



**transforming
age™**

**SKYLINE SKYBRIDGE
SEATTLE DESIGN COMMISSION
URBAN DESIGN MERIT**

05.02.2024

Existing Conditions and Resident Experience

Director's Rule 2-2021 Skybridge Permits and Urban Impact Analysis

- 01 Availability of Reasonable Alternatives to The Skybridge
- 02 Visual Impacts of The Skybridge from locations within The Right-of-Way, Including an View Corridors
- 03 The extent to which the skybridge reduces light and air on the public realm
- 04 Changes and Effect on Pedestrian Patterns both at the Street Level and within any Buildings Connected as a Result of The Skybridge
- 05 Implications on Existing and Proposed Landscape
- 06 Use of Materials in Context with Surrounding Development and
- 07 Context of The Surrounding Built Environment

Proposed Public Benefits

Existing Conditions and Resident Experiences

BACKGROUND

- Skyline Community Makeup
- Cascade Tower – opened in 2009
- Olympic Tower – opened in 2021
- Previous 2019 Skybridge Petition Background
- Current Skybridge Petition
- Justification for a Skybridge



EXISTING CONDITION - THE NEIGHBORHOOD

- First Hill---densest neighborhood in Seattle.
- 8th Avenue---very busy street; cars back up during rush hour to get to northbound and southbound on-ramps to I-5.



RESIDENT BACKGROUND

- Average age---83.
- 41% mobility-impaired (per resident survey).
- 33% that are mobility-impaired and report that they don't cross 8th Avenue at all, or only infrequently, due to fear of falling.
- Falls at 8th & Columbia still occur, despite ADA-compliant access ramps.
- Increased risk of social isolation for those who curtail crossings.



SURVEY OF STREETLIFE

- Minimum of 65% of foot traffic would still remain, even with skybridge, consisting of:

--- Non-Skyline residents who cross 8th (19%);

--- North/South travel that does not cross 8th at all (46%).

- Many residents would still cross 8th at street level, even with a skybridge.
- Large portion of residents now not crossing street at all, or infrequently, because they feel unsafe.
- Pedestrian streetlife significantly reduced during the many days of bad weather and darkness throughout winter months.

Time Period	#1 Pedestrian Crossing 8th Ave via Crosswalk Skyline Residents	#2 Pedestrian Crossing 8th Ave via Jaywalk - Skyline Residents	#3 Pedestrian Crossing 8th Ave via Crosswalk Unrelated to Skyline	#4 Pedestrian Walking Along 8th Ave and Columbia Street - Not Crossing 8th Ave	Total
7:00 - 9:00 AM ¹	27	70	65	181	343
9:00 AM - 4:00 PM ¹	166	456	348	816	1,786
4:00 - 6:00 PM ¹	76	171	104	252	603
6:00 - 7:00 PM ¹	15	51	31	79	176
3-Day Total ¹	284	748	548	1,328	2,908
% of peds shifting to skybridge	100%	40%	0%	0%	-
Total peds shifting to skybridge	-284	-299	0	0	-583
Total peds remaining on City streets	0	449	548	1328	2,325
% of peds remaining on City streets 80%					

1. Data collected on 9/28/23, 12/12/23, and 12/13/23.



Source: TenW Transportation Planner

Director's Rule 2-2021 Skybridge Permits and Urban Design Impact Analysis

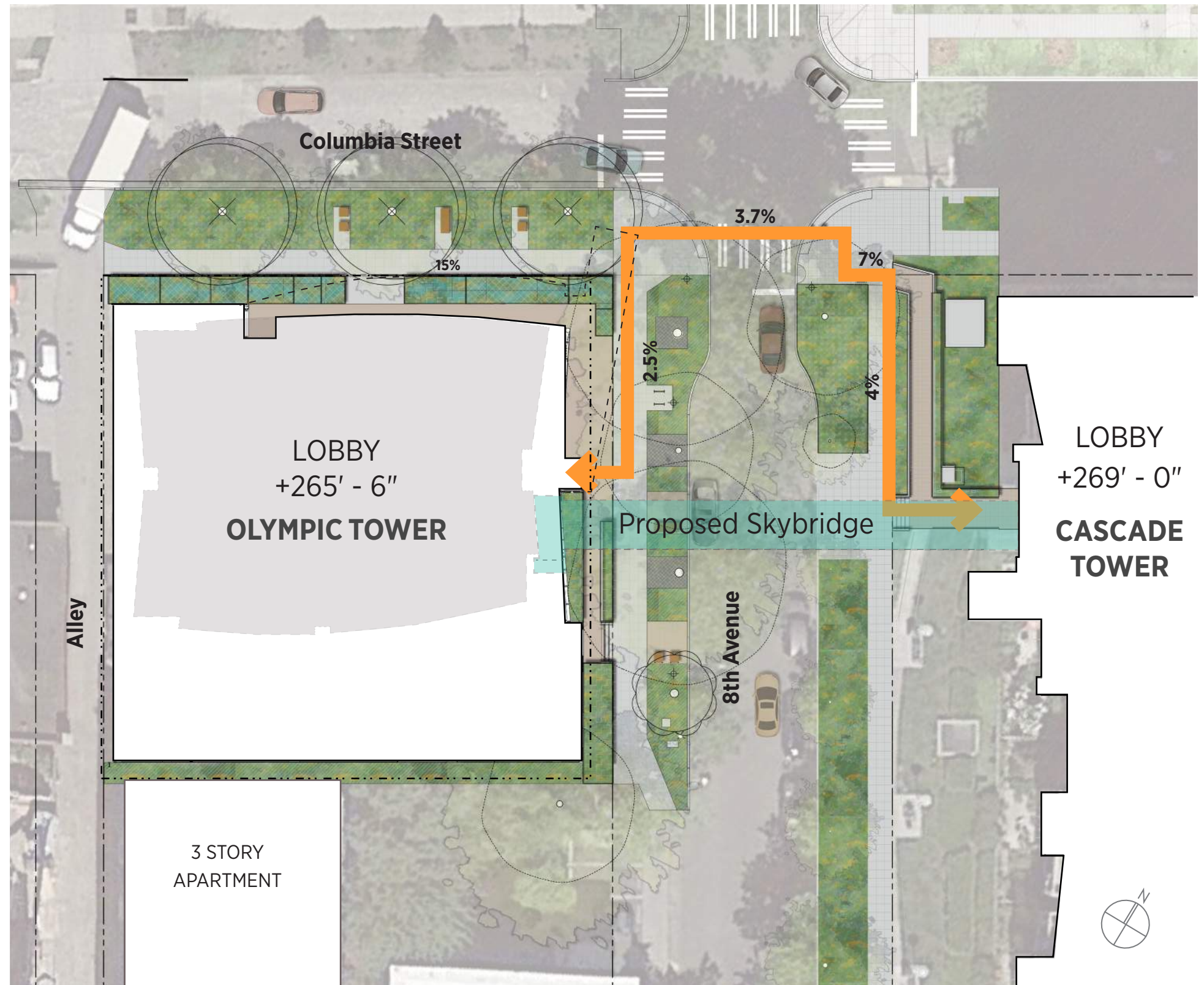
01: Availability of Reasonable Alternatives to The Skybridge

ALTERNATE A - AT GRADE CROSSING - EXISTING CONDITION

Alternate A (at-grade crossing) was constructed as safely as possible:

- A 4-way stop with marked crosswalks was constructed .
- The walking surface is as smooth as possible.
- The pathway is well lit and handrails are installed along ramps.
- Walkways are covered as much as possible.
- Curb bulbs have been installed to narrow the crossing at the street corner.

However, after two years since opening, it has proved to be an inadequate solution for crossing safely between the two buildings that make up the Skyline community.



