PRESENTATION TO THE
SEATTLE DESIGN COMMISSION
May 20, 2010
PORTAL AREAS DESIGN GUIDELINES
PREPARED BY ROMA DESIGN GROUP
IN ASSOCIATION WITH NBBJ
Design Guideline Review Schedule

May 28\textsuperscript{th}  comments due from Seattle Design Commission

June 1\textsuperscript{st}  comment resolution

June 2\textsuperscript{nd}  comment to design team

June 9\textsuperscript{th}  proof copy due from design team

June 16\textsuperscript{th}  final design guidelines for inclusion in RFP addendum
PORTAL AREA DESIGN GUIDELINES

SR 99 BORED TUNNEL ALTERNATIVE

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

DRAFT: MAY 17, 2010
Urban Design Goals and Objectives

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

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

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

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

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

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

Landscaping

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

1. Trees shall be planted on the east and west sides of the north and southbound lanes of SR 99 along the length of the South Portal area, from Atlantic Street to Dearborn Street to help create a more attractive environment and more positively integrate the highway in the city. Breaks in the trees shall be provided where utility crossings limit tree planting and to recall the block pattern of adjacent development (see Figure 2).

2. Adjacent to the ramps, for approximately 750 feet south of Dearborn Street, large deciduous trees should be planted (at a minimum 4 to 4-1/2 inch caliper size) and at approximately 30 feet on center. The trees should be pruned as they grow to provide the lowest branch at a height of 16 feet for vehicular clearance and to maintain sight distance to traffic signals. Trees should also be pruned for structure and health as well as to remove damaged or decayed limbs over time (see Figure 6).

3. Plant materials along the edges of SR 99 should include native and/or adapted ground cover and shrubs. All plant materials should be hardy, drought tolerant, and capable of withstanding the stresses of an urban highway environment without relying on excessive maintenance. Plant species should be selected from the City of Seattle's approved plant list.

4. A continuous trench of fertile and uncompacted soil of a minimum 5 foot depth and 6 foot width shall be provided along with automated irrigation systems and sub-drain for the long-term success of the plantings.

5. Where adequate space exists on either side of the highway, beyond what is needed for the planting of trees, a landscaped swale should be provided for stormwater management, including water quality treatment and stormwater detention.

![Diagram 1: Typical landscaping adjacent to the roadway.](image1)

![Diagram 2: Landscaping can help the transition from the highway to the city streets.](image2)
Landscape Concept – South Portal Area
Overhead Bypass Bridge
Pedestrian Stair Elevation and Sections

Figure 17: Overhead Bypass Bridge Typical Wall Elevation

Figure 18: Typical Overpass Bridge Parapet

Figure 19: Stair - Side Elevation

Figure 20: Stair - Front Elevation
Overview of Ramp and Portal Area
Section through Portal and Ramps
Alaskan Way
Section through Alaskan Way

- Port of Seattle
- 19' Port-side Ped/Bike Trail
- 17' Relocated Rail Track
- 6' MIN Sidewalk
- Varies Landscape
- 33' SB Alaskan Way
- 15' Median
- 39' NB Alaskan Way
- 25' City-side Trail
- Tunnel Operations Building
Concepts
Plan of Railroad Way – without curbs
Plan of Railroad Way – with curbs
Cityside and Portside Trails

CITYSIDE AND PORTSIDE TRAILS

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

1. The cityside trail extends from King Street to Atlantic Street. Between King and Dearborn Streets, the trail shall be along a wide 25-foot sidewalk on the east side of Alaskan Way. From Dearborn south, it extends along the edge of the SR 99 behind the development parcels on First Avenue. The trail shall be approximately 25 feet in cross-sectional width along its length. It should be noted that the trail is also a utility corridor with below grade utilities along its length. The trail should include a continuous tree-lined edge adjacent to the SR 99 corridor, with trees spaced at approximately 30 feet on center. Every 300 feet or so, breaks of approximately 90 feet in the continuity of the trees are desirable to emulate the cadence of a typical city block. Prototypical cross-sections of the desired treatment of the cityside trail are included for reference.

2. Adjacent development on the remainder parcels along the length of the cityside trail should be encouraged to create a positive relationship to it. When that is not feasible, a four-foot landscaped strip should be provided along the eastern edge of the trail.

