



# 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

Printing Sponsor



Event Co-Host





# 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

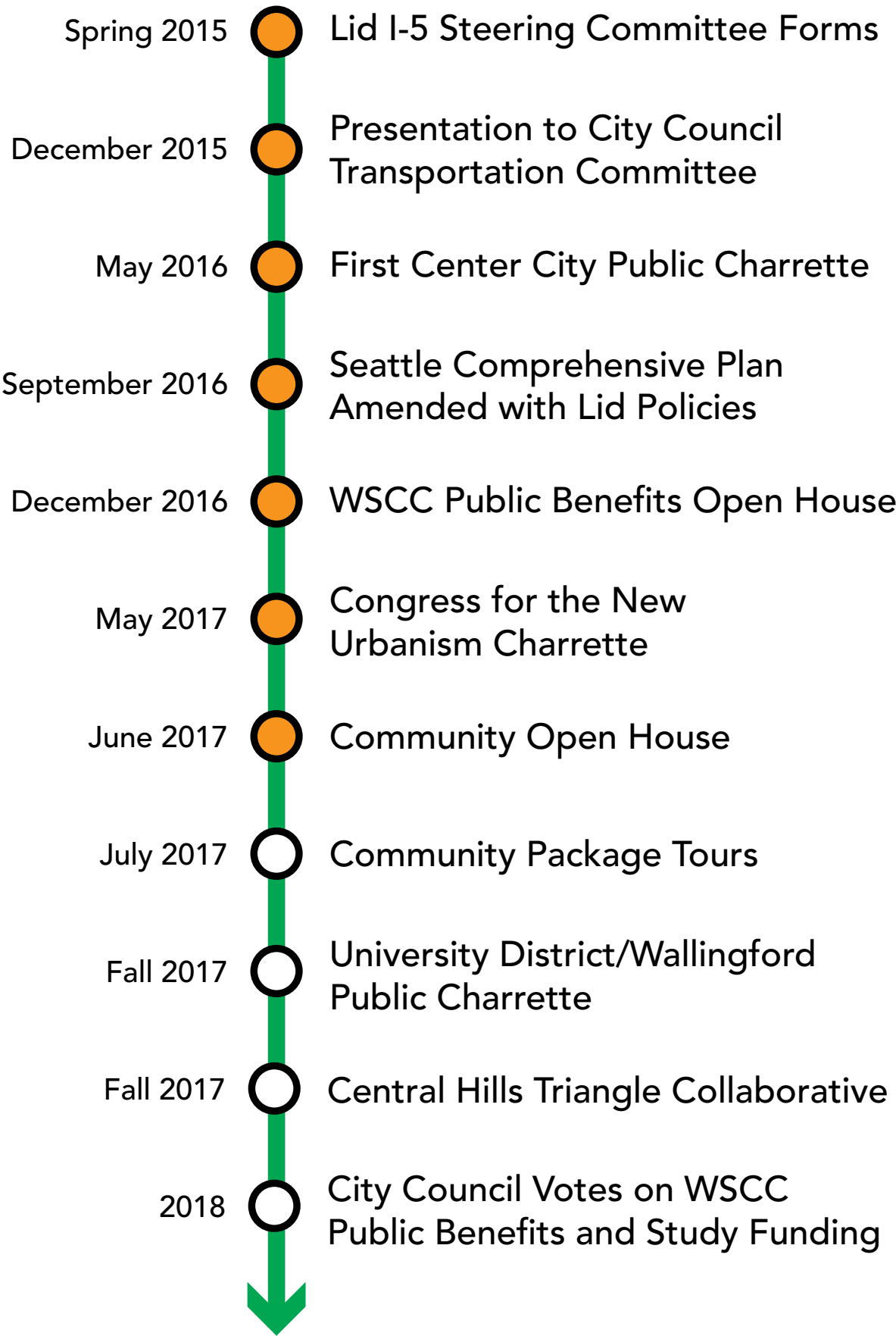
David Yeaworth, Catalyst Strategies

## Coalition Partners

SEATTLE PARKS FOUNDATION



# Lid I-5 Timeline

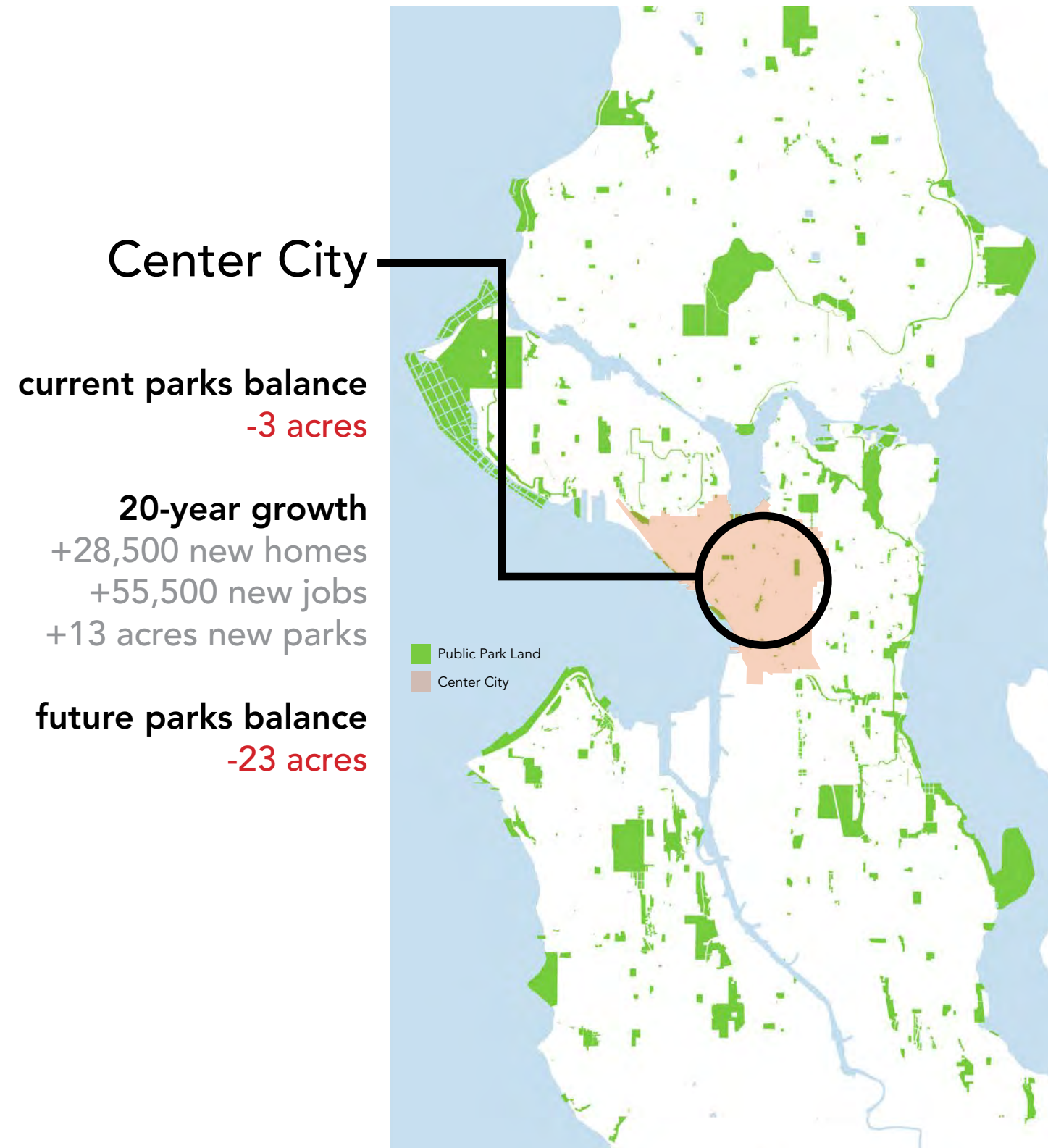




# The Challenges



## Scarcity of Public Land

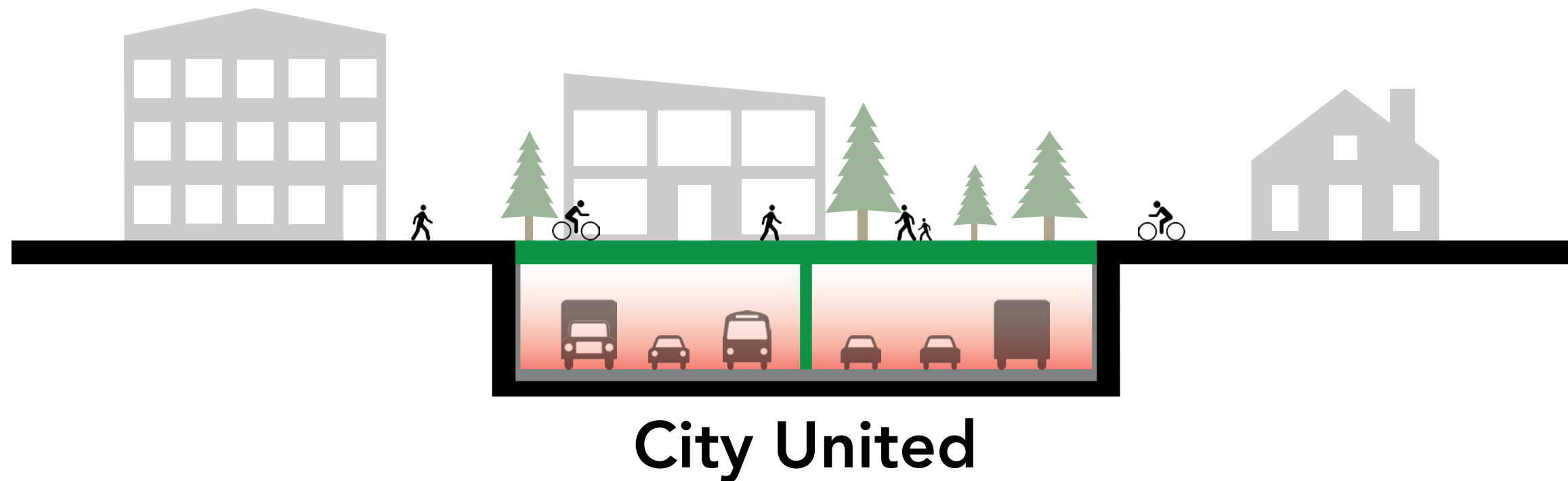
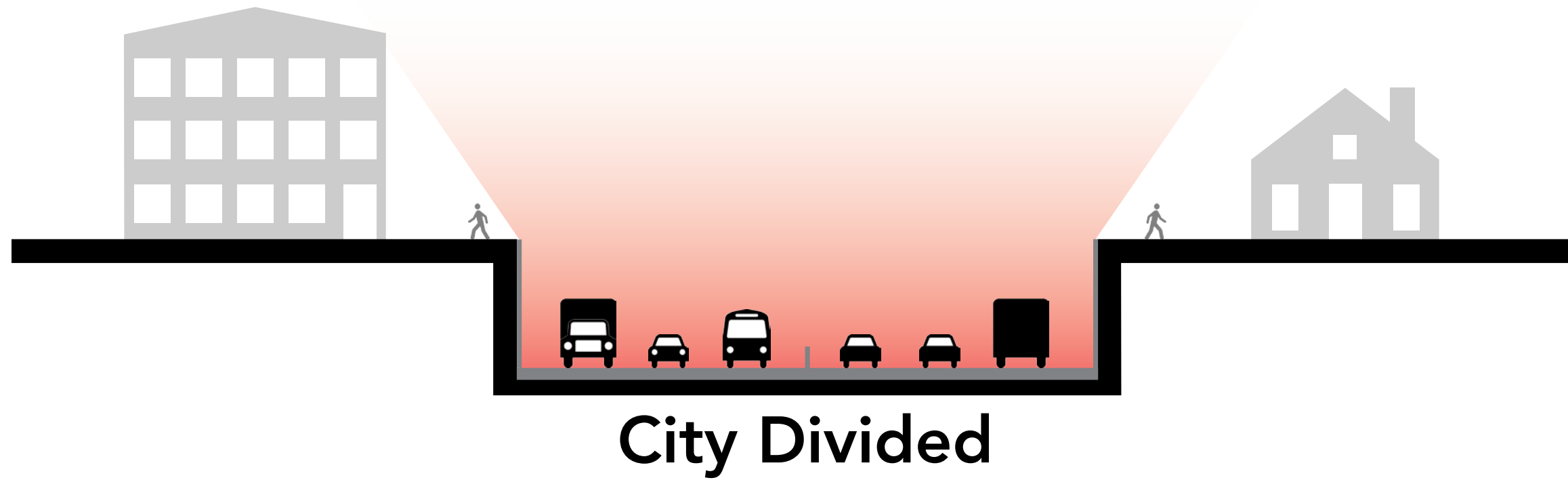


