CORE PROJECT - NORTH
PHASING APPROACH

WATERFRONT SEATTLE
PHASING APPROACH
SEPTEMBER 2014

LEGEND
1. Alaskan Way + Cycle Track [south of Union]
2. Alaskan Way/Elliott Way + Cycle Track [north of Union]
3. Promenade
4. Overlook Walk
5. Marion Street Ped Bridge [Alaskan ROW to Western]
6. Columbia Streetscape
7. Seneca Restoration [WSDOT only]
8. Blanchard ROW
9. Lenora Street Bridge Improvement
10. Waterfront Park
11. Lower Union + Western Intersection
12. Pike Pine Improvements
13. Main + Washington Streets

FUTURE PHASE
1. Pier 62/63
2. Floating Dock
3. Middle Union
4. Seneca Streetscape
5. Blanchard Overlook
6. Marion Street Ped Bridge [Western to First]
7. Pool Barge

RELATED PROJECTS
- Seawall Related Elements
- Aquarium Expansion
- PC-1 / PPM Entrance
- Bell Street Improvements
- North Portal Site Park
- Pike Street Hill Climb Improvements
- Blanchard Opportunity Site
WATERFRONT 2020
SEAWALL PROJECT
TYPICAL SECTION: SEAWALL, HABITAT SHELF + L.P.S.
SUSTAINABILITY
THE NEW ELLIOTT BAY SEAWALL
MATRESSES FOR HABITAT BENCH
SUSTAINABILITY
THE NEW ELLIOTT BAY SEAWALL
SALMON MIGRATION CORRIDOR
WATERFRONT PROGRAM UPDATE
CONTINUOUS PROGRAM ELEMENTS

12' AQUATIC HABITAT

20' ACCESSIBLE STROLLING SITTING / WATCHING

35' PAUSE / EXPLORE / ESCAPE SOCIAL INTERSECTION

12' CYCLING

5' ACCESS

10' PARKING / LOADING

50-100' DRIVING / USING TRANSIT

10' PARKING / LOADING

16-20' ACCESSIBLE STROLLING / SHOPPING

RETAIL

WEST SIDE

ALASKAN WAY

EAST SIDE
INTERSECTIONS
PEDESTRIAN CROSSING
SUSTAINABILITY
SIGNATURE ELEMENTS
INCORPORATE HISTORIC ELEMENTS
SUSTAINABILITY
SIGNATURE ELEMENTS
USE NATIVE MATERIALS
MAIN CORRIDOR SOUTH OF UNION
HISTORIC PIERS
PAVING MOCKUPS BY SHAW AND SONS

DRY PAVEMENT

WET PAVEMENT
WATERFRONT 2020
CENTRAL PUBLIC SPACES
WATERFRONT 2020
WATERFRONT PARK
SUMMER
XI. STREET FURNITURE
The cast iron and wood benches located in Pioneer Place Park and Occidental Park are the standard for the district. Approval to install benches will be determined by need and availability. All other elements of street furniture will be reviewed by the Board as to their specific compatibility within the preservation district. This review will be extended to all bus shelters, bollards, signal boxes, mailboxes, pay phones, trash receptacles, newspaper stands, and vending carts which are both permanent and mobile. Pay phones, mail boxes, trash receptacles, and newspaper stands shall be located in the sidewalk zone adjacent to the curb, in line with street trees and light standards to reduce impediments to pedestrian flow and to avoid obscuring visibility into street level retail storefronts. [7/99, 7/03]

XIV. STREET TREES + VEGETATION
London Plane is the preferred street tree in Pioneer Square, and the required street planting in Occidental Mall, its future extension, and all North/South avenues. Throughout the rest of the district’s street right of ways, if physical site constraints preclude use of London planes, a tree similar in habit and form may be substituted, subject to City Arborist approval. For individual small parks and spaces, a different, complementary tree may be proposed as a signature tree for that area. [7/99]

Maintenance required to keep plant material lush and full, temporary ground-level planters are not recommended. [7/99]

XV. STREET LIGHTING
The three-globe Chief Seattle bronze base light fixture currently used in the district will be the approved street lighting standard. Additional alternative lighting standards and fixtures that are compatible with the historic character of the district may be approved by the Board for installation in conjunction with three-globe fixtures as needed to improve pedestrian-level lighting and public safety. [7/03]
RAILROAD WAY
PIONEER SQUARE HISTORIC DISTRICT REQUIREMENTS

XVII. SIDEWALK TREATMENT
A. STANDARDS
SIDEWALK PAVING AND IMPROVEMENTS SHALL BE COMPLETED WITH ONE POUND LAMP-BLACK PER CUBIC YARD OF CONCRETE, SCORED AT TWO-FOOT INTERVALS. THIS MATERIAL SHALL BE USED FOR ALL PROJECTS OF 1/4 BLOCK OR GREATER SIZE. ON SMALL PROJECTS, IF IT IS FEASIBLE, SIDEWALK MATERIAL MAY BE SELECTED AS FOR ALL PROJECTS OF 1/4 BLOCK OR GREATER SIZE. ON SMALL PROJECTS, IF IT IS FEASIBLE, SIDEWALK MATERIAL MAY BE SELECTED TO MATCH ADJACENT SIDEWALKS IN COLOR, PATTERN AND TEXTURE.

