

WATERFRONT SEATTLE CONCEPT DESIGN

JULY 2012



Waterfront
Seattle

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Prepared for:

Central Waterfront Committee,
The Seattle Department of Transportation,
Department of Planning and Development,
and Department of Parks and Recreation

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ACKNOWLEDGEMENTS

The Waterfront Seattle Framework Plan and Concept Design reflect the culmination of a nearly two year public process to establish the community’s vision for the future waterfront.

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Port of Seattle
Downtown Seattle Association
Seattle Convention and Visitors Bureau
Greater Seattle Chamber of Commerce
Public Facilities District
Waterfront property owners and tenants
Seattle Parks Foundation
Seattle Aquarium

Individuals representing the following interests:

- Freight
- Environmental issues
- Labor
- Urban design
- Parks and open space
- Public art
- Cycling
- Pedestrian mobility
- Historic preservation

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- Pioneer Square
- Belltown
- Waterfront
- West Edge
- Queen Anne
- West Seattle
- Ballard
- Magnolia

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3.0 WATERFRONT SEATTLE

Over the past few years, the City of Seattle has been actively re-imagining the future of its Central Waterfront. The imminent replacement of the Elliott Bay Seawall and removal of the Alaskan Way Viaduct now present a tremendous opportunity to turn visions into reality and create a vibrant public realm that will reconnect the city and its people to their waterfront. With a new surface street, improved East-West connections and enhanced access to the waterfront, the vision for Seattle’s Central Waterfront will extend into the heart of the city and claim a new and authentic front porch on Elliott Bay.

This planning and design document - Waterfront Seattle – represents the culmination of the first 21 months of conceptual work initiated by the City of Seattle’s Guiding Principles. It comprises five volumes summarizing the ideas developed to date by the Waterfront Seattle planning and design team, based on a detailed planning-level analysis of the site, as well as an extensive outreach effort that engaged civic groups, property owners, stakeholders and the relevant city, state and federal agencies.

This volume – Book 3: Concept Design – draws on the vision outlined in Book 2: Framework Plan and develops design concepts for the initial core project area of Waterfront Seattle. This is not a legal or binding document, but a summary of conceptual ideas put forth during the Planning and Concept Design phases of the Central Waterfront Project.

GUIDING PRINCIPLES

The following guiding principles were created by a group of citizens working with the city and adopted by the City Council (Resolution #31264), to capture the key civic goals and objectives that should shape the creation of new public spaces on the Central Waterfront project. They expand on established principles from existing city policies and civic efforts.

1. Create a Waterfront for all.

The Waterfront should engage the entire city. It should be a place for locals and visitors alike – a place where everything comes together and co-mingles effortlessly.

2. Put the shoreline and innovative, sustainable design at the forefront.

The Waterfront will bring people to the water’s edge to experience the water and ecology of Elliott Bay. It will improve shoreline ecology while preserving and enhancing maritime activities, and will reflect Seattle’s commitment to sustainability and innovation.

3. Reconnect the city to its Waterfront.

The waterfront should provide a front porch to the downtown neighborhoods and the City. It will build a network of public spaces that connect the waterfront to important destinations, nearby neighborhoods, the city and region.

4. Embrace and celebrate Seattle’s past, present and future.

The Waterfront is a lens through which to understand Seattle – from its natural history and early Native American settlements, to the rich variety of maritime, industrial, commercial and recreational activities today. The Waterfront should tell these stories in ways that are authentic and bring them to life.

5. Improve access and mobility.

The Waterfront is and remains a crossroads. The future waterfront should accommodate safe, comfortable and efficient travel by pedestrians, bicyclists, vehicles and freight.

6. Create a bold vision that is adaptable over time.

The vision for the Waterfront should clearly define how the waterfront will take shape and the essential character of key elements. At the same time, the vision must be flexible to adapt over time.

7. Develop consistent leadership—from concept to construction to operations.

It is necessary to have strong leadership tasked with realizing the Waterfront vision. This leadership needs to ensure design excellence and root the process in a broad and transparent civic engagement.



View looking northeast to the Overlook Walk and waterfront destinations

CONCEPT DESIGN

The Concept Design for the Central Seattle Waterfront strives to create a dynamic and lively public realm at the water’s edge, build an intelligent and efficient transportation corridor to replace the Alaskan Way Viaduct, establish dynamic and robust ecologies along the water’s edge, develop a lively program of activities and uses, and promote smart and suitable economic development in and around the central waterfront.

Following the larger vision outlined in the Waterfront Seattle Framework Plan, the Concept Design focuses on the areas which will move forward first into design and construction. This Core Project Area begins at South King Street, moves north along Alaskan Way to Pine Street, extends up Elliott Way into Belltown and culminates at Bell Street and Western Avenue.

The Concept Design offers an integrated approach to the design of the Central Waterfront Core Project Area, and reflects the feedback collected through extensive public outreach. This report describes not only the physical design of the waterfront but also the ways in which it will be used and how it will be implemented over time. Together these focused topics address the complexity of the site with sensitive, imaginative and pragmatic design solutions:

- Public Outreach
- Implementation Strategy
- Public Space Programming
- Public Realm Design
- Bike Facility Design
- East West Streets
- Alaskan Way and Elliott Avenue Street Design
- Utilities

3.1 PUBLIC OUTREACH: A WATERFRONT FOR ALL

What does it mean to create a partnership between the City of Seattle and the entire community? In its mission to transform the future of Seattle’s Central Waterfront, the Waterfront Seattle program has committed to innovative and robust public engagement – seeking input from many voices, inviting open and direct dialog, and encouraging participation throughout the design process. This level of community engagement is what is needed to fulfill a principle goal of Waterfront Seattle – creating a Waterfront for All.

TURNING COMMENTS INTO CONCEPTS

Throughout the conceptual design phase, thousands of people from the greater Seattle Community contributed ideas – at public meetings, workshops, briefings, via the project website, by e-mail and many other ways. The diversity and creativity of these community-generated ideas was a key source of insight and priorities for the design team and truly made Seattle’s mark on the concept design. The following are just some of the most common themes and ideas that emerged:

VIEWS Elliott Bay and the waterfront’s outstanding view of this public treasure connect with many people. Whether it’s elevated views simulating current views from the Viaduct, or opportunities for reviews between the historic piers - the view is a community asset to cherish.

CONNECTIONS The future waterfront is envisioned as a place of movement – movement of all types of transportation, including vehicles, parking, pedestrian, bicycle and public transport to better serve those traveling east, west, north and south.

PATHWAYS The waterfront should feature active movement spaces, including pathways for running, walking, biking and other activities, as well as in-water activities like kayaking or places that let people “touch the water.”

PARKS AND PUBLIC SPACES The tremendous energy and interest around these new spaces includes a desire for flexibility - a mix of places to gather and “be quiet,” and places to run, play and be active. Flexibility also means spaces that take advantage of the sun and also compliment the variety of weather in the Pacific Northwest.

HABITAT The waterfront is also habitat, and many people connected to the idea of opportunities to interact with and see in-water and upland habitat, and create a shoreline edge with access to beaches, tide pools and places to walk and sit along the water.

ARTS AND CULTURE AND ENTERTAINMENT To activate a public space, it must attract activity, including places to eat, drink and picnic, outdoor concerts, street markets, festivals, cultural celebrations, and large and small performances. This could also mean showing artists at work, and including art that is interactive and evolving, both temporary and permanent art to create a more dynamic environment.

We also heard valuable feedback on what the design should avoid, such as structures that block views, too much roadway space, or retail that doesn’t feel authentic to Seattle. This input, as much as what the public wants to see, was critical to shaping the design.

In addition, comments not only highlighted the kinds of spaces that people want to see, but also the spaces they already enjoy – such as Pike Place Market, and parks like Olympic Sculpture Park and Myrtle Edwards Park. These reference points of beloved Seattle spaces were also instrumental in creating a truly “Seattle” design.



Soliciting Input at Public Events

3.2 IMPLEMENTATION STRATEGY

Core Projects

Within the context of the broad, long-term vision of the Framework Plan, this report provides a Concept Design for a series of Core Projects. These Core Projects are the first step in realizing the Waterfront Seattle vision for several key reasons:

- **They can be built now.** The Core Projects use existing public property within public streets, public piers and the footprint of the Alaskan Way Viaduct, without significant new property acquisition by the City.
- **They lay a strong foundation.** The Core Projects include essential elements that must be built first, while leaving open opportunities for future generations to shape waterfront development down the road.
- **They are tangible and transformative.** The Core Projects provide generous new public parks, pathways, open spaces and recreational opportunities that will be useful and meaningful to the people of our region.
- **They can be realistically funded.** The Core Projects can be fully funded through an approach that combines private and public sources including downtown property owners, philanthropists and other private donors, non-profit partners, and public sources including funds already set aside by the State of Washington.
- **They support local partners and institutions.** The Core Projects enhance destinations such as the Seattle Aquarium, Pike Place Market, Colman Dock and the historic piers, as well as the surrounding neighborhoods and icons like Ivar’s.

These Core Projects are shown on the next page, “Core, Partner and Framework Projects” diagram and are further detailed within this Concept Design report.

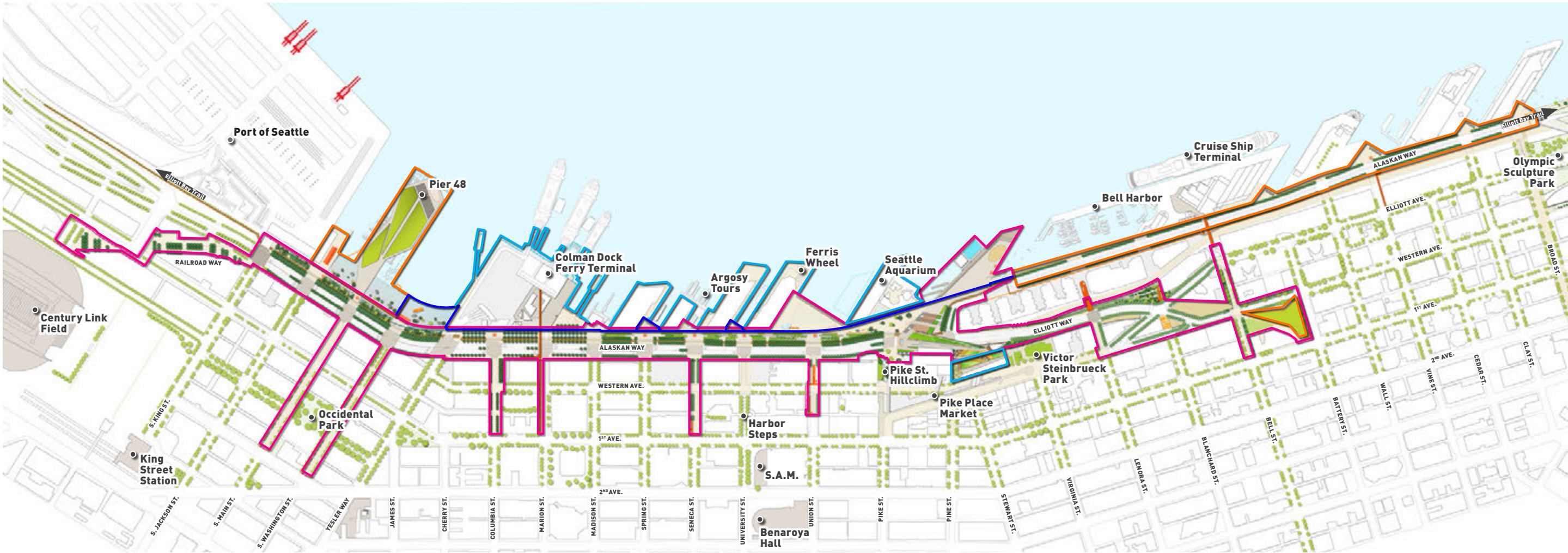
Project Schedule

Completion of the vision for Waterfront Seattle will happen over time. While some Core Projects must wait until the Alaskan Way Viaduct is removed and its footprint is opened up, others can and will be built in the next two to three years. Longer-term Framework Plan elements are likely to be funded, designed and built in the following decade. This phased approach is needed due to the complex series of projects that will be underway along the waterfront over the next several years:

- Selected “early win” projects, such as improved east-west street connections, will be built in 2013-2014.
- The Seawall (Phase 1) will be replaced in 2013-2016, in advance of Alaskan Way Viaduct removal.
- Other basic infrastructure replacement, including Piers 62/63 and Union Street Pier, will be rebuilt in 2015-2017, overlapping with Seawall construction.
- Once the SR 99 Bored Tunnel opens in late 2015, the Alaskan Way Viaduct will be demolished in 2016.
- Once the Viaduct is removed, the new Alaskan Way and Elliott Way surface streets, pedestrian promenade, parks and open spaces will be built in 2016-2018.

Long-term Stewardship

The level of investment in and expected use of the Waterfront’s public spaces will require a high standard of long-term operations and maintenance. This will require strong partnerships and collaboration between the City of Seattle and waterfront organizations, businesses and property owners. A dedicated, non-profit organization will be needed to take on some of the long-term stewardship responsibilities associated with these public spaces. Locally, the Pike Place Market, Seattle Aquarium and Woodland Park Zoo all have such non-profit stewardship organizations.



3.3 PUBLIC SPACE PROGRAM

The programming of public space along the Seattle waterfront needs to fulfill the established overall goal of creating “a waterfront for all”. Programming long, linear spaces is particularly challenging, especially when intensive programming is concentrated in a few disconnected places. Therefore, our approach to programming the linear public realm along the Seattle waterfront must be done thoughtfully and carefully in order to balance activities and develop the relationships between them.

The public space program should follow two tracks. One track should identify and provide adequate design elements to support key, primary activities (the “primary program”). The other track should create a design that is sufficiently generous, suggestive and supportive of a wide range of flexible programming efforts over time (the “event programming”).

Conversely, there are plenty of examples where the demands of excessively specific programming have led to highly specific designs that ultimately lead to obsolesce when the program is no longer relevant or evolves into new sets of demand. Public space suffers when it is overly constrained and fixed – it needs to be easily appropriated, adapted and flexibly used. For example, the minimal piazzas in European cities have survived for centuries because the simple space and openness they provide allows for changing uses over time – from marketplace, to festival, to political rally, to social mixing chamber, to the lone pedestrian crossing at nighttime. Moreover, retail surrounding these piazzas supports the activities taking place in them.

Hence, our approach toward programming on Seattle’s Central Waterfront is to keep it as open, simple and flexible as possible. While there still remains a need to identify and define those primary programs that require specific design, there can also be significant areas that are more open and provide opportunities for a broad variety of programming events over time.

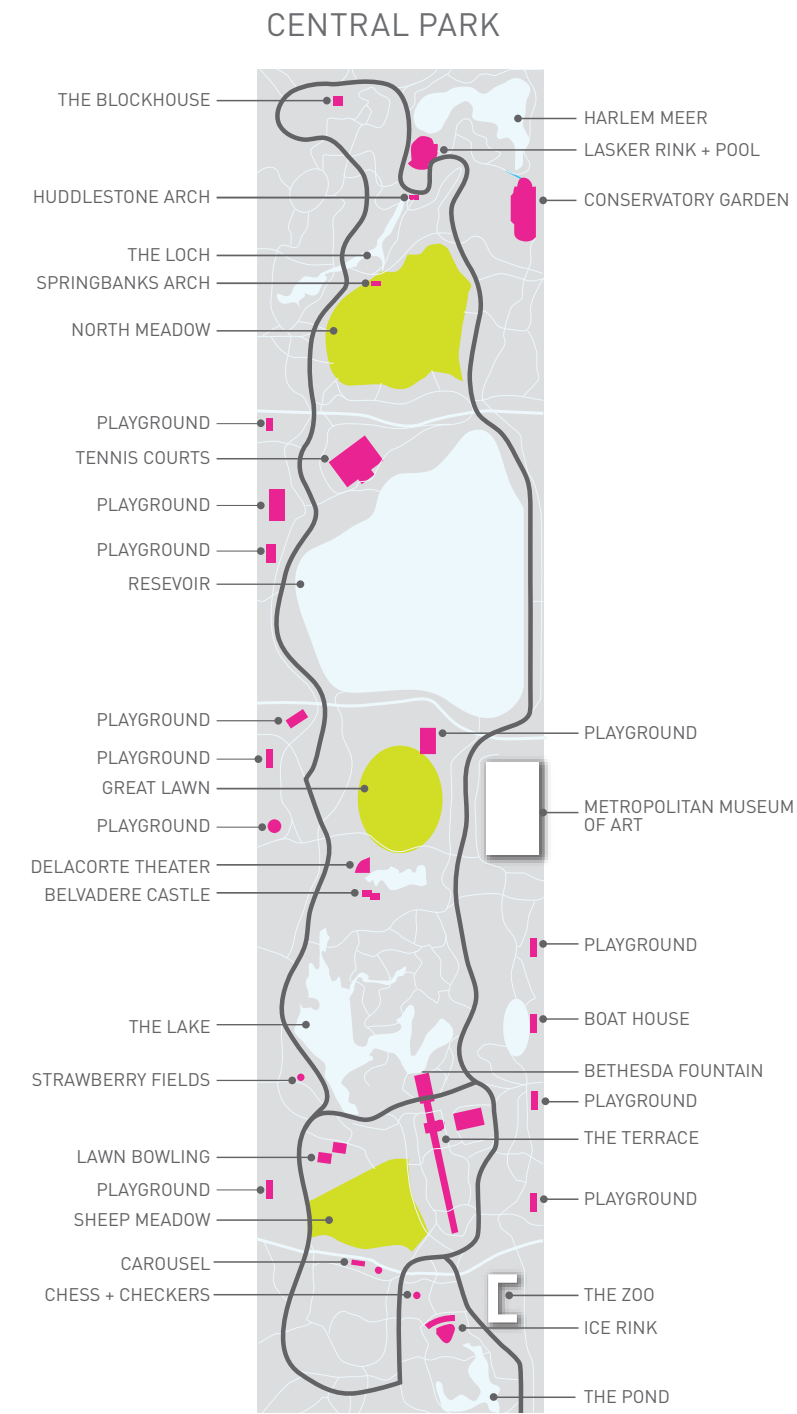
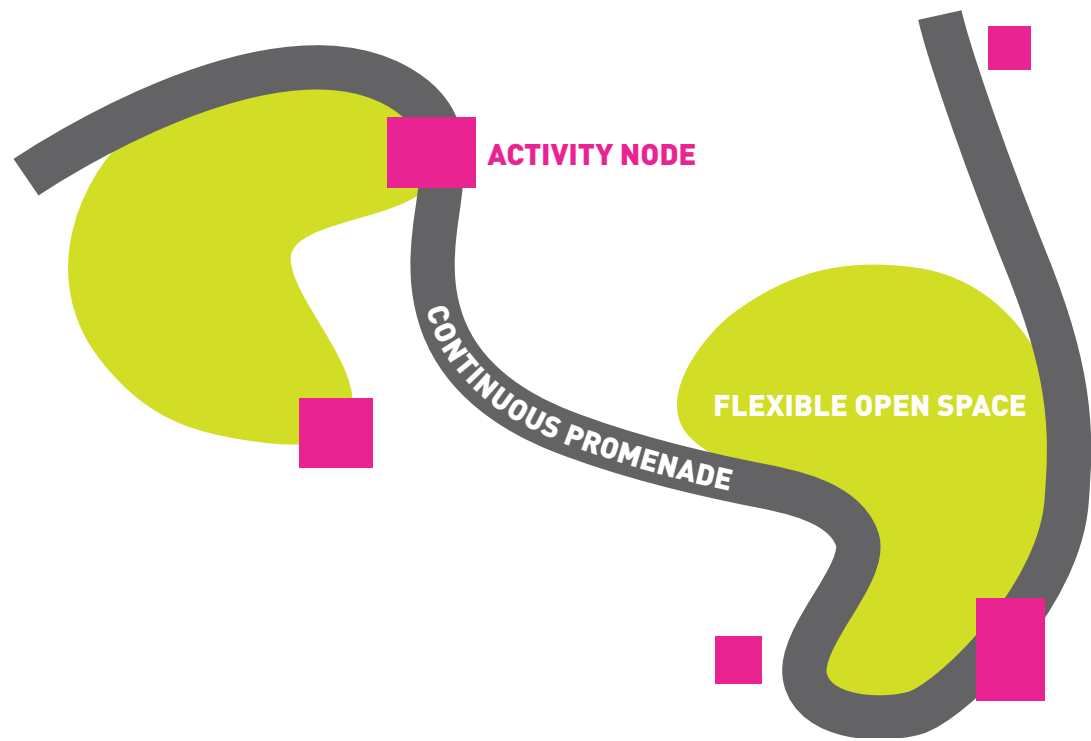


PUBLIC SPACE PROGRAM

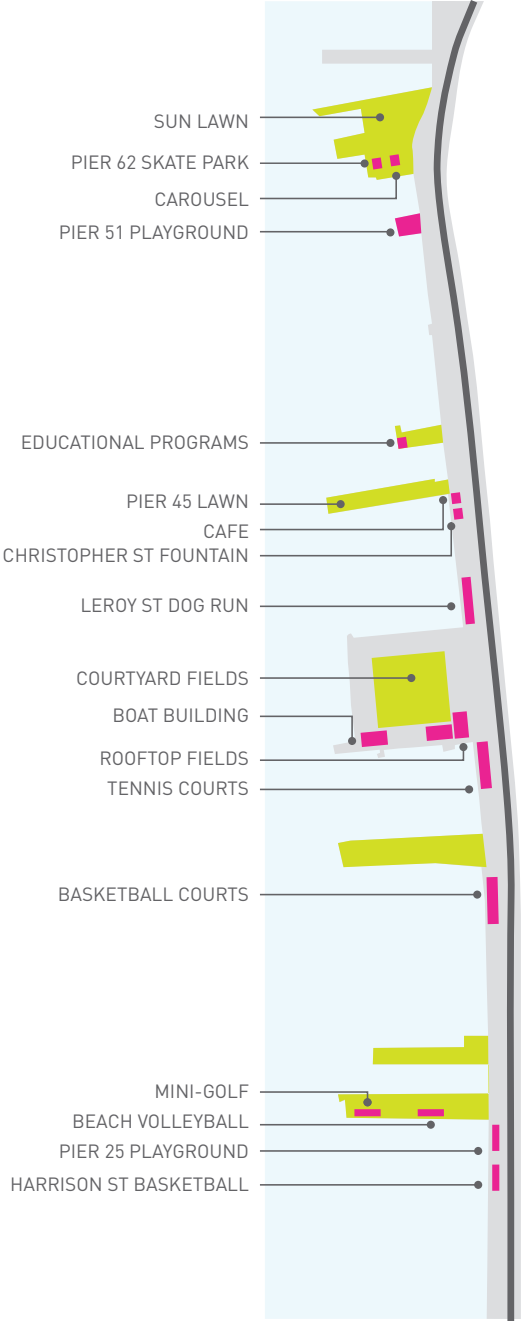
PROGRAMMING PRECEDENT STUDIES

Successful parks and public spaces organize program in similar ways—flexible open spaces and event-based activity nodes are distributed through space and connected via extensive circulation system. New York’s Central Park, for example, has set the stage for a wide variety of cultural programs and uses over time with a strong layout of spaces that accommodate both “primary program” and “event program”, and connects these programs through an extensive and easily navigable circulation network. Originally intended as a public strolling ground, it has accommodated various recreational uses as well as specific events and activities over its life as a park. Program continues to evolve to meet changing needs and desires.

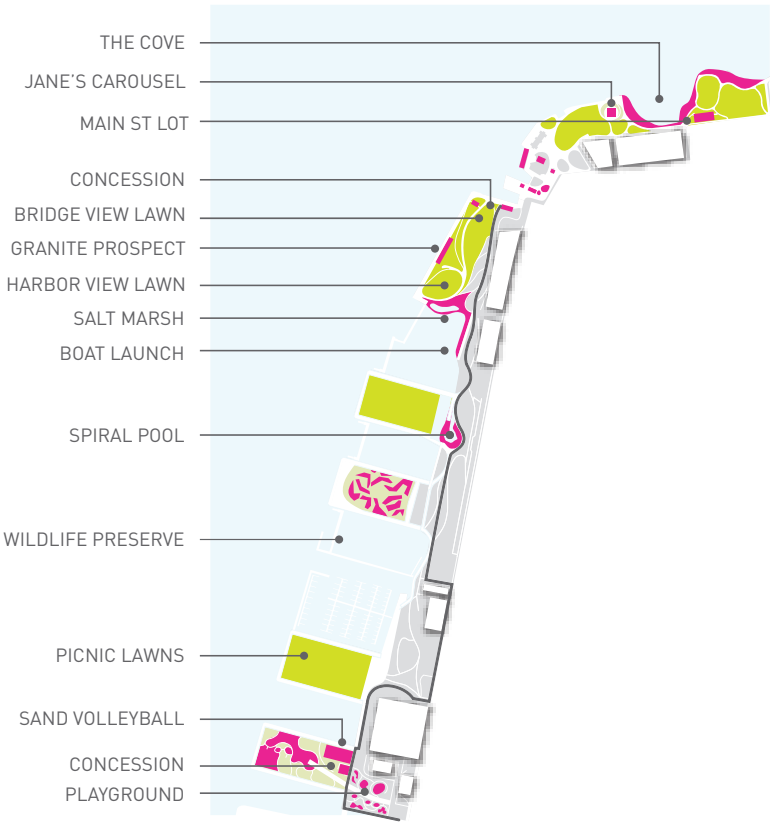
TYPICAL PROGRAM ORGANIZATION



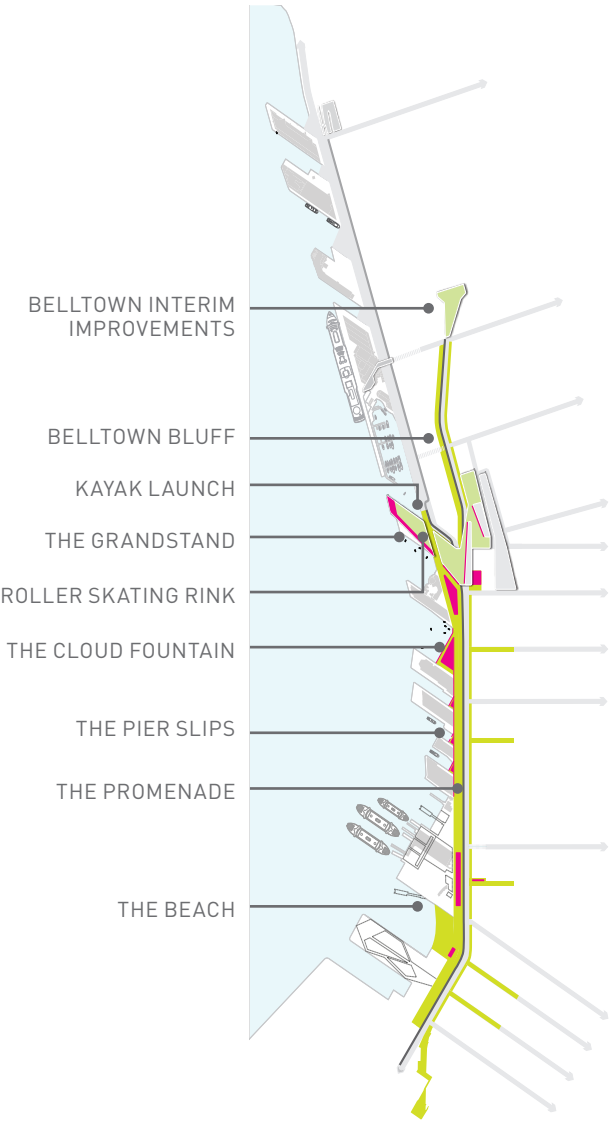
HUDSON RIVER PARK



BROOKLYN BRIDGE PARK



SEATTLE CENTRAL WATERFRONT



- Primary Circulation
- Large-Scale Open Space
- Small-Scale Activity Node

1 Mile

PUBLIC SPACE PROGRAM

CURATION AND STEWARDSHIP

Programming great public spaces requires a higher level of attention than can typically be granted by a city agency. Thus, an important step in developing and managing the programming of a major public open-space is the creation of an effective stewardship body to curate programs and events over the year. Programming need not be the only function of the stewardship organization; it could also be responsible for routine operations and management, capital maintenance, on-going intergovernmental relations and development. Consequently, the stewardship organization might include an event planner, an arts curator, an educational programmer and a community coordinator. This entrepreneurial and creative team would together imagine a range of programming opportunities, plan and secure resources and then execute specific events over the year. Successful and popular events would breed more of the same over time, whereas less successful ventures would be reconsidered or dropped. Dynamic and vibrant programming would be what defines the waterfront as a vibrant cultural asset, attracting individuals, families and groups again and again.



Intergovernmental Relations, Friends of the High Line



Capital Fund-raising and Event Planning, Central Park Conservancy



Operation and Maintenance Management, Bryant Park

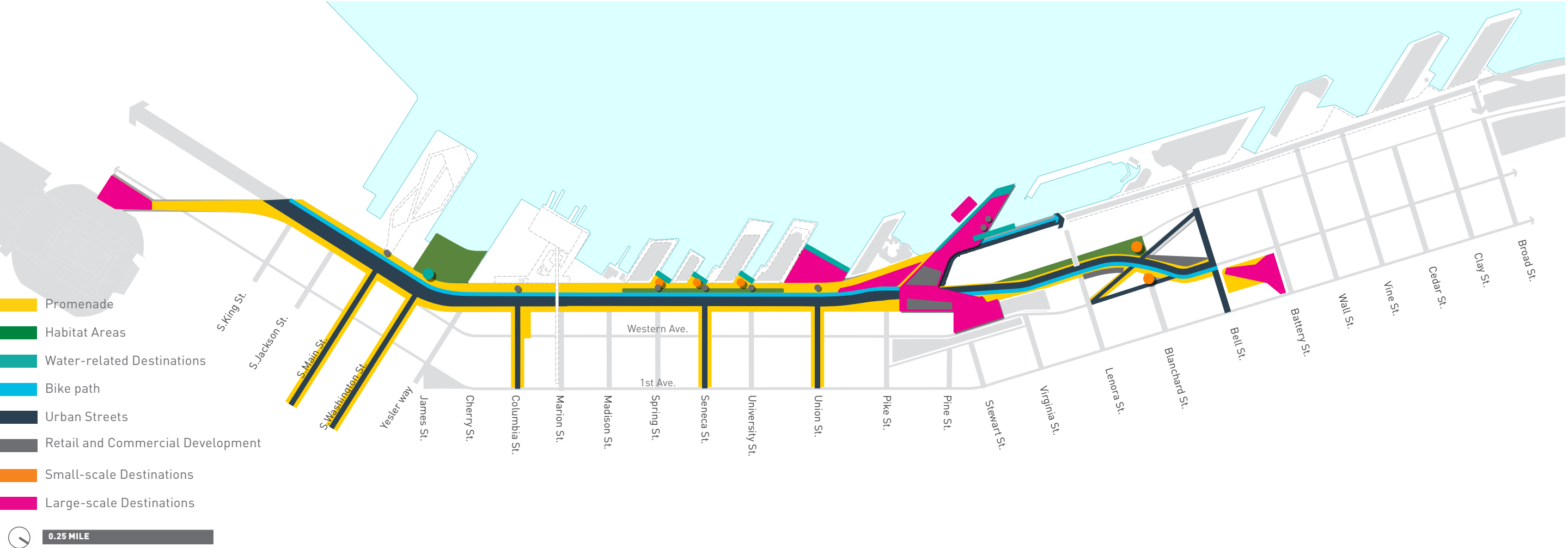


PUBLIC SPACE PROGRAM

PRIMARY PROGRAM ELEMENTS

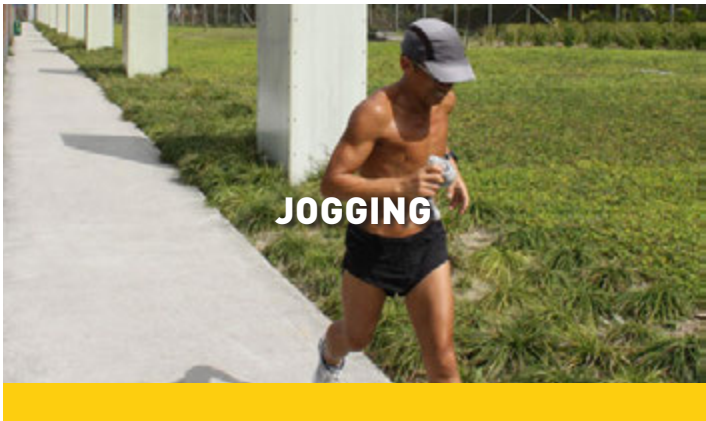
An extensive public engagement initiative coupled with a detailed site analysis informs the development of a rich and diverse program for public spaces along the waterfront. Existing destinations and areas of interest are identified and synergies between them evaluated. At the same time, opportunities for expanding the linear waterfront promenade, both horizontally and vertically, are considered for adding generous civic and gathering spaces with elevated views of Elliott Bay.

The waterfront program includes ‘continuous’ and ‘event-based’ activities. Strolling, jogging, biking, driving, and parking are supported along the entire length of the waterfront, whereas event-based programs will happen in strategic locations to maximize synergies with existing destinations. Activities and events will be diverse and have the capacity to change over time to adapt to the needs and desires of all visitors to the waterfront. The waterfront program inspires and informs the design and will continue to evolve over the life of the project.



1. The Promenade

A continuous pathway along the waterfront that allows for strolling, sitting, gathering, viewing, engaging public art and other permanent and temporary amenities, accessing the water and enjoying eating, drinking and shopping experiences;



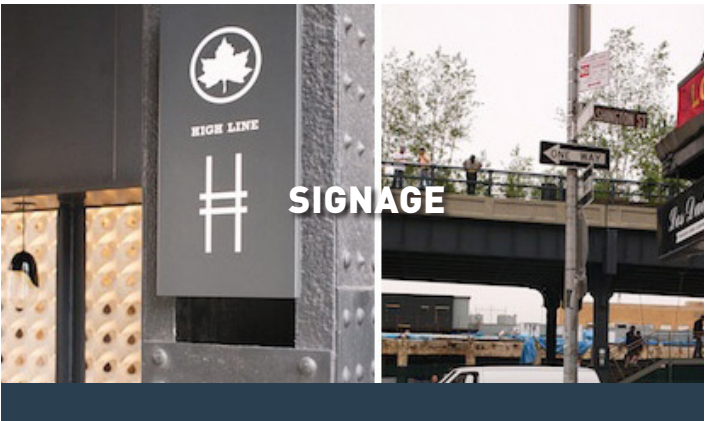
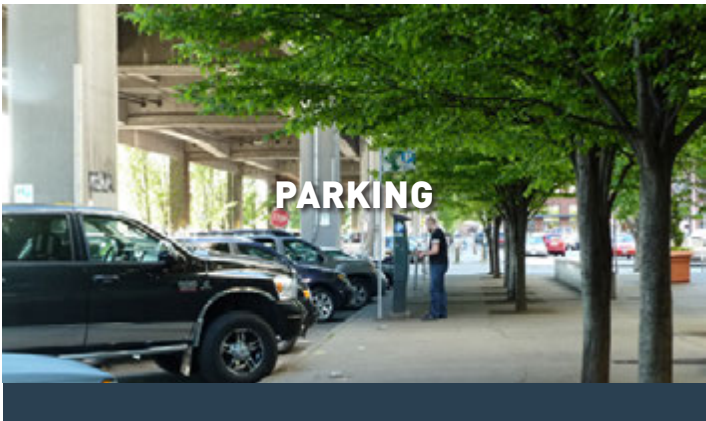
2. Bicycle Path

A continuous pathway dedicated to two-way movement of bicyclists and roller-bladers;



3. Urban Streets

Well-designed vehicular streets that provide for transit, driving, loading, and parking while being fully integrated with the public realm including generous pedestrian crossings, signage, sidewalks, street planting:



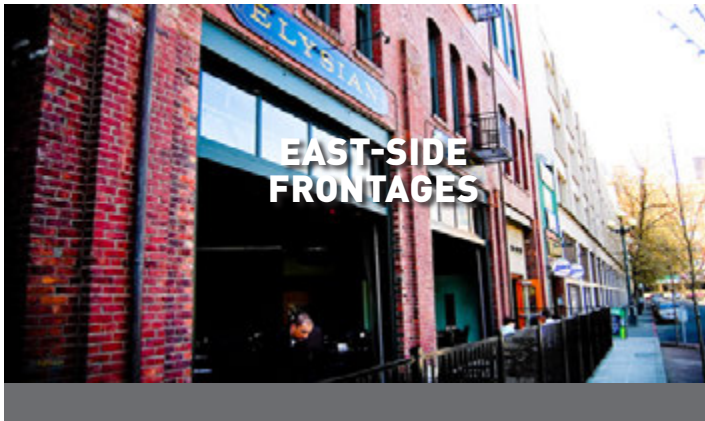
4. Natural Habitat in the City

A range of designed places where natural systems and the biodiversity of living organisms are enhanced – including beaches, tidal pools, planted areas, tree canopy cover and water-based environments;



5. Retail and Commercial Development

The removal of the Alaskan Way viaduct and enhancement of the public realm will spur new retail and commercial development along the waterfront, the east side of Alaskan Way and the city blocks adjacent to the project area.



6. Bay and Boating Activities

The enhancement of the commuting experience on the ferries, access to boats, cruise ships, water taxis, boat tours and views to the bay;



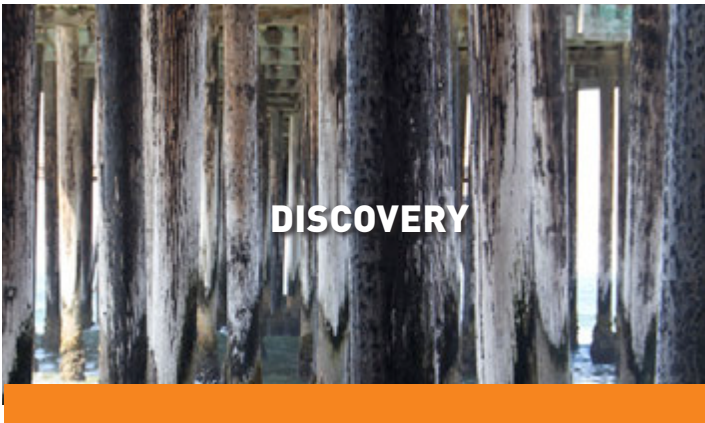
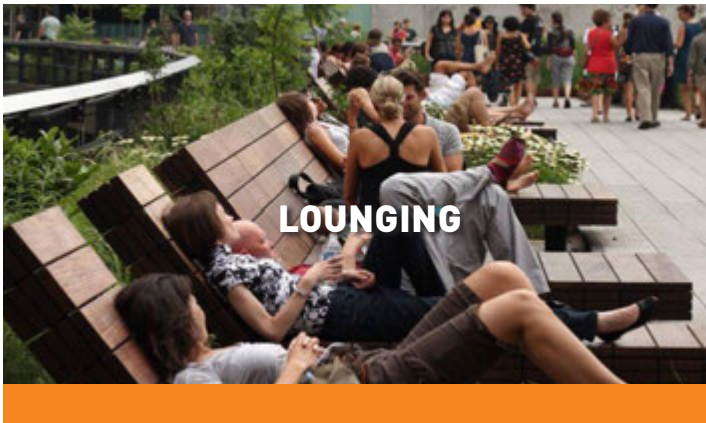
7. Large-scale Open Spaces

A variety of settings for movement, pause, rest, gathering, sunning, accessing the water, fishing, boating, children’s play spaces, outdoor dining, exercise, public art, impromptu functions and flexible event programming, including spaces for concerts and festivals;



8. Small-scale Activity Destinations

A series of intimately-scaled spaces dedicated to specific activities and uses, including: fishing, dining, gathering, impromptu performances, touching the water, water-oriented play, display, learning and education.



PUBLIC SPACE PROGRAM

ACTIVITY AND EVENT PROGRAMMING

In addition to the primary uses and activities along the waterfront, there should be an ongoing stewardship organization, that is continually planning for events and experiences to attract a diverse range of people to the waterfront. These might include:

- 1. Cultural Art Programming (exhibitions, installations, concerts, performances, etc);
- 2. School and Educational Programming (tours, events, stories, experiences, ecology, history, local culture, classes, play, etc);
- 3. Community Programming (festivals, markets, holidays, etc);
- 4. Revenue Generating Events (rental and leasing of space to private entities for special events);

The range of possibilities is extremely broad and the design should remain the base inspiration and support for a broad spectrum of dynamic activities to play out over time – some of which we can imagine now, but many others will evolve in completely unforeseen ways. The keys are:

- 1. A dynamic, creative and entrepreneurial stewardship entity;
- 2. A diverse range of well serviced and relatively open spaces that each have their own identity and suggestiveness for social possibility;
- 3. A variety of events that will bring Seattleites out in all seasons and weather, such as developing innovative approaches to integrate elements that offer refuge from inclement weather into new public spaces as well as opportunities to experience the drama of Seattle’s rain and winter weather over Elliott Bay in a sheltered public setting.
- 4. A number of active events to engage the public in sports and recreation, and health and wellness on the waterfront.



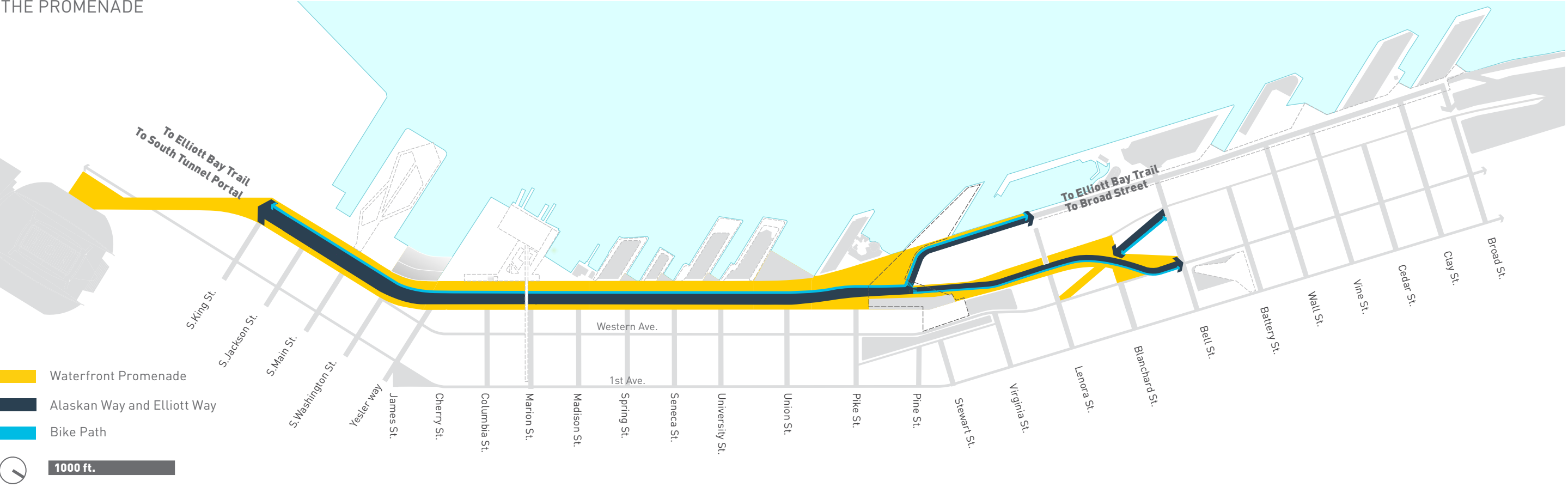
3.4 PUBLIC REALM DESIGN

The heart of Seattle’s new Central Waterfront will be a vibrant, engaging and robust public realm, a new ‘front porch’ for the city, overlooking Elliott Bay, the islands and the mountains beyond. The Core Project Area public realm, stretching 18 city blocks or over 2 miles, will be designed as a continuous promenade, and a series of places distributed along the promenade.

THE PROMENADE

A continuous waterfront promenade will provide continuity and structure as well as a baseline along which specific destinations will be distributed. Walking, running, strolling, dog-walking, rollerblading, biking, driving and parking are activities that extend continuously along the 2.5 mile stretch of waterfront, and connect Belltown and the Olympic Sculpture Park at the north with Pioneer Square, Stadiums and Port areas to the south.

THE PROMENADE



THE PLACES

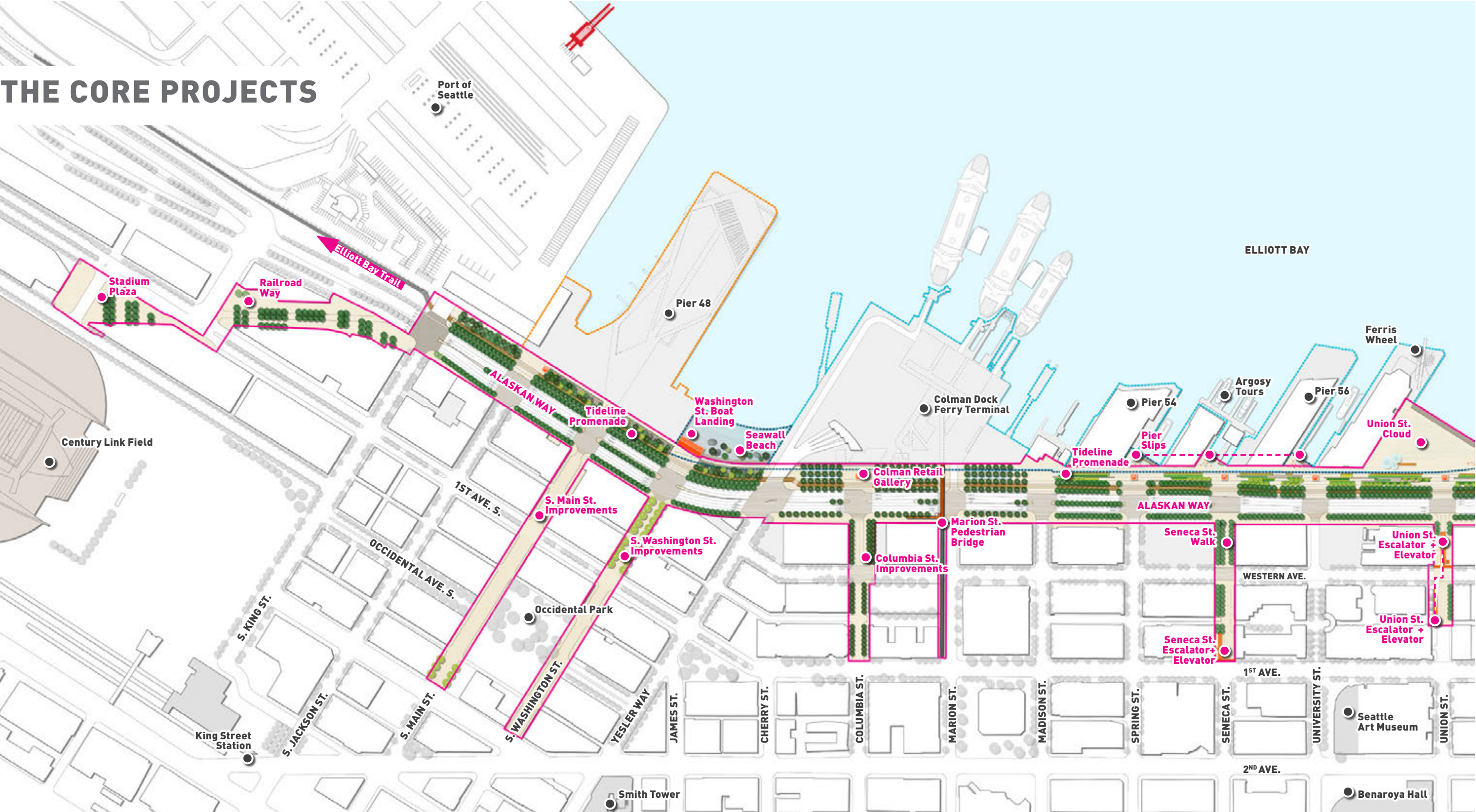
Overlaid on the promenade are a series of programmatic and sensory environments - ‘The Places’ - that are distinguished by the events, amenities, views and vegetation that can be experienced within them. The Places are destinations along the waterfront, providing space for large and small-scale gathering, display and education-based activity, discovery and play, dining, sunbathing, viewing and

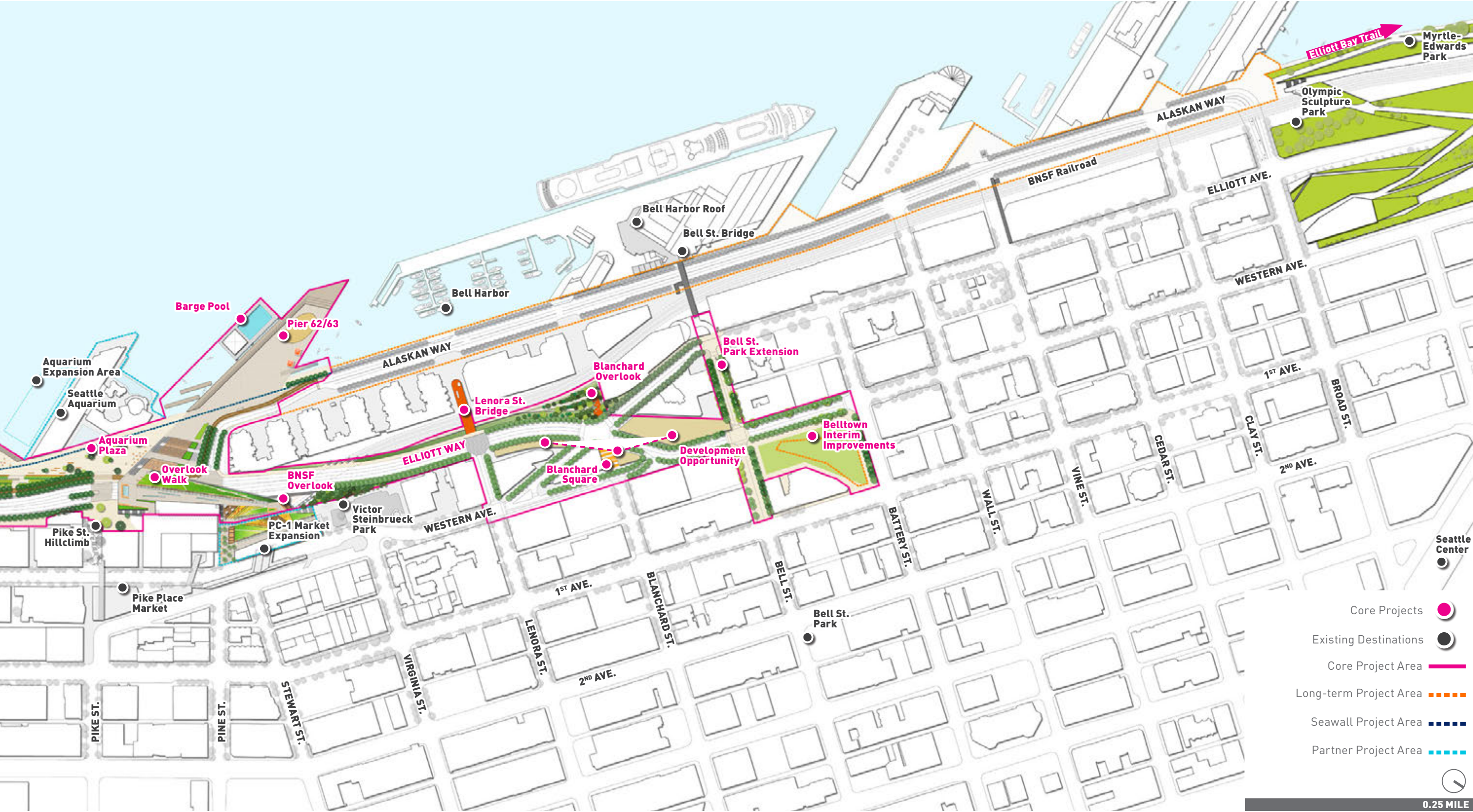
touching the water. New destinations will link to a network of existing destinations both inland and out on the piers, building journeys along, as well as to and from the waterfront. These waterfront journeys will revitalize and energize the city center and bring new life to the waterfront.

THE PLACES



THE CORE PROJECTS





PUBLIC REALM DESIGN

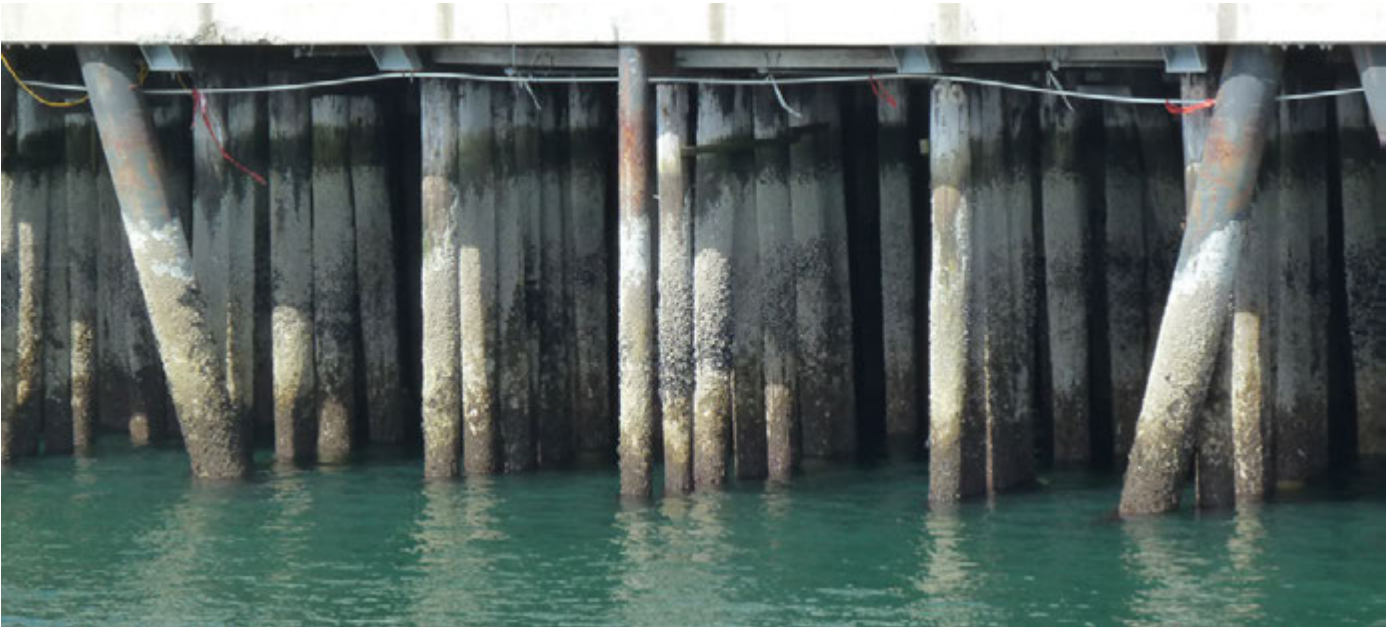
TIDELINE PROMENADE

The concept of the Tidelines, introduced in the Framework Plan, works as a conceptual and organizational framing devise for the promenade. The Tidelines evoke horizontal depositions and vertical registrations inspired by the shifting tidal waters in Elliott Bay. As an organizational diagram the Tidelines create both a rhythm and a meter used to organize spaces and activities along the Waterfront.

The Tidelines take on physical, tectonic and material properties in the continuous design elements along the length of the promenade. The Tidelines form ‘drifts’ and ‘ladders’ to provide structure, continuity and legibility without uniformity or monotony. The layout and orientation of these elements shifts along the promenade to create places and character zones, whereas the materials remain consistent throughout.

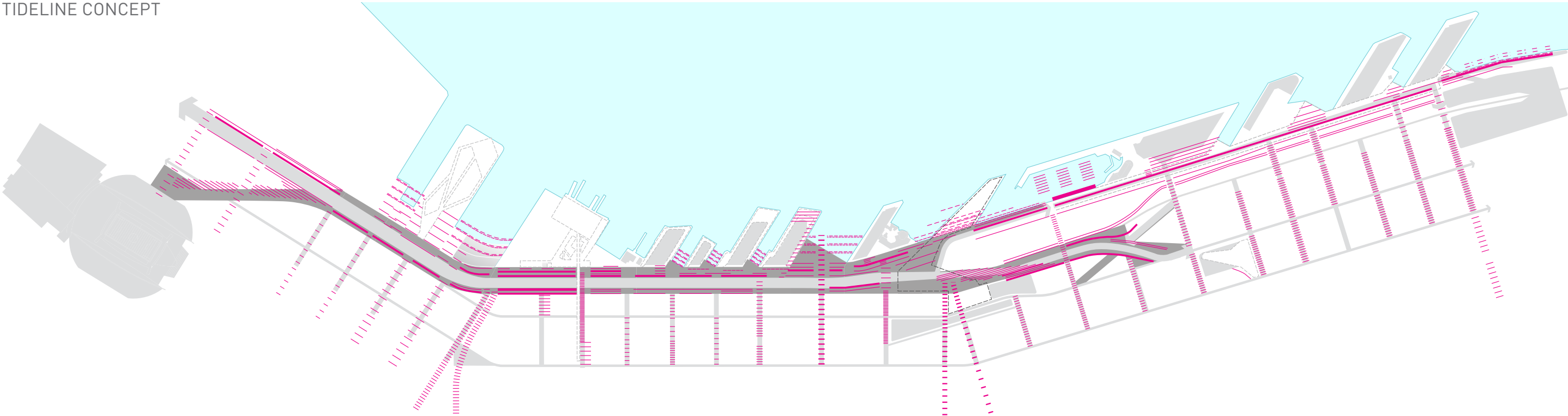
These elements include:

- **The Floor**
- **The Elements**
- **The Canopy**

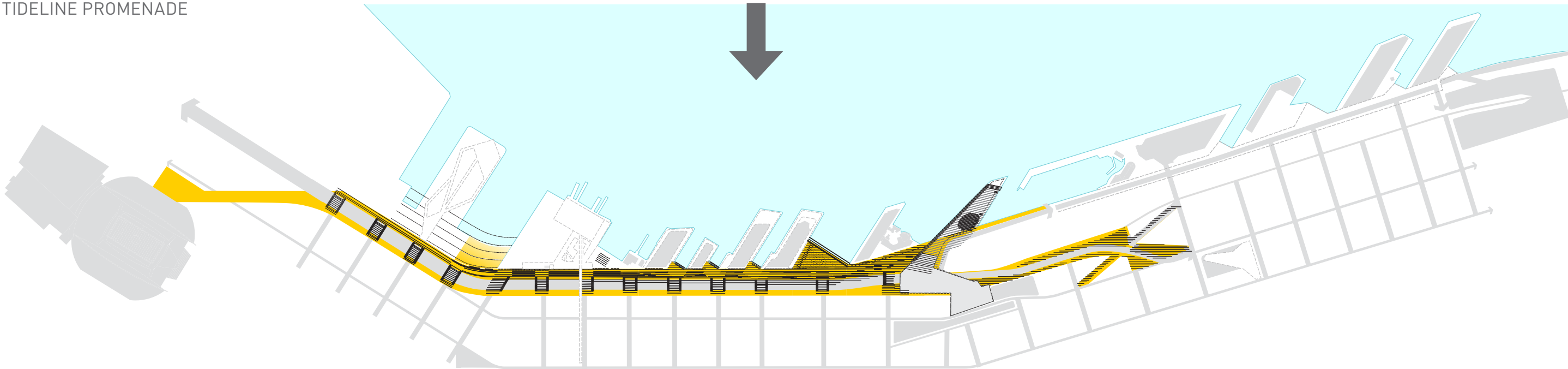


Tidelines: Vertical Registrations on the Historic Piers

TIDELINE CONCEPT

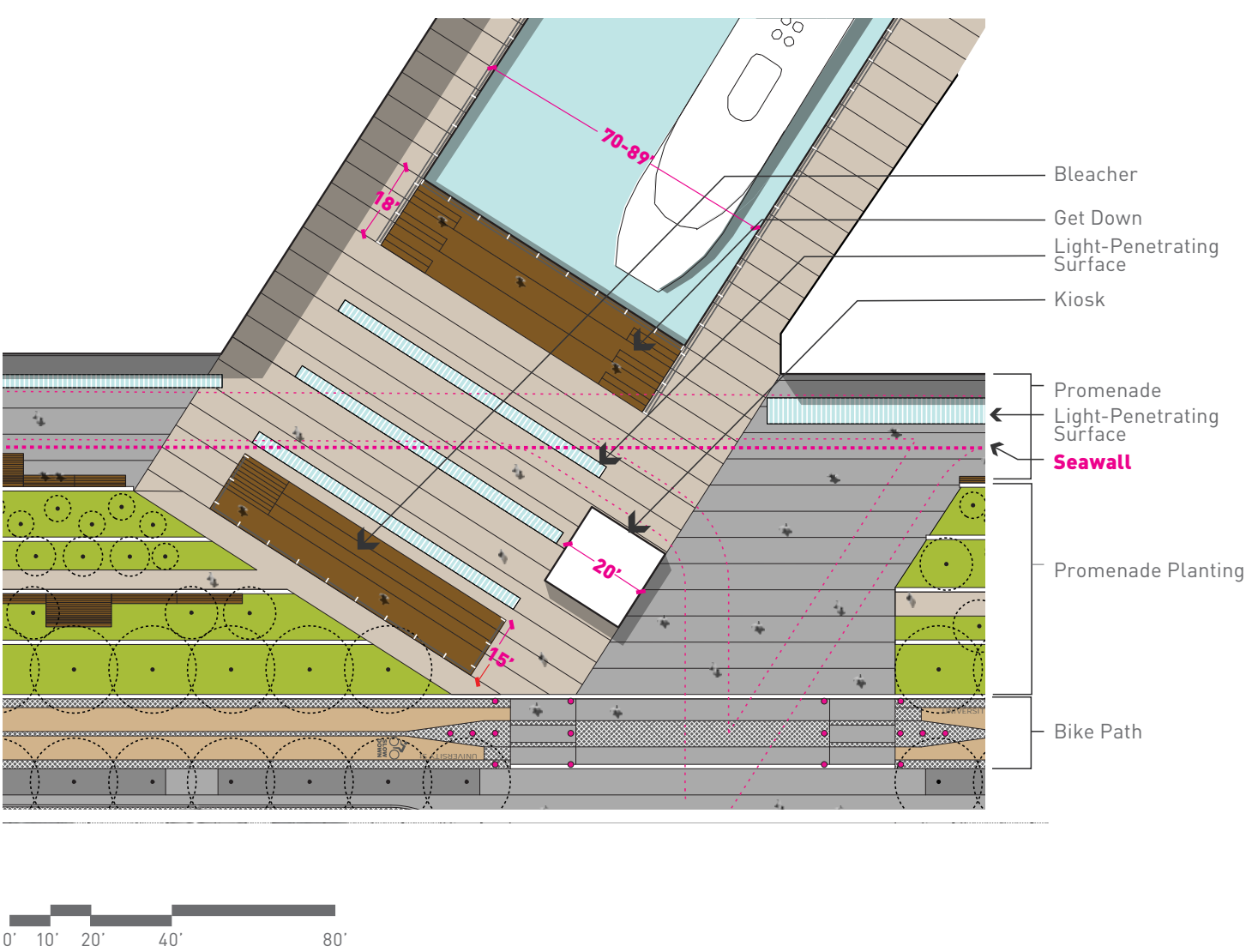
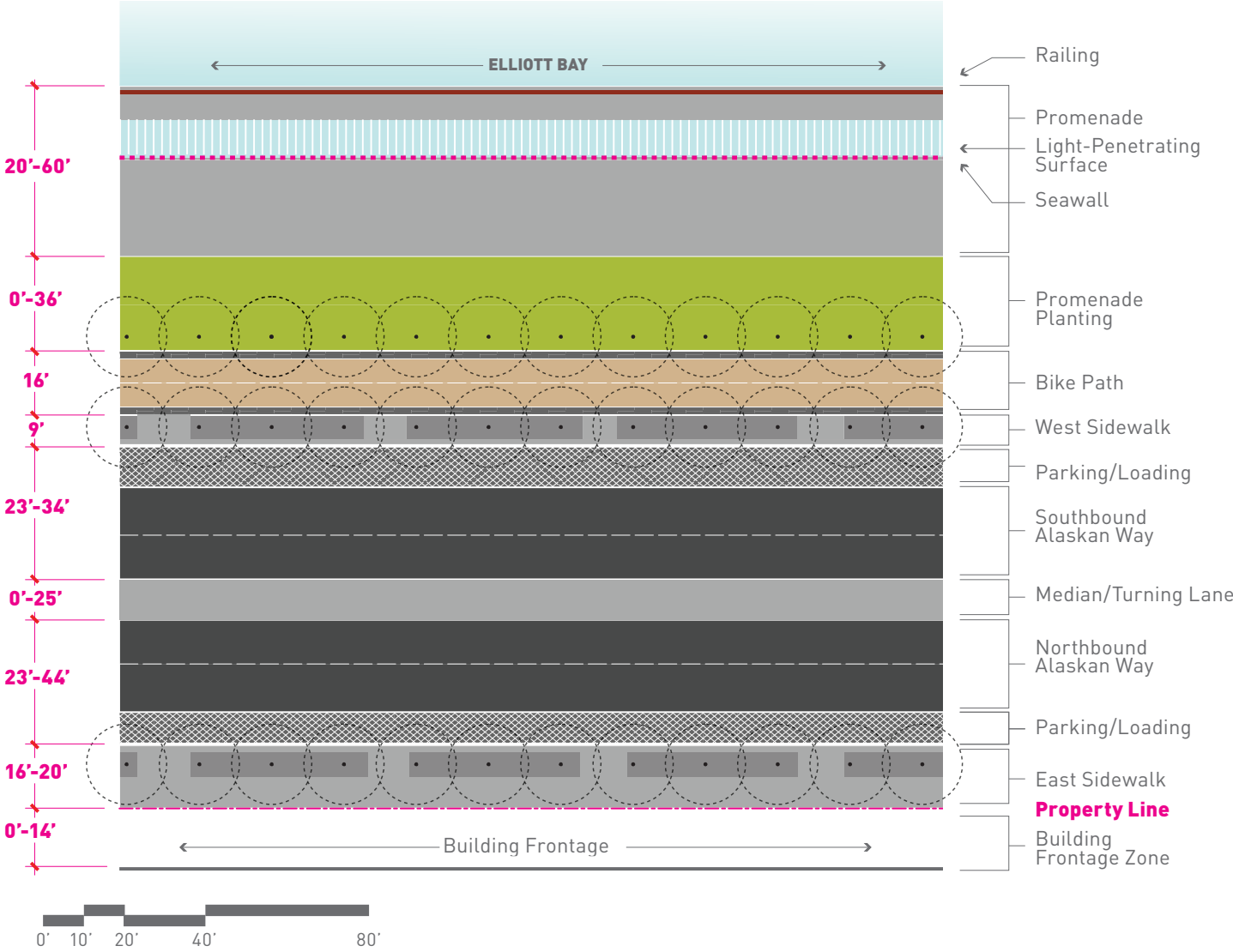


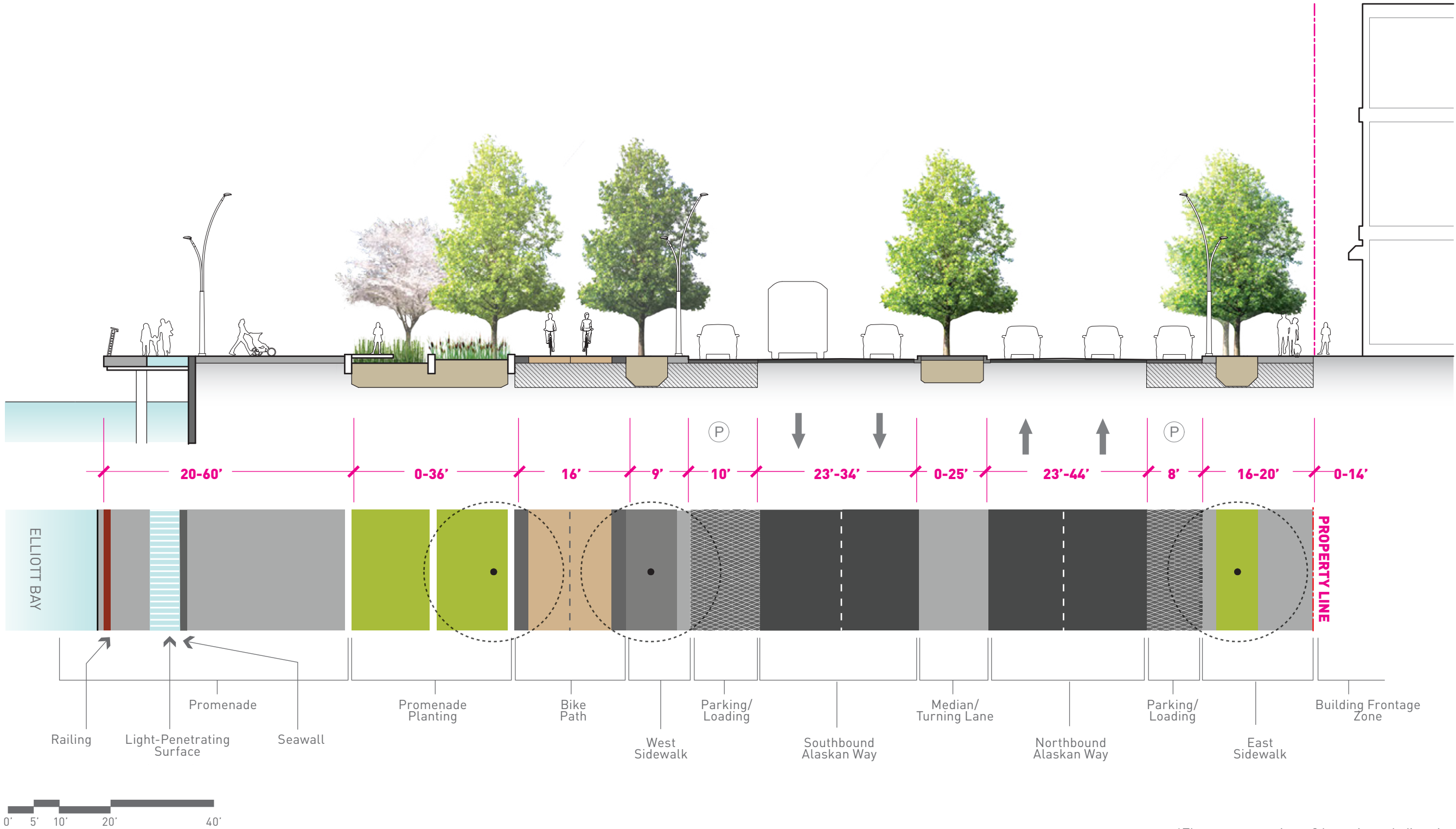
TIDELINE PROMENADE



TIDELINE PROMENADE
TYPICAL PROMENADE CONDITION

Moving from east to west, the promenade consists of the following programs and spaces along its length: Building Frontages, the East Sidewalk, Alaskan Way north and south bound traffic and parking lanes, a planted median, the West Sidewalk, the Bike Facility, Promenade Planting, Promenade Path, the Seawall, Light-Penetrating Surface and Railing. On the east side of Alaskan Way and along the Historic Pier frontages, the sidewalk varies in width to allow for sidewalk cafes and other programs to spill out onto the public realm.