## Neighborhood Disconnections





# The Opportunity



# Lid Structures





# Local History: Freeway Park



Funded by Forward Thrust



# Local History: Interstate 90 & State Route 520





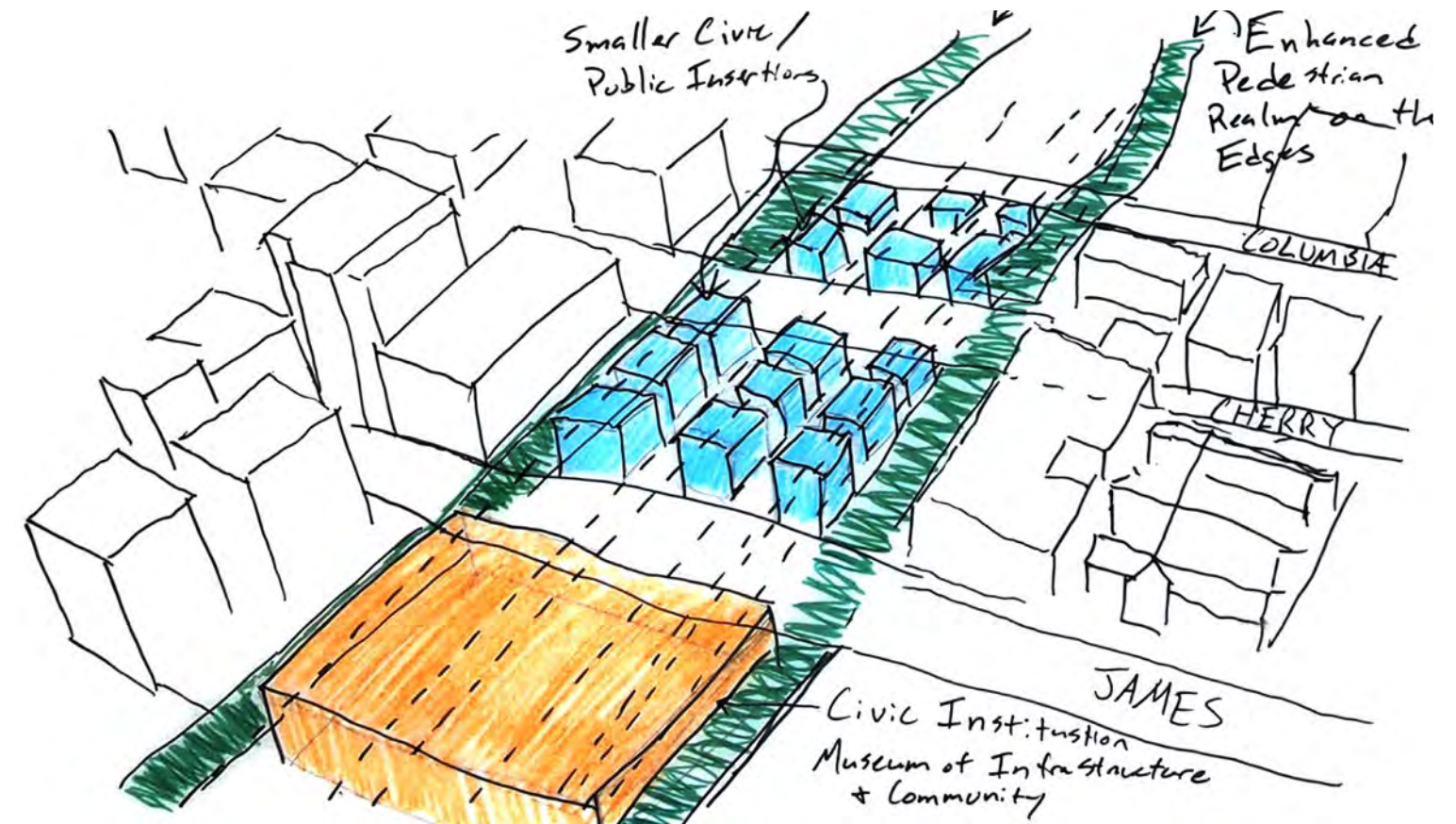
# Convention Center Addition: Catalyst for Discussion



