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
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 rational 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
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
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
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

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
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)
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

WITHOUT VACATIONS

WITH VACATIONS
REQUESTED ADDITION INFORMATION

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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
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

OFFICE
GSF - 477,930 SQ.FT.

RESIDENTIAL
GSF - 479,773 SQ.FT.

SITE A

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.

WITH VACATIONS

OFFICE
GSF - 499,500 SQ.FT.

RESIDENTIAL
GSF - 388,890 SQ.FT.

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

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

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

- Potential Residential Building: 394,933 SQ FT
- Potential Office Building: 264,060 SQ FT
- Potential Residential Building: 84,840 SQ FT
- **Total:** 479,833 SQ FT

### WITH VACATIONS

- Office Tower: 499,500 SQ FT
- Residential Tower: 388,890 SQ FT
- Podium & Amenity
  - Ground Floor Access
  - Lobby
  - Street Level Uses
- **Total:** 477,930 SQ FT

**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

**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
ACCESS POINTS
TERRY, BOREN MATERIALS

- Paving / planting (Site A)
- Sidewalk
- Planting amenity
- Roadway

- Access points at Terry, Boren Materials

- City standard concrete, 2’x2’ score
- Planting
- Street trees
- Textured paving at curb cut
- Textured paving
ACCESS POINTS
OLIVE/HOWELL MATERIALS

STREET TREES
PLANTING
EXPANSION JOINT

TEXTURED PAVING AT CURB CUT
CITY STANDARD CONCRETE, 1’X4’ SCORE
TEXTURED PAVING

roadway
paving/planting (Site A)
sidewalk
planting amenity
6'-0" to 7'-0"
3'-0" to 9'-0"
6'-0" to 7'-0"
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

* Garage door anticipated to remain partially closed two-thirds of the time
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
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

*GARAGE DOOR IS MOST FREQUENTLY IN CLOSED POSITION
ACCESS POINTS
RESIDENTIAL LOADING

* 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 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
PROPOSED OLIVE WAY BUS STOP

*DESIGN DOES NOT DEPENDANT ON FINAL LOCATION
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]”
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

PINE STREET

BIKE LANE

VEHICULAR LANE

VEHICULAR LANE

BIKE LANE

24’

12’

6’

40’

9’
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
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”
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
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
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

SITE A
SITE B
SITE C

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
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

SITE A

SITE B

SITE C
CURRENT SITE PLAN

SITE CONSIDERATIONS:

• TOPOGRAPHY
• ACTIVITY
• NEIGHBORHOOD
• EXPERIENCE
• PROJECT RELATIONSHIP
PINE ST
CONTEXT SKETCH
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 - PLAZA

FURNISHINGS

WOOD "L" SEATING SECTIONAL
STONE SEAT STEPS
WOOD "L" SECTIONAL
MOVEABLE CAFÉ FURNITURE

WOOD "L" SEATING SECTIONAL
STONE SEAT STEPS
MOVEABLE CAFÉ FURNITURE
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

FURNISHINGS

MOVEABLE CAFÉ FURNITURE

BIKE PARKING

R.O.W. BENCH

WOOD BUS STOP BENCHES

BIKE PARKING

R.O.W. BENCHES

BIKE PARKING

R.O.W. BENCHES

BUS STOP WOOD BENCHES - BACKLESS AND BACKED

BIKE RACKS

R.O.W. BENCHES
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

Gaultheria shallon
Salal

Aruncus dioicus
‘Zweiweltenkind’
Goat’s Beard

Mahonia nervosa
Dwarf Oregon Grape

Sedum album
White Stonecrop

Fraxinus latifolia
Oregon Ash

Zelkova serrata
‘Green Vase’
Japanese Zelkova
• 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.
9TH AVE
CONTEXT SKETCH
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 FURNISHINGS

- 9TH AVE MARKET INTEGRATED BENCHES
- 9TH AVE GRID SHIFT PLAZA CUSTOM BENCH
- MOVEABLE CAFÉ FURNITURE
- INTEGRATED MARKET BENCHES
- BIKE PARKING
- 9TH AVE MARKET INTEGRATED BENCHES
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

