

# DESIGN SUMMARY

CONCEPT DESIGN AND FRAMEWORK PLAN  
FOR SEATTLE'S CENTRAL WATERFRONT



Waterfront  
Seattle







# DESIGN SUMMARY

## CONCEPT DESIGN AND FRAMEWORK PLAN FOR SEATTLE'S CENTRAL WATERFRONT

Prepared for:

The City of Seattle,  
The Seattle Department of Transportation,  
Department of Planning and Development,  
and Department of Parks and Recreation

Prepared by:

James Corner Field Operations

CH2MHill, Shiels Obletz Johnsen, Inc.

SHoP Architects, Mithun, Berger Partnership, Nelson/ Nygaard, Parsons Brinkerhoff, Parametrix, EnviroIssues,  
Creative Time, Mark Dion, Erik Fredericksen, Tomato





# ACKNOWLEDGEMENTS

The Waterfront Seattle Concept Design and Framework Plan is commissioned by the City of Seattle Department of Transportation (SDOT), working in close collaboration with the Seattle Department of Planning and Development and the Seattle Department of Parks and Recreation.

**City of Seattle**

Mike McGinn, Mayor  
Sally Clark, City Council President  
Sally Bagshaw, City Council  
Tim Burgess, City Council  
Richard Conlin, City Council  
Jean Godden, City Council  
Bruce Harrell, City Council  
Nick Licata, City Council  
Mike O'Brien, City Council  
Tom Rasmussen, City Council

**Seattle Department of Transportation**

Peter Hahn, Director  
Goran Sparrman, Deputy Director  
Bob Chandler, Assistant Director for Strategic Projects  
John Layzer, Major Projects Director  
Hannah McIntosh, Waterfront Program Coordinator  
Steve Pearce, Waterfront Seattle Project Manager  
Mike Johnson, Waterfront Seattle Technical Lead

**Seattle Department of Planning and Development**

Diane Sugimura, Director  
Marshall Foster, City Planning Director  
Dennis Meier, Urban Designer

**Seattle Department of Parks and Recreation**

Christopher Williams, Acting Superintendent  
Nathan Torgelson, Policy and Development Manager  
David Graves, Senior Planner

**Mayor's Office of Arts + Cultural Affairs**

Ruri Yampolsky, Director of Public Art Program

**Central Waterfront Committee**

**Executive Committee**

Charley Royer, co-chair  
Maggie Walker, co-chair  
Carol Binder  
Bob Davidson  
David Freiboth  
Patrick Gordon  
Gerry Johnson  
Ed Medeiros  
John Nesholm  
Mark Reddington

**Design Oversight Sub-Committee**

Patrick Gordon, co-chair  
Mark Reddington, co-chair  
Bob Donegan  
Cary Moon  
Vlad Oustimovitch  
Brian Steinburg  
Martha Wyckoff  
Rebecca Barnes, Advisor  
Liz Dunn, Advisor  
Jeff Hou, Advisor  
Jon Houghton, Advisor  
Chris Rogers, Advisor

**Stakeholders Group**

Pike Place Market  
Washington State Ferries  
Port of Seattle  
Downtown Seattle Association  
Seattle Convention and Visitors Bureau  
Greater Seattle Chamber of Commerce  
Public Facilities District  
Waterfront property owners and tenants  
Seattle Parks Foundation  
Seattle Aquarium

Individuals representing the following interests:

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

Representatives from following neighborhoods:

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



CONTENTS

BOOK 1	1. Introduction	6
DESIGN SUMMARY	2. Guiding Principles	7
	3. Public Engagement and Program Development	8
	4. Three Concepts at Three Scales	12
BOOK 2	The City Scale	
FRAMEWORK PLAN	The Urban Scale	
	The Waterfront Scale	
	Long-term Vision	
BOOK 3	5. Core Projects	20
CONCEPT DESIGN	Continuous Elements and Roadway	
	Destinations:	
	Pioneer Square Beach and Festival Pier	
	Colman Dock	
	Historic Pier Walk	
	Union Street Pier	
	Aquarium Plaza	
	Pier 62/63	
	Overlook Walk	
	Belltown Bluff	
	6. Access and Mobility	44
	Pedestrians	
	Bicycles	
	Transit	
	Street Design	
	Regional Traffic and Freight	
	Local Freight and Access	
	Parking and Loading	
	7. Framework Strategies	50
	Urban Frontages	
	Sustainability	
	Art	
	Implementation	
BOOK 4		
ART PLAN		
BOOK 5		
APPENDICES		



# 1. WATERFRONT SEATTLE

The central waterfront extends nearly 2 miles along the shores of Elliott Bay, from the Stadium District in the south to Olympic Sculpture and Myrtle-Edwards Parks in the north. This stretch of urban public waterfront is a unique and quintessential part of the city at the intersection of urban development, industry and spectacular views of big nature.

The removal of the Alaskan Way Viaduct and replacement of the Elliott Bay Seawall present a tremendous opportunity to re-imagine Seattle's central waterfront and reconnect it to the rest of the city, while respecting its local icons and history as a working waterfront.

This planning and design document, Waterfront Seattle Design Summary, summarizes the ideas put forth during the Planning and Concept Design phases of the Central Waterfront Project. These ideas have been compiled in a larger document that includes a Framework Plan, a Concept Design, an Art Plan, and Appendices, all dated July, 2012. This is not a legal or binding document, but a summary of conceptual ideas for Seattle's new waterfront. Developed by the Waterfront Seattle planning and design team, the ideas are 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.



## 2. 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.

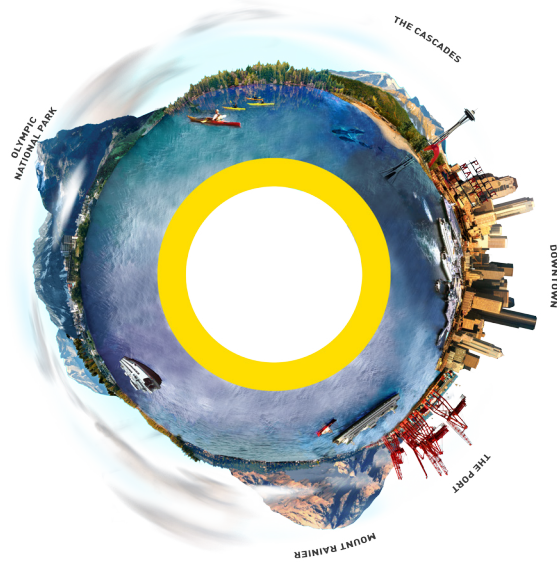
The waterfront is and remains a crossroads. The future waterfront should accommodate safe, comfortable and efficient travel by pedestrians, bicyclists, vehicles and freight.

### 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.





### 3. PUBLIC ENGAGEMENT AND PROGRAM DEVELOPMENT

At the core of Waterfront Seattle, is perhaps its most critical guiding principle – creating a Waterfront for All. Toward this mission, an innovative new level of civic outreach engagement has happened in tandem with waterfront planning and design. From community-based “pop-up” activities that draw new attention to the waterfront, to interactive workshops that let the community guide the conversation, Seattle’s voice has been and will continue to be infused into the future waterfront. Not only has public input directly influenced the evolution of the conceptual design, but outreach efforts have reinvigorated community interest in our waterfront as a place to relax, play and experience the city.

Outreach highlights during conceptual design include:

- Small events to bring people to the waterfront including temporary art installations, new yellow chairs on the public piers, theatrical performances, and photo booths.
- Connecting new audiences via social media and other web-based activities.
- Partnerships with more than 60 local and community organizations.
- Outreach to traditionally underrepresented populations, including an Oral History project to engage senior citizens.
- Four large-scale public meetings with approximately 1,000 attendees each, in February, May and October of 2011, and July 2012.
- Five community forums in the winter of 2012, with more than 750 total attendees, on topics including mobility and access, habitat, the culture and uniqueness of Seattle.
- Educational and input-gathering briefings to a variety of groups throughout the city.

Summer 2012 and beyond will continue to draw new audiences to the waterfront, engage the broader community and build partnerships with community organizations and leaders to maximize engagement in this incredible opportunity for our city.

#### PUBLIC MEETINGS AND EVENTS



Interactive Exhibit at Public Events



Public Meeting at Bell Harbor Conference Center



## SOLICITING AND GATHERING INPUT



Communication via Social Media

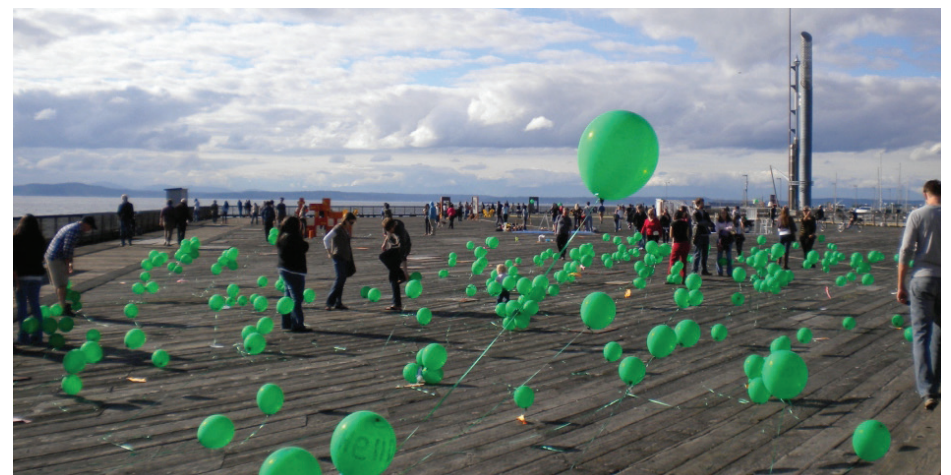
## MOBILIZING INTEREST



Yellow Chairs at Pier 62/63



Collecting public ideas and feedback



Interactive Exhibit at Public Events

## PUBLIC ENGAGEMENT AND PROGRAM DEVELOPMENT

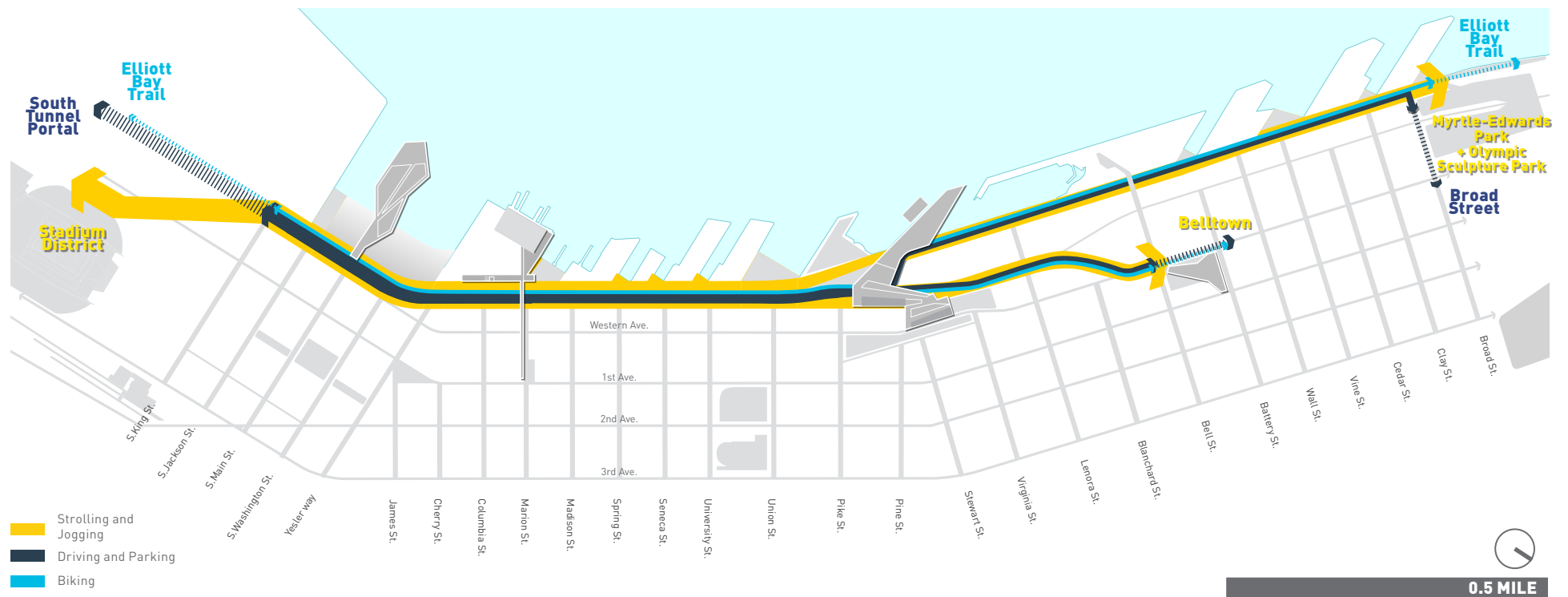
# PUBLIC SPACE PROGRAM

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

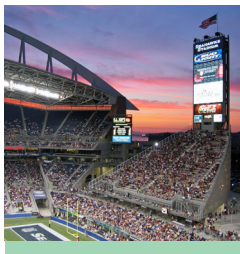







## Continuous and Event-Based Program

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

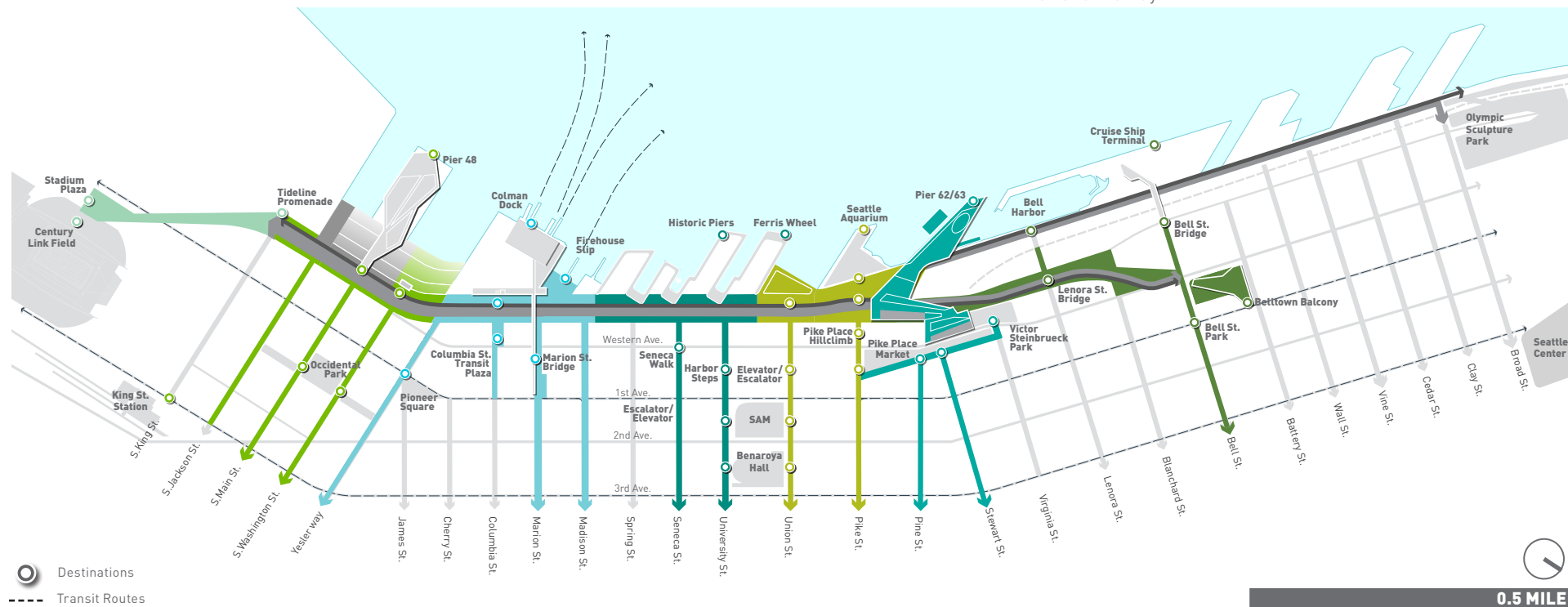
## CONTINUOUS PROGRAM





							
<b>RAILROAD WAY + STADIUM PLAZA</b> Eating Street Festival Game Day	<b>PIONEER SQUARE</b> Sitting Jogging Fishing Boating Sunning Touch the Water	<b>COLMAN DOCK TRANSIT</b> Ferrying Commuting Touring Shopping Viewing Exhibiting	<b>HISTORIC PIER WALK</b> Eating Dining Shopping Strolling Boating Touring	<b>UNION ST. PIER + AQUARIUM PLAZA</b> Festival Concert Eating Event Water Fountain Display	<b>PIER 62/63</b> Rollerskating Sunning Concerts Ice Skating Swimming Events Market Views to the Bay	<b>OVERLOOK WALK</b> Views to the Bay Children's Play Climbing Sliding Events Shopping Market	<b>BELLTOWN BLUFF</b> Views to the Bay Community Events Urban Agriculture

