

# Washington State Convention Center Addition

Alley & Below-Grade Street Vacation



Sustainability & Transportation Committee

Beverly Barnett, Mark Bandy, SDOT & John Shaw, SDCI

April 17, 2018



**Seattle**  
Department of  
Transportation

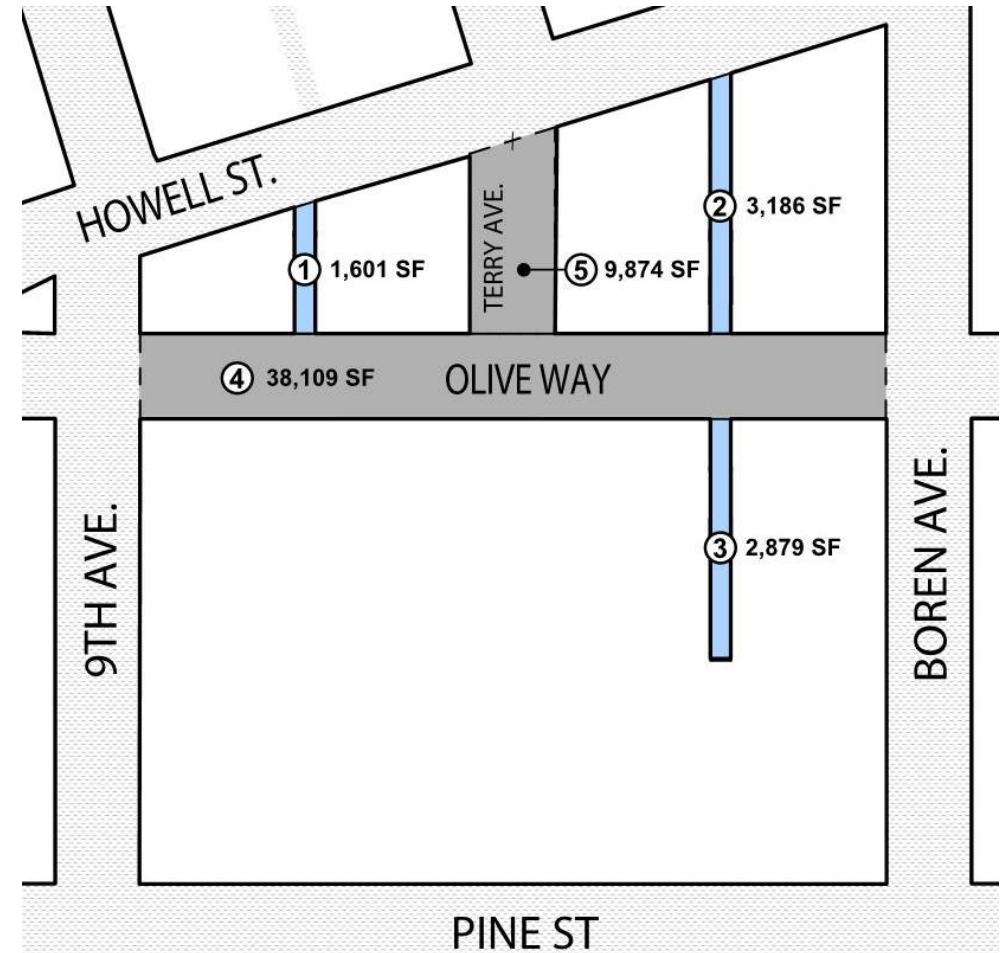
# Presentation overview

- SDOT review process
- Project overview & location
- Access to site & transportation impacts
- Land use review
- Public benefit proposal charts



# SDOT review of street & alley vacation considers:

1. Transportation impacts
  - Loss of the grid, impacts from the development, & effects on the surrounding streets
  - Site access from different forms of travel
2. Land use impacts
  - Scale of development & consistency with adopted plans
  - Site context & neighborhood
3. Public benefit
  - Value to the public of the individual elements & the overall adequacy of the public benefit proposal



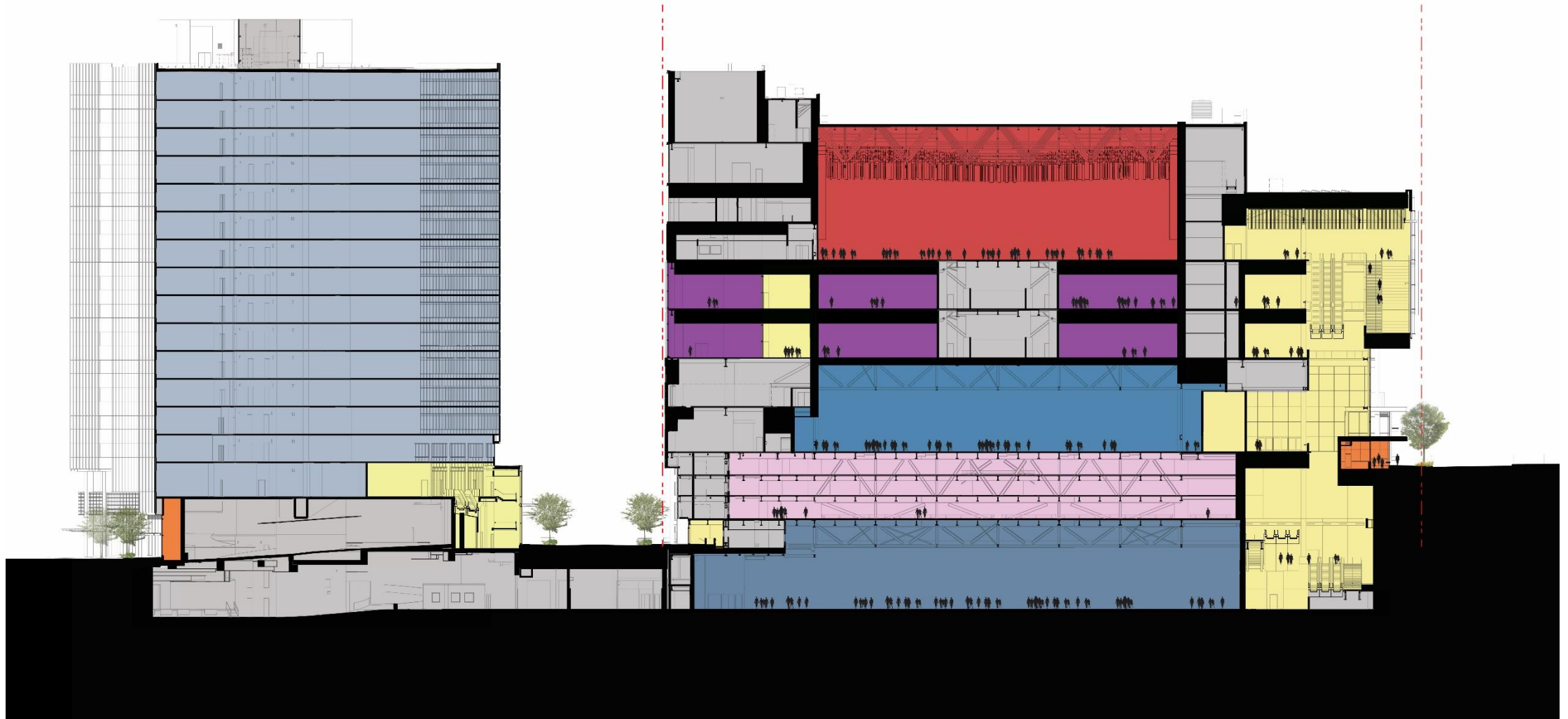


# Location map





# Section: below-grade loading, Exhibit Hall



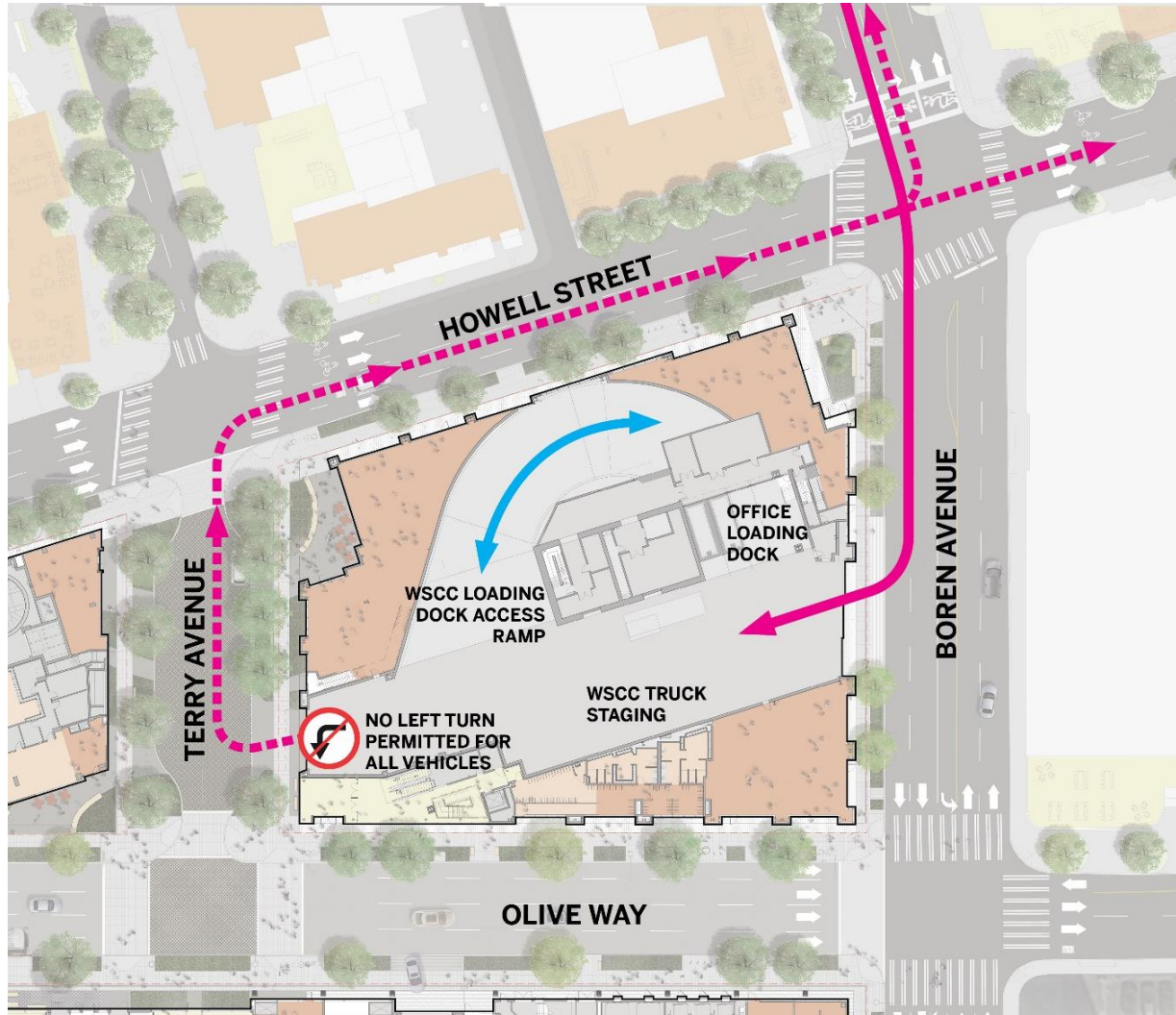


# Access to the site from different methods of travel

- Freight access/circulation
- Vehicle access to parking
- Pedestrian access
- Bicycle facilities
- TMP & DMP strategies



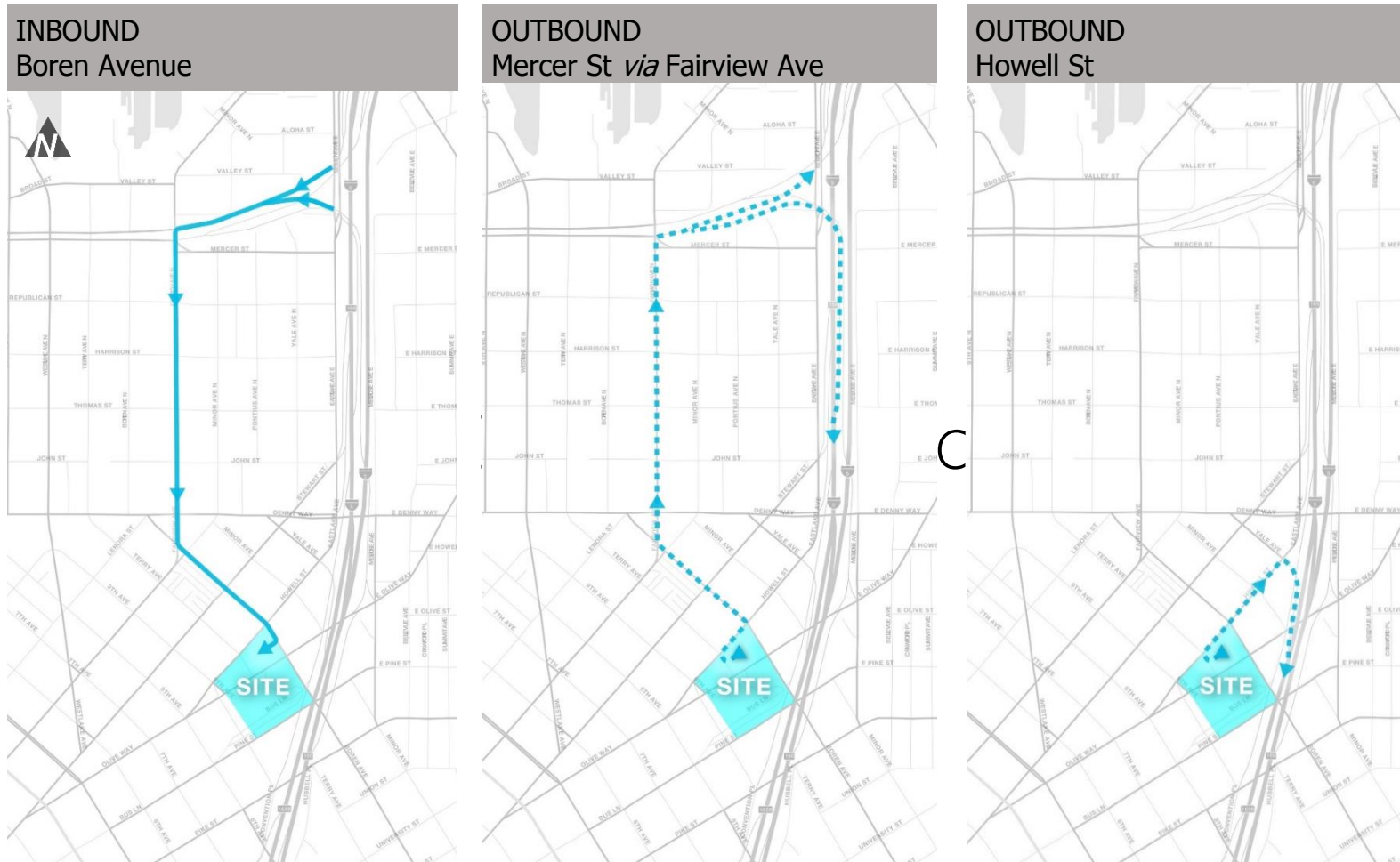
# Site C freight access/circulation



- Inbound access via Boren Ave
- Outbound access via Terry Ave
- Use of Terry Ave north of Howell St restricted



# WSCC Addition freight circulation



Inbound/outbound routes for the WSCC Addition do not overlap with the existing facility

# Site C freight access



- Open full time during periods of heavy freight activity; reduced opening or closed otherwise
- Boren door composed of three sections designed by an artist; largest opening only used during load-in/load-out periods (rendering shows door one-third closed)



