Lid I-5 Community Open House

Agenda
6:00 - 6:30 Open House
6:30 - 7:00 Presentation
7:00 - 7:30 Open House

Fiscal Sponsor
SEATTLE PARKS FOUNDATION

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MAKERS

Event Co-Host
THE CLOUD ROOM
How do we build cities?

“Cities must urge urban planners and architects to reinforce pedestrianism as an integrated city policy to develop lively, safe, sustainable, and healthy cities. It is equally urgent to strengthen the social function of city space as a meeting place that contributes toward the aims of social sustainability and an open and democratic society”.

- Jan Gehl, Cities for People
We’re stuck with I-5 as it is.

“Even if the city and state wanted to do so, there’s no easy way to widen Interstate 5 through Seattle. The highway’s west side is lined with buildings and businesses, some less than 100 feet from mainline traffic.

The east side of the highway is the same, but even more daunting... retaining walls on I-5’s east side have steel and cement columns drilled 120 feet deep to hold up the hillside. Those columns are not easily moved.

- David Gutman, The Seattle Times, June 19, 2017
The Options

Status Quo
The Options

Status Quo

Remove I-5
The Options

Status Quo

Remove I-5

Lid I-5 (where we can)
Who We Are

We are volunteer Seattle residents advancing the concept of lidding Interstate 5 citywide to reconnect neighborhoods and create new land for public and private uses.

Steering Committee
John Feit, Chair
Dana Behar       Gemma Daggatt
Scott Bonjukian  Liz Dunn
Jim Castanes     Bruno Lambert
Jordan Cowhig    Thomas Pitchford

Campaign Consultant
David Yeaworth, Catalyst Strategies

Coalition Partners

Seattle Parks Foundation
First Hill Improvement Association
Jim Ellis Freeway Park Association
Seattle Neighborhood Greenways
Capitol Hill Housing
Future Wise
Lid I-5 Timeline

- Spring 2015: Lid I-5 Steering Committee Forms
- December 2015: Presentation to City Council Transportation Committee
- May 2016: First Center City Public Charrette
- September 2016: Seattle Comprehensive Plan Amended with Lid Policies
- December 2016: WSCC Public Benefits Open House
- May 2017: Congress for the New Urbanism Charrette
- June 2017: Community Open House
- July 2017: Community Package Tours
- Fall 2017: University District/Wallingford Public Charrette
- Fall 2017: Central Hills Triangle Collaborative
- 2018: City Council Votes on WSCC Public Benefits and Study Funding
The Challenges

Scarcity of Public Land

Center City

- current parks balance: -3 acres
- 20-year growth:
  - +28,500 new homes
  - +55,500 new jobs
  - +13 acres new parks

- future parks balance: -23 acres

Neighborhood Disconnections

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The Opportunity

City Divided

City United
Lid Structures
Local History: Freeway Park

Funded by Forward Thrust
Convention Center Addition: Catalyst for Discussion
Civic Engagement Campaign
Community Priority: Parks and Open Space

Central Park, New York City

Millennium Park, Chicago

Civic Center Park, Denver

South Park Blocks, Portland
Community Priorities

**Parks & Open Space**
- Critical breathing room in a dense city
- Play areas for families, seniors, pets
- Spaces for sports and active recreation
- Public health and economic benefits

**Affordable Housing**
- New public land where it is needed most
- Proximity to jobs and social services
- Transit-oriented development potential
- Homes for families and low wage workers

**Community Facilities**
- Multi-purpose neighborhood centers
- Downtown elementary and middle schools
- Art institutions and performance venues
- Public safety and utility infrastructure

**Walk/Bike Connections**
- Opportunities for restoring the street grid
- Encourage more walking and bicycling
- Possibility of multi-modal trail links
- Better connections to transit

**Environmental Health**
- Cutting off sights and sounds of traffic
- Opportunity to better manage stormwater
- Potential to capture or filter air pollutants
- Reduced urban heat island effect

**Local Businesses**
- Restore walkable mixed-use city blocks
- Public-private development possibilities
- Activate new park spaces with programming
- Mixture of indoor and outdoor retail
The Equity Line
NERO Commons
NERO COMMONS
Lidding I-5 at NE 130th Street and Jackson Park

INDIGENOUS HISTORY
Haller Lake and Bitter Lake both named in the Salish Language

ECOLOGICAL HISTORY
Upland Forest
Land cleared for pasture, orchard, and other uses
(Sub)urbanization
Urban Village Density

DEVELOPMENT HISTORY
1869
First European (John Welch) settles land near Haller Lake