#### ACTIVITIES AND EVENT PROGRAM

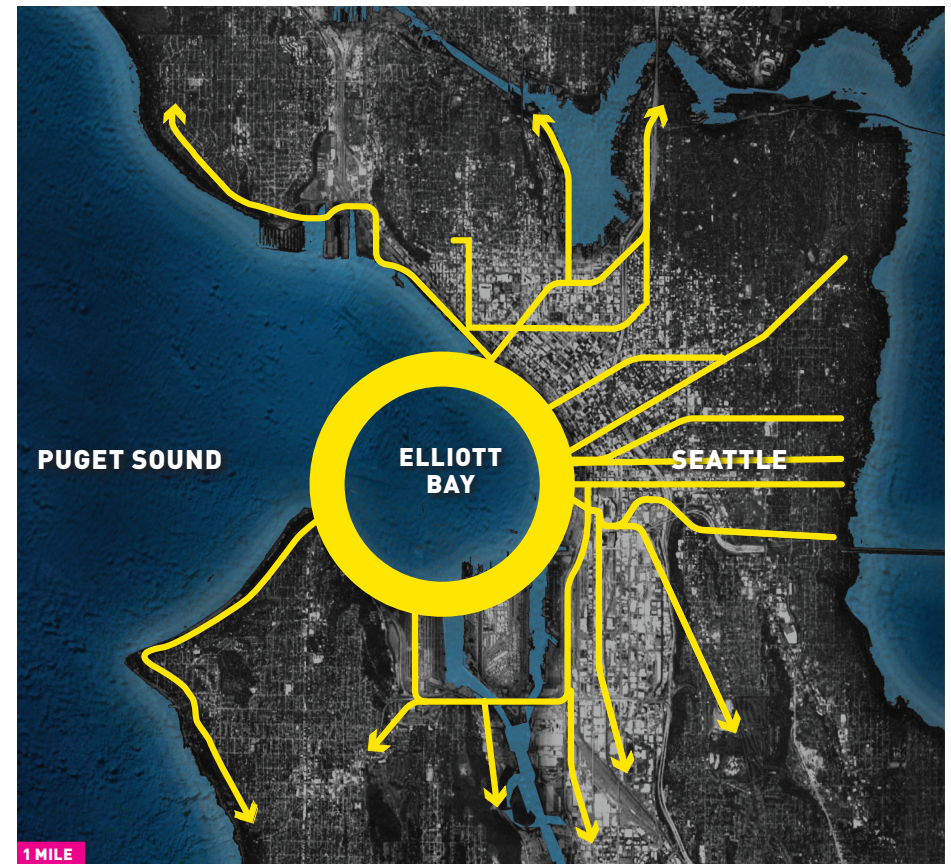




## 4. THREE CONCEPTS AT THREE SCALES

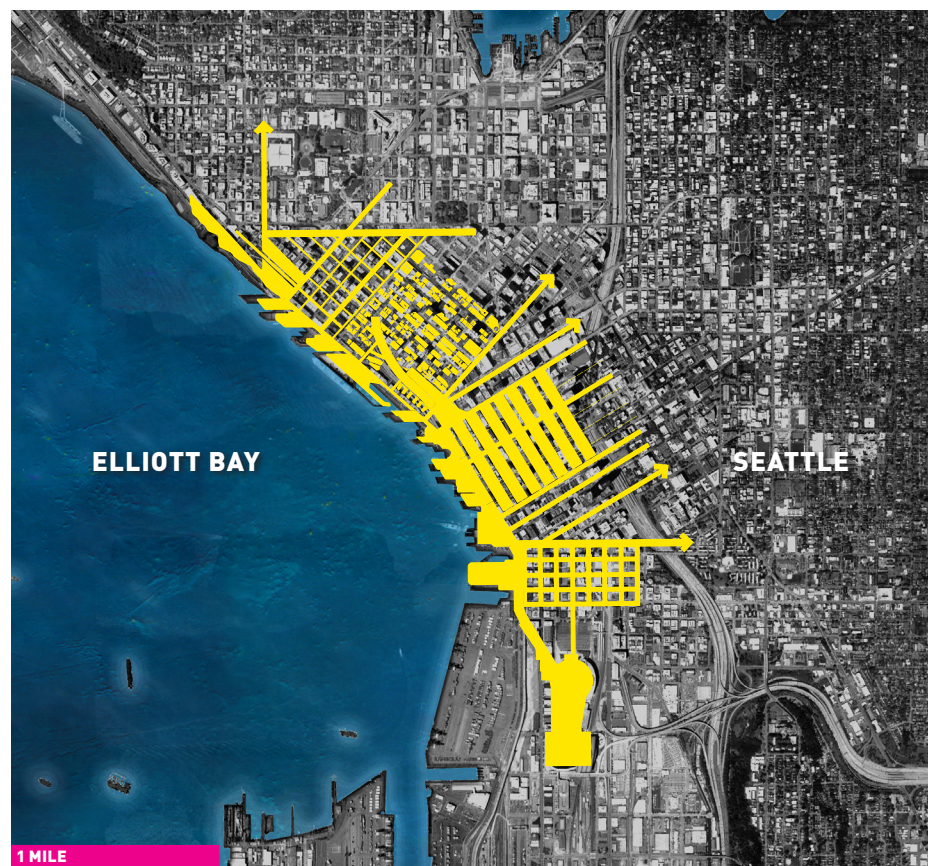
Waterfront Seattle is a comprehensive vision which considers the planning and design of the central waterfront across a range of scales: the city scale, the center city scale, and the waterfront scale. Each scale carries a particular thematic concept that will transform the image, character and identity of the central waterfront and redefine its relationship to the city as a whole.

### 1. THE CITY SCALE





## 2. THE CENTER CITY SCALE



## 3. THE WATERFRONT SCALE



## THREE CONCEPTS AT THREE SCALES

### THE CITY SCALE

At the city scale, the central waterfront can be seen as part of a larger ring circling Elliott Bay. The central waterfront needs to be connected to trails, neighborhoods and destinations along the shores of Elliott Bay, both north of Broad Street and south of King Street, to complete the journey around Seattle's Elliott Bay waterfront. Echoing Olmsted's Green Ring of parks encompassing central Seattle, the waterfront Bay Ring will provide a continuous public amenity that embraces Elliott Bay as the heart of the city.

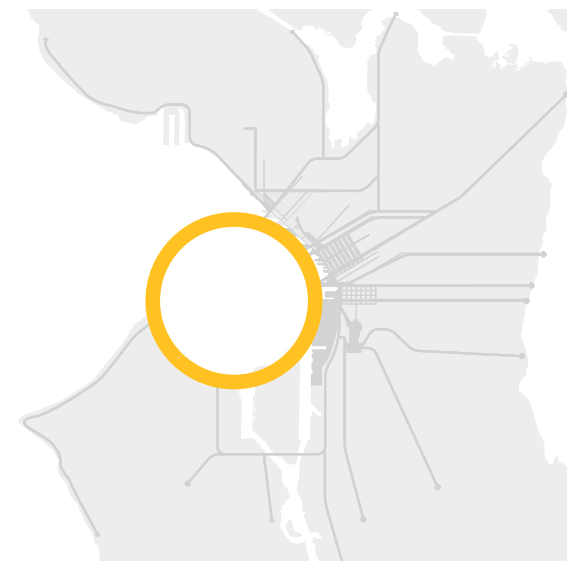
OLMSTED'S GREEN RING



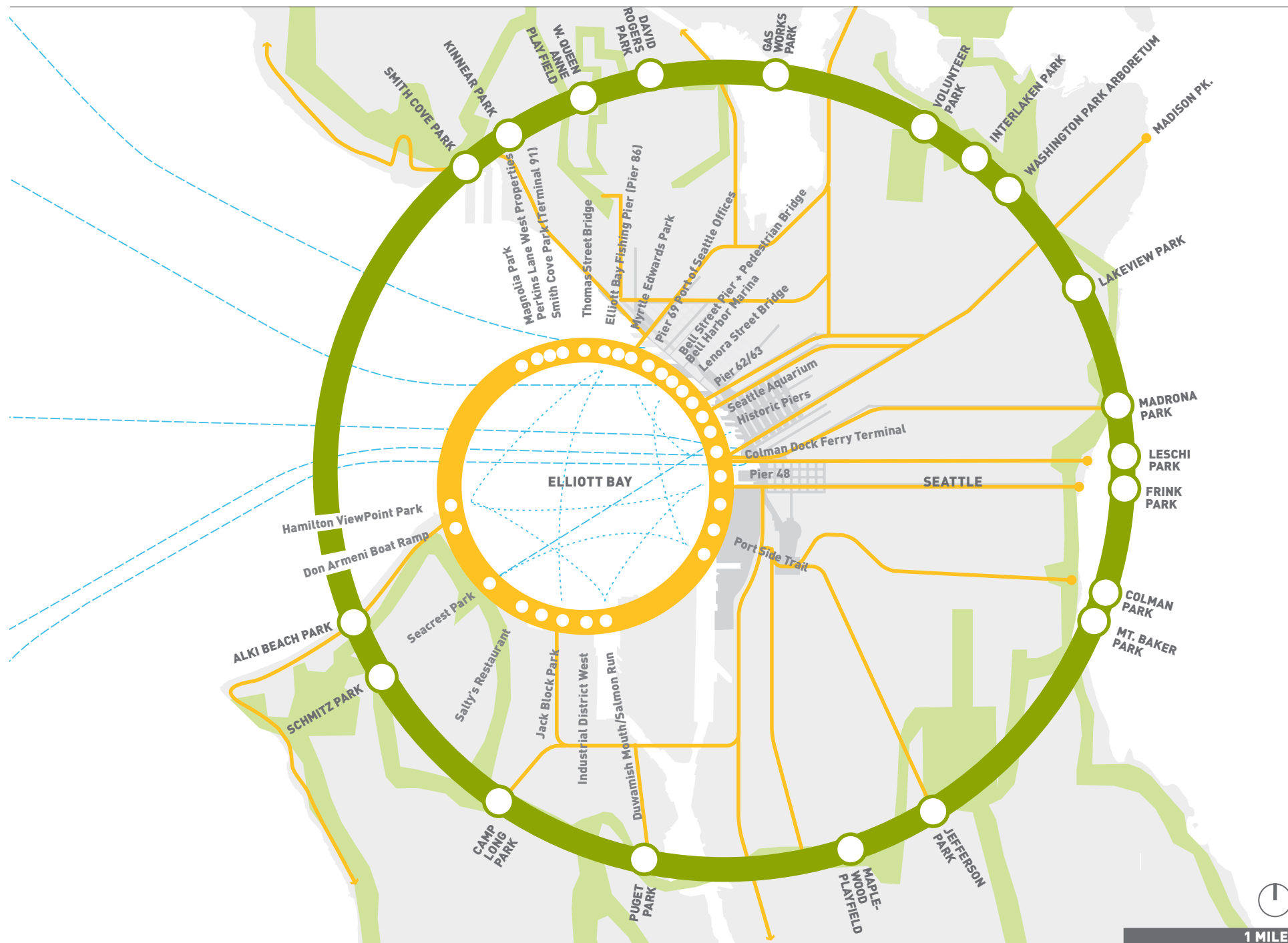
DESTINATIONS AROUND ELLIOTT BAY



THE BAY RING







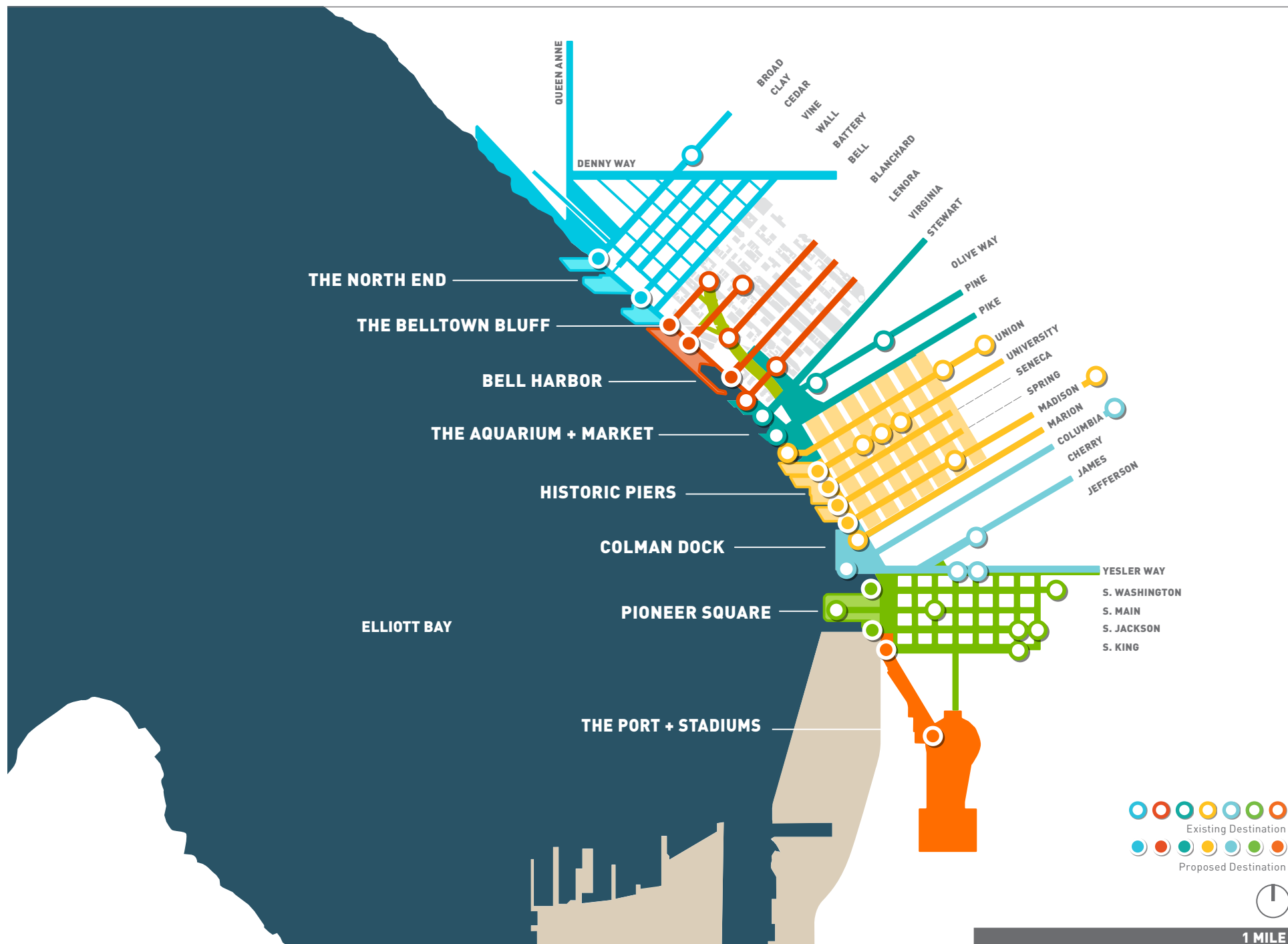
1 MILE

### THREE CONCEPTS AT THREE SCALES

## THE CENTER CITY SCALE

At the center city scale, eight character zones distinguish themselves along the waterfront. These zones are defined by physical characteristics of the site, such as converging grid systems, topography, and urban form, as well as the cultural characteristics of the working waterfront and its adjacent neighborhoods. Hence, the waterfront character zones are named, from south to north, Port & Stadiums, Pioneer Square, Colman Dock, Historic Piers, Public Piers, Bell Harbor, Belltown Bluff, and the North End.

