

alaskan way preliminary alignment

In 2009, WSDOT envisioned a preliminary alignment for the new Alaskan Way. The surface street will be:

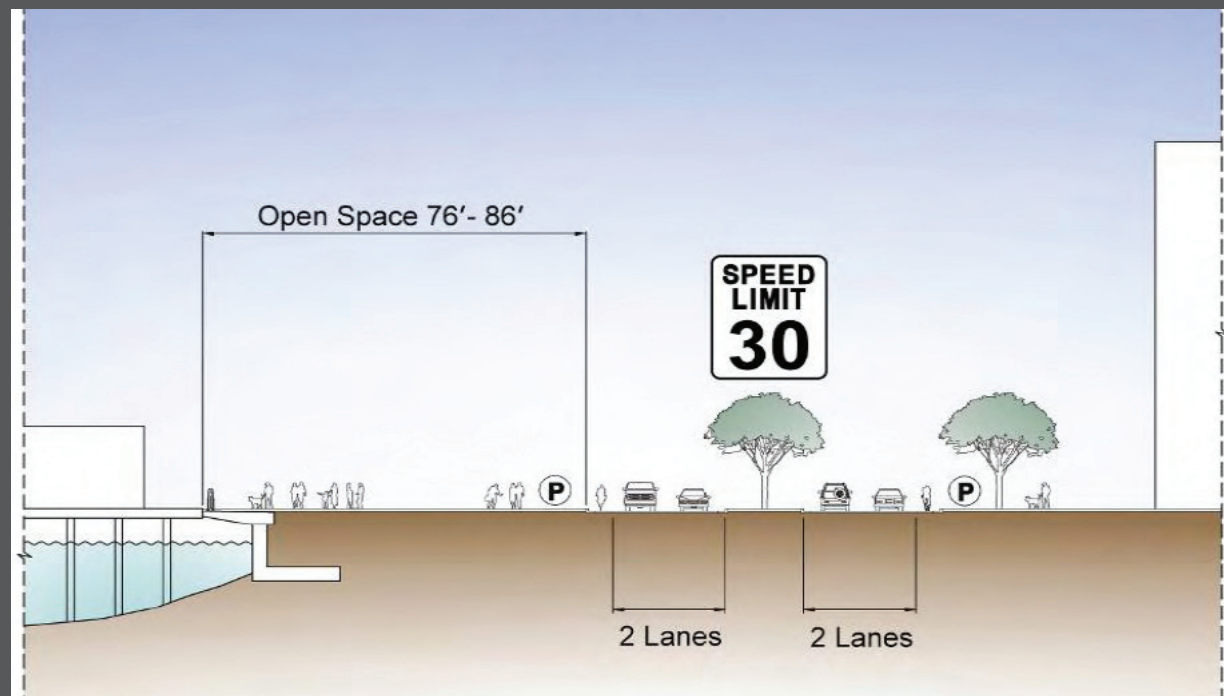
- Located where the existing viaduct sits today
- Six lanes (plus turn lanes) between King and Columbia streets
- Four lanes (plus turn lanes) between Marion and Pike streets

In addition, Alaskan Way will provide:

- A through corridor
- Access to and through downtown from the north and south
- A freight route
- Ferry access
- Local access to the waterfront
- New north-south bicycle facilities
- Transit access
- Improved pedestrian access
- Includes an Elliott/Western connection over the BNSF tracks
- Improved pedestrian and bicycle connections and facilities
- Increased and improved public space
- Improved signalization
- Parking/loading zones on both sides of Alaskan Way
- Replacement of some existing on-street parking to an off-street location



WSDOT visualizations of new Alaskan Way alignment



alaskan way landing

In 2007, Seattle Parks and Recreation created a new vision for publicly owned civic spaces along the Central Waterfront.

In particular, the the Alaskan Way Landing concept recommends:

- A festival pier north of the aquarium
- The creation of nearshore habitat in place of Waterfront Park
- New space for Pier 62/63 down to and including Waterfront Park and Pier 57
- Mixed use space – retail, public, and more
- A strong connection to Pike Place Market

Festival pier

- Approximately 77,000 square feet
- Set off at least 50 feet for salmon migration
- Needs to accommodate 4,000 people



