

# One Center City



Seattle Design Commission  
February 2, 2017

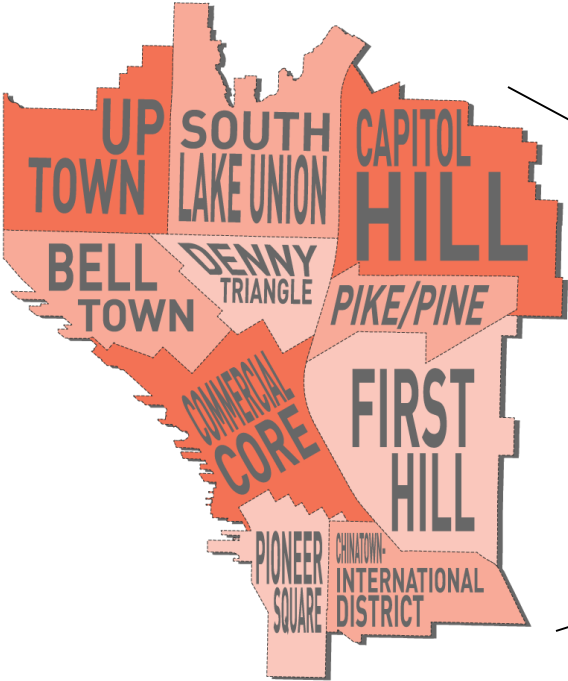
# WHAT IS ONE CENTER CITY?

- Unified and integrated plan for how we:
  - **Move** through,
  - **Connect** to, and
  - **Experience** Center City
- Many communities, perspectives, and partners
- Project sponsors
  - City of Seattle
  - King County Metro
  - Sound Transit
  - Downtown Seattle Association

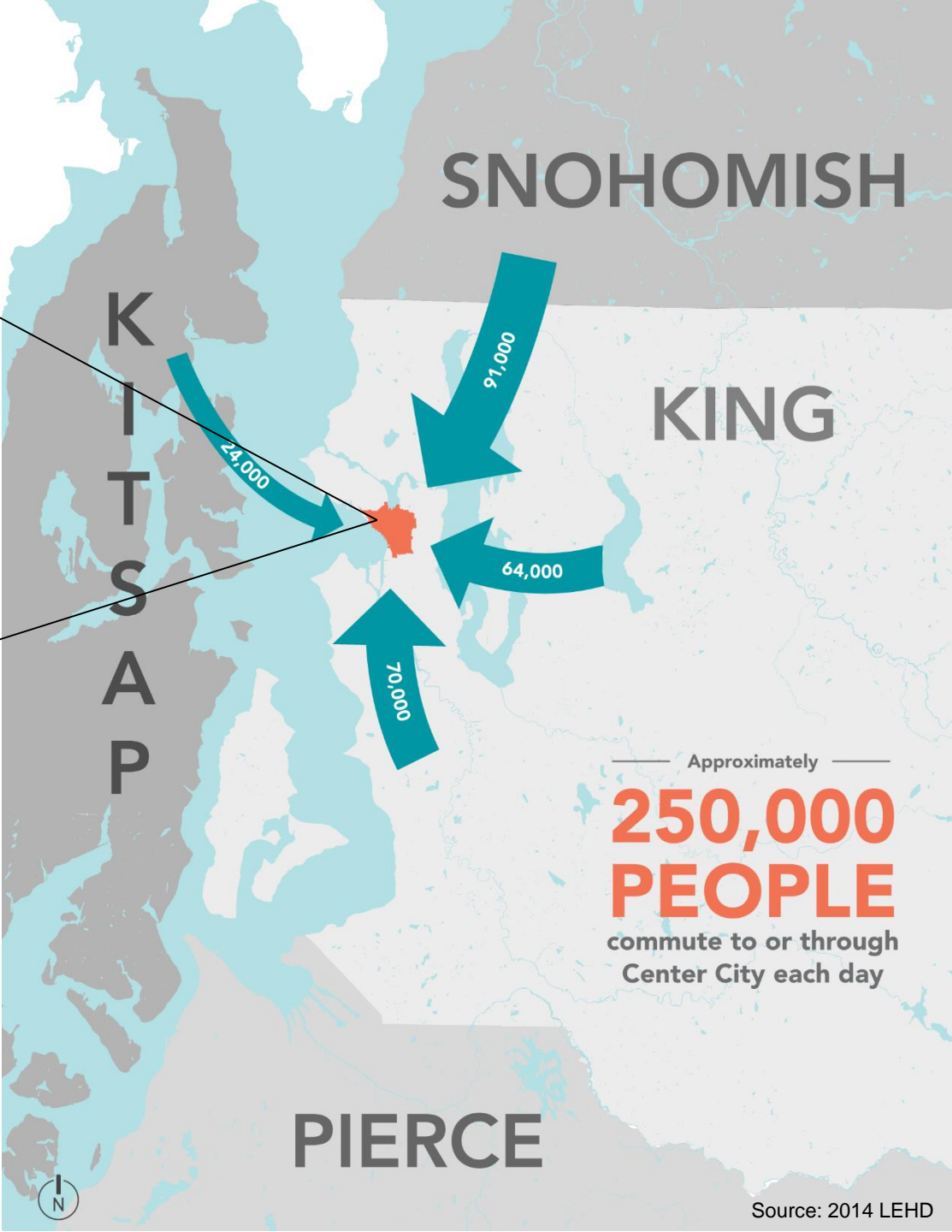




# WHAT IS THE CENTER CITY?

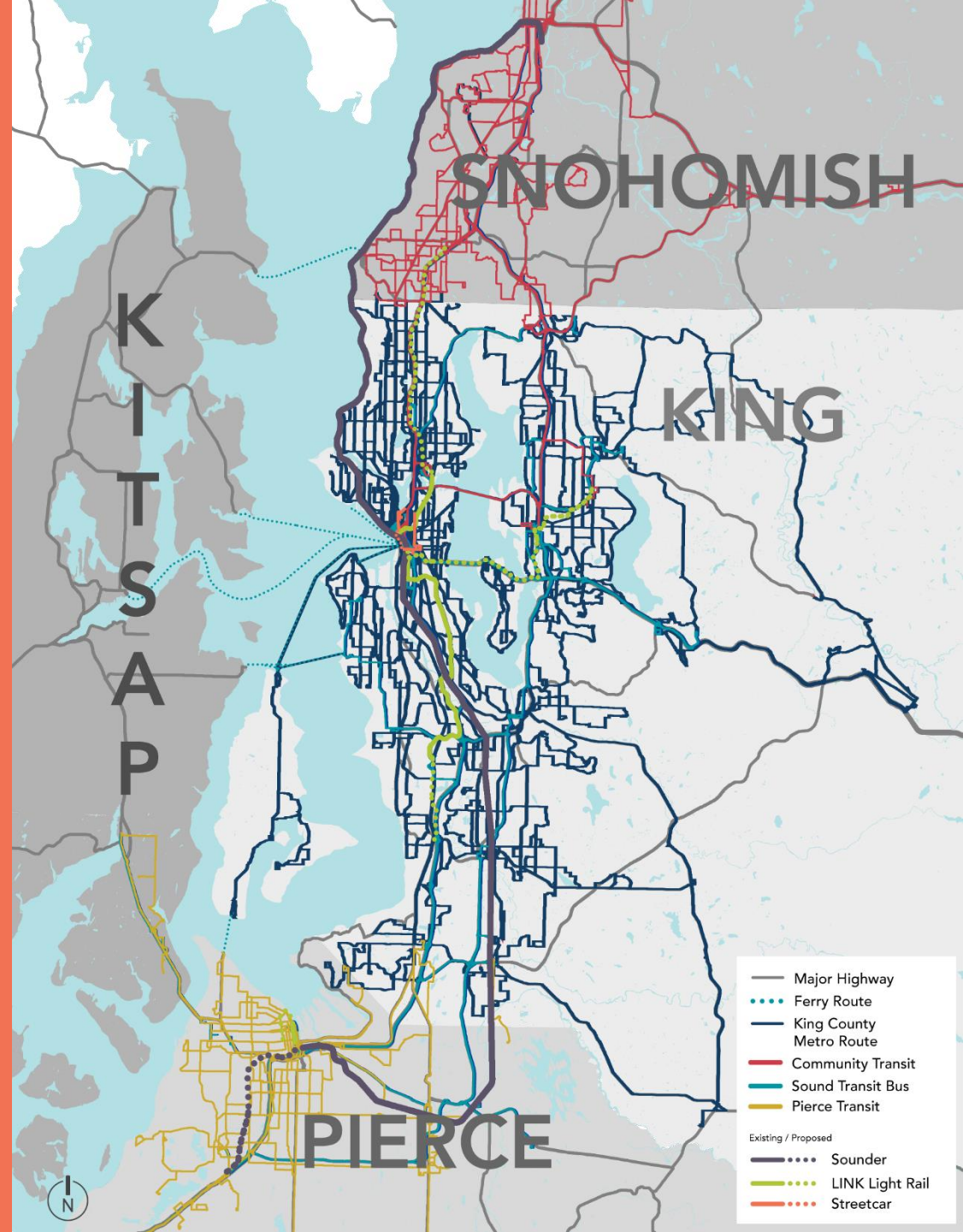


LOCATION	HOUSEHOLD	EMPLOYMENT
Center City	218,814 (2010)	242,373 (2014)
Seattle	662,400 (2015 ACS)	514,710 (2015 ACS)
Region	3.9 million (2015 PSRC)	2.2 million (2015 PSRC)



