

CONCEPTUAL URBAN DESIGN REPORT

CITY OF SEATAC AIRPORT STATION AREA INFRASTRUCTURE IMPROVEMENTS



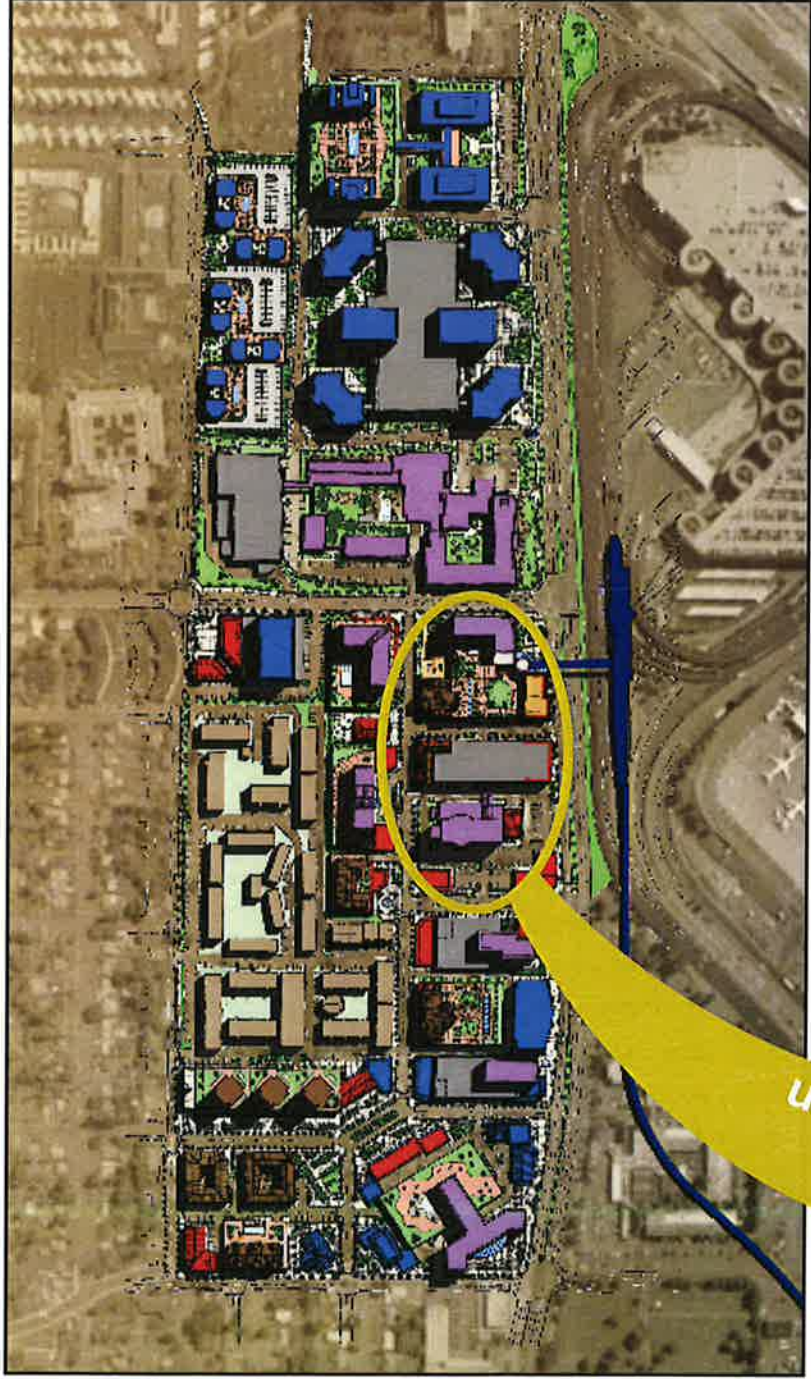
Introduction

This document presents the urban design vision for the first phase Infrastructure Improvements for the Station Area Action Plan (SAAP). Describing the urban design vision is the next step in implementing the SAAP, which was adopted by the Seatrac City Council on December 12, 2006. The goal of this vision is to create a vibrant city center/destination with a strong entertainment theme.



Entertainment Theme

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2006 Seatrac/Airport Station Area Action Plan (Illustration by Makers)





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Examples of Stand Alone Urban Complexes (Illustration by Heartland)

NAME & LOCATION	SIZE	YEAR	DESCRIPTION	% OF USE	ANCHORS	INCENTIVES
FOURTH STREET LIVE! Louisville, Kentucky	2 Acres	2004	<ul style="list-style-type: none"> • 270,000+ SF entertainment and dining complex • 10 restaurants and nightclubs, bowling alley, concert venue • Renovation of enclosed shopping mall • Anchor to 6 block entertainment district 	Entertainment - 35% Retail - 25% Dining - 40%	<ul style="list-style-type: none"> • Hard Rock Cafe • Makers Mark Bourbon Lounge • Howl at the Moon • Felt Billiard Lounge 	<ul style="list-style-type: none"> • City bought land for \$5 M and gave to developer • City spent \$13 M to upgrade infrastructure • State tourism tax credit worth \$11.5 M over 10 years to developer • \$7.2 M six year property tax abatement
BAYOU PLACE Houston, Texas	2 Acres	1997	<ul style="list-style-type: none"> • 127,000 entertainment and dining complex • Renovation of former convention center in theater district • Four separate buildings over two city blocks • Part of 16th Street Mall District 	Entertainment - 50% Retail - 25% Dining - 25%	<ul style="list-style-type: none"> • B-screen movie theater/café • Performing arts center • Sake Lounge • Hard Rock Cafe • Haron's Bayou Blues • Slick Willie's Pool Hall 	<ul style="list-style-type: none"> • City owned land and issued RFP to developer from parking revenue • \$900K/year from City to developer from management fees • State tourism tax credit worth \$1.2 M/annually in management fees • \$7.2 M six year property tax abatement
DENVER PAVILIONS Denver, Colorado	3.2 Acres	1998	<ul style="list-style-type: none"> • 350,000 SF retail and entertainment complex • 40 stores, five restaurants, two nightclubs, movie theater, bowling alley • Four separate buildings over two city blocks 	Entertainment - 30% Retail - 50% Dining - 20%	<ul style="list-style-type: none"> • 15-screen movie theatre • Virgin Megastore • Hard Rock Cafe • Magiano's Little Italy • Nuketown • Lucky Strike Bowling 	<ul style="list-style-type: none"> • \$24 M in tax increment financing to developer from City • City paid to remove asbestos • City spent \$13 M to upgrade infrastructure • \$900K/year from City to developer from parking revenue • State tourism tax credit worth \$1.2 M/annually in management fees • \$7.2 M six year property tax abatement

Types of COMPLEXES - Retail Entertainment Development
Stand Alone Urban Complexes

- Single urban infill complexes that are generally stand alone entertainment destinations under single ownership.
- Much smaller urban infill locations, often part of a district.
- 100K to 300K SF
- Often enclosed multi-level spaces
- Heavy use of government incentives due to complexities of urban area

2008 Entertainment District Implementation Plan (Illustration by Heartland)

CITY OF SEATAC

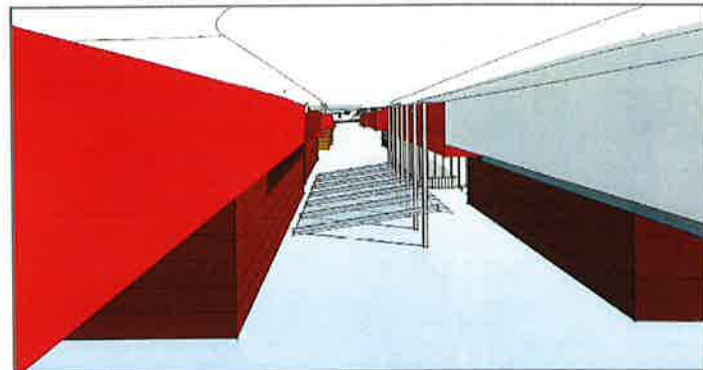
Entertainment District Implementation Plan

January 2008
HEARTLAND

Entertainment District & Open Space

Initial design decisions following the SAAP were the study of options and scales for the Entertainment Theme. A survey of national entertainment-themed developments was explored in 2007-2008 to assist the City in determining how the SAAP could accommodate this type of development based upon physical characteristics, land ownership patterns, time adjusted market conditions, public and private resources, and retail recruitment. It was determined that the SAAP development may not attract an overall master developer to create the types of entertainment districts developed elsewhere.

At the same time the City identified the need to include a 15,000 square foot public open space. An initial investigation looked at placing this open space within the right-of-way so that the public open space would be forced within the frontage of a private development. The concepts explored the form of open space as a covered street canopy. It was determined that this type of structure and space would not meet the needs of programming envisioned for the SAAP.



Seatac 30th Ave Study (Illustration by Withun)



Sound Transit Link Airport Station & Pedestrian Bridge over International Boulevard



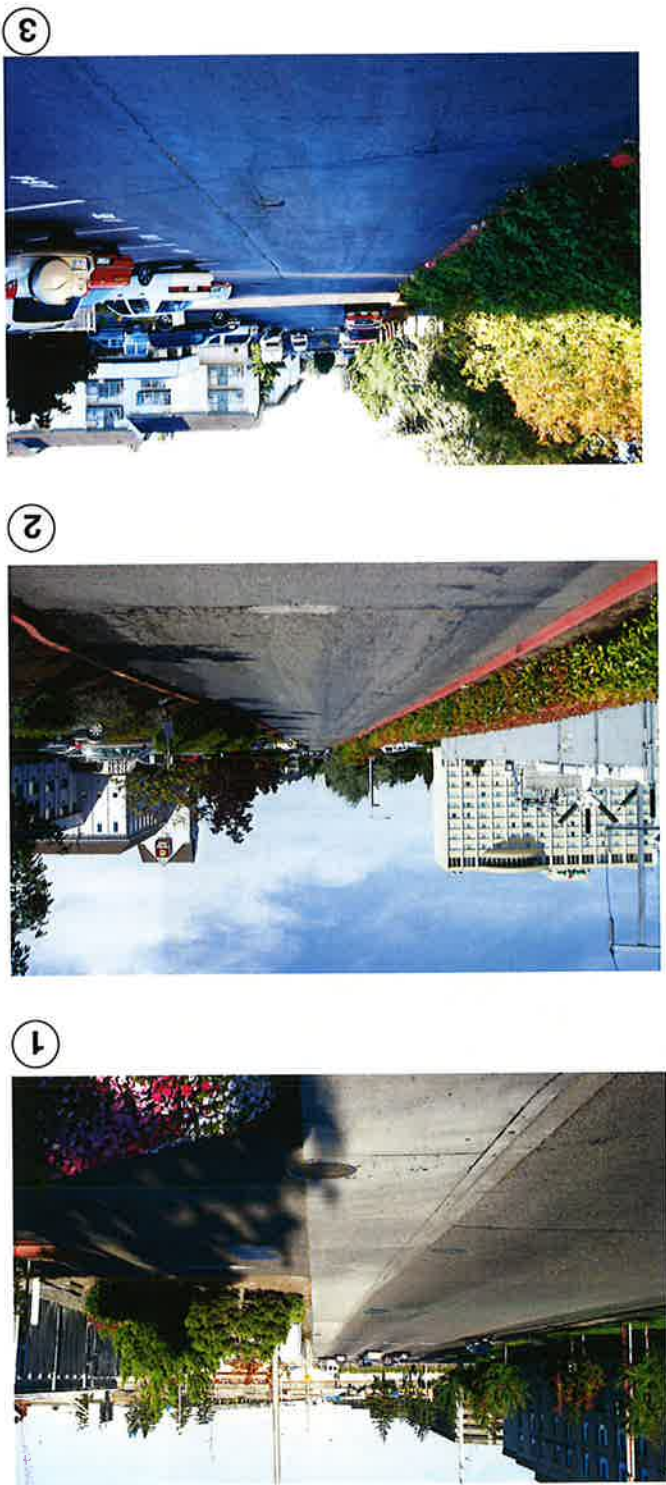
Existing Conditions

Existing Conditions



North ←

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Existing Conditions

What Kind of Street and Infrastructure?