Conceptual plan for festival pier

Public Spaces Public Life for Seattle's Central Waterfront



image sources: Gehl Architects

Laura Barker
Jordan Bell
Tera Hatfield
Tianwen Zhou

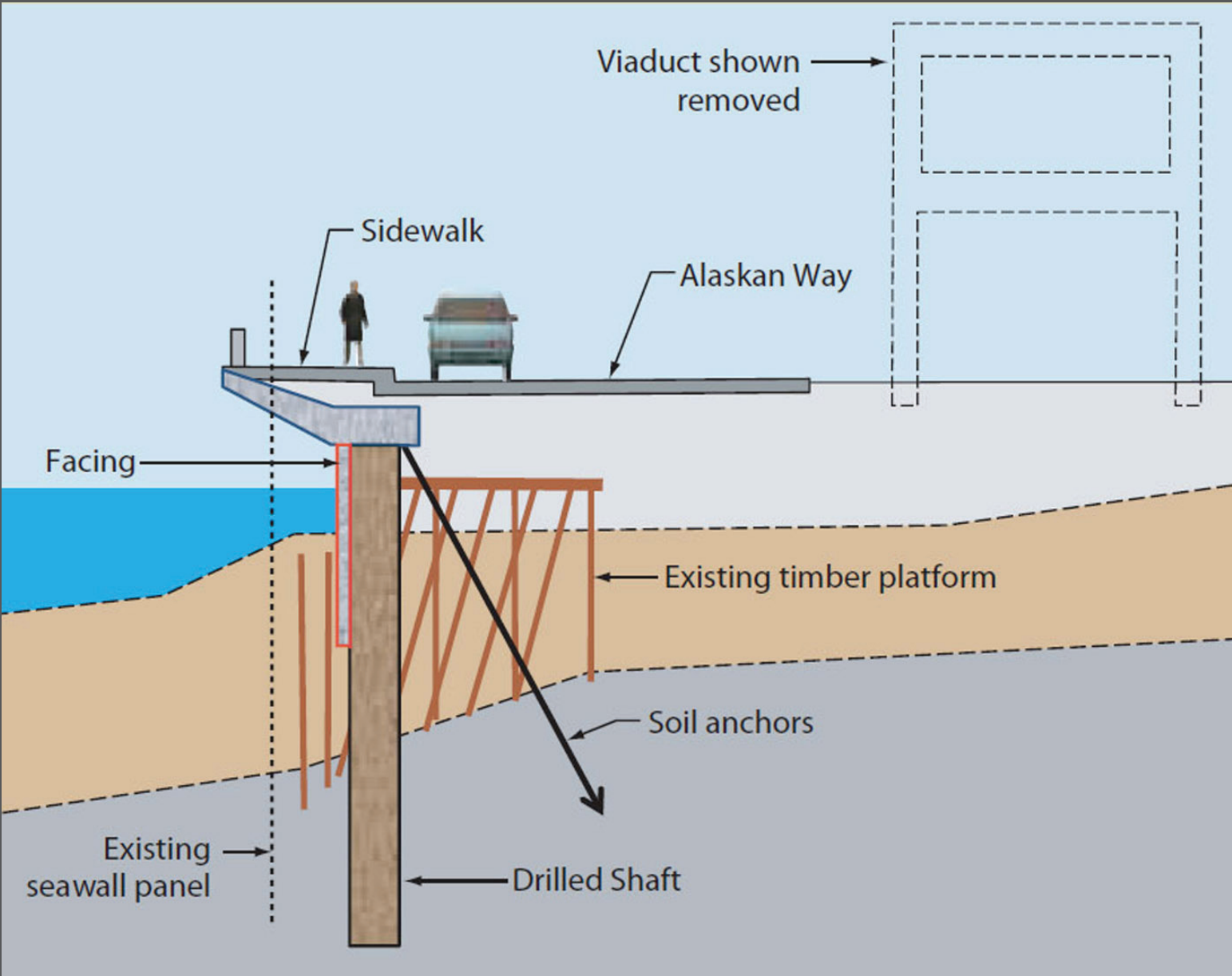
seawall replacement program

Current two options

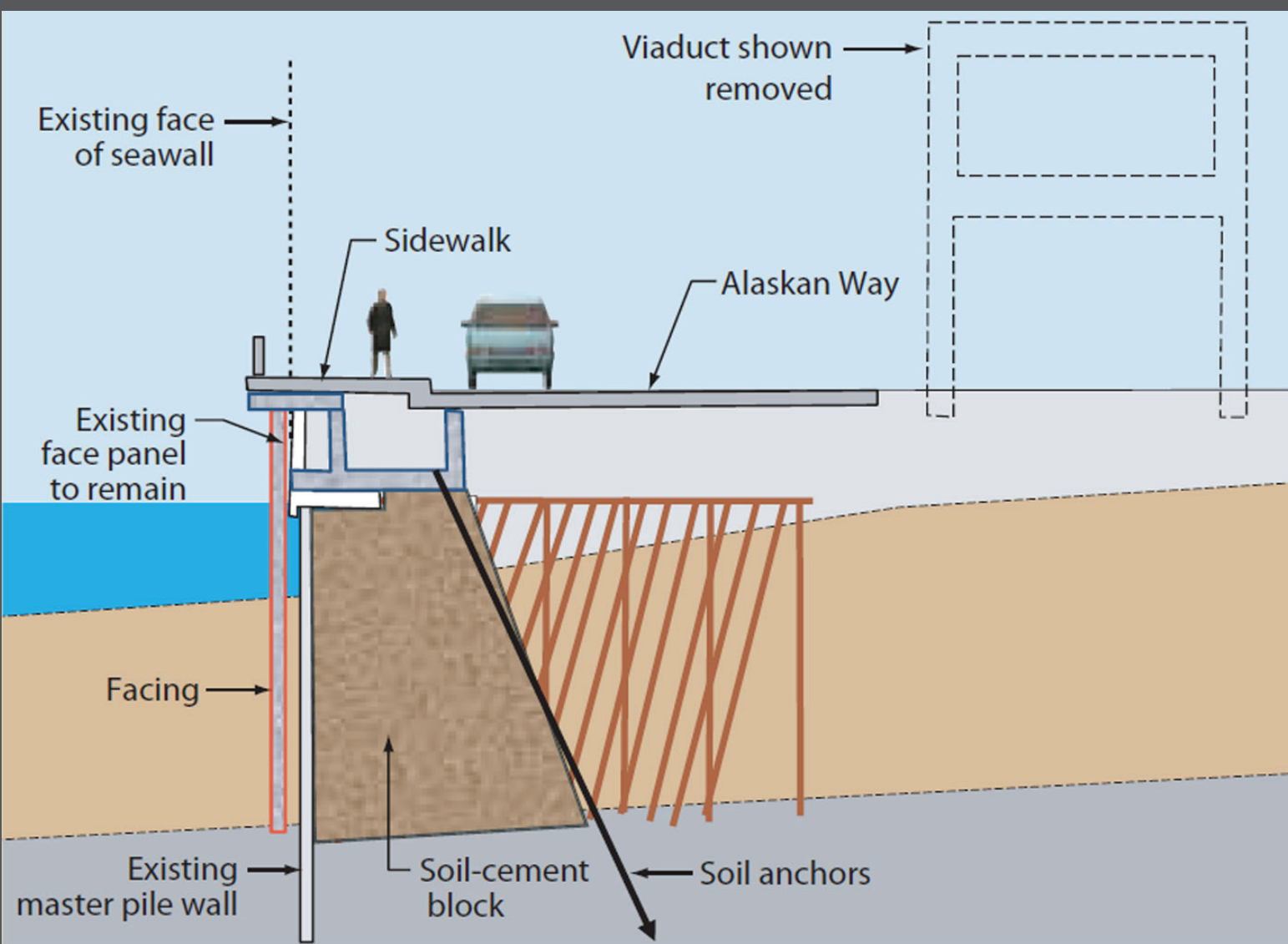
- ° Braced secant pile wall—drilling five to eight foot overlapping shafts behind the seawall face .
- ° Jet grouting—injecting grout 13 feet below the relieving platform. Under pressure, the grout will fill the gaps between existing wood pilings to become a solid underground wall. The city would put a new facing on the sheet pile wall.

Tetra Tech consultant team was chosen in Spring 2010 for Seawall replacement work.

Goal: a new seawall that will support and protect the waterfront from seismic events while providing ecologically rich habitat and space for people to interact with the water.