Key east-west streets are identified as vital links between existing destinations within the center city and attractions along the waterfront. An extensive mobility and access network will allow pedestrians, cyclists, transit and vehicles to access and move along the waterfront easily and safely. The removal of the viaduct and the re-orientation of the center city towards the water, will unify and open the central waterfront, establishing it as Seattle's front porch on the bay.





## THREE CONCEPTS AT THREE SCALES

## THE WATERFRONT SCALE

At the waterfront scale, the concept establishes a continuous public waterfront, connecting the Stadium District and Pioneer Square to Belltown, 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

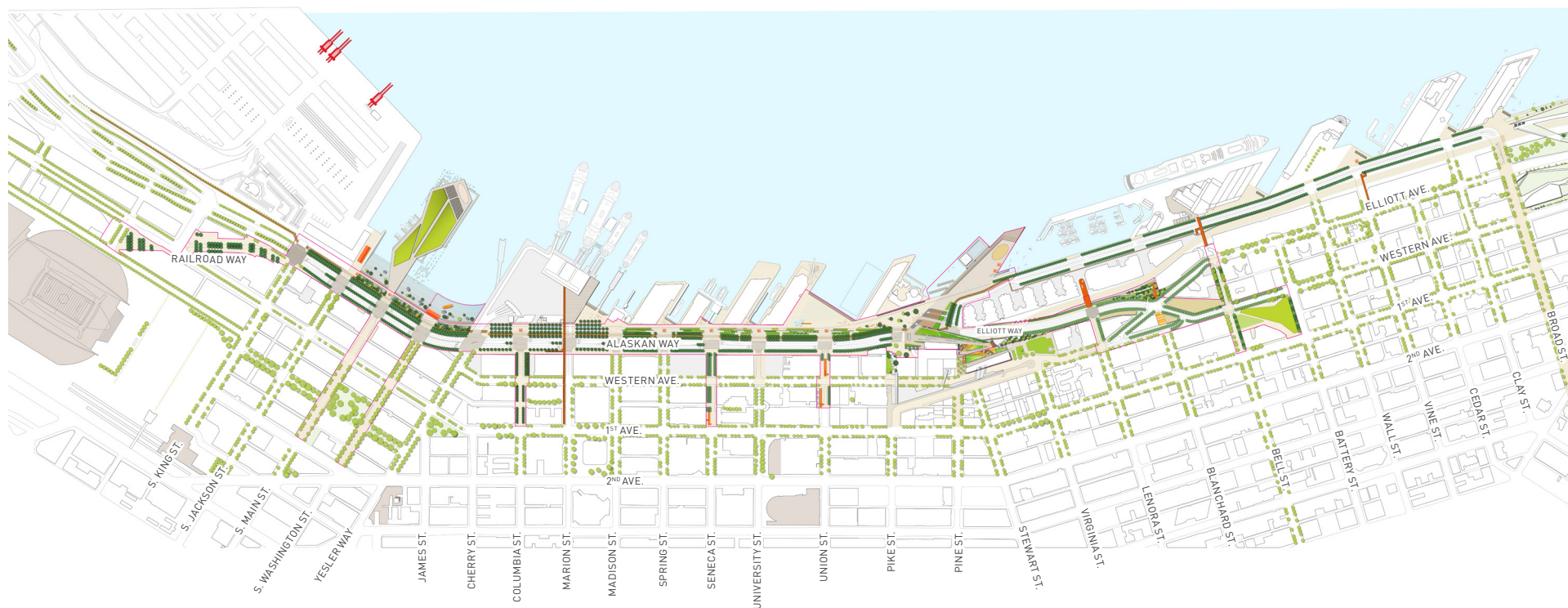
to form synergies of audience and program. Together, these elements create a dynamic urban district, filled with cultural, social and recreational activity on the waterfront.



## A LONG-TERM VISION FOR SEATTLE'S WATERFRONT

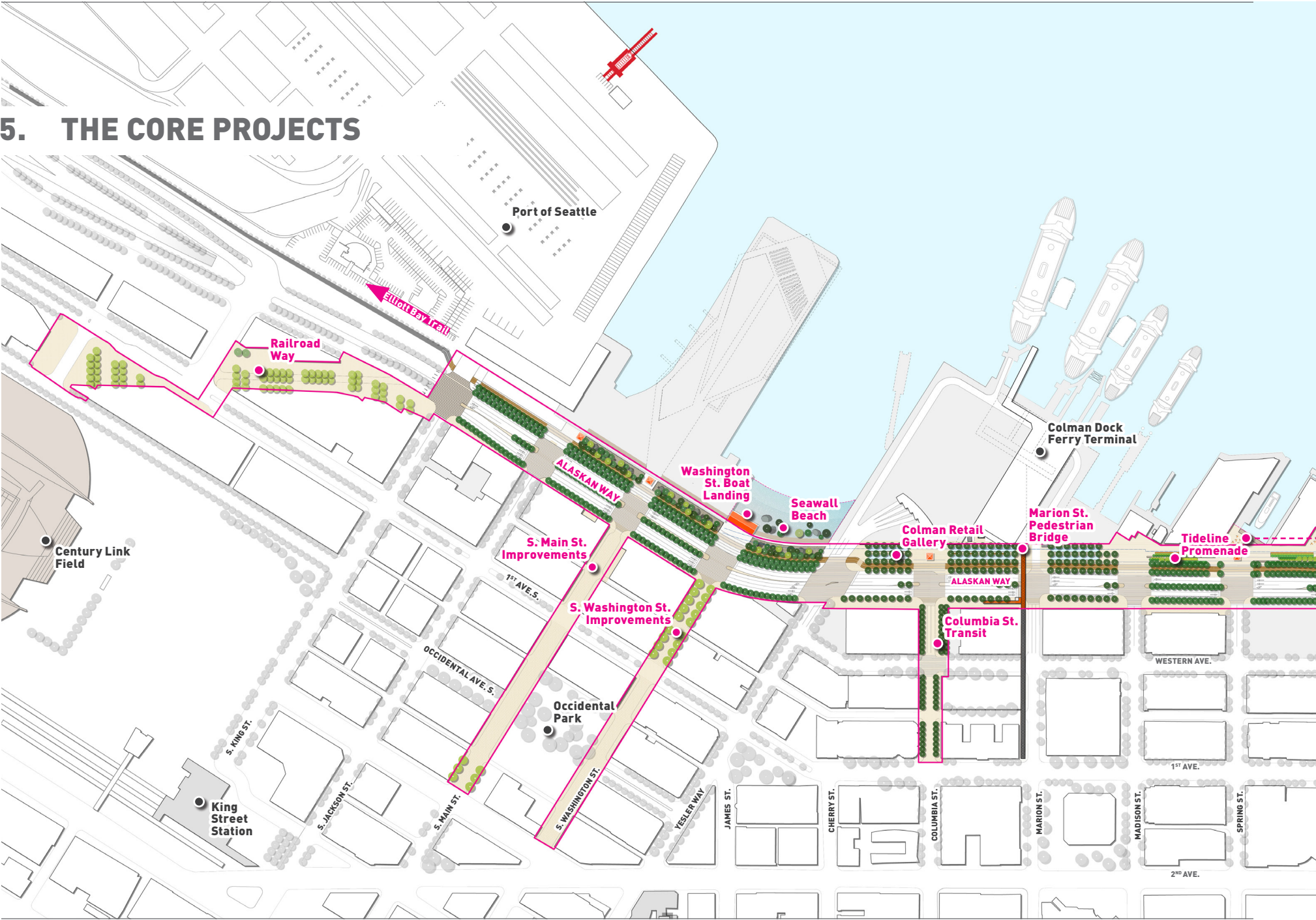
Together, the three scales create the Framework Plan, a long term vision for Seattle's waterfront that will be realized over the coming decades.

Within the Framework Plan, are several Core Projects that collectively make up an early phase of waterfront redevelopment, likely to be complete in the next 5 to 8 years. These projects can move forward more quickly because they are owned by the City, have identified funding sources and are directly related to the removal of the Alaskan Way Viaduct and replacement of the Elliott Bay Seawall.

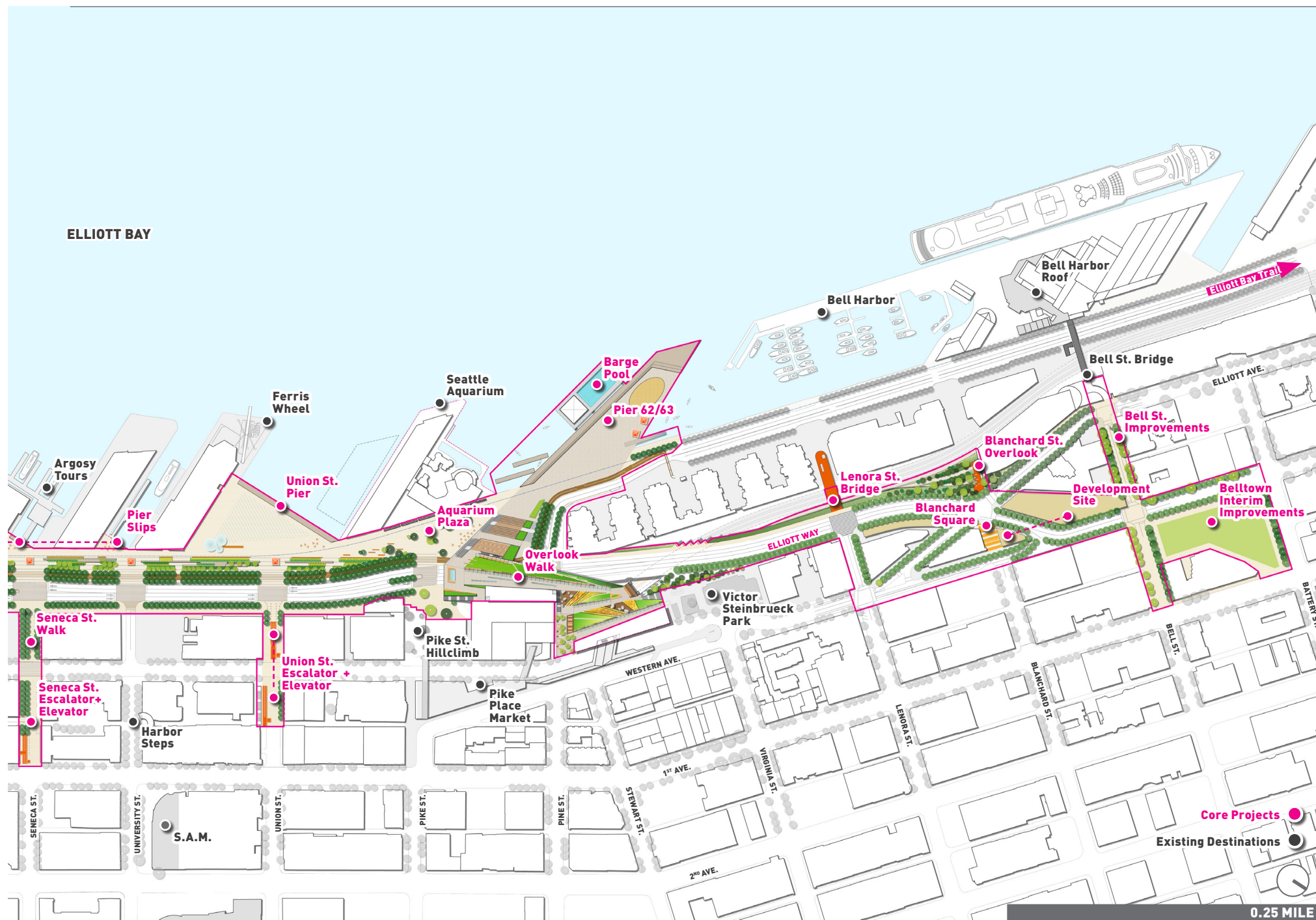


0.5 MILE

# 5. THE CORE PROJECTS









## THE CORE PROJECTS

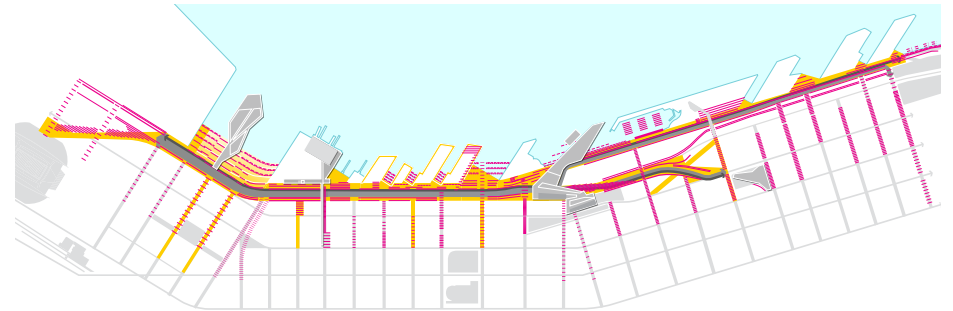
# CONTINUOUS ELEMENTS: STREET AND PROMENADE

At the heart of the new waterfront are a great urban street and pedestrian promenade. As the spine of the waterfront, they connect existing shopping, dining, boating and cultural activities to each other, to new waterfront destinations and to the city beyond.

Once the Alaskan Way Viaduct is demolished, the new surface street will be built in its footprint. The current surface street, east of the Viaduct, will be removed to open up space for the new waterfront promenade. The new waterfront promenade will link Pioneer Square to Olympic Sculpture Park and provide opportunities for sitting, strolling, jogging, bicycling, and viewing the bay.

The waterfront is marked by the effects of shifting tides and topographical changes. These physical processes inspire an organizational framework for the site. The “Tidelines” are then translated tectonically into the design elements that make up the waterfront.