● **Town Center / Main Street**

- Wide Pedestrian Activated Sidewalks
- On-Street Parking
- Storefronts Located at back of Sidewalk
- Off Street Parking for Developments

● **Mixed Use Development**

- Restaurants
- Theaters
- Shops
- Plazas/Open Space

● **Activated Day& Night**

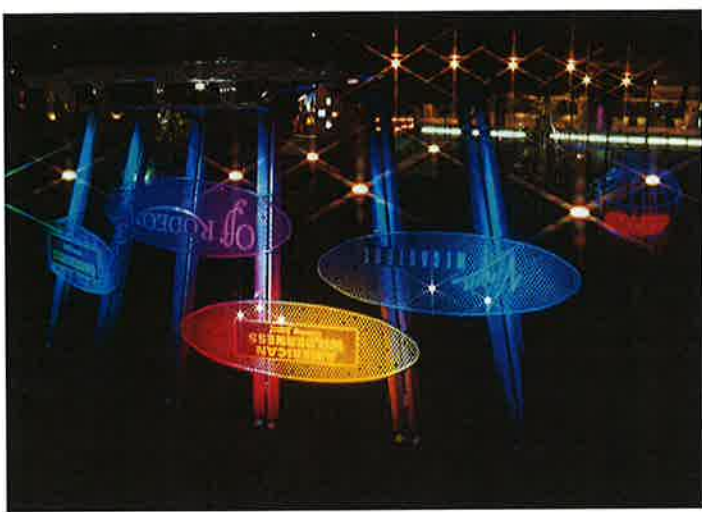
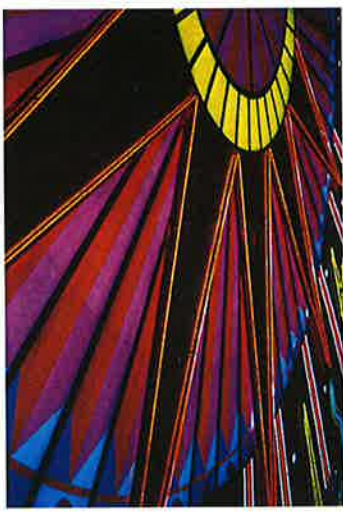
- Shopping
- Strolling
- Meeting
- Playing
- Hanging Out

● **Entertainment Theme**

- Aviation (Place Making Acknowledges Relation to Airport)
- Concourse (Compete with Airport)
- Gateways (Wings from Plane)
- Street Functions
- Water and Light Show (Runway Feature)
- Aviation History
- Aircraft

● **New Utilities**

- Low Impact Development / Stormwater
- Lighting / LED
- Sewer
- Power
- Gas
- Phone
- Cable



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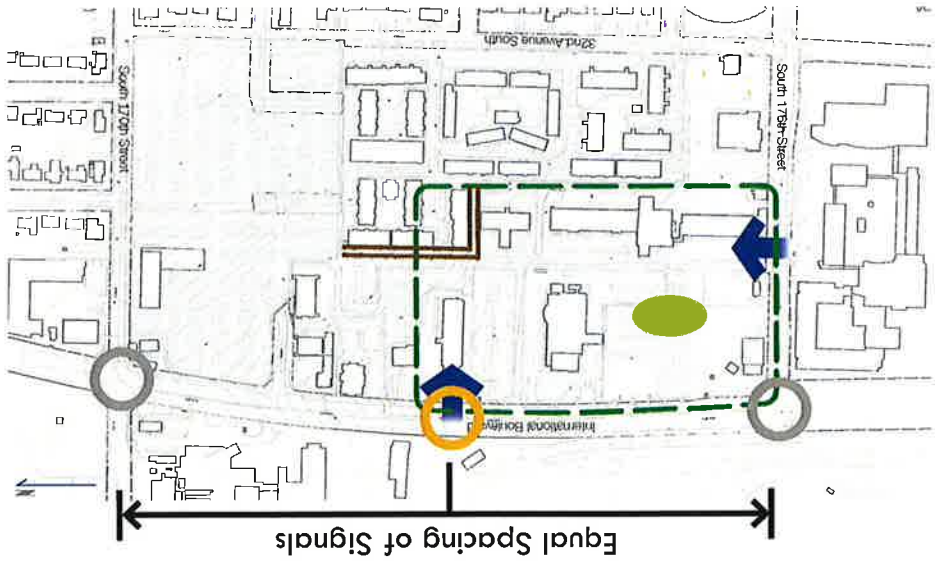


Entertainment Concourse/Mixed-Use Main Street

Phase 1 Street Layout

The Phase 1 street design must act as a stand alone project that reflects the quality, and place making characteristics of a Town Center Main Street. In laying out the street the following four layout restraints were:

- 15,000 square feet Open Space
- Signalized access off of International Boulevard
- Minimize topographic issues and level roadway profile
- Minimize impact to King County housing parcels

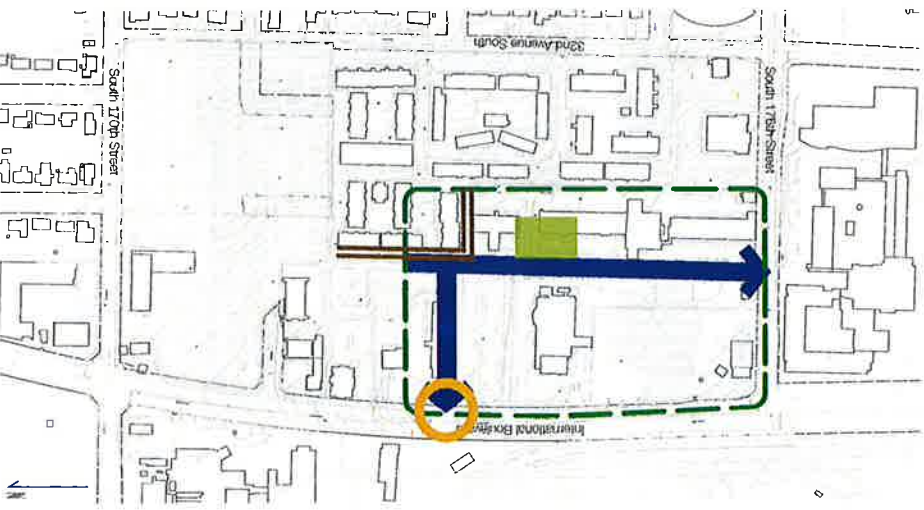


Phase 1 Street Layout Issues

- Create a Functioning Phase 1 Street - that has no "dead end"
- Locate new signal along International Boulevard between 176th and 170th Street
- Topography is a limiting factor. Minimize impacts along King County parcels
- 15,000 square foot of Public Open Space (Plaza/Park)

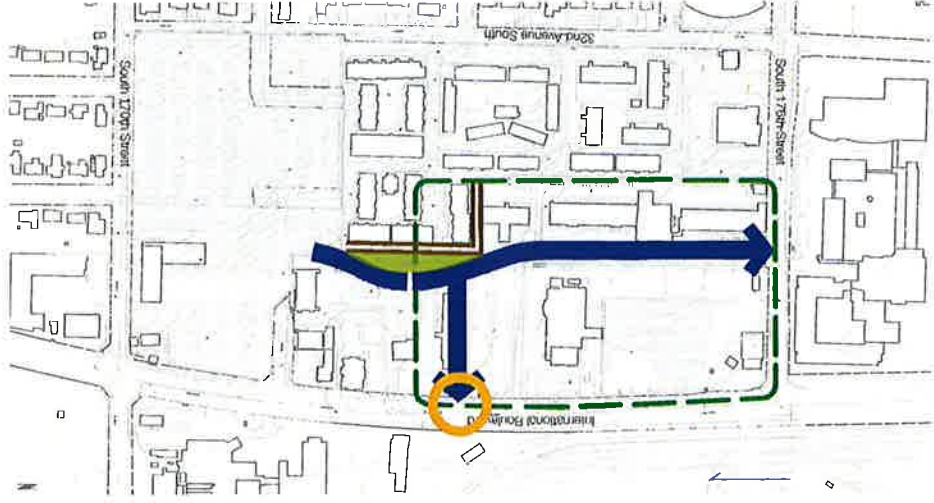
- LEGEND**
- ← Potential Street Location
 - Steep Topography
 - 15,000+ sf Public Open Space
 - ▭ Phase 1 Infrastructure Area
 - New Signal along International Blvd.
 - Existing Signal along International Blvd.

Initial Phase 1 Street Layout



- "T" Intersection layout. Initial layout form SAAP
- Creates dead end - "Not a self-contained" Phase 1 development
- 15,000 sf Public Open Space must be part of a parcel development
- Signal should be located mid way between existing signals at 170 and 176th.

