Alaskan Way Viaduct Replacement Program

Seattle Design Commission

Oct. 6, 2011

U.S. Department of Transportation
Federal Highway Administration

WSDOT

King County

Port of Seattle

City of Seattle

Building Principles

The Tunnel Operations Buildings are necessary for the tunnel to function and will outlive many existing buildings. They are the external expression of a multi-generational, major infrastructure project of critical importance to the transportation future of Seattle.

- They should express their purpose
- They should reveal their primary functions
- They should appear simple, durable and unapologetically industrial
- They should be sized, massed and proportioned in relation to their context
- They are a significant new element in an existing neighborhood and should enhance their surroundings
- They should hold the street edge as required and help frame the urban streetscape
- Their street front facades should contribute to the pedestrian environment and be oriented in a manner complementary to their setting
- They are part of a tunnel continuum and should be recognizable as part of the same project
- They should be designed as part of the portal experience
- Since they are visually prominent both day and night, reinforce their role as urban beacons through the use of transparency, light and luminosity
- They should incorporate sustainable practices and express these when possible
- They are the visible signature of this major infrastructure achievement

Design Guidelines – Elevations and Perspective View

SOUTH

EAST

NORTHWEST VIEW

WEST

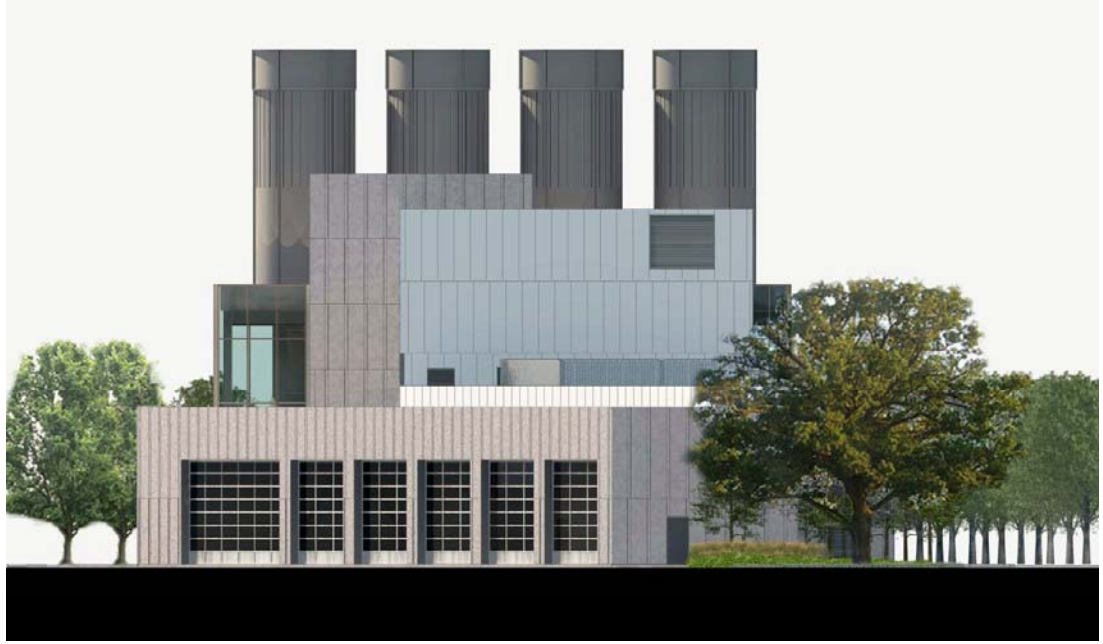
Alaskan Way View

Entry View

West Elevation

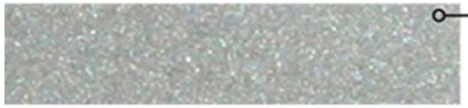
East Elevation

North Elevation

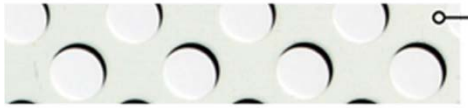


South Elevation

Design Guidelines Building Materials Palette



Stacks : PPG Duranar Pewter UC51713XL



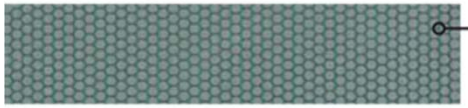
Perforated Metal Panel : 40% Perforation : PPG Duranar PPG Duranar Candelight UC96693

Metal Panel : PPG Duranar Candelight UC96693

Glass : Vision : Clear Low E (match to Viracon VE 1-2M)

Glass : Spandrel : Clear Low E : PPG Duranar Medium Gray UC51595XL

Mullion : PPG Duranar Medium Gray UC51595XL

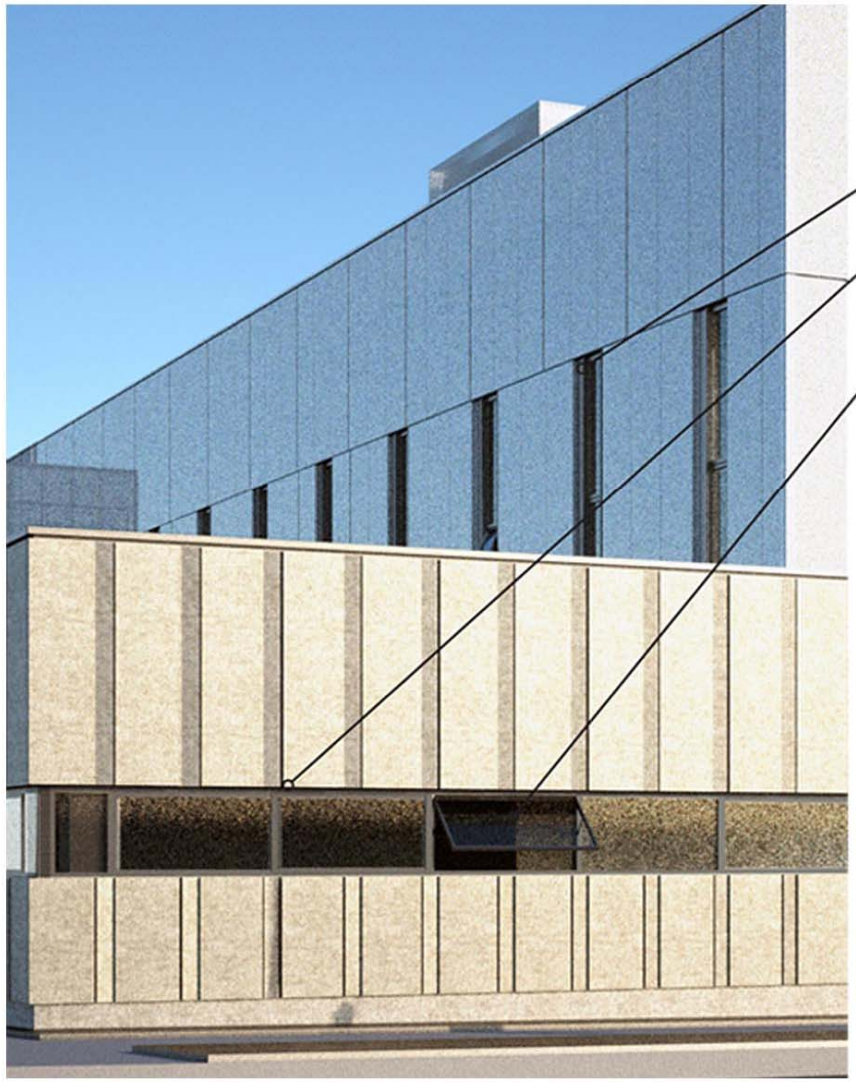


Glass : Canopy : Clear Glass White Frit : 20%

Concrete : Precast : PCI #205 : Description: Fine Aggregate: crushed gray quartz; Coarse Aggregate: 90% - 1/2 to 1/4 in. gray quartz, 10% - 3/8 to 1/8 in. black granite

Concrete : CIP : match to PCI #527 : Fine Aggregate: crushed gray granite;Coarse Aggregate: 1/2 to 1/4 in. gray granite