# WHAT IS THE CENTER CITY?

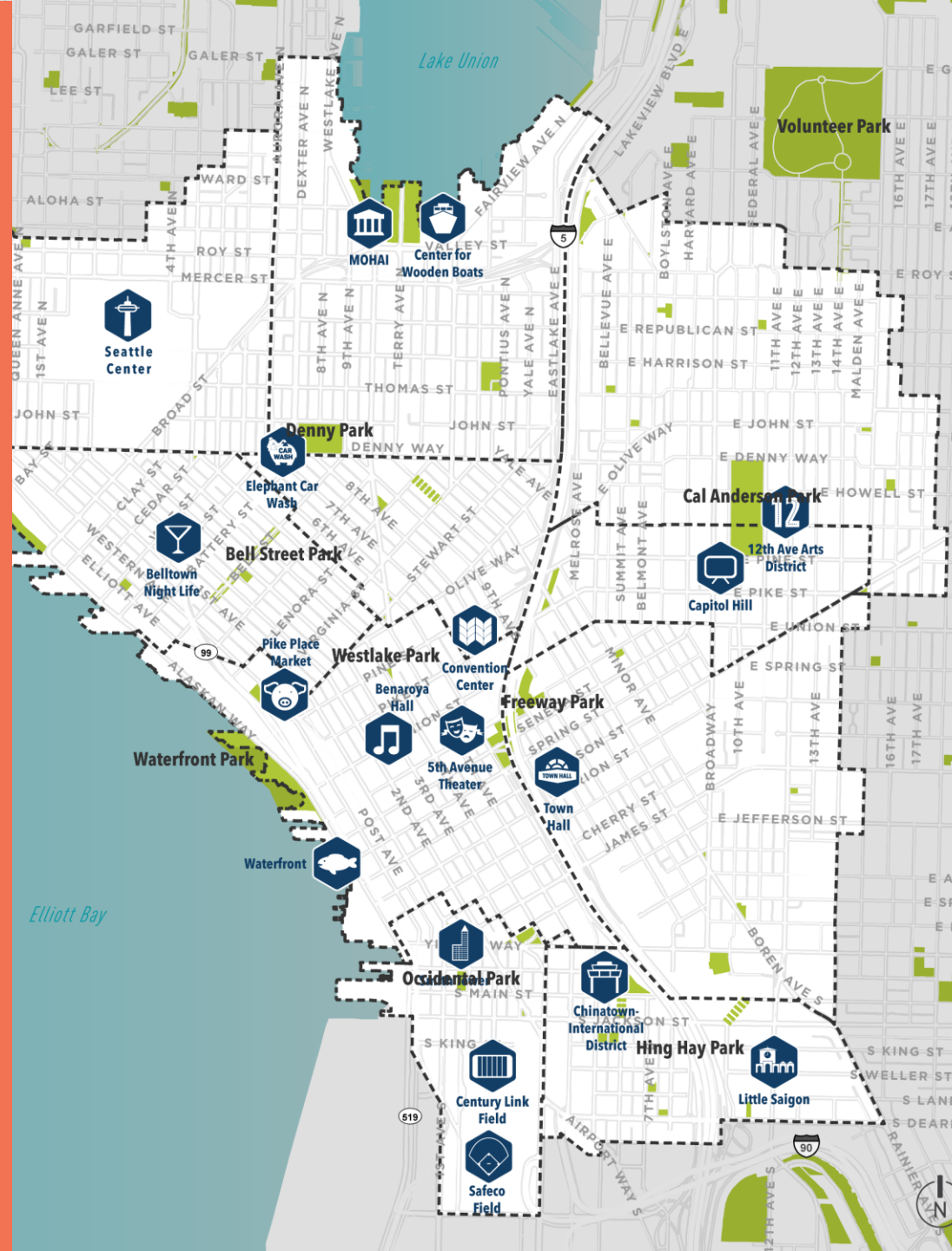
- Heart of regional mobility systems
- Major transportation hubs
- Freight and port activity
- City and neighborhood connections





# WHAT IS THE CENTER CITY?

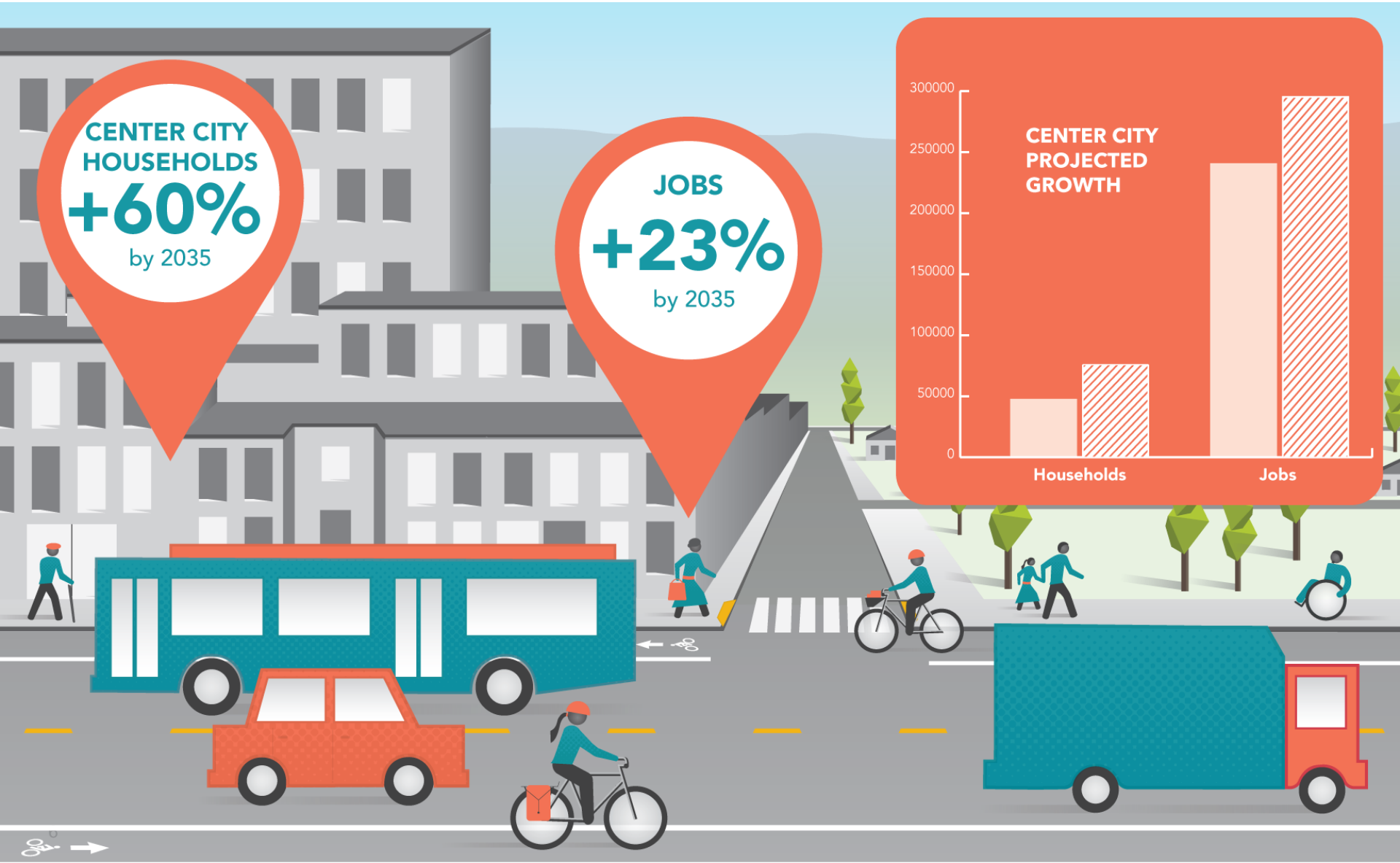
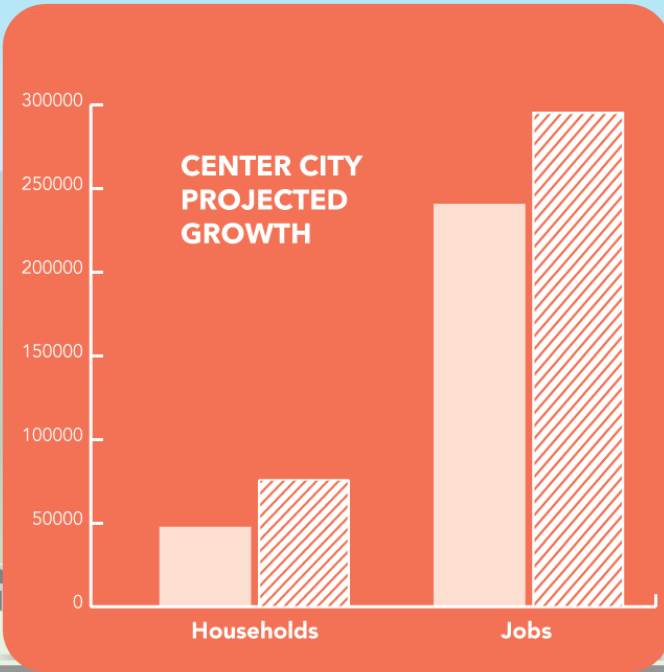
- Parks and public spaces
- Landmarks and special places
- Nightlife and retail destinations



# WHY NOW: CENTER CITY GROWTH

CENTER CITY  
HOUSEHOLDS  
**+60%**  
by 2035

JOBS  
**+23%**  
by 2035



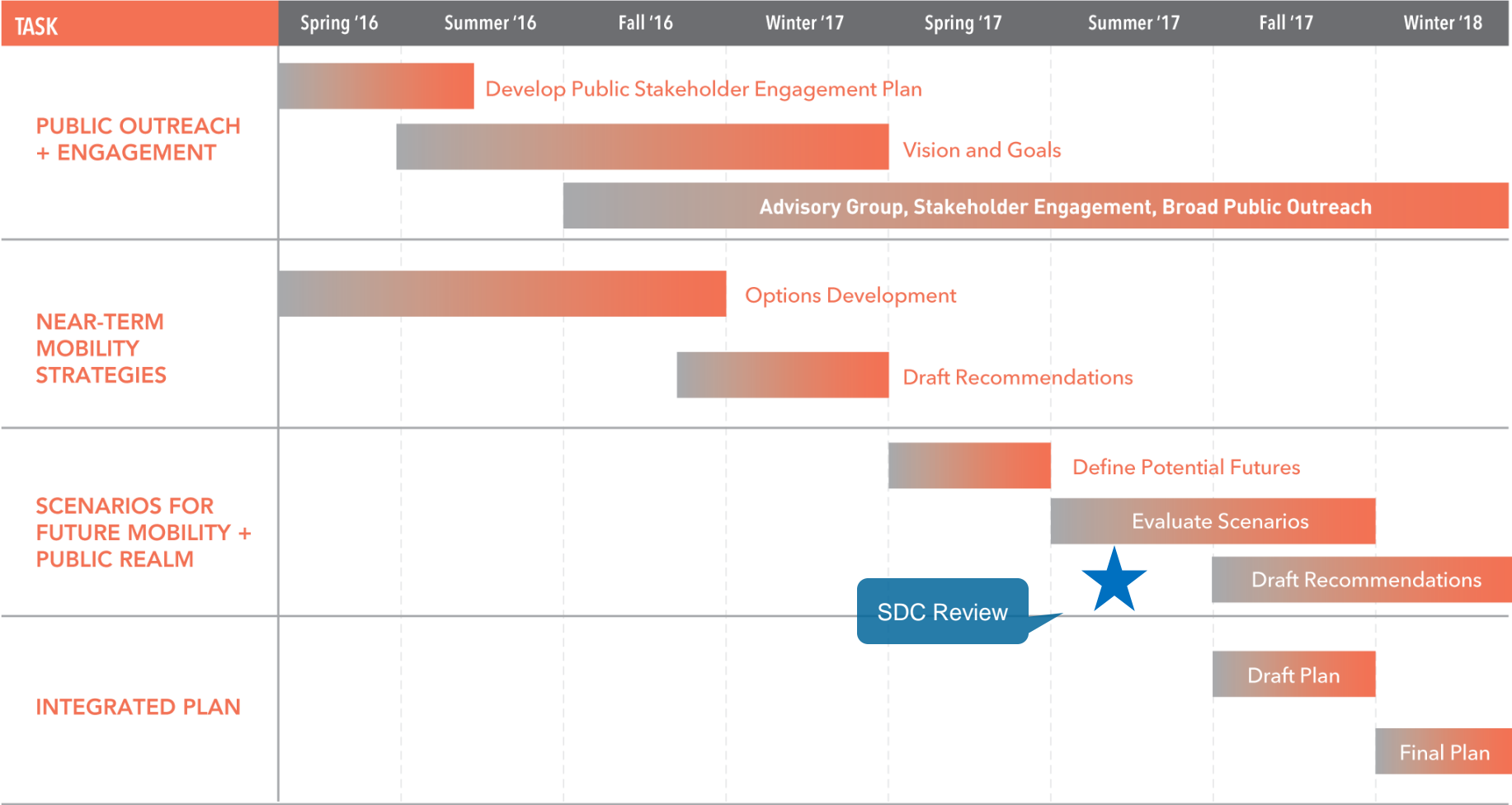


# WHY NOW: EVOLVING CENTER CITY

- Transportation system changes:
  - Light rail expansion
  - SR 99 tunnel and tolling
  - Center City Streetcar
  - Center City Bike Network
  - Metro long-range plan



