SOUTH PORTAL
PROJECT AREA
SOUTH PORTAL
PROJECT AREA
SDOT right-of-way (101'-0")

1st Avenue (Northbound)
- 16'-0" concrete sidewalk with trees, pedestrian and street lighting
- 10'-0" parking
- 11'-0" lane
- 11'-0" median (9-0" planting strip with trees)
- 11'-0" lane
- 10'-0" parking
- 10'-0" interim asphalt sidewalk

1st Avenue (Southbound)
- Concrete sidewalk, pedestrian lighting, street lighting and trees with future development

Front of current WOSCA Building

Pioneer Square Preservation Board Boundary

1st Avenue

Charles Street

Dearborn Avenue
<table>
<thead>
<tr>
<th></th>
<th>SDOT right-of-way (56'-0'')</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4'-0&quot;</td>
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<tr>
<td></td>
<td>12'-0&quot; lane</td>
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<td>12'-0&quot; concrete sidewalk</td>
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<td></td>
<td>with pedestrian and</td>
</tr>
<tr>
<td></td>
<td>street lighting</td>
</tr>
</tbody>
</table>

**1st Avenue**

**SOUTH PORTAL**

**STREETSCAPE**

**MATCH EXISTING GRADE**

**Pioneer Square Preservation Board Boundary**
South Portal Streetscape

SDOT right-of-way (56'-0")

12'-0" concrete sidewalk with pedestrian and street lighting

Charles St (Eastbound)

4'-0"

12'-0" lane

Charles St (Westbound)

4'-0"

12'-0" concrete sidewalk with pedestrian and street lighting

N

1st Avenue

12'-0"

4'-0"

concrete sidewalk

with pedestrian and street lighting

MATCH EXISTING GRADE

MATCH ADJACENT PLAZA PAVEMENT

Pioneer Square Preservation Board Boundary

12'-0"

12'-0" lane

12'-0" lane

12'-0" lane

Dearborn Street

Charles Street
RAILROAD WAY
3 CHARACTER ZONES

[Map showing the areas of The Gateway, The Passage, and Stadium Plaza with streets and other landmarks labeled.]
RAILROAD WAY
CONNECTION TO PROMENADE

LEGEND
1 FORMAL ALLEE
2 STREET TREES
3 SHORELINE PLANTING
4 BEACH PLANTING
5 PIONEER SQUARE PLANTING (LONDON PLANE)
RAILROAD WAY
3 CHARACTER ZONES
RAILROAD WAY
THE GATEWAY

View east from Alaskan Way + S. King St.
RAILROAD WAY
THE PASSAGE
RAILROAD WAY
SITE PLAN

LEGEND

1. Gateway
2. Passage
3. Stadium Plaza

Pioneer Square Historic District
Project Limit

scale: 1" = 100'

CENTURY LINK FIELD

S. CHARLES ST.
COASTAL ENVIRONMENTAL
STADIUM TERRACE

S. DEARBORN ST.
FUTURE DEVELOPMENT WOSCA PROPERTY

ALASKAN WAY

S. TUNNEL OPERATIONS BUILDING

606. FIRST AVE. S.

FIRST AVE. S.

63 S. KING ST.
S. KING ST.

FIRST AVE. S.

OCCIDENTAL AVE. S.
RAILROAD WAY
SITE PLAN: VEHICLE AND PEDESTRIAN PAVING

VEHICULAR, TYP.

SHARED, TYP.

PEDESTRIAN, TYP.

STADIUM PLAZA

THE PASSAGE

THE GATEWAY
RAILROAD WAY
SITE PLAN: CURBS

RAISED CURB, TYP.

FLUSH CURB, TYP.

RAISED CURB W/ APRON(S), TYP.

STADIUM PLAZA

THE PASSAGE

THE GATEWAY
RAILROAD WAY
SITE PLAN:
PEDESTRIAN CIRCULATION

STADIUM PLAZA
THE PASSAGE
THE GATEWAY
RAILROAD WAY
PAVING PLAN

S. CHARLES ST.
1ST AVE S.
S. CHARLES ST.

TIDELINES PAVING, TYP.

