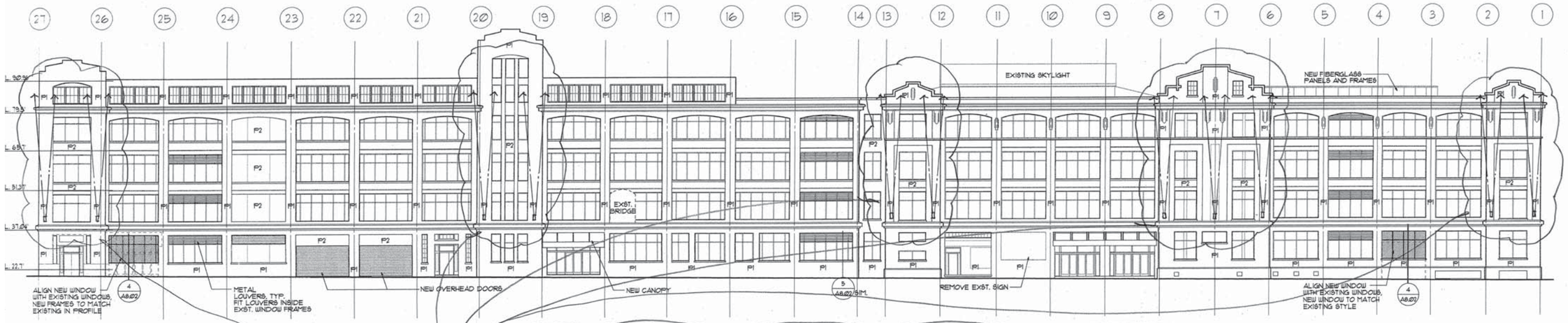
STTC Design Commission Presentation

STTC

PEDESTRIAN BRIDGE MITIGATION

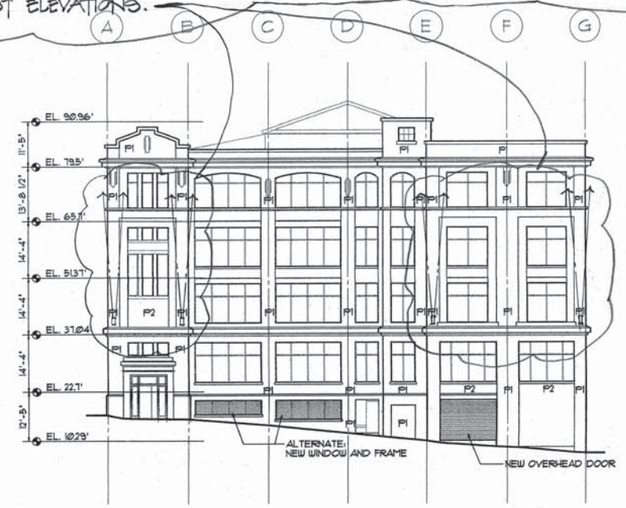


2 A3.01 EAST ELEVATION
SCALE: 1/16" = 1'-0"

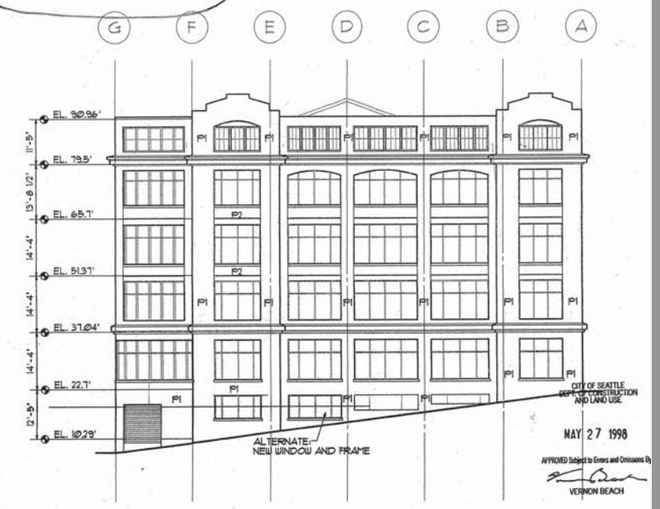
REPLACE EXISTING UPLIGHTING FIXTURES WITH NEW LOW ENERGY LIGHTING TO RE INTRODUCE ICONIC MARKERS ON NORTH, SOUTH & EAST ELEVATIONS.

PROPOSED NORTH/SOUTH/& EAST ELEVATION MODIFICATIONS
SCALE: 1/16" = 1'-0"

NOTE: BACK PAINTED GLASS ALONG ELLIOT AVE. TO BE MODIFIED/TO BE BACKED WITH TRANSLUCENT ETCH-MATTE FILM & INTERNALLY ILLUMINATED



4 A3.01 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



3 A3.01 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

CITY OF SEATTLE DEPT. OF CONSTRUCTION AND LAND USE
MAY 27 1998
APPROVED Subject to Errors and Omissions By
VERNON BEACH