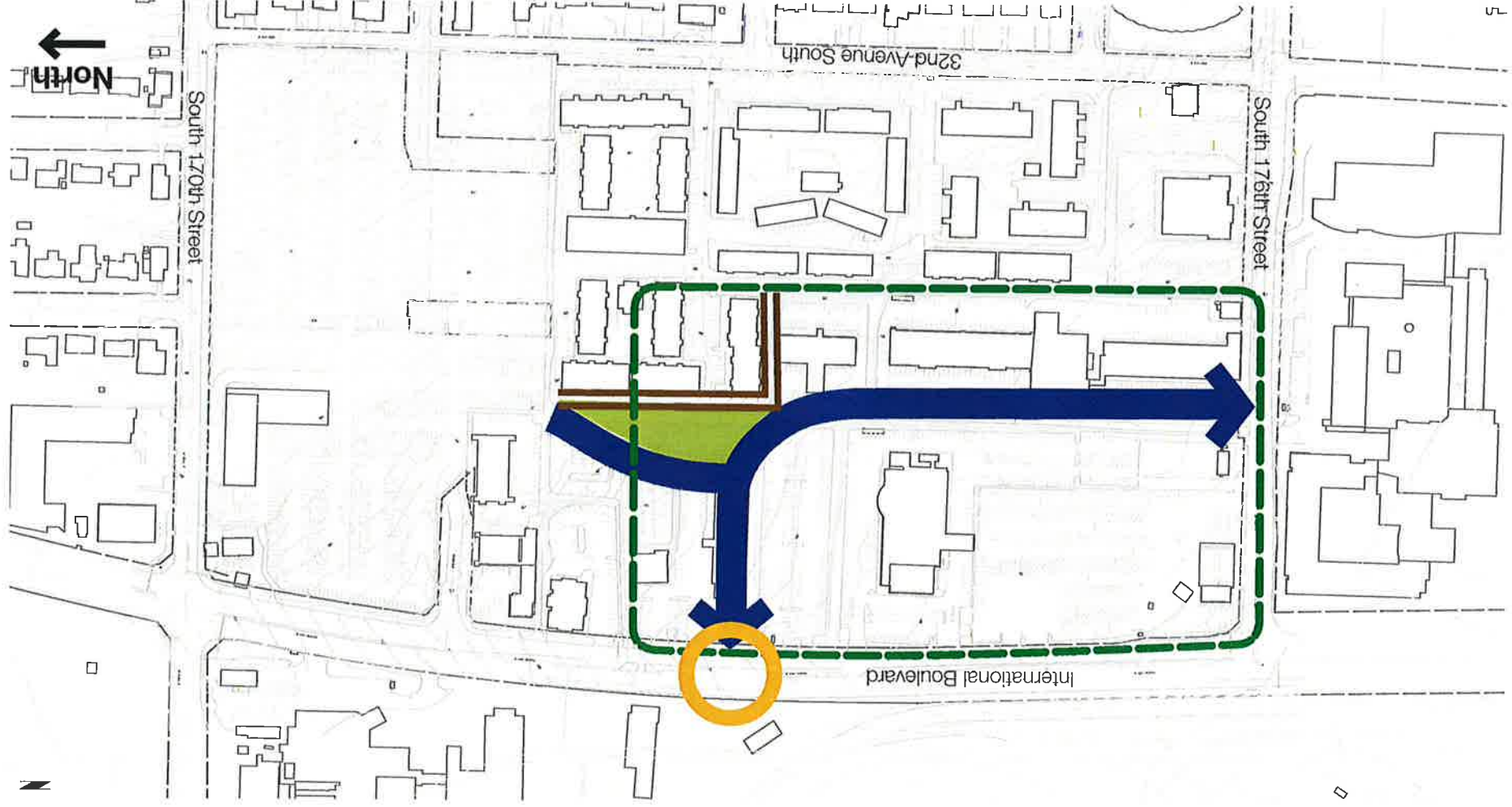
Modified Phase 1 Street Layout - Option 2



- "T" intersection with slight curve. Still creates dead end - "Not a self-contained" Phase 1 development
- 15,000 sf Public Open Space located along King County parcels - not activated
- Signal should be located mid way between existing signals at 170th and 176th.

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Phase 1 Street Layout



Preferred Phase 1 Street Layout

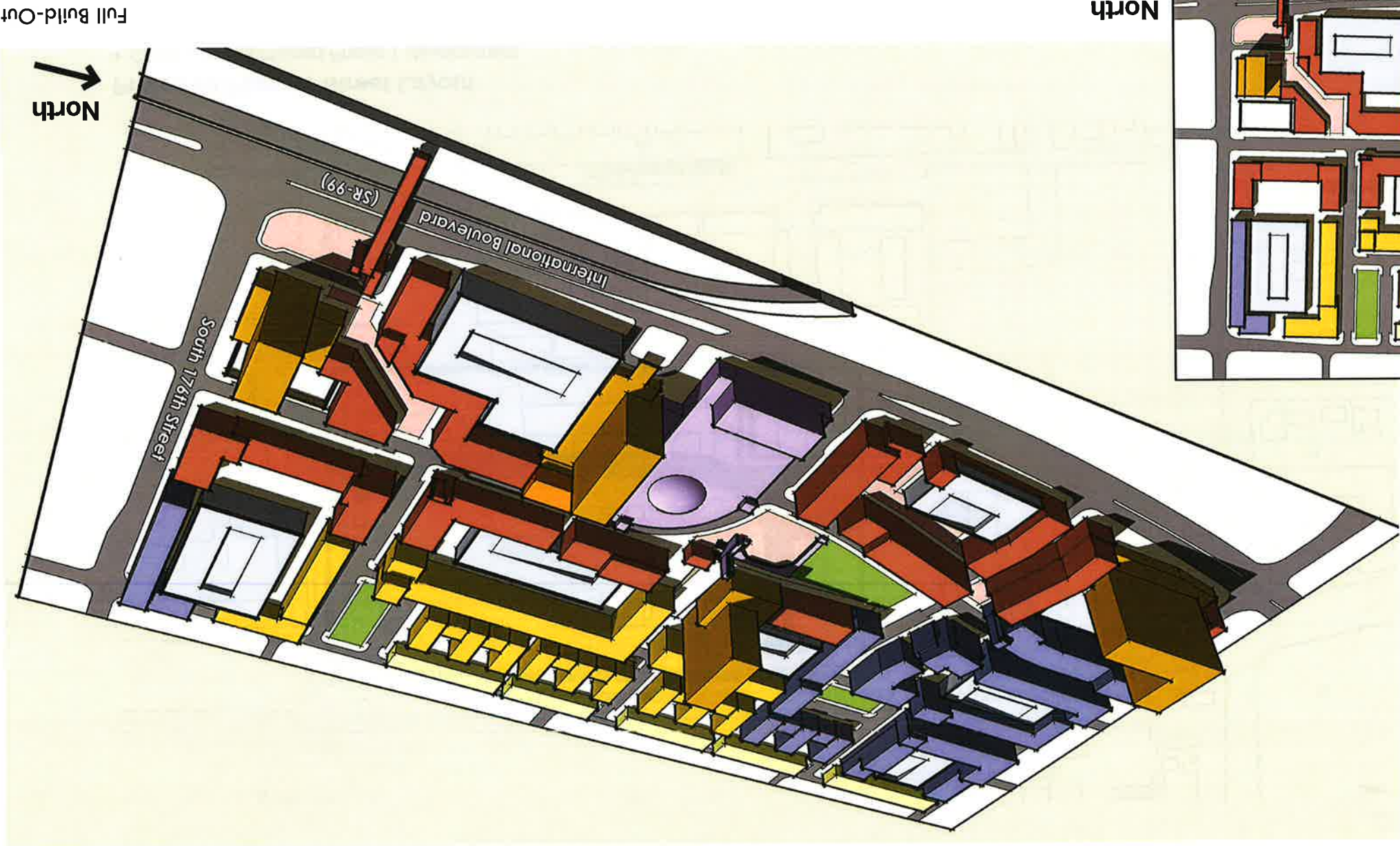
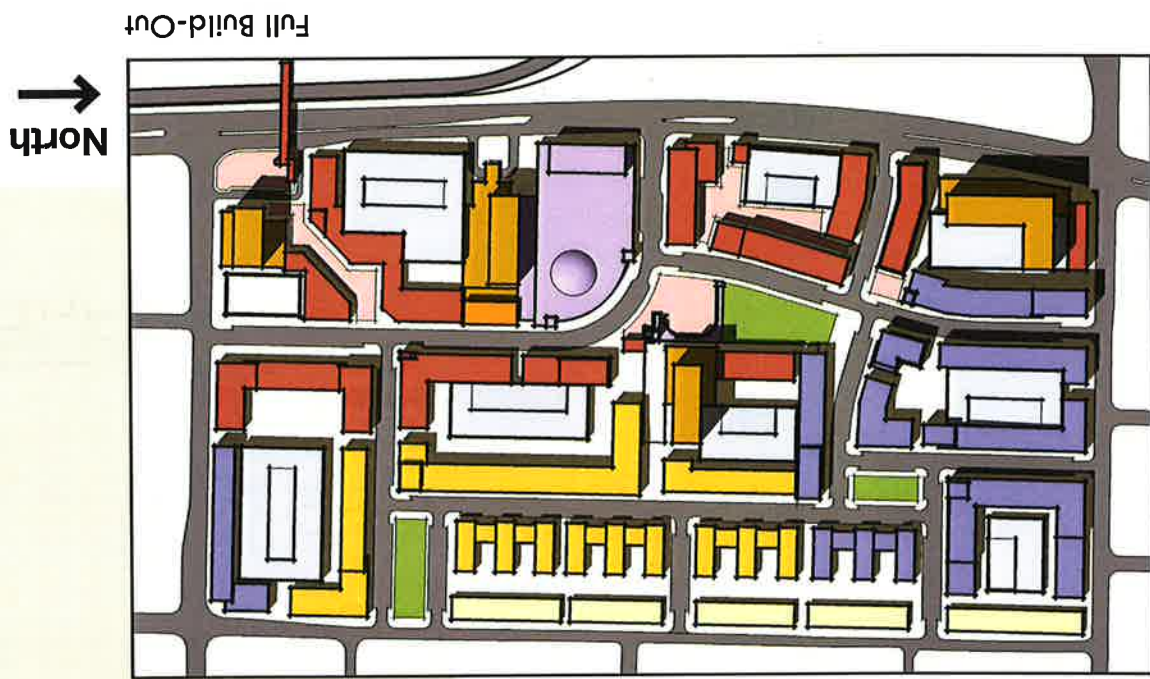
- Creates self-contained Phase 1 development
- 15,000 sq ft Public Open Space can be activated, King County parcels can be screened
- Signal located mid way between existing signals at 170th and 176th Streets.

