



Washington State Convention Center Addition Project

Seattle Design Commission
Meeting #5 - Urban Design Merit - Circulation & Access

01-19-2017

AGENDA

- PROJECT PURPOSE**

- PROCESS**

- PROPOSED VACATIONS OVERVIEW FROM
PREVIOUS SDC MEETINGS**

- REQUESTED ADDITIONAL INFORMATION**

PROCESS

- **DRB APPROVAL**

- **SDC #1** 01/04/2016 URBAN DESIGN MERIT - PROJECT BRIEFING

- **SDC #2** 04/21/2016 URBAN DESIGN MERIT - D.E.I.S. BRIEFING

- **SDC #3** 09/15/2016 URBAN DESIGN MERIT - PEDESTRIAN EXPERIENCE

- **SDC #4** 12/01/2016 URBAN DESIGN MERIT - CIRCULATION & ACCESS (SUBCOMMITTEE)

- **SDC #5** 01/19/2017 SDC - URBAN DESIGN MERIT - CIRCULATION & ACCESS

SDC #1

URBAN DESIGN MERIT - PROJECT BRIEFING

Content Presented

- Introduction of project and program
- Analysis of site and context
- Need for vacations
- Utility impacts
- Traffic impacts
- Urban form benefits
- Pedestrian experience

Board Direction

- No Action taken until FEIS
- Further develop rationale for vacations and impacts
- Further develop relationship to context and community
- Further analysis of circulation and access

SDC #2

URBAN DESIGN MERIT - D.E.I.S. BRIEFING

Content Presented

- Overview of DEIS process and analysis
- Rational and impacts of vacations:
 - Height, bulk and scale
 - Light, air, open space and view
 - Circulation and access
 - Construction impacts
 - Utilities
- Further detail on circulation and access

Board Direction

- Further detail on development potential with/without vacations
- Further detail on site design, streetscape and pedestrian experience

SDC #3

URBAN DESIGN MERIT - PEDESTRIAN EXPERIENCE

Content Presented

- Benefits and impacts of vacations
- Urban form
- Further detail on circulation and access
- Further site design, streetscape and pedestrian experience

Board Direction

Subcommittee preview of:

- Further detail on circulation and access
- Streetscape and pedestrian experience in response to context, circulation and access
- Further detail on Sites B & C development potential with/without vacations
- Code and SEPA requirements
- City planning efforts
- Public outreach, art, and sustainability

SDC #4

URBAN DESIGN MERIT - CIRCULATION & ACCESS

Content Presented

- Benefits and impacts of vacations
- Urban form
- Transportation & circulation
- Design of access points
- City planning efforts
- Landscape & site furnishings
- Code & SEPA requirements

Board Direction

- Requested 11 items of additional information
- Further detail of vacation / no vacation alternatives for Sites B & C
- Refinements to circulation and access, with details related to locations
- Additional detail on street scape character

SDC #5

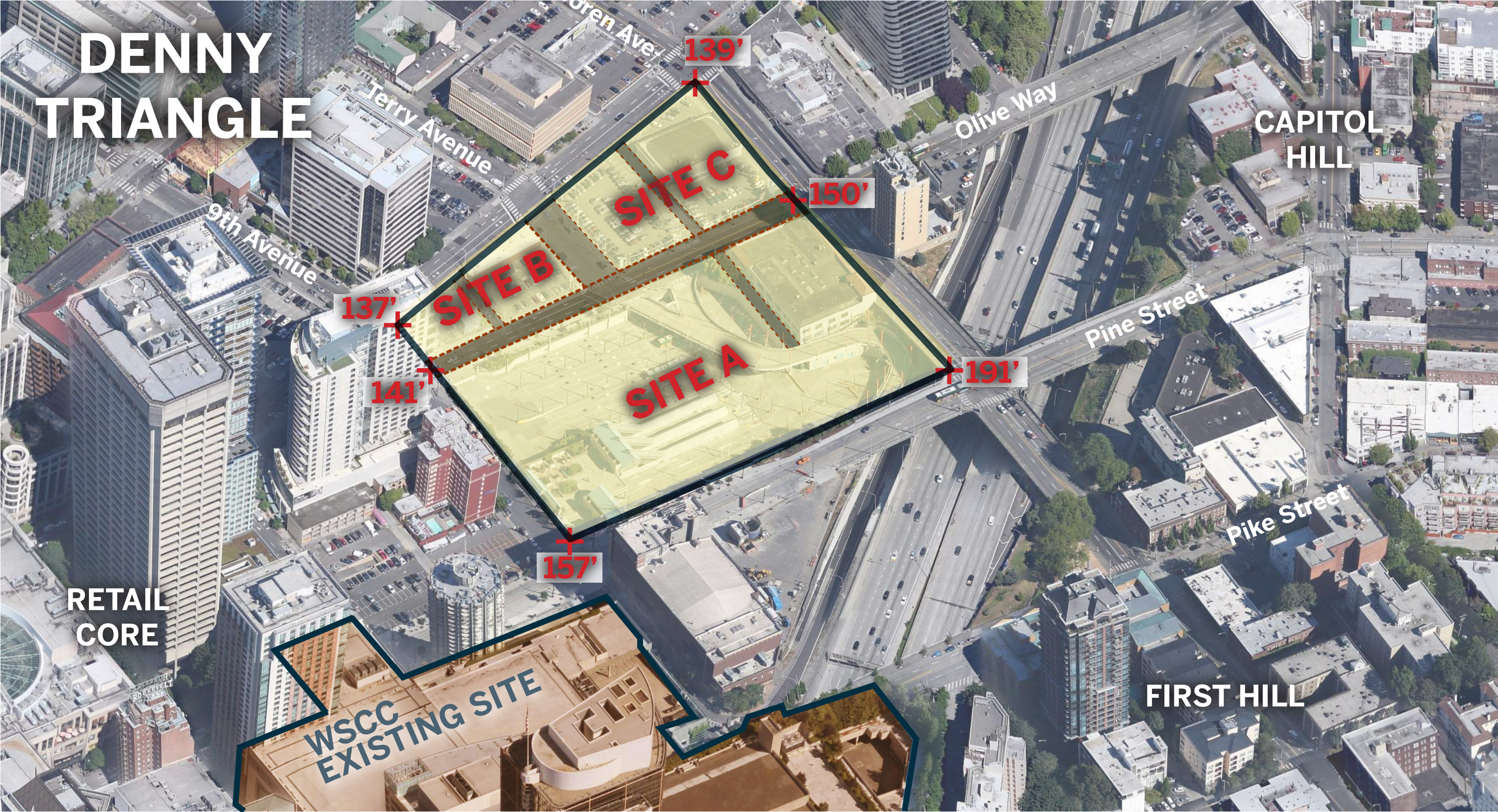
URBAN DESIGN MERIT - CIRCULATION & ACCESS

REQUESTED ADDITIONAL INFORMATION

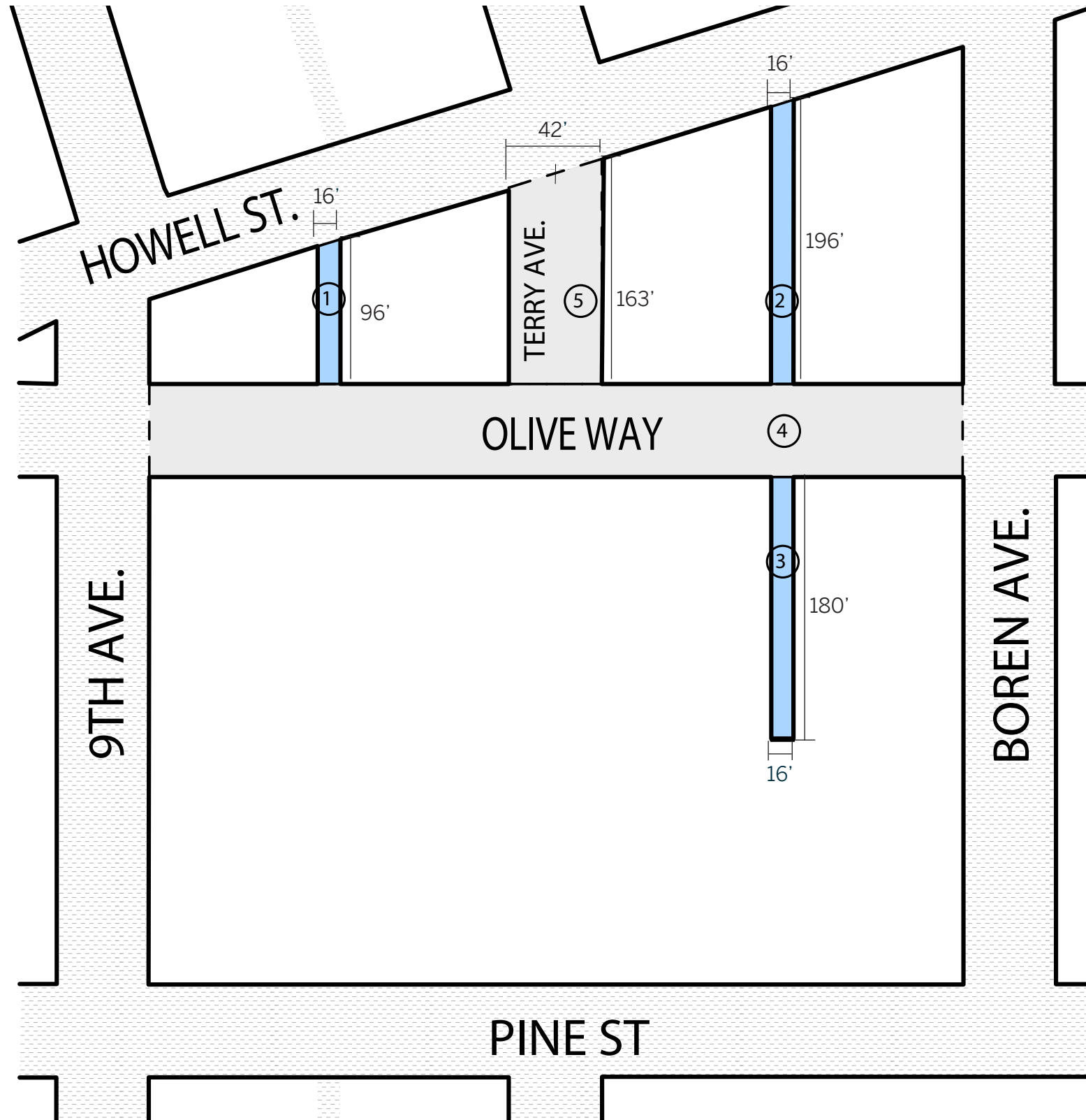
1. Details on the location and design treatment of all access points, including a better understanding of the residential loading space within the building
2. Location, extent, and design treatments of all transit facilities
3. What type of bicycle improvements will be included within the right of way
4. How planning efforts are being implemented in the right of way improvements, along with any updates to the proposal based on City requirements
5. How the landscape plan reflects and responds to traffic impacts, pedestrian volumes, use impacts, and topography, with special consideration given to how the design responds to increased traffic and activity on the site (Pine Street) and with regard to mobility and accessibility (Boren Ave.)
6. How street furniture is designed to respond to the urban context in this area
7. A table that illustrates land use code, SEPA requirements and proposed public benefits
8. The vacation and no vacation analysis for the Co-Development site that illustrate development capacity, in support of Council policies
9. How community outreach has affected the design of features within the right of way
10. How you are incorporating any existing public art into the proposal, specifically the tree museum
11. Increased sustainability target or goals even if the end result is not a LEED certification


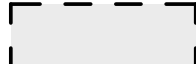
PROPOSED VACATIONS OVERVIEW

FROM PREVIOUS SDC MEETINGS



PROPOSED VACATIONS

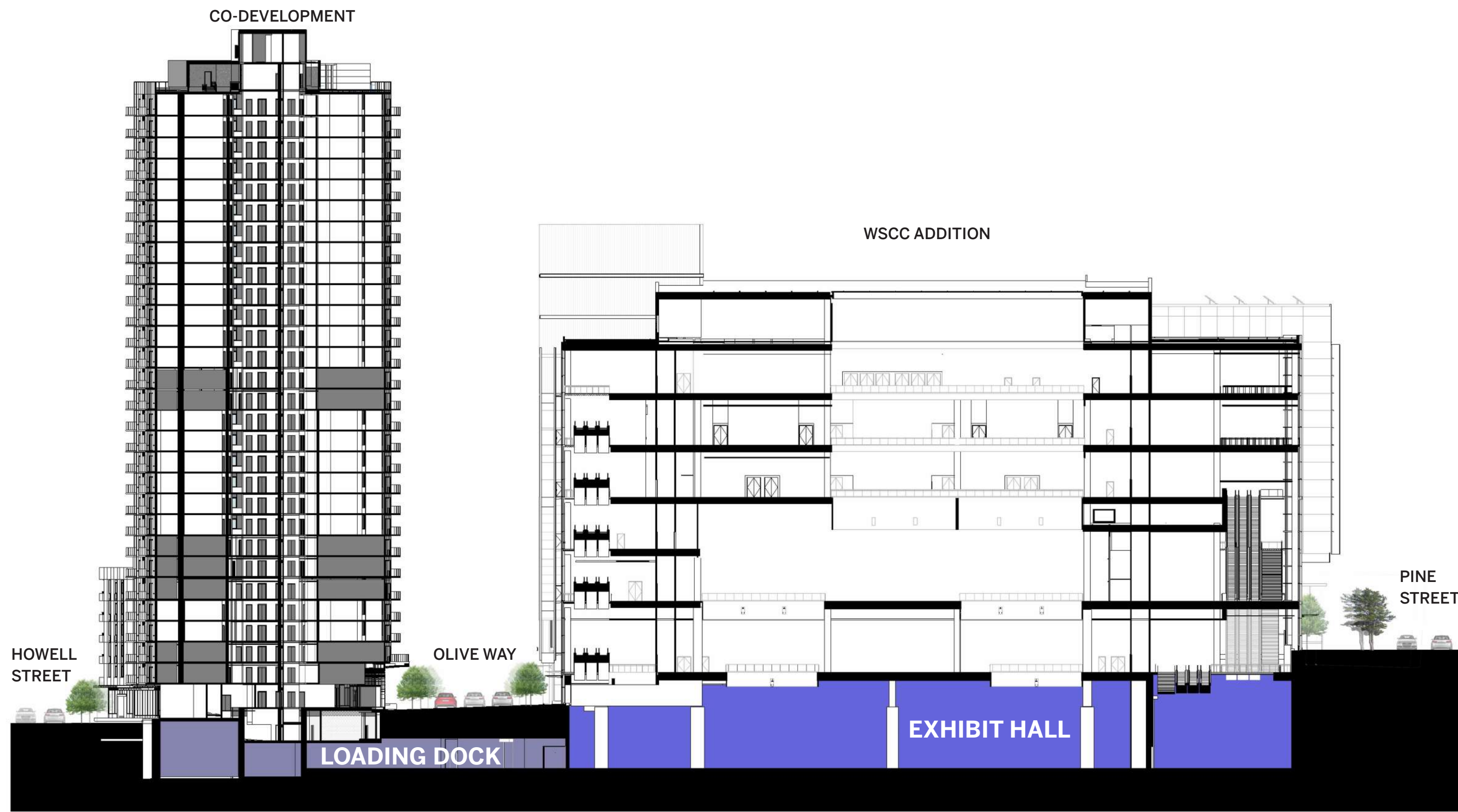


-  FULL VACATION
-  SUBTERRANEAN VACATION

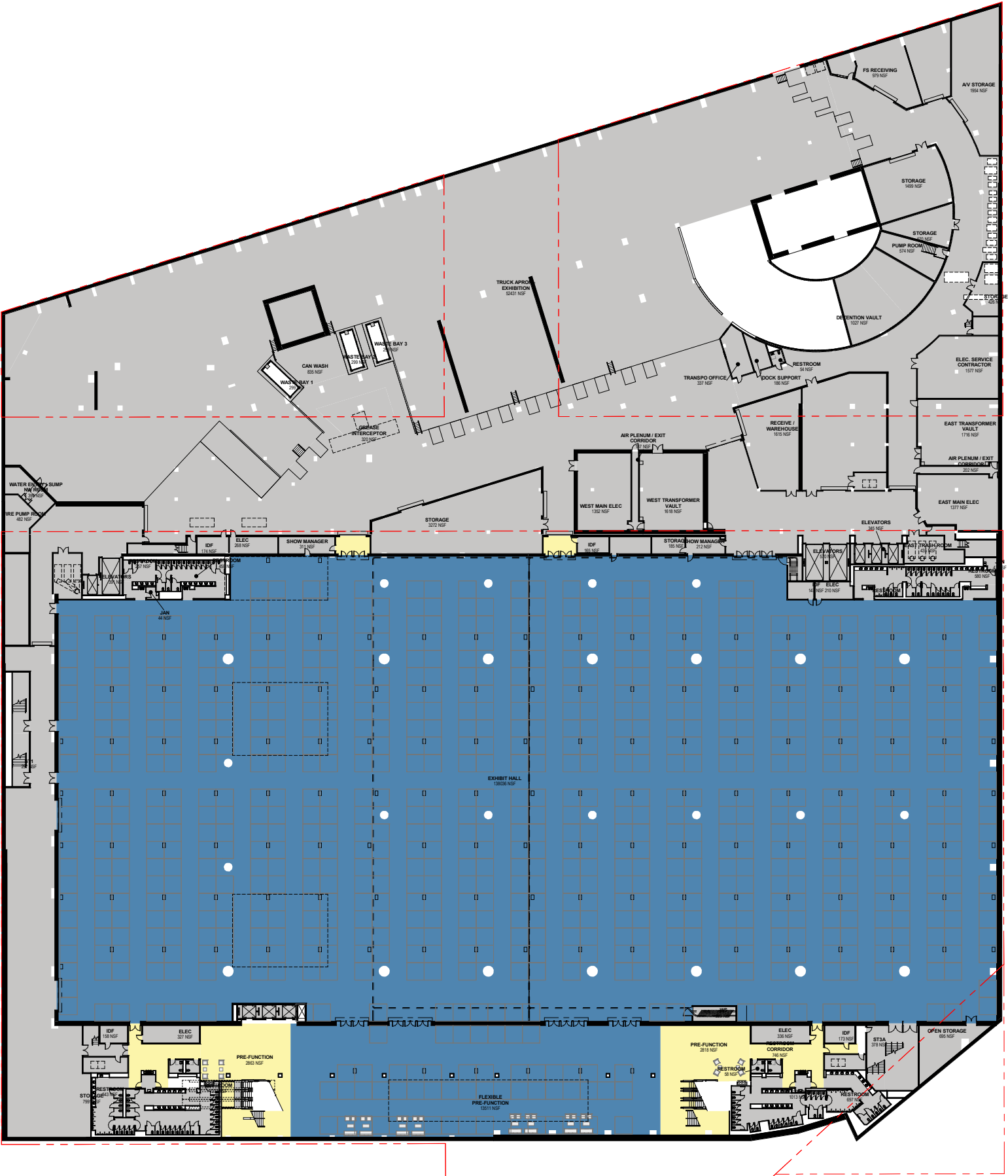
- ① BLOCK 33 - MID BLOCK ALLEY (MUP PROJECT # 3018096)
1,601 SQ. FT.
- ② BLOCK 43 - MID BLOCK ALLEY (MUP PROJECT # 3020177)
3,186 SQ. FT.
- ③ BLOCK 44 - MID BLOCK ALLEY SEGMENT (MUP PROJECT 3020177)
2,879 SQ. FT.
- ④ OLIVE WAY (MUP PROJECT # 3020176, 3018096, AND 3020177)
38,109 SQ. FT.
- ⑤ TERRY AVE (MUP PROJECT # 3020176 AND 3018096)
9,874 SQ. FT.

BELOW GRADE LOADING DOCK

SECTION THROUGH LOADING DOCK



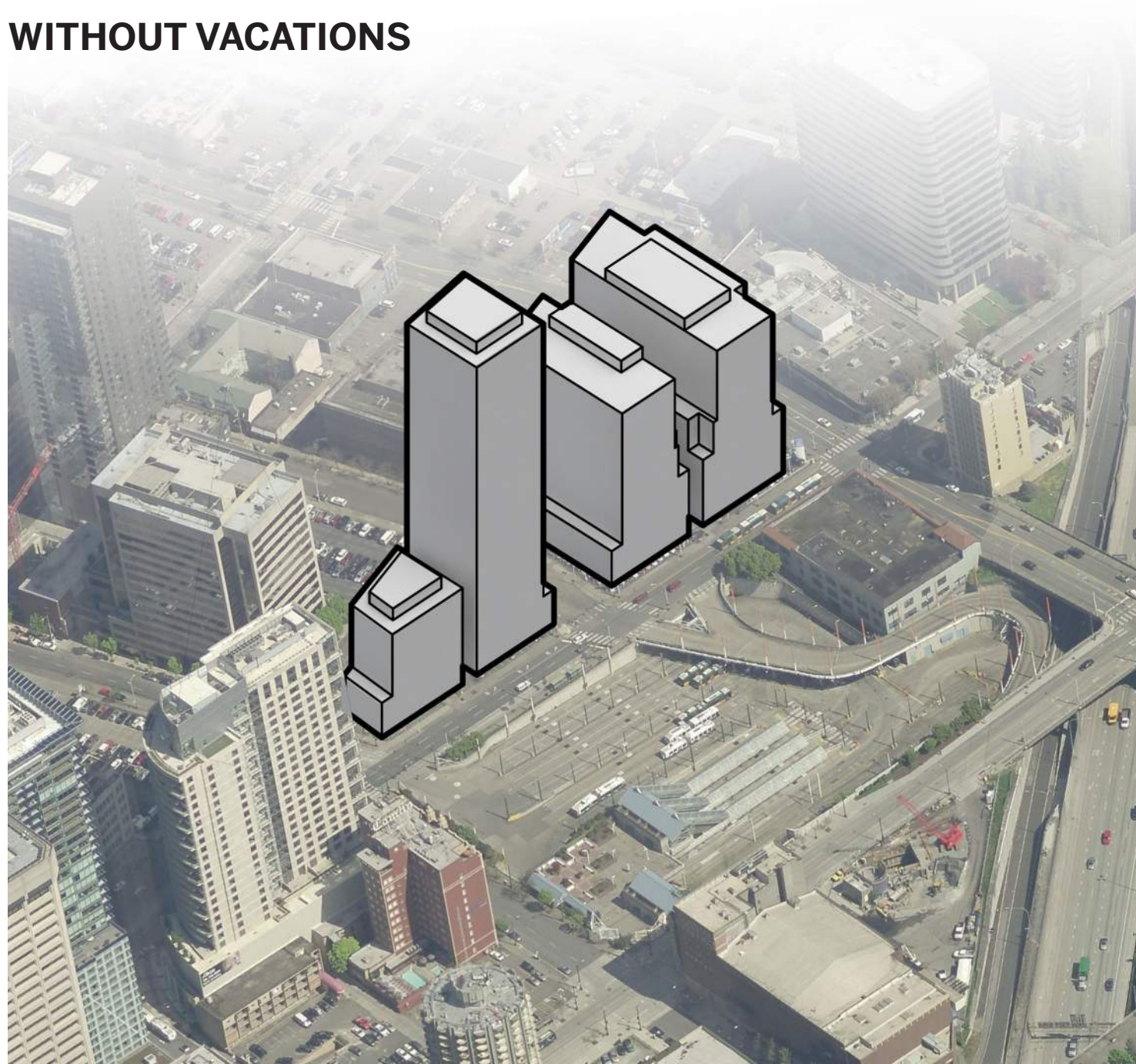
BELOW GRADE LOADING DOCK



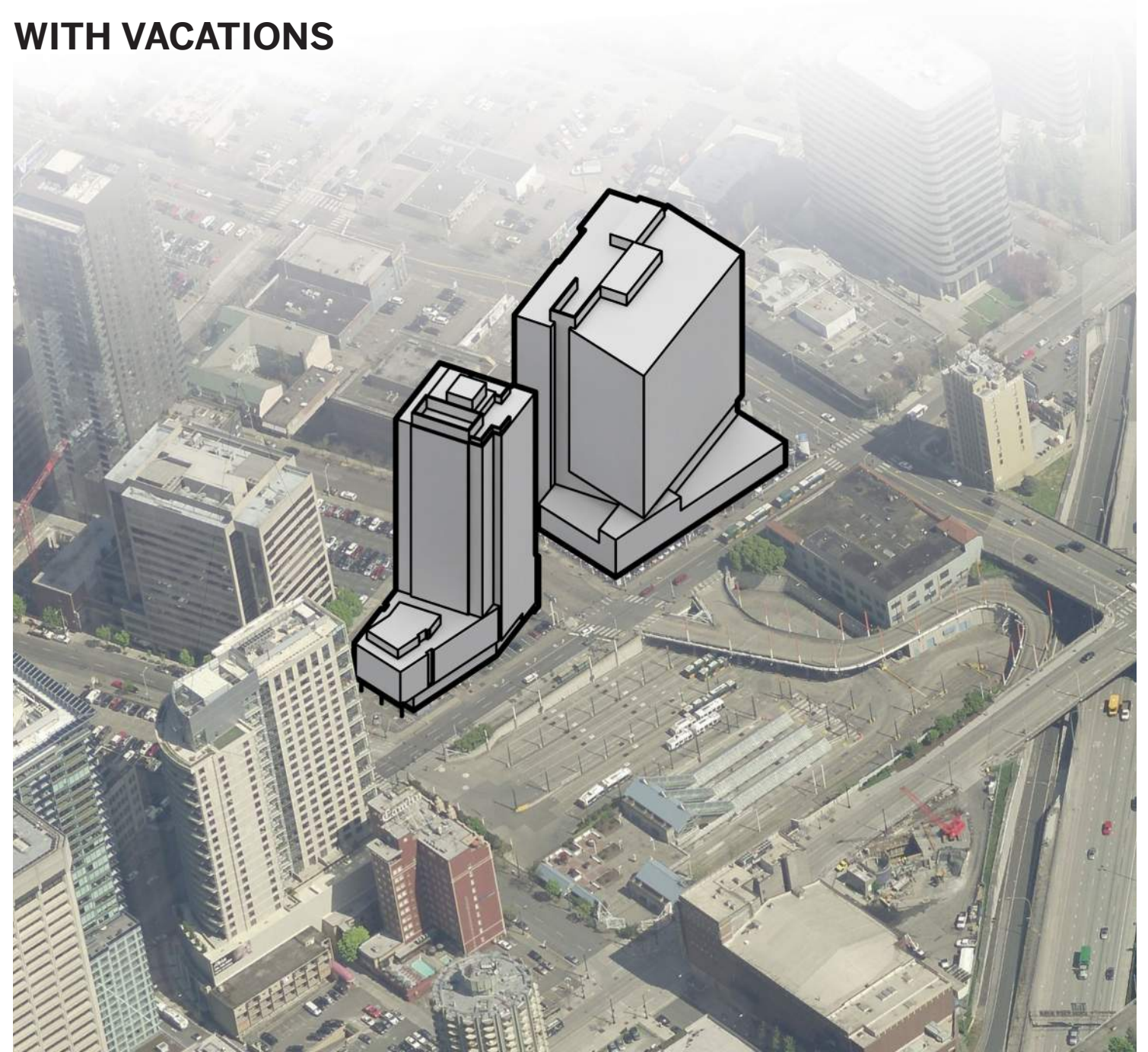
CO-DEVELOPMENT MASSING

DEVELOPMENT POTENTIAL

WITHOUT VACATIONS



WITH VACATIONS



VACATION CRITERIA & RESPONSE

Policy 1: Circulation and Access

- Accommodate below-grade loading and exhibition hall (all sites)
- Alleys currently sparsely used for vehicle or ped circulation (all sites)
- Loading internally, minimizing service areas and access points (all sites)
- Improved ped experience on Olive and Howell (Sites B and C)
- Improved ped experience on Pine, 9th, Olive, Boren (Site A)
- Respects transportation networks (all sites)
- Respects urban scale and lot patterns (all sites)

Policy 2: Utilities

- Upgraded utilities (all sites)

VACATION CRITERIA & RESPONSE

Policy 3: Light, Air and Open Space

- Building forms respond to grid shift of city, no interruption to established pattern in vicinity
(Sites B And C)
- Improves light, air, view conditions (all sites)
- Significant setbacks, plazas, upper level modulation (all sites)

Policy 4: Land Use

- Consistent with Comprehensive Plan (all sites)
- More modulation and improved design, improved urban form (all sites)
- Fill urban gaps (all sites)

VACATION CRITERIA & RESPONSE

What does the project gain?

- Large subterranean contiguous footprint
- FAR from alley vacations
- Office Tower:

More efficient floor plates

Less exterior surface, lowering energy use

- Residential:

One tower creates better residential experience with light and air

Less exterior surface, lowering energy use

BENEFITS OF VACATION

BOREN/PINE

WITHOUT VACATIONS



WITH VACATIONS



BENEFITS OF VACATION

OLIVE/9TH

WITHOUT VACATIONS



WITH VACATIONS



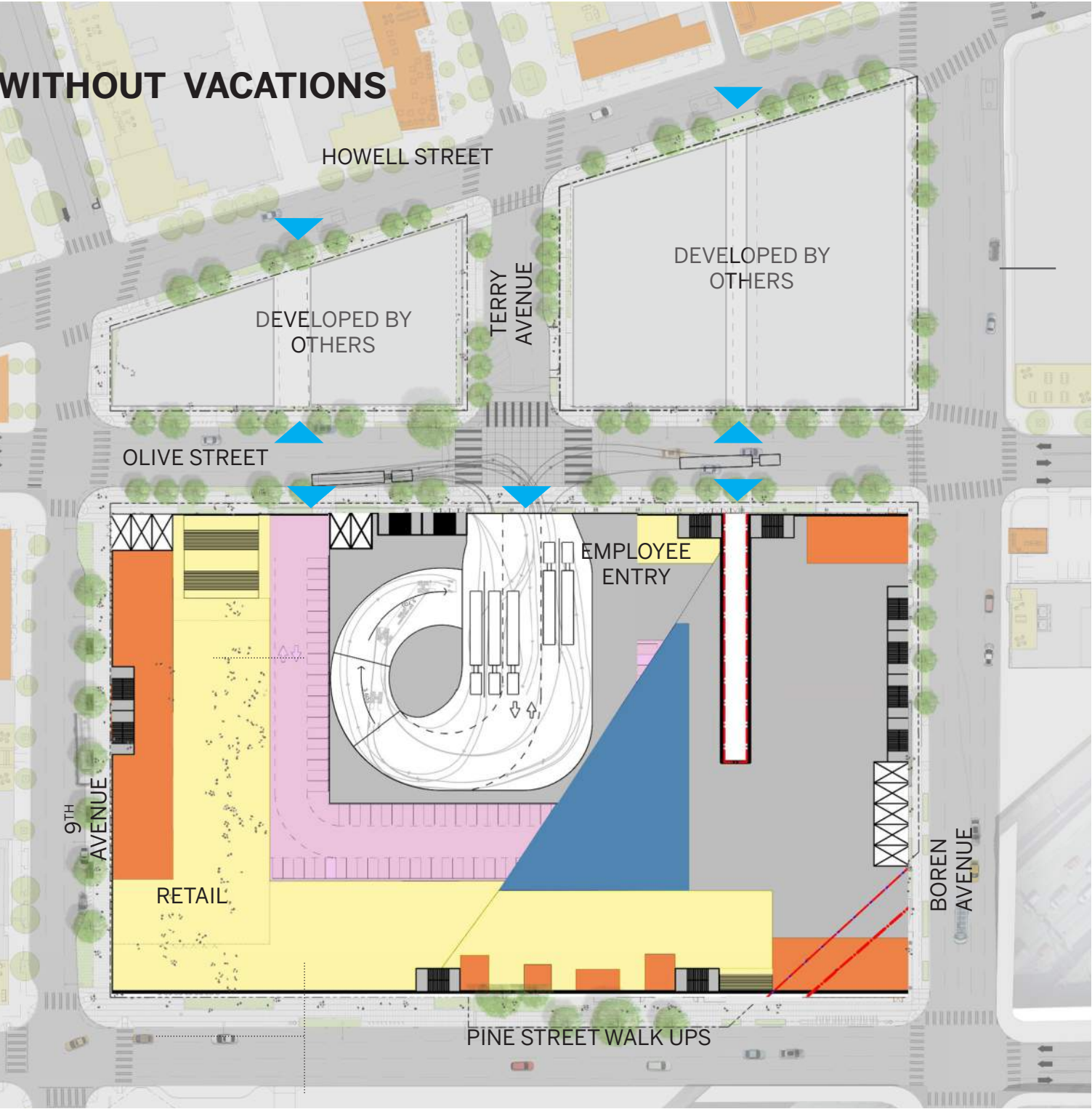
PEDESTRIAN EXPERIENCE

SITE PLAN - WITHOUT VACATIONS

INACTIVE FRONTAGE:
781 LF
41% INACTIVE

ACTIVE FRONTAGE:
1,097 LF
58% ACTIVE

7 CURB CUTS
240' LF

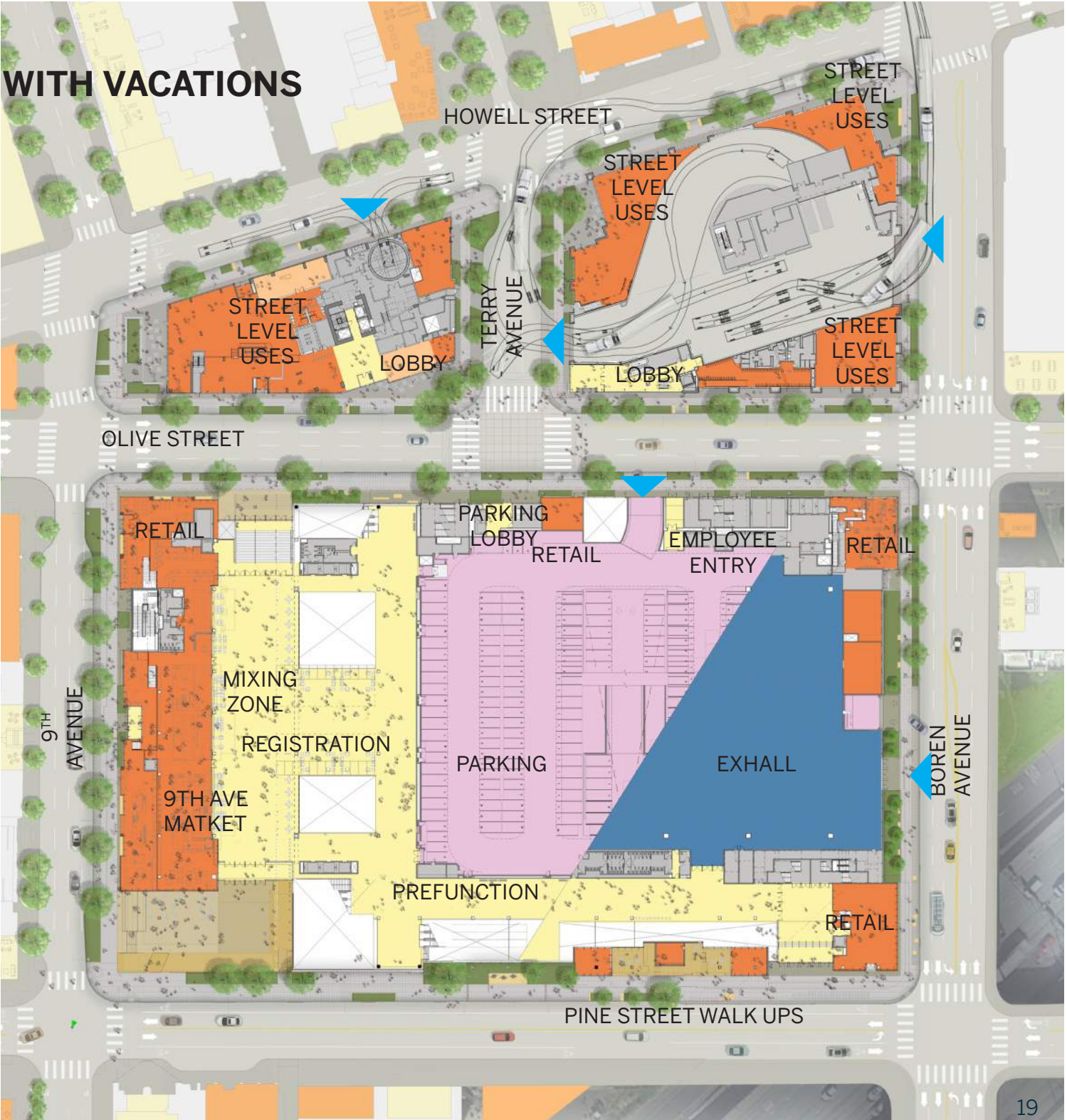


SITE PLAN - WITH VACATIONS

INACTIVE FRONTAGE:
345 LF
19% INACTIVE

ACTIVE FRONTAGE:
1,426 LF
81 % ACTIVE

5 CURB CUTS
165' LF





Family

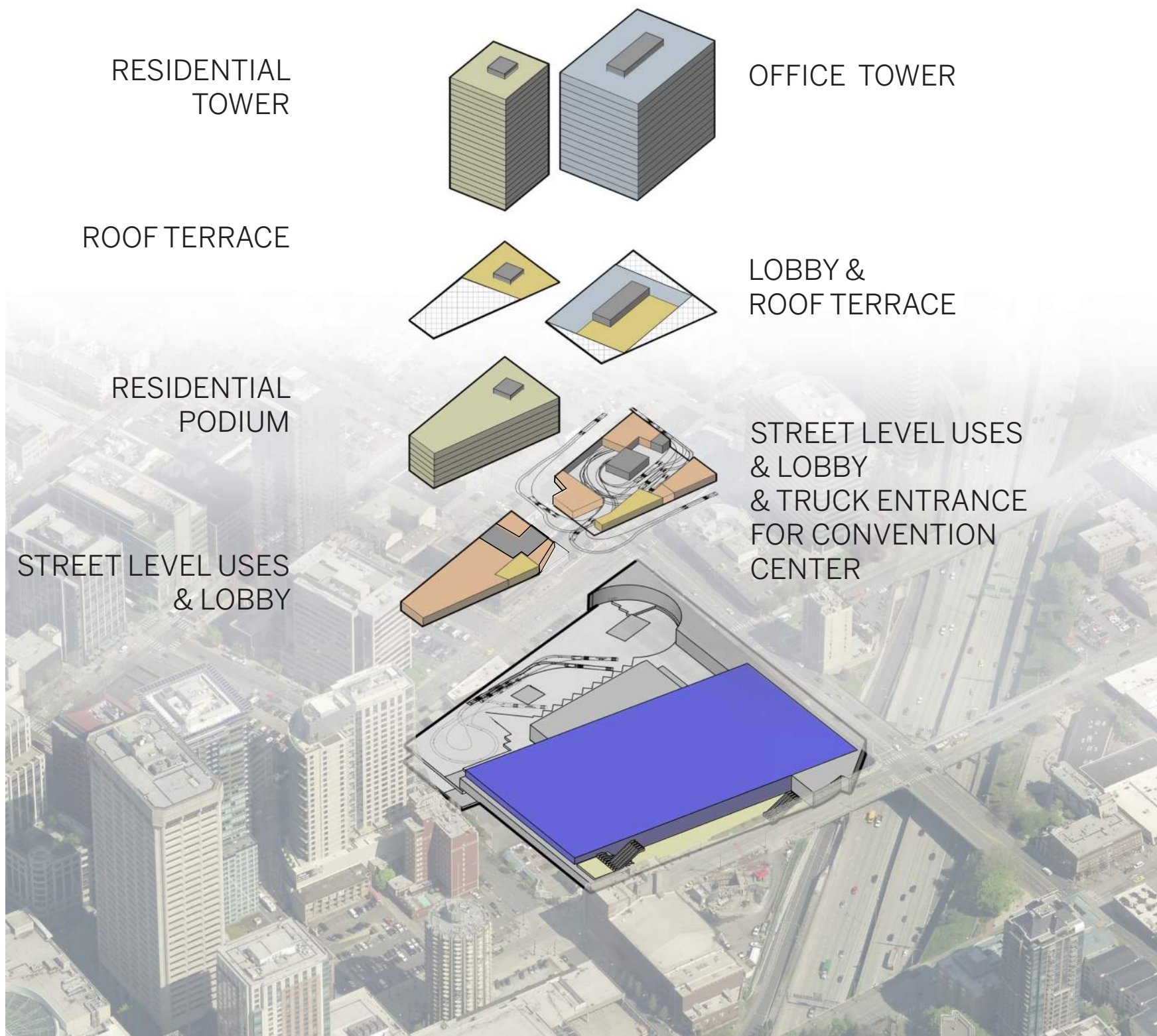
STANLEY

REQUESTED ADDITION INFORMATION

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8. The vacation and no vacation analysis for the Co-Development site that illustrate development capacity, in support of Council policies.

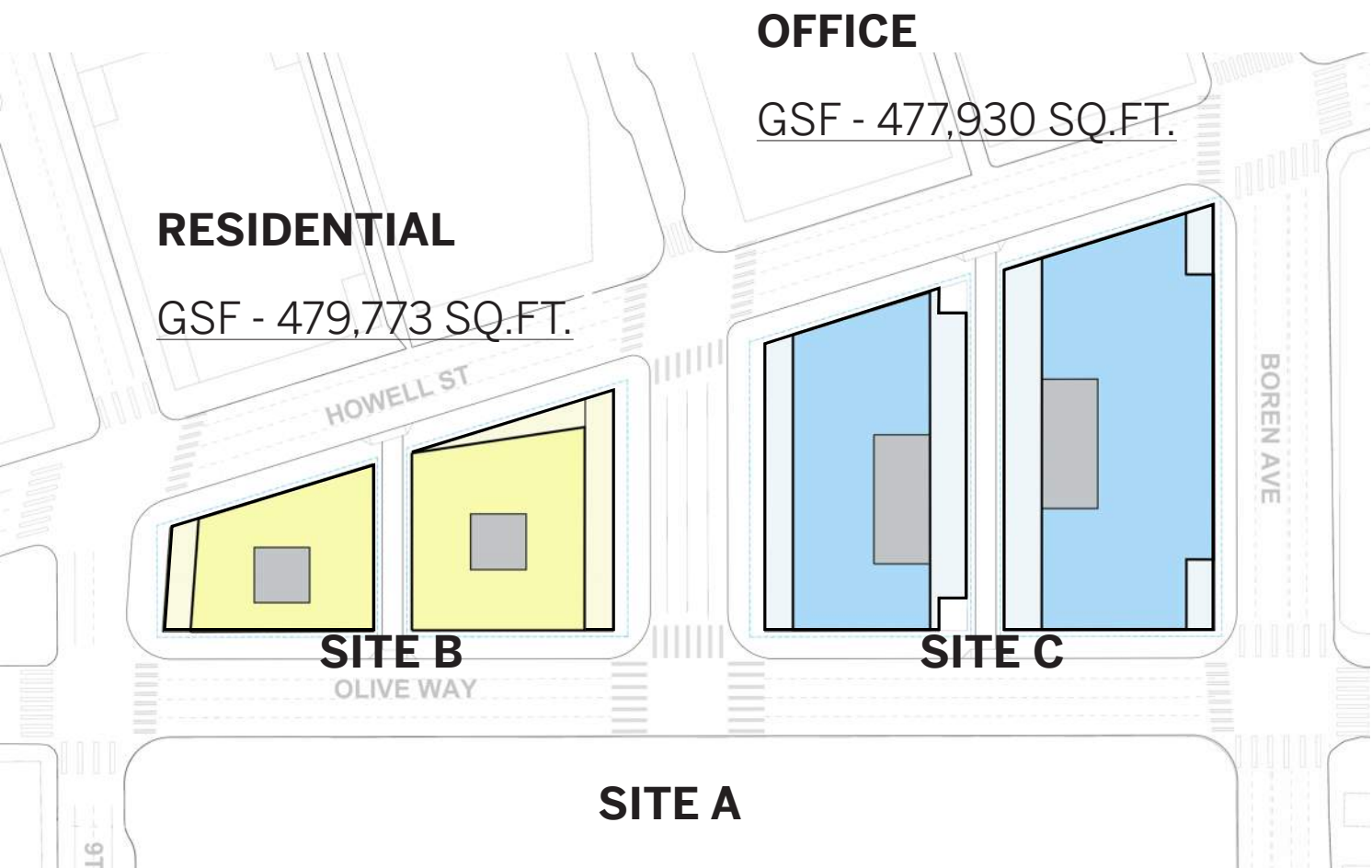
CO-DEVELOPMENT VACATIONS



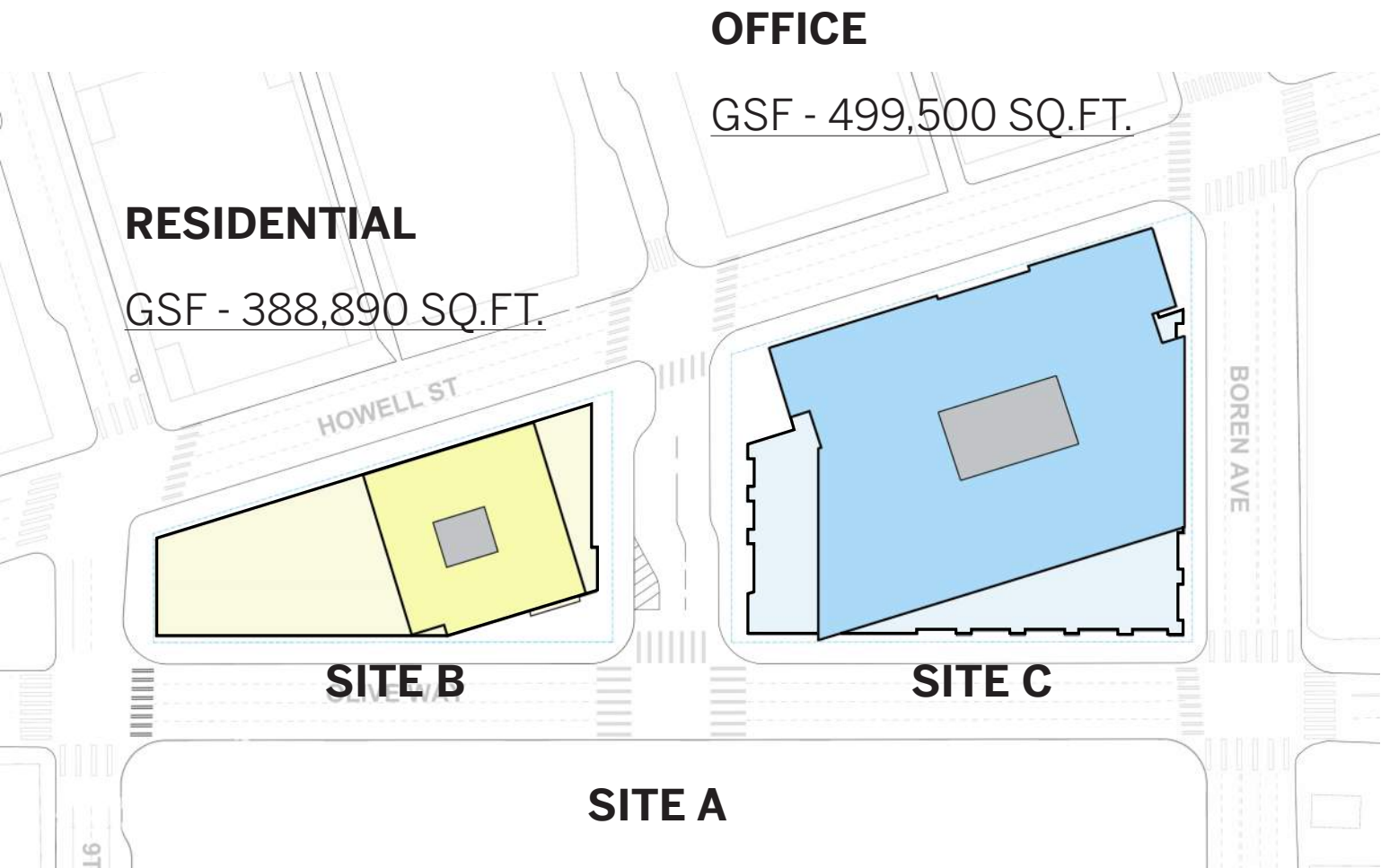
CO-DEVELOPMENT FOOTPRINT

DEVELOPMENT POTENTIAL

WITHOUT VACATIONS



WITH VACATIONS



SITE B

- Typical floor plate is 10,700 SF and 7,000 SF
- Tower is limited to 125' due to zoning restrictions & separation from towers over 160' tall

SITE C

- Proposed FAR: 10
- Typical floor plate is 19,000 SF and 13,000 SF.

SITE B

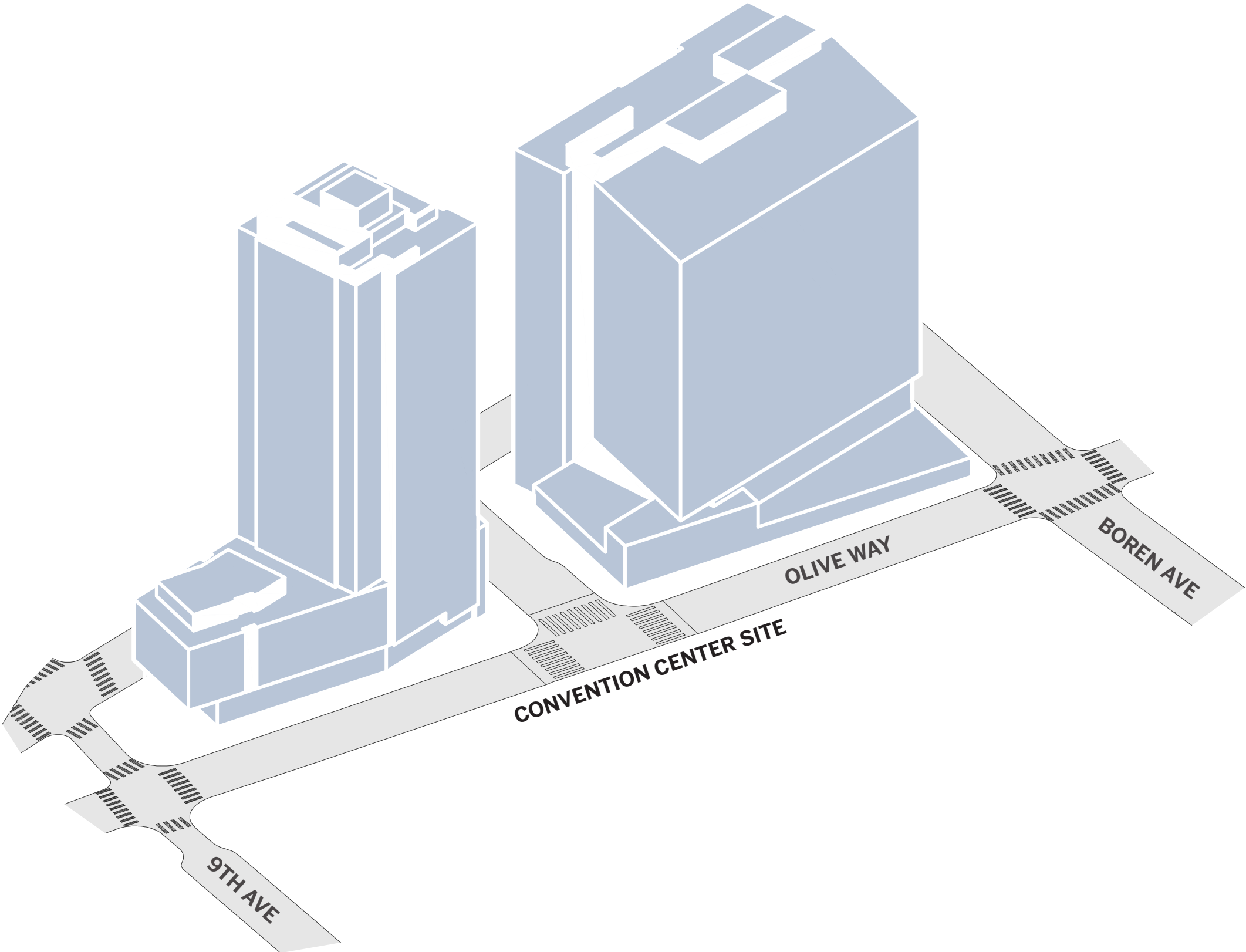
- Typical floor plate is 10,000 SF
- FAR GAINED FROM ALLEY VACATION: 8,000 SF

SITE C

- Proposed FAR: 10
- Typical floor plate is 34,000 SF.
- FAR GAINED FROM ALLEY VACATION: 32,000 SF

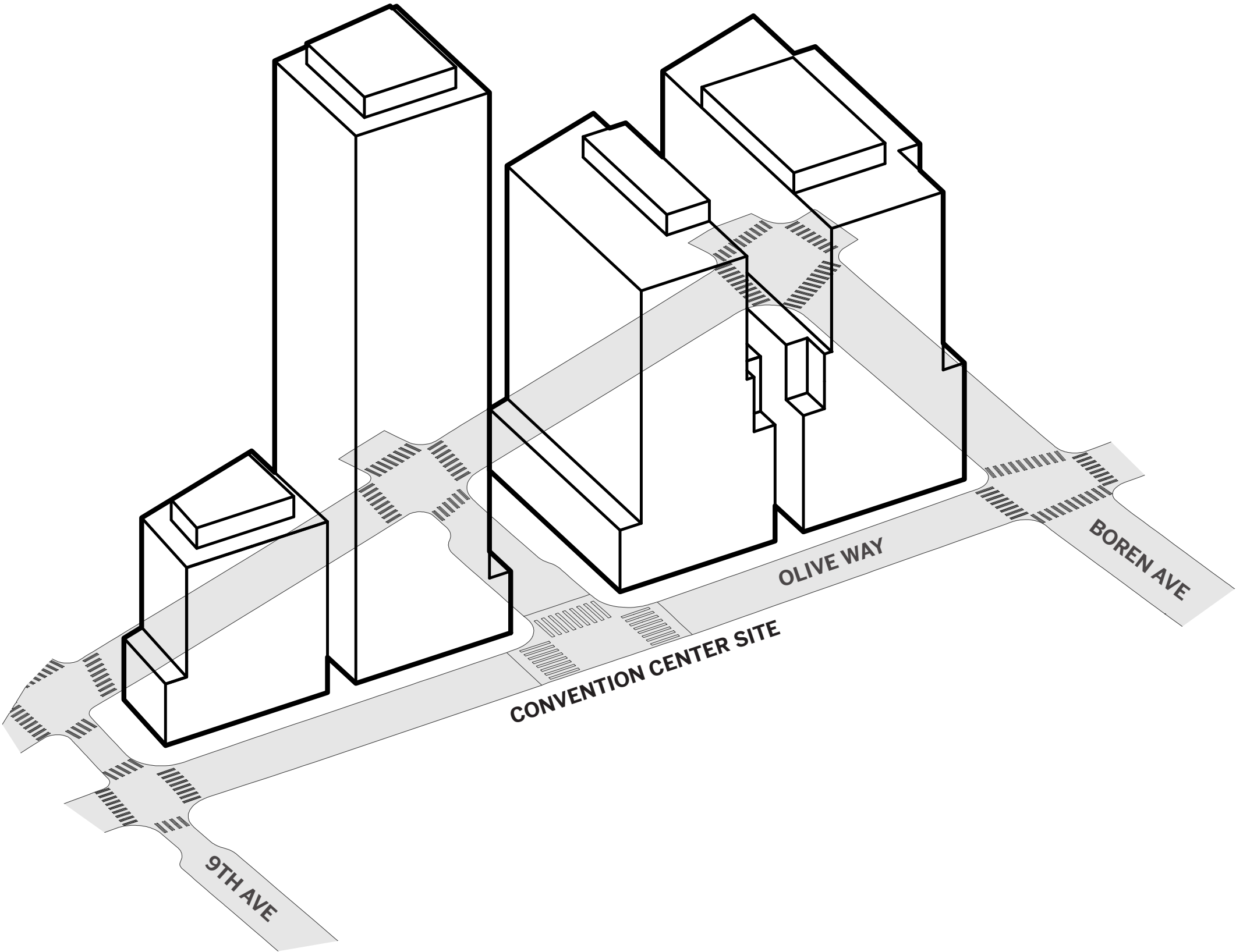
CO-DEVELOPMENT MASSING

DEVELOPMENT POTENTIAL WITH VACATIONS



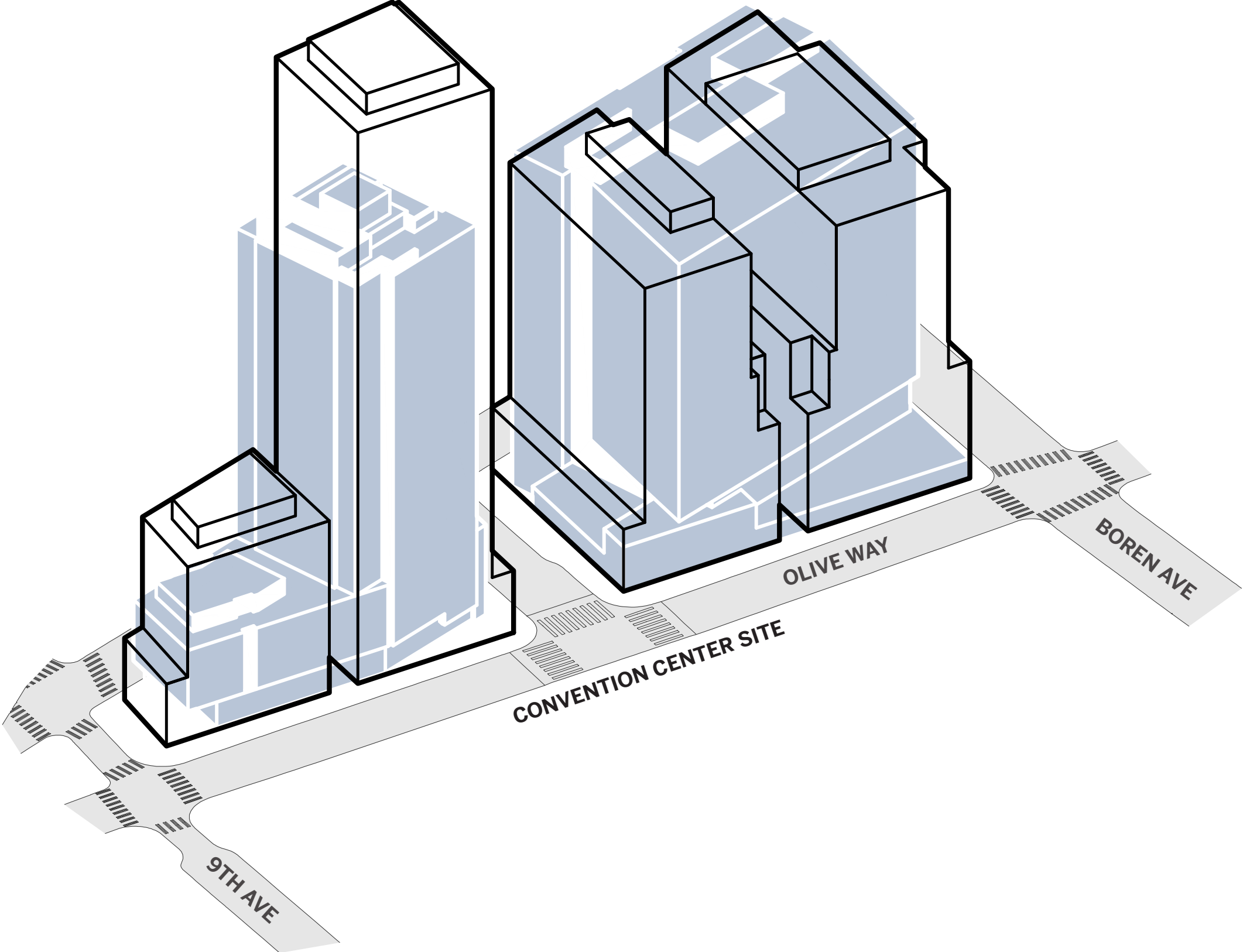
CO-DEVELOPMENT MASSING

DEVELOPMENT POTENTIAL WITHOUT VACATIONS



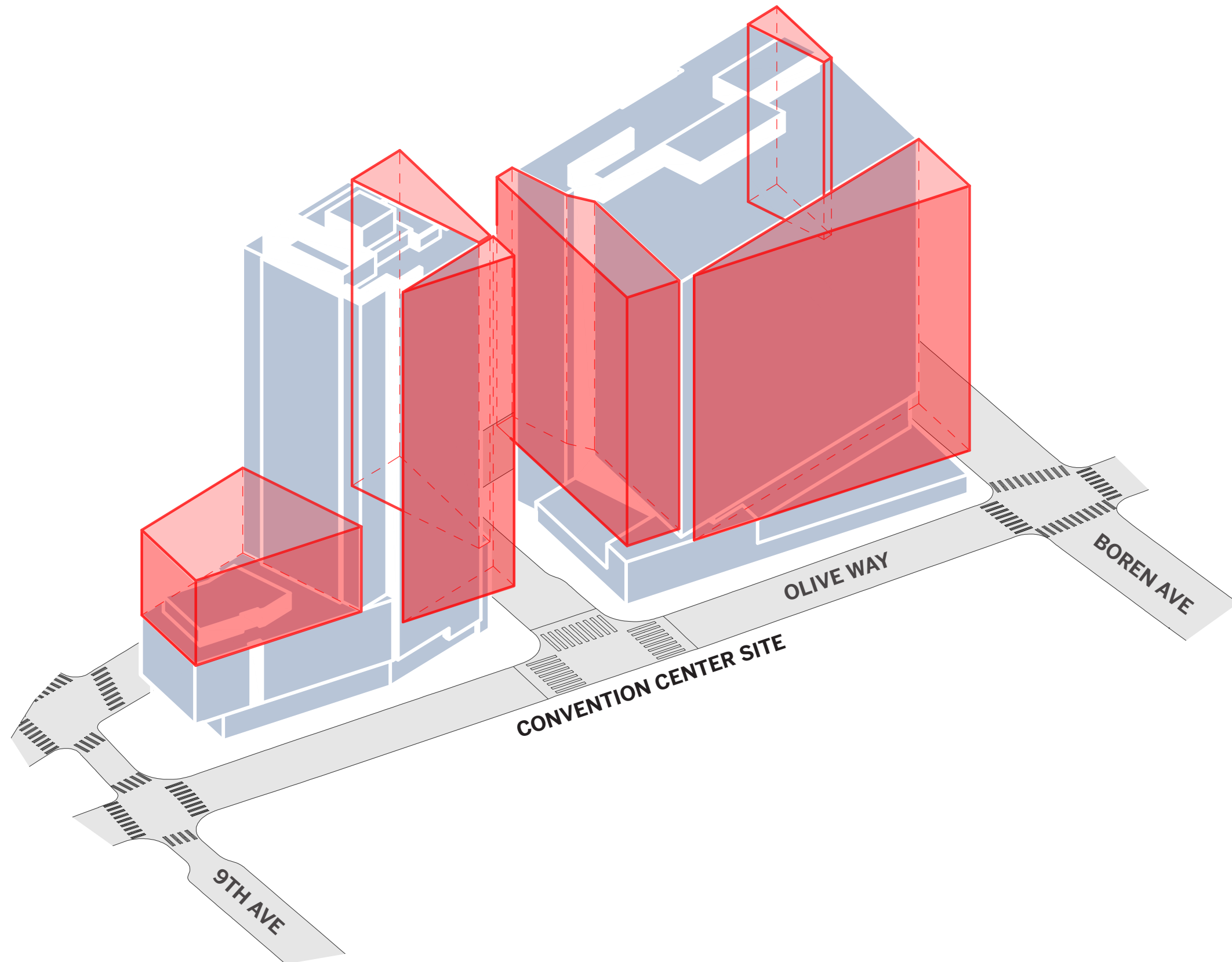
CO-DEVELOPMENT MASSING

DEVELOPMENT POTENTIAL



CO-DEVELOPMENT MASSING

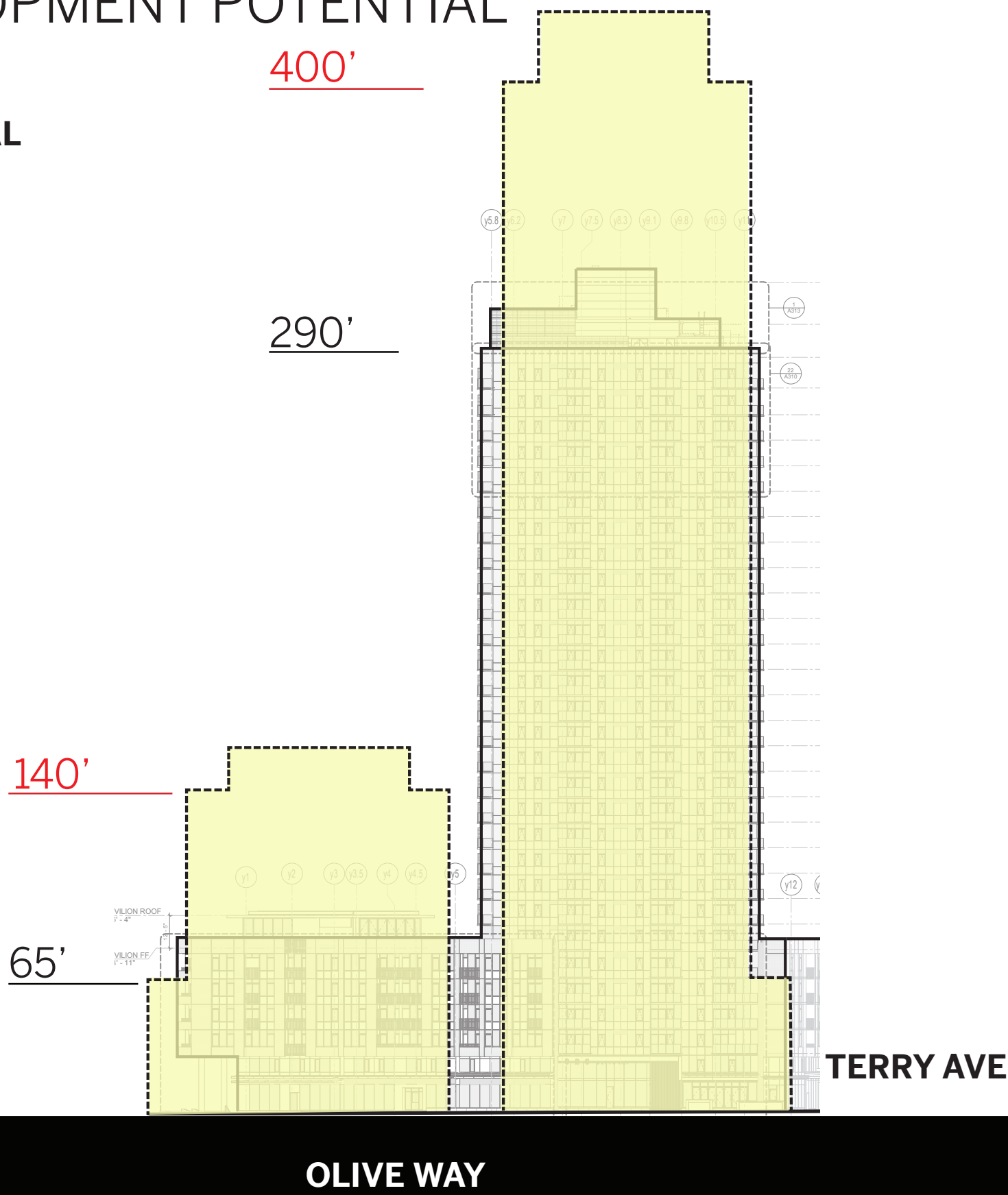
DEVELOPMENT POTENTIAL



CO-DEVELOPMENT MASSING

DEVELOPMENT POTENTIAL

RESIDENTIAL
SITE B



- DEVELOPMENT POTENTIAL
- PROPOSED DEVELOPMENT

Why not develop to 400ft?