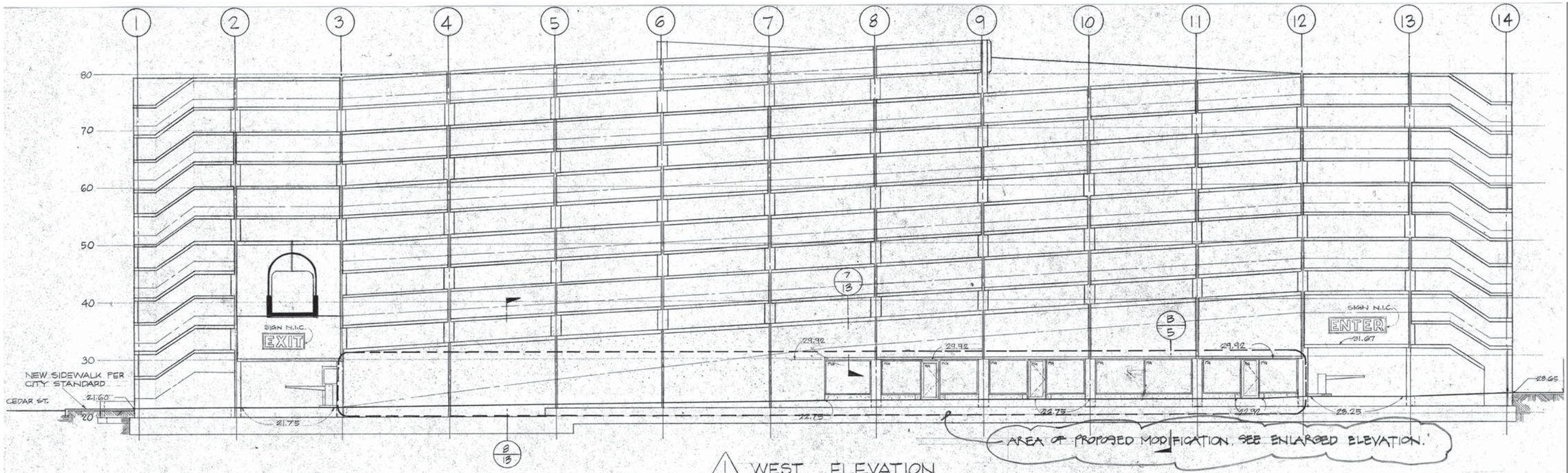
RECEIVED
MAR 18 1998

STTC

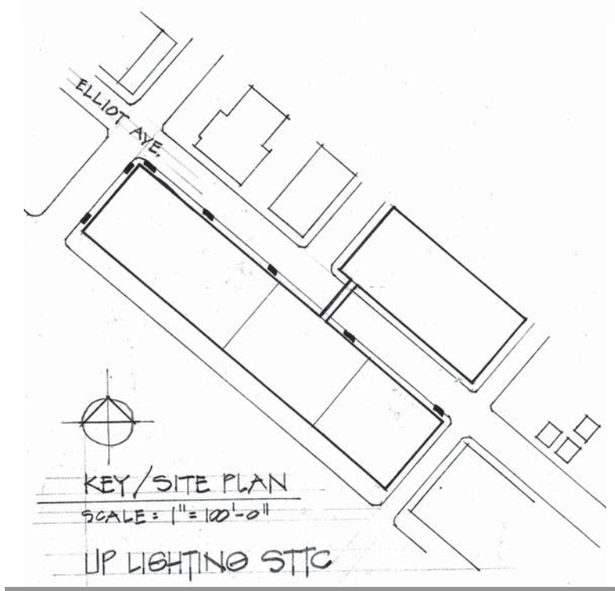
PEDESTRIAN BRIDGE MITIGATION

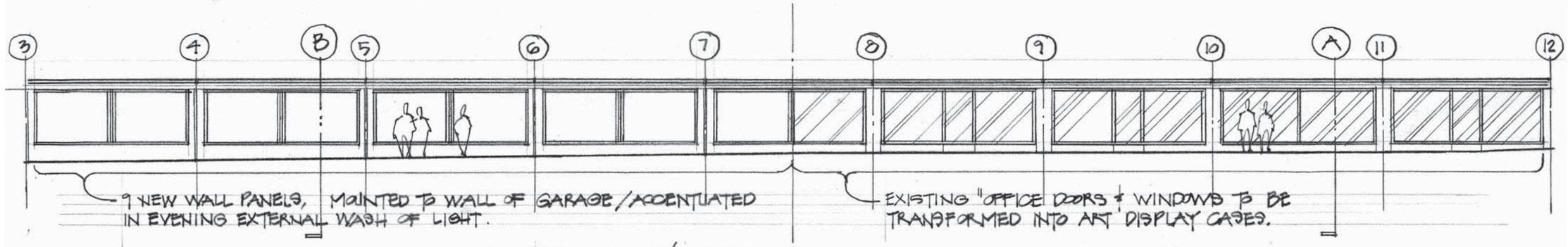
STTC

PEDESTRIAN BRIDGE MITIGATION