TIDELINE CONCEPT

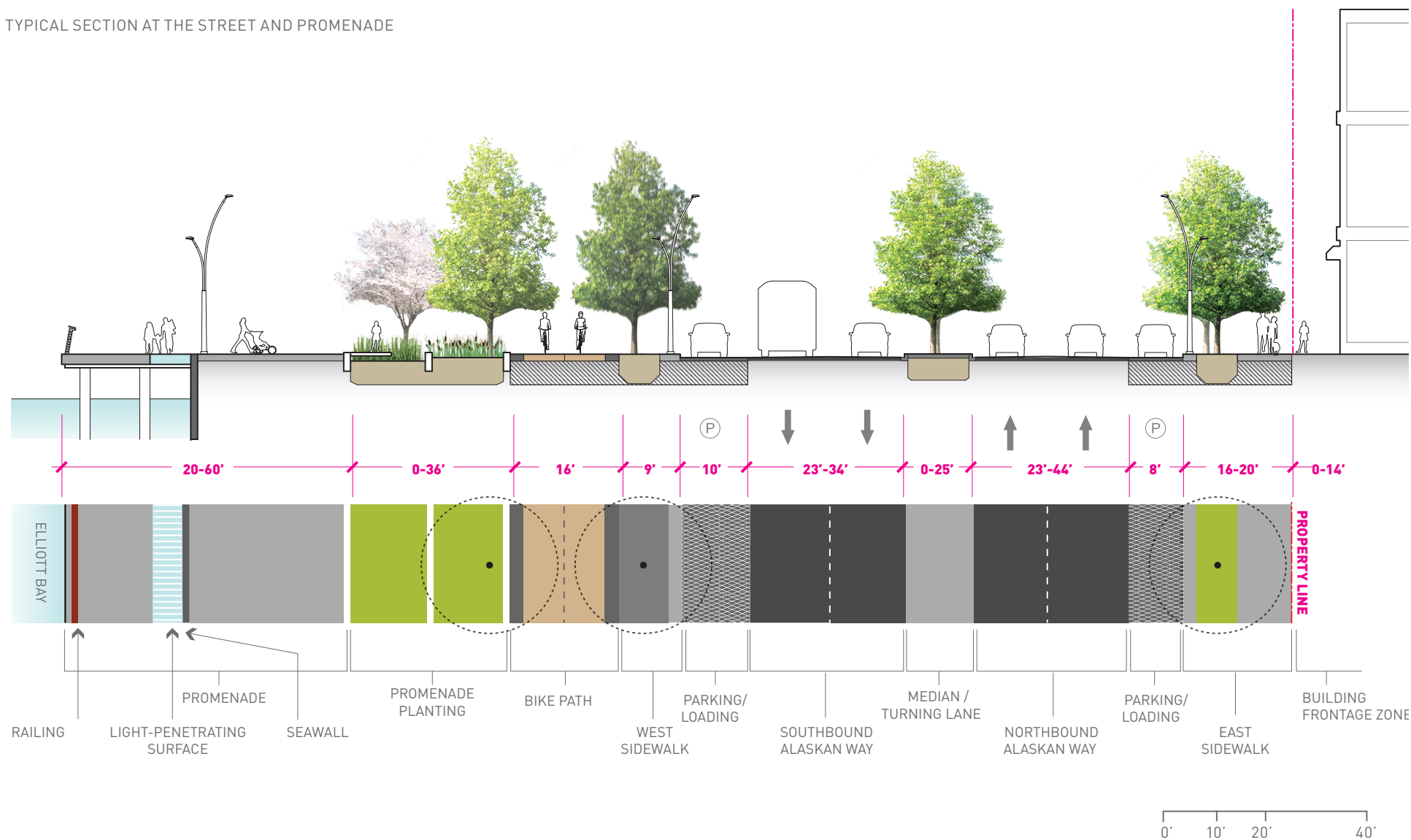


TIDELINE PROMENADE





TYPICAL SECTION AT THE STREET AND PROMENADE

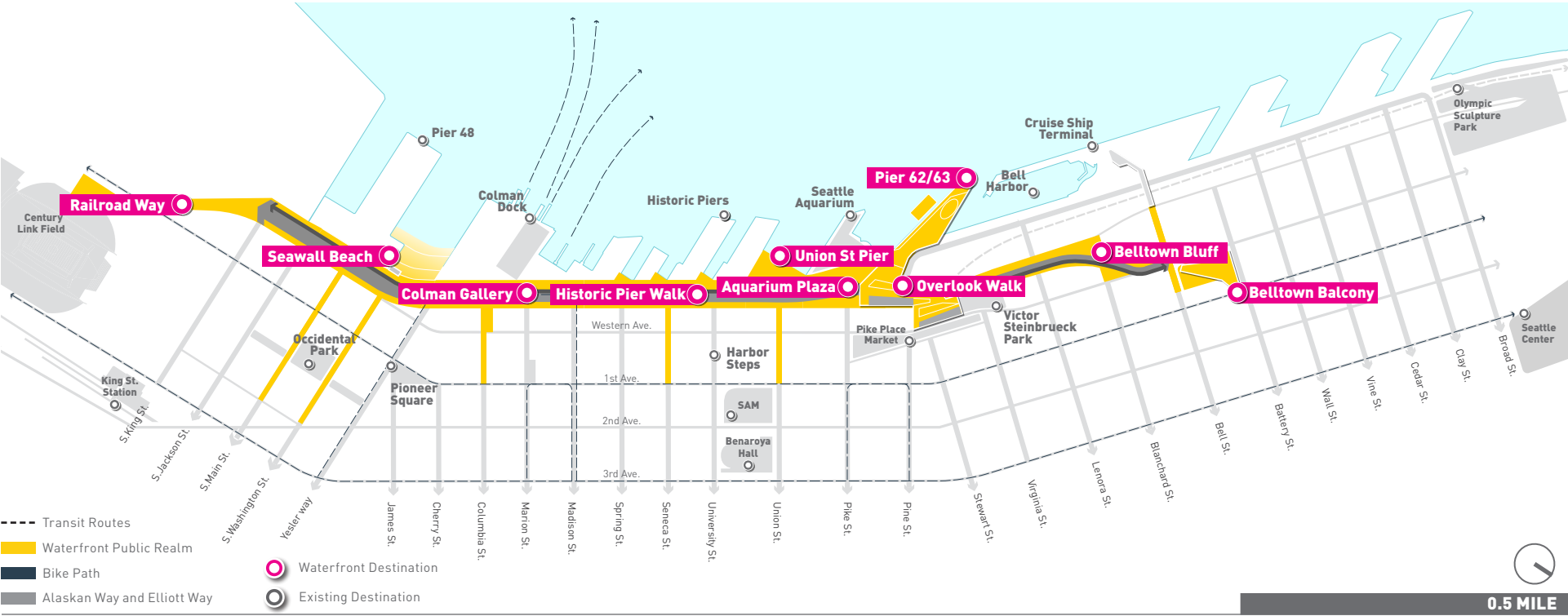


THE CORE PROJECTS

WATERFRONT DESTINATIONS

The waterfront promenade is punctuated by new public destinations. Averaging 60' in width, it will expand between piers to create destinations, where people can gather to experience great views of the water and enjoy a variety of activities. Where possible, the public realm will be elevated on "Folds" to allow for unobstructed views over Elliott Bay.

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



UNION STREET PIER



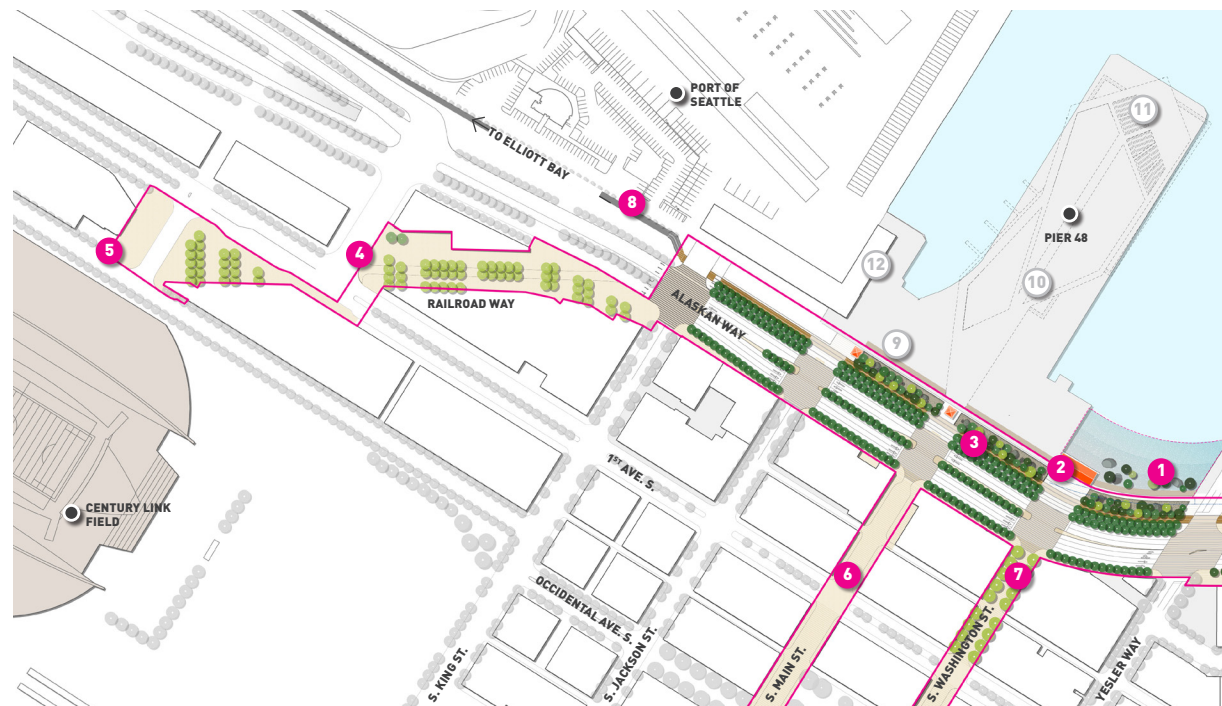


## WATERFRONT DESTINATIONS

# PIONEER SQUARE

The Pioneer Square neighborhood is the southern anchor of the waterfront. Fronting a portion of the historic district of Pioneer Square, a pebble beach will extend into Elliott Bay between South Washington Street and Yesler Way. Designed in coordination with the Elliott Bay Seawall Project, this beach will provide intertidal habitat areas and open views to Elliott Bay. Its character will evoke a native Pacific Northwest beach and will include a boardwalk, native shoreline planting, large boulders and logs. The historic Washington Street Boat Landing will be restored and integrated as a destination, potentially serving as moorage for small boats.

As a future project, Pier 48 is conceived as a Festival Pier, with slopes tilted towards the port and the bay, suitable for concerts, festivals, and large gatherings. Aligned with South Main Street, Pier 48 acts as a conceptual extension of the Pioneer Square neighborhood. In addition to activities on the pier, there would be opportunities to get closer to the water, on catwalks snaking through old pier pilings and at docks along the pier's south edge. Another future project includes an extension of the seawall beach south to South King Street and a landing at South Jackson Street.



### Core Projects

- 1 Seawall Beach
- 2 Washington St. Boat Landing
- 3 Tideline Promenade
- 4 Railroad Way
- 5 Stadium Plaza
- 6 South Main St. Improvements
- 7 South Washington St. Improvements
- 8 Connection to Elliott Bay Trail

### Future Projects

- 9 Extended Pioneer Square Beach
- 10 Festival Pier
- 11 Amphitheater
- 12 Jackson Landing





SEAWALL BEACH AND BOARDWALK



**FUTURE PROJECT** CONCERTS AT THE AMPHITHEATER



**FUTURE PROJECT** PIER DISCOVERY WALK



**FUTURE PROJECT** EXTENDED PIONEER SQUARE BEACH



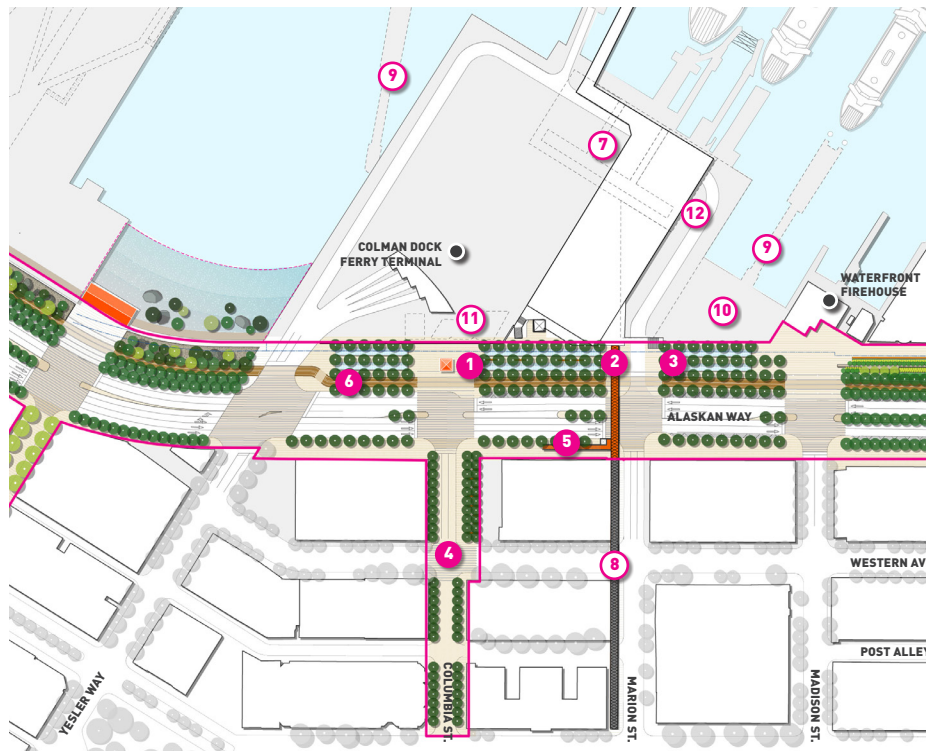


## WATERFRONT DESTINATIONS

### COLMAN DOCK

Colman Dock is a major transit hub, carrying thousands of passengers to and from the waterfront each day, and linking the city to the islands and towns around Elliott Bay and Puget Sound. Today Colman Dock has shoreline public access and in the future the terminal has the potential to become a destination reminiscent of its original design. Colman Gallery, a transit plaza and gateway to the Ferry Terminal, will be filled with generous seating, canopies for weather protection and bicycle parking for the Colman Dock's shoppers and commuters.

In the future, a retail building will front the plaza, activating its western edge. Additional projects may include a new elevated deck extending from a remodelled Colman Dock Ferry Terminal which would provide elevated views of the ferries, bay and mountains beyond. Passenger-only ferries could potentially move to a new slip, between Colman Dock and the waterfront Firehouse.



#### Core Projects

- 1 Colman Gallery
- 2 Marion St. Bridge
- 3 Canopy Shelters
- 4 Columbia Street Improvements
- 5 Transit/ Access to Marion St. Bridge
- 6 Bike Path

#### Partner Projects

- 7 Colman Dock/ Colman Dock Ferry Terminal
- 8 Colman Dock/Extended Marion St. Bridge
- 9 Colman Dock/Passenger-Only Ferries
- 10 Colman Dock/ Firehouse Slip
- 11 Colman Dock/Retail
- 12 Colman Dock/Ferry Deck and Open Space





COLMAN GALLERY AND RETAIL FRONTAGE



**FUTURE PROJECT** COLMAN DOCK FERRY DECK





## WATERFRONT DESTINATIONS

### HISTORIC PIER WALK

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 promenade will front the Historic Piers and encourage strolling, sitting, and informal gathering to complement the nearby commercial uses. The pier slips, re-oriented towards the bay, offer opportunities to rest in “town square”-like spaces and watch the activities of the working waterfront and bay beyond.

The buildings along the east-side of Alaskan Way offer opportunities for active commercial and retail frontages. Seneca Street will be improved with pedestrian-friendly street design, and an elevator and covered escalator to reach First Avenue. Along with the Harbor Steps at University Street, Seneca will provide clear access between the Waterfront, Furniture Row and downtown.

In the future, the promenade could potentially extend out onto the piers, wrapping the edges in a continuous walk to draw visitors to the ends of the piers for the great views of the bay, boats and mountains.



#### Core Projects

- 1 Tideline Promenade
- 2 Bike Path
- 3 Argosy Slip Improvement
- 4 Terrace Gardens
- 5 Seneca St. Improvements
- 6 Seneca St. Elevator/Escalator

#### Seawall and Partner Projects

- 7 Historic Piers/ Pier Slips
- 8 Historic Piers/ Ferris Wheel
- 9 Historic Piers/ Pier Walk





TIDELINE PROMENADE



GARDEN TERRACES



PIER SLIP



PARTNER PROJECT PIER WALK



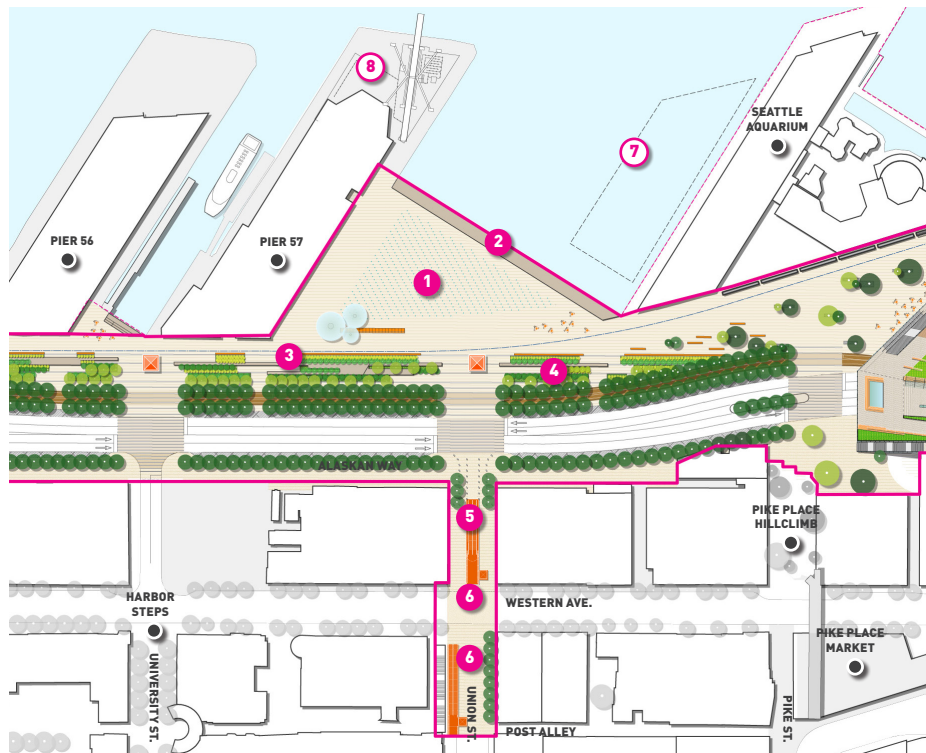


## WATERFRONT DESTINATIONS

### UNION STREET PIER

Today, Waterfront Park sits between the Historic Piers and Seattle Aquarium, sunken below Alaskan Way at the foot of Union Street. This large open space will be redesigned as Union Street Pier—raised to the level of the promenade and oriented perpendicular to the adjacent piers. It will be a flexible, open and vibrant space with unobstructed views of the bay, used for a variety of activities from kids play to programmed events and performances.