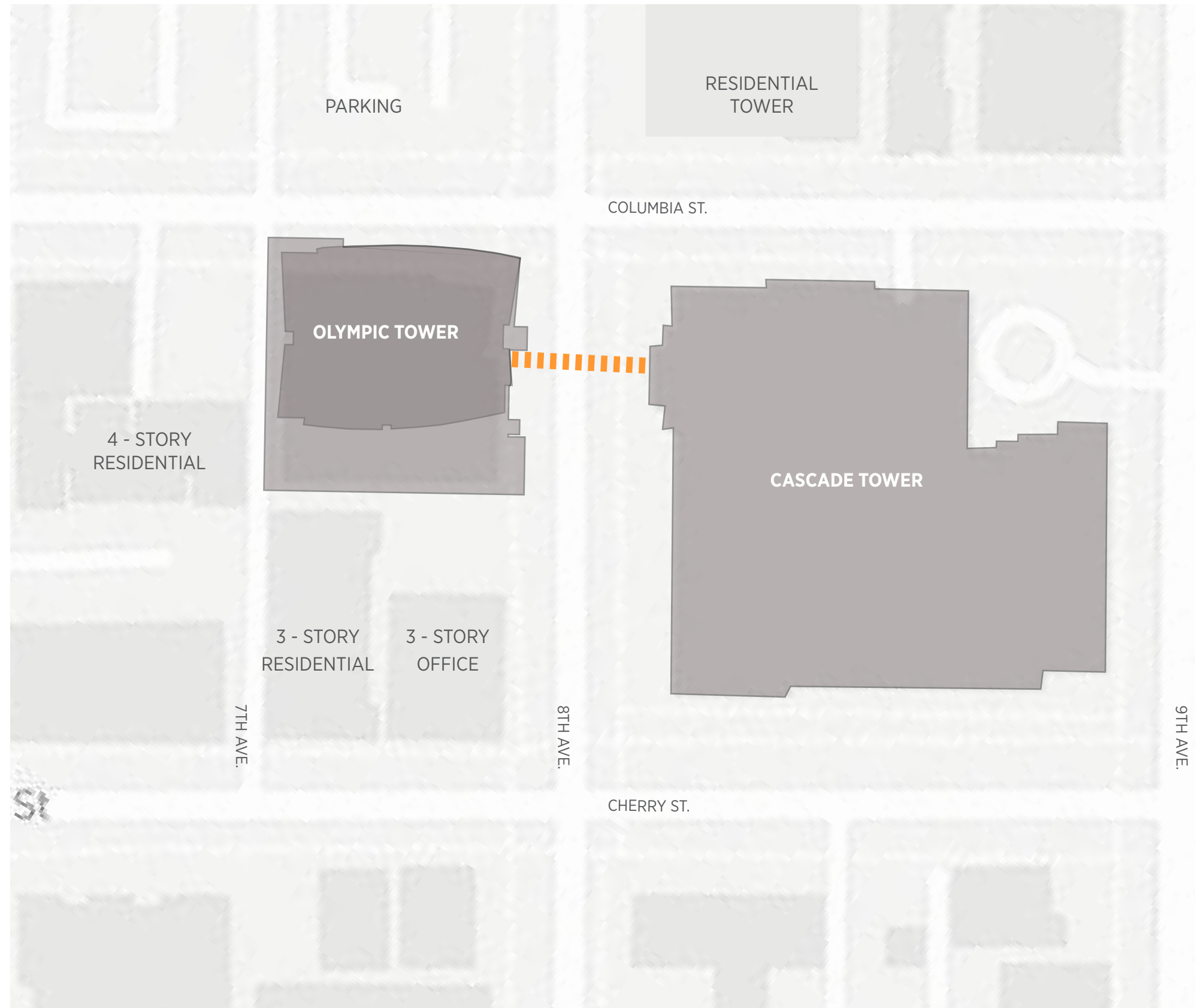
ALTERNATE B - TUNNEL

OPTION 1: CROSSING AT P1 LEVEL

OPTION 2: CROSSING AT P2 LEVEL

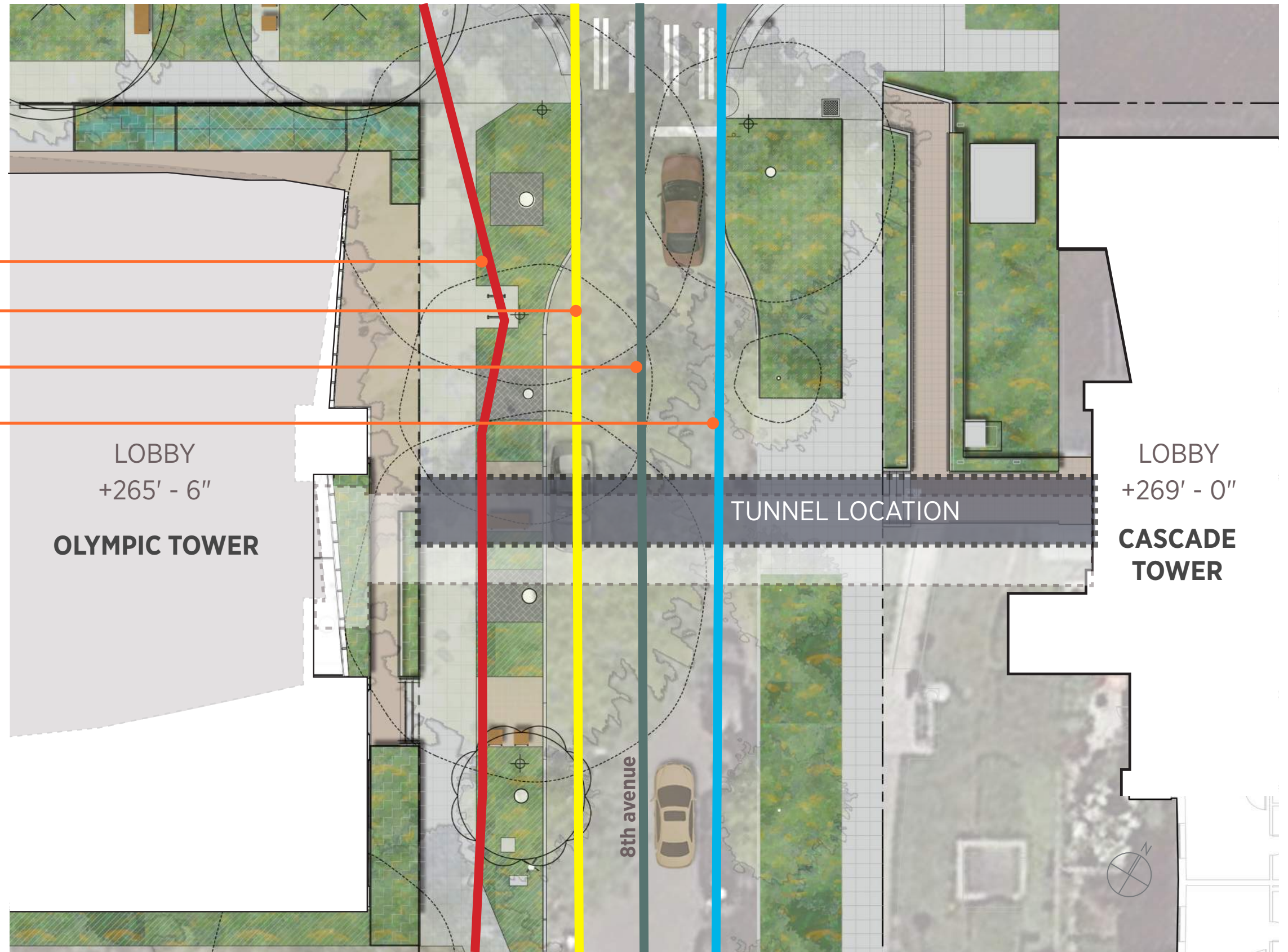
OPTION 3: CROSSING AT P3 LEVEL

* Tunnel option will require Council approval and consideration of similar criteria in SMC 15.65.040



