



PIONEER SQUARE STREET CONCEPT PLANS

01

RESEARCH

/

02

INVENTORY



framework

photo by Joe Iano / World Cup Viewing in Nord Alley, Pioneer Square



EXECUTIVE SUMMARY

RESEARCH AND INVENTORY CHAPTER 1 + 2

The Pioneer Square neighborhood is a premier Seattle landmark. Known for its historic buildings, unique shops, diverse community, and active public life, the neighborhood caters to residents and tourists alike.

Many projects, both public and private, have been and are currently developing within the Pioneer Square Historic District. While these projects represent city- and neighborhood-wide improvements to infrastructure and transportation, without a clear vision they could potentially jeopardize the character and continuity of the neighborhood's distinct public realm. This document empowers the Pioneer Square community by providing the information necessary to influence the trajectory of public realm design and by serving as a guide for future development.

The first chapter of this document, Research, provides an overview of each ongoing project and plan that will affect the neighborhood. These pages include a short description, map, and potential impacts for the neighborhood. The information lends insight to future changes and highlights opportunities that the community can leverage to its benefit.

The second chapter, Inventory, is an in-depth review of the public realm. It provides insight into characteristics of walkways, streets, public and private amenities, hazards, accessibility, materiality, human activity, and buildings that help define the public experience. This information illustrates neighborhood-wide trends that can inform future public realm designs.

These two chapters provide a baseline understanding of the community's public realm and existing streetscape. This information is critical in order to develop impactful street concept plans, to be found in the forthcoming Pioneer Square Street Concept Plans.

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Intersection Conditions
Alley Conditions



CITY OF SEATTLE
office of economic development
only in seattle

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SPECIAL THANKS

We appreciate all of the people who have assisted us in this work. Their contributions are helping make Pioneer Square a great place to live, work and be.

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01

RESEARCH

Many projects have been and are currently developing in the Pioneer Square neighborhood of Seattle. This chapter provides an overview of each project with a short description, map, project boundary, and potential impacts to the neighborhood. The information provides insight to potential overlaps and highlights opportunities to leverage.

Projects are identified in the following categories, represented by a symbol for each project spread.



WATERFRONT PROJECTS



TRANSPORTATION PROJECTS



NEIGHBORHOOD PROJECTS



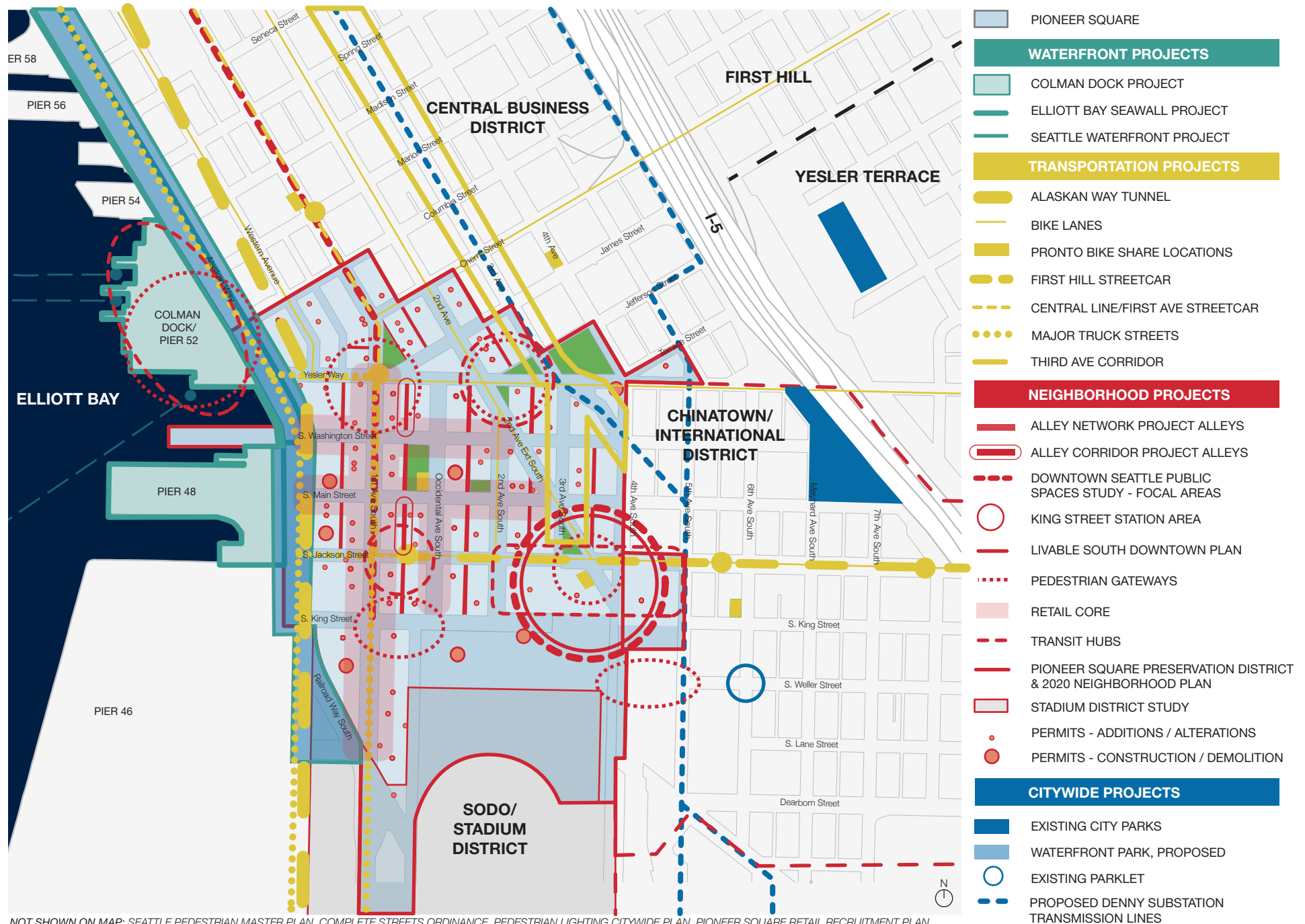
CITYWIDE PROJECTS

PROJECTS + PLANS LIST

PROJECTS, PLANS, POLICY/STUDY	PHASE	TIMEFRAME	ALLIANCE +	SDOT	WSDOT	DPD	PARKS	SCL	SPU	DON	METRO
Colman Dock Project	Plan/ Policy	2012-2022			x						
Elliott Bay Seawall	In progress project	In Progress	x	x	x						
Waterfront Seattle	Plan/ Policy	2010-TBD	x	x	x	x	x	x		x	x
Alaskan Way Viaduct Replacement Project	In progress project	In Progress	x	x	x						
Seattle Bicycle Master Plan	Plan/ Policy	2014		x							
Seattle Freight Master Plan	In progress plan	2014-2015		x							
Seattle Streetcar	In progress project	In Progress	x	x							x
Seattle Pedestrian Master Plan	Plan/ Policy	2009		x		x					
Third Avenue Corridor	Plan/ Policy	2014-2016		x							x
Alley Network Project + Alley Corridor Project	In progress project	In Progress	x	x						x	
Building Permits	In progress project	2010-2015, ongoing				x					
Downtown Seattle Public Spaces & Public Life Study	Plan/ Policy	2009	x	x							
King Street Station Multimodal Hub Strategy	Plan/ Policy	2003 - Ongoing	x	x							
Livable South Downtown Plan	Plan/ Policy	2009	x			x					
Pioneer Square 2020 Neighborhood Plan (Inc. Pioneer Square 2015)	Plan/ Policy	2014	x								
Pioneer Square Active Streets Strategy	Plan/ Policy	2014	x								
Pioneer Square Preservation District Rules	Plan/ Policy	Ongoing	x							x	
Pioneer Square Retail Recruitment Plan	Plan/ Policy	2011-2012	x								
Stadium District Study	Plan/ Policy	2013	x			x					
Bands of Green	Plan/ Policy	2007, update 2011					x				
Complete Streets Ordinance	Plan/ Policy	2007									
Parklet and Streatery Pilot Program	Plan/ Policy	2013	x	x							
Pedestrian Lighting Citywide Plan	Plan/ Policy	2012						x			
Right of Way Improvements Manual	Plan/ Policy	Ongoing		x							
Utilities: Denny Substation	In progress project	2012 - ongoing						x			
Utilities: Seattle City Light	In progress project	In Progress, ongoing	x					x			
Utilities: Seattle Public Utilities	In progress project	In Progress, ongoing							x		

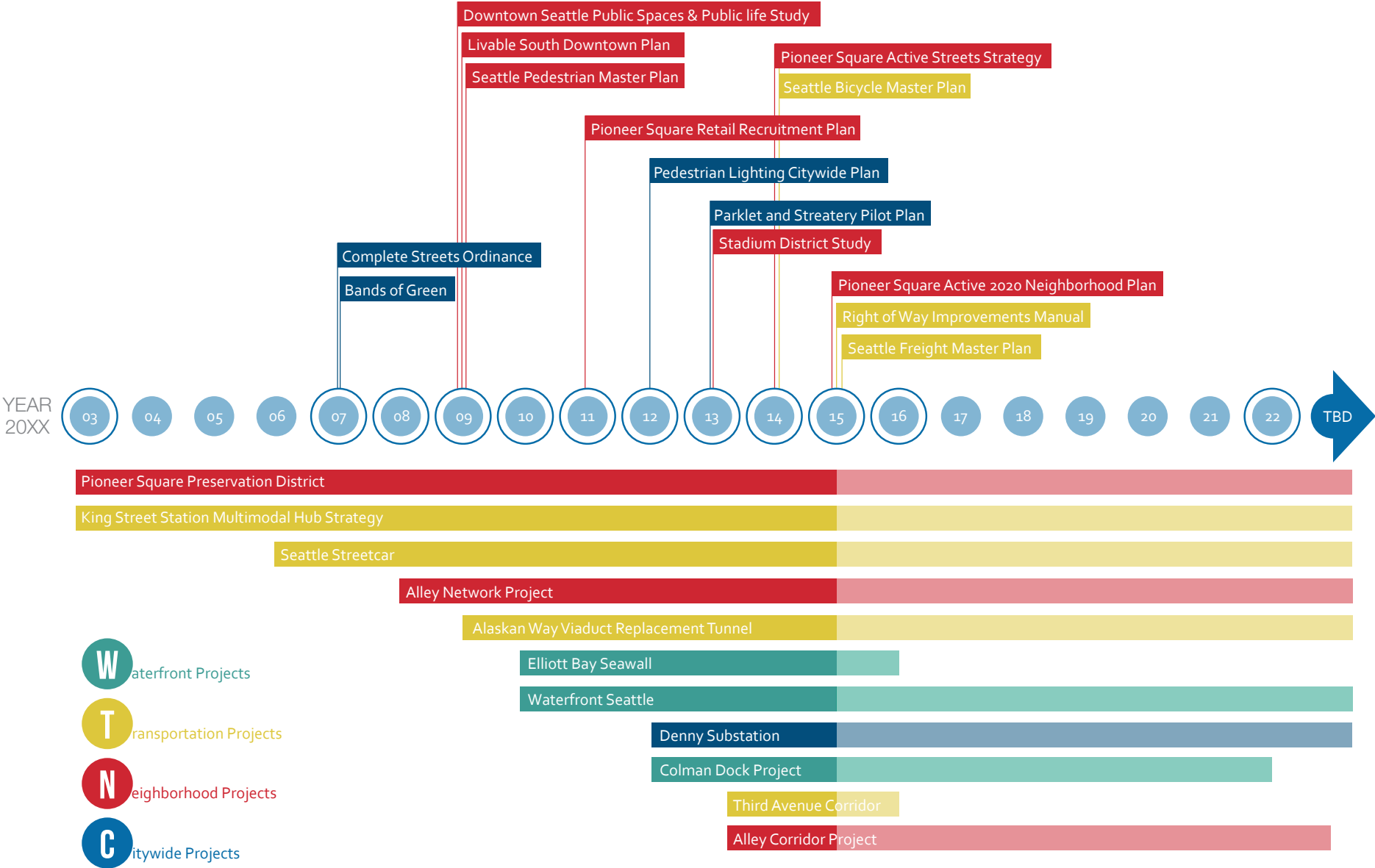
ALLIANCE +	Alliance for Pioneer Square, ISI and other associated community groups and organizations
ISI	International Sustainability Institute
SDOT	Seattle Department of Transportation
WSDOT	Washington State Department of Transportation
DPD	Seattle Department of Planning and Development
PARKS	Seattle Parks and Recreation Department
SCL	Seattle City Light
SPU	Seattle Public Utilities
DON	Seattle Department of Neighborhoods
METRO	King County Metro Transit

PIONEER SQUARE PROJECTS AND PLANS



NOT SHOWN ON MAP: SEATTLE PEDESTRIAN MASTER PLAN, COMPLETE STREETS ORDINANCE, PEDESTRIAN LIGHTING CITYWIDE PLAN, PIONEER SQUARE RETAIL RECRUITMENT PLAN, RIGHT OF WAY IMPROVEMENTS MANUAL, DENNY SUBSTATION, SEATTLE CITY LIGHT, SEATTLE PUBLIC UTILITIES

PIONEER SQUARE PROJECTS AND PLANS TIMELINE



COLMAN DOCK PROJECT



Phase / Plan

Project Lead / Washington Department of Transportation (Washington State Ferries, Federal Highway Administration, Federal Transit Administration)

Timeline /

2012-early 2015 – Environmental process/preliminary design

2015-2017 – Final design, permitting and procurement

2017-2022 – On-site construction

Geography / Seattle Waterfront

Status / Project timeline and start dependent on Alaskan Way Viaduct demolition

Plan Overview

The replacement of Washington State Ferry Terminal at Colman Dock, includes the main terminal building and the overall layout and design. WSF, FTA and FHWA plan to coordinate closely with other Seattle waterfront projects, including the Elliott Bay Seawall Replacement project, Waterfront Seattle program, and Alaskan Way Viaduct Replacement Program throughout the process in order to create an integrated and cohesive design.

Plan Goals

- Create an improved loading and unloading dock for ferry passengers (vehicular, bike and walk-on) between Seattle and Kitsap County
- Provide long term reliable service between Seattle and Kitsap County
- Improve existing pedestrian connections to local transit service
- Improve safety for pedestrians
- Improve mobility for pedestrians

Funding

Currently the funding comes from a combination of local, state and federal funding sources. King County is responsible for securing funding for the replacement passenger-only ferry facility.

Source: <http://www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal/>

WHAT ARE THE IMPACTS...

Colman dock is the most prominent entry point into Seattle, and Pioneer Square, from Kitsap County. The constant movement of pedestrians and vehicles through Colman dock means that Pioneer Square will see a consistent flow of activity.

The Marion Street pedestrian overpass is the main pedestrian connection from Colman Dock to downtown Seattle, and its safety and reliability are crucial in maintaining the connection between Pioneer Square and Colman Dock.

Opportunities:

- Altered circulation
- Improved interface with the waterfront

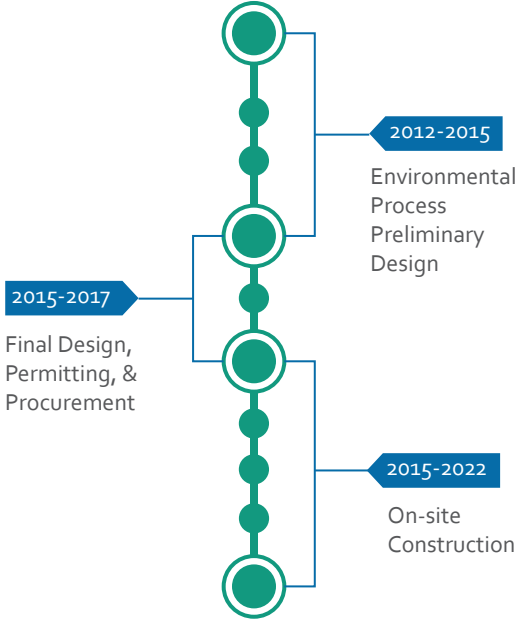
The Seattle/Bainbridge route is WSF's busiest passenger route and has the largest annual ridership

In 2013, Colman Dock served over 8.5 million riders, including 4.4 million foot passengers

COLMAN DOCK PROJECT



PROJECT TIMELINE



- COLMAN DOCK PROJECT
- PIONEER SQUARE

ELLIOTT BAY SEAWALL PROJECT



Phase / Ongoing Project

Project Lead / SDOT (U.S. Army Corps of Engineers)

Timeline / 2010 - 2016

Geography / Elliott Bay Waterfront

Status / Construction

Project Overview

Replacement of the aging seawall along the waterfront from South Washington Street to Broad Street. The existing seawall was completed in 1934, and was constructed with timber piles. Now, the seawall is aging and the structure is weak.

The new seawall will provide structural support for the new waterfront, will be built to current seismic standards, and is designed to last more than 75 years. The Mortenson-Manson Joint Venture team was selected by the City of Seattle as the general contractor/construction manager (GC/CM) for the Elliott Bay Seawall reconstruction project.

Project Goals

- The seawall will support major utilities, Alaskan Way and SR 99, the ferry terminal, rail lines, and Seattle's future waterfront project
- Stabilization to meet current seismic standards
- Restore the function of a natural shoreline
- Habitat enhancements

Funding

Various (including Washington State Gas Tax, Port of Seattle, Federal sources)/ongoing

Source: <http://www.seattle.gov/transportation/seawall.htm>

WHAT ARE THE IMPACTS...

The central seawall runs from South Washington Street in Pioneer Square north to the northern portion of Pier 63 (roughly Virginia Street). The new seawall will support the new waterfront that connects directly with Pioneer Square.

Once the construction process is complete and the seawall is in place it will support the increased activity along the waterfront, as well as activity in Pioneer Square as it is an adjacent neighborhood and directly connected to the waterfront.

About 4 million people visit the Seattle waterfront every year

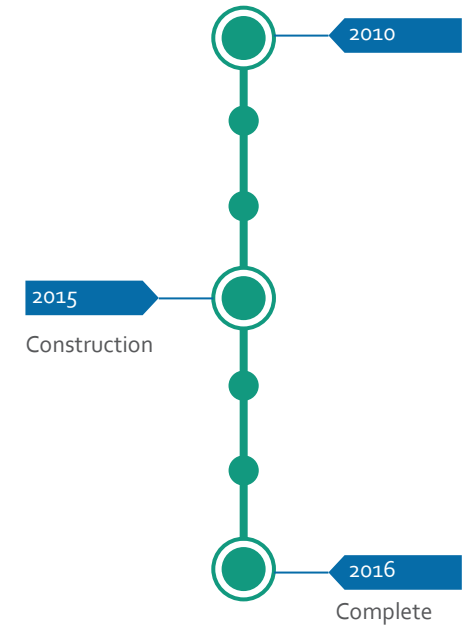
The waterfront supports roughly 1,500 jobs

ELLIOTT BAY SEAWALL PROJECT

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PROJECT TIMELINE



- ELLIOTT BAY SEAWALL PROJECT
- PIONEER SQUARE

WATERFRONT SEATTLE



Phase / Plan

Project Lead / City of Seattle (SDOT, SDPD, Seattle Parks, James Corner Field Operation)

Timeline / 2010 - TBD

Geography / Seattle Waterfront

Status / Planning

Plan Overview

Redesign of the waterfront within the Alaskan Way/SR99 right of way between King Street and Battery Street. The project includes various new public spaces along the waterfront, new surface streets, bike trails, and pedestrian connections to downtown Seattle and Pioneer Square.

Notable Elements:

- SEAWALL PROJECT - Already under construction, see Elliott Bay Seawall
- RAILROAD WAY - A pedestrian gateway linking the waterfront to Pioneer Square and the stadiums. Railroad Way will encourage new circulation and activities throughout the year and on game days at CenturyLink Field and Safeco Field.
- MAIN + WASHINGTON STREETS - Improvements to these streets in Pioneer Square between Alaskan Way and Occidental Avenue will make them a more pedestrian-friendly and accessible way to reach the waterfront.
- ALASKAN WAY + ELLIOTT WAY - A rebuilt Alaskan Way and new Elliott Way will serve all modes of travel and provide clear and safe pedestrian crossings and signalized intersections.
- CYCLE TRACK - A new two-way bike path located between the roadway and the promenade.
- COLUMBIA STREET - Improved sidewalks and transit corridor amenities will be added in place of the viaduct ramp to First Avenue.
- MARION STREET BRIDGE - A widened Marion Street pedestrian bridge between Alaskan Way and Western Avenue will better connect the large volume of travelers who commute via ferry from Colman Dock to downtown.
- PROMENADE - A promenade will extend north-south along the waterfront from Pine Street to Pioneer Square, providing space for recreation, as well as landscaping that manages stormwater and showcases native plants.
- WASHINGTON BOAT LANDING RESTORATION + REPLACEMENT - The pergola along the waterfront will be removed, protected, and restored

Funding

Various/ongoing private and public funding

Source: <http://waterfrontseattle.org/>

WHAT ARE THE IMPACTS...

Pioneer Square will be impacted in two primary ways. First, the project will attract more visitors to the waterfront. Second, the physical connections between the waterfront and the city that pass through Pioneer Square will alter the landscape of the neighborhood.

The proposed beach restoration may be the most anticipated aspect of the waterfront relating to Pioneer Square, but the redevelopment of Washington and Main streets are also significant pieces of the project to watch.

It will be crucial for the Alliance and stakeholders to coordinate desired design intentions and materials with the waterfront designers in order to create a cohesive design that relates back to the neighborhood.

The physical connection between Pioneer Square and the waterfront will be a design challenge because the proposed roadway is approximately 100' across to accommodate the various transportation modes, above and below ground.

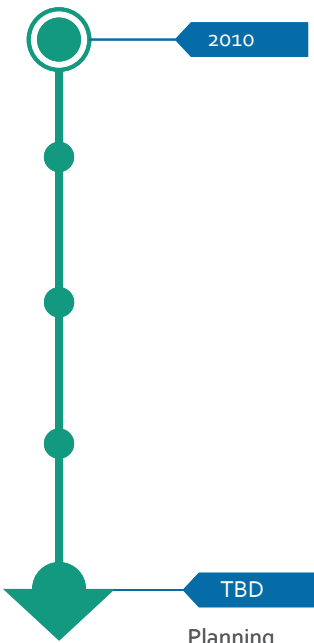
Opportunities:

- Altered circulation
- Improved interface with the waterfront
- Streetscape improvements

WATERFRONT SEATTLE



PROJECT TIMELINE



- SEATTLE WATERFRONT
- PIONEER SQUARE

ALASKAN WAY VIADUCT REPLACEMENT TUNNEL

T

Phase / Ongoing Project

Project Lead / Washington State Department of Transportation, Seattle Tunnel Partners

Timeline / 2009 - TBD

Geography / From SODO to South Lake Union

Status / Construction

Project Overview

Replacement of the existing Alaskan Way Viaduct that runs from South Holgate Street to the Battery Street Tunnel along the waterfront. The elevated viaduct will be replaced with a bored underground tunnel. The project is closely tied to the Elliott Bay Seawall Project and the Waterfront Seattle project.

Project Goals

- A two-mile-long tunnel beneath downtown Seattle.
- A mile-long stretch of new highway that connects to the south entrance of the tunnel, near Seattle's stadiums.
- A new overpass at the south end of downtown that allows traffic to bypass train blockages near Seattle's busiest port terminal.
- Demolition of the viaduct's downtown waterfront section.
- A new Alaskan Way surface street along the waterfront that connects SR 99 to downtown.

Funding

Various sources, including state, federal and local sources (ex. Port of Seattle).

Source: <http://www.wsdot.wa.gov/projects/viaduct>

WHAT ARE THE IMPACTS...

The construction phase of the project will impact Pioneer Square with increased noise, dust, and congestion, as well as a loss of parking.

Once complete, the tunnel route goes beneath Pioneer Square, the central business district of Downtown, and Belltown. The removal of the viaduct will open up impressive views from Pioneer Square to Elliott Bay.