1909
Theodore Haller develops first plats

1950-1954
Seattle annexes land between 85th Street and 145th Street

2035
Seattle 2035 plan goals for 130th Street urban village

1937 Aerial
Source: King County

City of Seattle Annexation Map
Source: wedgwoodinseattlehistory.com

I-5 Construction, Looking South from Northgate
Source: Seattle Times

130th Street Station Plan
Source: Sound Transit

INFRASSTRUCTURE HISTORY
1960-1967
Northgate Mall built

2008
ST2 approved by voters expanding the Link to Linnwood with station at Northgate and 145th

2016
Interstate 5 built, interrupting the network of North Seattle

2022
ST3 approved by voters including infill station at 130th and BRT on 145th

2031
Link extension (including 145th Street station) opens

TODAY
130th Street infill station opens
1. Expanded Bus Loading/Unloading
2. Farmers’ Market
3. Access to Link Station Above
4. Bike Center (Kun)
5. Access to Jackson Park (Tatyana & Kun)
6. Grocer
7. Collection Wetland
8. Shared Street/Delivery Access
9. Roosevelt Way NE access to other studio projects (Alec, Janice, Joshua)
10. Paved Crosswalks
11. Northacres Park (InCheol)
12. I-5 Southbound
13. I-5 Northbound
NERO COMMONS
Lidding I-5 at NE 130th Street and Jackson Park

3rd Avenue NE

Housing

Community Space/Libray

Iconic Sculptural Element

Engineered Soil (12")

Structural Foam

Required 16'-6" Clearance

Civic Plaza

Link Station

5th Avenue NE

Stormwater Swale

Pre-Stressed Box Beam

Village Green

Green Terraces

EL: 406.00'

EL: 400.00'

EL: 406.00'

EL: 395.00'

EL: 370.00'

SECTION AA'
Seattle C.A.P.
Since winning in 2015...

- HUD has dedicated a total of $511 million toward the implementation of The BIG U.

- New York City has committed an additional $305 million in capital funding to start the first phases of the East Side Coastal Resiliency (ESCR), and Lower Manhattan Coastal Resiliency (LMCR) projects.

- The project has been broken into two components. The East River Park Component is being implemented as the ESCR, and from Montgomery Street to the Battery is the LMCR project. LMCR is being implemented in two separate parts.
Cost vs. Land Value

**Lid Parks**

$500 per square foot to build lids
Based on average costs of lid projects nationwide

**Downtown Seattle Land Value**

$1,000+ per square foot to purchase land
Based on private land sales the past three years
Goal #1: Fund a Seattle Lid Feasibility Study

Technical Questions

Does any of I-5 need to be repaired or rebuilt?

In which neighborhoods are lids most cost effective?

What should the new land be used for?

What are the best practices in lid design?

How much would lids cost to build and maintain?

How would air rights and ownership be handled?

Feasibility Study Costs

Atlanta: “The Stitch” Engineering Study and Master Plan
$1,000,000

$1,000,000

Philadelphia: “Penn’s Landing” Feasibility Study
$425,000
Feasibility Study Progress

The Washington State Convention Center (WSCC) has proposed $300,000 for the Seattle Lid Feasibility Study.

The City of Seattle Office of Planning and Community Development (OPCD) has agreed to lead the study if funding is secured.

Additional funding could help reach more neighborhoods and study more issues. We need to continue demonstrating public support!
Case Study: Klyde Warren Park, Dallas (2012)

5.2 acres / $490 per square foot / Funding: 48% private, 52% public / Ranks #8 U.S. city park for annual visitors per acre

“I had enormous admiration for what they were wanting to do, but their idea about putting a lid on top of the freeway? My first thought was, ‘These people are nuts.’”

- Tom Shelton, lead project engineer
Case Study: Capitol Crossing, Washington, D.C. (opens 2020)

5.0 acre lid / $920 per square foot / Funding: 100% private / 2.2 million square feet office, retail, and residential

“It's an urban planning victory to be able to reconnect the city street grid and make a highway disappear.”

- Robert Braunohler, Property Group Partners
Goal #2: Build a Pine-Boren “Proof-of-Concept” Lid Park
Goal #2: Build a Pine-Boren “Proof-of-Concept” Lid Park
Recent Endorsements

Councilmember Sally Bagshaw  
Seattle District 7

Councilmember Rob Johnson  
Seattle District 4

Senator Jamie Pedersen  
Washington District 43
Continuing Public Engagement

Capitol Hill Times
Freeway Park Charrette (May 2017)

Ongoing Media Coverage

WSCC Public Benefits Open House (December 2016)
Let’s build a city for people.

“Americans are driving less and cities are transforming into human-friendly places where people get around by walking, bicycling and riding public transit – just as they did a century ago.

Welcome back to a future where cities belong to people.

- David Cranor, D.C. Bicycle Advisory Council
Let’s Build Seattle’s Future, Together
Follow / Share / Advocate
www.lidi5.org