



PIONEER SQUARE STREET CONCEPT PLANS

03

04

05

06

PROCESS/ELEMENTS/CONDITIONS/STREETS



framework



EXECUTIVE SUMMARY

PROCESS, ELEMENTS, CONDITIONS & CONCEPTS CHAPTERS 3-6

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, businesses 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 cohesive vision they could potentially jeopardize the character and continuity of the neighborhood's distinct public realm. This document empowers the Pioneer Square community by serving as a guide for future streetscape improvements.

The first document focused on research and inventory of Pioneer Square's streetscape conditions. This second document starts with the Elements chapter, which includes an inventory of existing elements in the streets and provides a platform for recommendations, specifications and custom designs for elements in the Pioneer Square public realm. The visual catalogue demonstrates the range of elements and supports the existing Pioneer Square Preservation Board district guidelines.

The Conditions chapter includes a collection of unique streetscape conditions, from bridges to areaways to steep streets. A legible pattern of sidewalks, plantings, and intersections is critical to creating a cohesive identity in the public realm. Conditions in this section cover guidelines that apply to almost every street segment in Pioneer Square and can be implemented in tandem with transportation and development projects.

The Street Concept chapter provides detailed street plans for four streets. The streets were selected based on their critical function to the neighborhood, existing deficiencies and overlap with ongoing projects. This section will be incorporated in the City of Seattle's Right of Way Manual.

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Elements with Recommendations Only
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Sidewalks	Alley entries
Steep Slope Sidewalks	Bridgeways
Cross-Slope Sidewalks	Sidewalk Plantings
Block Corners	Bike Infrastructure
Street Crossings	One-way streets
Curbs	Accessibility
Areaways	

06 STREETS 83 - 135

1st Ave / 1st Ave S from Columbia St to Railroad Way S
2nd Ave Ext S from S Washington St to 4th Ave S
2nd Ave S from 2nd Ave Ext S to S King St
Yesler Way from Alaskan Way to 5th Ave

PROJECT TEAM

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SPECIAL THANKS

The Pioneer Square Street Concept Plans are made possible from the collective effort of Pioneer Square stakeholders. Neighborhood stakeholders shared valuable insights by attending open houses, reviewing documents, participating in surveys and walking the neighborhood. Seattle Department of Transportation staff and Pioneer Square Preservation Board staff and volunteers provided support and guidance in the overall direction and fine-tuning of the plans. Additional thanks goes to Lighthouse for the Blind and Feet First.

Funding was made possible in part with support from the Office of Economic Development's Only in Seattle Initiative and the Pioneer Square Business Improvement Area.





SHARE
THE
SQUARE



PIONEER
SQUARE

PUBLIC
PARKING

P

2

SHARE
THE
SQUARE

POLICE
DEPT.
VEHICLES
ONLY

P

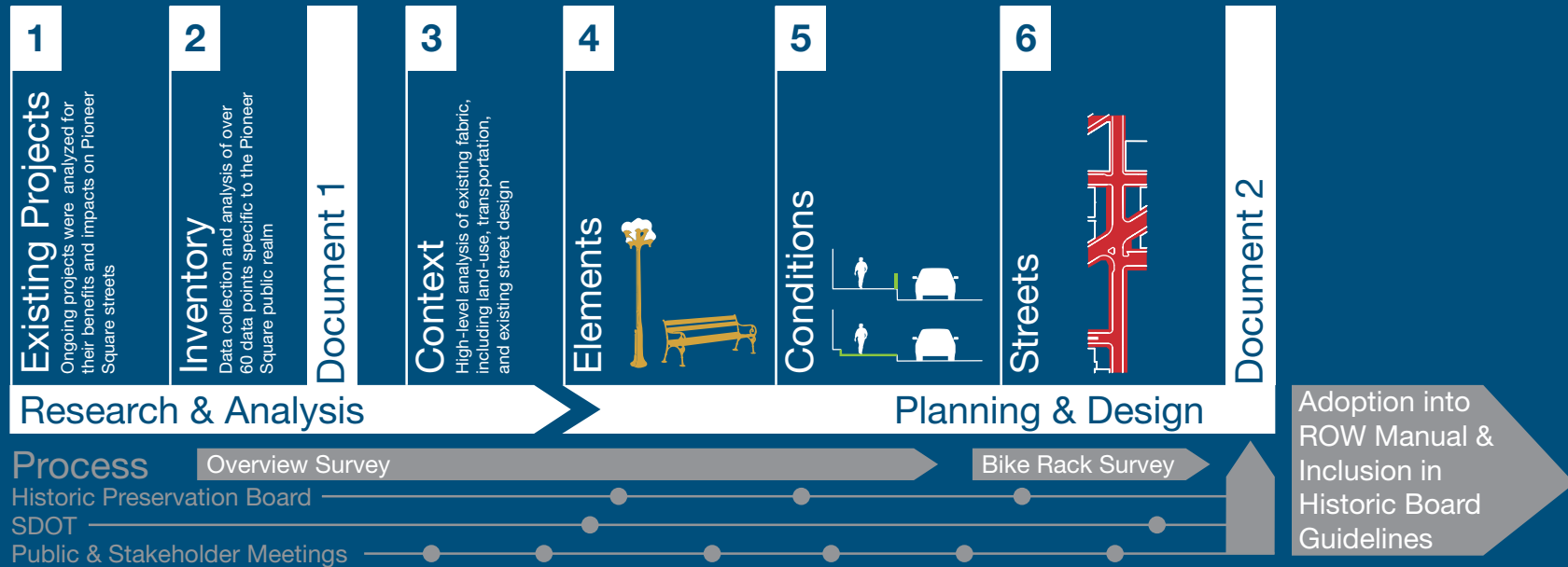
STOP

206-ZRM

8

03

PROCESS



PROJECT GOALS

THE ROLE OF A STREET

Pioneer Square has no shortage of amenities. Early 20th century buildings, original squares and parks, and a rich narrative grace this humbly historic district. The role of the street in this neighborhood is not to star, but to support and heighten what already makes Pioneer Square a great place, and to enable tourists, residents, and workers alike to be comfortable and inspired.

GOAL 1: COHESIVE NEIGHBORHOOD-WIDE IDENTITY

Pioneer Square is distinct and identifiable. The district should feature a consistent Pioneer Square-specific palette and organization that permeates every street. It should be recognizable with a character that celebrates its unique narrative.

GOAL 2: DESIGN THAT WORKS FOR ALL

Pioneer Square is for everybody. Regardless of ability or mode of transportation, Pioneer Square should be highly accessible. Sidewalks should be de-cluttered and provide easy access. Streets should be safe and easy to cross. Bike routes should be desirable and clearly demarcated.

GOAL 3: IMPLEMENTABLE NEXT STEPS

Pioneer Square is undergoing change. Successful street concepts not only provide a vision, but are grounded in the reality of public and private process. The guidelines should be a toolkit of components that are specific to the neighborhood yet adaptable for each street and block. They require consistency with SDOT and Historic Board recommendations in order to be impactful.

DESIGN APPROACH - 3 SCALES

SCALES OF THE PUBLIC REALM

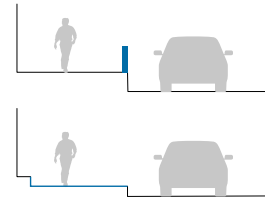
This project provides a set of neighborhood-wide design guidelines and complete street concepts for four critical streets. The design guidelines break the neighborhood into its critical components: elements and conditions.

The elements are physical objects within the streetscape and include materials and site amenities. The conditions are spatial strategies for Pioneer Square specific situations: street crossings, bridgeways, bike infrastructure, etc. The street concepts account for and apply elements and conditions to create a holistic experience from block to block.



THE ELEMENTS

RECOMMENDED PIONEER SQUARE MATERIAL
PALETTE AND AMENITIES



THE CONDITIONS

SPATIAL STREETSCAPE STRATEGIES TO RETAIN
AND REINFORCE HISTORIC CHARACTER WHILE
MEETING CONTEMPORARY NEEDS



THE STREET CONCEPTS

CREATING A CONNECTED HOLISTIC EXPERIENCE
ACROSS THE PIONEER SQUARE NEIGHBORHOOD

OUTREACH

EVENT

When: Tuesday November 17, 12pm-3pm

Where: Grand Central Atrium (relocated from Occidental Park due to weather)

Posters displayed research findings and introduced critical aspects of the project. Community members were encouraged to meander the boards and discuss their concerns regarding the public realm in Pioneer Square with members of the Alliance and design team. Participants pinned specific locations of critical importance and left comments regarding their concerns and wishes for the neighborhood.

Selected Community Comments

“Hire a PSQ artist to design a cool PSQ bike rack”

“Need active street life east of 2nd Ave Ext”

“Sidewalk stations will help my business”

“2nd at 2nd Ave Ext is confusing for pedestrians”

“Like the idea of alley crossings”

“Bridgeway is a popular smoking spot”





PUBLIC SURVEY

INTENT

The survey was designed to collect feedback on elements and streets. Users were able to convey their level of satisfaction with existing elements and to add individual comments. For streets, users were given a map of the four designed streets (1st Ave, 2nd Ave S, 2nd Ave Ext S, and Yesler Way) and asked to identify strengths and weaknesses for each.

RESULTS OVERVIEW

They survey had 50 respondents, almost all of whom live or work in Pioneer Square. The survey was distributed via Survey Gizmo via the Alliance monthly newsletter, general email list by cards placed in local businesses. A large majority bus, bike, or walk to access Pioneer Square.

There was a strong desire for more shelter, bike racks, and parklets. Major issues were noted with the condition and quality of sidewalks, hinting at neighborhood-wide issues with accessibility. Users were most content with historical markers, street trees, and restaurant seating.

1st Ave was viewed most favorably, with high marks for activity, street trees, and history. The other streets were less popular, yet each liked for specific attributes: 2nd Ave S for quiet spaces and views, 2nd Ave Ext for bike lanes, and Yesler Way for views and history. All streets received low marks for overall cleanliness and organization. Each street had undesirable features that rose to the top: 1st Ave for gridlock and seating, 2nd Ave S for lack of shelter and seating, 2nd Ave Ext S for high speed traffic, and Yesler Way for unsafe intersections and general undesirability.

Individual feedback revealed general and specific concern regarding accessibility, lack of shelter, historic preservation, clutter, and identity. Many comments addressed concerns regarding homelessness in Pioneer Square.

Pioneer Square Street Concepts Plans

ELEMENTS

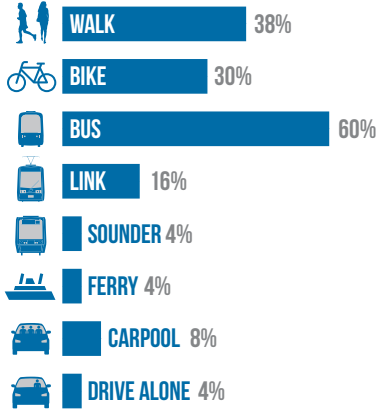
3. What are your thoughts about the following streetscape elements in Pioneer Square?

	Plenty and good condition	Plenty and poor condition	Neutral	Not enough
Benches and seating	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street Trees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Planter boxes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historic markers and signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public art	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian wayfinding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outdoor restaurant seating	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sheltered areas (from rain, sun)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessibility: curb ramps	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessibility: cracked sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus Shelters	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike racks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parklets (sidewalk extension or parking spot conversion that provides more space and amenities for people using the street)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trash cans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text" value="Enter another option"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text" value="Enter another option"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

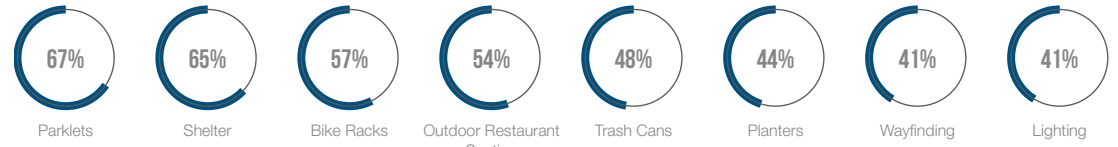
4. Do you have any additional thoughts regarding elements in Pioneer Square?

[Back](#) [Next](#)

50%



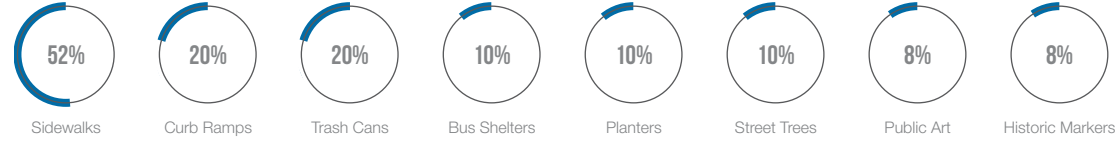
What elements are there not enough of?



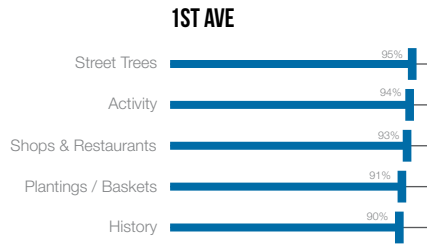
What elements are in good condition?



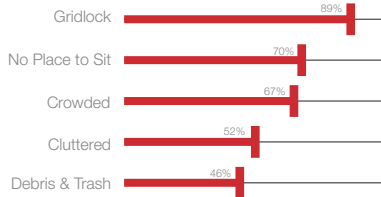
What elements are in poor condition?



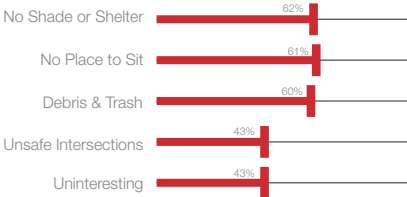
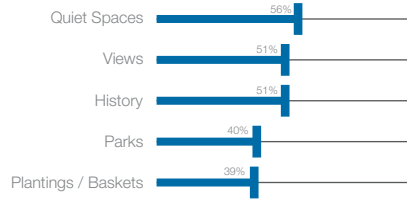
What are your favorite attributes of this street?



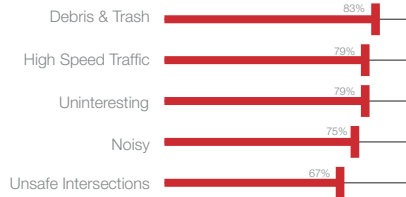
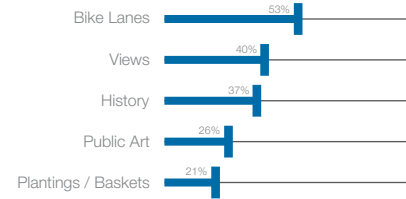
What are the least desirable attributes of this street?



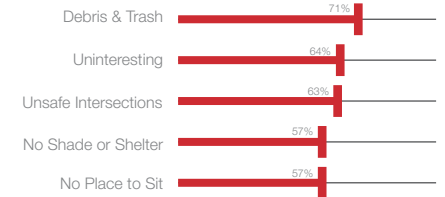
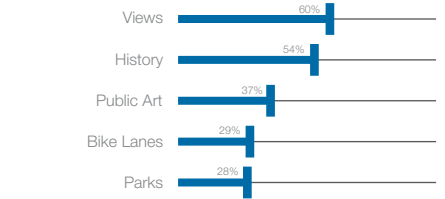
2ND AVE S



2ND AVE EXT S



YESLER WAY



RESEARCH

Many projects have been and are currently developing in the Pioneer Square neighborhood of Seattle. While they have wildly different scopes and impacts, each should be considered for the redesign of Pioneer Square streets.

To review the full analysis of projects in Pioneer Square, visit:
www.issuu.com/weareframework/docs/08132015_pioneer_square_document



MAP KEY

- PIONEER SQUARE
- WATERFRONT PROJECTS**
- COLMAN DOCK PROJECT
- ELLIOTT BAY SEAWALL PROJECT
- SEATTLE WATERFRONT PROJECT
- TRANSPORTATION PROJECTS**
- ALASKAN WAY TUNNEL
- BIKE LANES
- PRONTO BIKE SHARE LOCATIONS
- FIRST HILL STREETCAR
- CENTRAL LINE/FIRST AVE STREETCAR
- MAJOR TRUCK STREETS
- THIRD AVE CORRIDOR
- NEIGHBORHOOD PROJECTS**
- ALLEY NETWORK PROJECT ALLEYS
- ALLEY CORRIDOR PROJECT ALLEYS
- DOWNTOWN SEATTLE PUBLIC SPACES STUDY - FOCAL AREAS
- KING STREET STATION AREA
- LIVABLE SOUTH DOWNTOWN PLAN
- PEDESTRIAN GATEWAYS
- RETAIL CORE
- TRANSIT HUBS
- PIONEER SQUARE PRESERVATION DISTRICT & 2020 NEIGHBORHOOD PLAN
- STADIUM DISTRICT STUDY
- PERMITS - ADDITIONS / ALTERATIONS
- PERMITS - CONSTRUCTION / DEMOLITION
- CITYWIDE PROJECTS**
- EXISTING CITY PARKS
- WATERFRONT PARK, PROPOSED
- EXISTING PARKLET
- PROPOSED DENNY SUBSTATION TRANSMISSION LINES

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

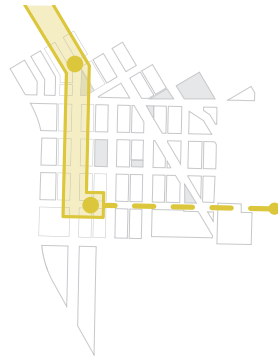
ONGOING PLANS

SEATTLE WATERFRONT



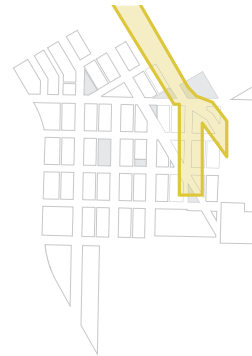
Redesign of the waterfront within the Alaskan Way/SR99 right of way between King Street and Battery Street, including the redesign of S Main and S Washington St in Pioneer Square. The project will create a major destination along the waterfront, and presents an opportunity to create stronger EW pedestrian corridors through the neighborhood.

FIRST AVE STREETCAR



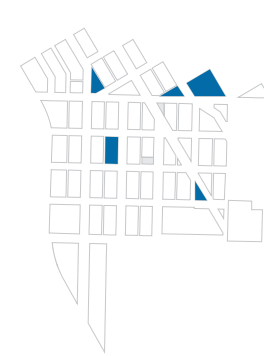
The First Ave Streetcar is planned to extend from Westlake Station to King Street Station, via First Ave and S Jackson St. The project will drastically change the use and feel of First Ave in Pioneer Square, and presents an opportunity to create a pedestrian and transit focused commercial street.

THIRD AVE CORRIDOR



The Third Ave Transit Corridor Improvements Project is part of a larger plan to create a more vibrant and welcoming urban environment between Denny Way and S Jackson St. The project presents an opportunity to rethink and reconfigure critical pedestrian connections at Yesler Way and 2nd Ave Ext S.

PARKS & GATEWAYS

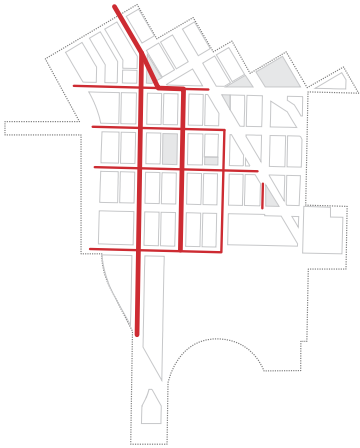


The Parks & Gateways project is tasked with improving the function and vitality of critical open spaces in Pioneer Square. The project presents the opportunity to create strong integration between streets and open spaces along Yesler Way and 2nd Ave Ext S.

TRANSPORTATION

Pioneer Square is a major hub for numerous modes of transportation, punctuated by King Street Station and Coleman Dock. The options present an opportunity to integrate diverse modes of transportation and create links across streetscapes.

PED



The pedestrian network in Pioneer Square strongly favors the west half of the neighborhood, centered around the Occidental Ave S. 2nd Ave Ext S functions as a major pedestrian barrier restricting movement EW while 1st Ave suffers from overcrowding and insufficient sidewalks.

BIKE



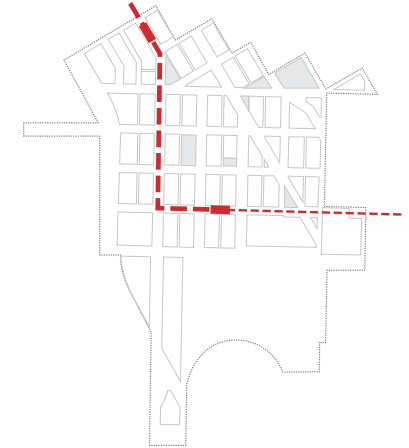
The existing bike network is a patchwork of shared roads, street-side bike lanes, and cycletracks. Current plans seek to prioritize bicycle traffic on existing and proposed cycletracks along 2nd Ave / 2nd Ave Ext S (NS) and Yesler Way (EW).

METRO



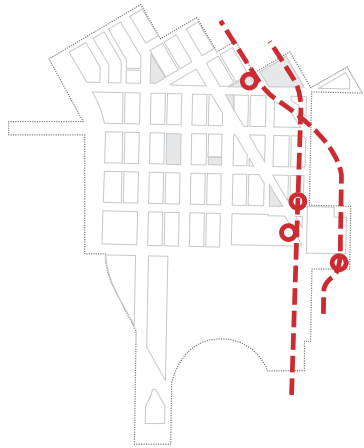
Metro bus traffic is concentrated on Third Ave and Fourth Ave, with secondary bus traffic on 2nd Ave / 2nd Ave Ext S.

STREETCAR



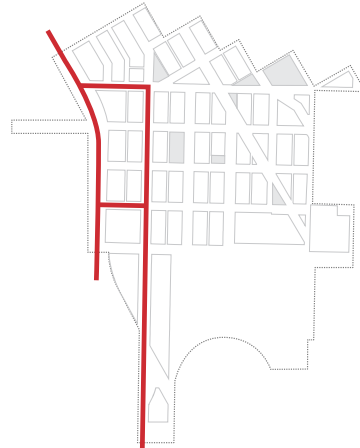
The First Hill streetcar currently runs from Capitol Hill to S Jackson St in Pioneer Square. The proposed 1st Ave Streetcar will run from Westlake Center and stop twice in Pioneer Square.

LIGHT RAIL & HEAVY RAIL



King Street Station and Union Station are major terminals for heavy rail, commuter rail, and light rail. An additional light rail stop is located at Prefontaine Place at 2nd Ave S and Yesler Way. All rail lines run underground through Pioneer Square and Downtown.

FREIGHT



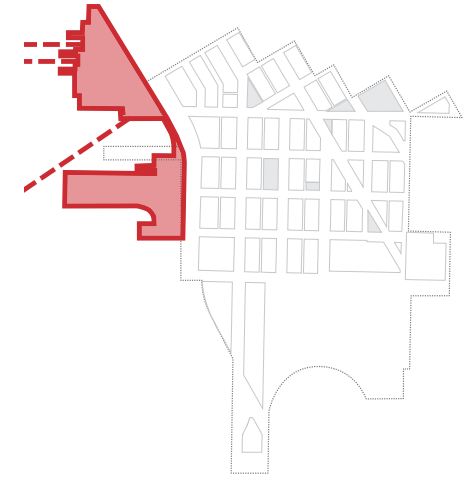
The current freight master plan highlights Alaskan Way, 1st Ave, and segments of S Jackson St and Yesler Way as Major Truck Streets. After the construction of the First Ave Streetcar and the completion of the Seattle Waterfront, freight traffic is expected to shift off of 1st Ave and concentrate on Alaskan Way.

VEHICLES



4th Ave and 2nd Ave / 2nd Ave Ext S are major one-way NS arterials in and out of the city, while 1st Ave experiences significant through traffic. S Jackson St is the major EW arterial.

FERRY



in 2013, Coleman Dock had 8.5 million riders including 4.4 million foot passengers. While Alaskan Way is the primary NS vehicular access point, Yesler Way, Columbia Street, and Marion Street are major EW connectors to the terminal.



RAPIDRIDE

Leslie

No person or anything else on the shelter. NO STOP! NO PERSONS OR

Leslie

04

ELEMENTS

Pioneer Square has a rich legacy of well crafted materials and amenities. These elements serve functional uses and support a visual and tactile palette that is synonymous with the Pioneer Square Historic District. Phase 1 of the Pioneer Square Street Concept Plan project started with an expansive inventory of all the existing elements in the streets from benches to paving materials. This inventory created the basis for a visual catalogue demonstrating the range of elements in the public realm today. In depth historical photo research expanded this inventory to build an understanding of how to accurately engage in the historic qualities of the Pioneer Square district. This research created the basis for developing recommendations, specifications and custom designs for elements, with the goal of being adopted into the Pioneer Square Historic Board Guidelines.

How this section can be used

This section provides guidance with how to treat existing elements and provides a cohesive palette to be used for current and future developments and street projects.

EXISTING ELEMENTS



PHASE 1 INVENTORY & RESEARCH DOCUMENT

To review the full inventory of elements in the public realm, visit:

www.issuu.com/weareframework/docs/08132015_pioneer_square_document

EXISTING STREETSCAPE ELEMENTS DOCUMENTED IN INVENTORY REPORT

HISTORIC TRAFFIC LIGHTS
BUS SHELTERS
A-BOARD SIGNS
TREES AND TREE PITS
PUBLIC ART
UTILITY BOXES
DRINKING WATER FOUNTAINS
HISTORICAL MARKERS
SEATING
AWNINGS / CANOPIES
BOLLARDS
GLASS BLOCKS
PEDESTRIAN LIGHTING
PUBLIC AND PRIVATE WASTE
CONTAINERS
NEWSPAPER RACKS
STAND ALONE MAILBOXES*
PARKING METERS*
FIRE HYDRANTS*
PAY PHONES*
BIKE RACKS
RAISED PLANTERS
PAVING MATERIALS

**These elements are not given design recommendations or specifications in this report because federal guidelines direct their design.*

STRATEGY

Elements in the public realm have been selected with guidance from the Alliance for Pioneer Square, Seattle City departments, the Pioneer Square Preservation Board, and community stakeholders to provide recommendations, specifications, or custom designs that will expand the qualities and characteristics unique to Pioneer Square into the public realm.

GOALS

+ CREATE AN IDENTITY FOR PIONEER SQUARE

+ EASY TO MAINTAIN & INSTALL

+ RECOGNIZABLE IDENTITY, BUT NOT DISTRACTING

+ RELATE TO HISTORIC PIONEER SQUARE CHARACTER/MATERIALS



RECOMMENDATION ONLY

Recommendations provide guidance for selection of appropriate public realm elements.

HISTORIC TRAFFIC LIGHTS
BUS SHELTERS
A-BOARD SIGNS
TREES
PUBLIC ART
UTILITY BOXES
DRINKING WATER FOUNTAINS
HISTORICAL MARKERS
ADA WAYFINDING+
ARCHITECTURAL UPLIGHTING+
SEATING
AWNINGS / CANOPY



SPECIFICATION

Specifications provide detailed standards to direct selection of elements.

BOLLARDS
GLASS BLOCKS
PAVING MATERIALS
PEDESTRIAN LIGHTING
WASTE CONTAINERS
NEWSPAPER RACKS



CUSTOM DESIGN

Custom designed elements were developed specifically for the Pioneer Square neighborhood to be both unique and fit within the historical context of the neighborhood through material and craftsmanship, while meeting contemporary urban uses.

BIKE RACK
ALLEY MARKER+
PLANTERS
TREE PITS FENCE+

+These elements were not included in the Pioneer Square Research & Inventory Study but were added as elements to address in this report due to stakeholder and community input.

HISTORIC TRAFFIC LIGHTS

“Seattle has the nation’s largest collection of historic traffic lights, concentrated in the Pioneer Square district.”

Barret Williams

National Historic Streetscape Society



EXISTING

Pioneer Square has a unique set of historic traffic lights from a range of time periods that add to the character and quality of the public realm.

RECOMMENDATIONS

- Keep existing, repair and maintain
- Replace any taken out if appropriate
- Highlight them in newsletter or other public outreach material as part of Pioneer Square identity



BUS SHELTERS



EXISTING

Existing bus shelters are representative of standard Metro shelter design.

RECOMMENDATIONS

- Consider not locating shelters in the Pioneer Square Historic District
- If needed, all proposed shelters should be approved by the Historic Board for both design and location. Bus shelters should not obscure historic or significant architecture.
- All proposed shelters should consider the ground plane and use recommended Pioneer Square elements such as seating and trashcans.

A-BOARD SIGNS

Seattle's Sign Code, part of the Land Use Code, regulates most permanent signs, awnings, billboards, kiosks, community bulletin boards, and temporary signs. Signs are regulated based on the zoning of the property where the sign is located. Some parts of Seattle, such as shoreline, historic preservation, or special review districts, have additional sign requirements as described in the Seattle Municipal Code (SMC).

[<http://www.seattle.gov/dpd/codesrules/codes/signs/default.htm>]



A



C



B



D

HISTORICAL SIGNAGE

- Signage was overhead, and often painted on windows.
- Walkways were clear for pedestrian travel

Photos

A: Salvation Army, 1940
Seattle Museum of History & Industry

B: Pioneer Square, 1912
Seattle Museum of History & Industry

C: Yesler Way Store Front, 1916
Seattle Municipal Archives Photograph

D. Second Avenue South Extension, Looking North from Second and Washington, 1928
Seattle Municipal Archives Photograph

A-BOARD SIGNS

EXISTING

Issues

- Disrupts walk zone / ADA accessibility
- Currently have criteria for location and permitting however not enforced
- Visual style clutter with varying sizes and types (wood, metal plastic)
- Commercial use taking up public space



E



F



G

RECOMMENDATIONS

- Enforce Pioneer Square Historic District as a “Zero Sidewalk Display Zone” (NYC term) where A-boards or other commercial sidewalk obstructing items are not permitted
- Maintain an “accessibility route, the path a person with a disability takes to enter and move through public space. This route, which must be at least three feet wide, must remain accessible and not be blocked.
- Create a multi-business directory as a positive alternative to A-board signage. Posting signage overhead is an additional alternative, which is reflective of the historical signage used in Pioneer Square.
- Create an alternative to the A-board that highlights businesses and serves need for visibility

E: Keyneton, South Australia

F: Alexandria, VA

G: Seattle, Pioneer Square

TREES

Tree canopy provides environmental benefits but additionally can provide a sense of human scale, soften harsh urban conditions, and aid in wayfinding and creating a unique identity for spaces.

