



# Washington State Convention Center Addition Project

Seattle Design Commission  
Meeting #6 - Public Benefits #1

02-16-2017



# **AGENDA**

**○ INTRODUCTION**

**○ ALLEY AND STREET VACATION POLICIES**

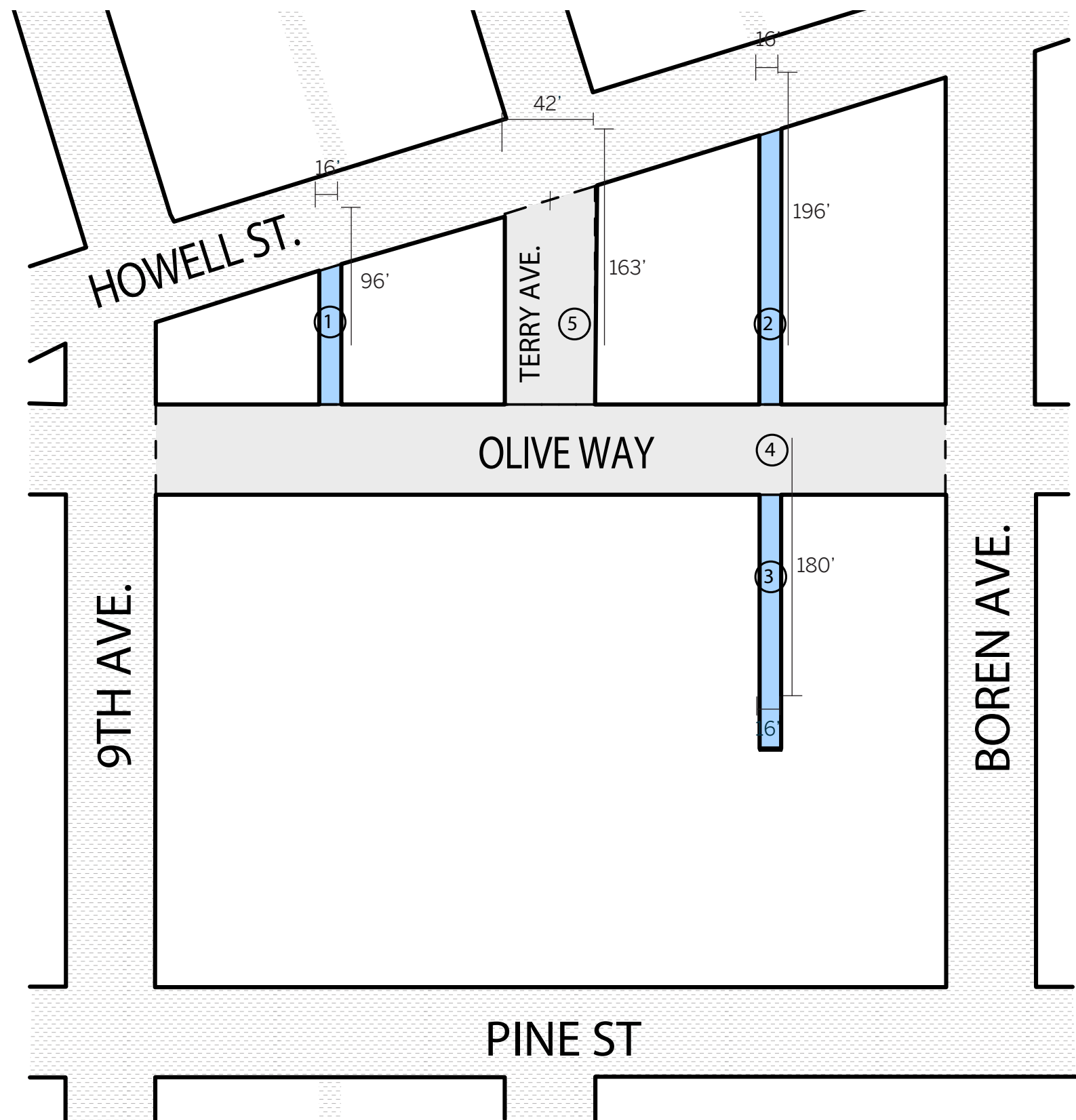
**○ PUBLIC OUTREACH**



**○ PUBLIC BENEFITS APPROACH**

**○ PUBLIC BENEFITS PROPOSALS**

# PROPOSED VACATIONS OVERVIEW

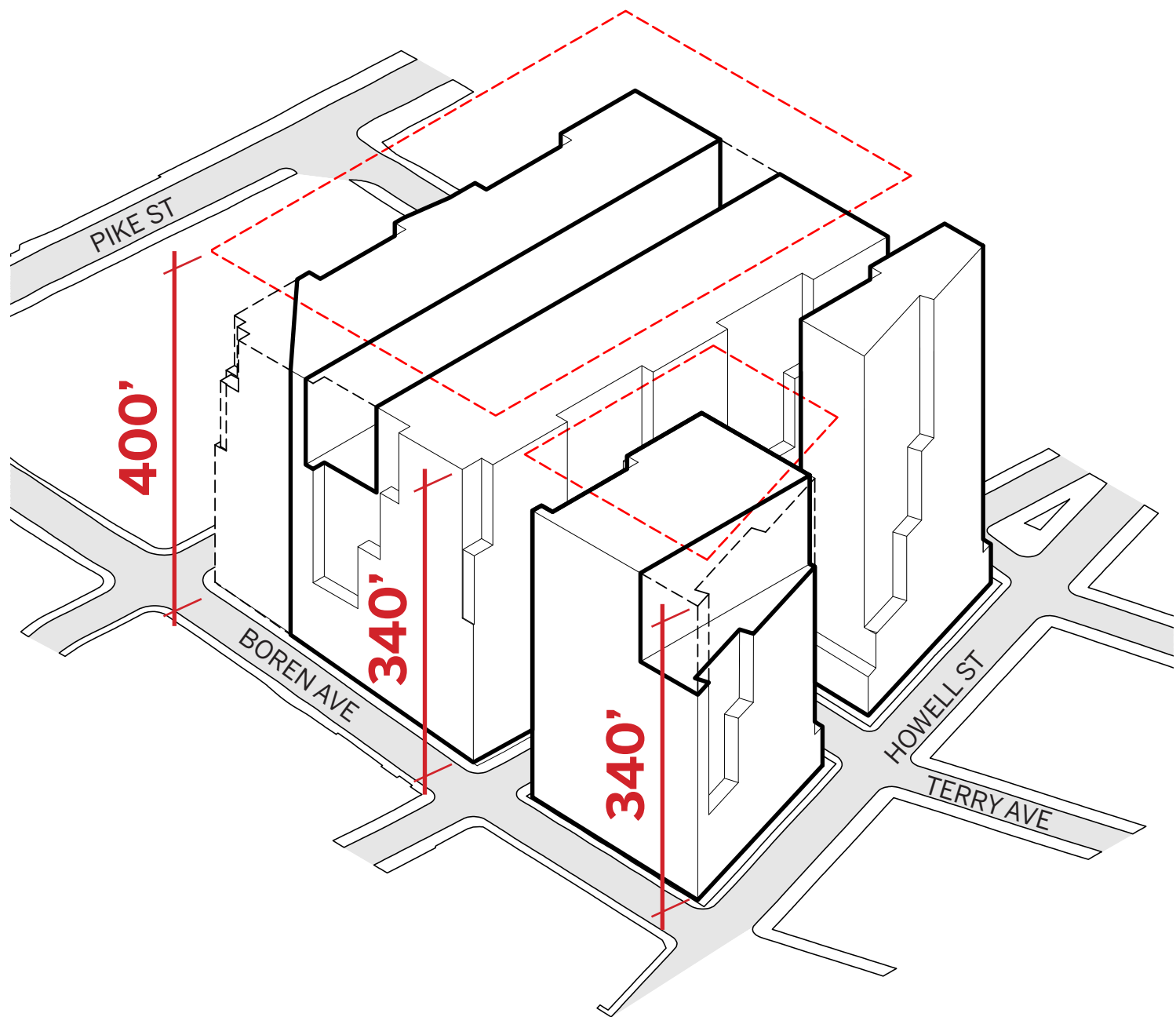
## FROM PREVIOUS SDC MEETINGS



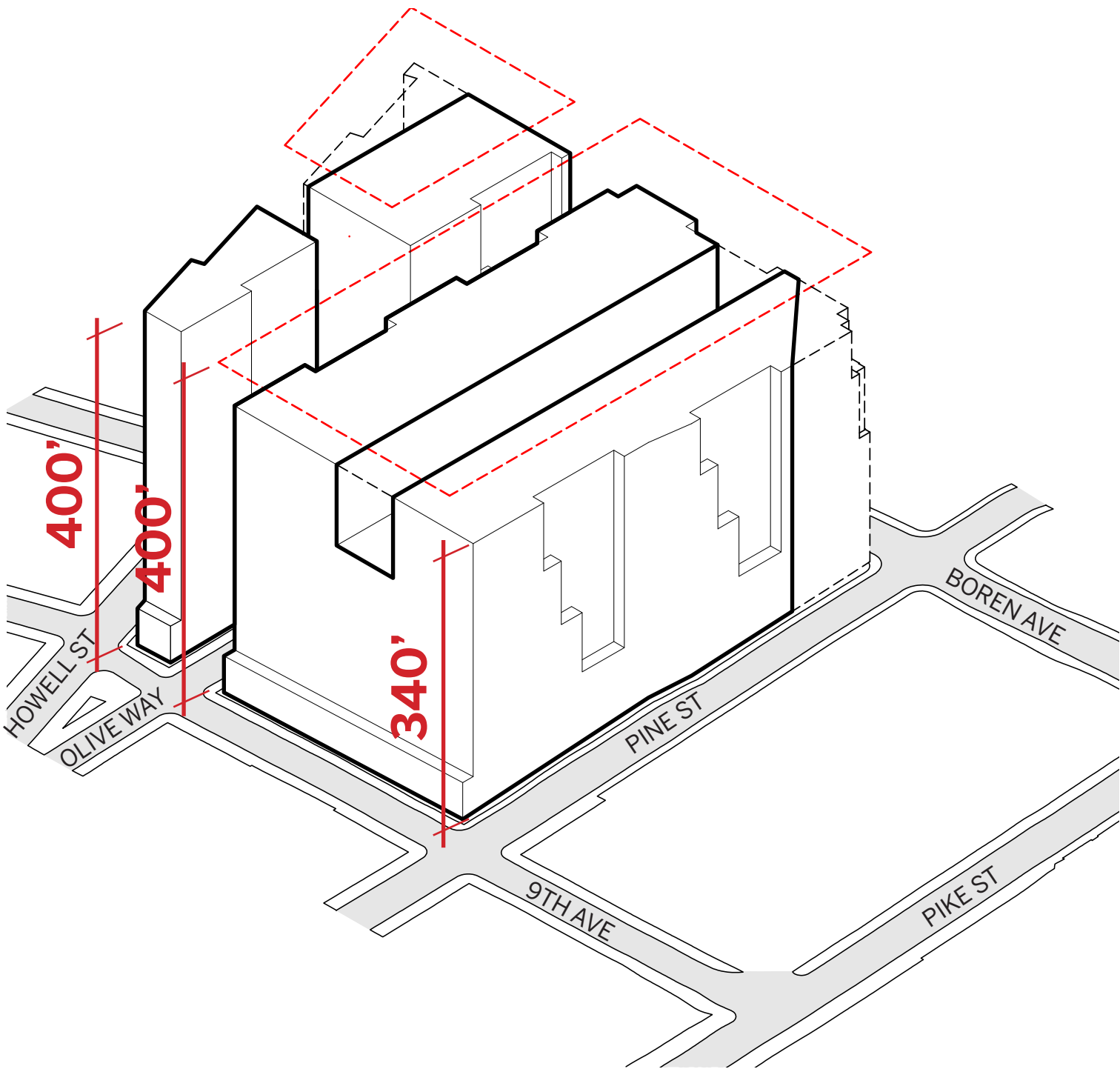
-  FULL VACATION
-  SUBTERRANEAN VACATION

- 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.

# BUILDING MASSING - ZONING ENVELOPE



VIEW FROM NORTH EAST

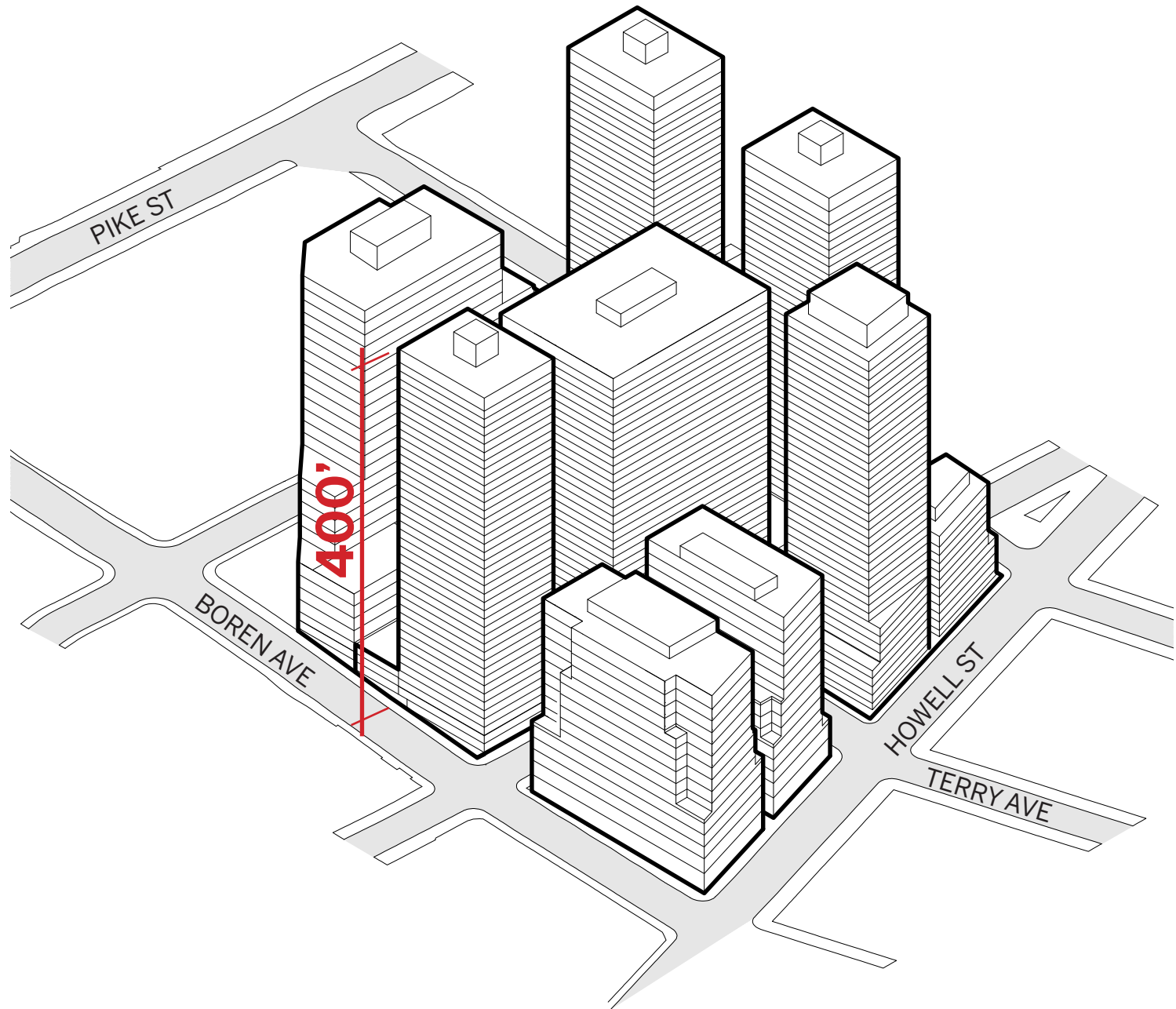


VIEW FROM SOUTH WEST

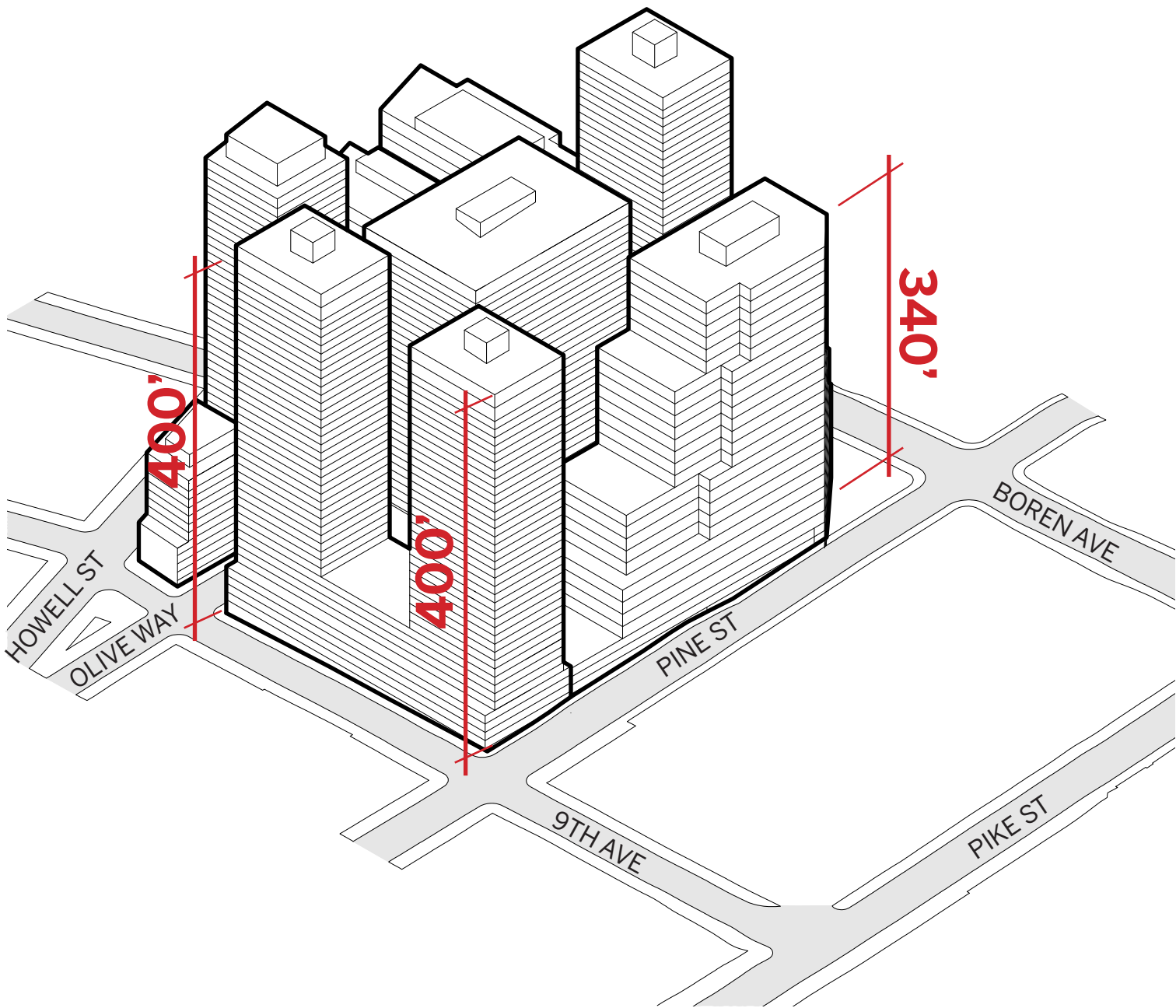


# BUILDING MASSING - MIXED USE

## DEVELOPMENT MASSING PER ZONING CODE



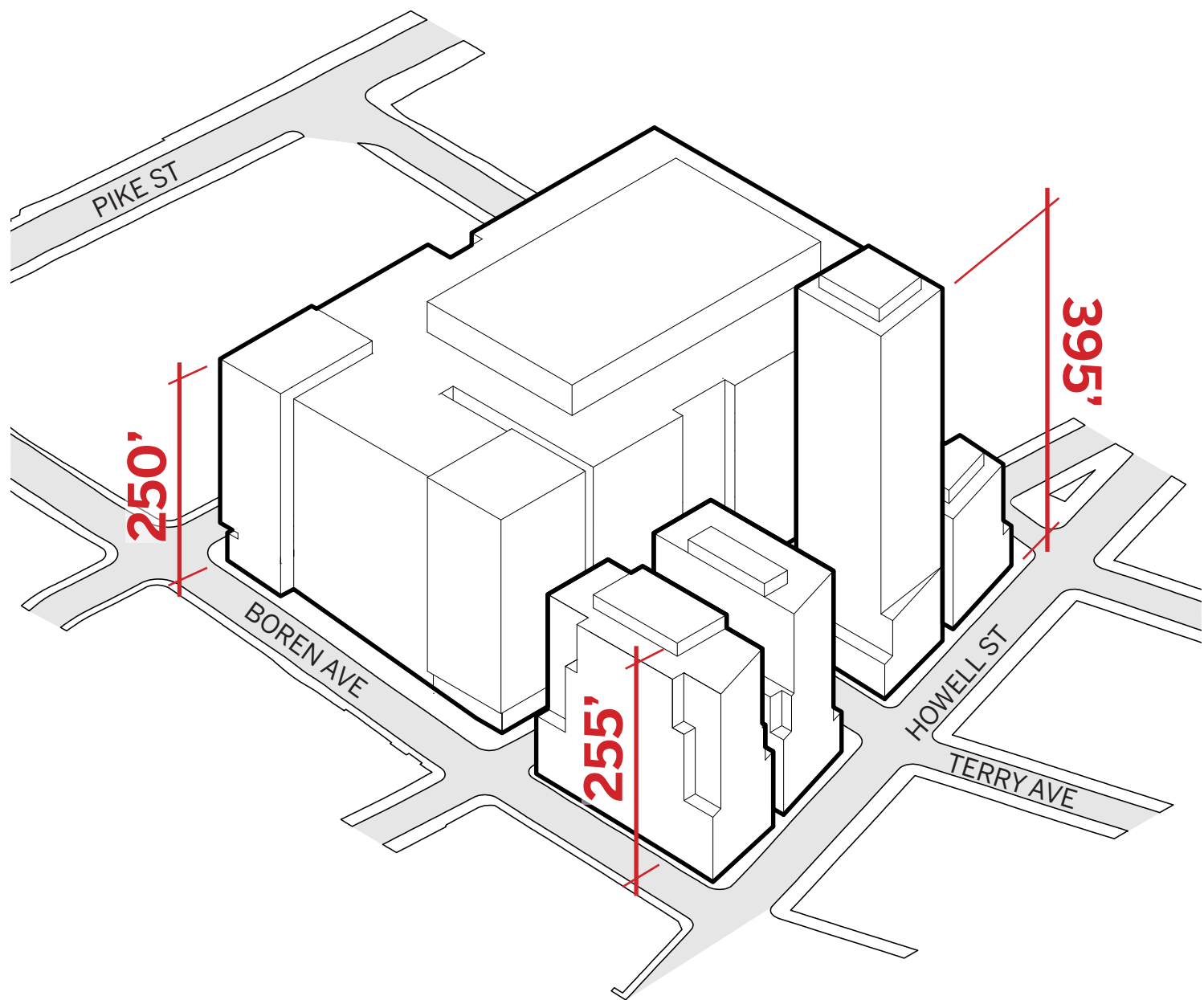
VIEW FROM NORTH EAST



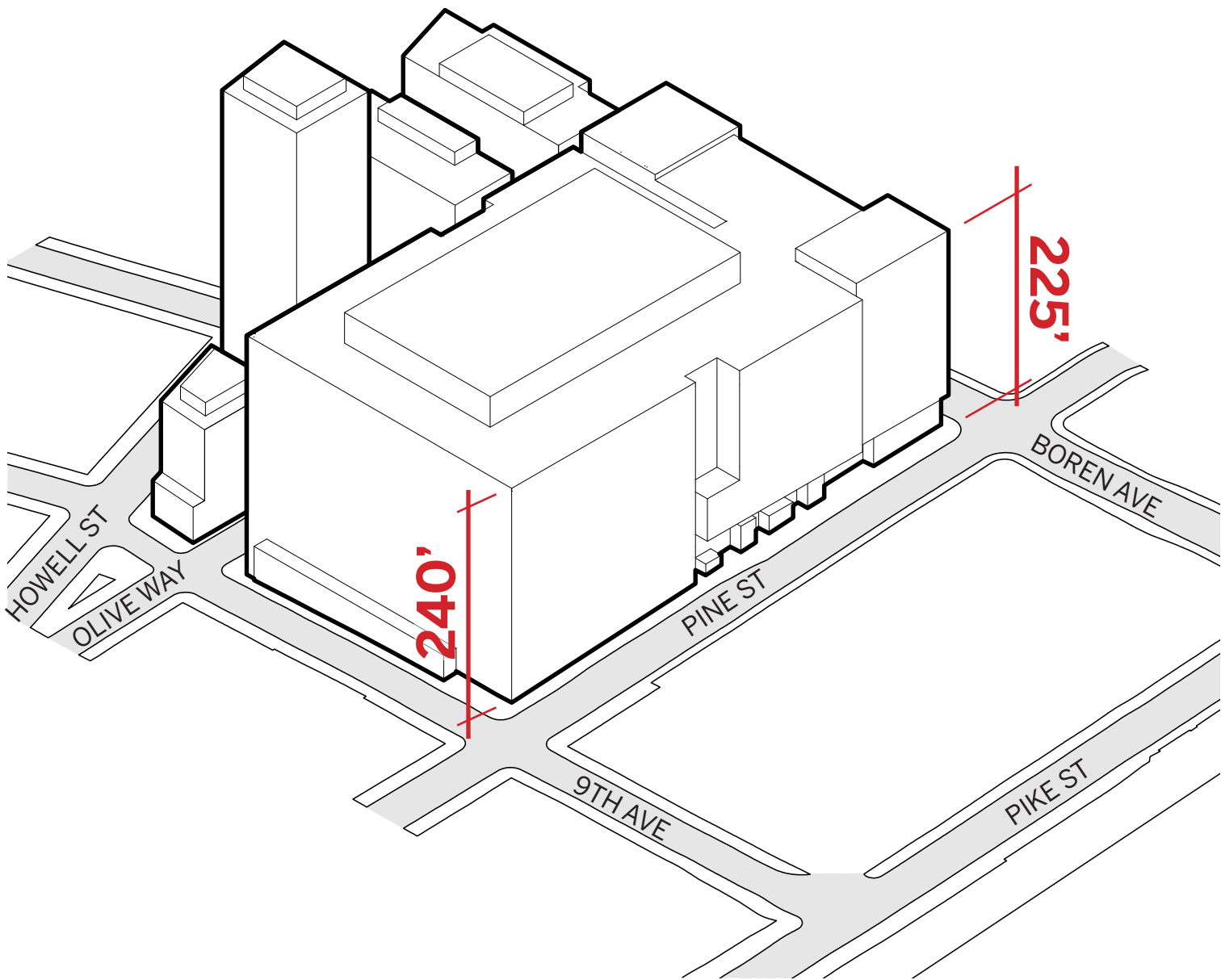
VIEW FROM SOUTH WEST



# BUILDING MASSING - NO VACATIONS



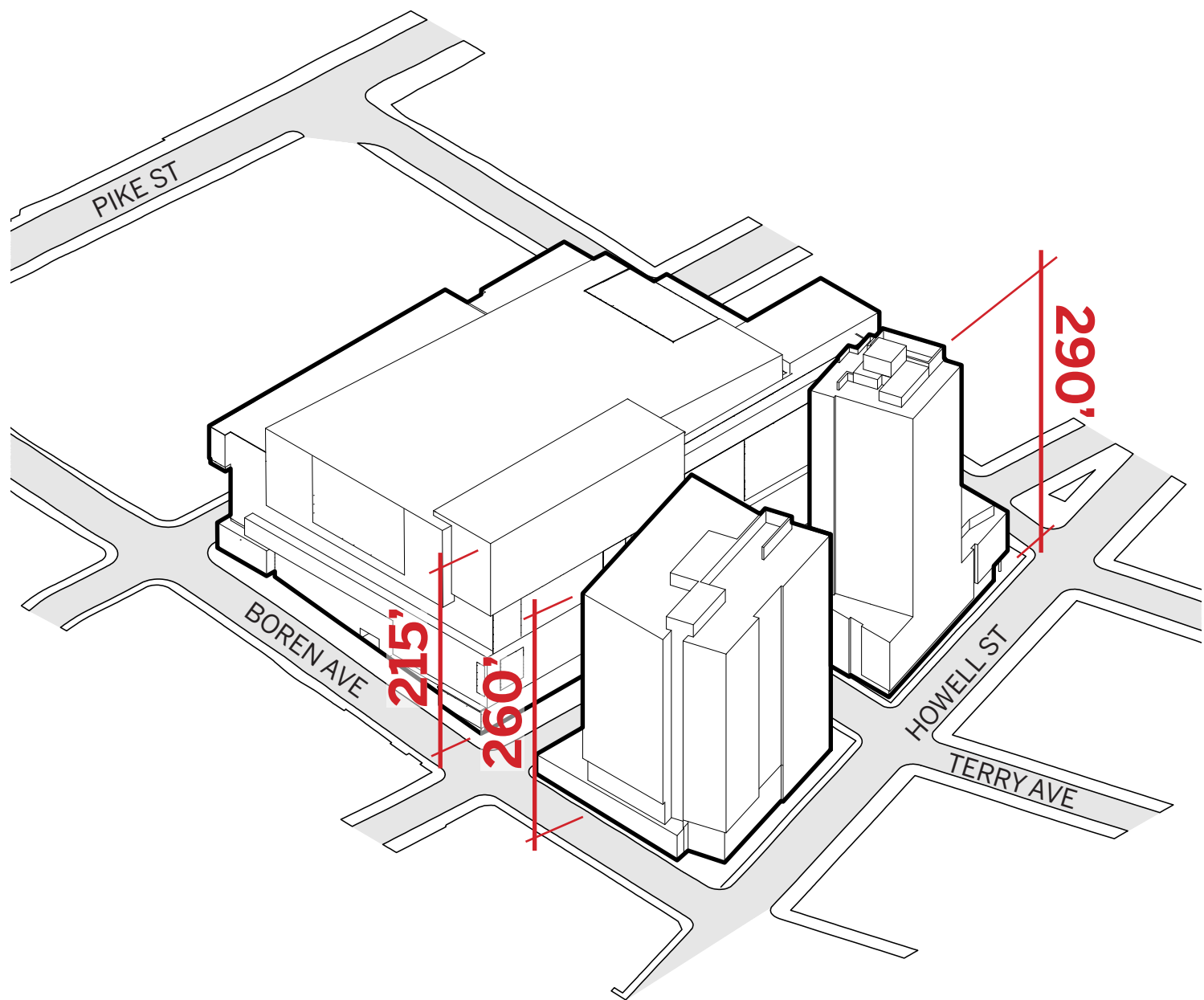
VIEW FROM NORTH EAST



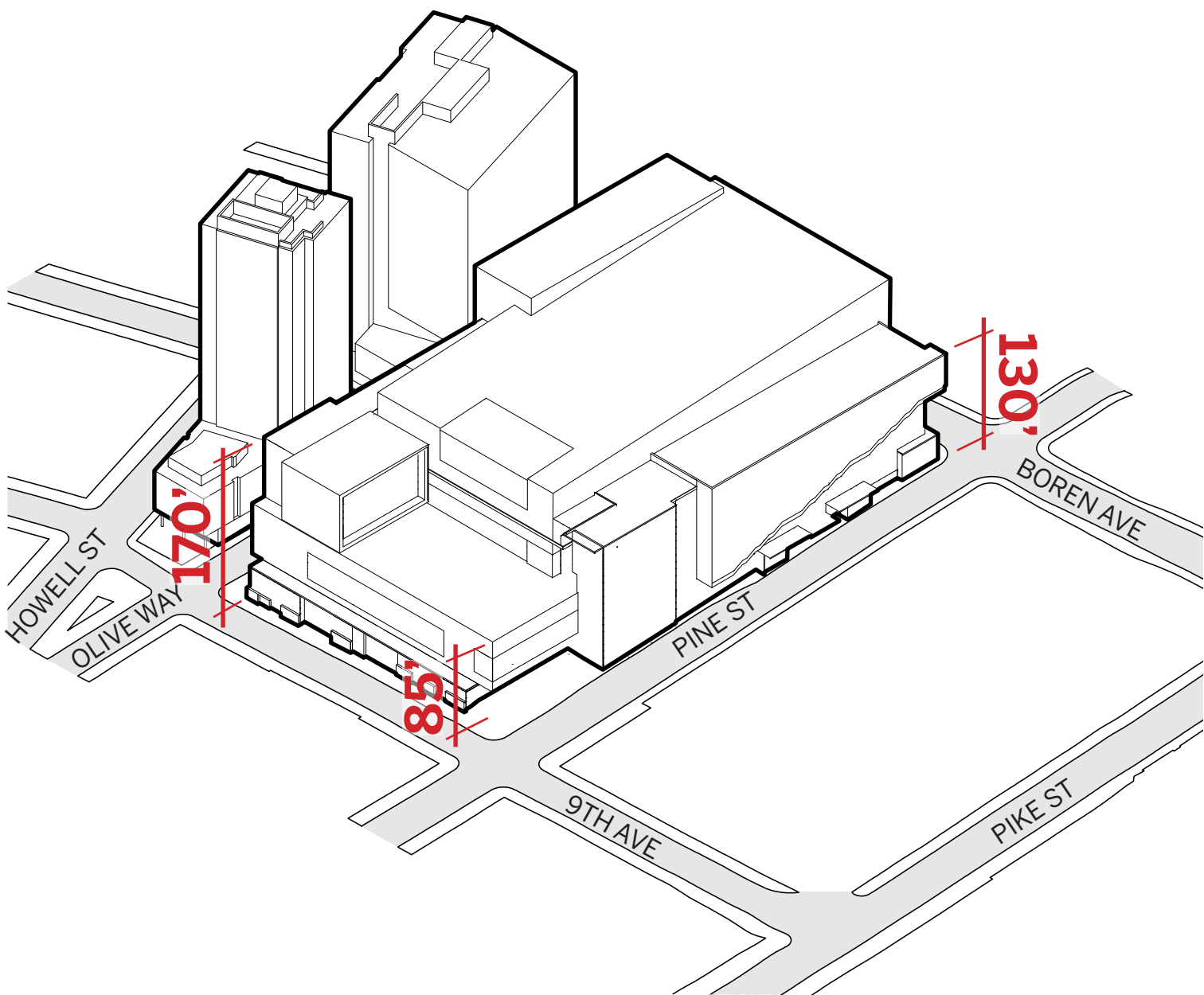
VIEW FROM SOUTH WEST



# BUILDING MASSING - WITH VACATIONS



VIEW FROM NORTH EAST



VIEW FROM SOUTH WEST



# ALLEY AND STREET VACATION

## RELEVANT POLICIES

### **PUBLIC BENEFIT FRAMEWORK – POLICY 5(A) AND POLICY 5(C)**

- Public benefits offset the loss of the street or alley.
- Here, the vacation proposal is for subterranean vacations with utility corridor and underused alleys without grid connection.

