CENTER CITY CONNECTOR

Seattle Design Commission: Final Design Update
July 20, 2017
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AGENDA

Project Status

Final Design (90%)
  • Urban Context
  • Pedestrian & Bicycle Safety
  • Design Elements
  • User Experience

Questions
1. Continue to coordinate with the One Center City Plan and other modal plans for the downtown area

2. Incorporate wayfinding on east-west streets as an easy way for pedestrians to navigate between the different transit modes and facilities through the use of materials and graphics

3. Confirm the custom tactile zone meets ADA requirements

4. Be open to more material palettes for the design of individual blocks, intersections, etc., while allowing the station signage design to serve as consistent element across the program

5. Include seating elements at each station

6. Provide striping and/or material to delineate scramble crossing areas at intersections

7. Maintain the current color palette for the station design

8. Provide detailed information regarding equity and community outreach
FEEDBACK FROM 60% DESIGN PRESENTATION

1. Continue to coordinate with the One Center City Plan and other modal plans for the downtown area

- Continue to meet with Bike Advisory Board
- Coordinating with Madison BRT design team
- Meeting with Pioneer Square Preservation Board (PSPB)
- Meeting with Pike Place Market Historic Commission (PPMHC)
FEEDBACK FROM 60% DESIGN PRESENTATION

2. Incorporate wayfinding on east-west streets as an easy way for pedestrians to navigate between the different transit modes and facilities through the use of materials and graphics

- Coordinate with One City Center for wayfinding
- Evaluate integration of station area map into shelter design
3. Confirm the custom tactile zone meets ADA requirements

- Cast iron truncated dome along platform edge has been reviewed by project Safety-Security committee
- Cast iron ADA curb ramps have been installed at Yesler Way
- Both products meet all ADA requirements with respect to the configuration, spacing, and size of domes
4. Be open to more material palettes for the design of individual blocks, intersections, etc., while allowing the station signage design to serve as consistent element across the program

- Currently evaluating alternative color schemes for shelter at Pike Place Market
- Utilizing granite cobbles in Pioneer Square, brick at Pike & 1st intersection, and Blacktusk Basalt around planter at Stewart Station
- Integrated Red Oak trees into station platform at Columbia and Cherry Station
- Initiated coordination with C3 project artist for integration of artwork into station design
FEEDBACK FROM 60% DESIGN PRESENTATION

5. Include seating elements at each station

- Each station will have a bench integrated into shelter design
- Center platform shelter has been customized to allow for access to bench from both sides
FEEDBACK FROM 60% DESIGN PRESENTATION

6. Provide striping and/or material to delineate scramble crossing areas at intersections

- Final layout of pedestrian scramble is still under development
- Variety of striping and material layouts are being studied
FEEDBACK FROM 60% DESIGN PRESENTATION

7. Maintain the current color palette for the station design

- Basic color palette is being maintained
- Final paint color will be selected based on product submittal by contractor
- Concrete color of station platform will match adjacent sidewalk colors
FEEDBACK FROM 60% DESIGN PRESENTATION

8. Provide detailed information regarding equity and community outreach

- SDOT continues to lead extensive community outreach effort to stakeholders, general public, and variety of boards and commissions and is working to incorporate feedback into the design. (A full summary is available upon request)
- SDOT completed an Environmental Assessment for the project which included a full Race and Social Justice analysis and recommendations to address impacts
- Specific coordination is ongoing with DSA, Parks & Recreation and stakeholders regarding Westlake Square to ensure a thoughtful design
PROJECT STATUS
PURPOSE AND NEED

2035

25,000
MORE HOUSEHOLDS

2015

55,000
MORE JOBS

Project Vision
Context
Safety
Elements
Experience
Operations
PROJECT OVERVIEW

Move more people...

- Connecting the system will move more people during PM peak
- Projected 20,000-24,000 average weekday riders

With more reliability...