© LHM 2015



# Civic Engagement Campaign

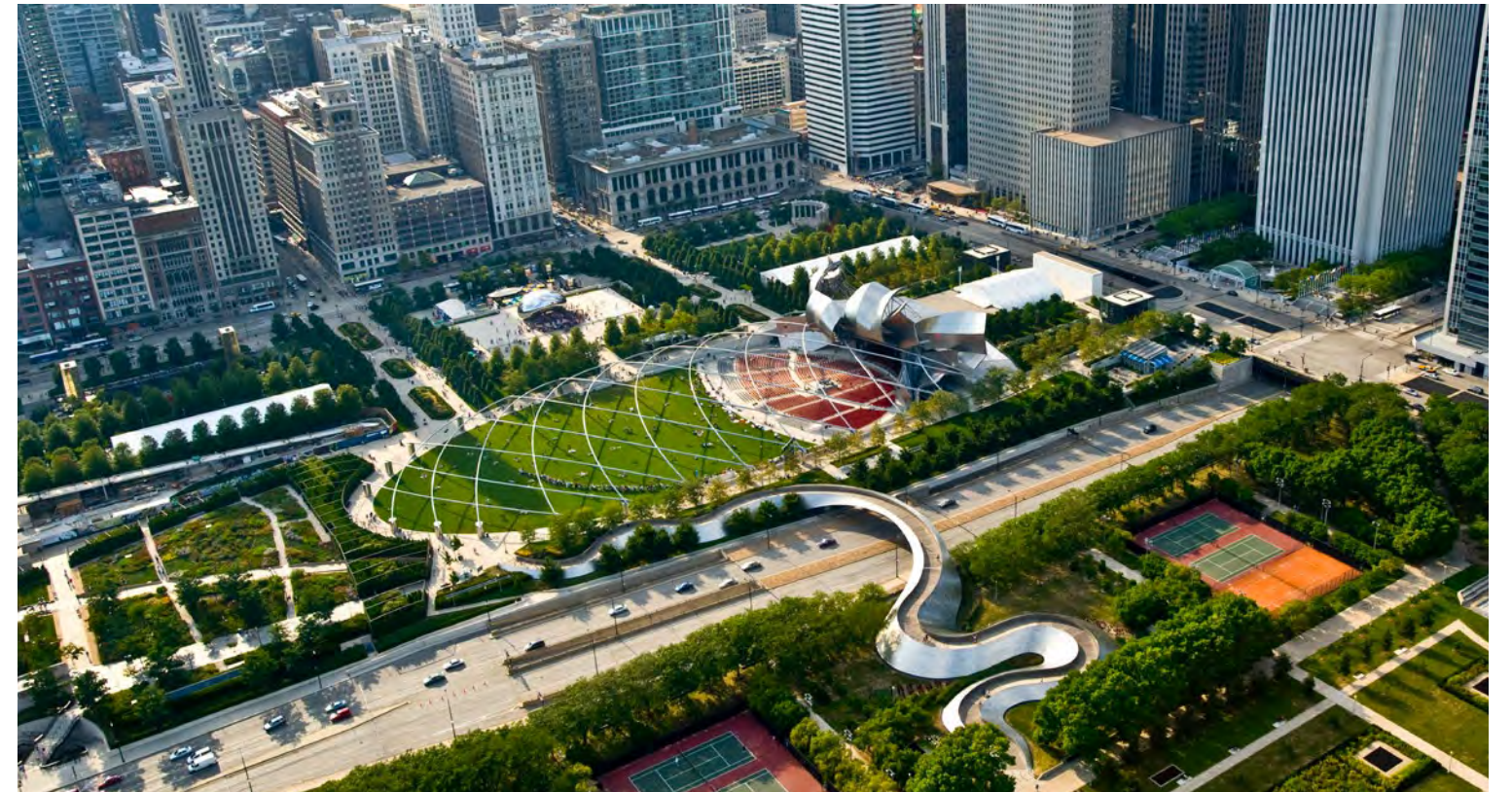




# Community Priority: Parks and Open Space



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



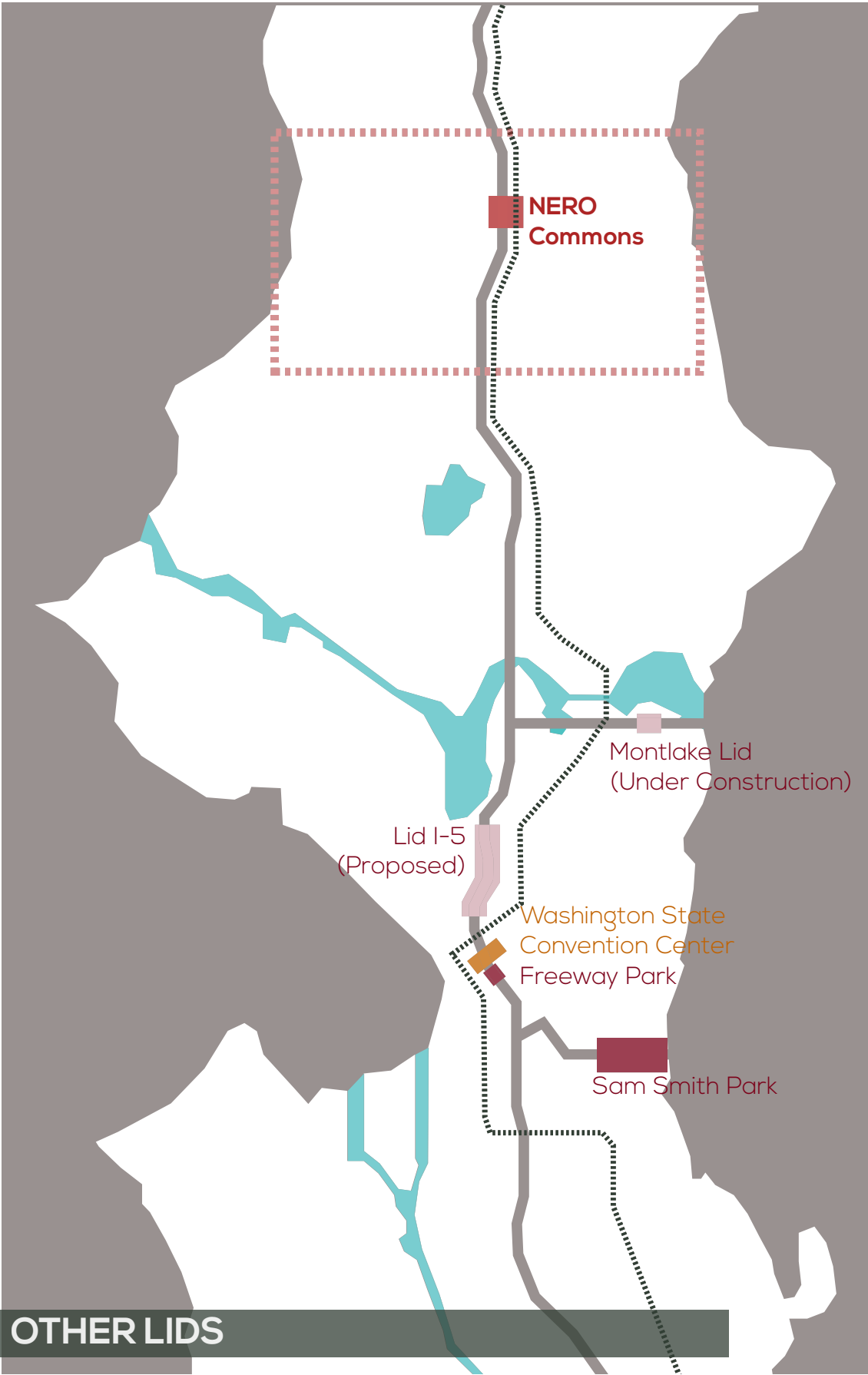