Opportunities:

- Altered surface street circulation
- Improved interface with the waterfront

The tunnel route begins on Alaskan Way South south of South King Street

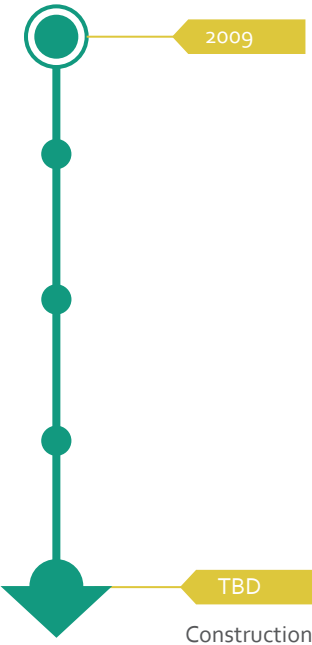
The tunnel will have two 11-foot travel lanes with an eight-foot safety shoulder and a two-foot shoulder in each direction

ALASKAN WAY VIADUCT REPLACEMENT TUNNEL

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PROJECT TIMELINE



- ALASKAN WAY TUNNEL
- PIONEER SQUARE

SEATTLE BICYCLE MASTER PLAN

T

Phase / Plan, Project

Project Lead / SDOT

Timeline / 2014

Geography / Citywide

Status / Adopted, Ongoing Construction

Policy Overview

The Seattle Bicycle Master Plan (BMP) states that riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities. The Seattle Bicycle Master Plan (BMP) aspires to encourage and accommodate more people to ride a bicycle.

Policy Goals

- Increase ridership
- Improve rider safety
- Increase connectivity and bicycle network
- Increase bicycling equity
- Increase livability by creating a safe and welcoming bicycling environment

Funding

Funding comes from various sources including Seattle Capital Improvement Program (CIP), street improvement projects using the Complete Streets standards, and from grant funding by SDOT.

Source: www.seattle.gov/transportation/bikemaster.htm

WHAT ARE THE IMPACTS...

By increasing the bicycling network and safety in Pioneer Square, more residents and visitors will be inclined to ride to, from, and within the neighborhood. It will be an attraction and will bring increased activity to the neighborhood.

Bicycling infrastructure and the Seattle Waterfront cycle track will need to be considered with development in Pioneer Square.

In 2014 a Protected Bike Lane was installed on 2nd Ave between Pike Street and Yesler Way. Also in 2014, a temporary bike lane was installed on 2nd Ave Extension to Yesler Way.

Seattle's Pronto bike share program is new and gaining popularity. As of now, there are two bike share stations in Pioneer Square. Pronto allows more residents and visitors to utilize the existing bicycle network, and associated businesses will benefit from and strengthen the areas status as a cycling destination. Bicyclists will also use Pronto as a transportation mode getting to and from the stadiums.

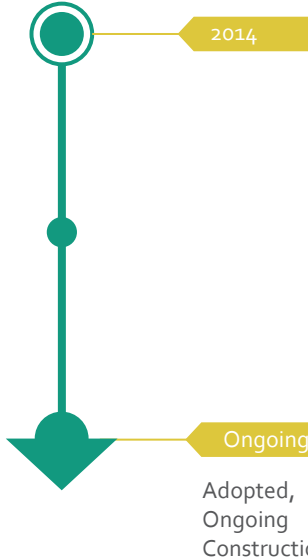
Opportunities:

- Improvement of bike and pedestrian safety along 2nd Ave Extension
- Design elements for permanent bike lane (planters, bollards, curbs, etc...)

SEATTLE BICYCLE MASTER PLAN



PROJECT TIMELINE



- BIKE LANES
- PRONTO BIKE SHARE LOCATIONS
- PIONEER SQUARE

SEATTLE FREIGHT MASTER PLAN

T

Phase / Plan

Project Lead / SDOT

Timeline / 2014 to 2015

Geography / Citywide

Status / Draft Master Plan, Ongoing

Policy Overview

The Seattle Freight Master Plan (FMP) aims to provide a 20-year blueprint for safe and reliable delivery of urban truck freight in Seattle. The FMP will play a critical role in meeting citywide goals regarding economic productivity, social equity, sustainability, and livable neighborhoods.

Plan Goals

- Update the current freight network map
- Develop design guidelines for major truck streets
- Propose policies, programs, and projects that will maximize the efficiency of Seattle freight
- Prioritize future improvements
- Successfully integrate the FMP with the goals of the transit, bike, and pedestrian master plans

Funding

Funding for planning was included in the Seattle Capital Improvement Program (CIP)

Source: www.seattle.gov/transportation/freight_fmp.htm

WHAT ARE THE IMPACTS...

Pioneer Square is critically situated between Downtown and the Port of Seattle. By providing a structured framework for the designation, funding, and design of the freight network, the FMP will help provide safer and more reliable truck movement on major truck streets. This will help alleviate traffic neighborhood-wide and will prioritize walking, biking, and transit use on other streets.

Design and development along major trucks streets in Pioneer Square - notably Alaskan Way and segments of 1st Ave S, Yesler Way, and S Jackson St - will need to consider the design guidelines put in place by the FMP.

Opportunities:

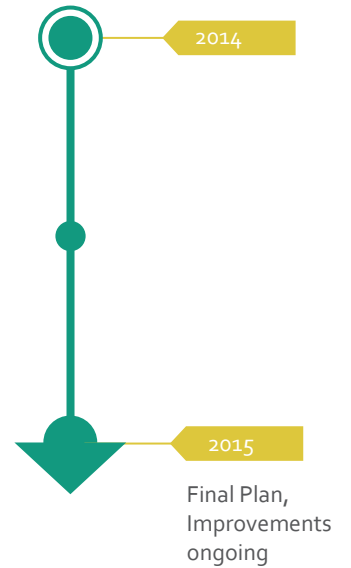
- Isolation of primary freight traffic to major truck streets
- Input into design guidelines, network, and priorities of future investment

SEATTLE FREIGHT MASTER PLAN

T



PROJECT TIMELINE



- MAJOR TRUCK STREETS
- PIONEER SQUARE

SEATTLE PEDESTRIAN MASTER PLAN

T

Phase / Long Term Action Plan

Project Lead / SDOT

Timeline / 2009

Geography / Citywide

Status / Implemented on a project by project basis

Plan Overview

The Seattle Pedestrian Master Plan provides guiding principles for the City of Seattle to improve pedestrian facilities throughout the city. It looks at the overriding goals related to walkability in Seattle. The plan also provides an analysis for how to prioritize projects which can be funded by annual improvement projects, such as the Bridging the Gap levy.

Plan Goals

- To make Seattle the most walkable city in the Nation
- Increase pedestrian safety
- Increase equity
- Create a vibrant public realm
- Raise health awareness

Funding

The Seattle Pedestrian Master Plan projects are funded by the 2006 Bridging the Gap transportation levy (estimated to provide approximately \$60 million from 2009 - 2014).

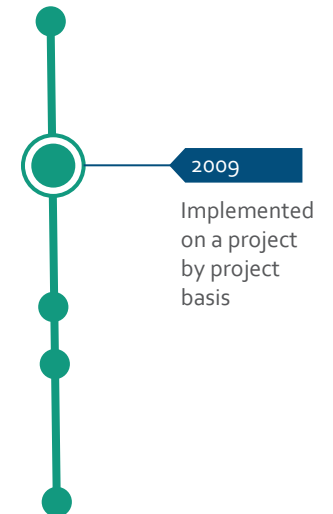
WHAT ARE THE IMPACTS...

The plan proposes general components that support walkable environments throughout the city. It does not make specific design recommendations, but the “pedestrian toolbox” is a collection of urban design facilities, strategies, and elements that can be implemented to improve the pedestrian environment and advance the goals of the Pedestrian Master Plan.

Opportunities:

- Design elements for improved walkways (paving, crosswalks, curb cuts, etc...)

PROJECT TIMELINE



Source: http://www.seattle.gov/transportation/pedestrian_masterplan/

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SEATTLE STREETCAR

T

Phase / Long Term Action Plan, Ongoing Project

Project Lead / SDOT, Operated by King County Metro Transit

Timeline / 2007 (SLU Streetcar opened) - Ongoing

Geography / Citywide

Status / Construction and Planning

Project Overview

The Seattle Streetcar Network will be a system of streetcar lines that will expand outward from downtown Seattle.

The First Hill Streetcar will connect Pioneer Square with Capitol Hill via Chinatown, Little Saigon, Yesler Terrace, and First Hill. Construction began in April 2012 with expected operation in July 2015. The First Hill Streetcar Line will operate between Pioneer Square and Capitol Hill via S Jackson St, 14th Ave E, E Yesler Way and Broadway. The First Hill Line will also serve major sporting event venues (CenturyLink and Safeco fields), medical centers (Harborview, Swedish and Virginia Mason), and institutions of higher learning (Seattle Central College and Seattle University).

The Center City Connector streetcar (also called the First Avenue Streetcar) is planned to extend from Westlake Station to King Street Station, via First Ave and Jackson Street. It will serve downtown Seattle, Pike Place Market, the Seattle Art Museum, the Olympic Sculpture Park, Lower Queen Anne, Belltown, Pioneer Square, and Chinatown/ID neighborhoods. In July 2014, the Seattle City Council approved a resolution adopting the Center City Connector streetcar as the preferred option for connecting the South Lake Union Streetcar with the First Hill Streetcar.

Project Goals

- Connect the residential neighborhoods and business districts of Capitol Hill, First Hill, Yesler Terrace, Central Area, Chinatown/ID and Pioneer Square
- Support economic growth and strengthen citywide transportation connections

Funding

Various (City of Seattle, Sound Transit, Seattle Public Utilities)

Source: www.seattlestreetcar.org/

WHAT ARE THE IMPACTS...

The First Hill Streetcar will connect Pioneer Square with Capitol Hill, and the Center City Connector streetcar is planned to connect the South Lake Union Streetcar with the First Hill Streetcar. This connection will take place in Pioneer Square.

The insertion of the streetcar along 1st Ave will decrease parking, but will provide immense opportunities to improve the existing streetscape and create a more walkable public realm.

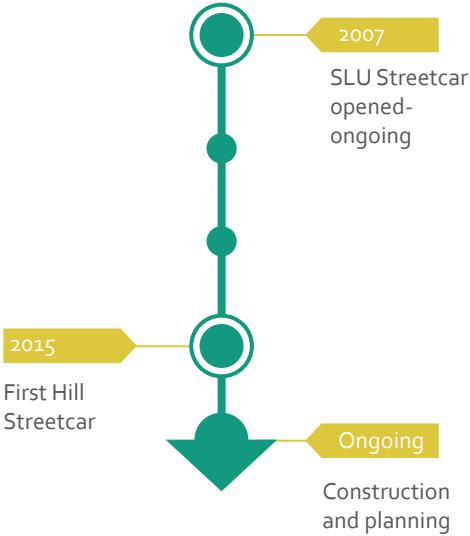
Opportunities:

- Altered surface street circulation
- Improvement of pedestrian safety and accessibility at stops and along routes

SEATTLE STREETCAR



PROJECT TIMELINE



- STREETCAR STOPS
- FIRST HILL STREETCAR
- CENTRAL LINE STREETCAR
- PIONEER SQUARE

THIRD AVENUE CORRIDOR

T

Phase / Plan

Project Lead / SDOT, King County Metro Transit

Timeline /

2013 - THIRD AVENUE // University to Stewart 10% Design

2014 - Concept 30% Design

2016 - Final 30% Design

Geography / Pioneer Square (reaches north to Stewart Street)

Status / Planning

Plan Overview

Third Avenue is downtown Seattle's most used transit corridor. The Third Avenue Transit Corridor Improvements Project is part of a larger plan to create a vibrant, safe, and thriving Third Avenue. It will improve transit functionality and create a more welcoming urban environment along the corridor between Denny Way and Jackson Street in downtown Seattle.

Plan Goals

- Create an improved Third Avenue that incorporates transit, pedestrian safety and experience and economic activity.

Funding

Both local and federal funds contribute to the project. The City of Seattle and King County Metro Transit both allocated local funds to match federal grants that provide funding for design and construction.

Source: <http://metro.kingcounty.gov/programs-projects/third-avenue-corridor/>

WHAT ARE THE IMPACTS...

The project will improve multimodal efficiency and pedestrian safety along Third Avenue and in Pioneer Square. It will also improve the connections to the central business district.

Opportunities:

- Improvement of sidewalk conditions, pedestrian safety and accessibility
- Potential to add a permanent parklet and to fix sidewalks along Third Ave

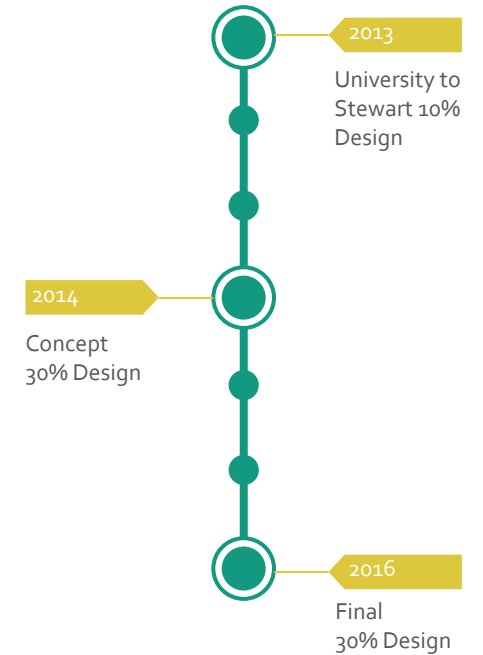
More than 2,500 buses travel the corridor every weekday, and about 42,000 people board at bus stops on the corridor each day

THIRD AVENUE CORRIDOR

T



PROJECT TIMELINE



- THIRD AVE CORRIDOR
- PIONEER SQUARE

ALLEY NETWORK PROJECT + ALLEY CORRIDOR PROJECT



ANP Phase / Ongoing Project

ANP Project Lead / Alley Network Project, International Sustainability Institute, Alliance for Pioneer Square

ANP Timeline / 2008 - Ongoing

ANP Geography / Pioneer Square

ANP Status / Events and Planning

ANP Project Overview

The Alley Network Project utilizes the neighborhood alleys as outdoor gathering spaces for events, art exhibits, gatherings and more. The project was designed to enliven the alleys and make them integrated with the greater Pioneer Square street grid.

In 2012 The Seattle Integrated Alley Handbook: Activating Alleys for a Lively City was created to help better understand how alleys are a crucial part of the city and could contribute to a lively, healthy, safe and an environmentally friendly city. The study provided research and recommendations for Seattle's alley network. Other publications include the Alley Event Handbook (2012) and Set up Shop in Historic Alleys, Chinatown ID and Pioneer Square Collaboration (2015)

Funding

City of Seattle Neighborhood Matching Fund program, local businesses, and Historic South Downtown have helped fund Alley Network projects and events.

ACP Phase / Plan

ACP Project Lead / SDOT, Alliance for Pioneer Square, International Sustainability Institute

ACP Timeline / 2013 - Ongoing

ACP Geography / Pioneer Square

ACP Status / Ongoing

The Alley Corridor Project aims to restore alley surfaces to new standards and retrofit streets with lighting and new underground utility infrastructure. The design is led by SvR Design with Olson Kundig Architects and Leni Schwendinger Light Projects Ltd. This project received approval to restore the surface from the Pioneer Square Preservation Board in 2015. Nord Alley and Pioneer Passage are pilot alleys with the approved design serving as a template for future alley restoration.

Funding

Department of Neighborhoods (design) and FHWA Transportation Alternatives program (TAP).

Source: <http://allevnetworkproject.com/>; http://isiseattle.org/files/2013/06/2013.11.07-Presentation_FINAL-web.pdf

WHAT ARE THE IMPACTS...

The Alley Network Project is a strong cultural component to the vibrancy of Pioneer Square. It's ongoing support and improvement to the arts and cultural character of the neighborhood.

The outdoor public gathering space the alleys provide also positively brings people and activity into the public realm.

The Alley Corridor Project will bring new life and interest to the streets of Pioneer Square. With improved physical conditions (surfacing, facade improvement, lighting and utilities) there will be increased safety, more events and activities, as well as increased interest in the Alley Network programs.

There are also numerous economic and business opportunities that go along with the physical alley improvements.

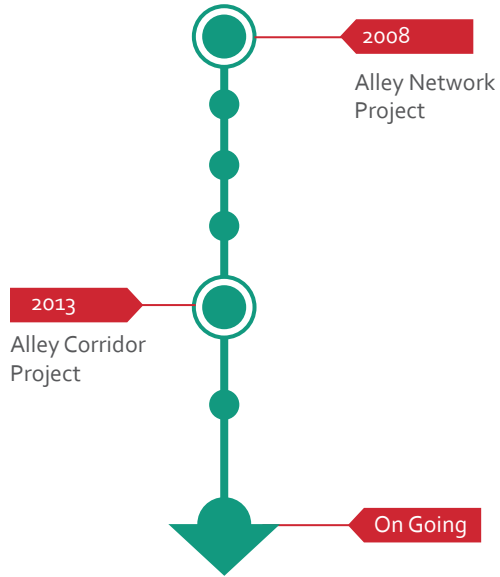
Opportunities:

- Increase visibility, safety, and activity in alleys
- Encourage businesses and development adjacent to alleys
- Potential to repave and clean-up alleys in poor condition

ALLEY NETWORK PROJECT + ALLEY CORRIDOR PROJECT



PROJECT TIMELINE



- PIioneer Square Alleys
- Alley Corridor Project Alleys
- PIioneer Square

DOWNTOWN SEATTLE PUBLIC SPACES & PUBLIC LIFE STUDY



Phase / Study

Project Lead / City of Seattle (ISI, UW Green Futures Lab, Gehl Architects)

Timeline / 2009

Geography / Downtown Seattle.

Status / Complete

Study Overview

The study looks at Seattle's pedestrian spaces in order to create an improved and more ecological urban environment for the city, its residents and visitors. The study introduces a new way of recording and understanding the importance of public life in an urban context.

Funding

NA

Key Insights and Recommendations on Pioneer Square from the Study

- 1. Pioneer Square has high pedestrian activity and it is surprising that there are no pedestrian crossing signals. page 24*
- 2. King Street Station has a number of issues including lack of wayfinding, welcoming to the city, accessibility and no outdoor waiting facilities. page 32 & 33*
- 3. Pioneer Square is part of the downtown where one feels invited to walk, as well as stay and enjoy the streetscape, the squares, the history and ambiance. page 45*
- 4. Downtown alleys have the potential for strengthening the public realm and increased pedestrian invitations. Alleys in Pioneer Square Historic District in particular are human scaled and have much potential for more active pedestrian use. page 48*
- 5. There are gaps in the downtown green network especially along 1st, 2nd, 3rd and 4th Avenues, parts of Pioneer Square and the norther study area. There are a number of streets and sporadic tree canopies. page 56*
- 6. Pioneer Square is dominated by people sitting on benches, waiting for transport or simply standing. Occidental Park and Mall have many commercial activities and people sitting in cafe chairs. page 81*

Source: http://www.seattle.gov/council/attachments/2010_publicspaces_publiclife.pdf

WHAT ARE THE IMPACTS...

The findings of the Downtown Seattle Public Spaces and Public Life Study will need to be considered in future Pioneer Square development. To consider for making lively public spaces:

- Long term stays
- Balance between road users
- A variety of public spaces
- A variety of use groups
- A strong pedestrian network
- Planning for various public activities

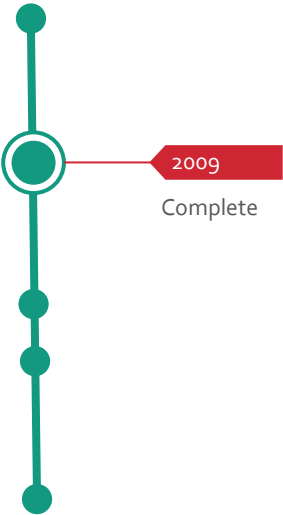
Opportunities:

- Draw from recommendations to improve pedestrian crossings, wayfinding, gateways, scale, tree cover, and seating

DOWNTOWN SEATTLE PUBLIC SPACES & PUBLIC LIFE STUDY



PROJECT TIMELINE



- DOWNTOWN SEATTLE FULL STUDY AREA**
- MAIN STUDY FOCAL AREAS**
- PIONEER SQUARE**

KING STREET STATION MULTIMODAL HUB STRATEGY



Phase / Plan

Project Lead / SDOT

Timeline / 2003 - Ongoing

Geography / Pioneer Square

Status / Ongoing

Plan Overview

The plan evaluates existing and planned modes of transportation including transit, freight, pedestrian and bicycle traffic in order to develop transportation alternatives and improvements where applicable.

Project Goals

- To make the hub easy to use: The hub should be easy to use for residents and visitors
- To make the hub accessible: Connections within the hub should be designed for people of all abilities
- To make the hub connected: The hub should connect as many transit systems and routes as possible within the shortest distance possible
- To make the hub embedded: The hub should offer convenient access to adjacent areas of Center City
- To make the hub iconic: The hub should be iconic and memorable

Funding

NA

Source: <http://www.seattle.gov/transportation/kingstreethub.htm>

WHAT ARE THE IMPACTS...

The ongoing improvement of the King Street Station and transportation hub will help improve citywide transportation connections to and from Pioneer Square.

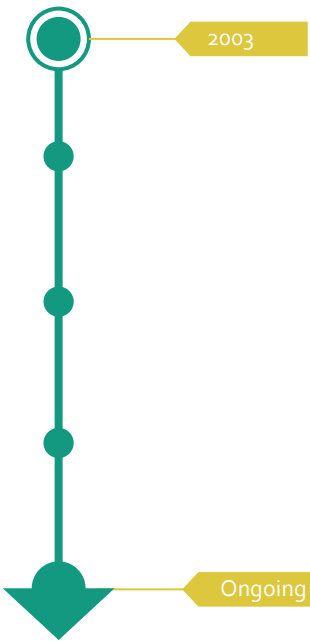
Opportunities:



- Draw from recommendations to improve wayfinding, pedestrian circulation, and accessibility to transit
- Circulation changes at 4th Avenue South and Jackson Street, and 2nd Avenue Extension

KING STREET STATION MULTIMODAL HUB STRATEGY



PROJECT TIMELINE



-  KING STREET STATION AREA
-  PIONEER SQUARE

LIVABLE SOUTH DOWNTOWN PLAN

N

Phase / Policy

Project Lead / DPD

Timeline / 2009

Geography / South Downtown

Status / Adopted

Policy Overview

The Livable South Downtown Plan was initiated by Mayor Greg Nichols in 2005 to study potential land use and zoning changes that will encourage investment in South Downtown neighborhoods. In 2010 area wide zoning changes were made. New guidelines allow taller buildings and more residential development in Pioneer Square, Chinatown, Japantown, Little Saigon and Stadium District.

The recommendations combine smart growth, economic investment, historic preservation, and community character to create a truly vibrant neighborhood

Policy Goals

- Support the goals and policies of neighborhood plans and the Seattle Comprehensive Plan
- Increase allowable heights and densities in certain areas of South Downtown
- Encourage investment in jobs and residences
- Create new programs to encourage rehabilitation of historic buildings, new open space, and affordable housing
- Strengthen the pedestrian-orientation and design of future projects
- Require environmental performance of future construction projects

Funding

NA

Source: http://www.seattle.gov/dpd/vault/cs/groups/pan/@pan/documents/web_informational/s048359.pdf

WHAT ARE THE IMPACTS...

Some of the objectives for future land use related to Pioneer Square are:

- Protect and preserve historic buildings and the historic character of the Pioneer Square neighborhood
- Support the emergence of a significant residential community in Pioneer Square particularly for market rate and affordable workforce housing
- Provide incentives for redevelopment of vacant and under-developed non-historic parcels
- Encourage employment density near the transit hub of King Street Station
- Facilitate redevelopment of the CenturyLink Stadium North Lot
- Improve the pedestrian experience and quality of public spaces within and around Pioneer Square

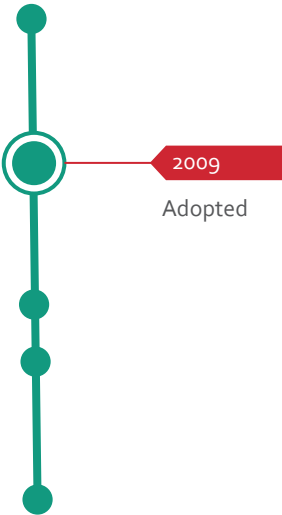
Opportunities:

- Draw from recommendations to activate the public realm, promote historic preservation efforts, and increase public open space

LIVABLE SOUTH DOWNTOWN PLAN



PROJECT TIMELINE



- LIVABLE SOUTH DOWNTOWN PLAN, PIONEER SQUARE
- LIVABLE SOUTH DOWNTOWN PLAN, SURROUNDING ZONES
- PIONEER SQUARE

PIONEER SQUARE 2020 NEIGHBORHOOD PLAN



Phase / Policy

Project Lead / Alliance for Pioneer Square

Timeline / 2010 - 2020 (Includes 2015 Plan)

Geography / Pioneer Square

Status / Ongoing

Policy Overview

The 2020 Pioneer Square neighborhood plan consists of the priorities and actions needed to create a vibrant commercial business district. The result is a document made up of strategies that address key issues regarding economic growth, retail mix, and business strength in Pioneer Square.