### **AMOUNT OF PUBLIC BENEFIT – POLICY 5(D)**

- Public benefit should be proportional to the benefits gained by the Petitioner and the scale of the project.
- Here, the project is large. The below grade exhibit hall and loading dock are the primary benefit; the development area gained is relatively small (7,666 sf of combined alley area and 21,744 sf of extra setbacks and open space onsite).



# ALLEY AND STREET VACATION

## RELEVANT POLICIES

### **INHERENT BENEFIT OF THE PROJECT – POLICY 5(F)**

- Inherent project benefits get factored into the public benefits analysis (the policy includes the following factors: consistent with City Policies, whether the project provides affordable housing, the public nature of the project, community and neighborhood reaction to the project, etc.)
- Here, the project is consistent with adopted City Policies, provides affordable housing, is a public facilities district, and is generally supported by the community.

### **TYPES OF PUBLIC BENEFITS – GUIDELINE 5.1**

- Guidelines 5.1 (A) and (B) list examples of onsite and offsite public benefits.
- Guideline 5.1(D) says that funding for specific proposals is also an appropriate public benefit.
- Here, the project provides most of the example onsite and offsite public benefits listed in the guidelines.



# PUBLIC OUTREACH PROCESS





# **PUBLIC OUTREACH DETAILS**

- **PUBLIC OPEN HOUSE DECEMBER 7, 2016**
- **ONLINE OPEN HOUSE DECEMBER 6-23, 2016**
- **TOTAL PARTICIPANTS: ALMOST 500**
- **TOTAL NUMBER OF COMMENTS (CLOSED AND OPEN-ENDED): > 6,000**
- **TRAFFIC DRIVING TACTICS**
  - Website and social media
  - Direct mail to neighbors
  - Broad e-newsletter/invitation distribution
  - Online advertising: Seattle Times, Urbanist, Capitol Hill Blog, Seattle Transit Blog, Seattle Medium, Seattle Asian Weekly, South Seattle Emerald, Capitol Hill Times

# **PUBLIC PRIORITIES**

- **LID I-5 STUDY**
- **PINE / BOREN LID PARK**
- **AFFORDABLE HOUSING**
- **FREEWAY PARK IMPROVEMENTS**
- **PINE STREET GAP**
- **OLIVE WAY IMPROVEMENTS**
- **MELROSE PROMENADE SAFETY IMPROVEMENTS**
- **BICYCLE FACILITIES**
- **OVERPASS IMPROVEMENTS**
- **TERRY AVENUE IMPROVEMENTS**
- **GREEN STREET DESTINATION**
- **OLIVE SQUARE**
- **VIRGINIA WOONERF**
- **“ENTRY MARQUEES” RELOCATION**



# PUBLIC BENEFITS APPROACH

## AFFORDABLE HOUSING

“We are facing our worst housing affordability crisis in decades. My vision is a city where people who work in Seattle can afford to live here. Housing affordability is just one building block to a more equitable city...We all share a responsibility in making Seattle affordable.”

-Mayor Ed Murray

Project to contribute \$5 million

## PIKE / PINE RENAISSANCE IMPROVEMENTS

“The first phase (Act One) of this multi-year effort seeks to improve the pedestrian experience and connect Pike and Pine to the waterfront – from Pike Place Market to Capitol Hill.”

Project to execute from 9th Avenue to Capitol Hill

## FUNDING IMPLEMENTATION OF COMMUNITY PROJECTS

- Lid I-5 Study
- Freeway Park Association / Seattle Parks and Recreation
- Bicycle Improvements Downtown

# PUBLIC BENEFITS

## TYPE BREAKDOWN

WSCC/ KING COUNTY PSA PROVISIONS	CODE REQUIREMENTS	PCD PUBLIC BENEFITS	STREET VACATION PUBLIC BENEFITS
<b>AFFORDABLE HOUSING</b> <ul style="list-style-type: none"><li>•\$5 MM</li><li>•LOCATION TBD, BUT COULD BE SITE B</li></ul>	<b>INCENTIVE ZONING</b>  <b>AFFORDABLE HOUSING AND CHILDCARE PAYMENTS</b>  <b>SIDEWALKS</b> <ul style="list-style-type: none"><li>•18 FT ON PINE;</li><li>•VARIOUS WIDTHS ON NINTH;</li><li>•12-18 FT ON OLIVE;</li><li>•12 FT ON BOREN</li></ul> <b>STREET-LEVEL SETBACKS</b>  <b>OPEN SPACE</b> <ul style="list-style-type: none"><li>•RESIDENTIAL AMENITY AREA: 8,751 SF</li><li>•OFFICE OPEN SPACE: 10,861 SF</li></ul> <b>OVERHEAD WEATHER PROTECTION</b>	<b>AFFORDABLE HOUSING</b> <ul style="list-style-type: none"><li>•BEYOND KC PSA</li></ul> <b>OPEN SPACE</b> <ul style="list-style-type: none"><li>• SITE B: 1,932 SF</li></ul> <b>LEED SILVER CERTIFICATION</b>  <b>TRANSIT FACILITY IMPROVEMENTS</b> <ul style="list-style-type: none"><li>• REAL-TIME TRANSIT INFORMATION</li></ul>	<b>AFFORDABLE HOUSING CONTRIBUTION</b>  <b>PINE STREET IMPROVEMENTS</b>  <b>PIKE STREET IMPROVEMENTS</b>  <b>I-5 GREENBELT LANDSCAPE</b>  <b>PIKE / PINE 9TH AVENUE IMPROVEMENTS</b>  <b>HISTORIC BUILDINGS LIGHTING</b>  <b>PUBLIC ART</b>  <b>FUNDING IMPLEMENTATION OF COMMUNITY PROJECTS</b>



# SEPA MITIGATION

## STATUS OF FEIS: PUBLISHED FEBRUARY 10, 2017

### HOUSING AND POPULATION

- PUBLIC OUTREACH
- PROVIDE INFORMATION ABOUT THE PROJECT
- PARTNER WITH DIVERSE AND DISADVANTAGED CONSTRUCTION TRADES, SERVICE COMPANIES, AND ARCHITECTURAL AND ENGINEERING COMPANIES

### TRANSPORTATION

- 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

### OVERHEAD CANOPIES FOR PEDESTRIAN WIND AND POTENTIALLY BUILDING MODULATION, BALCONIES AND SUNSHADES

### HISTORIC RESOURCES

- 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

### LIGHT AND GLARE

- 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

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### SUSTAINABILITY

- 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

# ON-SITE IMPROVEMENTS BEYOND CODE

## URBAN DESIGN MERIT



**VOLUNTARY SETBACKS**  
VOLUNTARY SETBACKS ARE PROPOSED FOR EACH SITE AND ALLOW FOR INCREASED SIDEWALK WIDTHS AND LANDSCAPE OPPORTUNITIES

- SITE A: 17,395 SF
- SITE B: 1,068 SF
- SITE C: 3,281 SF

TOTAL: **21,744 SF ABOVE CODE**

**TRANSPARENCY**

- SITE A: 1,648 SF (18%)
- SITE B: 603 SF (17%)
- SITE C: 710 SF (13%)

TOTAL: **2,961 SF (16%) ABOVE CODE**

**STREET LEVEL USES**

- SITE A: 796 LF (42%)
- SITE B: 280 LF (48%)
- SITE C: 372 LF (50%)

TOTAL: **1,448 LF (45%) ABOVE CODE**

**PCD OPEN SPACE**  
SITE B: **1,932 SF**

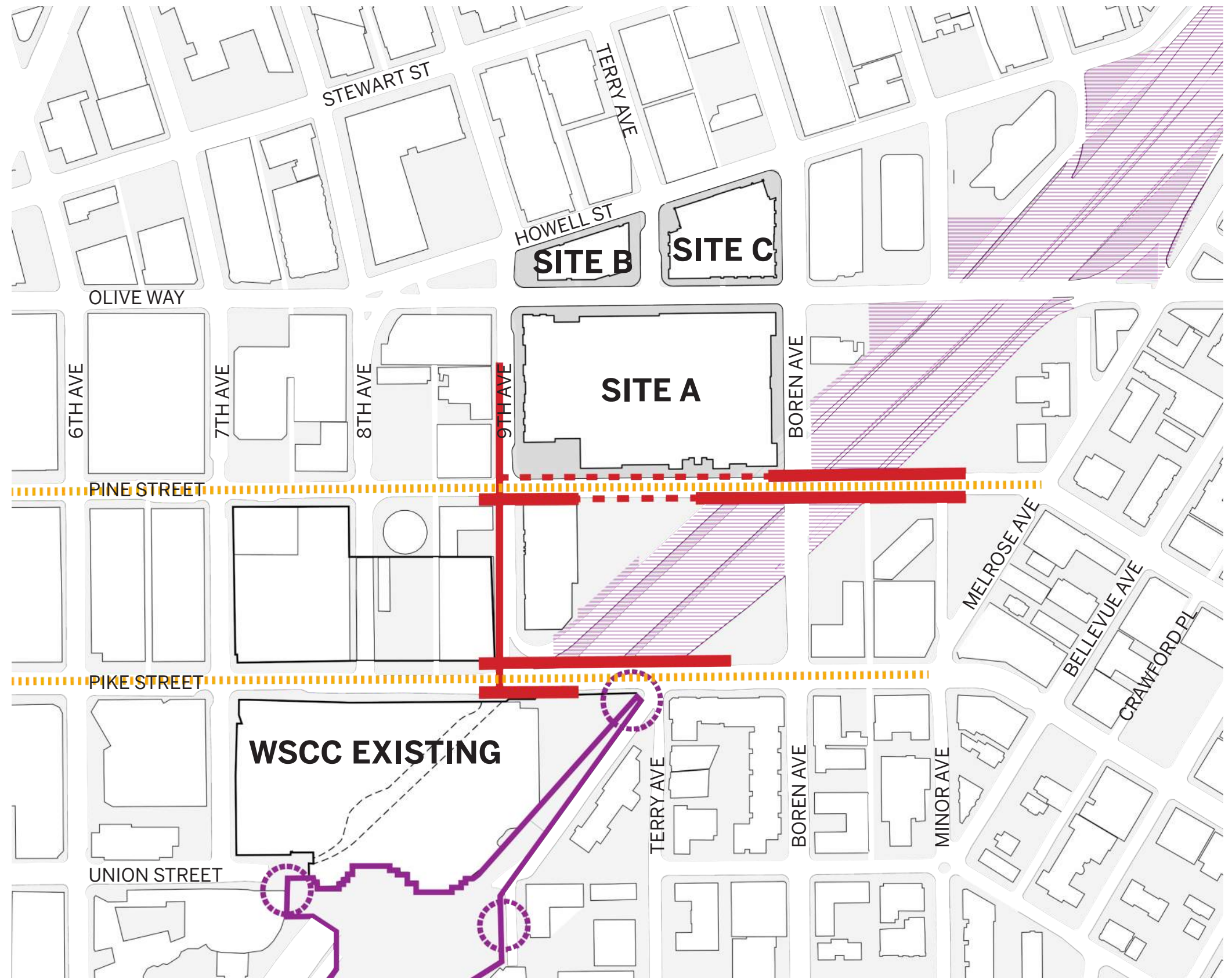
**GREEN STREET IMPROVEMENTS**





# PUBLIC BENEFITS OVERVIEW

- 1 AFFORDABLE HOUSING CONTRIBUTION**
- 2 CITY OF SEATTLE PIKE PINE RENAISSANCE IMPROVEMENTS**
  - A. PINE STREET IMPROVEMENTS**
  - B. PIKE STREET IMPROVEMENTS**
  - C. PIKE/PINE 9TH AVENUE IMPROVEMENTS**
  - D. HISTORIC BUILDING LIGHTING**
  - E. PUBLIC ART**
- 3 FUNDING IMPLEMENTATION OF COMMUNITY PROJECTS**
  - A. LID I-5 STUDY**
  - B. FREEWAY PARK ASSOCIATION / SEATTLE PARKS AND RECREATION**
  - C. BICYCLE IMPROVEMENTS DOWNTOWN**



# 1. AFFORDABLE HOUSING CONTRIBUTION

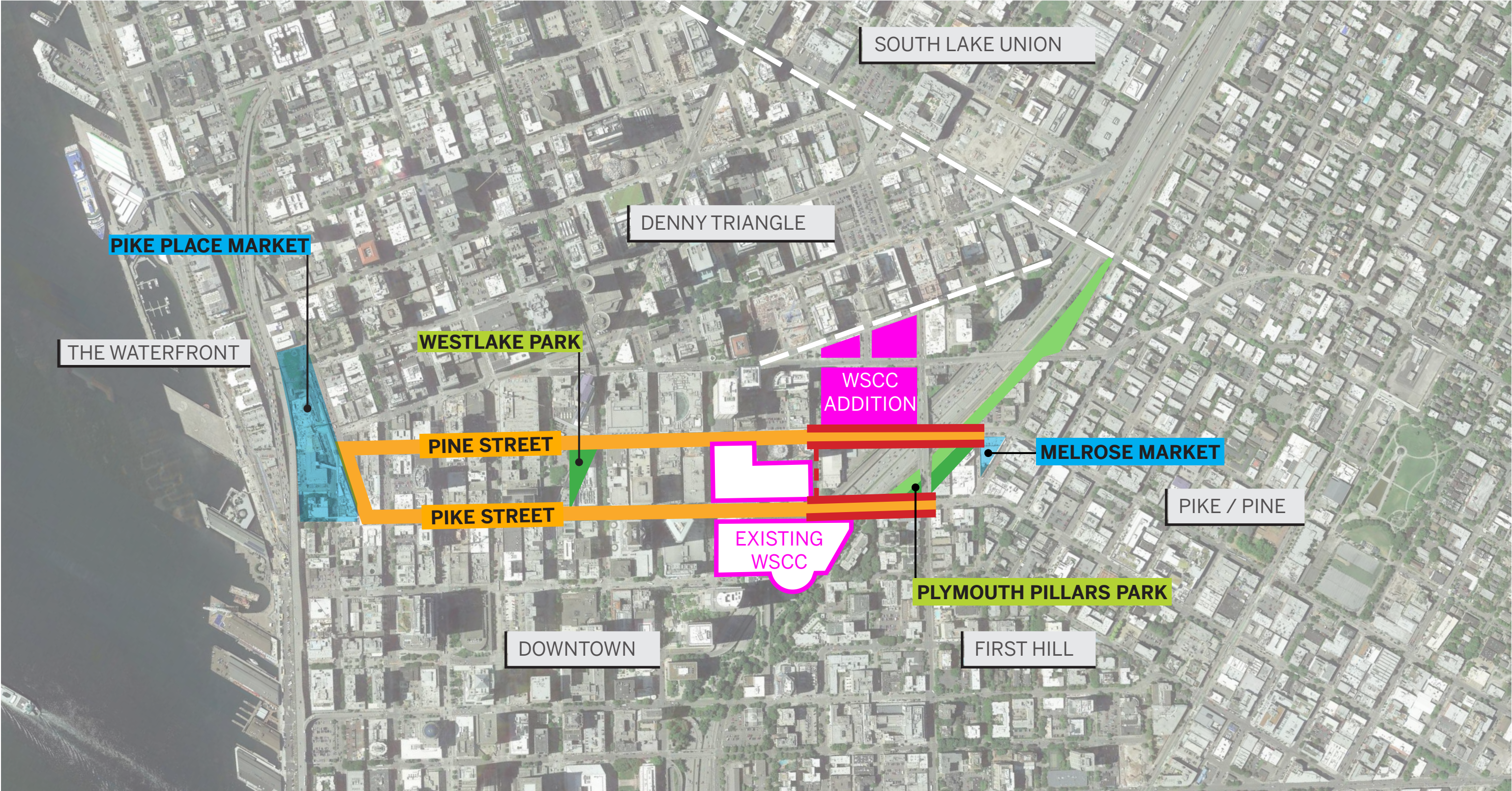
“Seattle is one of America’s fastest-growing cities, presenting new challenges and opportunities for those who live and work here. As our economy and population grow, housing prices and rents have skyrocketed. As a result, thousands of families and workers – particularly lower-income people and among communities of color – are unable to afford the cost of living in Seattle. We are in the midst of a housing crisis that demands creative and bold solutions.”

-Mayor Ed Murray, Housing Affordability and Livability Agenda (HALA), 2015



# 2. PIKE PINE RENAISSANCE IMPROVEMENTS

## MARKET TO MARKET





# 2. PIKE PINE RENAISSANCE IMPROVEMENTS

## MARKET TO MARKET





# 2. PIKE PINE RENAISSANCE IMPROVEMENTS

## PUBLIC BENEFITS PHYSICAL IMPROVEMENTS

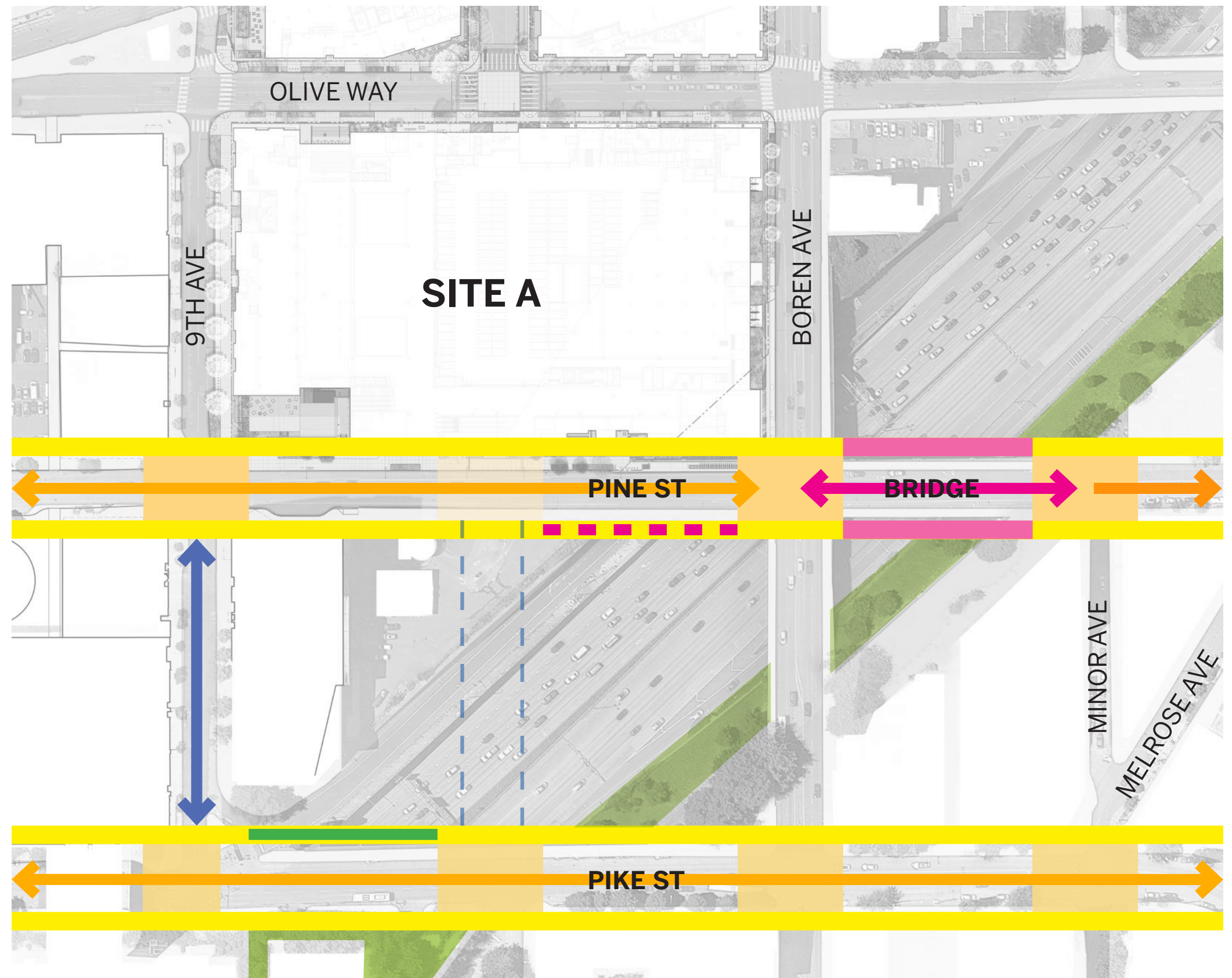


### SUPPORT PEDESTRIAN MOVEMENT & CONNECTIONS

- Support and coordinate with Pike/Pine Renaissance Improvements
- Strengthen intersections
- Align sidewalks
- Widen sidewalks
- Fill gaps in canopies

### FILL THE I-5 GAP

- Overlay existing overpass edges with pedestrian-scale rails and amenities with high-quality design details
- Enhance planting along the I-5 Corridor, focus on safety, maintenance, and beautiful native planting

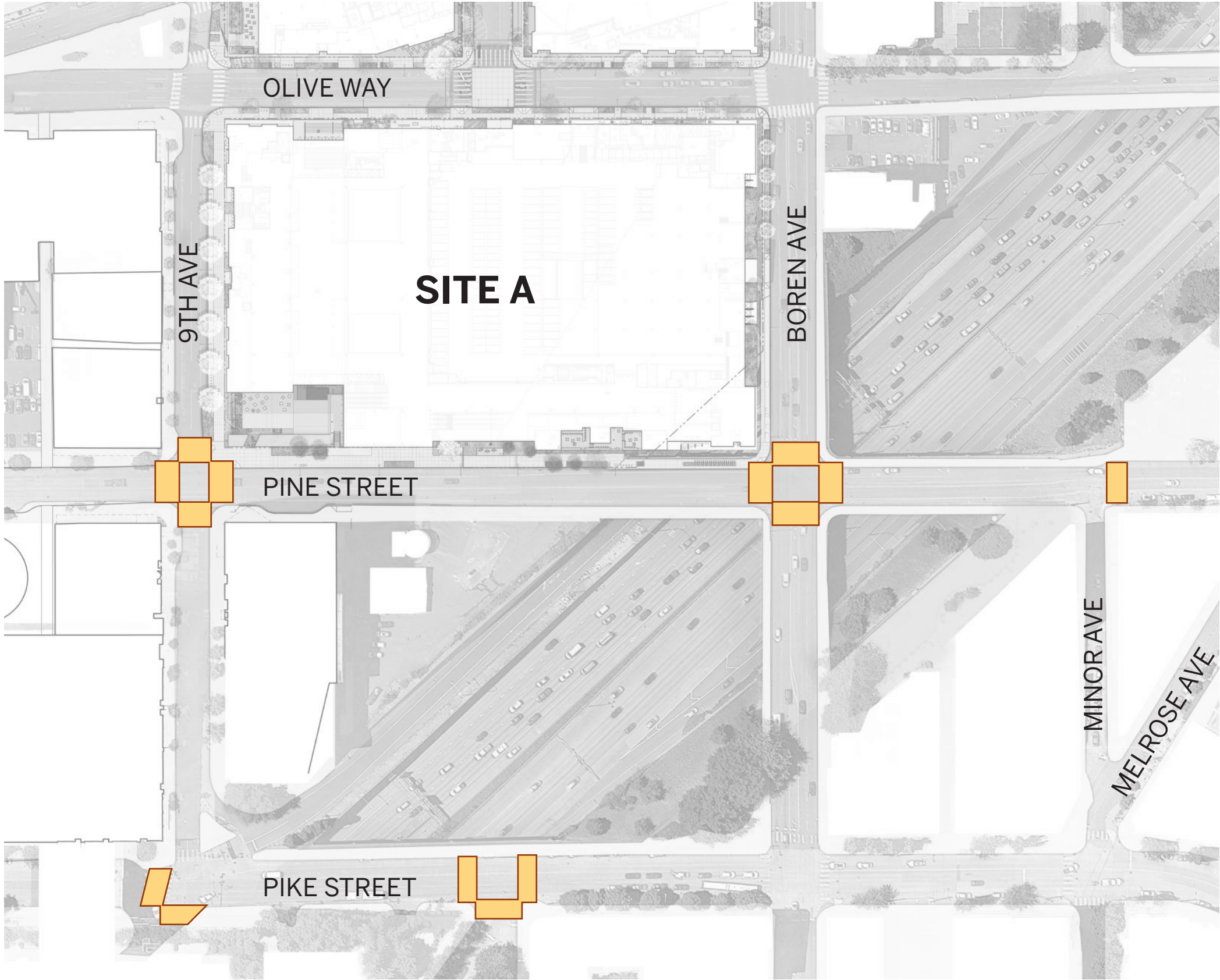


# 2. PIKE PINE RENAISSANCE IMPROVEMENTS

PUBLIC BENEFITS PHYSICAL IMPROVEMENTS



- STREET CROSSINGS**
  - 5 ADDITIONAL / IMPROVED INTERSECTION CROSSINGS





# 2. PIKE PINE RENAISSANCE IMPROVEMENTS

PUBLIC BENEFITS PHYSICAL IMPROVEMENTS

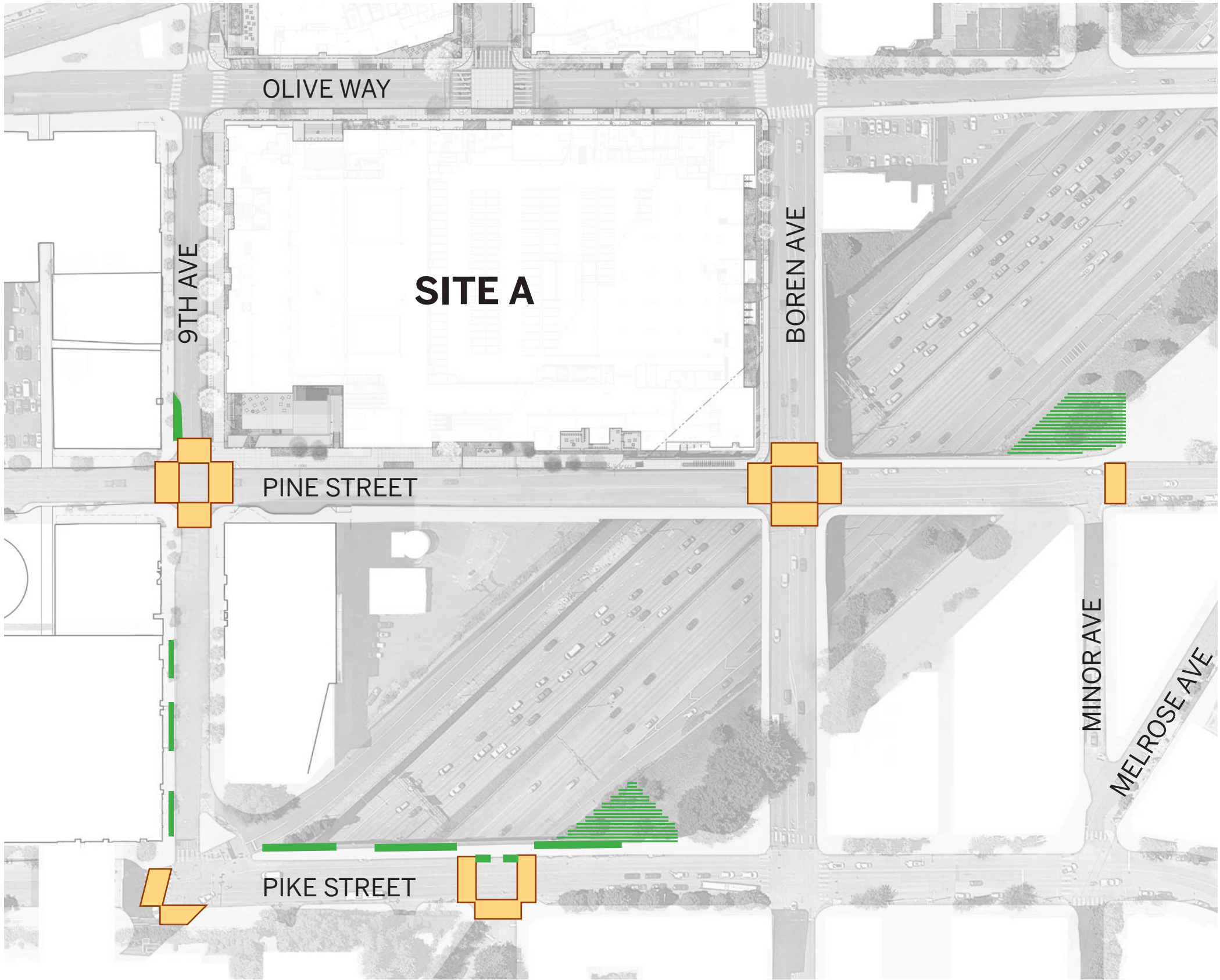


**STREET CROSSINGS**

- 5 ADDITIONAL / IMPROVED INTERSECTION CROSSINGS

**LANDSCAPE**

- 8,000 SF ADDITIONAL / ENHANCED LANDSCAPE IMPROVEMENTS

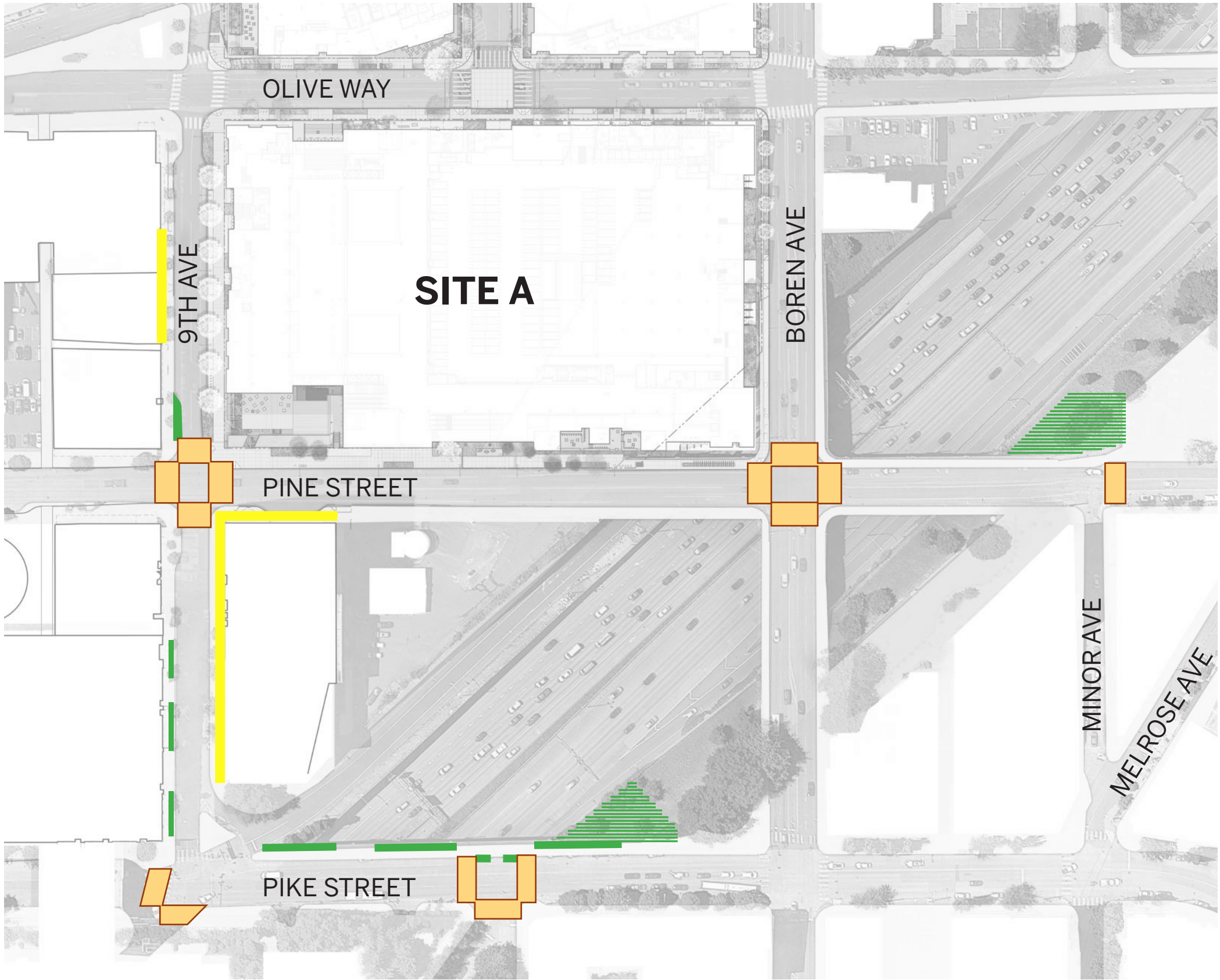


# 2. PIKE PINE RENAISSANCE IMPROVEMENTS

PUBLIC BENEFITS PHYSICAL IMPROVEMENTS



- STREET CROSSINGS**
  - 5 ADDITIONAL / IMPROVED INTERSECTION CROSSINGS
- LANDSCAPE**
  - 8,000 SF ADDITIONAL / ENHANCED LANDSCAPE IMPROVEMENTS
- LIGHTING**
  - 495 LF ENHANCED BUILDING FRONTAGE LIGHTING