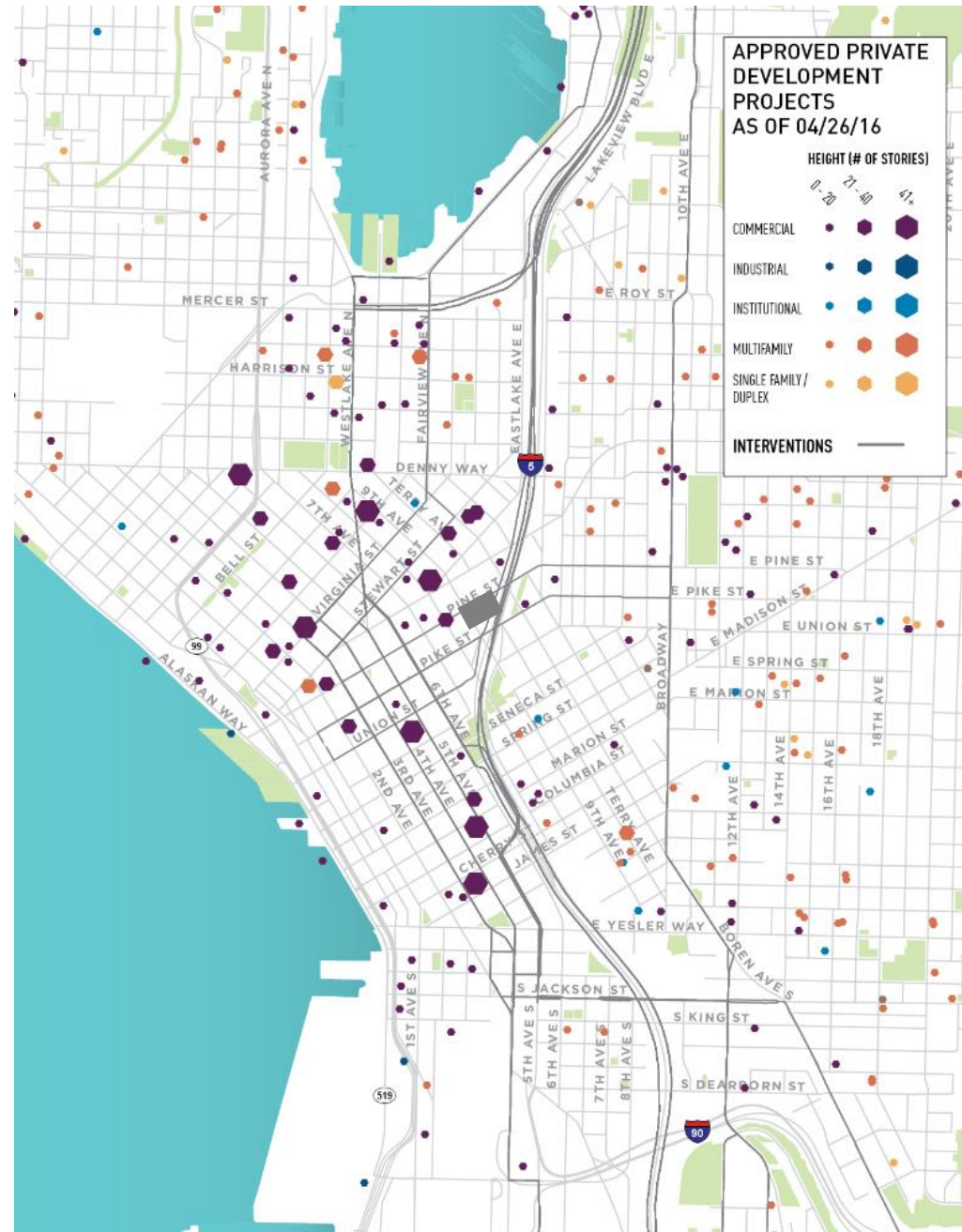
# PROJECT SCHEDULE



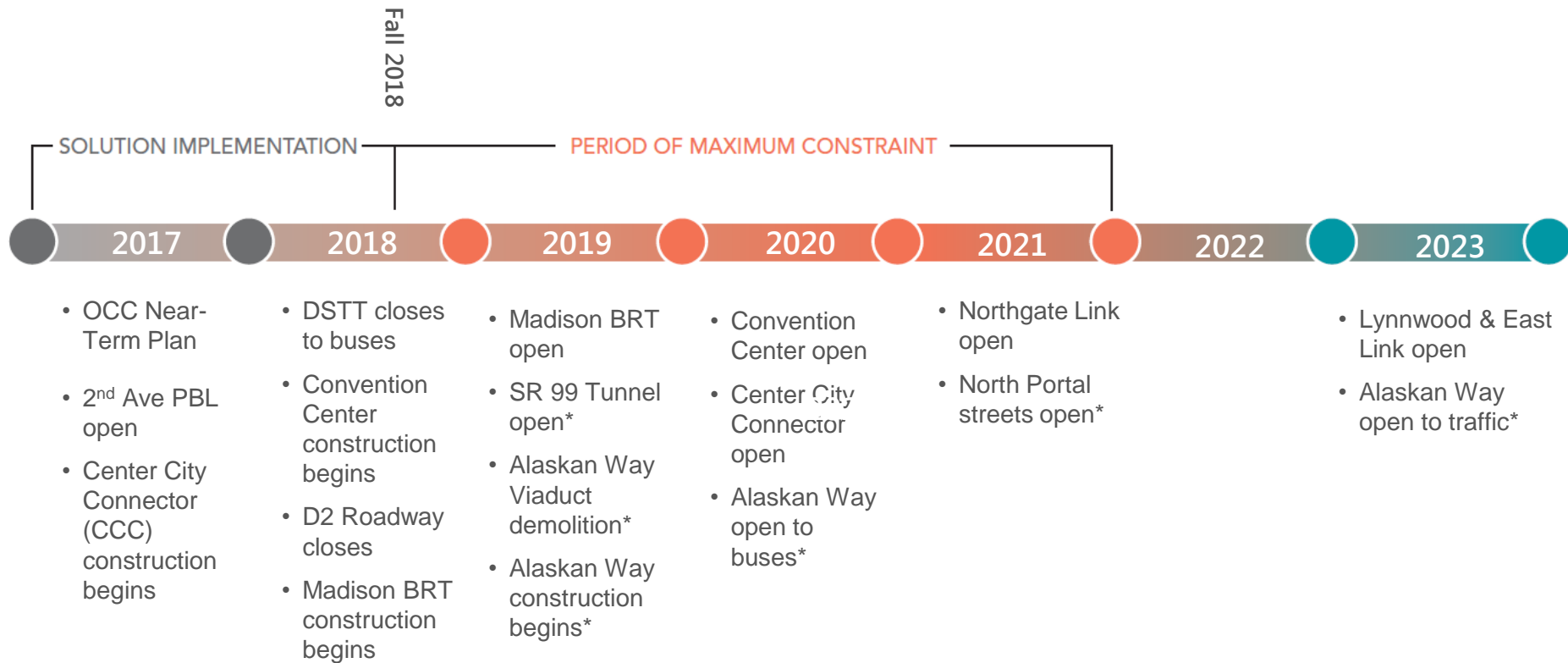


# OPPORTUNITY AND GROWTH

- **110 active construction permits**
- **10,000+ residential units** under construction (June 2016)
- **11M+ square feet** of institutional, office and retail space approved or under construction (June 2016)
- **Convention Center Addition**



# A TIMING CHALLENGE



\* - Alaskan Way Viaduct Replacement Program project timelines dependent on completion of the SR 99 Tunnel



# BUS OPERATIONS IN DOWNTOWN SEATTLE TRANSIT TUNNEL (DSTT)

- Seven regional routes to downtown
- 40 buses per direction during PM peak hour
- 15,000 riders during the PM peak period (3-7 PM)



# NO ACTION (2019 BASELINE)

## INCREASED DELAYS AND PRESSURE ON CENTER CITY SYSTEM



People on Bicycles



Commercial Loading



Parking & Curb Uses



Pedestrians & Public Realm



Auto Travel

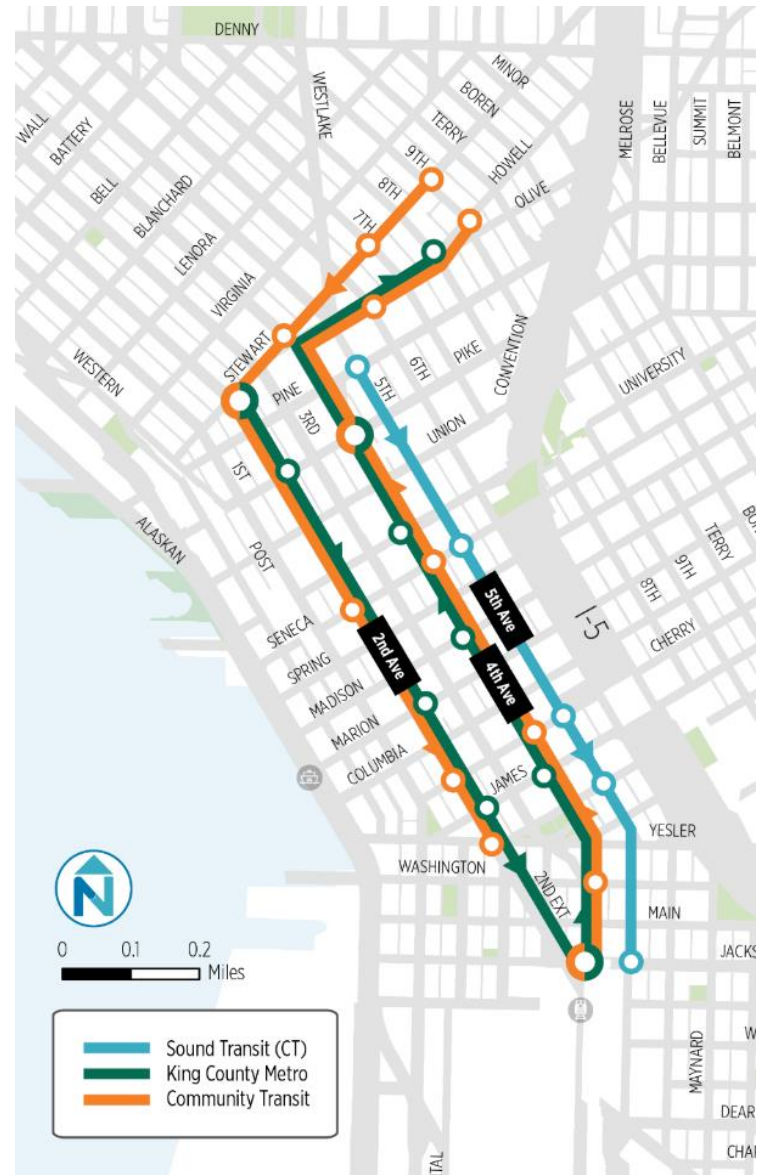


Surface Transit



# NO ACTION NOT AN OPTION

- 6-7 minute increase for bus passengers compared to a trip in the tunnel
- 2-4 minute increase for passengers in buses on 2<sup>nd</sup> and 4<sup>th</sup> avenues
- Up to 7-minute increase in travel time for autos and trucks on 2<sup>nd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> avenues
- Decreased reliability for all modes
- \$6-7 Million additional annual operating cost to maintain current service levels
- 15 additional transit vehicles needed to maintain current frequencies
- More bus passengers waiting on sidewalks
- Pressure on other uses of the right-of-way