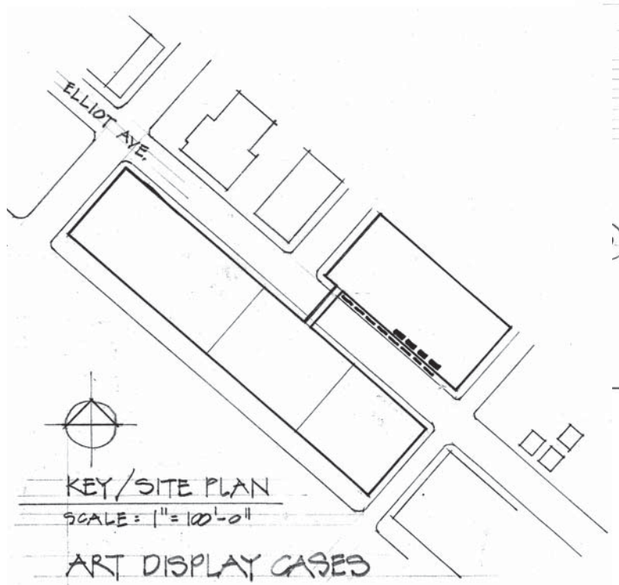


1 WEST ELEVATION
1/8" = 1'-0"



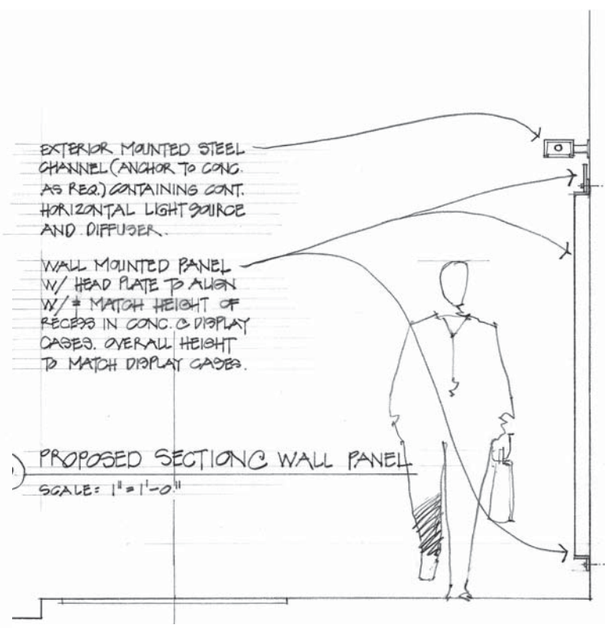


PROPOSED/PARTIAL ELEVATION @ WEST FACADE
SCALE: 1/8" = 1'-0"

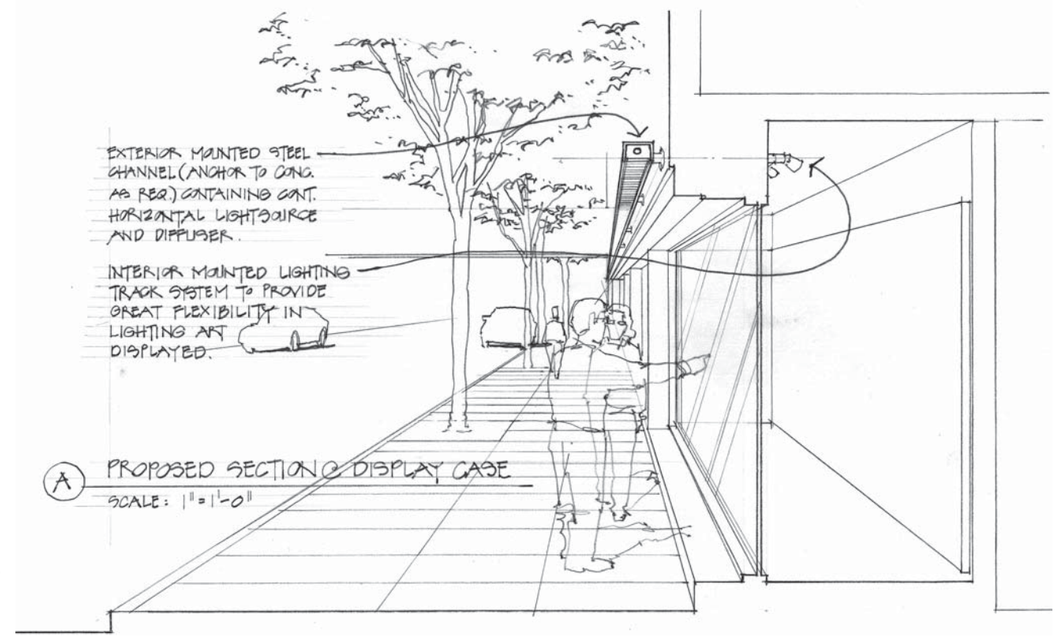


KEY/SITE PLAN
SCALE: 1" = 100'-0"

