

### Design Guideline Review Schedule

May 28<sup>th</sup> comments due from Seattle Design Commission

June1st comment resolution

June 2<sup>nd</sup> comment to design team

June 9<sup>th</sup> proof copy due from design team

June 16<sup>th</sup> final design guidelines for inclusion in RFP addendum



### PORTAL AREA DESIGN GUIDELINES

**SR 99 BORED TUNNEL ALTERNATIVE** 

SUBMITTED TO: WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND CITY OF SEATTLE PREPARED BY: ROMA DESIGN GROUP IN ASSOCIATION WITH NBBJ

DRAFT: MAY 17, 2010

### **Urban Design Goals and Objectives**

### URBAN DESIGN GOALS AND OBJECTIVES

The urban design goals and objectives establish a broad framework within which the more specific guiding principles and the visual design quidelines for each of the portal areas will be established.

### Provide for the safety and comfort of pedestrians, bicyclists, and transit, freight and other vehicles

- Create appropriate transitions from highway facilities to urban streets
- Provide adequate space and linkages for pedestrians, cyclists, and transit and freight vehicles
- Provide a walkable pedestrian-oriented environment that is supportive of transit
- Make Universal Design principles and accessibility a priority
- Use Crime Prevention Through Environmental Design (CPTED) principles to improve public safety
- Emphasize design features which buffer pedestrians from moving traffic

### Reinforce the sense of place and give structure and orientation to the urban experience

- Maintain key views and vistas to the city skyline, natural features and iconic elements
- Reveal the features of the natural and urban landscape that contribute to Seattle's unique identity and sense of place
- Create an appropriate sense of arrival and departure into and from the City

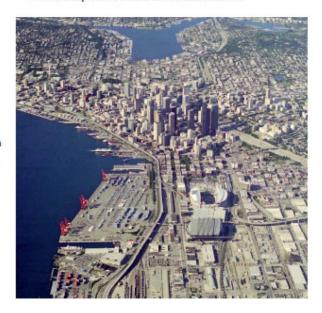
- Establish a vocabulary of elements that integrate well with the urban context and that enhance its legibility
- Enhance intuitive way-finding and a sense of orientation and destination
- Provide lighting that not only meets functional requirements but enhances the scenic qualities and night-time experience of the city
- Foster opportunities for the integration of public art and artistic elements

### Contribute positively to the fabric of the city and the unique qualities of adjacent neighborhoods

- Support the preservation of historic buildings and the achievement of the urban potential of adjacent neighborhoods consistent with approved Neighborhood Plans
- Complement the context and qualities of adjacent neighborhoods with an appropriate scale, massing and character of the built form
- Foster opportunities for future development and maintain the viability of existing uses
- Maintain and enhance existing and potential activity linkages and a continuous system of pedestrian and bicycle friendly public spaces
- Minimize leftover spaces that become opportunities for anti-social behavior
- Preserve and respect the continuity and pedestrian orientation of historic streetscapes

### Contribute to the sustainability of the urban environment

- Preserve Seattle's urban forest and improve tree canopy cover
- Incorporate best management practices in the design of the stormwater system
- Use lighting that protects the night sky
- Utilize elements that promote energy conservation
- Encourage the use of local and recycled materials
- Encourage an urban environment that supports healthy, active living
- Protect and preserve natural and cultural resources



DOSTAL ASEA DESIGN GUIDELINES

# **Overview of South Portal Area**



### **General Guidelines**

### GENERAL GUIDELINES

General guidelines are provided for the limited access portions of SR 99 that extend to Dearborn Street, where it meets Alaskan Way. Although portions of Alaskan Way and First Avenue may be designated as extensions of SR 519, they also are city streets. The guidelines for Alaskan Way and First Avenue are discussed subsequently in this document in greater detail.

### Landscaping

The overall concept for landscaping is to reinforce the spatial configuration and clarity of the portal area, help to change scale and reinforce a sense of entry into the city and thus provide visual cues for wayfinding and orientation. Furthermore, the landscape concept is intended to ameliorate the extensive hardscape associated with the highway, improve the visual appearance of the area, create a better fit with the surrounding neighborhoods and districts and contribute to the enhancement of the urban forest and environmental quality as a whole. Where feasible, the landscape concepts should be broadened to include best management practices for stormwater management, including treatment and storage. The following addresses SR 99 landscaping, however the planting of street trees and other landscape materials on city streets, plazas and in public ways are provided for elsewhere in this document and in keeping with City Standards.

 Trees shall be planted on the east and west sides of the north and southbound lanes of SR 99 along the length of the South Portal area, from Atlantic Street to Dearborn Street to help create a more attractive environment and more positively integrate the highway in the city. Breaks in the trees shall be provided where utility crossings limit tree planting and to recall the block pattern of adjacent development (see Figure 2). Adjacent to the ramps, for approximately 750 feet south of
Dearborn Street, large deciduous trees should be planted (at a
minimum 4 to 4-1/2 inch caliper size) and at approximately 30 feet
on center. The trees should be pruned as they grow to provide
the lowest branch at a clear height of 16 feet for vehicular clearance and to maintain sight distance to traffic signals. Trees should
also be pruned for structure and health as well as to remove
damaged or decayed limbs over time (see Figure 6).

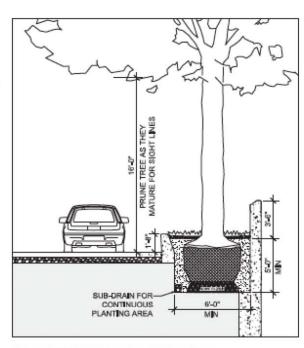
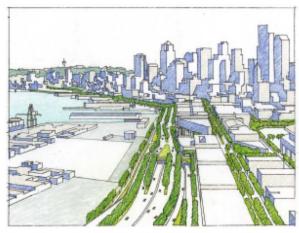


Figure 6: Typical landscaping adjacent to the roadway.

- 3. Plant materials along the edges of SR 99 should include native and/or adapted ground cover and shrubs. All plant materials should be hardy, drought tolerant, and capable of withstanding the stresses of an urban highway environment without relying on excessive maintenance. Plant species should be selected from the City of Seattle's approved plant list.
- A continuous trench of fertile and uncompacted soil of a minimum 5 foot depth and 6 foot width shall be provided along with automated irrigation systems and sub-drain for the long-term success of the plantings.
- Where adequate space exists on either side of the highway, beyond what is needed for the planting of trees, a landscaped swale should be provided for stormwater management, including water quality treatment and stormwater detention.



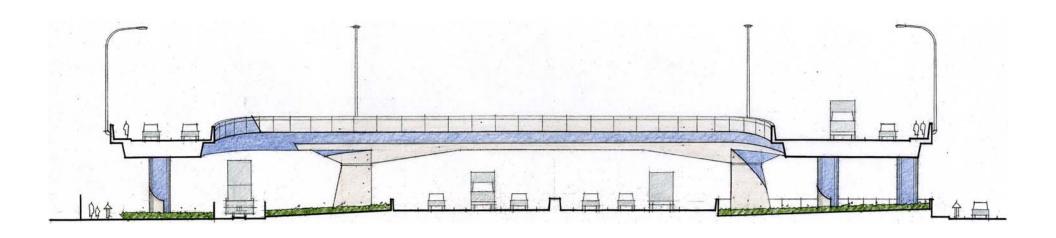
Landscaping can help the transition from the highway to the city streets.