A large in-ground fountain and get-down steps at the water's edge will support daily program activities, complement the new waterfront ferris wheel and provide a venue for a variety of cultural events including outdoor movies and live performances. A new set of escalators and elevators on Union Street will connect pedestrians on First Avenue to the Union Street Pier. This destination is also the potential future home of a Seattle Aquarium Expansion.



#### Core Projects

- 1 The Cloud
- 2 Union St. Pier Get-Down
- 3 Tideline Promenade
- 4 Terrace Gardens
- 5 Union St. Improvements
- 6 Union St. Elevator/Escalator

#### Partner Projects

- 7 Seattle Aquarium/ Future Expansion Area
- 8 Ferris Wheel



WATER PLAY



MIST CLOUD



ART INSTALLATION



HOLIDAY FESTIVAL



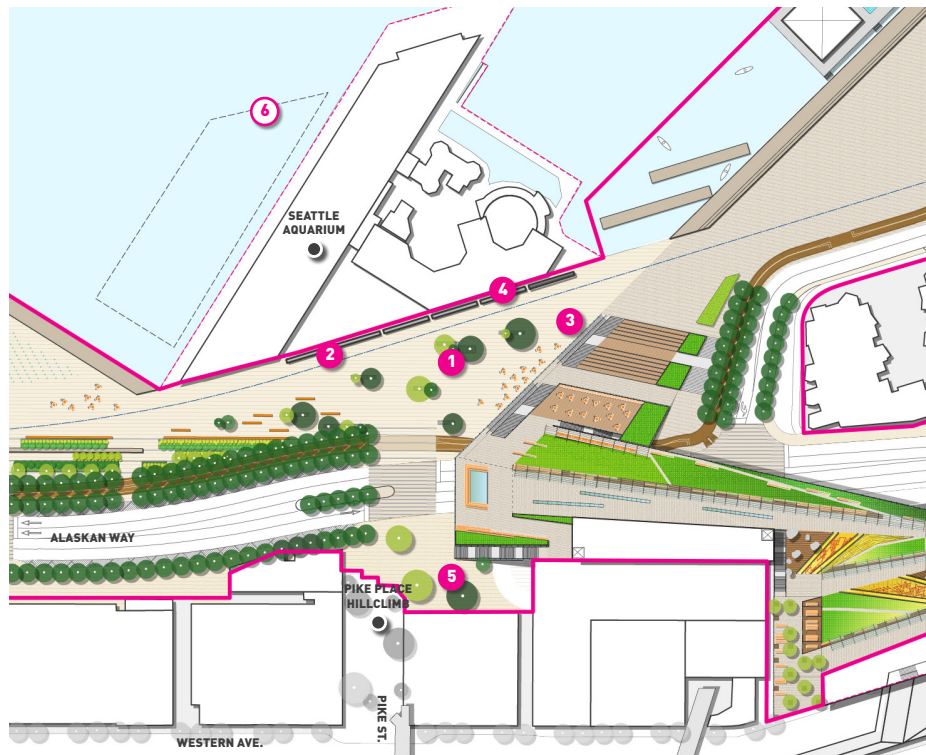


## WATERFRONT DESTINATIONS

# AQUARIUM PLAZA

The Seattle Aquarium occupies two piers on the waterfront. Through exhibits, events, education and conservation, it brings the ecology of the Puget Sound to life at the heart of Seattle. 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.



### Core Projects

- 1 Aquarium Plaza
- 2 Aquarium Entrance Area
- 3 Cafe Seating/ Building “C” Entry
- 4 Display Cases
- 5 Fix/Madore Plaza

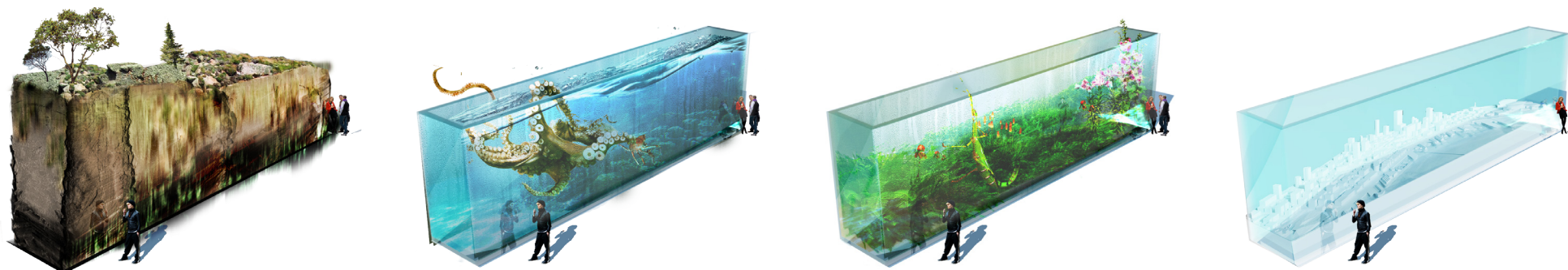
### Partner Projects

- 6 Seattle Aquarium/ Future Expansion Area





## DISPLAY CASES



## SEATING AT THE AQUARIUM ENTRY



## PLAZA AND CAFE

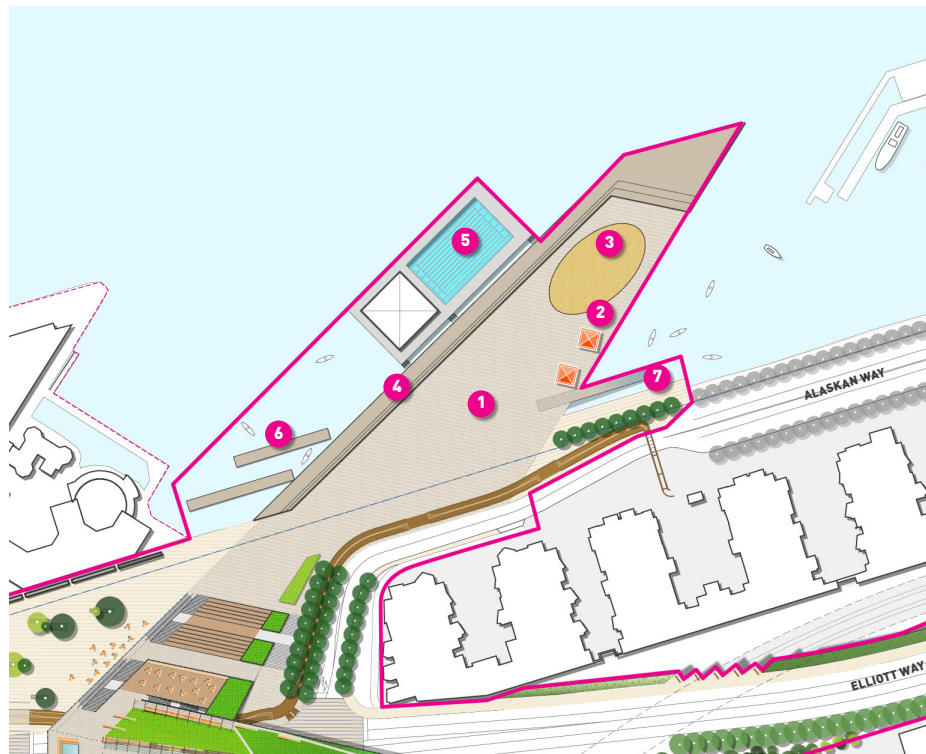


## WATERFRONT DESTINATIONS

### 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.



#### Core Projects

- 1 Pier 62/63
- 2 Concession
- 3 Roller Skating Rink
- 4 Grandstand
- 5 Barge Pool
- 6 Habitat Floats
- 7 Kayak Launch





GRANDSTAND AND VIEWS TO BAY



VIEWS TO CITY FROM PIER 62/63



BARGE POOL



ROLLER SKATING RINK





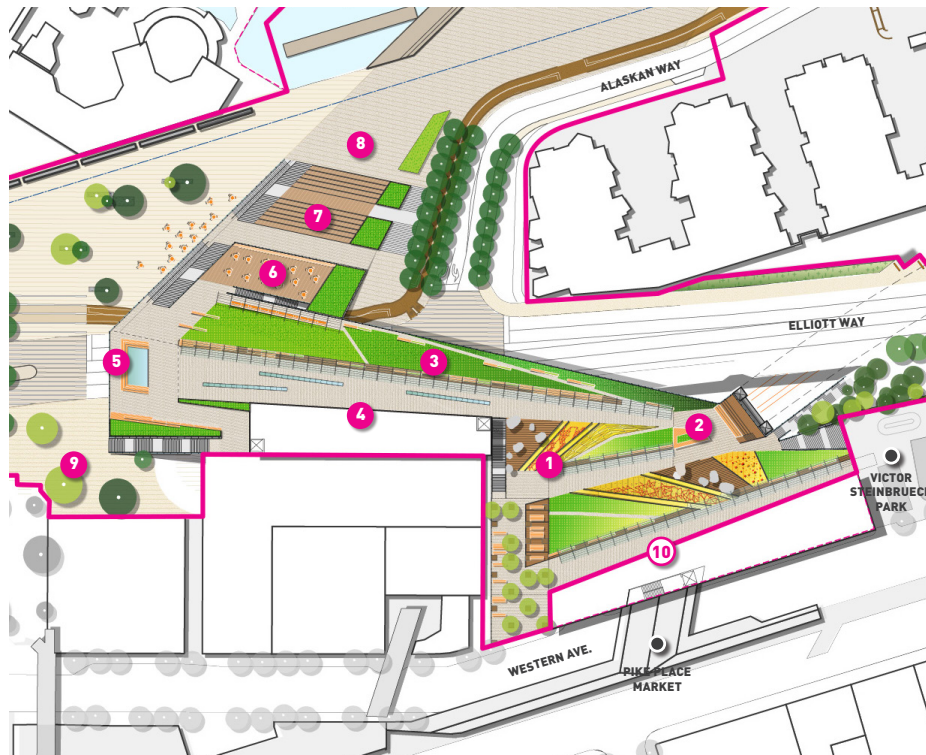
## WATERFRONT DESTINATIONS

# 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.

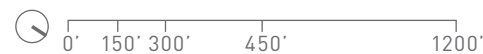


### Core Projects

- 1 Overlook Walk
- 2 Train Overlook
- 3 Overlook Gardens
- 4 Proposed Building
- 5 Bay Balcony
- 6 Overlook Deck
- 7 Amphitheater Steps
- 8 Stage
- 9 Fix/ Madore Plaza

### Partner Projects

- 10 PC-1/ Pike Place Market PDA



OVERLOOK WALK



OVERLOOK WALK GARDENS



PLAY SLOPES



AMPHITHEATER STEPS OVERLOOKING PIER 62/63



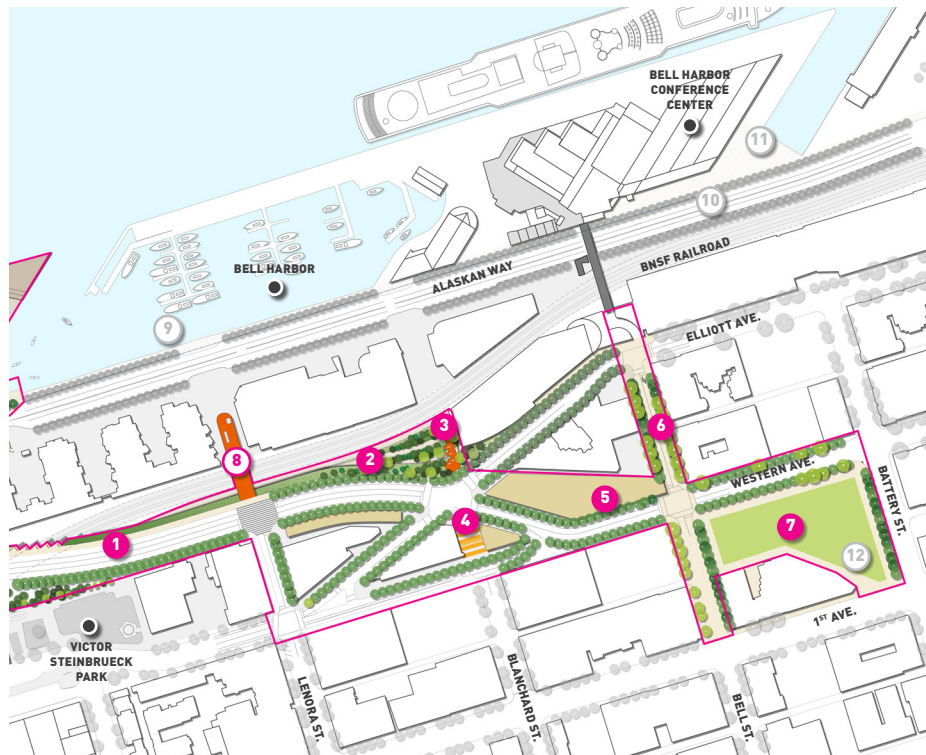


## WATERFRONT DESTINATIONS

### BELLTOWN BLUFF

The removal of the viaduct and construction of the new 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 Belltown Bluff also includes a new open space created by the decommissioning of the Battery Street Tunnel.

Future projects in this area include a boardwalk along Bell Harbor, which would widen the promenade to allow for generous seating and viewing of marine activity, and the Belltown Balcony, a community-focused neighborhood destination at the former Battery Street Tunnel site.



