN OF SAID ROY ST;

THENCE ALONG SAID MARGIN SOUTH  $88^{\circ}32'41''$  EAST, A DISTANCE OF 62.10 FEET;

THENCE CONTINUING ALONG SAID SOUTH MARGIN SOUTH  $88^{\circ}33'04''$  EAST, A DISTANCE OF 67.29 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTH, WITH A RADIUS OF 100.00 FEET, WHICH CENTER BEARS NORTH  $23^{\circ}15'55''$  EAST;

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THENCE SOUTH  $88^{\circ}35'57''$  EAST, A DISTANCE OF 123.52 FEET;

THENCE SOUTH  $01^{\circ}43'01''$  WEST, A DISTANCE OF 160.63 FEET;

THENCE NORTH  $88^{\circ}48'50''$  WEST, A DISTANCE OF 9.19 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE WEST, WITH A RADIUS OF 65.00 FEET, WHICH CENTER BEARS NORTH  $79^{\circ}15'44''$  WEST;

THENCE ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF  $60^{\circ}05'28''$ , A DISTANCE OF 68.17 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHWEST, WITH A RADIUS OF 140.00 FEET, WHICH CENTER BEARS SOUTH  $40^{\circ}38'47''$  WEST;

THENCE ALONG SAID COMPOUND CURVE THROUGH A CENTRAL ANGLE OF  $36^{\circ}51'30''$ , A DISTANCE OF 90.06 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTH, WITH A RADIUS OF 379.17 FEET, WHICH CENTER BEARS SOUTH  $00^{\circ}06'44''$  EAST;

THENCE ALONG SAID COMPOUND CURVE THROUGH A CENTRAL ANGLE OF  $8^{\circ}39'25''$ , A DISTANCE OF 57.29 FEET;

THENCE SOUTH  $80^{\circ}53'45''$  WEST, A DISTANCE OF 15.88 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTH, WITH A RADIUS OF 501.24 FEET, WHICH CENTER BEARS SOUTH  $10^{\circ}13'58''$  EAST;

THENCE ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF  $3^{\circ}07'36''$ , A DISTANCE OF 27.35 FEET TO THE BEGINNING OF A COMPOUND

CURVE, CONCAVE TO THE SOUTHEAST, WITH A RADIUS OF 956.22 FEET, WHICH CENTER BEARS SOUTH 14°25'20" EAST;  
THENCE ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF 6°10'27", A DISTANCE OF 103.04 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE TO THE SOUTHEAST, WITH A RADIUS OF 1338.00 FEET, WHICH CENTER BEARS SOUTH 20°01'33" EAST;  
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THENCE SOUTH 58°57'10" WEST, A DISTANCE OF 9.05 FEET;  
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THENCE NORTH 57°22'25" WEST, A DISTANCE OF 2.98 FEET TO SAID NORTH MARGIN;  
THENCE CONTINUING NORTH 57°22'25" WEST, A DISTANCE OF 17.16 FEET TO THE EAST MARGIN ON DEXTER;  
THENCE NORTH 01°28'04" EAST ALONG SAID EAST MARGIN, A DISTANCE OF 111.22 FEET TO THE TRUE POINT OF BEGINNING;

CONTAINING AN AREA OF 61,811 SQUARE FEET OR 1.4190 ACRES, MORE OR LESS.

SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON STATE



KPFF  
MERCER WEST  
OLIVER Q. ROBAR, P.L.S.  
BRH JOB NO. 2010053.24  
MARCH 30, 2015

BUSH, ROED & HITCHINGS, INC.  
2009 MINOR AVENUE EAST  
SEATTLE, WA 98102  
(206) 323-4144

LINE TABLE			LINE TABLE			LINE TABLE		
NO.	BEARING	LENGTH	NO.	BEARING	LENGTH	NO.	BEARING	LENGTH
L1	S88°32'51"E	13.01'	L7	S88°35'57"E	123.52'	L13	S35°16'26"W	34.03'
L2	N52°53'29"E	179.96'	L8	S01°43'01"W	160.63'	L14	S84°21'54"W	32.96'
L3	N88°20'14"E	35.72'	L9	N88°48'50"W	9.19'	L15	S84°21'54"W	12.52'
L4	S88°32'41"E	62.10'	L10	S80°53'45"W	15.88'	L16	N57°22'25"W	2.98'
L5	S88°33'04"E	67.29'	L11	S29°32'43"E	7.51'	L17	N57°22'25"W	17.16'
L6	S85°44'53"E	55.09'	L12	S58°57'10"W	9.05'	L18	N01°28'04"E	111.22'