ART DISPLAY CASES

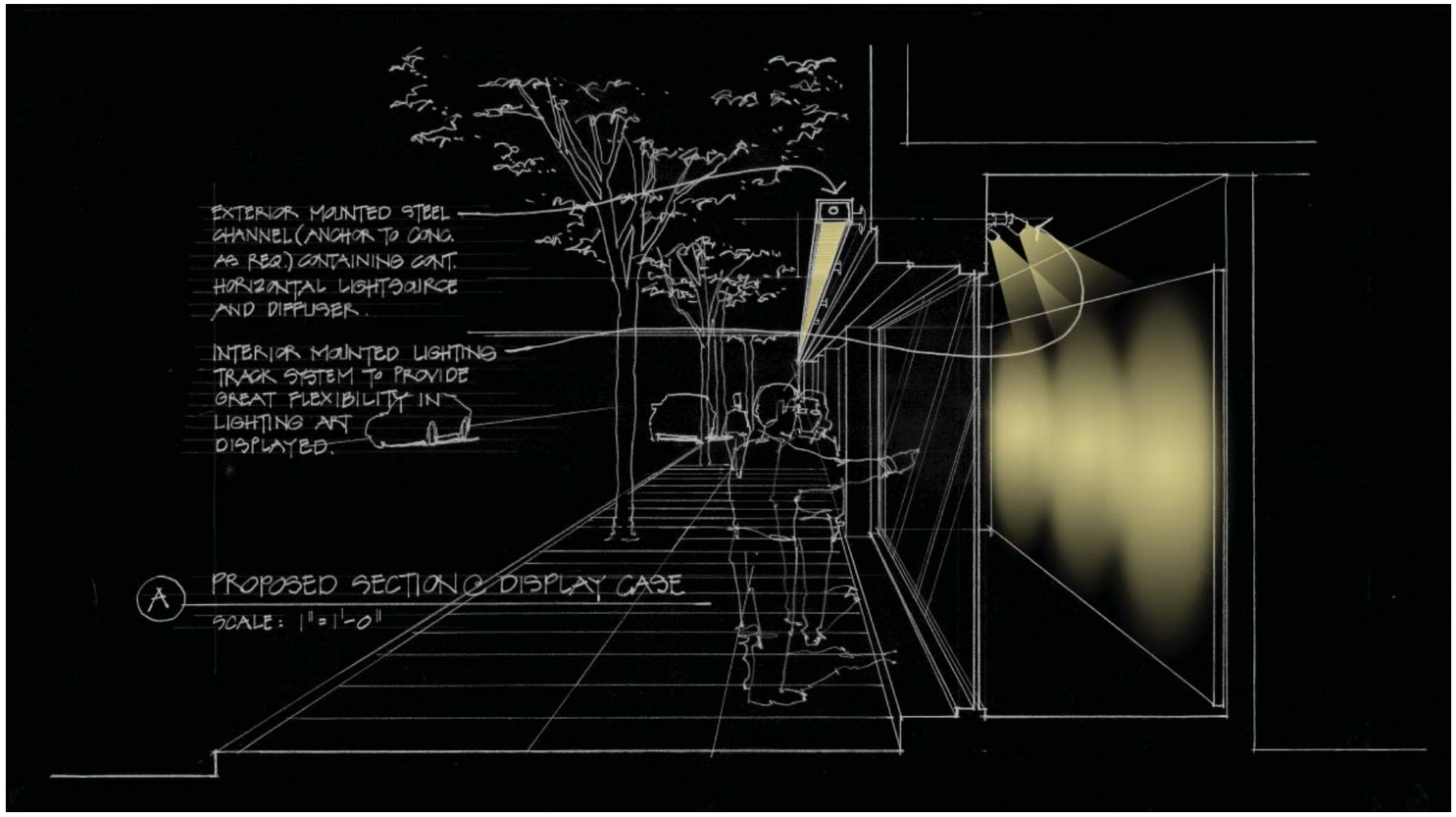


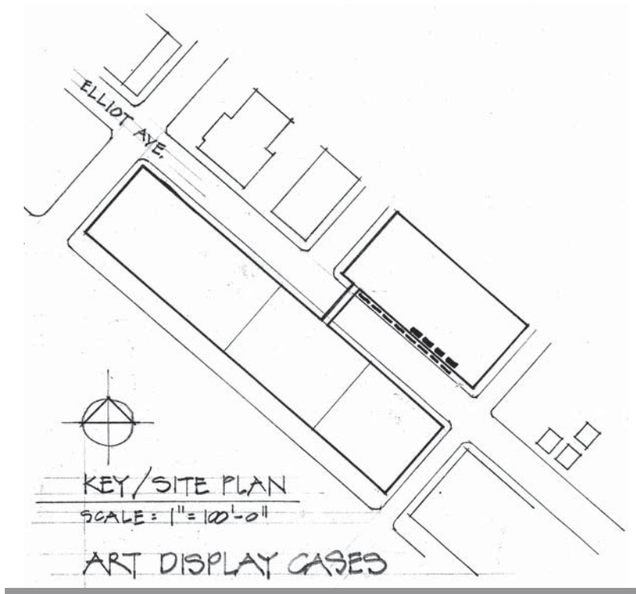
PROPOSED SECTION @ WALL PANEL
SCALE: 1" = 1'-0"



A PROPOSED SECTION @ DISPLAY CASE
SCALE: 1" = 1'-0"

