University District Lid I-5

CEP 498A Spring 2020

Maron Bernardino (bernaj2@uw.edu)
Alina Ruzicka (alinaruz@uw.edu)
Justin Tran (jtran02@uw.edu)
James Tang (jct1218@uw.edu)
Presentation Overview

1. Market Study (Justin + James ~10 minutes)
   ○ Land Use and Projects
   ○ Residential, Retail and Community Spaces
2. Case Study Examples of Other Lid’s around the U.S. (Alina ~10 minutes)
3. Survey Overview (Maron ~10 minutes)
   ○ Survey Results
4. Site Programming Designs (James ~10 minutes)
Study Area: Market Study
Study Area Land Use and Developments
Study Area

½ mile radius around the proposed lid location

Approximate division of property types in the study area

- Housing: 73%
- Business: 21%
- Open Space/Parks: 6%
Study Area Current Land Use

West of I-5, majority single family housing, 45th is a commercial street

East of I-5, split of multi family housing and commercial/mixed use with single family to the North

Source: City of Seattle Current Land Use Zoning Detail
Projects in development

Update from Fall 2019 (as of April 27th, 2020)

**Tan:** Proposed

**Orange:** Approved

Includes single family housing/projects that do not go through a review process

Mixed Use: All except one of the projects (approved and proposed) consist of apartment units above a retail space with parking space. A mixed use project in Wallingford will be an addition to an existing space.

Residential: Proposed projects are a mix of single and multifamily

Open Space: Proposed open space will be on Brooklyn Ave NE just above 45th in the U-District
Proposed Projects

Wallingford

U-District
Approved Projects

Wallingford

- Single Family: 10
- Multifamily: 0
- House: 0
- Townhouse: 1
- Mixed Use: 0
- Open Space/Park: 0

U-District

- Single Family: 3
- Multifamily: 0
- House: 0
- Townhouse: 0
- Mixed Use: 0
- Open Space/Park: 0
Proposed Units

- Small Efficiency Dwellings: 284
- Efficiency Dwellings: 41
- Apartments: 759
- Live/Work: 0
- Townhouse: 0
- Unspecified: 844
Approved Units

- Small Efficiency Dwellings: 134 (17 Wallingford, 117 U District)
- Efficiency Dwellings: 3 (2 Wallingford, 1 U District)
- Apartments: 179 (255 Wallingford, 0 U District)
- Live/Work: 0 (0 Wallingford, 0 U District)
- Townhouse: 30 (30 Wallingford, 0 U District)
- Unspecified: 255 (255 Wallingford, 0 U District)
Notes on development

- Wallingford development is residential focused, majority of projects are single family
  - Lid can be a space for developments that are not residential in nature
- U-District development is more diverse, multiple types of development
  - Lid can be an extension of current development patterns, multiple types of development opportunities available for the lid
- Community developments reflect the community, Wallingford residents differ from U-District residents
  - Considerations: should the I-5 Lid be developed for both communities or should it cater to one?
Study Area Residential, Retail, and Community Spaces
University District Residential

Land Use of the University District as of 2013

Observations:

- Mixed use in the core of the U-District (residential + commercial)
- Close to the lid location is residential and mixed use commercial
- To the north, and in Wallingford as well, predominantly single family

Source: City of Seattle University District Urban Design Framework
Study Area Commercial Space

- Need for another U-District Commercial Space
  - Stores oriented towards University of Washington students make up the majority of University Way
  - Higher end shopping center located at University Village
  - What can the lid provide that these places do not?
    - The Ave commercial space breakdown and goal, the lid can help provide space to

- Wallingford commercial strip on 45th
  - More variety of shops
  - Single family housing mixed in as well
  - Heavily vehicle oriented, less pedestrian friendly

University Way, “The Ave”, breakdown as of 2014

Source: Downtown Works LLC U District Retail Study & Strategy
Current community oriented spaces in the area

A student oriented space in the area is a small branch of the Seattle Public Library (blue dot).

Two park spaces are the University Playground and Meridian Playground (yellow dot). The University Playground is geared more towards children.
Community Oriented Spaces

Community oriented spaces can come in many forms

What qualifies as community oriented space?

- Libraries
- Study Areas
- Collaborative Work Spaces
- Can also be combined with other types of programming
  - Residential - Study area/communal lounges
  - Commercial - Lounges/cafes for gathering and where students can study
  - Recreational/open space - Parks
What could the area use?

