

WATERFRONT SEATTLE

WASHINGTON LANDINGS

CONCEPT DESIGN SUMMARY

OCTOBER 2015

Prepared for:
City of Seattle
Office of the Waterfront

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1.1 GUIDING PRINCIPLES

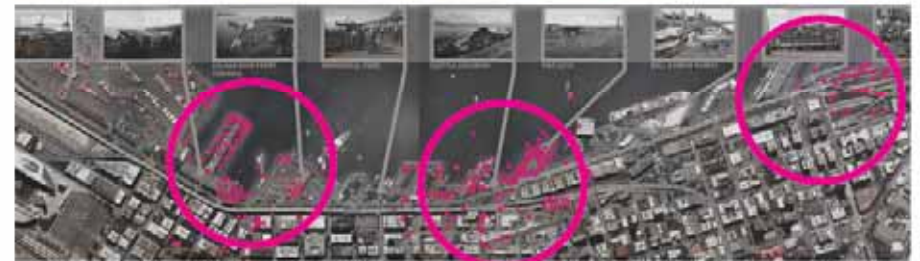
The goal of this work is to align the State's planned ferry terminal replacement with the potential for creating a dynamic public place on the waterfront with arts, cultural and recreational uses as envisioned in the City's July 2012 Waterfront Seattle Framework Plan.

- Make Colman Dock and Pier 48 an iconic center for the waterfront and the ferry system. Develop a bold vision for Colman Dock and Pier 48 that marks their importance in the city and the region. Truly integrate the transportation functions of the ferry terminal with broader vision of a "waterfront for all."
- Make this a 'place' with human appeal and real stories. Leverage this place's unique potential as a center for arts, culture, history and recreation as well as a ferry terminal. Take full advantage of the site's context to connect people with the water and views of the ferries and the Olympics, to reveal the human stories that took place there, and to create a spaces for arts, music and culture not possible elsewhere on the waterfront.
- Work collaboratively with those that know the place best. Work with a wide range of community and stakeholder organizations to bring the place's history to life and give people a reason to be there – including local voices, arts and culture, labor and historical organizations. Work closely with Washington State Ferries - using the Ferries' planned terminal replacement project and improvements to public access over water as a baseline to build on.
- Be realistic. Develop a concept design that is not only bold, but also responsive to the practical constraints of building over water. Address soils and structural issues early in the process; develop a concept design that responds to financial constraints and results in something that can be moved into implementation.



1.2 PUBLIC OUTREACH: A WATERFRONT FOR ALL FRAMEWORK PLAN

As part of the Central Waterfront Seattle outreach process, the City of Seattle conducted several open houses, community briefings, walking tours, fairs and festivals which solicited input, opinions and reaction from local communities and stakeholders. Through interaction and conversations, the public has shaped the preliminary thinking of the design of the waterfront. From the outset the public identified 3 distinct major public open spaces along the waterfront. The first two were the Olympic Sculpture Park, and the Central Public Space including pier 62/63, Waterfront Park and the link to the Pike Place Market. A third area comprising of Pier 48, Colman Dock, Pioneer Square Waterfront was identified as an important open space opportunity- this area has been named Washington Landings.



WASHINGTON
LANDINGS

CENTRAL
PUBLIC
SPACE

OLYMPIC
SCULPTURE
PARK

PUBLIC OUTREACH

STAKEHOLDERS AND COMMUNITIES

Washington Landings sits amidst a wide variety of uses, stakeholders, neighborhoods and communities. Nestled between the Port of Seattle shipping terminal and the Colman Dock ferry terminal, this industrial site with very limited or no public access serves as the waterfront address for SODO, Pioneer Square, International District, and parts of West Edge, downtown and the retail core. Public outreach for Washington Landings included meetings, workshops, briefings, and walking tours, with agencies, stakeholders and communities. The Waterfront Cultural Program Task Force was formed by the City to address cultural programming objectives and needs for the whole downtown waterfront, including a potential major performance venue at Pier 48. The Task Force met during 2014 and issued its recommendations (Waterfront Cultural Program Plan) in September 2014.



This initiative had three goals:

- Provide specific recommendations for effective cultural venues at the Waterfront.
- Identify and articulate conditions necessary for effective and impactful cultural programming within and across the suite of various future Waterfront spaces.
- Engage a broad regional community of leaders who produce and present cultural activity of varying scales and disciplines.

The major outcomes from the outreach include a strong need for improved and legible connections to the waterfront along east-west Streets, a desire to celebrate histories and cultures of the various communities tied to this place, and a desire to leverage and link neighborhood assets, such as businesses, cultural institutions, infrastructure and open spaces.

FRAMEWORK PLAN OUTREACH

- 02/2011 - WATERFRONT PUBLIC MEETING
- 05/2011 - WATERFRONT PUBLIC MEETING
- 10/2011 - WATERFRONT PUBLIC MEETING
- 07/2012 - WATERFRONT PUBLIC MEETING
- 05/2014 - WATERFRONT PUBLIC MEETING

WASHINGTON LANDINGS OUTREACH

- 2014 - WATERFRONT CULTURAL PROGRAM TASK FORCE
- 10/2014 - SEAHAWKS/STADIUM
- 10/2014 - INTERNATIONAL DISTRICT/CHINATOWN WORKSHOP
- 12/2014 - SODO WORKSHOP
- 01/2015 - PIONEER SQUARE WORKSHOP
- 02/2015 - INTERNATIONAL DISTRICT/CHINATOWN SITE WALK
- 02/2015 - TRIBES WORKSHOP
- 03/2015 - AEG LIVE
- 06/2015 - WASHINGTON LANDINGS PUBLIC MEETING

1.3 HISTORY

SHAPING THE SHORELINE

TIME IMMEMORIAL

The shoreline of Elliott Bay would have looked much like this photo of Annette Island, Alaska in 1887. A winter village called Sdzidzilalitch, occupied the site of today's Pioneer Square.

Courtesy of National Archives and Records Administration Pacific Alaska Region, 298083.



1870-1890s

Native people carved out space on Ballast Island, at the foot of Washington Street, when they were pushed out of their villages on Elliott Bay by non-Native settlers. The adjacent pier, the Ocean Dock, would also be the site of the Chinese Expulsion in 1886.

Courtesy Paul Dorpat, <http://pauldorpat.com/2012/05/12/seattle-now-then-the-emma-haywood/>



1900s

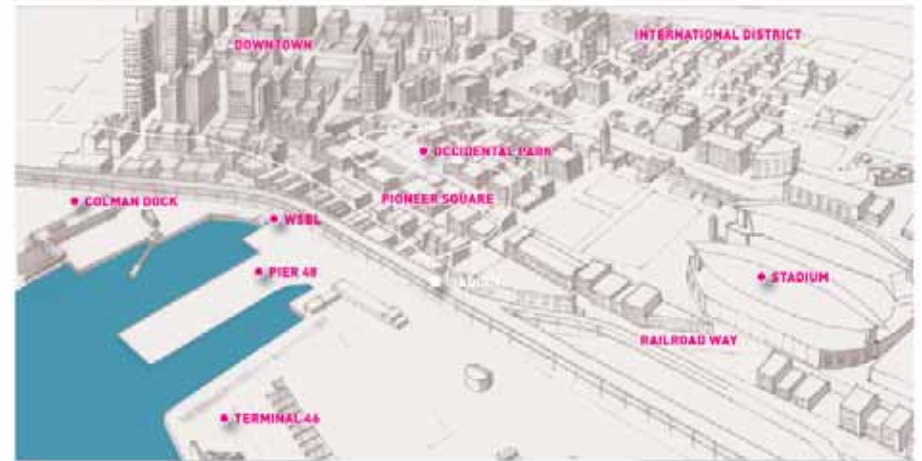
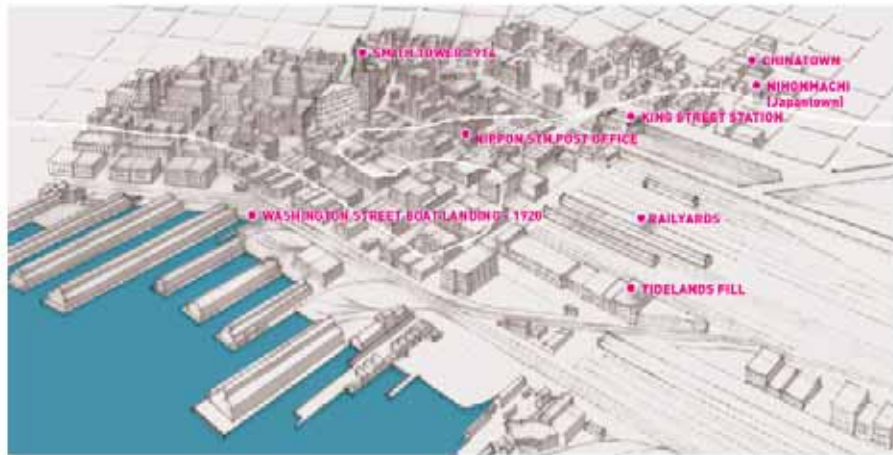
After the Klondike Gold Rush began in 1897, Seattle grew by leaps and bounds. Throngs of people crowded the waterfront in this photo from about 1897.

Courtesy UW Special Collections, UW5575.



PRESENT DAY

With the removal of the Alaskan Way Viaduct, the waterfront is again being transformed.



HISTORY

SYNOPSIS

The Washington Landings project area encompasses a part of Seattle that has repeatedly seen momentous change over the past 160 years. Massive quantities of dirt have been moved -- hills have been leveled and thousands of acres of tidelands filled. Streets, railroads, piers, and buildings have been built and rebuilt. People have come and gone by choice and by force. The piers have served passengers, shippers, manufacturers, railroads, and myriad small businesses in ever-changing combinations. The story of the place we know today is made up of a multitude of interactions between people, land, and sea.

Becoming Neighborhoods:

The Washington Landings area has been home to humans for thousands of years. The ancestors of the Duwamish, Muckleshoot, and Suquamish lived in a winter village, called Sdzidzilalitch (s-dzee-dzee-lahl-eetch), which can be translated as "Little Crossing-Over Place." It sat on the high ground between the deep water of Elliott Bay and a saltwater lagoon that lay behind a finger of land extending south from today's 1st Avenue South and South Washington Street. A low point at approximately the location of Washington Street was occasionally inundated by tidewaters and the beach adjacent to it likely served as a canoe landing.

When non-Native settlers arrived in the 1850s, they established a town at the site of Sdzidzilalitch (it was unoccupied at the time), with an economy based on exporting lumber, coal, and fish. The town's inhabitants came from a variety of backgrounds. Many were white and hailed from the Midwest and East Coast. A sizable number were Duwamish, who the new arrivals relied upon for labor, transportation, and their knowledge of the local landscape. Within a decade, African Americans joined the community, opening an assortment of businesses, and Chinese immigrants established stores and provided labor for regrading streets, construction projects, and laying railroad tracks.

Though the racial groups lived and worked in close proximity, there was conflict over who got to belong to the growing community. In 1865, the city's board of trustees passed an ordinance prohibiting Native people from living in town. Likewise, in the 1880s deep-seated prejudices against Chinese immigrants led some white residents to try to forcefully remove them in February 1886.

Neither of these efforts led to the targeted groups' removal from Seattle. The town relied on their labor for its economic survival and, although they had to contend with discrimination, they remained. For the Native people, this meant that their villages around Elliott Bay were destroyed. Local Native people and others from around Puget Sound and up the coast camped on beaches and on Ballast Island, located on the inland side of the Oregon Improvement Company's Ocean Dock. In the 1890s, as piers and trestles covered over Ballast Island and other beaches, Native people were pushed off of the waterfront entirely.

Likewise, Chinese immigrants found their welcome curtailed. In response, they developed enclaves that offered accommodations, services, and social activities for residents and seasonal workers who passed through town between jobs in canneries, on farms, and in the forests. The first Chinatown formed around the original Wa Chong storefront at 1st Avenue and Yesler. It shifted inland twice, first to 2nd and 3rd Avenues and Washington Street, then to its current location around 5th Avenue South and Jackson Street. Other Asian immigrants joined the Chinese enclave. A Nihonmachi (Japantown) developed nearby and Filipino immigrants established homes and businesses in the neighborhood.

Seasonal workers of all ethnicities often lived in single resident occupancy hotels that dotted the Pioneer Square and International District neighborhoods. A vice district grew up around these hotels, catering to the largely single, male populations that passed through town.

Shaping the Shoreline:

The usable land where Pioneer Square is today was insufficient for building a city. Level land adjacent to the water and piers was in such demand that buildings and streets on pilings grew out from the shoreline in all directions. Railroad Avenue, built on pilings along the western shore, became a nine-track-wide thoroughfare for trains.