# Terry Ave green street



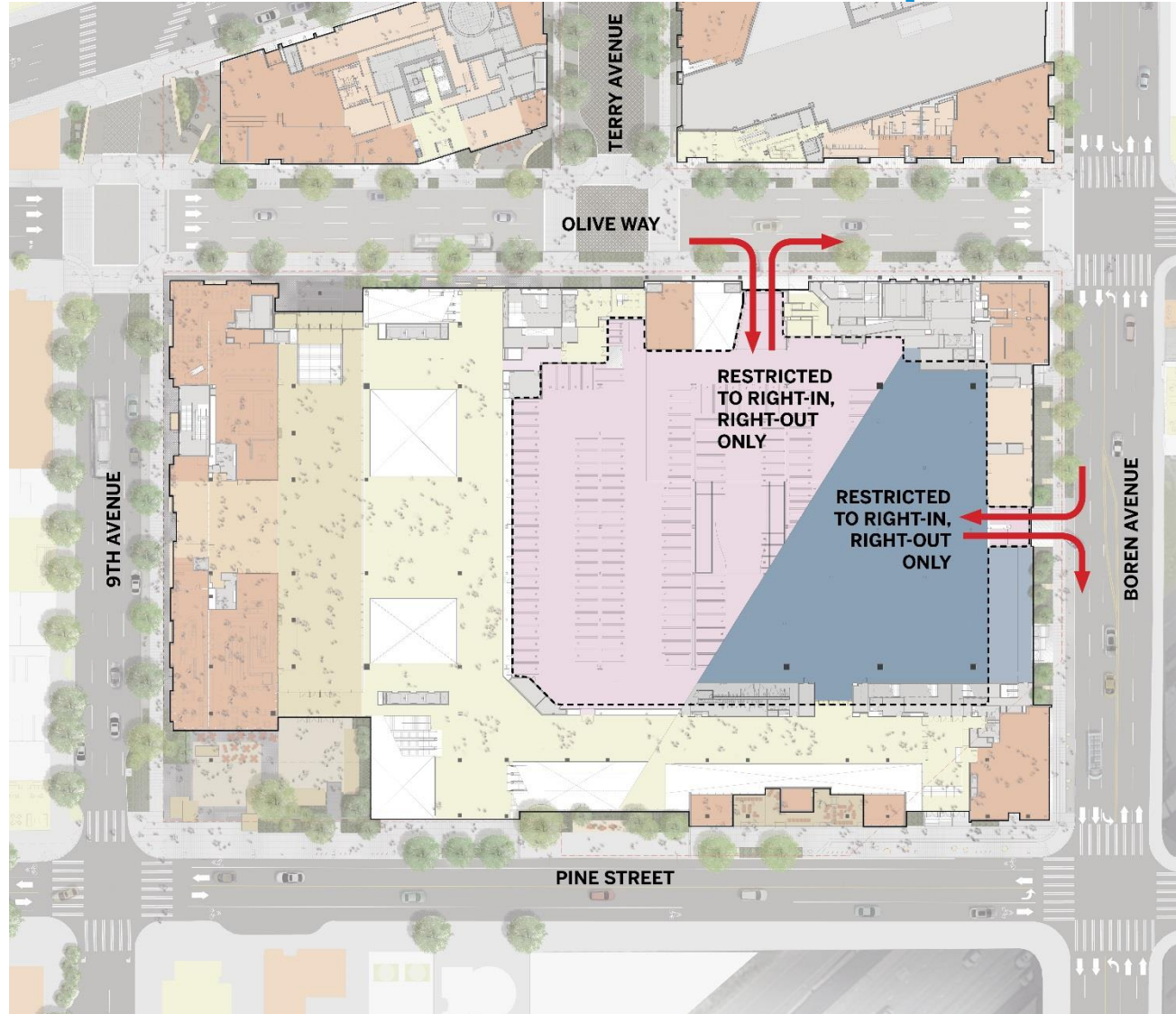
View looking south from Site B



View looking north from Site C



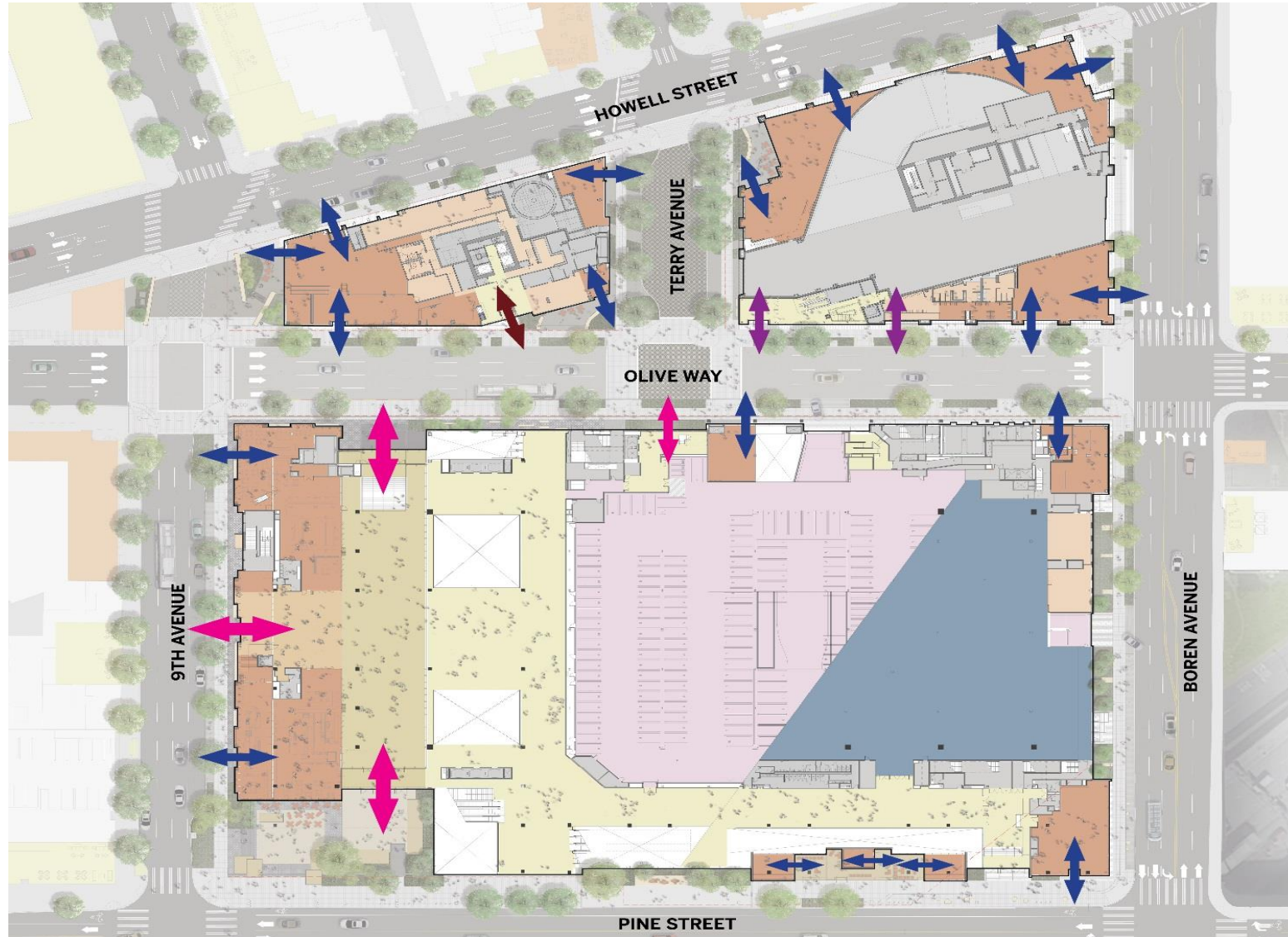
# Vehicle access to parking



- No parking on Sites B & C
- Parking provided in WSCC garages
- Two garage access points on Site A
- Integrated into City e-Park System



# Pedestrian access





# Pedestrian-oriented streetscape



Pine St walk-ups



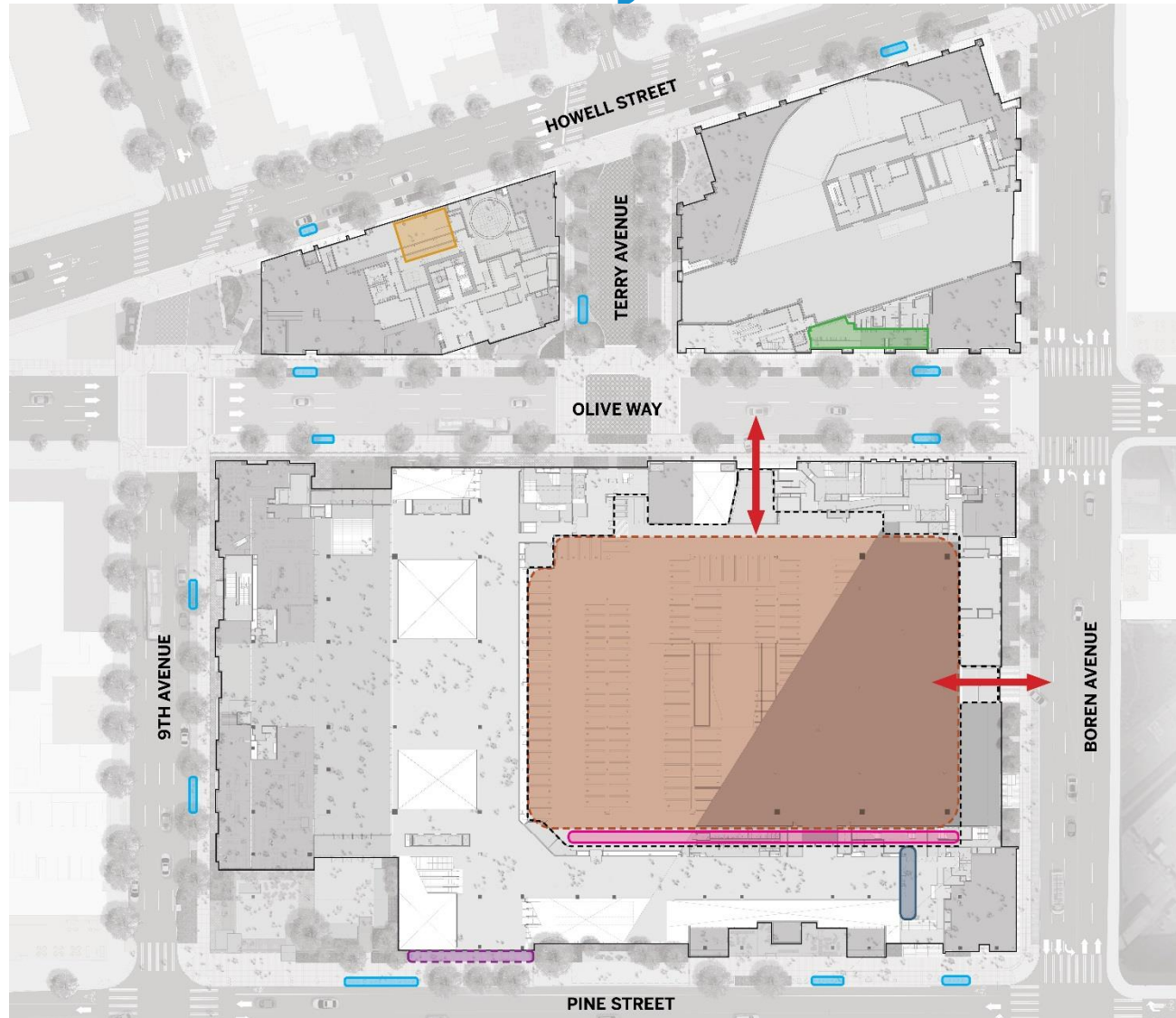
9<sup>th</sup> Ave pedestrian focus











Terry Green St Plaza



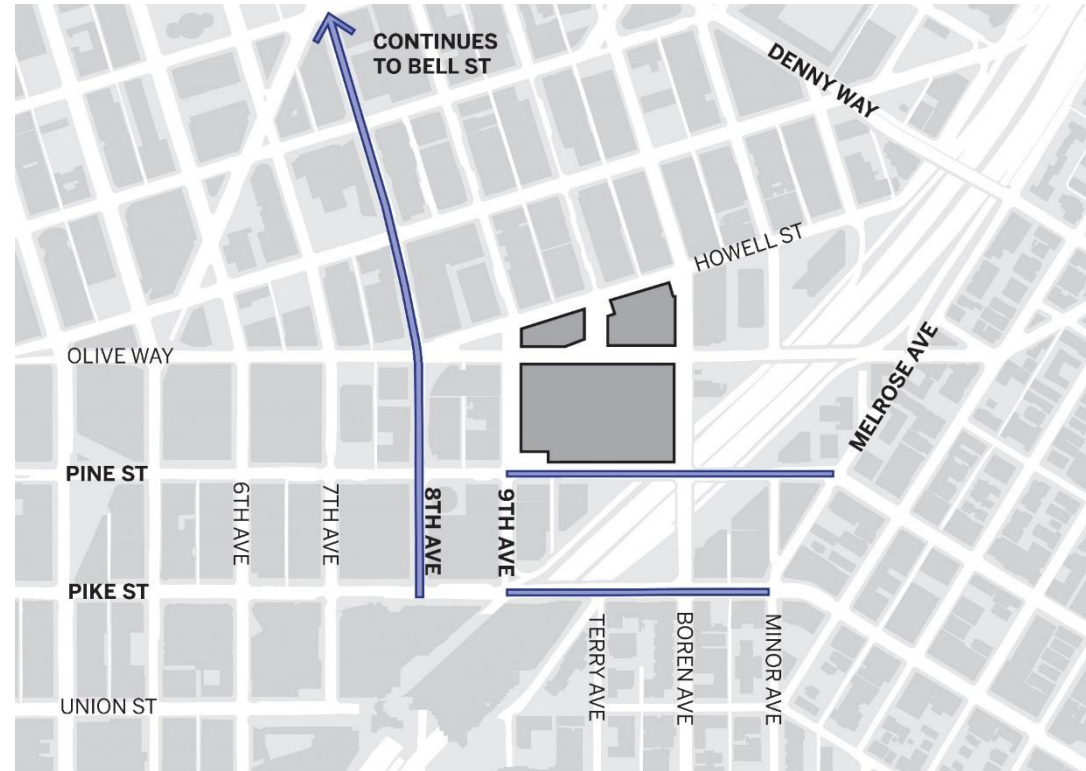
# On-site bicycle facilities



- Event-related bicycle parking in bike corrals, fixed racks, permanent & expanded spaces in the garage
- Wayfinding to the garage as needed for events
- Secured room for employee bicycle parking

	Employee Bike Parking	35 Stalls
	Bike Racks (ROW)	52 Stalls; 104 Bikes
	Bike Club Parking	80 Stalls
	Resident Bike Parking	143 Stalls
	Event Bicycle Parking	110 Stalls
	Bike Share Flex Zone	
	Bike Parking Flex Zone	
	Garage Parking Access	

# Off-site bicycle improvement contributions



- Pike/Pine vacation public benefit
- 8<sup>th</sup> Ave Community Package Coalition



# Transportation & Dock Management Plan goals

## TMP Goals

- WSCC Employees – 15% Single Occupancy Vehicle (SOV) Rate
- Event Attendees – 35% SOV Rate; 15% SOV Rate by 2035
- TMP applies to existing WSCC facilities & the Addition
- Office co-development subject to a separate TMP

## DMP goals

- Ensure efficient use of loading facilities during move-in & move-out
- Ensure regulations governing truck access are observed
- Minimize conflicts between truck traffic & other city traffic

# Transportation Management Plan – parking management strategies

- Parking management plan that includes activity in both WSCC facilities & all 3 WSCC-managed parking garages
- Tiered management strategies based on cumulative demand at both facilities for multiple events
- Use of dynamic parking pricing to discourage auto use for event days
- Parking management to share parking with the adjacent co-development properties
- Integration with the City's e-Park system including physical signage & on-line web links
- Outlines City's enforcement process



# Anticipated WSCCA MUP mitigation

- Intersection and corridor improvements
- Transit improvements for off-board fare payment facilities and signal improvements
- Transportation Management Plan
- Dock Management Plan
- Construction Management Plan

# Transportation Management Plan - alternative transportation strategies

- On-site information kiosks
- Permanent & overflow bicycle parking
- Partnering with Transportation Network Companies & the City to promote dedicated load/unload zones (i.e. 9<sup>th</sup> Ave between Pine St & Olive Way)
- Reporting of mode-split characteristics through event intercept surveys
- Communication Toolkit for event sponsors that provides links to key transportation alternatives that can be transmitted to event attendees
- Employee transit subsidies
- Outlines City's enforcement process



# Dock Management Plan

- Applies to the WSCC Addition only
- Freight routing identified including route restrictions (i.e. Terry Ave north of Howell St)
- Communication & staffing plan for freight routing
- Use of an off-site marshalling yard
- Management of the vehicle doors on Boren Ave & Terry Ave
- Outlines City's enforcement process



# Land use





# Site plan



# Summary of vacation public benefits & other obligations

- Vacation public benefits
- Details of public benefit elements
- Commitments and benefits beyond vacation public benefits





# Vacation public benefits summary

Affordable housing funding	\$15 million
Community priorities funding	\$31.5 million
Pike/Pine Renaissance Act 1	
Pike/Pine Bicycle Master Plan implementation	
Freeway Park improvements	
Funding for comprehensive lid I-5 study	
Physical improvements off-site	\$1.8 million
Street improvements at Olive Way	
Street improvements at 9 <sup>th</sup> Ave	
Historic lighting on Camlin, Paramount facades	
Public art	\$1.85 million
Open space & on-site improvements beyond code	\$8.1 million
	<b>Total: \$58,250,000</b>

# Details of vacation public benefit (2 slides)

Public Benefit	Description	Proposed Benefit	Code / Other	EIS Mitigation	PB Value
PHYSICAL PUBLIC BENEFITS	Public Spaces & Plazas	9,526 SF Above Code			\$8,100,000
	Pine Street / 9 <sup>th</sup> Avenue Plaza	3,614 SF Above Code	Designed to Downtown Amenity Standards; setback in excess of code required setback	None	
	Flatiron Plaza	1,789 SF Above Code	setback in excess of code required setback		
	Terry Avenue Green Street Plaza	839 SF Above Code	setback in excess of code required setback		
	Denny Triangle Corner Plaza	396 SF Above Code	setback in excess of code required setback		
	Boren Avenue Garden	1,703 SF Above Code	setback in excess of code required setback		
	Pine Street Sun Garden	1,185 SF Above Code	setback in excess of code required setback		
	Additional Improvements Beyond Code				
	Public Benefit Overhead Weather Protection	641 LF Above Code	2,166 LF Required; 2,807 LF Provided	None	
	Public Benefit Seating in the R.O.W.	258.5 LF Above Code	None		
	Public Benefit Planting (On Howell St., Olive Way, Pine St., & Boren Ave.)	6,535 SF Above Code	4,217 SF Required; 10,752 SF Provided		
	Off-Site R.O.W. Improvements (9 <sup>th</sup> Avenue)	Curb bulbs, enhanced planting, upgraded paving, overhead weather protection, decorative vehicle door	None	None	\$600,000
	Off-Site R.O.W. Improvements (Olive Way)	Upgraded paving, enhanced planting	None	None	\$200,000
	Historic Building Lighting	Lighting of historic features to enhance the pedestrian experience	None	None	\$1,000,000
					\$9,900,000



# Details of vacation public benefit

Public Benefit	Description	Proposed Benefit	Code / Other	EIS Mitigation	PB Value
PUBLIC BENEFIT ART	Boren Avenue Garden	Artworks with integrated seating, lighting, landscaping	None	None	\$600,000
	9th Avenue + Pike Street Artwork	Large-scale artwork on a wall of the existing WSCC			\$1,000,000
	Olive Way Artworks	Artworks at the five glass vitrines, potential extension to adjacent canopy			\$250,000
					\$1,850,000
FUNDING NEIGHBORHOOD IMPROVEMENTS	Pike Pine Renaissance: Act 1 Funding	Funding to the Office of the Waterfront for Seattle’s Pike Pine Renaissance: Act 1 project	None	None	\$10,000,000
	Bicycle Master Plan Funding on Pike Pine	Funding to SDOT for implementation of Seattle’s Bicycle Master Plan			\$10,000,000
	Lid I-5 Study Funding	Funding to Seattle Office of Planning and Community Development for I-5 Lid Study			\$1,500,000
	Freeway Park Association / Seattle Parks and Recreation Funding	Funding to Seattle Parks Department to support efforts to repair, restore, and possibly enhance Freeway Park			\$10,000,000
					\$31,500,000
AFFORDABLE HOUSING FUNDING	Funding to Seattle Office of Housing	The Office of Housing will allocate funds for optimum benefit within the city proximate to jobs, transit, amenities, and services for specific populations	\$5MM funding for KC Land Sale, \$4.3MM funding for incentive zone; \$14MM additional funding from CPC Agreement	None	\$15,000,000
					\$15,000,000
					\$58,250,000