Map includes GIS City of Seattle Street Trees, not all trees in neighborhood included



PREDOMINANT TREES EXISTING

- Acer / Maple
- Gleditsia / Honey Locust
- Liquidambar / Sweetgum
- Platanus / London Plane
- Quercus / Oak
- Tilia / Linden
- Zelkova

OTHER SPECIES PRESENT

- Aesculus
- Betula
- Carpinus
- Chamaecyparis
- Cotinus
- Crataegus
- Fraxinus
- Ginkgo
- Ilex
- Liriodendron
- Magnolia
- Malus
- Phellodendron
- Pinus
- Prunus
- Pseudotsuga
- Robinia
- Ulmus

While Pioneer Square is known for London Plane trees, there is a variety of species. A thorough street tree plan could extend the “feel” of the district, enhance views and balance neighborhood identity with local conditions.

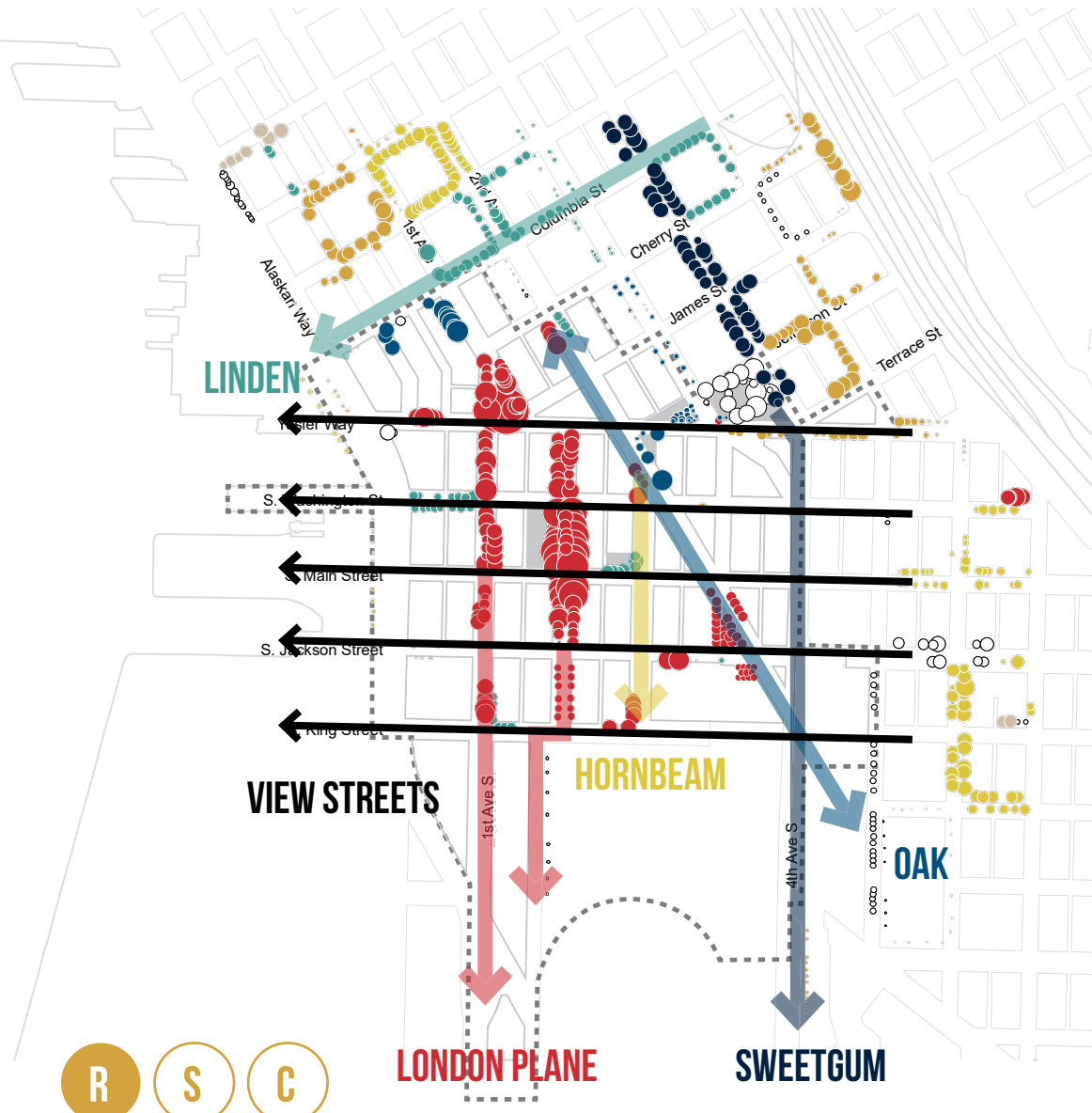
TREES

The trees of Pioneer Square, particularly the London Planes of Occidental Park are iconic of the neighborhood and help to define spaces.



Photo: Andrew Leonard

TREES



PREDOMINANT TREES

- Acer / Maple
- Gleditsia / Honey Locust
- Liquidambar / Sweetgum
- Platanus / London Plane
- Quercus / Oak
- Tilia / Linden
- Zelkova

○ OTHER SPECIES PRESENT

- Aesculus
- Betula
- Carpinus
- Chamaecyparis
- Cotinus
- Crataegus
- Fraxinus
- Ginkgo
- Ilex
- Liriodendron
- Magnolia
- Malus
- Phellodendron
- Pinus
- Prunus
- Pseudotsuga
- Robinia
- Ulmus

RECOMMENDATION

- Preserve special streets, such as First Avenue S and Occidental, for London Plane trees.
- Diversify tree recommendations for North/South trees within the Predominate Trees lists.
- Preserve views to the waterfront by keeping East/West streetscape viewshed clear of additional trees. Do not replace or add trees.
- Encourage building owners to hire certified arborists to maintain and prune trees.
- Establish tree consistency along main streets

TREES



Hornbeam / Carpinus

- Select varieties can be placed under overhead wires.

[www.seattle.gov/trees] Photo: Janet Davis



London Plane / Platanus

- Planting spaces should be at least 8' to 10' in width, and include a root barrier along the edge of the sidewalk and curb.
- Select varieties like 'Bloodgood', 'Columbia', 'Liberty' and others that are resistant to Anthracnose.

[[Jim Barborinas, www.urbanforestrnursery.com](http://www.urbanforestrnursery.com)]

Photo: Paul Keeling



Linden / Tilia

- Select varieties can be placed under overhead wires.

[www.seattle.gov/trees] Photo: Gluek



Oak / Quercus

- Select varieties that meet minimum planting width, varies 6-8'.
- Do not place under overhead wires.

[www.seattle.gov/trees]

Photo: David Abercrombie



Sweetgum / Liquidambar

- Liquidambar styraciflua variety 'Rotundiloba' is preferred because it is fruitless.

[www.seattle.gov/trees] Photo: Simon Huggins

PUBLIC ART

Pioneer Square supports a number of high quality public art projects and sculptures that should be well maintained and made visible.



HISTORICAL

Left: Pioneer Square Totem Pole
*Lowman & Hanford Photographers, from First Annual Report of Seattle Park Com
Seattle Municipal Archives Photograph*

Below: Chief Sealth Fountain was designed to provide water for people, horses, and dogs.
Seattle Municipal Archives Photograph



EXISTING

Pioneer Square supports a number of high quality public art projects and sculptures that should be well maintained and made visible.

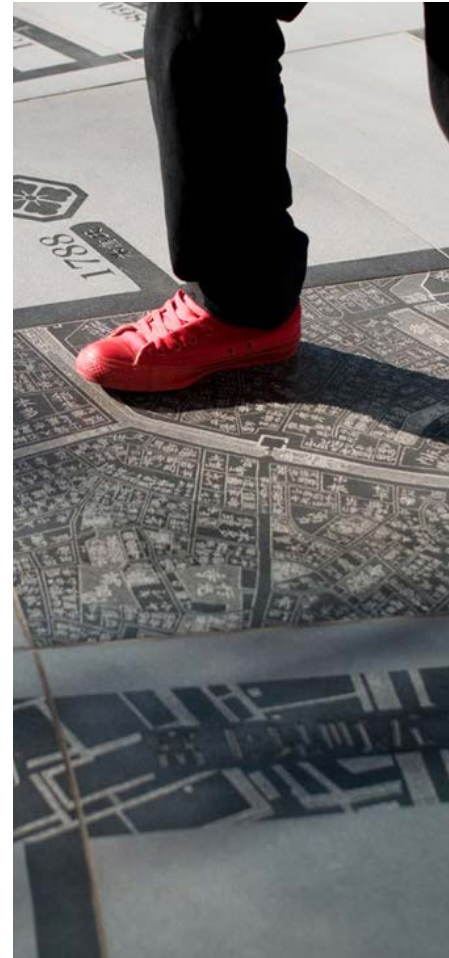
A 2013 Seattle University study led by Dr. Marie Wong titled "Ghost Signs of Seattle" inventoried both exiting and historic ghost signs in Pioneer Square and Chinatown / ID.

[www.seattleu.edu]

[<http://www.seattle.gov/Documents/Departments/Arts/Downloads/WalkingTours/PioneerSquare.pdf>]



PUBLIC ART



RECOMMENDATIONS

- Pioneer Square Preservation Board and the Alliance for Pioneer Square should review all major public art projects locate in Pioneer Square.
- Emphasis on functional, integrated public art that builds upon the existing legacy of contextually sensitive public art.
- Prior to addition or removal of public art pieces the Public Art Plan should be reviewed for alignment and neighborhood context should be considered.
- A transparent process that allows for clarity of the selection criteria and process is highly encouraged.
- Projects should be coordinated with City of Seattle Office of Arts and Culture.
- Re-evaluate public art over time with consideration to placement and visual consistency.

UTILITY BOXES

Although underground utility boxes are preferable in terms of streetscape use, their cost can be prohibitive.



EXISTING

- Utility boxes are common elements in the Pioneer Square streetscape.



RECOMMENDATIONS

- Put underground where possible
- Consider creating a Historic photo program for utility boxes for the district.
- Create a implementation plan with a team of historians and designers to create a strong funding proposal.

[Image source: cleanslategroupus.com]



WATER FOUNTAINS



HISTORICAL

*Seattle Municipal Archives
Photograph Collection
Item No: 4327
Description: Drinking Fountain,
Date: Aug 5, 1930*



EXISTING

- Keep existing, repair and maintain
- Future recommendations suggest same model

ADA WAYFINDING

Accessibility makes the public realm easier and more enjoyable for people who experience limitations in vision, hearing, mobility, or memory. Individuals are most likely to use accessible features when they are integrated into the overall design. Many individuals, whether they have disabilities or not, benefit from seamless accessibility - access that blends cleanly into design.



EXISTING

Existing ADA and wayfinding elements are inconsistent across the neighborhood.

The Department of Transport guidance on the installation and use of tactile paving places a heavy emphasis on the role of contrast. The guidance repeatedly states that tactile paving should be chosen to provide strong color contrast with the surrounding paving material as studies have shown that this aids partially sighted individuals.



RECOMMENDATIONS

- Use Metal Truncated domes, providing ADA recommendations on contrast requirements throughout the district.
- Incorporate ADA wayfinding as part of community-driven historic trail projects, such as documenting the historic shoreline or Trail to Treasure with raised metal or bronze (Waterlines Project).
- Include both aural and vibrotactile walk signals for pedestrian crossings.
- Tactile arrow on pedestrian signal aligned with the crosswalk lines.



ARCHITECTURAL UPLIGHTING

Architectural uplighting adds light to the public realm which increases night safety and visibility. Additionally, it is a way of extending the timeframes for visitors and locals to appreciate the historic buildings that are a highlight of the district.

EXISTING

Architectural uplighting is currently present at a few key historic buildings, but merits expansion.

Image below: Smith Tower Uplighting

Photo: Chris Blakeley



RECOMMENDATIONS

- Create program to use architectural lighting to highlight historic architecture.
- Identify the most significant historic features district-wide, and look for funding sources, including 4Culture.
- Focus lumen on architecture only, and establish clear guidelines for how and where they are installed.

PEDESTRIAN LIGHTING

Pedestrian lighting is human scaled and includes street lights, illuminated bollards, and light fixtures attached to buildings.



HISTORICAL

Globe lights along First Avenue
Looking North from Yesler Way
Apr 25, 1914

*Seattle Municipal Archives Photograph
Collection*



A



B



C

Image: Axis Pioneer Square

EXISTING

- A. Globe lights are a special, unique element in Pioneer Square and speak to the history of the neighborhood.
- B. Lights on building facades provide additional light for at the street level for pedestrians and create a welcoming environment.
- C. String lights create a festive environment when used in appropriate locations
- D. Cobra head style lights do not relate to pedestrian activities and have a utilitarian aesthetic.



D

PEDESTRIAN LIGHTING



Image: Lera, Flickr

RECOMMENDATIONS

- Keep all historical lights as recommended fixture.
- Add accent lighting where appropriate to enhance existing neighborhood character and to encourage positive neighborhood activity.
- Refer to community alley lighting guidelines for overhead lighting, fixtures and accent lighting in alleys. https://issuu.com/pioneersquareseattle/docs/alley_lighting
- Follow recommendations for energy and lighting spillover efficiency in progress at the City.
- Convert existing 'cobra head' fixtures to decorative, pedestrian-scale light fixtures where possible. Where replacement is not possible, add fixture to street light base at the pedestrian scale that fits the Pioneer Square aesthetic.
- Replacement lighting should be selected in collaboration with SDOT, Seattle City Light, and lighting specialists.
- Develop a neighborhood-wide lighting plan.

GLASS BLOCKS

“Beginning in the 1850s, sidewalk vault lights became a common feature amidst the burgeoning manufacturing districts of America’s urban streetscapes. These cast-iron panels, fitted with clear glass lenses, were set into the sidewalk in front of building storefronts. They permitted daylight to reach otherwise dark basements (or “vaults”) that extended out beneath the sidewalks, creating more usable or rentable space for building owners.”

“Repair and Rehabilitation of Historic Sidewalk Vault Lights”. Cas Stachelberg and Chad Randl. Preservation Tech Notes. National Park Service.

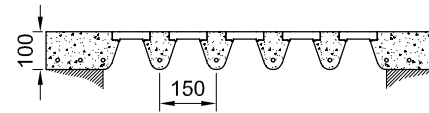
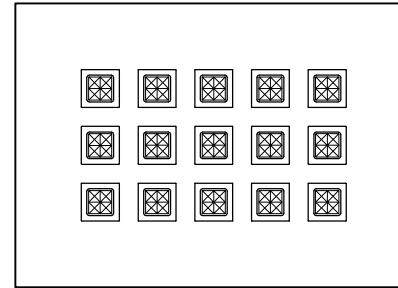


EXISTING

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.

“The neighborhood with the highest number of prisms [glass sidewalk blocks] is Pioneer Square and the locations of areaways has been well-documented by the city.”

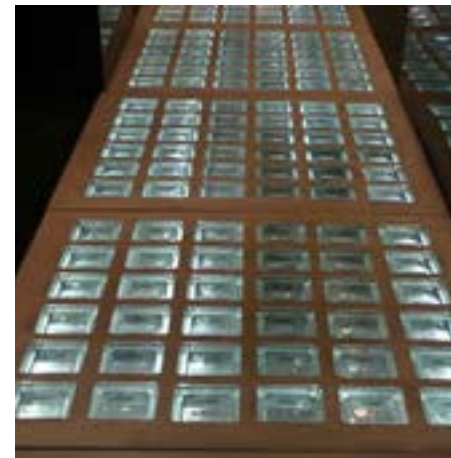
- Seattle Prism Light Reconnaissance Study [<http://allianceforpioneersquare.org/wp/wp-content/uploads/2011/12/Seattle-Prism-Light-Reconnaissance-Study.pdf>]



RECOMMENDATIONS

- Make a priority to repair existing glass blocks where needed.
- Replace where previously located along blockface.
- Light underneath to expand lighting in the public realm, increase night safety, and enhance neighborhood identity.
- Avoid removal of existing prism lights / glass blocks.
- Complete the Glass Block Plan.

Reference: NEW AGE GLASS PAVEMENT LIGHTS [www.newageglass.co.uk]



RECOMMENDATIONS

AREAWAYS

EXISTING

As the streets were raised, there was a spatial void that was created between the retaining walls for the new streets and what were the original first floor walls of the buildings. The building basement walls extended to areas under the sidewalks; providing owners with additional useable square foot space that could be used for storage or rental. These spaces were identified as “areaways,” many of which were illuminated by small glass prisms imbedded in the sidewalk.” Seattle Prism Light Reconnaissance Study, Institute for Public Service Seattle University, Dr. Maria Wong’s class of 2011. Glass blocks have been an integral part of Pioneer Square for over 100 years. While many areaways with glass blocks remain in adequate conditions, others have been damaged or filled in over time.



RECOMMENDATIONS

- Repair & Replace - glass blocks that are damaged should be replaced per SDOT standards
- New glass blocks should be added to any areaways that are structurally sound and that historically contained glass blocks.
- To restore historic sidewalk glass, improve sidewalk conditions and accessibility, some areaways may need to be filled. SDOT and PSPB work together to establish which areaways should be saved and restored. City of Seattle work with property owners to obtain funding to repair and restore remaining areaways and historic sidewalk features.

AREAWAYS INVENTORY



SEATING

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

There is a wide range of types of seating in the neighborhood with varying degrees of integration into the character of Pioneer Square. Cast iron and wood benches in Pioneer Place and Occidental Park are the standard for the district.

RECOMMENDATIONS

- Create or choose a simple and clean series of seating options allowing for multiple social configurations and street conditions
- Designs should include universally accessible options and support comfort for many different types of users.
- Keep with the Historic District Character for permanent seating options



AWNINGS / CANOPIES

Historically, awnings have provided a number of important functions for commercial storefronts. Not only did they provide climate control, awnings were used to protect merchandise and displays from glare / fading and window shoppers from bad weather. When used correctly, awnings respect the architecture of the building, and compliment the public realm.



HISTORICAL

Shopkeepers would roll out an awning at the beginning of the workday, a compelling image of early 20th century urban life.

“For two centuries, awnings not only played an important functional role, they helped define the visual character of our streetscapes.”

- *Preservation Brief from the US Department of Interior*

A. First Avenue looking north from James St., 1900

Seattle Municipal Archives Photograph

B. Second Avenue South Extension Looking Southeast from Second and Yesler, 1928

Seattle Municipal Archives Photograph

C. First Avenue looking north from James St., 1890

Seattle Municipal Archives Photograph

AWNINGS / CANOPIES



EXISTING

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.



RECOMMENDATIONS

- Consider retractable awnings as a reference to history and a device to better integrate new buildings into historical fabric. Specific to Pioneer Square heritage, these awnings reference history, emphasize human scale, and demonstrate a temporal rhythm to urban life.
- Encourage in the design of new buildings.
- Awnings shall be constructed of a non-vinyl cloth or canvas with a matte finish or a material similar in appearance and texture.
- Retractable and operable awnings are encouraged. A fixed awning may be acceptable if it expresses the same characteristics as a retractable awning or has a free-moving valance, and does not appear to be rigid, hard, or inflexible.
- Awnings shall not extend so far into the public right of way that it impedes pedestrian traffic, nor shall it extend outside the piers and lintel of the storefront opening.
- One awning per occupied storefront opening is allowed.

NEWSPAPER RACKS



HISTORICAL

Although the newsstand depicted is located outside the current neighborhood delineation of Pioneer Square, it is descriptive of the historical use and street relationship that would have been found. The newsstand acted as a public gathering node and grouped publications together to limit cluttering of the main path of pedestrian travel.

Seattle Municipal Archives Photograph Collection, Item No: 40563, Description: Newsstand, Twelfth and Union; SE corner Date: May 10, 1946

NEWSPAPER RACKS



RECOMMENDATIONS

- Consolidate the news racks into a singular stand that is placed in specific locations throughout the District.
- Establish Newspaper Rack Zones and regulations for placement within the Historic District.



PAVING MATERIALS

The majority of Pioneer Square's public realm surfacing lacks a coherent structure and comprises a palette of many different materials that have little cohesion. Ad hoc public realm surfacing improvement, utilities reinstatement or replacement, and inconsistent patch repairs can add to a lack of consistency and contribute to a poor visual appearance of the streetscape.



HISTORICAL

As shown in the photograph, historical Pioneer Square paving materials were coherent and minimal.

*Yesler Way Paving near Old Public Safety Building (Yesler Building), 1915
Seattle Municipal Archives*

EXISTING



PAVING MATERIALS

1. CAST IRON TRUNCATED DOMES



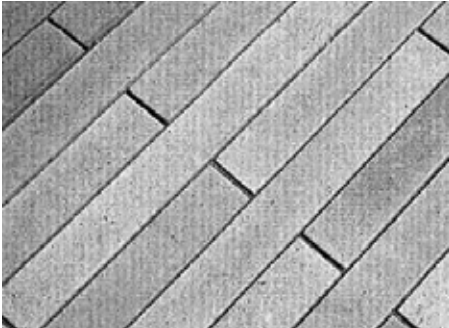
2. GRANITE CURB



3. BRICK SPECIFIED IN ALLEY CORRIDOR PROJECT



4. UNIT PAVERS SPECIFIED FOR WASHINGTON/MAIN



5. SDOT 2X2 CONCRETE



SPECIFICATION

- Limit materials to create consistency across the neighborhood, but also allow for unique moments to be highlighted through elegant patterning.
- Preserve and reuse granite curbs. While granite curbs have an initial cost that is higher than concrete, studies indicate that the overall life-cycle cost of granite is lower when accounting for maintenance and durability.
- Minimize or remove painting over granite curbs whenever feasible.
- Refer to the Pioneer Square Alley Designs Manual for alley paving specifications. https://issuu.com/pioneersquareseattle/docs/alley_designs

[AGCP Granite Curb Lifecycle Cost Comparison, 2006]

WASTE CONTAINERS



EXISTING

There are a wide variety of waste containers, recycle bins, and ashtrays in the public realm.

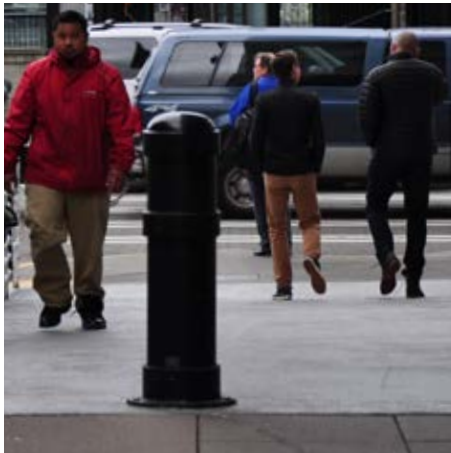


SPECIFICATION

- Use Poe Litter Bin from Landscape Forms in black, side opening, dimensions 29" x 44" x 29", 34 gallon capacity.
- This receptacle features heavy duty construction of cast iron and aluminum, with a cast iron base for stability.
- Units feature hinged side door for easy emptying.
- Bins may be specified with signage to designate collection of recyclables or waste. Signage to be printed on high performance, exterior grade, UV protected vinyl-mounted securely to each unit.
- Bins surface mounted through holes provided in base.

BOLLARDS

Bollards are used to block vehicular traffic, delineate pedestrian space, and to protect buildings and utilities.



EXISTING

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).



SPECIFICATION

- Keep historic bollard character where existing in the neighborhood.
- Finishing for all bollards should be black to provide one consistent color.
- If more modern model is needed, a simple black pole version should be used.
- FairWeather Model B-3, 6" Bollards. This steel B-3 has a spherical top with 2 collars and is available as a decorative or security bollard. Can be embedded, or installed as removable mounting.

http://www.fairweathersf.com/wp-content/uploads/2015/06/bollard_B-3-6_series.pdf



CUSTOM DESIGN ELEMENTS

Custom designed elements were developed specifically for the Pioneer Square neighborhood to be both unique and fit within the historical context of the neighborhood through material and craftsmanship, while meeting contemporary urban uses.



CUSTOM DESIGN

Custom designed elements were developed specifically for the Pioneer Square neighborhood to be both unique and fit within the historical context of the neighborhood through material and craftsmanship, while meeting contemporary urban uses.

Priorities and goals for the custom design public elements were developed in close collaboration with the Alliance for Pioneer Square, the Pioneer Square Historic Board, Seattle Department of Transportation, and are based on stakeholder and community input.

GOALS

- + CREATE AN IDENTITY FOR PIONEER SQUARE
- + EASY TO MAINTAIN & INSTALL
- + RECOGNIZABLE PSQ IDENTITY, BUT NOT DISTRACTING
- + RELATE TO HISTORIC PIONEER SQUARE CHARACTER/MATERIALS
- + WITHIN BUDGET
- + SIMPLE, SOLID AND TEXTURED SHOWING QUALITY WORKMANSHIP AND CRAFT

- BIKE RACKS
- ALLEY MARKER
- PLANTERS
- TREE & PLANTER FENCE

CUSTOM DESIGN ELEMENTS

The preceding list are the elements selected with community and stakeholder input for development.

CONCEPT*

- + IDEA SKETCHES FOR EACH ELEMENT (AND VARIATIONS)
- + MATERIAL CHOICES LISTED
- + RESEARCH AND INQUIRY INTO WHAT AGENCIES NEED BUY OFF
- + RESEARCH AND INQUIRY INTO FABRICATOR OPTIONS

DESIGN DEVELOPMENT

- + COLLABORATE WITH FABRICATORS ON CONCEPTS
- + ACCESS CONSTRUCTION AND COSTS
- + GET APPROVALS ON DESIGN FROM CITY, HISTORIC BOARD AND OTHER REGULATING AGENCIES
- + CREATE PROTOTYPE AND TEST WITH USERS
- + REDESIGN WHERE NEEDED, CONSULT WITH FABRICATORS AND OTHERS (ENGINEER, INDUSTRIAL DESIGNERS ETC..)
- + CREATE MAINTENANCE & OWNERSHIP PLAN
- + CREATE SPEC BOOK FOR PSQ FAMILY OF ELEMENTS

FABRICATION

- + ACT AS RESOURCE AND SUPPORT QUALITY CONTROL PROCESS

INSTALLATION

- + ACT AS RESOURCE TO INSTALLATION TEAM
- + MAINTENANCE/OWNERSHIP

*INCLUDED IN SCOPE

CUSTOM DESIGN ELEMENTS



A



C



B



D

HISTORICAL PRECEDENTS

Historical precedents provide a reference point for addressing craft, pattern and texture in the design process to create elements that are contextual and responsive.

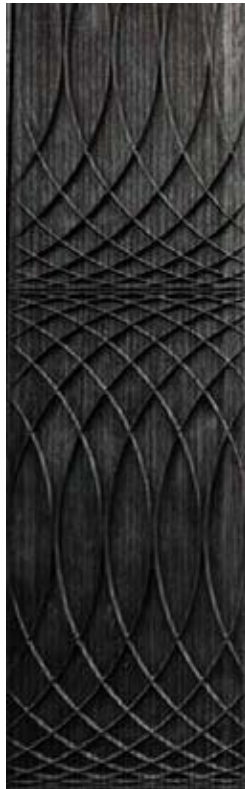
- A & B. The Pergola
- C. Yesler Bridge railing
- D & E. Exposed framing on Washington Street Boat Landing



E



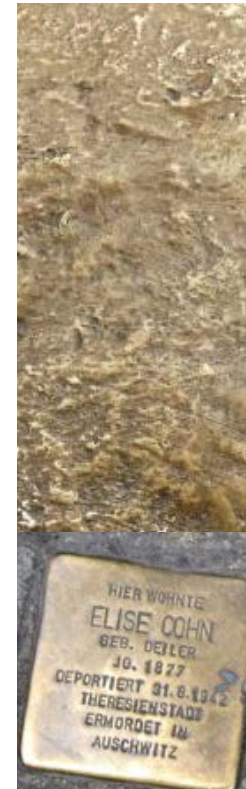
CAST IRON
COLOR: BLACK
TEXTURE: SMOOTH



CAST IRON
COLOR: BLACK
TEXTURE: PATTERNED



STEEL
COLOR: BLACKENED STEEL
TEXTURE: SMOOTH



BRONZE
PAINT OR METAL
TEXTURE: VARIES

MATERIALS

Materials were selected for durability, strength, low maintenance needs, and tactile texture. Additionally, the materials selected are appropriate for a historic district because of their availability

BIKE RACK

EXISTING

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



REQUIREMENTS

Based on SDOT standard and best practice (Bike Parking Report by Brock Howell) including typical bike parking option for sidewalks and in-street corrals.