ALTERNATE B - TUNNEL

ELECTRICAL LINE
GAS LINE
SEWER LINE
WATER LINE

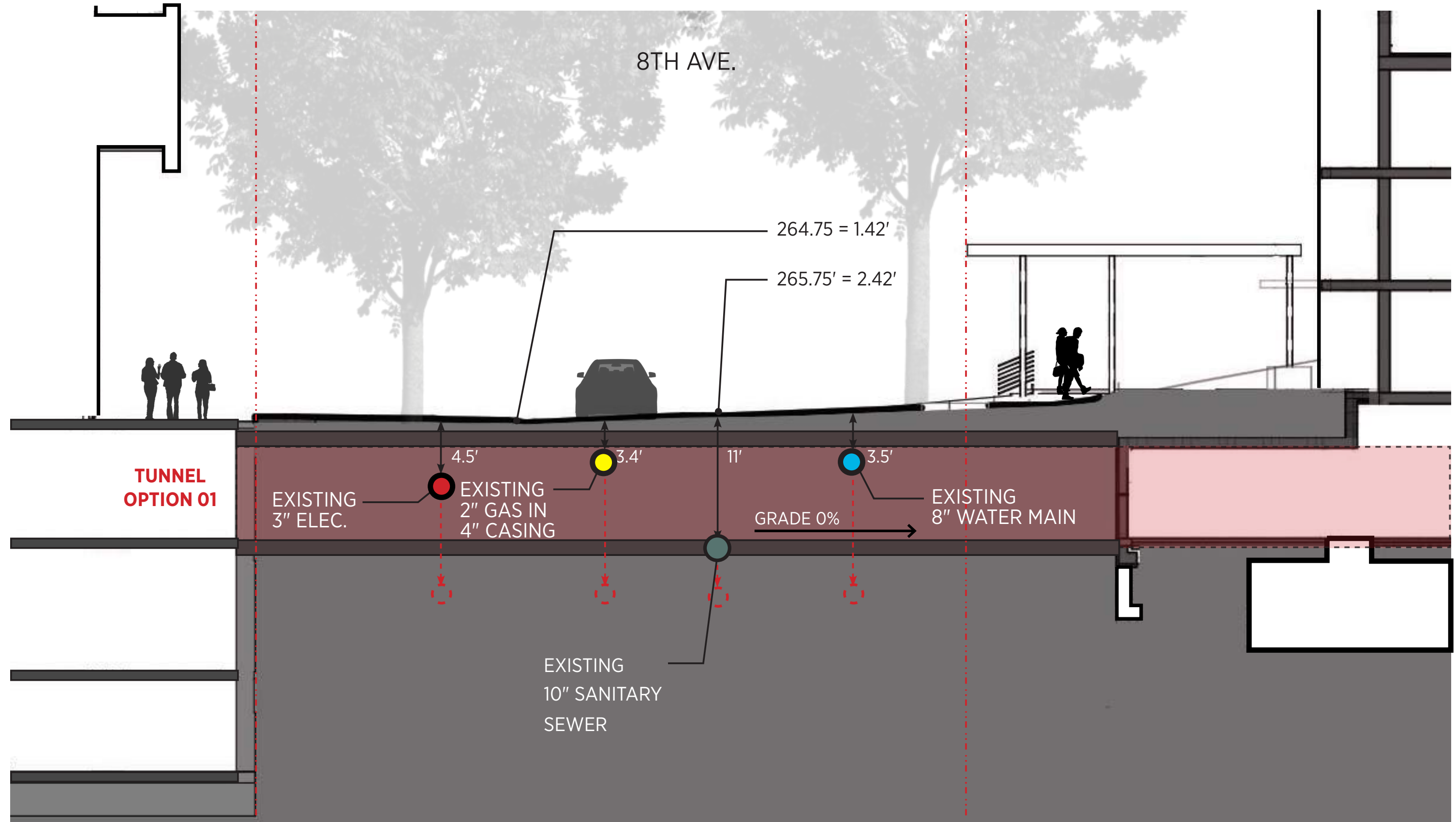


LOBBY
+265' - 6"
OLYMPIC TOWER

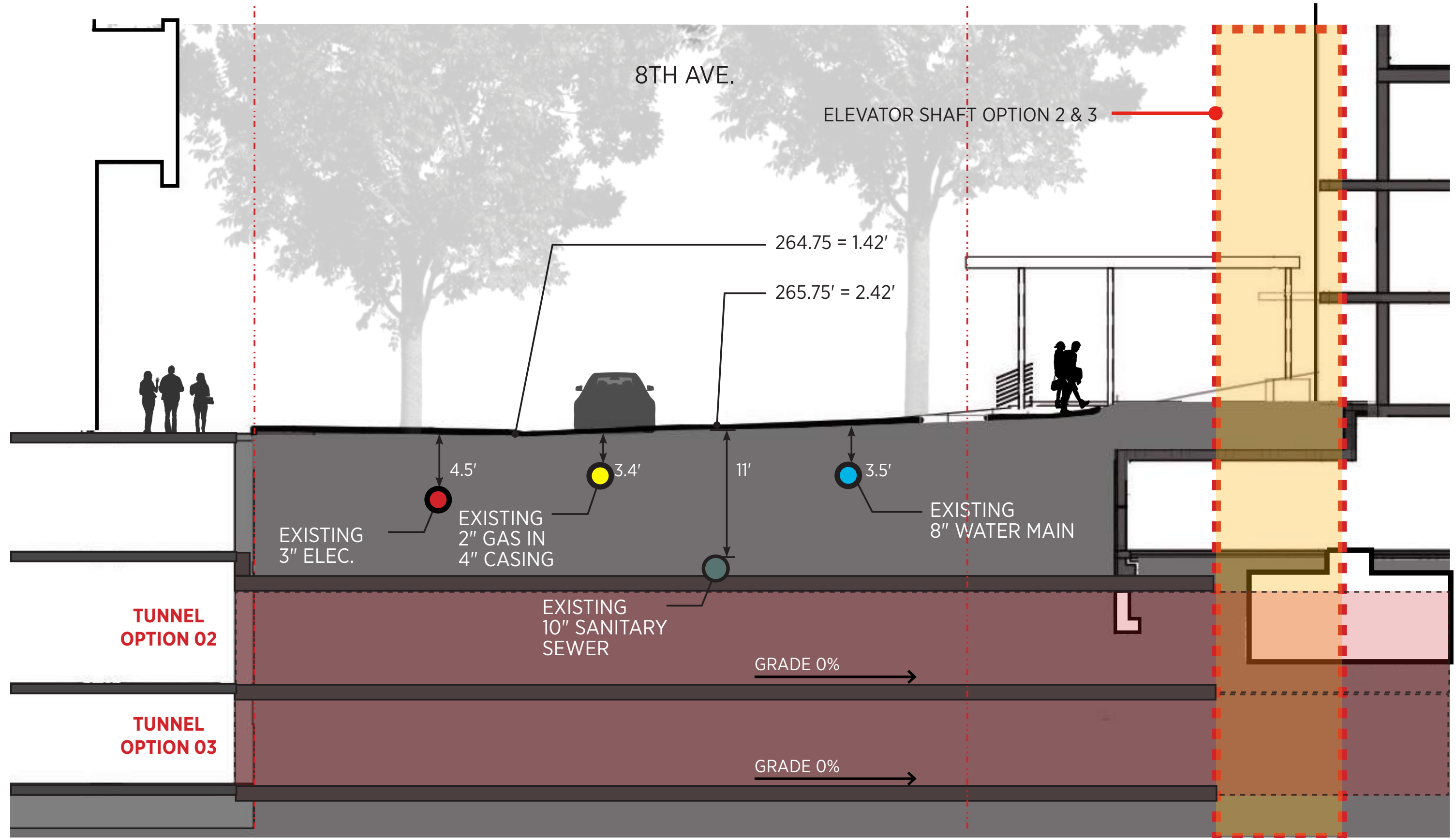
TUNNEL LOCATION

LOBBY
+269' - 0"
CASCADE TOWER

ALTERNATE B - TUNNEL SECTION OPTION 01

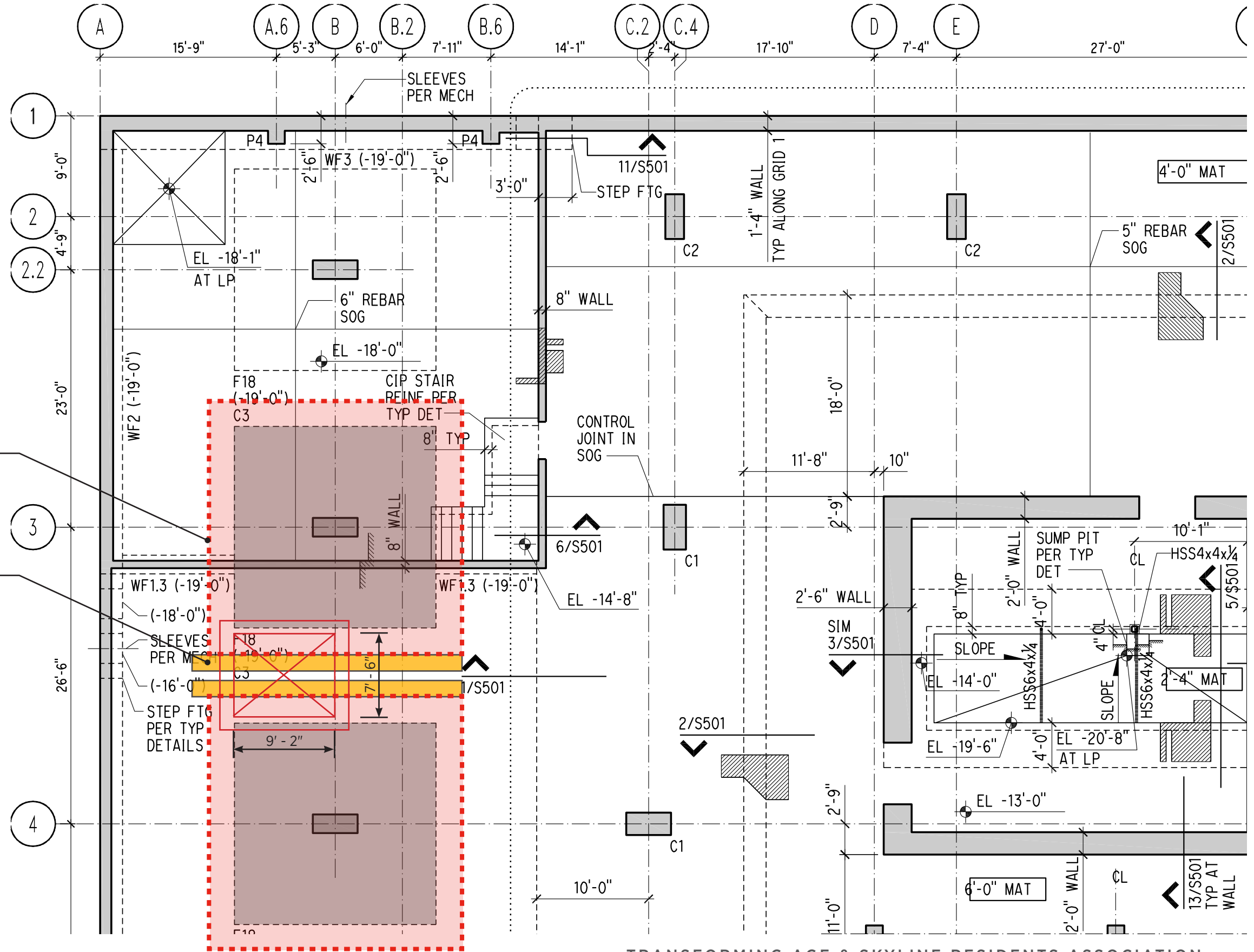


ALTERNATE B - TUNNEL SECTION OPTION 02 & 03



TUNNEL CONSTRUCTABILITY

LEVEL B2



24" Clearance required for shoring and underpinning

18" Thick walls to withstand footing loads

02: Visual Impacts of The Skybridge from Locations within the Right-of-way, Including any View Corridors

SKYLINE CAMPUS LOOKING FROM SOUTH

- 8th Avenue is not a view corridor
- The skybridge will be largely obscured by the existing tree canopy.
- In the winter time, the view to the south is terminated by Jefferson Terrace and the view to the north is territorial along the street corridor.

View blocked by Jefferson Terrace



8TH AVE. STREET VIEWS - SUMMER

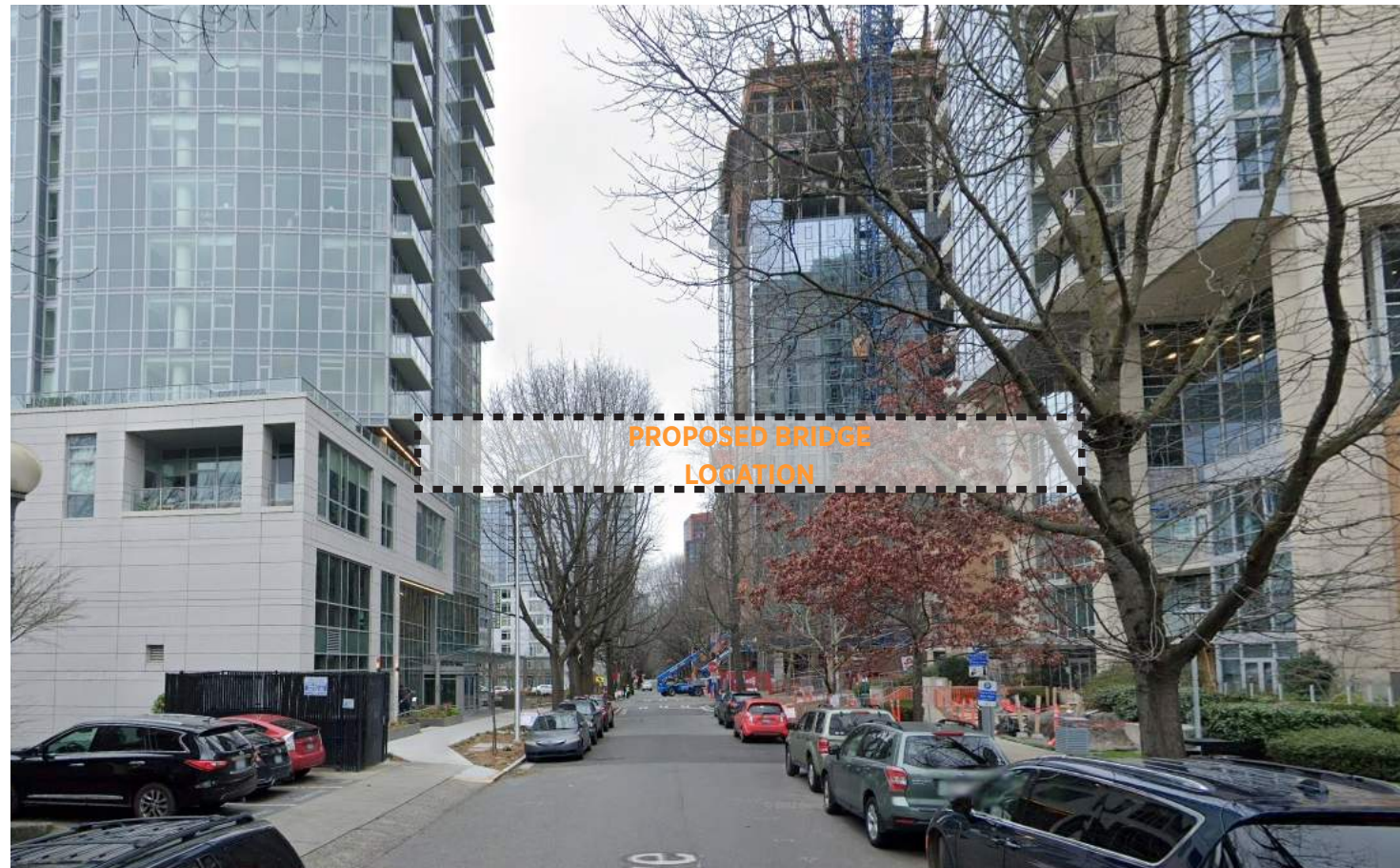


View looking to North at 8th Ave. and James St.



View looking to South at 8th Ave. and Marion St.