More permanent space was made by filling low areas and tidelands with sawdust and other refuse from sawmills, dirt from regrades and dredging, the remains of burned buildings and piers after the Great Fire of 1889, and garbage. The city built a seawall south of Madison Street in the 1910s, and to the north in 1936, and thousands of acres of tidelands and estuary were covered by fill.

Moving People and Freight:

A number of ever-changing piers filled the shoreline adjacent to Pioneer Square. They were lengthened, shortened, and replaced as different needs arose. Yesler's Wharf was the first, followed by the Harrington & Smith, Oregon Improvement Company, Pacific Coast Company, Northern Pacific Railroad, Port of Seattle, and Colman docks.

The piers served passenger lines that reached across the Pacific to Asia, along the West Coast, and throughout Puget Sound and Hood Canal. When gold was discovered in the Klondike in 1897, Seattle piers groaned under the weight of goldseekers and their supplies heading for Alaska.

Freight of all kinds in barrels, boxes, crates, sacks, and bales passed through the pier sheds. Trains brought produce from inland river valleys, coal and timber from the Cascade foothills, and manufactured goods from Seattle and across the country. They refilled their cars with goods from around the world.



MAP OF SHORELINE IN 1856 OVERLAYING AERIAL PHOTOGRAPH OF TODAY'S PIONEER SQUARE.

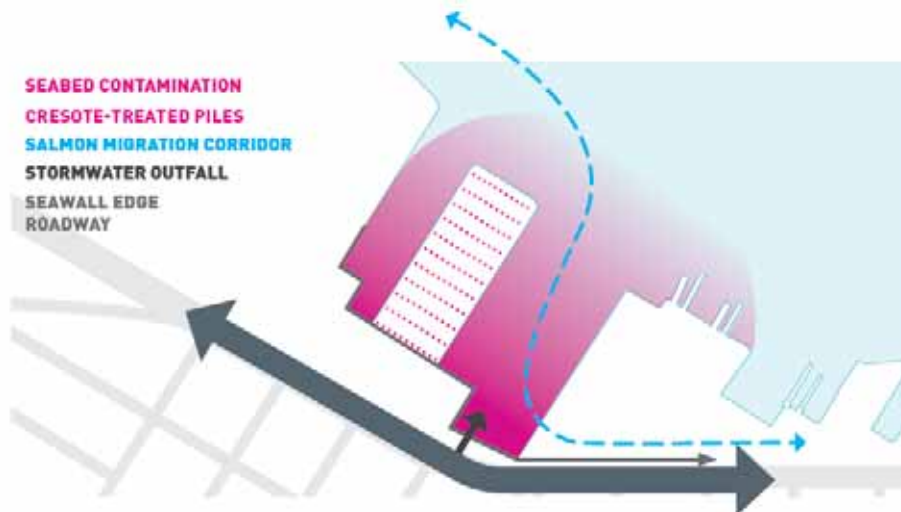
After World War II, the central waterfront changed in response to national and international trends. Passengers declined as automobiles and airplanes supplanted ships and the adoption of containerized shipping altered the nature of work on the waterfront. More room and new facilities accelerated the shift of freight handling to the northern and southern ends of the bay. Construction of the Alaskan Way Viaduct in the early 1950s turned a large portion of the waterfront over to automobiles.

The viaduct also, in many ways, severed the ties between Pioneer Square and the International District and the waterfront. Though adjacent to each other, they influence one another far less than in the days when well-worn paths carried people east and west between the town and the sea. The connections run deep, however, and the complex relationships between people, land, and water continue to shape its story.

2.0 CONCEPT CONSTRAINTS

Pier 48, Colman Dock and the limited stretch of waterfront between them, present a number of physical, environmental and political challenges including a contaminated seabed. The waterfront is disconnected from the city, with the only public amenity left on the waterfront today is the Washington Street Boat Landing. This structure has been removed by the Seawall Replacement Project and is being restored off site before it is brought back to its original location at the end of Washington Street.

Colman Dock blocks shoreline access for three blocks today; consequently there is a need to improve public access to the water's edge, consistent with requirements of the Seattle Shoreline Code.



CONCEPT

THE EMBRACE

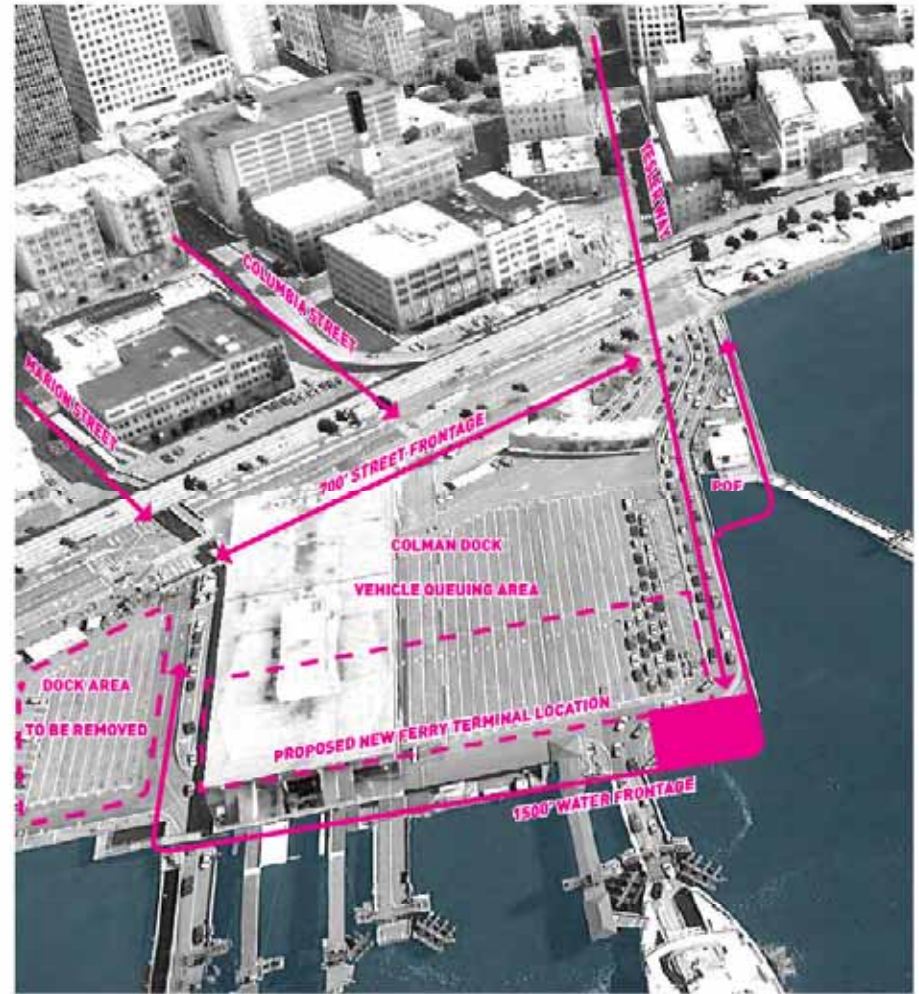
The boat landing overlooks open water framed on either side by the massive piers to form an intimate cove, joining the waterfront to the expanse of Elliott Bay and the Puget Sound beyond.

The concept for Washington Landings is to extend public access along both Pier 48 and Colman Dock to fully embrace the cove and provide a variety of intimate and panoramic views of the Cove, the Port, Colman Dock, Elliott Bay, the mountains, and the city. At the same time, the concept aims to restore public uses to the piers by providing a variety public spaces both sheltered and exposed to accommodate community amenities, public events and retail in a positive and engaging way that contributes to urban life on the waterfront.



2.1 COLMAN DOCK PROGRAMMATIC CONSIDERATIONS

Colman Dock is a major transit hub, carrying thousands of passengers to and from the waterfront each day, and linking the city to the islands and towns around Elliott Bay and Puget Sound. The area is steeped in history, always acting as a place of exchange and movement of goods and people. The terminal has the potential to be a steward of this rich past and become a landmark destination reminiscent of its original design. The dock has a wide frontage along Alaskan Way addressing three east-west streets and has over 1500' of waterfrontage. Colman Dock blocks shoreline access for three blocks today; there is a need to improve public access to the water's edge consistent requirements of the Seattle Shoreline Code. There is drama and interest in the ferry boats arriving and leaving that there is a strong public desire to see along with views of the water and mountains. Currently, Washington State Ferries is in the process of designing a new Ferry Terminal which includes a new passenger-only ferry terminal: a large portion of the deck and piling needs to be replaced to meet modern seismic codes - this requires replacing the existing terminal building. Colman Dock has the potential to become a major civic public space while still performing as a major transportation hub.



CONTEXT

There are many existing elements and concurrent projects that the Washington Landings Project must consider. The Waterfront Seattle and Elliott Bay Seawall Projects will establish a new seawall, a salmon habitat corridor, a roadway, a transit hub, a new Marion Street Bridge, and a pedestrian promenade in front of the dock. New elements on the ferry terminal site include an entry building, a terminal building for vehicle ferry riders, and a passenger-only ferry terminal. The overall dock footprint will migrate south, with existing dock area between Marion and Madison removed to create a new open water area, and additional structure added south of Yesler.

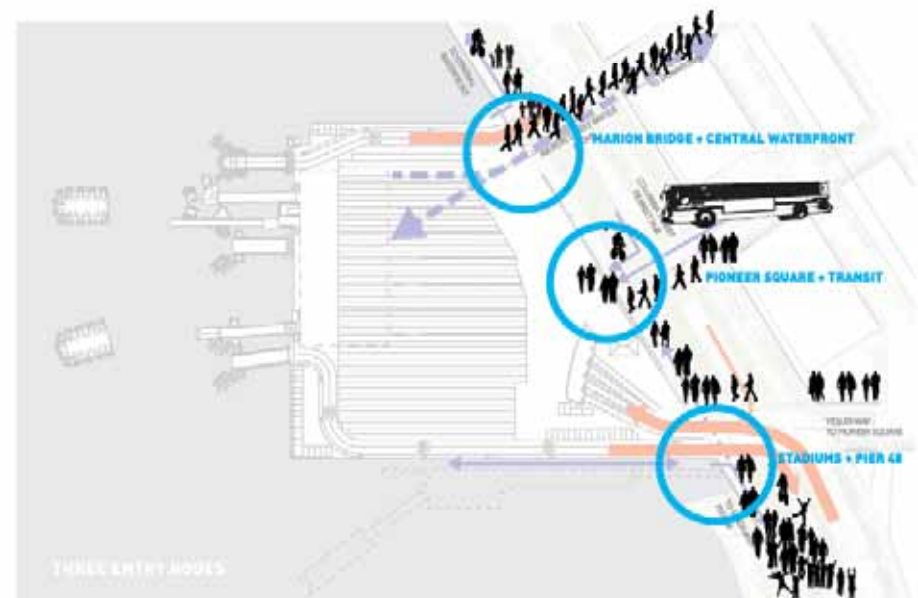
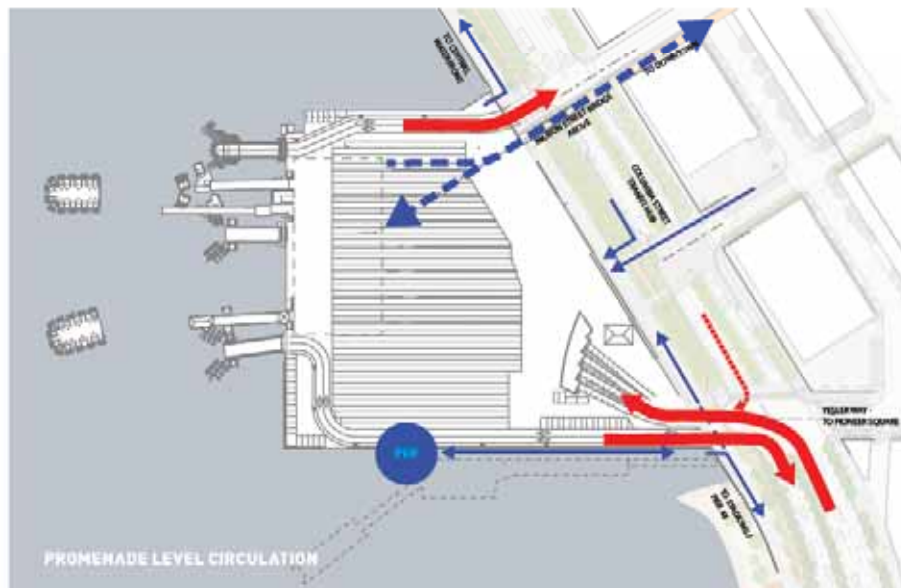
WATERFRONT PROMENADE AND SEAWALL PROJECT



THREE ENTRY NODES

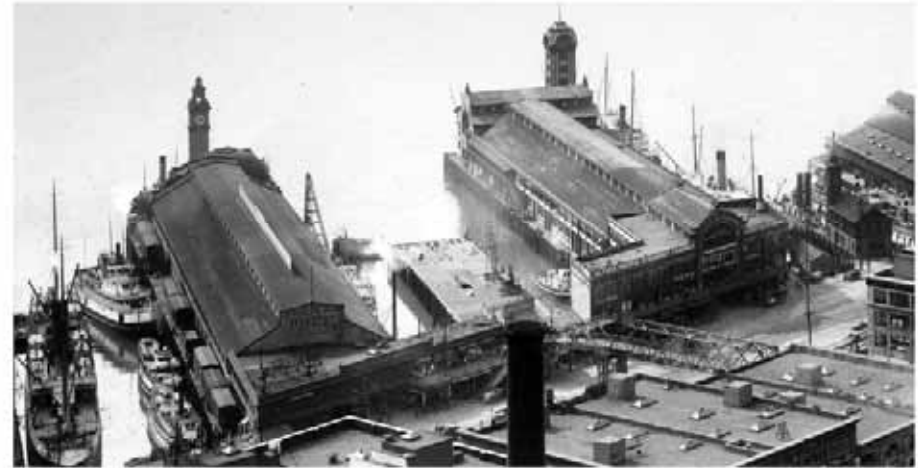
At the promenade level, significant vehicle entrance and exit lanes at Yesler Way and Marion Street create moments of potential conflict for pedestrians arriving from the North or South. While most of the current ferry system's passengers arrive at the terminal via the Marion Street Bridge, this concentration is expected to shift as the Central Waterfront and Pier 48 are improved, with both regional and local transit stops added along Alaskan Way at Columbia Street.