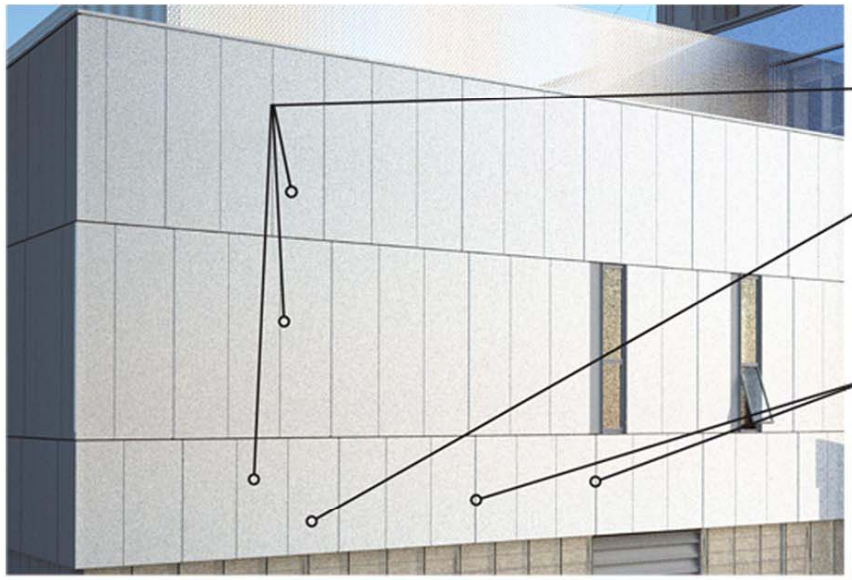
Design Guidelines – Building Glazing



8.3 Building Glazing

- Windows (2'-0" minimum width) with lower operable panel on second floor.
- Match window height to metal panel height
- Clerestory windows insert into the lower row of precast concrete system (4'-6" wide by 2'-8" deep shown)
- Clerestory windows are to be operable (awning)
- Window system to follow the width and rhythm of the concrete patterning
- Glass color to be as clear as possible with slight reflectivity

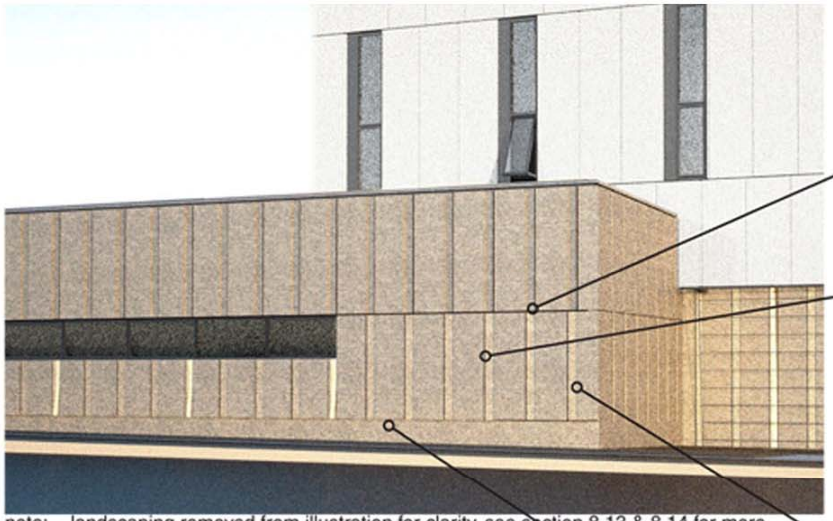
Design Guidelines – Metal Panel Building Materials



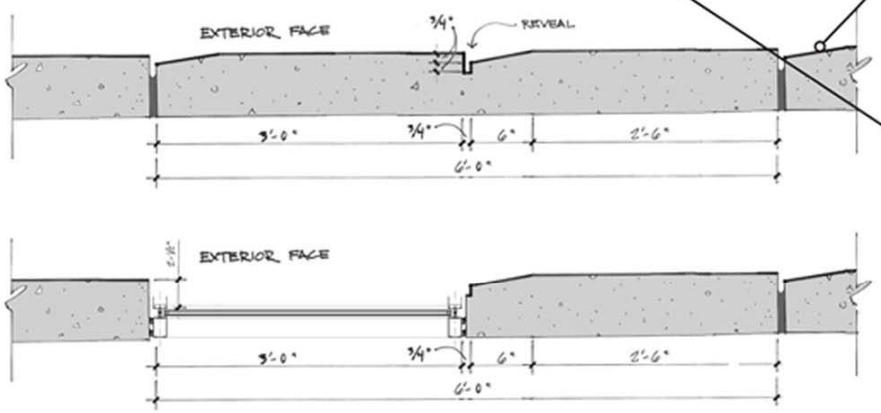
8.5 Metal Panel

- 3 horizontal bands of vertically oriented metal panels. Each row offset a minimum of 6" horizontally from the adjacent row
- Lower band of metal panel extends past floor below
- Prefinished metal panel system is an panel system with exposed fasteners placed in reveal joints
- Panels shall be tall and narrow (3'-0" wide shown) and joints between panels to be minimal (1/2" wide shown). Every 3rd panel has a larger vertical joint (2" shown).
- Horizontal joints in the metal panel system are reveal joints (1" wide by 2" deep shown)
- Metal panels shall be light in color with high gloss finish
- Any windows or louver penetrations in the metal panel skin to occur within the primary bays of the panel grid
- Windows frames are recessed from the face of the metal panel
- Painted aluminum coping shall run continuously along top of metal panel parapet. Coping to create a continuous horizontal shadow line. Color to match adjacent metal panel system.

Design Guidelines – Precast Concrete Building Materials



note: landscaping removed from illustration for clarity. see section 8.13 & 8.14 for more information on hardscape and planting information.

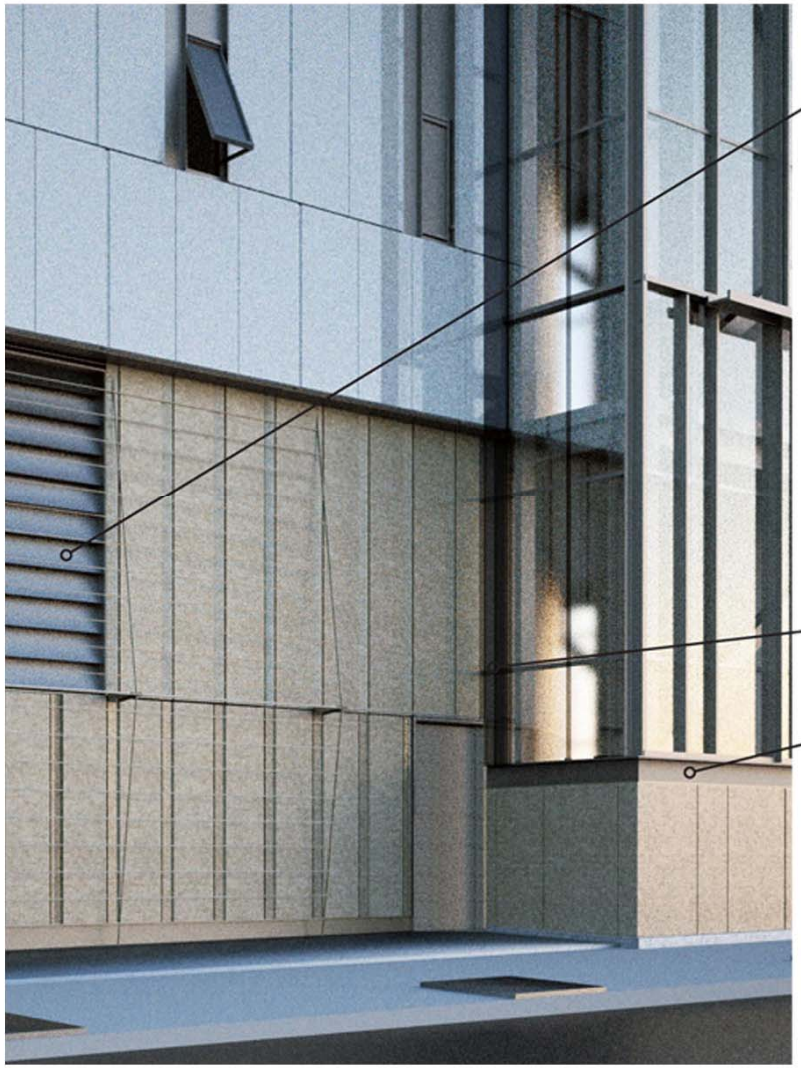


Precast Plan

8.4 Precast Concrete

- Precast concrete panel base on the first floor volume and selected raised walls on the South building
- Where a row of precast panels sits on top of a lower row of precast panels, the top row patterning shall be horizontally mirrored to the bottom row
- Precast panels incorporate ¾" wide, ¾" deep vertical reveals
- Flat face of precast panels to receive light sandblasted finish after removal of form liner (protect reveal joints and angled face during sandblasting)
- Precast color shall be slightly warm in tone
- Wide vertical strips (6" shown) are recessed at the edge of every panel
- Painted aluminum coping shall run continuously along the top of precast parapet to form a horizontal reveal shadow line. Color to match precast
- Precast panels extend past concrete foundation wall creating a shadowline
- Cast-in-place concrete foundation wall shall match precast color and texture
- Length of panels varies depending on grade height (North Building)