Preferred design features:

- Inverted U / Rail Type
- 27"Wx33"H w/ 1.5" sq tube
- Provide (2) points of contact for bike
- No middle bar

Recommendations from Bike Parking Report by Brock Howell

DESIGN

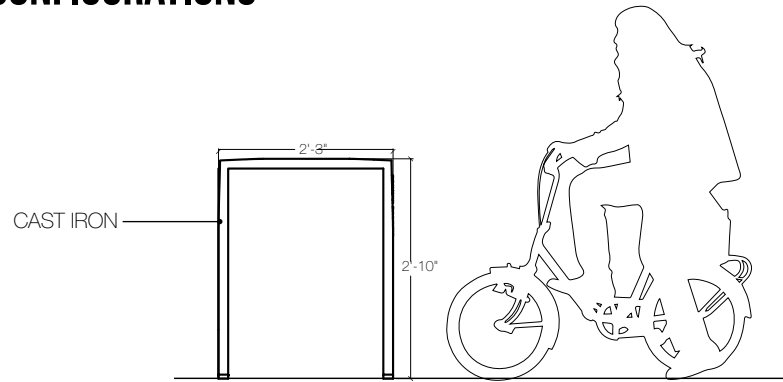
- Monolithic Cast Iron
- Eroded curve at corners
- Interior subtle details
- Raised Pioneer Square Lettering



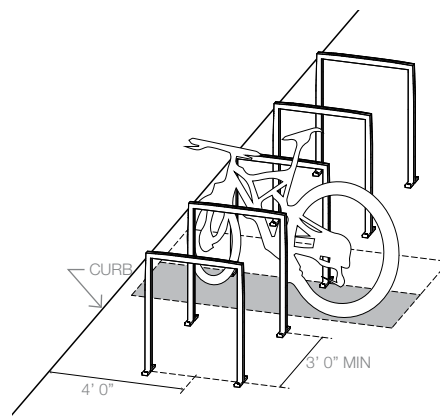
DETAIL



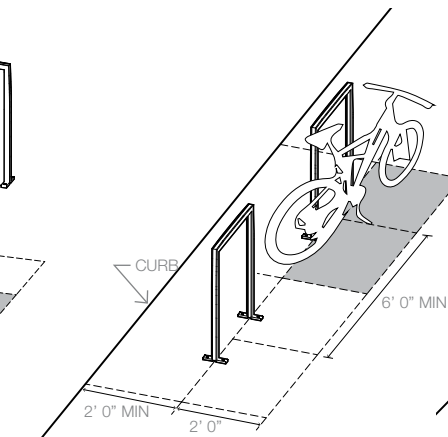
SIZE & CONFIGURATIONS



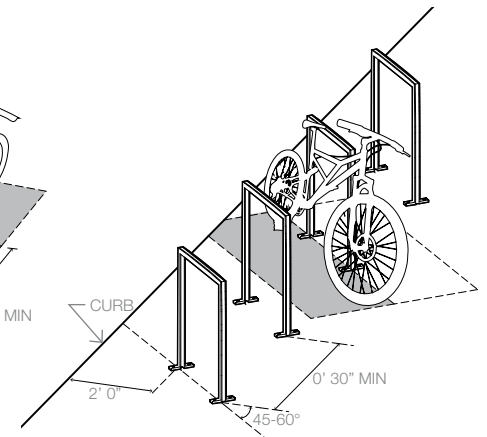
SINGLE RACK DIMENSIONS



PERPENDICULAR CONFIGURATION



PARALLEL CONFIGURATION



ANGLED CONFIGURATION

PLANTERS

EXISTING

Planters were commonly used as bollards along the street edge or as ornamental features at business entrances.



DESIGN

The Pioneer Square Planter design includes various sizes for different applications. This modular system has a simple patterning and texture, sturdy construction, and easy maintenance.

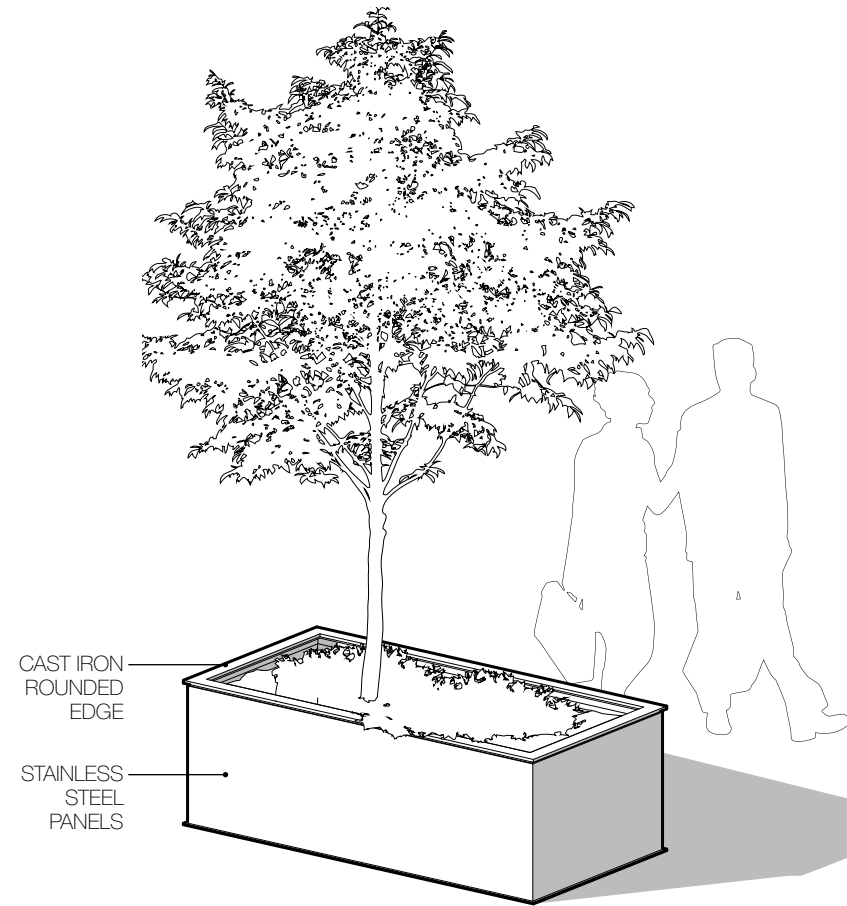
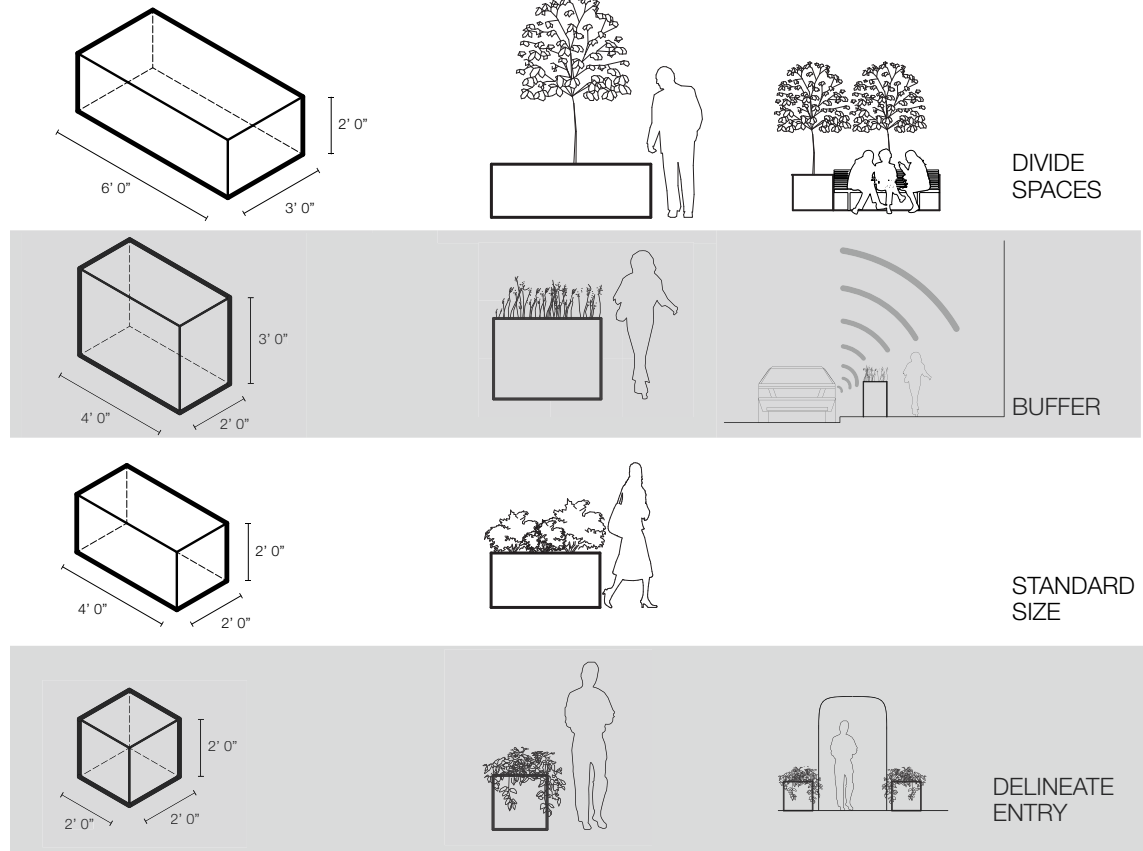
Character and Materials

- Stainless Steel Panels
- Cast Iron top molding plate



SIZES & CONFIGURATION

A variety of sizes for the planters was desired to allow for different street configurations to create and define spaces, buffer street edges, and delineate the public realm.



DIMENSIONS

PLANT SIZE

USES

PLANTER FENCE

Planter fences are preferred over tree grates for tree health and to avoid tripping hazards caused by tree roots buckling grates and paving. If tree grates are not monitored, as the tree trunk expands, the grate can choke it unless the hole is widened. Additionally, planter fences create a delineated pathway that protects tree trunks, lower groundcovers, and plantings from foot traffic.

EXISTING

The following images depict some of the challenges caused by the use of tree grates and lack of planter fences.



REQUIREMENTS

Tree fences help to protect low plantings and tree roots and add to the historic character of the district.

A low concrete curb is preferable to:

- Create a hard edge for visually impaired individuals who use canes
- Create a sturdy foundation for fencing
- Reduce soil and debris spillover
- Protect plantings and roots

DESIGN PRECEDENTS

A series of design precedents were reviewed with project stakeholders to develop an aesthetic that is unique and reflects the character of Pioneer Square.

A. Yesler Bridge Railing

B & C. Washington D.C. Dupont Circle



B



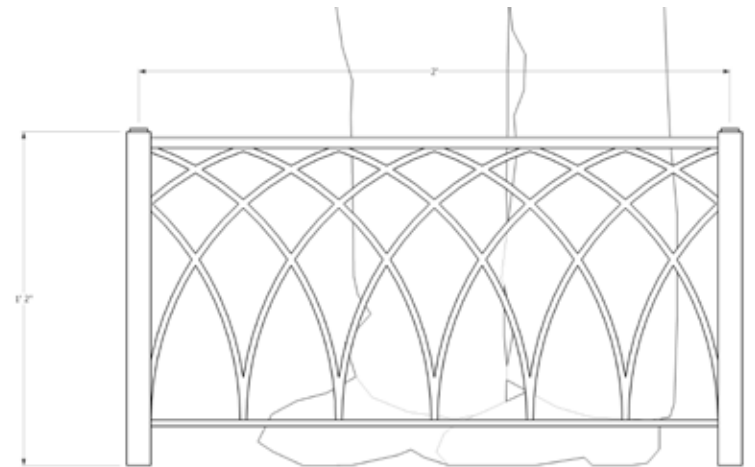
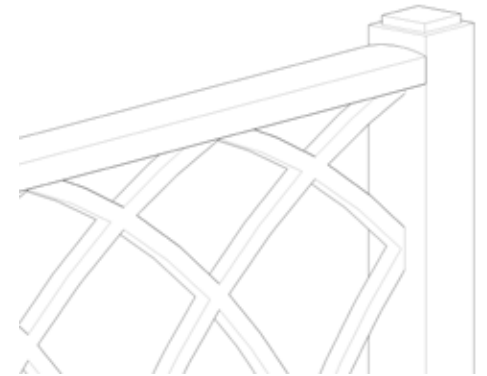
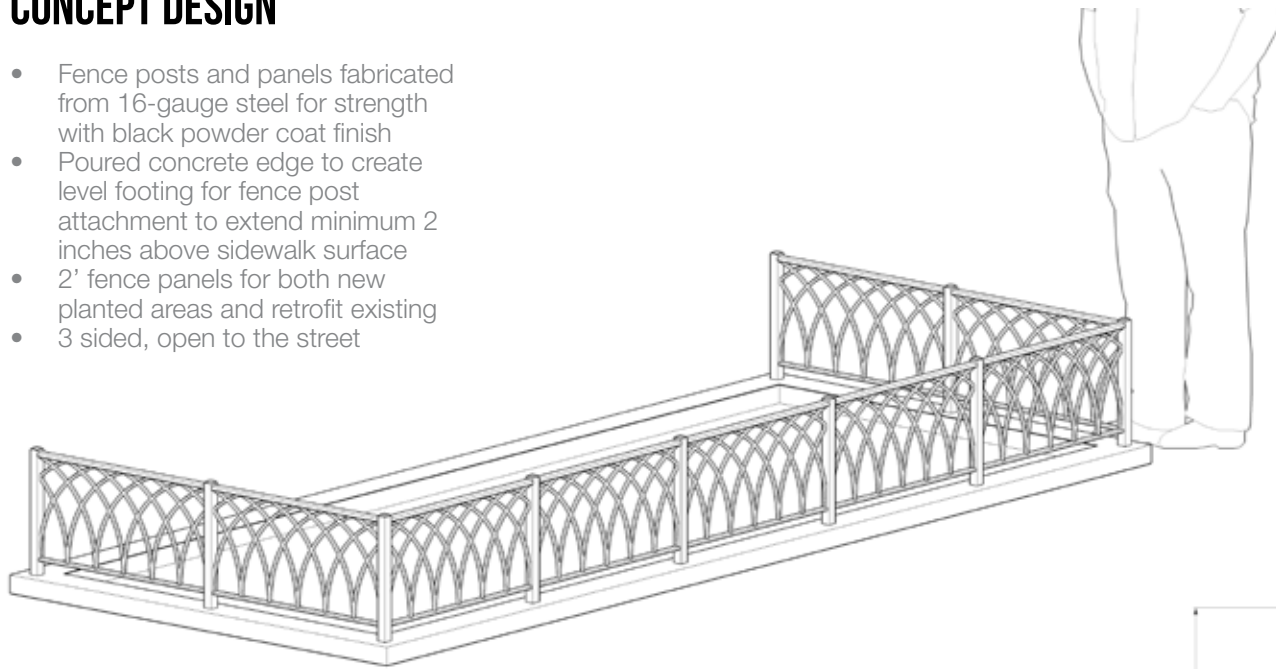
A



C

CONCEPT DESIGN

- Fence posts and panels fabricated from 16-gauge steel for strength with black powder coat finish
- Poured concrete edge to create level footing for fence post attachment to extend minimum 2 inches above sidewalk surface
- 2' fence panels for both new planted areas and retrofit existing
- 3 sided, open to the street



ALLEY INLAY

“Alleys offer the opportunity for Pioneer Square to boost healthy activity on its streets, feed its vibrant arts culture, and draw people to local businesses. The scale of the buildings, narrow alley passageways and architecture make Pioneer Square’s alleys visually alluring and a place of discovery.”

ISI Seattle

EXISTING

Through the Alley Network Project and other local efforts, the alleys of Pioneer Square have become an iconic and recognizable feature in the city. Currently there is not a standard marking system denoting the names of the alleys.

GOAL

Create alley markers for in front of the alleys that provide the name highlighting alleys in the neighborhood.

DESIGN PRECEDENTS

A series of design precedents were reviewed with project stakeholders to develop an aesthetic that is unique and reflects the character of Pioneer Square.

A & B. Stolperstein monuments by artist Gunter Demnig to commemorate victims of Nazi oppression
C. Memorial Track 17 at the Grunewald station



B



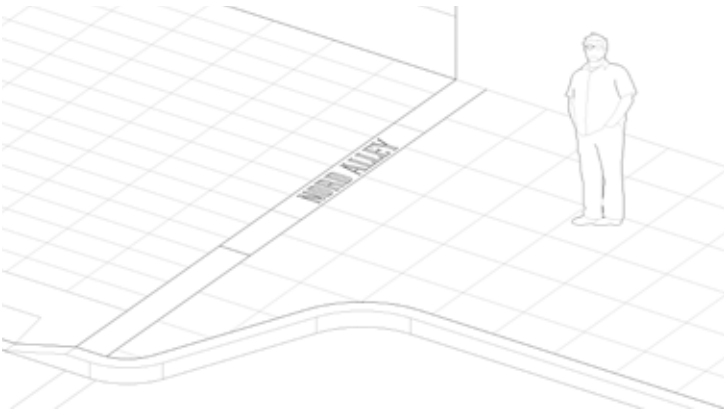
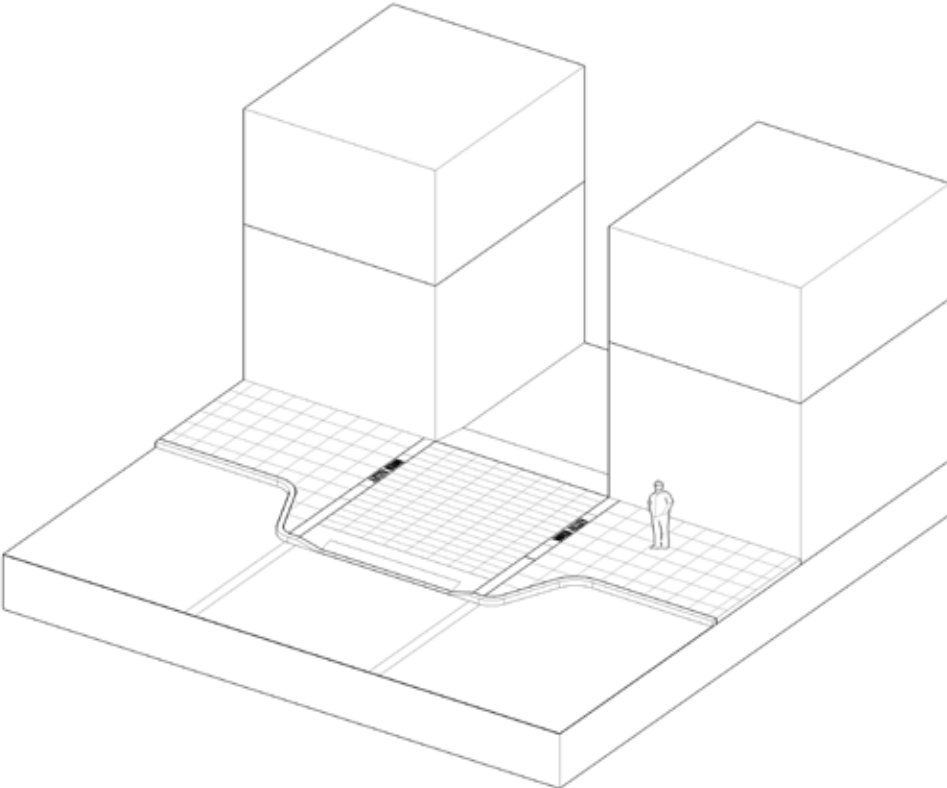
A



C

©FCIT UNIVERSITY OF SOUTH FLORIDA

CONCEPT DESIGN





05

CONDITIONS

Pioneer Square has a diverse collection of unique streetscape conditions, from bridgeways to areaways to steep streets. While not as specific or material as elements, the overall composition of conditions defines the organization, rhythm, and function of each street. A legible pattern of sidewalks, plantings, and intersections is critical to creating a cohesive identity in the Pioneer Square public realm.

How this section can be used

Streets often suffer from being redesigned and rebuilt piecemeal over extended periods of time. While certain streets in Pioneer Square may be completely redeveloped in one project, most will be reconstructed in segments based on new private developments and periodic municipal street improvements. The conditions in this section cover guidelines that apply to every block in Pioneer Square, and can be implemented in segments while contributing to the overall feel and function of the Pioneer Square vision.

STRATEGY



NEIGHBORHOOD CONDITIONS

The following conditions were selected for their ubiquity in Pioneer Square. While some represent standard streetscapes to be found everywhere (sidewalks, street crossings) others are unique to specific areas (glass blocks, bridgeways) and should be applied situationally.

- SIDEWALKS
- STEEP SLOPE SIDEWALKS
- CROSS-SLOPE SIDEWALKS
- BLOCK CORNERS
- STREET CROSSINGS
- CURBS
- AREAWAYS
- ALLEY ENTRIES
- BRIDGEWAYS
- SIDEWALK PLANTINGS
- BIKE INFRASTRUCTURE
- ONE- TO TWO-WAY STREET CONVERSION
- ACCESSIBILITY

SIDEWALKS

EXISTING

Many sidewalks in Pioneer Square are cluttered with obstacles and are too narrow to adequately accommodate heavy pedestrian traffic. Paving materials and surface conditions vary significantly between blocks.



RECOMMENDATIONS

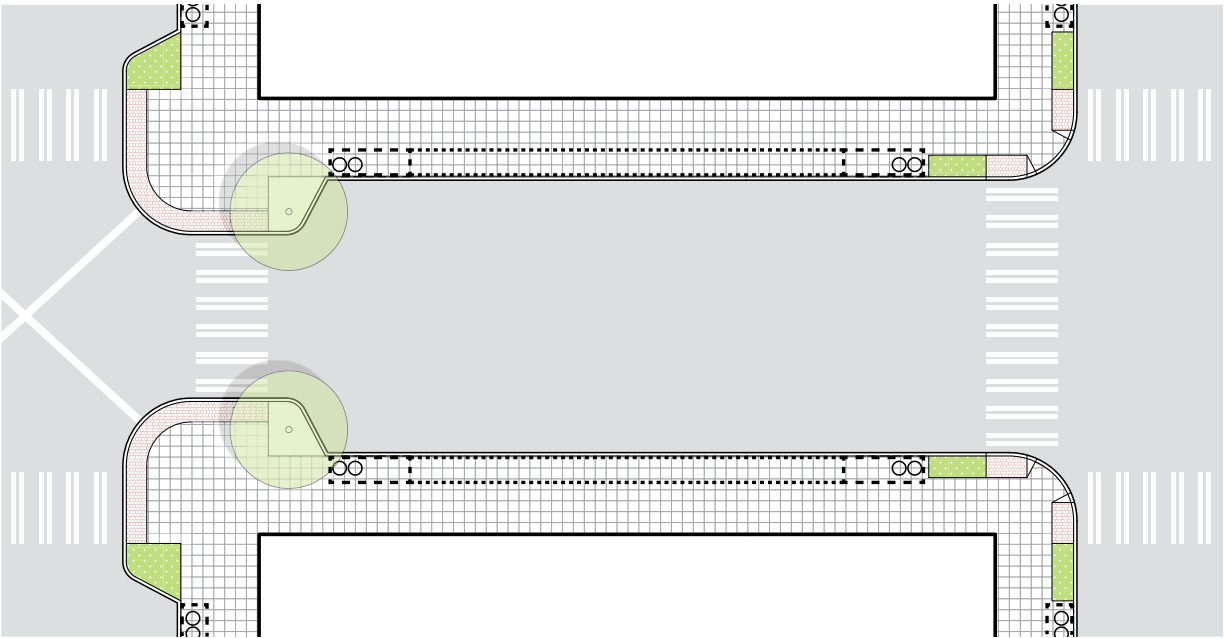
- + Open Sidewalks - reduce clutter with amenity areas near block corners.
- + Standard Paving - create a consistent appearance of sidewalk by only using SDOT standard 2x2 concrete.
- + Consistent Materials - use a standard palette of materials throughout the district, with exceptions for surfaces along special streets such as Occidental Ave.
- + Emphasize Corners - utilize bulb-outs to produce connections of visual continuity.

SIDEWALKS

STANDARD ZONES & MATERIALS

CURB BULB WITH ALL WAY RAISED CROSSWALK

TYPICAL SIDEWALK AND CROSSWALK



1



2



3



4



AMENITY ZONE

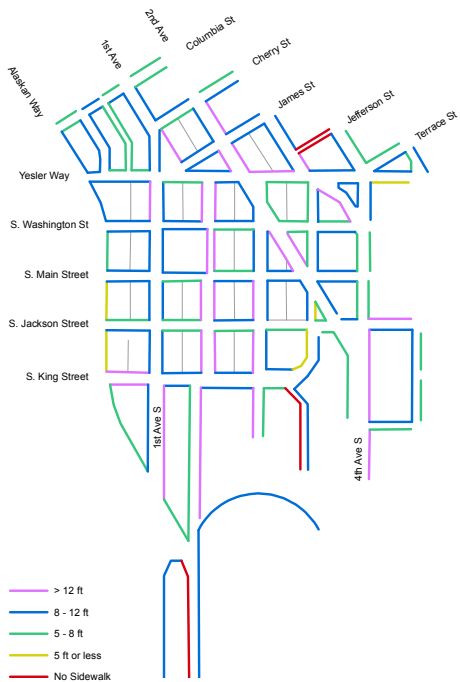
trash cans, bike racks, fire hydrant, utility boxes

ENHANCEMENT ZONE

trees, planters, sidewalk stations/activation areas, water fountains

SIDEWALK WIDTHS

Walkways in Pioneer Square range in size from no sidewalk to 16'. In many locations the sidewalk width is sufficient, but lacks organization and a clear walking zone.



A wide sidewalk (16') along 1st Ave S in Pioneer Square that lacks clear zones and organization.

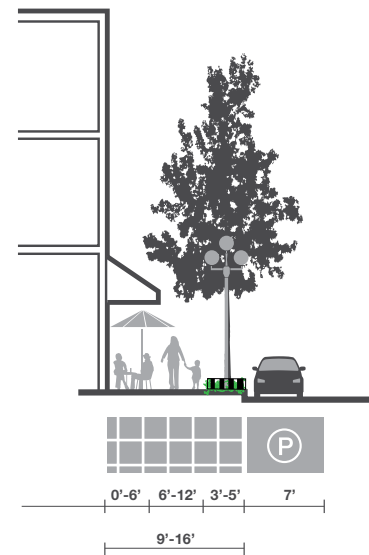


An extremely narrow sidewalk (<5') along Post Ave in Pioneer Square.

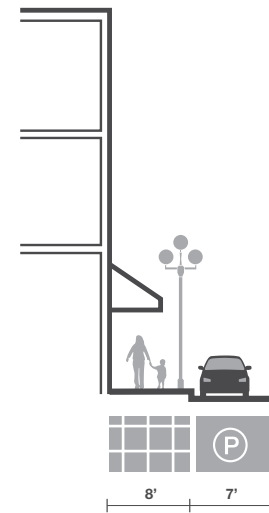
STANDARD SECTION

Narrow sidewalks should have minimal clutter and prioritize pedestrian flow. A 6' min. unobstructed pedestrian ROW should be maintained at all times.

LARGE SIDEWALK (9' TO 16')



NARROW SIDEWALK (<8')



STEEP SLOPE SIDEWALKS

EXISTING

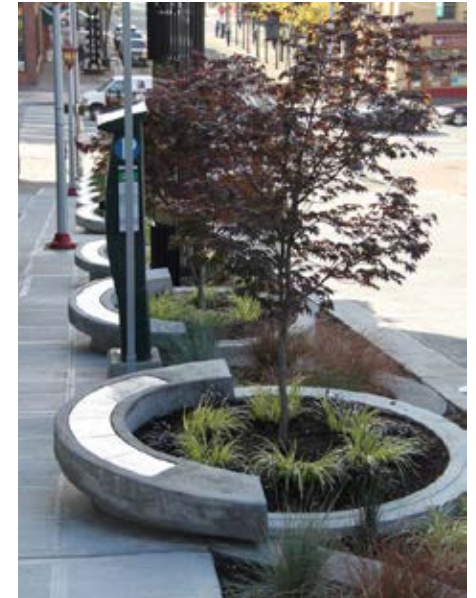
The steep topography along EW streets present challenges for people with disabilities. These streets often feature narrower sidewalks with poor traffic buffers. Specific streets include Yesler Way, Columbia St, Cherry St, James St, S Main St, and S Washington St.



RECOMMENDATIONS

- + Places to rest - utilize periodic bump-outs and flat platforms that can sufficiently accommodate individuals in wheelchairs. Include desirable places to sit.
- + Terraced plantings - utilize terrace planters along the curb-side to provide streetscape rhythm and stormwater opportunities.

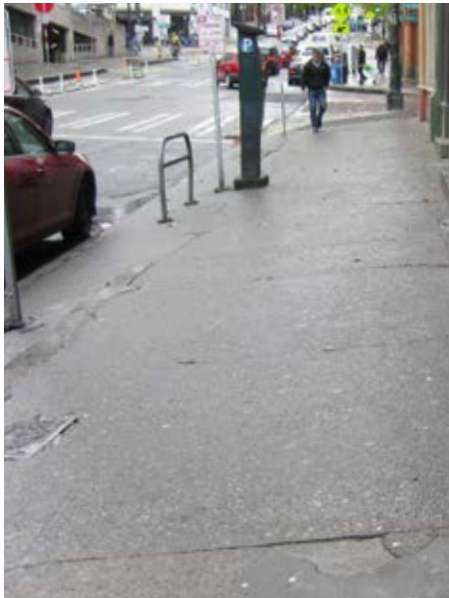
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks204.cfm



CROSS-SLOPE SIDEWALKS

EXISTING

Steep cross-slope conditions exist along several high-traffic sidewalks, at alley crossings, and driveways. They create an unstable walking experience and are a hazard for individuals with disabilities.

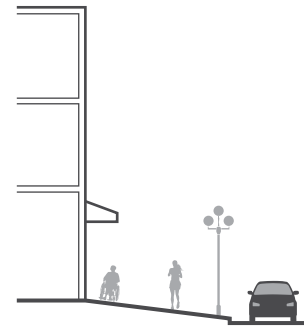


RECOMMENDATIONS

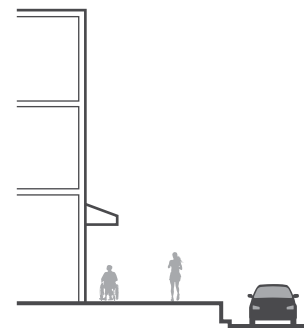
- + Sidewalks should be designed with ADA compliant cross-slopes and should minimize/buffer high curb situations.
- + Alley crossings and driveways should be level with the pedestrian walkway and slope on the curbside.