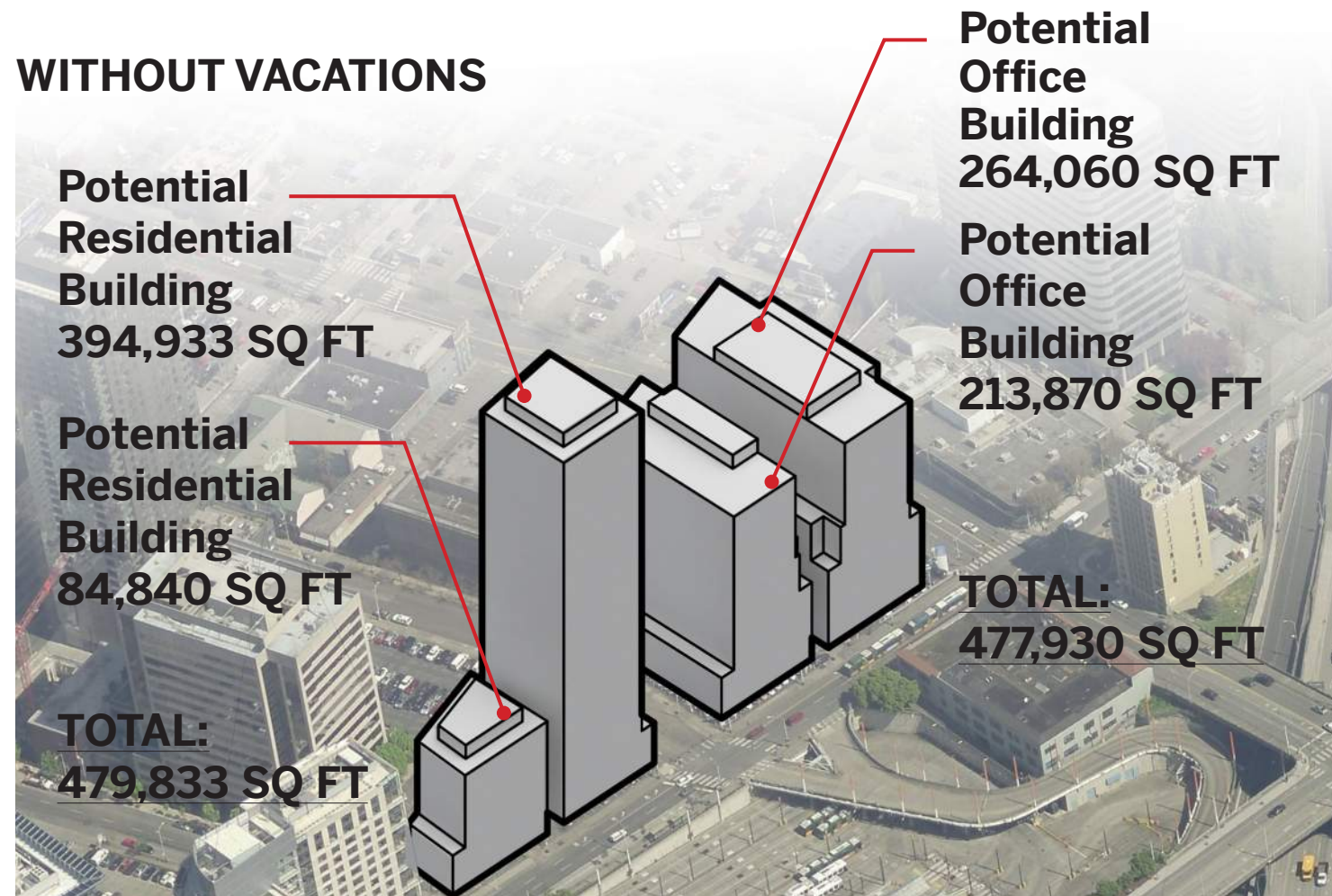
Proposed tower height:

1. Responds to anticipated residential development market conditions
2. Less structural impact on loading dock below
3. A smaller core for better alignment with loading dock

CO-DEVELOPMENT MASSING

DEVELOPMENT POTENTIAL

WITHOUT VACATIONS



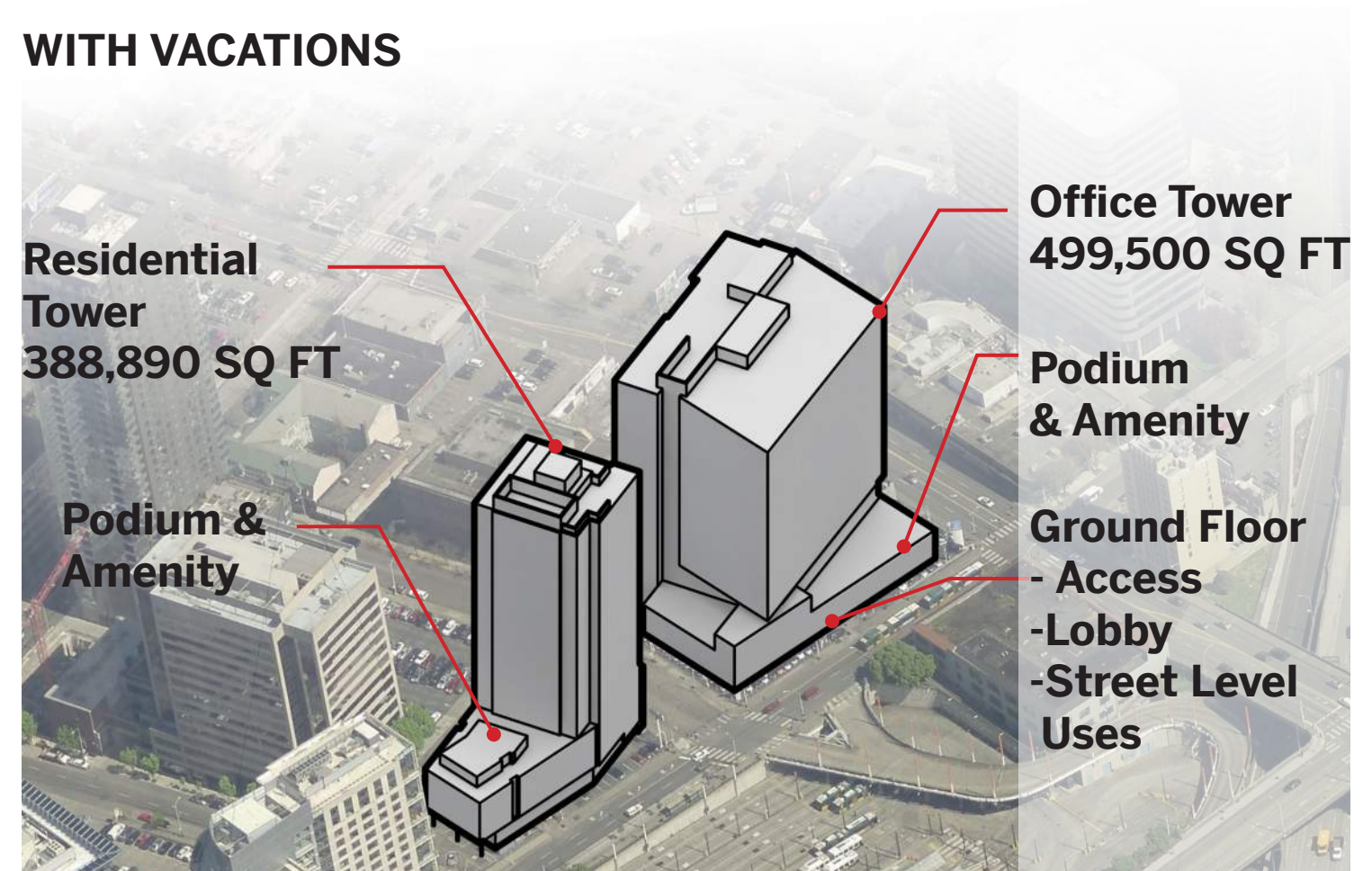
PROS:

- Maintain alley circulation & service access
- Smaller individual site footprints

CONS:

- Limited site area for setbacks, modulation, and massing rotation in response to site & context
- Limited site area for usable public open space at grade
- More curb cuts & access points

WITH VACATIONS



PROS:

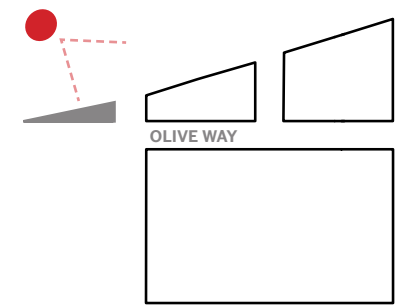
- Modulation and massing can transition city grid shift & enhance green street experience
- Setbacks create usable public open space at grade
- Better site orientation, with openings for light and air
- Fewer curb cuts & access points

CONS:

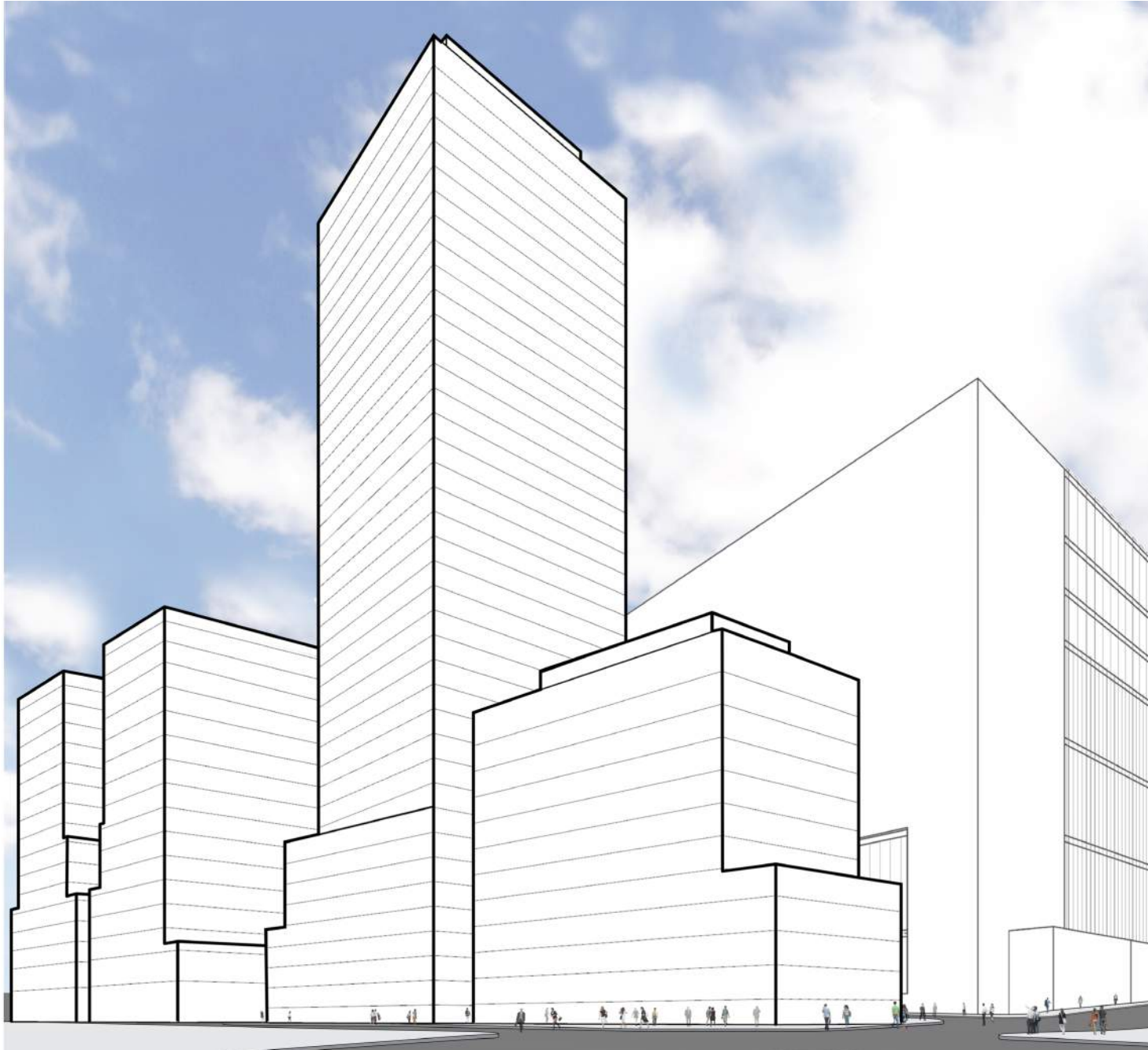
- Alleys no longer available for public use

HOWELL / 9TH

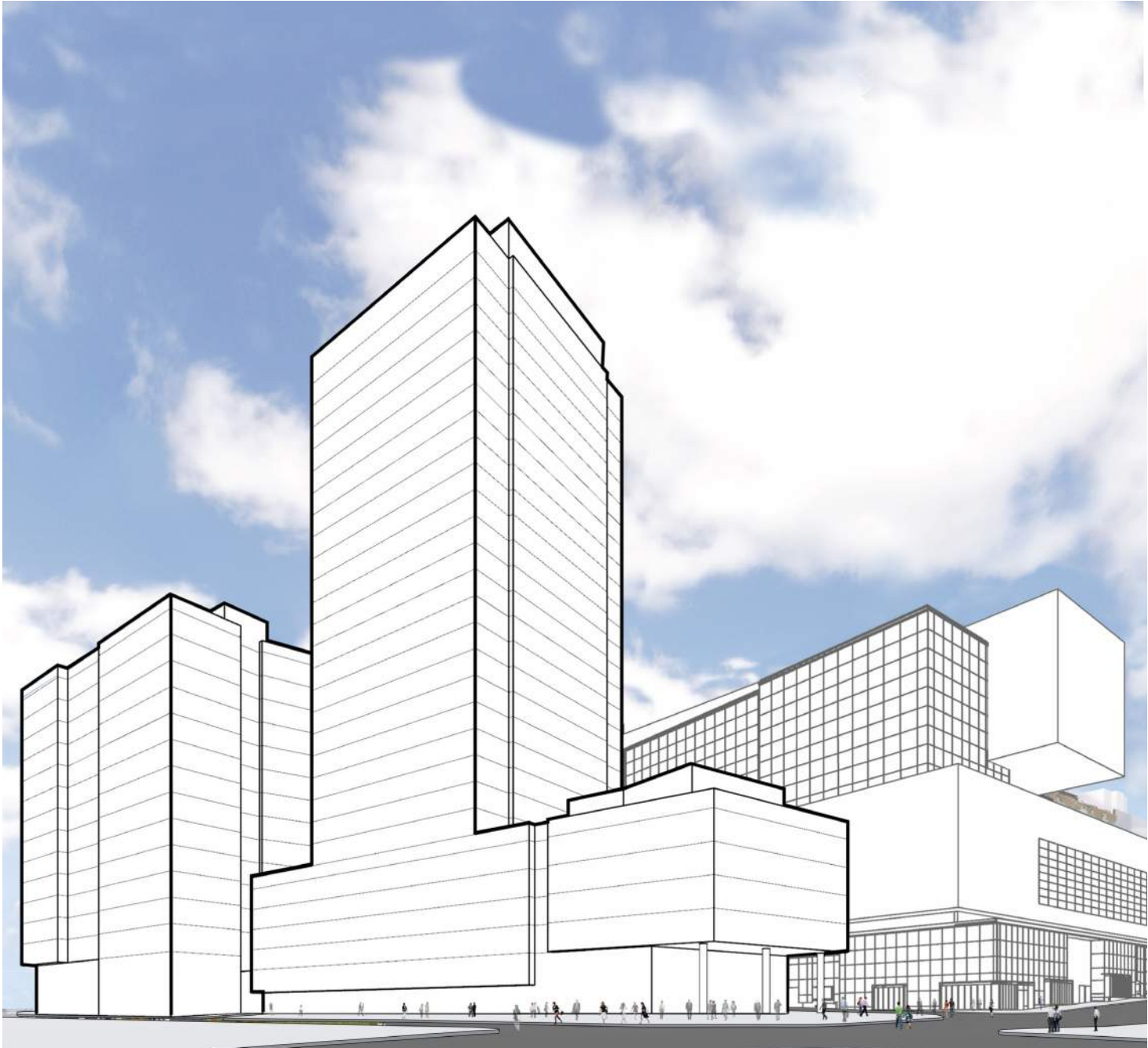
DEVELOPMENT POTENTIAL



WITHOUT VACATIONS

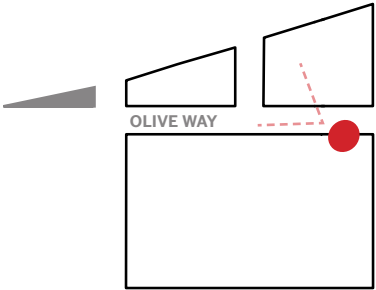


WITH VACATIONS



OLIVE / TERRY

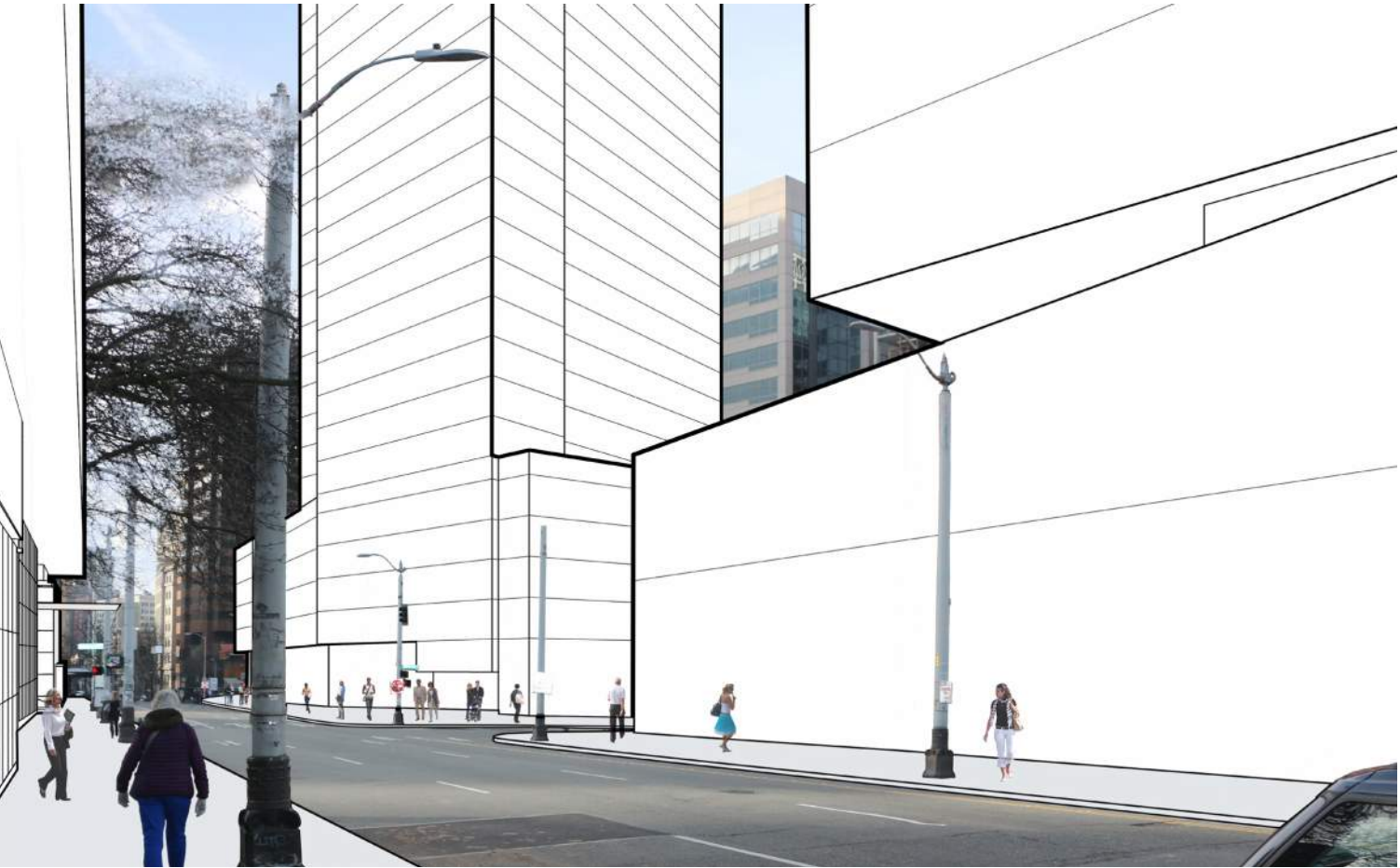
DEVELOPMENT POTENTIAL



WITHOUT VACATIONS

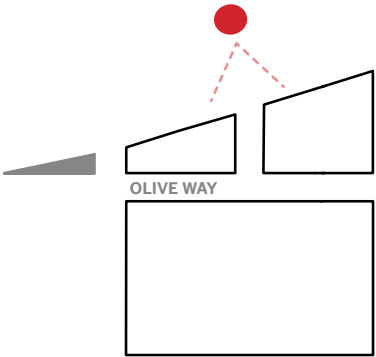


WITH VACATIONS

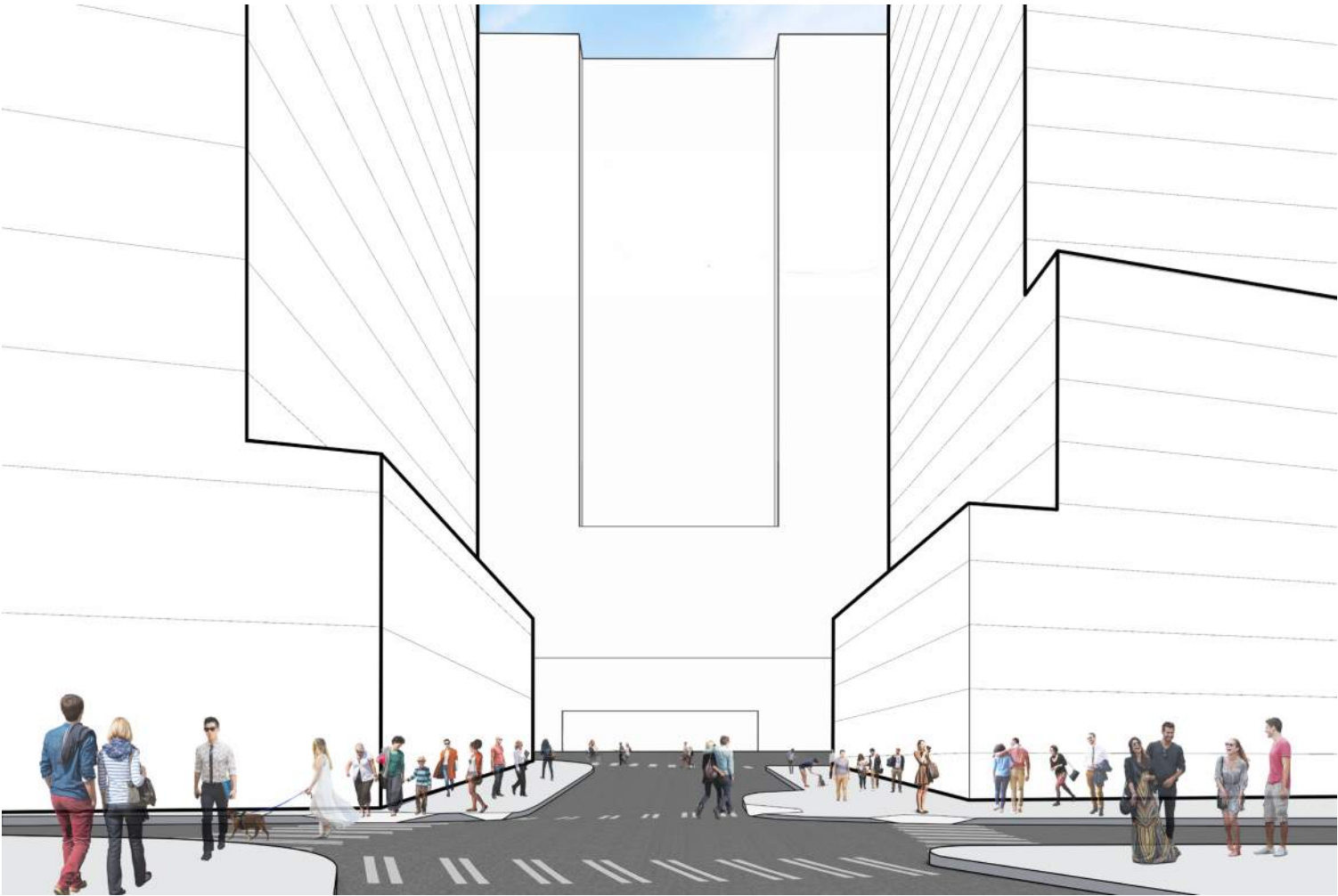


TERRY / BOREN

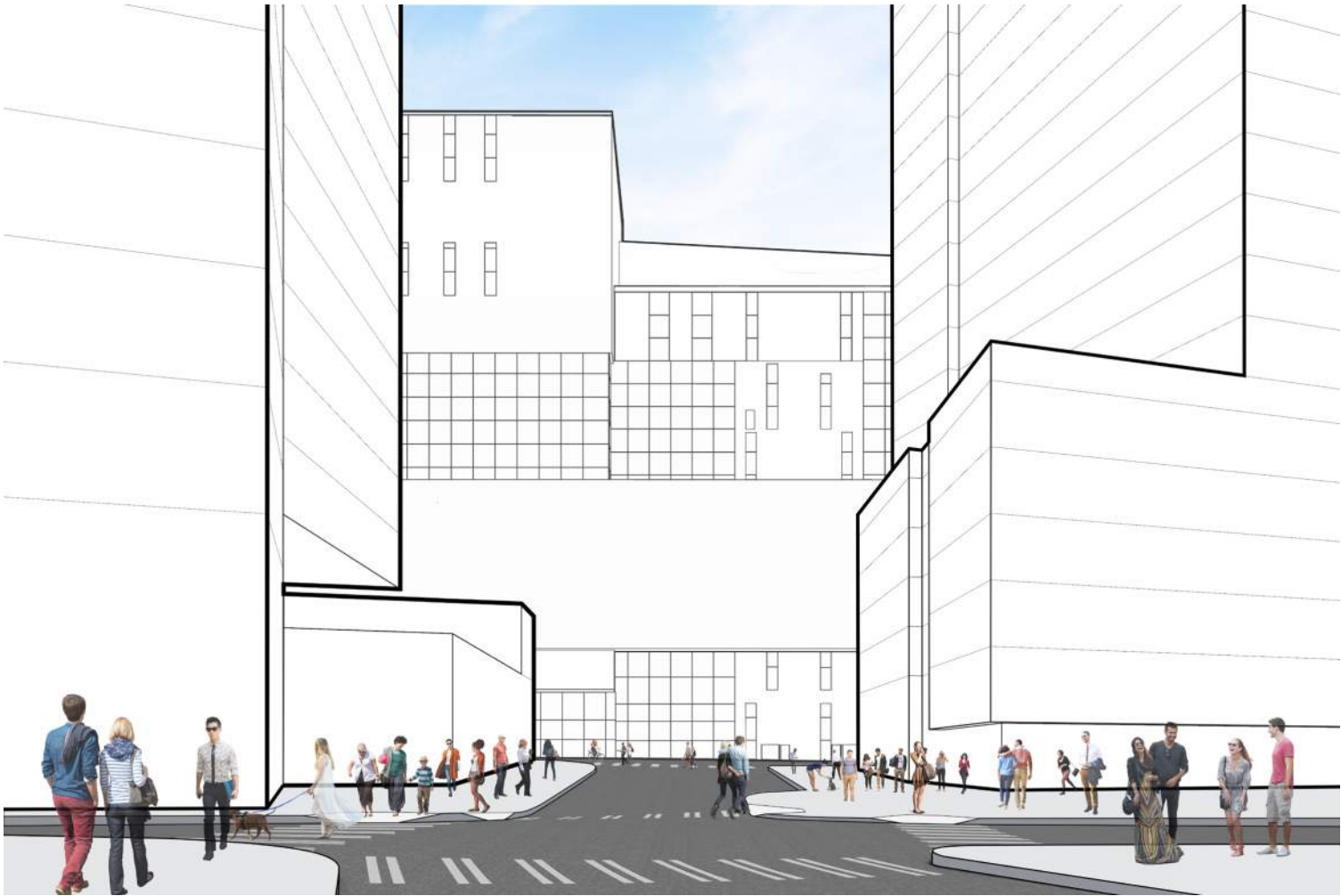
DEVELOPMENT POTENTIAL



WITHOUT VACATIONS



WITH VACATIONS

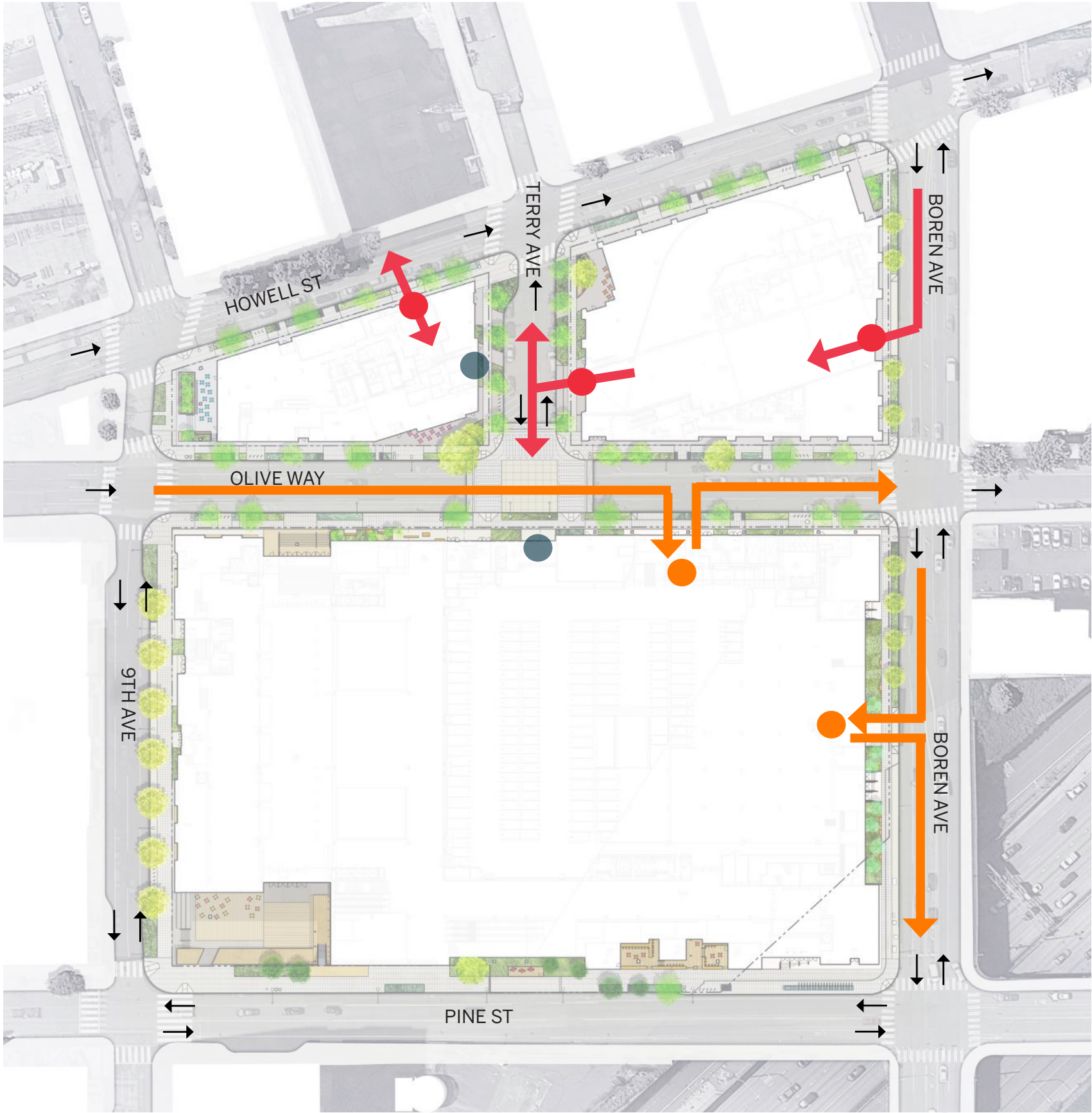


1. Details on the location and design treatment of all access points, including a better understanding of the residential loading space within the building