# **Landscape Concept – South Portal Area**

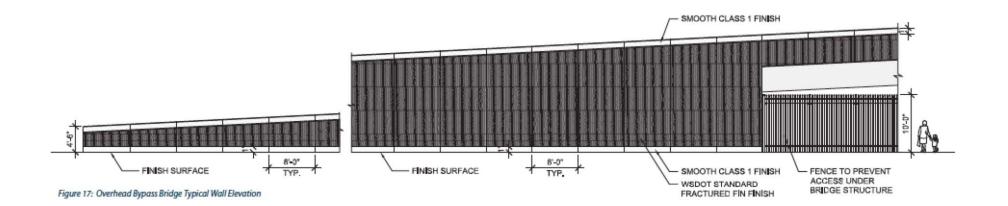


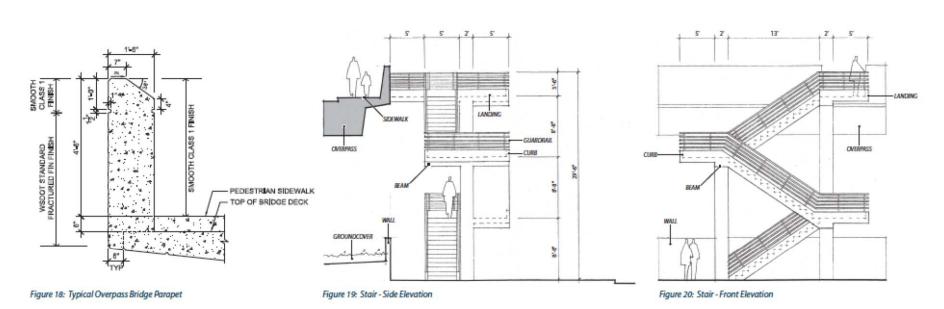
# Overhead Bypass Bridge

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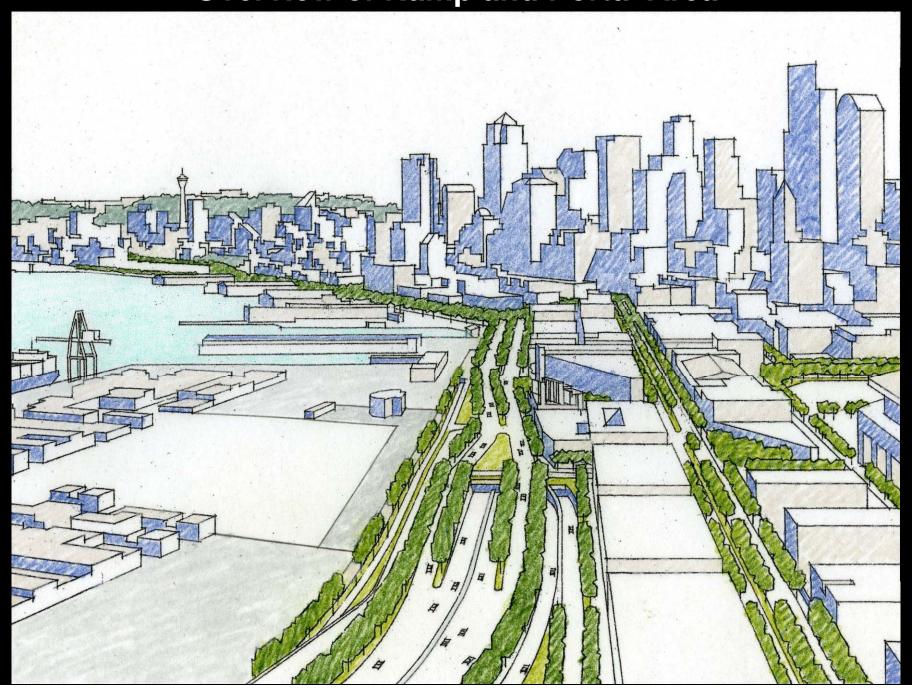


