



SWEDISH FIRST HILL MEDICAL CENTER

SAC MEETING #6

14 MARCH 2016

PERKINS+WILL | SiteWorkshop

AGENDA

Project Updates

Public Benefit Packages

Construction Management Plan

PROJECT UPDATES



SCHEDULE

3Q 2016

Start Construction/Demolition

4Q 2016

Excavation & Shoring

2Q 2017

Foundation & Vertical Construction

2Q 2018

Top Out of Buildings

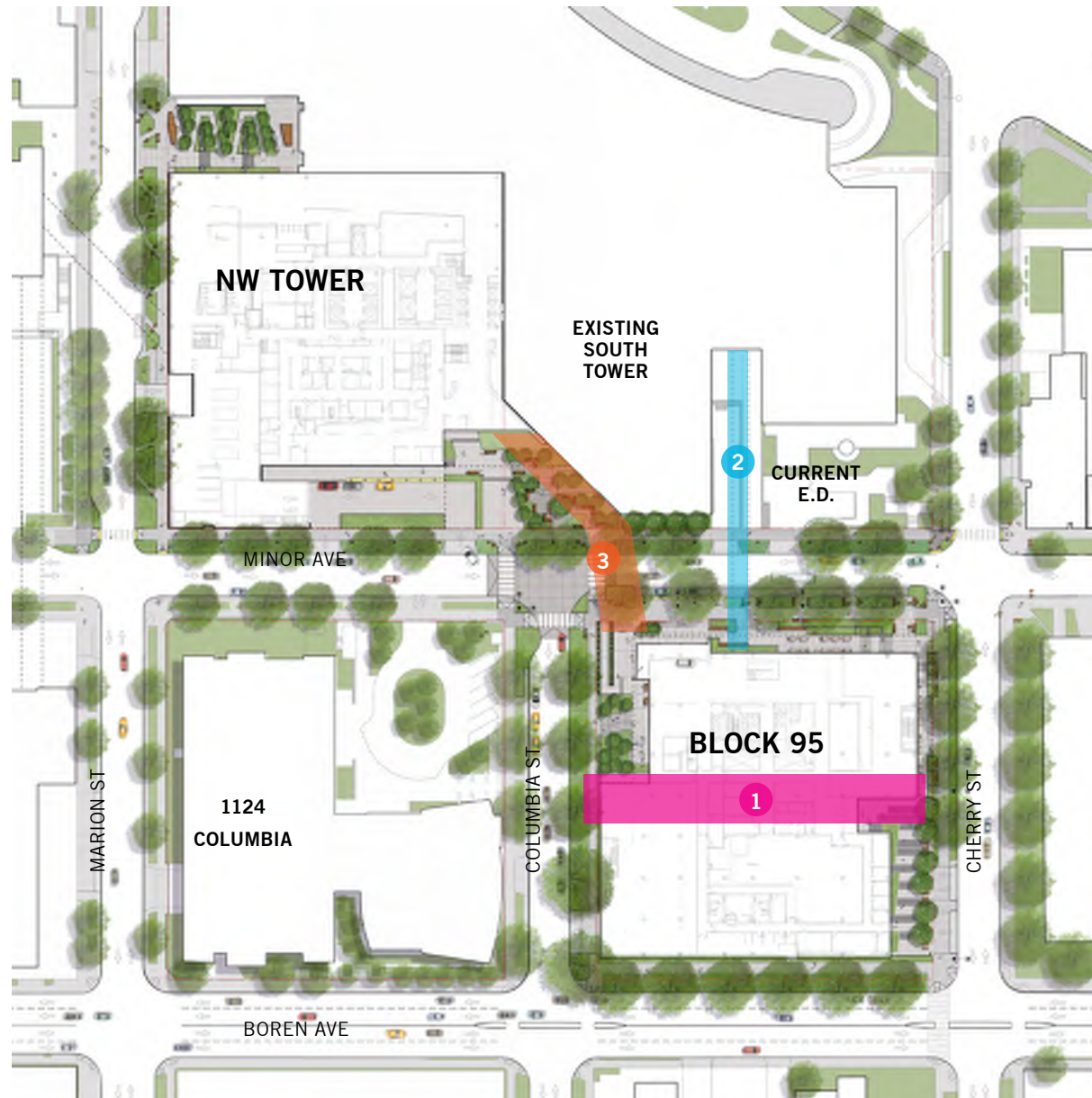
3Q 2019

Occupancy

PROPOSED PETITIONS

SDOT PETITIONS

- 1 Block 95 Alley Vacation
- 2 Minor Skybridge
- 3 Minor Tunnel



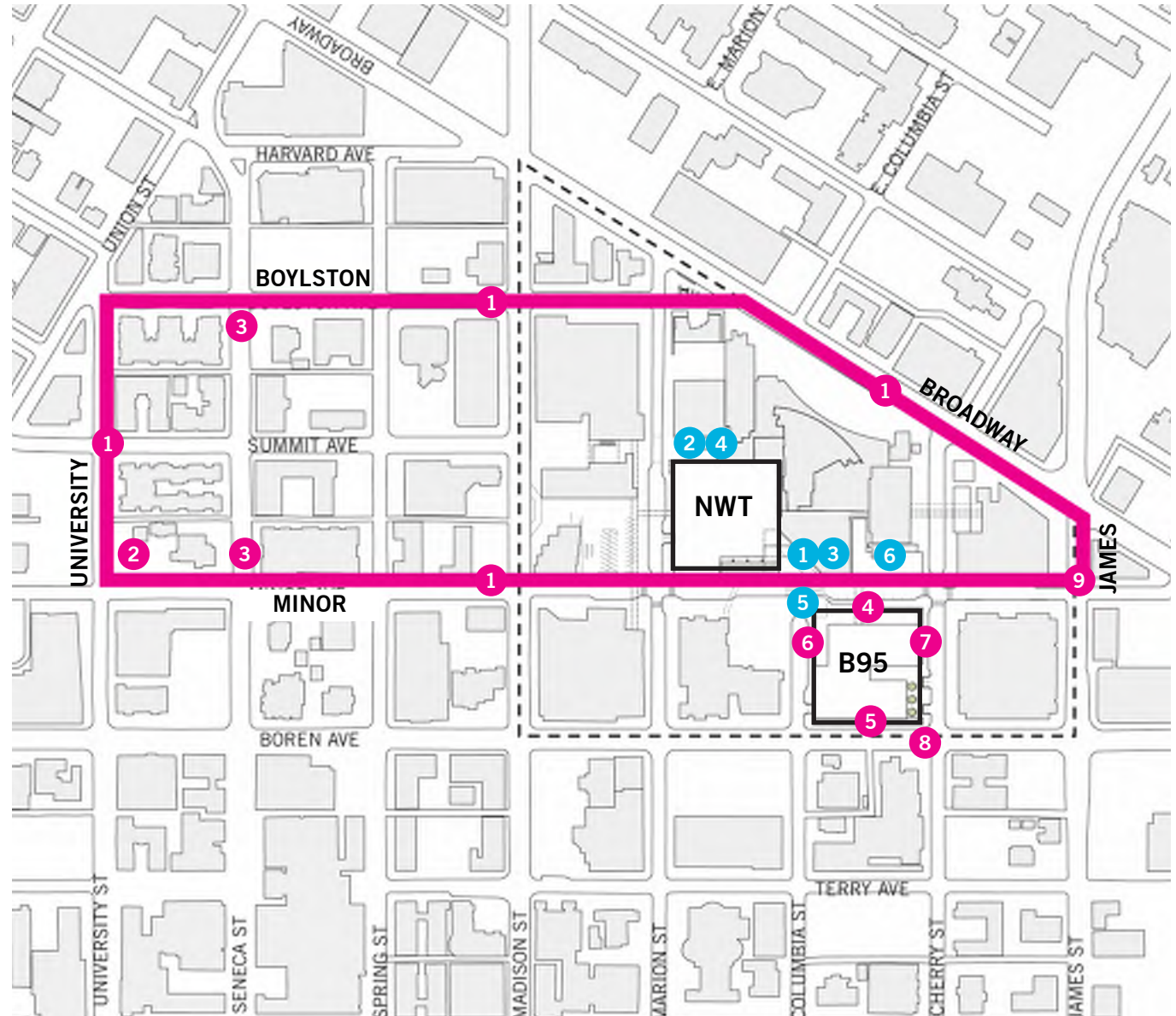
PUBLIC BENEFITS SUMMARY

BLOCK 95 ALLEY VACATION

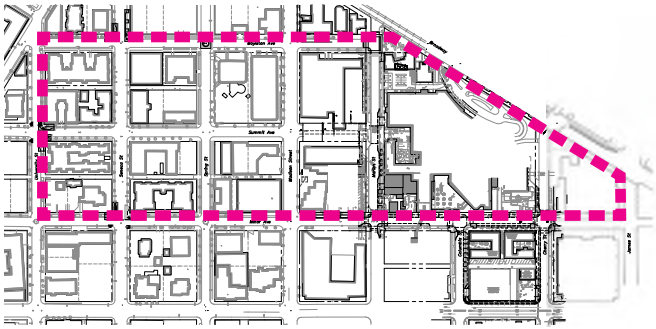
- 1 The First Hill Mile
- 2 First Hill Park Funding
- 3 Public Art
- 4 Minor Ave Voluntary Setback
- 5 Boren Voluntary Setback
- 6 Columbia St ROW Enhancements
- 7 Cherry St ROW Enhancements
- 8 Boren & Cherry Ped Crossing
- 9 Minor & James Ped Crossing

MINOR AVE SKYBRIDGE

- 1 Minor Ave Garden
- 2 Marion Ave Garden
- 3 Public Art - Minor Ave Garden
- 4 Public Art - Marion Ave Garden
- 5 Minor & Columbia Raised Intersection
- 6 Minor Ave ROW Enhancements



B95 ALLEY VACATION PUBLIC BENEFITS



1 The First Hill Mile



4 Minor Ave Voluntary Setback



5 Boren Ave Voluntary Setback



2 First Hill Park Funding



3 Public Art Along Mile



6 Columbia St ROW Enhancements



7 Cherry St ROW Enhancements



8 Boren & Cherry Ped Signal



9 Minor & James Ped Signal

MINOR AVE SKYBRIDGE PUBLIC BENEFITS



1 Minor Ave Garden



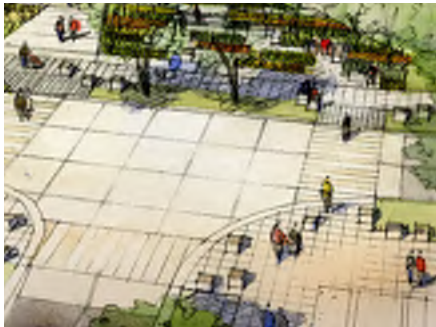
2 Marion Ave Garden



3 Minor Ave Garden Public Art



4 Marion Ave Garden Public Art



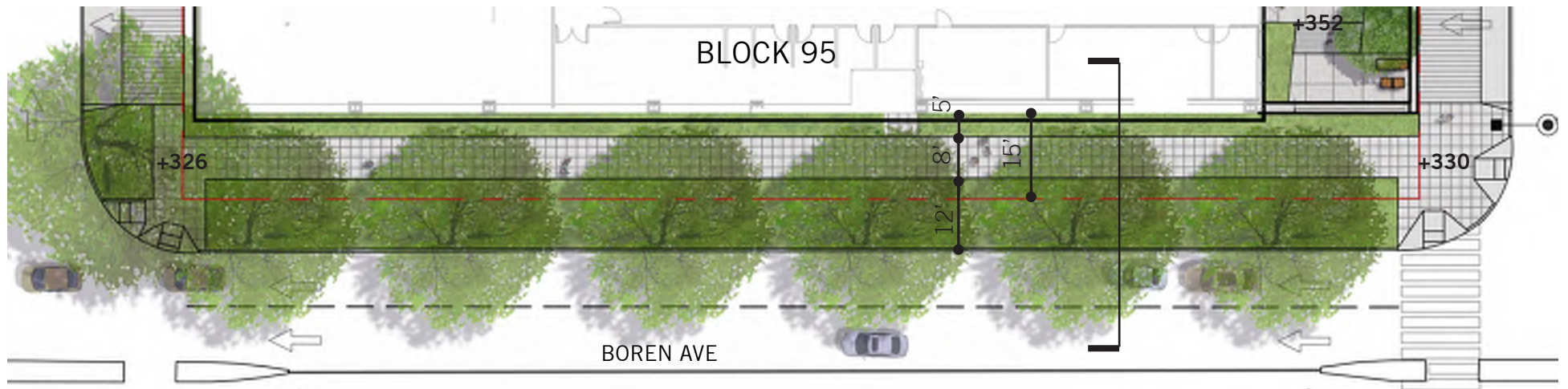
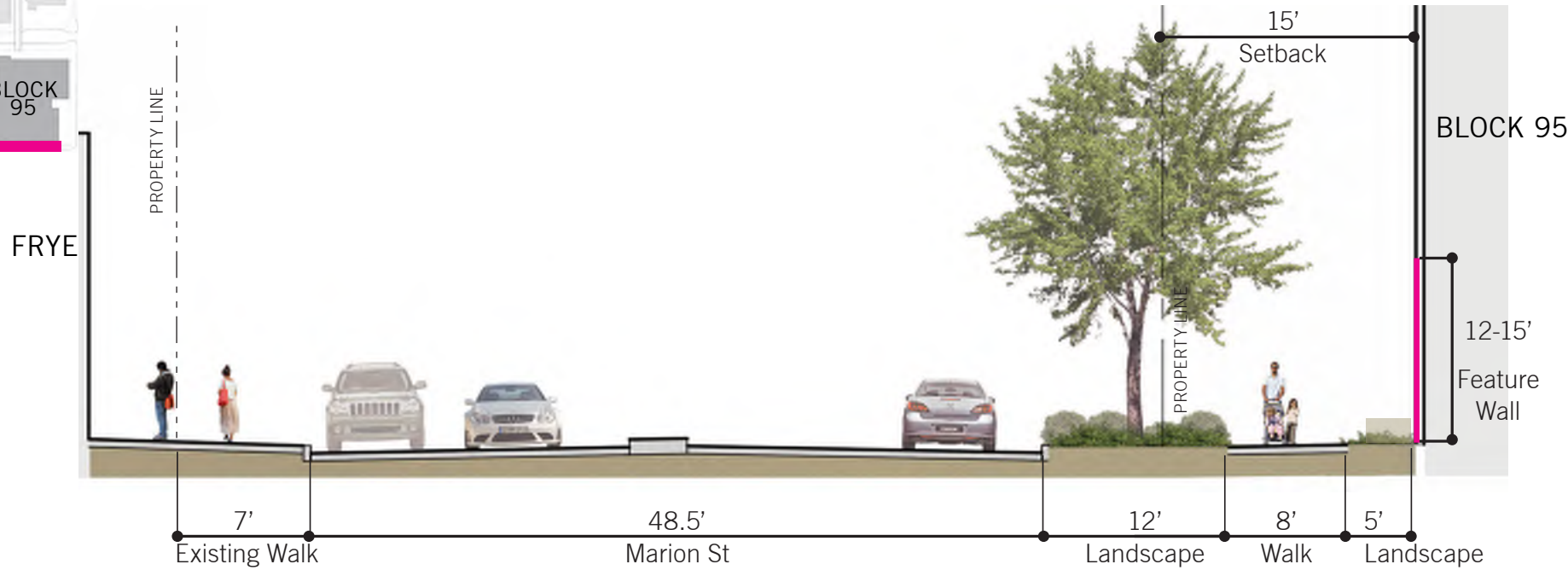
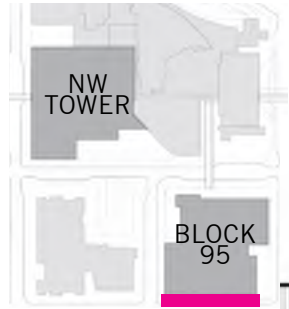
5 Minor & Columbia Pedestrian Crossing Improvements

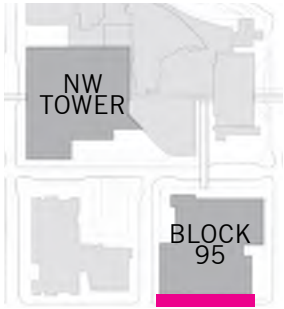


6 Minor Ave ROW Enhancements

BOREN AVE

BLOCK 95 - BOREN AVE FRONTAGE





BLOCK 95 - BOREN AVE FRONTAGE



Architectural Trellis



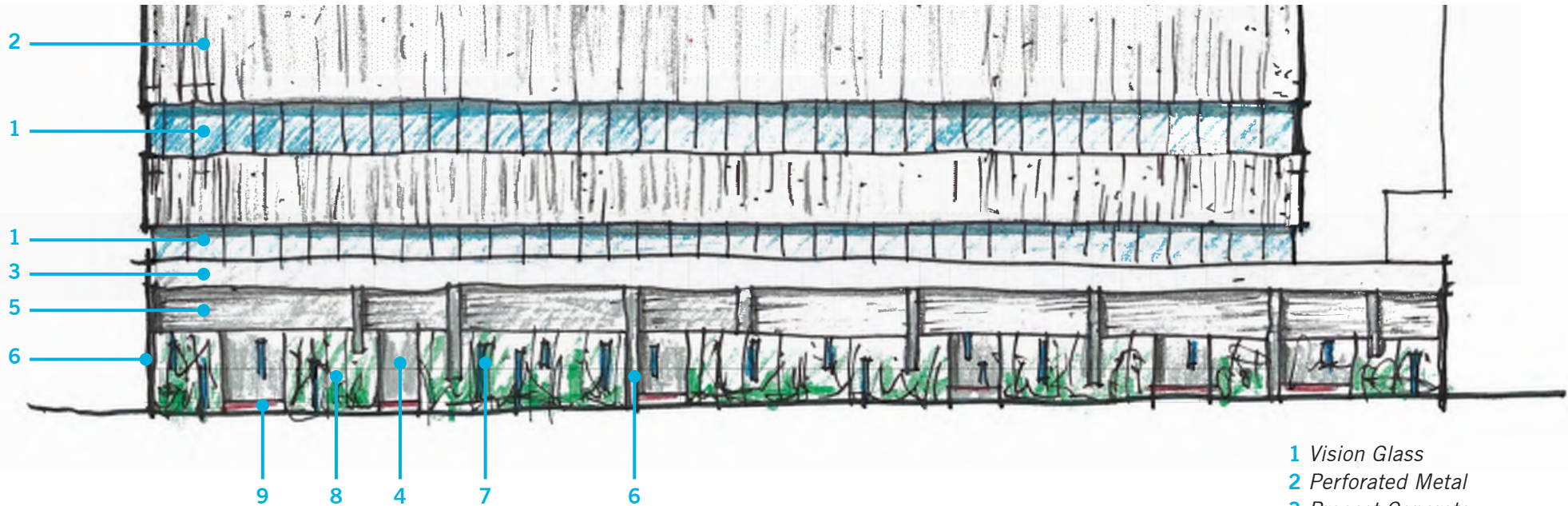
Integrated Lighting



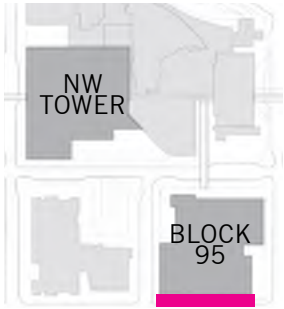
Cast Glass



Board-formed Concrete



- 1 Vision Glass
- 2 Perforated Metal
- 3 Precast Concrete
- 4 Concrete
- 5 Architectural Louver
- 6 Metal
- 7 Cast Glass
- 8 Green Wall
- 9 Bench



BLOCK 95 - BOREN AVE FRONTAGE



PUBLIC BENEFITS

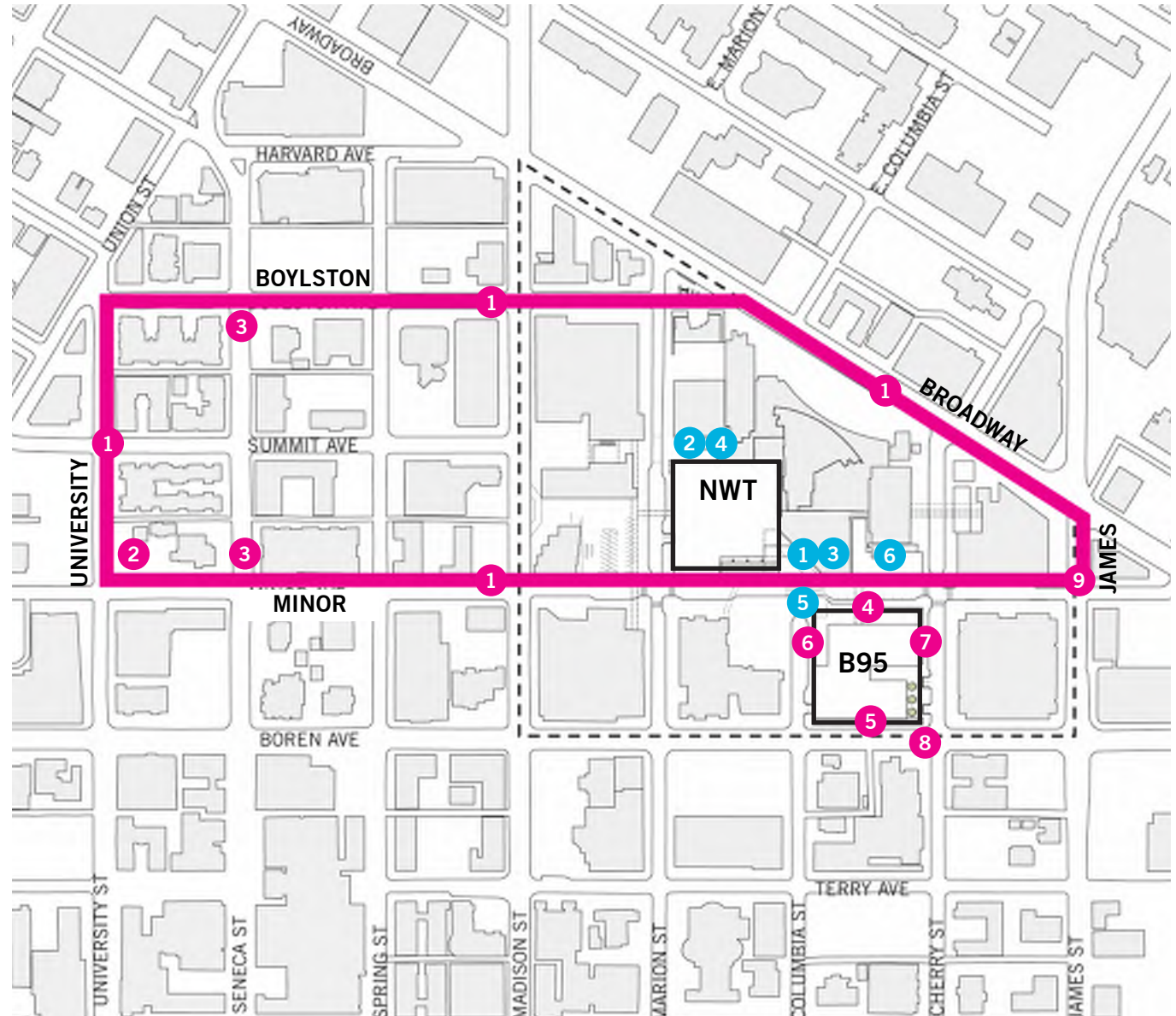
PUBLIC BENEFITS SUMMARY

BLOCK 95 ALLEY VACATION

- 1 The First Hill Mile
- 2 First Hill Park Funding
- 3 Public Art
- 4 Minor Ave Voluntary Setback
- 5 Boren Voluntary Setback
- 6 Columbia St ROW Enhancements
- 7 Cherry St ROW Enhancements
- 8 Boren & Cherry Ped Crossing
- 9 Minor & James Ped Crossing

MINOR AVE SKYBRIDGE

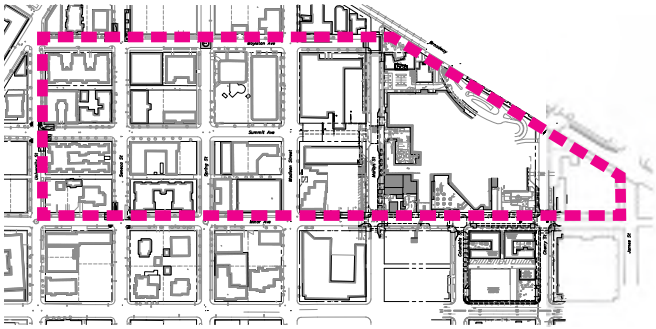
- 1 Minor Ave Garden
- 2 Marion Ave Garden
- 3 Public Art - Minor Ave Garden
- 4 Public Art - Marion Ave Garden
- 5 Minor & Columbia Raised Intersection
- 6 Minor Ave ROW Enhancements



B95 ALLEY VACATION PUBLIC BENEFITS MATRIX

PUBLIC BENEFIT	DESCRIPTION	QUANTITY	CODE	MIMP
1 - The First Hill Mile	<i>Sidewalk & pedestrian crossing improvements</i>		None	None
	<i>Marion to Madison sidewalk & plantings</i>	<i>x,xxx SF</i>		
	<i>Minor & Seneca curb bulbs, sidewalk, furnishings and plantings</i>	<i>x,xxx SF</i>		
	<i>University & Summit traffic circle</i>	<i>x,xxx SF</i>		
	<i>Boylston & Seneca curb bulbs, sidewalk, furnishings and plantings</i>	<i>x,xxx SF</i>		
	<i>Boylston & Spring traffic circle</i>	<i>x,xxx SF</i>		
	<i>Boylston & Marion curb bulbs and sidewalk</i>	<i>x,xxx SF</i>		
	<i>Broadway Ave plantings</i>	<i>x,xxx SF</i>		
	<i>Wayfinding / signage improvements</i>			
	<i>Vertical markers</i>	<i>xx</i>		
	<i>Pavement markers</i>	<i>xx</i>		
	<i>Street tree replacement</i>	<i>xx</i>		
2 - First Hill Park Contribution	<i>Contribution toward improvements to First Hill Park</i>	<i>Budget \$500,000</i>	<i>None</i>	<i>None</i>
3 - Public Art	<i>Work with selected artist to identify and implement artwork along the First Hill Mile.</i>	<i>Budget \$300,000</i>	<i>None</i>	<i>None</i>
4 - Minor Ave Voluntary Setback	<i>Setback along the Minor Ave</i>	<i>1,700 SF</i>	<i>None</i>	<i>None</i>
5 - Boren Ave Voluntary Setback	<i>Setback along the Boren Ave</i>	<i>1,400 SF</i>	<i>None</i>	<i>None</i>
6 - Columbia St ROW Improvements	<i>Expanded pedestrian streetscape</i>	<i>980 SF</i>	<i>None</i>	<i>None</i>
7 - Cherry St ROW Improvements	<i>Expanded pedestrian streetscape</i>	<i>560 SF</i>	<i>None</i>	<i>None</i>
8 - Pedestrian Controlled Signal	<i>Pedestrian controlled signal at Boren & Cherry as approved by SDOT</i>	<i>1</i>	<i>None</i>	<i>None</i>
9 - Pedestrian Controlled Signal	<i>Pedestrian controlled signal at Minor & James as approved by SDOT</i>	<i>1</i>	<i>None</i>	<i>None</i>

B95 ALLEY VACATION PUBLIC BENEFITS



1 The First Hill Mile



4 Minor Ave Voluntary Setback



5 Boren Ave Voluntary Setback



2 First Hill Park Funding



3 Public Art Along Mile



6 Columbia St ROW Enhancements



7 Cherry St ROW Enhancements



8 Boren & Cherry Ped Signal



9 Minor & James Ped Signal

1- THE FIRST HILL MILE

PUBLIC BENEFIT SUMMARY

Open Space & Pedestrian Crossings

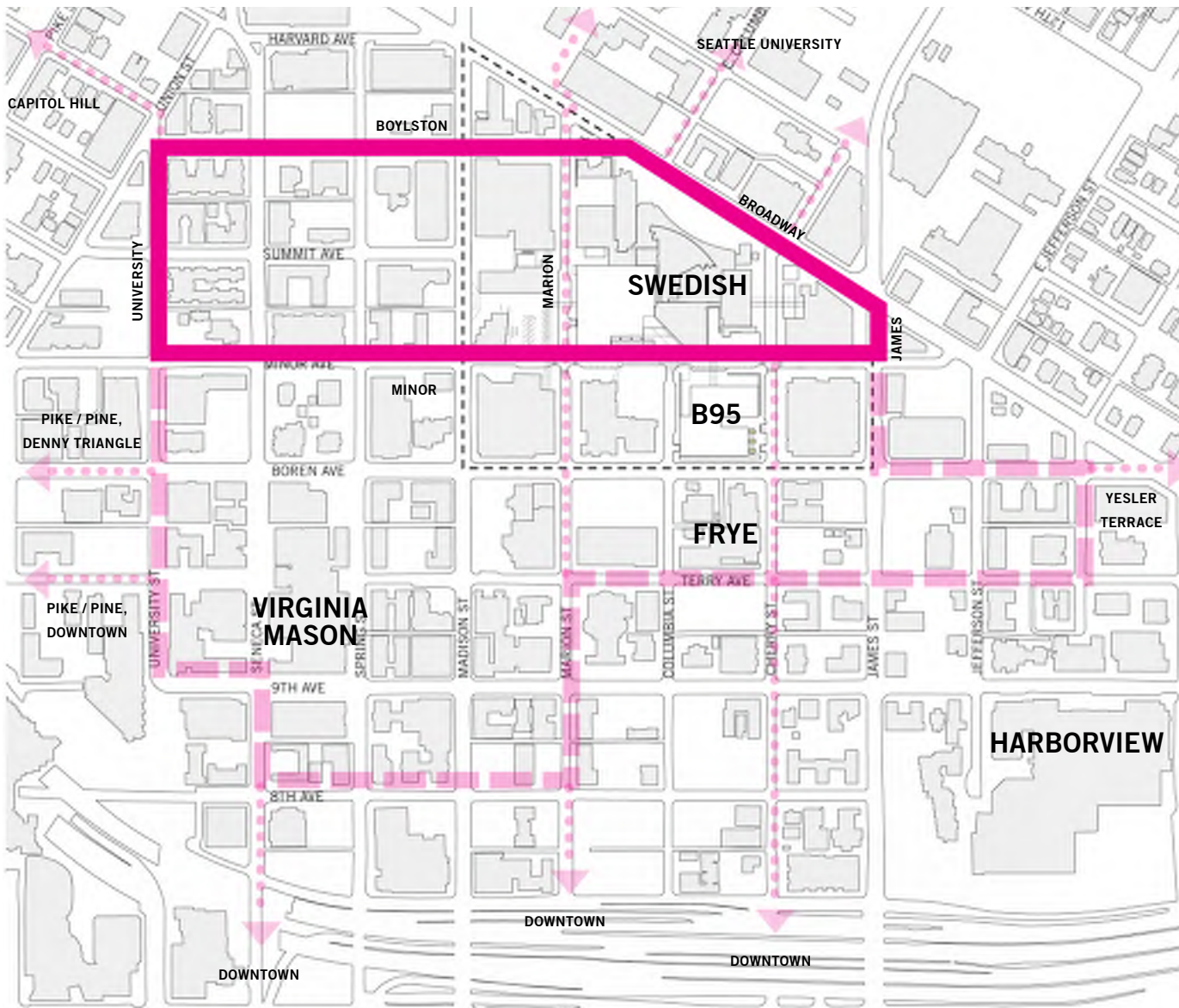
- Curb bulbs (xxx)
- Traffic circle (xx)
- Crosswalks (xxx)
- Sidewalk replacement (x,xxx SF)
- Plantings (x,xxx SF)
- Companion curb ramps (x)
- Seating (xxx LF)
- Bike fix-it station (x)
- Street tree replacement (xx)