Design Guidelines – Building Louvers and Material Interfaces



8.6 Louvers

- Louvers extend to align with joints in concrete panel system
- Louvers oriented horizontally
- Louvers painted to match color of fans
- Insulated blank-off panels shall be used on interior surface of unused portions of louvers and painted black
- All surfaces visible from exterior through the louvers shall be painted black

8.7 Material Interfaces

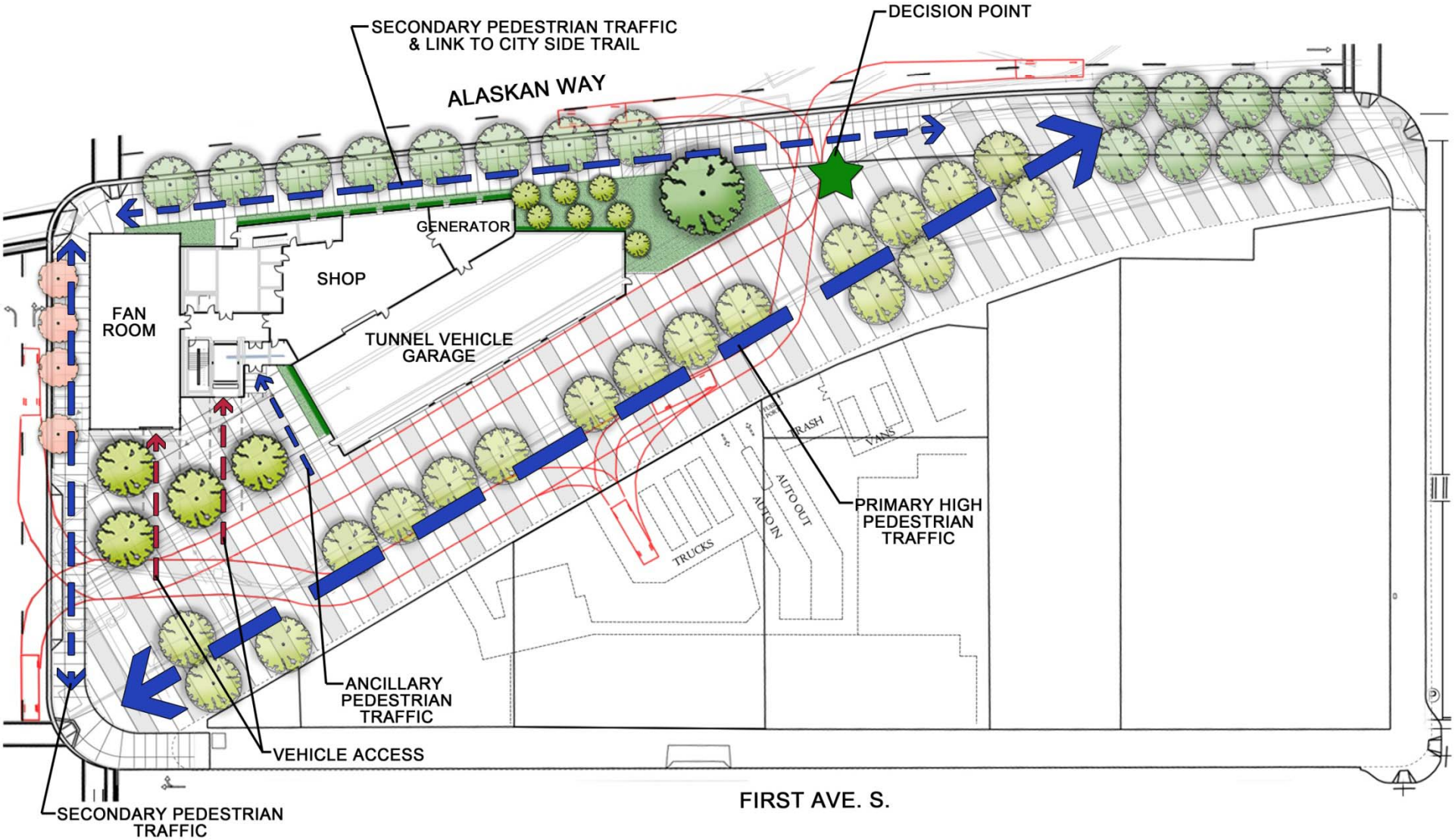
- Where either metal panel or precast concrete intersects with the fan room enclosure, provide a vertical reveal of painted metal
- Where the cast-in-place foundation wall meets the Fan Room enclosure, a horizontal reveal made of painted metal separates them to create a shadow line
- Vertical reveals to be larger in width and depth than horizontal reveals
- Paint reveals to match window mullions
- Exterior soffits to be linear metal ceiling. Paint soffits to match adjacent metal panel color

Night View

Design Guidelines – Landscape Functional Diagram

LANDSCAPE FUNCTIONAL DIAGRAM

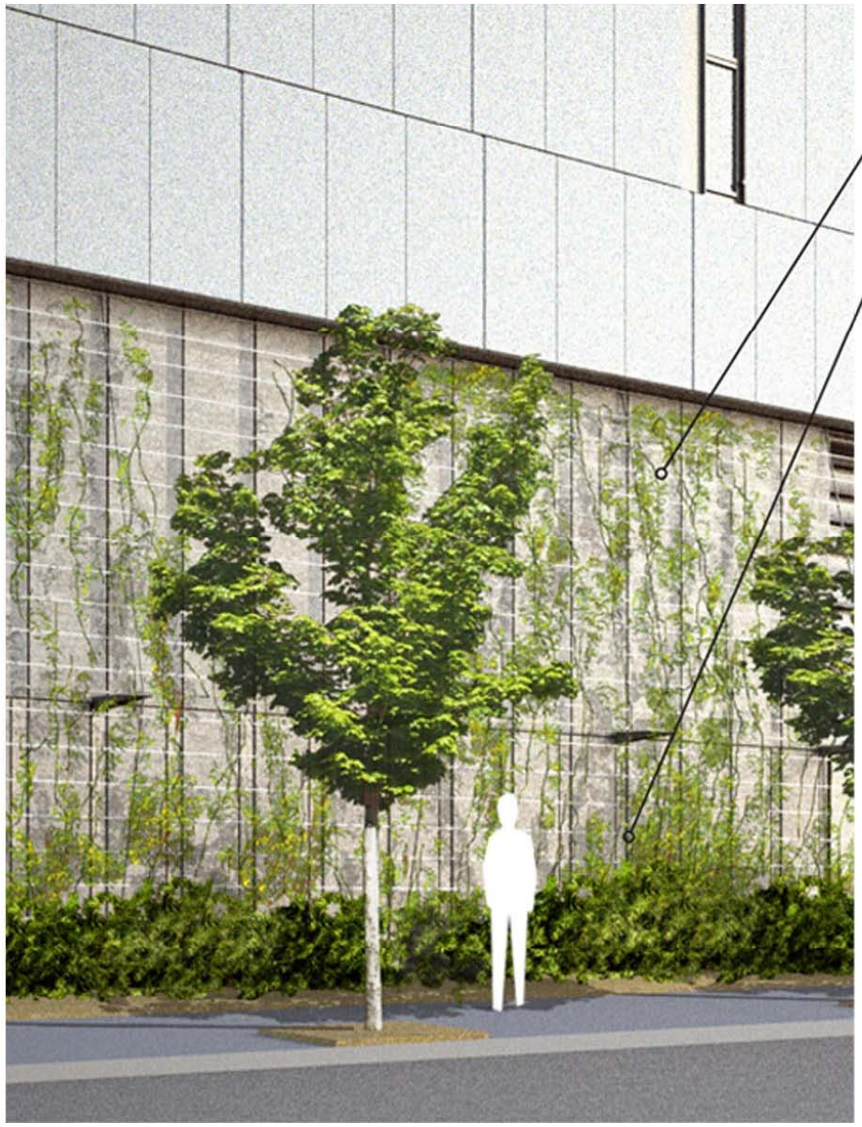
Site Plan and Pedestrian Circulation



Site Plan

GREEN SCREENS
BETWEEN WINDOWS
LOW SHRUBS
TO SOFTEN EDGE
GREEN SCREEN
ANCHOR TREE
LARGE CANOPY TREES
BY OTHERS
ALASKAN WAY
RAILROAD WAY
TRASH
VANS
AUTO OUT
AUTO IN
TRUCKS
GREEN SCREEN AND FOUNDATION
PLANTING TO SOFTEN WALL
FIRST AVE. S.
LARGE CANOPY TREES
TO MATCH RAILROAD WAY