# POTENTIAL NEAR-TERM STRATEGIES

Surface Street  
Operations



CC Bike Network  
Implementation



Transit Service  
Restructuring



Pedestrian &  
Public Realm

Programs &  
Management  
Strategies



# ONE CENTER CITY GUIDING PRINCIPLES

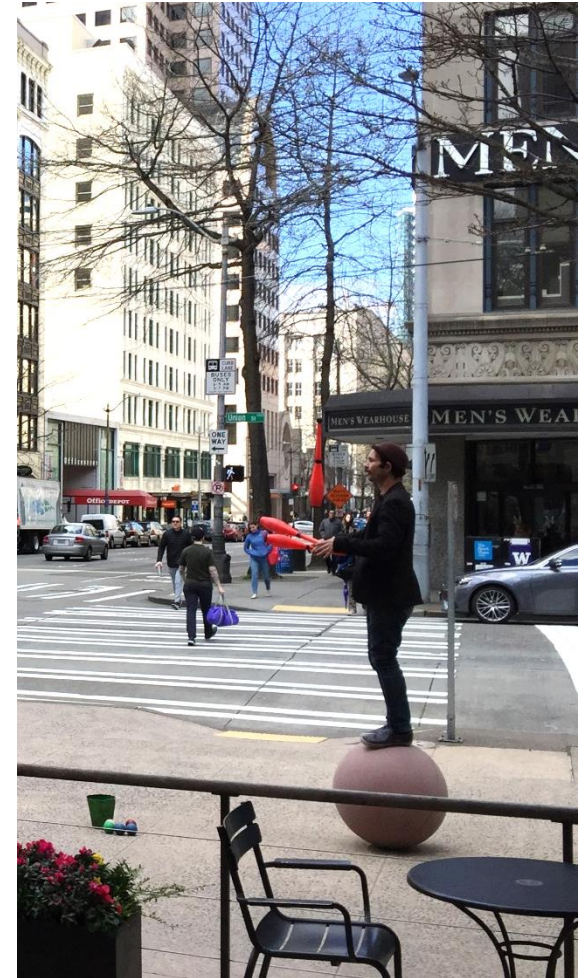
- **Flexibility:** Create flexible systems that can evolve over time by taking a system-wide view and challenging long-held assumptions.
- **User experience:** Create an easy to use and intuitive system by prioritizing accessibility, pedestrian mobility, wayfinding, and multimodal connectivity.
- **Equity:** Design for the health, safety and well-being of all who live in our community using established race and social justice guidelines.
- **Well-being:** Support social sustainability and economic prosperity for all.





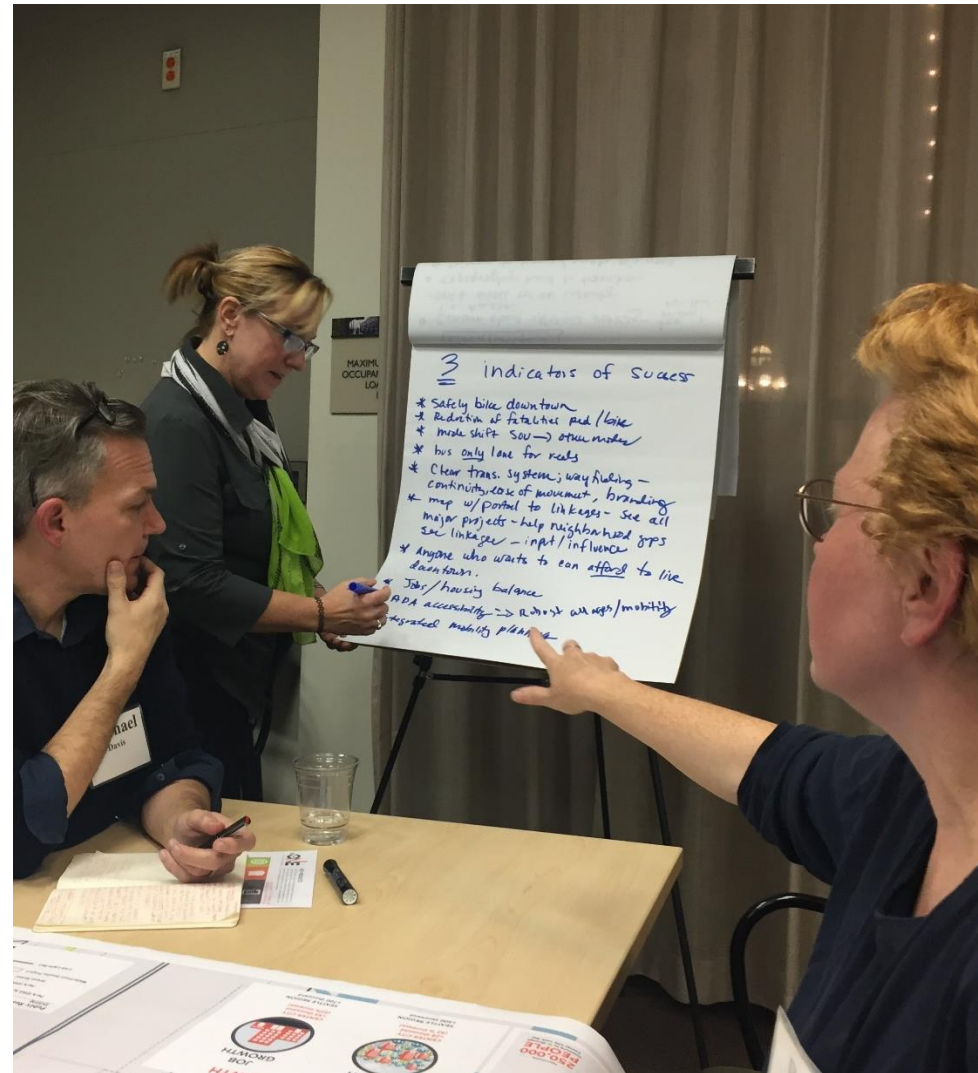
# ONE CENTER CITY GUIDING PRINCIPLES (CONT.)

- **Optimization:** Optimize use of limited street and sidewalk space for people and goods.
- **Transportation:** Provide safe, affordable, comfortable, reliable, and convenient transportation options for all users of all abilities – daytime and nighttime, commuters and non-commuters, and those needing timely multiple connections.
- **Public space:** Design the street experience and public realm so that they are inviting, engaging, safe, and supportive of social connections and community-building.
- **Stewardship:** Reduce vehicles and emissions and use sustainable building practices.



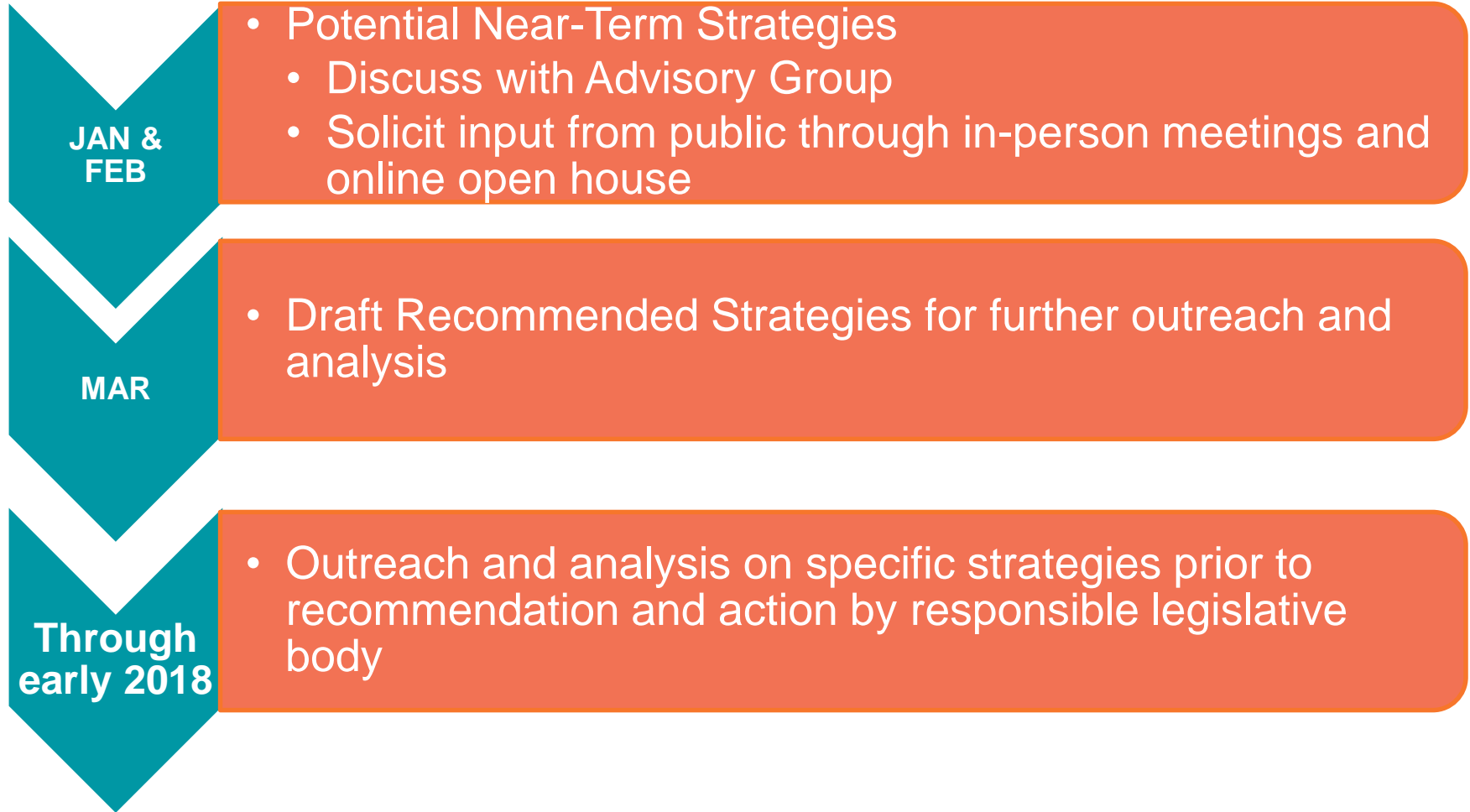
# WHAT WE'VE HEARD (THUS FAR)

- Include or incorporate safety improvements
- Include TDM and other measures to reduce auto demand
- Include freight and delivery strategies
- Performance measures do not capture added capacity and safety benefits of the Center City Bike Network
- How would increased bus volumes on 5<sup>th</sup> affect retail?