For these reasons, the Washington Landings master plan proposes three entry portals that are distributed along the length of an elongated Entry Building.

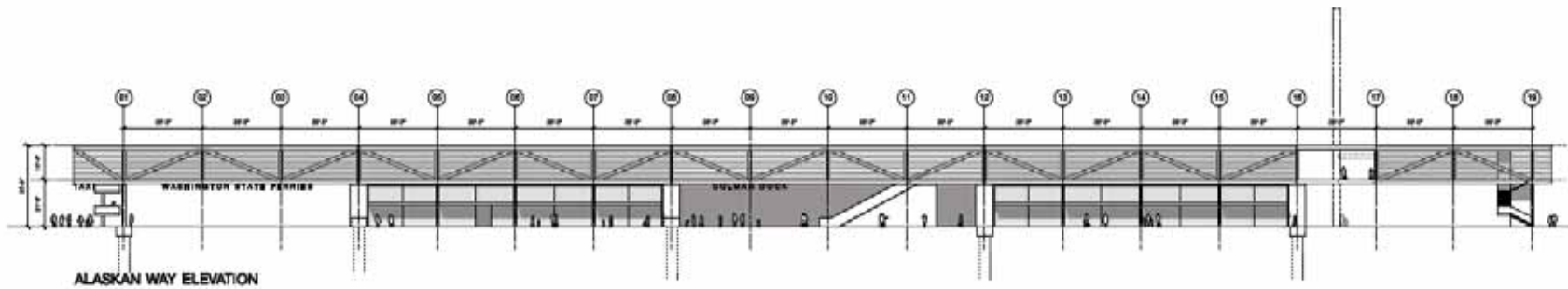


COLMAN DOCK ENTRY BUILDING

Working in collaboration with Washington State Ferries and King County Department of Transportation's Marine Division (water taxi), the City of Seattle's design team has developed strategies that integrate the designs for new car and passenger-only ferry terminals into the Washington Landings master plan. The architectural diagram for the Entry Building is simple: to create a two-story, shallow building that stretches the perimeter of the dock, connecting the elevated terminal with the street level promenade, and acting as a visual screen that mediates between the car-ferry operations and pedestrian activity on the waterfront. Program that supports ferry operations, such as retail and ticketing, activates the long building.



Colman Dock, left, and Grand Trunk Pacific Dock, right, ca 1914. Courtesy of Paul Dorpat.

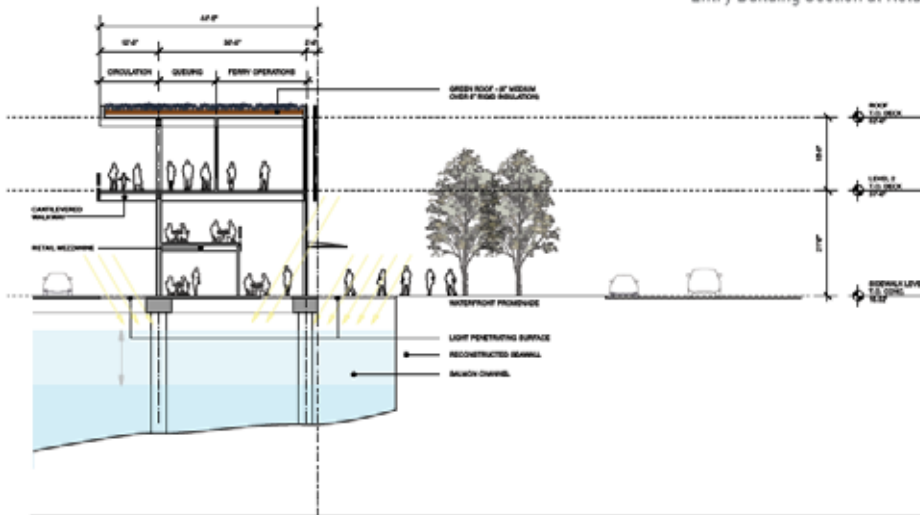


COLMAN DOCK NARROW ENTRY BUILDING

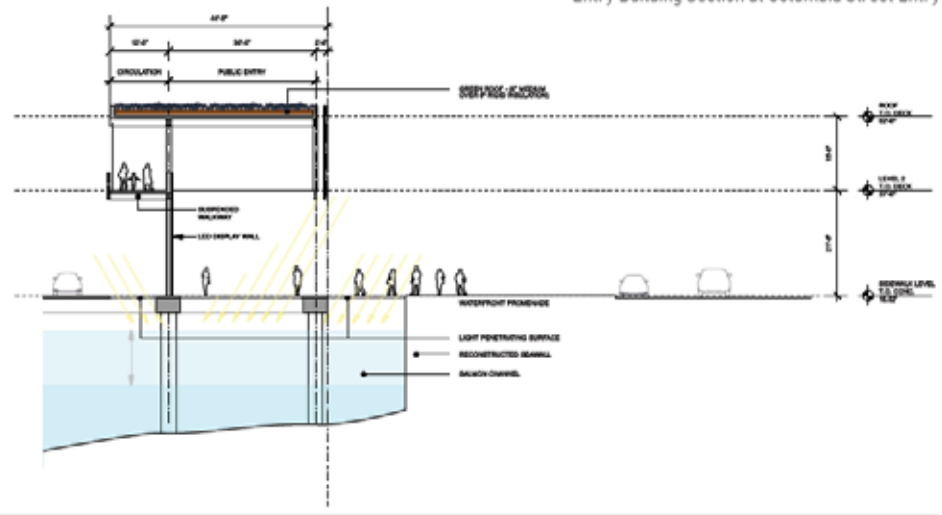
By making the Entry Building long and thin, it is possible to screen the vehicle queuing on the entire frontage of Colman Dock while increasing its queuing capacity. To promote construction efficiencies, the building is based on a simple, single structural bay with a cantilevered upper deck. Double-sided retail, bicycle storage and other waterfront uses activate the lower level along the Promenade. Uses such as retail, ticketing, and ferry operations occupy the upper level.

The upper level of the Entry Building could be raised from 19'-0" above the sidewalk level to approximately 22'-0". While this would come at higher costs, this would accommodate the Marion Street Pedestrian Bridge at its prescribed Alaskan Way crossing elevation. It also creates more volume within the street-level uses, allowing for retail mezzanines. This will be resolved in the next phase of work.

Entry Building Section at Retail



Entry Building Section at Columbia Street Entry

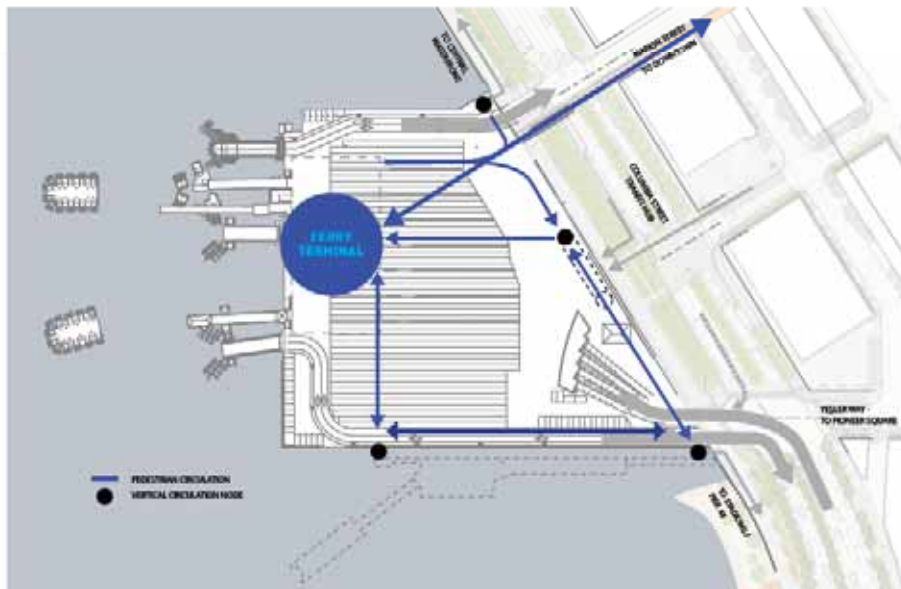


UPPER-LEVEL CIRCULATION

Four vertical circulation nodes, distributed throughout Colman Dock, bring passengers to the upper level. Set above the promenade, the elevated circulation occurs along the back of the Entry Building, and across pedestrian bridges that connect to the Ferry Terminal and Passenger Only Terminal building along direct circulation desire lines.

There is precedent for elevated pedestrian circulation on Colman Dock. In prior iterations, walkways were suspended from the ceiling, separating passengers from freight and horses. This essential diagram is carried forward today, with passengers above vehicle queuing.

While the circulation paths are direct and efficient, the intent of the proposed Entry Building is to employ open, yet weather-protected, routes with abundant view opportunities.



From the three entry points along the promenade, a continuous access loop allows the public to experience the ferry terminal and the bay at a number of locations, including a new publicly accessible view platform at the southwest corner of the dock near the POF terminal.

While the car deck and portions of the two terminals are restricted to ticketed passengers, a majority of the spaces, including the frontage building, connecting plaza, and terminal waiting room will remain open and accessible to the public.

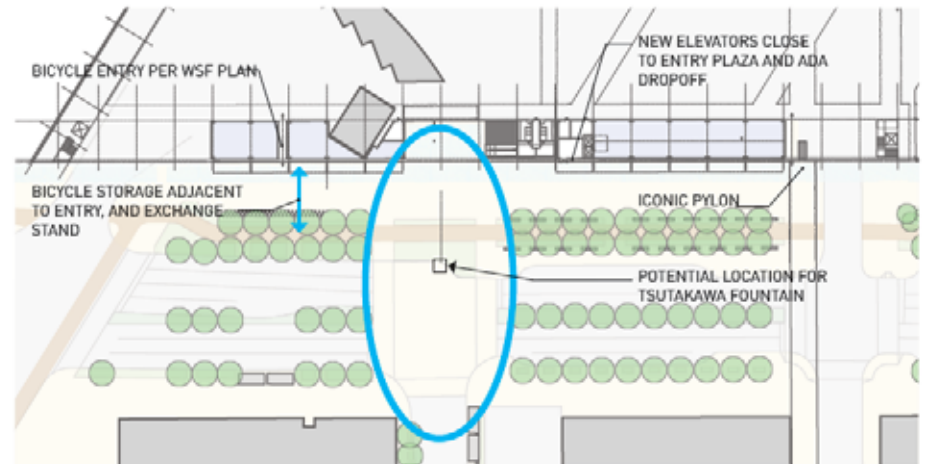
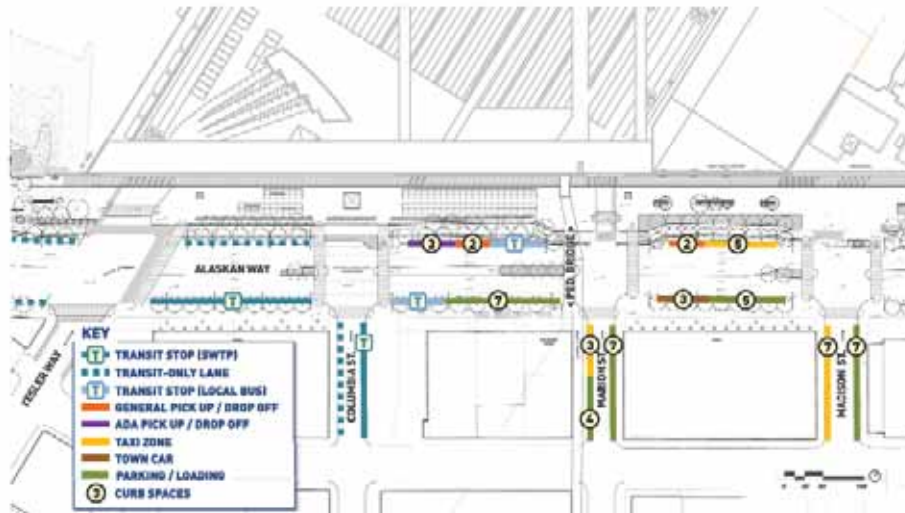


Colman Dock, left, and Marion Street trestle bridge, right, ca. 1909. Courtesy of Paul Dorpat

COLMAN DOCK COLUMBIA STREET MULTI-MODAL TERMINAL

Visible from downtown and centered along the Columbia Street axis, the central feature of the Entry Building is the Columbia Street passenger entrance. The large pedestrian plaza at the promenade extends into the structure created by the wide opening of the bridging span. This covered public space is envisioned as an information hub; the wall between it and the vehicle trestle beyond can be activated with large LED screens that ferry and bus information, as well as information related to the activities along the Central Waterfront.

