

An aerial photograph of Seattle, Washington, showing the city skyline and waterfront. The image captures a dense urban area with numerous skyscrapers and buildings, particularly concentrated in the downtown core. The city is situated along a body of water, with a prominent bridge crossing the waterway. In the foreground, there are large industrial or port areas with many shipping containers and cranes. The overall scene is a high-angle, wide-area view of the city.

**PRESENTATION TO THE
SEATTLE DESIGN COMMISSION
May 20, 2010**

PORTAL AREAS DESIGN GUIDELINES

PREPARED BY ROMA DESIGN GROUP
IN ASSOCIATION WITH NBBJ

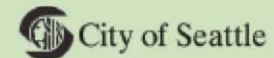
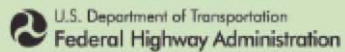
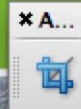
Design Guideline Review Schedule

May 28 th	comments due from Seattle Design Commission
June 1 st	comment resolution
June 2 nd	comment to design team
June 9 th	proof copy due from design team
June 16 th	final design guidelines for inclusion in RFP addendum

Agenda

Seattle Design Commission - May 20, 2010 Presentation

Alaskan Way Viaduct & Seawall Replacement Program



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

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

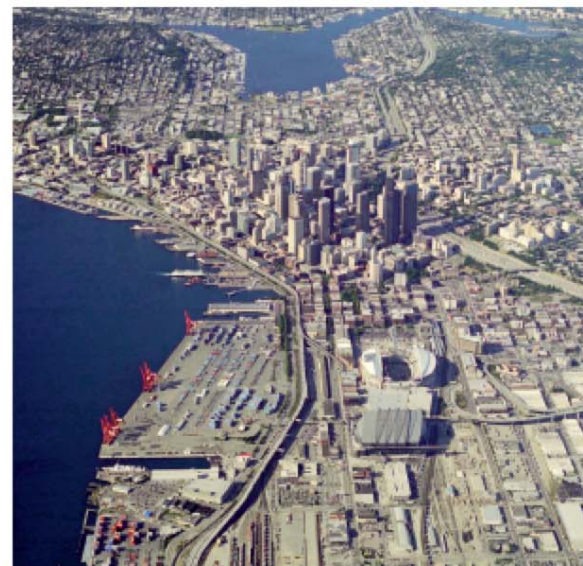
- Establish a vocabulary of elements that integrate well with the urban context and that enhance its legibility
- Enhance intuitive way-finding and a sense of orientation and destination
- Provide lighting that not only meets functional requirements but enhances the scenic qualities and night-time experience of the city
- Foster opportunities for the integration of public art and artistic elements

Contribute positively to the fabric of the city and the unique qualities of adjacent neighborhoods

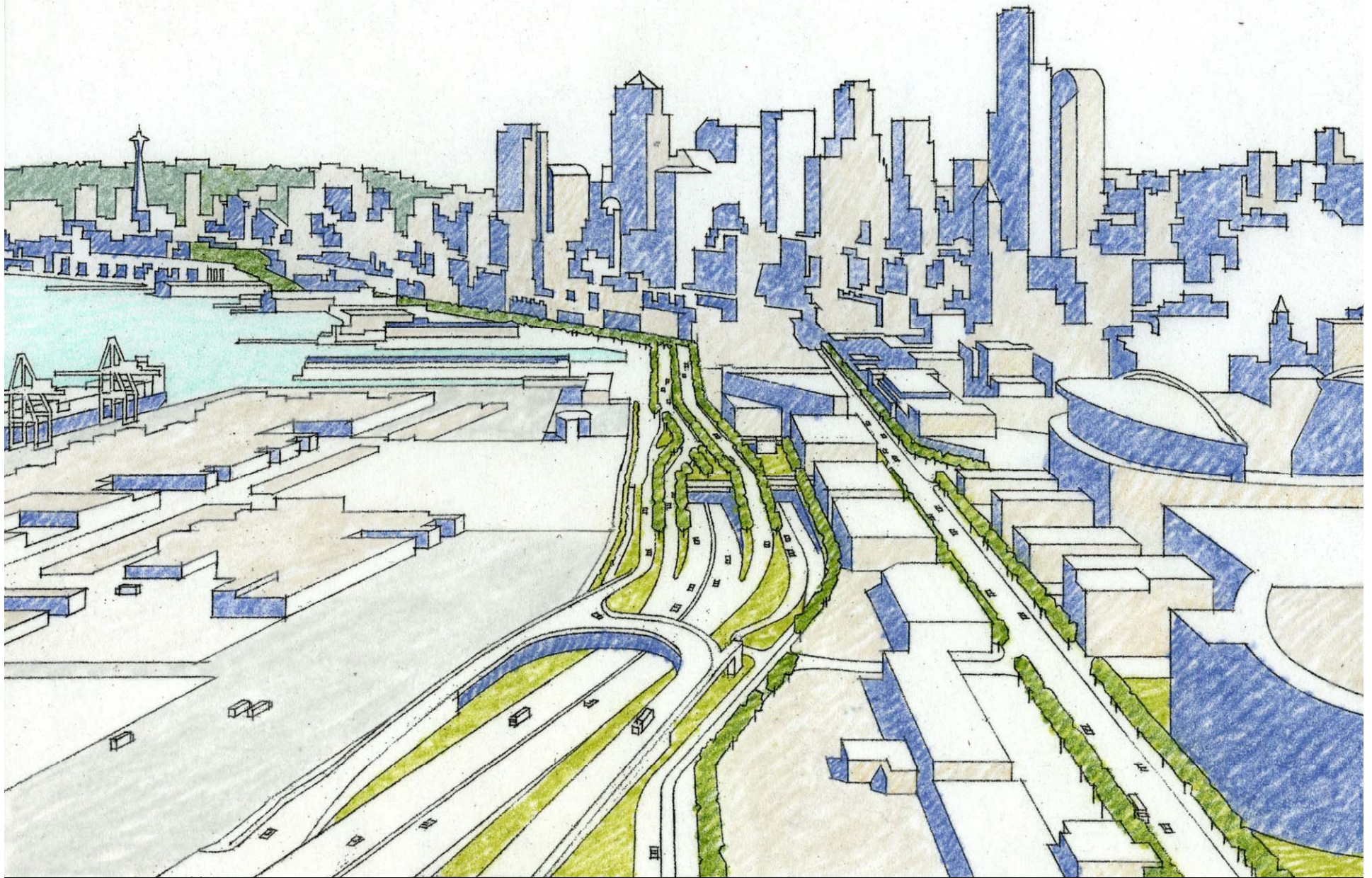
- Support the preservation of historic buildings and the achievement of the urban potential of adjacent neighborhoods consistent with approved Neighborhood Plans
- Complement the context and qualities of adjacent neighborhoods with an appropriate scale, massing and character of the built form
- Foster 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

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 clear 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).

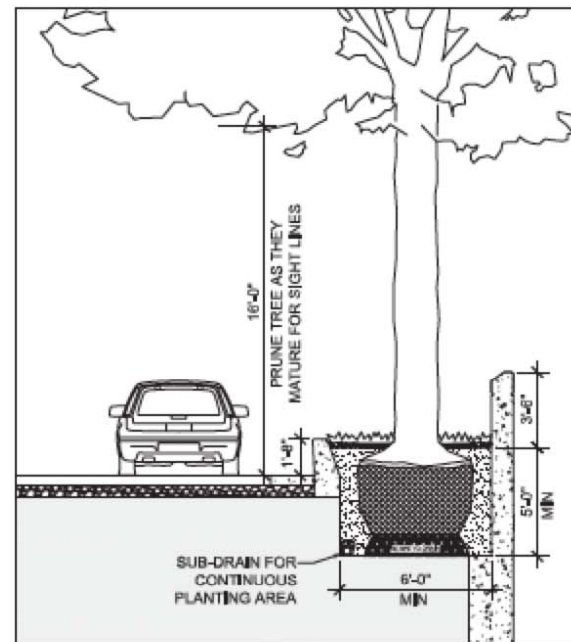
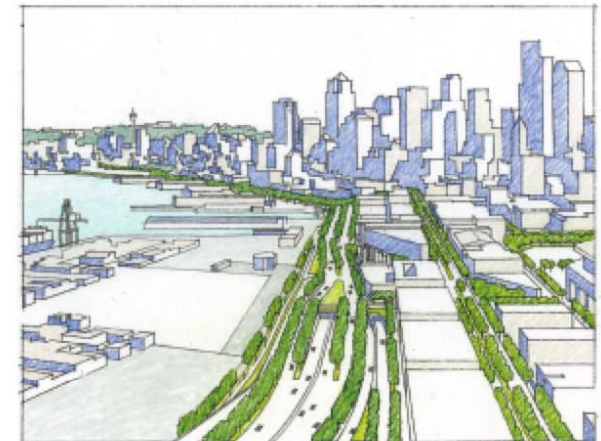


Figure 6: Typical landscaping adjacent to the roadway.

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.

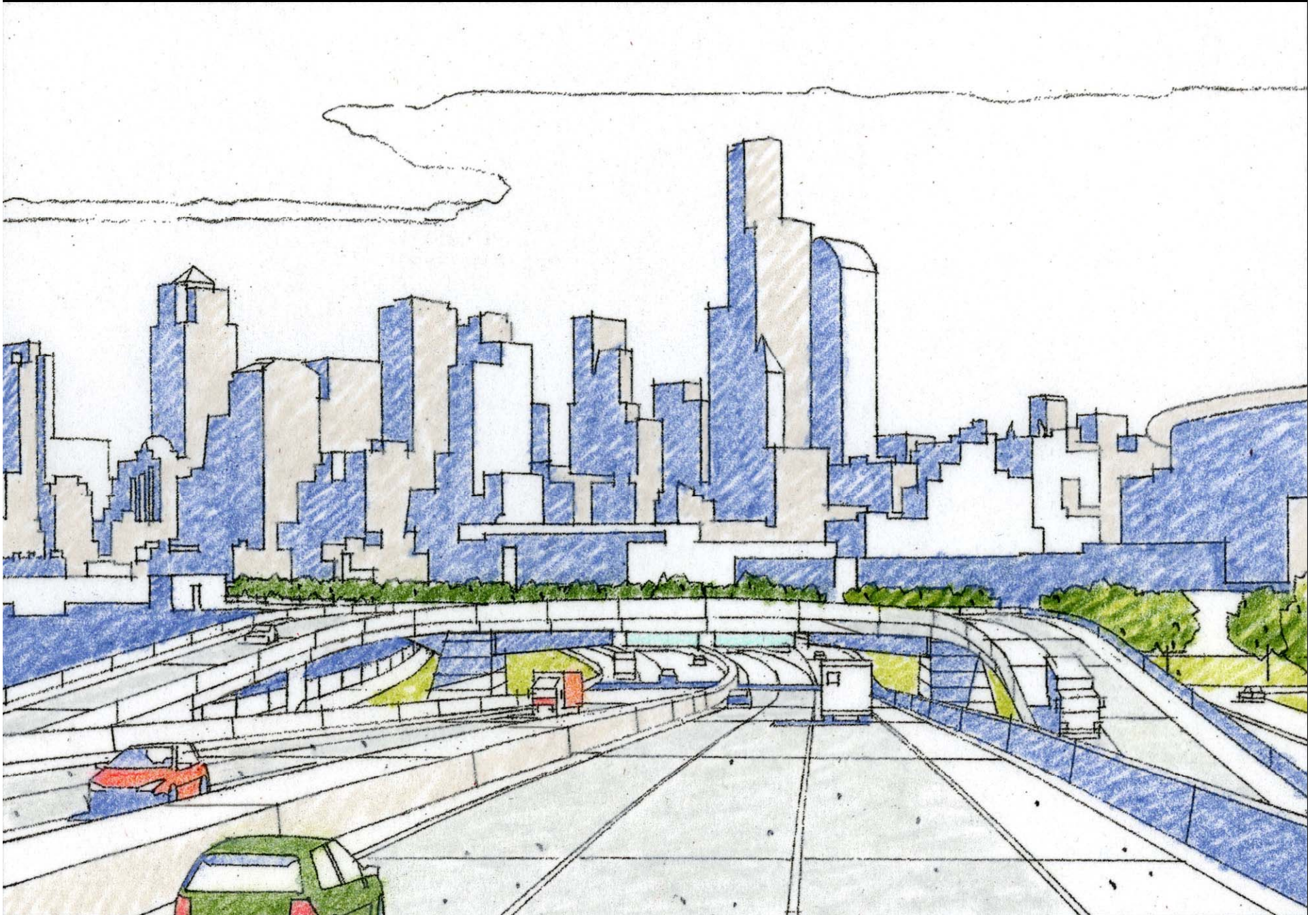


Landscaping can help the transition from the highway to the city streets.