TRAFFIC/CIRCULATION

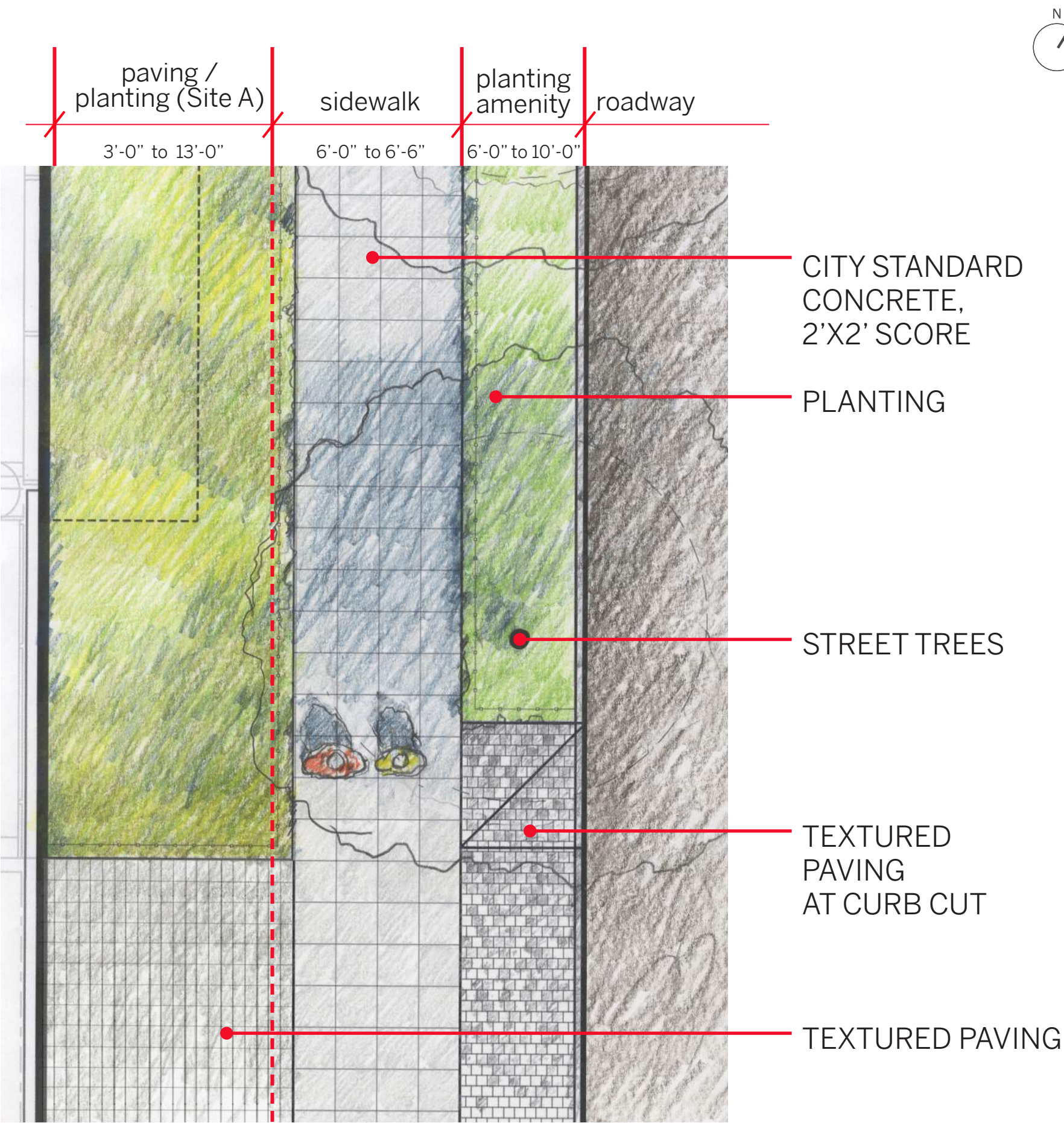
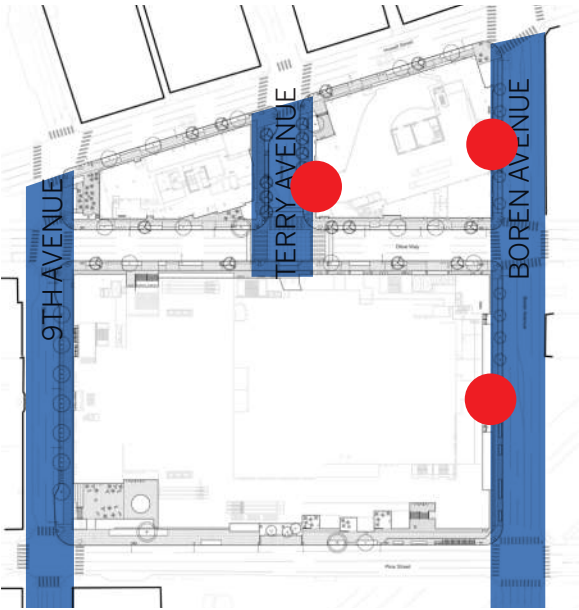
VEHICLE MOVEMENTS

- VEHICULAR PORTAL
- LOADING PORTAL
- FORMER ENTRY LOCATIONS
PRE TYPE-1 FEEDBACK



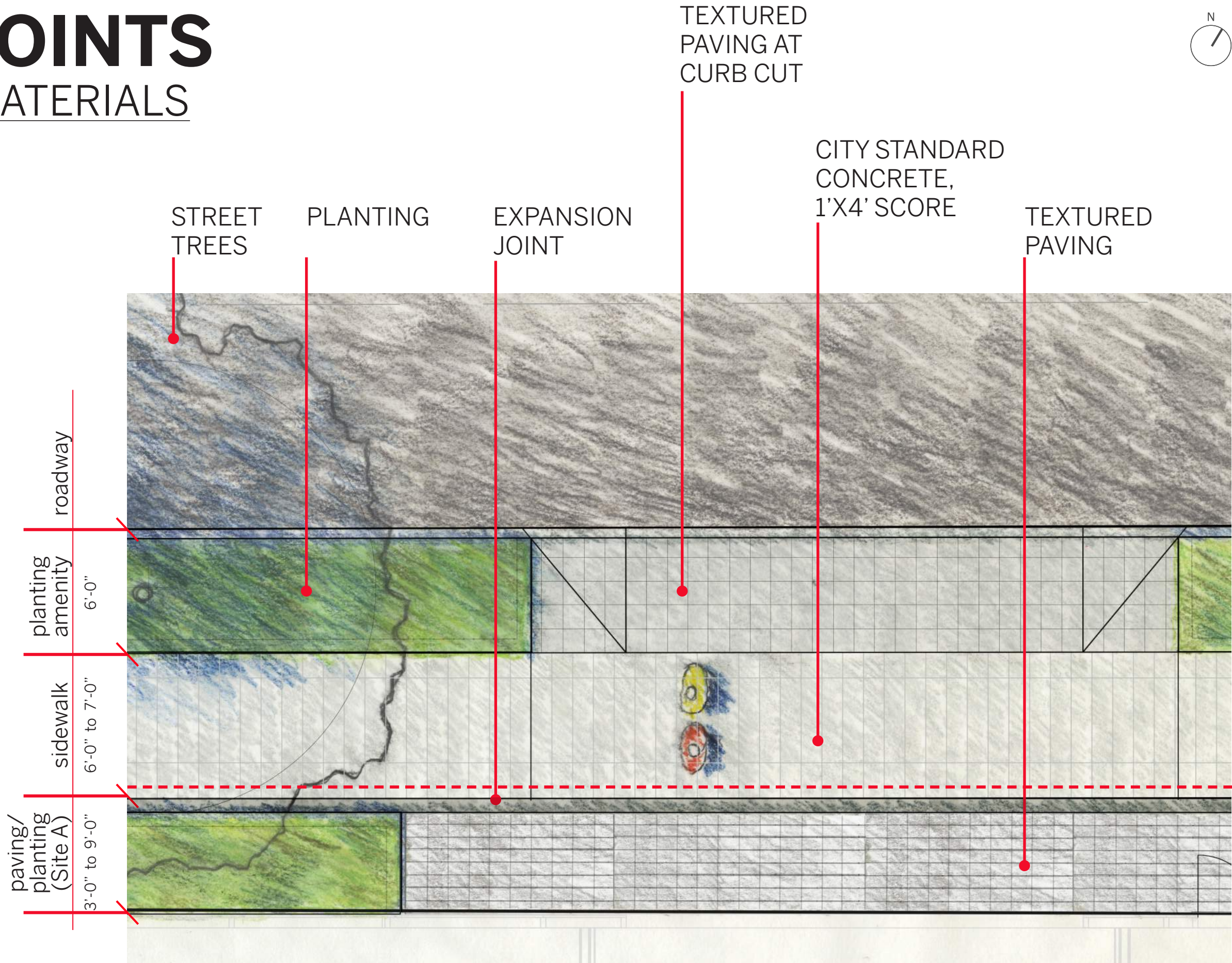
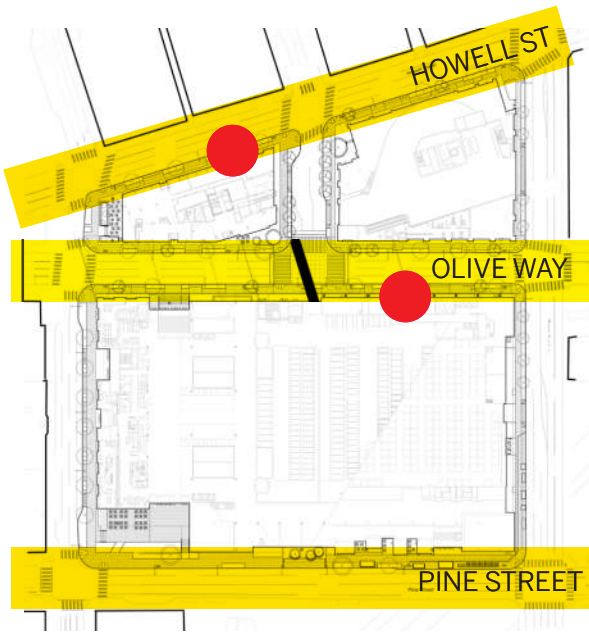
ACCESS POINTS

TERRY, BOREN MATERIALS



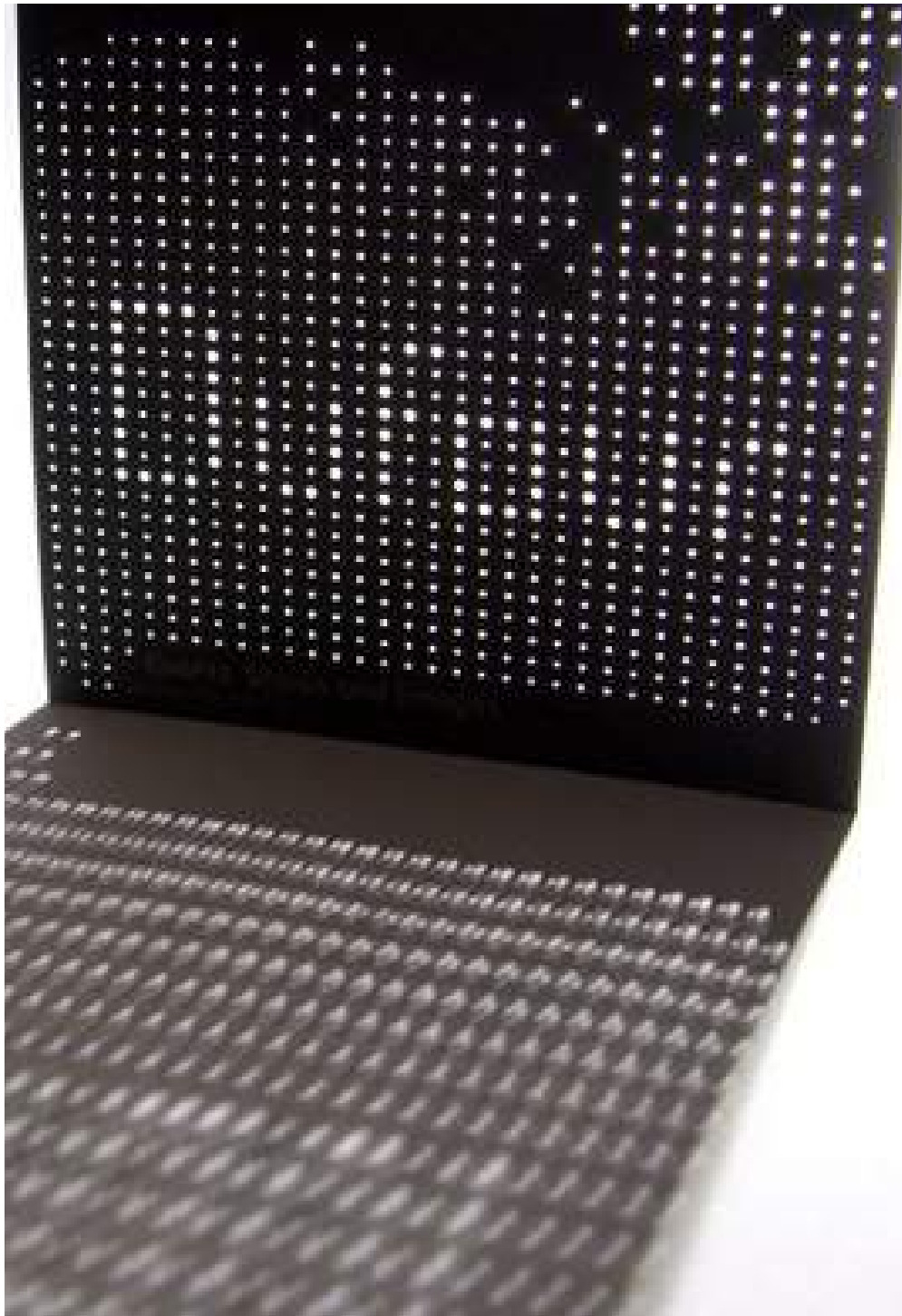
ACCESS POINTS

OLIVE/HOWELL MATERIALS



ACCESS POINTS

DOOR TREATMENT



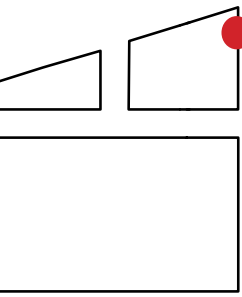
Artist: Mira Gauthier
Title: Dufour - 2009



Door Concept

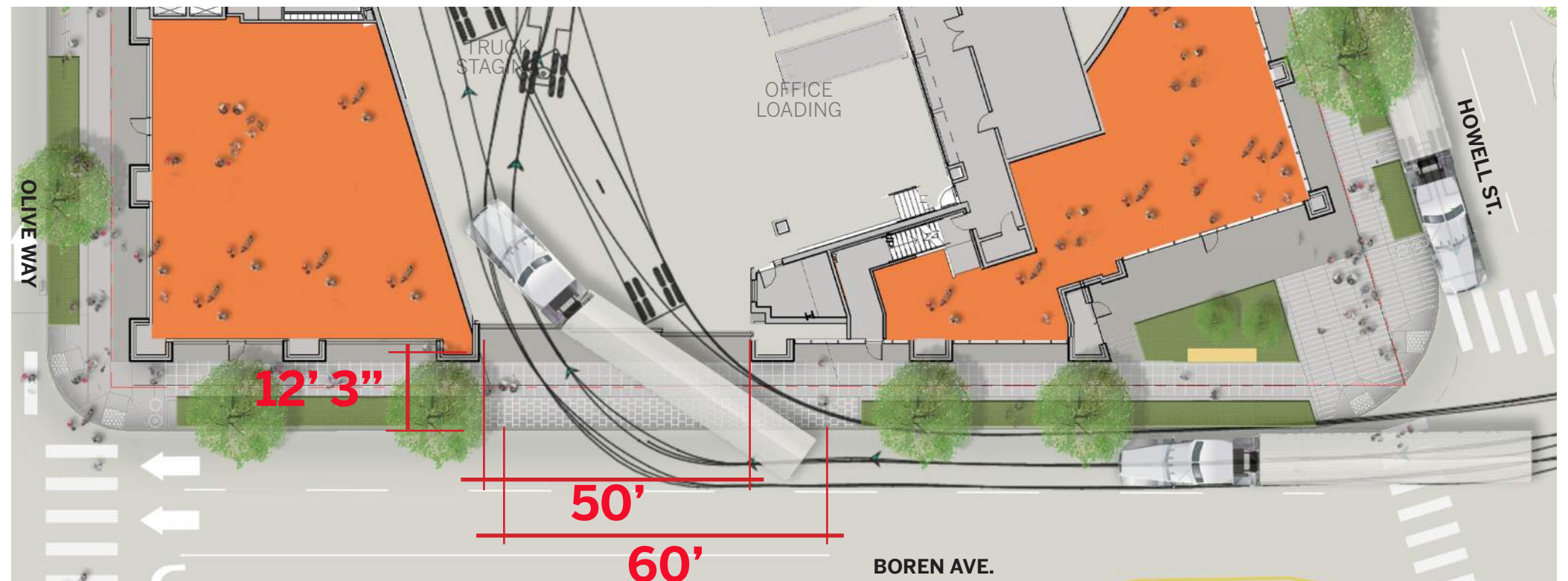
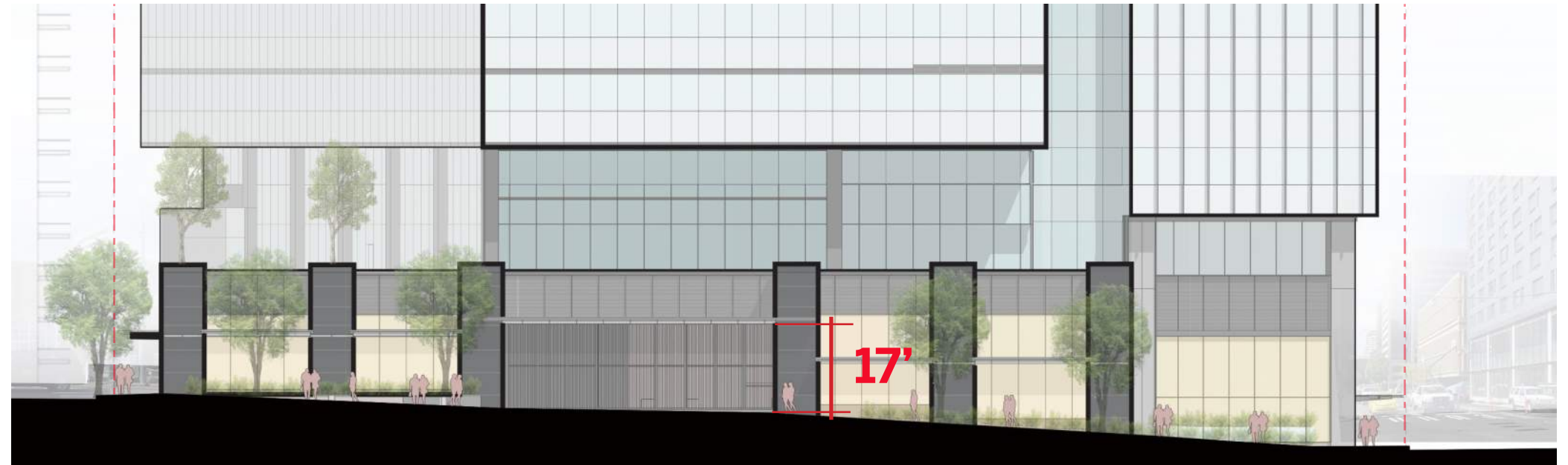
ACCESS POINTS

BOREN INGRESS



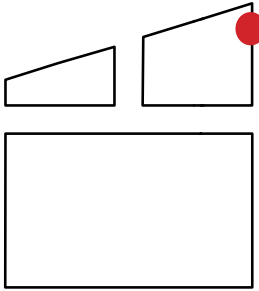
JUSTIFICATION FOR EACH ACCESS POINT:

- Oneway ingress
- Consolidated access for WSCC Addition and Co-Development.
- Accommodates multiple trucks on-site minimizing impacts to Boren Ave.
- Accommodates truck turn into building without crossing into traffic lanes on Boren.
- Feedback from city:
Location permitted by code



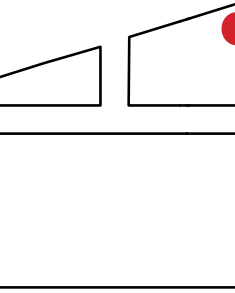
ACCESS POINTS

BOREN INGRESS



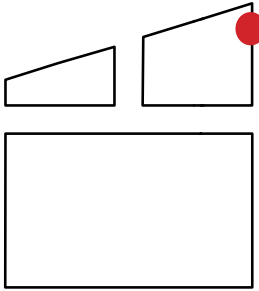
ACCESS POINTS

BOREN INGRESS



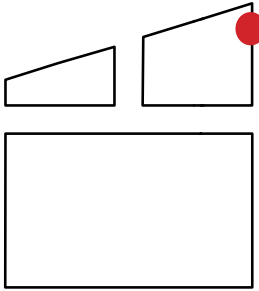
ACCESS POINTS

BOREN INGRESS



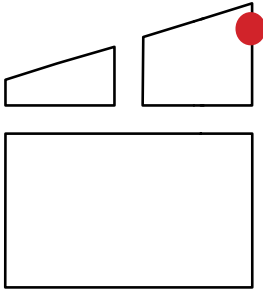
ACCESS POINTS

BOREN INGRESS



ACCESS POINTS

BOREN INGRESS

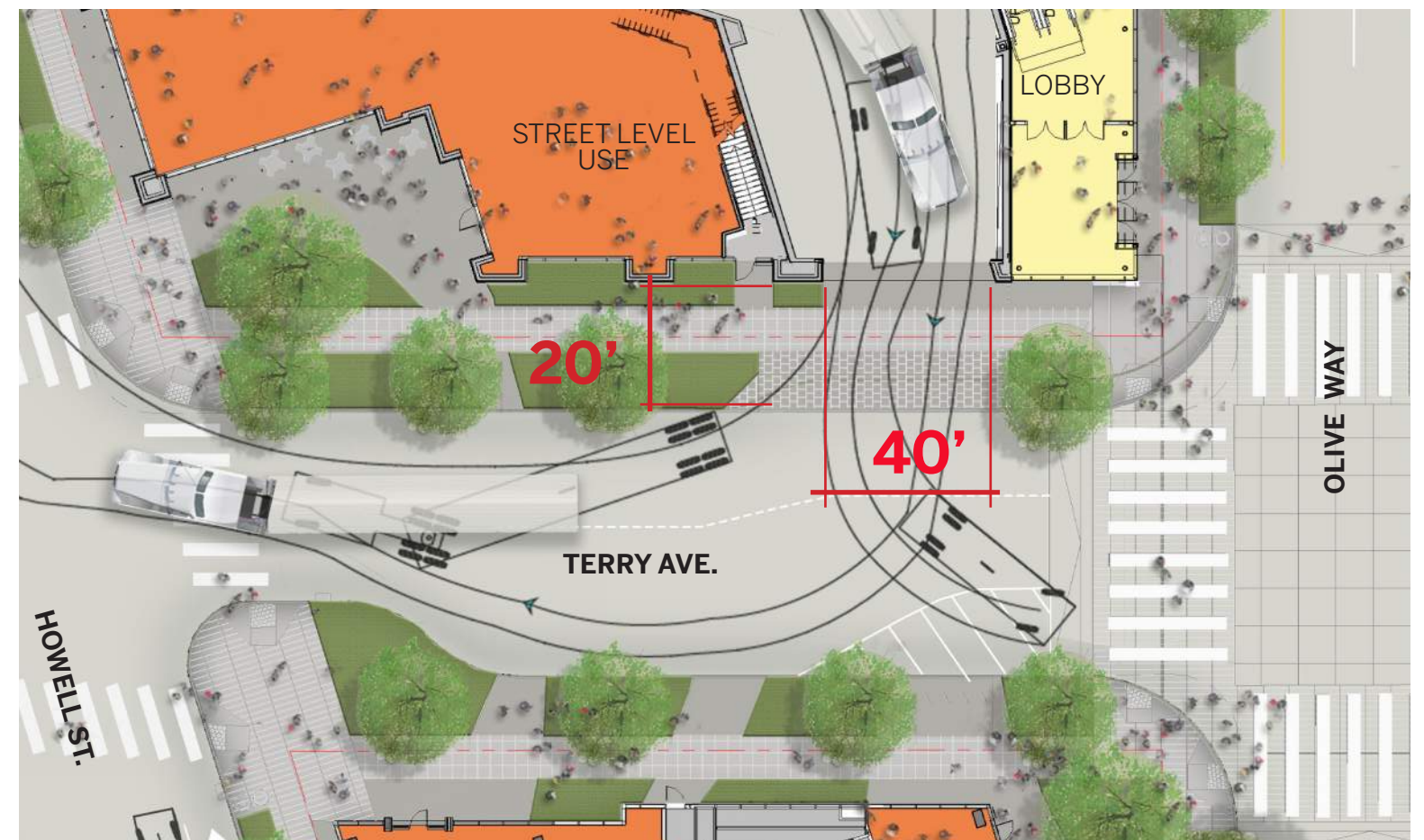


ACCESS POINTS

TERRY EGRESS

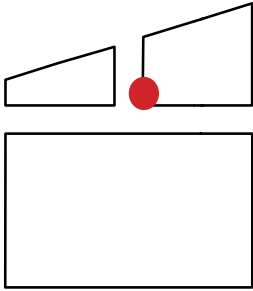
JUSTIFICATION FOR EACH ACCESS POINT:

- One way egress
- Consolidated access for WSCC Addition & Co-Development service freight and service needs.
- Full size trucks turn northbound, smaller trucks can also turn southbound
- Feedback from city:
Location established through
Type 1 process



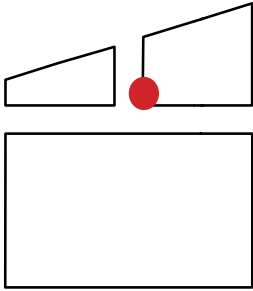
ACCESS POINTS

TERRY EGRESS



ACCESS POINTS

TERRY EGRESS



ACCESS POINTS

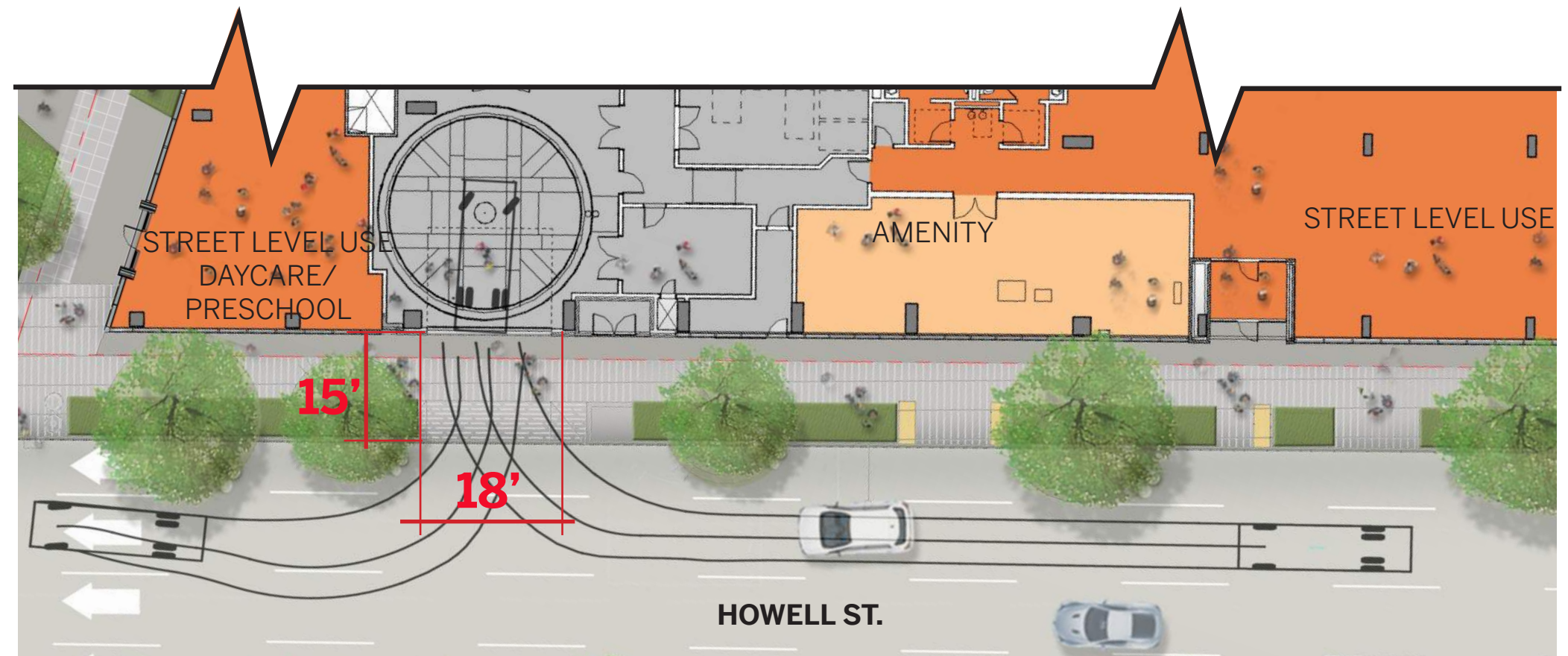
RESIDENTIAL LOADING

JUSTIFICATION FOR EACH ACCESS POINT:

- Ingress/egress
- Access for garbage, deliveries, move-in/move-out, loading for residential building
- Vehicle turn around on site. Head-in / head-out maneuvers
- Feedback from city:
Relocated from Terry Avenue per Type 1 process



*GARGAGE DOOR IS MOST FREQUENTLY IN CLOSED POSITION

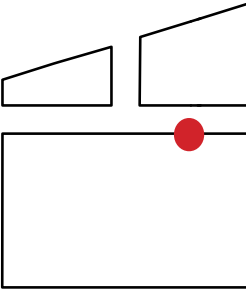


* Garage door anticipated to remain closed most of the time



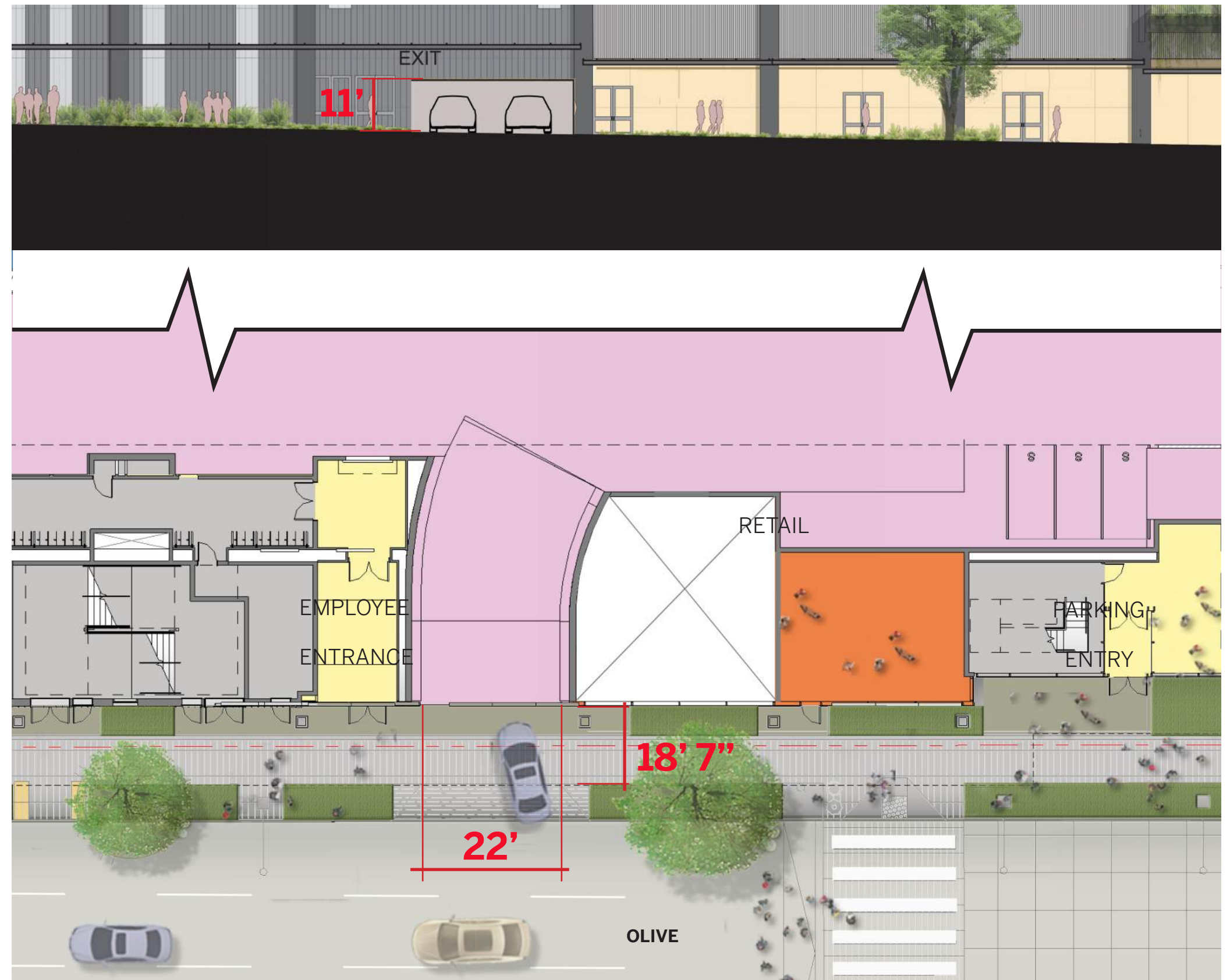
ACCESS POINTS

GENERAL PURPOSE GARAGE ACCESS ON OLIVE WAY



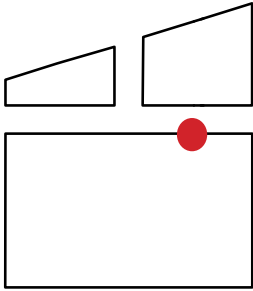
JUSTIFICATION FOR EACH ACCESS POINT:

- Two way ingress/egress
- Access for general purpose garage parking, ADA parking, hand carried deliveries
- Feedback from city:
Shifted east per Type 1 process
- Pedestrian safety and visibility