- **Iris tenax**  
  Oregon Iris

- **Mahonia aquifolium ‘Compacta’**  
  Compact Oregon Grape

- **Sisyrinchium bellum**  
  Western Blue-Eyed Grass

- **Vaccinium ovatum ‘Scarlet Ovation’**  
  Scarlet Ovation Evergreen Huckleberry

- **Fraxinus latifolia**  
  Oregon Ash

- **Quercus garryana**  
  Garry Oak
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

Erigeron glaucus 'Wayne Roderick'
Wayne Roderick Daisy

Gaultheria shallon
Salal

Vancouveria hexandra
Inside-out Flower

Verbena lilacina 'De La Mina'
Purple Cedros Island Verbena

Acer circinatum
Vine Maple

Betula papyrifera
Paper Birch

Platanus x acerifolia 'Columbia'
Columbia Planetree
7. A table that illustrates land use code, SEPA requirements and proposed public benefits
### ASSUMED CODE PROVISIONS

<table>
<thead>
<tr>
<th>WSCC/KING COUNTY PSA PROVISIONS</th>
<th>CODE REQUIREMENTS</th>
<th>PCD PUBLIC BENEFITS</th>
<th>STREET VACATION PUBLIC BENEFITS</th>
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<tbody>
<tr>
<td><strong>Affordable Housing</strong></td>
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<tr>
<td>• $5 MM</td>
<td><strong>Incentive Zoning</strong></td>
<td><strong>Affordable Housing</strong></td>
<td><strong>Affordable Housing</strong></td>
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<tr>
<td>• Location TBD, but could be Site B</td>
<td></td>
<td>• Beyond KC PSA</td>
<td>• Pine Street / Overpass Improvements</td>
</tr>
<tr>
<td></td>
<td><strong>Sidewalks</strong></td>
<td><strong>Open Space</strong></td>
<td>• Pike Street / Overpass Improvements</td>
</tr>
<tr>
<td></td>
<td>• 18 ft on Pine;</td>
<td>• Site B: 2.471 SF</td>
<td><strong>Public Art</strong></td>
</tr>
<tr>
<td></td>
<td>• Various widths on Ninth;</td>
<td></td>
<td><strong>Financial Support of Community Groups</strong></td>
</tr>
<tr>
<td></td>
<td>• 12-18 ft on Olive;</td>
<td>• Pedestrian Improvements with the Pike/Pine Plan</td>
<td><strong>Off-Site Additional Improvements</strong></td>
</tr>
<tr>
<td></td>
<td>• 12 ft on Boren</td>
<td>• LEED Silver Certification</td>
<td><strong>Improvements On-Site Beyond Code</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Street-Level Setbacks</strong></td>
<td><strong>Transit Facility Improvements</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Open Space</strong></td>
<td>• Real-Time Transit Information</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Residential amenity area: 8,751 SF</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• Office open space: 10,861 SF</td>
<td></td>
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<tr>
<td></td>
<td><strong>Overhead Weather Protection</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.
SEPA MITIGATION

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
- TEAM TO MEET WITH PARAMOUNT REGULARLY TO REVIEW CONSTRUCTION PLANS
- AGREEMENT IN PLACE TO FACILITATE THE PARAMOUNT LOADING DOCK USE RELATIVE TO BUS TRAFFIC ON NINTH AVENUE
- SURVEY AND MONITORING CAMLIN, PARAMOUNT AND OLIVE TOWERS
- WSCC PROVIDING DISCOUNTED PARKING TO PARAMOUNT PATRONS

HISTORIC RESOURCES
- SURVEY AND MONITORING CAMLIN, PARAMOUNT AND OLIVE TOWERS
- 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

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

3 This list of SEPA mitigation items includes topics related to the public benefits’ requirements and/or related to urban design merit considerations.
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

- FREE FLOWING
- ADEQUATE
- OVER CAPACITY
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

FREE FLOWING

ADEQUATE

OVER CAPACITY
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

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

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

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

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

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