# **NERO Commons**



# NERO COMMONS

Lidding I-5 at NE 130th Street and Jackson Park



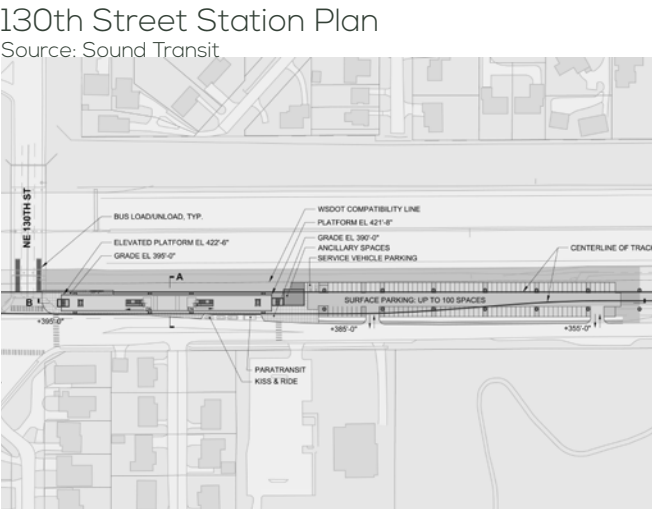
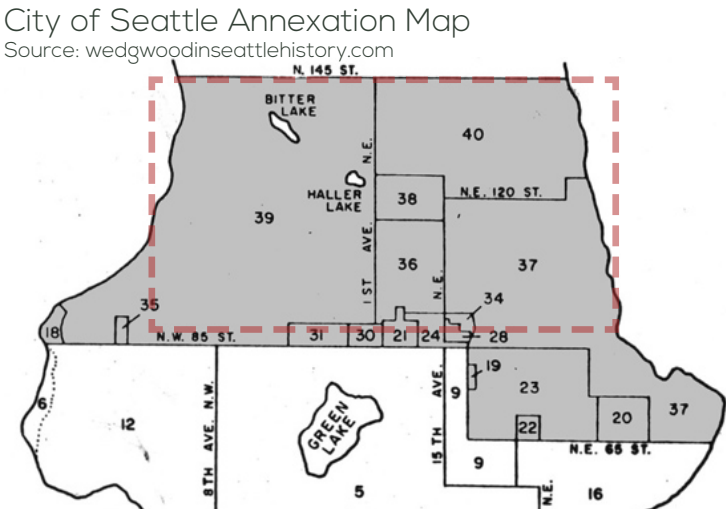
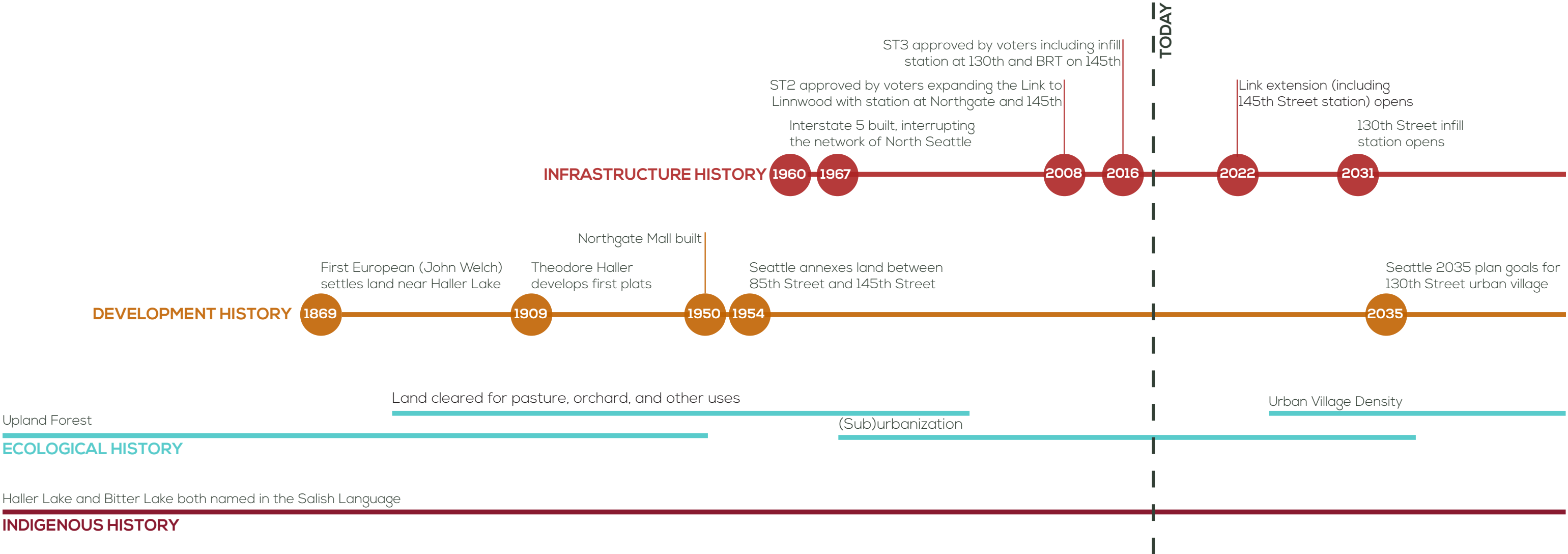
OTHER LIDS