ACCESS POINTS

GENERAL PURPOSE GARAGE ACCESS ON OLIVE WAY

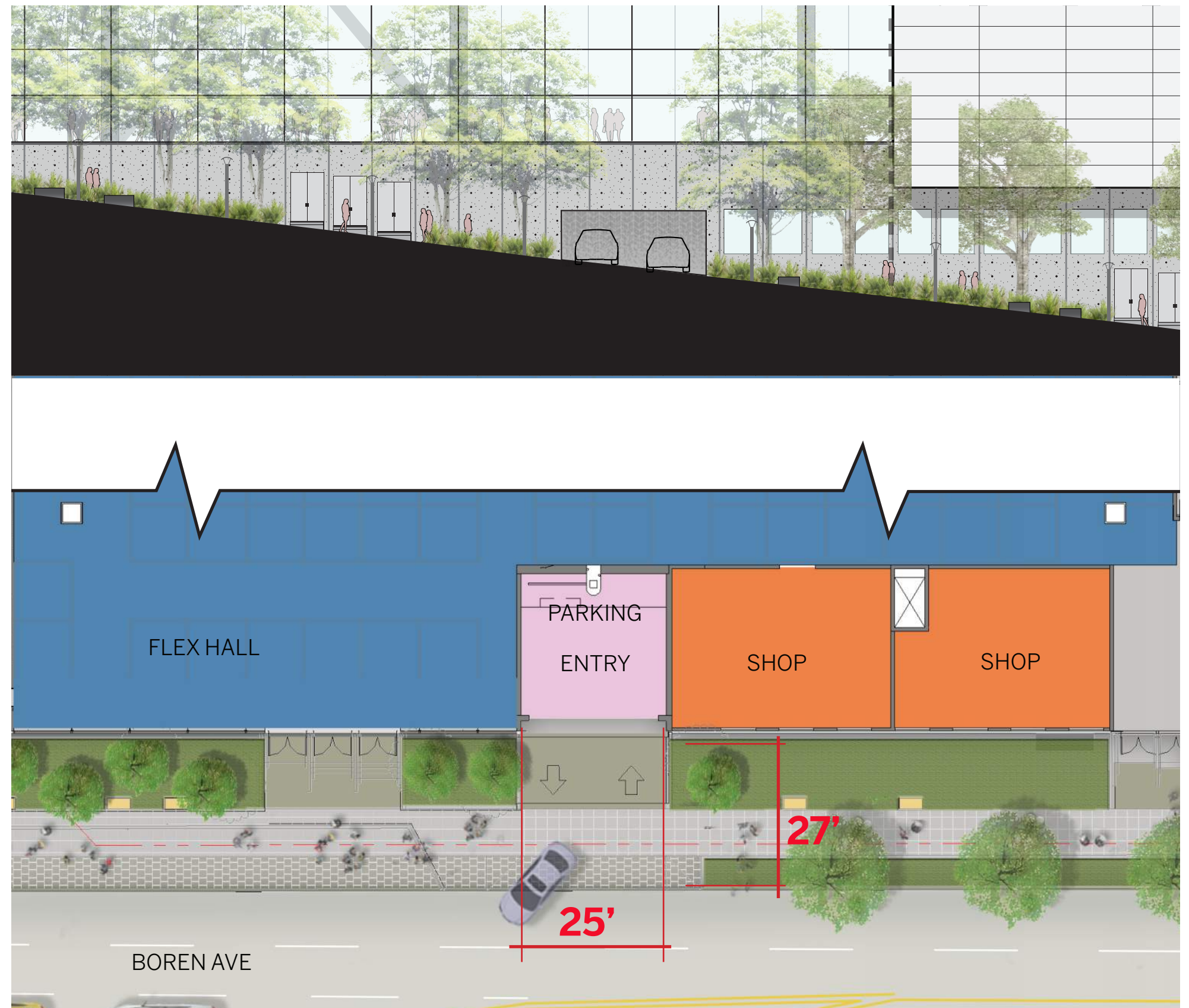


ACCESS POINTS

GENERAL PURPOSE GARAGE ACCESS ON BOREN AVENUE

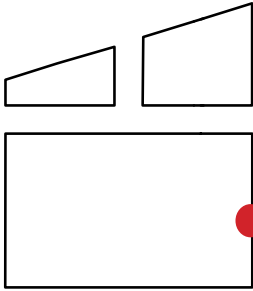
JUSTIFICATION FOR EACH ACCESS POINT:

- TWO WAY INGRESS/EGRESS
- ACCESS FOR GENERAL PURPOSE GARAGE PARKING, ADA PARKING, HAND CARRIED DELIVERIES
- FEEDBACK FROM CITY
 - LOCATION PERMITTED BY CODE
- PEDESTRIAN SAFETY AND VISIBILITY



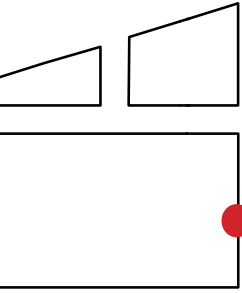
ACCESS POINTS

GENERAL PURPOSE GARAGE ACCESS ON BOREN AVENUE



ACCESS POINTS

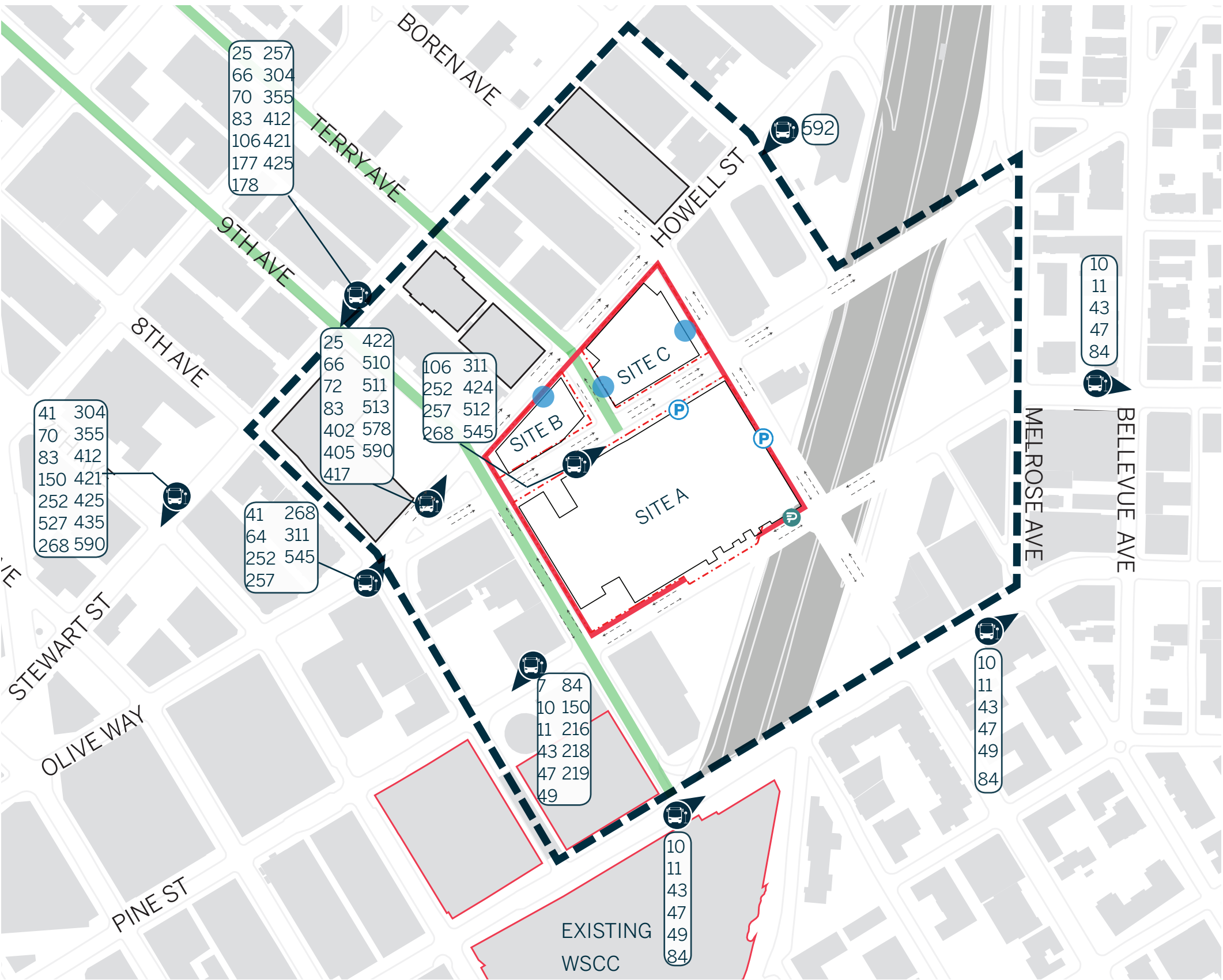
GENERAL PURPOSE GARAGE ACCESS ON BOREN AVENUE



2. Location, extent, and design treatments of all transit facilities

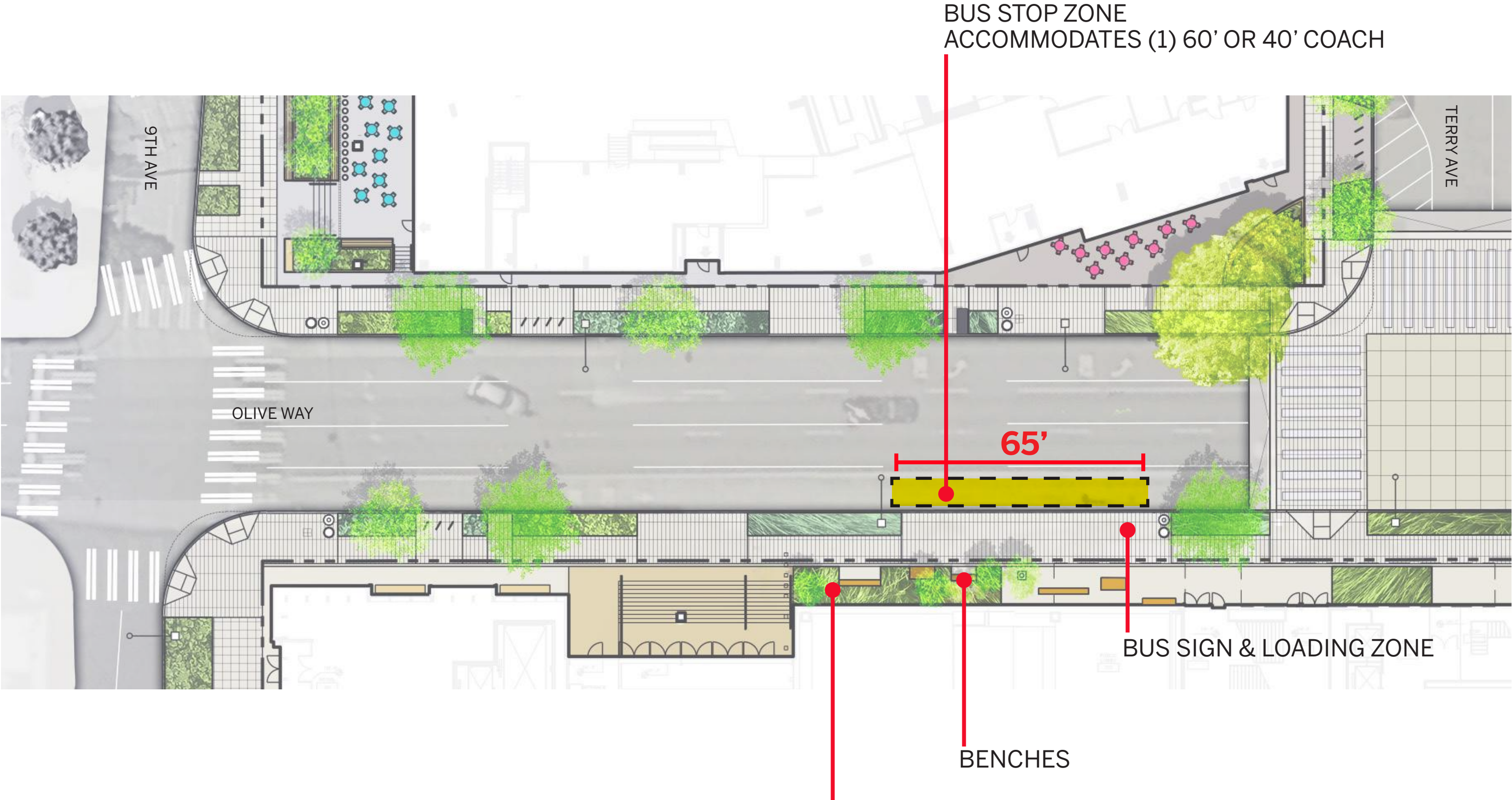
TRANSIT FACILITIES

TRANSIT



TRANSIT

PROPOSED OLIVE WAY BUS STOP



*DESIGN DOES NOT DEPENDANT ON FINAL LOCATION

NATIVE RHODODENDRON & VINE MAPLE GARDEN

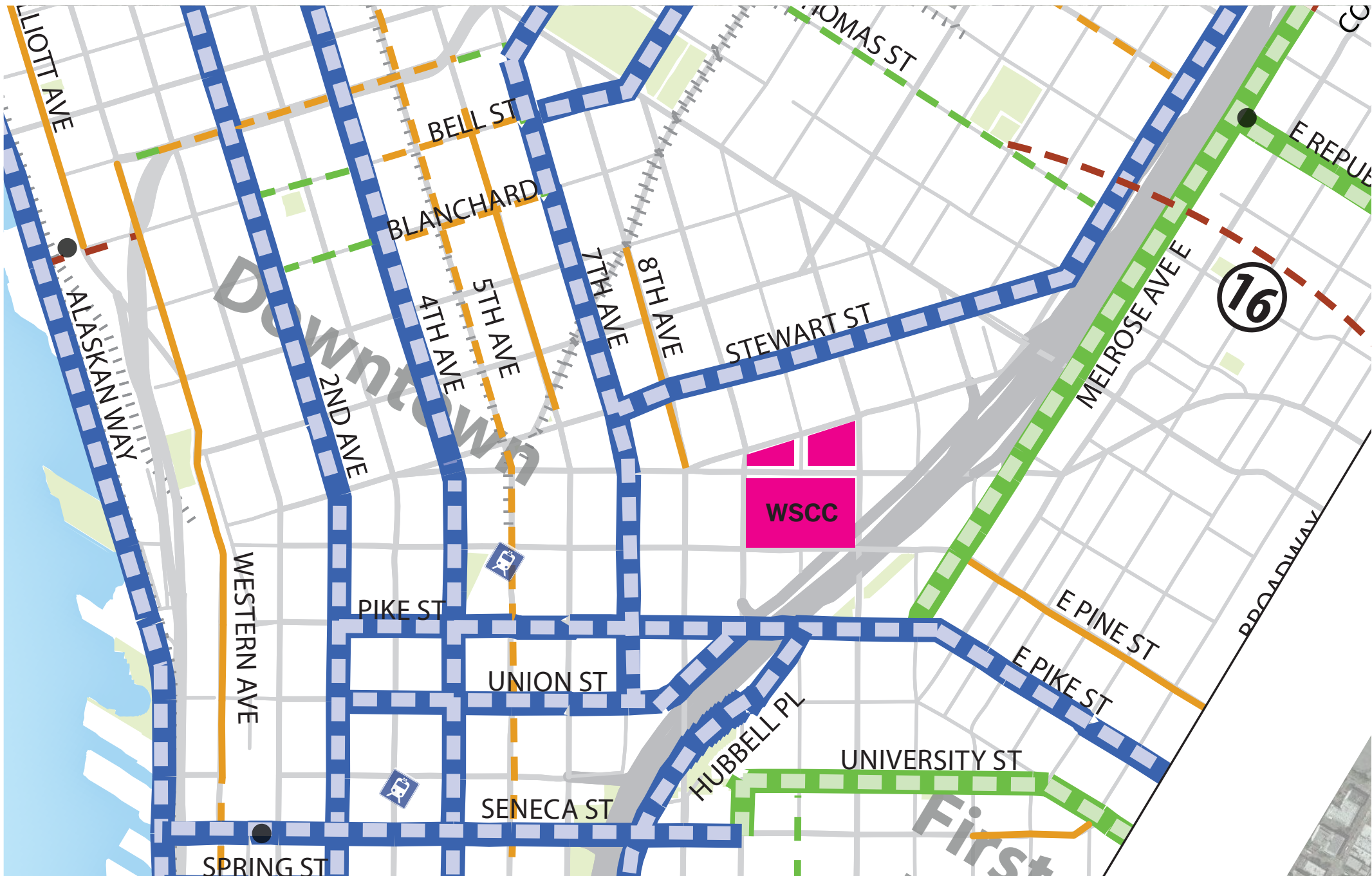
3. What type of bicycle improvements will be included within the right of way

SEATTLE BICYCLE MASTER PLAN

2016-2020 IMPLEMENTATION PLAN



- The forthcoming One Center City “will establish long-term transportation vision and determine the function of each downtown street, and create an implementation plan”
- Because of forthcoming bike improvement guidance, “most downtown bicycle network recommendations were not included in [the 2016-2020 SBMP Implementation Plan]”








Seattle Bicycle Master Plan, West Sector

		Cycle Track - Existing / Recommended			Offstreet - Existing / Recommended
		Greenway - Existing / Recommended			Cycle Track - Existing / Recommended
		Existing Light Rail Station			In Street - Existing / Recommended
		Stairway			Greenway - Existing / Recommended
		Catalyst Project Location			

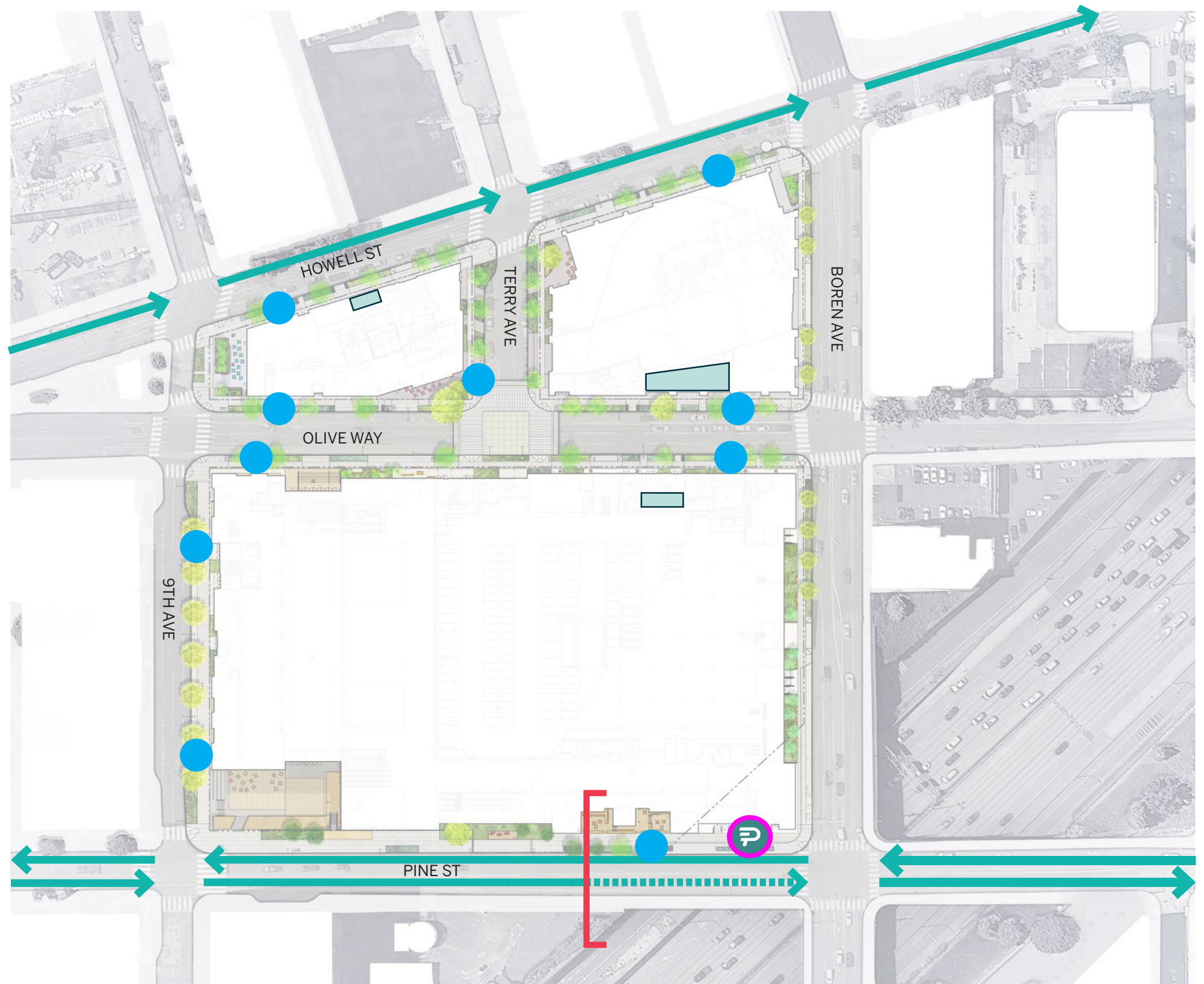
BIKE FACILITIES



-  PROPOSED BIKE PARKING LOCATIONS
-  BIKE SHARE STATION (RELOCATED)
-  INDOOR BICYCLE STORAGE/LOCKER ROOM
-  EXISTING BICYCLE LANE IN STREET
-  EXISTING SHARED LANE (SHARROW)

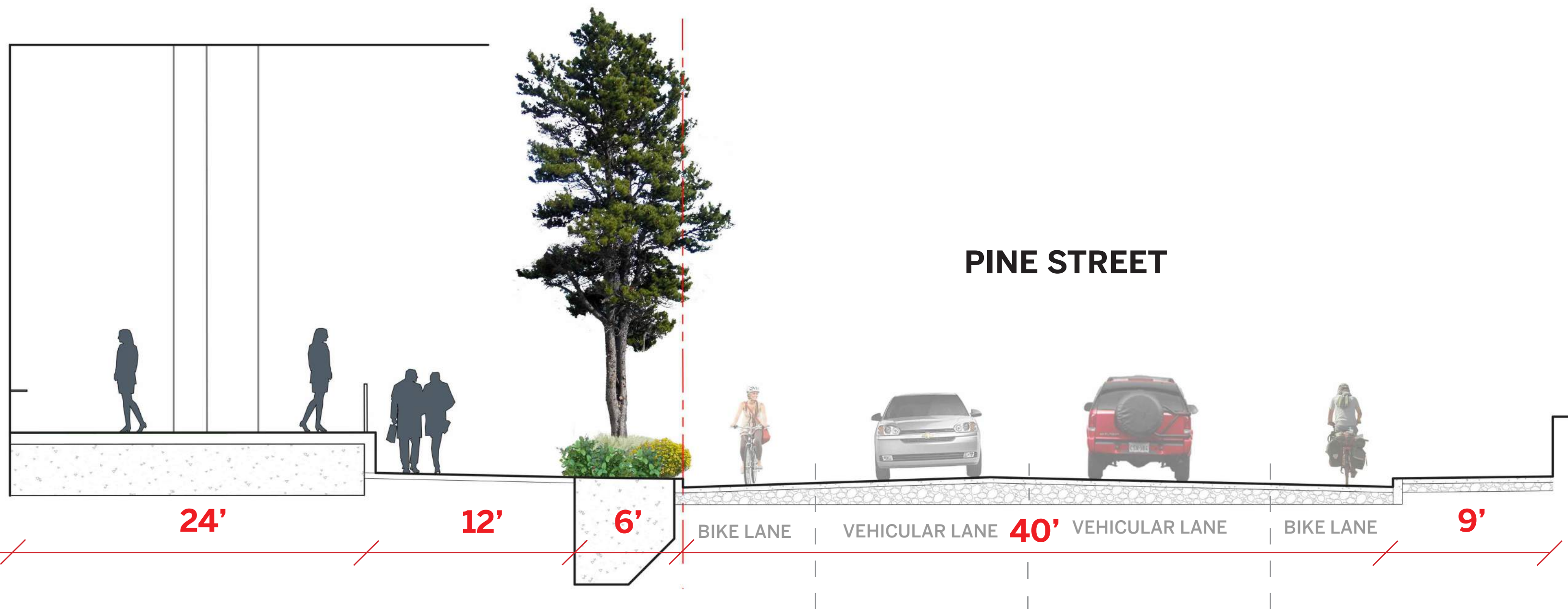
NOTE:

- PROJECT DOES NOT PRECLUDE FUTURE BIKE INFRASTRUCTURE.
- CURB ALIGNMENTS IMPROVE AND NORMALIZE STREETS, WHILE PROVIDING BETTER SAFETY FOR BICYCLISTS.



ROW BIKE FACILITIES

PINE STREET SECTION



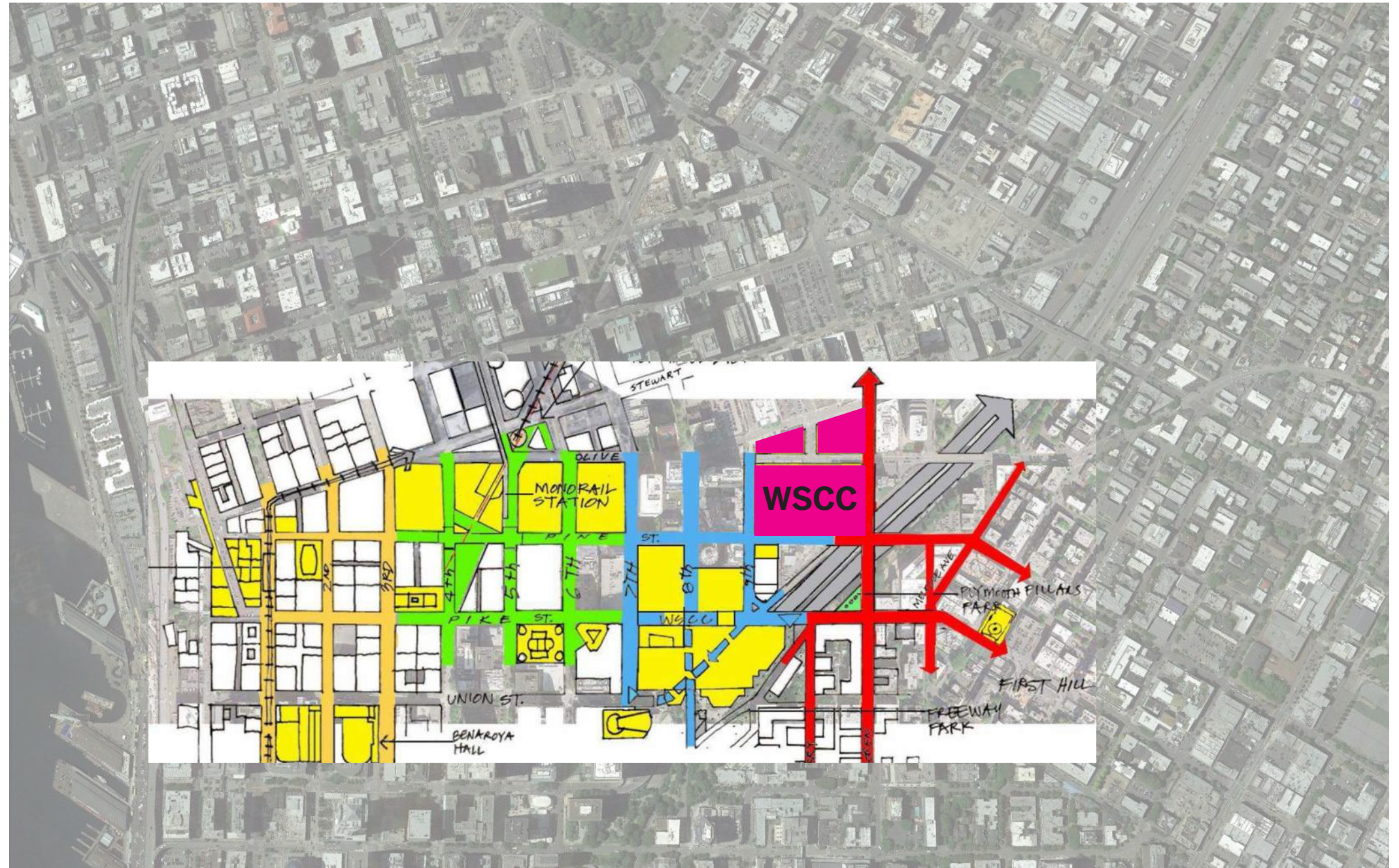
4. How planning efforts are being implemented in the right of way improvements, along with any updates to the proposal based on City requirements

PIKE PINE CORRIDOR IMPROVEMENTS

CITY OF SEATTLE OFFICE OF THE WATERFRONT



- Project scope includes pedestrian improvements on Pine St and Pike St from 1st Ave to Melrose Ave
- Scope overlaps with WSCC
Addition project on Pine St from 9th Ave to Boren Ave
- Project managed by the City of Seattle's Office of the Waterfront
- Currently in Concept Design phase
- \$20 million renovation budget
- Construction timeline slated for January 2019 to October 2020
- “Improvements may include new sidewalks or sidewalk extensions, curb bulbs, crosswalk paving inlays, intersection treatments, drainage and green stormwater infrastructure, street trees, plantings, lighting, and seating.”
- Improvements could also include transit or bike facilities



Study area map from Pike Pine Streetscape Project Sounding Board Meeting #2, page 2

LID I-5

LID I-5 COMMITTEE



- Volunteer-based committee
- Current committee goal is to “secure public funding for citywide technical analysis which will find where lids over Interstate 5 are most reasonable and cost effective.”
- “In September 2016 Lid I-5 successfully requested changes to Seattle’s Comprehensive Plan to support the concept of lidding freeways as Seattle grows over the next 20 years”



Lid I-5 Charrette Documentation - May 7, 2016, page 16

ADDITIONAL PLANNING INITIATIVES



- **2007 Complete Streets Ordinance**

- Blue Ring: Center City Open Space Strategy
- C3 Center City Connector Street Car
- Freeway Park Entrance Improvements
- Lid I-5
- Madison Street BRT
- Melrose Promenade
- Move Seattle: 10 year Strategic Vision for Transportation
- One Center City
- Open Space Seattle 2100
- Pike Pine Conservation District
- Pike Pine Renaissance Corridor
- Pike Pine Renaissance Vision Plan
- SDOT Green Streets
- SDOT Right-of-Way Improvements Manual
- SDOT WSCC Addition Public Benefits Wishlist
- SDOT - Seattle Bike Master Plan

- **SDOT - Seattle Pedestrian Master Plan**

- SDOT - Seattle Transit Master Plan
- Seattle 2035 - Comprehensive Plan (draft)
- Seattle Neighborhood Plans - Denny Triangle, Belltown, Commercial Core, First Hill, Pike/Pine, Capitol Hill, South Lake Union
- Seattle Waterfront Master Plan
- Sound Transit Light Rail
- Vision Zero
- WSCC Streetscape Improvements

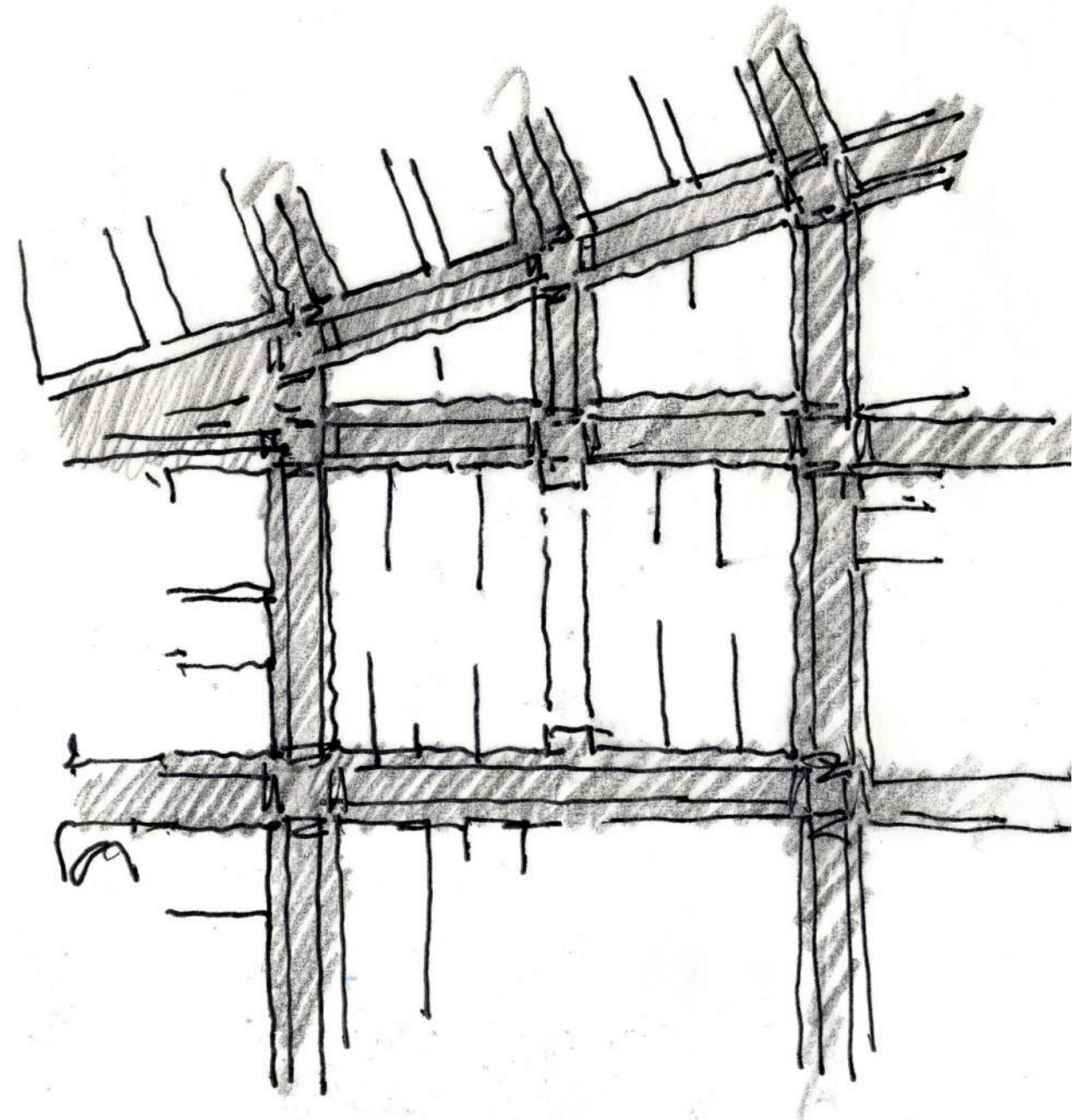
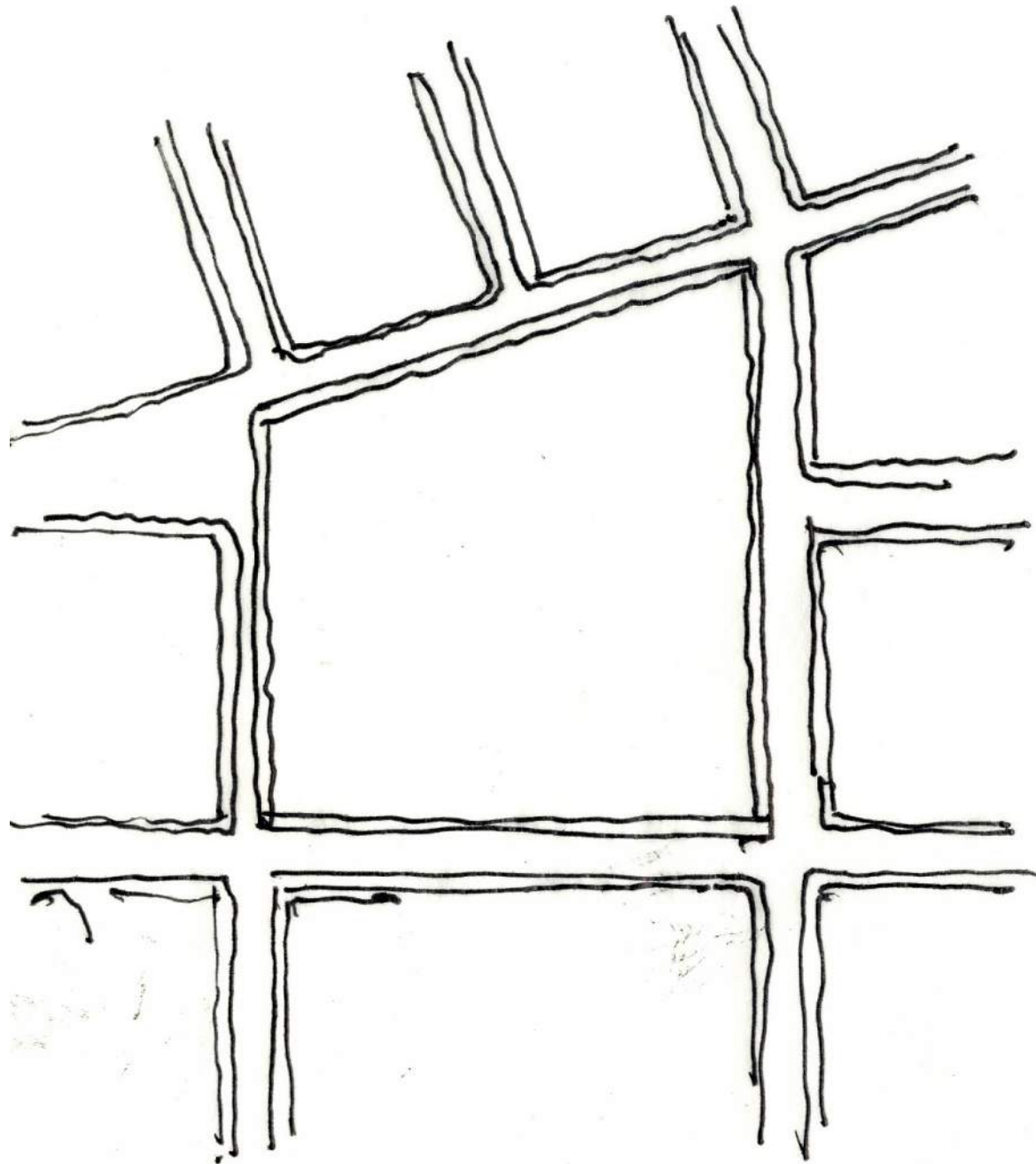


5. How the landscape plan reflects and responds to traffic impacts, pedestrian volumes, use impacts, and topography, with special consideration given to how the design responds to increased traffic and activity on the site (Pine Street) and with regard to mobility and accessibility (Boren Ave.)