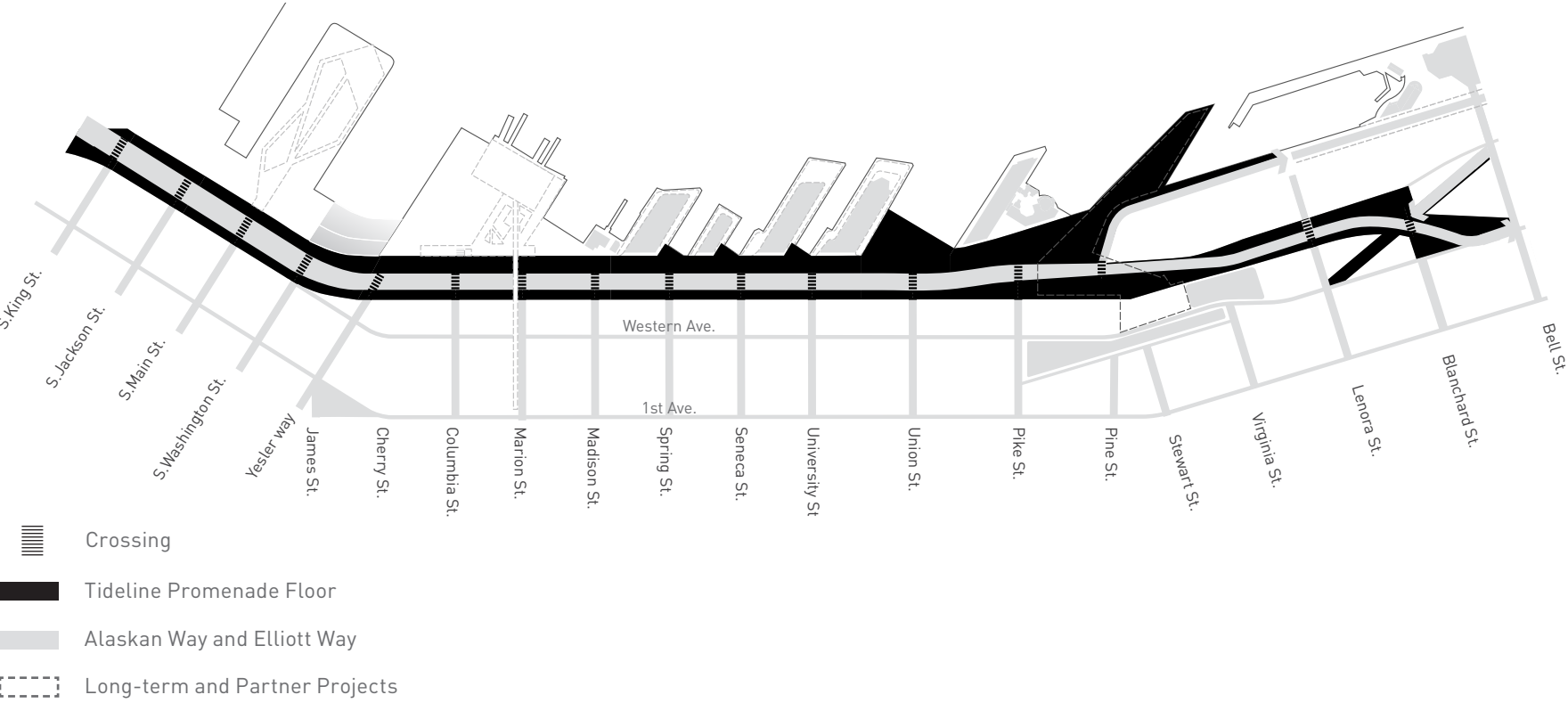
*There are sometimes 3 lanes in each direction.

TIDELINE PROMENADE

THE FLOOR

The promenade floor will cover the entirety of the promenade area from east to west, creating uniformity and legibility on both sides of Alaskan Way. The promenade floor will be a taut surface, into which a number of materials, such as concrete, gravel and asphalt will be embedded. The floor will provide a clean and simple ‘mineral’ base onto which different elements, such as furnishing and lighting, will be deposited. While maintaining a consistent palette, the assembly of the floor will shift and change according to the character zone.

THE FLOOR ALONG THE PROMENADE



Embedded Wood at Aquarium Plaza

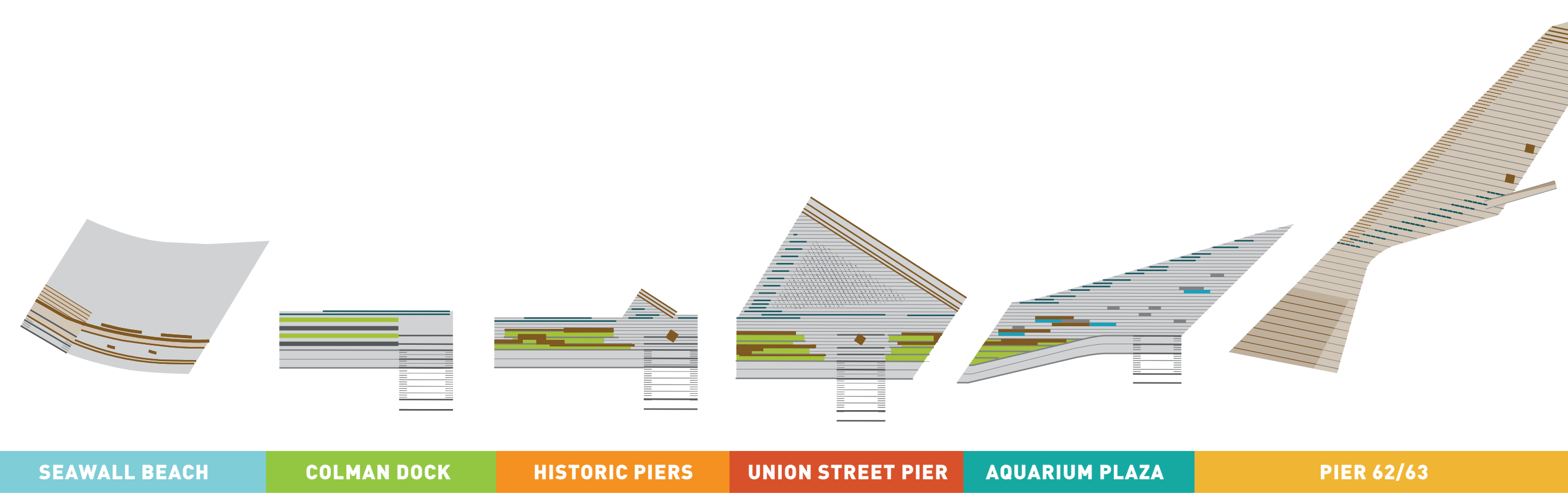


Mineral Floor at Colman Dock Gallery



Light Penetrating Surface at the Historic Pier Terraces

SURFACE ASSEMBLIES



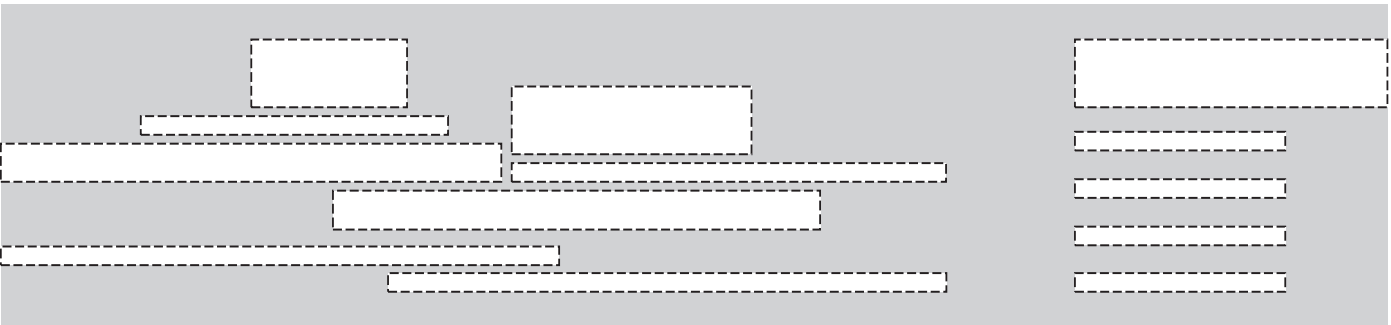
TIDELINE PROMENADE

FLOOR MATERIAL PALETTE

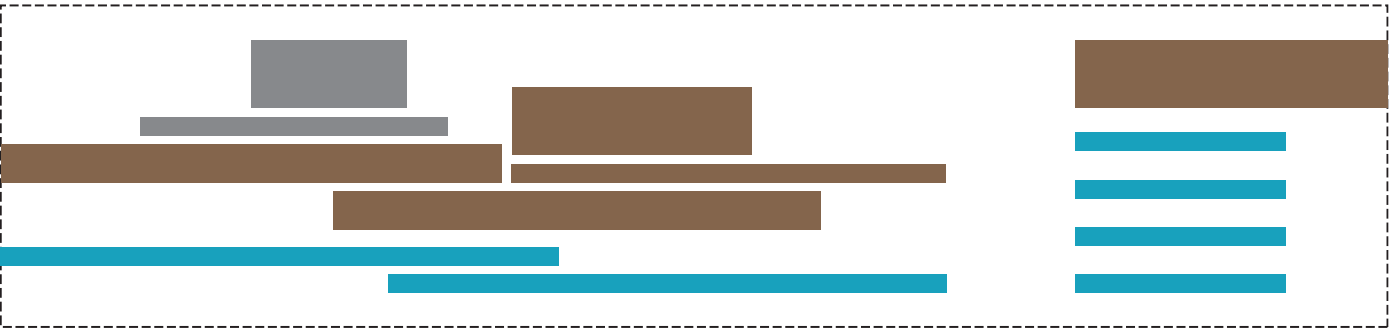
The ‘mineral’ base surface will be composed of various materials, ranging in color from light to dark grey. Potential materials for the mineral base include (but are not limited to): gravel-topped asphalt, crushed stone, beach pebbles.

Embedded into the mineral surface, materials could include: wood, upon which furniture will sit; glass, through which light will shine down to the juvenile salmon migration corridor; pre-cast and cast-in-place concrete; and planting beds.

MINERAL BASE



EMBEDDED MATERIALS



TYPICAL PROMENADE FLOOR CONDITION

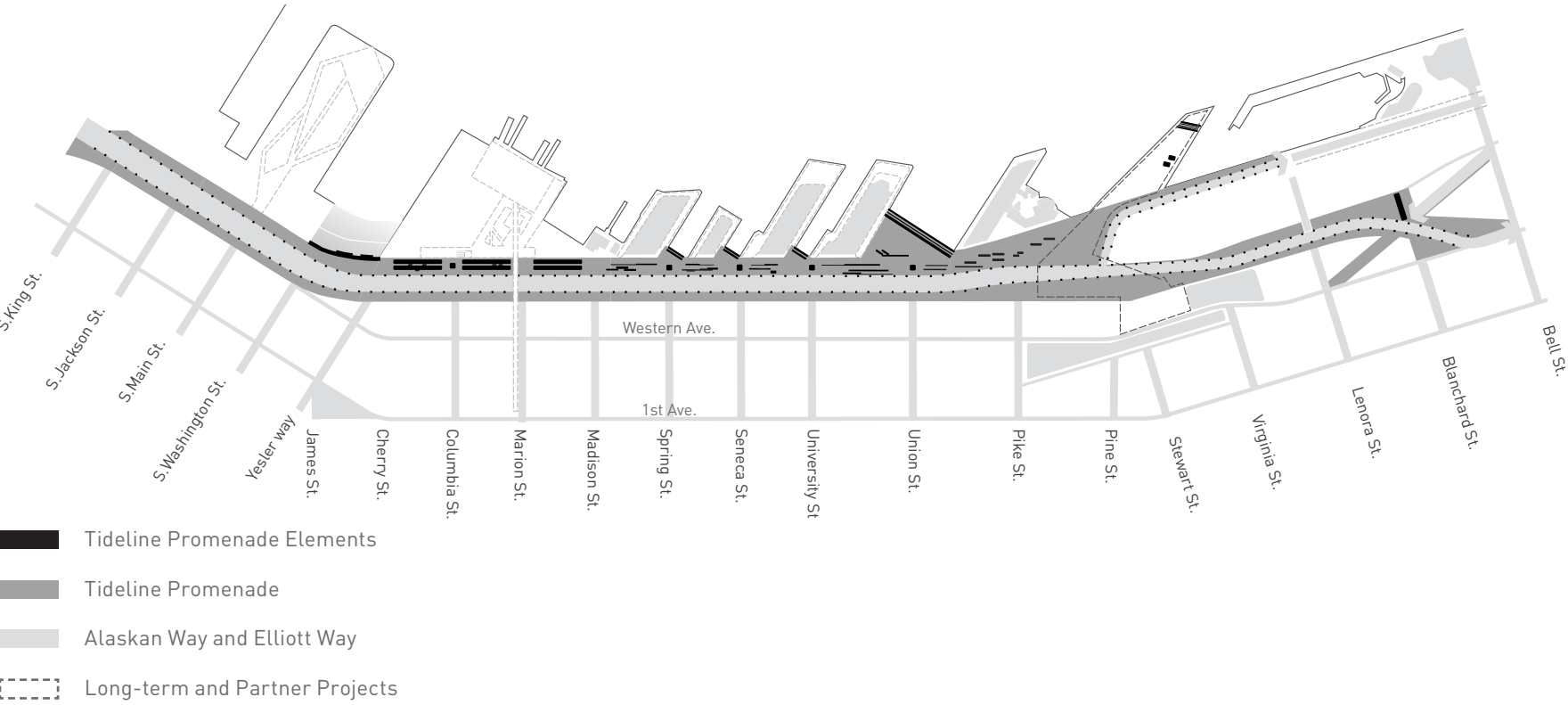


TIDELINE PROMENADE

THE ELEMENTS

A collection of elements deposited on the floor include seating, kiosks, lighting, sea ladders and railings. They will furnish the promenade and create social settings that encourage people to meaningfully enjoy and interact with the space. The elements are visually connected through a coded system of vertical registrations, which display various kinds of information and provide insight into the history, geography, and culture of the site.

LIGHTING, STRUCTURES AND FURNISHINGS



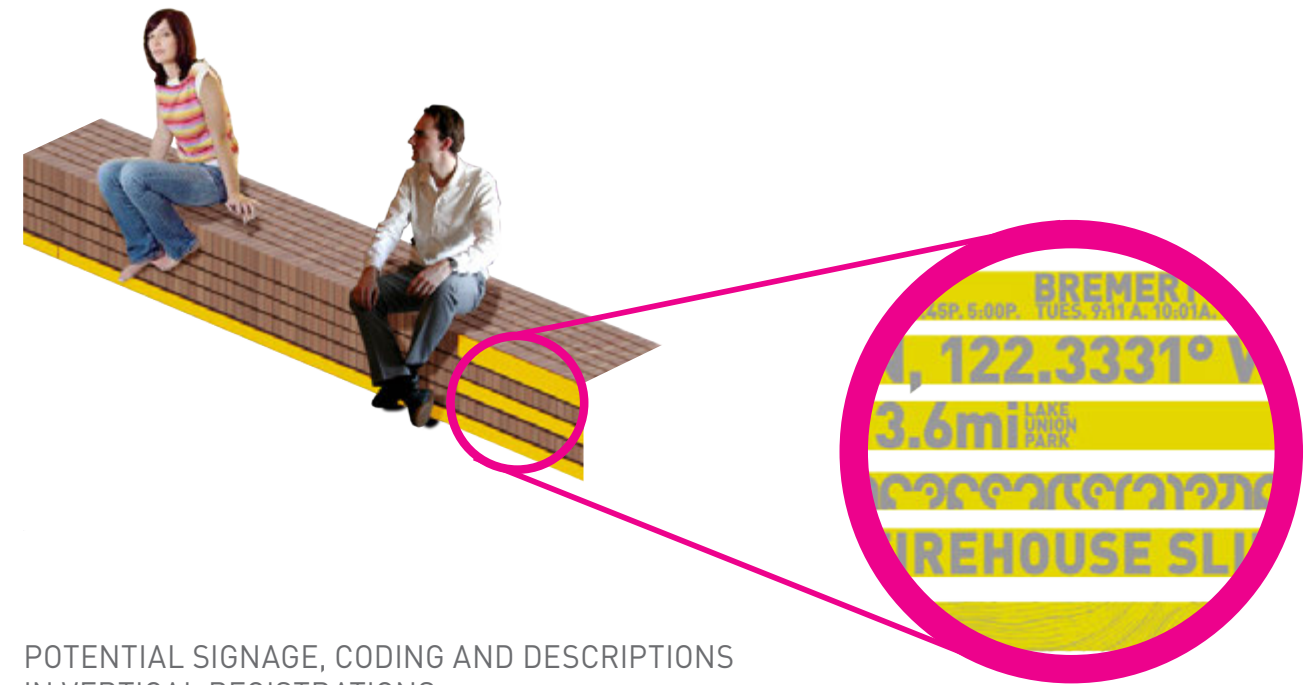
Tideline Bench at the Historic Piers



Grandstand at Pier 62/63



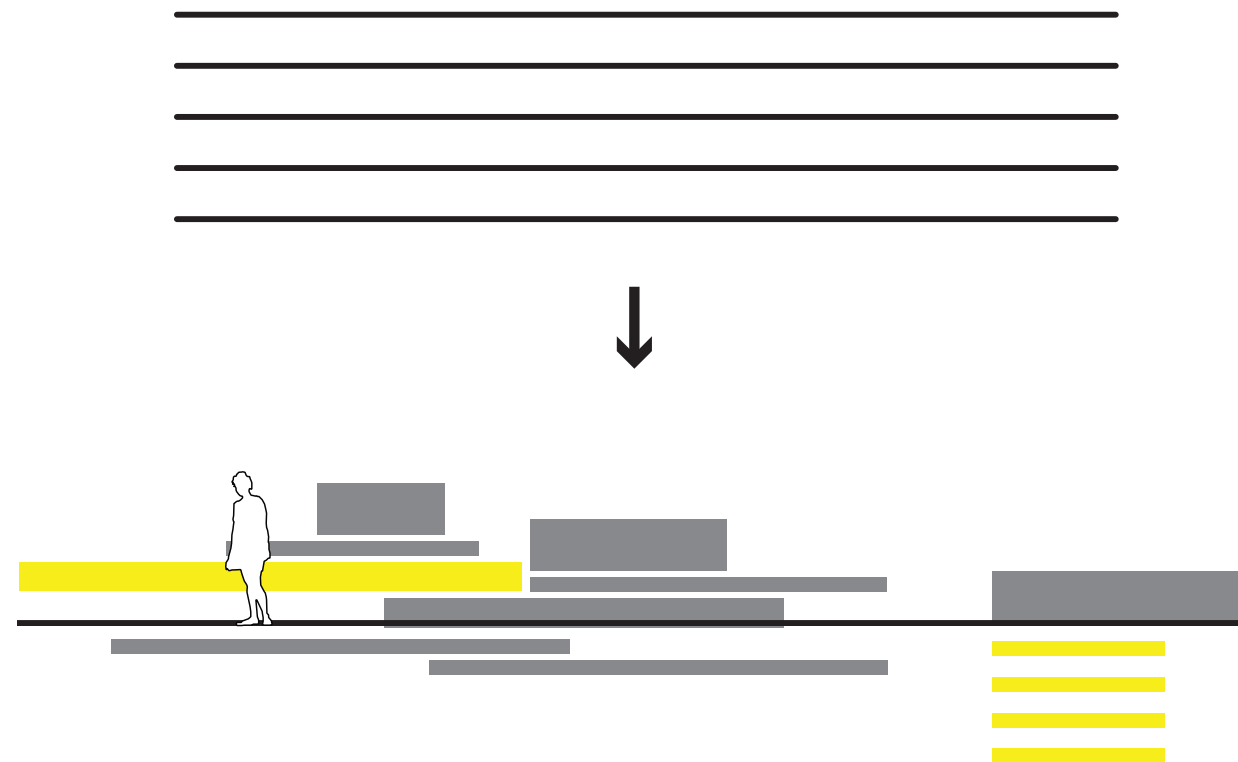
Chaise at Union Street Pier



POTENTIAL SIGNAGE, CODING AND DESCRIPTIONS IN VERTICAL REGISTRATIONS



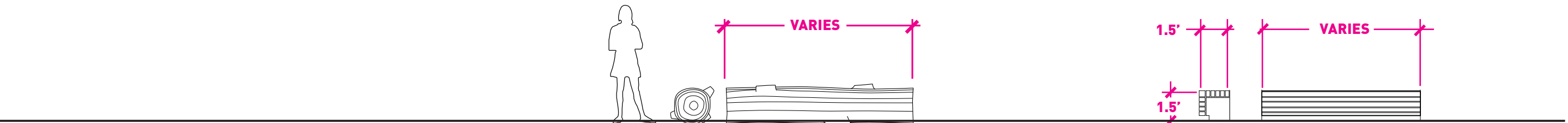
VERTICAL REGISTRATION



THE ELEMENTS

SEATING

Seating along the Promenade will come in many shapes and forms to promote a variety of experiences and modes of interaction. The palette ranges from large stepped get-downs to small, moveable tables and chairs.



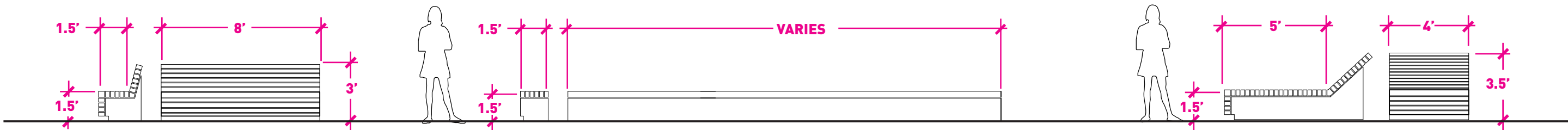
MOVEABLE TABLES AND CHAIRS



DRIFTWOOD BENCH



TIDELINE BENCH - NO BACK



TIDELINE BENCH - WITH BACK



BEACH BENCH

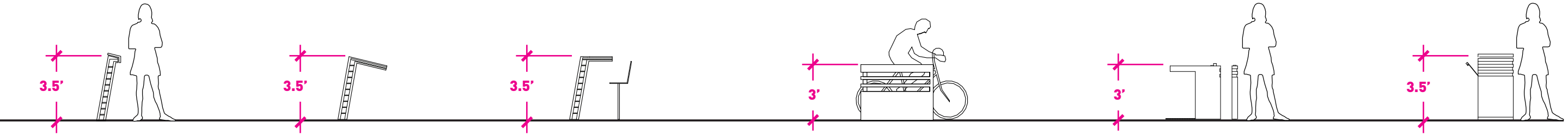


CHAISE LOUNGE

THE ELEMENTS

SITE FURNISHINGS

Railings, bike racks, drinking fountains, bollards, and trash and recycling bins augment the seating and provide additional amenities along the promenade; the site furnishings are marked with vertical registrations as well. The railing’s multiple configurations provide opportunities to sit and eat, look and learn, lean and gaze out over the bay.

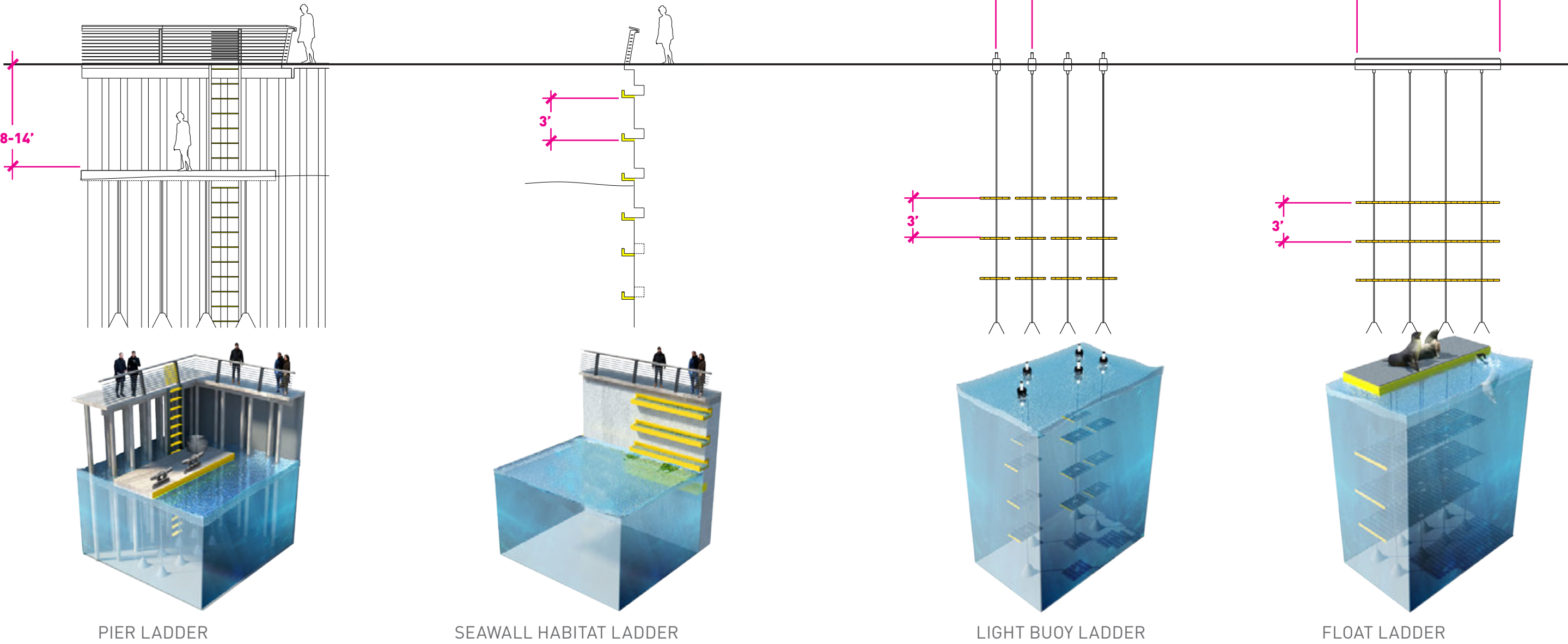


TYPICAL RAILING DISPLAY RAILING TABLE + CHAIRS RAILING BIKE RACK DRINKING FOUNTAIN TRASH + RECYCLING BINS

THE ELEMENTS

SEA LADDERS

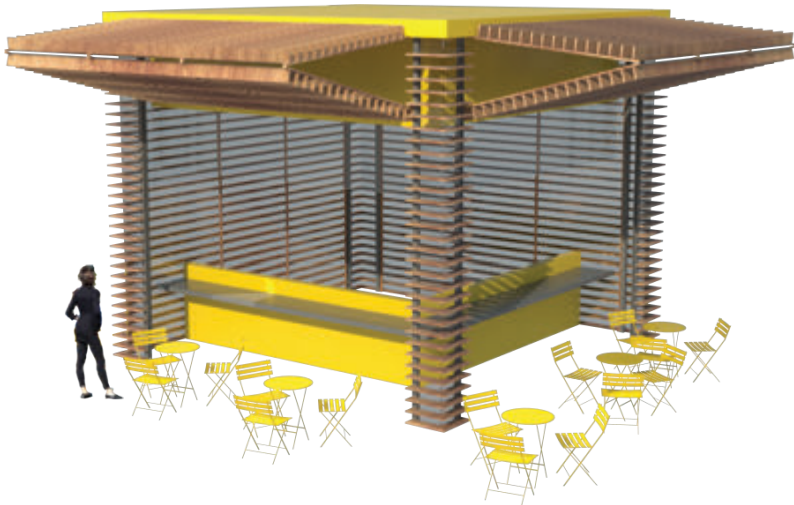
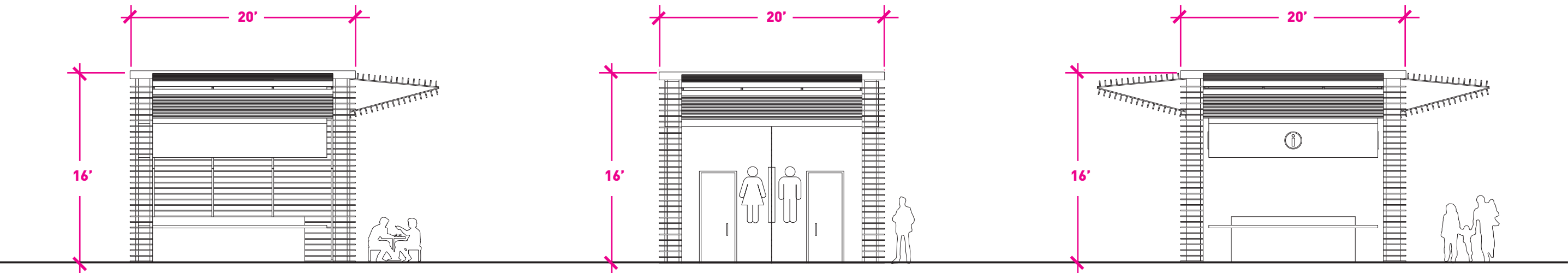
Dropping below the Promenade floor, Sea Ladders provide access to the water along the seawall. The Ladders are also interactive devices, which visualize the shifting tides of Elliott Bay while providing habitat restoration and lighting.



THE ELEMENTS

KIOSKS

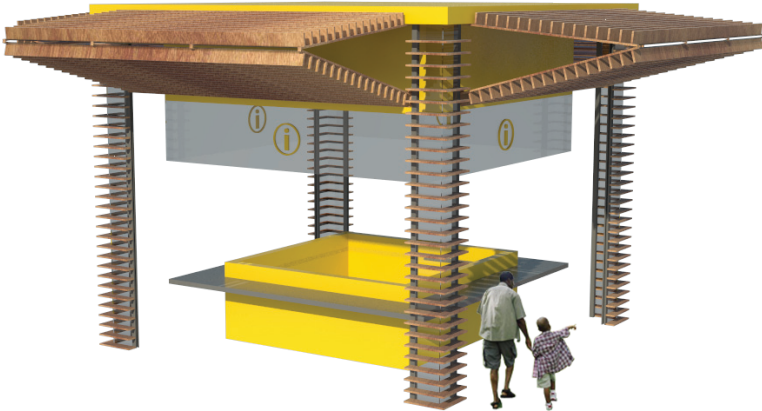
A number of kiosks punctuate the promenade. They will be located on axis with primary east-west streets to serve as gateways along with housing program and services. The kiosks will have a flexible design with large, operable frontages to allow for a variety of programs and uses. Possible uses include: cafe, restroom, maps and information, bike parking and service and a lookout tower.



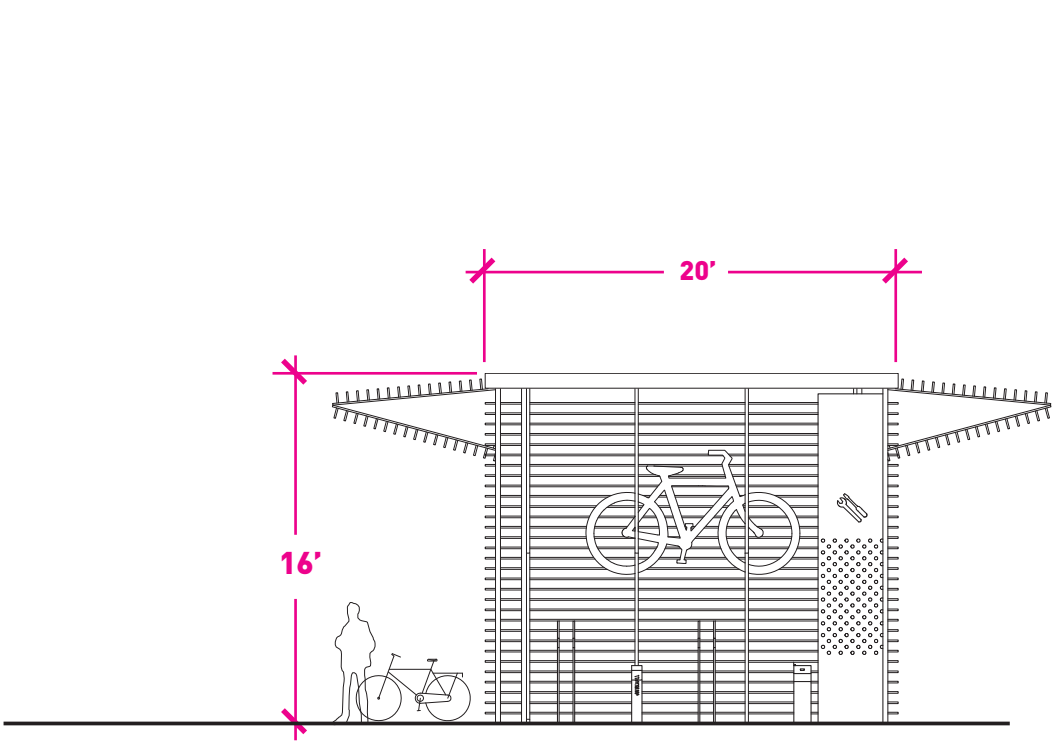
CAFE



RESTROOM



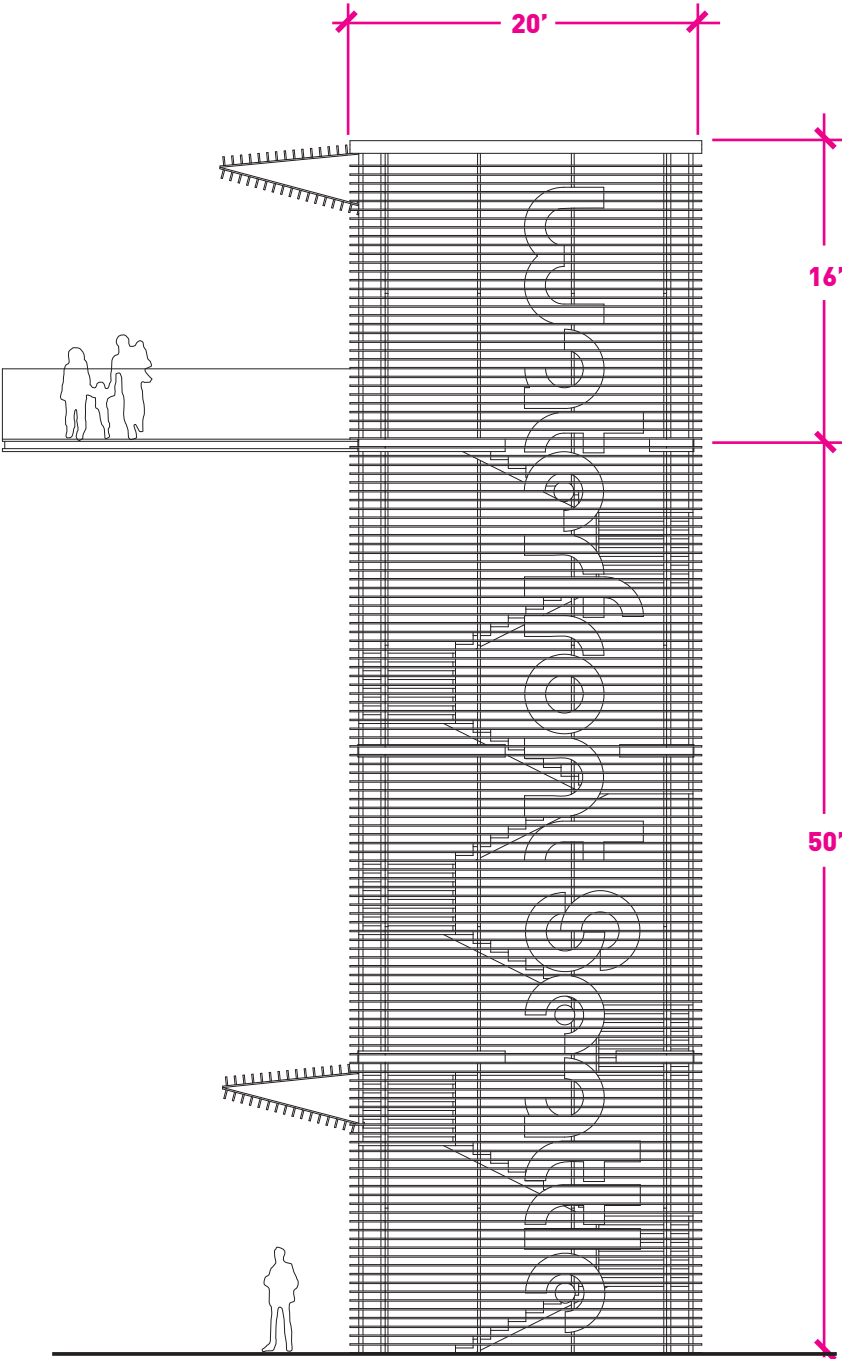
MAPS + INFORMATION



BIKE PARKING + SERVICE



LOOKOUT TOWER

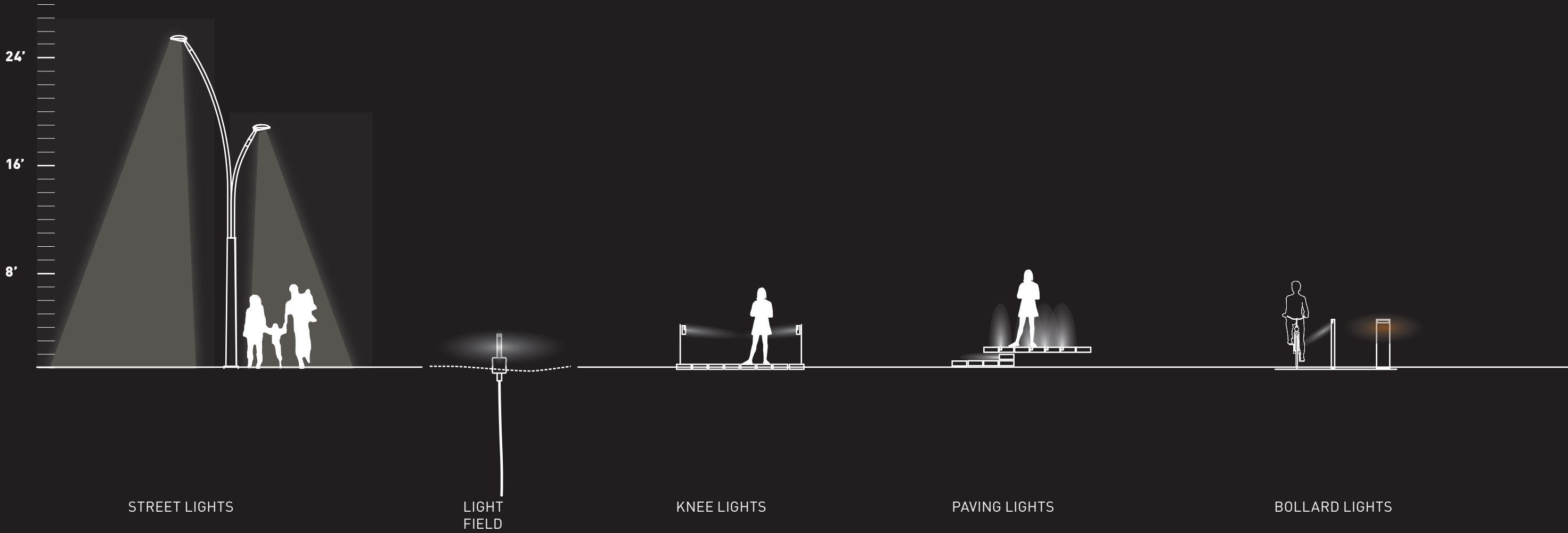
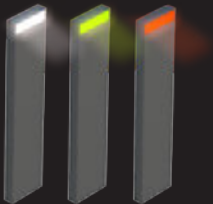
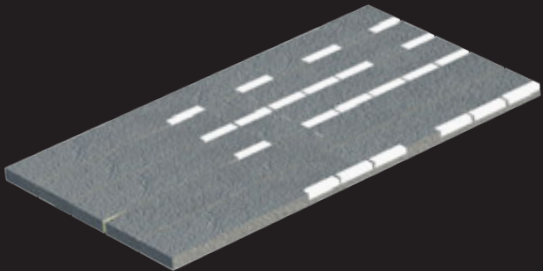
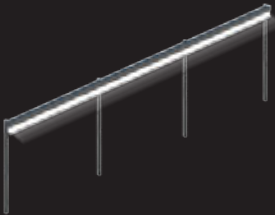
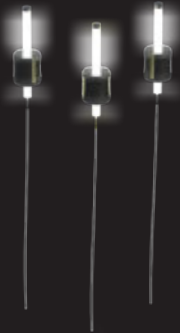


THE ELEMENTS

LIGHTING

Lighting along the waterfront will illuminate two major design elements: the urban streets and the public realm. The fixtures along the streets will be asymmetrical, allowing for broader and brighter light to be cast over the road while shedding more intimate light on the adjacent sidewalks and pedestrian areas. A wide variety of lighting will illuminate the promenade, ranging from in-ground light, to bollard and knee lights, as well as floating lights in the bay.





TIDELINE PROMENADE

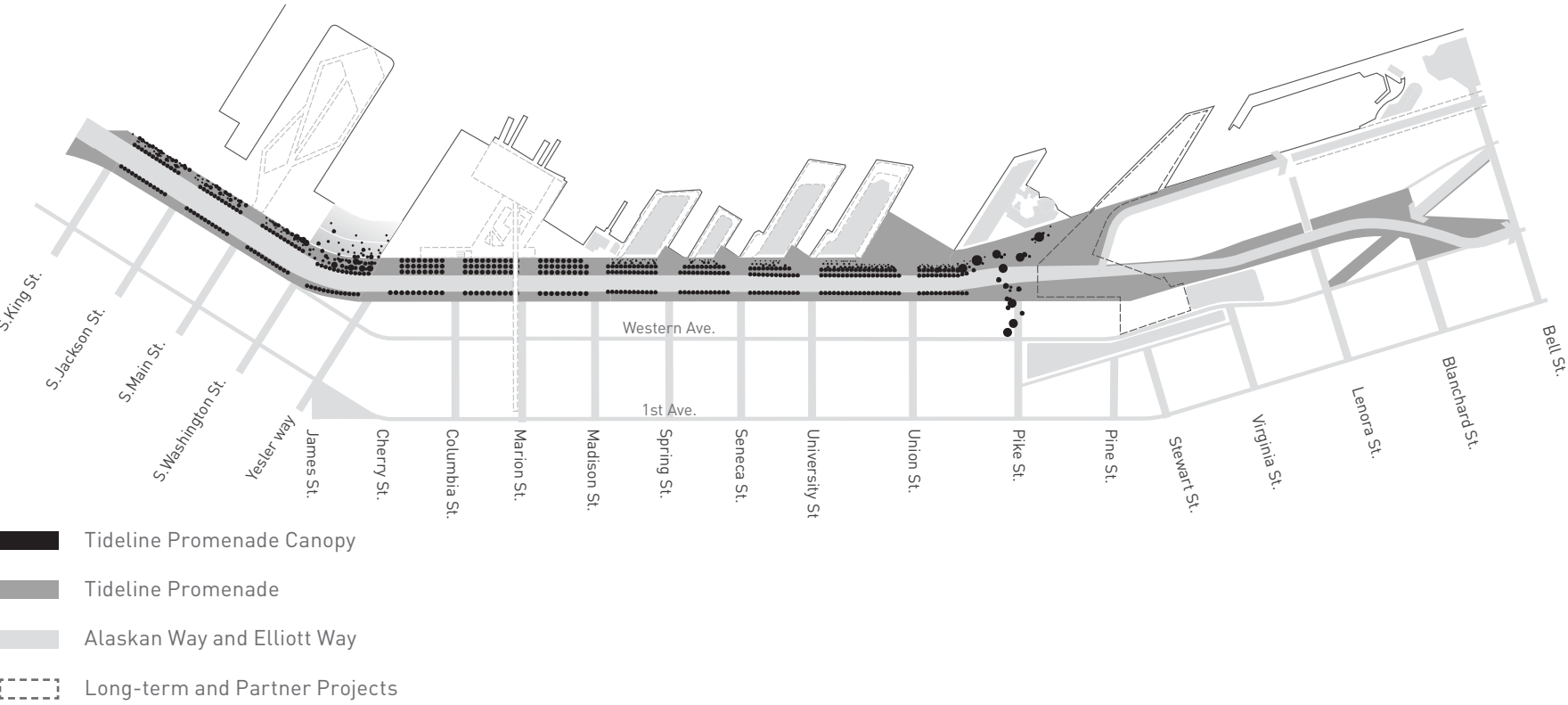
THE CANOPY

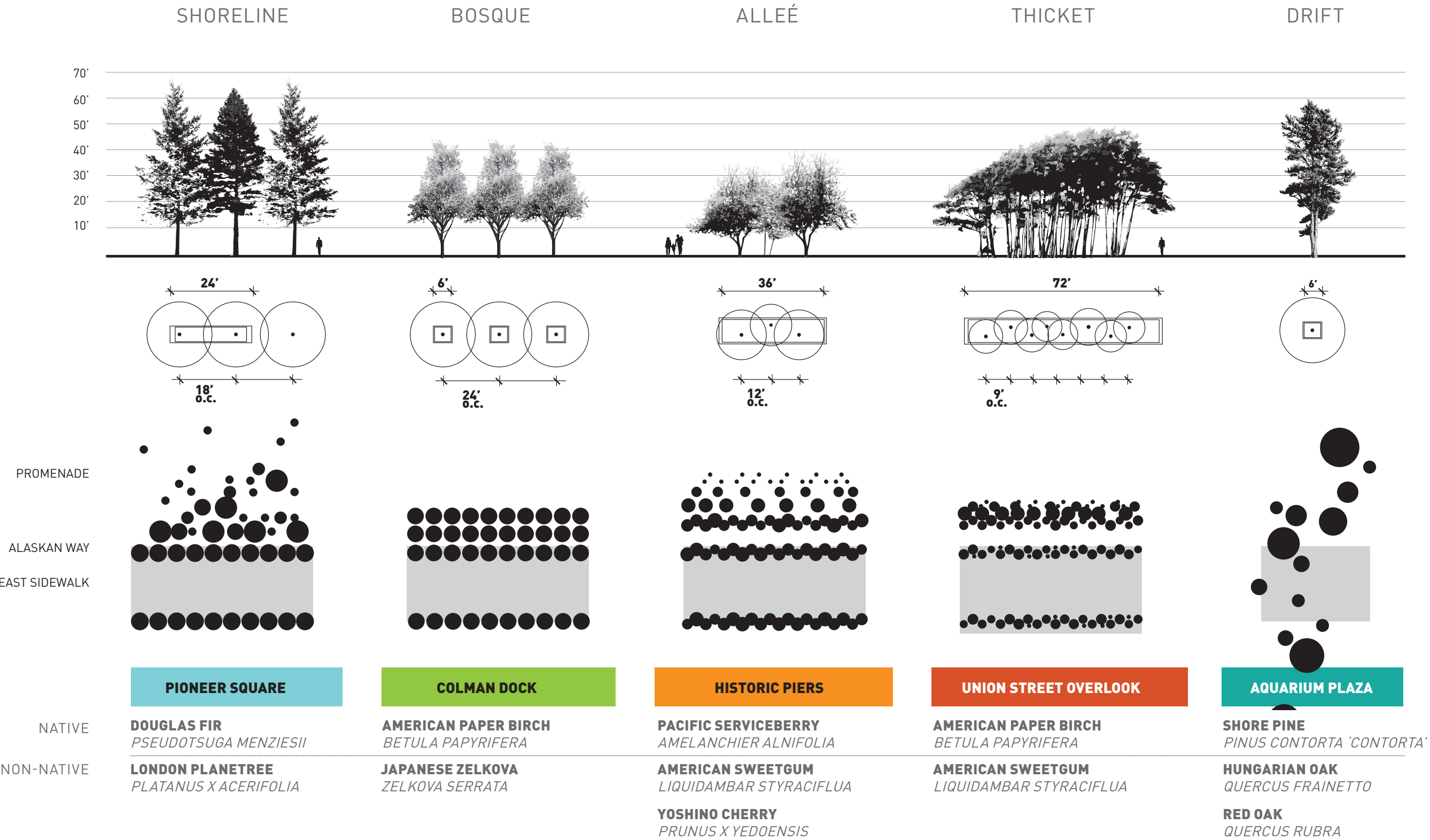
The Central Waterfront tree canopy will complement the project in scale and form, and help to define character zones along the promenade. The tree canopy will line Alaskan Way, providing shade, structure and buffering to the adjacent pedestrian areas. The canopy’s species distribution and layout will change in each character zone, reflecting the surroundings on both the city and waterfront edges.

The species mix will be an ‘enhanced native’ palette, combining species native to the Seattle and Pacific Northwest region along with non-native, non-invasive and salt-tolerant species that are appropriate for this challenging urban waterfront environment.

In its most undisturbed state, the shoreline of Puget Sound is an evolving place with water, winds, erosion and salt air forming a challenging environment with vegetal communities always adapting to that change. In addition to the pressures found in highly impacted urban areas, such as Seattle, these environmental forces present a strenuous planting condition. The Central Waterfront design acknowledges the challenging horticultural character of the space with a landscape that will change over time as it establishes and evolves. This planting strategy may include fast-growing species that establish a site presence and ecology, under planted with smaller and slower growing species that will ultimately claim the site as part of a vegetation management plan.

TREE CANOPY DISTRIBUTION BY CHARACTER ZONE





THE CANOPY

PRIMARY CANOPY TREES

Native

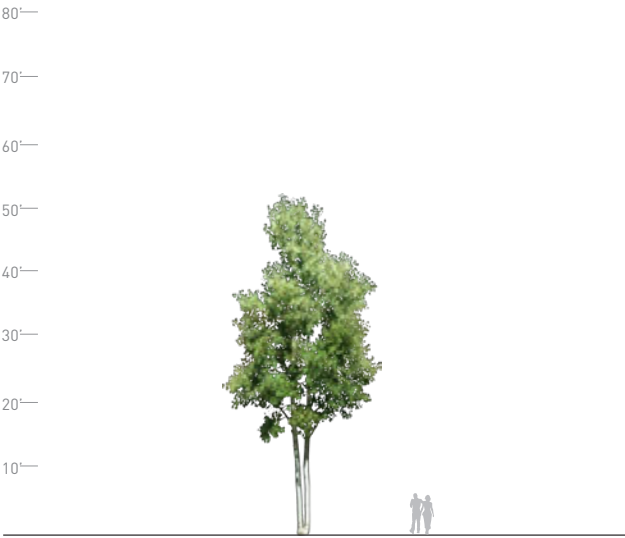
Pseudotsuga menziesii
Douglas Fir

height: 60' to 80'



Betula Papyrifera
American Paper Birch

height: 15' to 60'



Pinus Contorta
Lodgepole Pine

height: 10' to 110'



Amelanchier alnifolia
Western serviceberry

height: 10' to 40'



Non-Native

Platanus x acerifolia
London Plane Tree

height: 60' to 90'



Liquidambar styraciflua 'Rotundiloba'
Rotundiloba Sweetgum

height: 60' to 110'



Zelkova Serrata
Japanese Zelkova

height: 60' to 100'



Quercus frainetto
Italian Oak

height: 50' to 120'
spread:
light:
characteristics:
bloom:
origin:
soil:



Primary Non-Native Species

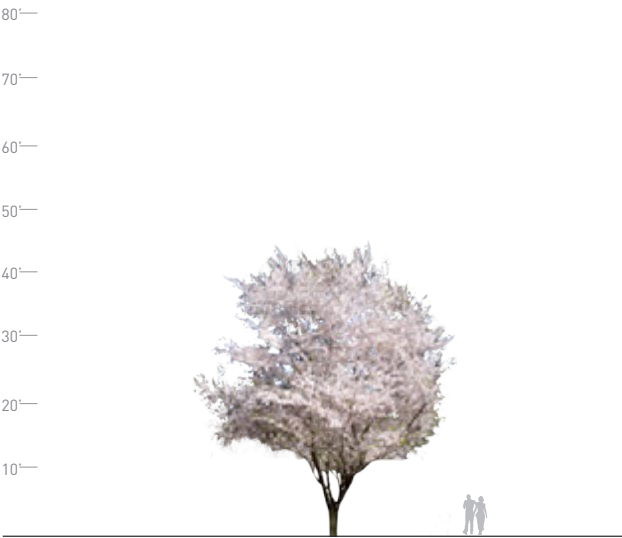
Quercus rubra
Red Oak

height: 15' to 50'



Prunus X Yedoensis
Yoshino Cherry

height: 15' to 50'

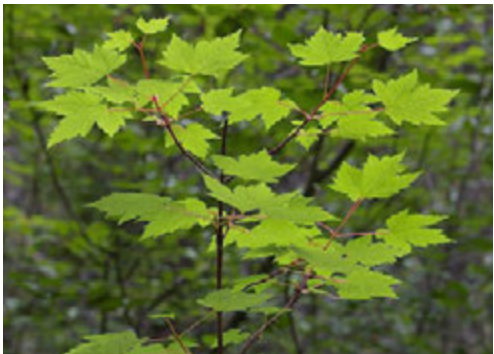


** The Central Waterfront design acknowledges the challenging horticultural character of the space with a landscape that will change over time as it establishes and evolves. This planting strategy may include fast-growing species that establish a site presence and ecology, under planted with smaller and slower growing species that will ultimately claim the site as part of a vegetation management plan.*

Additional Native Species



Abies grandis
Grand Fir



Acer glabrum
Rocky Mountain Maple



Arbutus menziesii
Pacific Madrone



Amelanchier alnifolia
Western Serviceberry



Alnus rubra
Red Alder



Betula papyrifera
Canoe Birch / Paper Birch



Cornus nuttallii
Pacific Dogwood



Crataegus douglassii
Black Hawthorn



Larix occidentalis
Western Larch



Malus fusca
Pacific Crab Apple



Pinus monticola
Western White Pine



Pinus contorta 'Contorta'
Shore Pine



Populus blasamifera
Black Cottonwood



Pseudotsuga menziesii
Douglas Fir



Thuja plicata
Western Red Cedar

PLACES ALONG THE WATERFRONT

The waterfront promenade is punctuated by a collection of new public destinations, where people can gather to experience great views of the city and the bay, and enjoy a variety of activities. Each place is shaped by its distinct physical setting, the character of the neighboring urban areas and nearby existing programs and uses. These new places will link to a network of existing destinations both inland and out on the piers, building journeys along, as well as to and from, the waterfront. These waterfront journeys will revitalize and energize the city center and bring new life to the waterfront.

The places along the Waterfront include:

- Railroad Way
- Pioneer Square
- Colman Dock
- Historic Pier Walk
- Union Street Pier
- Aquarium Plaza
- Pier 62/63
- Overlook Walk
- Belltown Bluff





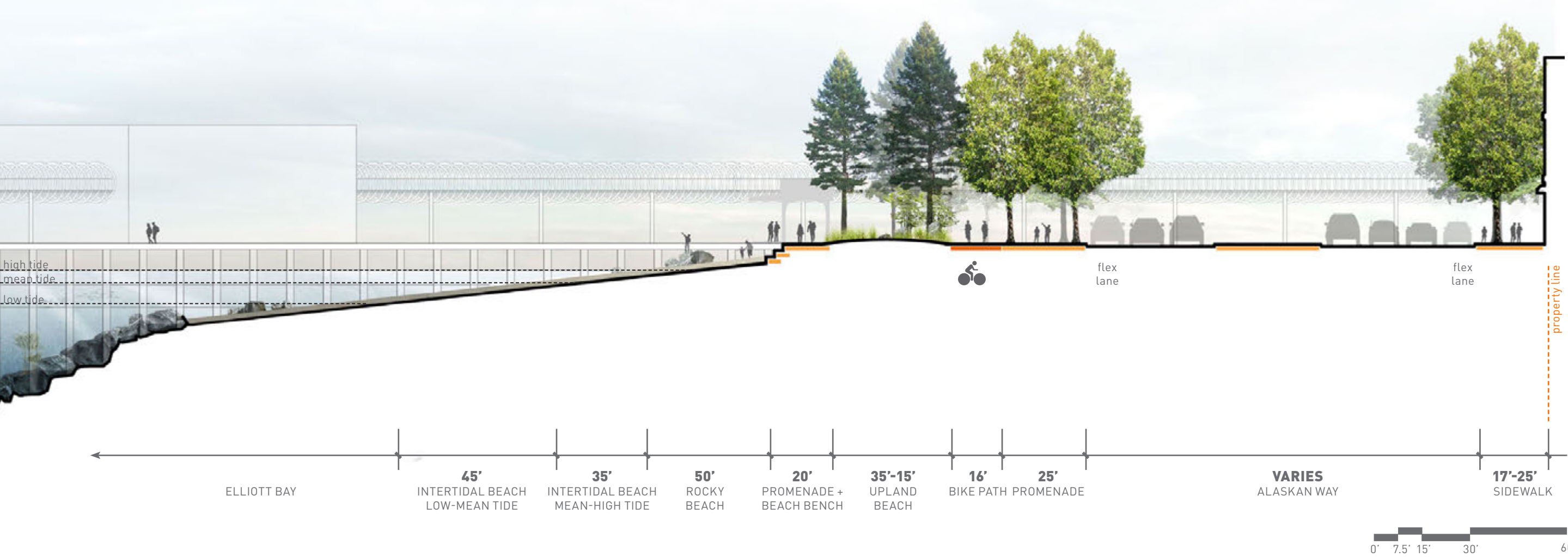
PLACES ALONG THE WATERFRONT

PIONEER SQUARE

Fronting the historic district of Pioneer Square, a rocky beach will extend into Elliott Bay between South Washington and Yesler Way. The bathymetry in this area is relatively shallow and thus conducive to creating a beach on the waterfront. Designed in coordination with the Elliott Bay Seawall Project, the beach will provide generous intertidal habitat areas. The soft beach edge will encourage interaction with the water and open views along Pioneer Square’s flat streets out to

Elliott Bay. Majestic Douglas Firs, sculptural Pacific Madrones and Shore Pines combine to create a distinct native planting palette. The beach will be dotted with oversize boulders to evoke glacial erratics common in the region. The historic Washington Street Boat Landing will be restored for recreational use and a boardwalk will allow for strolling, jogging and biking.

SECTION AT S. WASHINGTON ST. LOOKING NORTH



- ① Seawall Beach
- ② Washington Street Boat Landing
- ③ Boardwalk
- ④ Glacial Erratics
- ⑤ Fir Shoreline
- ⑥ Seawall Bench
- ⑦ Bike Path
- ⑧ Connection to Pier 48

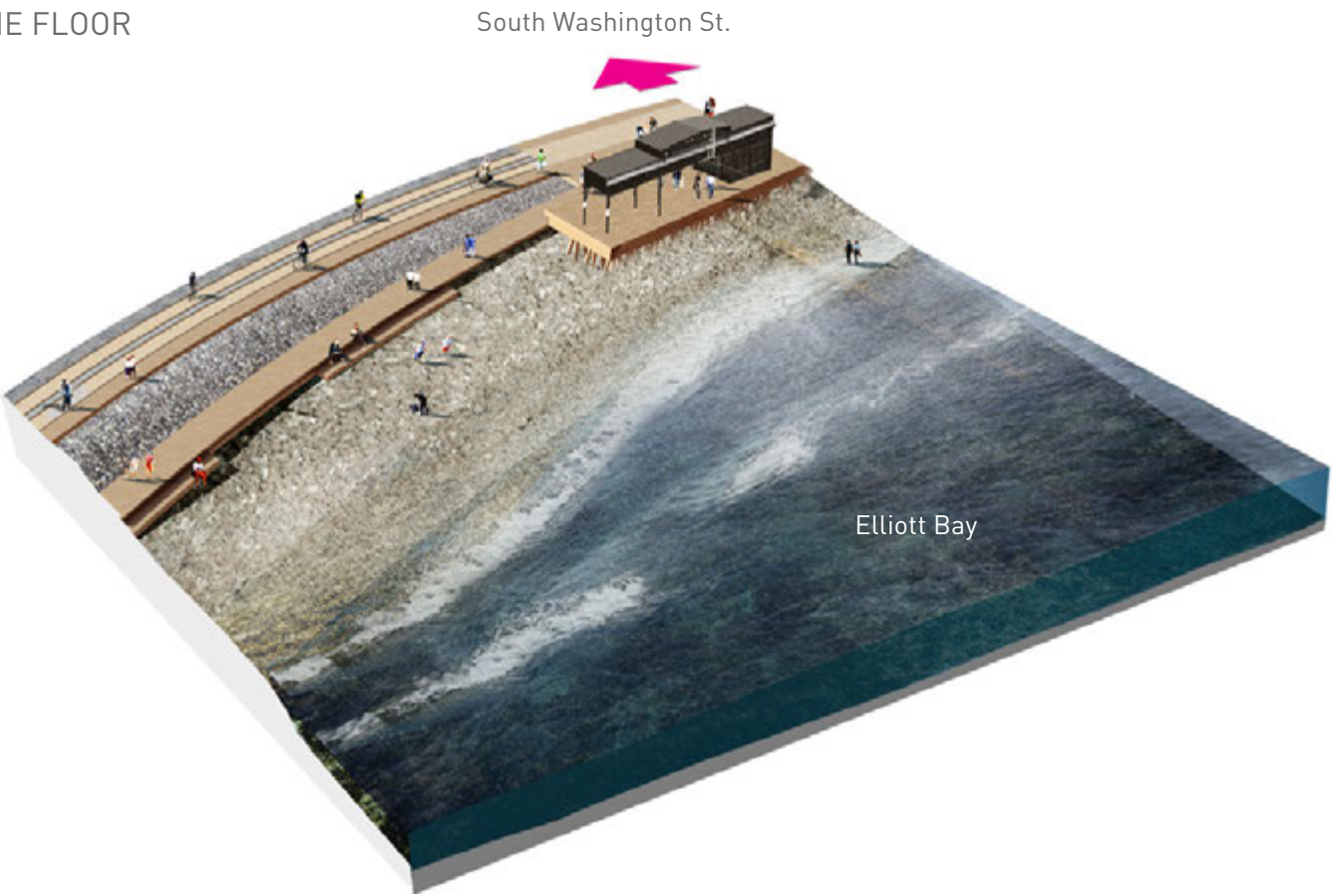
- Core Project Area
- Long-term Project
- Partner Project
- Seawall Project



PLACES ALONG THE WATERFRONT

PIONEER SQUARE

THE FLOOR



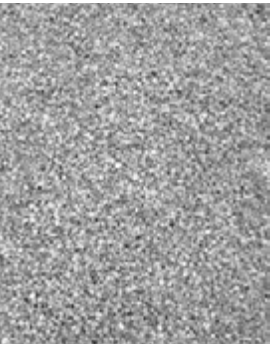
Wood



Glacial Erratic



Beach Pebbles



Beach Gravel



Mud Flat

THE ELEMENTS



THE CANOPY



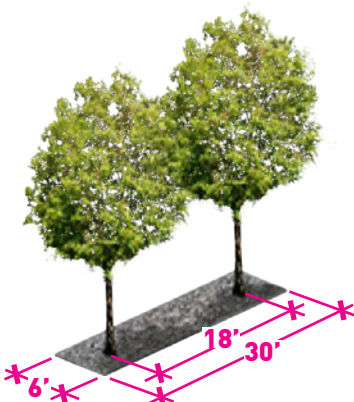
Seawall bench



Beach log



Glacial Erratics



Street Tree
London Planetree - *Platanus x acerifolia*



District Species
Douglas Fir - *Pseudotsuga menziesii*



Seawall Beach



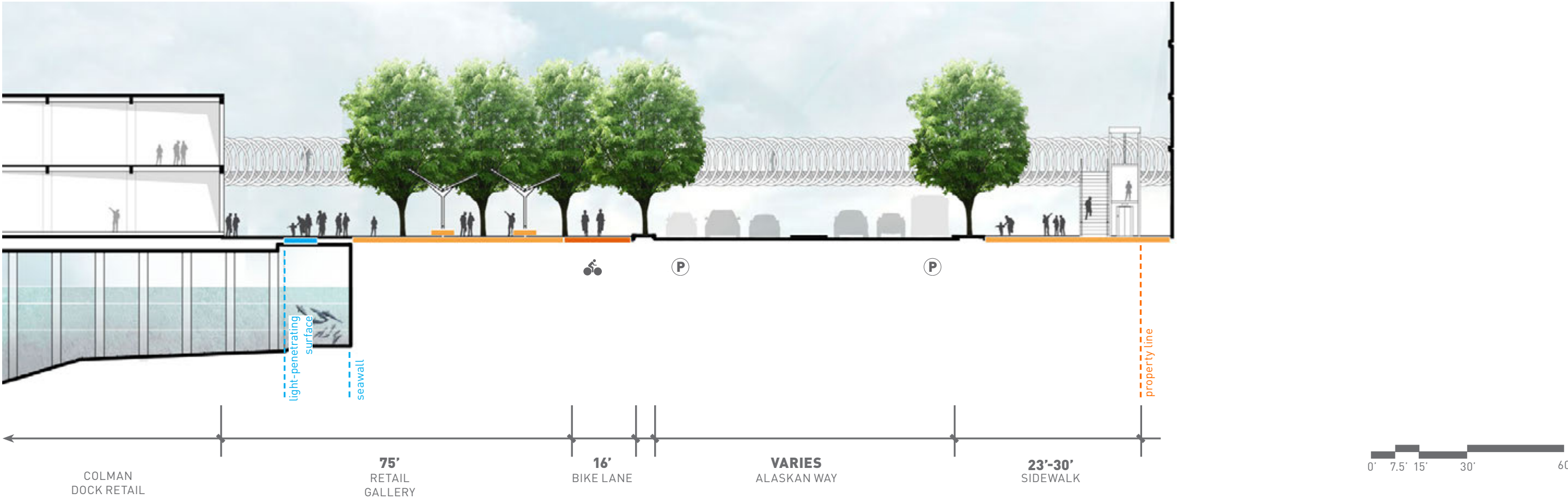
Seawall Beach and Boardwalk

PLACES ALONG THE WATERFRONT

COLMAN DOCK GALLERY

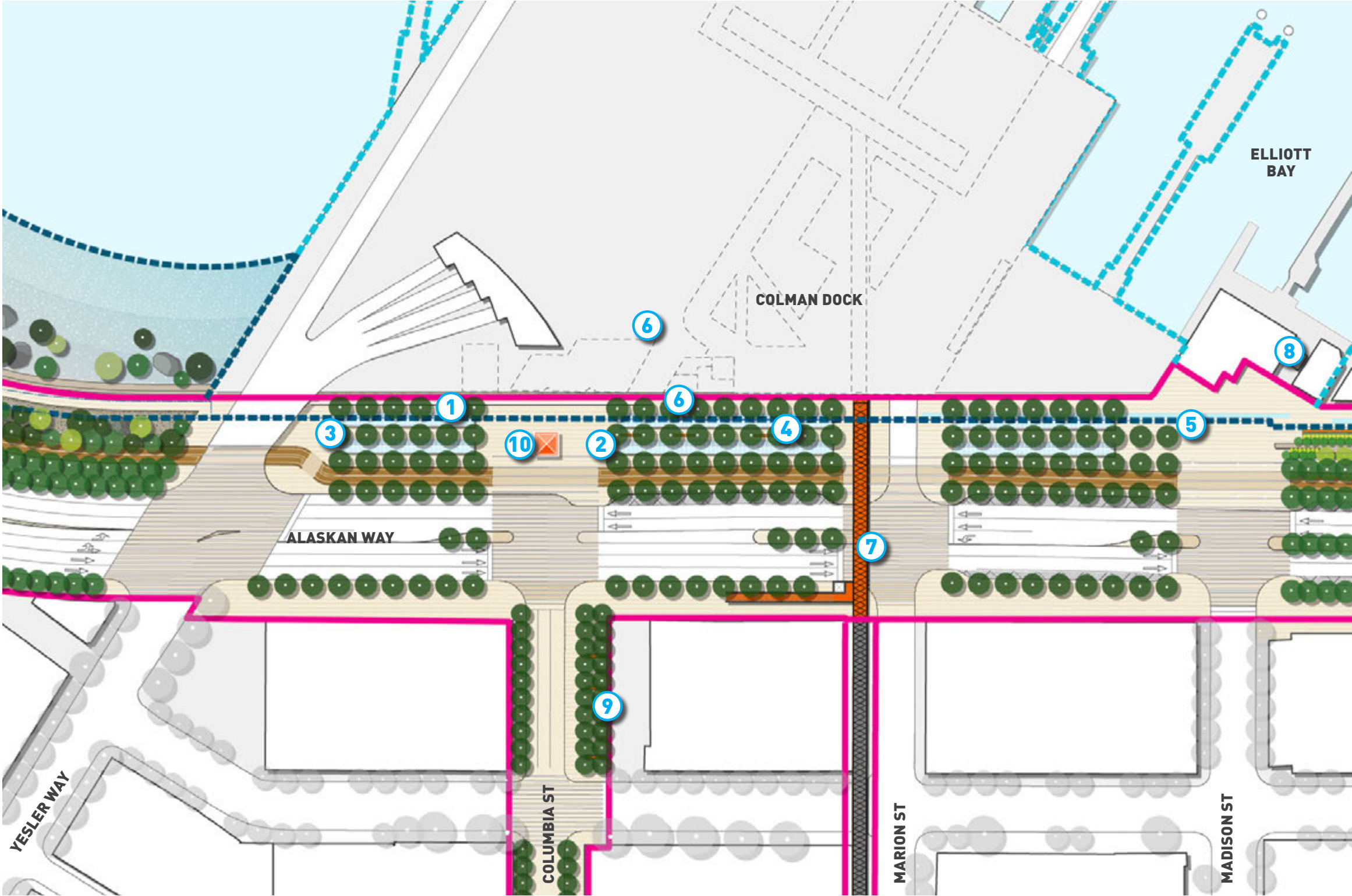
Colman Dock is a major transit hub, linking the city to the islands and towns around Elliott Bay and Puget Sound. A bustling transit plaza for commuters and visitors will front the Colman Dock Ferry Terminal. Colman Gallery’s primary design features will be formal bosque of trees and rows of rain shelters, providing shade and cover from rain. Under the trees and shelters will be generous amounts of seating, bike parking and rental facilities. Aligned at the foot of Columbia Street, a large clock will display the time and ferry schedules. Above, the Marion Street pedestrian bridge will be rebuilt and provide easy access from First Avenue.