Funding

Office of Economic Development's Only in Seattle Initiative

Key Recommendations from the Study, 2015 update (page 2)

Community Actions

1. Actively engage businesses and property owners in supporting economic growth
2. Build the neighborhood's organizational development and advocacy capacity
3. Focus on the district's historic building assets and enhance the built environment
4. Effectively market, brand and promote Pioneer Square

City Actions

1. Ensure an environment of public safety and civility
2. Support Pioneer Square's historic buildings and a positive development environment
3. Provide economic development support and investment
4. Provide supportive utility, parking, and transportation infrastructure

Source: <http://allianceforpioneersquare.org/what-we-do/neighborhood-plan/>

WHAT ARE THE IMPACTS...

Created by the Alliance for Pioneer Square to identify the neighborhoods primary needs and opportunities. The primary focus areas are:

- Built Environment & Pedestrian Realm
- Street Civility & Public Safety
- Business & Retail Development
- Capacity Building & Advocacy
- Marketing & Promotion of our Cultural Assets

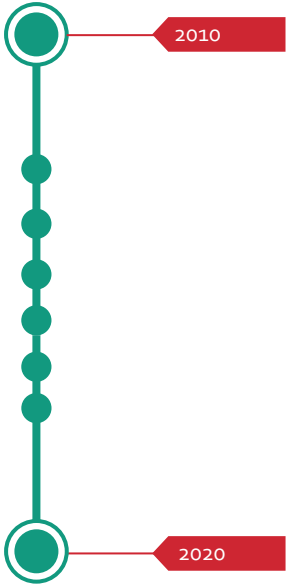
Opportunities:



- Draw from recommendations to increase walkability, density, and historic preservation efforts

PIONEER SQUARE 2020 NEIGHBORHOOD PLAN



PROJECT TIMELINE



-  PIONEER SQUARE 2020 NEIGHBORHOOD PLAN
-  PIONEER SQUARE

PIONEER SQUARE ACTIVE STREETS STRATEGY



Phase / Plan

Project Lead / ISI, Alliance for Pioneer Square

Timeline / 2013, 2014 update

Geography / Pioneer Square

Status / Ongoing

Plan Overview

With ongoing development and construction projects in Pioneer Square, ISI saw an opportunity to promote well coordinated active public spaces. In order to help coordinate the numerous projects, ISI created a list of recommendations to improve street conditions, accessibility, and safety.

Plan Goals

- To take on the ground inventory of improvement opportunities in Pioneer Square.
- To make recommendations based on the data collected for future work to be done.

Funding

With help from the Alliance for Pioneer Square, ISI worked to identify funding and to submit grants in order to get the work done. So far there have been good results, and more than half of the recommended improvements from the Active Streets Strategy are funded or pending funding.

Source: <http://isiseattle.org/projects/active-streets/>

WHAT ARE THE IMPACTS...

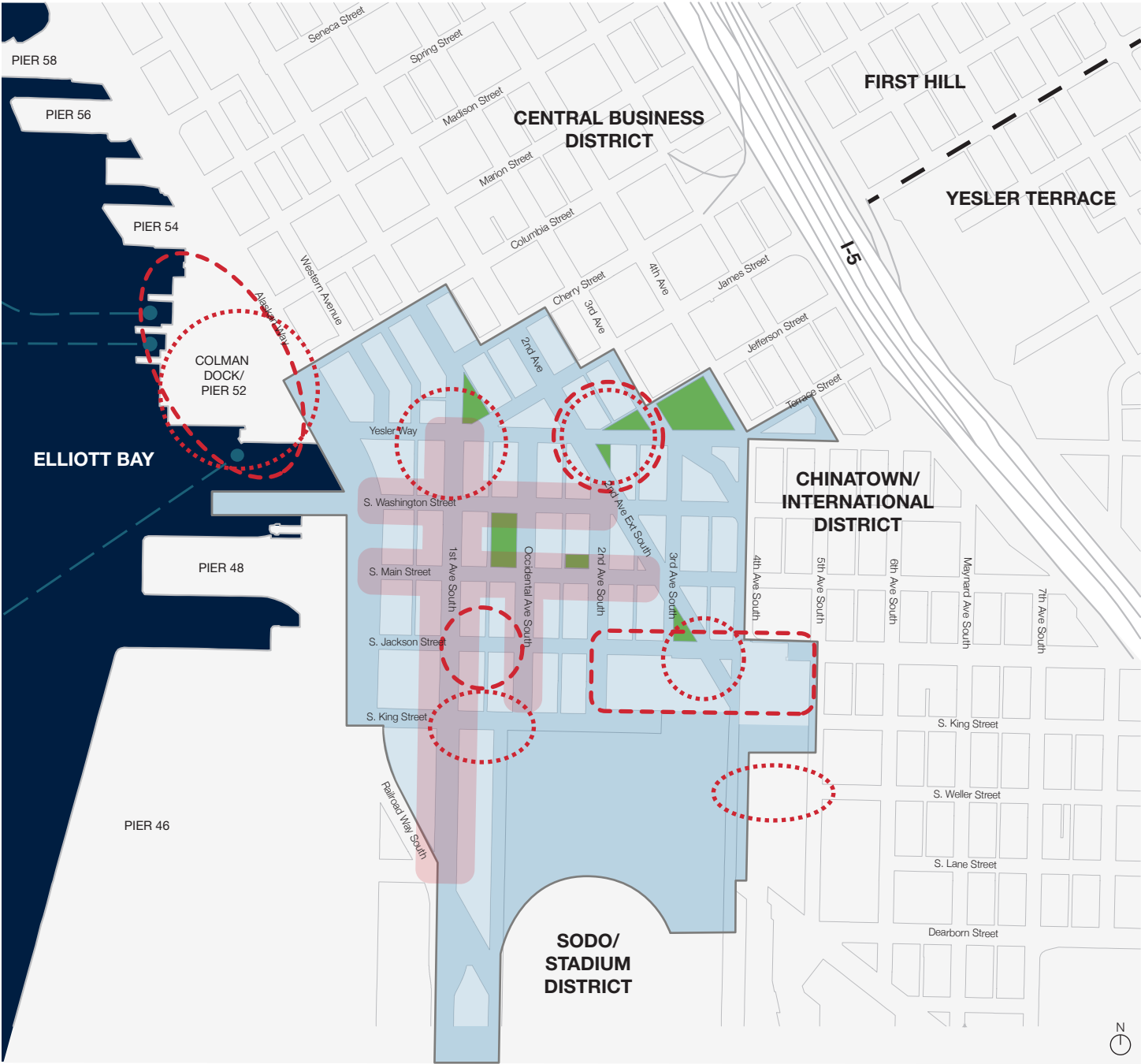
The ISI Active Streets Strategy is a living collection of the street improvement opportunities within the neighborhood. By taking on the ground inventory of the existing street conditions, the study made a clear list of recommendations to be implemented and conditions to be improved.

Currently, the strategy is succeeding with various improvements already funded and addressed and funding pending approval for many of the recommendations.

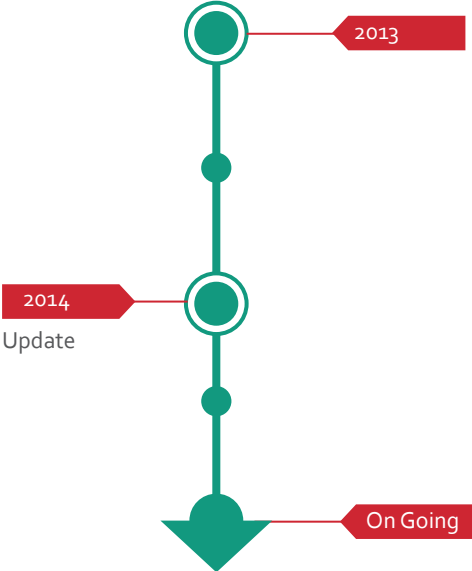
Opportunities:

- Grant opportunities

PIONEER SQUARE ACTIVE STREETS STRATEGY



PROJECT TIMELINE



- TRANSIT HUBS
- ... PEDESTRIAN GETAWAYS
- RETAIL CORE
- PIONEER SQUARE

PIONEER SQUARE BUILDING PERMITS



Phase / Approved Permits

Project Lead / Seattle Department of Planning and Development (DPD)

Timeline / Ongoing; data shown from 2010 to 2015

Geography / Pioneer Square

Status / Ongoing

Overview

Over the past 5 years a number of large and small permitted developments and building improvements have occurred in Pioneer Square. The neighborhood supports increased residential development and density, yet the cumulative impact of construction affects the continuity of public space and increases traffic congestion.

Funding

Funding is project specific

Source: <http://www.seattle.gov/dpd/permits/default.htm>

WHAT ARE THE IMPACTS...

Every alteration or major construction project in Pioneer Square contributes to the immediate and long-term character of the neighborhood. Many projects have an exterior or public component, and should be coordinated with the Alliance to ensure compliance with historic preservation and design guidelines.

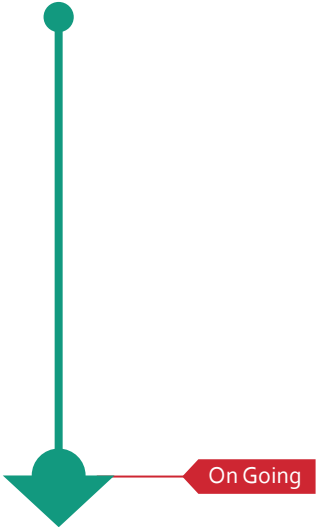
Opportunities:

- Improvements to building frontages, sidewalks, alleys, and streets

PIONEER SQUARE BUILDING PERMITS



PROJECT TIMELINE



- ADDITIONS / ALTERATIONS
- NEW CONSTRUCTION / DEMOLITION
- PIONEER SQUARE

PIONEER SQUARE PRESERVATION DISTRICT



Phase / Policy

Project Lead / Seattle Department of Neighborhoods

Timeline / Ongoing

Geography / Pioneer Square

Status / Ongoing

Policy Overview

The Pioneer Square Preservation Board was created to advise the Director of the Department of Neighborhoods. The volunteer board recommends appropriate use, site development and architecture of the private and public buildings and use of the public space. The Board may also make recommendations to the Mayor, the City Council, and any public or private agencies concerning land use and social issues in the District.

For details refer to: Rules for the Pioneer Square Preservation District

Policy Goals

- To preserve the history and unique architectural character of new and ongoing development in Pioneer Square

Funding

NA

Source: <http://www.seattle.gov/neighborhoods/preservation/PioneerSquareGuidelines.pdf>

WHAT ARE THE IMPACTS...

Since 1970, historic districts have been established in Seattle. Any new business or service must be reviewed and approved by the Pioneer Square Preservation Board and Department of Neighborhoods Director before any other permits will be issued by the City. This is unique to Pioneer Square and ensures that the neighborhood character will prosper.

Any proposed street improvements will need to be approved by the Preservation Board.

Design elements to be reviewed and approved:

- Any change to exterior of any structure
- A new sign or a change to an existing sign
- New construction, demolition of any structure
- Any change in the public rights-of-way including public spaces such as parks and sidewalks

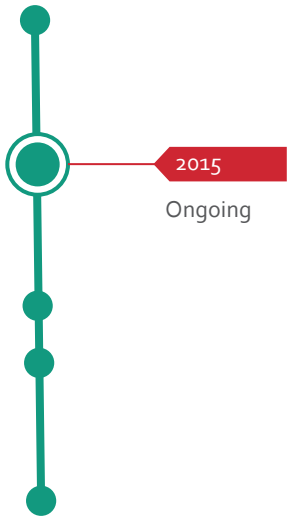
Opportunities:



- Process enables approval of improved streetscapes

PIONEER SQUARE PRESERVATION DISTRICT



PROJECT TIMELINE



-  PIONEER SQUARE PRESERVATION DISTRICT
-  PIONEER SQUARE

PIONEER SQUARE RETAIL RECRUITMENT PLAN



Phase / Plan

Project Lead / Alliance for Pioneer Square,
Downtown Works

Timeline / 2011

Geography / Pioneer Square

Status / Plan complete, Program Ongoing

Policy Overview

In 2011 the Alliance for Pioneer Square hired Downtown Works to create a strategy and implementation program that would help generate and sustain a mix of shops and restaurants in Seattle's historic Pioneer Square.

Policy Goals

- To identify the strengths and weaknesses of the retail environment in Pioneer Square

Funding

NA

Source: <http://allianceforpioneersquare.org/what-we-do/retail-recruitment-plan/>

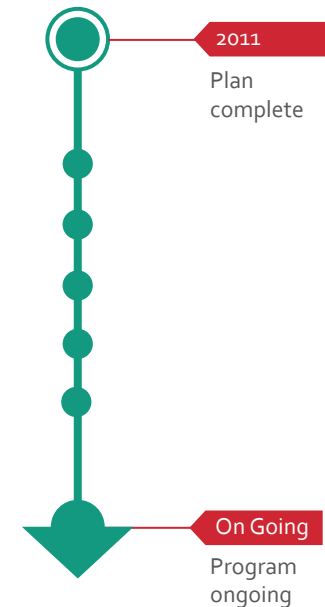
WHAT ARE THE IMPACTS...

A vibrant retail scene makes for a thriving economy in Pioneer Square. With careful planning, the neighborhood can continue to increase its retail vibrancy and economy.

Opportunities:

- Used to launch the retail recruitment program in Pioneer Square.

PROJECT TIMELINE



STADIUM DISTRICT STUDY



Phase / Policy

Project Lead / DPD

Timeline / 2011

Geography / Stadium District SODO

Status /

Policy Overview

The study, created by DPD, presented eight recommendations to promote a unique stadium district with increased vibrancy, safety and programming. The plan encourages an increase of residential dwellings in the Stadium District.

Policy Goals

- To alter current SoDo land use codes in order to create a “destination sports and entertainment district”.
- To increase residential housing capacity

Funding

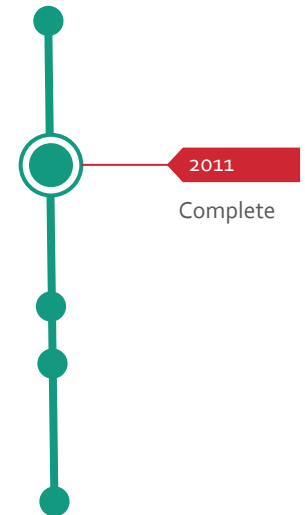
NA

Source: http://www.seattle.gov/DPD/cs/groups/pan/@pan/documents/web_informational/p1903793.pdf

WHAT ARE THE IMPACTS...

The study proposes for more people to live and play in the SoDo stadium district. The plan compliments Pioneer Square by bringing more residential dwellings into the neighborhood.

PROJECT TIMELINE



Phase / Policy

Project Lead / Seattle Parks Foundation and SDOT

Timeline / 2007, 2009 update, 2011 update

Geography / Citywide

Status / Project by project basis

Policy Overview

The goal of Bands of Green is to connect Seattle's parks to create a connected network of parkland, linear parks and greenways, throughout the city. The plan was inspired by the linear parks and greenways of the Olmsted Plan for Seattle.

Policy Goals

- Beautify the city
- Improve safety of public thoroughfares for pedestrians and bicyclists
- Diversify and expand the routes available to pedestrians and bicyclists
- Add greenery and public space to city neighborhoods
- Encourage use of underused parks
- Relieve overcrowding of existing trails and streets by expanding the available network

Funding

NA

Source: <https://www.seattleparksfoundation.org/file/2014/step-up/Bands-of-Green-Final-Plan-2007.pdf>

WHAT ARE THE IMPACTS...

Better park and green street connectivity through and around Pioneer Square will increase safety and act as another attraction to the neighborhood.

The existing parks that could be connected in Pioneer Square are Occidental Park and City Hall Park, which could connect to Kobe Terrace Park to the east.

Looking farther afield, the parks along I-90 could create a strong connection to Lake Washington and the Mountains to Sound Greenway Trail.

The Waterfront Seattle project will be a major connection along Elliott Bay and north along the waterfront.

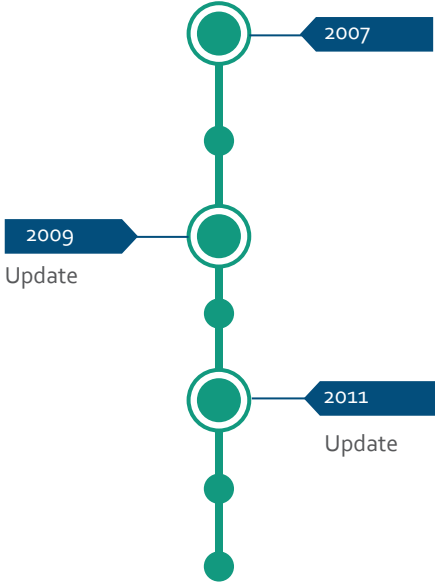
Opportunities:

- Improved interface with the waterfront

BANDS OF GREEN



PROJECT TIMELINE



- EXISTING CITY PARKS
- WATERFRONT PARK, PROPOSED
- PIONEER SQUARE

COMPLETE STREETS ORDINANCE



Phase / Policy
Project Lead / SDOT
Timeline / 2007
Geography / Citywide
Status / Ongoing

Policy Overview

The Complete Streets Ordinance guides the Seattle Department of Transportation (SDOT) to design streets for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users.

This program aligns with Seattle's 2015 Vision Zero Plan, a comprehensive platform to end traffic deaths and serious injuries by 2030.

Policy Goals

- The highest priority is safety - Design Seattle's streets to promote safe and convenient access and travel for all use
- The second priority is mobility

Funding

NA

Source: <http://www.seattle.gov/transportation/completeStreets.htm>;
<http://www.seattle.gov/visionzero>

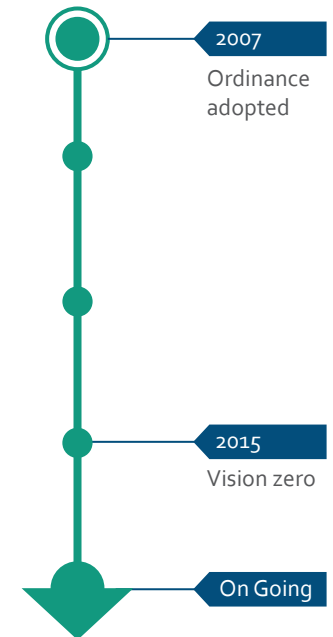
WHAT ARE THE IMPACTS...

The Complete Streets Ordinance supports diverse modes of transportation in street design, including walking, biking and public transit. This is important in Pioneer Square since it is a major hub that hosts a broad spectrum of transportation modes.

Opportunities:

- Draw from recommendations to improve quality of streetscape for multiple modes of travel

PROJECT TIMELINE



PARKLET PROGRAM AND STREATERY PILOT PROGRAM



Phase / Plan, Policy, Project

Project Lead / SDOT

Timeline / 2013 - Ongoing

Geography / Citywide

Status / Ongoing

Policy Overview

Parklets convert on-street parking spots into public spaces for all Seattle residents and visitors to enjoy. They increase our city's public open space, and have added to the vitality of neighborhoods throughout the city. Parklets, which are privately-funded and maintained, activate streets, create more vibrant neighborhoods, and support economic vitality.

Following a successful evaluation of the pilot program in 2015, SDOT made the Parklet Program permanent and launched the Streatery Pilot Program to test new activation opportunities for parklets. The streateries will be evaluated as the Parklets were before a permanent program is considered.

Policy Goals

- Provide privately-maintained public spaces for people to read, sip a cup of coffee or enjoy a bite to eat, and socialize.
- Parklets convert on-street parking spaces into community gathering places, creating more vibrant commercial districts.
- Streateries are a new way to support these goals while also responding to the demand for more outdoor café seating in Seattle, particularly in areas where sidewalks are too narrow for sidewalk cafés.

Funding

Privately funded per project

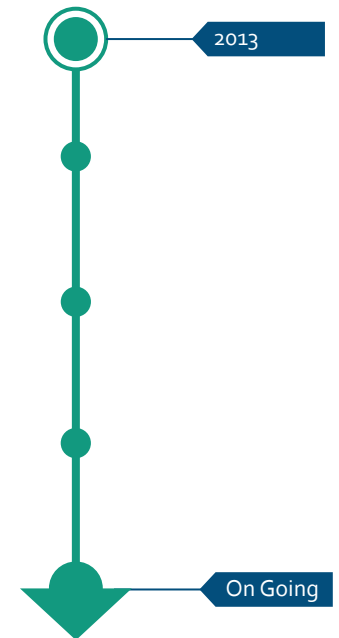
WHAT ARE THE IMPACTS...

Parklets provide public space for all users to enjoy. They act as an extension of the sidewalk and promote social and economic activity. While Pioneer Square has existing public space, adding Parklets and Streateries would add to the type of spaces available. With so much pedestrian and street activity in Pioneer Square, the introduction of Streateries would be especially popular in the warmer months with both residents and visitors.

Opportunities:

- Potential to increase public space network and enhance economic activity

PROJECT TIMELINE



PEDESTRIAN LIGHTING CITYWIDE PLAN



Phase / Policy

Project Lead / SDOT

Timeline / 2012 - Ongoing

Geography / Citywide

Status / Project by project basis

Policy Overview

The plan supports the Pedestrian Master Plan and most significantly looks at lighting located in the City of Seattle right of way. The lighting principles can guide lighting in privately owned spaces as well.

Policy Goals

- To provide a data driven plan to placing pedestrian lighting the right of way to increase safety, security, economic development and access.
- To improve how the City of Seattle plans for and designs lighting for pedestrian safety and environment.

Funding

Per SDOT

Source: http://www.seattle.gov/transportation/pedestrian_masterplan/docs/PedLightingFINAL.pdf

WHAT ARE THE IMPACTS...

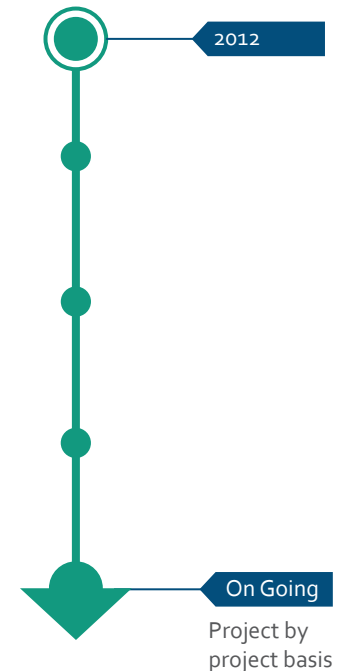
In considering lighting placement and design, Pioneer Square will need to consult the Pedestrian Lighting Citywide Plan. The plan does not include specific lighting or material recommendations but does call out the following plans and policies to be considered:

- Neighborhood Plans and Urban Design Guidelines
- Capitol Improvement Projects
- Major city projects (Seattle Waterfront)
- Streetlight Districts/ SCL Horizon Plan
- Street Improvement Plans (SIP)
- Local Improvement Districts (LID)

Opportunities:

- Ongoing infrastructural improvements

PROJECT TIMELINE



RIGHT OF WAY IMPROVEMENTS MANUAL



Phase / Policy

Project Lead / City of Seattle

Timeline / Ongoing

Geography / Citywide

Status / Adopted, updated in process

Policy Overview

The Right of Way Improvements Manual is a document created by the City of Seattle that proposes design, permitting, and construction guidelines for improvements in the right of way.

Policy Goals

- To help property owners, developers, architects, landscape architects, and engineers involved with the design, permitting, and construction of improvements to Seattle's street right-of-way.