EXISTING CONDITIONS - 8TH AVENUE



View looking to The North near 8th & Cherry



View looking to The South at 8th & Columbia

STREET VIEW - LOOKING SOUTHWEST IN WINTER



STREET VIEW - LOOKING SOUTHWEST IN SUMMER



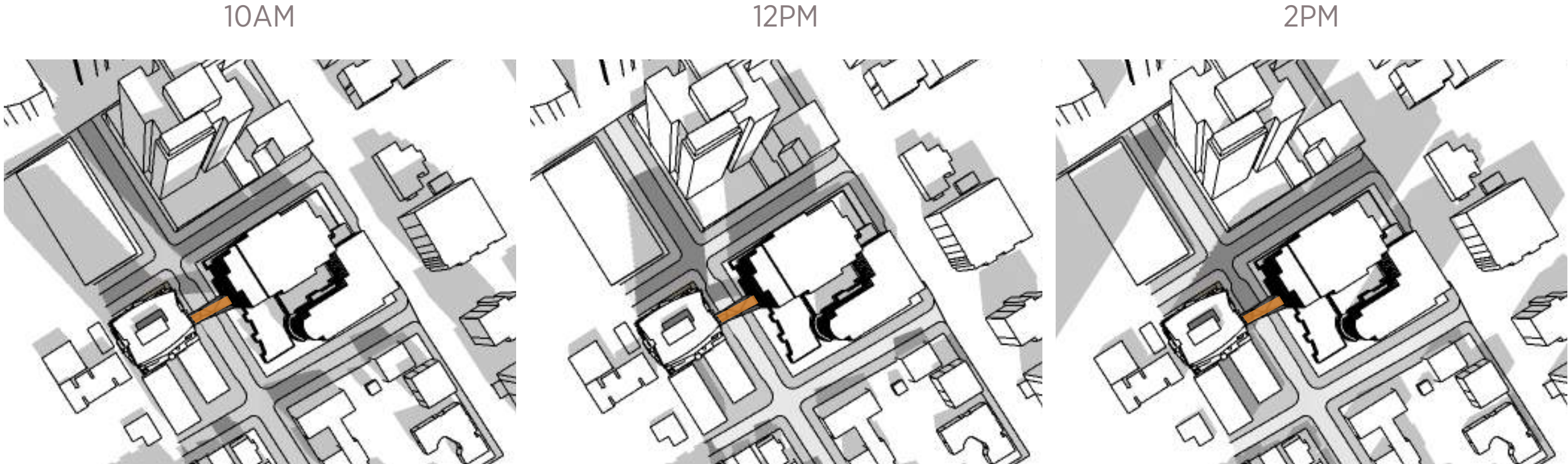
STREET VIEW - BELOW SKYBRIDGE



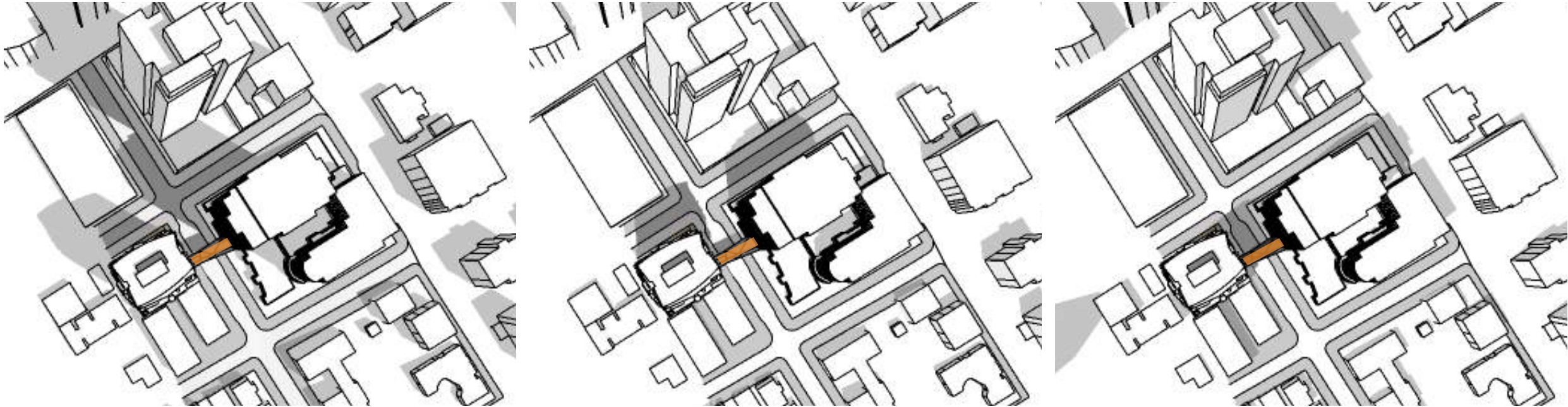
03: The Extent to which The Skybridge Reduces Light and Air on the Public Realm

SHADOW STUDY WITHOUT TREES

EQUINOX
MARCH 20 /
SEPTEMBER 22 2023



SUMMER SOLSTICE
JUNE 21 2023



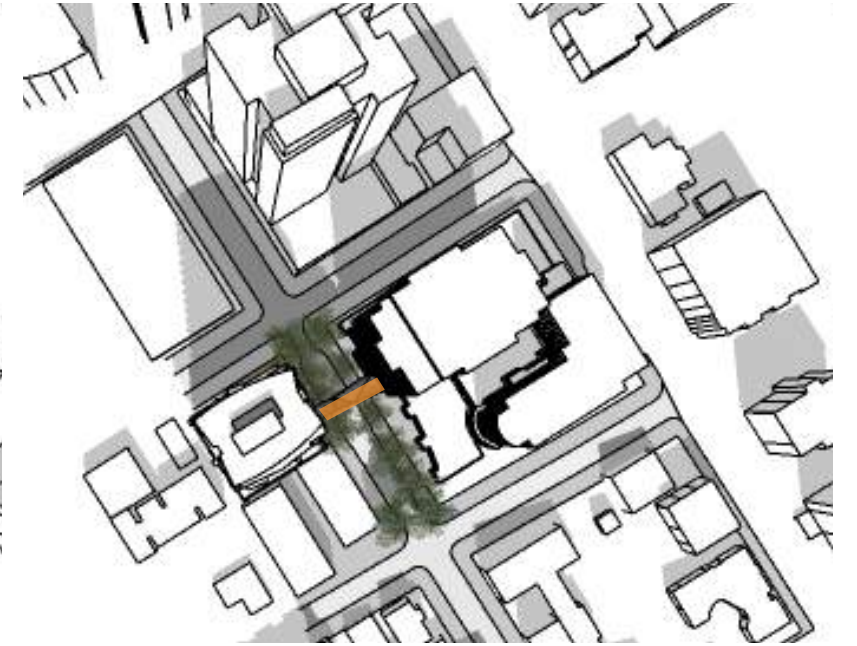
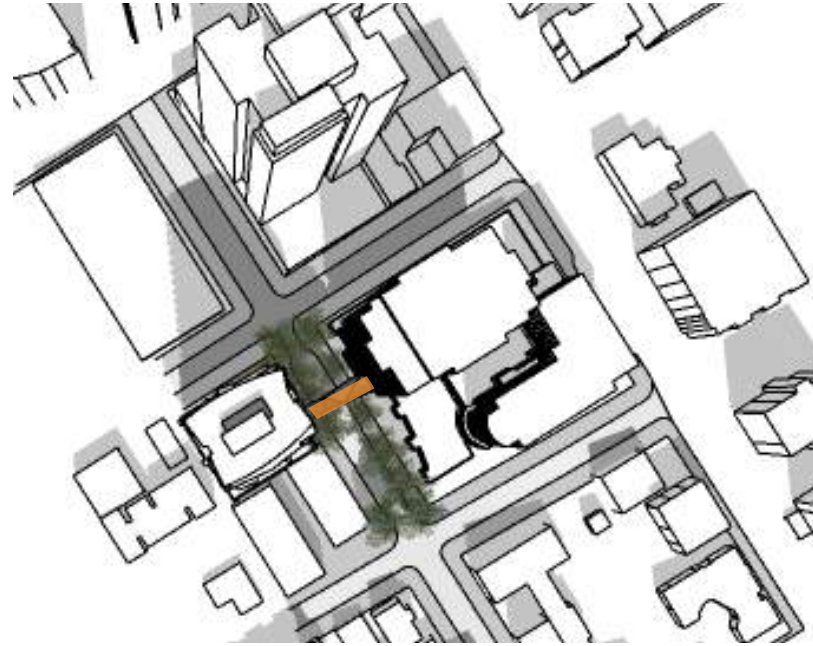
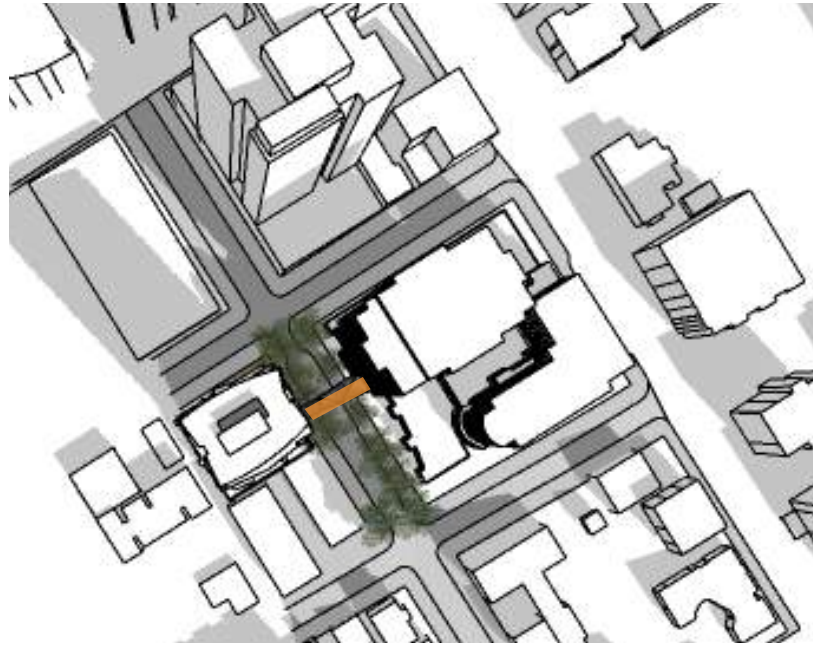
SHADOW STUDY WITH TREES