#### Core Projects

- 1 Elliott Way
- 2 Bluff Terraces
- 3 Blanchard Overlook
- 4 Blanchard Playground
- 5 Development Sites
- 6 Bell St. Improvements
- 7 Belltown Interim Improvements

#### Partner Projects

- 8 Lenora St. Bridge

#### Future Projects

- 9 Bell Harbor Boardwalk
- 10 Half-Mile Promenade
- 11 Pier Slip
- 12 Belltown Balcony



BLANCHARD OVERLOOK



FUTURE PROJECT BELL HARBOR BOARDWALK

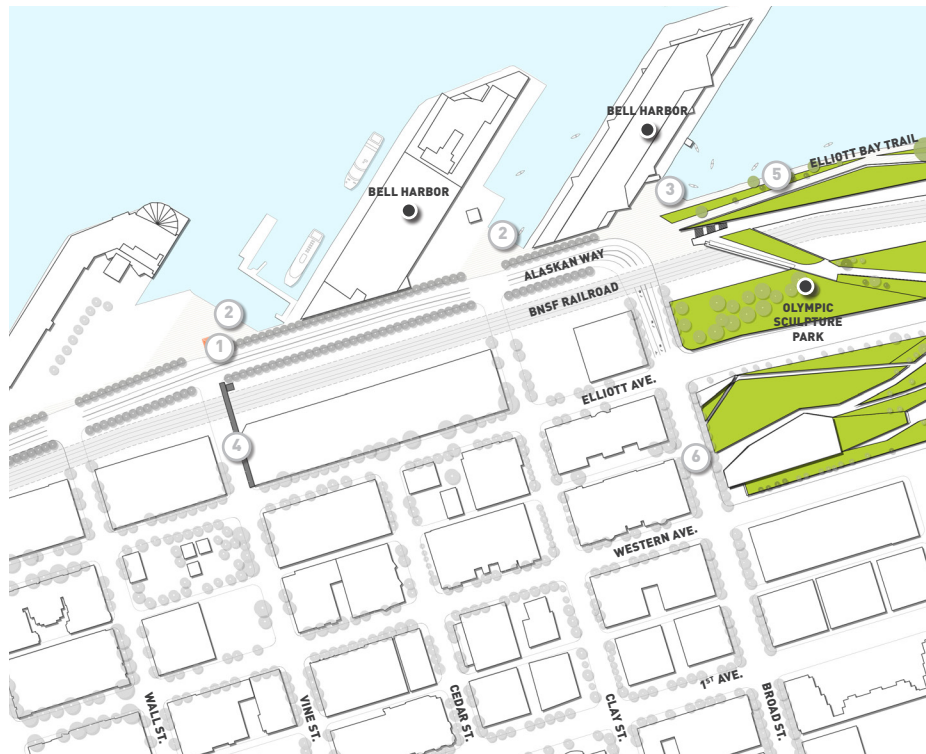




## WATERFRONT DESTINATIONS

### THE NORTH END

Beyond Bell Harbor, the North End runs a half-mile along the waterfront, connecting to the Olympic Sculpture Park, Myrtle-Edwards Park, and further Bay Ring destinations. Visitors to this section of the waterfront will enjoy strolling, biking, jogging and taking in views of the bay at the pier slips. At the intersection of Alaskan Way and Broad Street, the promenade culminates at Lake-to-Bay Square, where there may be kayaking and fishing along with an entrance to the parks and the Elliott Bay Trail.



#### Future Projects

- ① Half-Mile Promenade
- ② Pier Slip
- ③ Lake-to-Bay Square
- ④ Vine Street Bridge
- ⑤ Connection to Elliott Bay Trail
- ⑥ Connection to Lake-to-Bay Trail





**FUTURE PROJECT** HALF-MILE PROMENADE



**FUTURE PROJECT** LAKE-TO-BAY SQAURE





## 6. 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 y to get to and to experience along its full length.

Alaskan Way will accommodate vehicular and freight traffic and provide needed areas for parking and loading. It will feature frequent and easy to use 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.

### Pedestrians

Creating a safe and inviting place for pedestrians is an essential goal of the central waterfront design process. While cars, freight, bicycles and other users are important parts of the whole, the design starts with the needs of pedestrians, both along the corridor and connecting to it. The pedestrian design for the waterfront features a generously scaled promenade which will allow pedestrians to stroll near the water or to find a tranquil spot to sit and enjoy the views. Alaskan Way will be punctuated with pleasant, safe and convenient crossings at every east-west street. Key east-west connections will be enhanced with elevators and escalators to make it easier to enjoy waterfront and other downtown attractions in a single trip and to provide better connections to transit and parking.

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. In addition, generous sidewalks on both sides of Alaskan Way will provide a high quality pedestrian environment to support anticipated activities and uses.

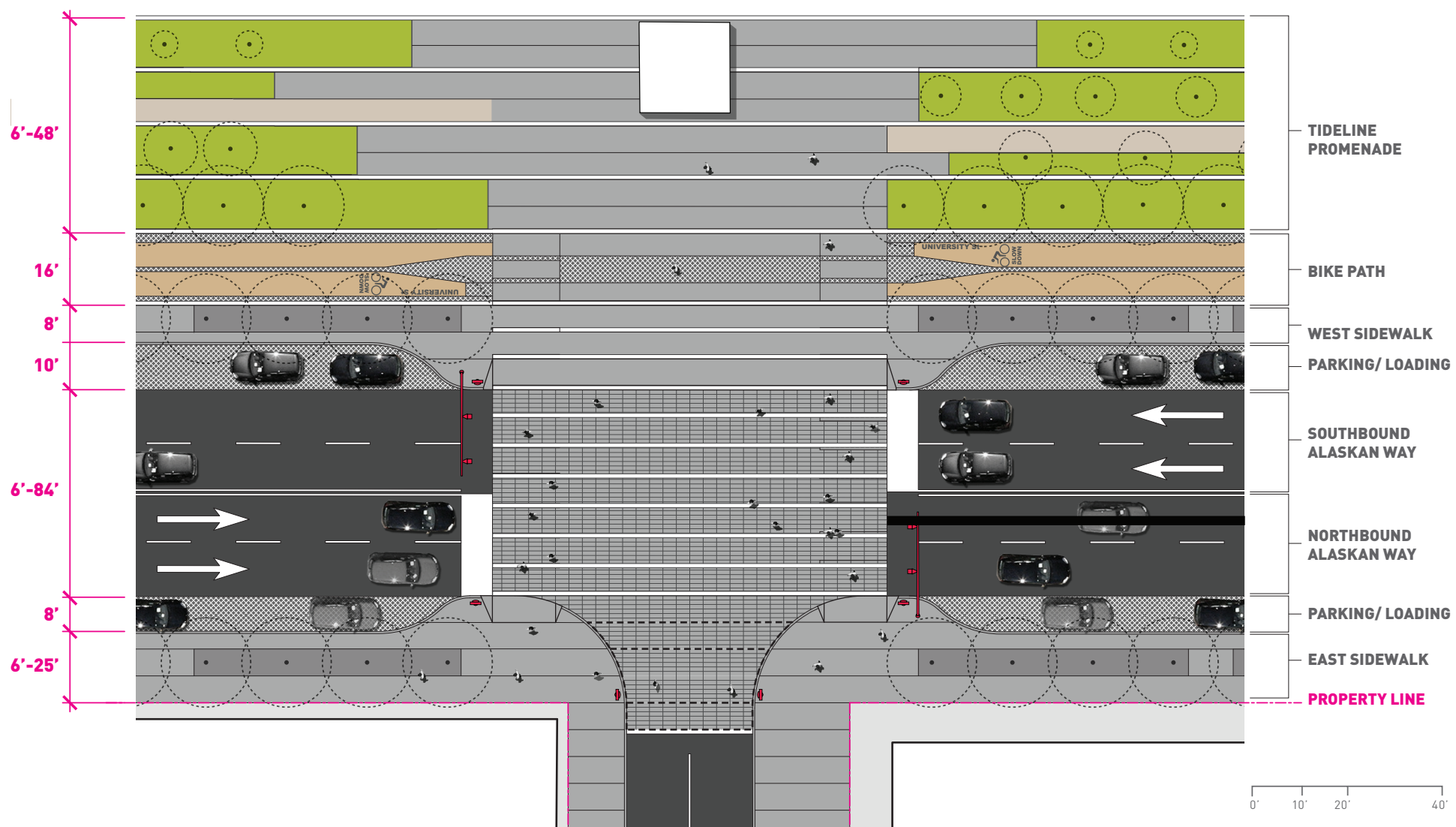
To connect the waterfront to the Center City, east-west connections will be enhanced to encourage pedestrian use and activity. A major new feature will be the Overlook Walk, a graceful path traversing the slope between the Pike Place Market and the Aquarium. The Overlook Walk will provide spectacular 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 1st 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.

### PROMENADE



TYPICAL PEDESTRIAN CROSSING





## MOBILITY AND ACCESS

### BICYCLES

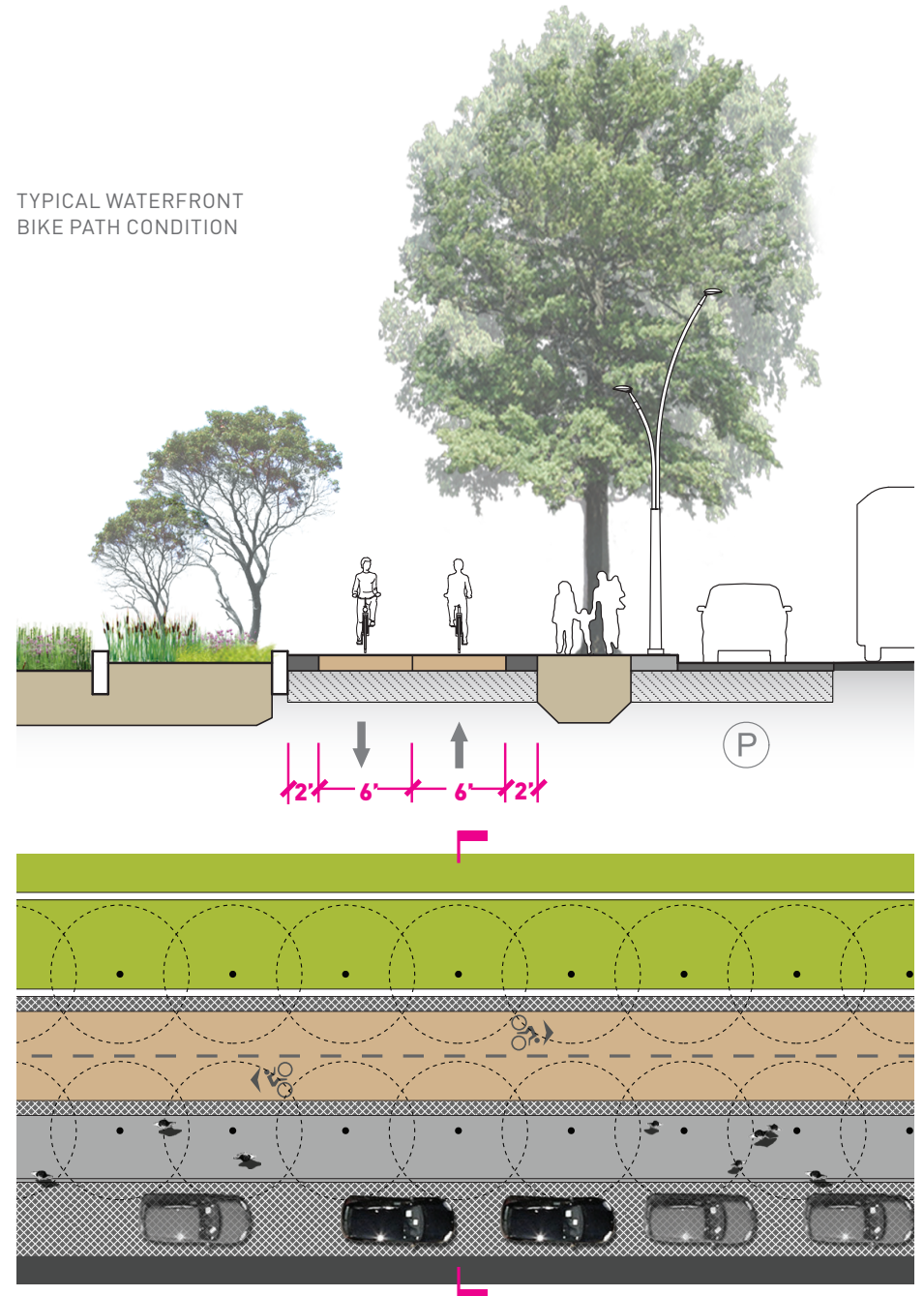
An important City goal is to increase the rate of cycling among residents; the waterfront provides views, atmosphere and opportunities for activities that make it a location that can appeal to casual recreational cyclists as well as faster moving riders. To appeal to the broadest group of users – which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

The central waterfront design includes dedicated north-south bike facilities that will link seamlessly to the City's broader bicycle network. 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. Programs for bike sharing, rental, servicing and parking will also be integrated into the waterfront design to increase interest and opportunity for cycling along the waterfront.

#### BIKE RENTALS, RACKS AND BOLLARDS



TYPICAL WATERFRONT  
BIKE PATH CONDITION



## MOBILITY AND ACCESS

**TRANSIT**

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, 3rd 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 1st 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 1st 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 serving 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 1st 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.

WATERFRONT TRANSIT PLAN





MOBILITY AND ACCESS

# STREET DESIGN

**Alaskan Way and Elliott Way**

The new Alaskan Way is configured to support multiple vehicular needs, including cars, regional transit, local circulator transit, freight, and more. The street changes in character from south to north, including two general purpose lanes in each direction, with left turn pockets where required, and with added “flex” lanes to support functions such as ferry queuing and transit priority routes in the section south of Columbia Street. The street is designed to function as a typical downtown street with a 30 mph speed limit and signalized intersections for vehicles and/or pedestrians at every block. Along the length of the new Alaskan Way and Elliott Way there is great attention to the detail of crossings, sidewalks and bike paths to ensure that the street functions well for all.

**Regional Traffic and Freight**

The new Alaskan Way will serve as an important route for regional traffic and freight. The corridor will provide 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 while accommodating both through and local freight connections.

**Local Access and Parking**

A broad array of businesses and institutions line both sides of Alaskan Way, and all of these entities require vehicular access for deliveries, service and parking. The design of the waterfront must accommodate all of these needs.



Vehicles must be able to access the piers from Alaskan Way. Vehicles will travel across a bike path, and through the promenade area to access their destination. This connection will be carefully designed to balance the needs for function, safety and aesthetics.

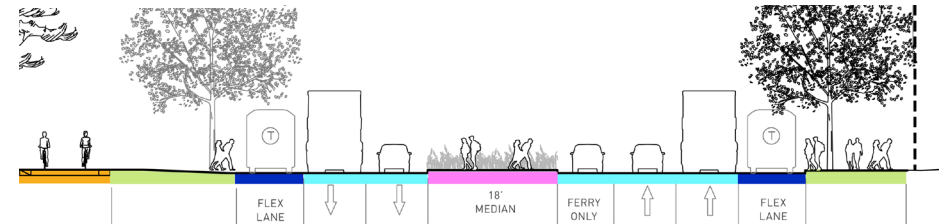
Access on the east side of Alaskan Way will be similar to other city arterials. Unlike the west side, where the piers are considerably removed from the street, in this area, building entrances are relatively close to the parking/loading lanes on the east side of the new Alaskan Way.

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.

