

WATERFRONT SEATTLE

FRAMEWORK PLAN

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

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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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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, and improved East-West connections and enhanced access to the waterfront will allow the vision for Seattle’s Central Waterfront will to extend into the heart of the city and for the City of Seattle to 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 on an extensive outreach effort that engaged civic groups, property owners, stakeholders and the relevant city, state and federal agencies.

This volume – Book 2: Framework Plan – establishes a vision for the future of Seattle’s Central waterfront. 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.

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.

MOBILIZING COMMUNITY INTEREST

To engage an entire community, you first have to reach them. Waterfront Seattle has used a variety of methods to pique interest in the possibilities for the waterfront and convert that interest into active participation. Highlights include:

- Waterfront activation events and activities, including placing a project symbol and yellow chairs on Pier 62/63 for public use, temporary art installations on Pier 62/63 and Waterfront Park, a kids and family photo booth and an upcoming informational kiosk at Waterfront Park in July 2012.
- Connecting new audiences with web and social media presence, including an engaging and accessible project website (waterfrontseattle.org) and active Facebook and Twitter updates and links.
- Establishing community partnerships with more than sixty community organizations, seeking participation and engagement from their memberships and continuing to add new partners.

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SOLICITING MEANINGFUL PUBLIC INPUT

Throughout the design process, the focus has been not only on a high volume of input from diverse sources, but on meaningful, specific input to shape the future of the design. Highlights from these efforts include:

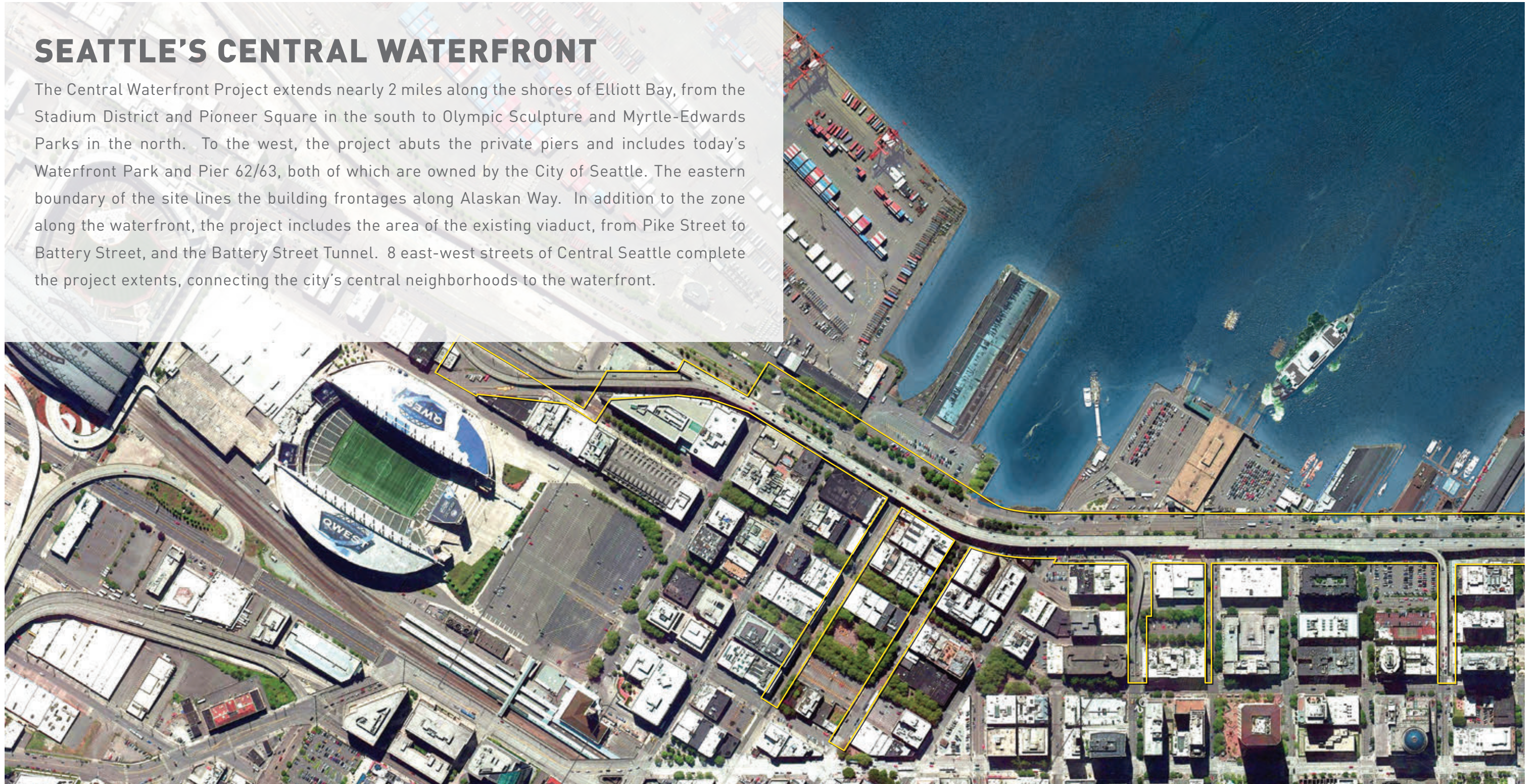
- Three large-scale public meetings with approximately 1,000 attendees, in February, May and October of 2011. A fourth public meeting in July 2012 will present the Concept Design and Framework Plan, and the Waterfront Committee’s Strategic Plan for the waterfront.
- Five workshop-style community forums in the winter of 2012, with more than 750 total attendees, based on topics suggested by the community, such as weather, mobility and access, ecology and habitat opportunities, arts, entertainment, and culture.
- More than 80 briefings and community events, including district and community councils, bicycle, pedestrian and freight groups, historic preservation groups, arts, local businesses, traditional underrepresented populations, and many others.
- A new website – www.waterfrontseattle.org – was launched in 2011 and continues to attract open public comment, discussion and ideas.



Mobilizing Interest at Pier 62/63

SEATTLE'S CENTRAL WATERFRONT

The Central Waterfront Project extends nearly 2 miles along the shores of Elliott Bay, from the Stadium District and Pioneer Square in the south to Olympic Sculpture and Myrtle-Edwards Parks in the north. To the west, the project abuts the private piers and includes today's Waterfront Park and Pier 62/63, both of which are owned by the City of Seattle. The eastern boundary of the site lines the building frontages along Alaskan Way. In addition to the zone along the waterfront, the project includes the area of the existing viaduct, from Pike Street to Battery Street, and the Battery Street Tunnel. 8 east-west streets of Central Seattle complete the project extents, connecting the city's central neighborhoods to the waterfront.





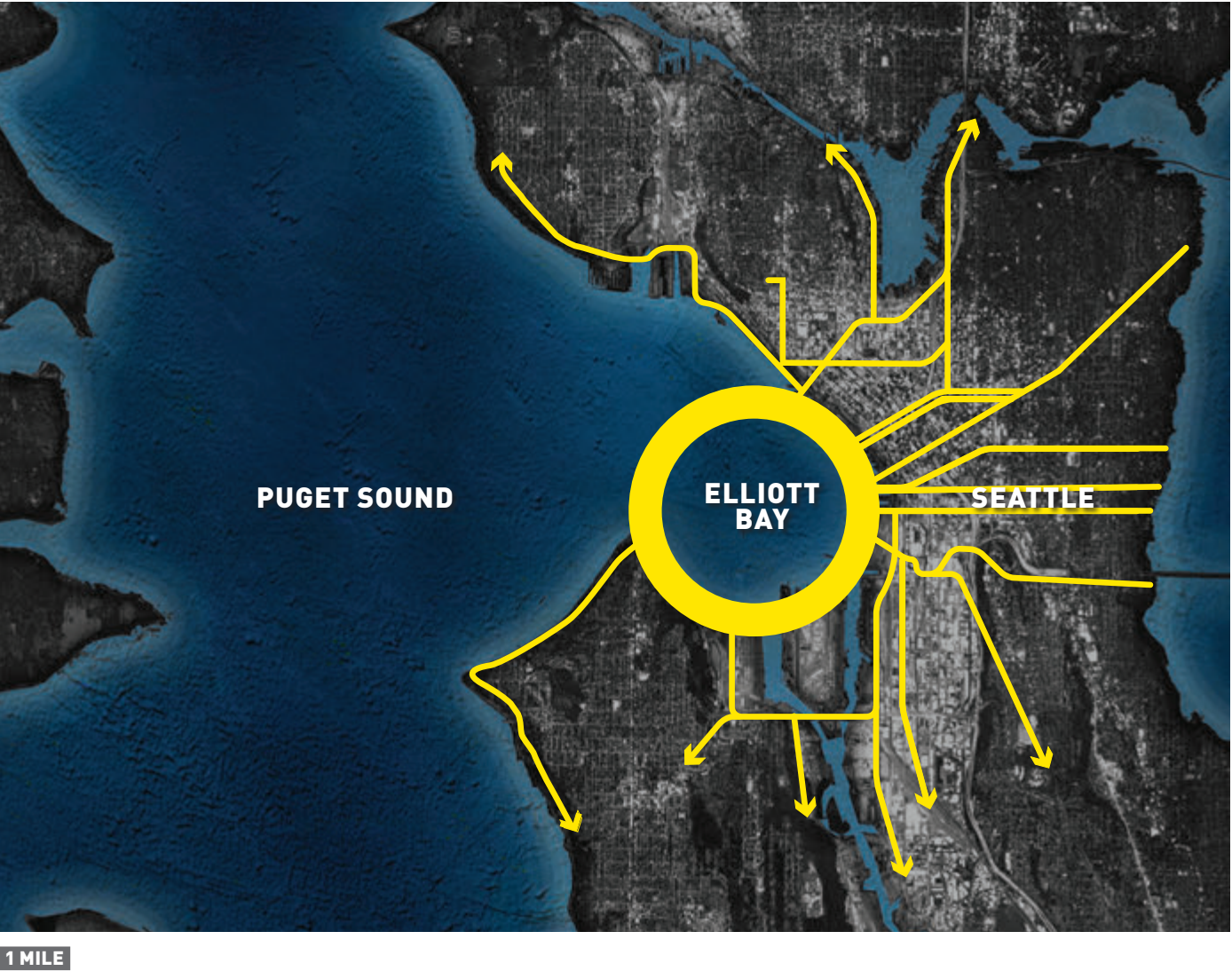
FRAMEWORK PLAN

THREE CONCEPTS AT THREE SCALES

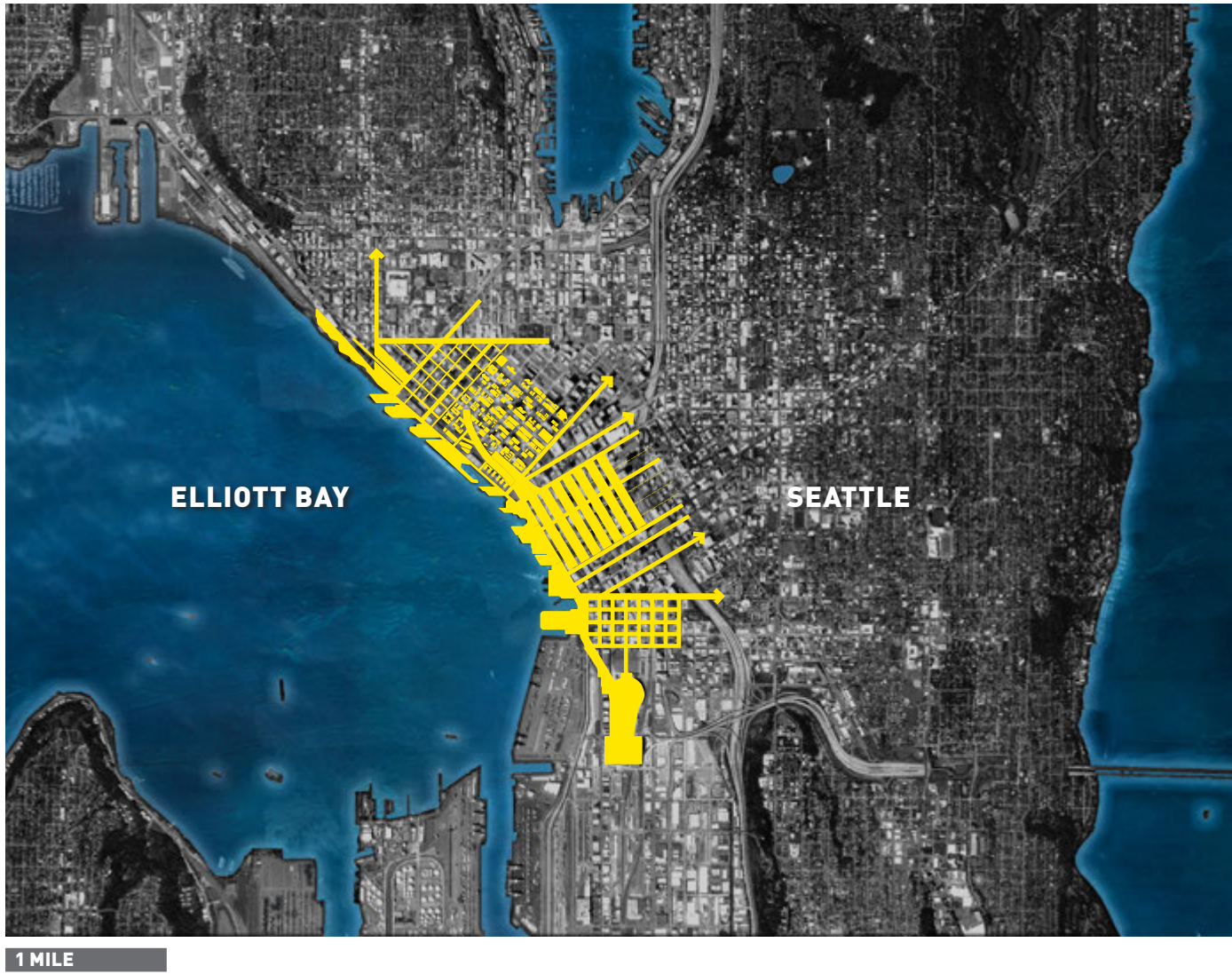
Each scale in the Framework Plan relates to a particular thematic concept:

- 1. Re-centering Seattle around the Bay, at City scale;
- 2. Re-connecting neighborhoods to the Waterfront, at the Center City scale; and
- 3. Creating compelling destinations and journeys along the water’s edge, at the Waterfront scale.

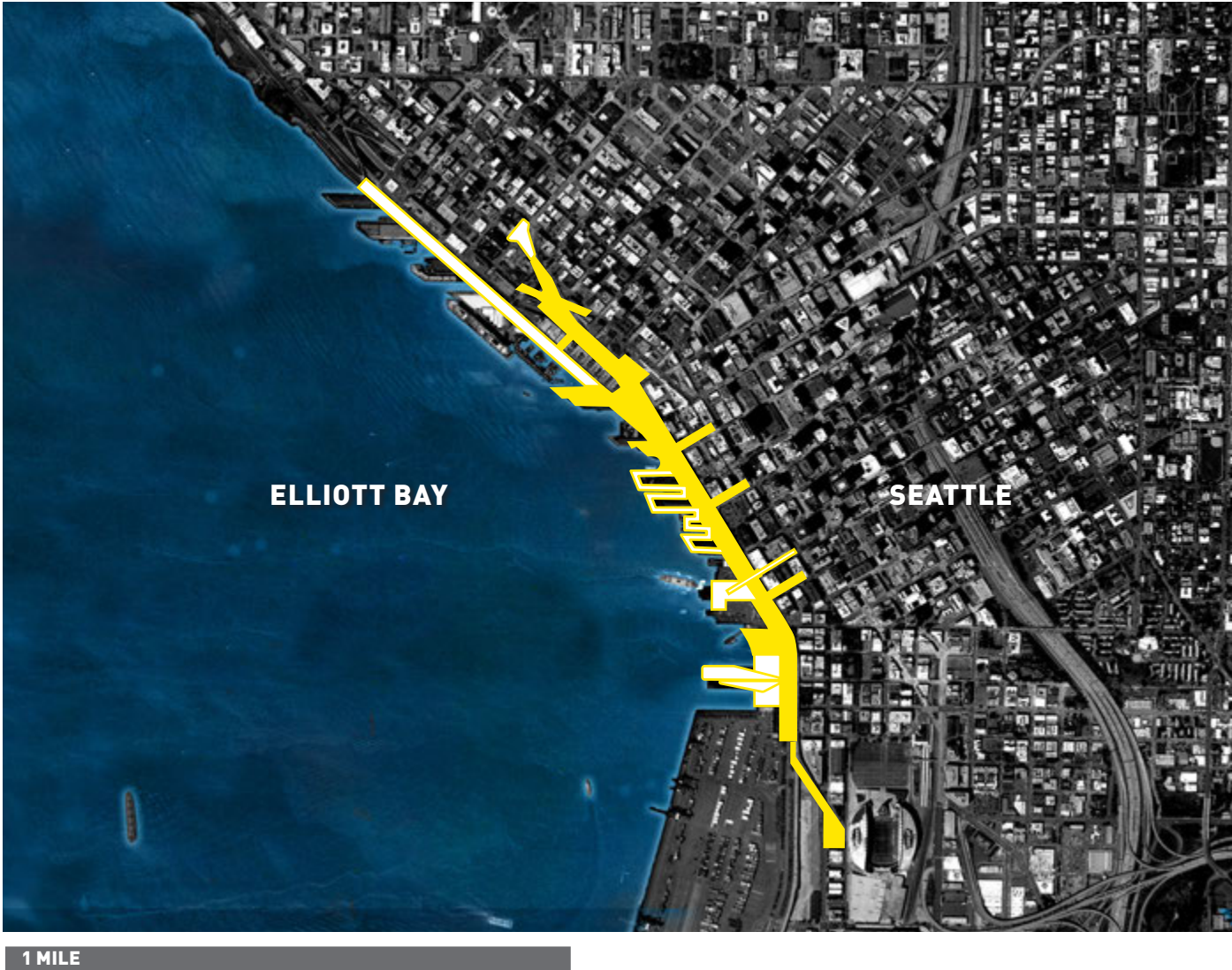
1. THE CITY SCALE



2. THE CENTER CITY SCALE



3. THE WATERFRONT SCALE

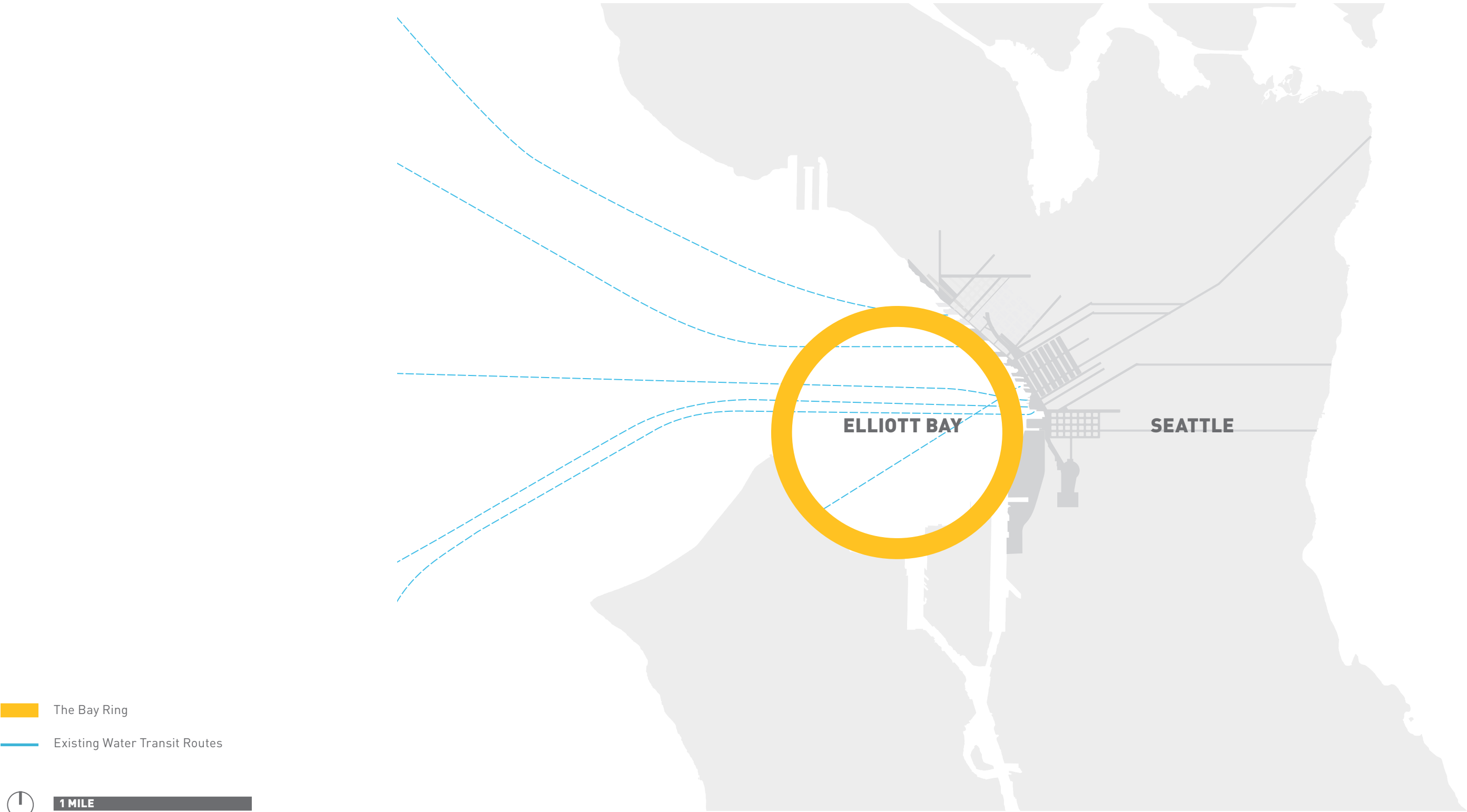


2.1 THE CITY SCALE

RE-CENTERING SEATTLE AROUND THE BAY

Elliott Bay, located in the Puget Sound, distinguishes itself by both its enclosing shape and the surrounding urban development of Seattle. The bay’s waterfront is rich and varied: it harbors a working port and the hub of a regional ferry system; it includes commercial piers adjacent to downtown Seattle, the industrial Port of Seattle, residential neighborhoods such as West Seattle, West Queen Anne and Southeast Magnolia; and opens west towards Puget Sound and the Olympic Mountains, keeping big nature ever present in the city. The rounded shape of Elliott Bay makes it possible to interconnect and relate these different facets of Seattle, effectively creating a “center” around which people can share a sense of identity and orientation.





CITY SCALE

THE BAY RING

Elliott Bay defines a particular geography of weather, ecology, tides, ferries, port activity, vista, juxtaposition and movement. It also forms a ring that highlights the origin of Seattle’s pattern of settlement. The Bay Ring will re-center Seattle around Elliott Bay, creating a ring of destinations, public art and habitat, and linking existing waterfront destinations to each other. By increasing the number of destinations on the waterfront and improving links between the waterfront and the city, the Bay Ring will draw people from the many urban neighborhoods and the larger region to make the waterfront a central destination in Seattle.



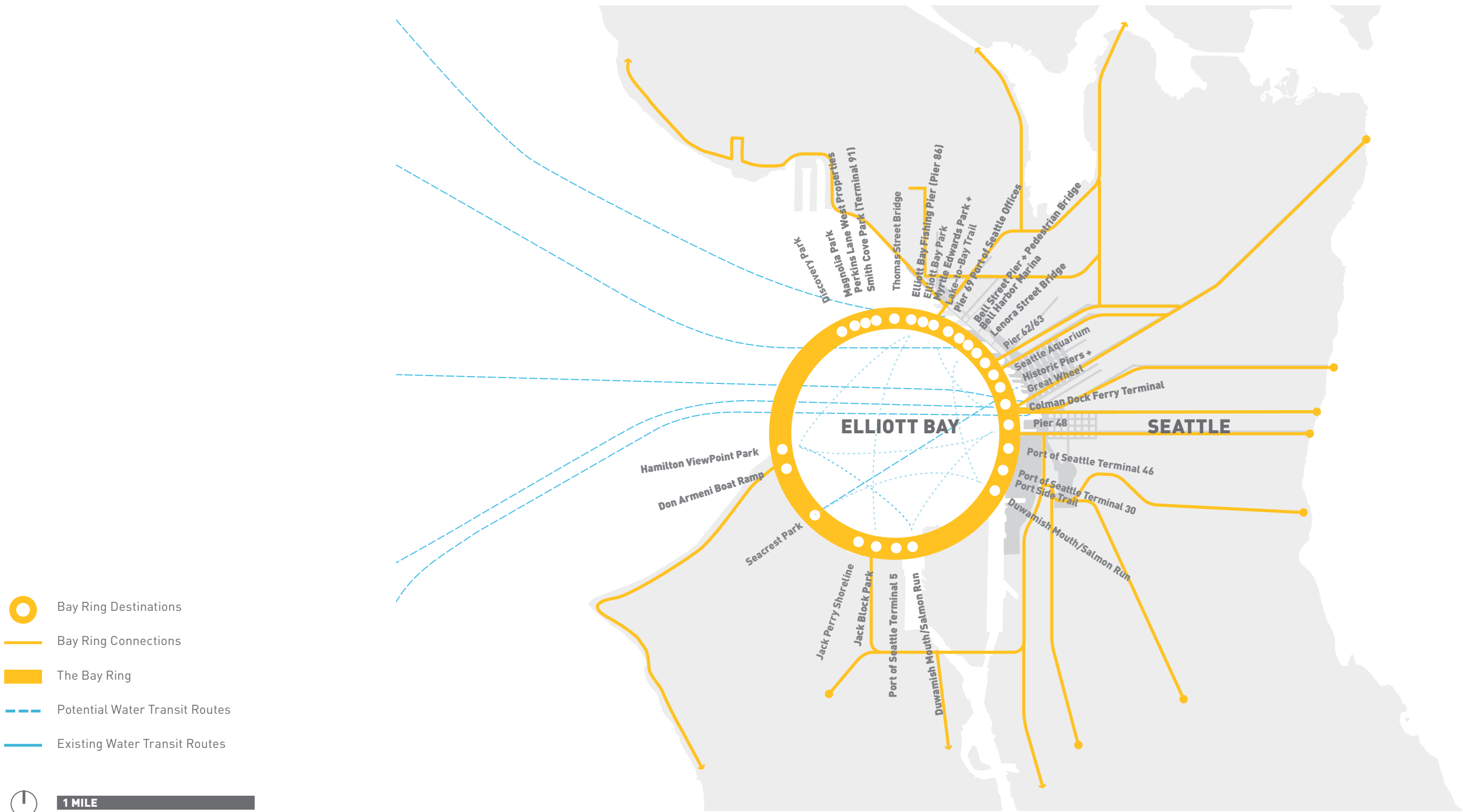
The Port of Seattle



Elliott Bay and the Olympic Mountains



Pier 48 and Smith Tower



CITY SCALE

THE OLMSTED SYSTEM AND THE GREEN RING

The Olmsted Brothers’ System of parks, boulevards and playgrounds for the City of Seattle, initiated in 1903, follows a 20-mile long parkway from Seward Park on the Bailey Peninsula to Discovery Park at Fort Lawton and encircles Elliott Bay in a “Green Ring” of open space destinations. This plan, meant to guide future work, informs our current thinking about Seattle’s open space system. The Green Ring ties together a series of significant parks and greenways and suggests the possibility of creating a more legible interconnected green circle that works in tandem with the Bay Ring to embrace the city. Although the Seattle Waterfront was not originally a part of the Olmsted Brothers’ Plan, its primary aim to “secure and preserve for the use of the people ... advantages of water and mountain views and of woodlands, well distributed and conveniently located” inspires our design today.



Gasworks Park



Madrona Park



Smith Cove Park



CITY SCALE

RE-CENTERING SEATTLE AROUND THE BAY

Linking the Olmsted Brothers’ System of Parks to the Bay Ring’s waterfront destinations, the Framework Plan re-oriens the city’s focus towards the water and creates new relationships with Elliott Bay. The city, its parks and waterfront are set into a new relationship - one where the waterfront becomes a focal point, front porch and heart of Seattle. It aims to be a “Waterfront for All”.



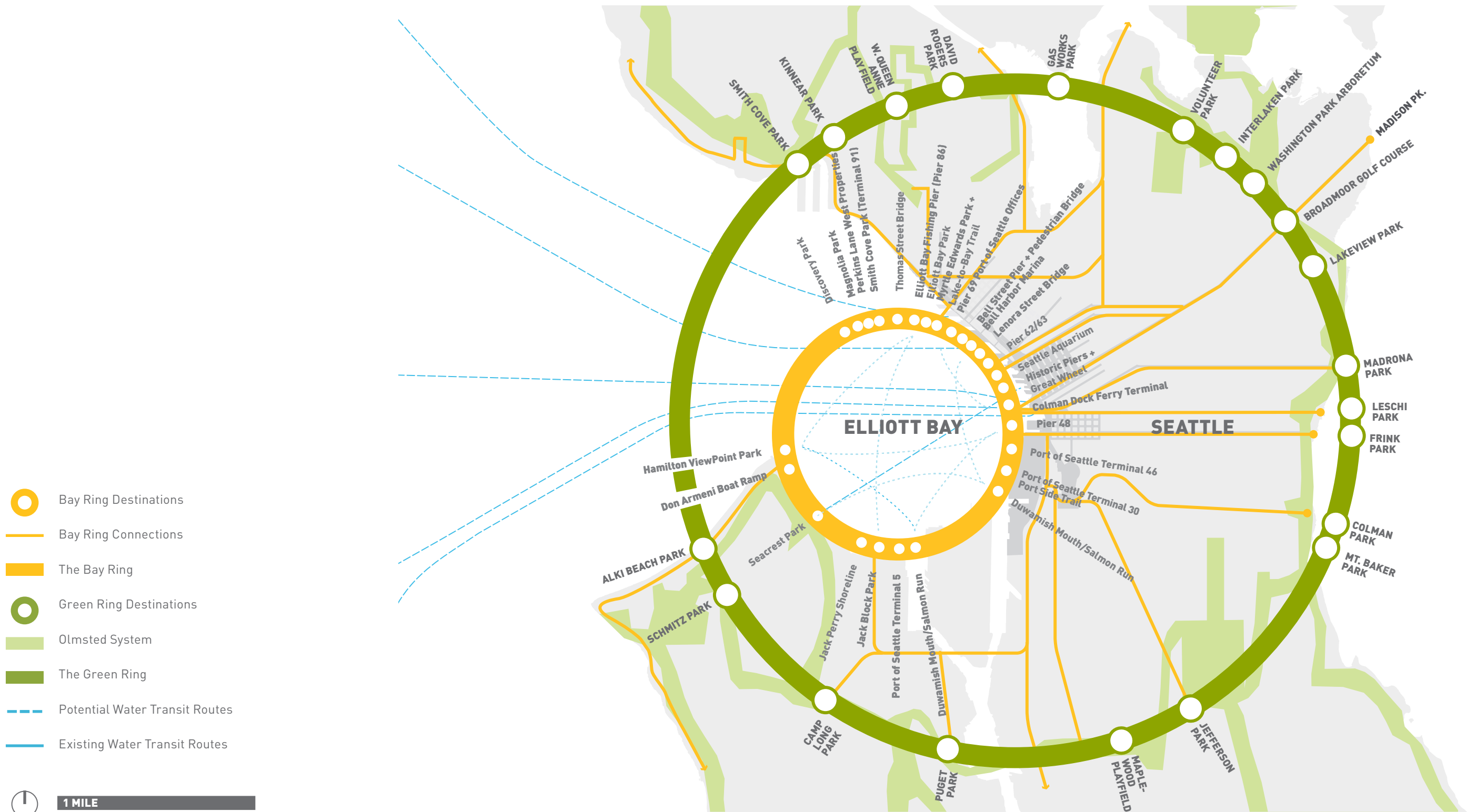
Lake Washington



Bell Harbor Marina



Myrtle-Edwards Park



CITY SCALE

DESTINATIONS AROUND THE BAY RING

From Hamilton View Point Park to the Fort Lawton Historic District and Discovery Park, the Bay Ring follows the shores of Elliott Bay through places unique to the history and geography of Seattle. They host a mixture of public amenities, large-scale infrastructure—including port activities, transit hubs, and stretches of natural habitat.

The following pages catalogue the existing destinations around the Bay Ring, highlighting major amenities, physical features and points of interest. The Bay Ring destinations are owned by varying entities, both public and private. This presents an opportunity for these entities work together to successfully link the destinations of the Ring into a continuous and coherent journey around Elliott Bay.



DESTINATIONS AROUND THE BAY RING

WEST SEATTLE



Hamilton Viewpoint Park

With stunning views of the city, Elliott Bay, the harbor and the Cascade Mountains, Hamilton View Point Park showcases Seattle’s urban and natural beauty. The 16.9 acres of land were purchased in 1914, but would not become a public park and viewpoint until 1954, when benches, lawn and plants and parking were developed. In 1957, the park was named to honor Rupert Lehn Hamilton in recognition of his efforts to promote parks and viewpoints in West Seattle and his work to develop the community while serving as the editor and publisher of the West Seattle Herald.



Don Armeni Boat Ramp

Located on Harbor Avenue and Maryland Street, Don Armeni boat ramp is the most popular of Seattle’s saltwater boat ramps due to its proximity to many favorite fishing spots on the south end of Marine Area 10. This boat ramp is particularly popular with fishermen during salmon season. Owned by the City, it is one of several Seattle Parks & Recreation properties on the Bay. In 1984 it was remodeled and expanded to include a viewpoint, where from Downtown Seattle can be seen across Elliott Bay, and a paved parking lot. Don Armeni boat ramp is a popular spot for ceremonies, photographers, and sightseers alike.



Seacrest Park

A 6.4 acre Seattle Parks & Recreation property, Seacrest Park includes the Seacrest Pier, a boathouse and restaurant, waterfront trails, sandy beaches, fishing piers, a kayak launch and a land-based access point for protected Scuba diving. Most of the diving area is under the authority of the Washington State Department of Natural Resources, while local diving clubs maintain the area's markers and buoys.



Salty's

A private property on the shores of Elliott Bay, Salty's is a popular waterfront restaurant destination.

PORT OF SEATTLE



Jack Perry Memorial Shoreline

This shoreline provides public access of 120 feet and 1.1 acre park, as well as a view point including views of T30, T18 Crane Operations and the US Coast Guard Station.

DESTINATIONS AROUND THE BAY RING



Jack Block Park

15 acres that include a walking pier, 45 foot high observation tower, children’s play area, and views of Terminal 5 operations, Seattle Skyline and Mount Rainier.



Harbor Island

Also known as Terminal 18, Harbor Island is the largest man-made island in the United States. Located in the mouth of Seattle’s Duwamish Waterway, the island was built by the Puget Sound Bridge and Dredging company in 1909 from 24 million yards of dredged soils from the Duwamish River and the soil from the Jackson Hill and Dearborn Street re-grades. The island hosts a variety of commercial and industrial activities, including ship building and repair, lead-smelting, petroleum storage, metal fabrication and containerized cargo shipping. Fringed by wharves and cranes, the island houses numerous warehouses, laboratories, industrial buildings, and railroad yards. It is the Port of Seattle’s major point of entry for cargo transferred from oceangoing vessels to trucks and railcars. The Port of Seattle created the Terminal 18 Public Access Park on Klickitat Avenue. The Port also owns and operates the Harbor Island Marina at the island’s southern tip, which can accommodate 77 vessels. The marina has 90 slips, including 35 boathouses and 55 open slips for permanent moorage only.

CENTRAL WATERFRONT



Bell Harbor Marina + Pier

Bell Harbor Marina provides moorage to approximately 70 boats, that are between 30 to 150 feet long. Bell Harbor is Seattle’s only downtown recreational marina.



Lenora Street Bridge and Viewpoint

This pedestrian bridge connects areas north of Pike Place Market to the Waterfront near Bell Harbor Marina. The also bridge offers great views of the bay.



Bell Street Pedestrian Bridge

The Bell Street Bridge offers direct pedestrian access to the Bell Harbor International Conference Center from Belltown. It also connects to a roof deck with excellent views of both the bay and the neighboring Bell Harbor marina.



Pier 69

Adjacent to the large Bell Harbor Marina, Pier 69 is home to the Victoria Clipper Terminal, which services cruises to Victoria, Vancouver and other regional destinations. Pier 69 is also the headquarters of the Port of Seattle.

DESTINATIONS AROUND THE BAY RING

QUEEN ANNE AND MAGNOLIA



Myrtle Edwards Park

A 4.8 acre Seattle Parks and Recreation public amenity, Myrtle Edwards Park is easy to access from downtown and Magnolia, and links to the bike and pedestrian trails headed north. It includes the only beach on the central waterfront and is adjacent to the Seattle Art Museum’s 8.5 acre Olympic Sculpture Park. Additionally, the new Thomas Street Pedestrian Bridge will connect uptown to Myrtle Edwards Park.



Elliott Bay Park

Extending north from Myrtle-Edwards Park, Elliott Bay Park continues along Elliott Bay to the Smith Cove Waterway. The park includes the Elliott Bay Trail and a popular fishing pier.



Smith Cove Park

This Port of Seattle park is just west of Pier 91 and is 7.3 acres. From the water’s edge, there are excellent views of Downtown Seattle’s skyline and Mt. Rainier.



Magnolia Park

Located on the Magnolia Bluff, the 12.1 acre Magnolia Park has magnificent views of Puget Sound.



Perkins Lane West

South of Magnolia Boulevard West, and close to the water's edge, several private properties line the waterfront along Perkins Lane. Perkins Lane West was built along a mostly continuous geologic bench, about 25 meters above sea level, that runs along the Esperance Sand-Lawton Clay contact, a landslide debris zone. The geologic conditions that occur along Perkins Lane West are present in several other parts of the city, making it a very interesting place to visit. The waterfront is lined with beaches and is surrounded by mature vegetation.



Fort Lawton Historic District + Discovery Park

Fort Lawton was built on 703 acres of land, donated by the City of Seattle to the Federal Government, for the construction of a US Army fort. It has commanding views of the confluence of Elliott Bay and Puget Sound. The best preserved collection of early Fort Lawton buildings was declared a landmark district in 1988.

CITY SCALE

CONNECTIONS AROUND THE BAY RING

Connecting existing and future destinations along the Bay with multiuse trails is critical to the realization of the Bay Ring. A small number of trails for bicycles and walkways exist today and are very popular. In the future these trails will need to be renovated, lengthened and augmented with new segments to create a continuous circulation network

The Alki Trail Starting at Hamilton View Point Park, the Alki Trail follows the shoreline and links the Don Armeni Boat Ramp, Seacrest Park and the popular waterfront restaurant Salty’s. Unfortunately, it does not reach the Jack Perry Memorial Shoreline Public Access or Jack Block Park. Instead it follows the southern side of the SW Spokane Street Bridge before it turns north to run along Terminal 18 and join the Elliott Bay Trail on Alaskan Way. A new connection between the Alki Trail and the Elliott Bay Trail provides a designated path at the south end of the Central Waterfront, creating a seamless route for recreational riders and commuters alike.

The Elliott Bay Trail (Terminal 91 Bike Path) The trail starts at the southern end of Terminal 25 and runs north to Smith Cove Park and Marina. It stops short of connecting to Magnolia Park, Perkins Lane, Fort Lawton and Discovery Park to complete the Bay Ring.

The Myrtle Edwards Park Trail The Myrtle Edwards Park Trail runs parallel to the Elliott Bay Trail and can be accessed from many points within the park. A new point of access, the West Thomas Street Bridge, will connect the Lower Queen Anne and Belltown neighborhoods to Myrtle-Edwards Park, the Elliott Bay Trail and the Bay Ring. The trail features a rose garden and stunning views across the bay, to the Olympic Mountains, and to Mount Rainer. The trail provides access to popular bike routes at 20th Avenue West and runs a 1/2 mile from the Smith Cove Marina restaurants. Amenities along the trail include a kiosk outside Smith Cove Park highlighting the area’s railroad and shipping history and the Happy Hooker bait and tackle shop by the Fishing Pier.



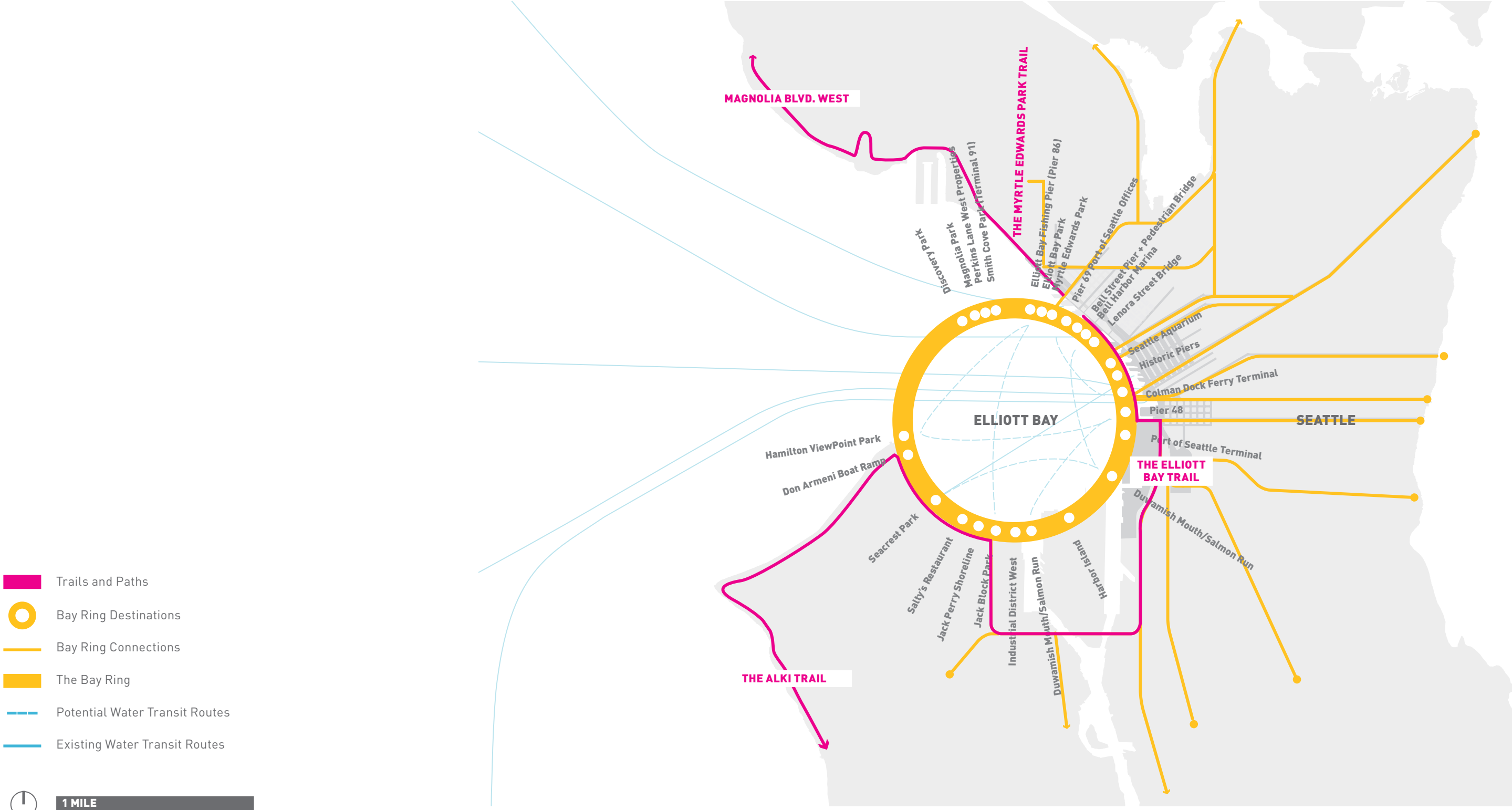
The Alki Trail



The Elliott Bay Trail



The Myrtle-Edwards Park Trail



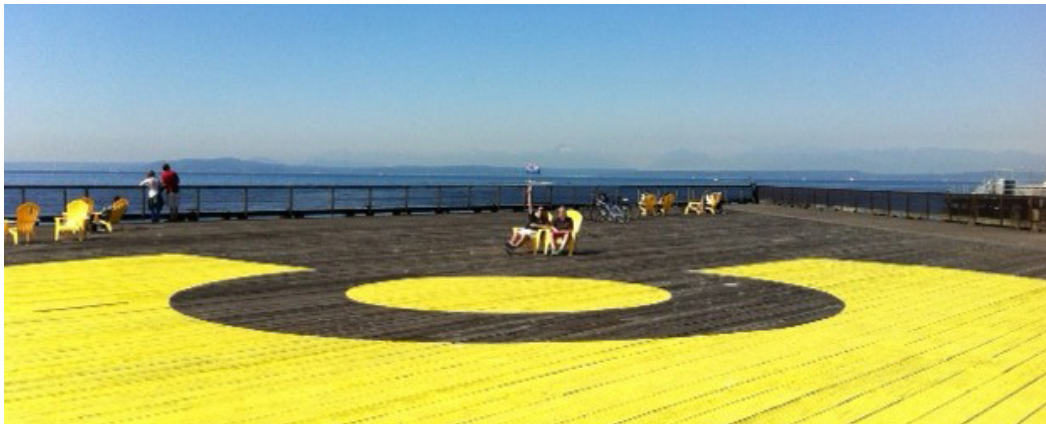
CITY SCALE

EARLY WINS AROUND THE BAY RING

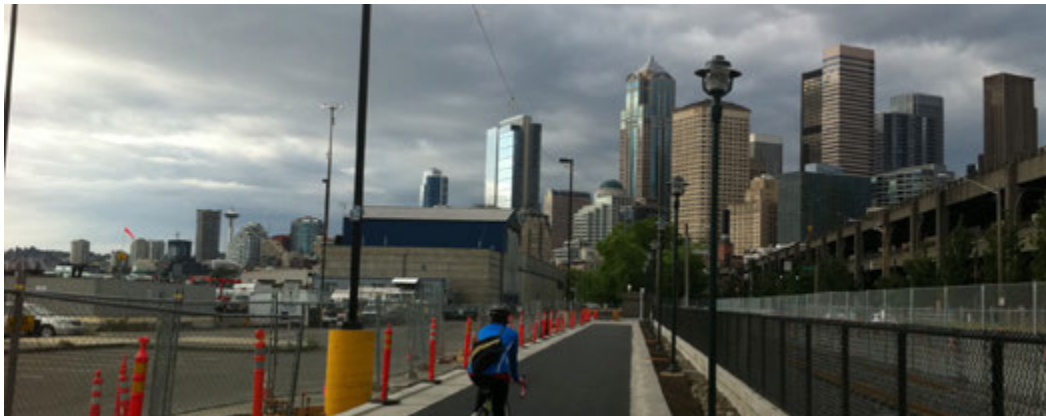
Several ‘early win’ initiatives around the Bay Ring are currently in use or under construction. These projects promote connectivity to the waterfront and provide early visibility for the Central Waterfront project. Two of these projects, the Portside Trail and the West Thomas Street Bridge, are described in detail in the previous section of the book, titled “Connections Around the Bay Ring”. These two projects increase bicycle and pedestrian connectivity from the waterfront to existing trails to the North and South of the project site. In addition, the Lake-to-Bay Trail, which connects the waterfront to South Lake Union, will be completed as an early win.



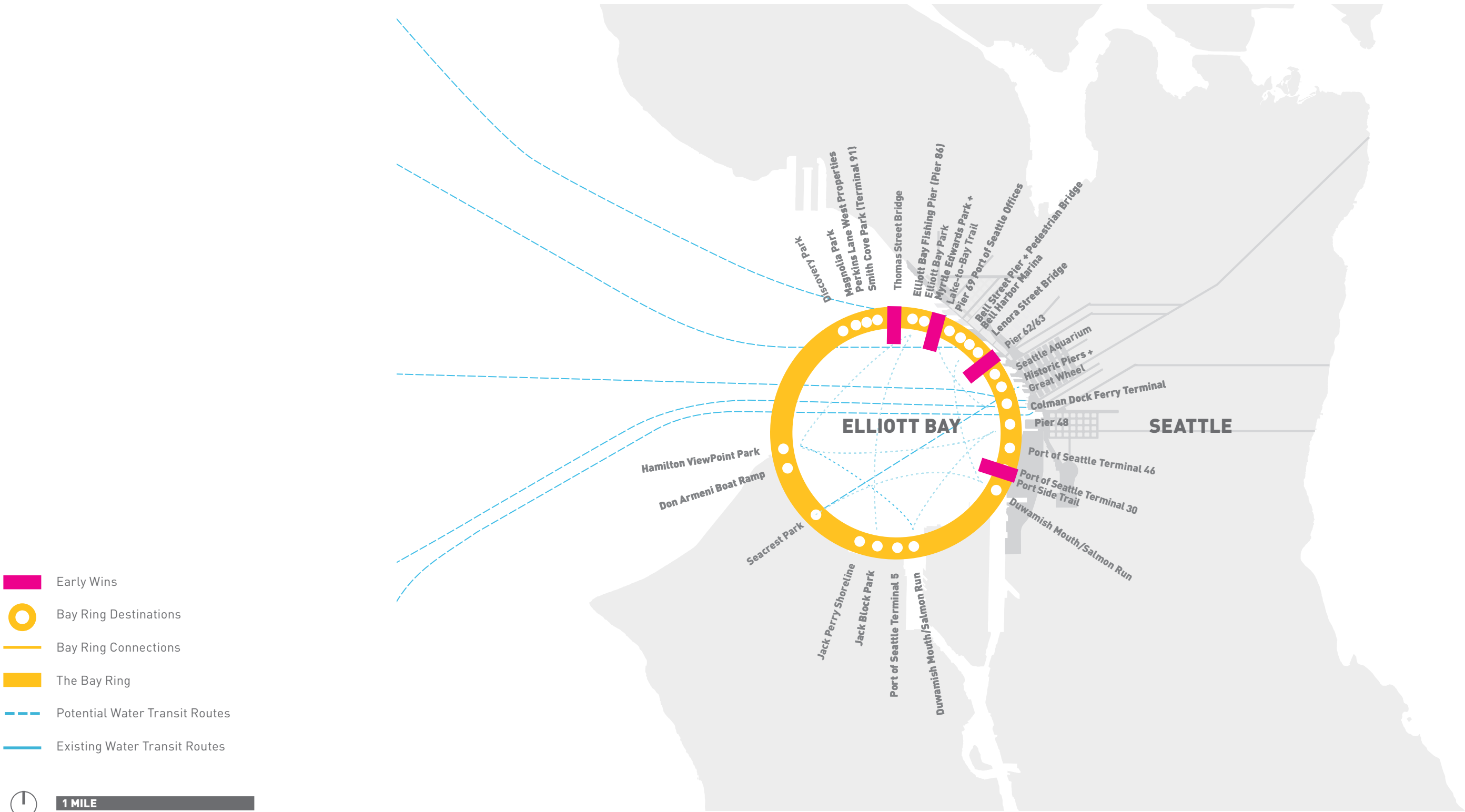
West Thomas Street Bridge



Pier 62/63 Seating and Signage



Portside Trail











2.2 THE CENTER CITY SCALE

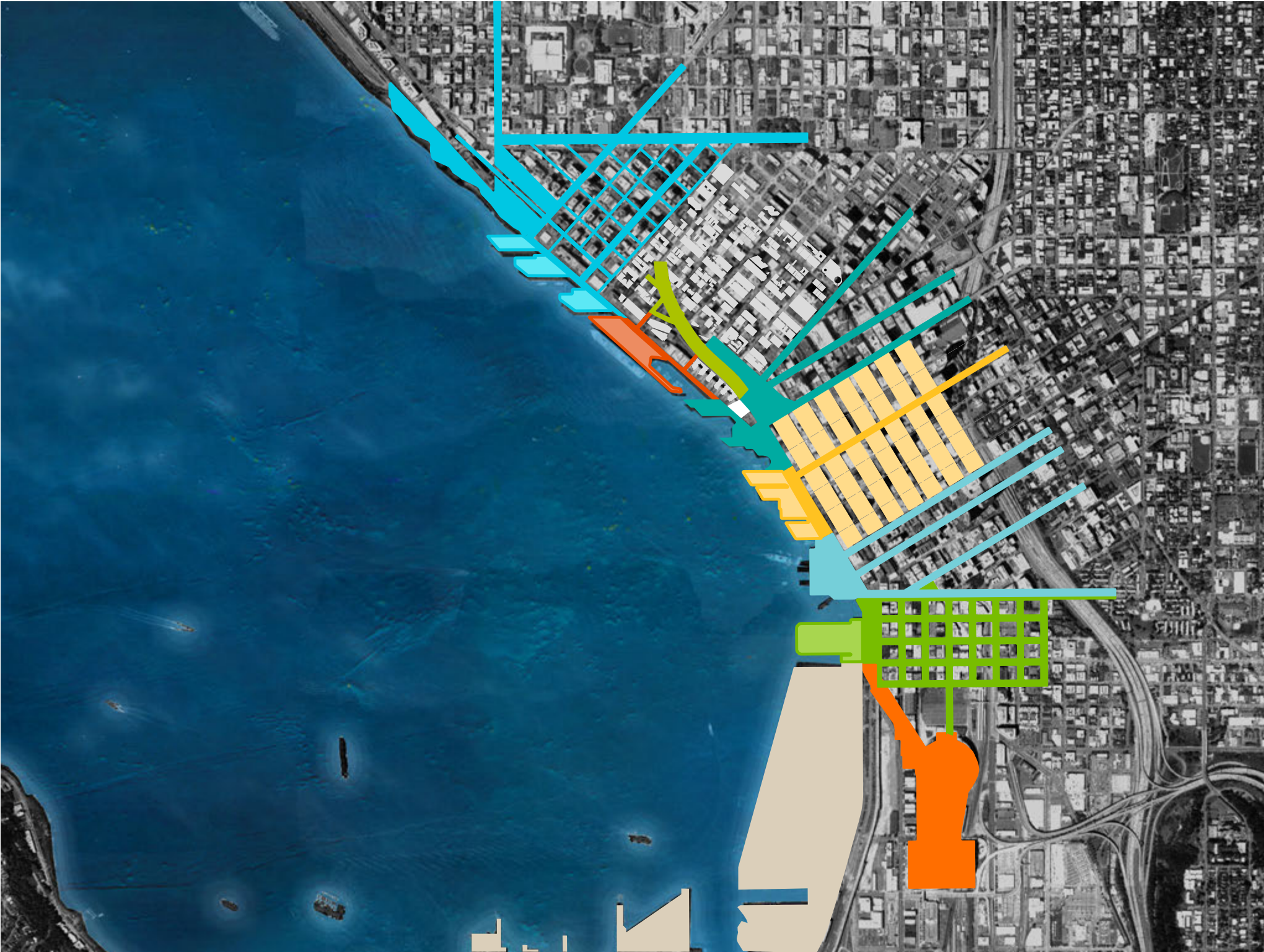
CONNECTING THE CITY TO THE WATERFRONT

The waterfront is less a single line than it is an amalgamation of neighborhoods, districts, connections, streets, passageways, landmarks, piers, structures, vistas, and topography. Working from earlier research and analysis studies, the center city of Seattle is divided into character zones, each with unique urban qualities and relationships to the waterfront. The Framework Plan celebrates this context by allowing qualities and characteristics of the areas to shape the design of the waterfront, and establishing strong connections between the waterfront and the neighboring Character Zones.

Neighborhood Character Zones

-  The North End
-  The Belltown Bluff
-  Bell Harbor
-  The Public Piers + Market
-  Historic Piers
-  Colman Dock
-  Pioneer Square
-  The Port + Stadiums

 1/2 MILE

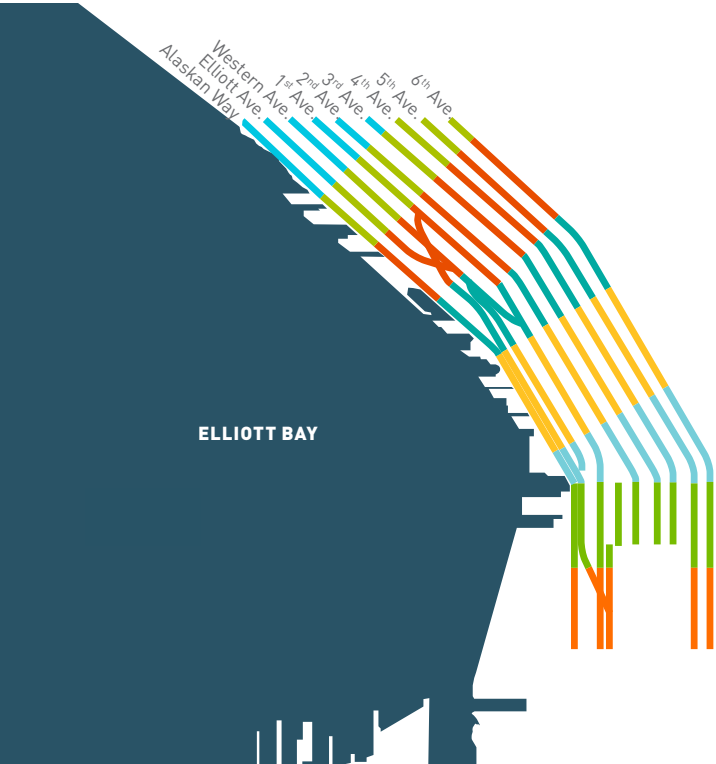


CENTER CITY SCALE

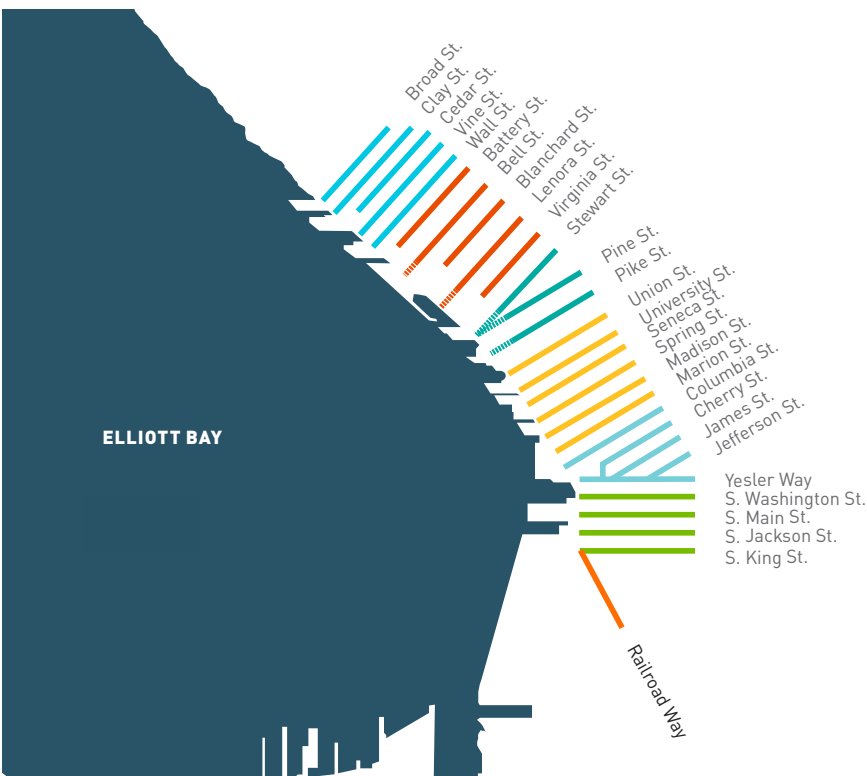
CENTRAL WATERFRONT FRAMEWORK

The demolition of the viaduct presents Seattle with an opportunity to restore the city’s relationship to the water. Today, existing city destinations are accessed along north-south avenues, which run parallel to the topography and facilitate circulation. East-west streets that run from the waterfront into the city are steep, obstructed by the viaduct looming overhead, and thus are often difficult to negotiate. Three “wedges”, created by the shifting street grids, block access to the waterfront on some streets while funneling movement towards three major waterfront destinations: Colman Dock, Seattle Aquarium, Pike Place Market and Olympic Sculpture Park. Existing and new destinations are linked via streets, avenues and wedges to form the basis of the Framework Plan

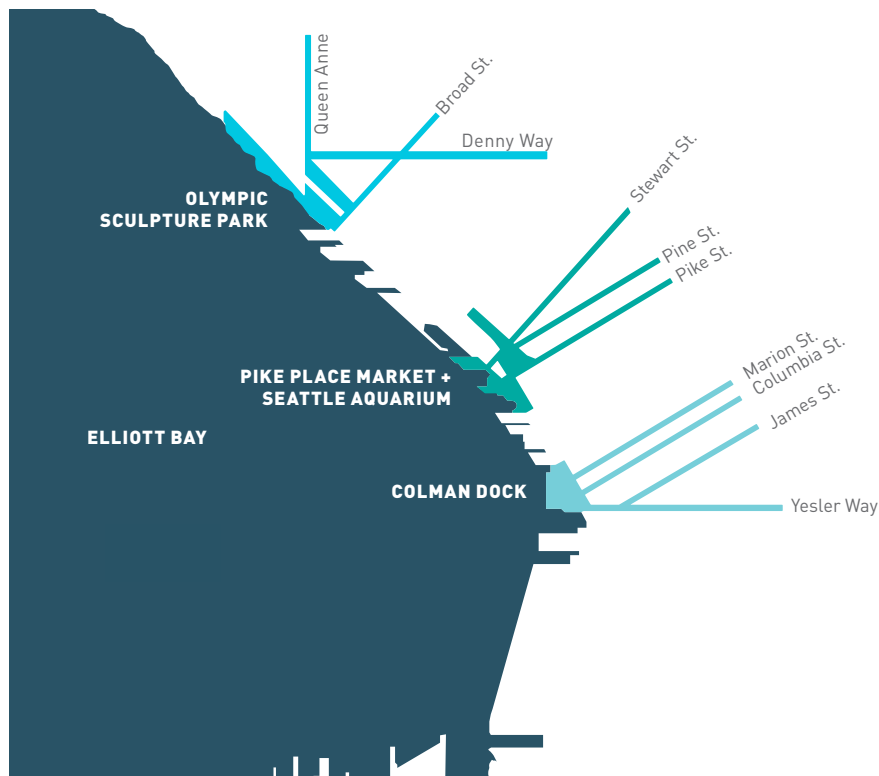
NORTH-SOUTH AVENUES

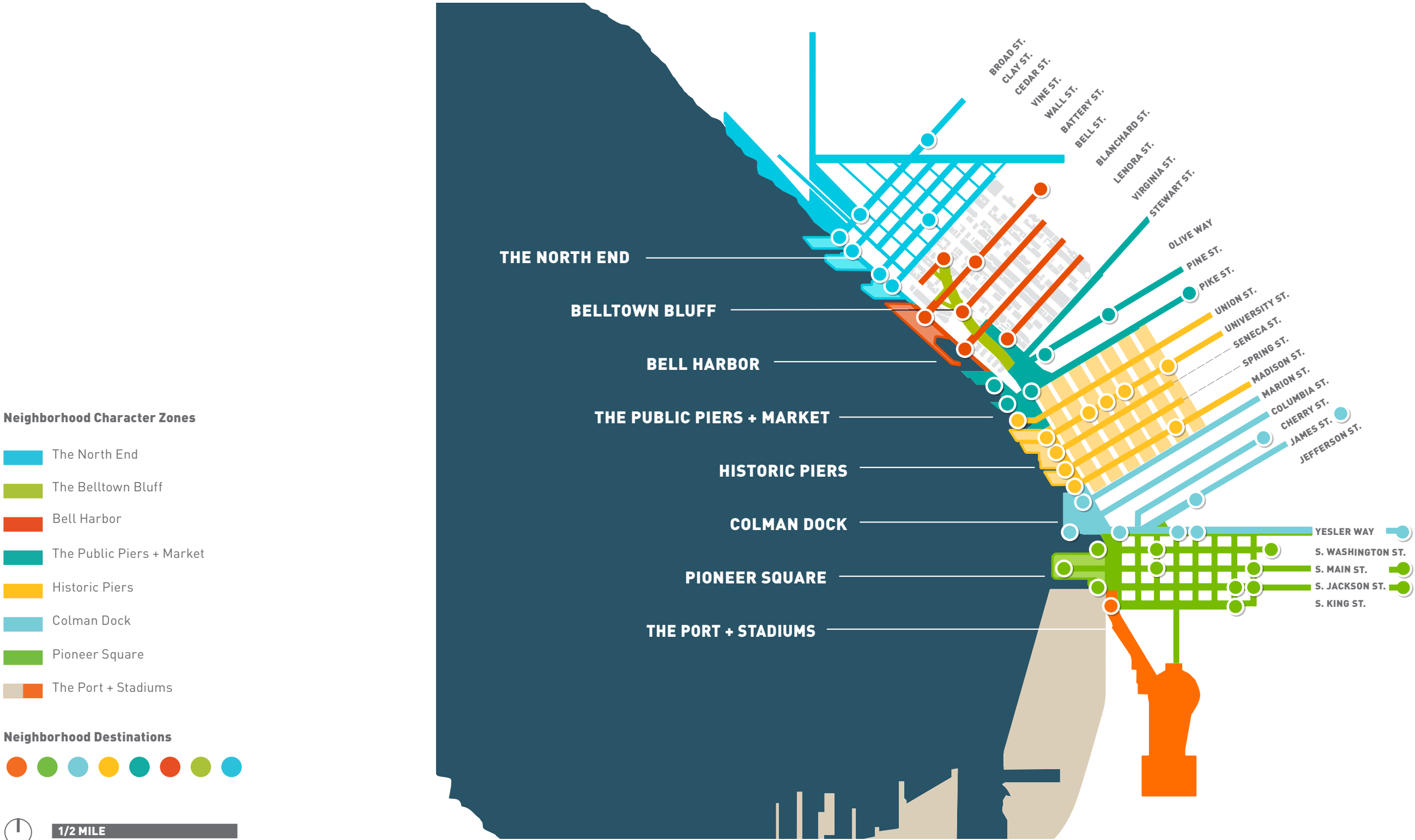


29 STREETS



3 WEDGES





CENTER CITY SCALE

CENTRAL WATERFRONT DESTINATIONS

The Seattle Central Waterfront is comprised of a wide range of places, districts and destinations. As with many working waterfronts, these have remained disconnected from each other and from the city. It is important that the development of the waterfront support better linkages to these key destinations, while maintaining their identity in Seattle’s authentic waterfront.