Wayfinding / Signage

- Vertical markers (xx)
- Wayfinding kiosks (x)

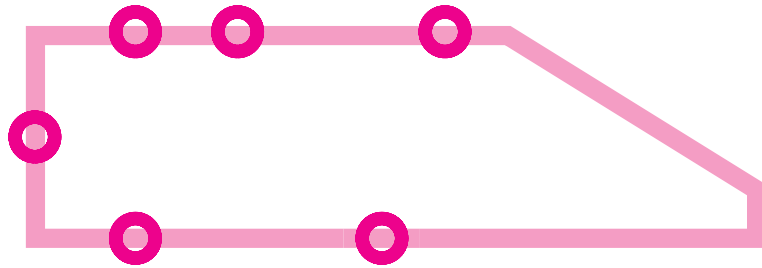
LEGEND

-  First Hill Mile
-  First Hill Public Realm Action Plan Active Loop
-  Neighborhood Connections

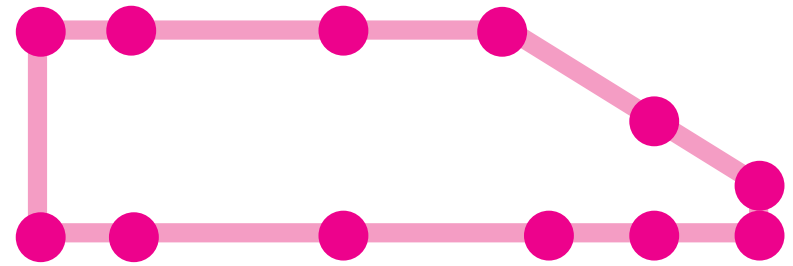


1- THE FIRST HILL MILE

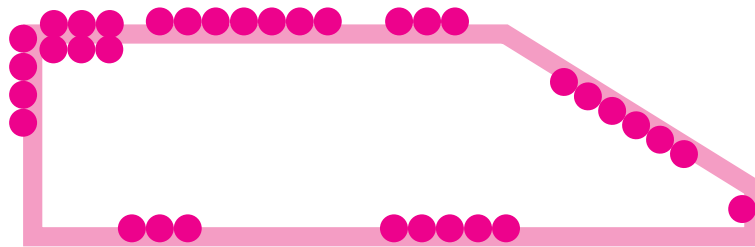
IMPROVEMENTS



Sidewalk and Crossing Improvements



Wayfinding



Planting



Art

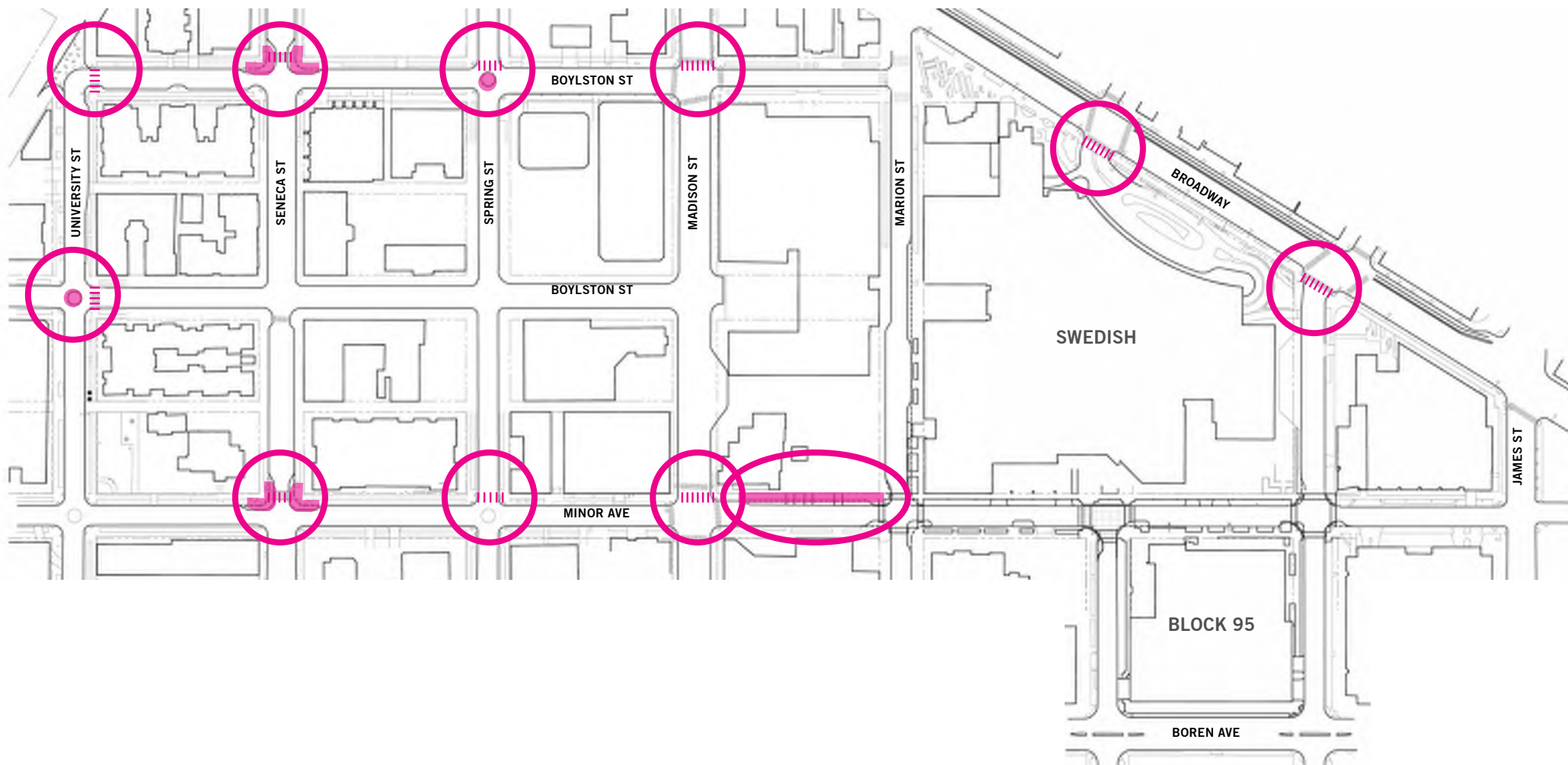
1- THE FIRST HILL MILE

STREETSCAPE IMPROVEMENTS

LEGEND



Open space and pedestrian improvements

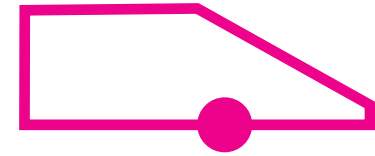




Existing Intersection

1- THE FIRST HILL MILE

STREETSCAPE IMPROVEMENTS: MINOR AVE - MARION TO MADISON

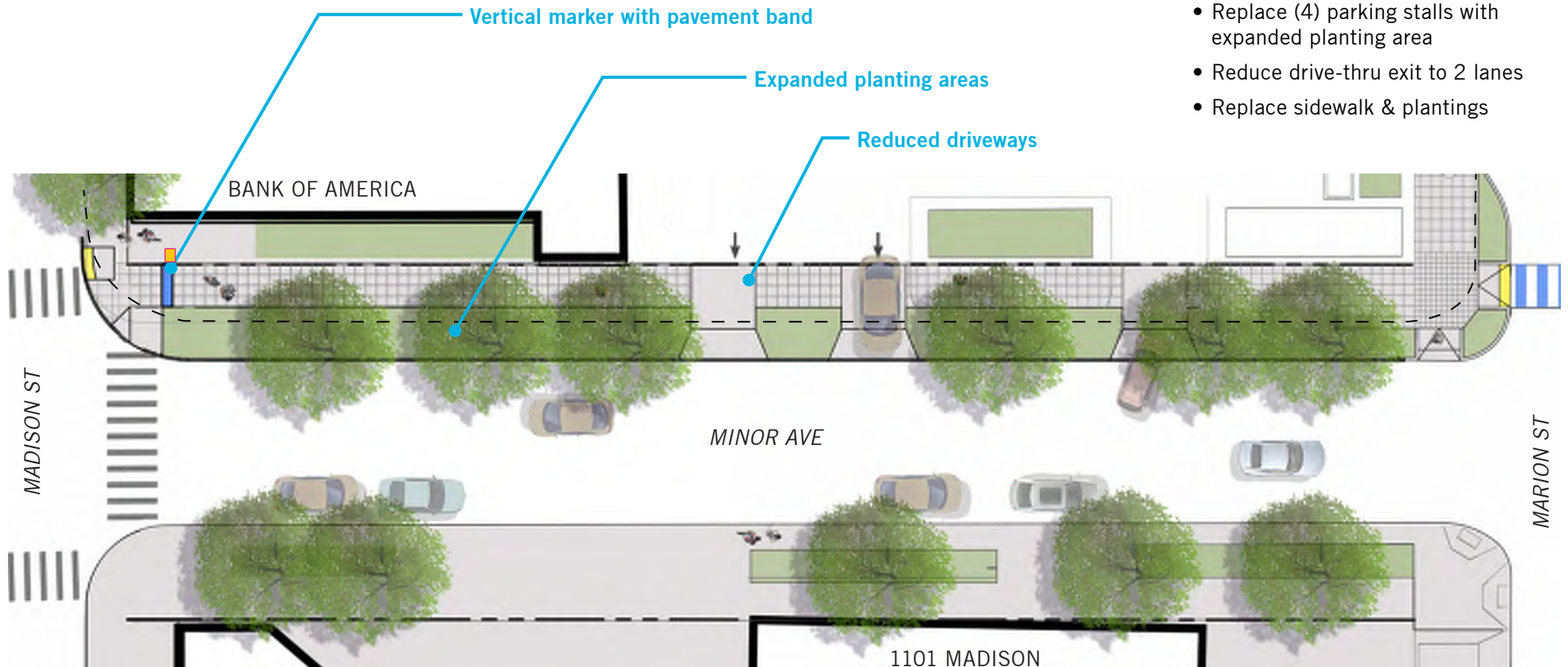


EXISTING CONDITION

- Narrow sidewalk, large driveways, and limited planting

PROPOSED IMPROVEMENTS

- Replace (4) parking stalls with expanded planting area
- Reduce drive-thru exit to 2 lanes
- Replace sidewalk & plantings



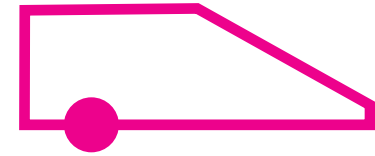
DRAFT



Existing Intersection

1- THE FIRST HILL MILE

STREETSCAPE IMPROVEMENTS: MINOR & SENECA

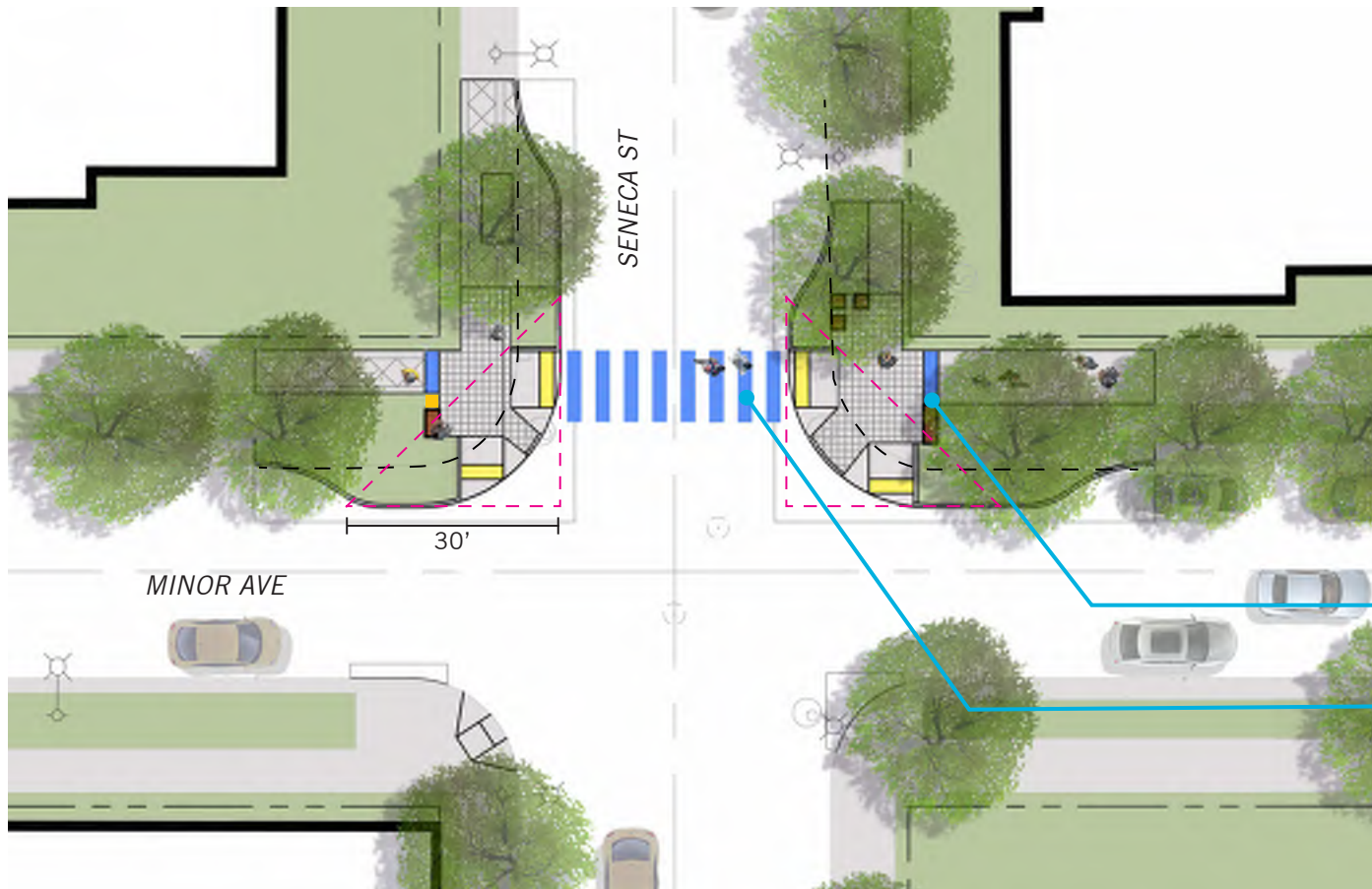


EXISTING CONDITION

- Seneca - 2 lane arterial
- Residential character
- Stimson-Green Mansion

PROPOSED IMPROVEMENTS

- Curb bulbs each side of Seneca
- Companion ramps
- Curb bulbs contain sidewalk, gathering space with seat elements and planting
- Wayfinding elements
- Storm drain adjustments
- No on-street parking removed



Pavement markers at furnishings

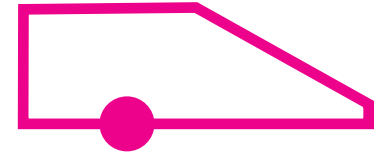
Aligned crosswalks and intersection striping



Existing Intersection

1- THE FIRST HILL MILE

STREETSCAPE IMPROVEMENTS: MINOR & SENECA





Existing Intersection

1- THE FIRST HILL MILE

STREETSCAPE IMPROVEMENTS: UNIVERSITY & SUMMIT

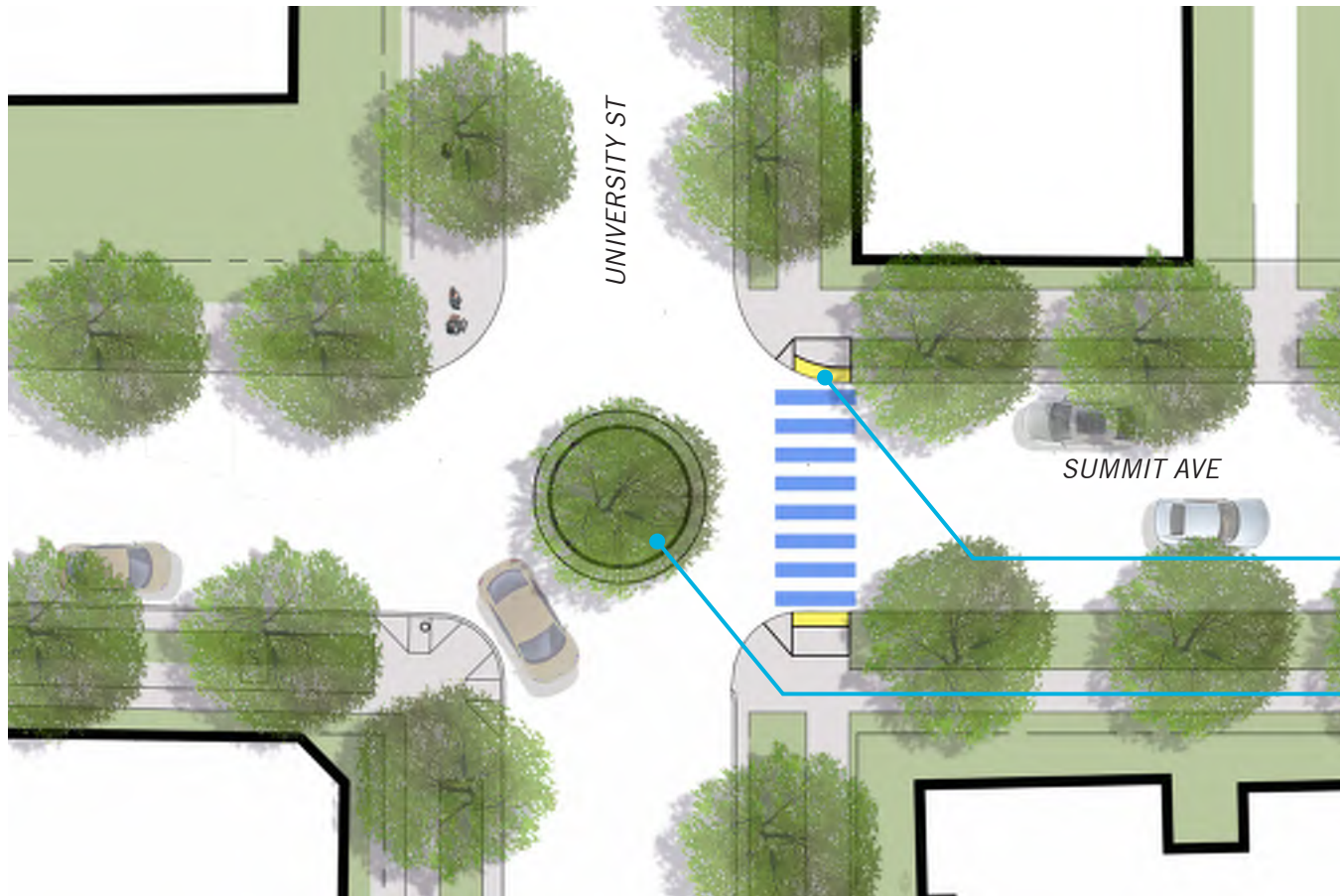


EXISTING CONDITION

- Summit connects to Capitol Hill
- Residential character
- Assisted Living Community nearby

PROPOSED IMPROVEMENTS

- Traffic Circle
- Wayfinding elements
- Storm drain adjustments
- No on-street parking removed

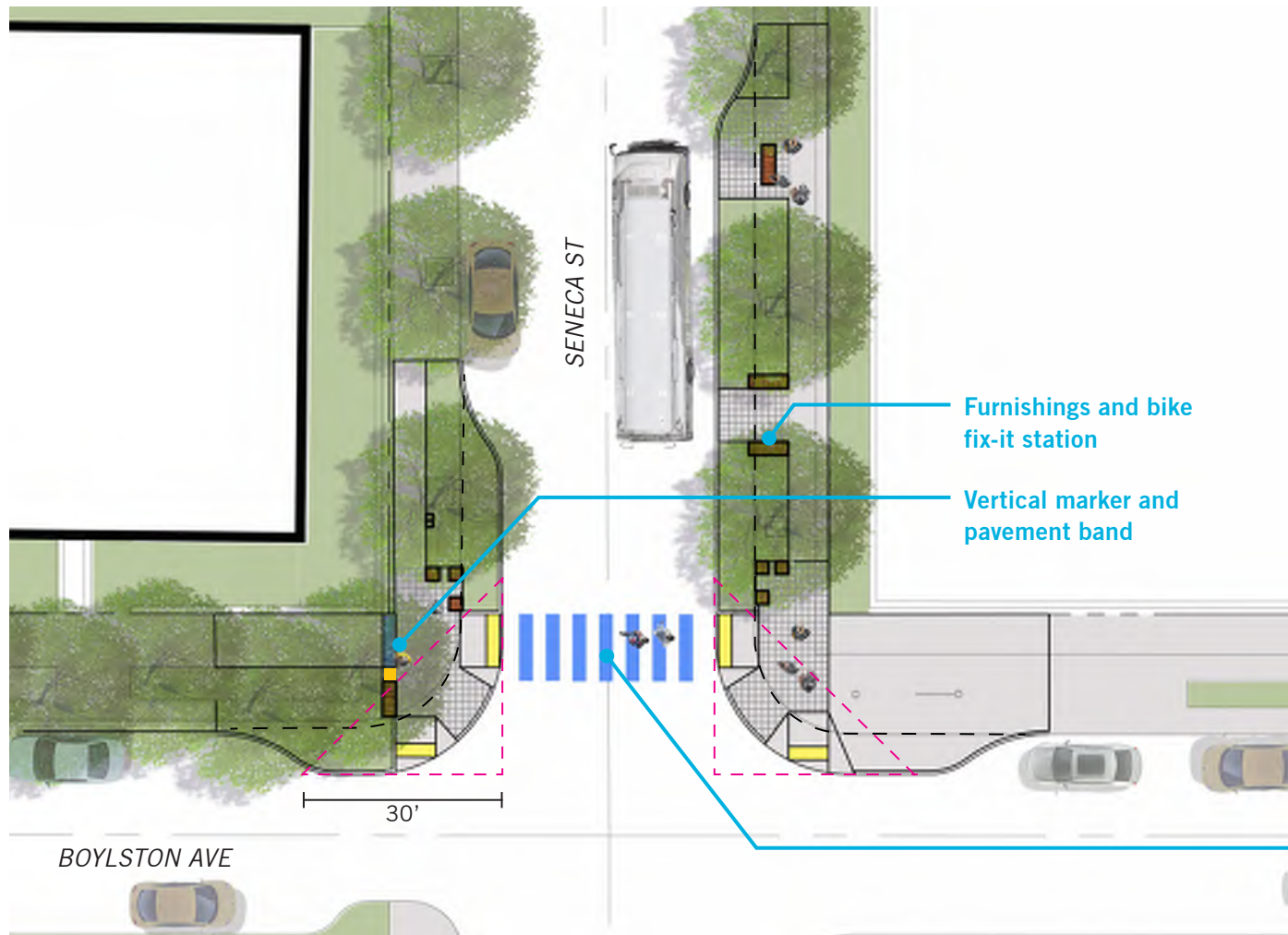


New crosswalks and intersection striping

Traffic circle

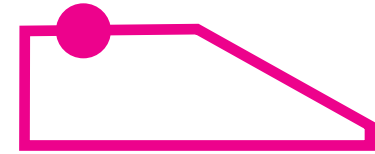


Existing Intersection



1- THE FIRST HILL MILE

STREETSCAPE IMPROVEMENTS: BOYLSTON & SENECA



EXISTING CONDITION

- Residential character
- Surface parking lot has redevelopment potential
- Seneca - 2 lane arterial
- Potential Seneca bike facility

PROPOSED IMPROVEMENTS

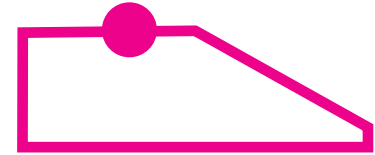
- Curb bulbs each side of Seneca
- Curb bulbs contain sidewalk, gathering space with seat elements and planting
- Wayfinding elements
- Bike fix-it station
- Mailbox relocation
- Storm drain adjustments
- No on-street parking removed



Existing Intersection

1- THE FIRST HILL MILE

STREETSCAPE IMPROVEMENTS - BOYLSTON & SPRING

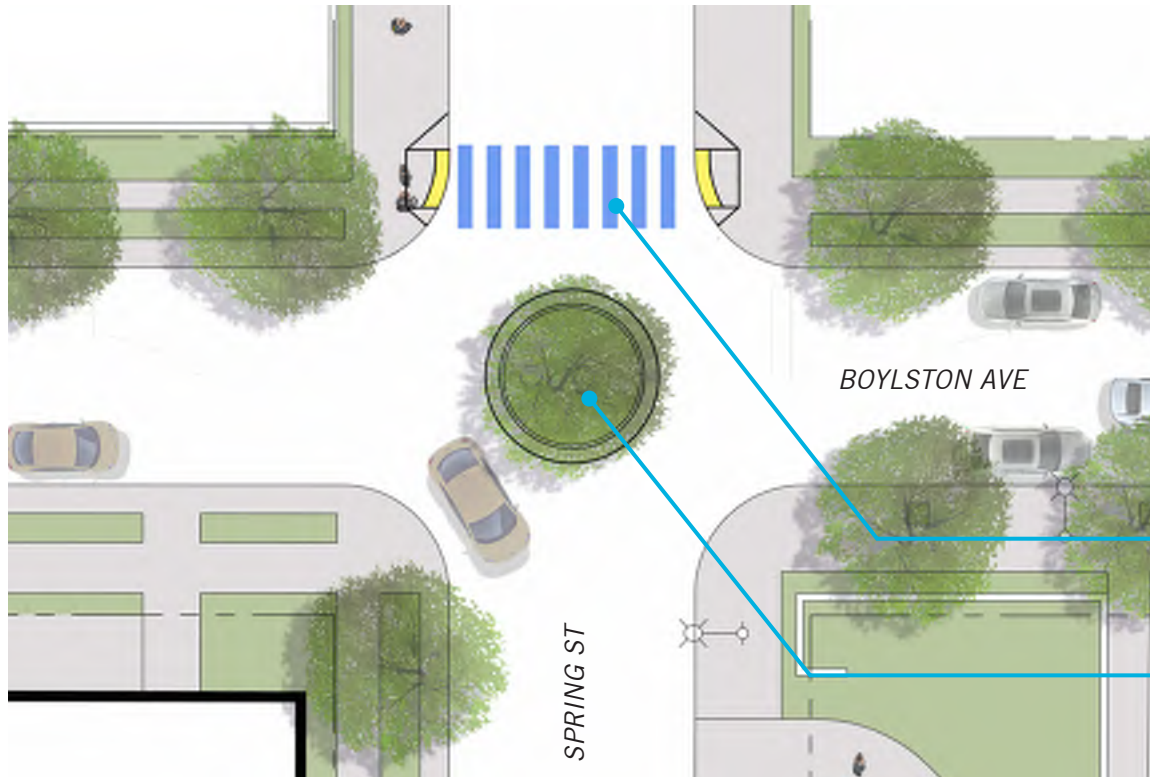


EXISTING CONDITION

- Redevelopment potential at adjacent parcels
- Low traffic volume

PROPOSED IMPROVEMENTS

- Traffic circle with planting matching existing circle at Boylston and Spring



New crosswalks and intersection striping

Traffic circle



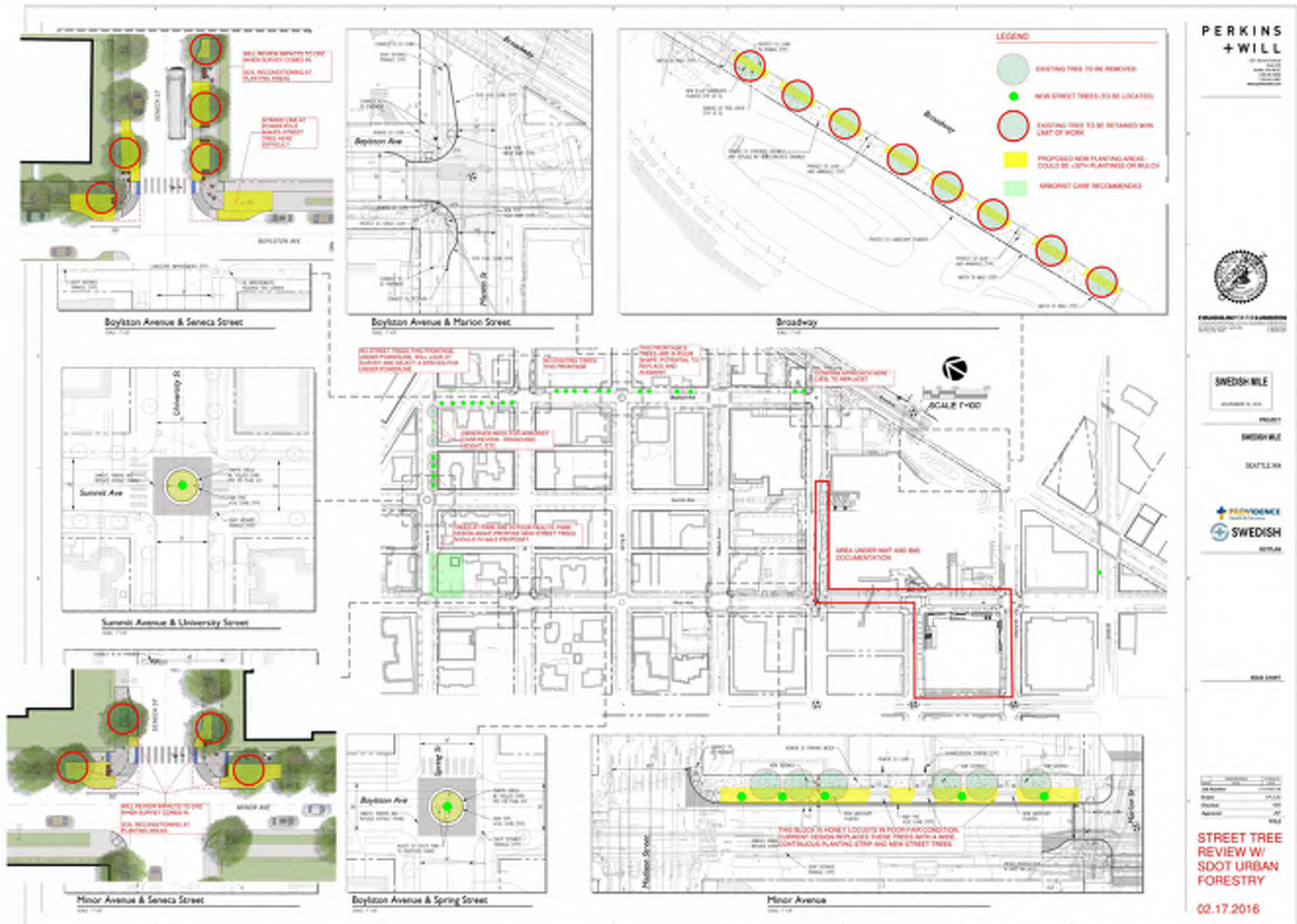
1- THE FIRST HILL MILE

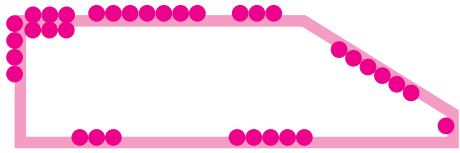
STREETSCAPE IMPROVEMENTS: BROADWAY FRONTAGE



