Case: Greenbridge Master Plan (King County, Washington)

Parking Deck Was Planned & Built to Accommodate Low-Density Housing

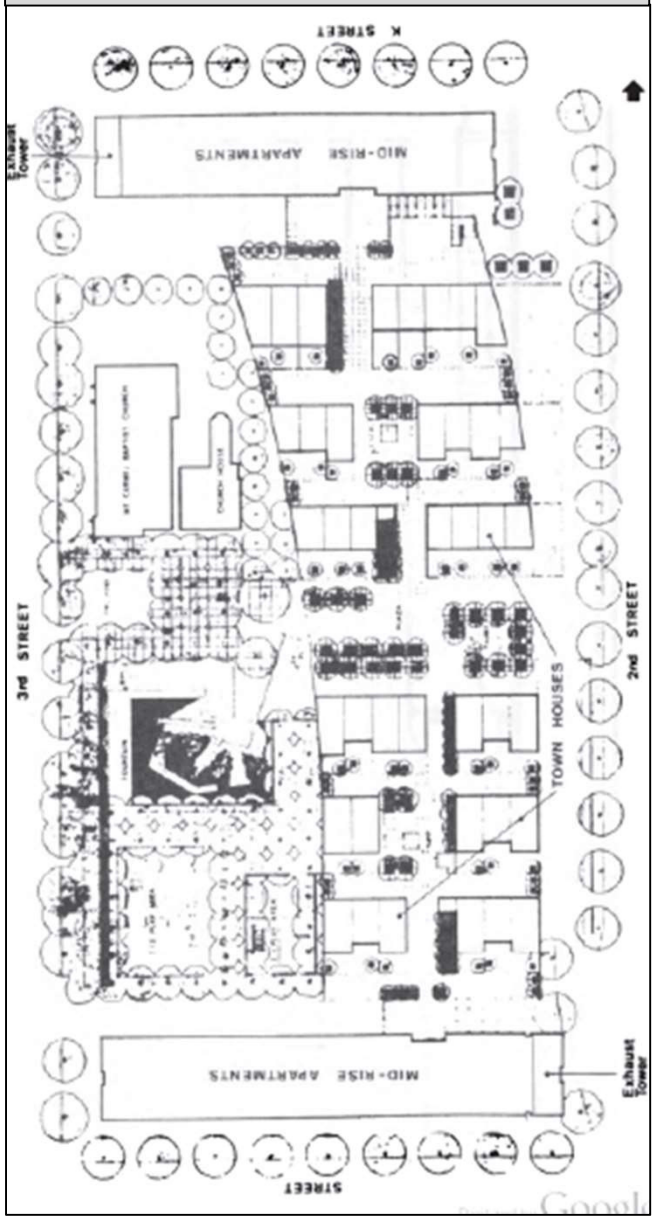
Draft Environmental Impact Statement, Center Leg Inner Loop Freeway, July 1972

The portion of the Project between the Massachusetts Avenue and K Street bridges will be covered by a structural deck to permit the development of urban renewal replacement housing by utilizing the air-rights above the freeway. The finished top of the tunnel deck will general match the existing street levels. The proposed air-rights development is included in the urban renewal project known as Northwest One and will serve as a bridge over the freeway, reintegrating the existing neighborhoods on both sides of the freeway.

DMPED Parking Deck Structural Investigation, Prepared by McMullan & Associates, Inc., September 2016

According to our calculations, the maximum allowable superimposed load that may be applied to the plaza level is 120 psf. This includes dead and live load to be applied through future expansions such as two levels of townhouses. Once the additional loading configuration is determined, the lateral capacity of the existing structure may need to be checked before construction. We do not recommend applying this load until repairs of the trusses are completed.

Figure Depicting Proposed Housing atop Parking Deck in Center Leg Freeway Draft EIS (July 1972)



Key Benefits

- Aligns with the deck's initial intent as a location for low-density housing.
- Supports the findings of the DMPED-sponsored structural investigation of the parking deck prepared by McMullan & Associates in September 2016.
- Provides a benefit to both the MVT CID and District through the creation of larger, family-sized units in an amenity-rich area of downtown DC.
- Demonstrates how all of these goals could potentially be achieved without possibly disturbing the lower, privately-owned portion of the deck and still providing adjacent community greenspace.