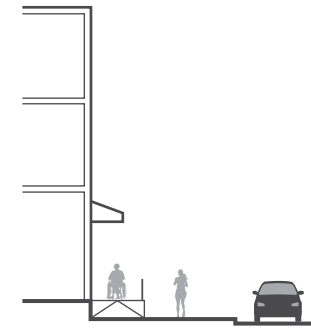
EXISTING SLOPED



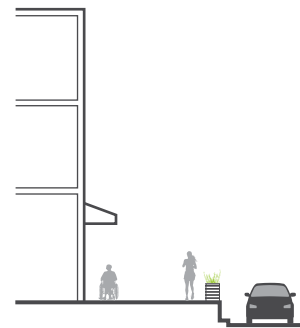
EXISTING HIGH CURB



PROPOSED:
ENTRY RAMPS



PROPOSED:
RAISED PLANTERS



BLOCK CORNERS

EXISTING

Existing block corners in Pioneer Square provide minimal space for queuing pedestrians and cross-traffic. They are often cluttered with site amenities, utilities, and signs.



RECOMMENDATIONS

- + Bulb-outs - utilize where possible to create additional space for pedestrians.
- + Open corners - maintain amenity clear zone 10' in both directions from the parcel corner. The amenity zone should be located adjacent to the edge of the clear zone.
- + Align flow of traffic - align curb ramps and crosswalks with the pedestrian ROW along the sidewalk.

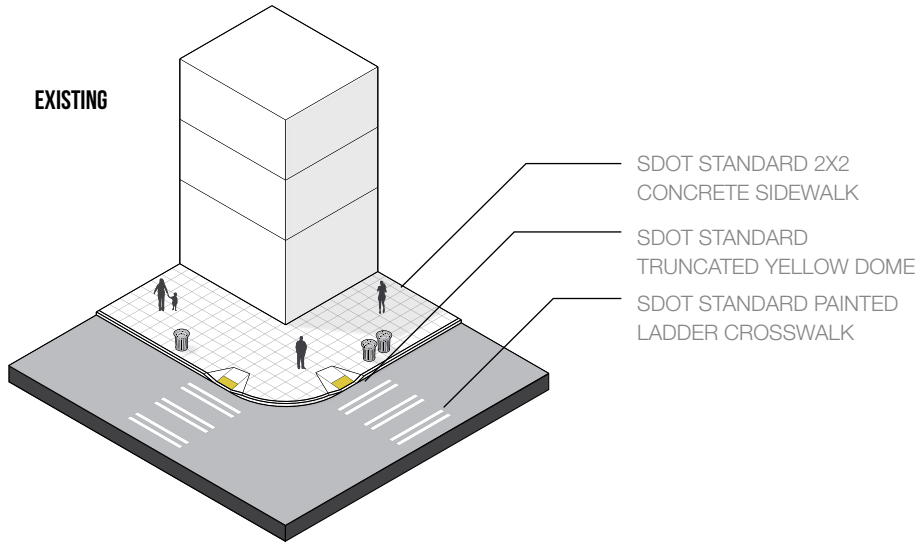
BULBED VERSUS NOT BULBED

Bulb-outs are proven to create a safer experience, by expanding pedestrian space and minimizing crossing distances. Additionally, they serve as a visual cue for drivers to slow down. Bulb outs are most effective along streets with a parking lane, and may not be appropriate along heavy arterials or streetcar streets.

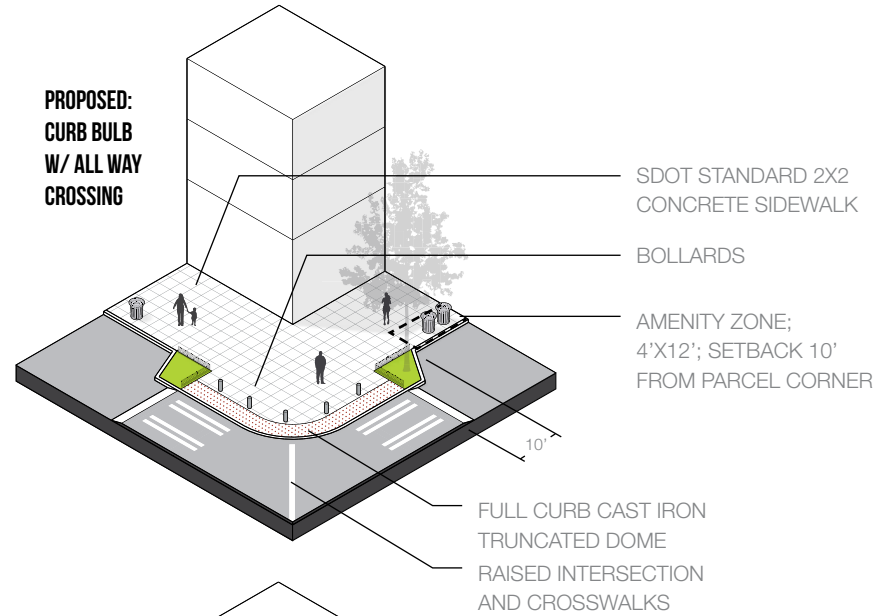
<http://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>



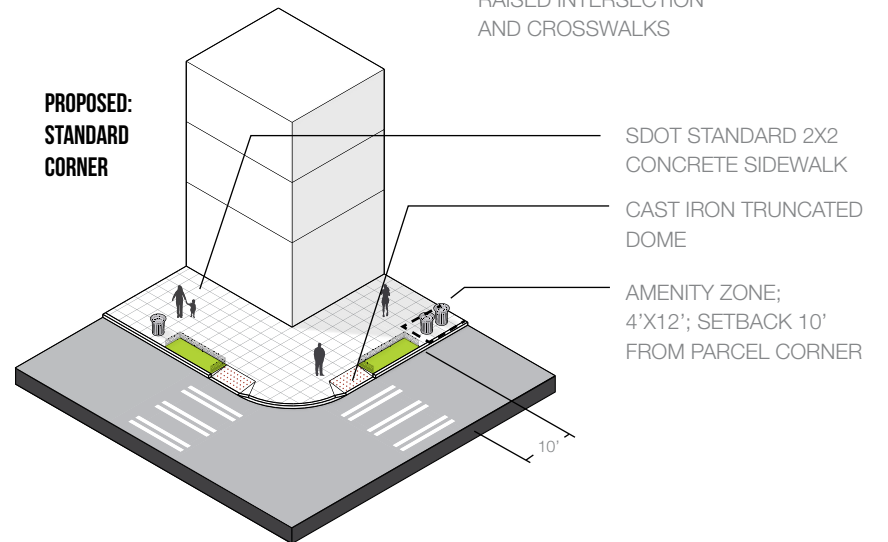
EXISTING



**PROPOSED:
CURB BULB
W/ ALL WAY
CROSSING**



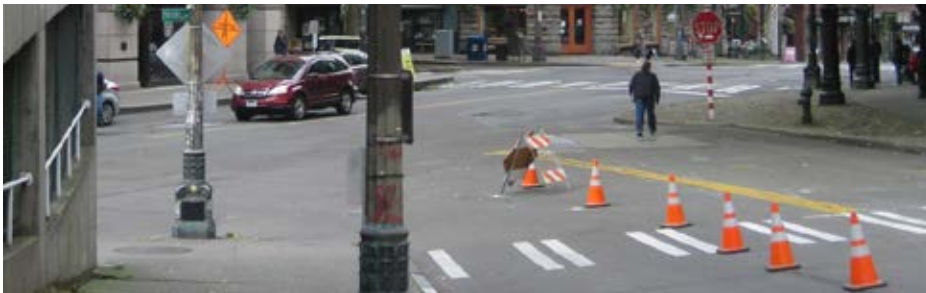
**PROPOSED:
STANDARD
CORNER**



STREET CROSSINGS

EXISTING

Most street crossings in Pioneer Square have SDOT standard painted ladder crosswalks that are often faded. Many of these crossings, particularly along 3rd Ave and 2nd Ave Ext S, are especially long and do not provide a safe crossing experience.



RECOMMENDATIONS

- + Shorten crossing distance - utilize bulb outs and curb extensions to minimize the span of crossing.
- + Remove concrete pedestrian islands - these triangular areas are wasted space. Consider instead using tighter turning radii to slow right-turning traffic.
- + Raised intersections / crosswalks - utilize in select locations on pedestrian priority streets.
- + Right angle intersections - minimize intersections where two roads wedge together at odd angles.

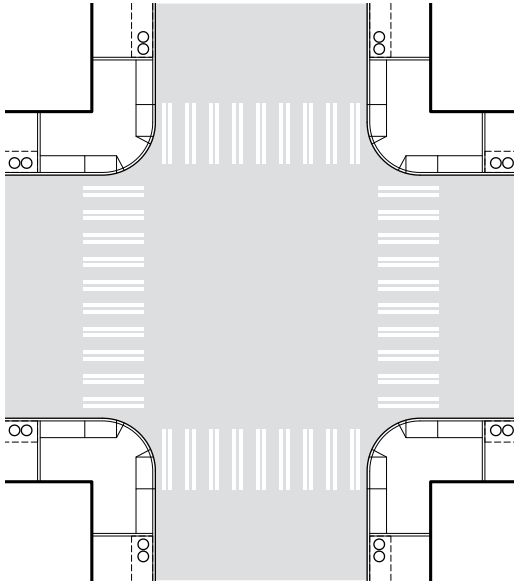


A standard ladder crosswalk on S Jackson St.



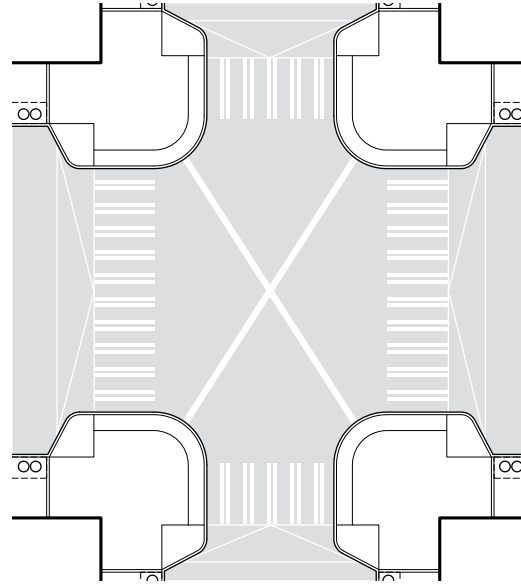
An all-way pedestrian scramble in Kingston, Ontario. Source: <http://www.kingstonist.com/>

STANDARD INTERSECTION



At a minimum, Pioneer Square street crossings should align with the flow of traffic and create a continuous, clearly identified circulation route. SDOT painted ladder crosswalks are 10' wide at a minimum.

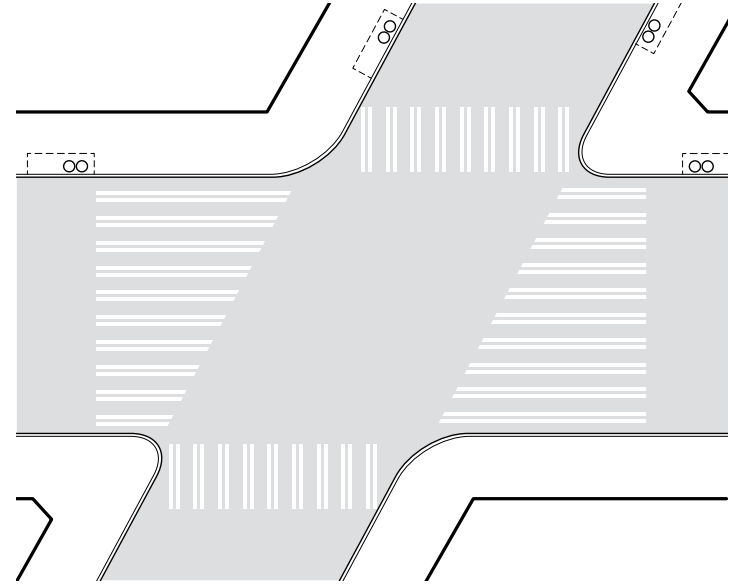
RAISED ALL-WAY WALK INTERSECTION



Raised intersections physically identify pedestrian priority and slow down vehicle speeds, making them ideal for high-density commercial areas and business districts. Raised crosswalks should be considering where major arterials turn onto minor streets.

http://nacto.org/wp-content/uploads/2015/04/pedestrians_multi-modal_intersections_perkins.pdf

NON-RIGHT ANGLE INTERSECTION



For non-right angle intersections, strongly consider wedged crosswalks such that the inside edge aligns with the flow of pedestrian traffic and the outside edge meets the street at a right angle. This maximizes flow and gives pedestrians multiple options.

<http://www.sfbetterstreets.org/design-guidelines/non-right-angle-streets/>

CURBS

EXISTING

The majority of curbs in Pioneer Square are standard concrete, and many are severely cracked.

The Preservation Board stipulates that “where granite curbs presently exist, it will be the required replacement material.” In other cases, a SDOT standard concrete mixture is recommended.

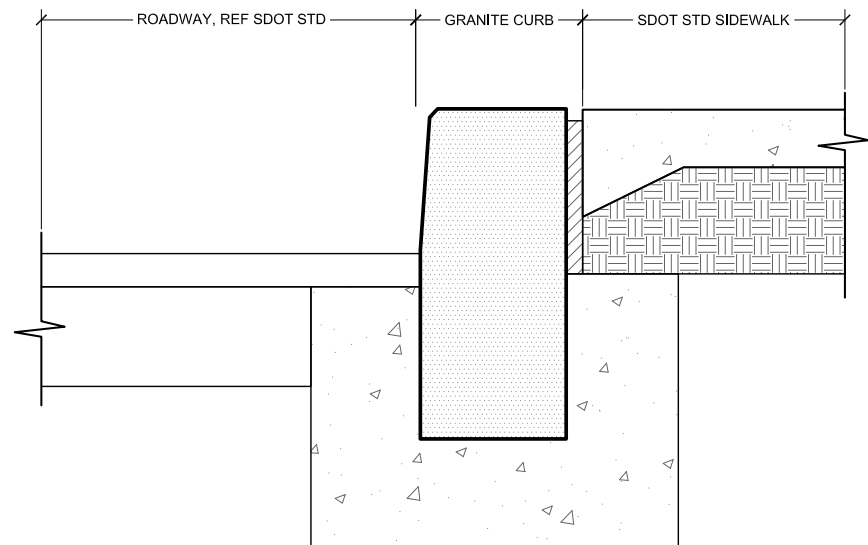
*Pioneer Square Preservation Board:
Rules for the Preservation District*



RECOMMENDATIONS

- + Granite curbs throughout - utilize new or reclaimed granite for curb to enhance the craft and historic character of the district.
- + Brick gutters - existing brick gutters should be maintained.

PROPOSED SECTION



ALLEY ENTRIES

EXISTING

Alleys are a critical and historic part of Pioneer Square's public realm. However, most alley entries lack definition and bisect the sidewalk while prioritizing vehicular traffic.



RECOMMENDATIONS

- + Speed table - prioritize pedestrian movement by ramping the alley entry flush with the sidewalk.
- + Curb-bulb / mid-block crossing - highlight alleys with curb-bulbs and safe pedestrian crossings.
- + Alley inlays - demarcate entry with identifying inlay (refer to page 56-57)

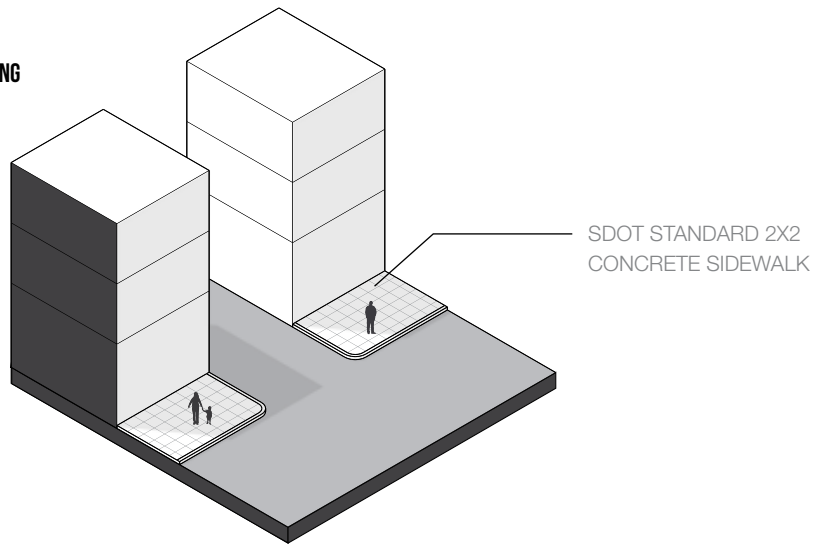
BULBED VERSUS NOT BULBED

Bulbed alley entries are preferred, and are appropriate for most alley entries. Used in tandem with parallel parking, they work as a traffic calming measure. With crosswalks, bulb-outs strengthen the alleys as an integral part of the larger pedestrian network.

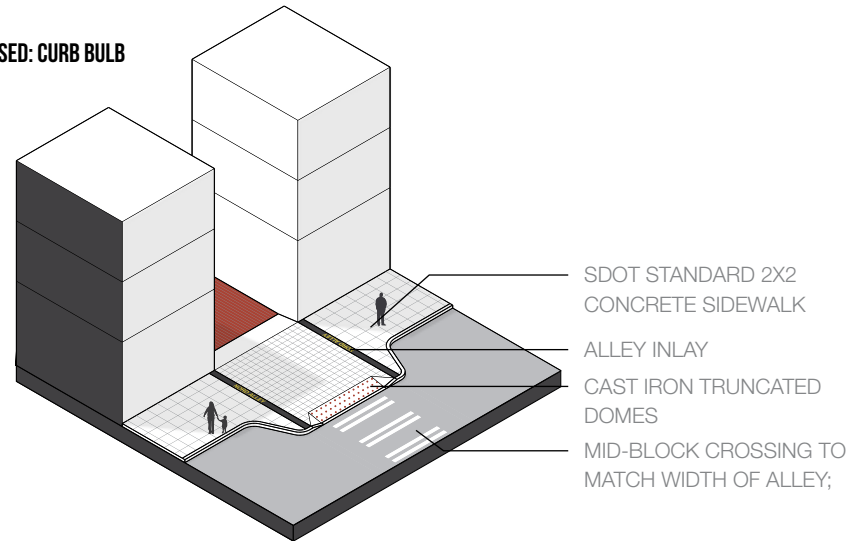


Alley specific improvements are included in Pioneer Square Alley Corridor Project. (Source: Olson Kundig, SVR)

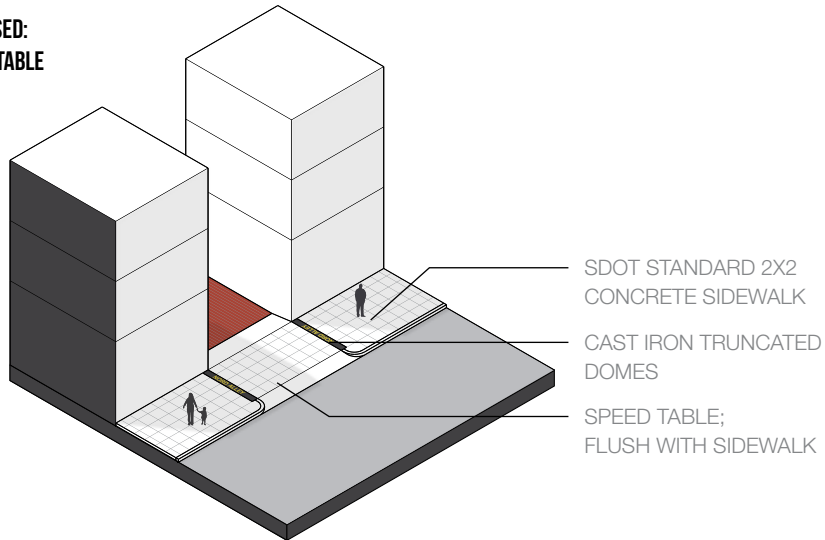
EXISTING



PROPOSED: CURB BULB



**PROPOSED:
SPEED TABLE**



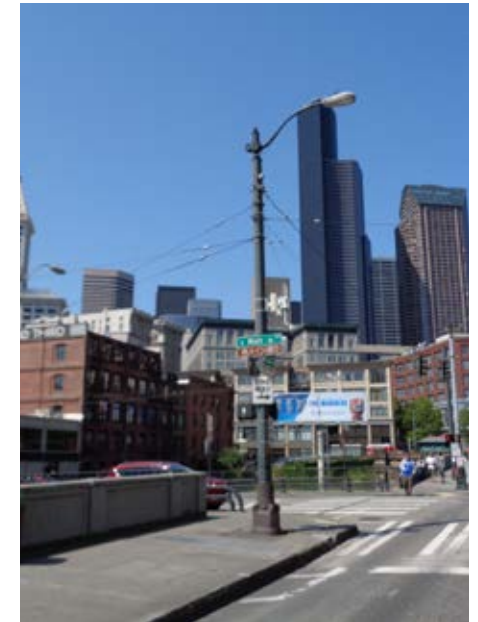
Proposed alley entry improvement along Yesler Way.

BRIDGEWAYS

EXISTING

Bridgeways in Pioneer Square offer unobstructed views towards downtown, Smith Tower, and the Stadium District. Most bridgeways feature narrow sidewalks and bulky vehicular barricades, while others feature decorative rod-iron railings.

The bridgeways function as symbolic and physical connections into the Historic District. In addition to serving EW foot traffic from Yesler Terrace and the International District, they function as informal social spaces - currently individuals use metal barricades for seating.



RECOMMENDATIONS

- + Create viewpoint nodes - consider overlooks, bump-outs, and parklets to expand social opportunities.
- + Standardize amenities - utilize decorative railings, lean rails, seating, and lighting to enhance the user experience along bridgeways



SEATING

Build seating into existing bridgeways by fixing bench platforms to the top of existing metal barricades. Utilize lean rails fixed to the top of existing decorative railings to highlight views.

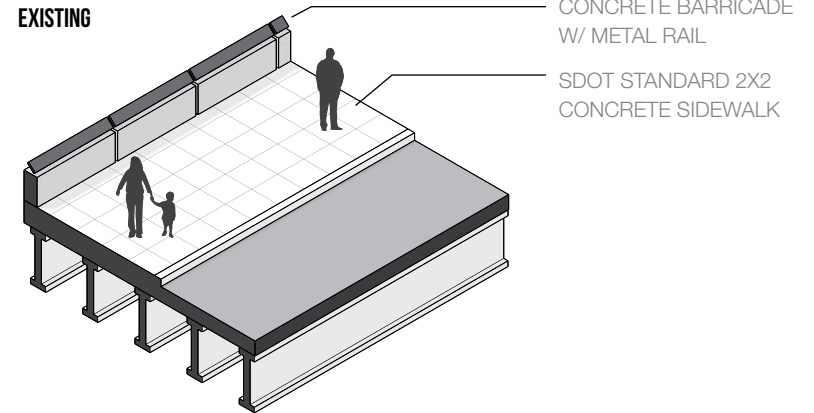


LIGHTING

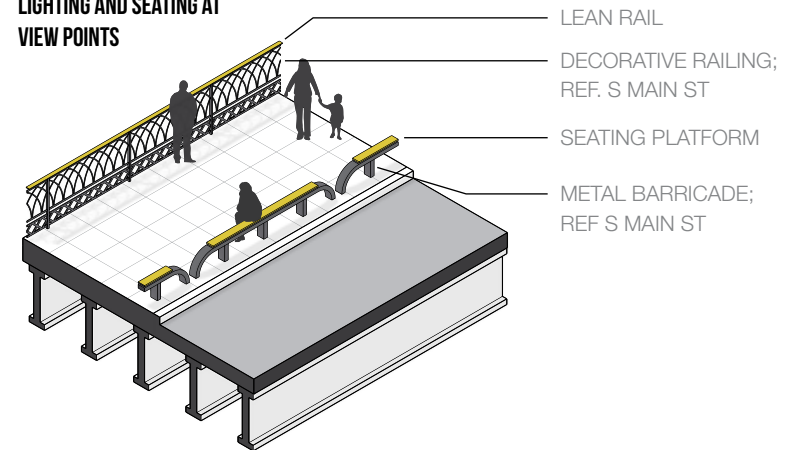
Utilize L.E.D. under-rail lighting to accentuate the bridgeway (from on and below) and to foster a safer pedestrian experience.



EXISTING



PROPOSED : LIGHTING AND SEATING AT VIEW POINTS



SIDEWALK PLANTINGS

EXISTING

Most existing tree pits feature open earth or tree grates. There is minimally consistent treatment street to street or even block to block. Many trees have clearly outgrown their allotted space and unmaintained tree grates. Plantings are sparse.



RECOMMENDATIONS

- + Remove tree grates and expand existing tree pits
- + Add plantings and planter fences - develop a consistent plant palette neighborhood wide
- + Develop a rhythm of plantings that reinforce the sidewalk and provide additional buffer to the streets
- + Hanging Baskets - maintain existing and add along narrow sidewalks

STORMWATER POTENTIAL

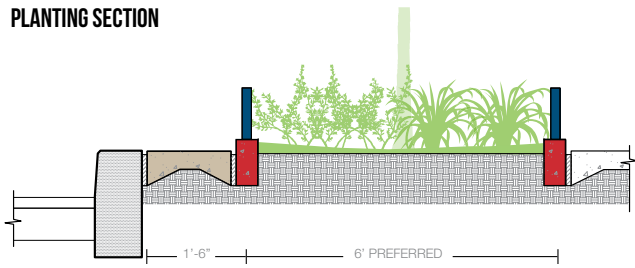
While Pioneer Square soil has limited infiltration capacity, there is potential to connect planters on steep streets to collect and slow stormwater.

HANGING BASKETS

Hanging baskets are a unique identifier for the Pioneer Square neighborhood. On sidewalks above areaways or too narrow for planting strips, hanging baskets should be considered as a means to add seasonal color.

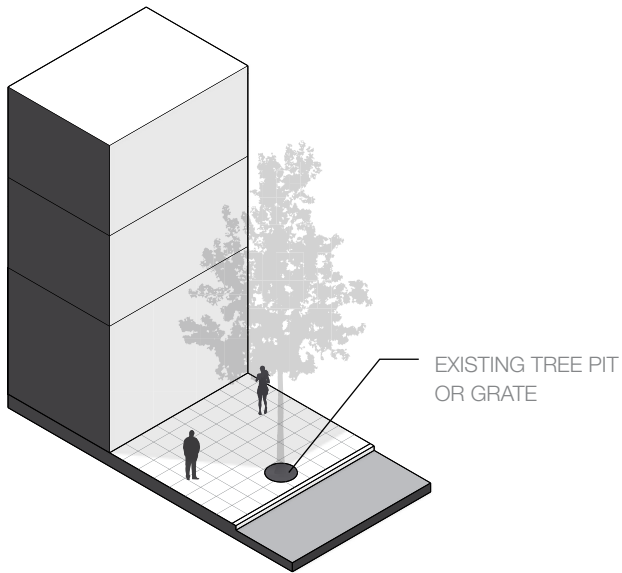


PLANTING SECTION

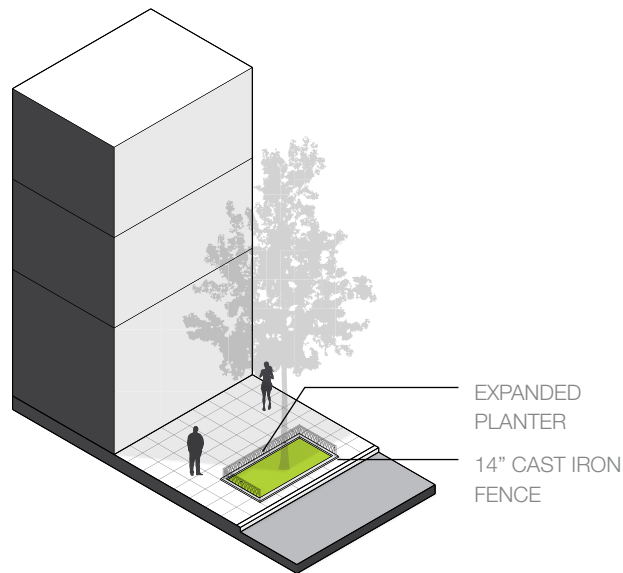


- 1 Curbside Buffer: provides landing to exit parked car
- 2 Planter Curb: provides a clean look, mounting surface, and detectable edge for the visually impaired
- 3 Planter Fence: reinforces character and clarity of pedestrian zone
- 4 Planting Space: a 6'x12' planter provides ample growing room for trees, shrubs, and perennials

EXISTING



PROPOSED: PLANTER + TREE FENCE

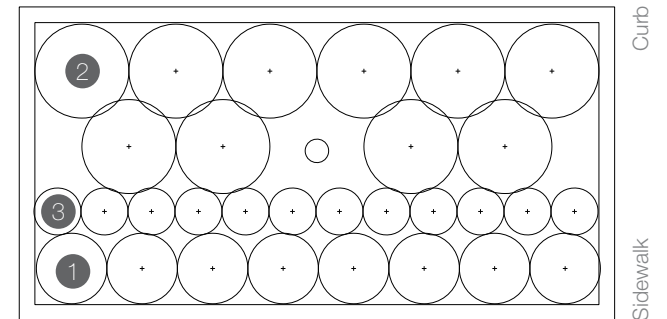


PLANT PALETTE

Consistent plantings provide valuable character and rhythm to the streetscape. While a diversity of species should be encouraged neighborhood-wide, plantings along the same block or street should feature a similar palette.

Planters should be composed of three elements:

- 1 A strong front edge of mid-height (1.5'-3') evergreen shrubs or ferns.
- 2 A backside field of taller (3'-4') shrubs, ferns or grasses. Preference should be given to plants that provide winter interest.
- 3 Perennials should be scattered throughout the planter, and be visible along the sides.



Sample planting plan

BIKE INFRASTRUCTURE

EXISTING

Pioneer Square has a growing network of shared lanes, street-side bike lanes, and cycletracks. Currently there is a cycletrack with temporary white bollards on 2nd Ave north of Yesler Way and on Yesler Way between 2nd Ave and Occidental Ave S.