A generous stair and escalators circulate passengers to the upper level, where they can buy tickets and cross over to the Terminal Building. New passenger elevators share the upper landing with the escalators and create a direct connection at the street level to the planned ADA drop-off parking spaces.





PERSPECTIVE LOOKING WEST FROM COLUMBIA STREET

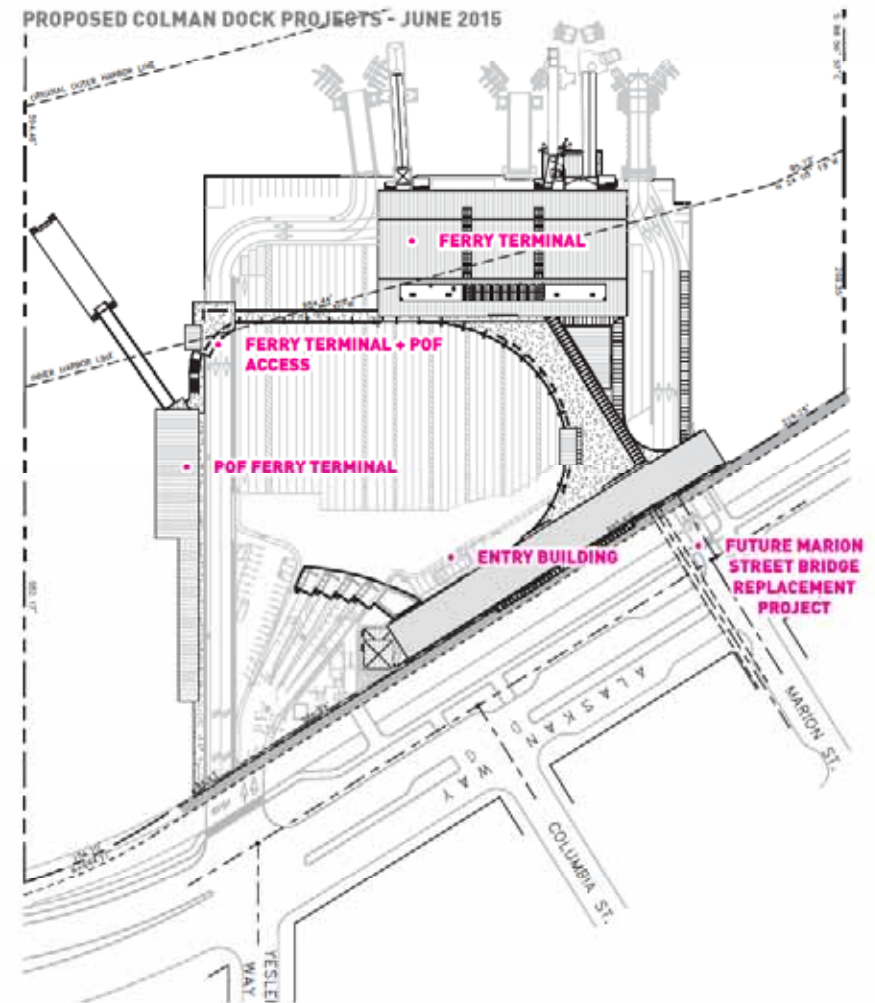
COLMAN DOCK

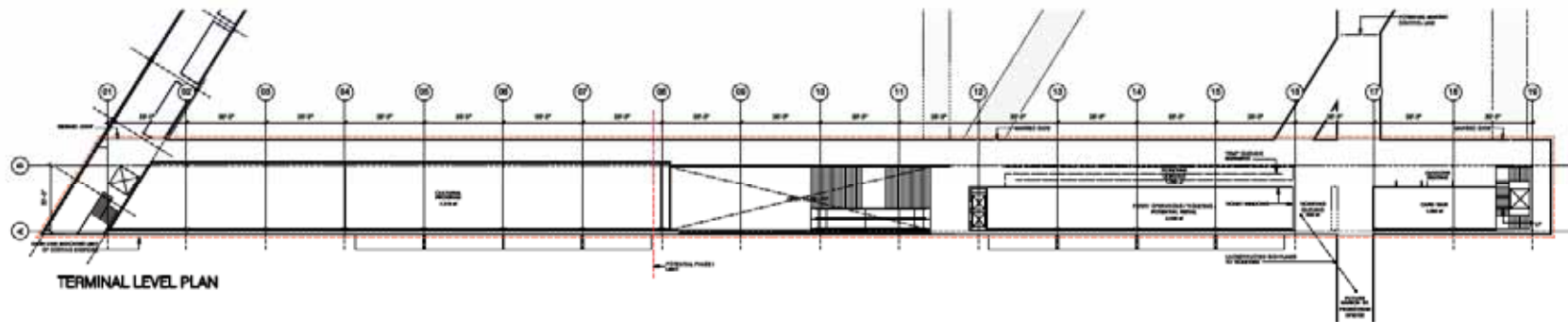
A CONCEPT FOR COLMAN DOCK

Working in collaboration with Washington State Ferries and King County Department of Transportation's Marine Division, the City of Seattle design team conceived a new plan for Colman Dock within the larger framework of the Washington Landings conceptual design.

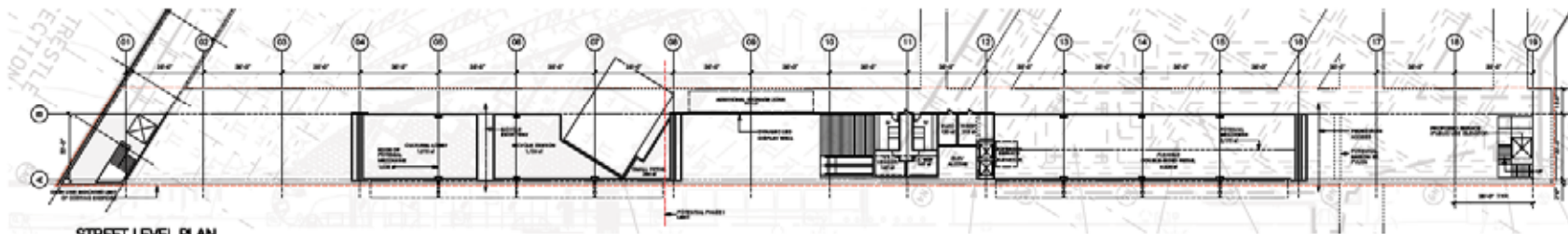
The new Colman Dock design features:

- A new terminal building oriented along the west edge of the pier that is more attractive and functional for waiting and loading passengers.
- A narrow, linear two-story entry building that creates a strong urban edge and presence along Alaskan Way, with retail and support functions.
- A new passenger-only ferry terminal with a covered waiting area and bridge connections to the main passenger terminal and the Marion Street pedestrian bridge.
- High-quality pedestrian entrances serving the main pedestrian flows: a new, wider and more level Marion Street Bridge connecting to First Avenue; a new entrance at Columbia Street connecting to the major transit stops at Alaskan Way and Columbia Street, and a new more generous entrance north of Marion Street serving passengers arriving and departing to the north.
- Relocation of vehicle queuing areas from north of Marion to the south of the existing dock, creating a new area of open water between Marion and Madison Streets, and providing longer more efficient vehicle queuing lanes on the south side of the dock.
- A continuous public access loop that allows the public to experience the ferry terminal and the bay at a number of locations, including a new public access view platform at the southwest corner of the dock near the POF terminal.
- A new promenade along the Alaskan Way frontage that creates a public gathering place appropriate for a major civic building and facilitates access to the dock by bicycle, taxi, transit, and passenger drop-off/pick-up from private vehicles.

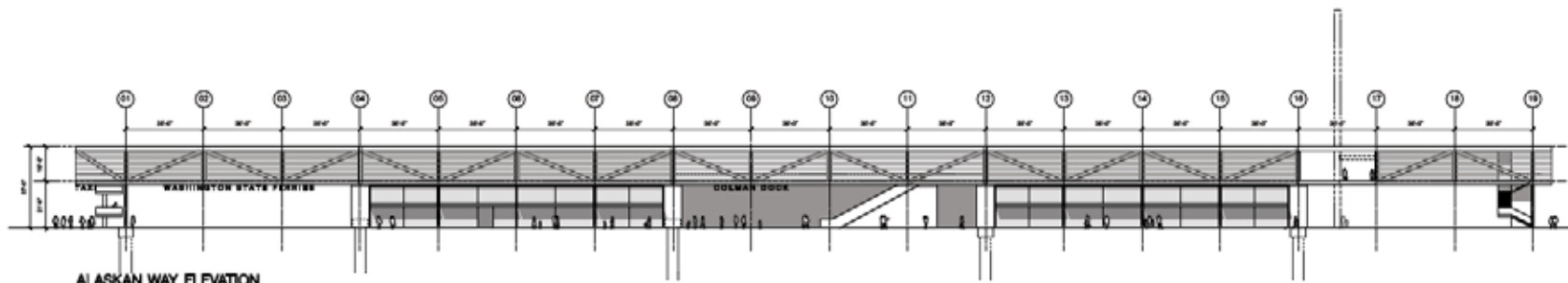




TERMINAL LEVEL PLAN



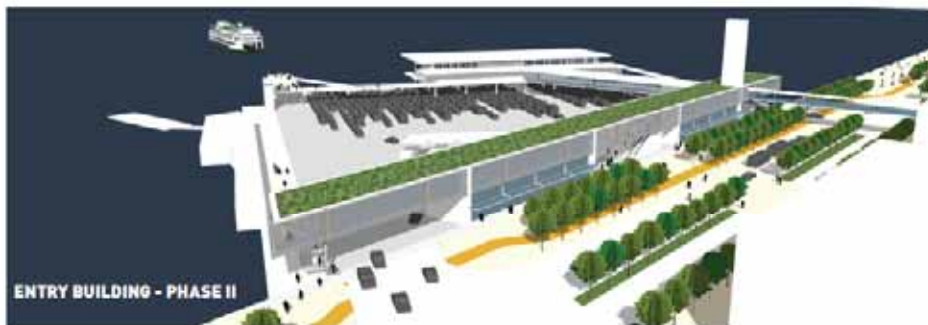
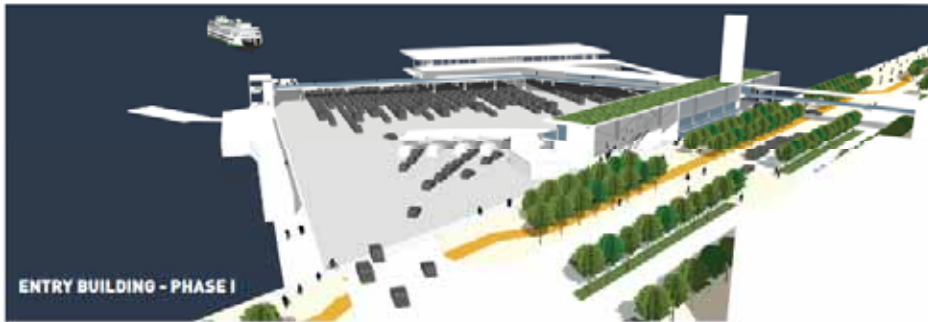
STREET LEVEL PLAN



ALASKAN WAY ELEVATION

COLMAN DOCK PHASING

The Colman Dock Entry Building has been conceived as a modular building that can be constructed in phases. In Phase I, the north half of the Frontage Building, with the Columbia and Marion Street entrances, is constructed along with the connection bridges to the Terminal Building that are essential for ferry operations. In Phase II, the Entry Building is extended south to the Yesler Way passenger entry. Additional pedestrian bridges connect the Entry Building to the public overlook.