Funding

NA

Source: <http://www.seattle.gov/transportation/rowmanual/manual/>

WHAT ARE THE IMPACTS...

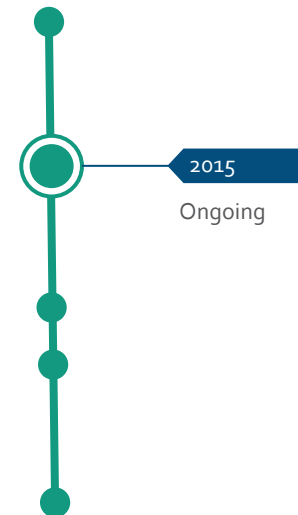
The proposed improvements will need to be considered for any future work or development in Pioneer Square. Some elements that will need to be considered from the right of way manual are:

- Grading
- Roadway Width
- Roadway Pavement
- Intersection Design
- Curb Design
- Sidewalk Design
- Crosswalks
- Bicycle Facilities
- Street Tree Standards
- Street Lighting
- Street Drainage
- Water Mains
- Right of Way Structures
- Transit Zones
- Street Furniture
- Public Art

Opportunities:

- Draw from recommendations to coordinate design and development in the right of way

PROJECT TIMELINE



UTILITIES : DENNY SUBSTATION



Phase / Project

Project Lead / SCL

Timeline / 2012 to Ongoing

Geography / Citywide

Status / Design and Planning

Project Overview

Seattle City Light is coordinating the design and construction of a new substation in North Downtown area and associated transmission circuits.

Project Goals

- To provide infrastructure to meet capacity of the new distribution system in South Lake Union
- To connect the new substation with the existing Massachusetts Substation in SODO

Funding

Seattle Capital Improvement Program (CIP) and SCL user fees

Source: www.seattle.gov/light/dennysub/default.asp

WHAT ARE THE IMPACTS...

The new Denny Substation will require transmission routing to connect with the existing Massachusetts Substation in SODO.

There are three potential below ground transmission routing options, with two directly impacting Pioneer Square. Option 1 would route along 5th Ave S. Option 2 would route along 3rd Ave, Prefontaine Place, and 5th Ave S.

Opportunities:

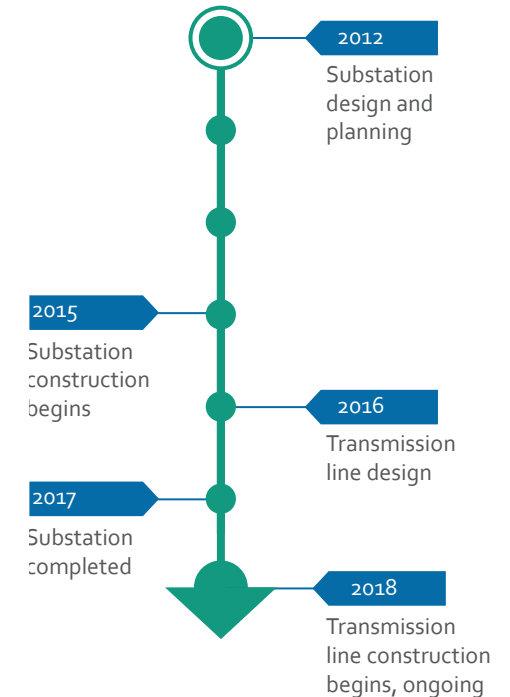
- Potential for major roadway improvements
- All street and alley resurfacing must be approved by the Pioneer Square Preservation Board

UTILITIES : DENNY SUBSTATION

C



PROJECT TIMELINE



- PROPOSED TRANSMISSION LINES
- PIONEER SQUARE

UTILITIES : SEATTLE CITY LIGHT



Phase / Project

Project Lead / SCL

Timeline / Ongoing

Geography / Citywide

Status / Ongoing

Policy Overview

Seattle City Light works to constantly update and improve the electrical systems throughout Seattle.

Policy Goals

- To keep Seattle City Light utilities safe and up to date.

Funding

Per project, SCL

<http://www.seattle.gov/light/>

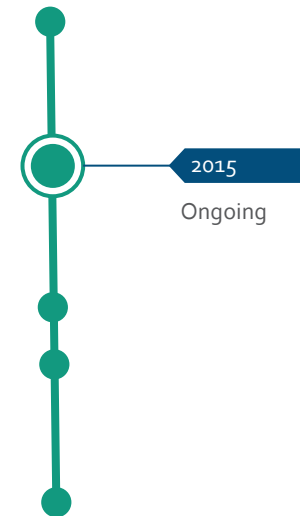
WHAT ARE THE IMPACTS...

Seattle City Light continues to improve its infrastructure throughout the city. Any future development should be coordinated with SCL to make sure there are no proposed overlapping projects.

Opportunities:

- Ongoing infrastructural improvements of streets and alleys
- All street and alley resurfacing must be approved by the Pioneer Square Preservation Board
- New development projects should coordinate on all projects for street and alley repair.

PROJECT TIMELINE



UTILITIES : SEATTLE PUBLIC UTILITIES



Phase / Project
Project Lead / SPU
Timeline / Ongoing
Geography / Citywide
Status / Ongoing

Policy Overview

Seattle Public Utilities works to frequently update and improve drinking water, stormwater, wastewater, and solid waste infrastructure throughout Seattle. SPU is currently replacing a large water main on Western Avenue from Yesler Way to Spring Street.

In addition, SPU operates the Clear Alley Program (CAP), which prohibits permanent storage of waste containers in the public right of way. Pioneer Square businesses and residents set out garbage and recycling in prepaid bags or containers.

Policy Goals

- To reduce waste, increase recycling and compost, and improve services
- To upgrade or replace critical facilities as needed
- To protect water quality and reduce the discharge of pollutants
- To meet current and future water demands

Funding

Per project, SPU

Source: www.seattle.gov/util/Documents/Plans/

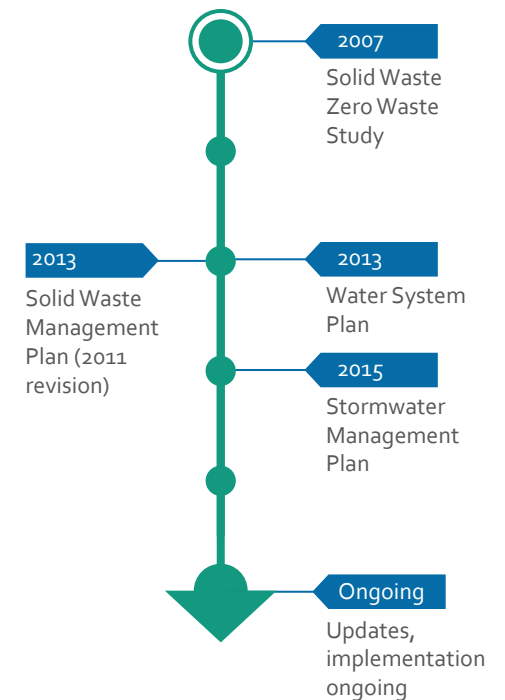
WHAT ARE THE IMPACTS...

Seattle Public Utilities continues to update its infrastructure throughout the city. Any future development should be coordinated with SPU to make sure there are no proposed overlapping projects.

Opportunities:

- Ongoing infrastructural improvements
- All street and alley resurfacing must be approved by the Pioneer Square Preservation Board

PROJECT TIMELINE





DOC MAYNAR

UNDERGROUND

ELTON JOHN

UNDERGROUND

TOUR

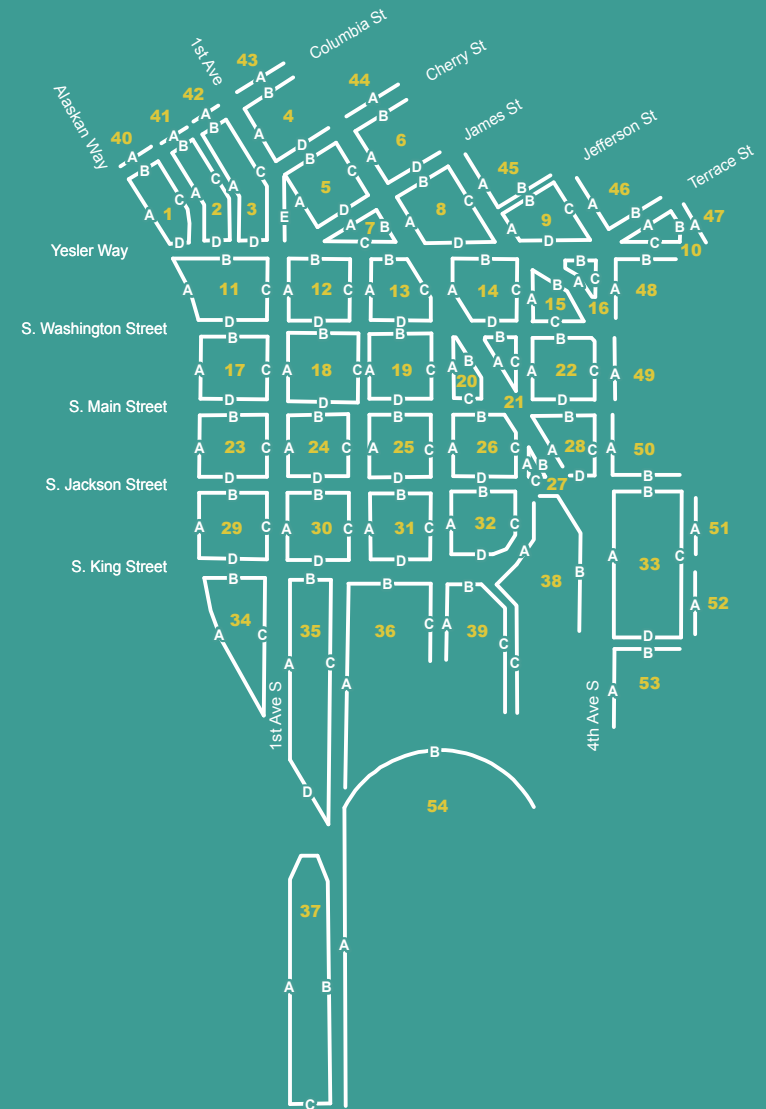
UNDERGROUND

INVENTORY

The public realm of Pioneer Square is highly heterogeneous. This chapter provides insight into characteristics of walkways, streets, public and private amenities, hazards, accessibility, materiality, human activity, and buildings that help define the public realm. Each data element has a corresponding map locating the occurrence by blockface, intersection, or alley. This information illustrates neighborhood-wide trends that can inform future public realm designs.

How we collected the inventory data

The neighborhood was coded into two segment classes of data: blockfaces (right) and intersections. With input from Alliance for Pioneer Square, a spatially-located smart-phone app survey was developed for each segment class with a series of questions that correspond to characteristics of interest. Two surveyors collected the data over three months in spring 2015 by walking every block and logging a complete survey for each segment. A separate paper survey was conducted by Alliance for Pioneer Square to capture data for alleys. A final dataset was compiled and integrated into GIS with help from students in a University of Washington geography course, who also produced social media data for the neighborhood.



INVENTORY TABLE OF CONTENTS

SIDEWALK + STREET CONDITIONS

WALKWAY MATERIAL *

STREET MATERIAL

AVERAGE WALKWAY WIDTH

WALKWAY SURFACE HAZARDS *

SIDEWALK EDGE BUFFERS

CURB CUTS WITHIN BLOCKFACE

TRAFFIC CALMING FEATURES

BUILDING EDGE CONDITIONS

GROUND-FLOOR USE *

GROUND-FLOOR TRANSPARENCY

OVERHEAD CANOPY LOCATIONS

HANGING BASKETS AND FLOWER BOXES *

EXISTING STREETScape PALETTE

GLASS BLOCKS

PUBLIC AND PRIVATE WASTE CONTAINERS *

PUBLIC AND PRIVATE SEATING *

TREES AND TREE PITS

ORNAMENTAL POTS AND RAISED PLANTERS

HISTORICAL MARKERS

PUBLIC ART *

PEDESTRIAN LIGHTING *

HISTORIC TRAFFIC LIGHTS

UTILITY BOXES *

NEWSPAPER RACKS

STAND ALONE MAILBOXES

PARKING METERS

FIRE HYDRANTS

PAY PHONES

WATER FOUNTAINS

BOLLARDS

TEMPORARY SIGNS *

BUS SHELTERS

BIKE RACKS

OBSTRUCTIONS TO PED FLOW

TEMPORARY OBSTRUCTION IN THE SIDEWALK

BIKES LOCKED TO NON-BICYCLE RACKS

CROWDED AREAS ON SIDEWALK

SOCIAL MEDIA REVIEW

SOCIAL MEDIA ACTIVITY HEATMAP

POPULAR PLACES MENTIONED IN SOCIAL MEDIA

PEDESTRIAN ACTIVITIES

PEDESTRIAN DENSITY AND DOMINANT ACTIVITY *

INTERSECTION CONDITIONS

CROSSWALK MATERIAL

CROSSWALK CONDITIONS

INTERSECTION TRAFFIC CALMING FEATURES

PEDESTRIAN SIGNAL LOCATIONS

INTERSECTION CURB CUT MATERIAL

INTERSECTION CURB CUT CONDITION

ALLEY CONDITIONS

TRANSPARENT WINDOWS

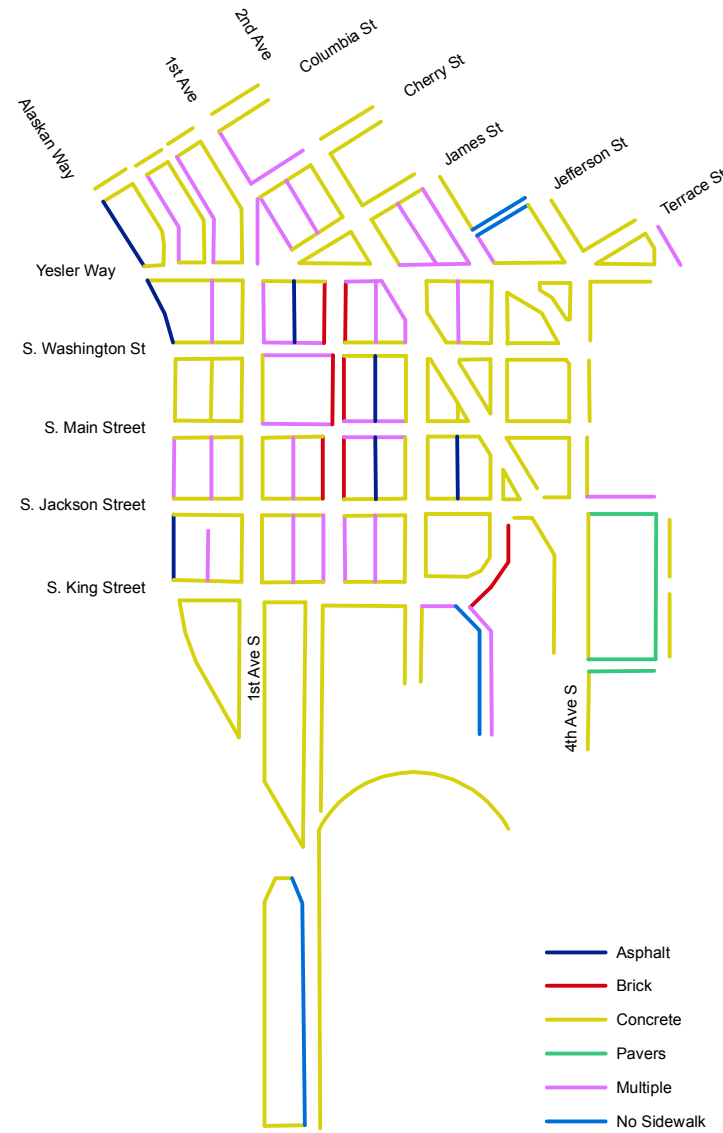
COVERED WINDOWS

CLEANLINESS

*Includes both blockface and alley data

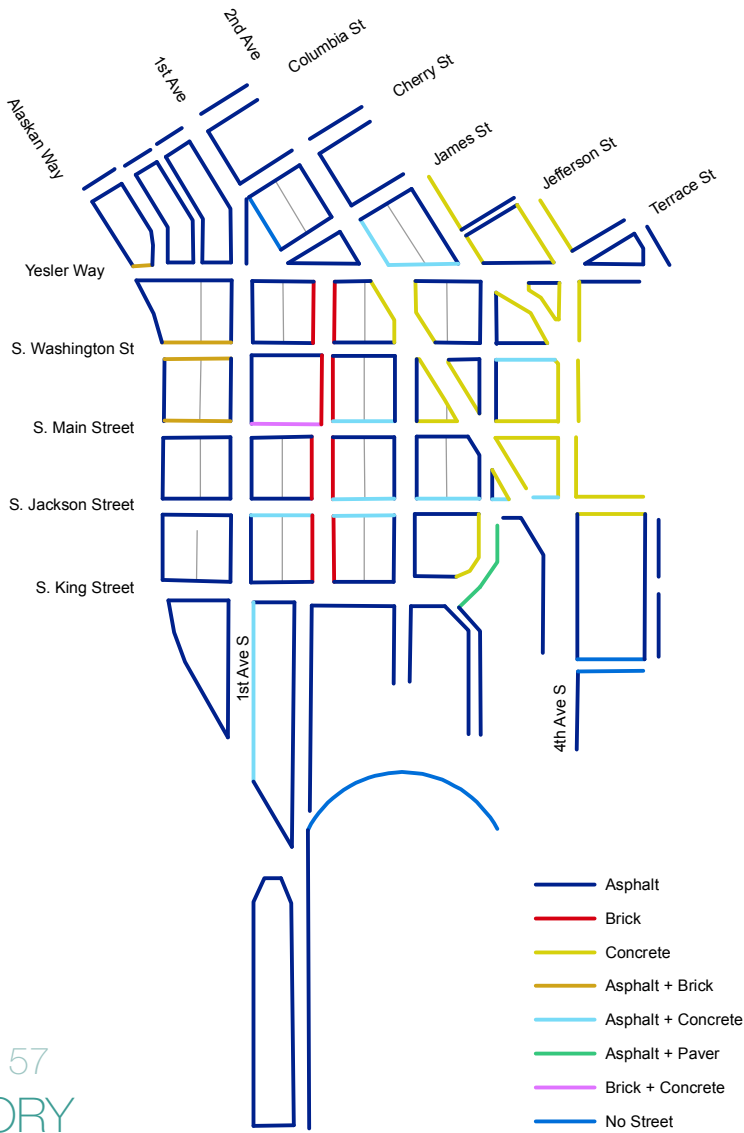
WALKWAY MATERIAL *

This map shows the dominant surface material for all walkways including sidewalks and alleys. For walkways where two or more materials were used prominently, the surface is listed as “multiple”.



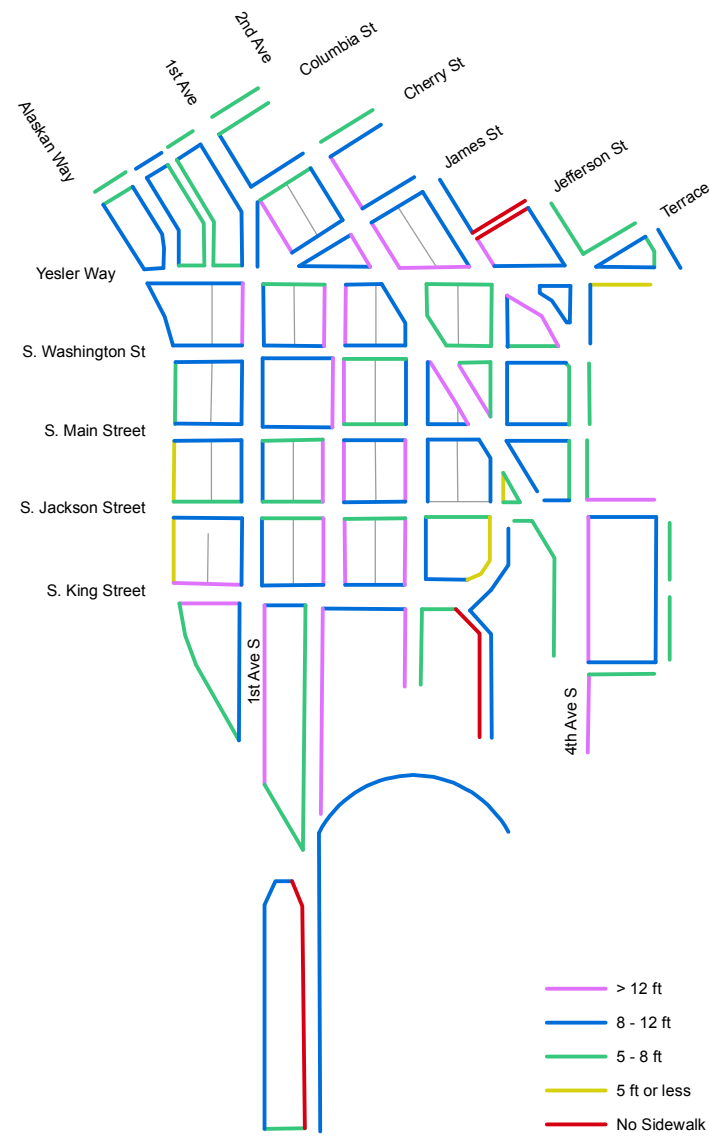
STREET MATERIAL

This map shows the dominant surface material for all streets. Pedestrian oriented streets were included, while blockfaces that do not border streets of any kind were listed as “no street”.



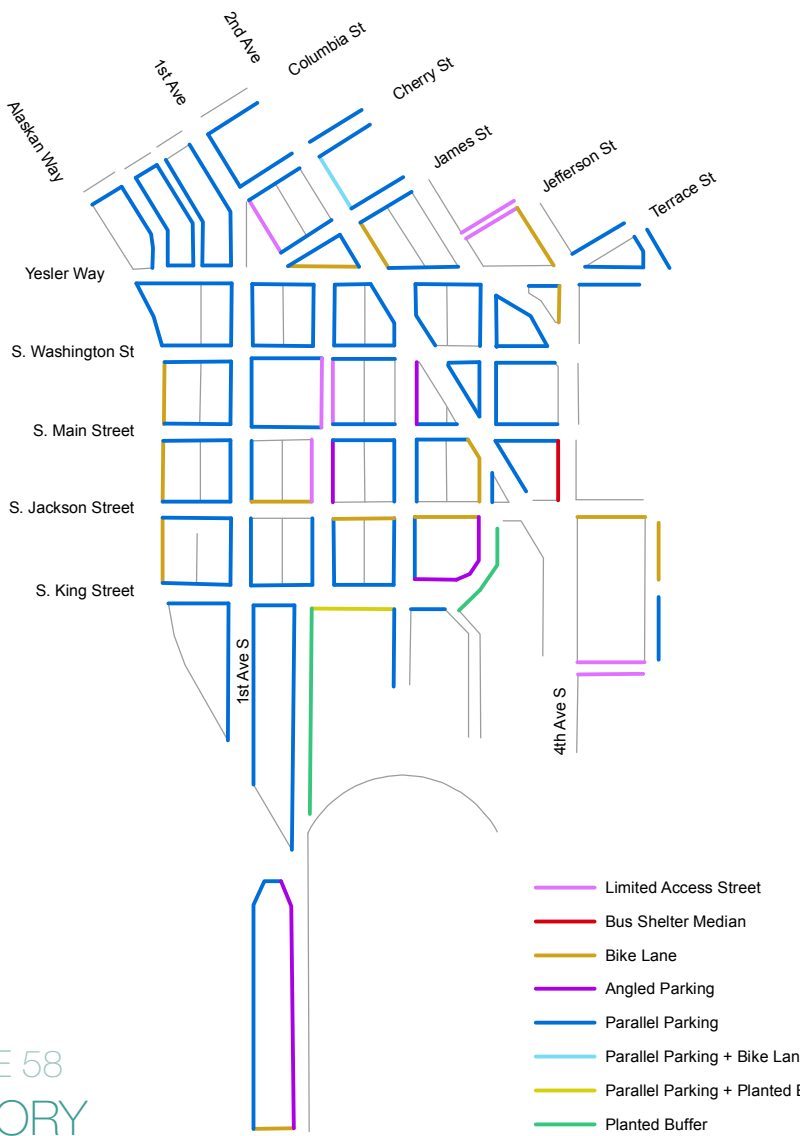
AVERAGE WALKWAY WIDTH

This map shows the average walkway width for each blockface. Walkway width is defined as the physically unobstructed span of sidewalk designated for pedestrian movement. This width was commonly measured from face of building to treeline or streetlights.