SECTION BETWEEN COLUMBIA AND MARION STREETS LOOKING NORTH



- ① Colman Dock Gallery
- ② Canopy Sheds
- ③ Bosque
- ④ Bike Facility
- ⑤ Light-Penetrating Surface
- ⑥ Connection to Colman Dock
- ⑦ Marion St Bridge
- ⑧ Firehouse
- ⑨ Transit Plaza
- ⑩ Clock + Ferry Schedule Display

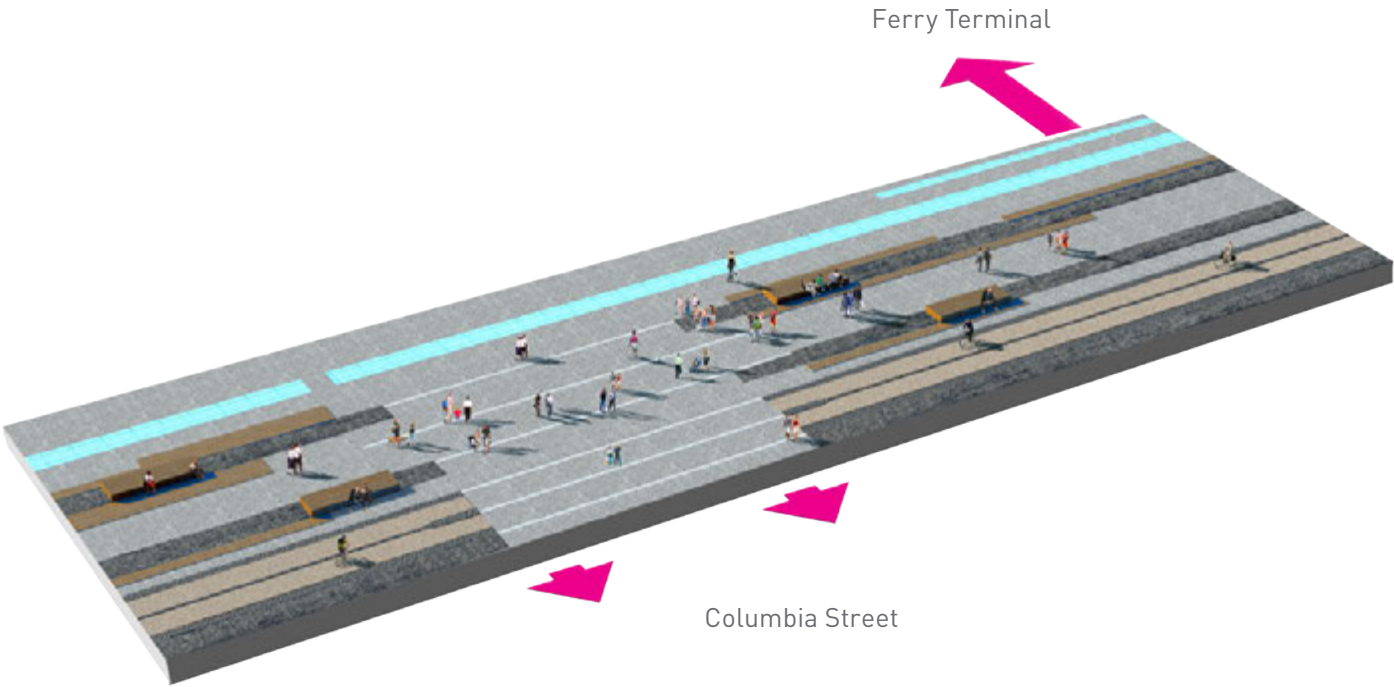
- Core Project Area
- Long-term Project
- Partner Project
- Seawall Project



PLACES ALONG THE WATERFRONT

COLMAN DOCK GALLERY

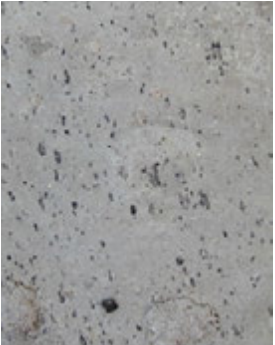
THE FLOOR



Wood



Glass



Concrete

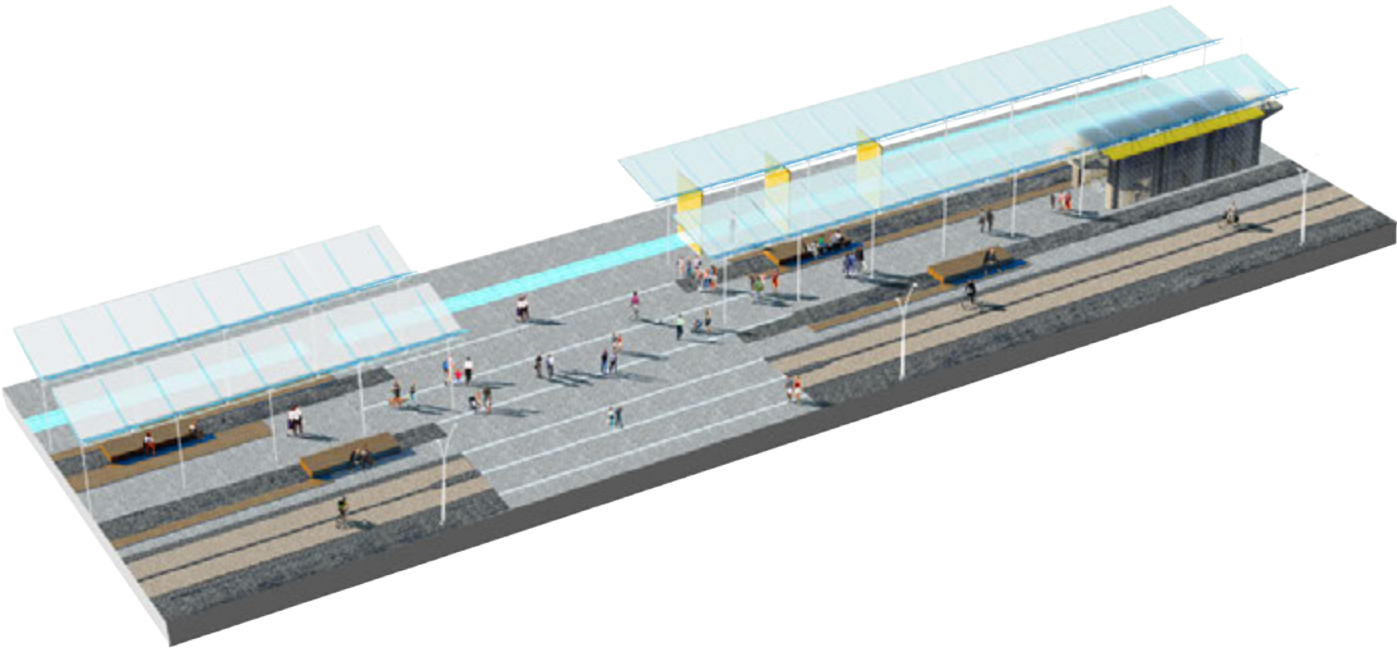


Crushed Stone

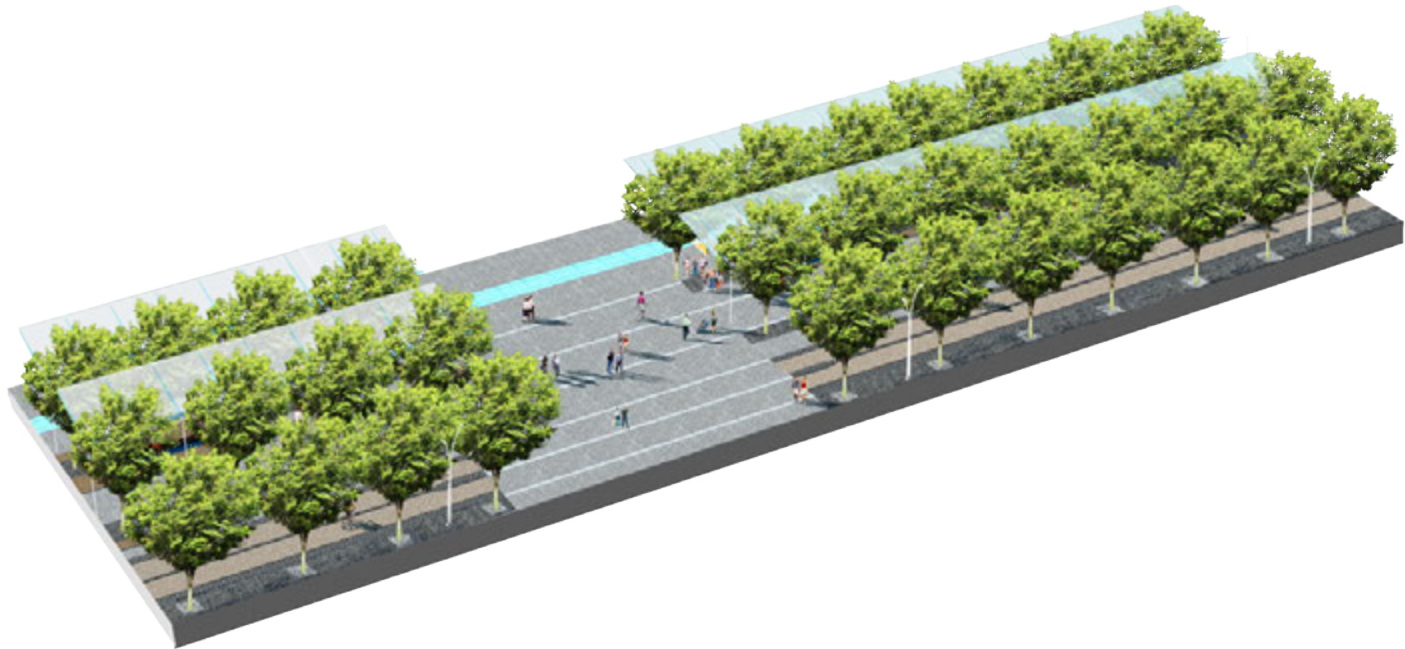


Gravel-topped
Asphalt

THE ELEMENTS



THE CANOPY



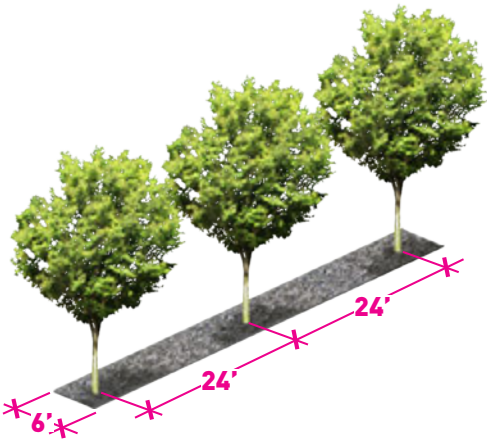
Rain Shelter



Information Display



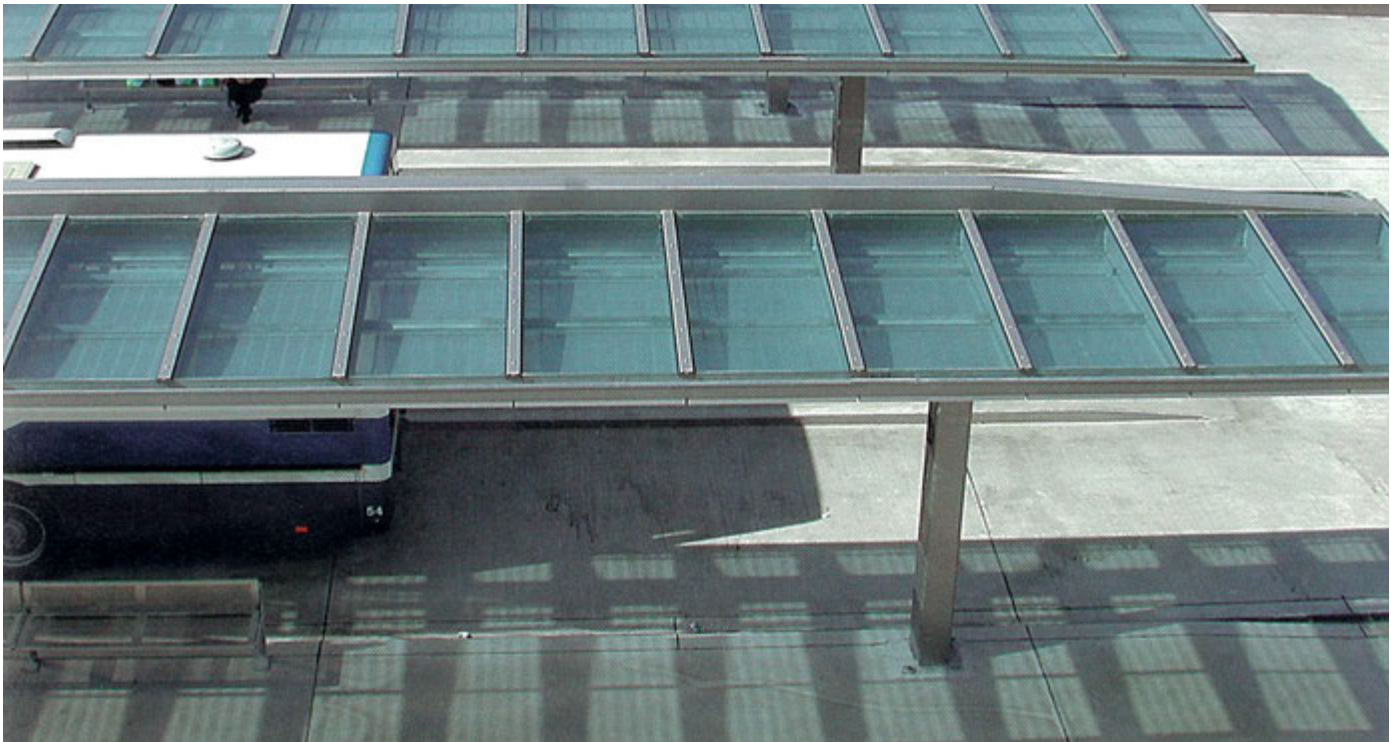
Bike Parking + Service



Street Tree + Character Zone Species
Japanese Zelkova - *Zelkova serrata*



Outdoor Cafe, New York City



Glass Canopy Shed, Switzerland



Glass Canopy Shed, Vancouver



S-Hertogenbosch, Netherlands



Colman Dock Gallery

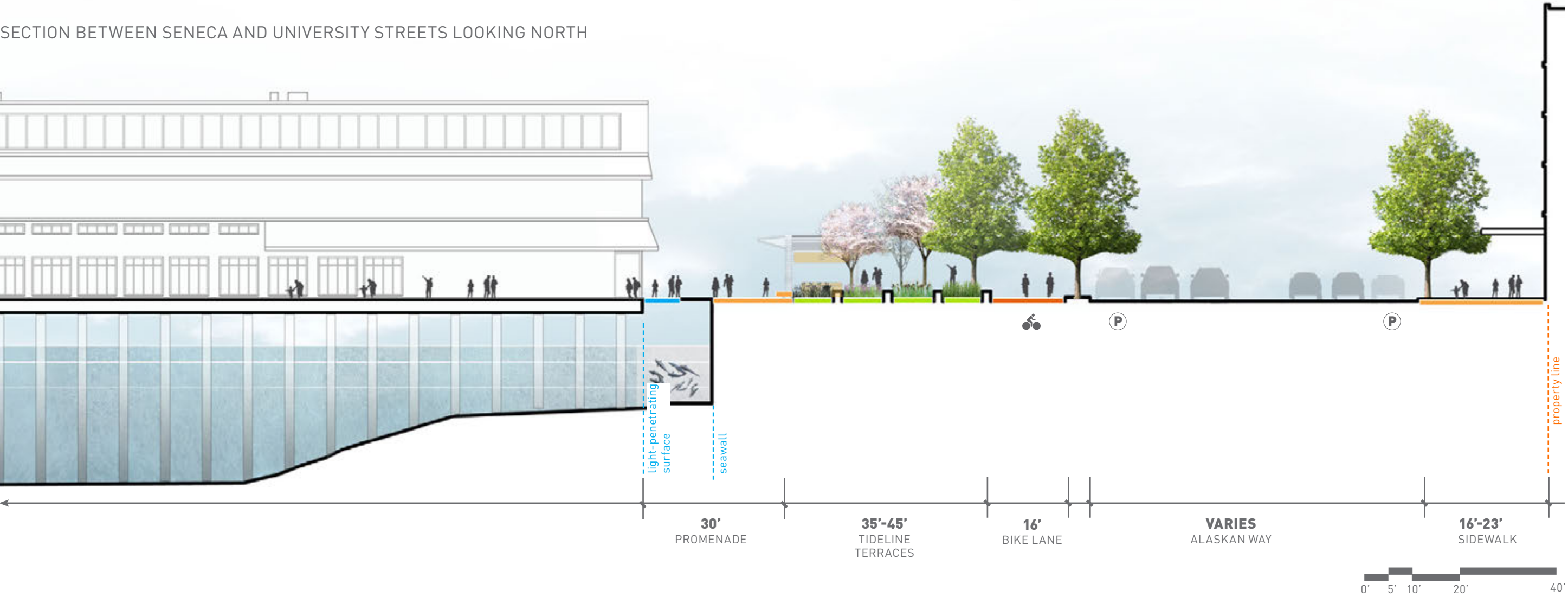
PLACES ALONG THE WATERFRONT

THE HISTORIC PIERS

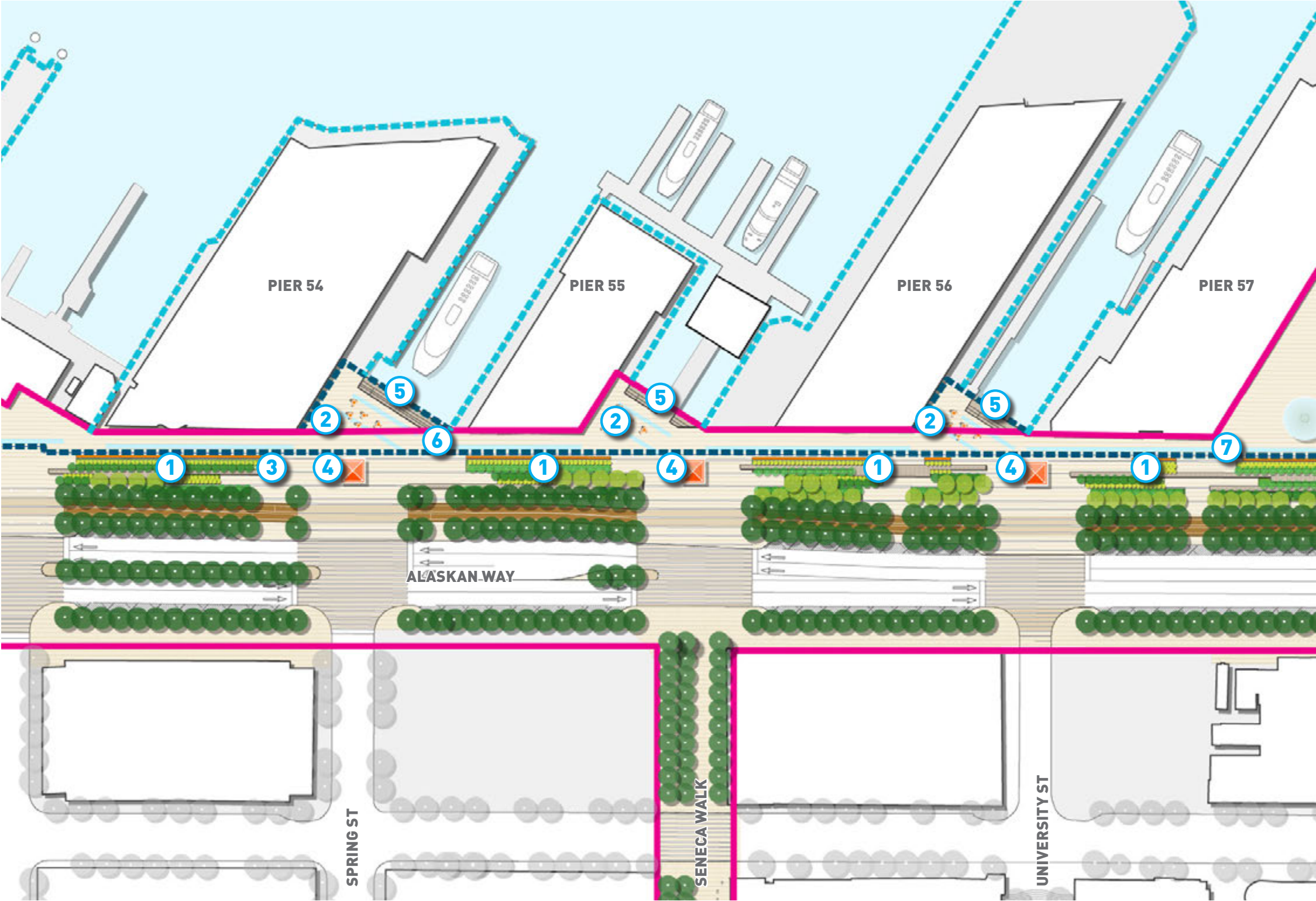
The Historic Piers, beginning at the Fire Station and moving north to Waterfront Park, house a variety of programs including retail, food service, maritime uses such as Argosy Tours, and commercial office space. The historic timber frame structures lend authentic character and intimate building scale to the area. The Pier buildings will spill out on to a generous promenade

with planted terraces. The area provides for seating and strolling between the pier buildings. The lushly-planted terraces have the potential to treat storm water runoff from the site and display native wetland and riparian vegetation. Small paths and boardwalks meander through the terraces, offering an alternative route through this area.

SECTION BETWEEN SENECA AND UNIVERSITY STREETS LOOKING NORTH



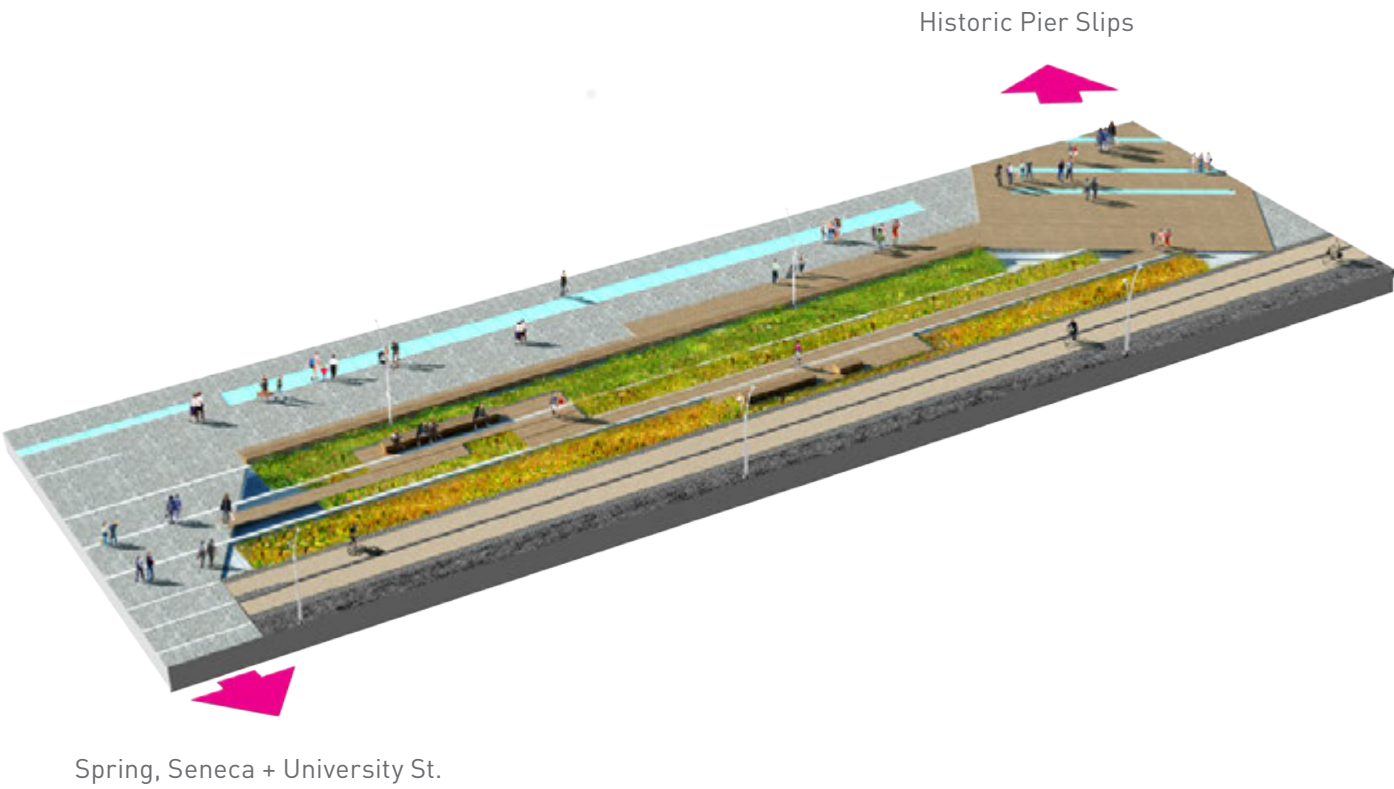
- ① Tideline Terrace Garden
 - ② Pier Slip
 - ③ Terrace Boardwalk
 - ④ Kiosk
 - ⑤ Get-down
 - ⑥ Promenade
 - ⑦ Light-penetrating surface
- Core Project Area
- Long-term Project
- Partner Project
- Seawall Project



PLACES ALONG THE WATERFRONT

THE HISTORIC PIER TERRACES

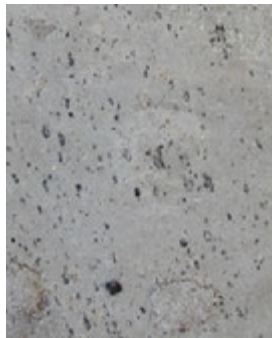
THE FLOOR



Wood



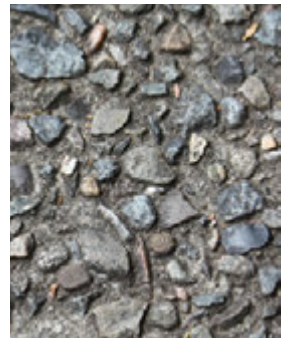
Glass



Concrete

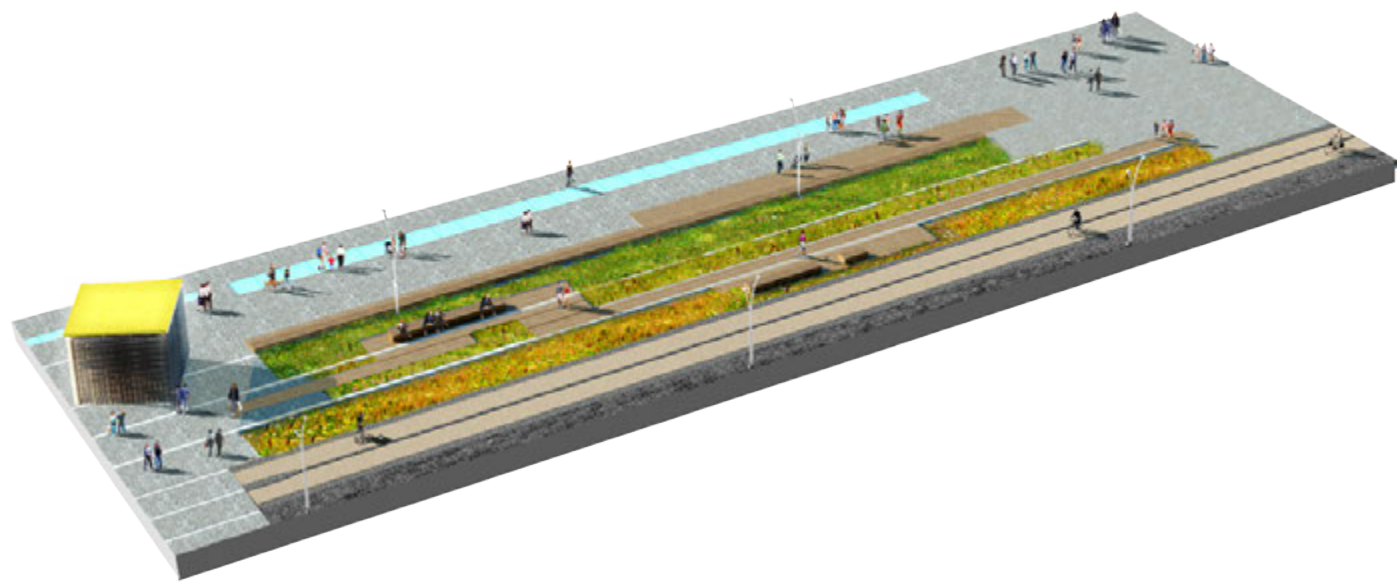


Planting

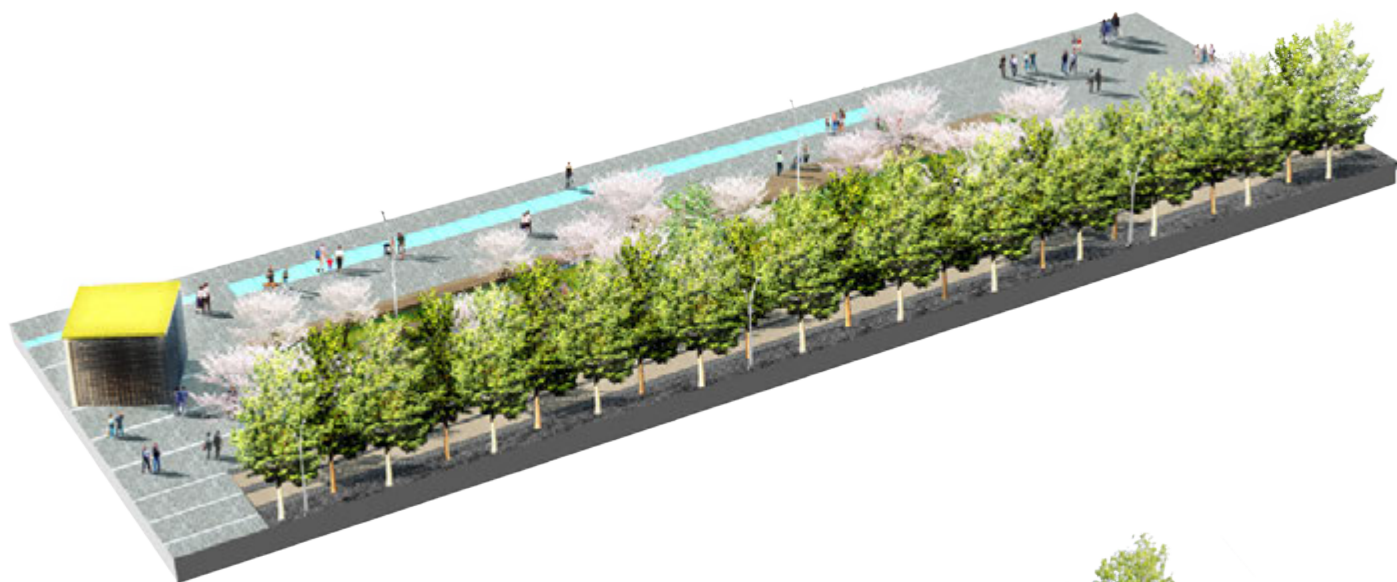


Gravel-Topped
Asphalt

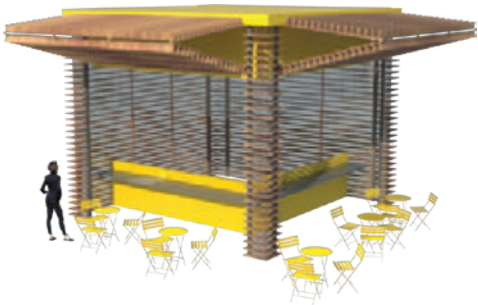
THE ELEMENTS



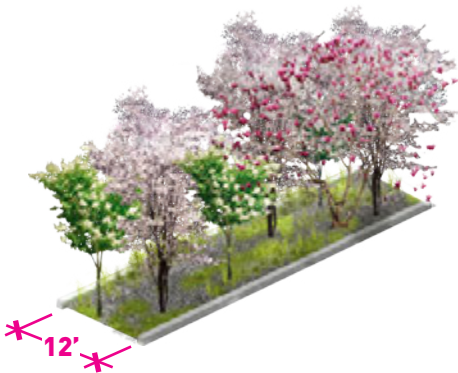
THE CANOPY



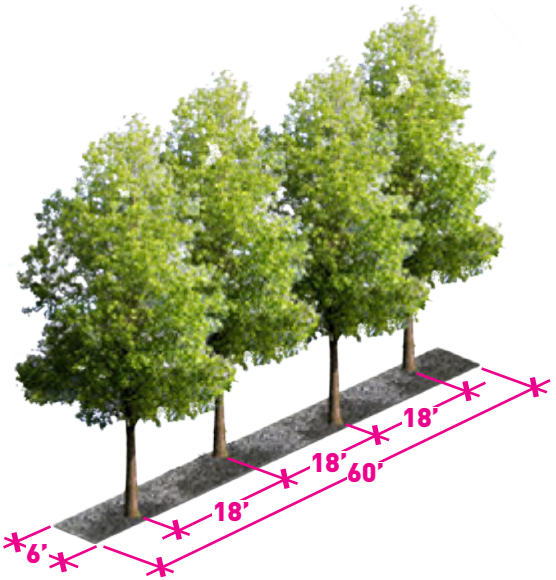
Backless Bench



Cafe Kiosk



Character Zone Species
Yoshino cherry - *Prunus x yedoensis*
Pacific serviceberry - *Amelanchier alnifolia*



Street Tree
American Sweetgum - *Liquidambar styraciflua*



Tideline Terraces



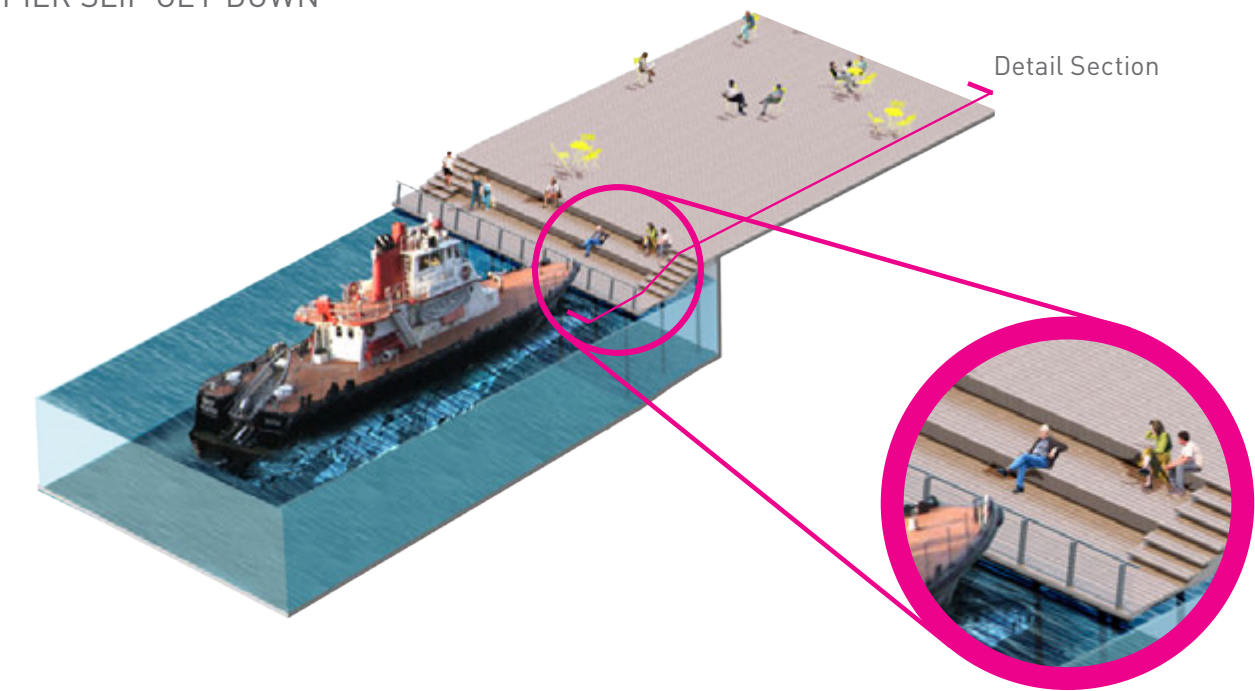
Tideline Promenade

PLACES ALONG THE WATERFRONT

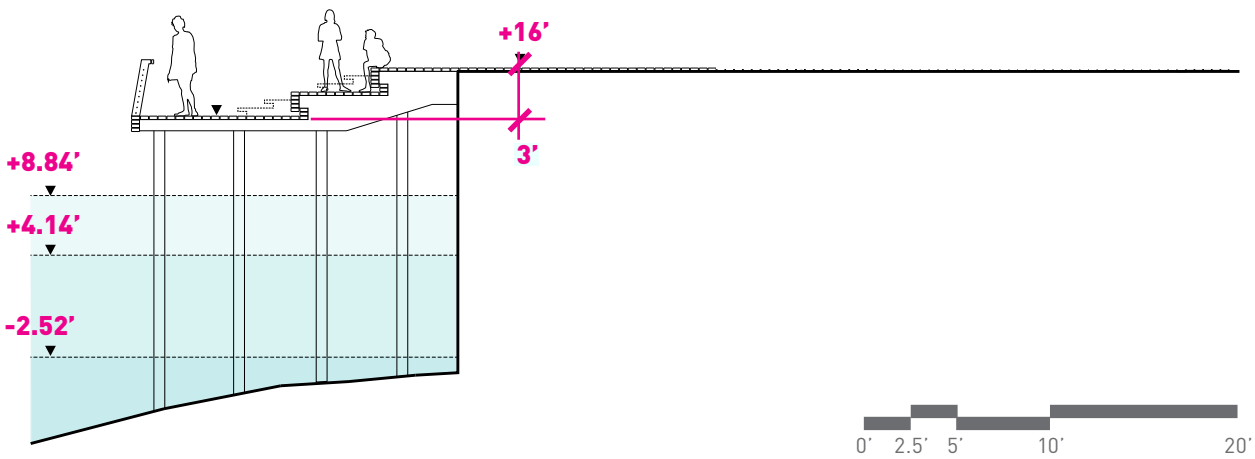
THE HISTORIC PIER SLIPS

The Historic Piers are set at an acute angle to the waterfront promenade. A subtle reshaping of the pier edge at the base of the slips re-orient views out to Elliott Bay. In addition to great views, the pier slips allow for small-scale gathering and outdoor dining areas. A kiosk will anchor each slip, providing visual signal and program for the space. Moveable cafe tables and chairs provide flexible social seating and the opportunity for the pier buildings’ restaurants and cafes to spill out into these areas.

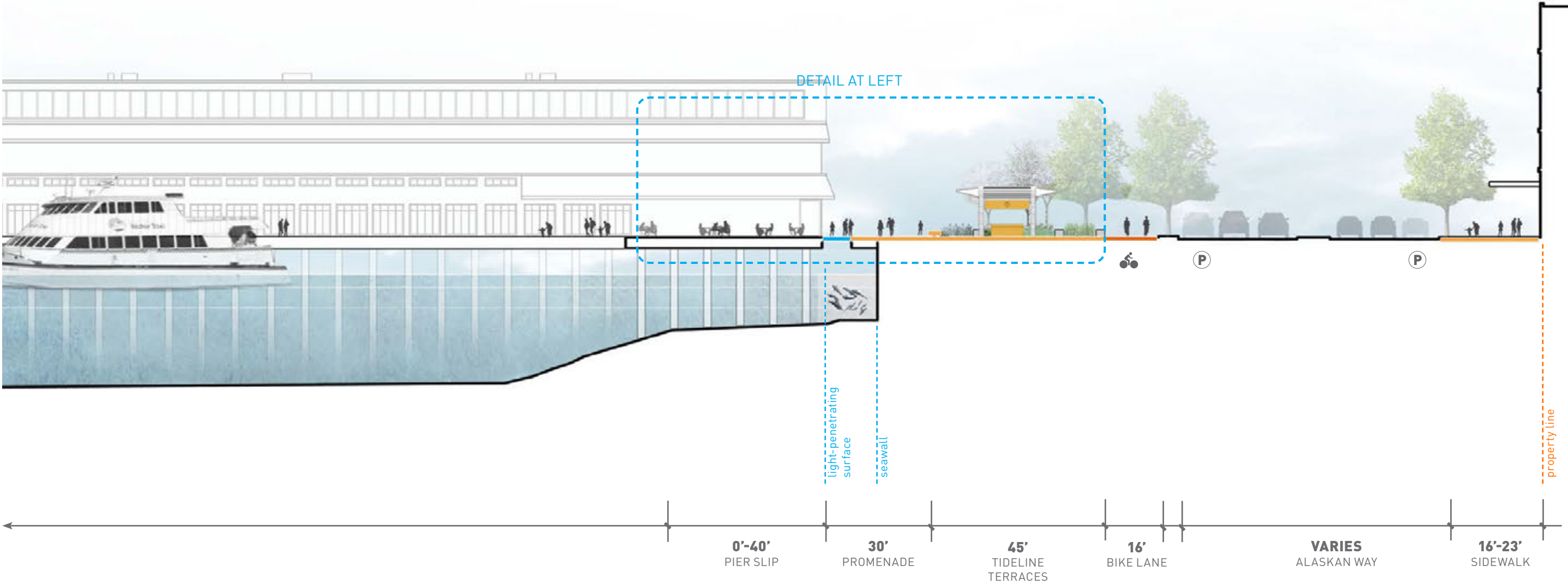
PIER SLIP GET-DOWN



DETAILED SECTION



SECTION AT SPRING STREET LOOKING NORTH





Historic Pier Slip



Historic Pier Slip

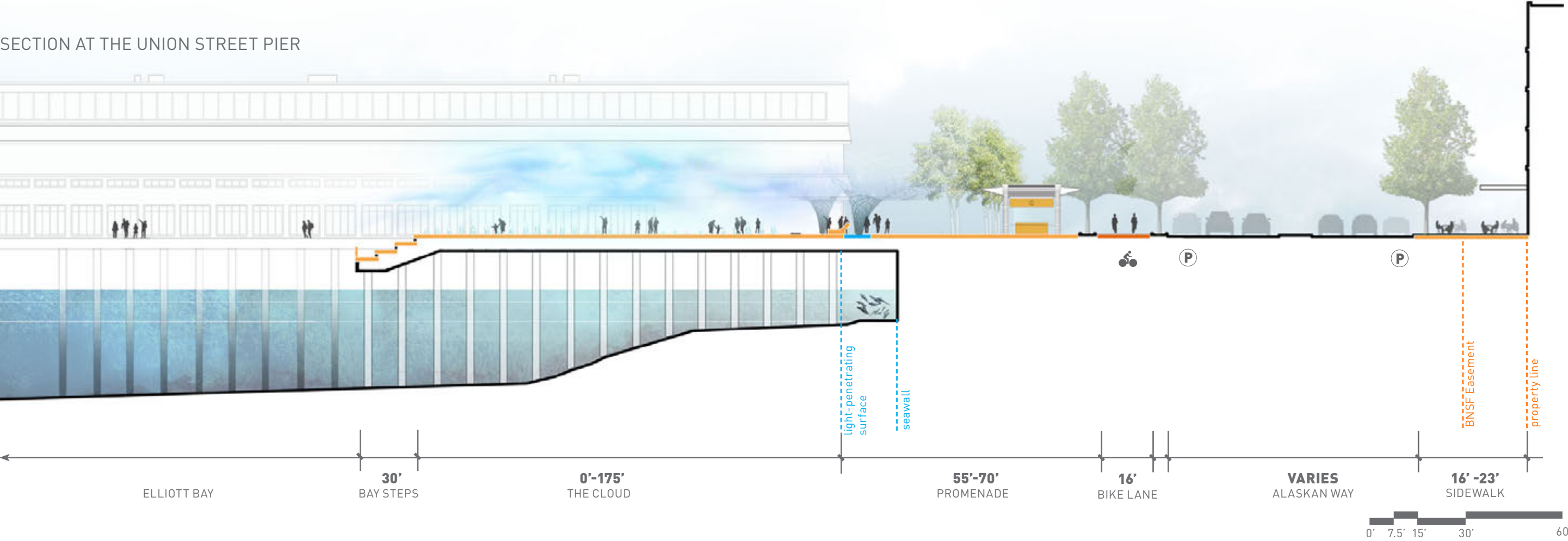
PLACES ALONG THE WATERFRONT

UNION STREET PIER

At the foot of Union Street, the area currently known as Waterfront Park will become a lively, fun and flexible space that will play host to events, performances and activities while providing open views to Elliott Bay. The Union Street Pier has two primary features, the Cloud and the Bay Steps. The Cloud is a large in-ground water feature that produces a variety of effects ranging from a mirror-like reflective surface, to a hovering mist cloud to interactive fountain jets. The Cloud evokes the dramatic weather patterns of Elliott Bay and provides a large social gathering space in close proximity to the Historic Piers and the Seattle Aquarium. During cold

and/or wet weather, the Cloud will transform into an event space for gatherings and festivals. Adjacent to the Cloud are the Bay Steps, which proceed down to the water and offer seating to view the bay and mountains. There is great potential to use Union Street Pier as a performance venue, with seating on the steps and in the cloud area, and performances on a moveable barge anchored between Pier 57 and the Aquarium. A new set of escalators and elevators on Union Street will connect pedestrians on First Avenue to the Pier. This destination is also the potential future home of a Seattle Aquarium Expansion.

SECTION AT THE UNION STREET PIER



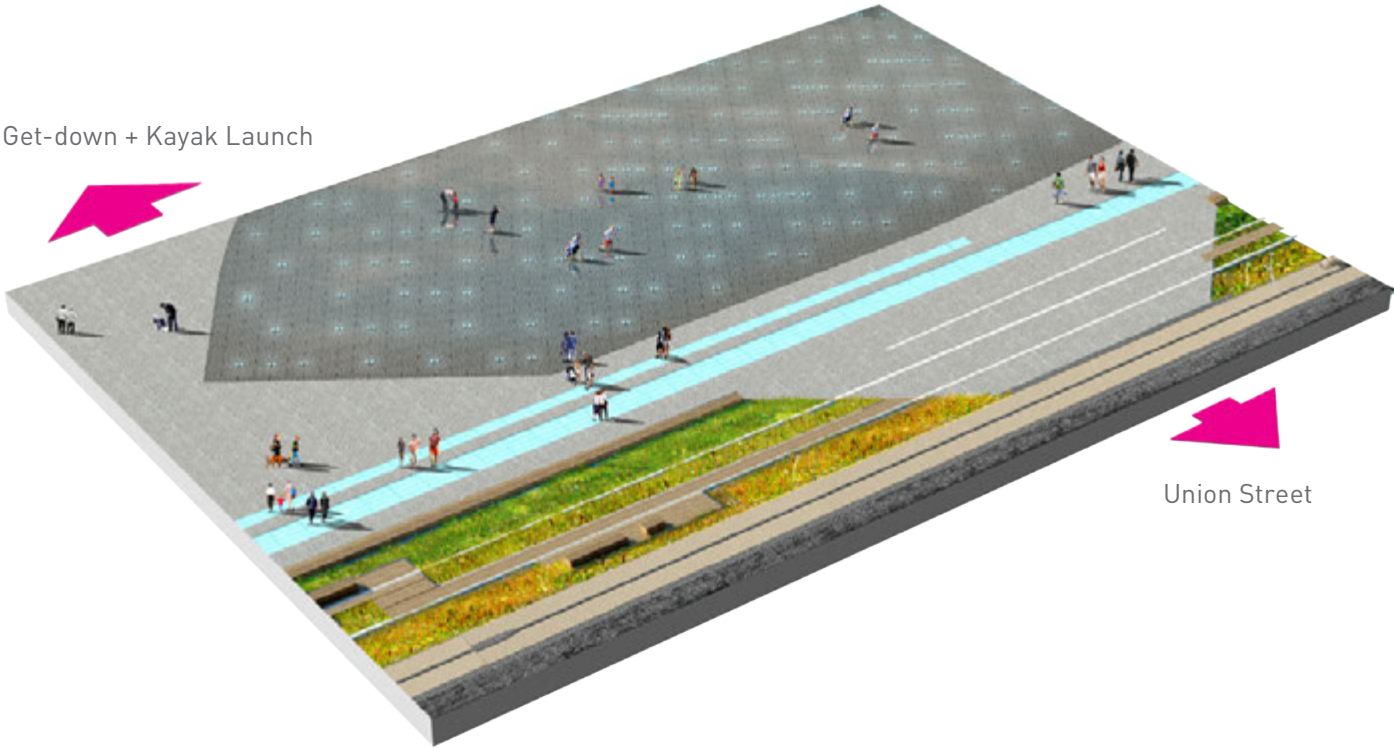
- ① The Cloud
 - ② Chaise Seating
 - ③ Get-down
 - ④ Umbrellas
 - ⑤ Thicket
 - ⑥ Kiosk
 - ⑦ Union St Escalator and Elevator
 - ⑧ Potential Aquarium Expansion
 - ⑨ Ferris Wheel
- Core Project Area
- - - Long-term Project
- - - Partner Project
- - - Seawall Project



PLACES ALONG THE WATERFRONT
UNION STREET PIER

THE FLOOR

Get-down + Kayak Launch



Union Street



Wood



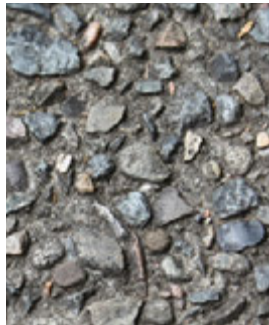
Glass



Water



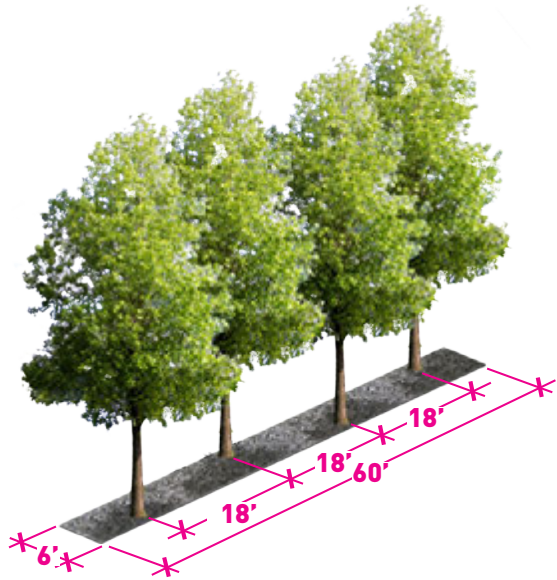
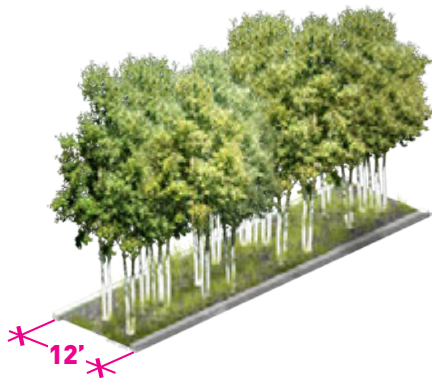
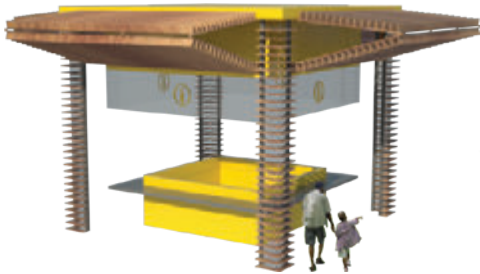
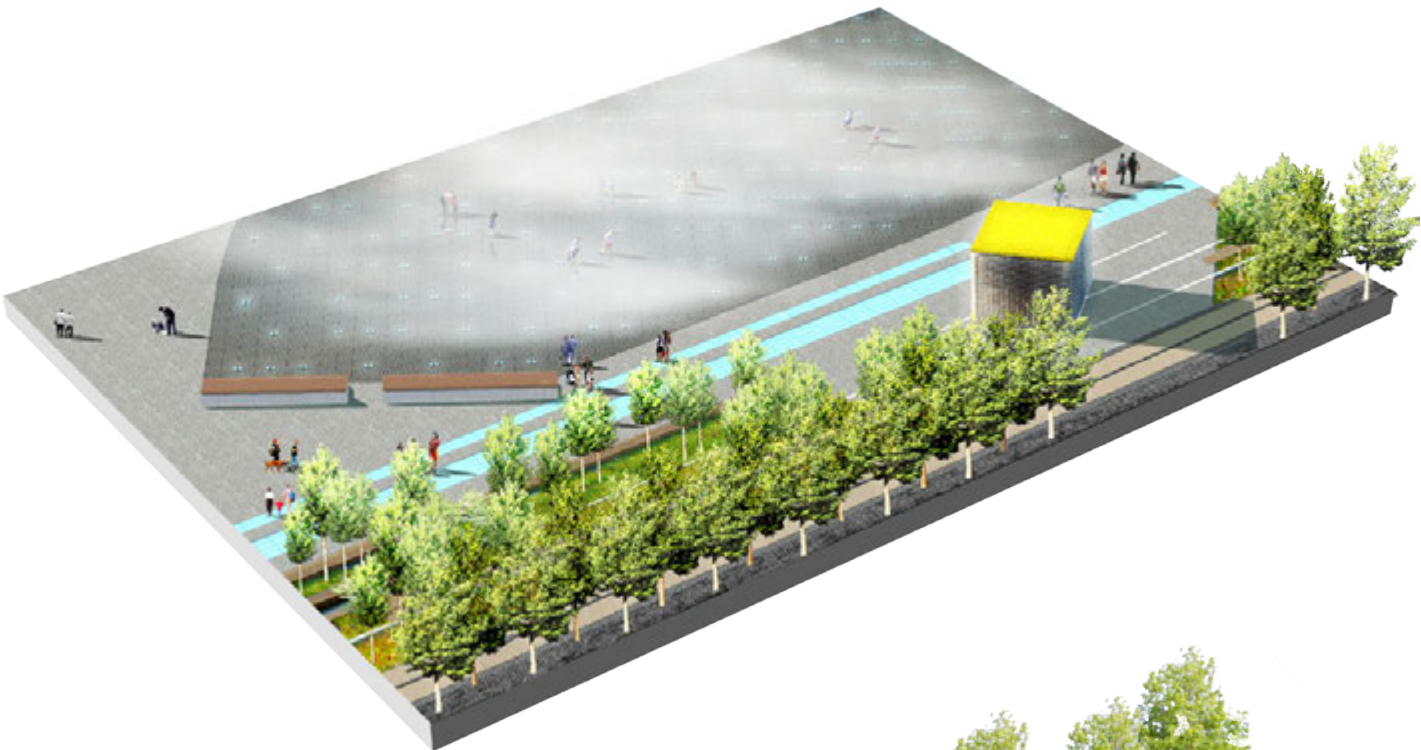
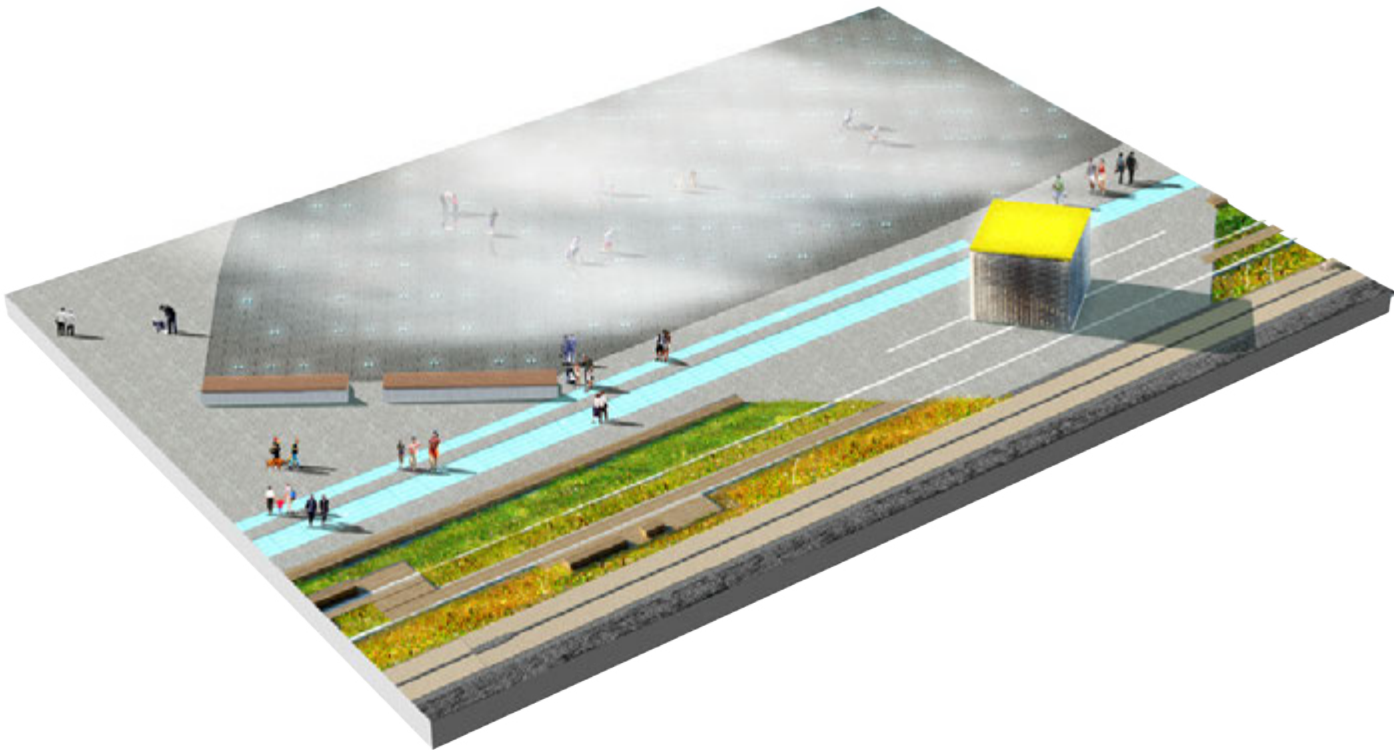
Planting



Gravel-Topped
Asphalt

THE ELEMENTS

THE CANOPY



Chaise

Information Kiosk

Trellis Umbrella

Character Zone Species
Paper birch - *Betula papyrifera*

Street Tree
American Sweetgum - *Liquidambar styraciflua*



Water Play at The Cloud



Union Street Pier



London City Hall Plaza, London



London City Hall Plaza, London



Paris, France



Bordeaux, France



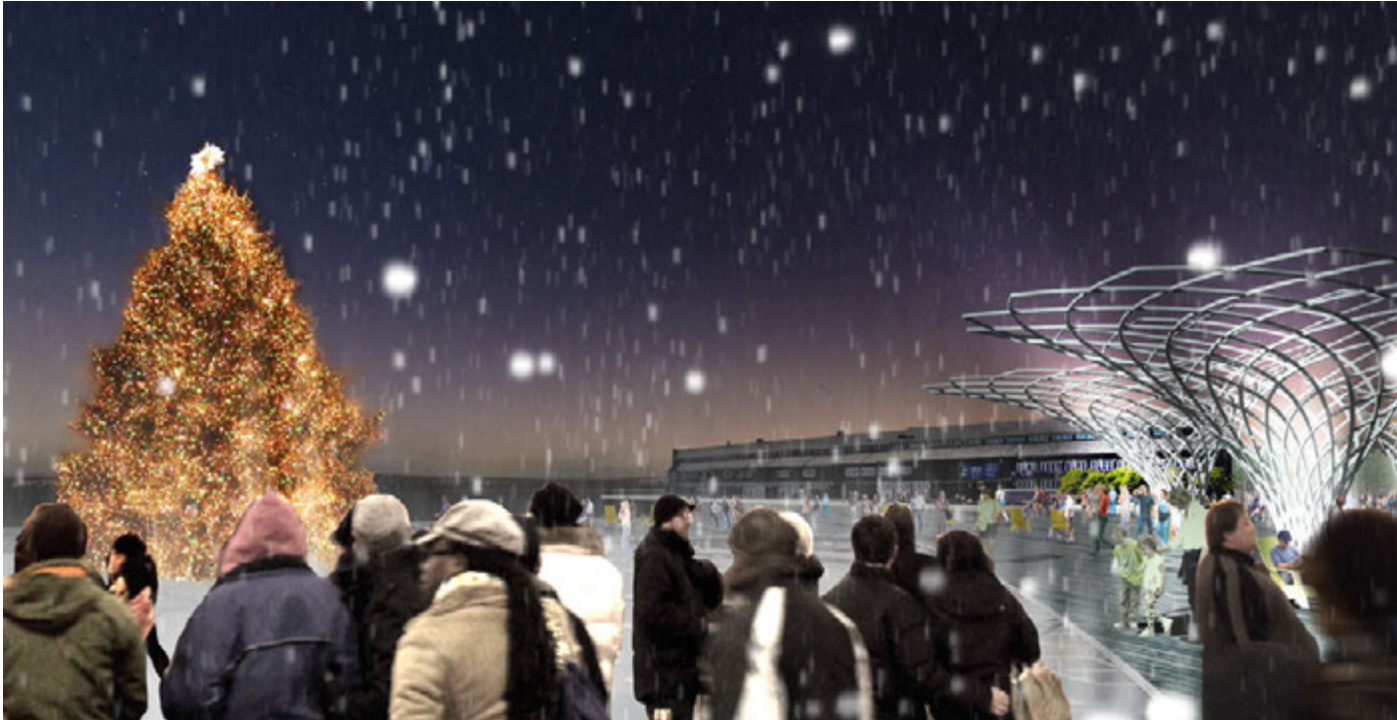
Mist at the Cloud



Summertime Events



Temporary Art Exhibits



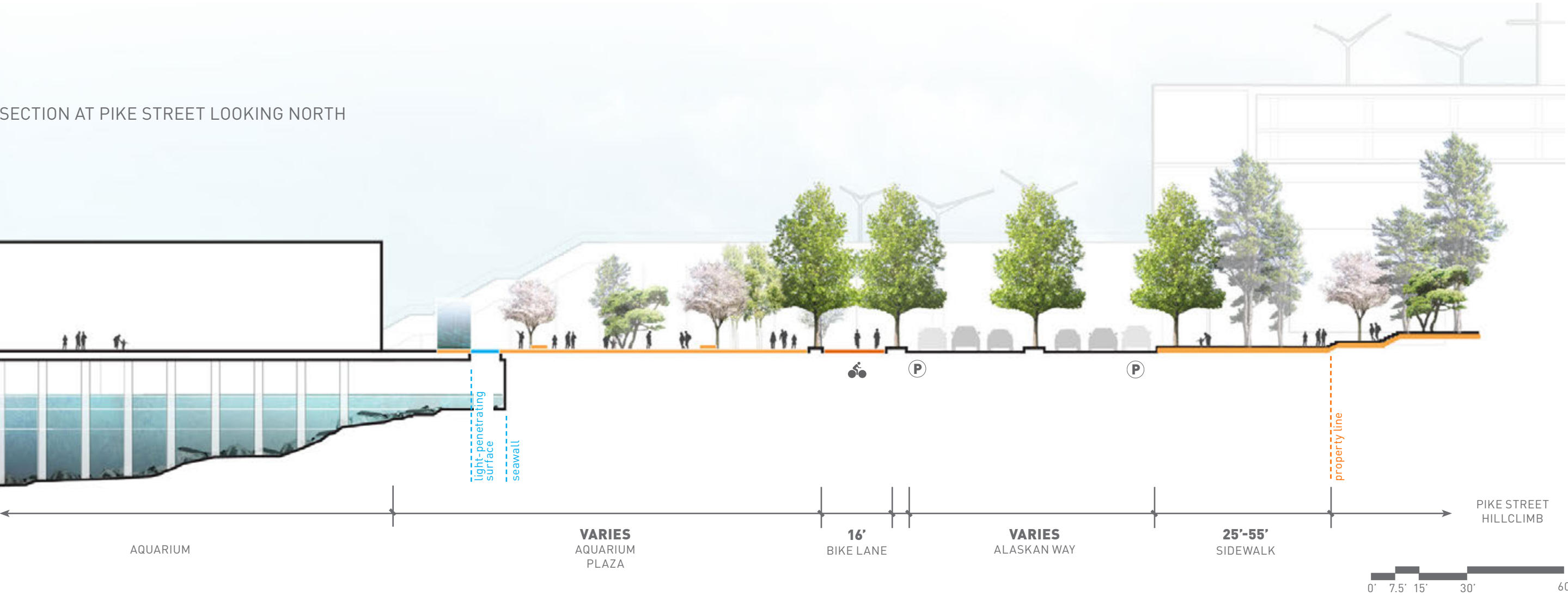
Holiday Festival

PLACES ALONG THE WATERFRONT

AQUARIUM PLAZA

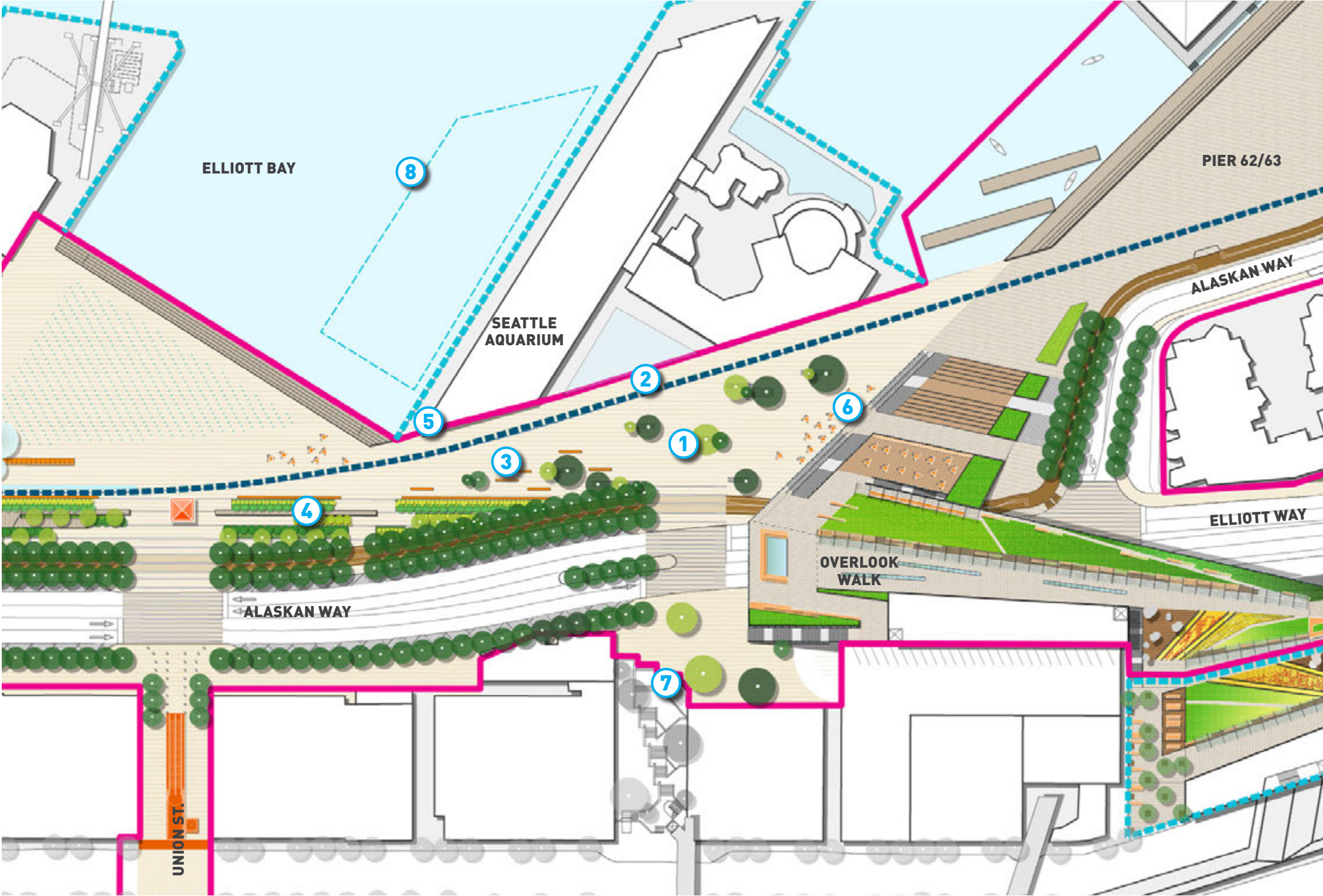
Located at the intersection of the Seattle Aquarium, Pike Street Hillclimb and the Overlook Walk, Aquarium Plaza is a meeting ground, gathering space and point of entry to the Aquarium. The plaza connects the Aquarium’s existing buildings to the buildings and open space of the Overlook Walk. It also links together the Tideline Promenade with Pier 62/63 and the future Half-Mile Promenade on the North End. Together these spaces allow the Aquarium an expanded

presence and inviting public entry on the waterfront. The Plaza is outfitted with a loose drift of trees spilling down from the Pike Street Hillclimb, movable cafe-style tables and chairs and a series of large aquarium-oriented display cases. This area of the waterfront has potential to reveal the seawall for habitat and environmental display.