3. Pedestrian oriented light fixtures similar to those utilized on the portside trail should be used along the length of the cityside trail.

Figure 35: Typical Plan, north of Royal Brougham Way

Figure 36: Typical Plan, south of Royal Brougham Way

Figure 37: Typical Section at Access Way between development parcels

Figure 38: Typical City-Side Trail Along Alaskan Way

Figure 39: Typical City-Side Trail Along SR 99 Off-Ramp

Figure 40: Typical City-Side Trail Along Frontage Road

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Section of Cityside Trail
Moving to the North Entrance to the City
Landscape Concept – North Portal Area
Portal Face Treatments

Wall at portal face is composed of three horizontal bands, staggered vertically (see adjacent section). The lowest band has the most dense reveal pattern and the highest band has the least dense pattern.

Retaining Wall Type 1 (Portal Face Above SR99 Roadway)

WSDOT standard vertical fractured fin pattern.

Retaining Wall Type 2 (Typ. Terraces and Adjacent to SB SR99)

Wide, horizontally oriented fractured fin pattern.

Traffic barrier where wall is adjacent to roadway.

Retaining Wall Type 3 (Adjacent to NB SR99)

Wire rop handrail with vertical stainless posts.

Continuous reveal and downlight.

Stair step reveal (2", step back horizontally every 2 verticals).
Landscape Concept for Ramp Area

Transition to Tunnel
Evergreen species form a backdrop for the riparian zone and provide a transition to the tunnel.

Legacy Tree
Broad, open-canyon tree provides focal point from below and helps anchor the plaza level.

Southbound Median
Airy deciduous vegetation flows into darker vegetation at the tunnel entrance.

Medium Street Trees
Deciduous trees with seasonal interest define the urban character of the city and buffer pedestrians from the roadway.

City Edge / Arc
Drift of vegetation accentuates the arc form and buffers pedestrians from the roadway below.

Light Edge
Rows of deciduous trees form a veil-like screen above and accentuate the rhythm of the bridge columns below. Low-growing evergreen understory reveals the curved form of the low walls. Terraces provide space for possible rain gardens.

Riparian Zone
A grove of light-barked, airy deciduous trees with an understory of low-growing riparian-like groundcover plants.

Embracing Edge
Columnar street trees define the embracing gesture and city edge. Possible rain gardens detain storm water and create an edge along 6th Avenue.

Green Walls
Vines cover walls where possible to create a green edge along the roadway.
Elevation of Embankment at Ramp to Aurora Ave
Aurora Avenue Cross-Section
Entry to the Bored Tunnel
7.13 SITE AND LANDSCAPE

- Conform to Green Street requirements along Thomas St.
- Additional landscape elements to be added by architect in future amendment
- Paving details. Permeable pavers between the trees allow water to infiltrate and add interest to the ground surface.
- Pedestrian allée. A double row of tall street trees lines a broad promenade in front of the building
- Green plinth a foundation planting area with a mix of ornamental shrubs leads the eye to the building entrance.
- Fan room corner. Smaller ornamental street trees with sidewalk planters reinforce the importance of the fan room as an "urban beacon"
- Illuminated fan room
- Green walls. The articulation of the building facade is enhanced by "green screens" rising vertically from foundation plantings.
- WSDOT Tunnel Operations Building
- Niche planting areas. "Green Screens", small trees, and more diverse plantings add a sense of depth in recessed areas.
- Thomas street edge. Street trees with sidewalk planting areas complement the more residential character along Thomas Street.
- WSDOT temporary parking lot (future development opportunity).
- Parking area buffer. A wide planting area with small trees, shrubs and "green screens" conceals a security fence around a temporary parking lot for WSDOT maintenance vehicles.

*See following pages for corresponding sections and elevations
- Tree grate or pavers
- Enhanced tree rooting zone with drainage/paving support system
- COS standard sidewalk
- Continuous street tree planting zone

1. Section @ 6th Ave.

- Continuous street tree planting zone
- COS standard sidewalk
- Over excavated shrub planting zone with drainage
- Green wall

2. Section @ Harrison St.
Section @ Thomas St.

- Continuous street tree planting zone
- COS standard sidewalk
- Building beyond
- Green wall

Section @ Thomas St.

- Continuous street tree planting zone
- COS standard sidewalk
- Security fence/trellis

Elevation @ Thomas St.

- Security fence/trellis
Greenscape
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