# 2. PIKE PINE RENAISSANCE IMPROVEMENTS

## PUBLIC BENEFITS PHYSICAL IMPROVEMENTS



### STREET CROSSINGS

- 5 ADDITIONAL / IMPROVED INTERSECTION CROSSINGS

### LANDSCAPE

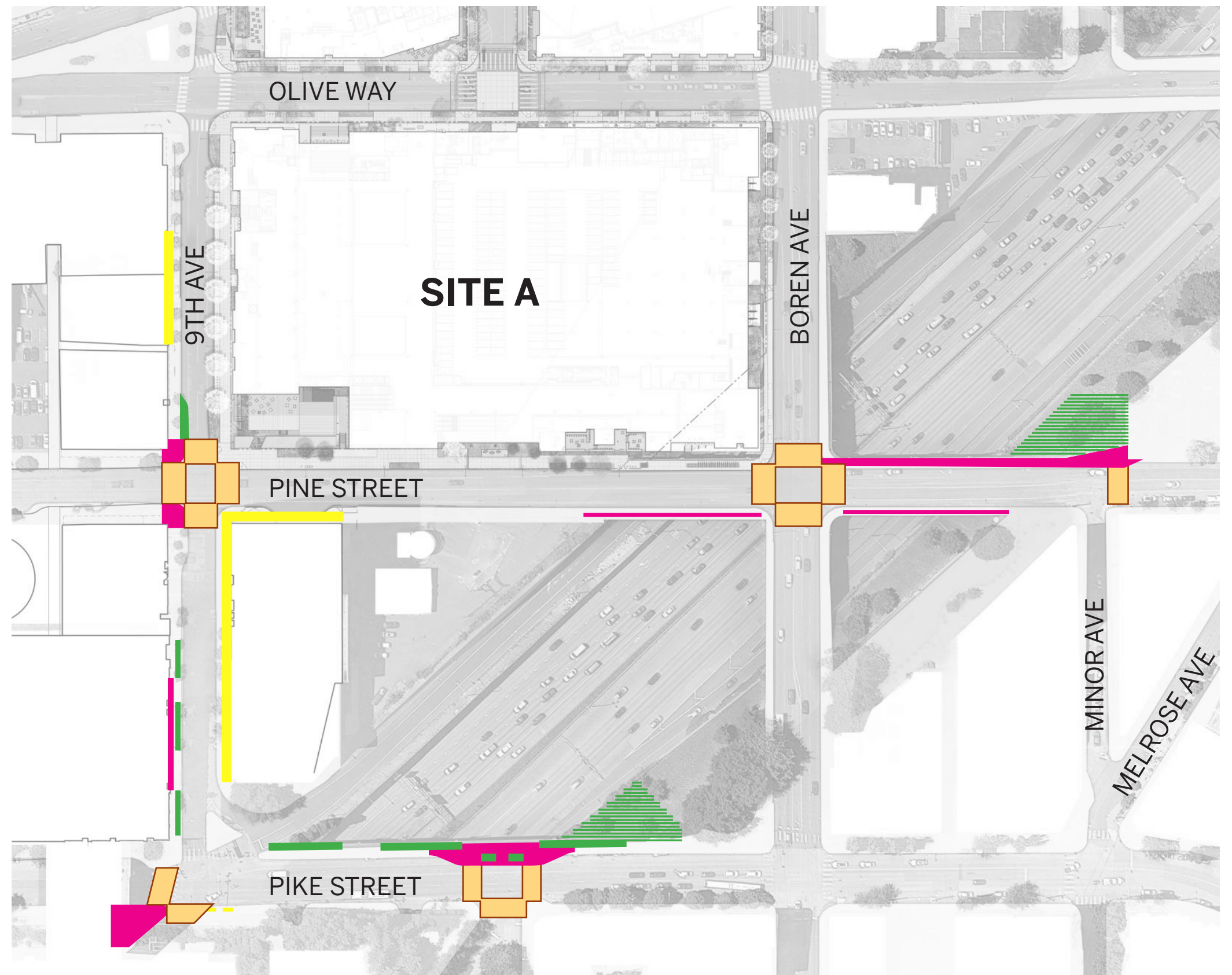
- 8,000 SF ADDITIONAL / ENHANCED LANDSCAPE IMPROVEMENTS

### LIGHTING

- 495 LF ENHANCED BUILDING FRONTAGE LIGHTING

### BUILT ELEMENTS

- 635 LF ADDITIONAL / ENHANCED OVERPASS PEDESTRIAN RAIL
- 8,250 SF ADDITIONAL / ENHANCED SIDEWALK SURFACE
- 550 SF ADDITIONAL OVERHEAD CANOPY COVERAGE
- 2,535 SF NEW PUBLIC ART MURAL
- 470 SF NEW DECORATIVE VEHICLE ENTRY DOOR



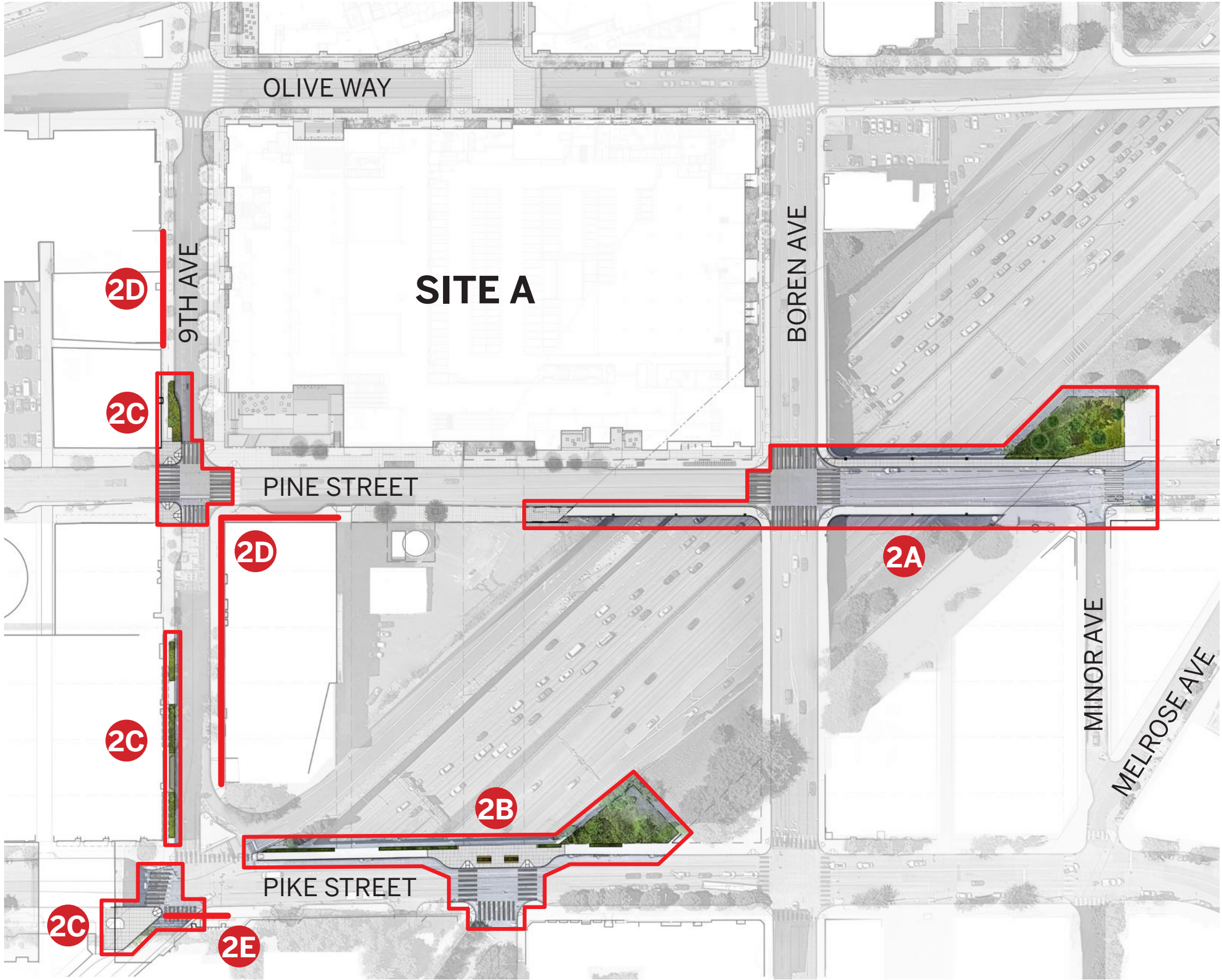


# 2. PIKE PINE RENAISSANCE IMPROVEMENTS

PUBLIC BENEFITS PHYSICAL IMPROVEMENTS



- 2 CITY OF SEATTLE PIKE PINE RENAISSANCE IMPROVEMENTS
  - A. PINE STREET IMPROVEMENTS
  - B. PIKE STREET IMPROVEMENTS
  - C. PIKE/PINE 9TH AVENUE IMPROVEMENTS
  - D. HISTORIC BUILDING LIGHTING
  - E. PUBLIC ART





# 2A. PINE STREET IMPROVEMENTS



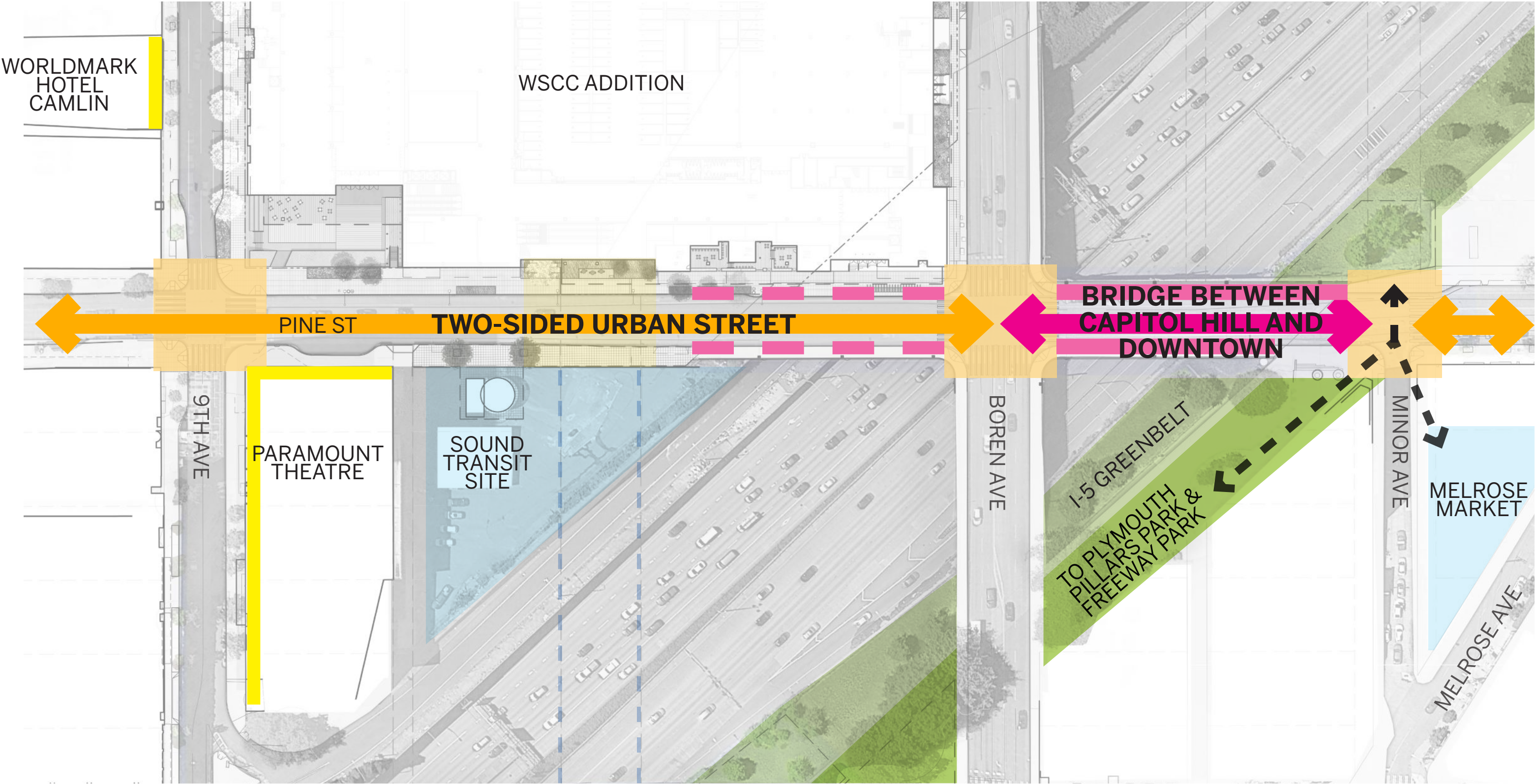
- 2** CITY OF SEATTLE PIKE PINE RENAISSANCE IMPROVEMENTS
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# 2A. PINE STREET IMPROVEMENTS

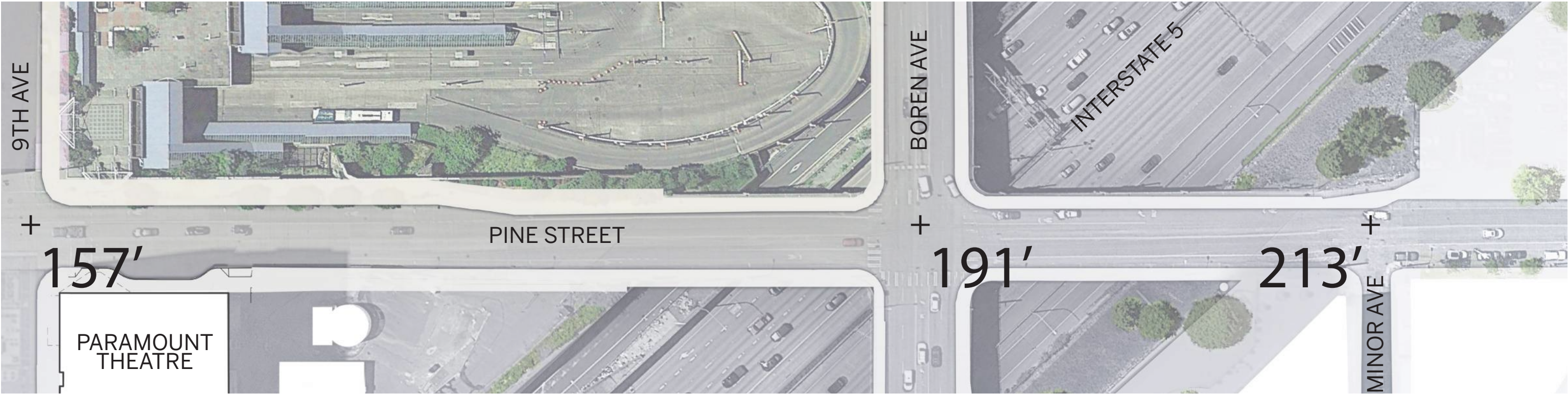
TWO-SIDED STREET, SEGMENTED TO BREAK DOWN BLOCK SCALE



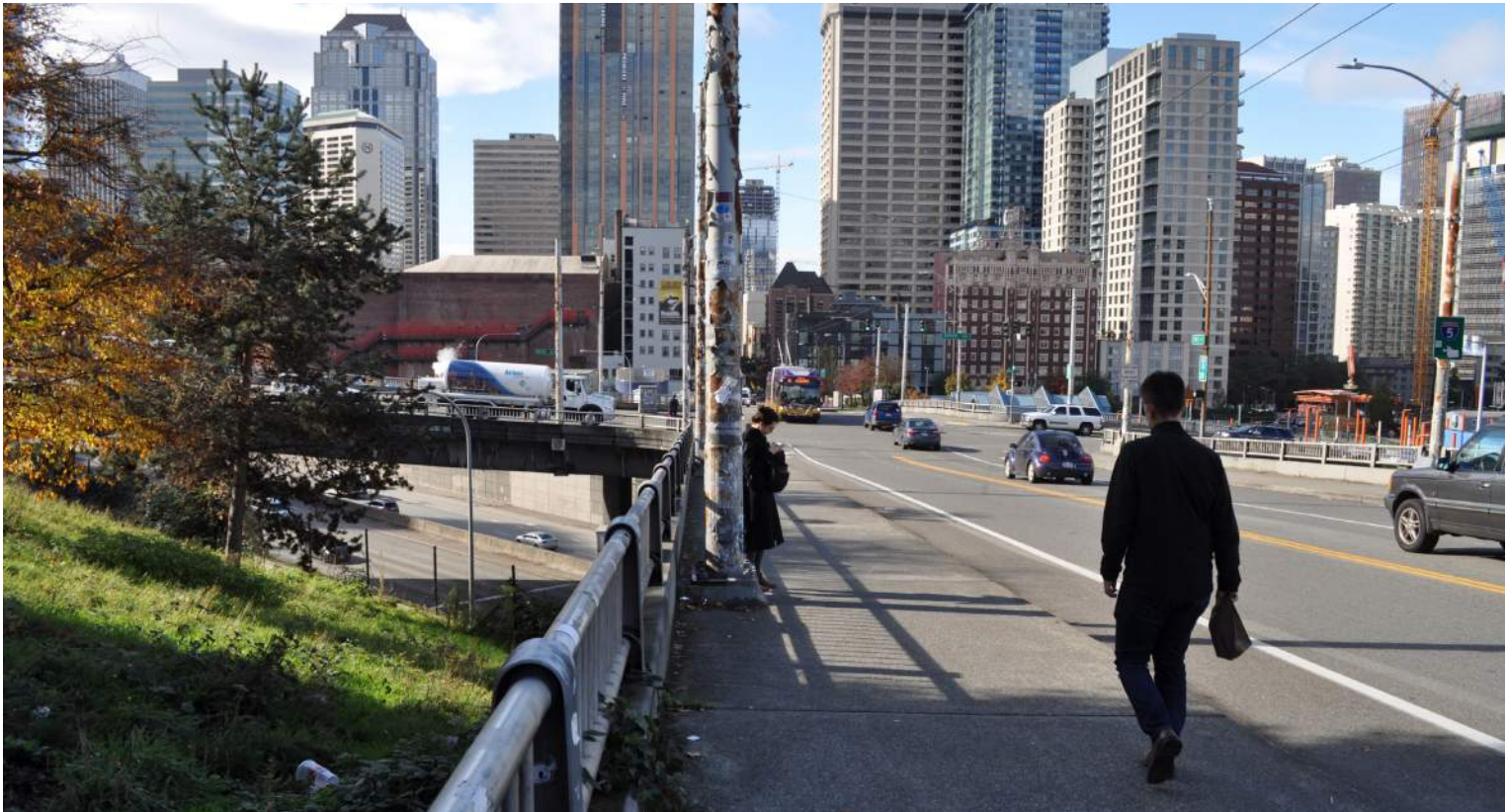


# 2A. PINE STREET IMPROVEMENTS

## EXISTING CONDITIONS



PINE STREET, LOOKING EAST FROM BOREN AVENUE



PINE STREET, LOOKING WEST



# 2A. PINE STREET IMPROVEMENTS

## EXISTING CONDITIONS



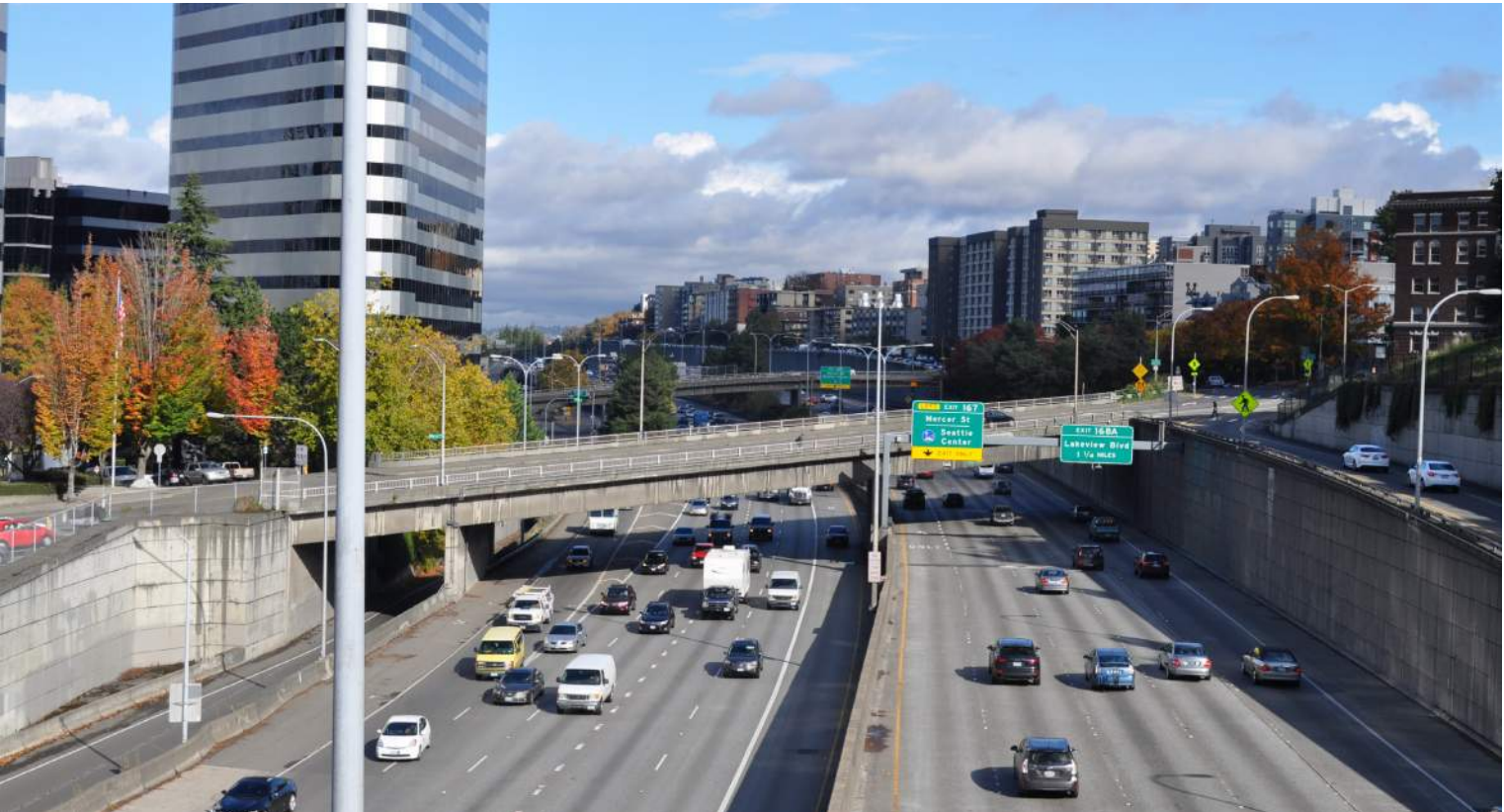
PINE STREET OVERPASS DETAILS



PINE STREET OVERPASS DETAILS



PINE STREET, LOOKING WEST

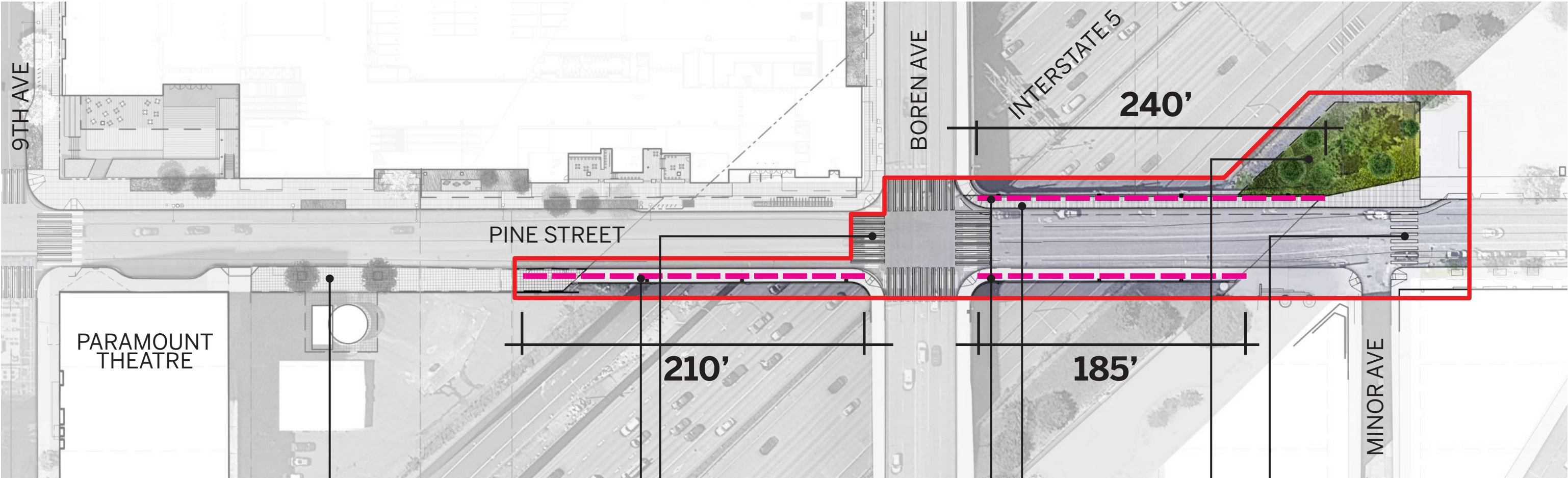


LOOKING NORTH FROM PINE STREET OVERPASS



# 2A. PINE STREET IMPROVEMENTS

## PLAN DIAGRAM



Sound Transit designed improvements

Custom-designed pedestrian railing with integrated lighting

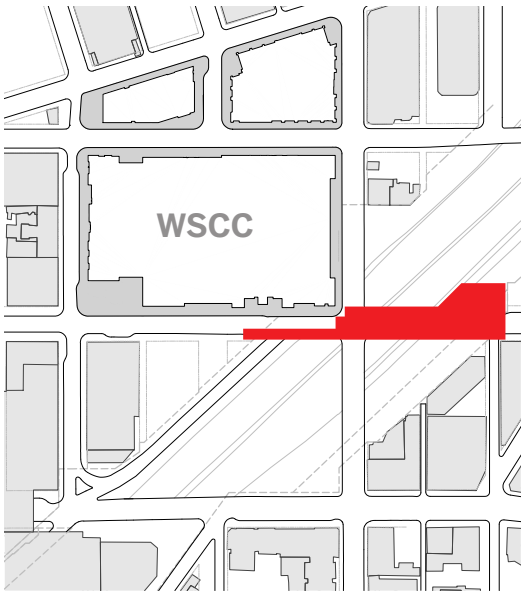
Aligned and improved crosswalks

Custom-designed pedestrian railing with integrated lighting

Improved paving surface with embedded lights

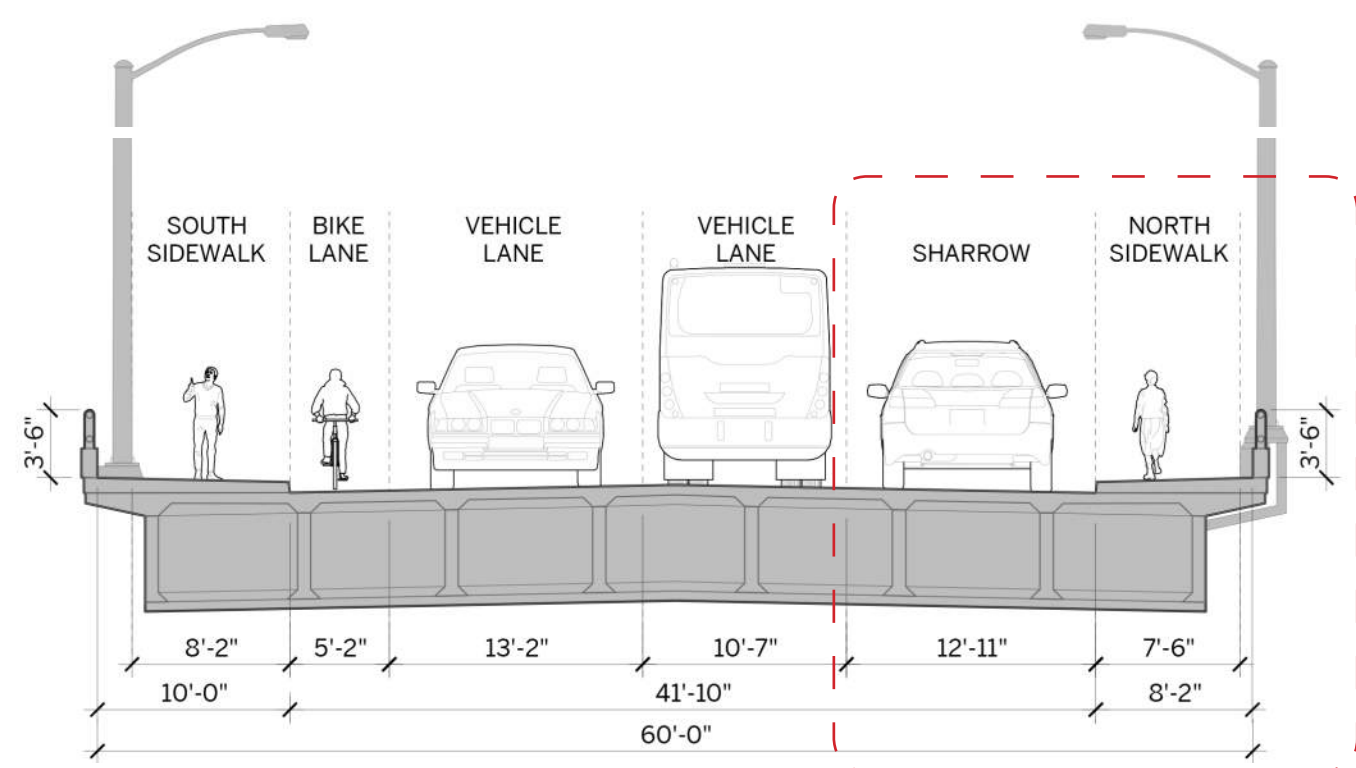
Additional landscape buffer at I-5 greenbelt