# NEAR-TERM STRATEGIES

## DECISION ROADMAP





# COMMENT ON NEAR TERM STRATEGIES ONECENTERCITY.ORG

[Home](#)[About](#)[The Plan](#)[The Partners](#)[Advisory Group](#)[Get Involved](#)[Resource Library](#)

We're working to make it easier  
to get around Center City.

[VISIT OUR ONLINE OPEN HOUSE TO LEARN MORE](#)

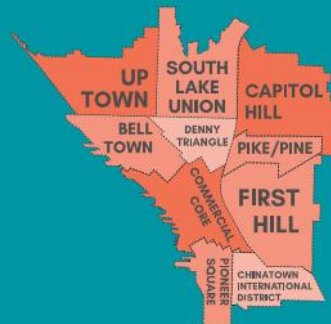


One Center City will bring together many communities, perspectives and partners, to create a 20-year plan for how we move through, connect to, and experience Seattle's Center City neighborhoods. It is a public/private partnership between the City of Seattle, King County, Sound Transit, and the Downtown Seattle Association.

## EMAIL SIGN-UP

Receive project updates and help shape the plan

## ONE CENTER CITY NEIGHBORHOODS



## JOIN THE CONVERSATION





# WHY NOW: OUR PUBLIC REALM OPPORTUNITY





# Public Realm Scope of Work

## ○ Develop a Strong Vision

- Articulate value of the public realm and build a 'brand' around the look
- Provide tools to quantify benefits of a great public realm





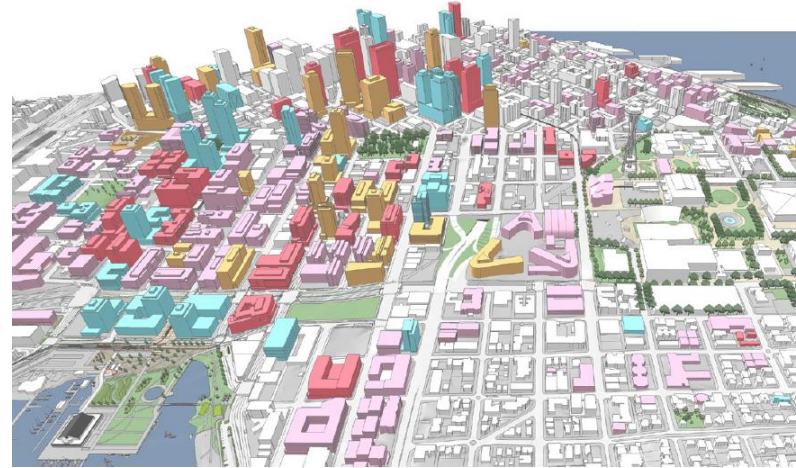
# INSPIRATION FROM ELSEWHERE



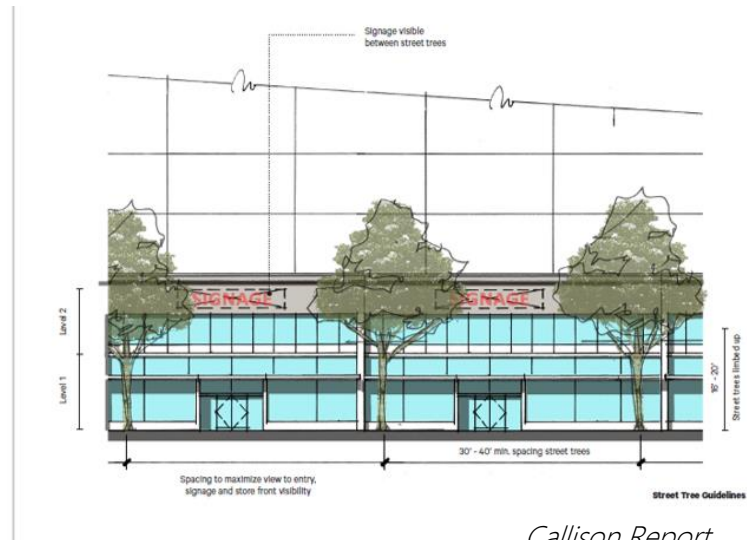
# PUBLIC REALM

- Evaluation of Evolving Urban Form
- Recommendations for new or revised development standards
  - Will inform future Belltown and Downtown Design Guidelines

Future development properties (early in permitting)



*VIA model created for Lake 2 Bay*



*Callison Report*



# PUBLIC REALM

- Evaluation of Parks Needs Assessment
- Public Realm Activation and Maintenance Framework





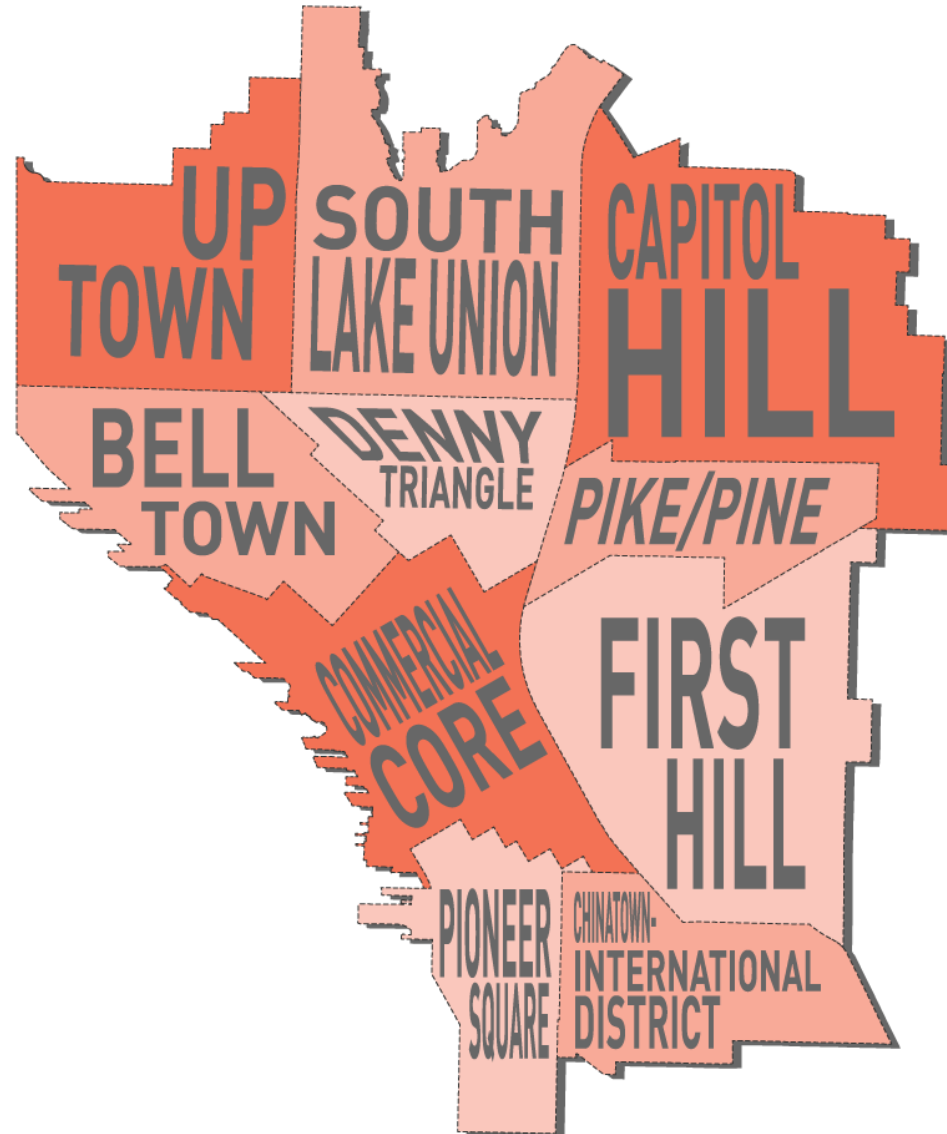
# PUBLIC REALM

- Future mobility hubs and transit stop/station typologies
- Special Streets Network
- Stormwater Infrastructure Opportunities



Hamburg Hochbahn

# DISCUSSION



# QUESTIONS

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[www.onecentercity.org](http://www.onecentercity.org)





# WHY NOW: EVOLVING CENTER CITY

## ○ Transportation system changes:

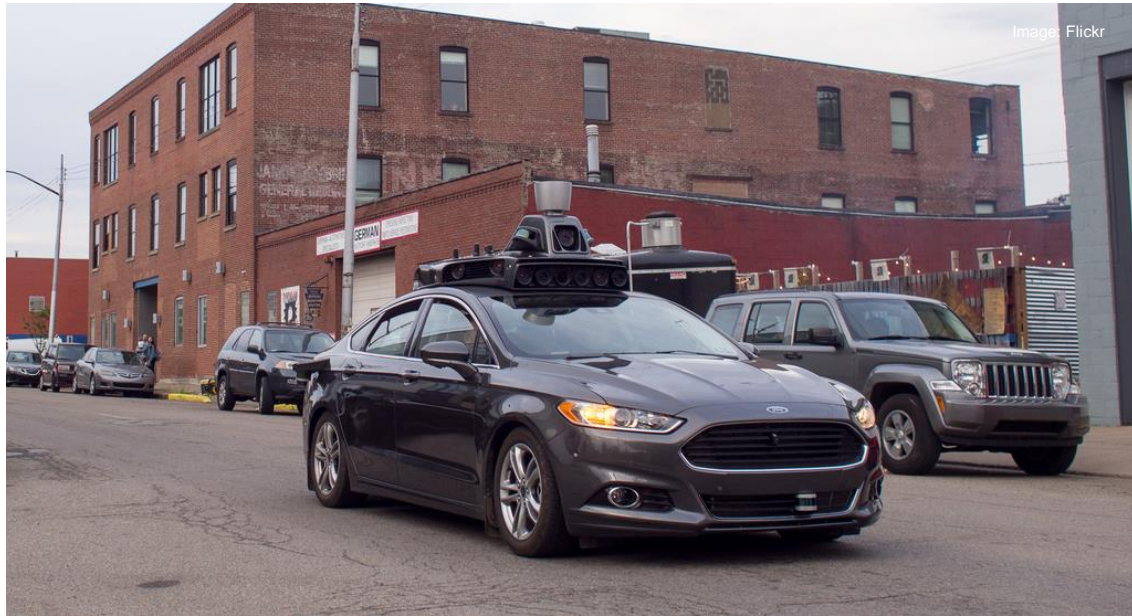
- Shared mobility
- Autonomous and electric vehicles