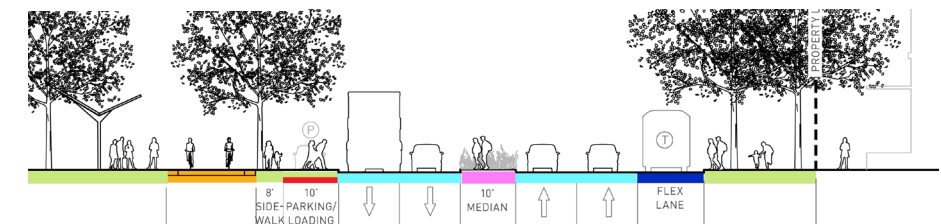
The new Alaskan Way will include short-term on-street parking, passenger loading zones and truck loading zones on each block. However, while parking along the new Alaskan Way will be convenient for waterfront businesses and activities, there will be fewer spaces than previously available under the viaduct. 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

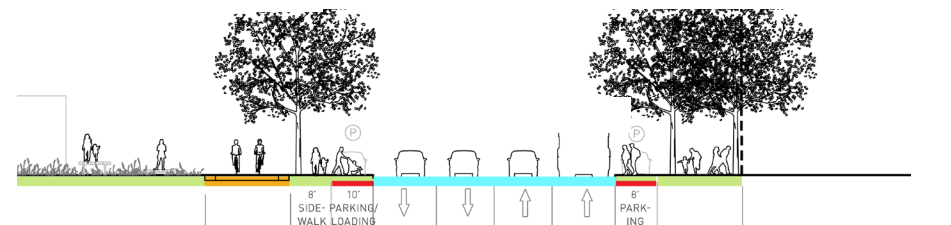
A: SECTION AT S. MAIN



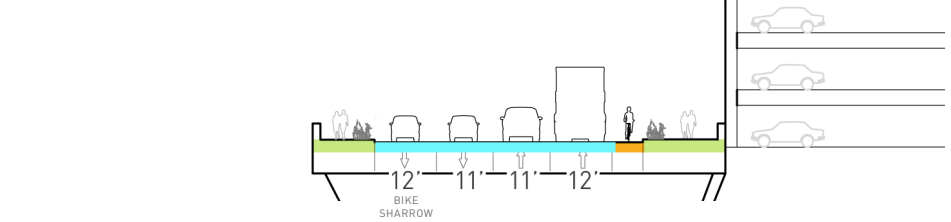
B: SECTION AT COLUMBIA



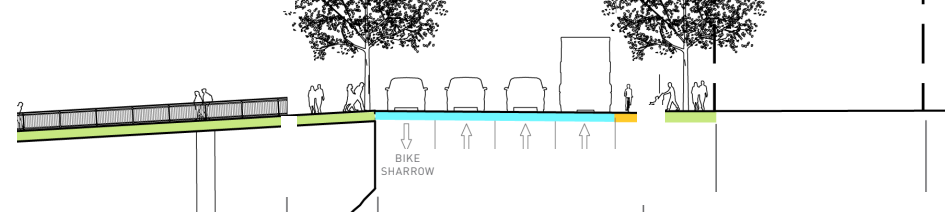
C: SECTION AT UNIVERSITY



D: SECTION AT VIRGINIA



E: SECTION AT LENORA





FRAMEWORK STRATEGIES

7. URBAN FRONTAGES

The quality of the public realm on the waterfront will depend on the development of city owned properties within the project limits as well as on the development of privately-owned properties in the project vicinity. With few opportunities for private development within the project area itself, the urban development strategy focuses on ensuring that future development in adjacent areas will complement and reinforce the changed conditions planned for the waterfront. Preliminary guidance for the development of the East Frontage area between Alaskan Way and Western Avenue has been provided, building on the City’s existing design guidelines for downtown development. This work will assist with possible changes to

downtown land use regulations and further development of guidelines addressing architectural massing and expression, historic character, streetscape, public amenities, and vehicular access and parking, which will be used in the review of future projects by the Downtown Design Review Board and Special Review District Boards.

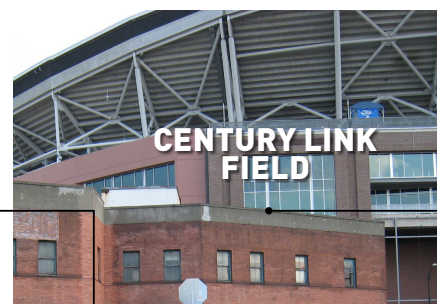
RAILROAD WAY FRONTING DEVELOPMENT



OPPORTUNITY FOR NEW FRONTAGE

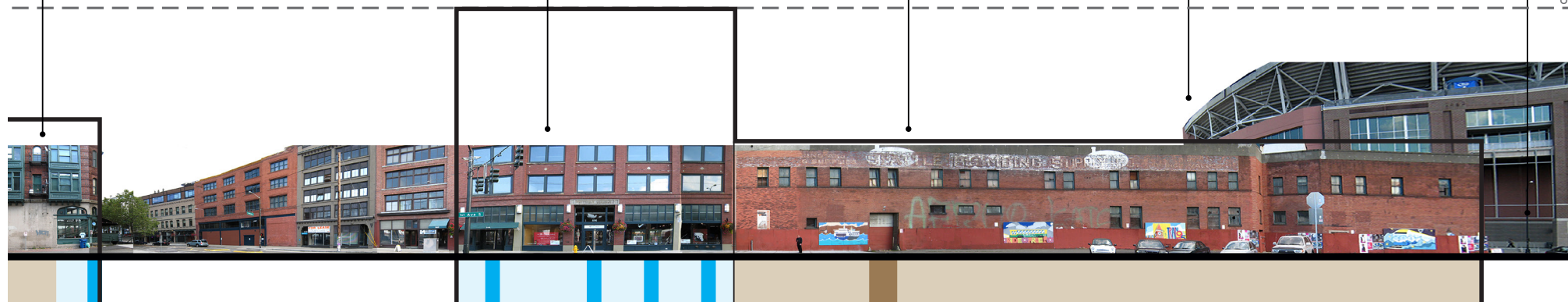


OPPORTUNITY FOR NEW FRONTAGE



120'

85'





FRAMEWORK STRATEGIES

# SUSTAINABILITY

The City of Seattle Guiding Principles commits this project to putting 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.

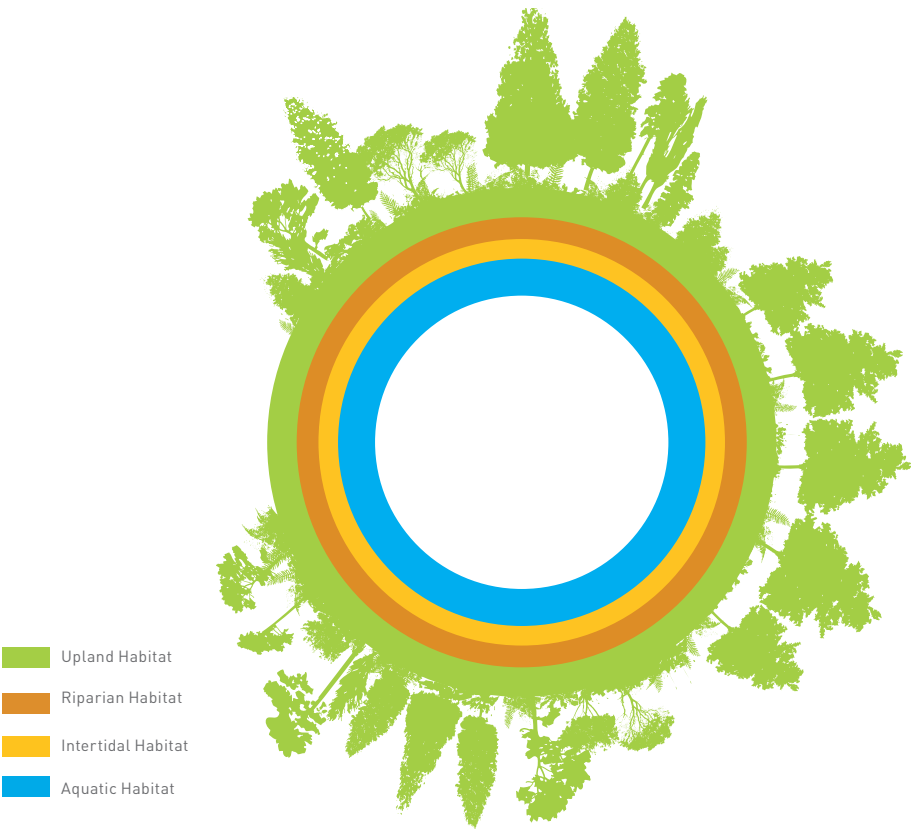
**Urban Habitat Framework**

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. This framework plan focuses on identifying opportunities for enhancing ecological communities on the waterfront and improving the connections between them.

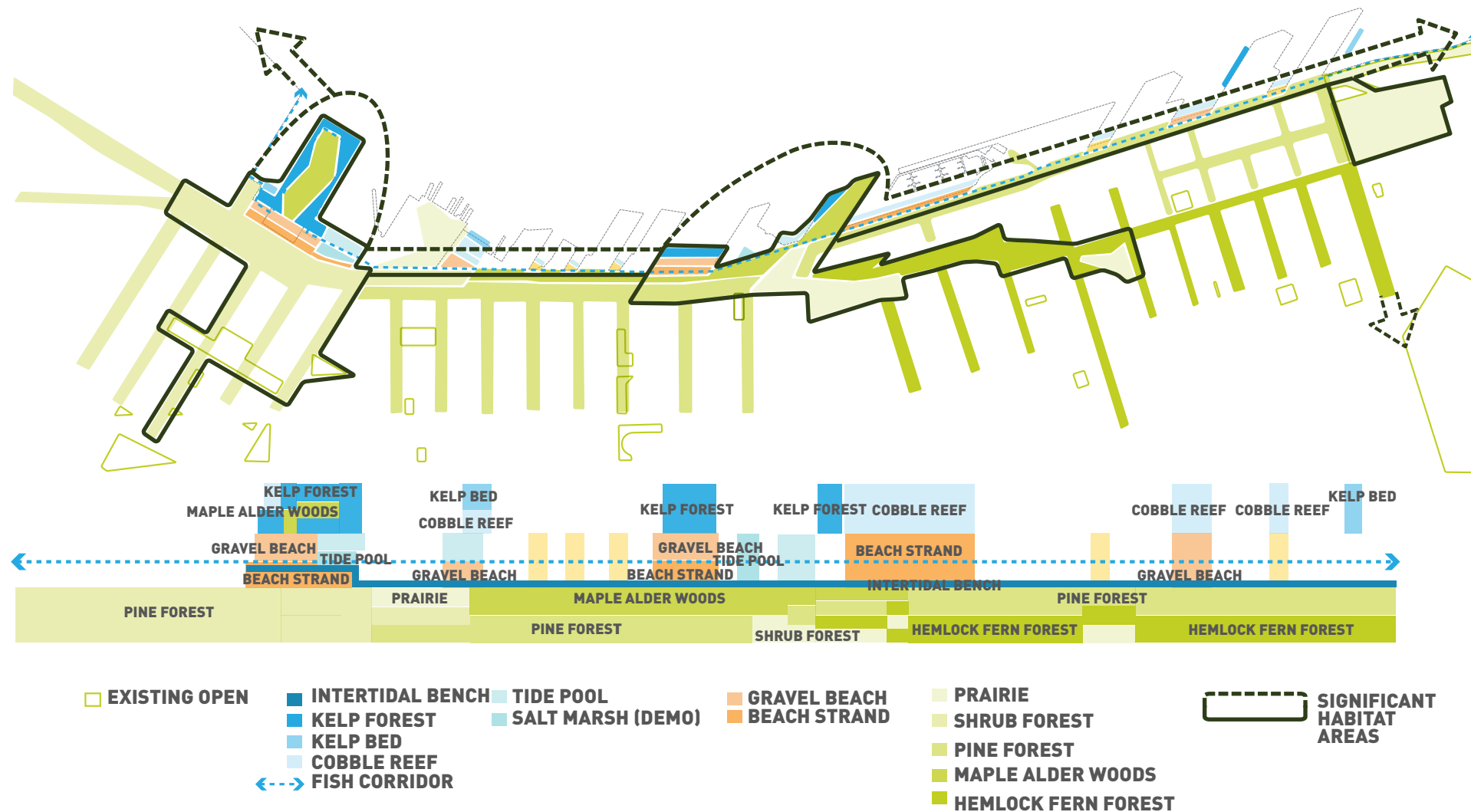
The primary components of the urban upland habitat are trees and pocket parks. The establishment of strategic upland habitat corridors, stretching from the aquatic regions to the upland and connecting existing and proposed habitats, will ensure the integration of the Central Waterfront with the existing urban open space network and its contribution to the creation of a more sustainable upland urban ecosystem.

The central waterfront riparian and intertidal zone has been replaced by the Elliott Bay Seawall. This has eliminated 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 sea. While providing a wealth of educational opportunities the intertidal region also plays an important role in the food web, connecting the upland zone with the aquatic zone. 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 and provide interesting opportunities for people to interact with the water. Working with the Seawall Team, the Waterfront Design will incorporate elements that will help marine habitat restoration such as a light penetrating surface (LPS) in the promenade and an intertidal habitat bench.



## URBAN HABITAT FRAMEWORK





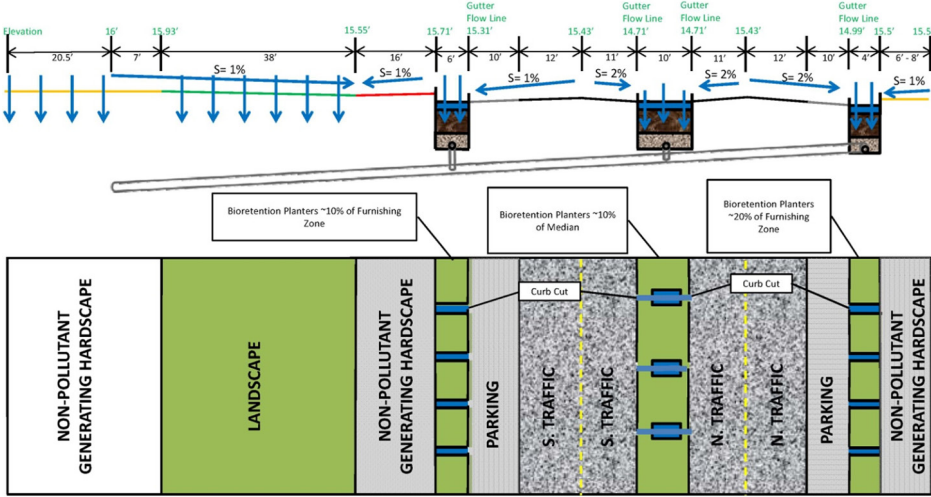
FRAMEWORK STRATEGIES

**SUSTAINABILITY**

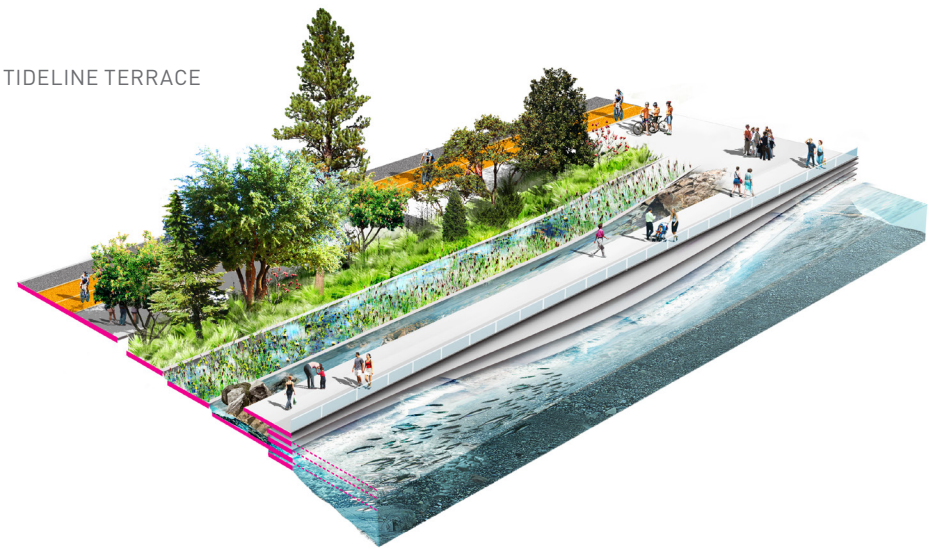
**Water**

Managing the quality and quantity of storm water runoff is essential to the improvement of urban ecosystems along the waterfront. Although the rehabilitation of lost streams, wetlands and shorelines is not possible here, some of the functions of those elements can be restored to some degree 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.

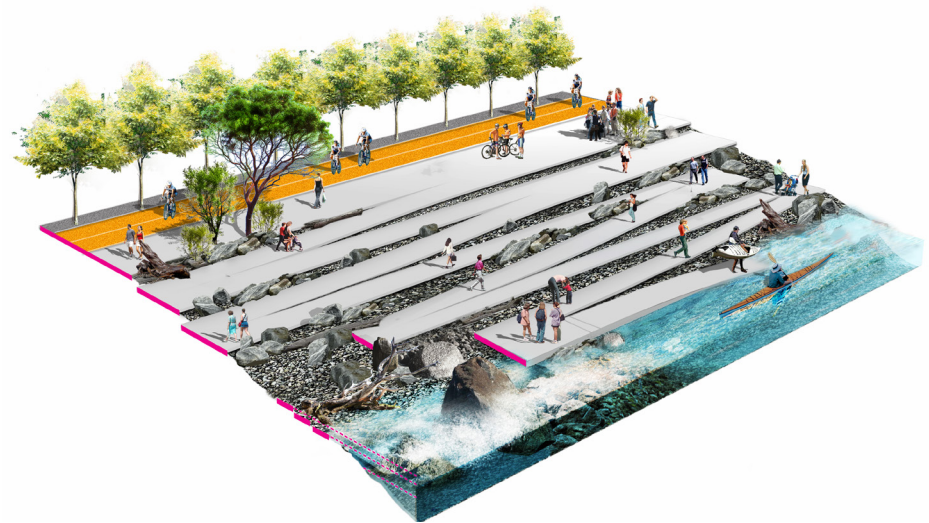
GREEN STORMWATER INFRASTRUCTURE



TIDELINE TERRACE



INTERTIDAL BEACH



Potable water use can be controlled through the design and maintenance of irrigation and water features that will use minimal or no make-up water from potable sources or other natural surface or subsurface water resources.