10AM

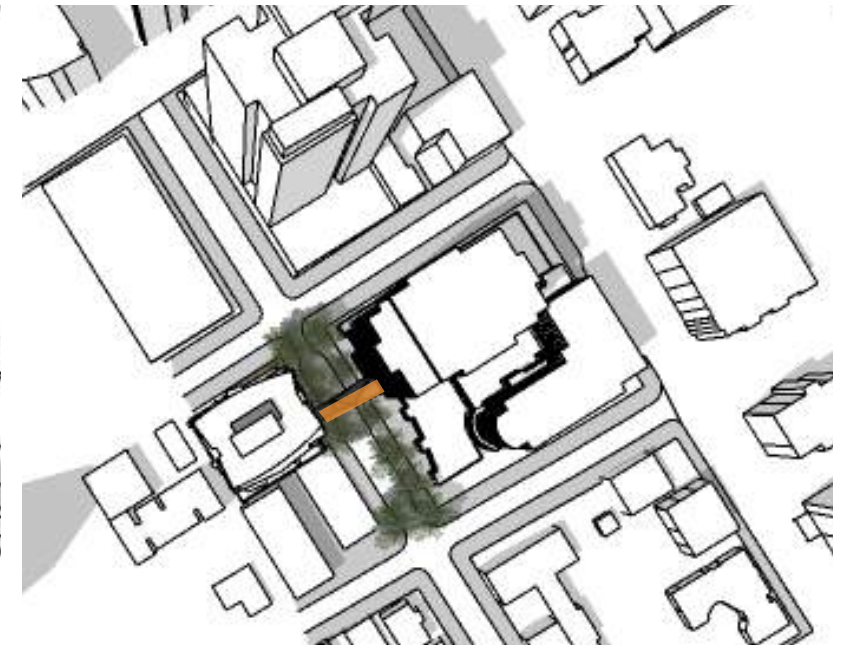
12PM

2PM

EQUINOX
MARCH 20 /
SEPTEMBER 22 2023

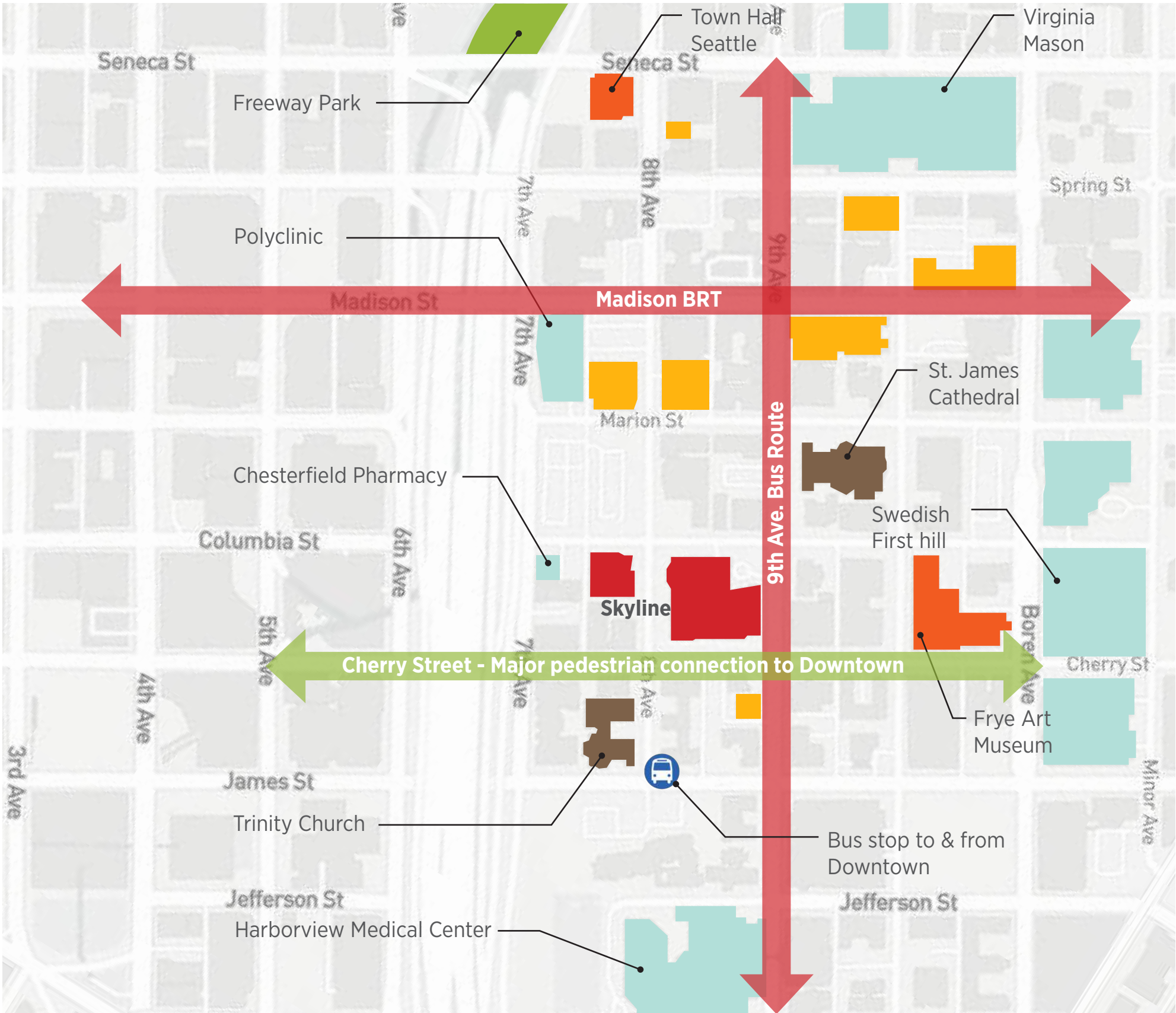


SUMMER SOLSTICE
JUNE 21 2023



04: Changes and Effect on Pedestrian Patterns both at The Street Level and within any Buildings Connected as a Result of The Skybridge