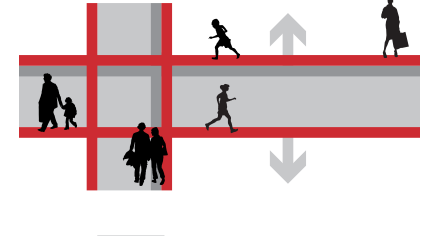
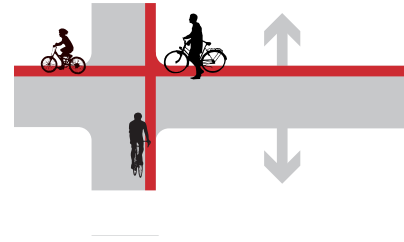
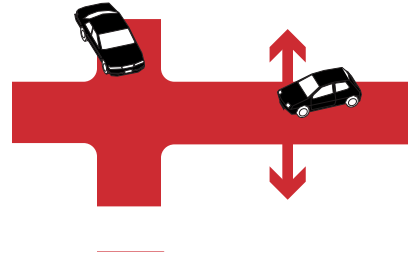
RECOMMENDATIONS

- + Curb buffers - build 3' wide curb along cycletracks with special paving to match district aesthetic
 - + Crossing surface - provide a visible pavement change wherever a cycletrack crosses a vehicular or pedestrian path
- Source: NACTO*

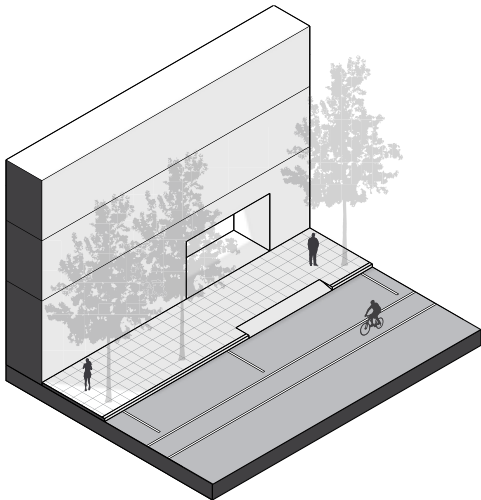


TRANSPORTATION HIERARCHY

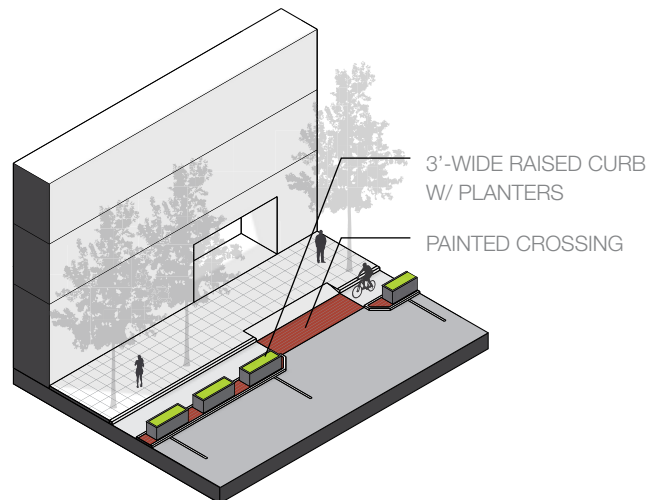
Establish a clear visual hierarchy when different modes of movement cross each other. Under almost all circumstances, pedestrian networks should take priority over bike networks which should take priority of vehicular paths.



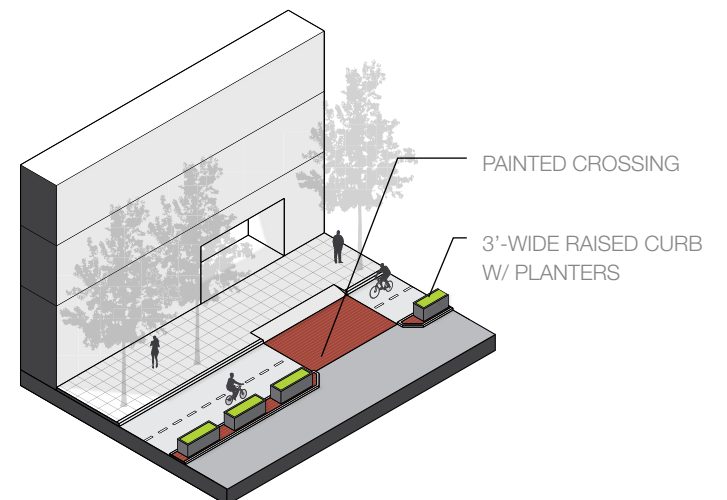
EXISTING MID-BLOCK



PROPOSED ONE-WAY CYCLETRACK



PROPOSED TWO-WAY CYCLETRACK



ONE- TO TWO-WAY STREETS

EXISTING

There are numerous one-way streets through and around Pioneer Square. While one way streets enable faster through traffic, they decrease neighborhood permeability, pedestrian safety, and accessibility.



RECOMMENDATIONS

- + Convert all non-arterial one-way streets to two-way. This will calm traffic, increase accessibility, and improve network connectivity.

STREET CONVERSIONS



ACCESSIBILITY

EXISTING

Narrow walkways, sidewalk hazards, low quality curb-cuts and crosswalks, and obstacles in the pedestrian ROW make sidewalks a challenge for pedestrians, specifically individuals with disabilities.



RECOMMENDATIONS

Accessibility is an overarching theme that spans many of the conditions outlined in this document. In addition to those, the following recommendations should be considered for all streets.

- + Design and maintain pedestrian clear zones along sidewalks. The stronger the edges of this clear zone are (curbs, planters, buildings) the easier it is for visually impaired individuals to navigate.
- + Design and maintain a predictable rhythm along the street. Conditions that diverge from the pattern (restaurant seating areas, public art) should be considered on a case by case basis.
- + Maintain level cross-slopes along sidewalks.
- + Provide pockets for rest along steep slopes.
- + Provide high-contrast curb ramps that align with the flow of traffic. Minimize slope at curb ramp.

- + Minimize obstacles along the sidewalk, including exposed pipes and signs along buildings.
- + Provide more mid-block and alley crossings. Utilize curb bulb-outs and tighter turn radii to shorten crossing distances.



Streets in Copenhagen utilize linear inlays to assist wayfinding for the visually impaired.

06

STREETS

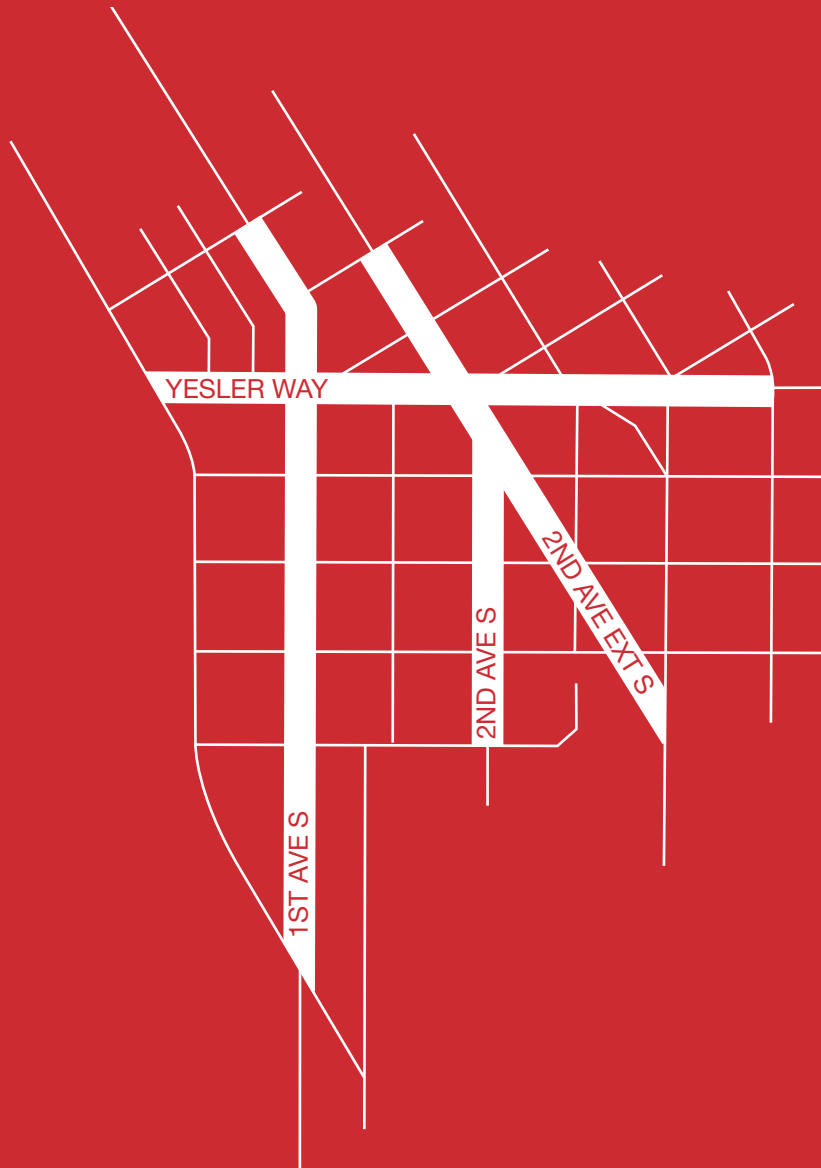
The streets of Pioneer Square are essential for multi-modal transportation, open space, health and wellbeing, safety, and the identity of the neighborhood. They are traversed daily by diverse users, including visitors and residents alike.

How the four streets were selected

1st Ave / 1st Ave S, 2nd Ave S, 2nd Ave Ext S, and Yesler Way

These four streets were selected based on critical function to the neighborhood, existing deficiencies, and overlap with ongoing projects in the district. While other streets may be more “typical”, with the notable exception of Occidental Ave S, the selected 4 streets each take on a unique function for the neighborhood that cannot be generalized. These functions range from a primary commercial corridor and pedestrian stroll (1st Ave), a low-key commercial street (2nd Ave S), a connector that is currently a barrier (2nd Ave Ext S), and a historic East West connecting channel (Yesler Way).

STRATEGY



DESIGN CONCEPTS

The design of streets in Pioneer Square must support a walkable community with diverse destinations, needs, interests, and levels of accessibility. The designs must support and celebrate the existing urban fabric. This section focuses on pedestrian and placemaking aspects of the street. Operational aspects, such as load zones, metro operations, private drives, police, fire, etc... will need to be considered in the context of the larger neighborhood and downtown operations and as projects become reality.

STREETS

1ST AVE / 1ST AVE S

“THE PEDESTRIAN STROLL”

2ND AVE S

“THE LOCAL”

2ND AVE EXT S

“THE CONNECTOR”

YESLER WAY

“THE CONNECTING CHANNEL”



1ST AVE / 1ST AVE S

“THE PEDESTRIAN STROLL”

WHAT PEOPLE SAY

“...NOT ENOUGH CLEAR WALK SPACE.”

“LOVE TREES ON 1ST”

“CLUTTER!”



SPECIAL STREET

GLASS BLOCKS

- 46% of blocks feature visible glass blocks

HISTORIC CHARACTER

- 74% of survey respondents like the historic character of the street

TRANSPARENCY

- 87% of blocks have a strong blockface with a high degree of transparency

9.1 DOORWAYS

per block, by far the most in Pioneer Square

AT CAPACITY

CURB CUTS

- 30% of blocks have nonexistent or inadequate curb cuts for crossings

LOTS OF PEOPLE

- 7.9 people were observed walking per block, the highest of any Pioneer Square street

10.3 FT WALKWAY

- the average walkable width of sidewalks is 10.3 ft, and is often obstructed by seating or signs

MORE PLACES TO SIT

- 32% of survey respondents want more places to sit along the sidewalk

CLUTTERED

A-BOARDS

3.4 per block

UTILITY BOXES

0.4 per block

NEWSPAPER RACKS

2.3 per block

TRASH & RECYCLING

2.1 receptacles per block

ONGOING PROJECTS

1. 1ST AVE STREETCAR

The 1st Ave Streetcar project will remove a lane of parallel parking and add an at-grade streetcar corridor in the center lanes.

2. PARKS & GATEWAYS

Pioneer Place is one of the oldest and most historic open spaces in the city. Working with the Parks & Gateway project, the plans for 1st Ave seek to highlight and improve access to the plaza.

3. FREIGHT MASTER PLAN

The existing freight master plan lists 1st Ave as a major truck street.

ANALYSIS & CONCEPT

GOALS

1. A SIMPLE LANGUAGE

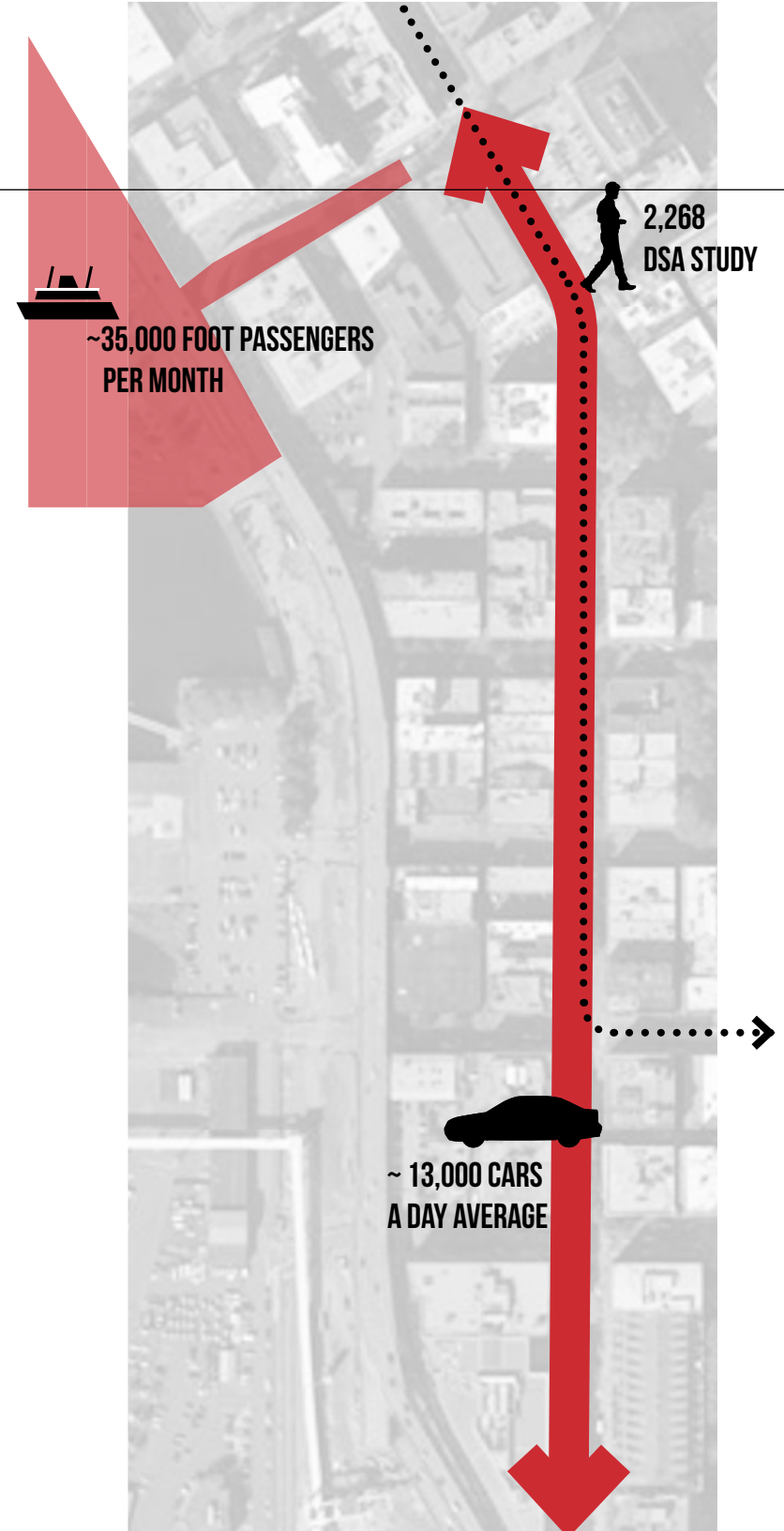
1st Ave already has a lot happening. The role of the streetscape is to create a simple repetition of elements and small spaces that support the existing and future land uses.

2. SPACE TO WALK SAFELY

1st Ave is crowded - with both people and objects. In order to support its functionality, the street must create clear pedestrian pathways and safe crossings.

3. STREETCAR STREET

The upcoming streetcar is an opportunity to integrate pedestrian movement with an city-wide transit system.

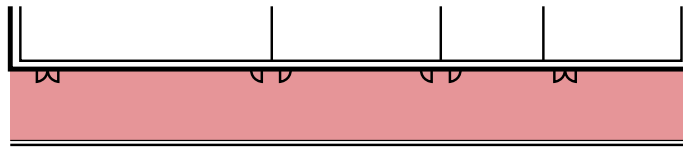


DESIGN MOVES

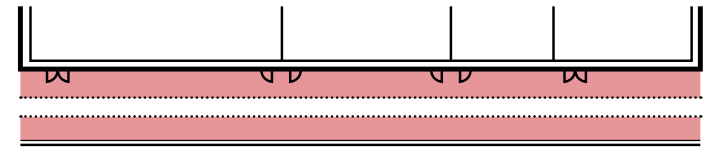
- + A consistent pedestrian clear-zone of 8' minimum
- + A variety of buffer options along the sidewalk edge to correspond with the adjacent land use condition
- + Raised all-way crossings at all intersections along 1st Ave, except S Jackson St
- + "Sidewalk stations" to create organized zones for seating and shelter

BUILDING A RHYTHM

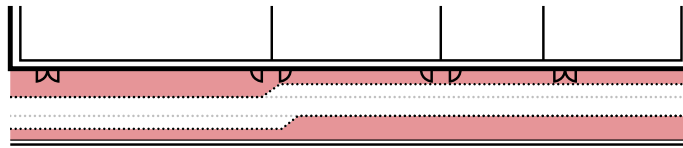
1) 16' EXISTING PEDESTRIAN R.O.W.



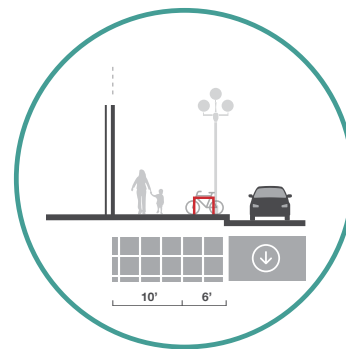
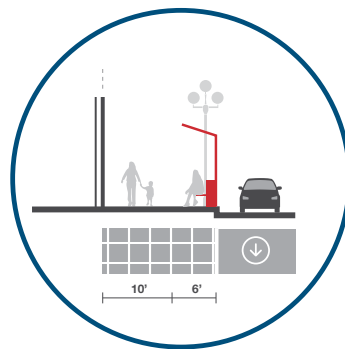
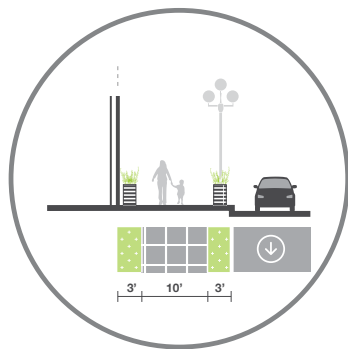
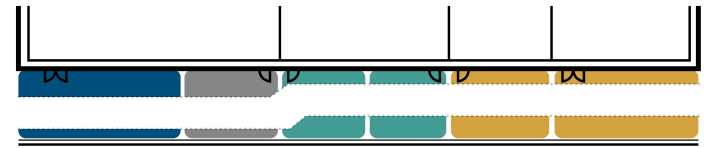
2) 5' VISUAL CORRIDOR



