AGENDA

- INTRODUCTION
- ALLEY AND STREET VACATION POLICIES
- PUBLIC OUTREACH
- PUBLIC BENEFITS APPROACH
- PUBLIC BENEFITS PROPOSALS
PROPOSED VACATIONS OVERVIEW
FROM PREVIOUS SDC MEETINGS

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
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).
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
<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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<tr>
<td><strong>AFFORDABLE HOUSING</strong></td>
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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

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

- 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
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
- Improved paving surface with embedded lights
- Additional crosswalk and curb bulb
- Additional landscape buffer at I-5 greenbelt
2A. PINE STREET IMPROVEMENTS
EAST - TYPICAL SECTIONS - LOOKING WEST

**EXISTING**

**PROPOSED**

- Potentially widen sidewalk dependent on SDOT Pike/Pine studies
- Custom-designed pedestrian railing with integrated lighting
- Improved paving surface with embedded lights
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

EXISTING

3'-6"

4'-0"
2A. PINE STREET IMPROVEMENTS
OVERPASS EDGE CONCEPT DIAGRAMS

EXISTING
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. PINE 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
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
OVERPASS EDGE CONCEPT DIAGRAMS

EXISTING

PROPOSED - RAISED PLANTER
2B. PIKE STREET IMPROVEMENTS

MATERIALITY

- Concrete Raised Planter
- Steel Rail
- Naseella tenuissima
- Gaultheria shallon
- Eriophyllum lanatum
- Benches integrated into or adjacent to raised planters

CONCRETE RAISED PLANTER

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

Dimensions:
- 215’
- 85’
- 255’

[Map showing the above features with annotations]
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

LOOKING NORTH ON 9TH AVENUE

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)

WSCC ADDITION

PINE ST

PARAMOUNT THEATRE
2C. PIKE/PINE 9TH AVENUE IMPROVEMENTS
9TH AVENUE AT PINE STREET
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

PARAMOUNT THEATRE
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

157'

PARAMOUNT THEATRE

WORLDMARK HOTEL - CAMLIN

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

HLB was commissioned to restore and update the lighting of the famed I. Miller building at 1552 Broadway, a majestic and regal landmark. Designed in 1926 by Architect Louis H. Friedland, the original facade materials included limestone, polished marble, bronze.
2E. PUBLIC ART

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
2E. PUBLIC ART
9TH AVENUE & PIKE STREET MURAL & LIGHTING
2E. PUBLIC ART
9TH AVENUE & PIKE STREET MURAL & LIGHTING

VIEW FROM 9TH AVE

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]”
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