# NERO COMMONS

Lidding I-5 at NE 130th Street and Jackson Park



## AREA HISTORY



# NERO COMMONS

Lidding I-5 at NE 130th Street and Jackson Park

LINNWOOD LINK EXTENSION &  
130TH STREET STATION

ROOSEVELT WAY NE  
(DIS)CONNECTION

PROPOSED URBAN VILLAGE

TRANSIT ORIENTED  
DEVELOPMENT

OPPORTUNITIES

CHALLENGES AND OPPORTUNITIES

(RE)CONNECT TRANSPORTATION

(RE)CONNECT ROOSEVELT

UNIFY THE VILLAGE

(RE)CONNECT GREEN AND BLUE  
SYSTEMS

(RE)CONNECTED NETWORK

GOALS



# NERO COMMONS

Lidding I-5 at NE 130th Street and Jackson Park



POSSIBLE PLAN

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



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Lidding I-5 at NE 130th Street and Jackson Park

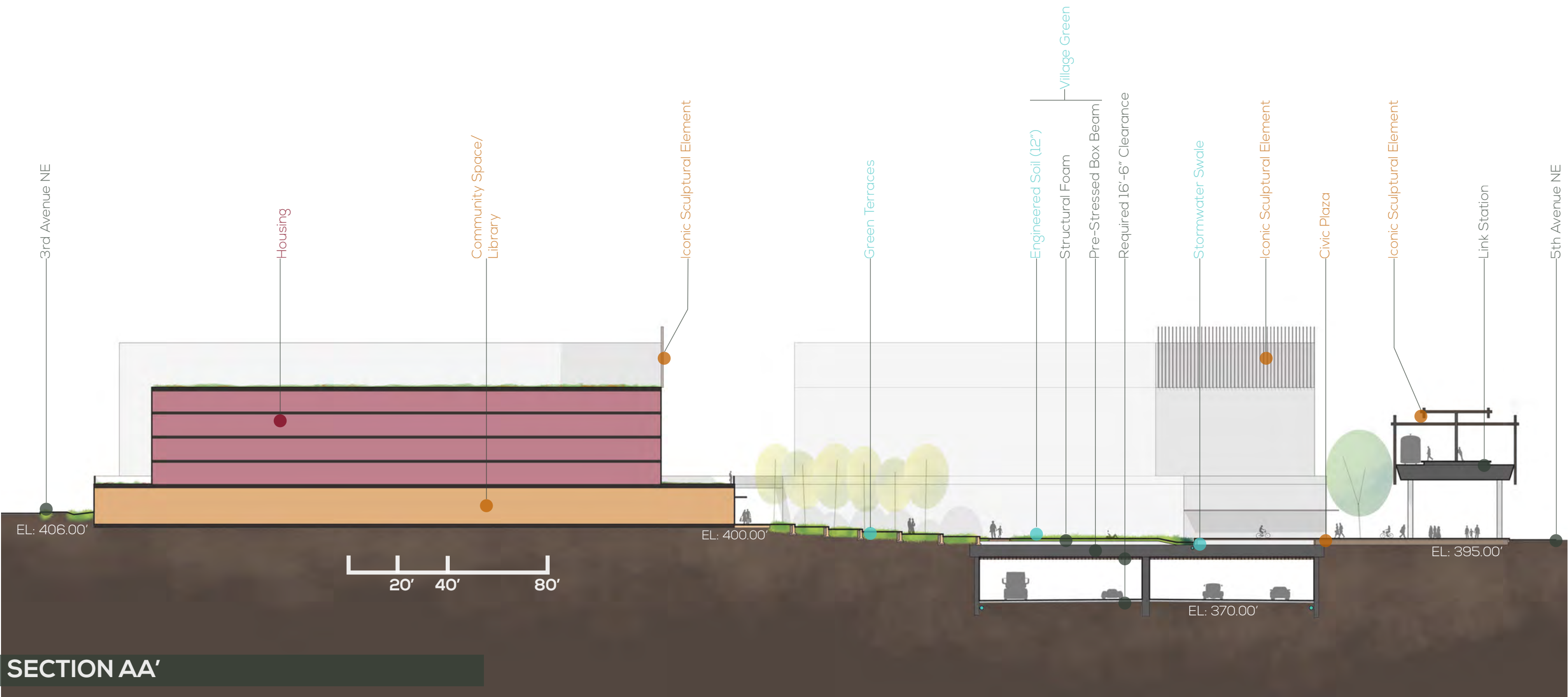


SECTION AA'