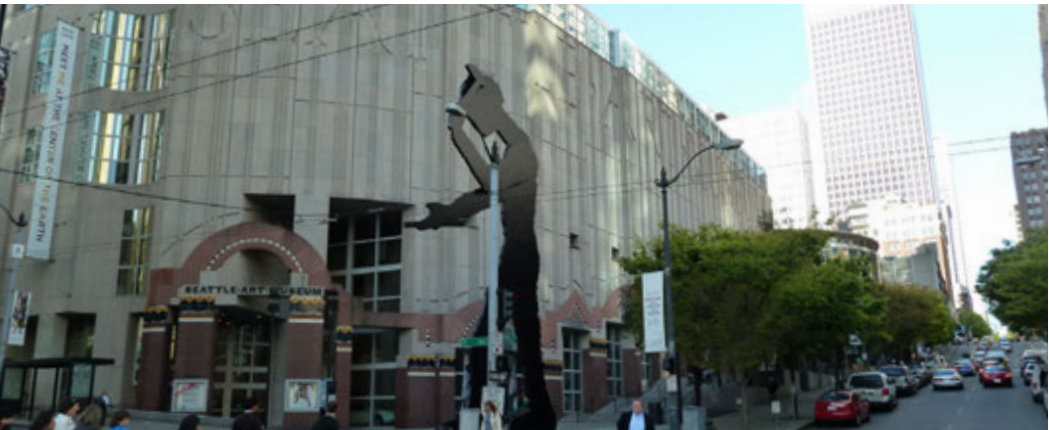
Existing Destinations

- Elliott Bay Trail
- Olympic Sculpture Park
- Seattle Center
- Vine Street Community Gardens
- Denny Park
- Bell Street Park
- Restaurant Row
- Bell Harbor Int’l. Conference Center
- Seattle Convention Center
- Victor Steinbrueck Park
- Pike Place Market
- Freeway Park
- Benaroya Hall
- Seattle Art Museum
- Seattle Aquarium
- Waterfront Commercial Piers
- Seattle Public Library
- City Hall
- First Hill Medical Centers
- Colman Dock
- Pioneer Place
- City Hall Park
- Yesler Terrace

- Occidental Park
- Waterfall Park
- South Main St. Community Gardens
- Chinatown/Int’l. District
- King St. Station
- CenturyLink Field

Proposed Potential New Destinations

- Cedar St. Balcony
- Vine St. Balcony
- Belltown Balcony
- Bell St. Balcony
- Belltown Forest
- Bell Harbor Bench
- Pier 62/63
- Union St. Pier
- Aquarium Plaza
- Commercial Pier Slips
- Historic Tideline Terraces
- Colman Dock Gallery
- Colman Dock Deck
- Pioneer Square Beach
- Pier 48 Amphitheater
- Railroad Way



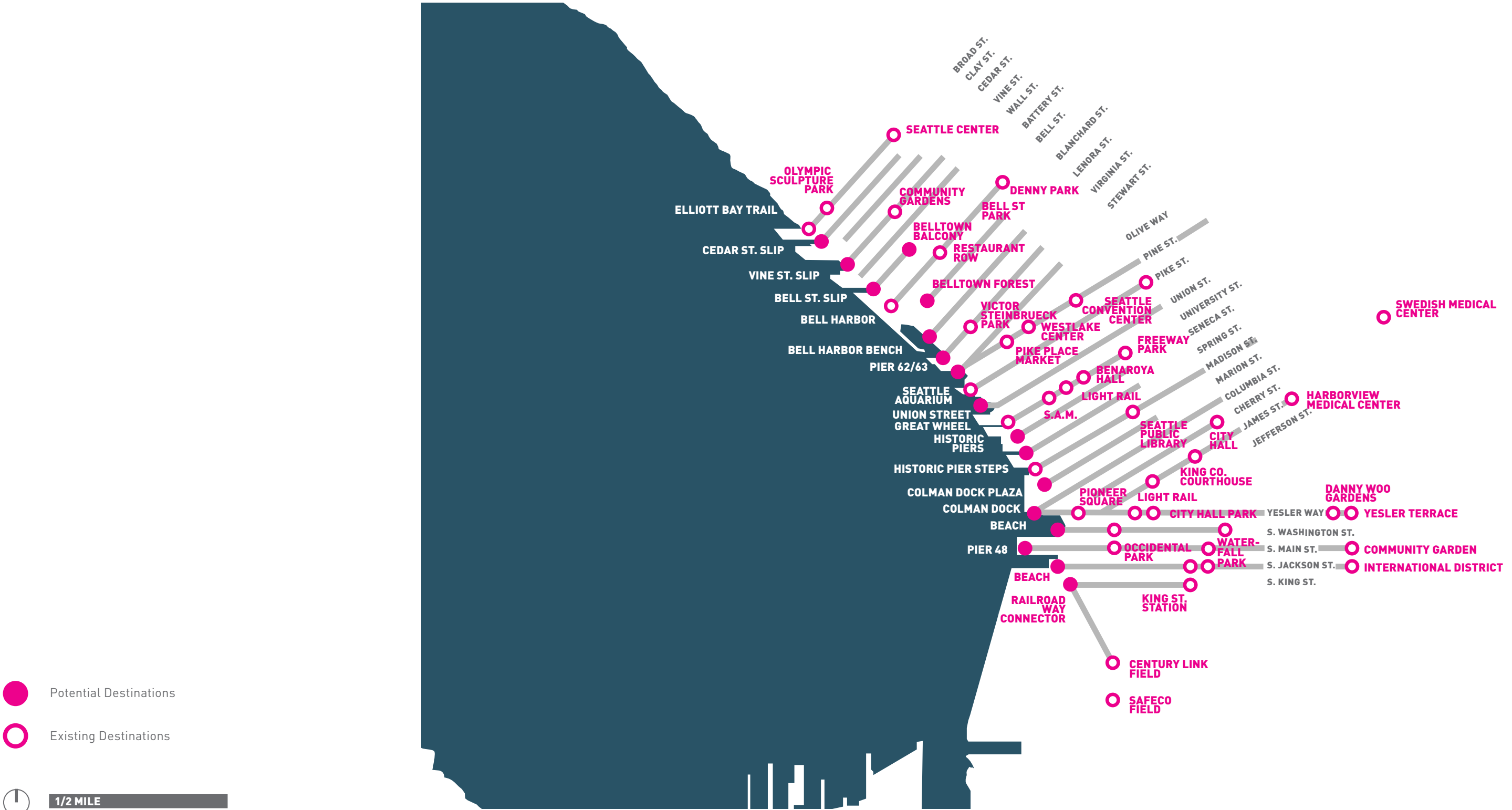
Seattle Art Museum



Benaroya Hall



Seattle Aquarium



CENTER CITY SCALE

1. THE PORT AND STADIUMS

The port and stadiums are very important icons of the City of Seattle. They employ and attract hundreds of people, however, they presently turn their backs on both the public realm and the waterfront. The fences of the container terminal, the stadiums on days when there are no games or events, and the viaduct create a no-man’s land on the adjacent streets. Railroad Way presents an opportunity to linking the waterfront and Colman Dock to CenturyLink and Safeco Fields in a meaningful, safe and direct way. In addition, the removal of the viaduct will open up views between the waterfront and the stadiums.



The Port of Seattle



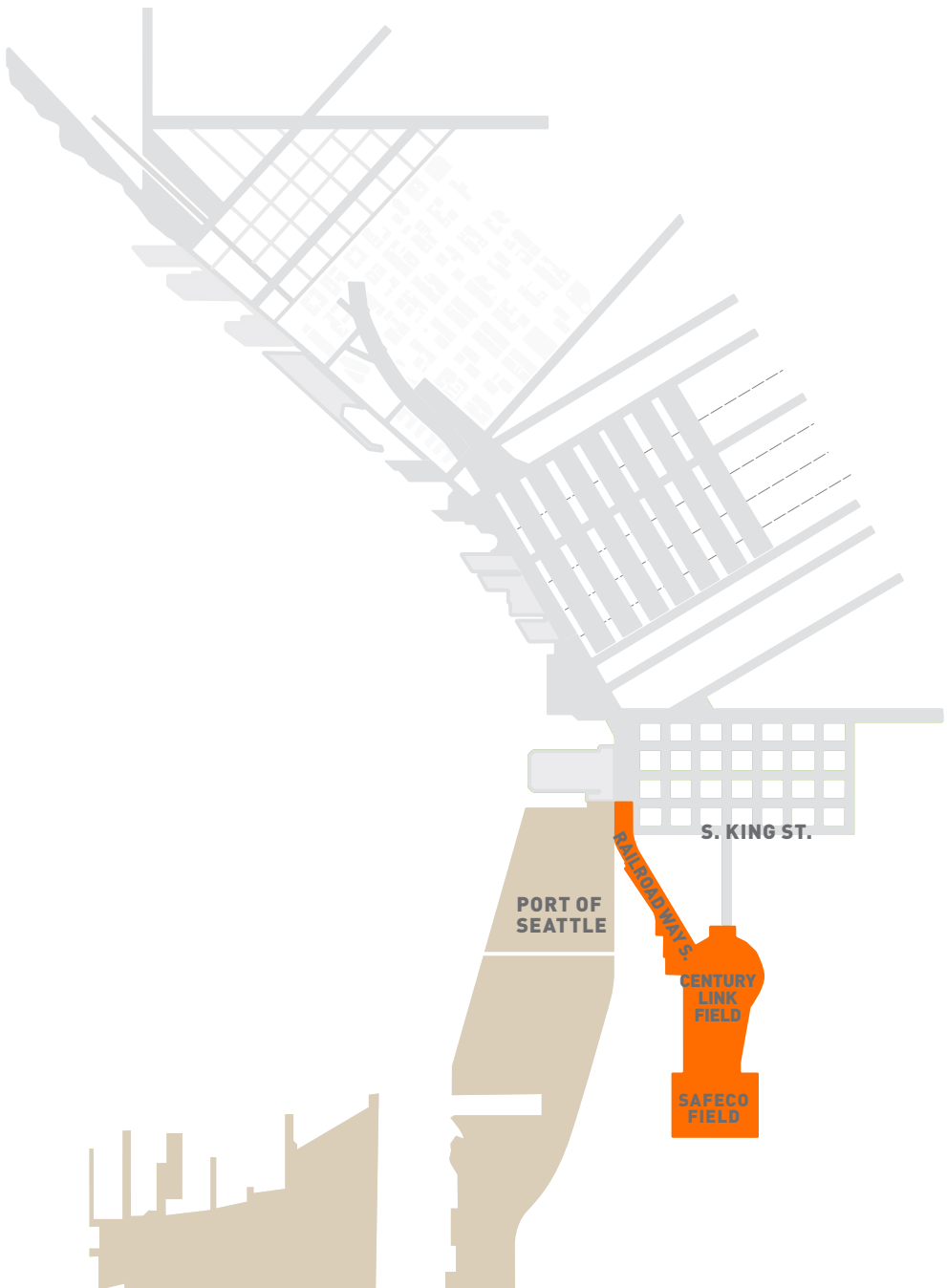
First Avenue and Railroad Way

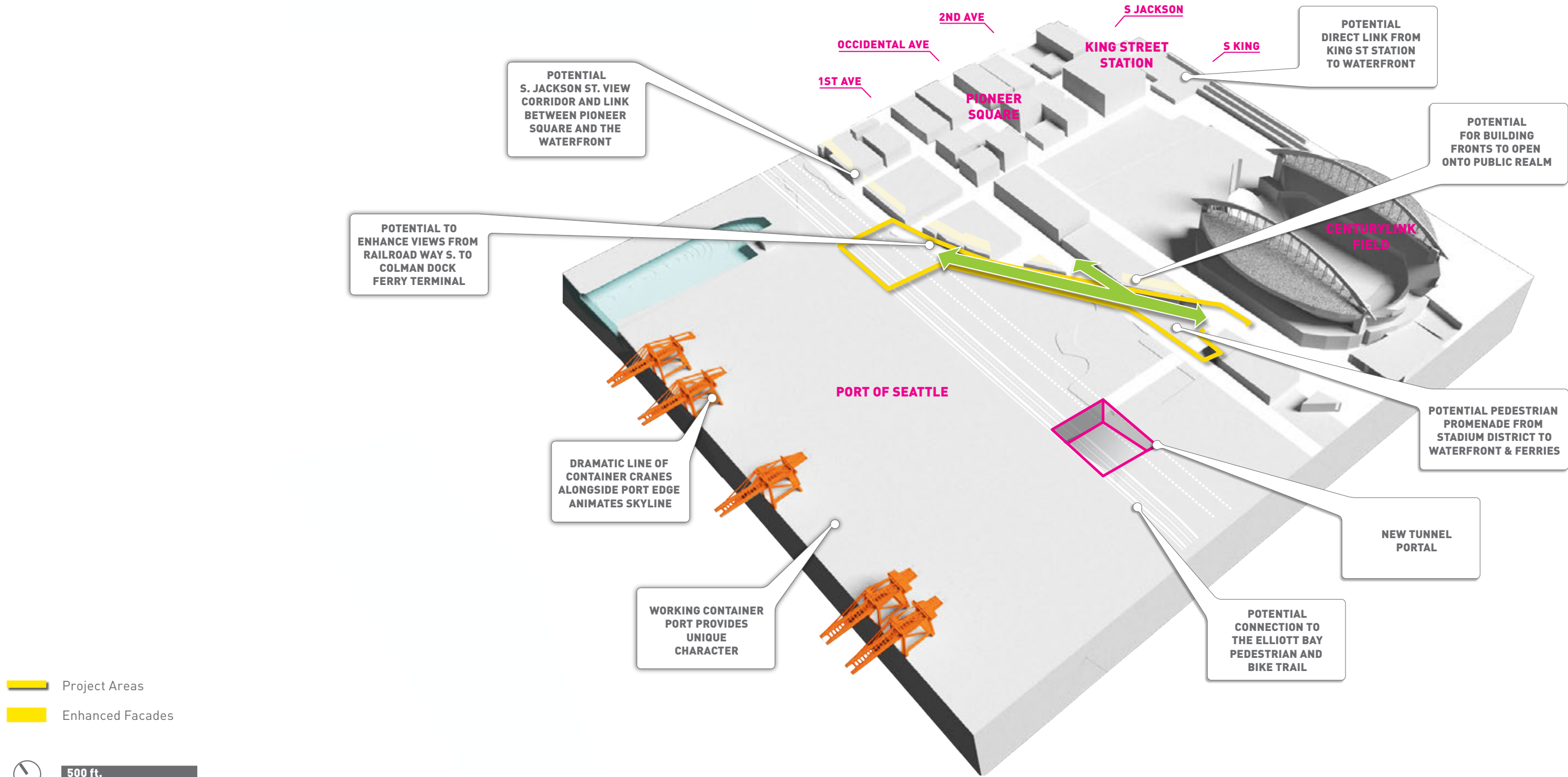


CenturyLink Field and Mount Rainier



Removal of the Viaduct





CENTER CITY SCALE

2. PIONEER SQUARE

Pioneer Square has a strong identity due to its distinct historic architecture, regular urban grid, mature street trees, well-proportioned streets and squares, and its active community. Furthermore, its gentle topography makes for the strongest and most direct neighborhood relationship along the Central Waterfront. Historically, settlements and industry used this interesting geographical position to their advantage and created strong, direct and meaningful links from Pioneer Square to Elliott Bay.



1st Avenue South



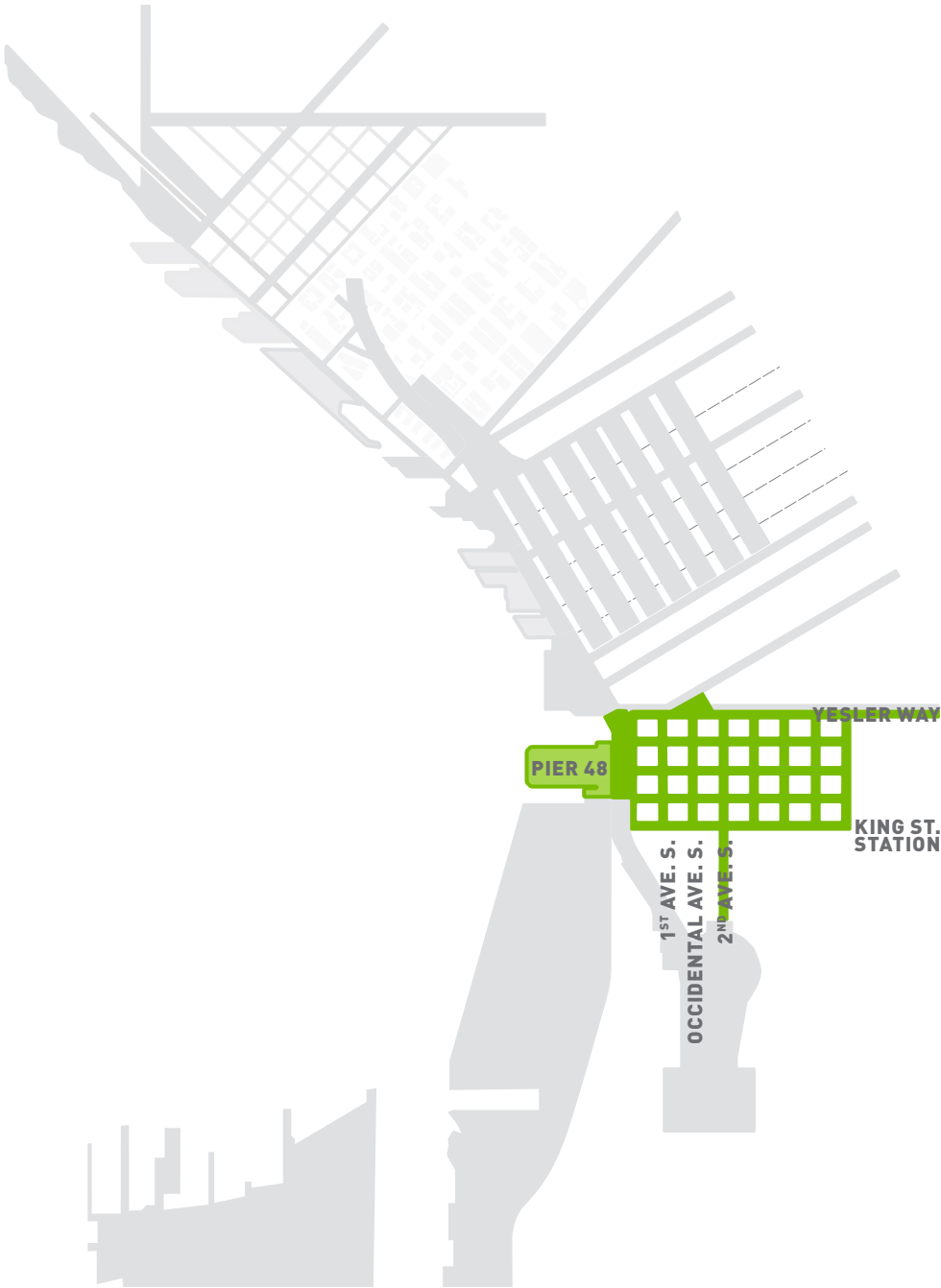
Smith Tower

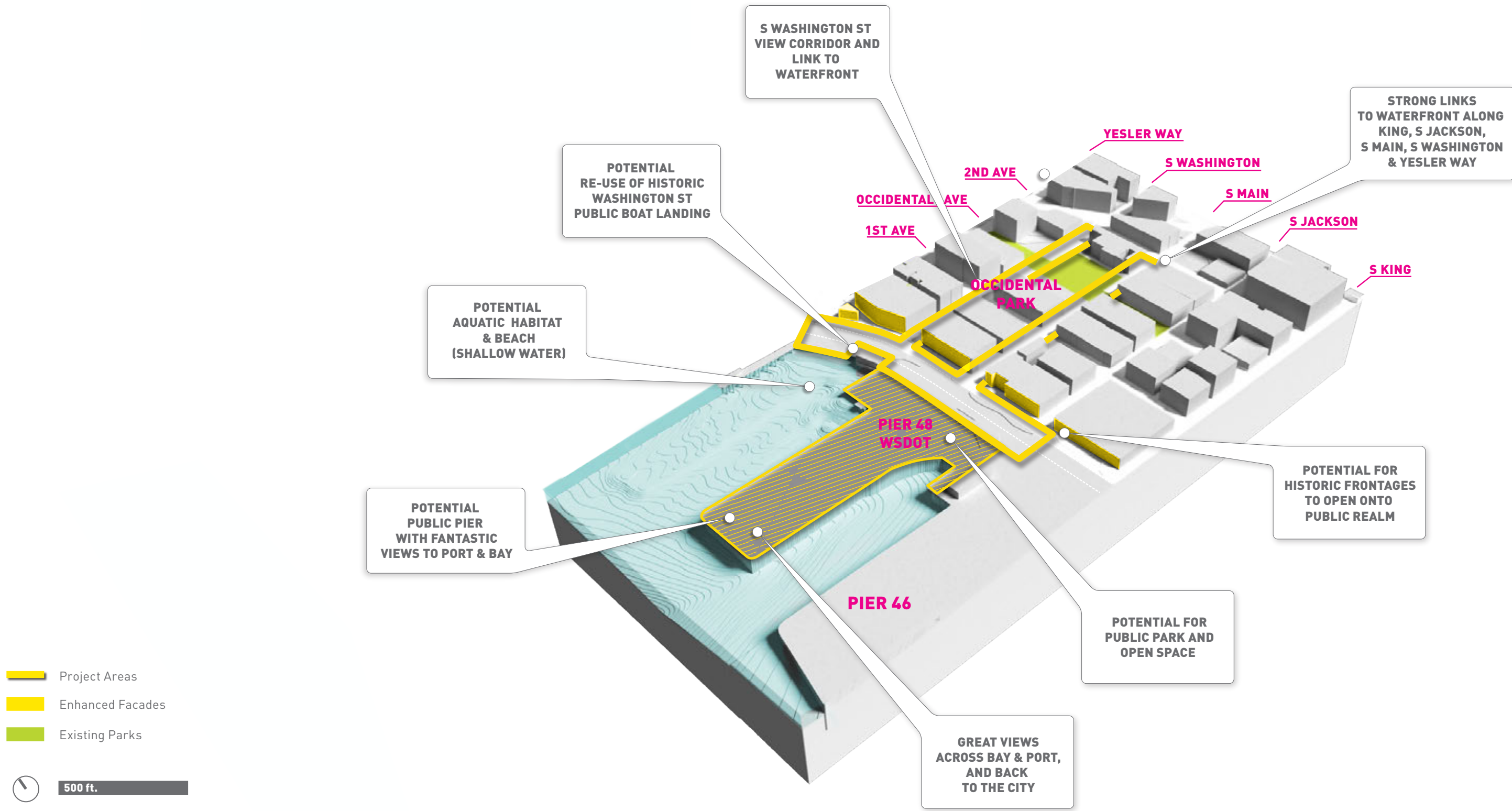


King Street Station



Waterfall Park

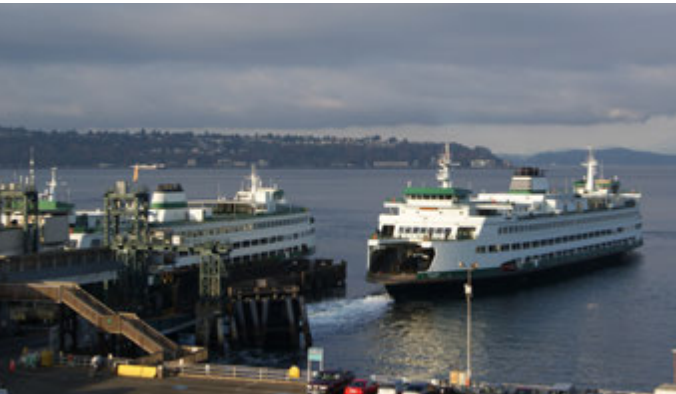




CENTER CITY SCALE

3. COLMAN DOCK

Colman Dock is one of the busiest locations on the waterfront, servicing 8.5 million riders per year, including 4.2 million foot passengers. Due to the high volumes of users, large areas of the Dock are devoted to car queuing and the area is often congested with traffic. Transit hubs are potentially wonderful destinations; they have the potential to become vibrant meeting places with a mix of active uses and public spaces. Colman Dock was once a great Seattle landmark, its clock tower stood in alignment with Smith Tower, to create a strong link into the city and beacon on the water. Today, with the redesign of Alaskan Way and the adjacent public realm, there is an opportunity to re-envision the Colman Dock Ferry Terminal as a bustling civic hub and a great destination on the waterfront.



Washington State Ferries



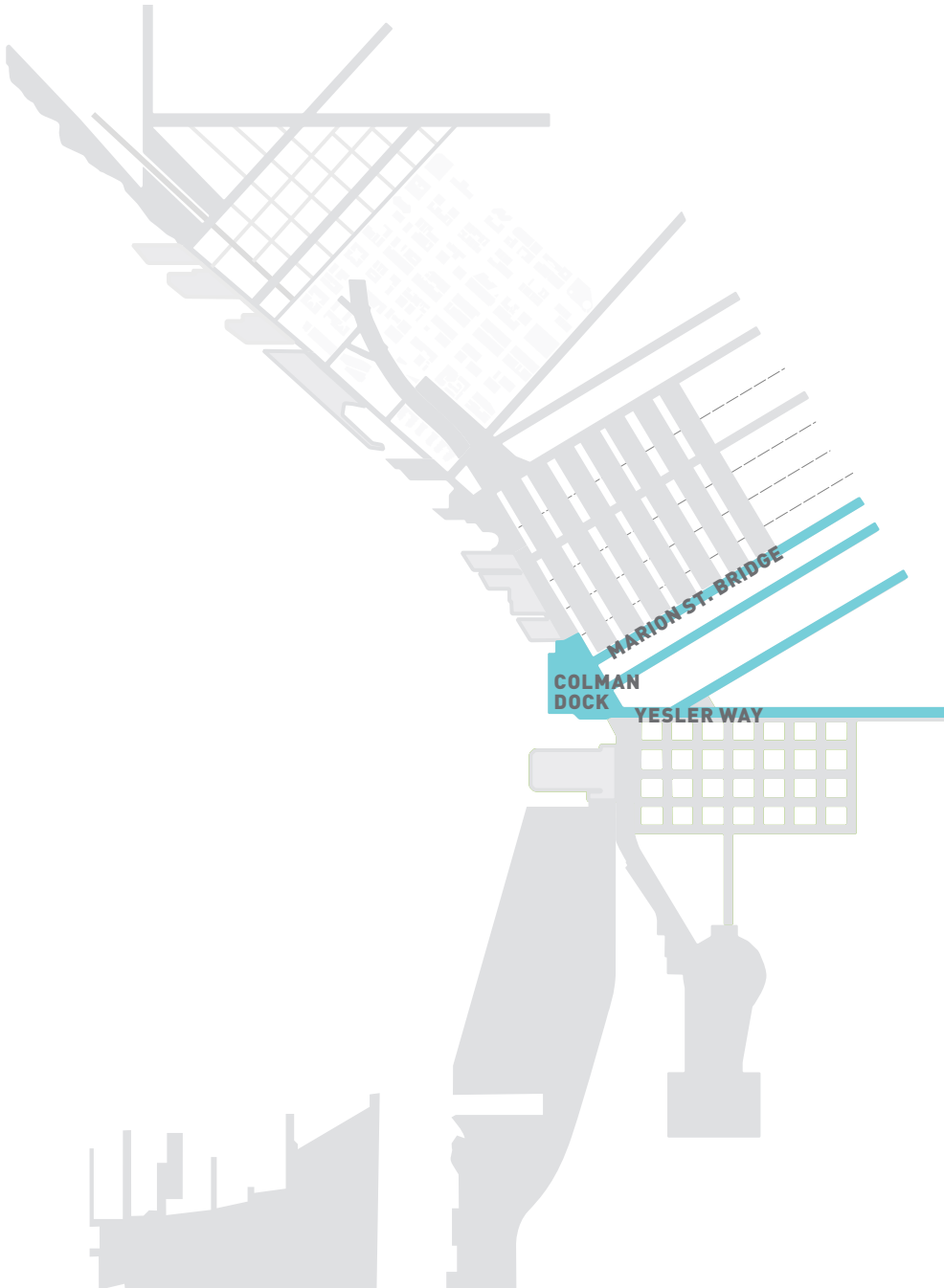
Fire Station

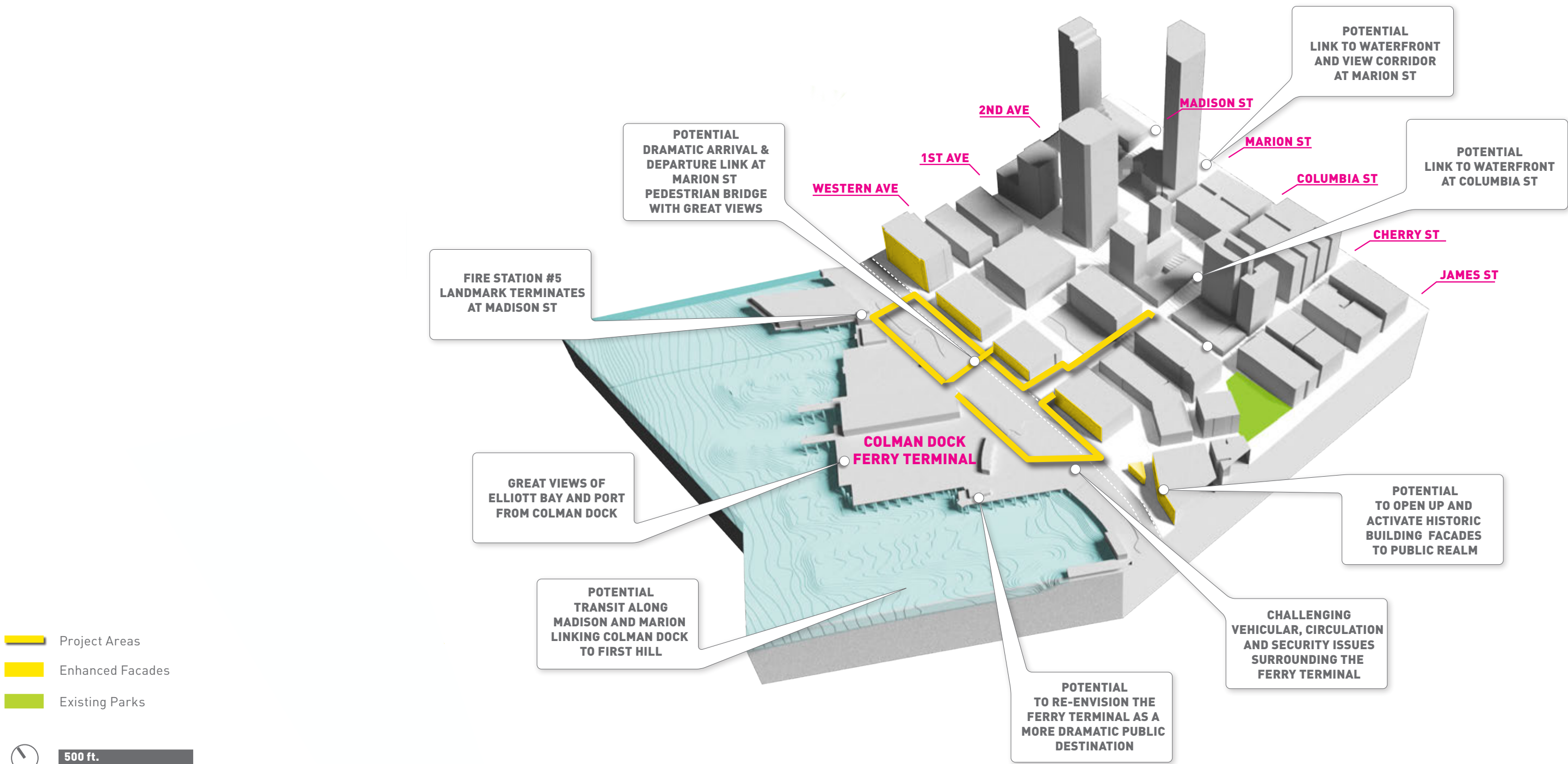


Marion Street Footbridge



Colman Dock





CENTER CITY SCALE

4. THE HISTORIC PIERS

The Historic Piers attract many visitors every year with shops, restaurants and boat tours. Each pier has its own distinct identity, which should be preserved and showcased allowing each pier to be a unique destination while remaining part of the commercial core of the waterfront. Currently, they are disconnected from the city due to the presence of the viaduct. With the removal of the viaduct, the Historic Piers have the potential to link with neighboring “Furniture Row” along Western Avenue and create a bustling and lively commercial hub on the waterfront. Furthermore, the Historic Piers present a wonderful opportunity to create a continuous “Front Porch” on the bay by wrapping the piers with a continuous public walk. The recent addition of a ferris wheel at the end of Pier 57 will only add to the draw of the area.



Pier 57



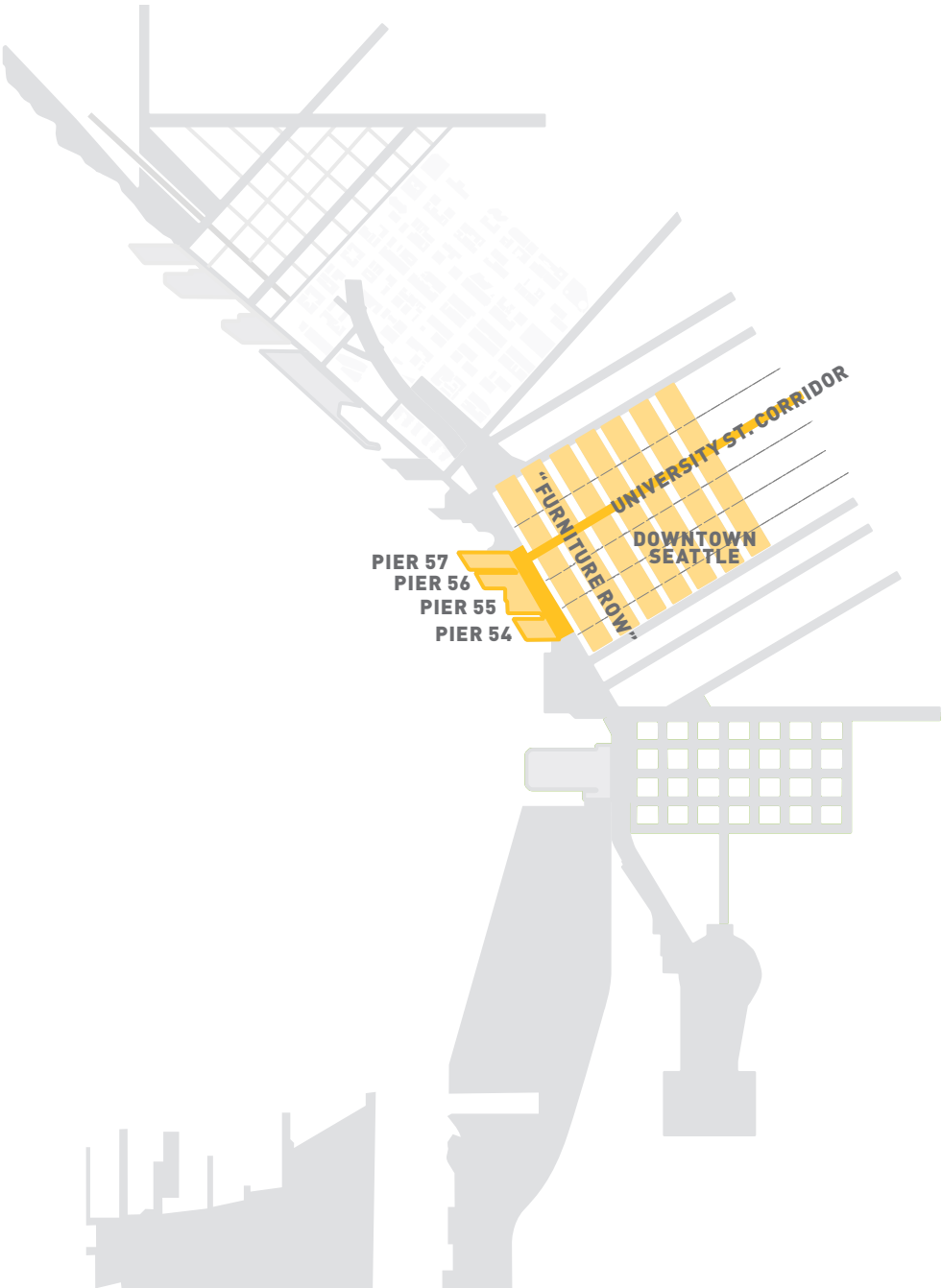
The Historic Piers

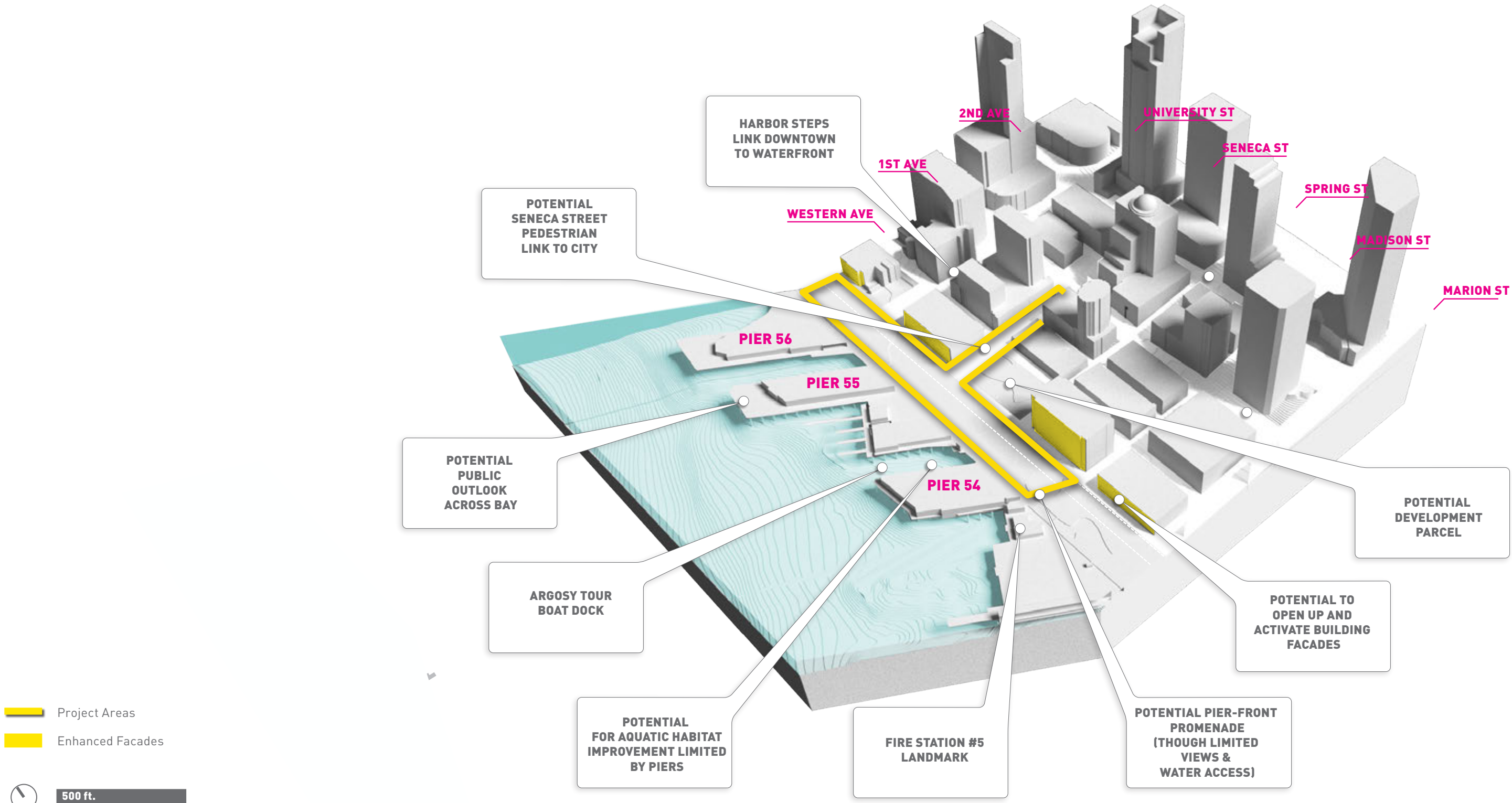


View from Pier 56



The Great Wheel at Pier 57





CENTER CITY SCALE

5. THE PUBLIC PIERS + MARKET

Waterfront Park, the Seattle Aquarium, and Pier 62/63 create a cluster of public destinations where access to the waterfront is welcome and encouraged. Once again, the streets shift from the Downtown to the Belltown grid. The significant topographic changes here disconnect several blocks from the waterfront, which makes one of Seattle’s major destinations, Pike Place Market, seem much further away from the waterfront than it really is. Together with the viaduct, the major re-grades of Denny Hill and the BNSF railway create additional barriers between the waterfront and the neighborhoods in this part of the city. Many stairways and bridges were built to allow access to the water’s edge, but they are difficult to find, hard to negotiate and mostly unattractive. Meanwhile, great views of the bay may be seen from the area’s buildings and streets as well as from Victor Steinbrueck Park.



Seattle Aquarium



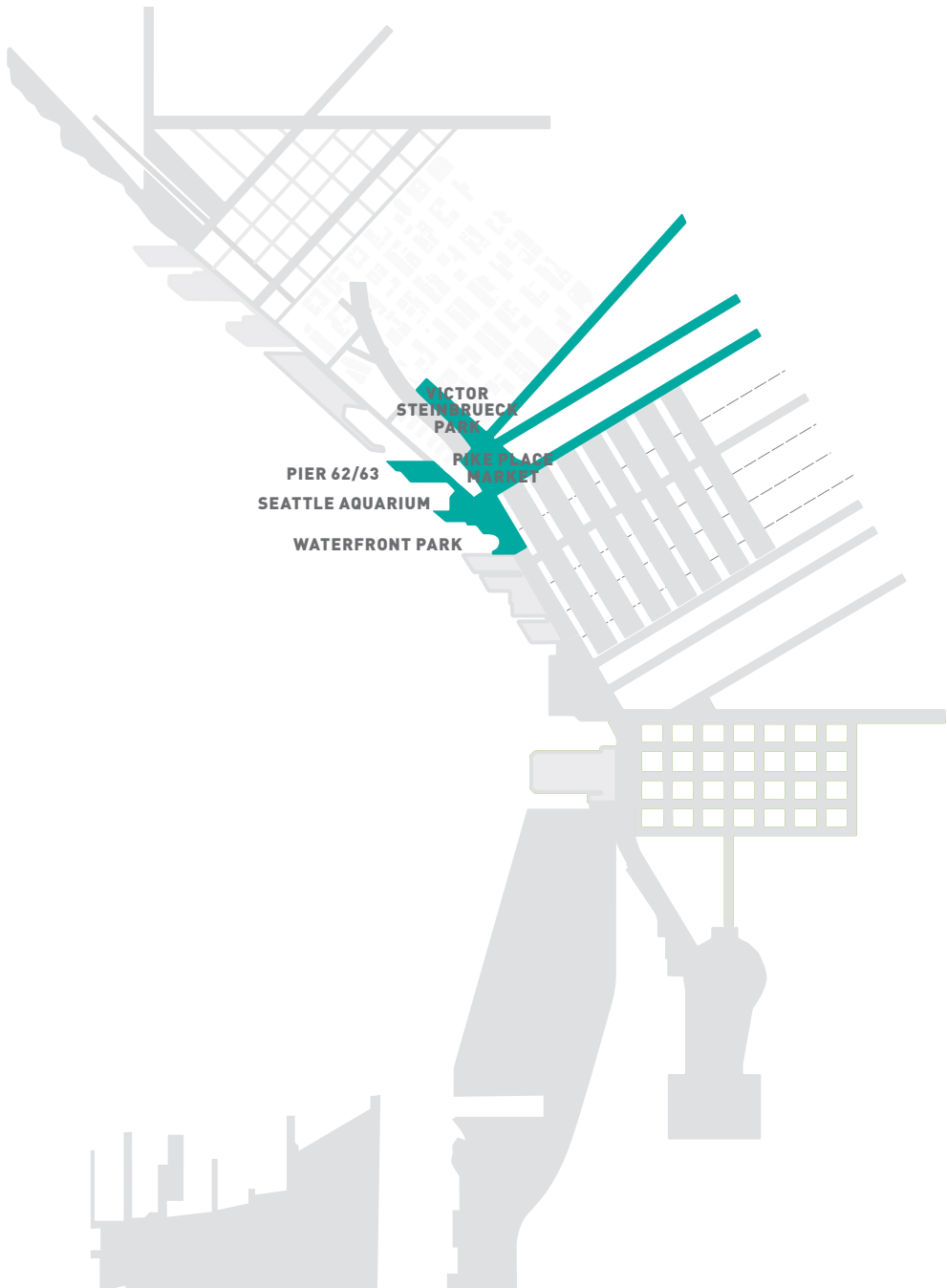
Waterfront Park

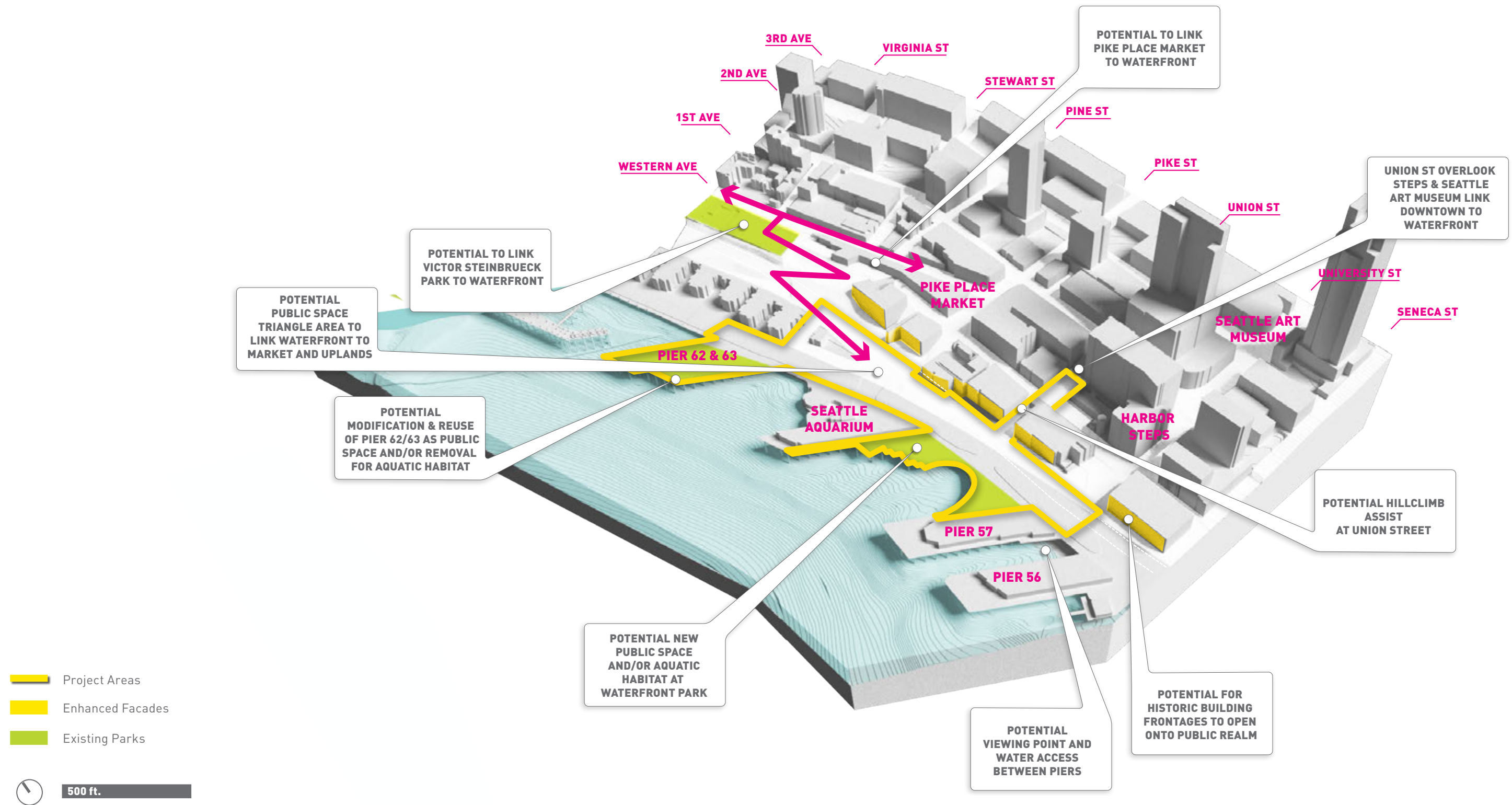


Victor Steinbrueck Park



Pike Place Market





CENTER CITY SCALE

6. BELL HARBOR

Situated north of the Seattle Aquarium and Pier 62/23, Bell Harbor includes a public marina, a cruise ship terminal, a conference center, and roof top observation deck with wide vistas of Elliott Bay and Seattle’s skyline. Bell Harbor is disconnected from the upland city fabric by steep topographic change, the BNSF freight train line and the viaduct. Two elevators, located at Lenora and Bell Streets, currently allow pedestrian access to the Bell Harbor area and suggest the potential for improved connections to Belldtown.



Alaskan Way and Bell Harbor



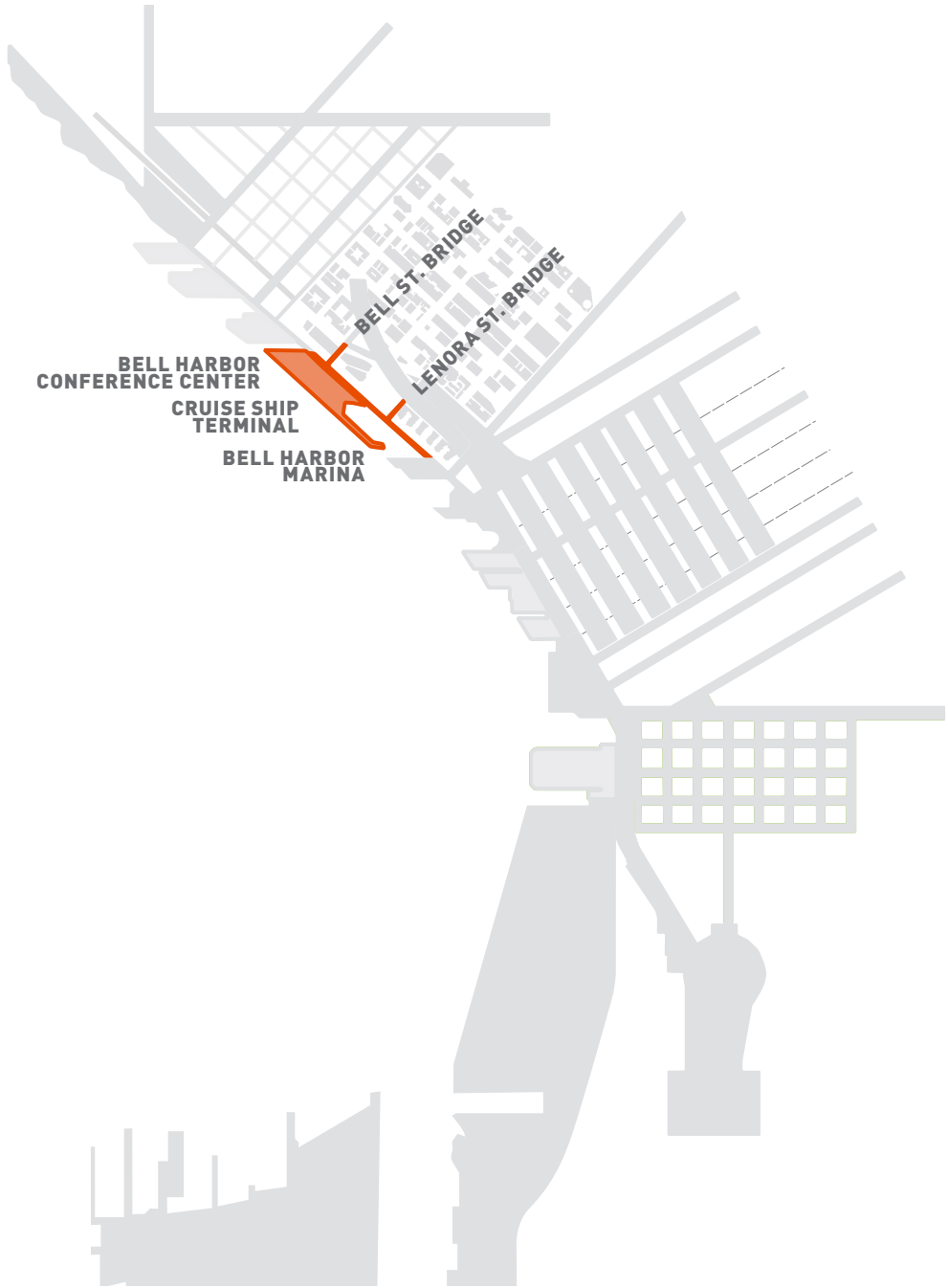
Cruise Ship Terminal

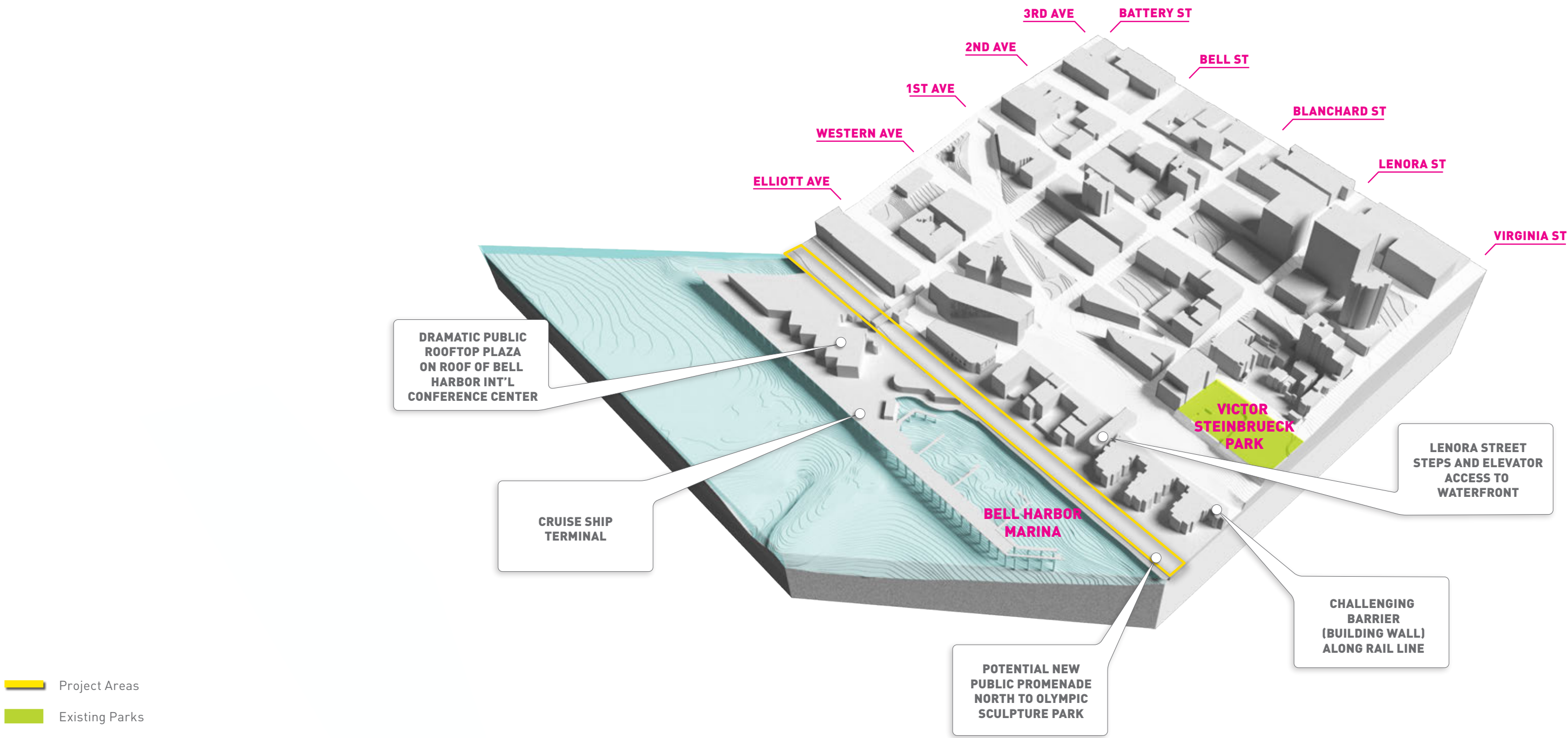


Bell Harbor Marina



Bell Harbor Conference Center





CENTER CITY SCALE

7. THE BELLTOWN BLUFF

The Belltown Bluff, currently in the shadow of the viaduct, is bisected by the BNSF freight railroad corridor. The area’s primary feature is its steep topography, rising 85 feet from the waterfront to the Belltown neighborhood above. With the removal of the viaduct and the creation of a new city street linking Elliott and Western Avenues to Alaskan Way, this area has the potential to link the neighborhood of Belltown to the waterfront both physically and visually by way of excellent views and potential public amenities.



Alaskan Way viaduct at Virginia Street



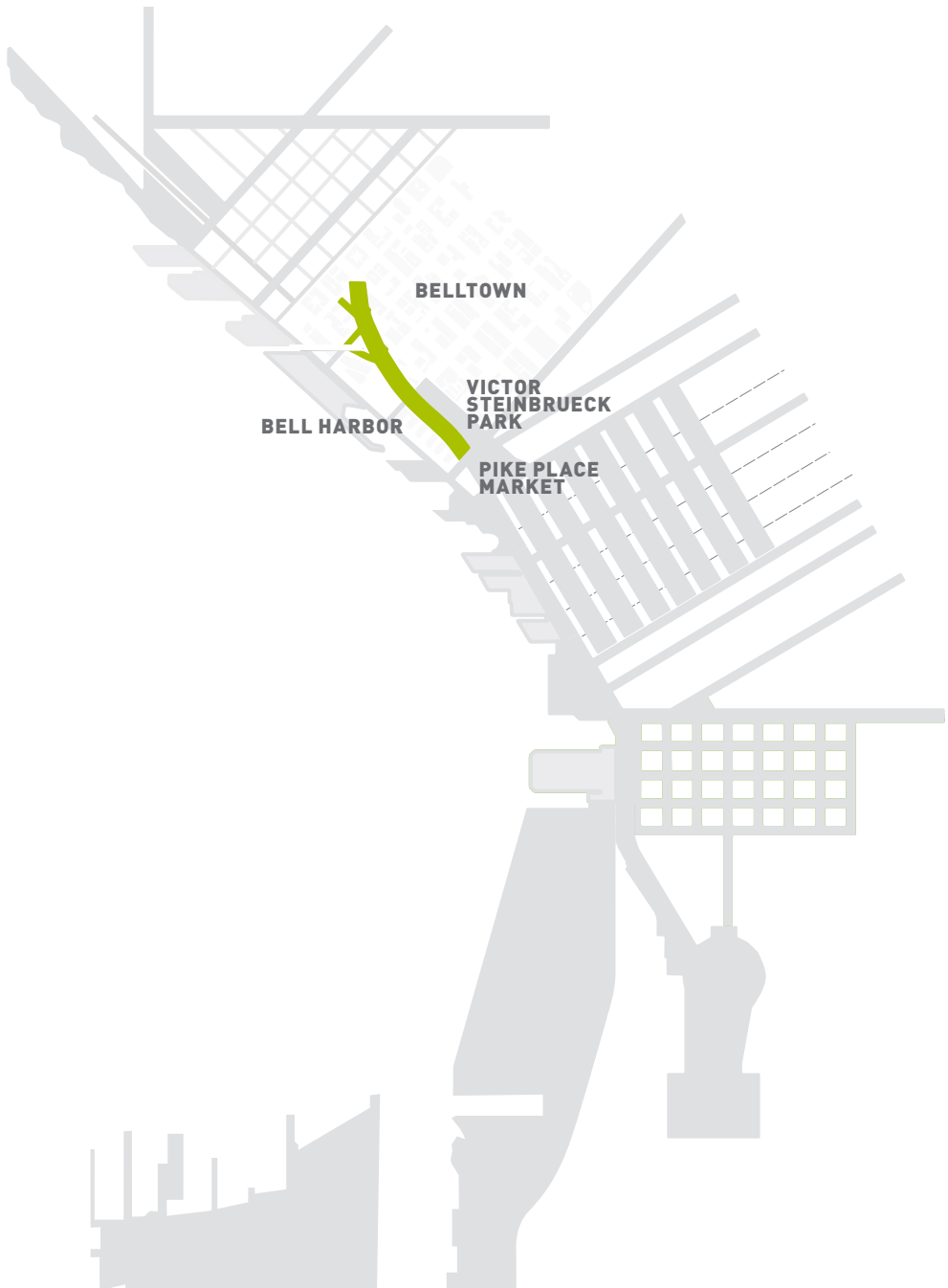
BNSF Rail Corridor

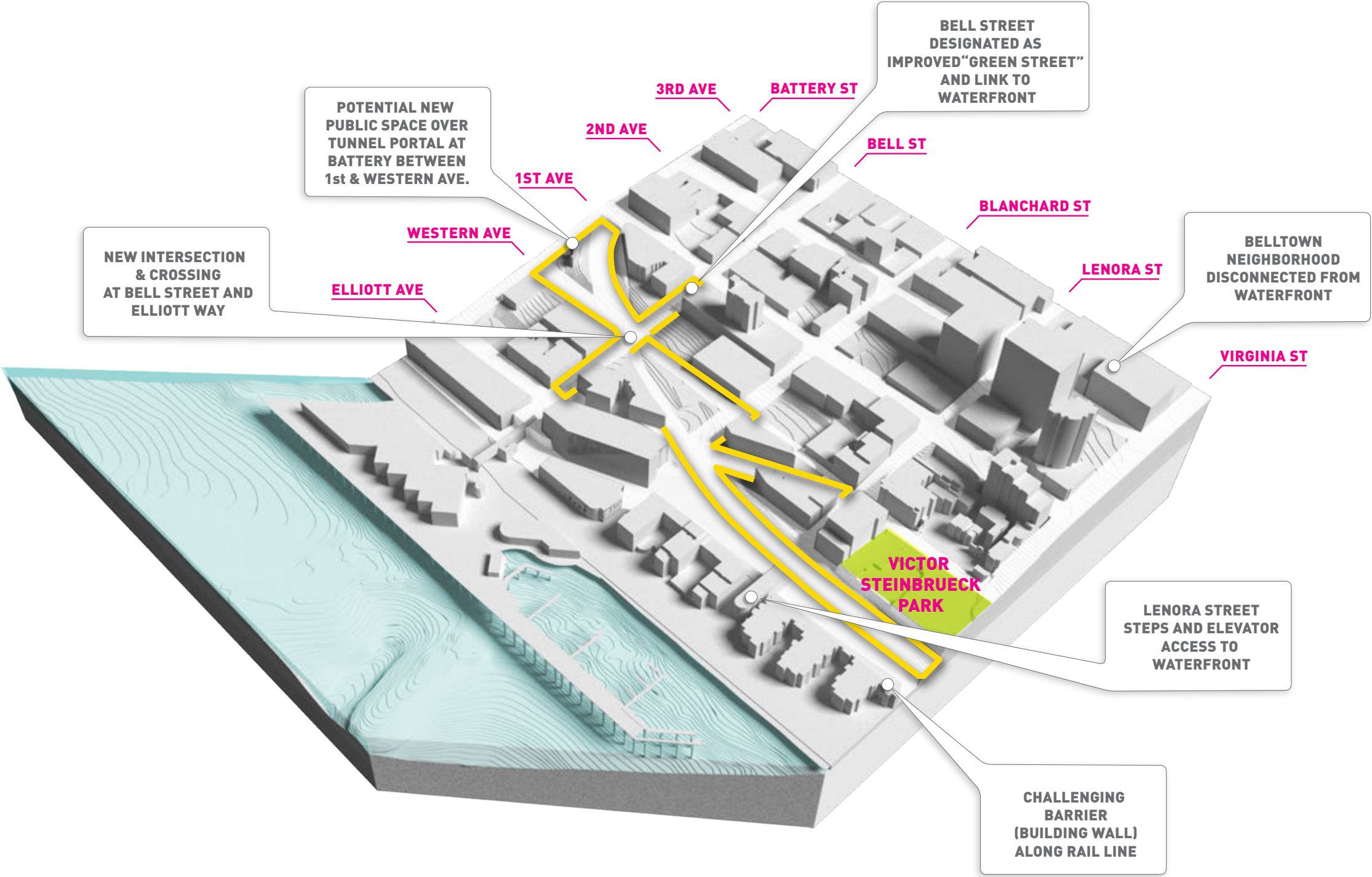


First Avenue



View from Battery Street and First Ave





- Project Areas
- Existing Parks

500 ft.

CENTER CITY SCALE

8. THE NORTH END

Beginning at the Bell Harbor Marina and running north to Broad Street, the North End extends a half-mile of waterfront. Three large piers (numbers 68-70) shape the area’s west edge while the BNSF rail way and large-scale institutional buildings border on the east. Due to the absence of the viaduct and reduced traffic load, this area tends to be quieter than the southern half of the waterfront. Yet, due to the railroad and cruise boat traffic, activity in the area becomes quite intense at key times of day and in certain seasons. The North End connects the Central Waterfront to the Olympic Sculpture Park, Myrtle-Edwards Park, and the Elliott Bay Trail. Broad Street has the potential to create a fantastic future link from the waterfront to Seattle Center and the Lake to Bay Trail.