Option A: Secant Pile Wall



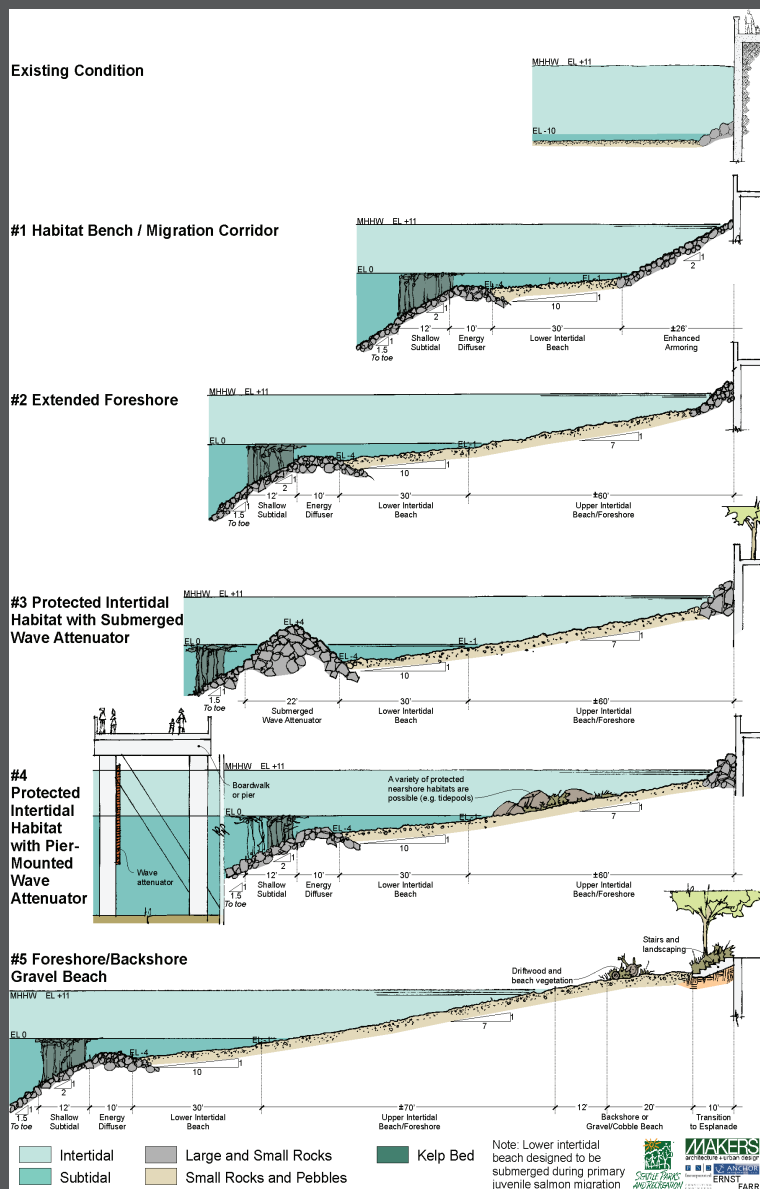
Option B: Jet Grouting

improved habitat with seawall replacement

- ° Near shore habitat enhancement opportunity
- ° Various agencies have listed the need for shallow intertidal zones
- ° Shallow water restoration opportunities most viable at Waterfront Park and Pier 48

Considerations:

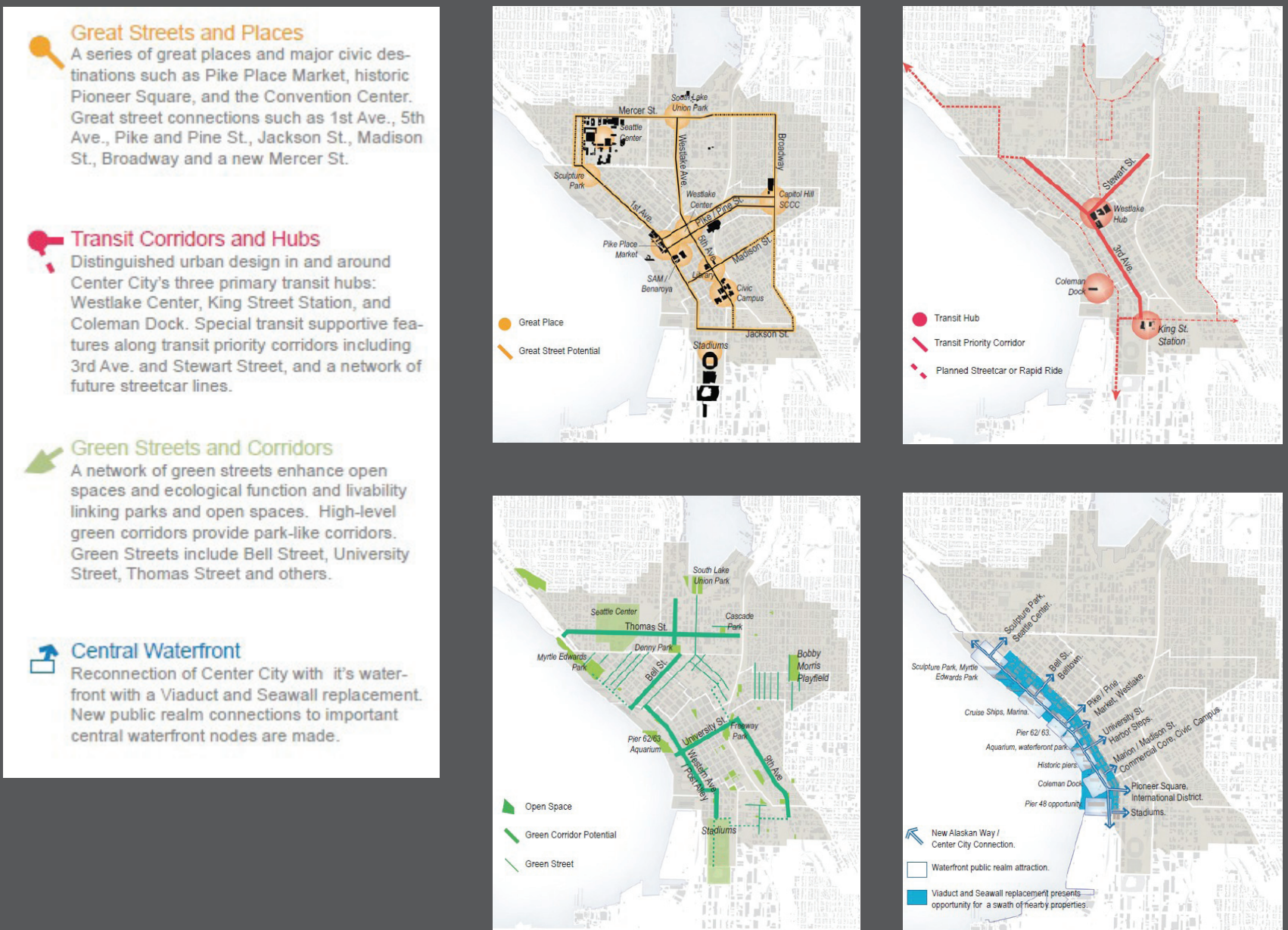
Navigation, Ferry dock, Pier uses, contaminated soils