CURVE TABLE				CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH	NO.	RADIUS	DELTA	LENGTH
C1	35.00'	31°52'16"	19.47'	C7	956.22'	6°10'27"	103.04'
C2	100.00'	19°00'48"	33.18'	C8	1338.00'	7°05'26"	165.58'
C3	65.00'	60°05'28"	68.17'				
C4	140.00'	36°51'30"	90.06'				
C5	379.17'	8°39'25"	57.29'				
C6	501.24'	3°07'36"	27.35'				

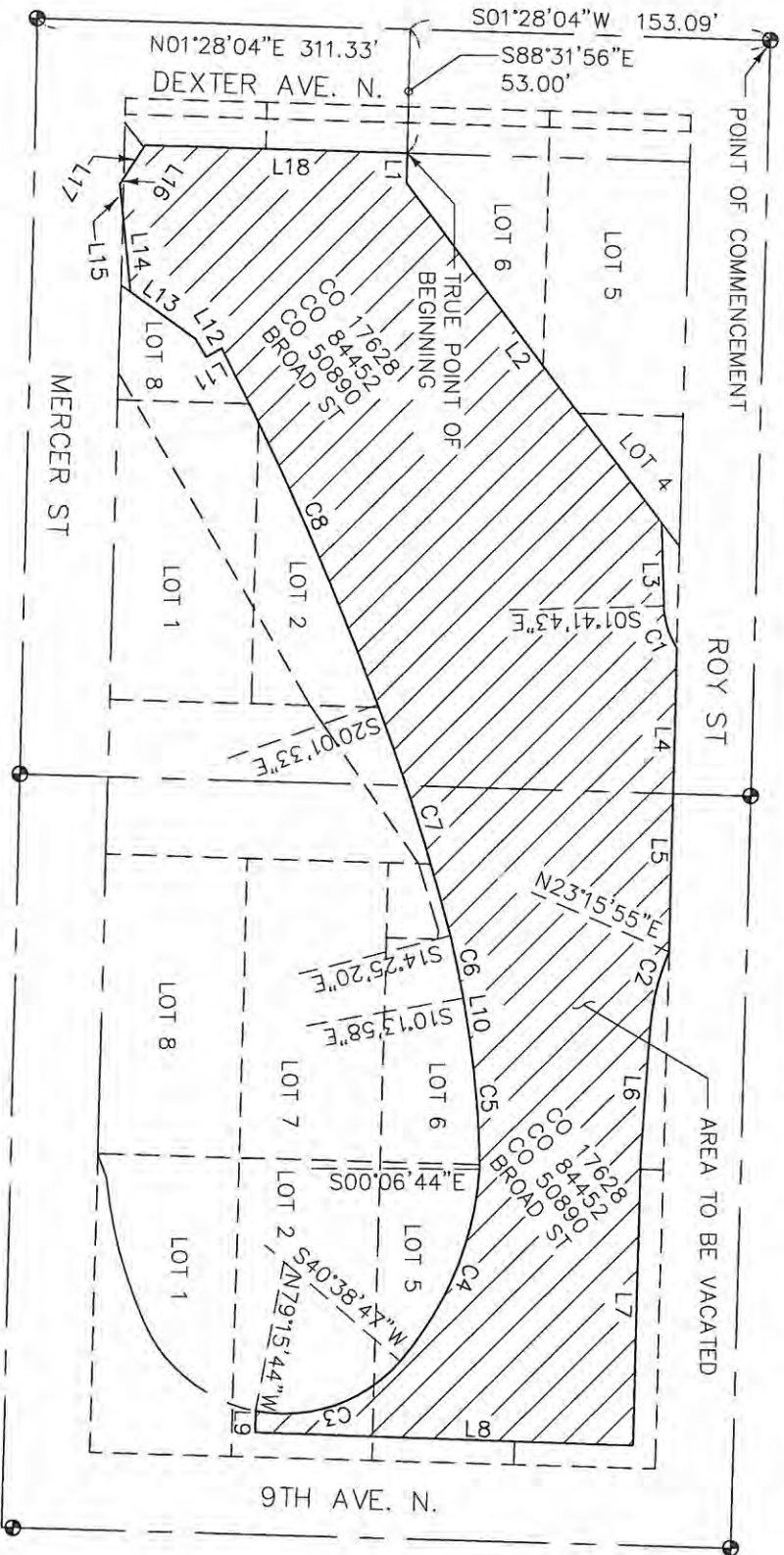


EXHIBIT DRAWING  
 BROAD STREET VACATION  
 PREPARED FOR: KPFF



**BUSH, ROED & HITCHINGS, INC.**

CIVIL ENGINEERS & LAND SURVEYORS  
 2009 MINOR AVE. EAST  
 SEATTLE, WA 98102  
 (206) 323-4144  
 BRH JOB NO. 2010053.24 02/05/2015  
 U:\C3D\2010\2010053-24\SURVEYING\DWG\XS-VAC-24.DWG