### **Pedestrian Stair Elevation and Sections**

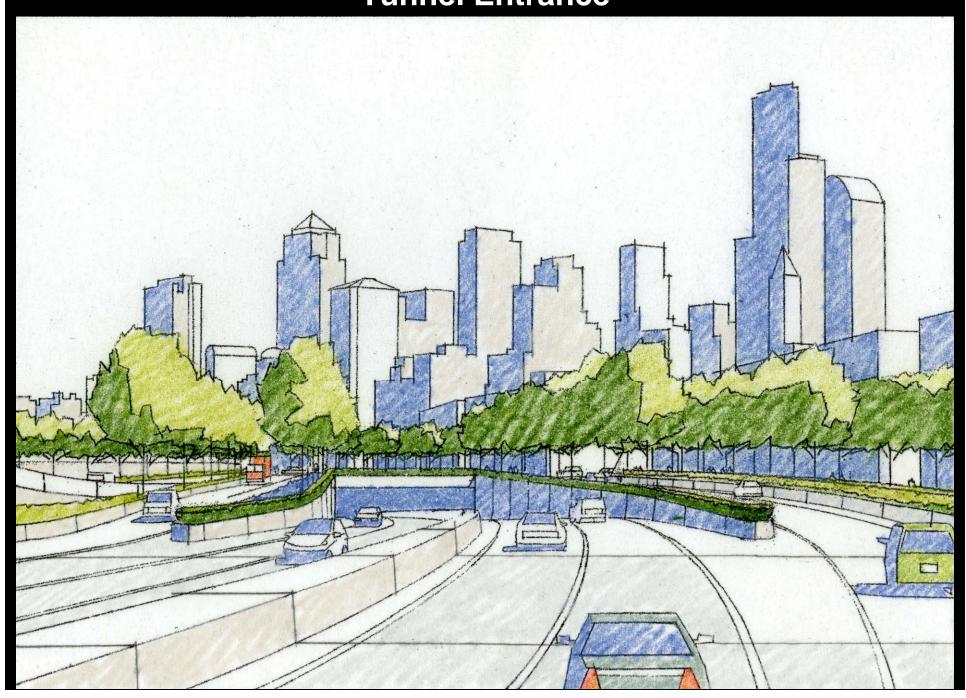




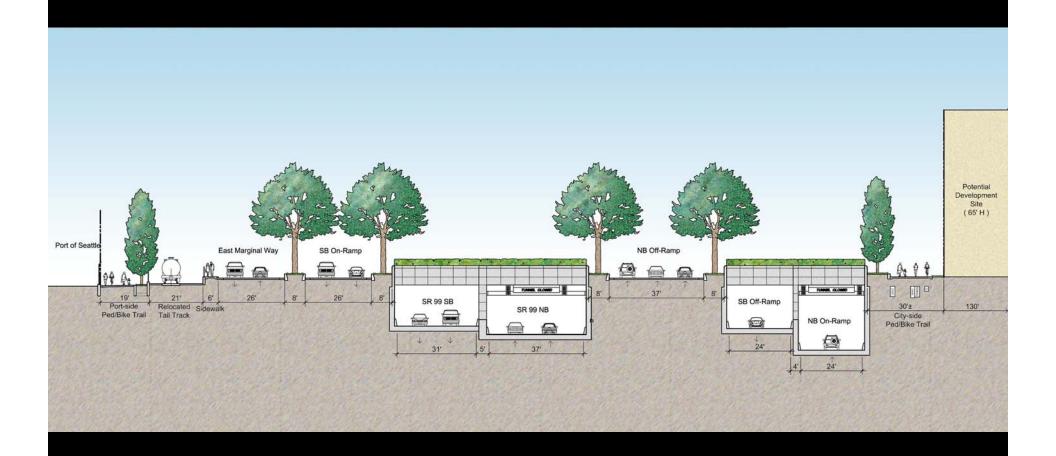
# **Overview of Ramp and Portal Area**



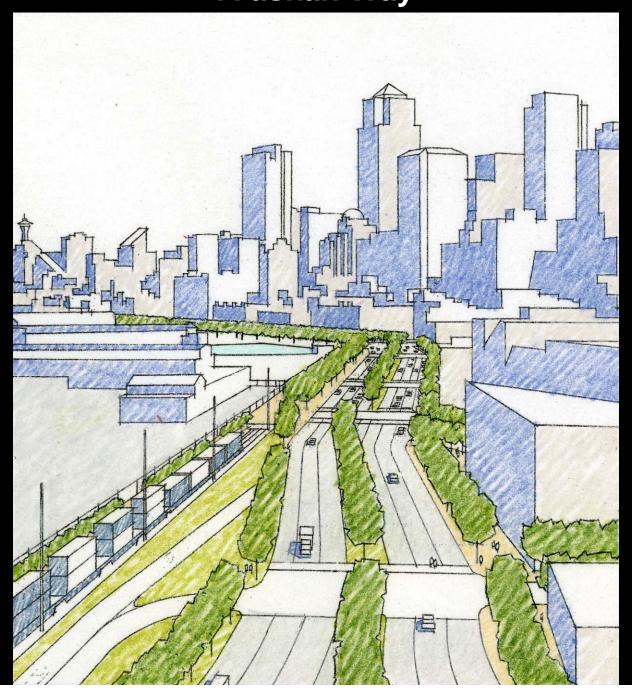
# **Tunnel Entrance**



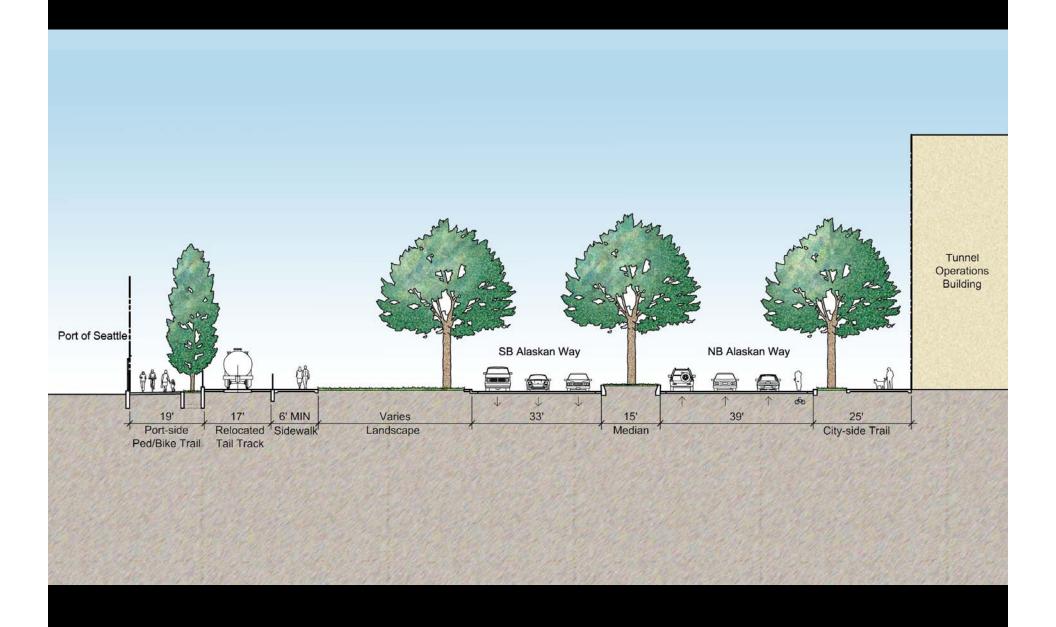
# **Section through Portal and Ramps**



# Alaskan Way

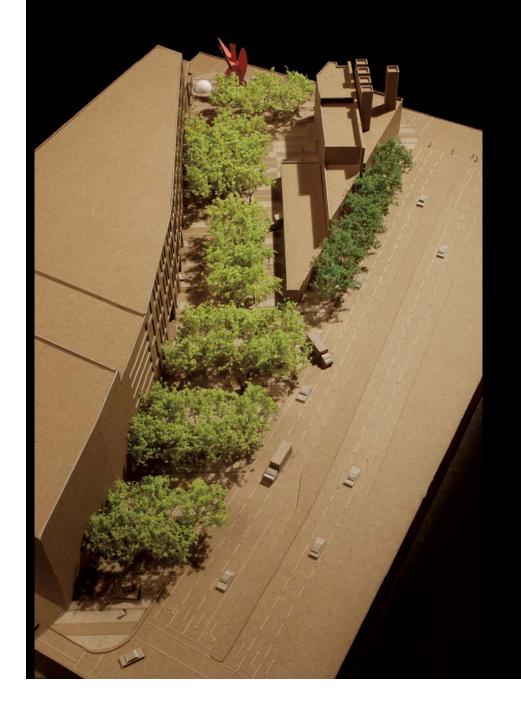


# **Section through Alaskan Way**



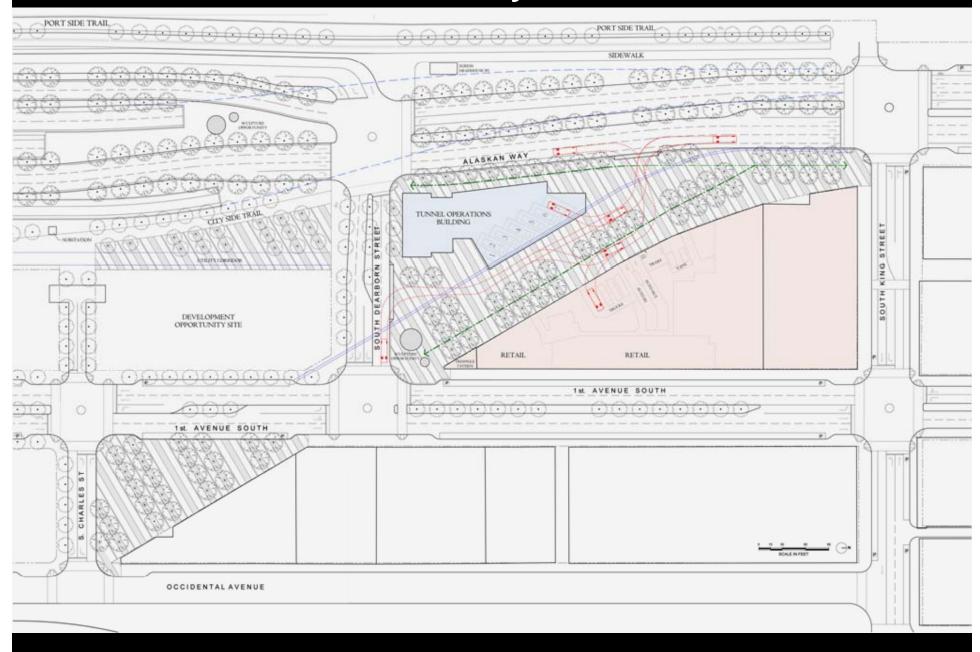
**Railroad Way South** Port of Seattle Pier 48