COLMAN DOCK; FULL PROPOSAL

LEGEND

- 1 Entry Building
- 2 Proposed Washington State Ferry Terminal Building
- 3 Passenger-Only Ferry Terminal
- 4 Marion Street Pedestrian Bridge (replaces existing bridge)
- 5 Cycle Track
- 6 Columbia Street Transit Hub
- 7 Public Promenade
- 8 Public Overlook
- 9 Retail Frontage
- 10 Pedestrian Entrances
- 11 Public Access Walkway



2.2 PIONEER SQUARE WATERFRONT EXISTING CONDITIONS

An essential component of the Washington Landings project is the space between Colman Dock and the WSDOT-owned Pier 48 -consisting of both the open water between the piers and the waterfront linking the two piers. Currently it is a dispirited space - one filled with an aging pier uplands, a contaminated seabed, and a narrow waterfront sidewalk immediately adjacent to a roadway.

CURRENT CONDITION

A narrow waterfront sidewalk immediately next to a roadway.



WASHINGTON STREET BOAT LANDING

The Washington Street Boat Landing (WSBL) is a historical landmark built in 1920. It was in poor condition but is currently being restored .



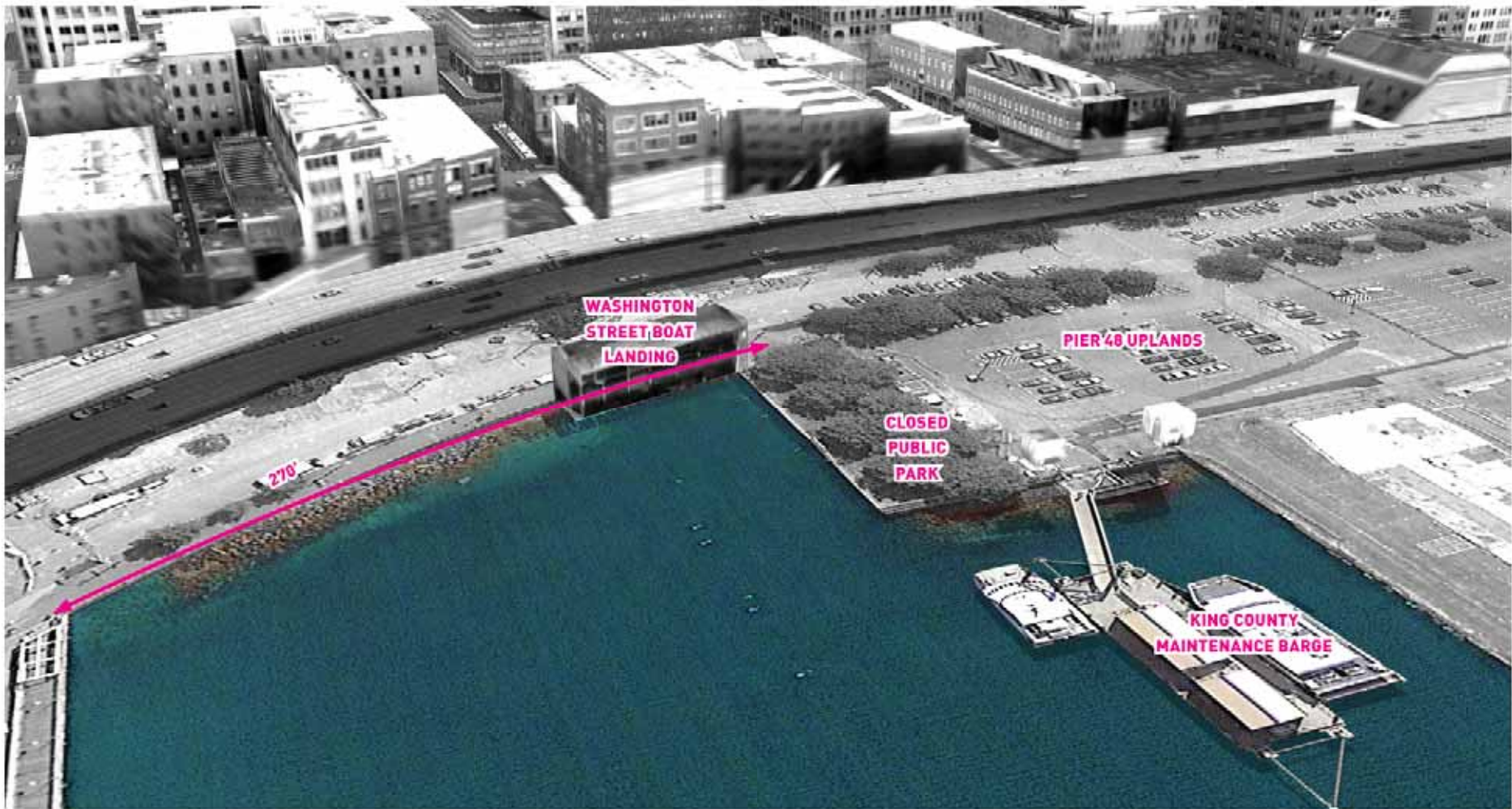
THE COVE



PIER 48 UPLANDS

Pier 48 uplands, currently utilized for parking and construction staging, were built over the remains of the historic informal Ballast Island and several industrial-era piers. A portion of the site is a public park, now closed due to structural deficiencies.





PIONEER SQUARE WATERFRONT CONCEPT

The Pioneer Square Waterfront will comprise the southern extension of the waterfront promenade, with promenade paving, furnishings, lighting and planting as well as 3 distinct public destinations:

- The Habitat Bench (part of the Elliott Bay Seawall project) on the north end, serving the Salmon corridor entrance to the seawall replacement project area and providing an opportunity to learn about the ecology of Elliott Bay;
- The Washington Street Boat Landing, connecting Occidental Park to the waterfront along Washington Street and the historic Little Crossing Over Place, and providing an opportunity for a food and beverage concession and historic interpretation;
- Ballast Beach, providing a public urban amenity for soft canoe landings, community recreation and small beach events, amidst industrial relics, a pile of rocks to signify Ballast Island, beach steps for sitting and viewing, beach pebbles and boulders and native plantings.

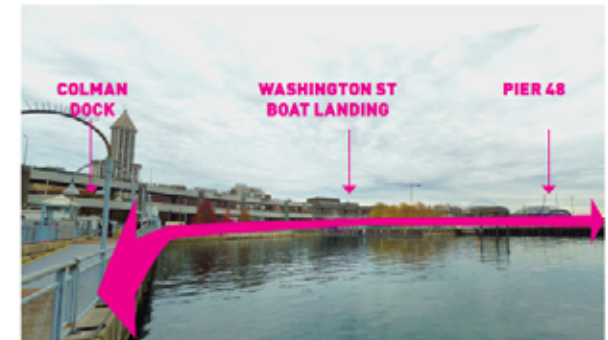
HABITAT BENCH



WASHINGTON STREET BOAT LANDING



THE COVE



BALLAST BEACH





PIONEER SQUARE WATERFRONT BALLAST BEACH

Ballast Beach provides a soft edge to the waterfront with public access to an intertidal landscape that serves as an intimate community beach park and event space. The northern edge of the Pier 48 uplands are carved back to allow for a pebble beach to extend south to Main Street. The grade difference between the top of Pier 48 and the proposed beach forms an amphitheater overlooking the beach with beach steps for seating and a mound of rocks to represent the remains of Ballast Island. A beach playground with fishing nets stretched between wood piles refers to the industrial history of the site. This beach will address contaminated sediment in both upland and in-water areas by removal, capping, or other mitigation techniques.

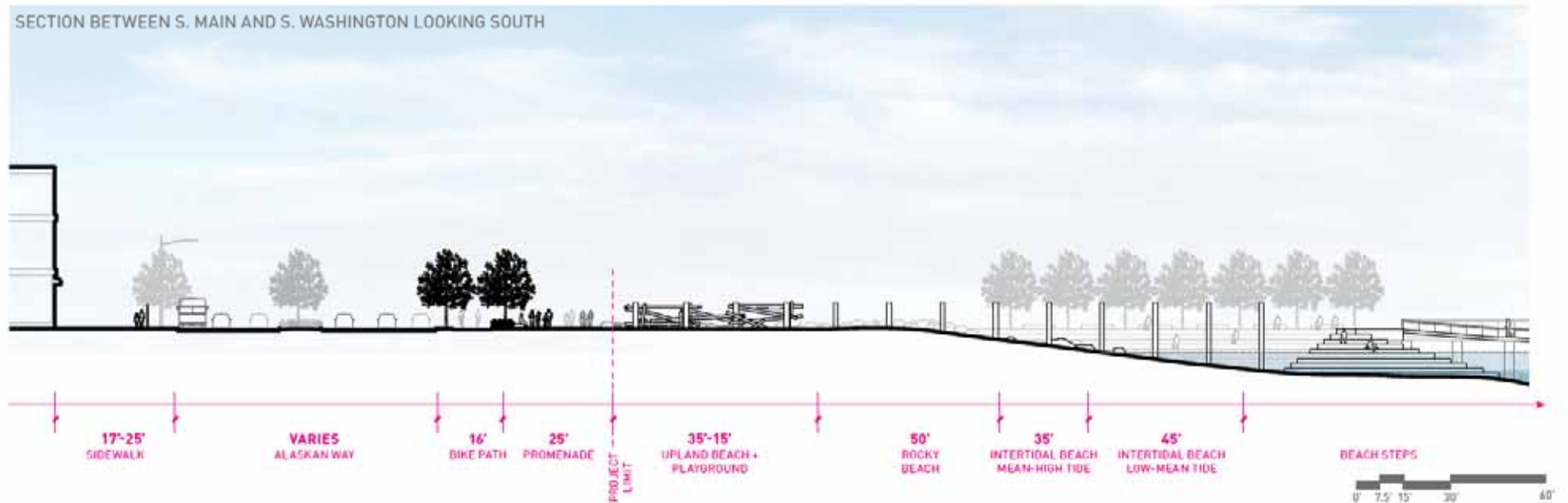




PIONEER SQUARE WATERFRONT PUBLIC PROMENADE

The Washington Landings project would allow the Waterfront Seattle promenade to extend south of the WSBL to Main Street and Pier 48, opening up views to the west that are obstructed by parking lots and chain link fences today. The promenade would continue the character of the waterfront "Tidelines" with exposed aggregate concrete, inlays, furnishings, lighting and plantings. The cycle track would remain as a buffer between the promenade and Alaskan Way. The promenade will serve as a primary link to the north along Colman Dock and the Historic Piers, as well as to the south along Pier 48 and Railroad Way to the Stadium District and SODO.