CARPET PAVING, TYP.

RAILBED PAVING, TYP.

STADIUM PLAZA

THE PASSAGE

THE GATEWAY
RAILROAD WAY
1905 - "THE RAIL BED"
RAILROAD PALETTE

Railroad Way at Railroad Ave. + Occidental Ave. S., looking north
RAILROAD WAY
1913 - "THE RAIL TRACKS"
RAILROAD PALETTE

Railroad Way at Railroad Ave. + Alaskan Way, looking south

Railroad Way at Railroad Ave. + First Ave. S., looking north
RAILROAD WAY

PAVING: THE GATEWAY & PASSAGE
RAILROAD WAY

PAVING: STADIUM PLAZA

MATERIAL KEY

<table>
<thead>
<tr>
<th>MATERIAL KEY</th>
<th>DESCRIPTION</th>
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</thead>
<tbody>
<tr>
<td>PRECAST CONCRETE UNIT PAVER</td>
<td>COLOR 1 - DARK GRAY</td>
</tr>
<tr>
<td>PRECAST CONCRETE UNIT PAVER</td>
<td>COLOR 2 - LIGHT GRAY</td>
</tr>
<tr>
<td>CIP CONCRETE PATTERN</td>
<td>GAP CUT JOINT</td>
</tr>
</tbody>
</table>

LEGEND

- PLANNED LIFT LINE (PLL)
- ALIGNMENT LINE
- EXISTING R.O.W.
RAILROAD WAY
RESIN BONDDED GRAVEL
RAILROAD WAY
PAVING UNITS @ THE PASSAGE

PAVER COLOR 1
METAL BAND
PAVER COLOR 2
BONDED GRAVEL & TREE PIT
SEATTLE WATERFRONT
PAVING CONCEPT

LEGEND
- Tidelines
- North-South Street Lines
- Pier Lines
- East-West Street Lines

scale: 1" = 300'
PROMENADE FRAMEWORK
THE SITELINES
PROMENADE FRAMEWORK
PLAN DETAIL: SEAWALL LINES
PROMENADE FRAMEWORK
PLAN DETAIL: PIER LINES
PROMENADE FRAMEWORK
PLAN DETAIL: SLIP LINES
PAVING MATERIALS
CAST-IN-PLACE CONCRETE: LINEAR SURFACE TREATMENTS

GROOVING

SCARIFICATION

BROOM-FINISH
PAVING MATERIALS
DETAIL: 3/4” GROOVED FLOOR TEXTURE ALONG SEAWALL EDGE
PAVING MATERIALS
CAST-IN-PLACE CONCRETE: EXPOSED AGGREGATE IN SEATTLE

PUGET SOUND PEBBLES

EXPOSED AGGREGATE AT PIONEER SQUARE

HISTORIC RAILING ALONG SEATTLE WATERFRONT: POST

HISTORIC RAILING ALONG WATERFRONT: RAILING
PAVING MATERIALS
CAST-IN-PLACE CONCRETE: EXPOSED AGGREGATE APPLICATION

STANDARD EXPOSED FINISH
RAILROAD WAY
PAVING: THE GATEWAY & PASSAGE
RAILROAD WAY

PAVING: STADIUM PLAZA
RAILROAD WAY

FORMAL TREE PLANTING
RAILROAD WAY

ALLEE TREE SPECIES: ACER RUBRUM ‘COLUMNARE’
RAILROAD WAY
INFORMAL PLANTING
RAILROAD WAY

INFORMAL PLANTING: INDIVIDUAL TREES

LONG SECTION

10’ X 10’ TREE PIT
RAILROAD WAY

INFORMAL PLANTING: INDIVIDUAL TREES

ARBUTUS MARINA

CORNUS X VENUS

PINUS CONTORTA
RAILROAD WAY
INFORMAL PLANTING: UNDERSTORY

DESHAMPSIA CESPIOSA
LUPINUS POLYPHYLLUS
MAHONIA NERVOSA
POLYSTICHUM MUNITUM
VACCINIUM OVATUM
RAILROAD WAY
LIGHTING: INSPIRATION
provide a functional lighting composition that...