- ① Aquarium Plaza
- ② Display Cases
- ③ Plaza seating
- ④ Thicket
- ⑤ Aquarium Entrance
- ⑥ Cafe Area
- ⑦ Pike Place Hillclimb
- ⑧ Potential Aquarium Expansion

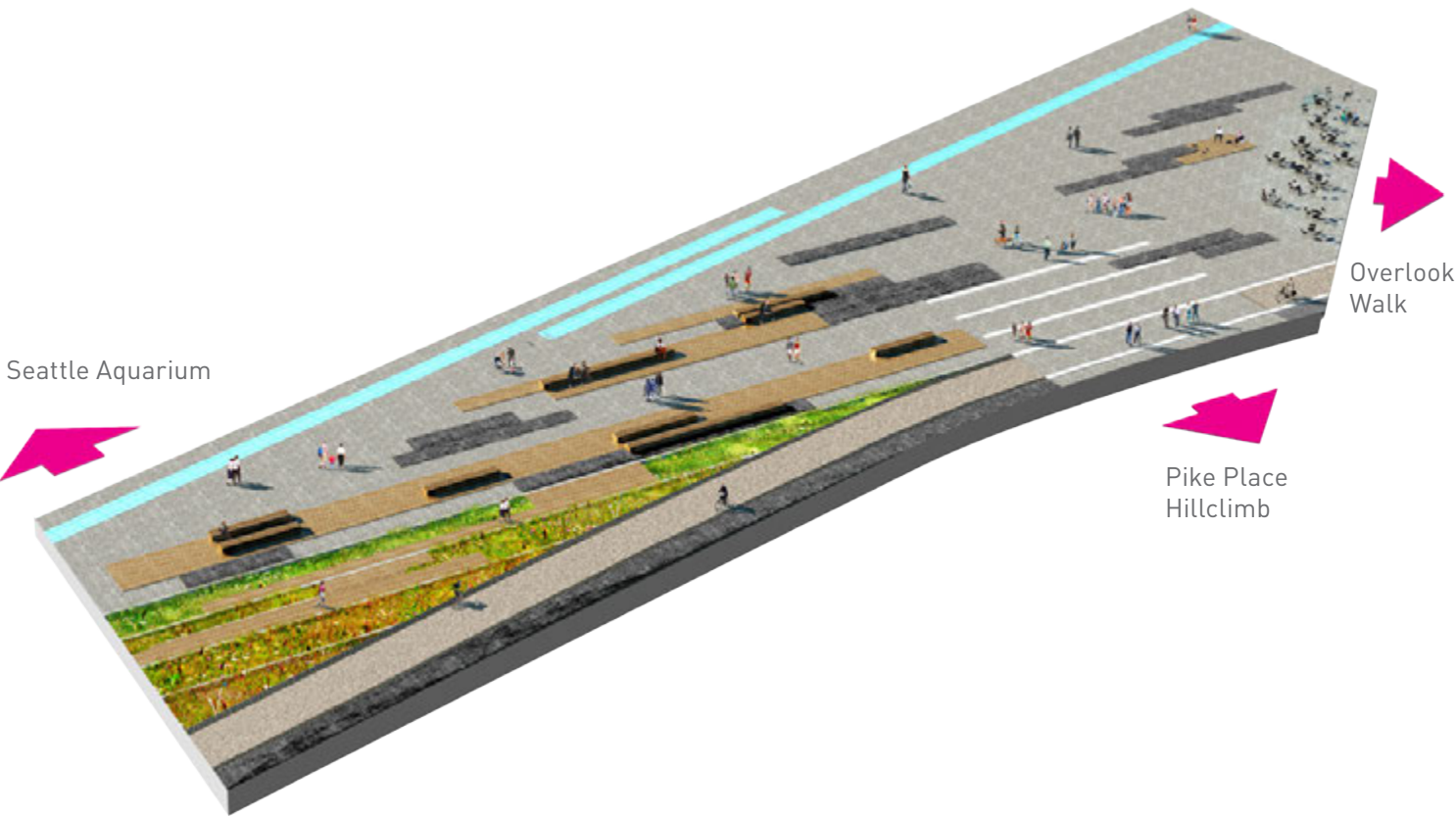
- Core Project Area
- Long-term Project
- Partner Project
- Seawall Project



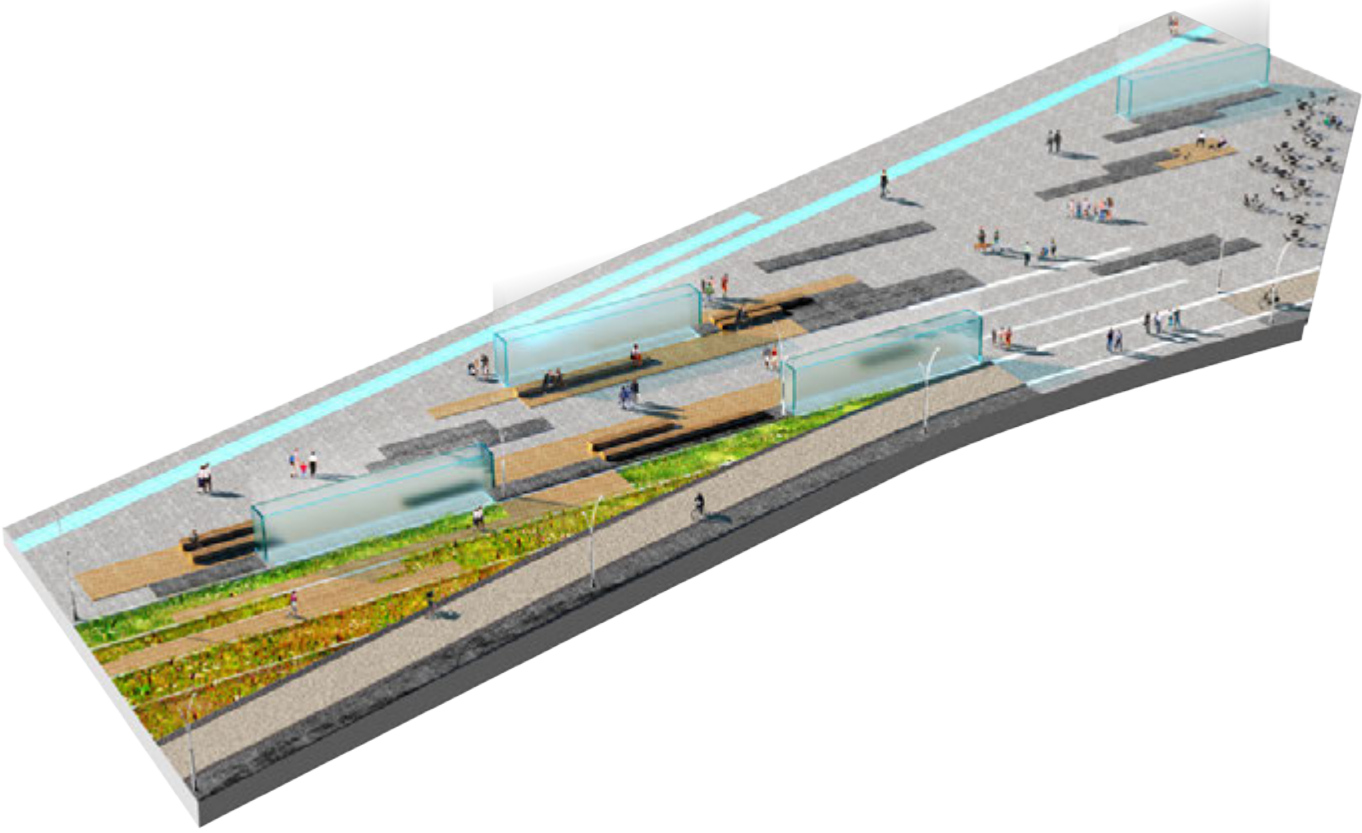
PLACES ALONG THE WATERFRONT

AQUARIUM PLAZA

THE FLOOR



THE ELEMENTS



Wood



Glass



Crushed Stone



Planting



Gravel-topped Asphalt

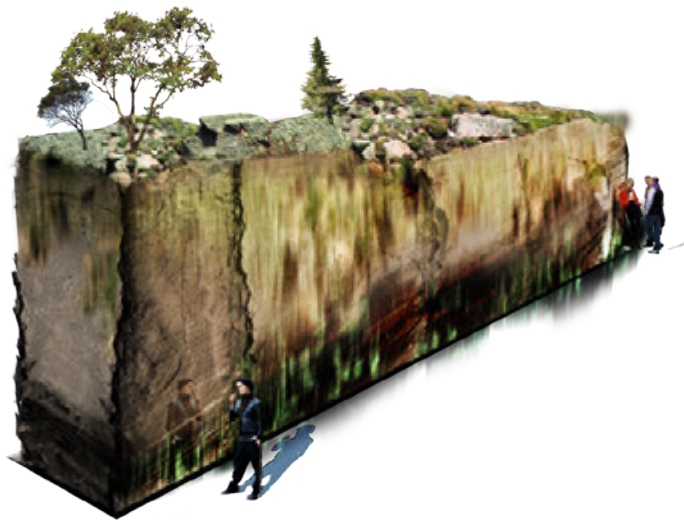


Bench

DISPLAY CASES



Aquatic Exhibit



Geologic Exhibit

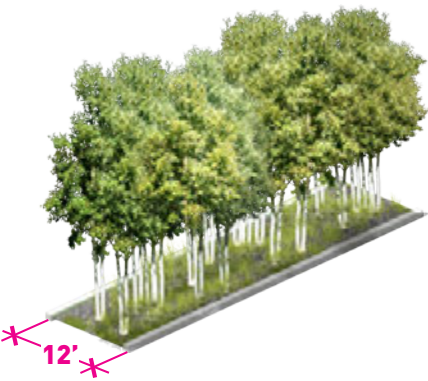
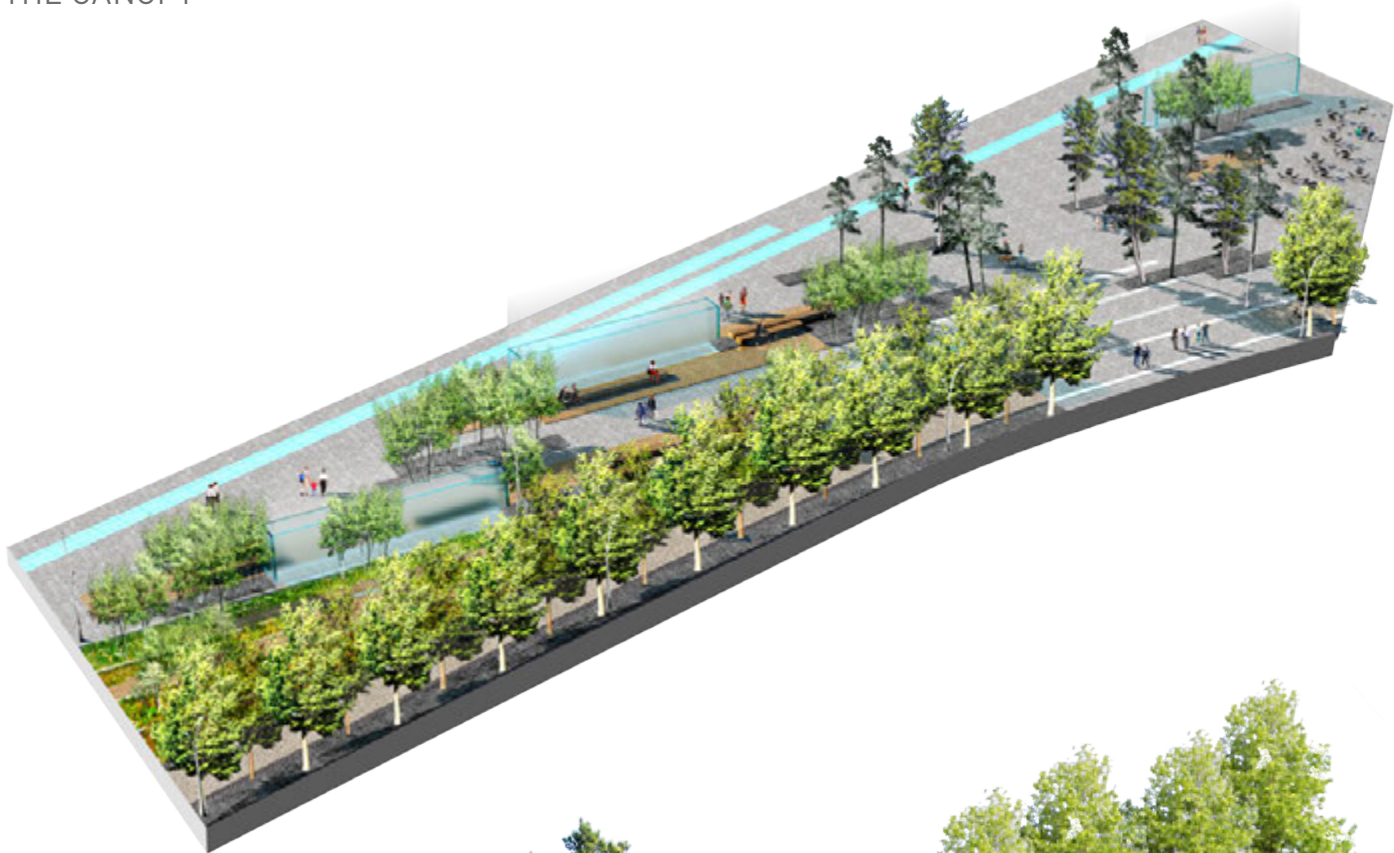


Native Vegetation Exhibit



Media Exhibit

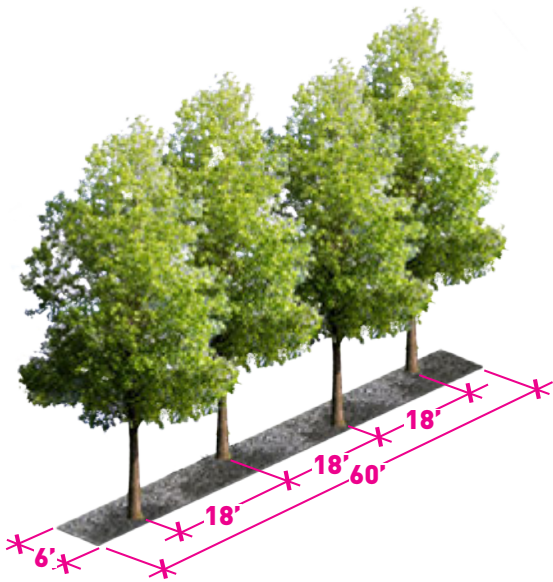
THE CANOPY



Character Zone Species
Paper birch - *Betula papyrifera*



Drift Species
Shore pine - *Pinus contorta 'contorta'*



Street Tree
American Sweetgum
Liquidambar styraciflua



Aquarium Cafe



Aquarium Plaza

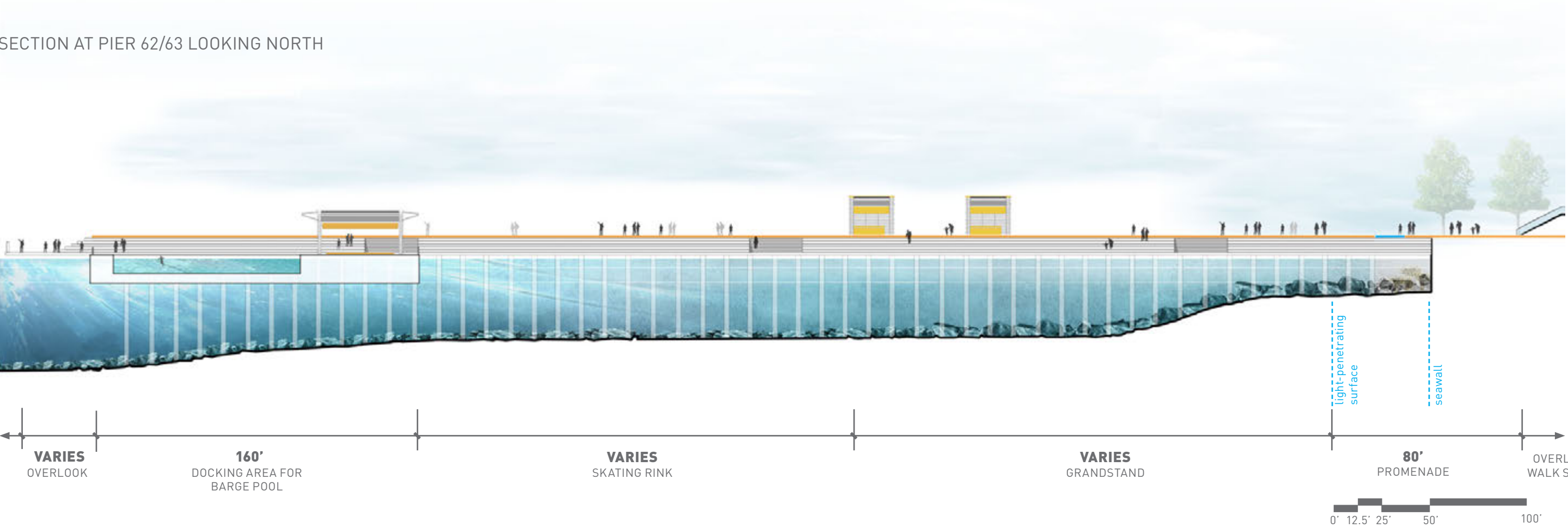
PLACES ALONG THE WATERFRONT

PIER 62/63

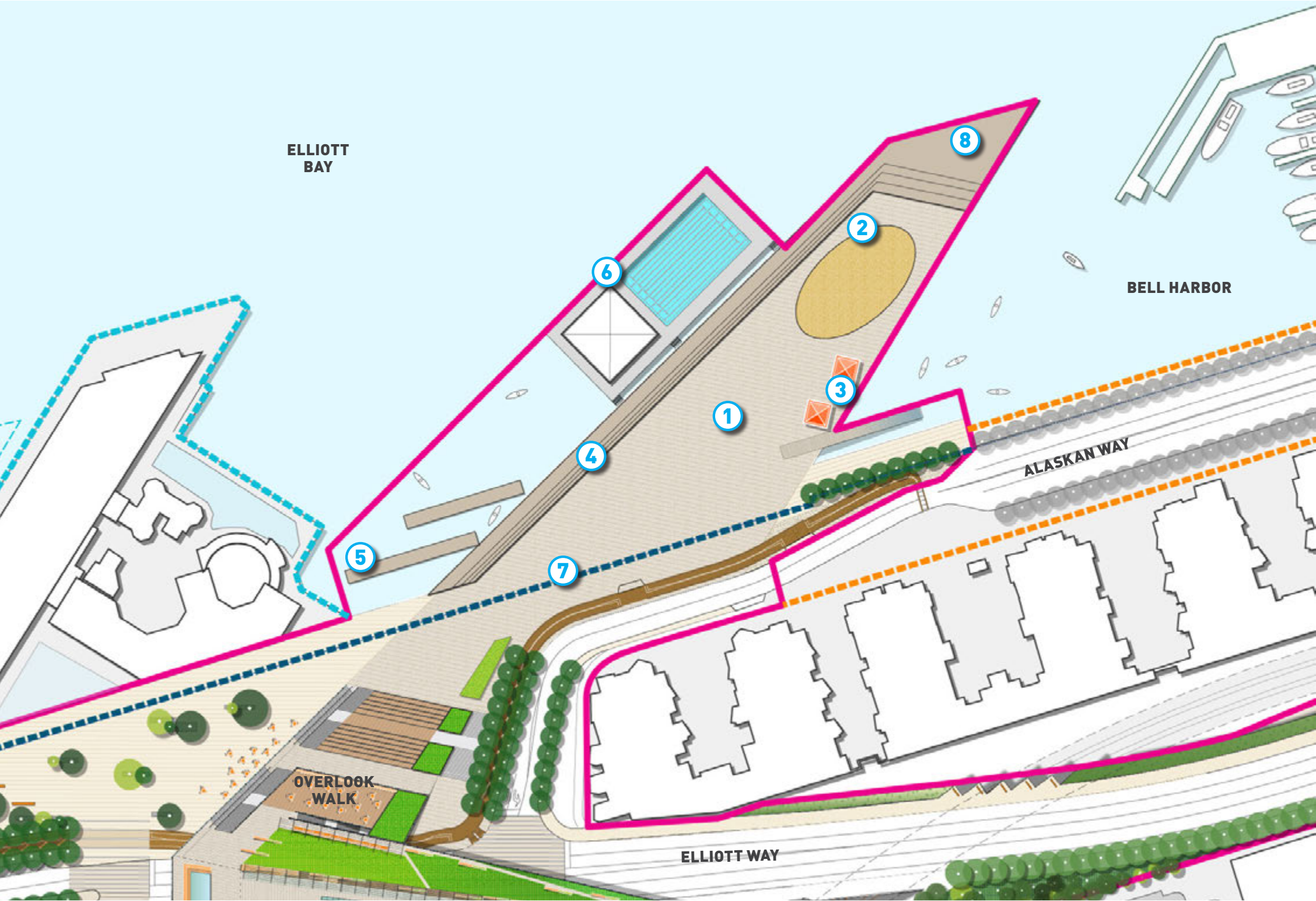
Envisioned as an activity pier filled with recreational amenities, Pier 62/63 is a hub for sport and play. The pier will house a kayak launch, a roller skating rink and in the warm months, a floating barge swimming pool anchored along the pier’s south edge. These recreational programs will be supported by a series of kiosks situated on the north side of the pier. In addition to these program elements, the south edge of the pier will step down to provide grandstand seating with

views of the bay, ferries, and West Seattle. The grandstand faces a series of floats, anchored in the areas between the Aquarium and Pier 62/63. These floats host a variety of activities, both recreational and ecological, including kayak mooring, picnicking, and animal refuge.

SECTION AT PIER 62/63 LOOKING NORTH



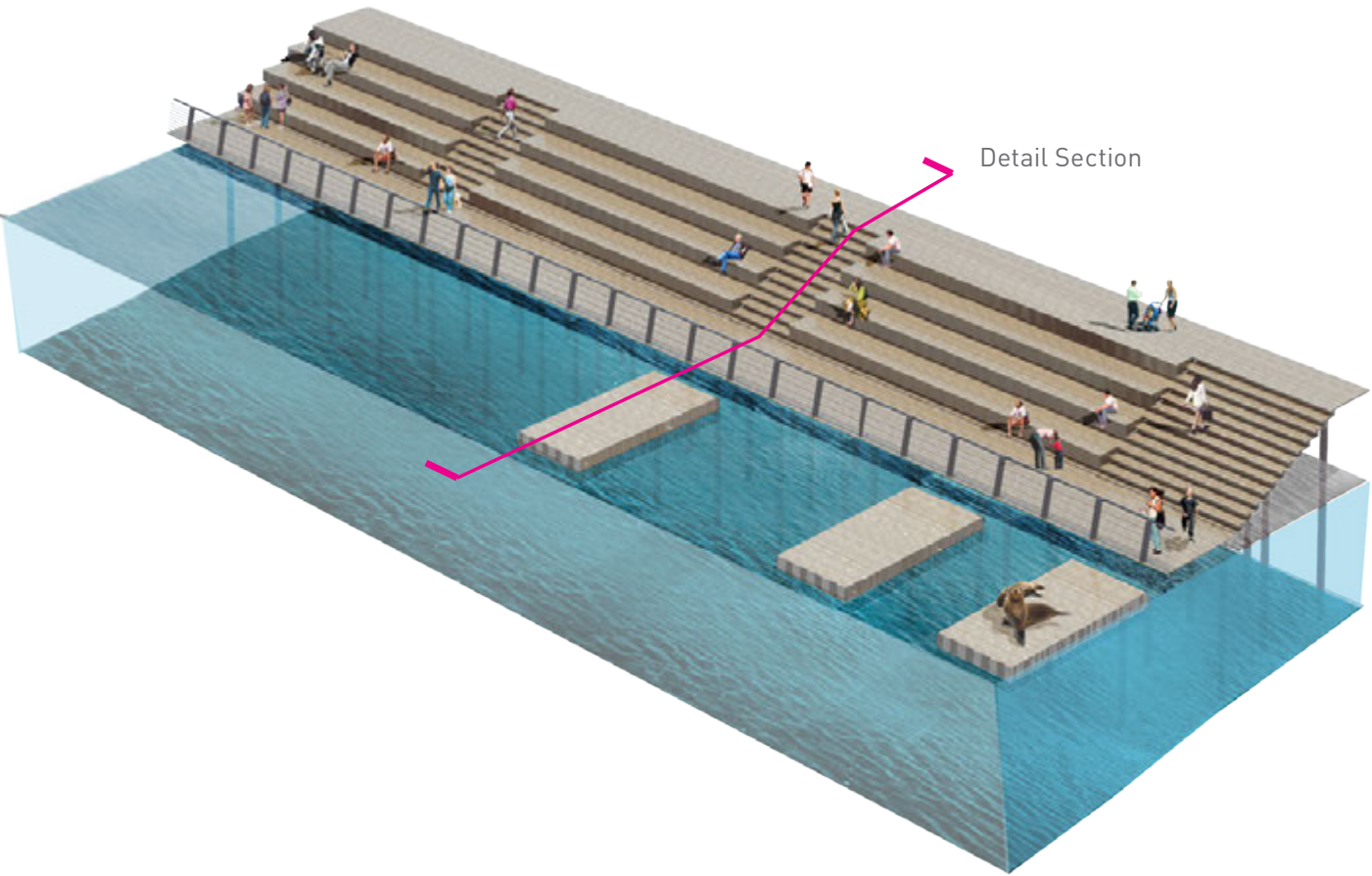
- ① Pier 62/63
- ② Skating Rink
- ③ Concession
- ④ Grandstand
- ⑤ Habitat Floats
- ⑥ Barge Pool
- ⑦ Light-Penetrating Surface
- ⑧ Lookout Deck
- Core Project Area
- Long-term Project
- Partner Project
- Seawall Project



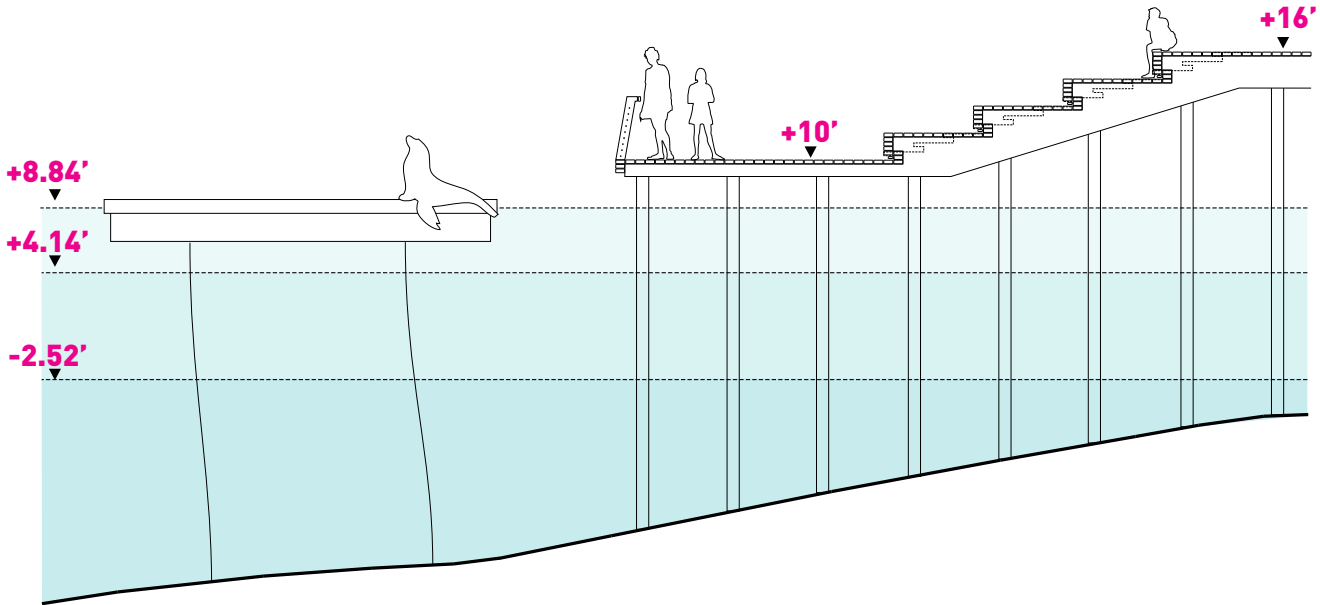
PLACES ALONG THE WATERFRONT

PIER 62/63

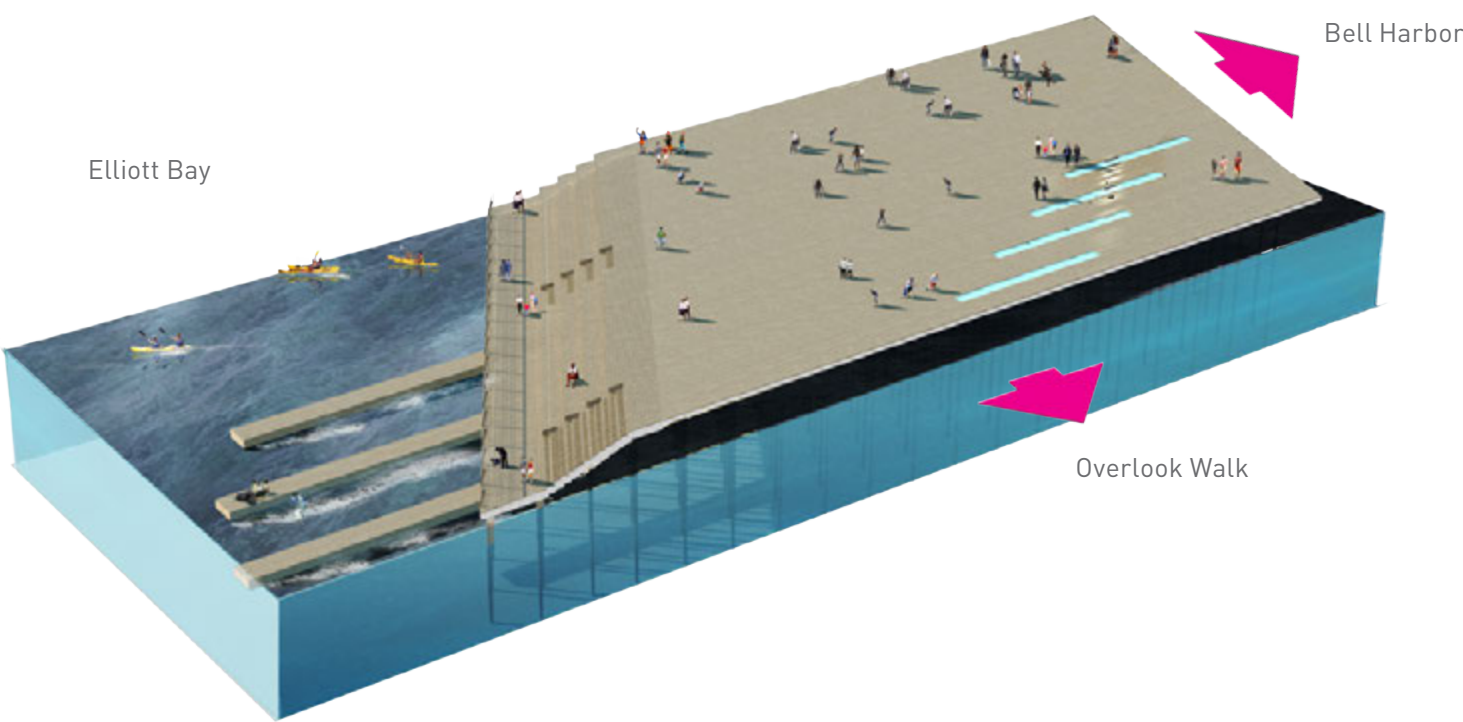
PIER 62/63 GRANDSTAND



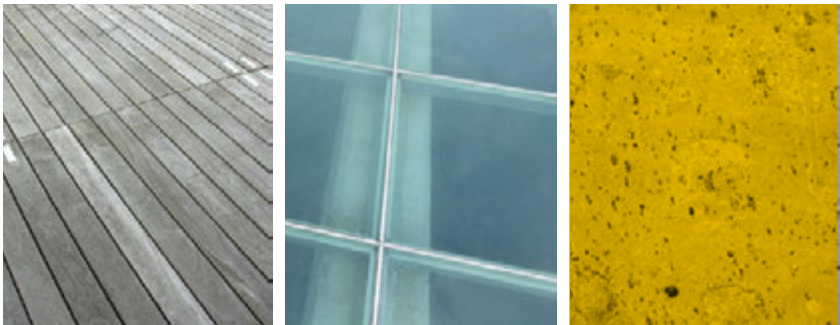
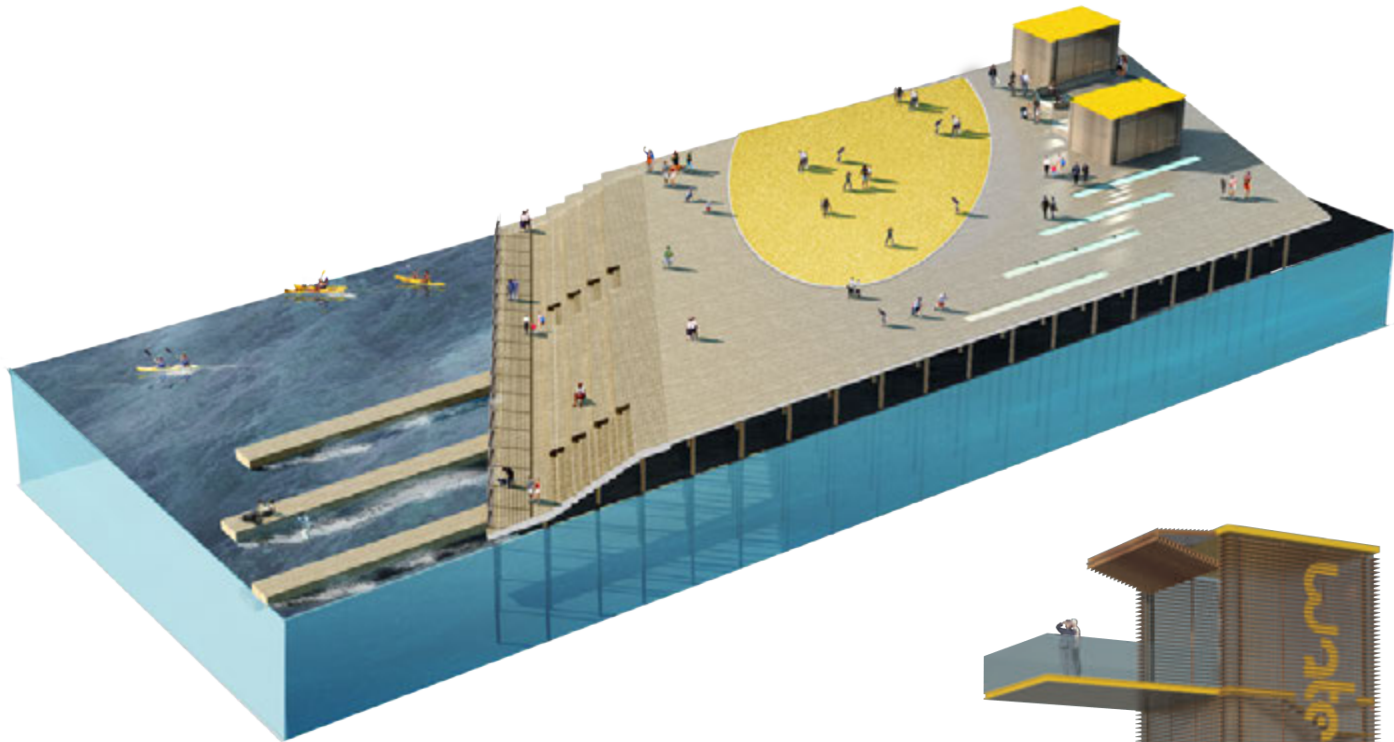
Detail Section



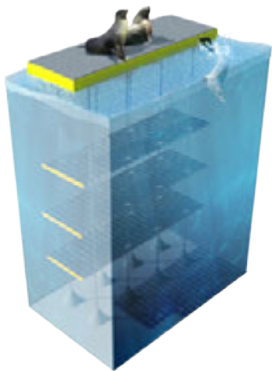
THE FLOOR



THE ELEMENTS



Wood Glass Concrete



Sea Lion Float



Lookout Tower



View to Aquarium Plaza and Downtown from Pier 62/63



Pier 62/63 Grandstand looking South



Barge Pool, New York City



Barge Pool, Berlin



The High Link, New York City



Promenade Samuel-de Champlain, Quebec



Pier 62/63 Roller Rink

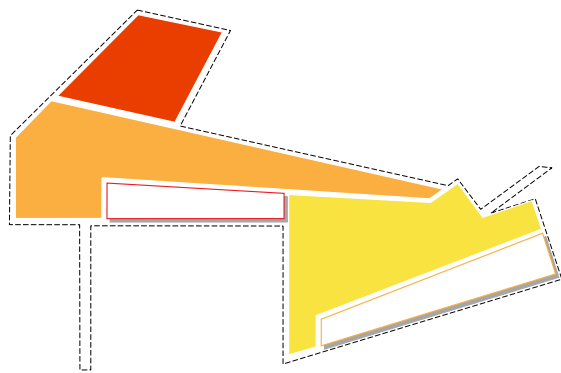
PLACES ALONG THE WATERFRONT

OVERLOOK WALK

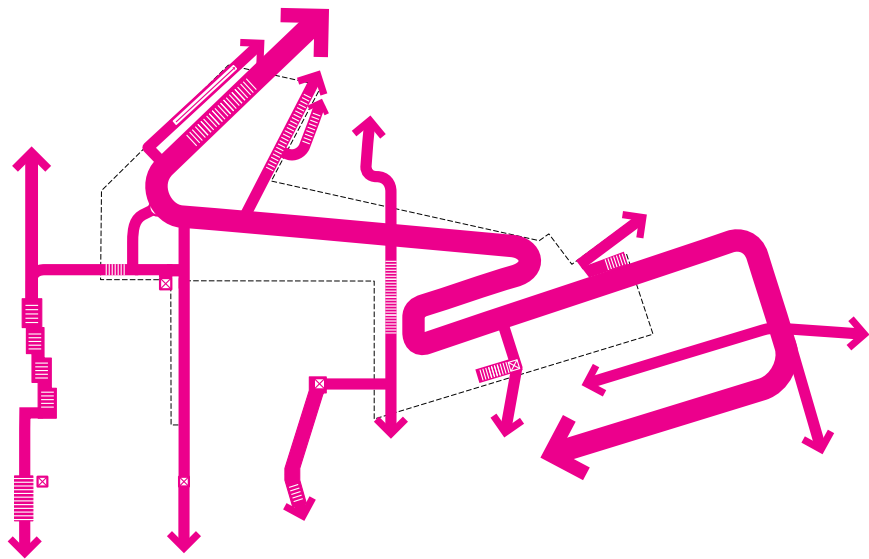
The Overlook Walk is the centerpiece of the public realm, creating a direct, safe and human-scaled route between Pike Place Market, Victor Steinbrueck Park upland and Pier 62/63 and the Aquarium on the waterfront, while providing amazing elevated views of the bay, port and city. This piece of civic infrastructure negotiates 100’ of vertical distance on three large ramps, a collection of stairs, escalators and elevators. Along with access and circulation routes, the Overlook Walk includes 3 buildings and a number of landings and side slopes.

The Overlook Walk will host many activities and programs including: play slopes offering families entertaining and active ways to traverse the steep topography near Pike Place Market; a train overlook with views looking north toward the BNSF railroad; a new mixed-use building activating the Walk at all times of day; gardens offering quiet spaces to enjoy views of the bay; and amphitheater steps connecting to Pier 62/63 and the waterfront.

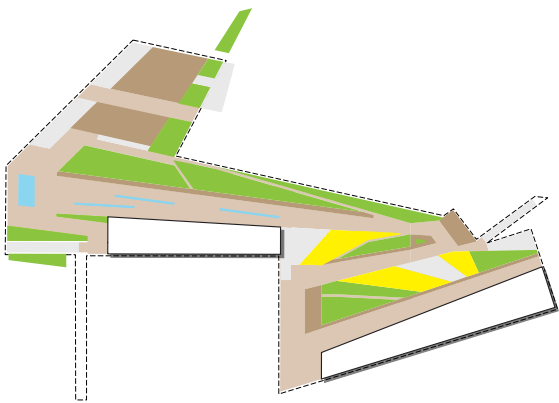
CHARACTER ZONES



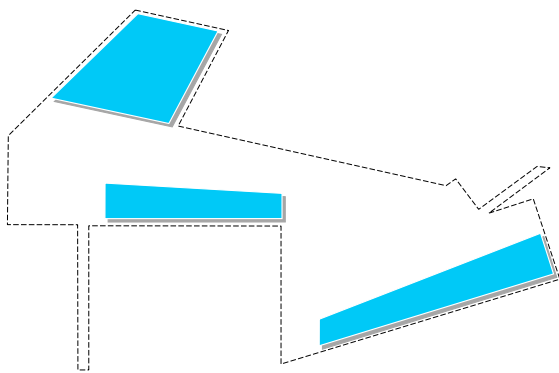
ACCESS



MATERIALS

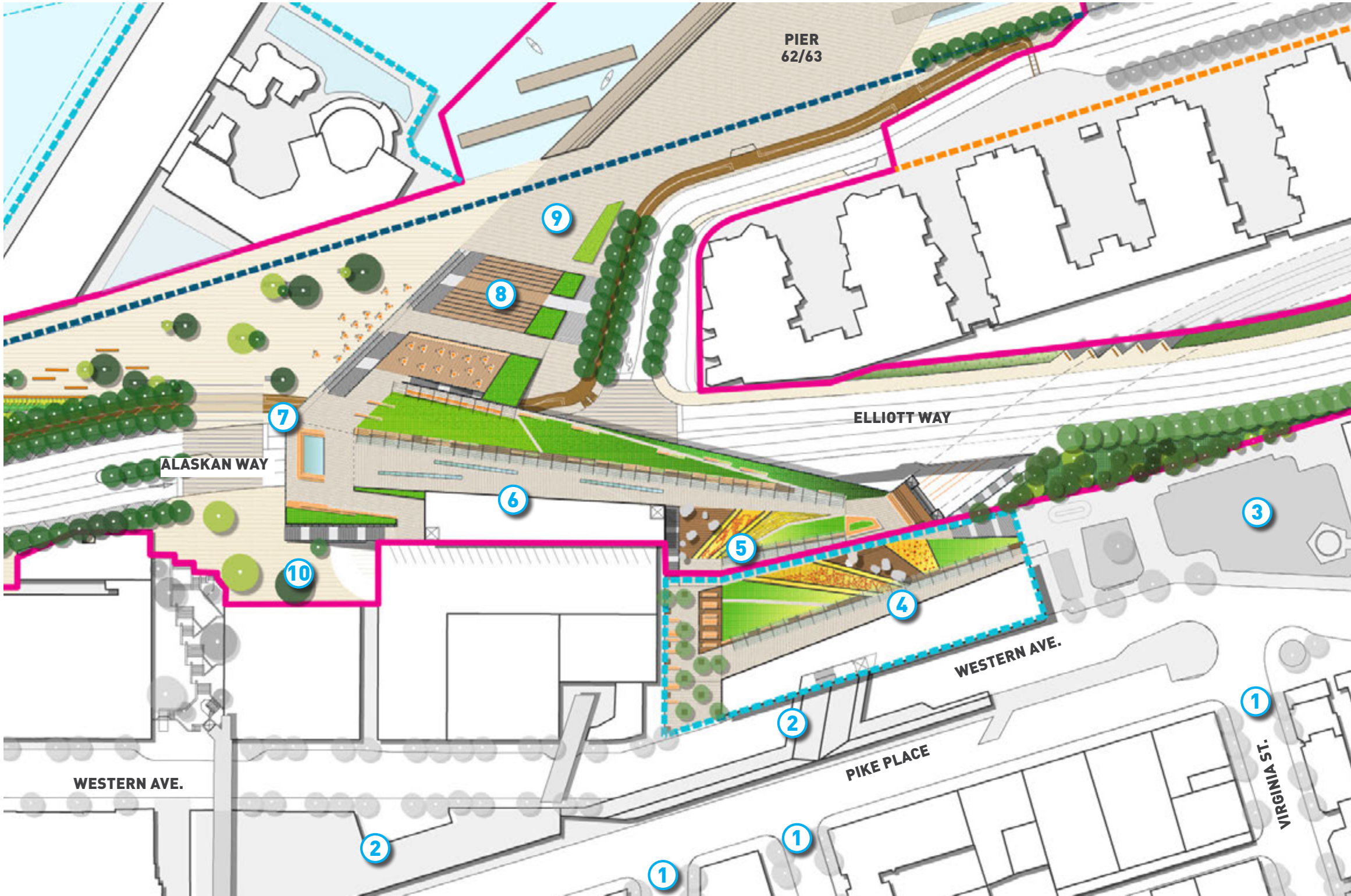


BUILDINGS



- ① City Connections
- ② Pike Place Market
- ③ Victor Steinbrueck Park
- ④ Market
- ⑤ Play Course
- ⑥ Retail
- ⑦ South Overlook
- ⑧ Amphitheater Steps
- ⑨ Stage
- ⑩ Fix/Madore Plaza

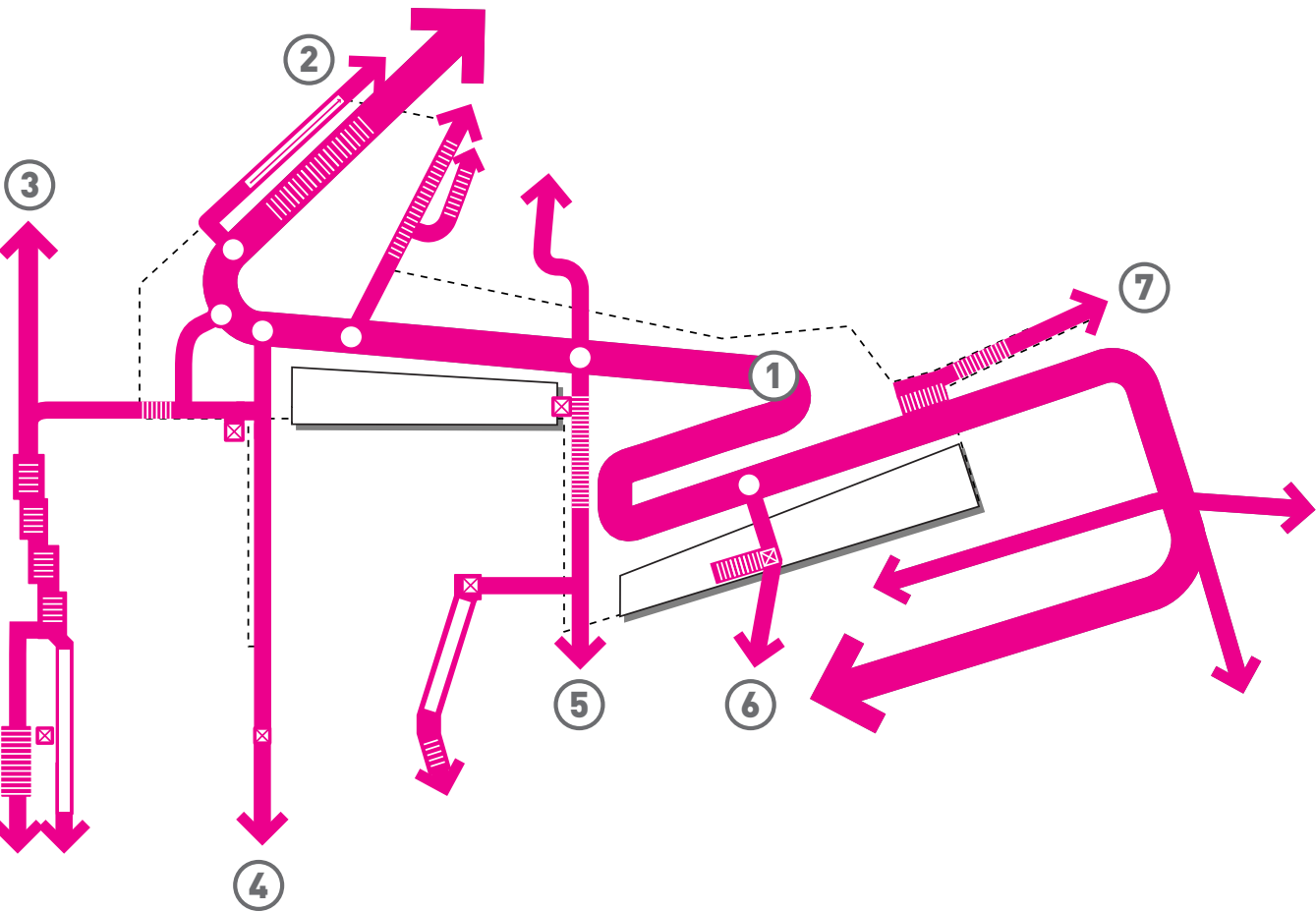
- Core Project Area
- Long-term Project
- Partner Project
- Seawall Project



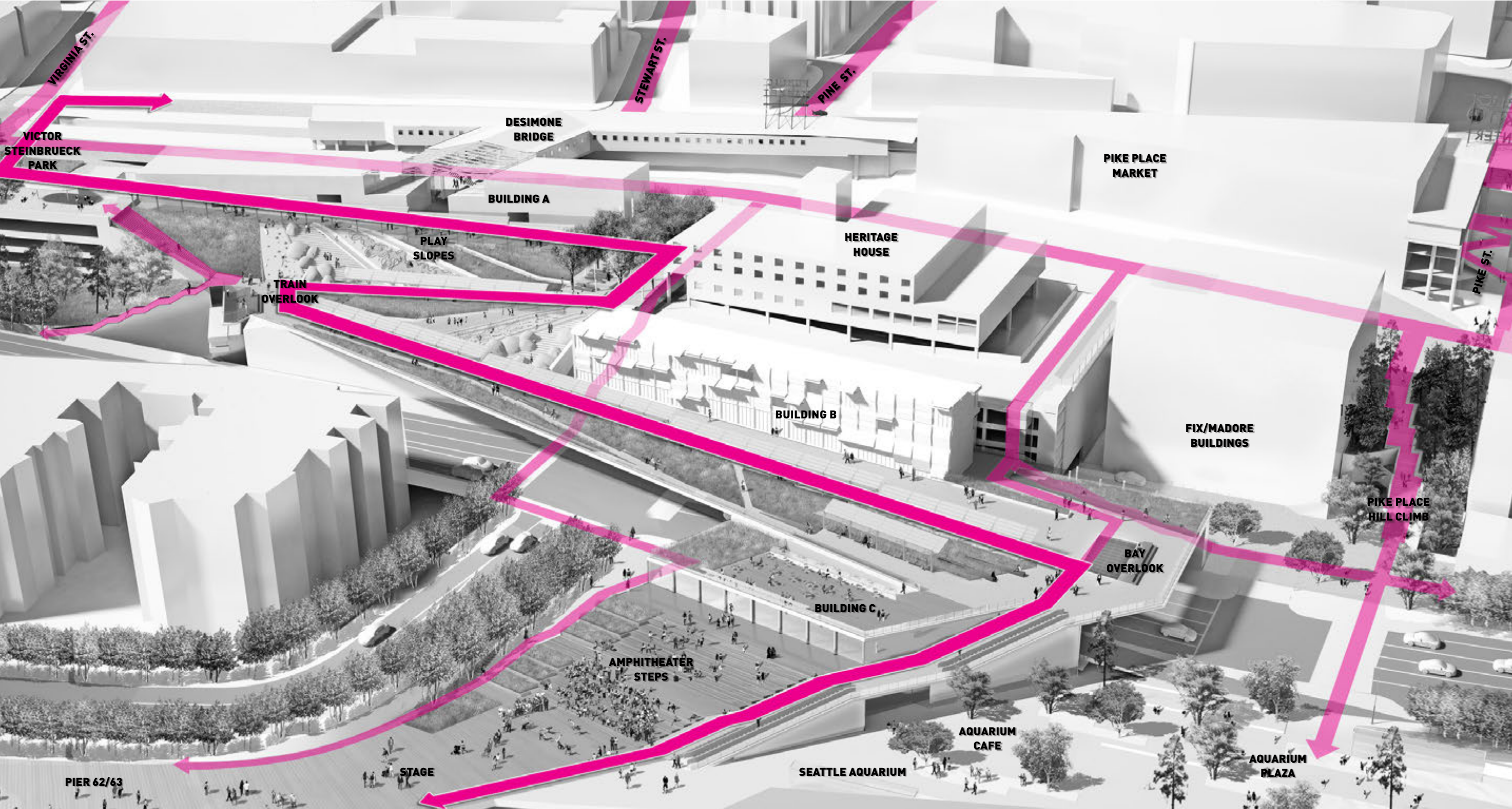
PLACES ALONG THE WATERFRONT

OVERLOOK WALK ACCESS

The Walk weaves together a network of connections, addressing the complexity of the site and the intense accessibility issues of the area. In addition to the large-scale ramps, a number of secondary, intimately-sized access points allow for multiple passages, routes and itineraries through the area.



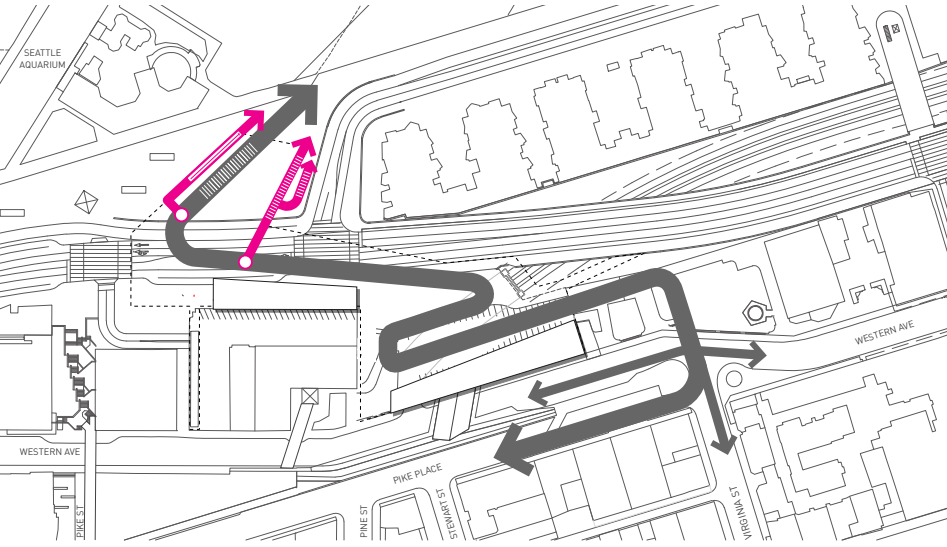
- ① Ramps
- ② Step Zone Escalator + Stairs
- ③ Pike Street Elevator + Stairs
- ④ Market Parking Elevator + Stairs
- ⑤ Western to Elliott Elevator + Stairs
- ⑥ Pike Place Market Elevator + Stairs
- ⑦ Elliott Avenue Stairs



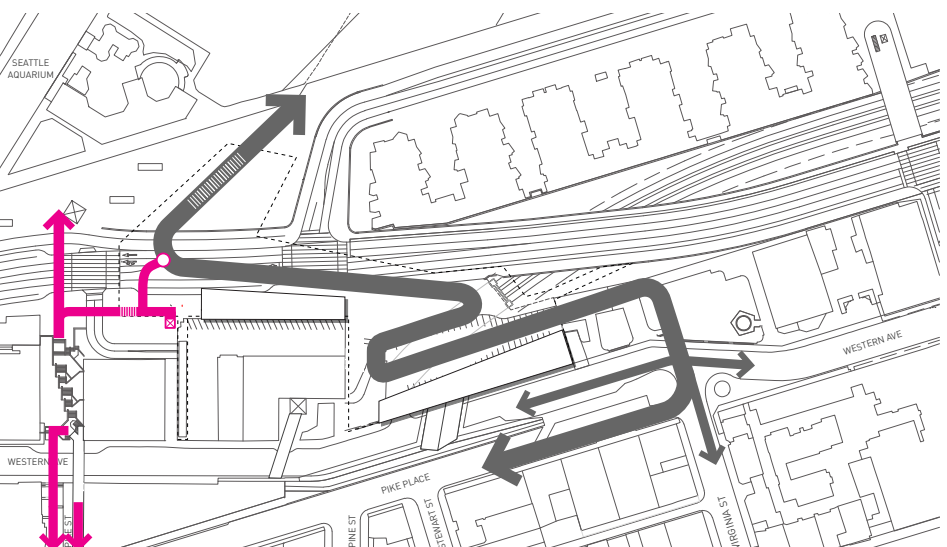
PLACES ALONG THE WATERFRONT

OVERLOOK WALK ACCESS

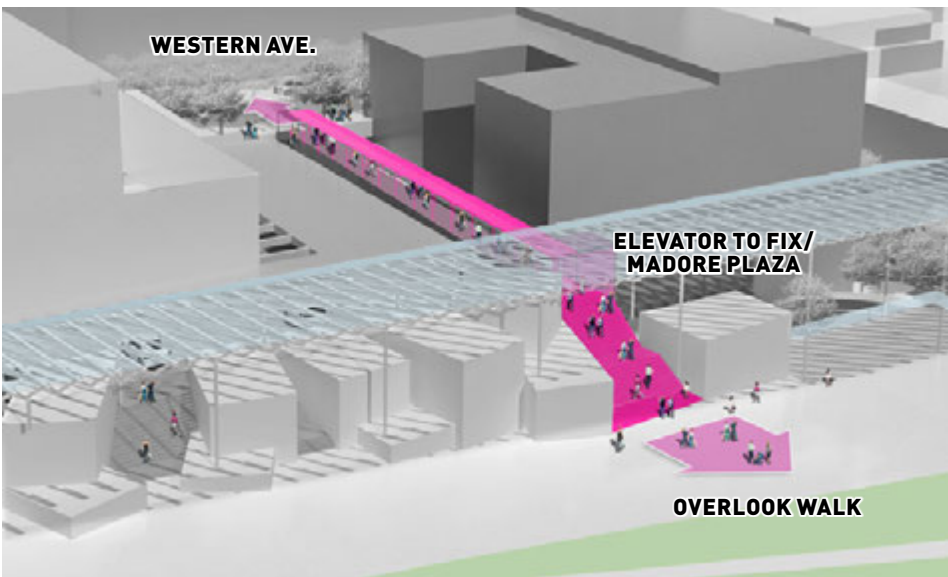
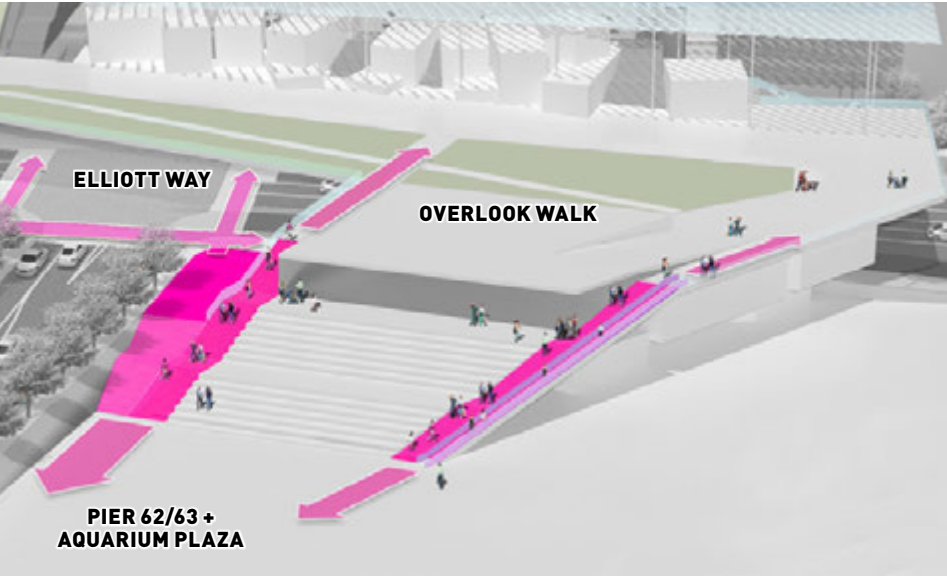
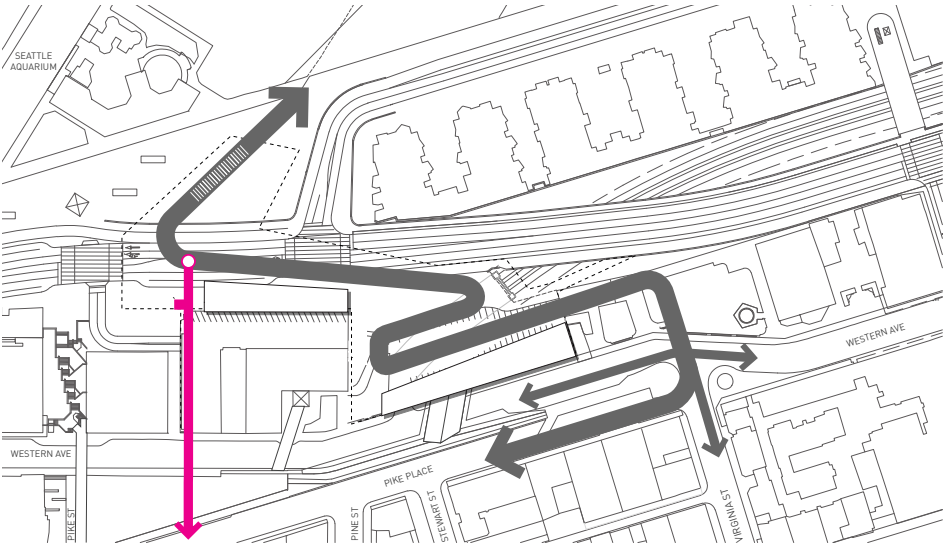
STEP ZONE STAIRS + ELEVATOR



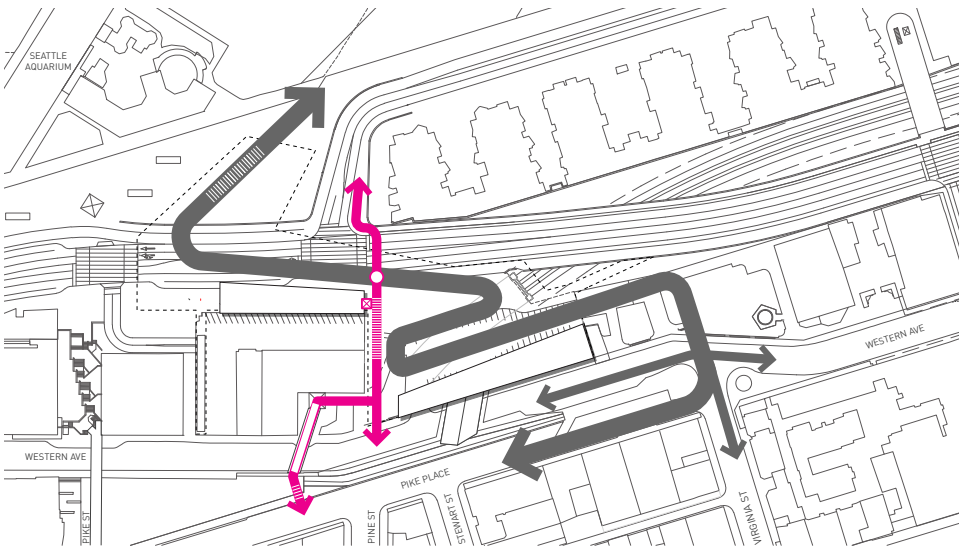
PIKE STREET STAIRS + ELEVATOR



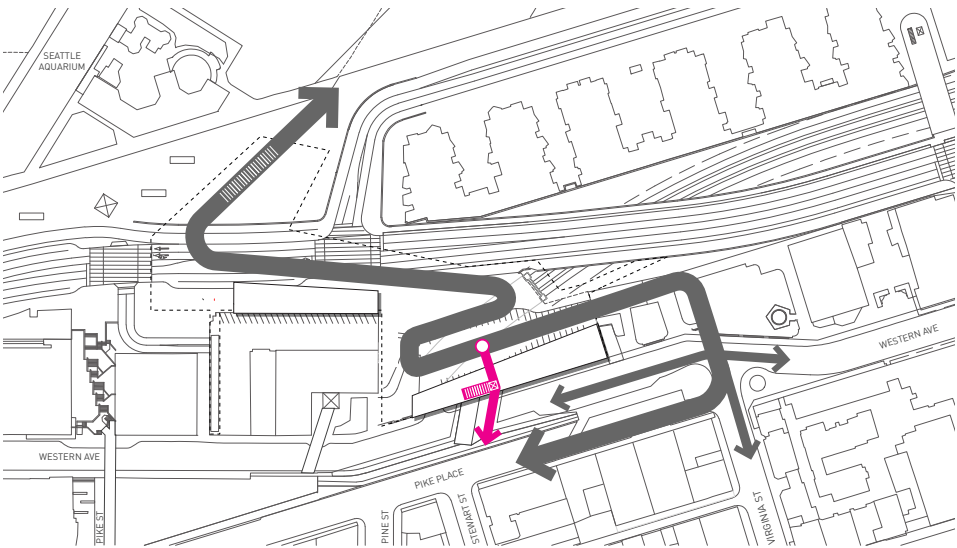
MARKET PARKING STAIRS + ELEVATOR



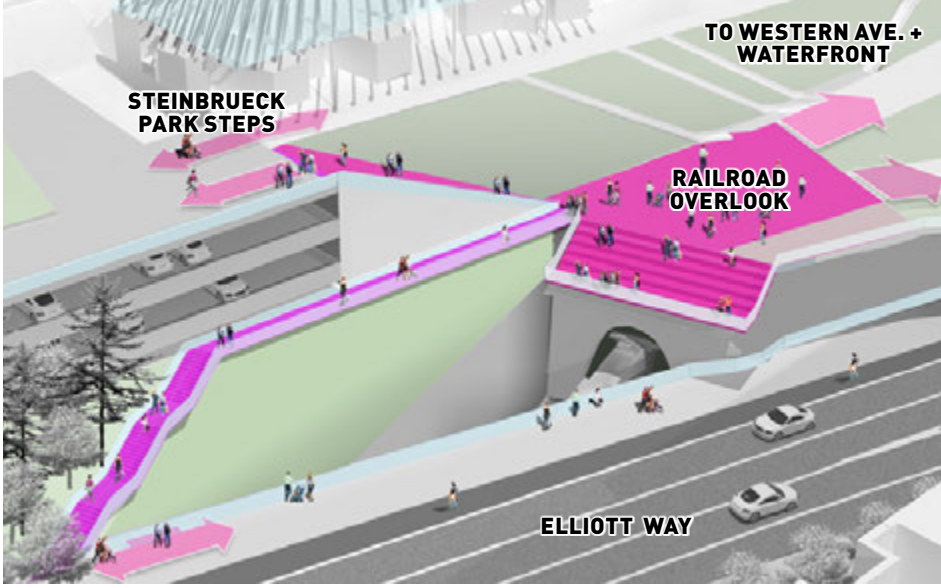
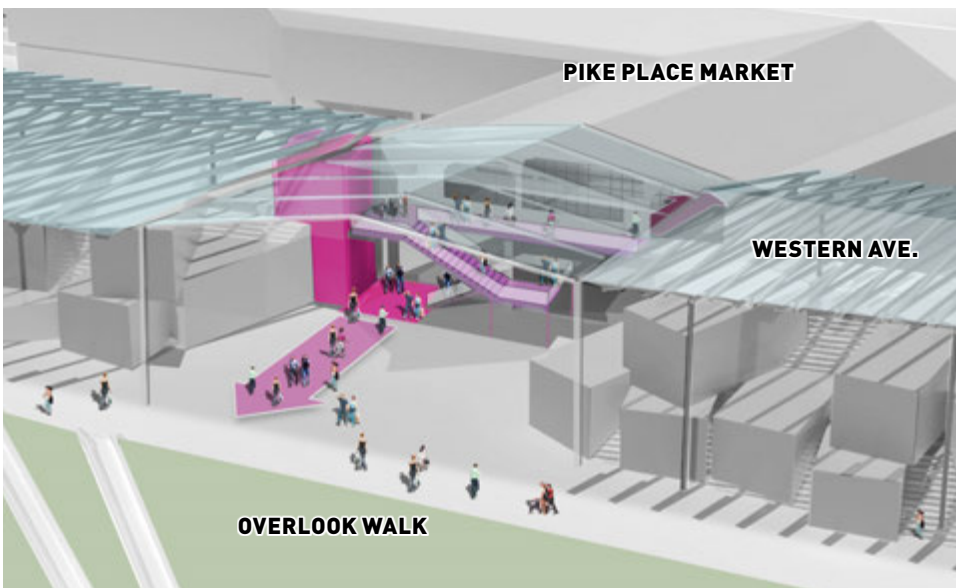
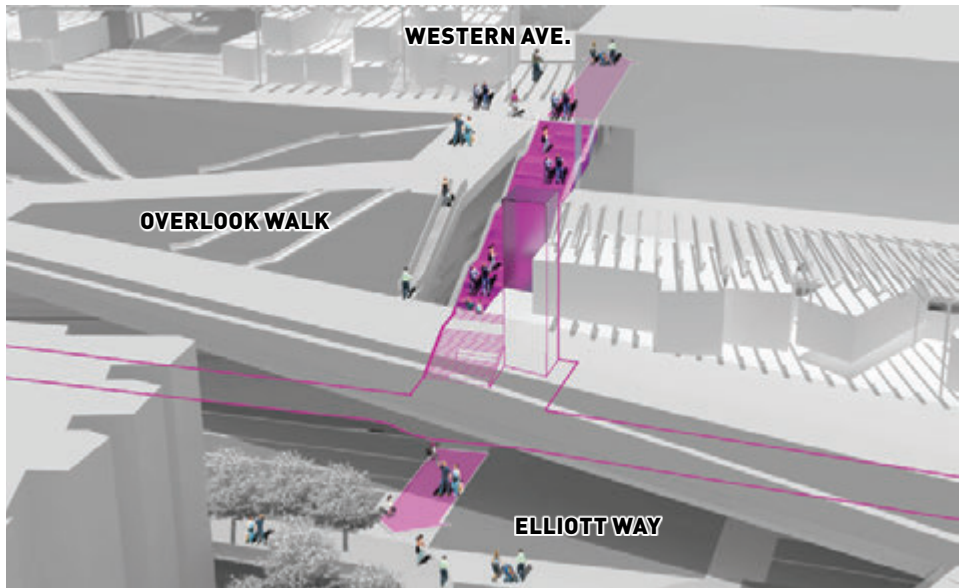
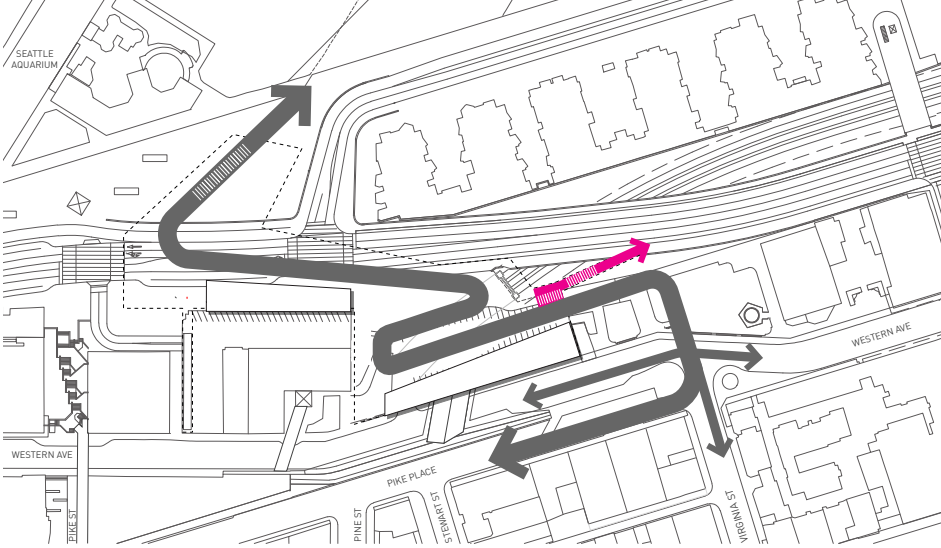
WESTERN AVE. TO ELLIOTT WAY STAIRS + ELEVATOR



PIKE PLACE MARKET STAIRS + ELEVATOR



ELLIOTT WAY STAIRS



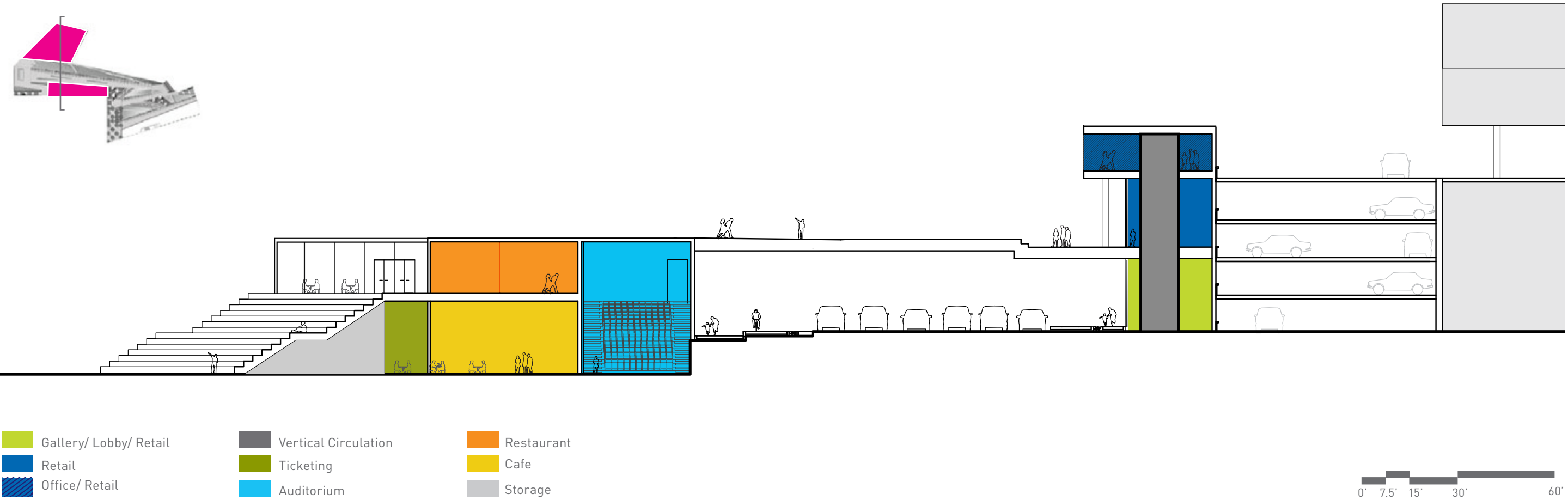
PLACES ALONG THE WATERFRONT

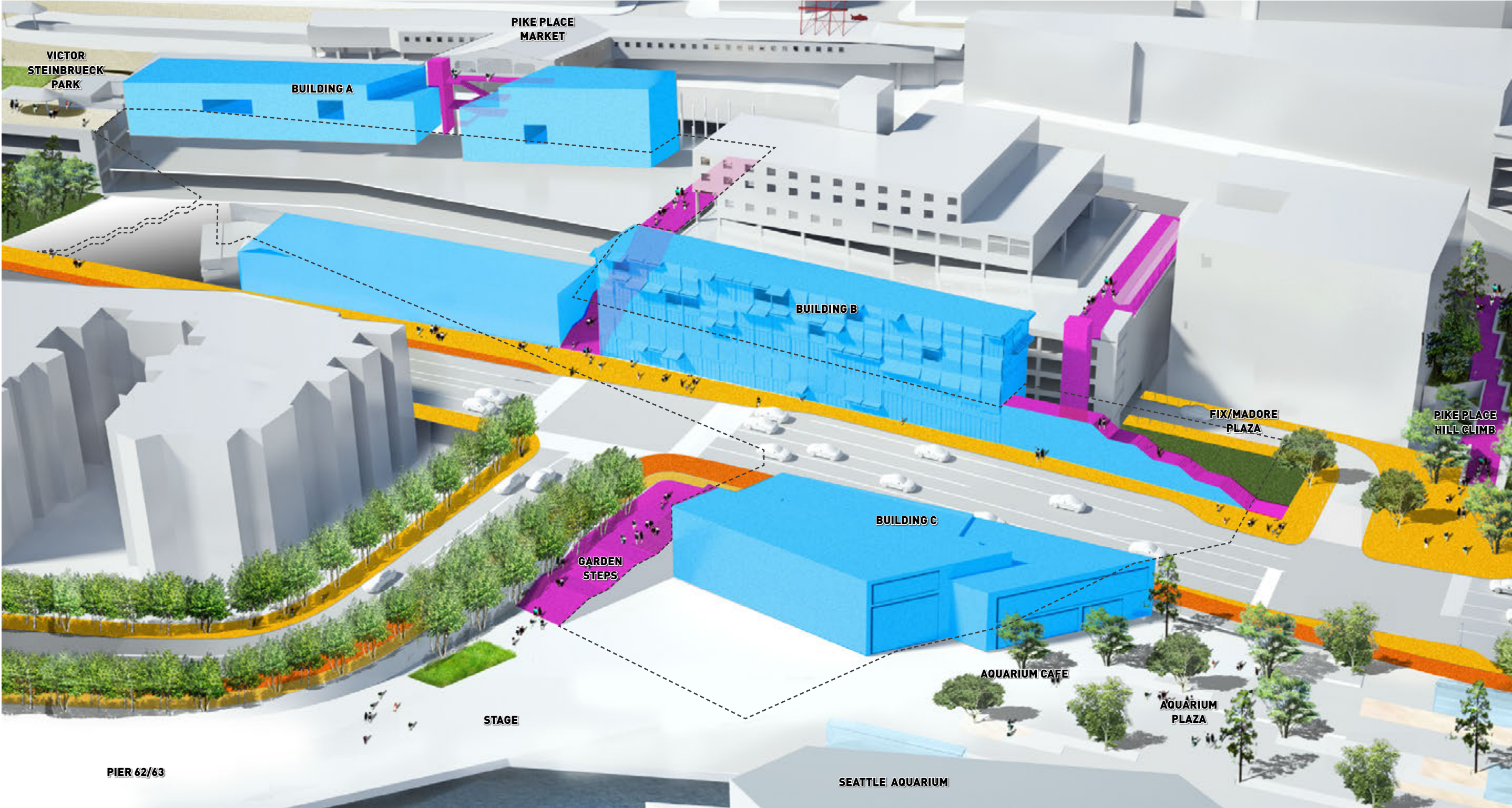
OVERLOOK WALK BUILDINGS

The buildings are an integral component to the Walk’s design. They will offer expansion opportunities for two of Seattle’s most important civic institutions, the Pike Place Market and the Seattle Aquarium. Additionally, the buildings will offer program space for retail, commercial, restaurant, market and residential uses. These uses will activate the Walk’s open spaces and provide circulation and access in and around the area.