Design Guidelines – Landscape Green Walls

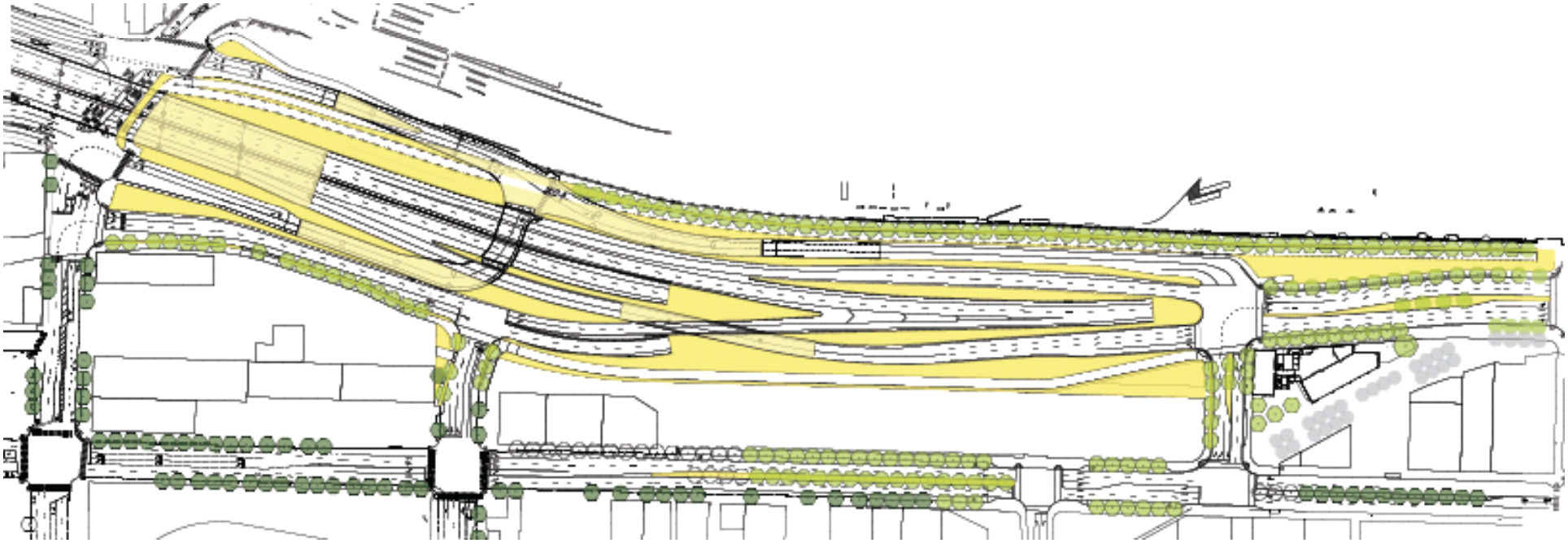


8.12 Green Walls and Planters

- Where the building is adjacent to a planter, provide a wire screen connecting the soffit and the planter
- Provide planted areas along building face where indicated in plan
- Planted areas shall be flush with adjacent grade
- Planted areas shall be base lit to provide a safe environment. Vertical surfaces are to be lighted to define environment and aid in way finding

Landscape Planning – Precedent Images

Landscape Base Map

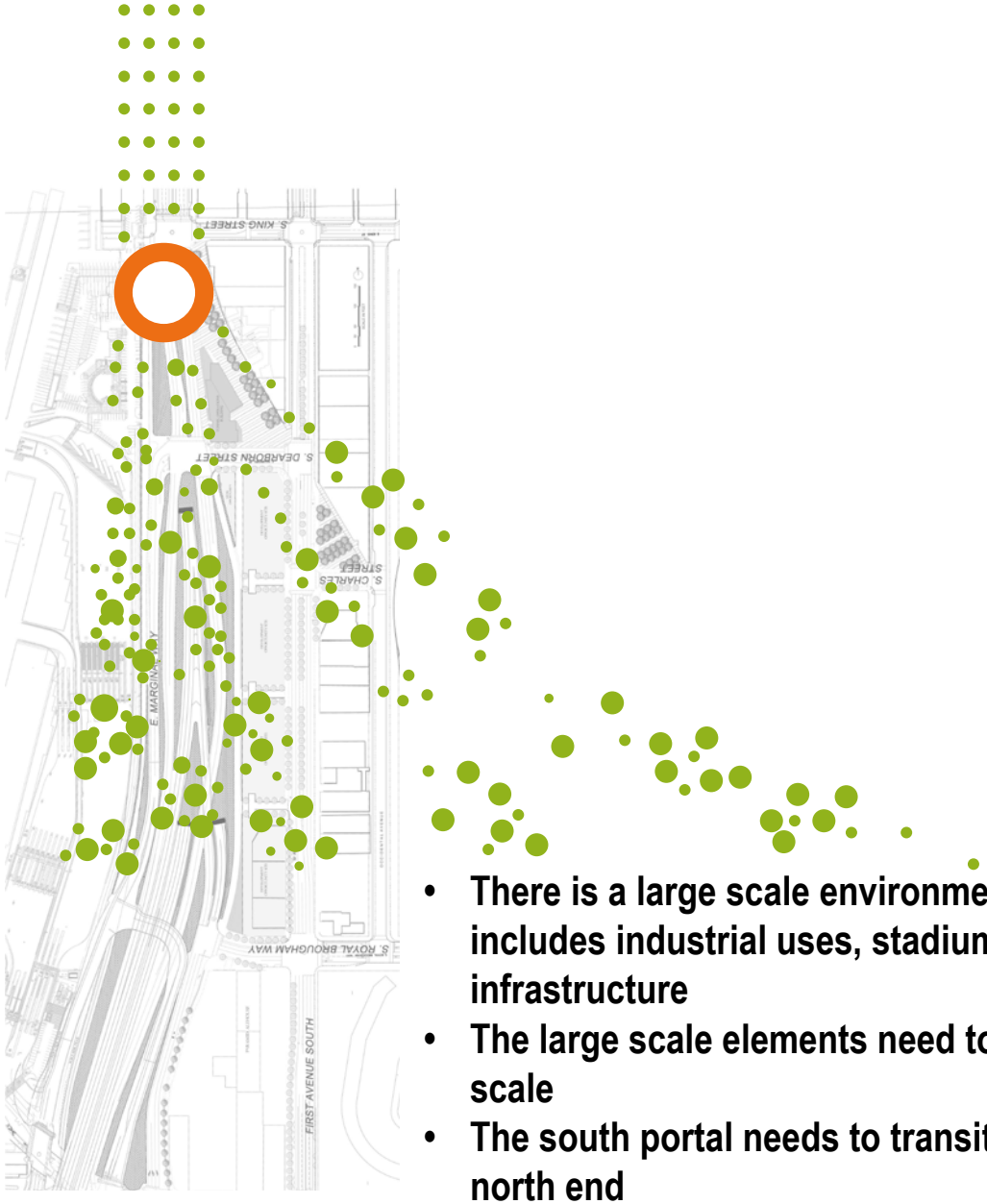


Existing

Future opportunities

Proposed

LANDSCAPE CONCEPT



- There is a large scale environment on the south end that includes industrial uses, stadiums and transportation infrastructure
- The large scale elements need to transition to pedestrian scale
- The south portal needs to transition to urban scale at the north end

South Portal Area Design Guidelines

1. A simple and **elegant** minimalist approach should be pursued that respects the dramatic visual context of giant gantry cranes and shipping facilities and views of the Seattle downtown skyline.