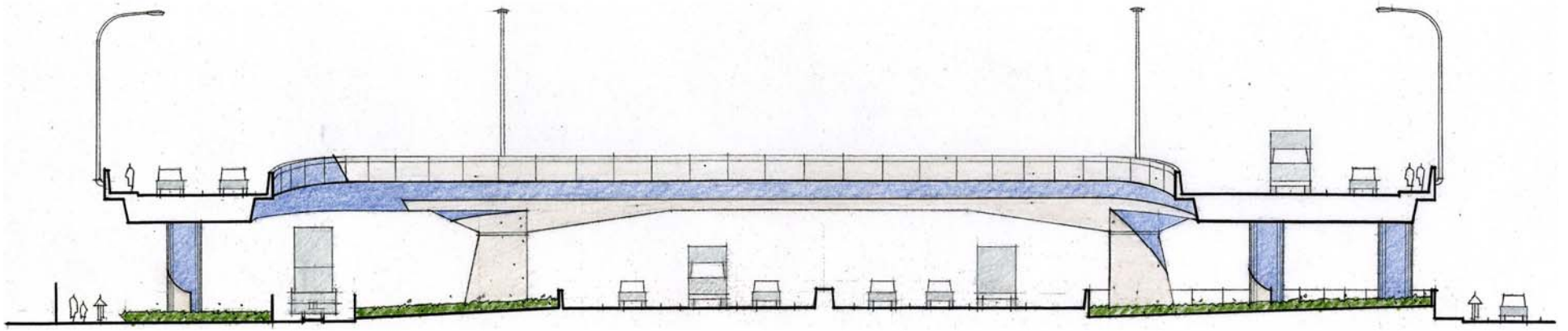
Landscape Concept – South Portal Area



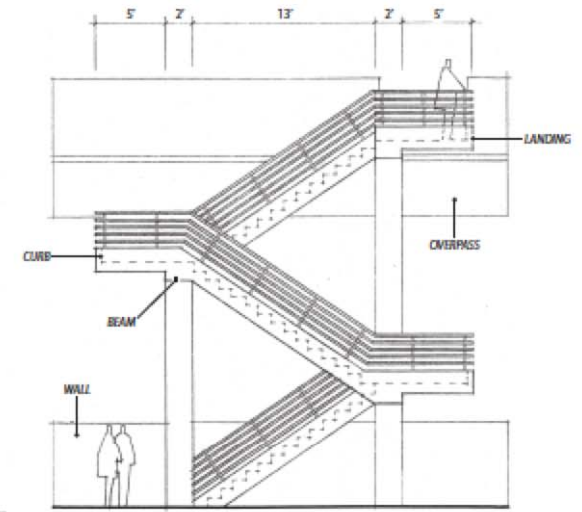
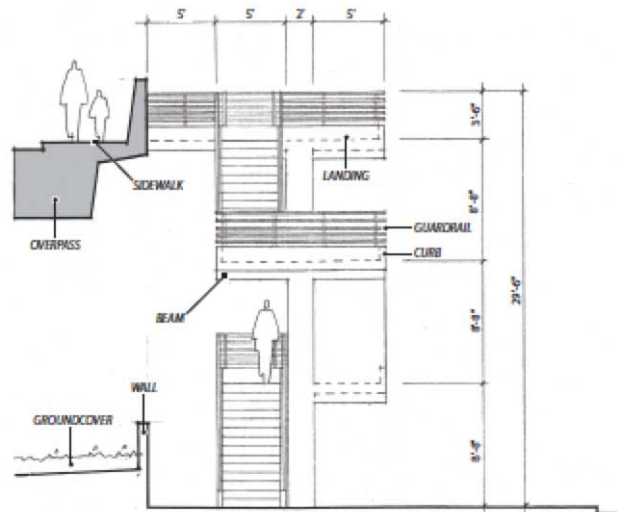
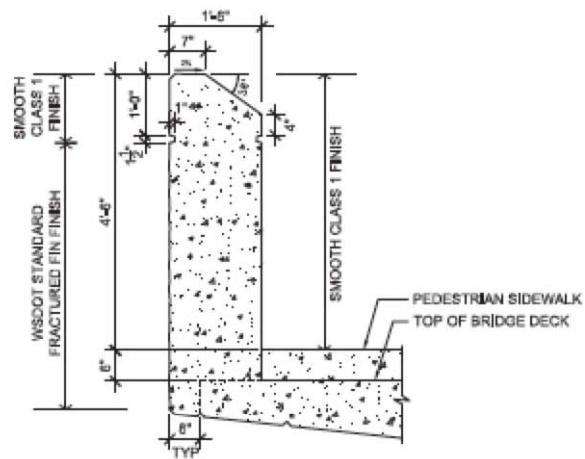
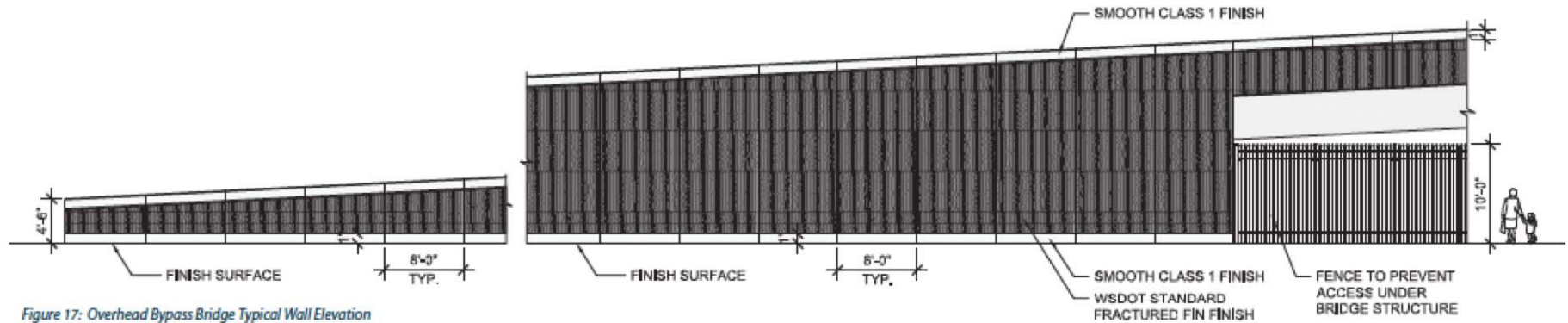
Overhead Bypass Bridge