The PC-1 site is under the jurisdiction of the PDA (Preservation and Development Authority) and designs for the built space will be developed by the PDA. The public realm will be integrated with the Overlook Walk to create a continuous and well-connected urban environment.

SECTION THROUGH BUILDING B + C

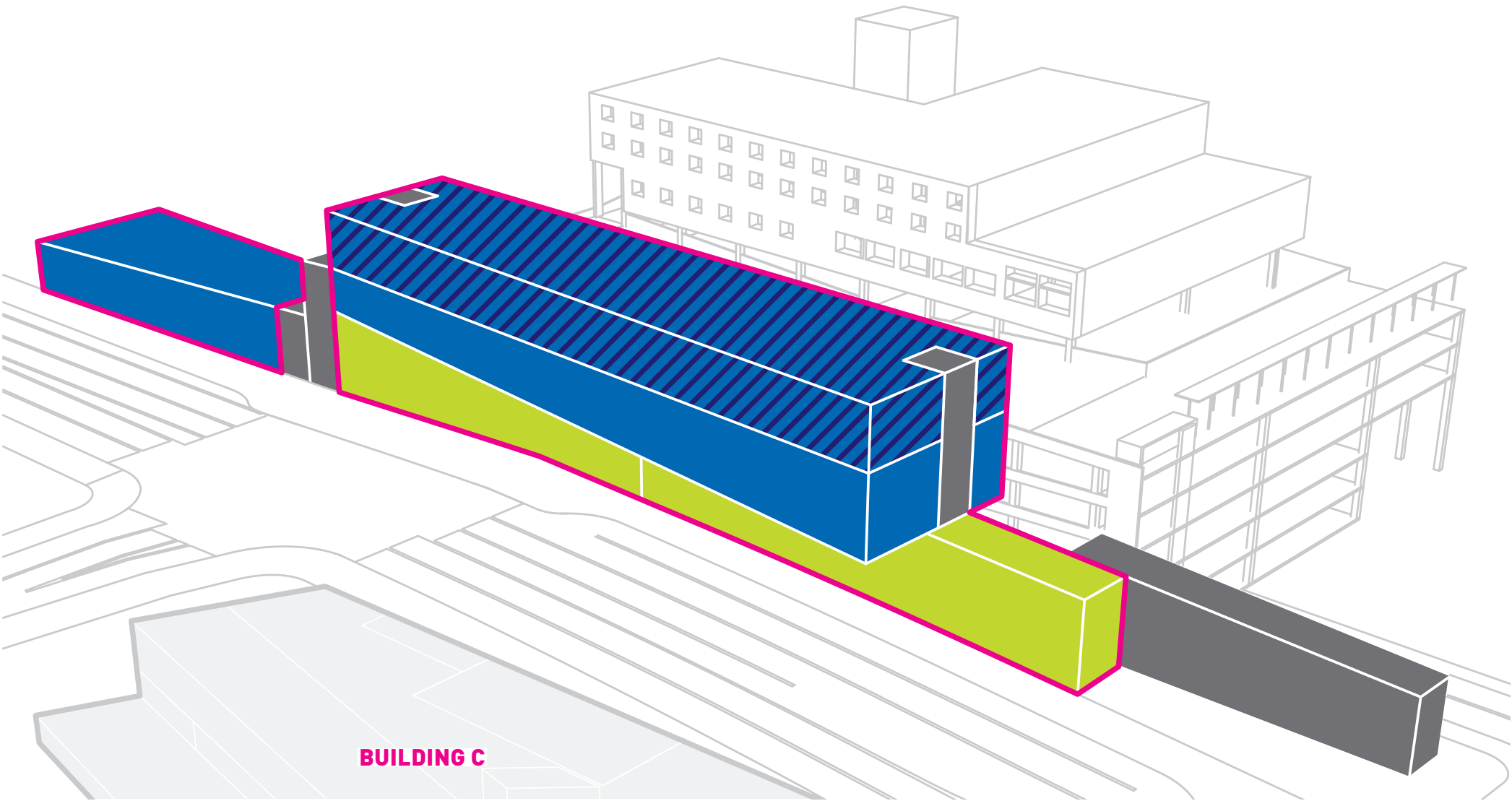
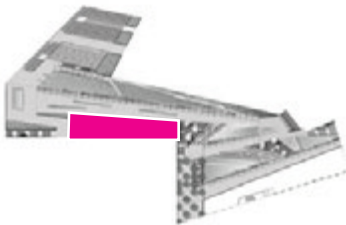




PLACES ALONG THE WATERFRONT

BUILDING B

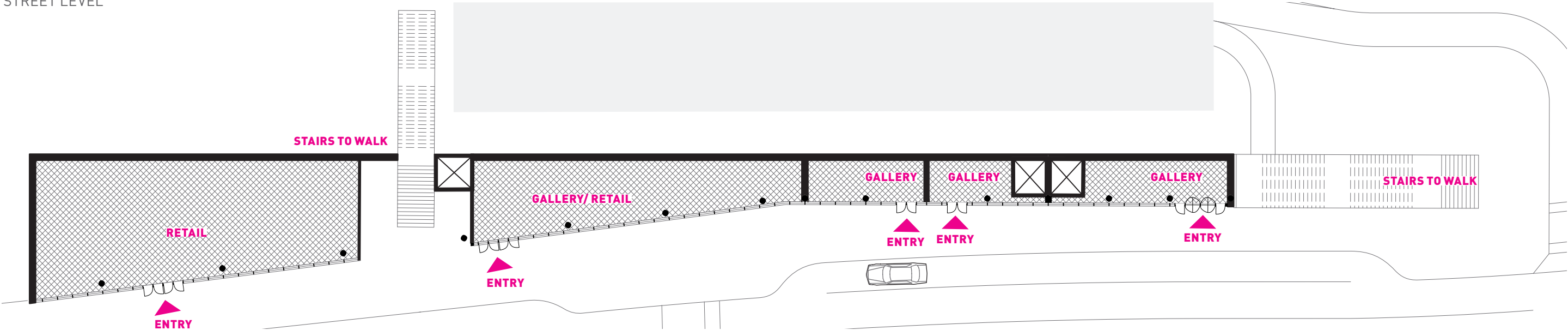
Building B will have a mixed-use program, potentially combining retail and commercial uses with circulation and lobby space.



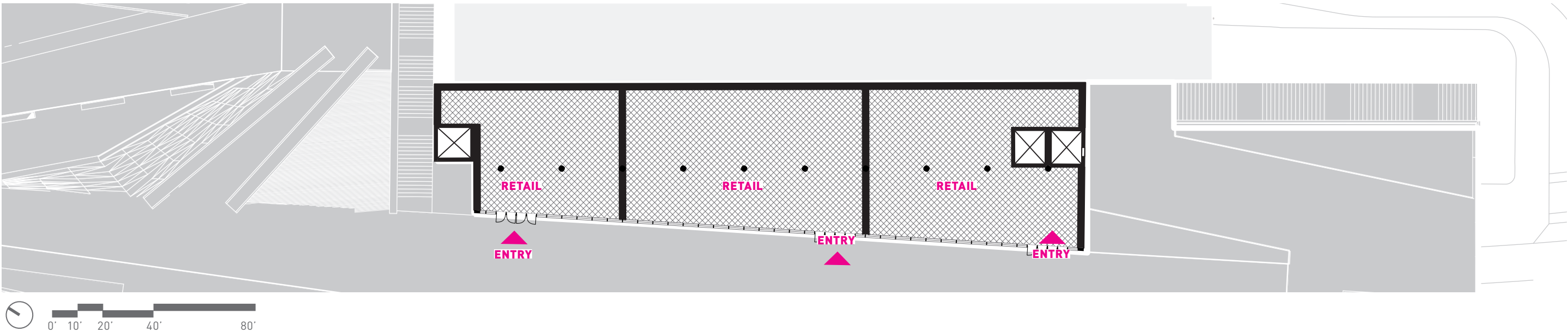
- Gallery/ Lobby/ Retail
- Retail
- Office/ Retail
- Vertical Circulation

PLANS

STREET LEVEL



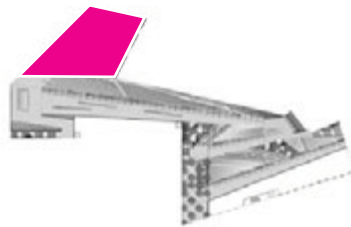
WALK LEVEL



PLACES ALONG THE WATERFRONT

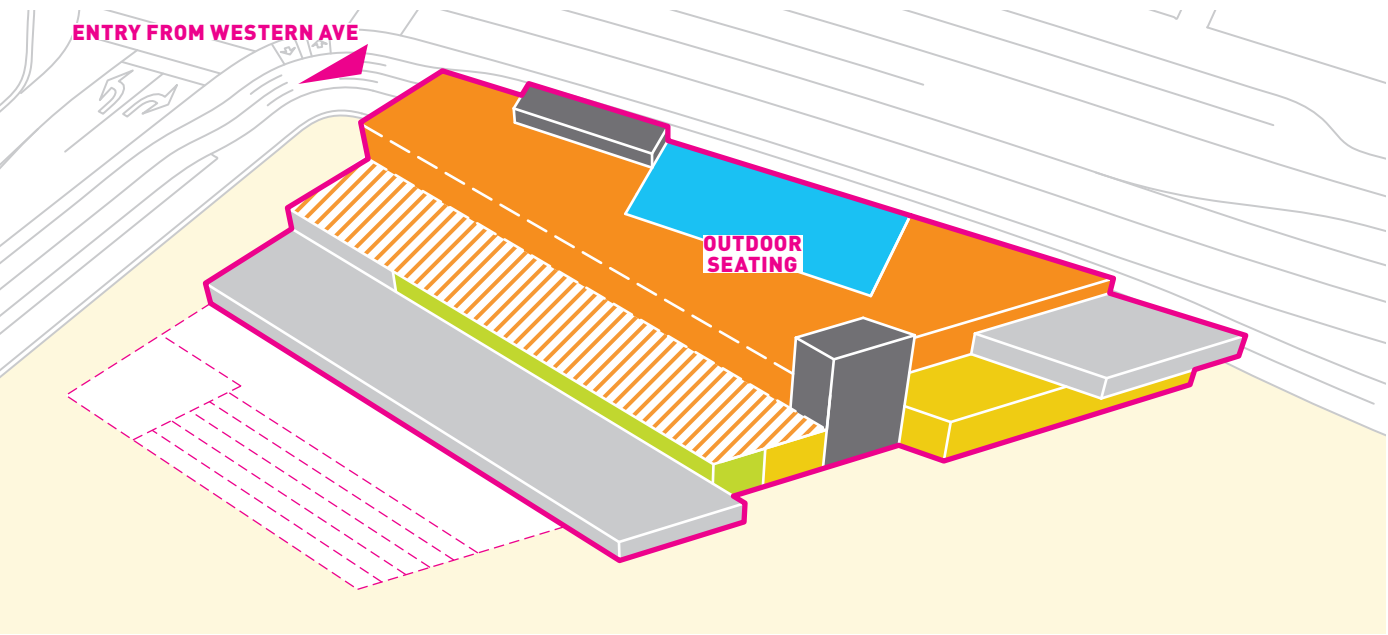
BUILDING C

Building C may be tucked beneath the Overlook Walk, but this doesn't affect its visibility. Building C is privileged to have two faces along prominent places: the transformed Alaskan Way and Aquarium Plaza. Public programs are organized along these faces. An auditorium runs parallel to Alaskan Way, with street access toward the north near a planned crosswalk. A public café fronts Aquarium Plaza. Above the café and poking through the Walk is a restaurant facing Elliott Bay.

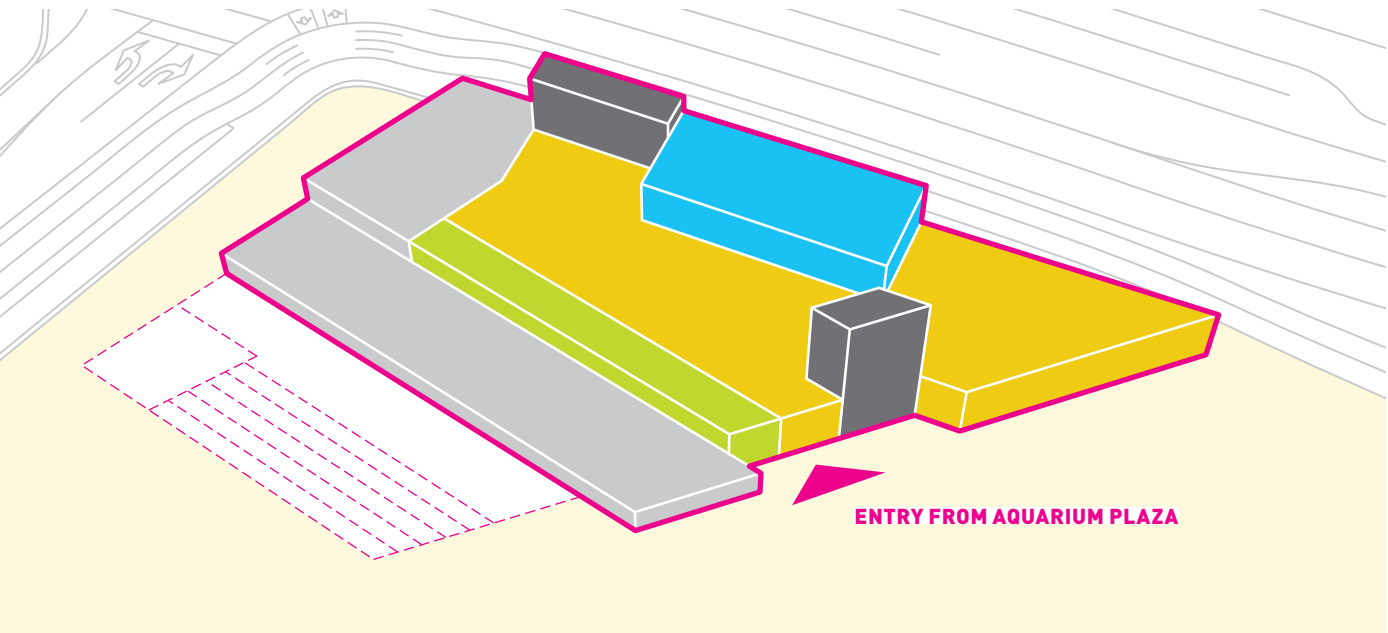


- Ticketing
- Auditorium
- Restaurant
- Café
- Storage
- Vertical Circulation
- Aquarium Plaza

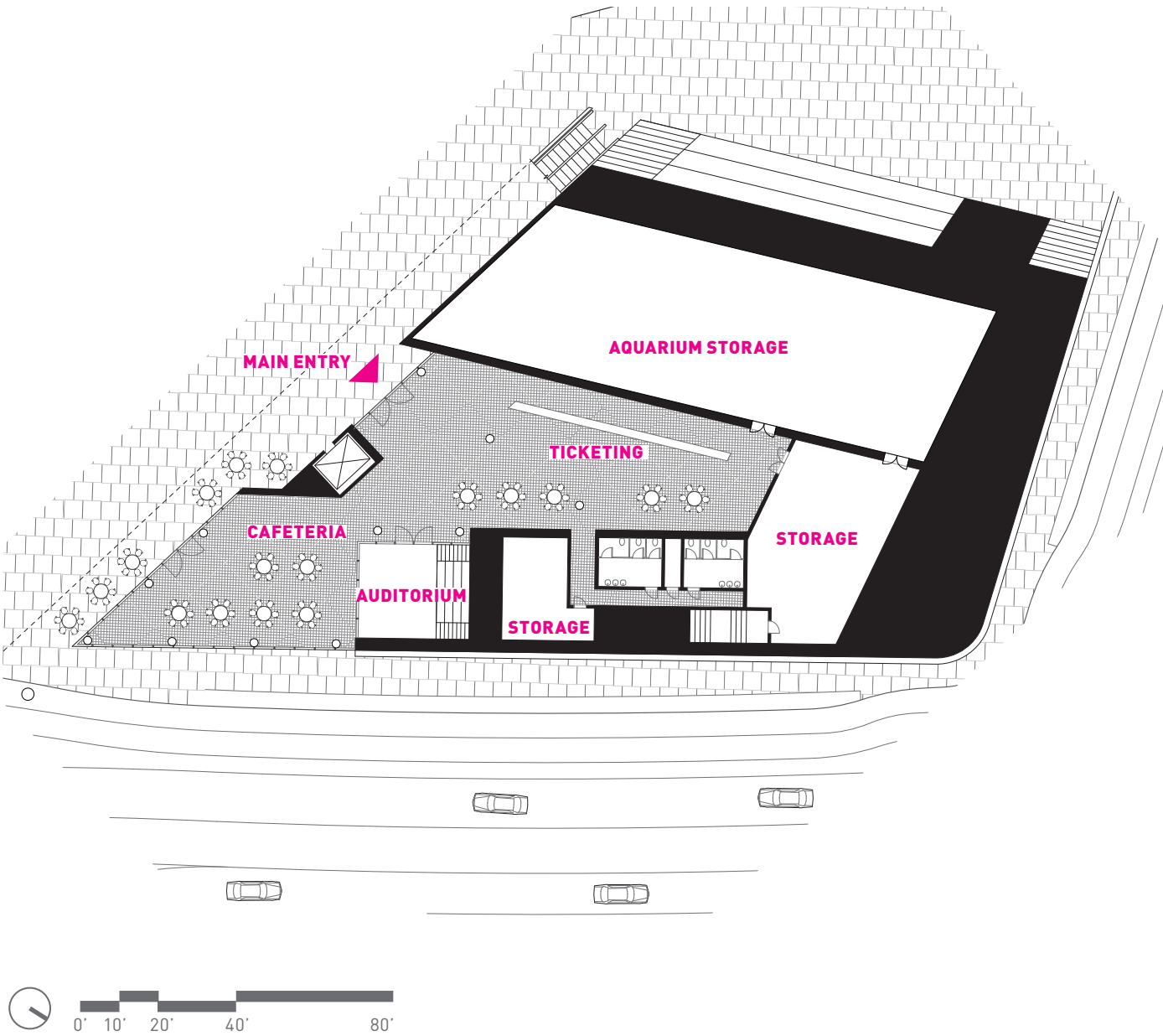
AUDITORIUM/ RESTAURANT LEVEL



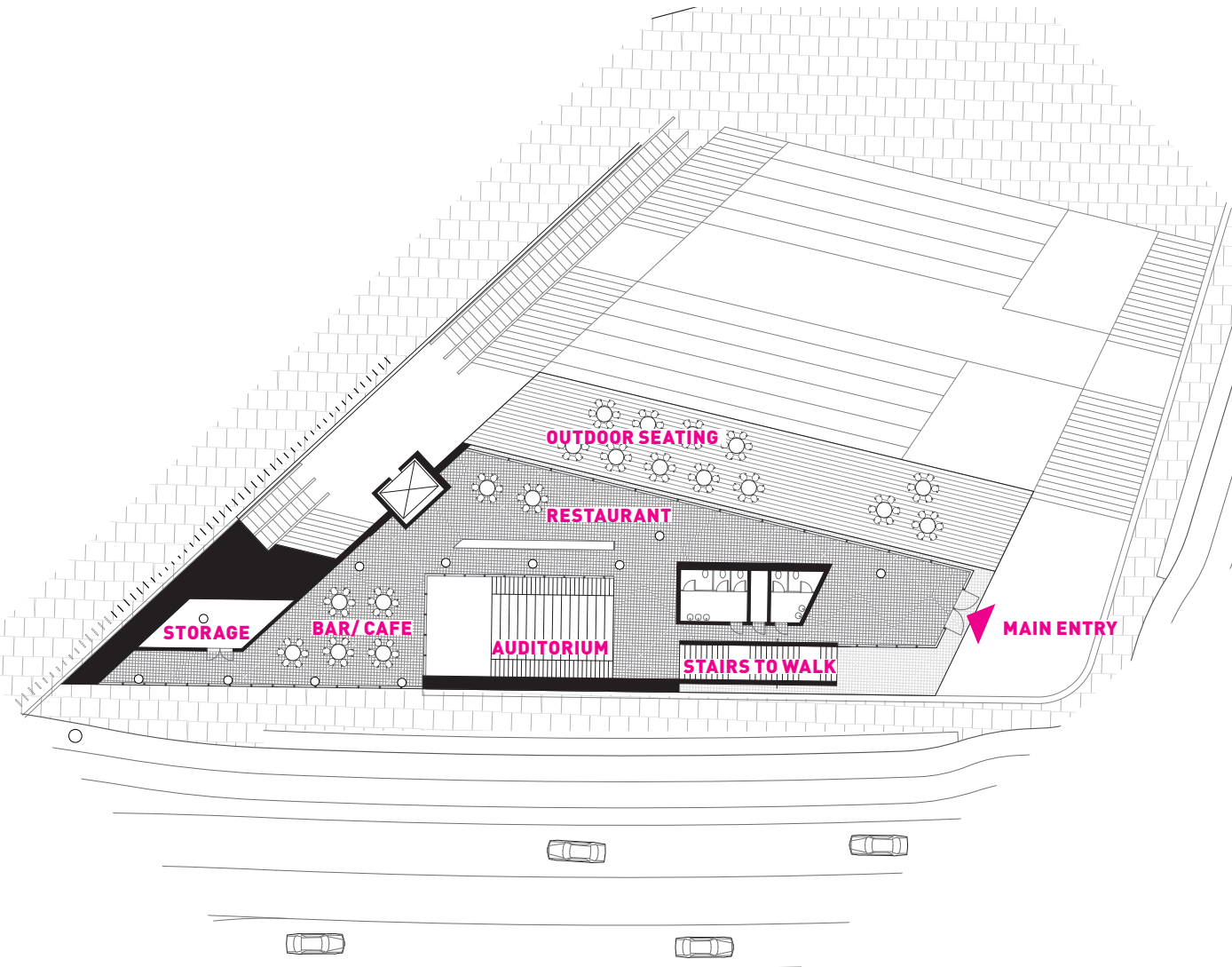
AQUARIUM PLAZA LEVEL



AQUARIUM PLAZA LEVEL



AUDITORIUM/ RESTAURANT LEVEL



PLACES ALONG THE WATERFRONT

OVERLOOK WALK UNDERPASS

Beneath the Walk, the new Alaskan Way splits, continuing along the waterfront and connecting up to Elliott and Western Avenues in Belltown. The east side of the street will include a protected drop off area for Aquarium visitors while the Aquarium cafe and concession will front the west side of the street. Generous sidewalks and a continuous bike facility complete the streetscape.

Underpasses present a distinct design challenge, and special attention will be given to this area to ensure it becomes a lively urban streetscape, filled with light, movement and activity. Buildings B and C will have active frontages along this stretch, skylights will be cut in the Walk’s structure to allow daylight to reach the area, and light and art installations will be commissioned for an added layer of interest.



Overlook Walk Underpass at the Intersection of Elliott Way and Pine Street



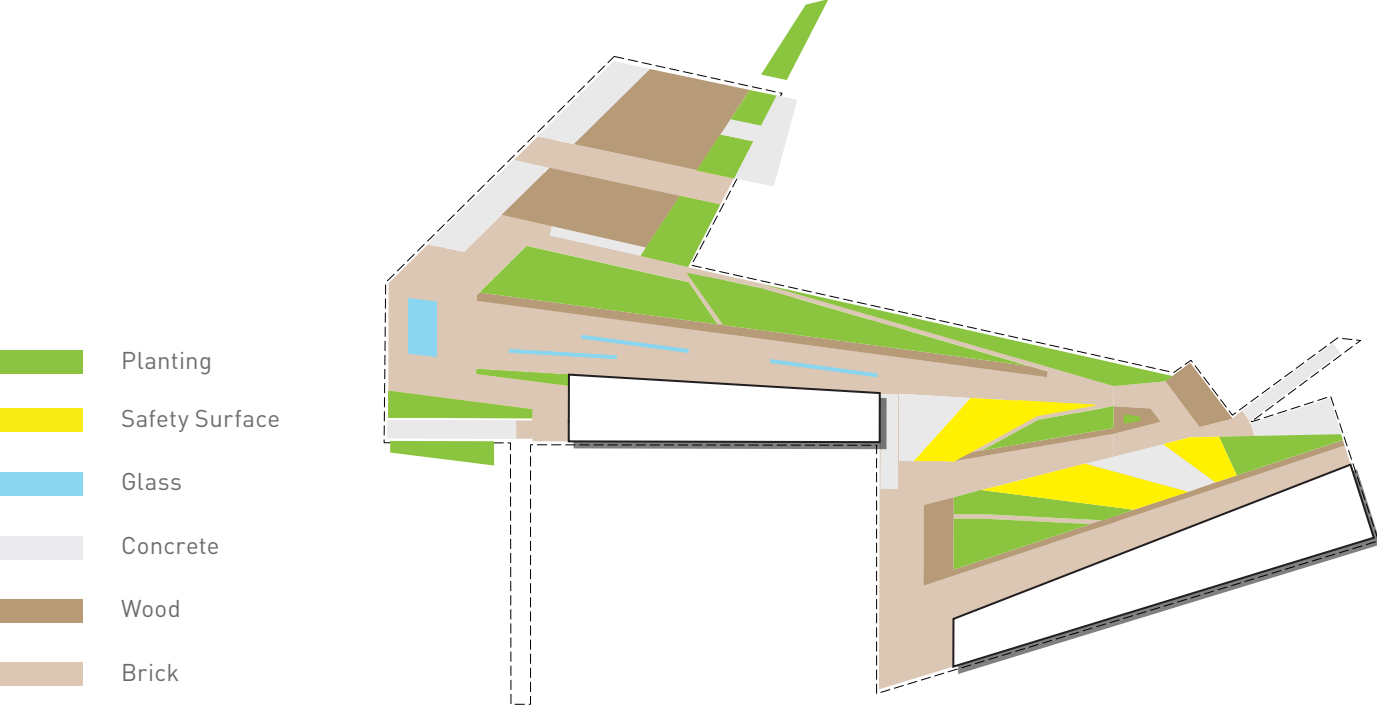
Overlook Walk Underpass at the Intersection of Alaskan Way and Pike Street

THE OVERLOOK WALK

MATERIALS

The materials, textures, planting and elements on the Walk will together form a palette that contrasts the Tideline Promenade and sets the Walk apart as a looser, warmer and more informal setting. The Walk will bring together materials from the waterfront and Pike Place Market areas that are warm and intimate like the masonry buildings and brick streets of these historic areas. The material choices will strengthen the conceptual connections made by the Walk by giving them a tectonic expression. All materials will go through extensive testing to ensure their safety and durability in the waterfront environment.

FLOOR MATERIALS



The Floor

The Walk’s floor will take cues from the surrounding context of both Pike Place Market’s distinct brick streets and the waterfront pier’s wood decking. The Walk’s floor surfaces will combine brick, concrete and wood surfaces along its ramps, landings and stairs. Along with these primary materials, glass and rubberized safety surfaces will be inlaid in specific areas to address programming needs and to filter light to Elliott Way below.

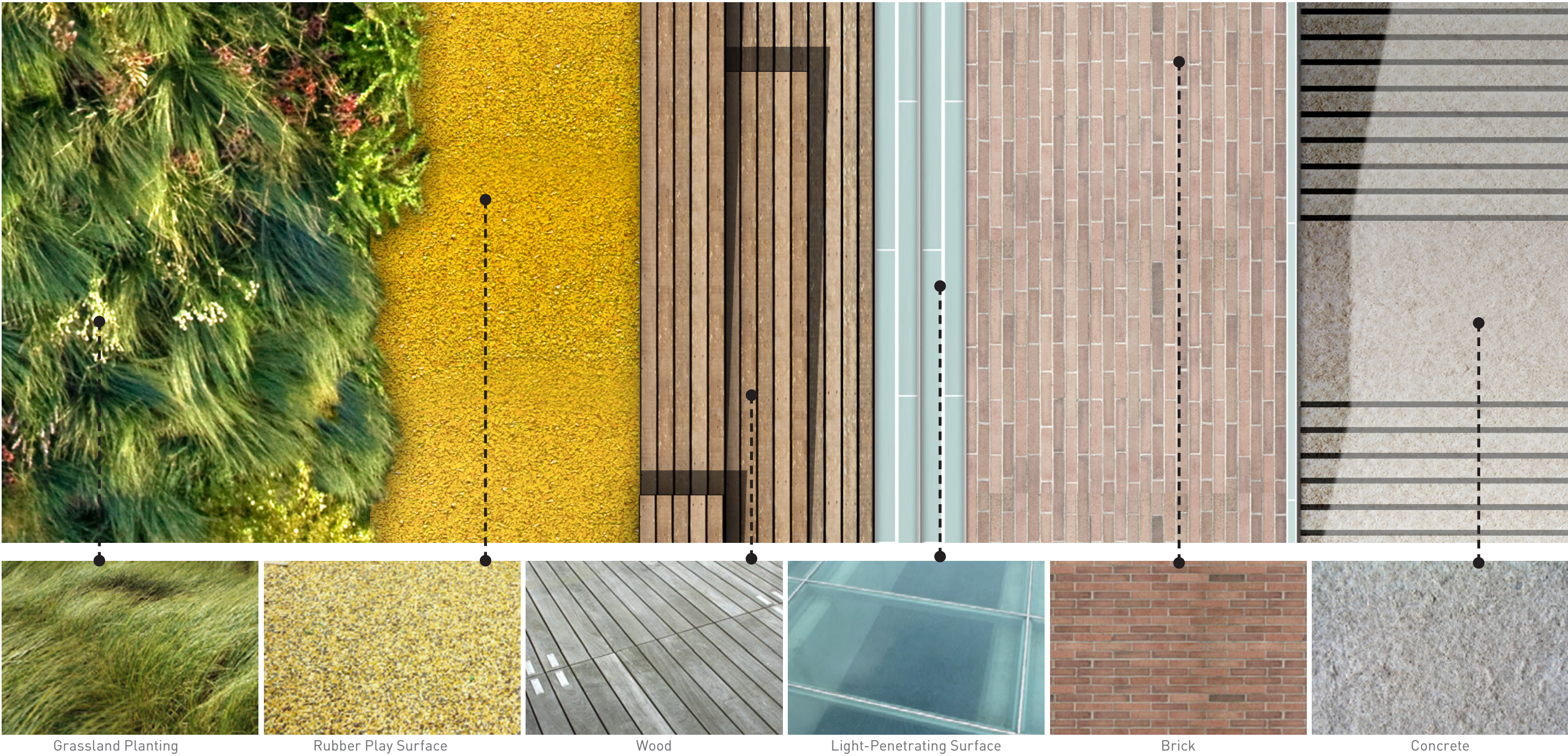


Pike Place Market Brick



Pier 62/63 Wood

FLOOR MATERIAL PALETTE



THE OVERLOOK WALK

ELEMENTS

Distributed along the Walk’s floor will be a collection of elements including seating, play equipment and shelters. Together the elements afford a wide range of activities and uses, as well as a varied setting for large and small scale gatherings.

Seating

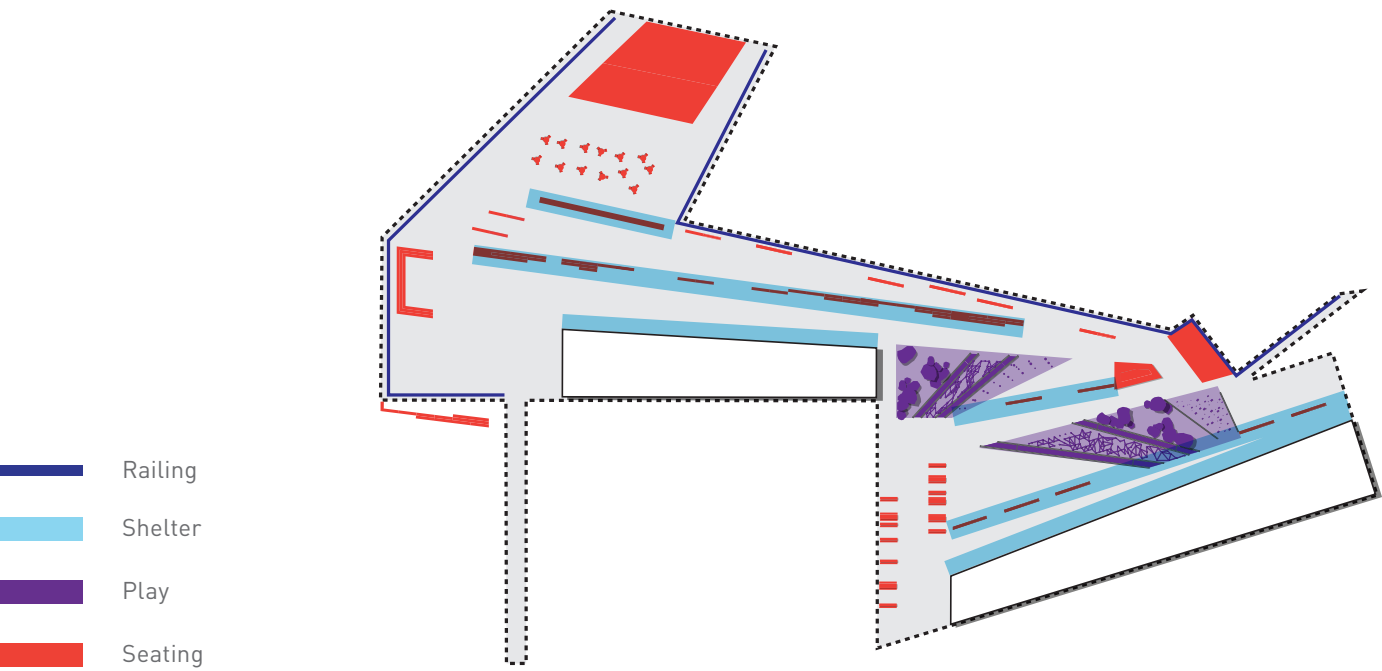
The Walk’s furnishing includes seating for individuals as well as small and large groups. The three main ramps of the Walk are lined with linear benches, which form an inhabitable edge between the paved ramps and planted areas. Larger seating pieces will be situated on each of the Walk’s landings to complement the program of landing and the adjacent surroundings. For example, the seating at the Train Overlook allows families to watch the trains as well as the nearby play slopes. Picnic Tables, Work Stations, Railing Bar Seating and moveable cafe tables and chairs add variety and interest in specific places along the Walk.

Play Equipment

Slides and various climbing equipment will be embedded in the Walk’s steep slopes to create active and engaging play environments on the upper portions of the Walk. The play equipment will be integrated with the surface materials, planting and nearby seating to create cohesive family settings.

Shelters

Glass canopy structures line the three Walk ramps, allowing for continuous covered circulation on the Walk. These canopies will not block the sun, but rather shield Walk visitors from frequent Seattle rain showers. These shelters will also be used as temporary event spaces for markets, festivals and celebrations.



SEATING PRECEDENTS



The High Line, New York



Bryant Park, New York

PLAY PRECEDENTS



Belleville Park, Paris



Overecht Railway Station, Utrecht,

SHELTER PRECEDENTS

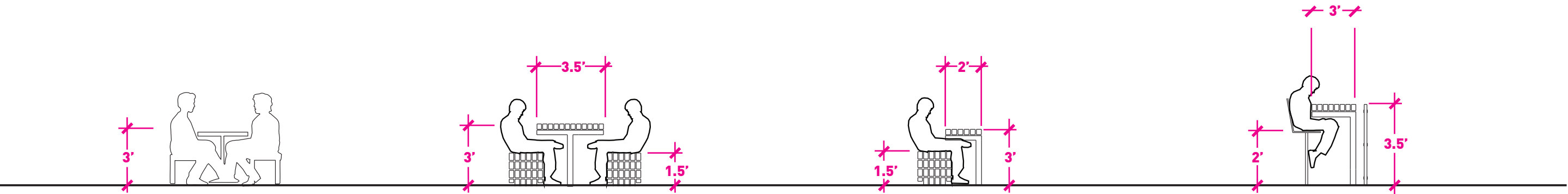


Railway Station, Baar, Switzerland



Simon and Helen Director Park, Portland

THE ELEMENTS
SEATING



Cafe Table + Chairs



Picnic Table



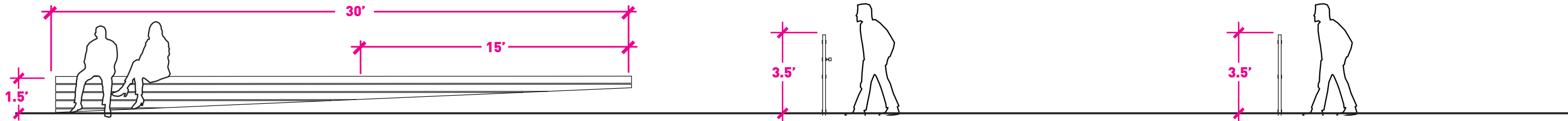
Work Station



Bar Seating

THE ELEMENTS

RAILING



Ramp Bench



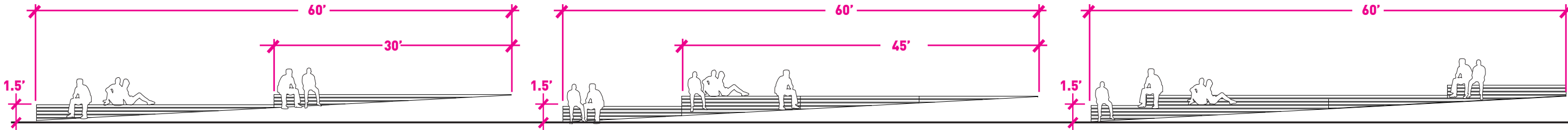
Glass Railing with Hand-rail



Glass Railing without Hand-rail

THE ELEMENTS

SEATING ALONG THE RAMPS



Planter



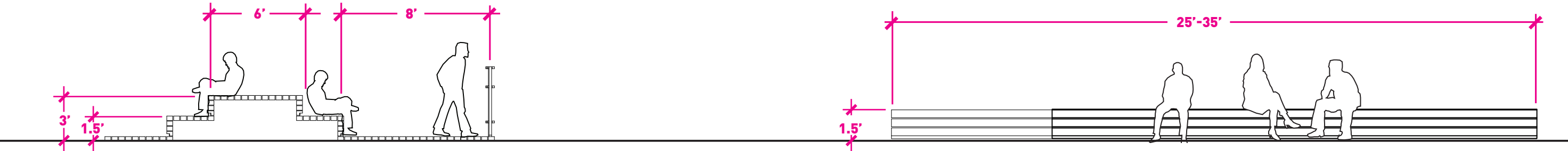
Bleacher



Platform

THE ELEMENTS

GROUP SEATING



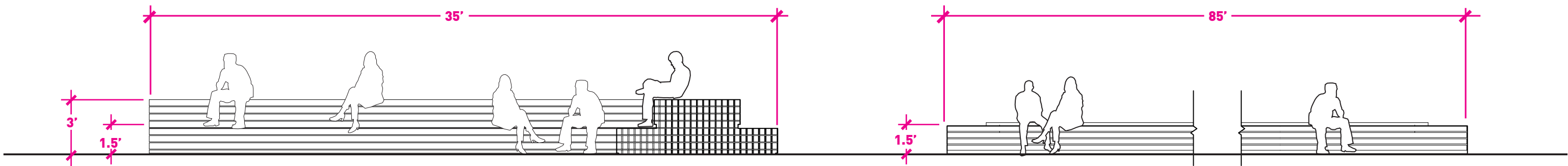
BNSF Train Overlook



Play Slope Platform

THE ELEMENTS

GROUP SEATING



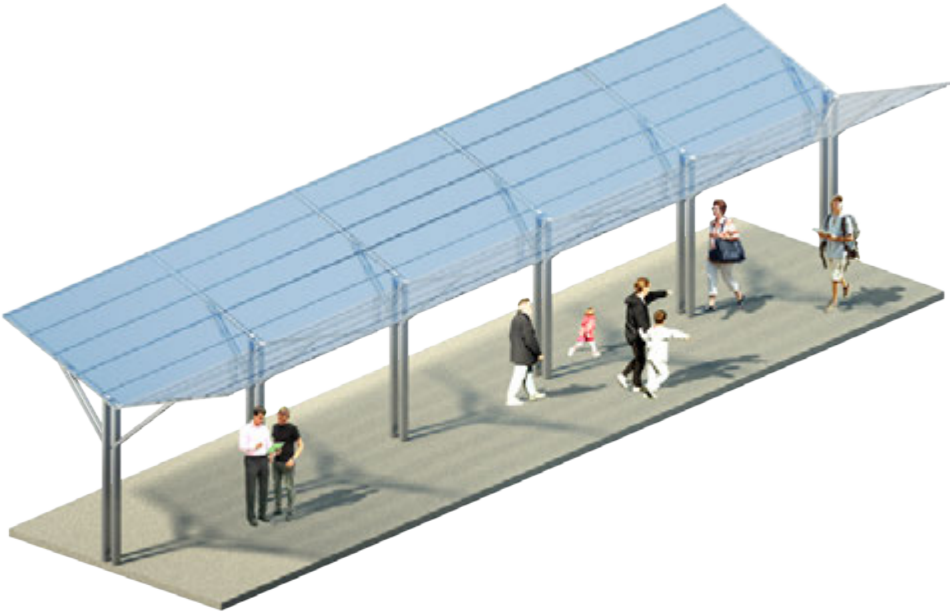
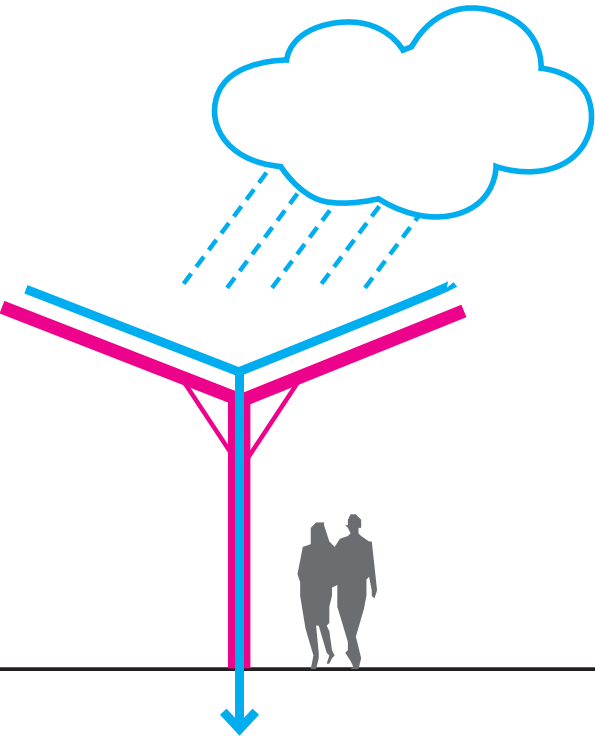
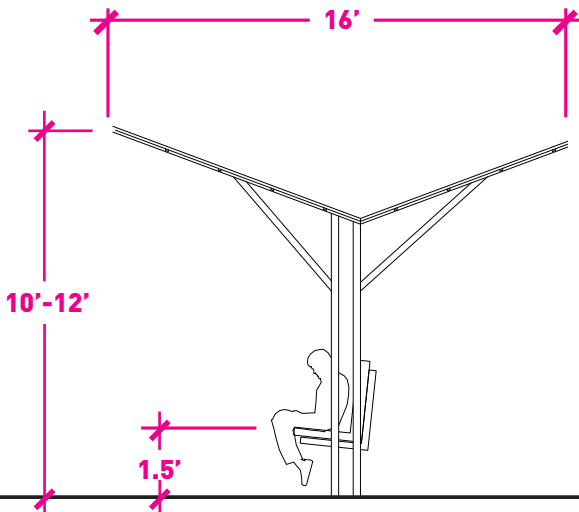
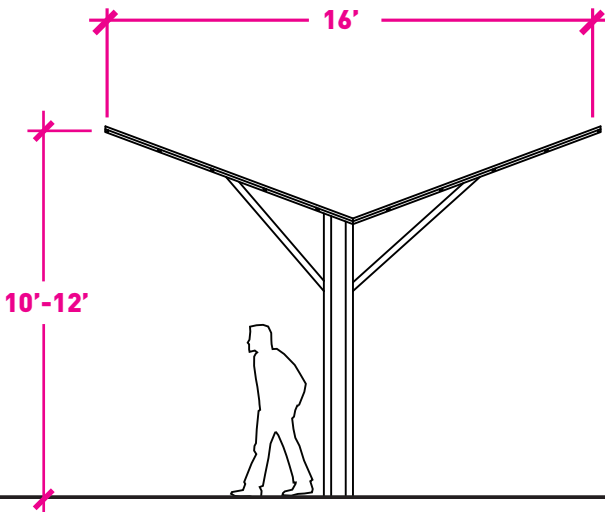
Bay Balcony Cut-out



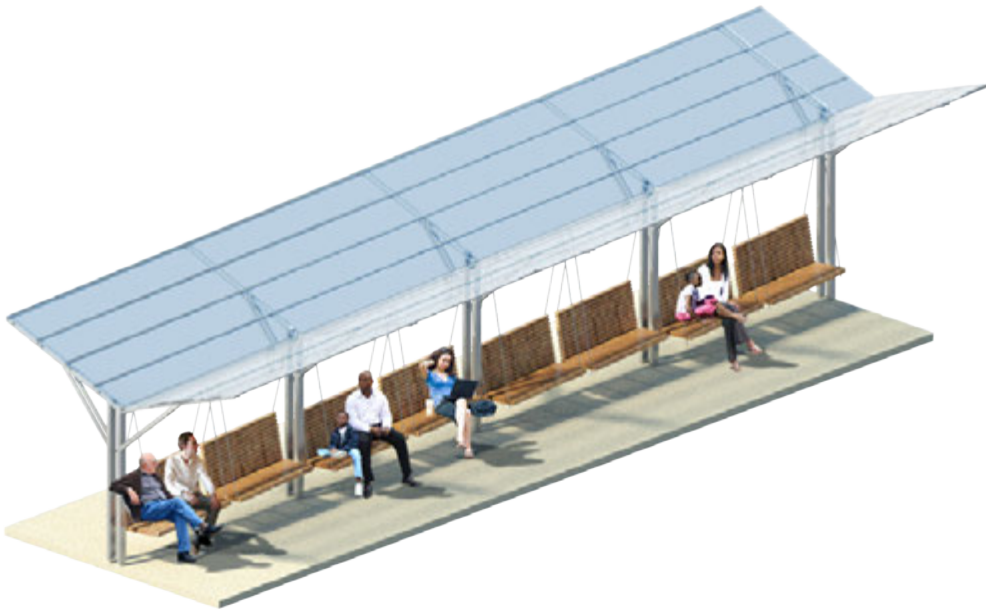
Fix/Madore Bench

THE ELEMENTS

RAIN SHELTERS

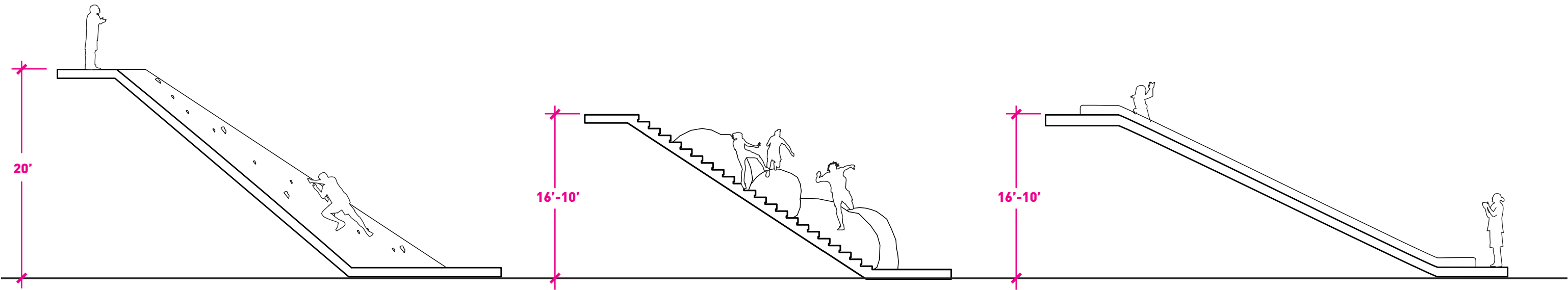


Shelter



Shelter with Porch Swings

THE ELEMENTS
PLAY SLOPES



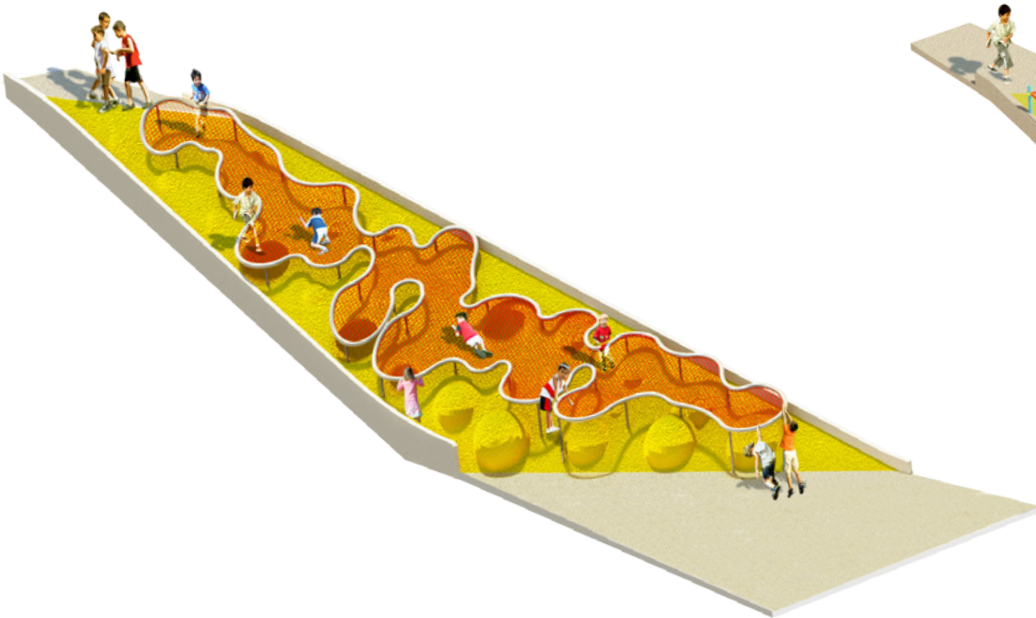
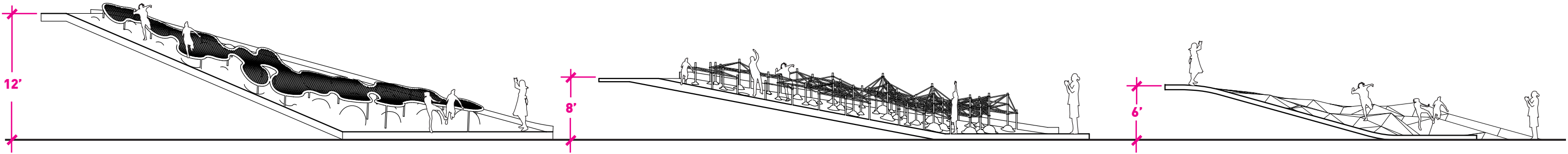
Climbing Wall



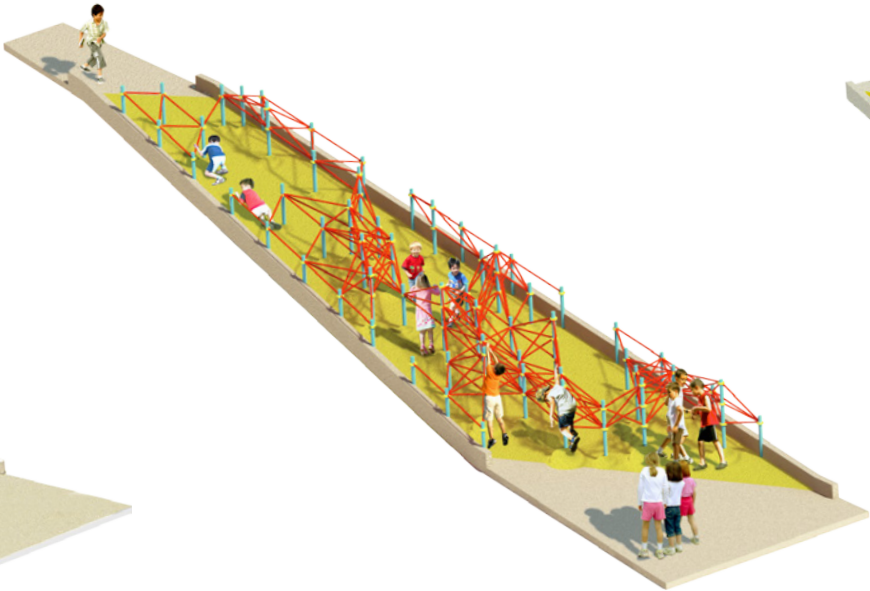
Boulders



Slides



Climbing Mesh



Climbing Net

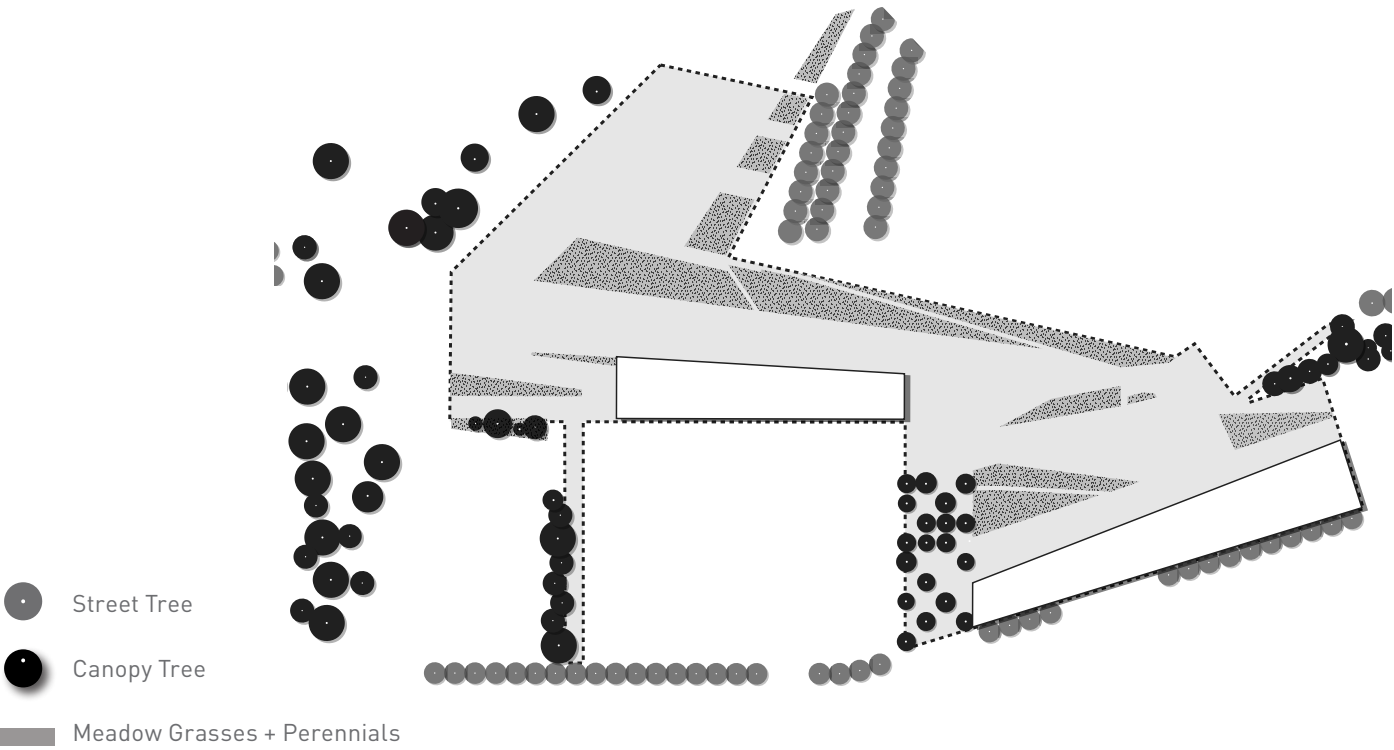


Climbing Surface

THE OVERLOOK WALK

THE PLANTING

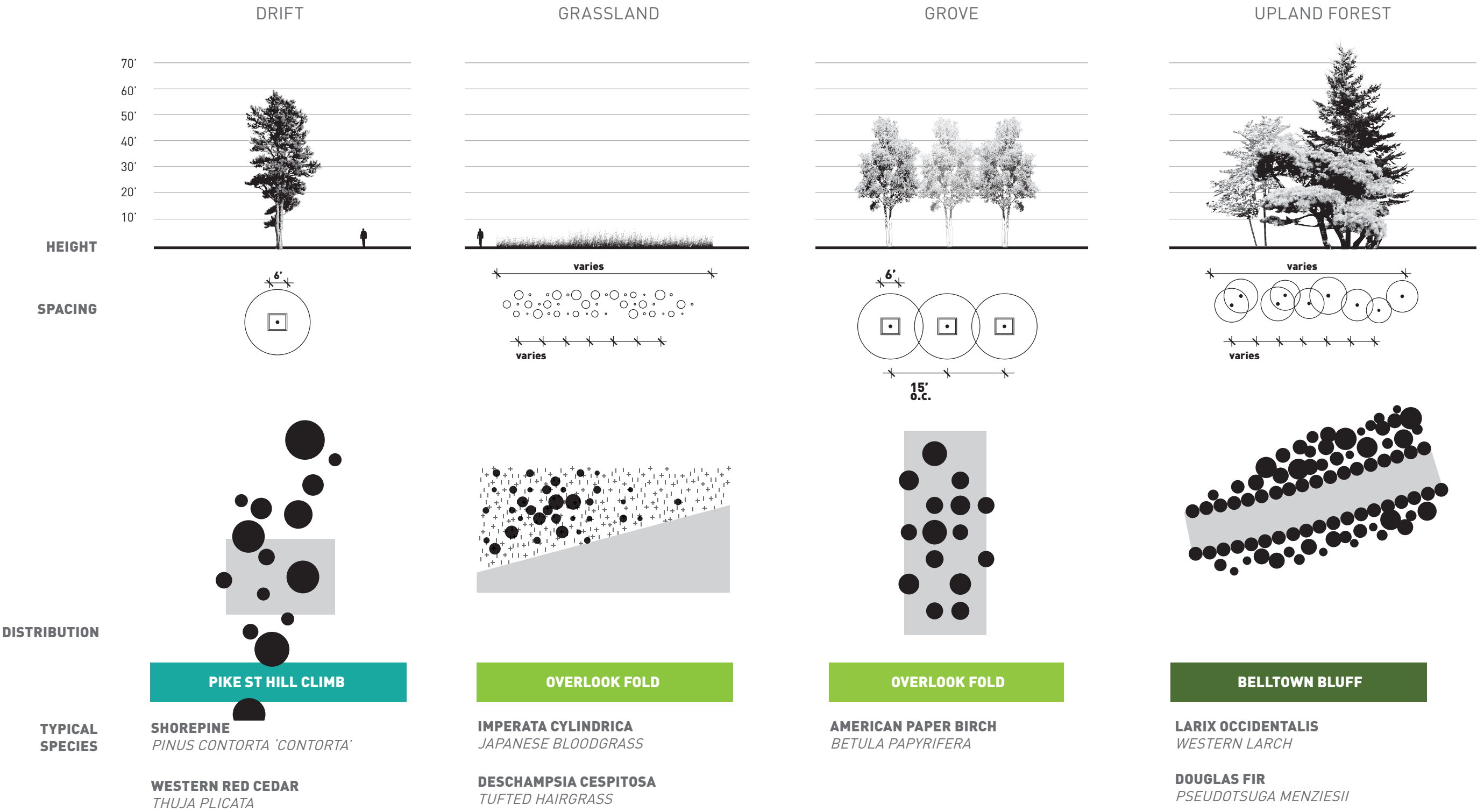
In contrast to the Tideline Promenade’s formal and majestic tree canopy, the Walk’s planting will be looser and more intimately scaled. Scattered canopy trees, organized in drifts and groves, mark entrances to the Walk at Pike Street, Stewart Street, Elliott Way and Victor Steinbrueck Park. The planting on the Walk will be limited to grasses, perennials and shrubs to minimize structural loads and maximize views. These grassland and meadow plantings, animated by blowing winds, will create open yet dynamic settings along the ramps and slopes of the Walk.



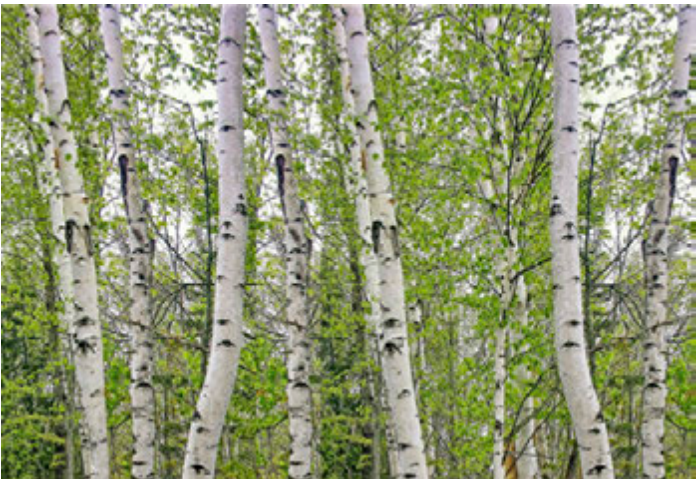
Birch Grove at the Tate Modern, London



Vancouver Waterfront



THE PLANTING
TREE SPECIES



Betula papyrifera
Canoe Birch / Paper Birch



Prunus x yedoensis
Japanese Yoshino Cherry



Thuja plicata
Red Cedar



Abies grandis
Grand Fir



Cornus sericea
Red Twig Dogwood



Pinus contorta 'Contorta'
Shore Pine



Pseudotsuga menziesii
Douglas Fir



Pinus monticola
Western White Pine

THE PLANTING

GRASSLAND PALETTE

GRASSES



Deschampsia cespitosa
Tufted Hairgrass



Solidago canadensis
Canada Goldenrod

PERENNIALS



Anaphalis margaritacea
Western Pearly Everlasting



Armeria maritima
Sea Thrift



Clarkia amoena
Farewell to Spring



Holodiscus discolor
Ocean Spray



Lupinus polyphyllus
Big Leaf Lupine

SHRUBS



Cornus sericea
Red Twig Dogwood

THE OVERLOOK WALK

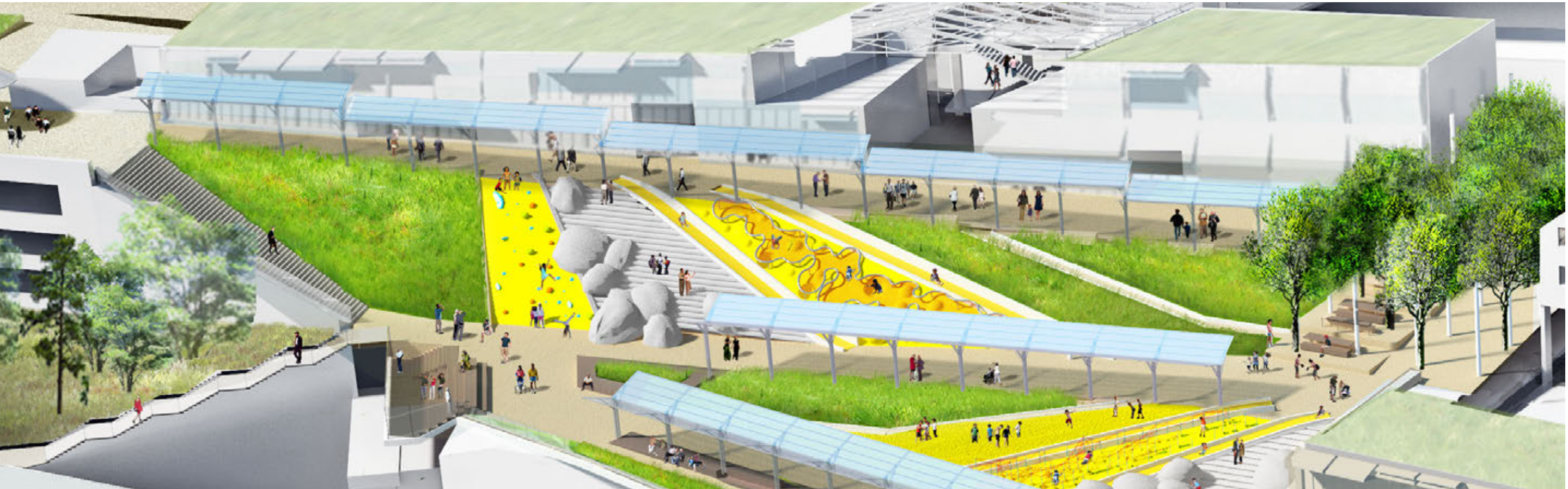
THE MARKET ZONE

The Walk is generally divided into three major areas, beginning near Victor Steinbrueck Park and Pike Place Market with a Market Zone, followed by an Overlook Zone, which runs north to south over Elliott Way, and finally the Step Zone that descends to the waterfront. These zones are described in detail over the following pages.