Image: DSA



Image: Flickr



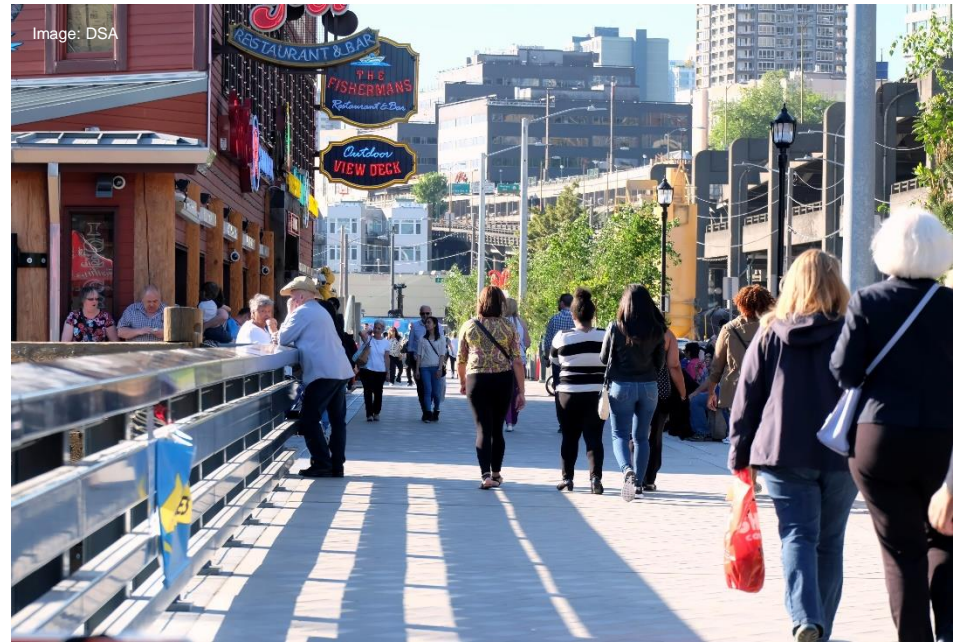
# PUBLIC REALM PLAN DELIVERABLES - draft

- Public Realm vision, framework and design principles
- Public Realm strategies and improvements
- Planning-level cost estimates
- Public Realm activation and maintenance framework
- Recommendations for new or revised development standards, including recommendations to inform new Downtown and Belltown Design Guidelines
- ~~3D model (select locations)~~ Evaluation of urban form (selected locations undergoing, or with potential for, significant change)
- Evaluation of Parks needs assessment
- Mobility hubs and transit stop/station typologies
- Future mobility hubs and places of distinction
- Special streets network
- Storm water infrastructure opportunities



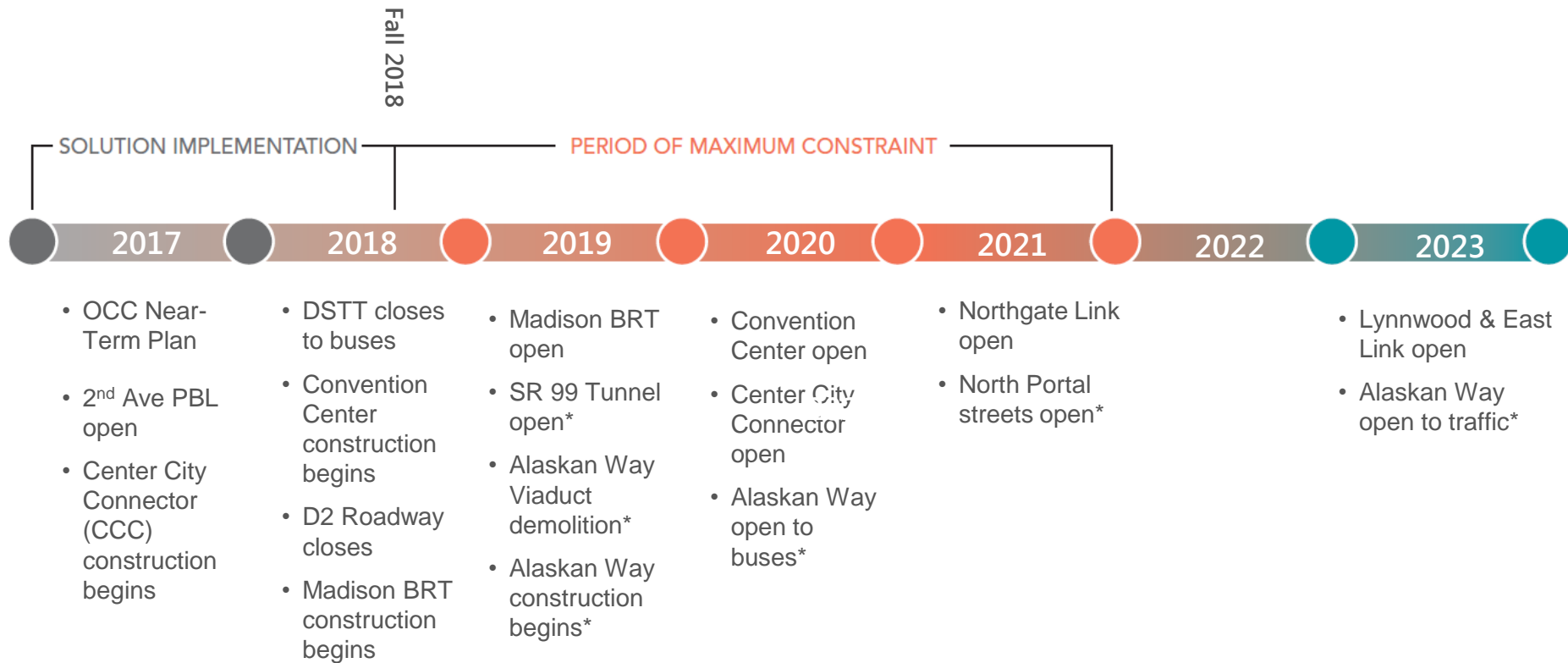
# KEY OUTCOMES

- 20 year vision
- 2-5 year action plan
- 20 year implementation plan





# A TIMING CHALLENGE



\* - Alaskan Way Viaduct Replacement Program project timelines dependent on completion of the SR 99 Tunnel

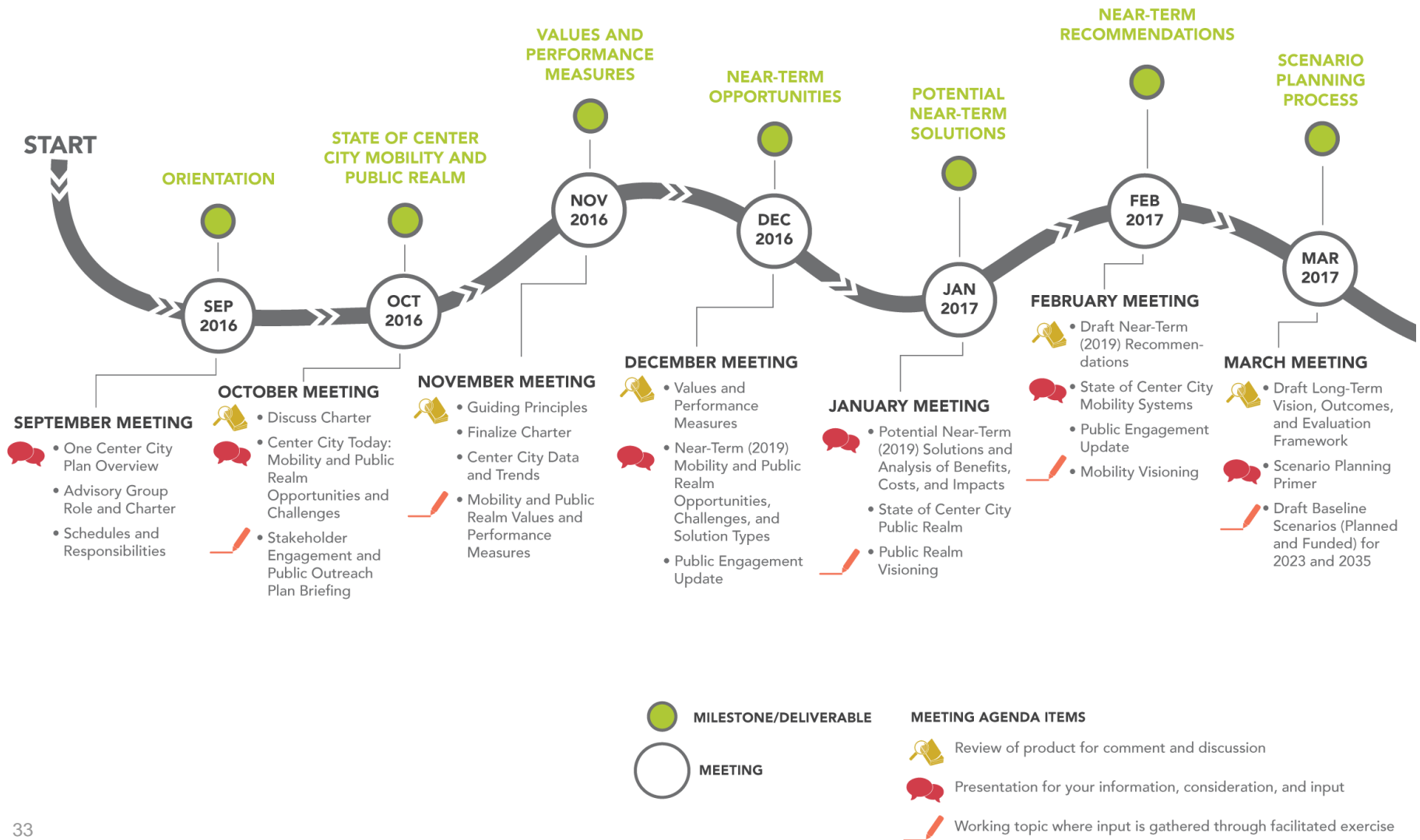
# QUESTIONS

Eric Tweit, Project Manager  
eric.tweit@seattle.gov | (206) 684-8834

[www.seattle.gov/transportation](http://www.seattle.gov/transportation)