1- THE FIRST HILL MILE

STREET TREES





1- THE FIRST HILL MILE

STREET TREES - PROPOSED REPLACEMENTS

LARGE STATUESQUE TREES



Nyssa sylvatica
Tupelo



Platanus x acerifolia
London Planetree



Aesculus flava
Yellow Buckeye



Zelkova serrata
Zelkova



Liquidambar styraciflua
Sweetgum



Metasequoia glyptostroboides
Dawn Redwood

FLOWERING/SEASONAL TREES



Pyrus calleryana 'Cambridge'
Cambridge Pear



Quercus coccinea



Sophora japonica 'Regent'
Japanese Pagodatree

TREES FOR TIGHT SPACES



Koelreuteria paniculata
Goldenrain Tree



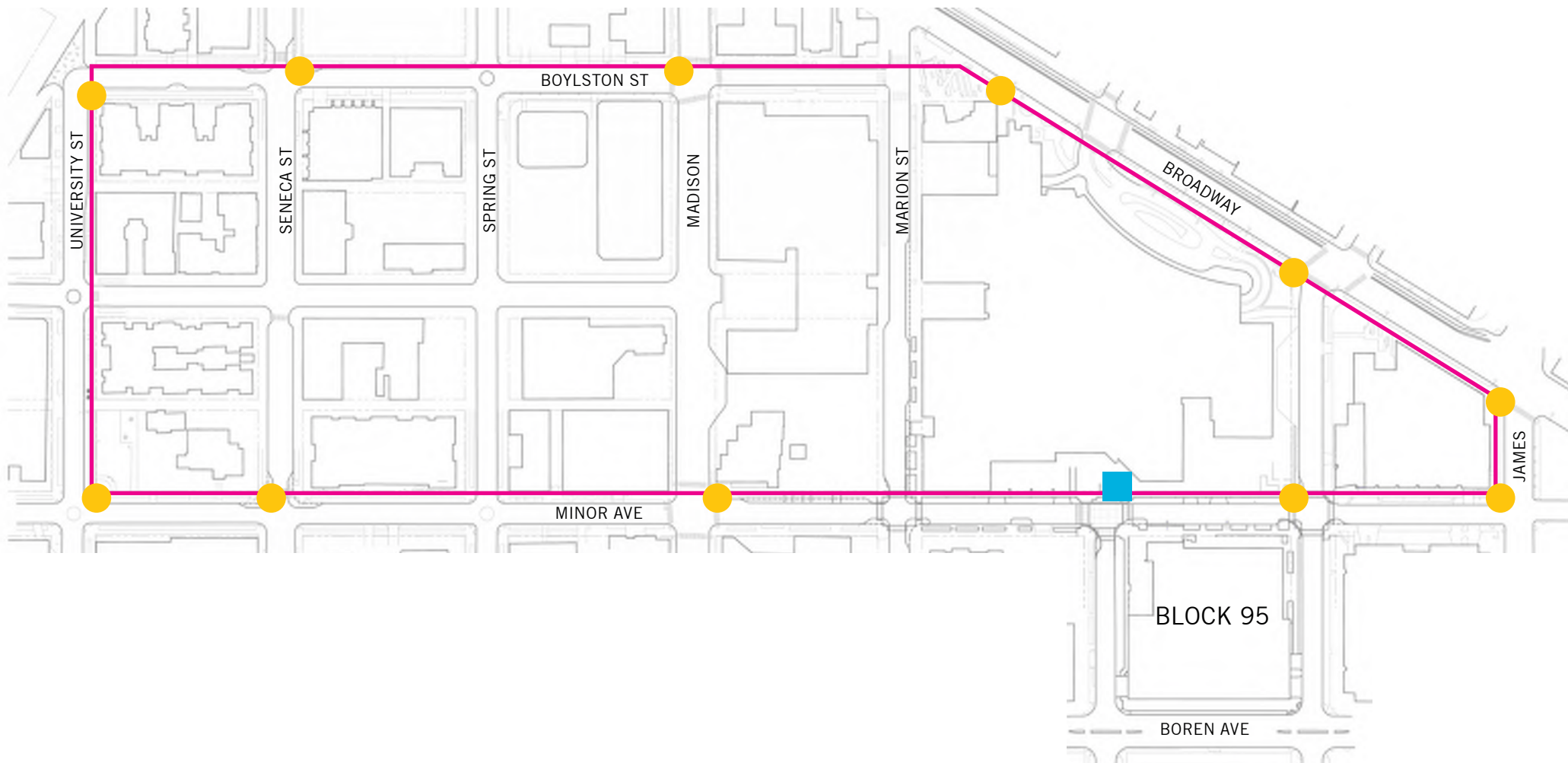
Carpinus caroliniana

1- THE FIRST HILL MILE

WAYFINDING

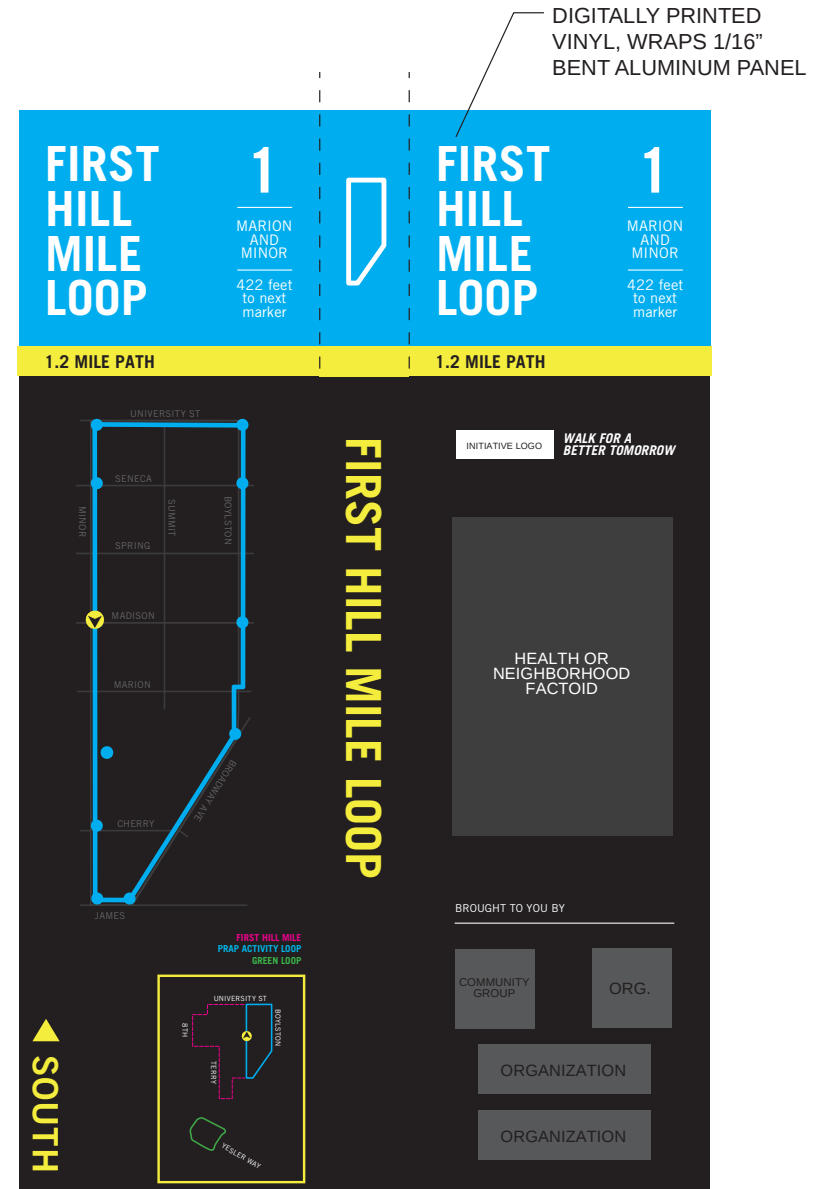
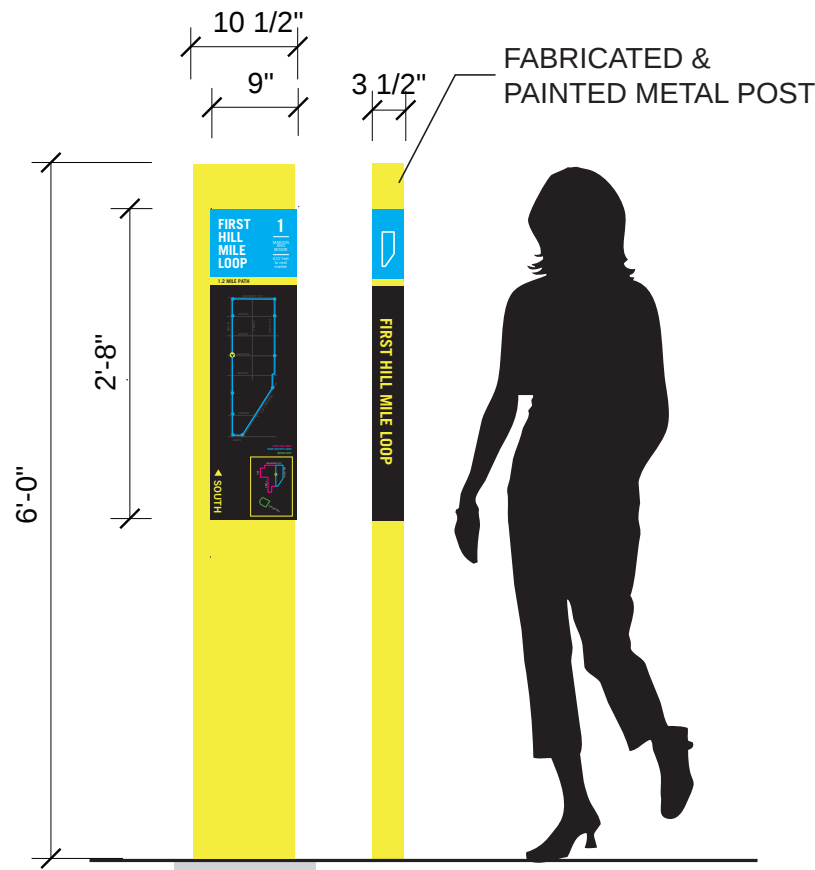
LEGEND

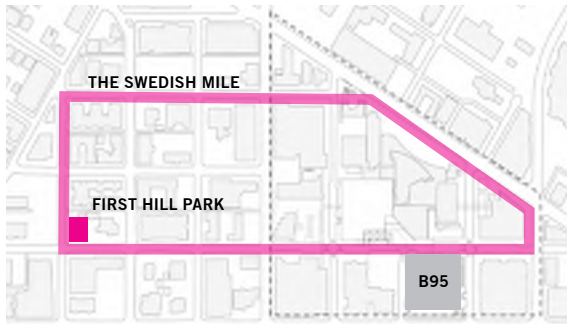
- Directory (1)
- Vertical Markers (11)
- The First Hill Mile Route



1- THE FIRST HILL MILE

WAYFINDING VERTICAL MARKER





2 - FIRST HILL PARK CONTRIBUTION

PUBLIC BENEFIT SUMMARY

Capital contribution to park improvements

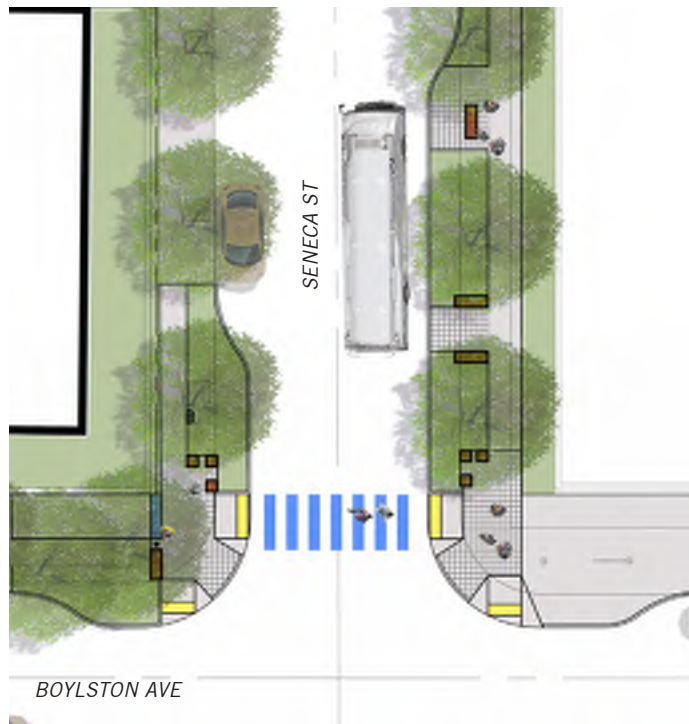
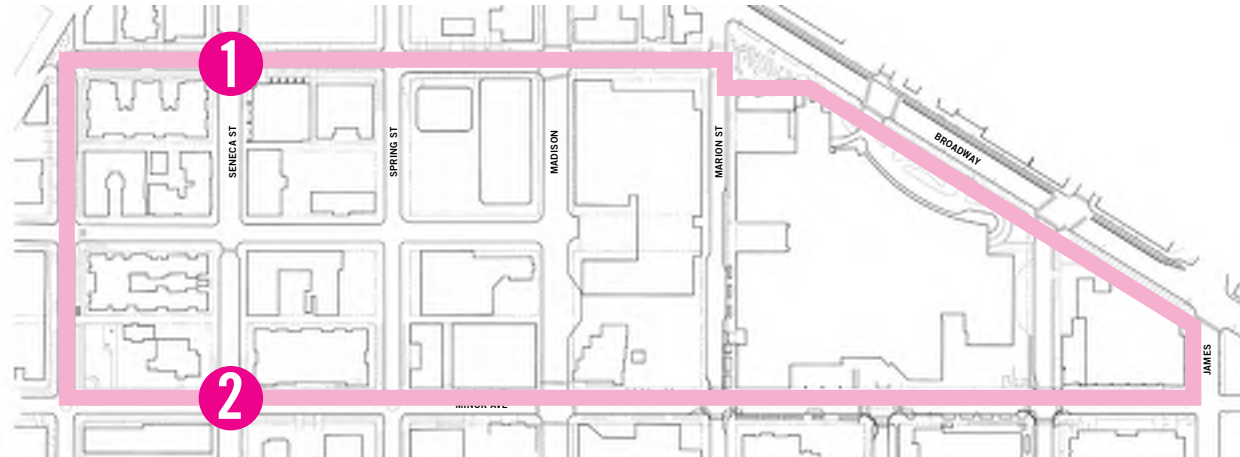
Proposed Contribution: \$500,000



3 - PUBLIC ART

PUBLIC BENEFIT SUMMARY

- 1) The First Hill Mile, Budget \$300,000

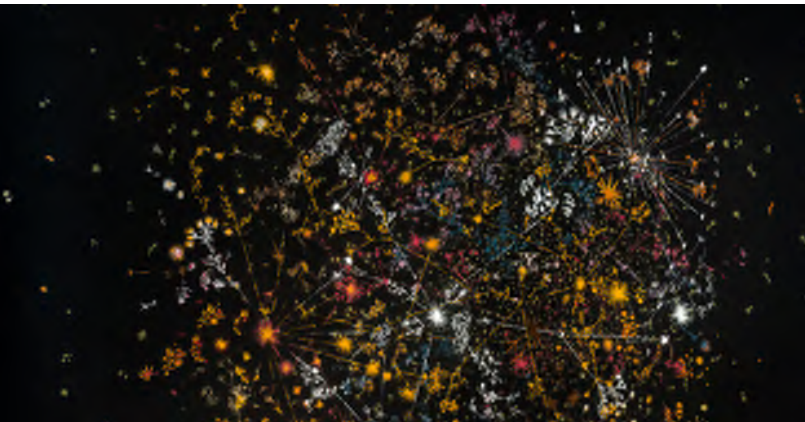


3 - PUBLIC ART

BUDGET AND SHORT-LISTED ARTISTS

TABLE VIEW

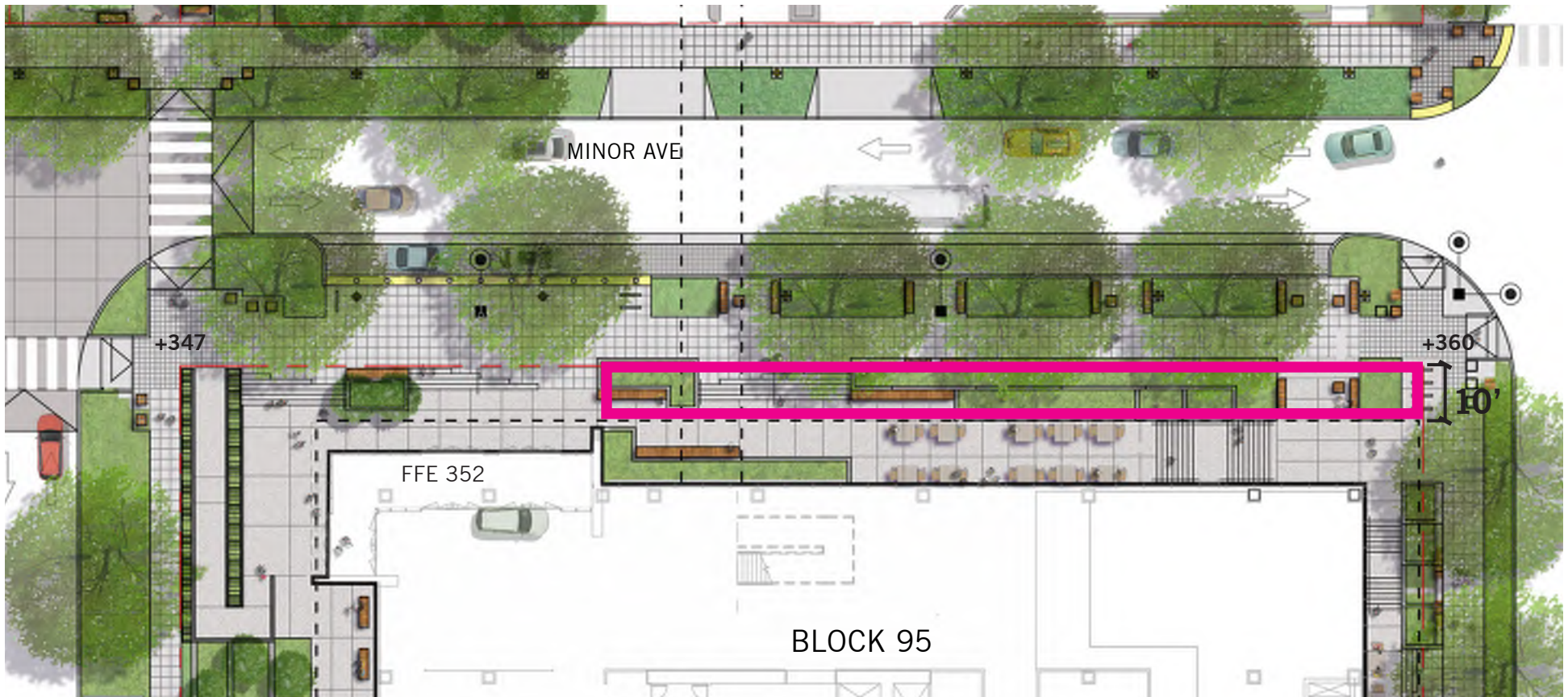
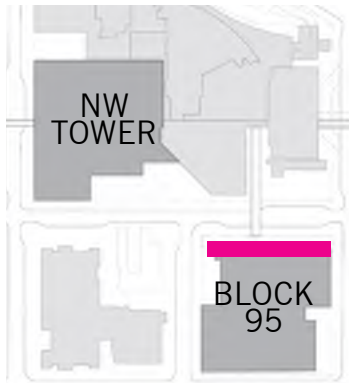
ART SITE	BUDGET	WORKING METHOD	SELECTION
First Hill Mile Curb Bulbs	\$300K (\$150K/site)	Site-specific commission	Local: King County artists Invitational
Open Garden Spaces Minor Ave & Marion St	\$250K	Direct purchase	Regional: WA/OR/ID/MT/AK Curated
Façade / Suspension Marion St Garden	\$450K	Design team collaboration	National: US artists Open Call
TOTAL: ≥5 sites	\$950K	3 methods	3 geographic ranges and selection processes



4 - MINOR AVE VOLUNTARY SETBACK

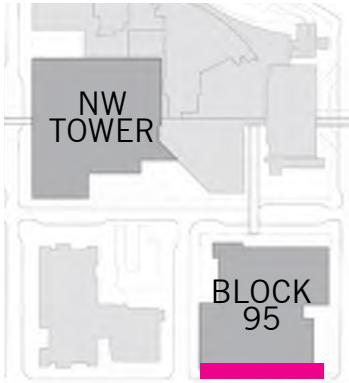
PUBLIC BENEFIT SUMMARY

1,700 SF of Open Space



4 - MINOR AVE VOLUNTARY SETBACK

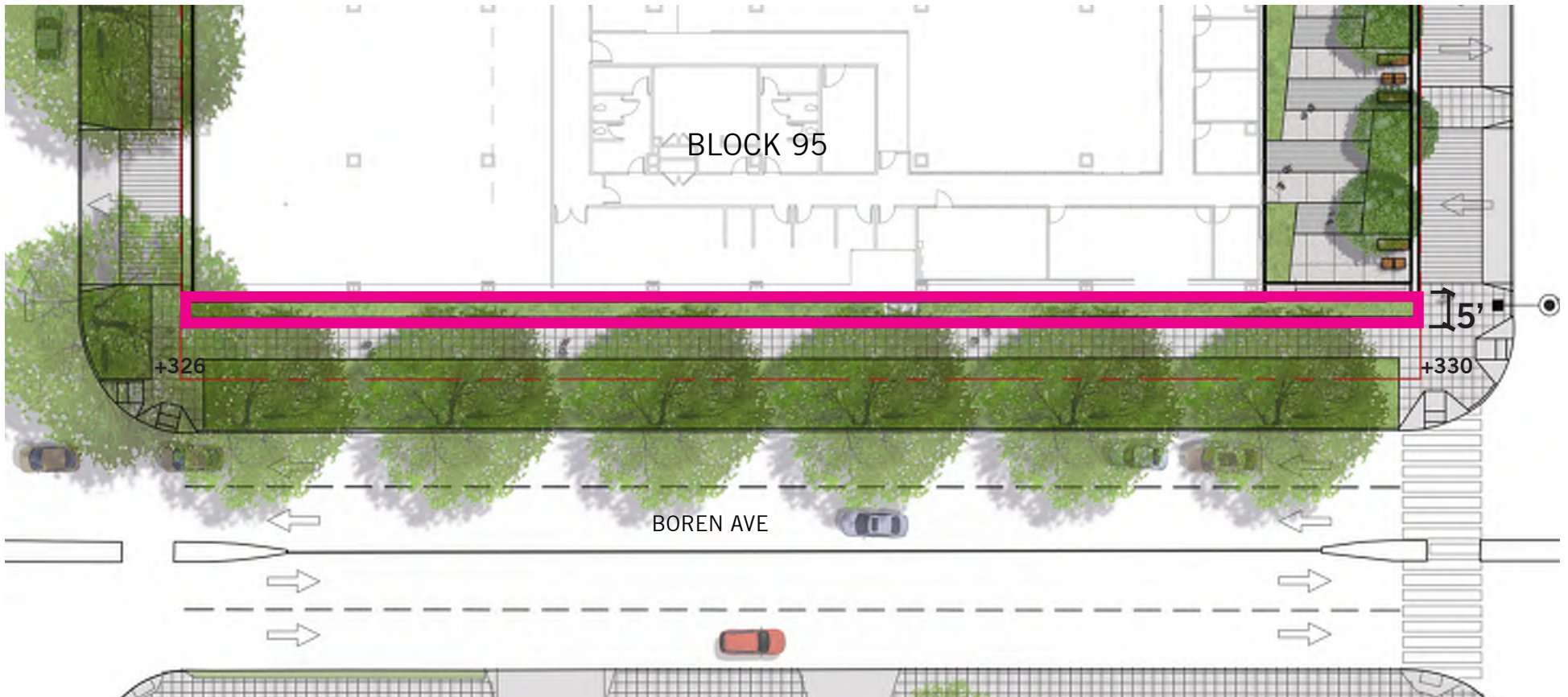




5 - BOREN AVE VOLUNTARY SETBACK

PUBLIC BENEFIT SUMMARY

x,xxx SF of Open Space



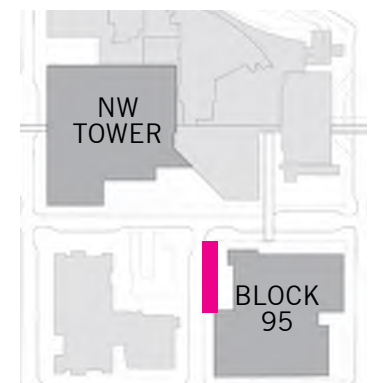
5 - BOREN AVE VOLUNTARY SETBACK



6 - COLUMBIA ST ROW IMPROVEMENTS

PUBLIC BENEFIT SUMMARY

980 SF of Planting



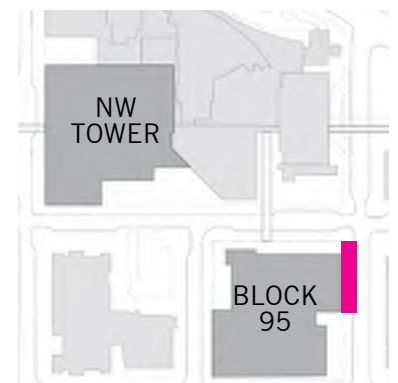
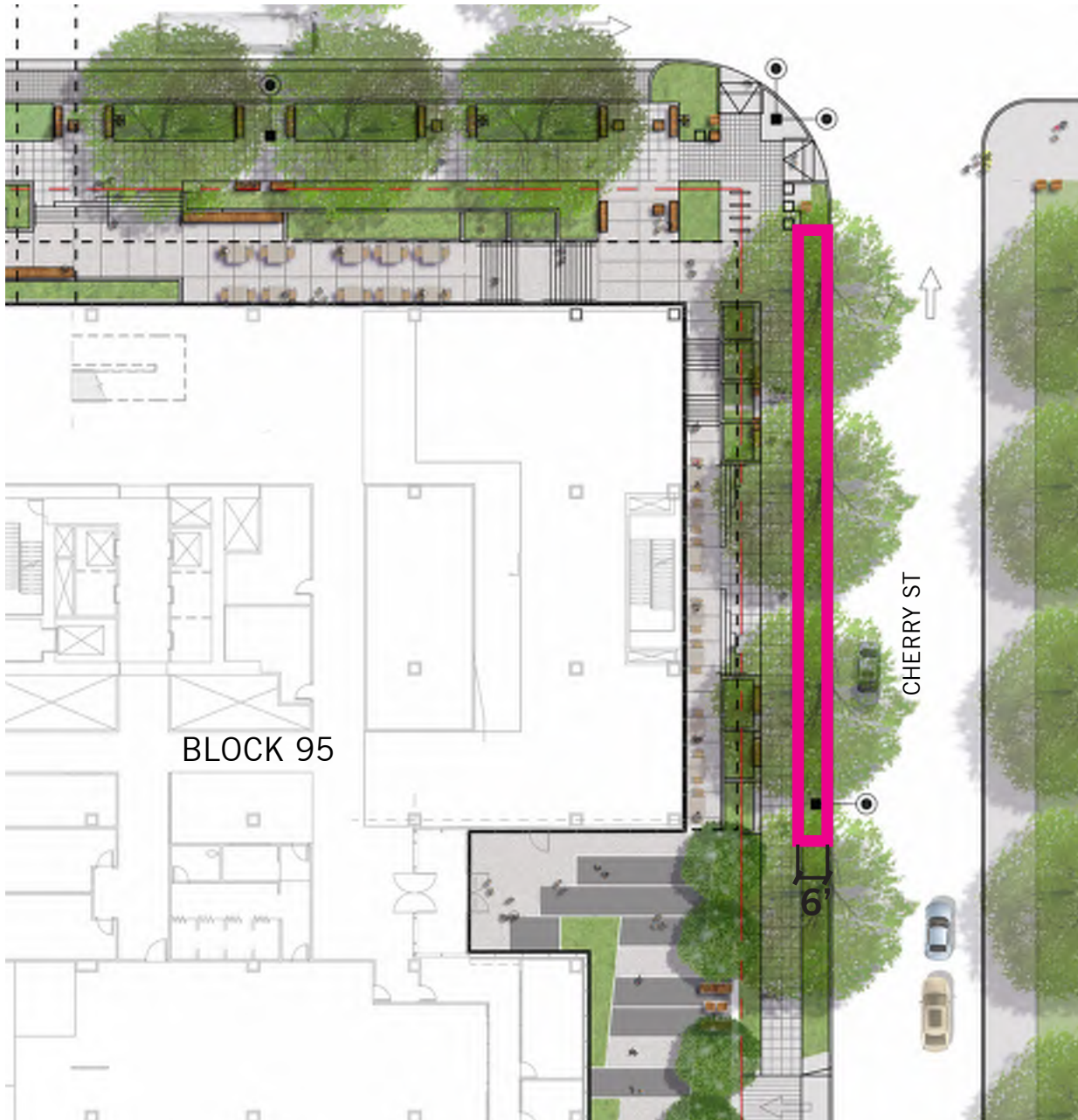
6 - COLUMBIA ST ROW IMPROVEMENTS