Market Zone

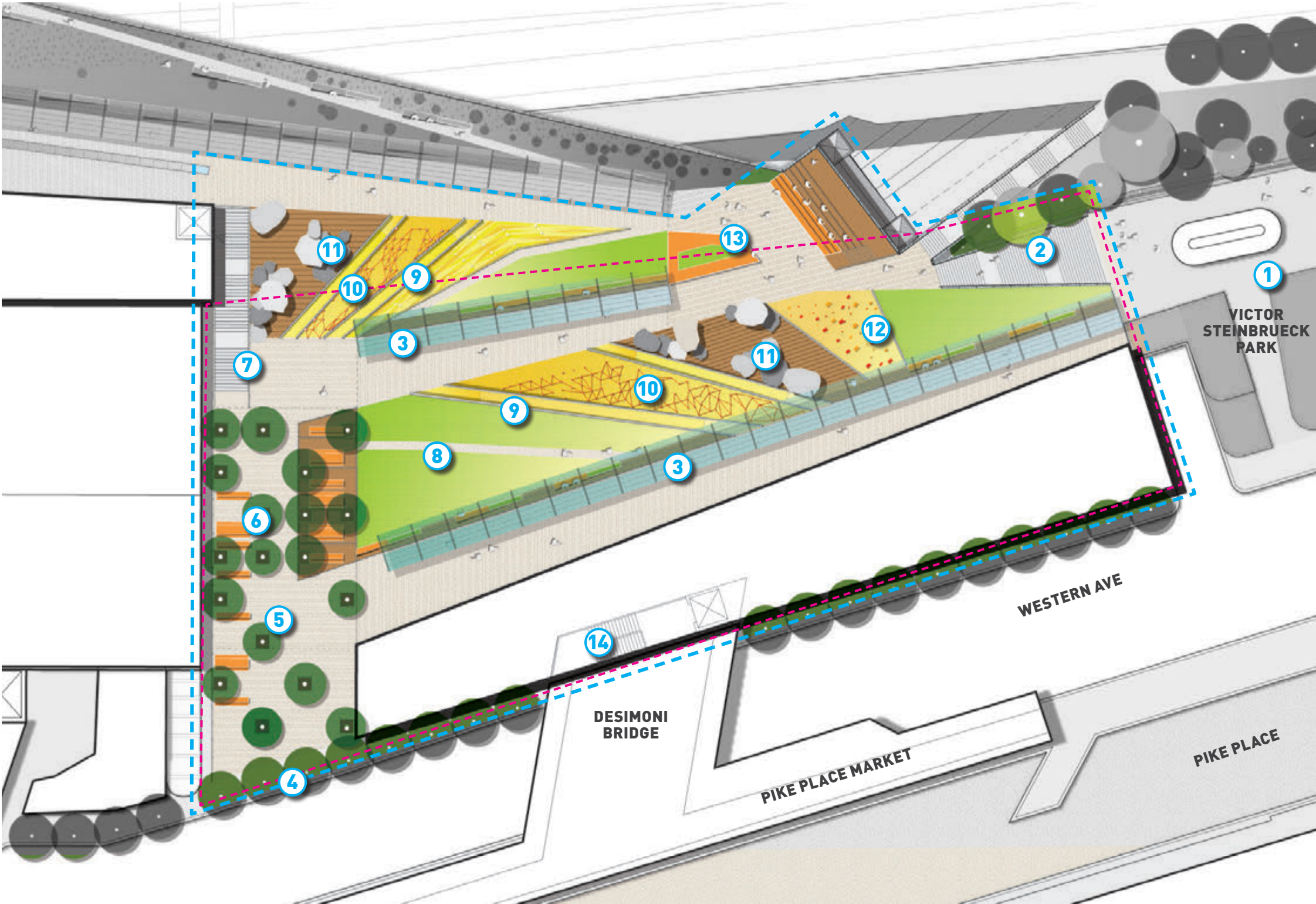
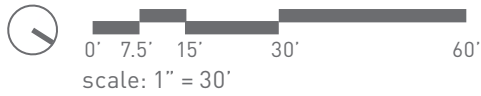
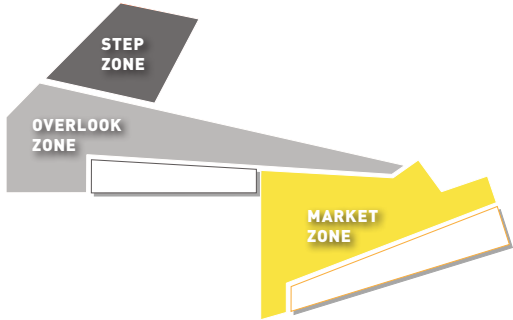
The Market Zone sits on the PC-1 North site and connects to Victor Steinbrueck Park, Western Avenue and Pike Place Market. The Market Zone is comprised of the PC-1 North site and a

transition zone between this area and the remainder of the Walk (PC-1 transition zone). This zone includes a building, large pedestrian ramp and activity slopes for play and fitness. The building will house an extension of Pike Place Market, enlarging the capacity of the landmark. Along the pedestrian ramp, covered sheds and operable roofs will act as shelters from rain and poor weather.



The Market Zone

- ① Victor Steinbrueck Park
 - ② Market Ramp
 - ③ Ramp Benches + Shelters
 - ④ Connection to Western Ave.
 - ⑤ Picnic Grove
 - ⑥ Picnic and Work Tables
 - ⑦ Pine Street Stair
 - ⑧ Grassland Planting
 - ⑨ Slides
 - ⑩ Climbing nets + Structures
 - ⑪ Boulders + Stairs
 - ⑫ Climbing Wall
 - ⑬ Seating Platform
 - ⑭ Connection to Pike Place Market
- PC-1 Site





Overlook Walk Play Slopes



Overlook Walk Picnic Grove

THE OVERLOOK WALK

THE OVERLOOK ZONE

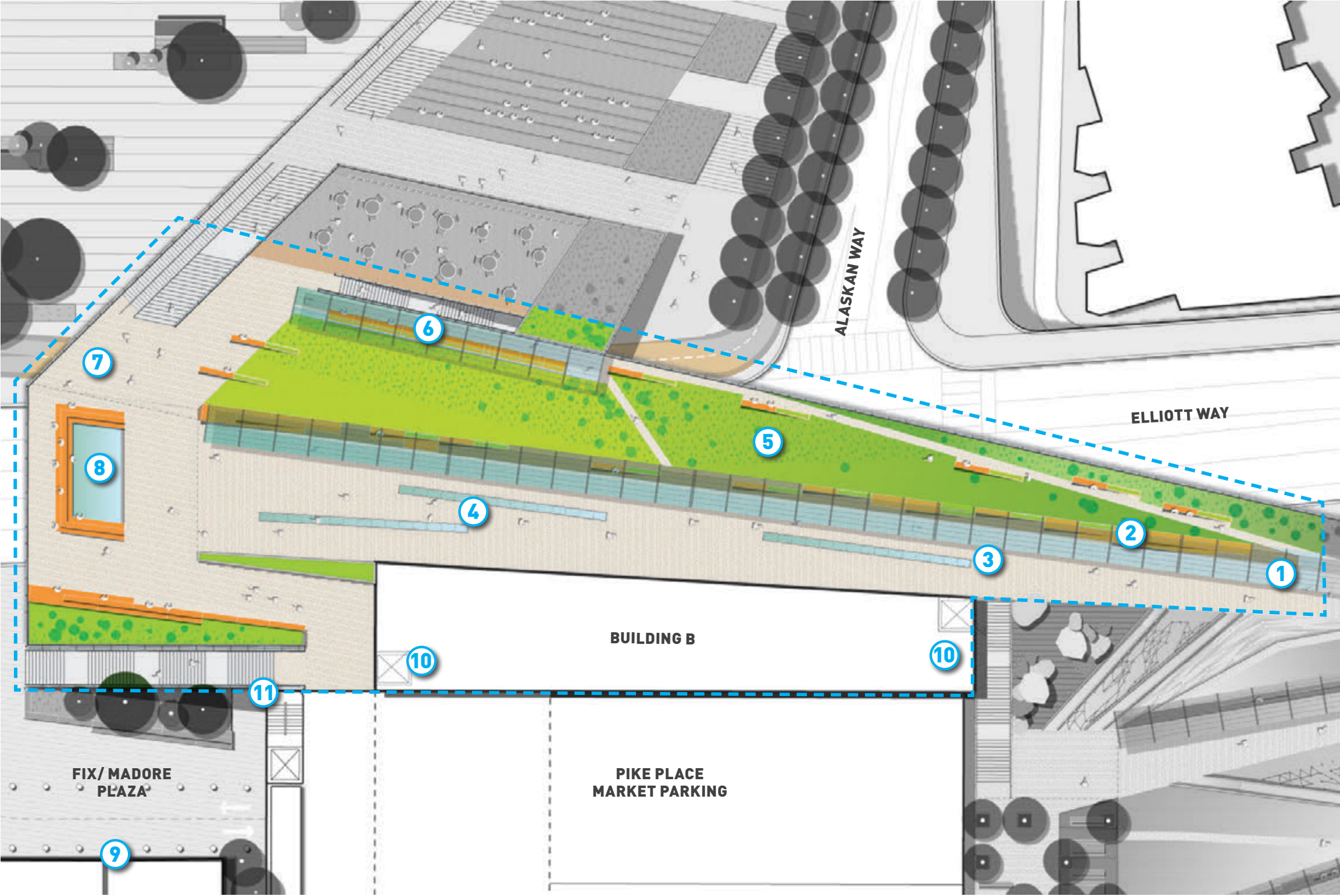
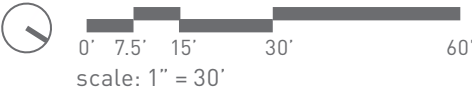
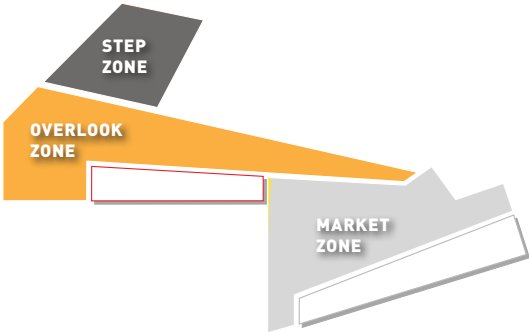
The Overlook Zone spans over Alaskan Way and Elliott Way, connecting the Market Zone to the Step Zone. This area is comprised of two landings, a large pedestrian ramp and gardens of meadow grasses and perennials. At the north end of this zone, a Train Overlook hovers over the historic BNSF train tunnel and Elliott Way, directing visitors toward exciting views of the train and traffic below. A new, mixed-use building (Building B) flanks the ramp to the east. At the south end of the ramp, the Bay Balcony floats over Alaskan Way, looking south along the

new street and promenade to the stadiums, port and beyond to Mount Rainier, as well as to panoramic views of the aquarium, bay and port. Large seating elements will be placed on the balcony to encourage gathering and lingering at this striking vantage point. At the east edge of the Bay Balcony, a wide staircase descends to street-level and connects to the Pike Street Hillclimb, the Fix/Madore Buildings and the intersection at Alaskan Way and Pike Street.



View South from Overlook Walk

- ① Rain Shelters
- ② Ramp Bleachers
- ③ Overlook Ramp
- ④ Skylights
- ⑤ Overlook Gardens
- ⑥ Swings
- ⑦ Bay Balcony
- ⑧ Cut-Out
- ⑨ Fix/Madore Buildings
- ⑩ Elevator to Elliott Ave
- ⑪ Access to Parking + Western Ave





Overlook Walk Rain Canopies



Overlook Walk Gardens

THE OVERLOOK WALK

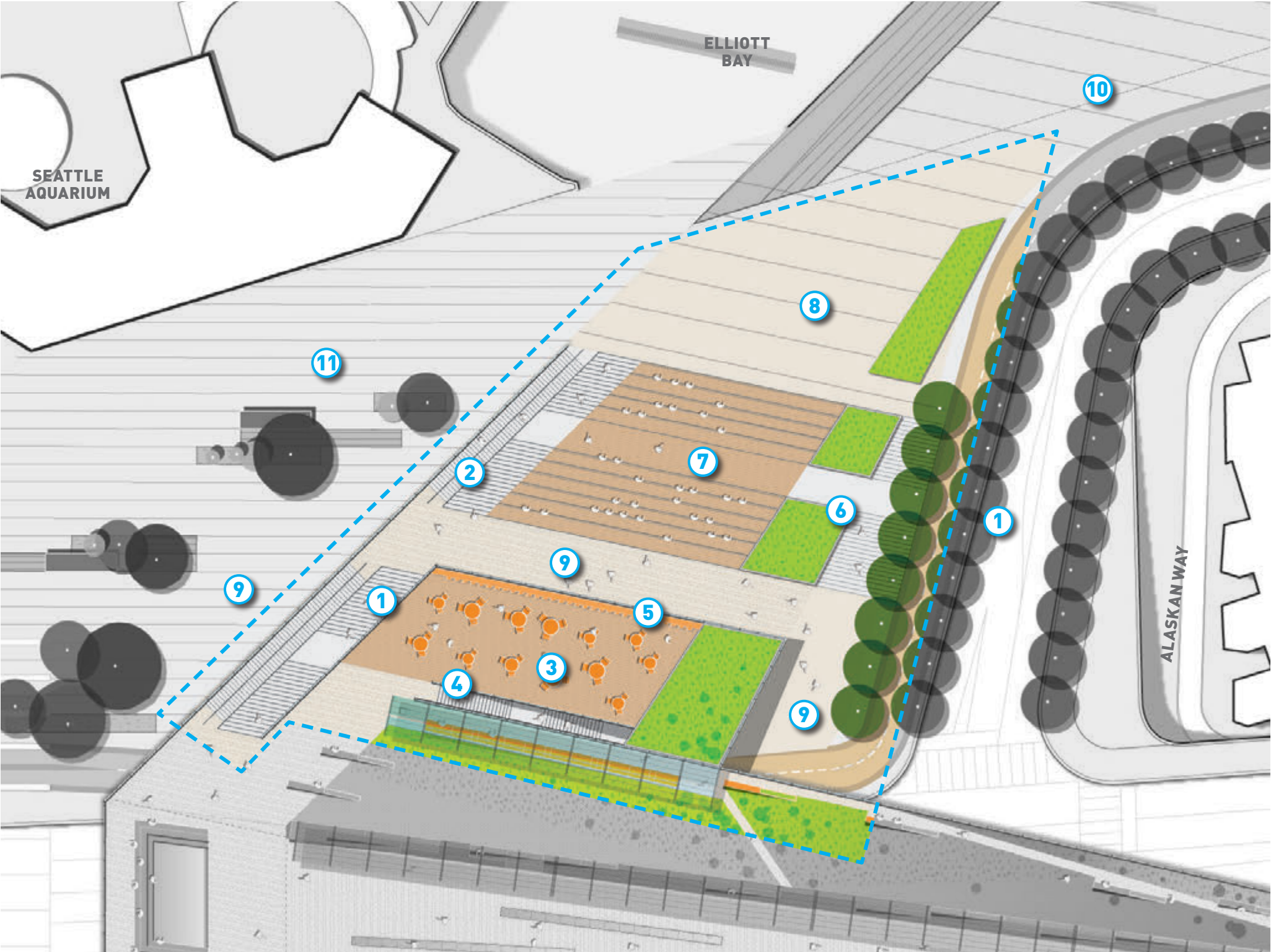
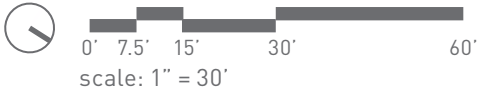
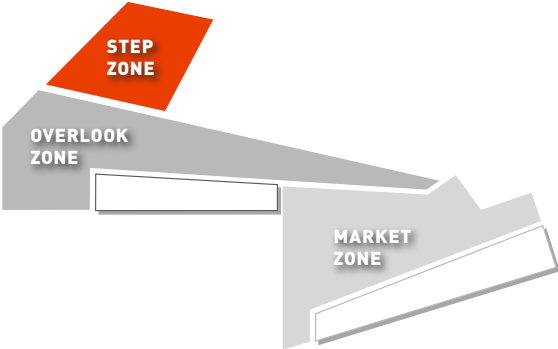
THE STEP ZONE

The Step Zone connects the elevated portions of the Overlook Walk with the Tideline Promenade via amphitheater steps, escalators and stepped gardens. At the top of the Step Zone is a roof cafe and access to the building below. One floor below, Building C opens onto a landing at the top of a large set of amphitheater stairs. This area provides space for gathering, small-scale performances and views to the bay and mountains beyond.



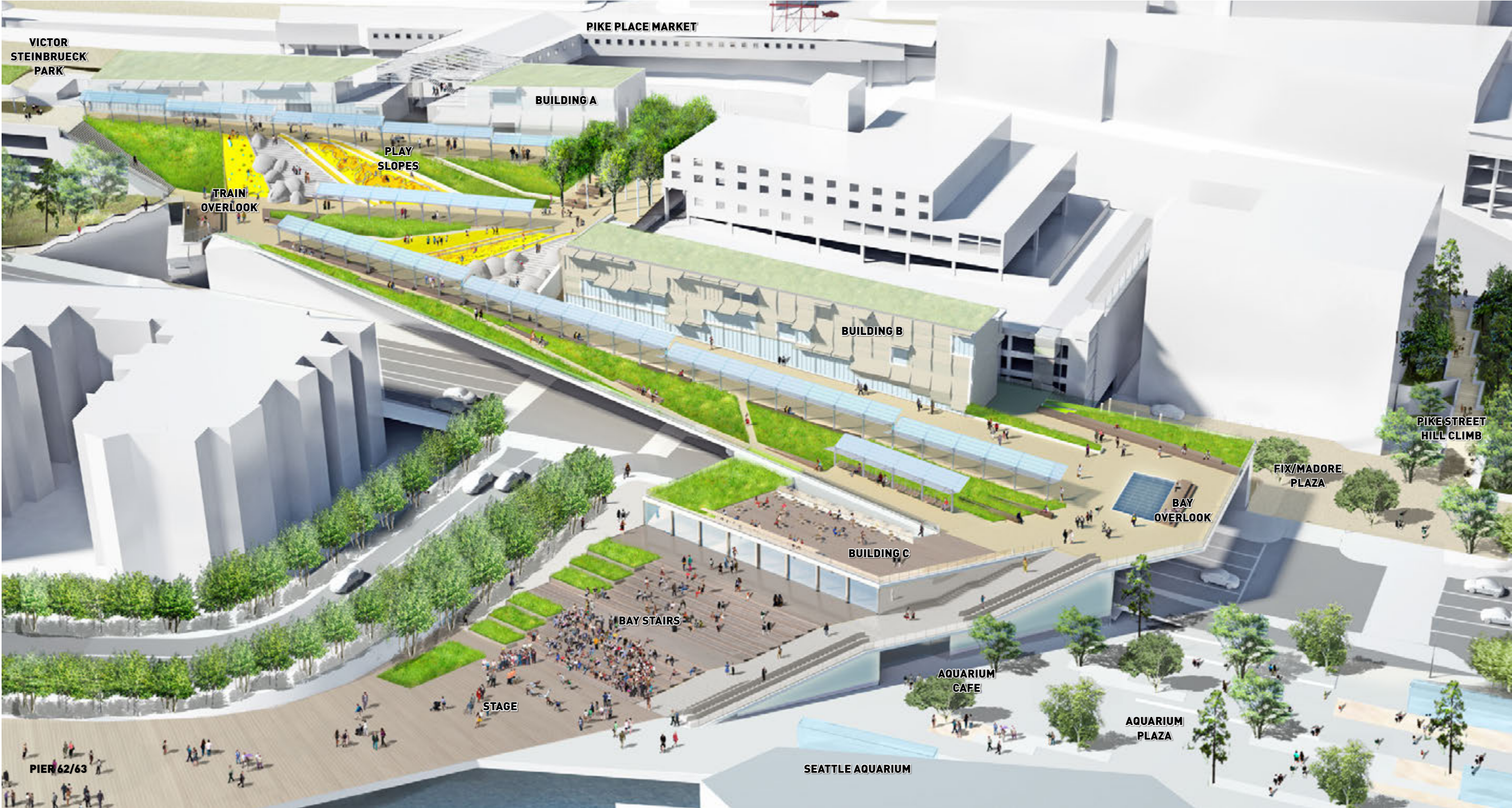
The Roof Cafe

- ① Stairs to Tideline Promenade
- ② Escalator to Tideline Promenade
- ③ Roof Cafe
- ④ Stair to Building C
- ⑤ Bar Seating
- ⑥ Planting Bar
- ⑦ Amphitheater Steps
- ⑧ Stage Area
- ⑨ Access to Building C
- ⑩ Tideline Promenade
- ⑪ Aquarium Plaza





Overlook Walk Amphitheater



Overlook Walk

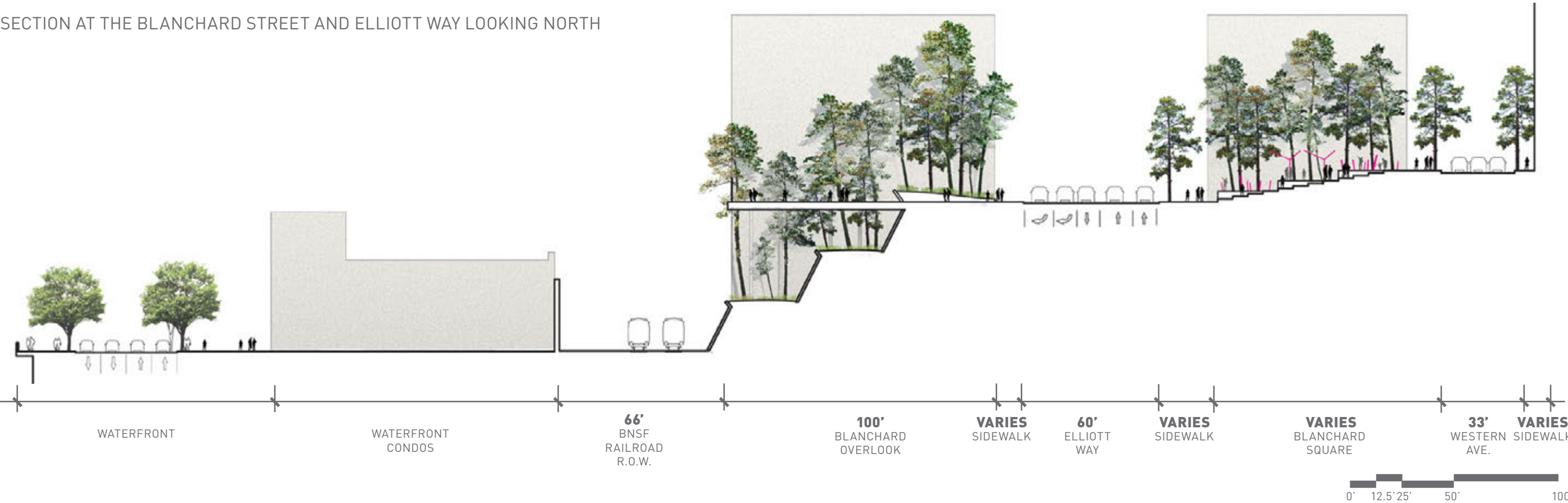
PLACES ALONG THE WATERFRONT

BELLTOWN BLUFF

North of the Pike Street Hill Climb and up the bluff, Elliott Way replaces the viaduct as the street connection between the waterfront and Belltown. The traffic and noise of the BNSF railroad corridor and the blank walls of the condominiums isolate the Belltown Bluff area. While there is no vehicular east-west connection between Alaskan Way and Belltown here, there are two pedestrian bridges that allow movement between Belltown and the waterfront. The demolition of the viaduct and construction of Elliott Way will necessitate a reconfiguration of the Lenora Street Bridge which will provide the potential for rethinking this link to the waterfront.

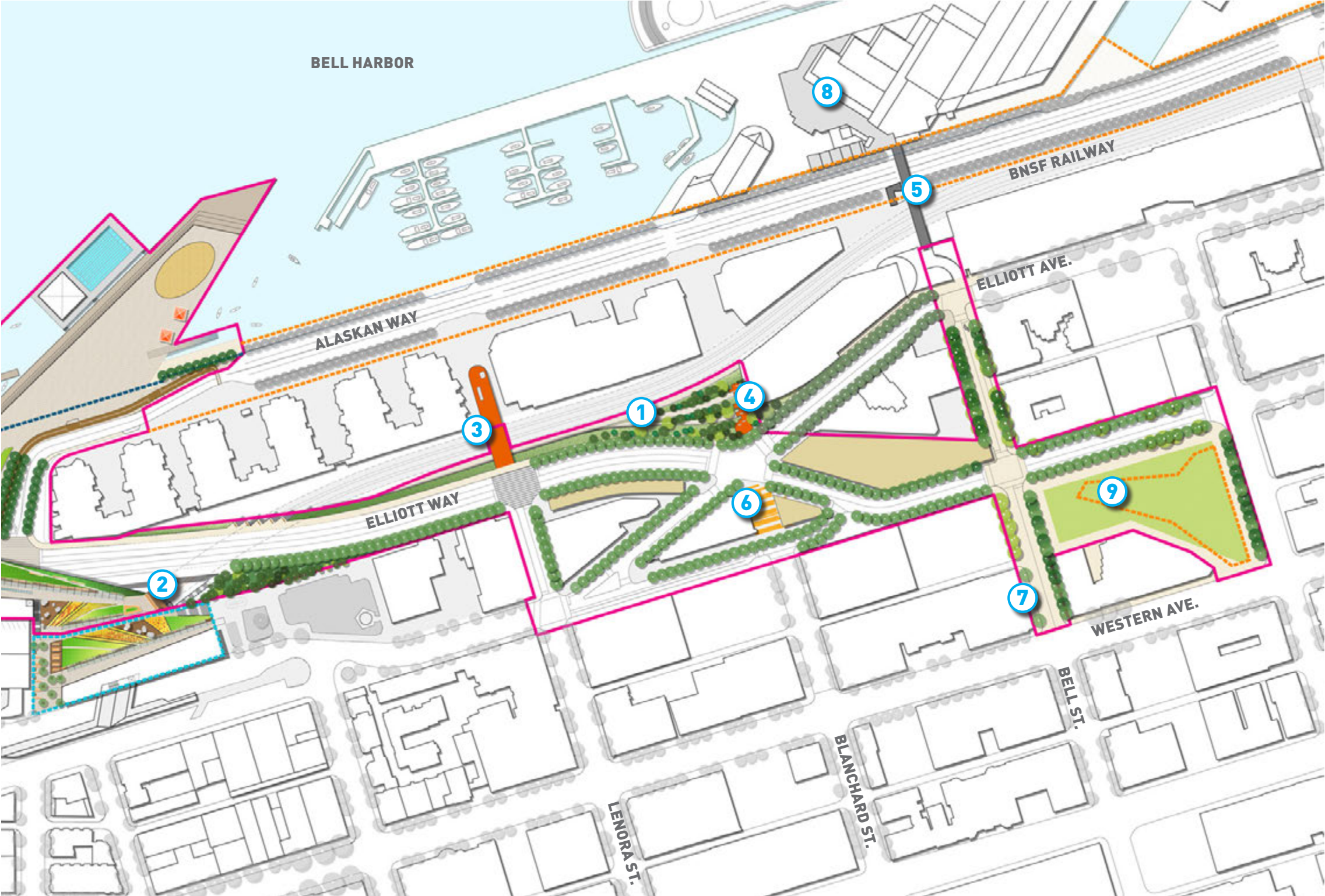
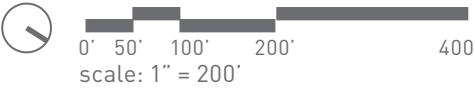
Elliott Way is designed as an urban street with public amenities that include enhanced streetscape designs, a dedicated bike path, upland plantings and furnishing. Blanchard Street will be integrated into the new street layout at the intersection of Elliott Avenue, which creates an opportunity for new public open spaces and development parcels. The Belltown Balcony, a community-focused neighborhood destination at the former Battery Street Tunnel site, will be built in a future phase. In the interim, landscape improvements will be made to this site after the tunnel is decommissioned.

SECTION AT THE BLANCHARD STREET AND ELLIOTT WAY LOOKING NORTH



- 1 Belltown Bluff
- 2 BNSF Train Overlook
- 3 Lenora Street Bridge
- 4 Blanchard Street Overlook
- 5 Bell Street Bridge
- 6 Blanchard Square
- 7 Bell Street Park Extension
- 8 Roof Deck
- 9 Belltown interim Improvements

- Core Project Area
- Long-term Project
- Partner Project
- Seawall Project





Blanchard Overlook



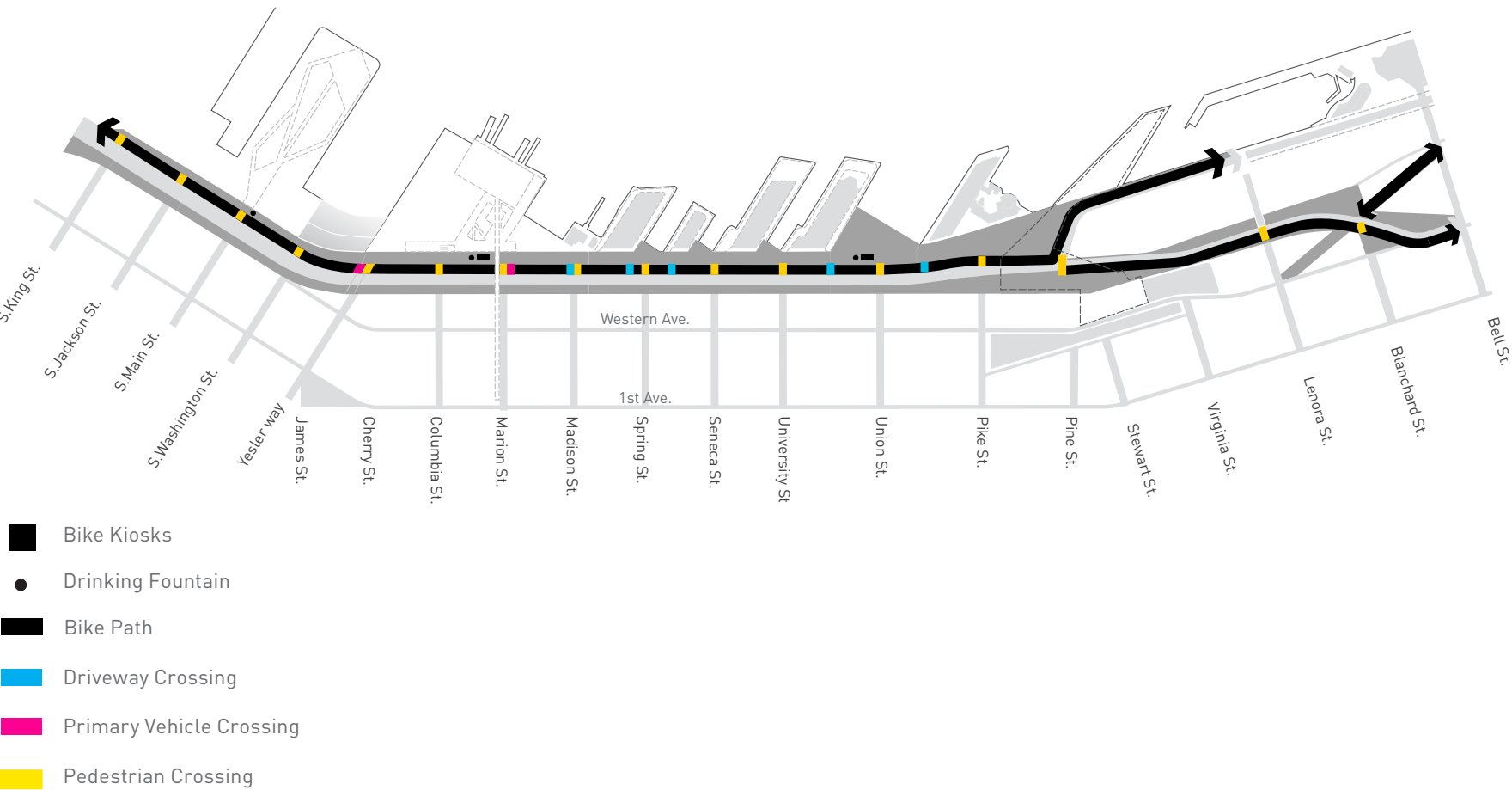
Potential activities at Belltown Bluff

3.5 BIKE FACILITY DESIGN

The new waterfront will attract more cyclists and must be designed to safely accommodate a broad range of the cycling population. The city has expressed a goal of increasing the rate of cycling among residents; the waterfront provides views, atmosphere and opportunities for activities that make it a location that can appeal to both recreational cyclists and faster moving riders. To appeal to the broadest group of users – which includes families and people who currently aren’t comfortable biking in an urban environment – it is necessary to provide a design that includes some type of buffer, or separation between the street and bike facility.

A key feature of the proposed bike path on the west side of Alaskan Way provides enticing views to Elliott Bay, from Pioneer Square Beach to Bell Harbor. Here all cyclists will have a strong visual connection to the water whether they are commuting to work, getting exercise or are enjoying a family bike ride.

Please refer to Book 2: Framework Plan for additional information on bike facility design.





Waterfront Bike Path

BIKE FACILITY DESIGN

TWO-WAY BIKE PATH ON WATERSIDE

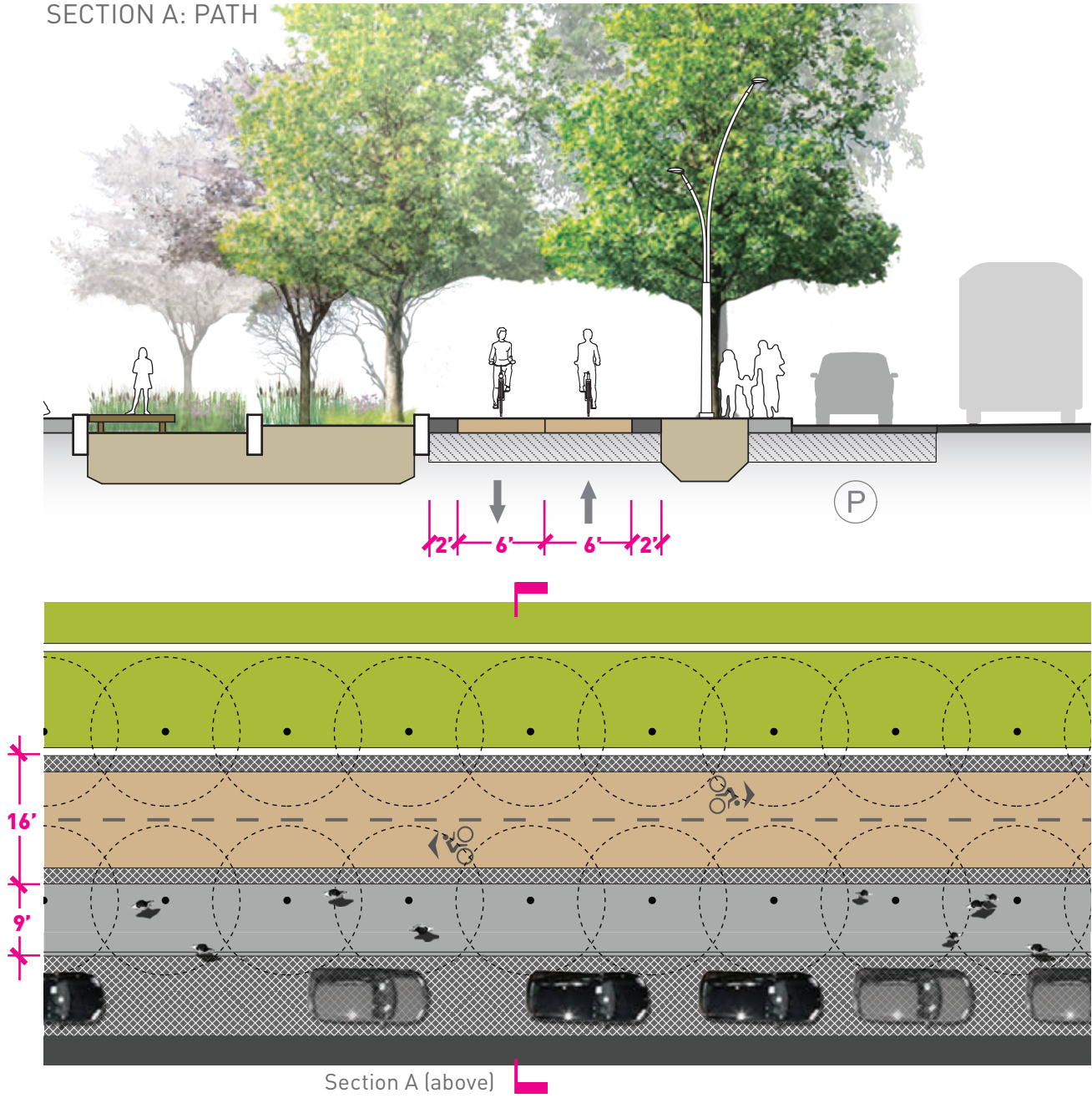
The two-way bike path design and other design details incorporated throughout this report offer the greatest advantages with the fewest disadvantages. The typical two-way path (portion shown at right) is designed with the following features:

- A 12-foot, smooth-surface bikeway. This would typically be divided by a center-line in order to separate directions of bike travel, using pavement texture, paint or other easily crossable surfaces. This provides six feet in each direction, enough for two cyclists to ride side-by-side and carry on a conversation, and safely pass two side-by-side cyclists traveling in the opposite direction. When cyclists need to pass one another or some obstacle, they can easily cross over into the other side of the path – the full 12 feet is available to all cyclists in either direction, but all riders are encouraged to stay to the right to minimize conflicts.
- 2-foot buffer zones are provided on each side. The surface should accommodate but strongly discourage bike wheels. This portion of the bikeway acts as a shoulder does on the roadway: it provides some recovery space for cyclists who momentarily lose their balance so that they don’t hit a fixed object, fall over and create a hazard for others. This zone should be free of any vertical obstruction like trees, poles or curbs. It can be a rough texture, such as cobbles or decomposed granite, or it can be colored or painted concrete or asphalt.
- The bikeway should be at sidewalk level, particularly in locations where large numbers of pedestrians will be crossing it.
- In most locations, there will be landscape separating the bikeway from the adjacent walkways and promenade. This landscape should generally allow pedestrians to cross the bikeway at frequent intervals, but should direct pedestrians to cross wherever there is a crosswalk across Alaskan Way, as well as at major bus stops and passenger loading zones.

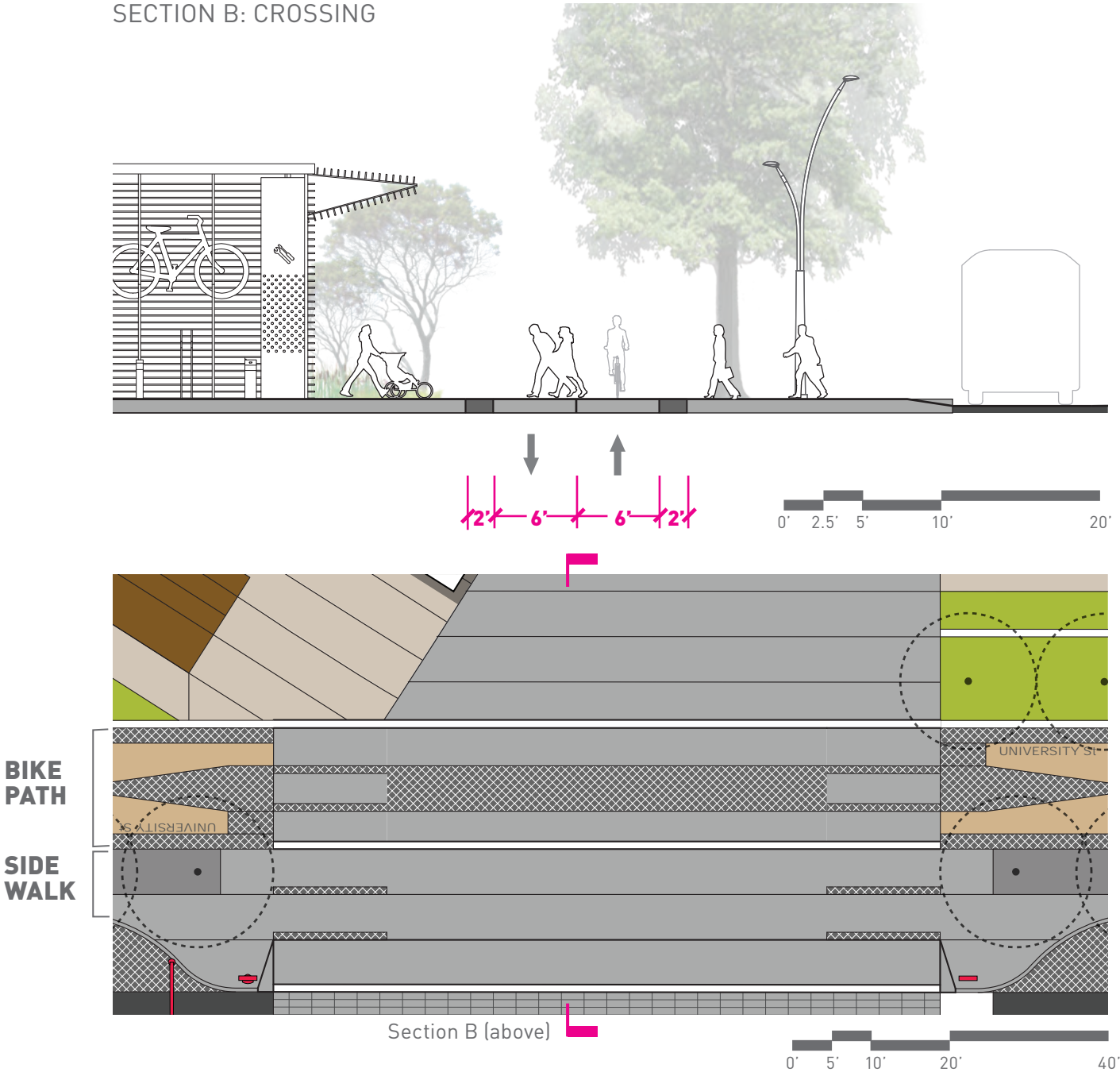
- At major pedestrian crossings, it is important to communicate to cyclists that they should slow and yield to pedestrians. This can be done with high-visibility crosswalks, bicycle traffic calming, and median refuges in the bikeway for pedestrians. Elsewhere along the bikeway, it should be clear to pedestrians that they may cross, but that they should yield to cyclists.
- Recognizing that some riders will prefer riding in the street, shared lanes, or dedicated bike lanes could also be included along Alaskan Way. On-street bike facilities could include:
 - Shared lane markings within the “Flex lane” area south of Colman Dock – the width of the outside lanes would be increased and shared-lane marking “Sharrows” would be added.
 - On-street bike lanes north of Columbia Street.

TYPICAL BIKE PATH CONDITION

SECTION A: PATH



SECTION B: CROSSING



BIKE FACILITY DESIGN

TYPICAL BIKE PATH CONDITION

Given the goal to attract a broad range of cyclists, and understanding the context and character of the waterfront with the advantages and disadvantages of possible bicycle facility-types, the proposed design may be an off-street path, or a hybrid, that includes both off-street, and on-street elements.

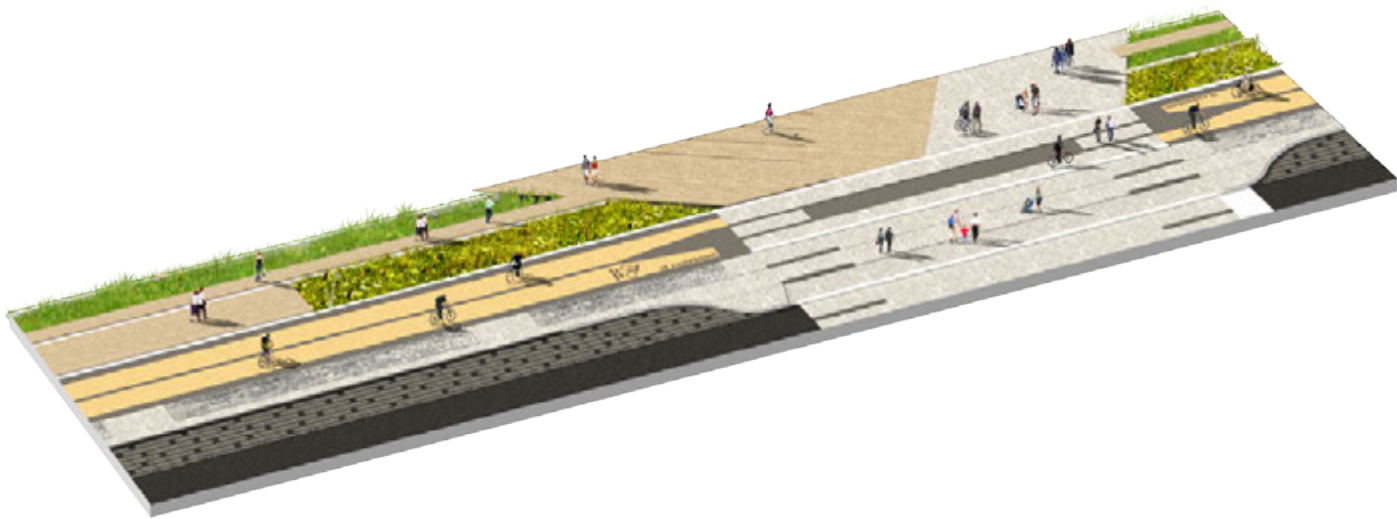
The design of an off-street bike path would include:

- A twelve-foot, smooth-surface bike path, divided by a center line to separate directions of travel, using pavement texture, paint or other easily-crossable surface.
- Two foot buffer zones on each side of the bike path would provide recovery space for cyclists.
- The bike path should be at sidewalk level, particularly in locations where large numbers of pedestrians will be crossing it.
- In most locations, landscape will separate the bike path from the adjacent walkways and promenade. This landscape should generally allow pedestrians to cross the bikeway at frequent intervals, but should direct pedestrians to cross at crosswalk locations, major bus stops and passenger loading zones.
- At major pedestrian crossings, it is important to communicate to cyclists that they should slow and yield to pedestrians. Elsewhere along the bike path, it should be clear to pedestrians that they may cross, but that they should yield to cyclists. Addressing the details of the bicycle/pedestrian crossings is critical, and these will be refined in later stages of this project.

Recognizing that some riders will prefer riding in the street, shared lanes, or dedicated bike lanes could also be included along Alaskan Way. On-street bike facilities could include:

- Shared lane markings within the “Flex lane” area south of Colman Dock – the width of the outside lanes would be increased and shared-lane marking “Sharrows” would be added.
- On-street bike lanes north of Columbia Street.

THE FLOOR



Colored Porous Asphalt



Stone



Planting



Surface Signage

THE ELEMENTS

THE CANOPY



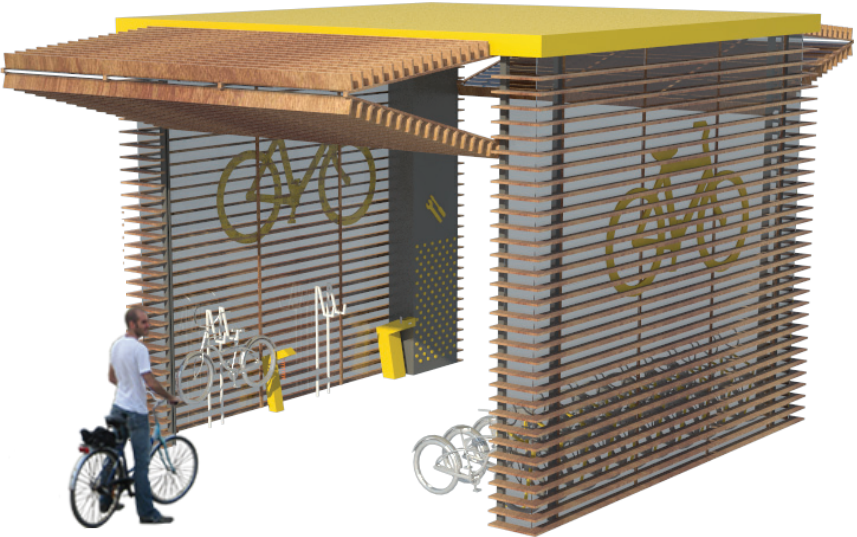
Bike Rack



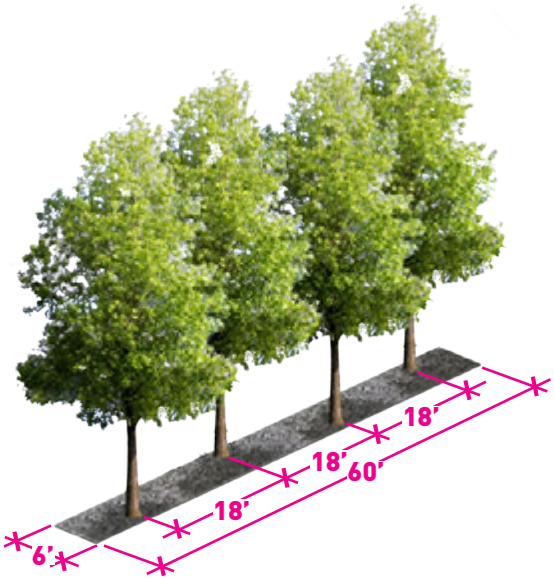
Drinking Fountain



Bollard



Bike Kiosk



STREET TREE
AMERICAN SWEETGUM - *Liquidambar styraciflua*

3.6 ALASKAN WAY AND ELLIOTT WAY DESIGN

STREET DESIGN CONSIDERATIONS

The design and engineering of the street must balance many different expectations in order to support travel needs and place-making of the new waterfront. The recommended framework was designed with all of the following considerations in mind.

Design Alaskan Way to function as a good urban street for all users

- Design for 30-mph traffic, with signalized intersections and convenient east-west pedestrian crossings at every intersection
- Provide for local vehicular access and circulation along the waterfront
- Provide strong east-west connections to the waterfront for all modes
- Provide attractive and generous sidewalks on both sides of Alaskan Way to provide a high quality pedestrian environment and to support anticipated activities and uses
- Provide for passenger and truck loading in the right of way where needed
- Include on-street short-term parking to provide local business access and improve the pedestrian experience
- Provide grade-separated pedestrian crossing of Alaskan Way at Colman Dock given the large daily volumes, supplementing but not replacing at-grade crossings
- Provide transit along the waterfront serving the local waterfront market

Provide effective regional transportation connections

- Provide a functional and reliable street connection from the SR99 stadium area ramps to Northwest Seattle
- Provide access to downtown from Southwest Seattle via the SR99 stadium area ramps to Alaskan Way to reduce pressure on Pioneer Square
 - Provide efficient access to and from the ferry terminal (access primarily from the south, exiting primarily to the east and south); avoid ferry queues blocking north-south mobility for other traffic
 - Accommodate both through and local freight connections, including oversize loads
 - Provide dedicated north-south bicycle facilities on the waterfront that link seamlessly to the City’s broader bicycle network and appeal to a broad group of users
 - Provide for frequent, reliable and time competitive RapidRide and other transit service to downtown from the Southwest Seattle/KC area

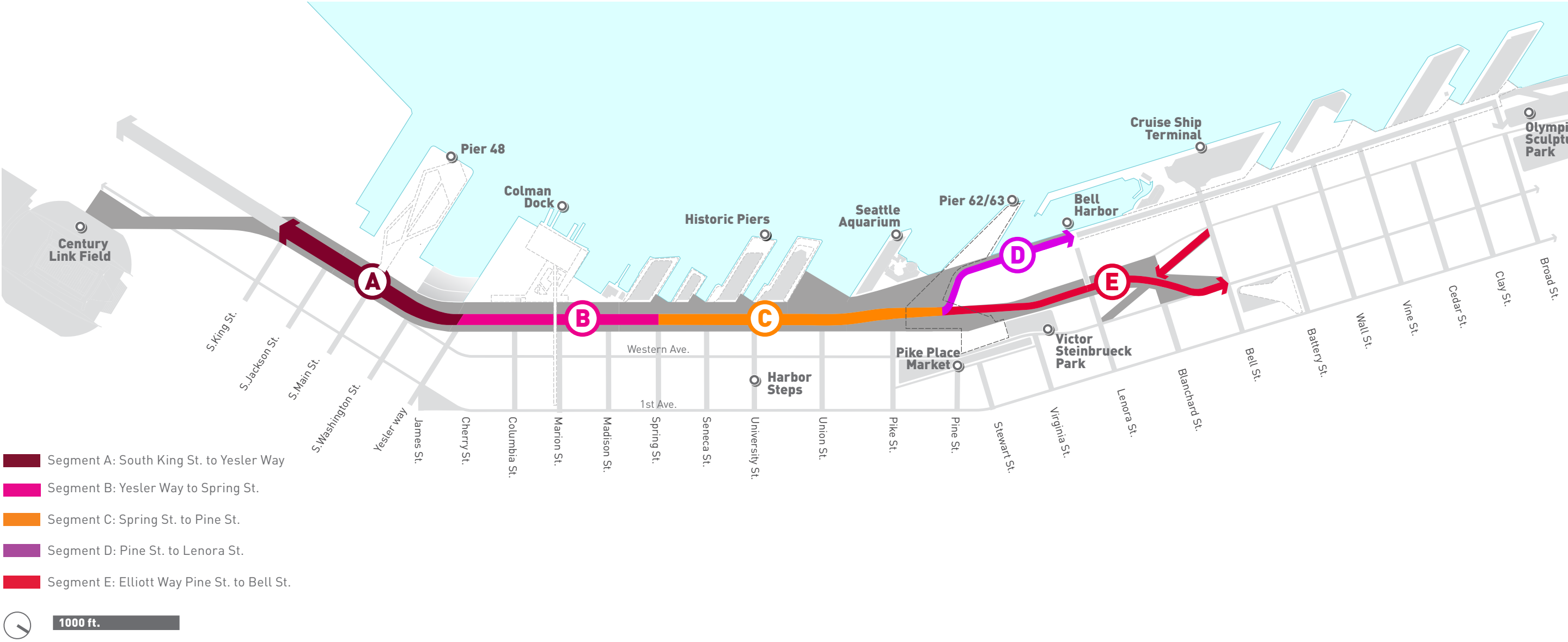
Integrate the street into the overall design for the waterfront and city center circulation

- Accommodate transportation functions in an efficient and compact footprint to allow significant public gathering space in the public right of way
- Unify design of materials, landscaping and other details between all project elements
- Integrate local green stormwater management where possible/feasible
- Provide frequent and attractive Center City transit circulation on First Avenue with streetcar or bus trolley service connecting from Pioneer Square to Seattle Center
- Provide strong east-west pedestrian connections to transit on First Avenue, including hillclimb assists in locations where topography presents a significant barrier
- Provide direct east-west transit service from Colman Dock to First Hill

ALASKAN WAY AND ELLIOTT WAY DESIGN

ALASKAN WAY AND ELLIOTT WAY SEGMENTS

The design of the new Alaskan Way and Elliot Way varies in character as it extends along the Seattle central waterfront. The following section identifies, and examines segments that have unique design considerations.



ALASKAN WAY AND ELLIOTT WAY DESIGN

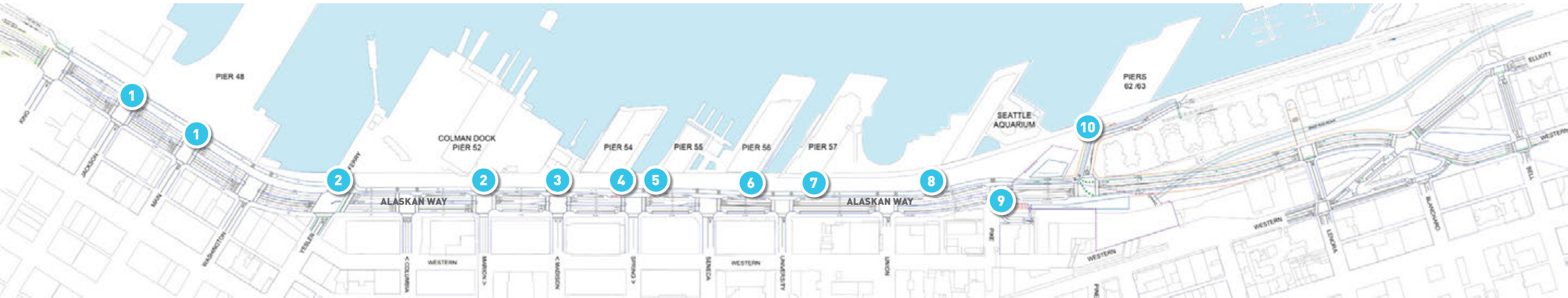
ALASKAN WAY AND ELLIOTT WAY ACCESS

Pier Access

Each pier along the waterfront has a need for access – whether for employment, patronage, service or maintenance. Vehicles must be able to access the piers from Alaskan Way. Vehicles will travel across a bike path, and through the promenade area to access their destination. This connection will be carefully designed to balance the needs for function, safety and aesthetics. In some cases (such as Colman Dock), this access connection will resemble a typical city street. In other areas, access would be more driveway-like, and blended into the surrounding improvements.

East Side Access

On the east side of Alaskan Way, vehicles must also be able to access existing businesses and residences, as well as parking and service needs. Access on this side of the street will be similar to other city arterials. Unlike the west side, where the piers are considerably removed from the street, in this area, building entrances are relatively close to the parking/loading lanes on the east side of the new Alaskan Way. Existing loading dock access and operations will need to adapt to the new street edge. Access to the Market Parking garage will be reconfigured to allow access on the southern face of the building.



ACCESS LOCATION

- 1

Pier 48
- 2

Ferry Terminal
- 3

Fire Station
- 4

Pier 54
- 5

Pier 55
- 6

Pier 56
- 7

Pier 57
- 8

Seattle Aquarium
- 9

Market Garage
- 10

Seattle Aquarium/
Piers 62/63

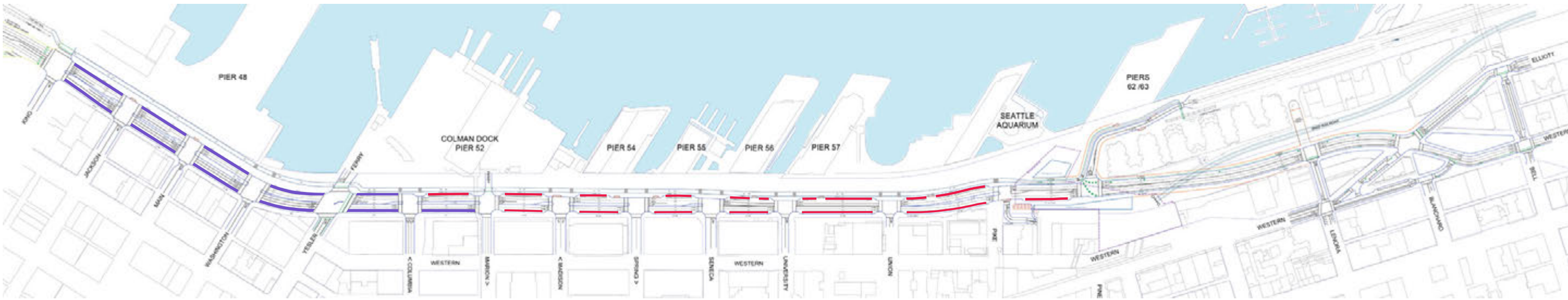


ALASKAN WAY AND ELLIOTT WAY DESIGN

ALASKAN WAY AND ELLIOTT WAY PARKING AND LOADING

Historically, people accessing the waterfront by car have either parked beneath the Alaskan Way Viaduct, or parked in nearby garages. With the removal of the Alaskan Way Viaduct – and the parking below – the central waterfront design will employ a number of strategies to address this change in parking conditions. Parking availability will remain an important factor for attracting and retaining businesses along the waterfront, and ensuring visitors from throughout the region can enjoy waterfront attractions.

The new Alaskan Way will include space for convenient short-term, on-street parking and loading on each block. It is estimated that between 60 and 120 parking stalls can be created in the All Day parking/loading zones, and an additional 50 to 100 stalls could be available during Off-Peak periods (9AM – 3PM, nights and weekends). Allocation of available space for parking or loading functions could potentially vary during the day and per block. Designation will be determined through close coordination with adjacent uses. The diagram below shows the location of All Day and Off-Peak parking/loading space along the new Alaskan Way.



PARKING AND LOADING DESIGNATION

- All Day
- Off-Peak (9AM-3PM, Nights + Weekends)



ALASKAN WAY AND ELLIOTT WAY DESIGN

ALASKAN WAY AND ELLIOTT WAY STREET FUNCTIONS

A flexible solution

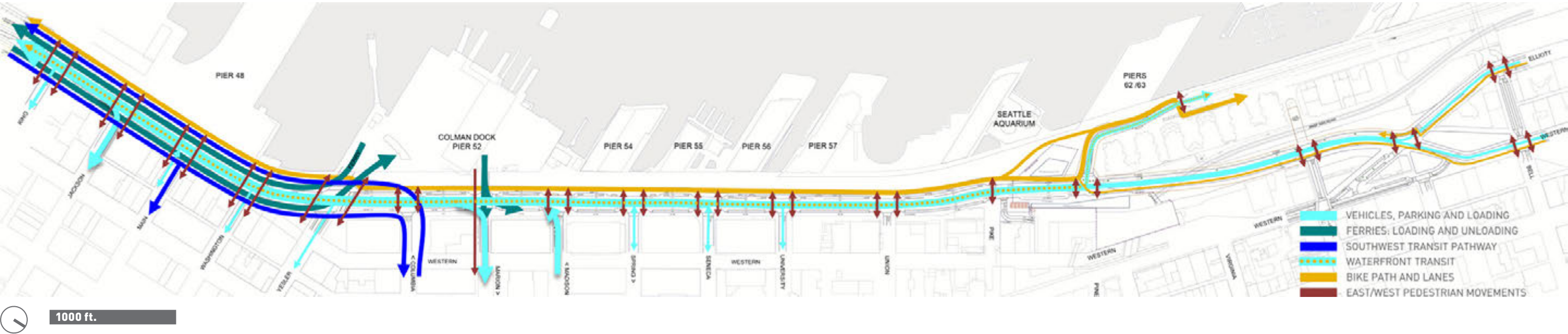
The design of the new Alaskan Way and Elliot Way varies in character as it extends along the Seattle central waterfront. Conditions change considerably from South King Street at the southern end to Bell Street at the northern extent of the project.

The below diagram illustrates the various demands of the street and how the demands vary by location. Demand at the southern end is greater due to a convergence of uses, including:

- Freight traffic traveling between Duwamish industrial area and northwest Seattle
- Vehicles traveling between Northwest Seattle and the SR 99 stadium area ramps and other destinations south of Downtown.
- Ferry traffic accessing Colman Dock to/from the south
- The Southwest Transit Pathway serving southwest Seattle and King County to/from downtown

While the new SR 99 tunnel will provide an efficient bypass of the downtown core for regional traffic, those accessing downtown from SR 99 will be primarily use Alaskan Way for this purpose. Two through lanes are provided in each direction along Alaskan Way and Elliott Way. Center turn pockets are provided on some blocks to allow left turns into downtown Seattle. Between King and Yesler, special purpose lanes (known as “Flex Lanes”) are provided to accommodate ferry traffic and dedicated transit lanes. Center turn pockets are included on some blocks to facilitate southbound left turns into the city center.

Parking or loading is provided along the majority of Alaskan Way, though on some blocks, parking is not allowed during peak periods. Bicyclists are provided with a separated bike facility, and pedestrians will have generous sidewalks and promenade space to stroll. The new street is optimized to balance the needs for all users, whether in vehicles, on bikes, using transit, or walking; and was developed in close collaboration with urban design elements to create a cohesive vision for the waterfront.





View south of Alaskan Way near Pier 56



View north of Alaskan Way near Pier 57



View South of Alaskan Way at the Bell St. Pedestrian Bridge



View North of Alaskan Way at the Bell St. Pedestrian Bridge

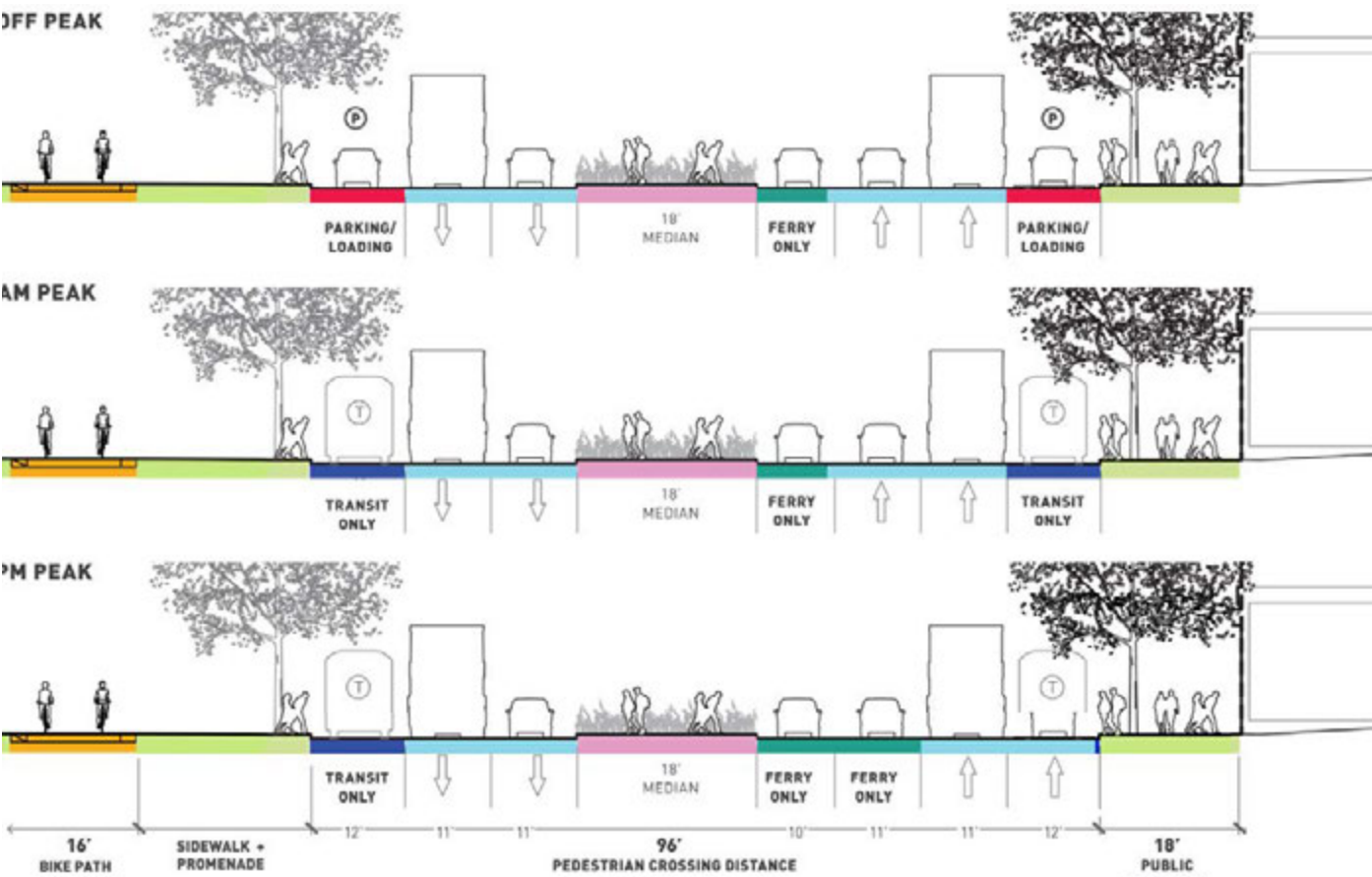
ALASKAN WAY AND ELLIOTT WAY DESIGN

S. KING STREET TO YESLER WAY

Segment A must accommodate traffic to/from SR-99, ferry queuing for Colman Dock and transit serving communities south of downtown Seattle as well as through traffic. In this segment, medians are provided on several blocks, and range in width between 8 and 18 feet. Medians provide a refuge area for pedestrians and a landscape opportunity that can soften the appearance and enhance the experience of a street of this size.

To meet the demands of the street at different times of day, a flexible solution was applied. The Flex Lanes illustration (below) shows how the lane configuration and usage would change during the course of a day.

FLEX LANES: SECTION AT MAIN STREET



The Flex Lanes would operate as follows:

- During Off-Peak times (9AM-3PM weekdays, nights and weekends), there would be parking/ loading on each side of Alaskan Way.
- During AM Peak periods (6AM-9AM weekdays), the outside lanes would be used as Transit Only lanes.
- During PM Peak periods (3PM-7PM weekdays), the outside southbound lane would be used as a Transit Only lane. In the northbound direction, a second Ferry Only lane would be added and the outside lane would convert to a through lane.

Variable lane assignment — the concept behind the Flex Lanes —has been used successfully in Seattle, and in other cities for years. Two examples are shown below that designate transit-only use during specified hours. The extent and manner to which the concept of flex will be applied along Alaskan Way is more complex due to additional elements such as ferry-only lanes, but follows the same principles.