- Exclusive transit lane on 1st Ave
- Estimated 10-minute travel time from Westlake to Occidental
- Arrivals up to every 5 minutes between South Lake Union and Chinatown-International District
PUBLIC OUTREACH EFFORTS

Ongoing Outreach Activities

- Regular monthly meetings with key stakeholder groups
- Regular email updates about project status
- Stakeholder workshops
- Bike Advisory Board meetings
PUBLIC OUTREACH IMPACTS

Groups/Individuals
- Department of Neighborhoods Historic Boards
- Community Based Organizations
- Business Owners
- Residents adjacent to, and nearby, alignment
- Advisory Boards
  - Seattle Bicycle Advisory Board, Seattle Transit Advisory Board, Seattle Pedestrian Advisory Board

How Outreach Influenced Design
- Nord Alley Crossing Revision
- Bicycle Safety Improvements
- Modifications to On-Street Parking>Loading
- Operations and Maintenance Facility Location
FINAL DESIGN (90%)
PROJECT VISION

“Integrate streetcar transit into downtown streets while allowing the unique, existing qualities of each street to define the physical design”
RETHINK “CORRIDOR”

Transit Corridor Design

Transit Integration Design
QUIET INTEGRATION – UNIQUE CHARACTER
SLIM, MINIMAL, LOW, OPEN
KEY DESIGN CONSIDERATIONS

CONTEXT
- Quiet Integration
- Give priority to architecture and neighborhood character

PED AND BICYCLE SAFETY
- Pedestrian Prioritization
- Bicycle Protection
- Level of Service

DESIGN ELEMENTS
- Transitway Materials
- Station Platform Materials
- Shelters and Protection
- Station Furniture

USER EXPERIENCE
- Station Organization
- Comfort
- Wayfinding
- Accessibility

Schematic Design
PIONEER SQUARE BOULEVARD
CONTEXT
PIONEER SQUARE SECTION (SOUTH)
PIONEER SQUARE BOULEVARD
SAFETY
CARING FOR PEOPLE
INTERSECTION TREATMENTS

Pioneer Square

Transit Existing
- Streetcar

Transit Planned
- Streetcar
- Extension

Intersection Treatment
- Fully-raised
- Partially-raised
- Scramble
- Standard
SCRAMBLE INTERSECTIONS
BICYCLE SAFETY

SOUTH LAKE UNION LINE
Westlake
Stewart
CITY CENTER CONNECTOR
Pike
Madison
Cherry
Jackson

ELLICKOT BAY

Project Status  Multi-Modal  Context  Safety  Elements  Experience  Operations
BICYCLE SAFETY – JACKSON & 1ST

Mixed Zone (Vehicle and Bike)

Proposed Northbound Track Centerline

Proposed Southbound Track Centerline

Pioneer Square

Project Status  Multi-Modal  Context  Safety  Elements  Experience  Operations
BICYCLE SAFETY – JACKSON & 1ST

Pioneer Square

| Project Status | Multi-Modal | Context | Safety | Elements | Experience | Operations |
|----------------|-------------|---------|--------|----------|------------|------------|------------|
PIONEER SQUARE BOULEVARD
DESIGN ELEMENTS
PIONEER SQUARE STATION ELEMENTS

Stone Transitway
Stone Delineator
Red Oak (Quercus Rubra)
Center Shelters
Waste Receptacle
Ticket Vending Machine
ORCA Reader

Pioneer Square
PIONEER SQUARE BOULEVARD
USER EXPERIENCE
JACKSON STATION - SITE PLAN
CHERRY STATION - SITE PLAN
1ST AVENUE BALCONY
CONTEXT
1ST AVENUE AS SEATTLE’S BALCONY PROMENADE
1ST AVENUE STREET SECTION (NORTH)
1ST AVENUE BALCONY

SAFETY
Wrap-around ADA ramps used at:
- Union Street
- University Street
- Seneca Street
PIKE PLACE BRICK-PAVED SCRAMBLE
PIKE INTERSECTION MATERIALS