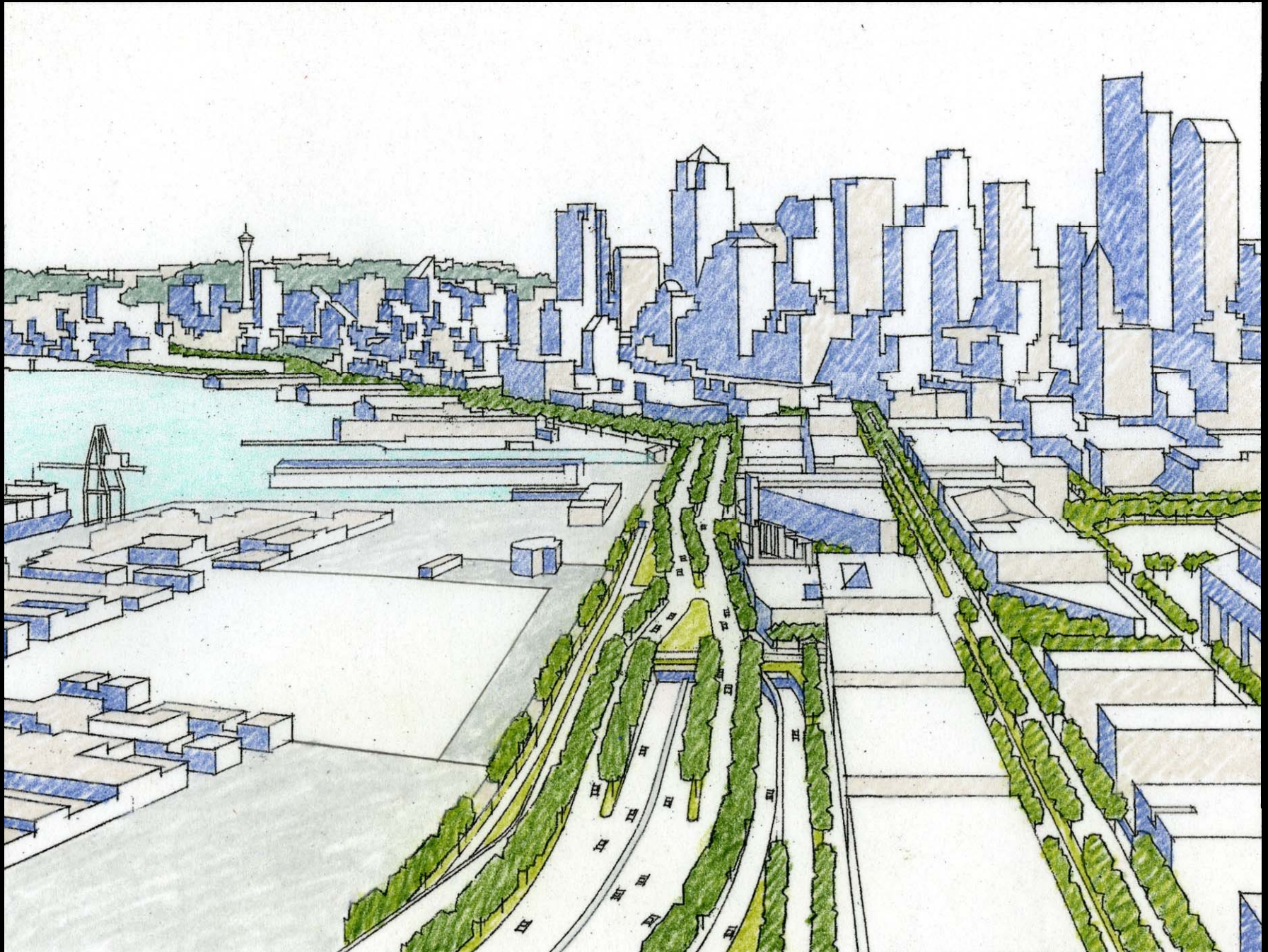
Overhead Bypass Bridge



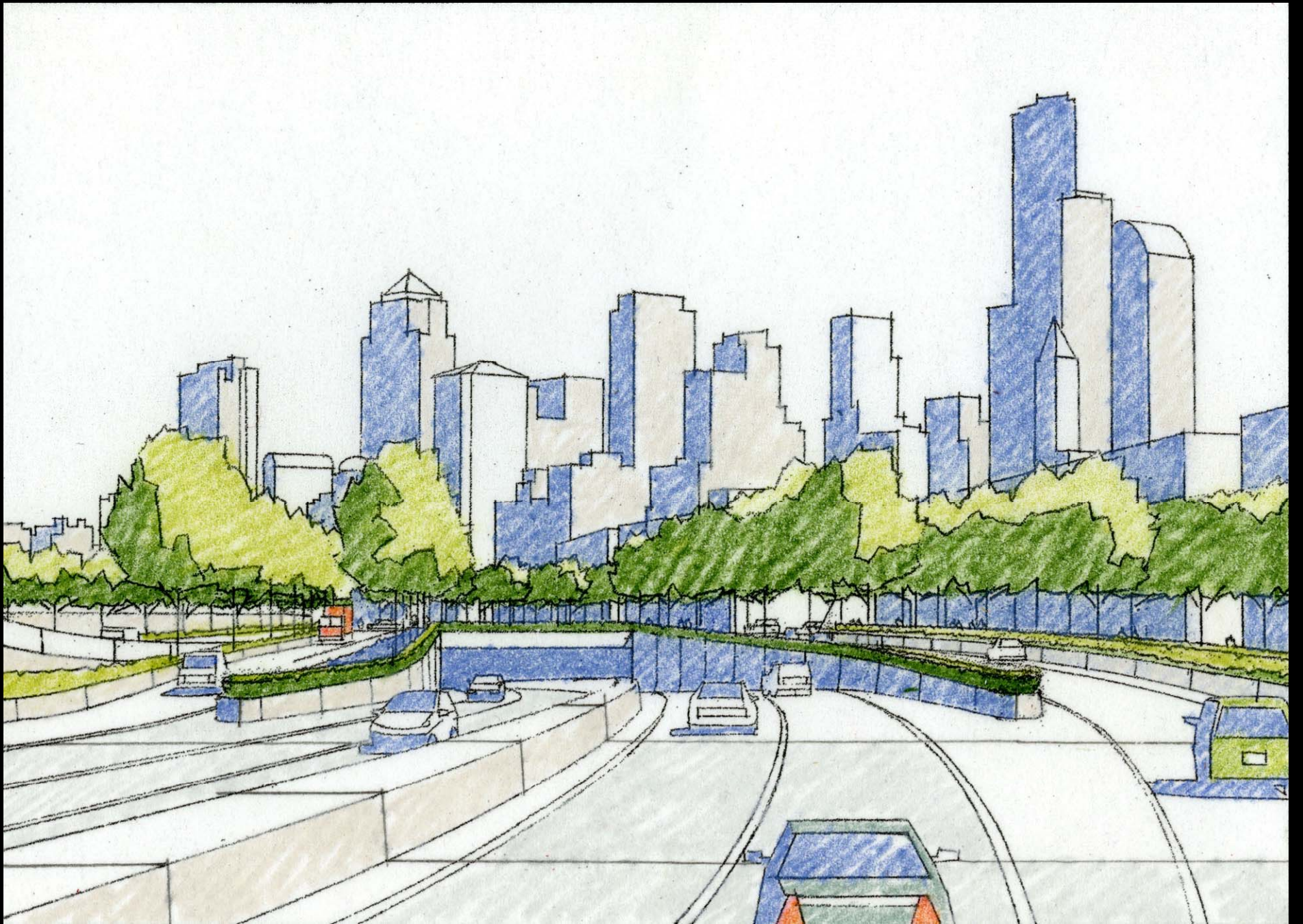
Pedestrian Stair Elevation and Sections



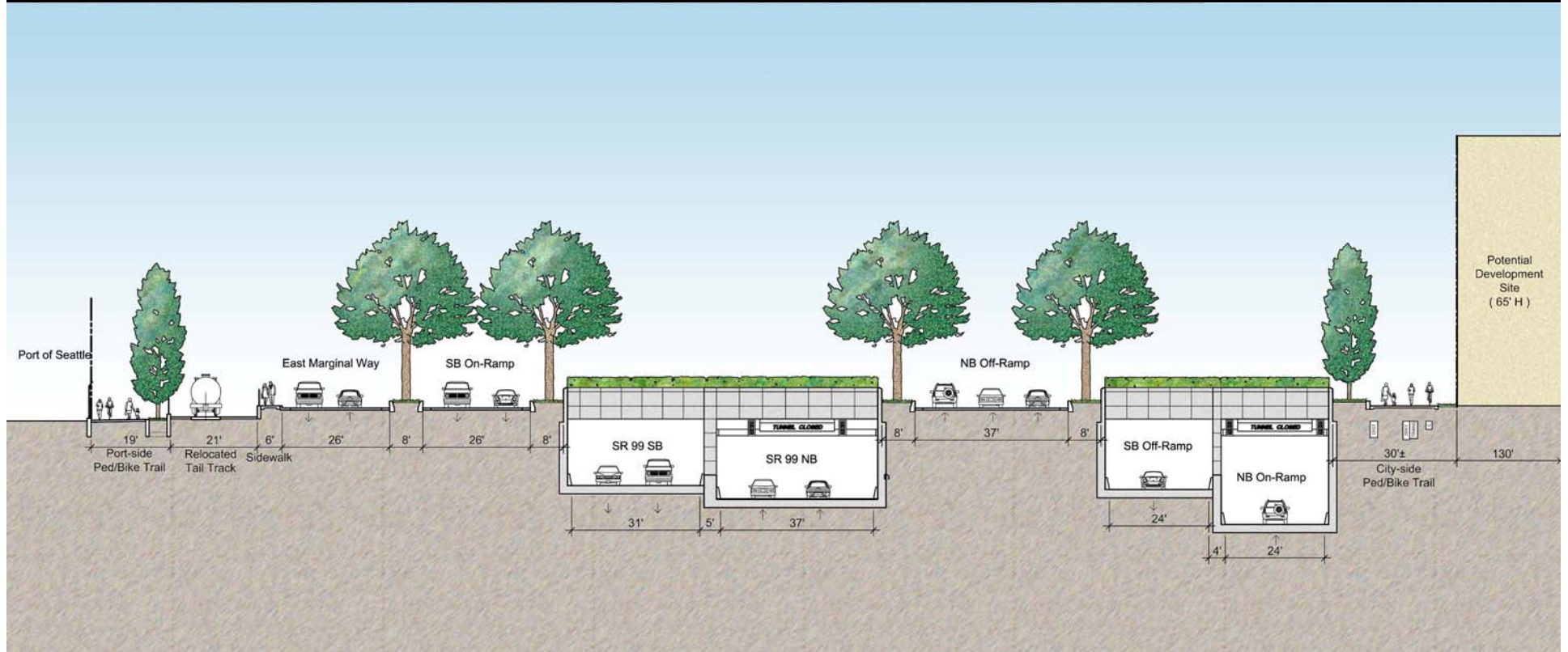
Overview of Ramp and Portal Area



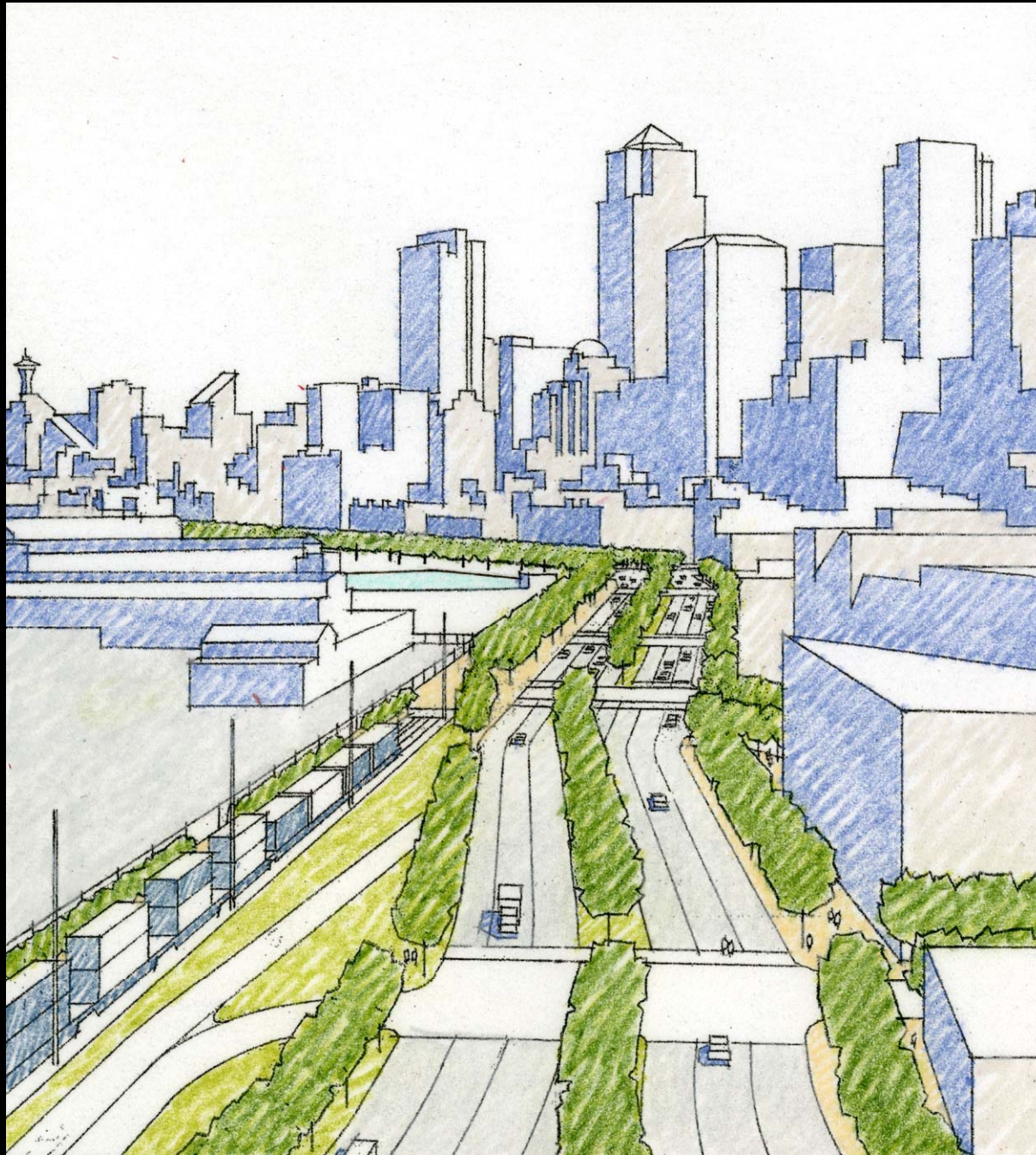
Tunnel Entrance



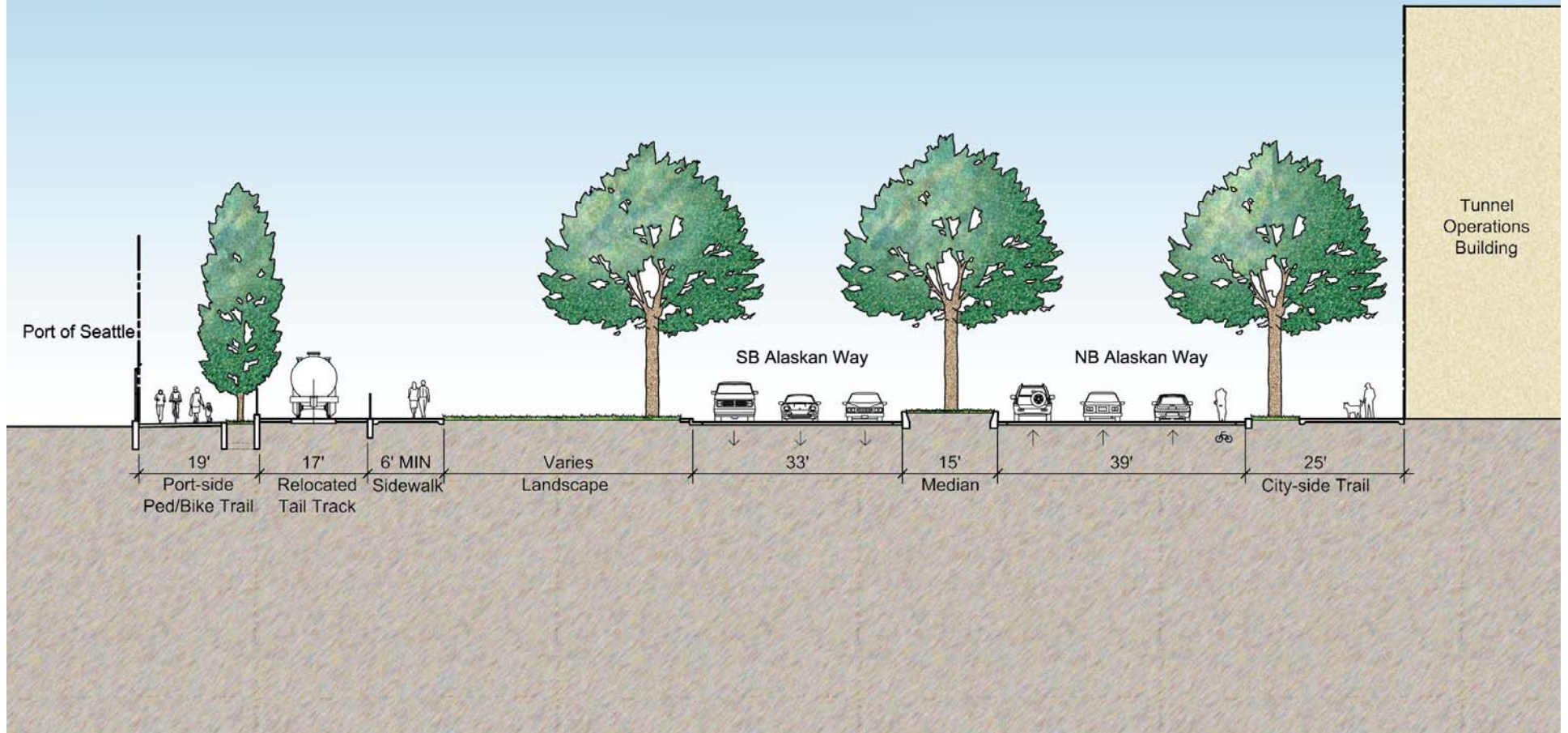