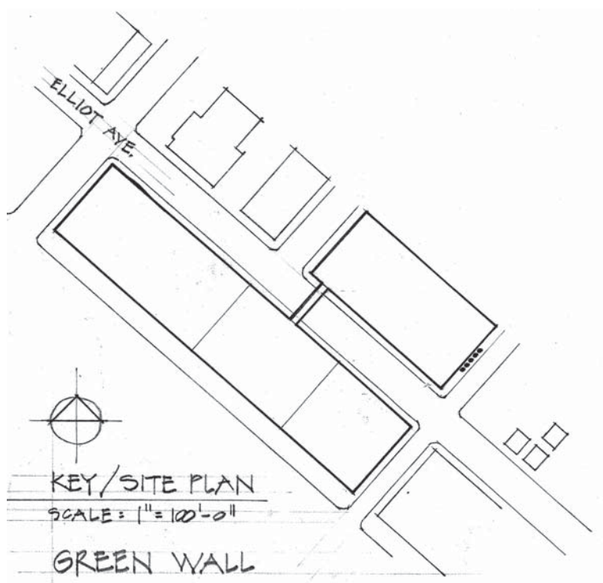
STTC

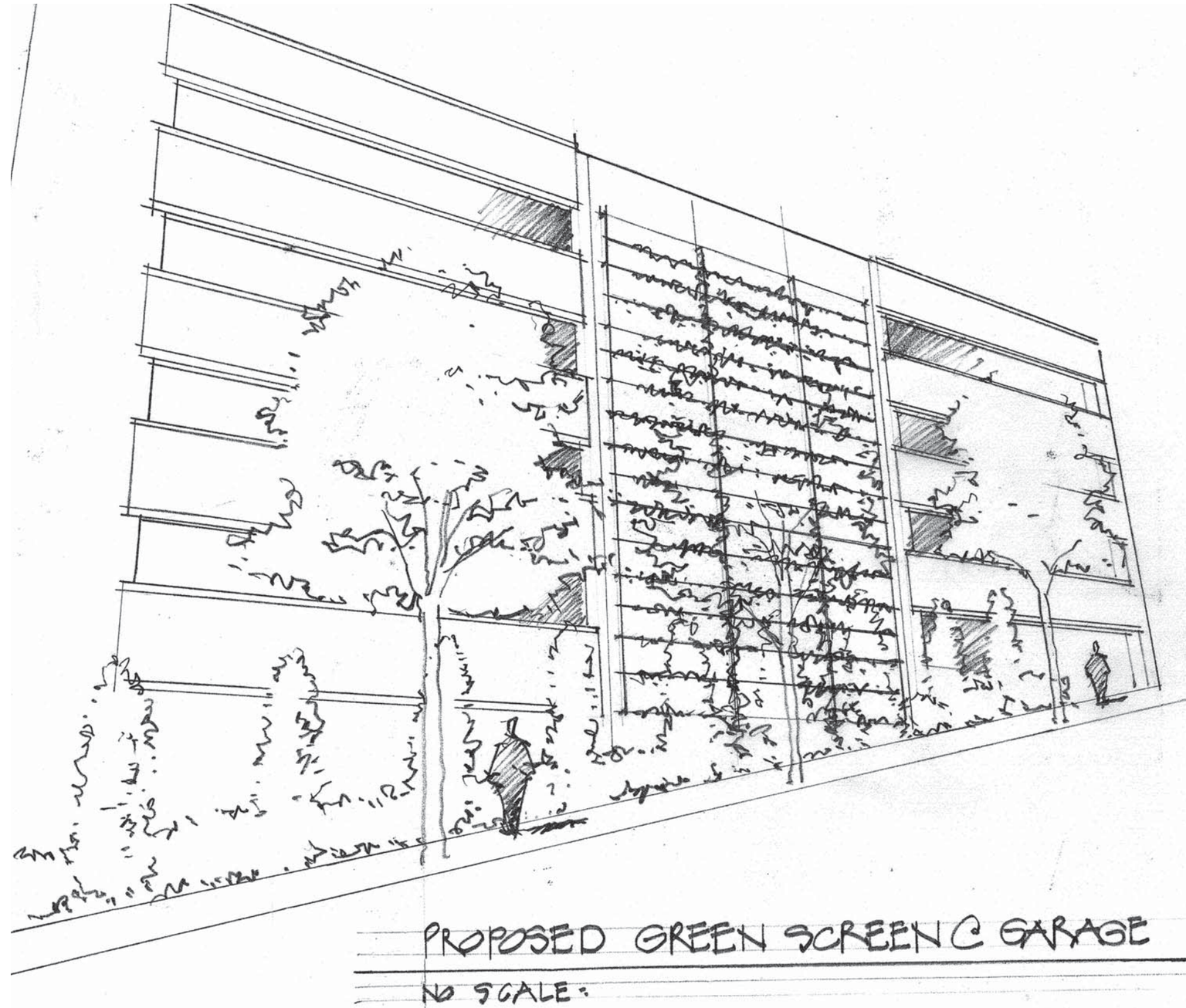




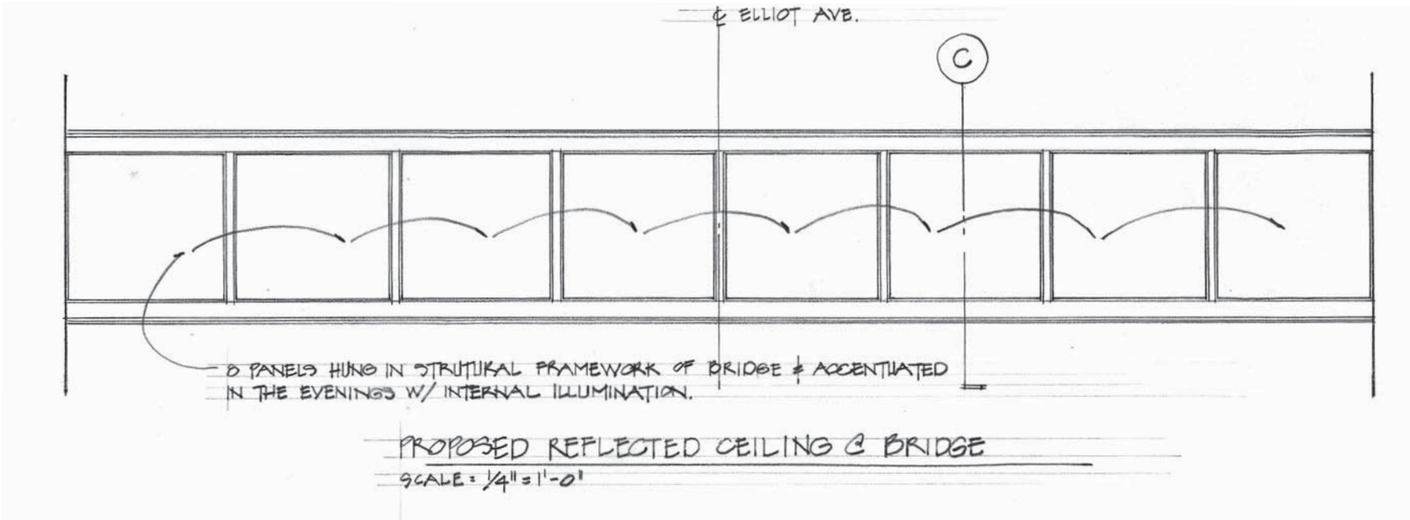
STTC

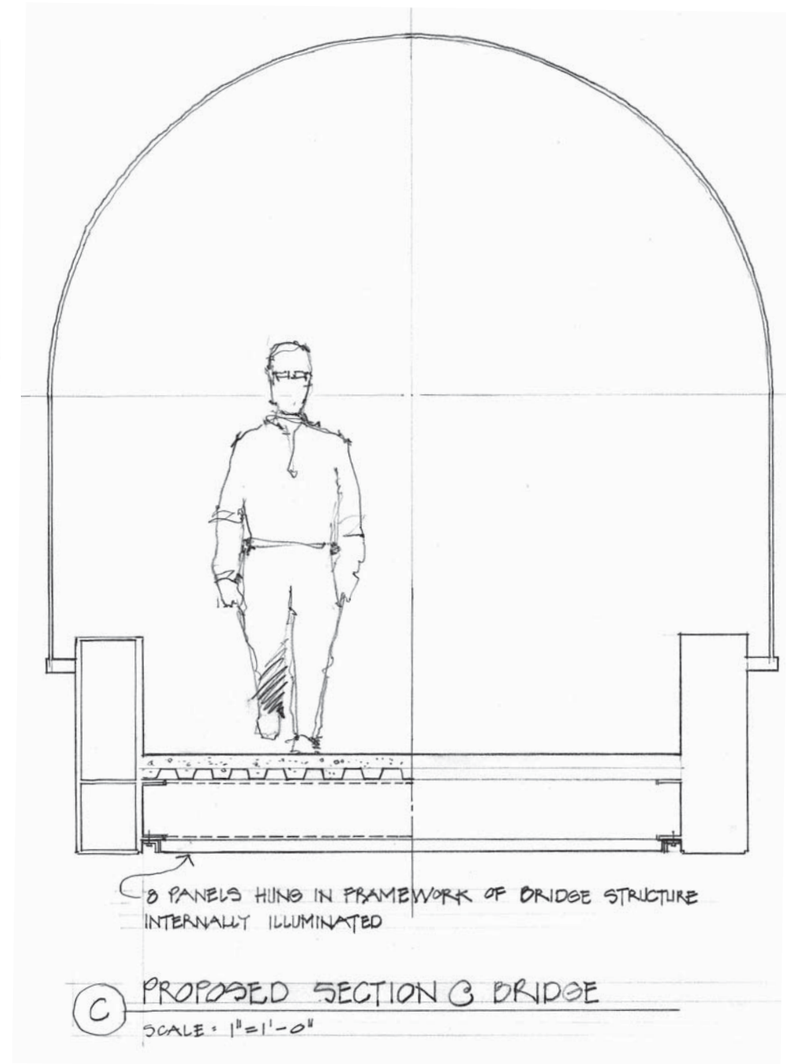
PEDESTRIAN BRIDGE MITIGATION

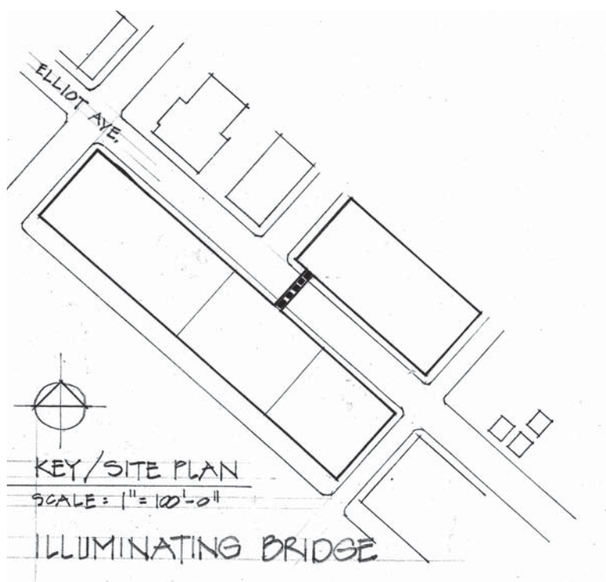

ELLIOT AVE.
KEY/SITE PLAN
SCALE: 1" = 100'-0"