6. How street furniture is designed to respond to the urban context in this area

SITE

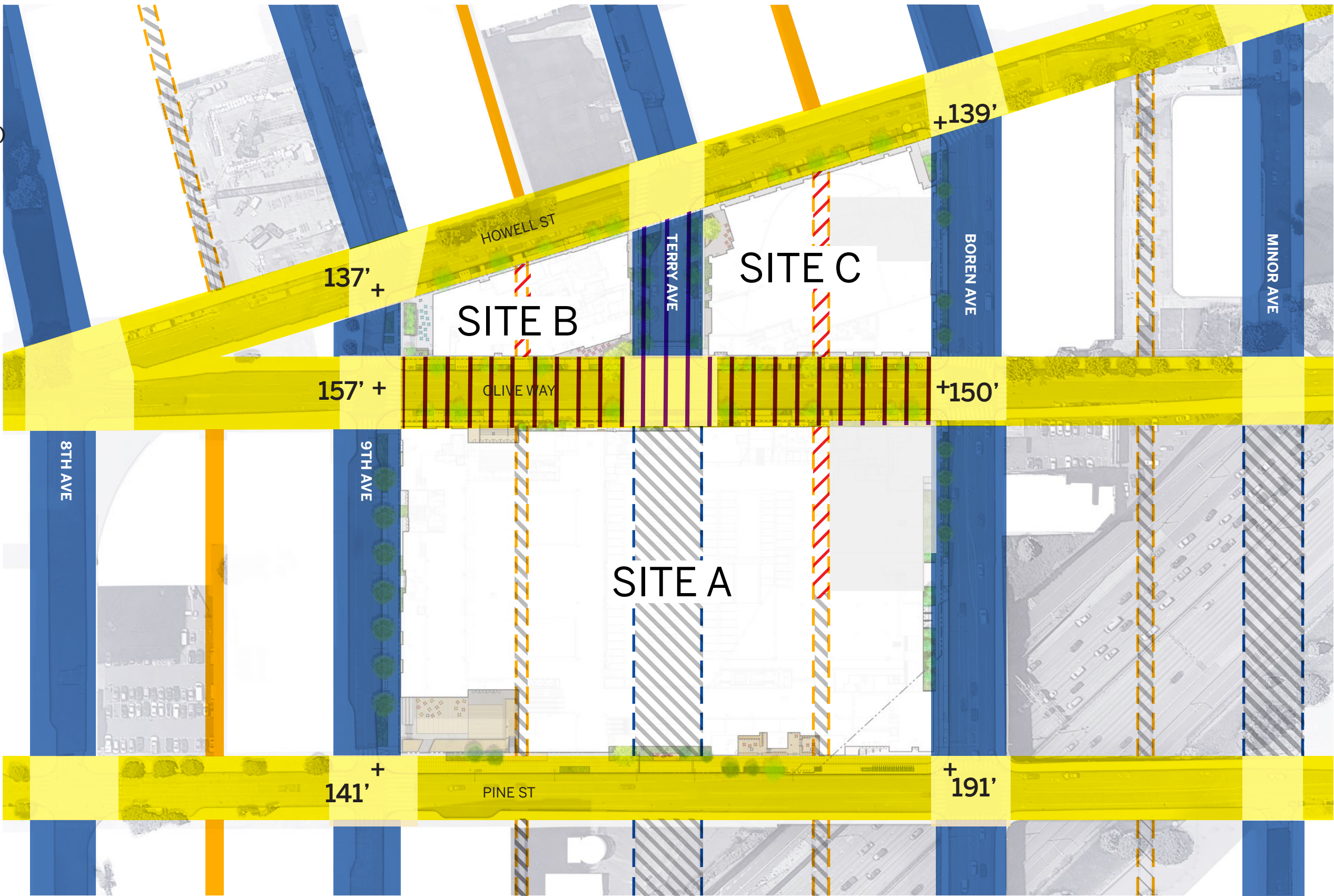
MULTI-BLOCK, NOT MEGA BLOCK



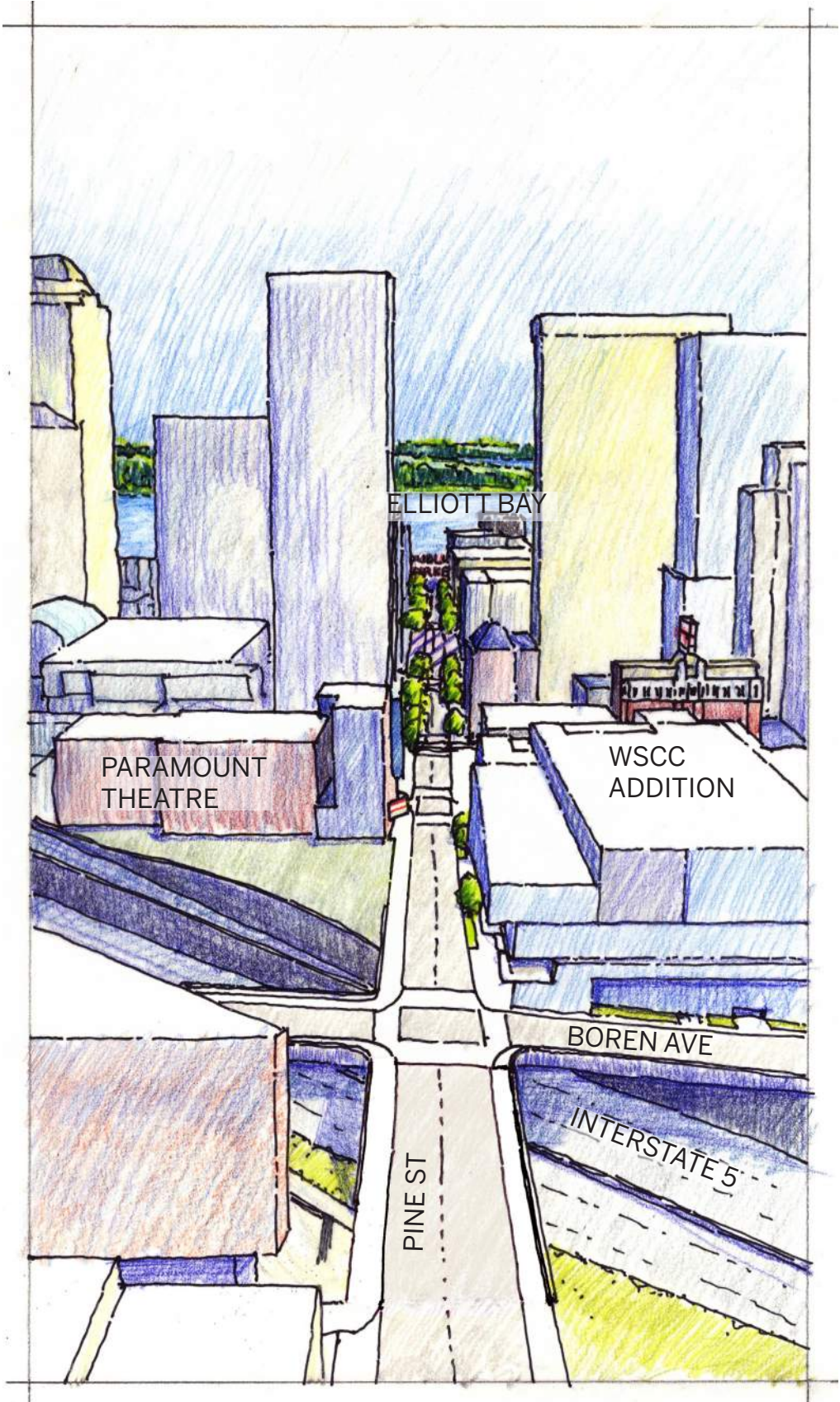
ORIENTING STREETS AND AVENUES

REINFORCING THE DISTINCT CHARACTERS AND SCALE OF DOWNTOWN STREETS, AVENUES, AND ALLEYS

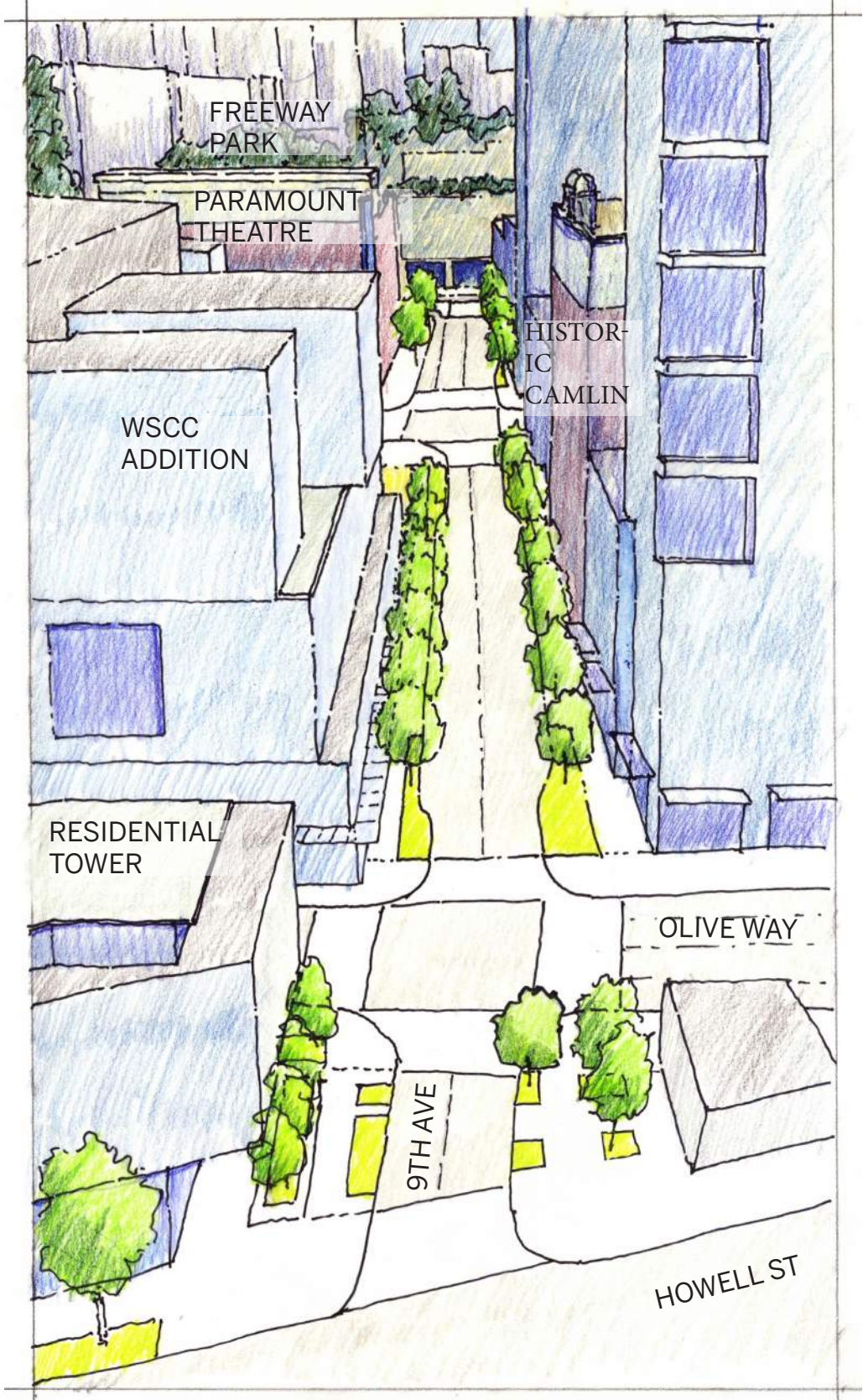
- KEY**
- CHARACTER 1 (STREETS)
 - CHARACTER 2 (AVENUES)
 - CHARACTER 3 (ALLEYS)
 - INTERSECTIONS
 - STREET VACATION ALIGNMENTS
 - ALLEY VACATION ALIGNMENTS
 - PREVIOUSLY VACATED STREETS AND ALLEYS
 - CURRENTLY PROPOSED FULL STREET AND ALLEY VACATIONS
 - CURRENTLY PROPOSED SUBTERRANEAN STREET AND ALLEY VACATIONS



ORIENTING STREETS AND AVENUES



PINE STREET CONCEPT SKETCH



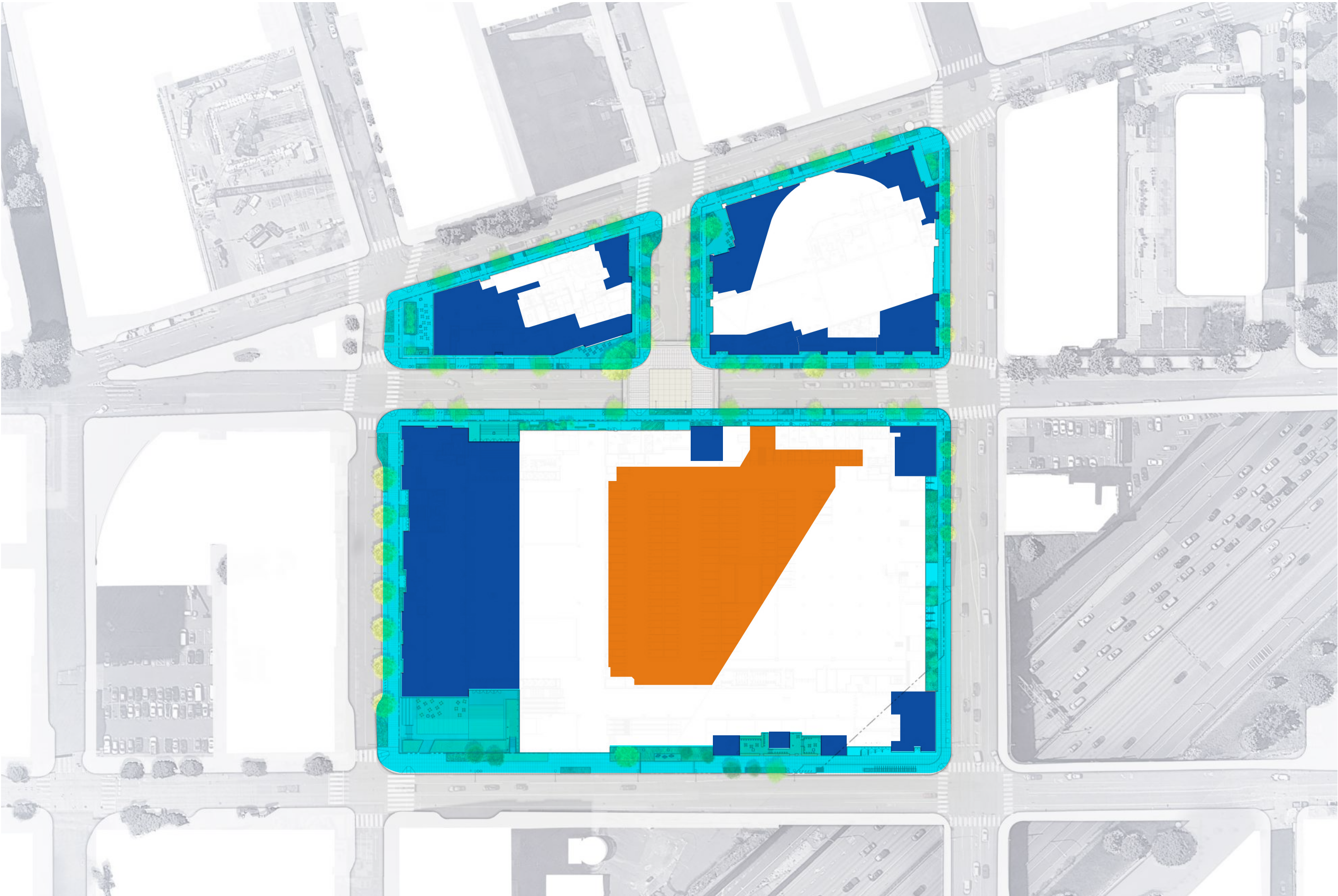
9TH AVENUE CONCEPT SKETCH

PUBLIC ACCESS



KEY

- PUBLICLY ACCESSIBLE
AT ALL TIMES (EXTERIOR)
- PUBLICLY ACCESSIBLE
DURING SPECIFIED
HOURS (INTERIOR)
- PUBLICLY ACCESSIBLE
FOR VEHICULAR USE



SITE CONCEPT - MULTIPLE IDENTITIES



SIDEWALK CHARACTER ZONES

- SIDEWALK CHARACTER 1 (STREETS)
- SIDEWALK CHARACTER 2 (AVENUES)

EXTERIOR PROJECT CHARACTER ZONES

- RESIDENTIAL BLOCK
- OFFICE BLOCK
- BOREN GARDEN
- TERRY TERMINUS
- TERRY GARDEN
- WSCC WEST
- WSCC EAST



CURRENT SITE PLAN



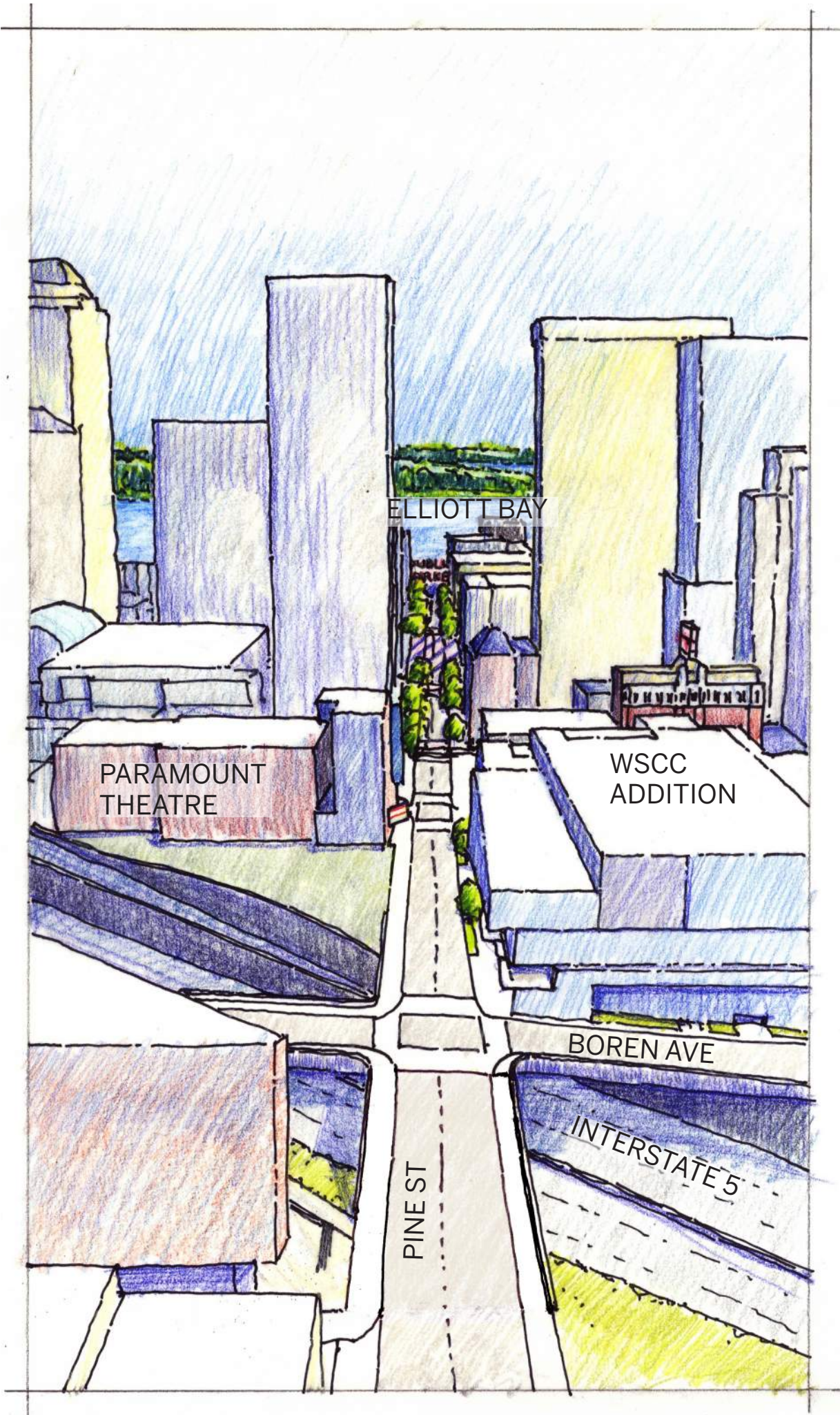
SITE CONSIDERATIONS:

- TOPOGRAPHY
- ACTIVITY
- NEIGHBORHOOD
- EXPERIENCE
- PROJECT
RELATIONSHIP



PINE ST

CONTEXT SKETCH



PINE ST

CURRENT PLAN

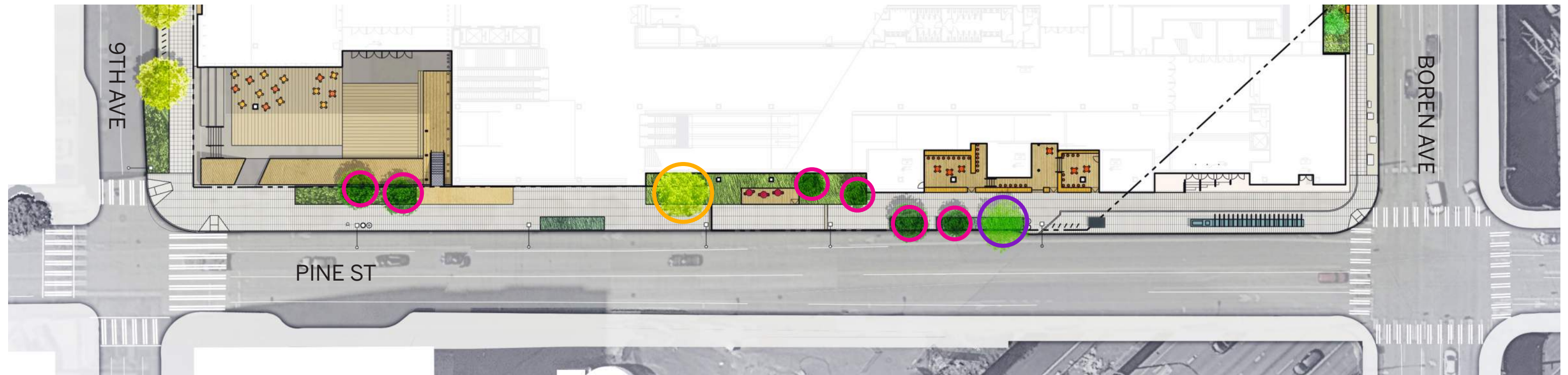


SITE CONSIDERATIONS:

- **TOPOGRAPHY:** Second steepest slope in the project drops 34' between Boren Ave and 9th Ave toward Downtown
- **ACTIVITY:** 400 projected peds at midday peak hour
970 projected peds at weekday PM peak hour
35/865 (eastbound/westbound) projected vehicles per hour at AM traffic peak hour
140/685 (eastbound/westbound) projected vehicles per hour at PM traffic peak hour
- **NEIGHBORHOOD:** Important link between Downtown and Capitol Hill
- **EXPERIENCE:** Iconic Seattle street with orienting views to Elliot Bay and Pike Place Market as well as connections to light rail and Westlake Park
- **PROJECT RELATIONSHIP:** Two building entries and retail frontage along two-block building length

PINE ST

PLANTING



Arctostaphylos uva-ursi
'Massachusetts'
Massachusetts Kinnikinnick



Fragaria vesca
Wild Strawberry



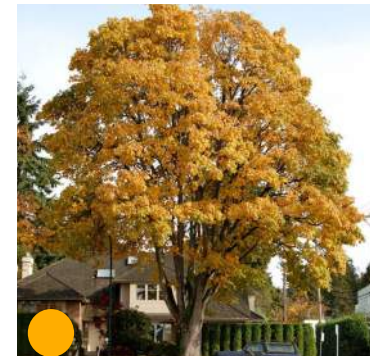
Eriophyllum lanatum
Oregon Sunshine



Festuca rubra 'Molate'
Molate Red Fescue



Festuca roemerii
Roemer's Fescue



Acer macrophyllum
Bigleaf Maple



Pinus contorta var. *contorta*
Shore Pine



Gaultheria shallon
Salal



Mahonia aquifolium 'Compacta'
Compact Oregon Grape



Mahonia nervosa
Dwarf Oregon Grape



Nassella tenuissima
Mexican Feather Grass



Sedum oreganum
Oregon Stonecrop



Zelkova serrata 'Green Vase'
Japanese Zelkova

PINE ST - PLAZA

FURNISHINGS



WOOD "L" SEATING SECTIONAL



STONE SEAT STEPS

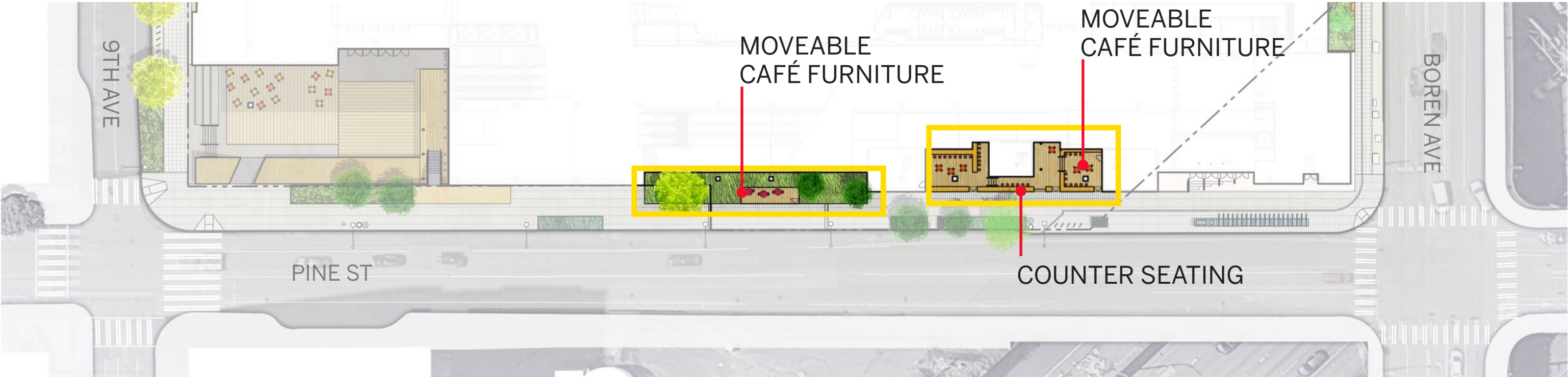


MOVEABLE CAFÉ FURNITURE



PINE ST - WALK-UPS & TERRY GARDEN

FURNISHINGS



COUNTER SEATING



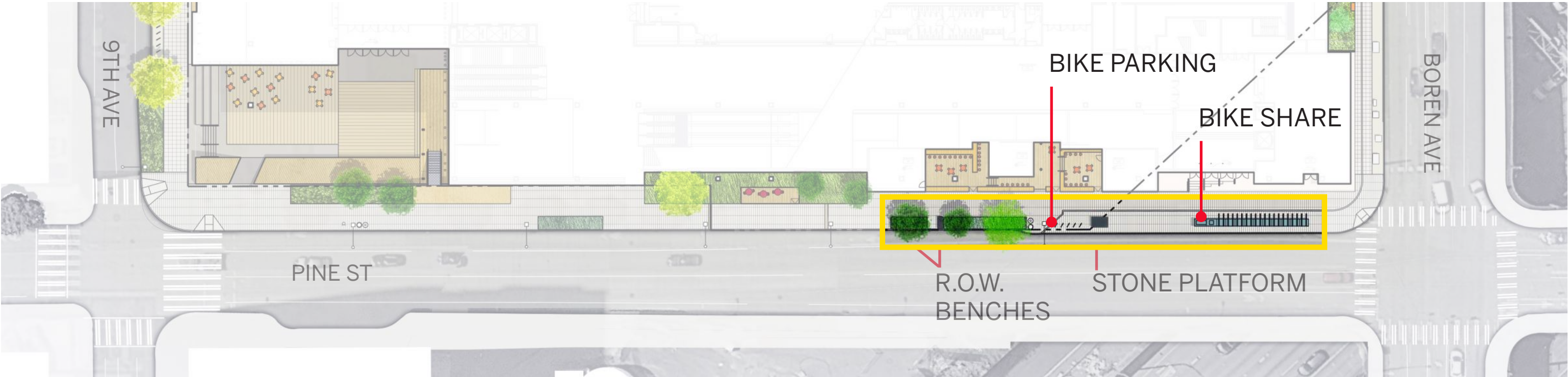
MOVEABLE CAFÉ FURNITURE



SKETCH VIEW LOOKING EAST ON PINE ST

PINE ST - R.O.W.