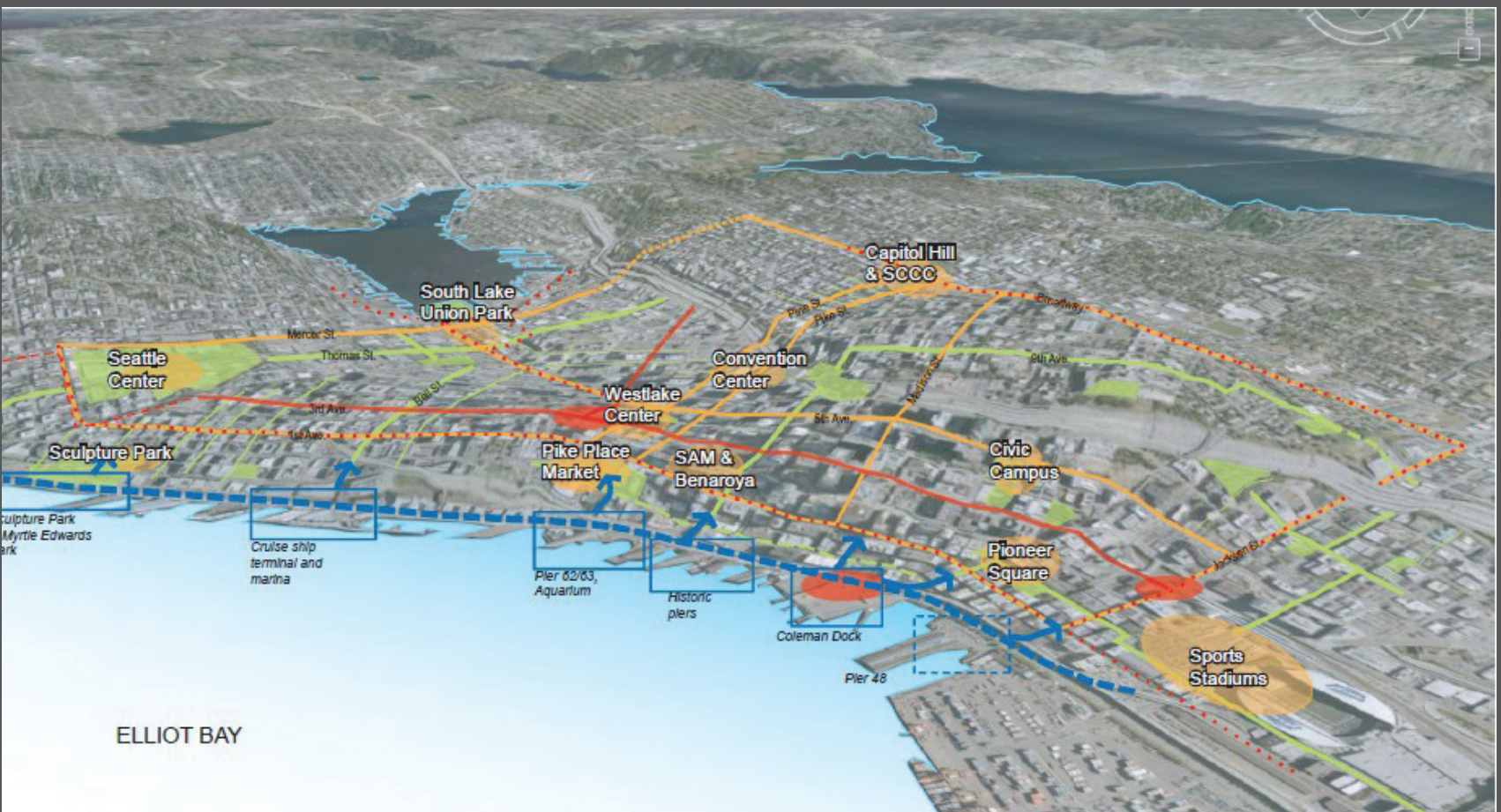
Nearshore habitat cross-sections

seattle public realm networks

In 2009, Seattle DPD drafted a Public Realm Guide for center city Seattle. This guide consisted of the overlap of the following public realm networks with emphasis on connections to the waterfront:



The following diagram displays how a network of Great Streets & Great Places, Green Streets, Transit Priority Corridors & Hubs, and the Central Waterfront can fit together as a public realm strategy.



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proposal review



short listed design firm frameworks

Wallace, Roberts + Todd [Merging Seam Between Land + Water]

- Gradient theme merges edge, land and sea with the artistry of bringing people to the water
- Variety of seawall conditions to bring both marine life and people to the waterfront

Project examples: Tanner Springs Park, Portland; Georgetown Waterfront Park

james corner field operations [Seattle's Front Porch]

- Focus on monumental scale + spaces that dramatize and frame public life; contemporize history and avoid nostalgia
- New frontage with green corridors, modified seawall, activated perimeter of piers, connections on a variety of scales to create movement; note the need for functional design

Project examples: Fresh Kills, NY; Race Street Pier, Philadelphia; High Line, NYC

MVVA [Civic/Boundless + Natural/Urban]

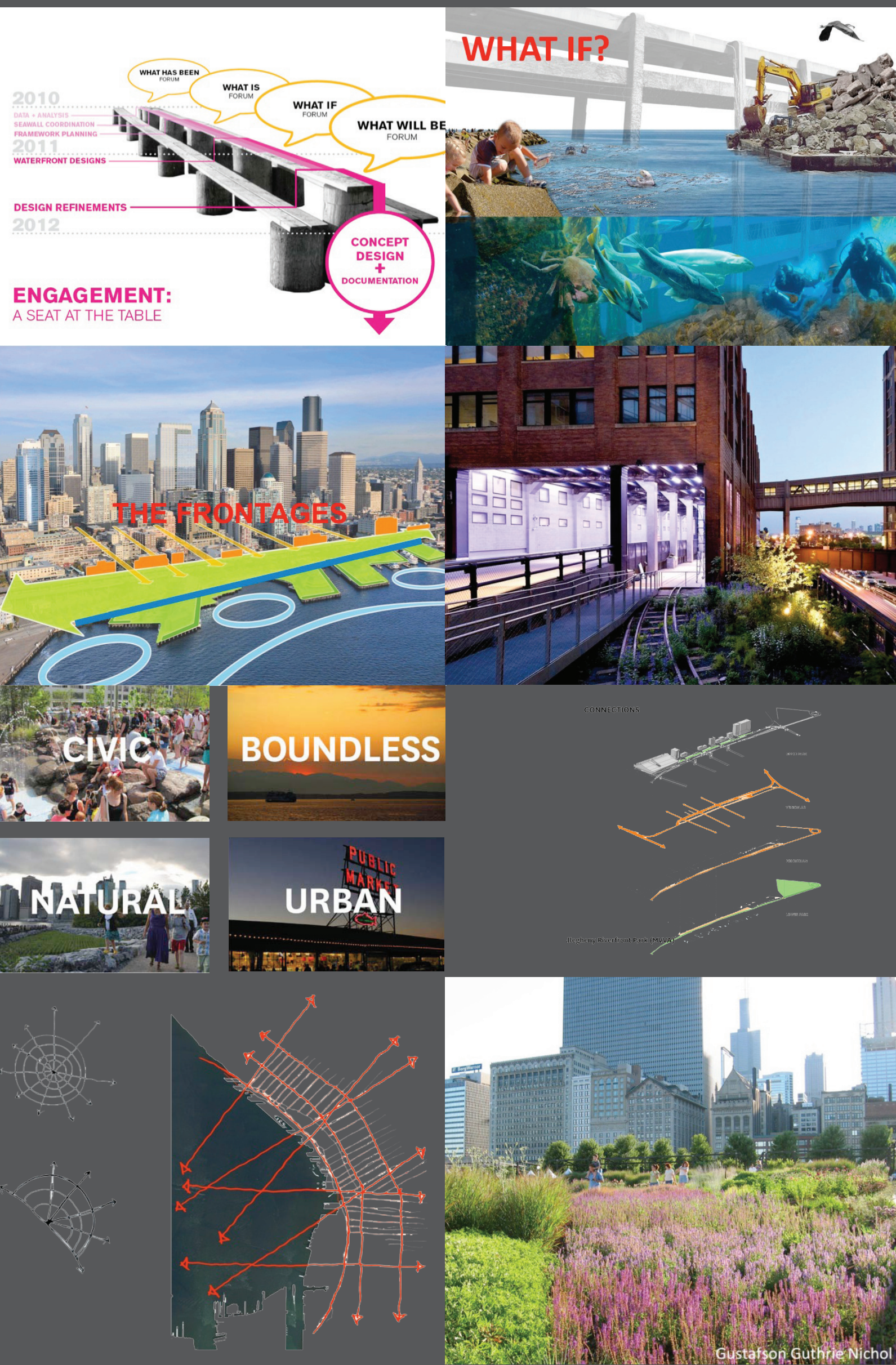
- Rethink on an infrastructural scale—take urban systems apart, make surface road an urban asset, reconceived edge, rain + construction material harvesting, revenue generation for future maintenance

Project examples: Brooklyn Bridge Park, NY; Rainier Vista Competition Entry, Seattle; Allegheny Riverfront, Pittsburgh; Lower Dons; Toronto

GGN [Healthy City]

- Focus on a personal scale, avoid one-liner spaces; emphasis on local materials and rich ecological edge conditions, avoid linearity
- Blocks breakdown into finer scales as one approaches the waterfront, East to West connections, flat surface of the Bay connects one another