Additional crosswalk and curb bulb

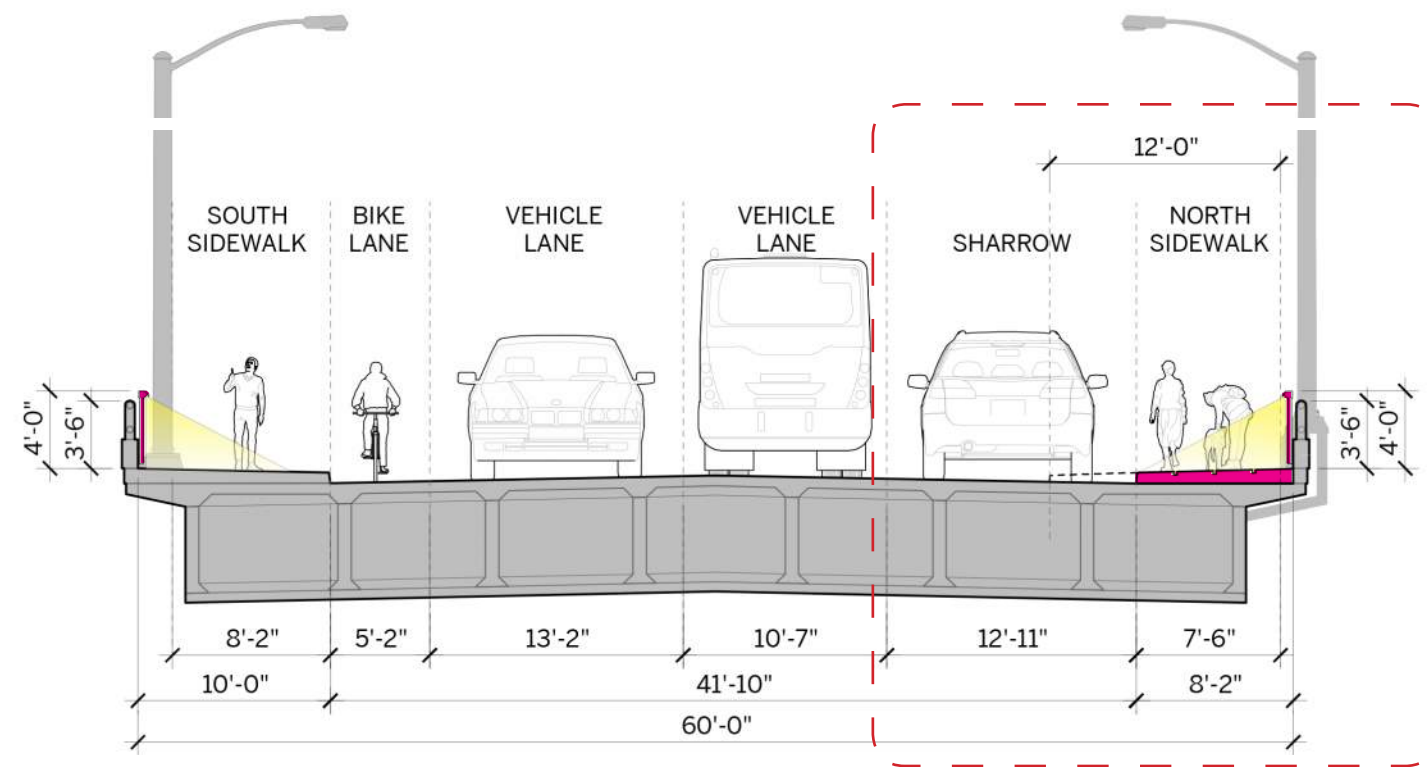


# 2A. PINE STREET IMPROVEMENTS

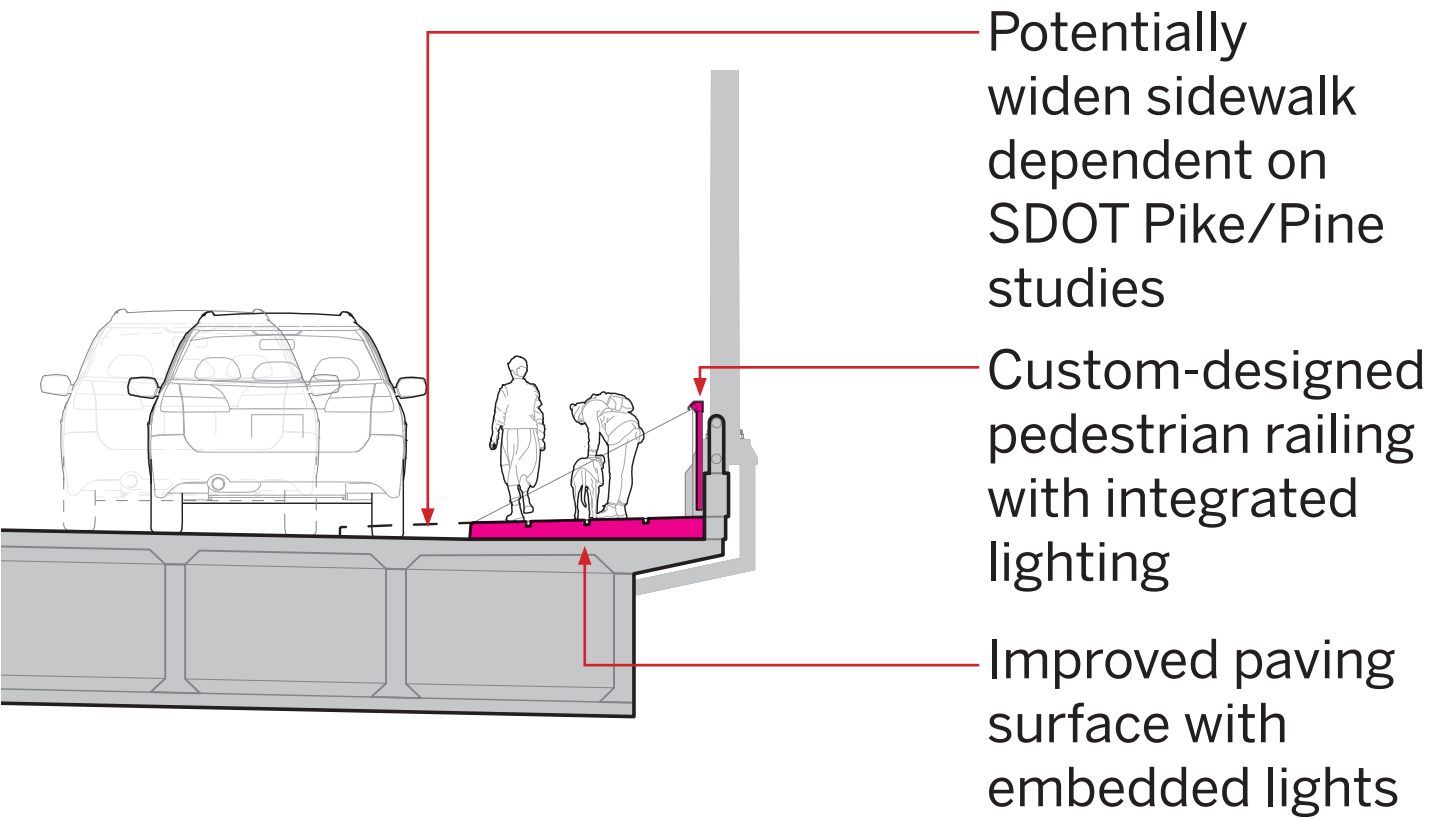
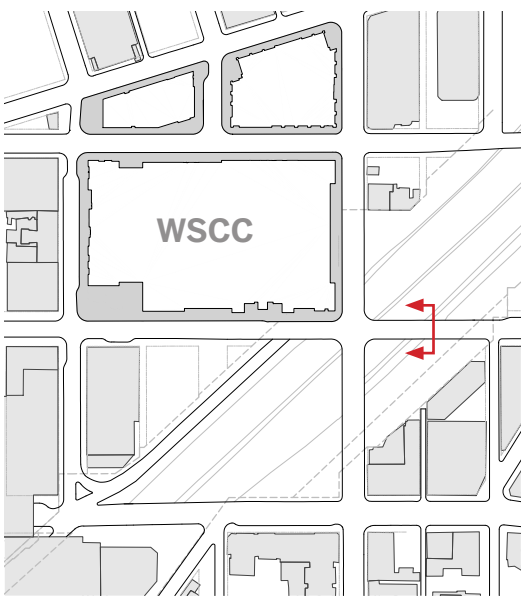
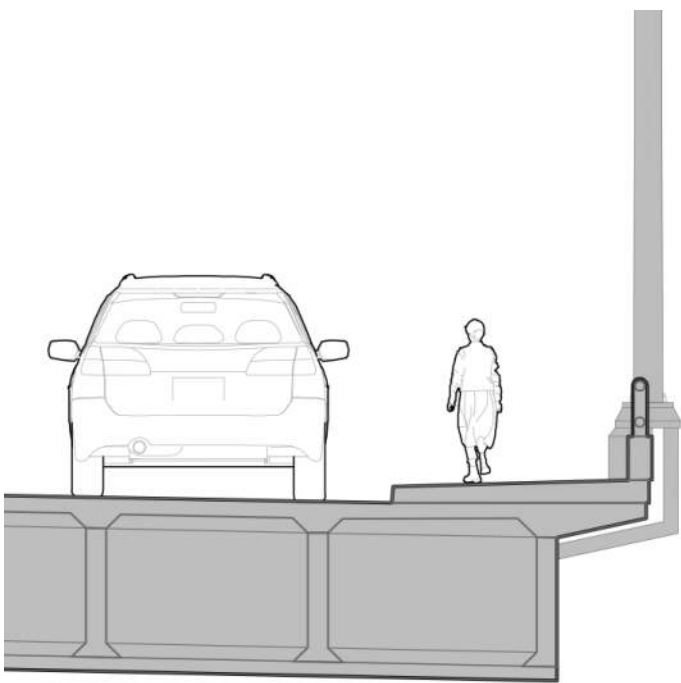
EAST - TYPICAL SECTIONS - LOOKING WEST



EXISTING



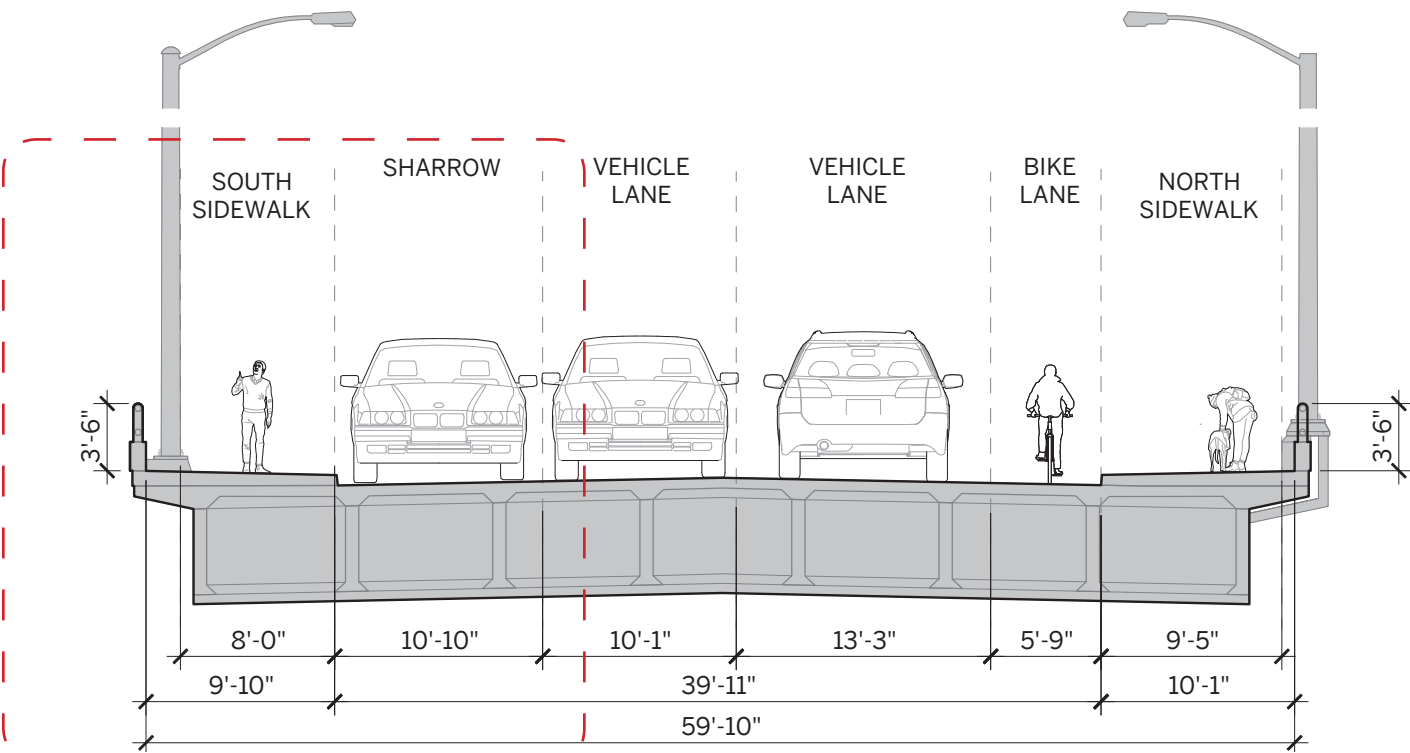
PROPOSED



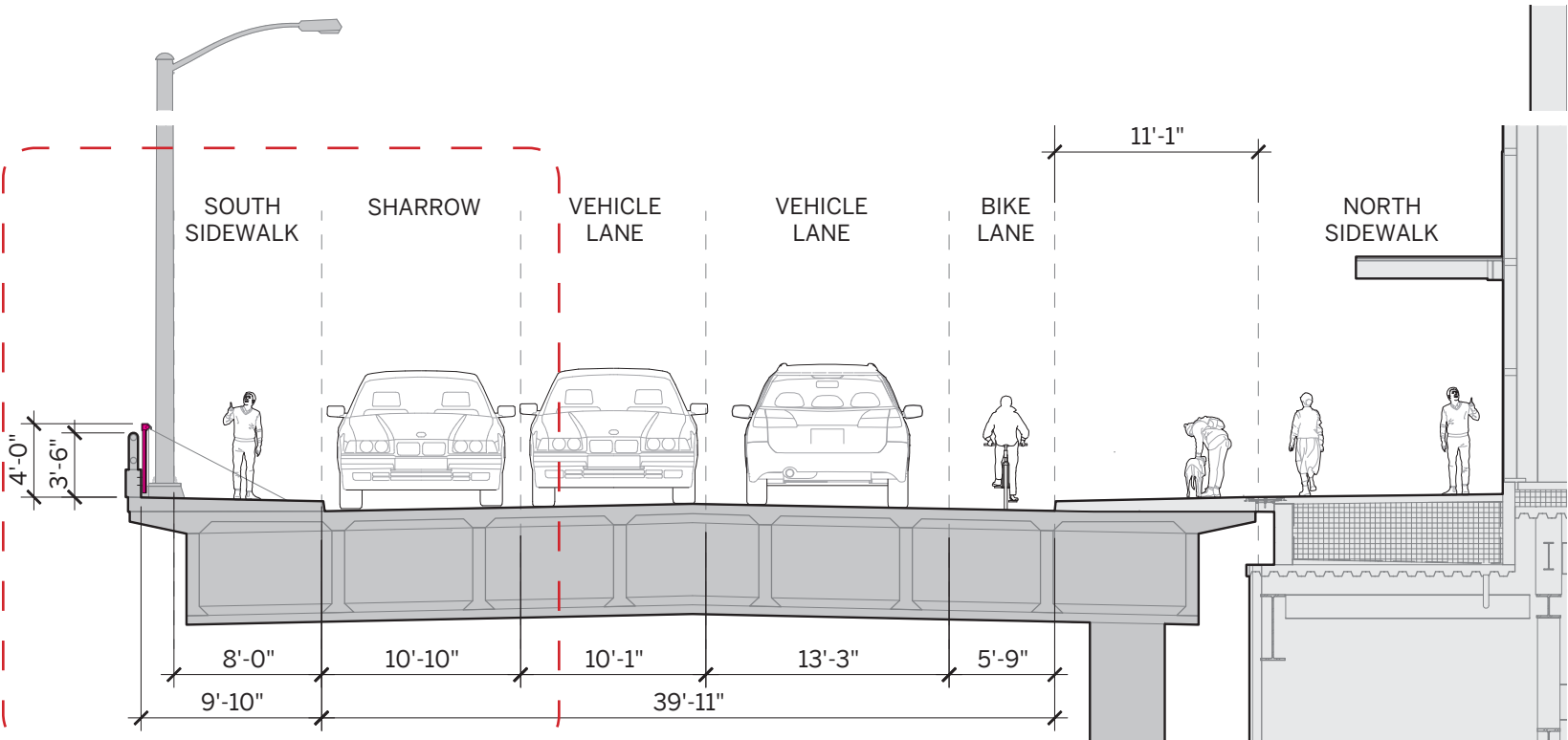


# 2A. PINE STREET IMPROVEMENTS

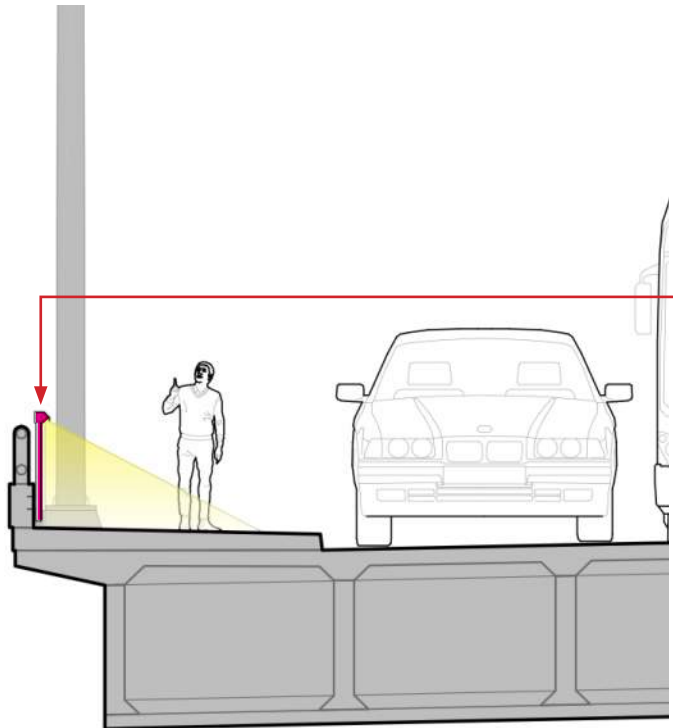
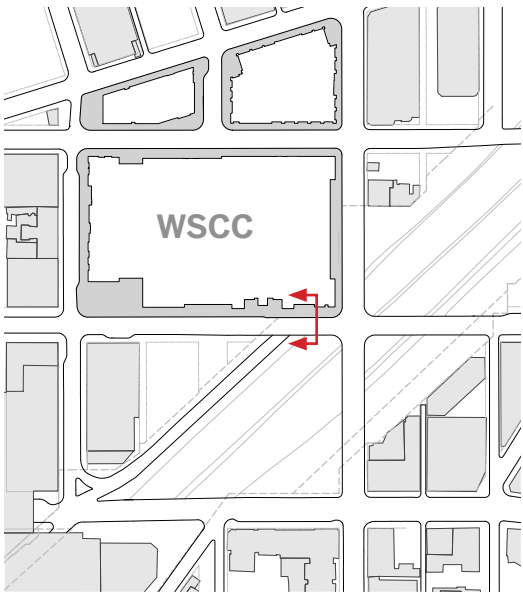
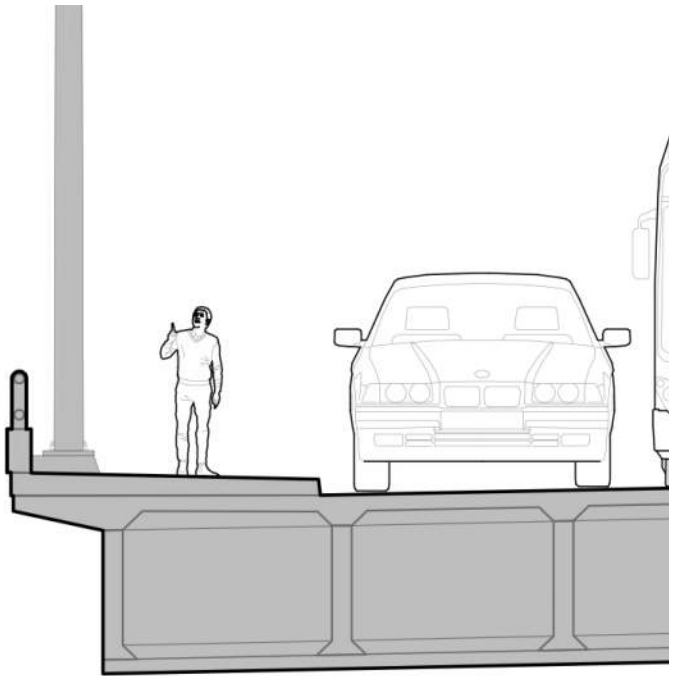
WEST - TYPICAL SECTIONS - LOOKING WEST