SIDEWALK EDGE BUFFERS

This map shows all elements at the edge of the sidewalk/street that buffer pedestrians from the vehicular right-of-way. With limited plantings, the predominant buffers were bike lanes and parallel parking.



WALKWAY SURFACE HAZARDS *

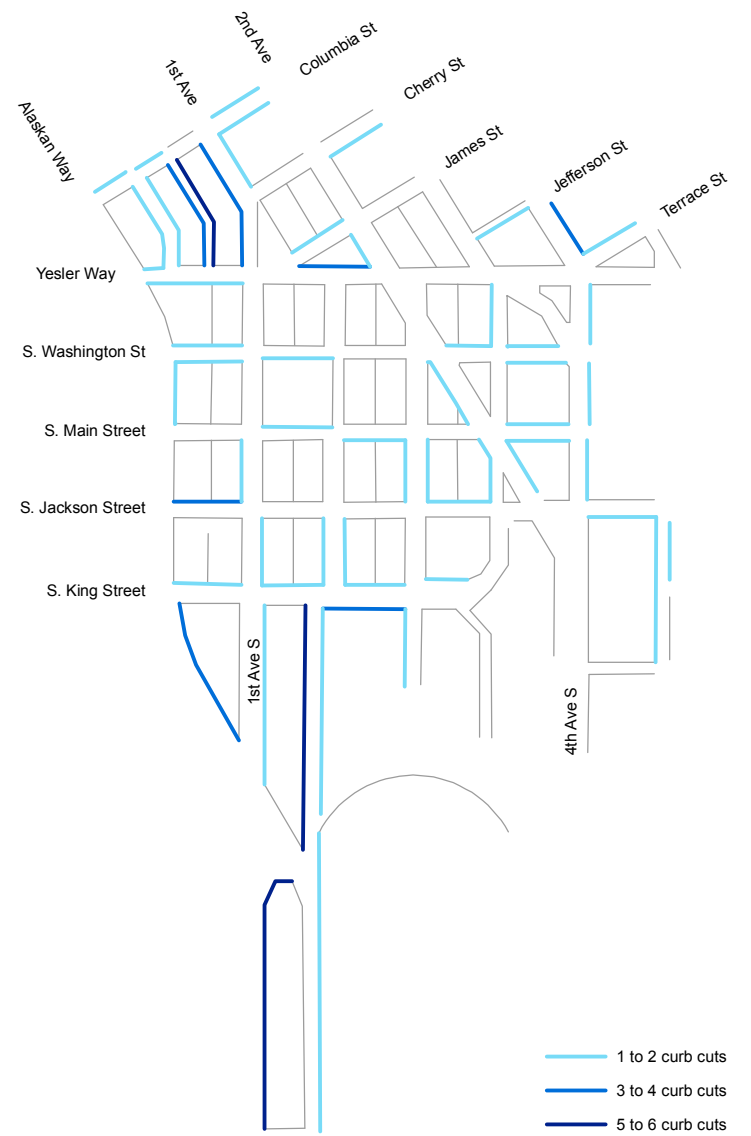
This map shows walkways with major surface hazards. Hazards were defined as holes or extrusions of the pavement material with a minimum depth of 2in or width of 4in.

The most common hazards were pavement cracks, missing bricks, uneven surfaces from tree roots, exposed utilities and pipes, and broken glass blocks.



CURB CUTS WITHIN BLOCKFACE

This map shows all curb cuts within each blockface, and indicates street wheelchair-accessibility from the sidewalk. This metric includes driveways and mid-block crossing cuts, but does not include intersection curb cuts.



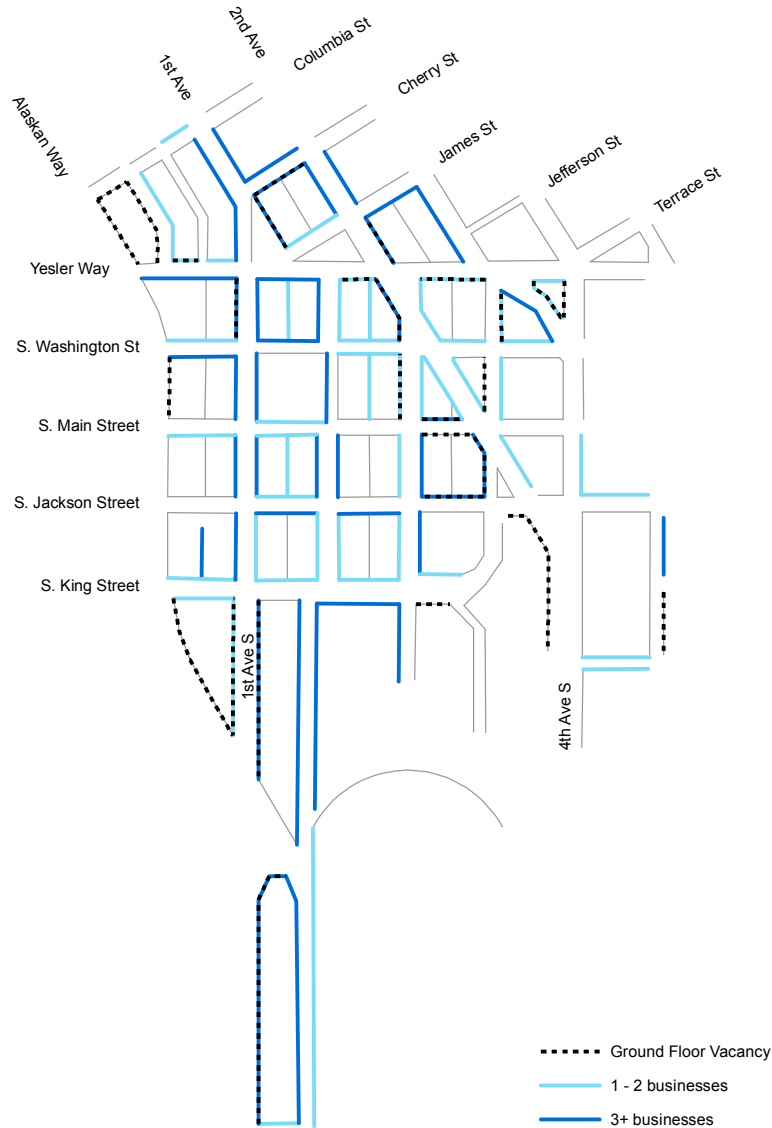
TRAFFIC CALMING FEATURES

This map shows design characteristics of streets that encourage slower vehicular speeds. This metric does not include any traffic calming at intersections.



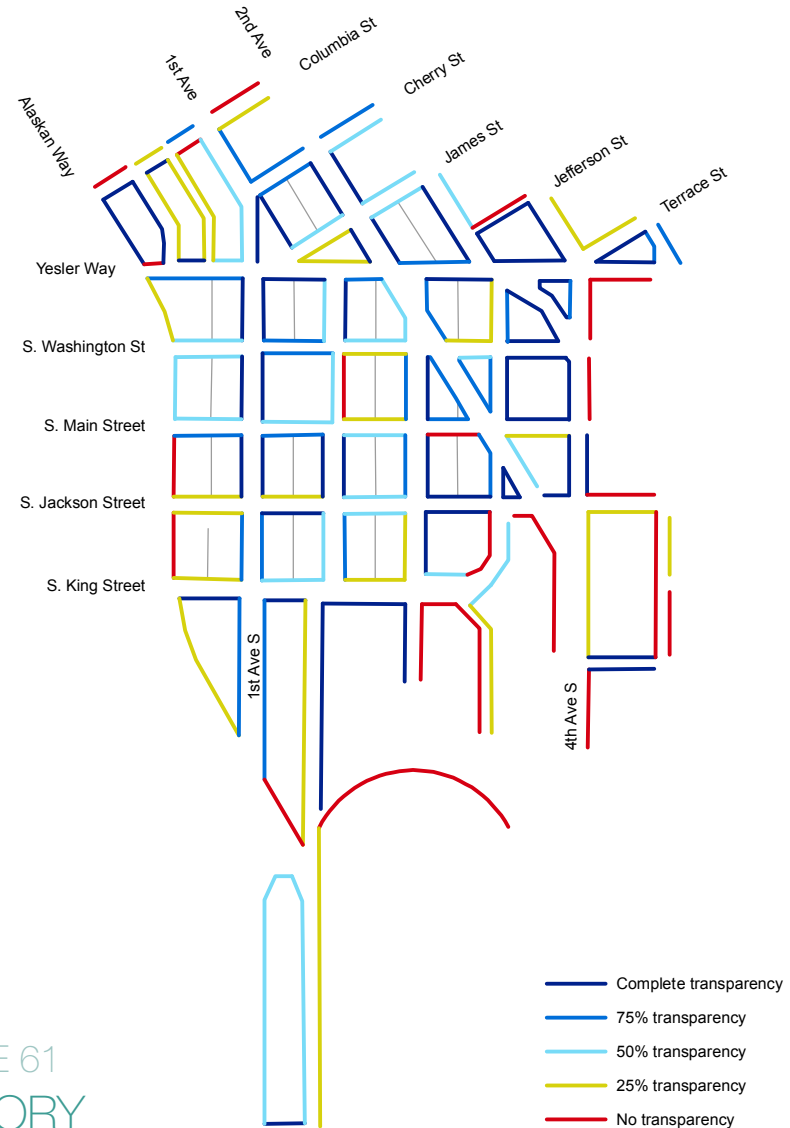
GROUND-FLOOR USE *

This map shows ground-floor commercial activity and vacancy for each blockface. Only businesses open to the general public are included, such as restaurants, bars, beauty salons, and stores. The vacancy includes any blockface with non-residential ground-floor units that are empty and seeking tenants.



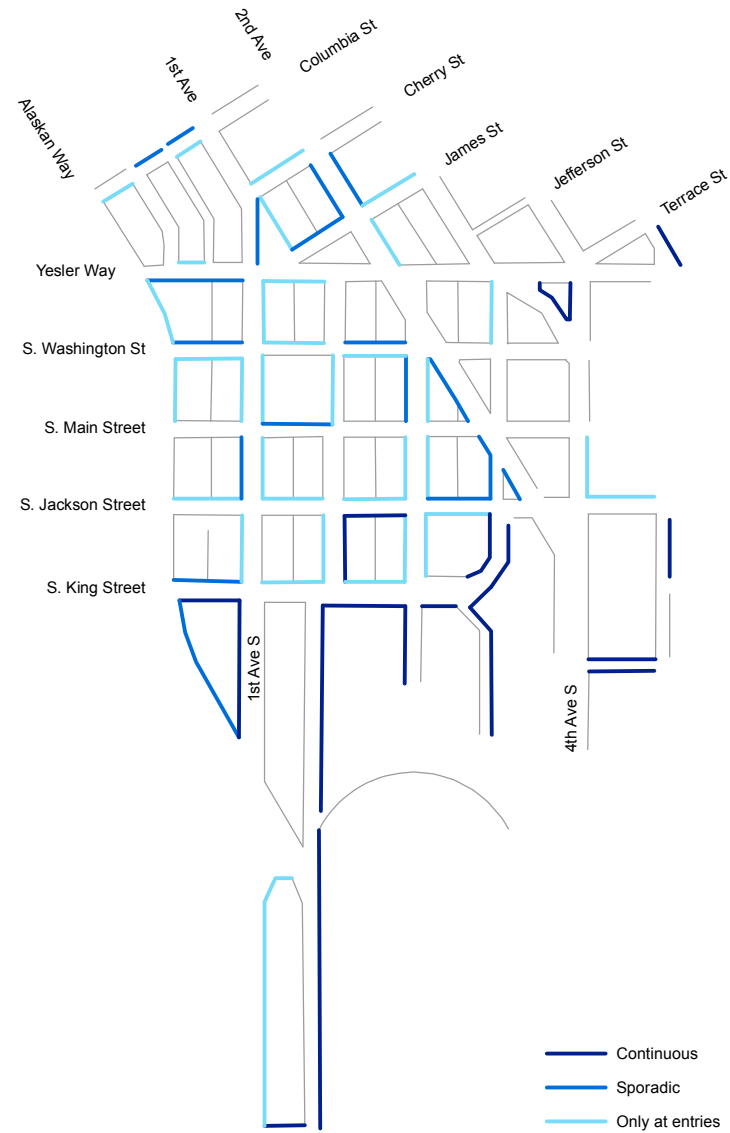
GROUND-FLOOR TRANSPARENCY

This map shows the visual transparency of each blockface ground-floor. Complete transparency indicates eye-level windows spanning the entire blockface, whereas no transparency indicates windowless facades.

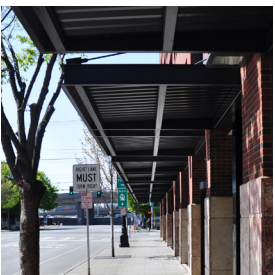
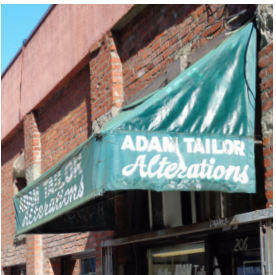
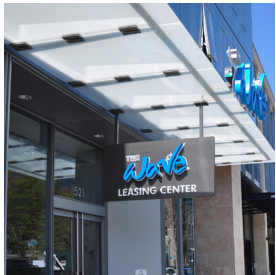


OVERHEAD CANOPY LOCATIONS

This map shows blockfaces with architectural canopies that extrude from the face of the building.



Overhead canopies contribute to the public realm by creating a pedestrian scale overhead. They take on different spans (full block, sporadic, and at building entries) that offer varying degrees of enclosure and rain protection.



HANGING BASKETS AND FLOWER BOXES *

This map shows the location of hanging flower baskets and alley flower boxes.





2 HOUR
P
10AM-6PM
SUNDAYS
NO PARKING REQUIRED

SMITH SQUARE
PARKING

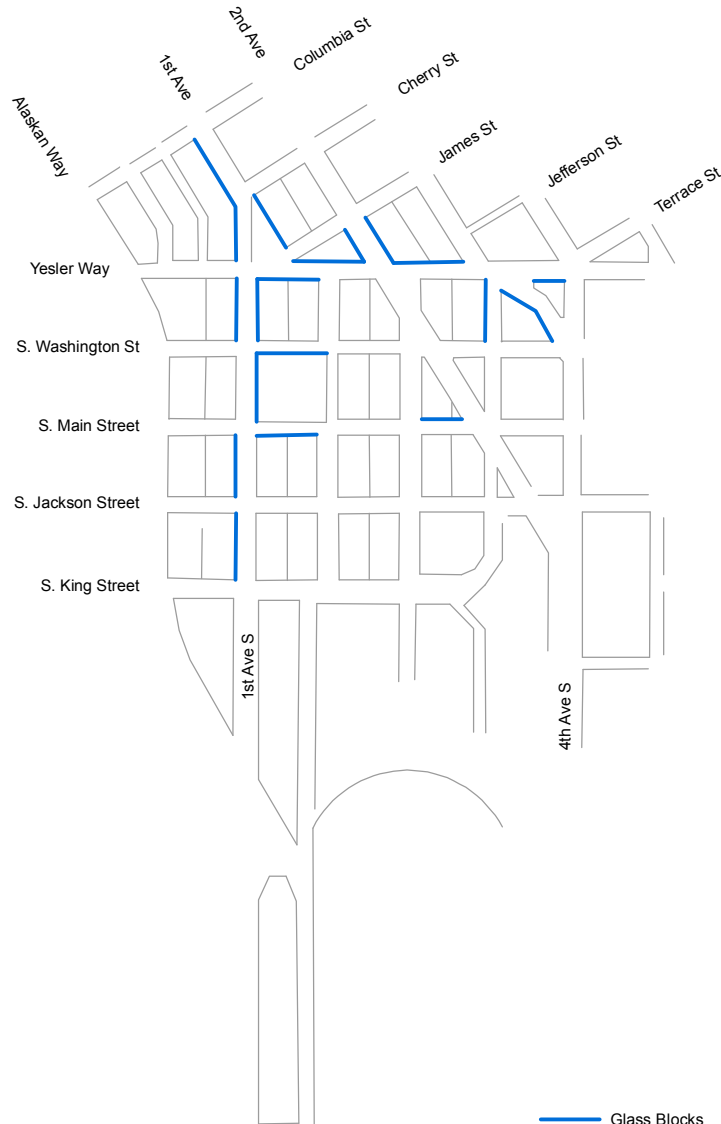
P
2
Hours Max

ATM
PIONEER
SMOKE SHOP
CIGARS
TOBACCO
GIFTS
PIPES
ACCESSORIES
206-682-1691

GLASS BLOCKS

Glass blocks are historic Seattle elements that serve as skylights to underground businesses and artifacts of large-scale 19th and 20th century regrades. While some have been covered up or paved over, many remain functional to this day. This map identifies sidewalks with embedded glass blocks.

A 2011 Seattle University study led by Dr. Marie Wong titled "Seattle Light Prism Reconnaissance Study" surveyed the occurrence of glass blocks throughout the downtown area, including Pioneer Square. This study can be found at: <http://allianceforpioneersquare.org/wp/wp-content/uploads/2011/12/Seattle-Prism-Reconnaissance-Study.pdf>

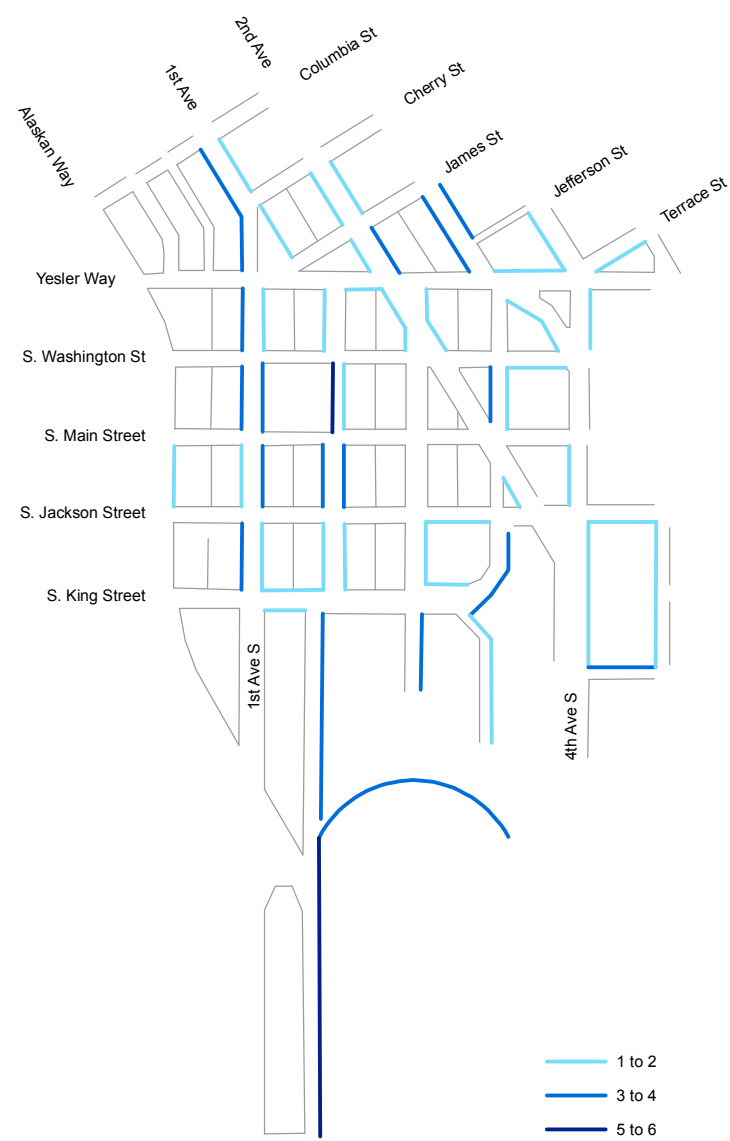


— Glass Blocks



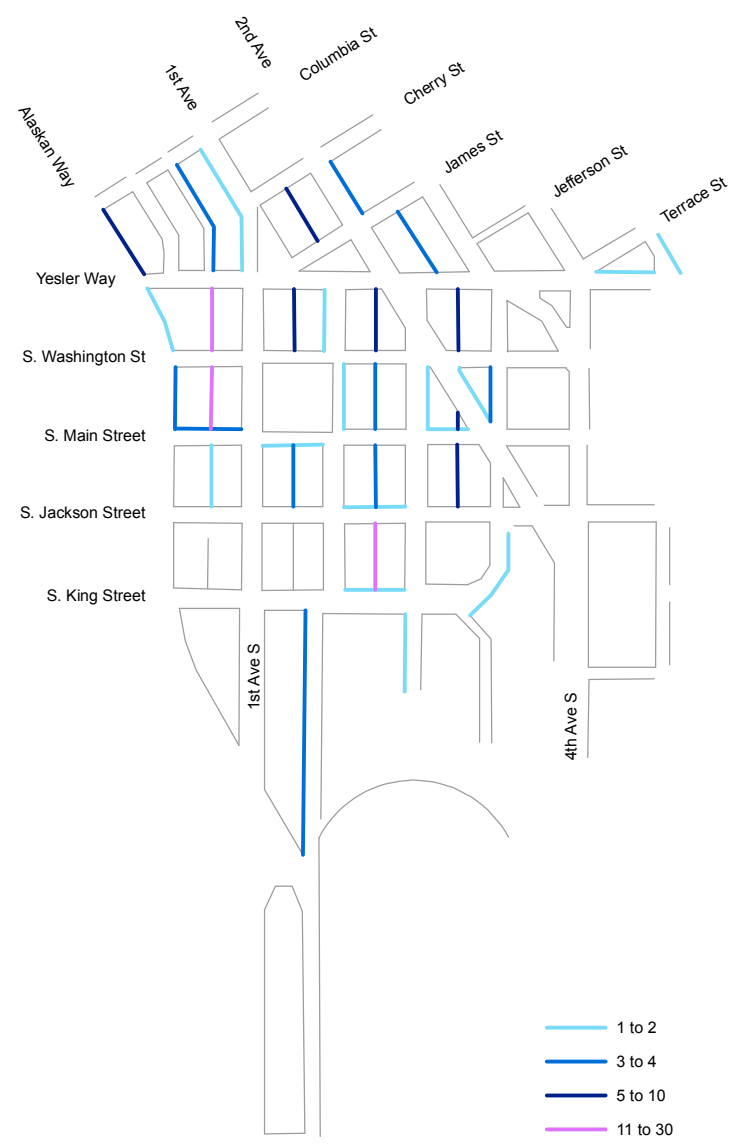
PUBLIC WASTE CONTAINERS

This map shows the location of all publicly accessible trash, recycling, and ash trays.



PRIVATE WASTE CONTAINERS *

This map shows the location of any private waste containers, including trash and recycling receptacles, dumpsters, and ash trays. These receptacles were either inaccessible to the public, adjacent to businesses and hotels for patron use, or locked.



EXISTING STREETScape PALETTE

PUBLIC SEATING

This map shows the location of public seating. This metric includes all formal and informal benches located at bus shelters, in small plazas, adjacent to parks, or along the walkway.