Project examples: Lurie Garden, Chicago; North Ends Park, Boston; Venice Biennale



critical + common themes

- Diversity of scales [horizontal + vertical]
- Need for large + small scale thinking/design
- Integration and mixing of uses, scales and people
- Activation of frontages and blank facades
- Choreography of movement and connections; North/South + East/West
- Surface road must be humanized and integrated into the park
- Integration of multimodal transport with an emphasis on pedestrian and bicyclist experience
- Need for dynamic seawall conditions
- Unique details + views that dramatize public life
- Performative, diverse spaces for the individual [all ages], family + the collective
- Need for early marketing; physical manifestation of change such as marketing billboards and artifacts

Considerations

- 3 out of 4 firms concentrated specifically on the use of specific scales and mobility patterns
- Climate change + sea level rise



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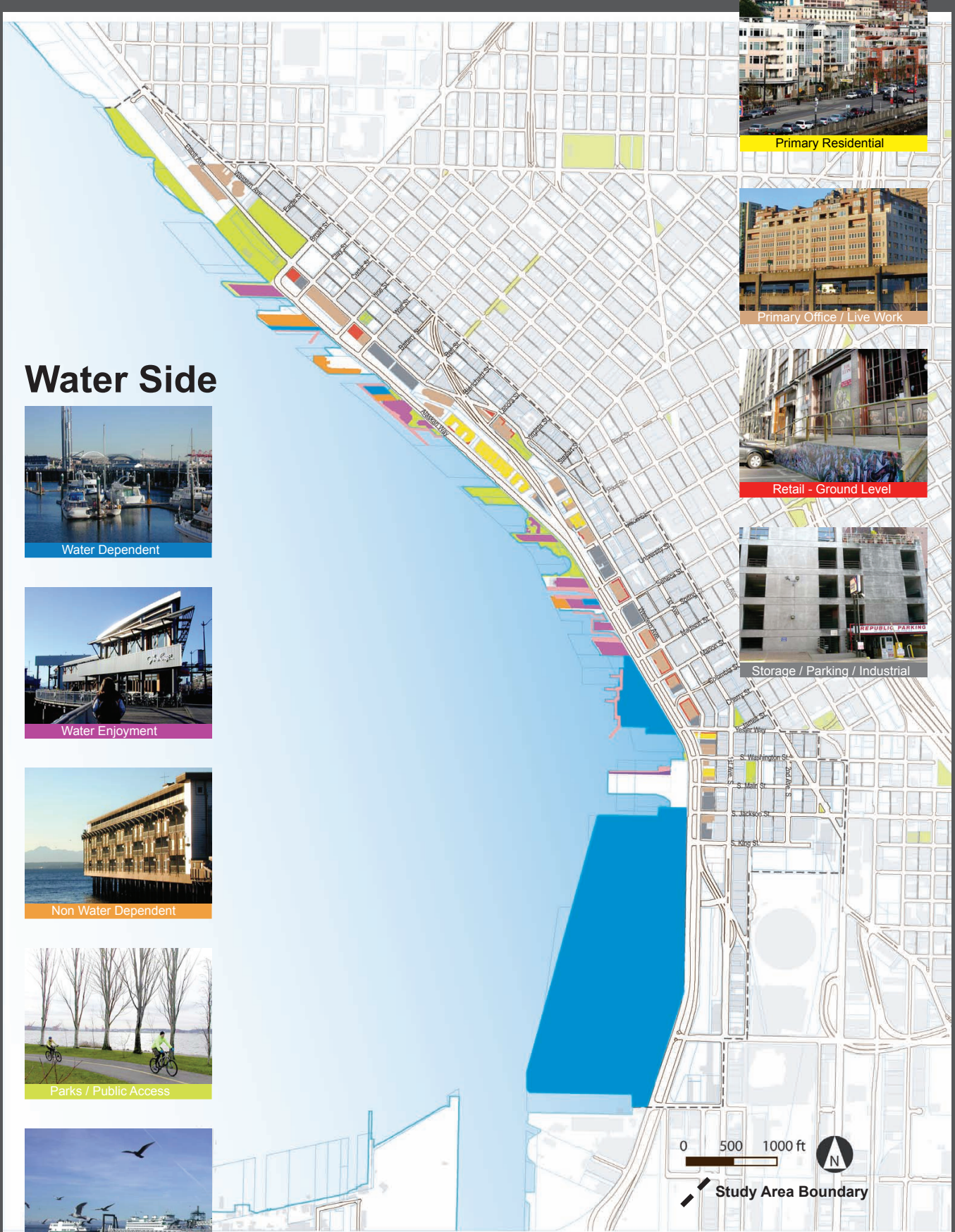