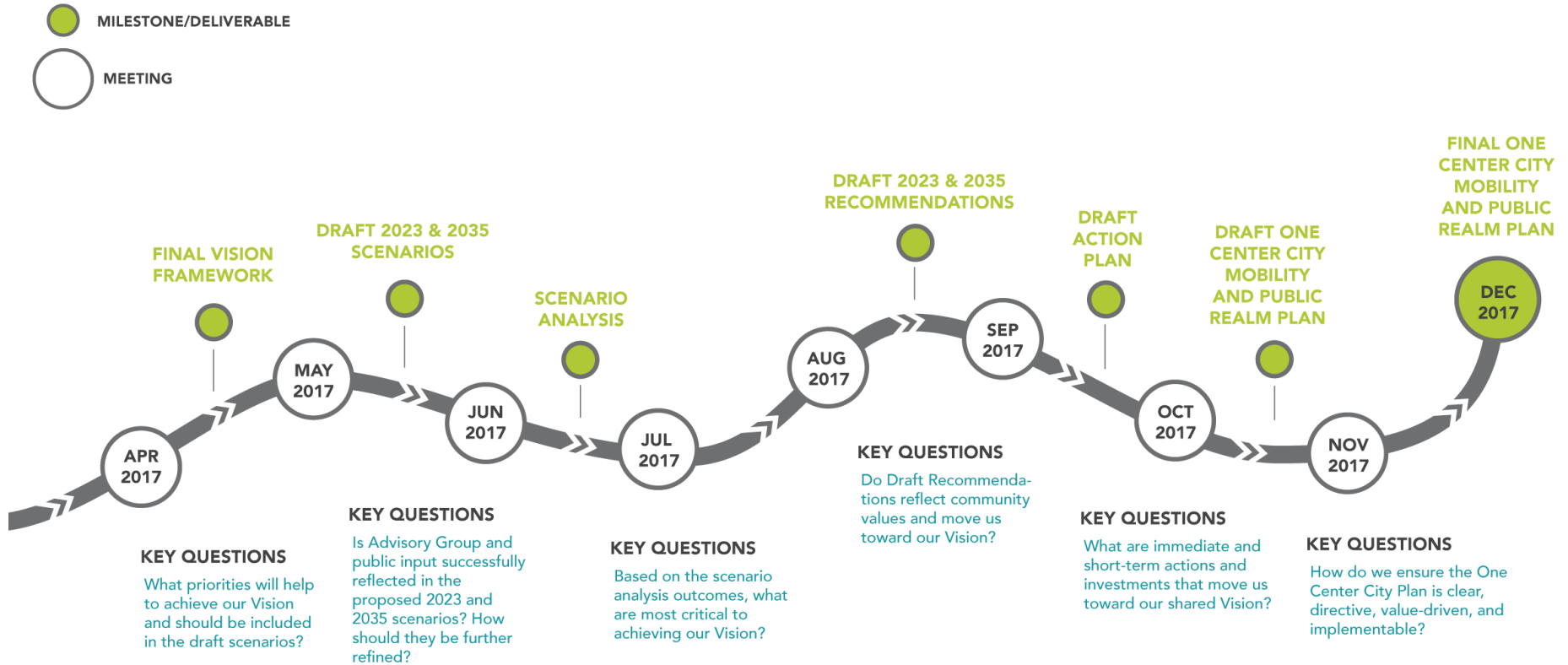


# ADVISORY GROUP MEETINGS





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Note: Advisory Group meeting dates and agendas will be updated in early 2017. The dates on this page represent the expected number of meetings between April and December 2017 and key discussion topics.

# WHY ONE CENTER CITY?

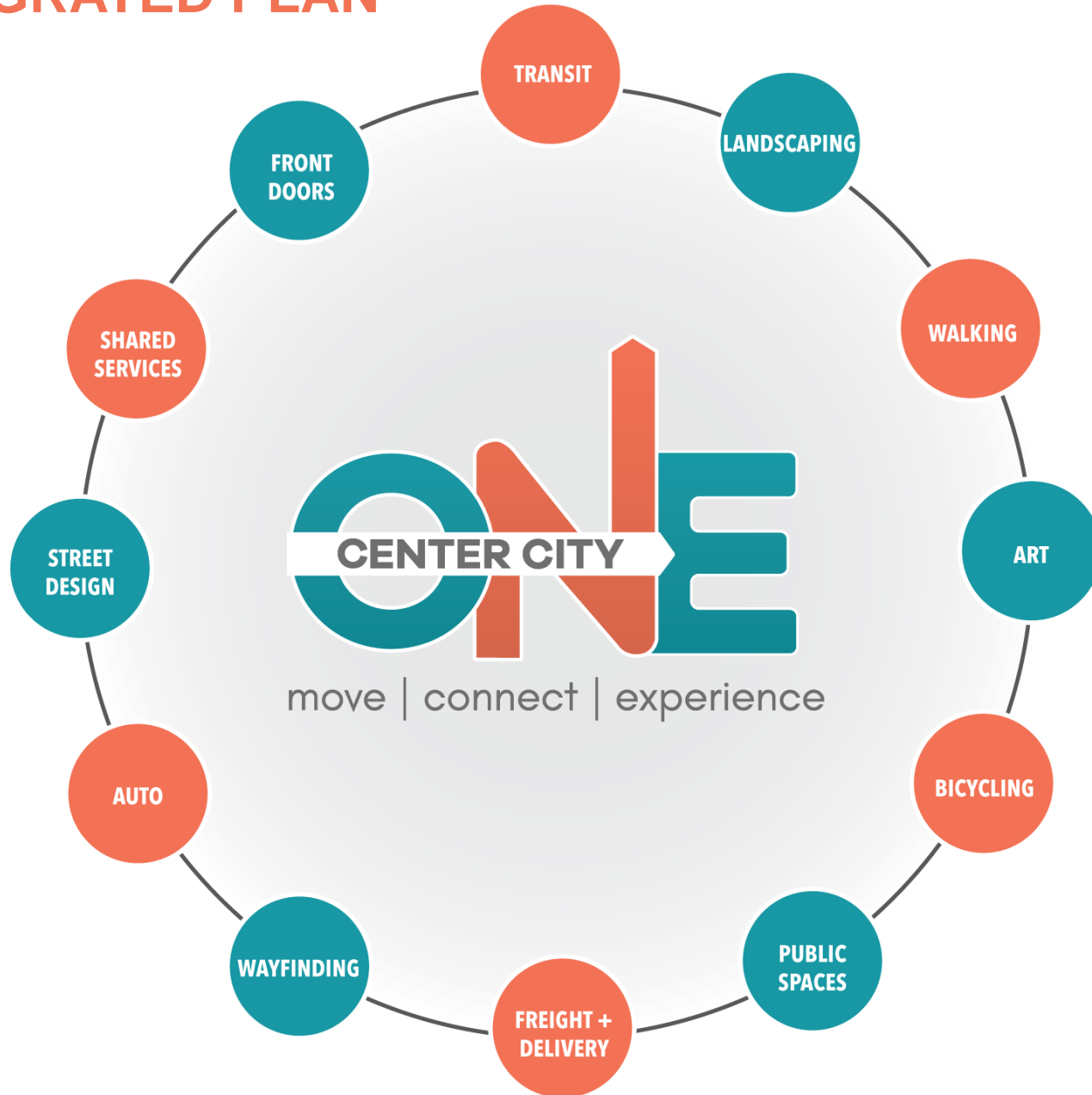
- Projected growth
- Unprecedented public and private investment and development
- Transportation system changes