# Overview of commitments & benefits in addition to vacation public benefits

- Community Package Coalition agreement project funding beyond vacation public benefits:
  - \$14 mil in affordable housing
  - \$6 mil for Bicycle Master Plan implementation on 8<sup>th</sup> Ave from Pike St to Bell St
  - \$4 mil for Terry Ave promenade
  - \$500K for Olive Way safety improvements
- Additional affordable housing: \$5 mil to King County and \$4.3 mil in incentive zoning
- Hospitality Training Program through agreement with UNITE HERE
- Project Labor Agreement including goal of 900 apprenticeships
- Voluntary goal of \$65 mil to \$70 mil in subcontracting to minority, veteran, disadvantaged, small & women-owned businesses



# Details of commitments & benefits in addition to vacation public benefits

		Total Value	Public Benefit Value	Rec'g \$ or Executing
<b>CPC AGREEMENTS (IN VARIOUS DOCUMENTS)</b>	Affordable Housing Funding	\$29,000,000	\$15,000,000	SOH
	Freeway Park Association Funding	\$10,000,000	\$10,000,000	Parks & Recreation
	Bicycle Master Plan Funding – Pike/Pine	\$10,000,000	\$10,000,000	SDOT
	Bicycle Master Plan 8 <sup>th</sup> Avenue	\$6,000,000	0	SDOT
	Terry Avenue Promenade Funding	\$4,000,000	0	SDOT
	Lid-I5 Study Funding	\$1,500,000	\$1,500,000	OPCD
	Olive Way Safety Improvements	\$500,000	0	SDOT
		<b>\$61,000,000</b>	<b>\$36,500,000</b>	
<b>ADDITIONAL WSCC PUBLIC BENEFITS</b>	Pike-Pine Renaissance: Act 1 Funding	\$10,000,000	\$10,000,000	SDOT
	Public Open Spaces & Improvement Beyond Code	\$8,100,000	\$8,100,000	WSCC executes
	Public Benefit Art	\$1,850,000	\$1,850,000	WSCC executes
	Historic Building Lighting	\$1,000,000	\$1,000,000	WSCC executes
	9 <sup>th</sup> Avenue R.O.W. Improvements	\$600,000	\$600,000	WSCC executes
	Olive Way R.O.W. Improvements	\$200,000	\$200,000	WSCC executes
		<b>\$21,750,000</b>	<b>\$21,750,000</b>	
<b>KING COUNTY &amp; INCENTIVE ZONING HOUSING</b>	Affordable Housing Funding from KC L and Sale	\$5,000,000	-	King County Office of Housing
	Affordable Housing Funding from Incentive Zoning	\$4,300,000	-	SOH
		<b>\$9,300,000</b>	<b>\$21,750,000</b>	
		<b>TOTAL \$92,050,000</b>	<b>\$58,250,000</b>	
<b>OTHER ELEMENTS</b>	Outreach (minority/veteran/disadvantaged/small/women-owned businesses)	\$65 MM to \$70 MM		
	Additional Art Budget	\$4,600,000		
	Hospitality Training Program with UNITE HERE			
	Project Labor Agreement			

# Questions?

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**Seattle**  
Department of  
Transportation



# Seattle Design Commission - Washington State Convention Center Expansion

**Presentation to Seattle City Council- Sustainability and Transportation Committee**

April 17, 2018



# Briefing outline

## Overview of site and program

## Issues related to Urban Design Merit

- Impacts on Terry Avenue
- Boren Avenue curbcut
- Role of co-development sites for access and open space
- Interim conditions at co-development sites
- Olive Way

## Specific Public Benefit elements

- Open Space proposal
- Funding city-led initiatives

## Public art

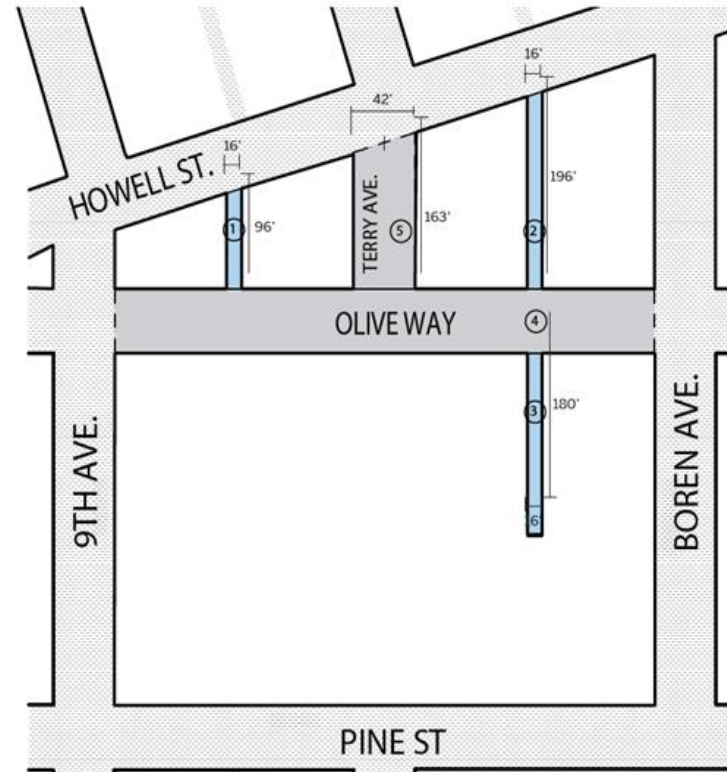
- Importance of an Artist led approach
- Art plan in lieu of Commission policy
- Role of public art as a civic asset



# Role of the Commission

Commission advises Council on two questions:

- Should the street or alley be vacated after considering its impacts on public realm and urban form (urban design merit)?
- Has a public benefit package been developed that adequately offsets the loss of the right of way and is commensurate with that loss?



 FULL VACATION

 SUBTERRANEAN VACATION

① BLOCK 33 - MID BLOCK ALLEY (MUP PROJECT # 3018096)  
1,601 SQ. FT.

② BLOCK 43 - MID BLOCK ALLEY (MUP PROJECT # 3020177)  
3,186 SQ. FT.

③ BLOCK 44 - MID BLOCK ALLEY SEGMENT (MUP PROJECT 3020177)  
2,879 SQ. FT.

④ OLIVE WAY (MUP PROJECT # 3020176, 3018096, AND 3020177)  
38,109 SQ. FT.

⑤ TERRY AVE (MUP PROJECT # 3020176 AND 3018096)  
9,874 SQ. FT.

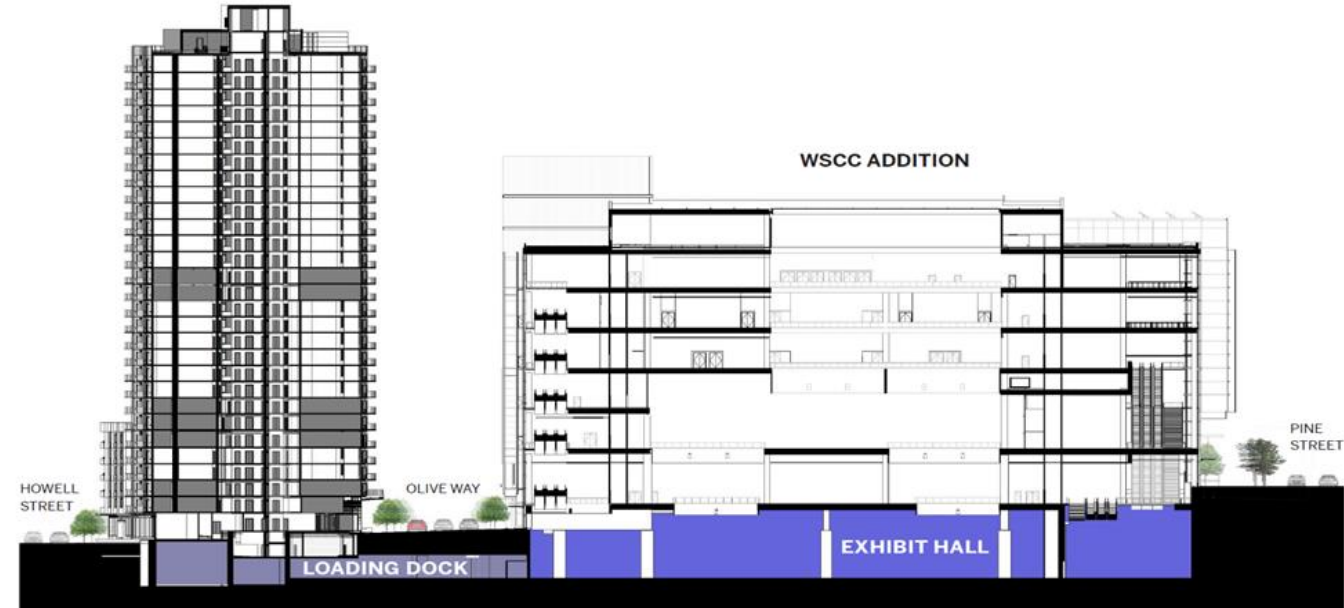




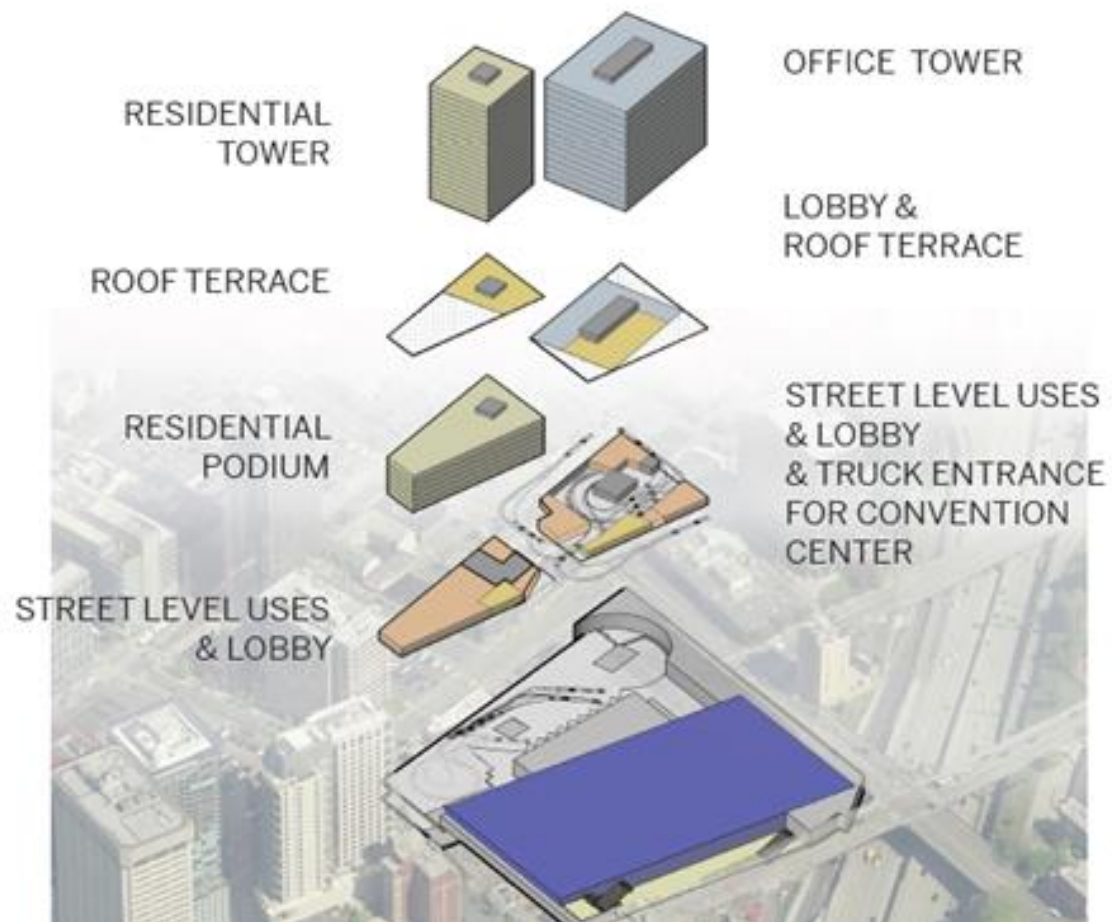


CO-DEVELOPMENT

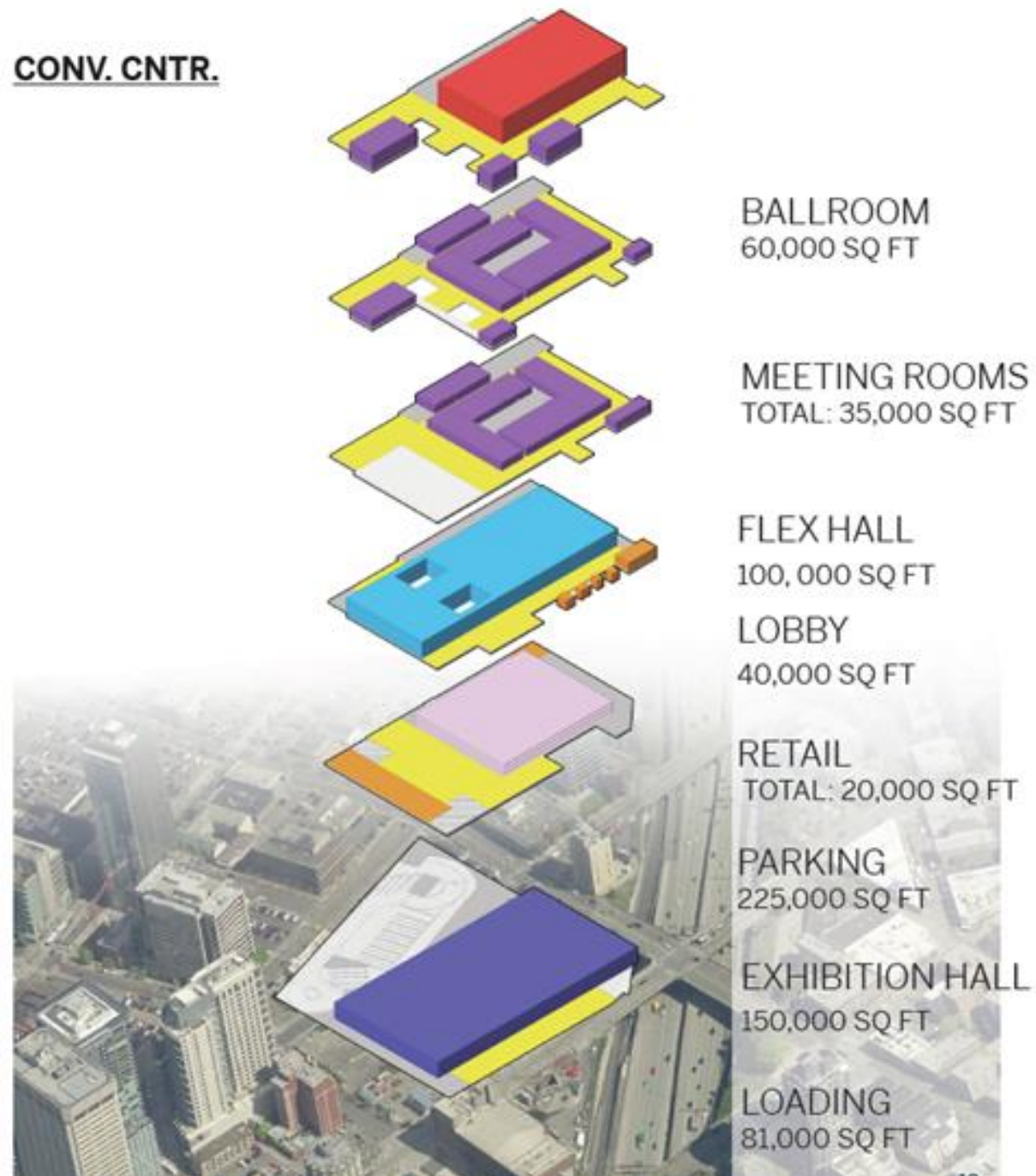
WSSC ADDITION



## CO DEVELOPMENT



## CONV. CNTR.







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Re: Seattle Design Commission review of the proposed Washington State Convention Center expansion

Re: Seattle Design Commission review of the proposed Washington State Convention Center expansion

The Seattle Design Commission (SDC) will evaluate the proposal to expand the Washington State Convention Center (WSCC), at the proposed expansion assumes the vacation of five rights-of-way; three separate alleys; Terry Avenue between Olive Way and Howell Street; and the subterranean portion of Olive Way between 9th Avenue and Boren Street. If approved, these vacations allow for the commercial and residential developments, provide automobile and truck access to the WSCC and the related development sites.

After consulting with the Seattle Department of Transportation and the City Council, the SDC focuses on two fundamental issues:

- 1. The impact of the proposed expansion on the surrounding community and the related development sites.
- 2. The impact of the proposed expansion on the surrounding community and the related development sites.

in developing its recommendations to the Seattle Department of Public Works (SDPW) and the Mayor and City Council, the SDC focuses on two fundamental issues: the impact of the proposed development on the surrounding residential developments, and the public trust functions of the right-of-way.

- [illegible]

This expanded facility will create significant opportunities for the economic development in the downtown core. The two additions created through the vacations will accommodate a 16-story office building and a separate 28-story residential structure units. Together, the development realized from the proposed significant impacts on the City, its transportation network rapidly developing portion of our downtown core.

The SDC will be very interested in looking at concepts for public benefit and how your proposed urban design, transportation, and placemaking to five rights-of-way poses significant challenges raises significant questions about its impact. The SDC is concerned that the developer

November 20, 2015

time, analysis, and resources to questions concerning public benefit, so that the proposed package is of a scale commensurate with the benefits gained to the developer and the development from these vacations.

In advance of your vacation petition, the SDC has identified four themes for further exploration:

- Placemaking;
- Connections;
- Public Art; and
- Transportation network.

benefit. We've identified these themes early because of the scale of the project impacts on the project's surrounding neighborhoods; we expect this to be an ongoing conversation. These themes are intended to explore the project's impacts on the surrounding neighborhoods and the development from these vacations.

Transportation network

The expanded WSCC combined development is a significant challenge to the transportation network and the impacts on the surrounding neighborhoods.

### Placemaking

The proposed developments are at the intersection of Seattle's densest neighborhoods: Denny Triangle; Capitol Hill; First Hill; and the downtown core. While the downtown core and Denny Triangle are experiencing rapid growth in both highrise commercial and residential development, Capitol Hill and First Hill have experienced significant increases in residential development. We believe that a successful public benefit package will include assets for these neighborhoods that are independent of the identity or function of the expanded WSCC and the related development sites. This includes open spaces, public-gathering areas, or similar uses that provide the opportunity for community members to congregate in or near their neighborhoods.

