

## OUR VISION

To steward a livable, vibrant, urban neighborhood supporting a diversity of residents of all ages and incomes while driving an innovative local economy and providing rich, cultural community opportunities.

## OUR VALUES

Inclusiveness | Integrity | Respect | Transparency | Impartiality



SOUTH LAKE UNION  
COMMUNITY COUNCIL

Wednesday, May 25, 2016

Barbara Gray  
SDOT Street Vacations  
PO Box 34996  
Seattle, Washington 98124-4996

Re: Aug. 7, 2015 letter: Vacation of portions of Broad Street, 8<sup>th</sup> Avenue North and Mercer Street; Clerk File 314309

*via e-Mail*

Dear Ms. Gray,

This is a follow-up to our Aug. 7, 2015 letter regarding proposed public benefit for the vacation of portions of Broad Street, 8<sup>th</sup> Avenue North and Mercer Street.

After our extensive engagement with and feedback from the South Lake Union community and working closely with the Seattle Office of Planning and Community Development, Seattle Department of Transportation and Seattle City Councilmembers Sally Bagshaw, Mike O'Brien, and Rob Johnson the South Lake Union Community Council is in support of the proposed Broad Street vacation, which vacates some 60,000 square feet of public right-of-way, providing that the following public benefits are achieved.

**I. Provision for Publicly Accessible Open Space**

Publicly accessible open space within or separate from the so-called "Mega-Block" site that provides for thoughtful access for pedestrians, residents, commuters and others in the community in line with recommendations of the Seattle Design Commission. Our preference is for inclusion of publicly accessible open space over and above the 15% open space threshold required by zoning that is commensurate with the publicly accessible space lost as a result of the vacation of Broad Street. The Eighth Avenue (north/south) right of way through the property provides such an option provided that direct connectivity can be made through this direct pedestrian route from the Westlake/Dexter Corridor with the heart of South Lake Union on through to the Center City area of Downtown Seattle.

**II. Initiate Planning for a Multi-Modal South Lake Union Transportation Hub and accompanying streetscape mobility, aesthetic and public safety improvements**

Within the framework of the street-grid reconnection in the vicinity of the SR 99 North Portal, begin planning for and implementation of public process recommendations for the development of a Multi-Modal South Lake Union Transportation Hub, along with streetscape mobility, aesthetic and public safety improvements.

Mike McQuaid  
*President*  
Lake Union Park Working Group

Erin Maher  
*Vice President*  
Row House Cafe

Kyle Ducey  
*Treasurer*  
W.G. Clark

John Pehrson  
*Secretary*  
Cascade Neighborhood Resident

Josh Barrows  
Starbucks Coffee Company

Matthew Curry  
University of Washington  
Medicine at South Lake Union

Jerry Dinndorf  
Associated General Contractors

Lloyd Douglas  
Cascade Neighborhood Resident

Phil Fujii  
Vulcan Inc.

Leonard Garfield  
Museum of History and Industry

Jim Goodspeed  
Goodspeed  
Architecture/SLU Resident

Ben Grace  
Amazon.com / Hines

John Thomas  
NBBJ Architects

*Our 2015-16 priorities within the SLU Urban Design Framework & SLU/Uptown Mobility Plan*

Public/Private Construction Accountability | Mobility Advocacy | Design Review Collaboration  
Public Safety | Neighborhood Engagement & Placemaking

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### III. Inclusion of South Lake Union in the Center City Mobility Plan


Inclusion of missing South Lake Union details of the Center City Mobility Plan between the Westlake / Dexter Corridor to the north and Center City to the south, including rapid transit accessibility and connectivity, pedestrian and cycle mobility and automobile mobility.

Furthermore, it is our expectation that the appropriation articulated in Seattle City Council Green Sheet GS-90-3-A-2 (attached) be applied as necessary to clearly define the inclusion of the aforementioned public benefits as defined by the South Lake Union Community Council and its stakeholders within any RFP issued for development of the property.

These public benefits are intended to not unnecessarily encumber the potential re-sale value of the so-called “Mega-Block” site and continue the collaborative environment by which the South Lake Union Community Council continues to work hand-in-hand with City departments and a potential developer in thoughtfully planning for the development of the site and continuing to enhance our community in line with the priorities established in the update of the [SLU Urban Design Framework](#), [SLU/Uptown Mobility Plan](#) and the recent rezone of South Lake Union.

Our community looks forward to continuing to work thoughtfully together toward strengthening this world-class neighborhood, true to Seattle values, that benefits not just residents, workforce and visitors of South Lake Union, but the broader City of Seattle, State of Washington and Pacific Northwest region.

Sincerely,



Mike McQuaid  
President, South Lake Union Community Council

**Cc:** Mayor Ed Murray; Councilmembers Sally Bagshaw, Mike O'Brien, Rob Johnson; Dir. Scott Kubly, Seattle Dept. of Transportation; Eric Tweit, Seattle Dept. of Transportation; Steven Shain, Office of Planning and Community Development; Brennon Staley, Office of Planning and Community Development; Seattle Design Commission, South Lake Union Chamber of Commerce

**Att:** Broad Street Vacation Opposition Letter (to Barbara Gray Aug. 15, 2015); SDOT Letter – Vacations of Portions of Broad Street (from Scott Kubly Apr. 4, 2016); Seattle City Council Green Sheet GS-90-3-A-2

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