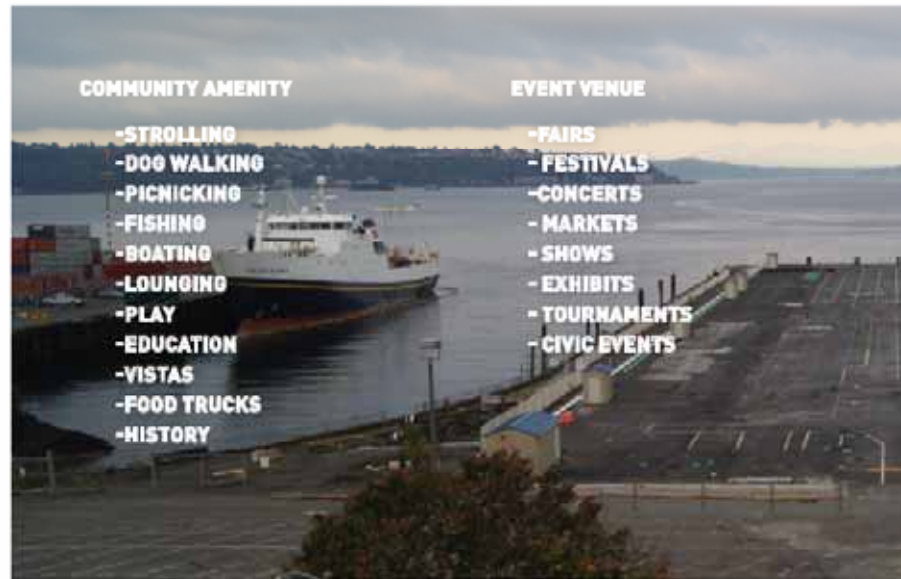
SECTION BETWEEN S. MAIN AND S. WASHINGTON LOOKING SOUTH



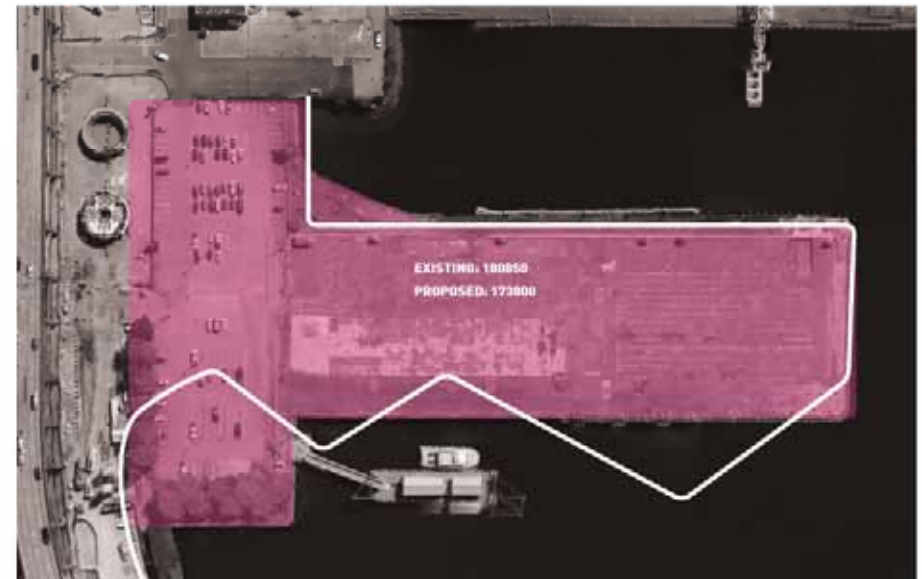


2.3 PIER 48

Pier 48 offers over four acres of flexible surface in a unique setting, with extraordinary panoramic views. It presents a unique and extraordinary opportunity to provide the community with a large public open space on the Seattle central urban waterfront with a variety of recreational amenities and event venue for all seasons. The existing pier is structurally unsound and needs to be rebuilt to take advantage of these opportunities.



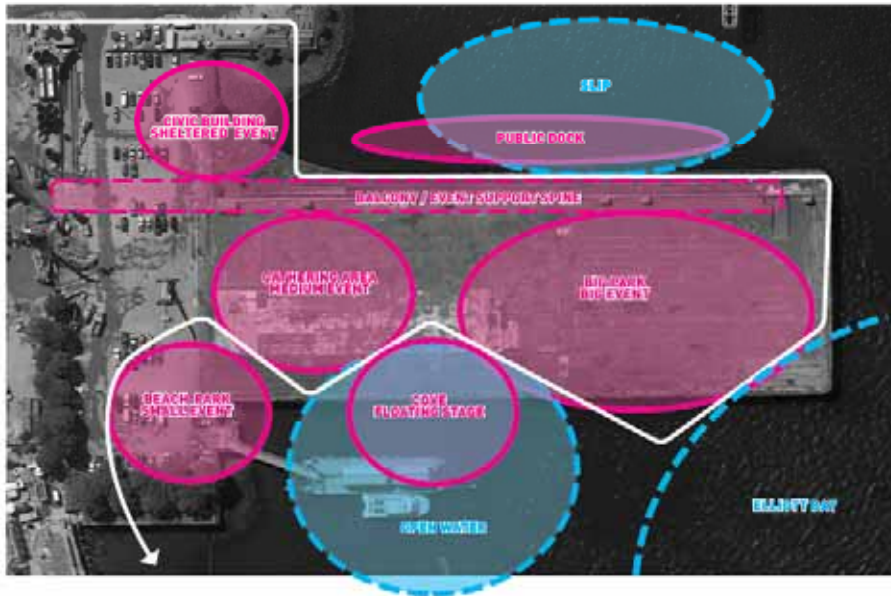
Overwater coverage impacts nearshore aquatic habitat by blocking sunlight, shading the seabed, and inhibiting the growth of aquatic vegetation. The coverage benefits non-native species and discourages salmonoids through the elimination of complex nearshore, shallow-water habitats. The proposed reshaping of Pier 48 not only removes overwater coverage, but focuses the bulk of the overwater coverage in deeper waters, revealing more nearshore habitat.



PIER 48

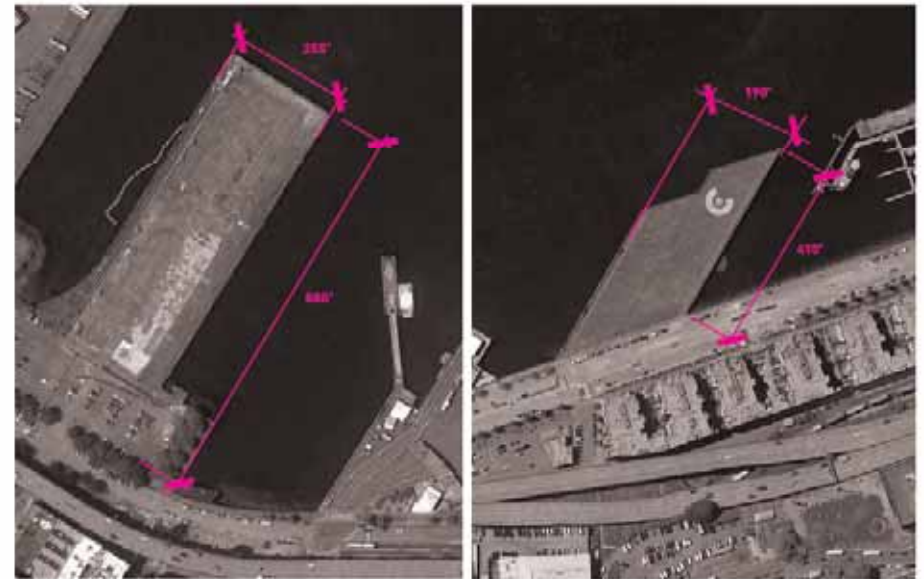
PROGRAMMATIC CONSIDERATIONS

Extensive research of similar urban waterfront public pier amenities has informed the program, layout and design of the open spaces. In order to leverage the wide array of opportunities the pier presents to the community and to allow for a variety of uses, the spaces need to vary in size, orientation, level of enclosure/exposure, aspect and orientation. At the same time, the pier needs to offer all the support structures, shelters, bathrooms, storage and infrastructure necessary to serve users and events.



PIER 48 + OVERLAY OF PROGRAMMATIC SPACES

Pier 62/63, in its capacity to host events and also function as a community amenity holds some programming precedent for Pier 48. Pier 48 is almost three times as large and has the potential to once again host events such as the Summer Nights Concert Series.

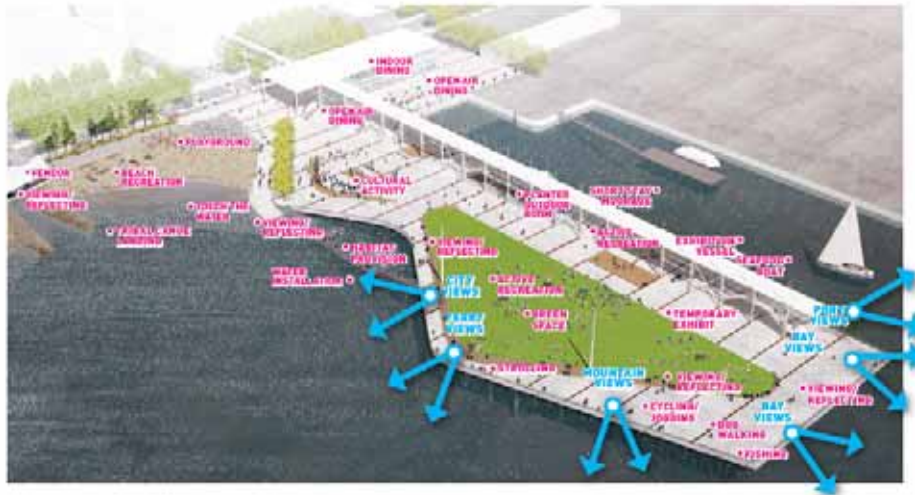


SIZE COMPARISON OF PIER 48 (5.1 ACRES) + PIER 62/63 (1.8 ACRES)

PIER 48

COMMUNITY AMENITY

Local residents and visitors alike will be able to enjoy daily activities such as strolling, picnicking, fishing, boating, lounging, informal and organized play, games, educational activities, water and city vistas, food trucks, and historical interpretation.



PIER 48

EVENT VENUE

Pier 48 has a variety of spaces to accommodate events of all types and sizes, from small events of 100-500 people all the way up to large events of 6000 people or more. The Headhouse pavilion and the Trestle create spaces for events sheltered from the elements. This variety of spaces ensures that the Pier will be utilized throughout the day and year for events of all types and scale: from neighborhood to region-wide. The variety of spaces and articulated edges accommodate a 'festival' format of multiple diverse simultaneous events. A roof structure extends the length of the pier to provide lighting and sound, to provide weather-protected space for stages and gathering, and to accommodate various support facilities such as green-rooms and restrooms.



PIER 48

ENTRY PLAZA

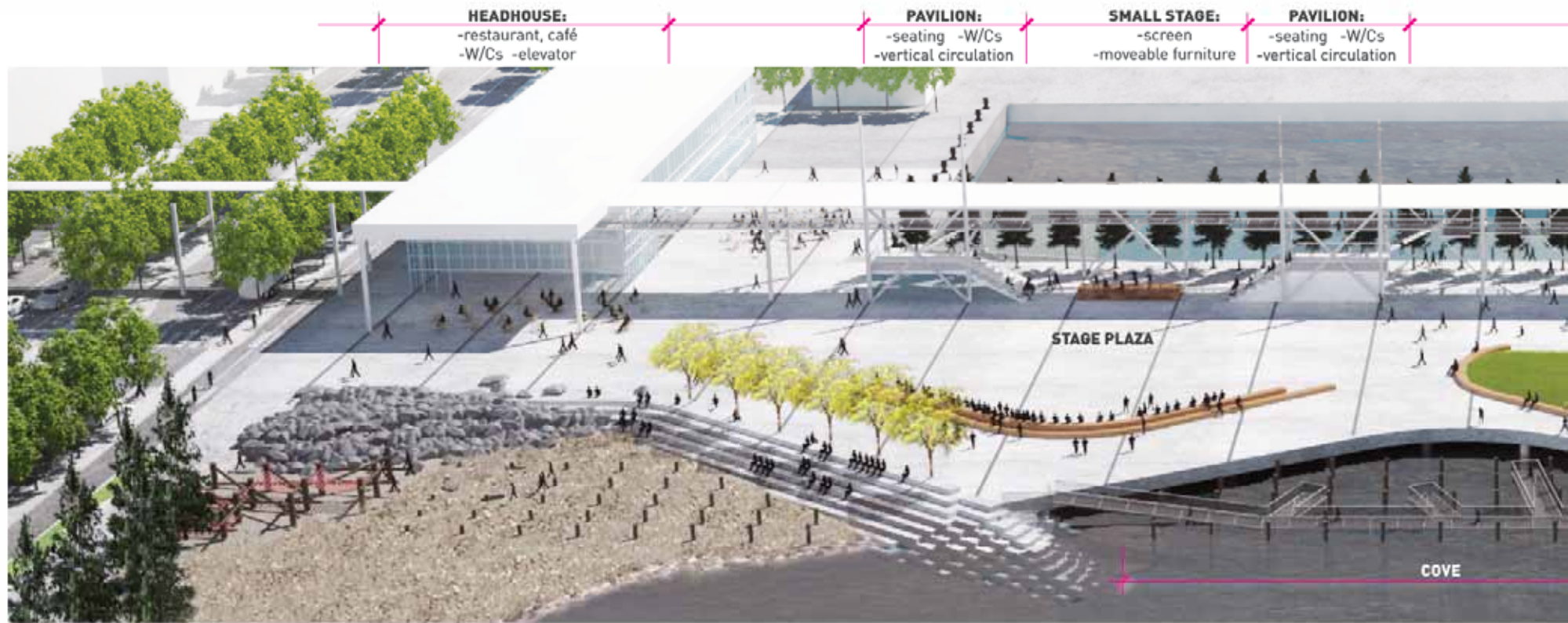
The City Side edge of Washington Landings creates an interface between the city and the waterfront, integrating and marking the transition between the two. Flanked by the Headhouse pavilion to the south and the Ballast Island beach to the north, the Entry Plaza creates a generous and direct connection from Main Street across Alaskan Way, through the promenade, and out onto Pier 48. A generous tabled intersection provides safe crossing from the Pioneer Square, International District, and Stadium District neighborhoods. Planting along the promenade and the Alaskan Way medians extend the riparian landscape into the street grid and the city. The Headhouse pavilion creates an urban street frontage along Alaskan Way and a canopied plaza provides an inviting and architecturally distinctive opening onto Pier 48.