Alaskan Way at Bell Street



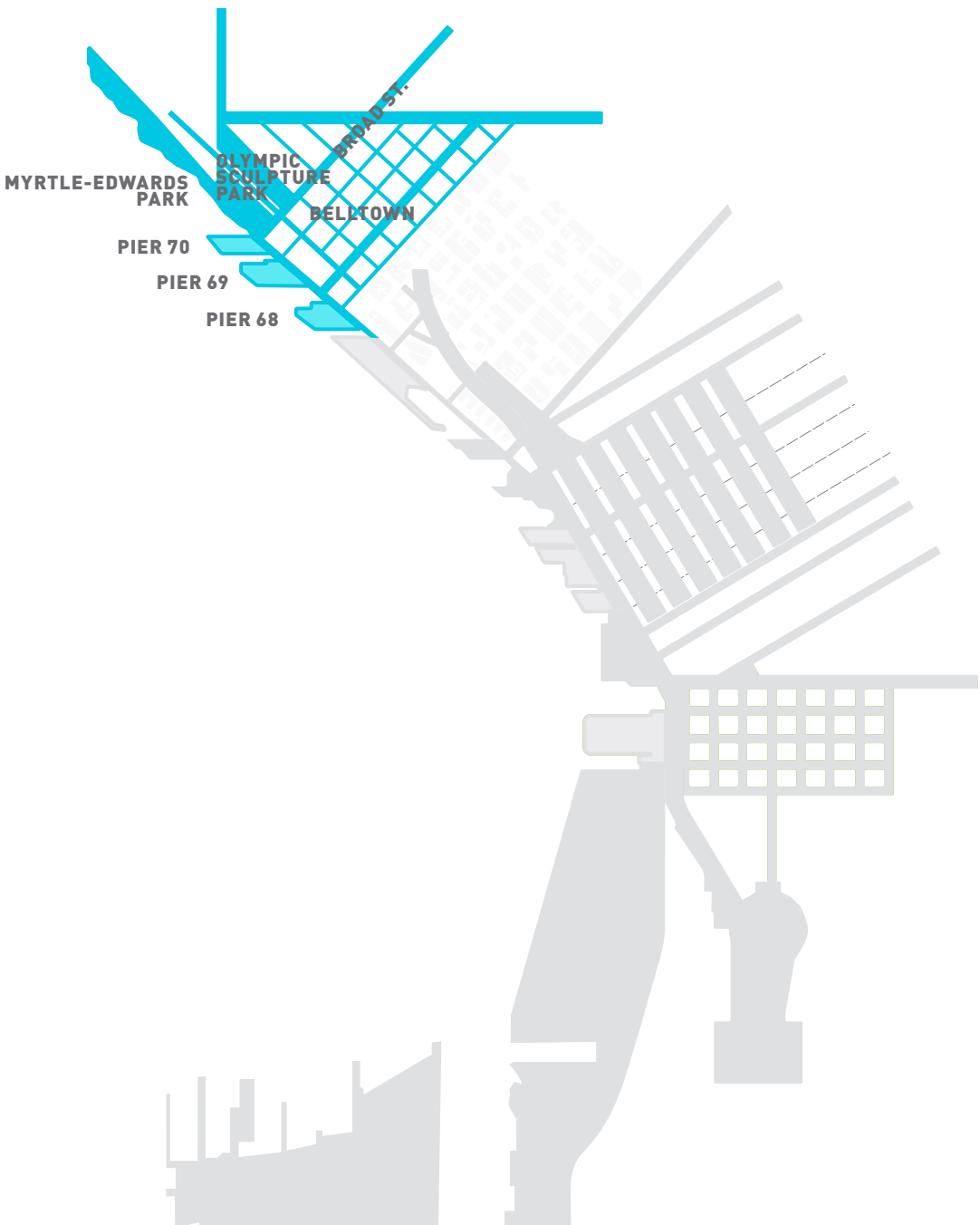
Myrtle-Edwards Park

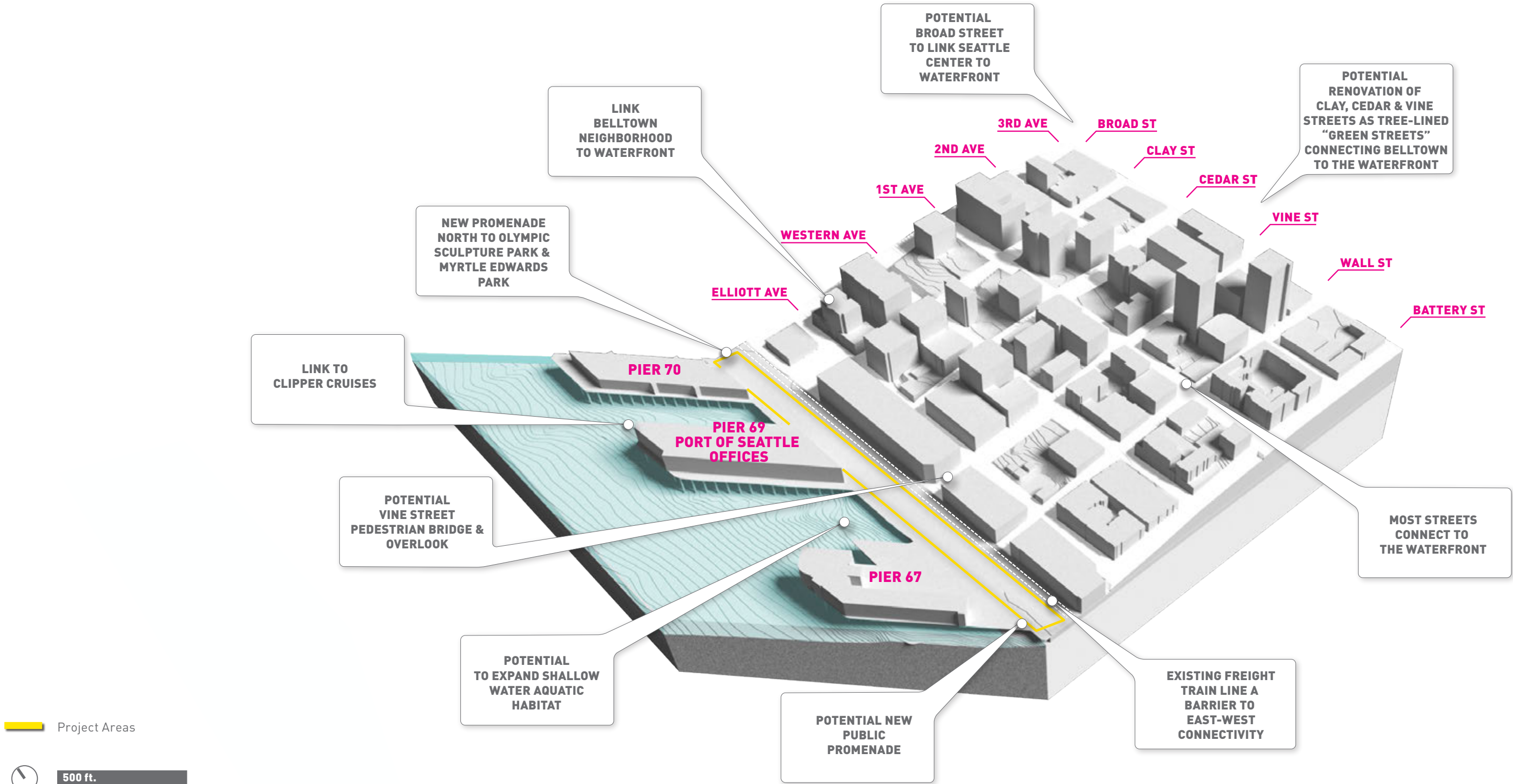


Wall Street



Vine Street



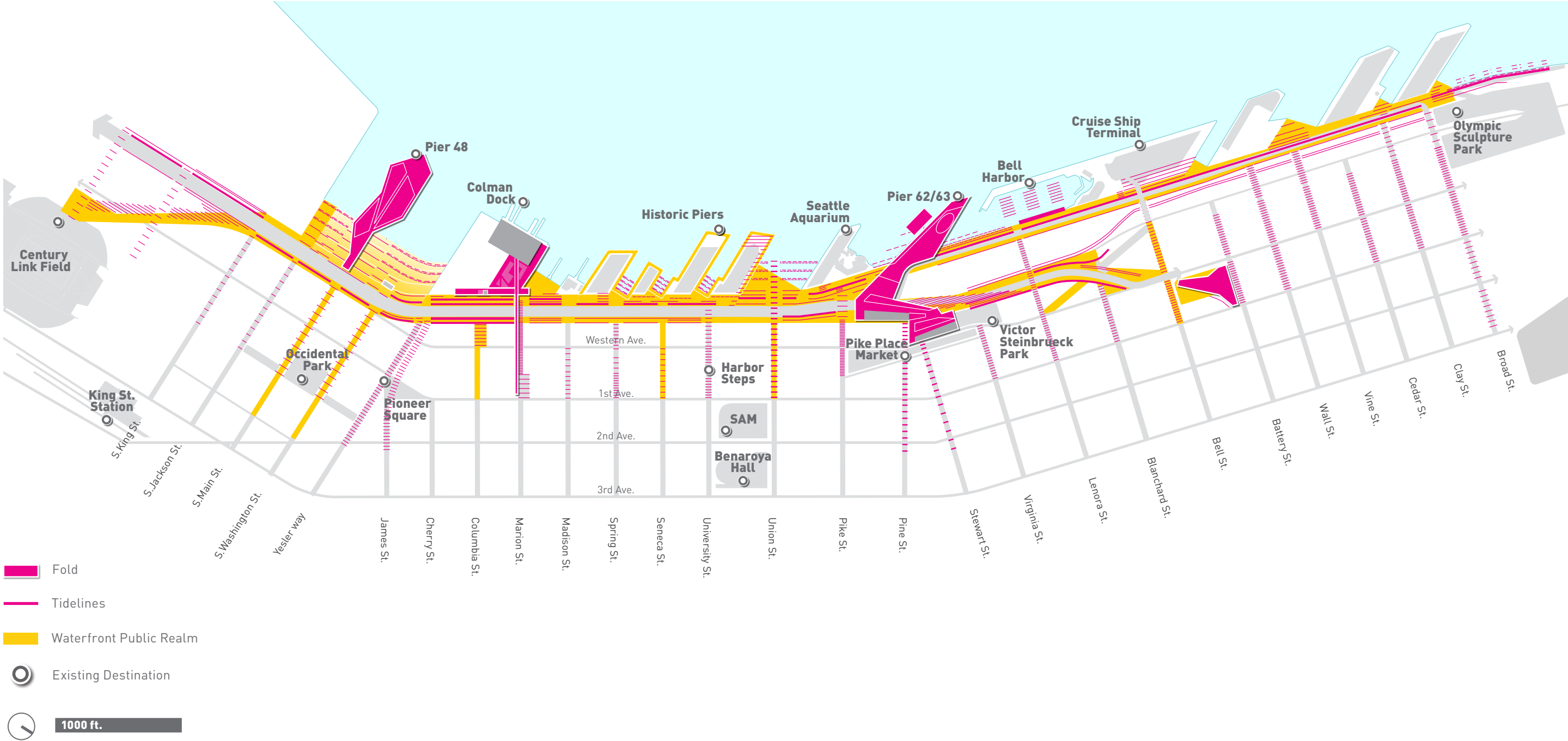


2.3 THE WATERFRONT SCALE

MAKING PLACES: TIDELINES AND FOLDS

At the waterfront scale, the Framework Plan establishes a continuous public waterfront, connecting the Stadium District and Pioneer Square to Belltown, Pike Place Market, the Olympic Sculpture Park and Myrtle-Edwards Park. The continuous waterfront includes a new surface street, pedestrian promenade, and bike path. Overlaid on this urban fabric are a series of open spaces, ranging in scale from small and intimate to large and civic, which will draw visitors to the waterfront for a variety of events and activities throughout the year. These places relate to nearby existing destinations to form synergies of audience and program. Together, these elements create a dynamic urban district, filled with cultural, social and recreational activity on the waterfront.

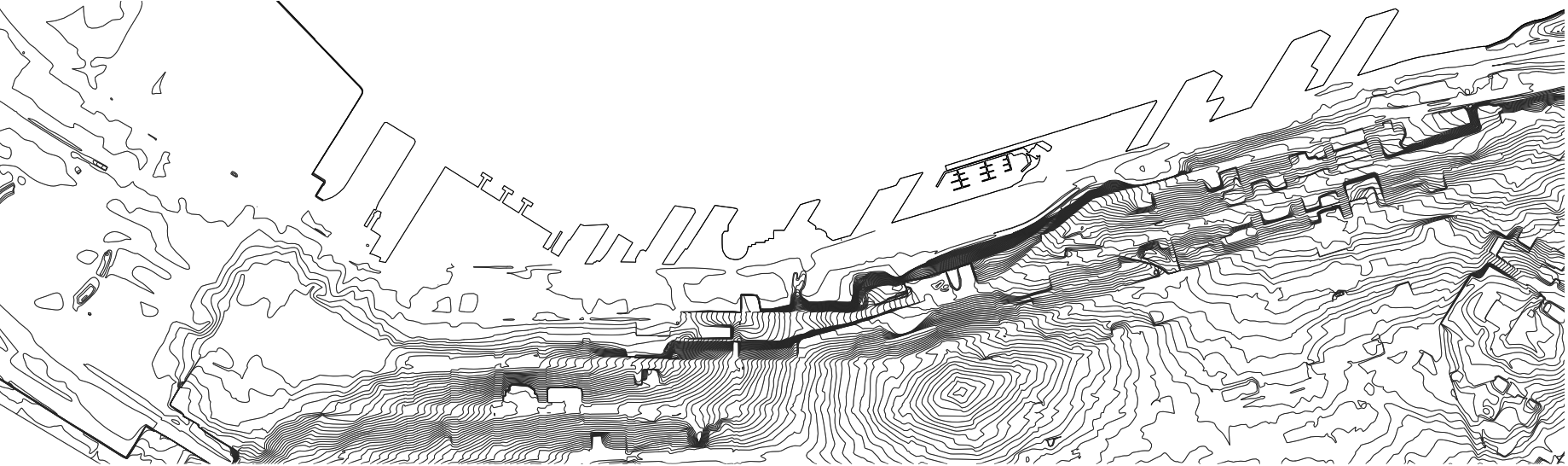
The public realm at the waterfront is grounded in two design concepts, the Tidelines, which provide continuity along the promenade and connectivity into the city, and the Folds, affording large open spaces and great views to the city and bay. These concepts are further developed in the following pages.



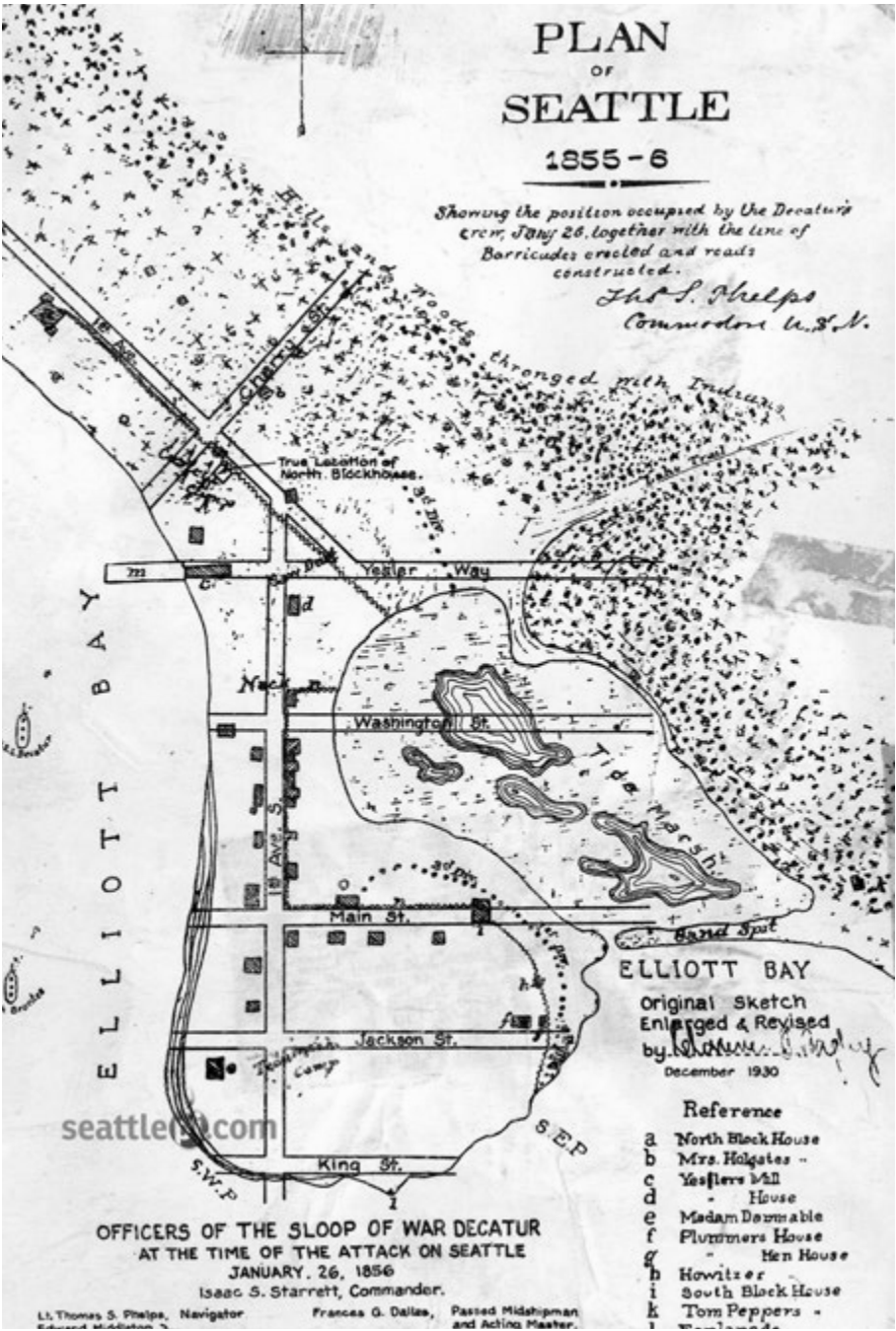
WATERFRONT SCALE

HISTORIC TIDELANDS

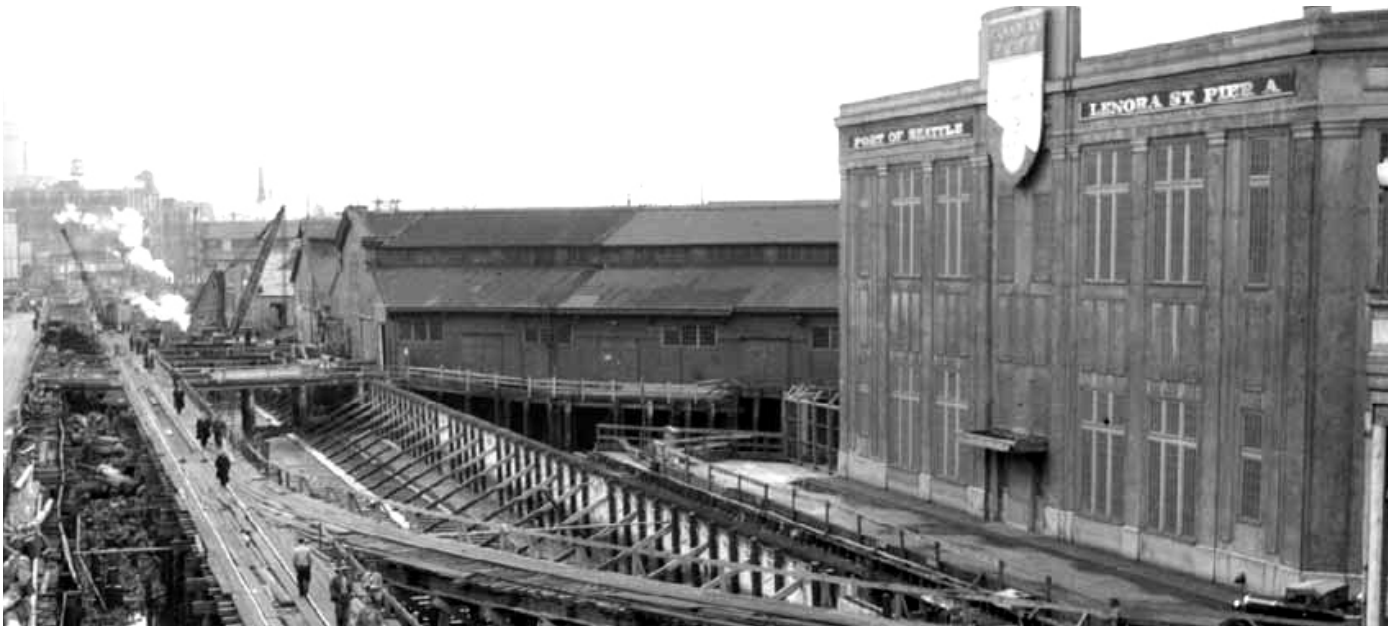
The shape of the waterfront has shifted greatly over the years with the in-fill and build-out of the area’s port, piers and harbors. For example, the map to the right from 1855 shows marshland and tidal flats where Pioneer Square exists today. The photos (far right) recall the massive construction and re-grading efforts undertaken by Seattle in the late 19th and early 20th centuries. Much of this land was used as fill to reclaim portions of Elliott Bay.



Waterfront topography today



1855 map of the waterfront



Railroad Avenue (Alaskan Way today), built over water



Denny Hill regrade, 1884

WATERFRONT SCALE
TIDELINES

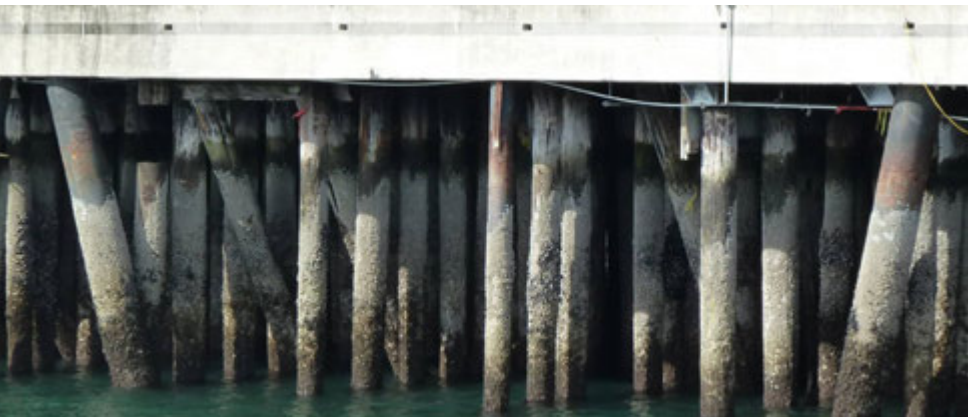
Tidelines” are visible everywhere along the Elliott Bay Waterfront. They can be seen in driftwood deposited on beaches, rust lines on the hull of boats, barnacles on pier pilings and algae on seawalls. They can also be seen in the complex site topography, the occasional openings to the water and the desire lines of people moving through space. Taking cues from landscape processes, as well as art and culture, they express the dynamism of Seattle’s Waterfront.

The Tidelines provide an organizational and thematic framework for continuous design elements along the Waterfront while maintaining the area’s dynamic threshold, varied relationship to the water. In addition to moving along the waterfront, the Tidelines step up and into the city along topographic contours. In this instance, the Tidelines mark the vast differences in topography on the site, from the flat lands of Pioneer Square to the downtown “escarpment” to the bluff in Belltown. Thus, the Tidelines conceptually weave together the bay and the city at the waterfront. The Tidelines will be translated into design elements including: paving, planting, furnishing and lighting along the waterfront, circulation along Alaskan Way, east-west connections to Central Seattle, and stormwater management strategies.

The diagram to the right expresses this concept as a series of lines that trace visible elements, such as driftwood deposits on the beach and water stains on pier pilings, as well as the invisible forces, which include pedestrian desire lines and topographic contours. These “tidelines” are both the physical and conceptual framework for the project’s design.



Driftwood at Myrtle-Edwards Beach

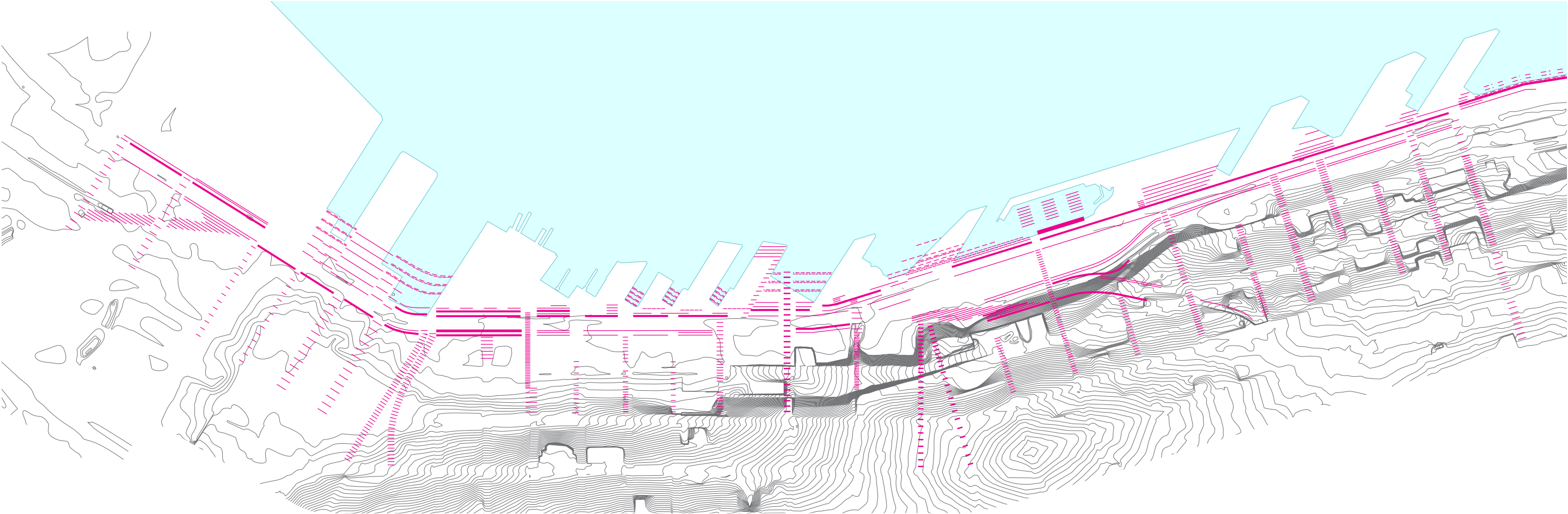


Pier 56 pilings



“Measuring the Universe”, Roman Ondak

TIDELINES FRAMEWORK



- Existing Pier Edge
- Tidelines
- Existing Topography



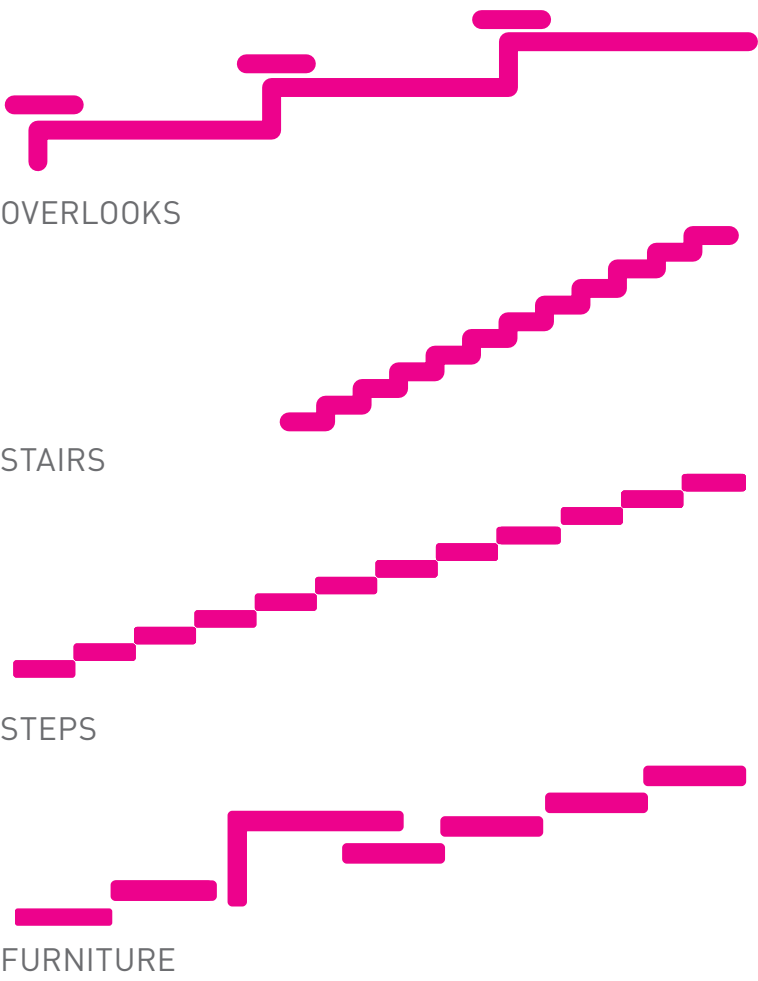
WATERFRONT SCALE

CONSTRUCTED TIDELINES

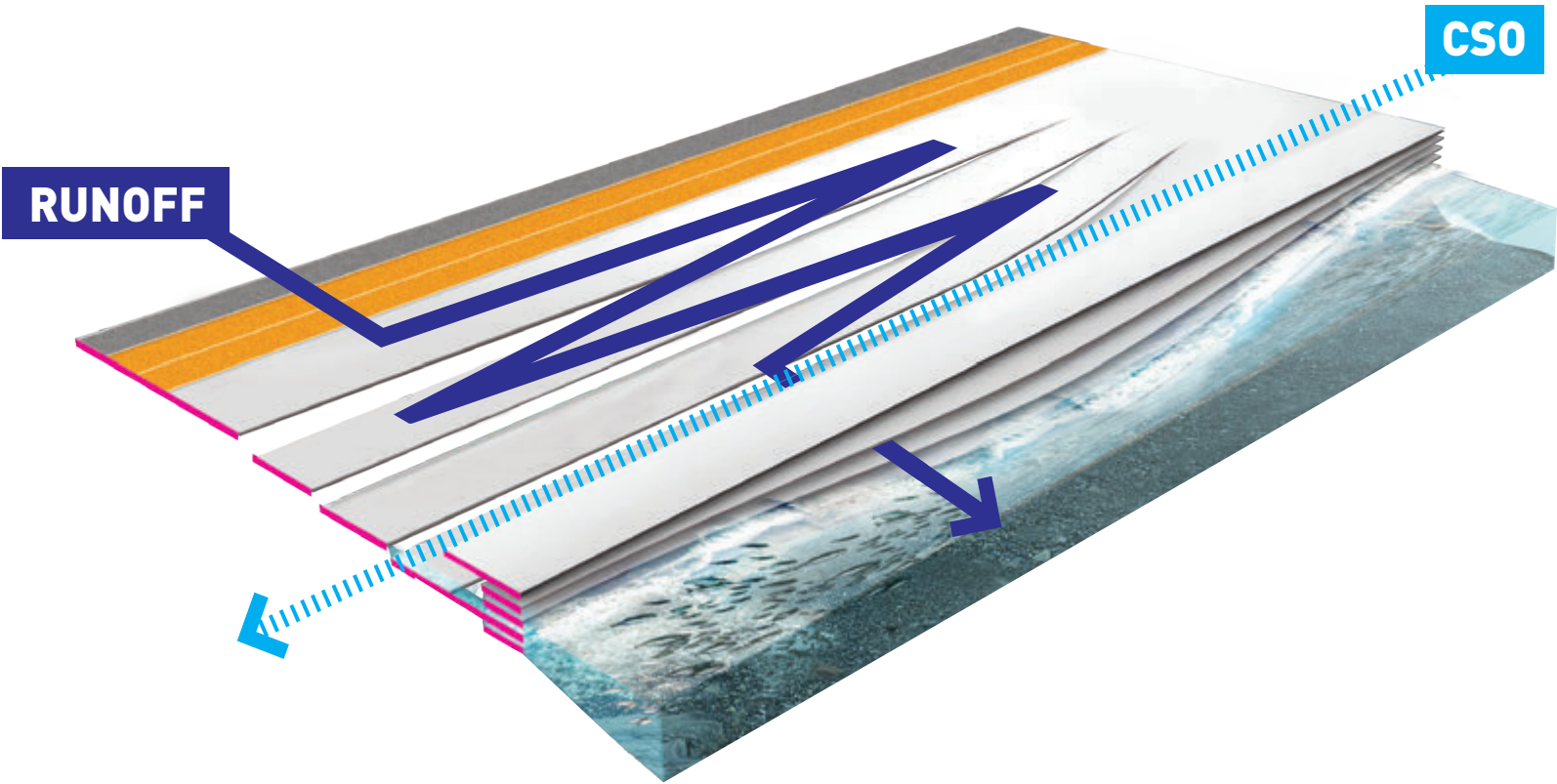
The Tidelines create opportunities for interlacing the public realm with the ebb and flow of tides by allowing occasional get-downs where people can physically interact with the water. The Tidelines might also extend uphill, into the city, to become viewing terraces, garden stairs, platforms, and canopies, or mark contour intervals and changes in elevation. This collection

of diagrams outlines the possibilities and potentials of the Tidelines concept. Rather than discreet design elements, these typology studies being to suggest a design vocabulary for the waterfront.

SECTIONAL CONDITIONS

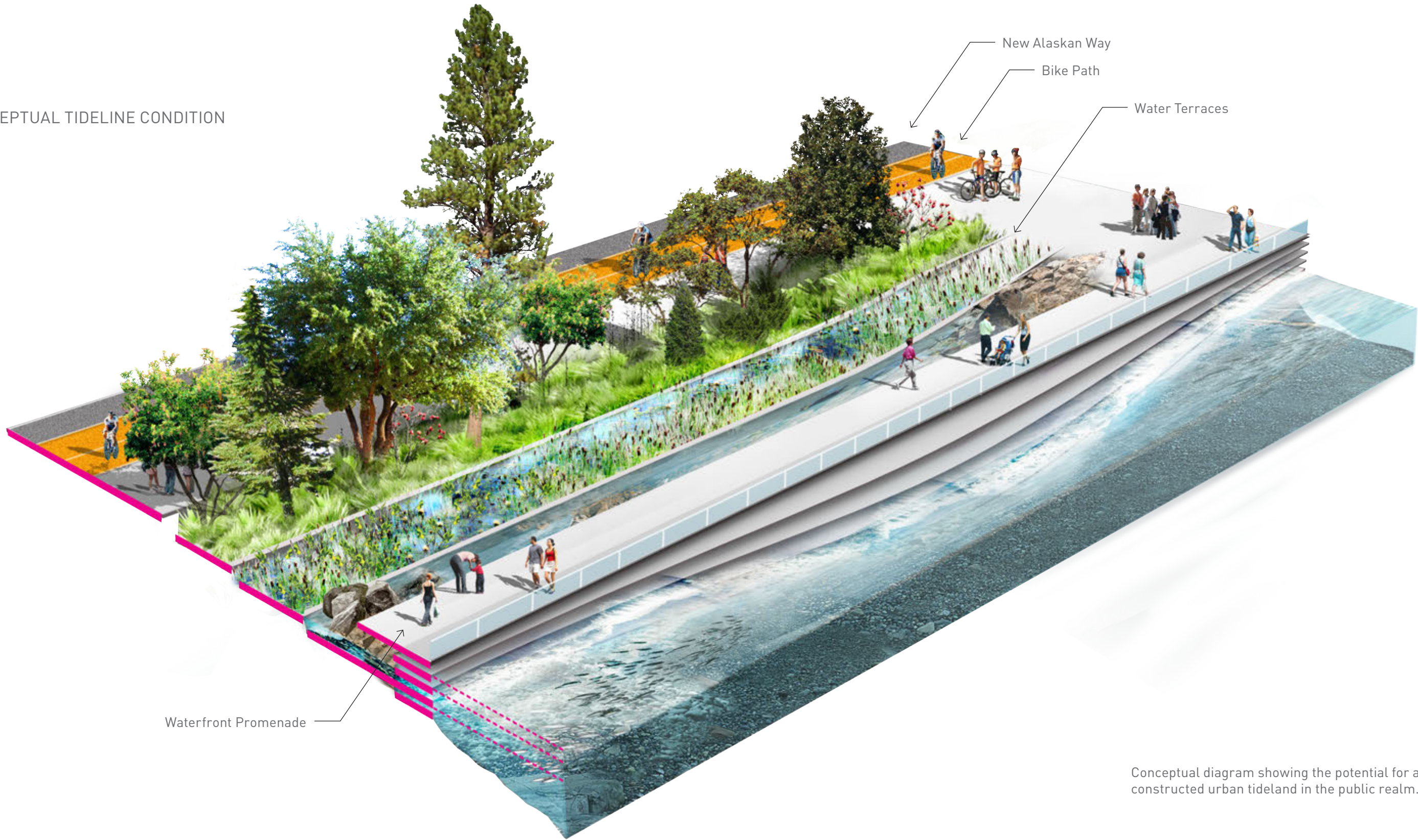


WATER FILTRATION



As constructed terraces, the Tidelines could support stormwater retention and demonstration of water systems.

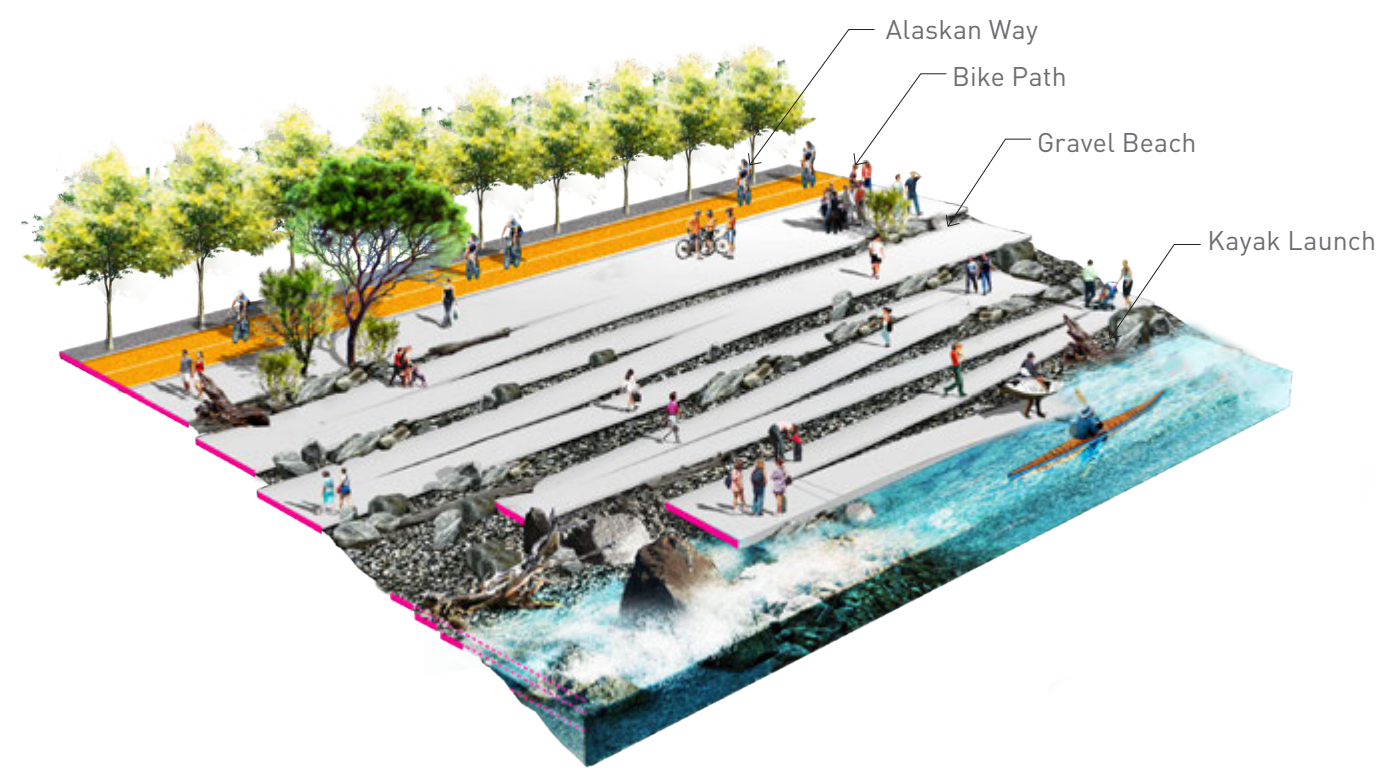
CONCEPTUAL TIDELINE CONDITION



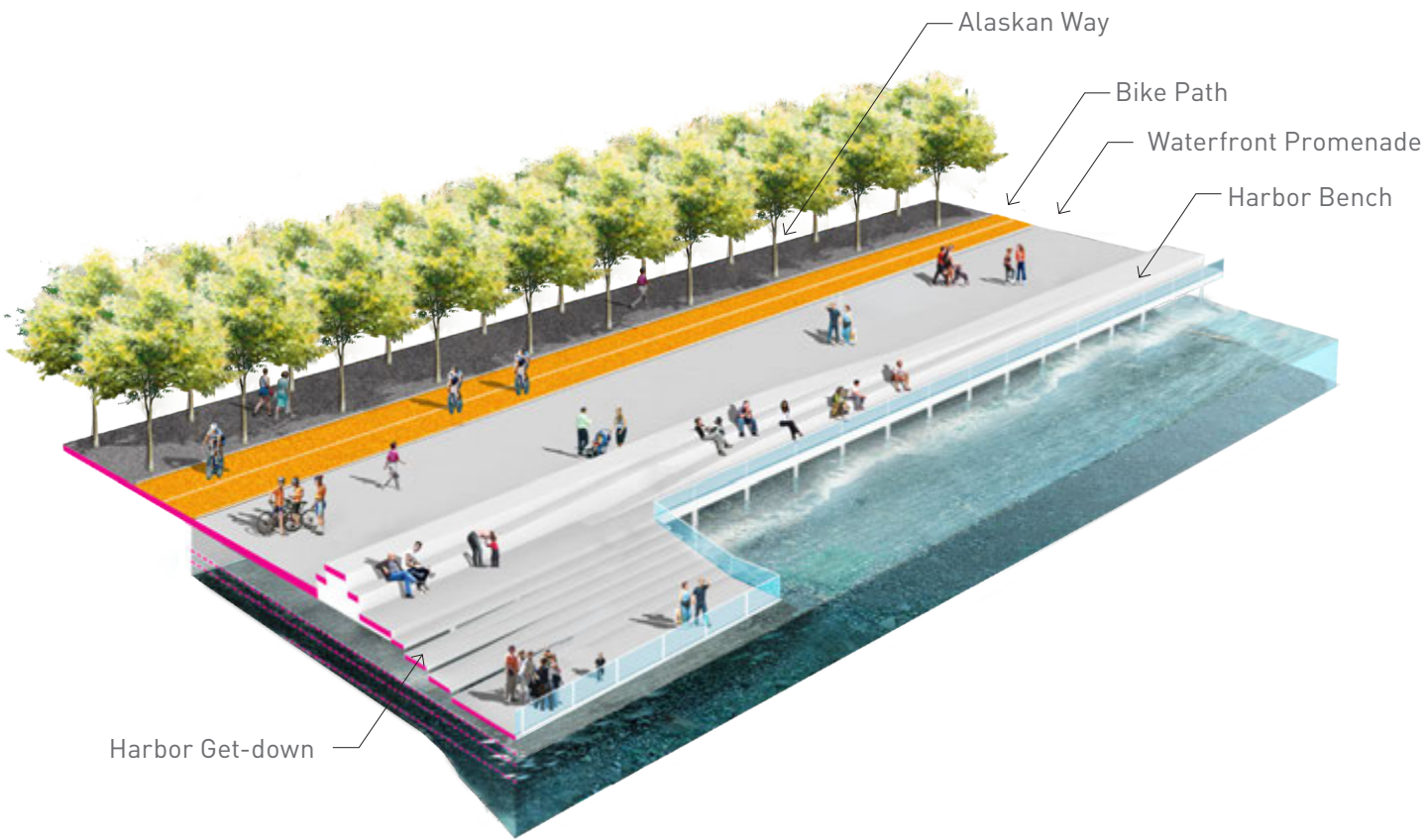
Conceptual diagram showing the potential for a constructed urban tideland in the public realm.

WATERFRONT SCALE
CONCEPTUAL TIDELINE TYPOLOGIES

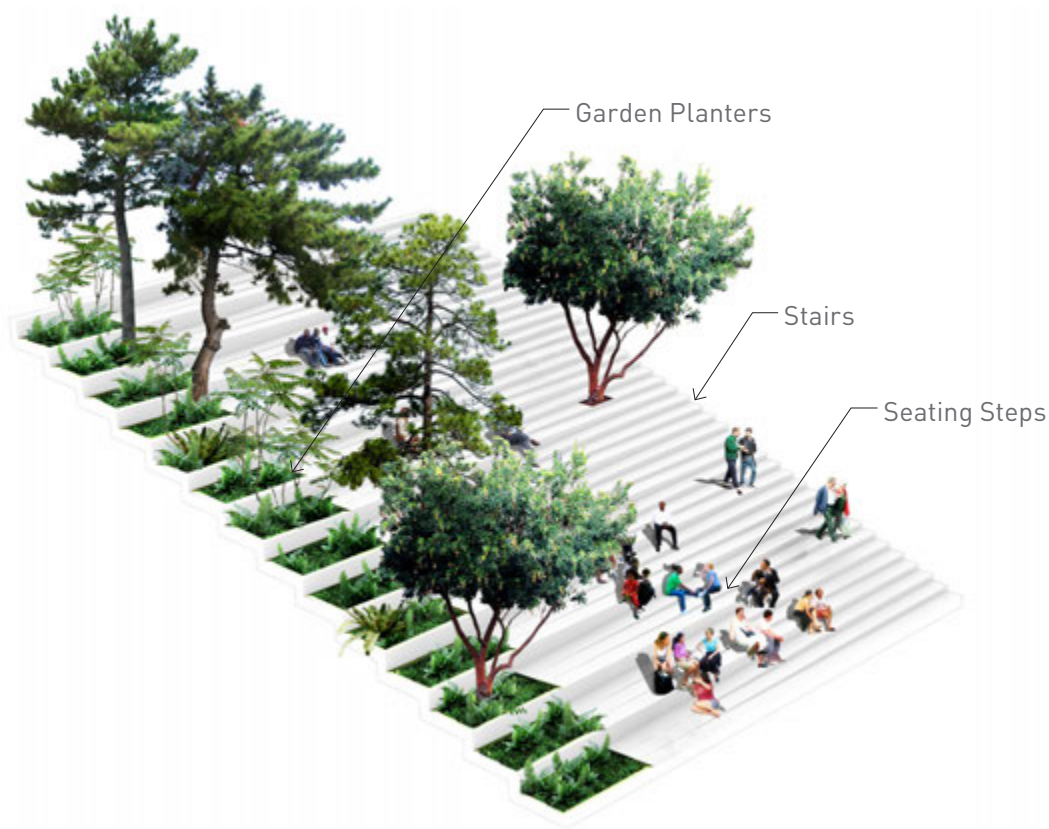
GRAVEL BEACH



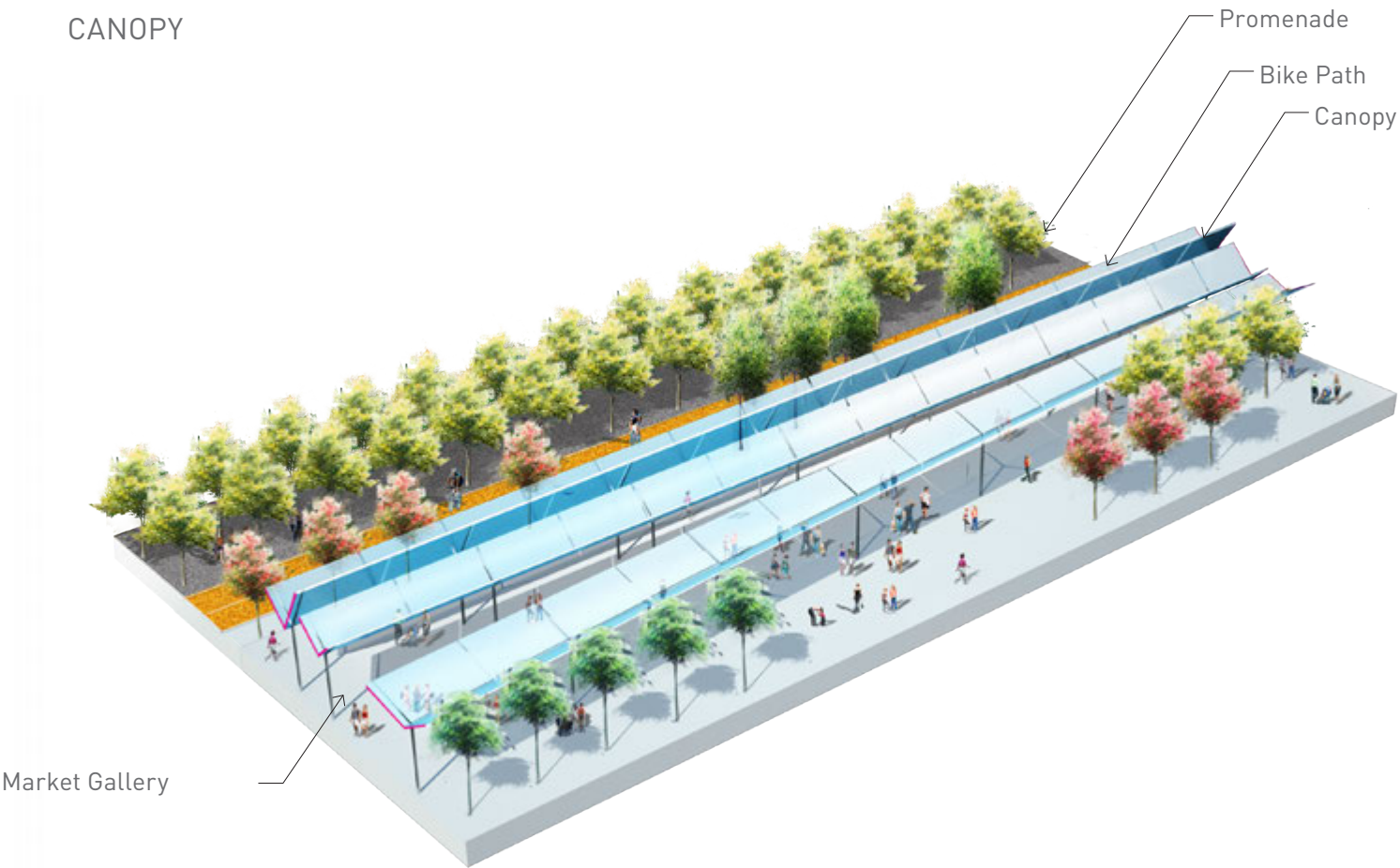
HARBOR BENCH



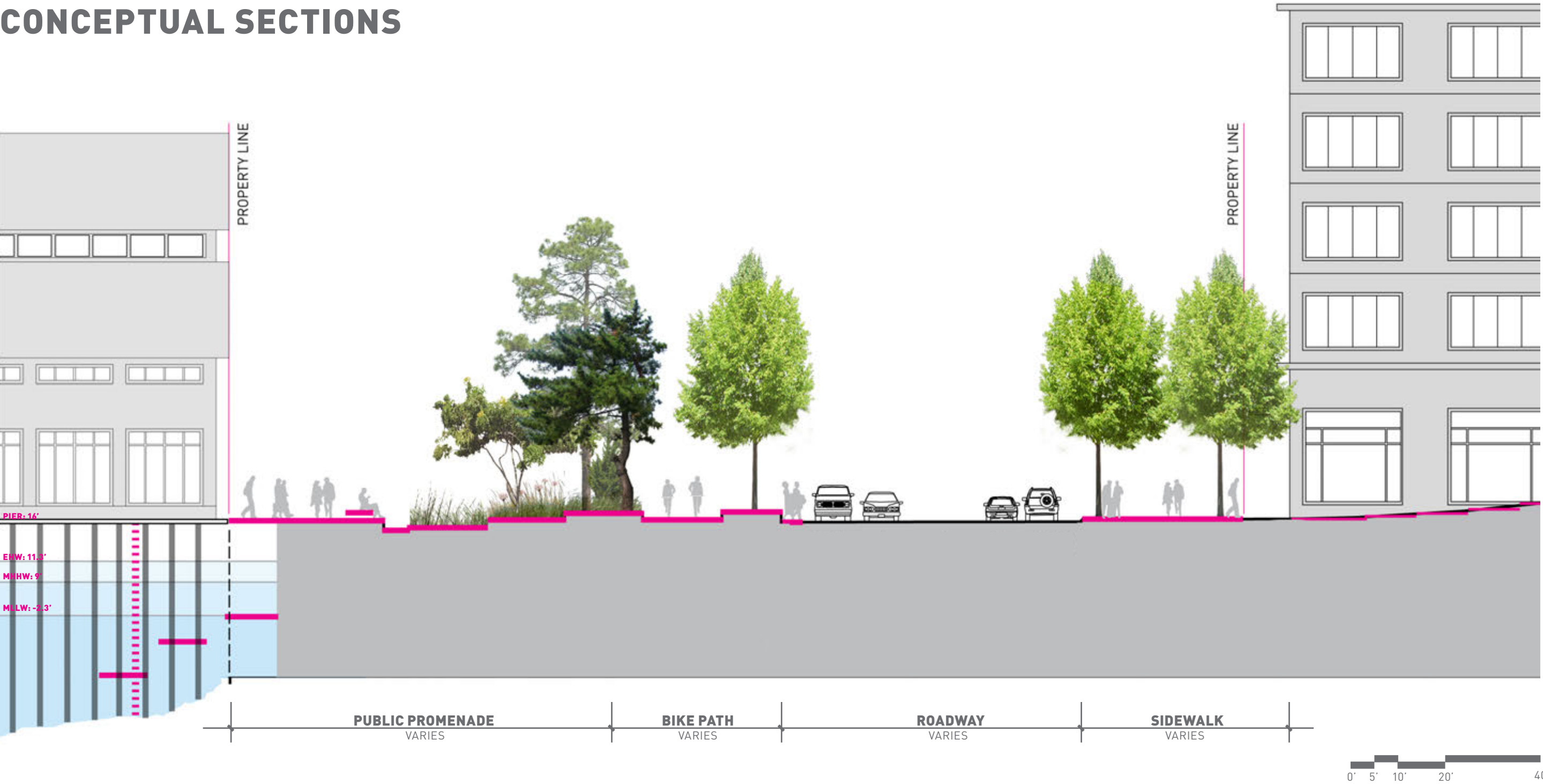
GARDEN STAIRS

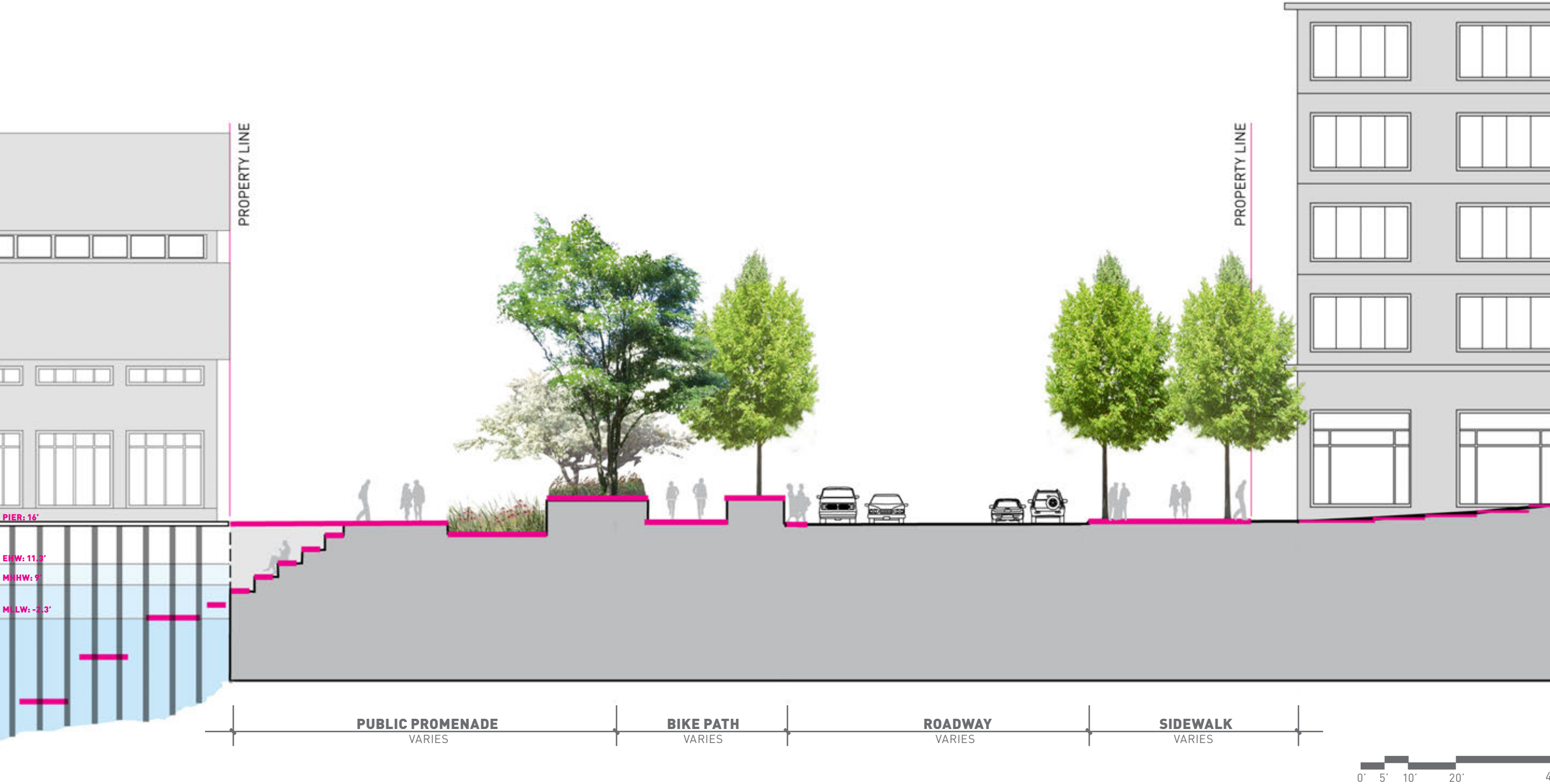


CANOPY

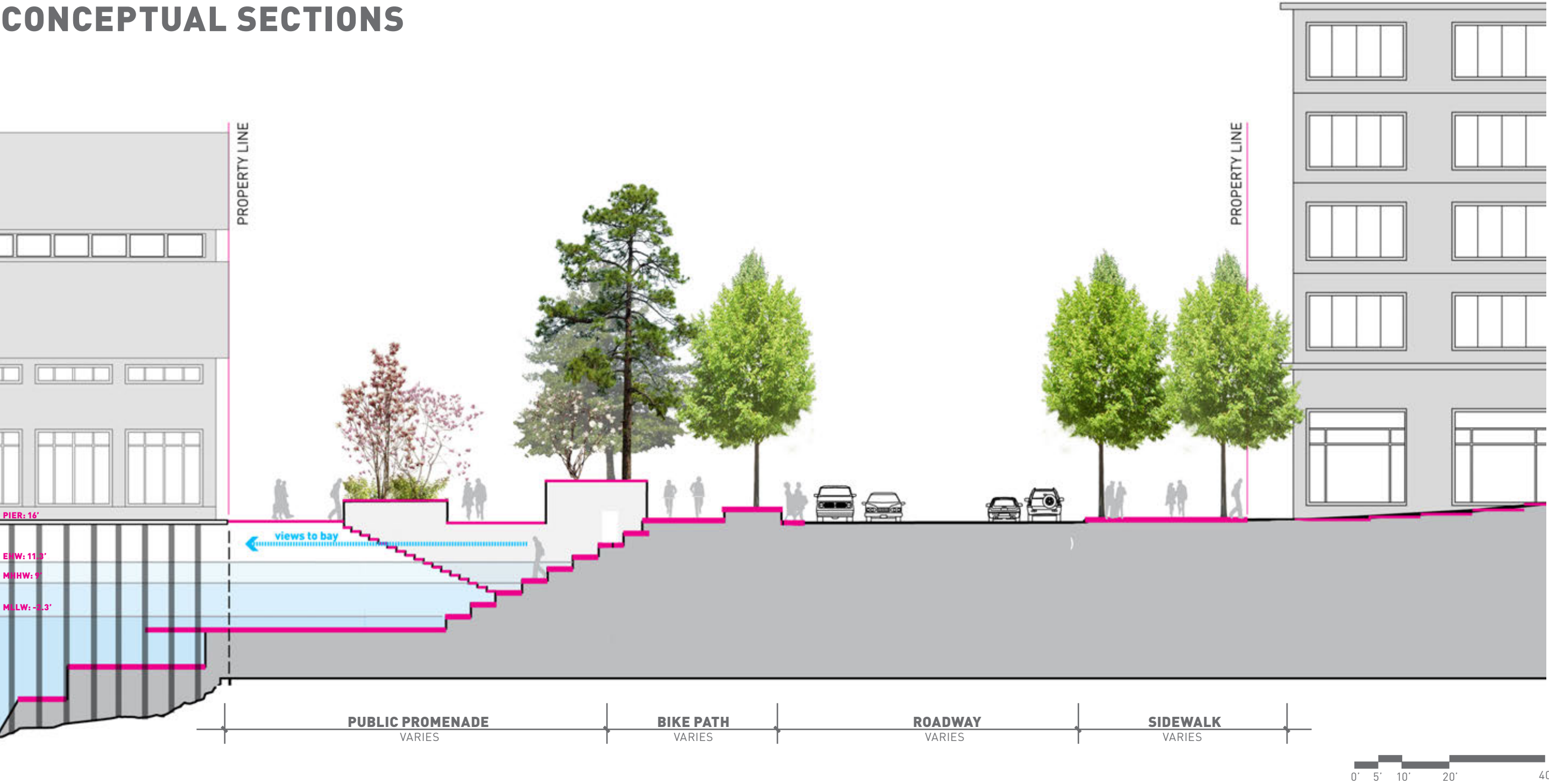


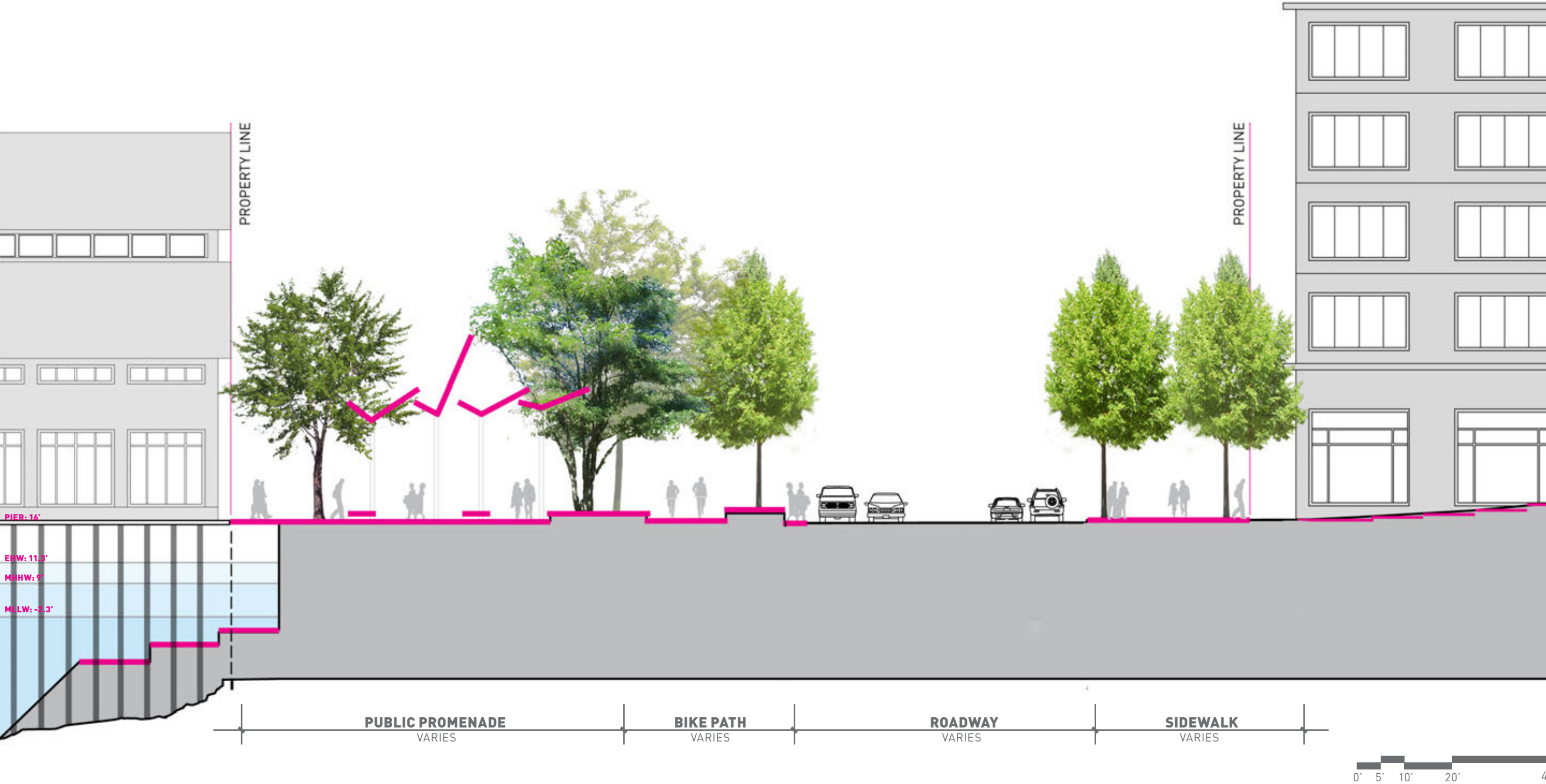
WATERFRONT SCALE
CONCEPTUAL SECTIONS





WATERFRONT SCALE
CONCEPTUAL SECTIONS



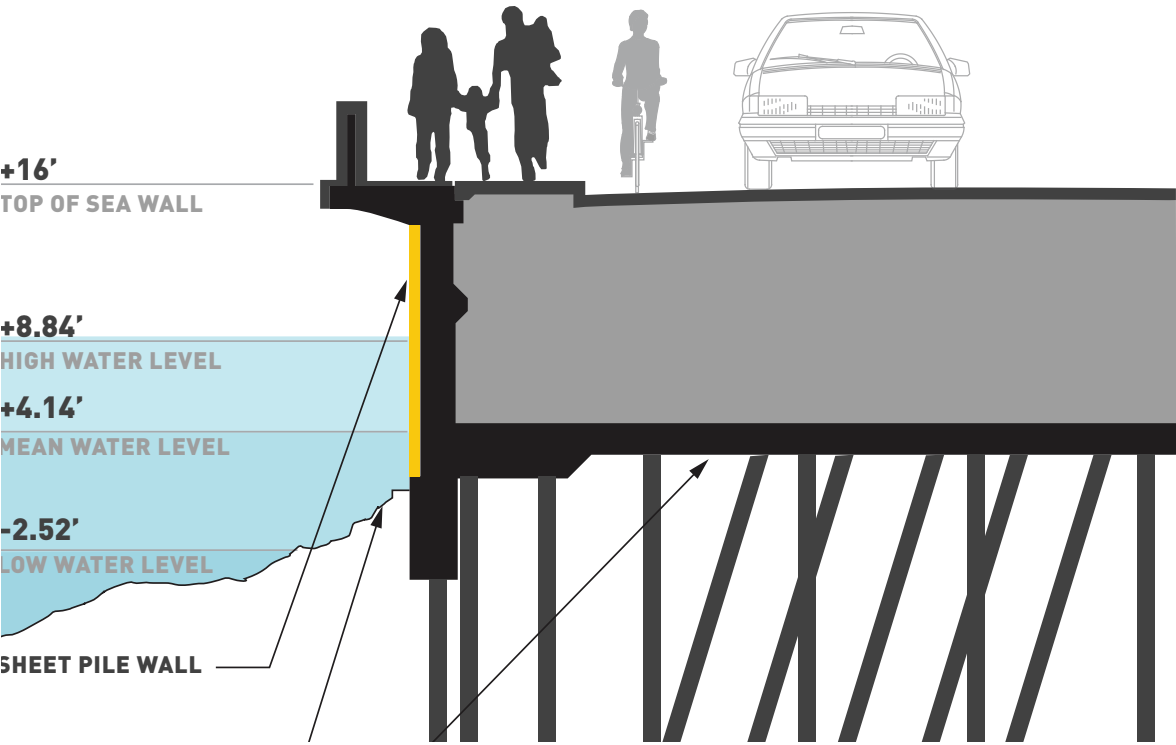


WATERFRONT SCALE

LAND-WATER THRESHOLD

The Elliott Bay Seawall provides an opportunity to redefine the water’s edge and re-invent the relationship between water and land. The existing public realm is set at elevation +16’ while the water level ranges from -2.3’ and +11.3’, resulting in a 7’ to 13’ drop between people and water. In select areas, including Pier 48 and the Aquarium, the bathymetry is deep and complicates the creation of a natural edge sloping into the bay. Furthermore, the pier structures and harbor regulations do not allow filling to compensate this difference. In other areas the bathymetry is shallower and provides opportunities to create aquatic habitat and make places for the public to “touch the water”.