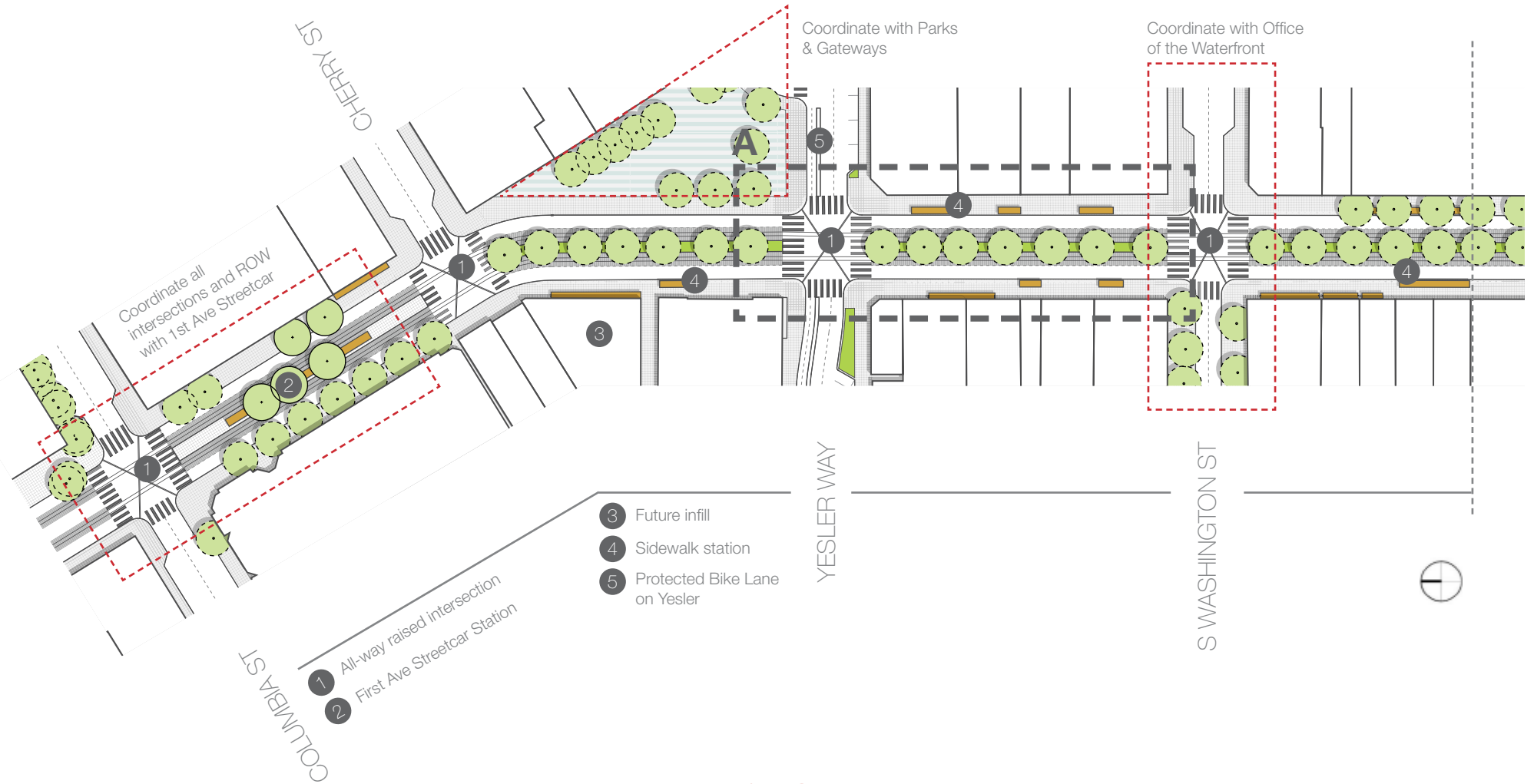
3) 8' MINIMUM UNOBSTRUCTED WALKWAY



4) KIT-OF-PART ZONES BY FRONTAGE



SITE PLAN

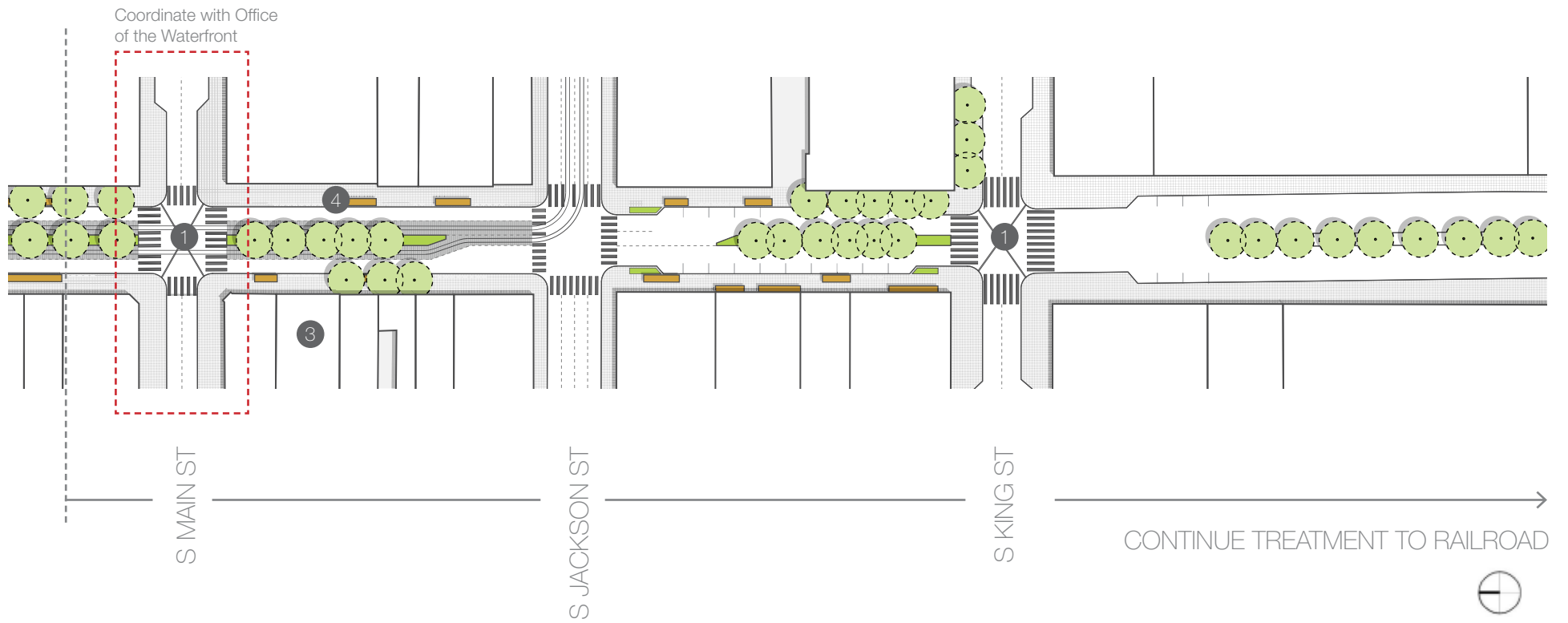


- 3 Future infill
- 4 Sidewalk station
- 5 Protected Bike Lane on Yesler

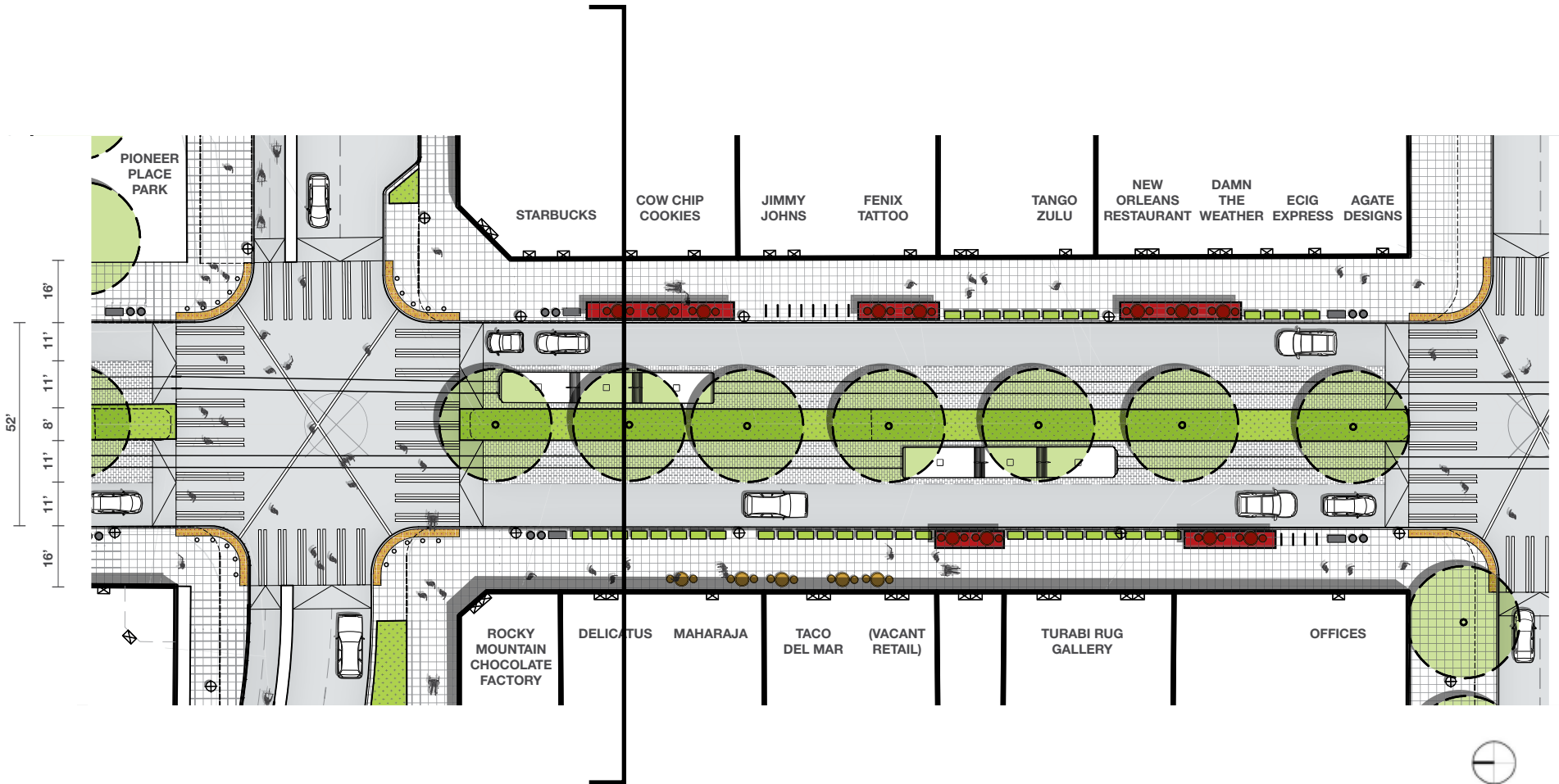
YESLER WAY

S WASHINGTON ST



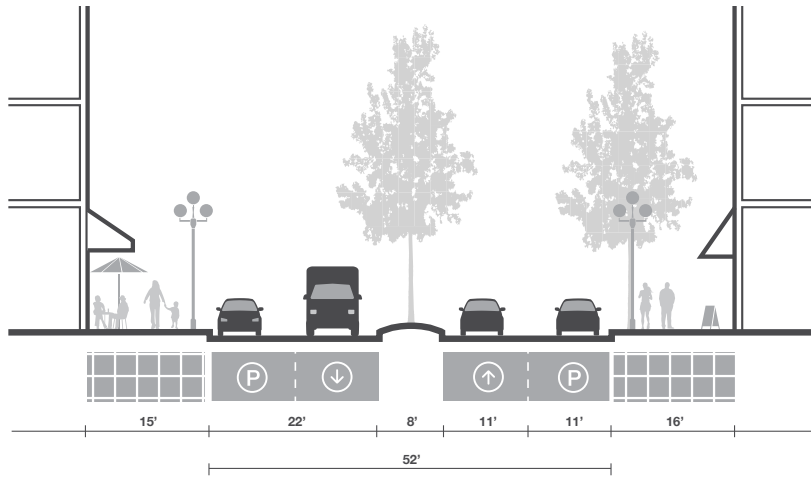


DETAIL A



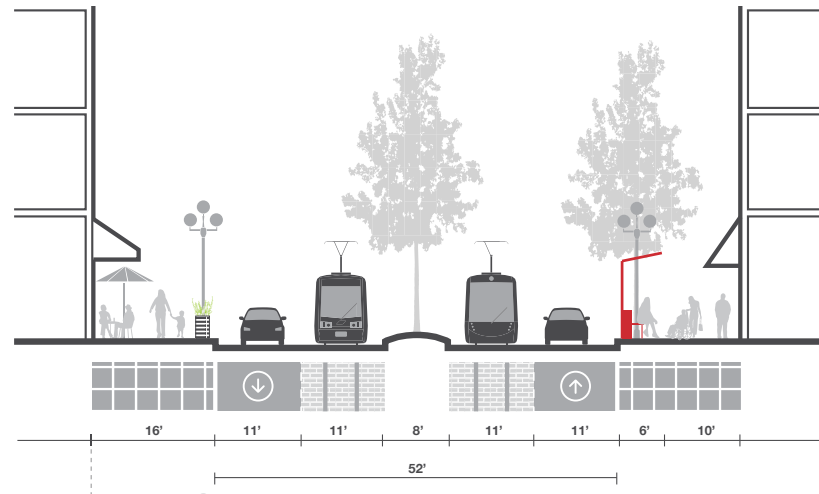
EXISTING

BETWEEN S WASHINGTON & YESLER WAY



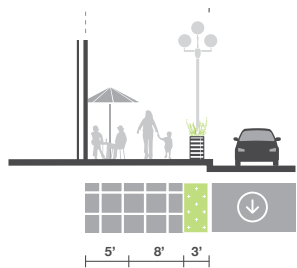
PROPOSED

TYPICAL MID-BLOCK

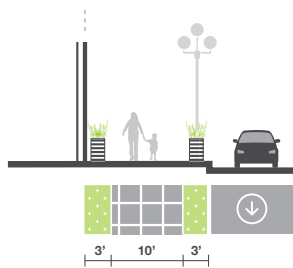


Coordinate all intersections and ROW improvements with 1st Ave Streetcar

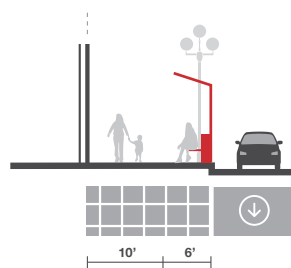
PROPOSED SIDEWALK CONDITIONS



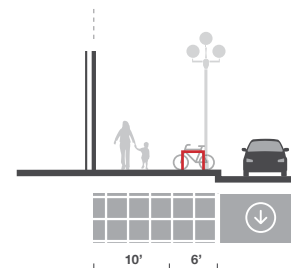
CAFE SEATING



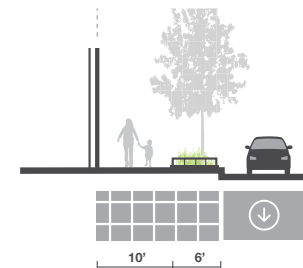
PLANTERS



SIDEWALK STATION



BIKE PARKING



EXISTING TREES

STREETSCAPE - BEFORE



STREETSCAPE - AFTER



2ND AVE S

“THE LOCAL”

WHAT PEOPLE SAY

“...RENAME ONE OF THE STREETS...”

“MORE OUTDOOR SEATING”

“...CONNECT TO PARKS [OCCIDENTAL AVE S & PLAZA AT 2ND AVE EXT S]...”

GREAT VIEW STREET

ICONIC VIEWS

50% of blocks feature iconic views, highest of any street in Pioneer Square

DESIREABLE LOCATION

QUIET SPACES

2nd Ave S was noted most among the four streets for its quiet spaces

MORE PLACES TO SIT

28% of survey respondents want more places to sit along the sidewalk

MORE SHELTER & SHADE

26% of survey respondents want more shade or shelter along the street

FULL OF POTENTIAL

EXISTING LANDMARKS

- there are several significant landmarks including Waterfall Park, Seattle Fire Department HQ, and the Klondike Gold Rush Museum

10.7 FT SIDEWALKS

- the average walkable width of sidewalks is 10.7 ft, second highest in Pioneer Square

ACTIVE COMMERCIAL

2+ active commercial units per block, third most of any street in Pioneer Square

ONGOING PROJECTS

1. PRIVATE DEVELOPMENT

The street features several ongoing construction projects and has an existing surface parking lot that presents a potential future development opportunity.

ANALYSIS & CONCEPT

GOALS

1. A MAIN STREET TYPOLOGY

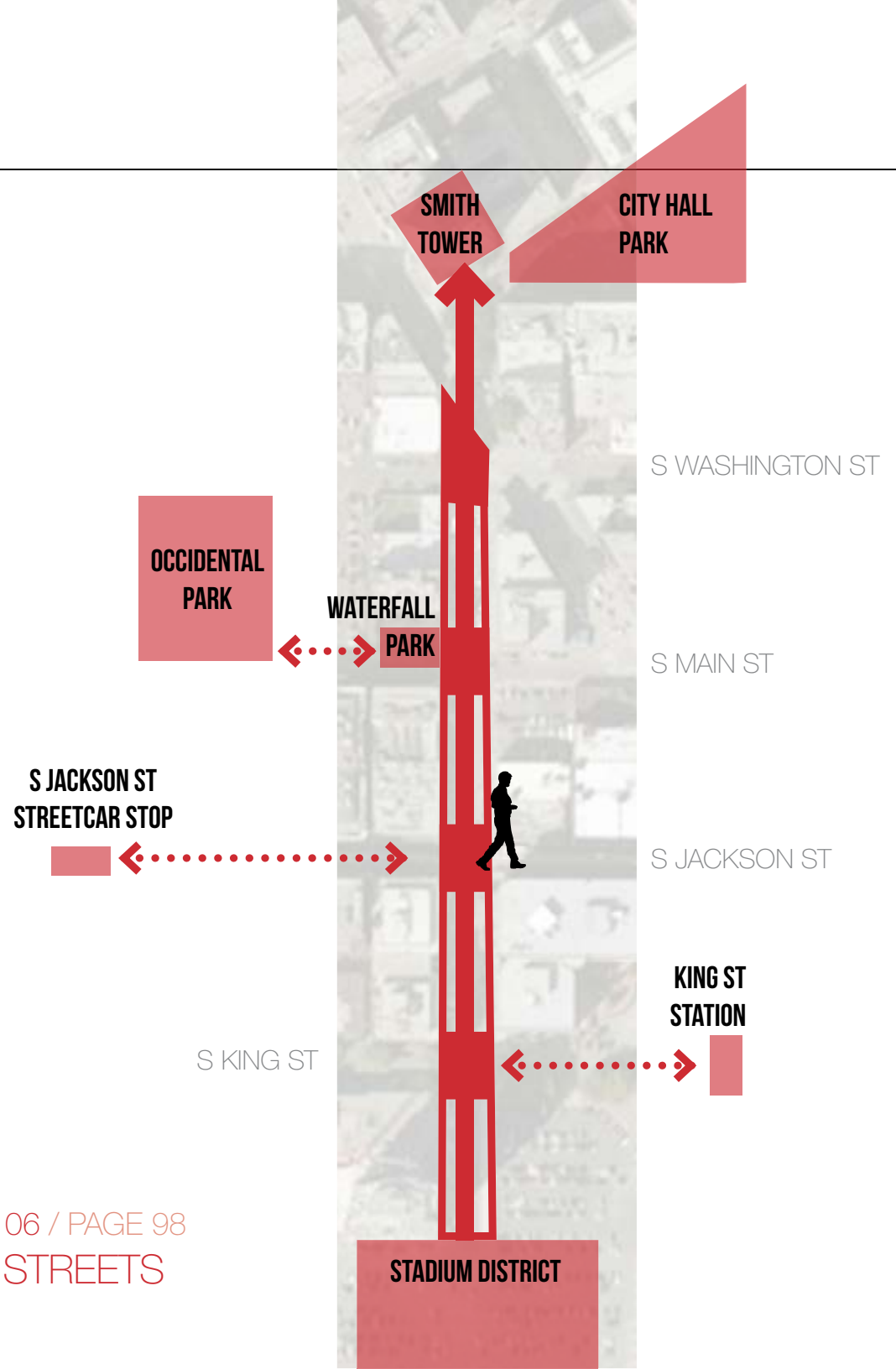
2nd Ave S, as a low key parallel to 1st Ave, is an opportunity to showcase local business and agencies, active retail, and outdoor cafes.

2. VIEW STREET

2nd Ave S features trademark views towards the Stadium District and Smith Tower. These views should be highlighted through the organization of space.

3. FLEXIBILITY

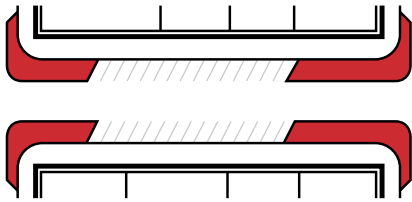
2nd Ave S needs to simultaneously accommodate parking, ample pedestrian space, existing and future developments, and the occasional game-day rush through an adaptable street and streetscape.



DESIGN MOVES

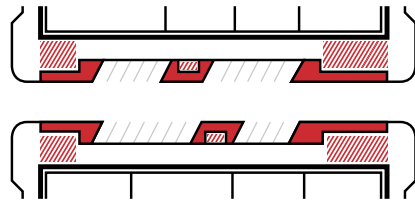
1. FRAME BLOCK WITH CURB BULBS

to encourage slow traffic, create larger amenity spaces, and to establish a repetitive street typology



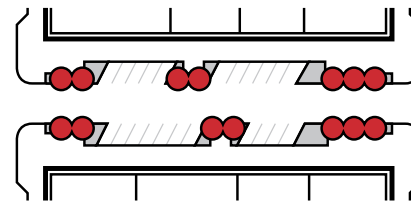
2. CREATE "ROOMS" OF ACTIVITY

by utilizing mid-block curb bulbs and planting to create pockets for seating and socializing



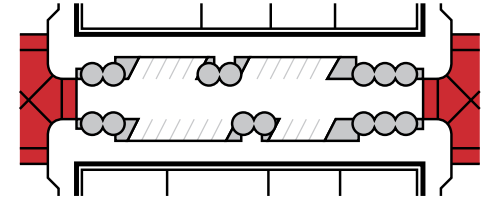
3. BALANCE TREES & VIEWS

by limiting trees to planting areas and leaving larger open areas for views to Smith Tower and the Stadium District.

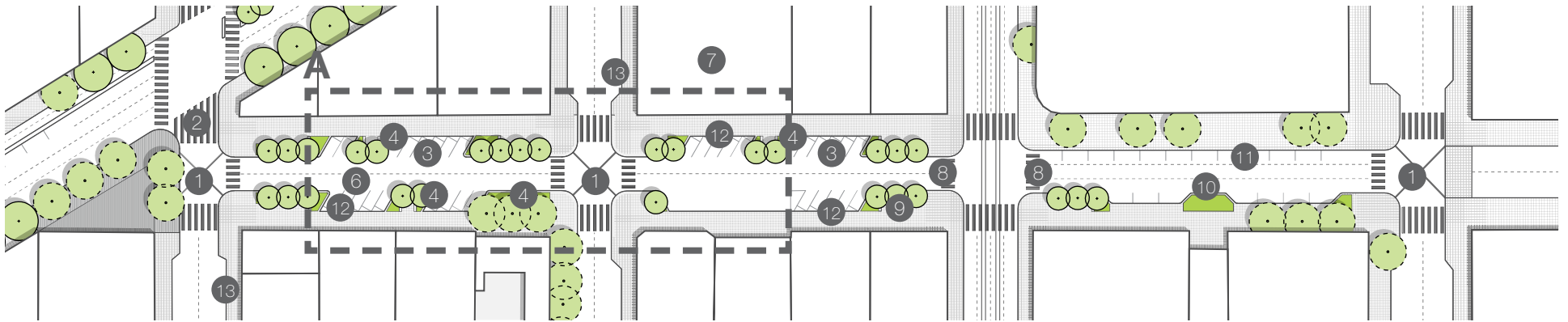


4. RAISE THE INTERSECTIONS

(except for S Jackson St) in order to reinforce 2nd Ave S as a consistent pedestrian corridor



SITE PLAN



S WASHINGTON ST

- 1 All-way raised intersection
- 2 Wedge crosswalk
- 3 Back-angle parking
- 4 Seating nodes
- 5 Seating node at Waterfall Park
- 6 One-way to two-way conversion (this block only)

S MAIN ST

- 7 Future infill
- 8 Raised crosswalk (intersection not raised)
- 9 Seating node at Klondike Gold Rush Museum

S JACKSON ST

- 10 Large planting at atrium entry
- 11 Flexible parking / traffic lane (this block only)
- 12 Possible locations for time restricted truck loading zone (parallel to curb)
- 13 Loading zones (Alternative to time restricted truck loading zones)

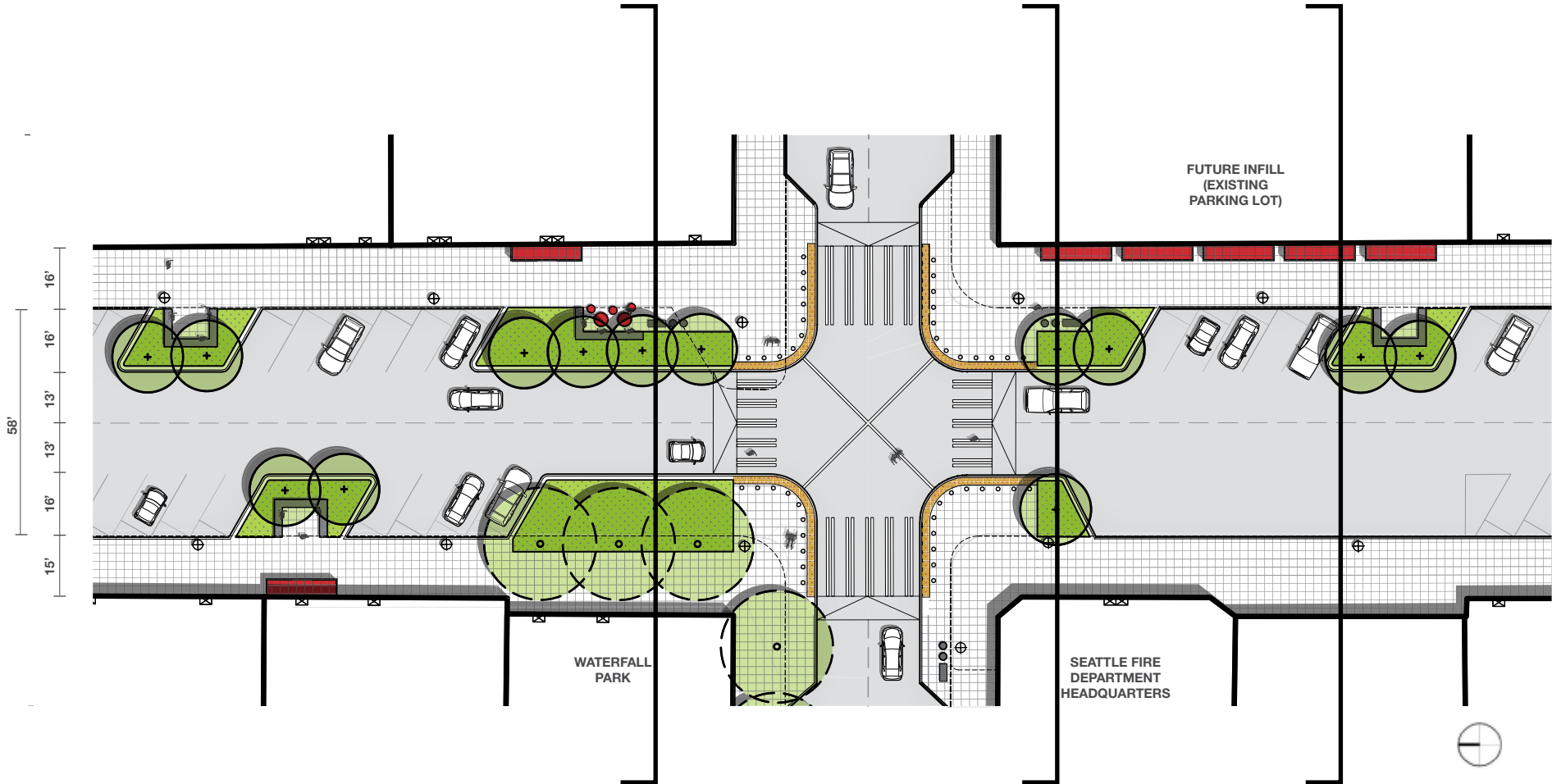
S KING ST



NOTE:

Articulated bus turns are currently necessary at S. Washington Street and 2nd Avenue Extension to 2nd Avenue. Desired long term curb radius when curb radius does not need to accommodate articulated bus turns.

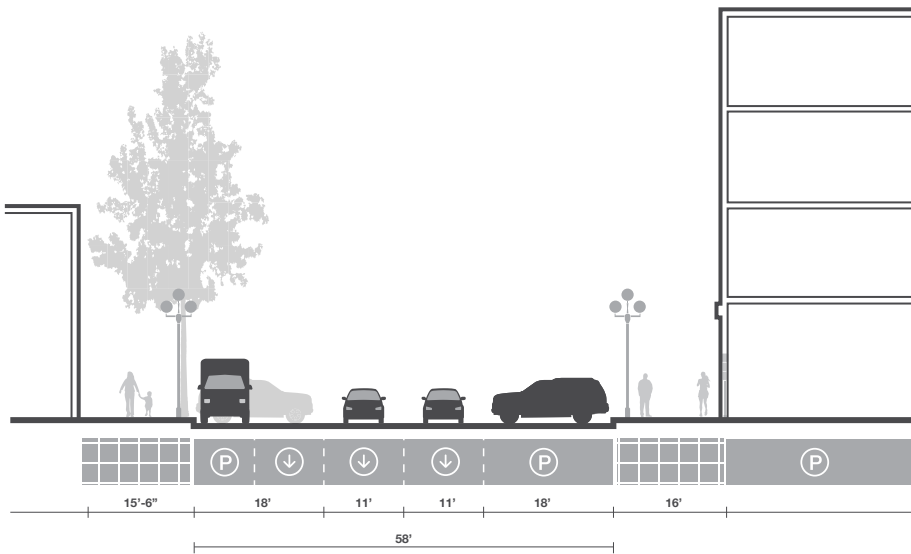
DETAIL A



DETAIL A

EXISTING

AT WATERFALL PARK



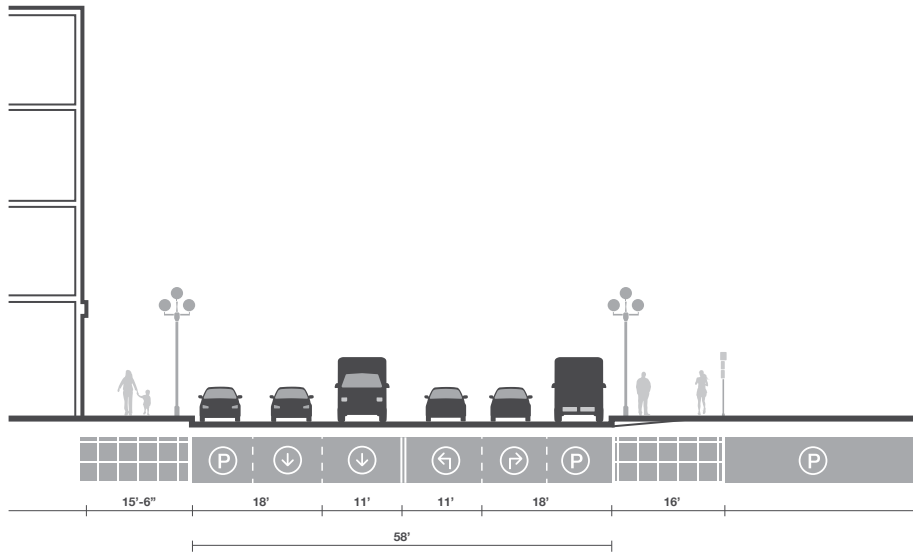
PROPOSED

AT WATERFALL PARK



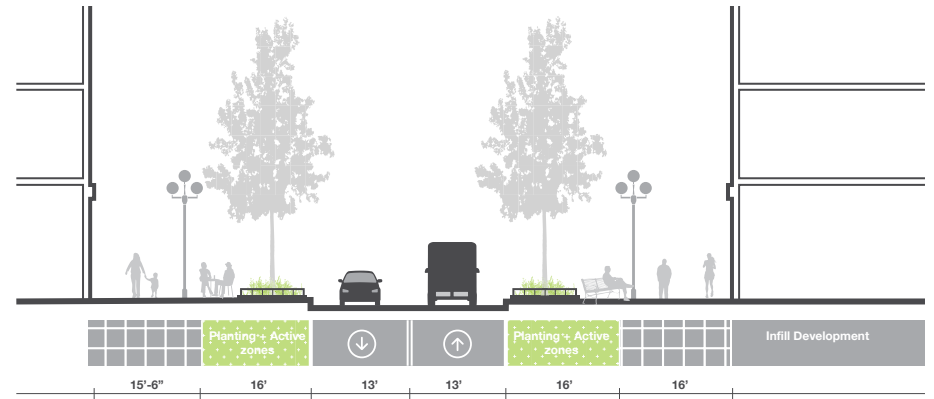
EXISTING

BETWEEN S MAIN ST & S JACKSON ST

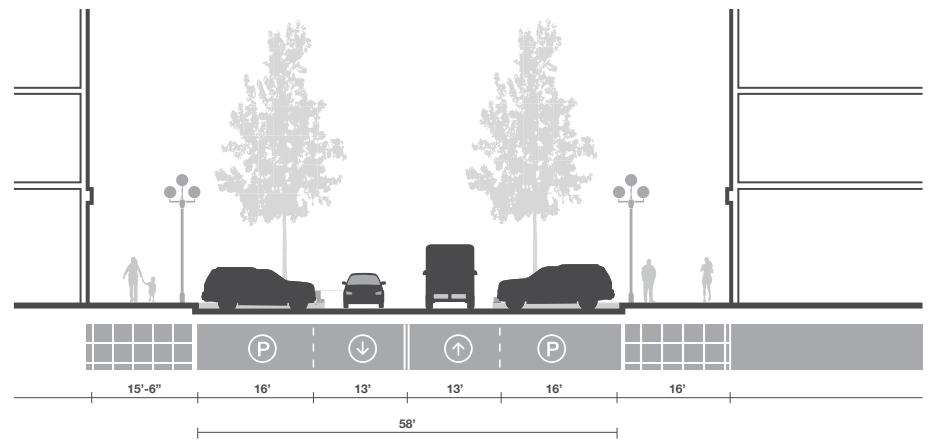


PROPOSED

TYPICAL AT BLOCK CORNERS



TYPICAL MID-BLOCK



S WASHINGTON ST INTERSECTION - BEFORE



S WASHINGTON ST INTERSECTION - AFTER



2ND AVE EXT S

"THE CONNECTOR"

WHAT PEOPLE SAY

"...NEED ACTIVE STREET LIFE EAST OF 2ND EXT..."

"MAKE BUS STOP NICER [TRIANGLE AT 3RD AVE ST]"

"FIX THE INTERSECTION [AT S WASHINGTON ST]"

UNDEFINED

UNDESIRABLE

44% of survey respondents said the street is generally uninteresting or undesirable

SPORADIC TREES

55% of blocks have minor to no tree coverage

CURRENTLY PED-UNFRIENDLY

POOR CROSSWALKS

25% of crosswalks are poorly marked or insufficient, highest in Pioneer Square

INTERSECTIONS

40% of survey respondents feel that the intersections are unsafe for pedestrians

HIGH-SPEED TRAFFIC

44% of survey respondents disliked being next to such high-speed traffic

LACKING AMENITIES

NO SEATING

there are 0 public seating opportunities outside of plazas and bus shelters

DEBRIS & TRASH

58% of survey respondents listed debris and trash as a problem with the street

LOTS OF PEOPLE

14.0 people per block. Despite a lack of benches, shelter, and suitable traffic buffers, 2nd Ave Ext S had the most observed people of any street in Pioneer Square.

ONGOING PROJECTS

1. SEATTLE BIKE MASTER PLAN

SDOT has plans to extend an existing cycletrack on 2nd Ave / 2nd Ave Ext S from Yesler Way to S Main St.

2. THIRD AVE CORRIDOR

The plans for Third Ave corridor feature an expanded bus zone and major curb revisions near the intersection with 2nd Ave Ext S.

3. PARKS & GATEWAYS

Union Station Square and King Street Station Plaza design updates present an opportunity to expand and enhance a cohesive pedestrian environment around the station.

ANALYSIS & CONCEPT

GOALS

1. BRIDGE THE GAP

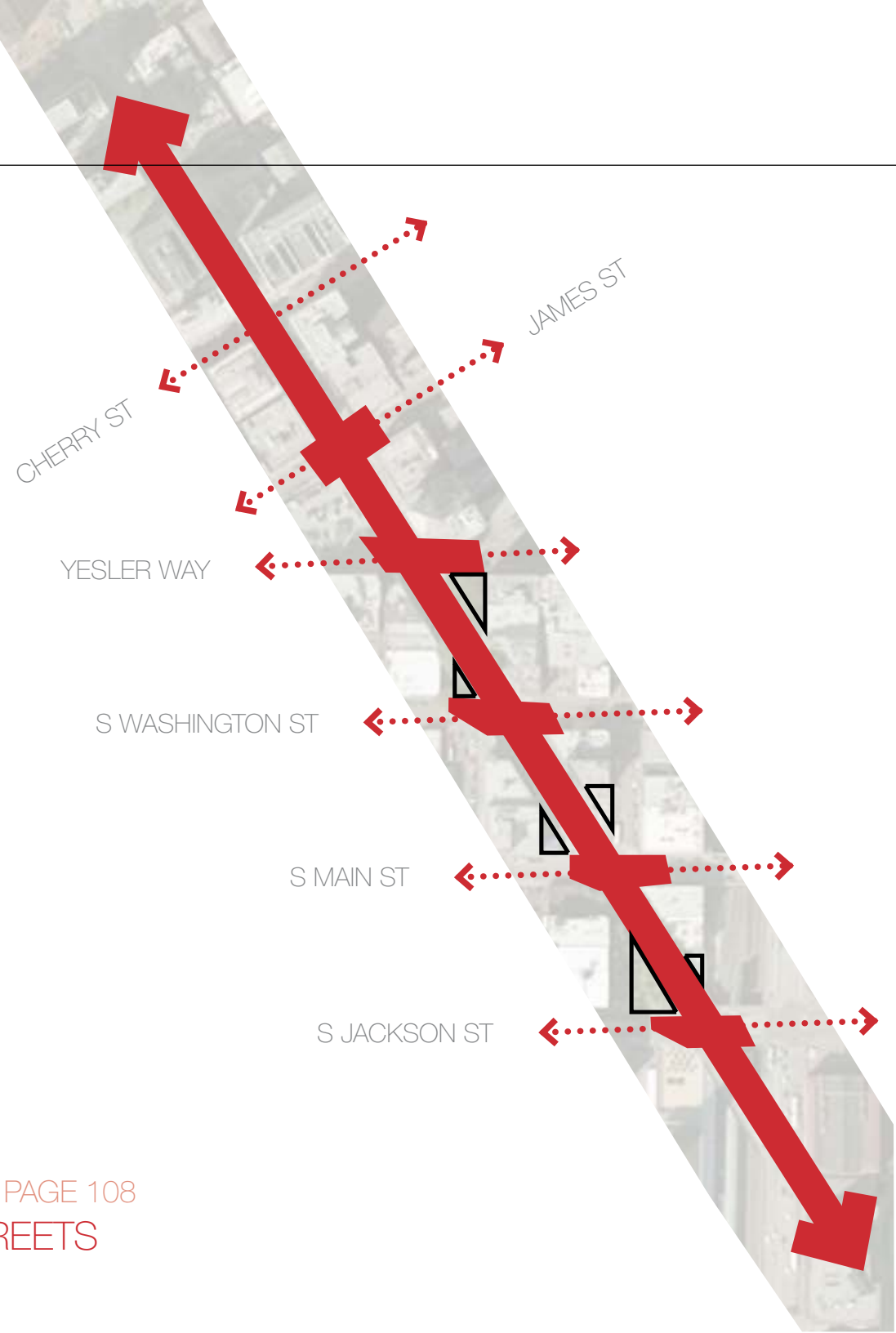
The west and east sides of 2nd Ave Ext S are physically and psychologically disconnected. The street redesign must create stronger connections and safer crossings across the arterial.