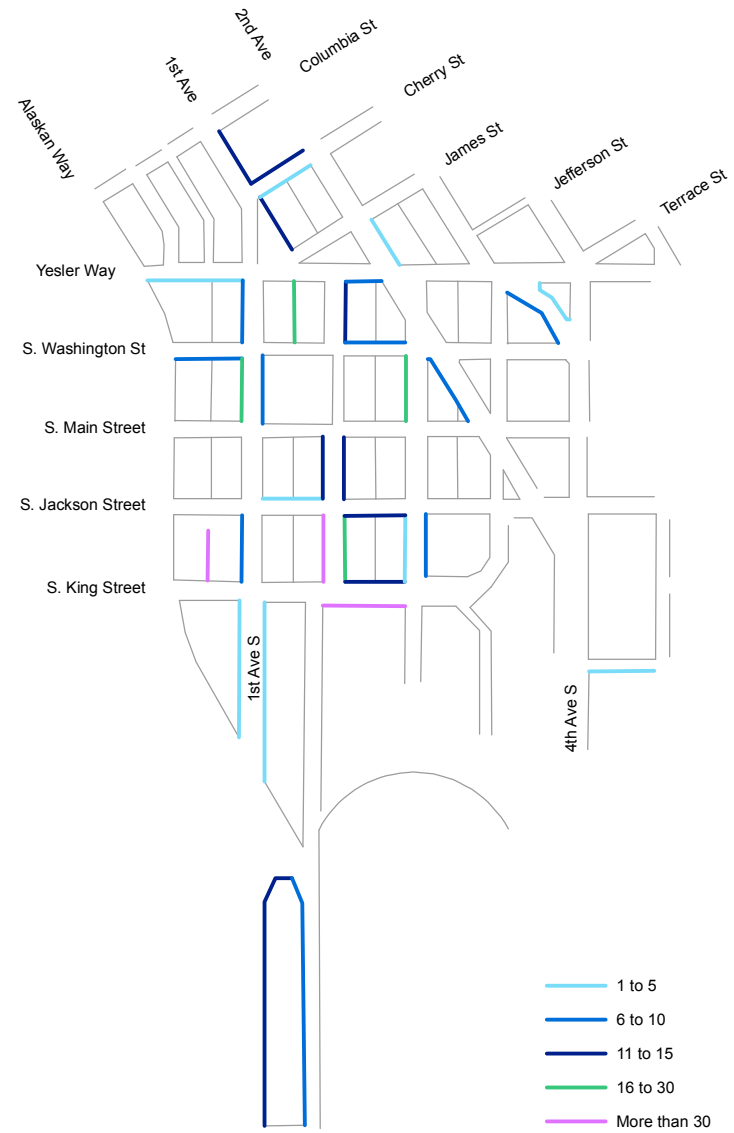
Public seating opportunities are generally absent in the commercial core of the neighborhood, and are limited to high-volume vehicular streets in the North and East of the neighborhood.



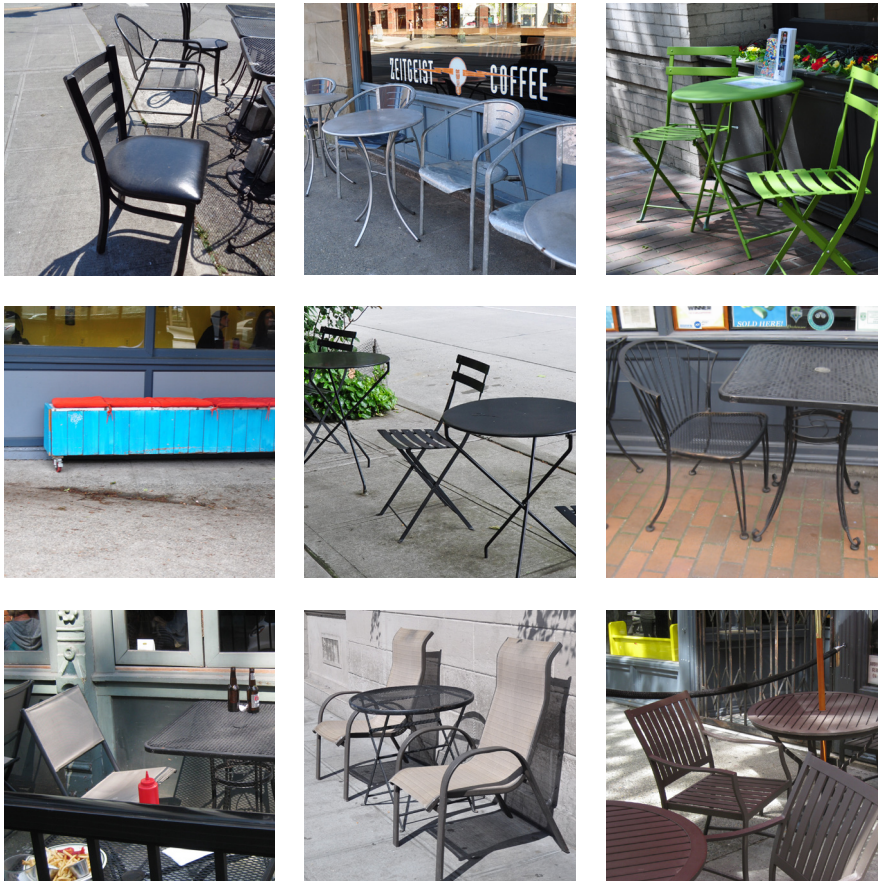
EXISTING STREETSCAPE PALETTE

PRIVATE SEATING *

This map shows the location of private seating. This metric includes all seating adjacent to businesses and intended for patron use. These seating areas were often implied as private or fenced off from public use.



In contrast to public seating, private seating opportunities are dispersed throughout the neighborhood.



EXISTING STREETSCAPE PALETTE

TREES AND TREE PITS

This map shows the continuity of street trees for every blockface. Trees in medians and parks, unless directly adjacent to the walkway, were not included.

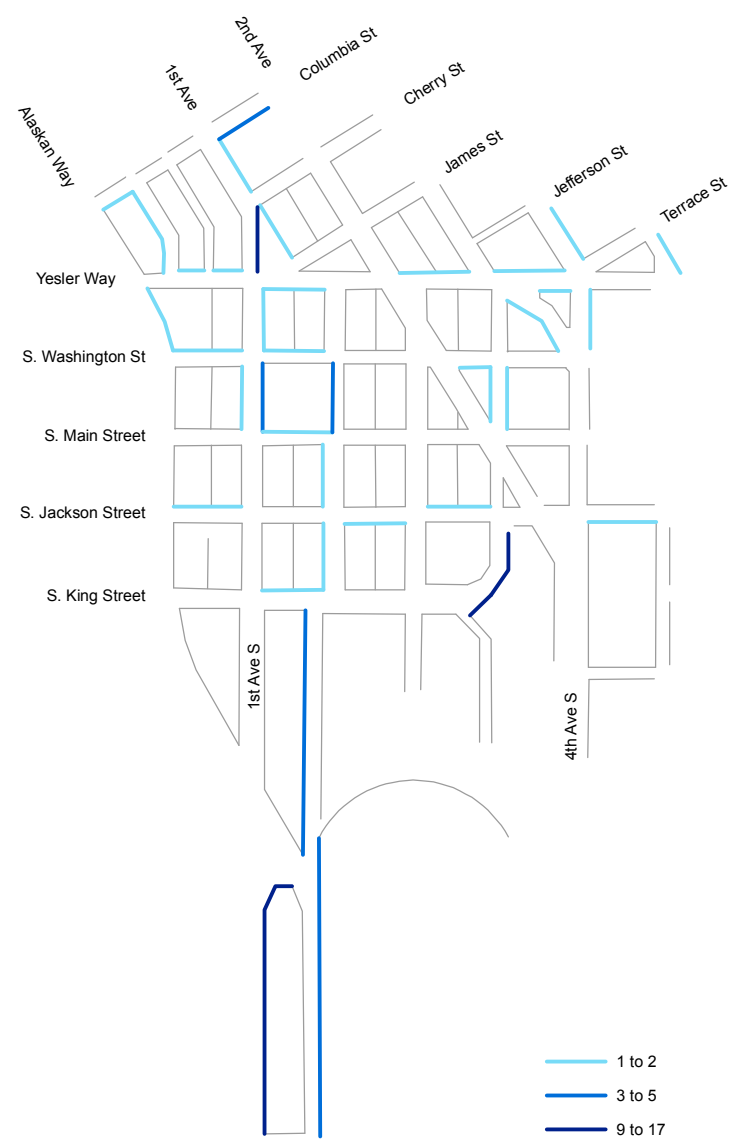


A number of tree pit conditions were noted, including tree grates, tree wells, and planting beds. The images below provide a snapshot of the varied tree base conditions throughout the neighborhood.



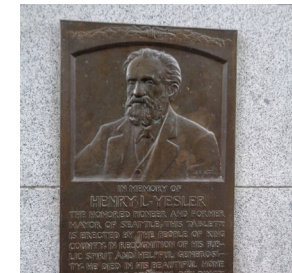
ORNAMENTAL POTS AND RAISED PLANTERS

This map shows the location of all ornamental pots and raised planters for each blockface. These pots were commonly used as bollards along the street edge or as ornamental features at business entrances.



HISTORICAL MARKERS

This map illustrates the street grid of downtown Seattle, with streets labeled in black text. The streets shown include Alaskan Way, 1st Ave, 2nd Ave, Columbia St, Cherry St, James St, Jefferson St, Terrace St, Yesler Way, S. Washington St, S. Main Street, S. Jackson Street, and S. King Street. The map also shows 1st Ave S and 4th Ave S. A legend at the bottom right indicates that blue lines represent 'Historical marks'. Several blue lines are drawn on the map, highlighting specific streets and intersections: a vertical line on 1st Ave between Yesler Way and S. Washington St, a horizontal line on S. Washington St between 1st Ave and 2nd Ave, a vertical line on 2nd Ave between S. Washington St and S. Main Street, a horizontal line on S. Main Street between 2nd Ave and 3rd Ave, a vertical line on 3rd Ave between S. Main Street and S. Jackson Street, a horizontal line on S. Jackson Street between 3rd Ave and 4th Ave, and a vertical line on 4th Ave between S. Jackson Street and S. King Street.



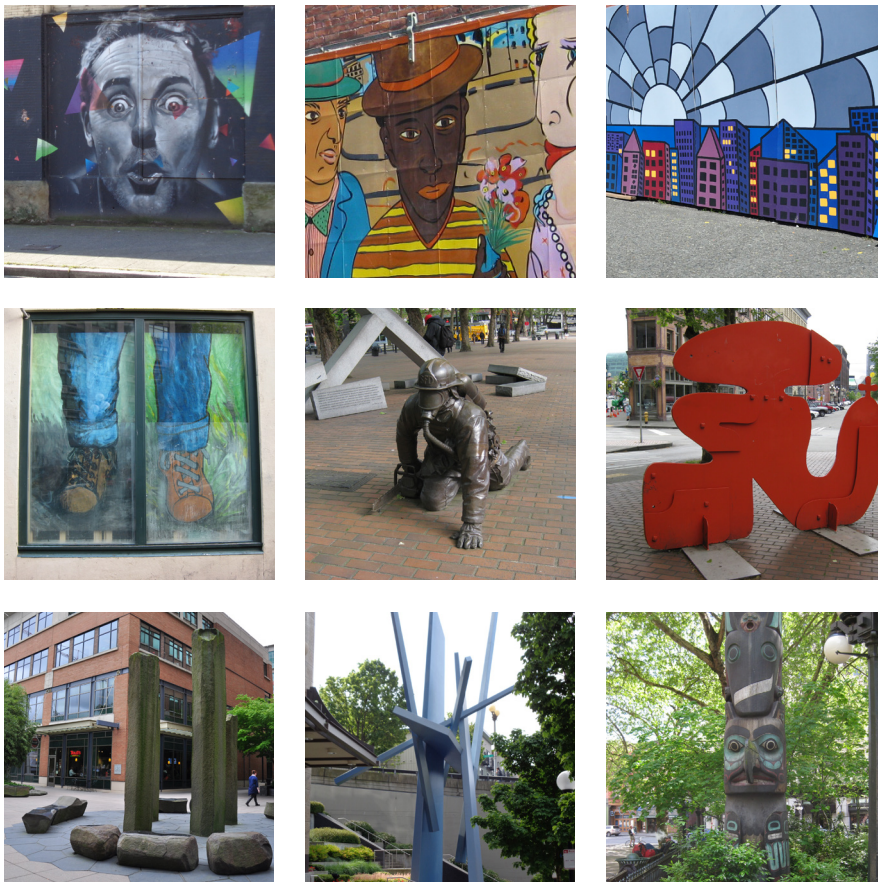
EXISTING STREETSCAPE PALETTE

PUBLIC ART *

This map shows the occurrence of public art for blockfaces and alleys, including sculptures and temporary or permanent murals.

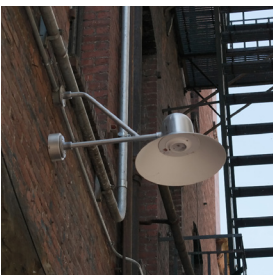
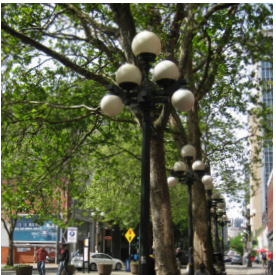


A 2013 Seattle University study led by Dr. Marie Wong titled “Ghost Signs of Seattle” inventoried both exiting and historic ghost signs in Pioneer Square and Chinatown / ID. This study can be found at: http://www.seattleu.edu/uploadedFiles/ArtSci/Content/Undergraduate_Degrees/Public_Affairs/Related_Content/Ghost%20Signs%20of%20Seattle%2006.17.2013.pdf



PEDESTRIAN LIGHTING *

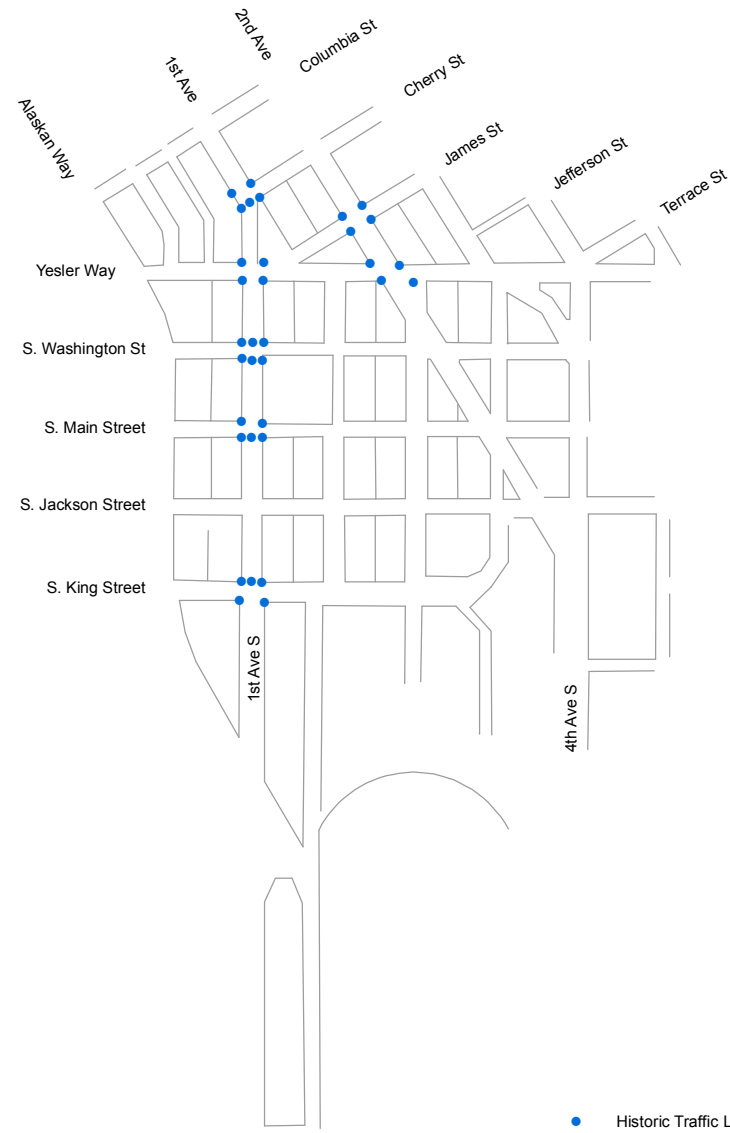
This map shows walkways with pedestrian lighting, including street lights, illuminated bollards, and light fixtures attached to buildings. Vehicular street lights and building lights that were too high up to impact the pedestrian realm were not included.



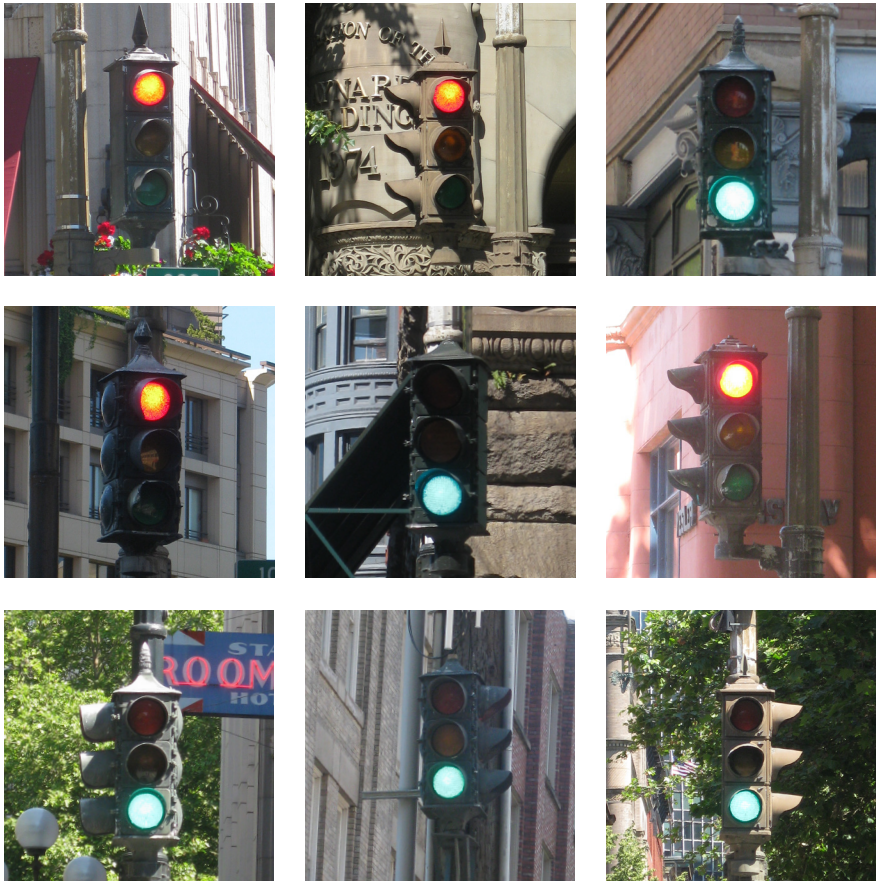
EXISTING STREETScape PALETTE

HISTORIC TRAFFIC LIGHTS

This map shows the location of historic traffic lights. These traffic lights are characteristically box-shaped, range in color from black to off-yellow, and feature a wide array of pinnacles on top.



While there were basic characteristics for all of the historic traffic lights, there was a general lack of continuity and style. Likely from a diversity of time periods, the variety of designs present are shown below.



EXISTING STREETScape PALETTE

UTILITY BOXES *

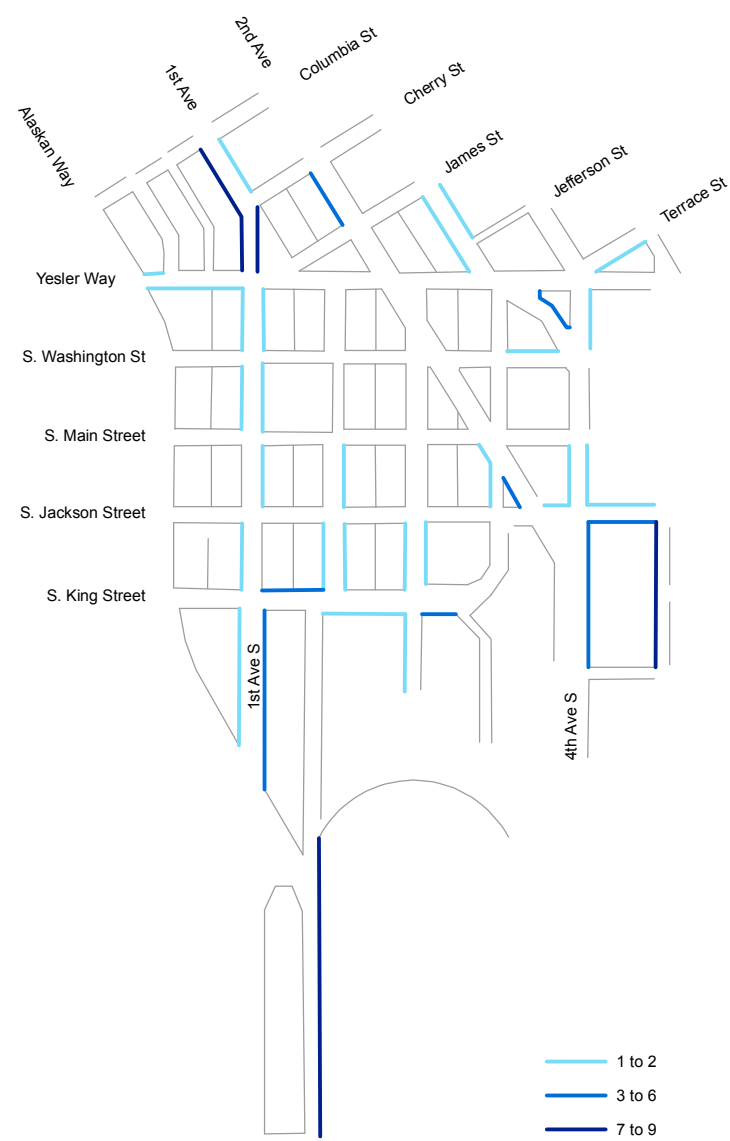
This map shows the location of utility boxes in sidewalks and alleys. These features are major space takers that are targets for graffiti and obstacles in the continuity of the walkway.



EXISTING STREETScape PALETTE

NEWSPAPER RACKS

This map shows the location of print-media racks for each blockface. Each modular rack unit (as opposed to each individual newspaper available) was counted as one rack. These include free and for-sale national news, local news, and classifieds publications.



EXISTING STREETSCAPE PALETTE

STAND ALONE MAILBOXES

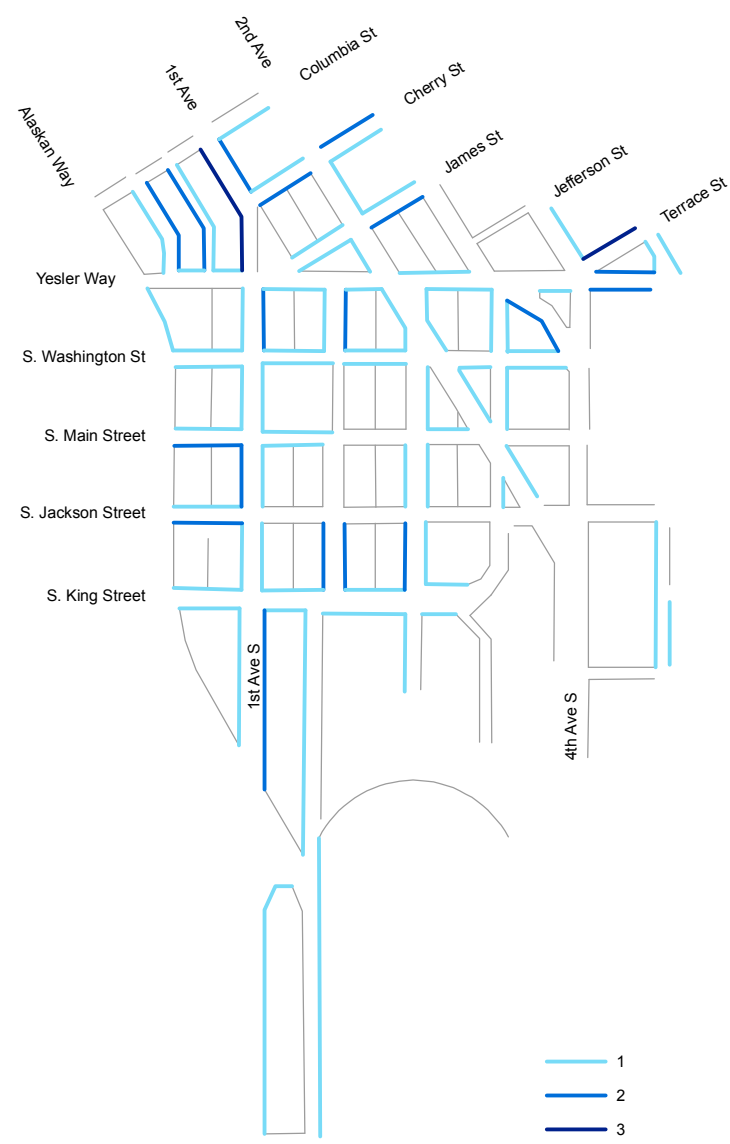
This map shows the USPS mailboxes for each blockface. This metric includes parcel drop-offs, standard mailboxes, and green/brown relay boxes. All of these, particularly the relay boxes, are targets for litter and graffiti.