# Concepts

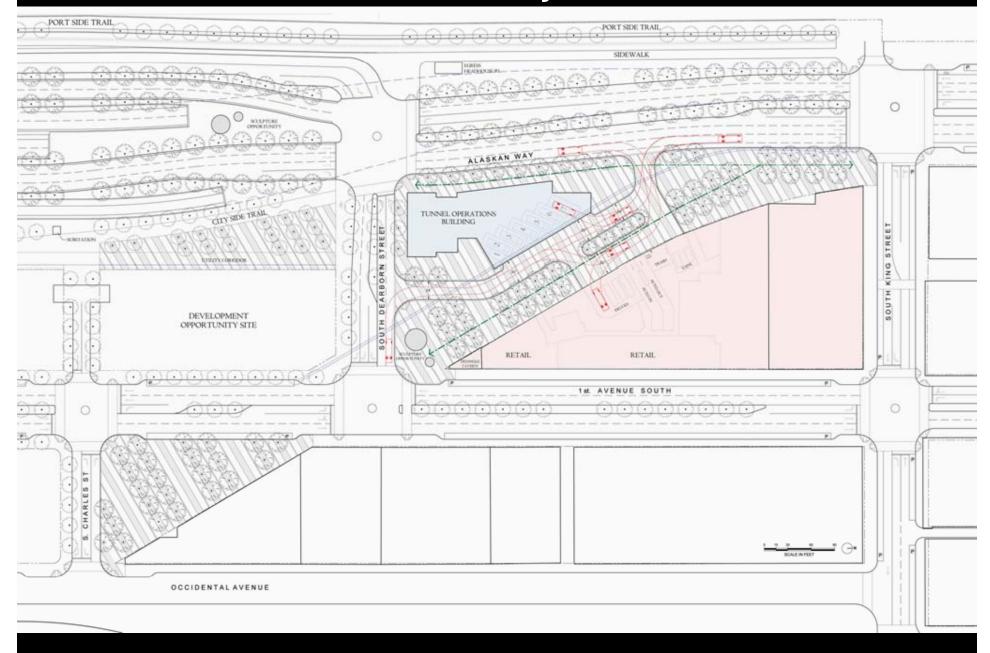




### Plan of Railroad Way – without curbs



# Plan of Railroad Way – with curbs



### **Cityside and Portside Trails**

### CITYSIDE AND PORTSIDE TRAILS

The portside trail is envisioned to extend pedestrian and bicycle movement and access south of King Street to Atlantic Street and beyond to the southern waterfront. The cityside trail extends those activities east of SR 99 to the Mountains to Sound Greenway and to Atlantic Street. The portside trail will be constructed separately as part of the Holgate to King Street project while the cityside trail will be constructed as part of this project. The following visual design guidelines focus on the cityside project and are intended to be compatible with the design of the portside trail.

- 1. The cityside trail extends from King Street to Atlantic Street. Between King and Dearborn Streets, the trail shall be along a wide 25-foot sidewalk on the east side of Alaskan Way. From Dearborn south, it extends along the edge of the SR 99 behind the development parcels on First Avenue. The trail shall be approximately 25 feet in cross-sectional width along its length. It should be noted that the trail is also a utility corridor with below grade utilities along its length. The trail should include a continuous tree-lined edge adjacent to the SR 99 corridor, with trees spaced at approximately 30 feet on center. Every 300 feet or so, breaks of approximately 90 feet in the continuity of the trees are desirable to emulate the cadence of a typical city block. Prototypical cross-sections of the desired treatment of the cityside trail are included for reference.
- Adjacent development on the remainder parcels along the length
  of the cityside trail should be encouraged to create a positive
  relationship to it. When that is not feasible, a four-foot landscaped
  strip should be provided along the eastern edge of the trail.
- Pedestrian oriented light fixtures similar to those utilized on the portside trail should be used along the length of the cityside trail.

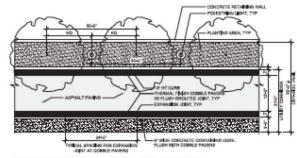


Figure 37: Typical Plan, north of Royal Brougham Way

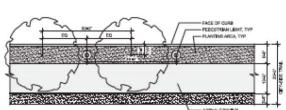


Figure 38: Typical Plan, south of Royal Brougham Way

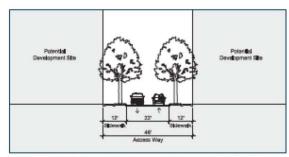


Figure 39: Typical Section at Access Way between development parcels

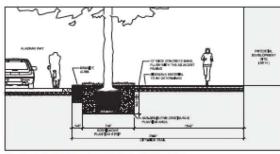


Figure 40: Typical City-Side Trail Along Alaskan Way

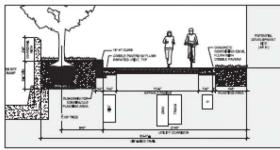


Figure 41: Typical City-Side Trail Along SR 99 Off-Ramp

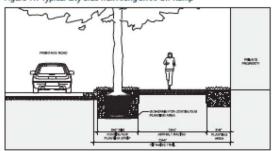
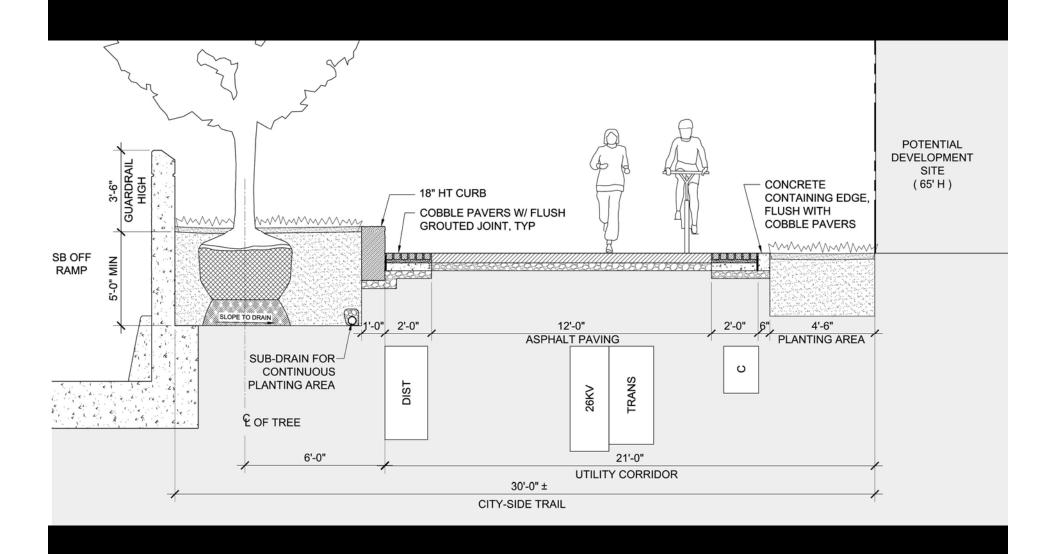
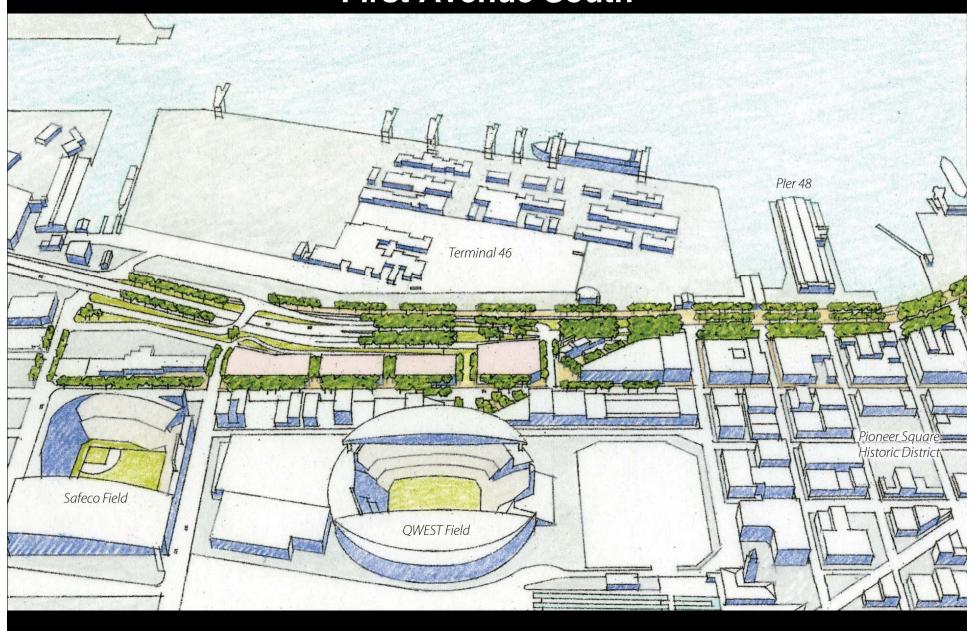