Section through Portal and Ramps



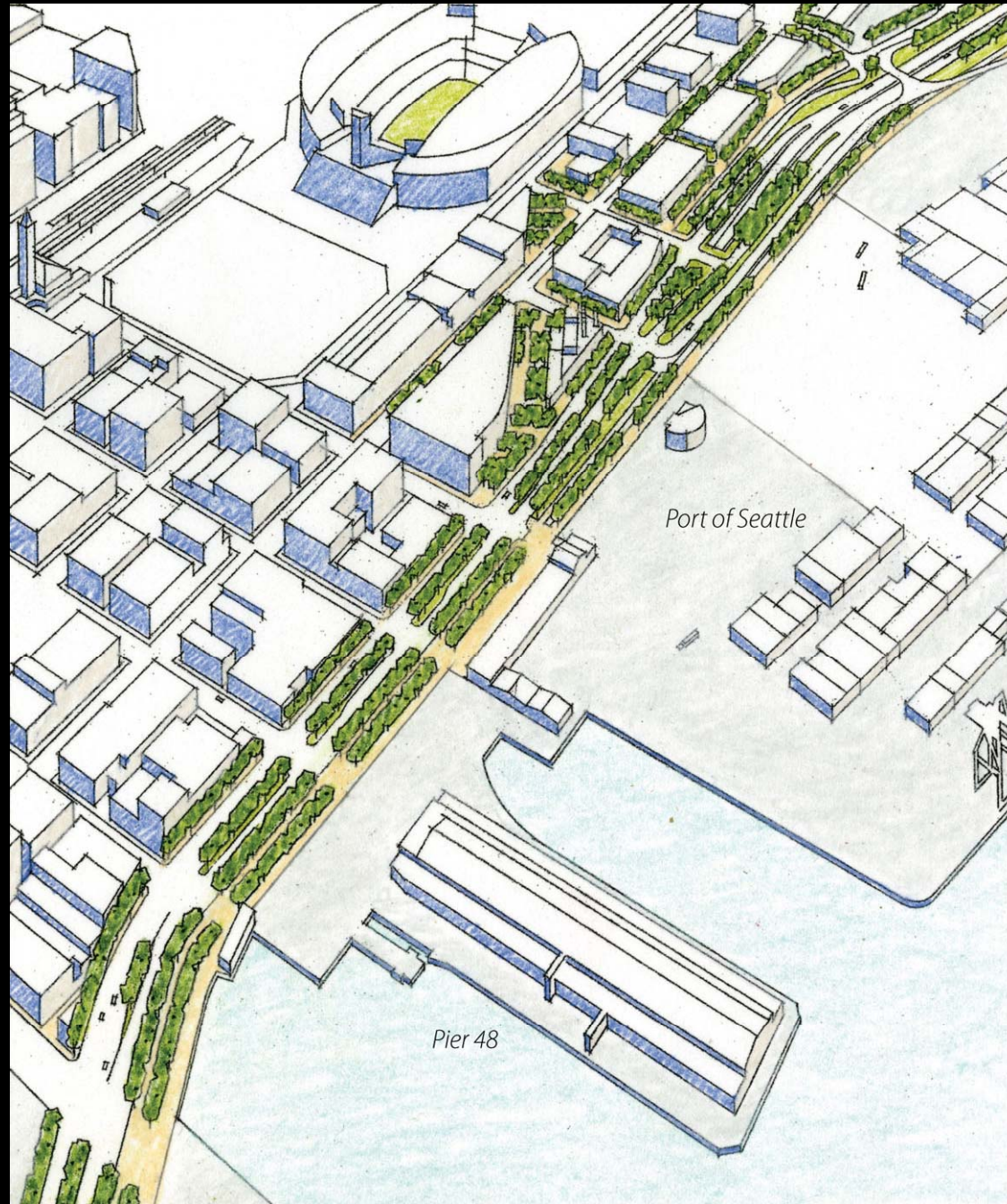
Alaskan Way



Section through Alaskan Way



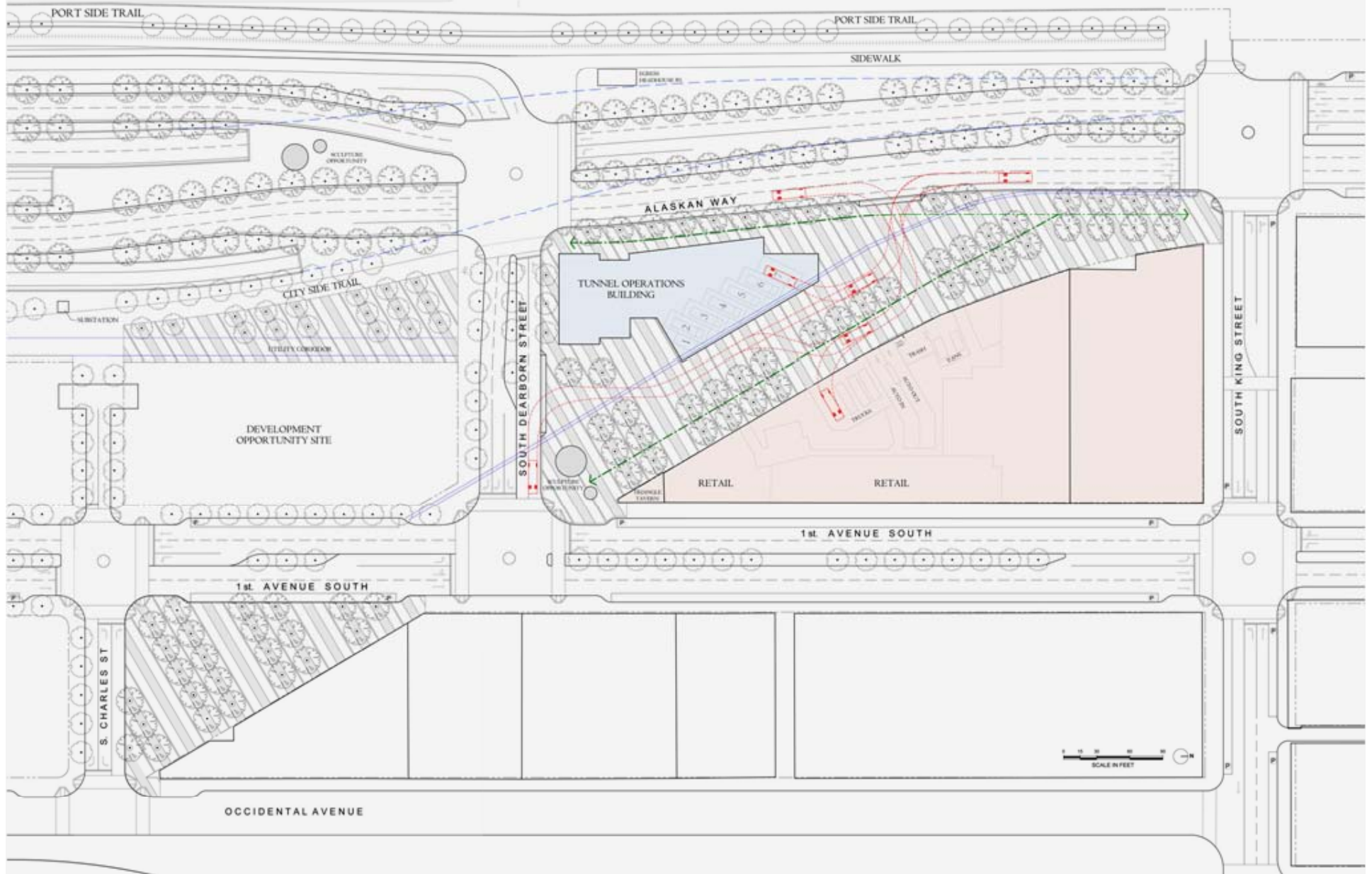
Railroad Way South



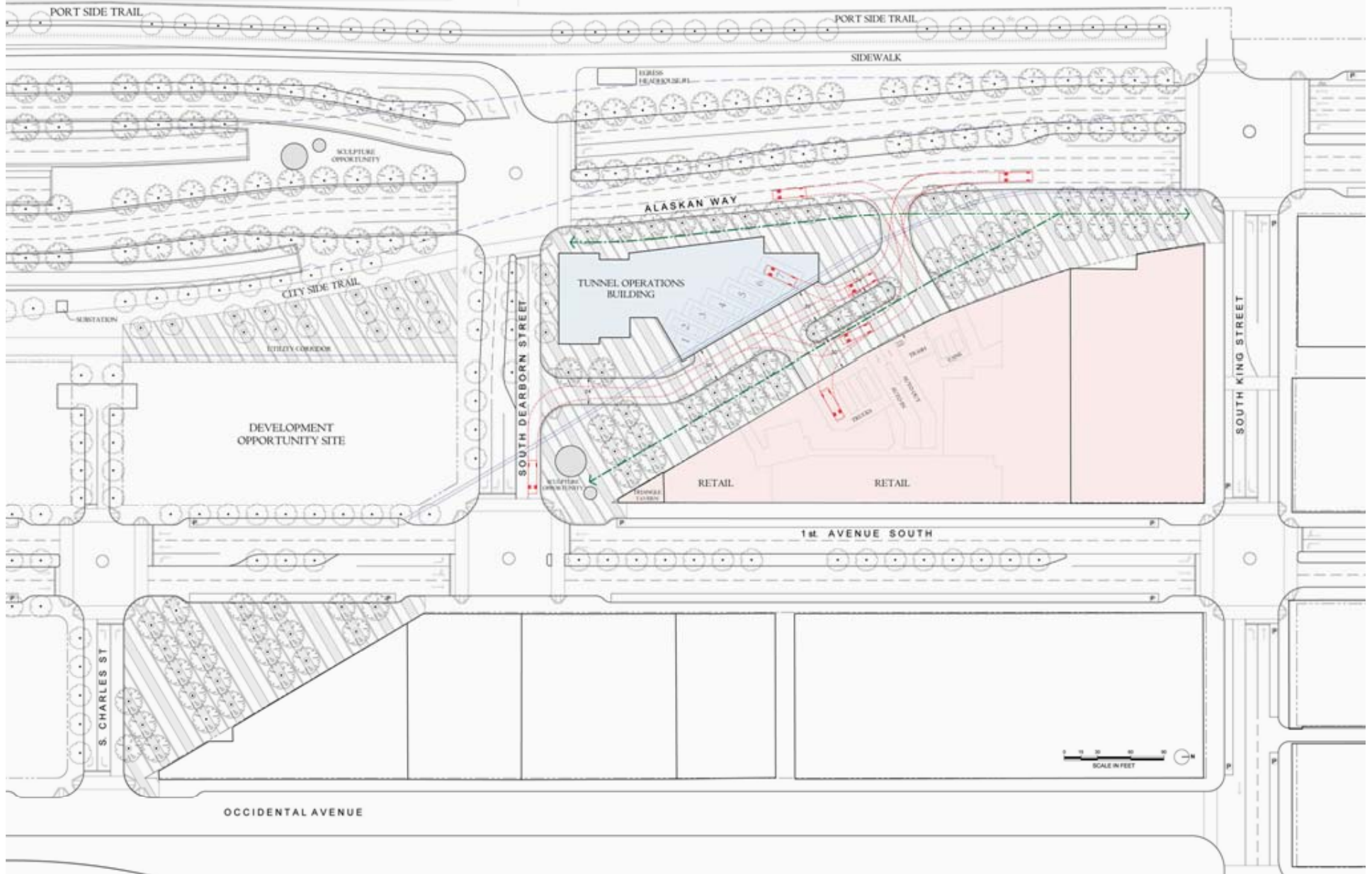
Concepts



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.