# NERO COMMONS

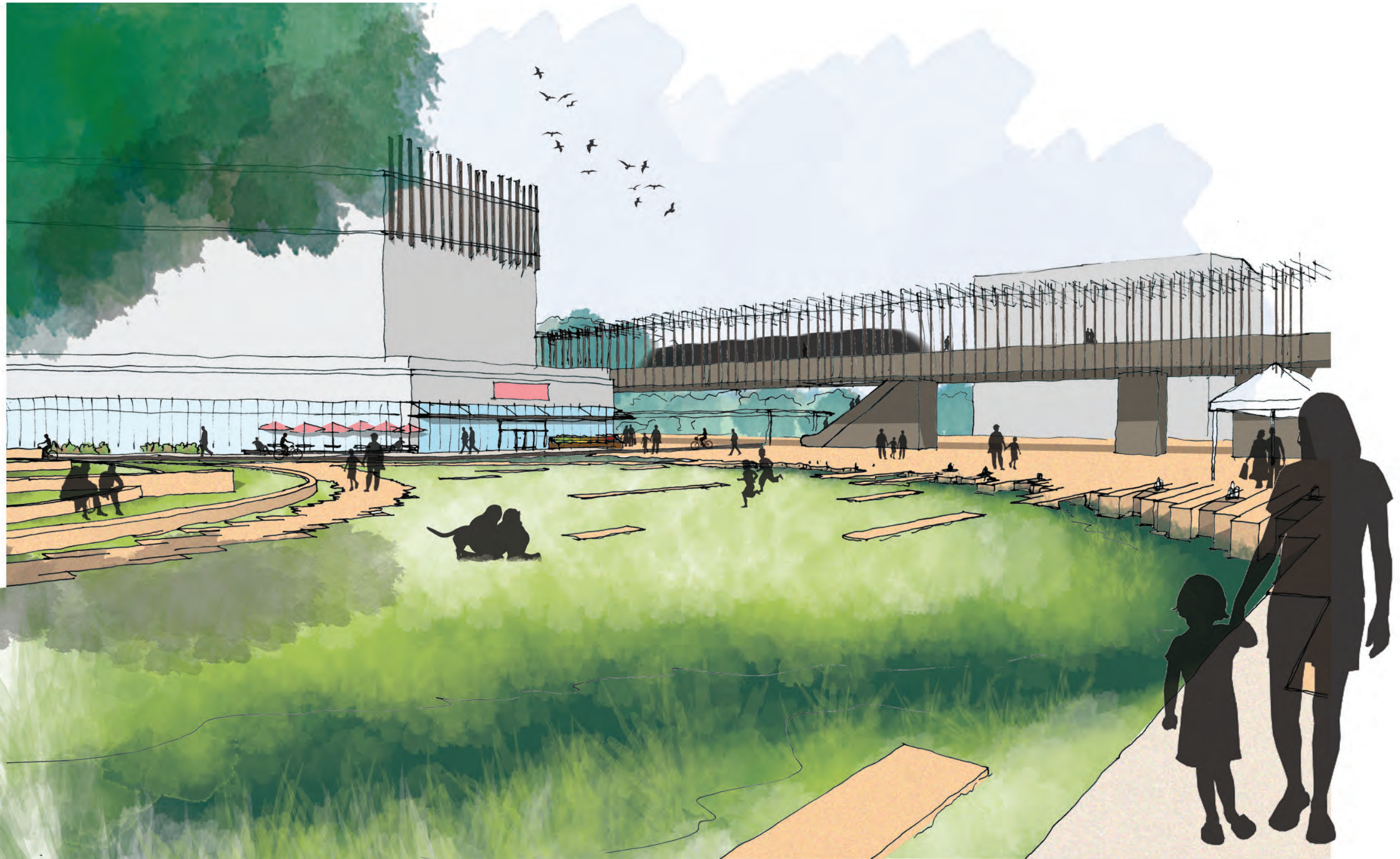
Lidding I-5 at NE 130th Street and Jackson Park





# NERO COMMONS

Lidding I-5 at NE 130th Street and Jackson Park



SECTION AA'