**U-District**
- Affordable housing for residents
  - housing cost burden is high in area (student oriented)
- Lack of community open space in the U-District outside of the University of Washington Campus
- Limited retail options aside from restaurants/more variety
- Safe space for people to gather

**Wallingford**
- Open, community oriented space
- Multifamily housing (near lid location)
- Expanded commercial options that do not exist on 45th commercial strip
What the I-5 Lid could provide

- Multifamily housing between Wallingford and the U-District
- A community oriented space for Wallingford residents closer to I-5 where Gas Work might not be as accessible
- A community oriented space for U-District residents that is not on the University of Washington campus
- Extension of retail and commercial space for both sides of I-5
- Mixed use areas that combines recreation, residential, and open space for residents in the area
- Connecting space over I-5 for Wallingford and U-District Residents
Study Area: Case Studies
Aubrey Davis Park
Mercer Island, WA

- Built in 1994
- Cost: $230.24 Million
- Cost Per Sq Ft: $413.22
- 12.78 acres total
- Owned by WSDOT, managed by city of Mercer Island

Source: lidi5.org
Aubrey Davis Park (Cont.)

Pros:
- Minimizes impact of I-90
- Softball fields, tennis courts, a picnic shelter, basketball courts
- Better used space than originally expected

Cons:
- Some asphalt pathways are cracking
- Concerns with bicyclists sharing same pathways as pedestrians on trail
How is this lid applicable?

- It is a very successful open space lid
- An example close to Seattle to reference/visit for inspiration
- Includes green space/different activities we can also include on lid

What is being done to fix current problems?

- Aubrey Davis Park Master Plan
  - Revisions for amenities, trails, and open space
- State approved $500K grant to make trails safer
Klyde Warren Park

Dallas, Texas

- Built in 2012
- Cost: $111.97 Million
- Cost Per Sqft: $493.57
- Covers 5.2 acres
- Managed by the Woodall Rodgers Park Foundation

Source: klydewarrenpark.org
Klyde Warren Park (Cont.)

Pros:

- Provides connectivity to the city's downtown district
- Pedestrian-oriented design
- Children's park, great lawn, performance pavilion, fountain plaza, restaurants, dog park

Cons:

- Buildings alongside the park were designed to face a loud highway, not a park
- Relatively small space
- Surrounding access roads inhibit pedestrian access
How is this lid applicable?

- Provides example for activities that can be utilized on the I-5 U District Lid
- Uses a sustainable landscape design (native plantings, stormwater reclamation, solar/geothermal energy)
- We can make sure our lid is safely accessible to the public (i.e. pedestrian access from 47th st)
Freeway Park
Seattle, WA

- Opened: 1976
- Cost $94.47 million
- Cost per Sq Ft: $417.81
- Covers 5.2 Acres
- Designed by Lawrence Halprin, managed by Seattle Parks and Recreation

Source: Crosscut.
Source: The Architect's Newspaper
Freeway Park (Cont.)

Pros:

- Bridges/ builds community
- Connection between Downtown/ nearby neighborhood
- Unique architectural forms/ urban garden
- First ever freeway lid

Cons:

- Since completion in 1976, many violent crimes committed
- Not very defensible space (i.e., hiding spaces, shaded areas)
- Overgrown greenery/outdated design elements

Source: Seattle Weekly
How is this lid applicable?

- Not defensible space
- Need eyes on the area 24/7 to prevent crime
- We can reference this lid/visit it if necessary
- Can incorporate features that were successful

Source: Cultural Landscape Foundation
What is being done to address these problems?

- Finding Freeway Park concept plan produced by the Freeway Park Association
- Project scope examples:
  - Bring in frequent programming to Park
  - Refresh/thin planting where appropriate
  - Add pedestrian-scale lighting throughout
Teralta Park

San Diego, CA

- Built in 2002
- Cost $90.94 Million in total
- Cost per sqft: $385.67
- Covers 5.4 acres
- Managed by San Diego Community Normal Heights

Source: Google Maps
Teralta Park (Cont.)

Pros:

- Reconnected neighborhoods cut apart by highway
- Provides open space for community gathering

Cons:

- Not well taken care of space
- Safety concerns
- No activities to do at the park
- Unmonitored → doesn't have 24/7 activity, causing increased crime
- Lack of funding to keep space safe and attractive to those around

Source: San Diego Reader
How is this lid applicable?

- Must be activity on the lid to make it defensible and attract people
- More eyes means less crime
- Needs proper maintenance so space doesn’t become unused
- Instead of solely public green space, include mixed use area
Bridge Apartments

New York City

- Built in 1964
- Unknown Cost
- Covers 3 acres of the Trans-Manhattan Expressway
- Each building 32-stories
- Houses nearly 4,000 people

Source: The Uptown Collective
Bridge Apartments (Cont.)