One of the strengths of these surrounding neighborhoods are its street-oriented and pedestrian-friendly environment for the WSCC and the two development sites should continue to embrace these values. The convention center facility, where its size and programming have experienced significant growth, straddles the line and streetscape to incorporate more pedestrian scale and provide the opportunity for community members to congregate along Pike and Pine. The existing facilities along Pike and Pine. The existing WSCC and its identity will be closely tied to the proposed development.

### Connections

[illegible]

The expanded WSSC and the related developments will also have a significant presence along Pine Street, a key pedestrian route that connects the downtown retail core, and Capitol Hill. Designs of this transportation route and the amenities that will be provided to enhance the pedestrian experience.

The SDC will also be looking for how the development of the transportation network, especially for the connections between and through these nodes, will be enhanced by I-5, and how the overall scale of the development will be enhanced by the presence of the retail, restaurant, and personal service uses that define Capitol Hill and the surrounding areas, and detail that speaks to the importance of this transportation route and the amenities that will be provided to enhance the pedestrian experience.

The SDCC will continue to increase in importance as a link between Denny Triangle, the northern transportation network, especially for pedestrians and transit users; and how new developments will also have a significant presence along Howell Street, Boren Avenue that promotes and enhances these connections will be publicly evaluated by the SDCC.

The SDCC will also be looking for how the development team will provide public benefits to address the transportation network, especially for pedestrians and transit users; and how new developments will also have a significant presence along Howell Street, Boren Avenue that promotes and enhances these connections will be publicly evaluated by the SDCC.

Art

The WSCC expansion is being developed in a way that will be subject to the Washington State public and publicly-owned utilities and other public agencies, and how you can reestablish connections between the SDCC and the surrounding area.

Act  
The WSCC expansion is being developed by Pine Street Group LLC on its behalf. While the expansion does not appear to be subject to the Washington State Art program, or the City or County's 1% for Arts programs, the integration of public and publicly-accessible art should be a cornerstone in your public-benefit strategy. The existing WSCC has long embraced public and publicly-accessible art. Its permanent and temporary collections has been an essential component of its identity as a public facility. This tradition was carried forward through its last expansions, including public art along Pine Street, Pike Street, and 8th Avenue.

The SDC is eager to see your strategy for integrating public and publicly-accessible art through all phases of the WSCC. The recent work of the Seattle Arena on the role of public art as a public benefit is a useful guide, especially as you look to solutions to use art to enhance neighborhood identity independent of the WSCC, and how art relates to various transportation functions at or near the facility. The SDC is also eager to see your plan for identifying, retaining, and repurposing existing on-site art developed for the Convention Center transit station. Independent of any responsibilities you will fulfill under the purchase and sale agreement with King County, you have a unique opportunity and responsibility to set a new standard for integrating new and existing art in the development of public facilities.

Transportation network

Transportation network  
The expanded WSSC and the related development sites in the form of a transportation network. Independent of how your project is implemented, the WSSC and the related development sites will generate significant impacts in the form of a transportation network. Independent of how your project is implemented, the WSSC and the related development sites will generate significant impacts in the form of a transportation network. Independent of how your project is implemented, the WSSC and the related development sites will generate significant impacts in the form of a transportation network.

These impacts include how the WSCC and the related development sites in the form of a transit station will generate significant impacts in the transportation network. Independent of your project, the SDOT is already very interested in understanding how your project impacts on an already strained transportation network. The existing use for the site is the impact of this traffic, the SDOT will be very interested in understanding how your project impacts that these trips pose on the rights-of-way at or near the facility.

These impacts are how the WSCC addresses the issue of transit. The existing use for the site is a transit station. Any point from city-based transit to suburban and regional destinations. While as a transit layover facility incorporated into the expanded facility, those designs were for a transit layover facility, there is a fundamental need to provide the wisdom of that decision, the fact remains that there is a fundamental need to address the transit connections to this expanded facility. As you look for opportunities to address the facility for this facility, including any mitigation requirements, the SDOT will be very interested in seeing what package can bridge an awkward transition for transit users between the Convention Center resources.

and your design team as the project progresses.

to working with you and your design team as the project progresses.

Michael Jenkins, Director  
Seattle Design Commission

cc: Michael Jenkins, Seattle Design Commission  
Seattle City Council  
Beverly Barnett, Seattle Department of Transportation  
Sara Belz, City of Seattle - Office of Policy and Innovation

November 20, 2015

# 4 urban design themes established by SDC

- Placemaking
- Connections
- Public Art; and
- Transportation network

time, analysis, and resources to questions concerning public benefit, so that the proposed package is of a scale commensurate with the benefits gained to the developer and the development from these vacations.

In advance of your vacation petition, the SDC has identified four themes for further exploration on the issue of public benefit. We've identified these themes early because of the scale of the project impacts on the site and surrounding neighborhoods; we expect this to be an ongoing conversation. These themes include:

- Placemaking;
- Connections;
- Public Art; and
- Transportation network.

## Placemaking

The proposed developments are at the intersection of Seattle's densest neighborhoods: Denny Triangle; Capitol Hill; First Hill; and the downtown core. While the downtown core and Denny Triangle are experiencing rapid growth in both highrise commercial and residential development, Capitol Hill and First Hill have experienced significant increases in residential development. We believe that a successful public benefit package will include assets for these neighborhoods that are independent of the identity or function of the expanded WSCC and the related development sites. This includes open spaces, public-gathering areas, or similar uses that provide the opportunity for community members to congregate in or near their neighborhoods.

One of the strengths of these surrounding neighborhoods are its street-oriented and pedestrian-scale uses. Designs for the WSCC and the two development sites should continue to embrace these values. This is particularly crucial for the convention center facility, where its size and programming have the potential of overshadowing the character of the neighborhoods it straddles. We have seen how the existing convention center has started to modify its ground plane and streetscape to incorporate more pedestrian scale and pedestrian-oriented uses to offset the overall scale of the existing facilities along Pike and Pine. The care and detail in creating unique spaces and places independent of the WSCC and its identity will be closely evaluated by the SDC.

## Connections

The proposed WSCC expansion site will have a significant presence along Pine Street, a key pedestrian route that links the City's retail core to Capitol Hill and First Hill. The Pine Street corridor also links the large scale retailers in the downtown core to the neighborhood-based retail, restaurant, and personal service uses that define Capitol Hill and First Hill. Retaining and enhancing the richness of the Pine Street corridor along the expanded WSCC site will require care, thoughtfulness, and detail that speaks to the importance of this transportation route and the amenities that should be provided to enhance the pedestrian experience.

The expanded WSCC and the related developments will also have a significant presence along Howell Street, Boren Street, and Olive Way. Olive Way continues to increase in importance as a link between Denny Triangle, the northern portions of the downtown retail core, and Capitol Hill. Designs of each building, their respective programs, and a ground plane that promotes and enhances these connections will be closely evaluated by the SDC.

The SDC will also be looking for how the development team will provide public benefits to address existing deficiencies in the transportation network, especially for pedestrians and transit users; and how new connections can be established between and through these neighborhoods. The SDC will be very interested in your strategy to offset the barriers created by I-5, and how you can reestablish connections between downtown and neighborhoods to the east.

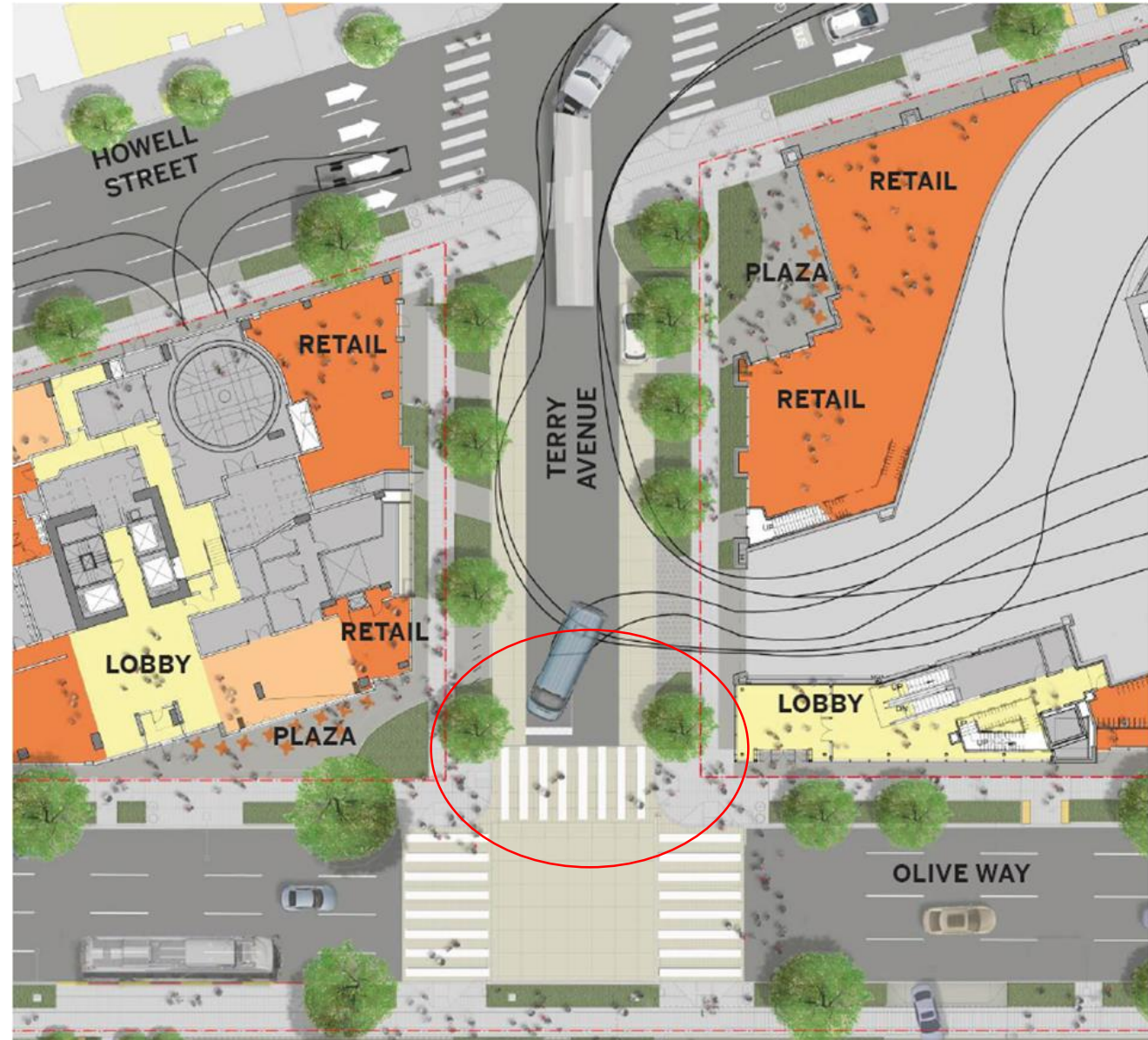
## Art

The WSCC expansion is being developed by Pine Street Group LLC on its behalf. While the expansion does not appear to be subject to the Washington State Art program, or the City or County's 1% for Arts programs, the integration of public and publicly-accessible art should be a cornerstone in your public-benefit strategy. The existing WSCC has long embraced public and publicly-accessible art. Its permanent and temporary collections has been an essential component of its identity as a public facility. This tradition was carried forward through its last expansions, including public art along Pine Street, Pike Street, and 8th Avenue.



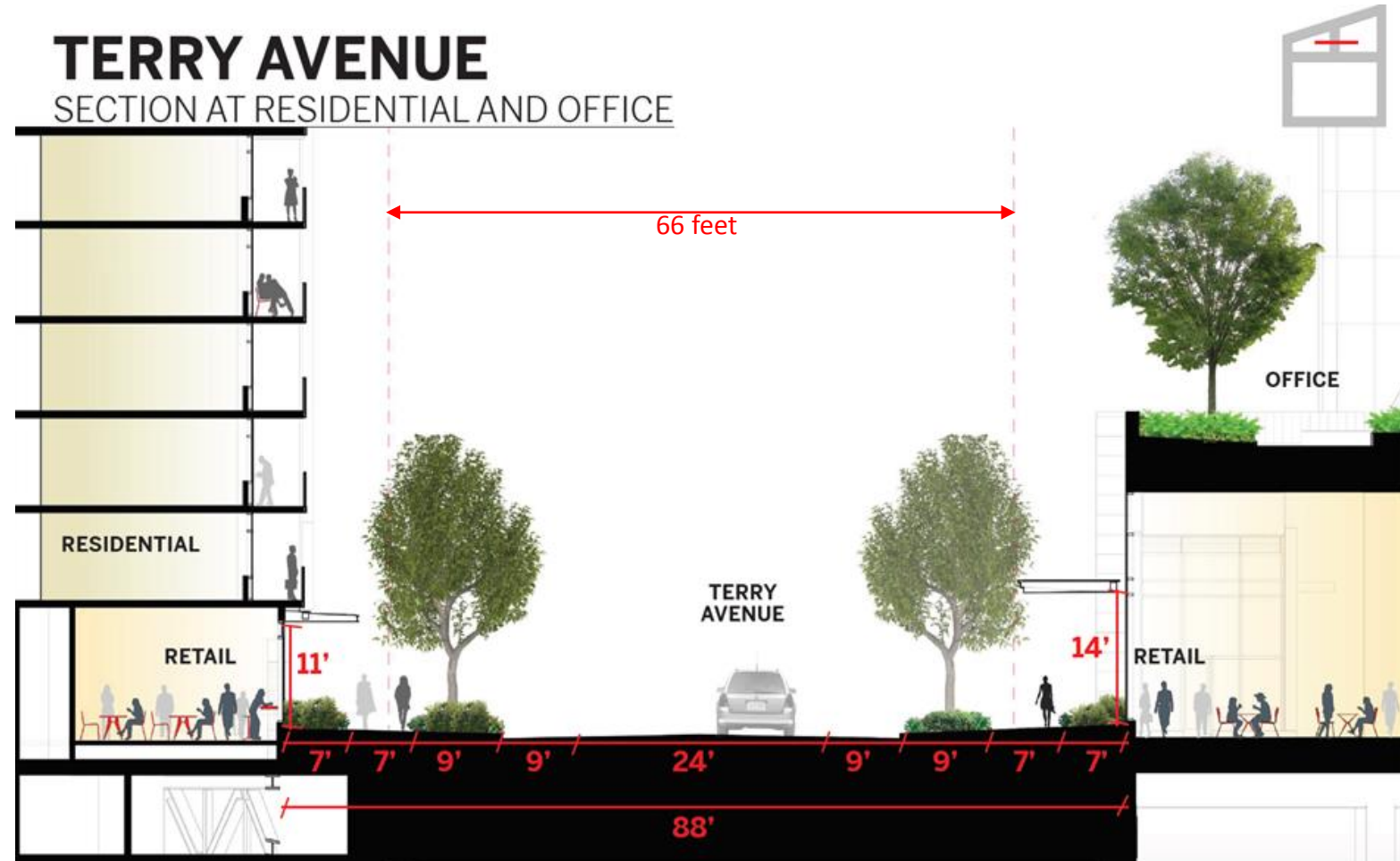
# Impacts on Terry Ave

- Terry Avenue is a green street
- Plans and policies emphasize Green Streets for placemaking, pedestrians, and open space
- Proposal includes a curbcut onto Terry Avenue for WSCC and office building truck exiting
- Original plan assumed a curbcut for residential tower – moved to Howell to improve pedestrian environment
- Terry Avenue improvements designed to facilitate truck movement
- Design currently assumes two way traffic
- Curbcut width determined by SDOT and SDCI
- Green street features includes widened sidewalks, planting, seating, and reduced crosswalk width at Howell
- Elimination of truck left turn from office site following commission review should result in changes to Olive/Terry intersection



# Impacts on Terry Ave.

- Terry Avenue is 66 feet wide
- 88 feet wide of proposed improvements
- 42 feet, or 63% of right of way, designed to facilitate truck movement
- Part of sidewalk and landscaping for green street located on private property
- Original vacation assumed full vacation of Terry – vacation now starts 8 feet below street surface