EXISTING STREETSCAPE PALETTE

PARKING METERS

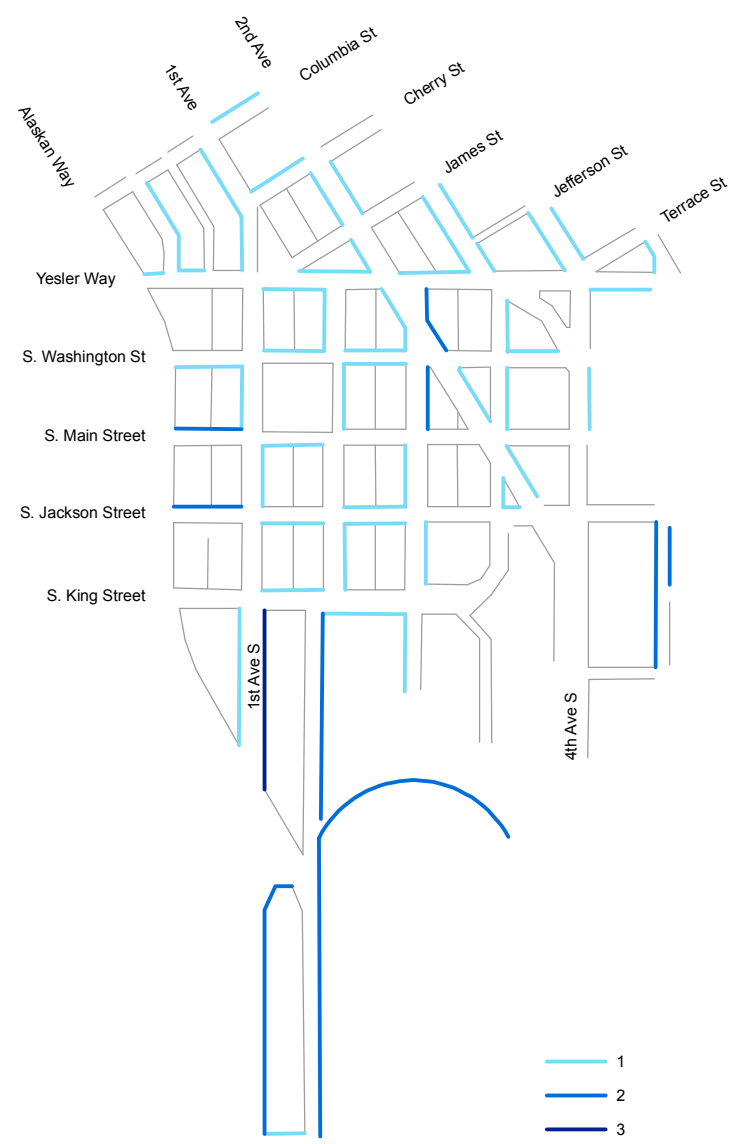
This map shows all parking meters in or directly adjacent to the public walkways. This metric includes all public parking meters as well as meters for private lots.



EXISTING STREETSCAPE PALETTE

FIRE HYDRANTS

This map shows the number of fire hydrants per blockface.



PAY PHONES

This map shows the location of pay phones in the walkways. These features are targets for litter and graffiti.



— Pay phone



EXISTING STREETSCAPE PALETTE

WATER FOUNTAINS

This map shows the location of public water fountains. These features are historic landmarks, and are consistent in style and scale while varying in color.



BOLLARDS

This map shows the location of bollards in or adjacent to walkways. These features are used to block vehicular traffic, delineate pedestrian space, and to protect buildings and utilities.



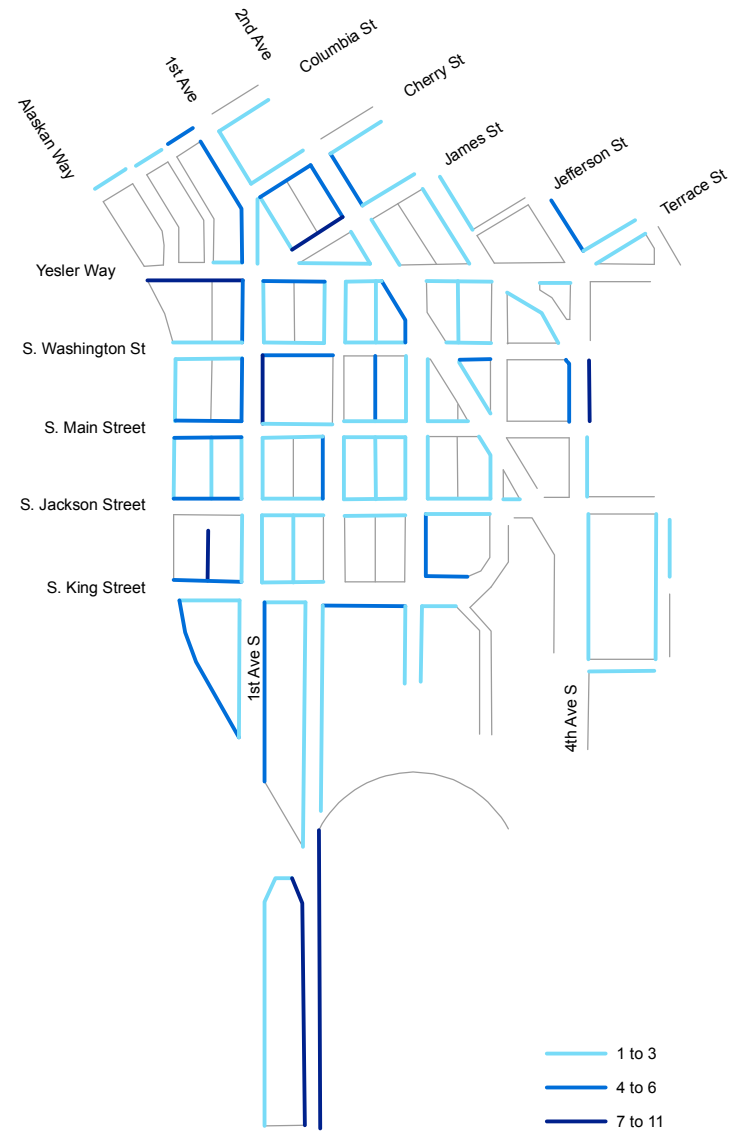
There is no standard bollard in the neighborhood, and they vary greatly in design (decorative, informal, utilitarian), color (green, black, yellow, gray), and material (concrete, metal, wood).



EXISTING STREETSCAPE PALETTE

TEMPORARY SIGNS *

This map shows the location of temporary signs in the walkways. This metric includes a-board, decorative commercial, parking, and construction signage.



A-boards and decorative commercial signage help give the public realm a rich sense of place. While these elements vary greatly in design and color, they generally come in a few basic sizes and styles.



EXISTING STREETScape PALETTE

BUS SHELTERS

This map shows the location of bus shelters. This metric does not include bus stops without overhead structures. These features are generally located on the eastern edge of the neighborhood along 3rd Ave S and 4th Ave S.

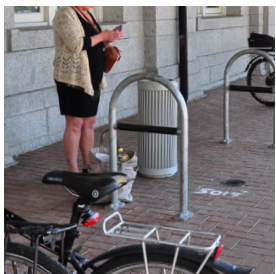


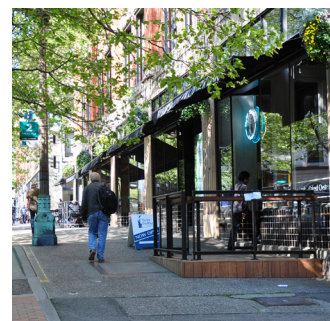
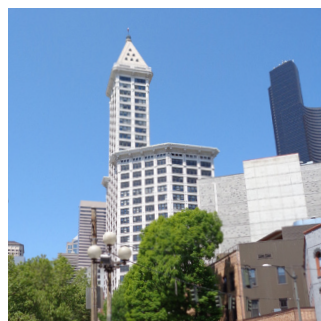
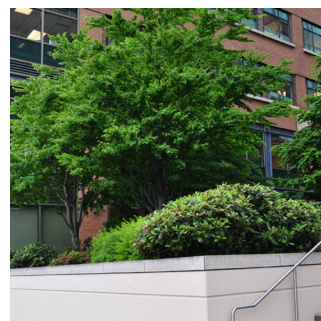
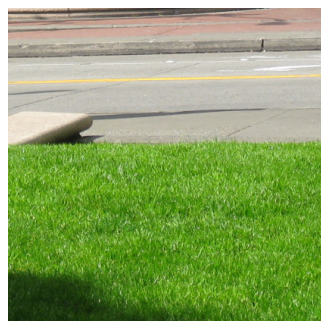
BIKE RACKS

This map shows the location of bike racks using data from SDOT. Not included are Pronto bike share station locations at Occidental Park and King Street Station.



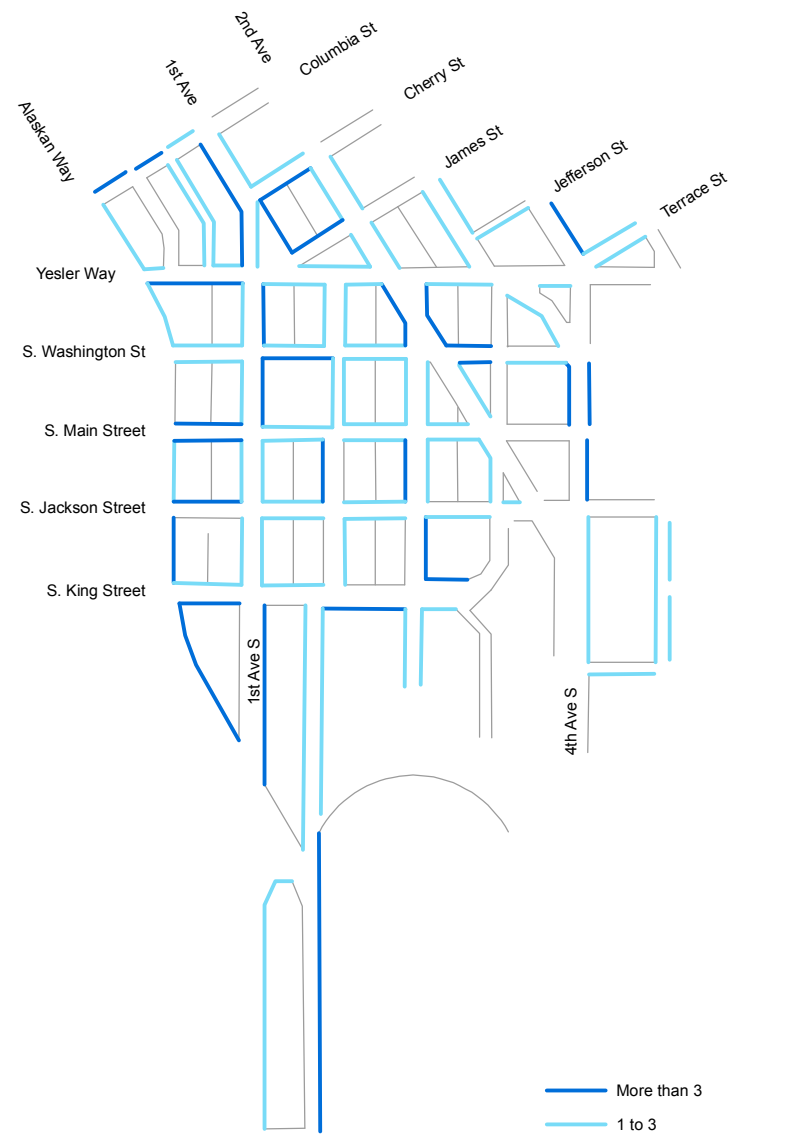
Bike racks vary from SDOT “inverted U” and rail-type standards to grid-style and custom ornamental racks.





TEMPORARY OBSTRUCTIONS

This map shows where walkways were partially or completely obstructed by temporary objects, including temporary signs, orange cones, garbage bags, personal luggage, and shopping carts.



BIKES ON NON-BIKE RACKS

This map shows blockfaces where bikes were locked to anything other than established bike racks, commonly street signs and fenceposts. This information is overlaid with a map of existing bike racks from SDOT. This overlay provides an indication of where current demand for bike parking exceeds capacity.

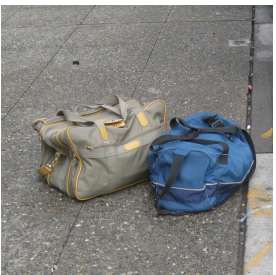


CROWDED AREAS ON SIDEWALK

This map shows where crowds of stationary people inadvertently obstructed the walkway. This metric provides an indication of areas where people gather in larger numbers than the sidewalk can properly accommodate.



The images below represent a variety of the obstructions to pedestrian flow commonly found in Pioneer Square.



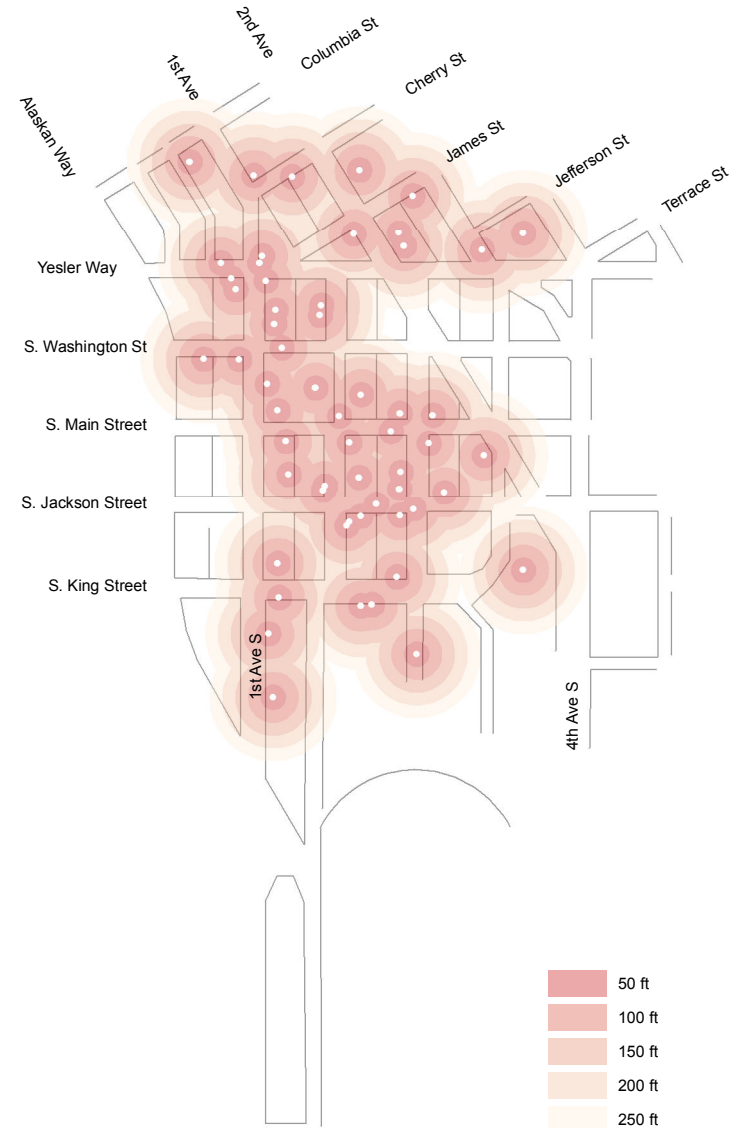
SOCIAL MEDIA ACTIVITY HEATMAP

Students from the University of Washington Geography 469 course (Spring 2015) compiled social media activity from Pioneer Square in order to capture the “buzz” of the neighborhood. This was achieved by “scraping” data from four popular social media platforms: facebook, twitter, instagram, and yelp.

- Facebook data was collected from the “Pioneer Square Seattle” facebook page spanning from June 2014 to May 2015. The data was collected manually and input into an excel document.
- Twitter data was collected for posts using the following hashtags and keywords: #pioneersquare, #seattle, “pioneer square seattle”, “pioneersquare seattle”, “pioneer square washington”, “pioneersquare washington, and “occidental park seattle”. This data was scraped using a native twitter API that enables users to search by keyword and hashtag and download the data in a JSON file.
- Instagram data was collected by coordinates and the keywords: “pioneersq”, “pioneersquare”, and “pioneersquareseattle”. This data was scraped using a native instagram API that enables users to search by coordinate and keyword and download the data in a JSON file.
- Yelp data was collected around Pioneer Square spanning from 2005 to 2015. This data was scraped from the web using the program import.io which collects data found on a webpage and puts in an excel document.

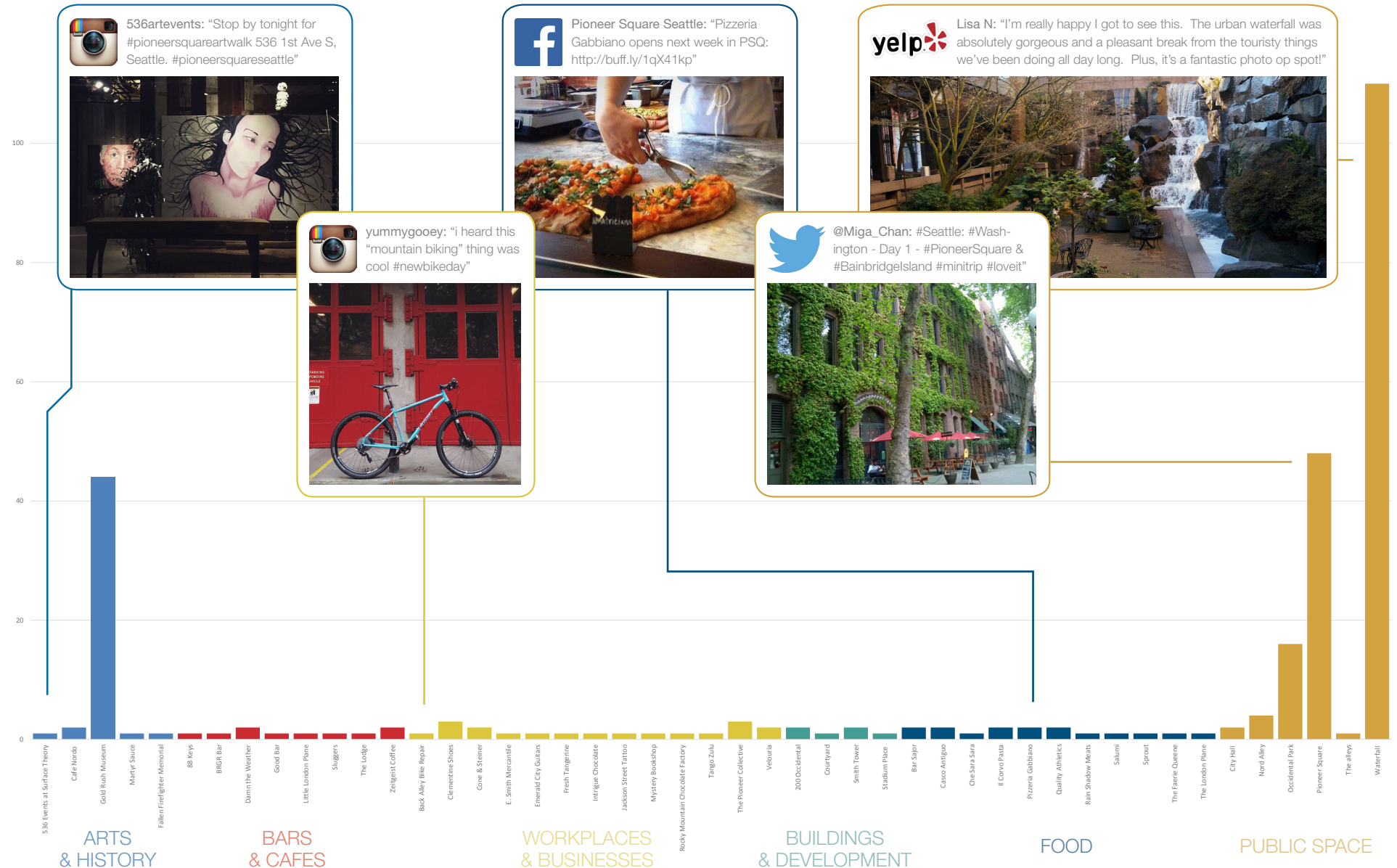
The data from the four sites was merged into a combined spreadsheet and uploaded to a googlemaps webpage as a series of data points: <https://www.google.com/maps/d/u/0/viewer?mid=z-KV2X3MM18A.kA9bIVCVv3vg>

The spreadsheet data was then converted into GIS point files, and buffered in order to create a heatmap of social media activity. The hotter (redder) areas indicate a higher concentration of both positive and negative “buzz” in the neighborhood.



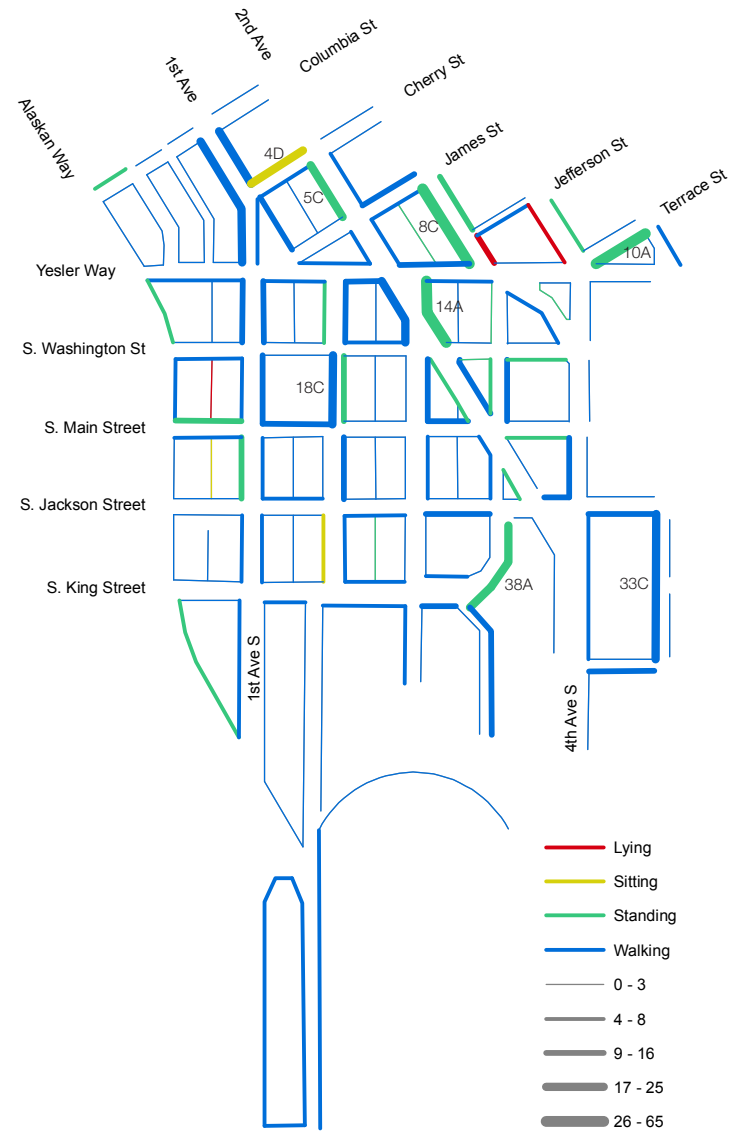
POPULAR PLACES MENTIONED IN SOCIAL MEDIA

This chart indicates the frequency that places in Pioneer Square mentioned on Facebook, Twitter, Instagram, and Yelp.