Land Use

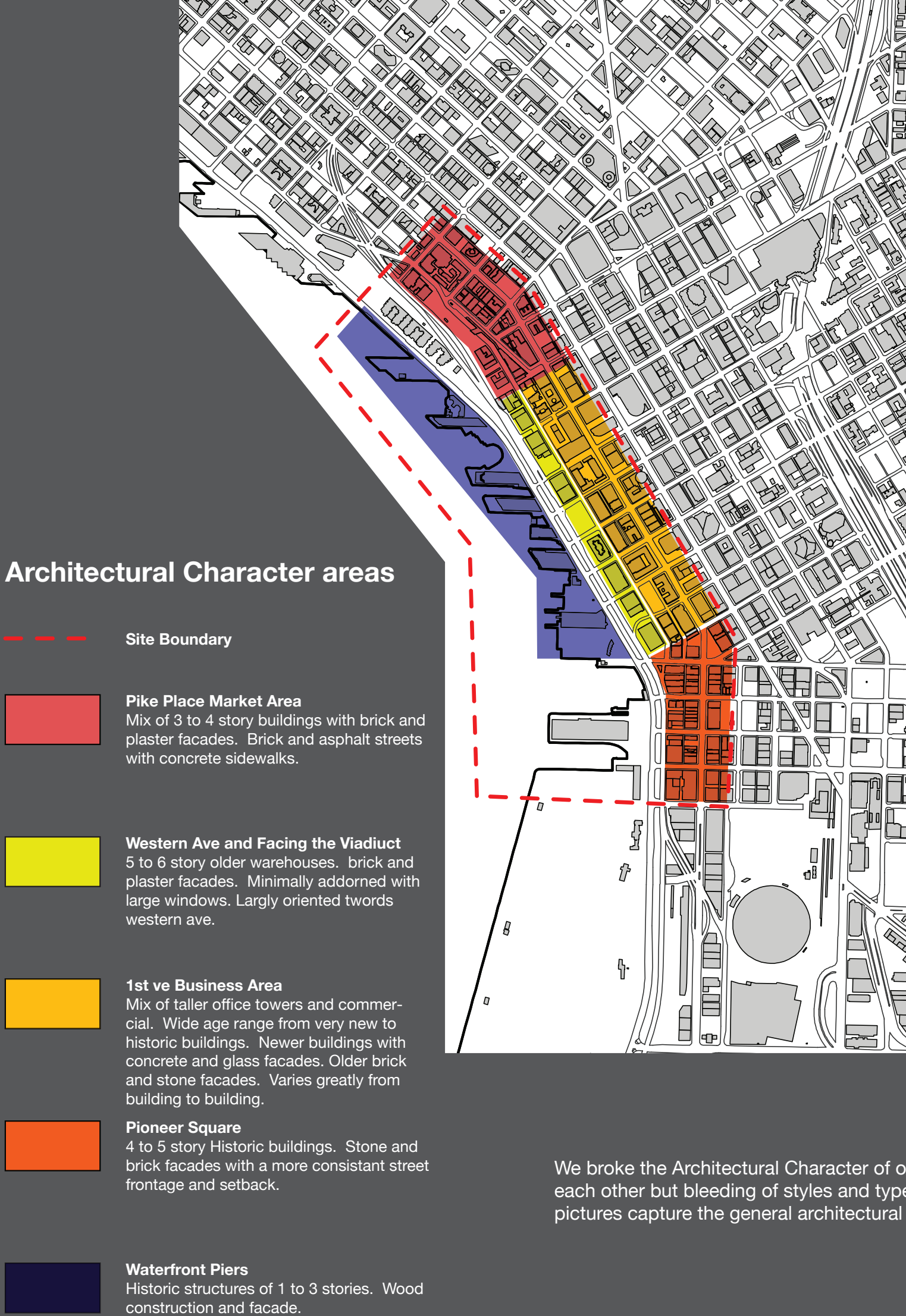


The Land Use and the waterfront uses map show what is currently existing in the areas. The waterfront uses map is a more concise description of what can be found in the areas directly next to the waterfront. The land use map above shows how most of the downtown area is used offices with interspersed retail areas. most of the waterfront itself is retail. The residential component is much stronger north of our site in Belltown.