2. The existing **context** of the central waterfront, the Pioneer Square district, the Port and related industrial uses, ands the Stadium area are important design influences that should shape the character of this transitional district.

3. The role of the South Portal as a transition to the bored tunnel and the point of **arrival to the city** should be made legible and provide for a natural sense of orientation.

4. The overhead bypass bridge, which connects Port activities to 519, should be designed to contribute to the arrival experience to the downtown waterfront and the city.

5. The ramps connecting from SR 99 to Alaskan Way should be designed to **calm traffic** and signal to the motorist that they are entering the city.

6. The roles of Alaskan Way as a grand boulevard and linear open space of citywide significance that connects a diversity of districts along the waterfront should be recognized.

7. The **historic streetscape** environment which characterizes Pioneer Square should be extended along First Avenue South.

8. Railroad Way South should be designed as an important pedestrian and open space element that links the waterfront and the Stadium District.

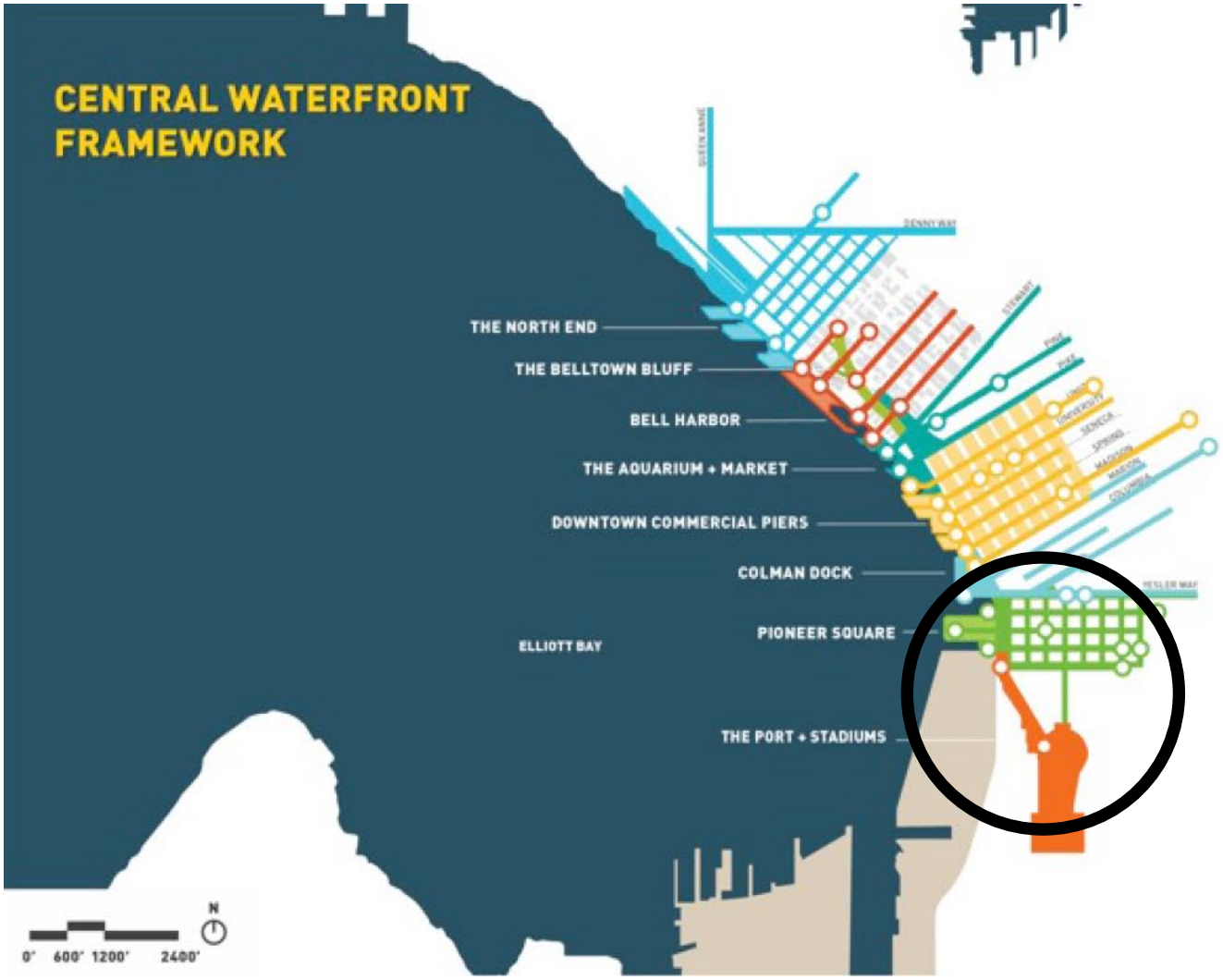
9. An attractive **sequence of plazas and public spaces** should be designed to promote **"staying activities"** that humanize the environment and foster a sense of place.

10. The portside and cityside trails should be designed so that they are perceived as **safe and inviting paths** of travel along the waterfront and connecting the Mountains to Sound Greenway.

11. The development opportunities that are created should recognize the block pattern, scale and massing of buildings within the district.

- **The Design Guidelines still guide the landscape concepts**

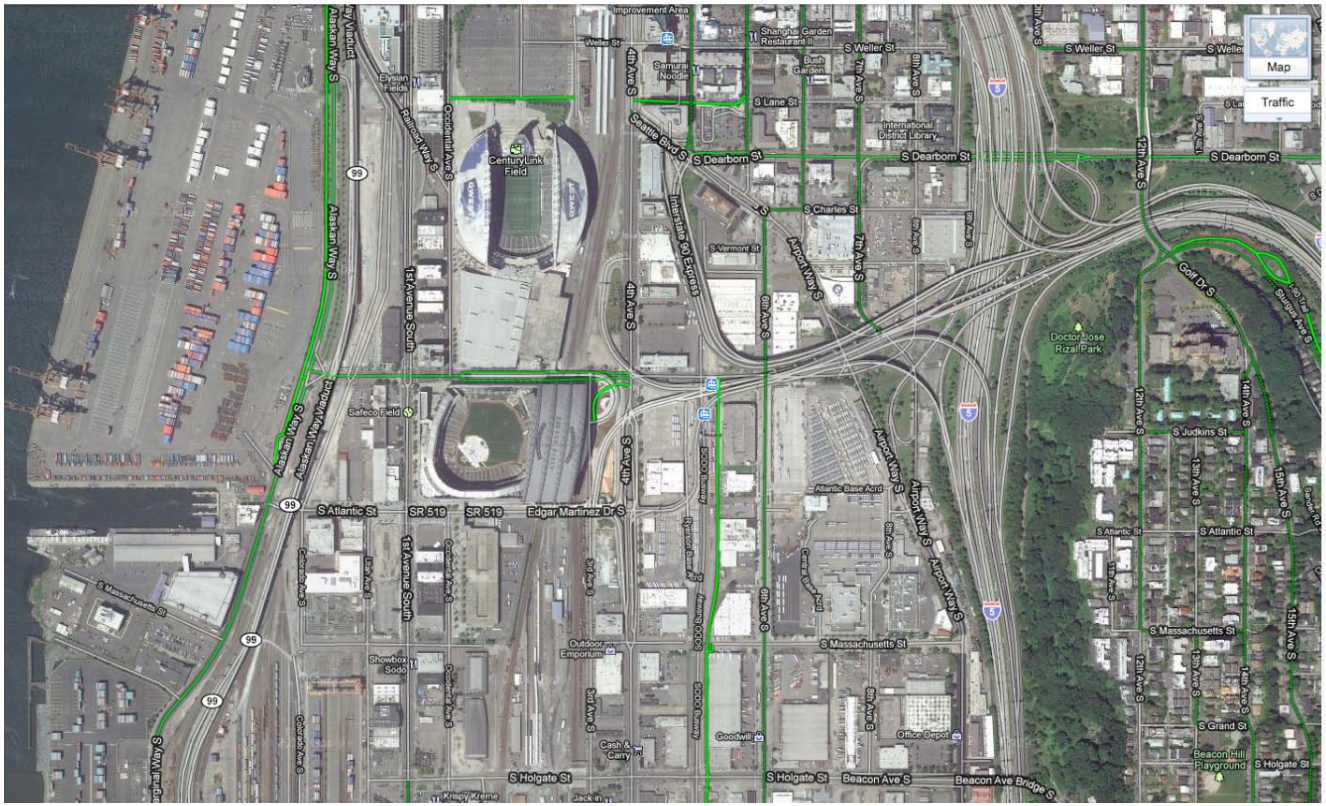
LANDSCAPE CONCEPT



- **The south portal is part of the overall waterfront.**
  We want to take our lead from the Central Waterfront.