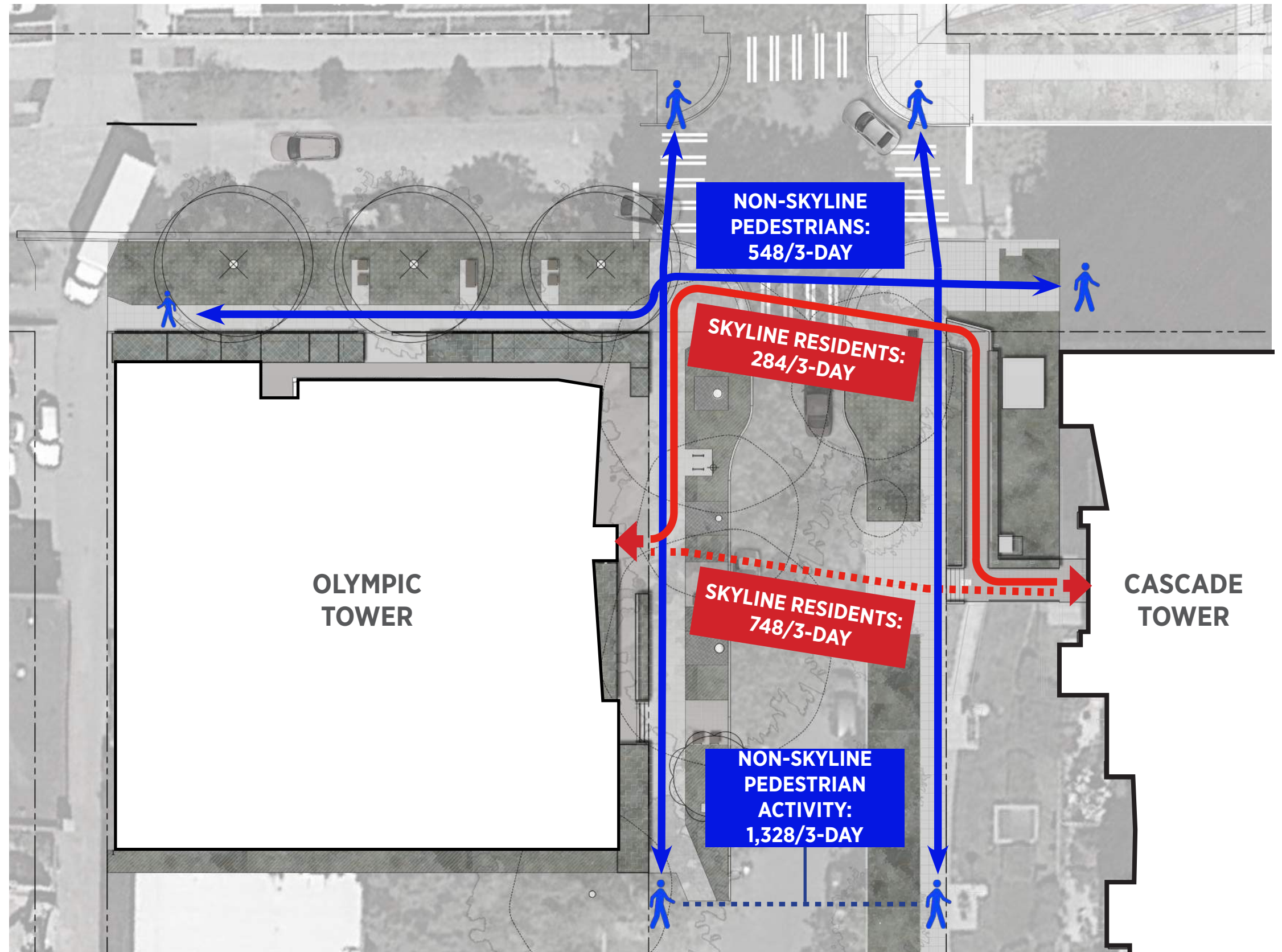
PEDESTRIAN ACTIVITY MAP



- Cafe Retail
- Religious Institution
- Art and Culture
- Health Care

EXISTING PEDESTRIAN ACTIVITY 3-DAY TOTAL

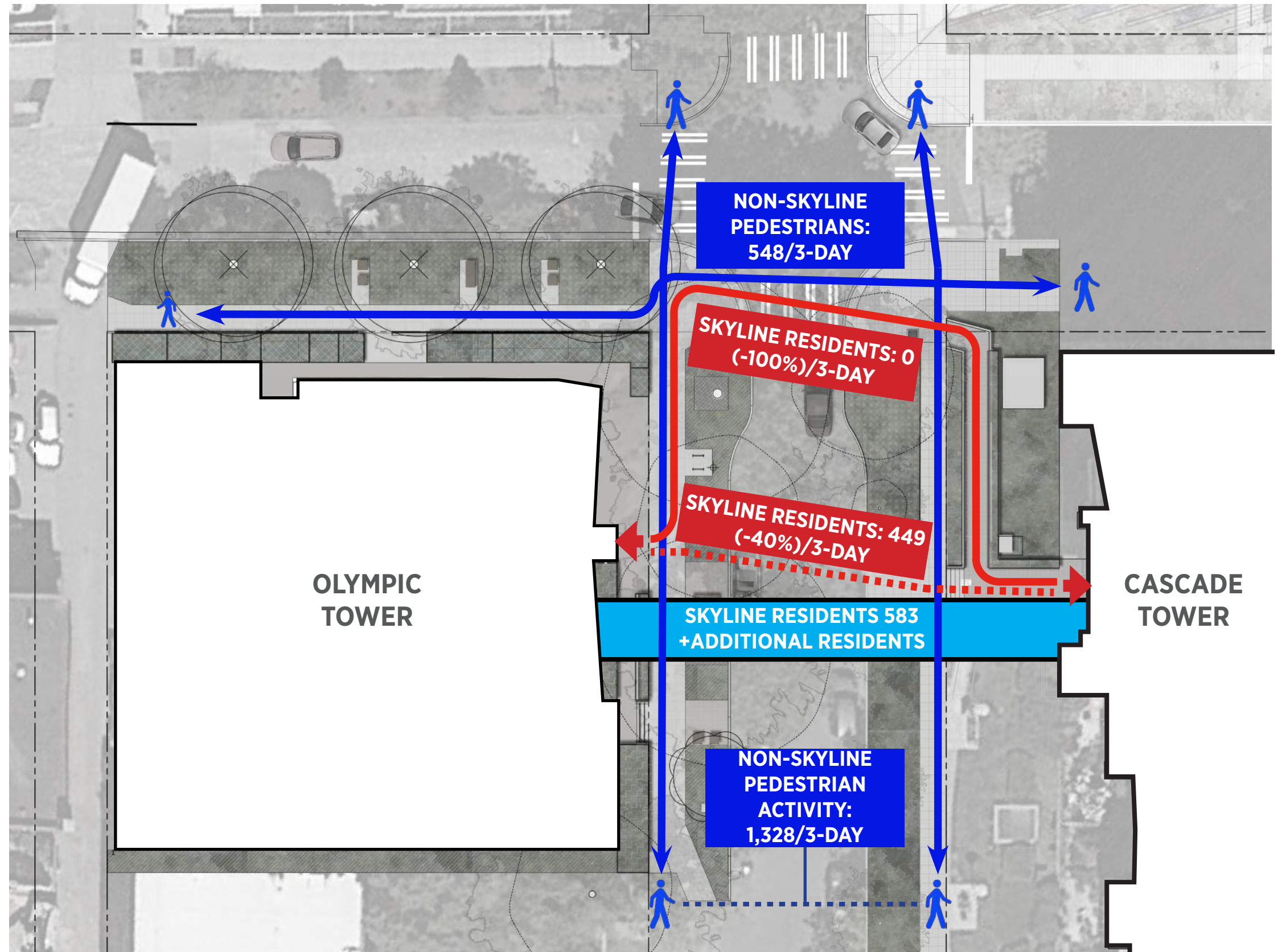
TOTAL PEDESTRIANS: 2,908



CHANGES TO PEDESTRIAN ACTIVITY WITH PROPOSED SKYBRIDGE

TOTAL PEDESTRIANS: 2,325 (-583)

80% OF EXISTING PEDESTRIANS
REMAIN ON THE CITY STREET



PEDESTRIAN COUNTS SUMMARY

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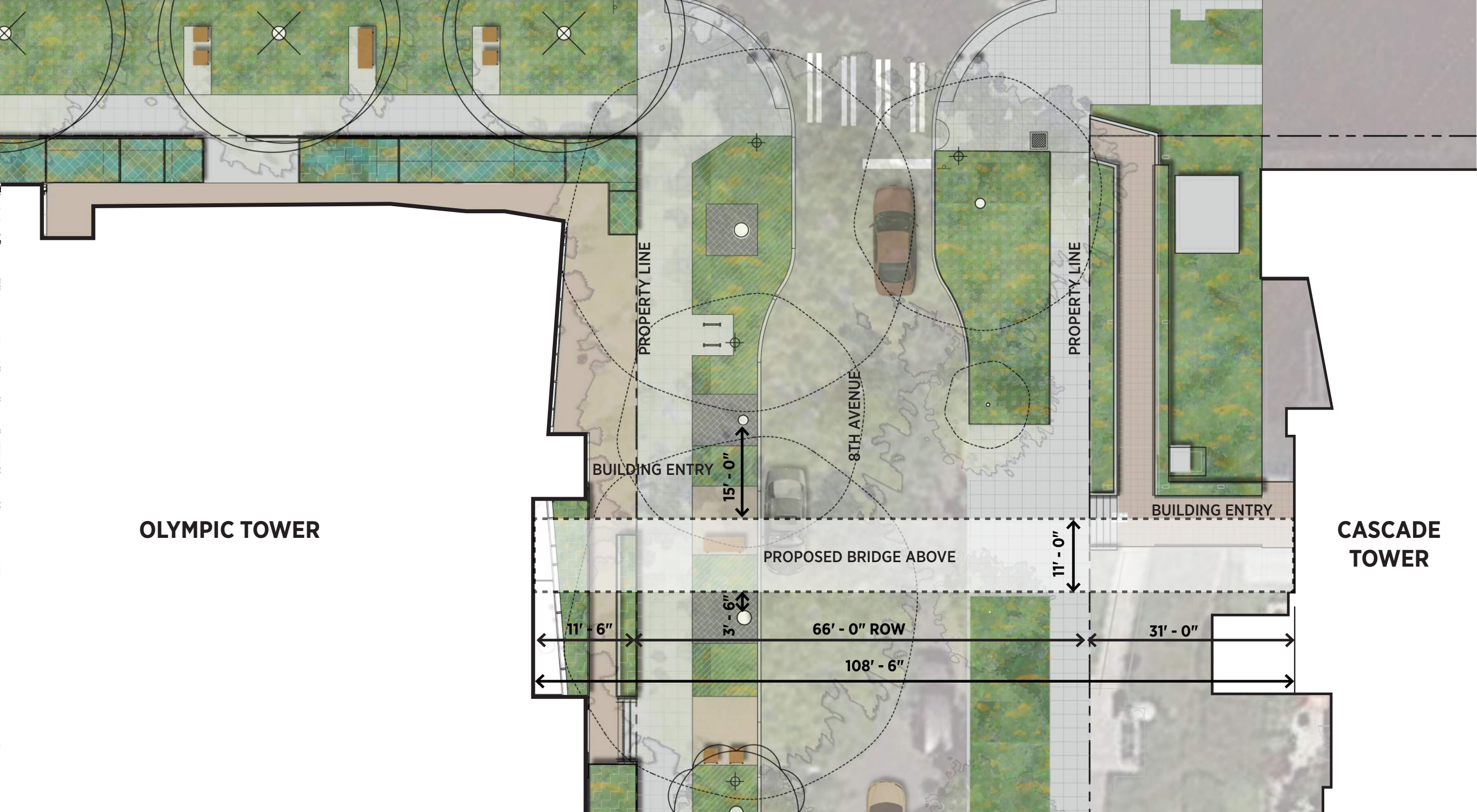
1. Data collected on 9/28/23, 12/12/23, and 12/13/23.

Source: TenW Transportation Planner



05: Implications on Existing and Proposed Landscape

SITE PLAN - AS BUILT CONDITIONS



EXISTING LANDSCAPE



06: Use of Materials in Context with Surrounding Development &
07: Context of the Surrounding Built Environment

SURROUNDING BUILDING AND NEW DEVELOPMENT



710 Cherry ST



1001 Minor ave



620 Terry ave



715 Cherry St.



707 Terry Ave.



1050 James St.



703 8th Ave.