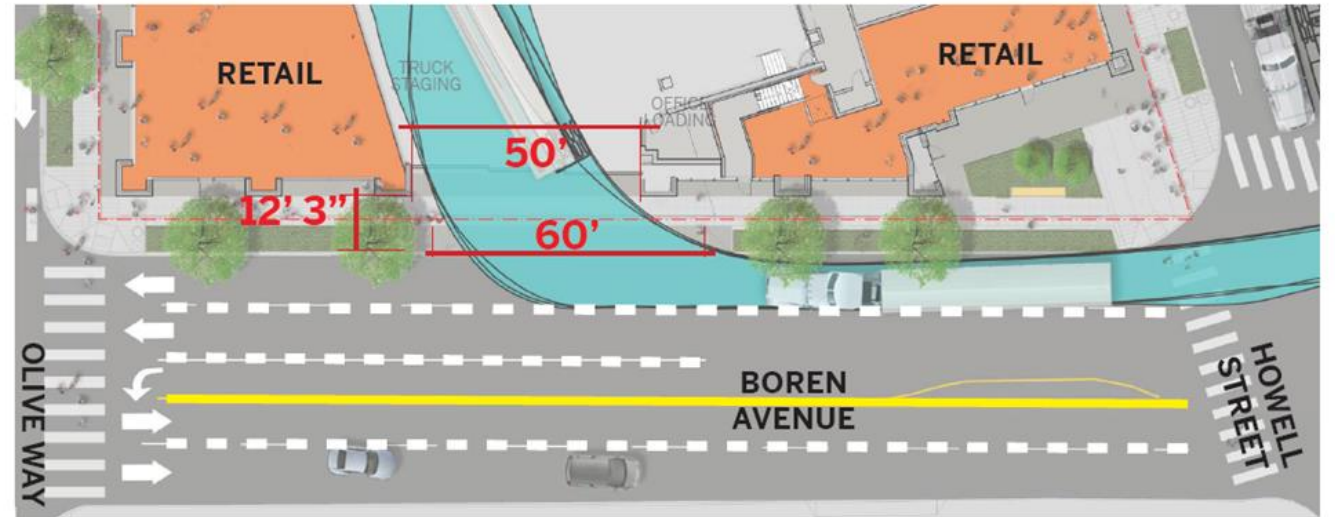




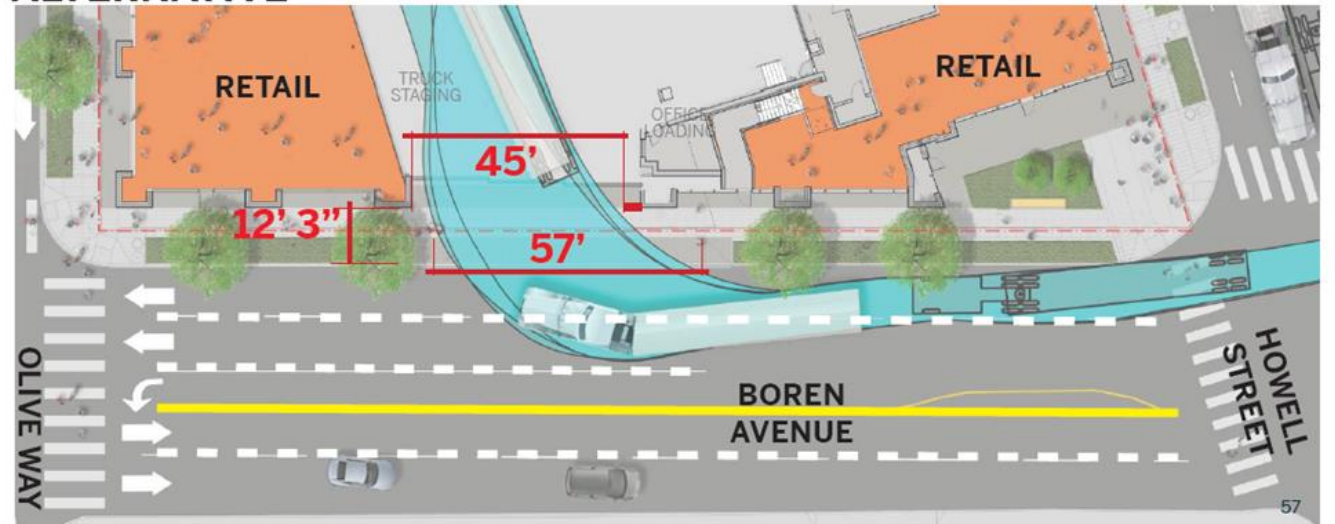
# Boren Ave. Curbcut

- 240 foot long frontage along Boren
- 60 foot wide curbcut proposed (1/4 length of block)
- 57 feet wide alternative may require truck movement into adjacent lane
- No vacation alternative only allows 20 feet – width of alley
- Width established through SDCI/SDOT review under Master Use Permit

## RECOMENDED

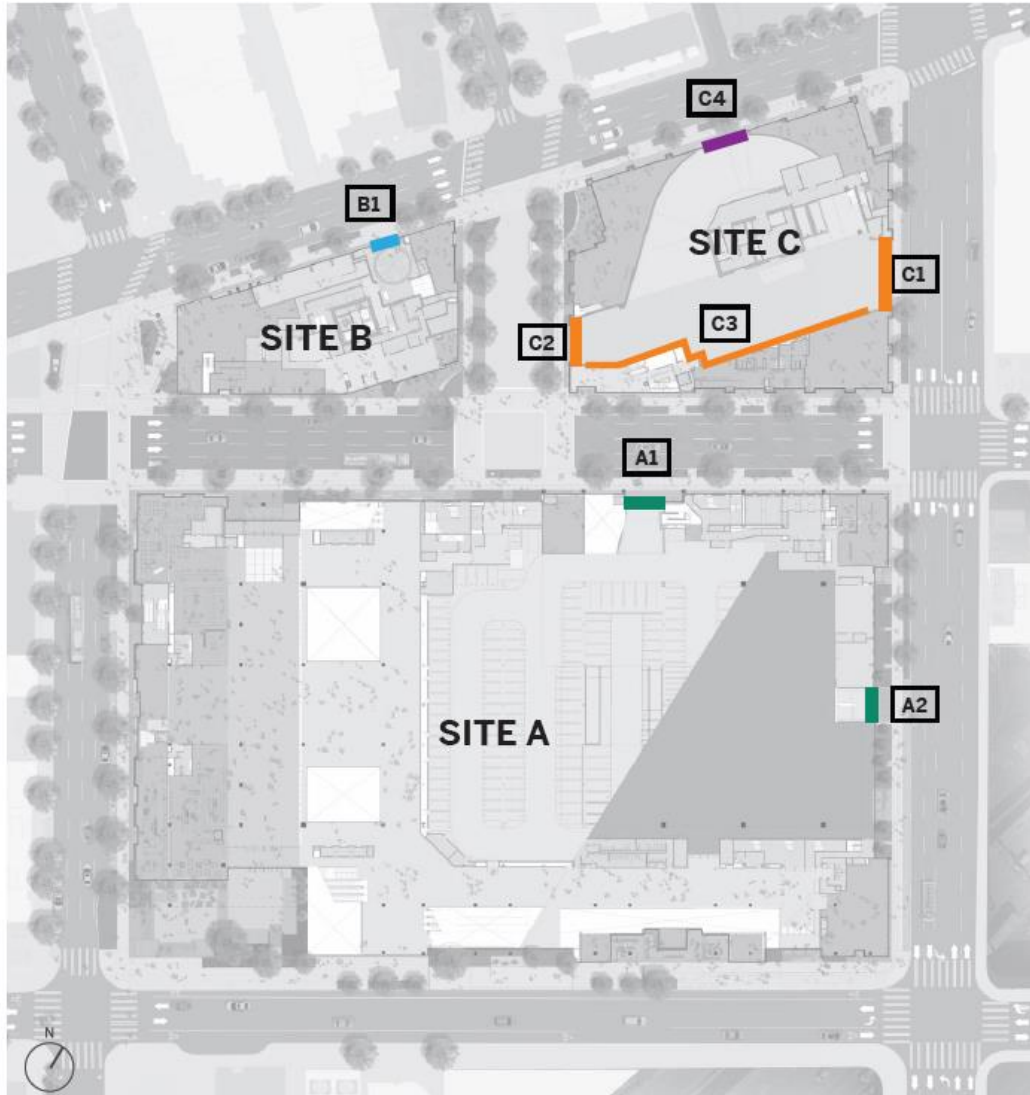


## ALTERNATIVE



# Boren Ave. Curbcut – access mitigation

## BOREN AVE / OLIVE WAY / TERRY AVE / HOWELL ST GRAPHIC DOORS AND WALLS



Three artists/artist teams will be invited to collaborate on perforated garage door designs and loading dock wall

- |          |           |   |
|----------|-----------|---|
| Artist 1 | <b>A1</b> | Olive Way WSCC Garage<br>Vertical lift door                       |
|          | <b>A2</b> | Boren Avenue WSCC Garage<br>Vertical lift door                    |
| Artist 2 | <b>B1</b> | Howell Street Residential Loading Dock<br>Four-panel folding door |
| Artist 3 | <b>C1</b> | Boren Avenue Loading Dock Entry<br>Three-panel sliding door       |
|          | <b>C2</b> | Terry Avenue Loading Dock Exit<br>Vertical bi-folding door        |
|          | <b>C3</b> | Site C Loading Dock interior wall                                 |

Glass wall to be completed with a fourth artist/artist team + project team collaboration

- |          |           |  |
|----------|-----------|--|
| Artist 4 | <b>C4</b> | Howell Street WSCC Loading Dock Glass Wall<br>Custom painted or etched glass |
|----------|-----------|--|



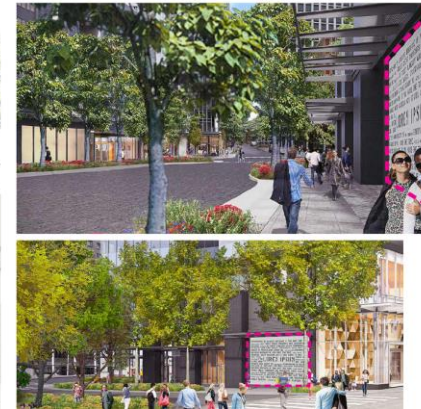
# Boren Ave. Curbcut – access mitigation

## C1 3 Door Opening Positions

- 50 foot wide door panels at Boren
- 26 foot wide door panel on Terry
- Door designed to mitigate size and appearance of entry
- Interior also given artistic treatment
- Graphic assumes doors will remain closed when WSCC loading is not needed
- No information on frequency and timing of need for door opening to service office development
- SDOT/SDCI/Council conditions assumed to address timing of site access for WSCC



## C2 Truck Egress Door on Terry Avenue



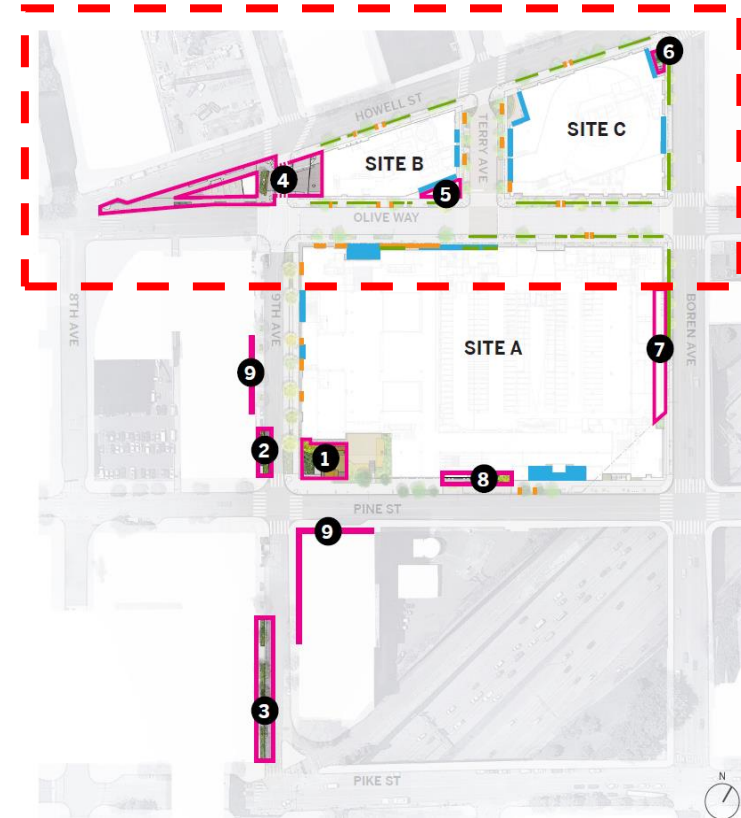
# Role of co-development for access and open space



- ❶ 9th & Pine Plaza
- ❷ 9th Ave R.O.W. at Pine St
- ❸ 9th Ave R.O.W. at Pike St
- ❹ Flatiron Plaza and Olive Triangle R.O.W.
- ❺ Terry Ave Green Street Plaza
- ❻ Denny Triangle Corner Plaza
- ❼ Boren Ave Garden
- ❽ Pine St Sun Garden
- ❾ Historic Building Lighting

## Additional Improvements Beyond Code

- Overhead Weather Protection
- Seating
- Planting

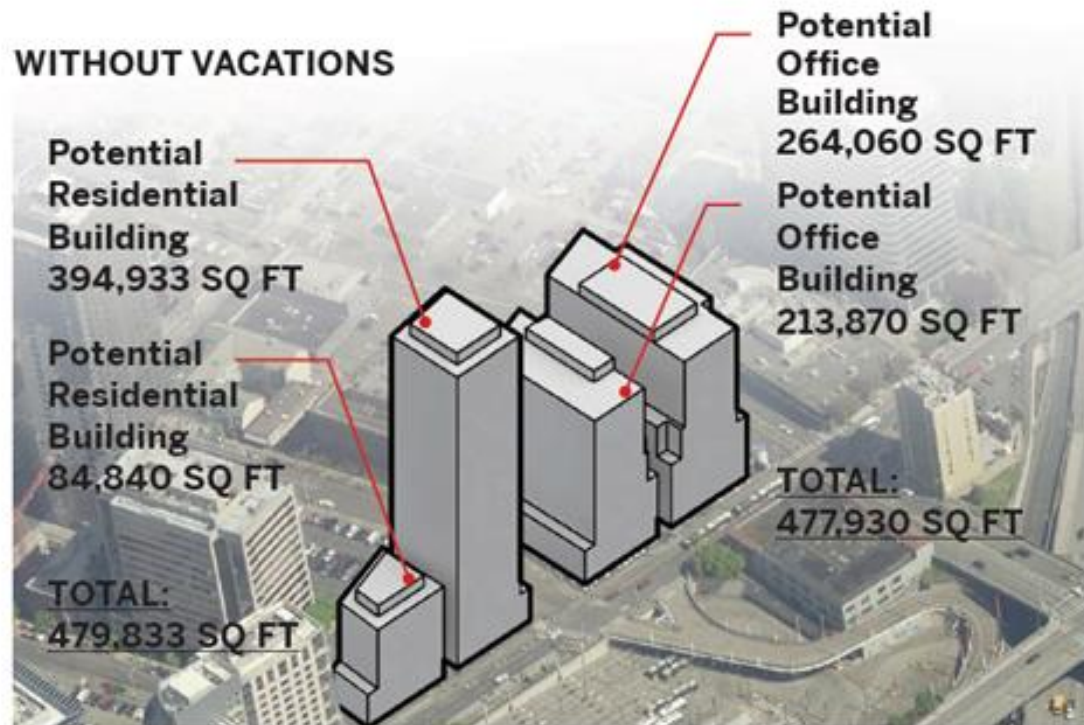




# CO-DEVELOPMENT MASSING

## DEVELOPMENT POTENTIAL

### WITHOUT VACATIONS



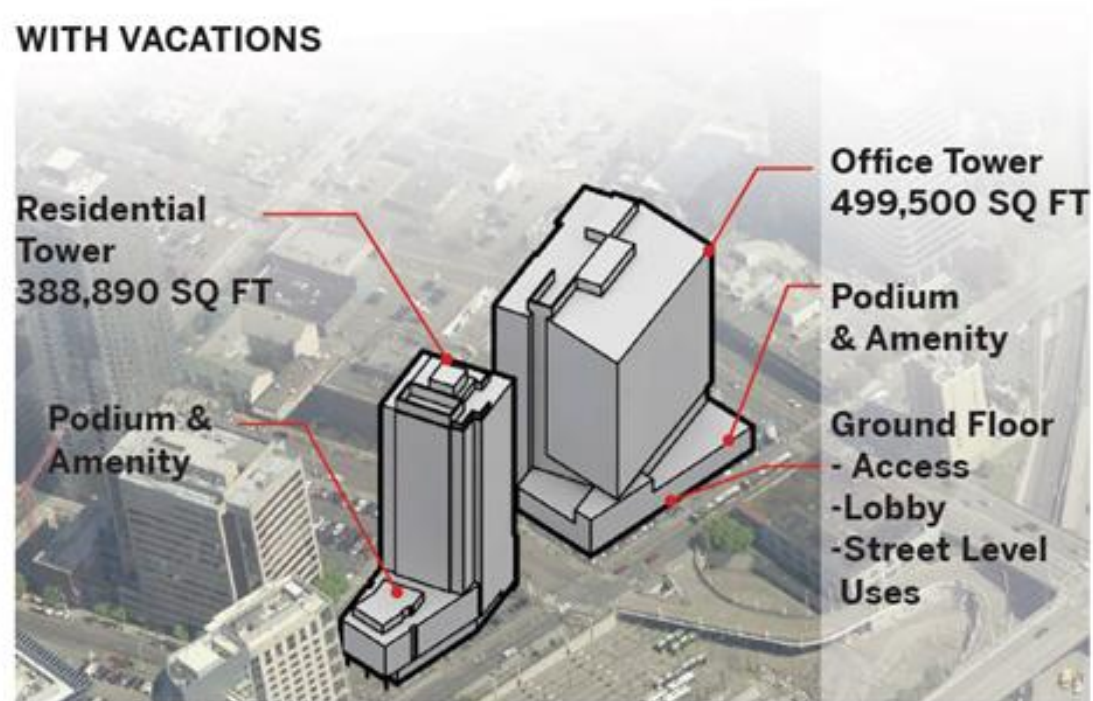
#### PROS:

- Maintain alley circulation & service access
- Smaller individual site footprints

#### CONS:

- Limited site area for setbacks, modulation, and massing rotation in response to site & context
- Limited site area for usable public open space at grade
- More curb cuts & access points

### WITH VACATIONS



#### PROS:

- Modulation and massing can transition city grid shift & enhance green street experience
- Setbacks create usable public open space at grade
- Better site orientation, with openings for light and air
- Fewer curb cuts & access points

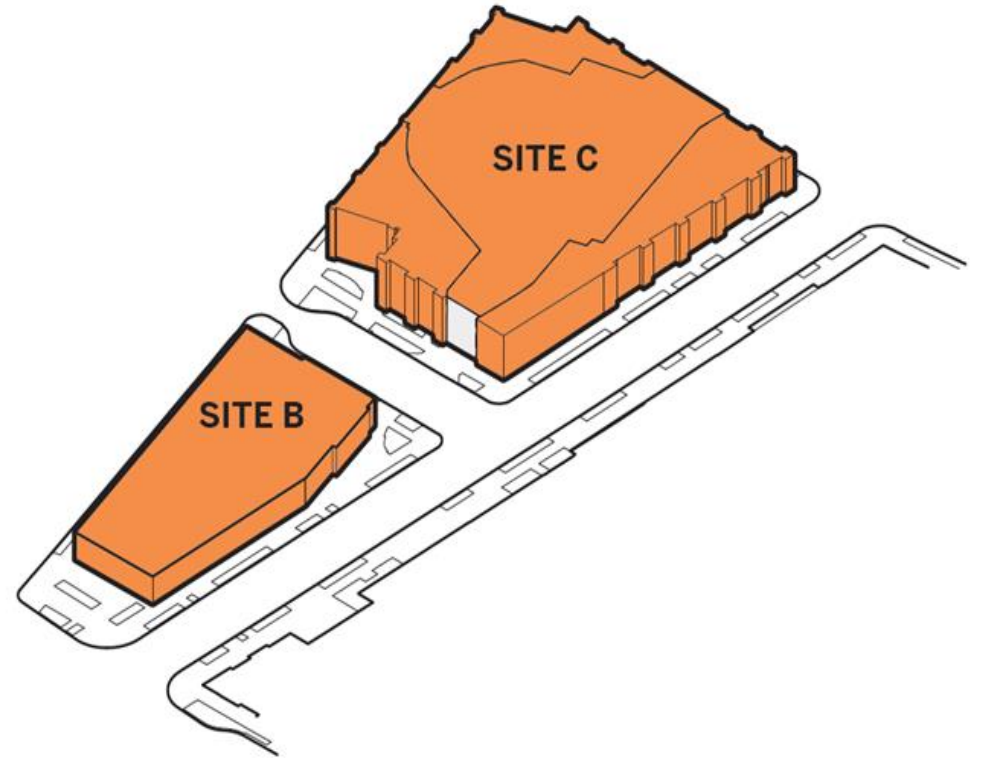
#### CONS:

- Alleys no longer available for public use

# Interim condition proposal co-development sites

- WSCC proposal assumes concurrent development of WSCC expansion and co-development sites
- Co-development sites sold to fund WSCC expansion
- Delay in co-development = substantial impacts on public realm
- WSCC proposes 1-2 story screening structures to screen truck loading
- No supporting analysis on impacts of constructing over WSCC truck access and loading operations or feasibility of completing structures
- SDC recommended condition to address issue

INTERIM CONDITION IF DELAY (NOT PROPOSED, NOT ANTICIPATED)





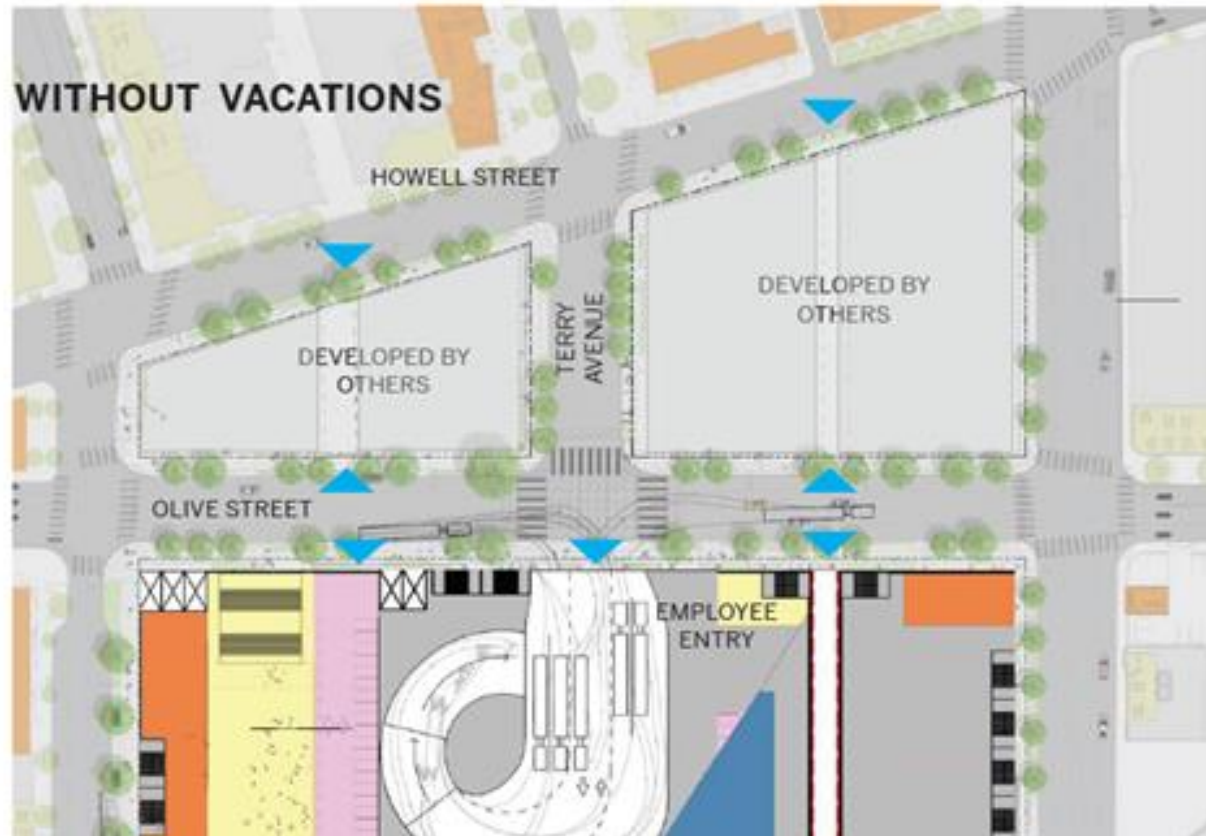
# Olive Way - community connections

## SITE PLAN - WITHOUT VACATIONS

INACTIVE FRONTAGE:  
781 LF  
**41% INACTIVE**

ACTIVE FRONTAGE:  
1,097 LF  
**58% ACTIVE**

**7 CURB CUTS**  
240' LF



## SITE PLAN - WITH VACATIONS

INACTIVE FRONTAGE:  
345 LF  
**19% INACTIVE**

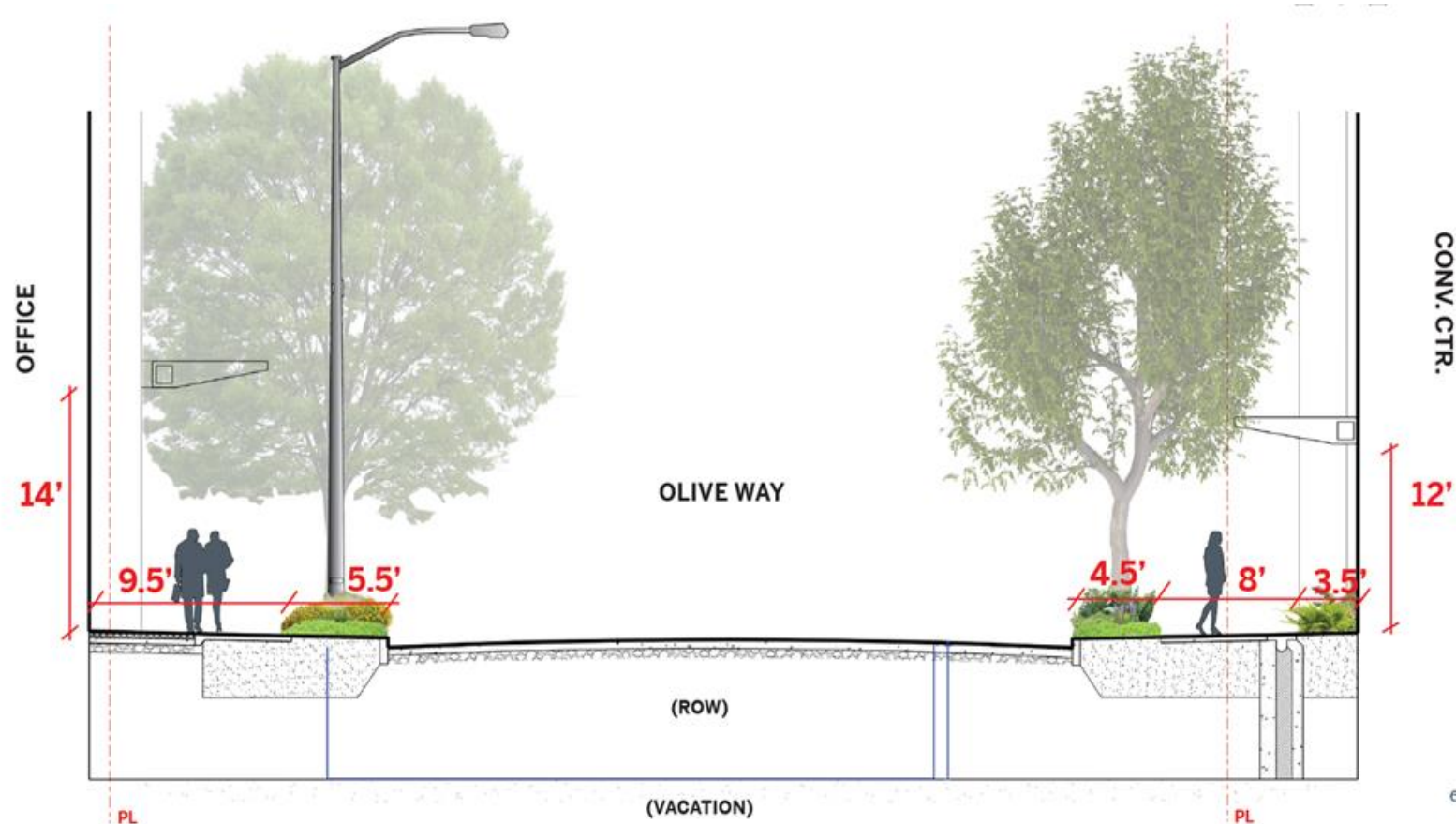
ACTIVE FRONTAGE:  
1,426 LF  
**81% ACTIVE**

**5 CURB CUTS**  
165' LF



# Olive Way – sidewalk width

- Graphic depicts sidewalk from Terry to Boren
- 9 ½ foot wide sidewalk next to office designed for 150-300 pedestrians at peak
- 8 foot wide sidewalk next to WSCC designed for 300-500 pedestrians at peak
- Minor reduction in landscape width along WSCC location
- Sidewalk width fixed with building siting during EDG before SDC review
- Council considering policy change to move SDC review before EDG



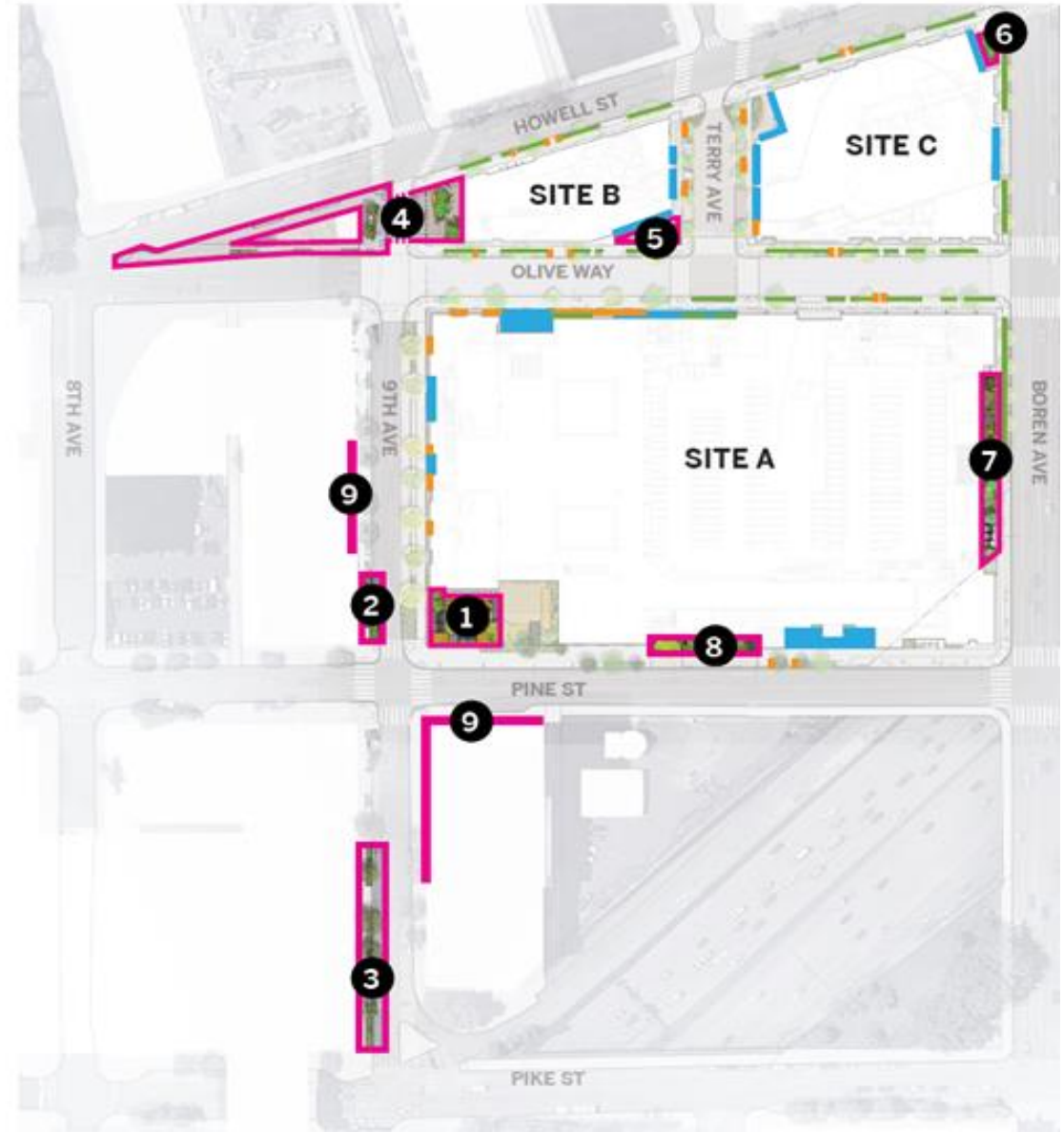


# Public Benefit – open space

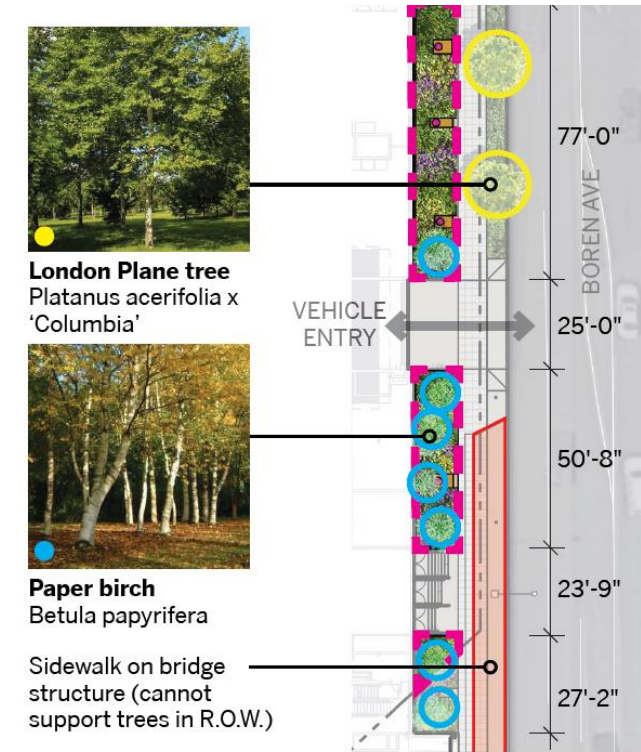
- ❶ 9th & Pine Plaza
- ❷ 9th Ave R.O.W. at Pine St
- ❸ 9th Ave R.O.W. at Pike St
- ❹ Flatiron Plaza and Olive Triangle R.O.W.
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- ❻ Denny Triangle Corner Plaza
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## Additional Improvements Beyond Code

