

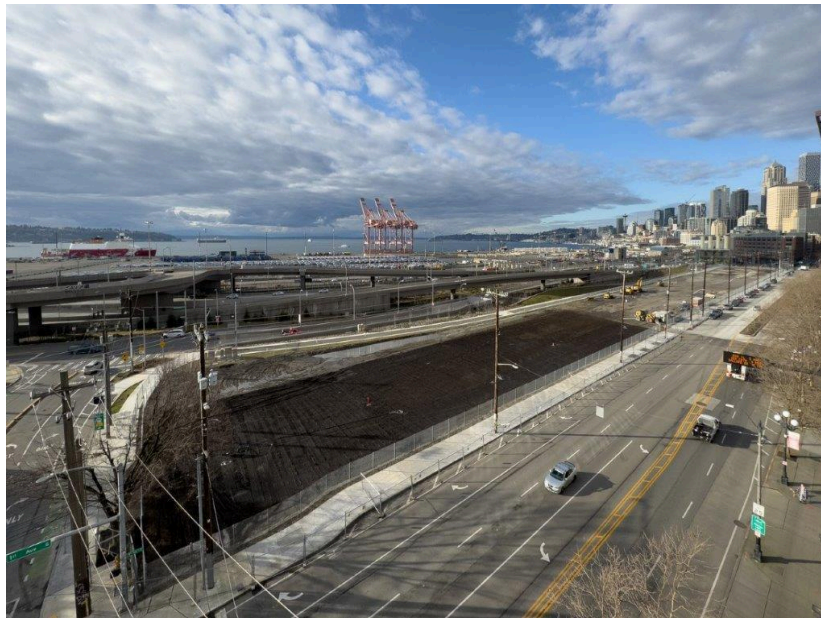
WOSCA Site, Seattle, WA

S. Dearborn St. to S. Royal Brougham Way, west of 1st. Ave. S.

The former Washington and Oregon Shippers Cooperative Association "WOSCA" site comprises a nearly 5-acre parcel of vacant land that is ready for redevelopment following nearly a decade of use as a construction staging area. It is uniquely positioned at the intersection between Seattle's vibrant Puget Sound waterfront, the city's professional sports stadiums that will host matches during the 2026 FIFA World Cup, downtown neighborhoods, and Seattle's industrial land base. A core component of the redevelopment will be a new headquarters facility for the Washington State Ferry (WSF) system, the United States' largest ferry system. The proposal should provide a campus with a focus on maritime, industrial activities and

supporting elements. The headquarters is expected to include additional maritime training facilities and could include public education or interpretive features, which will occupy a portion of the site.

The Washington State Department of Transportation (WSDOT) will strive for exemplary co-development of the remainder of the site in collaboration with a partner. Opportunities include a sustainable mixed-use development in support of a vibrant stadium district and a more complete neighborhood; commercial or technology uses leveraging Seattle's vibrant economy; or uses complementary to the historic residential neighborhoods nearby.



Plot Area:
Approximately 5 acres.

Expected Land Use:
The proposal must include a new Washington State Ferry (WSF) headquarters. Teams are invited to propose other mixed-use developments on the remainder of the site to boost a resilient and thriving environment and a more complete neighborhood. The development should also aim at supporting downtown recovery, Seattle's waterfront development and Port of Seattle's economic development through innovative activities and green services. It can include additional maritime training, skills, innovation facilities; event-related gathering and hospitality and neighborhood supporting uses and amenities. A wide range of creative development concepts is welcomed.

Site Ownership:
The site is owned by Washington State Department of Transportation (WSDOT).

Type of Property transfer intended:
WSDOT intends to retain ownership of the land and the WSF headquarters facility. On-site co-development would occur on a long-term ground lease. The terms and duration conditions are open for teams to propose.

Deadline for the submission of the Expression of Interest:
Thursday 19th September, 12:00pm PST

Presentation of the site and development expectations

A wide variety of stakeholders have advocated for the reuse of the WOSCA site for many years, including maritime labor organizations, the Port of Seattle, the professional sports teams and stadium ownership boards, and community members in the Pioneer Square and Chinatown/International District neighborhoods. The redevelopment must consider and balance the needs and desires of different interest groups and achieve public benefits.