TYPICAL CONDITION AT SEAWALL
NOT TO SCALE



Vertical registrations on seawall



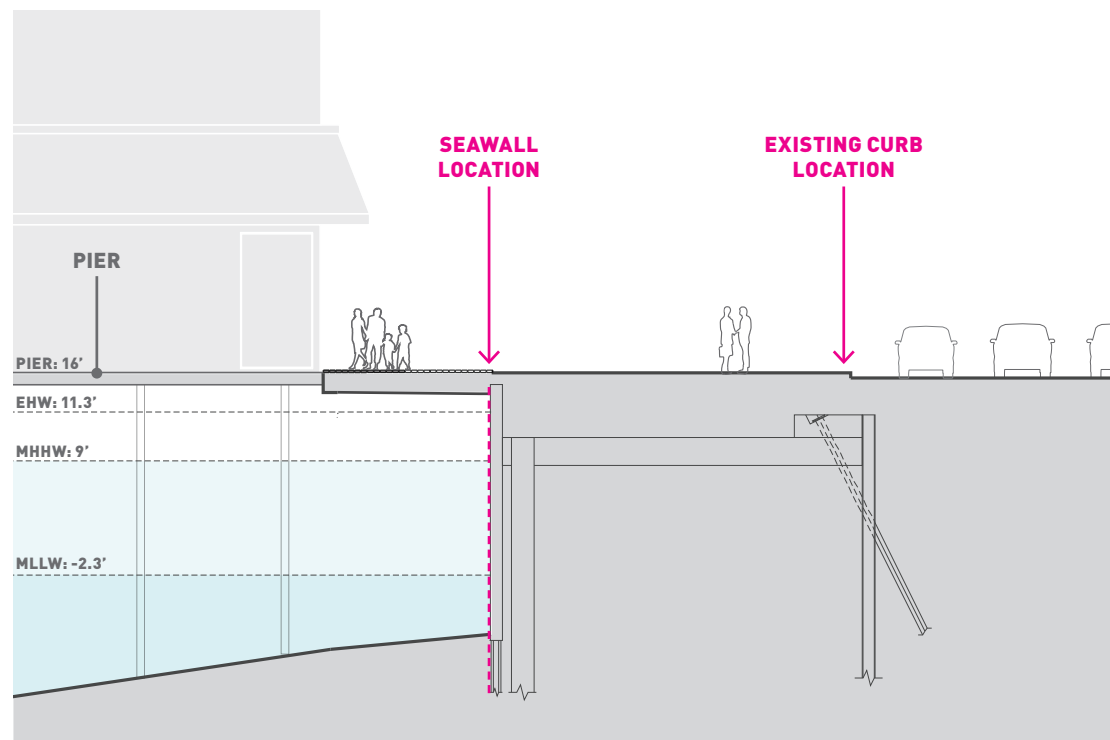
Boat Hull



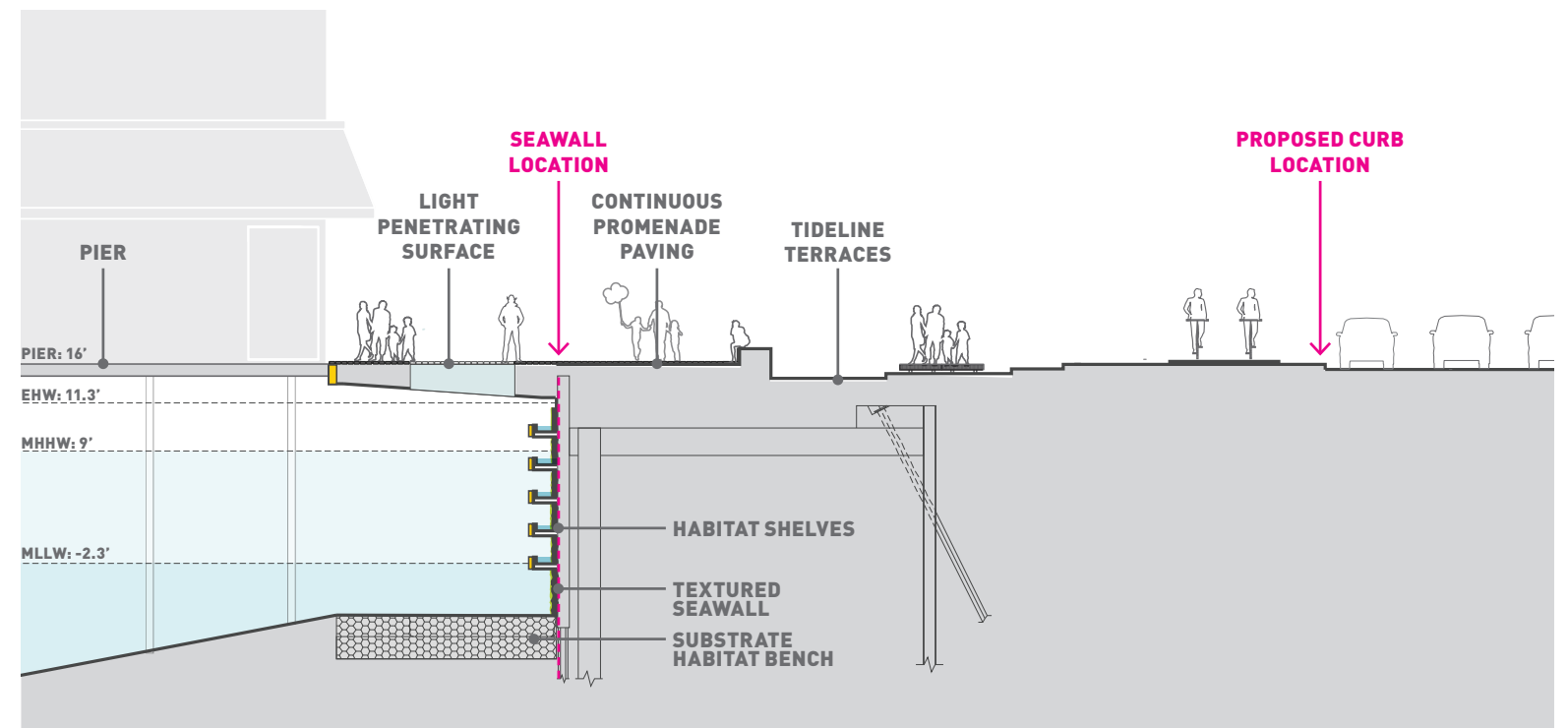
Tidal habitat

The new seawall will be located east of it's current alignment. The pull back allows for the addition of new habitat and ecological enhancements including habitat shelves, and light penetrating surfaces, and substrate habitat benches. These elements will benefit the ecology of Elliott Bay, and specifically the salmon migration run in this area.

EXISTING LAND/WATER CONDITION
NOT TO SCALE



PROPOSED LAND/WATER CONDITION
NOT TO SCALE



WATERFRONT SCALE

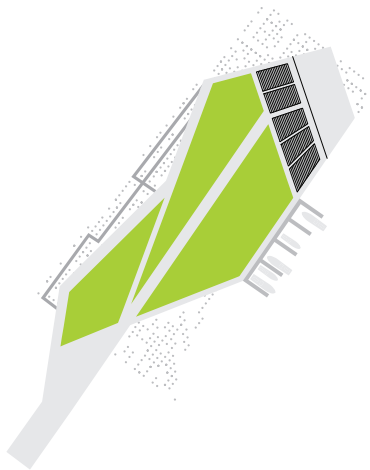
THE FOLDS

Overlaid on the continuous Tideline fabric of the waterfront are a collection of exciting civic spaces, elevated above ground with fantastic views of the city and bay. These “Folds” will be signature destinations at the water’s edge, creatively traversing the steep topography of Seattle, and replacing the great views seen from the viaduct. They will link to major points inland, host programs complementary to the neighboring urban and waterfront districts, and attract large numbers of visitors.

The Olympic Sculpture Park, which abuts the project site to the north, provides both contextual precedent and inspiration for the future Waterfront Folds. The park connects the Belltown neighborhood to Myrtle Edwards Park and Elliott Bay over a large constructed landform while bridging the divide created by the street and the railway. This allows pedestrians to have a

continuous and safe passage to the waterfront while providing unobstructed views to the Bay and mountains.

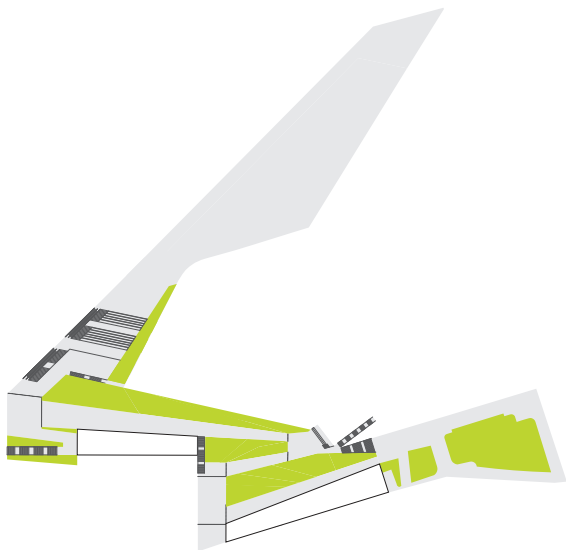
The Folds share a common language of simple, elevated planes, while each Fold responds to its unique physical and urban setting. Festival Pier, with its vicinity to Pioneer Square and the sports stadiums, would host concerts and large performances, while the Ferry Fold’s deck would provide commuters views to their ferries and the bay. Along with open spaces, the Folds also provide sheltered and enclosed spaces that would support a variety of programs such as parking, service and leasable amenities such as restaurants, cafes, and shops.



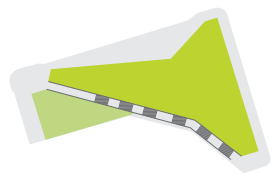
FESTIVAL PIER



FERRY FOLD

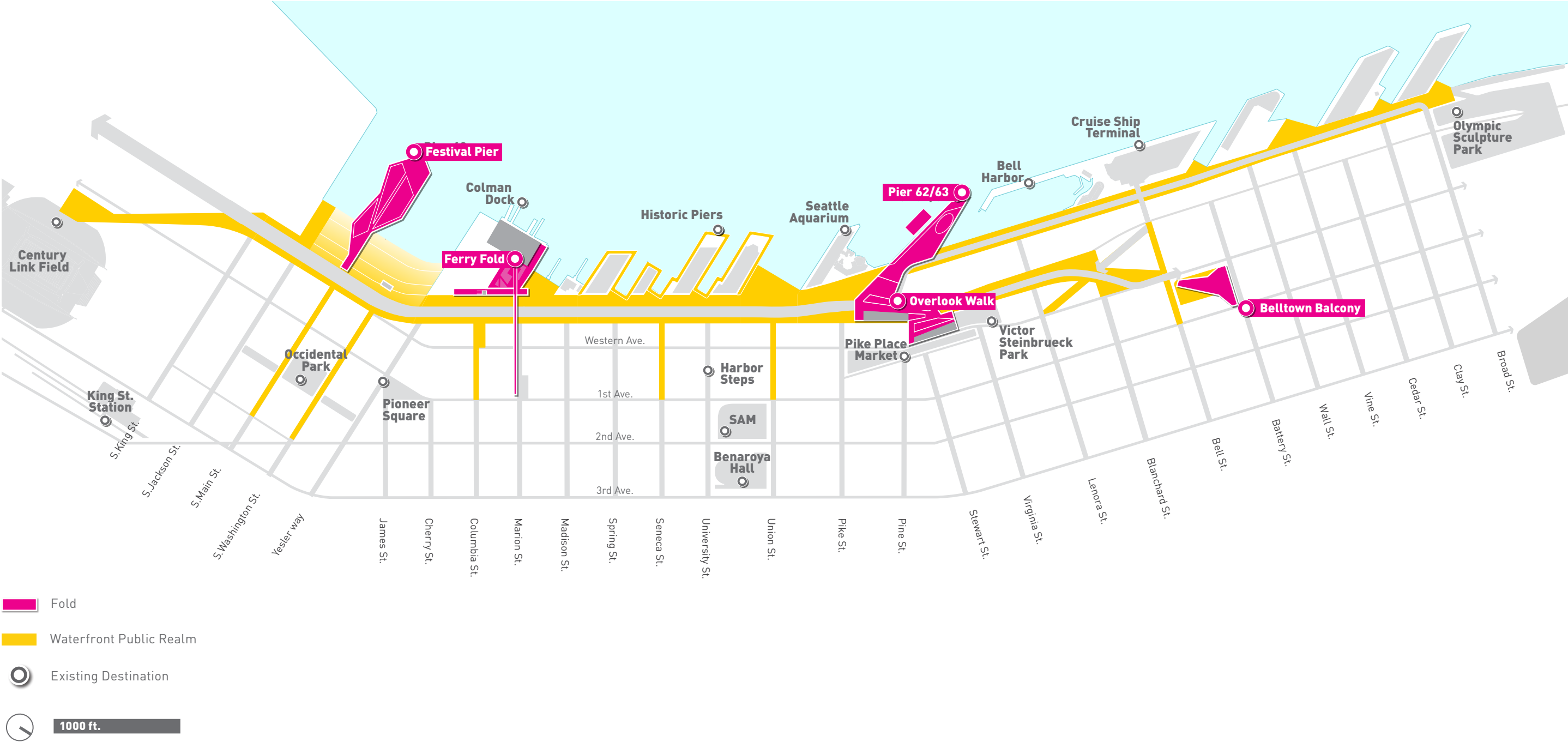


OVERLOOK WALK

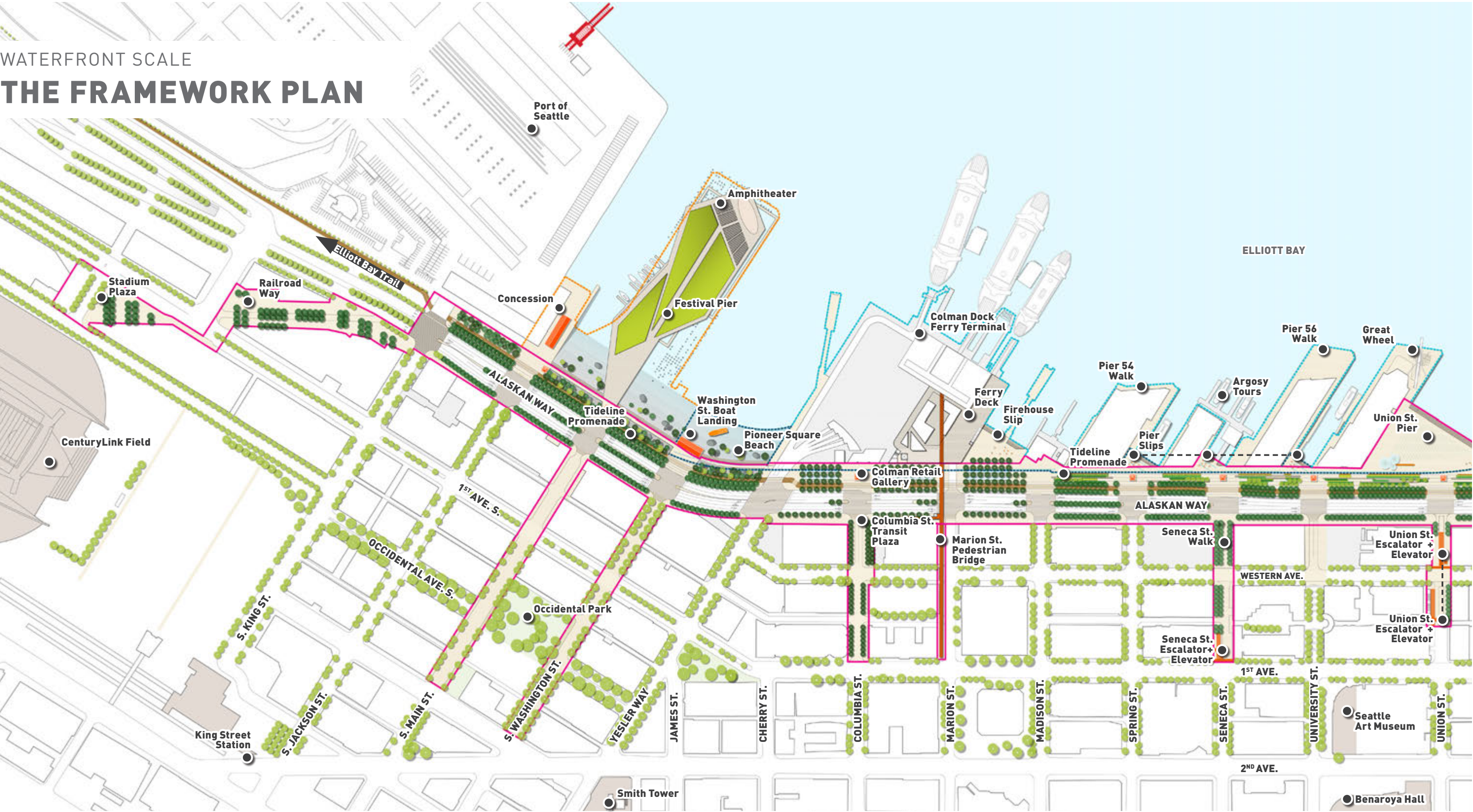


BELLTOWN BALCONY

THE FOLDS



WATERFRONT SCALE
THE FRAMEWORK PLAN



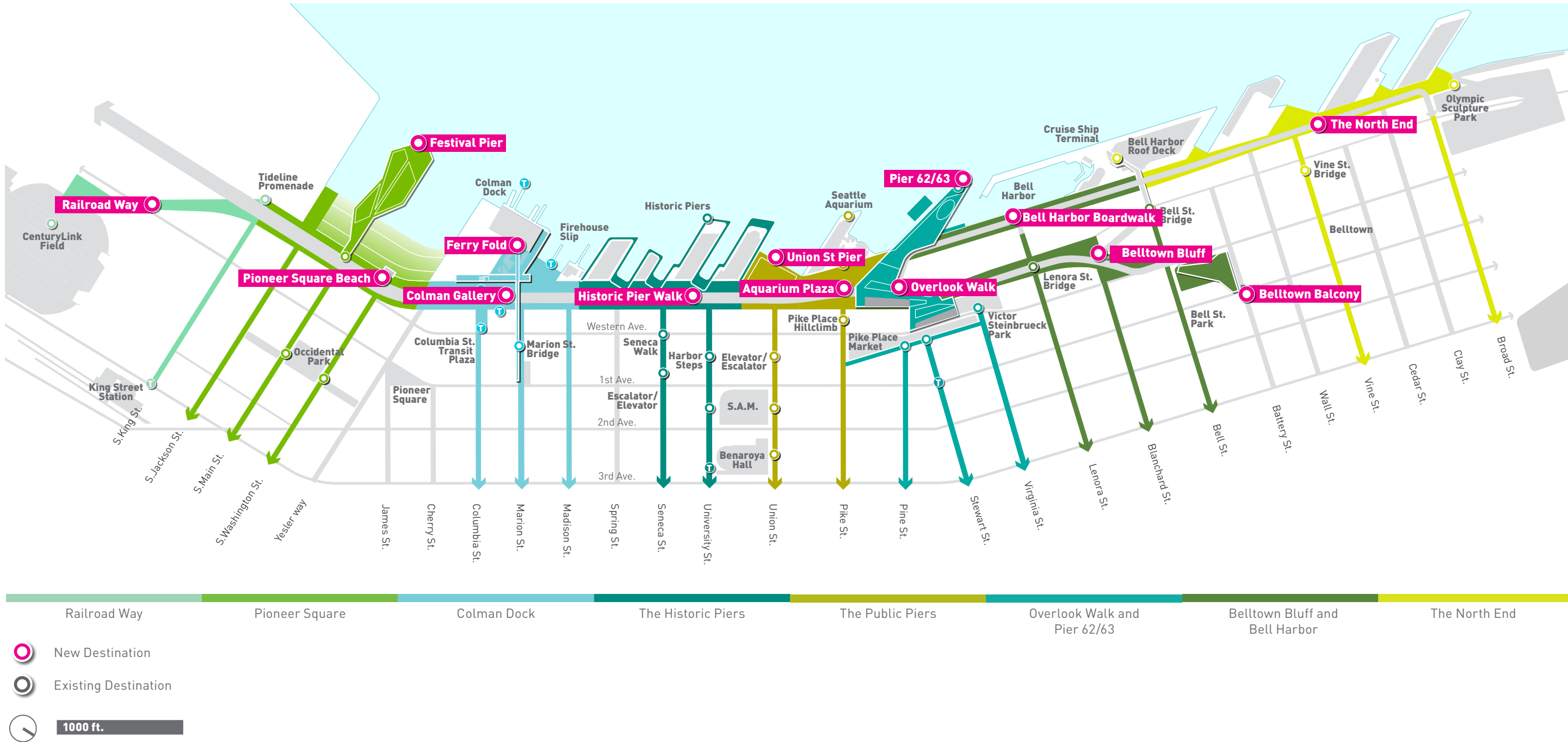


WATERFRONT SCALE

2.4 CONNECTIONS AND PLACES ALONG THE WATERFRONT

Together, the Tidelines and Folds create a framework which define a series of programmatic and sensory environments or ‘Places’ along the Waterfront. The Places are set between Central Seattle’s neighborhoods, as defined at the Urban Scale, and Elliott Bay’s water’s edge. Consequently the character of each Place is shaped by both of these environments. Each place creates a destination that will draw a diverse set of users. The Places provide space for large and small-scale gatherings, display and education-based activity, discovery and play, dining, sunbathing, and viewing and touching the water.

Critical to the development of the Places are the east-west street connections which will link them to existing urban destinations, attractions, transit and parking in the nearby areas. At the waterfront scale, the Framework Plan highlights direct opportunities to improve immediate connections from the waterfront to adjacent areas. These connections prioritize access to the waterfront from the surrounding areas, rather than the major streets that currently function well.



CONNECTIONS AND PLACES ALONG THE WATERFRONT

RAILROAD WAY + STADIUM PLAZA

South of Pioneer Square, between the football and baseball stadiums and the Port of Seattle, is a large vehicular corridor leading into the future bored tunnel portal and Alaskan Way. Railroad Way South, which runs diagonally from the intersection of South King Street and Alaskan Way to Century Link Field, will be redesigned, as shown on the ROMA Plan, to be a safe and pedestrian friendly corridor connecting Alaskan Way to the Stadiums. The Railroad Way promenade will be curb-less, tree-lined, and culminate in a plaza fronting Century Link Field.



Precedent: New Road, Brighton, UK



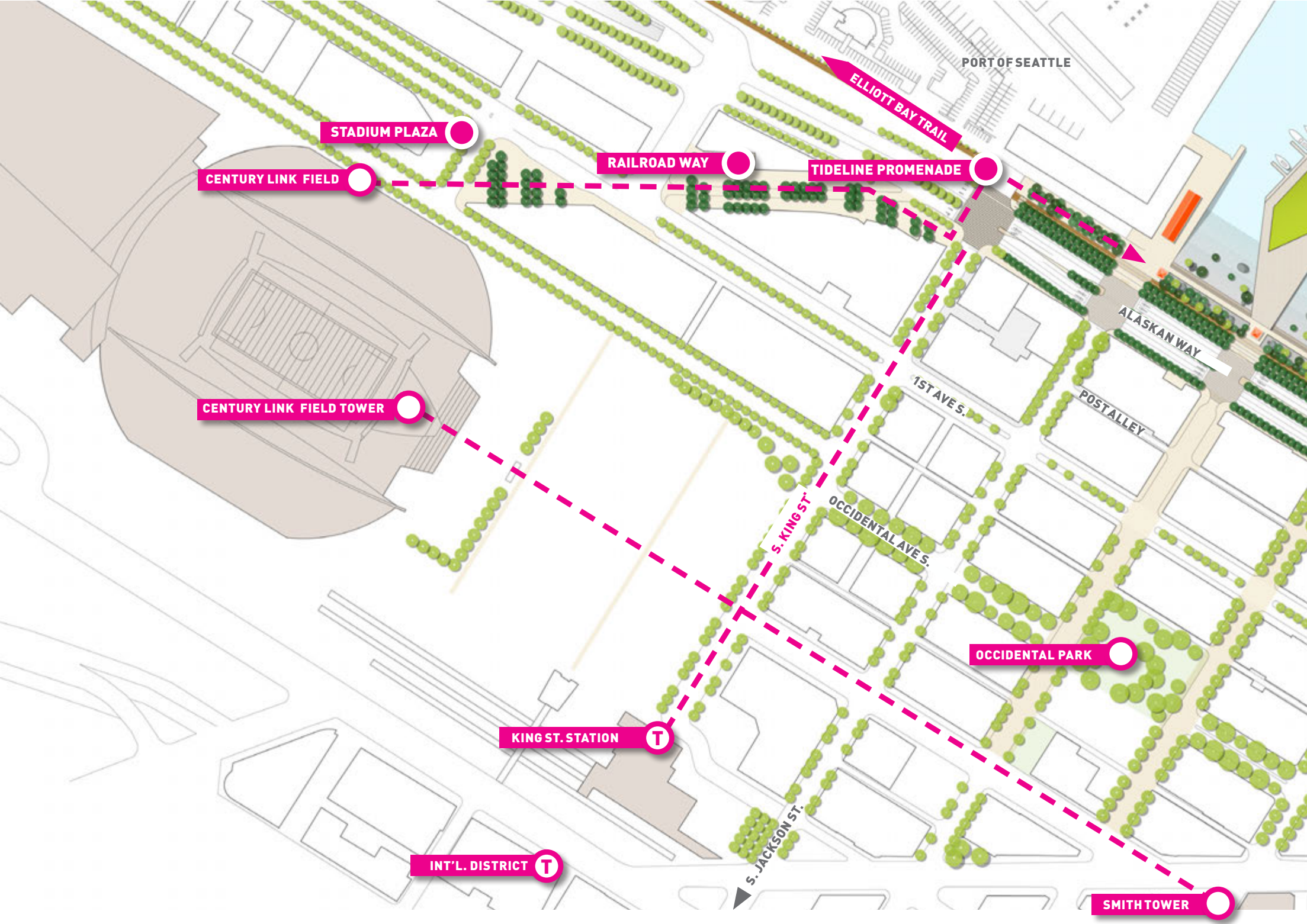
Railroad Way South looking south to Century Link Field



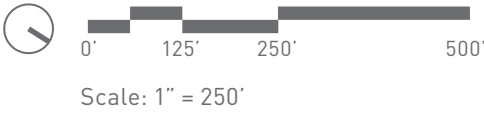
Looking north along 1st Avenue South on Railroad Way



Railroad Way South looking north towards Colman Dock



- Proposed Destinations
- Existing Destinations
- Public Transit



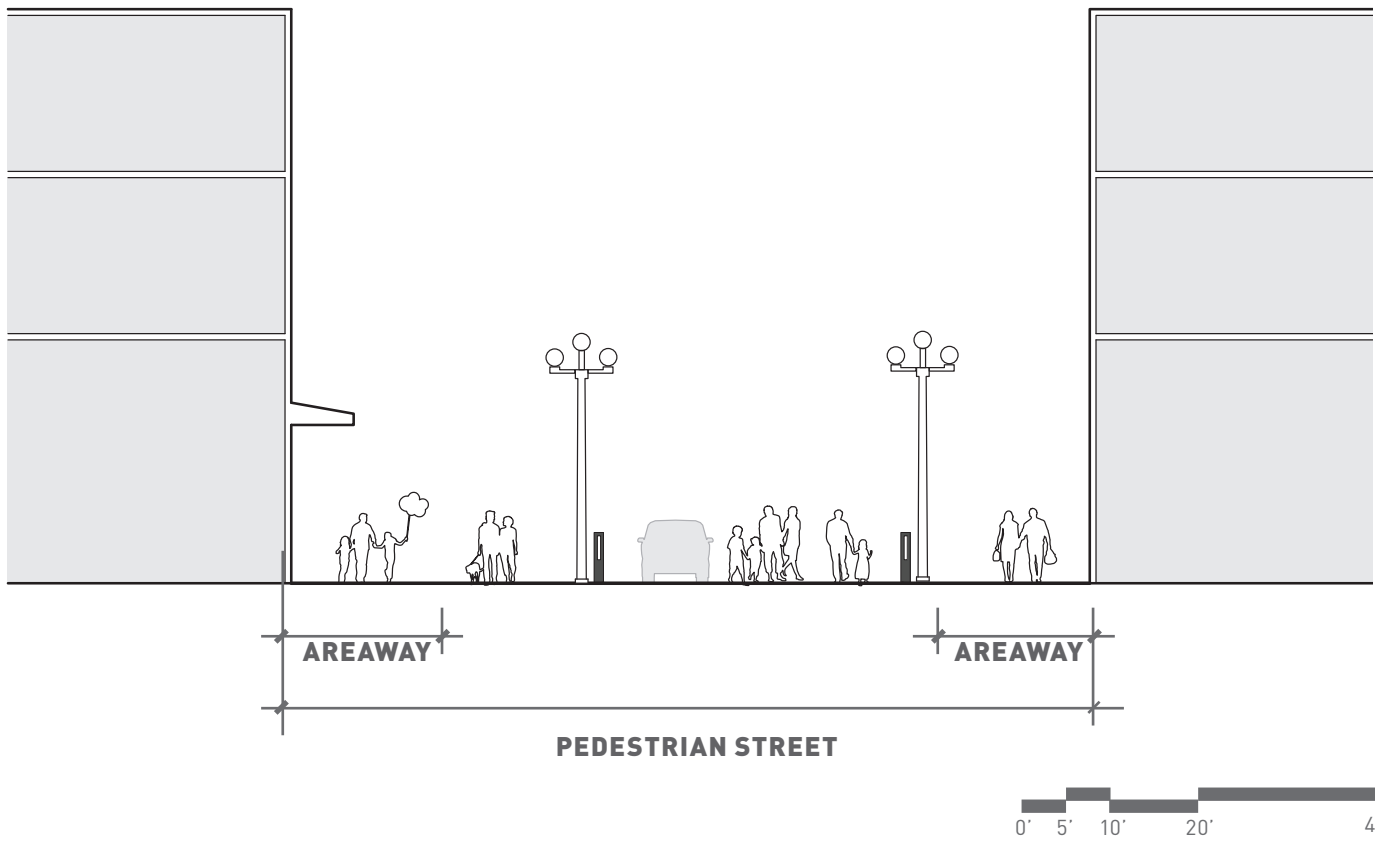
CONNECTIONS AND PLACES ALONG THE WATERFRONT

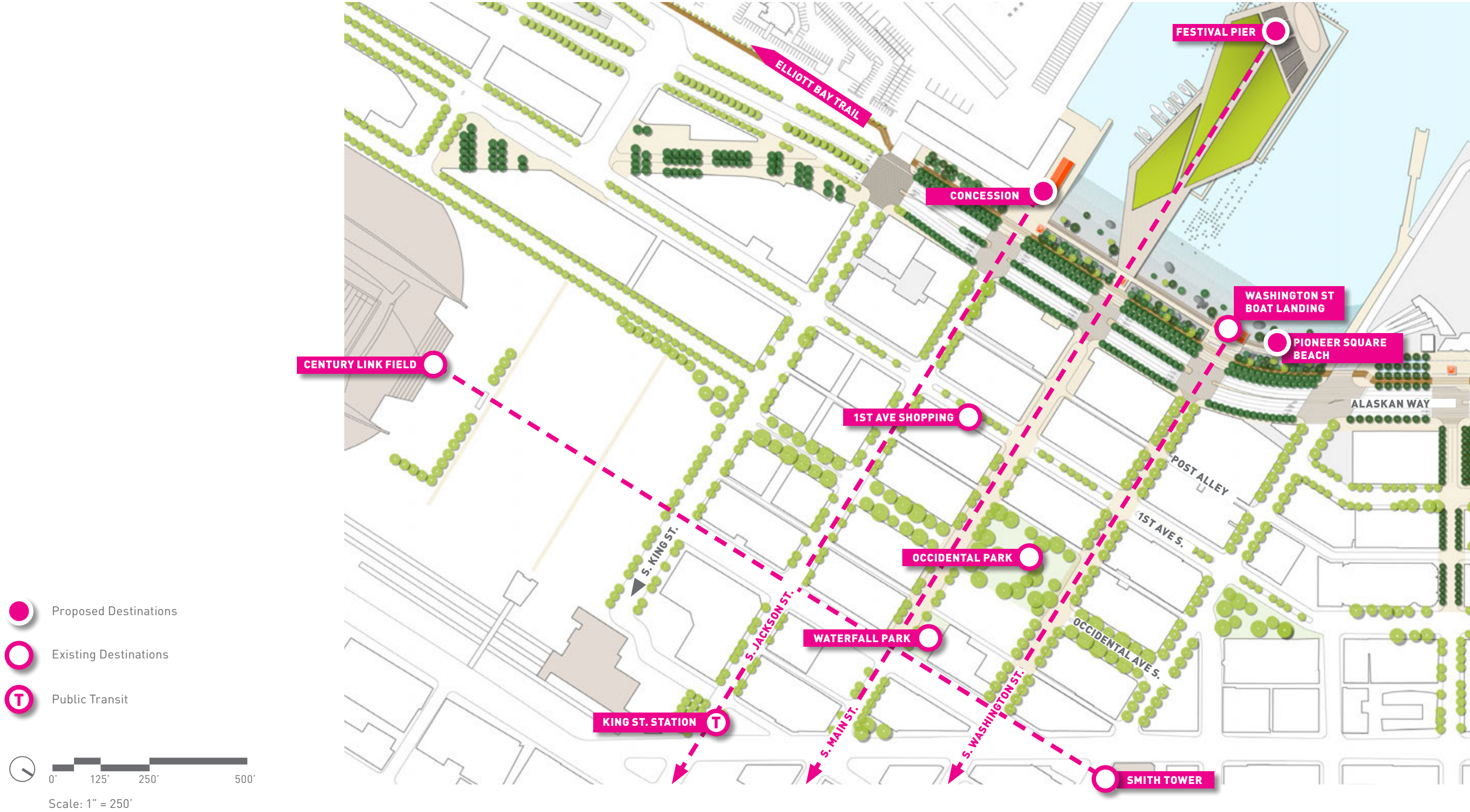
PIONEER SQUARE

The gridded and flat streets of Pioneer Square make great perpendicular connections to the waterfront. South Main Street creates a central link through Pioneer Square between Pier 48, Occidental Park, Waterfall Park and the Danny Woo community gardens and has the potential to become a primary pedestrian corridor. South Washington Street links the neighborhood to the historic boat landing located on the waterfront.

These two streets can become important pedestrian connections into the neighborhood, while South Jackson and Yesler remain important vehicular and pedestrian connections. The north-south streets of Pioneer Square have a distinct character, with mature trees on First Avenue and Occidental Avenue and important landmarks on Second Avenue such as Smith Tower and CenturyLink Field Tower. Brick is used throughout the neighborhood, as both a building and paving material. There is opportunity to create of a weave between heavily treed north-south streets and brick-paved pedestrian-friendly east-west streets. Interpretive and directional signage, as well as educational opportunities can link passersby to the history as well as the geography and ecology of the place.

BETWEEN ALASKAN WAY AND 1ST AVE S.
TYPICAL SECTION: PEDESTRIAN STREET





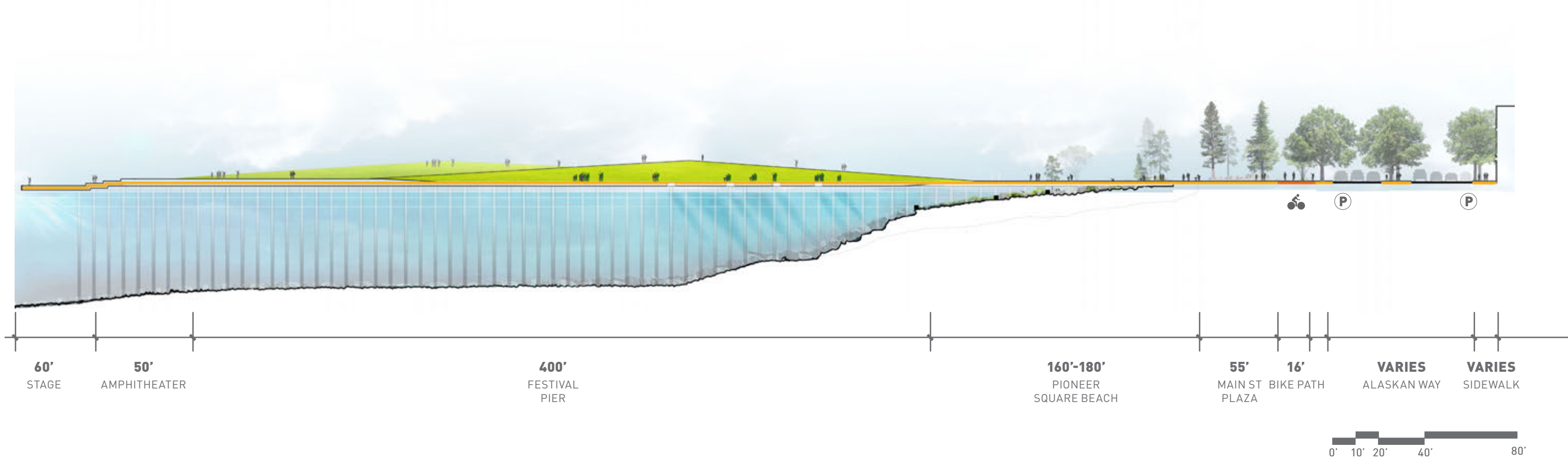
CONNECTIONS AND PLACES ALONG THE WATERFRONT

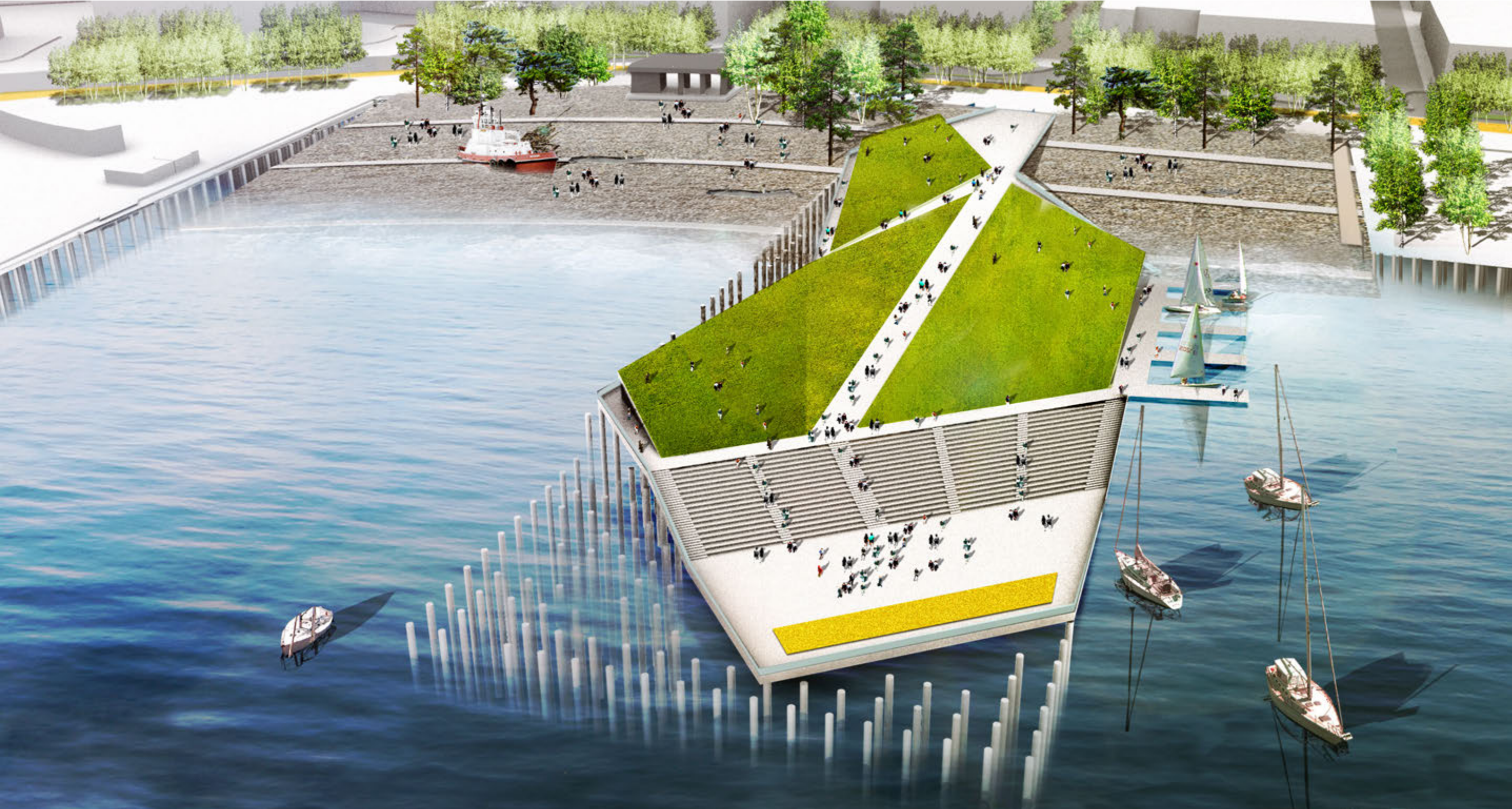
PIONEER SQUARE

Pioneer Square hosted the first settlement of Seattle by Americans , along a shore line that did not extend past King Street to the south and that was marked by Yesler’s Mill to the North. This area is framed today by the Port of Seattle and Colman Dock. The creation of a beach between these two anchors would restore a more direct relationship between Pioneer Square and Elliott Bay. Residing in its original location, the historic Washington Street Boat Landing provides a compelling landmark in the context of this new landscape.

Pioneer Square Beach would ideally extend between the Port and Colman Dock with gentle slopes leading from the waterfront promenade down to Elliott Bay. The pebble beach would be marked with over-scaled boulders reminiscent of glacial erratics as well as majestic Douglas Fir trees. The beach will also serve as aquatic and intertidal habitat environment. The creation of a beach would also provide an opportunity to cap contaminated sediments deposited on the seafloor in this area.

SECTION LOOKING NORTH AT MAIN STREET





Pioneer Square Beach and Festival Pier



Festival Pier Discover Walk

The Festival Pier’s folded planes offer opportunities for sunning, picnicking as well as concerts, movies and theatrical performances. An amphitheater sits at the end of the pier and utilizes the drama and beauty of Elliott Bay and the Port as a backdrop for performances. On the south edge of the pier, a new dock allows for public mooring. On the north edge of the pier a network of catwalks hover between high-tide water levels and the pier surface, creating a discovery trail through pier piles.



Concerts at Festival Pier

CONNECTIONS AND PLACES ALONG THE WATERFRONT

COLMAN DOCK

Yesler Way, Marion and Madison Streets all culminate at Colman Dock. These three streets are aligned on different urban grids and together form a wedge that channels commuters from downtown to the Ferry Terminal. Alaskan Way also brings commuters to Colman Dock and at certain times of day, this area hosts a significant amount of vehicular traffic as cars, bicycles and pedestrians load and unload from the ferries. With the removal of the viaduct’s exit ramp, space will open up along Columbia Street and serve as a transit plaza for city buses. The transit plaza will be designed as an extension of the Colman Retail gallery on the Promenade along Alaskan Way, and will include seating, rain shelters and a formal canopy trees overhead.

The existing Marion Street Bridge will be replaced to improve the pedestrian commuter experience between downtown and Colman Dock and a new pedestrian bridge connection is proposed at Yesler Way to allow safe and convenient access from the Pioneer Square, King Street Station, Light Rail Stations, International District and the Stadium District.



San Francisco Ferry Building



Las Ramblas, Barcelona



Pedestrian Bridge, Bilbao Spain

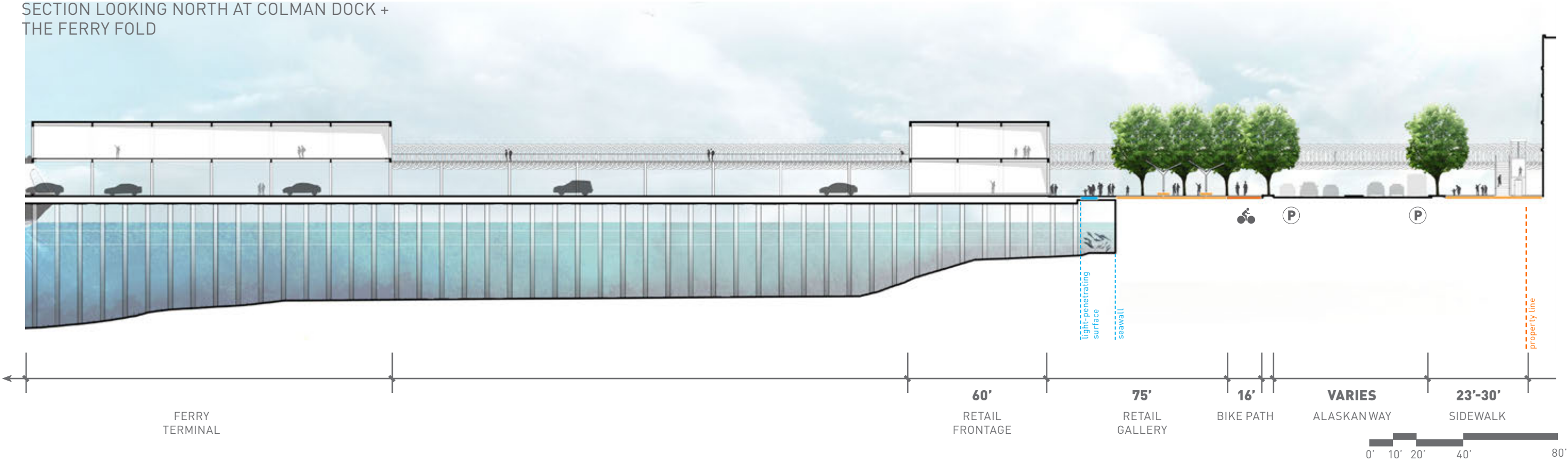


CONNECTIONS AND PLACES ALONG THE WATERFRONT

COLMAN DOCK

Colman Dock has the potential to become a world-class destination reminiscent of its original design. At street-level, a retail gallery for shopping and eating would provide transit oriented amenities to this bustling stretch of the waterfront. The public space at the Terminal level could expand to create a deck, providing a viewing platform for the observation of harbor activities. Together along with the two new pedestrian bridges, these features would transform Colman Dock into a civic hub for Seattle’s residents and commuters.

SECTION LOOKING NORTH AT COLMAN DOCK + THE FERRY FOLD





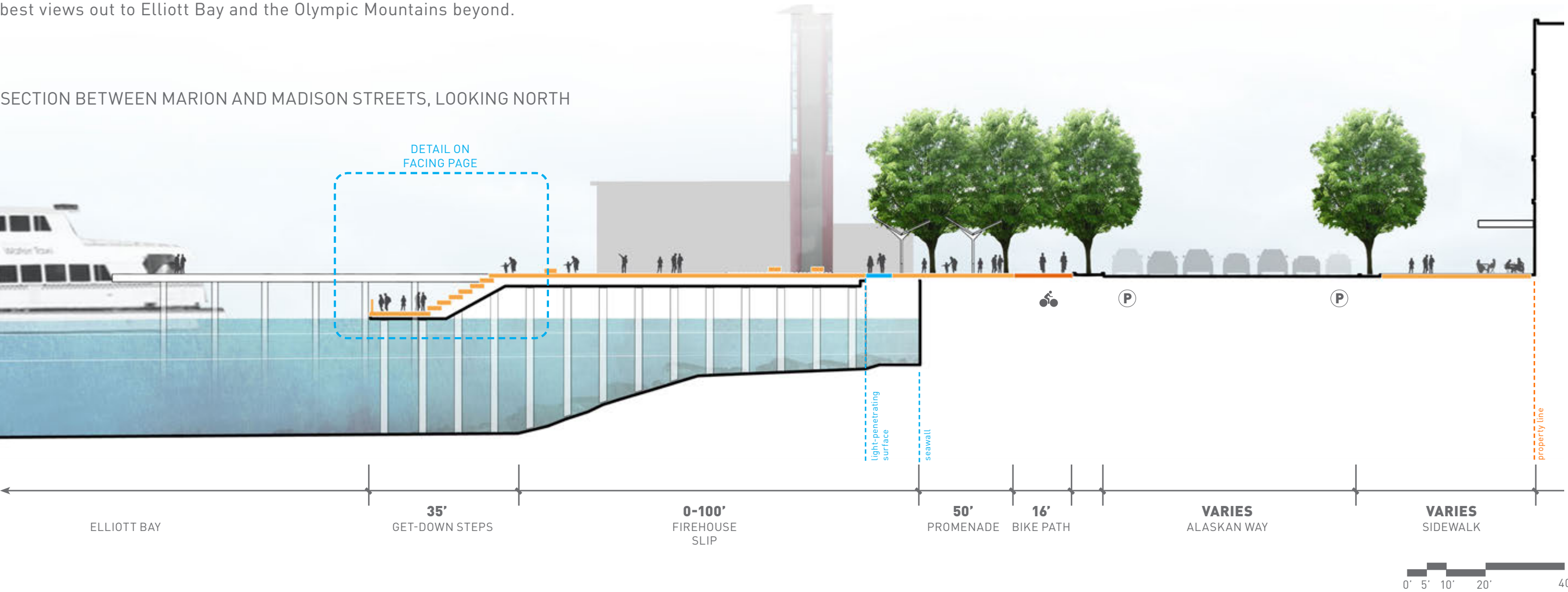
Colman Dock Gallery

CONNECTIONS AND PLACES ALONG THE WATERFRONT

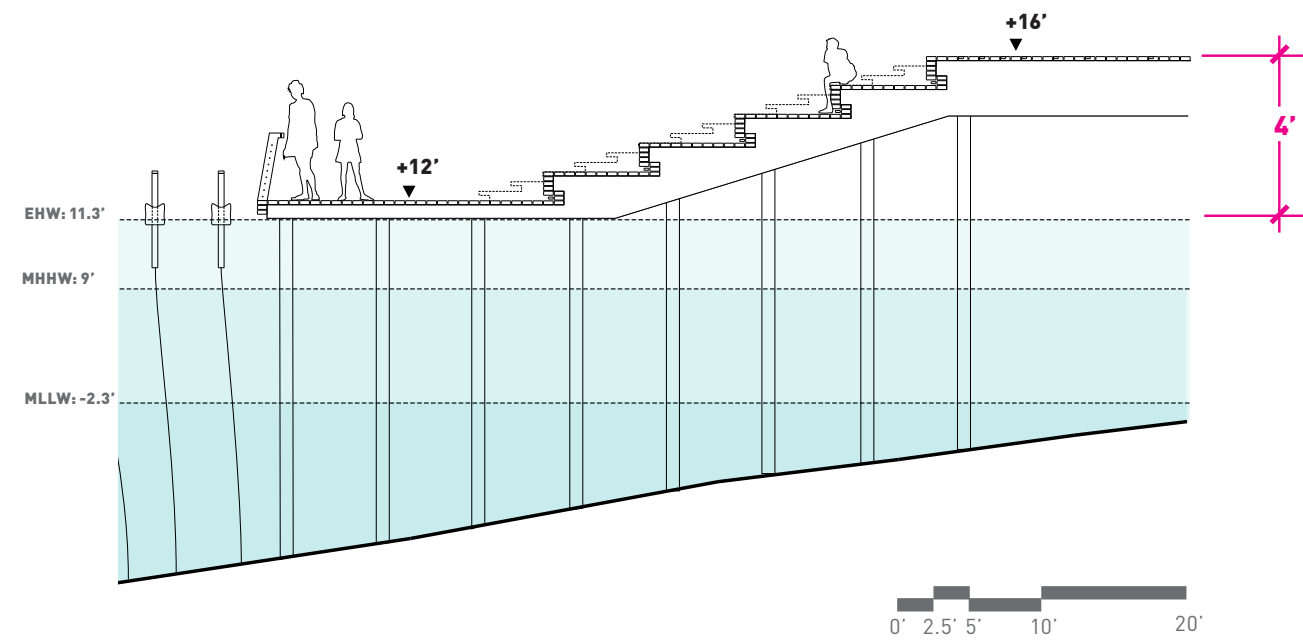
FIREHOUSE SLIP

The current redesign plans for Colman Dock’s Terminal and Parking facilities modify the pier surface open up a slip between the ferry terminal and the waterfront Firehouse. This Firehouse Slip could potentially be home to the King County and other Puget Sound passenger ferries, serving as a landing and waiting area for commuters. In addition, this area would feature a ‘Get-Down’ that will descend to just above high-tide. The Get-Down will be oriented for the best views out to Elliott Bay and the Olympic Mountains beyond.

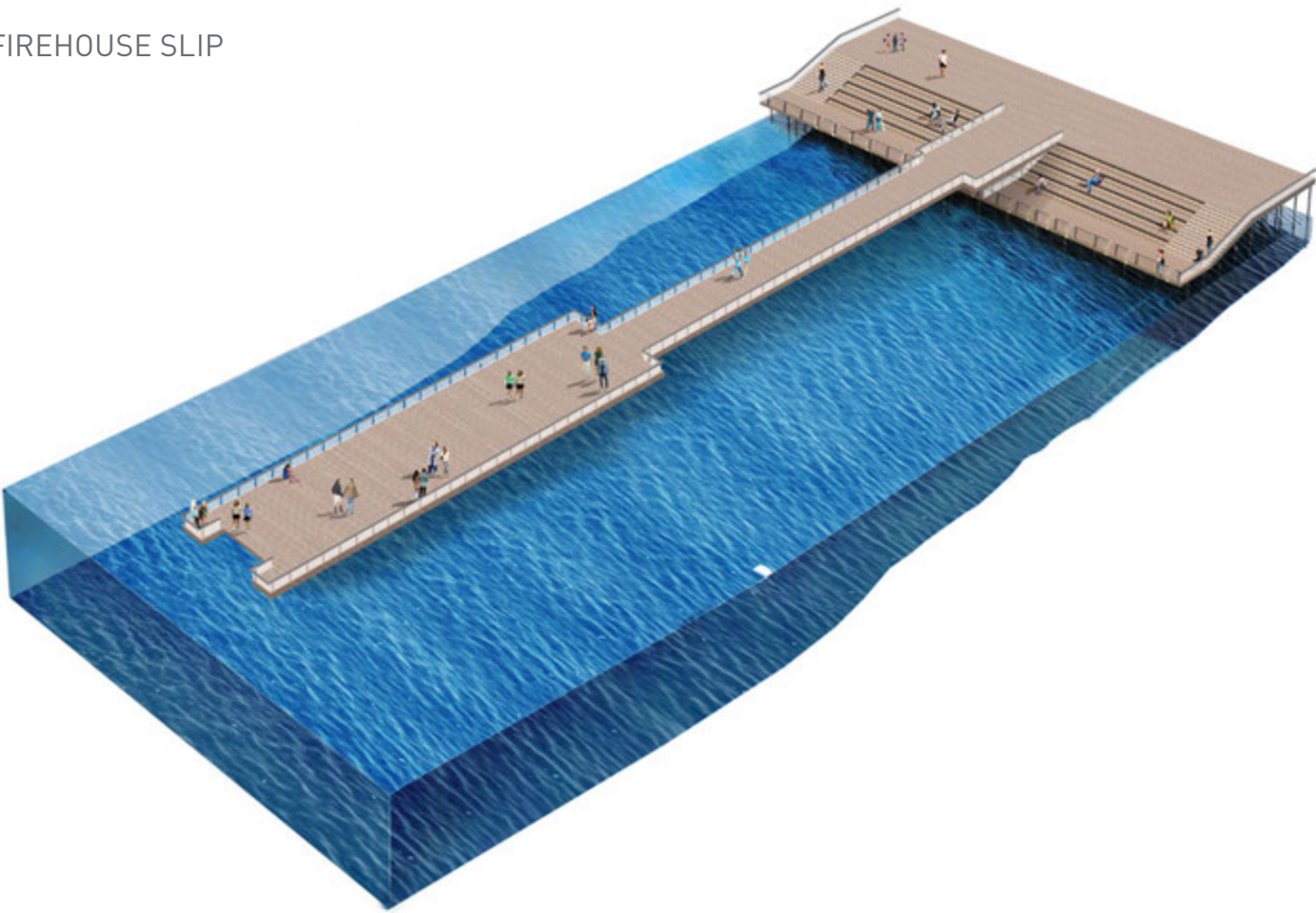
SECTION BETWEEN MARION AND MADISON STREETS, LOOKING NORTH



DETAIL SECTION



FIREHOUSE SLIP



CONNECTIONS AND PLACES ALONG THE WATERFRONT

THE HISTORIC PIERS

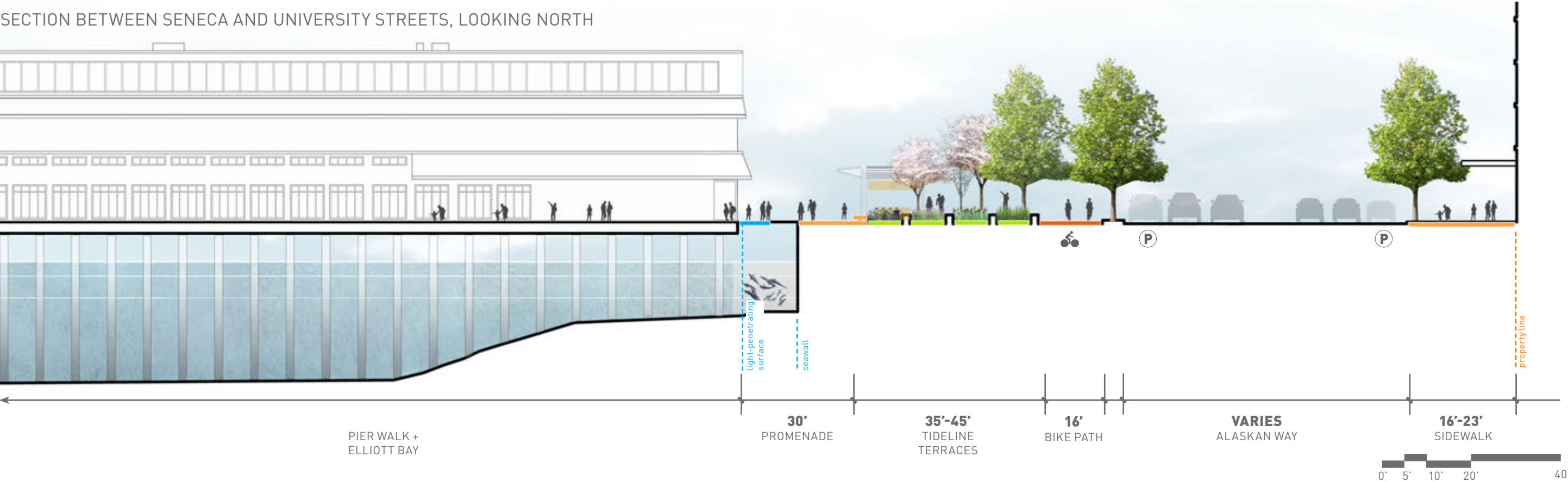
Privately-owned and historically-designated landmark structures, Piers 54, 55, 56 & 57 each have their own distinct character and uses. The Historic Piers are a major commercial destination on the waterfront, hosting shopping, eating, drinking, working and touring programs. The viaduct currently makes this area feel disconnected from the neighboring areas in downtown Seattle.

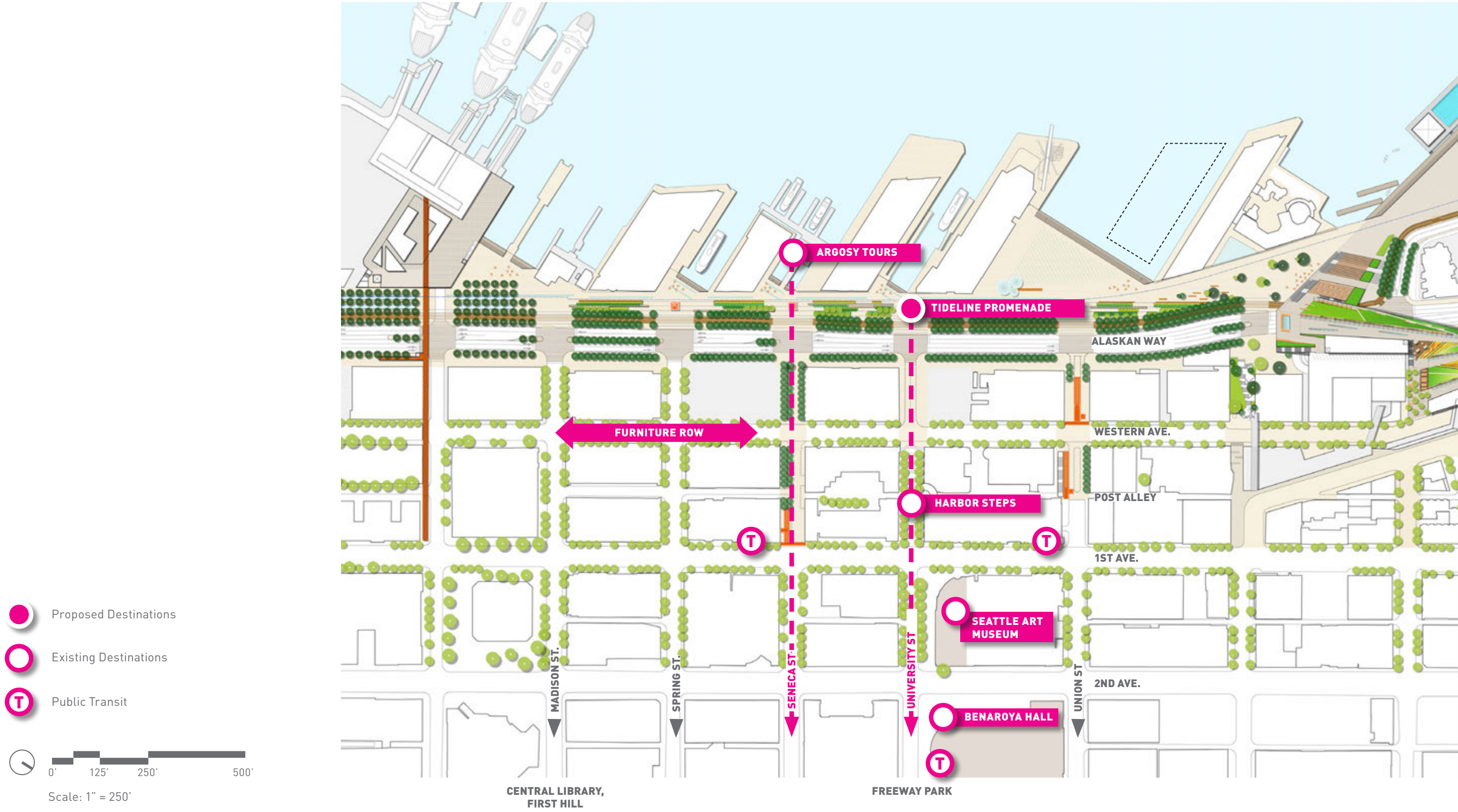
University Street links Furniture Row (Western Avenue) to the Harbor Steps and Post Alley, as well as to the Seattle Art Museum, Benaroya Hall, art galleries, restaurants, hotels, and

transit. The Harbor Steps between 1st Ave. and Western Ave. facilitate pedestrian movement up and down the steep grade. A pedestrian friendly extension of the steps, from Western Avenue to Alaskan Way, will strengthen the amenity and establish an ‘Art Walk’ to link the Historic Piers to the cultural institutions along University Street.