- **We are a “bookend” to the Olympic Sculpture Park and that can have meaning in the design**

LANDSCAPE CONCEPT

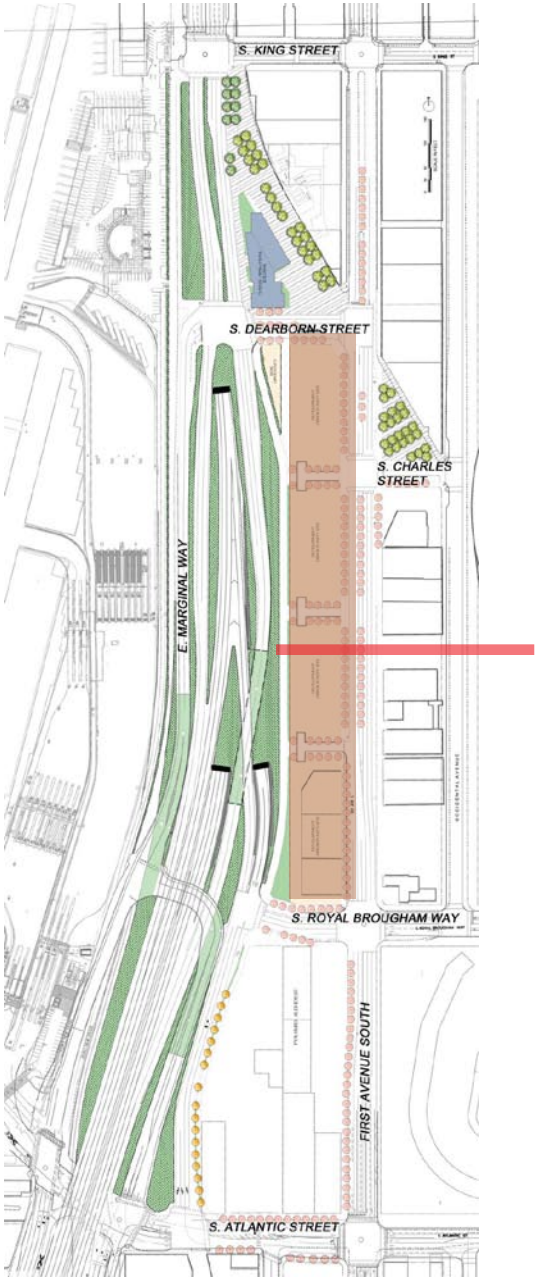


- **Thinking of the area as a district could help develop a landscape language for urban streetscape and for spaces related to large scale infrastructure.**

LANDSCAPE CONCEPT

- Land use issues will be shepharded by DPD
- Land use decisions will not be complete in the near future
- City Side Trail will be part of the project