GREEN WALL

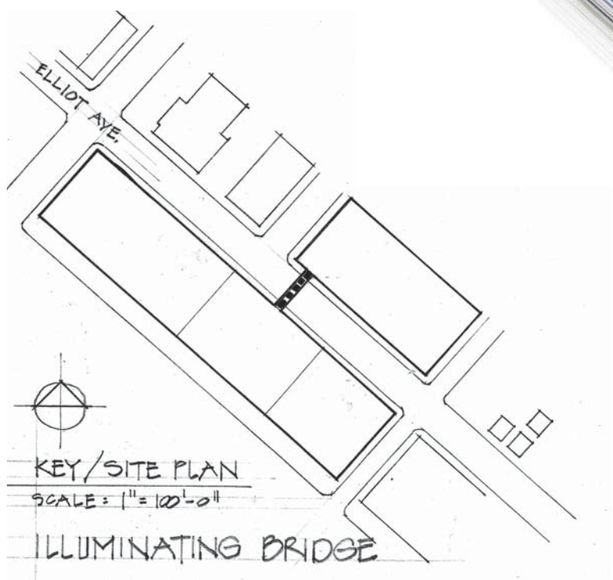

PROPOSED GREEN SCREEN @ GARAGE
NO SCALE:

STTC


℄ ELLIOT AVE.
C
8 PANELS HUNG IN STRUTURAL FRAMEWORK OF BRIDGE & ACCENTUATED IN THE EVENINGS W/ INTERNAL ILLUMINATION.
PROPOSED REFLECTED CEILING @ BRIDGE
SCALE = 1/4" = 1'-0"