Seneca Street will be reconfigured to take advantage of the space left by the viaduct ramp. An escalator and elevator will be installed at Seneca Street and First Avenue to mediate 24 foot grade change. This will create a pleasant link between the Historic Piers and First Avenue.

SECTION BETWEEN SENECA AND UNIVERSITY STREETS, LOOKING NORTH







Historic Pier Terraces



Historic Pier Walk and Tideline Terraces

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 slip reorients views out to Elliott Bay. In addition to great views, the pier slips allow for small-scale gathering spaces and outdoor dining areas. The pier slips could be connected by a continuous “Pier Walk”, extending the public realm to the pier ends for great views of the bay. The Tideline Promenade, which fronts the historic pier buildings, incorporates lush planting on linear terraces. The terraces have the potential to treat storm water runoff from the site and display native wetland and riparian vegetation. The promenade also provides generous areas for sitting and strolling in front of the pier buildings, allowing visitors to extend their stay in the area.



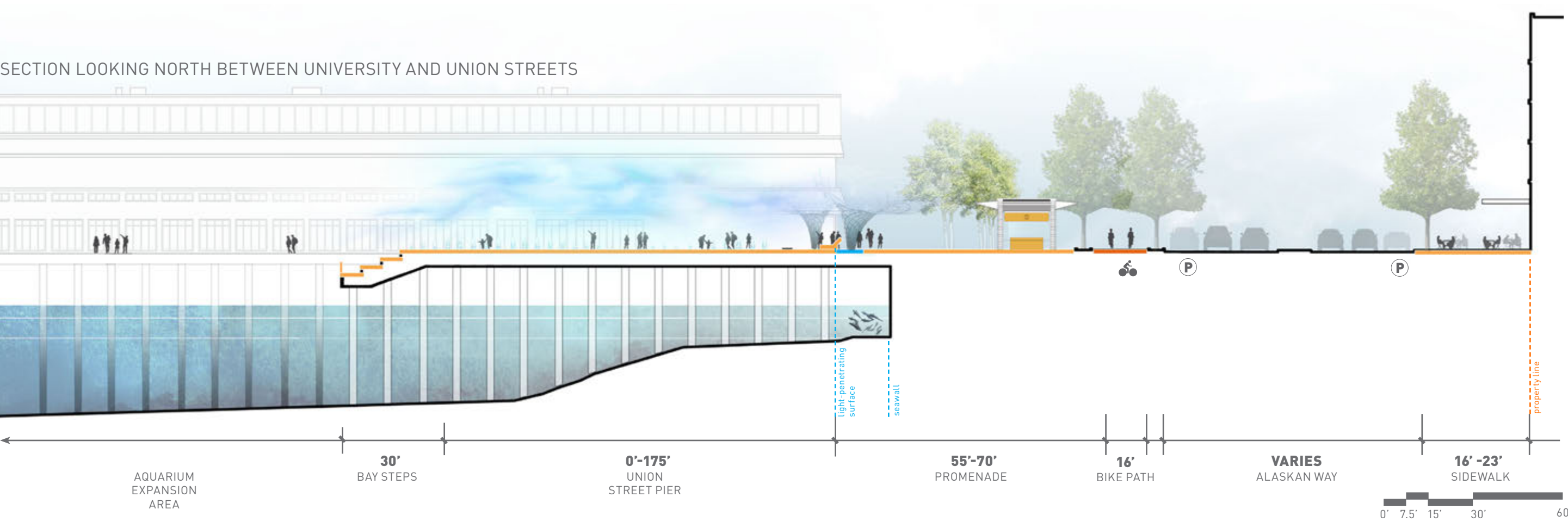
Historic Pier Wrap

CONNECTIONS AND PLACES ALONG THE WATERFRONT

THE PUBLIC PIERS

Waterfront Park, the Aquarium and Pier 62/63 form an agglomeration of public piers, they are nestled in a wedge creating by the converging city grids and cut off from surrounding neighborhoods by both the viaduct and the steep topography. The Union Street corridor will be renovated with new escalators and elevators to provide safer and easier access to the waterfront.

Pike Street and the Pike Place Hill Climb are an ideal connection to the Aquarium. Unfortunately they end in a sea of parking garages and lots beneath the viaduct today, which obscures and confuses access and circulation. A new plaza at the foot of the Hillclimb will front the historic Fix/Madore buildings and provide a clear landing and gateway to the waterfront.







Aquarium Plaza



Aquarium Plaza

A plaza devoted to the Aquarium will occupy the large open space between the piers and Alaskan Way—celebrating the Aquarium’s presence on the bay and signaling it’s location to visitors on the waterfront. Filled with large specimen trees, ample seating and display cases, the plaza will be an inviting entry to the Aquarium. The north edge of the plaza will be fronted by the Overlook Walk, with building activities and cafe seating spilling out onto the plaza.

Union Street Pier

Located at the Waterfront Park between the Seattle Aquarium and Pier 57 with its big Great Wheel, the Union Street Overlook provides a large open space on the waterfront with extensive views of the Bay and a flexible program area linked to the city through Union Street. It provides a meeting ground, gathering space, point of entry and place of learning and discovery on the waterfront.

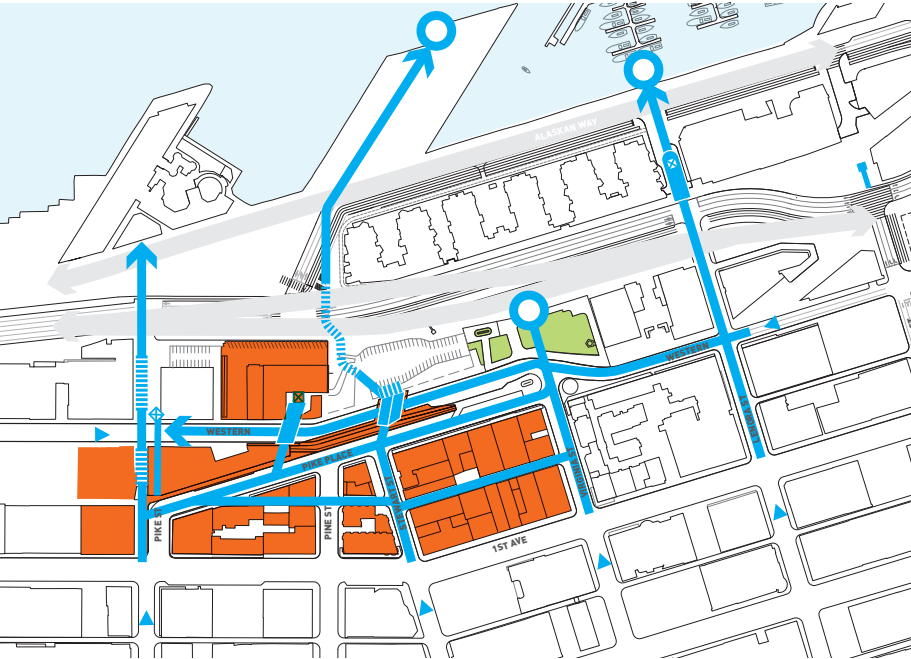


Union Street Pier

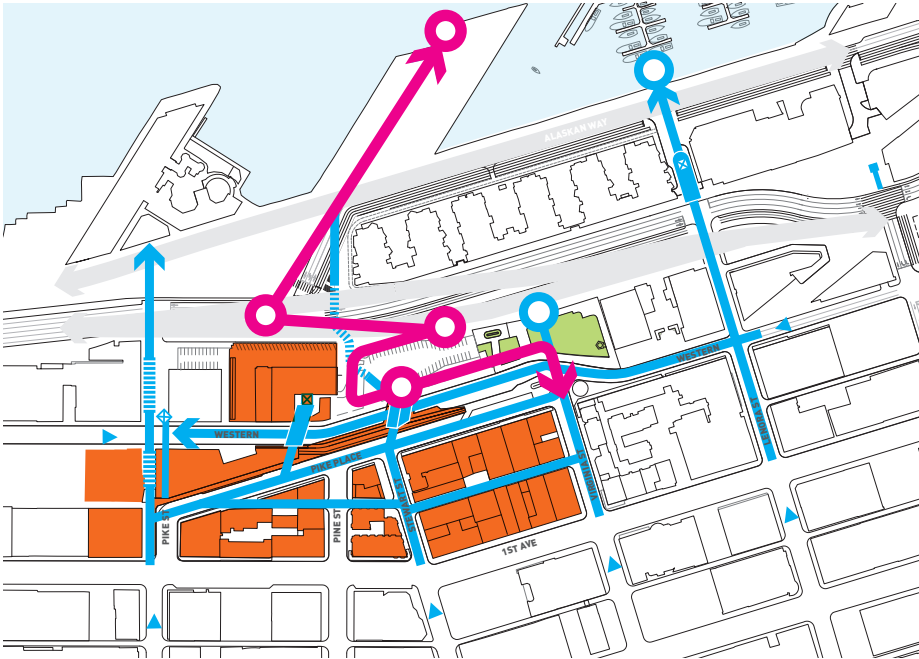
CONNECTIONS AND PLACES ALONG THE WATERFRONT

OVERLOOK WALK + PIER 62/63

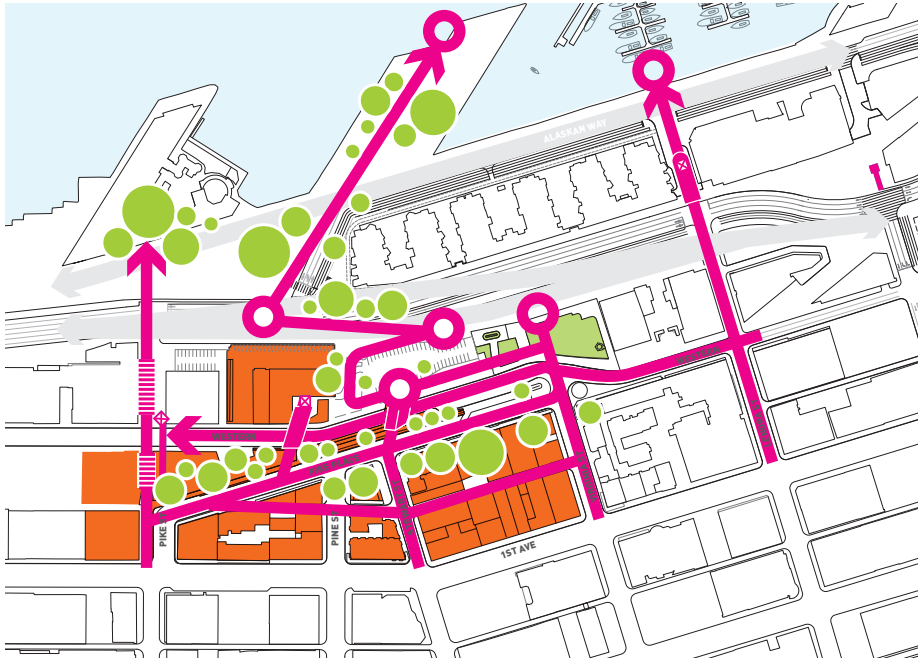
Currently Pike Place Market is disconnected from the Waterfront due to the area’s steep topography, the Alaskan Way Viaduct, and the convergence of two street grids. With the removal of the viaduct and introduction of the Overlook Walk, this connection will become safe, accessible and enjoyable. The connection also needs to extend back into the city along Pike, Pine and Stewart Streets. These connections will link back to Freeway Park, providing a continuous linkage through the city.



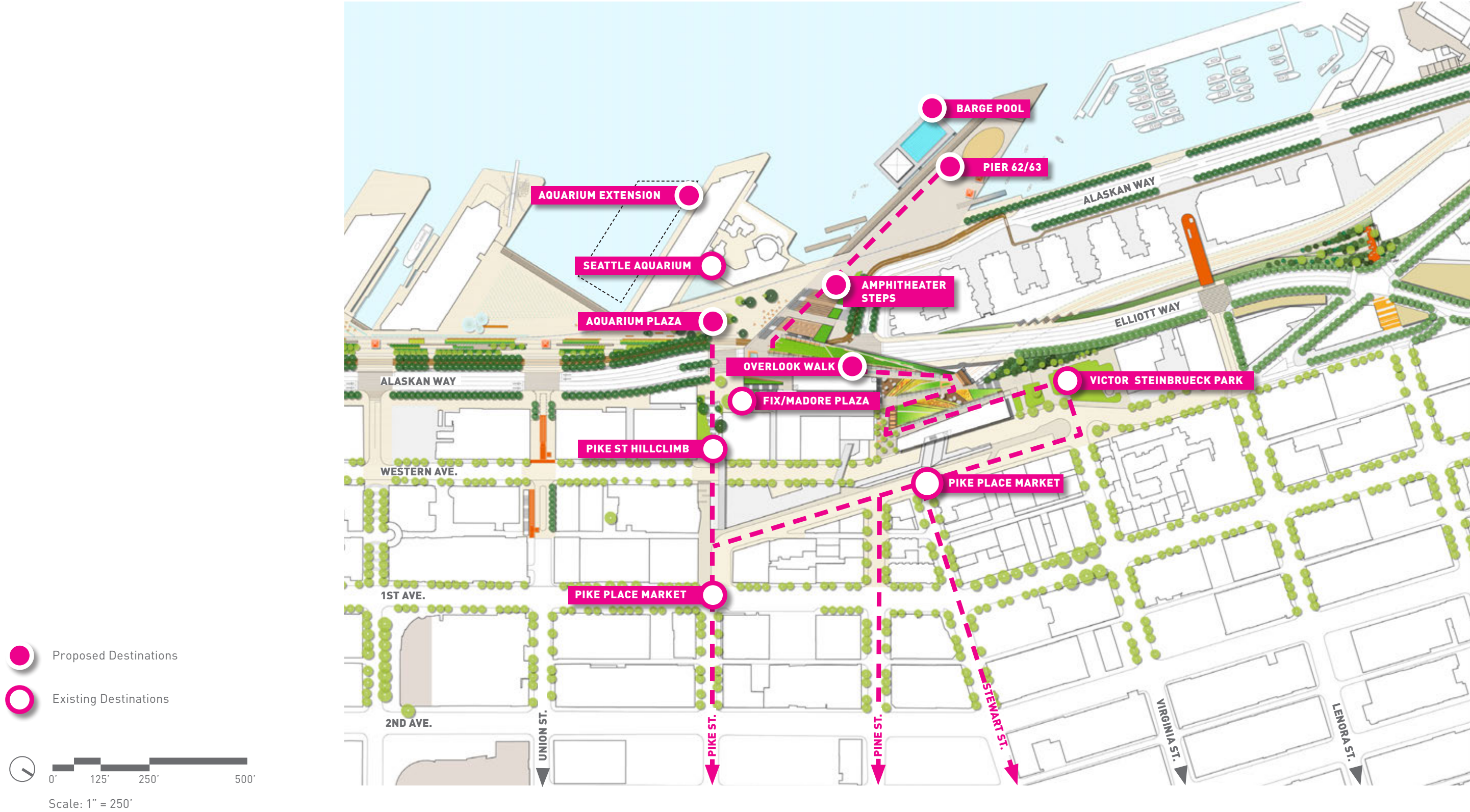
Existing circulation from Pike Place Market to the waterfront



Proposed circulation on Overlook Walk



Proposed circulation and activity nodes



Pier 62/63

Pier 62/63 is well-known for its former life as a performance pier that brought together people, music and sunsets over Elliott Bay. Now in need of structural repair, Pier 62/63 will be a primary public space on the waterfront. The Pier’s design remains open and flexible to allow for a wide variety of activities and events to take place but also includes amenities for active recreation on the waterfront, such as a roller-skating rink, grandstand seating with south-facing views of the port and bay, and a kayak launch. During the warm months of the year, a barge swimming pool will be docked at the pier, giving Seattleites an opportunity to swim on the bay. The pool can also be covered and used as a stage for outdoor concerts and performances at the pier.



Pier 62/63 Grandstand looking West

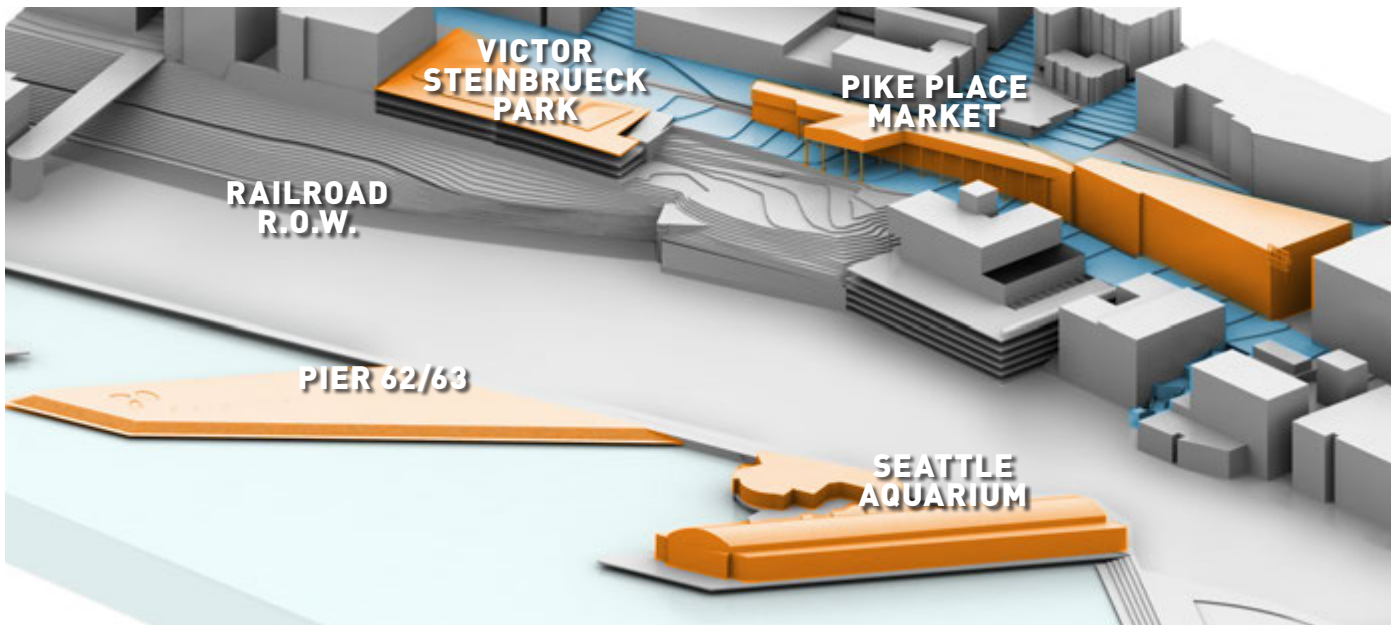


Pier 62/63 Barge Pool

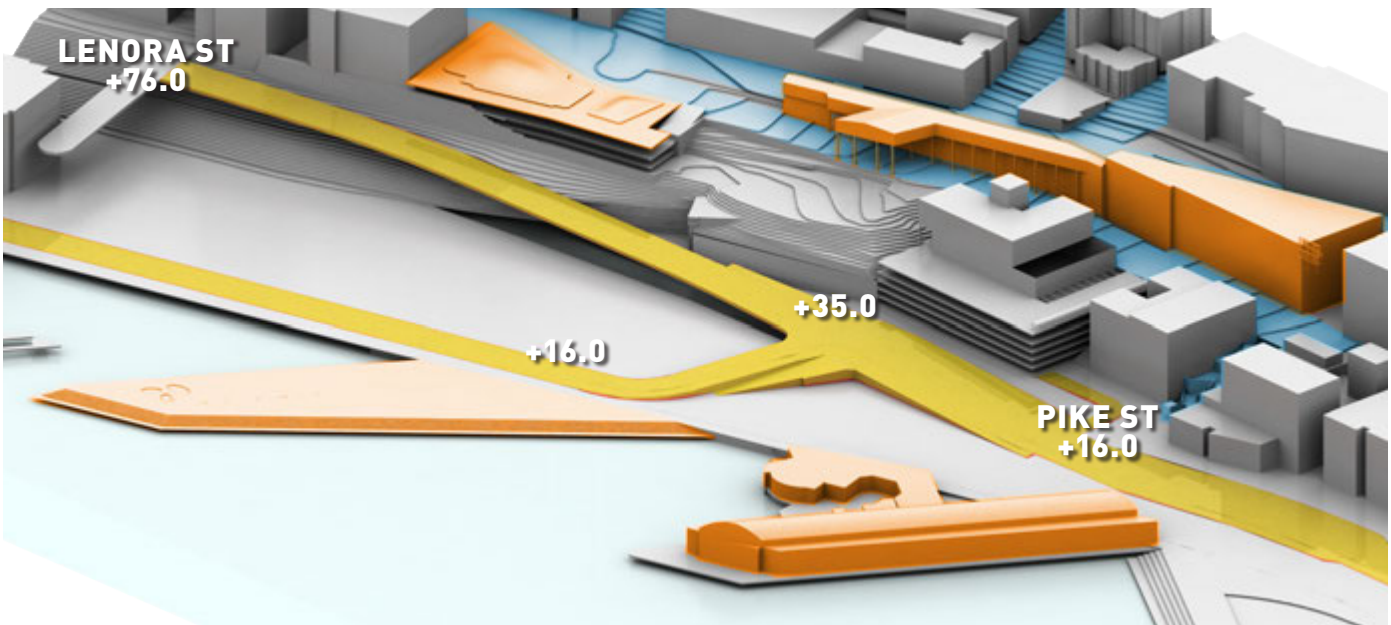


Pier 62/63 Roller Skating Rink

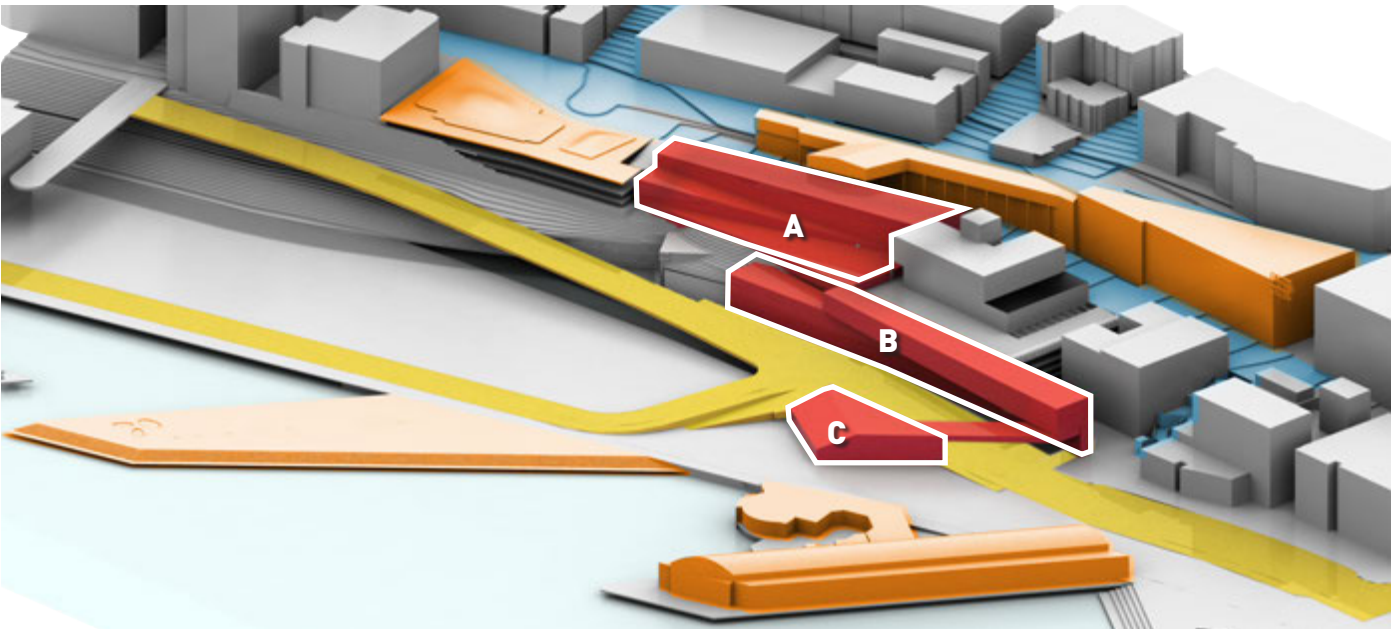
OVERLOOK WALK
CONFIGURATION



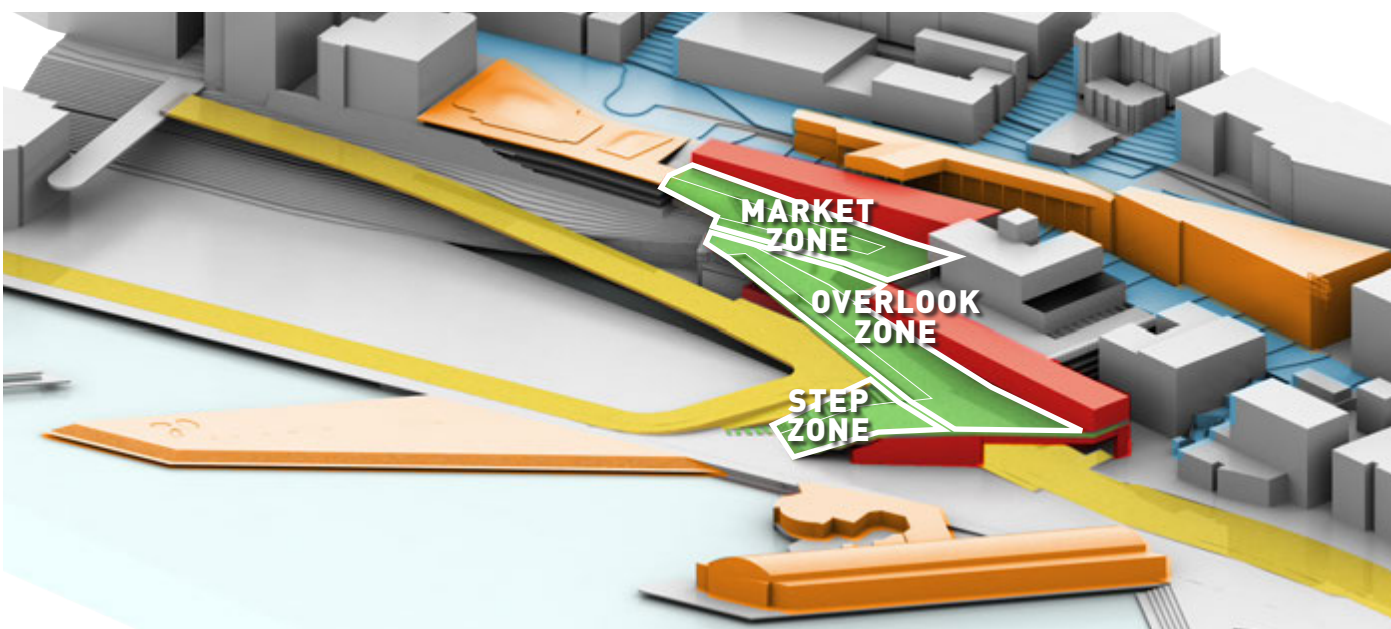
Existing site conditions



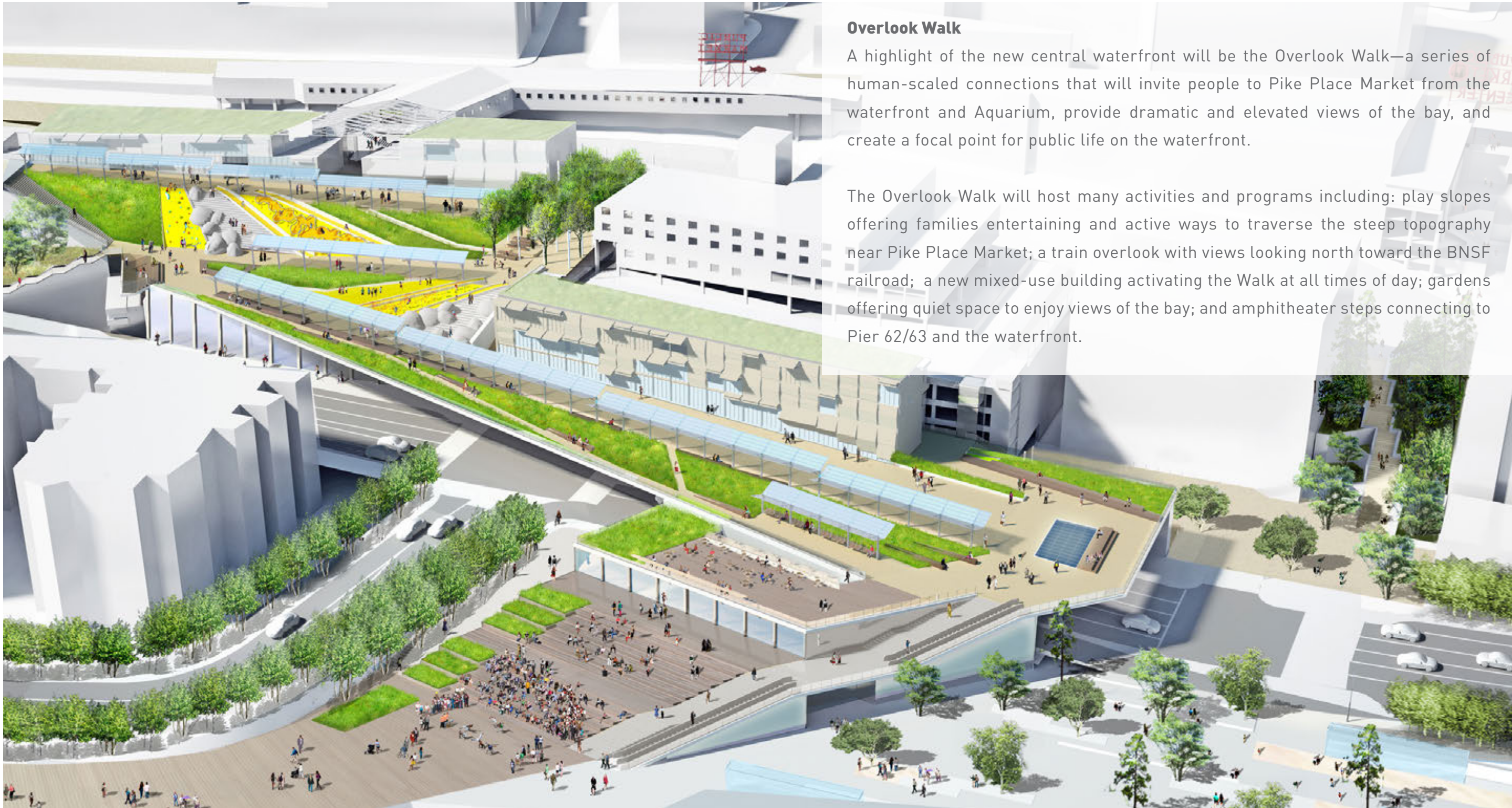
Alaskan Way and Elliott Way



Overlook Walk building massing



Overlook Walk program zones



Overlook Walk

A highlight of the new central waterfront will be the Overlook Walk—a series of human-scaled connections that will invite people to Pike Place Market from the waterfront and Aquarium, provide dramatic and elevated views of the bay, and create a focal point for public life on the waterfront.

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 space to enjoy views of the bay; and amphitheater steps connecting to Pier 62/63 and the waterfront.

Overlook Walk

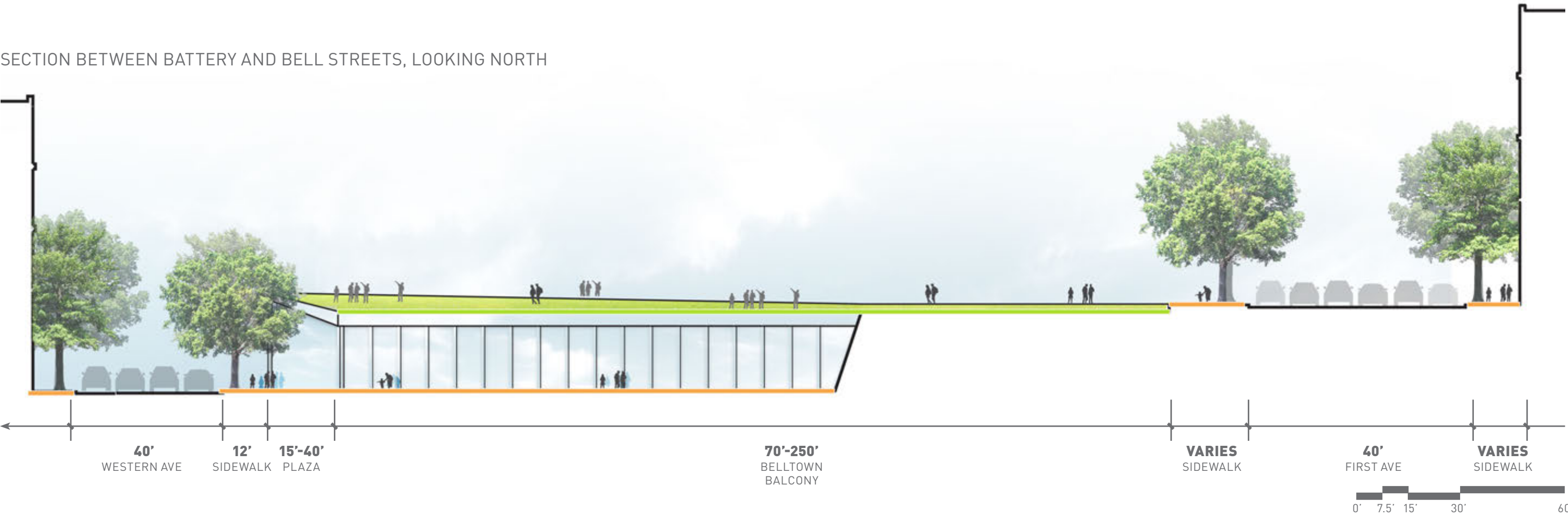
CONNECTIONS AND PLACES ALONG THE WATERFRONT

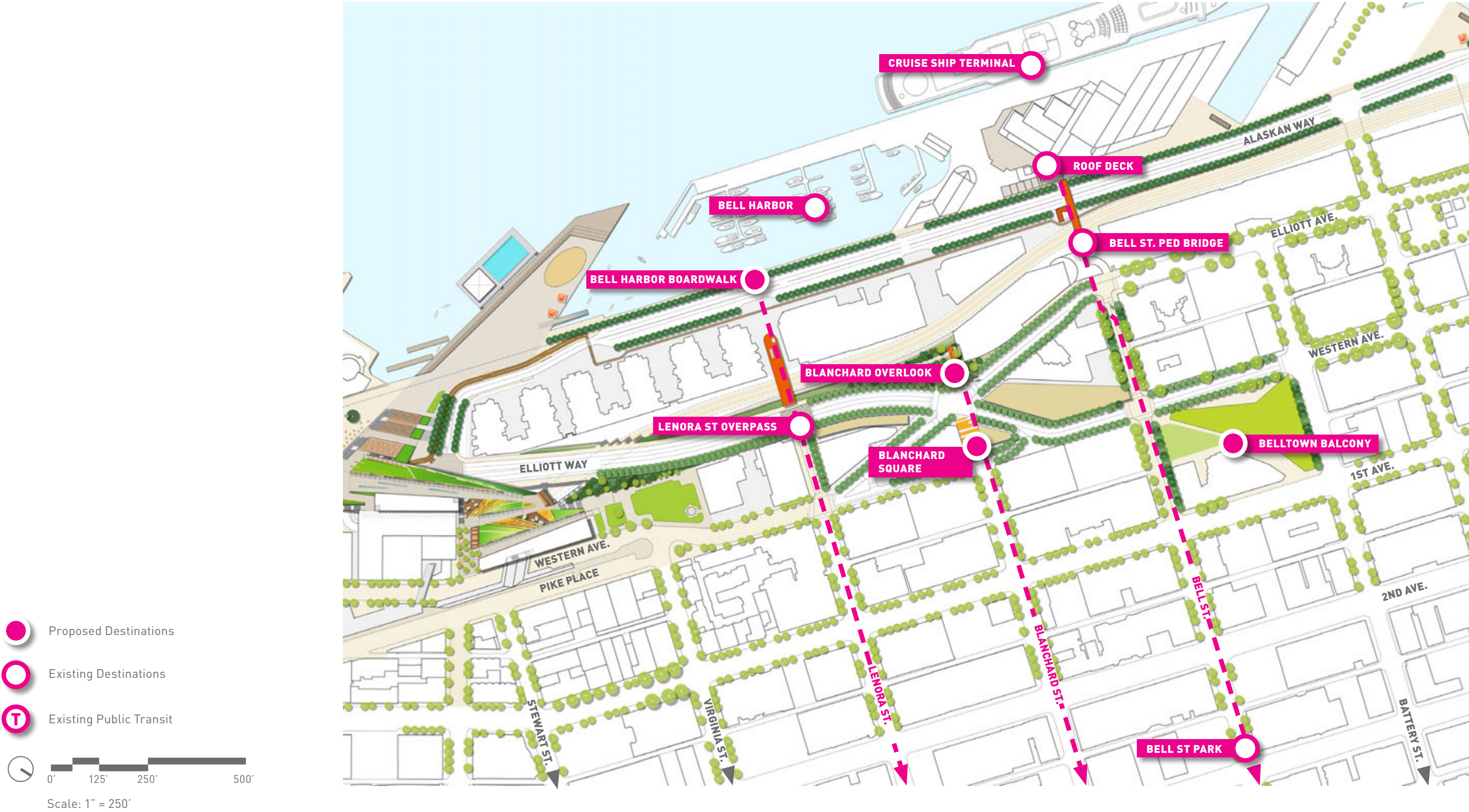
BELLTOWN BLUFF + BELL HARBOR

East-west connections between Bell Harbor and Belltown are limited due to steep topography, the viaduct and the railroad. Pedestrian Bridges at Lenora and Bell Street are the only existing connections. The Belltown neighborhood has already identified Bell Street as a green street connecting Bell Street Park to the Bell Street Bridge, and the waterfront. In addition, the Lenora street overpass, which will have to be reconfigured with the demolition of the viaduct, connects Belltown to the Harbor itself. Blanchard Street does not have a connection to the

waterfront at this time, but was identified by members of the Belltown business community as a desirable connection between Restaurant Row businesses on First Avenue and the World Trade Center and the Seattle Marriott Waterfront. Improvements to Western Ave. will enhance the pedestrian street life, establishing a stronger connection between Pike Place Market and the Belltown neighborhood.

SECTION BETWEEN BATTERY AND BELL STREETS, LOOKING NORTH





Bell Harbor

Between Pier 62/63 and Pier 66 sits Bell Harbor, a public marina with the longest stretch of open water along the waterfront. A boardwalk with large-scale seating is proposed along the marina’s edge, creating generous space for strolling, seating, sunning, gathering, picnicking and watching the nearby boats.

Belltown Bluff

The removal of the viaduct and construction of Elliott Way present an opportunity to design a lively, safe and accessible connection between Belltown and the waterfront. Belltown Bluff is conceived as a series of small destinations within a web of streets, stairs, elevators, bridges, overlooks and vegetation. The bluff leverages the existing steep topography

to overcome the barrier of the BNSF railroad. The Battery Street Tunnel sits at the culmination of the Bluff. Once decommissioned, this area will become the home of the Belltown Balcony. This destination will take advantage of the site’s steep topography, by creating a roof deck at the level of First Avenue and a building underneath fronting Western Avenue. It will be a neighborhood destination with great views of the bay and a variety of community-based programs.



Bell Harbor Boardwalk



Urban Agriculture



Community Events



Urban Agriculture



Community Events

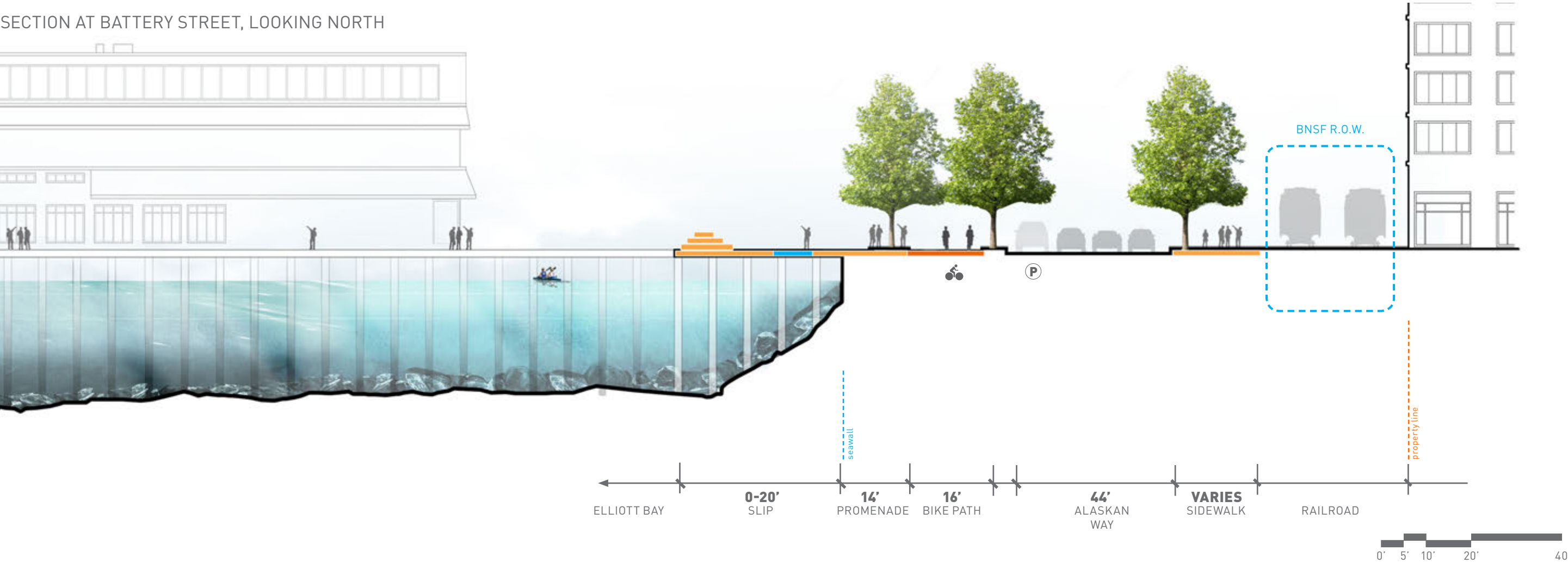
CONNECTIONS AND PLACES ALONG THE WATERFRONT

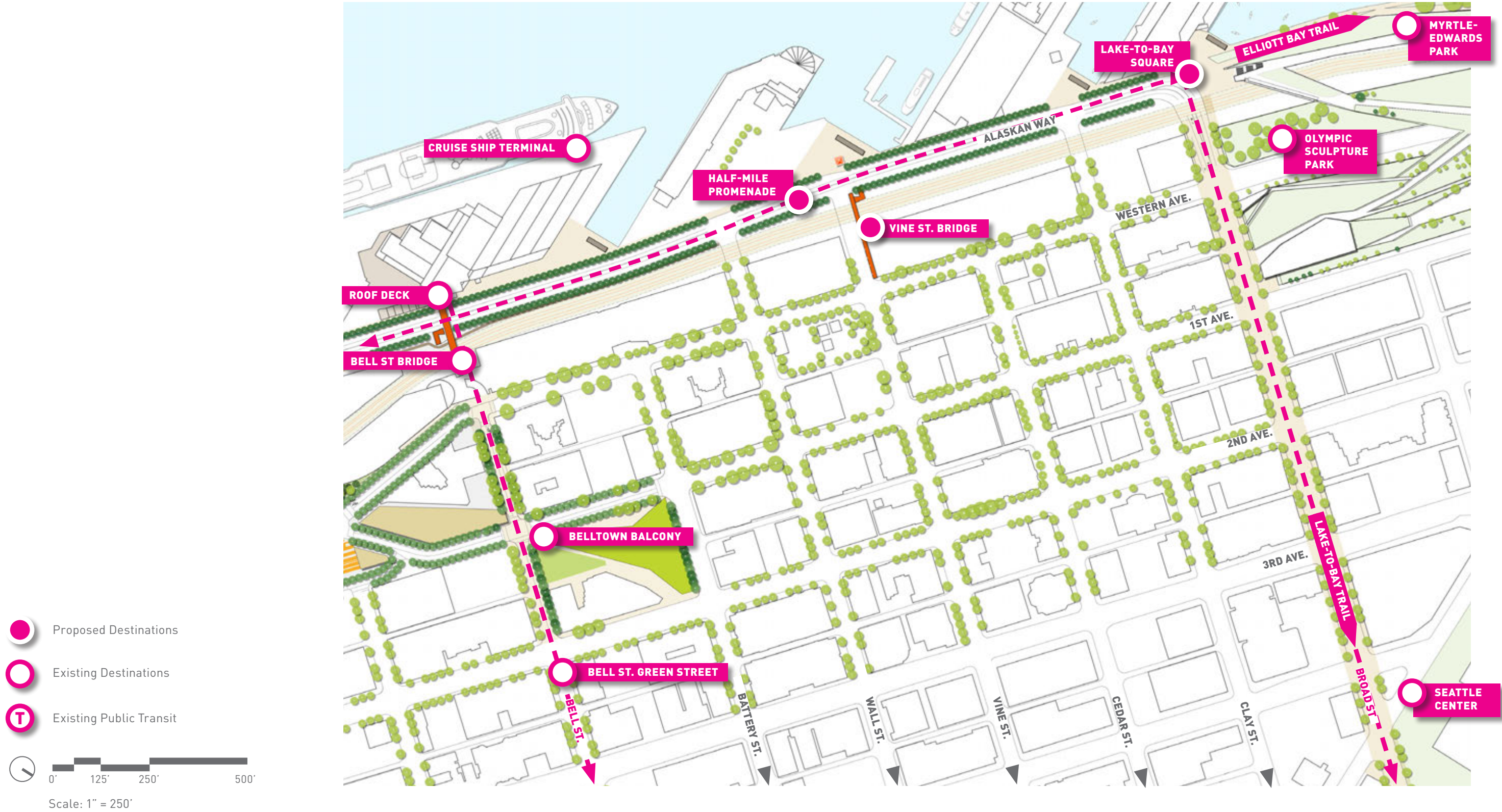
THE NORTH END

The north end of the waterfront is cut off from the city by the BNSF Rail Road. The most important connection is Broad Street, as it has the potential to create a strong link between Olympic Sculpture Park, Myrtle-Edwards Park and the Elliott Bay Trail; and Seattle Center, Lake Union and the Lake to Bay Trail. The North End also caters to the extensive needs of the

cruise ship terminal, which is located between Bell and Wall Streets on the waterfront. North of Wall St., Belltown is connected via at-grade streets. Here the east-west grades remain quite steep, calling for assisted access to the waterfront for pedestrians. Vine Street offers an opportunity to create a direct pedestrian connection through a pedestrian bridge.

SECTION AT BATTERY STREET, LOOKING NORTH







The North End

The North End

A great stretch for strolling and cycling opportunities with views to the Bay, the North End extends a half mile along the waterfront. The areas between the piers will be reshaped in a similar way to the Historic Pier slips and offer space for fishing and gathering. The Lake-to-Bay Square at the foot of Broad Street will provide an excellent opportunity for launching kayaks and canoes out into the open water towards the quieter northern part of the waterfront.



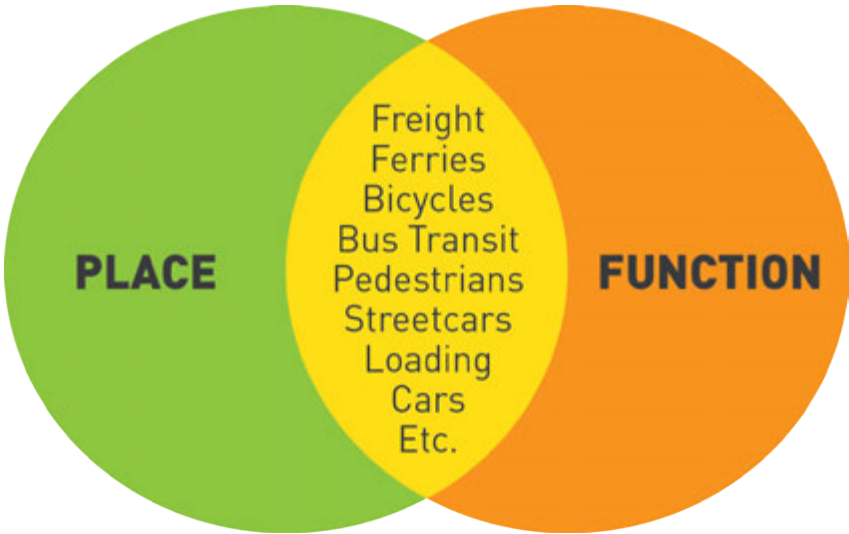
The North End

2.5 MOBILITY AND ACCESS

Mobility and access for the Central Waterfront begins with an essential premise that good design requires an equal emphasis on both place and function. That is, the waterfront must be a great place for all the people of the region and it must function effectively for the movement of people and goods, and for the servicing of the wide array of uses along the waterfront.

The mobility and access strategy seeks to connect the central waterfront with people and places throughout the city and region using a wide range of transportation options. The waterfront will be easier to get to and to experience along its full length.

Alaskan Way will accommodate vehicular and freight volumes and provide needed areas for parking and loading. It will feature efficient transit service and include safe and functional bicycle facilities and strong pedestrian connections. The needs of each mode of transportation will be balanced to create a great urban place and experience for all to enjoy.





MOBILITY + ACCESS

TRANSPORTATION ELEMENTS



PEDESTRIANS

Creating a safe and inviting place for pedestrians is an essential goal of the central waterfront design process. The pedestrian design for the waterfront features a generously scaled promenade which will allow pedestrians to enjoy the new opportunities created by the removal of the viaduct. This is complemented by enhancements to east-west connections, to make it easy, pleasant and safe to get to the waterfront. Elevators and escalators will be provided to help where topography creates barriers, and pedestrian bridges (such as a wider and more attractive replacement for the Marion Street Bridge) will support connectivity.



BICYCLES

An important City goal is to increase the rate of cycling among residents. The waterfront provides views, atmosphere and activities that make it an appealing location for casual recreational cyclists as well as faster moving riders. Bicycle facilities should be designed to appeal to the broadest group of users, including commuters and avid cyclists as well as families and people who currently aren't comfortable biking in an urban environment. Bike facilities will connect seamlessly with the Elliott Bay Trail to the north and south, providing opportunities for longer recreational riders and ensuring easy-to-navigate routes and connections for commuters riding to and through downtown.



TRANSIT CONNECTIONS

A broad network of transit connections provides excellent access to downtown and the waterfront today. With the removal of the viaduct, the appeal of the waterfront will grow, and the connectivity and accessibility should be expanded. King County is planning future transit connections to downtown from southwest King County using the new surface Alaskan Way to replace access currently provided by the Alaskan Way Viaduct. Addition of First Avenue as a north-south transit spine will provide for easy new access to the waterfront, as will the addition of high capacity transit along the Madison Street Corridor. To provide convenient local access along the waterfront, frequent, easy to use transit will run along Alaskan Way from the Sculpture Park to Pioneer Square.



FERRIES

Colman Dock serves over 4 million walk-on ferry passengers each year, both on vehicle ferries and on passenger-only ferries. Safe, pleasant and convenient pedestrian access from Colman Dock to nearby transit service on First Avenue, Alaskan Way and Madison, Marion and Columbia Streets should be provided.



TRAFFIC AND FREIGHT

The Alaskan Way corridor will be an important route for regional traffic and freight, providing a functional and reliable street connection from the SR99 stadium area ramps to Northwest Seattle as well as access to downtown from Southwest Seattle via the stadium ramps. Alaskan Way will also provide efficient access to and from the Colman Dock ferry terminal. The street will be designed as a good urban street serving all needs, with a 30 mph speed limit and signalized intersections at every block.



PARKING AND LOCAL ACCESS

Business on both sides of Alaskan Way rely on the street for deliveries, service and customer parking. The design of the new Alaskan Way should include short term parking and loading zones to serve these needs.

ELEMENTS OF THE PEDESTRIAN PLAN



PROMENADE

The Promenade is envisioned as a pedestrian-scaled corridor along the water, framed with tideline planting areas, generous seating and strategically located canopies, and wide enough to comfortably accommodate a diverse set of users. The Promenade is flanked to the east by the new Alaskan Way, a city street of similar scale to First Avenue. East and west sides of the street will both include generous sidewalks that welcome pedestrian activity and, on the east side, encourage cafes to spill out into the open. Pedestrian crossings at every intersection connect and integrate activities along both sides of the street.



EAST-WEST CONNECTIONS

East-west connections will be enhanced to encourage pedestrian access and to promote movement and activity between the waterfront and other downtown areas. Every east-west street providing access to the waterfront has been reviewed. Where grades are challenging hill-climb assistance has been explored; where pedestrian routes are already strong the linkage to the waterfront will be cemented with welcoming and well-designed crossings at Alaskan Way.

A major new feature will be the Overlook Walk, a graceful path traversing the slope between the Pike Place Market and the Aquarium. The Overlook Walk will provide spectacular viewpoints of Elliott Bay and the Olympic



Mountains, and will include diverse landscape, play areas for children, and shops and cafes sited along the gently sloping, fully accessible walk. Elevators and escalators will be incorporated into the Overlook Walk to provide additional accessibility options.

Elevators and escalators will be provided at Union and Seneca Streets to greatly improve connectivity between First Avenue and the waterfront. The Marion Street pedestrian bridge will be replaced with a wider, more attractive structure that will provide easy connections between Colman Dock and First Avenue. The removal of the ramp at Columbia allows for Columbia Street to be rebuilt, providing a welcoming connection into the downtown for vehicles and pedestrians alike.



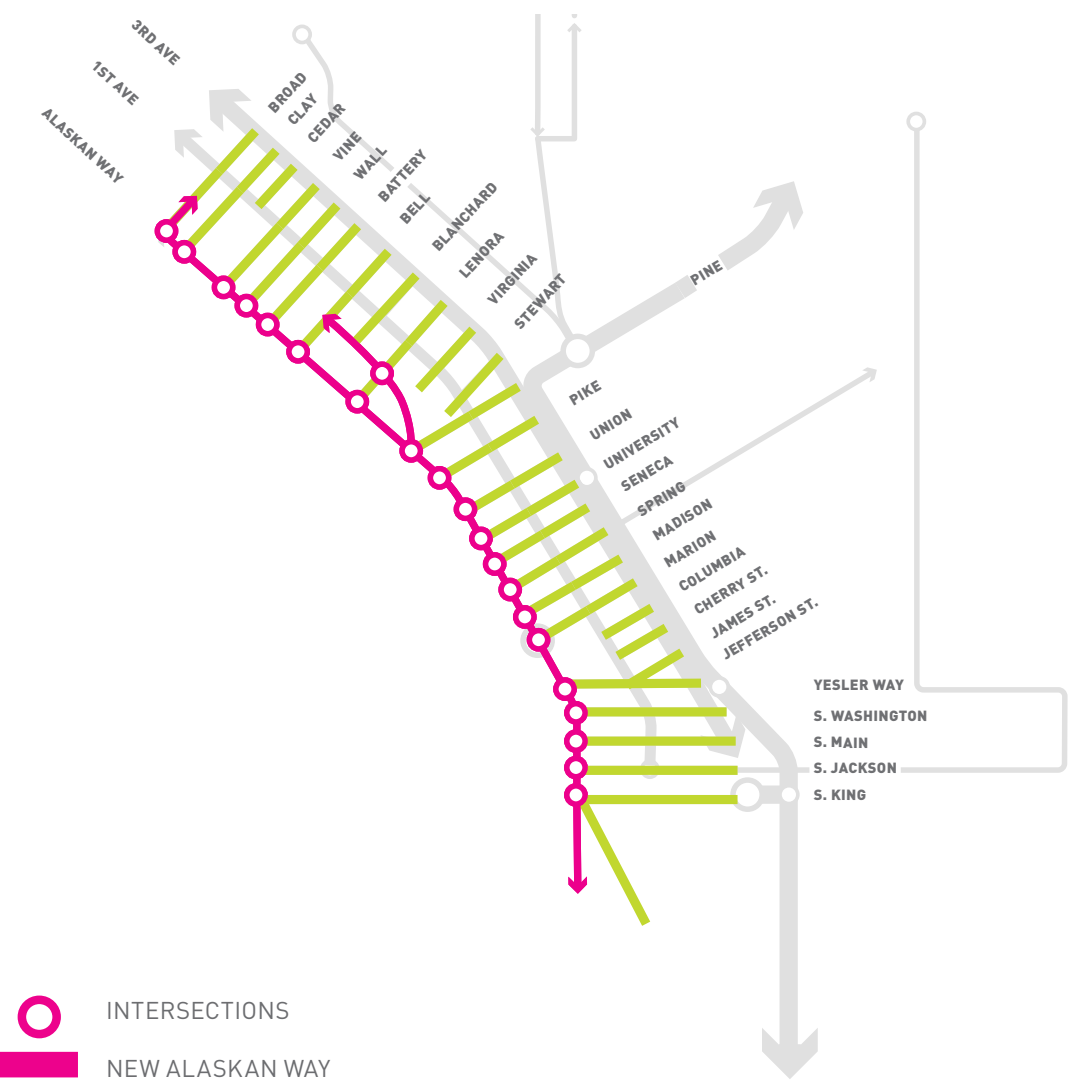
PARKING AND LOADING

Many visitor attractions currently line the Central Waterfront, and the number of attractions and places to visit will only increase in the future. The need for parking and passenger drop-offs of all kinds (school buses, tour buses, taxis, passenger vehicles, etc) will increase as well. The concept plans for the new Alaskan Way include on-street parking and loading along almost all street sections, allowing the curb space to be managed to accommodate varying passenger drop-off and loading needs.

MOBILITY + ACCESS

PEDESTRIAN CROSSINGS

The new Alaskan Way will have signalized intersections at every at-grade crossing to facilitate pedestrian circulation on the waterfront. Each intersection will include a clearly designated pedestrian crosswalk with bulb-outs and pavement markings.



Bike and pedestrian friendly intersection, Copenhagen

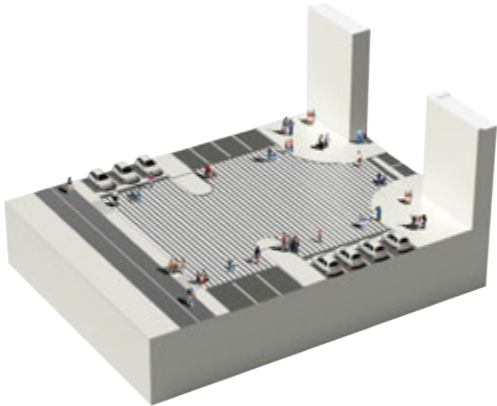
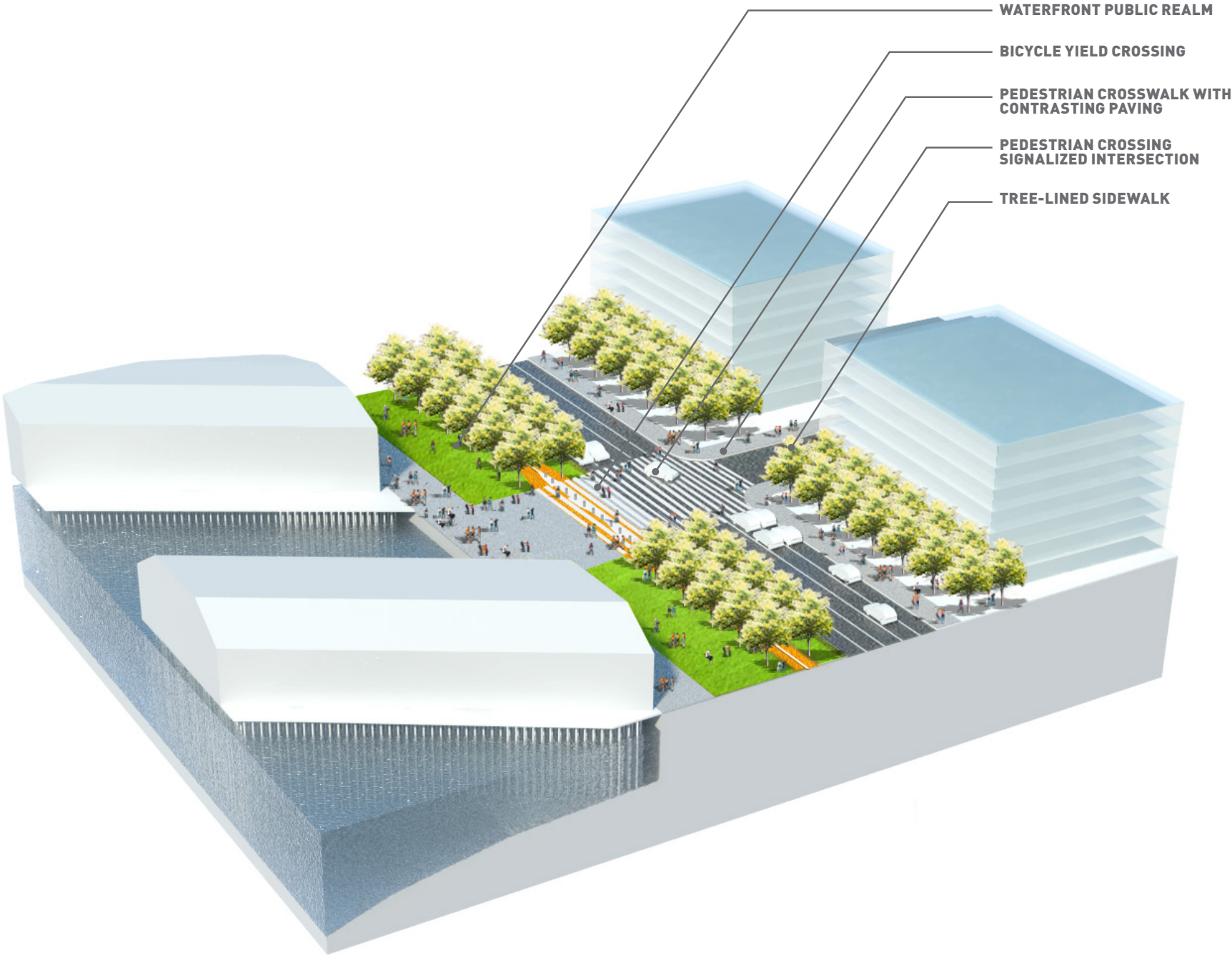


Bold pavement markings, Arizona

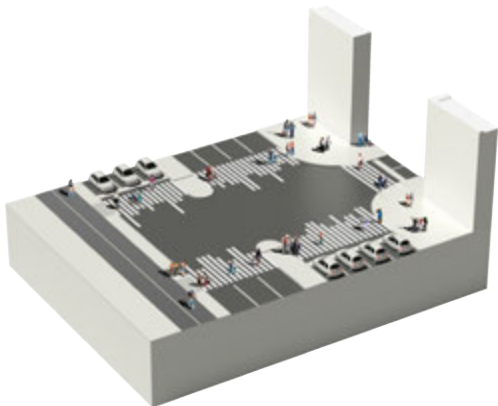


Generous intersections, Paris

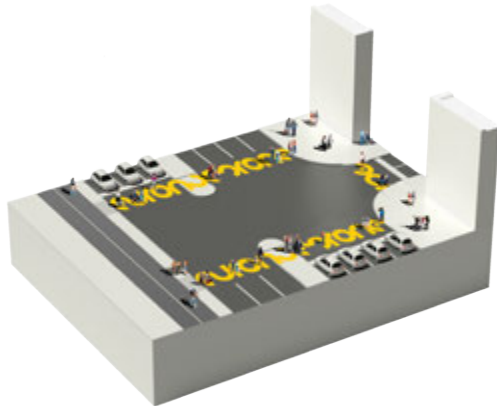
TYPICAL WATERFRONT INTERSECTION



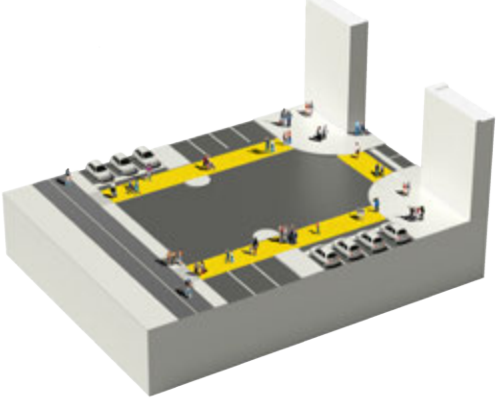
FULL STRIPED CROSSING



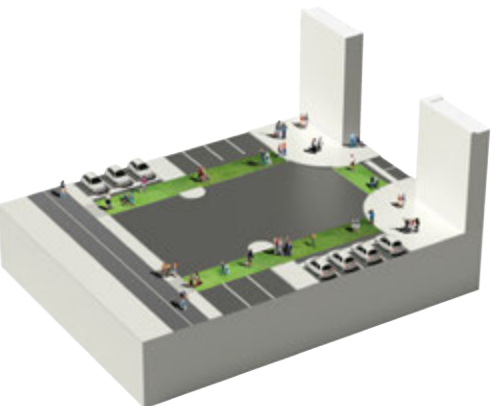
TIDELINE CROSSING



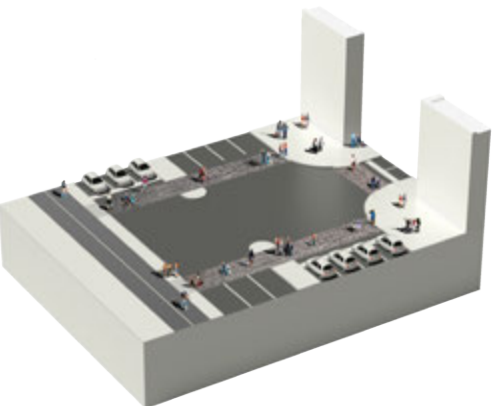
SYMBOL CROSSING



PAINTED CROSSING



PERMEABLE CROSSING



TEXTURED CROSSING

MOBILITY + ACCESS

BICYCLES

GOALS

An important goal of the City is to increase the rate of cycling among residents; the waterfront provides views, atmosphere and opportunities for activities that make it a location that can appeal to casual recreational cyclists as well as faster moving riders. To appeal to the broadest group of users – which includes families and people who currently aren’t comfortable biking in an in-street urban environment – it is necessary to provide a design that includes some type of buffer, or separation between the street and bike facility.