Figure 42: Typical City-Side Trail Along Frontage Road

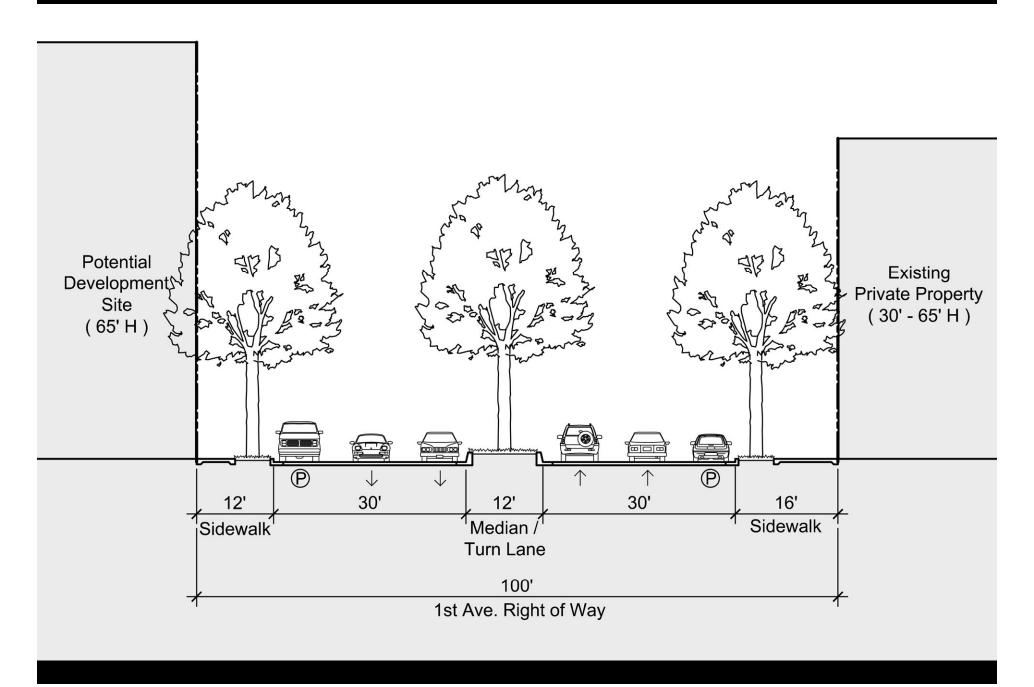
### **Section of Cityside Trail**



### **First Avenue South**



### **Section of First Avenue South**

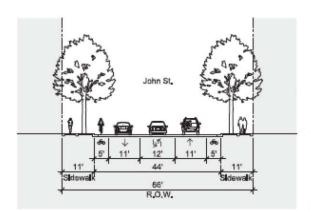


# **Moving to the North Entrance to the City**



### **Landscape Concept – North Portal Area**





Thomas St.

12' 12' 12' 18'
Sidewalk 86' Sidewalk R.O.W.

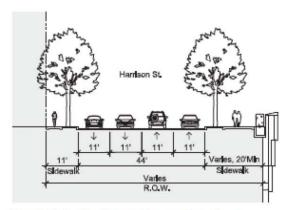


Figure 54: John Street between 6th Avenue and Aurora Avenue

Figure 55: Thomas Street between 6th Avenue and Aurora Avenue

Figure 56: Harrison Street betwen 6th Avenue and Aurora Avenue

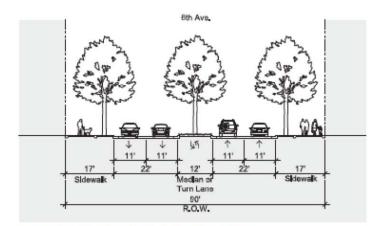


Figure 57: 6th Avenue between Thomas Street and Harrison Street

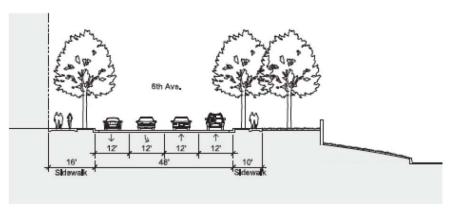
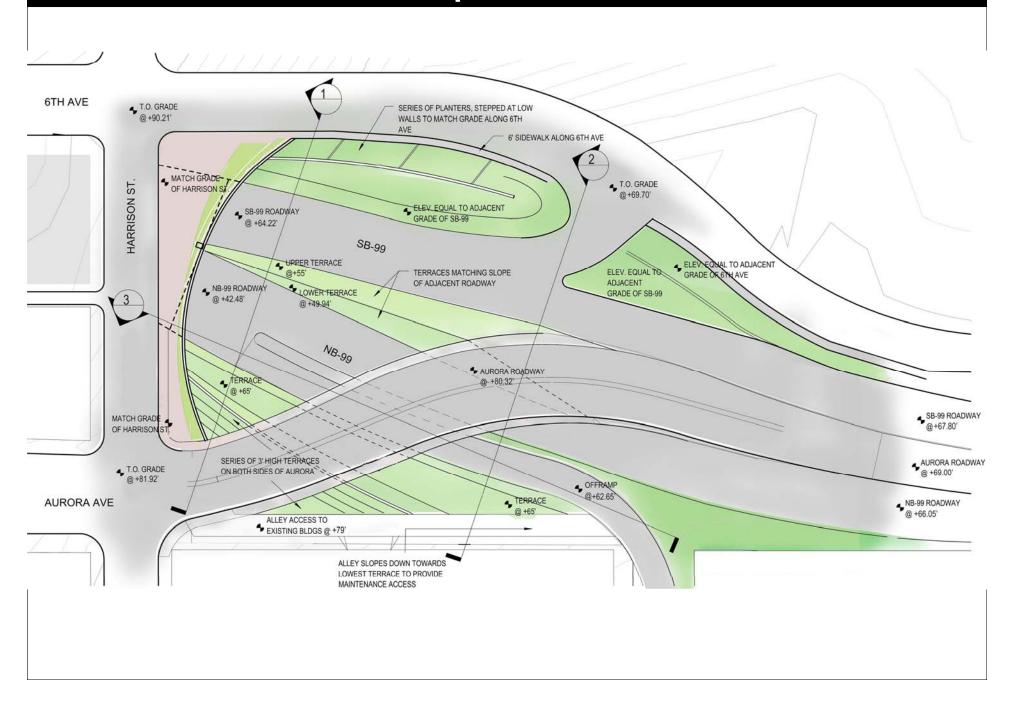


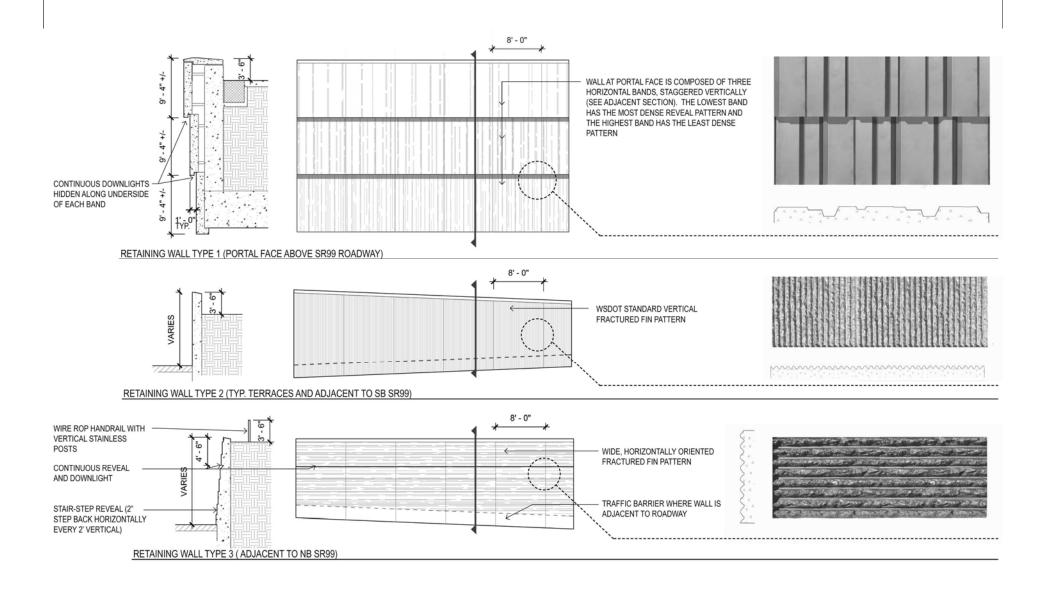
Figure 58: 6th Avenue between Harrison Street and Republican Street