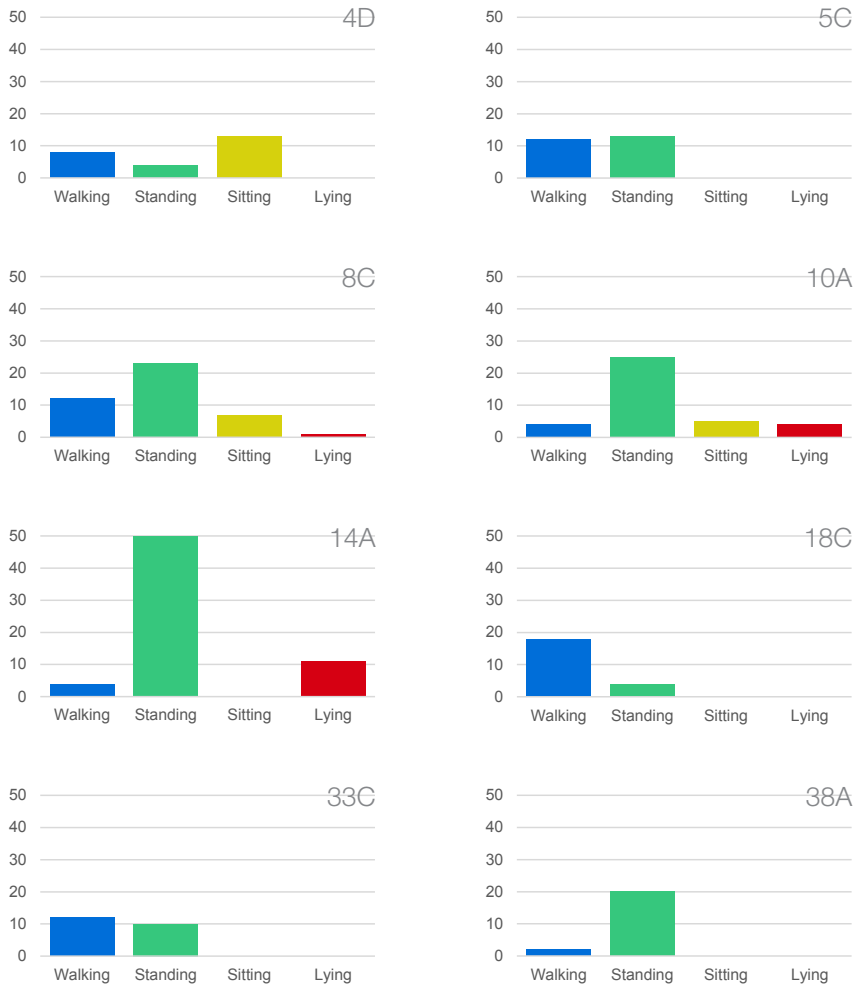


PEDESTRIAN DENSITY AND DOMINANT ACTIVITY *

This map shows the total number of people observed (segment width) and the dominant activity (color) for each blockface and alley. While this metric was not standardized by day of week or time, it provides a baseline snapshot of pedestrian density and use of public space.

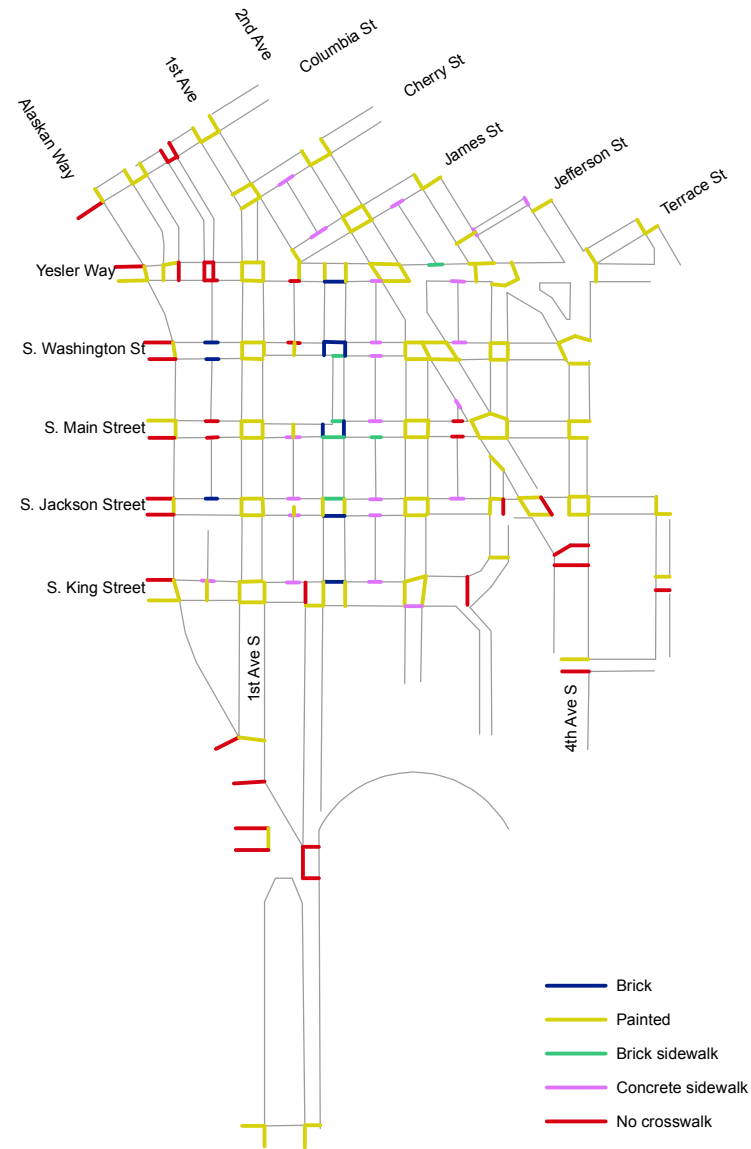


The charts below represent the 8 blockfaces with the most pedestrians (22 or more observed), broken down by activity.



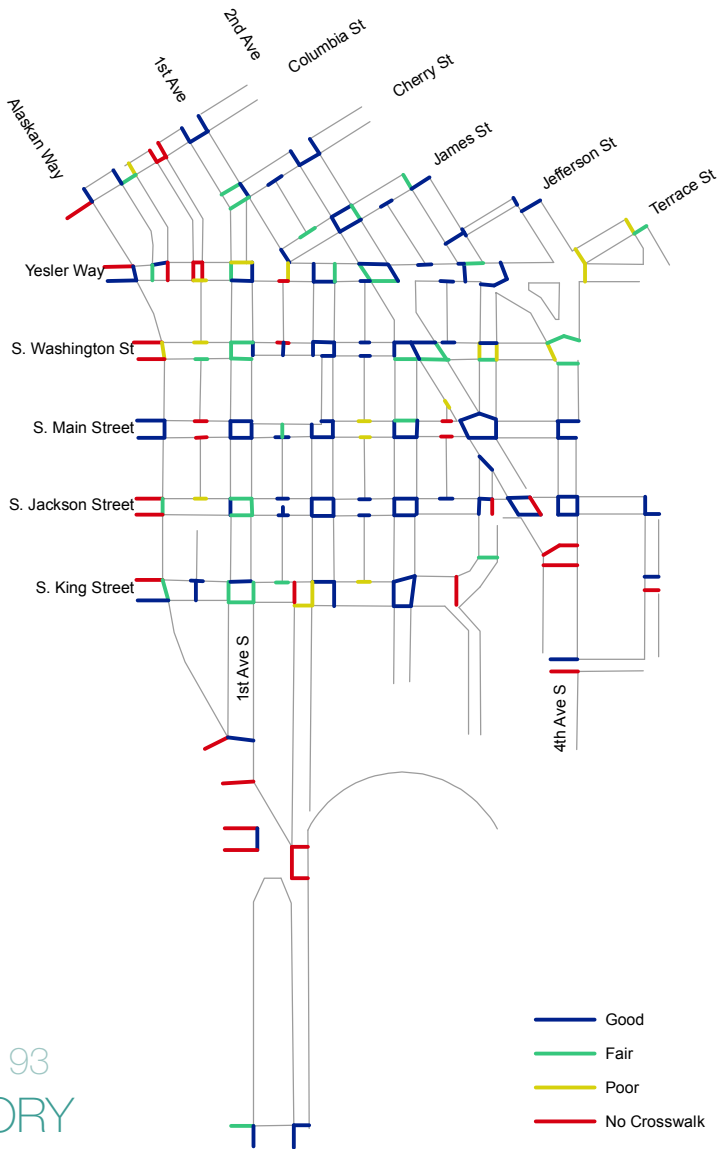
CROSSWALK MATERIAL

This map shows the surface materials of each delineated crosswalk or roadway crossing. This survey includes potential crossings at every intersection of two or more streets, even if there is no designated crosswalk, as well as mid-block and alley crossings.



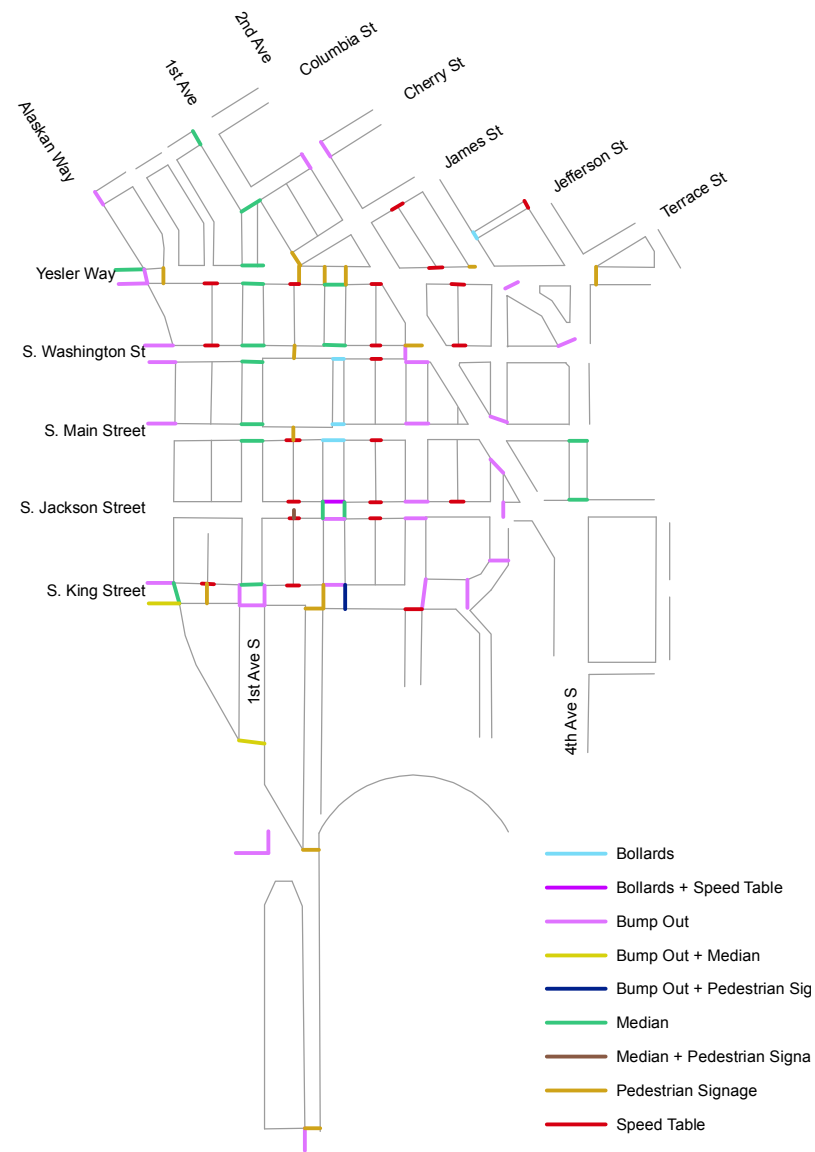
CROSSWALK CONDITIONS

This map shows the surface condition of each crosswalk. Crosswalks in “good” condition have minimal surface blemishes, whereas those in “poor” condition have potholes and uneven surfaces. This metric does not take into account the condition of curb cuts.



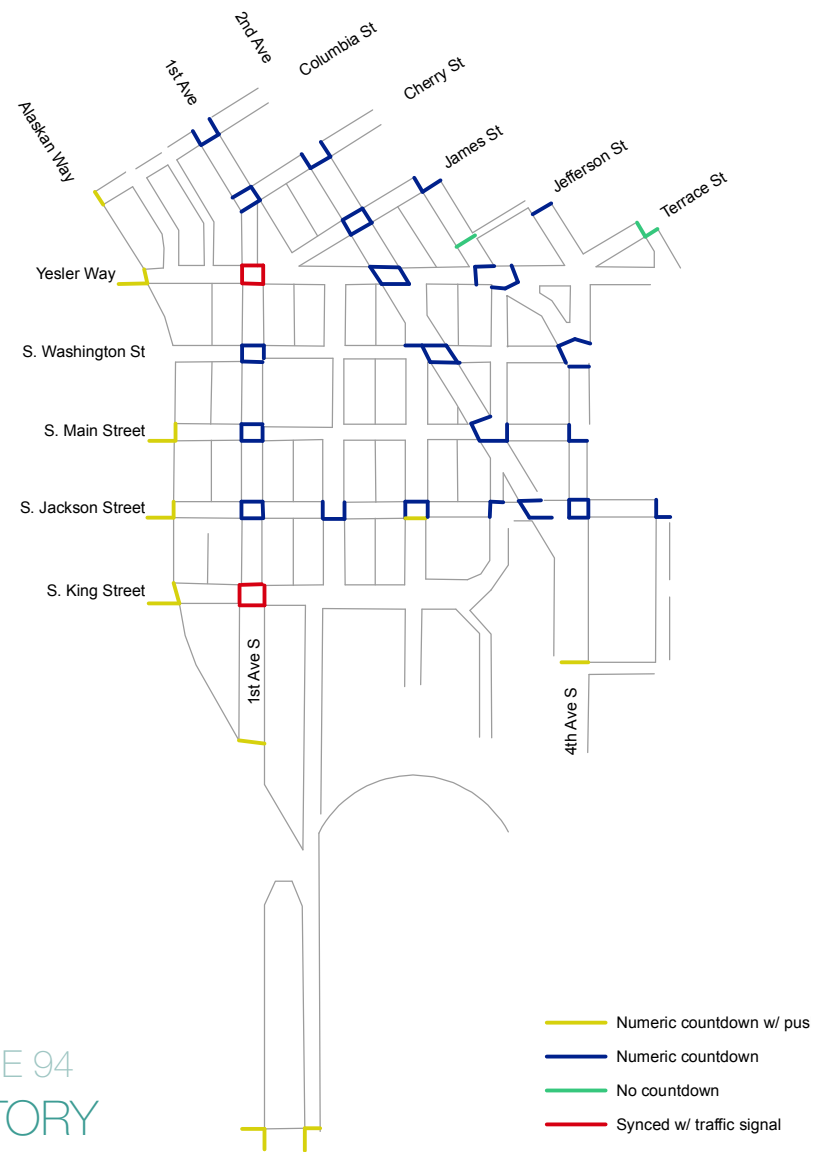
INTERSECTION TRAFFIC CALMING

This map shows design characteristics of intersections and crossings that encourage slower vehicular speeds.



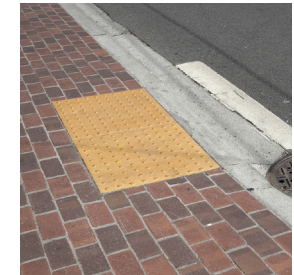
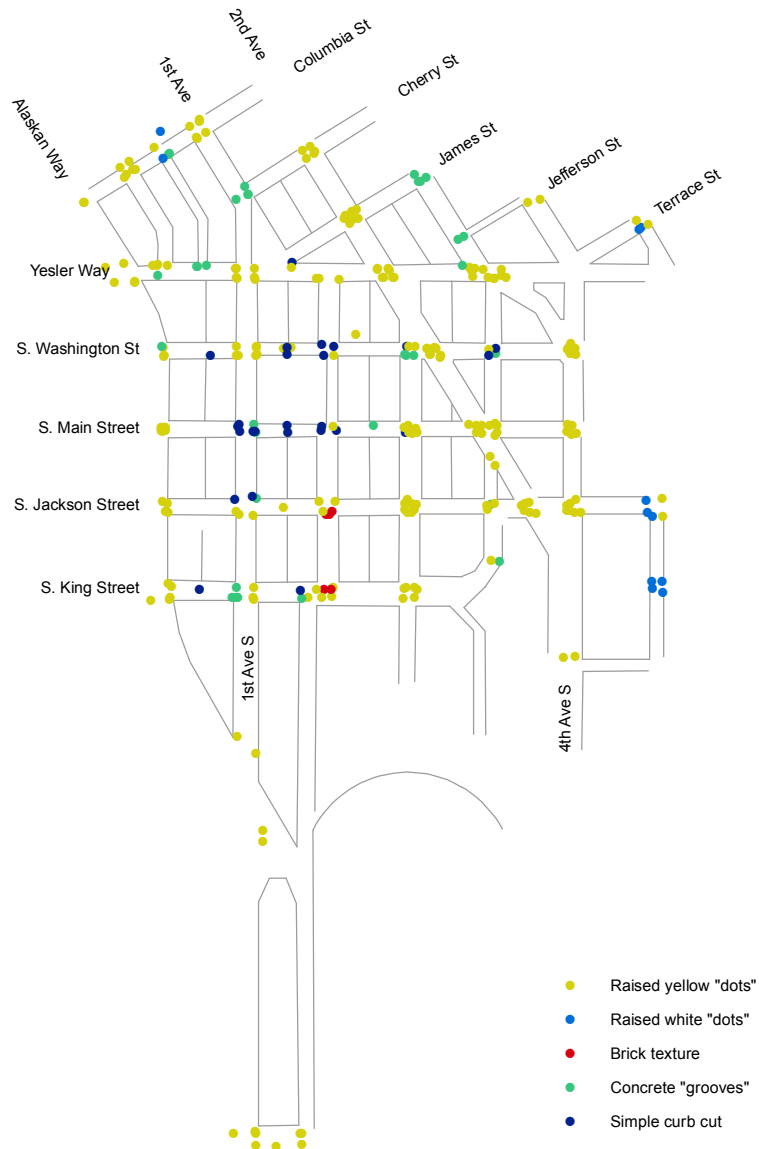
PED SIGNAL LOCATIONS

This map shows the location of crossings with pedestrian signals.



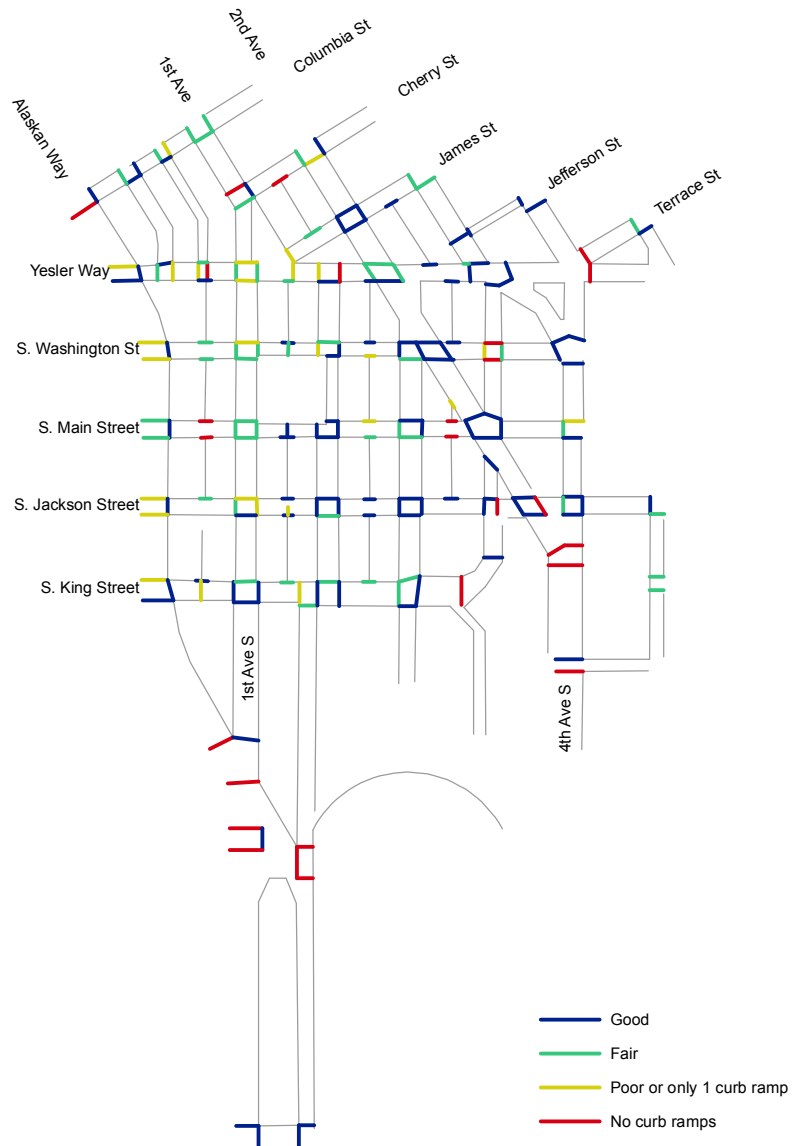
CURB CUT MATERIAL

This map shows the materials of every curb cut. Curb cuts with no distinguishing characteristics from the adjacent walkway were listed as "simple curb cut".



CURB CUT CONDITION

This map shows the quality of curb cuts at each crossing. This metric indicates wheel-chair accessibility as well as the continuity of each crossing with the adjacent walkways. Curb cuts that did not align with the crosswalk, featured extreme slopes, or did not provide a smooth transition were listed as “poor”.





TRANSPARENT WINDOWS

This map shows the number of transparent building windows (at ground floor) in alleys.



COVERED WINDOWS

This map shows the number of covered building windows (at ground floor) in alleys.



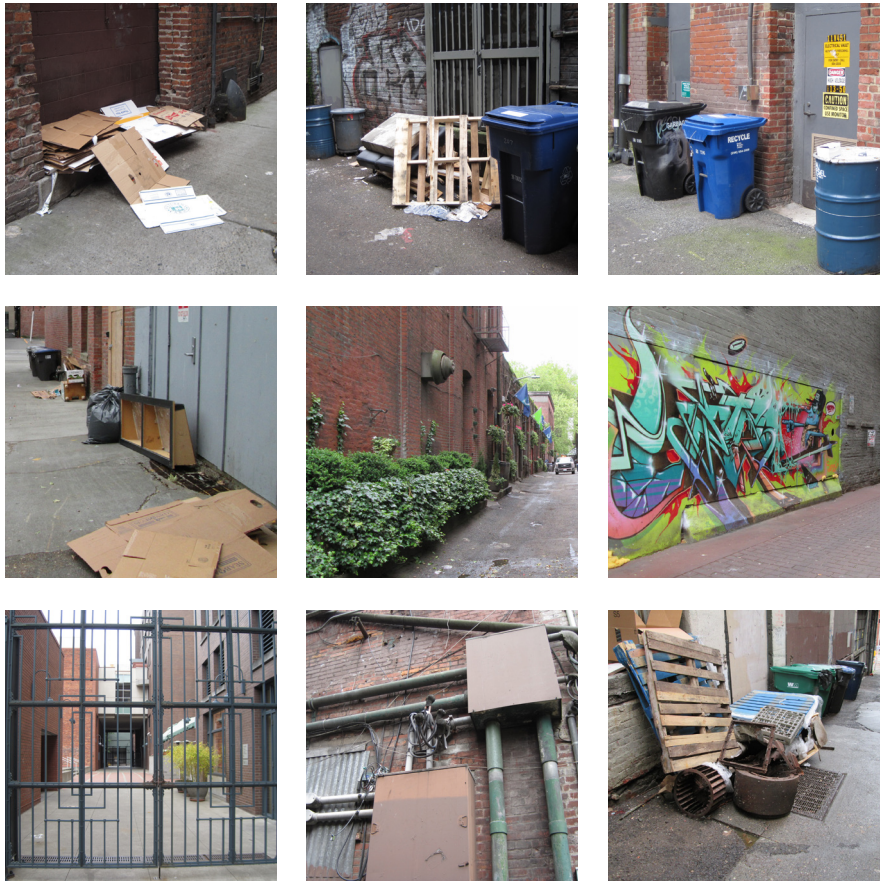
ALLEY CONDITIONS

CLEANLINESS

This map shows the relative cleanliness of each alley. This metric observed general litter (including open garbage bags), cardboard, and prevalent negative odors.



The images below represent a variety of the conditions commonly found in Pioneer Square alleys.





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Specialized Massage and Rehabilitation
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