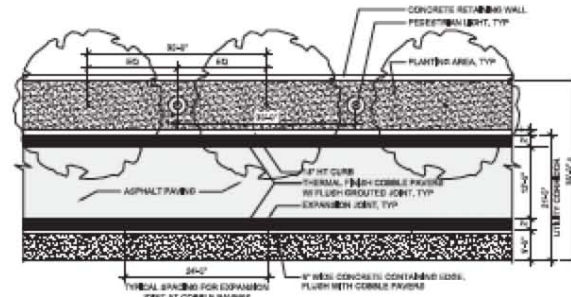


Figure 37: Typical Plan, north of Royal Brougham Way

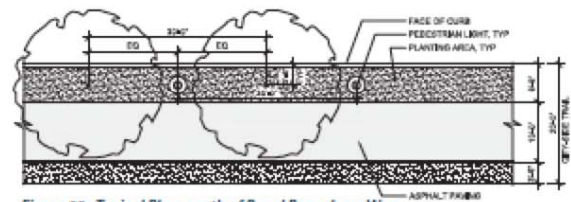


Figure 38: Typical Plan, south of Royal Brougham Way

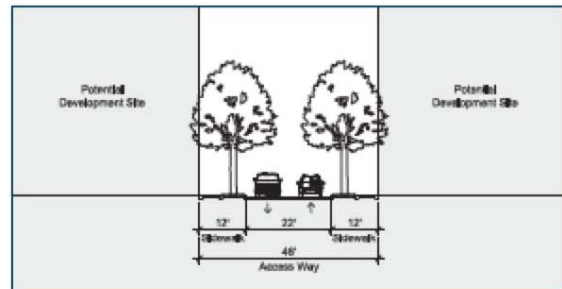


Figure 39: Typical Section at Access Way between development parcels

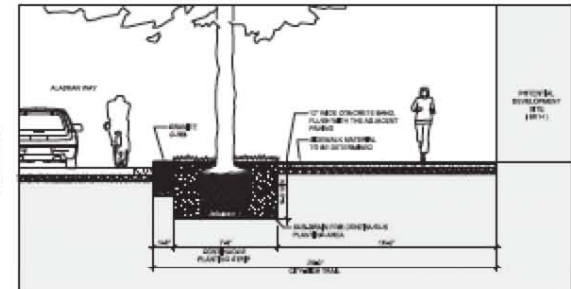


Figure 40: Typical City-Side Trail Along Alaskan Way

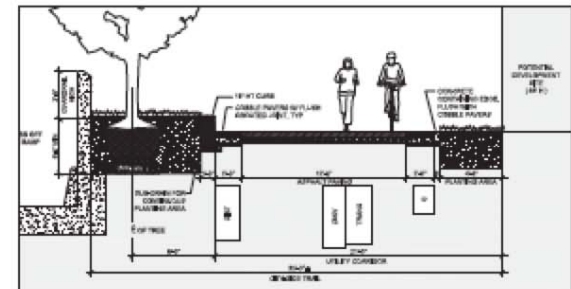


Figure 41: Typical City-Side Trail Along SR 99 Off-Ramp

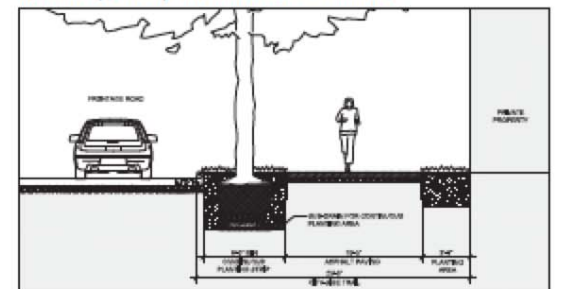
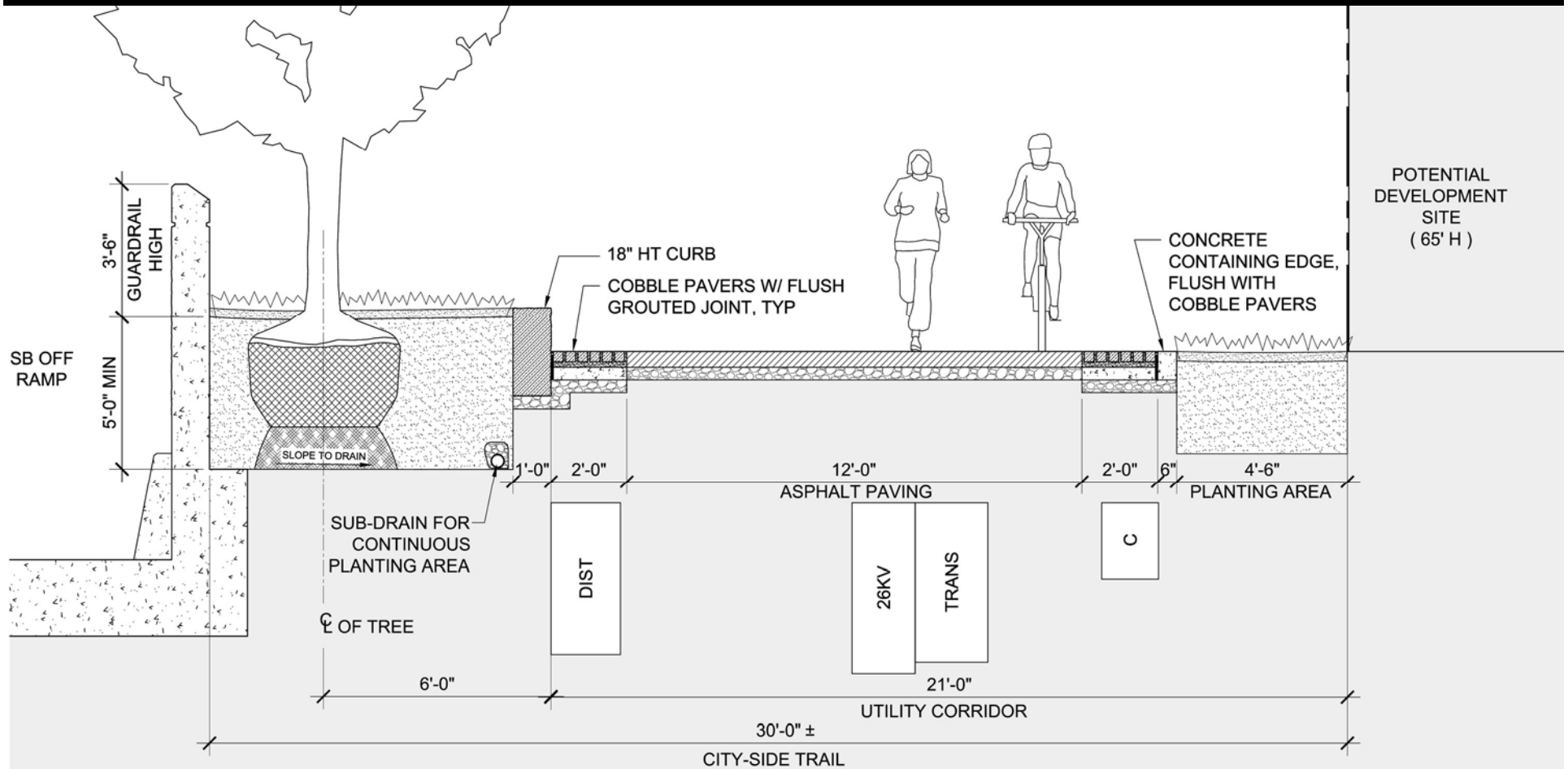
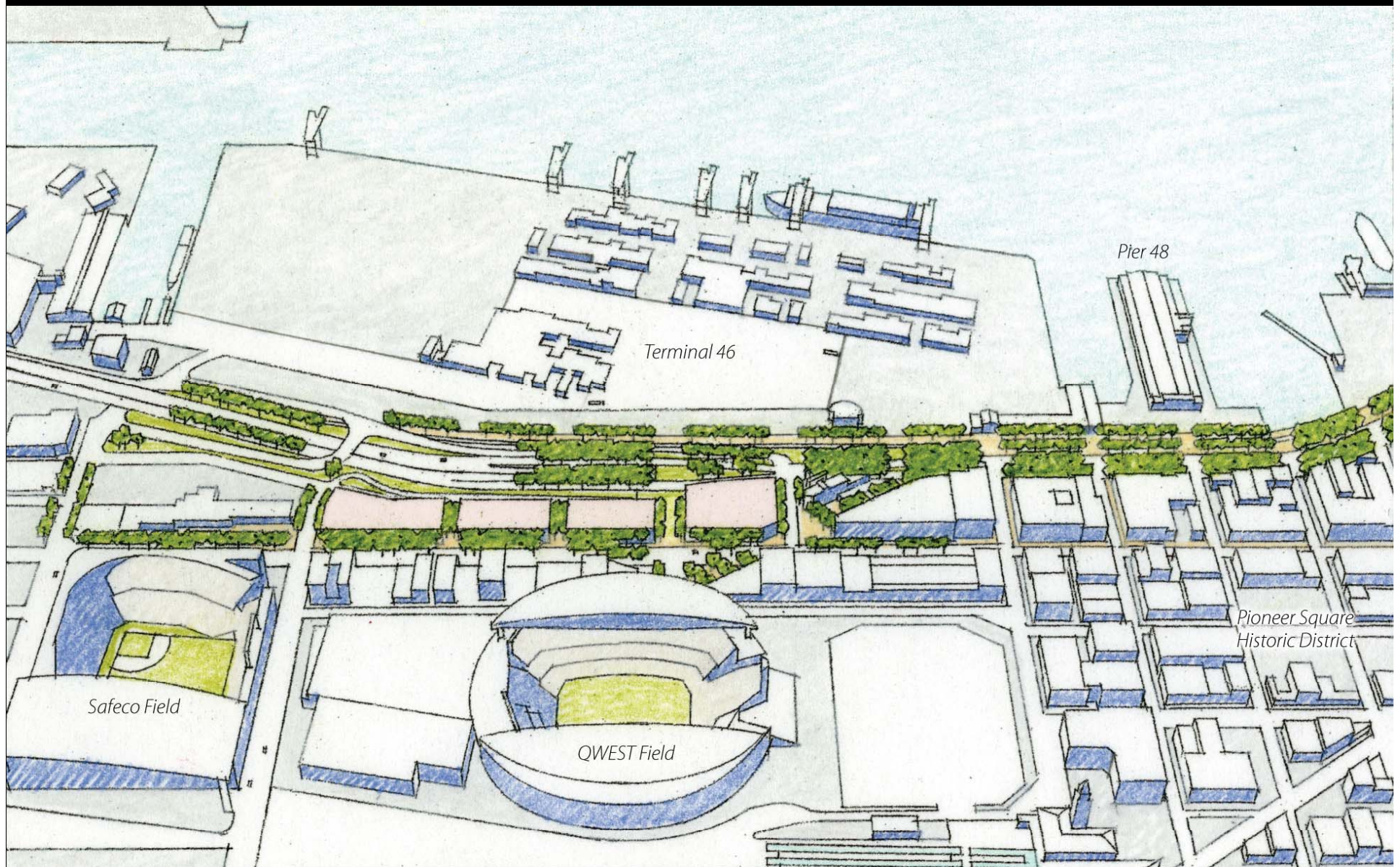


Figure 42: Typical City-Side Trail Along Frontage Road

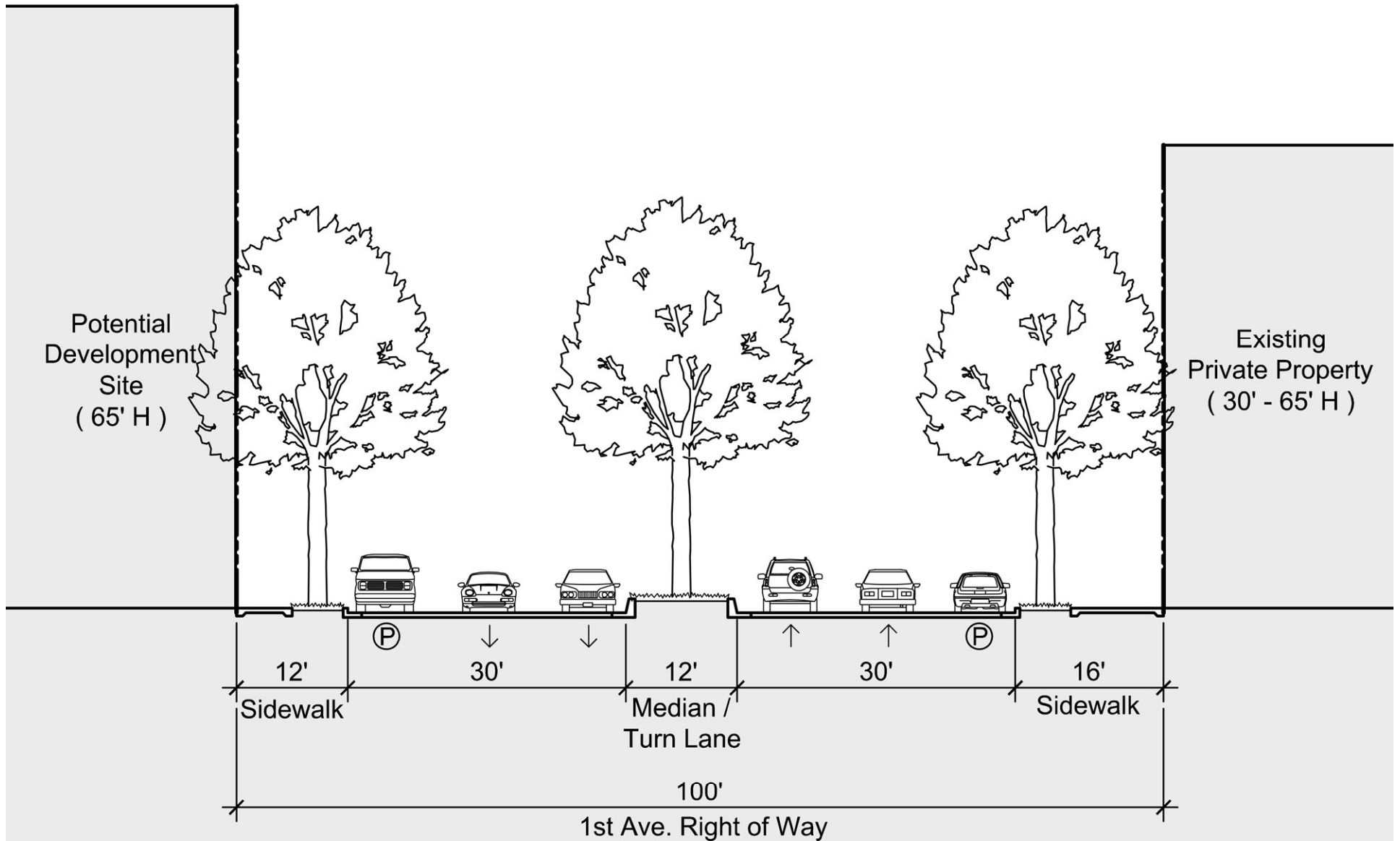
Section of Cityside Trail



First Avenue South



Section of First Avenue South



Moving to the North Entrance to the City



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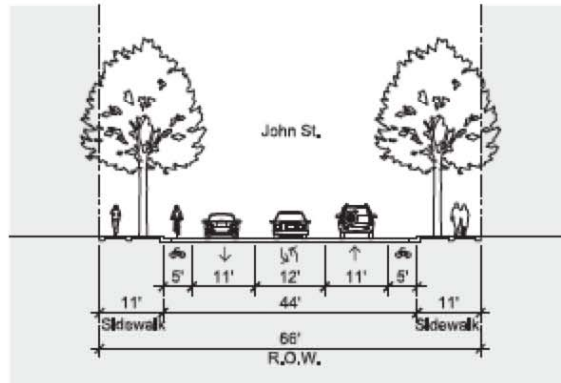