This buffer could be in the form of a cycletrack, separated from the roadway by a row of parked cars, or it could be a separated path. It may be necessary to supplement an in-street facility (such as bike lanes) with a separated bike path, or provide a buffered facility by itself. The waterfront presently draws many cyclists and connects with the Elliott Bay trail to the north and south. With the proposed waterfront improvements, it is anticipated that bicycle demands will increase.

The city has an ambitious bike plan, and an evolving bike network. Seattle has a well organized bike community, and a deep commitment to expanding the use of bicycles both for recreation and everyday transportation.



Bike and Petty Cab Interactions near Pioneer Square



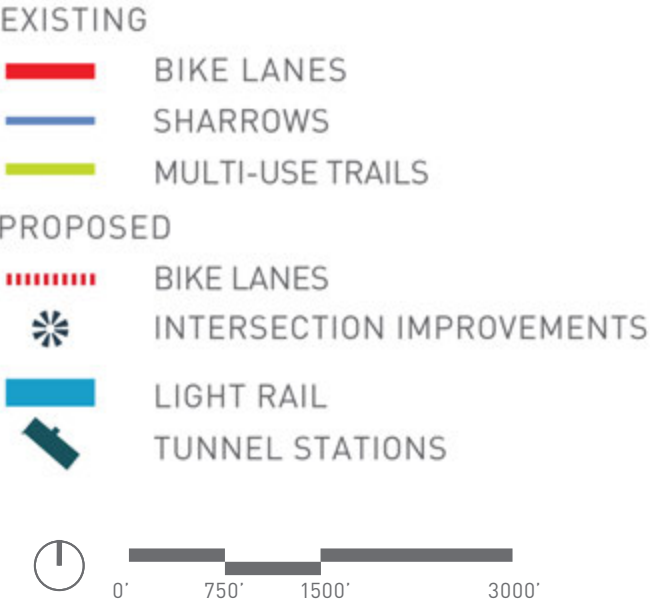
Petty Cab at Pier 62/63



Cyclists on the East-Side

MOBILITY + ACCESS

SEATTLE BIKE NETWORK



MOBILITY + ACCESS

BICYCLES

DESIGN APPROACH

Given the importance of providing some degree of separation between cyclists and pedestrians, a “shared use” path does not work well given the pedestrian and cyclist volumes expected along the waterfront. Along a shared path, pedestrians – and especially children and the elderly -- must be cautious around faster-moving cyclists, limiting their enjoyment of the promenade. For cyclists who want to use the waterfront for getting to work or getting across town, sharing the bike path with crowds of pedestrians can be frustrating.

Conversely, too much separation between bicyclists and pedestrians is also poor design. The waterfront bike path should not be a bike highway, facilitating high speed cycling or limiting pedestrians’ ability to cross the bikeway east-west. Rather, the design should promote safe behavior through environmental queues such as changes in pavement texture, markings, landscaping and signage. These changes communicate to users that: the bike path is intended for low- to moderate-speed cycling, that pedestrians should generally stay out of the bikeway, that pedestrians may cross it with care wherever they choose, and that crossing pedestrians will have right of way at key locations.

The proposed bike path will connect with the Elliott Bay Trail to the north and south, and provides a buffered facility that can be enjoyed by a wide segment of riders. This may be supplemented by the addition of sharrows or in-street bike lanes for the more confident enthusiasts and commuters.



HUDSON RIVER GREENWAY – NEW YORK CITY

CYCLIST USER GROUPS



Current Commuter
These hardy, skilled cyclists are comfortable mixing with motor vehicle traffic and negotiating Seattle’s existing bike network. They prioritize fast, reliable commutes, and therefore prefer not to mix with pedestrian traffic.



Dedicated Recreational Riders
These experienced riders enjoy traveling as fast as cars on urban streets, meaning they prefer on-street facilities that minimize conflicts with pedestrians and allow riders to bypass congestion.



Casual Recreational Riders
These local riders typically travel at slower speeds, are more comfortable negotiating shared space with pedestrians, and enjoy side-by-side riding.



Future Commuters
These individuals are interested in bicycle commuting but have certain reservations regarding its safety and convenience, meaning they will typically only ride in dedicated paths or lanes, completely separated or buffered from vehicle traffic.



Future Family/Visitor/Casual Riders
These riders are typically the slowest, traveling in groups, and stopping frequently. They demand a high level of separation from motor vehicles and enough width to ride side by side.



BICYCLE FACILITY TYPES



Bike Lanes in Roadway

Type: Bike Lane

Advantages: Inexpensive and simple to construct and maintain. Sweeping effect of adjacent cars tends to keep out debris. Easy street-sweeper access.

Disadvantages: Bicyclist subject to traffic signals and turning motor vehicle movements at every block. Adjacent on-street parking spaces create “dooring” hazard. Double parking and loading conflicts.

Applicability: Attract current commuters and dedicated recreational riders, but tend not to attract casual recreational riders, future commuters, or future family/visitor/casual riders.

Addressing Concerns: Bike lanes should be wide enough to enable bicyclists to travel outside of the “door zone.”



Cycle Tracks along Roadway

Type: Cycle Track

Advantages: Physical separation from roadway tends to attract significantly more riders than bike lanes. Separated from the pedestrians zone, minimizing conflicts.

Disadvantages: Maintenance requires small-scale street sweepers. Local deliveries and pedestrian loading will conflict with cycle track operations. Bicycles subject to traffic signals and turning vehicle movements at every block. Cyclists may be less visible to turning cars than in bike lanes. Same pedestrian crossing conflicts as other facilities.

Applicability: Cycle tracks attract most types of bicycle riders, but especially less experienced ones, such as casual recreational riders, future commuters, or future family/visitor/casual riders.

Addressing Concerns: The benefits of cycle tracks are maximized when they are clearly differentiated from the pedestrian realm.



Multiuse Path along the Waterfront

Type: Multiuse Path

Advantages: Since they are not part of the regular street network, multiuse paths attract more inexperienced riders, and can be used both for recreation and transportation purposes.

Disadvantages: Multiuse paths are cycle routes shared with other non-motorized travelers, resulting in significant bicycle and pedestrian conflicts where there are high volumes of either group.

Applicability: Multiuse paths attract all types of riders, though some (current commuters and dedicated recreational riders) may avoid using them due to lower speeds and potential conflicts with pedestrians.

Addressing Concerns: When crossing roads and driveways, paths should assign right-of-way to pedestrians and bicyclists.

BICYCLE FACILITY TYPES



Dedicated Bicycle Path on the Water Side

Type: Dedicated Bicycle Path

Advantages: Separates bicyclists and other wheeled conveyances from pedestrians, minimizing conflicts. A water-side path would reduce turning conflicts, as the path would not need to cross roadways.

Disadvantages: Pedestrian/bicycle conflicts at east-west crossings. Requires additional width to accommodate pedestrians in a separate facility.

Applicability: Dedicated bicycle paths are typically used by all types of riders. They are typically wide enough for side-by-side riding and passing.

Addressing Concerns: To address pedestrian conflicts, bike paths can be more “street-like” or more “sidewalk-like,” signaling to all users who has right of way at conflict points and encouraging safe movements.



Dedicated Bicycle Path on the Land Side

Type: Cycle Track

Advantages: Reduces pedestrian conflicts at major pedestrian gathering places, or intense urban activity.

Disadvantages: Pedestrian/bicycle conflicts at east-west crossings. Requires additional width to accommodate pedestrians in a separate facility. On the Seattle waterfront would require cyclists to cross traffic turning in and out of downtown at every block.

Applicability: Would attract more cyclists than bike lanes, but significantly fewer than a water-side path.

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BICYCLES: DESIGN DIRECTION

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.



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TRANSIT FRAMEWORK

The Waterfront Seattle project area will be easily accessible to people from all over Seattle and the Puget Sound area using existing transit options and with planned transit improvements by King County Metro and other agencies. Today, Third Avenue is a major transit spine, with both surface transit and the downtown transit tunnel, for bus and light rail connections. A key proposal of this mobility and access plan is the addition of streetcar or trolley bus service on First Avenue. The new First Avenue transit service will be frequent and easy to use, and easily accessible from the waterfront with the improved east-west pedestrian connections proposed.

Other transit improvements serving the waterfront include the Madison rapid trolley bus route connecting Colman Dock to First Hill and beyond, and the new First Hill streetcar line which will terminate near First and Jackson. Frequent Rapidride buses serving West Seattle and Ballard will access Downtown using Alaskan Way and either Columbia or Main Streets.

To provide convenient local access along the waterfront, frequent, easy to use transit will run along Alaskan Way from the Sculpture Park to Pioneer Square. This transit will operate in the street and may be a streetcar, trolley bus or smaller transit vehicle. This transit mode needs to be focused on movement of people along the waterfront; characteristics could include high frequency operations, low floor vehicles, and a character distinctly of and for the waterfront in its design.

Colman Dock is one of three important intermodal transit hubs in the downtown, and serves over 4 million walk-on ferry passengers each year. Washington State Ferries plans to replace much of the dock structure and the passenger terminal building between 2015 and 2020. Both the larger vehicle ferries and passenger-only ferries will continue to arrive and depart from Colman Dock. Safe, pleasant and convenient pedestrian access from Colman Dock to nearby transit service on First Avenue, Alaskan Way and Madison, Marion and Columbia Streets is provided through new sidewalks, crosswalks and a wider Marion Street pedestrian bridge. Passenger drop off, taxis and future bike share programs would be accommodated adjacent to the dock on the west side of Alaskan Way.



Westlake Transit Station, Seattle

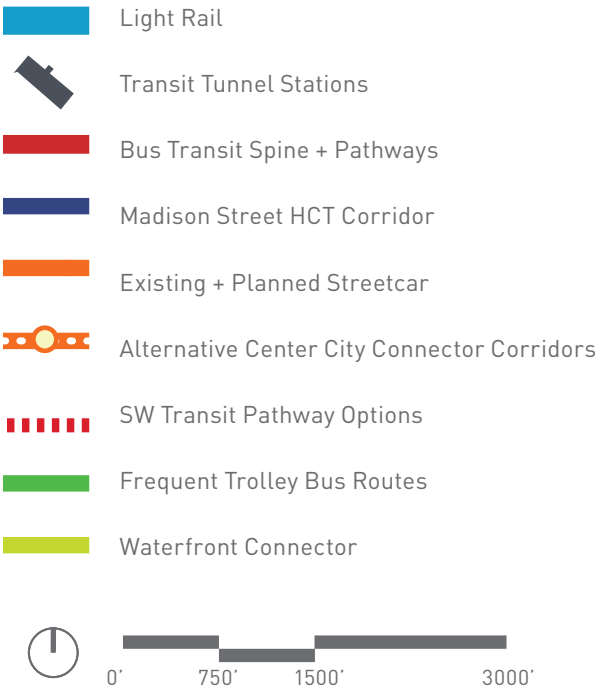


King Street Station, Seattle



Ferry, Seattle

TRANSIT NETWORK



MOBILITY + ACCESS

REGIONAL TRANSIT



COLMAN DOCK TRANSIT HUB

Colman Dock is one of three important intermodal transit hubs in downtown Seattle; it serves over 4 million walk-on ferry passengers each year. To facilitate better connections with Colman Dock and the waterfront, a new high capacity transit corridor that stretches along Madison from Elliott Bay to First Hill and destinations beyond will provide easy and frequent access from the east.

The Waterfront plan includes improved transit stops on Columbia and Alaskan Way to provide easy connections for ferry passengers to the Madison transit service, north-south service on the waterfront, and potential RapidRide and other transit serving southwest King County on Columbia Street. The illustration at the right was developed to show the layout of transit hub operations.



SOUTHWEST TRANSIT PATHWAY

Transit from West Seattle and other areas south of downtown can currently get to the city center using ramps at Columbia and Seneca. Those ramps will be removed when the viaduct is demolished. City staff are working with King County Metro to find new pathways for southwest transit routes such as RapidRide from West Seattle.

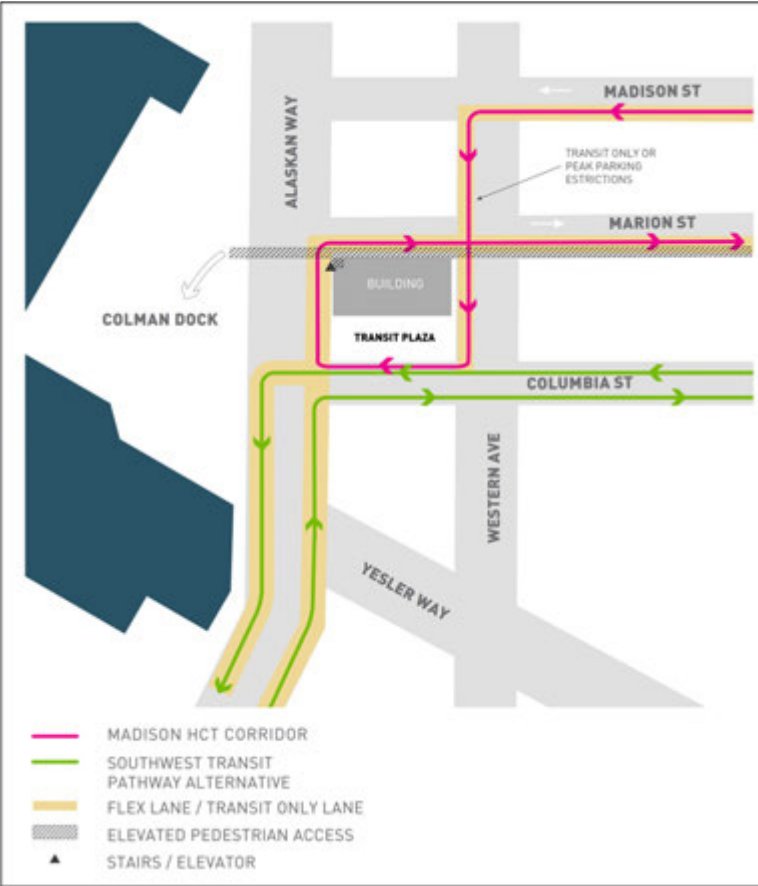
Two options under consideration to accommodate this southwest traffic are Columbia or Main Street. Use of Columbia would necessitate that it become a 2-way street (for transit only), as shown in the illustration at the right. This would bring as many as 50 buses per hour at peak periods to Colman Dock, enhancing connectivity region-wide.



FIRST AVENUE TRANSIT

The Waterfront plan calls for a new frequent and easily accessible transit line running on First Avenue, connecting Pioneer Square and the King Street Station transit hub with Colman Dock (via the Marion Street bridge), the Seattle Art Museum, Pike Place Market, and other important Center City destinations further north. First Avenue will become the new front door to the waterfront once the Alaskan Way Viaduct is removed. Improved east-west pedestrian connections, including escalators and elevators at Union and Seneca Streets, and a new wider Marion Street pedestrian bridge, will make First Avenue transit easily accessible from the waterfront.

The City is currently studying options for connecting up two Center City streetcar lines -- the First Hill Streetcar, currently under construction, and the existing South Lake Union Streetcar. If First Avenue is selected



then frequent streetcar service would connect the dense housing and job centers of First Hill, Capitol Hill and South Lake Union to within easy walking distance of the waterfront. If another streetcar route is selected then First Avenue would instead be served by a frequent and convenient low-floor bus connecting Pioneer Square and King Street Station with Pike Place Market, Belltown and the west side of Seattle Center.

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LOCAL WATERFRONT TRANSIT

One of the challenges of Seattle’s waterfront is its linear nature. Stretching from King Street in the south to the Sculpture Garden and Myrtle Edwards Park in the north, the Waterfront is over 1 1/2 miles in length, too great a distance for many people to walk. For more visitors to fully enjoy the waterfront some assistance with mobility is needed, in the form of north-south transit circulation. In order to optimize the use of limited space for many diverse demands, it is necessary to provide this assistance within the limits of the roadway.



RUBBER-TIRED TRANSIT

The simplest, lowest cost, most flexible, and easiest to implement option is some form of rubber tired transit. It is critical, however, that the vehicles and service model be unique to the waterfront, not regular King County Metro buses. There are many options for special vehicle types.



Proposed Routing: Rubber-Tired Transit Option

The route for both alternatives needs to cover the entire waterfront while connecting the Sculpture Garden, Pioneer Square and the Stadium area. The proposed route and stops for the rubber-tired transit option are shown here. There are 12 proposed stops in each direction, located to coincide with major activity centers and important east-west connections. The stops proposed would be in-lane stops, meaning the waterfront connector vehicle would stop in the lane of traffic to board and alight passengers. The transit stop could be created with a “bulbed-out” section extending into the parking lane.

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LOCAL WATERFRONT TRANSIT



WATERFRONT STREETCAR

An Alaskan Way streetcar between the Sculpture Park and Pioneer Square could serve the longer term needs for north-south circulation along the waterfront. A streetcar in this area could be tied in to the First Hill Streetcar Line, eliminating the need for a maintenance area on the waterfront. A streetcar along the waterfront would run in the street, sharing the center lanes with other vehicles and using the medians as platform locations. While the streetcar could be modern or historic there are some design issues that need further study for use of historic cars, including grades, ease of access and safety of operations on a busy arterial street.



Proposed Routing:

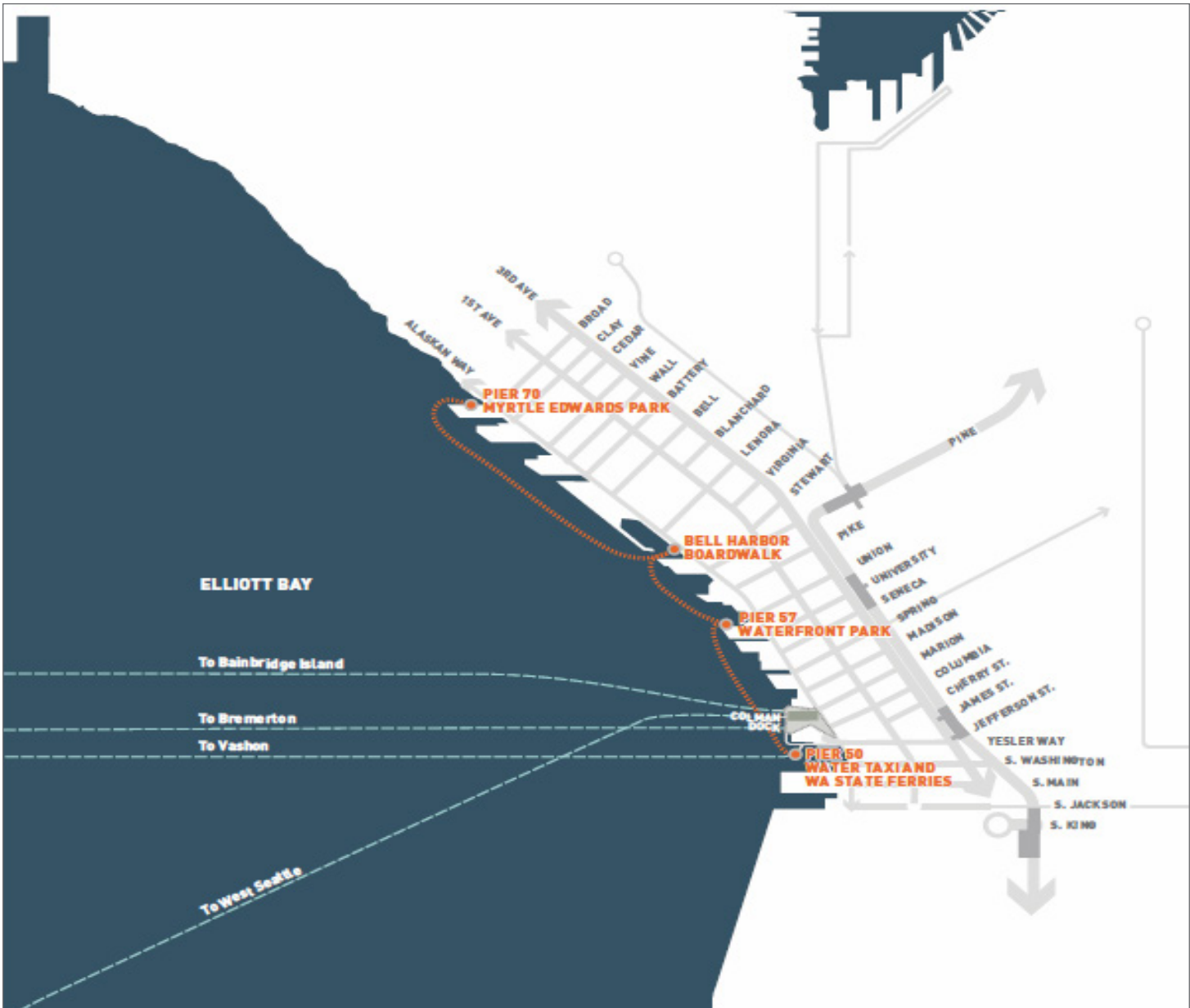
Streetcar Option

The route for both alternatives needs to cover the entire waterfront while connecting the Sculpture Garden, Pioneer Square and the Stadium area. The proposed route and stops for the streetcar option are shown here. There are 8 or 9 proposed stops in each direction, located to coincide with major activity centers and important east-west connections. Stops will be located in the center median of Alaskan Way. The “flex” lanes on Alaskan Way south of Yesler will make it difficult for streetcars to stop and serve passengers. It may, therefore, be more appropriate for north-south streetcar transit to turn at Yesler, leaving the waterfront a little earlier but still providing good connections from the Sculpture Park to Pioneer Square.



GREEN-POWERED WATER TAXI

Local North/South transit could be supplemented by a water born taxi serving popular activity areas.



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REGIONAL CONTEXT

The new Alaskan Way will serve an important role for regional traffic, transit and freight. The Alaskan Way surface street is part of a larger system of improvements – along with the new SR 99 bored tunnel – to replace the Alaskan Way Viaduct. While the new tunnel will provide an efficient bypass of the downtown core for regional traffic, those accessing Downtown and Northwest Seattle from SR 99 will primarily use the new Alaskan Way. With the removal of the Alaskan Way Viaduct, and construction of the new SR 99 tunnel, the use and function of Alaskan Way will change. The new street will accommodate the following uses:

- Freight traffic travelling between the Duwamish Industrial Area and northwest Seattle
- Vehicles traveling between Northwest Seattle and the SR99 stadium area ramps and other destinations south of Downtown.
- Ferry traffic accessing Colman Dock to/from the south
- Transit serving southwest Seattle and King County to/from downtown

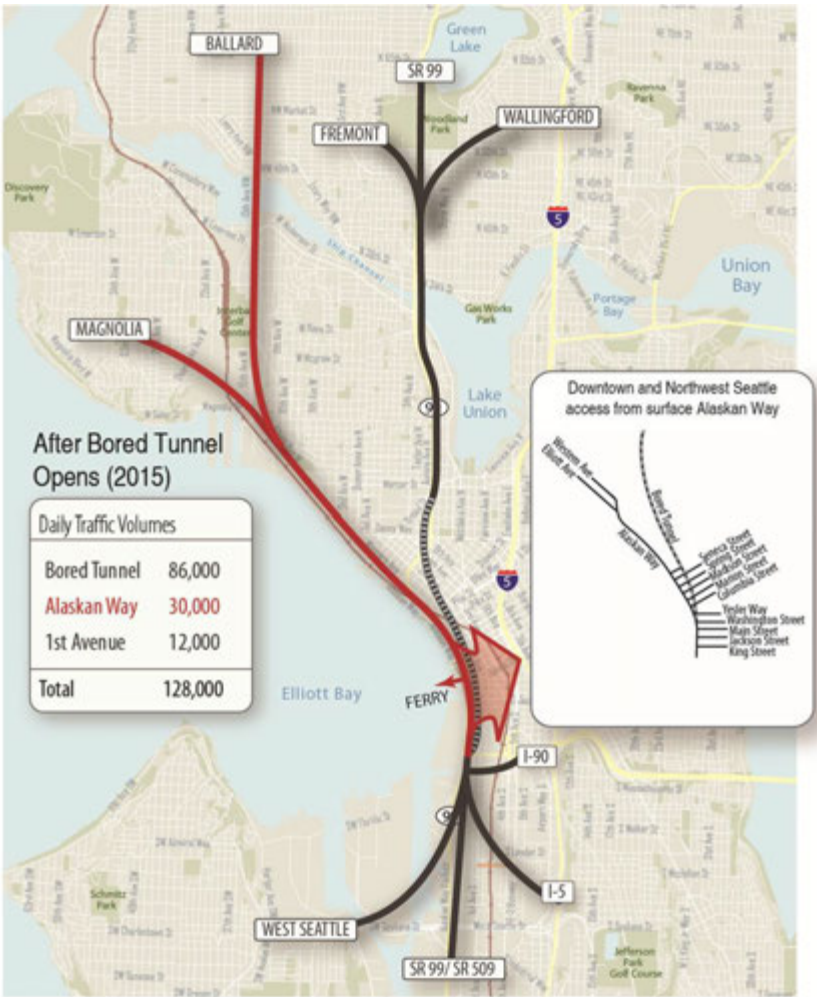
As a result, the new Alaskan Way surface street will accommodate more traffic than it does today - with the greatest concentration of traffic at the southern end of the new street, between the south portal of the SR 99 tunnel, and Colman Dock.

Alaskan Way will remain a primary regional freight route through downtown Seattle.



Existing Traffic Patterns

Today, access to downtown Seattle from the Alaskan Way Viaduct is provided through ramps at Seneca and Columbia Streets.



Future Traffic Patterns

After the SR 99 Bored Tunnel opens in late 2015, access to downtown Seattle will be provided via the new Alaskan Way, using the existing street grid.



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LOCAL CONTEXT: ALASKAN WAY

The new Alaskan Way is configured to support multiple users, including: cars, regional transit, local circulator transit freight, and bicycles. The street is designed to function as a typical downtown arterial street with a 30 mph speed limit and signalized intersections at each cross street.

KEY ELEMENTS

- Special purpose “Flex Lanes” between King Street and Yesler Way accommodate ferry traffic and transit lanes. Center turn pockets facilitate southbound left turns into downtown Seattle in some locations.
- In-street parallel parking and loading is provided along Alaskan Way.
- While bicyclists are provided with a separate off-street facility, some cyclists will be chose to ride in the street. The new Alaskan Way will safely accommodate these more confident recreational cyclist and commuters.

- Frequent, easy to use transit will run along Alaskan Way from Pioneer Square to the Sculpture Park. Transit will operate in the street and may be a streetcar, trolley bus or smaller transit vehicle.
- Alaskan Way will continue to provide access to and from the Colman Dock ferry terminal. The new Alaskan Way must also accommodate queuing ferry traffic due to removal of the queuing space beneath the Alaskan Way Viaduct.
- A broad array of businesses and institutions line both sides of Alaskan Way. Each of these entities require vehicular access for deliveries, service, parking and loading functions.

TRAFFIC VOLUMES

Traffic volumes will vary significantly along the corridor, with the highest volumes expected in the area to the south of Colman Dock due to additional demand from ferry traffic and vehicles and transit using Alaskan Way to access downtown to and from the south.





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LOCAL CONTEXT: EAST-WEST STREETS

The east-west streets that link Alaskan Way to the city vary in function, character and the nature in which access to and from the waterfront occurs.. Proceeding north, the east-west streets become steeper, and eventually only connect to the waterfront through stairs, or elevators, or in some cases are impeded by topography or other constraints. The following focuses on how these streets will function as proposed in the Framework Plan.

COMPLETE STREET CONNECTIONS

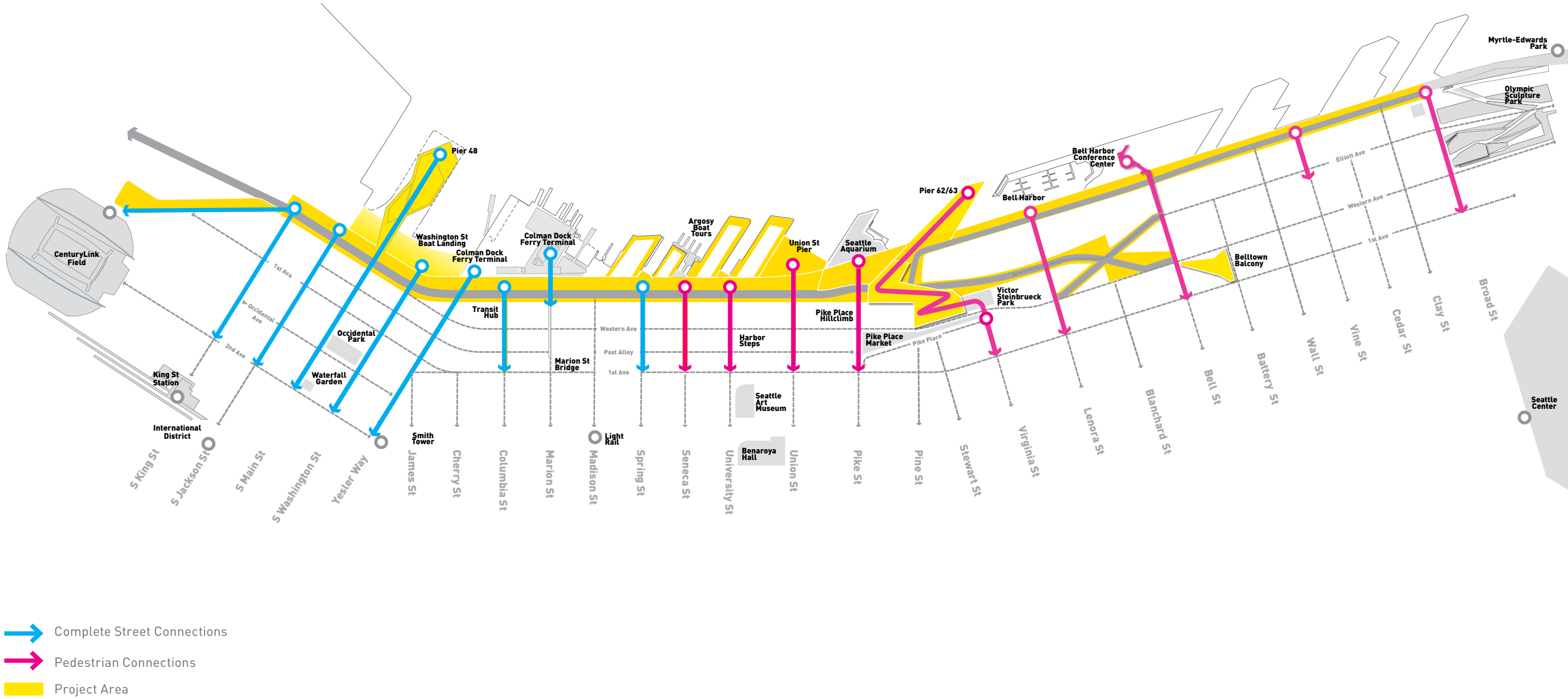
The following streets intersect with Alaskan Way, and provide connections to the waterfront for all modes, including vehicles, bicycles and pedestrians to ensure safe and inviting connections to Alaskan Way.

- **Railroad Way** is primarily a pedestrian-focused shared street, with limited vehicle access. It will provide an important link between the Stadium District, Pioneer Square and the waterfront.
- **King Street** is a key access route to King Street Station and the parking lots for the stadiums.
- **Jackson Street** will connect the waterfront to the First Hill Streetcar project improvements.
- **Washington** and **Main Streets** are identified in primary pedestrian connections between Pioneer Square and the waterfront, and will be improved to enhance this emphasis.
- **Yesler Way** will remain as a primary connection between Pioneer Square, and the waterfront, including Colman Dock. Improvements will include enhanced pedestrian and bike connectivity.
- **Columbia Street** is important for transit and considered to be part of the Coleman Dock transit hub. Improvements will include a transit plaza to accommodate bus connections to and from the southwest, and central Seattle.
- **Marion Street** is the main pedestrian connection to Colman Dock. A new bridge will retain the connection between First Avenue and Colman Dock, but also add stairs and an elevator on the east side of Alaskan Way to allow pedestrians to better access the ferry from Alaskan Way.
- **Spring Street** serves a key role as being the furthest north vehicular connection between the waterfront and downtown core and is also a key pedestrian link.
- **Broad Street** is a key connection that links Belltown to the waterfront, and one of the few streets to cross the BNSF tracks near the waterfront.

PEDESTRIAN CONNECTIONS

The following streets provide limited connectivity between Alaskan Way and the downtown core primarily due to differences in elevation. This difference in elevation limits the ability of providing vehicular connections. Improvements will focus on enhancing pedestrian connections to the waterfront.

- At **Seneca Street** enhancements include an improved stair, and escalator/elevator connection between First Avenue and Western Avenue. Between Western and Alaskan Way, the connection will be a shared street, with limited vehicular activity.
- **University Street** a key pedestrian connection, with access to the Seattle Art Museum, Benaroya Hall and University Street transit station using the existing Harbor Steps. Improvements are limited to enhancements between Alaskan Way and Western Avenue.
- **Union Street** offers a great opportunity for an improved pedestrian connection between Waterfront Park and the downtown core. Improvements will include an improved stair, and escalator/elevator connection for pedestrians.
- The **Pike Street Hillclimb** offers an important pedestrian connection between the Waterfront and the Pike Place Market.
- At **Virginia Street**, the new Overlook Walk offers the opportunity to create a new connection from Virginia Street through Victor Steinbreuck Park to the waterfront.
- At **Lenora Street**, the existing pedestrian bridge will be rebuilt.
- At **Vine Street**, a new pedestrian bridge is proposed to span across the BNSF tracks to create a connection to the waterfront.
- **Bell Street** provides an important pedestrian connection over the BNSF tracks and Alaskan Way to link to the Bell Street Cruise Terminal and access to the waterfront.



- Complete Street Connections
- Pedestrian Connections
- Project Area



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PARKING

Historically, people accessing the waterfront by car have either parked beneath the Alaskan Way Viaduct, or parked in nearby parking lots and 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.

Seattle’s Central Waterfront attracts a diverse group of visitors today. In the future, the number and range of reasons people visit the waterfront will multiply. User groups include, among others:

- Customers of existing and future businesses
- Customers and employees of major tourist destinations (i.e., hotels, Seattle Aquarium, Pike Place Market, Underground Tour, Space Needle, Seattle Center, Bell Street Cruise Terminal, Seattle Ferry Terminal)
- Visitors to Seattle via attending conventions, staying in area hotels
- Cruise ship tourists
- Baseball, soccer, concert, and football (professional and college) game attendees
- Sporting and special event attendees at CenturyLink and Safeco stadiums
- Visitors to downtown visiting multiple sites
- Local residents and employees
- Recreational users (walkers and bikers)
- Commuters and regional travelers passing through

It is helpful to consider the varied customer groups in terms of their trip purpose, duration, and sensitivity to parking location and price:

Parking Purpose	Typical Duration	Priority for Accommodation along Waterfront
Loading	Less than 20 minutes	Very high
Cruise ship loading	Episodic and intense	Very high - requires detailed management plan
Short-stay visitors and shoppers	Less than 4 hours	High. Ensure parking pricing favors short term parkers.
Tour and school buses	A few hours	High. Ensure there is a strategy in place for tour and school buses for all waterfront attractions. Designated bus staging and parking areas will need to be managed by time of day and coordinated with special events. Passenger loading should be proximate to destination, especially for school buses.
Waterfront event attendees	A few hours	Moderate. Develop parking management strategies for major waterfront events, directing visitors to specific parking facilities distributed throughout Center City.
Non-Waterfront event attendees	A few hours	Low. Accommodate elsewhere, but attract to waterfront before and after events
Cruise ship passengers	Several days	Low. Accommodate elsewhere and provide shuttle connections.
Employees	8 hours or more	Incentivize employees to use transit and ride share; prioritize short term shoppers and visitors.

MOBILITY + ACCESS

PARKING

Recommendations:

The new Alaskan Way will include short-term on-street parking, passenger loading zones and truck loading zones on each block. However, while parking along the new Alaskan Way will be convenient for waterfront businesses and activities, there will be fewer spaces than previously available under the viaduct. To mitigate this reduction and accommodate the anticipated increase in the number of people experiencing the waterfront, additional strategies are being explored in conjunction with the mitigation of parking impacts associated with the construction of the tunnel by WSDOT. Key strategies include:

- partnering with private developers to build a mixed use project that includes new short term parking
- better utilization of existing parking near the waterfront using real time information (signs showing parking availability, smart phone apps)
- revising on-street parking policies to optimize parking occupancy and turnover
- partnering with private parking facilities to provide more short-term parking for waterfront visitors

Parking Management:

In order to meet the demands for parking in the Central Waterfront it will be necessary to manage available parking carefully to maximize the use of that parking for high priority users. Strategies for managing parking include:

- 1) Pricing for short-term use of space
- Work with private parking facility owners to reduce the price for short term (less than 4 hours) parking for facilities in the proximity of the waterfront. This strategy will be used and evaluated as a mitigation strategy for the SR 99 Bored Tunnel construction. That provides an opportunity for garage owners to assess the value of the short term parking market. The city will work to educate parking providers on the viability of the short term parking market and will look for opportunities to encourage marketing of short term parking in private garages.
 - on-street parking will be similarly managed, to maximize the use of space for the high priority users of the waterfront
- 2) E-Park expansion
- Improve ability for motorists and pedestrians to reach destinations and parking in Pioneer Square and along the Central Waterfront. E-park build-out is occurring in 2012 and will incorporate approximately 10 additional parking garages (see e-Parking Garages figure, this page). The build-out phase targets the Pioneer Square and Central Waterfront neighborhoods; approximately sixty percent of candidate garages in the built-out system are located within three blocks of parking removed for the Alaskan Way Viaduct Seawall Replacement Program.



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PARKING

Parking Supply:

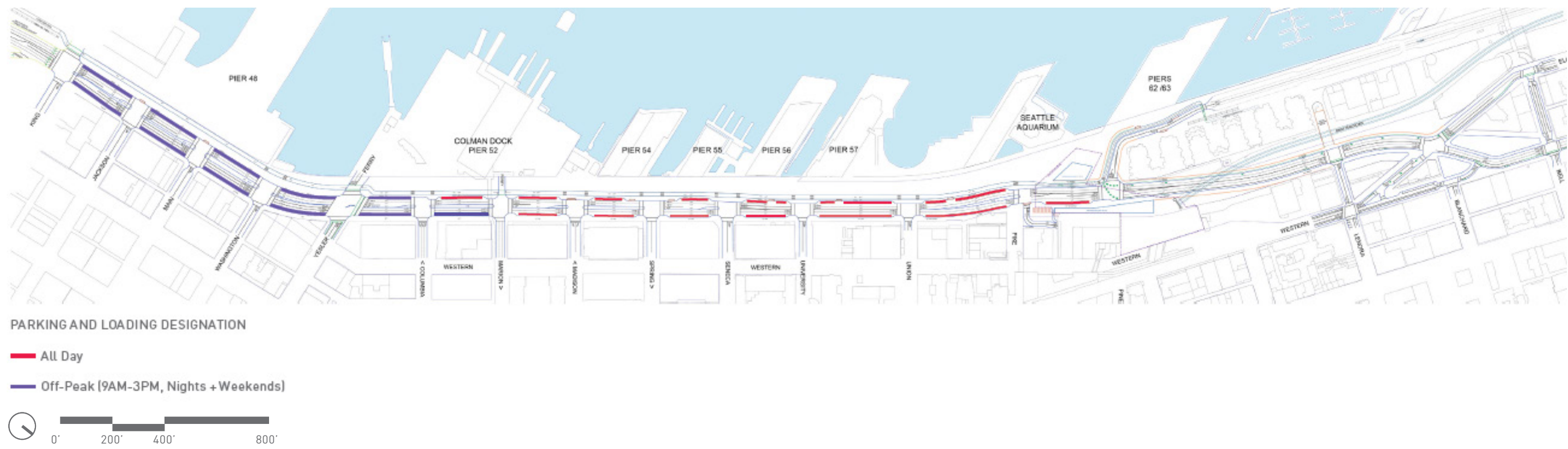
To mitigate construction impacts on existing short-term parking on the Central Waterfront and in Pioneer Square, \$30 million was included in the SR 99 Bored Tunnel project budget to fund parking programs and replacement parking . While the mitigation plan is focused on parking impacts during construction, several strategies provide long-term benefit consistent with the Waterfront Parking Strategy.

Off-Street:

More specifically, approximately \$10M could be allocated to provide incentives for mixed-use development that includes parking in the close proximity to the waterfront. It is anticipated that up to 500 off-street short term parking spaces could be added to the available waterfront parking using this strategy. Additionally, up to \$5M could be allocated for purchase and re-purposing of a parking garage.

On-Street:

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.



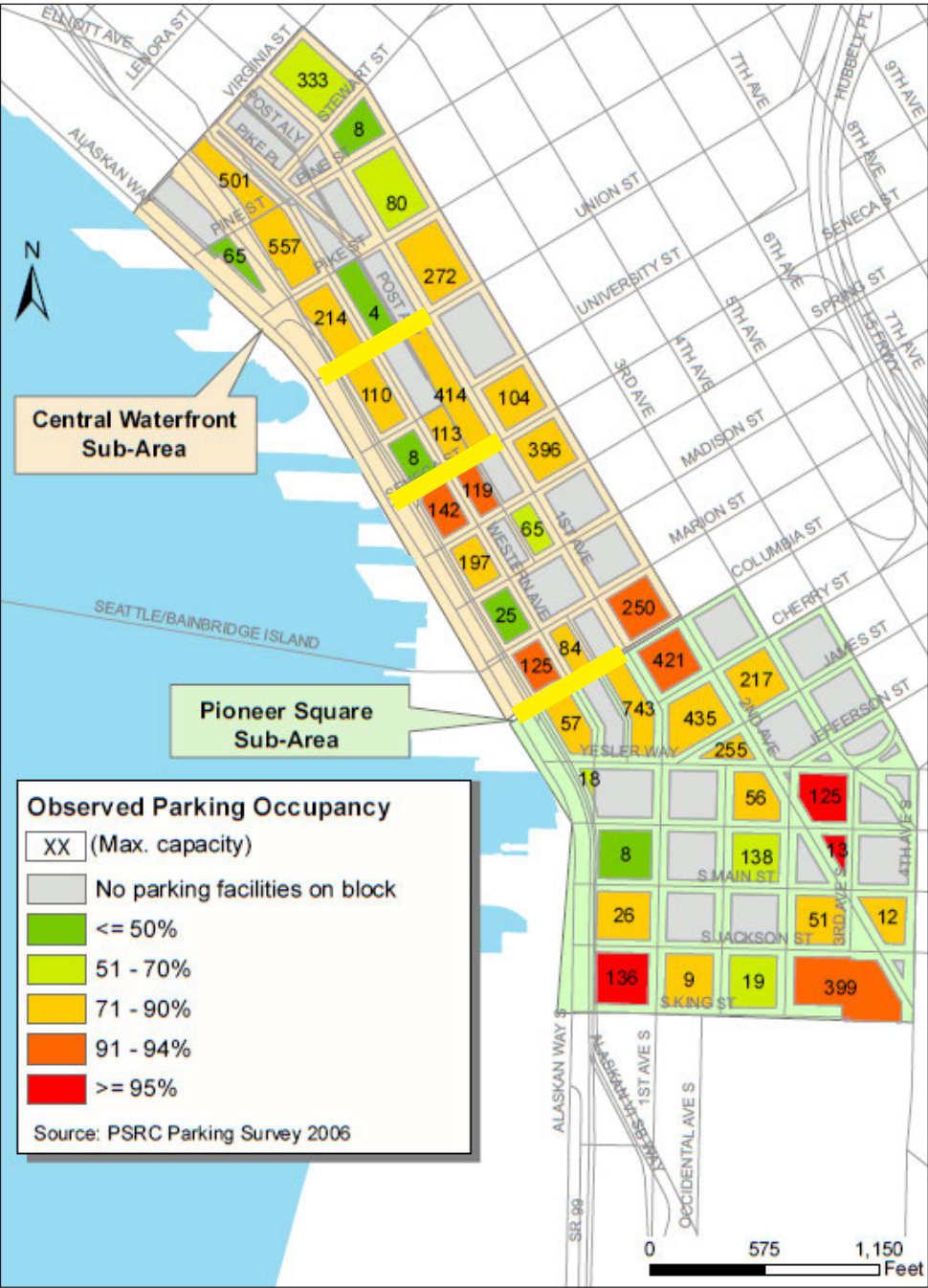
MOBILITY + ACCESS

PARKING

Parking visibility and connections:

A number of east-west connections will be enhanced as a part of the waterfront program. Improvements include adding elevators and escalators to facilitate movement in steeper areas as well as improving lighting, and adding plantings and other enhancements to improve and activate these connections as a part of the public realm. It is expected that these enhancements will make it easier and more attractive to park between First Avenue and Third Avenue visit the waterfront, perhaps as one of several stops on a visit to downtown Seattle.

As can be seen on the figure to the right, the proposed enhancements to Union Street, Seneca and Columbia provide effective and easy connections to several hundred parking stalls.



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PRECEDENT CASE STUDY

San Francisco’s Fisherman’s Wharf is a popular tourist destination visited by tourists from across the globe. The site provides a useful case study because of its high visitation rates, relatively limited regional public transit access, and the steep grades and distance that separate it from San Francisco’s major hotel districts. It is also notable that on-street and off-street public parking opportunities within a quarter to half mile walk of Fisherman’s Wharf are substantially more limited than Seattle’s Central Waterfront.

As visitation to Fisherman’s Wharf has grown over the last two decades, parking supply has shrunk and is expected to shrink further, as on-street parking is removed from Jefferson Street in the heart of the wharf commercial district, and as the F-line streetcar is extended to Fort Mason. The bulk of the growth in visitation to the Wharf has been by transit, walking and bicycling.

A 2006 survey of over 900 visitors showed that less than 25% of visitors arrived by private vehicle; those who did typically were traveling with multiple passengers. Almost 60% of visitors arrived by transit or on foot to Fisherman’s Wharf, with only a small percentage staying in the immediate vicinity. Almost all Fisherman’s Wharf visitors went to multiple destinations during their visit, so those who did drive only required a single parking space for several destinations.



Tourists Crowd Fisherman's Wharf
Source: Flickr user wharman

2.6 SUSTAINABLE DESIGN STRATEGIES

A Guiding Principle for the project is to put the shoreline and innovative, sustainable design at the forefront. The goals are to bring people to the water’s edge to experience the water and ecology of Elliott Bay, to improve shoreline ecology while preserving and enhancing maritime activities, and to reflect Seattle’s commitment to sustainability and innovation.

The Central Waterfront is at the heart of some of the oldest communities of Seattle. It is easily accessible to pedestrians and bicyclists as well as by several types of public transportation, such as ferries, trains, light rail, buses and street cars. Creating a public open space in the heart of Seattle will serve the global environment because it will encourage residences in urban neighborhoods and by so doing reduce pressure on undeveloped land outside the city. This will contribute to reducing pollution and development impacts, support the local economy and improve human health.

The waterfront is particularly interesting from a local environmental perspective. It is located within a region of transition between two ecological communities, the aquatic communities of Elliott Bay and the upland communities in the urban neighborhoods abutting the waterfront. Both ecosystems have suffered decades of pollution and degradation, and are in great need of some repair.

The waterfront project has assembled a multidisciplinary team of professionals experienced in sustainable practices to collaborate in the design process and draft an integrated sustainable design and implementation strategy.

Opportunities for improving the environment on the waterfront are discussed below. These opportunities will continue to be explored, and they will inform design, construction, operation and maintenance decisions throughout the life of the project. Construction and maintenance guidelines will be established to ensure that every effort is made to maintain and improve the waterfront towards sustainability in the long term. Site users and other stakeholders will continue to be engaged in meaningful participation to identify needs and to supplement professional expertise with local knowledge.



View of Elliott Bay and West Seattle from University Street



Aerial view of Seattle looking south

SUSTAINABLE DESIGN STRATEGIES

HABITAT AROUND THE BAY RING

An integral part of this project is to adopt strategies for improving the functions of natural ecosystems along the central waterfront. The waterfront is located within an “ecotone”, or region of transition between two ecological communities - riparian and intertidal. Those are framed by upland and aquatic ecological communities. Thus the Bay Ring can be described as having four habitat zones: upland, riparian, intertidal, and aquatic. This framework plan focuses on identifying opportunities for enhancing each one of these ecological communities on the waterfront and improving the connections between them.



Upland habitat zone



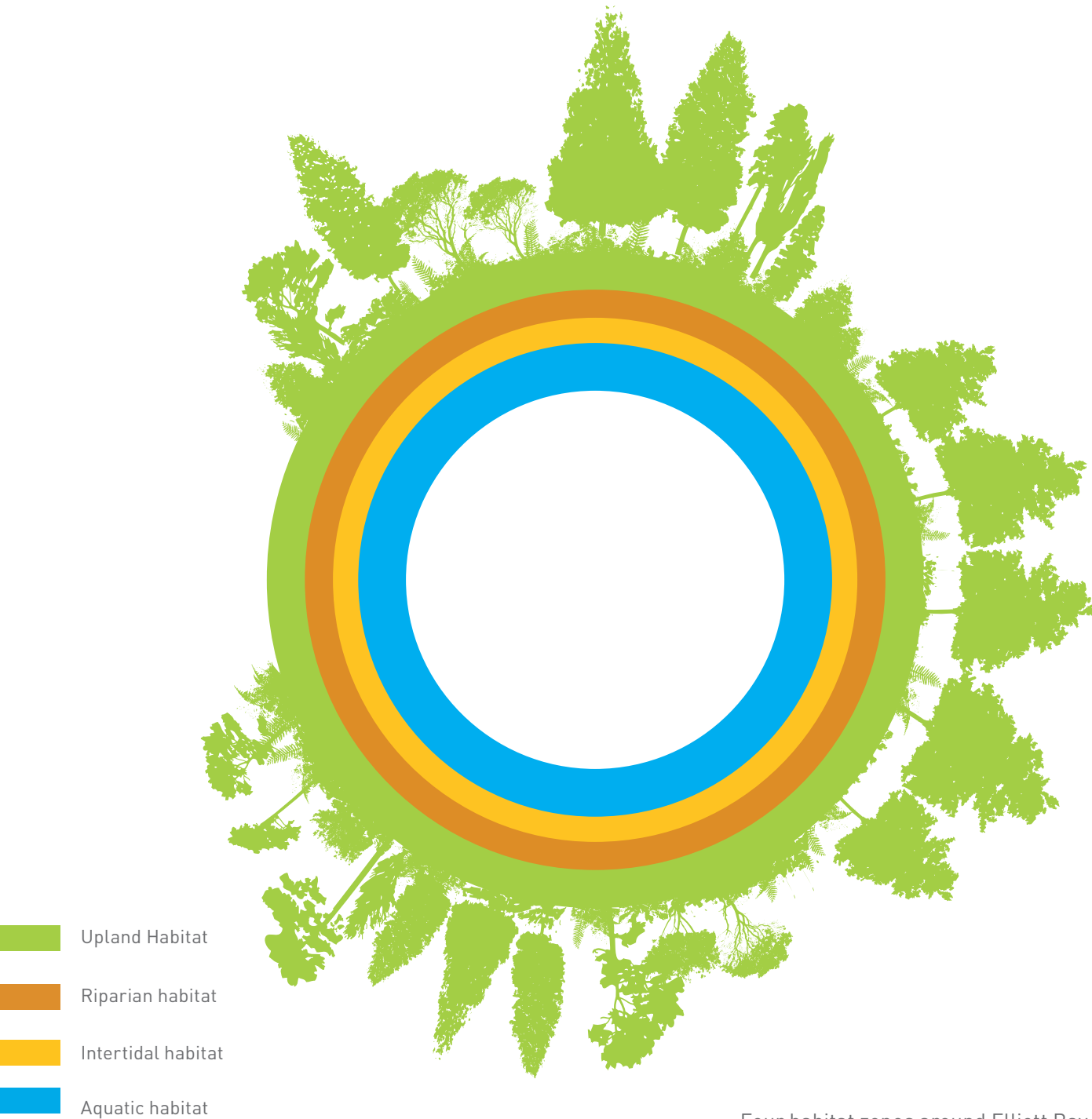
Riparian habitat zone



Intertidal habitat zone



Aquatic habitat zone



Four habitat zones around Elliott Bay



Beach at Vancouver BC

SUSTAINABLE DESIGN STRATEGIES

HABITAT AROUND THE BAY RING

UPLAND HABITAT

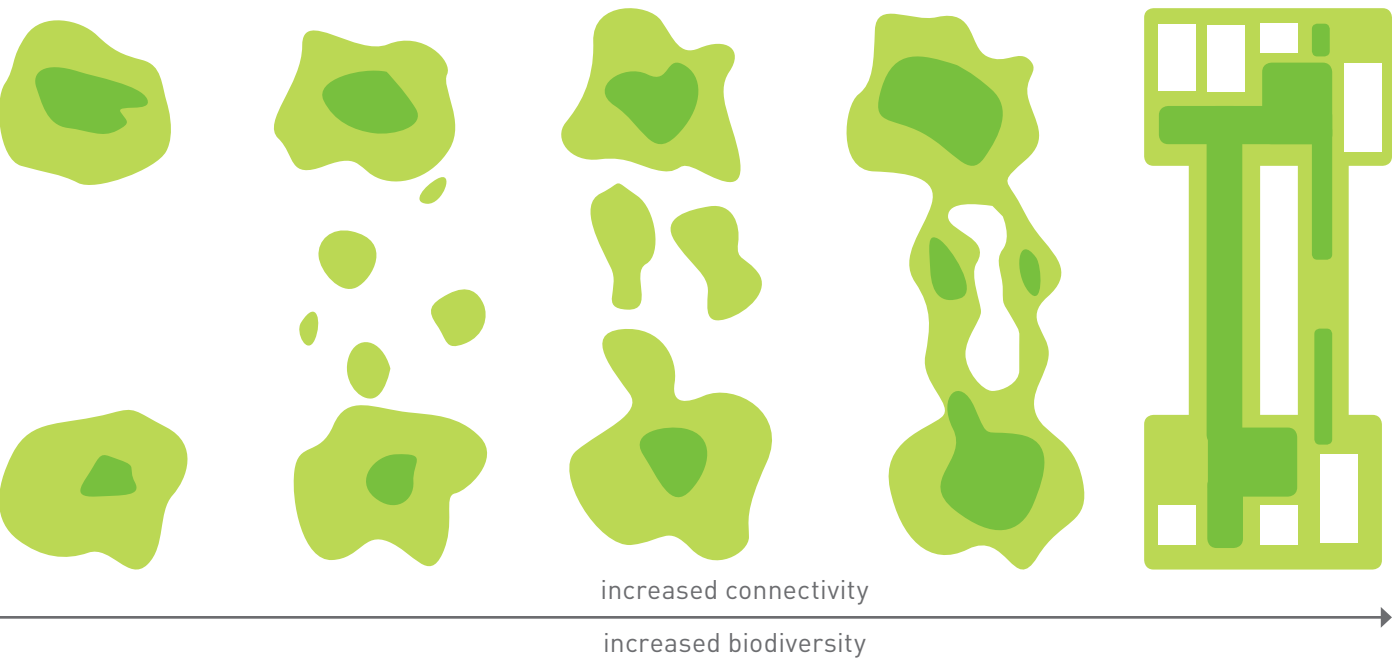
A primary component of the urban upland habitat is the urban forest. It helps mitigate air and water pollution and improve the urban environment for humans and wildlife alike. The City of Seattle Urban Forest Management Plan (2007) is taking steps to preserve and enhance Seattle’s urban forest which “has significantly declined over the last few decades.” This new commitment to reestablish the urban forest will serve three primary purposes:

- Create a more connected urban habitat system that pulls the natural realm into the city;
- Establish new and authentic parks, promenades and waterways; and
- Contribute toward a financial investment in mitigating the environmental impacts associated with urbanization, dramatically decreasing the long-term costs.

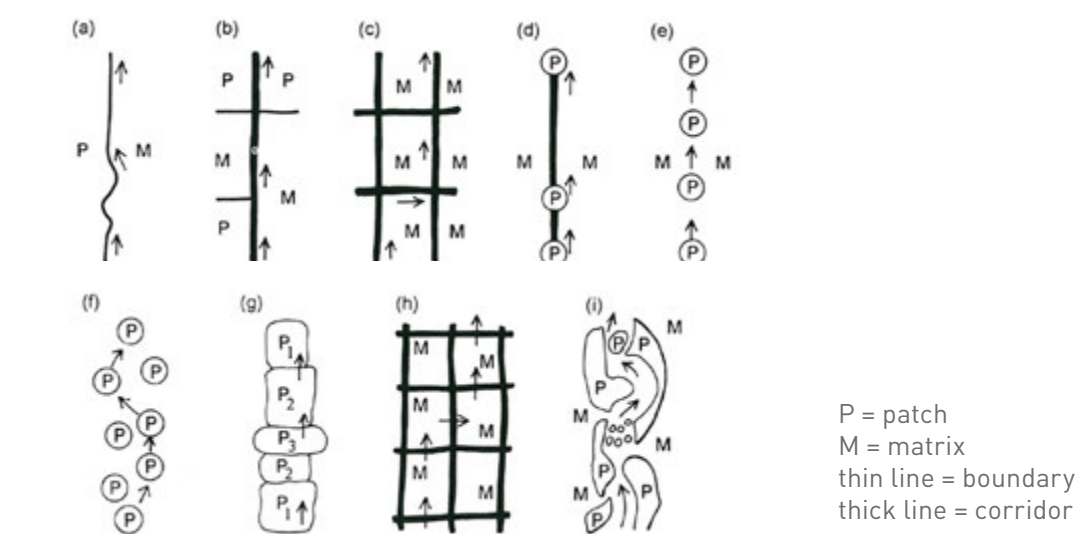
Seattle’s publicly managed parkland totals approximately 6,200 acres. This expanse of open space is dispersed throughout the city and takes on a wide variety of forms, ranging from

Interstate Highway Lid parks (Freeway Park + I-90 Lid Parks), to reclaimed military bases (Discovery Park and Manguson Park), to old growth forests (Seward Park). These parks and open spaces range in size from less than an acre to the 534 acres that comprise Discovery Park in Magnolia. Many of the existing parks found throughout Seattle are disconnected from each other, preventing wildlife from moving freely and safely from one area to the other. By strategically inserting vegetal connections between pockets of upland habitat, potential for more biodiversity is increased. The establishment of strategic upland habitat corridors, stretching from the aquatic regions to the upland and connecting existing and proposed habitats, will ensure the integration of the Central Waterfront with the existing urban open space network and its contribution to the creation of a more sustainable upland urban ecosystem. Strategic partnerships can prevent overlap and redundancy, encourage knowledge sharing and ensure a coherent effort to establish beneficial plant communities that will be interconnected to form a larger and healthier environment.

PATCH - CORRIDORS - MOSAIC



SPECIES MOVEMENT THROUGH NON-ADJACENT ELEMENTS



SOURCE: Richard Forman, Land Mosaics, 2003

PATCHES, CORRIDORS + MOSAICS ON THE CENTRAL WATERFRONT

This diagram shows existing green open spaces on and around the central waterfront. They form patches of urban habitat but remain disconnected from each other. Upland corridors which have potential for strengthening the connections between the patches are identified.

The Pioneer Square neighborhood and the Belltown Bluff both present opportunities for enhancing the local urban mosaic of upland habitat and linking it to riparian and aquatic habitat on the waterfront.

- Existing open space patches & corridors
- Potential Upland Corridors
- Habitat Enhancement Focus Areas



SUSTAINABLE DESIGN STRATEGIES

HABITAT AROUND THE BAY RING

RIPARIAN AND INTERTIDAL HABITAT

The intertidal region is an important part of the waterfront ecosystem. The rocky, wave-swept shore, native to the Puget Sound region, is a highly diverse and productive habitat. These shores are also inviting to people, making it easy for the public to interact with water and experience its diverse habitats (algae beds, seaweed, salt marshes) and species (barnacles, sea urchins, crabs, starfish, heron, salmon and varieties of sedges). While providing a wealth of educational opportunities, the intertidal region also plays an important role in the food web, by connecting the upland zone with the aquatic zone.

The central waterfront riparian and intertidal zone has been replaced by the Elliott Bay Seawall. This has reduced the functions of the riparian and intertidal ecosystems in this part of the Puget Sound and has made it hard for people to interact with the Elliott Bay. Riparian areas decrease the flow rate of storm water, trap sediments, and reduce the amount of harmful pollutants discharged in water bodies while significantly increasing biodiversity. The introduction of a beach, water terraces, storm water collection devices and “get-downs” can simulate some of the functions of those ecosystems while helping to restore some habitat along the water’s edge.

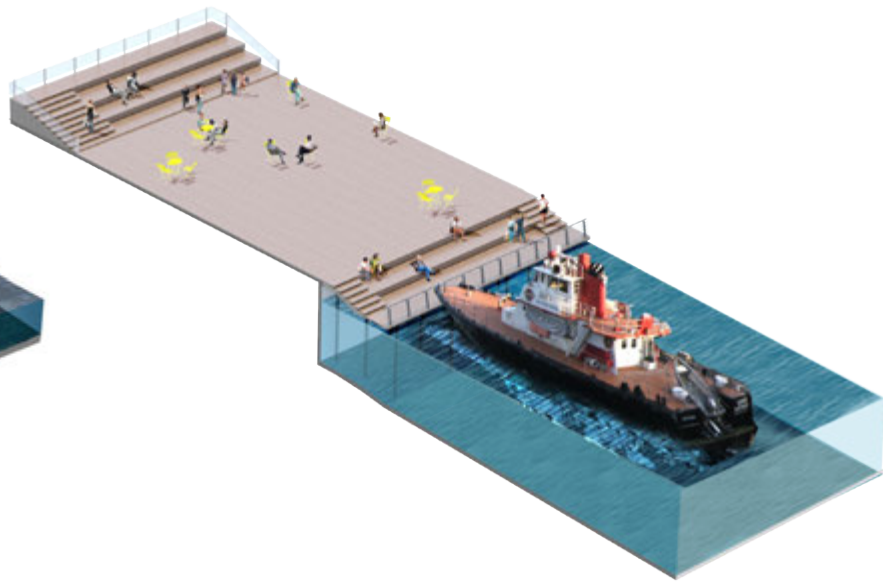
TIDELINE TERRACES



INTERTIDAL BEACH



HISTORIC PIERS GET-DOWN



AQUATIC HABITAT

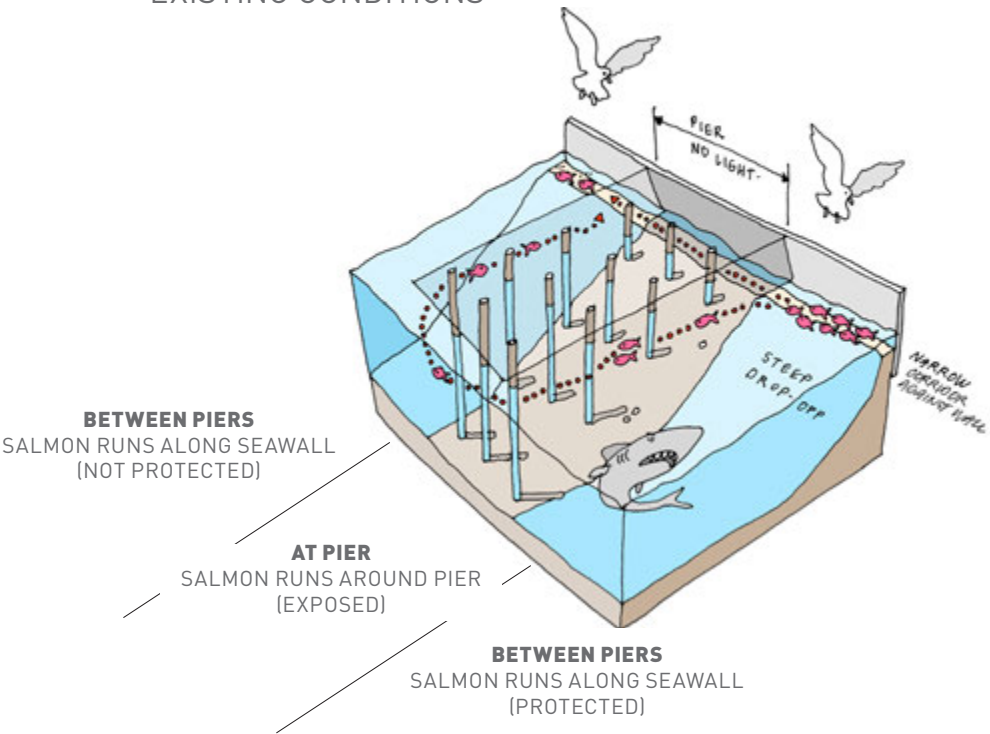
Efforts to restore aquatic habitat along the waterfront are a critical aspect of the scope of the Elliott Bay Seawall Replacement Project. The Elliott Bay Seawall runs along a natural salmon migration route. Salmon prefers light and shallow water which can no longer be found along the central waterfront, where dredging and over-water coverage have created deep and dark waters. Research conducted by the Elliott Bay Seawall Team has identified three primary existing conditions along the central waterfront:

- Near-shore conditions tend to have shallower water and natural light which the salmon favor. They swim along the edge where they are protected.
- The areas between the piers tend to have deeper water and more natural light.