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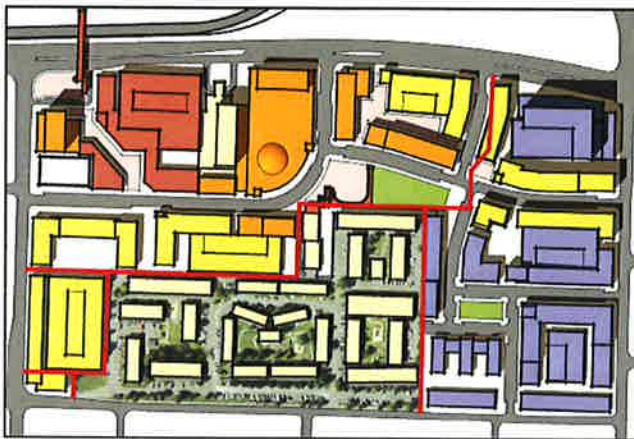


Refined Vision



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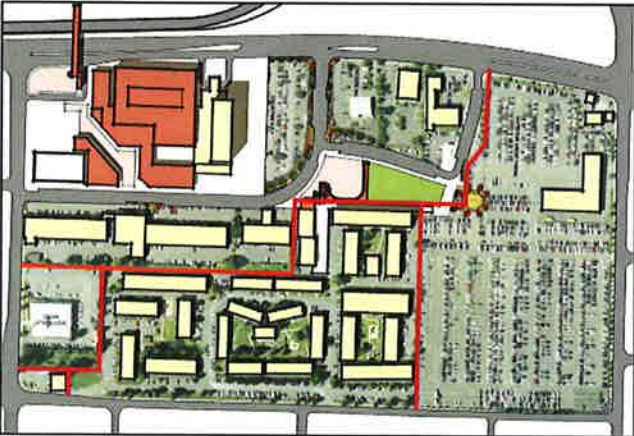
Phase 3 Development



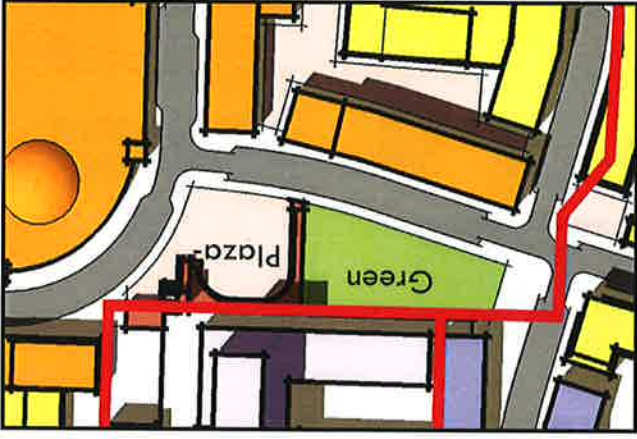
Phase 2 Development



Phase 1 Development



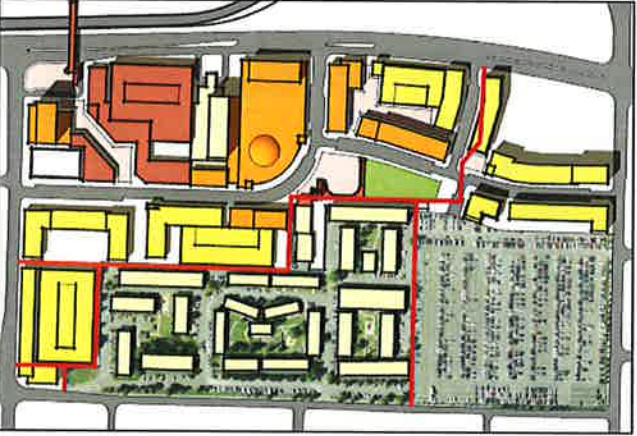
New Open Space Green and Plaza



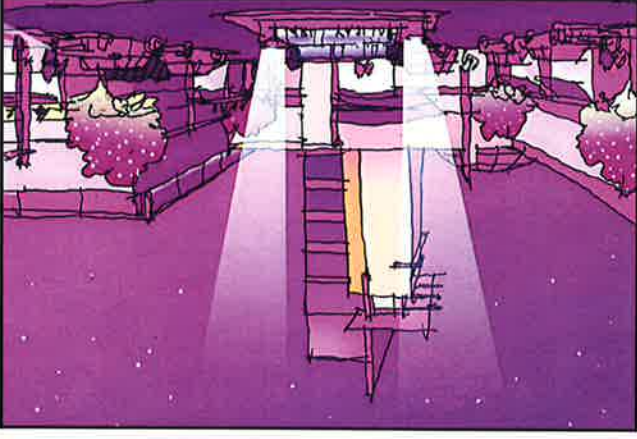
Phase 5 Development



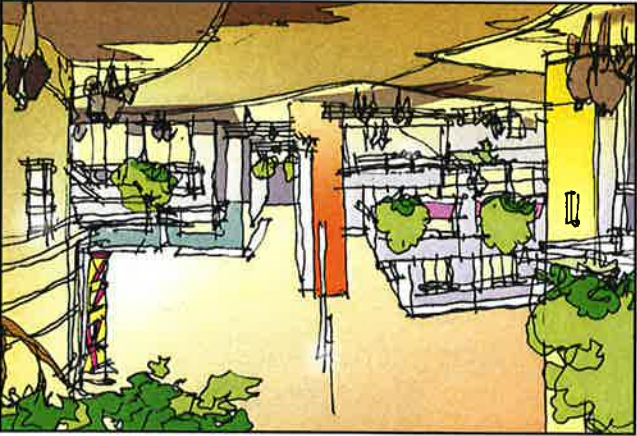
Phase 4 Development



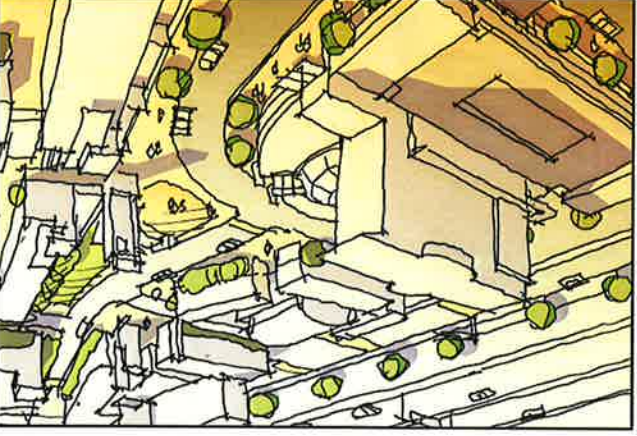
New Porte-Cochere at Holiday Inn



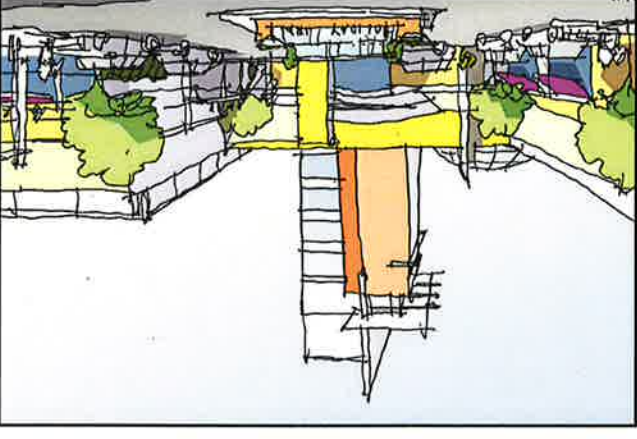
Main Square Looking East



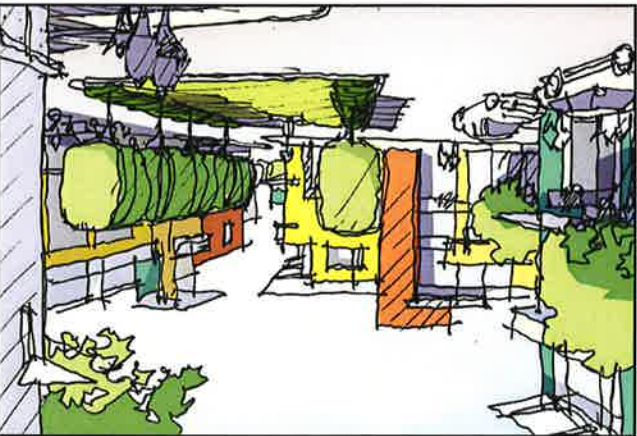
Birds-Eye View



New Porte-Cochere at Holiday Inn

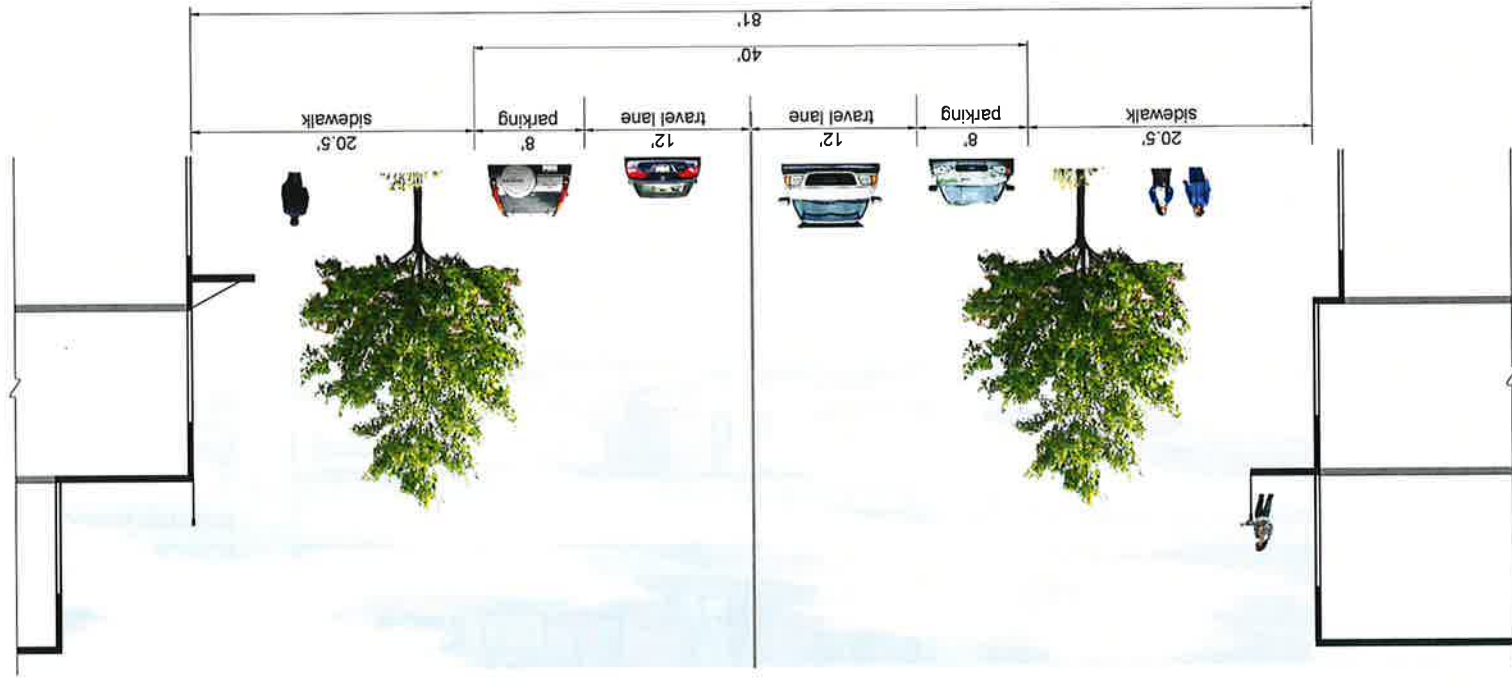
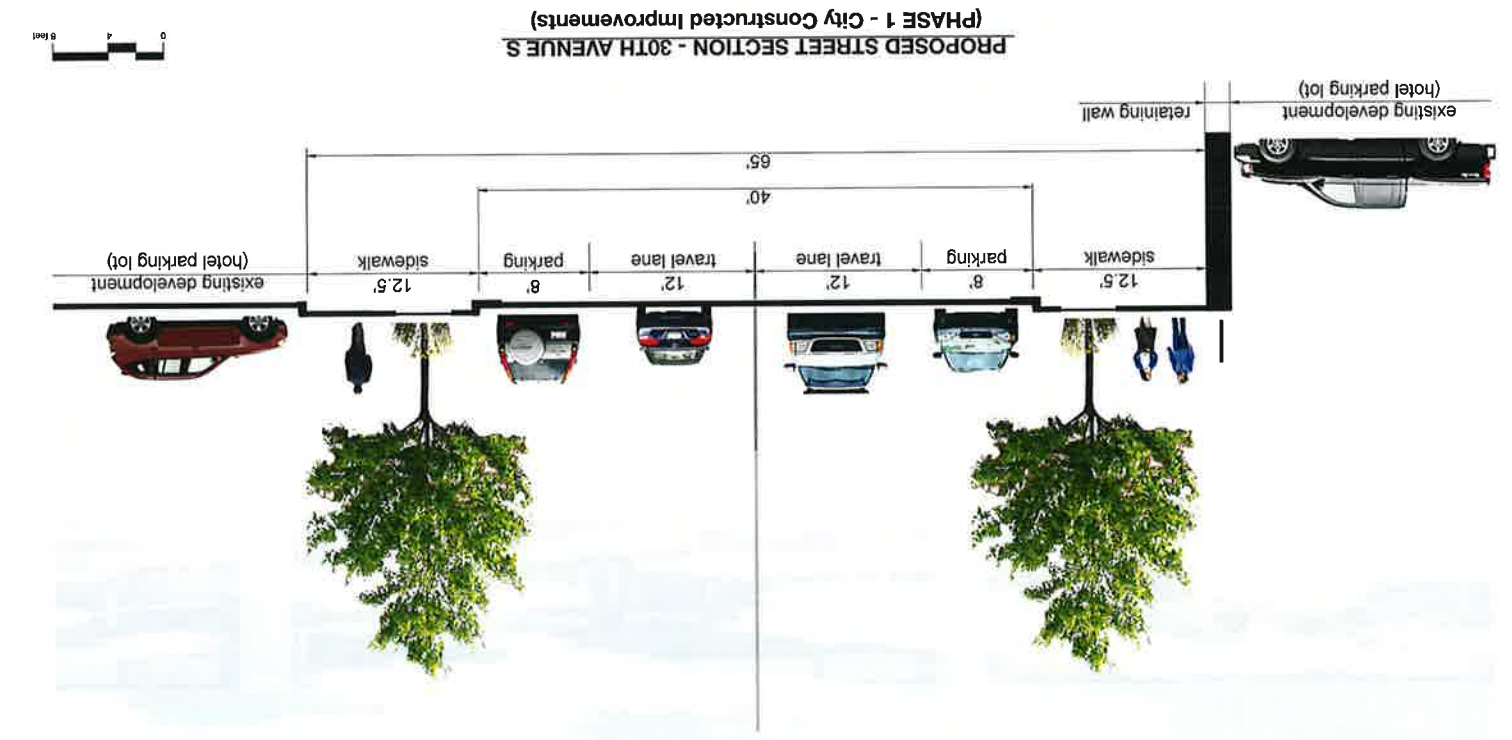