Figure 54: John Street between 6th Avenue and Aurora Avenue

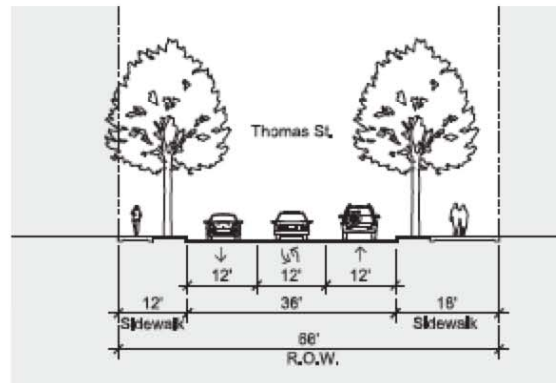


Figure 55: Thomas Street between 6th Avenue and Aurora Avenue

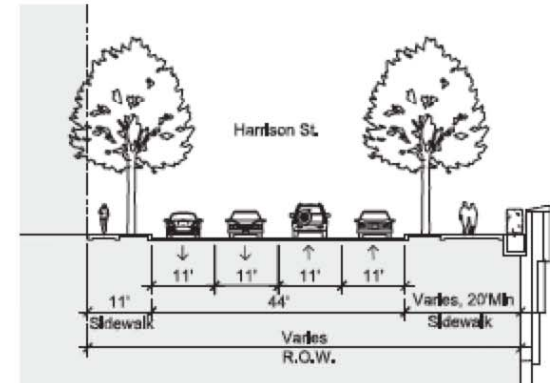


Figure 56: Harrison Street between 6th Avenue and Aurora Avenue

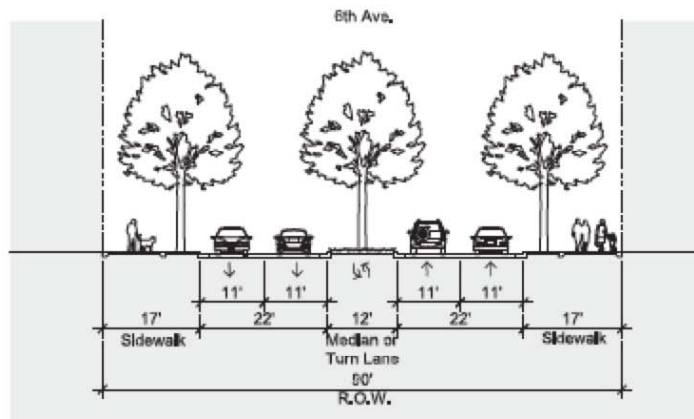


Figure 57: 6th Avenue between Thomas Street and Harrison Street

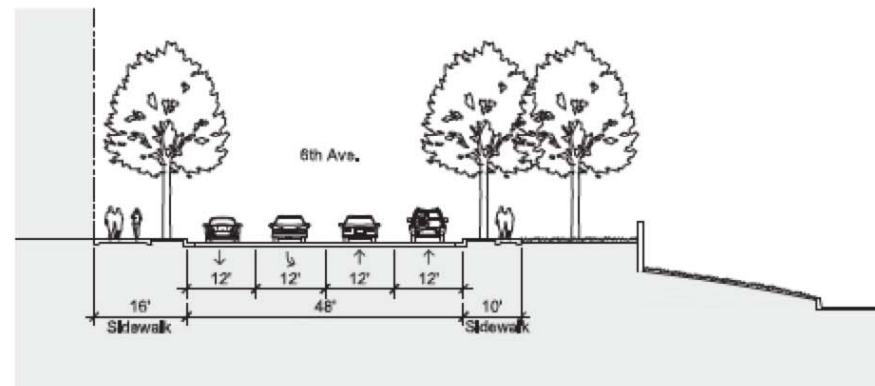
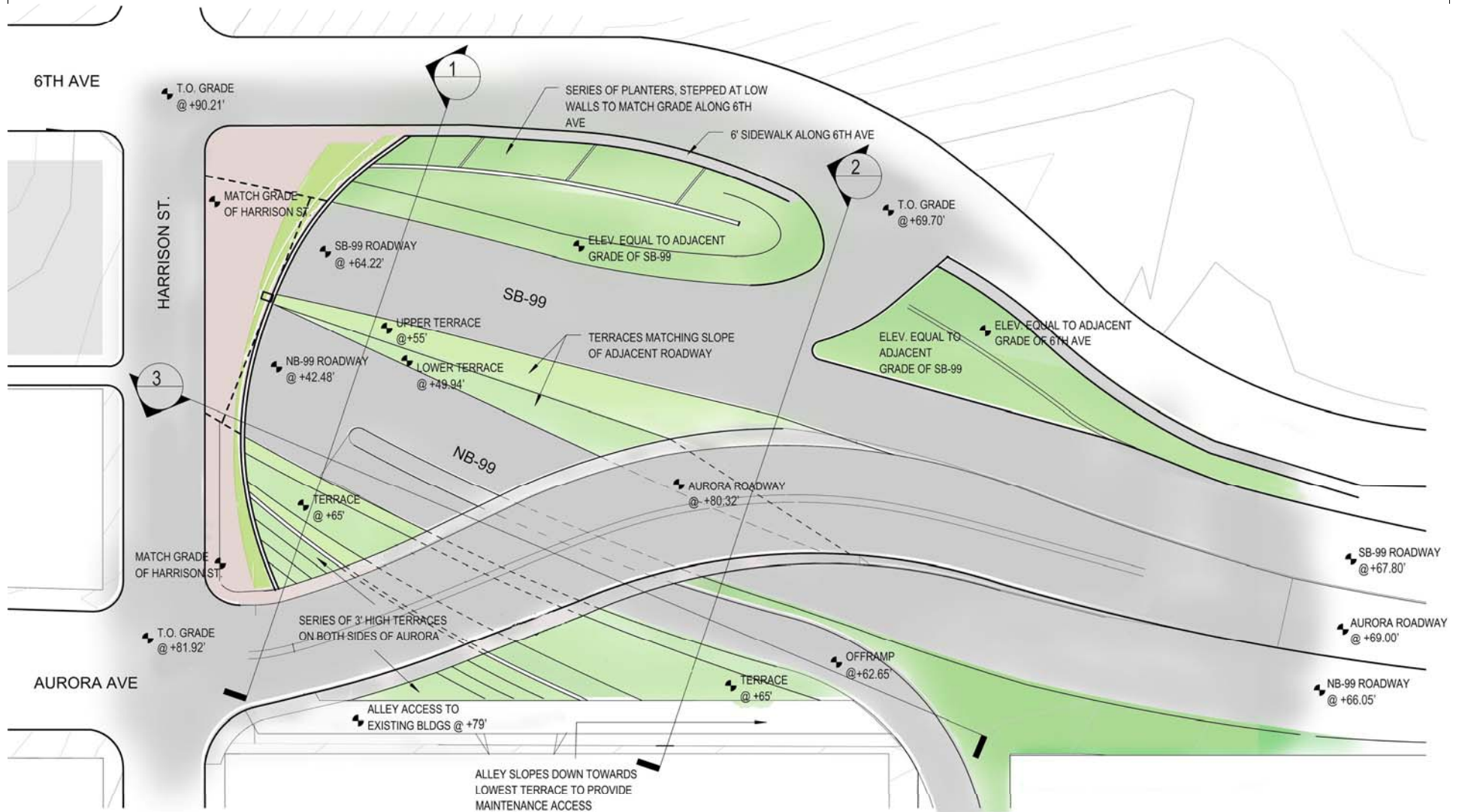
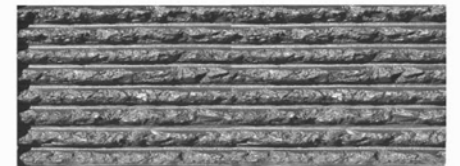
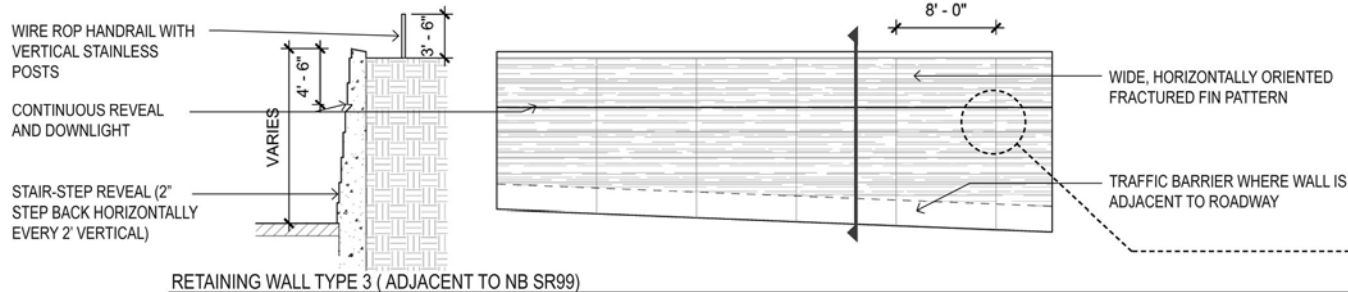
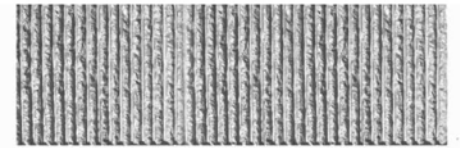
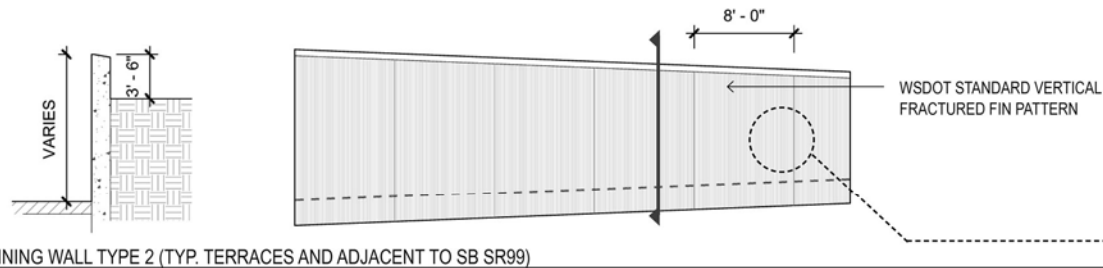
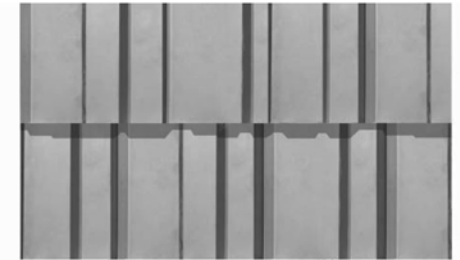
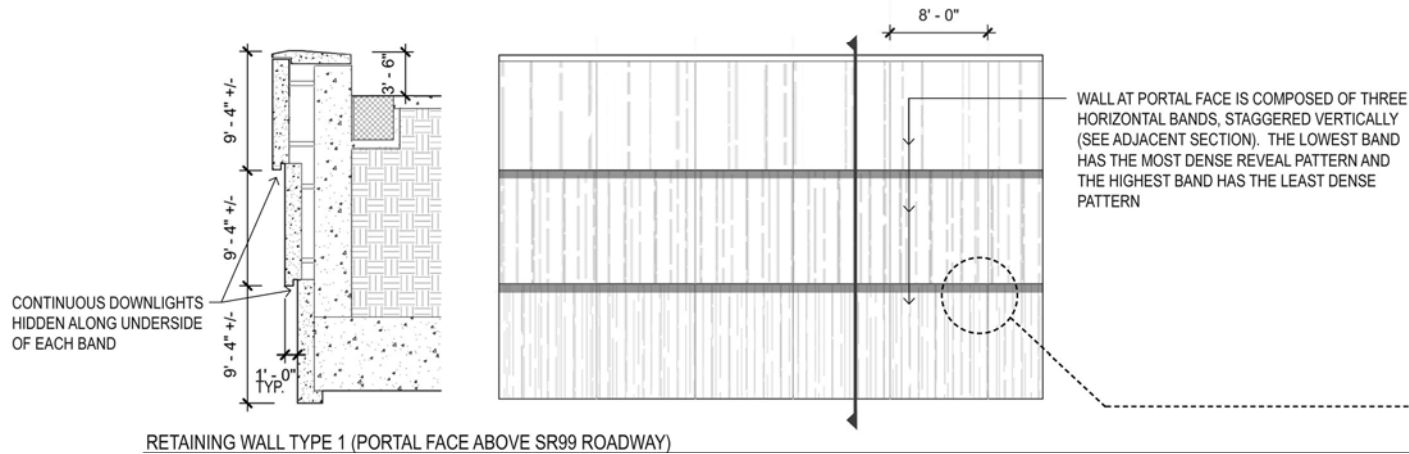


Figure 58: 6th Avenue between Harrison Street and Republican Street

Ramp Area Plan



Portal Face Treatments



Landscape Concept for Ramp Area

TRANSITION TO TUNNEL
EVERGREEN SPECIES FORM A BACKDROP FOR THE RIPARIAN ZONE & PROVIDE A TRANSITION TO THE TUNNEL

LEGACY TREE
BROAD, SPREADING CANOPY PROVIDES A 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

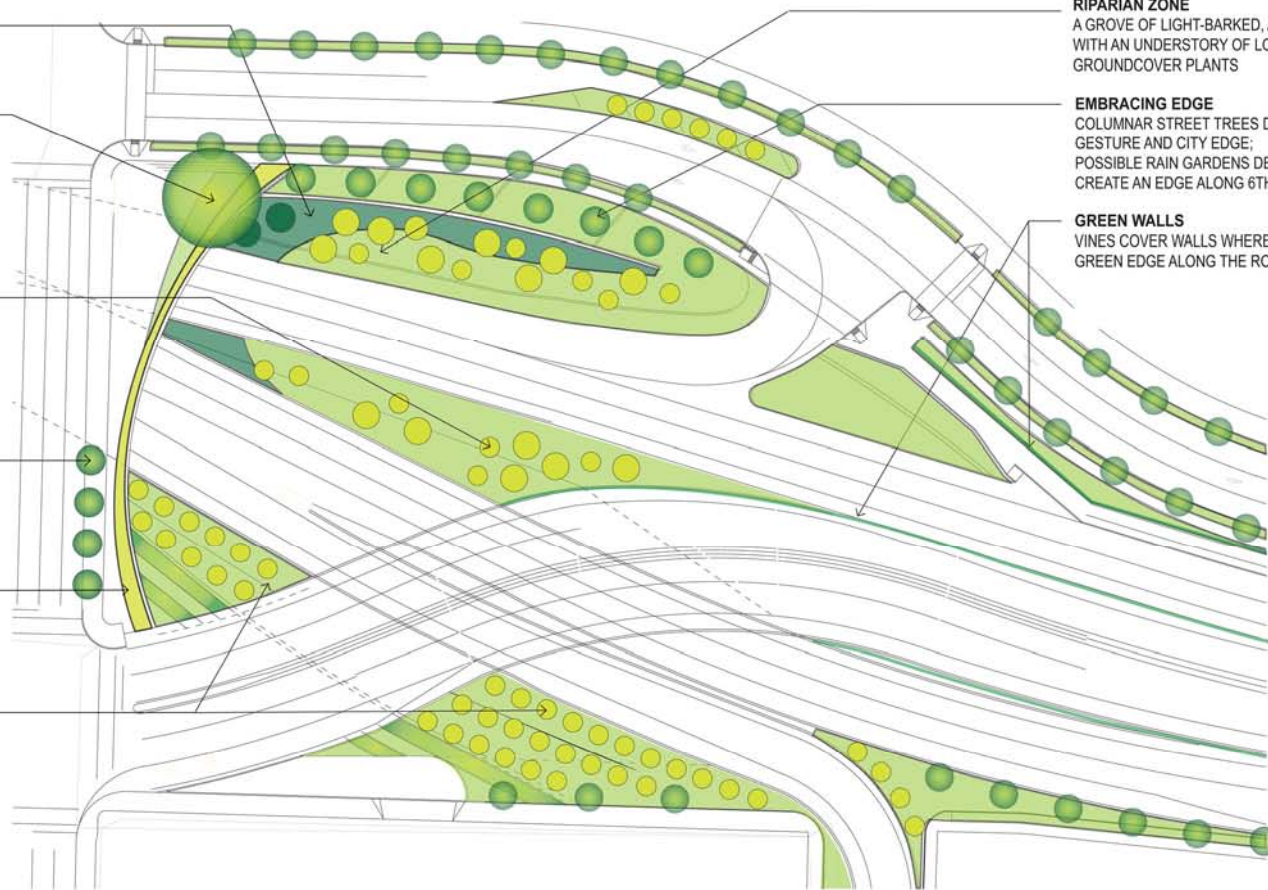
CITY EDGE / ARC
DRIFT OF VEGETATION ACCENTUATES THE ARC FORM AND BUFFERS PEDESTRIANS FROM THE ROADWAY BELOW