# Seattle C.A.P.

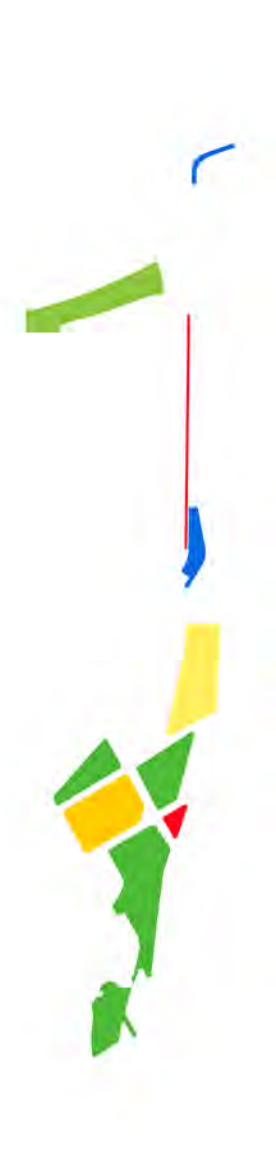


MIPIM/The Architectural Review

# Future Project Awards 2017 Big Urban Projects Commendation

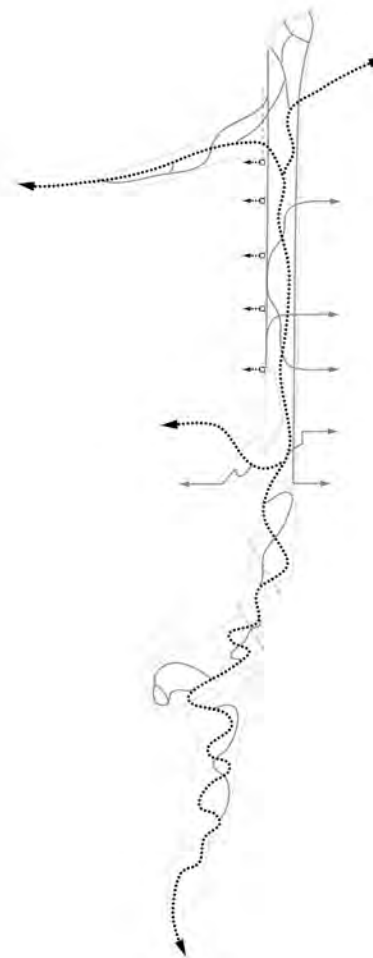






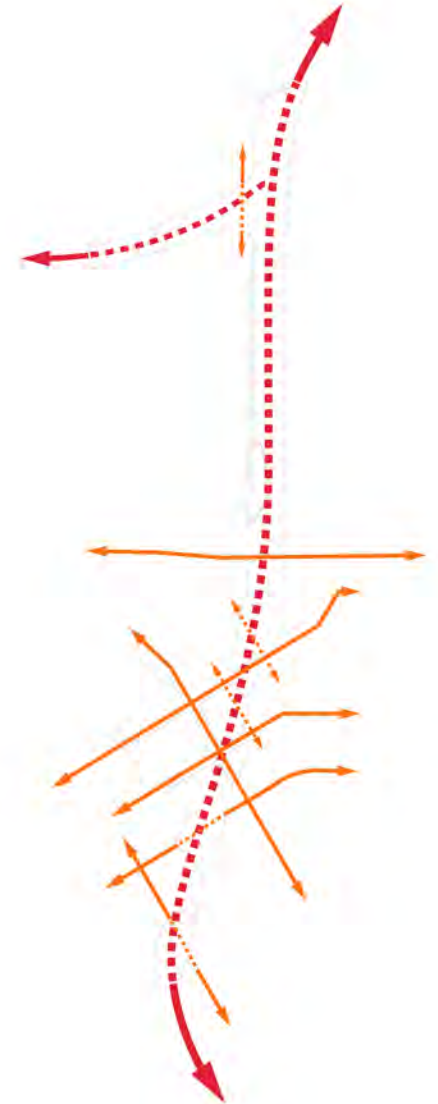
#### PROGRAMMATIC LAYOUT

- **Office/Research Space**  
280,000 SF
- **Convention & Hotel**  
3,500,000 SF
- **Arena**  
20,000 seats
- **Parking**  
500 spaces
- **Housing**  
564 units
- **Cultural Center**  
50,835 SF



#### PEDESTRIAN PATHWAYS

- Elevator
- Primary Pathway
- Secondary Pathway
- Pedestrian Byway



#### VEHICULAR ROADWAYS

- Surface Road
- Traffic Thoroughfare Below
- Interstate 5
- - - - - Interstate 5 Tunnel



MIPIM/The Architectural Review

# Future Project Awards 2015

## Big Urban Projects Award





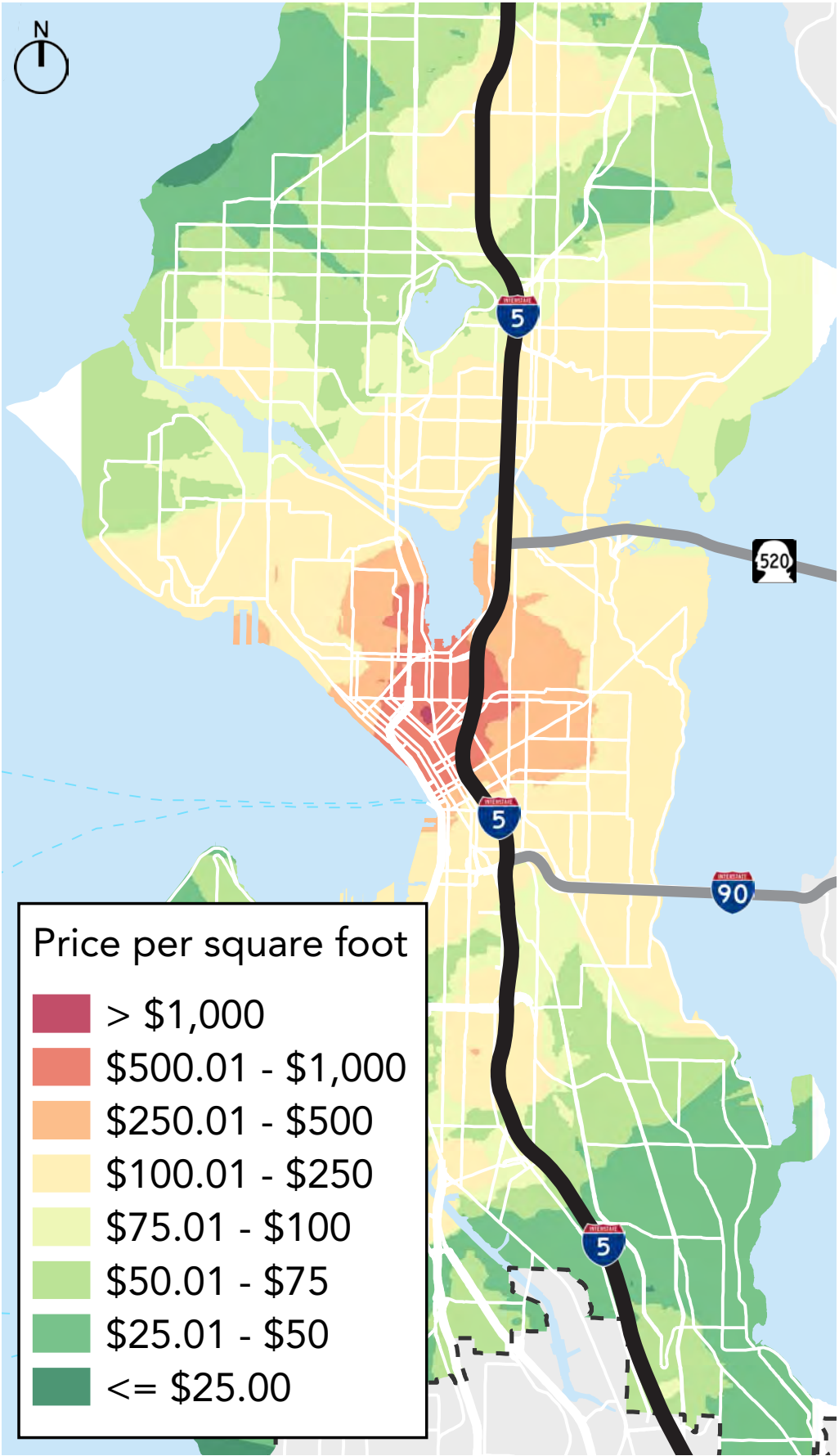
# Since winning in 2015...