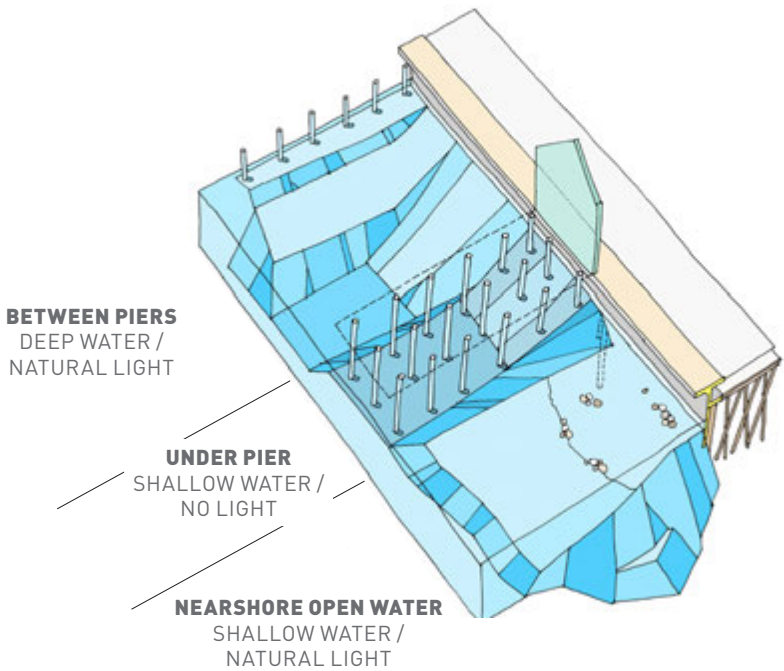
- The areas beneath the piers have relatively shallow water, but very little natural light.
- Because of the lack of natural light beneath the piers, salmon will swim towards the light around the pier perimeter and expose themselves to predators in the deeper waters.

One of the seawall project’s goals is to create a continuous Salmon migration corridor and increase near-shore ecosystem productivity. Working with the Seawall Team, the Waterfront Design will incorporate habitat restoration elements such as a light penetrating surface (LPS) in the promenade, which will provide light to the salmon corridor below and an intertidal habitat bench at the base of the seawall to provide shallow water structure for the establishment of aquatic vegetation.

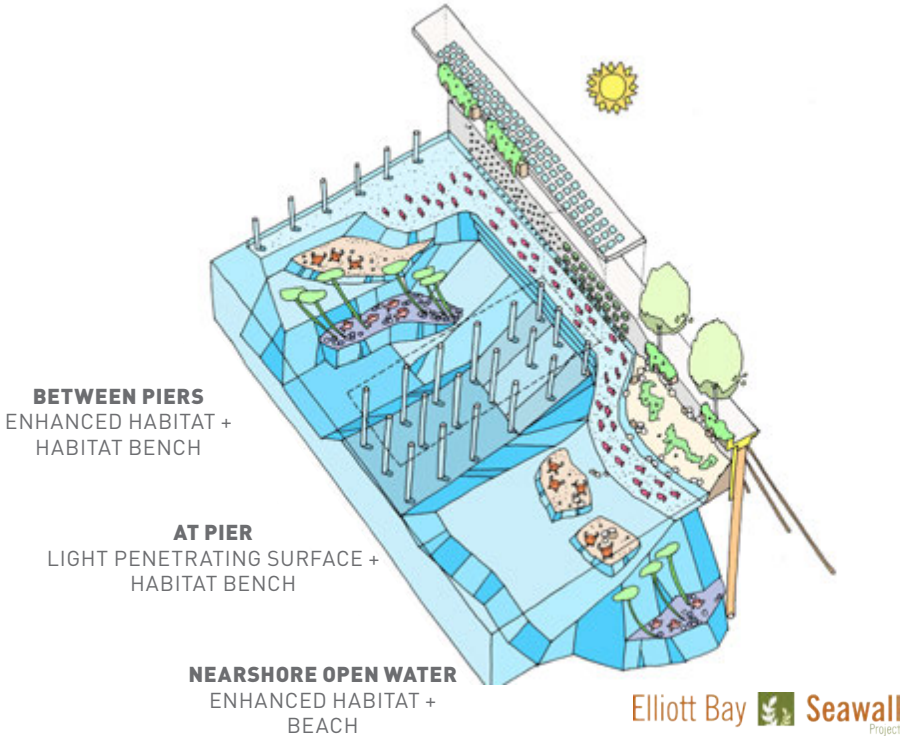
EXISTING CONDITIONS



EXISTING CHALLENGES



POTENTIAL ENHANCEMENT



SUSTAINABLE DESIGN STRATEGIES

HABITAT AROUND THE BAY RING

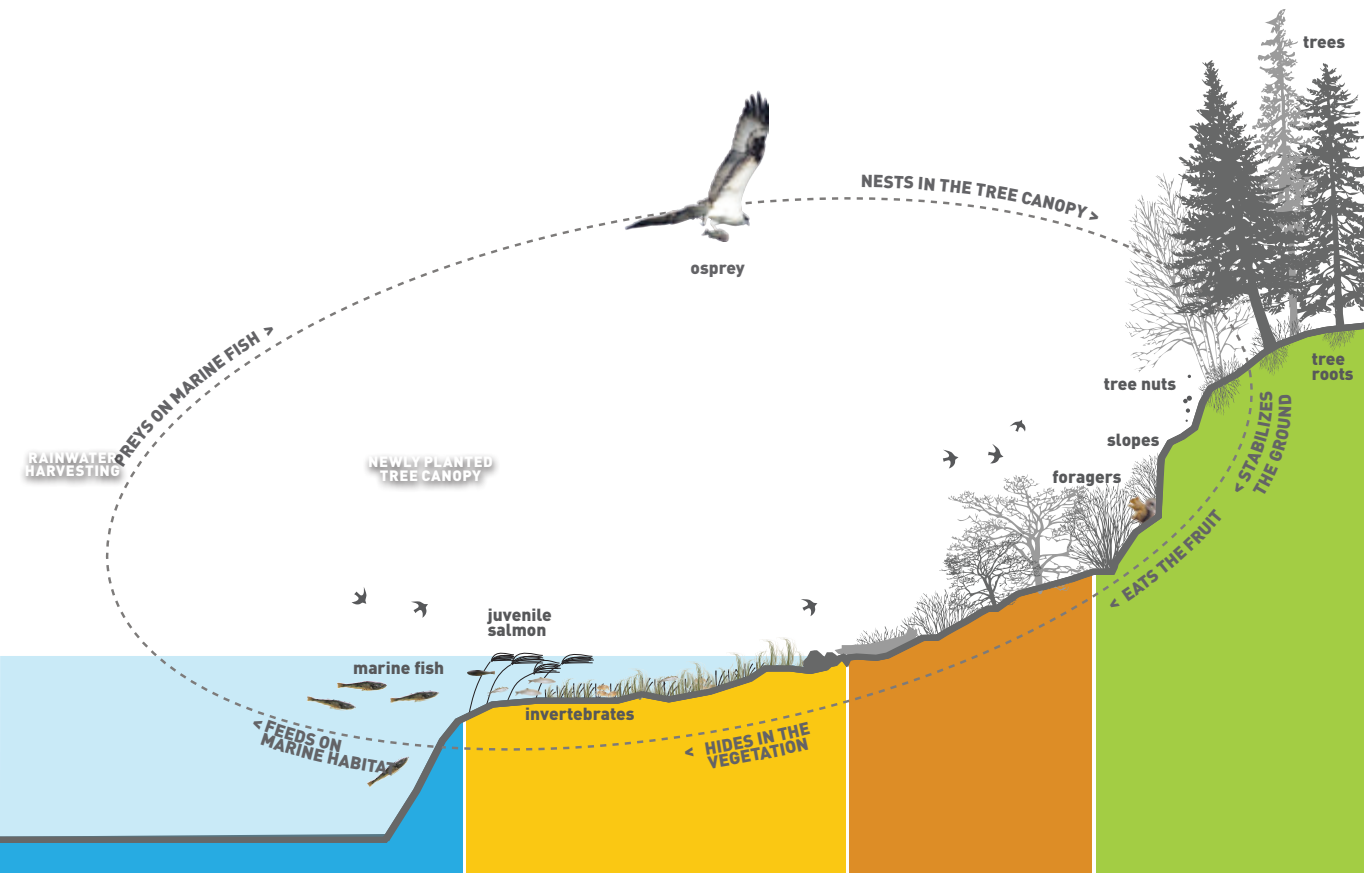
SPECIES INTER-RELATIONSHIPS

Each plant and animal species is dependent on a wide array of other species for survival. The diagram to the right illustrates this concept with an example of inter-related species typical to the Puget Sound’s native habitat. Ospreys hunt marine fish and juvenile salmon that swim in shallow intertidal waters and feed on the nearby aquatic plants and invertebrates. Further uphill, squirrels feed on nuts, which fall from the mature trees rooted in the steep upland slopes. These trees provide shelter and habitat for the osprey, and thus the cycle completes itself.

Interspecies relationships are critical for the establishment of healthy and robust ecosystems. The central waterfront design will consider those relationships while coordinating with the seawall design for key relationships with marine and inter-tidal habitat. The central waterfront design will also coordinate with SDOT and Seattle Parks and Recreation to identify key upland connections and relationships.

The process of enhancing and connecting habitats around the bay will help plants and animals find opportunities to establish themselves along the waterfront. The integration, maintenance and support of these relationships are critical to the health of natural ecosystems on the waterfront. Partnerships with local and national environmental initiatives will be necessary to augment and strengthen these relationships.

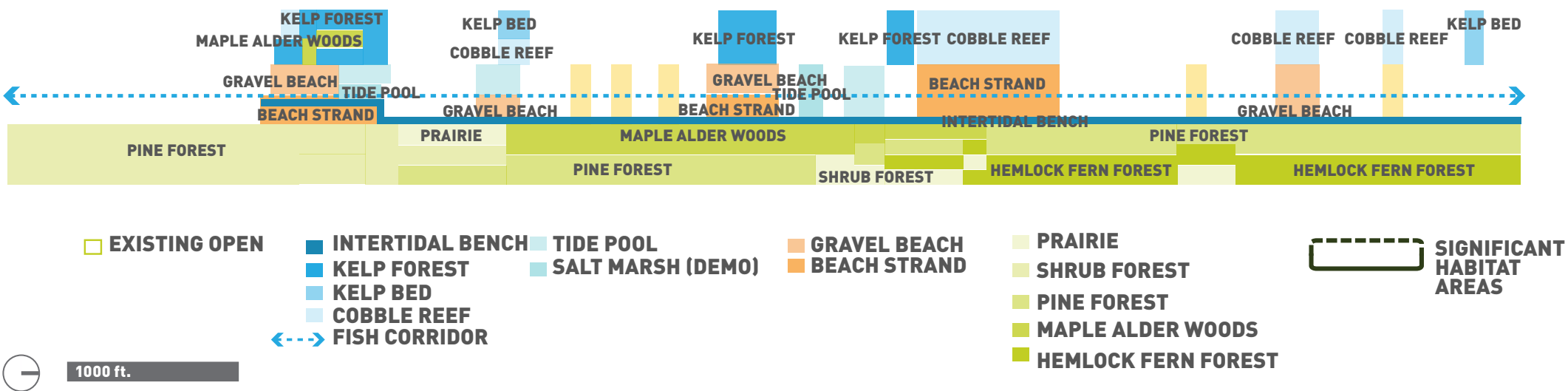
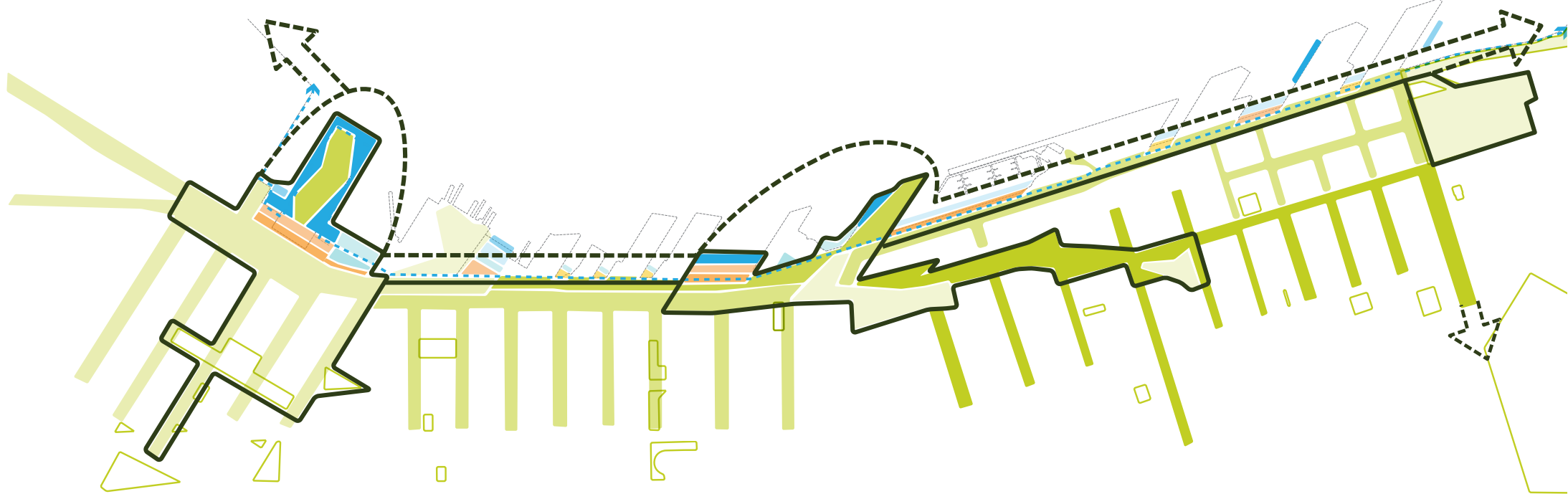
The diagram on the opposite page applies those principles to the central waterfront. However, it is important to understand that those principles remain hypothetical at this time. This diagram illustrates how species might be distributed in the context of the Central Seattle Waterfront and how they could fit into the urban form. During Schematic Design and Design Development, both the seawall project and the waterfront project will have an opportunity to develop the first steps of an integrated approach to habitat development on the waterfront.



Inter-species relationship in native coastal habitat

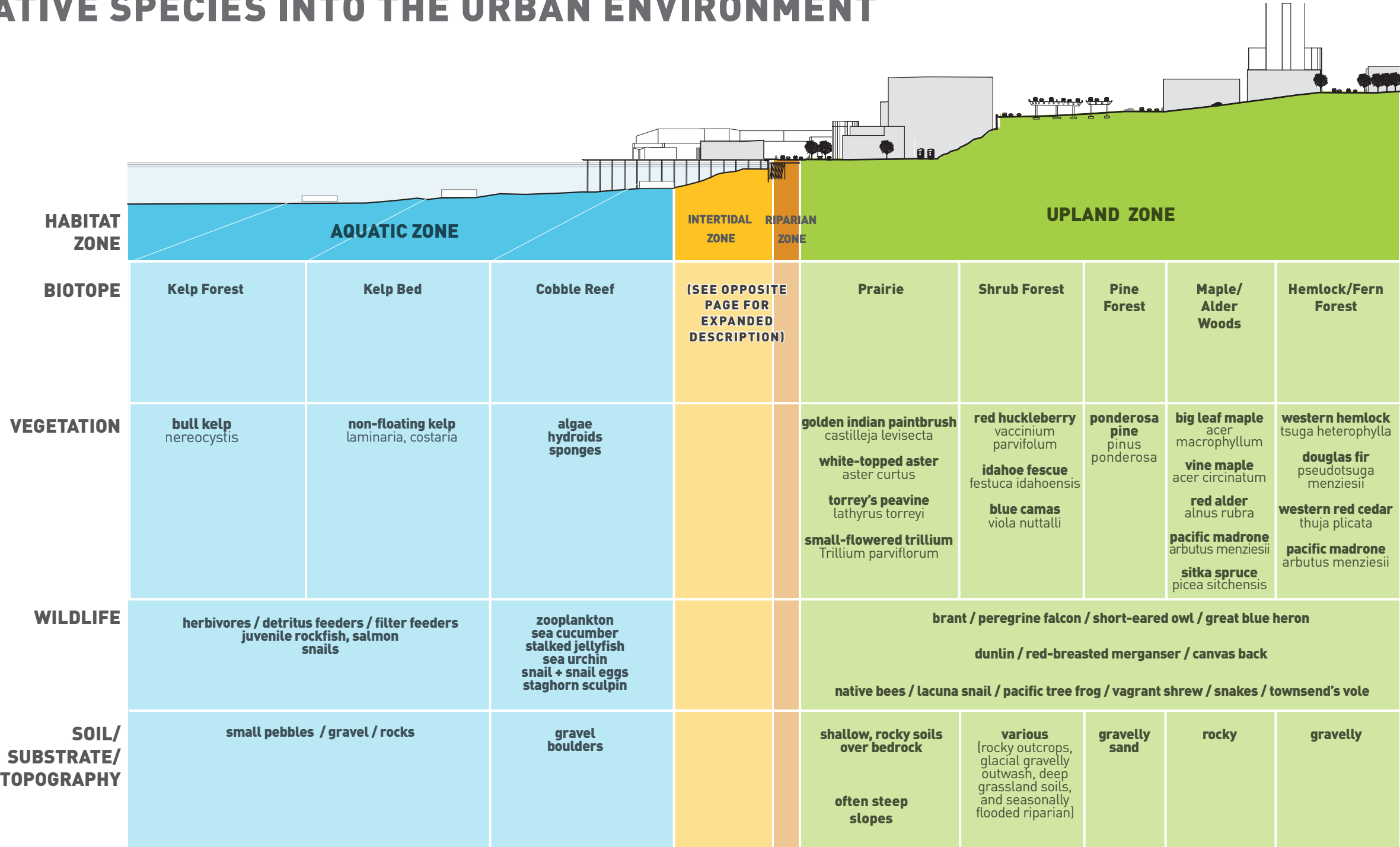
POTENTIAL HABITAT DISTRIBUTION

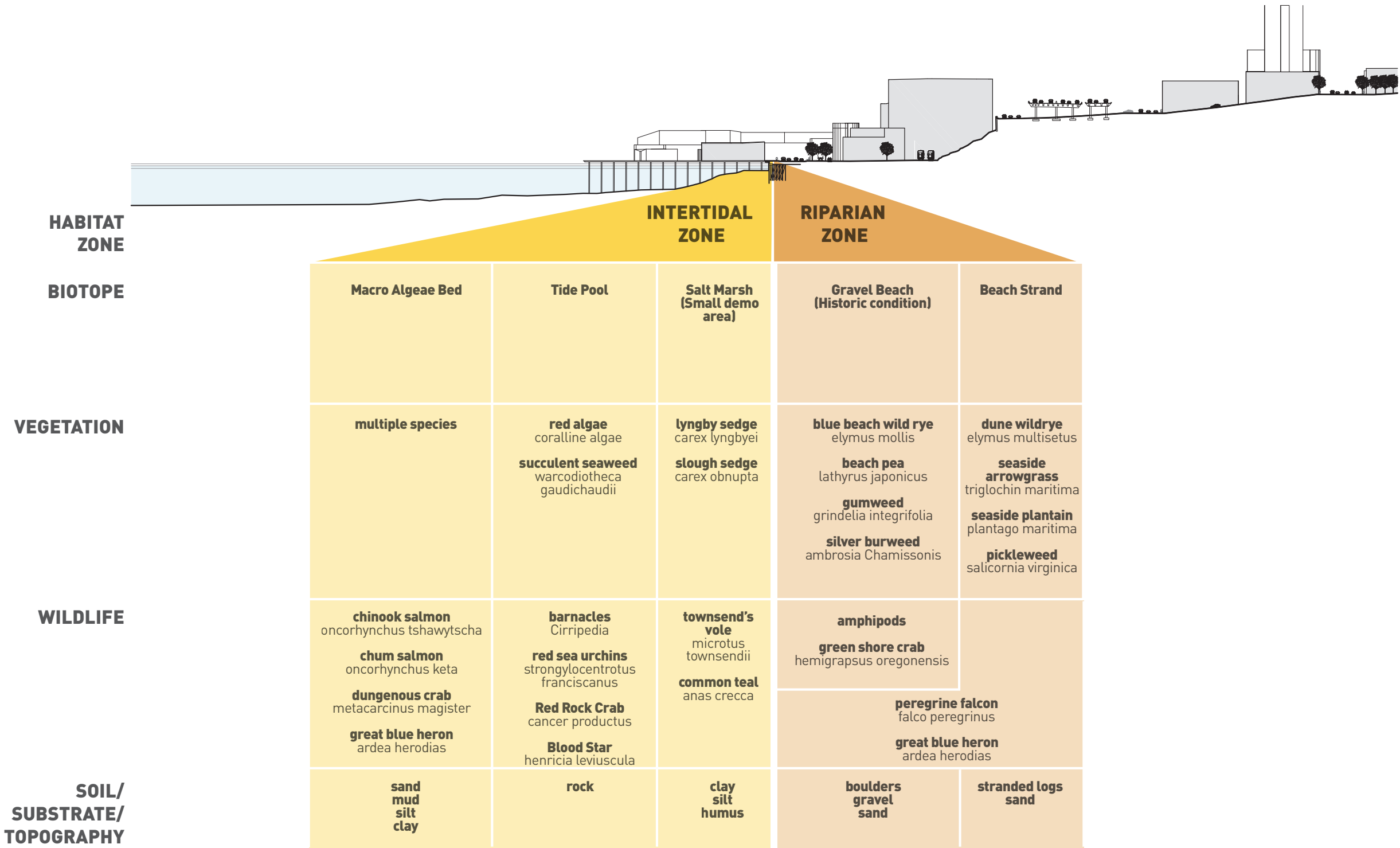
ON THE CENTRAL WATERFRONT



SUSTAINABLE DESIGN STRATEGIES

INTEGRATING NATIVE SPECIES INTO THE URBAN ENVIRONMENT

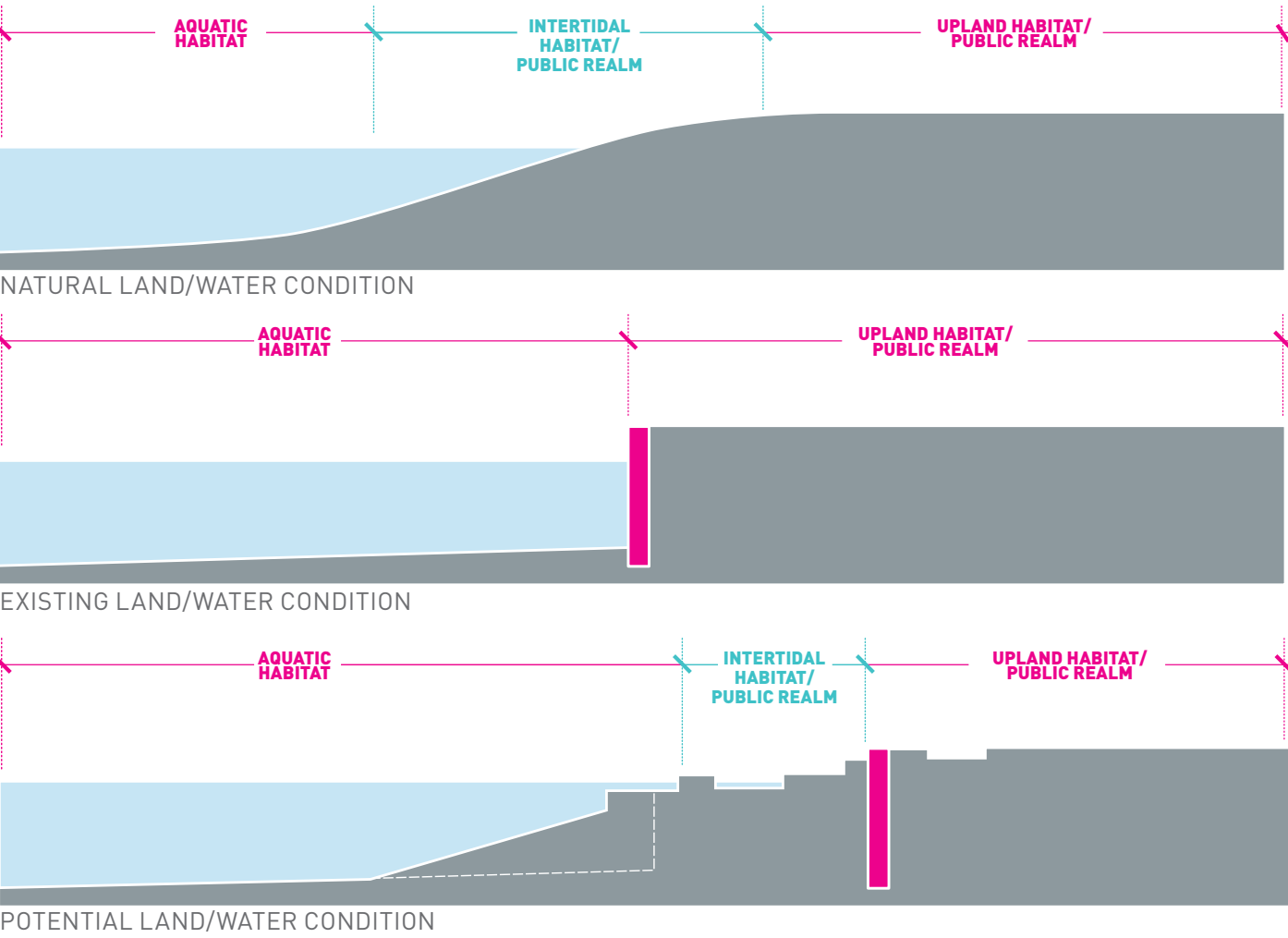




SUSTAINABLE DESIGN STRATEGIES

WATER

The waterfront is separated from Elliott Bay by the Seawall. Due to a long history of industry and development, the environment in marine waters along the central waterfront has been degraded by pollution, combined sewer discharge, dredging, dumping and large surfaces of over-water coverage. The quality of marine water environments along the central waterfront depends on many factors which are beyond the scope of this project, but every effort will be made to coordinate with and encourage initiatives to improve the quality of water in the marine environment.

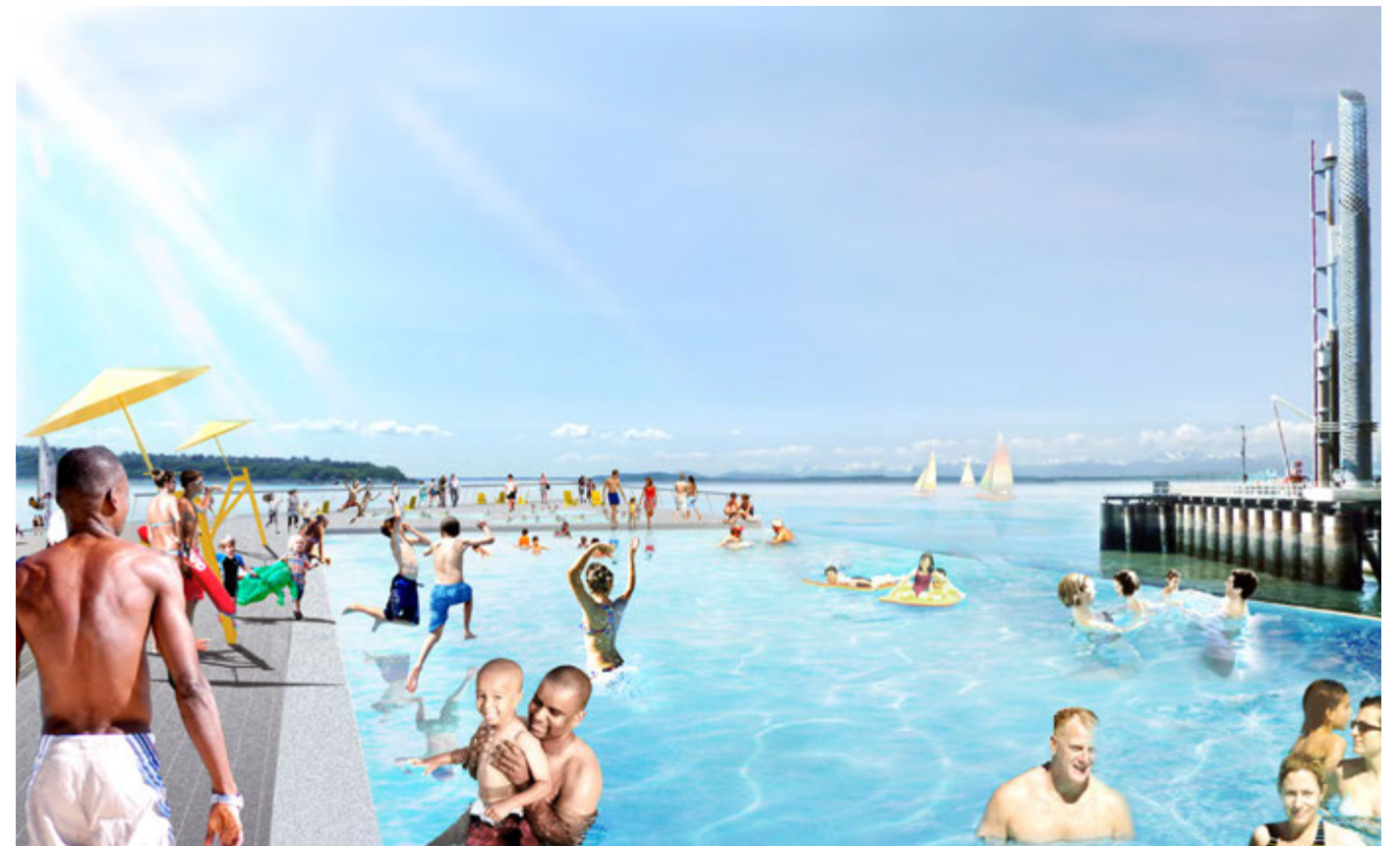


Marine habitat shaded by pier

The design and maintenance of all water features created in the public realm will consider minimal or no make-up water from potable sources or other natural surface or subsurface water resources. The swimming pool proposed at Pier 62/63 will be designed as a salt water pool to prevent the use of chlorine and its potential impact on marine environments.



Union Street Pier Cloud



Pool at Pier 62/63

SUSTAINABLE DESIGN STRATEGIES

WATER

Storm water

Managing the quality and quantity of storm water runoff is essential to the improvement of urban ecosystems along the waterfront. Stormwater drainage on Seattle’s waterfront involves a complicated system, built over many years. It includes a local, separated stormwater system on Alaskan Way draining directly into Elliott Bay and a combined sewer system that serves a much bigger part of the downtown Seattle. The stormwater system will be addressed directly through the waterfront design. The waterfront design will also be closely coordinated with changes to the combined sewer system that are being made to reduce annual overflows into the bay.

Some of the natural functions of the shoreline, drainages and wetland can be restored in part through innovative storm water management techniques. Drainage control facilities can be engineered to use infiltration, evapotranspiration, and stormwater reuse, to more closely mimic natural hydrology within this urban setting. Well designed drainage control facilities can help prevent or minimize the generation, mobilization and transport of common storm water pollutants and watershed-specific pollutants through combined sewers or storm water systems to receiving waters, including marine environments, surface water and groundwater.

The design team conducted a preliminary site storm water analysis which can be found in the Appendix. It maps existing drainage patterns and infrastructure, identifies existing drainage basins and system types (drainage, combined sewer, etc.), and catalogues proposed surface treatments, slopes and uses throughout the project area.

Opportunities and constraints related to storm water management were identified as follows:

Opportunities

- Increase green spaces and plantings to provide environmental functions as well as an enhanced urban habitat;
- Improve the quality of stormwater runoff into Elliott Bay;
- Reduce the volume of runoff from the project area captured in the City’s combined sewer system;
- Provide education and highlight stewardship of the environment and ecology of Puget Sound;
- Restore dispersed, clean stormwater discharge to Elliott Bay to promote improved aquatic habitat along the seawall;
- Reduce water demand within the urban landscape through stormwater reuse;
- Reuse of stormwater by Seattle Steam.

Constraints

- Feasibility of infiltration is limited by underlying soils, shallow groundwater, and tidal influences;
- Drainage infrastructure needs to complement and integrate with many competing needs within the project area;
- Operations and maintenance considerations should be considered in selection and siting of practices;
- The subsurface of the project will require a stable substrate to support surface loads and ample space to avoid conflicts with subsurface utility infrastructure.



Bioretention planters are flat-bottomed, landscaped basins containing an amended soil mix and native plants within an impervious structure (preventing infiltration into surrounding, native soil). Bioretention planters are used to mimic pre-development conditions where the soils and plants work together to store and treat stormwater runoff.



Permeable pavement is a paving system that contains empty spaces which allow rainfall to percolate into underlying soil. There is a variety of permeable pavement surface options (asphalt, concrete, pavers, etc.). Permeable pavement systems can be designed to provide differing levels of flow control. Permeable pavement surfaces function as a permeable land surface, reducing the amount of runoff generated during a storm.



Biofiltration swales are open, gently sloped, vegetated channels designed to treat stormwater. Stormwater enters the head of the swale, percolates through the soil as it travels the swale's length, and conveyed out of the system. Pollutant removal occurs by filtration as stormwater moves through the grass blades, which enhances sedimentation and trapping of pollutants to the grass.



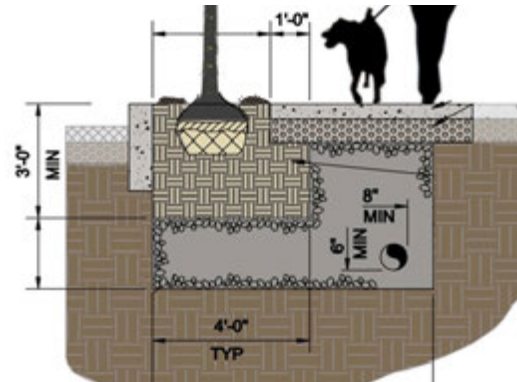
Subsurface wetlands are basins (typically impervious) filled with a porous media (usually gravel or aggregate) that supports plant life. Subsurface wetlands are designed to allow stormwater runoff to flow below the ground surface through the root zone. The facility is designed so that the porous media stays submerged. Wetland plants are rooted in the media to allow for direct uptake of pollutants.



Rainwater harvesting is the capture and storage of roof runoff for reuse. The primary components of a rainwater harvesting system include the collection system (gutters and downspouts), storage (cisterns or rain barrels), and dispersion system (pipes or hoses). The stored rainwater is reused for non-potable uses such as irrigation. Rainwater harvesting is an effective form of green infrastructure where infiltration is not applicable.



Newly planted trees provide flow control in an urban environment by absorbing rain through their leaf system and roots, and allowing space for infiltration. Newly planted trees receive credits toward meeting flow control requirements.



Enhanced Tree Pits give trees roots more space allowing for large tree growth.

SUSTAINABLE DESIGN STRATEGIES

HUMAN HEALTH AND WELLBEING

ENGAGE THE COMMUNITY

An extensive public outreach process described in the Appendix was undertaken to involve the community in building the concept for the waterfront environment. Enthusiastic participation was encouraged via community workshops and outreach that engaged the public in thoughtful and interesting ways. Public input was wholly integrated in the design process. Active engagement of the public promotes a sense of ownership and helps in developing stewardship for the long term. Early implementation projects encourage early community participation, ongoing stewardship and showcase the larger ambition and commitment of Seattle to invest in habitat restoration. Potential initiatives could include: Community tree planting, urban agriculture and farmers markets, educational programs and activities, seed exchanges and various art projects related to ecology as described in the waterfront Art Plan.



Waterfront Seattle Workshop

PROTECT AND MAINTAIN EXISTING ASSETS

Cultural and historical assets as well as attributes and artifacts that enhance the waterfront’s sense of place and meaning will be protected. The character of different parts of the waterfront can be celebrated and together reveal the identity of the central waterfront. Cultural activities such as art events and displays can become an integral part of the culture of the waterfront. Artifacts, such as the Neon Signs owned by the Museum of History and Industry for example, could find a new home on the waterfront.



Historic artifacts



PROMOTE HEALTHY URBAN LIFESTYLES

The design provides on-site opportunities for outdoor physical activity that improve urban healthy living. Those include extensive pedestrian routes, a bike path, access to public transportation, access to water activities such as kayaking, swimming, and touching the water, roller skating, and play areas.

The design also provides several large and quiet outdoor spaces for mental restoration and social interaction. Most of those outdoor spaces provide a variety of views of large natural and urban landscapes, sunsets as well as closer of views of vegetation, water, art and seasonal changes.



Belltown P-Patch

BE AN ECONOMIC CATALYST

The project is designed to provide economic and social benefits to the local community. In addition to the design of the public realm, the framework plan developed a robust development strategy for the Central Waterfront. The infusion of new residential areas, shops and restaurants, performance venues and entertainment will strengthen and diversify the waterfront's commercial activity. Vibrant urban development, symbiotically paired with an inviting public realm, will generate private economic growth that could potentially spread to neighboring areas. In addition, the waterfront Art Plan is proposing to support and strengthen the cultural communities, venues and events which will add great sense of place and cultural identity on the waterfront.



Union Square Farmers Market, NYC

SUPPORT LOW IMPACT MEANS OF TRANSPORTATION

The waterfront framework plan has developed an access and mobility strategy which encourages the use of public transit, creates strategic connections and linkages to existing transit routes, improves waterfront transit hubs and adds sustainable alternative modes of transportation such as a waterfront circulator and a bike path. Together these initiatives will make it easier to get to and through the waterfront without a private vehicle, thereby decreasing carbon emissions in the city.



Commuter cyclists

INFORM THE PUBLIC

Both interpretive signage and public outreach will be developed to help promote the understanding of sustainability in ways that positively influence user behavior on site and beyond. The public will have access to information about on-site features and processes, the history of the site, its geography, its local ecosystems, its environmental context, and the benefits of physical activities and healthy living. The public will also be informed about opportunities for engaging in healthy living and activities that will improve their environment.



Seed production & exchange, Freshkills Park, NYC

SUSTAINABLE DESIGN STRATEGIES

MATERIALS

The selection of materials for use in the project will take into consideration their impact on the environment as a whole as well as on the local ecosystem in order to support sustainable practices in materials manufacturing and nurseries. Wood products extracted from non-threatened tree species will be favored to minimize negative effects on other ecosystems. Salvaged materials, materials with recycled content, and materials with low VOC will be favored whenever possible to reduce the use of virgin materials and avoid sending useful materials to the landfill. Regional materials will be favored to reduce energy use for transportation, support the local economy and promote regional identity. Whenever possible, plants and materials will be purchased from providers who reduce resource consumption and waste.



Sustainably grown and harvested materials



Native and local materials

ENERGY USE

Energy use will be investigated and options for both alternative sources of energy and sustainable energy consumption will be considered. Wherever possible, the use of energy from renewable sources, such as solar energy, steam, wind energy, wave power, and tidal power, will be explored. Technologies that are designed to improve energy efficiency, such as efficient light fixtures, or the Dark-Sky Association Guidelines, will also be examined.



Solar Pvilion in Austin, Texas

SUSTAINABLE DESIGN STRATEGIES

MANAGEMENT

CONSTRUCTION MANAGEMENT

Construction can have significant environmental impacts if not undertaken with care, especially when located near a body of water. Construction can impact air quality, noise levels, water quality, soil erosion and habitat disruption. Construction also generates a very large amount of refuse. The project will prepare a construction management plan to minimize the discharge of construction site pollutants and materials and protect receiving waters, air quality and public safety. Construction and demolition materials will be diverted from landfill disposal whenever possible. For example, the removal of the viaduct, which will create vast amounts of materials bound for the landfill, including concrete, steel, and asphalt, can be considered for materials re-use. The materials generated by demolition could potentially be recycled and reused along the Waterfront for slope stabilization, revetments, riprap, pavement, and public art. In addition, rubble from the Viaduct could be used to fill the Battery Street Tunnel.

OPERATIONS AND MANAGEMENT

A site maintenance plan will outline long-term strategies and identify short term actions to achieve sustainable maintenance goals. For example, the storage and collection of recyclables will be provided. Organic matter generated during site operations and maintenance will be composted and used. Energy efficient outdoor fixtures and equipment will be selected to reduce energy consumption and costs associated with site use and operations.

MONITORING AND INNOVATION

Sustainable design practices can be monitored and documented to evaluate their performance over time and improve the body of knowledge on long term site sustainability. Innovative ideas will be taken into consideration and tested when deemed worth pursuing. Ideas such as an on-site nursery, planted as an early win, would help plants get acclimated to the waterfront and better survive the near shore conditions. Snags and habitat houses could be added to provide habitat for birds and other wildlife. In addition to English, other languages could be used in signage, such as, for example, native American languages.



Madrid Rio habitat poles



Native script on signage in Whistler BC



Viaduct Demolition



Pacific Madrone seedling

2.7 FRONTING USES

The purpose of this section is to record current the qualities of the fronting uses and recommend guidelines for future modifications and development. Aspects addressed include historic development characteristics, the variety of scales, the relationships between upland and shoreline areas, the potential for new development and improvements to existing structures, aspects of uniqueness and diversity, opportunities for a continuous, rich street-level experience along the eastern edge of Alaskan Way and its relationship with what is planned for the waterfront west side.

This section includes:

1. The Description of Sectors Comprising East-side Fronting Urban Environment. The variety of qualities stretching the length of the central waterfront is important to record, understand and enhance for the future.

2. The East Perimeter Planning and Design Concept. This concept includes two scales: One at the scale of the sectors, with the goal of conserving the unique qualities of the six sectors, and one at the detailed sub-scales within each sector. The second scale addresses the potential for a rich variety of Alaskan Way street front activity and on the east-west connecting streets to support pedestrian circulation and activity. This potential is described and illustrated with inspiration and precedent examples.

3. The Potential New Development Sites. These include parking lots, sites at the north Belltown Bluff Balcony sector, to be opened up with the removal of the viaduct access to the tunnel and in some instances existing buildings likely to be replaced.

4. The Design Guidelines. These guidelines follow the structure of the Downtown Design Review Board Guidelines with reference to the Pioneer Square and Pike Place Market guidelines as well. The guidelines have been modified to respond to the east frontage qualities in some instances and guidelines have been added to address the unique qualities of the east frontage. These may be found in the Design Appendix.



View north beneath viaduct

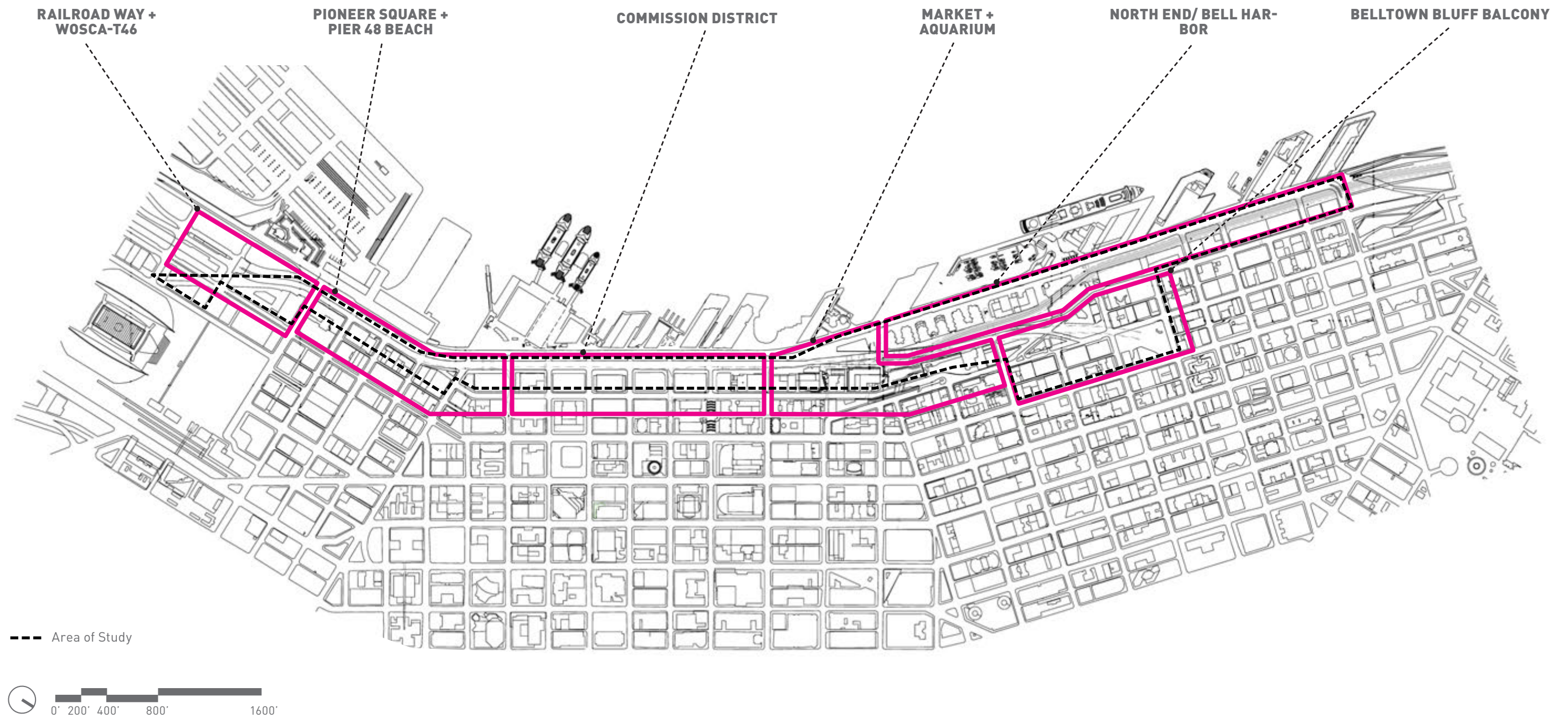


View east at Yesler Way + Western Ave.



View north beneath viaduct

SECTORS COMPRISING EAST SIDE FRONTING URBAN ENVIRONMENT



FRONTING USES

RAILROAD WAY

Context

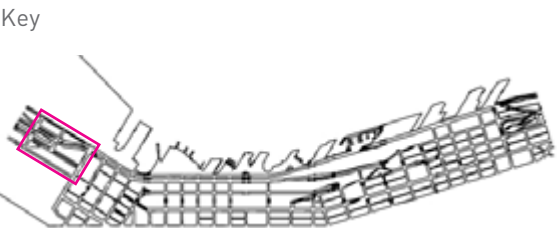
- A portion of the street right-of-way is zoned IG2 U/85, and it primarily abuts areas zoned Pioneer Square Mixed (PSM) 85-120.
- Adjoining properties are part of the Pioneer Square Preservation District. The City of Seattle will work with the Pioneer Square Preservation Board to determine if the guidelines for development in the “Rules for the Pioneer Square Preservation District” adequately address the changed conditions along Railroad Way and Alaskan Way and will promote the uses and development character desired for abutting development.
- The stadiums have a strong presence in the skyline within this sector and as a destination. Railroad Way is important as a pedestrian and bicycle connection between the stadiums and the waterfront, especially the ferry terminal. They should be improved in the future.

Distinguishing Qualities

- Railroad Way is a unique diagonal with vestiges of the railroad remaining, which may be preserved in a portion of the street.
- Currently, portions of Railroad Way have no curb and sidewalk separation. There is a potential for the street to become primarily pedestrian while providing vehicular access to service and parking which is extensive along the length of the Way.
- There is a landmark triangle-shaped brick building, currently housing the Triangle Pub, at the intersection of Railroad Way and First Avenue.
- “In the same vicinity, a new loft-style building is located, characterized by transparent upper floors and commercial uses at ground level, including several garage and service openings.

Opportunities

- In this sector, old and new warehouse and loft-style buildings are built of red brick. A variety of detail-rich buildings of a modest scale extend from Railroad Way and Occidental to and along First Avenue South into Pioneer Square. The building at the corner of Railroad Way and Occidental could be improved by opening up the ground floor and introducing commercial uses to attract the public.
- Old signage in disrepair exists on some blank walls and may be conserved for a time, as it has been in some instances elsewhere in Seattle.
- The new tunnel operations building will be located on the west side of Railroad Way. It will require access and will have a strong presence on this street.





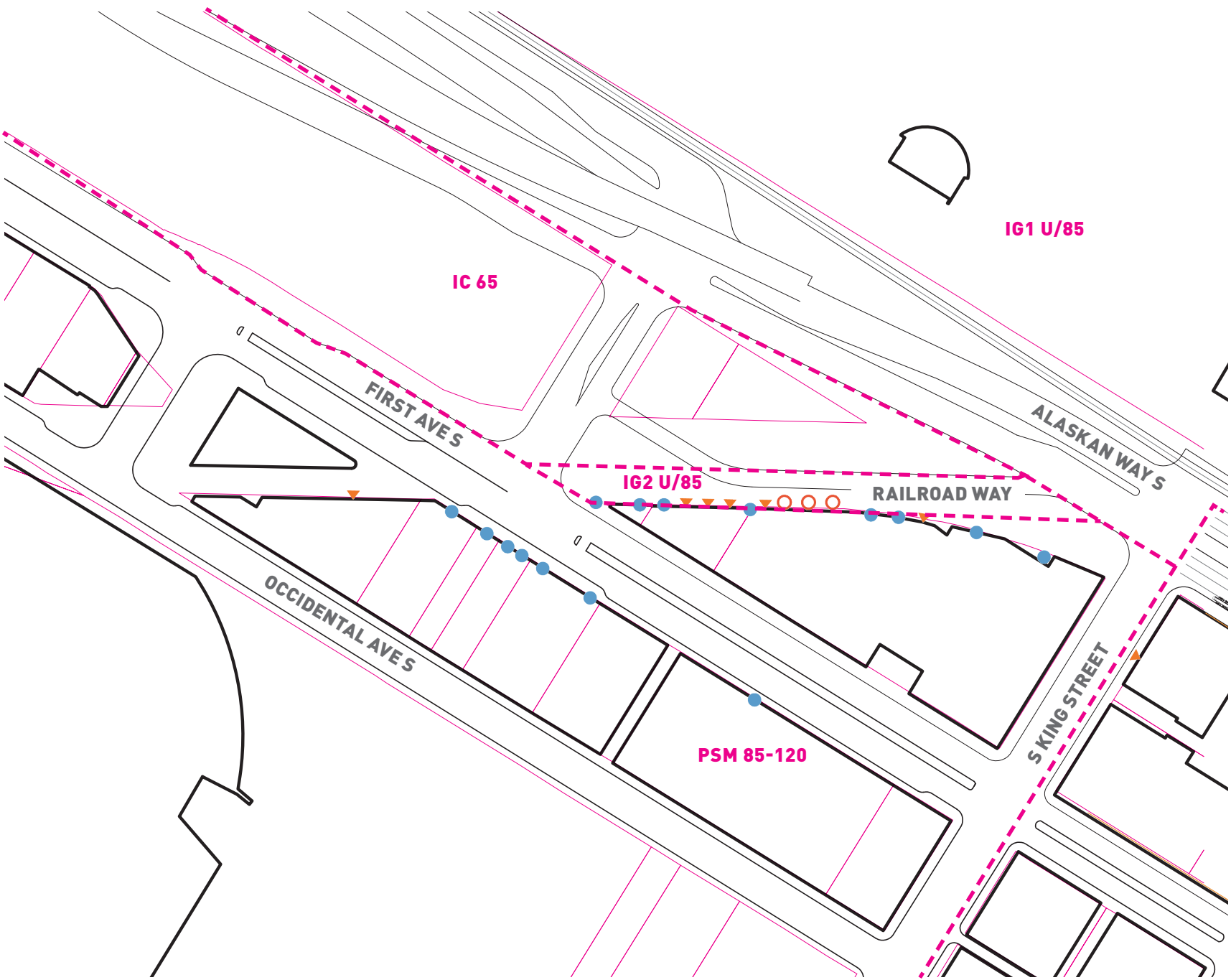
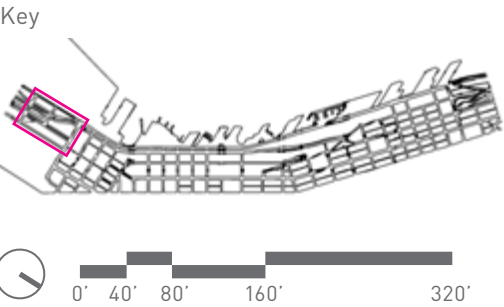
FRONTING USES

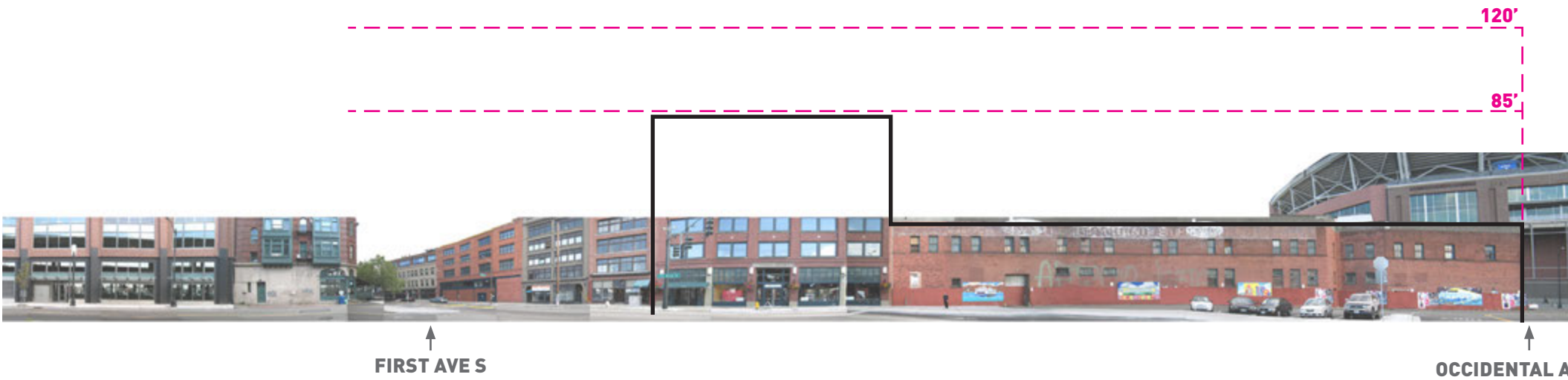
RAILROAD WAY

Zoning PSM 85-120

- 85’ height limit for non-residential uses.
- 120’ height limit for residential use & mixed use projects with minimum of 75% of the floor area in residential use.

- Zone Boundaries
- Parcel Line
- Tree
- Door
- Service Entrance
- Garage Entrance
- Container
- Raised Platform
- Loading Dock





Existing Building Height
Zoning Height Limit

FRONTING USES

PIONEER SQUARE

Context

- Zoned PSM-100/100-120 and PSM 100/100-130 north of Yesler Way.
- The frontage on Alaskan Way will face Pier 48 (which could become a major outdoor event space, possibly a beach), and the Washington Street Landing. These waterside places and activities will become an integral part of the Pioneer Square district. The streets (S. King, S. Jackson, S. Main and Jackson) are critical pedestrian access corridors between the waterfront and the interior of Pioneer Square. A pedestrian bridge from the ferry terminal and open space is proposed at the terminus of Yesler Way, thereby strengthening the connection between the waterfront and Pioneer Square.

Distinguishing Qualities

- Existing historic buildings are primarily brick with corners often articulated including in one instance, a uniquely strong stone corner.
- Most buildings have served as residences and offices over time which provides a finer scale with a greater variety of detail than exists in the Railroad Way or Commission sectors.
- Exterior fire escapes are a unique feature.
- One instance of a raised platform on the east frontage, but access is provided mainly at street level.

Opportunities

- Some existing street level commercial, but there are many instances where buildings could be opened up for commerce at the street level.
- Especially distinctive free standing brick triangle building at the intersection of Alaskan Way and Yesler Way with a modest r.o.w. separating the building from adjacent buildings which should be considered as an opportunity for improvement.

Key





**FIRE
ESCAPES**



**UNIQUE
CHARACTER**



**STREET LEVEL
COMMERCIAL**



**LARGE SCALE MASONRY
FRAMING AND WINDOWS**



HISTORIC BUILDINGS












**ARTICULATED
CORNERS**

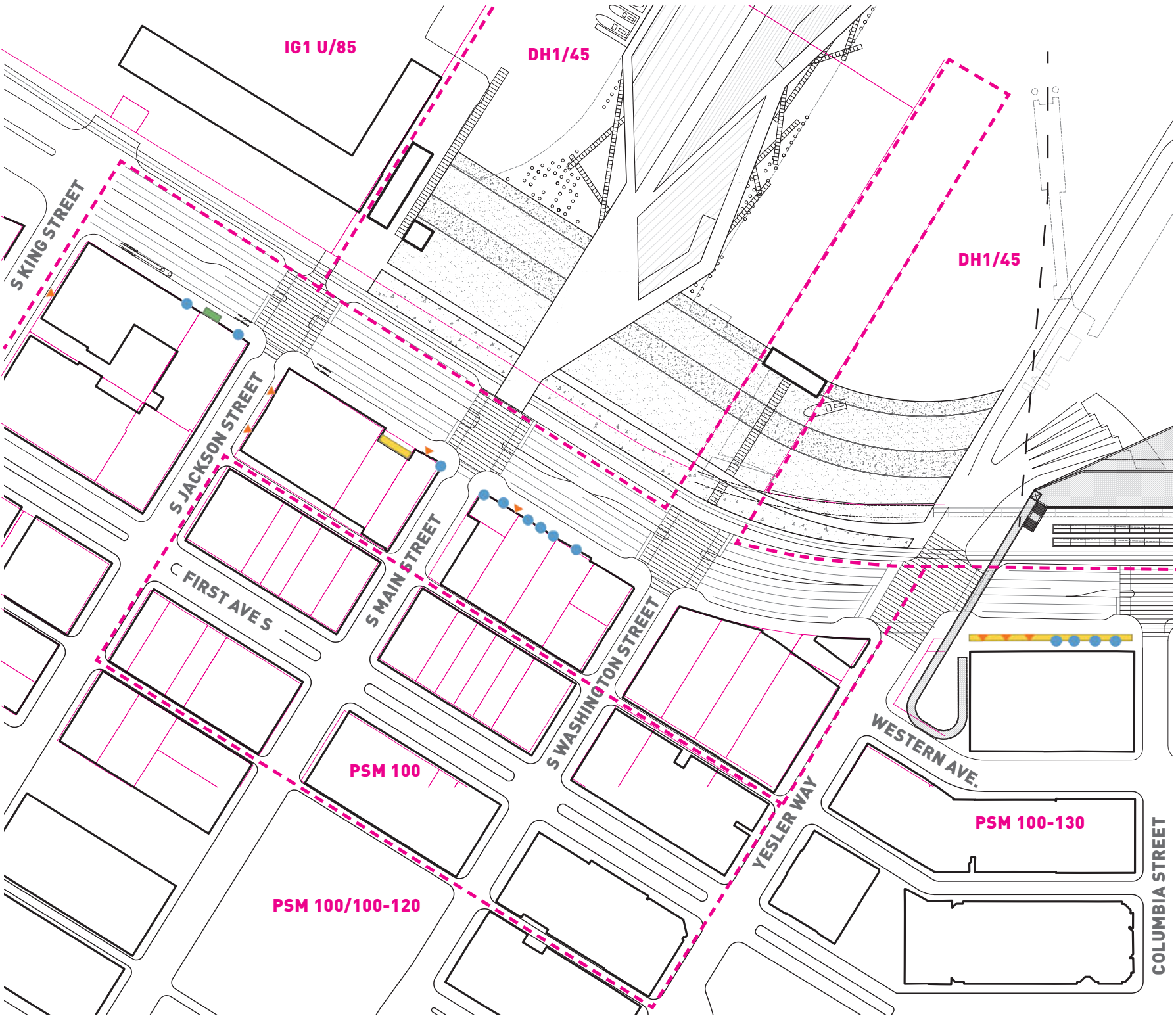
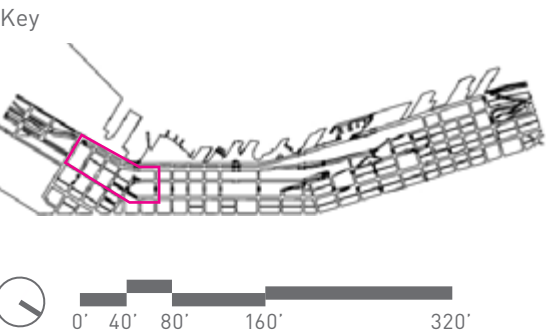
FRONTING USES

PIONEER SQUARE

Zoned PSM 100/100-120

- 100’ height limit for non- residential uses and base height for residential uses
- 120’ maximum height for residential

-  Zone Boundaries
-  Parcel Line
-  Tree
-  Door
-  Service Entrance
-  Garage Entrance
-  Container
-  Raised Platform
-  Loading Dock





Existing Building Height
Zoning Height Limit

FRONTING USES

COMMISSION DISTRICT

Context

- This sector is zoned DMC-160. With frontage on Alaskan Way opposite the historic piers of the Central Waterfront Landmark Area (currently the Historic Character Area), development on this edge provides for a transition between Elliott Bay and the downtown commercial core of the city. This frontage is a key component of the City’s “front porch” on the waterfront. Along with adjacent Western Avenue and First Avenue, this sector also maintains a consistent character between Pioneer Square and the Pike Place Market. The buildings on the east frontage in this sector physically define the city-side edge of Alaskan Way between Columbia and Union Streets. They provide uses and activity that will enliven the promenade and other public spaces.
- Under current zoning, the area is intended to accommodate a mix of uses, but differences in permitted development densities tend to favor residential use, and the more than 500 housing units in the area were added through recent developments. While a wide variety of uses are permitted, nonresidential uses are subject to a floor area ratio (FAR) limit, with a base FAR of 5, which can be increased to a maximum FAR of 7 through participation in the City’s incentive programs. A residential or mixed use structure is permitted more area, since residential use is not subject to the FAR limit.
- Streets connecting the waterfront to downtown through this sector, many of which require improvements for pedestrian access include; Columbia, Marion (including a pedestrian bridge connecting to the ferry terminal), Madison (a key street extending from Lake Washington to Elliott Bay), Spring, Seneca, University and Union.

Distinguishing Qualities

- Existing buildings are distinguished by large scale masonry framing and window openings and have the potential for a variety of uses in the future. Older development typically ranges from 4 to 7 stories in height (approximately 40 to 88 feet). More recent development is generally characterized by poured concrete construction and a greater variety of exterior building materials and forms. Newer buildings range between 13 to 16 stories (140 to 160 feet), the maximum height limits under the zoning existing at the time of construction. Because of view corridor requirements, new structures provide the minimum 40-foot setback specified along most east-west streets in this sector. To some

degree, the form of new structures reflects a volume shaped by the permitted zoning envelope.

- Raised platforms on wester-facing facades provide potential space for expansion of raised terraces or buildings out to the property line on land purchased from the railroad. Usually about 17 feet of space is now used for service, private parking and containers.
- The existing steam plant is a notable feature and a landmark within the entire length of the east frontage uses. Improvements to some blank walls and the large, dark stack could be considered in the future.

Opportunities

- Opportunities to increase openings at street and platform levels to support commercial uses, in combination with the set of existing service entrances along much of the length of this sector.
- The entire vacant block between Spring and Seneca now used for surface parking could be developed as well as a more modest site on the north side of Columbia Street. The site between Spring and Seneca faces an existing parking garage on Western. In both instances, new, contemporary development could be added to further diversify this sector.
- The vacant parking lot to the south of the steam plant, fronting on University, should be developed to add life on the eastern front and especially to strengthen the University Street connection from the Harbor Steps to the waterfront.
- University Street will remain open to vehicles and bicycles between the new Alaskan Way and Western Avenue. Pedestrian access should be improved and dominate as an extension of the pedestrian way on the Harbor Steps from 1st Avenue to the waterfront.