A first phase for the site is a temporary installation that achieves some combination of community gathering, event support, education, sustainability, arts/culture, and civic/regional/State pride - to occur on the site for the next 2-3 years up to and including the summer of 2026 concurrent with FIFA World Cup games. This first phase will be carried out by WSDOT or by a temporary lessor. This short-term goal recognizes it would be unlikely for construction of permanent uses to be complete by summer of 2026, and therefore a temporary installation that avoids disruptive construction during the summer of 2026 is advisable. A second phase will be the construction of a permanent redevelopment to commence in approximately 2027 or 2028. The temporary phase I installation offers the public a preview of the upcoming permanent redevelopment. The permanent redevelopment is the main focus of the C40 Reinventing Cities competition.



Figure 1: Location of the WOSCA site within its surrounding context.

The site is within one block of Seattle's waterfront improvements, which are under construction and nearing completion at this time. The waterfront improvements include a wide pedestrian promenade, protected bicycle lane, and a string of public spaces and major attractions. The site is within ½ mile of the Stadium light rail transit station, heavy

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commuter rail and Amtrak at King Street Station, and the First Hill streetcar. The site is an easy walk to the Pioneer Square neighborhood - Seattle's original center and a designated historic landmark district.

Seattle and WSDOT invite creative ideas for private development that would be located on site in addition to the Washington State Ferries headquarters facility. Other preliminary ideas and interests that have been identified for site reuse are summarized below. This is not a comprehensive or final list, it is a suggested list of priorities, but a wide range of private development concepts that generate economic value are welcomed by the Seattle team.

- **Downtown Recovery and Seattle's South Waterfront** – Seattle, like many cities, is striving to advance downtown economic and cultural activity after the negative effects of the global pandemic on central cities. Seattle is nearing completion of reconstruction of its central waterfront with park and amenity space, but that improvement program stops just north of the WOSCA site. Reuse of the WOSCA site with a variety of vibrant uses could contribute to both downtown recovery and an extension of Seattle's world class waterfront improvements.
- **Other Maritime Training, Skills and Innovation.** Seattle is proud of its maritime heritage and the quality employment opportunities in its maritime sectors. Other nearby maritime organizations need spaces for worker training and certification that could dovetail with WSF needs. These include the International Longshore and Warehouse Union (ILWU) which operates cargo terminals on Seattle's waterfront, and the US Coast Guard which has a base for arctic icebreaker vessels within ½ mile to the south of the WOSCA site and is currently redesigning its facility. One potential is for a combined hub for maritime training and knowledge of some sort.
- **Port of Seattle-led Economic Development.** The Port of Seattle is an important stakeholder in the area as it owns numerous waterfront terminals in the vicinity, including the currently vacant Terminal 46, which is directly west of the WOSCA site on the waterfront. Port of Seattle is an economic development agency with a commitment to sustainability. It is possible that a Port of Seattle presence could be a component of the WOSCA program with a link to future activity at Terminal 46 or other Port economic development objectives.
- **Event-Related Gathering and Hospitality.** The public boards that operate the professional sports stadiums and teams (football, women's and men's soccer, baseball) are striving to create a more complete and vibrant neighborhood near the stadiums. They envision a stadium district with more around-the-clock activities during event and non-event times than occurs today. The stadium groups are interested in creating a more pleasant pedestrian environment outside the stadiums and more open space and gathering areas to support the long-term viability of the stadiums. Since WOSCA is very close to the stadiums, they see potential for new gathering space on a portion of WOSCA. The stadium entities also have needs for event staging and transportation access.
- **Neighborhood Supporting Uses and Amenity.** Neighborhood residents and local businesses also want more activity in south downtown that supports a complete and vibrant community. These neighborhoods have advocated for more open space, local business, and increased market rate residential uses. They also want safer biking and walking routes in the area. The specific adjacent neighborhoods

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are the Chinatown / International District and the Pioneer Square neighborhoods. Both of these neighborhoods have higher percentages of non-white populations and lower income residences than the Seattle population as a whole. Equitable development is a high priority for the City of Seattle in and near these neighborhoods. If reuse of sites creates economic opportunities for small businesses, equitable access to those opportunities by BIPOC owned businesses in the area should be considered.

A master plan for WOSCA redevelopment would strive to knit together multiple objectives and constituent groups' preferences into a cohesive whole.



Figure 2: The WOSCA site in February, 2024 looking in a northwest direction. The site includes all of the vacant land in the image including the land stretching towards the buildings in the photo. First Ave. S. is in the foreground.