FURNISHINGS



R.O.W. BENCHES



BIKE RACKS



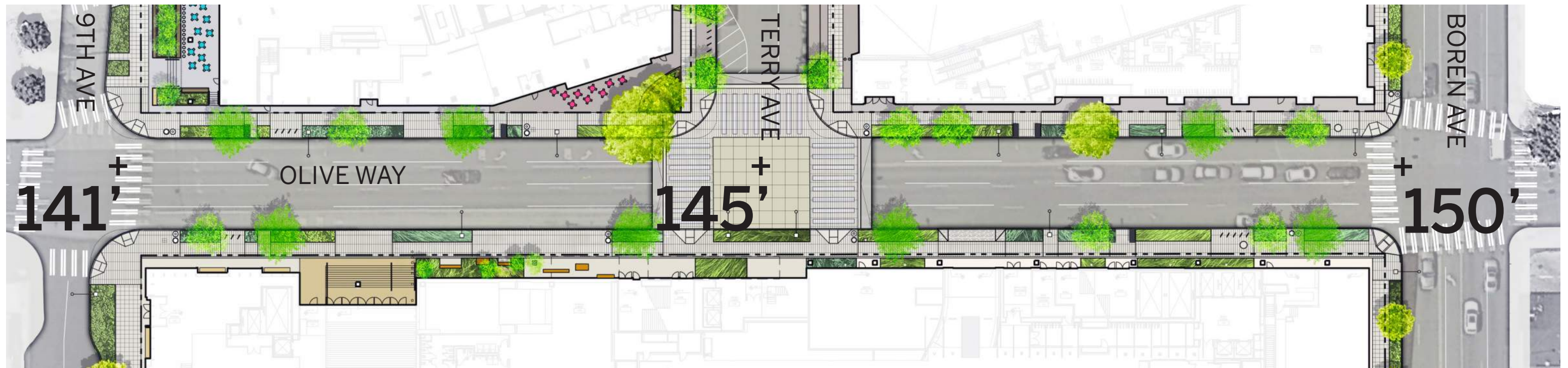
STONE SEATING PLATFORM



BIKE SHARE STATION

OLIVE WAY

CURRENT PLAN

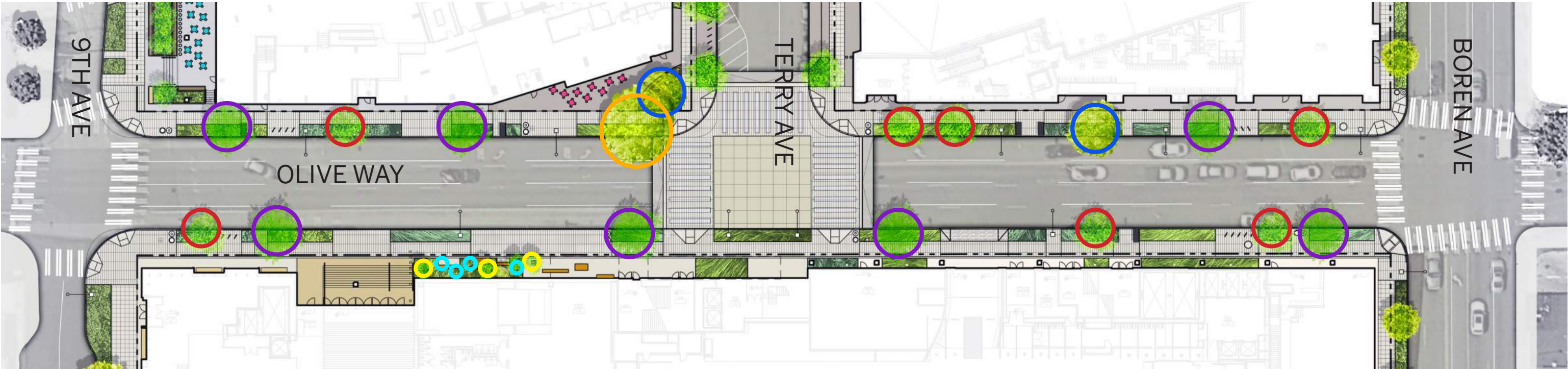


SITE CONSIDERATIONS:

- **TOPOGRAPHY:** Relatively low slope drops 9' between Boren Ave and 9th Ave
- **ACTIVITY:** 910-1030/590-610 (north/south) projected peds at midday peak hour
460-570/600-920 (north/south) projected peds at weekday PM peak hour
610 projected vehicles per hour at AM traffic peak hour
1440 projected vehicles per hour at PM traffic peak hour
- **NEIGHBORHOOD:** Important link between Downtown and Capitol Hill as well as Denny Triangle neighborhood
- **EXPERIENCE:** Challenge of long crossing over freeway with limited activation along edges, grid shift relationship at 9th
- **PROJECT RELATIONSHIP:** Building entry between 9th Avenue and Terry Avenue, vehicle and employee entries, and retail frontage along two-block long building

OLIVE WAY

PLANTING



Allium acuminatum
Tapertip Onion



Eriophyllum lanatum
Oregon Sunshine



Arctostaphylos uva-ursi
'Massachusetts'
Massachusetts Kinnikinnick



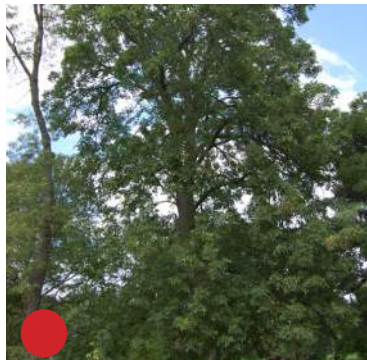
Camassia leichtlinii
Great Camas



Acer circinatum
Vine Maple



Acer macrophyllum
Bigleaf Maple



Fraxinus latifolia
Oregon Ash



Gaultheria shallon
Salal



Aruncus diocicus
'Zweiweltenkind'
Goat's Beard



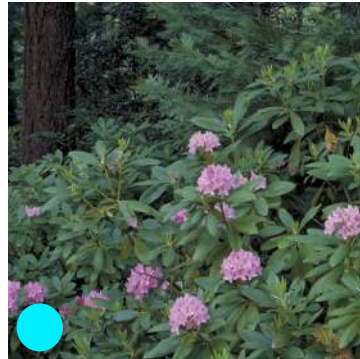
Mahonia nervosa
Dwarf Oregon Grape



Sedum album
White Stonecrop



Quercus garryana
Garry Oak



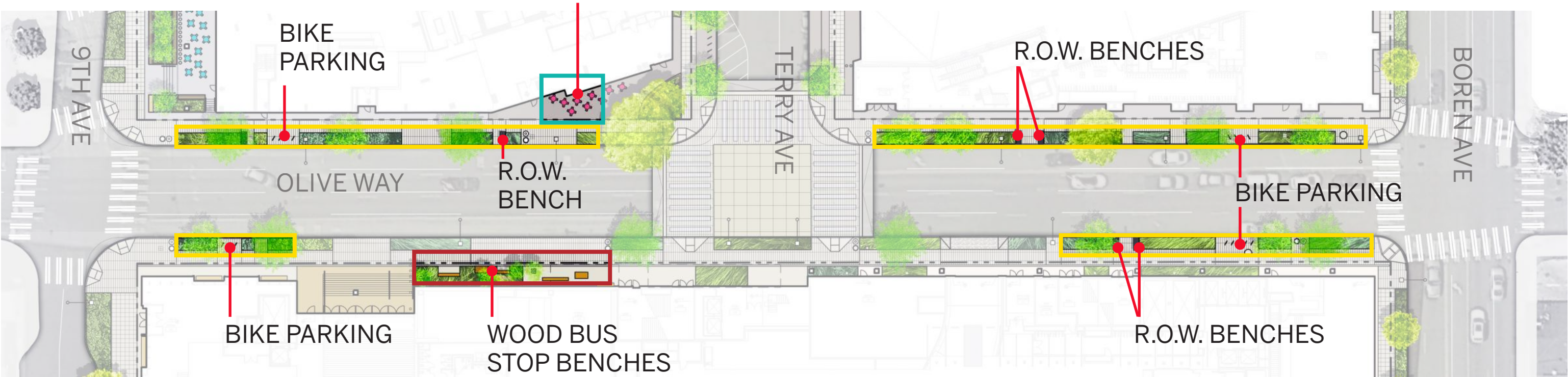
Rhododendron macrophyllum
Pacific Rhododendron



Zelkova serrata 'Green Vase'
Japanese Zelkova

OLIVE WAY

FURNISHINGS



BUS STOP WOOD BENCHES - BACKLESS AND BACKED



BIKE RACKS



R.O.W. BENCHES

HOWELL ST

CURRENT PLAN



SITE CONSIDERATIONS:

- **TOPOGRAPHY:** Relatively flat grade, drops 2' between Boren Ave and 9th Ave
- **ACTIVITY:** 650-870 projected peds at midday peak hour
420-450 projected peds at weekday PM peak hour
640 projected vehicles per hour at AM traffic peak hour
905 projected vehicles per hour at PM traffic peak hour
- **NEIGHBORHOOD:** Important grid shift from Downtown geometry, marks beginning of Denny Triangle neighborhood
- **EXPERIENCE:** Though cut off by the freeway to the northeast of the project site, serves as an important component of the Denny Triangle neighborhood fabric, relationship to grid shift at 9th Avenue
- **PROJECT RELATIONSHIP:** Co-development retail frontage along two blocks

HOWELL ST

PLANTING



Allium acuminatum
Tapertip Onion



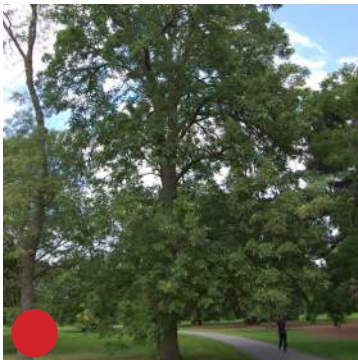
Eriophyllum lanatum
Oregon Sunshine



Arctostaphylos uva-ursi
'Massachusetts'
Massachusetts Kinnikinnick



Camassia leichtlinii
Great Camas



Fraxinus latifolia
Oregon Ash



Gaultheria shallon
Salal



Aruncus diocicus
'Zweiweltenkind'
Goat's Beard



Mahonia nervosa
Dwarf Oregon Grape



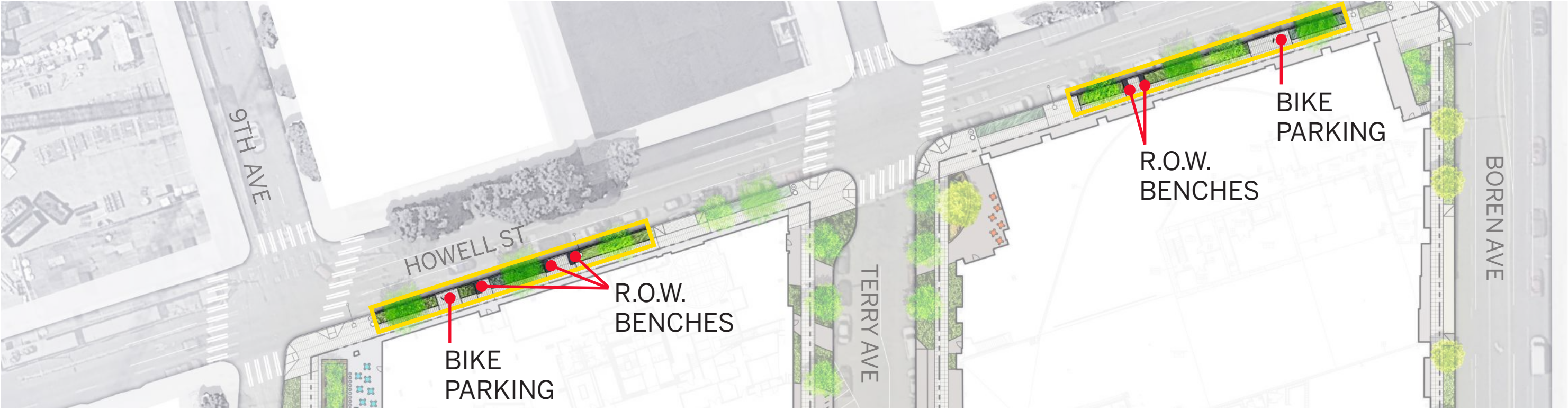
Sedum album
White Stonecrop



Zelkova serrata
'Green Vase'
Japanese Zelkova

HOWELL ST

FURNISHINGS



R.O.W. BENCH



BIKE RACKS

GREEN STREETS

SDOT

- WSCC Addition adjacent to 2 designated Green Streets - 9th Ave and Terry Ave
- “Designed to emphasize pedestrian amenities and landscaping in areas that have dense, residential land uses.”
- “Treatments may include sidewalk widening, landscaping, traffic calming, and other pedestrian-oriented features”
- Green Street designation includes code-required planting quantities

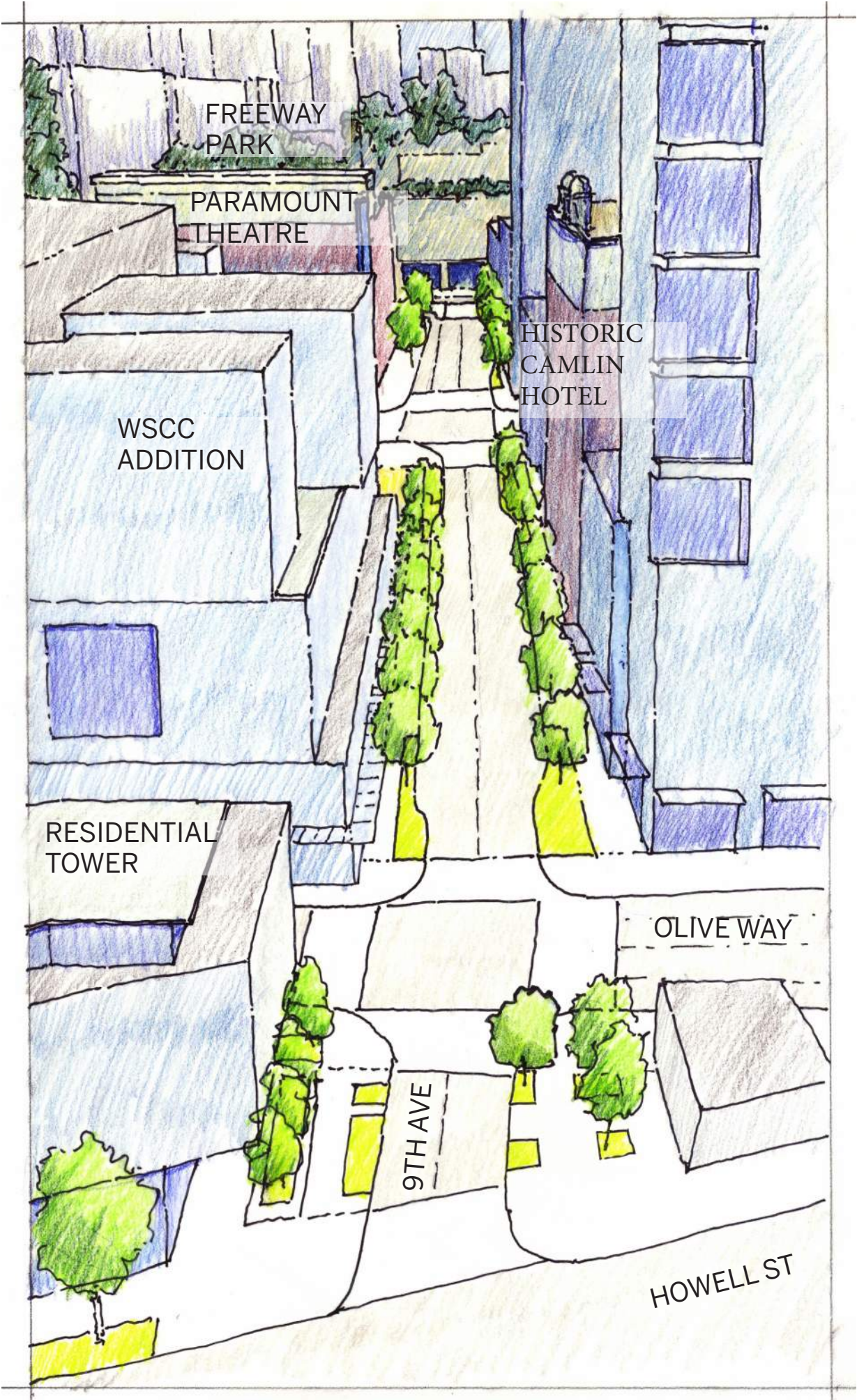


Seattle ROW Manual, Green Street Locations - Sept 2005

-  Designated Green Street
-  Implemented Green St

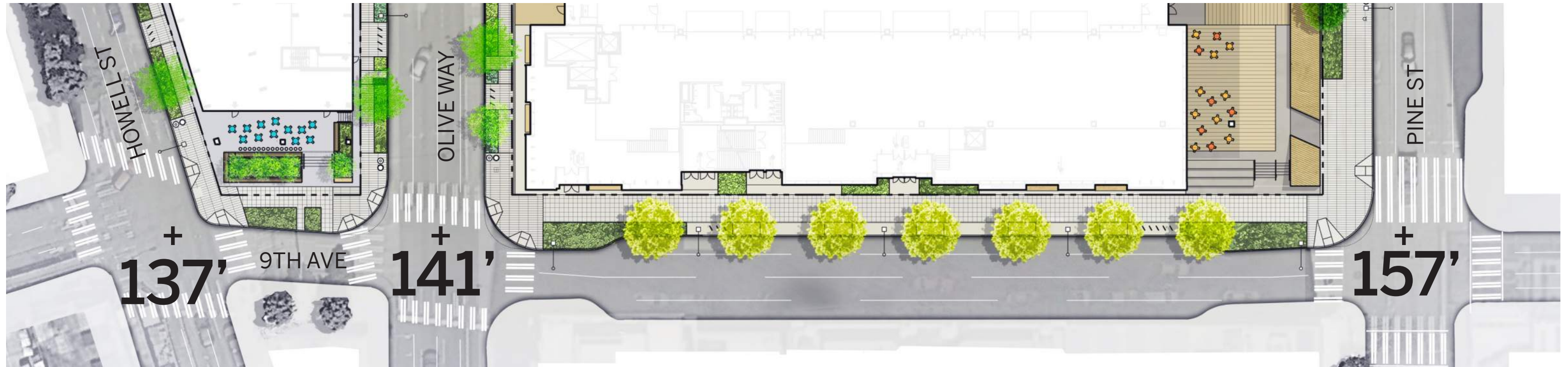
9TH AVE

CONTEXT SKETCH



9TH AVE

CURRENT PLAN

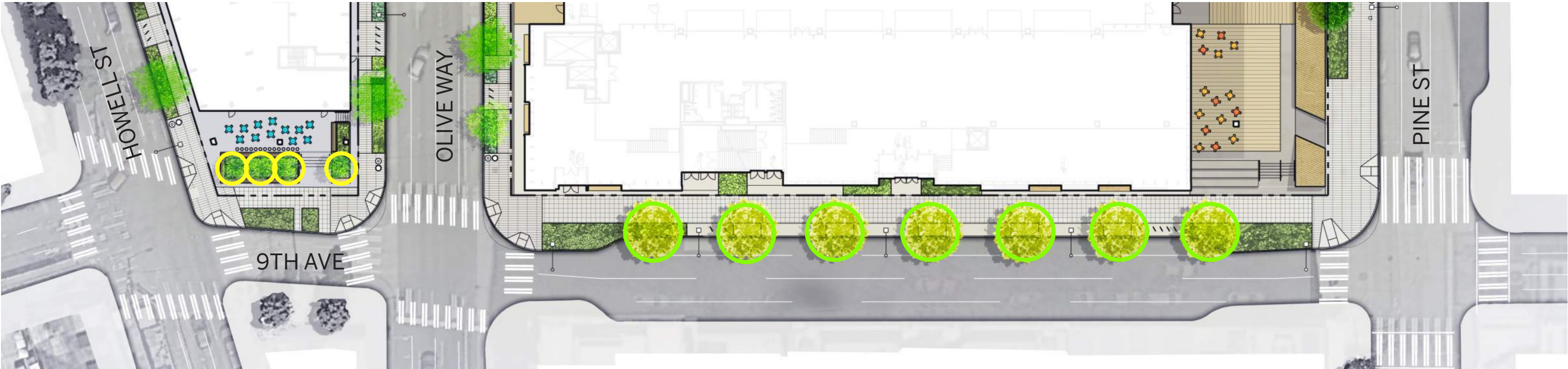


SITE CONSIDERATIONS:

- **TOPOGRAPHY:** Drops 20' between Pine St and Howell St
- **ACTIVITY:** 640-680 projected peds at midday peak hour
690-920 projected peds at weekday PM peak hour
235 projected vehicles per hour at AM traffic peak hour
315 projected vehicles per hour at PM traffic peak hour
- **NEIGHBORHOOD:** Downtown Avenue extending into Denny Triangle
- **EXPERIENCE:** Two block section of 9th is framed by the existing WSCC to the south and the grid shift between Olive and Howell to the North
- **PROJECT RELATIONSHIP:** Market frontage, building entry at Pine St and 9th Avenue entry plaza, bus and vehicle loading

9TH AVE

PLANTING



Arctostaphylos uva-ursi
'Massachusetts'
Massachusetts Kinnikinnick



Cornus sericea 'Arctic Fire'
**Arctic Fire Red
Twig Dogwood**



Eriophyllum lanatum
Common Woolly Sunflower



Fragaria vesca
Wild Strawberry



Ilex crenata 'Helleri'
Japanese Holly



Acer circinatum
Vine Maple



Mahonia aquifolium 'Compacta'
Compact Oregon Grape



Miscanthus sinensis
'Gracillimus'
Maiden Hair Grass



Sedum oreganum
Oregon Stonecrop



Sedum divergens
Pacific Stonecrop



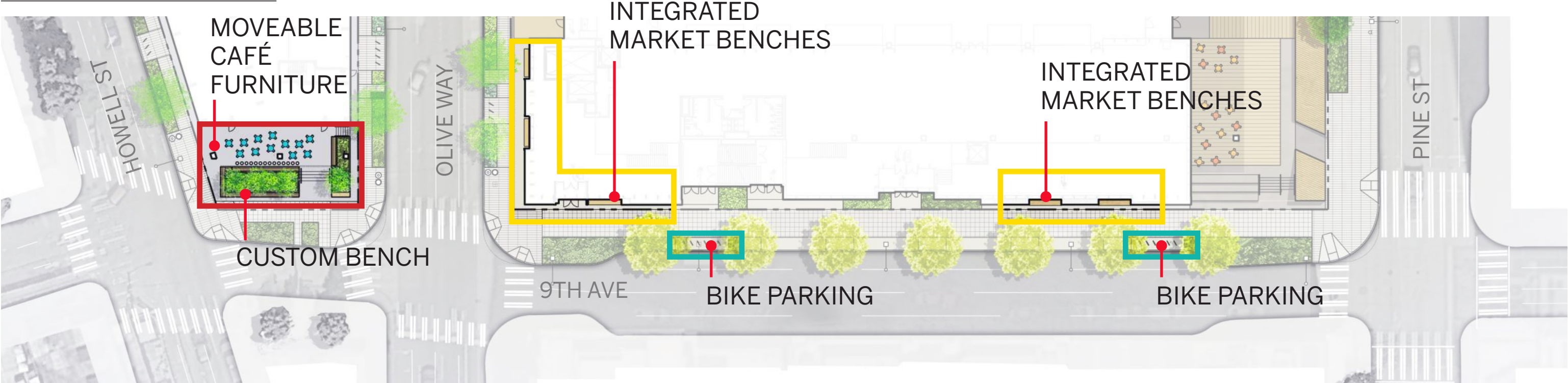
Vaccinium ovatum 'Thunderbird'
Thunderbird Evergreen Huckleberry



Acer rubrum
Red Maple

9TH AVE

FURNISHINGS



9TH AVE GRID SHIFT PLAZA CUSTOM BENCH



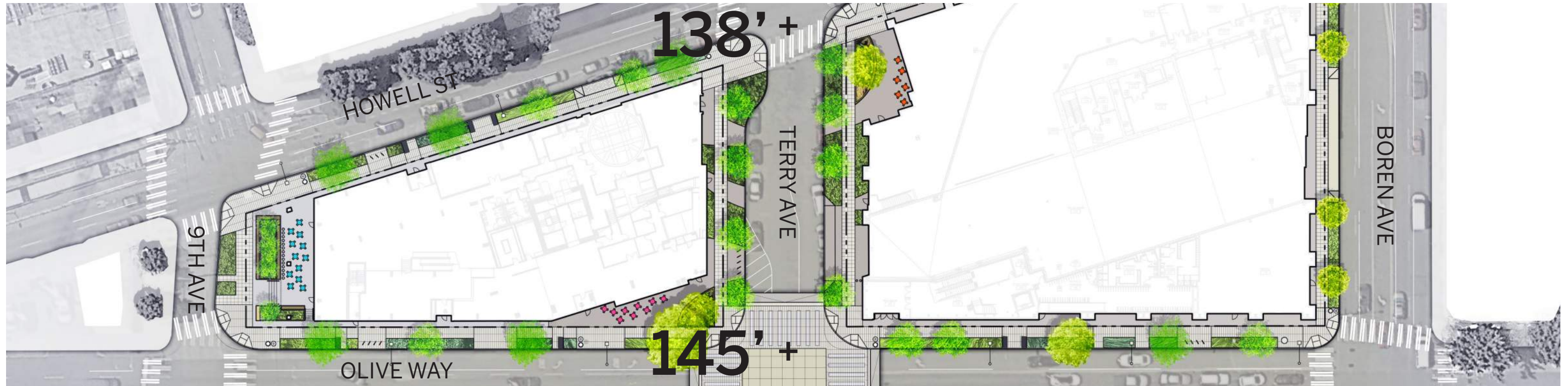
MOVEABLE CAFÉ FURNITURE



9TH AVE MARKET INTEGRATED BENCHES

TERRY AVE

CURRENT PLAN

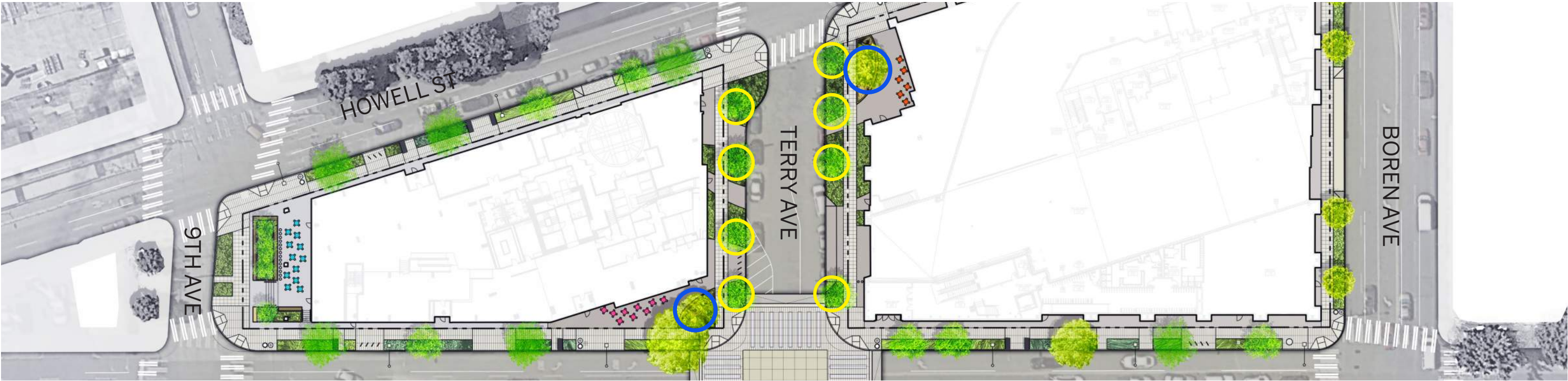


SITE CONSIDERATIONS:

- **TOPOGRAPHY:** Drops 8' from Olive Way to Howell St
- **ACTIVITY:** 190/330 (west/east) projected peds at midday peak hour
450/240 (west/east) projected peds at weekday PM peak hour
- **NEIGHBORHOOD:** Downtown Avenue extending into Denny Triangle
- **EXPERIENCE:** Strong Green Street running north to South Lake Union Park
- **PROJECT RELATIONSHIP:** Co-development along both sides, vehicle entry and view terminating in WSCC addition facade

TERRY AVE

PLANTING



Arctostaphylos columbiana
Hairy Manzanita



Arctostaphylos uva-ursi
'Massachusetts'
Massachusetts Kinnikinnick



Cornus sericea 'Arctic Fire'
Arctic Fire Red Twig Dogwood



Fragaria vesca
Wild Strawberry



Gaultheria shallon
Salal



Fraxinus latifolia
Oregon Ash



Iris tenax
Oregon Iris



Mahonia aquifolium 'Compacta'
Compact Oregon Grape



Sisyrinchium bellum
Western Blue-Eyed Grass



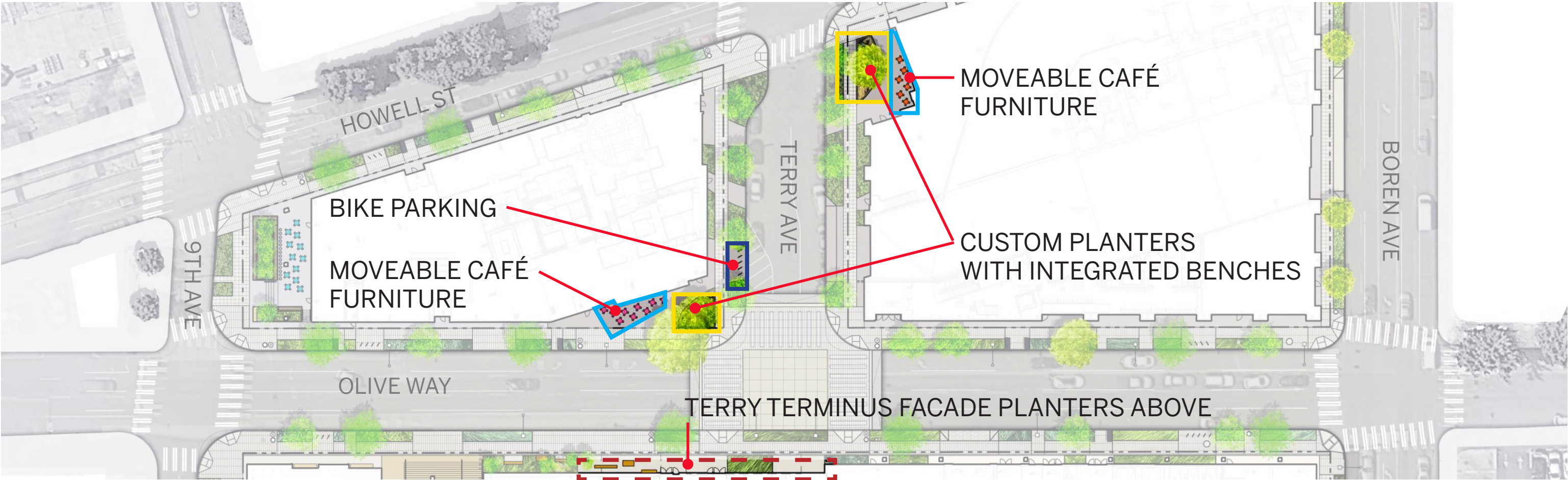
Vaccinium ovatum 'Scarlet Ovation'
Scarlet Ovation Evergreen Huckleberry



Quercus garryana
Garry Oak

TERRY AVE

FURNISHINGS



CUSTOM PLANTERS, INTEGRATED BENCHES



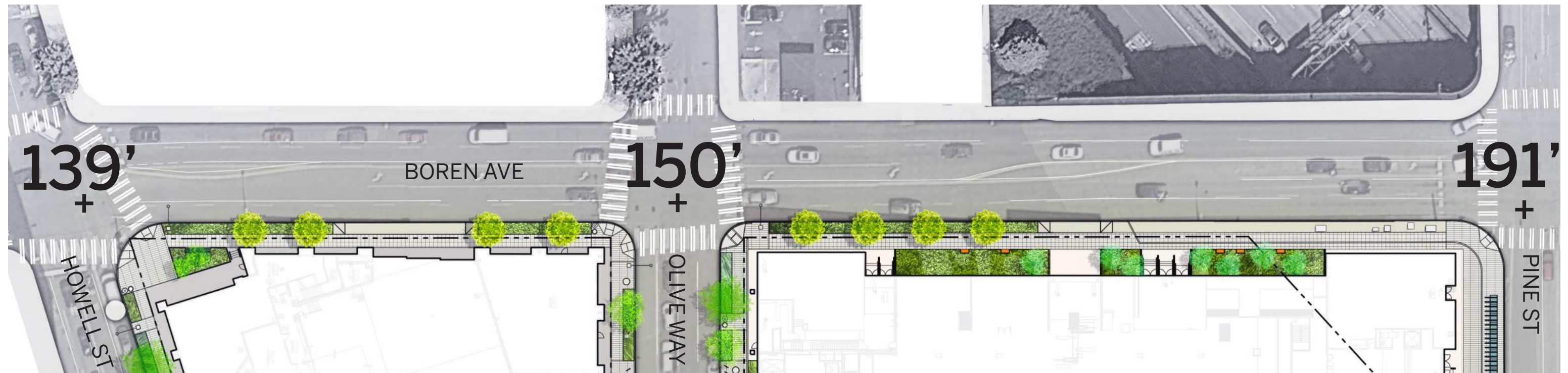
MOVEABLE CAFÉ FURNITURE



PLANTERS ON WSCC FACADE

BOREN AVE

CURRENT PLAN



SITE CONSIDERATIONS:

- **TOPOGRAPHY:** Steepest street in project, drops 52' between Pine St and Olive Way
- **ACTIVITY:** 240-520 projected peds at midday peak hour
260-330 projected peds at weekday PM peak hour
1,490/965 (northbound/southbound) projected vehicles per hour at AM traffic peak hour
985/1,210(northbound/southbound) projected vehicles per hour at PM traffic peak hour
- **NEIGHBORHOOD:** Cross-town spine linking SLU, Denny Triangle, Downtown, First Hill and beyond
- **EXPERIENCE:** Steep slope and narrow sidewalks over Freeway make this important cross-town link currently uninviting to pedestrians in its current form.
- **PROJECT RELATIONSHIP:** Retail at corners, multiple egress doors and a garage connection, 27ft building setback from curb

BOREN AVE

PLANTING



Achillea millefolium
'Sonoma Coast'
Sonoma Coast Yarrow



Bidens laevis
Smooth Beggartick



Bouteloua gracilis 'Blonde Ambition'
Blonde Ambition Blue Grama Grass



Deschampsia cespitosa
Tufted Hair Grass



Acer circinatum
Vine Maple



Betula papyrifera
Paper Birch



Erigeron glaucus 'Wayne Roderick'
Wayne Roderick Daisy



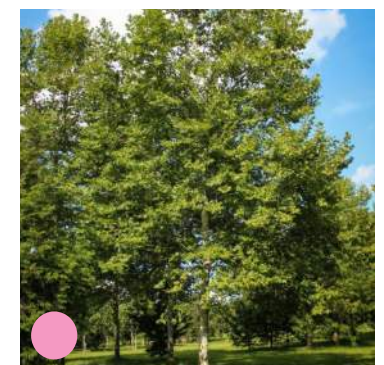
Gaultheria shallon
Salal



Vancouveria hexandra
Inside-out Flower



Verbena lilacina 'De La Mina'
Purple Cedros Island Verbena



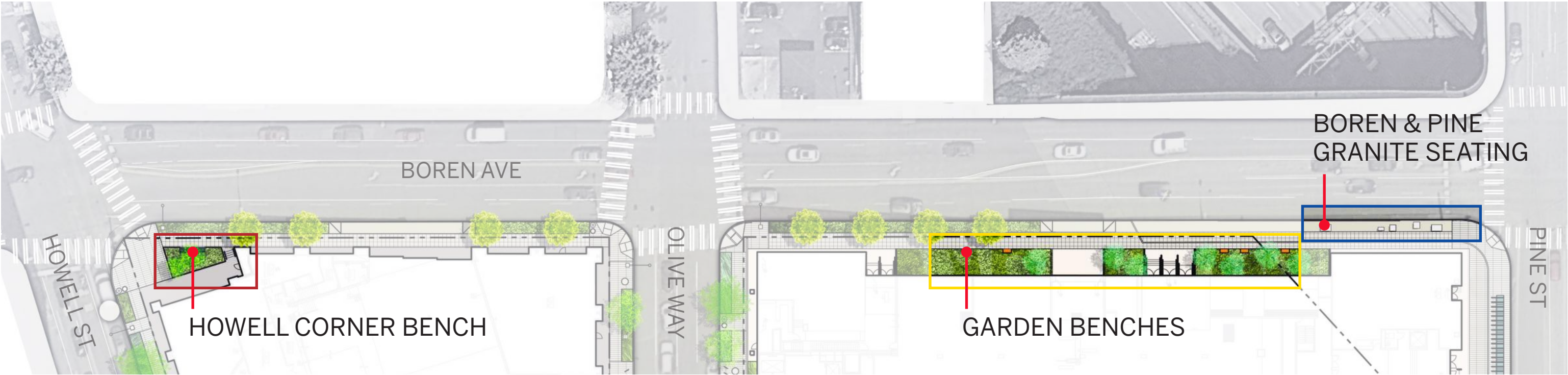
Platanus x acerifolia
'Columbia'
Columbia Planetree

BOREN AVE



BOREN AVE

FURNISHINGS



HOWELL CORNER BENCH



GARDEN BENCHES



BOREN & PINE R.O.W. SEATING



7. A table that illustrates land use code, SEPA requirements and proposed public benefits

CODE

IDENTIFY MITIGATION

WSCC/ KING COUNTY PSA PROVISIONS	CODE REQUIREMENTS	PCD PUBLIC BENEFITS	STREET VACATION PUBLIC BENEFITS
AFFORDABLE HOUSING •\$5 MM •LOCATION TBD, BUT COULD BE SITE B	INCENTIVE ZONING •AFFORDABLE HOUSING AND CHILDCARE PAY- MENTS SIDEWALKS •18 FT ON PINE; •VARIOUS WIDTHS ON NINTH; •12-18 FT ON OLIVE; •12 FT ON BOREN STREET-LEVEL SETBACKS OPEN SPACE •RESIDENTIAL AMENITY AREA: 8,751 SF •OFFICE OPEN SPACE: 10,861 SF OVERHEAD WEATHER PROTECTION	AFFORDABLE HOUSING •BEYOND KC PSA OPEN SPACE • SITE B: 2,471 SF PEDESTRIAN IMPROVE- MENTS WITH THE PIKE/ PINE PLAN LEED SILVER CERTIFICA- TION TRANSIT FACILITY IM- PROVEMENTS • REAL-TIME TRAN- SIT INFORMATION	AFFORDABLE HOUSING PINE STREET / OVERPASS IMPROVEMENTS PIKE STREET / OVERPASS IMPROVEMENTS PUBLIC ART FINANCIAL SUPPORT OF COMMUNITY GROUPS OFF-SITE ADDITIONAL IMPROVEMENTS IMPROVEMENTS ON-SITE BEYOND CODE

¹ A Planned Community Development is an optional process being considered under SMC 23.49.036.