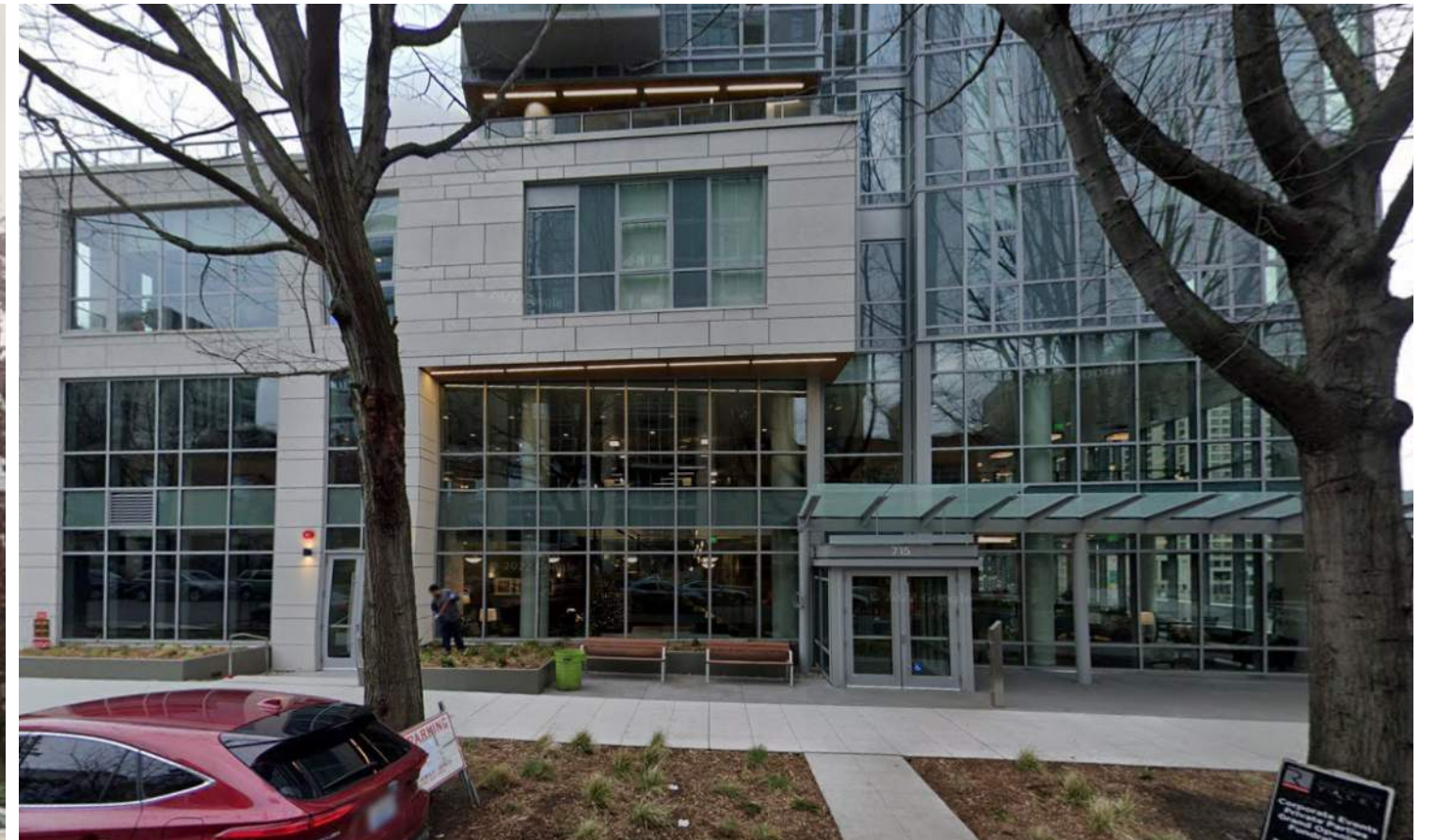


800 Columbia St.



1001 James St.

SKYLINE BUILDINGS STREET LEVEL



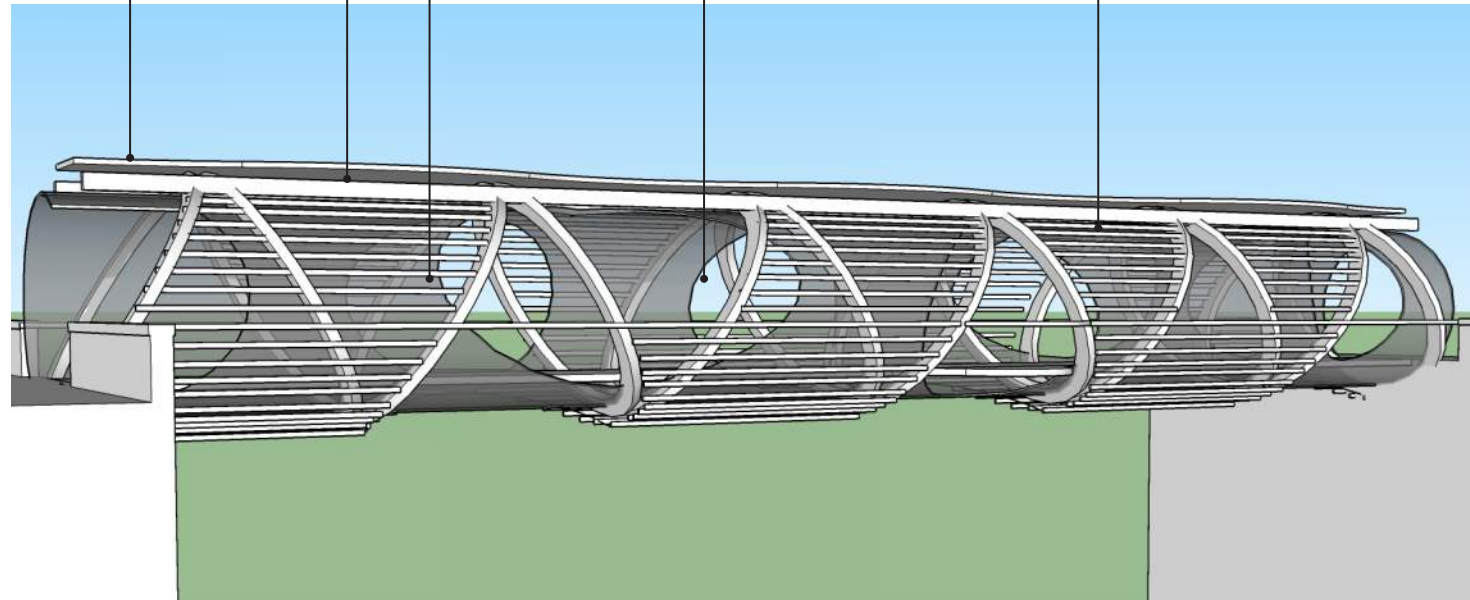
SKYBRIDGE DESIGN

ROOF

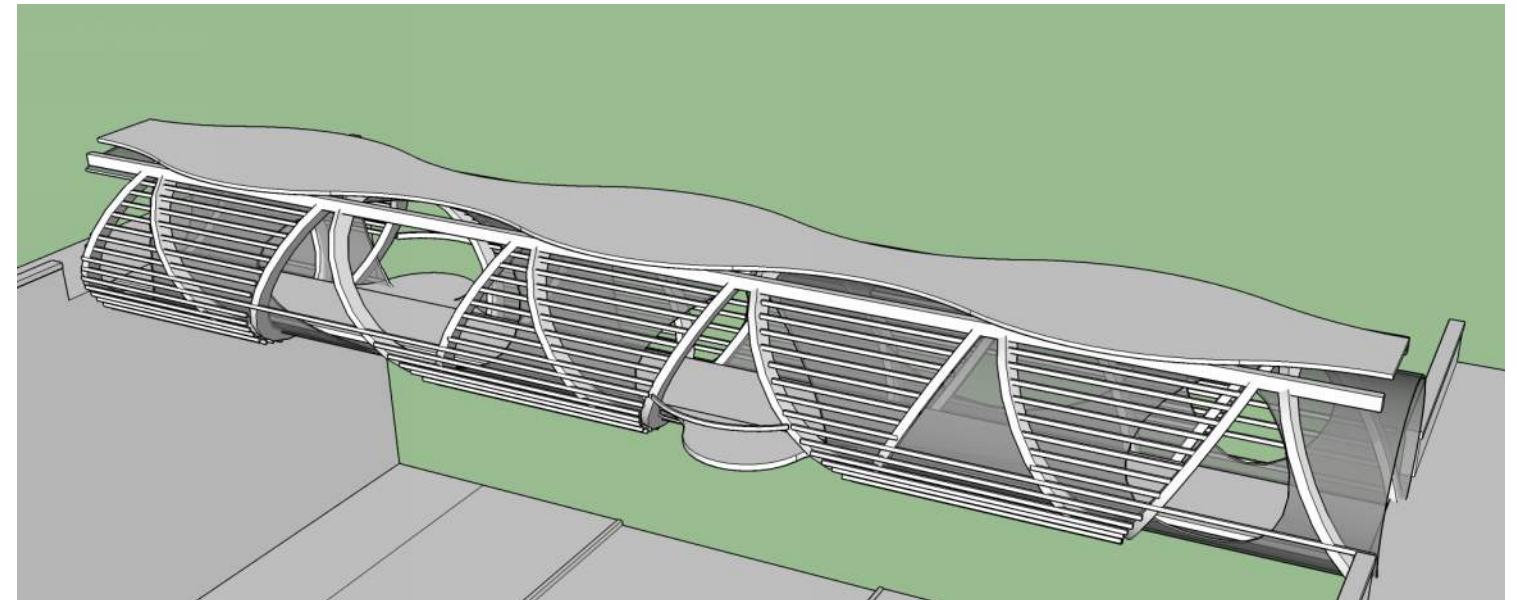
STRUCTURE:
BONE

PERFORATED
METAL: SKIN

SLAT: SKIN

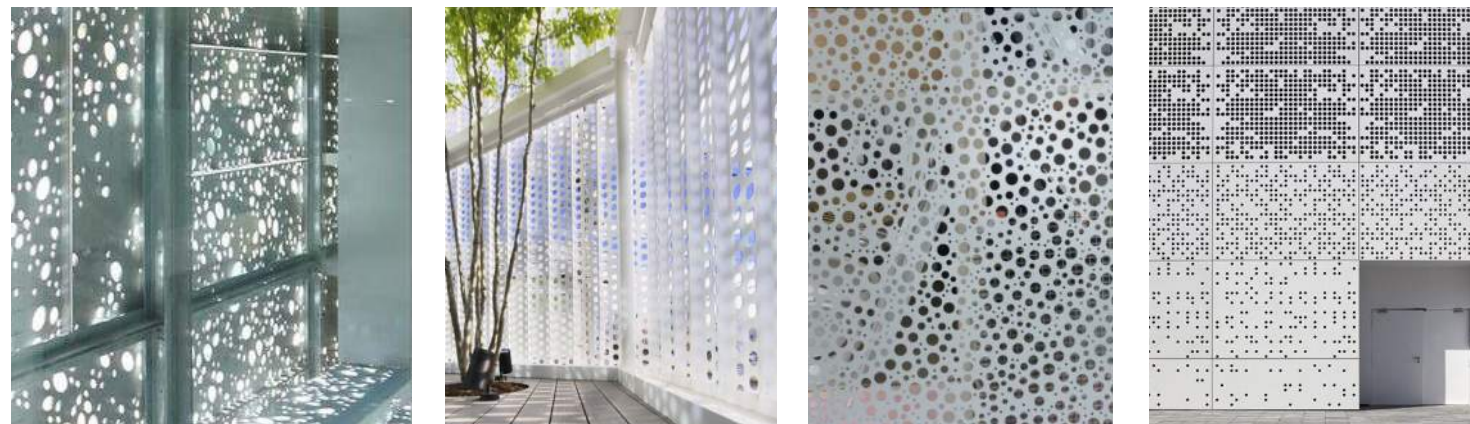


Steel frame truss bridge lifted into place with crane and carefully placed to avoid damaging trees.