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-  Seating
-  Planting

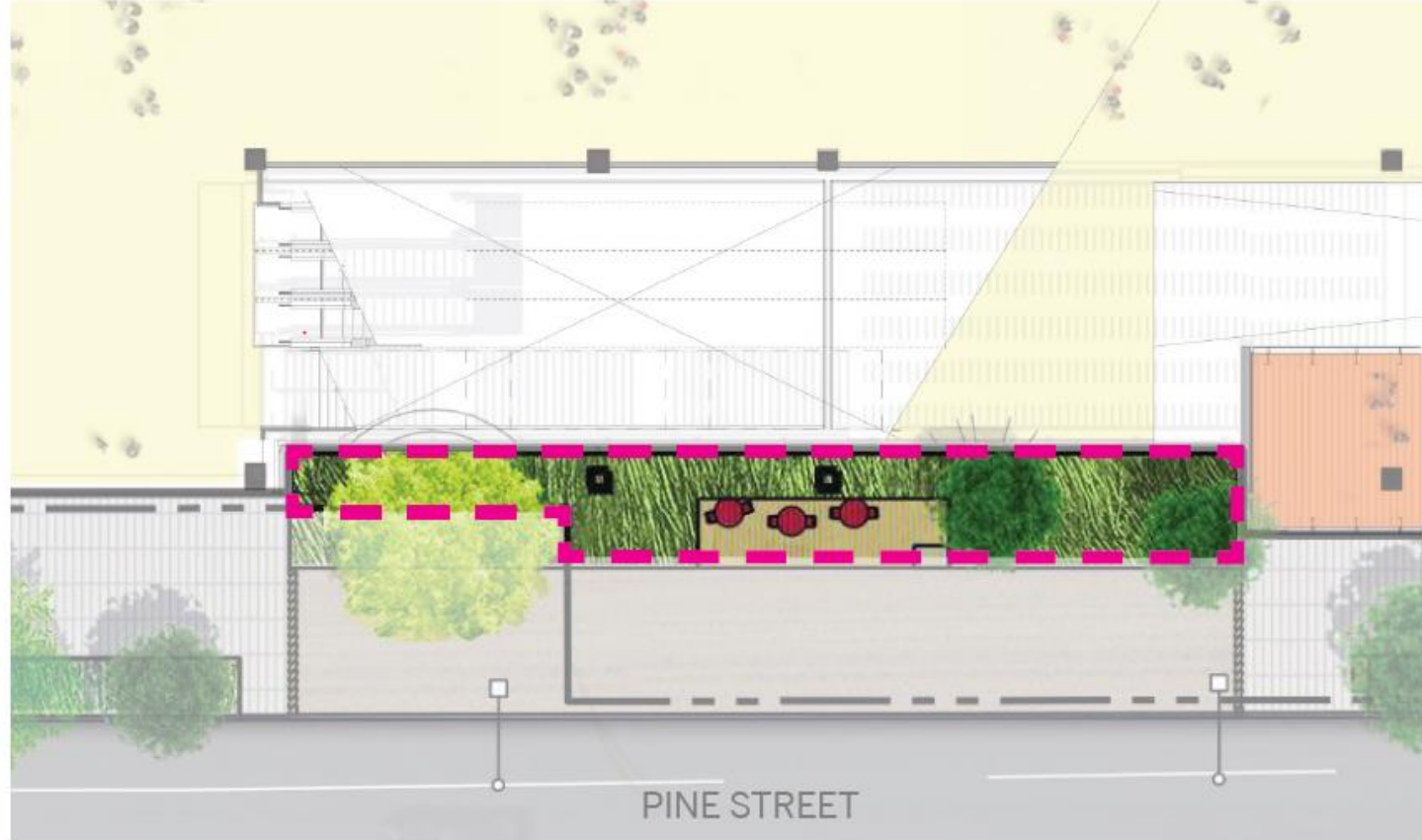


# Public Benefit – on site open space examples





# Public Benefit – on site open space examples



# Open Space - 9<sup>th</sup> and Pine plaza



May 2017 plan



July 2017 plan



Current plan

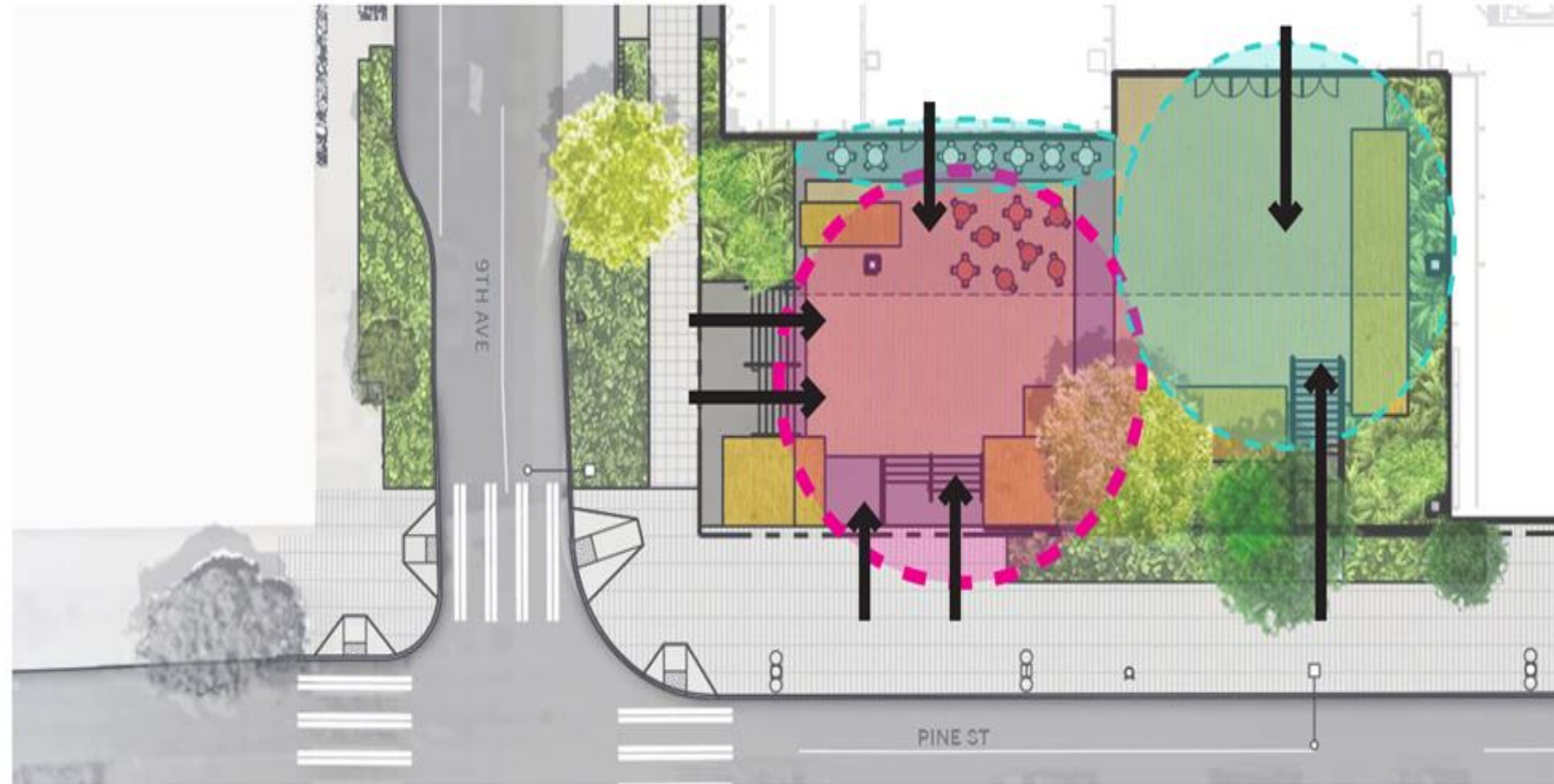


# Open Space - 9<sup>th</sup> and Pine plaza



# Open Space - 9<sup>th</sup> and Pine plaza

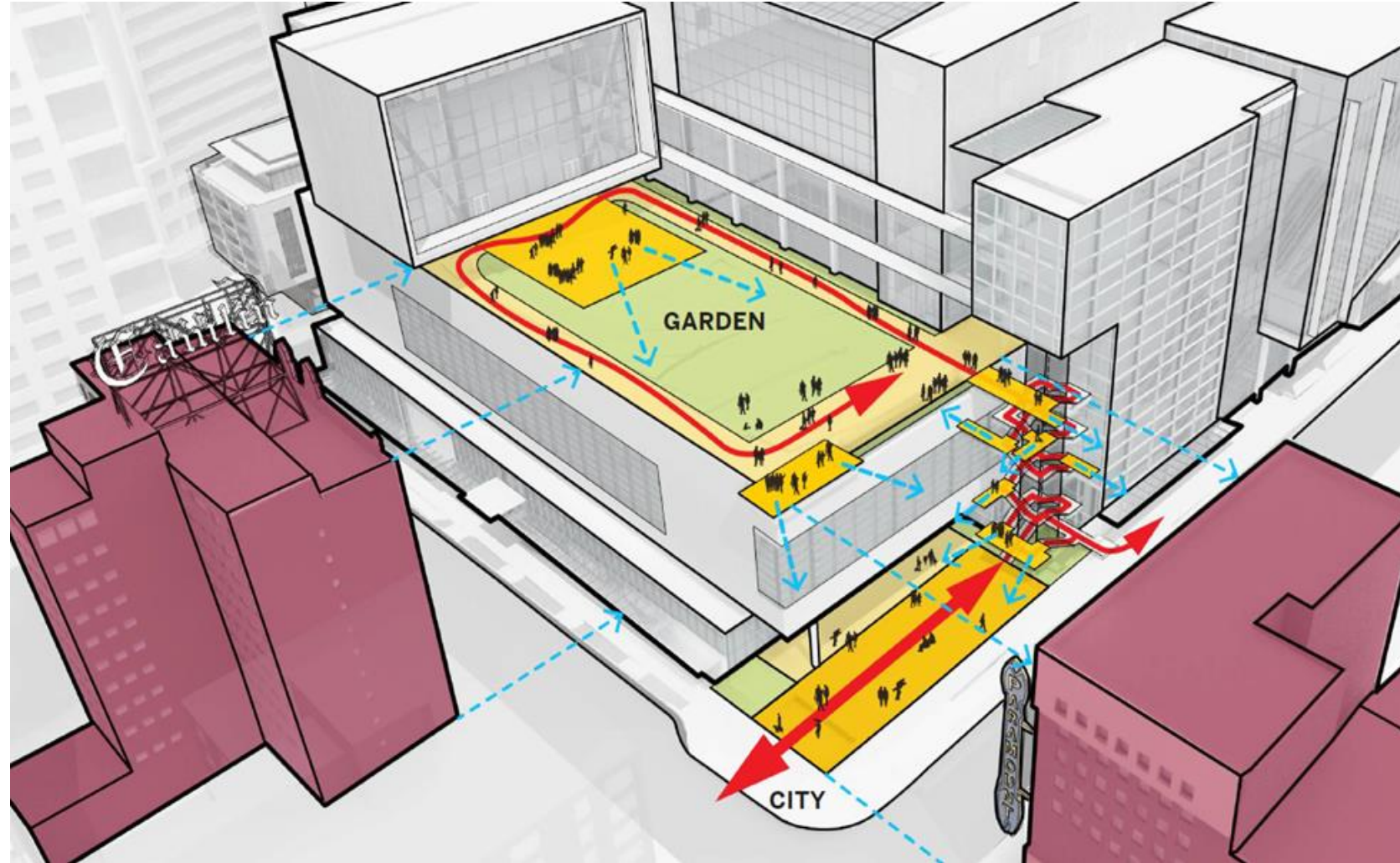
- 3,600 square foot public benefit space (red) with access from 9<sup>th</sup> and Pine
- WSCC entrance from Pine abuts public benefit (blue)
- Space located under building overhang
- Programmed with seating, landscaping, tables, and from internal space





# Proposed elevated open space

- 30,000 square foot open space included in project – designed for WSCC attendees
- Open space located 60 feet above 9th and Pine intersection
- July 2017 proposal included access to space by general public
- Access from 9<sup>th</sup> Avenue through 8 foot wide staircase and single car elevator
- Proposal to provide public access dropped following Commission review, and from neighborhood input about value to community

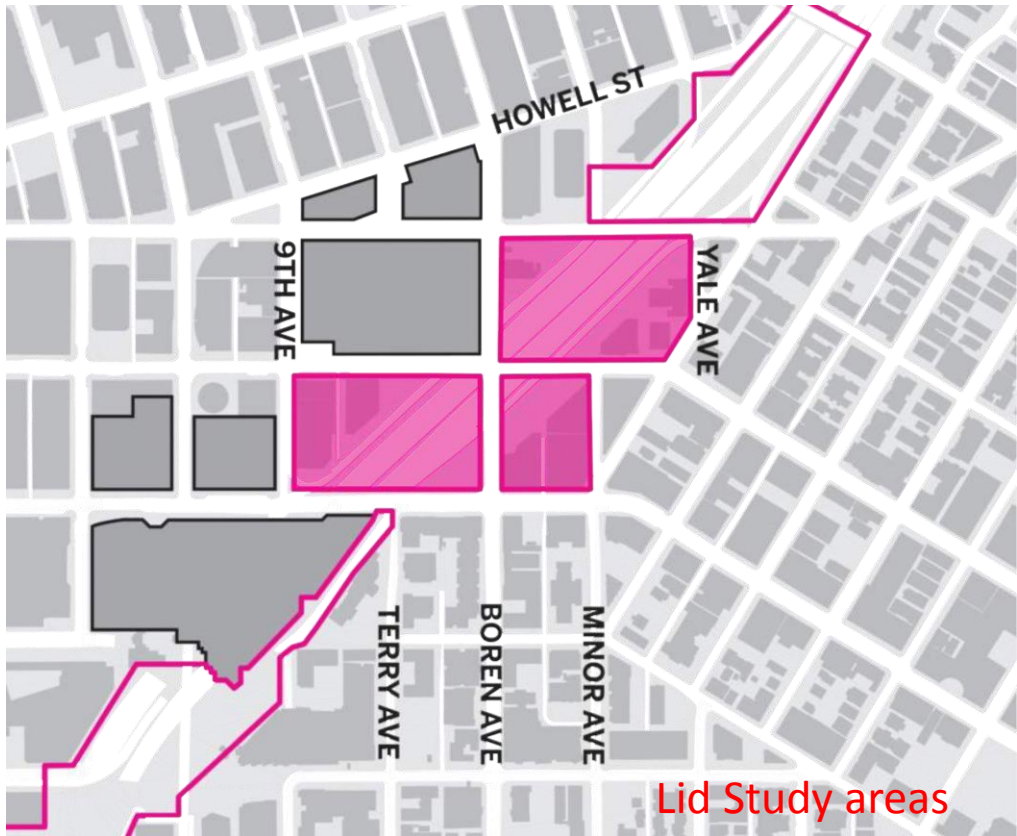
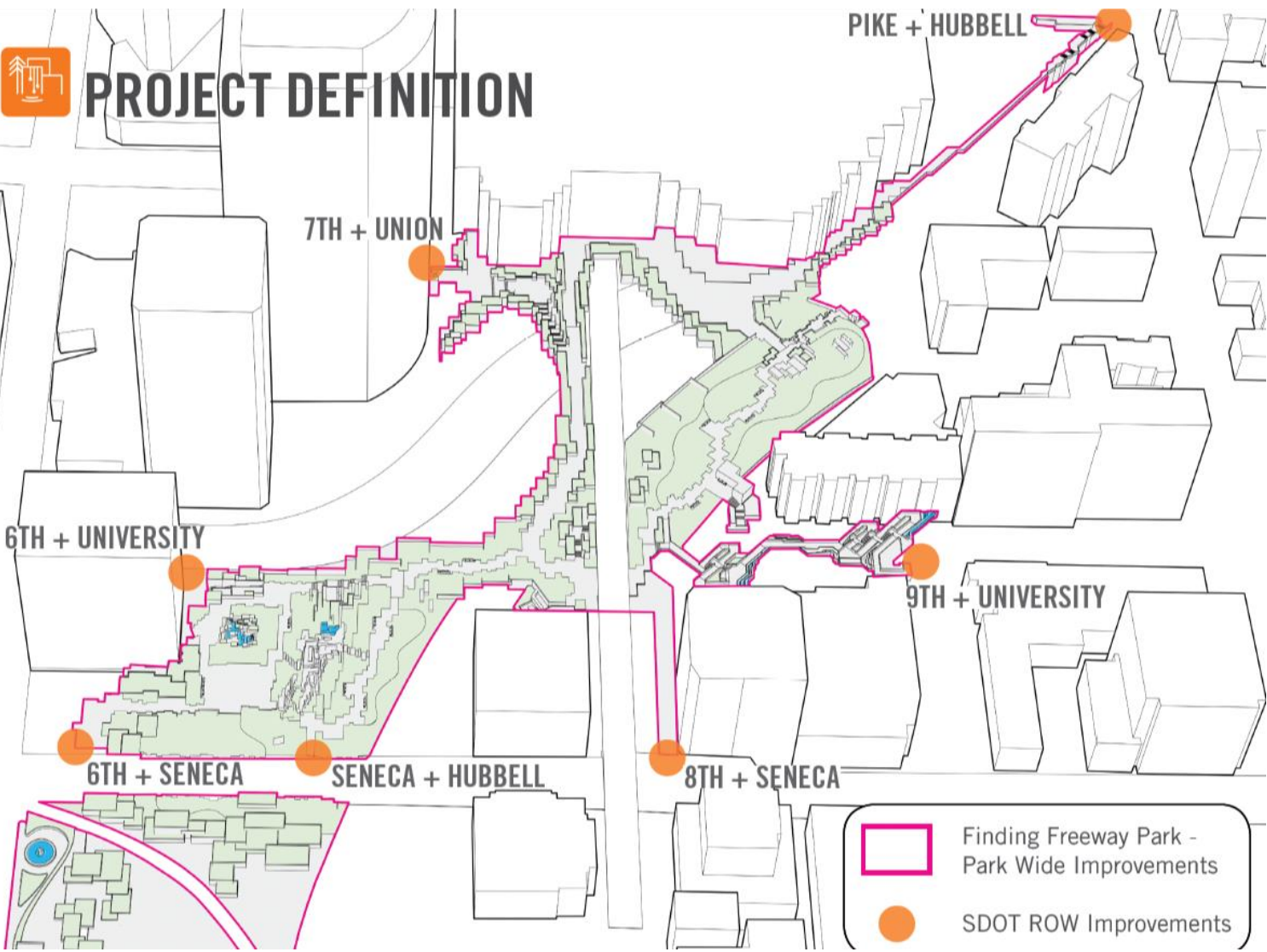


# PROPOSED PUBLIC BENEFITS

PUBLIC BENEFIT	DESCRIPTION	PROPOSED BENEFIT	CODE / OTHER	EIS MITIGATION	PB VALUE
PUBLIC BENEFIT ART	Boren Avenue Sculptures	Artworks with integrated seating, lighting, landscaping	None	None	\$600,000
	9th Avenue + Pike Street Artwork	Large-scale artwork on a wall of the existing WSCC building			\$1,000,000
	Olive Way Artworks	Artworks at the (5) glass vitrines, potential extension to adjacent canopy			\$250,000
FUNDING NEIGHBORHOOD IMPROVEMENTS	Pike Pine Renaissance Act: 1 Funding	Funding to the Office of the Waterfront for Seattle's Pike Pine Renaissance: Act 1 project	None	None	\$10,000,000
	Bicycle Master plan Funding	Funding to SDOT for implementation of Seattle's Bicycle Master Plan	None		\$10,000,000
	Lid I-5 Study Funding	Funding to Seattle Office of Planning and Community Development for I-5 Lid Study	None		\$1,500,000
	Freeway Park Association / Seattle Parks And Recreation Funding	Funding to Seattle Parks Department to support efforts to repair, restore, and possibly enhance Freeway Park	None		\$10,000,000
AFFORDABLE HOUSING	Funding To Seattle Office of Housing	The Office of Housing will allocate funds for optimum benefit within the city proximate to jobs, transit	\$5MM Funding for KC Land Sale; \$4.3MM Funding for Incentive	None	\$15,000,000