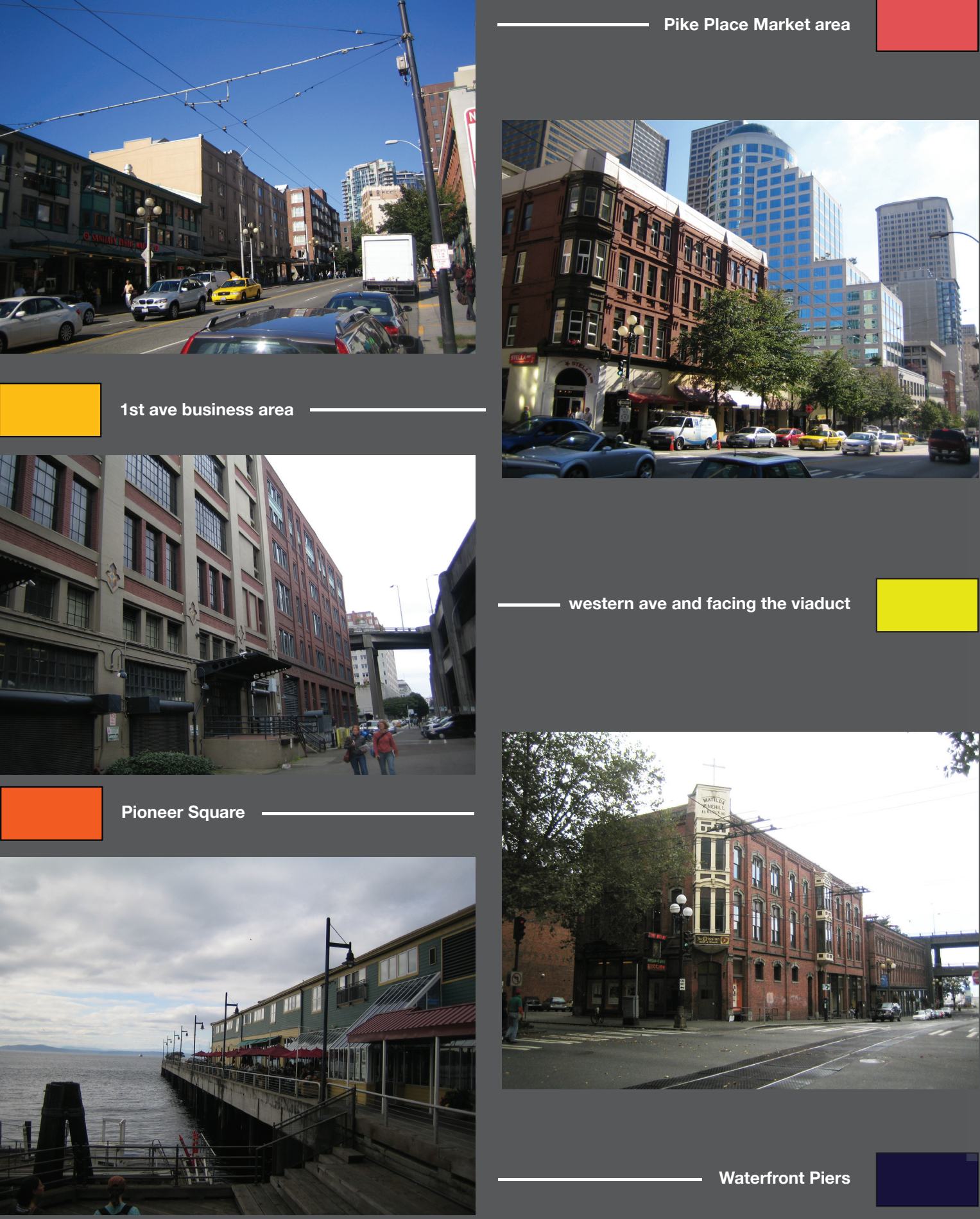
Waterfront Uses



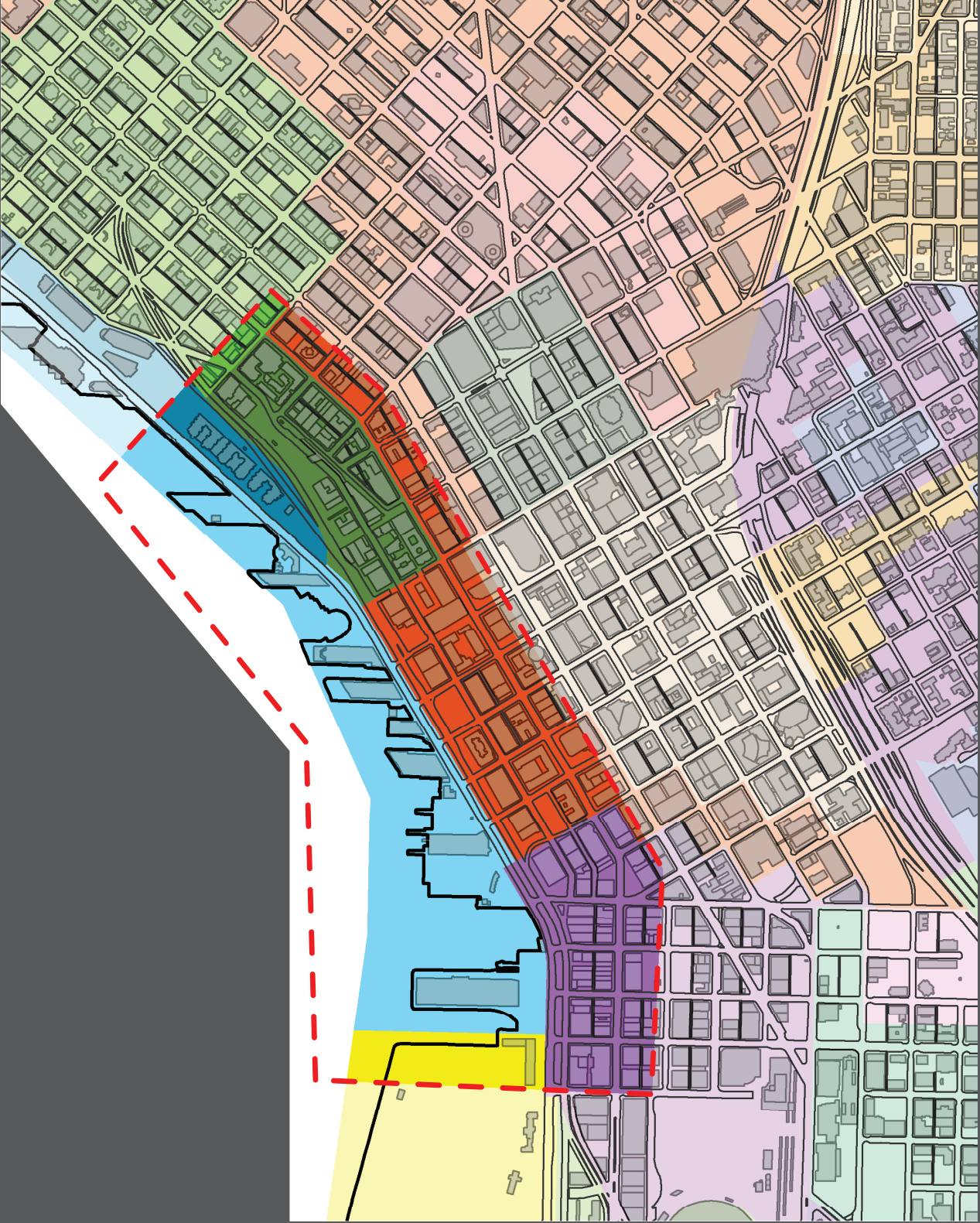
Architectural Character



We broke the Architectural Character of our area down into 5 general areas as described at left. These areas stood out as being somewhat distinct from each other but bleeding of styles and types between these areas certainly occurs. Above are some representative pictures from these areas. These pictures capture the general architectural feel of each area.



Waterfront Zoning



Zoning and description

- Site Boundary
- DH1-45 - Downtown Harborfront 1
- DH2-85 - Downtown Harborfront 2
- PMM-85 - Pike Market Mixed
- DMR-85/65 - Downtown Mixed Residential
- DMC-160/240/290/400 - Downtown Mixed Commercial
- PSM-100 - Downtown Mixed Commercial
- IG1 - General Industrial 1

For a detailed description of each of these codes see the [Seattle Municipality Code Chapter 23.49](http://clerk.ci.seattle.wa.us/~public/toc/23-49.htm)

Some patterns can be drawn from comparing these maps to each other. One can see that the zoning map and the architectural character map have very similar regions within them. This makes sense as the zoning perpetuates the architectural character in the areas, especially so in the two historic areas which each have their own zoning and special restrictions. Building heights as well have recognizable patterns that relate to the other maps. Here the building heights are much greater in the more leanly zoned areas such as the Downtown Mixed Commercial. This is also the area that has the most mixed architectural style as older lower buildings are replaced with newer taller ones.

Ownership



Building Heights



The above map of building heights shows how the heights increase as one moves upward from the water into the heart of the city. The buildings are also lower in the historic districts where the heights are more limited.

At left the ownership map shows how more land on the waterfront are publicly owned than when one moves up to first ave where there is greater private ownership.