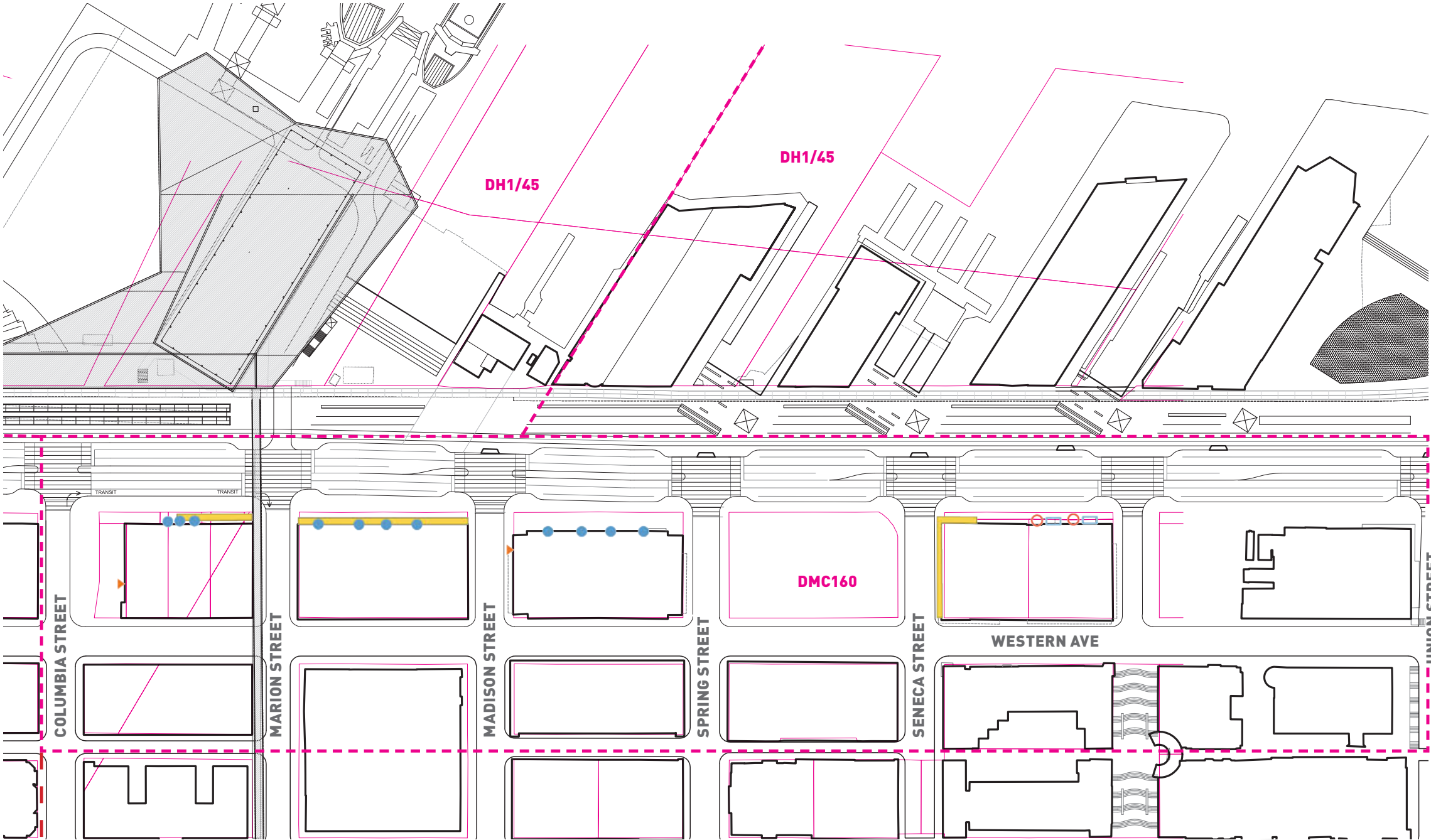
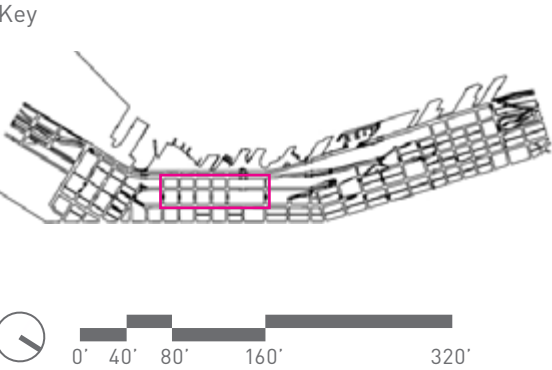


FRONTING USES

COMMISSION DISTRICT

Zoned DMC 160

- Zone Boundaries
- Parcel Line
- Tree
- Door
- Service Entrance
- Garage Entrance
- Container
- Raised Platform
- Loading Dock





FRONTING USES

MARKET/ AQUARIUM

Context

- Zoned PMM 85 and DMC 160.
- The existing Alaskan Way north of Pine Street will turn and realign at Pine to connect to the new Alaskan Way, thereby creating a relatively large pedestrian open space at the Shoreline elevation east of the Aquarium.
- This sector lies between the Pike Place Market and the Aquarium in a complicated, steep topography. This area presents both challenges and opportunities to connect the Market and Aquarium.

Distinguishing Qualities

- There are no east-west streets between University and Wall Streets that are accessible by vehicles.
- Pedestrian access from downtown and the Pike Place Market to the waterfront should be provided and strengthened in this sector on Union, Pike, Pine Streets, and on the proposed fold extending from Steinbrueck Park to the waterfront. The proposed fold will have a major impact on the form and structure of this sector, and most issues related to east-fronting facades could be addressed in the design of the fold.

Opportunities

- Zoned PMM-85, existing buildings on the north and south side of Union Street could be replaced with new development, thereby bringing life to the waterfront and the Union Street connection between the waterfront and downtown.
- The southern side property on Union Street is zoned DMC-160. Union Street may include a funicular, escalator or another vertical form of access along the edge of one of the new

developments. The Union Street connection between the waterfront and downtown is very important, because Union and University Streets connect east to the freeway park and Union connects to the Washington State Convention Center.

- The existing building and parking site at the foot of the Pike Street hill climb provides an important opportunity to strengthen the street level connection between the Pike Place Market, the aquarium and the waterfront. Commercial uses should be considered.
- The adjacent parking garage will be exposed and should be screened. However, the garage may be an important resource for aquarium parking. These connections should be considered in conjunction with the design of Overlook Walk.

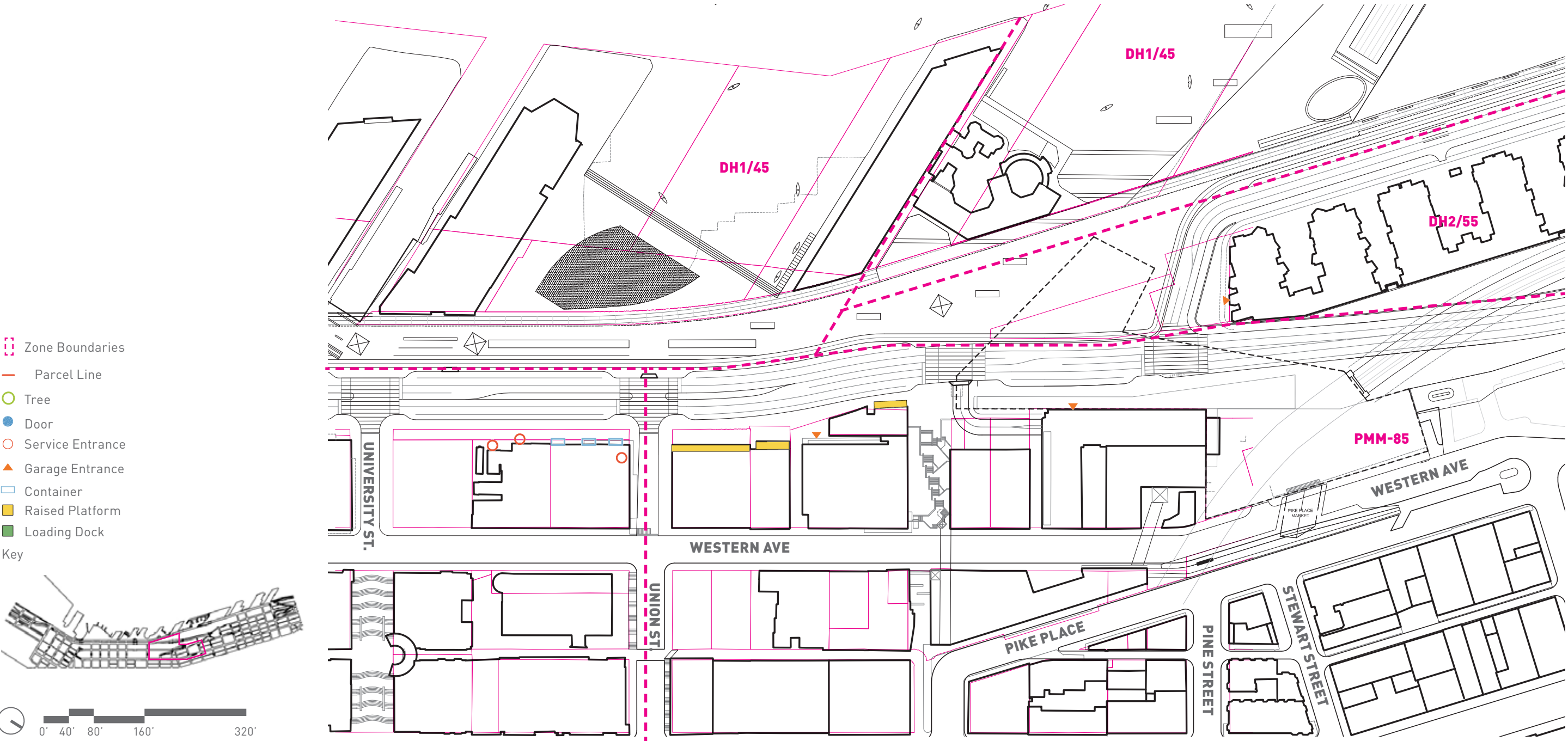
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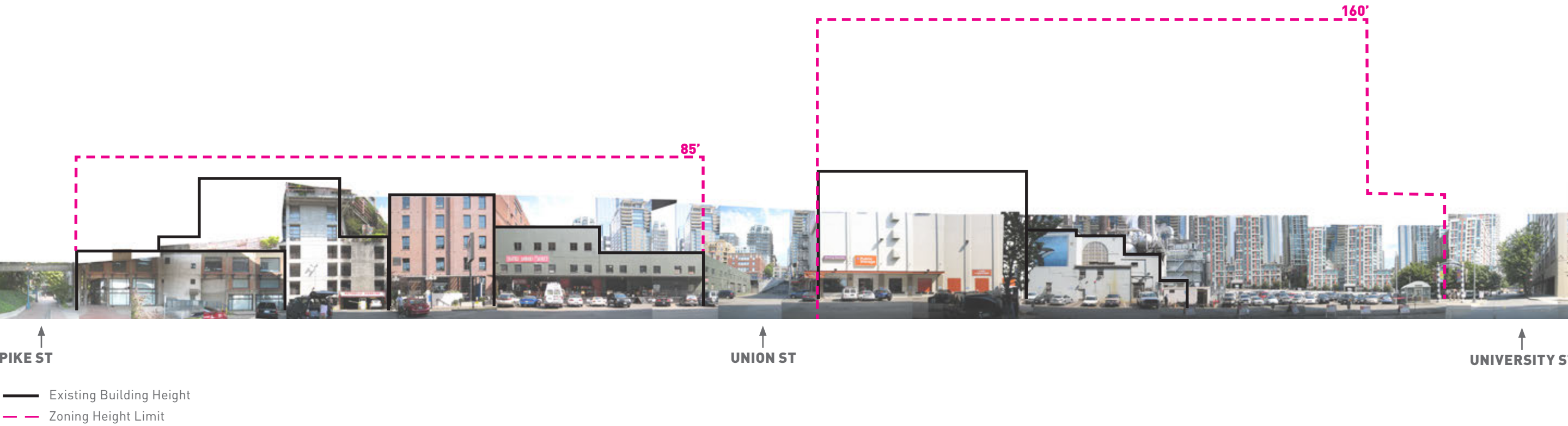




FRONTING USES

MARKET/ AQUARIUM





FRONTING USES

NORTH END/ BELL HARBOR

Context

- The southern portion of this sector, zoned DH2/55, is characterized by a series of residential condominiums with private, secured courtyards opening to the west. Except for a hotel at the north end, which includes outdoor restaurant seating, there is no public oriented commercial use in this area. The hotel is in a DH2/85 zone.
- The privacy of the condominiums at the south end and the presence of the railroad corridor separate this eastern edge of buildings from Alaskan Way and the waterfront. Therefore, the focus of experience for pedestrians and bicyclists along this segment will be towards the west, including the open piers 62/63, the marina and piers to the north with some restaurants.

Distinguishing Qualities

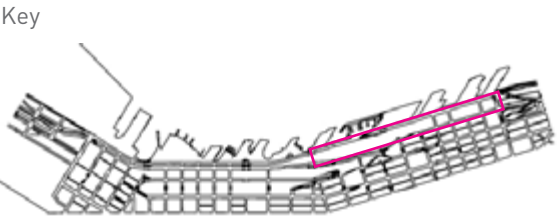
- The railroad fronts the length of this district. Therefore, the streets are the only connections across to the waterfront, except at Bell Street where there is a pedestrian overpass to Bell Harbor. The gates and crossings at the streets are an important part of the streetscape, as are the trains moving through.
- Towards the north end, existing buildings, zoned DH2/65, are of a modest height with large scale masonry frames and window openings supportive of their historic use for warehousing and manufacturing. The buildings include the offices of Real Networks, the Seattle Art Institute, the Seattle Trade Center and a church. All buildings have gone through restorations.
- The railroad extends the length of this portion of the sector and restricts pedestrian access and any potential for ground level commercial on the west side.
- The modest red building at the north end of the sector is a popular restaurant, the Old Spaghetti Factory (former Ainsworth and Dunn Warehouse). Its has been nominated for

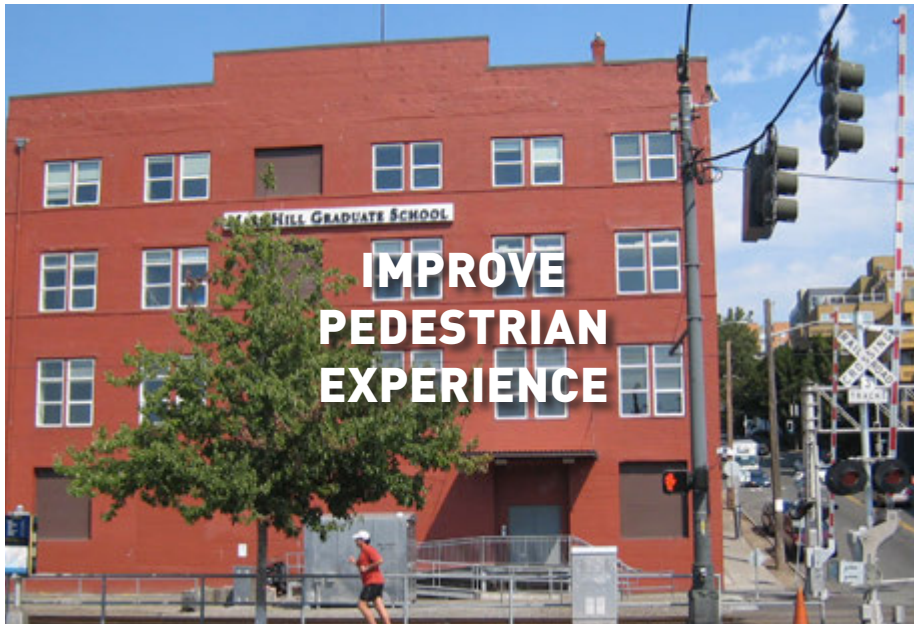
landmark status.

- The adjacent parking lot, zoned DH2/65 has potential for development, although parking is necessary to serve the restaurant.
- The removal of the vacated railroad/ trolley right-of-way could provide space for more landscape and trees or an enlarged north-south pedestrian and bicycle trail.
- Blanchard, Lenora and Pine streets are opportunities to strengthen the pedestrian access and experience from Belltown to the waterfront. Lenora has an existing elevator and stairs, but additional improvements could be made between First Avenue, Western, Elliott and the existing platform.

Opportunities

- Wall, Vine, Clay, and Broad provide vehicular access from Belltown west to the waterfront and Alaskan Way. Pedestrian access on these streets should be improved addressing landscape, storm water management and safety.
- Bell Street will become a park as well as a vehicular street in Belltown therefore it is especially important to extend this street as a park between First Avenue, Western and Elliott to the existing overpass to the waterfront. Bell has the opportunity to connect from South Lake Union, Westlake Avenue and Denny Park all the way to the waterfront.
- The north end of this sector terminates at the Sculpture Park which includes important pedestrian and bicycle paths leading north to Myrtle Edwards Park and beyond. Improved pedestrian and bicycle routes could be developed south along the waterfront in this sector.



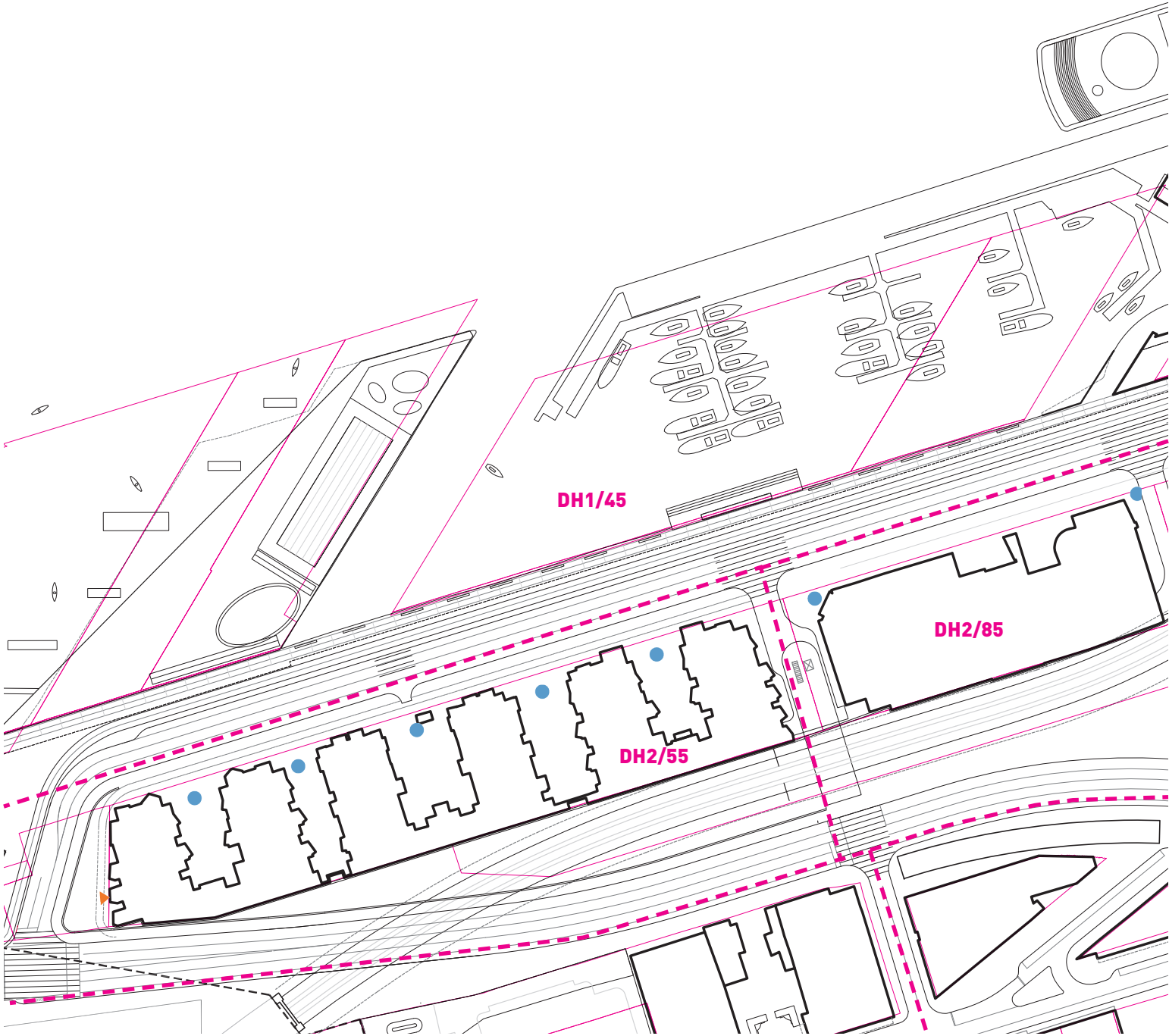
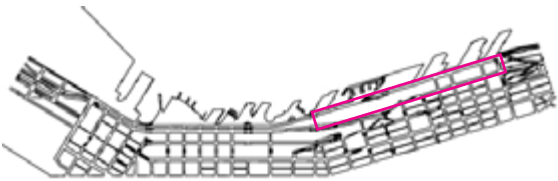


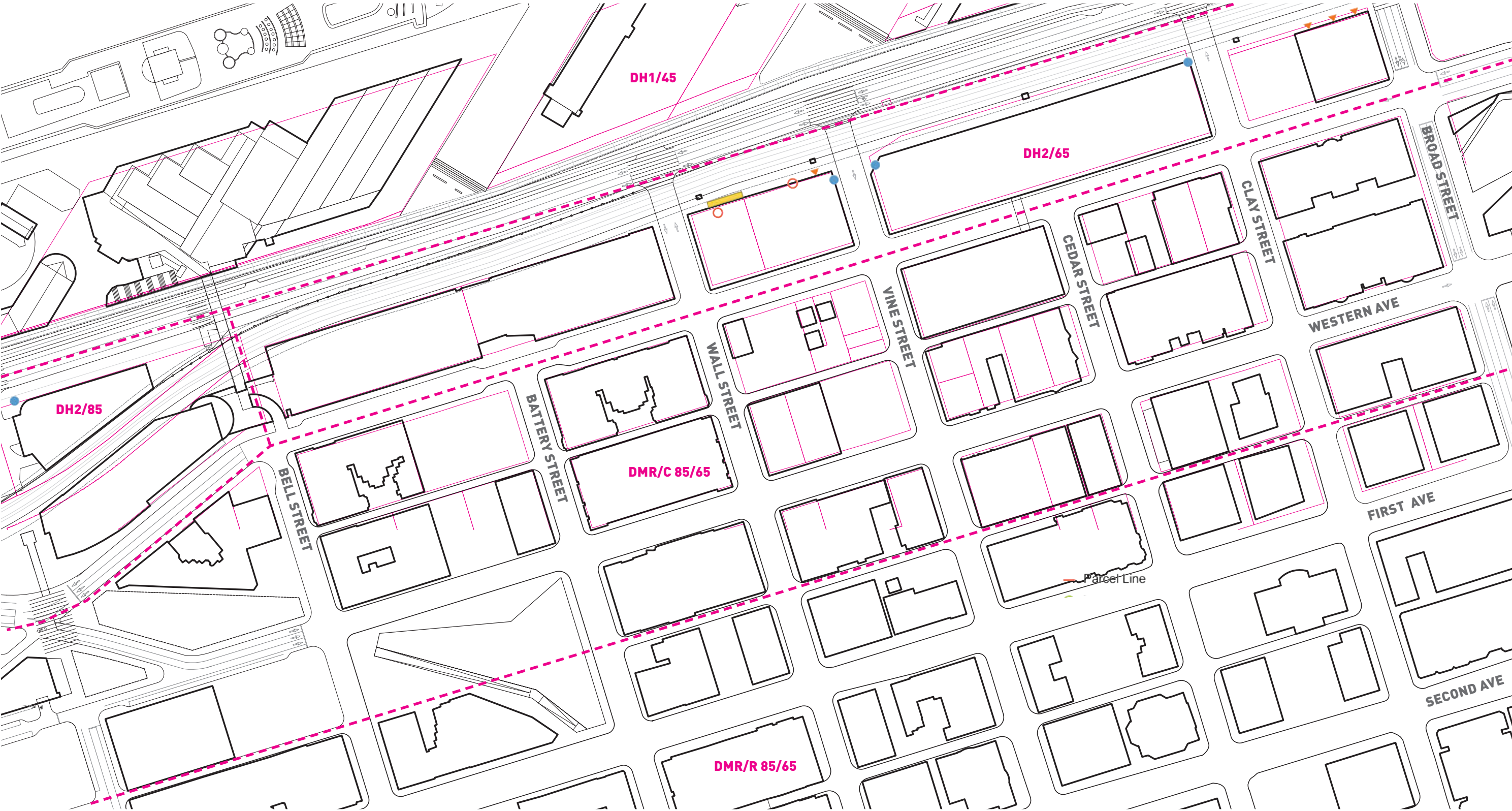
FRONTING USES

NORTH END/ BELL HARBOR

- Zone Boundaries
- Parcel Line
- Tree
- Door
- Service Entrance
- Garage Entrance
- Container
- Raised Platform
- Loading Dock

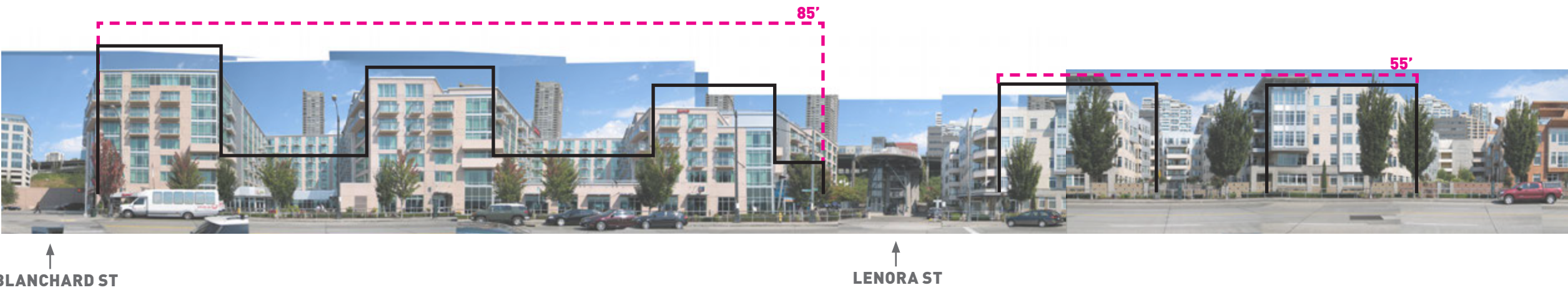
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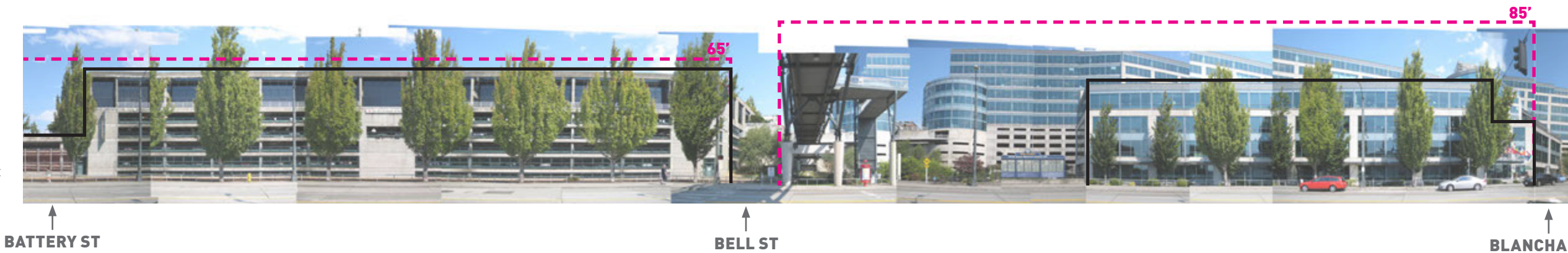




FRONTING USES

NORTH END / BELL HARBOR





— Existing Building Height
- - - Zoning Height Limit

FRONTING USES

BELLTOWN BLUFF

Context

- Currently this sector is characterized by the bluff, the Alaskan Way Viaduct, on and off ramps and access into the Battery Street tunnel. The sector is zoned DMR/C-85/65 between Western and the alley between Western and First Avenue and DMR/R-85/65 from the alley east.
- Existing uses in the area include housing, ground floor commercial and on the western edge, institutional and office uses and a church. There are largely historic masonry buildings on First Avenue and many newer buildings on Western and Elliott.

Distinguishing Qualities

- With the removal of the viaduct and ramp infrastructure and development of the new street connecting to Western and Elliott there will be significant fragments of triangular shaped space which lend themselves to development as open space.
- The bluff between the railroad tracks and the new street and existing buildings on the west side of Elliott Avenue presents a challenge

Opportunities

- The open space to be realized with the removal of the access to the Battery Street tunnel between Battery, Bell, 1st and Western is most significant. Proposed development of this space focuses on extending the level of First Avenue westward, creating a park and viewing platform accessible directly from First Avenue and providing usable, community oriented space below.
- Along Elliott and Western, as well as Bell and Battery Streets, the height limit is 85’. Care should be taken to preserve views from the planned Belltown Balcony park.
- A significant characteristic and opportunity are the east-west street connections between Belltown and the waterfront. Potential improvements to east-west streets include:

1. Extend the planned Bell Street Park west to Elliott Avenue and connection to the potential Belltown Balcony park.

2. Develop a pedestrian overpass on Vine Street over the railroad tracks and extend the existing Vine Street green infrastructure on an already designated Green Street to Denny Way.

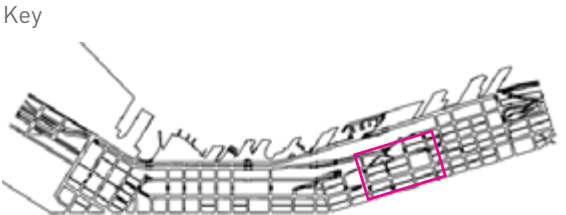
3. Develop Broad Street as a segment of the “Lake to Bay” trail to include widened sidewalks, landscape, improved pedestrian crossings across Broad to the Seattle Center and possibly develop a hill climb assist such as an escalator between Elliott and Western.

4. Improve pedestrian circulation connecting to the Pike Place Market and Blanchard in the vicinity of the Elliott/ Western crossing.

5. Design and develop street improvements for the designated Clay, Eagle and Bay Green Streets.

6. Encourage activity and improvements in alleys and consider mid-block crossings at alleys.

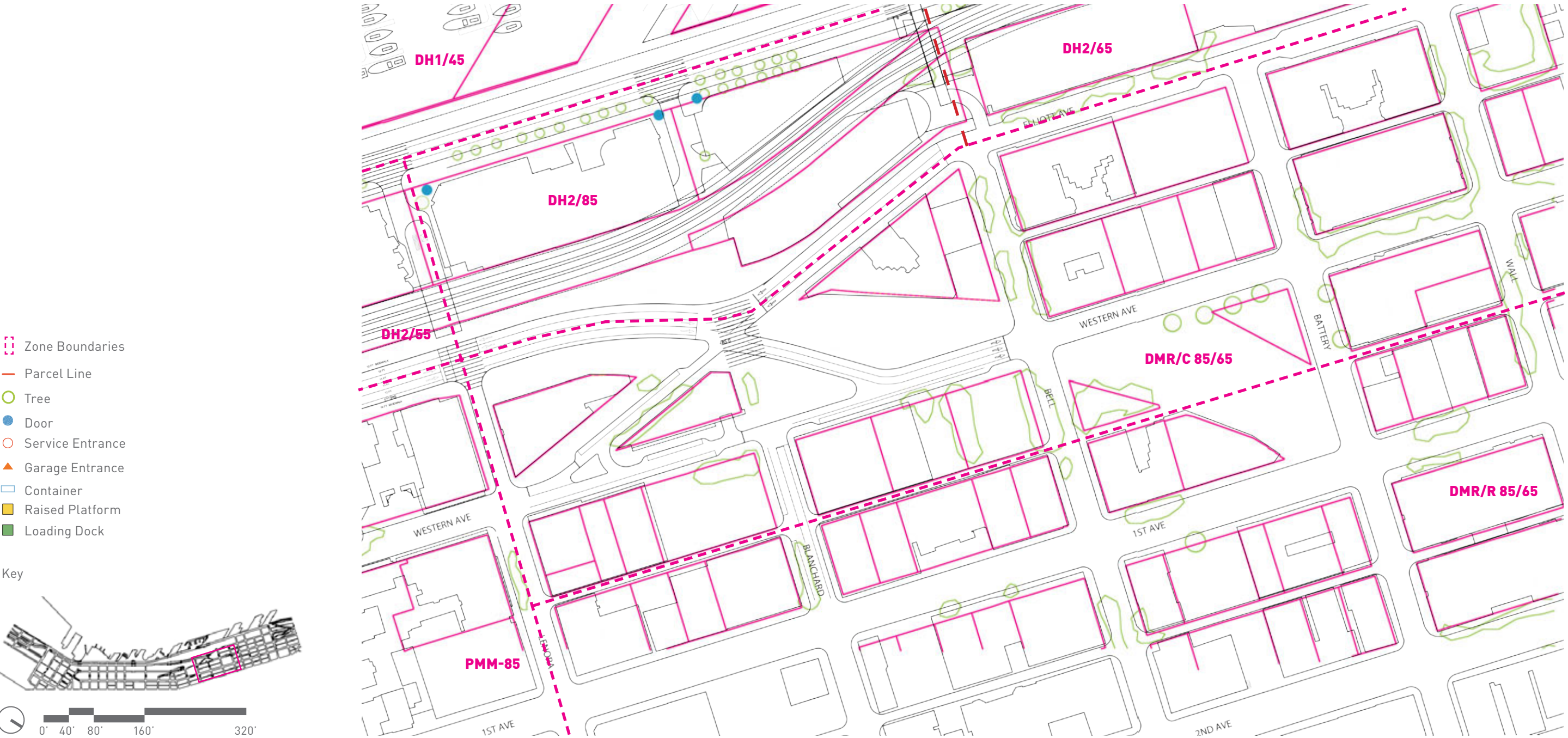
7. Improve pedestrian crossings at intersections at Denny, Elliott, Western, Alaskan Way and the new Alaskan Way alignment.

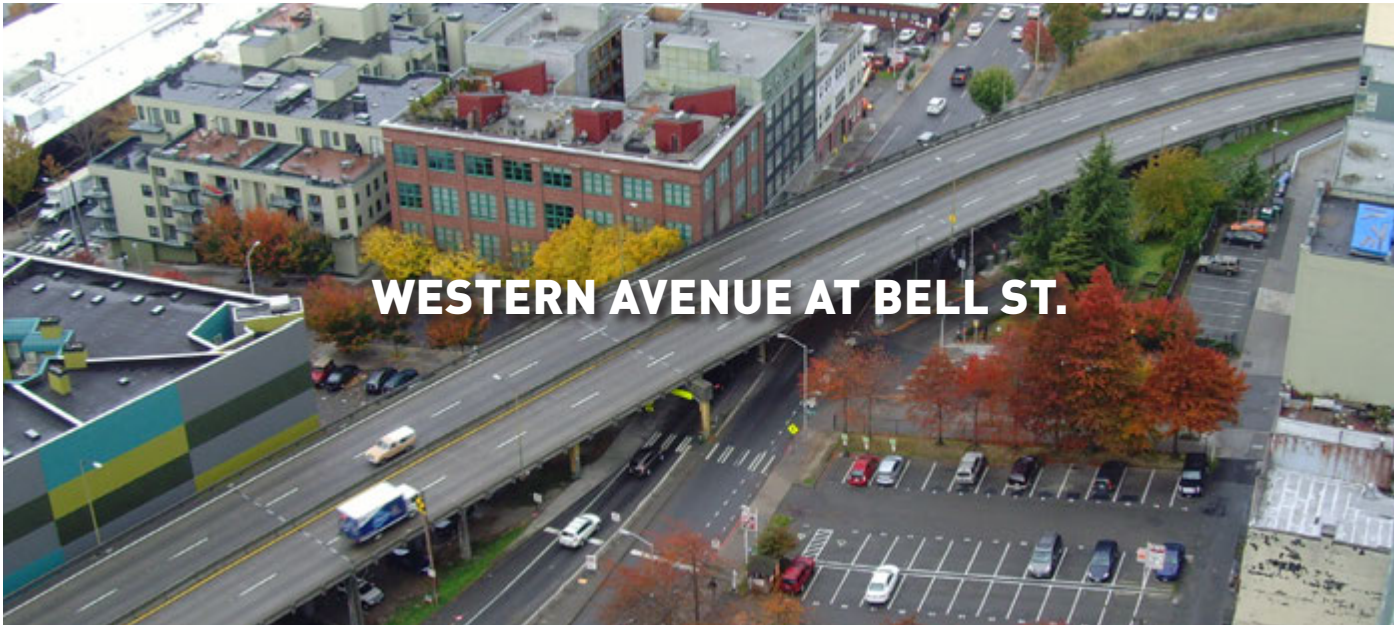




FRONTING USES

BELLTOWN BLUFF





FRONTING USES

EASTSIDE PERIMETER PLANNING AND DESIGN CONCEPT

Two scales drive the planning and design concept for the east-side frontage. One is at the relatively large scale of the six sectors. Each sector has existing, unique qualities which should be retained. At the same time, there are also opportunities to introduce contemporary buildings in some of the sectors to contrast with the historic nature of the existing buildings. The basic structure and form of existing buildings to be retained should be conserved. The six sectors provide a subtle, distinguishing rhythm along the length of the Central Waterfront that will become much more apparent when the viaduct is removed.

The zoning code allows new buildings to be developed substantially higher than most of the existing structures. On the site between Spring and Seneca and the sites on the north side of Columbia and University, the height limit is 160'. The potential redevelopment of the site north of Union is limited to a height of 85', but the site on the south side of Union could be developed as high as 160'. Zoning regulations on properties which may be developed or redeveloped are outlined in the following section.

The second scale is largely experienced at the street level. There is a rich variety of street front activity. Opportunities for such activity will increase immensely with the removal of the viaduct and the introduction of a new Alaskan Way. The new Alaskan Way will provide critically important pedestrian circulation along its route while providing access to the west side of these east fronting properties and at intersections connecting to the

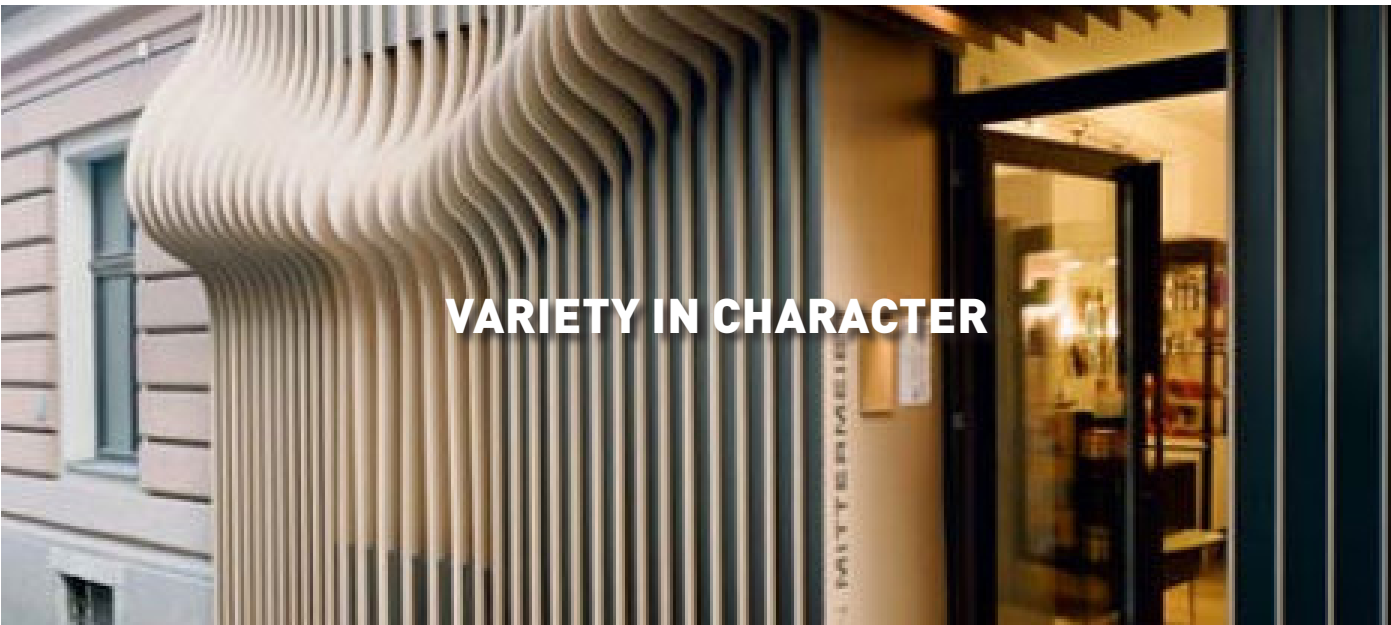
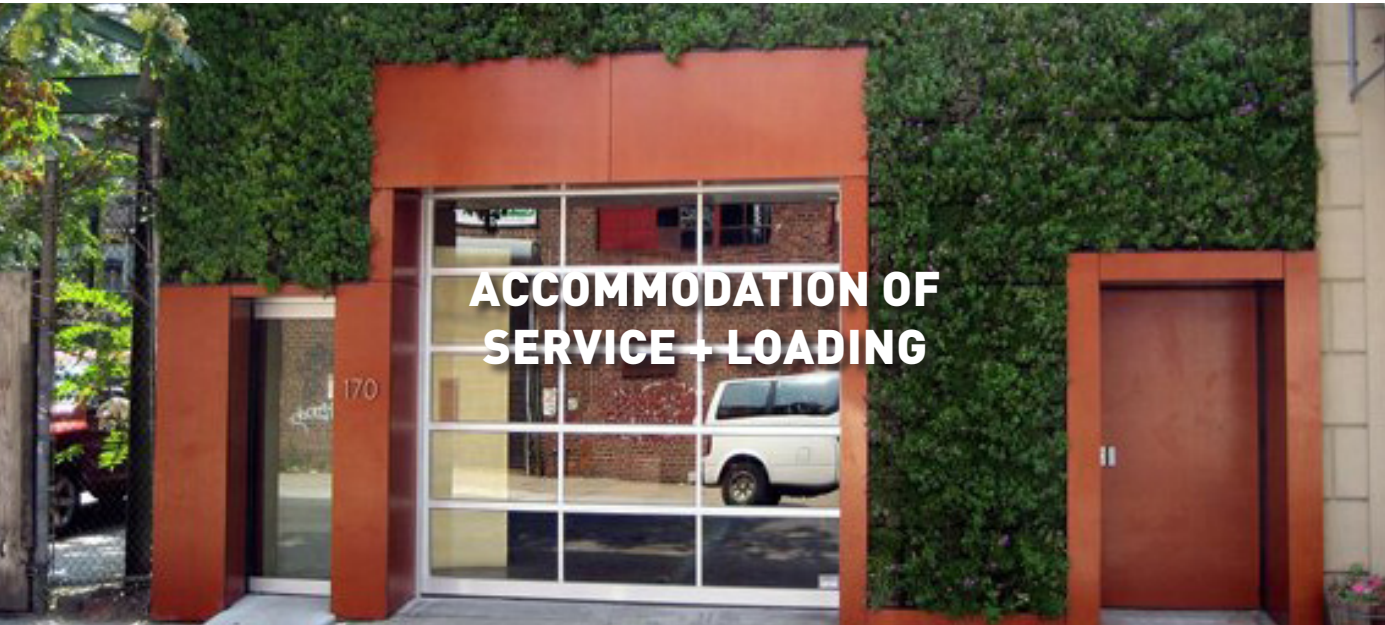
east-west circulation accessing the stadiums and SODO, Pioneer Square, Downtown and Belltown.

At one time, railroads provided access to many of the buildings, creating raised platforms. At other places, access remains at street level. This variety of access levels along the length of the East Front should be retained and built upon. The scale of the frames and openings from block to block and sector to sector also varies and provides an opportunity to realize a diversity of openings at the street and platform levels. Many portions of buildings have no openings toward the service and viaduct side and open up onto Western Avenue and the side streets. However, with the removal of the viaduct and development of open space, buildings can provide street and platform level commerce to attract people and provide new activity and eyes on the street and public spaces.

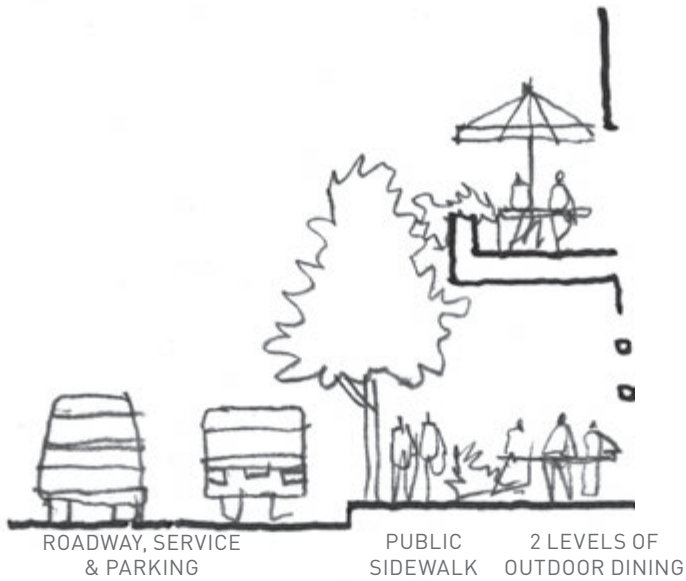
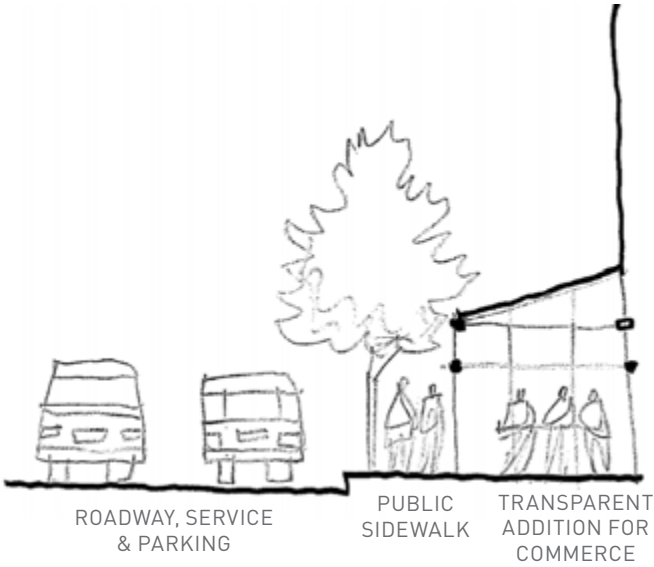
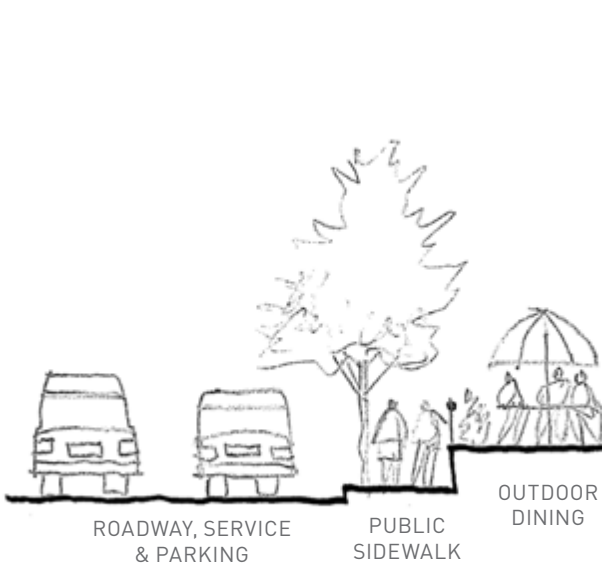
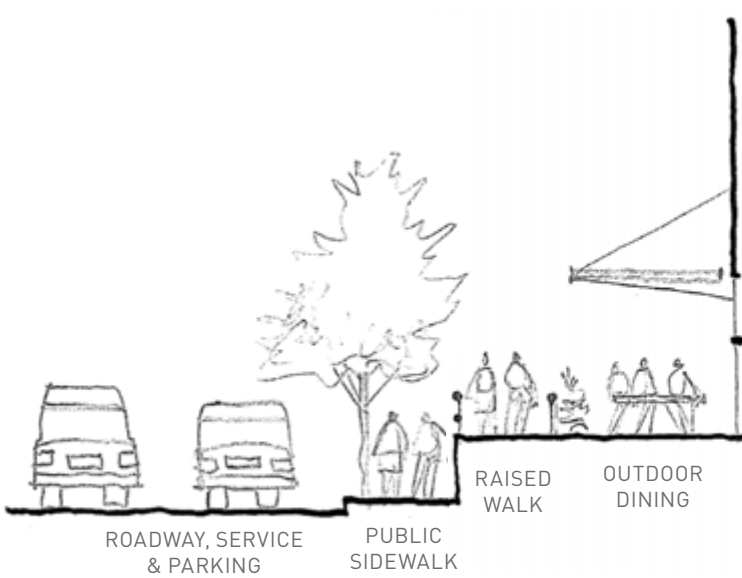
Properties between Pike and Yesler were purchased from the railroad. As a result, 8 blocks presently have setbacks ranging from 18' to 12'. Most of this property is currently used for private parking and service, except for the block between Spring and Madison which has been improved with trees and pedestrian circulation. These setbacks could be developed with expanded raised and street level terraces for outdoor dining and possible transparent expansions on existing buildings. Where designated landmark structures are involved, such additions should respect and maintain the architectural and historic integrity of the structure.

The design concept assumes that the new public sidewalk will be located on the property lines with parallel public parking on the street; private parking will no longer be allowed. There will be a need for service parking and drop-offs at places in the public parking zone as it is likely that service to the buildings will continue to be required on the west side of the buildings. However, trash containers will need to be removed from sight.

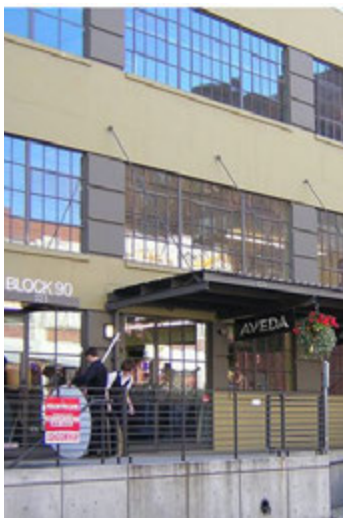
The transformations, additions, and the opening up of the east fronting buildings will happen over time. The intent should be to support a diversity of development that could include walls and windows that open up at various times and in a variety of ways, temporary as well as permanent installations and a richness in scale and detail related to the pedestrian experience. Commercial enterprises should be encouraged to attract families and people of all ages, including tourists and residents. Throughout the world, places most attractive to tourists are those places which truly express the nature of the place and are loved and frequented by the residents.



FRONTING USES
STREET FRONT ACTIVITY



RAISED SIDEWALKS AND TERRACES



OUTDOOR COMMERCIAL TERRACES



POTENTIAL TRANSPARENT ADDITIONS



TEMPORARY, SEASONAL TENTS AND DISPLAY +
POTENTIAL MULTI-LEVEL COMMERCIAL DINING

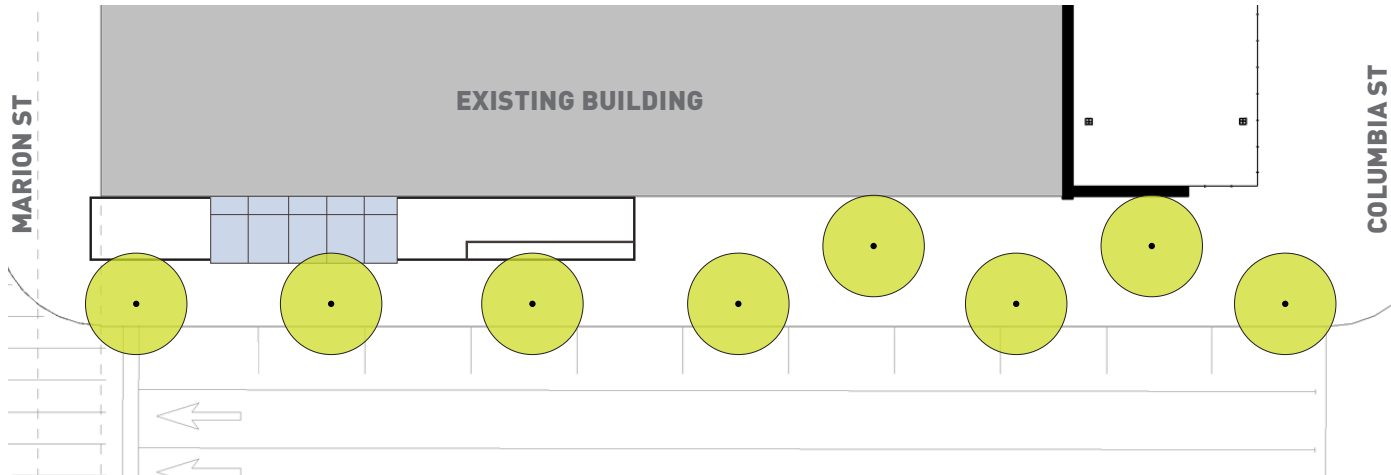
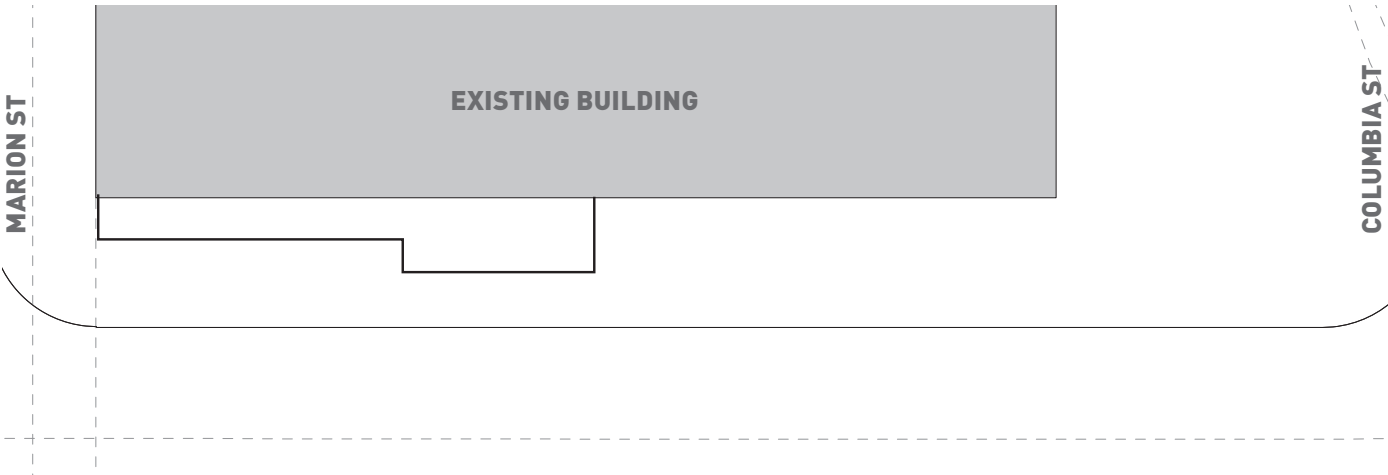


EXAMPLE AT COLUMBIA ST

EXISTING CONDITION



POTENTIAL



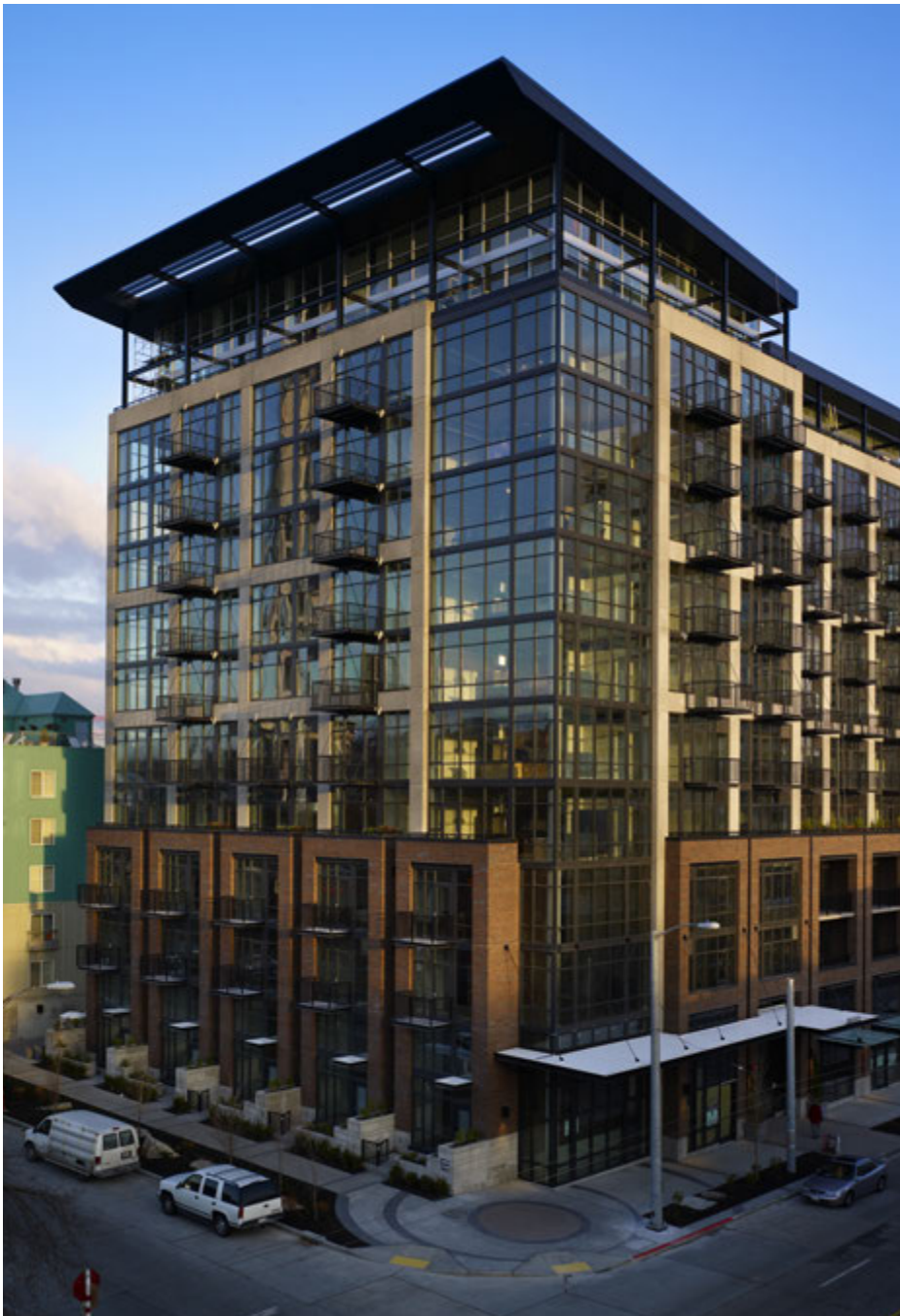
FRONTING USES

NEW DEVELOPMENT POTENTIAL

New development, as well as improvements to existing buildings, should enliven and increase the numbers of those living and working on and visiting the waterfront. With removal of the viaduct, the environment of the east side fronting buildings and properties will improve immeasurably, resulting in substantial new development and improvement of existing buildings.



NEW DEVELOPMENT POTENTIAL PRECEDENT



Consider contemporary, dynamic new development with street level commercial on existing parking lots such as between Seneca and Spring.

FRONTING USES

NEW DEVELOPMENT POTENTIAL

It will be important to create visual transparency and new uses of ground floor commercial on the east frontage as well as on the east-west connecting streets, on Western and on Post Alley. Uses occupying upper floors should contribute to a 24/7 population on the waterfront and this zone between downtown and the waterfront.

Affordable, workforce and market rate housing types are especially desired in this area by both the Pike Place Market and Pioneer Square Association. New development and adaptive reuse of existing buildings provide opportunities for housing.

The Seattle Downtown Code requires a 40 foot setback above the height of 60 feet along the following view corridors: University, Spring, Seneca, Madison and Marion Streets and in Belltown on Broad, Clay, Vine, Wall, Battery and Bell.

The Downtown Code requires at least part of the parking be provided below grade. Because of water table conditions on sites such as those on the eastern front, the City has allowed exceptions. A new project under construction at 888 Western may set a precedent for new construction. The ground floor will accommodate street level uses such as retail, lobby, access and service. Four floors of parking are located above the ground floor before residential floors start on level 6. Above grade parking should be screened.

The following lots may be considered for development or redevelopment:

1. 111 Alaskan Way S, between Yesler Way and S. Washington St.. A proposed four-story hotel has been approved for this property.

2. 800 Alaskan Way, Existing parking lot on the north side of Columbia between Western and Alaskan Way. Zoned DMC 160. Assuming some reconfiguration occurs to match the properties on Columbia east of Western once the viaduct ramp is removed, the buildable site will be approximately 55 by 130 feet in area. The neighboring property to the north is a parking garage and the entire block is owned by Commuter Center LLC. The existing parking garage is in a building that was converted to parking. A portion of it could possibly be returned to commercial use. This lot may not include on site parking, as the neighboring parking garage is owned by the same group. The site could include commercial on the ground floor on both Alaskan Way and Columbia.

Alternatively, depending on the condition of the building converted into a parking garage, the development site could include both the parking lot and a portion of, or the remainder of the block. The height limit is 160 feet and there is no view corridor setback required along Columbia Street..

3. 1101 Western Avenue. The entire block consists of existing surface parking between Seneca and Spring Streets and is zoned DMC 160. While the height limit is 160 feet, a 40 foot setback above 60 feet is required on Seneca and Spring Streets. Similar to the project at 888 Western, development of this site could include retail, lobby, access and service at the ground level with 4 floors of parking above the ground floor, and other uses such as office, hotel, or residential located above the fifth floor.

4. Lot north of University between Western and Alaskan Way is an existing surface parking lot. Owned by Seattle Steam Corporation with Seattle Steam LLP, this small parcel (1950 SF) is former BNSF right-of-way on the western edge along Alaskan Way. Zoned DMC 160, the buildable site is approximately 120 by 150 feet including the former BNSF right-of-way. A 40 foot setback is required above 60 feet off of University. Development of this site is complicated by the proximity to the Steam Plant at the north end of the site. The ground floor could include retail on both the Alaskan Way and University frontage, possibly with 4 floors of parking above accessed from Western and office and/ or residential above. This site represents an important opportunity as a connection and gateway between the waterfront and the Harbor Steps leading into downtown, the Seattle Art Museum and Benaroya Hall.

5. 1334 Alaskan Way. The lot south of Union between Western and Alaskan Way is an existing storage building owned by Shurgard Fremont Partners. Zoned DMC 160, the lot is 120 feet by 130 or 150 feet deep depending on the status of the former railroad strip. There is no view corridor setback required, though it may be desirable to set back at the Western elevation or one story above commercial on Western to add to the Union street terraced opening and connection to the stairway between Western and First Avenue. However the southern side of this site adjoins the Steam Plant and a setback may be desirable on a portion of the south side of the site. The ground floor on Alaskan Way, a portion of Union leading to the new steps, and on Western could be retail. A walkway from Western to an elevator near the west end of the

property either here or on the property across Union to the north should be provided, (or an escalator provided within the Union ROW) Portions of the structure facing Alaskan Way should be occupied by uses that enliven this important city edge.

6. Lot north of Union between Western and Alaskan Way an existing retail and parking building owned by Bradley Holdings Limited. Designated MC within the Pike Place Market Urban Renewal Area, development is subject to the urban renewal plan regulations (dated march 1973 and in effect until 2014.) The street elevation at the southeast corner of this property on Western is 28’ and at the northeast corner 37’. The maximum elevation of the building is designated to be 90’ or 53’ above the 37’ elevation and 62’ above the 28’ elevation

In the Pike Market Urban Renewal Plan this lot is titled MC-3 and described as being approximately 32,000 square feet. The overall elevation differential between the highest point on Western Avenue and the lowest point at the western property boundary is approximately 26 feet. Permitted uses are commercial, recreational commercial, office commercial, wholesale commercial, wholesale/ retail. Access to loading and service facilities is presently limited to the Alaskan Way level. One-hundred percent coverage is permitted. Retail could be provided on Alaskan Way, a portion of Union leading to new steps and on Western. Either could be provided here or on the property across Union to the south. Four floors of parking above the ground level and from the 5th floor and above commercial, office or residential may be developed. A portion of the building on this site was used as a gas station.

7. There are two sites, one on each side of the Hill Climb Corridor designated in the Pike Place Urban Renewal Area as MC-2. These may be added to and/ or modified when the viaduct is removed and the new Alaskan Way added. The alignment and elevation of the new Alaskan Way will impact the opportunities and limitations for improving these 2 sites. The primary goal will be to open both sites to Alaskan Way and to the Hill Climb Corridor, to strengthen the connection on Pike Street from First Avenue and the Pike Place Market to the waterfront. It is critical that the opportunities here be considered and designed in conjunction with the design of the terraced folds proposed to extend from Steinbrueck Park to the waterfront, with the design of PC-1 and the potential for commercial development under consideration at the Alaskan Way and Waterfront level beneath the terracing.

8. A parking lot on the north side of Clay serving the Spaghetti Factory restaurant 110 by 120 feet. It is important to provide parking for the restaurant. The building housing the Spaghetti Factory is being nominated as a Seattle Landmark. The zoning designation is DH2/65, which has a height limit of 65 feet.

9. Three existing parking lots on the east side of 1st Avenue: one between Bell and Battery, one between Bell and Blanchard and one at the southeast corner of Blanchard and 1st Avenue. The zoning here is DM R/R 85/65, which allows a height of 85 feet for residential use.

10. Two existing parking lots on the east side of Western Avenue: one at the southeast corner of Bell and Western and another at the southeast corner of Blanchard and Western. The zoning here is DMR/C 85/65 which allows 85 feet as the height for residential use.

11. Portions of the block between Elliott, Western, Battery and Bell. A project has been proposed at the corner of Elliott and Battery, 2700 Elliott-Arthouse. The zoning here is also DMR/C 85/65.

12. Properties created as a result of the removal of the viaduct and realignment of the Elliott-Western connection which may be developed or remain as open space. The zoning is DMR/C 85/65.

13. Properties likely to be developed as open space exposed with the removal of the viaduct, access ramps and entry to the Battery Street tunnel. These include:

G1. Property between First and Western, Battery and Bell, currently the entrance to the Battery Street tunnel. This is the location of the proposed Belltown Balcony.

G2. The triangle shaped property and the bluff running from Blanchard south on the western and eastern sides of the new link from the new Alaskan Way to Elliott and Western Avenues.