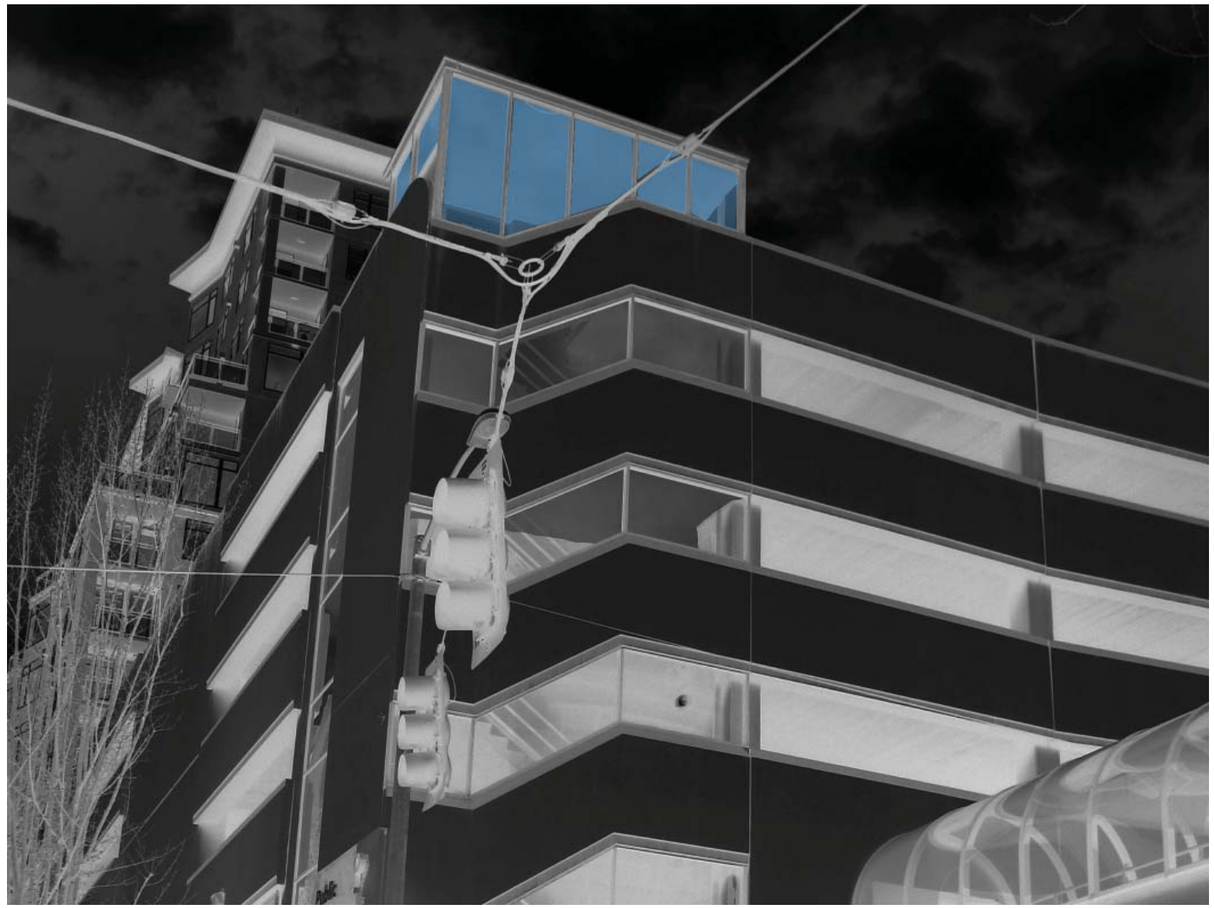

8 PANELS HUNG IN FRAMEWORK OF BRIDGE STRUCTURE INTERNALLY ILLUMINATED
C
PROPOSED SECTION @ BRIDGE
SCALE = 1" = 1'-0"

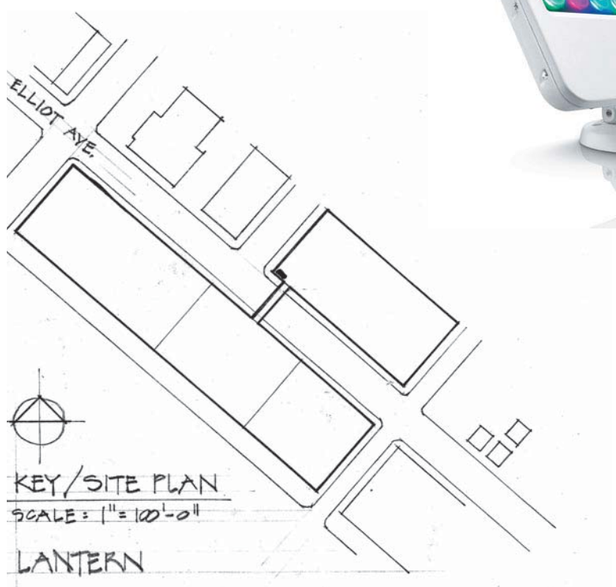

ELLIOT AVE.
KEY/SITE PLAN
SCALE = 1" = 100'-0"
ILLUMINATING BRIDGE



STTC

PEDESTRIAN BRIDGE MITIGATION





STTC

Responses to Commission

The Commission appreciates the overall idea of a linear connection in the right-of-way that establishes a public experience.
The design team has reviewed comments of the Commission and has taken a holistic approach to creating a pedestrian experience for both day and night. The linear connection has been refocused to include both the east and west sides of the street, paying special attention to elements that connect the sculpture park to the north and the pea patch to the south.

The proponent is asked to please consider in more detail conditions at day and night, and on both sides of the street.
In addition to the lighting of the building, the pedestrian bridge, and the garage stair tower lantern (all night elements), the design team has incorporated a combination of paint, decorative panels and art displays at the garage. On the east side of the street an effort was made to remove existing film at blackout windows, replacing it with etch-matt film (allowing light to spill out from the interior), for a more desirable pedestrian experience at the south end of the building.