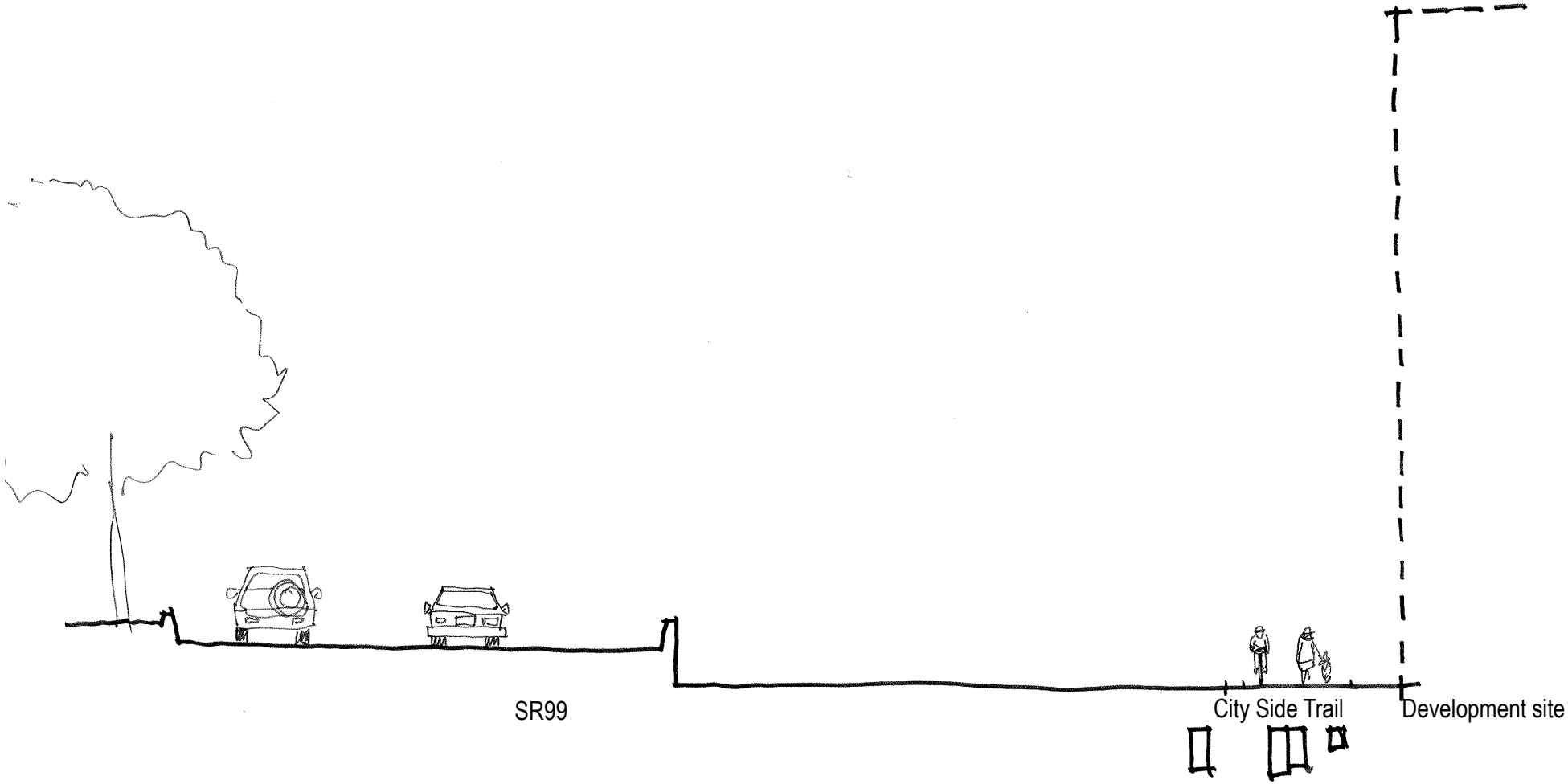
LANDSCAPE CONCEPT



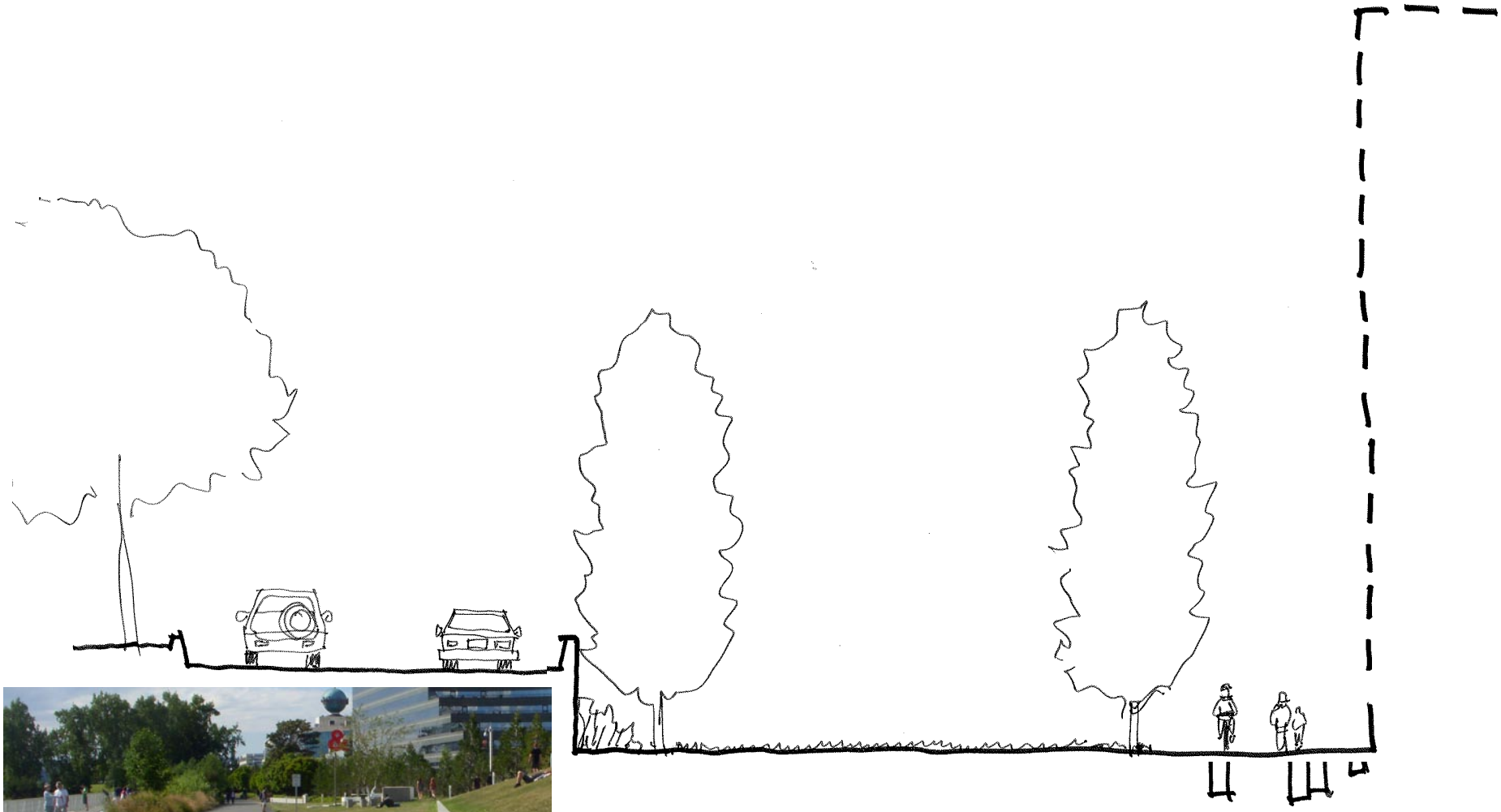
- **The City and WSDOT will explore the idea of an additional crossing of First Avenue South**

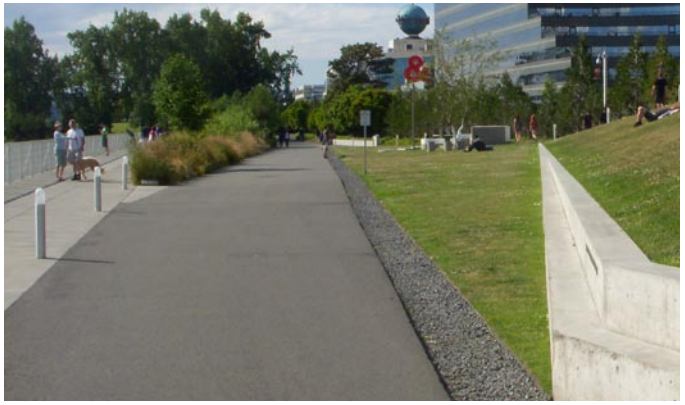
LANDSCAPE CONCEPT

- **Framing the view into the City will be considered in developing the landscape elements**