7 - CHERRY ST ROW IMPROVEMENTS

PUBLIC BENEFIT SUMMARY

560 SF of Planting



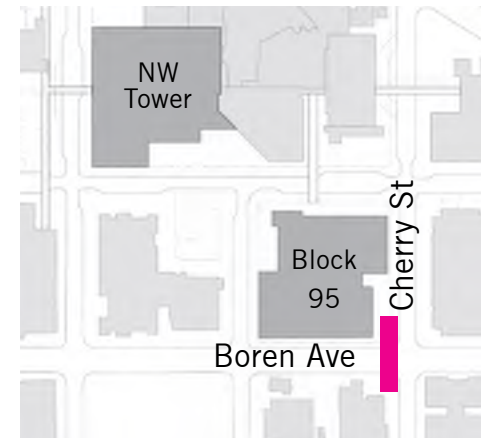
7 - CHERRY ST ROW IMPROVEMENTS



8 - PEDESTRIAN CROSSING AT BOREN & CHERRY

PUBLIC BENEFIT SUMMARY

(1) Pedestrian controlled signalized intersection



Existing condition at Boren and Cherry crossing

9 - PEDESTRIAN CROSSING AT MINOR & JAMES

PUBLIC BENEFIT SUMMARY

(1) Pedestrian controlled signalized intersection



Existing condition at Boren and Cherry crossing

DRAFT

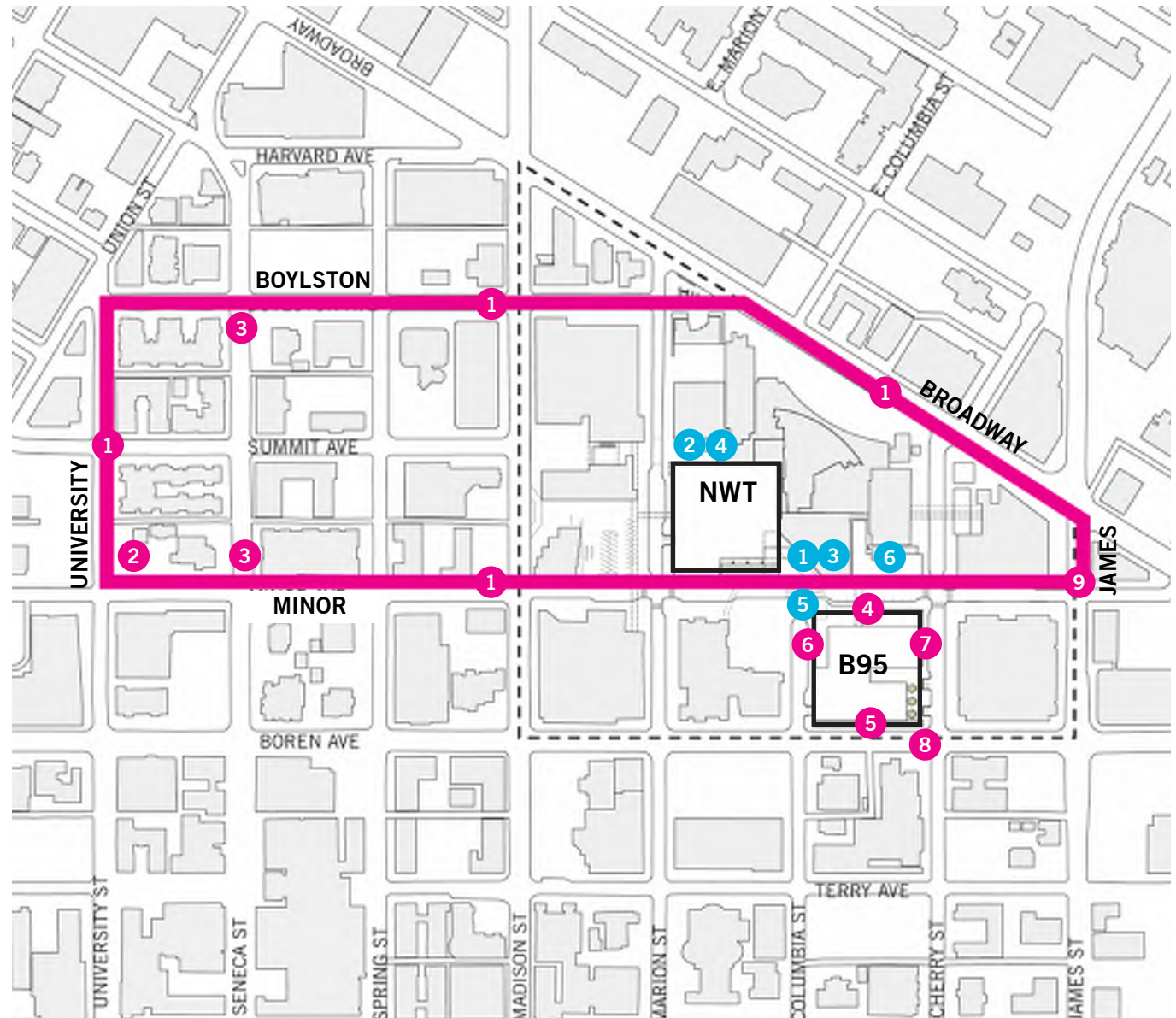
PUBLIC BENEFITS SUMMARY

BLOCK 95 ALLEY VACATION

- 1 The First Hill Mile
- 2 First Hill Park Funding
- 3 Public Art
- 4 Minor Ave Voluntary Setback
- 5 Boren Voluntary Setback
- 6 Columbia St ROW Enhancements
- 7 Cherry St ROW Enhancements
- 8 Boren & Cherry Ped Crossing
- 9 Minor & James Ped Crossing

MINOR AVE SKYBRIDGE

- 1 Minor Ave Garden
- 2 Marion Ave Garden
- 3 Public Art - Minor Ave Garden
- 4 Public Art - Marion Ave Garden
- 5 Minor & Columbia Raised Intersection
- 6 Minor Ave ROW Enhancements



MINOR AVE SKYBRIDGE PUBLIC BENEFITS MATRIX

PUBLIC BENEFIT	DESCRIPTION	QUANTITY (APPROX)	CODE REQ'D	MIMP REQ'D
1 - Minor Ave Garden	3,200 SF of publicly accessible open space directly adjacent to Minor Ave	3,200 SF	None	None
	1,500 SF of planting area			
	110 LF of seating elements			
	Landscape pedestrian lighting to 1/2 fc			
	7 trees			
2 - Marion Ave Garden	5,300 SF of publicly accessible open space directly adjacent to Marion St	5,300 SF	None	None
	2,300 SF of planting area			
	75 LF of seating elements			
	Landscape pedestrian lighting to 1/2 fc			
	XX Trees			
3 - Publicly Accessible Art - Minor Ave Garden	Curated public art collection located in Minor Ave Garden	Budget \$175k	None	None
4 - Publicly Accessible Art - Marion Ave Garden	Work with selected artist on significant artwork element in proposed Marion Ave garden open space	Budget \$250k	None	None
5 - Minor and Columbia Intersection	Intersection and sidewalk improvements to enhance pedestrian safety	4,800 SF	None	None
6 - Minor Ave Enhanced ROW	Expanded pedestrian streetscape	x,xxx SF	None	None

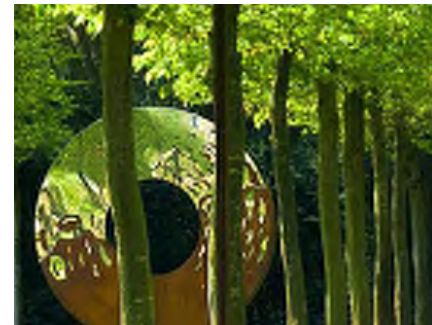
MINOR AVE SKYBRIDGE PUBLIC BENEFITS



1 Minor Ave Garden



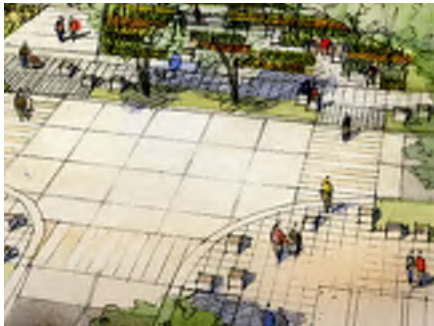
2 Marion St Garden



3 Minor Ave Garden Public Art



4 Marion St Garden Public Art



5 Minor & Columbia Pedestrian Crossing Improvements

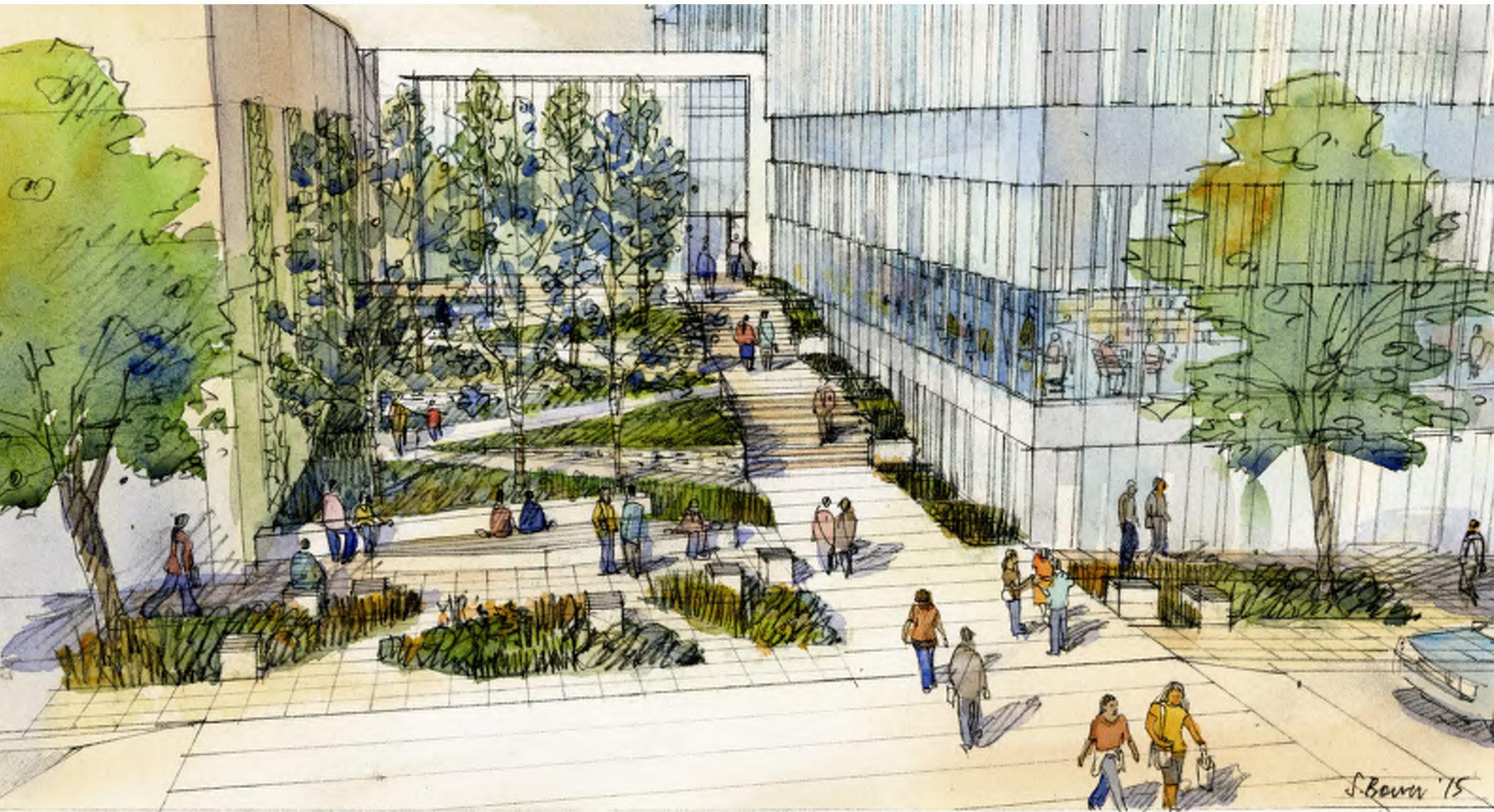


6 Minor Ave ROW Enhancements

1 - MINOR AVE GARDEN



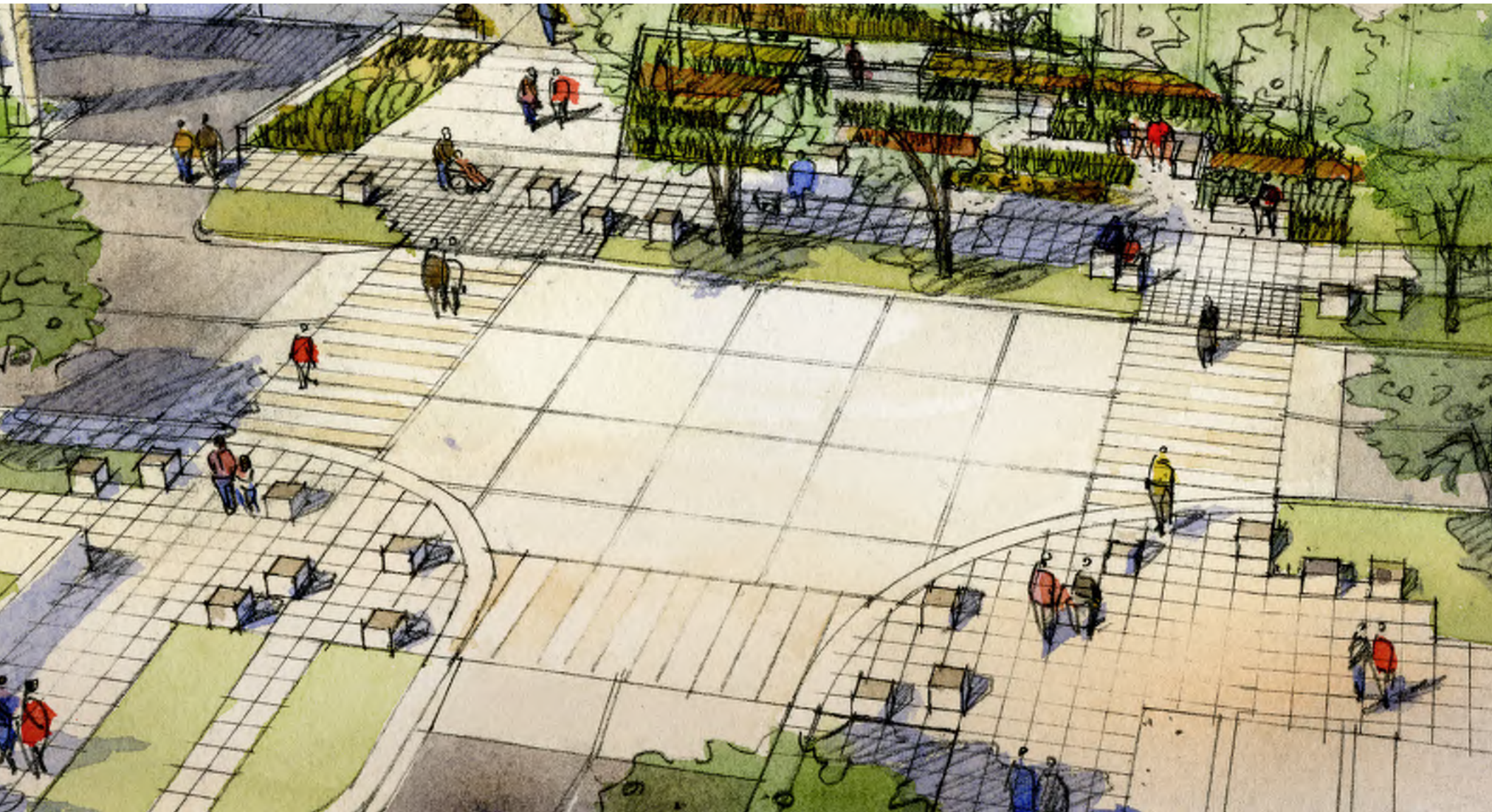
2 - MARION ST GARDEN



3 & 4 - PUBLIC ART AT MARION ST AND MINOR AVE GARDENS



5 - MINOR AVE RAISED INTERSECTION



6 - MINOR AVE ROW ENHANCEMENTS



SELLEN CONSTRUCTION MANAGEMENT PLAN AND EXHIBITS

Contents

CMP.....PAGE 2

SCHEDULE AND EXHIBITS.....PAGE 18

HAUL ROUTES.....PAGE 23

TRANSPORTATION PLAN.....PAGE 25



SWEDISH FIRST HILL TRANSFORMATION

BLOCK 95

Project Address: 1115 Columbia Street
MUP #: 3018701

NW TOWER

Project Address: 747 Broadway Avenue
MUP #: 3018961

APPLICANT/CONTRACTOR: SELLEN CONSTRUCTION COMPANY

Version: Draft

Date: 3/9/16

TABLE OF CONTENTS

1.0 Project Overview	3
1.1 Project address	3
2.0 Construction Communication.....	4
2.1 Contact Person:	4
2.2 Construction Notification List:.....	5
2.3 Communication methods:	5
2.4 Notification timing & tracking:	6
2.5 Construction Project and Known Special Events in the Vicinity:	6
3.0 Construction Noise and Sensitive Receivers.....	7
3.1 Construction Hours:	7
3.2 High noise-generating activities:	9
3.3 Noise-sensitive receivers:.....	10
3.4 Construction noise management:	10
4.0 Construction Milestones	12
4.1 Schedule	12
5.0 Off-site Construction Worker Parking	14
6.0 Right of Way Use	14
6.1 SDOT Coordination:.....	14
6.2 Material management:.....	15
6.3 Pedestrian mobility:	15
6.4 Street closures:.....	15
7.0 Traffic impacts and Traffic Operations Center Infrastructure	16

ATTACHMENTS

- 1) Swedish First Hill Expansion Phasing Schematics for Block 95 & NWT.
- 2) Swedish First Hill Expansion Truck Hauling Routes
- 3) Swedish First Hill Expansion Public Transportation Plan

1.0 PROJECT OVERVIEW

This Construction Management Plan (CMP) is intended to anticipate and reduce the potential noise and vibration impacts from construction activities, minimizing impacts on neighbors, businesses and downtown traffic. Management practices that will help achieve this goal include: coordinating with neighbors before and during construction regarding noise and vibration; reducing the overall construction period by working two shifts on critical path items; incorporating technological and operational noise control measures to reduce the amount of sound generation; reducing the transmission of construction noise to off-site receivers through sound-containment measures; and, coordinating with Seattle Department of Planning and Development (DPD) on street use, parking and traffic routing.

- i. This plan will be coordinated with the DPD Noise Abatement Office, SDOT and King County Metro Transit Division.
- ii. Implementation of this plan is the responsibility of Sellen Construction and its subcontractors, working with the developers, DPD, and the affected community.

1.1 PROJECT ADDRESS

Block 95 Project Address: 1115 Columbia Street

NW Tower Project Address: 747 Broadway Avenue

1.2 SITE DEVELOPMENT

Swedish will make these improvements to:

- Replace structures dating back as early as 1925
- Provide the best care for a rapidly aging population
- Respond to unprecedented inpatient growth
- Meet the most current technology needs in appropriate space
- Support the safest, highest quality care possible
- Fulfill our promise to care for all those who need our services
- Utilize clinical space most effectively and efficiently

The plans include new buildings to replace the current North Tower and Block 95 (which includes small non-acute care buildings and a garage). The new Northwest Tower will be the most significant and complex project undertaken by Swedish in the past several decades, and will involve replacement of many of the most complicated and systems-intensive services on the campus. The Northwest Tower will be approximately 17 stories and will contain a variety of uses; including: emergency department, dining facility, critical care units, surgical suites, and patient rooms. Many of the support functions for the campus will be located on Block 95.



There will be a number of public benefits associated with the development related to street improvements, sidewalks, landscaping, open space plazas, and more. Swedish will collaborate with the city to develop a street concept plan for Minor Ave between James and Madison that is coordinated with the First Hill Public Realm Action Plan and Bicycle Master Plan. Improvements may include realignment of curbs, traffic lanes and parking, pedestrian crossings and curb bulbs, wider sidewalks, street trees and landscaping, furnishings and signage.

We are beginning construction in 2016 and occupying the buildings in 2019.

2.0 CONSTRUCTION COMMUNICATION

2.1 CONSTRUCTION CONTACT PERSONS

Nancy Rickert, Project Manager & Construction Liaison
Sellen // **M** 206.571.7460 // **P** 206.682.7770 // **F** 206.623.5206
Nancy.Rickert@Sellen.com

Mike Ryberg, Senior Superintendent
Sellen // **M** 206.730.8685 // **P** 206.682.7770 // **F** 206.623.5206
Mike.Ryberg@Sellen.com

2.2 CONSTRUCTION NOTIFICATION LIST

This is a partial list of the affected parcel owners, neighbors, and area businesses that will receive direct notification of planned and emergency construction activities:

- First Hill Improvement Association (FHIA).
Alex Hudson alex@firsthill.org
- Frye Museum
Alex Lawhorn ALawhorn@fryemuseum.org
Jeffrey Hirsch jhirsch@fryemuseum.org
- O'Dea High School
Jason Kerr jckerr@odea.org
- St James Cathedral
Larry Brouse lbrouse@stjames-cathedral.org
- Capitol Hill Chamber
Sierra Hansen sierra@caphillchamber.org
- Horizon House
Jackie Claessens-Bauer jackiec@horizonhouse.org
- First Hill Condos
Mary Ellen Hudgins hudginsme@gmail.com

2.3 COMMUNICATION METHODS

We will employ several methods to reach out to our neighbors, including the following:

- A.** Monthly Construction Updates: These email updates will be sent out to our distribution list and will provide a summary of recently completed work, along with an outline of upcoming work and any associated street or sidewalk closures. In addition, each update will include a map that is continuously updated to reflect any closures. These updates will be distributed via email and available at any time on the project website:

www.sellen.com/swedishfirsthill

- B.** Construction Activity Notices: These brief notices will be sent out as needed to notify or remind neighbors of any high-impact activities.

- C. The First Hill Improvement Association also allows Swedish to submit information on their website to their membership of over 500 people, and attend town hall meetings.

2.4 NOTIFICATION TIMING & TRACKING:

As mentioned above, Construction Updates will be distributed monthly to provide a comprehensive overview of the project's progress and any associated neighborhood impacts. Shorter Construction Activity Notices will be distributed as needed, at a minimum of 72 hours prior to the activity.

Note: SDOT Street Use requires notification and permits for all work or impacts in the right of way. Contact SDOT Street Use at SDOTPermits@seattle.gov or **(206) 684-5253**.

Emergency-related construction activities impacting the right of way require additional notification directly to the City of Seattle Transportation Operations Center (TOC). Seven days a week, 6 AM to 10 PM at (206) 684-5117. After hours, 10 PM to 6 AM at (206) 684-5117. If a closure is expected to extend into a weekday AM or PM peak traffic hour and is on a key arterial call TOC on-call personnel.

2.5 CONSTRUCTION PROJECT AND KNOWN SPECIAL EVENTS IN THE VICINITY

The project team is in the process of developing a comprehensive list of known projects and events that may occur during the construction of the Swedish First Hill Transformation.

- A.** THE CMP shall identify existing construction projects or known projects and special events (parade, run, marathon, community event). Indicate construction or event activity that might begin or occur during the life of the CMP in order to identify potential construction related conflicts and the need for coordination.
- B.** Fun Runs and Fundraisers around Swedish:
The Swedish Fun Run will take place on Sunday, July 17, 2016. The run will not be impacted by construction activities. Any ongoing work will be fenced or covered for the safety of everyone around the site.
- C.** Events at Seattle University, Frye Art Museum, and O'Dea should not be impacted by construction, but communication and coordination will occur on an as-needed basis.

3.0 CONSTRUCTION NOISE AND SENSITIVE RECEIVERS

Except as may otherwise be approved through the variance process in the Noise Ordinance, construction activities shall be conducted in such a manner as to conform to the permissible noise levels in the Noise Ordinance and to the construction noise and vibration management measures approved as part of this plan.

3.1 CONSTRUCTION HOURS

- A.** Standard Hours of Construction: The majority of construction activities will be limited to standard construction hours between 7 a.m. and 3:30 p.m. on non-holiday weekdays. Construction workers may arrive at the site prior to standard start times; however, noisy set-up activity will be expressly prohibited prior to 7 a.m. on weekdays, 9 a.m. on Saturdays. Any necessary equipment warm-up prior to standard start times will be coordinated to not disturb neighbors.
- B.** Second Shift (2:30 p.m. to midnight 12 a.m.) and Saturday Construction Hours: Evening or Second Shift work will be limited to smaller crews working between the hours of 6 p.m. and 12 a.m. on non-holiday weekdays. Saturday work hours are between 9 a.m. and 6 p.m. Work may occur between 10 p.m. and 12 a.m., but will be restricted to activities that are less noisy and within the limit of the noise ordinance. Activities will include progressive clean-up, putting hand tools and electrical cords away, re-configure hanging temporary light strings, and site security walks.
- C.** In addition:
 - I.** Work that is scheduled to take place during evenings and Saturdays will help maintain the construction schedule.
 - II.** Impact types of equipment, such as pavement breakers, pile drivers, jackhammers, sand-blasting tools and other impulse noise equipment will be prohibited.
 - III.** Work is not expected to occur on Legal holidays, defined as: New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, day after Thanksgiving Day, and Christmas Day. Any listed holiday that falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular workday.
- D.** Third Shift (12 a.m. to 7 a.m. on non-holiday weekdays): This work will be coordinated with the appropriate City agencies and will generally be limited to only those activities that cannot be performed during standard, second, or Saturday shifts. This would be due to external restrictions or requirements imposed by City or County agencies, such as over-sized load restrictions, work that requires street closures or work that affects

public safety. If work is proposed that exceeds the limits of the Noise Ordinance, a variance would be sought and would need to be approved by DPD in advance of such work occurring. The Construction Contact will provide a minimum seventy-two-hour advance notice to the Construction Notification List for this type of work, notice will be provided when the variance is sought rather than waiting until the variance is approved.

i. Third Shift construction activities anticipated include:

- a. Pouring and pumping of the mat footing. Sellen Construction will provide a separate work plan for this activity that'll include obtaining an approved variance, and minimum 72-hour notice to entities within the Construction Notification List.
- b. Occasional night time delivery of loads that exceed highway and street limitations. Sellen Construction will attempt to bring these in at night and drop the trailer at the site to be unloaded during the following work day. Sellen Construction will avoid oversized deliveries to the job-site in the early morning. In addition, small deliveries may begin as early as 5:30 a.m. on weekdays to minimize traffic on downtown streets.
- c. Mobilization, De-mobilization, and Jumping the Tower Crane: Installation and removal of the tower crane may occur partially at night. Periodically, the crane and worker-lifts will need to be jumped at night or Sundays to raise them above the structure as it climbs. This is expected to involve twelve Third/Sunday shifts.

Block 95 Tower Crane:

Erection is scheduled for April 2017

Dismantling is scheduled for February 2019

NW Tower Crane #1:

Erection is schedule for March 2017

Dismantling is scheduled for March 2018

NW Tower Crane #2:

Erection is schedule for October 2017

Dismantling is scheduled for September 2018

Block 95 Worker-Lift:

Erection is scheduled for May 2017

Dismantling is scheduled for February 2019

NW Tower Worker-Lift:

Erection is schedule for May 2017

Dismantling is scheduled for February 2019

- E. Site cleaning and preparation. There will be workers on site after hours performing silent equipment maintenance, measuring and site preparation functions. Use of leaf blowers and street sweepers will be prohibited after 8 p.m.

3.2 HIGH NOISE-GENERATING ACTIVITIES

Except as may otherwise be approved through the variance process in the Noise Ordinance, construction activities shall be conducted in such a manner as to conform to the permissible noise levels in the Noise Ordinance and to the construction noise and vibration management measures approved as part of this plan.

The following unusually high noise-generating activities; when they are likely to occur; and their duration is indicated below:

- A. Potholing in the streets with vacuum-trucks will take place April 2016 through June 2016.
- B. Impact types of equipment like pavement breakers, jackhammers, pneumatic equipment, and other impulse noise sources will be utilized during underground Utility infrastructure upgrades. Installations will be on Cherry from Boren to Minor and on Minor from Cherry to Marion. July 5, 2016 through December 30, 2016 for both Block 95 and NW Tower.
- C. Major demolition of Block 95 will take place October 2016 through November 2016. NW Tower demolition will take place December 2016 through February 2017.
- D. Conventional drilling equipment, air-powered drills and air compressors will operate during shoring activities generating high noise levels, particularly while clearing augers and drilling horizontally for tie-backs, soldier pile drilling and mass excavation. Block 95 activities will be during December 2016 through May 2017. NW Tower activities will be during February 2017 through May 2017.
- E. The large mat pour and general concrete work will emit higher than normal noise levels from pump equipment and concrete mixer trucks. Block 95 activities will be

- during June 2017 on a Saturday. NW Tower activities will be during July 2017 on a Saturday.
- F. Foundation work for both Block 95 and NW Tower will take place May 2017 through July 2017.
 - G. Placing rebar, assembling and dismantling formwork, and activities associated with the concrete core should also be considered high noise-generating activities. Block 95 will be during June 2017 through October 2017 and NW Tower will be during June 2017 through December 2017.
 - H. Underground concrete garage work for Block 95 will take place August of 2017 through June 2018.
 - I. Structural steel high impact noise includes erecting the steel, placing metal decking, rebar and wire mesh and placing concrete for Block 95 will take place during June 2018 through October 2018. NW Tower activities will be during September 2017 through March 2018.
 - J. Curtainwall exterior enclosure for Block 95 will take place during September 2018 through March 2019. NW Tower will take place during December 2017 through August 2018.
 - K. Street Improvements for Block 95 will start up December of 2018 and last through May 2019. NW Tower activities will start during January 2019 and last through August 2019.
 - L. Tunnel work across Minor Avenue will begin during June 2018 and last through December 2018.
 - M. The new Minor Skybridge for Block 95 will be built during June 2019 through October 2019.

3.3 NOISE-SENSITIVE RECEIVERS

Provisions designed to reduce or prevent noise impacts are addressed below. We anticipate that the 24/7 patient care at Swedish Hospital will be the most sensitive receiver and construction activities are being addressed to mitigate noise impacts based on this constraint.

3.4 CONSTRUCTION NOISE MANAGEMENT

Sellen Construction will use the following techniques to minimize construction noise and vibration.

- A. Timing Restrictions:
 - I. Most activities will be limited to standard construction hours, which are 7 a.m. to 6 p.m. on non-holiday weekdays.
 - II. Impact types of equipment like pavement breakers, pile drivers, jackhammers, and blasting tools and other impulse noise sources will only be used between 8 a.m. and 5 p.m. weekdays and 9 a.m. and 5 p.m. on Saturdays.

- III.** Efforts will be made to reduce noise and vibration levels from construction activity between 6 p.m. and 10 p.m. weekdays. Potentially intrusive work will be accomplished as much as possible during standard working hours. Quieter work will be performed during the evening shift, which includes but not limited to; progressive clean-up, small-medium sized material deliveries pre-stocking floors utilizing pallet jacks, taping & finishing GWB, installing insulation, or placing acoustical ceiling systems. Any work occurring between 10 p.m. and 12 a.m. will be limited to activities that generate little noise (such as daily cleanup) and are within the 60 dBA limit of the Noise Ordinance.

B. Noise Reduction Construction Technologies:

- I.** For large deliveries, Sellen will request select subcontractors and suppliers to outfit their trucks with “Broadband Sound Reversing Alarms” in lieu of “Smart Alarms”, or coordinate delivery pathways such that backing up the truck is negated. Broadband Sound Reversing Alarms are preferred backup alarm devices over the Smart Alarms.
- II.** Back-up alarms will not be allowed to operate from 10 p.m. to 7 a.m. on weekdays and before 9 a.m. on Saturdays.
- III.** During excavation of the site, an electric dirt conveyor will be used at street level rather than diesel equipment, a clamshell excavator or a ramp export method that would cause more noise and vibration.
- IV.** Mandatory use of electric welders and electric tower cranes will be required by the general contractor and the steel erection subcontractor.

C. Process Modifications:

- I.** Reduce truck noise and audible backup alarms by using one-way trucking routes. See attached truck routes that will be used for Block 95 and NW Tower.
- II.** Loud talking or any miscellaneous noisy activities are prohibited before 7 a.m. and after 6 p.m. on weekdays, and before 9 a.m. and after 6 p.m. on Saturdays.
- III.** Concrete truck staging will be done off-site to minimize the impact of street-level truck traffic. The location of a staging area will depend upon subcontractor selection, which has not been accomplished at the time this plan was developed. Any location is expected to be in an industrial area and trucking routes will be coordinated with SDOT.
- IV.** Sellen Construction will utilize any opportunities for pre-fabrication of construction assemblies at off-site locations that will help minimize on-site manpower and noisy activity.
- V.** A compliance statement for this Construction Management Plan will be included in all subcontracts for this project allowing Sellen Construction to manage and enforce their activities

D. Noise Barriers Near On-Site Sources:

- I. Use of portable sound barriers around generators, compressors and other noise-producing machinery.
- II. Construction of noise barriers near fixed engines (i.e. pumps).

4.0 CONSTRUCTION MILESTONES

4.1 SCHEDULE

A. Abatement and demolition will proceed with separately issued permits. Abatement begins in July 2016 with structural demolition to follow in October 2016. Foundation shoring will begin in December 2016. Foundation construction is scheduled to begin in May 2017 and the structure is scheduled to top out in June 2018. Tenant occupancy is expected in October 2019. Major construction milestones important to this plan are described below.