... creates a safe and appealing environment for both pedestrians and vehicular traffic.

... uses a luminaire palette that differentiates Railroad Way from the existing street lighting language.

... produces transition and activation zones for gatherings and events at Stadium Plaza and intersection nodes.

... guides pedestrians to discover an alternate path of connection between the Stadium District, Pioneer Square and the Central Waterfront.

... addresses sustainability goals.
Design Criteria
Target Illumination Levels, Average Footcandles
(from IES Handbook, 10th Edition and IES Security Lighting Guideline)

- Outdoor Plaza: 0.8
- Outdoor Pedestrian Mall: 1.0
- Vehicle/Pedestrian Conflict Zone: 1.0
- Vehicle Transit Area: 0.5
RAILROAD WAY
LIGHTING: CONCEPT - WEST OF 1ST

lighting challenges
• multiple pedestrian zones separated by trees
• area of high vehicle-pedestrian conflict at 505 first avenue
  vehicle entries

1. section through tunnel operations building

2. section through 505 vehicle circulation
RAILROAD WAY
LIGHTING: FIXTURES - WEST OF 1ST

pedestrian pole

catenary fixture

drive aisle - city standard

pole head detail
lighting challenges
- multiple pedestrian zones separated by trees
- adequately lighting Stadium Plaza while maintaining open space for future kiosk

section through south plaza
RAILROAD WAY
LIGHTING: FIXTURES - EAST OF 1ST

pedestrian pole

pedestrian head detail

stadium plaza pole

stadium plaza head detail

lighting fixtures - east of first avenue

stadium plaza pole stadium plaza head detail

Available Colors and Color Temperatures

Finish

- LBM
- Optics
- Accessories
- SI - Silver Sand
- BK - Black Sand
- WH - White
- CC - Custom
- WG - Wire Guard
- LSLA - Linear Spread Lens Adjustable

Utilizing lens technology from Lighting Concepts, the LSLA offers a wide horizontal distribution beam up to 360 degree rotation and a focused vertical distribution beam. It uses the patented Tenon Mounting system to adapt to a variety of mounting applications. The LSLA is designed for use with narrow spot, flood, and wide flood light engines.

Features:

- Horizontal distribution beam up to 360° rotation
- Focused vertical distribution beam
- Tenon Mounting system
- Wide range of applications

Lenses:

- LSLH - Linear Spread Lens, Horizontal distribution (factory installed)
- LSLV - Linear Spread Lens, Vertical distribution (factory installed)
- SI - Silver Sand
- BK - Black Sand
- WH - White
- CC - Custom
- WG - Wire Guard
- LSLA - Linear Spread Lens Adjustable

Accessories:

- SN - Snoot (interior surface painted black)
- VS - Visor (interior surface painted black)
- VN - Very Narrow 6°
- NS - Narrow Spot 10°
- FL - Flood 40°

Tenon Mounting Accessory

- TN4 - Tenon adapter to fit on 4” O.D. tenon
- TN2 - Tenon adapter to fit on 2 3/8” O.D. tenon

Color Options:

- 2700K
- 3000K
- 4000K
- Red
- Green
- Blue

*The snoot, visor, wire guard and adjustable linear spread lens accessories cannot be combined on the same fixture.*
RAILROAD WAY
LIGHTING: PEDESTRIAN WAYFINDING
RAILROAD WAY
LIGHTING: TREE UPLIGHTS
RAILROAD WAY
AREA SPECIFIC PROGRAM

AREA-SPECIFIC PROGRAM

RAILROAD WAY

Railroad Way forms a critical link of the waterfront to the Stadium District. While ample pedestrian traffic will activate Railroad Way on event days due to the existing stadiums and future arena, the program must also accommodate (and mitigate) the vast majority of time when the space is not charged with event goers. Railroad Way programming also has the challenge of accommodating and shaping the major transition underway in the neighborhood. Railroad Way will be a significant open space in the middle of an emerging neighborhood.