EXISTING



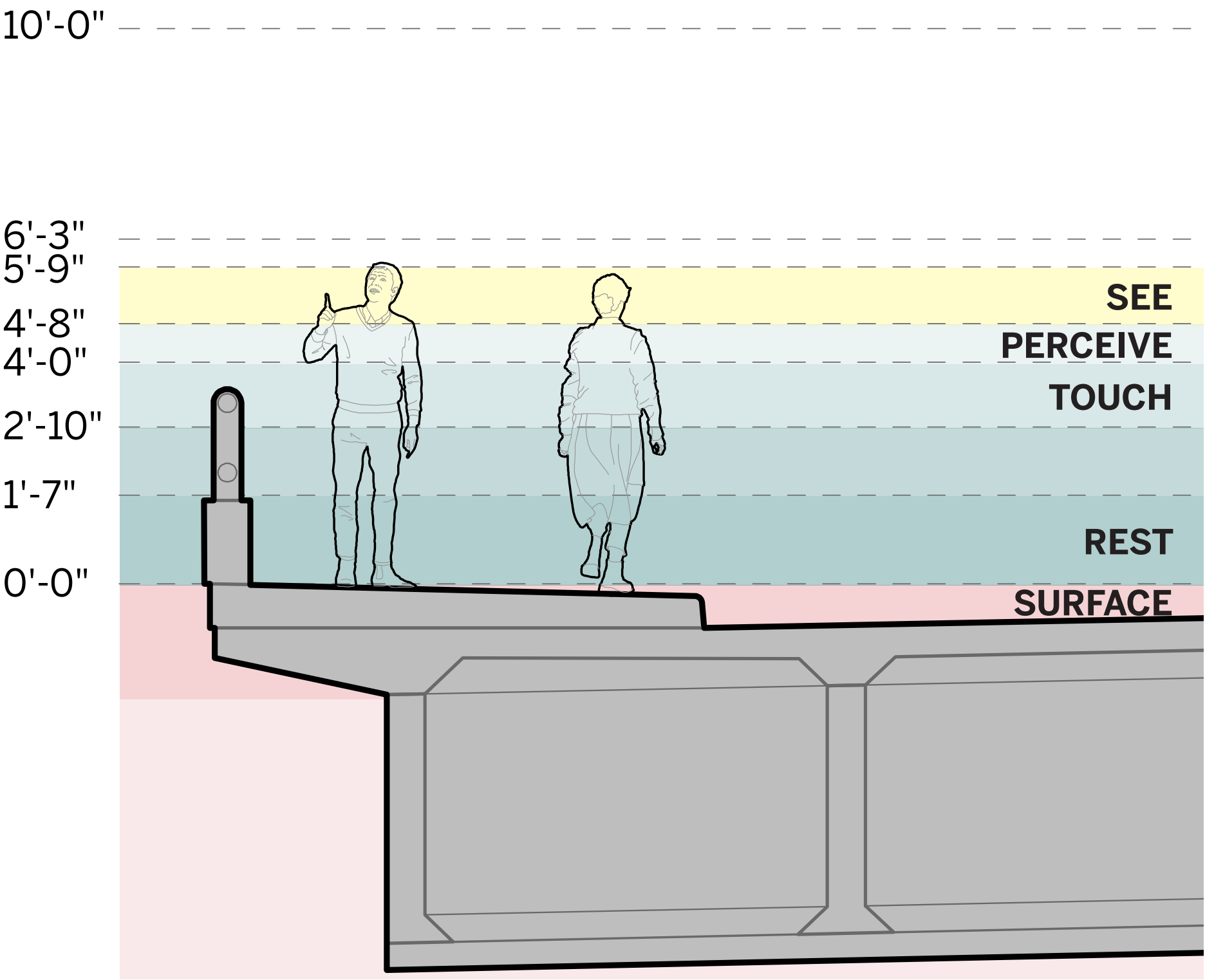
PROPOSED



Custom-designed pedestrian railing with integrated lighting

# 2A. PINE STREET IMPROVEMENTS

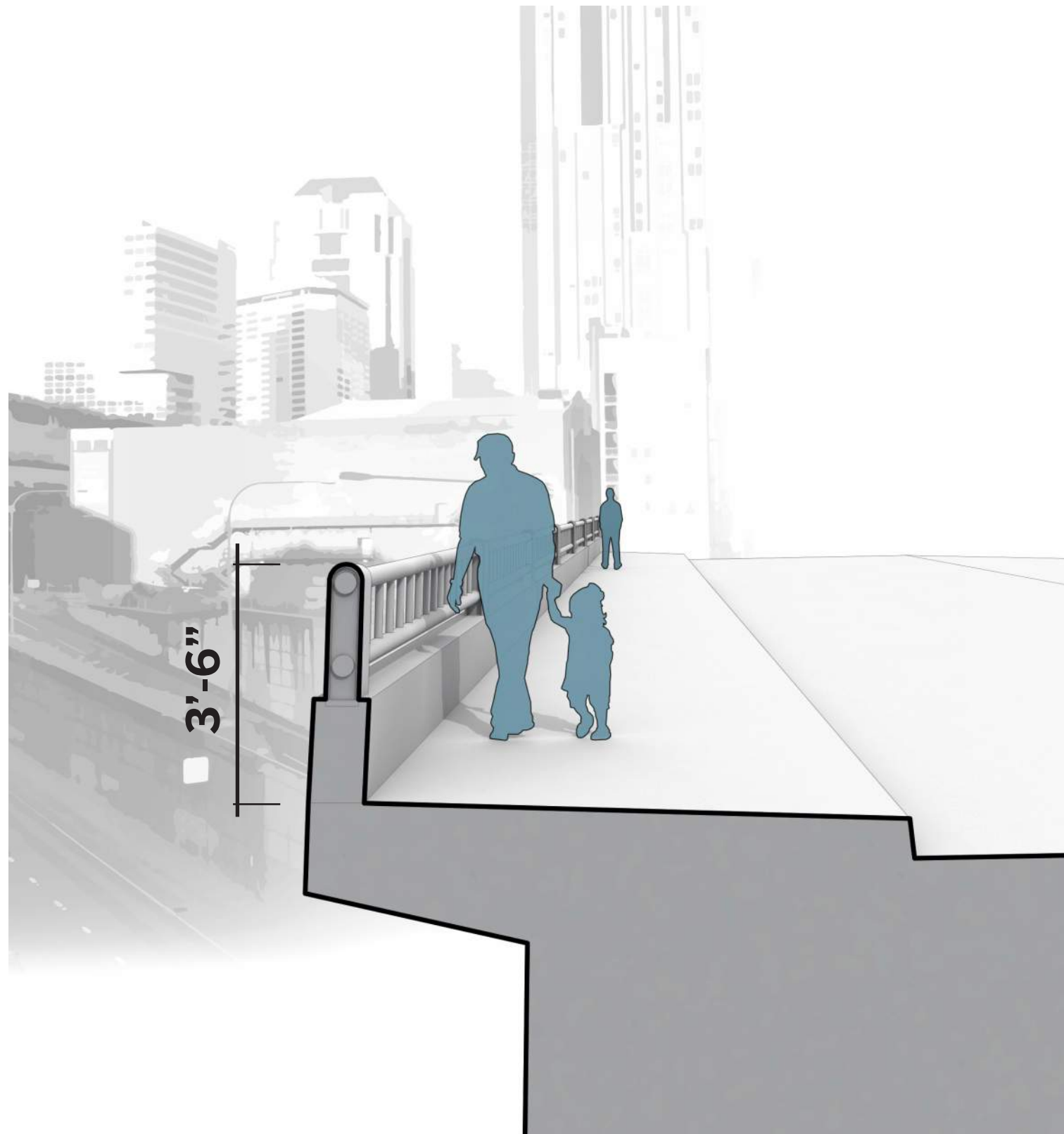
## OVERPASS EDGE CONCEPT DIAGRAMS



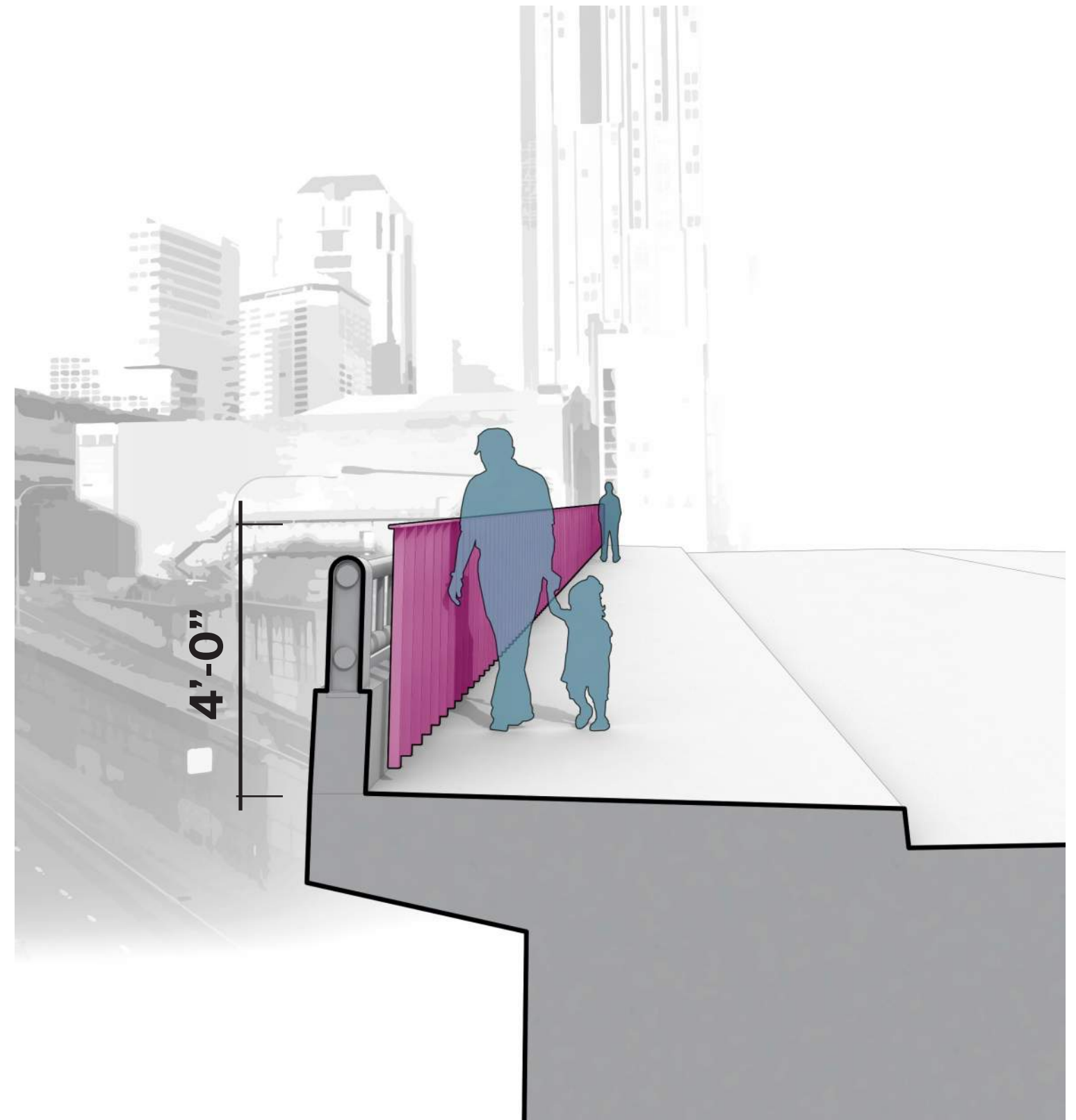


# 2A. PINE STREET IMPROVEMENTS

## OVERPASS EDGE CONCEPT DIAGRAMS

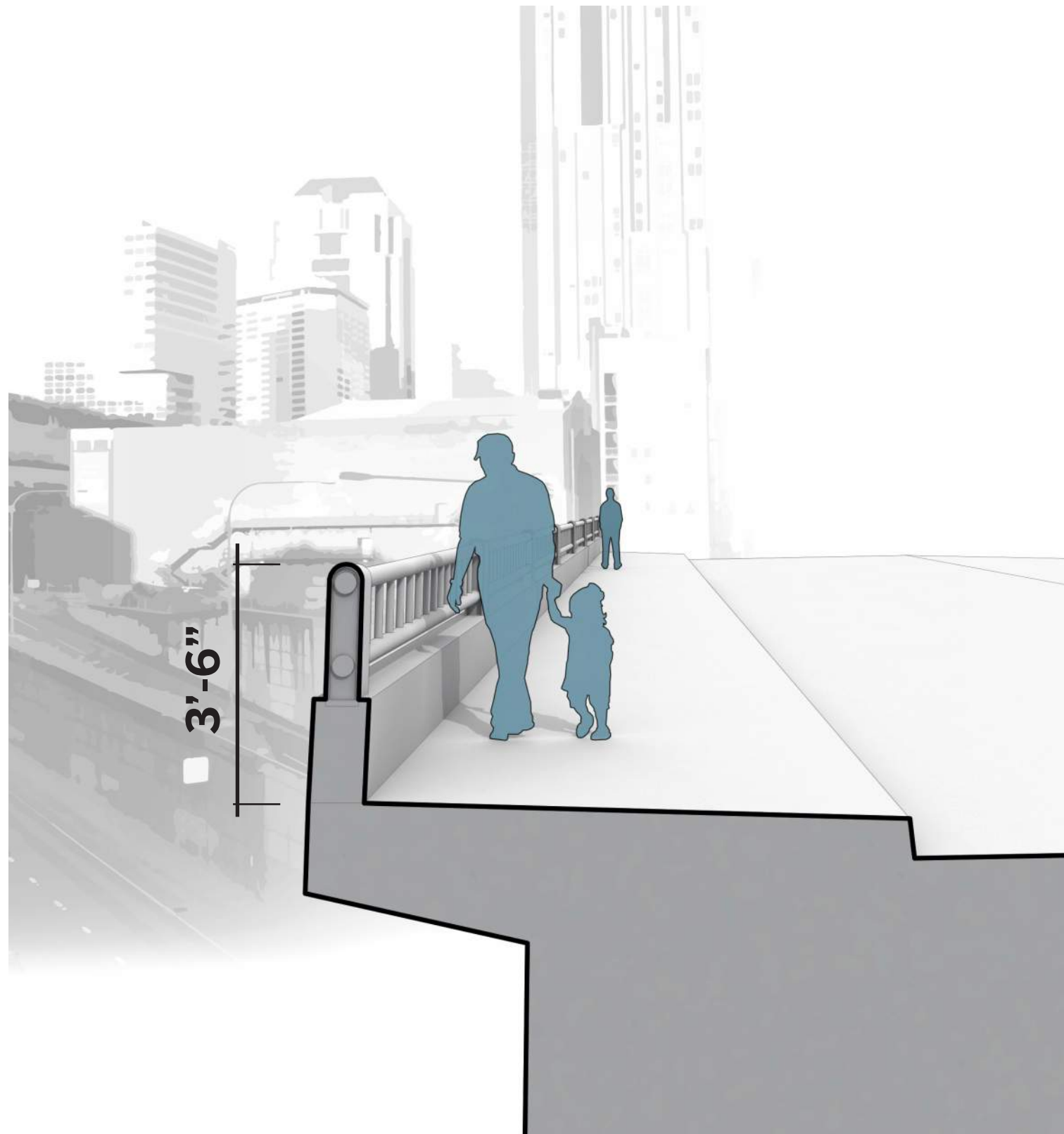


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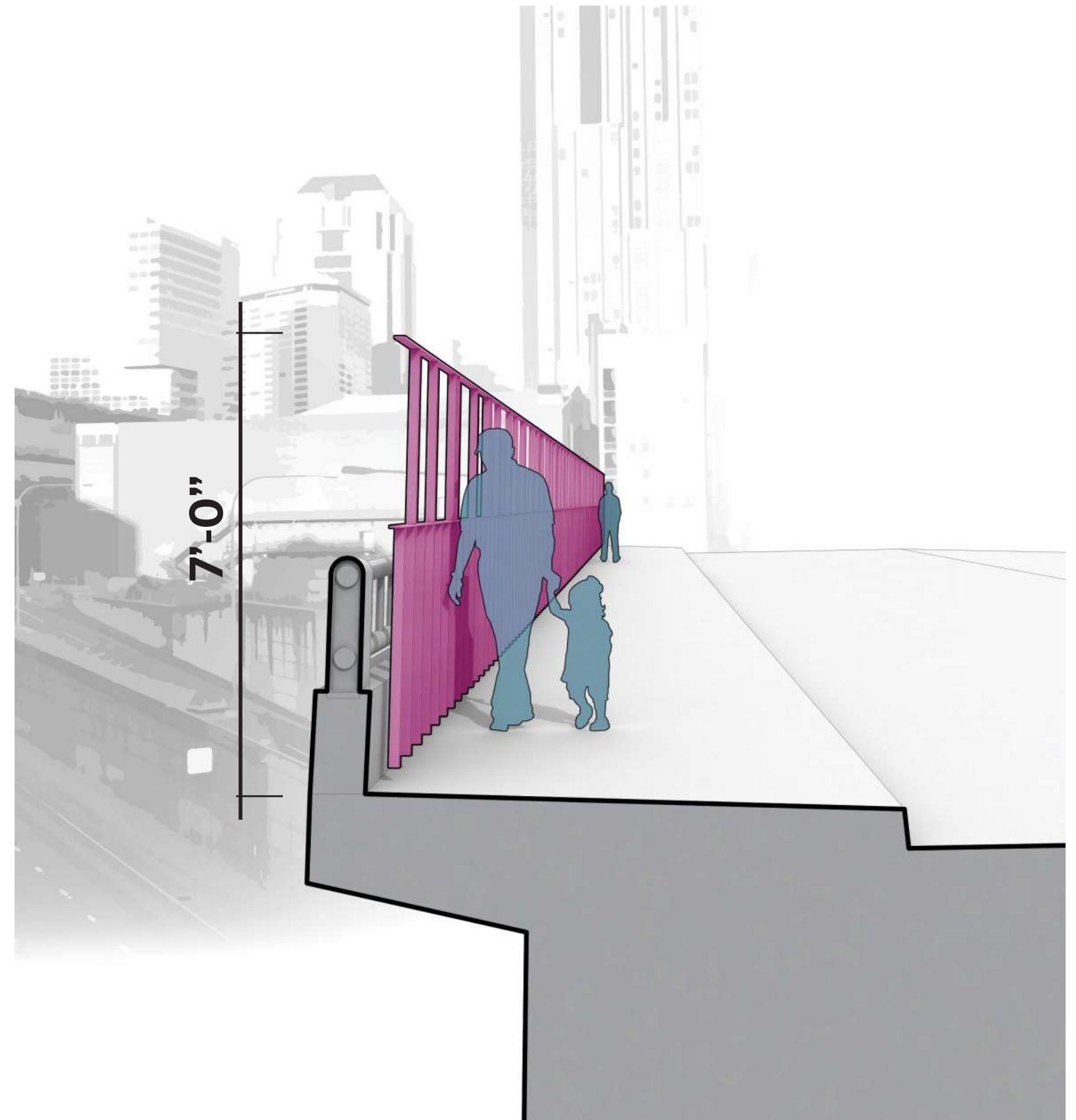


# 2A. PINE STREET IMPROVEMENTS

## OVERPASS EDGE CONCEPT DIAGRAMS



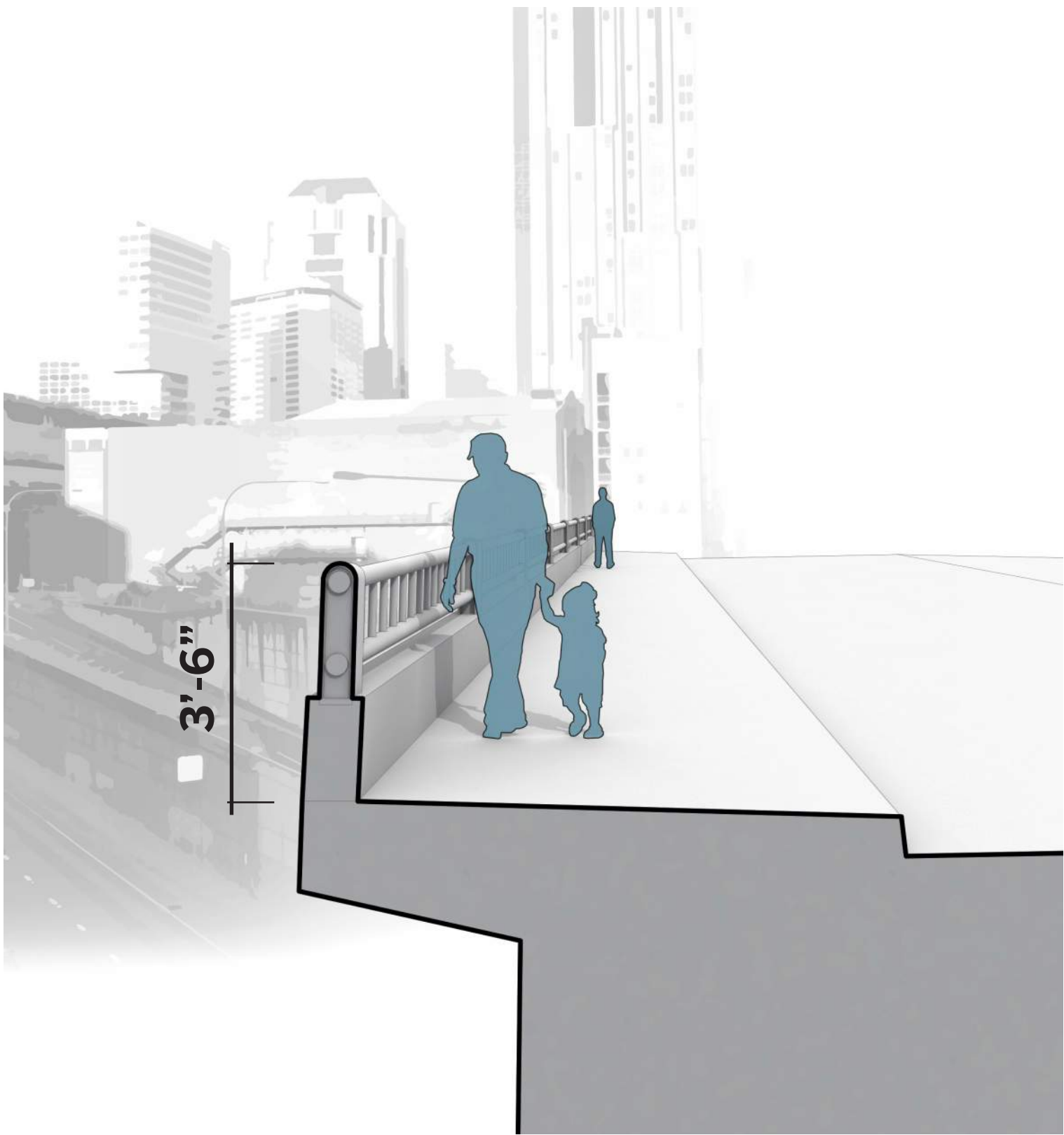
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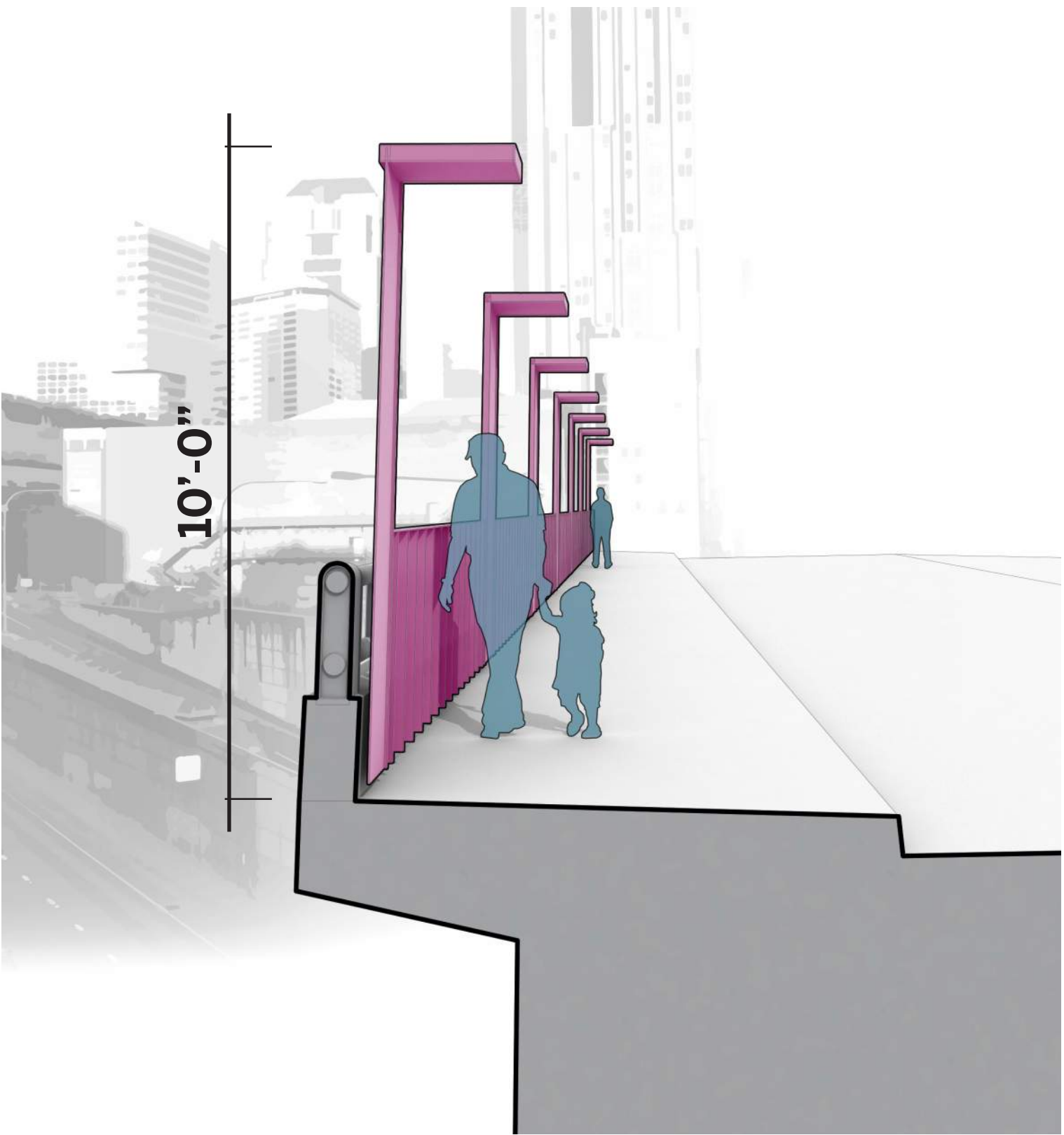


# 2A. PINE STREET IMPROVEMENTS

## OVERPASS EDGE CONCEPT DIAGRAMS



EXISTING





# 2A. PINE STREET IMPROVEMENTS

## MATERIALITY



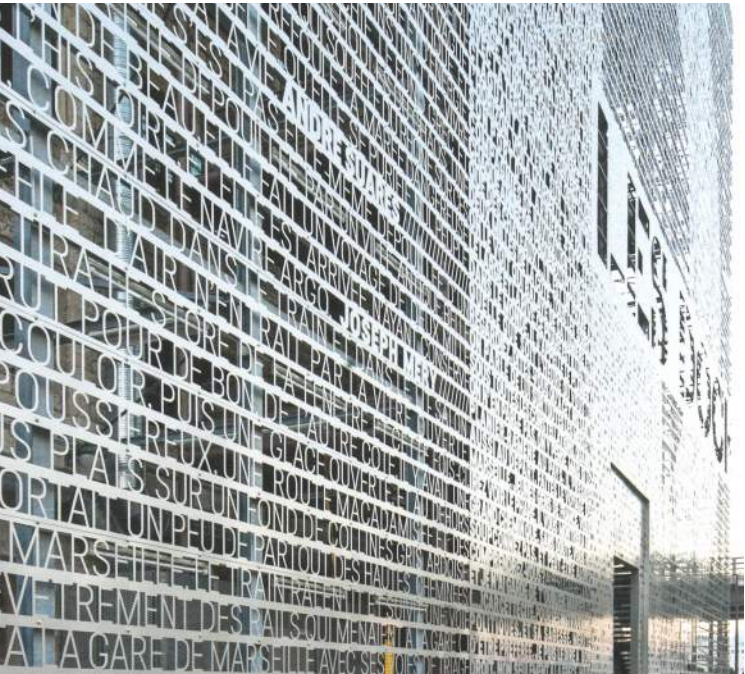
**GRAY'S LAKE PARK  
DES MOINES, IOWA**  
AMERICAN PLANNING ASSOCIATION  
PHOTO: TIM BLOOMQUIST



**STATIONS AREA ALMERE CENTRAAL,  
ALMERE, NETHERLANDS**  
ORKA LANDSCAPE ARCHITECTURE  
PHOTO: ORKA



**BROKEN LIGHT  
ROTTERDAM, THE NETHERLANDS**  
DAGLICHT & VORM  
PHOTO: DAVINA JACKSON, [SUPERLUX](#)



**LES DOCKS  
MARSEILLE, FRANCE**  
5+1AA ALFONSO FEMIA GIANLUCA PELUFFO  
PHOTO: [THE PLAN](#), 088



**SONGPA MICRO-HOUSING  
SEOUL, KOREA**  
SsD, DYNE ARCHITECTS (ARCHITECT OF RECORD)  
PHOTO: SsD



**PEDESTRIAN BRIDGE  
EVERETT, WA**  
LMN ARCHITECTS



**WHITE BLOCK GALLERY  
HEYRI, KOREA**  
SsD  
PHOTO: CHANG KYUN KIM



**PEDESTRIAN STRANDS  
KANSAS CITY, MISSOURI**  
EL DORADO, JAMES WOODFILL  
PHOTO: MIKE SINCLAIR



# 2A. PINE STREET IMPROVEMENTS

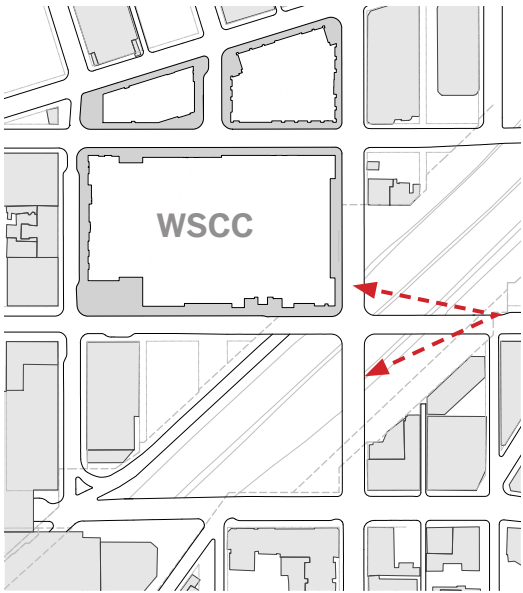
WEST



BEFORE



AFTER





# 2B. PIKE STREET IMPROVEMENTS



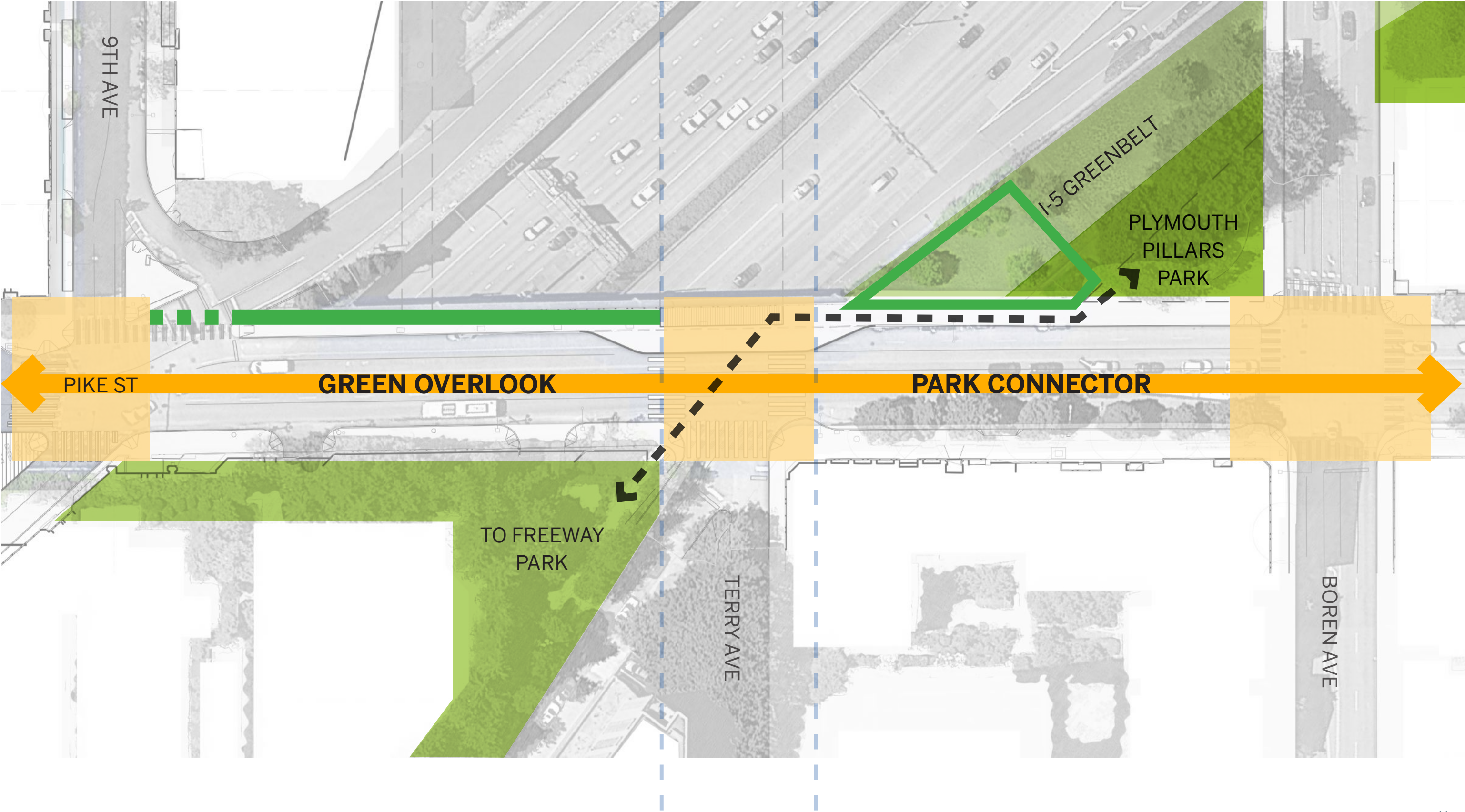
- 2 CITY OF SEATTLE PIKE PINE RENAISSANCE IMPROVEMENTS
  - A.PIKE STREET IMPROVEMENTS
  - B.PIKE STREET IMPROVEMENTS
  - C.PIKE/PINE 9TH AVENUE IMPROVEMENTS
  - D. HISTORIC BUILDING LIGHTING
  - E. PUBLIC ART





# 2B. PIKE STREET IMPROVEMENTS

MARKET TO MARKET HILL STREET CONNECTOR, STRONG GREENWAY LINK





# 2B. PIKE STREET IMPROVEMENTS

EXISTING CONDITIONS



PIKE STREET, LOOKING EAST

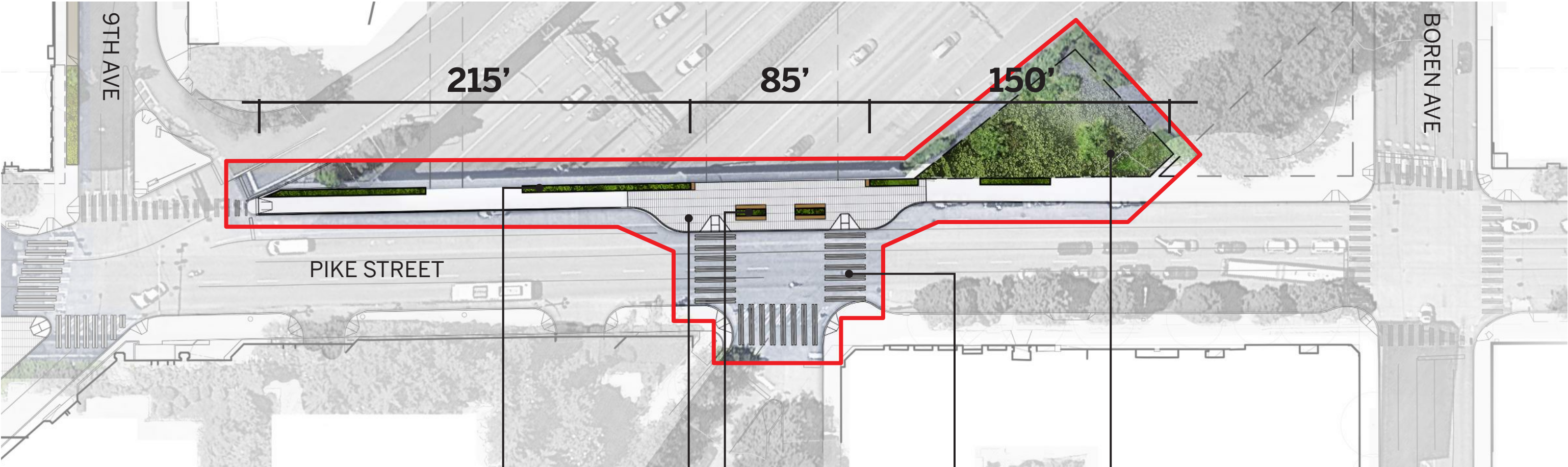


PIKE STREET, LOOKING WEST



# 2B. PIKE STREET IMPROVEMENTS

## BULB AT INTERSECTION



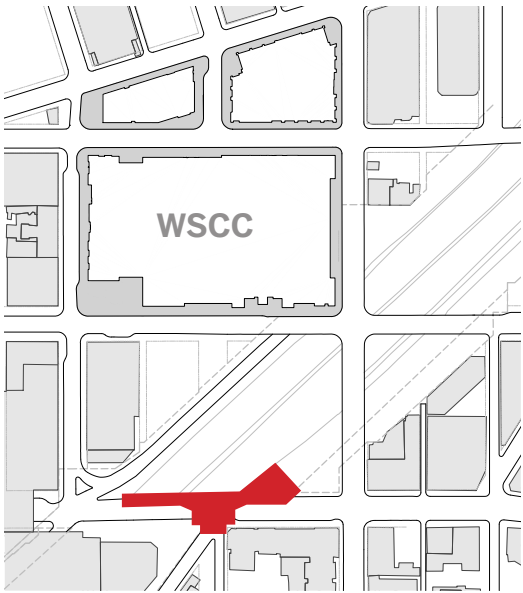
Raised planter at overpass edge

Added curb bulb

Raised planters with integrated benches at curb bulb

Additional crosswalks dependent on SDOT Pike/Pine studies

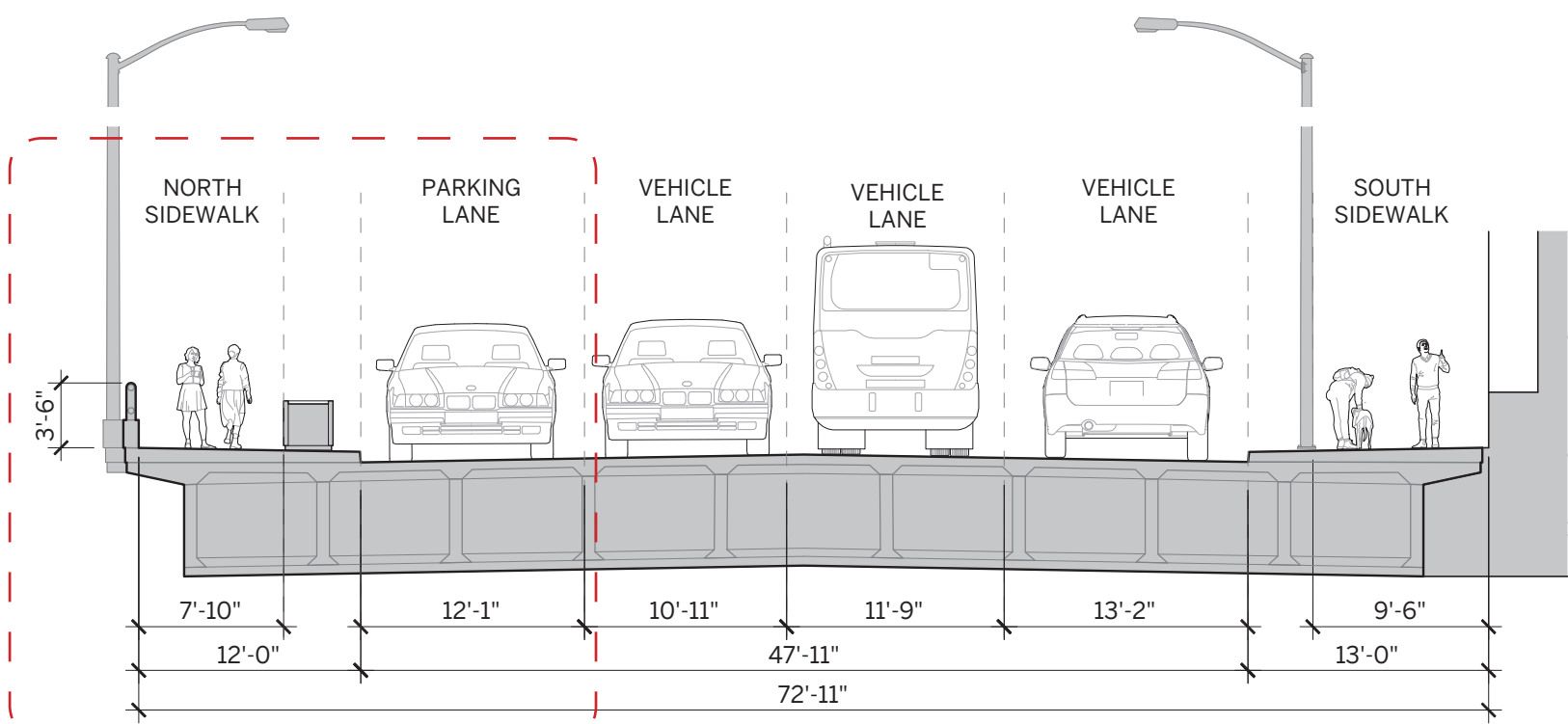
Enhanced planting at I-5 greenbelt



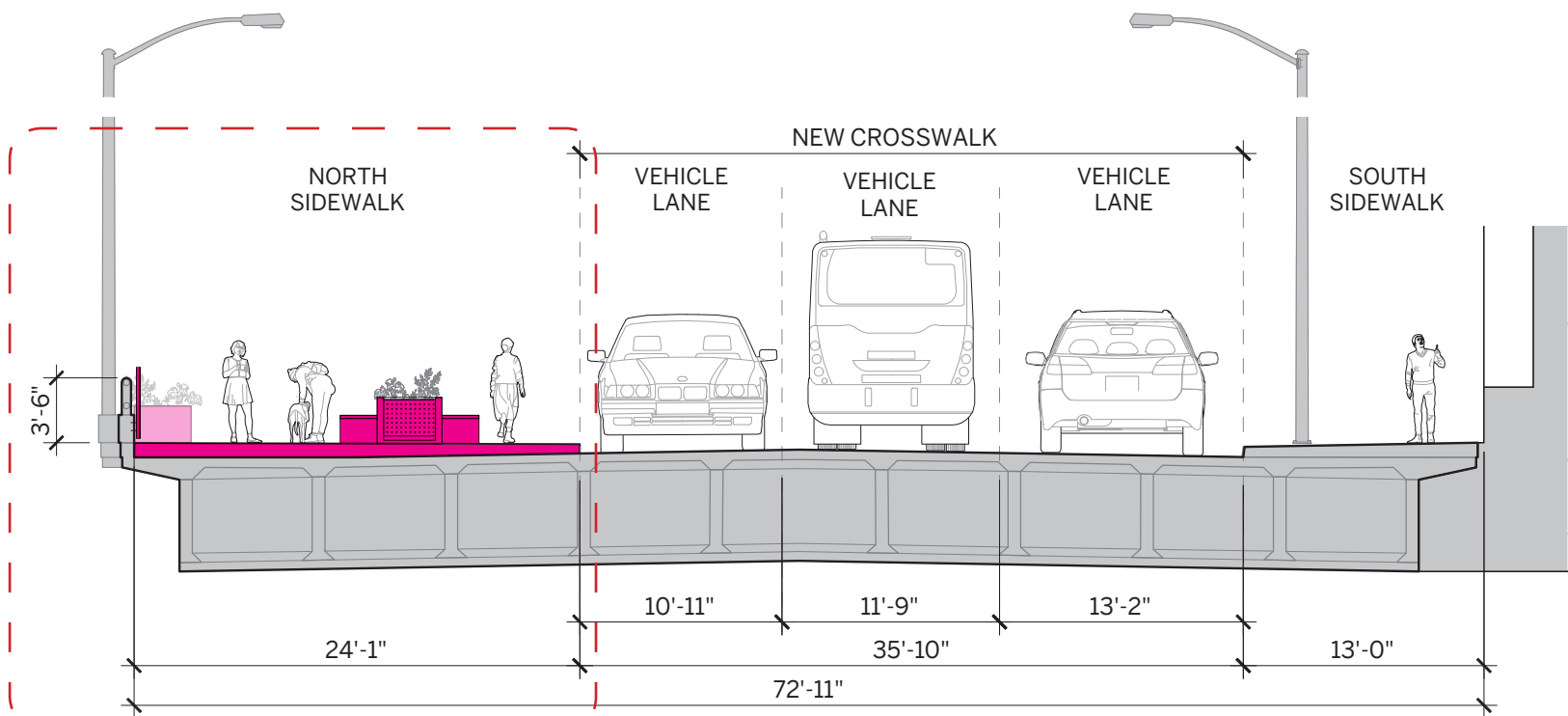


# 2B. PIKE STREET IMPROVEMENTS

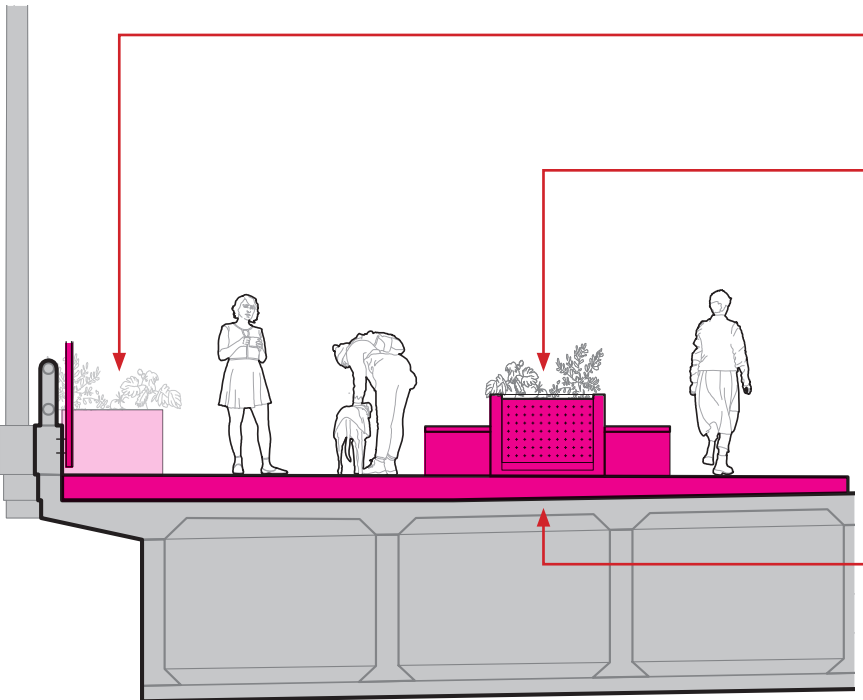
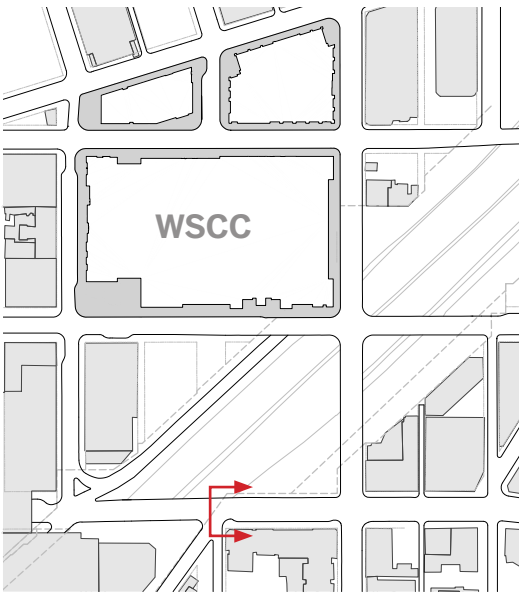
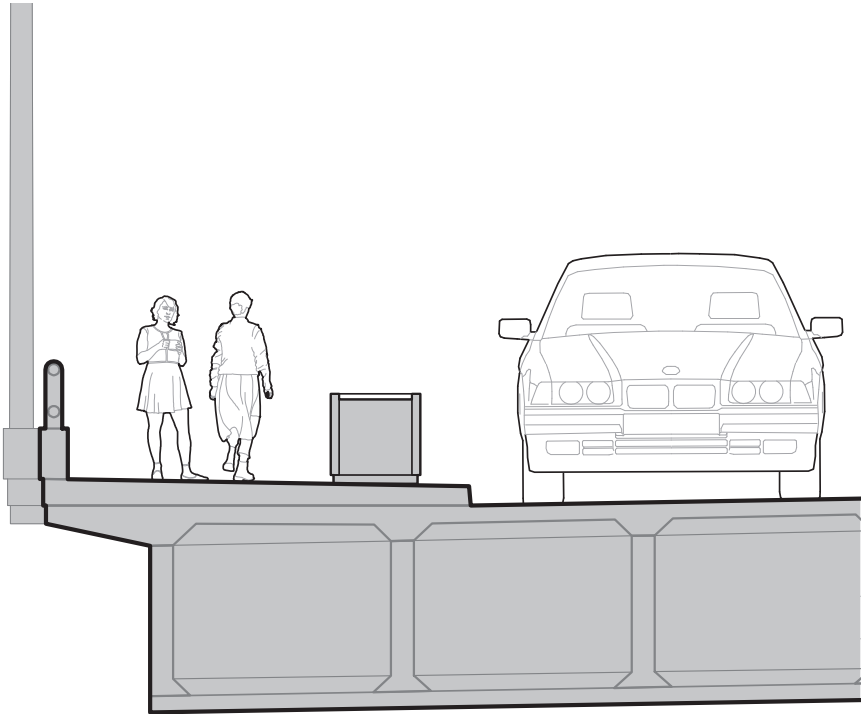
BULB AT INTERSECTION - LOOKING EAST