B. Demolition and Excavation

- I. The majority of demolition activities and pavement removal that utilizes impact equipment will be conducted between 8 a.m. to 5 p.m. on weekdays, and 9 a.m. to 5 p.m. on Saturdays and holidays.
- II. In addition, Saturday work may be scheduled and specially permitted to close the adjacent streets or traffic lanes to drop the exterior walls, and clean up any debris that may fall outside of the construction zone. By using Saturday street closures, demolition of the existing building will be performed as quickly as possible to minimize the overall duration of disruption to surrounding properties.
- III. Excavation is required to remove soil in preparation for the underground parking structure. Dirt moving will occur at a depth of seventy five feet below grade. Perimeter walls of the excavation will provide natural barriers from excavating equipment noise. As the hole deepens, the walls of the excavation will direct equipment sound upwards.
- IV. The general noise and vibration control measures outlined in the Construction Noise and Vibration Management section of this plan apply to demolition and excavation efforts. Additional methods specific to these phases of construction include:
 - A.** Electric dirt conveyor: During excavation of the site, an electric dirt conveyor will be used at street level rather than diesel equipment, a clamshell excavator or a ramp export method that would cause more noise and vibration.
 - B.** Off-site recycling: When the rubble from the existing structure has filled the basement and the demolition work is at street level, the demolition contractor will break up the concrete into pieces small enough to be loaded onto trucks and moved off-site for recycling. This specific activity utilizing impact equipment will be limited to 8 a.m. – 5 p.m. on weekdays and 9 a.m. – 5 p.m. on Saturdays.

- C.** Restricted use of pneumatic equipment related to demolition. This will follow noise ordinance requirements as stated within standard, second, third, and Saturday work shifts. Use of any impact equipment will be limited to 8 a.m. – 5 p.m. on weekdays, and 9 a.m. – 5 p.m. on Saturdays.

C. Other Major Construction Phases

- I.** The general noise and vibration control measures outlined in the Construction Noise and Vibration Management section of this plan apply to the following major construction phases. Additional methods specific to these phases of construction are included in the descriptions of the work.
- II.** Shoring and Excavation: Shoring and excavation activities are expected to occur from December 2016 to May 2017. Drilling of support piles will occur at approximately 50 feet from the closest sensitive receivers and this activity will occur anywhere from 0-75 feet below street level at the existing sidewalk and building slab on grade. Pile installation may occur between the hours of 7 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 6 p.m. on Saturday. Every effort will be made to complete drilling activities by 6 p.m. daily. As the shoring progresses downward with the excavation, tiebacks will be drilled, grouted and stressed into the earth wall. The equipment required for this process uses compressed air for drilling and will generate more noticeable noise than the excavation equipment or support pile drill rigs (diesel engines), but will not cause any noticeable vibration. The work hours for the tieback drilling will be limited to 8 a.m. to 5 p.m., Monday through Friday, and 9 a.m. to 5 p.m. on Saturday.
- III.** Large mat pour and general concrete work: The large mat foundation consists of approximately 4,700 cubic yards of concrete for Block 95 and 6,800 cubic yards of concrete for Northwest Tower. The mat foundation pours will occur on a Saturday's due to the need for four pumping stations along streets surrounding both Block 95 & Northwest Tower, which will necessitate shutting-down the streets. Queuing of concrete trucks will not take place adjacent to residential buildings and dispatch rates will be controlled by radio with the concrete supplier. Sellen Construction will submit a detailed work plan when applying for a noise variance, and provide a minimum 72-hour notice to neighboring properties.
- IV.** The below grade structure is concrete. Several concrete pours will be required to build the structure. Pumping stations for placement of concrete will be established along Columbia and Cherry for Block 95. Pumping stations for placement concrete will be established along the construction zone section of Minor and Marion for Northwest Tower.
- V.** The above grade structure is steel and concrete the method for placing steel and pouring concrete is similar to the below grade structure. The majority of reinforcing

steel placement and elevated deck forming will take place during standard construction hours. The concrete pumping stations will continue to be used for the concrete structure above grade.

- VI.** Following the concrete structure will be erection of the curtainwall façade. Installation of the exterior façade elements is not excessively noisy work. With the installation of the façade any further interior noise will be shielded from sensitive receivers.

5.0 OFF-SITE CONSTRUCTION WORKER PARKING

5.1 LOCATION

- A.** Identify where construction worker parking will be located and how it will be managed. Include:
- I.** Construction workers will be encouraged to park outside of downtown and use transit service to the project. The site is near most major King County Metro bus routes, as well as routes operated by Sound Transit and Community Transit. Bus information will be made available to construction workers and there are several easily accessible routes on Madison, Jefferson, and Broadway, and the First Hill Trolley stops within blocks of the jobsite.
 - II.** To the extent they do drive, construction workers will be allowed to park their cars in public parking outside of a 6 block radius from the project site. They will be prohibited from parking in on-street spaces and parking garages within 6 block radius of the project, and east of Broadway Avenue. Carpooling and other high-occupancy-vehicle modes of transportation will be encouraged.
- A.** Peak number of construction workers anticipated on site 400 to 500 workers.
- B.** Map showing location of nearby parking lots to be used by construction workers coming to the site - see attached transportation plan.
- C.** Number of parking spaces in each of the identified lots TBD.
- D.** Methods proposed to encourage/require carpooling, transit, and non-motorized transport - see attached transportation plan.

6.0 RIGHT OF WAY USE

6.1 SDOT COORDINATION:

Right of way use must be approved by SDOT prior to beginning work. SDOT requests right of way use planning happen at least 3 months prior to beginning work. Contact SDOT Street Use at SDOTPermits@seattle.gov or (206) 684-5253 for current review and submittal lead times.

6.2 MATERIAL MANAGEMENT:

The following items related to truck and material movement are identified on the attached Phased Site Logistics plans:

- A.** Staging and off-site queuing location
- B.** Proposed haul routes developed in conjunction with SDOT and DPD to minimize public impact and maintain project efficiency
- C.** Crane locations both on private property and in the right of way
- D.** On-site construction access locations

6.3 PEDESTRIAN MOBILITY

- A.** Sidewalk Closures in place during working and non-working hours:

- I.** Northwest Tower: Minor St. and Marion St. Frontages

Sidewalks along Minor Ave. and Marion St. adjacent to the project site will be closed for the duration of the structural demolition phase and the shoring and demolition phase identified in the attached schematics. The sidewalk along Marion St. adjacent to the project will remain closed during the shoring and excavation phase and the structure phase. The sidewalk along Minor Ave. adjacent to the project will be re-routed into a covered walkway that Sellen Construction will establish in the northeast parking lane on Minor Ave. Signage, way-finding provisions for the blind and ADA ramps will be provided redirecting pedestrian traffic as required by the SDOT.

- II.** Block 95: Boren Ave., Columbia St., Minor Ave., and Cherry St. Frontages

Sidewalks along Columbia St., Minor Ave., and Cherry St. adjacent to the project site will be closed for the duration of the construction of Block 95. The sidewalk on Boren Ave. will be protected with a covered walkway and access will be maintained for pedestrians adjacent to the project. Signage, way-finding provisions for the blind and ADA ramps will be provided redirecting pedestrian traffic as required by the SDOT.

- B.** Transit stop closures and/or relocations are not anticipated.

6.4 STREET CLOSURES

- A.** Parking lane closures

- I.** Northwest Tower: Minor Ave. and Marion St. Frontages

Parking lanes along Minor Ave. and Marion St. adjacent to the project site will be closed for the duration of project. Sellen Construction will communicate with DPD and SDOT to coordinate the removal and re-installation of signage and metering infrastructure as necessary.

- II.** Block 95: Boren Ave., Columbia St., Minor Ave., and Cherry St. Frontages

Parking lanes along Columbia St., Minor Ave., and Cherry St. adjacent to the project site will be closed for the duration of project. Sellen Construction will communicate with DPD and SDOT to coordinate the removal and re-installation of signage and metering infrastructure as necessary.

B. Bike lane closures (re-routes and/or detour locations) are not anticipated.

C. Travel lane closures

I. Northwest Tower: Minor Ave. and Marion St. Frontages

The northbound travel lane on Minor Ave. will be periodically closed during the demolition of the West Tower. Closures will be conducted temporarily during working hours to provide for public safety during demolition activities. Travel lanes along Minor Ave. and Marion St. adjacent to the project site will be closed periodically to facilitate underground installations, demolition, oversized deliveries, the mat pour, and SIP restoration. Sellen Construction will communicate with DPD and SDOT to coordinate in advance of activities that will require travel lane closures.

II. Block 95: Boren Ave., Columbia St., Minor Ave., and Cherry St. Frontages

Travel lanes along Columbia St., Minor Ave., and Cherry St. adjacent to the project site will be closed periodically to facilitate underground installations, demolition, oversized deliveries, the mat pour, and SIP restoration. Sellen Construction will communicate with DPD and SDOT to coordinate in advance of activities that will require travel lane closures.

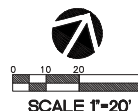
7.0 TRAFFIC IMPACTS AND TRAFFIC OPERATIONS CENTER INFRASTRUCTURE

Traffic Infrastructure requiring temporary relocation:

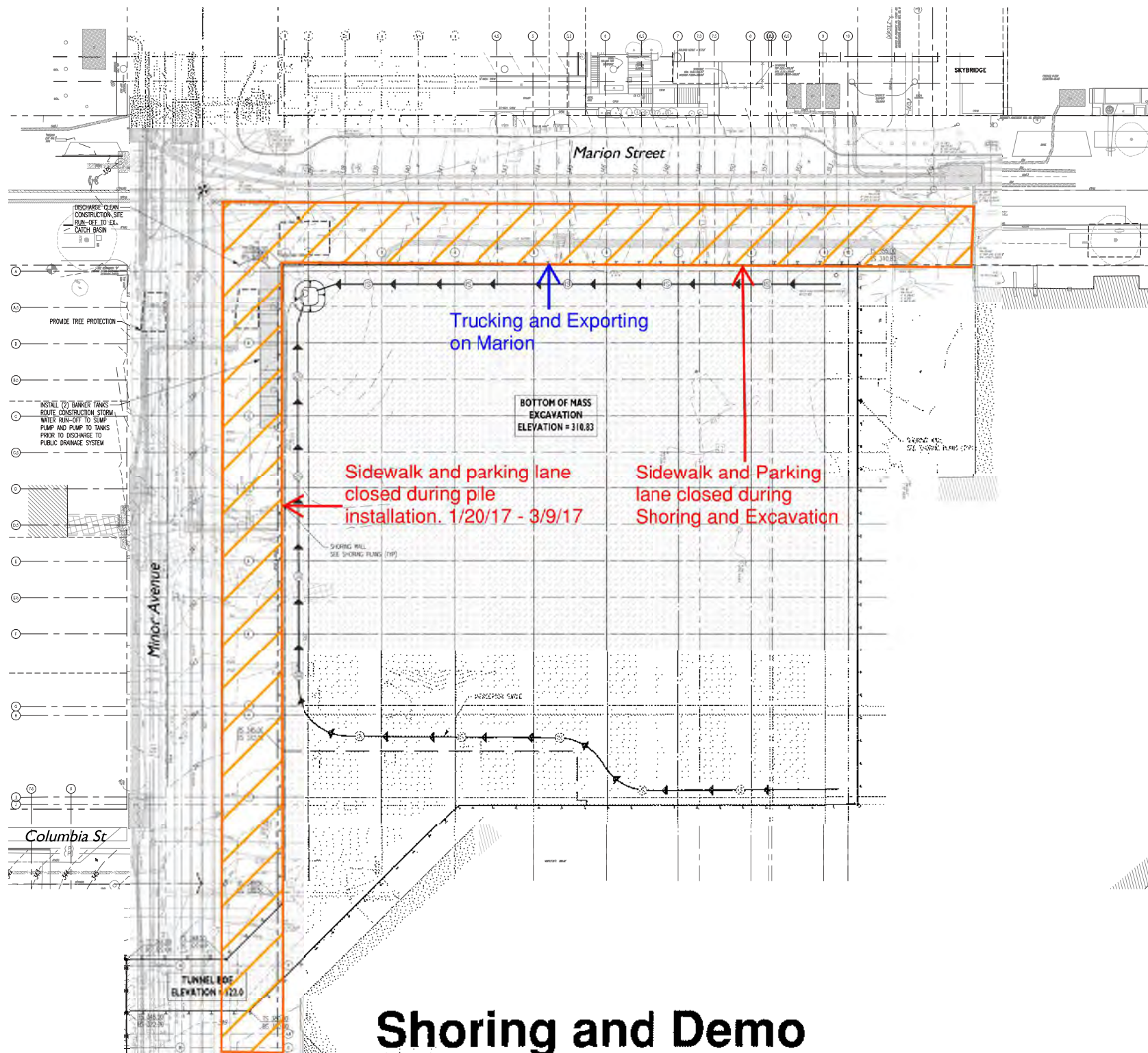
- A.** The impacted frontages operate through the utilization of stop signs, no traffic, bicycle or pedestrian signals. Impacted signs will be relocated in coordination with SDOT to ensure clear mobility direction for vehicles, cyclists, pedestrians.
- B.** Infrastructure will be relocated in a permanent fashion in a location providing comparable view and then returned to the original location upon completion of the project at the project's cost, unless otherwise approved by the TOC Manager.

ATTACHMENTS

- 1) Swedish First Hill Expansion Phasing Schematics for Block 95 & NWT.
- 2) Swedish First Hill Expansion Truck Hauling Routes
- 3) Swedish First Hill Expansion Public Transportation Plan



Call before you dig. 8-1-1
or 1-800-424-5555
UNDERGROUND
SERVICE (USA)



Shoring and Demo 1/20/17 - 3/9/17

PERKINS
+ WILL

1221 Second Avenue
Suite 200
Seattle, WA 98101
t 206.381.6000
f 206.441.4991
www.parkinsoni.com

CML

COUGHLIN PORTER LUNDEEN, INC
801 SECOND AVENUE, SUITE 900, SEATTLE

STRUCTURAL

PCS STRUCTURAL SOLUTIONS
811 FIRST AVENUE, SUITE 602, SEATTLE

MECHANICAL AND PLUMBING

1601 FIFTH AVE, SUITE 1400, SEATTLE

LANDSCAPING
SITE WORKS/LOG

222 ETRURIA STREET, SUITE 200, SEATTLE

ELECTRICAL
STANTEC

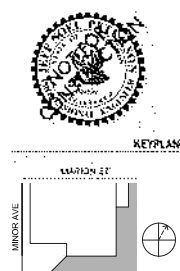
4100 194TH STREET SW, LYNNWOOD

SCHEMATIC DESIGN

5807JUN54 21 2115

PROJECT

NORTHWEST TOWER FIRST HILL EXPANSION



MARK	ISSUE	DATE
Job Number	C141620-06	
Drawn	LPL/LBJ	
Checked	KBS	
Approved	JNP	
TITLE		

**T.E.S.C AND
EXCAVATION PLAN**

SHEET NUMBER

C02-00

NOT FOR CONSTRUCTION
Copyright © 2015 Perkins+Will

Project: 7287: Swedish FHT - CMP

Drawn By: Jason Barnwell

RFI #: NA

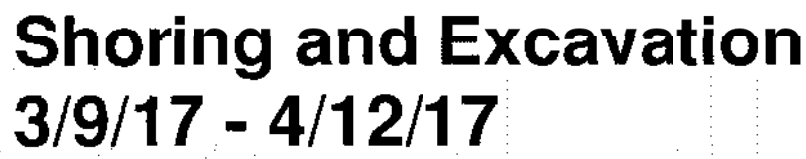
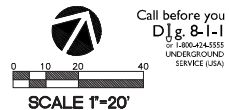
Date: 01/29/2016

Sketch: NW Tower - Shoring/Demolition

Sellen Construction Company
227 Westlake Ave. N
Seattle, WA 98109
206.682.7770

Sellen

Scale: NTS



DESIGN	ENGINE	DATE
Job Number	C141620-06	
Drawn	LPL/ABJ	
Checked	KBS	
Approved	JNP	

TITLE

**T.E.S.C AND
EXCAVATION PLAN**

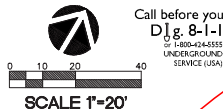
SHEET NUMBER

C02-00

NOT FOR CONSTRUCTION

Copyright © 2015 Perkins+Will

Scale: NTS



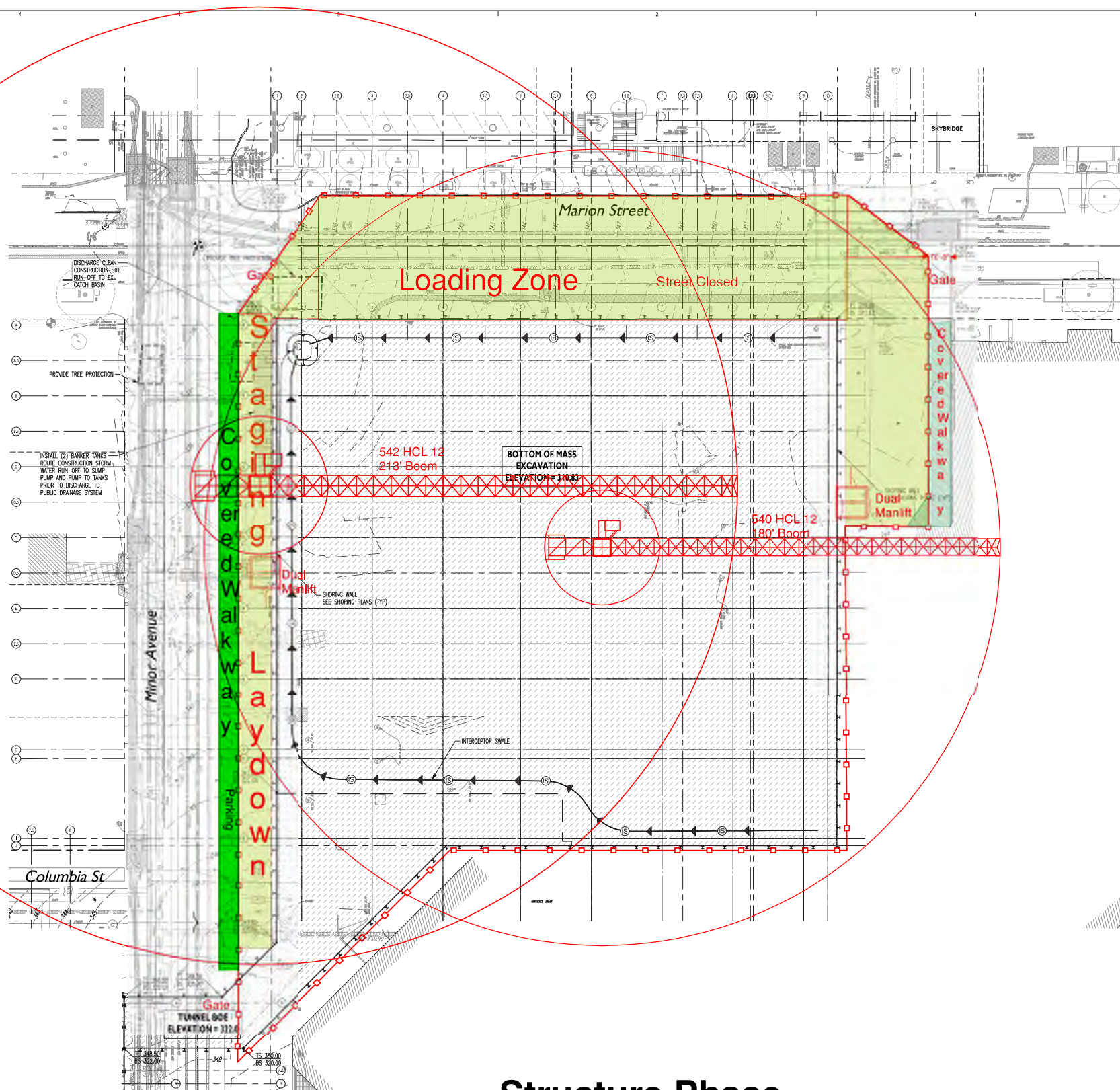
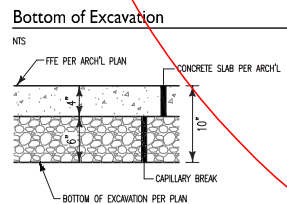
1. CONSTRUCTION EROSION CONTROL MEASURES MUST BE IN PLACE AND APPROVED BY DPD PRIOR TO ANY EARTH DISTURBANCE. CALL 206-486-8860 TO SCHEDULE AN INSPECTION APPOINTMENT.
2. A PRE-CONSTRUCTION MEETING IS REQUIRED BETWEEN THE OWNER'S REPRESENTATIVES AND DPD SITE INSPECTOR CONTACT (206) 486-8860 TO ARRANGE A MEETING (GEOLOGICAL, SPECIAL INSPECTOR, GENERAL CONTRACTOR, AND EXCAVATION CONTRACTOR).
3. THE CONTRACTOR IS TO COORDINATE THE TEMPORARY CULOTPS WITHIN THE CITY OF SEATTLE RITE AT ALL TIMES/SEATTLE TRANSPORTATION AND DPD. THE CONTRACTOR SHALL MAINTAIN SAFE PEDESTRIAN ACCESS DURING THE FLOODING OF THE PROJECT AT ALL TIMES. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING AND INSTALLING TEMPORARY CULOTPS WHEN WORKED WITHIN THE CITY OF SEATTLE RITE.
4. A PRE-CONSTRUCTION CONFERENCE SHALL BE ARRANGED PRIOR TO CONSTRUCTION BY THE APPLICANT WITH DPD (GEOLOGICAL ENGINEER, SITE INSPECTORS, PROJECT SPECIAL INSPECTORS AND CONTRACTORS' OWNERS REPRESENTATIVE SHALL CALL (206) 486-8860 FOR MEETING ARRANGMENTS.
5. NO SEDIMENT SHALL BE TRACKED INTO THE STREET OR ONTO PAVED SURFACES. SEDIMENT SHALL BE REMOVED FROM TRUCKS AND EQUIPMENT PRIOR TO LEAVING THE SITE. IN THE EVENT OF FAILURE OF THE EROSION CONTROL SYSTEM RESULTING IN SEDIMENT BEING TRACKED ONTO PAVED SURFACES, THE CONTRACTOR SHALL IMMEDIATELY IMPLEMENT MEASURES TO CORRECT THE SITUATION, AND STREET SWEETING SHALL BE EMPLOYED ON AN EMERGENCY BASIS. IF STREET SWEETING VEHICLES WERE EMPLOYED, THEY SHALL BE OF THE TYPE THAT ACTUALLY REMOVE THE SEDIMENT FROM THE PAVEMENT.
6. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION MAIL ROUTES WITH THE CITY OF SEATTLE TRANSPORTATION DEPT. CONTACT DON SMITH @ (206) 486-5125 PRIOR TO CONSTRUCTION.
7. GRADING MUST BE STABILIZED BY OCTOBER 31ST. NO EXCAVATION SHALL BE PERFORMED BETWEEN OCTOBER 31ST AND APRIL 1ST WITHOUT WRITTEN APPROVAL FROM DPD.
8. CONTRACTOR TO PROTECT TEMPORARY 11' CULOTPS BY FLASH COATING OR SIMILAR METHODS IN ACCORDANCE WITH PROJECT GEOLOGICAL REPORT.
9. TEMPORARY CULOTPS SHALL BE PER GEOLOGICAL ENGINEER RECOMMENDATIONS. FIELD CONDITIONS MAY WARRANT ADDITIONAL TEMPORARY CULOTPS.
10. THE BOTTOM OF EXCAVATION (BOTH SHOWN & TO THE BOTTOM OF FOOTING ELEVATIONS) CONTRACTOR SHALL REVIEW STRUCTURAL AND ARCHITECTURAL PLANS AND EXCAVATE TO THE BOTTOM OF SLAB SUBGRADE WHERE APPROPRIATE TO MAINTAIN EXCAVATION QUANTITIES.

1. THE APPROVED POINT OF TEMPORARY DISCHARGE FOR THIS PROJECT IS THE SIDE SEWER SHOWN ON THE PLANS. DISCHARGES TO OTHER LOCATIONS ON THE SITE ARE NOT AUTHORIZED WITHOUT PRIOR REVIEW AND APPROVAL FROM SPL.
2. TEMPORARY CONNECTIONS TO PUBLIC FACILITIES SUCH AS MAINTENANCE HOLES (MHs) OR CATCH BASINS (CBs) IN THE ROW ARE EXPRESSLY PROHIBITED WITHOUT PRIOR CONSENT BY SPL.
3. TREATMENT OF CONSTRUCTION RUNOFF SHALL MEET WATER QUALITY STANDARDS BEFORE DISCHARGE TO LAKE UNION. TESTING AND MONITORING SHALL BE APPROVED BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY.

VOLUME REQUIRED:	27,766 GA
VOLUME PROVIDED:	37,800 GA

EXCAVATION	91,872 (CY)
------------	-------------

NOTE:
THE QUANTITIES SHOWN ARE PRELIMINARY ESTIMATES ONLY AND INTENDED FOR MUNICIPAL PERMITTING AND REVIEW FEES. THE CONTRACTOR SHALL IGNORE THESE QUANTITIES; THEY ARE EXCLUDED FROM THE BID DOCUMENT INFORMATION. THESE VOLUMES SHALL NOT BE USED BY THE CONTRACTOR AS A BASIS FOR ANY CONTRACTUAL INFORMATION. THE CONTRACTOR SHALL PREPARE THEIR OWN EARTHWORK QUANTITIES BASED ON THE INFORMATION PROVIDED IN THE CONTRACT DOCUMENTS, INCLUDING BUT NOT LIMITED TO DRAWINGS, SPECIFICATIONS, AND THE GEOLOGICAL REPORT.



Structure Phase 4/13/17 - 3/7/18

1221 Second Avenue
Suite 200
Seattle, WA 98101
t 206.381.6000
f 206.441.4581
www.perkinswill.com

CML
COUGHLIN PORTER LUNDEEN, INC
801 SECOND AVENUE, SUITE 900, SEATTLE

PCS STRUCTURAL SOLUTIONS
811 FIRST AVENUE, SUITE 602, SEATTLE

MECHANICAL AND PLUMBING
AFFILIATED ENGINEERS NW, INC
1601 FIFTH AVE, SUITE 1400, SEATTLE

LANDSCAPING
SITE WORKSHOP
222 ETRURIA STREET, SUITE 200, SEATTLE

ELECTRICAL
STANTEC
4100 194TH STREET SW, LYNNWOOD

SEPTMBER 21, 2015

PROJECT

**NORTHWEST TOWER
FIRST HILL EXPANSION**
747 BROADWAY, SEATTLE, WASHINGTON



MARK	ISSUE	DATE
Job Number	C141620-06	
Drawn	LPL/LBJ	
Checked	KBS	
Approved	JNP	
TITLE		

T.E.S.C AND
EXCAVATION PLAN

SHEET NUMBER

C02-00

NOT FOR CONSTRUCTION
Copyright © 2015 Perkins+Will

Copyright © 2015 Perkins+Will

Project: 7287: Swedish FHT - CMP

Drawn By: Jason Barnwell

Date: 01/29/2016

sketch: NW Tower - Structure

Scale: NTS

Sellen Construction Company
227 Westlake Ave. N
Seattle, WA 98109
206.682.7770

Sellen







SWEDISH FIRST HILL

PUBLIC TRANSPORTATION & PARKING INFORMATION



MARCH 2016

SWEDISH FIRST HILL PROJECT

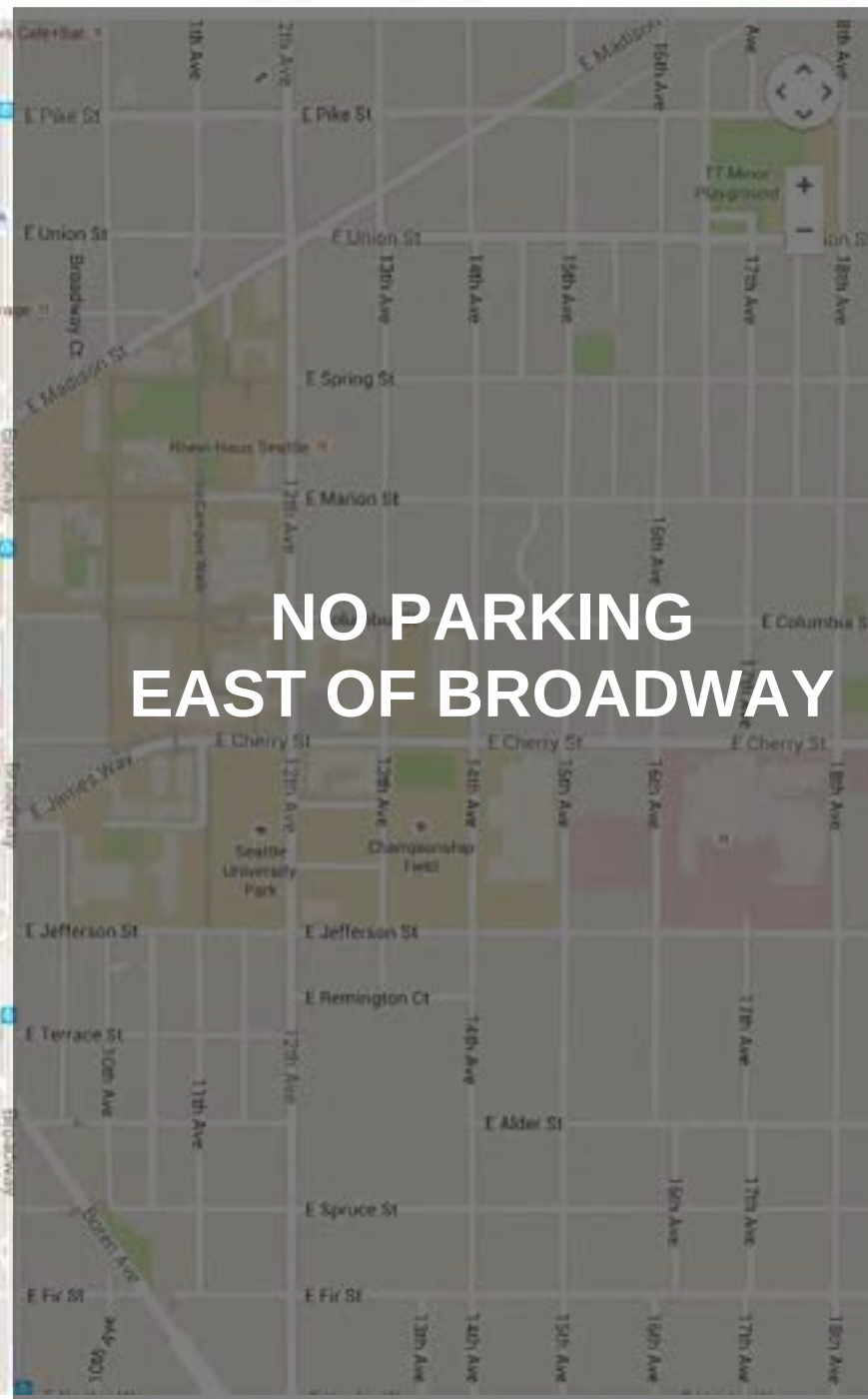
PUBLIC TRANSPORTATION & PARKING INFORMATION

Construction workers will be encouraged to park outside of the First Hill area and to use transit service to the project. The site is near most major King County Metro bus routes, as well as routes operated by Sound Transit and Community Transit. Bus information will be made available to construction workers as well as the First Hill Line schedule for Seattle's Streetcar. Carpooling and other high-occupancy-vehicle modes of transportation will be encouraged.