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

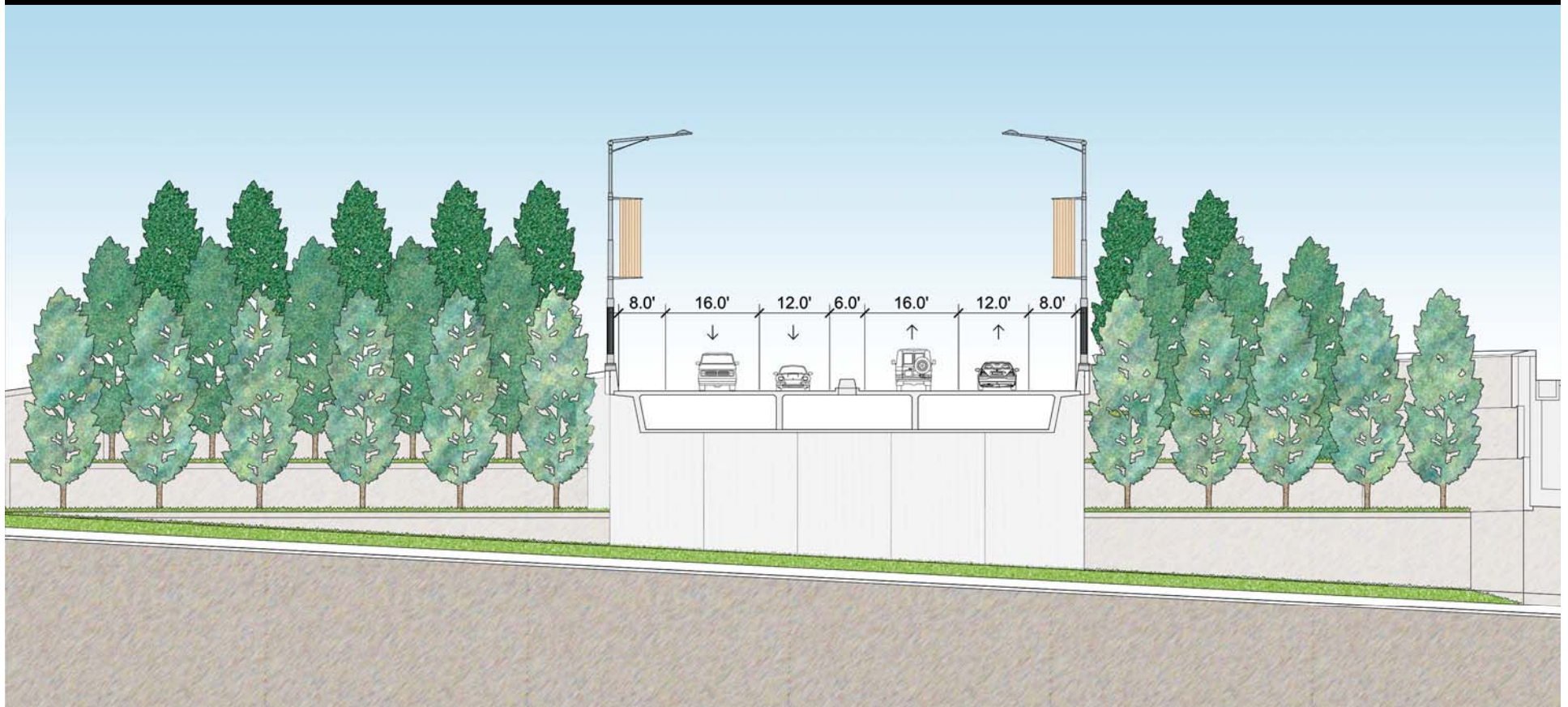
RIPARIAN ZONE
A GROVE OF LIGHT-BARKED, AIRY DECIDUOUS TREES WITH AN UNDERSTORY OF LOW-GROWING RIPARIAN-LIKE GROUNDCOVER PLANTS

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

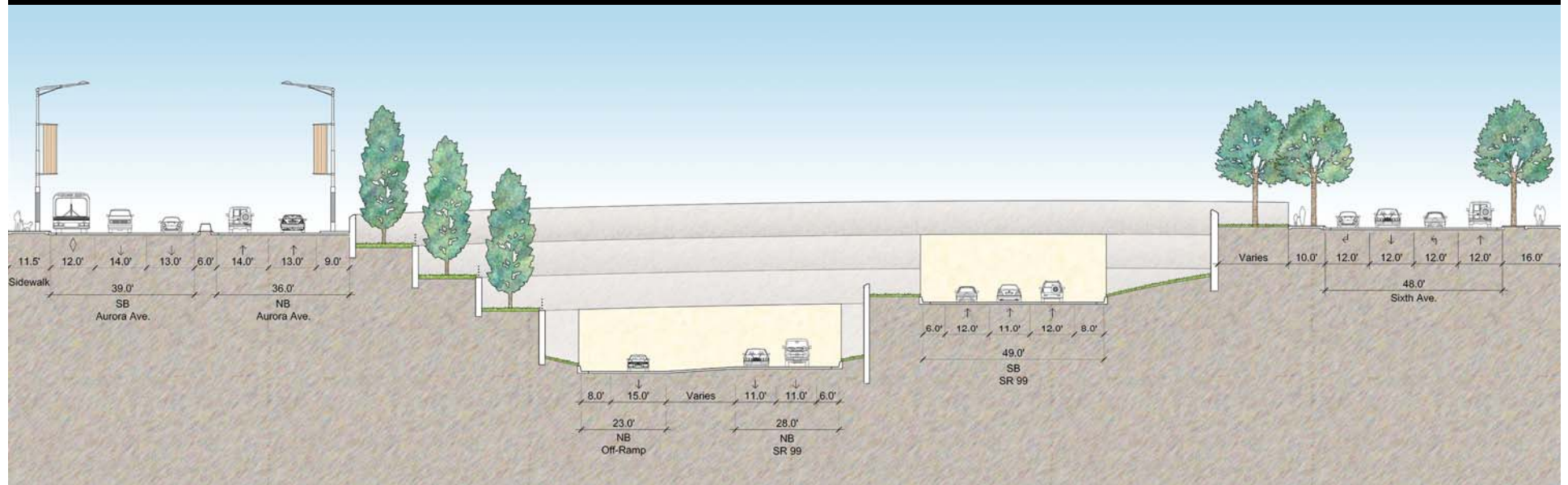
GREEN WALLS
VINES COVER WALLS WHERE POSSIBLE TO CREATE A GREEN EDGE ALONG THE ROADWAY



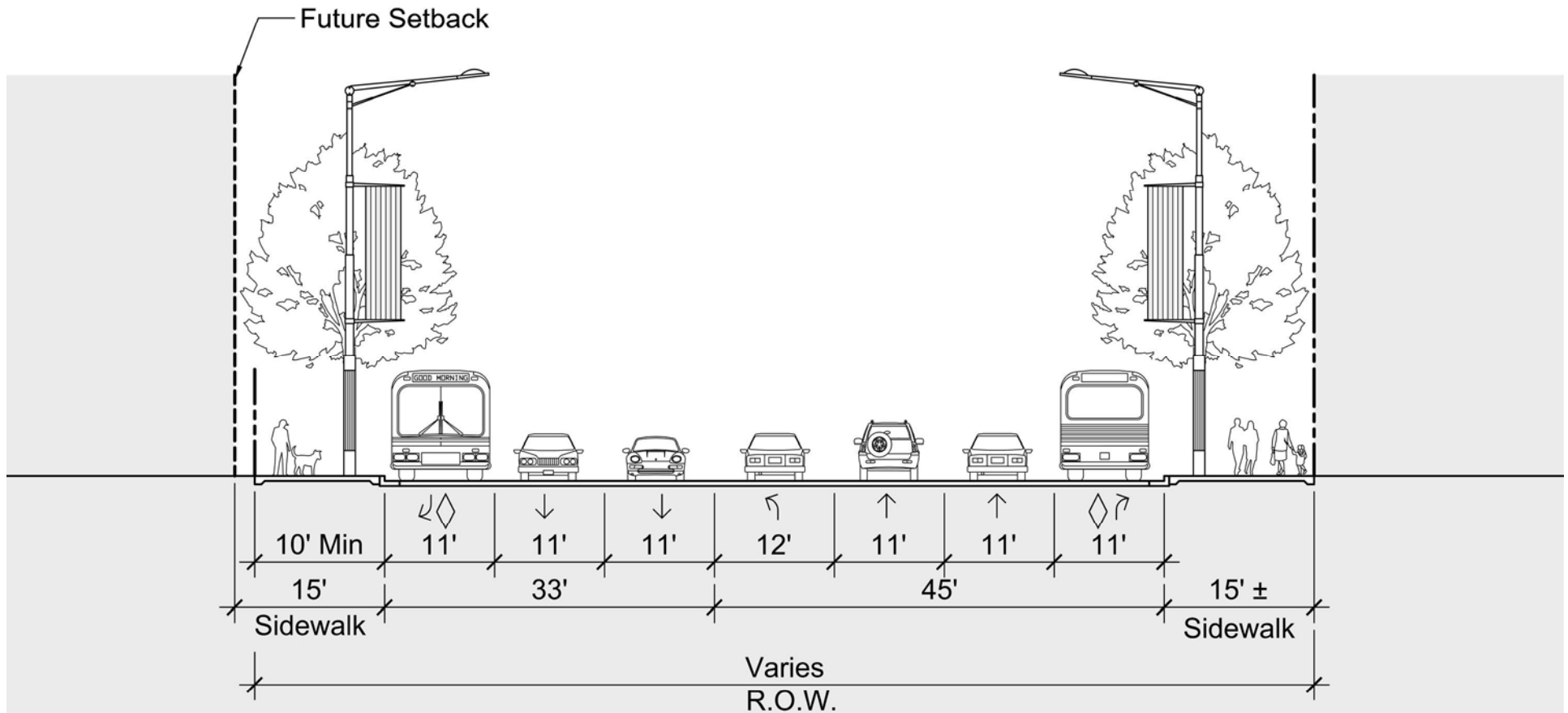
Elevation of Embankment at Ramp to Aurora Ave