1st Ave Balcony
PIKE INTERSECTION MATERIALS

1st Avenue & Pike Place
Brick Paving

1st Ave Balcony
PIKE INTERSECTION BRICK DETAILS

BRICK PAVING PATTERN, TYP.
SCALE: 1" = 1'-0"

315 CASTING
SCALE: 1" = 1'-0"

ROADWAY PAVING
SCALE: 1" = 1'-0"

CONCRETE SIDEWALK PAVING
SCALE: 1" = 1'-0"

CONCRETE SIDEWALK PAVING
SCALE: 1" = 1'-0"

ROADWAY PAVING
SCALE: 1" = 1'-0"

COURSE TRANSITION
SCALE: 1" = 1'-0"

EDGE BAND @ STRAIGHT TRACK
SCALE: 1" = 1'-0"

EDGE BAND @ CURVED TRACK
SCALE: 1" = 1'-0"

PLATFORM RAMP TERMINUS

ROADWAY PAVING

1st Ave Balcony

Project Status  Multi-Modal  Context  Safety  Elements  Experience  Operations
1ST AVENUE BALCONY
DESIGN ELEMENTS
MADISON STATION ELEMENTS

Concrete Transitway
Cast Iron Delineator
Center Shelters
RapidRide Blade Sign
Waste Receptacle
Ticket Vending Machine
ORCA Reader

Project Status  Multi-Modal  Context  Safety  Elements  Experience  Operations
PIKE STATION ELEMENTS

Concrete Transitway
Cast Iron Delineator
Center Shelters
Steel Railing
Waste Receptacle
Ticket Vending Machine
ORCA Reader

1st Ave Balcony
1ST AVENUE BALCONY
USER EXPERIENCE
MADISON STATION – SECTION (NORTH)
PIKE STATION – SITE PLAN

Elements
Experience
Operations

Project Status Multi-Modal Context Safety Elements Experience Operations

1st Ave Balcony

Scored Concrete Intersection
Scored Concrete Transitway
Asphalt Roadway
Brick Intersection

Pike Street

1st Avenue

Pike Place Market
PIKE STATION – SECTION (SOUTH)
STEWART STREET ROOMS
CONTEXT
STEWART STREET ROOMS

SAFETY
INTERSECTION TREATMENTS
BICYCLE SAFETY – 1ST AND STEWART

- Mixed Zone (Bikes and pedestrians)
- Right turn prohibited for bicycles
- Route bicycles across tracks through crosswalk
- Mixed Zone (Bikes and pedestrians with widened shared curb ramp)
- Construct bicycle ramp between roadway and sidewalk (Avoid existing tree pit)
BICYCLE SAFETY – WESTLAKE AND STEWART
BICYCLE SAFETY – WESTLAKE AND STEWART

Add bike only Signal Phase

Bike button for bike only phase
STEWART STREET ROOMS
DESIGN ELEMENTS
STATION ELEMENTS

- Stewart Rooms
- Single-sided Shelter
STEWART STREET ROOMS
USER EXPERIENCE
STEWART STATION - SITE PLAN
STEWART STATION – SECTION (WEST)
WESTLAKE STATION - SITE PLAN
WESTLAKE STATION – SECTION (NORTH)
OPERATIONAL FACILITIES
OVERVIEW

TPSS (Westlake Square)
- Load Flow Study determines most advantageous location
- Approximately 450 sqft prefabricated metal building

OMF Annex (South Lake Union)
- Complements existing Facility at Fairview and Harrison
- Provides additional employee support functions and vehicle storage
- Approximately 1,800 sf, two-story expansion
OMF LOCATION

Transit Existing

Streetcar

Transit Planned

Streetcar Extension

Operations & Maintenance Facility

Overview

Concepts

Urban Design

Location

Program

Function

Location

Concepts

SLU OMF Annex

TPSS
URBAN SETTING
URBAN SETTING
EXISTING SITE

SE corner of Harrison/Fairview

Fairview looking northeast
NEIGHBORING SITES

Troy Block (completed 2017)