Consider the beginning and end of the project area, how the design connects to the Vine Street project and the area north of the site. Capitalize on what is at either end of the subject section of street and treat the ends as special events in the design.
At the north end of the garage we will light the stair tower creating a lantern effect. At the south end of the garage we will address the landscaped area with the intent of adding seasonal color, and potential vines. On the north end of the STTC building we will uplight the major element that is being addressed along the entire building façade fronting Elliott Ave.

While the Commissioners understand the challenge of the lack of sunlight along the street, they encourage the design team to consider how landscaping can be added to the streetscape.
Due to the width of the sidewalk on both the east and west side of Elliott, we have determined that there is not enough room to add to the landscape. Currently there are very large street trees that line both sides of the street providing a very strong landscape element. In addition to the street trees, a landscaped area has been added to the north side of the garage along Cedar, featuring seasonal color and rock formations. On the south end of the building along Vine, we are proposing an enhanced landscaped area that adds seasonal color and potentially a green screen of vines that connects to the pea patch. This space is also somewhat limited.

Commissioners found the proposed lighting colors interesting and would encourage the team to consider the daytime visual experience, not just the night time lighting.
In addition to the lighting, the design team is addressing the daytime visual experience by adding art displays that will be managed and maintained by the Art Institute. We have discussed this space with the Art Institute and they are excited about the opportunity. Architectural panels at the street level of the garage will create visual interest beyond the art displays and both elements will be offset by a contrasting paint color.

Consider lighting the skybridge element differently than the buildings.
The intent of the design team is to provide backlit panels that will be flexible in color.

The Commission asks the design team to consider that the lighting concept seems to lead pedestrians to cross under the skybridge, where there is no crosswalk.
The lighting concept for both sides of the street is very different. Elements include uplighting of the STTC building; backlighting panels at the pedestrian bridge; potential for colored lights at garage stair tower lantern; a band of lighting traveling from the art display cases and architectural panels, terminating in light pools at the entry and exit of the garage. While the intent is to not "lead" someone to travel a set path, there presently is an identified pedestrian crossing under the skybridge.

Commissioners encourage the designer to use solar powered lighting if possible.
Solar panels are not feasible, nor cost effective as a renewable source of energy as the panels required to provide enough lumens would be so big they would not be manageable. As an option, we would select LED fixtures or energy efficient lighting technology that would be consistent with our objectives to provide a concept that is environmentally sustainable.

The display cases are seen as having great potential. Commissioners ask that the designers explore with RealNetworks and the Art Institute the possibility for lively, dynamic solutions that express the visual, aural and technological nature of what is contained in the buildings.
We have met with the curator of art from the Art Institute and have begun initial conversations regarding the type of art, the rotations and potential exhibits. We are very excited about this opportunity as a long term solution for generating an interesting pedestrian experience. RealNetworks is a provider of visual entertainment and while attempting to integrate technology is a novel idea, the RealNetworks site is not the medium that fits within their marketing strategies.

The design team is asked to explore ways to enhance ADA accessibility at the garage entry to Elliott.
The STTC garage met all accessibility standards as of the time of its last major renovation. Handicap parking stalls are provided in the garage and located near passenger elevators to help ease the access path to STTC. The applicant believes the sky bridge does not exacerbate any accessibility shortcomings, so accessibility mitigation for the sky bridge would not be appropriate. Rather, the sky bridge assists accessibility by providing the primary path for RealNetworks' disabled employees and visitors. One area that would ease travel time and safety for other disabled persons accessing STTC would be to add additional time to the crosswalks on Elliott. The City has said that this is not feasible so long as Elliott is a major truck route.

Consider using color in the overall concept.
Our intent is to have some flexibility of color at the sky bridge and the garage stair tower. Given the existing architecture of the STTC building, it is inappropriate to uplight with color, so we would install lighting that will accent the strong elements of this building as they were originally intended. At the art display cases we would want to maintain a neutral light that does not change or distract from the artist's true intent of each piece.

The Commission would like the team to bring the pedestrian functions into the design scheme.
There are no pedestrian amenities such as shopping along this corridor, so it's use is a connecting corridor. The design team sought to provide increased visual interest with the lighting along this section of Elliott, with the art spaces for Art Institute, and with the enhanced landscaping on the north and south sides of the garage structure.

Commissioners ask that bicycle movement be integrated into the design and that bike parking be included where possible.
The applicant and RealNetworks looked at the possibility of putting public bicycle parking in the garage. This was determined to be infeasible for security reasons and, as a practical matter, it would be non-visible and therefore unused. RealNetworks already has an active and successful program that supports bike-riding employees. To assist other bike riders in the neighborhood, the applicant proposes to provide a bike rack for the City to install at the Pea Patch or elsewhere in a public area in the neighborhood.

The Commission appreciates the great effort of RealNetworks to encourage the use of modes of transportation other than the single occupancy vehicles.
RealNetworks, as an employer, takes reducing its carbon footprint as a high priority and as such has in place strategies that far exceed most employers in the Seattle market. Their commuter transportation options are as follows:
Employees - 815
Monthly bus passes - 342 (42%).
Vanpool - 0 today.
Bikes - 20 regular, +50 in summer.
Transit subsidy - bus passes are provided as a benefit.
Zip car - some employee participation today. We are establishing a corporate portal to increase participation.
Events - as part of RealNetworks' green initiatives, the company regularly communicates transportation options, holds a bike to work month event annually, and offer garages discounts for van pools or car shares.
RealNetworks also encourages the use of video teleconferencing to reduce travel related environmental impacts.