PORTAL AREA DESIGN GUIDELINES

### Ramp Area Plan



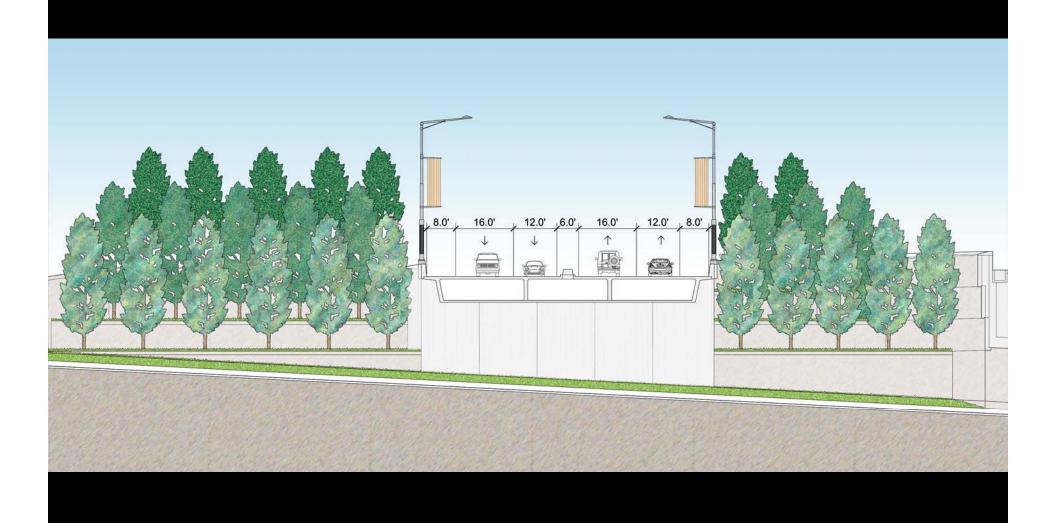
### **Portal Face Treatments**



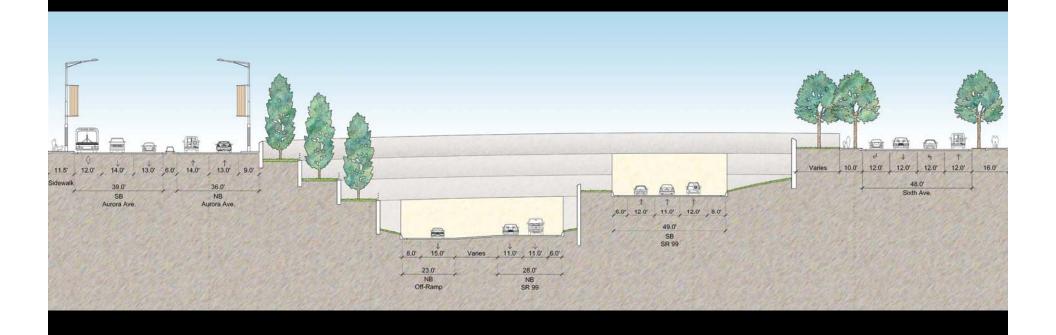
### **Landscape Concept for Ramp Area**



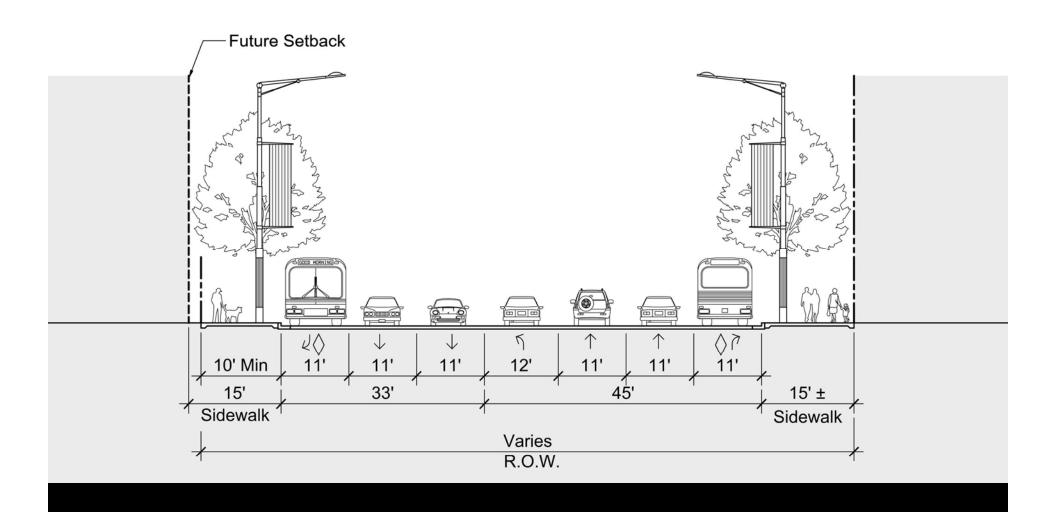
### **Elevation of Embankment at Ramp to Aurora Ave**



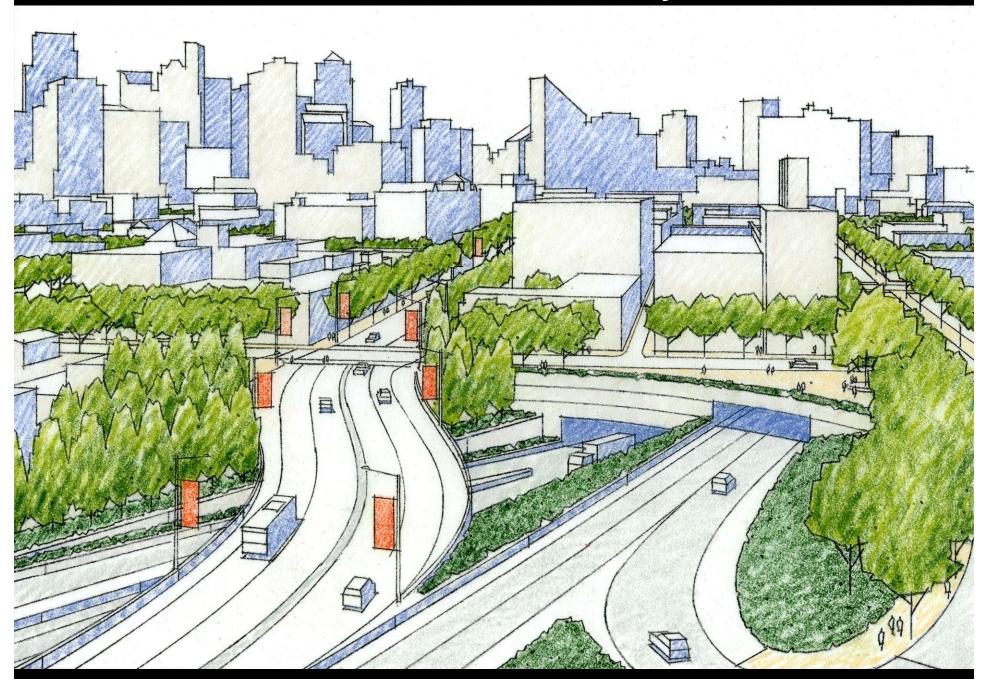
### **Cross-Section at Aurora Avenue Entrance**