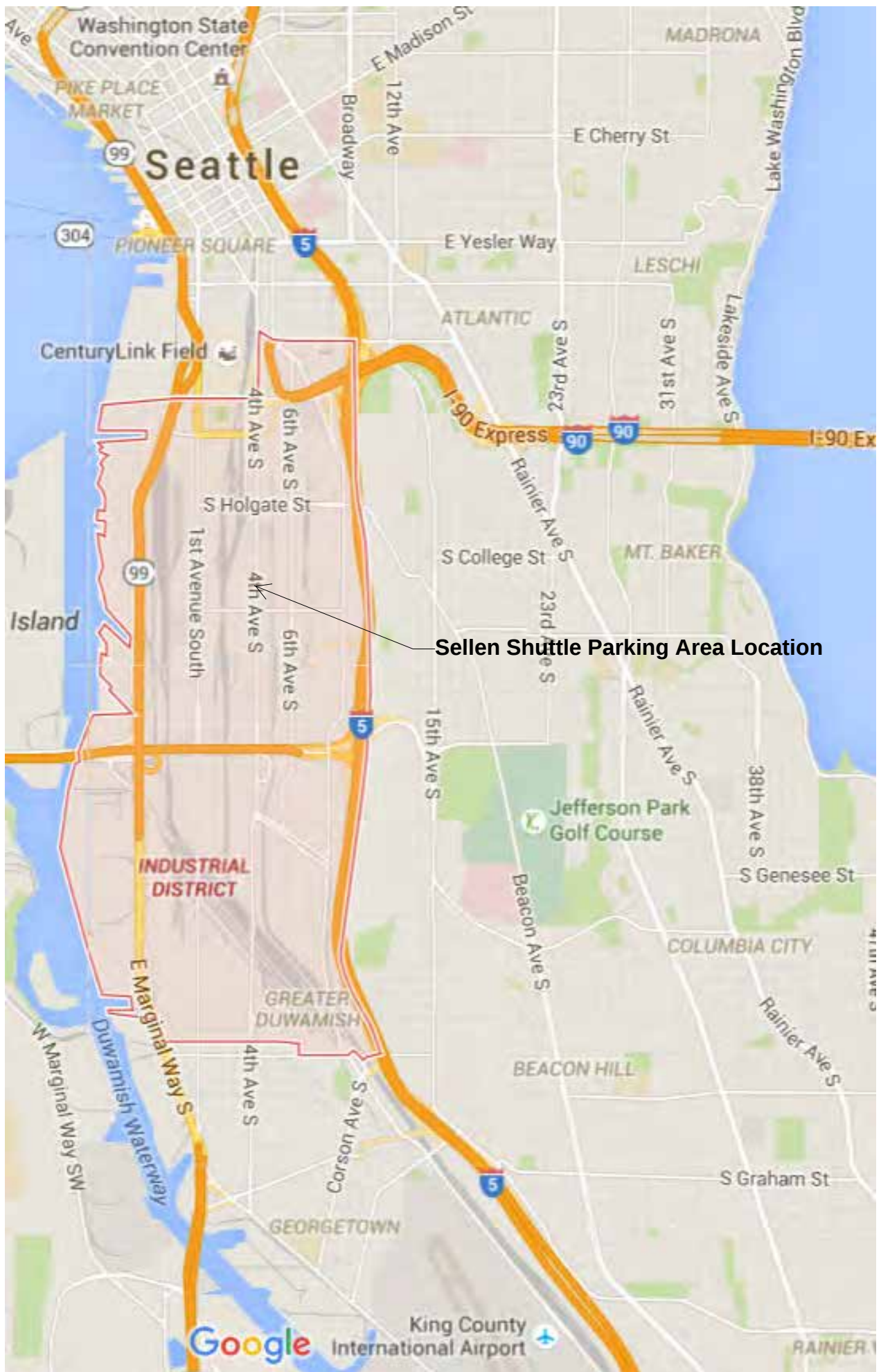
To the extent they drive, construction workers will park their cars in the Sellen shuttle parking lot. The Sellen shuttle will operate at various times depending on the project activities needs. The Sellen shuttle lot will be located in the Industrial District south of Century Link Field. Routes will be determined as street closures and other constraints are observed.

TABLE OF CONTENTS

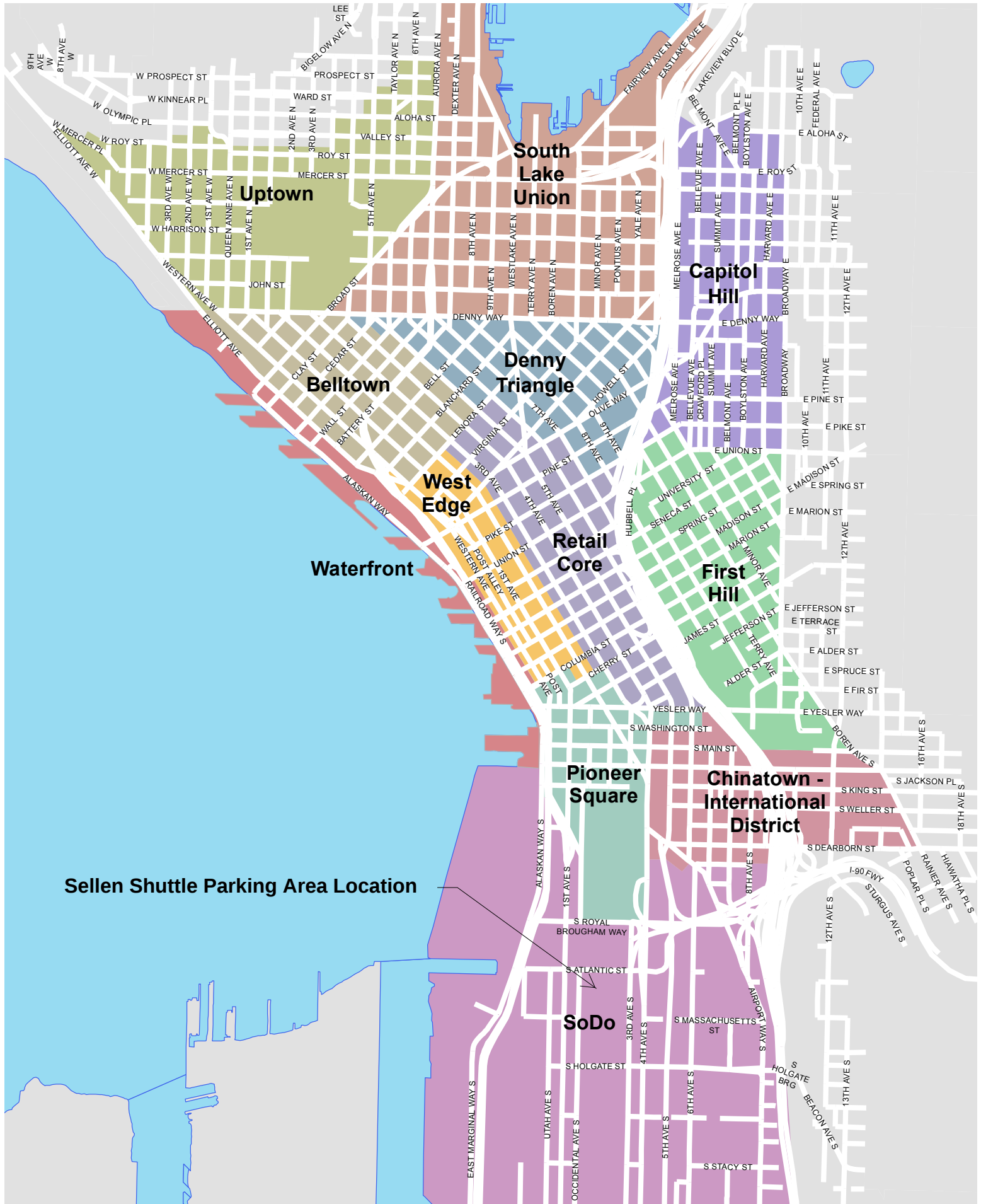
- 1) NO PARKING AREAS – MAP**
- 2) SELLEN SHUTTLE PARKING AREA – MAP**
- 3) SOUND TRANSIT GUIDE**
 - A. Bus Route Website Information
 - B. Commuter Rail Website Information
 - C. Light Rail Website Information
 - D. University Link Light Rail Expansion Website Information
 - E. Sound Transit Connecting Services Website Information
- 4) KING COUNTY METRO MAPS**
 - A. Downtown Map
 - B. Central Area Map
 - C. Northeast Area Map
 - D. Northwest Area Map
 - E. Southeast Area Map
 - F. Southwest Area Map
- 5) SEATTLE STREETCAR – FIRST HILL LINE**
 - A. Streetcar Info
 - B. Streetcar Fares
 - C. Streetcar Schedule
 - D. Streetcar FAQ
 - E. Streetcar Brochure
 - F. Streetcar Map
- 6) PARK AND RIDES**
- 7) SELLEN'S SHUTTLE TO SITE PLAN**
- 8) BICYCLE STORAGE**



**NO PARKING
EAST OF BROADWAY**



Metropolitan
Waterworks District
of District



SEPT. 2015 -
MARCH 2016



RIDE THE WAVE TRANSIT GUIDE

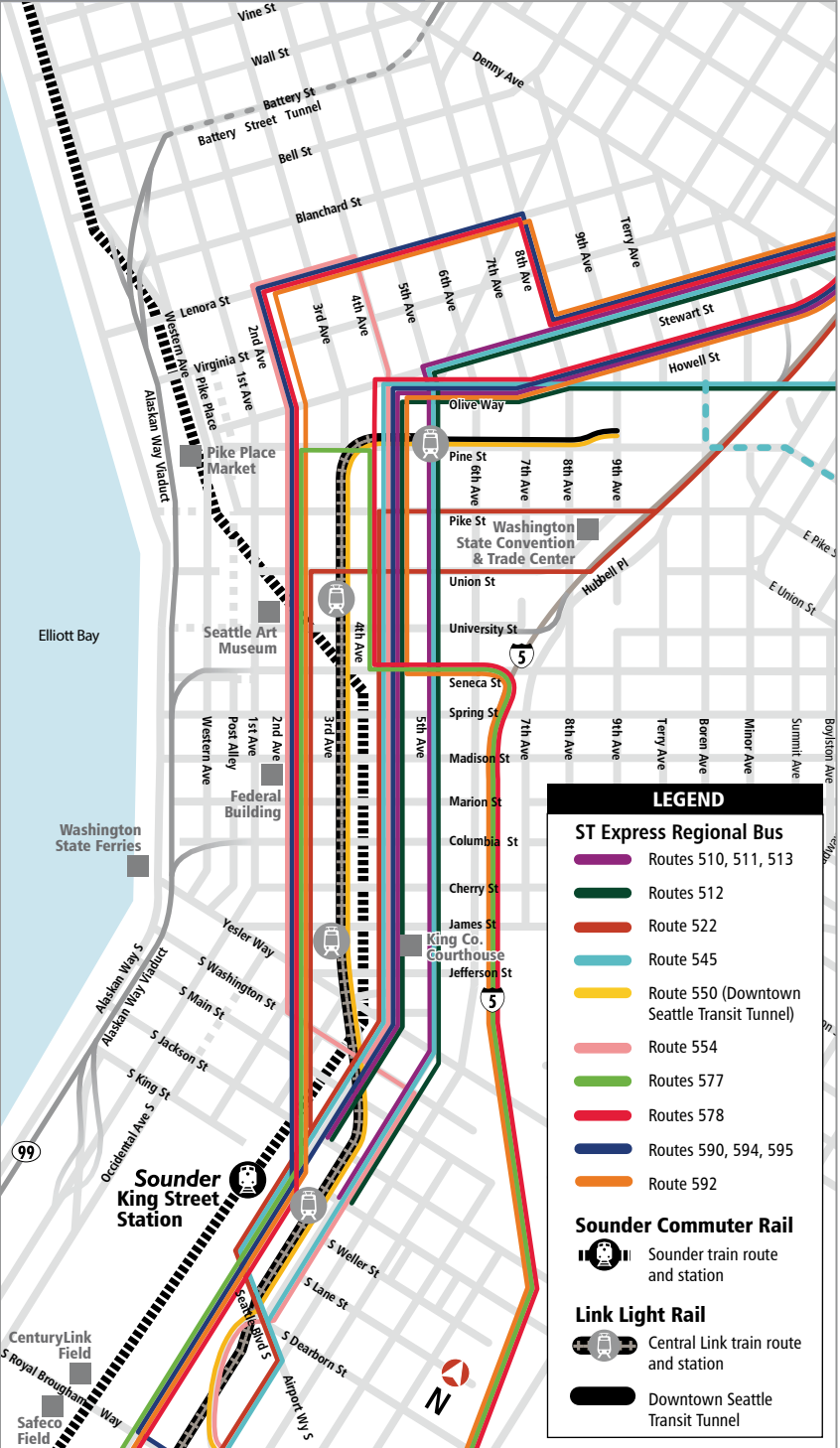
Route Maps & Schedules

Bus, Commuter Rail & Light Rail



Serving **KING, PIERCE & SNOHOMISH** counties
soundtransit.org

Downtown Seattle



Sound Transit System Map

**Sounder Commuter Rail**

Everett–Seattle Sounder

Tacoma–Seattle Sounder

**Link Light Rail**

Link (SeaTac/Airport–Westlake/Seattle)

Tacoma Link (Tacoma Dome–Theater District)

**ST Express Regional Bus**

Bold = Route terminus

510 Everett–Seattle Express

511 Ash Way–Seattle Express

512 Everett/Lynnwood–Seattle Express

513 Everett–Seattle Express

522 Woodinville–Seattle Express

532 Everett–Bellevue Express

535 Lynnwood–Bellevue Express

540 Kirkland–University District Express

542 Redmond–University District Express

545 Redmond–Seattle Express

550 Bellevue–Seattle Express

554 Issaquah–Seattle Express

555 Issaquah–Northgate Express

556 Issaquah–University District–Northgate Express

560 Bellevue–Sea-Tac Airport/West Seattle Express

566 Auburn–Renton–Overlake Express

567 Kent–Overlake Express

574 Lakewood–Sea-Tac Airport Express

577 Federal Way–Seattle Express

578 Puyallup–Federal Way–Seattle Express

580 Puyallup–Lakewood

586 Tacoma–University District Express

590 Tacoma–Seattle Express

592 DuPont–Lakewood–Seattle Express

594 Lakewood–Tacoma–Seattle Express

595 Gig Harbor–Seattle Express

596 Bonney Lake–Sumner Express

Bus Fare Zone Boundary

Limited Service

Service provided by other agencies

Park & Ride

Ferry Terminal

Sea-Tac Airport

Amtrak

This map illustrates the Sound Transit system, including Sounder Commuter Rail, Link Light Rail, and ST Express Regional Bus routes. The map covers the area from Everett in the north to Tacoma in the south, and from DuPont in the west to Bonney Lake in the east. Major cities shown include Everett, Mukilteo, Edmonds, Lynnwood, Mountlake Terrace, Shoreline, Green Lake, Northgate, Kirkland, Bothell, Woodinville, Redmond, Bellevue, Issaquah, Sammamish, Renton, Kent, Auburn, Sumner, Puyallup, Tacoma, Lakewood, and DuPont. The map features a color-coded system: green for Sounder Commuter Rail (Everett–Seattle and Tacoma–Seattle), red for Link Light Rail (SeaTac/Airport–Westlake/Seattle), and purple for Tacoma Link (Tacoma Dome–Theater District). ST Express Regional Bus routes are shown in blue, with bold lines indicating route terminus. The map also includes various icons for Park & Ride locations, Ferry Terminals, Sea-Tac Airport, and Amtrak stations. A legend in the top left corner provides a key for the map's symbols and route numbers. A north arrow is located in the bottom left corner.

Building University Link

On track to open early 2016

University link construction is going so well Sound Transit expects to open service in early 2016, six to nine months earlier than previously scheduled.

Construction remaining

Excavation of the underground stations and tunnel construction is complete. Crews are now building the two stations, installing tracks and installing communications, power, train control, HVAC and emergency systems. Train and systems testing will occur late 2015 through early 2016.

Building pedestrian concourse under Broadway

An underground pedestrian concourse will allow riders to access Capitol Hill Station from the west side of Broadway.

To build that concourse, Sound Transit’s contractors are excavating portions of the road and sidewalks on Broadway between East Howell Street and East Denny Way.

Expect sidewalk and lane closures in the area until early 2015. One lane of traffic will be maintained in either direction. The sidewalk will remain open on at least one side of the street. Flaggers and signs will direct traffic.

Schedule

Construction of University Link began in 2009 and will open for service in 2016. By 2030, the University Link line alone is projected to add 70,000 daily boardings to the Link light rail system.

Funding

Funding for University Link was approved by the Sound Transit Board in April, 2006. The project is budgeted at \$1.9 billion dollars (adjusted for inflation). Sound Transit received a Federal Transit Administration grant of \$813 million to help construct the line. Local funding is 100 percent secured from local taxes approved by voters in 1996.

Community Outreach

Sound Transit is committed to keeping the community informed about construction activities and promptly addressing any problems.



Para mayor información acerca del proyecto de carril ligero Link del centro de Seattle a la Universidad de Washington, por favor llame al (800) 823-9230 durante las horas de oficina normales.

Sa karagdagang kaalaman tungkol sa proyekto ng Sound Transit mula sa “Downtown Seattle” hanggang sa “University of Washington,” tawagan lang po ang numero bilang (800) 823-9230 sa oras ng regular na negosyo.

查詢有關Sound Transit從西雅圖市中心至華盛頓大學的Link輕鐵工程訊息，請在正常辦公時間致電（800）823-9230。

Để biết thêm chi tiết về dự án xây cất đường hỏa xa nhẹ Link của Sound Transit từ downtown Seattle (trung tâm thành phố Seattle) đến University of Washington (Trường Đại Học Washington), xin gọi số (800) 823-9230 vào giờ làm việc thông thường.

Sound Transitのシアトルのダウンタウンからワシントン大学までのLinkライトレール工事に 関する詳細は、営業時間内に(800) 823-9230までお電話でお問い合わせください。

Sound Transit에서 실시하고 있는 Seattle 시내에서 University of Washington을 잇는 링크 경전철 프로젝트에 관하여 추가 정보가 필요하시면 (800) 823-9230으로 정수업무 시간 안에 전화주세요.

ដើម្បីចង់ដឹងច្រើនថែមទៀតជាភាសាខ្មែរអំពីការបើកបរ ការដើរ ការជិះកង់ ឱ្យមានសុវត្ថិភាពជុំវិញកន្លែងធ្វើការរបស់ Sound Transit សូមទូរស័ព្ទ មកលេខ (800) 823-9230 នៅក្នុងពេលម៉ោងធ្វើការធម្មតា ។

ພ້ອມຮຽນຮູ້ເພີ່ມໃນ ພາສາເລື່ອງການຂັບລົດ, ການຍ່າງ, ທຳລິການຂັບລົດຖີບຢ່າງປອດໄພຕາມບໍລິເວນອ້ອມໂຄງການກໍ່ສ້າງສາ ຕ່າງໆຂອງເຊົ້າດ່ຽວສືບຕໍ່ນັ້ນ, ໃຫ້ໂທເລກ(800) 823-9230 ໃນໂມງເຮັດການທຳມະດາ

For more information

To request a briefing for your organization or for more information, call (206) 398-5300 or email ulink@soundtransit.org. You can also visit Sound Transit’s website at soundtransit.org/u-link.

For information in alternative formats, call 1-800-201-4900/ TTY Relay: 711 or email accessibility@soundtransit.org.



Connect with us soundtransit.org



To receive email updates about this project, subscribe online at soundtransit.org.



University Link Light Rail

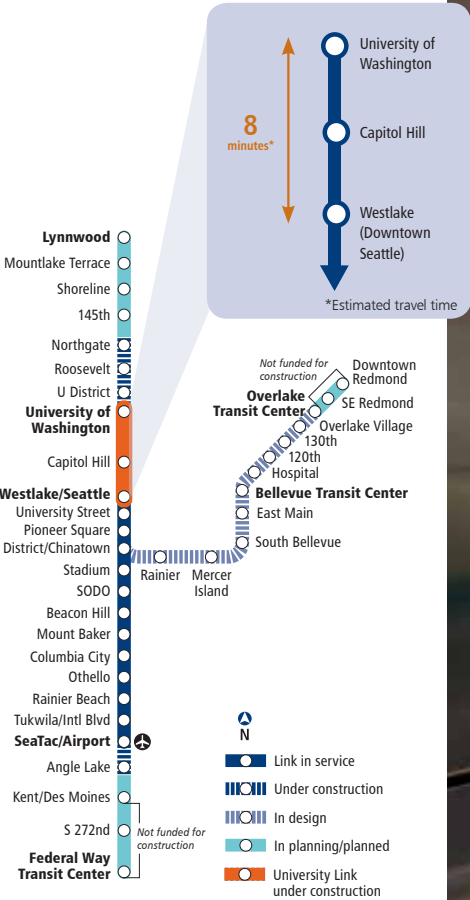
FACT SHEET

Opens early 2016

JANUARY 2015

University Link is a major addition to the region’s transit system. The 3.15-mile underground line connects some of the region’s largest urban centers—downtown Seattle, Capitol Hill and the University District—with congestion-free light rail.

The line’s two stations will provide all-day service to the University of Washington as well as schools, businesses and neighborhoods on Capitol Hill.



Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.
Sound Transit | 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | main@soundtransit.org | soundtransit.org



Artist rendering of University of Washington station (view looking north)

University of Washington Station

The University of Washington Station, located by Husky Stadium, will provide access to the UW campus and Medical Center, nearby sports venues and surrounding neighborhoods. Riders will board trains underground.

A pedestrian/bicyclist bridge over Montlake Boulevard will connect the station to the Montlake Triangle. The University of Washington will build a land bridge over NE Pacific Place to connect the triangle to the UW Campus and the Burke Gilman Trail.

Riders can use covered bicycle storage or connect to buses at the station.

Sound Transit worked closely with the University of Washington to coordinate design and construction issues and minimize impacts to vital research activities. Sound Transit is also coordinating with other agencies; Washington State Department of Transportation, King County Metro and the City of Seattle as the Montlake Triangle Project and the SR 520 Bridge Replacement Project moves forward.

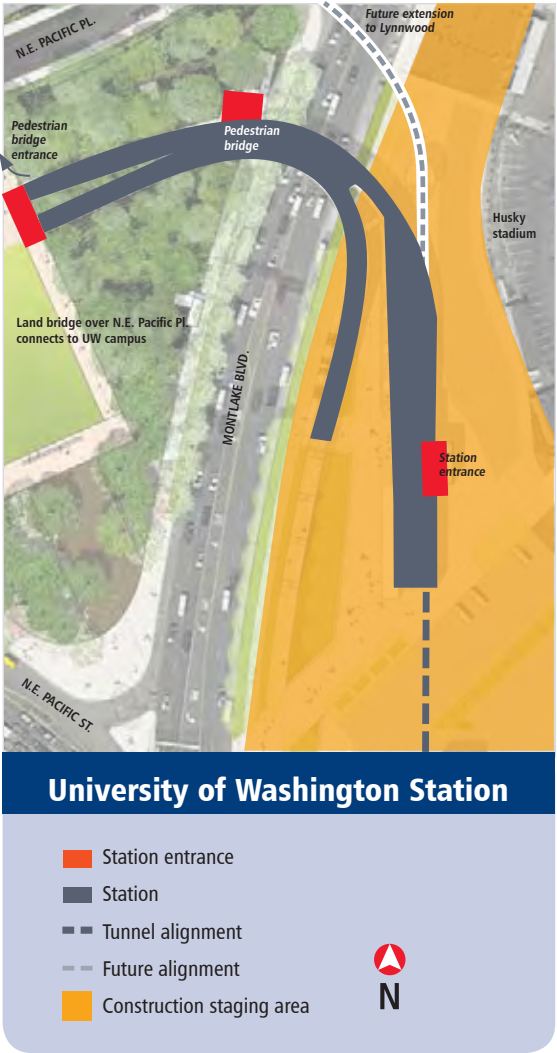
For more information about the University of Washington Station, please visit soundtransit.org/UWstation.

Public art

Local artist and UW graduate Leo Saul Berk's concept is to create an underground planetarium by cutting an artist-designed hatch pattern into the back-lit metal walls of the station interior. The walls make up the chamber where transit riders traverse the deep underground station on two pairs of up-down escalators and elevators. The patterns relate to the actual geologic cross-section of the station site, and are inspired by geology soil coding. The experience will remind riders of where they are and what is just on the other side of the station's massive concrete walls.

The STart program

For more information, contact: Barbara Luecke, Art Program Manager, at barbara.luecke@soundtransit.org or 206-398-5059. See the latest on Sound Transit's Public Art program at soundtransit.org/start.



Artist rendering of Capitol Hill station north entrance

Capitol Hill Station

The Capitol Hill Station is located just east of Broadway and south of East John Street. Riders will board trains underground. In addition to serving Seattle Central Community College and Seattle University, this station will also serve the densely populated residential neighborhoods and the Broadway business district. Group Health Medical Center and other employers are also nearby.

Capitol Hill Station will have three entrances: a north entrance on the east side of Broadway at the corner of East John Street, an entrance on the west side of Broadway just south of East Denny Way and a south entrance at the corner of East Denny Way and Nagle Place.

Station features include:

- Covered bicycle storage
- Connections to buses and the First Hill Streetcar
- Easy access to Cal Anderson Park.

When construction is finished, surplus property will be available for redevelopment that is compatible with the station facilities and neighborhood. The redevelopment will include a public plaza and approximately one third of residences will be affordable housing.

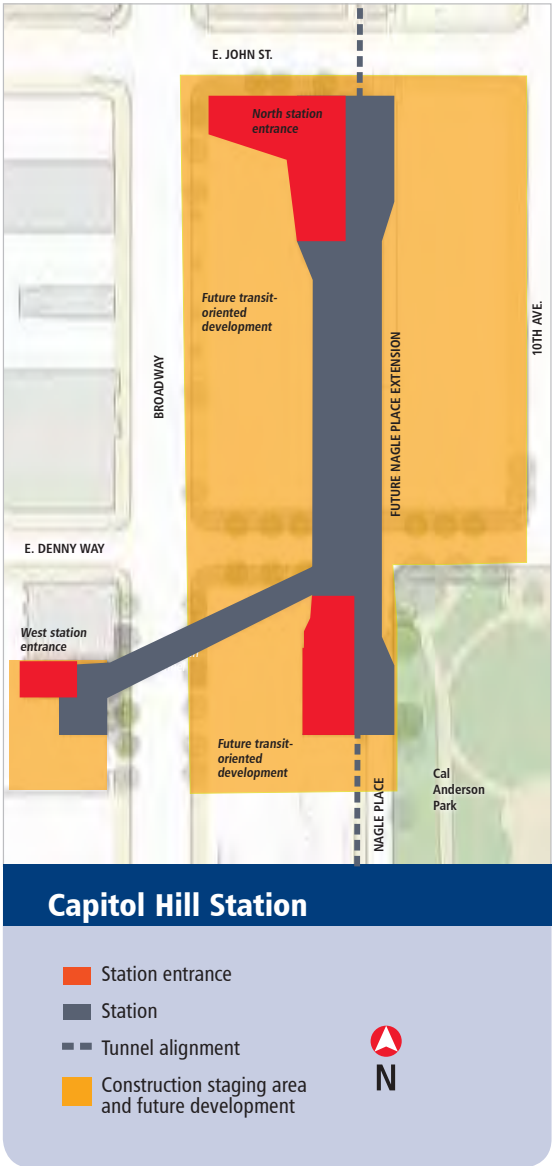
East Denny Way between Broadway and 10th Avenue will re-open as a festival street, which can be closed to accommodate public events.

For more information about the Capitol Hill Station, please visit soundtransit.org/capitolhill.

Public art

Mike Ross will create artwork for the station's platform level and Ellen Forney for the two entrances. Ross, of New York City, is developing a sculpture that explores the tension created by forces that both pull together and push apart and the juxtaposition of nature and powerful technology.

Ellen Forney, a Capitol Hill artist, has proposed two murals for the north and west entrances of the station. Her designs mirror some of the same themes of Ross' sculpture: a level of playfulness, ambiguity, and a juxtaposition of forces pushing together and pulling apart. With the clean graphic quality of Forney's work and the bold color she has chosen, her murals will become beacons for the station's entrances.





Connecting services



There are many transportation agencies in Puget Sound that connects with Sound Transit buses and trains. You may be able to extend your trip by transferring from our service to a bus, train or ferry provided by another agency. The tools on this page will help you make the best connection.

To download and print regional transit maps, visit the [King County map counter](#).

Service providers

Service providers

These agencies provide services that connect to Sound Transit.

Bus services

[Community Transit](#) - Bus service for Snohomish County

[Everett Transit](#) - Bus service for Everett

[Intercity Transit](#) - Bus service for Lacey, Olympia, Tumwater and Yelm

[Island Transit](#) - Bus service for Whidbey and Camano Island

[King County Metro Transit](#) - Bus service for King County

[Kitsap Transit](#) - Bus service for Kitsap County

[Pierce Transit](#) - Bus service for Pierce County

[Skagit Transit](#) - Bus service for Skagit County

Train, streetcar and ferry

[Amtrak](#) - Nationwide train service

[King County Ferry District](#) - Water taxi service from Seattle

[Seattle Streetcar](#) - service from Downtown Seattle to the South Lake Union neighborhood

[Washington State Ferries](#) - Statewide ferry service

Plan your trip



Use the regional trip planner. Enter your start point, destination, day and time. The trip planner will provide options and show you which services to take and where to transfer.

[Plan a trip](#)

Explore the map



The interactive system map will show you how services connect. You can also find parking options and places to purchase a ticket or a transit pass.