² The public benefits package is in process with public input. A final draft package is expected in February.

CODE

IDENTIFY MITIGATION

SEPA MITIGATION

<p>HOUSING AND POPULATION</p> <ul style="list-style-type: none">• PUBLIC OUTREACH• PROVIDE INFORMATION ABOUT THE PROJECT• PARTNER WITH DIVERSE AND DISADVANTAGED CONSTRUCTION TRADES, SERVICE COMPANIES, AND ARCHITECTURAL AND ENGINEERING COMPANIES <p>TRANSPORTATION</p> <ul style="list-style-type: none">• RELOCATE OLIVE WAY DURING CONSTRUCTION• PROVIDE TEMPORARY TRANSIT LAYOVER SPACE ALONG CONVENTION PLACE• INSTALL TEMPORARY TRAFFIC SIGNAL AT THE PIKE/HUBBELL PLACE INTERSECTION• MODIFY CHANNELIZATION AND SIGNAGE AT SURROUNDING INTERSECTIONS TO ACCOMMODATE THE TRANSIT LAYOVER LOOP• DEVELOP AND IMPLEMENT A CONSTRUCTION MANAGEMENT PLAN• ADOPT A TRANSPORTATION MANAGEMENT PLAN• PROVIDE A PROPORTIONATE-SHARE CONTRIBUTION TO SLU AND DENNY CORRIDOR CITY-IDENTIFIED PROJECTS• ADOPT A DOCK MANAGEMENT PLAN• IMPLEMENT ELECTRONIC PARKING INFORMATION SYSTEM.• PEDESTRIAN IMPROVEMENTS IN THE EXISTING WSCC GARAGES• ADOPT A PARKING MANAGEMENT PLAN BETWEEN THE NEW AND EXISTING WSCC GARAGES TO SHARE PARKING WITH THE CO-DEVELOPMENT <p>OVERHEAD CANOPIES FOR PEDESTRIAN WIND AND POTENTIALLY BUILDING MODULATION, BALCONIES AND SUNSHADES</p>	<p>HISTORIC RESOURCES</p> <ul style="list-style-type: none">• SURVEY AND MONITORING CAMLIN, PARAMOUNT AND OLIVE TOWER• AGREEMENT IN PLACE TO FACILITATE THE PARAMOUNT LOADING DOCK USE RELATIVE TO BUS TRAFFIC ON NINTH AVENUE• TEAM TO MEET WITH PARAMOUNT REGULARLY TO REVIEW CONSTRUCTION PLANS• WSCC PROVIDING DISCOUNTED PARKING TO PARAMOUNT PATRONS <p>LIGHT AND GLARE</p> <ul style="list-style-type: none">• NO EXCESSIVELY-REFLECTIVE SURFACES• BUILDING MODULATION TO REDUCE GLARE• STREET TREES TO MINIMIZE PEDESTRIAN GLARE IMPACTS• PEDESTRIAN-SCALE LIGHTING TO BE PROVIDED CONSISTENT WITH CODE, FUNCTION AND SAFETY REQUIREMENTS <p>*****</p> <p>SUSTAINABILITY</p> <ul style="list-style-type: none">• HIGH PERFORMANCE GLAZING• REFLECTIVE ROOF SURFACE TREATMENT• DROUGHT RESISTANT PLANTING• MAXIMIZE USE OF OUTSIDE AIR• EFFICIENT LIGHT FIXTURES• RADIANT FLOORING FOR HEATING AND COOLING• FUEL-EFFICIENT PARKING AND/OR ELECTRIC VEHICLE CHARGING STATIONS• LOW-FLOW PLUMBING• LOW VOC EMITTING MATERIALS• RECYCLED CONTENT• CONSTRUCTION WASTE MANAGEMENT• RAIN WATER HARVESTING TO SUPPLY WATER FOR TOILETS
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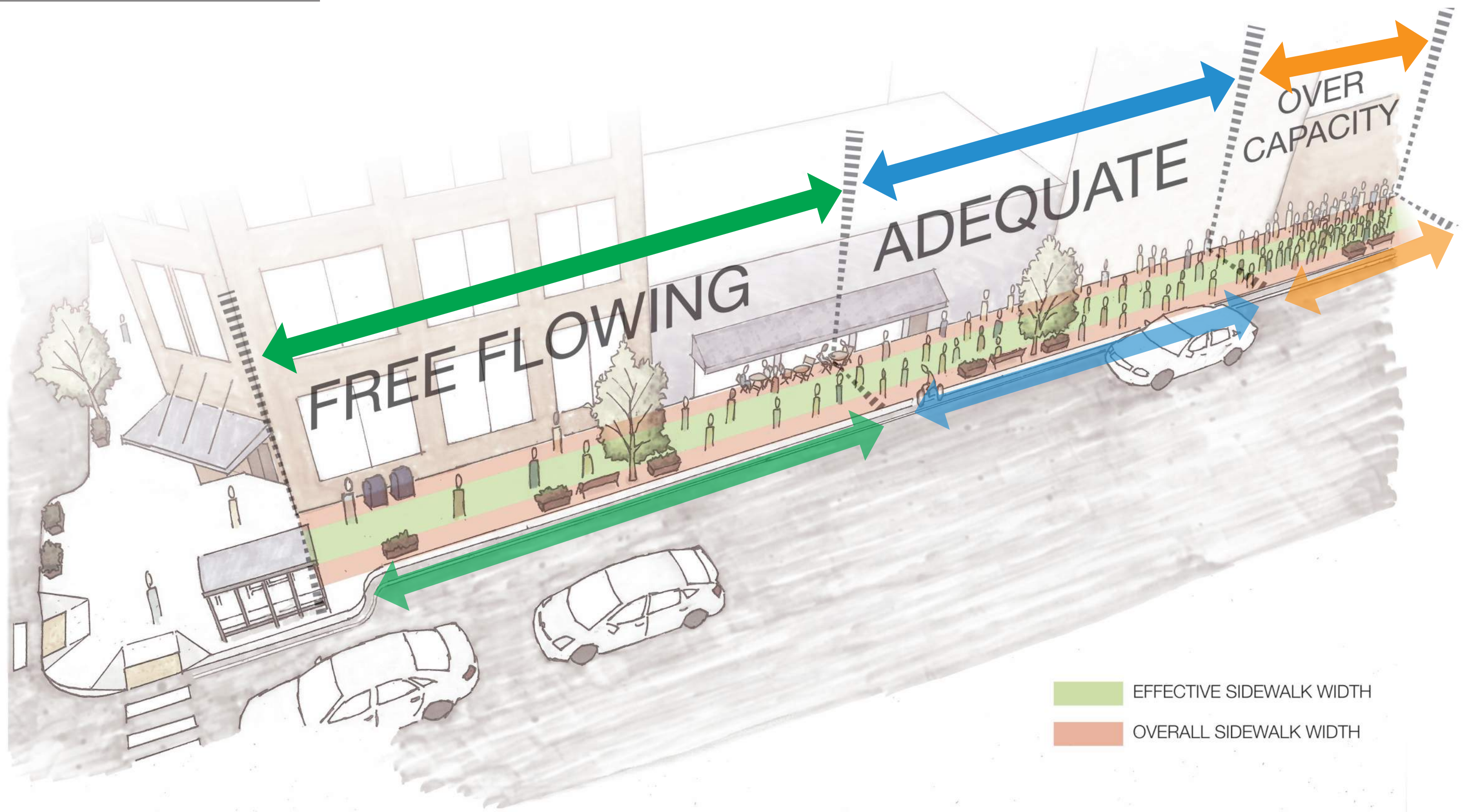
³ This list of SEPA mitigation items includes topics related to the public benefits’ requirements and/or related to urban design merit considerations.

Public benefits and code buckets

ND: 17501.006 4812-4416-7996v1

PEDESTRIAN MOVEMENT

LEVEL OF SERVICE

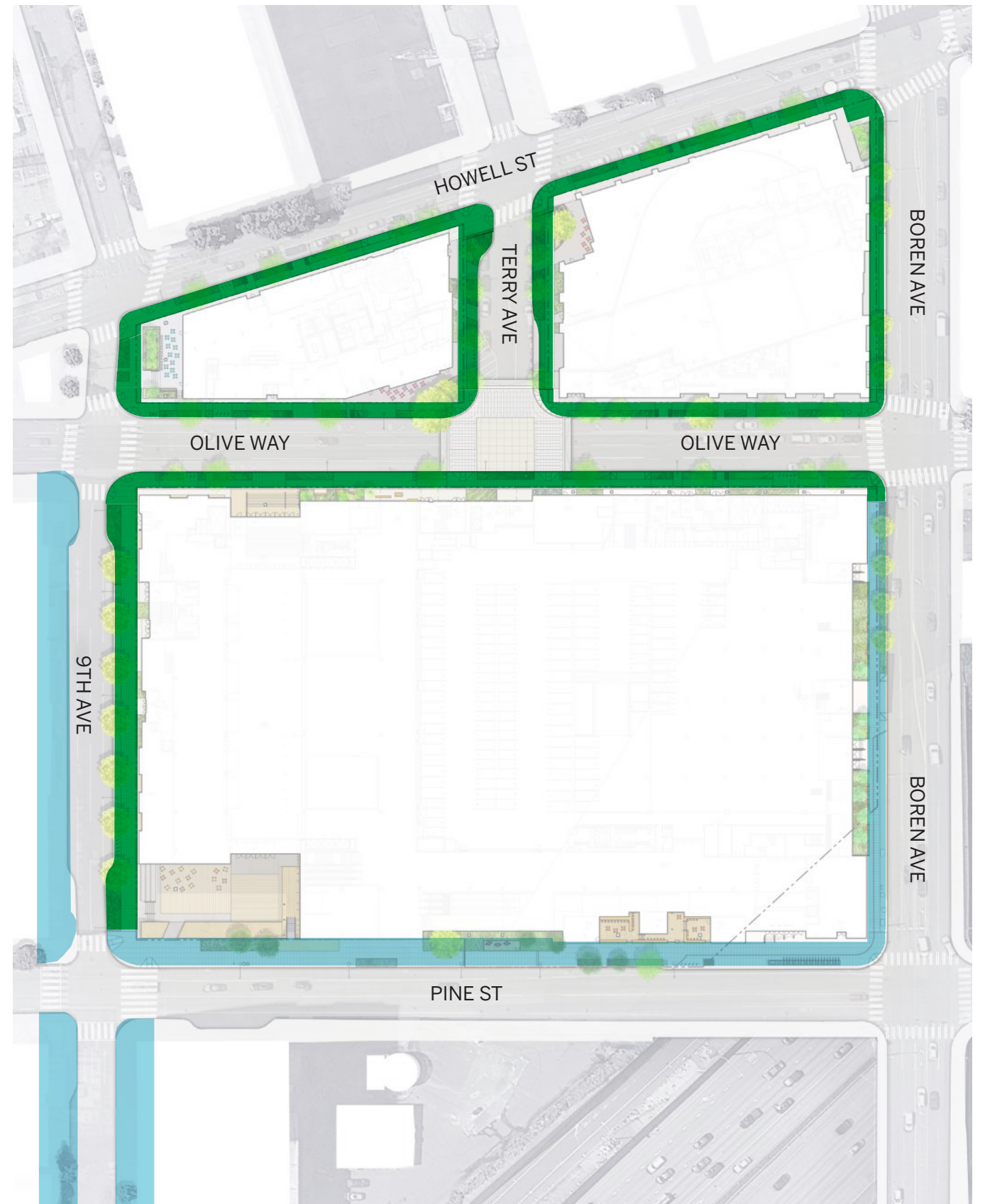


PEDESTRIAN MOVEMENT

LEVEL OF SERVICE

WEEKDAY MIDDAY PEDESTRIAN VOLUMES WITH DUAL EVENTS

- 50% CROSSOVER WITH BOTH EVENTS
- 50% OF HOURLY VOLUMES OCCUR IN PEAK 15 MINUTES
- BASED ON PROPOSED SIDEWALK WIDTHS

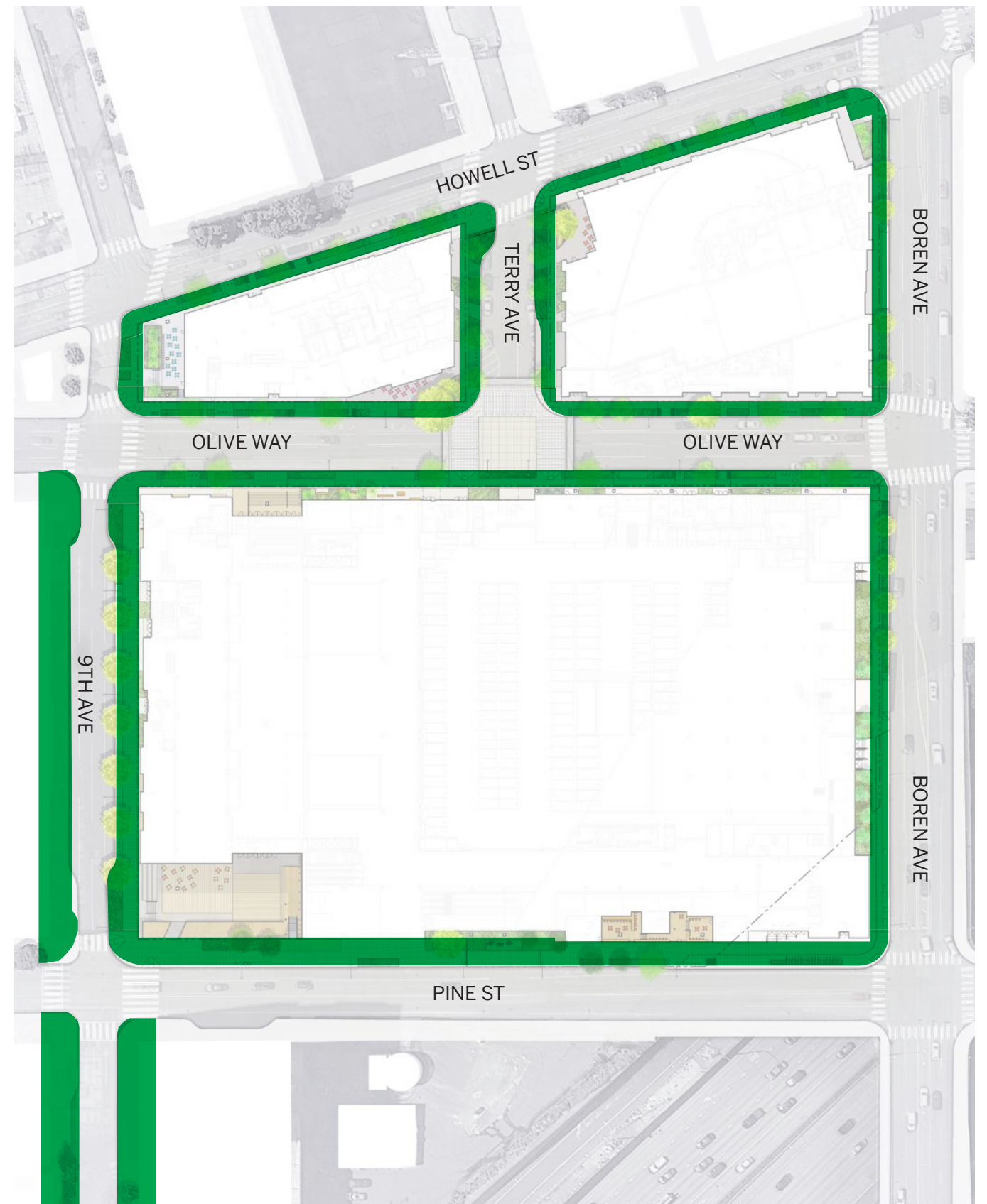


PEDESTRIAN MOVEMENT

LEVEL OF SERVICE

WEEKDAY PM PEDESTRIAN VOLUMES WITH DUAL EVENTS

- 50% CROSSOVER WITH BOTH EVENTS
- 50% OF HOURLY VOLUMES OCCUR IN PEAK 15 MINUTES
- BASED ON PROPOSED SIDEWALK WIDTHS



9. How community outreach has affected the design of features within the right of way

- Continuous outreach actions
- Wide range of audiences
- Comments/concerns: Boren design, truck routing, pedestrian environment
- Public benefits open house

10. How you are incorporating any existing public art into the proposal, specifically the tree museum

- WSCC existing art program
- Addition art program
- King County plan for CPS art and 4Culture

11. Increased sustainability target or goals even if the end result is not a LEED certification

SUSTAINABILITY

TARGET: LEED SILVER



P.V. PANELS ON THE ROOF FOR ON-SITE ENERGY COLLECTION
USE OF DAYLIGHT IN PRE-FUNCTION AREAS



STORM WATER MANAGEMENT- COLLECTION OF RAINWATER
FOR TOILET FLUSHING
LOW-FLOW PLUMBING FIXTURES
WATER-EFFICIENT LANDSCAPING



RADIANT HEATING/ COOLING IN PRE-FUNCTION AREAS
HEAT RECOVERY SYSTEM
BUILDING SYSTEMS COMMISSIONING

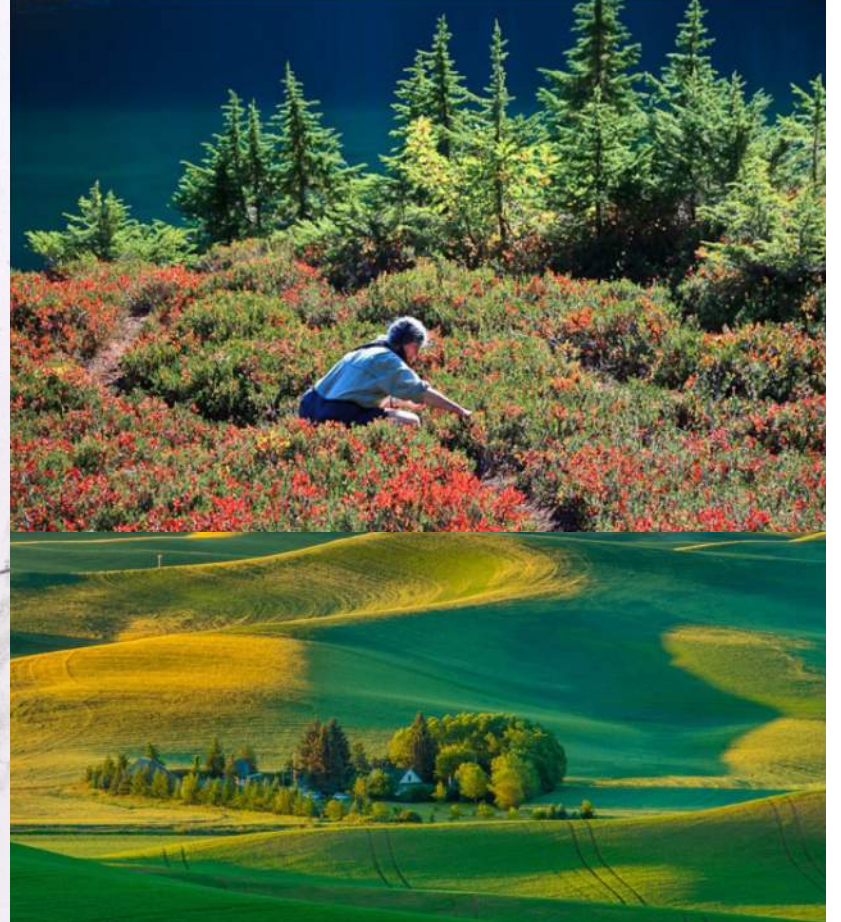
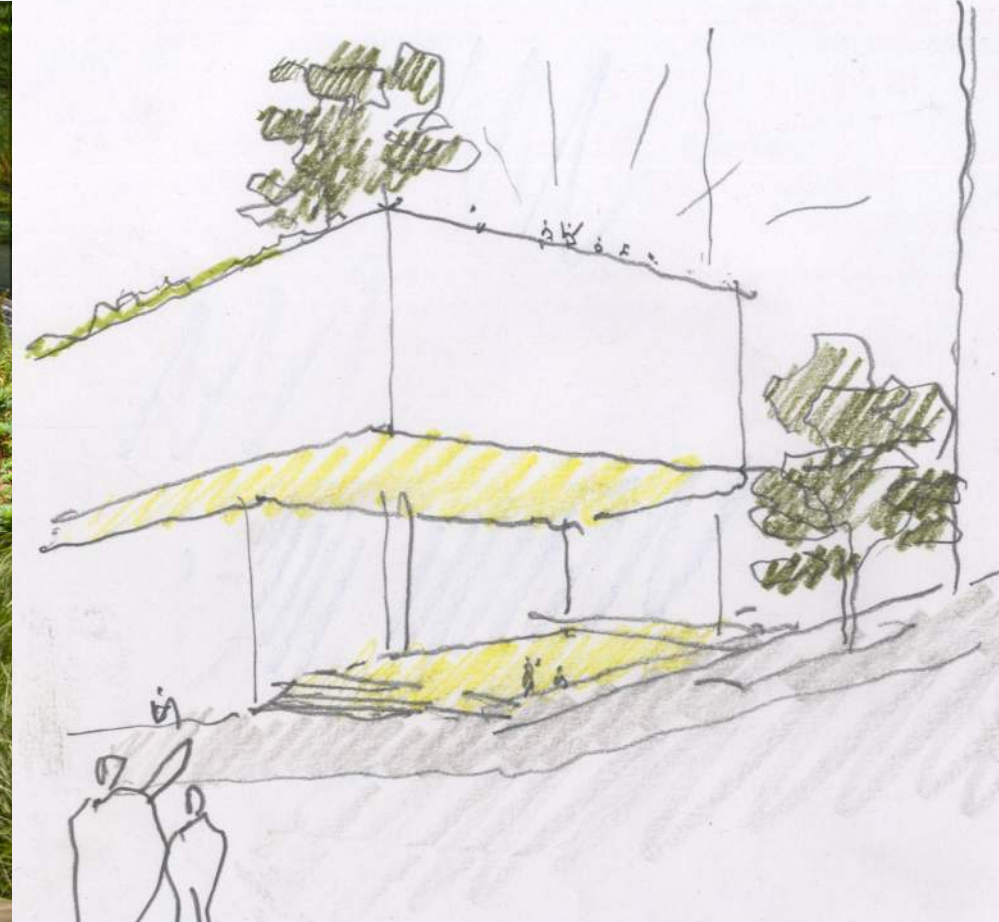


USE OF REGIONAL MATERIALS AND RECYCLED CONTENT
BICYCLE AND ALTERNATIVE-TRANSPORTATION FRIENDLY

SUSTAINABILITY

INTEGRATED LANDSCAPE APPROACH

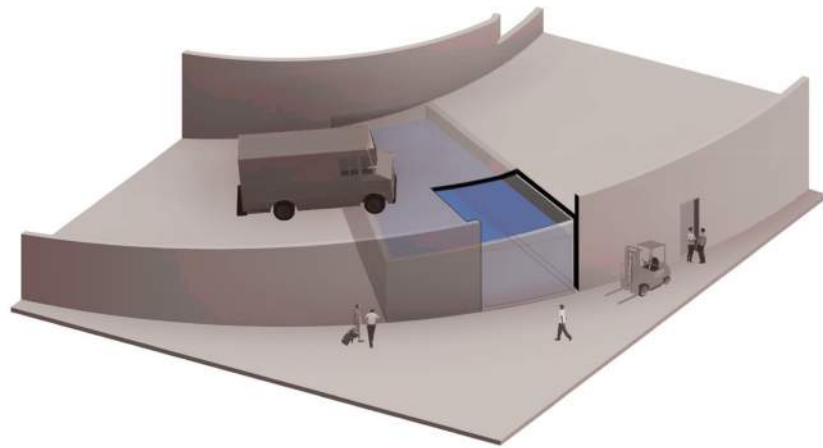
SHOWCASE NORTHWEST PALETTE, IMMERSIVE CONNECTIONS TO BIG NATURE IN THE CITY



SUSTAINABILITY

RAINWATER & SOLAR HARVESTING

USE FOOTPRINT TO COLLECT RAINWATER AND SOLAR ENERGY WITH EFFICIENT USE OF RESOURCES



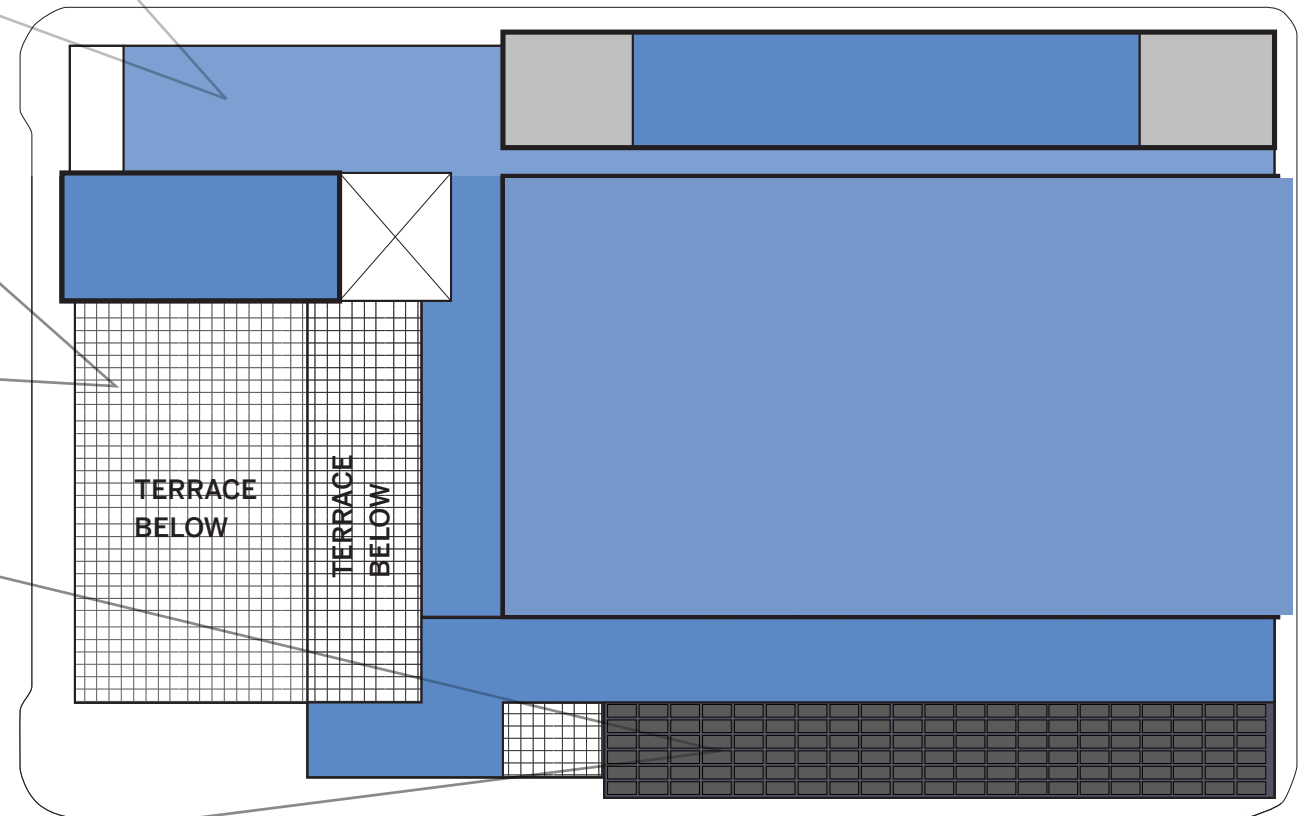
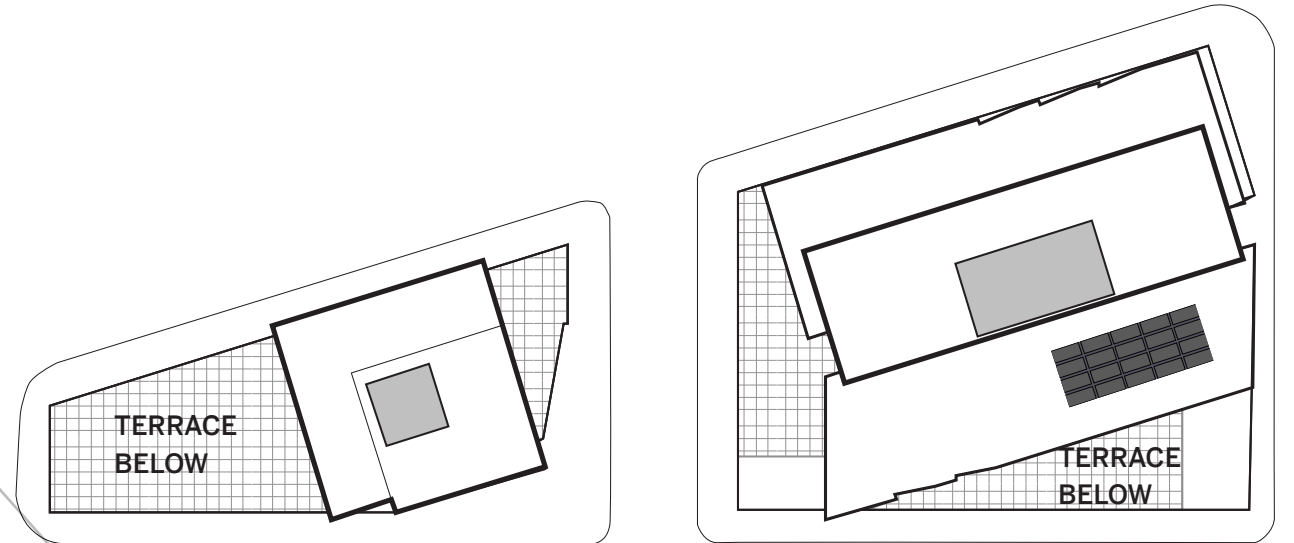
RAINWATER HARVESTING



LANDSCAPE & HABITAT



SOLAR ENERGY COLLECTION



ROOF PLAN



PACIFIC NORTHWEST NATIVE PLANTS

SUSTAINABILITY

CHOICE OF MATERIALS

SHOWCASE LOCAL CULTURE & CRAFT, SUSTAINABLY SOURCED, NATURAL OR INSPIRED BY NATURE



REASONS FOR PROJECT

○ COMMUNITY ECONOMIC PURPOSE

○ PUBLIC FACILITIES DISTRICT

○ FUNDING SOURCE - EXISTING HOTEL ROOM TAX

○ COMMUNITY REVENUE, JOBS AND TAXES



LAKE
UNION

AURORA AVE N/SR-99

UPTOWN

DENNY WAY

SOUTH
LAKE
UNION

CAPITOL
HILL

DENNY
TRIANGLE

BROADWAY

BELLTOWN

PINE STREET

PIKE STREET

WATERFRONT

RETAIL
CORE

FIRST HILL

ELLIOTT
BAY

WEST
EDGE

CENTRAL
BUSINESS
DISTRICT

PIONEER
SQUARE



Q&A