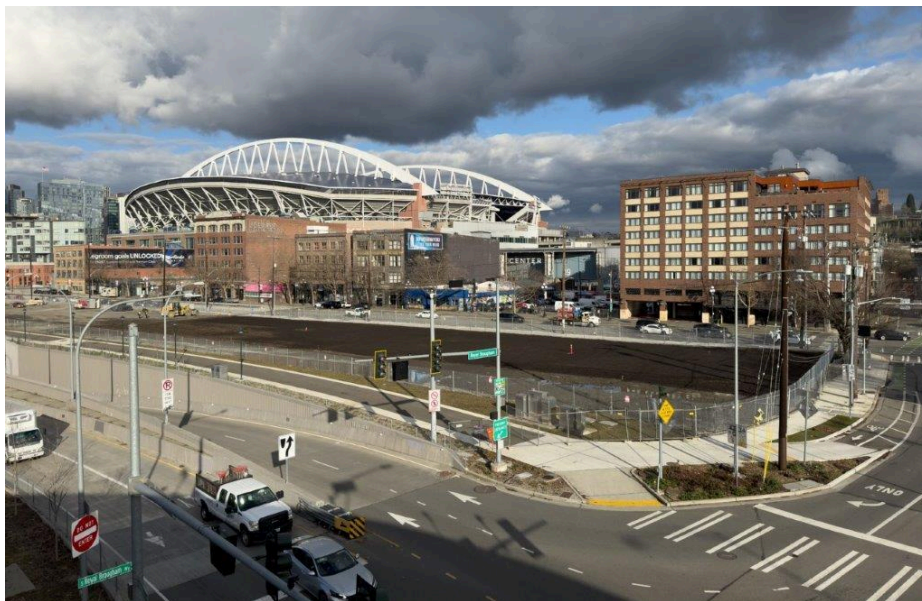


Figure 3: The WOSCA site in February, 2024 looking in a northeast direction. The site includes all of the vacant land in the image. WSDOT recently graded the site to a flat condition. Ramps to State

Route 99 tunnel, and S. Royal Brougham Way are in the foreground. Lumen Field is in the background.



Figure 4: The WOSCA site in April, 2011 looking in a northwest direction, before the State Route 99 viaduct was removed. The viaduct is now replaced with an underground tunnel, which made possible an extensive program of waterfront open space and public realm improvements along Seattle's central waterfront. The warehouse structure in the foreground and viaduct ramps seen in this photo have also been removed.

Specific planning rules and regulations

In 2023, the City of Seattle adopted legislation with a new policy requiring a detailed site-specific master plan for WOSCA before permanent property reuse. Information about this planning process and the specific policy addressing the site can be found [here](#).

The site is currently in the city's Maritime Manufacturing and Logistics (MML) zone, which prioritizes industrial uses. However, the City intends to adopt an agreed upon master plan that is a result of the Reinventing Cities process as the governing land use regulation for the site. Therefore, submitting teams are not limited to the considerations of the existing zoning. Development proposals should however demonstrate how they are responsive to community and stakeholder desires and preferences, so that the master plan would be well supported when it goes through the competition evaluation process and before City decisionmakers for formal adoption.

Another past urban planning study for a [stadium district concept](#) was conducted but not formally adopted into City policy. Materials about that period of study can be found [here](#).

City climate priorities and environmental challenges

In addition to the competition's ten climate challenges, the City of Seattle and WSDOT also consider the following as priorities:

- Responsiveness to the City's maritime heritage and support for equitable employment opportunities in the maritime sectors. Location of the WSF headquarters is an element of this priority.

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- Existing [City](#) and [State](#) climate action plans:
 - The [Seattle Climate Action Plan](#) focuses on neighborhoods, economic prosperity, and social equity, as well as areas of greatest need and impact; road transportation, building energy and waste. Teams should consider innovative strategies to enhance the sustainability and resilience of the area against climate events, such as overheating and flooding. This can encompass a variety of approaches, including nature-based solutions, sustainable urban drainage systems (SuDS), green infrastructure, and risk prevention measures.
 - Washington State is currently updating the [Climate Response Strategy](#) by Sept. 30, 2024, as directed by the Legislature under the [Integrated Climate Change Response Strategy](#) (Chapter 70A.05 RCW).
- Consideration of low or no-carbon energy profiles, and innovative building materials including mass timber.
- Downtown and neighborhood revitalization in line with Mayor Bruce Harrell's [Downtown Activation Plan](#), which was launched in June of 2023. The Activation Plan established near-term goals for the first three years and long-term strategies for the future.