Mixed-Use Neighborhood Square



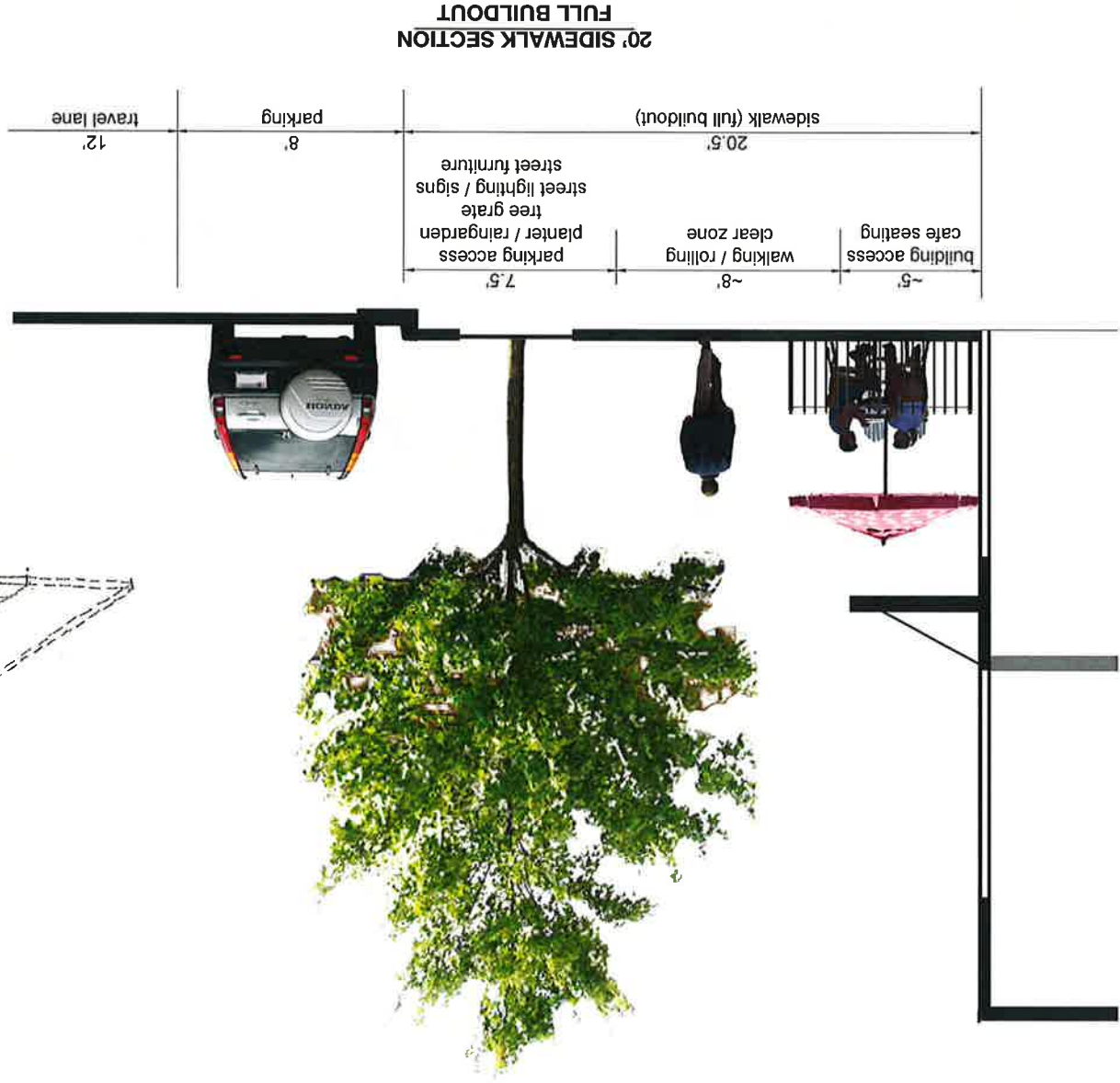
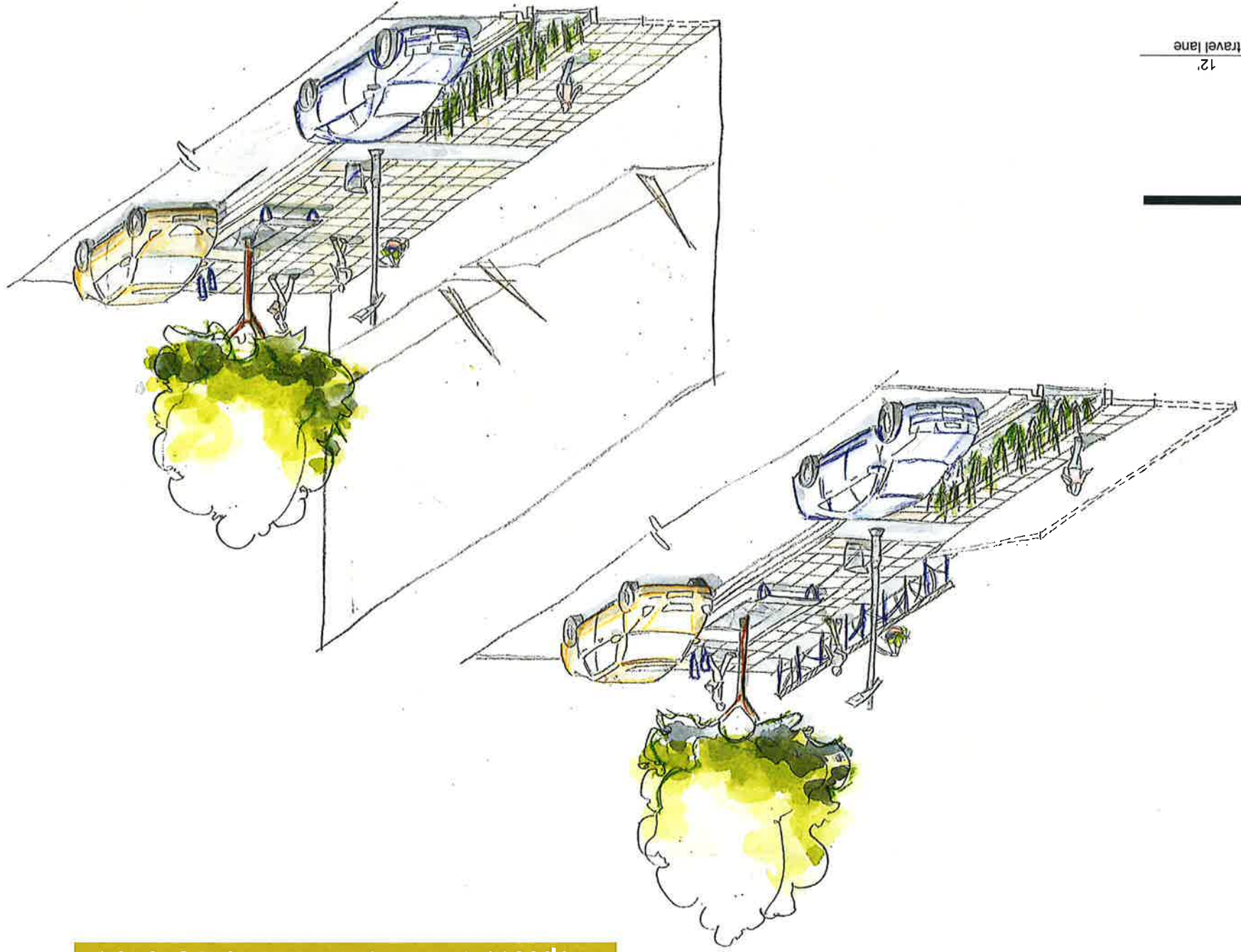
Refined Vision

Proposed 30th Avenue Street Section



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Proposed 30th Avenue Sidewalk Section