# **Aurora Avenue Cross-Section**



# **Aurora Avenue Gateway**



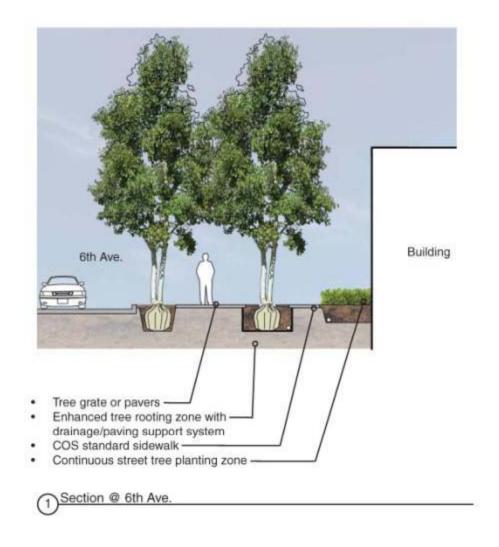
# **Entry to the Bored Tunnel**

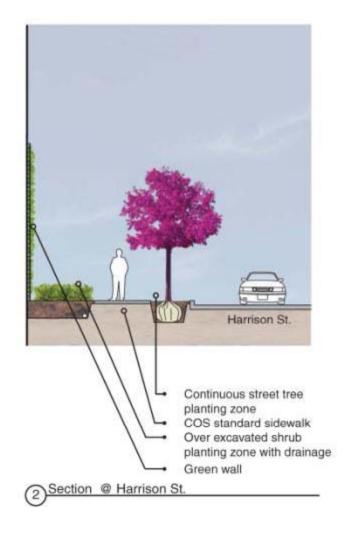
\*See following pages for coresponding sections and elevations

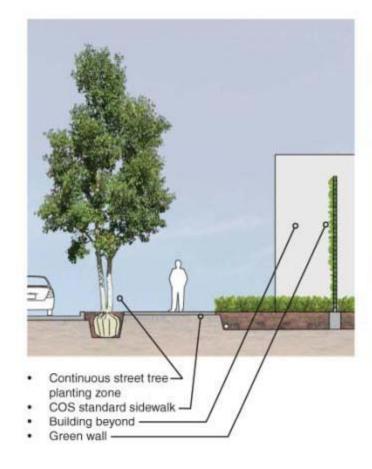
### 7.13 SITE AND LANDSCAPE

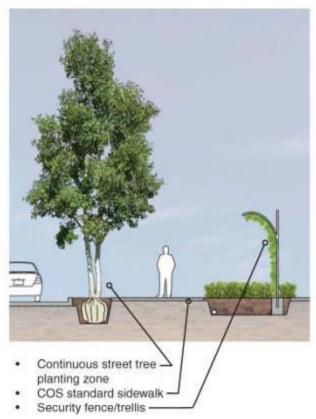
- Conform to Green Street requirements along Thomas St.
- Additional landscape elements to be added by architect in future amendment
- Paving details. Permeable pavers between the trees allow water to infiltrate and add interest to the ground surface.
- Pedestrian allée. A double row of tall street trees lines a broad promenade in front of the building Green plinth a foundation planting area with a mix of ornamental shrubs leads the eye to the building entrance.
- Fan room corner. Smaller ornamental street trees with sidewalk planters reinforce the importance of the fan room as an "urban beacon".

  Illuminated fan room
- Green walls. The articulation of the building facade is enhanced by "green screens" rising vertically from foundation plantings.
- WSDOT Tunnel Operations Building
- Niche planting areas. "Green Screens", small trees, and more diverse plantings add a sense of depth in recessed areas.
- Thomas street edge. Street trees with sidewalk planting areas complement the more residential character along Thomas Street.
- WSDOT temporary parking lot (future development opportunity).
- Parking area buffer. A wide planting area with small trees, shrubs and "green screens" conceals a security fence around a temporary parking lot for WSDOT maintenance vehicles.