EXISTING



PROPOSED

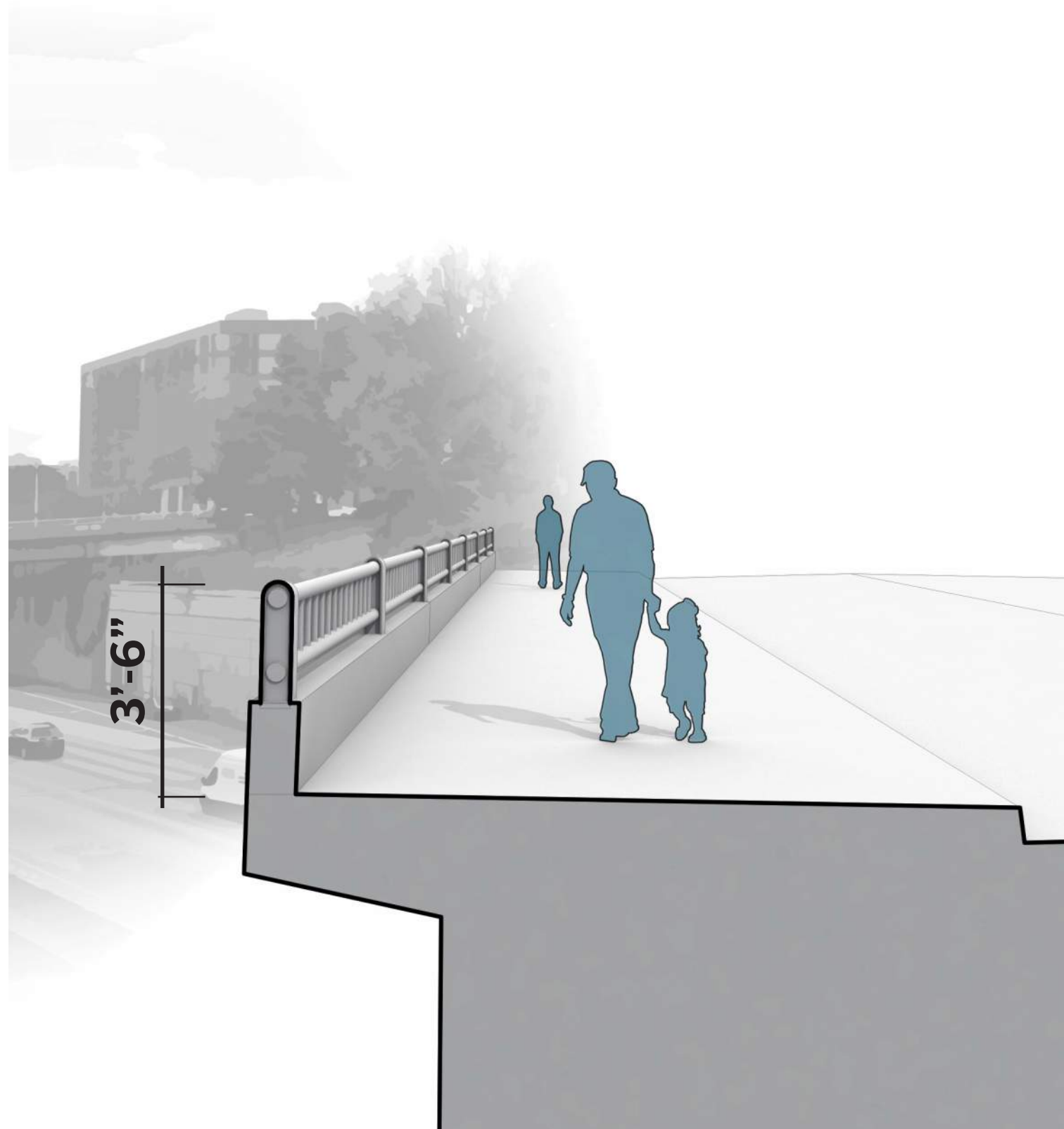


- Raised planter at overpass edge
- Raised planters with integrated benches at curb bulb
- New curb bulb at intersection

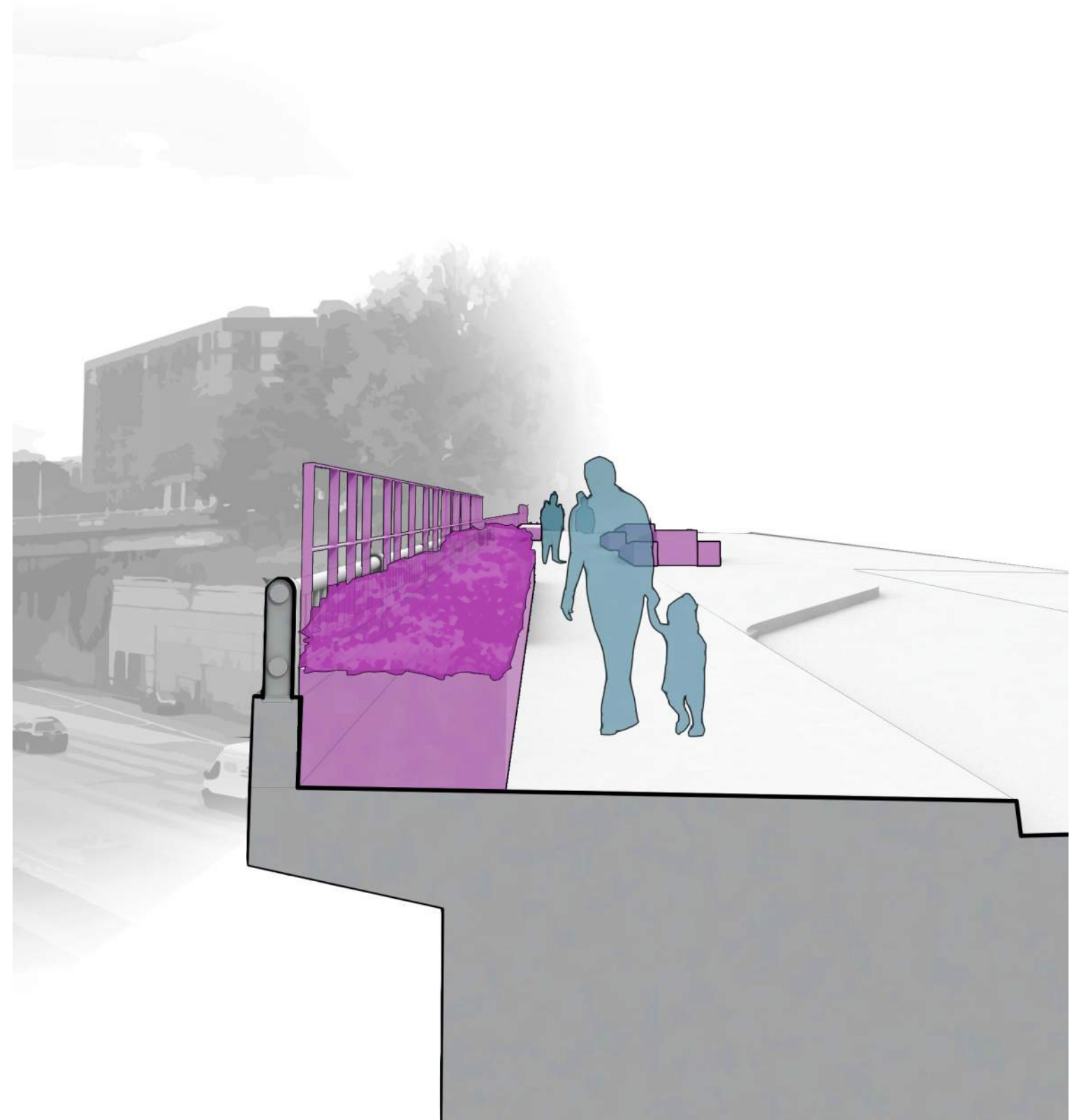


# 2B. PIKE STREET IMPROVEMENTS

## OVERPASS EDGE CONCEPT DIAGRAMS



EXISTING



PROPOSED - RAISED PLANTER



# 2B. PIKE STREET IMPROVEMENTS

## MATERIALITY



CONCRETE RAISED PLANTER



BENCHES INTEGRATED INTO OR ADJACENT TO RAISED PLANTERS



STEEL RAIL



ERIOPHYLLUM LANATUM



GAULTHERIA SHALLON

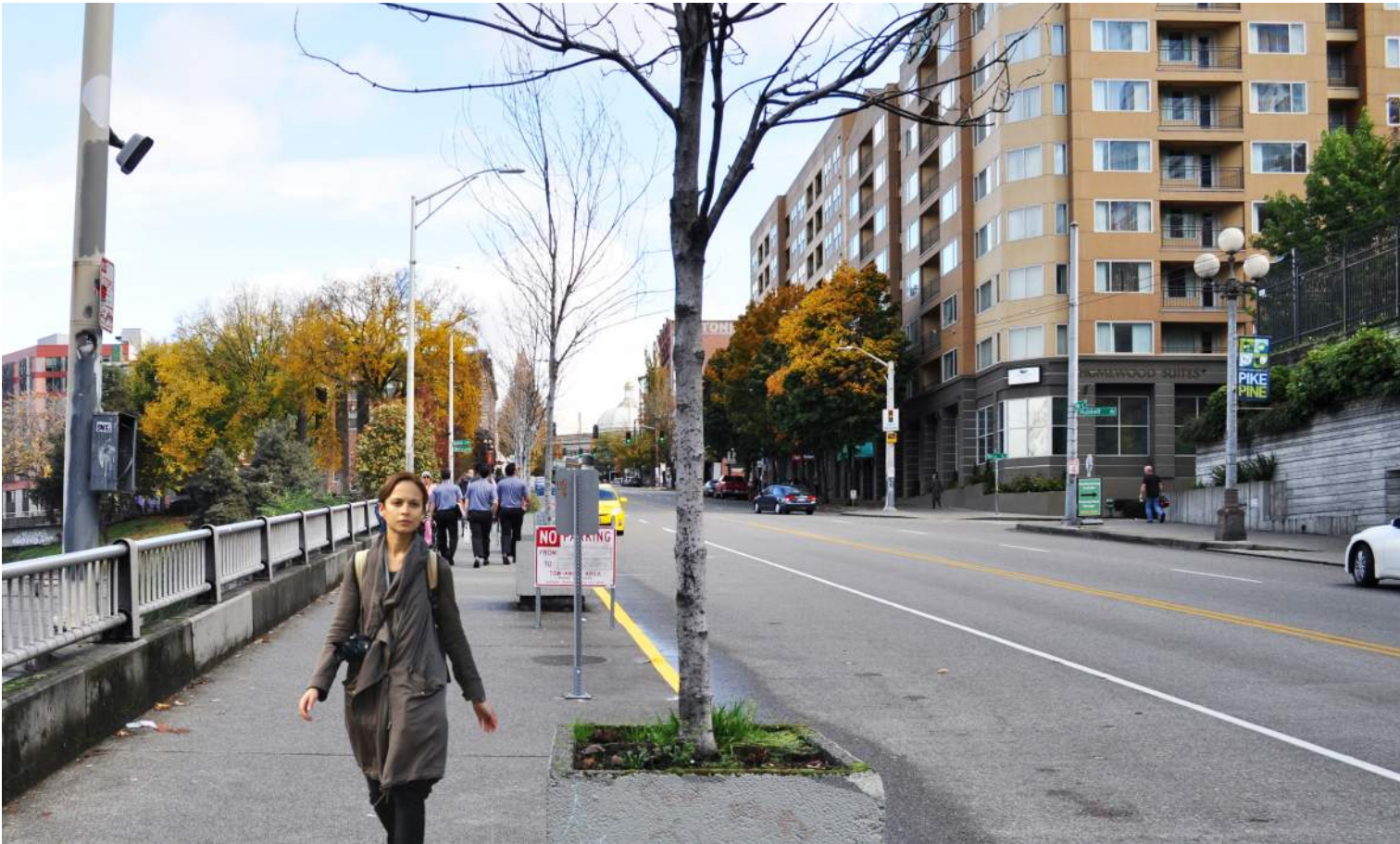


NASELLA TENUISSIMA



# 2B. PIKE STREET IMPROVEMENTS

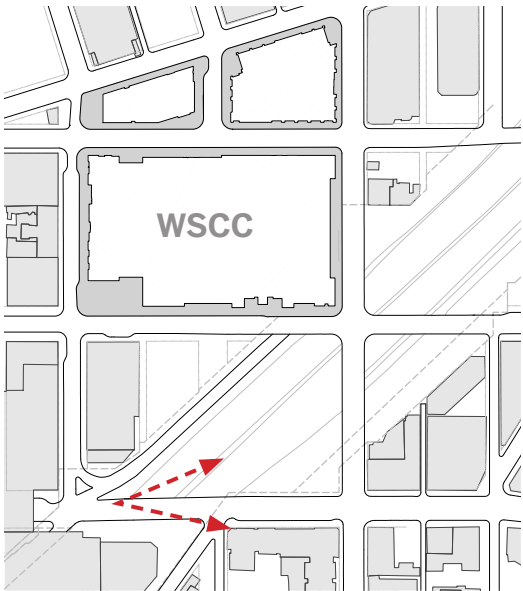
## PIKE STREET OVERPASS



BEFORE



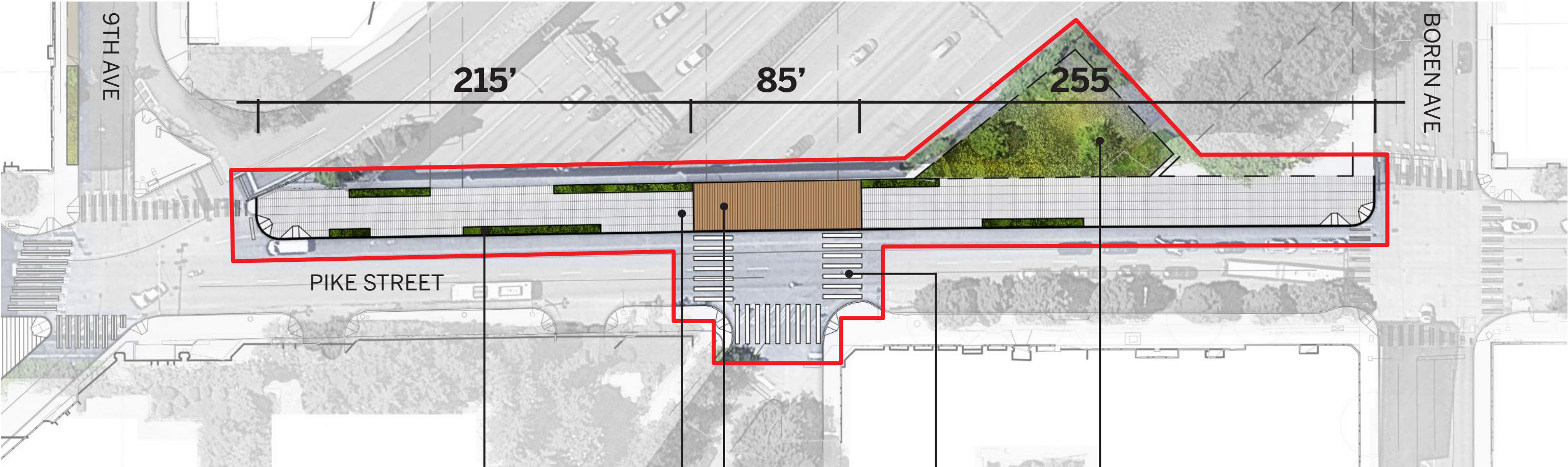
AFTER



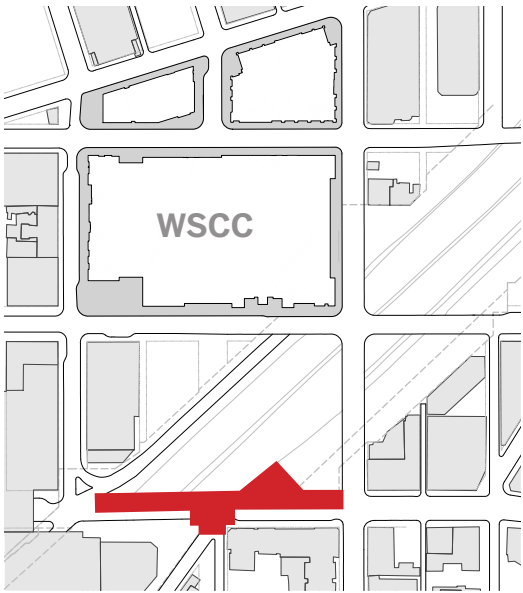


# 2B. PIKE STREET IMPROVEMENTS

POTENTIALLY WIDEN SIDEWALK - DEPENDENT ON SDOT PIKE/PINE STUDIES



- Raised planter
- Continuously widened sidewalk
- Specialty Paving at Terry Ave Overlook
- Additional crosswalks dependent on SDOT Pike/Pine studies
- Enhanced planting at I-5 greenbelt

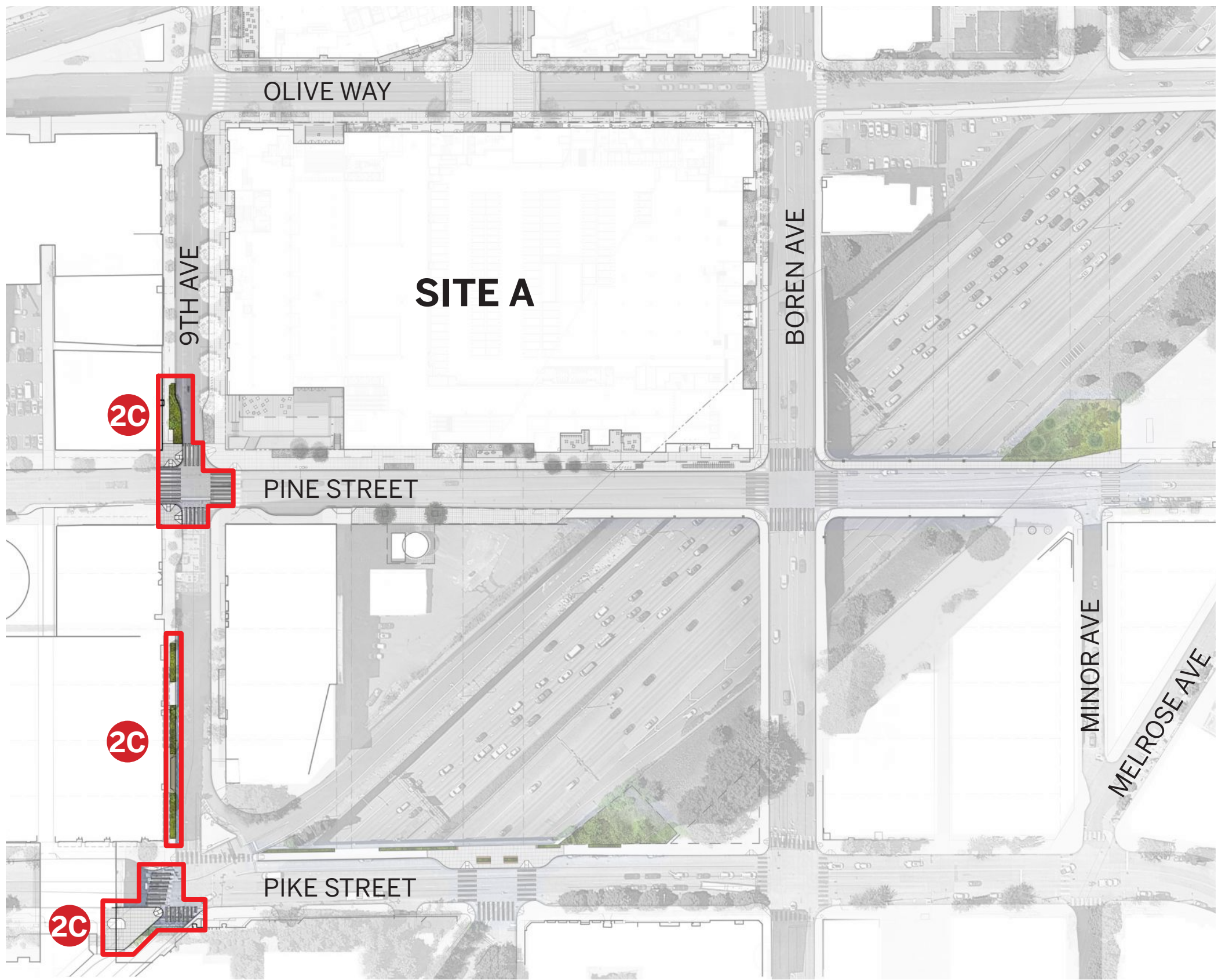




# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS



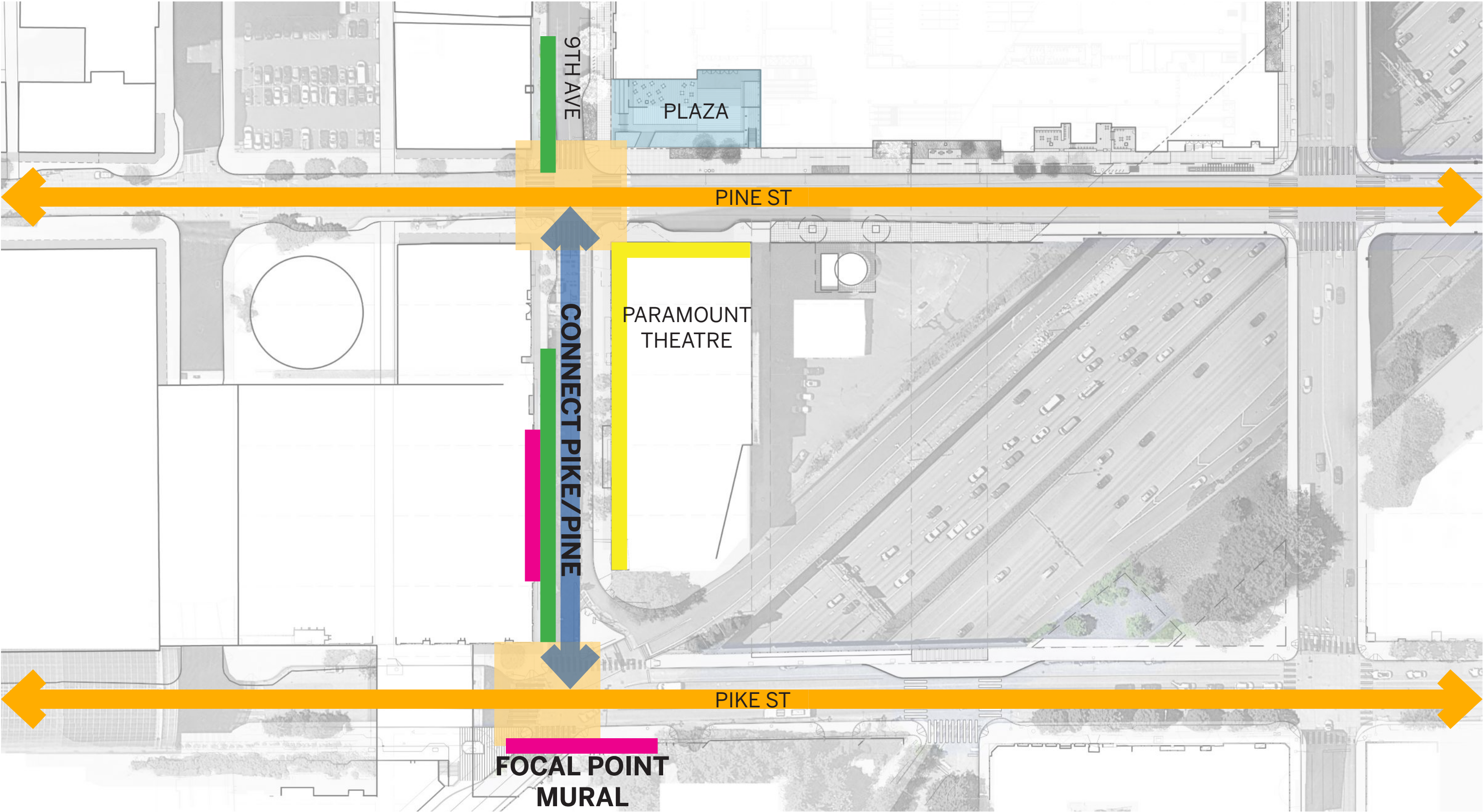
- 2 CITY OF SEATTLE PIKE PINE RENAISSANCE IMPROVEMENTS
  - A. PINE STREET IMPROVEMENTS
  - B. PIKE STREET IMPROVEMENTS
  - C. PIKE/PINE 9TH AVENUE IMPROVEMENTS
  - D. HISTORIC BUILDING LIGHTING
  - E. PUBLIC ART





# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

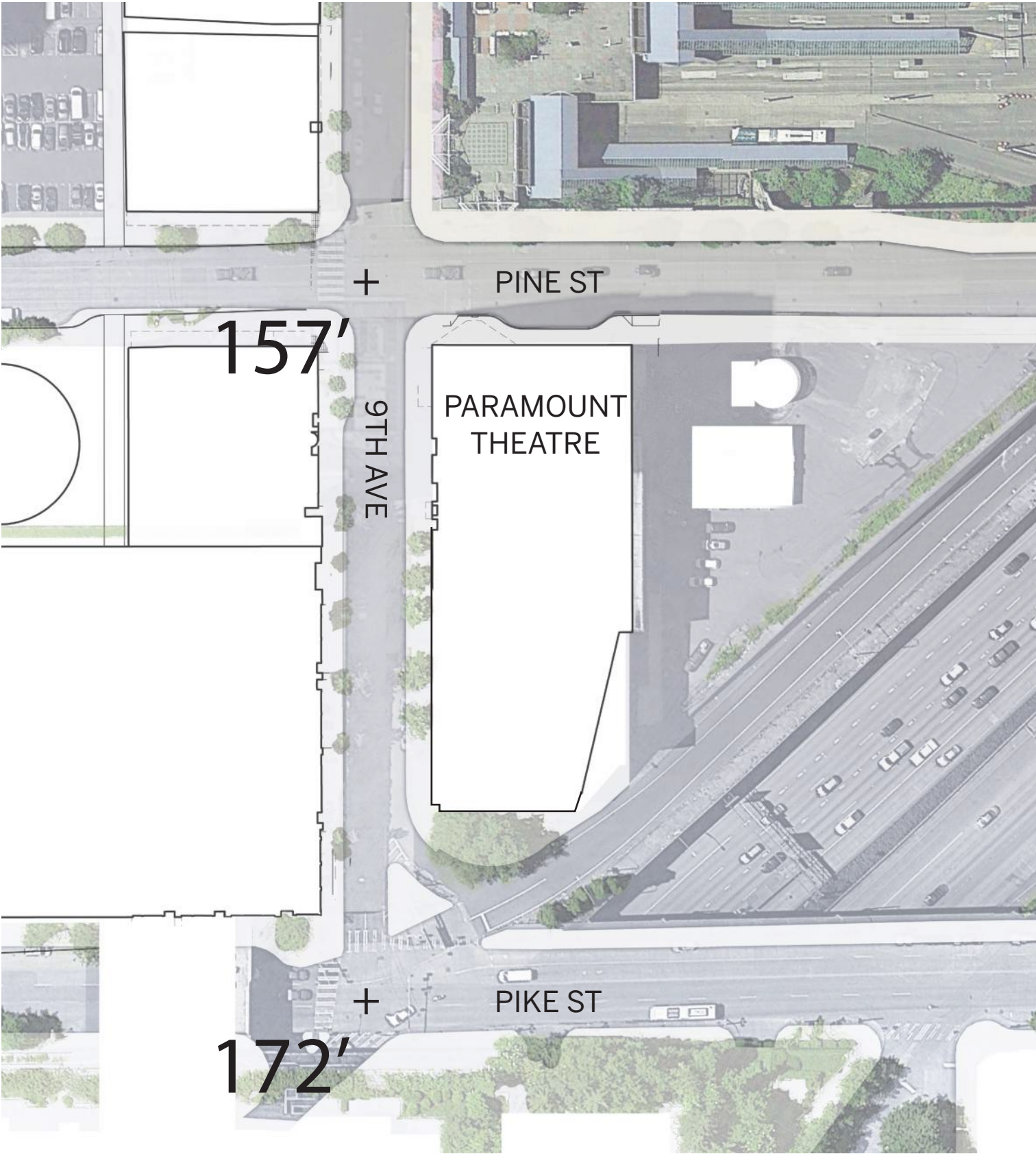
PIKE/PINE CONNECTOR





# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

## EXISTING CONDITIONS



9TH AVENUE & PINE STREET INTERSECTION



LOOKING NORTH ON 9TH AVENUE



# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

## EXISTING CONDITIONS



LOOKING NORTH ON 9TH AVENUE



9TH AVENUE & PIKE STREET



VEHICLE ENTRY DOOR ALONG 9TH AVENUE

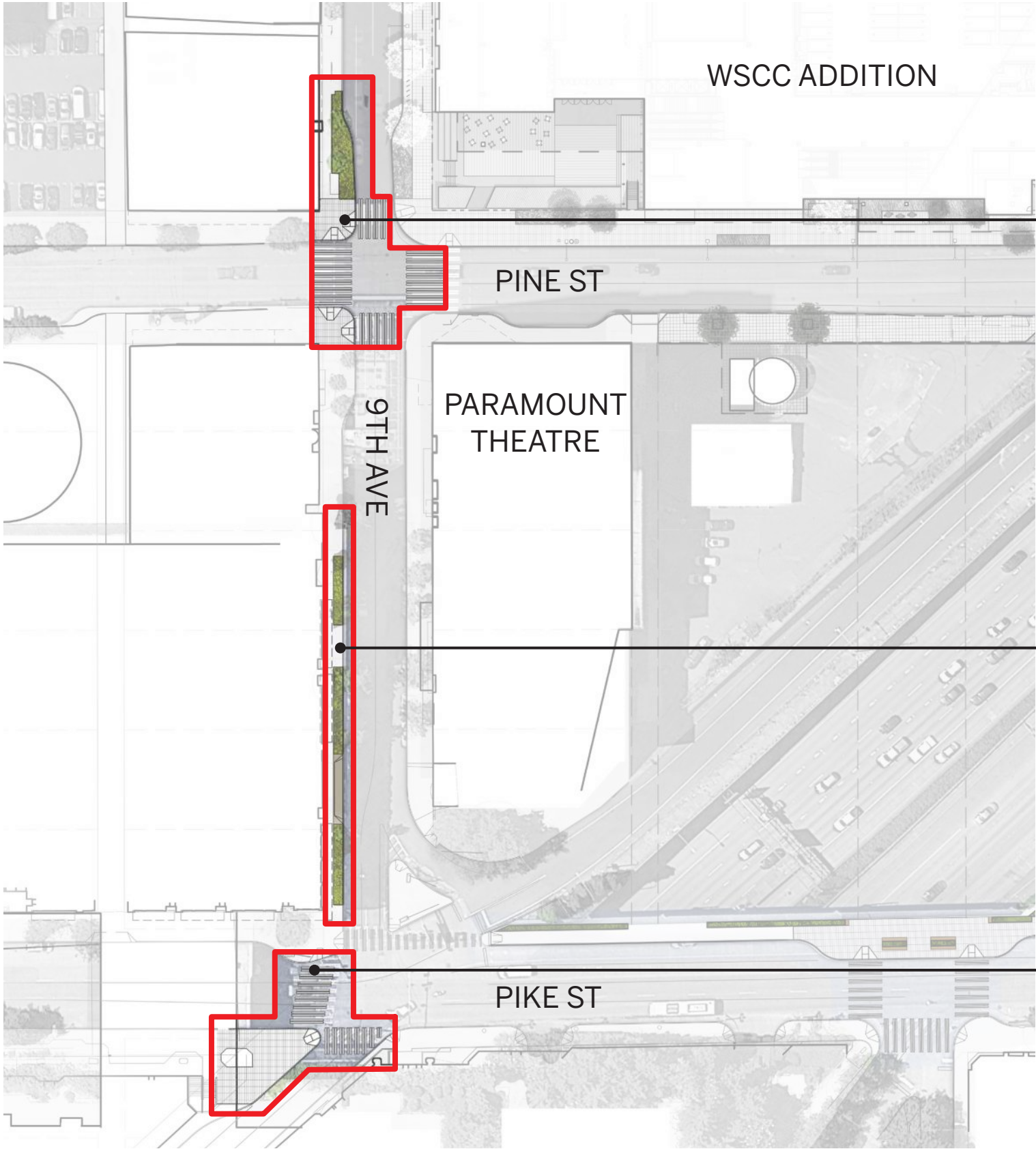
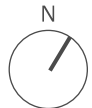