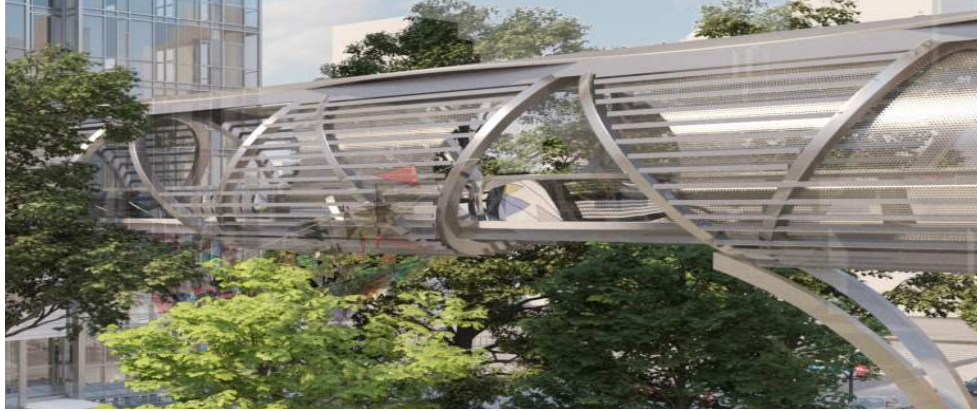


Skybridge is Enclosed

PERFORATED METAL IDEA



SKYBRIDGE IMAGES



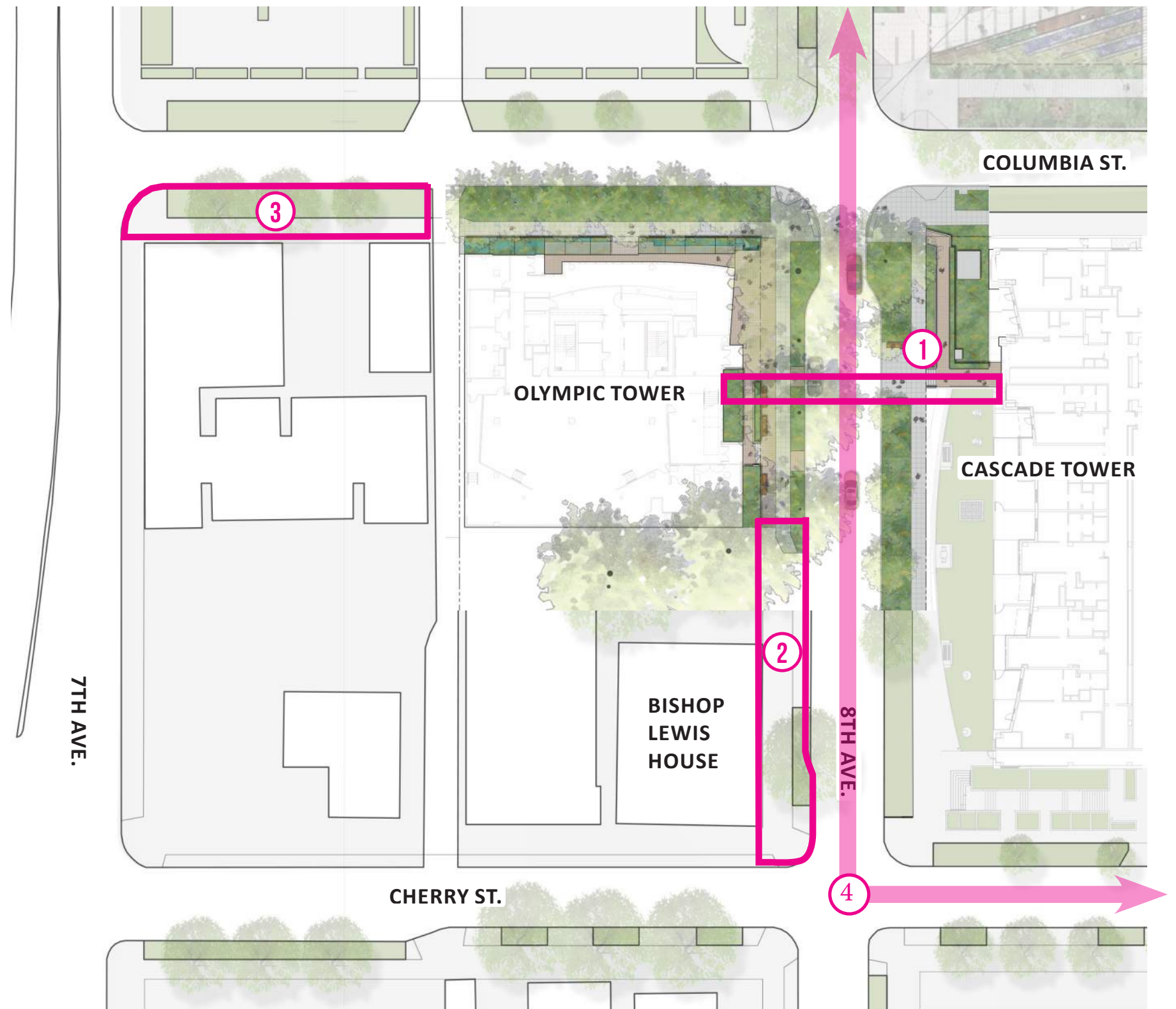
Skybridge is Enclosed



Proposed Public Benefits

PUBLIC BENEFITS SUMMARY

- 1 Skybridge Public Art (Artist Nori Sato)
- 2 8th Ave Street Improvements (Approx 1,900 SF)
- 3 Columbia Street Improvements (Approx 2,250 SF)
- 4 FHIA Park to Park Loop Street Concept Plan

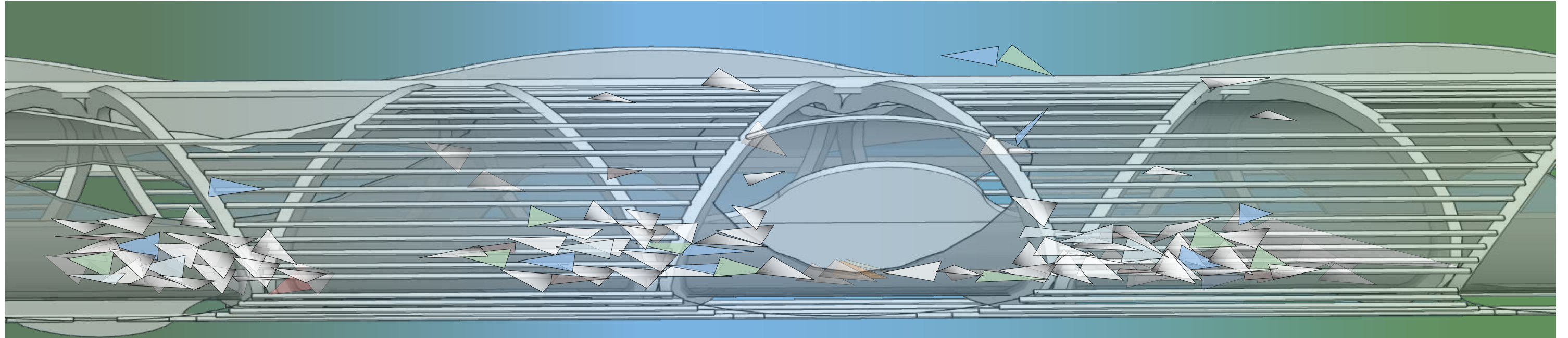


SKYBRIDGE ART IDEA 1

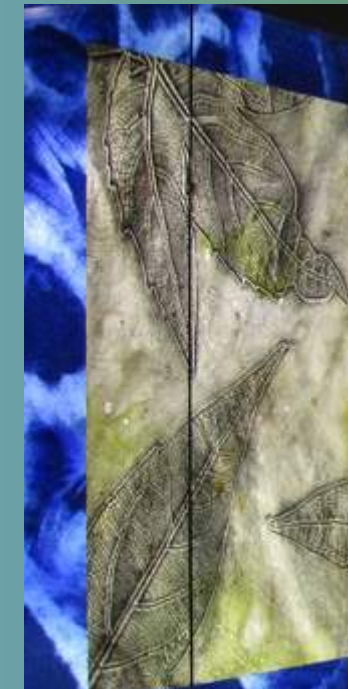
Proposal: Integrated skybridge artwork by Nori Sato

Process: Review with SDOT art liaison through skybridge term permit and street improvement plan process

Estimated Cost: \$250,000

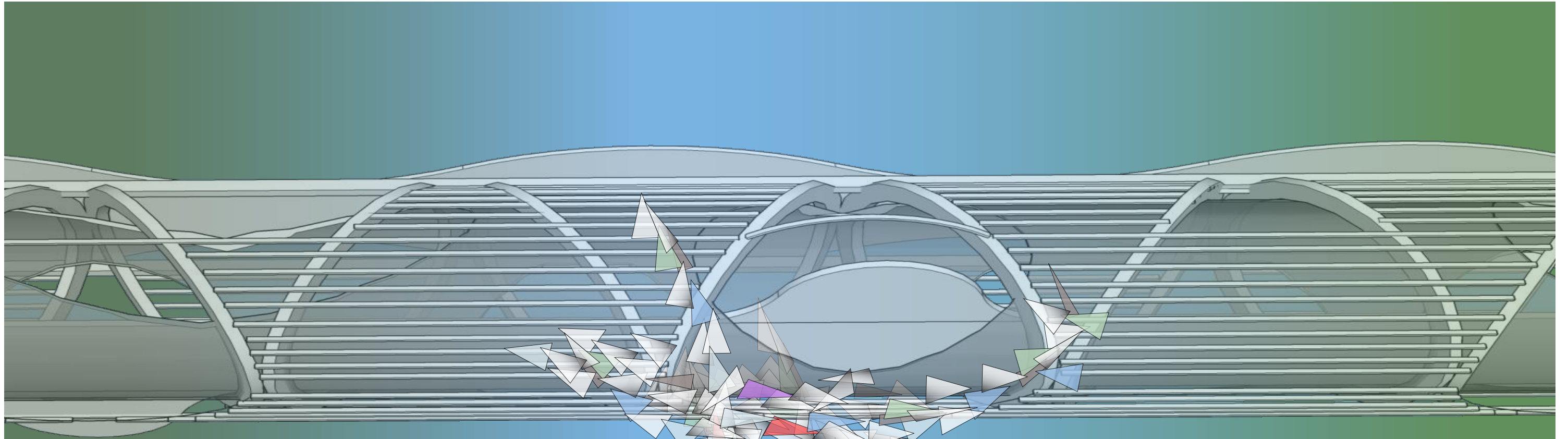


Triangular elements are "reflective" metal or are colored glass to allow light to pass through. They are placed at varying angles onto the structure. They reflect what is going on on street below, transmit some sunlight, allow people to look up to see their reflection.



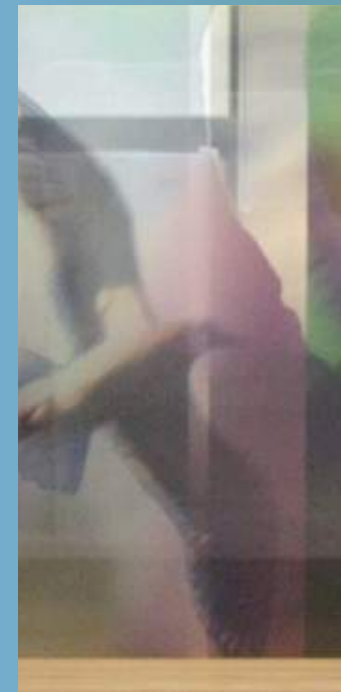
ART IDEA : CONCEPTUAL IDEA 1

SKYBRIDGE ART IDEA 2



Triangular elements are "reflective" metal or are colored glass to allow light to pass through. They are placed at varying angles onto the structure. They reflect what is going on on street below, transmit some sunlight, allow people to look up to see their reflection.

ART IDEA : CONCEPTUAL IDEA 2



PUBLIC BENEFIT ELEMENTS

Proposal: Street improvements including sidewalk, curb ramp, curbs, street furnishings and plantings.

Process: Review and permit with SDOT through street improvement plan process

Estimated Cost Columbia St.: \$87,000

Estimated Cost 8th Ave.: \$74,000



Existing Conditions at 8th Ave. front Bishop Lewis House



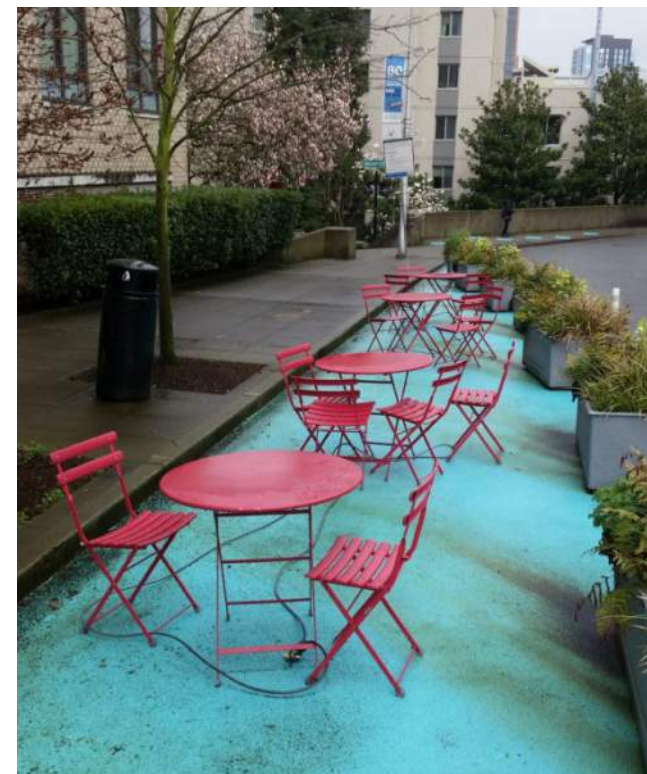
Existing Conditions at Columbia St. Between Alley and 7th Ave.

PARK TO PARK LOOP PLANNED ROUTE SOURCE:FIRST HILL IMPROVEMENT ASSOCIATION

Proposal: Develop a street concept plan to 10% level with FHIA for adoption by SDOT

Process: Review with SDOT for adoption as approved street concept plan

Estimated Cost: \$50,000



THANK YOU!