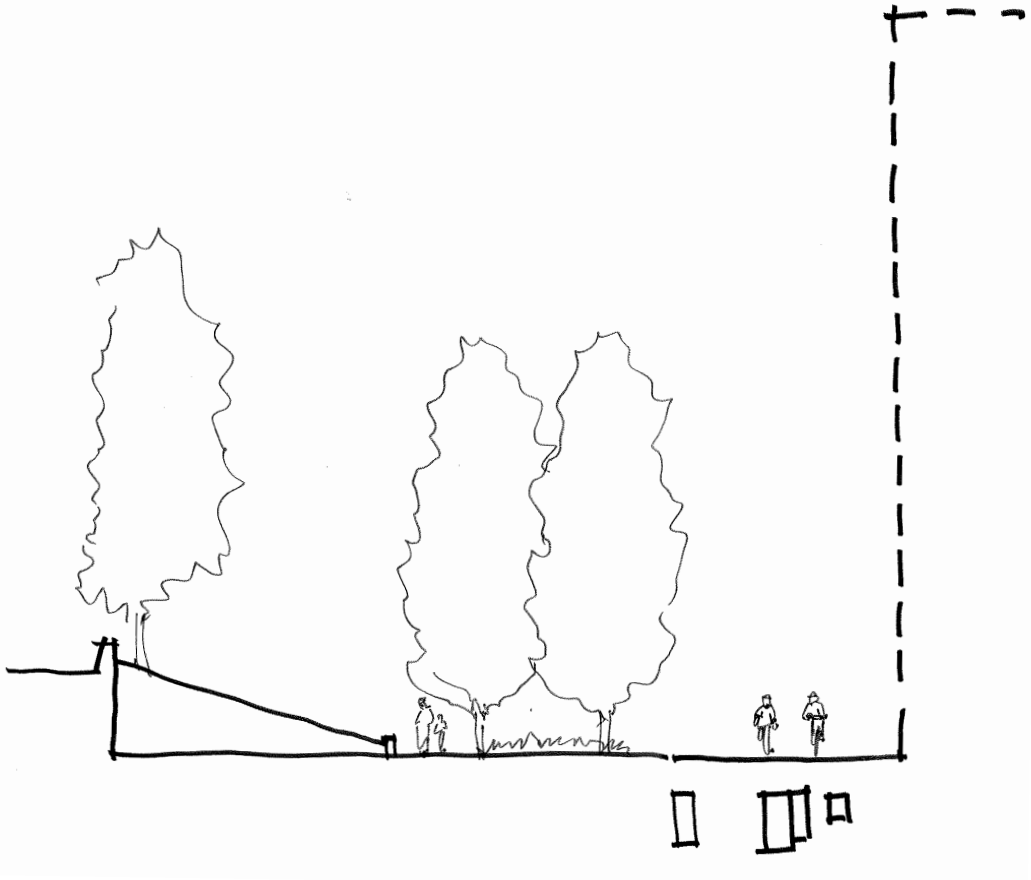
- **The pedestrian edges are critical**



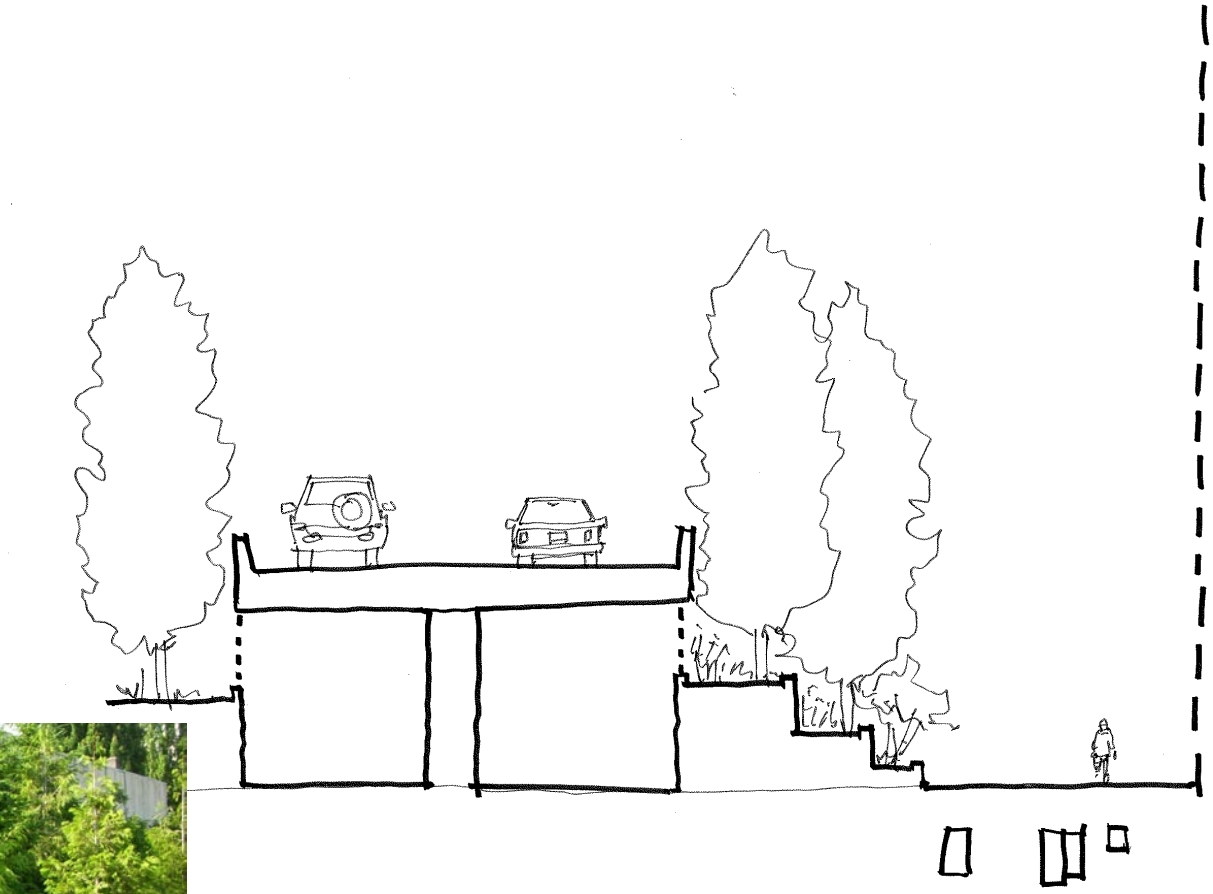


- **There is room in some places for activities.**
- **Flexible space can be built in the interim that can be tailored to needs of future land uses.**

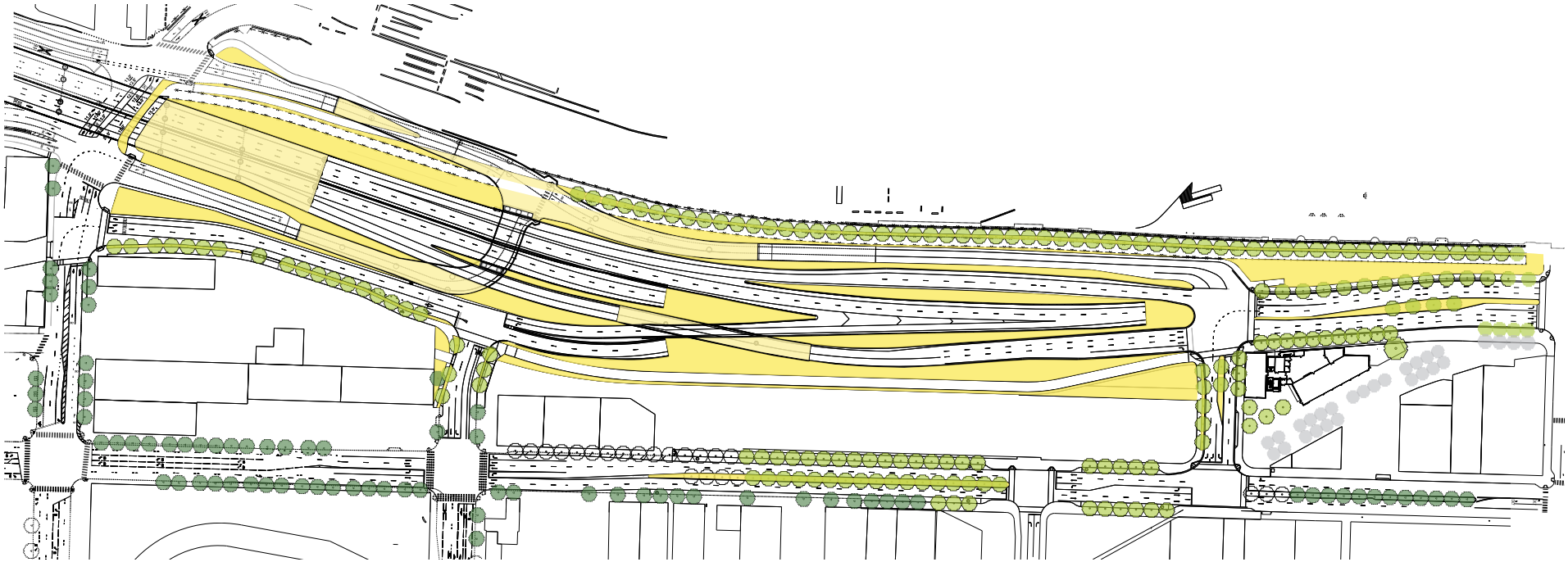
- **Edges can be terraced**



- **Edges can be sloped**



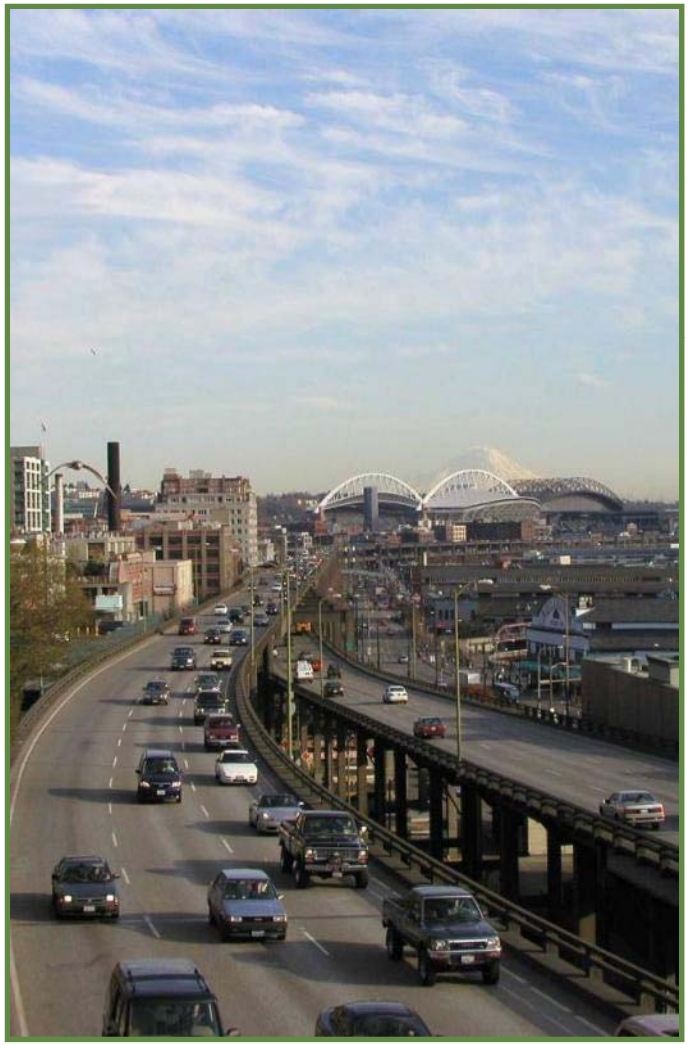
- **Edges can be used to screen underside of ramp areas**



- Yellow shows area for landscape. Lighter yellow is below ramps.
- Dark green trees are existing. Light green will be planted as part of the project.

NEXT STEPS

- Move ahead with building design and return to Commission for approval
- Move ahead with landscape design based on input on concept
- Move ahead with design of City Side Trail based on input
- Coordinate with DPD and other stakeholders on larger context issues
- Coordinate with Central Waterfront team on design directions



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