ADJACENT BUILDING USES

The uses of the buildings surrounding Railroad Way will heavily influence the way Railroad Way itself will be used. Some areas will be activated by the retail uses in the buildings while others will be facing parking and loading zones which will need to be separated from pedestrian traffic. The presence of Century Link Field at the southeast end of Railroad Way anchors the terminus of the walkway with a very important destination that generates great seasonal as well as diurnal changes in the use of the open spaces.

ADJACENT BUILDINGS

First Avenue Office/Commercial/Light Industrial
Triangle Pub
Parking & Loading
Proposed S. Tunnel Operations Building
Proposed Stadium Terrace Commercial / Residential
Sports/Events
RAILROAD WAY
PLAN: PROGRAM

EXISTING PROGRAM

- Stadiums
- 1st Thursday Art Walk + Market
- Trails To Treasure

PARTNER PROJECTS

- Stadium District
- Port Of Seattle
- WOSCA
- WSDOT South Access
- Pioneer Square Initiatives
- Occidental Avenue South

MEETINGS HELD

Stakeholders
- Pioneer Square community representatives
- Alliance for Pioneer Square
- WSDOT
- Stadiums

Local Resources
- Seattle Parks and Recreation
RAILROAD WAY
PROGRAM: OLD MEETS NEW

AREA-SPECIFIC PROGRAM

RAILROAD WAY: “OLD MEETS NEW”

Railroad Way is designed to facilitate and encourage a strong pedestrian connection between the waterfront promenade, Pioneer Square and the Stadiums. While existing vehicular access (restricted to service, loading, and access to parking garages) will need to be maintained along Railroad Way, the design provides dedicated pedestrian areas, and demarcates vehicular zones with curbs.

THE GATEWAY

The Gateway is a transition point between the southern end of the Tideline Promenade and the Stadium District. It is envisioned as a beacon with high visibility along Alaskan Way, edged with retail/commercial facades that activate the space. Program opportunities for the Gateway include a bike share station, meeting place, and public art.

THE PASSAGE

Lacking a typical activating edge due to the utilitarian nature of the adjacent buildings, service access points and parking, the passage is intended to provide a comfortable connection from the gateway to 1st Avenue, Stadium Plaza and the stadiums. The passage will be charged with events, both on game days and on non-game days, when adjacent vehicular areas are not in use.

STADIUM PLAZA

In its near term condition, Stadium Plaza, while active on event days, will lack activating edges. Therefore program opportunities for this space include seasonal events such as markets and small performances, both on game days and on non-game days. In time, however, the potential for both active edges to the north (Stadium Terrace apartments) and the development of an activating kiosk that doubles as a performance venue, will make it a critical and lively public open space for the emerging neighborhood.
RAILROAD WAY PROGRAM OPPORTUNITIES

1. **THE GATEWAY 20,000 SF**
   - Low Investment
     - Strolling
     - Driving + Loading
     - Gathering
   - Medium Investment
     - Mobile Vending
     - Walking Tours
   - High Investment
     - Bike Share
     - Public Art
     - Retail / Restaurant

2. **THE PASSAGE 28,000 SF**
   - Low Investment
     - Strolling
     - Driving + Loading
   - Medium Investment
     - Small Performance
   - High Investment
     - Retail / Restaurant

3. **STADIUM PLAZA 40,000 SF**
   - Low Investment
     - Strolling
     - Driving + Loading
     - Gathering
   - Medium Investment
     - Small Performance
     - Mobile Vending
   - High Investment
     - Kiosk (food + drink, performance)
RAILROAD WAY
THE GATEWAY