Pros:

● Purpose was more middle-income housing
● Allowed for “big-family opportunity” with three-bedroom apartments
● Proof that it’s possible to have residential buildings on a lid

Cons:

● Built over one of most traveled highways in NYC
● Extremely loud because traffic under buildings
● Pollution concerns over highway
● Casts shadows on surrounding buildings
How is this lid applicable?

- Something similar can be done for the I-5 Lid, like 5-6 story apartment building
- By having shorter apartment buildings → minimize environmental factors
- Space can be more defensible if people closer to the ground/green space surrounding bottom
How are these Case Studies applicable to the I-5 Lid?

- We know what works/what doesn’t
  - Need defensible space
  - Things/activities to do
    - Attractive space to community surrounding lid
- Need mixed use area
- Could include affordable housing
- Include public park space
- Take into consideration FUNDING not only for lid but for maintenance once the lid is completed
Study Area: Surveying
Survey Overview

Purpose:

- To understand the infrastructure needs/concerns of the people within the Wallingford/U-District area and of those from other Seattle neighborhoods
- Use data gathered from survey to help in creating site programming designs for the lid.
Targeted Audience of Survey

- Wallingford / U-District Residents
  - Audience that primarily interacts with proposed lid area

- Residents from other Seattle Neighborhoods
  - Audience that comes to and from proposed lid area
Survey Main Sections

- Transportation Safety Concerns
- General Activities
- Possible solutions for Freeway Lid Design
Transportation Safety Concerns Section

- To understand how safe people feel while traveling with the current infrastructure conditions in place in the area.
- Example Questions:
  - “What is your preferred form of transportation in the area?”
  - “How safe do you feel travelling within this area on your preferred form of transportation during the day and night? And why?”
General Activities Section

- To understand what commercial/retail in the Wallingford/U-District is the most popular among local residents
- Example question: "What are your preferred commercial/retail in the area?
  - "Asian restaurants, Non-Asian Restaurants, cafes, bars, etc."
Possible Solutions for Freeway Lid design Section

- To see how local residents feel about proposed site programming design ideas emphasized in Fall 2019
- Example Questions:
  - “How do you feel about adding more open park space on the proposed lid?” (on a scale of 1-5)
  - “In terms of land use and services, is there anything that you think the Wallingford/U-District area lacks? Please explain why”
Survey Results
Results: Transportation Safety Concerns
(Wallingford/U-District Residents)

What is your preferred form of transportation within the Wallingford/U-District Area?
371 responses

- Bike: 59.6%
- Walk: 16.7%
- Drive: 9.7%
- Public transportation: 13.2%
- Walk & bus: There should be multiple options for this!
- i.e., drive AND walk or walk AND bus
- Connector

How safe do you feel traveling within this area on your preferred form of transport during the DAY?
371 responses

1. 6 (2.2%)
2. 22 (5.9%)
3. 78 (21%)
4. 140 (39.9%)
5. 115 (31%)

How safe do you feel traveling within this area on your preferred form of transport during the NIGHT?
266 responses

1. 21 (7.9%)
2. 53 (19.9%)
3. 71 (26.7%)
4. 74 (27.6%)
5. 47 (17.7%)

How safe do you feel using your preferred form of transportation to go from Wallingford to U-District or vice versa?
371 responses

1. 21 (5.7%)
2. 64 (17.3%)
3. 130 (35%)
4. 97 (26.1%)
5. 59 (15.9%)
Results: Transportation Safety Concerns

Some individual responses:

- “Lack of dedicated bike lanes combined with heavy car traffic.”
- “Cars are a speeding by and the sidewalk isn't wide enough.”
- “There is good lighting in some places and not in others”
- “Homeless, addicted, mentally unstable people on the streets”
Results: Transportation Safety Concerns

(Wallingford/U-District Residents)

How safe do you feel while waiting for the bus at the bus stops on NE 45th st near I-5?
121 responses

Some individual responses:
- “a lots of people who seem like they are experiencing homelessness + mental health trouble. A Lot of trash.”
- “It's a very car-centric space (waiting on the bus stop island), which doesn't make me feel very safe as a pedestrian”
- “Very loud freeway noises”
- “Some of the bus shelters don’t have lights”
- “During the day, that location is usually safe as there are rarely vagrants there. However, I wouldn’t stand there waiting for a bus after dark.”
Results: General Activities