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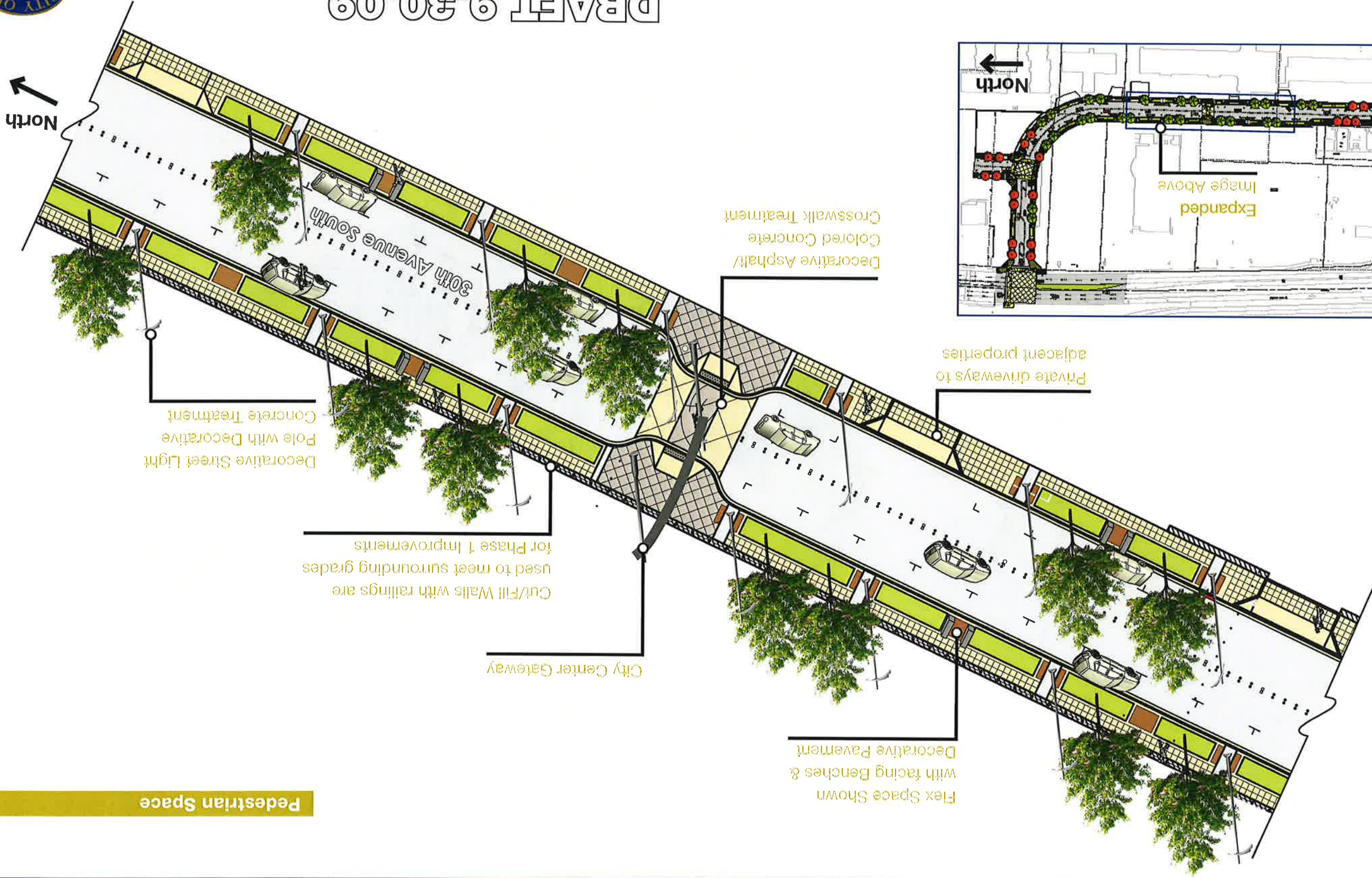


Streetscape Plan



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Pedestrian Space



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Streetscape Sketch

Urban Design / Streetscape Character

Corridor Streetscape:

- 30th Avenue S. (Primary Street) (All other streets should have similar character)

Sidewalk Detailing:

- Urban Commercial Finish (2' sq grid) (Paver band or other detailing)
- Corner Treatments (Accent trees in curb planters / artwork/ additional pavement treatment / color)
- Intersection Treatments (Scored / Stamped Concrete / Duratherm)

Streetscape Elements: (Reflect a theme)

- Benches • Litter Receptacles • Bollards • Tree Grates • Planter Curbs/Planter Railings • Parking Signs/Meters
- Street Trees • Planters • Rain Garden Plantings • Newspaper Vending • Bike Racks
- Street Light Poles • Flower Pots • Information Kiosks • Theme Lighting • Water Feature

Town Center / "Downtown" Identity:

- Gateway Treatments • Wayfinding • Public Art • Mini Plazas • Banners and other Signage

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Streetscape & Open Space - (Example Images)

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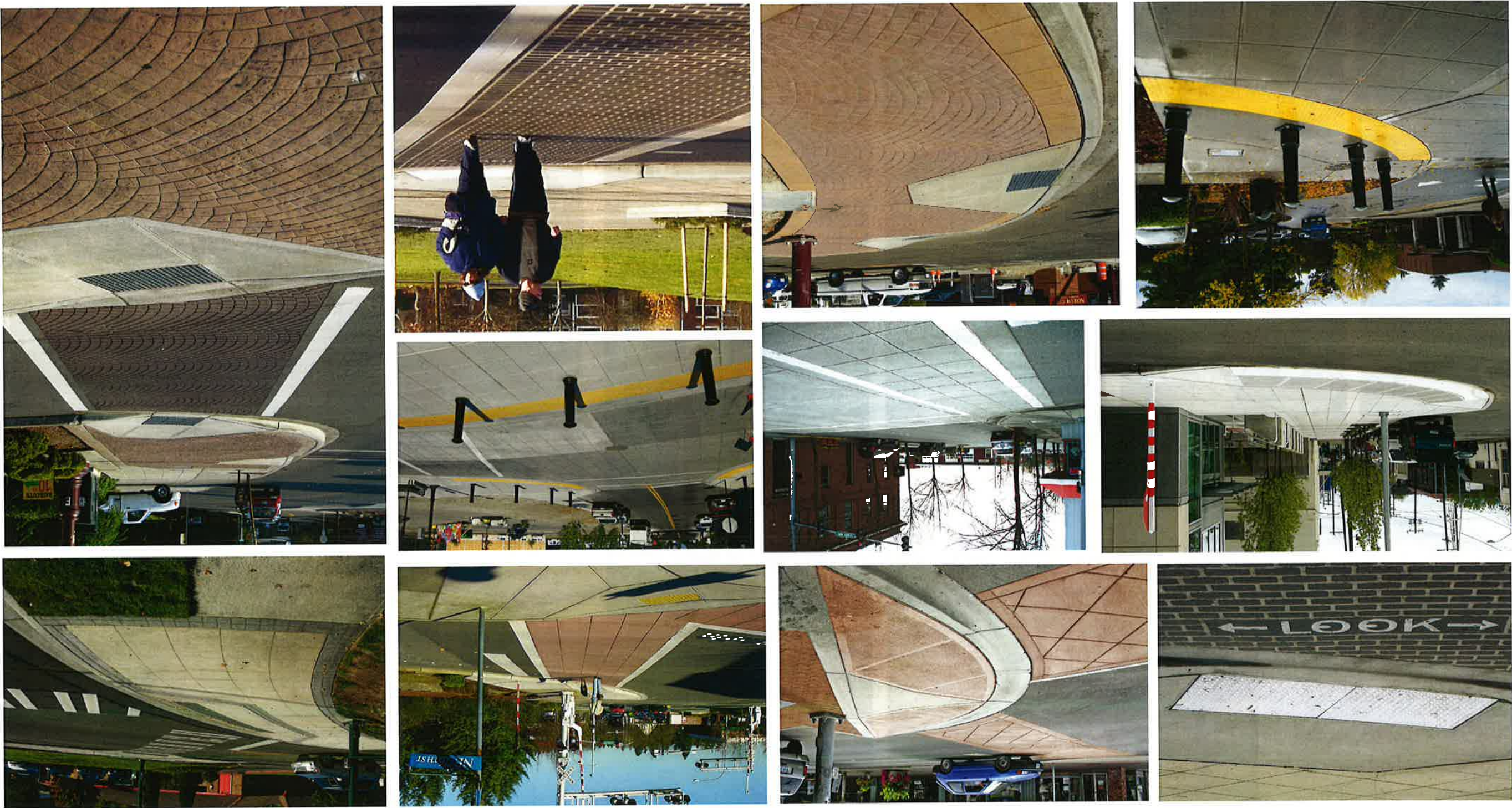
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Streetscape & Open Space - (Example Images)

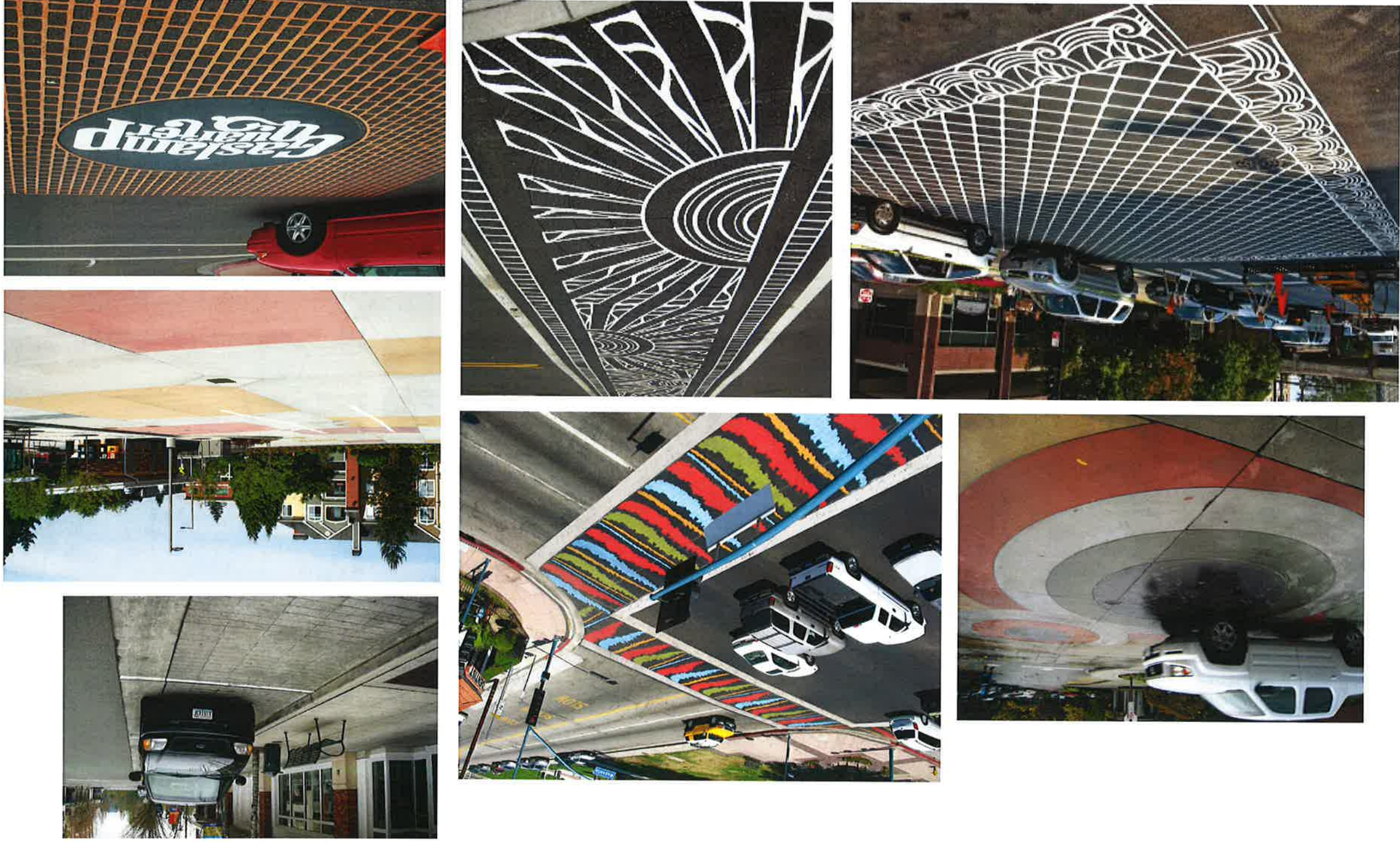
Streetscape & Open Space - (Example Images)