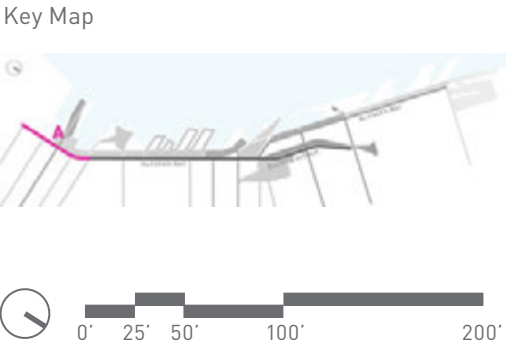
Overhead bus signage: Olive Way, Seattle



Peak-hour bus signage: Stewart Street, Seattle

SEGMENT A

- 1 Pier 48
- Vehicle Lane
- Ferry Lane
- Flex Lane
- Driveway Access
- Median
- Bike Path
- Sidewalk / Promenade

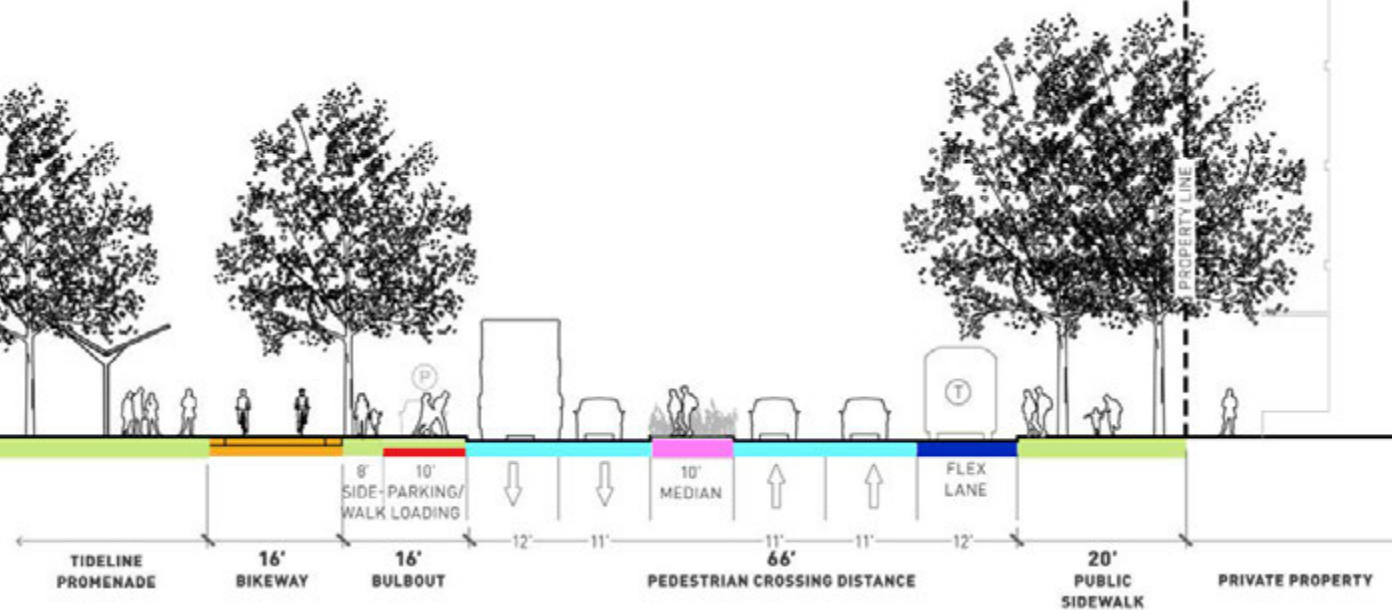


ALASKAN WAY AND ELLIOTT WAY DESIGN

YESLER WAY TO SPRING STREET

Segment B serves as a transition between the larger south segment and the narrower northern segments. A northbound outside Flex lane would be included on up to two blocks, with full-time parking/loading provided on most blocks on the west side of the street. Center turn lanes or medians are included in this segment to facilitate southbound left turns into downtown Seattle. North of Marion Street, curb bulbs are included at the intersections to reduce the distance across Alaskan Way for pedestrians. Sidewalks are provided on both sides of the street.

SECTION AT COLUMBIA STREET



Alaskan Way at Columbia Street



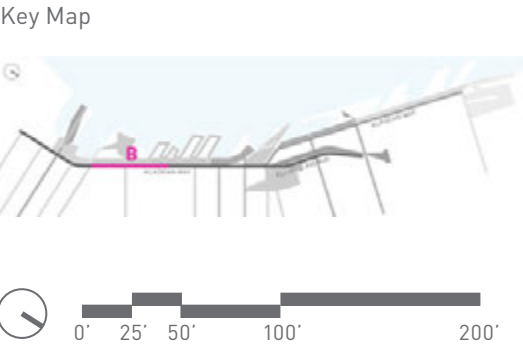
Alaskan Way at Marion Street



Pier Access at Pier 54

SEGMENT B

- 1 Colman Dock
- 2 Fire Station
- 3 Pier 54
- Vehicle Lane
- Ferry Lane
- Flex Lane
- Driveway Access
- Median
- Bike Path
- Sidewalk / Promenade

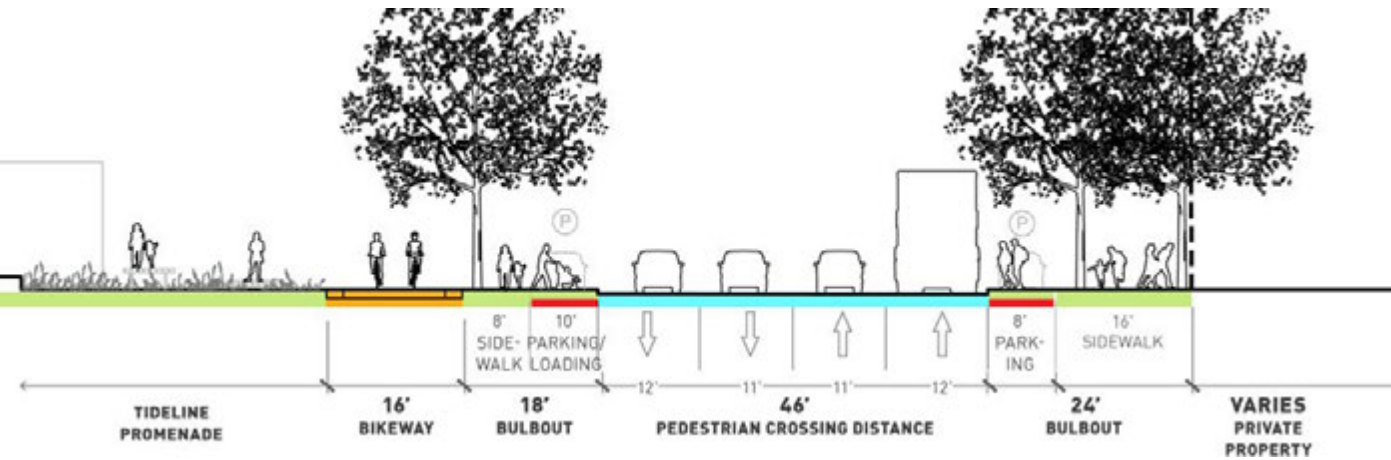


ALASKAN WAY AND ELLIOTT WAY DESIGN

SPRING STREET TO PIKE STREET

Segment C is the most narrow segment of the new Alaskan Way, roughly matching the width of today’s street. In this area, turn lanes are not needed between Pike and Seneca Streets. The more compact street section allows more area for the promenade and public gathering spaces. Full time parking/loading is provided on both sides of the street. Curb bulbs are included at the intersections to reduce the distance across Alaskan Way for pedestrians. Sidewalks are provided on both sides of the street.

SECTION AT UNIVERSITY STREET



Pier Access at Pier 55



Alaskan Way at Union Street



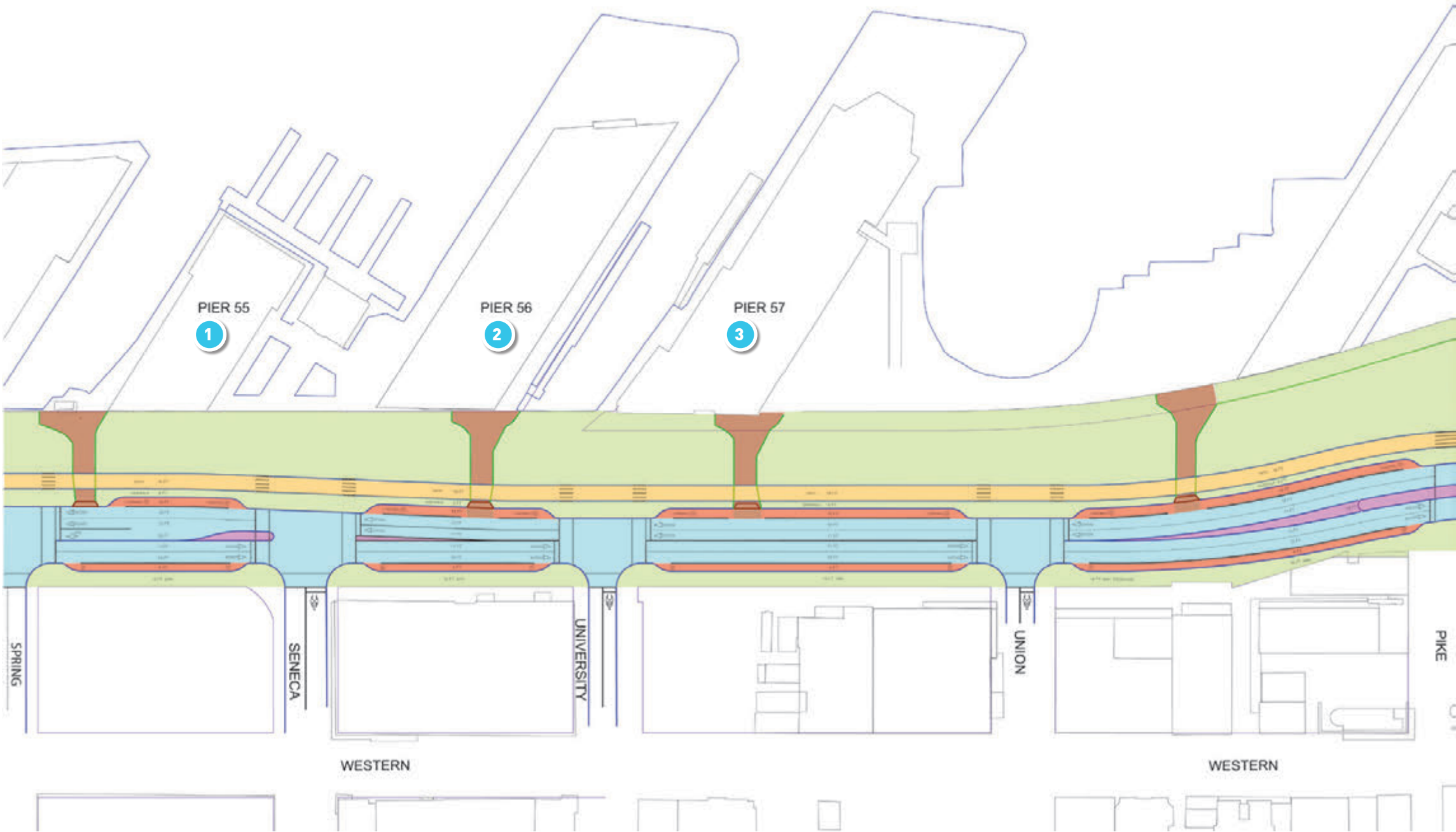
Pier access at Seattle Aquarium

SEGMENT C

- 1 Pier 55
- 2 Pier 56
- 3 Pier 57

- Vehicle Lane
- Driveway Access
- Median
- Parking / Loading
- Bike Path
- Sidewalk / Promenade

Key Map

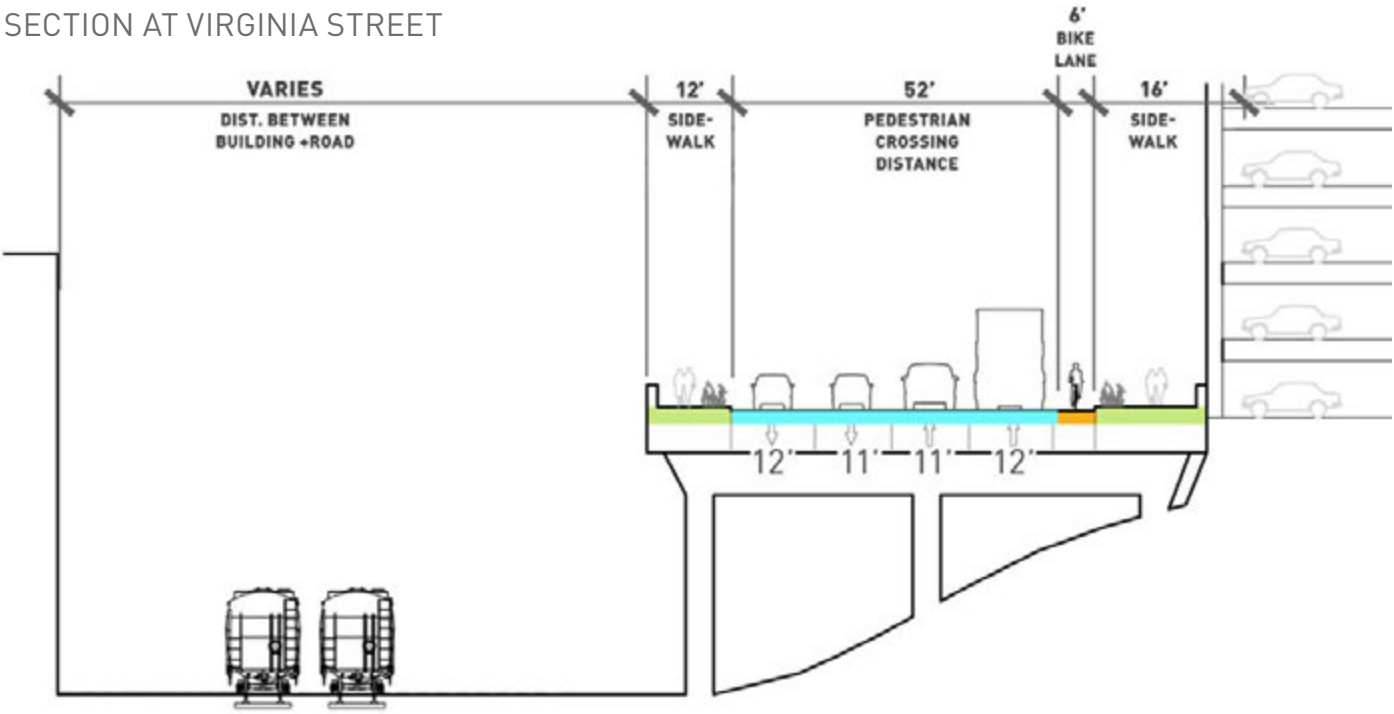


ALASKAN WAY AND ELLIOTT WAY DESIGN

PIKE STREET TO LENORA STREET

Segment D. In this area, the new street must elevate to cross over the BNSF railroad tracks on its way up to Belltown. At Pike Street, Alaskan Way begins its ascent. A new extension of Pine Street will intersect with Alaskan Way at a raised intersection. Pine Street will provide a connection for traffic bound for the north waterfront and a continuation of the bike path. This portion of the street will be supported on fill material. North of this intersection, the new street will be known as Elliott Way, and will rise to clear the tracks. This portion of the street includes an uphill, northbound bike lane and generous sidewalks on each side, and will be supported by structural columns to provide space for vehicle access below. Elliott Way will cross over the BNSF tracks with a single span bridge. Once north of the tracks, the street will cut into the existing hill side for support. This section of Elliott Way closely follows the Alaskan Way Viaduct’s footprint, though it will be approximately 15-20 feet lower than the existing AWV.

SECTION AT VIRGINIA STREET



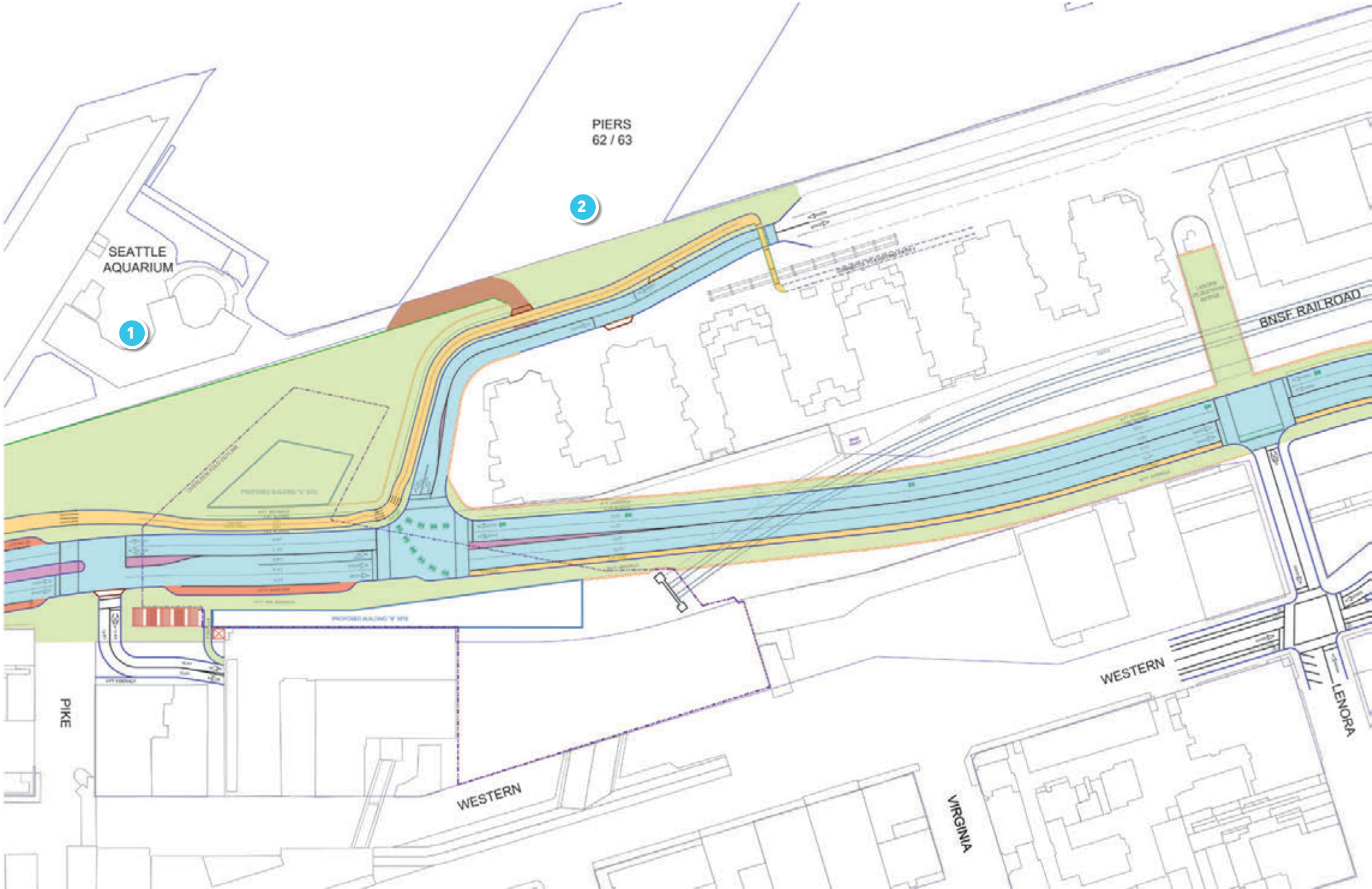
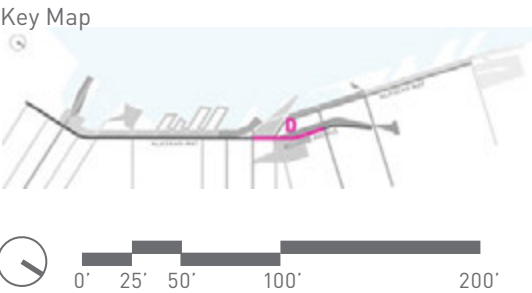
Location of Future Pine Street (facing East)



Location of future Elliott Way, BNSF tracks, and Lenora Street Pedestrian Bridge (facing North)

SEGMENT D

- 1 Piers 62/63
- 2 Seattle Aquarium
- Vehicle Lane
- Driveway Access
- Median
- Parking / Loading
- Bike Path / Lane
- Sidewalk / Promenade



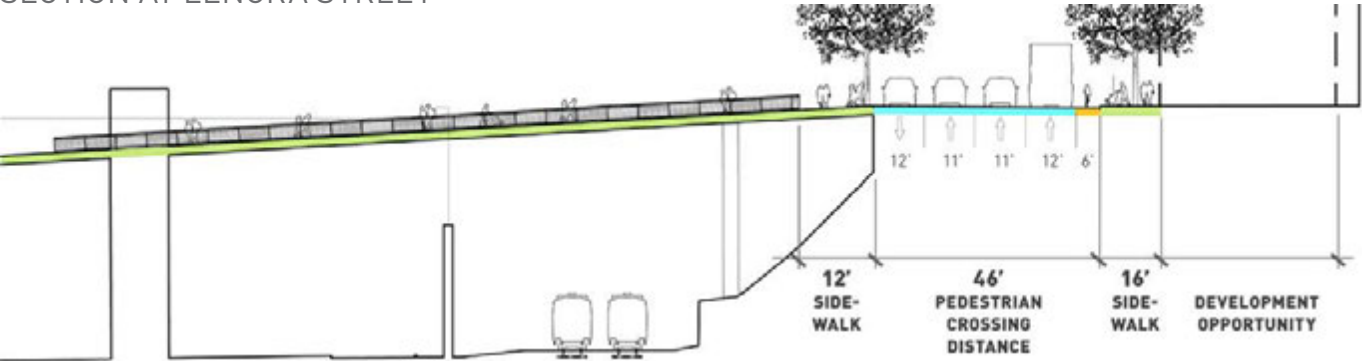
ALASKAN WAY AND ELLIOTT WAY DESIGN

LENORA STREET TO BELL STREET

Segment E is where the waterfront improvements tie into the existing street network at the north end of the project. The new Elliott Way is a two-way arterial with sidewalks and an uphill northbound bike lane. In the downhill direction, bikes will use a shared lane before tying into the bike path at Pine Street. The new street ties into the existing one-way street combination of Elliott and Western Avenues.

At Lenora Street, a new intersection will be created where the new street intercepts the existing pedestrian bridge. This bridge will be rebuilt as part of the waterfront improvements. In addition to sidewalks, the street improvements in this area will match into the existing bike lanes on Elliott and Western Avenues. The southern portion of this segment passes over steep hillside and must be structurally supported with retaining walls. As the improvements continue to the north, the new street will match into the existing topography and tie into the existing street network. This area is currently occupied by the SR 99 interchange ramps. Once these ramps are removed, a new urban arterial connection between the waterfront and destinations north can be constructed.

SECTION AT LENORA STREET



Existing Lenora Street Pedestrian Bridge (facing West)



Lenora Street Pedestrian Bridge (facing North)

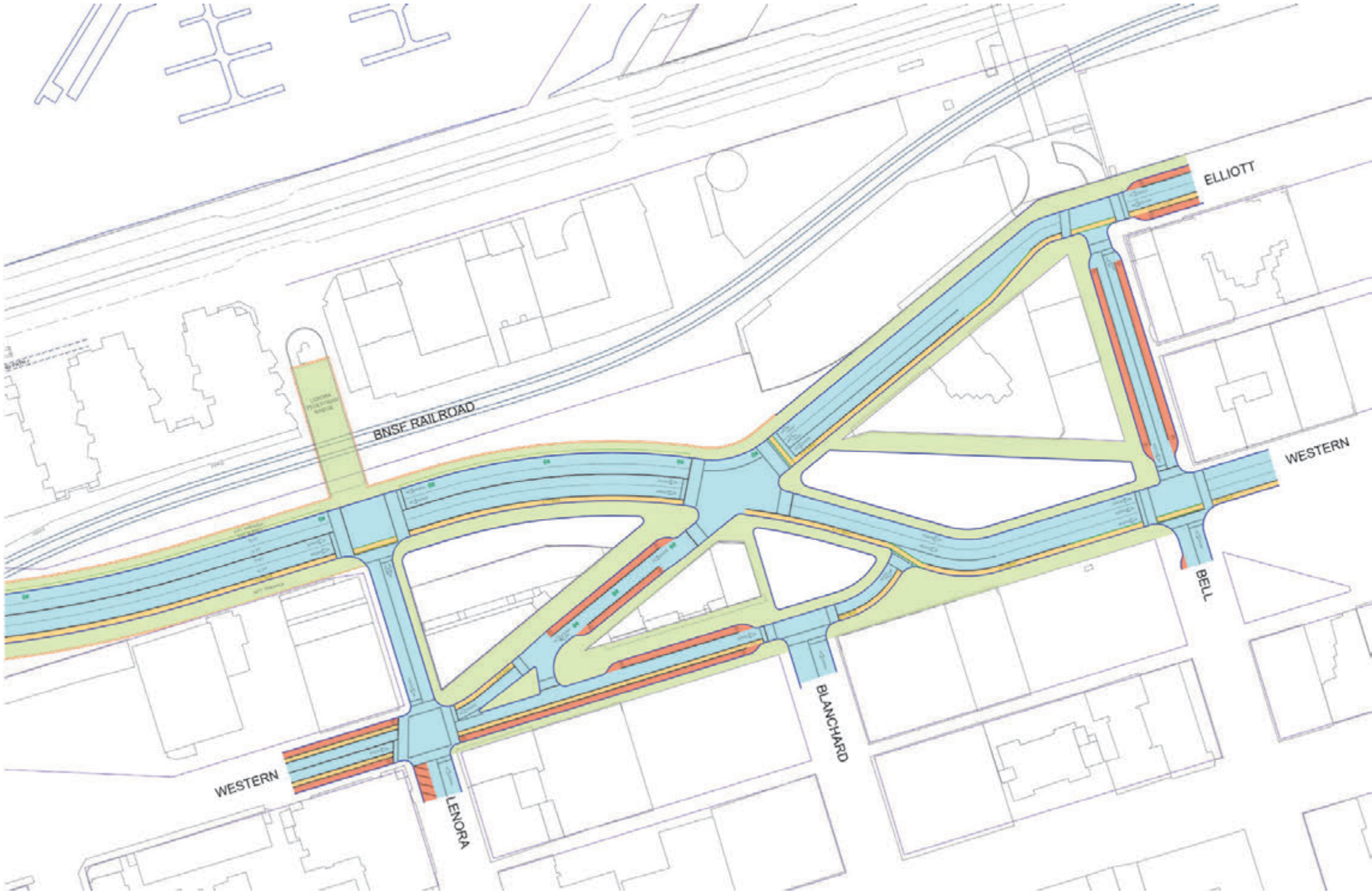


Elliott Avenue, south of Bell Street (facing South)

SEGMENT E

- Vehicle Lane
- Parking / Loading
- Bike Lane
- Sidewalk / Promenade

Key Map



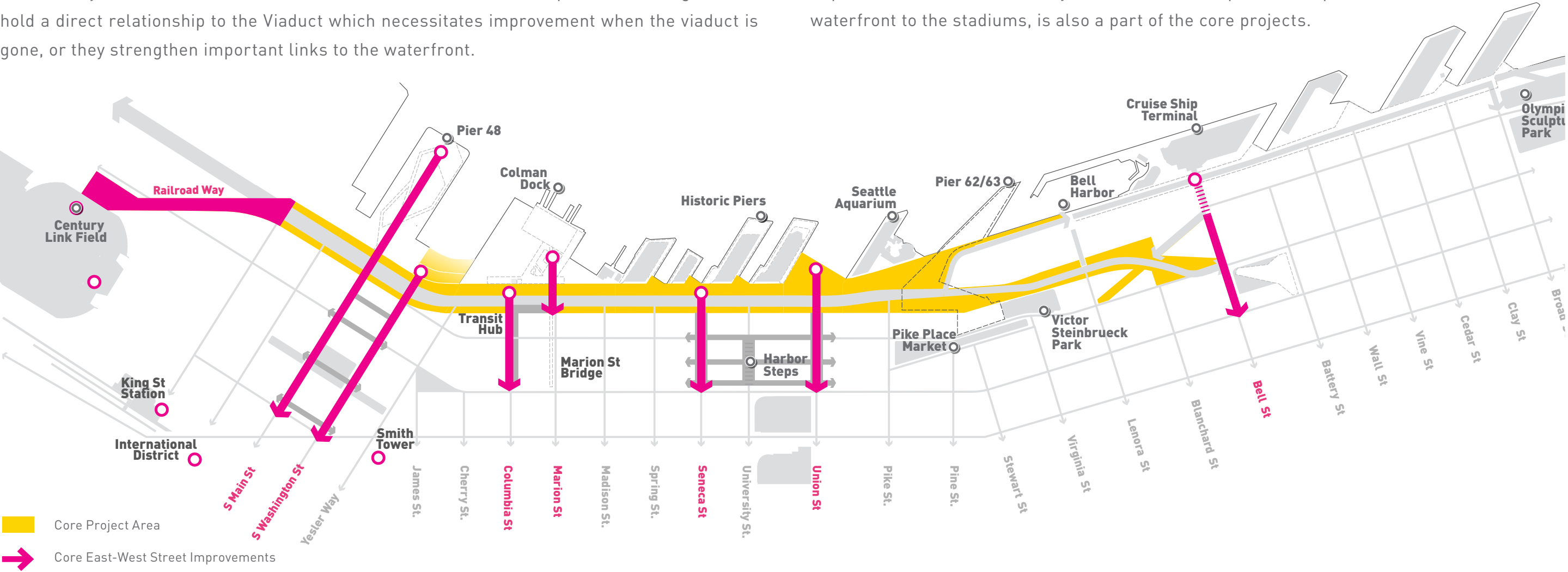
3.7 EAST-WEST STREETS

Twenty-one streets link the Central Waterfront to Seattle’s downtown and the rest of the city beyond. Each of these streets has a unique character and topography, and each leads to different neighboring destinations. Improvements for seven of these streets, and a portion of the Marion Street Pedestrian Bridge, have been included as a part of the core projects that collectively make up an early phase of waterfront redevelopment, likely to be complete in the next 5 to 8 years. These seven streets, as well as the Marion Street pedestrian bridge, either hold a direct relationship to the Viaduct which necessitates improvement when the viaduct is gone, or they strengthen important links to the waterfront.

Redevelopment of each of the east-west connections requires careful consideration. Improvements include:

- Hill climb assists (such as elevators and escalators) where topography is steep,
- Design treatments that provide safe and pleasant crossings of Alaskan Way, and
- Design treatments along the streets, such as paving, lighting, planting and signage.

Improvements to Railroad Way, a connector that provides a pedestrian corridor from the waterfront to the stadiums, is also a part of the core projects.





Railroad Way



Columbia Street



South Main Street



South Washington Street



Marion Street Pedestrian Bridge



Seneca Street



Union Street

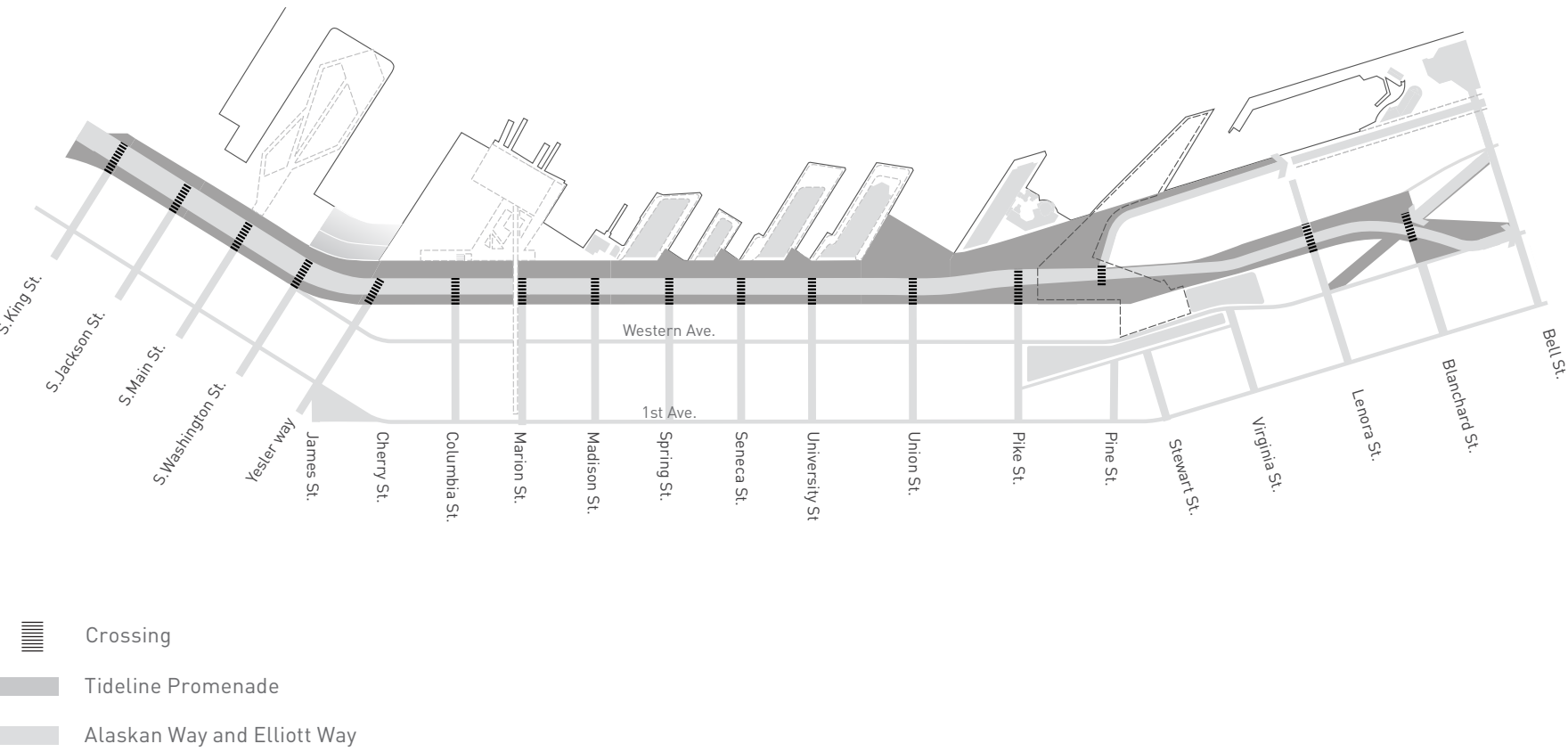


Bell Street

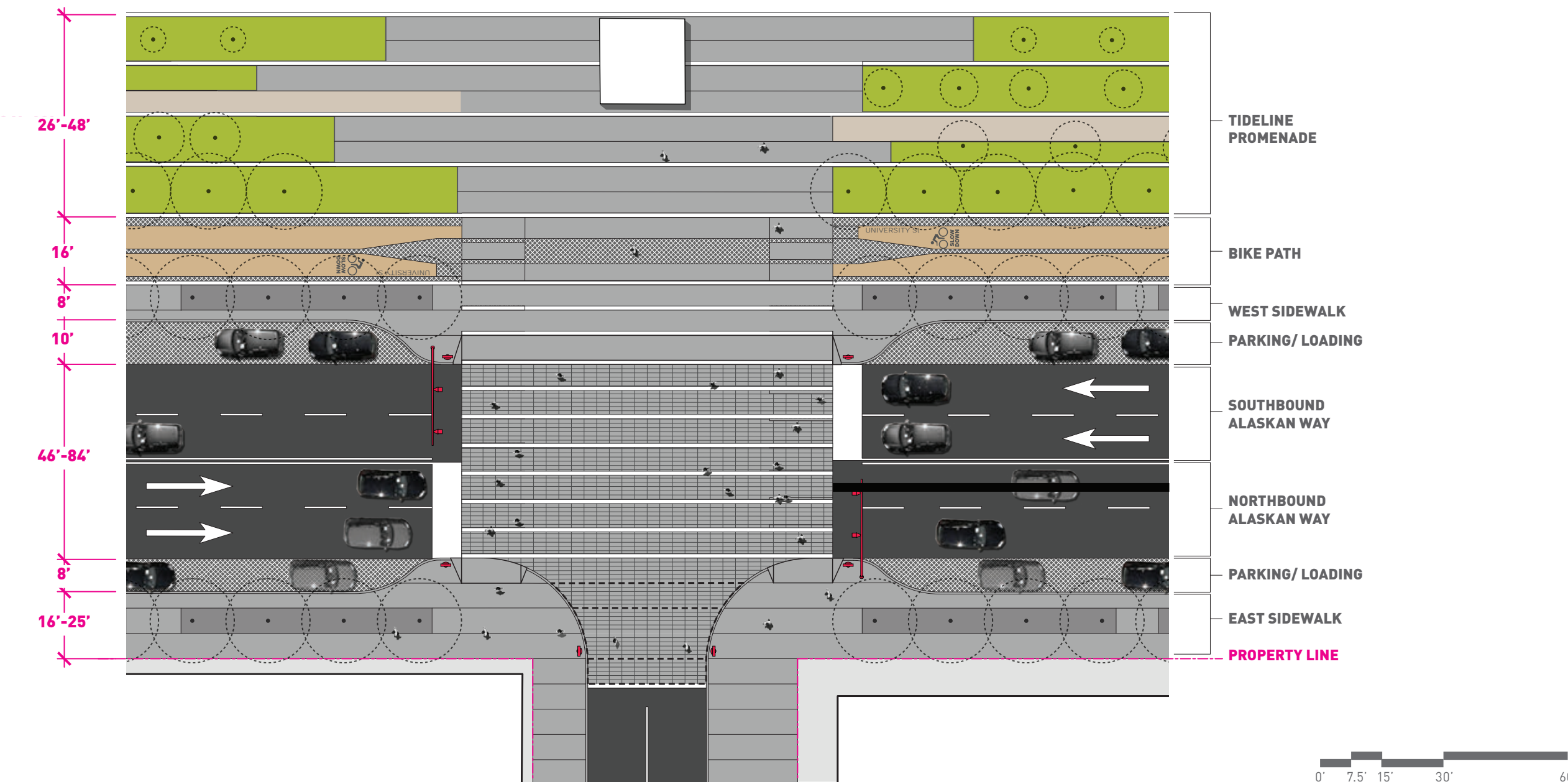
EAST-WEST STREETS

THE CROSSWALKS

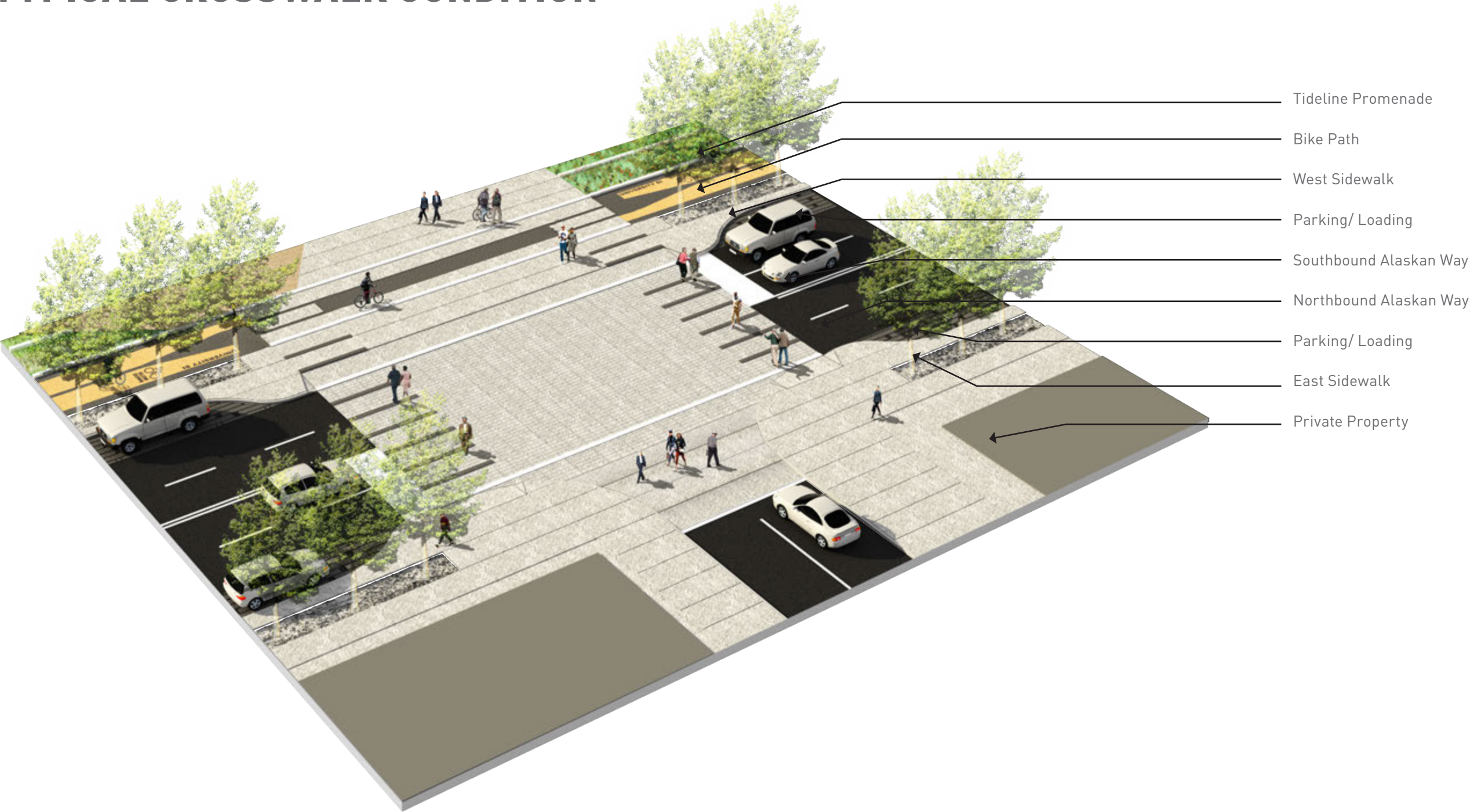
In order to successfully re-connect the waterfront to the city’s urban fabric, clear and safe pedestrian crossings must be carefully designed to allow movement across Alaskan Way and Elliott Way. Each intersection will feature a wide crosswalk; the design of the crossings will include paving designs, with clear patterns, materials and textures, curb treatments, controlled signalization, signage and way-finding, site furnishings and lighting.



TYPICAL CROSSWALK



EAST-WEST STREETS
TYPICAL CROSSWALK CONDITION





Paris



Melbourne



Vancouver

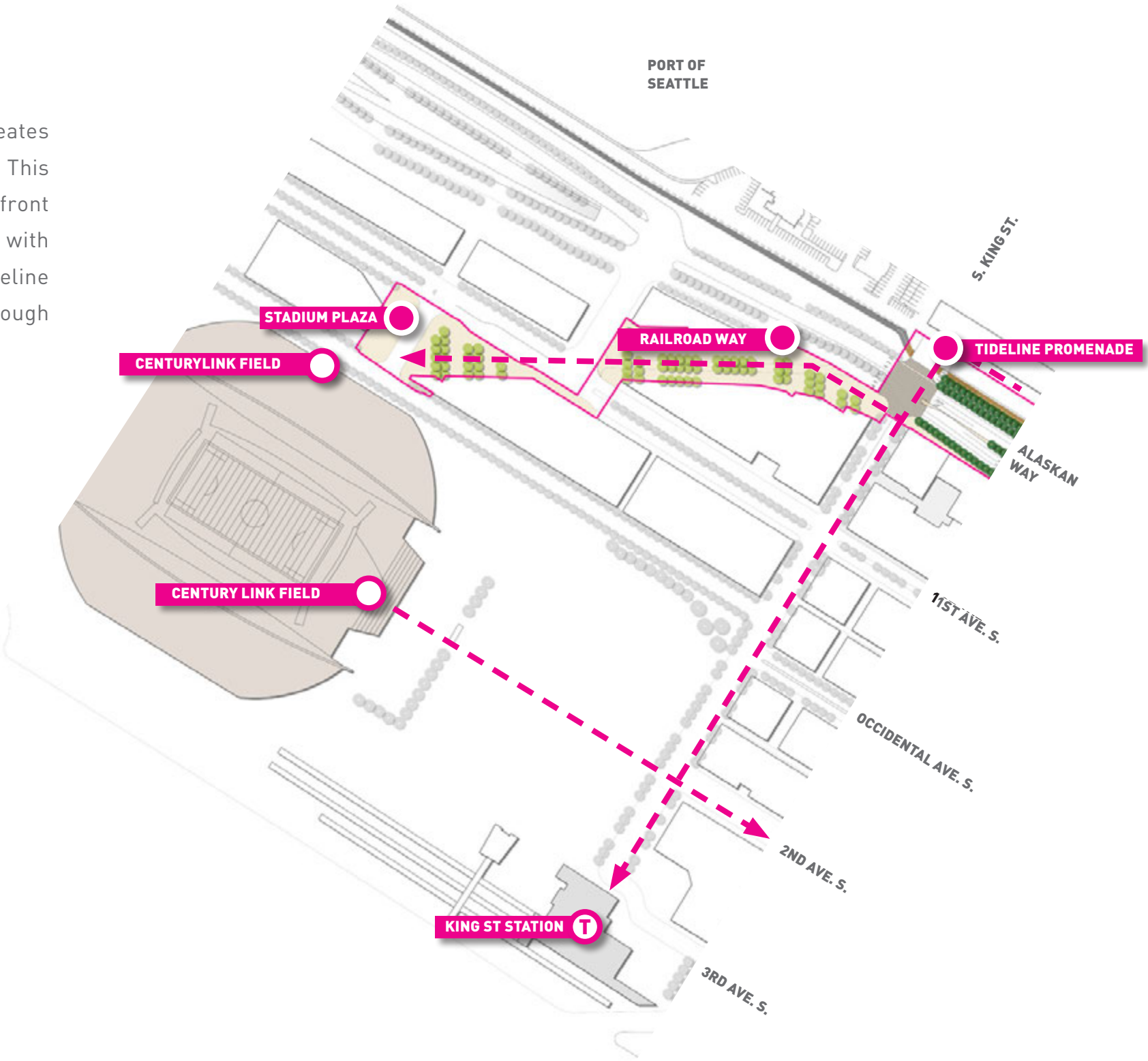
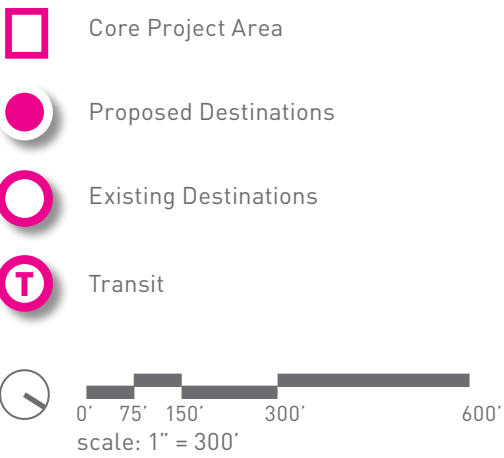


Frankfurt

EAST-WEST STREETS

RAILROAD WAY

The Tideline Promenade ends at South King Street and the Port of Seattle. Railroad Way creates a link between the Tideline Promenade and Century Link Field in the Stadium District. This link is important because it will allow safe access from the Stadium District to the waterfront and vice-versa. Railroad Way was imagined by the Roma Plan as a pedestrian street with some local vehicular access. Starting at Stadium Plaza, it would lead visitors to the Tideline promenade on the waterfront, while keeping strong connections to Pioneer Square through First Avenue and Occidental Avenue S..





View from Railroad Way looking North through 1st Avenue



Railroad Way looking Northwest



Railroad Way looking Southeast to the Stadium



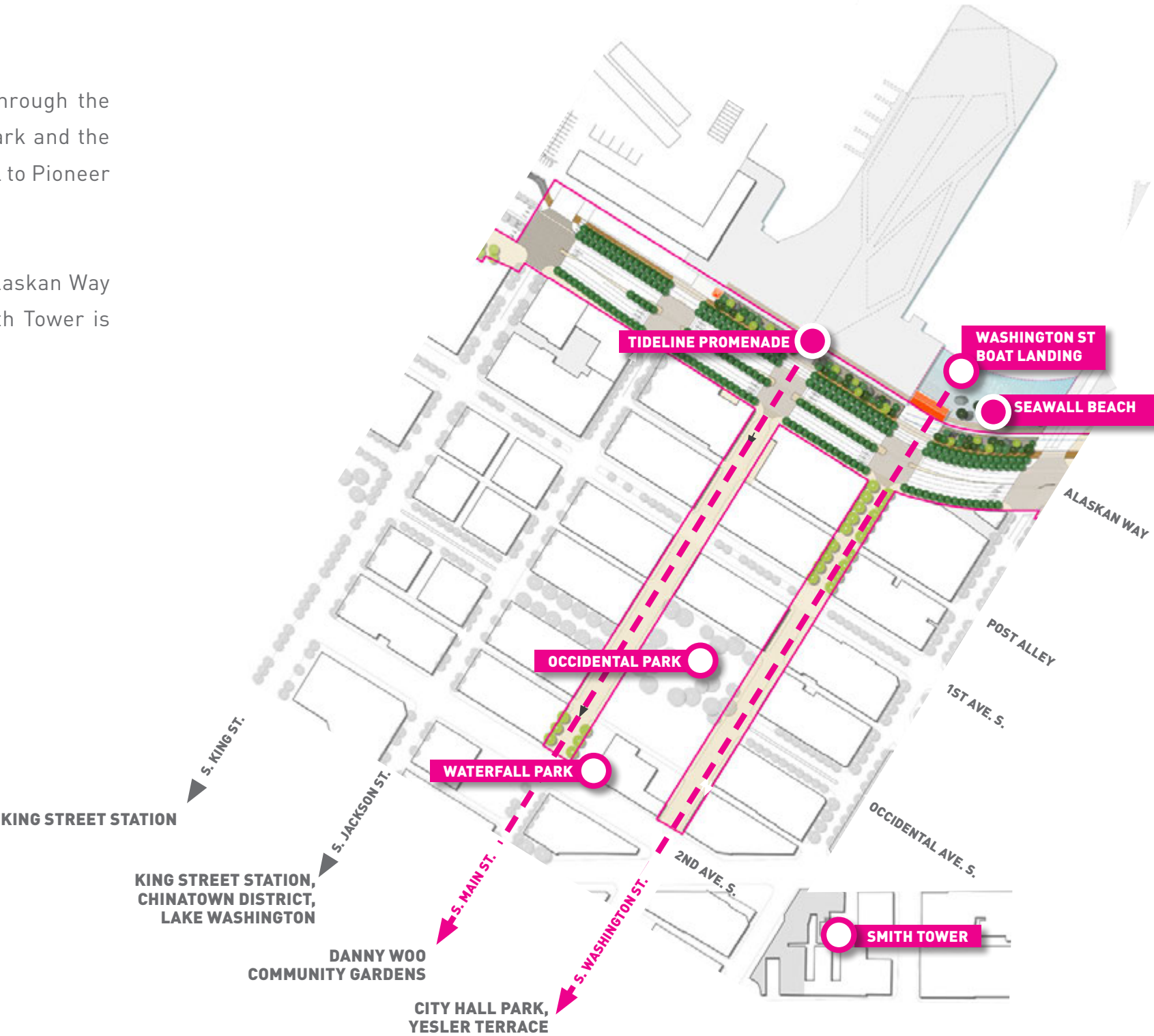
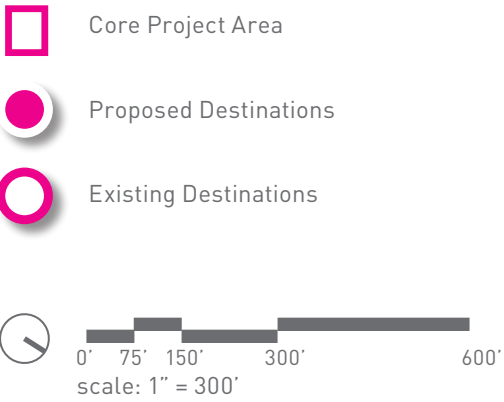
View from Railroad Way towards Occidental Ave. S.

EAST-WEST STREETS

PIONEER SQUARE

Oriented on the East-West axis, South Main Street and Washington Street run through the heart of Pioneer Square. They frame Occidental Park and lead to Kobe Terrace Park and the Danny Woo Community Gardens. Neither one crosses I-5 and therefore remain local to Pioneer Square.

South Main Street and Washington Street will be designed as a couplet between Alaskan Way and Second Avenue South, where the axis between Century Link Tower and Smith Tower is visible.





S. Washington Street looking West after the removal of the Viaduct

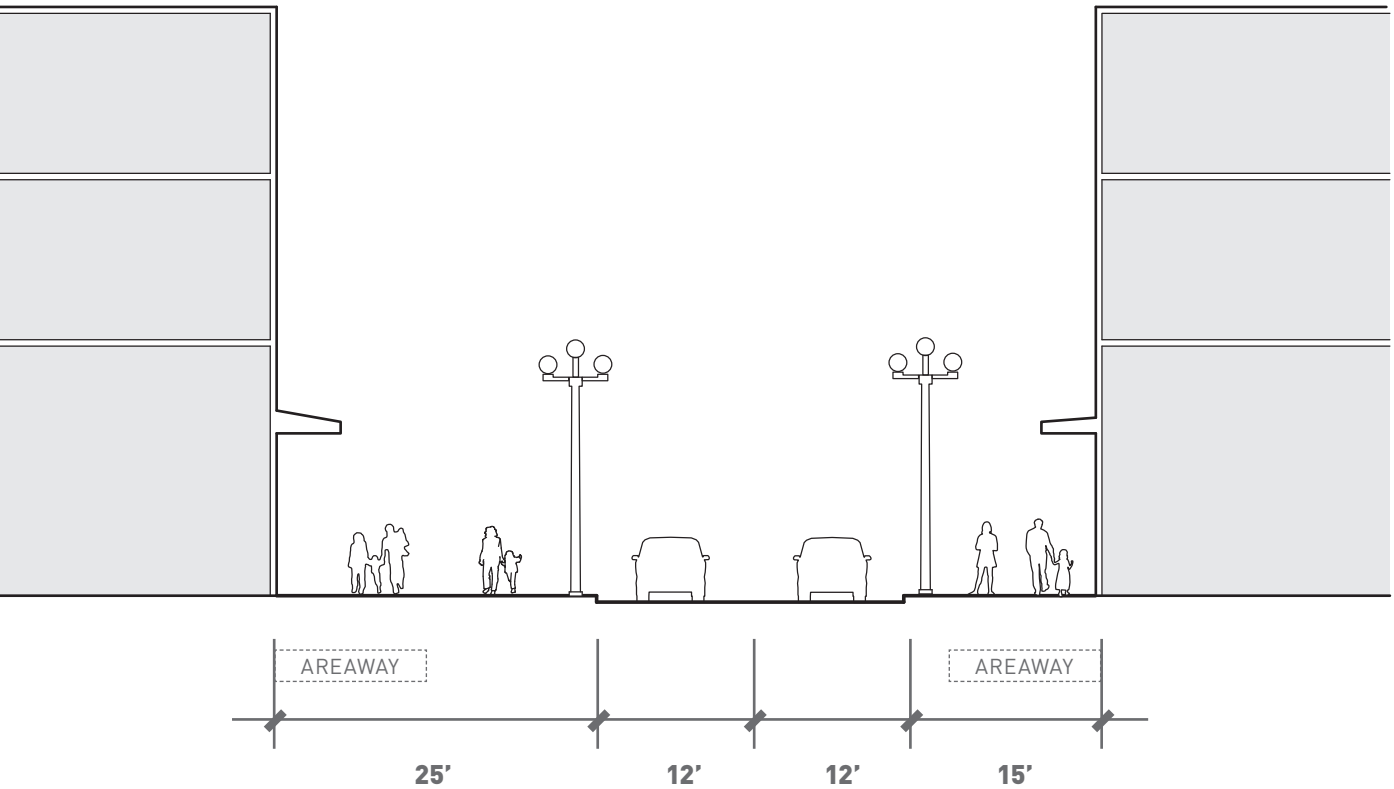
EAST-WEST STREETS

S. MAIN STREET

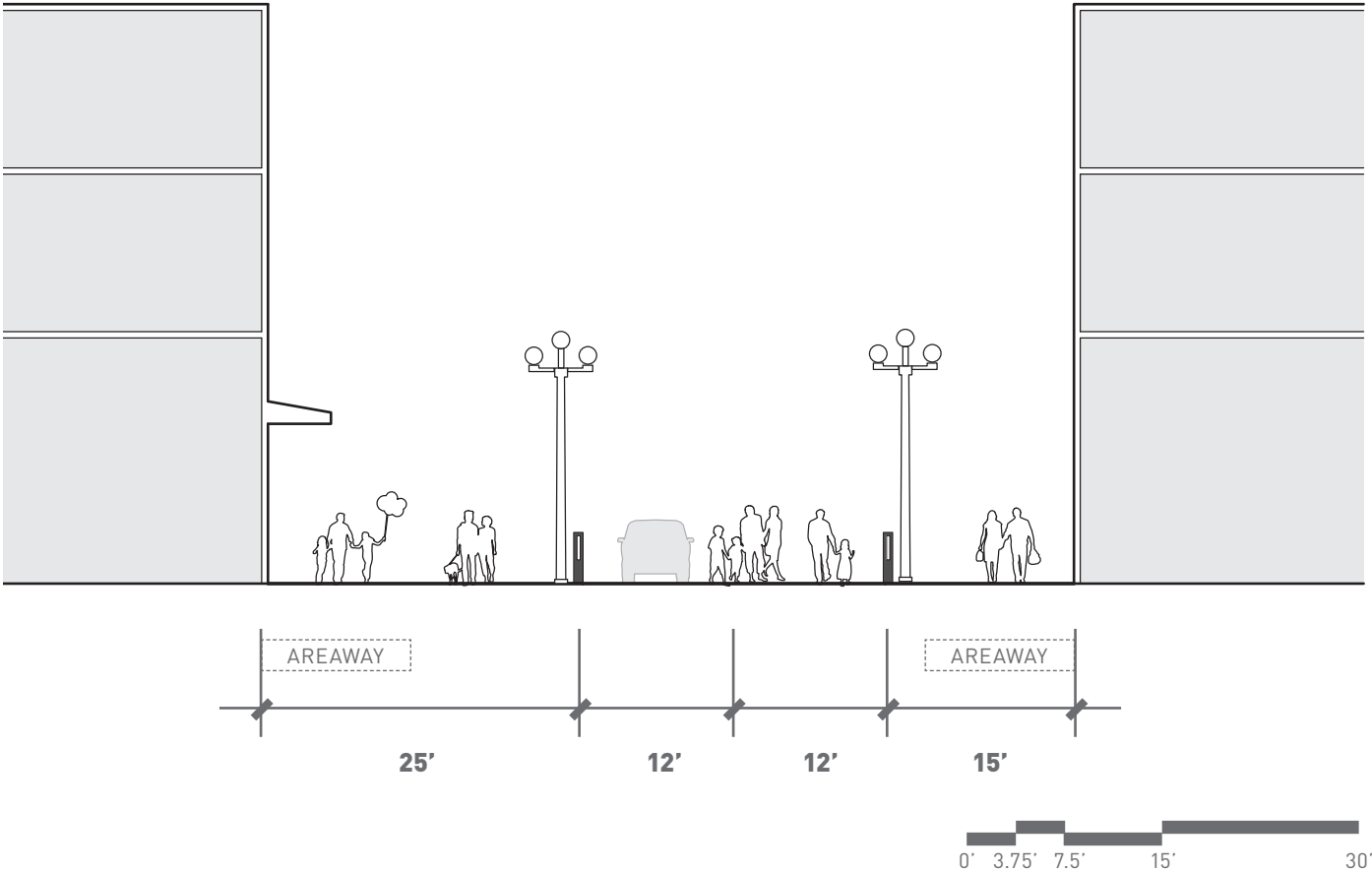
South Main Street is centered on the axis of Pier 48, making it the most direct pedestrian access to the pier from Pioneer Square and linking the pier to Occidental Park, Waterfall Garden Park and the Danny Woo Community Gardens. The walk along South Main Street to the waterfront is also a historical journey that can be traced back to the early days of Seattle. Some parts of the

street are paved in brick, complementing Occidental Avenue and the historic architecture of Pioneer Square. This character makes it possible to treat South Main Street like a street with no curbs with paving extending from building face to building face, like a plaza.

OPTION A
SECTION AT S. MAIN STREET LOOKING EAST



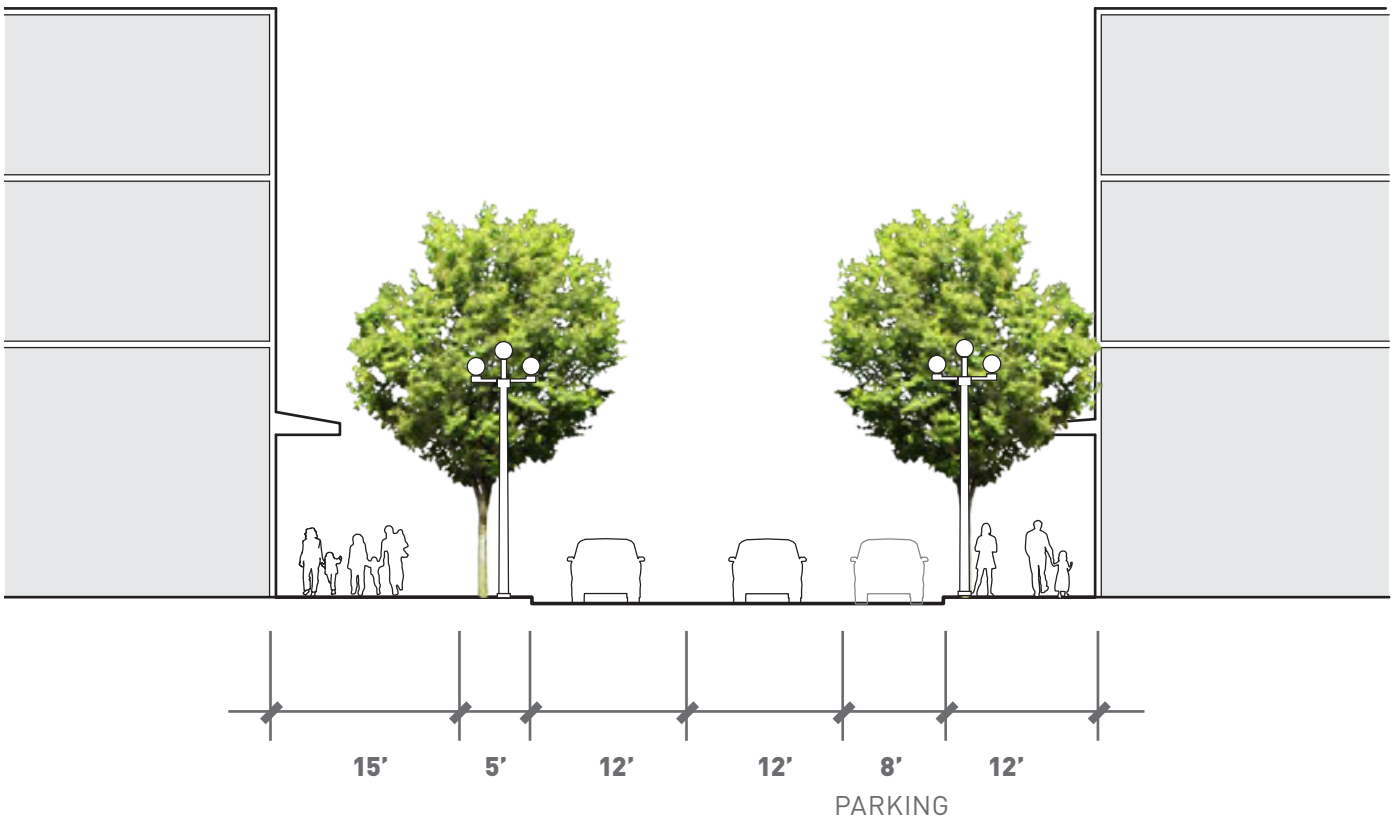
OPTION B
SECTION AT S. MAIN STREET LOOKING EAST



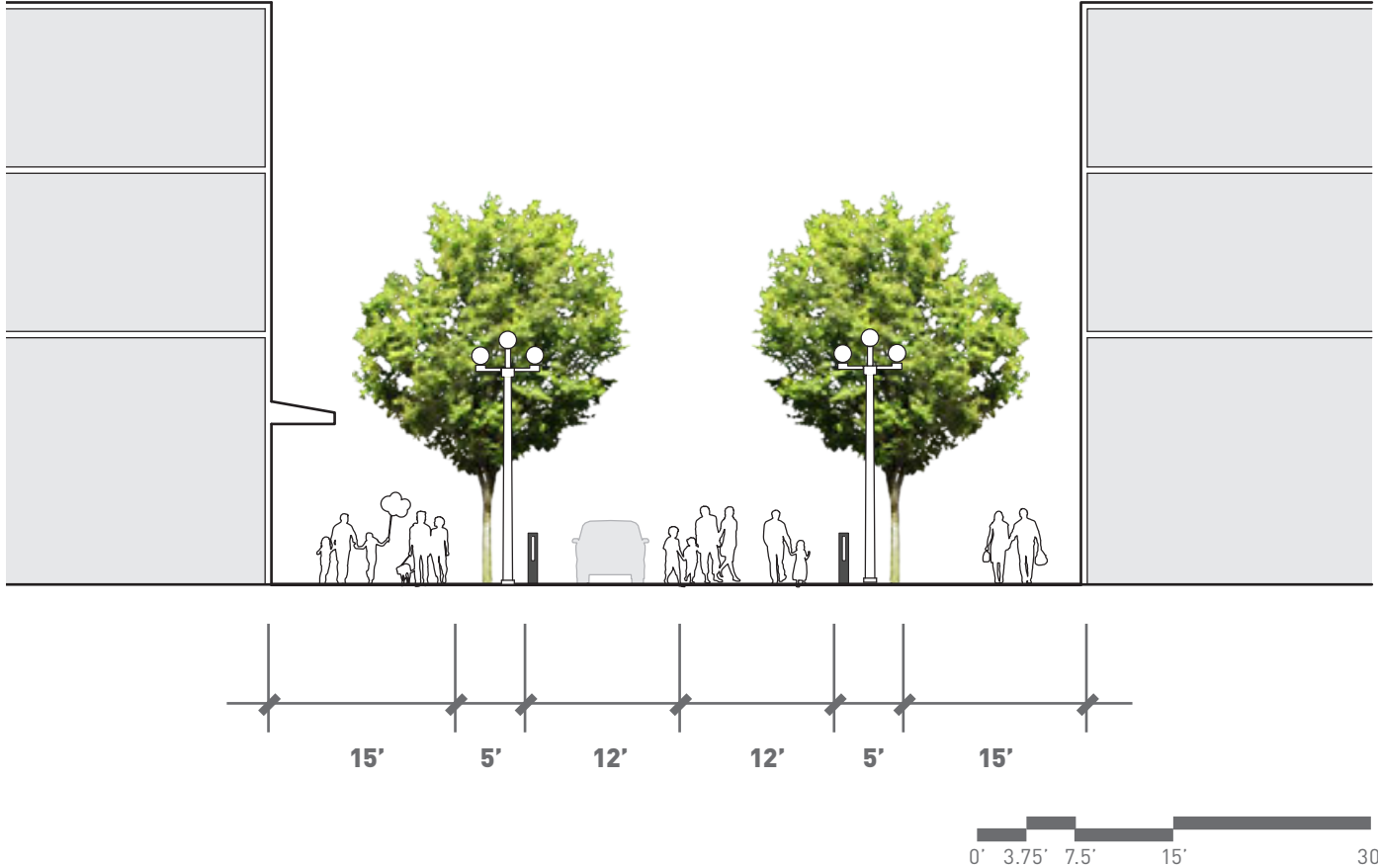
S. WASHINGTON STREET

South Washington street leads to the Washington Street Boat Landing on the waterfront. The boat landing will be restored as part of the seawall project and will become a destination on the waterfront long before Pier 48. As such, South Washington Street will provide a primary pedestrian access route to the waterfront from Pioneer Square.

OPTION A
SECTION AT S. WASHINGTON STREET LOOKING EAST



OPTION B
SECTION AT S. WASHINGTON STREET LOOKING EAST

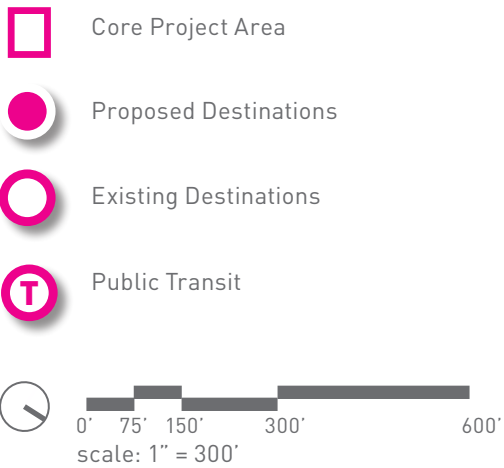


EAST-WEST STREETS

COLMAN DOCK

Columbia Street is currently occupied by the viaduct’s southbound on-ramp between Alaskan Way and 1st Avenue. With the removal of the viaduct, the street will become open and will provide better access to transit at Colman Dock. Improvements to this street include, a new transit plaza on the north side of the street, an enlarged sidewalk, signage, enhanced tree plantings and site furnishings to accommodate queuing.

Marion Street Bridge will be replaced, over Alaskan Way, with a new pedestrian bridge that will serve as the gateway to the Central Waterfront, while giving pedestrians improved access to the Ferry Terminal. It will be replaced with a wider structure that is both authentic to Seattle and distinctive.