PIER 48

STRUCTURES + SPACES



COVERED FLEX AREA

PAVILION:

- seating
- W/Cs
- vertical circulation

LARGE STAGE:

- stage
- lights, sound

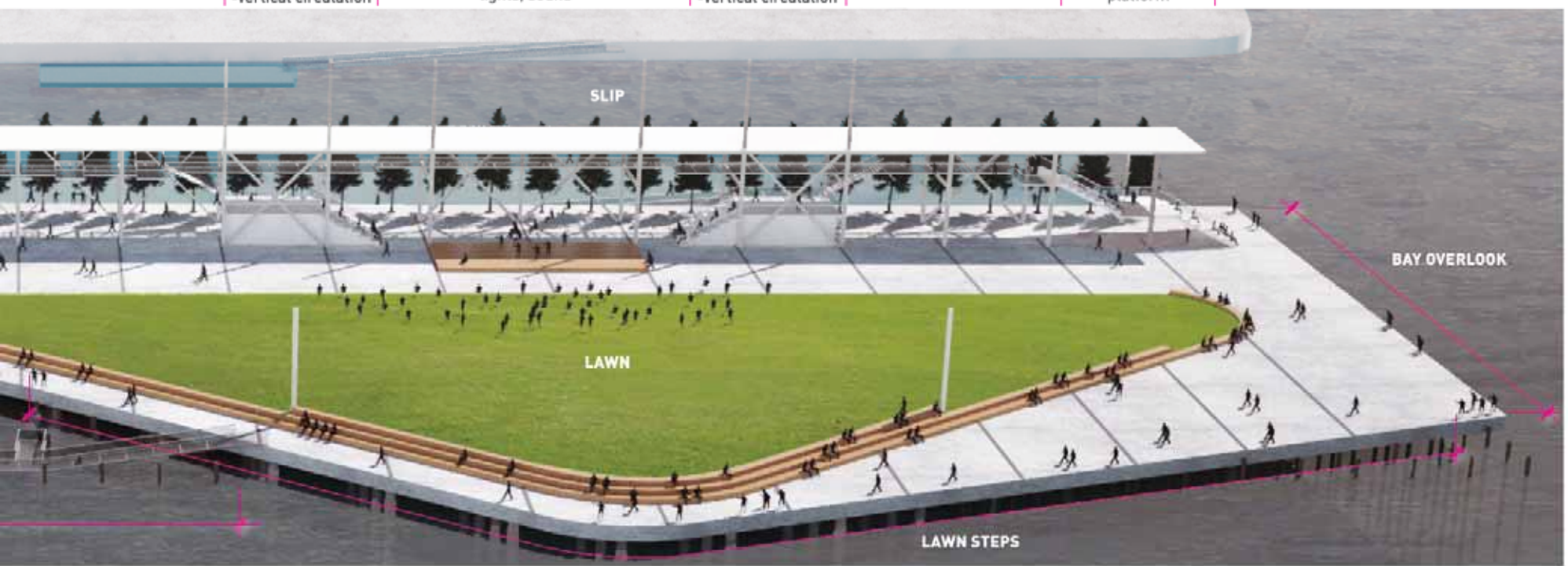
PAVILION:

- seating
- W/Cs
- vertical circulation

COVERED FLEX AREA

PROSPECT:

- viewing platform

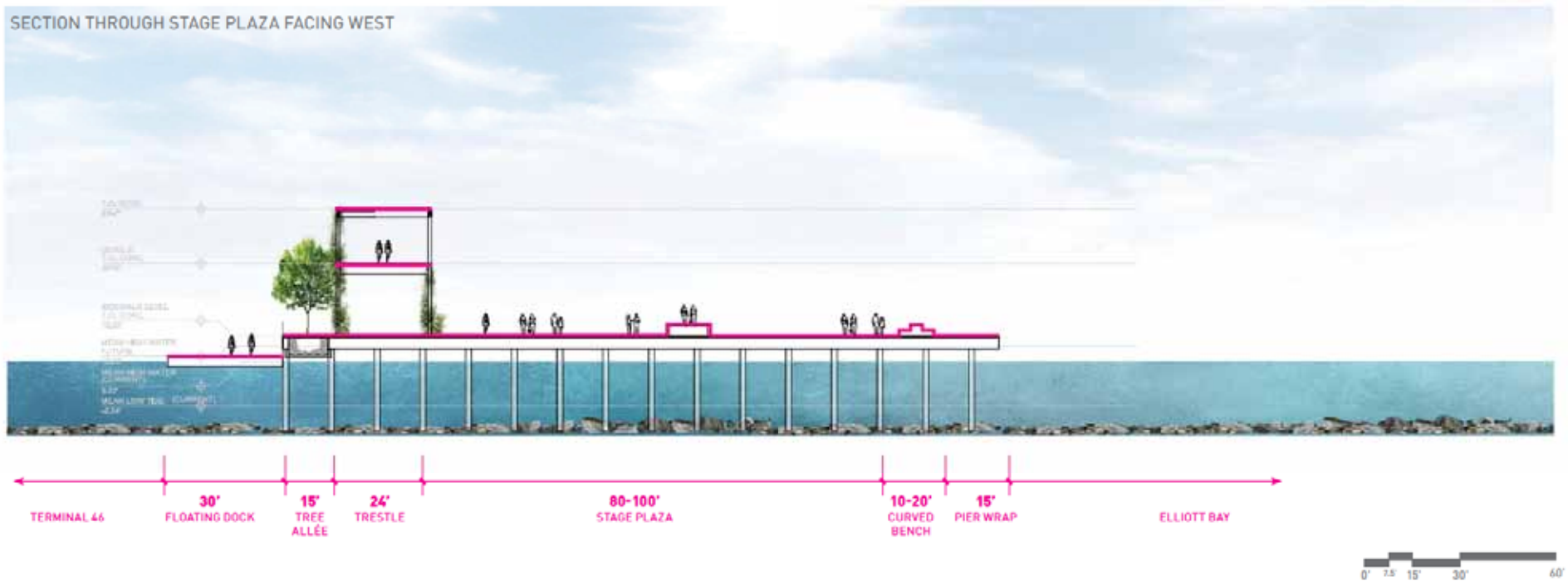


PIER 48

STAGE PLAZA

The Stage Plaza is nestled behind the beach, just beyond the entry to the pier and is flanked by a large tiered bench on the north and the Trestle to the south. The hardscaped surface can easily accommodate many functions: a small performance area, an informal gathering area, a place for sports, or various festival functions like food trucks, vendors, and market stalls.

SECTION THROUGH STAGE PLAZA FACING WEST

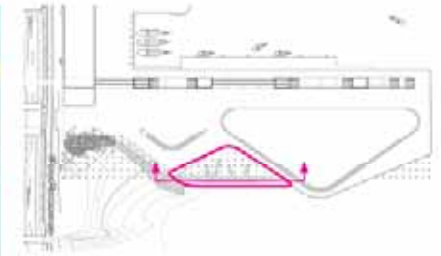




PIER 48

COVE

The Cove will provide the most intimate water experience on the Pier, positioning an open metal grating walkway below the Pier level, just above the high water line. A habitat bench constructed below the walkway will provide a home for a kelp bed ecology. Strategically placed seating and platforms will provide both outward looking views to the bay, and inward looking views to the habitat below.





PIER 48 LAWN PARK

The Lawn Park is a soft, flexible green space for active and passive uses. The Lawn is a place to picnic and relax, throw a ball and otherwise enjoy the panoramic views of the bay, the Port, the city and the mountains. The Lawn is shaped and sloped, creating an iconic green space that can host formal and informal events.



SECTION THROUGH LAWN PARK FACING WEST





SEATED CONCERT: 3000-5000 PERSON CAPACITY



STANDING CONCERT: 3000 -6000 PERSON CAPACITY

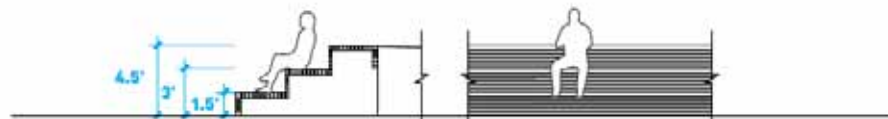
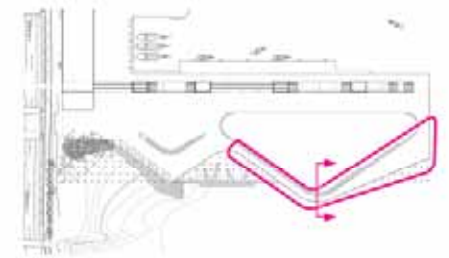


EVERYDAY COMMUNITY AMENITY

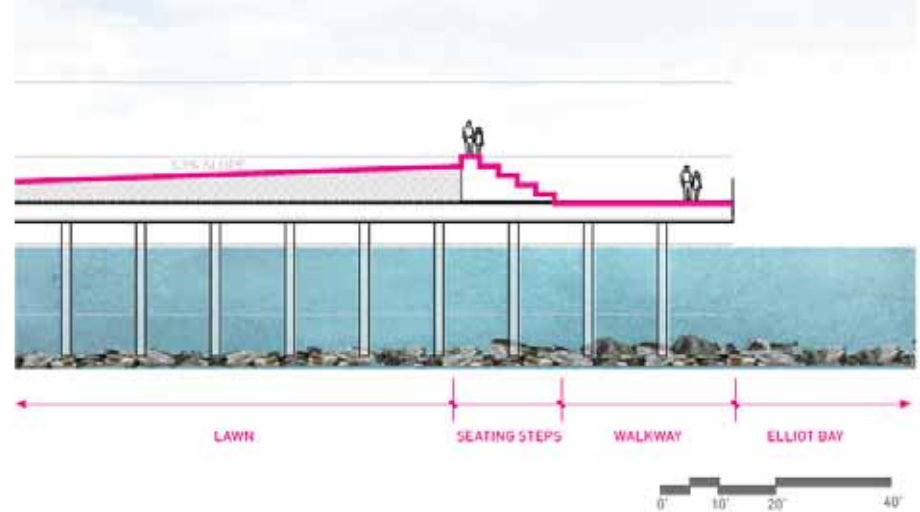
PIER 48

LAWN STEPS

The lawn is sloped to the south, elevating the North edge. This edge is lined with tiered seating steps that flank a 15'-0" wide path for viewing and strolling. The path is lined with a wood-topped balustrade that winds around the lawn edge, capturing vistas to the mountains, the bay, the city, and the ferries.



SECTION THROUGH LAWN STEPS FACING WEST





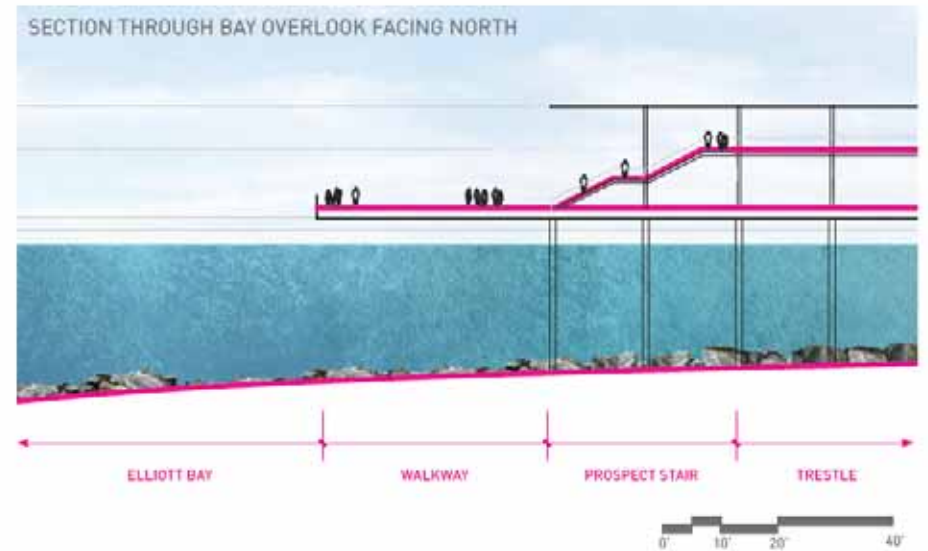
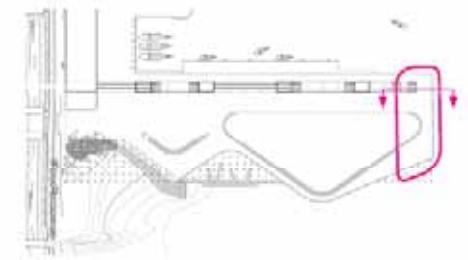
Waterfront Seattle





PIER 48 BAY OVERLOOK

The western end of Pier 48 affords unobstructed panoramic views of the bay, the port and the city. This space is large enough to accommodate small events as well as other community activities such as fishing, viewing, art installations, performances, and social gatherings.