[Interactive system map](#)



Downtown Metro Service

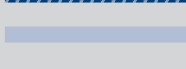
FREQUENT ROUTES TO HELP YOU GET AROUND DOWNTOWN

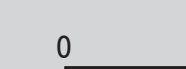


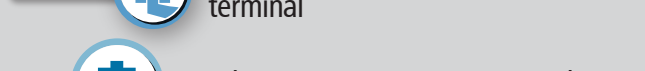
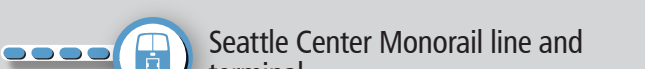
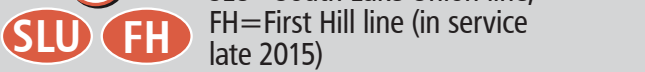
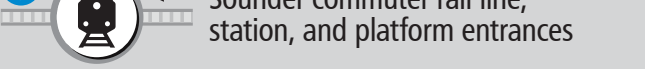
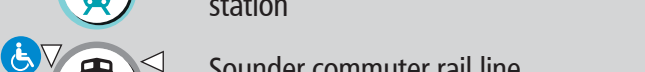
Destinations Served by Frequent Routes

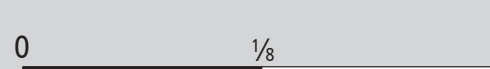
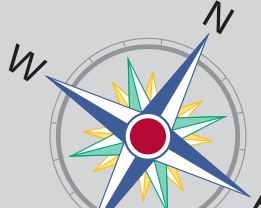
Destination	Route(s)	Boarding	Destination	Route(s)	Boarding
surface-street routes: light gray			Mount Baker	Link	Southbound
Downtown Seattle Transit Tunnel routes: dark gray			Northgate	41	Bay A
Alaska Junction	C Line	3rd Avenue	Othello	Link	Southbound
Ballard	D Line	3rd Avenue	Overlake–Microsoft	545	4th Avenue
Beacon Hill	36	3rd Avenue	Rainier Valley	7	3rd Avenue
	Link	Southbound		Link	Southbound
Bellevue	550	Bay D	Redmond	545	4th Avenue
Burien	120 131 132	3rd Avenue	Renton	101	Bay C
Capitol Hill	10 11 43 49	Pike Street	Sea-Tac Airport	Link	Southbound
Chinatown/Int'l District	7 14 36	3rd Avenue	Seattle Center	D Line	3rd Avenue
Columbia City	Link	Southbound		1 2 3 4 13	
Everett	512	4th Avenue	Shoreline	E Line	3rd Avenue
First Hill	2 3 4	3rd Avenue	SODO, Stadiums	21 131 132	3rd Avenue
	12	Marion Street		Link	Southbound
Fremont	26 28 40	3rd Avenue		101 106 150	Bay C
Green Lake	E Line 26	3rd Avenue	Southcenter Mall	150	Bay C
Greenwood	5	3rd Avenue	South Lake Union	26 28 40 70	3rd Avenue
Kent	150	Bay C	Tukwila	Link	Southbound
Kirkland	255	Bay B	University District	70	3rd Avenue
Lynnwood	512	4th Avenue		71 72 73	Bay A
Montlake	545	4th Avenue	Westwood Village	C Line 21 120	3rd Avenue
	255	Bay B	Woodland Park Zoo	5	3rd Avenue

Map Legend



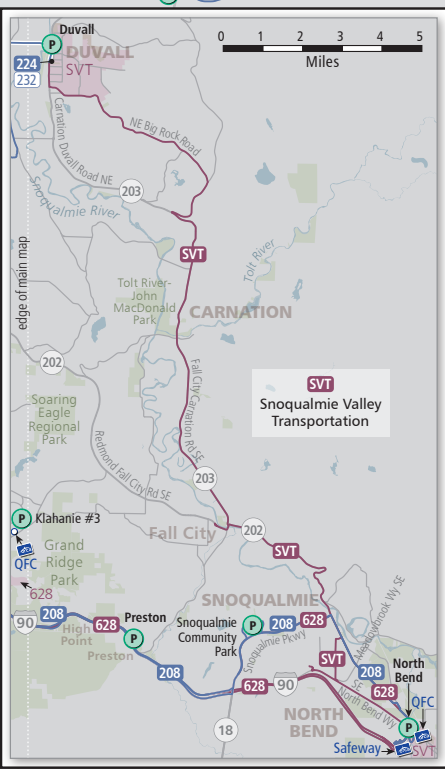






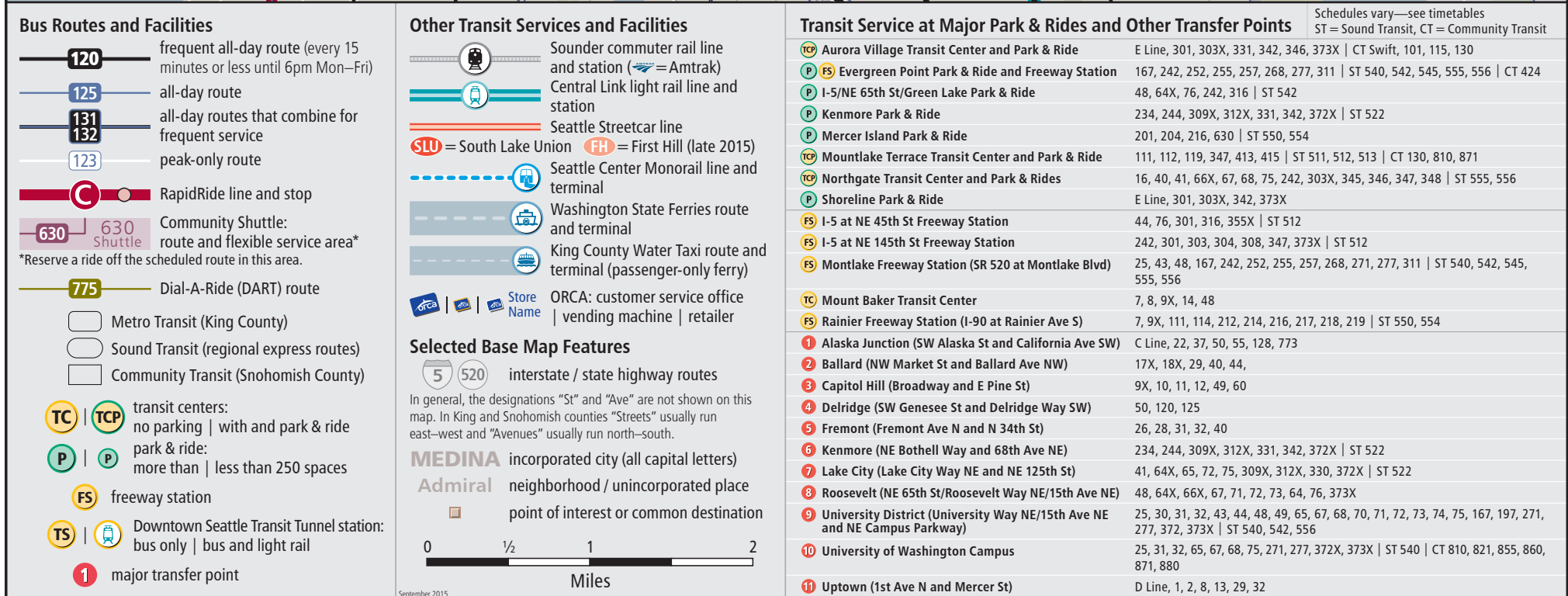


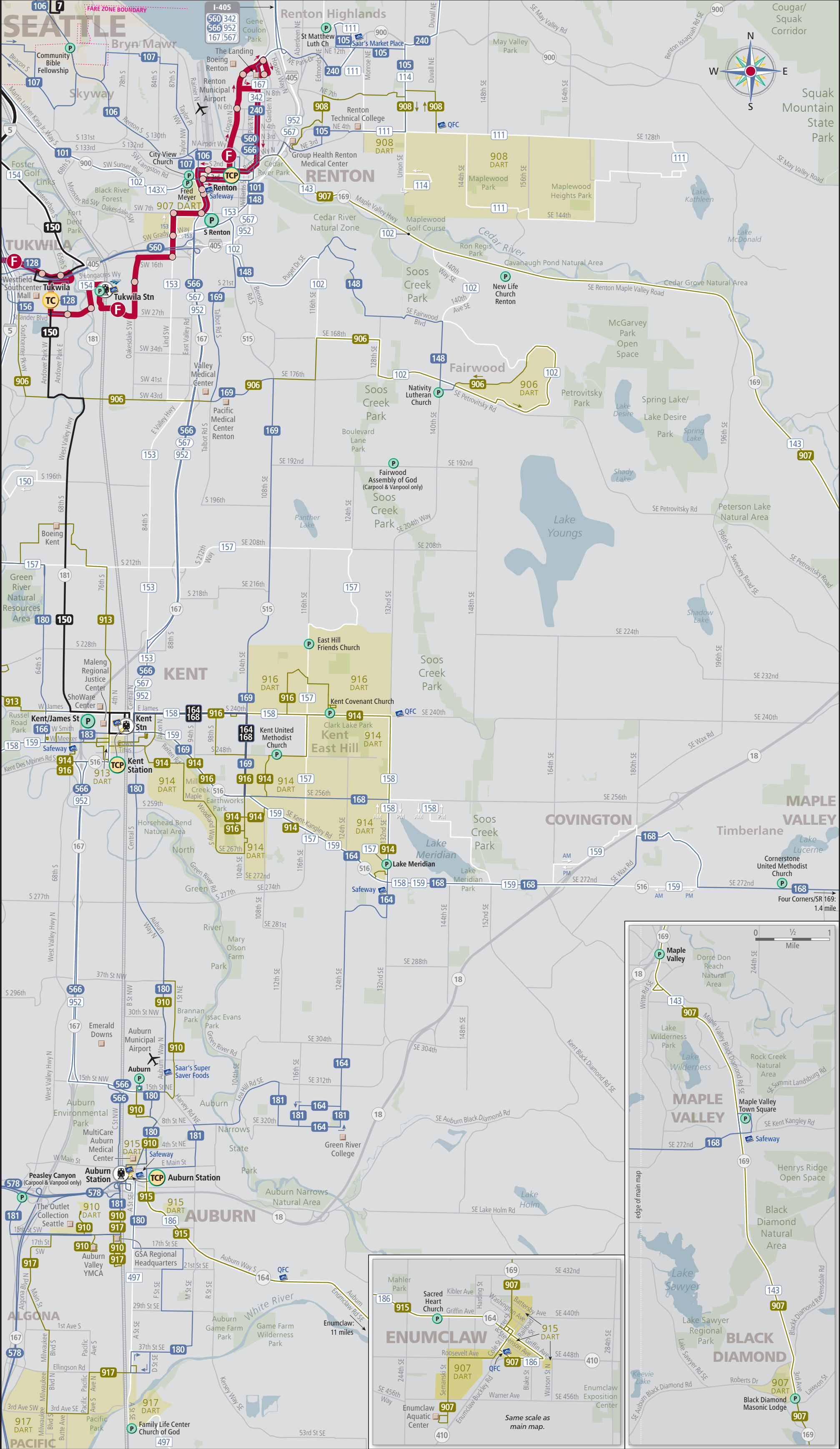
Bus Routes and Facilities		Other Transit Services and Facilities		Transit Service at Major Park & Rides and Other Transfer Points	
120	frequent all-day route (every 15 minutes or less until 6pm Mon–Fri)	Sounder commuter rail line and station (Amtrak)	Sounder commuter rail line and station (Amtrak)	Burien Transit Center and Park & Ride	F Line, 120, 121, 122, 123, 131, 132, 166, 180, 631 ST 560
125	all-day route	Central Link light rail line and station	Central Link light rail line and station	Evergreen Point Park & Ride and Freeway Station	167, 242, 252, 255, 257, 268, 277, 311 ST 540, 542, 545, 555, 556 Evergreen Point only — CT 424 Clyde Hill/Yarrow Pt only — 246
131	all-day routes that combine for frequent service	Seattle Streetcar line	Seattle Streetcar line	Mercer Island Park & Ride	201, 204, 216, 630 ST 550, 554
132	peak-only route	SLU = South Lake Union FH = First Hill (late 2015)	SLU = South Lake Union FH = First Hill (late 2015)	Renton Transit Center and Park & Ride	F Line, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, 907, 908 ST 560, 566
123	peak-only route	Seattle Center Monorail line and terminal	Seattle Center Monorail line and terminal	South Renton Park & Ride	101, 102, 148, 153, 167, 169
C	RapidRide line and stop	Washington State Ferries route and terminal	Washington State Ferries route and terminal	Tukwila International Boulevard Station P&R	A Line, F Line, 124, 128 ST Central Link light rail
631	Community Shuttle: route and flexible service area*	King County Water Taxi route and terminal (passenger-only ferry)	King County Water Taxi route and terminal (passenger-only ferry)	Tukwila Park & Ride	150, 154, 193
907	Demand Area Response Transit: route and flexible service area*	ORCA: customer service office vending machine retailer	ORCA: customer service office vending machine retailer	Tukwila Station Park & Ride	F Line, 154 ST Sounder commuter rail
*Reserve a ride off the scheduled route in these areas.		Selected Base Map Features		Transit Service at Major Park & Rides and Other Transfer Points	
Metro Transit (King County)	Metro Transit (King County)	interstate / state highway routes	interstate / state highway routes	Mount Baker Transit Center	7, 8, 9X, 14, 48
Sound Transit (regional express routes)	Sound Transit (regional express routes)	In general, the designations "St" and "Ave" are not shown on this map. In King and Snohomish counties "Streets" usually run east-west and "Avenues" usually run north-south.	In general, the designations "St" and "Ave" are not shown on this map. In King and Snohomish counties "Streets" usually run east-west and "Avenues" usually run north-south.	Rainier Beach Link Station	8, 9X, 106, 107 ST Central Link light rail
Community Transit (Snohomish County)	Community Transit (Snohomish County)	MEDINA incorporated city (all capital letters)	MEDINA incorporated city (all capital letters)	Rainier Freeway Station (I-90 at Rainier Ave S)	7, 9X, 111, 114, 212, 214, 216, 217, 218, 219 ST 550, 554
transit centers: no parking with and park & ride	transit centers: no parking with and park & ride	Admiral neighborhood / unincorporated place	Admiral neighborhood / unincorporated place	Tukwila Transit Center, Southcenter Mall	F Line, 128, 150, 156, 906
park & ride: more than less than 250 spaces	park & ride: more than less than 250 spaces	point of interest or common destination	point of interest or common destination	1 Alaska Junction (SW Alaska St and Calif. Ave SW)	C Line, 22, 37, 50, 55, 57, 128, 773
freeway station	freeway station	Miles	0 1/2 1 2 Miles	2 Capitol Hill (Broadway and E Pine St)	9X, 10, 11, 12, 49, 60
Downtown Seattle Transit Tunnel station: bus only bus and light rail	Downtown Seattle Transit Tunnel station: bus only bus and light rail			3 Delridge (SW Genesee St and Delridge Way SW)	50, 120, 125
major transfer point	major transfer point			4 Uptown (1st Ave N and Mercer St)	D Line, 1, 2, 8, 13, 32
				5 Westwood Village	C Line, 21, 22, 60, 120, 125 ST 560
				6 White Center (SW Roxbury St and 16th Ave SW)	60, 113, 120, 128 ST 560



Transit Service at Major Park & Rides and Other Transfer Points

- | | | |
|---|---|---|
|  | Bear Creek Park & Ride | 216, 248, 268, 269 ST 545 |
|  | Bothell Park & Ride | 238, 312X, 342, 372X ST 522, 535 |
|  | Brickyard Road Park & Ride | 236, 238, 255, 257, 311 |
|   | Eastgate Park & Ride and Freeway Stn | 212, 216, 217, 218, 219, 221, 226, 240, 241, 245, 246, 271 ST 554, 555, 556 |
|  | Evergreen Point Park & Ride and Freeway Station | 167, 242, 252, 255, 257, 268, 277, 311 ST 540, 542, 545, 555, 556 |
|  | Clyde Hill/Yarrow Point Freeway Station | Evergreen Point only—CT 424 Clyde Hill/Yarrow Point only—246 |
|  | Houghton Park & Ride | 238, 245, 277, 342, 952 |
|  | Issaquah Highlands Park & Ride | 200, 216, 218, 219, 269, 628 ST 554, 555, 556 |
|  | Issaquah Transit Center and Park & Ride | 200, 208, 214, 269, 271 ST 554, 555, 556 |
|  | Kenmore Park & Ride | 234, 244, 309X, 312X, 331, 342, 372X ST 522 |
|   | Kingsgate Park & Ride / Totem Lake Freeway Stn | 235, 237, 238, 244, 252, 255, 257, 277, 311, 342, 930, 952 ST 532, 535 CT 424 |
|  | Mercer Island Park & Ride | 201, 204, 216, 630 ST 550, 554 |
|  | Newport Hills Park & Ride | 111, 167, 342, 952 ST 560 |
|  | Overlake Transit Center and Park & Ride | B Line, 232, 244, 245, 249, 268, 269 ST 542, 545, 566, 567 |
|  | Redmond Transit Center and Park & Ride | B Line, 221, 224, 232, 248, 930, 931 ST 542, 545 |
|  | Renton Transit Center and Park & Ride | F Line, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, 907, 908 ST 560, 566 |
|  | South Bellevue Park & Ride | 241, 249 ST 550, 555, 556, 560 |
|  | South Kirkland Park & Ride | 234, 235, 249, 255 ST 540 |
|  | South Renton Park & Ride | 101, 102, 148, 153, 167, 169 |
|  | South Sammamish Park & Ride | 216, 219, 269 ST 554 |
|  | Woodinville Park & Ride | 236, 237, 311, 372, 931 ST 522 |
|  | Bellevue Transit Center | B Line, 226, 232, 234, 235, 237, 240, 241, 246, 249, 271, 342 ST 532, 535, 550, 555, 556, 560, 566, 567 |
|  | Kirkland Transit Center | 234, 235, 236, 238, 245, 248, 255 ST 540 |
|  | Totem Lake Transit Center | 235, 236, 238, 255, 930 |
|  | Factoria (Factoria Blvd SE and SE 41st Pl) | 240, 241, 245, 246 |
|  | Kenmore (NE Bothell Way and 68th Ave NE) | 234, 244, 309X, 312X, 331, 342, 372X ST 522 |
|  | UW Bothell, Cascadia College | 238, 312, 372, 931 ST 522, 535 CT 105, 106 |





Bus Routes and Transit Facilities

- 150** frequent all-day route (every 15 minutes or less until 6pm Mon–Fri)
- 180** all-day route
- 164** all-day routes that combine for frequent service
- 186** peak-only route
- F** RapidRide line and stop
- 917** Demand Area Response Transit: route and flexible service area*
*Reserve a ride off the scheduled route in these areas.

- Metro Transit (King County)
- Sound Transit (regional express routes)
- Pierce Transit (Pierce County)
- transit center and park & ride
- park & ride with more than 250 spaces
- park & ride with less than 250 spaces
- ORCA: vending machine | retailer
- Sounder commuter rail line and station (= Amtrak)

Selected Base Map Features

interstate / state highway routes

In general, the designations “St” and “Ave” are not shown on this map. In King and Snohomish counties “Streets” usually run east–west and “Avenues” usually run north–south.

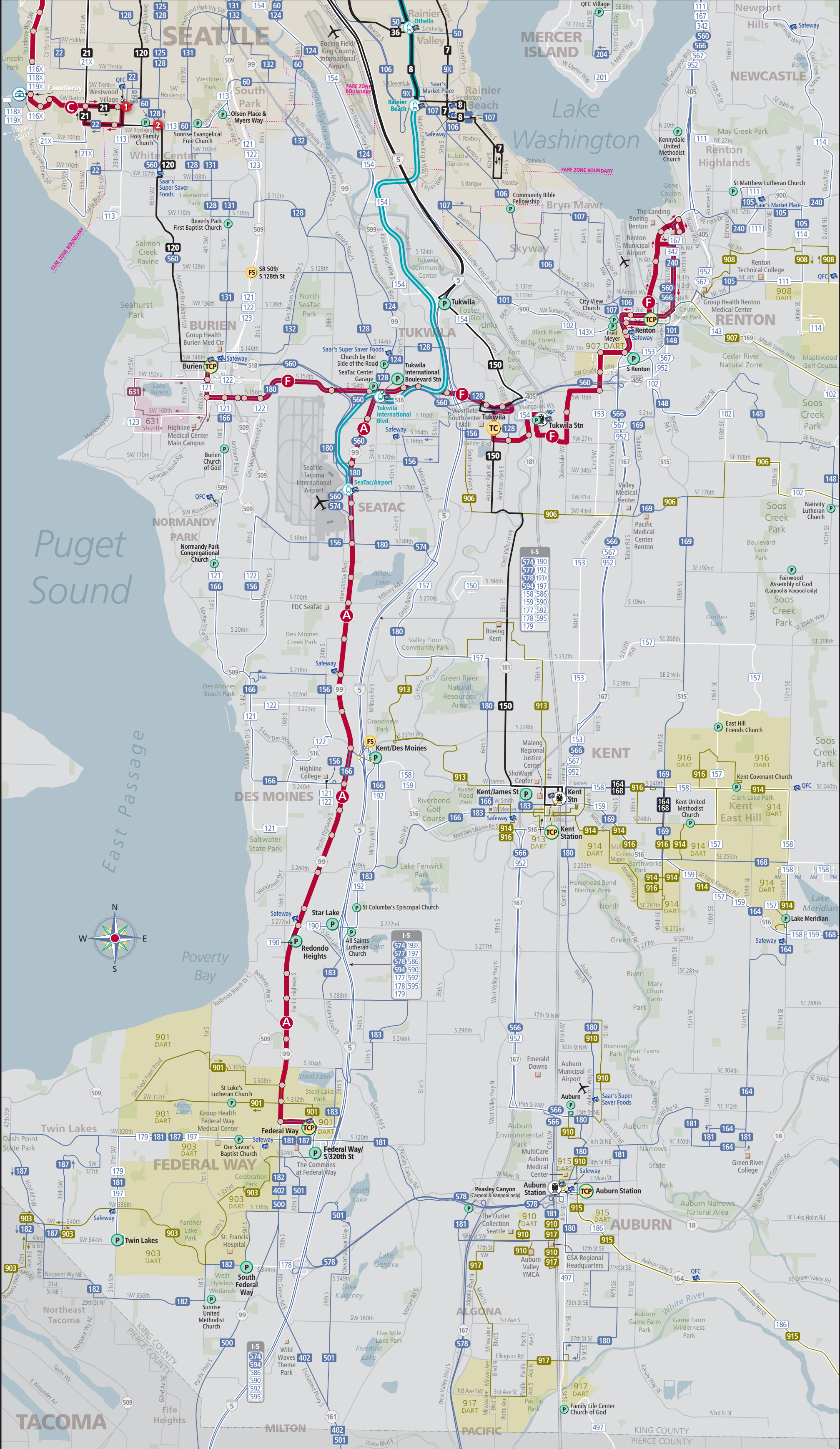
MEDINA incorporated city (all capital letters)

Admiral neighborhood or other unincorporated place

point of interest or common destination

Transit Service at Major Park & Rides and Other Transfer Points

Auburn Park & Ride	952 ST 566
Auburn Station Transit Center and Park & Ride	180, 181, 186, 910, 915, 917 ST 566, 578, Sounder commuter rail PT 497
Kent/James Street Park & Ride	150, 158, 159, 166, 180, 913
Kent Station Transit Center and Park & Ride	150, 153, 158, 159, 164, 166, 168, 169, 180, 183, 913, 914, 916, 952 ST 566, 567, Sounder commuter rail
Renton Transit Center and Park & Ride	F Line, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, 907, 908 ST 560, 566
South Renton Park & Ride	101, 102, 148, 153, 167, 169
Tukwila Station Park & Ride	F Line, 154 ST Sounder commuter rail
Tukwila Transit Center, Southcenter Mall	F Line, 128, 150, 156, 906



Bus Routes and Facilities

- 150** frequent all-day route (every 15 minutes or less until 6pm Mon–Fri)
- 180** all-day route
- 164** **168** all-day routes that combine for frequent service
- 123** peak-only route
- A** RapidRide line and stop
- 631** **631 Shuttle** Community Shuttle: route and flexible service area*
- 907** **907 DART** Demand Area Response Transit: route and flexible service area*

- *Reserve a ride off the scheduled route in these areas.
- Metro Transit (King County)
 - Sound Transit (regional express routes)
 - Pierce Transit (Pierce County)
 - transit center
 - transit center with park & ride
 - park & ride with more than 250 spaces
 - park & ride with less than 250 spaces
 - freeway station
 - major transfer point

Other Transit Services and Facilities

- Sounder commuter rail line and station (Amtrak)
- Central Link light rail line and station
- Washington State Ferries route and terminal
- ORCA: vending machine | retailer

Selected Base Map Features

- 520** interstate / state highway routes
- In general, the designations “St” and “Ave” are not shown on this map. In King and Pierce counties “Streets” usually run east–west and “Avenues” usually run north–south.
- MEDINA** incorporated city (all capital letters)
- Admiral** neighborhood or other unincorporated place
- point of interest or common destination



Transit Service at Major Park & Rides and Other Transfer Points

Schedules vary—see timetables ST = Sound Transit, PT = Pierce Transit	
Auburn Park & Ride	952 ST 566
Auburn Station Transit Center and Park & Ride	180, 181, 186, 910, 915, 917 ST 566, 578, Sounder commuter rail PT 497
Burien Transit Center and Park & Ride	F Line, 120, 121, 122, 123, 131, 132, 166, 180, 631 ST 560
Federal Way/S 320th Street Park & Ride	177, 178, 193
Federal Way Transit Center and Park & Ride	A Line, 179, 181, 182, 183, 187, 193, 197, 901, 903 ST 574, 577, 578 PT 402, 500, 501
Kent/Des Moines Park & Ride and Freeway Station	158, 159, 166, 192, 193, 197 ST 574
Kent/James Street Park & Ride	150, 158, 159, 166, 180, 913
Kent Station Transit Center and Park & Ride	150, 153, 158, 159, 164, 166, 168, 169, 180, 183, 913, 914, 916, 952 ST 566, 567, Sounder commuter rail
Redondo Heights Park & Ride	A Line, 190
Renton Transit Center and Park & Ride	F Line, 101, 105, 106, 107, 143, 148, 153, 167, 169, 240, 342, 907, 908 ST 560, 566
South Federal Way Park & Ride	178, 182
South Renton Park & Ride	101, 102, 148, 153, 167, 169
Star Lake Park & Ride	183, 190, 192, 193, 197 ST 574
Tukwila International Boulevard Station Park & Ride	A Line, F Line, 124, 128 ST Central Link light rail
Tukwila Park & Ride	150, 154, 193
Tukwila Station Park & Ride	F Line, 154 ST Sounder commuter rail
Twin Lakes Park & Ride	179, 181, 197
Rainier Beach Link Station	8, 9, 106, 107 ST Central Link light rail
Tukwila Transit Center, Southcenter Mall	F Line, 128, 150, 156, 906
Westwood Village	C Line, 21, 22, 60, 120, 125 ST 560
White Center (SW Roxbury St and 16th Ave SW)	60, 113, 120, 128 ST 560

SEATTLE STREETCAR



[HOME](#) | [ABOUT](#) | [RIDE THE STREETCAR](#) | [SPONSOR](#) | [CONTACT](#)

FIRST HILL LINE

[Project Overview](#)

[Ride the Streetcar](#)

[Safety](#)

[FHS Library](#)

[Photos & Video](#)

[Environmental,
Planning & Design](#)

[Construction](#)

First Hill Streetcar

Ride the First Hill Streetcar with your ORCA card or Streetcar ticket

The First Hill Streetcar is now in regular revenue service. Use your ORCA card or buy a ticket at any streetcar station to pay your **fare**. More **free rides** are coming this spring and summer as we partner with community organizations to provide easy access to festivals such as Pioneer Square First Thursday, Capitol Hill Art Walk, Dragon Fest, Capitol Hill Block Party, and more!

The First Hill Streetcar connects riders to the diverse and vibrant neighborhoods of Capitol Hill, First Hill, the Central District, Little Saigon, Chinatown, Japantown, and Pioneer Square. SDOT and its partners, Sound Transit and King County Metro, are excited to provide riders with an easy link to other modes of travel, including Metro buses, Link light rail, Pronto bike sharing, Washington State Ferries, Sounder, and Amtrak.

The City of Seattle is building a modern streetcar system that will provide new urban mobility options, support economic growth and strengthen connections among the places where people live, work and socialize.

The First Hill Streetcar will be an important link in the regional transit system, with connections to Link Light Rail at the Capitol Hill Station and **International District Station**, as well as Sounder Commuter Rail and Amtrak intercity rail at **King Street Station**.

There are 10 stops on the First Hill Streetcar line, connecting the diverse and vibrant residential neighborhoods and business districts of Capitol Hill, First Hill, Yesler Terrace, Central Area, Chinatown-International District and Pioneer Square, while also serving major medical centers (Swedish Medical Center and Harborview Medical Center), institutions of higher learning (Seattle Central College and Seattle University) and major sporting event venues (CenturyLink & Safeco Field).

There are opportunities to connect to the local bike network along the line, including **Pronto Cycle Share stations**, and the project includes a new **protected bike lane** on Broadway. Other innovative features of the First Hill Streetcar line include an Operations and Maintenance Facility that incorporates sustainable features and achieved LEEDS Gold certification, and modern streetcars with On-Board Energy Storage Systems that allow for off-wire operation and energy efficiency.

Visit the **Broadway Extension** and **Center City Connector** pages on this site to learn more about how the First Hill Streetcar will be connected to other Seattle Streetcar segments.



Click on map to view larger

[HOME](#) | [ABOUT](#) | [SLU](#) | [FIRST HILL](#) | [BROADWAY](#) | [CENTER CITY](#) | [SPONSOR](#) | [CONTACT](#)

RIDE THE STREETCAR

RIDE THE STREETCAR

Fares

	Single Ride	Day Pass [#]
Adult (19 - 64)	\$2.25	\$4.50
Youth (6 - 18)	\$1.50	\$3.00
Seniors (65+)/RRFP*	\$1.00	\$2.00
Children 5 and under	Free	Free
ORCA Lift ⁺	\$1.50	NA

* People 65 or older and people with disabilities can ride at a reduced rate with a Regional Reduced Fare Permit (RRFP). An RRFP is given to you on an ORCA card. For more information on eligibility and how to obtain an **RRFP** please [click here](#).

+ A Low Income Adult fare (ORCA Lift) is available to adult riders with incomes at or below 200% of the federal poverty level. To qualify, a household of four would have an annual household income at or below about \$47,700, and an individual would have an income at or below about \$23,340. Qualified riders are issued an ORCA card to pay their fare. Cash or paper tickets are not available for this fare category. The new low income fare program is called ORCA Lift and is managed by King County. More information is available on the [King County Metro website](#) or by calling (206) 553-3000.

Day Passes are valid for an unlimited number of trips on the day of purchase on Seattle Streetcar only. They can be purchased at the ticket vending machines at each station.

Ways to Pay

You can pay your fare by...

1. Buying a paper ticket at a pay station.

The pay stations located at each Streetcar station platform accept credit cards (MasterCard, Visa, American Express, and Discover) or coins. You can purchase up to 5 single ride or day pass tickets in one transaction. [Click here for a short tutorial on how to use the pay stations.](#)

2. Using your ORCA Card.

Please tap your ORCA card at the yellow ORCA card reader located on each platform before getting on the streetcar. You do not need to tap a second time when you exit the train. Note, if you are boarding at Terry and Mercer northbound, you will need to tap your card when exiting at Lake Union Park or Fairview and Campus Drive.

To find out more about how to buy [ORCA cards click here](#).

Transfers

You can transfer to or from Link Light Rail, Metro Bus, or other participating services if you paid your fare with an ORCA card. Please tap your ORCA card at the yellow ORCA card reader at the Streetcar station platform before boarding. Within an approximate 2-hour window, the value of your previous trip will transfer toward your next ride. Additional fare might be required.

Bulk Tickets

Advanced/bulk ticket purchases can also be accommodated, for purchase of all-day passes at \$4.50 each. To arrange a bulk ticket purchase, please e-mail your request to seattle.streetcar@seattle.gov.

SEATTLE STREETCAR



[HOME](#) | [ABOUT](#) | [RIDE THE STREETCAR](#) | [SPONSOR](#) | [CONTACT](#)

RIDE THE STREETCAR

RIDE THE STREETCAR

Arrival Times & Schedule

Fares

Streetcar Routes

Accessibility & Bikes

Safety

FAQ

Arrival Times & Schedule

Please note, South Lake Union Streetcar has temporarily reduced hours due to construction on Westlake. [Please click here for details.](#)

For [real time arrival information click here](#). For a mapped view [please click here for SLU](#) and [click here for FHS](#). The NextBus system uses Global Positioning System (GPS) technology to provide streetcar arrival times at each of the streetcar stops and on-line, making it easy to schedule and plan a trip.

Hours of Operation

	South Lake Union Streetcar	First Hill Streetcar
Monday - Thursday	6:00 a.m. to 9:00 p.m.	5:00 a.m. to 1:00 a.m.
Friday	6:00 a.m. to 11:00 p.m.	5:00 a.m. to 1:00 a.m.
Saturday	6:00 a.m. to 11:00 p.m.	5:00 a.m. to 1:00 a.m.
Sunday & Holidays	10:00 a.m. to 7:00 p.m.	10:00 a.m. to 8:00 p.m.