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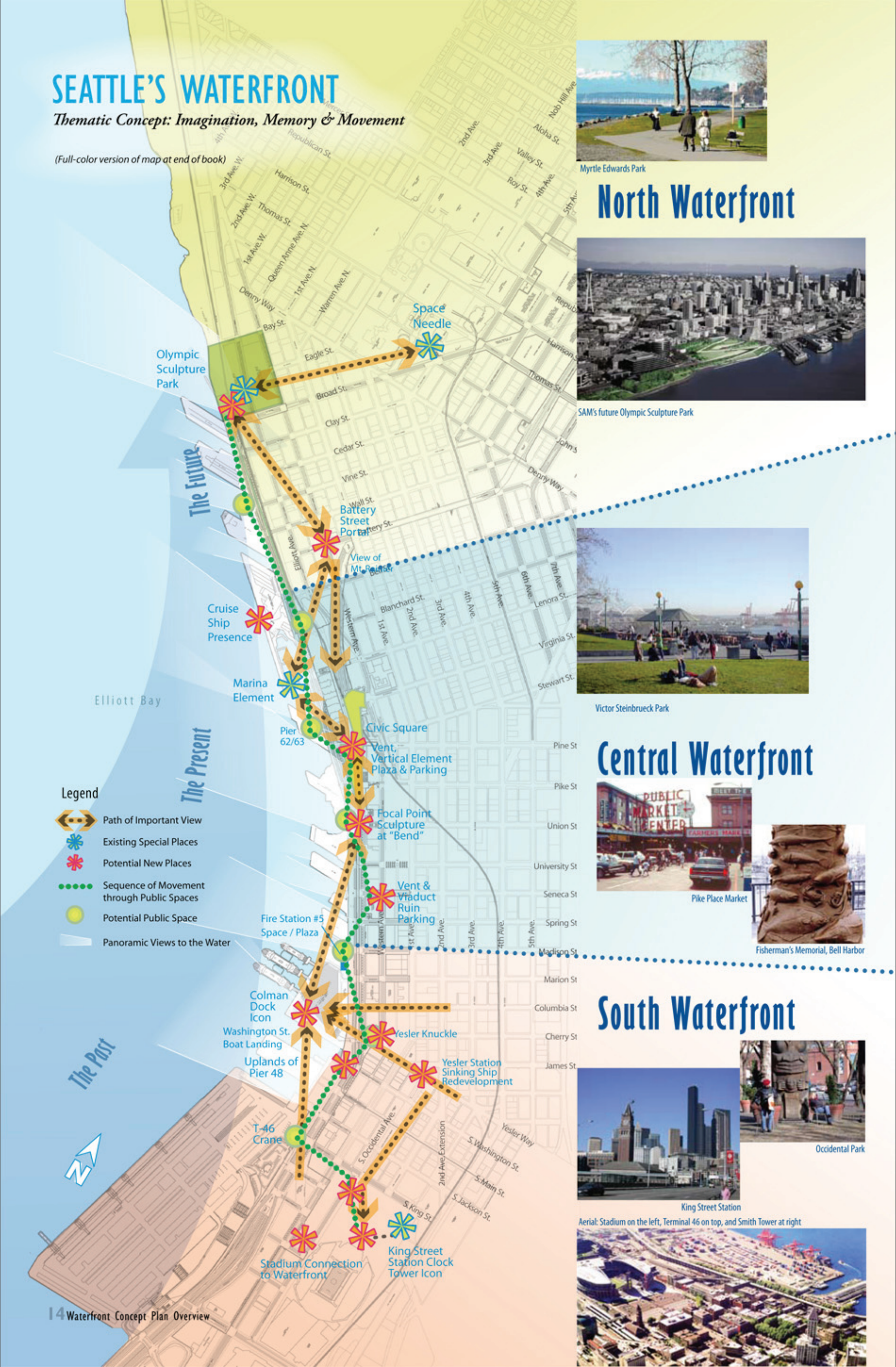
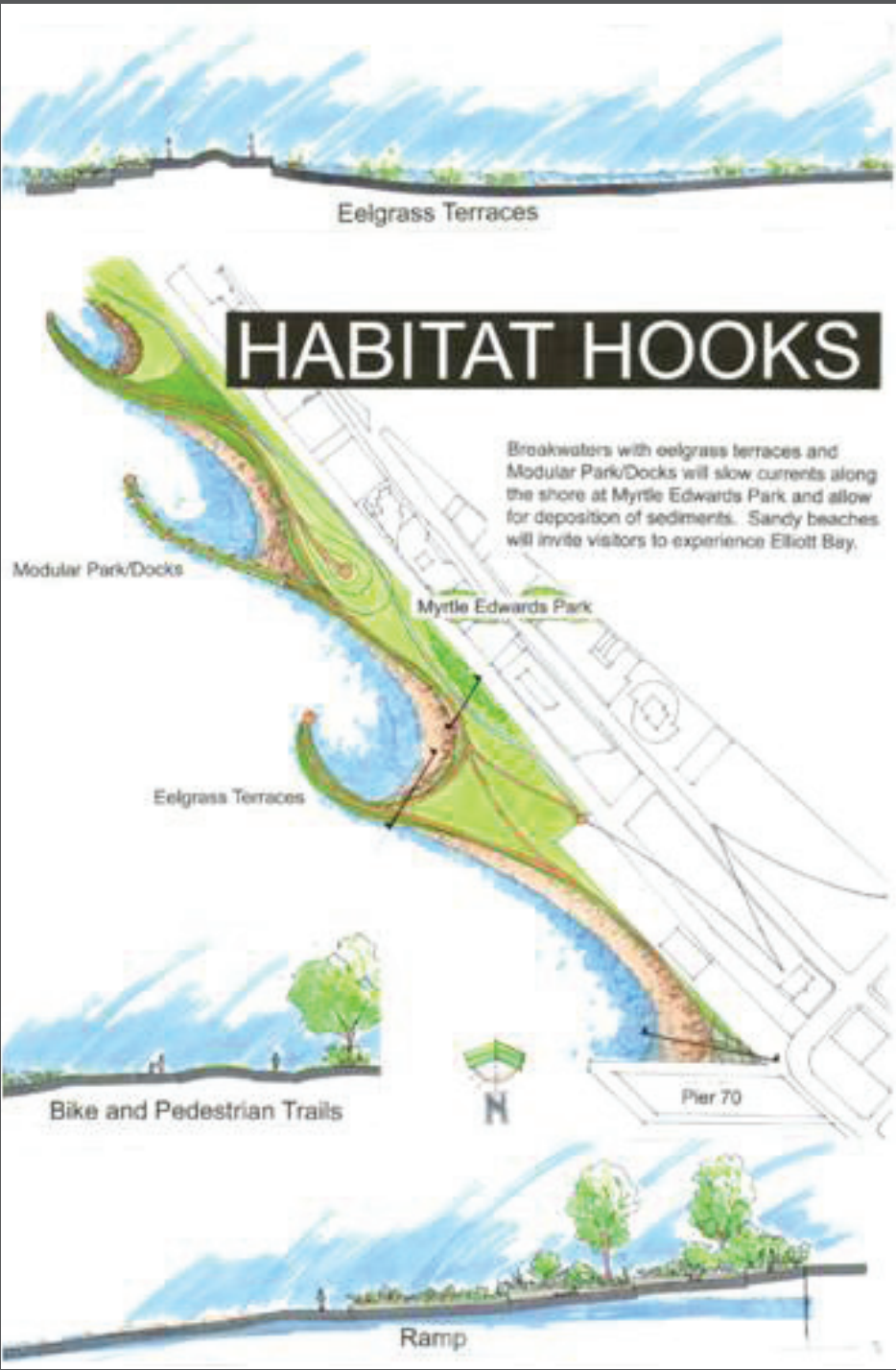
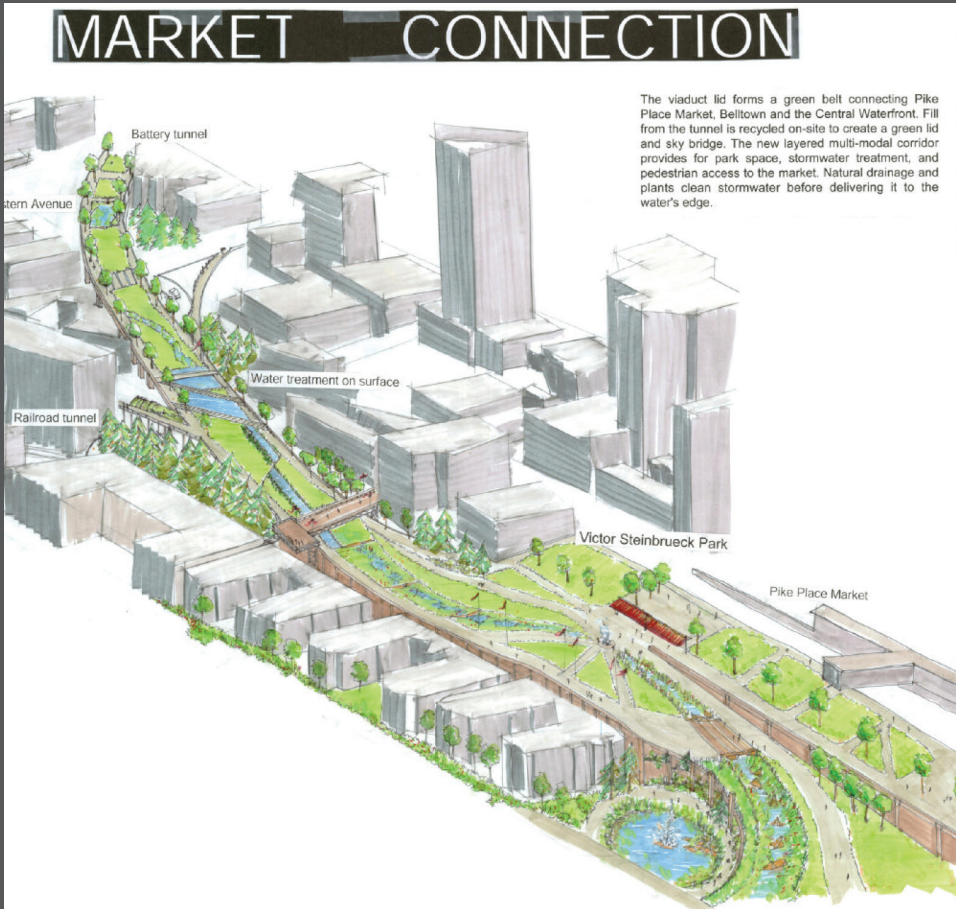
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Waterfront Charrette

In 2004, the “Visioning Charrette” and the “Charrette Presentation and Exhibit” were held. Over 300 citizens participated, divided into 22 teams, generating ideas and visuals about the future of Seattle’s waterfront.

Emergent Themes:

- Connect Central City Uplands to Central Waterfront
- Replace the Alaskan Way Viaduct with a New Urban Vitality
- Bring Water into Land and Land into Water
- Enhance Shoreline and Upland Habitats
- Accommodate Multiple Modes of Transportation
- Create a Regional Icon at Colman Dock Ferry Terminal
- Develop Long-term Strategies for Terminal 46



The framework focused on 7 key principles, including:

- environmental sustainability
- economic development
- destination + movement
- authenticity + identity
- balance + integration
- diversity + flexibility
- access + connection

City of Seattle + Mayor Greg Nickels’ 2006 Waterfront Concept Plan

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