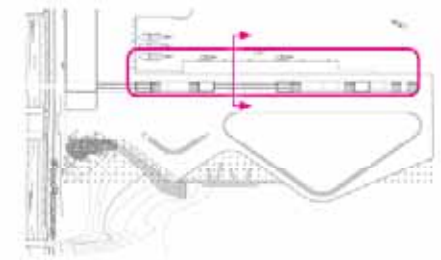




PIER 48

SLIP WALK + FLOATING DOCK

The south side of the pier is lined with trees and benches, allowing users to take in views of the port. This linear space also opens up into flexible, weather-protected, gravel-topped spaces that can accommodate flexible uses such as outdoor classrooms, food trucks, and play. It also features a large floating dock which provides opportunities to get closer to the water and also space for temporary boat mooring.

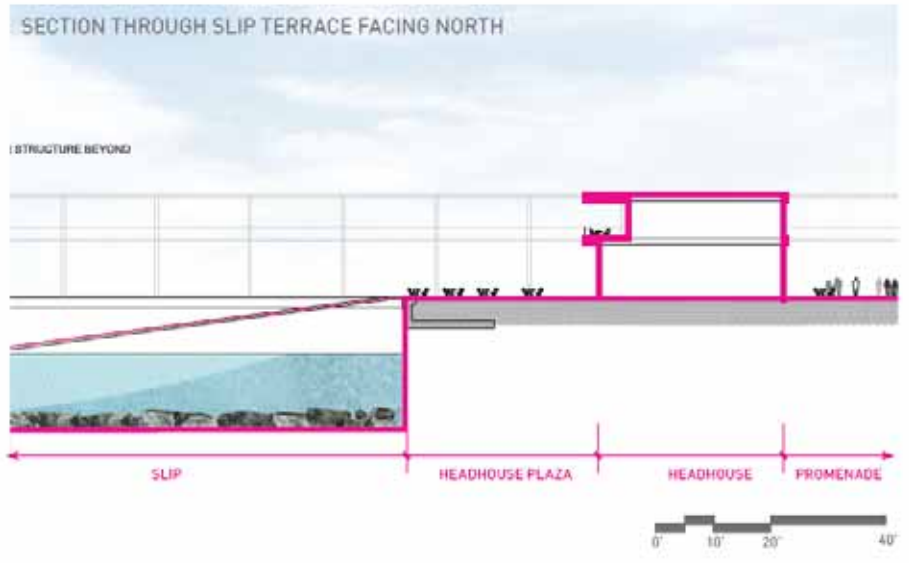
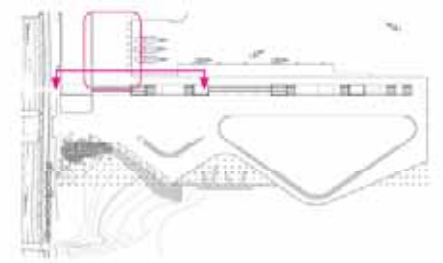




PIER 48

SLIP TERRACE

Adjacent to the Headhouse building, the pier slip provides more structured access to the water. The character of this space is inward facing towards the Trestle, pier, and headhouse in contrast to the outward facing character of the Pier end. A flexible plaza creates spaces for moveable furnishings and informal dining and gathering or for more formal outdoor dining events.





PIER 48 CULTURAL CENTER

Anchoring the southern end of the Seattle central waterfront, the Washington Landings Headhouse will function as a cultural center and community amenity. A tribal museum or a tribal cultural center is a possible use of the building. Like the industrial and commercial buildings that preceded it along the working waterfront, the architecture of the Headhouse is simple, efficient, and contemporary.

240' long by 75' deep, the building occupies the block of Alaskan Way between South Jackson Street and South Main Street. Three stories tall, its scale is compatible with the existing buildings it faces in Pioneer Square.

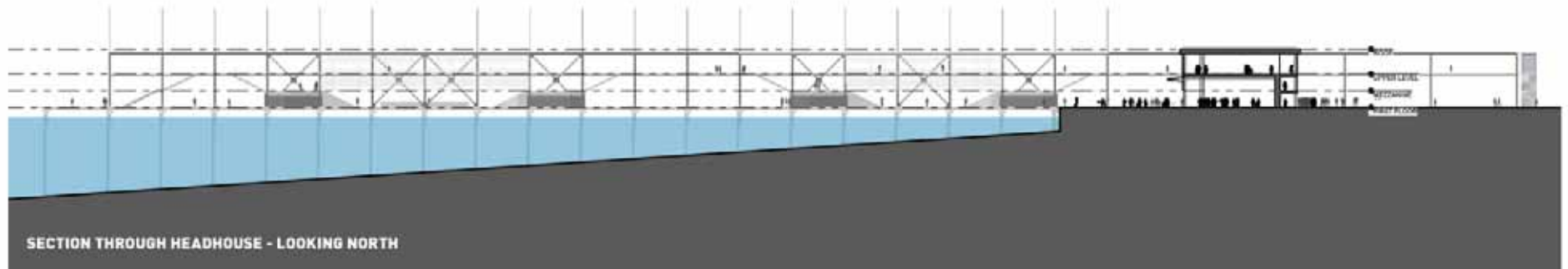
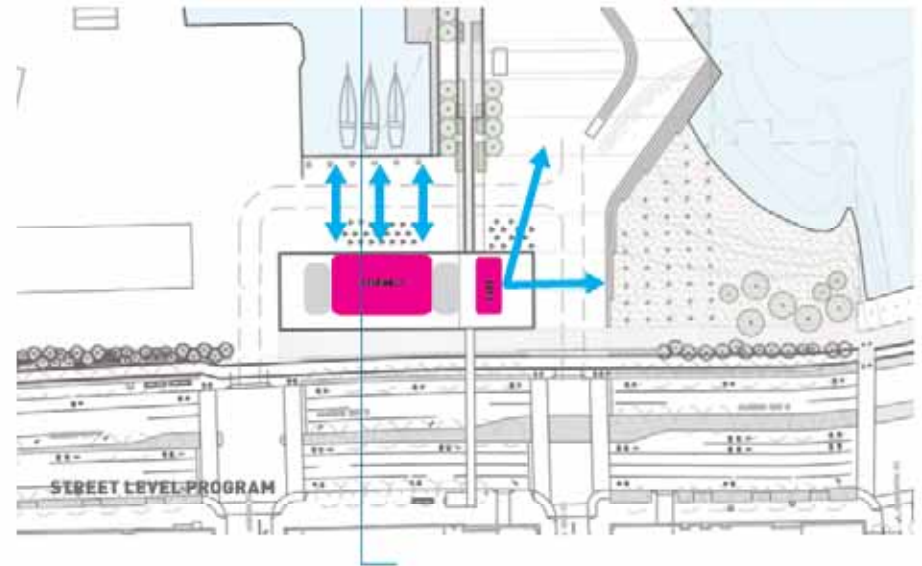
A material palette of steel and glass evoke the architecture of the nearby Port and maritime pier sheds. Inside, where it will be protected from the harsh marine environment, wood can be used to create visual warmth, while reflecting the historic Oregon Lumber Company, which operated a pier on this site in the 19th century.

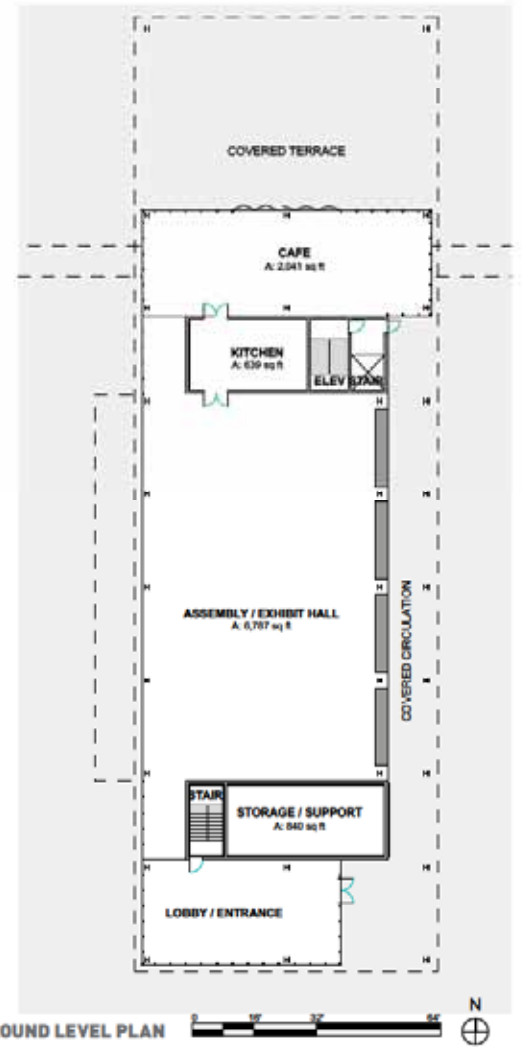




PROGRAM

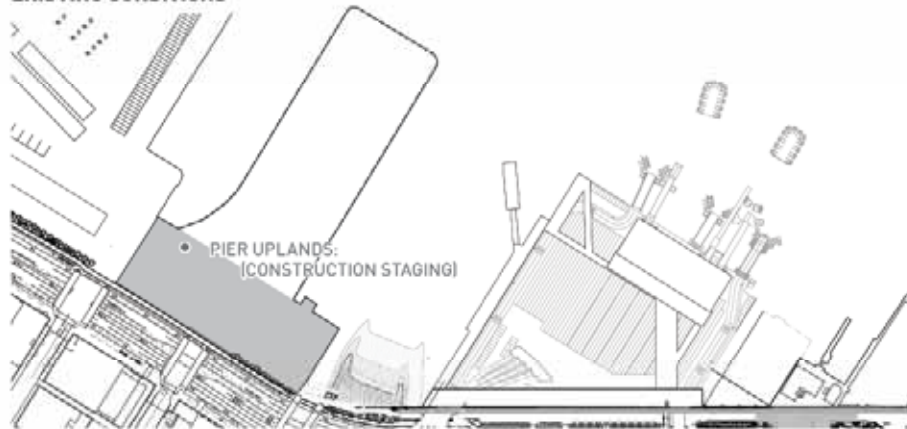
The Headhouse is comprised of three primary assembly spaces, organized around structural cores and a mezzanine level that accesses support spaces and connects vertical circulation. The Central Hall is located at grade and opens onto the west terrace through large, industrial hangar doors. Approximately 60'x96', this room offers a weather-protected, column free space for cultural programs and assembly. Above it, on the third floor, a large cultural space has a similar footprint, and looks out through large windows to the east and west. The space connects directly to the upper level of the trestle, which passed through the Headhouse. At the north end of the building is the Great Porch. This covered, outdoor space is approximately 75'x48' and serves as the figural entrance to the Pier for pedestrians arriving from the north and east. This space is activated by a cafe immediately adjacent to it within the building.



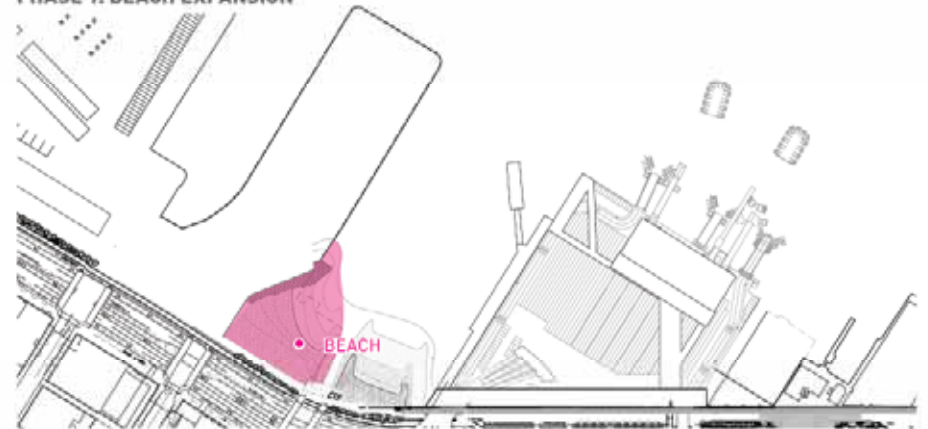


PIER 48 CONSTRUCTION PHASING

EXISTING CONDITIONS



PHASE 1: BEACH EXPANSION



PHASE 2: PIER UPLANDS + HEADHOUSE



PHASE 3: PIER CONSTRUCTION



OVERALL SITE PLAN



Waterfront Beattle





Waterfront Beakle

JAMES
CORNER
FIELD
OPERATIONS