(Wallingford/U-District Residents)

What are your preferred commercial/retail in the area? (select all that apply)

371 responses

- Asian Restaurants: 304 (81.9%)
- Cafes: 268 (72.2%)
- Grocery/Drugs Store: 271 (73%)
- Banks: 312 (84.1%)
- Bookstores: 149 (40.2%)
- QFC: 134 (36.1%)
- Hardware/lumber stores: 14 (0.3%)
- Library and thrift store: 14 (0.3%)
- Book store: 12 (0.3%)
- Cannabis Dispensaries: 11 (0.3%)
- The Historic Cinemas: 11 (0.3%)
- General retail; food trucks; hardware: 10 (0.3%)
- Kid- and pet-friendly; variety of business: 10 (0.3%)
- art supply store, pet store: 10 (0.3%)
- Bookshops and newsstands: 10 (0.3%)
- Work: 1 (0.3%)
- Arts and Craft store and the Burke Museum: 1 (0.3%)
- Shopping at U Village: 1 (0.3%)
- Credit unions, Small retail businesses: 1 (0.3%)
- Visiting friends: 1 (0.3%)
- Work-i work at the UW: 1 (0.3%)
- Athletic fields, Space for school sports: 1 (0.3%)
- Parks, schools, recreation: 1 (0.3%)
- Books, office supplies: 1 (0.3%)
- The U district farmers market: 1 (0.3%)
- Petsmart, FedEx Office: 1 (0.3%)
- Bookstore, farmers market: 1 (0.3%)
- Farmer's Market: 1 (0.3%)
- Green space, farmers market: 1 (0.3%)
- farmers' markets: 1 (0.3%)
Results: General Activities

(Different Seattle Neighborhood Residents)

What do you generally do in this area?
265 responses

- Work: 42.3%
- School: 13.2%
- Commercial: 21.9%
- Recreational: 22.6%
Results: Possible Solutions for Freeway lid design

How do you feel about adding more open park space on the proposed lid which will connect Wallingford and U-District?

654 responses

How do you feel about potentially adding a trail as part of the freeway lid to connect Wallingford and U-District?

654 responses
Results: Possible Solutions for Freeway lid design

How do you feel about adding more multi family housing on the proposed lid which will connect Wallingford and U-District?
654 responses

How do you feel about adding more retail space on the proposed lid which will connect Wallingford and U-District?
654 responses
Results: Possible Solutions for Freeway lid design

In terms of land use and services, is there anything that you think the Wallingford/U-District area lacks? Please explain.

Key responses from the survey:

- “Sports fields!! The schools in Wallingford do not have their own playfields, this includes John Stanford international, Hamilton international middle school, Lincoln high school… We need fields for kids and adults alike to play. The fields at lower Woodland are always in use and it’s hard to get field time there.”
- “A centrally-located park similar to Cal Anderson on Capitol Hill or Green Lake—something bigger than the Good Shepherd Center where large community events could happen”
- “Affordable housing, bike and walking paths, parks in this part of the area between campus and other parks to the northwest and southwest like Gasworks and Greenlake.”
- “Some form of free overnight housing for homeless, students w/o housing, students getting away from an environment that is not benefiting them.”
- “Grocery store- qfc in Wallingford is too crowded. Safeway off 50th seems rundown and sketchy”
Results: Major takeaways

1. Need for open park space/Community Rental Spaces
2. Need for Better pedestrian/Bicycle infrastructure
3. Need for Affordable Housing/Multi-Family
4. Need Services that help/support homeless people
5. Need for more Street level retail (Mainly a Grocery Store)
6. Need for better transit infrastructure
Site Programming Designs
Example #1: Open Space Oriented
Example #2: Revenue Based
First level of Lid used by commercial spaces such as retail and restaurants

Parking Garage
- Levels 2-3
Apartment
- Levels 4-6

Grocery adjacent to courtyard space

Fountain surrounded by lawn areas

Rooftop space turned into green space/rooftop gardens

Road primarily for pedestrian/bicyclist. Accessibility for service vehicles controlled by bollards
Example #3: Mixed Space
Community Center with a running track and green space on the rooftop.

Sportsfields

Grocery adjacent to courtyard space

Parking Garage
--> Levels 2-3
Apartments --> Levels 4-6

Rooftop space turned into green space/rooftop gardens

Road primarily for pedestrian/bicycle. Accessibility for service vehicles controlled by bollards.
End of presentation

Thank You for Listening!