9TH AVENUE & PIKE STREET, RECENT STREETScape IMPROVEMENTS



# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

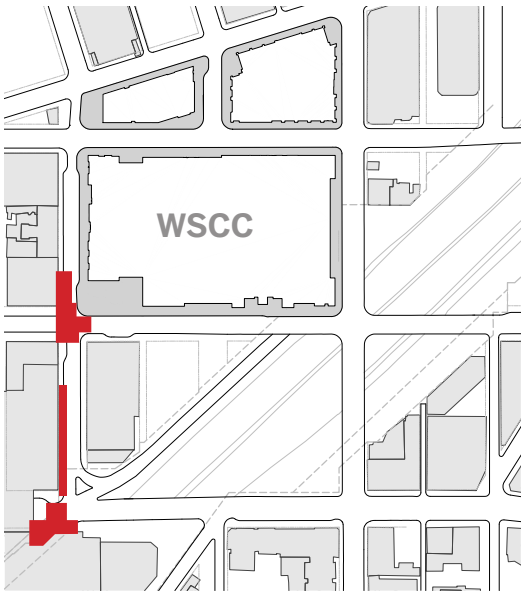
## PLAN DIAGRAM



9th Avenue at Pine Street Improvements: enhance landscape, improve crosswalks and curb radii

9th Avenue Improvements: enhanced landscape, increase overhead coverage, new decorative vehicle entry door, enhance paving

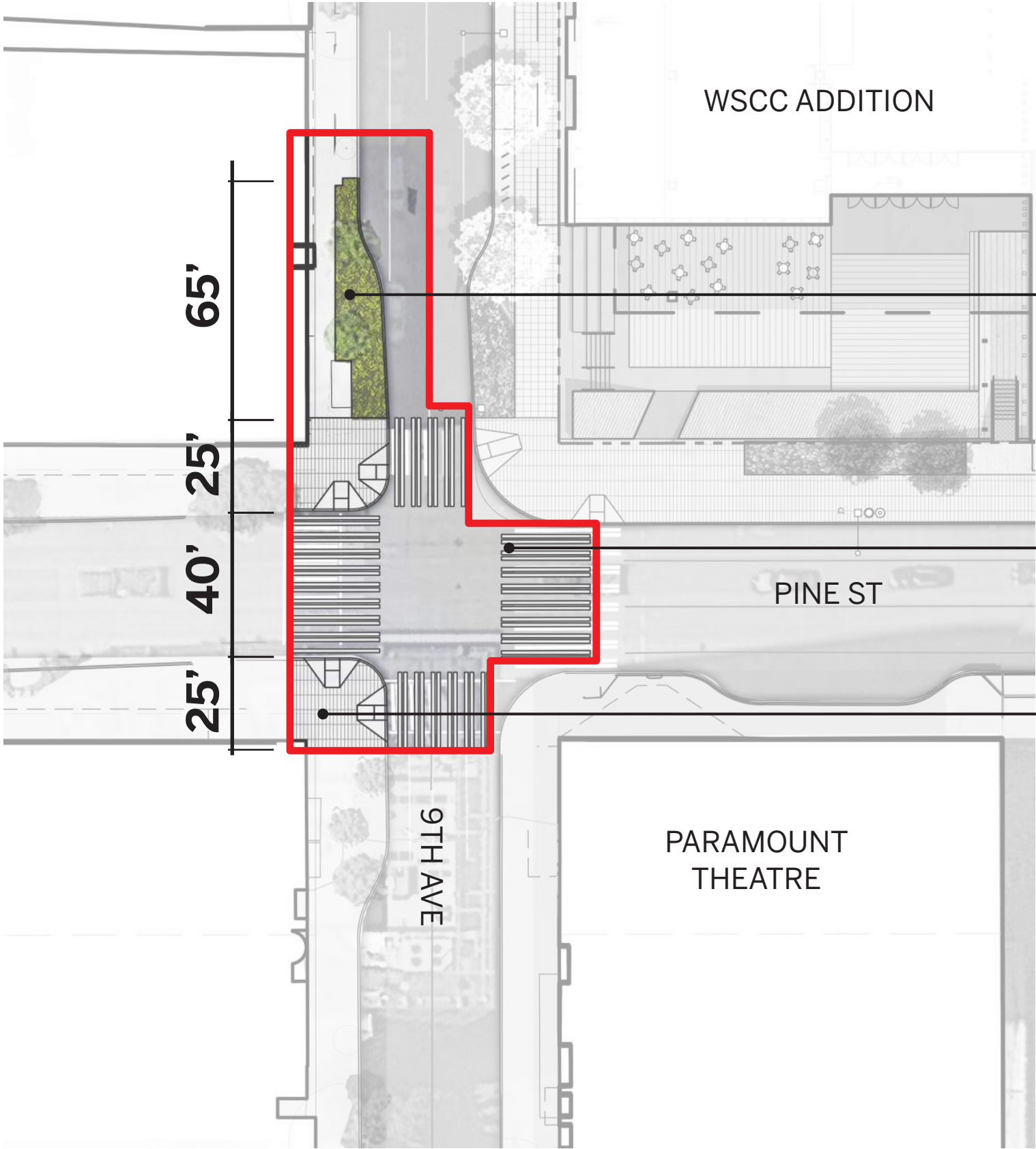
9th Avenue at Pike Street Improvements: potentially extend sidewalk, improve crosswalks





# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

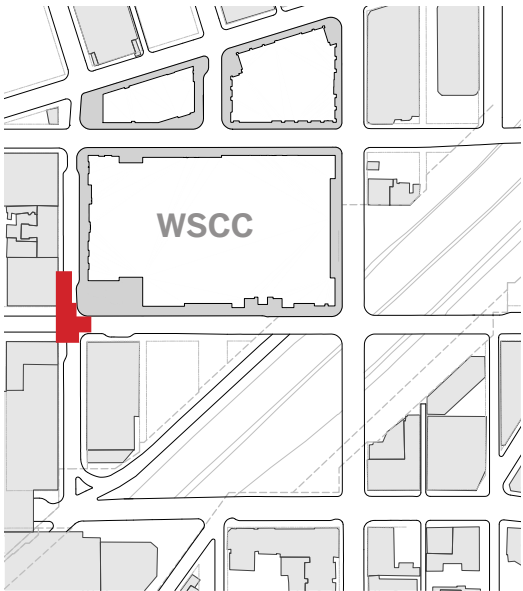
9TH AVENUE AT PINE STREET



Added curb bulb with consolidated & enhanced planting

Widen and realign crosswalks

Tightened curb radii where possible (10' proposed radius)





# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

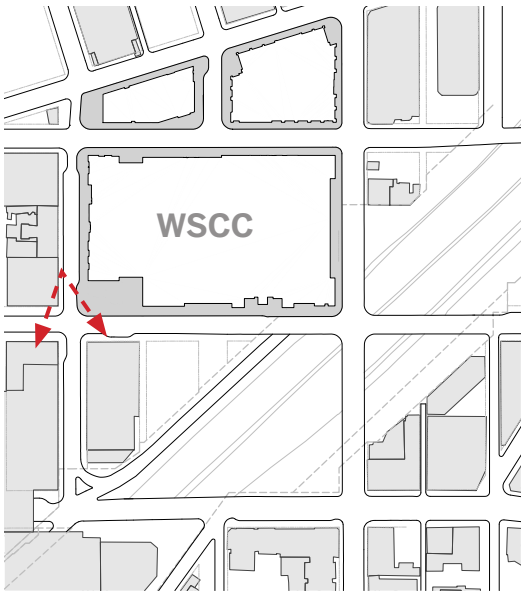
## 9TH AVENUE AT PINE STREET



BEFORE



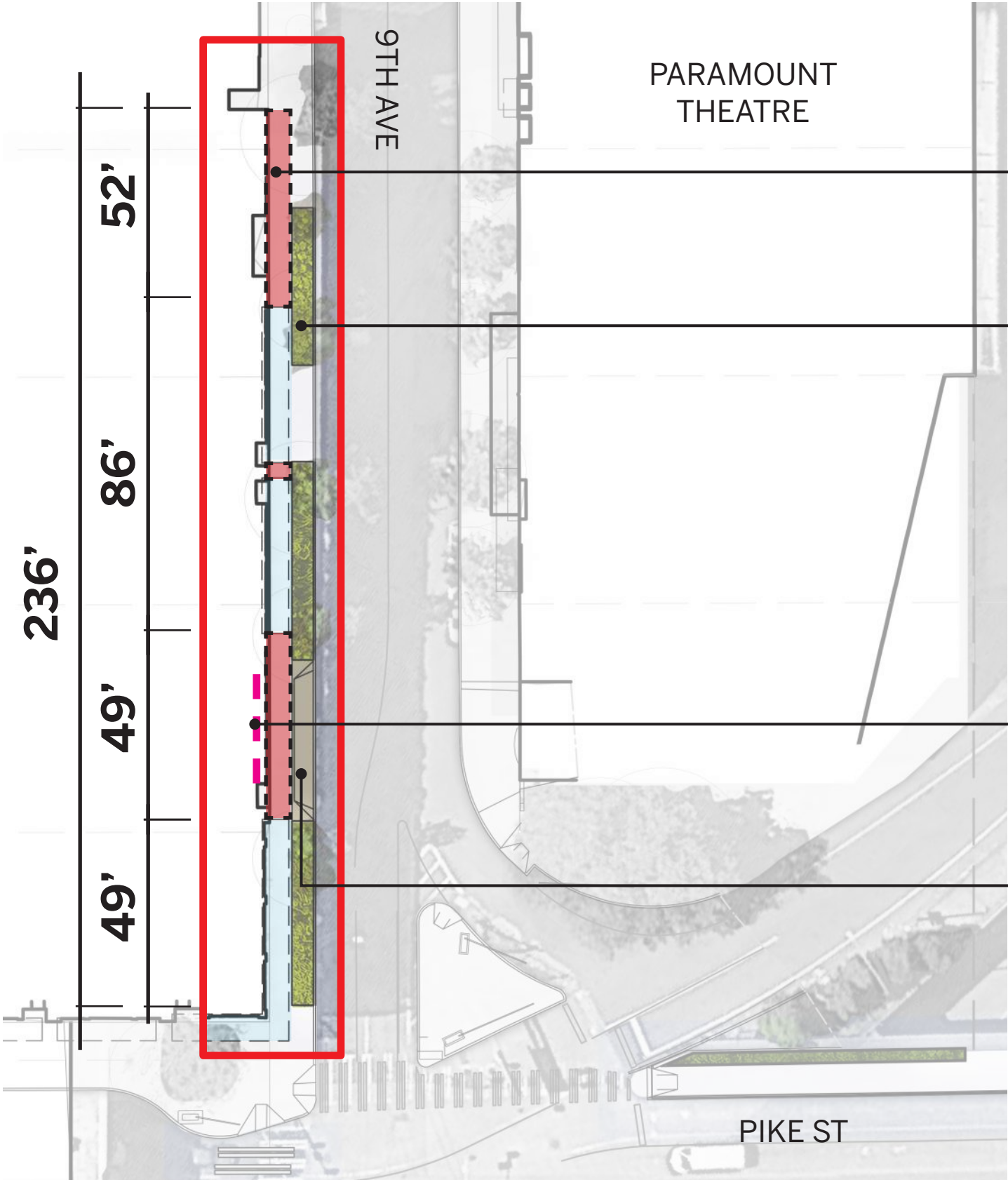
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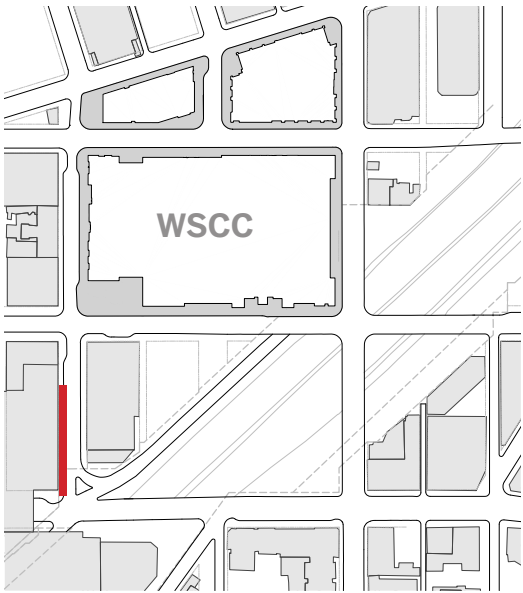


# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

9TH AVENUE



- Additional canopies to fill gaps in existing canopy coverage
- Additional & consolidated planting, preserve existing trees
- New decorative vehicle entry door at existing garage entry
- Replace concrete with textured paving at curb cut for pedestrian safety





# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

## 9TH AVENUE



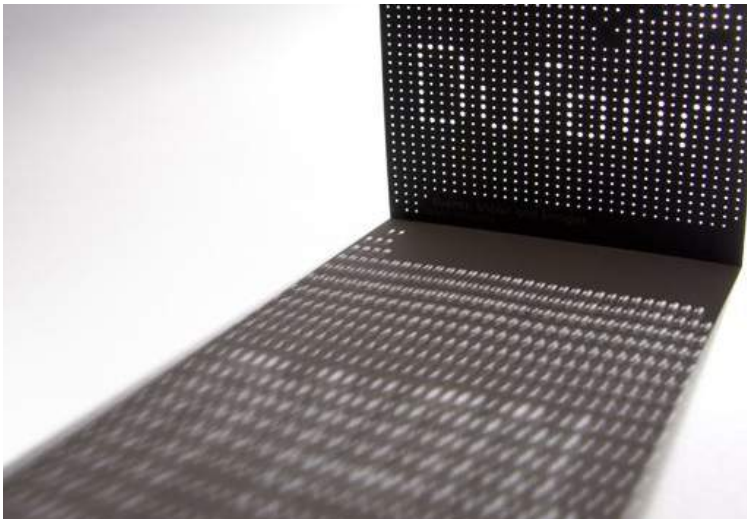
BEFORE



AFTER



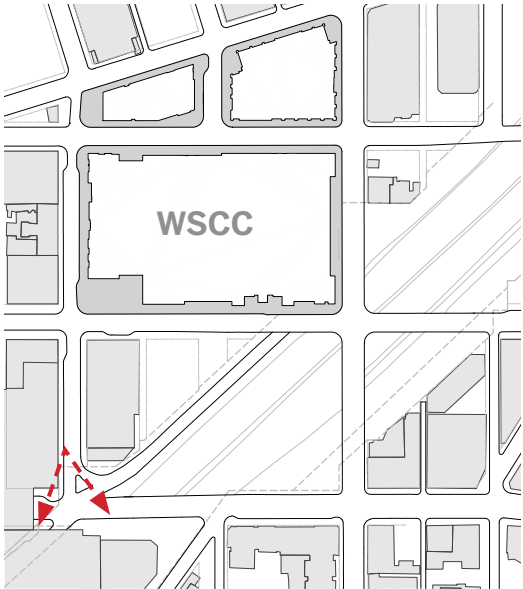
CANOPY COVERAGE



ARTIST: MIRA GAUTHIER  
TITLE: DUFOUR - 2009



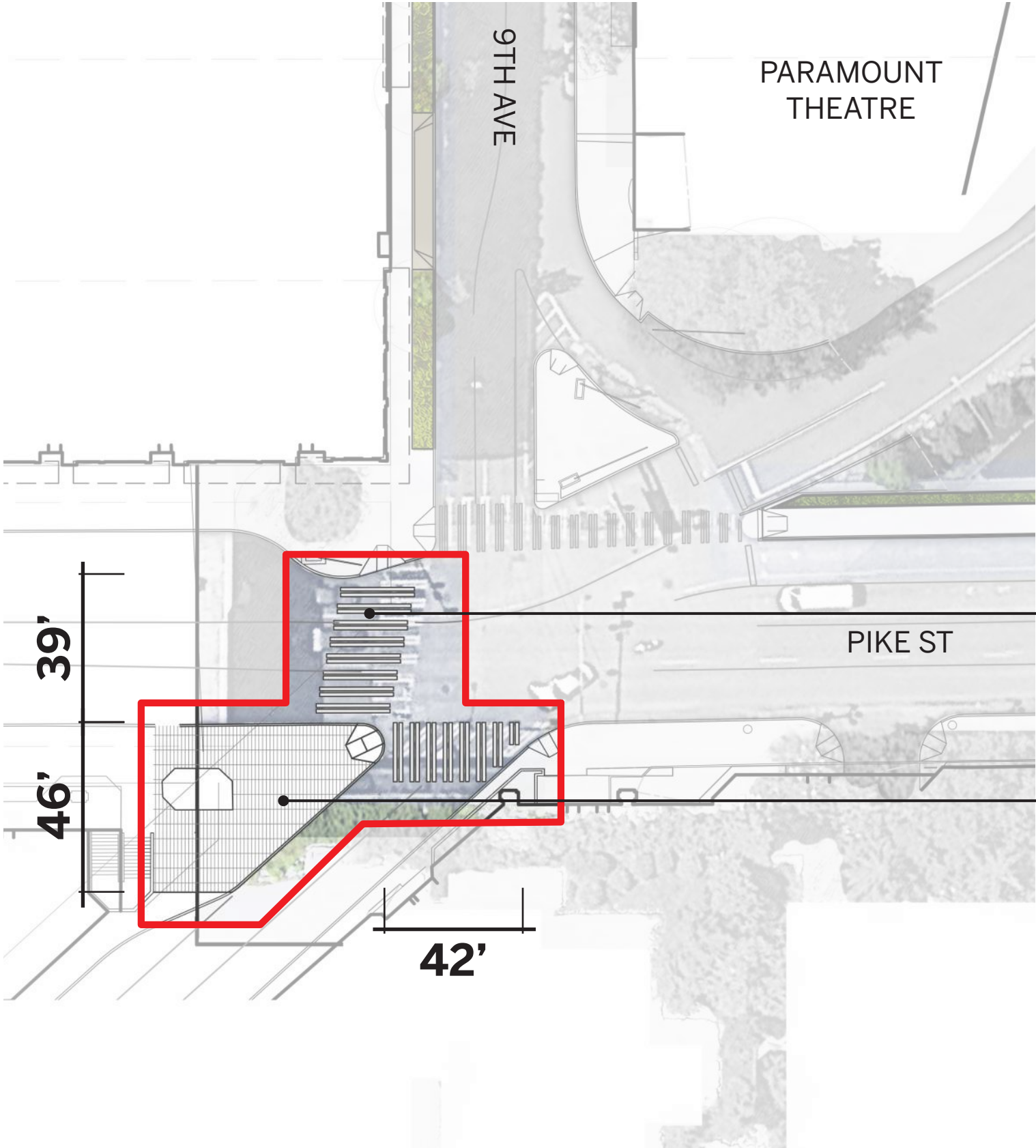
DOOR CONCEPT



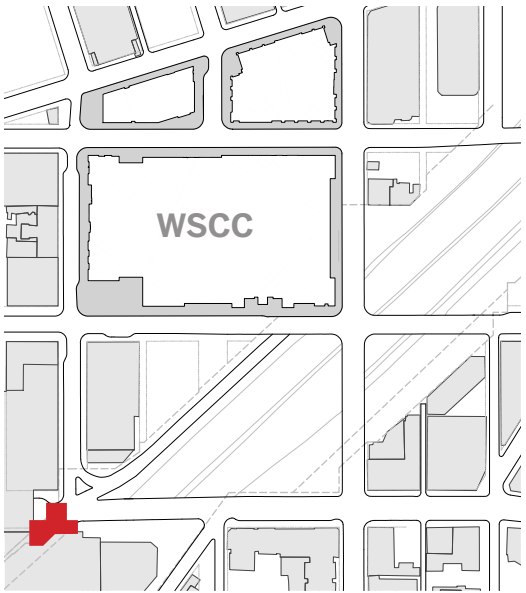


# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

## 9TH AVENUE AT PIKE STREET



- Widen and realign crosswalks
- Potentially eliminate pedestrian island and extend sidewalk to shorten crossing distance, dependent on SDOT





# 2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

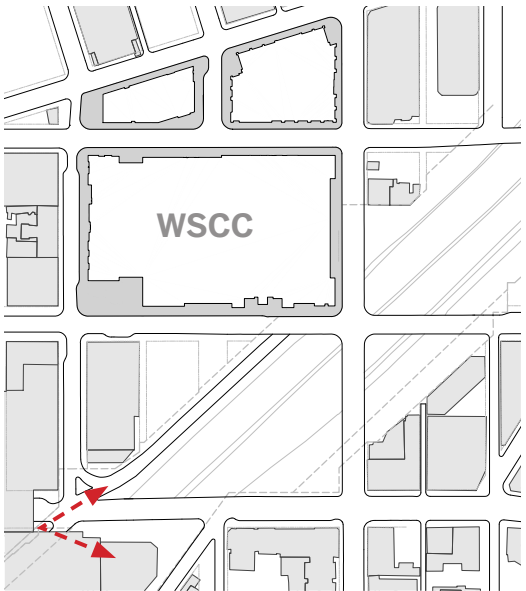
## 9TH AVENUE AT PIKE STREET



BEFORE



AFTER

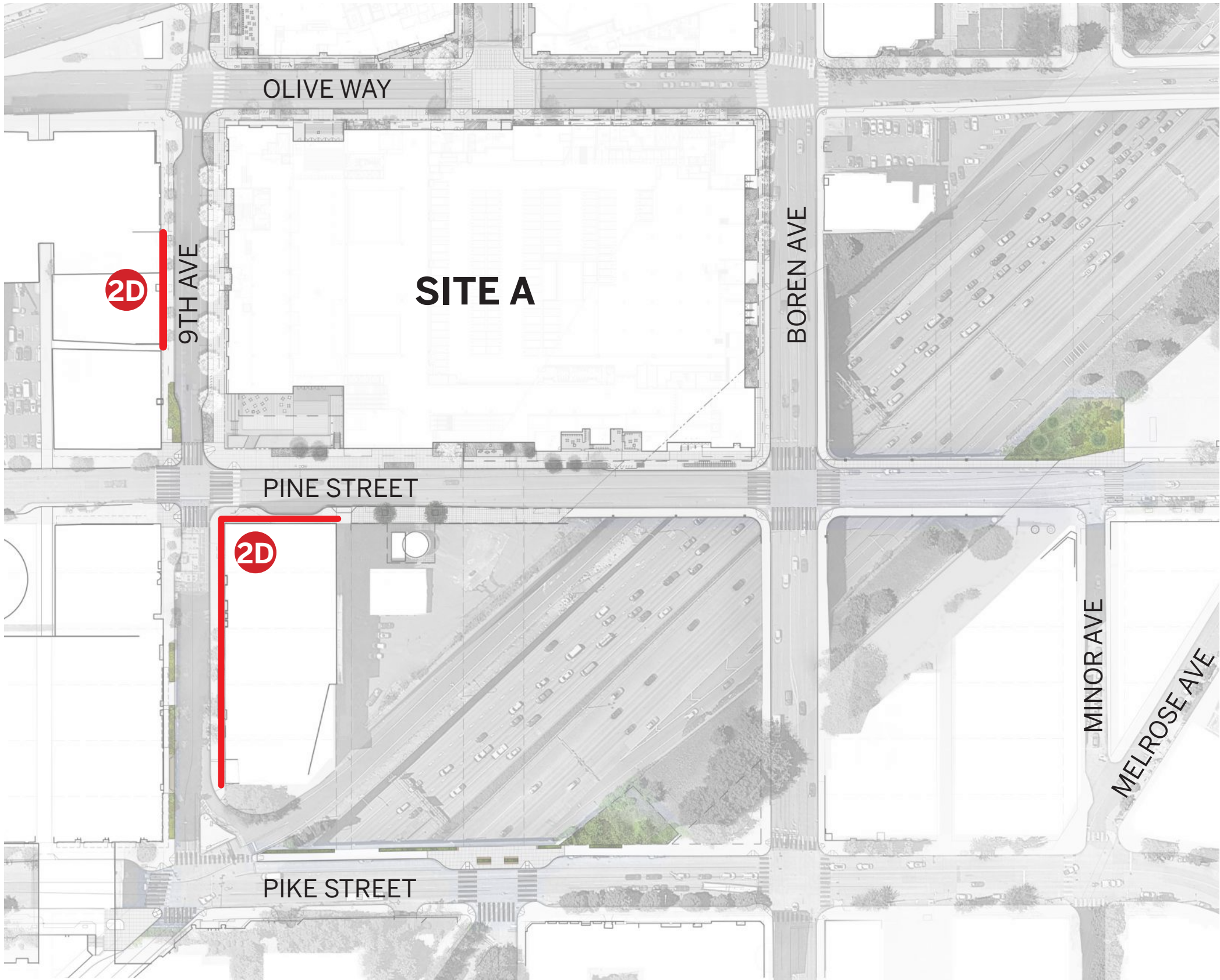




# 2D. HISTORIC BUILDING LIGHTING



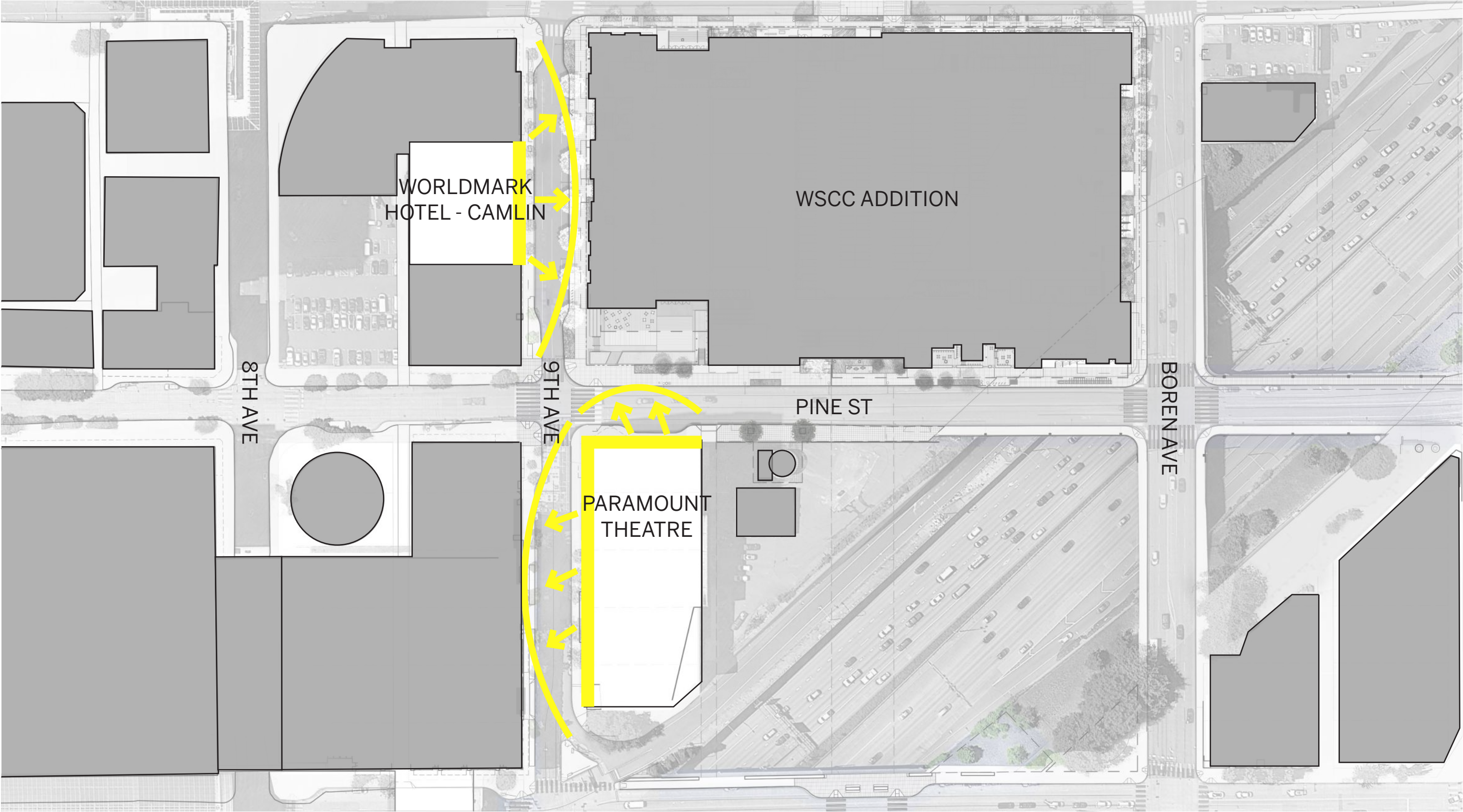
- 2 CITY OF SEATTLE PIKE PINE RENAISSANCE IMPROVEMENTS**
  - A. PINE STREET IMPROVEMENTS
  - B. PIKE STREET IMPROVEMENTS
  - C. PIKE/PINE 9TH AVENUE IMPROVEMENTS
  - D. HISTORIC BUILDING LIGHTING**
  - E. PUBLIC ART