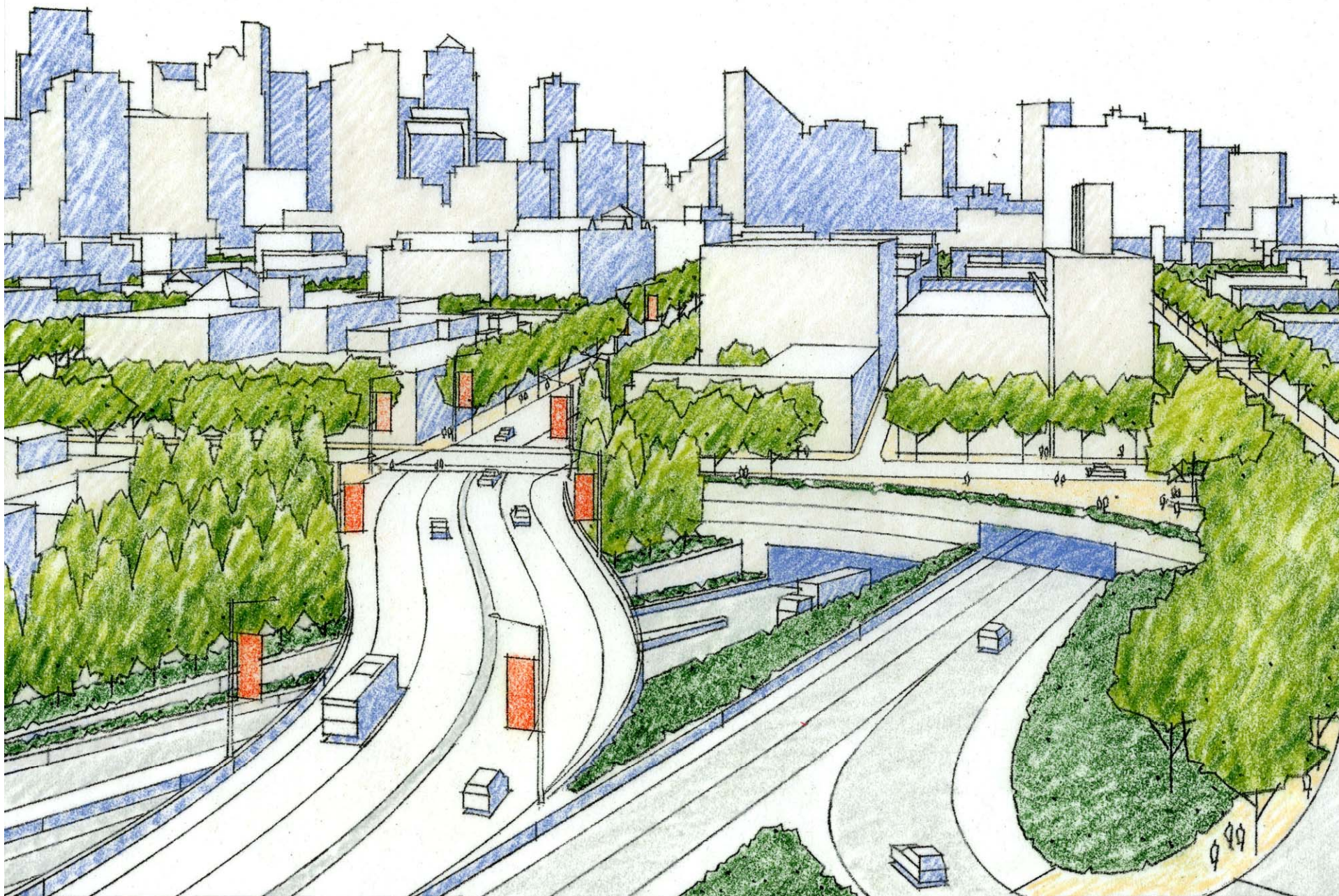
Cross-Section at Aurora Avenue Entrance



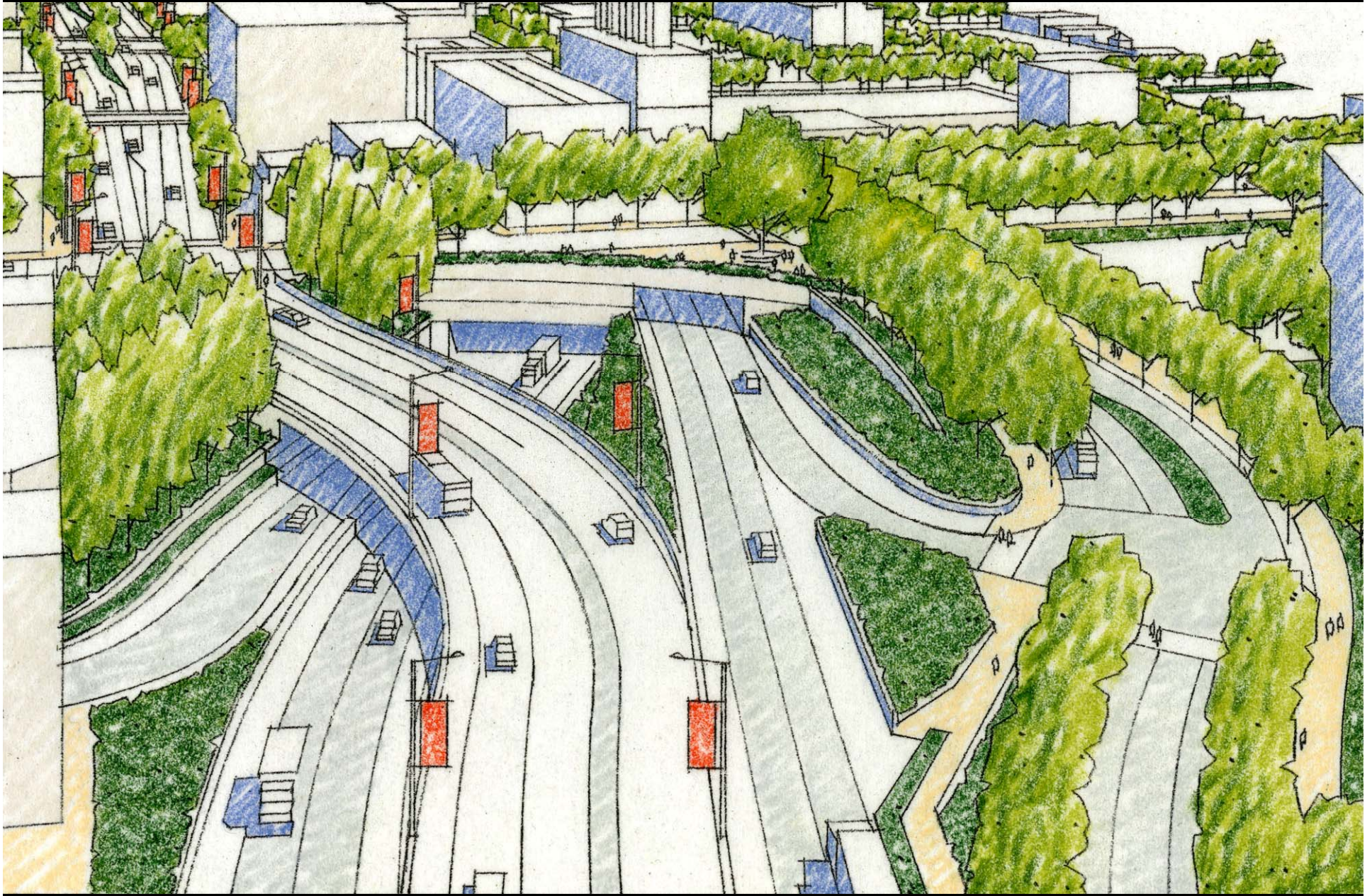
Aurora Avenue Cross-Section



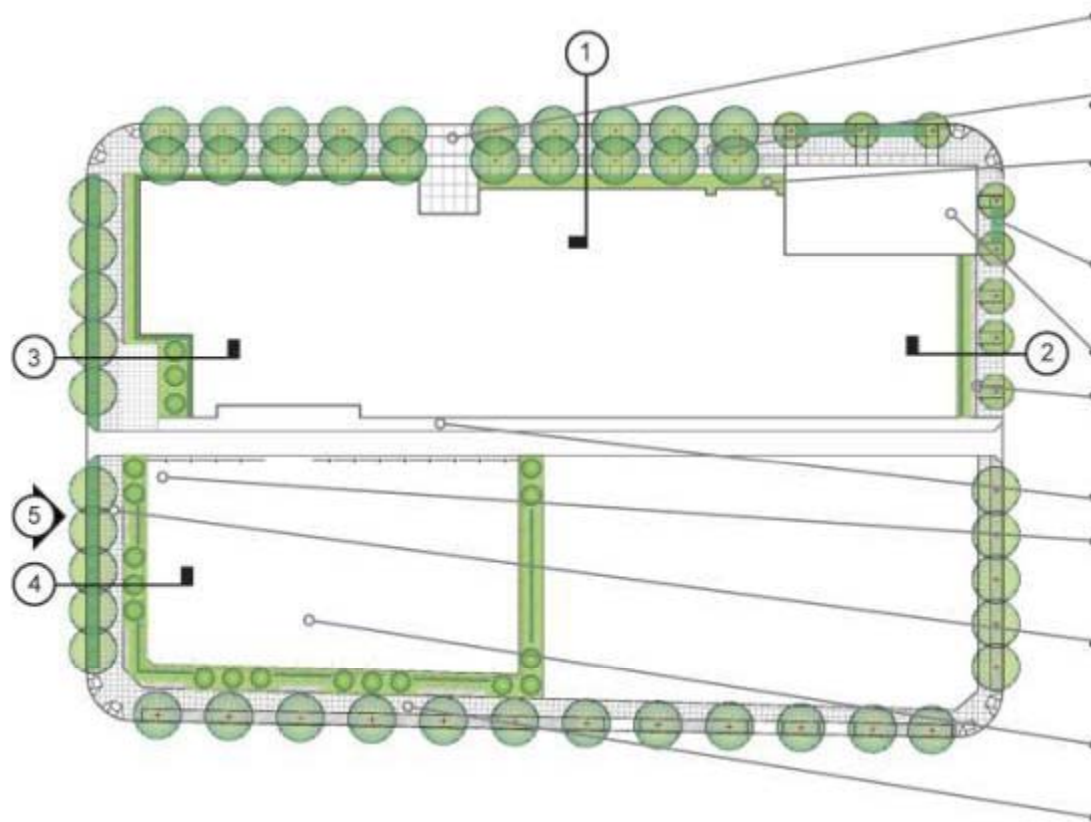
Aurora Avenue Gateway



Entry to the Bored Tunnel

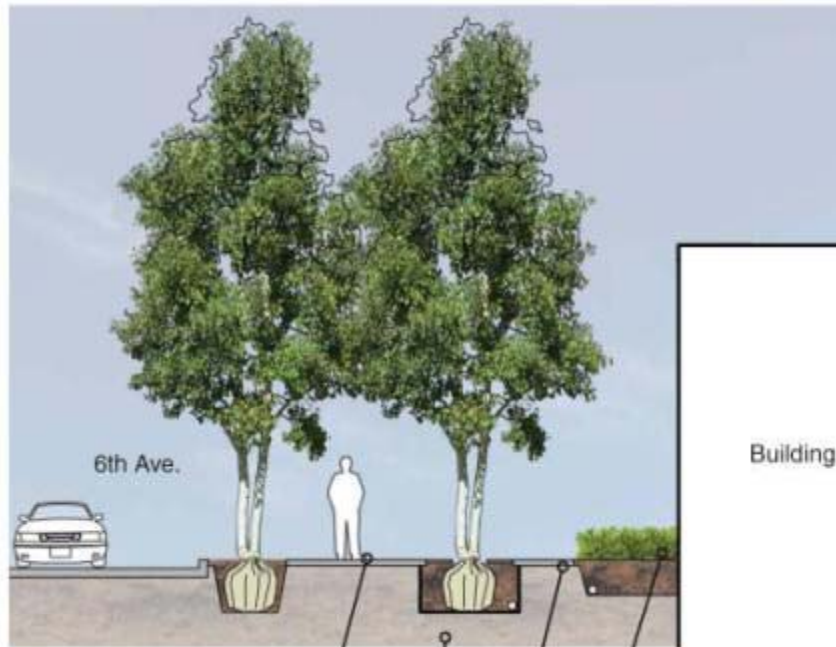


7.13 SITE AND LANDSCAPE



- 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



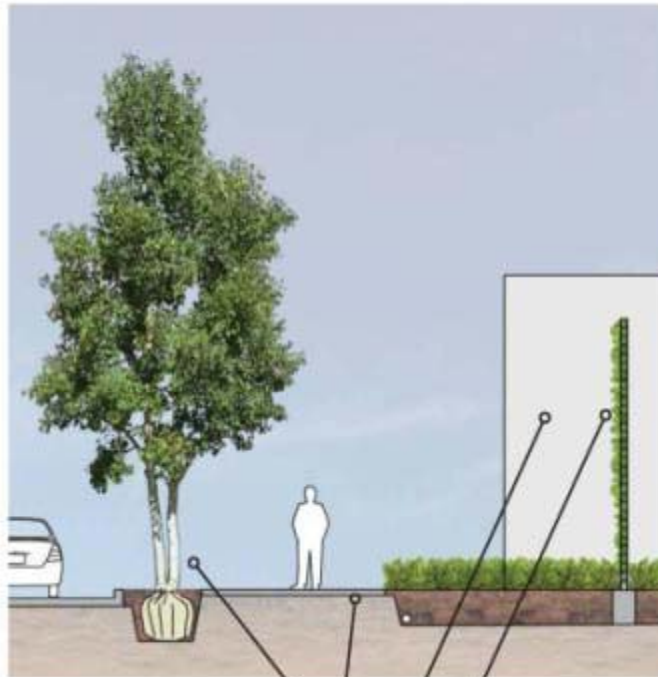
- Tree grate or pavers
- Enhanced tree rooting zone with drainage/paving support system
- COS standard sidewalk
- Continuous street tree planting zone

① Section @ 6th Ave.



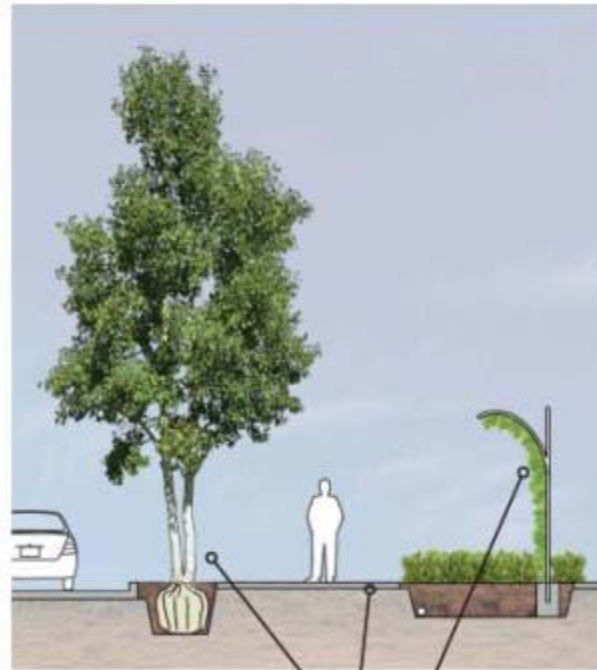
- Continuous street tree planting zone
- COS standard sidewalk
- Over excavated shrub planting zone with drainage
- Green wall

② Section @ Harrison St.



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

3 Section @ Thomas St.



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

4 Section @ Thomas St.



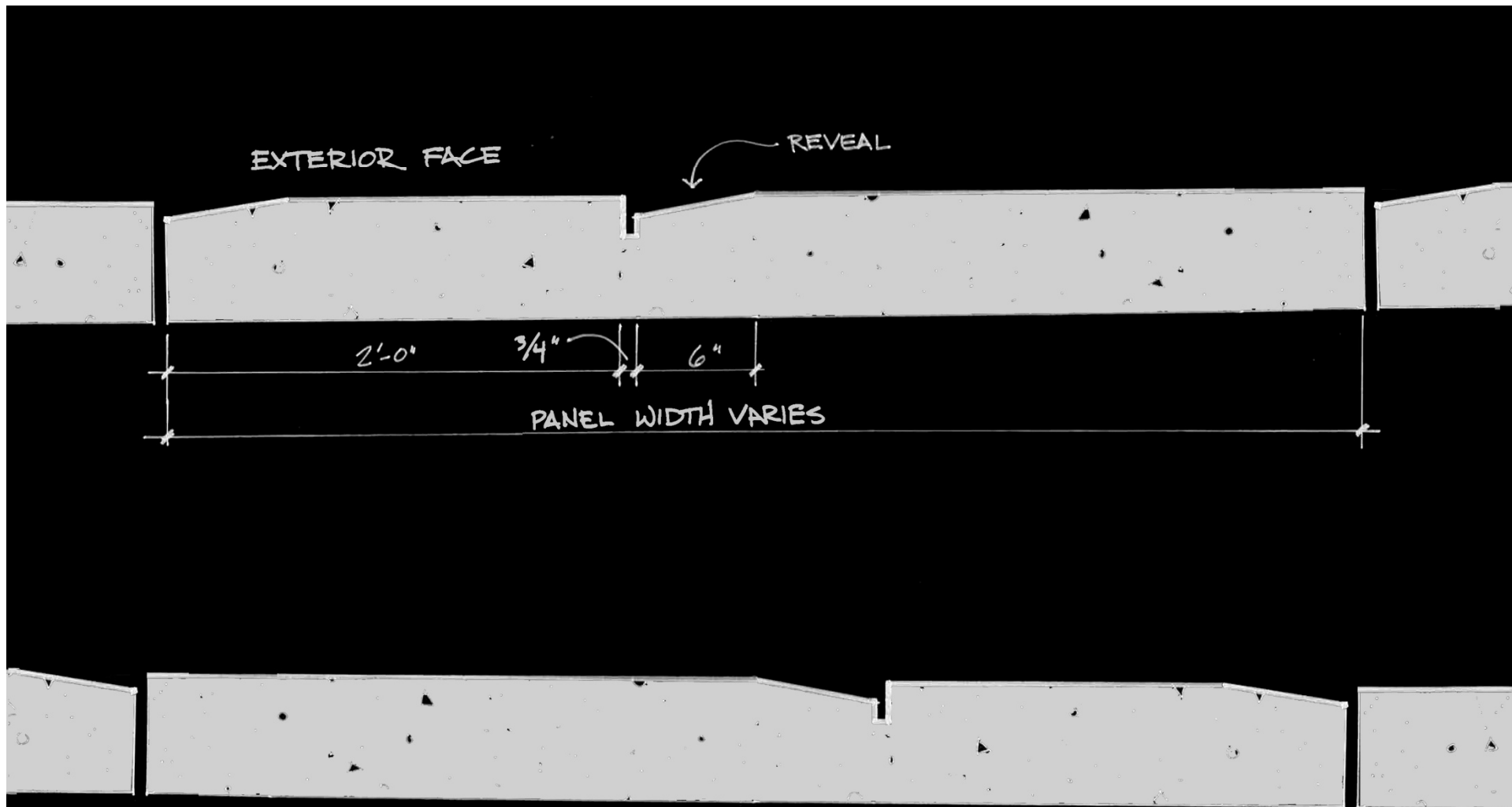
- Security fence/trellis

5 Elevation @ Thomas St.



Greenscape

Seattle Design Commission - May 20, 2010 Presentation



Precast

Seattle Design Commission - May 20, 2010 Presentation



Greenscape

Seattle Design Commission - May 20, 2010 Presentation



Greenscape

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Greenscape

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Greenscape

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