### Materials

The selection of materials, fixtures and systems for use in the project will take into consideration their impact on the environment and support sustainable and innovative practices in production, energy use and management practices during construction, operations and maintenance.

### Health and Wellness

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. The project will promote human health and well being by continuously engaging those communities, protecting and maintaining existing assets, promoting healthy urban lifestyles and the local economy, supporting low impact means of transportation and informing the public.





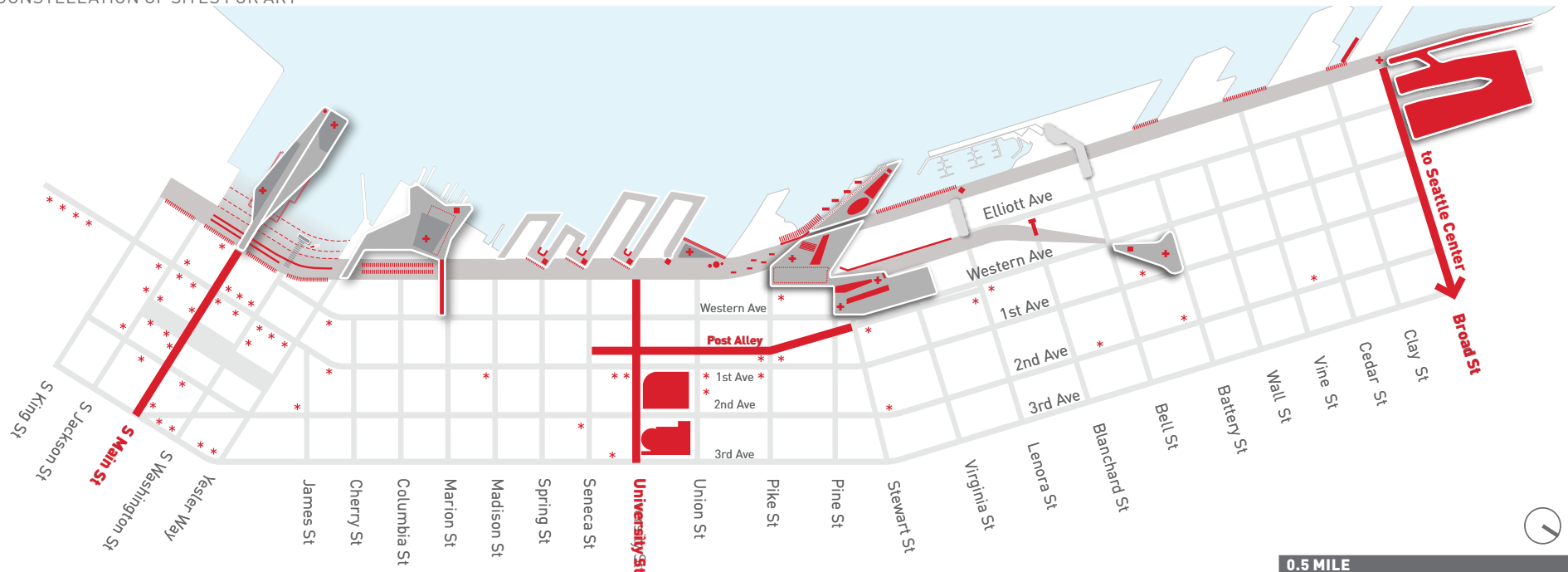
## FRAMEWORK STRATEGIES

## ART

The art plan considers the history of the site as a working waterfront, the physical conditions of its location along the shores of Elliott Bay, and its role as part of Seattle's evolving urban and cultural landscape. As part of the larger Elliott Bay waterfront, the central waterfront is a connector that links old and new, organic and man-made, and the physical with the poetic. A site of great economic, geological, ecological, and cultural complexity, the waterfront can serve as a rich resource and site for art and cultural expression.

The central goal of the design is to reconnect the city with its waterfront, offering the Bay Ring as a new center of the city and region. The Art Plan will extend these links beyond the shoreline limit and beyond the physical, creating new cultural connections between the city and the rest of the world.

## A CONSTELLATION OF SITES FOR ART



The Central Seattle Waterfront has long been a site of industry, exploration, and exchange. The incorporation of art will in turn encourage activity, production, and engagement, contributing to the development of new narratives about and encounters with the waterfront. As the design of the new waterfront is realized, art and culture will add layers of complexity, stimulation, and argumentation.

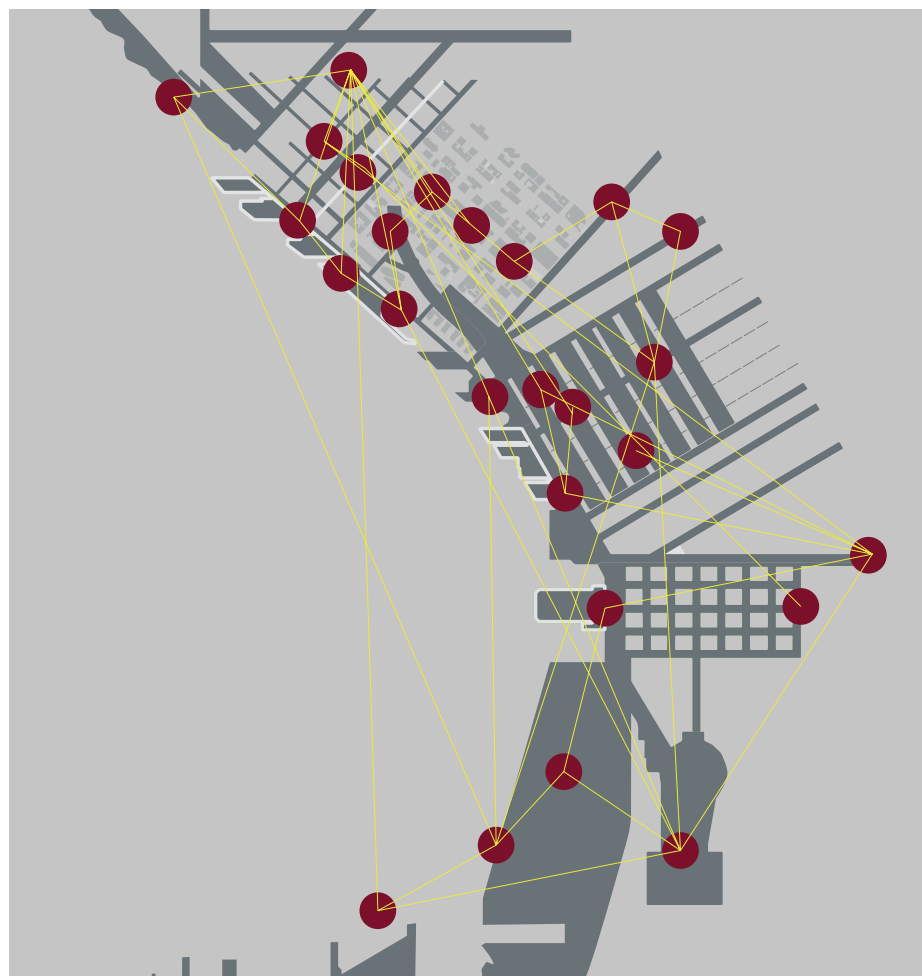
The plan outlines a vision that allows design and art to work together to reveal and develop the unique character and identity of this site. While the Design drafts strategies for reconnecting downtown Seattle to Elliott Bay physically, the Art Plan develops a program that will engage artists and the public in reconnecting Seattle to Elliott Bay culturally. The Art Plan considers Waterfront Seattle not strictly a design project or redevelopment, but as a process by which the city will be

transformed over time, bringing together the site's history, its present condition, and its future identity. This vision for art on the waterfront, like the site's future, must extend long after the last brick has been laid and construction for the new waterfront has been completed.

#### THE 360° CITY

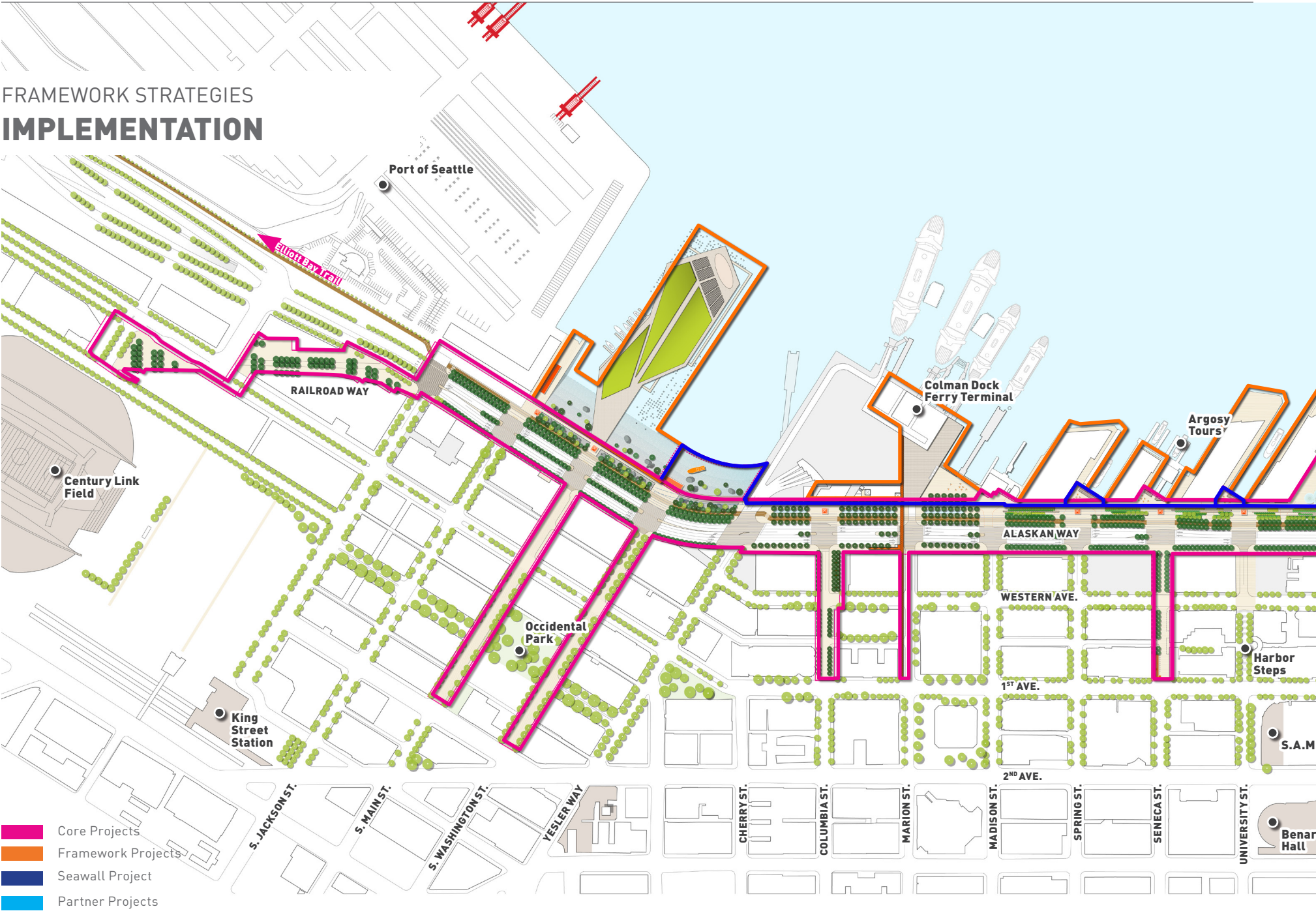


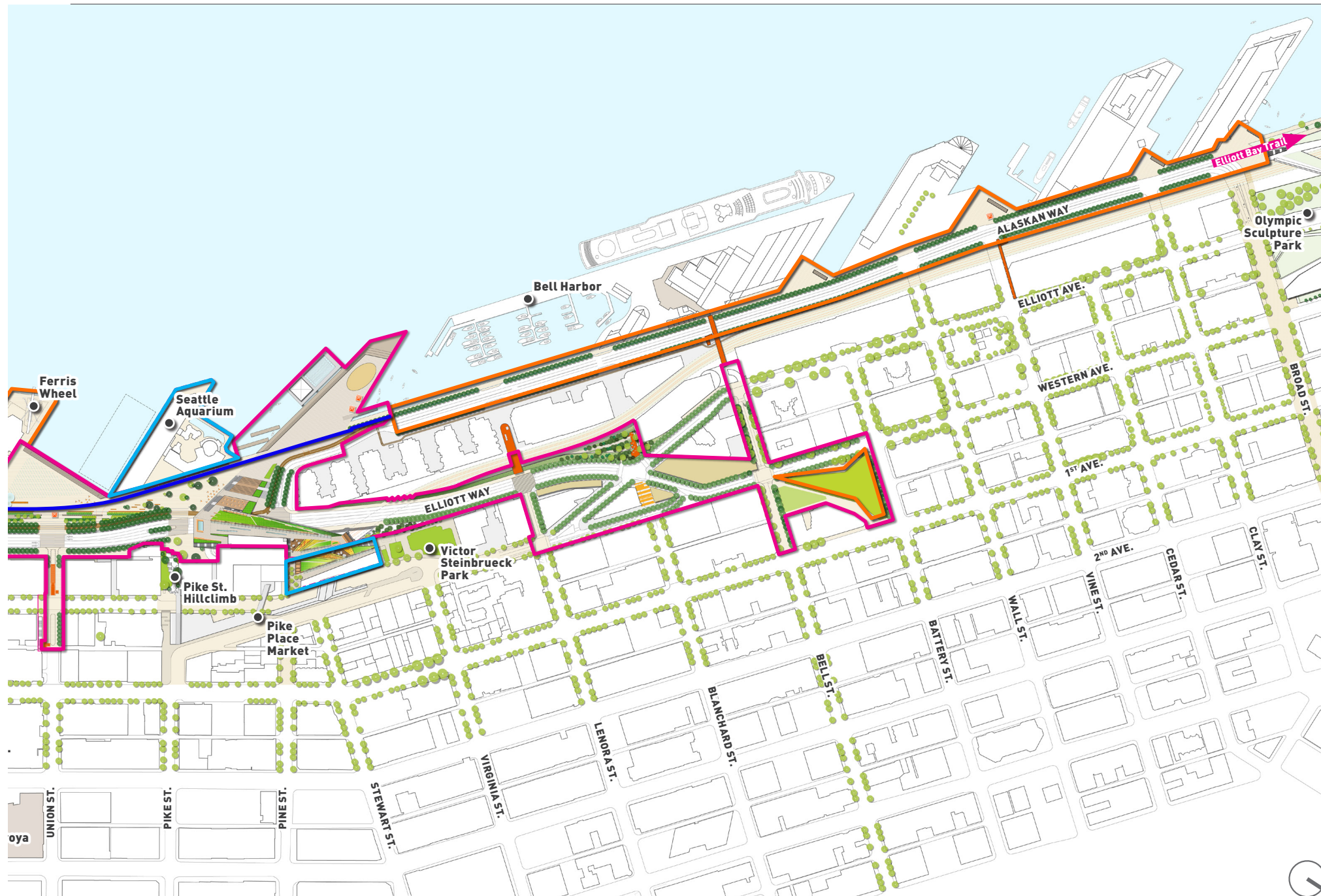
#### A CONSTELLATION OF ART





FRAMEWORK STRATEGIES  
IMPLEMENTATION





0.25 MILE













**fo**

**james corner field operations**

475 tenth avenue, 10th floor  
new york, new york 10018