400 Fairview (completed 2016)
PROGRAM

Support Spaces
- Break Room – 310 SF
- Supervisors Office – 220 SF
- Locker Room – 300 SF
- W/M Restrooms – 360 SF

Storage
- 4 Street Car Vehicles
- Open Storage Areas – 1,300 SF
CONCEPT ELEVATIONS
CONCEPT ELEVATIONS
CONCEPT RENDERING
PROPOSED MATERIALS

Flat Metal Panel

Ribbed Metal Panel

Steel Fence

Aluminum Storefront

SLU OMF Annex

Overview Location Program Concepts Function Location Urban Design Concepts
Traction Power Substation (TPSS)
STANDARD TPSS LAYOUT / AESTHETIC
TPSS SUBTERRANEAN OPTION ANALYSIS

- Currently studying McGraw Square for underground TPSS
  - TPSS and SCL Transformer vault sited together underground

- Constraints
  - Space requirements
    - Circulation space around equipment for maintenance and service
    - Grounding grid
  - Construction requirements
    - Excavation
    - Rigging
  - Special building requirements
    - Fire suppression systems
    - HVAC systems
    - Moisture and dewatering
    - Gas ventilation
  - Cost
WESTLAKE SQUARE - AREA PLAN

- Location
- Concepts
- Function
- SLU OMF Annex
- TPSS
- Westlake Square
  - TPSS (11.5' x 25.5')
- Westin Seattle
- Bank of America
- McGraw Square

Overview

Program

Location
WESTLAKE SQUARE - EXISTING
WESTLAKE SQUARE - EXISTING
• Overlapping grids create a series of void spaces throughout the neighborhood
• Westlake Square is the anchor point of Seattle’s three dominant street grids
• Opportunity to activate leftover streetscape

URBAN DESIGN ANALYSIS
URBAN DESIGN ANALYSIS

Overview
Concepts
Location
Program
Function
Urban Design
Concepts
WESTLAKE SQUARE - SITE PLAN
ENCLOSURE CONCEPTS

- Adding a little height to TPSS enclosure is a more comfortable proportion
- Soft glowing light adds warmth (Seattle morning & evening commute is in dusk/night for much of the year)
ENCLOSURE CONCEPTS

- Catenary lighting across street & plaza
- Graphic application on glass or polycarbonate

- Screening or graphic clings by artists can be integrated into lower portion of lightbox
- Cables can be strung across the square using existing and proposed poles
- This - along with the continuous ground plane - unifies the entire square and marks the high pedestrian zone with a mix of transit uses
ENCLOSURE CONCEPTS

- Formal expression of enclosure creates an object in the plaza.
- Light and reflective materials add warmth to streetscape and station stop.

Light and reflective materials – perforated metal (above) and wood slats (below)

Overview 
Concepts 
Program 
Location 
Function 
Location 
Urban Design 
Concepts 
SLU OMF Annex 
TPSS
“SCREEN” CONCEPT
“FOLD” CONCEPT

Overview

Concepts

Urban Design

Location

Function

Location

Program

TPSS

SLU OMF Annex

Concepts
OVERHEAD CATENARY SYSTEM
OVERHEAD CATEenary SYSTEM (OCS)
OVERHEAD CATENARY SYSTEM (OCS)

Pole

Eyebolt

Final Design
EXISTING EYEBOLT INSTALLATIONS

- 77-85 South Main Street
- The New England Building
- The New England Building
- Sportscaster Building
- Scheuerman Block
- 5-Star Parking Structure (1st Avenue)

Final Design
EYEBOLT INSTALLATION DETAILS

Final Design
Mamiko Otsubo

Reclaimed Steel Interventions

- Simulated cobblestone elements cast in steel reclaimed from abandoned rail embedded into granite transitway in Pioneer Square
- Molds to be made of same cobbles
- Number and locations of embedded art elements are flexible
- Current considered locations
  - Around station platform
  - Within transitway
PUBLIC ART INTEGRATION

Potential area for artwork integration

Granite transitway areas
CENTER CITY CONNECTOR

Next Steps / Questions