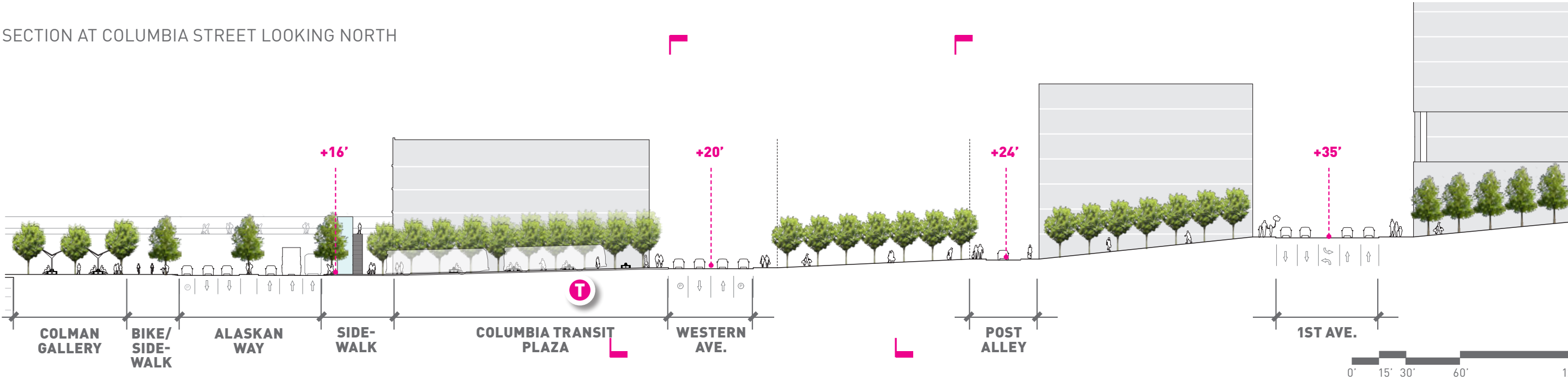
MARION ST. PEDESTRIAN BRIDGE (EXISTING)



PRECEDENT PEDESTRIAN BRIDGE - BILBAO, SPAIN



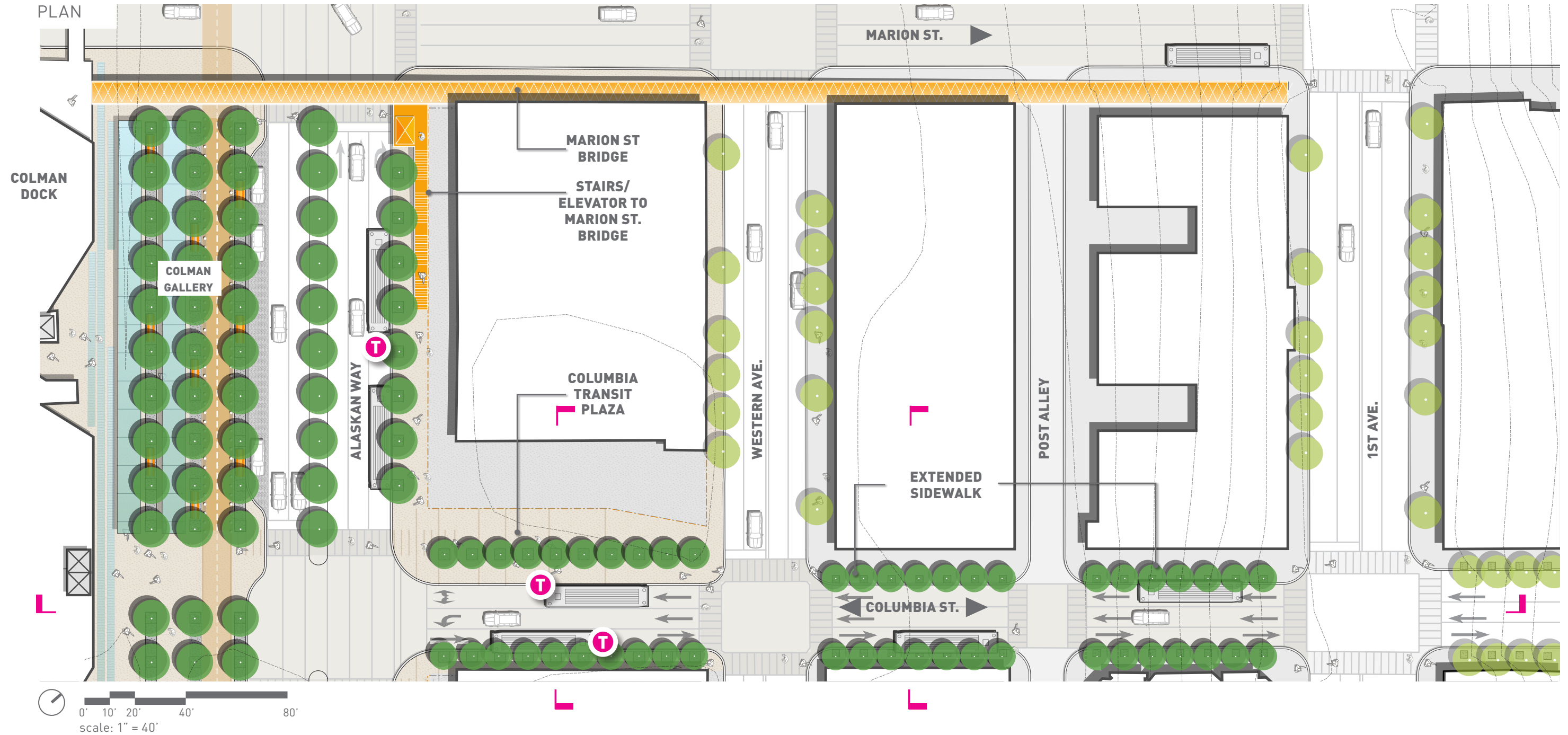
SECTION AT COLUMBIA STREET LOOKING NORTH



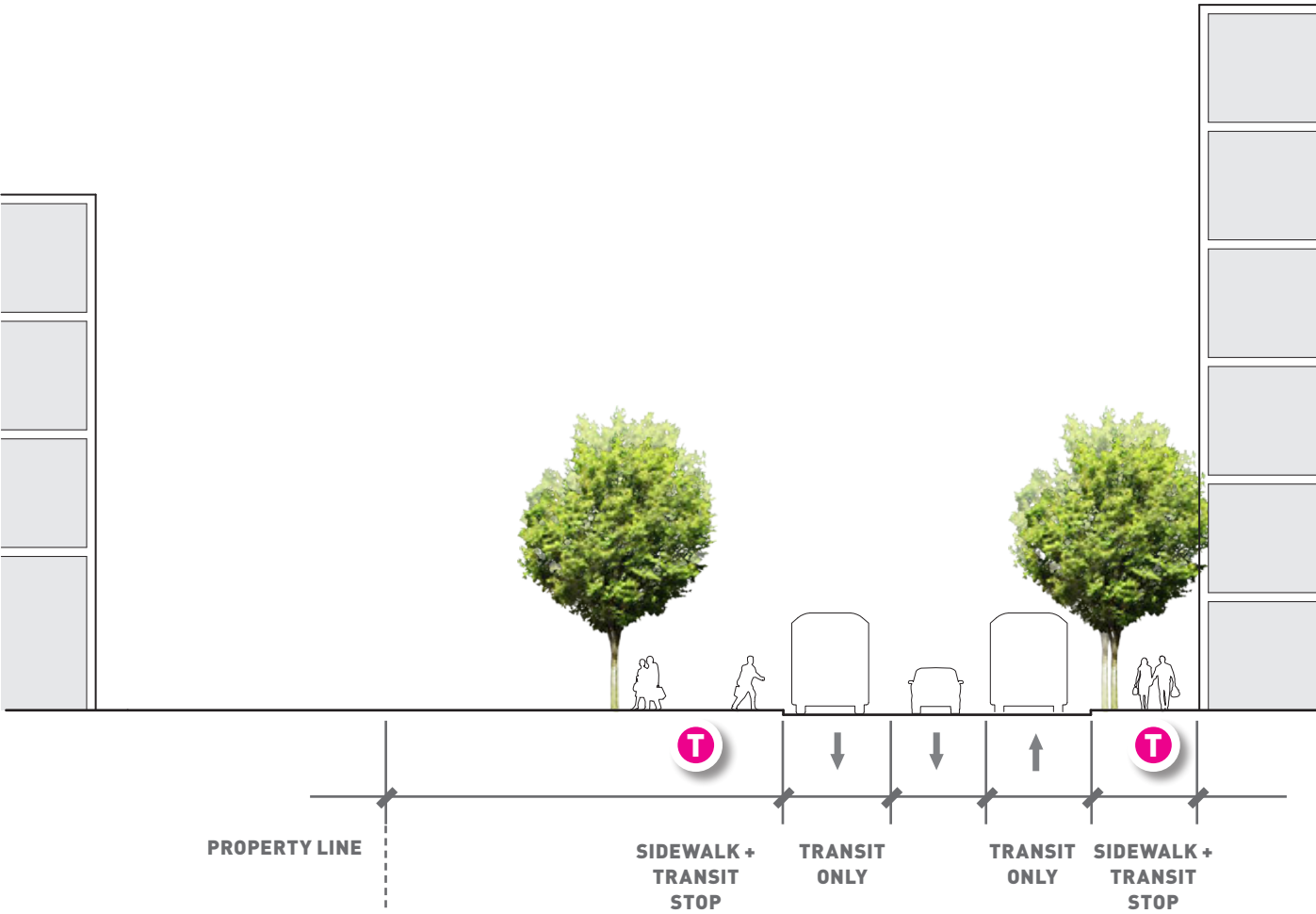
EAST-WEST STREETS

COLUMBIA STREET OPT. A

PLAN



SECTION AT ALASKAN WAY LOOKING EAST

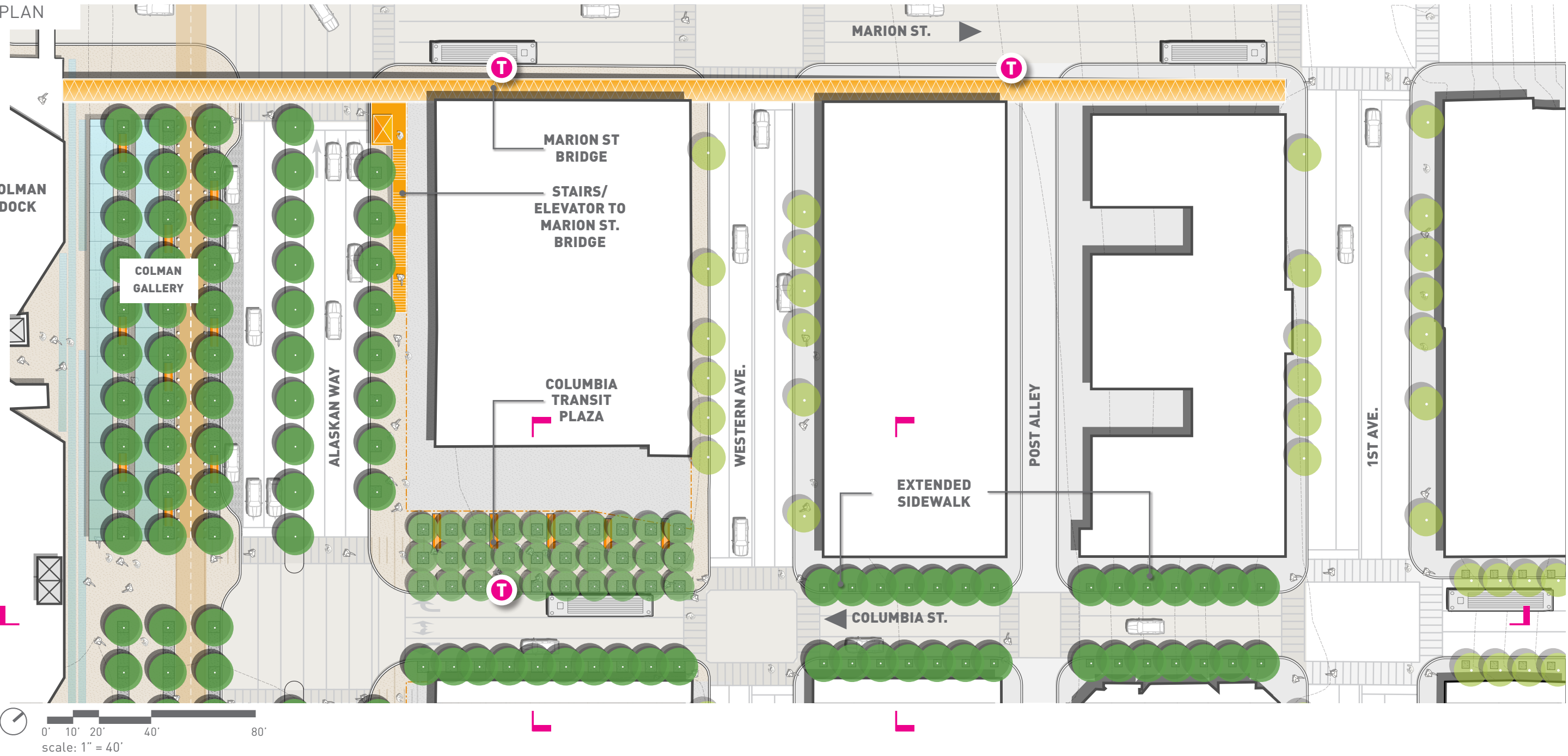


SECTION AT POST ALLEY LOOKING EAST

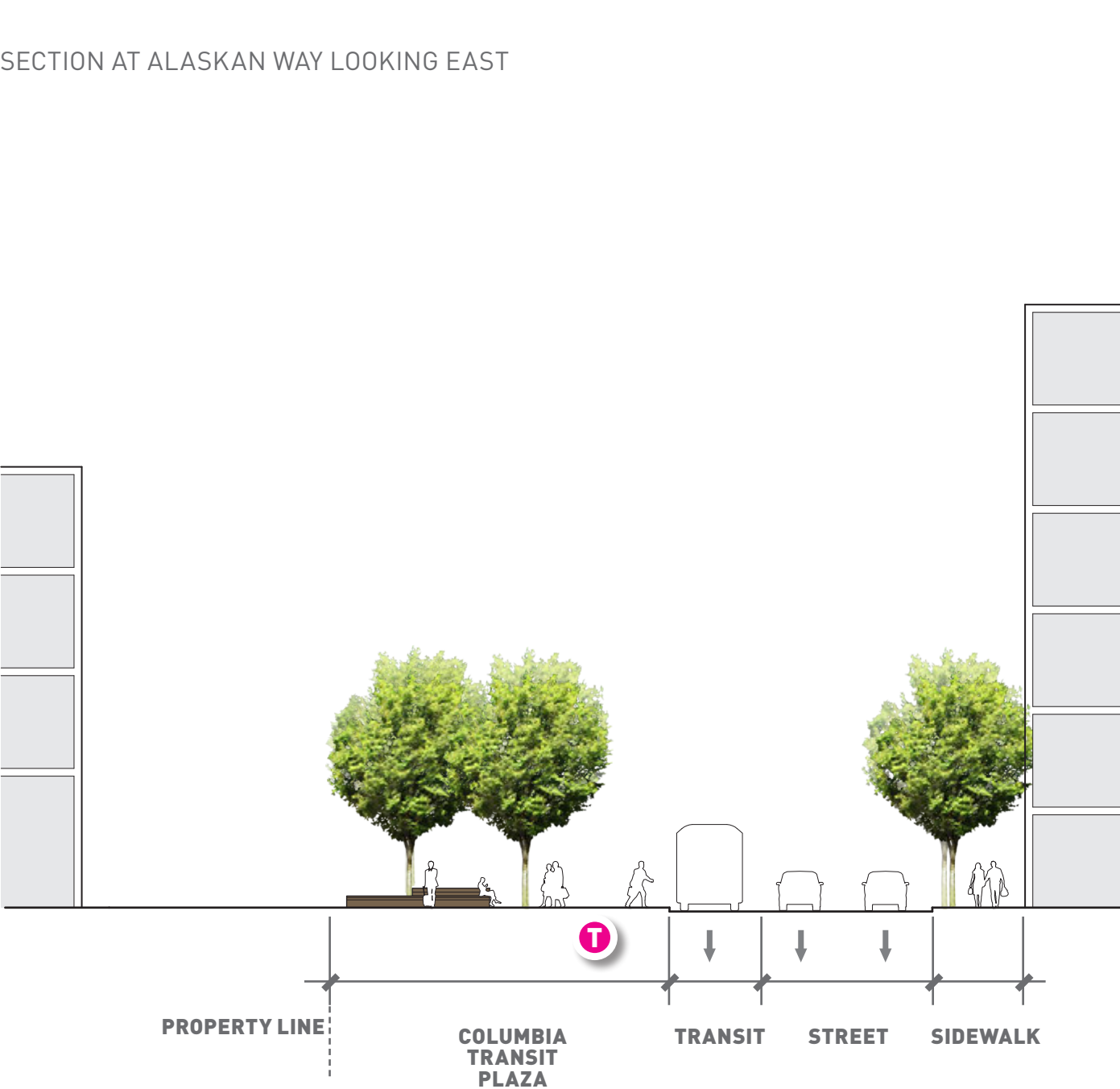


EAST-WEST STREETS

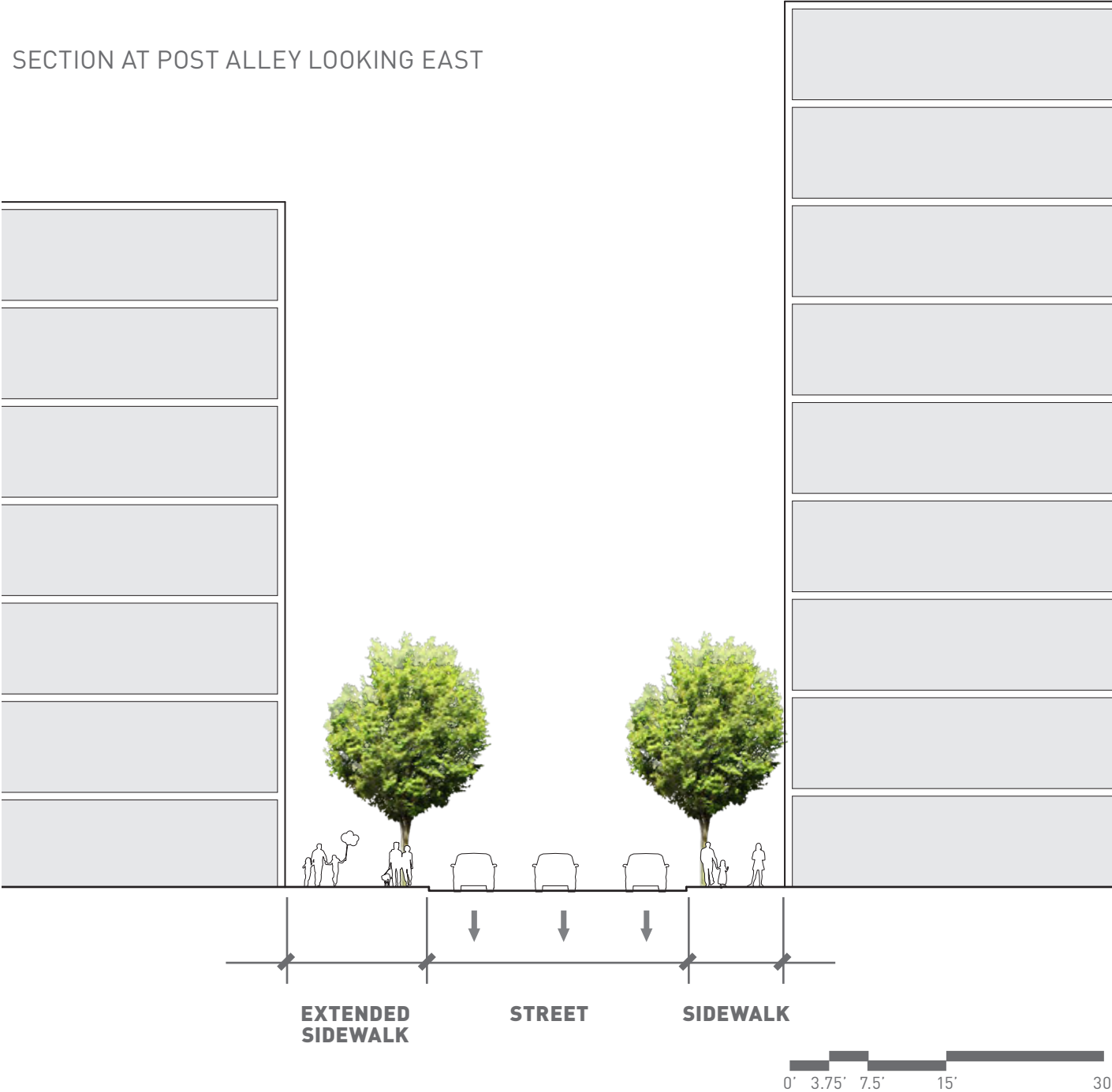
COLUMBIA STREET OPT. B



SECTION AT ALASKAN WAY LOOKING EAST



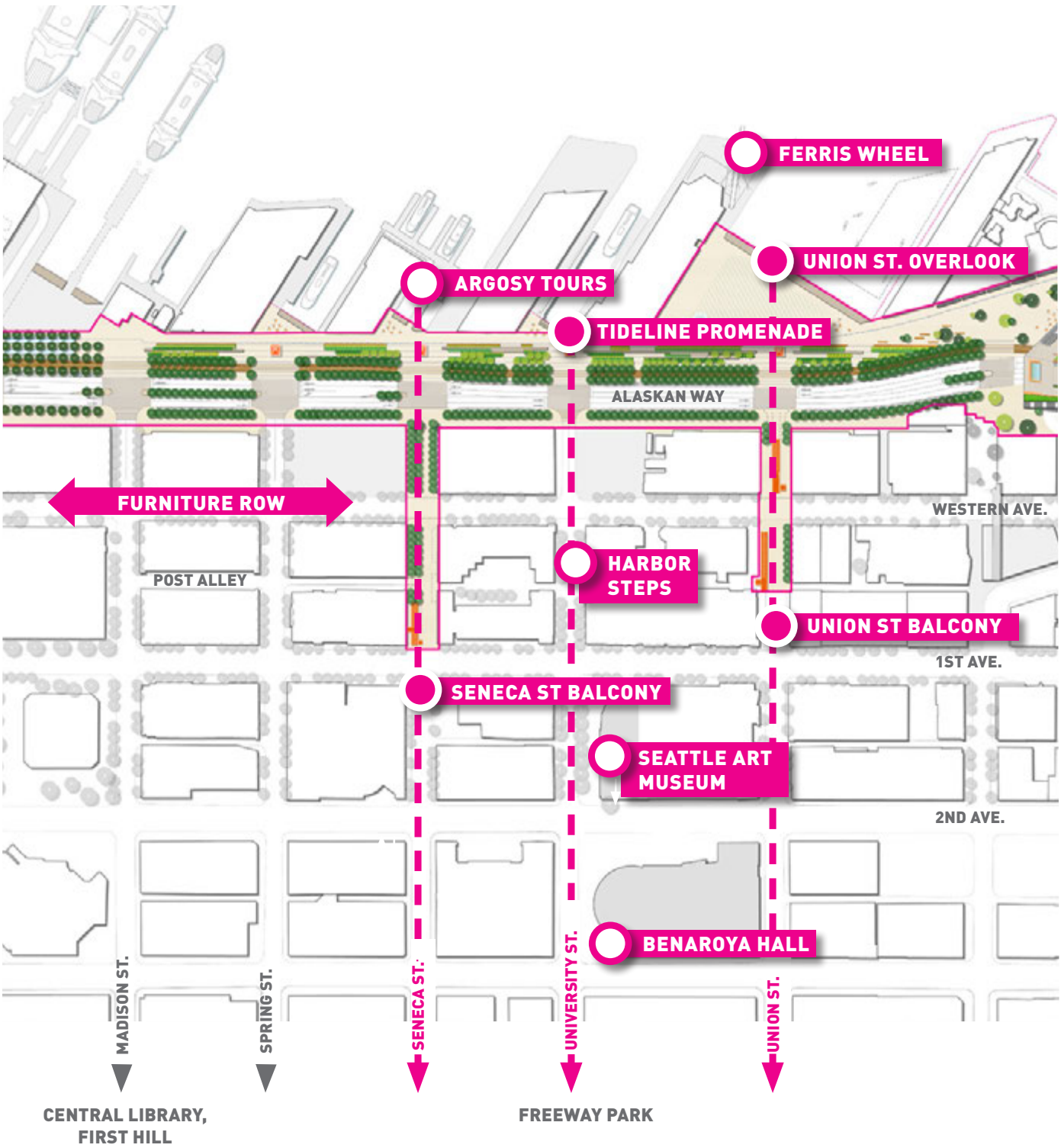
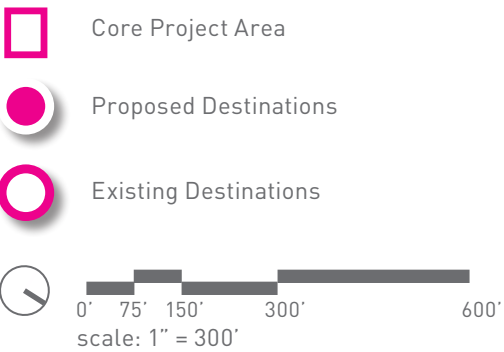
SECTION AT POST ALLEY LOOKING EAST



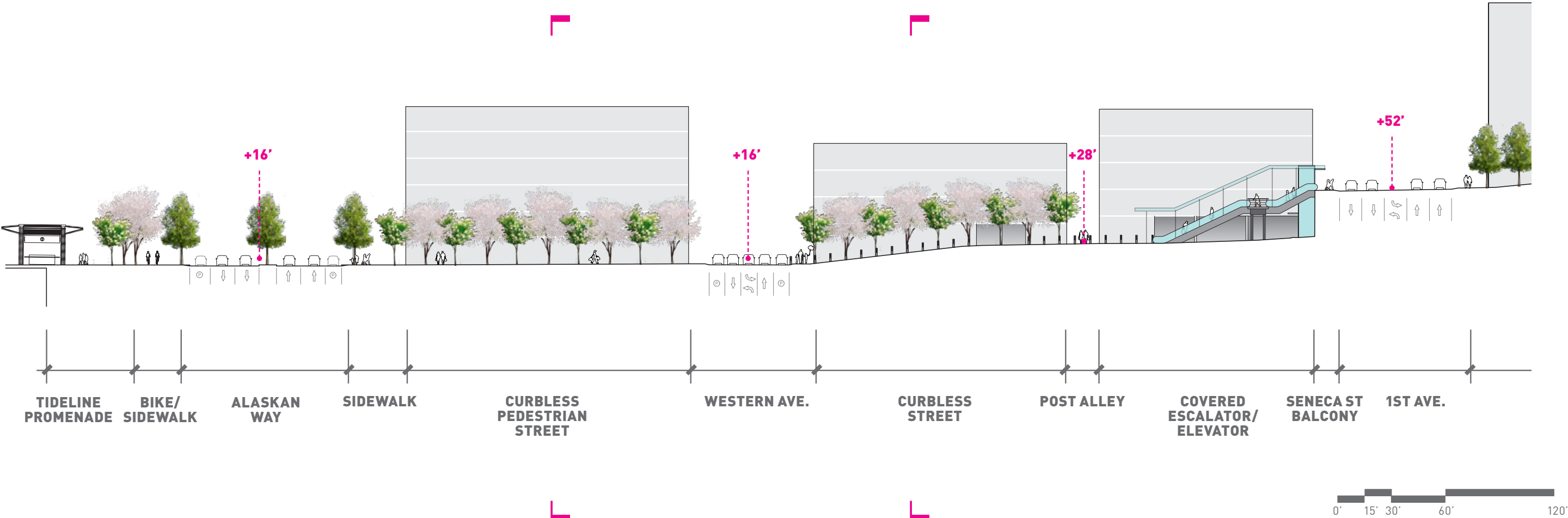
EAST-WEST STREETS

SENECA STREET

The demolition of the existing viaduct off-ramp at Seneca Street, between Alaskan Way and First Avenue, will open up new public realm opportunities. A new stair, elevator and escalator will replace the existing stairs, while maintaining access to adjacent buildings. The stairs will land in an allée of street trees on Seneca Street and lead to a pedestrian friendly environment between Alaskan Way and Western Avenue. This block does not have significant vehicular demands and is adjacent to a great historic building, which has the potential to open at the street level with sidewalk vendors and cafes.



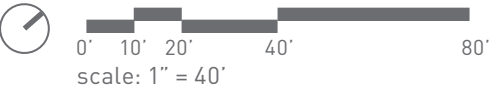
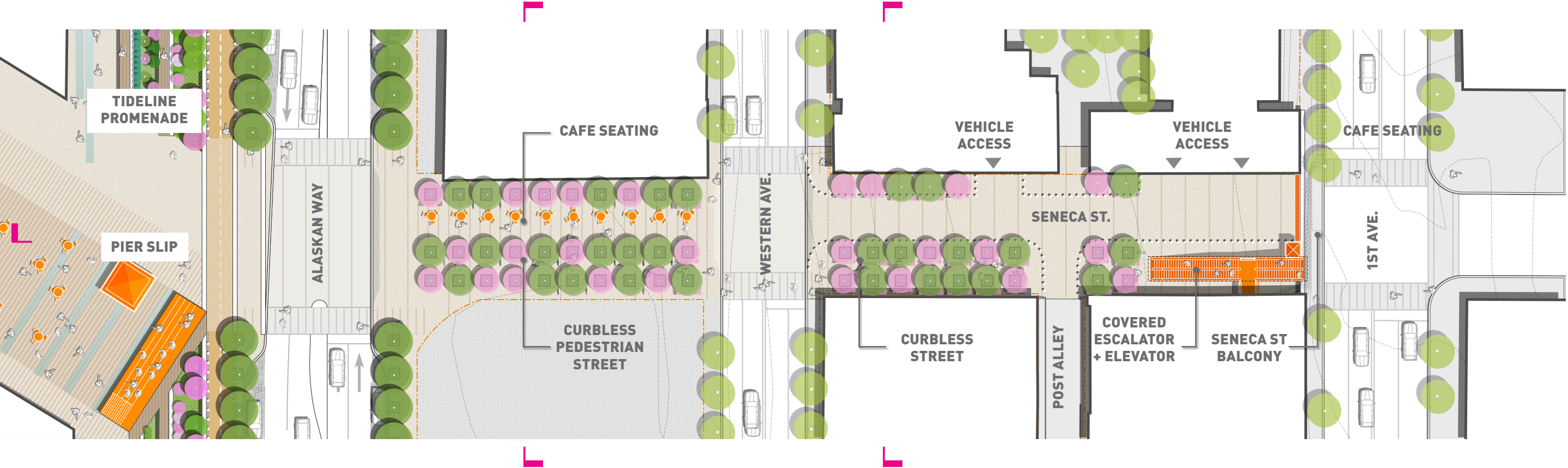
SECTION AT SENECA STREET LOOKING NORTH



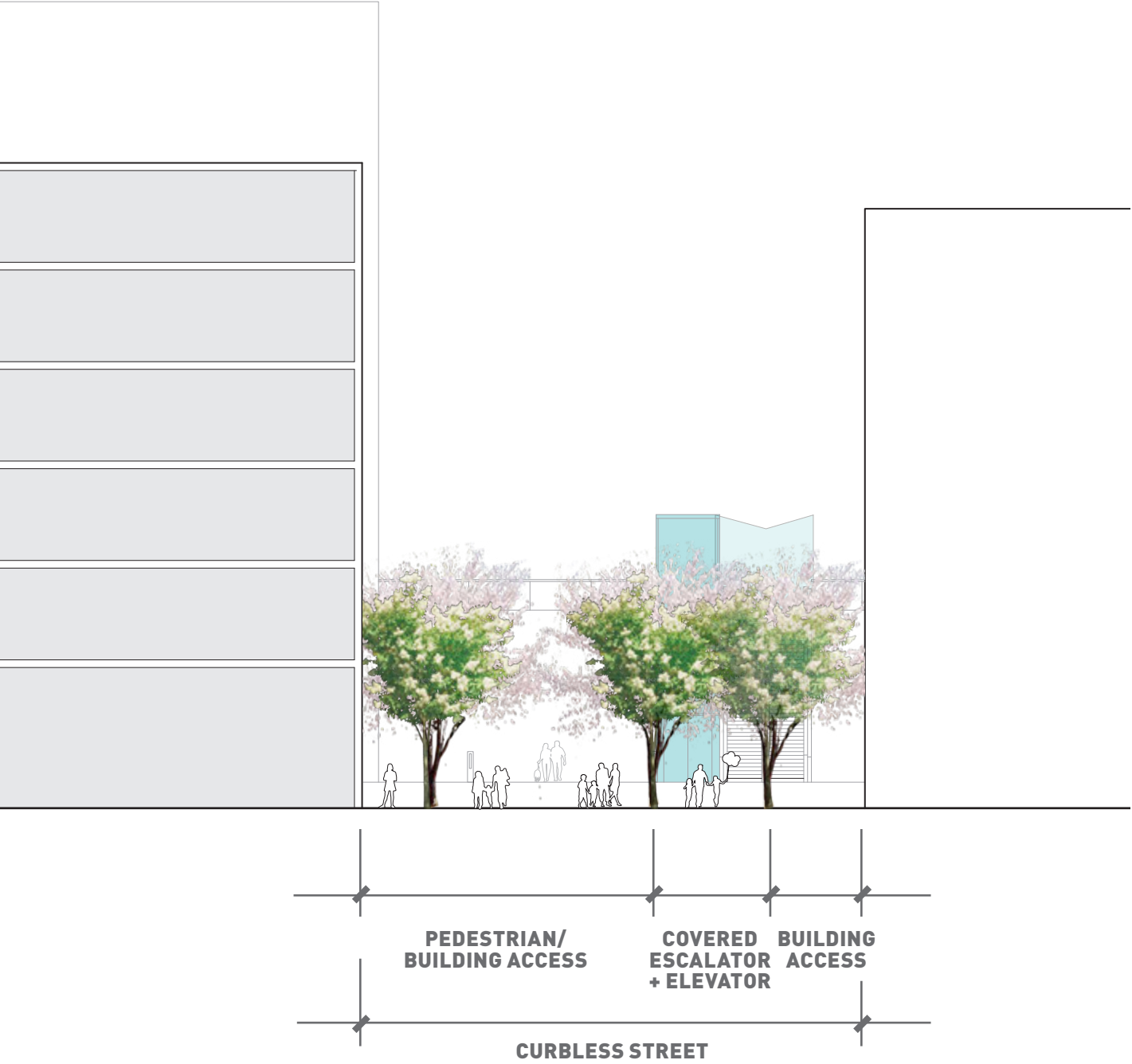
EAST-WEST STREETS

SENECA STREET

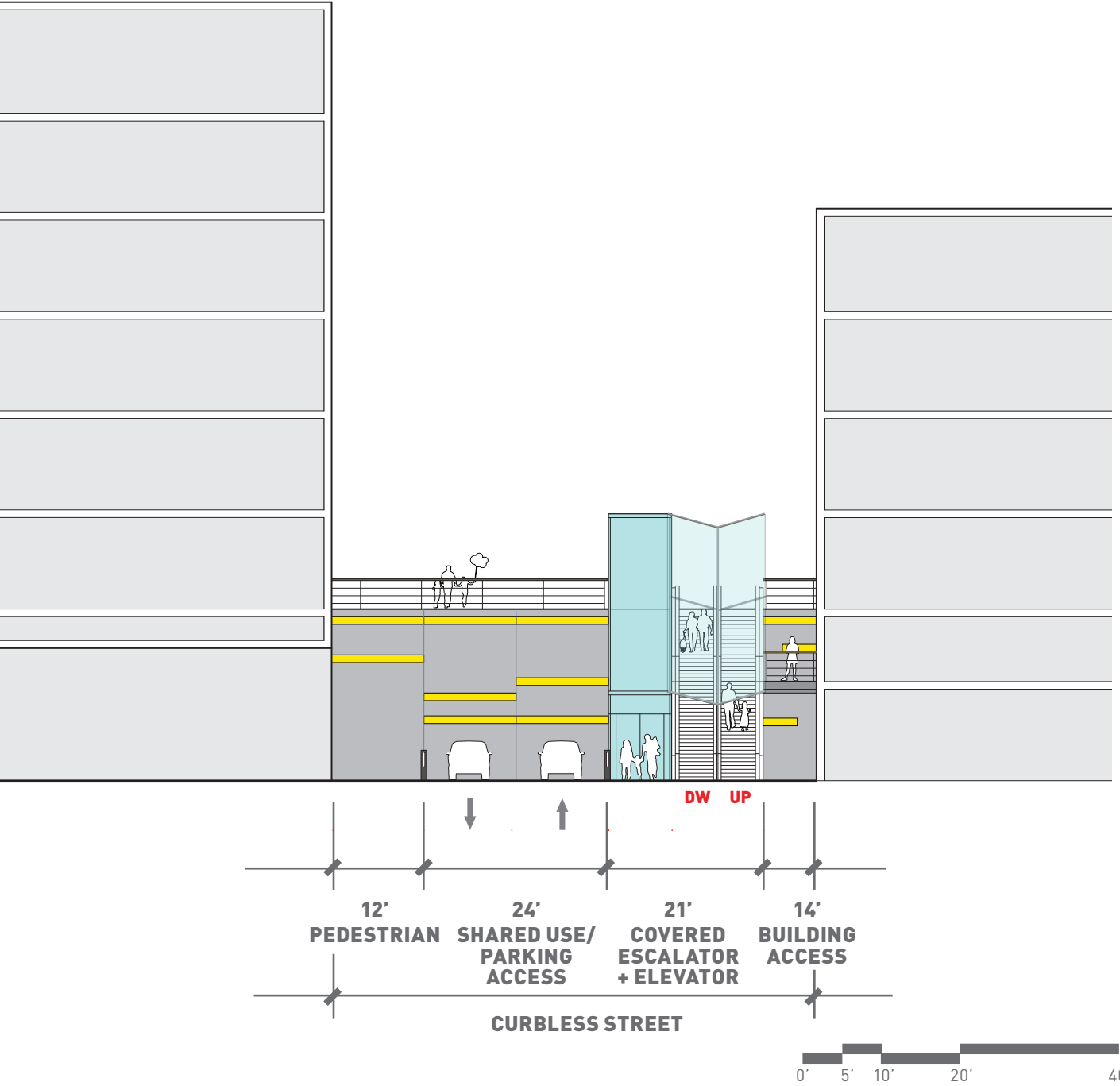
PLAN



SECTION AT ALASKAN WAY LOOKING EAST



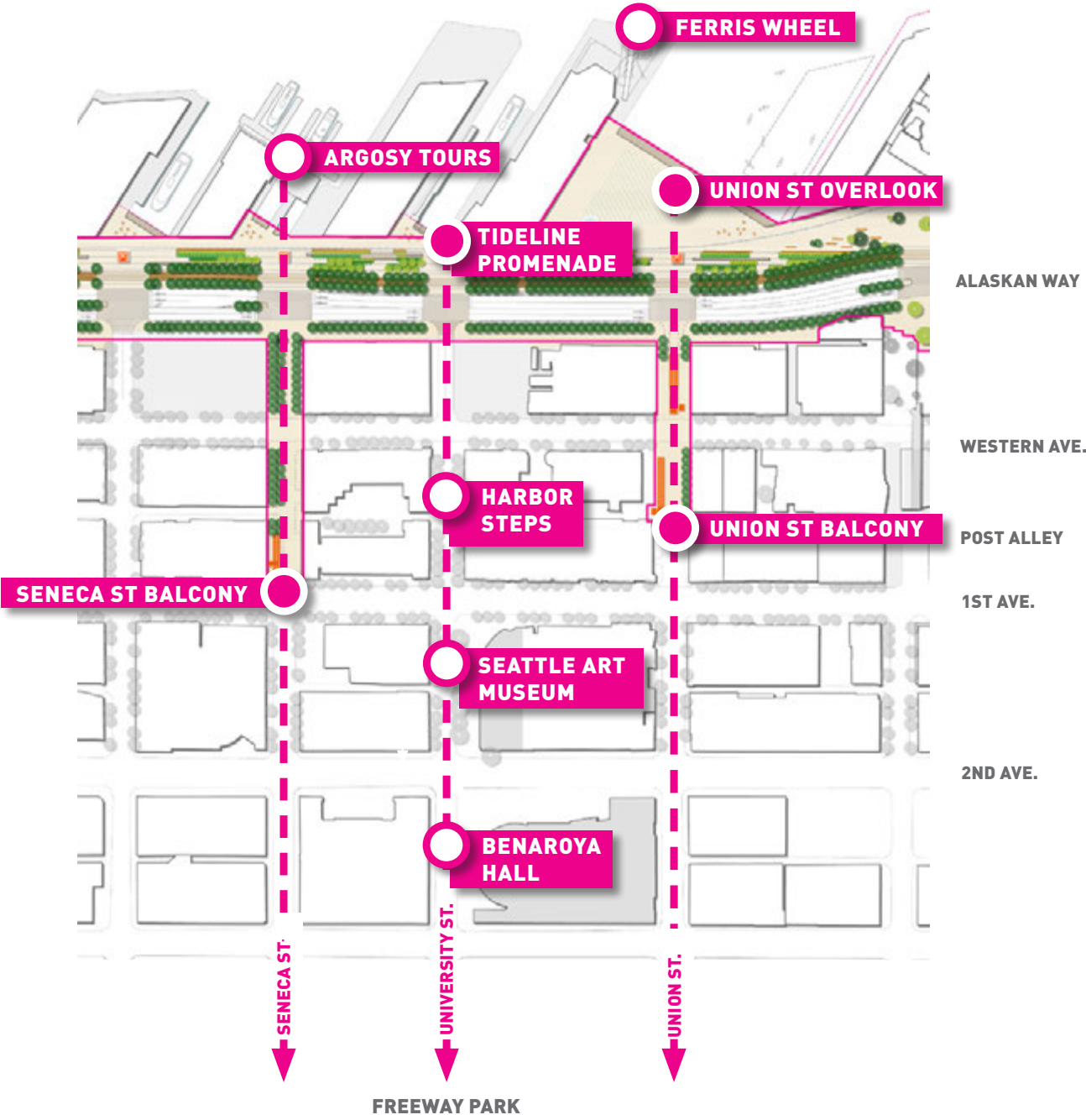
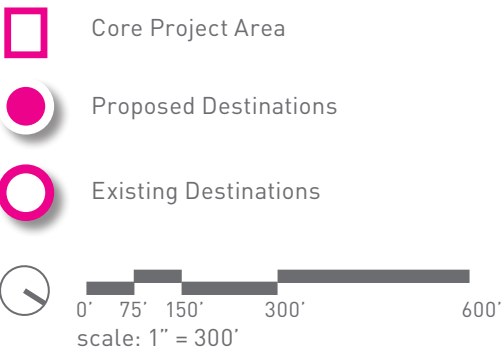
SECTION AT POST ALLEY LOOKING EAST



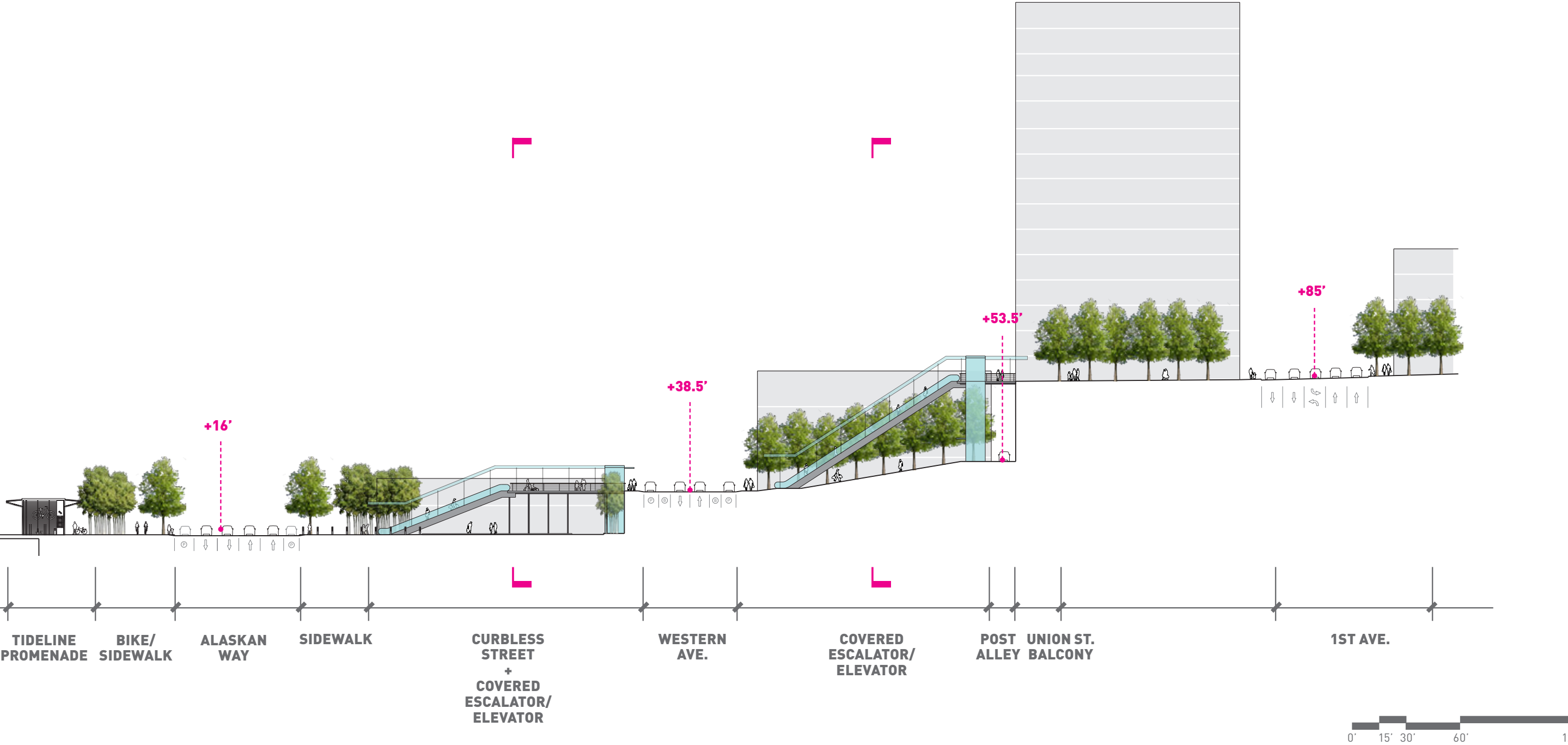
EAST-WEST STREETS

UNION STREET

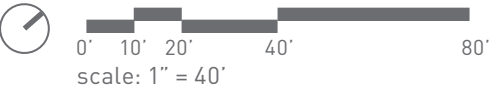
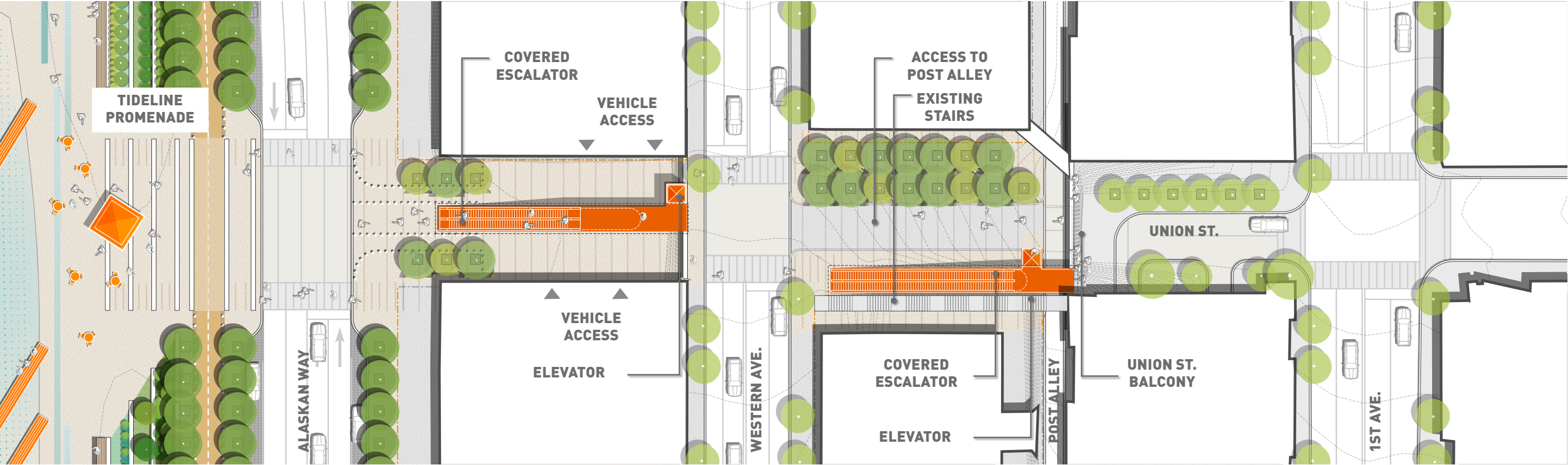
The Union Street corridor offers an excellent visual connection to the waterfront and bay, but due to the sharp changes in grade, its role as a pedestrian link is limited today. To provide safer and easier access, two sets of escalators (one between Alaskan Way and Western Avenue, and another between Western and First Avenues) are proposed to connect Downtown Seattle to the waterfront. The locations of these access routes will preserve access to buildings and views, while creating the atmosphere and character of a mews.



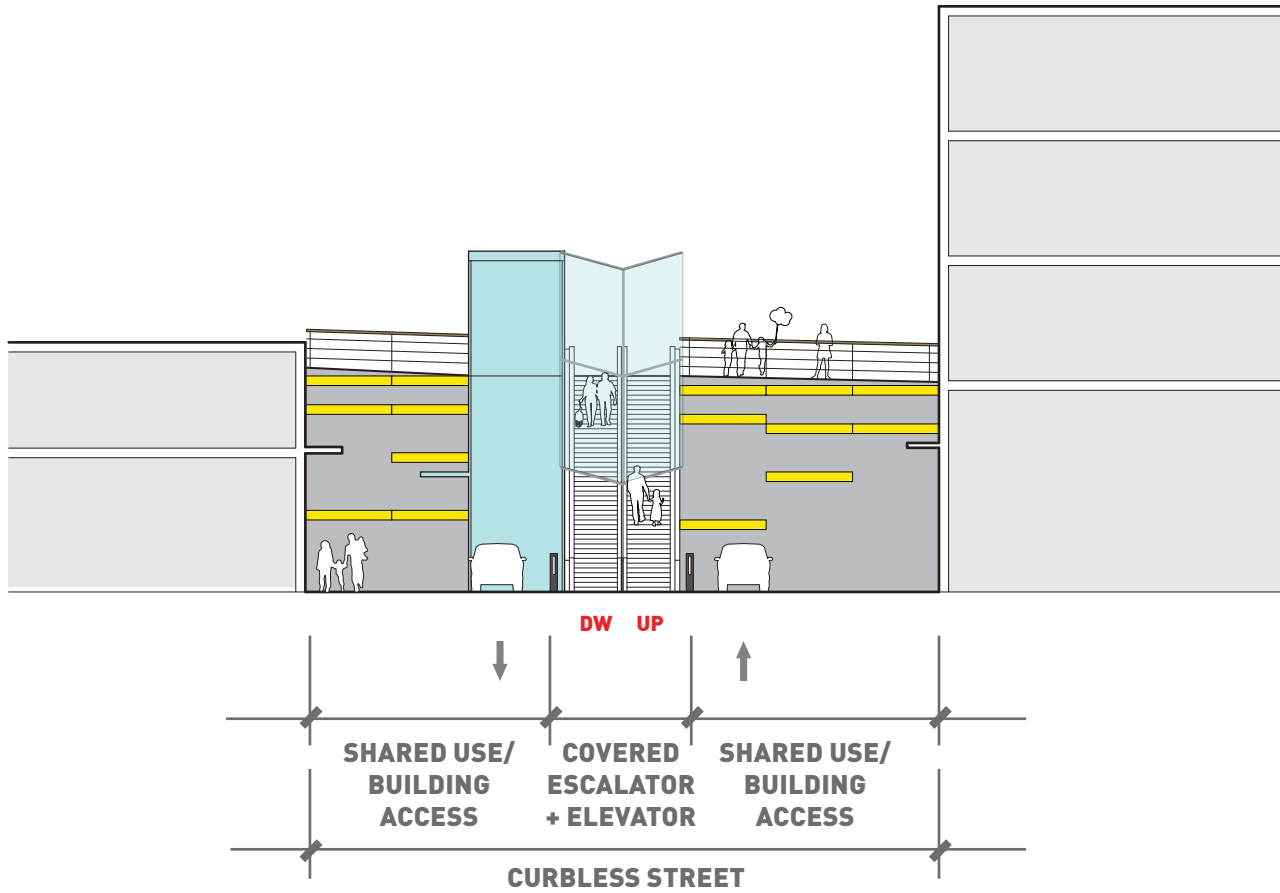
SECTION AT UNION STREET LOOKING NORTH



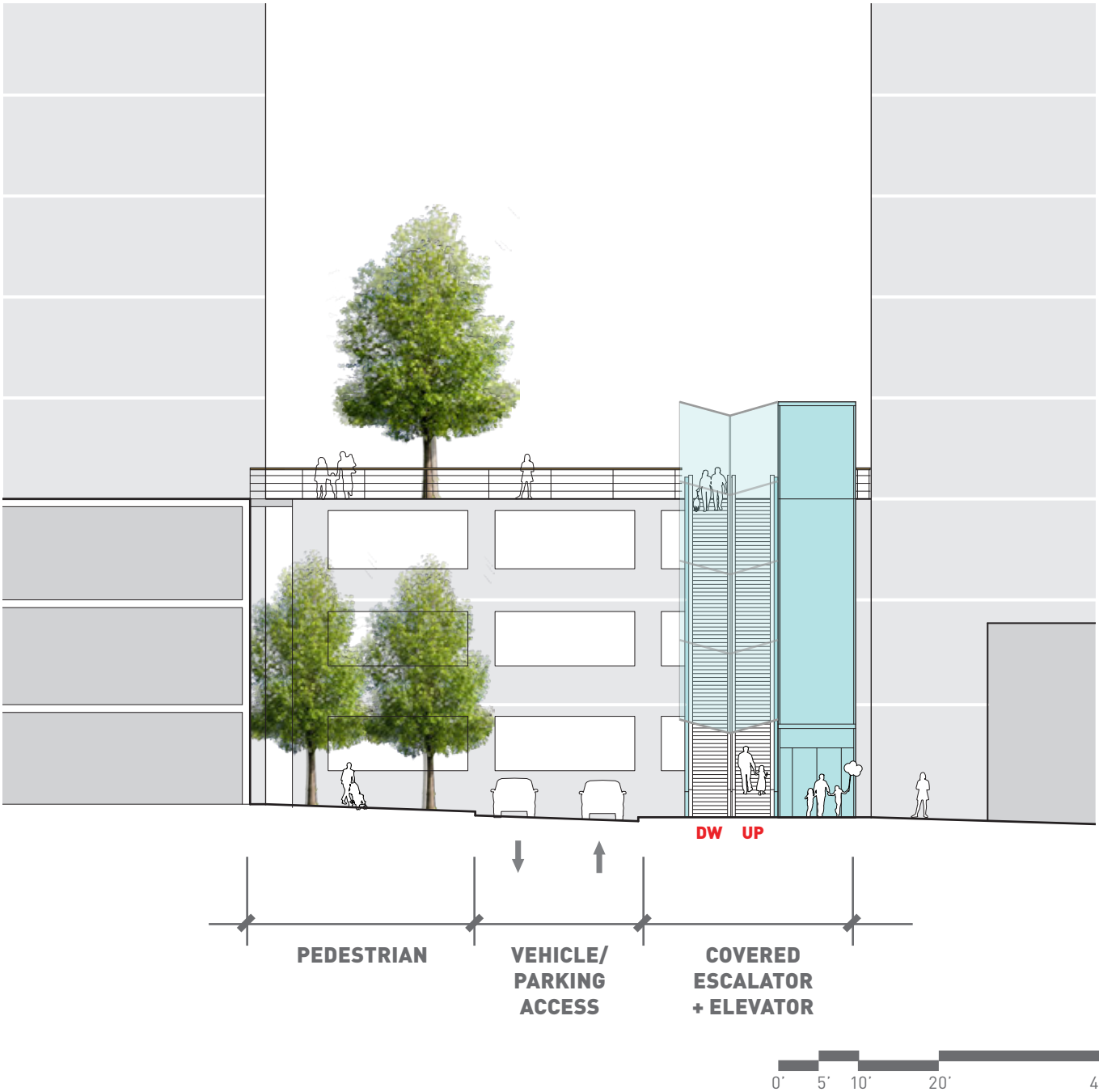
EAST-WEST STREETS
UNION STREET
PLAN



SECTION AT ALASKAN WAY LOOKING EAST



SECTION AT POST ALLEY LOOKING EAST

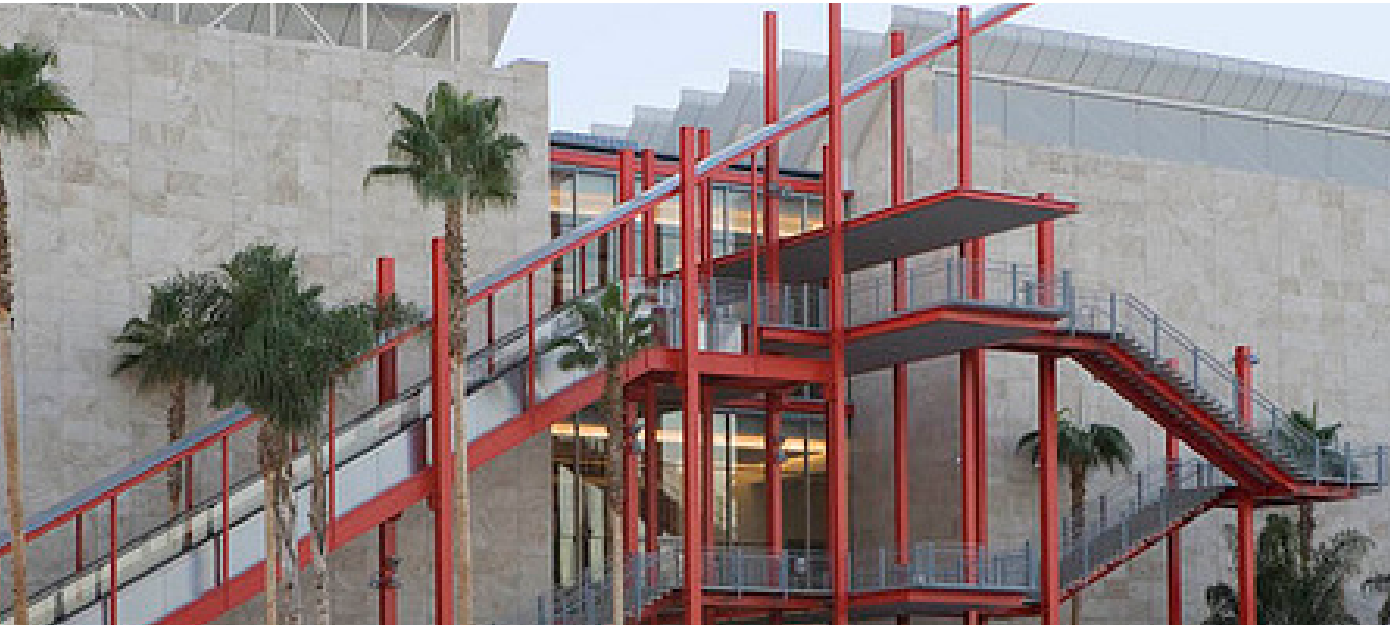




Precedent: Outdoor Escalator - Barcelona



Precedent: Outdoor Escalator - Shanghai



Precedent: Outdoor Escalator - Los Angeles



Precedent: Outdoor Escalator - Los Angeles



Precedent: Outdoor Escalator - Hong Kong



Precedent: Outdoor Escalator - Los Angeles



Precedent: Outdoor Elevator - Madrid

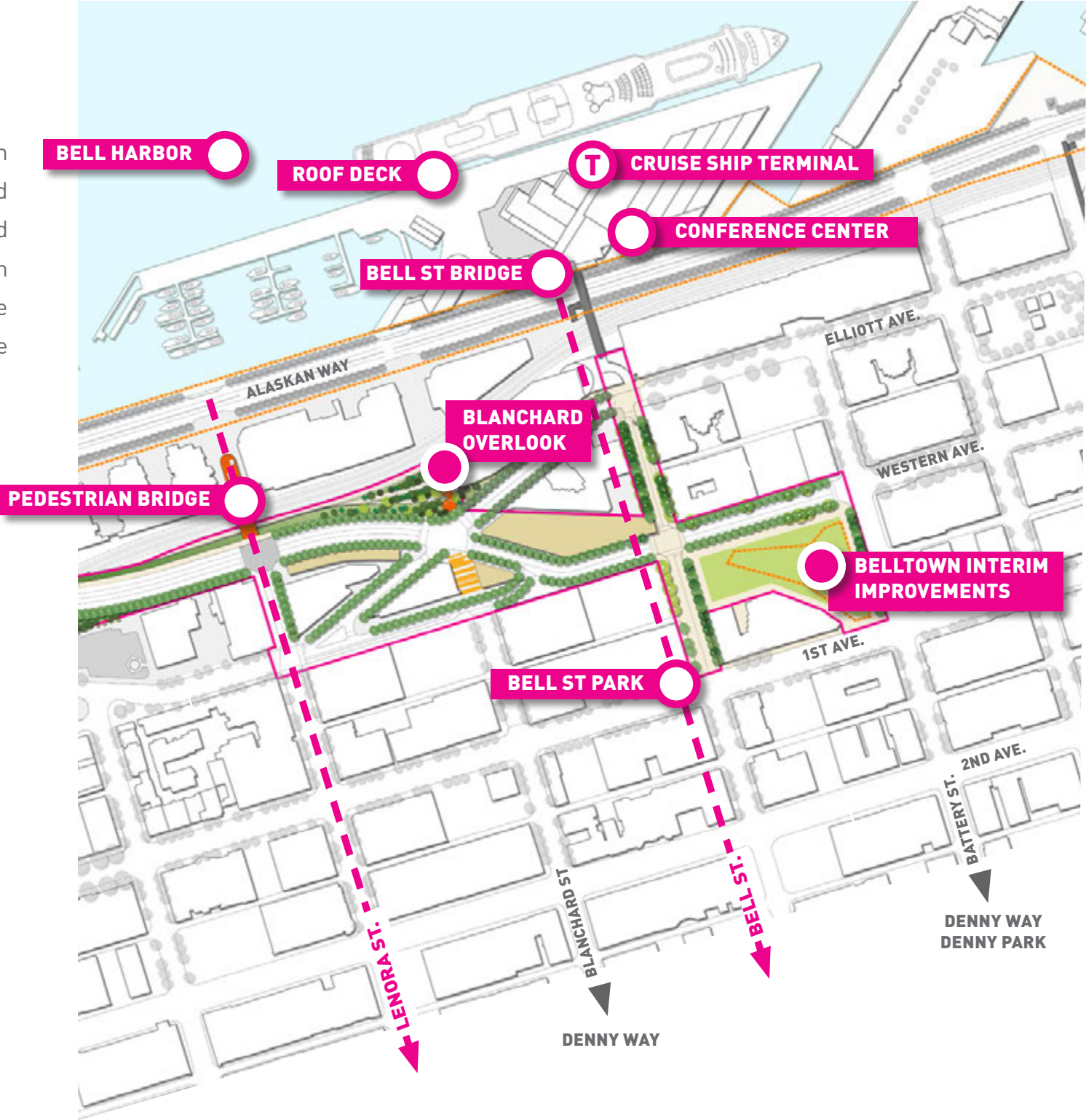
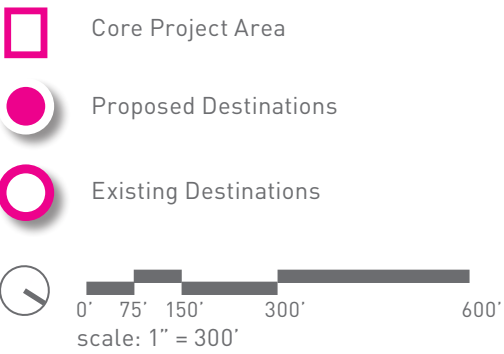


Precedent: Outdoor Elevator - Boulogne

EAST-WEST STREETS

BELL STREET

Bell Street links Denny Way to the waterfront through the newly conceived Bell Street Park (in the heart of the neighborhood of Belltown, the Bell Harbor International Conference Center and Cruise Ship Terminal via the Bell Street Bridge. The connection between the newly designed portion of Elliott Way and Bell Street is important because it will link the Seattle Aquarium and Pier 62/63 to Belltown. The design will configure these connections carefully to encourage access and movement between Bell Street, the open spaces along the Belltown Bluff and the waterfront.





Bell Street Looking West from 1st Ave.



Bell Street Looking West from Western Ave.



Bell Street Looking East from 1st Ave.



Roof Deck at Bell Harbor

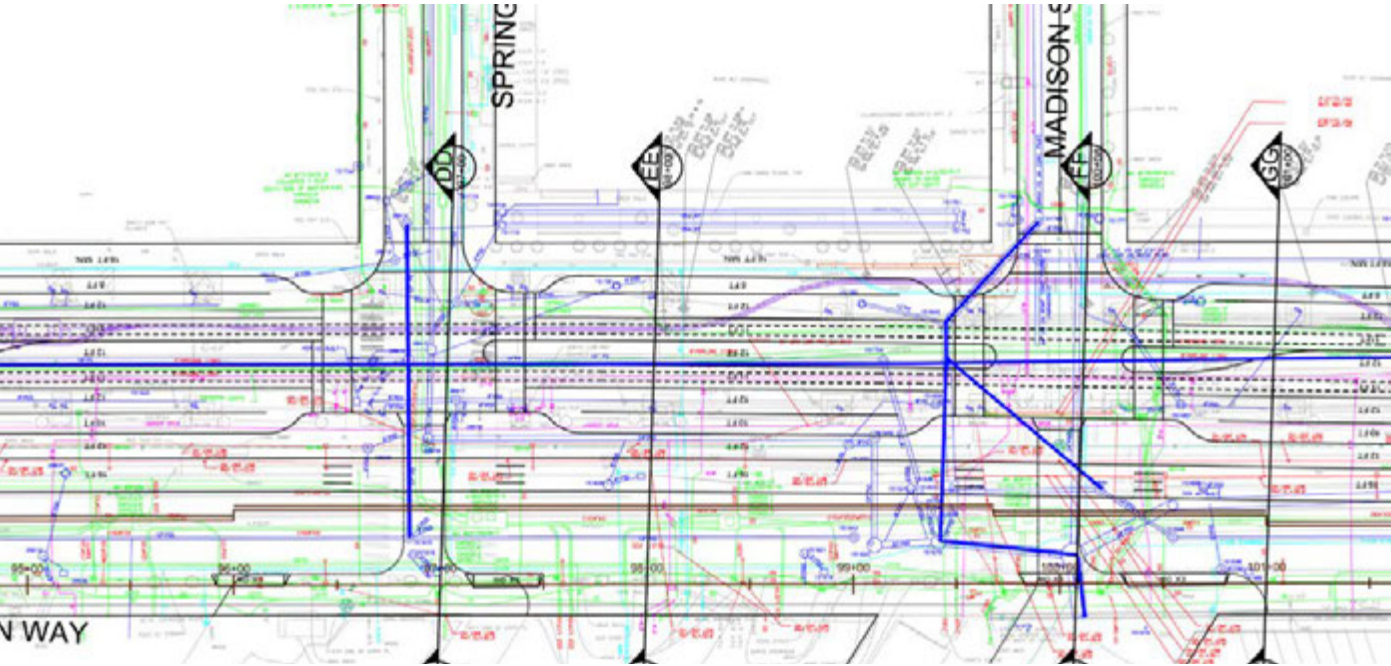
3.8 UTILITIES

Utilities in the waterfront reflect the changing city and economy over the last century. Today, they comprise a dense and complex web of facilities not uncommon in the urban environment. Systems have evolved with the changing needs of waterfront businesses and as codes and laws dictated improvements. Electrical transmission, high pressure gas, and communications trunk lines have been located in the extra wide corridor out of convenience. Other utilities are there by virtue of gravity – combined sewers in the waterfront collect drainage from up hill basins and convey it to a deep tunnel (the Elliott Bay Interceptor or EBI) for treatment, or in overflow conditions, to outfalls to the bay. These systems are integral to the functionality of waterfront business and the central business district. Many facilities, while functional, are well beyond their normal design life.

Renewal of the waterfront presents both a major challenge and a rare opportunity to replace and update aging facilities and make needed improvements. Seattle City Light has already undertaken replacement of two vulnerable electrical transmission lines that provide a significant portion of power to the downtown grid. Seattle Public Utilities is considering system improvement in the waterfront as part of a comprehensive plan to reduce combined sewer overflows. Privately owned utilities have similar issues with aging infrastructure and inefficiently organized systems. Communications providers will be asked to consolidate facilities into common duct banks to reduce space requirements, vulnerabilities and improve access. Consideration will also be given to a common utility corridor for multiple utility systems.

Utility systems in the core project area will be impacted by each of the major projects affecting the waterfront, including the WSDOT State Route 99 Bored Tunnel project, the Elliott Bay Seawall replacement project, and the Waterfront Seattle project. Developing a comprehensive plan that coordinates all three projects is essential to maintain service and minimizing cost and impacts to traffic and business disruption. Consideration should also be given to proposed non-core project elements and potential private development opportunities to ensure utility systems will have the capacity and capability to expand and extend service.

UTILITIES COMPRISE A DENSE AND COMPLEX WEB



SCL TRANSMISSION LINE RELOCATION PROJECT – ALASKAN WAY AT COLUMBIA STREET, 2012



Considerations

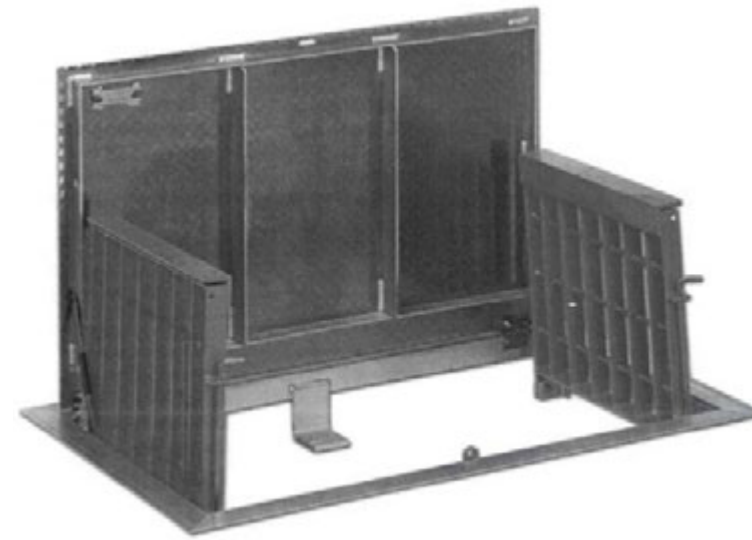
Many features in the conceptual plan will introduce constraints on utility locations. Utility locations will need to be coordinated to minimize conflicts with landscape, GSI, sculpture and structural features. For example, manhole covers and drainage inlets are potential hazards to bicyclists when placed in bike paths and lanes. If a street car were proposed in Alaskan Way it would potentially inhibit access to underground facilities and would introduce the need for cathodic protection to mitigate the effects of stray electric current.

Utility services to piers will need to be accessible and ideally consolidated at driveways for efficient use of space and to have the least impact on surface features.

Connections to the downtown utility grid at each cross street will need to be maintained.

Utility relocations are time consuming and are often highly disruptive, particularly in the waterfront where there are significant underground obstructions, a complex web of utilities, poor ground conditions, and a high water table. Developing a plan to minimize temporary relocations and where possible, avoid the need for relocations, will be essential to avoid construction impacts, minimize cost, and maintain the project schedule.

ACCESS HATCHES



WASHINGTON STREET OUTFALL