Crosswalks & ADA Ramps - (Example Images)

Intersections - (Example Images)



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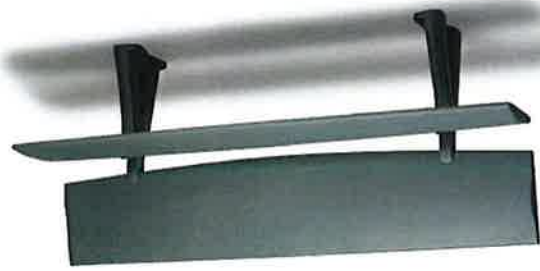
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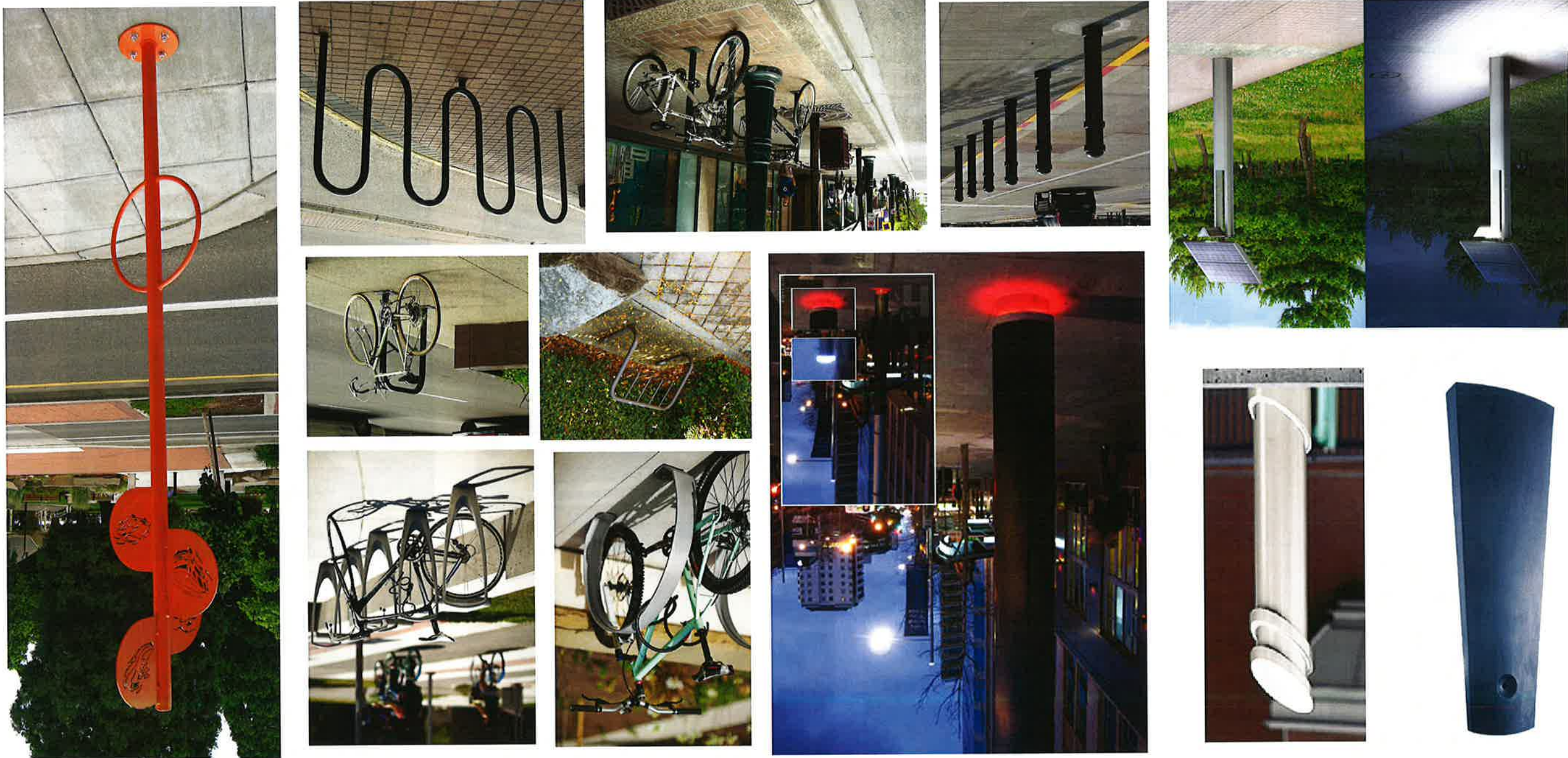


Town Center / Downtown District Gateway - (Example Images)



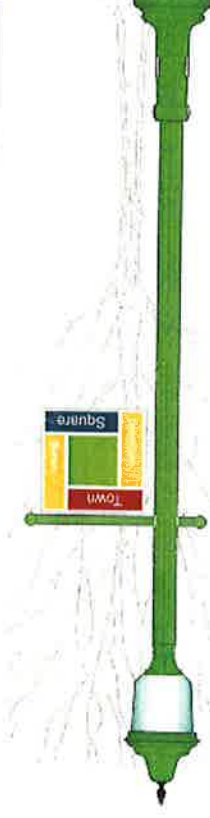


Benches and Receptacles - (Example Images)



Bollards & Bike Racks - (Example Images)

Wayfinding & Identity - (Example Images)



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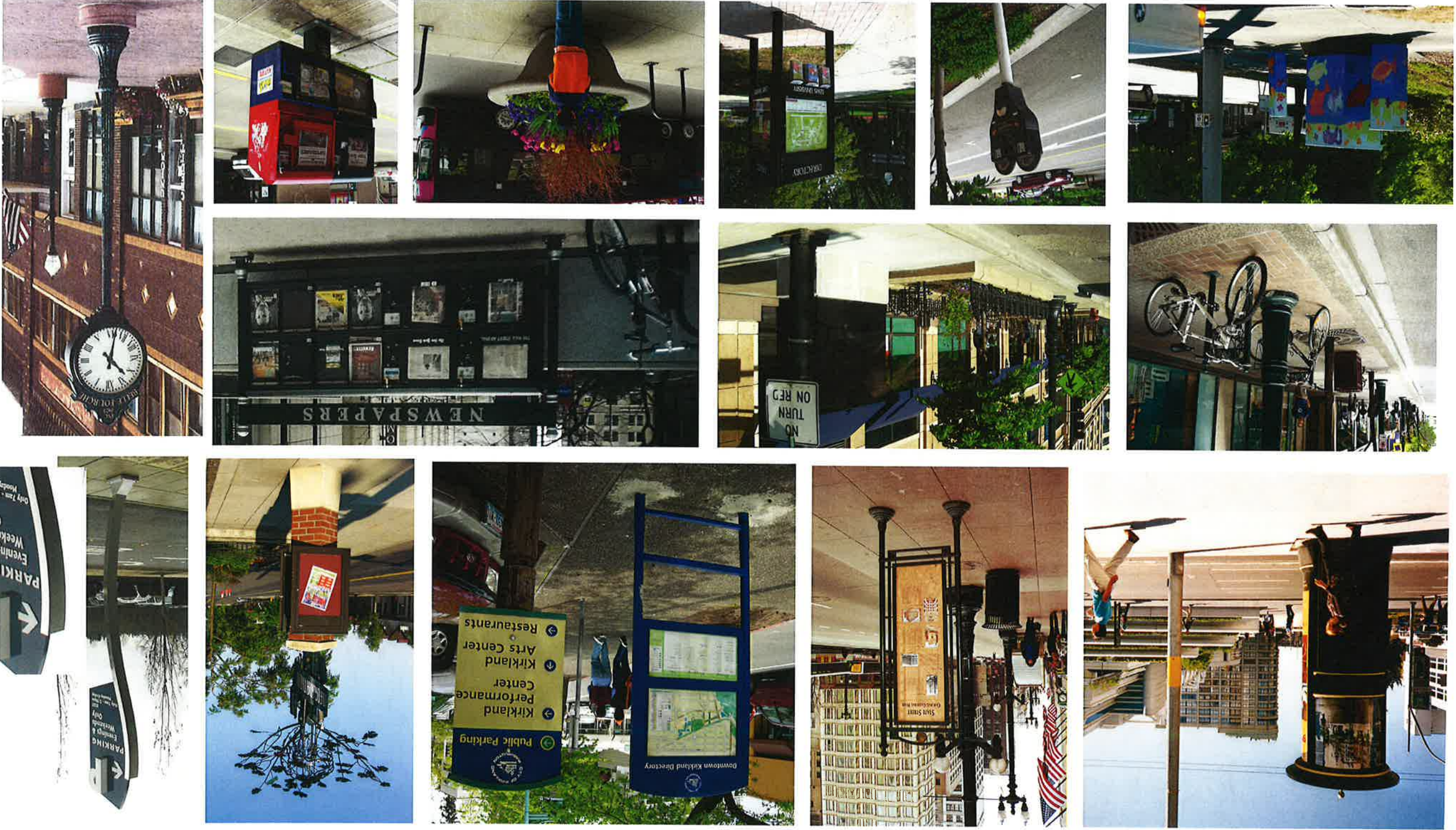
Street Lighting - (Example Images)