B. BUILDING ENTRY. OWNERS ARE ALLOWED REASONABLE FLEXIBILITY IN CALLING ATTENTION TO THEIR ENTRYWAYS THROUGH SPECIAL PAVING THAT IS INTEGRATED WITH THE SIDEWALK AS A WHOLE. SPECIAL TREATMENTS FOR BUILDING ENTRIES SHOULD BE CONSIDERED ACCORDING TO THE FOLLOWING CRITERIA:
1. INFILL AREA: TILED ENTRYWAYS WILL BE CONSIDERED ONLY WHEN IN CHARACTER WITH THE DISTRICT AND THE SCALE AND INTEGRITY OF THE BUILDING. IN ALL CASES, THE INTENT OF ENTRYWAY FLEXIBILITY SHOULD BE TO PROVIDE DIVERSITY TO THE STREETSCAPE AT LOGICAL POINTS WITHIN A GENERALLY COHERENT SCHEME.

2. SIZE OF TREATMENT: BUILDING ENTRY MATERIALS SHOULD GENERALLY NOT EXTEND INTO THE SIDEWALK ANY FARTHER THAN THE BUILDING BASE. EXCEPTIONS MAY BE GRANTED WHEN THE SCALE OF THE ENTRY AND THE BUILDING MERIT TREATMENT.

C. SPECIAL SIDEWALK TREATMENT
DECORATIVE TREATMENTS WITHIN THE SIDEWALK MAY BE ALLOWED AS OUTLINED BELOW. REPAIR AND MAINTENANCE OF DECORATIVE SIDEWALK ELEMENTS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER.
XI. STREET FURNITURE

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MAIN CORRIDOR SOUTH OF UNION | ALASKAN WAY
S. MAIN ST. TO YESLER WAY
(5 LANES NB, 3 LANES SB)

12' CYCLE TRACK
8' SIDEWALK
12' SWTP
11' VARIETY MEDIAN
10' FERRY
10' FERRY
11' SWTP
11' SWTP
12' BUFFER
30' SIDEWALK

LEGEND
¥ GENERAL PURPOSE
BLU FERRY QUEUEING LANE
SWTP LANE

P.I.L.
MAIN CORRIDOR SOUTH OF UNION
PIONEER SQUARE
TRANSIT STOP (SWTP)

TRAVEL LANES
BUS LANE
10’ TRANSIT STOP
20’ SIDEWALK
PRIVATE PROPERTY
MAIN CORRIDOR SOUTH OF UNION
PIONEER SQUARE
TRANSIT STOP (SWTP)

RAPID RIDE TRANSIT SHELTER

UNIT PAVERS WITH OPEN JOINTS ON CONTINUOUS PLANTER
MAIN CORRIDOR SOUTH OF UNION

LIGHTING

FAMILY OF FIXTURES
Alaskan Way Corridor within Waterfront Seattle Program
Alaskan Way Corridor within Pioneer Square Historic District
Tri-globe Placement in Pioneer Square Historic District

Gateway Option
S. Washington to Yesler
East Edge Option
S. Washington to Yesler
Gateway Option
MAIN CORRIDOR SOUTH OF UNION
PIONEER SQUARE
NEAR-SHORE PALETTE

Plane Tree
*Platanus x acerifolia* ‘Yarwood’

- Height: 35’
- Spread: 20’
- Soil: dry
- Sun: Full

Shore Pine
*Pinus contorta var. contorta*

- Height: 35’
- Spread: 15’

Excelsa Cedar
*Thuja plicata* ‘Excelsa’

- Height: 35’
- Spread: 10’
- Soil: moist to wet tolerant
- Sun: full to partial

Incense Cedar
*Calocedrus decurrens*

- Height: 25’
- Spread: 6’
- Soil: dry to moist, well drained
- Sun: full to partial

Marina Strawberry Tree
*Arbutus marina*

- Height: 15’
- Spread: 20’
- Soil: dry to very dry
- Sun: full to partial
MAIN CORRIDOR SOUTH OF UNION
PIONEER SQUARE
CURRENT CONDITION
MAIN CORRIDOR SOUTH OF UNION
WATERFRONT RAILING
TYPICAL DIMENSIONS

SECTION

WOOD HANDRAIL 3'-6"

EDGE BEAM

PLAN

3.5'

ELEVATION

4' TYP.
MAIN CORRIDOR SOUTH OF UNION
WATERFRONT RAILING
MATERIALS

STEEL FRAME
TNEMIC-COADED STEEL, DARK GRAY COLOR

MESH OPENING 4"

INFill
STAINLESS STEEL CABLE MESH IN FRAME

WOOD HANDRAIL
SALVAGED EKII FROM SEAWALL OR OTHER
MAIN CORRIDOR SOUTH OF UNION
PROMENADE STRUCTURES
WASHINGTON STREET BOAT LANDING 1920
MAIN CORRIDOR SOUTH OF UNION
PROMENADE STRUCTURES
WASHINGTON STREET BOAT LANDING RESTORATION
RON WRIGHT RESTORATION ARCHITECT
MAIN CORRIDOR SOUTH OF UNION
PIONEER SQUARE BEACH
PEBBLES

BEACH PEBBLES

EXPOSED PEBBLES IN CONCRETE

BOULDERS
MAIN CORRIDOR SOUTH OF UNION
PLANTING
FORMAL PALETTE

Common Zelkova
Zelkova serrata ‘Green Vase’
Height: 35'
Spread: 15’
MAIN CORRIDOR SOUTH OF UNION
COLUMBIA STREET
SECTION

PRIVATE PROPERTY 5’ - 14’
SIDEWALK PIONEER SQUARE STD.
COLUMBIA STREET 38’
TRANSIT STOP
14’ BUS LOADING + SIDEWALK CITY STD.
PRIVATE PARKING LOT
Next Steps

- Draft Main Corridor EIS – 2nd Quarter 2015
- Begin 90% design – 2nd Quarter 2015
- Final EIS – 4th Quarter 2015
- Complete 90% Design – 1st Quarter 2016
- Certificate of Approval application – 1st Quarter 2016
- Begin construction – 3rd Quarter 2017