* **HOLIDAY SCHEDULE:** The Streetcar operates on Sunday schedule on New Year's Day, Martin Luther King Day, Presidents Day, Memorial Day, Labor Day, Thanksgiving Day (First Hill Streetcar Only), and Christmas Day (First Hill Streetcar Only). **NO SERVICE** on Thanksgiving Day and Christmas Day on the South Lake Union Streetcar only.

Streetcar frequencies on weekdays (Monday-Friday)

	South Lake Union Streetcar	First Hill Streetcar
5:00 a.m. to 6:00 a.m.	na	18-25 minutes
6:00 a.m. to 9:00 a.m.	15 minutes	10 minutes
9:00 a.m. to 4:00 p.m.	15 minutes	12 minutes
4:00 p.m. to 6:00 p.m.	10 minutes	10 minutes
6:00 p.m. to 7:00 p.m.	15 minutes	10 minutes
7:00 p.m. to 9:00 p.m.	15 minutes	18 minutes
9:00 p.m. to 11:00 p.m.	15 minutes^	18 minutes
11:00 p.m. to 1:00 a.m.	na	18-25 minutes

^ Friday and Saturday only

Streetcar frequencies on weekends and holidays

The South Lake Union Streetcar runs at 15 minute intervals on weekends and holidays.

The First Hill Streetcar will run at 12 minute intervals on Saturdays until 11 p.m., and run at 18-25 minute intervals from 11 p.m. to 1 in the morning. On Sundays and holidays it will operate from 10 a.m. to 8 p.m. at approximately 15-18 minute intervals.

THE SOUTH LAKE UNION STREETCAR HAS NEW TICKET PAY STATIONS!

The South Lake Union Streetcar has new ticket vending machines! Buying a Streetcar ticket for a group or for all day use will become much easier with these new "TVMs." The TVMs have added functionality, allowing purchases of:

- Streetcar-only day passes (\$4.50 adult, \$3.00 youth and \$2.00 senior/Regional Reduced Fare Permit)
- Multiple tickets (up to five tickets per transaction).

The TVMs accept coins (nickels, dimes, quarters, and dollar coins), cards (MasterCard, Visa, American Express, and Discover) or a combination of coins and card.

Here's a short tutorial on how to use them:



RIDE THE STREETCAR

Arrival Times & Schedule

Fares

Streetcar Routes

Accessibility & Bikes

Safety

FAQ

Frequently Asked Questions

Follow these easy steps to start riding the streetcar!

1. **Where is the nearest station?**

See the [Streetcar Routes](#) map to find a station near you and near your destination.

2. **When is the next streetcar coming?**

Streetcars run every 10-15 minutes. You can check arrival times at the station or on-line. [NextBus](#) tells you when the next streetcar will arrive! For more information on [streetcar schedules please click here](#).

3. **How much does it cost and how do I pay?**

The adult single-ride fare is \$2.25. For more information on [fares please click here](#). You can purchase a paper ticket on the station platform before your trip using credit card or coin or you can use an ORCA card. You may transfer to Link or buses if you use your ORCA card only. Remember to tap your ORCA card on the yellow ORCA card reader at each station before boarding. Tap even if you are transferring from bus or light rail.

4. **Once I'm on how do I get off?**

The streetcar does not automatically stop at every station. Press the yellow stop request strip to request your stop. The next stop is announced by audio and shown on a digital message display inside the streetcar.

5. **Can I ride if I have a bike, stroller or wheelchair?**

Yes. If you are using a mobility device or a stroller, you can choose to press the blue button to deploy the bridge-plate that bridges the small gap between the streetcar and the platform. Bikes are allowed, space permitting, in the center section of the streetcars. Please use the bike racks, located in the center section of the First Hill streetcars and new South Lake Union streetcar, when available. If the racks are occupied or if you are on a South Lake Union streetcar without racks, please hold your bike upright while riding. For more information on streetcar [accessibility please click here](#).



RIDE THE STREETCAR

ABOUT SEATTLE STREETCAR

The City of Seattle is building a modern streetcar system that will provide new mobility options, support economic growth, and strengthen connections in the urban core. Seattle Streetcar is easy to use for a variety of trips and serves tourist attractions, employment centers, and areas where the city is experiencing significant growth. Seattle Streetcar projects are planned and constructed by the City of Seattle and completed lines are operated by King County Metro.

STREETCAR FEATURES

- Each streetcar can carry up to 140 passengers
- Streetcars are frequent and arrive as often as every 10 minutes
- Level boarding makes streetcar travel accessible for all
- Streetcars are quiet, zero-emission, all-electric vehicles
- Streetcars feature a deployable ramp for wheelchair accessibility
- Bikes are allowed on streetcars (space permitting) in the center section or on the bike racks

CONTACT US

- For questions or comments about operations, contact King County Metro Customer Service at 206-296-0100
- Visit seattlestreetcar.org
- Sign up to receive project updates at seattlestreetcar.org/contact
- Email seattle.streetcar@seattle.gov or call 206-484-ROAD (7623)



facebook.com/SeattleStreetcar



twitter: @TheStreetCar

COMMUTE TRIP REDUCTION

The City of Seattle's Commute Trip Reduction (CTR) program is a partnership that connects employers with resources to provide high-quality transportation options to their employees. Travel choices such as transit, walking, carpooling, bicycling, or telecommuting help reduce air pollution, traffic congestion, and energy consumption, which help keep Seattle a great place to live and work. To learn more about how the city is working to help employers achieve their transportation and business goals, and how your business can participate, please visit us at: seattle.gov/waytogo/ctr_employers.htm

VISION ZERO

Seattle is consistently recognized as one of the safest cities in the country. Over the past decade, we've seen a 30 percent decline in traffic fatalities, even as our population grows.

Despite this fact, traffic collisions are a leading cause of death for Seattle residents age 5-24. Older adults are disproportionately affected and, as our population ages, this trend could grow. In 2013, there were 10,310 police-reported collisions in Seattle. 155 people were seriously injured and 23 were killed. This is unacceptable.

We can do better.

Vision Zero is our plan to end traffic deaths and serious injuries by 2030.

Death and injury on our streets is preventable. For the most part, these aren't "accidents." Collisions are often the result of poor behaviors and unforgiving roadway designs. So we must approach the problem from multiple angles – street designs that emphasize safety, predictability, and the potential for human error, coupled with targeted education and data-driven enforcement.

Find the plan at seattle.gov/visionzero and learn about the actions we're taking to get to zero.



KING COUNTY METRO RAPIDRIDE

RapidRide buses come so often, you don't need a timetable.

- Service at least every 10 minutes during the busiest morning and evening travel hours
- 15 minute service during off-peak periods
- Scheduled service for late night/early mornings
- Full service 7 days a week

metro.kingcounty.gov/travel-options/bus/rapidride
206-553-3000



ORCA CARD

The ORCA card is all you need to pay your fare on buses and trains in the Puget Sound region. ORCA works on the Streetcar, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, and Washington State Ferries. Purchase yours at the King County Customer Service Center, Westlake Station in the Downtown Seattle Transit Tunnel, or at retail locations including Bartells, QFC, and Safeway.

ORCA cards cost \$5. Once you have a card, you have two options:

- Load E-purse (electronic purse) value (adding \$5-\$300 to pay for trips as you go, and reload when the balance is low)
- Load a monthly pass

ORCA for Business

ORCA business accounts help employers provide transit pass benefits to their employees. Business accounts offer the flexibility of monthly and annual product options, allowing the employer to choose the right program fit for them. To learn more about ORCA business accounts, visit www.orcocard.biz

ORCA LIFT

ORCA LIFT is a new, reduced-fare transit option. With the ORCA LIFT card, income-qualified riders save up to 50% or more on King County Metro, Sound Transit Link light rail, and Seattle Streetcar. Learn more at metro.kingcounty.gov/programs-projects/orca-lift/ or call 206-553-3000.



KING COUNTY METRO

King County (KC) Metro provides 400,000 daily rides and takes 175,000 cars off the road each weekday, carrying nearly half of Downtown Seattle's workforce to and from their jobs. KC Metro services an area of over 2,000 square miles and 2 million residents, with 214 routes that serve destinations across the county. Every KC Metro bus is equipped with a bicycle rack and a wheelchair lift.

KC Metro serves destinations throughout King County including Seattle, SeaTac, Bellevue, Redmond, Shoreline, and Renton.

Demand for transit is at an all-time high, and recent studies project 30% more people by 2040. As the Central Puget Sound area continues to grow, public transportation will play an increasingly important role in reducing congestion, protecting our environment, and getting more people where they need to go.

metro.kingcounty.gov
206-553-3000

VanPool Program

KC Metro has the largest publicly owned vanpool program in the nation. With close to 1,400 customer-operated vans on the road, this service gives commuters convenient transportation to their workplaces. All-electric, zero-emission Leaf vehicles are recent additions to the program's fleet.

rideshareonline.com
206-625-4500

Access Program

For people with disabilities who can't use regular buses, KC Metro's Access program provides door-to-door van service.

206-553-3000

BIKES AND STREETCAR

Bikes are allowed, space permitting, in the center section of the streetcars. Please use the bike racks, located in the center section of the First Hill streetcars and new South Lake Union streetcar, when available. If the racks are occupied or if you are on a South Lake Union streetcar without racks, please hold your bike upright while riding.

BIKE PARKING

Find parking for your bicycle at seattle.gov/transportation/bikeparking.htm



PRONTO CYCLE SHARE

Pronto is Seattle's cycle sharing system featuring 500 bikes at 50 stations located throughout Seattle, many of which are close to Streetcar stops. Pronto bikes are available 24/7, 365 days a year. Each station has a touchscreen kiosk, station map, helmets for your convenience, and a docking system that releases bikes using a member key or ride code.

Combining use of the streetcar with a no-hassle cycle-share system will greatly extend the range you can come and go within the city. Visit the website to find out more about how Pronto can work for you, your friends and family, and for visitors to the area.

You must be 16 years or older to ride Pronto. If you are under 18, parent or guardian consent is required. Annual memberships are available, as are 24-hour and 3-day passes. Pronto station locations subject to change.

prontocycleshare.com
800-6-PRONTO (800-677-6686)



SOUND TRANSIT ST EXPRESS

Sound Transit (ST) Express bus routes provide fast service between major cities and job centers, and allow convenient transfers to the streetcar, train service, and local buses. ST Express routes connect Downtown Seattle to urban centers in Snohomish, King, and Pierce Counties, including:

- Bellevue
- Everett
- Federal Way
- Gig Harbor
- Issaquah
- Lakewood
- Lynnwood
- Olympia
- Puyallup
- Redmond
- Tacoma
- Woodinville

soundtransit.org/Rider-Guide/ST-Express-bus
888-889-6368



COMMUNITY TRANSIT BUS SERVICE

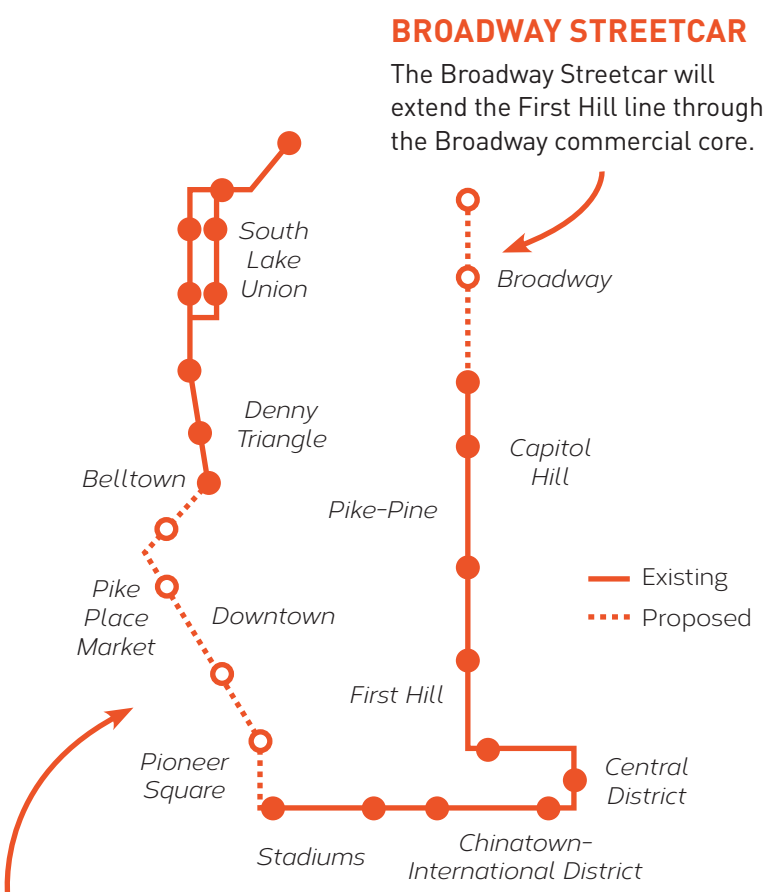
Many Snohomish County communities are connected to Downtown Seattle through the Community Transit bus service including:

- Arlington
- Bothell
- Edmonds
- Everett
- Lynnwood
- Marysville
- Mill Creek
- Monroe
- Mountlake Terrace
- Mukilteo
- Snohomish
- Stanwood

commtrans.org
425-353-RIDE (7433)

FUTURE STREETCAR EXPANSION

When the Seattle Streetcar system is complete, we will connect you to even more places.



CENTER CITY CONNECTOR

The Center City Connector will provide a critical link between the South Lake Union and First Hill lines. This segment of the future system will run in exclusive lanes on First Avenue.



WASHINGTON STATE FERRIES

Washington State Ferries (WSF) is the largest ferry system in the United States, serving eight counties in Washington and the Province of British Columbia in Canada. The system has 10 routes and 20 terminals that are served by 22 vessels. WSF's Colman Dock terminal in Seattle provides routes to Bainbridge Island and Bremerton.

www.wsdot.wa.gov/ferries
206-464-6400 or 1-888-808-7977



KING COUNTY WATER TAXI

The King County Water Taxi is a water taxi service operated by King County Department of Transportation's Marine Division. It operates two routes: the Vashon Island/Downtown Seattle route and the West Seattle/Downtown Seattle route (formerly known as the Elliott Bay Water Taxi or West Seattle Water Taxi).

metro.kingcounty.gov/tops/watertaxi
206-553-3000



SEATTLE MONORAIL

Seattle Center Monorail provides a fun, quick, and convenient link between Downtown Seattle and Seattle Center, with departures approximately every 10 minutes.

seattlemonorail.com
206-905-2620



AMTRAK

From King Street Station, Amtrak goes all over the nation, and Amtrak Cascades has multiple daily trips to destinations in Washington and Oregon.

amtrak.com
1-800-USA-RAIL (1-800-872-7245)

ONLINE COMMUTER TOOLS & APPS

Puget Sound Trip Planner

Use Trip Planner (tripplanner.kingcounty.gov) to plan your transit trips around the Puget Sound region. Find route maps, schedules, stops, next departures, and information about your transit service for trips around the region.

Trip Planner includes schedule information for Seattle Streetcar, King County Metro, Sound Transit Link light rail, Sound Transit ST Express bus, Community Transit, Everett Transit, Intercity Transit, King County Water Taxi, Seattle Monorail, Pierce Transit, Snoqualmie Valley Transit, Sound Transit Sounder Train, and Washington State Ferries.

App available at metro.kingcounty.gov/trip-planner/mobile-apps

OneBusAway

OneBusAway provides access to real-time transit information for bus and train arrivals at pugetsound.onebusaway.org
App available at onebusaway.org

Google Maps

When planning a trip on google.com/maps or other mapping services, select the transit icon to find the best route to your destination.

Roadify

Connect to official transit schedules, alerts and updates from other commuters on your mobile device. Visit roadify.com

VetsGO

VetsGO is a website where veterans, service members, persons with disabilities, senior citizens, and others with special transportation needs can find transportation options in the King County area. Visit vets-go.com

Software may not be compatible with some platforms or devices.

Looking out for your safety



Stop,



Look,



and Listen



SAFER STREETS FOR SEATTLE

RIDING THE STREETCAR

- **Do not run across the street or tracks** to catch a streetcar
- Always cross the street at **marked crosswalks or intersections**
- **Stay clear of the platform edge**, marked in yellow, when the streetcar arrives and departs. Do not stand on the yellow area.
- **Let people get off the streetcar first** before you get on
- People using wheelchairs or strollers may access a **loading ramp** by pressing buttons located inside and outside the streetcar
- **Use hand rails** if you are standing on the streetcar. It is easy to lose your balance when the streetcar brakes or accelerates.
- Do not use the doors when the **door-closing tone** is sounding



GENERAL

- Streetcars are very **quiet**
- Streetcars sound **warning bells and horns** when necessary
- There are **no fences or barriers** separating streetcars from cars, bikes, or pedestrians
- Streetcars **cannot swerve** to avoid obstacles – they run on tracks
- Streetcars sometimes have their own traffic signals and **can cross the street when other vehicles cannot**



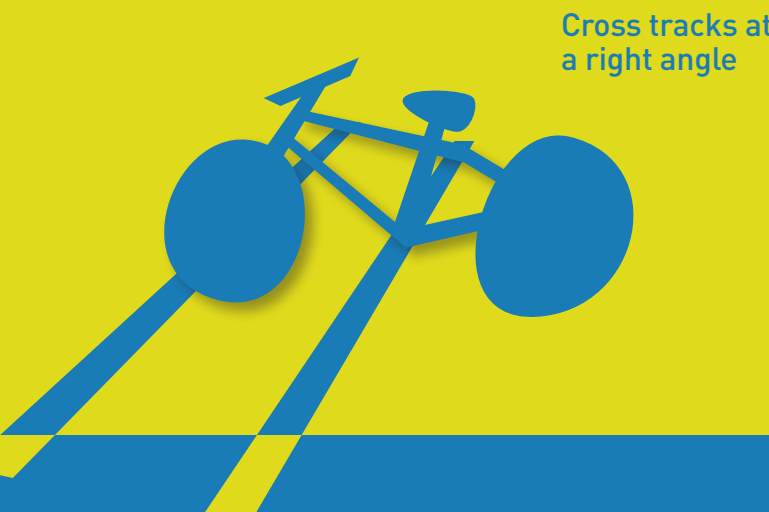
PEOPLE WALKING

- Cross streetcar tracks at **marked crosswalks or intersections**
- Always **look both ways** when crossing streetcar tracks
- When crossing tracks with **wheelchairs, walkers, and strollers**, **cross at a right angle** to avoid getting wheels stuck in the track groove
- **Remove headphones and put down phones** so you can hear streetcar warning bells and horns



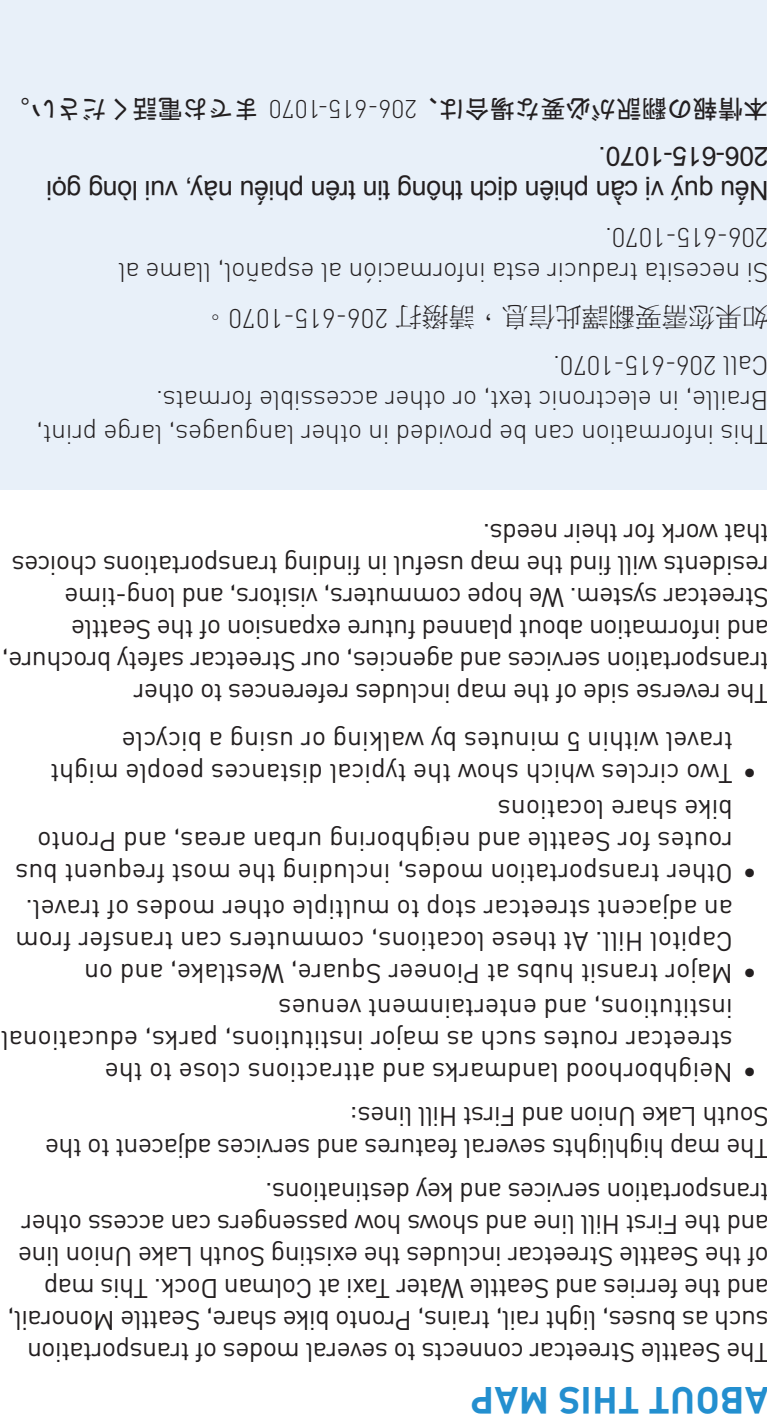
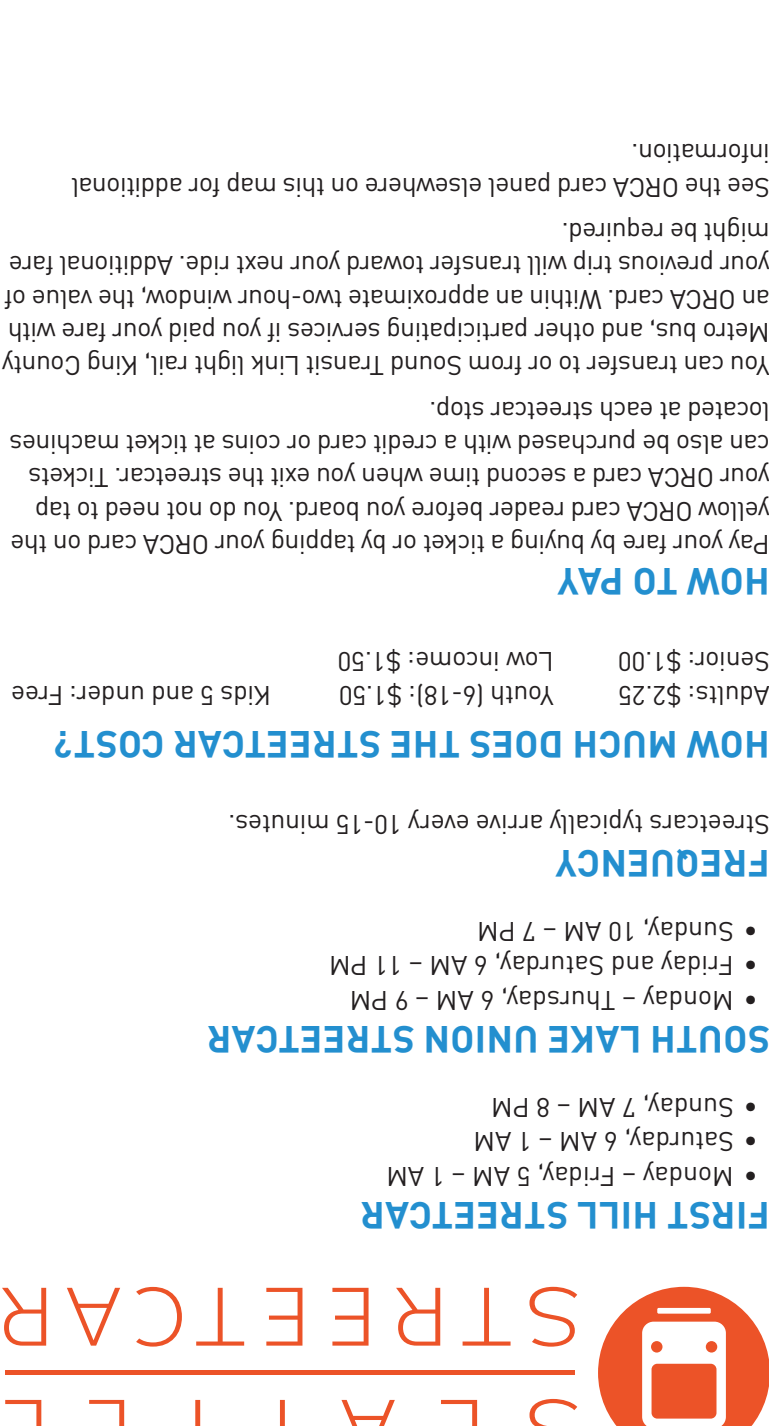
PEOPLE BIKING

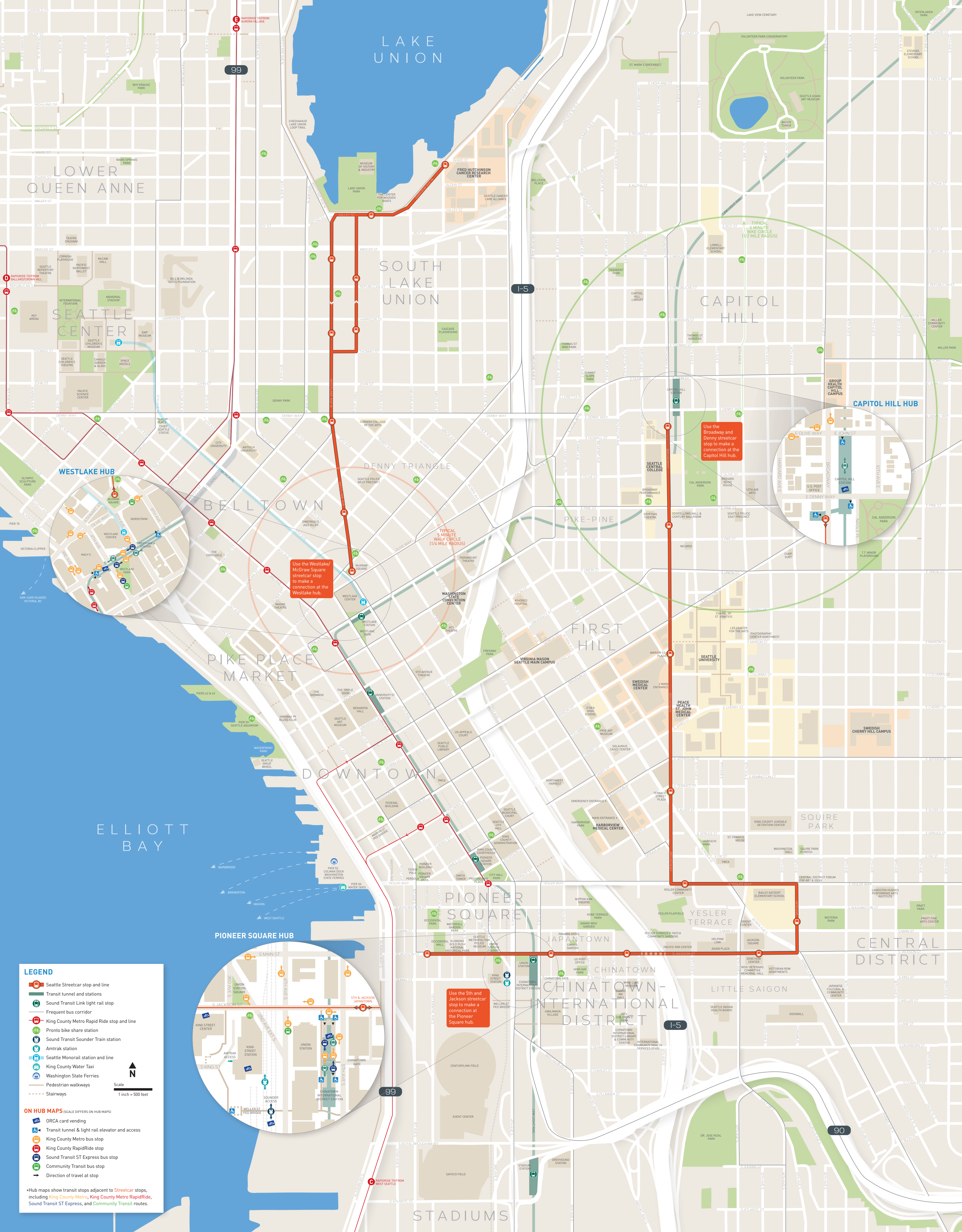
- **Cross streetcar tracks at a right angle** to avoid falling. Because the track groove is just slightly wider than the typical bike tire, your tire could get stuck.
- **Don't ride on top of the rails!** Your **wheels may get stuck** in the track groove.
- Use **bike lanes and marked bike crossings**, where available. Avoid riding in the streetcar lane.
- Consider walking your bike across streetcar tracks when they are wet or icy, as **tracks can be slippery**
- Don't enter **lanes reserved exclusively for streetcars**. These lanes are marked with signs and changes in pavement.
- Use clear **hand signals** so that streetcars and other drivers are aware of your intentions



PEOPLE DRIVING

- Be prepared to **stop behind streetcars**. Streetcars stop in lane to pick up passengers.
- **Never stop, idle, or park your vehicle** in the streetcar's path or in protected bike lanes
- Be careful when tracks are wet or icy – **they could be slippery**
- **Look out for pedestrians** running to catch a streetcar or getting off a streetcar and crossing the road
- If you **have a fender bender** over a streetcar track, clear the track, move into a parking lane or other protected place, if it is safe to do so
- Before opening your car door, **check to see if a streetcar is coming**
- **Don't place items in the streetcar's path** when loading and unloading





LOWER
QUEEN ANNE

SEATTLE
CENTER

WESTLAKE HUB

SOUTH
LAKE UNION

CAPITOL
HILL

CAPITOL HILL HUB

PIKE PLACE
MARKET

DOWNTOWN

ELLIOTT
BAY

PIONEER SQUARE HUB

PIONEER
SQUARE

FIRST
HILL

VIRGINIA MASON
SEATTLE MAIN CAMPUS

SEATTLE
UNIVERSITY

SQUIRE
PARK

CENTRAL
DISTRICT

CHINATOWN
INTERNATIONAL
DISTRICT

LITTLE SAIGON

STADIUMS

LEGEND

- Seattle Streetcar stop and line
- Transit tunnel and stations
- Sound Transit Link light rail stop
- Frequent bus corridor
- King County Metro Rapid Ride stop and line
- Pronto bike share station
- Sound Transit Sounder Train station
- Amtrak station
- Seattle Monorail station and line
- King County Water Taxi
- Washington State Ferries
- Pedestrian walkways
- Stairways

ON HUB MAPS (SCALE DIFFERS ON HUB MAPS)

- ORCA card vending
- Transit tunnel & light rail elevator and access
- King County Metro bus stop
- King County RapidRide stop
- Sound Transit ST Express bus stop
- Community Transit bus stop
- Direction of travel at stop

Hub maps show transit stops adjacent to Streetcar stops, including King County Metro, King County Metro RapidRide, Sound Transit ST Express, and Community Transit routes.