Image: Downtown Seattle Association



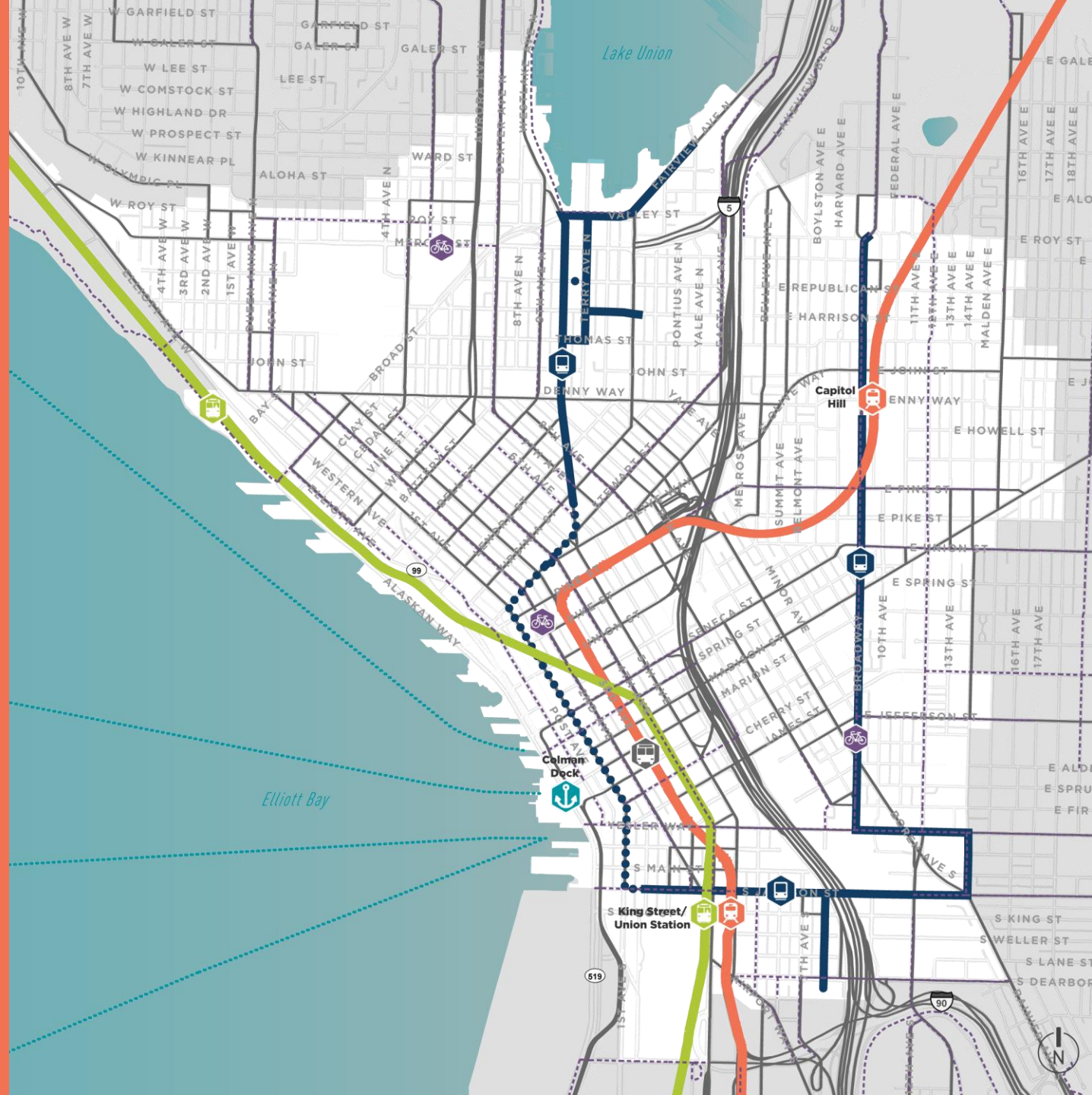
# AN INTEGRATED PLAN





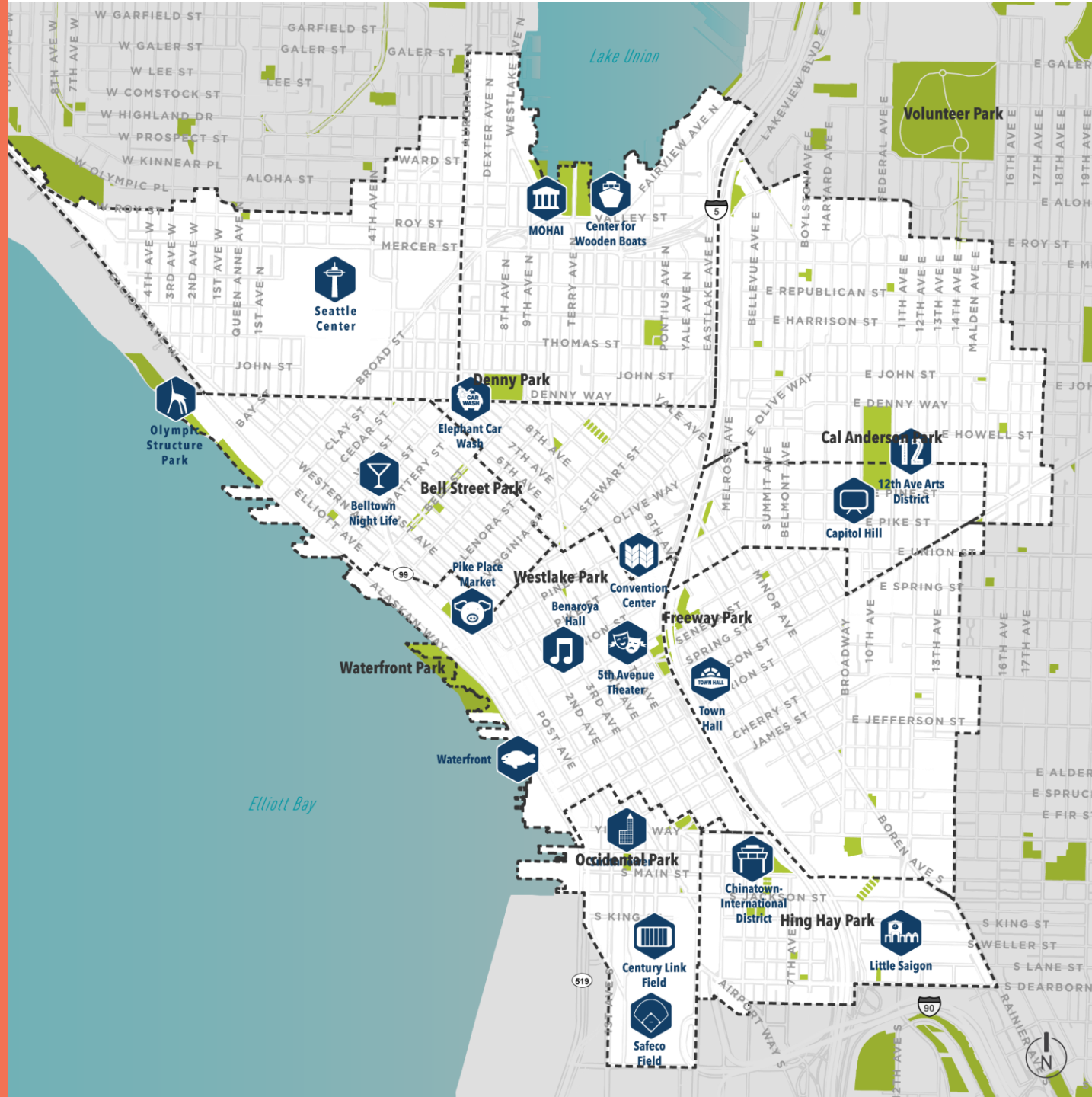
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- Major transportation hubs
- Freight and port activity
- City and neighborhood connections



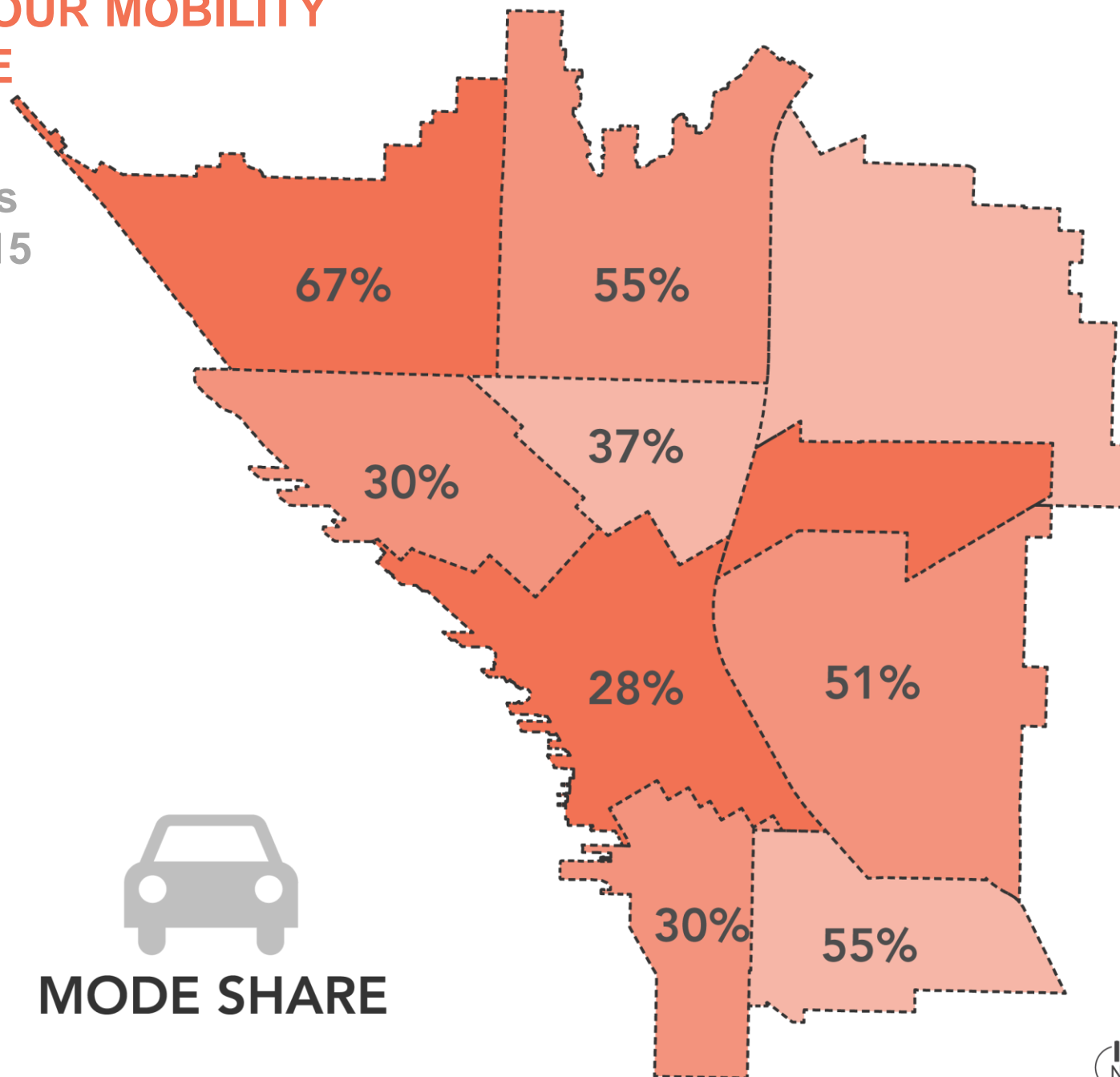
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## WHY NOW: OUR MOBILITY CHALLENGE

Share of  
commute trips  
by auto in 2015

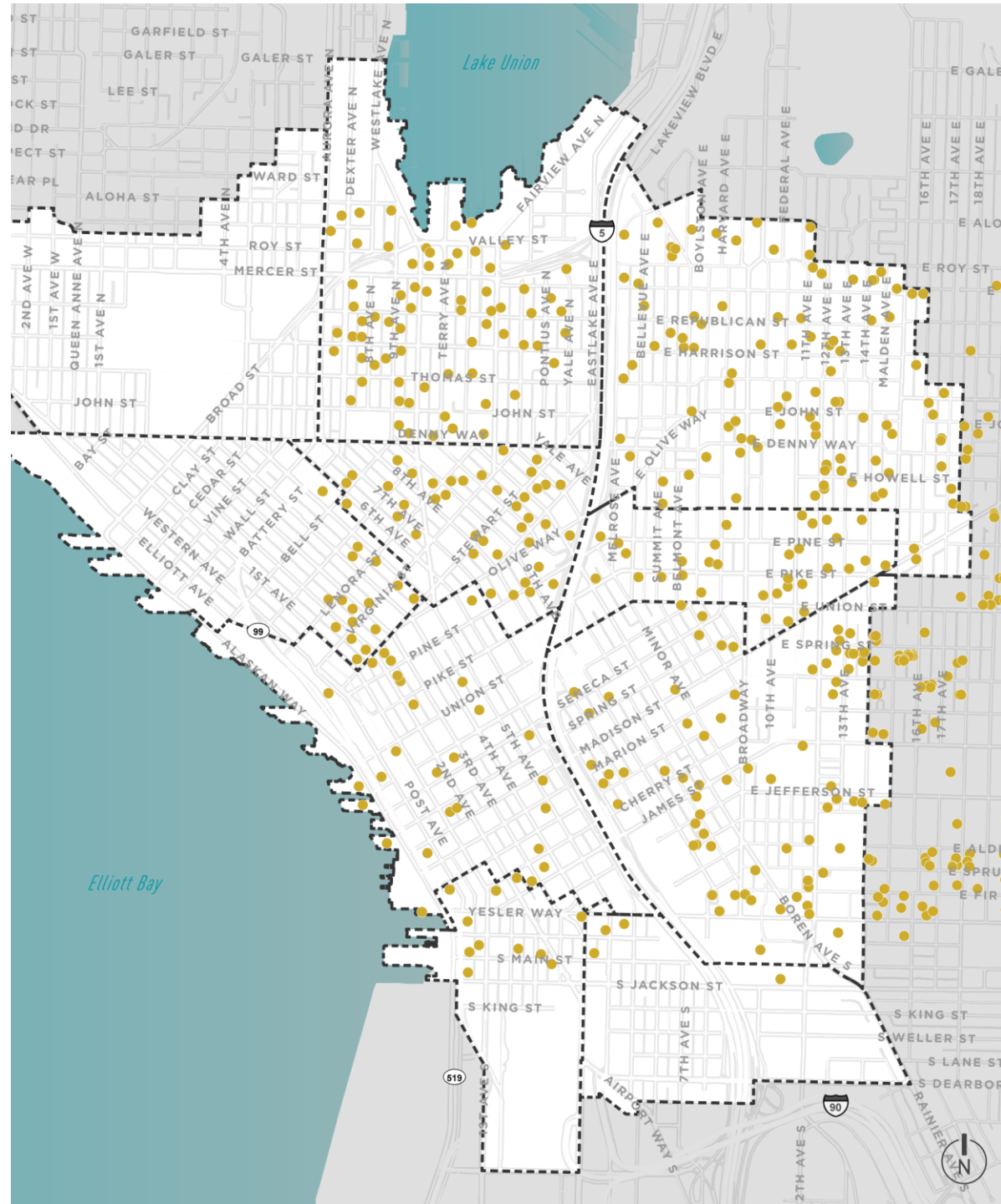


  
**MODE SHARE**



# WHY NOW: EVOLVING CENTER CITY

- Unprecedented public and private investment and development
  - 110 active construction permits
  - Convention Center expansion
  - Major employer headquarters
  - Waterfront Seattle



# DEVELOPING NEAR-TERM STRATEGIES

- Develop solutions that support guiding principles
- Consider implementation phasing and timing of local and regional projects

## Guiding Principles

- Equity
- Flexibility
- Optimization
- Public space
- Stewardship
- Transportation
- User experience
- Well-being