2. HUMANIZE THE CORRIDOR

The cars move fast and there are minimal buffers or sheltered areas. This presents an opportunity to create a human-scaled experience with greater separation from the street.

3. CREATE AN OPEN-SPACE NETWORK

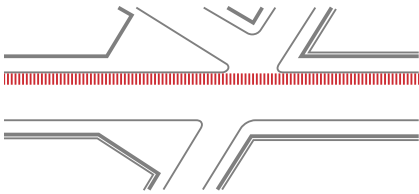
Take advantage of under-utilized triangular plazas to create small spaces use and activity.



DESIGN MOVES

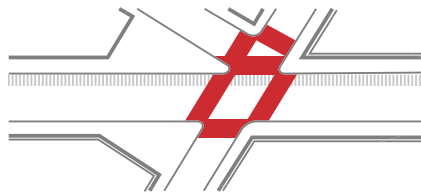
1. EXTEND THE CYCLETRACK

to S Main St and make it a prominent feature of the street



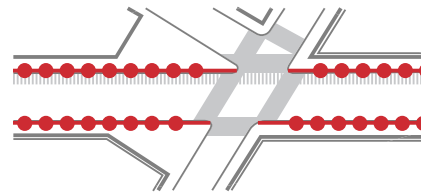
2. EMPHASIZE INTERSECTIONS

with large pedestrian corners and wide and distinct crossings



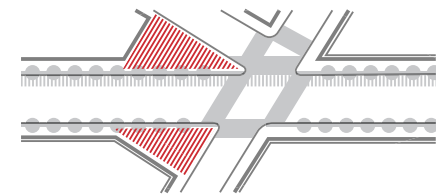
3. CREATE A COMFORTABLE EDGE

with human-scale repetition of trees and site amenities

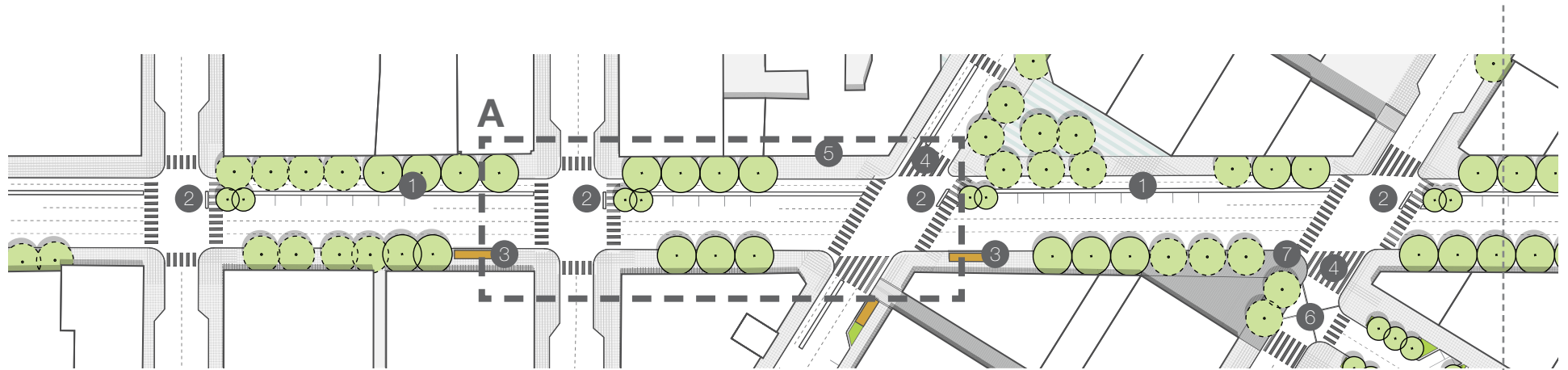


4. ACTIVATE LEFTOVER TRIANGLES

to provide crossover cues and visual consistency



SITE PLAN



CHERRY ST

- 1 Separated Cycletrack
- 2 Protected Bike Lane Bulb-out and Planter
- 3 Bus shelter

JAMES ST

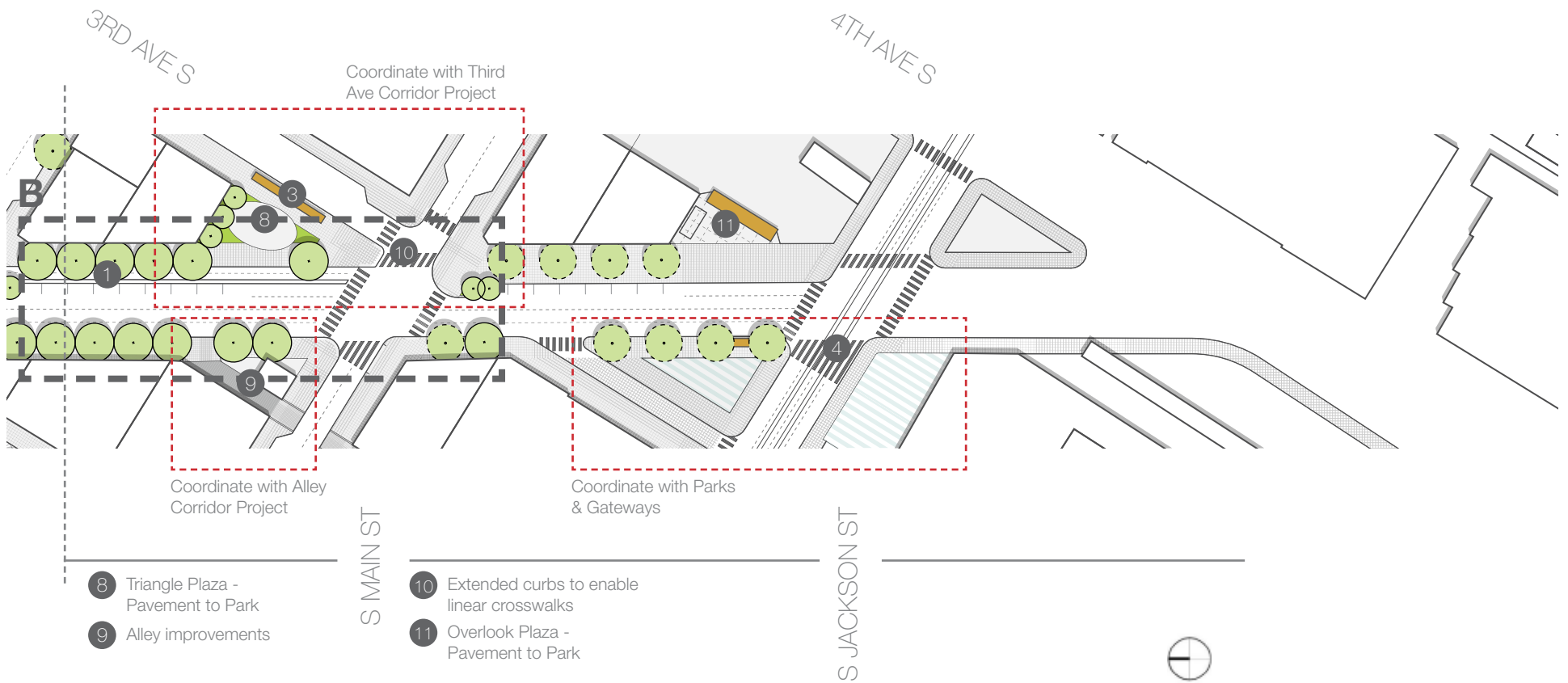
- 4 Wedge Crosswalks
- 5 Smith tower - no trees to obstruct views

YESLER WAY

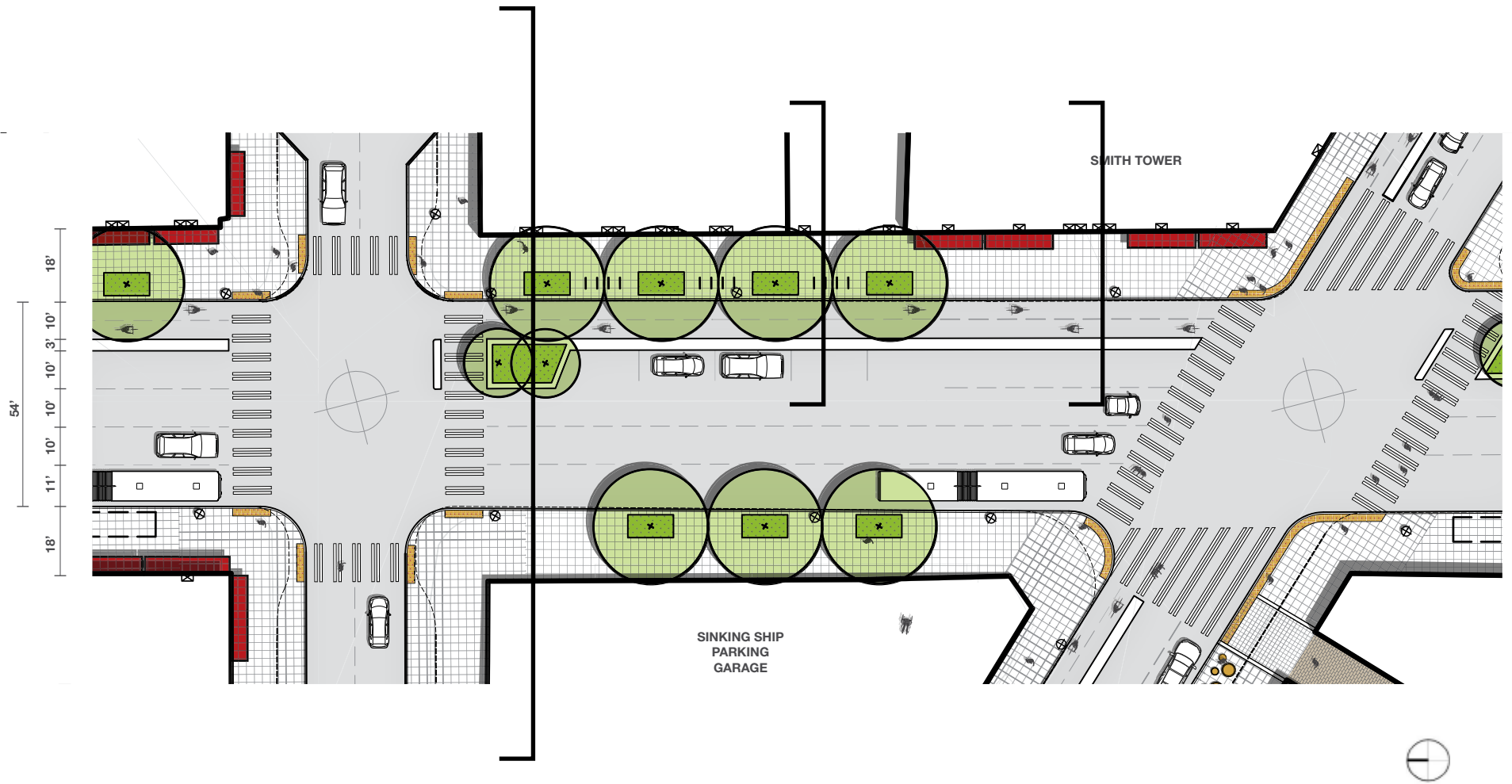
- 6 All-way raised intersection
- 7 Remove island & tighten radius

S WASHINGTON ST



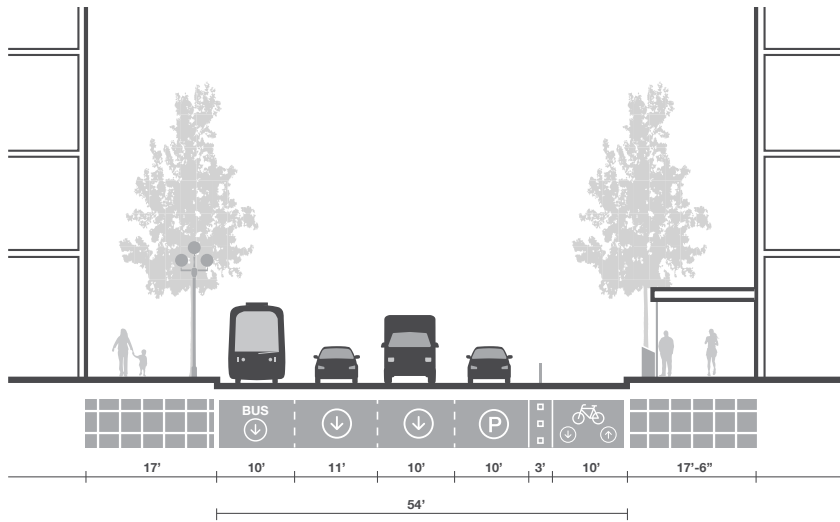


DETAIL A



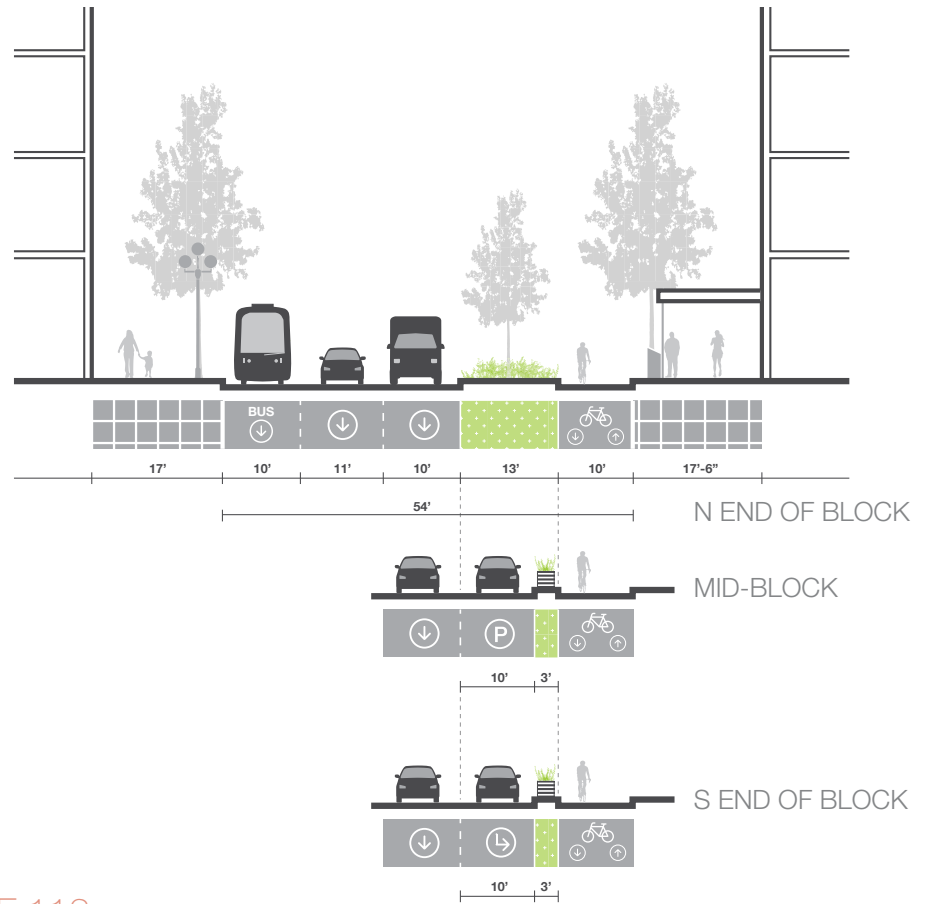
EXISTING

BETWEEN COLUMBIA ST & YESLER WAY

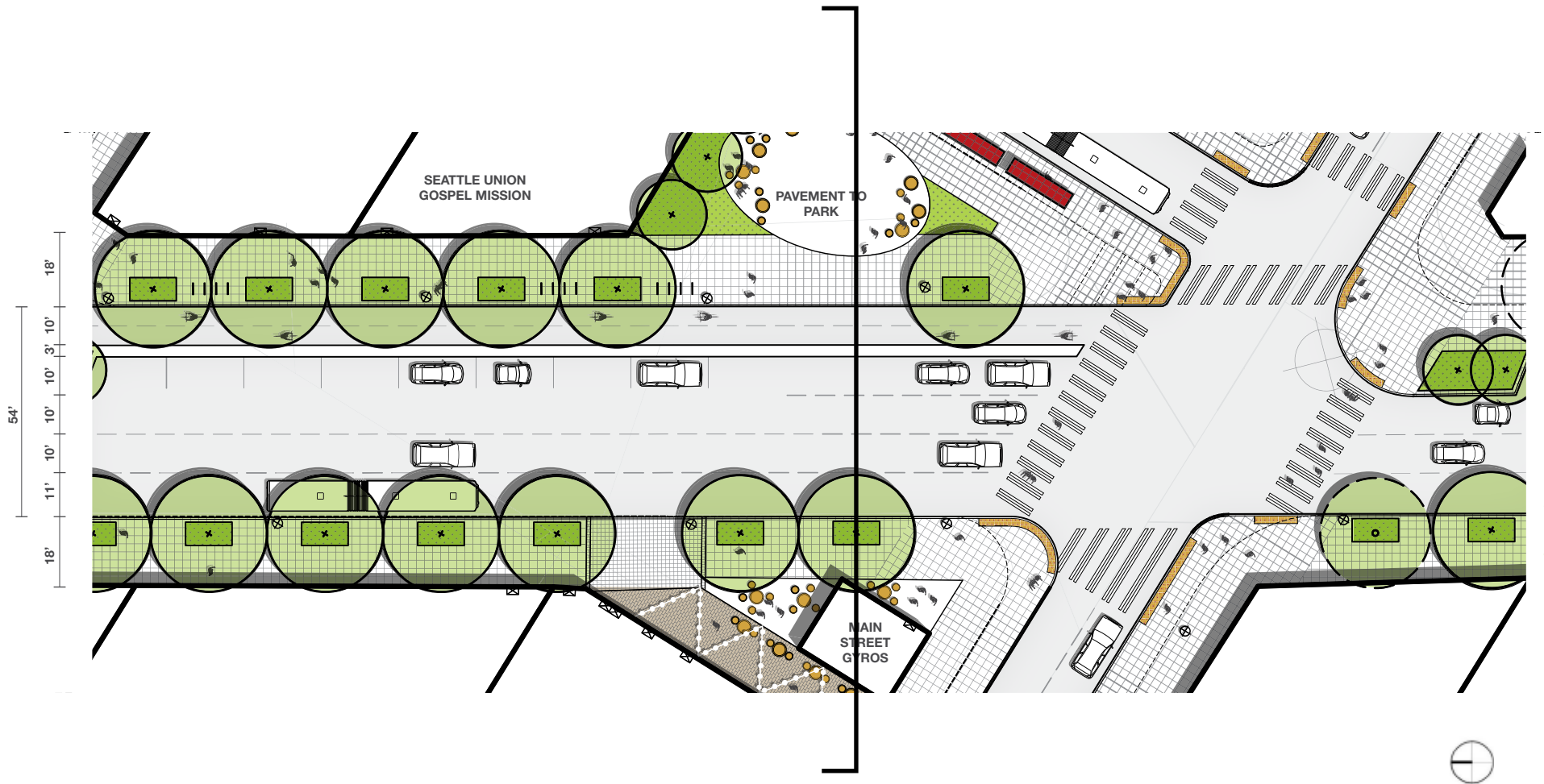


PROPOSED

BETWEEN COLUMBIA ST & YESLER WAY

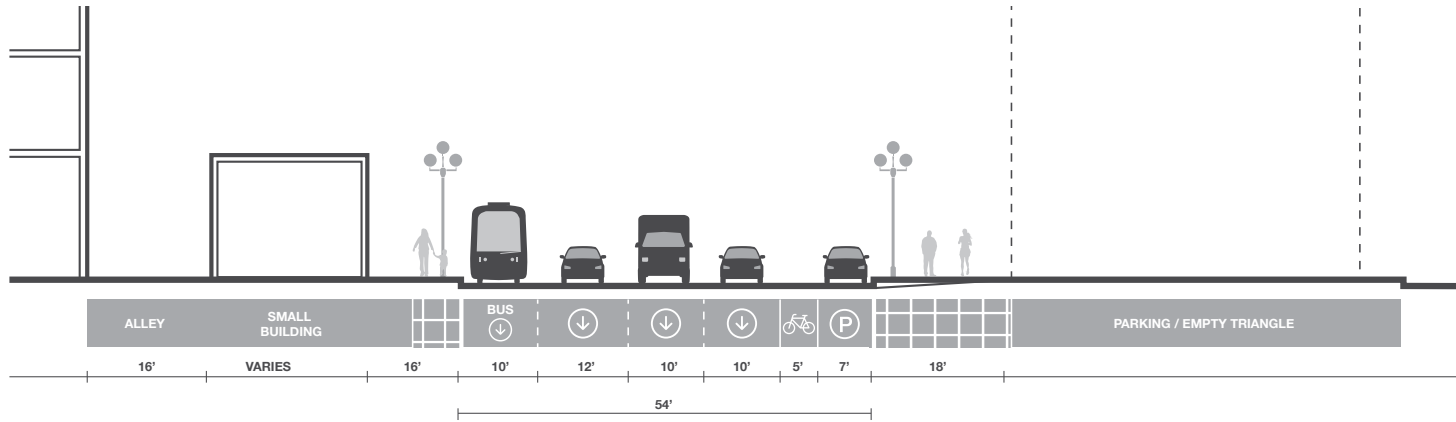


DETAIL B



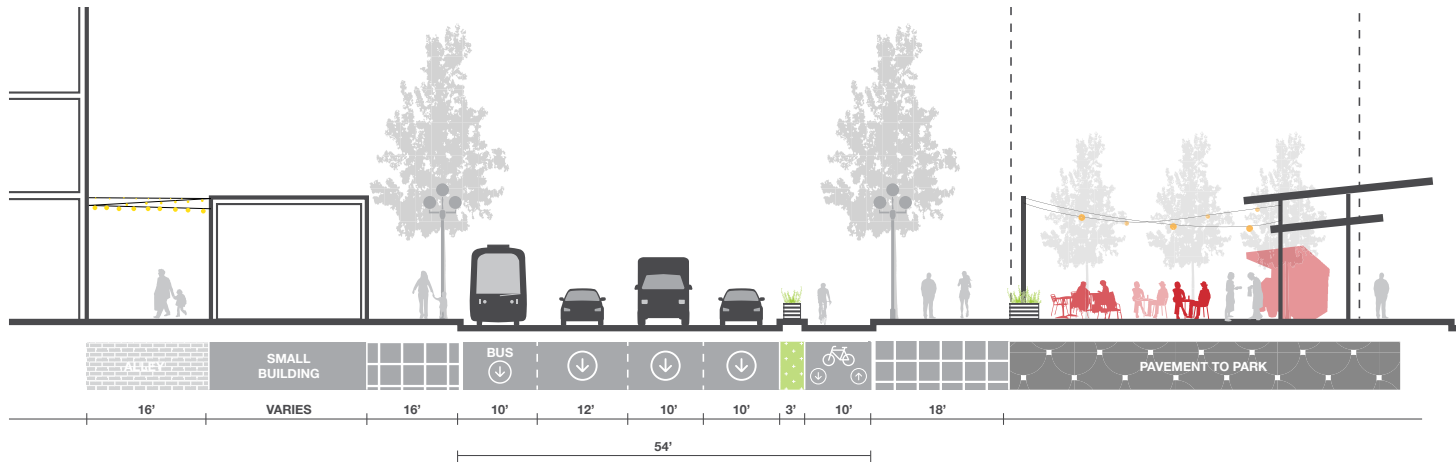
EXISTING

BETWEEN S WASHINGTON & S MAIN ST



PROPOSED

BETWEEN S WASHINGTON & S MAIN ST



CYCLETRACK - BEFORE



CYCLETRACK - AFTER



3RD AVE INTERSECTION - BEFORE



3RD AVE INTERSECTION - AFTER





YESLER WAY

“THE CONNECTING CHANNEL”

WHAT PEOPLE SAY

“VERY DANGEROUS INTERSECTION [3RD AVE ST]”

“ALL-WAY PED CROSSING AT PIONEER PLACE...”

“EXTEND BIKE LANES FROM 2ND/YESLER TO WATERFRONT...”

LANDMARK STREET

5 PARKS & PLAZAS

along Yesler - the Seattle Waterfront, Pioneer Place, plaza at 2nd and Yesler, Prefontaine Place, and City Hall Park.

5 ALLEYS

intersect with Yesler Way

ICONIC VIEWS

42% of survey respondents like the views along Yesler Way, towards downtown, the Smith Tower, the waterfront, and the Stadium District.

CHALLENGE TO PEDESTRIANS

9.1 FT WALKWAYS

- the average walkable width of sidewalks is 9.1 ft, among the narrowest of major streets in Pioneer Square

SIDEWALK HAZARDS

62% of blocks featured walkway hazards, such as uneven surfaces, unmanageable slopes, or protruding objects

INTERSECTIONS

- 38% of survey respondents viewed the intersections as unsafe

LACKING AMENITIES

DEBRIS & TRASH

- 50% of survey respondents listed debris and trash as a problem with the street

UNDESIRABLE

- 36% of survey respondents view the street as undesirable or uninteresting

ONGOING PROJECTS

1. SEATTLE BIKE MASTER PLAN

SDOT has identified Yesler Way as a critical local bike connector. With new bike infrastructure at Yesler Terrace, there is an opportunity to create a continuous bike corridor.

2. THIRD AVE CORRIDOR

The plans for Third Ave corridor feature major curb revisions near the intersection with Yesler, and present an opportunity to re-imagine this critical intersection.

3. PARKS & GATEWAYS

City Hall Park and Pioneer Place are being redesigned for the project, and present an opportunity to expand and enhance a cohesive pedestrian environment around the parks.

ANALYSIS & CONCEPT



GOALS

1. CONNECT HILL TO WATER

Yesler Way is the primary EW corridor and needs to provide a continuous, safe, and enjoyable pedestrian and bike experience from Yesler Terrace to the waterfront.

2. CONNECT HISTORICAL ELEMENTS

The history of Yesler Way needs to be celebrated and shared through the design and organization of the streetscape.

3. CONNECT PUBLIC SPACES

Yesler Way should strengthen connections between City Hall Park, Prefontaine Place, Pioneer Place, Coleman Dock, and the future Seattle Waterfront.

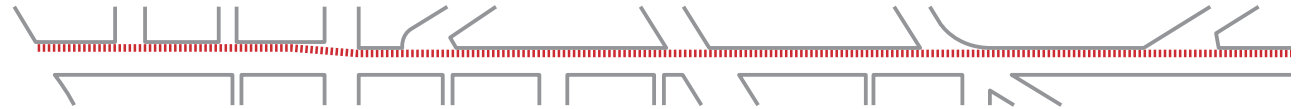
NOTE:

Design will need to be revisited upon completion of the Bicycle Facility Design to ensure coordination.