# 2D. HISTORIC BUILDING LIGHTING

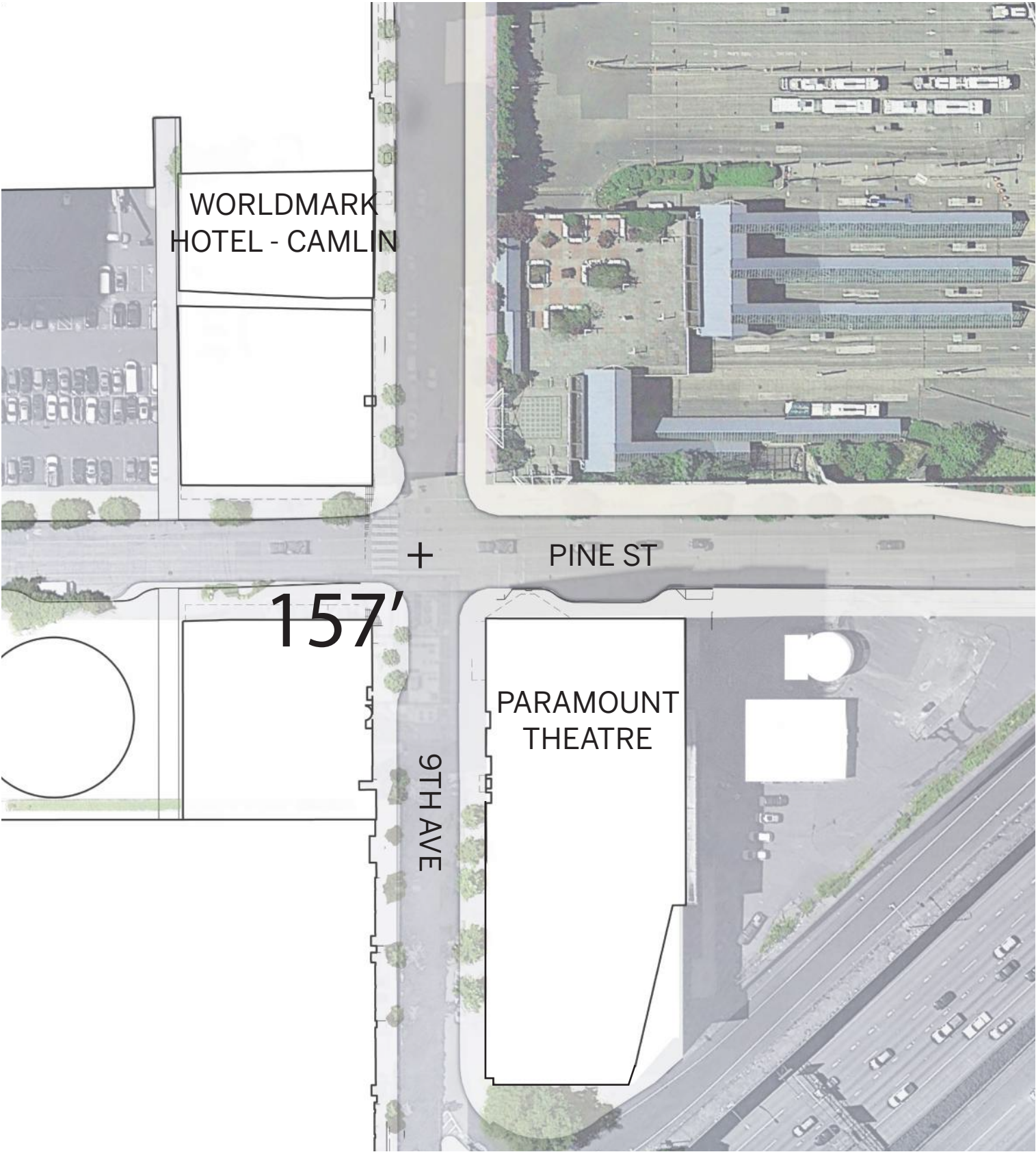
## CONCEPT DIAGRAM





# 2D. HISTORIC BUILDING LIGHTING

## EXISTING CONDITIONS



WORLDMARK HOTEL - CAMLIN



PARAMOUNT THEATRE



# 2D. HISTORIC BUILDING LIGHTING

## WORLMARK HOTEL - CAMLIN - EXISTING CONDITIONS



CAMLIN DETAILS

VIEW OF BUILDING CROWN



# 2D. HISTORIC BUILDING LIGHTING

## WORLDMARK CAMLIN - LIGHTING CONCEPT



**BEFORE**

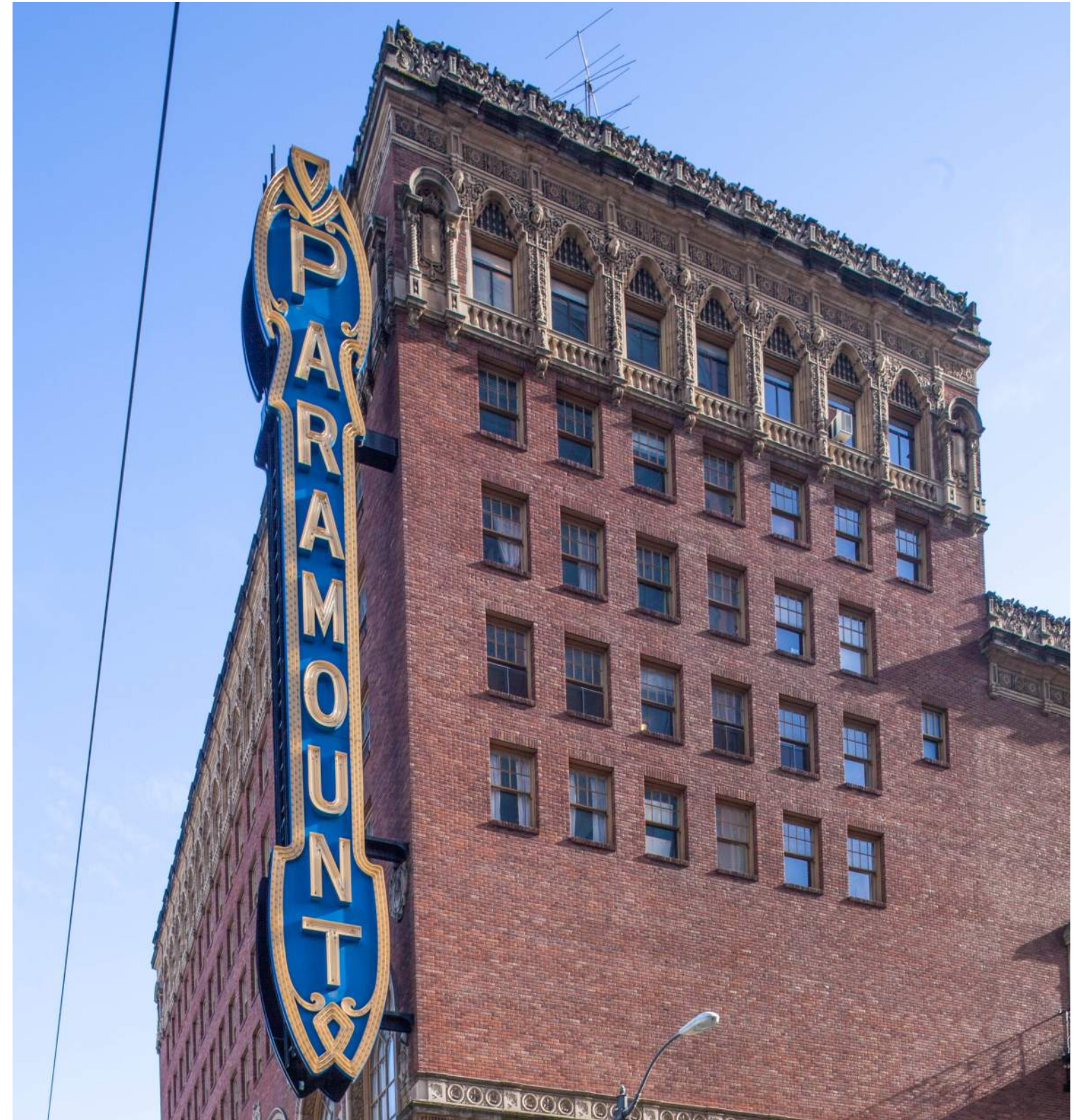


**AFTER**



# 2D. HISTORIC BUILDING LIGHTING

## PARAMOUNT THEATRE - EXISTING CONDITIONS



PARAMOUNT DETAILS

VIEW OF BUILDING CROWN

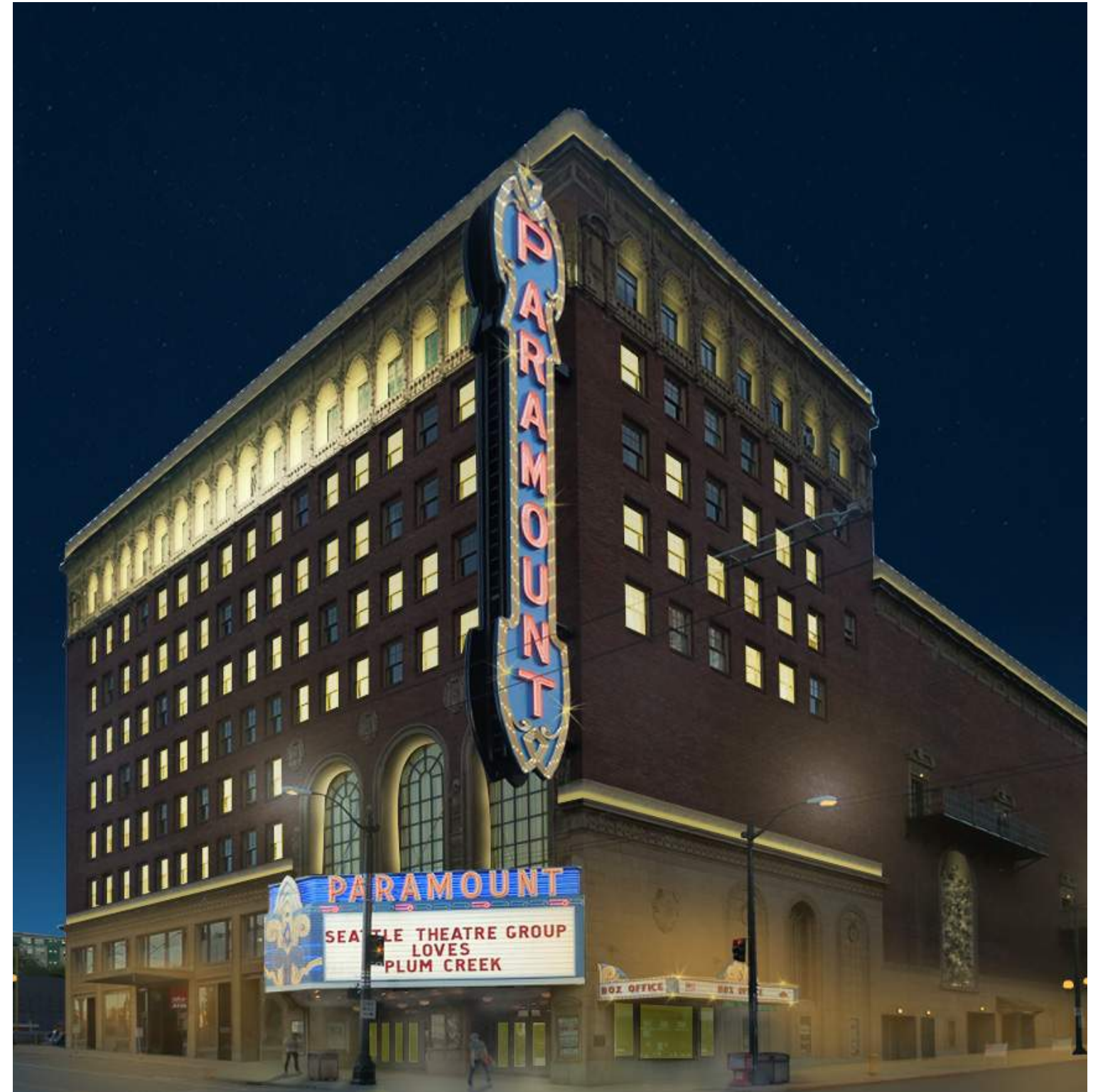


# 2D. HISTORIC BUILDING LIGHTING

## PARAMOUNT THEATRE - LIGHTING CONCEPT



BEFORE



AFTER



# 2D. HISTORIC BUILDING LIGHTING

## PRECEDENT LIGHTING



TOBIN CENTER FOR THE PERFORMING ARTS  
SAN ANTONIO, TX



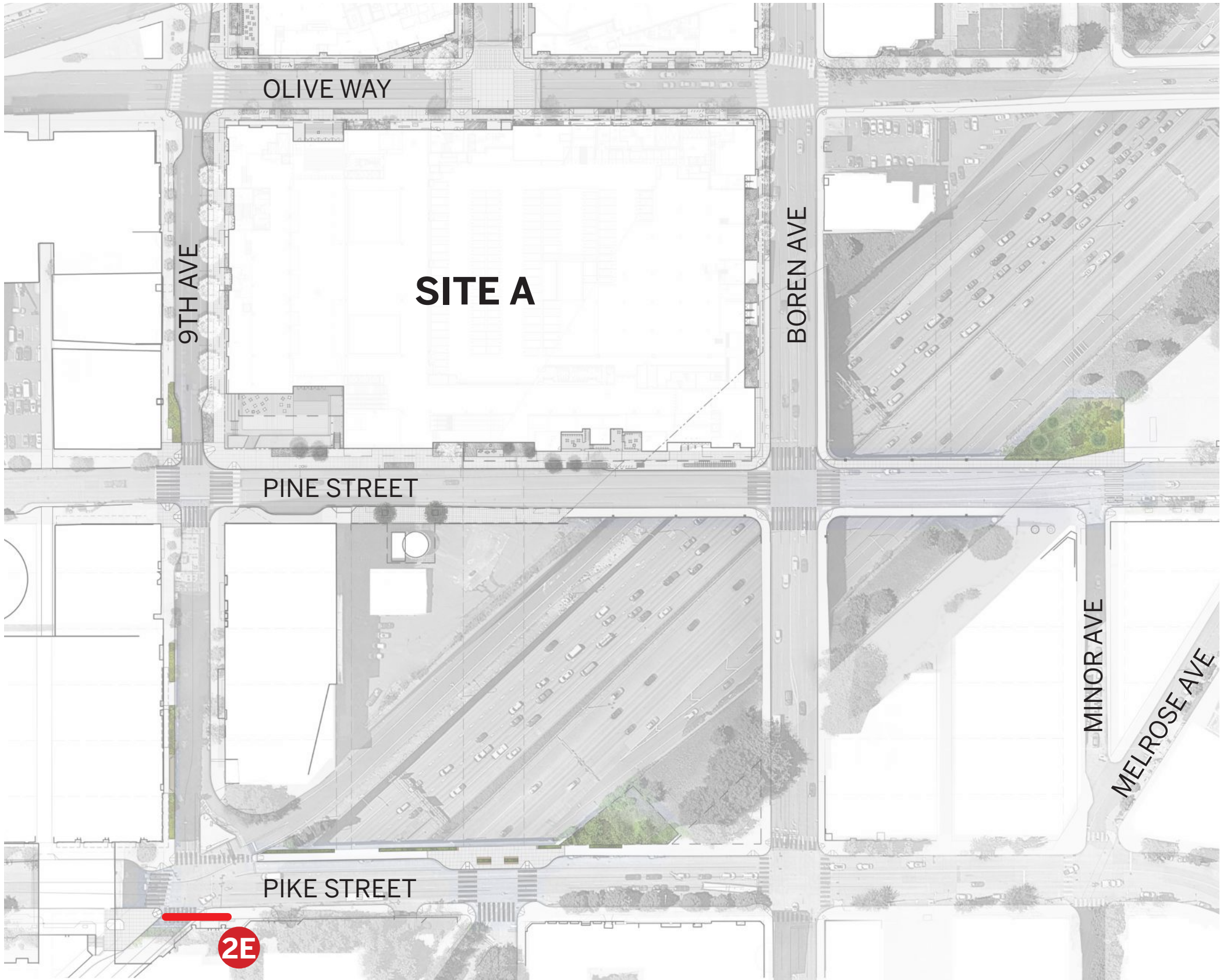
MUSEUM OF HISTORY AND INDUSTRY  
SEATTLE, WA

I. MILLER BUILDING  
NEW YORK, NEW YORK



# 2E. PUBLIC ART

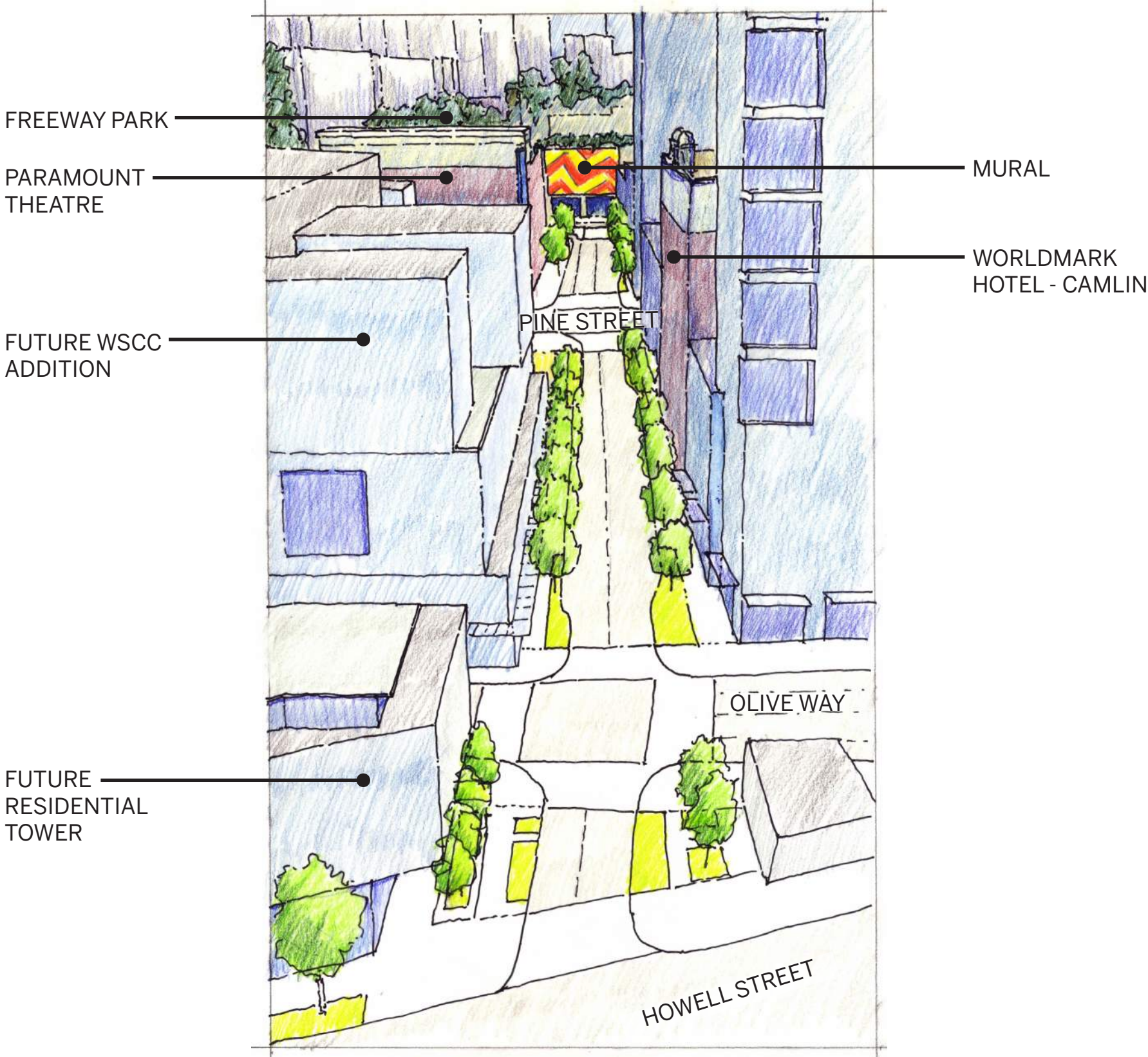
- 2 CITY OF SEATTLE PIKE PINE RENAISSANCE IMPROVEMENTS
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  - D. HISTORIC BUILDING LIGHTING
  - E. PUBLIC ART





# 2E. PUBLIC ART

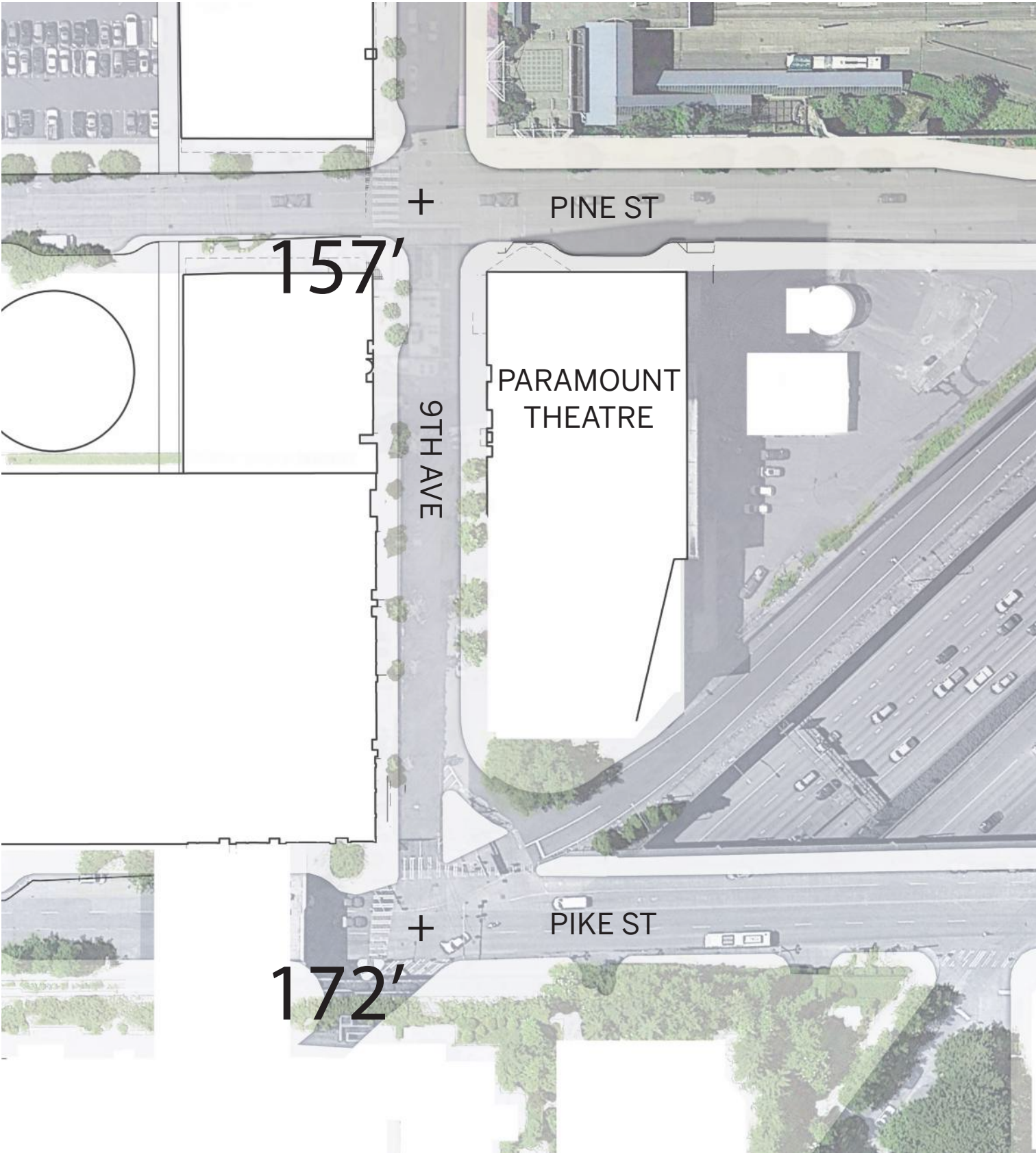
## 9TH AVENUE & PIKE STREET MURAL & LIGHTING





# 2E. PUBLIC ART

## 9TH AVENUE & PIKE STREET MURAL & LIGHTING



VIEW FROM 9TH AVE NEAR WORLDMARK CAMLIN



VIEW FROM 9TH AVE



# 2E. PUBLIC ART

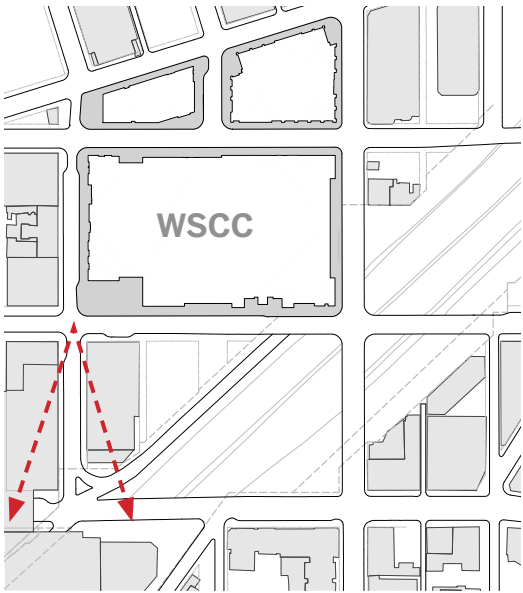
## 9TH AVENUE & PIKE STREET MURAL & LIGHTING



BEFORE



AFTER





# 3. FUNDING IMPLEMENTATION OF COMMUNITY PROJECTS

- 1

AFFORDABLE HOUSING CONTRIBUTION
- 2

CITY OF SEATTLE PIKE PINE RENAISSANCE IMPROVEMENTS

A. PINE STREET IMPROVEMENTS

B. PIKE STREET IMPROVEMENTS

C. PIKE/PINE 9TH AVENUE IMPROVEMENTS

D. HISTORIC BUILDING LIGHTING

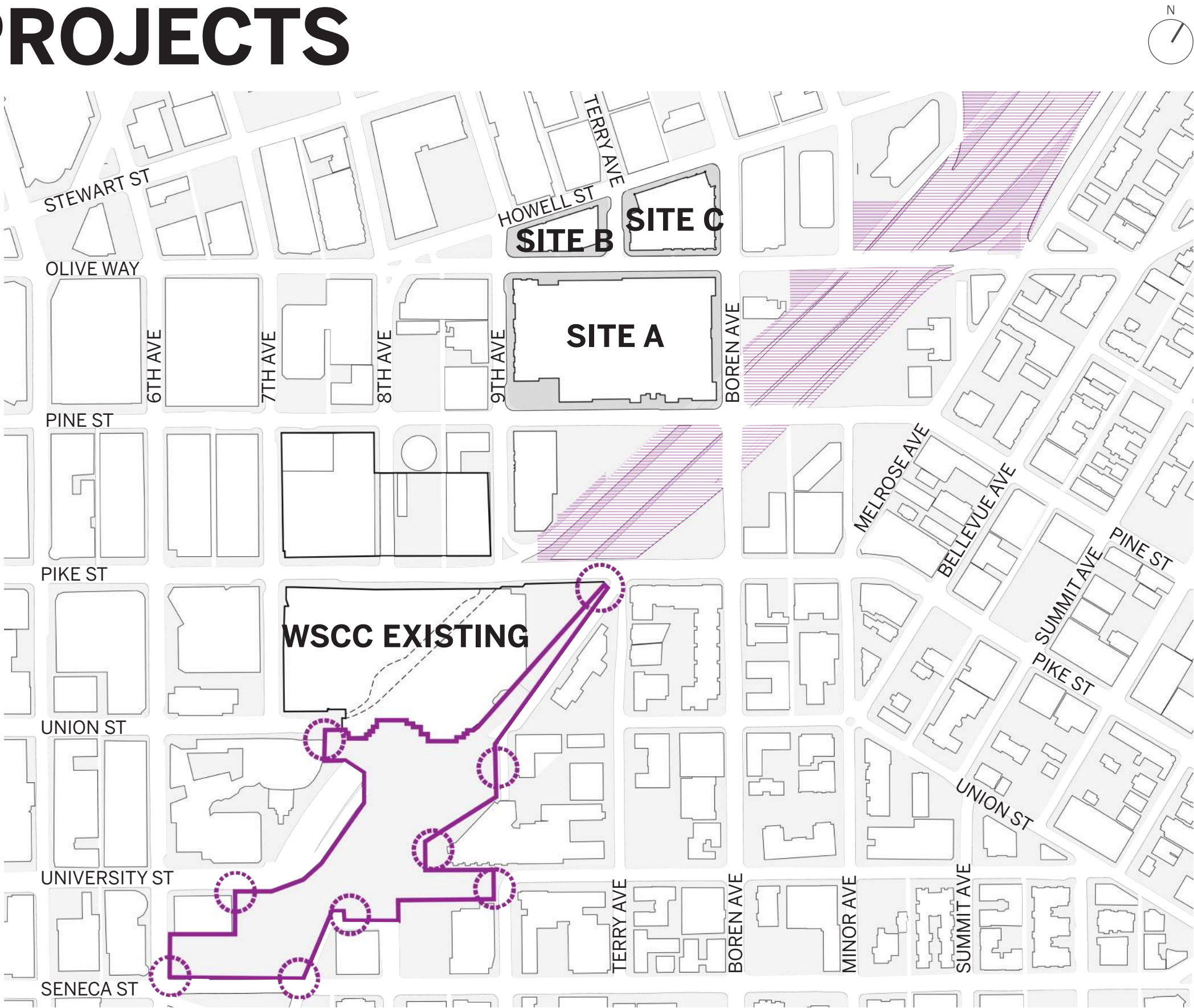
E. PUBLIC ART
- 3

FUNDING IMPLEMENTATION OF COMMUNITY PROJECTS

A. LID I-5 STUDY

B. FREEWAY PARK ASSOCIATION / SEATTLE PARKS AND RECREATION

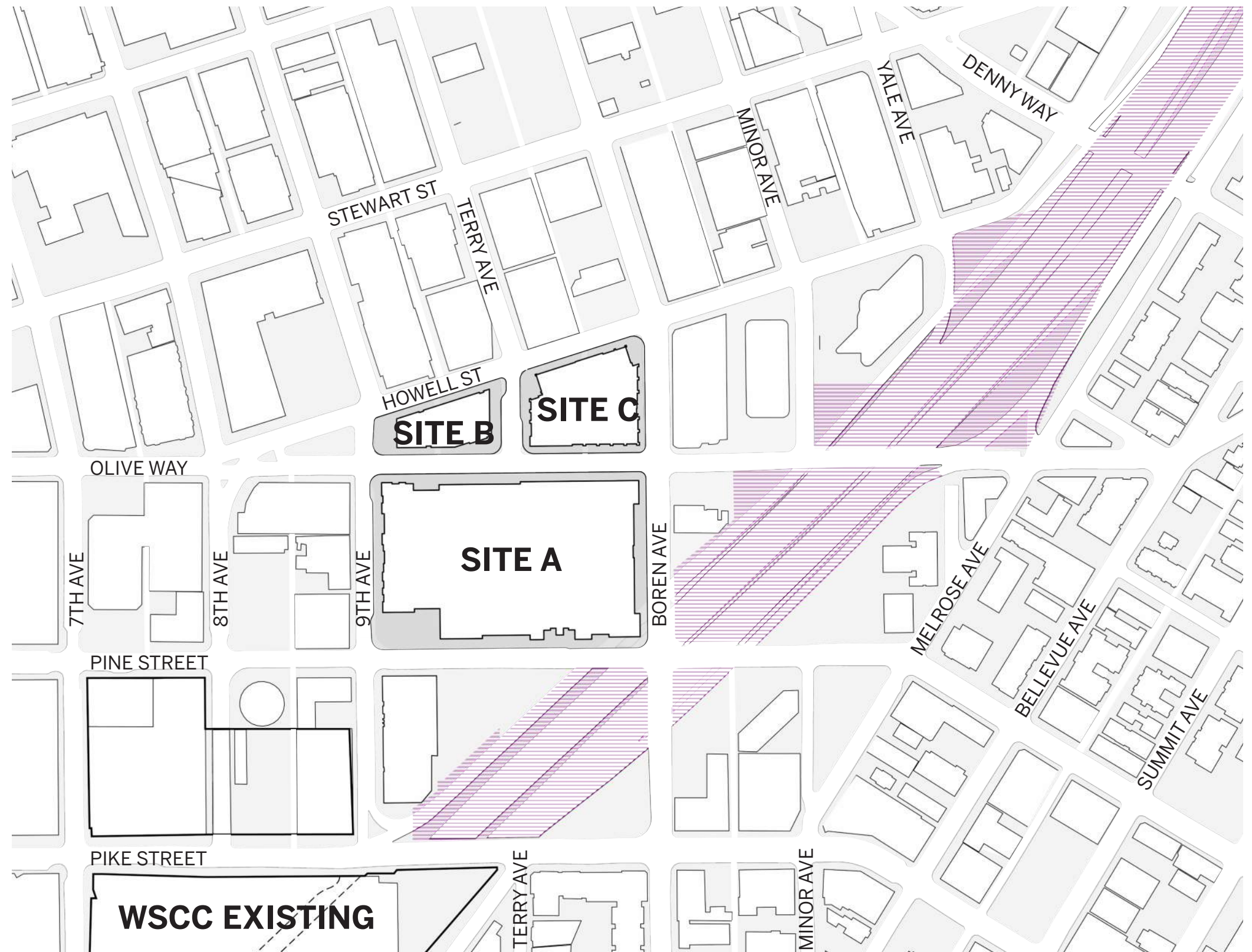
C. BICYCLE IMPROVEMENTS DOWNTOWN





# 3A. LID I-5 STUDY

- 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”





# 3B. FREEWAY PARK ASSOCIATION / SEATTLE PARKS AND RECREATION



- Awarded a Neighborhood Street Fund grant by Mayor Murray in November 2016 as part of the Move Seattle Levy
- Project plan includes pedestrian improvements at 7 entry locations, Pike St and Terry Ave entry is closest to WSCC Addition
- Plan emphasizes safety in and around the park, incorporating the design from the Central Business District Safety Project
- Improvements include colored or patterned sidewalk treatments, curb bulbs, new or restored ADA ramps, additional lighting, and more





# 3C. BICYCLE IMPROVEMENTS DOWNTOWN

- 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			



- A. LID I-5 STUDY**
- B. FREEWAY PARK ASSOCIATION  
/ SEATTLE PARKS AND  
RECREATION**
- C. BICYCLE IMPROVEMENTS  
DOWNTOWN**