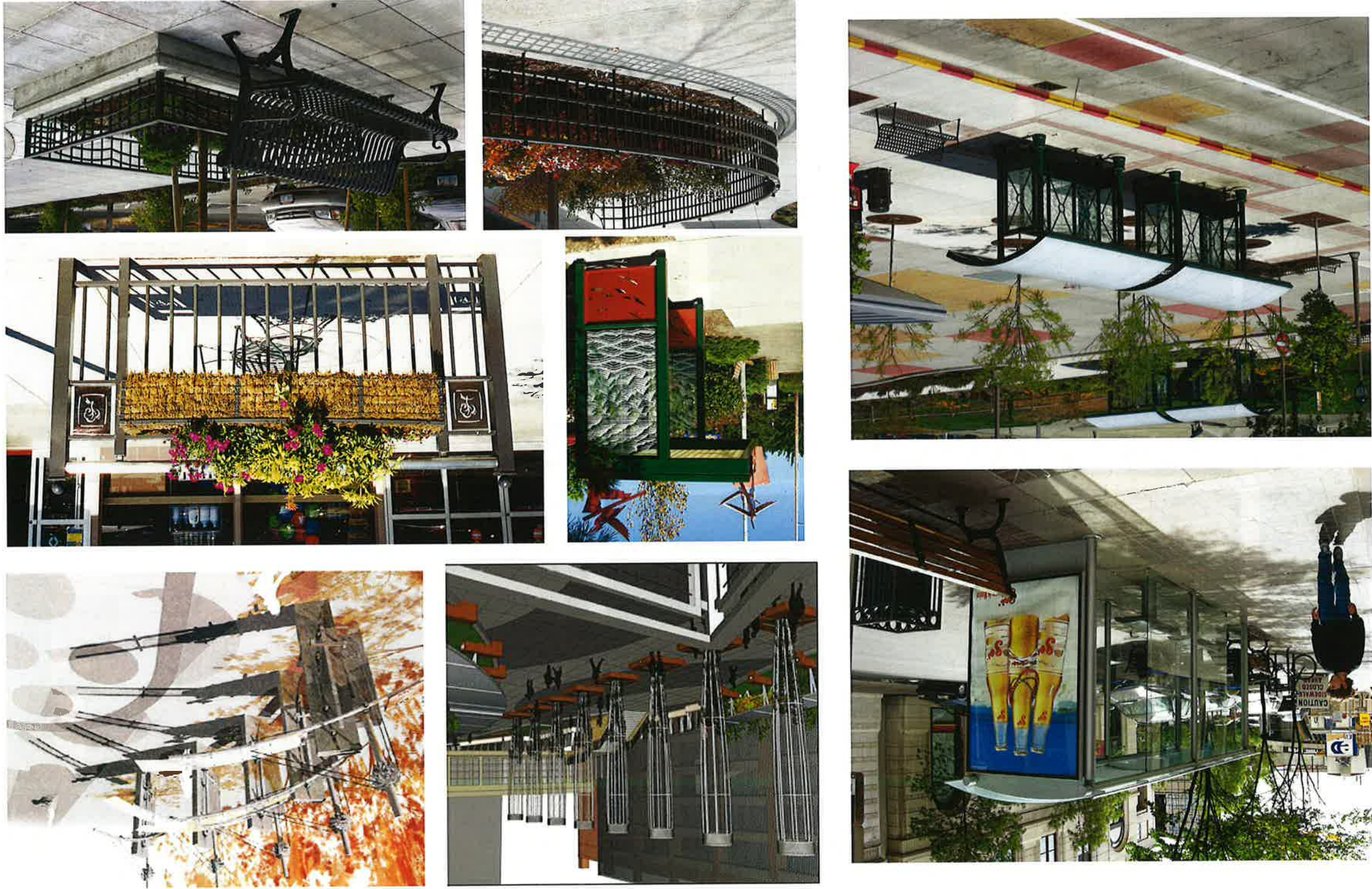
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Kiosks and Other Miscellaneous Street Furniture - (Example Images)

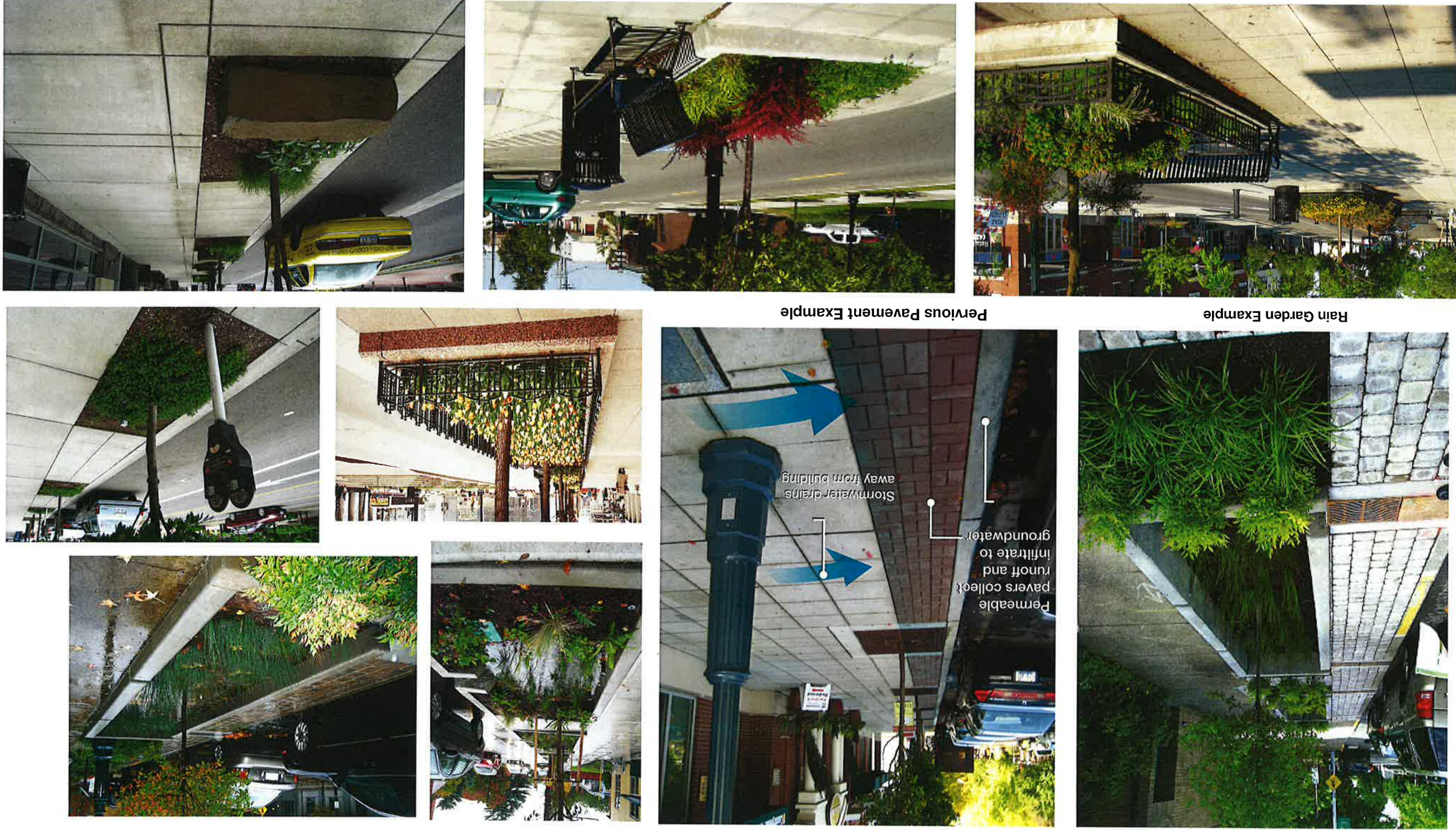
Shelters & Railings - (Example Images)



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NDP / LID Stormwater & Linear Planters - (Example Images)



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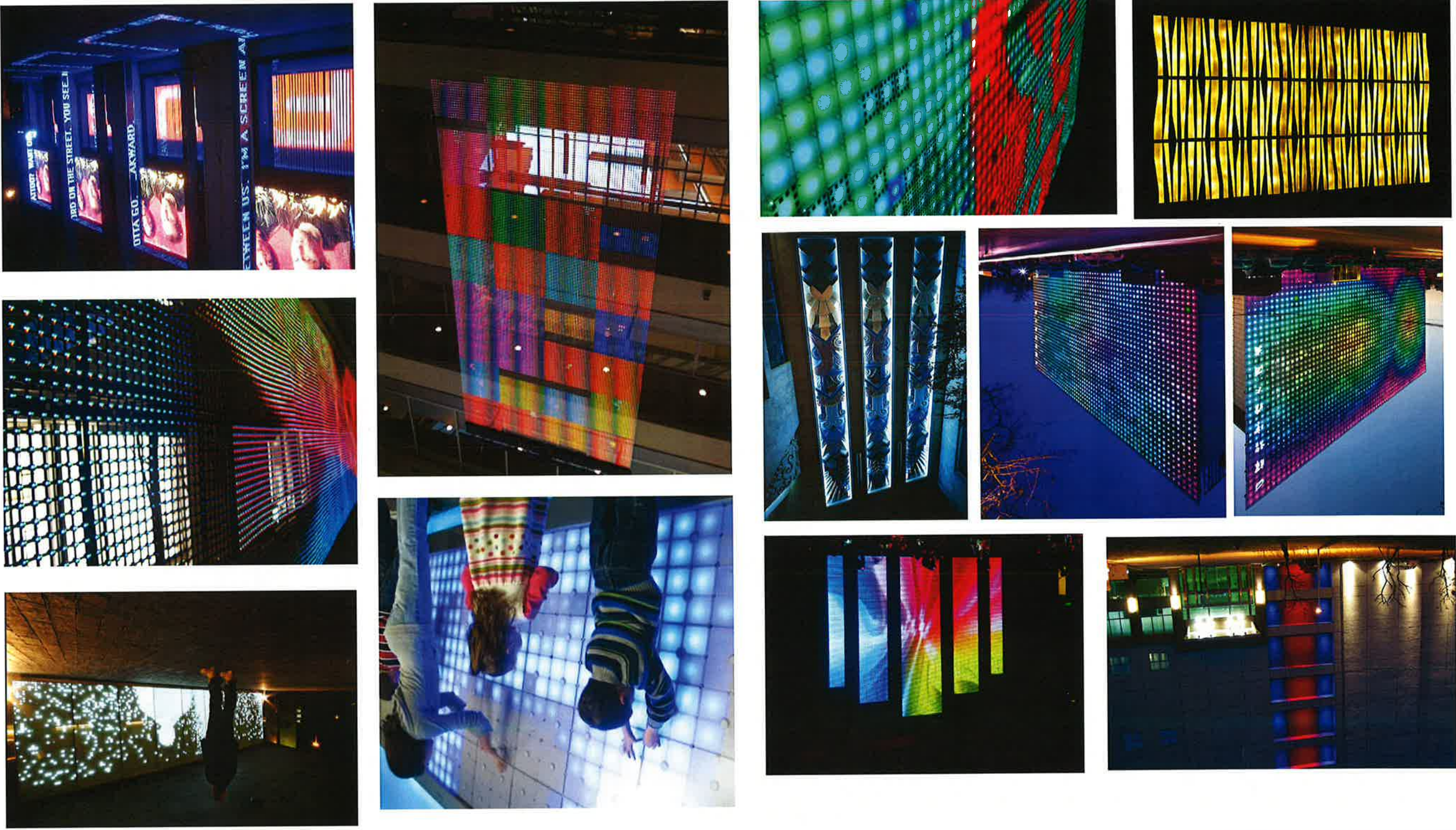
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Substation Screening - (Example Images)



Public Art - (Example Images)



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