DESIGN MOVES

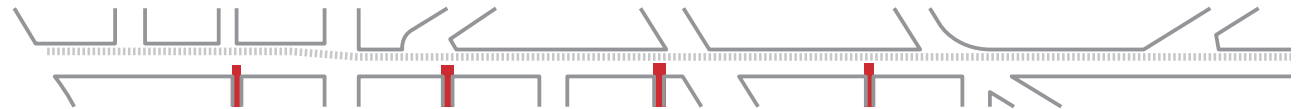
1. EXTEND A CYCLETRACK

connection from Yesler Terrace to the Waterfront



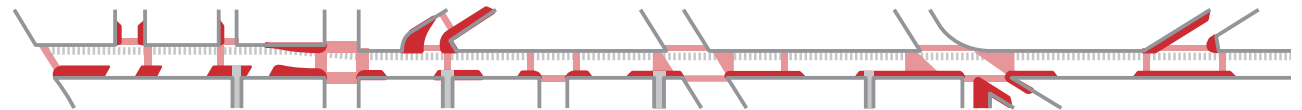
2. HIGHLIGHT ALLEY ENTRIES

with curb bulbs and alley markers



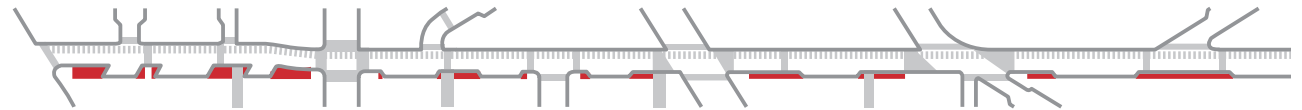
3. CREATE PED-FRIENDLY CROSSINGS

with curb bulbs and enlarged crosswalks at key intersections



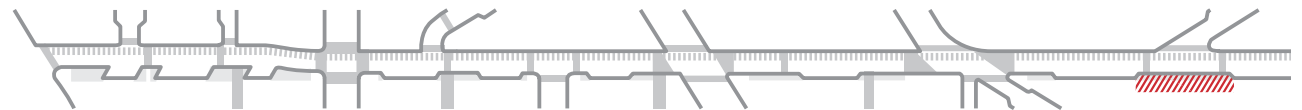
4. CREATE SPACES

for terraced plantings, seating areas, and historic references

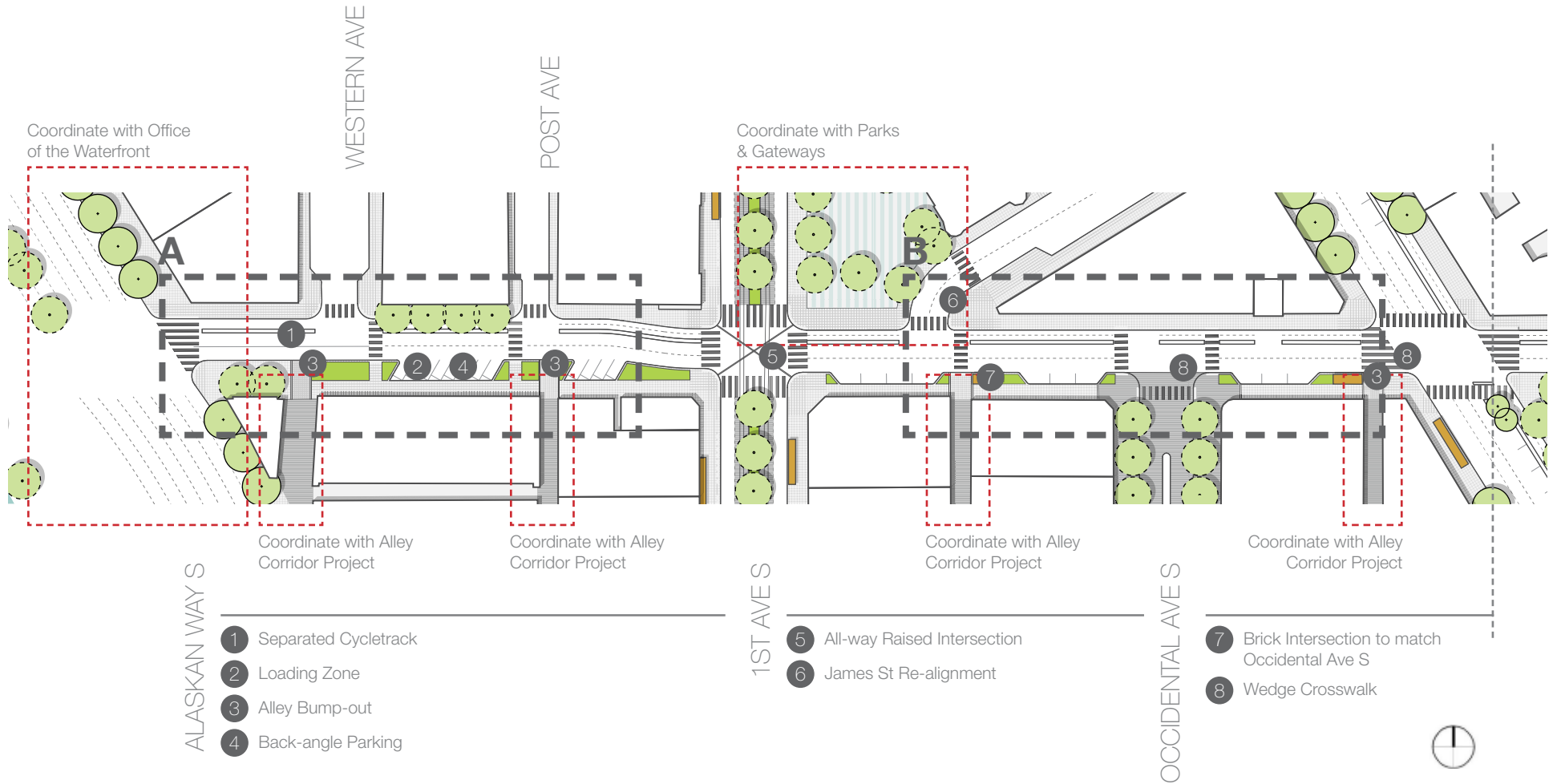


5. HIGHLIGHT VIEWS

by creating a viewpoint parklet on the Yesler bridgeway



SITE PLAN



ALASKAN WAY S

- 1 Separated Cycletrack
- 2 Loading Zone
- 3 Alley Bump-out
- 4 Back-angle Parking

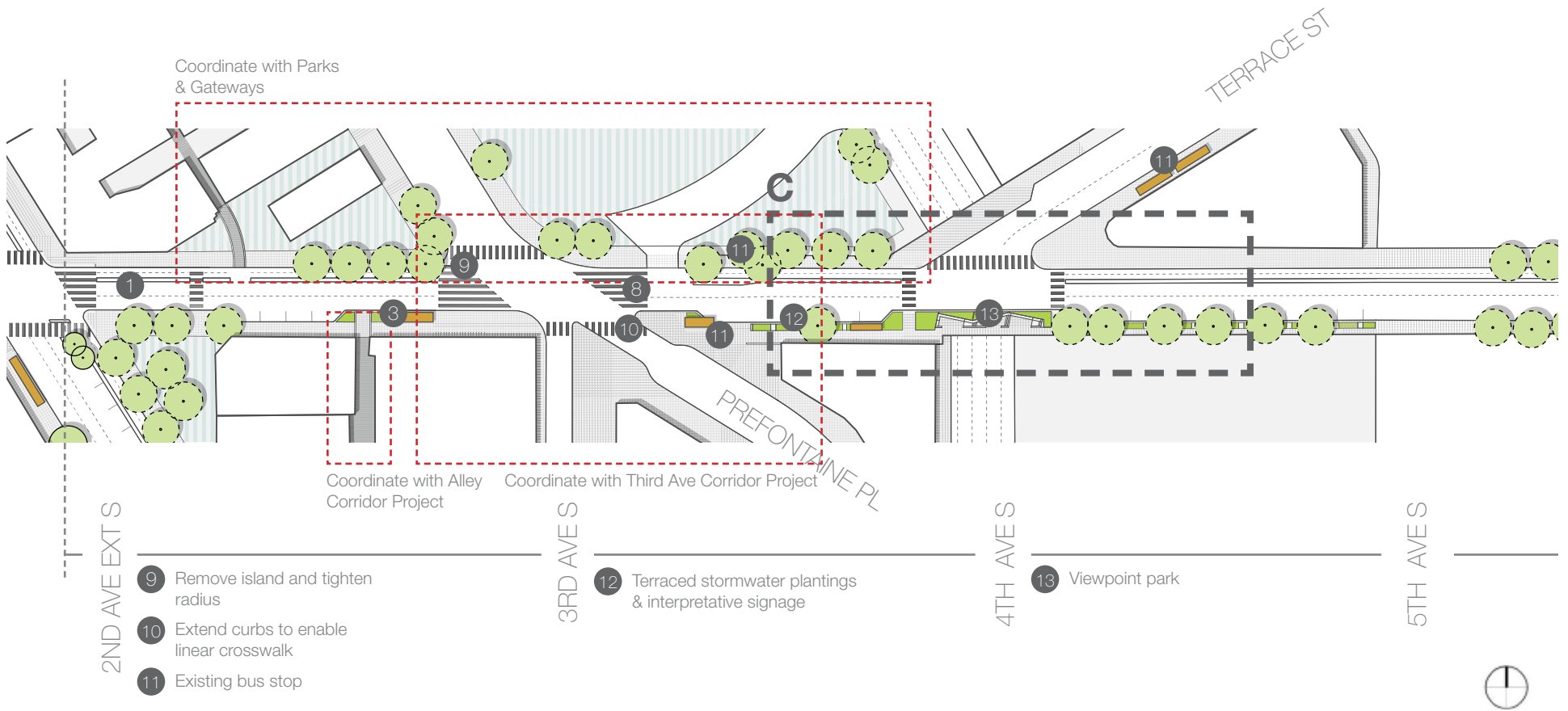
1ST AVES

- 5 All-way Raised Intersection
- 6 James St Re-alignment

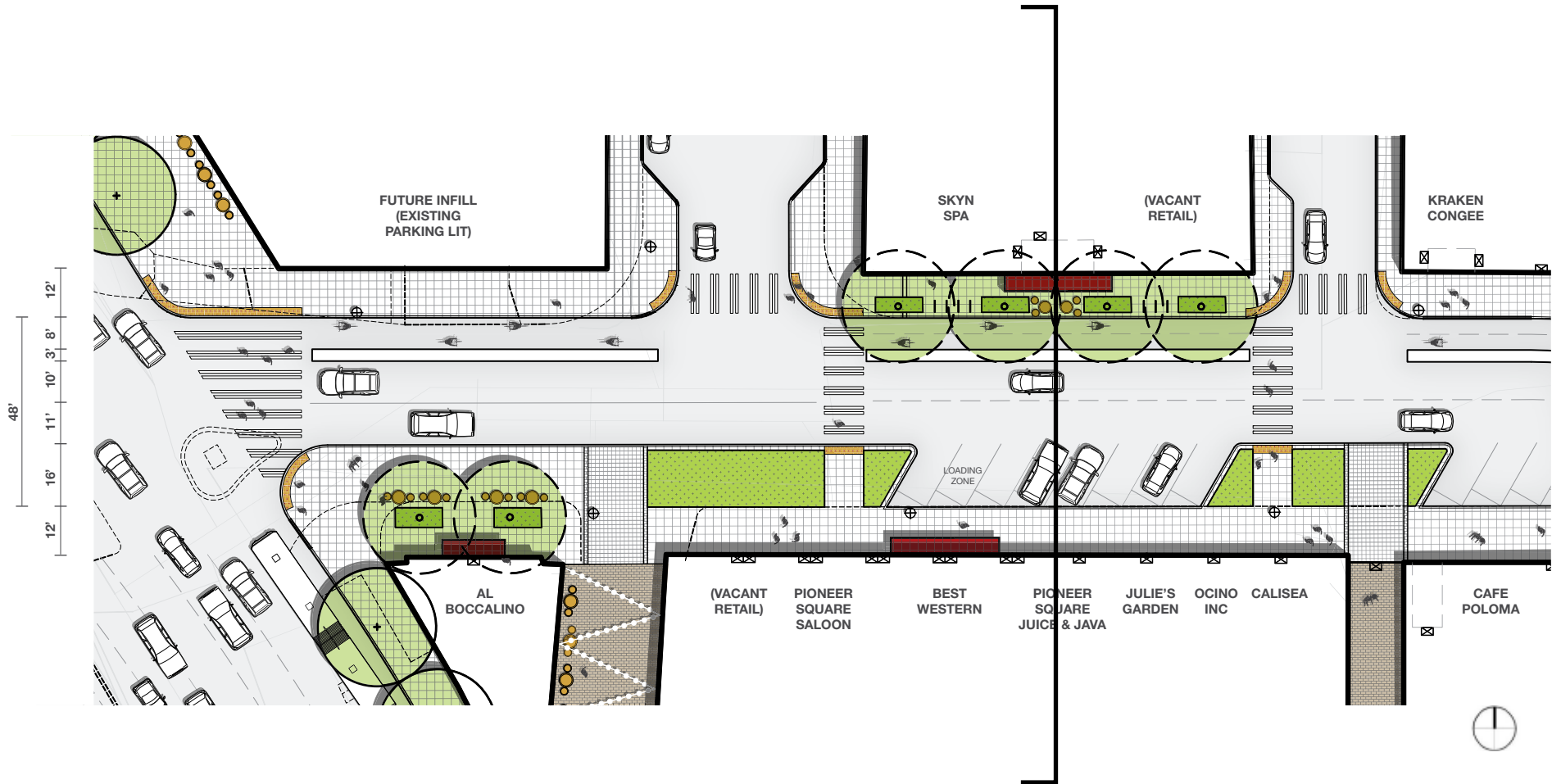
OCCIDENTAL AVES

- 7 Brick Intersection to match Occidental Ave S
- 8 Wedge Crosswalk

NOTE:
Design will need to be revisited upon completion of the Bicycle Facility Design to ensure coordination.

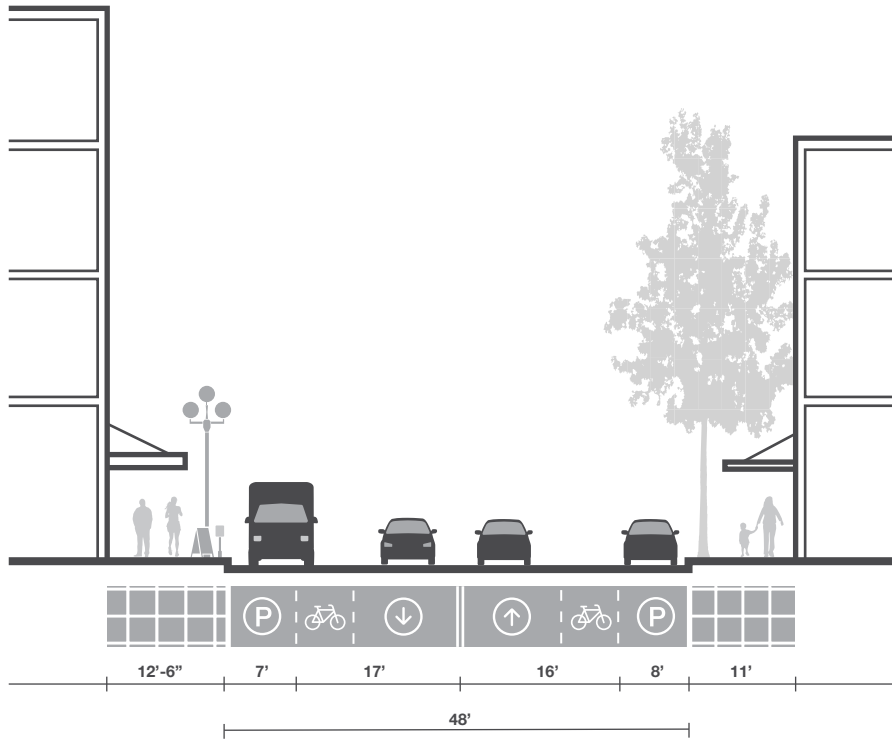


DETAIL A



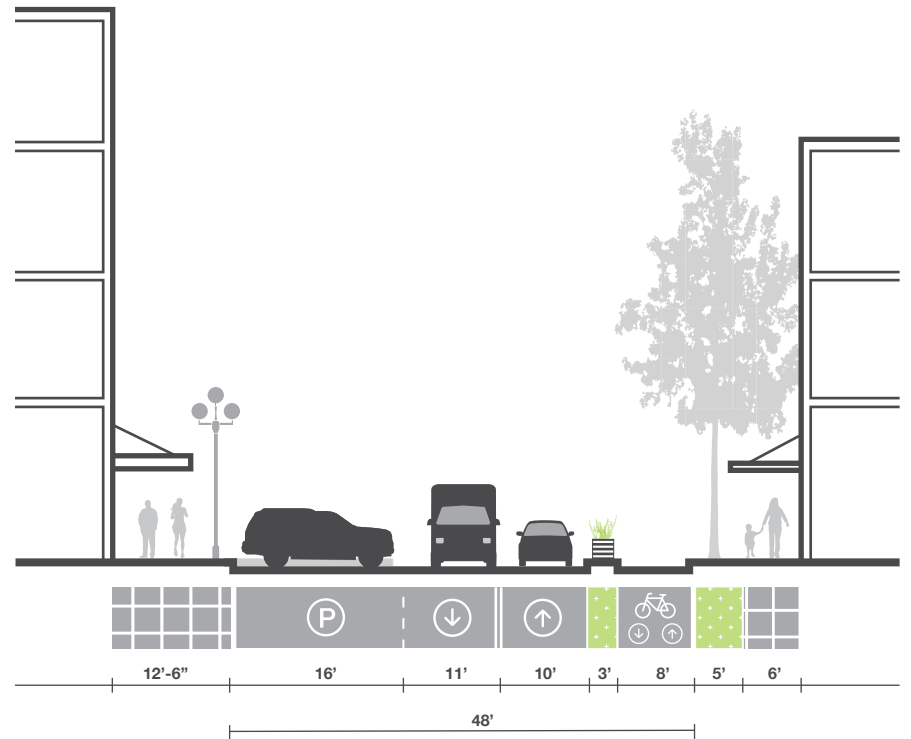
EXISTING

BETWEEN POST AVE & WESTERN AVE

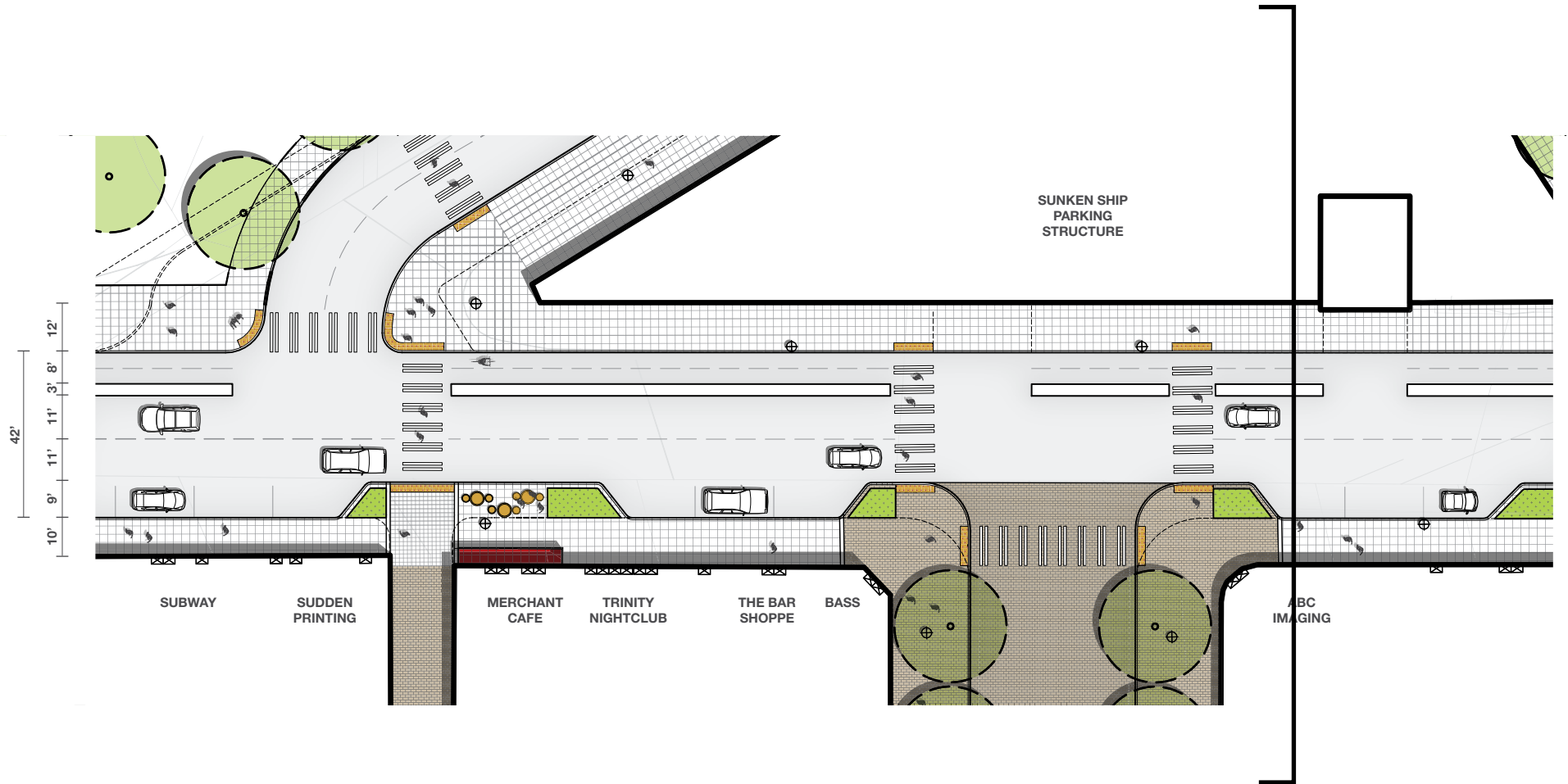


PROPOSED

BETWEEN POST AVE & WESTERN AVE

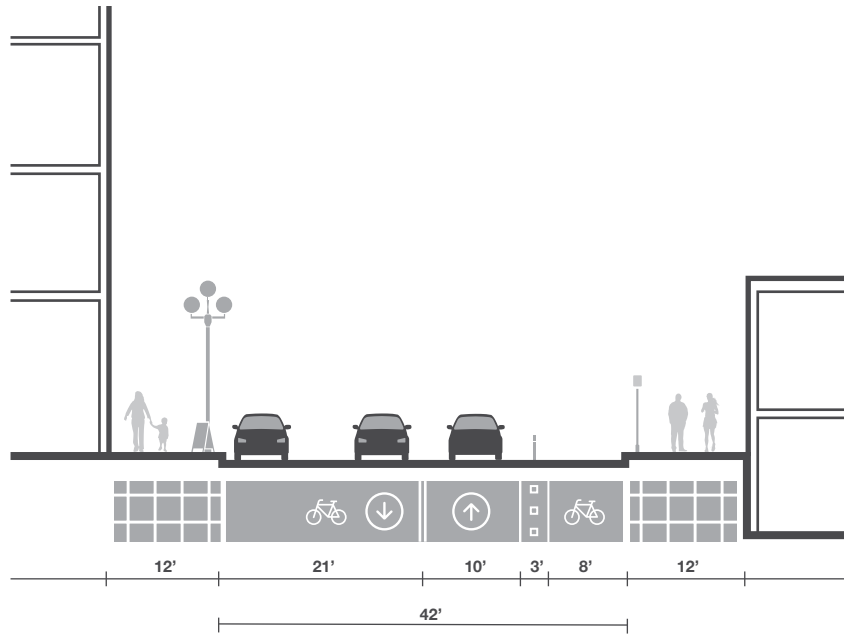


DETAIL B



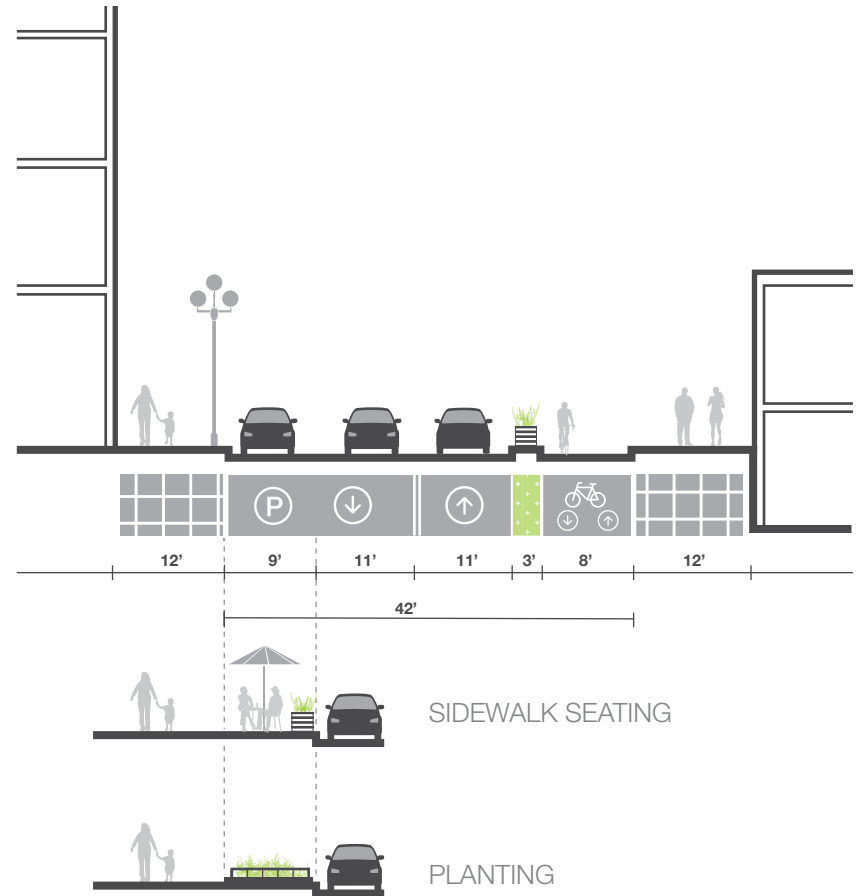
EXISTING

BETWEEN OCCIDENTAL AVE S & 2ND AVE EXT S - LOOKING WEST

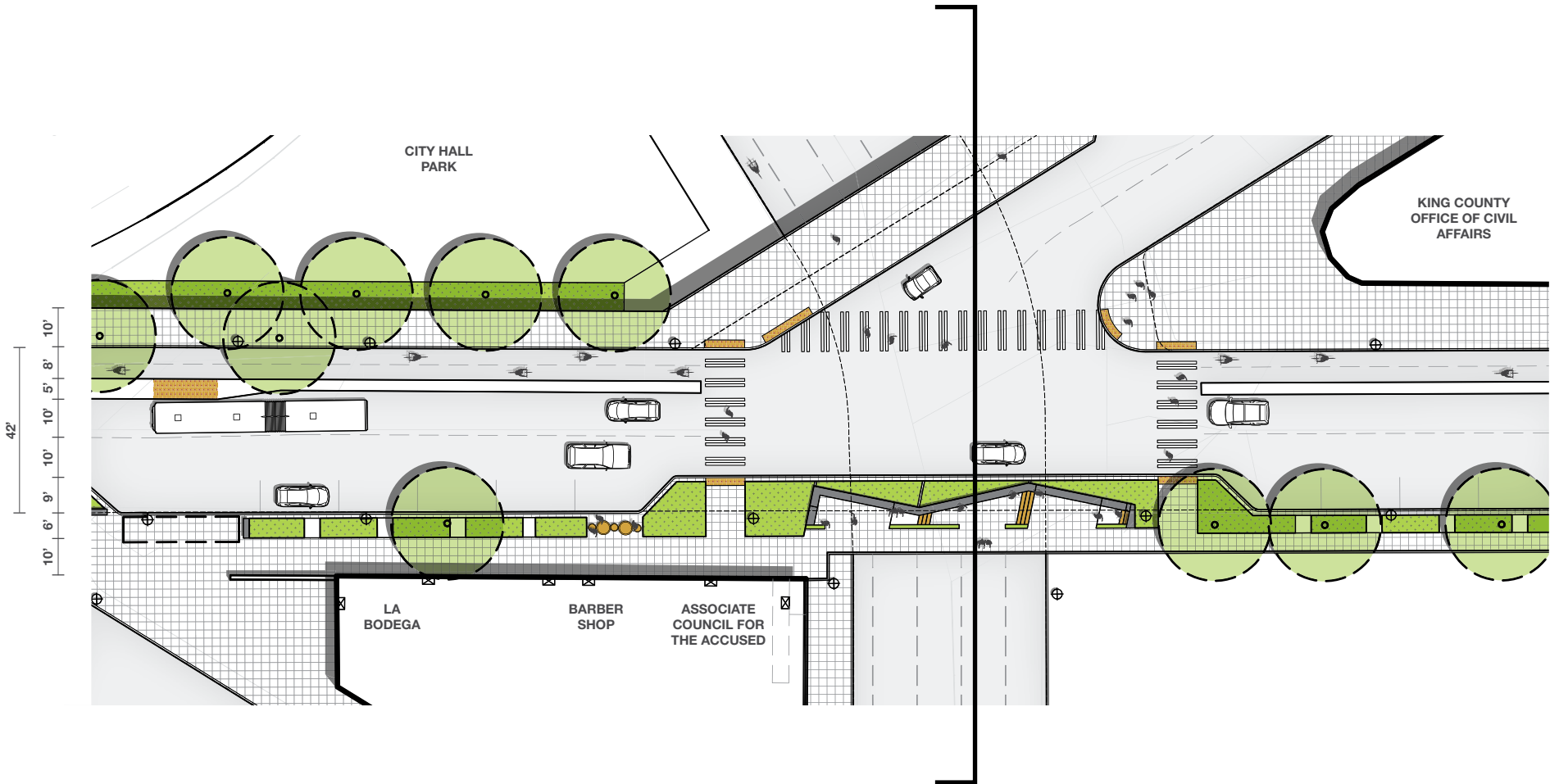


PROPOSED

BETWEEN OCCIDENTAL AVE S & 2ND AVE EXT S - LOOKING WEST

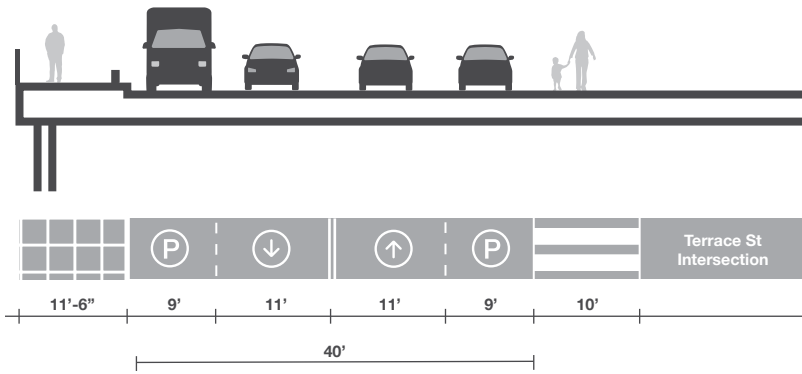


DETAIL C



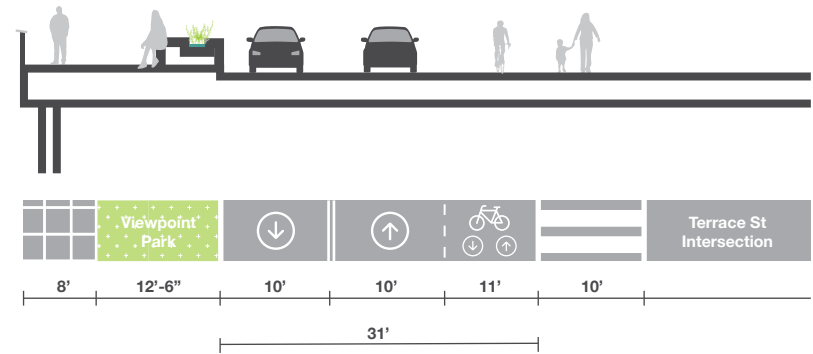
EXISTING

AT TERRACE ST INTERSECTION - LOOKING WEST



PROPOSED

AT TERRACE ST INTERSECTION - LOOKING WEST



BRIDGEWAY - BEFORE



BRIDGEWAY - AFTER



JAMES ST INTERSECTION - BEFORE



JAMES ST INTERSECTION - AFTER





AMP UP THE

PIONEER

SQUARENESS