- 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



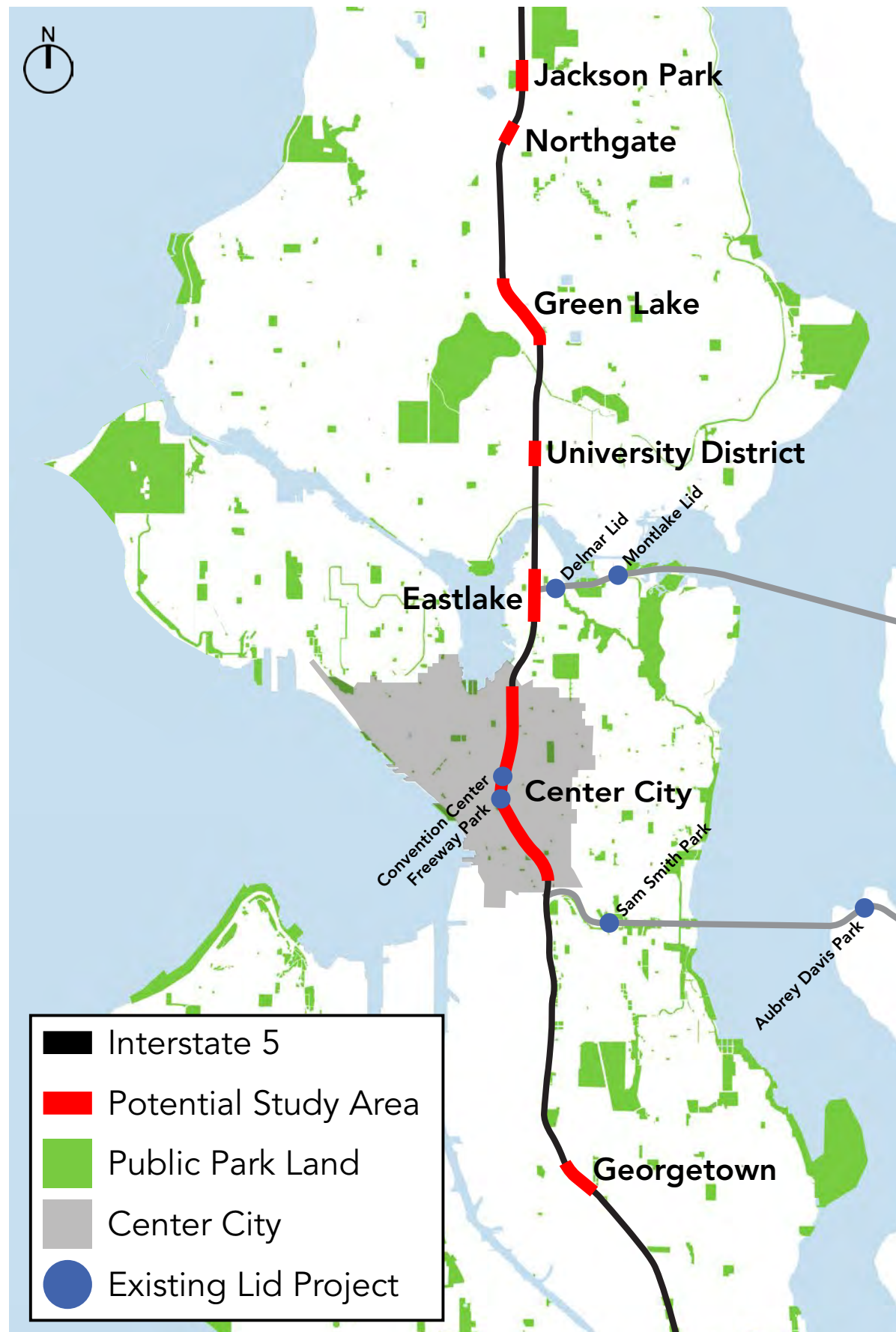
## Downtown Seattle Land Value

**\$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
- Washington, D.C.: "Capitol Crossing" Feasibility Studies  
\$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)



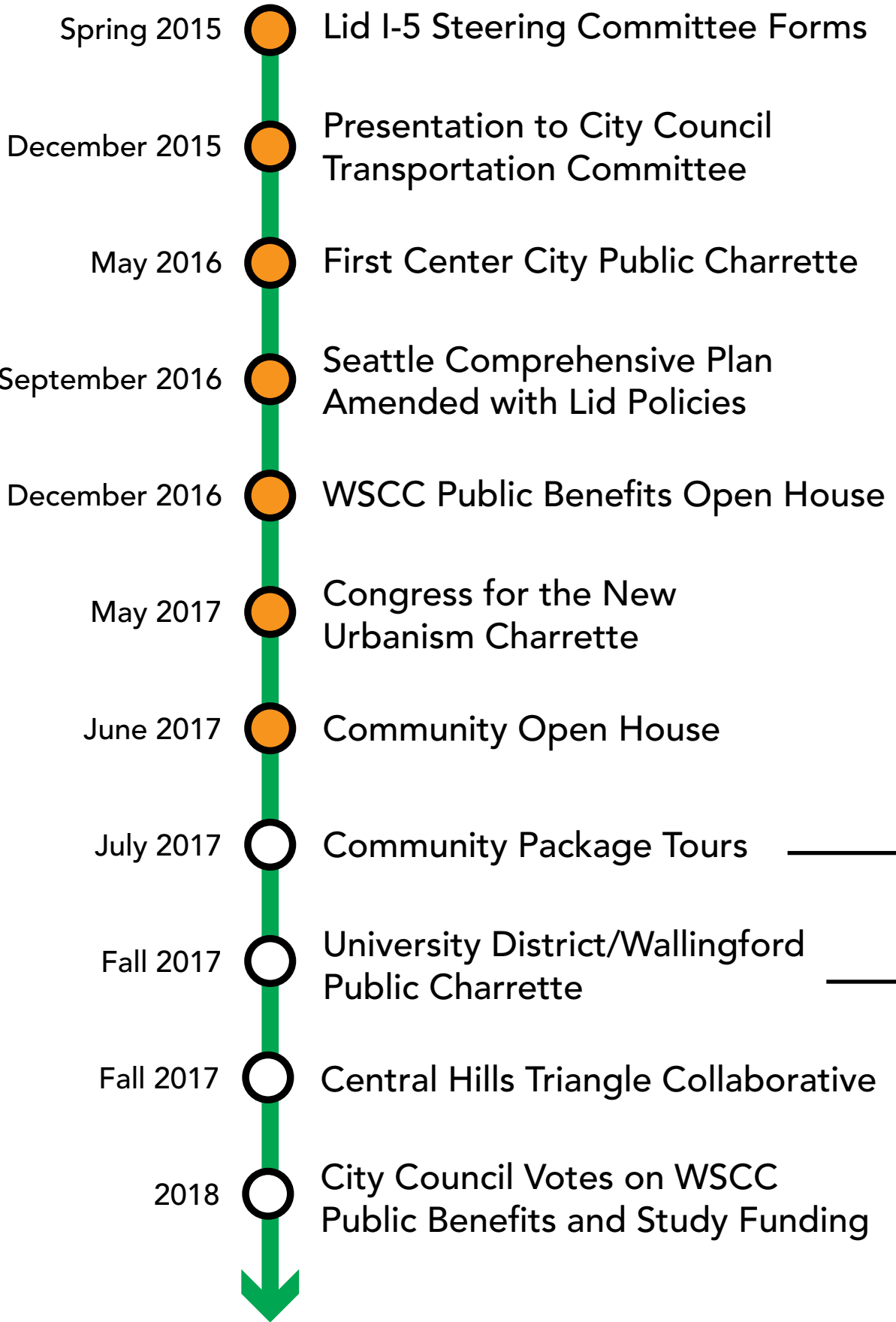
Ongoing Media Coverage



WSSC Public Benefits Open House (December 2016)



# Next Steps



July 7, 5:30 PM  
July 8, 10:00 AM



The Urbanist



COMMUNITY  
PACKAGE  
COALITION

Sep 16, 12:00 PM



Times & Locations  
TBD





# 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***

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**www.lidi5.org**