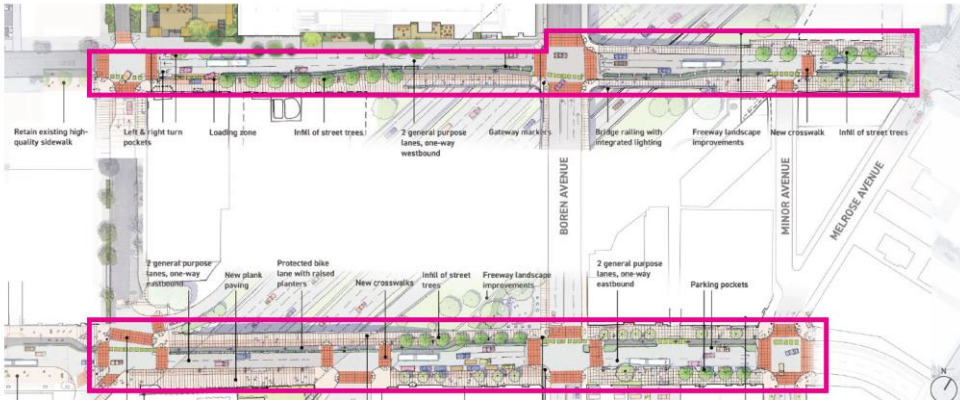
# Funding city-led initiatives



Lid Study areas

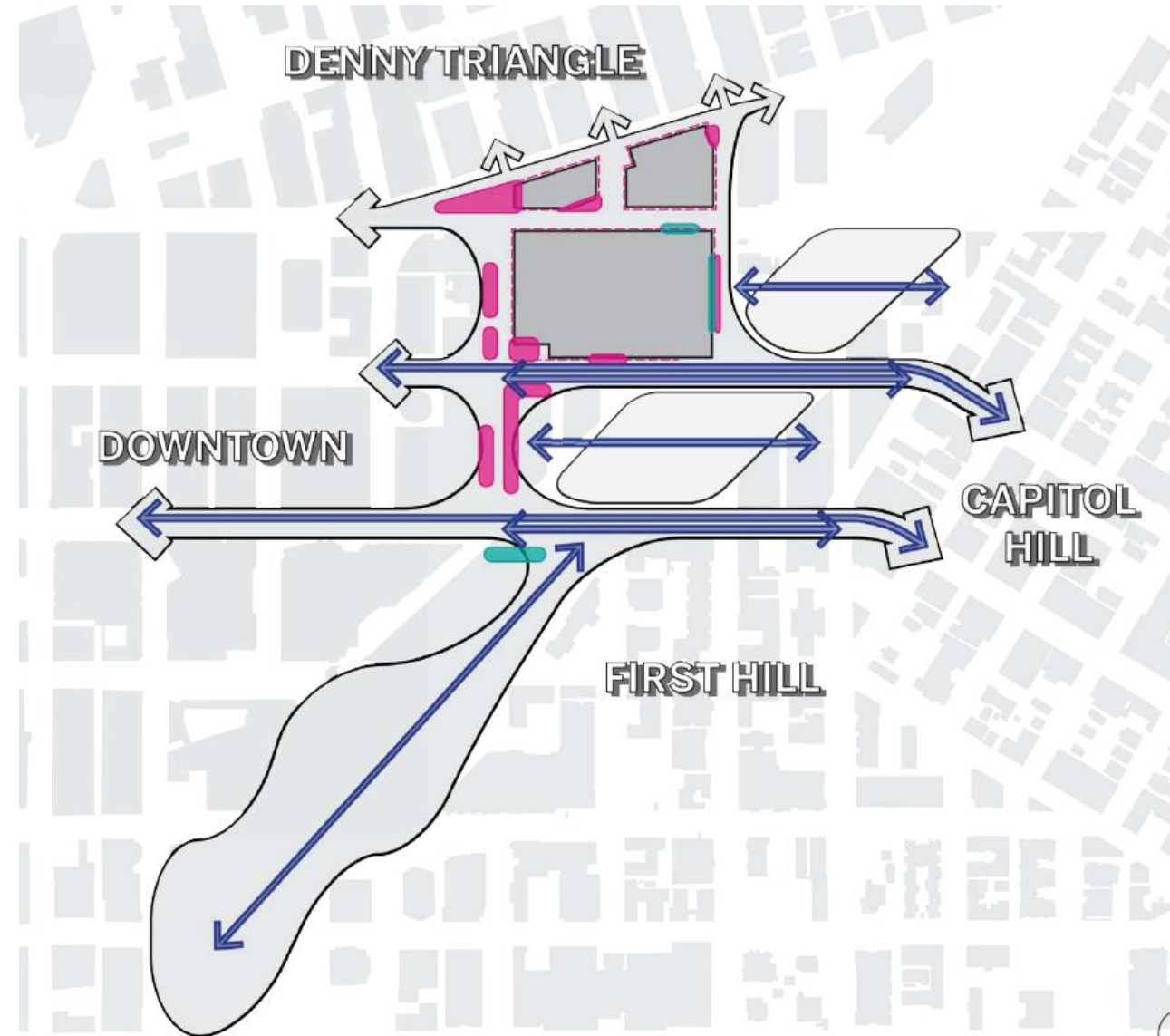
## PIKE PINE RENAISSANCE: ACT 1 FUNDING

Presented to the Seattle Design Commission on October 19, 2017



# Funding city-led initiatives

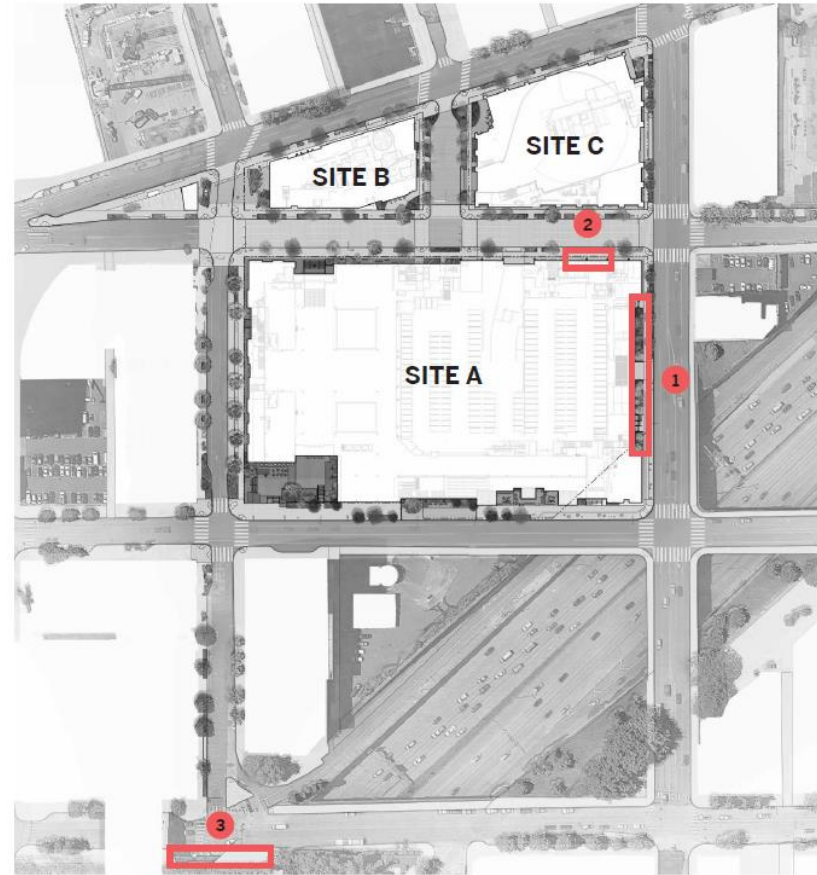
- Previous vacations have included funding of capital improvements
- Value of SDC public benefit package - \$58.5 million
  - \$31.5 million funding for city-led physical improvements
  - \$15 million payment for affordable housing
  - \$12 million in physical improvements at or near site
- \$46.5 million in funding for capital improvements= 80% of public benefit package
- Funding of City-led initiatives like Pike-Pine near project – project related?
- Lid I5 study – admirable effort requiring State and Federal approvals before implementation
- Timing of funding should be linked to project permit issuance





# Public benefit public art proposal - background

- November 2015 Commission letter elevated public art as essential urban design value
- February 2016 – Commission adopts policy on accepting public art as public benefit package
- February 2016 – first WSCC review
- February 2017 – first review of public benefit package
- SDC Staff recommended WSCC develop plan in lieu of policy – similar to Seattle Arena



- 1 Boren Avenue Sculptures**
- 2 Olive Way Artwork**
- 3 9th Avenue + Pike Street Artwork**



## BOREN AVENUE SCULPTURES SITE



Seating design and lighting elements to be incorporated into the garden in coordination with the selected artist and artwork(s).

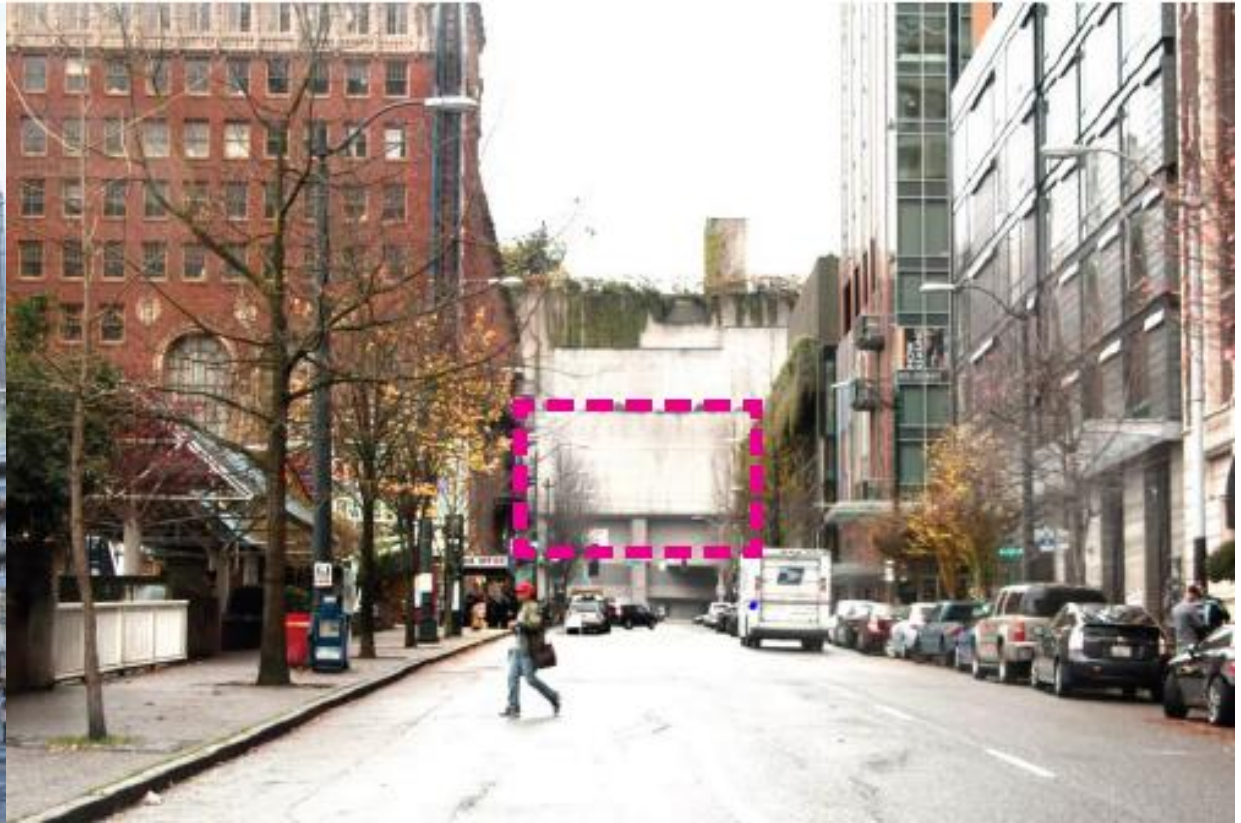
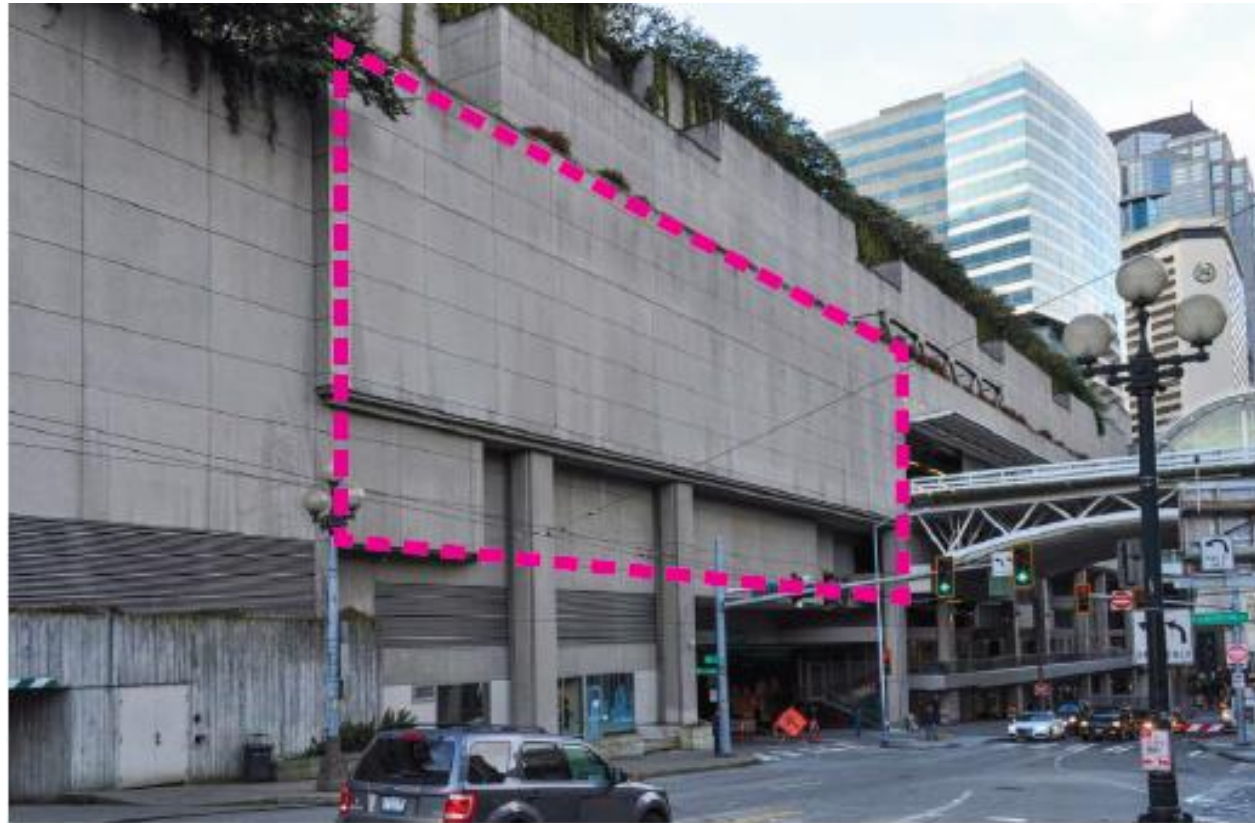


# OLIVE WAY ARTWORKS SITE





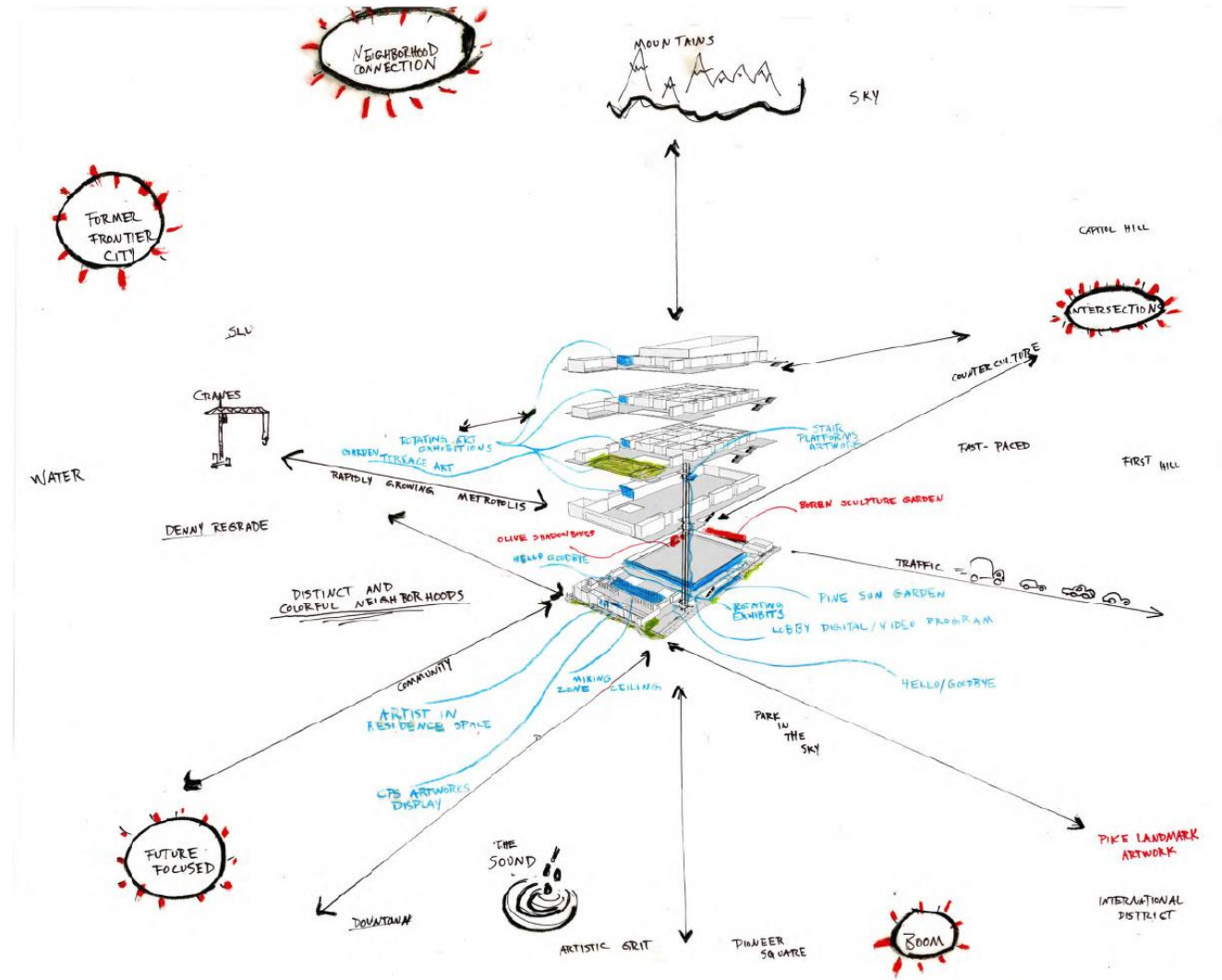
# 9<sup>th</sup> and Pike Mural – existing WSCC facility





# Challenges with public benefit art program

- Significant delay in bringing artist onto development team – Commission policy favors embedding artist at initial project concept design
- Artists had significant experience in areas other than public art – no experience in developing Art plans
- Delays and approach limited options for integration of artist into development
- Art became application to building and site and not integrated approach
- Delay in Art plan resulted in numerous meetings with incomplete vision
- Solutions not based on relationship to user activity or public interaction
- Commission developed conditions to address proposal deficiencies



# Summary and conclusions

- March 2017 - 7-1 vote for UDM
- November 2017 – 4-3 vote for public benefit package
- UDM and Public Benefit conditions to address project issues
- WSCC team made significant and tangible progress through all phases of Commission review
- Community Package Coalition instrumental to project success – a proactive public engagement process for future projects currently under Council review for all vacations
- Timing of SDC review during permitting process - addressed in Council vacation policy update
- Open space proposal may be perceived as extension of building identity and not the public realm
- Project established new precedent of funding in lieu of creating tangible physical improvements concurrent with development
- Proposal lacks significant open space similar to other downtown vacation projects
- Art proposal improved over commission review but with lingering questions - 4Culture role will enhance role of Art
- New and untested relationship created by extent of funding for City-led initiatives – timing of financial contributions should be related to timing of regulatory approvals or tangible projects under development