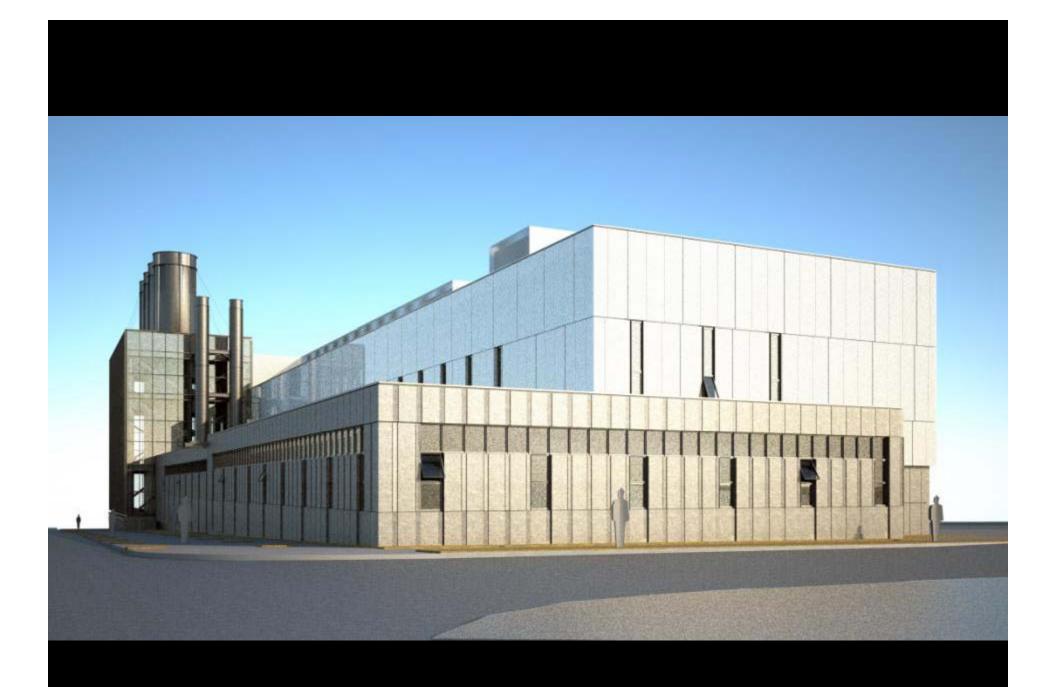


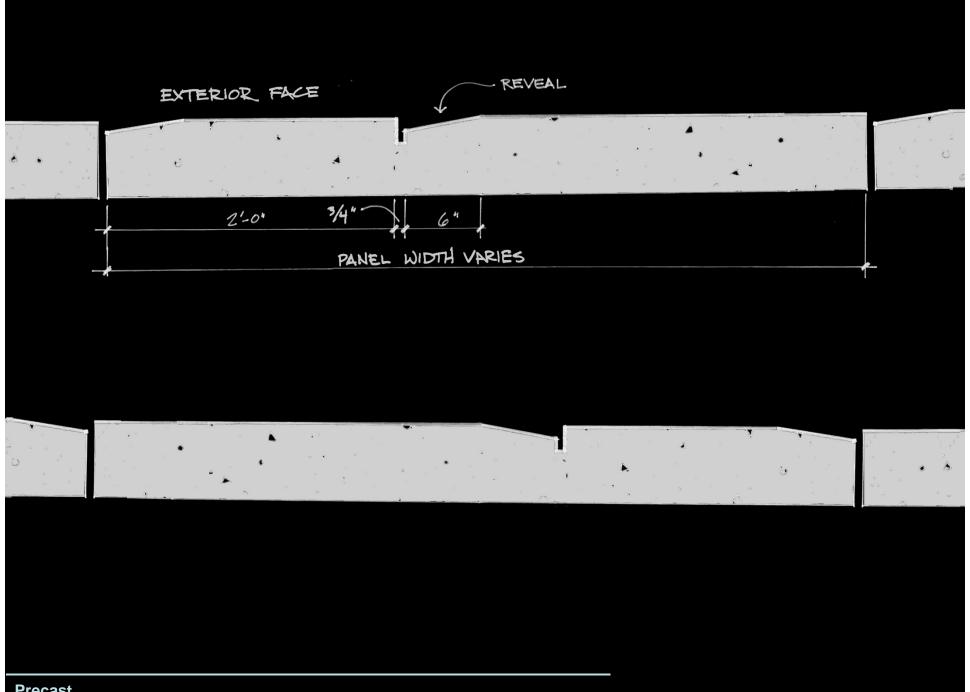


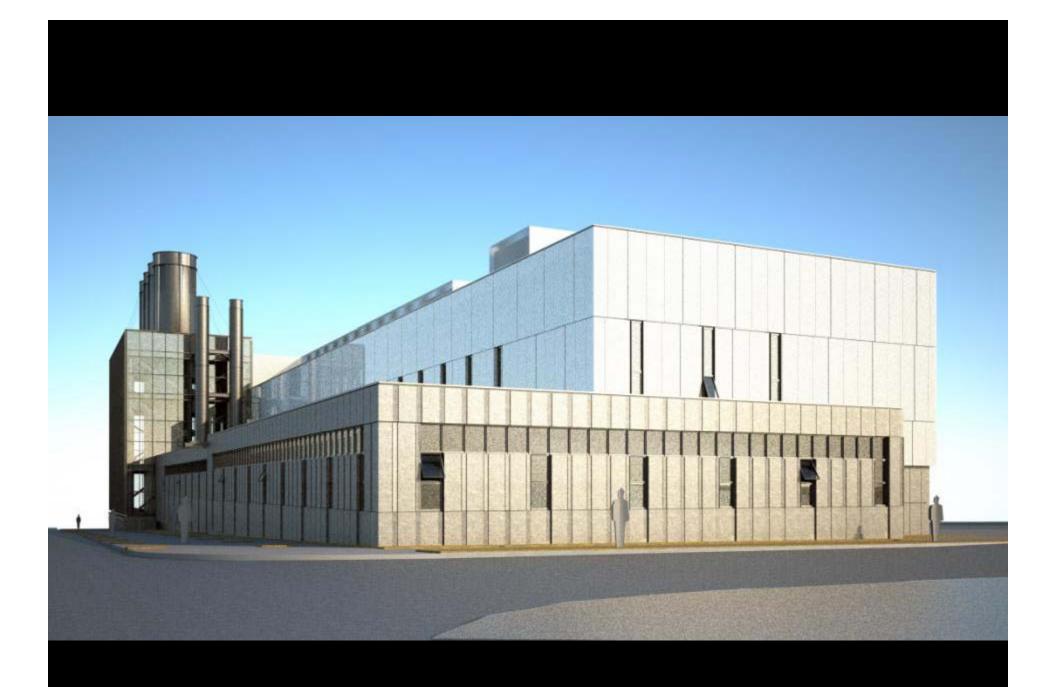
(3) Section @ Thomas St.

(4) Section @Thomas St.

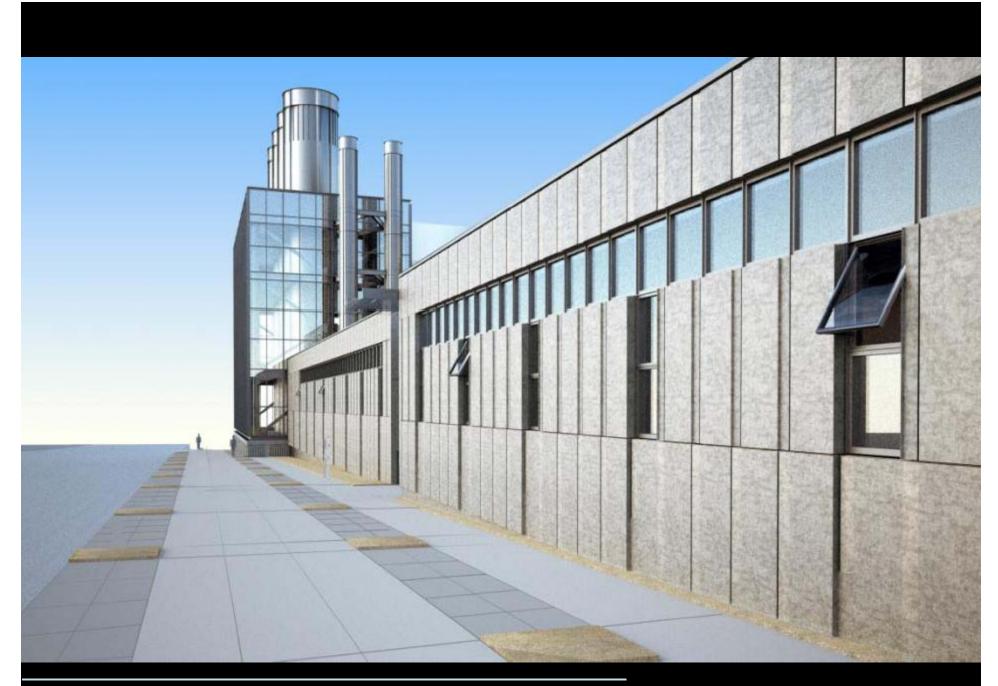
5 Elevation @Thomas St.



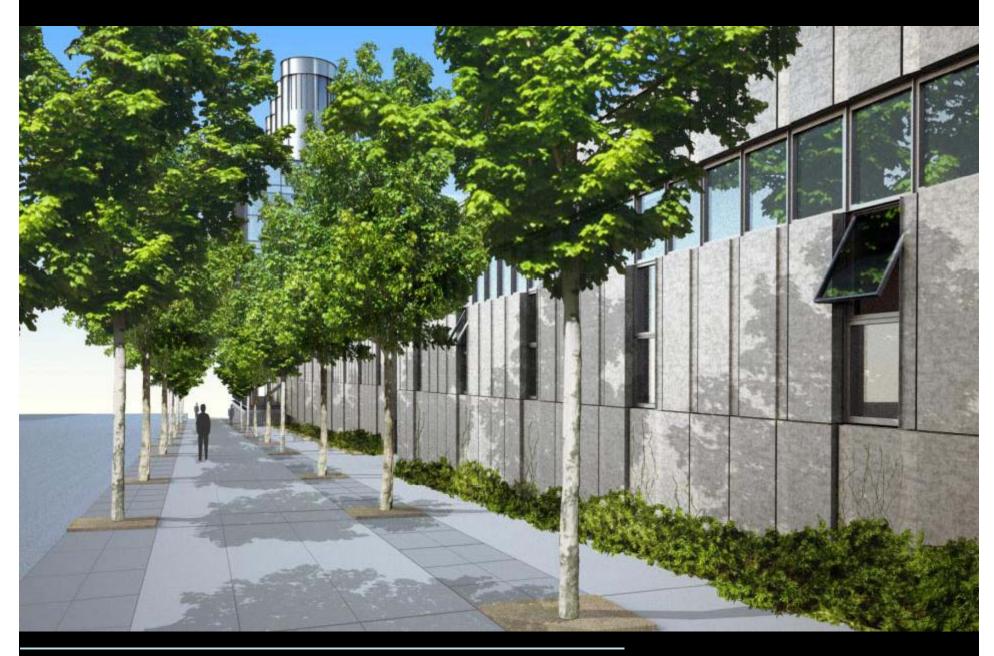








**Greenscape**Seattle Design Commission - May 20, 2010 Presentation



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