

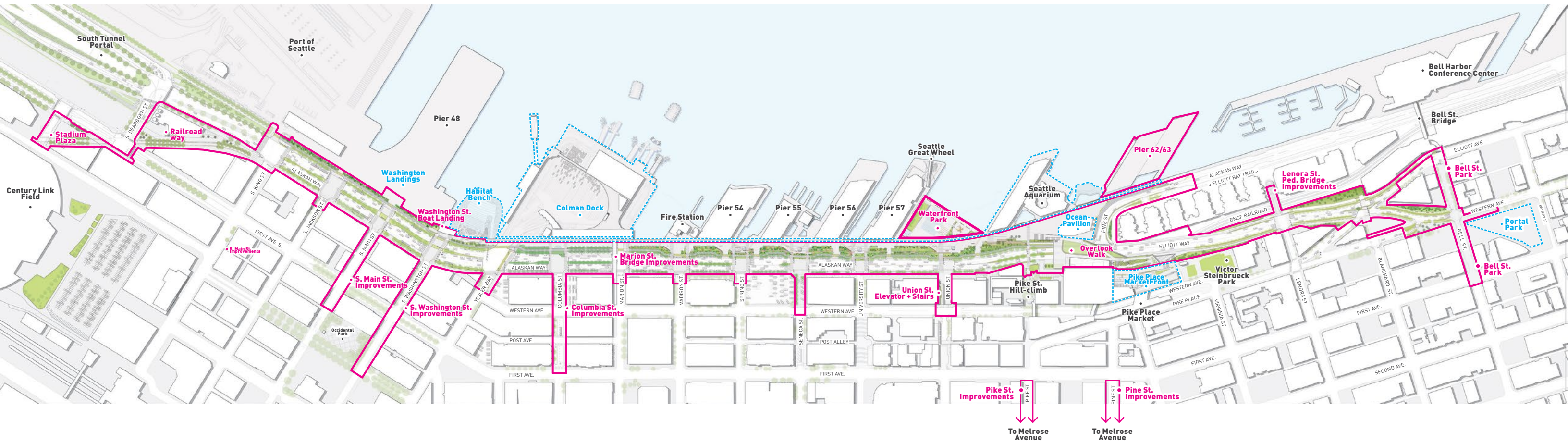
PIER 62 REBUILD DESIGN COMMISSION

JULY 21, 2016



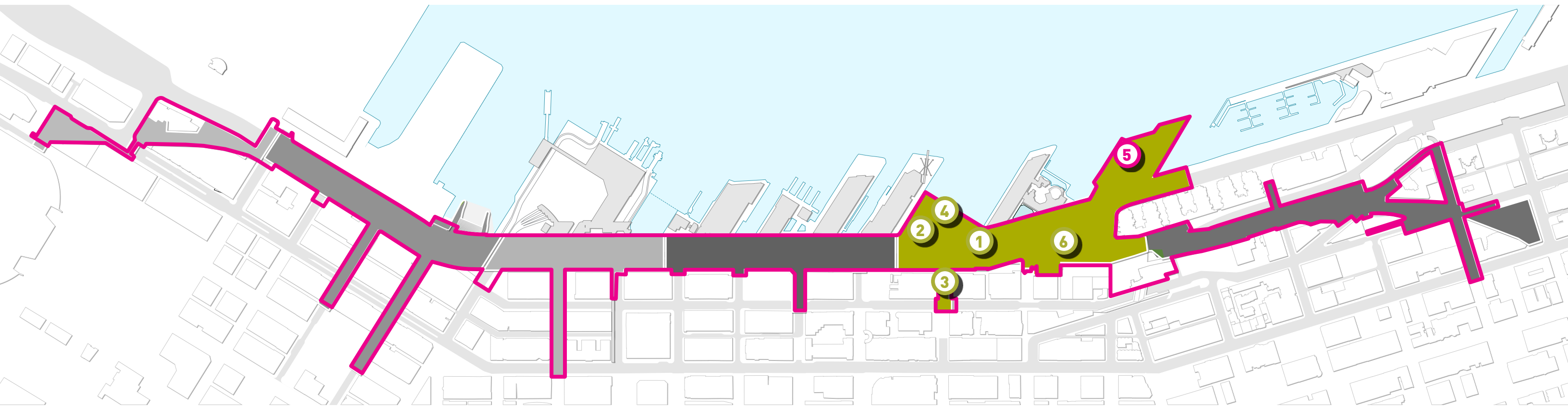
PIER 62 REBUILD

CENTRAL WATERFRONT PROJECT AREA



PIER 62 REBUILD

CENTRAL PUBLIC SPACE

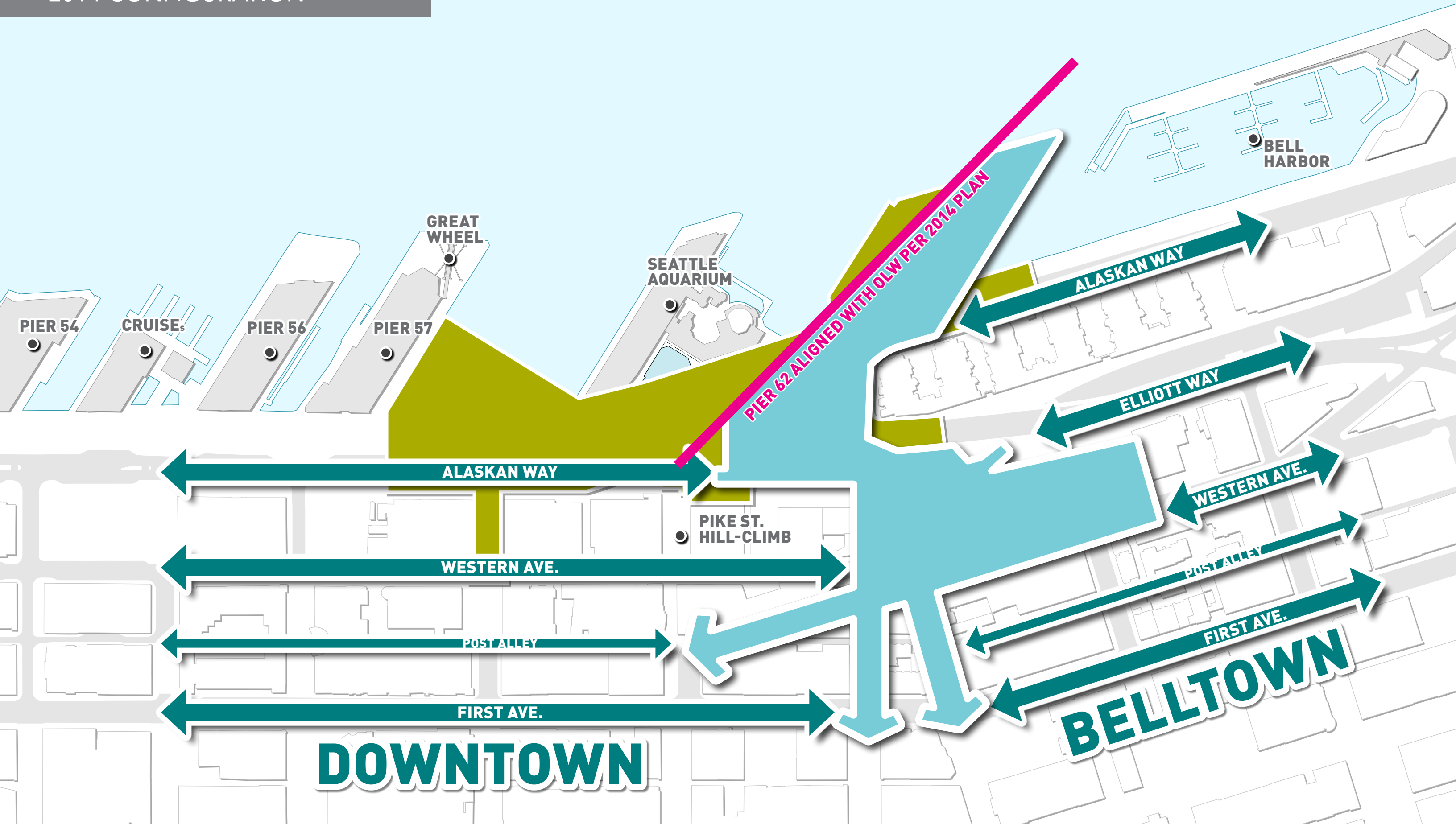


- ① ELLIOTT WAY
- ② WATERFRONT PROMENADE
- ③ UNION ST.
- ④ WATERFRONT PARK REBUILD
- ⑤ PIERS 62 REBUILD
- ⑥ OVERLOOK WALK

**9 ACRES OF CONTIGUOUS
PEDESTRIAN OPEN SPACE**

PIER 62 REBUILD

2014 CONFIGURATION



PIER 54

CRUISEs

PIER 56

PIER 57

GREAT WHEEL

SEATTLE AQUARIUM

BELL HARBOR

PIER 62 ALIGNED WITH OLW PER 2014 PLAN

ALASKAN WAY

ALASKAN WAY

ELLIOTT WAY

PIKE ST. HILL-CLIMB

WESTERN AVE.

WESTERN AVE.

POST ALLEY

POST ALLEY

FIRST AVE.

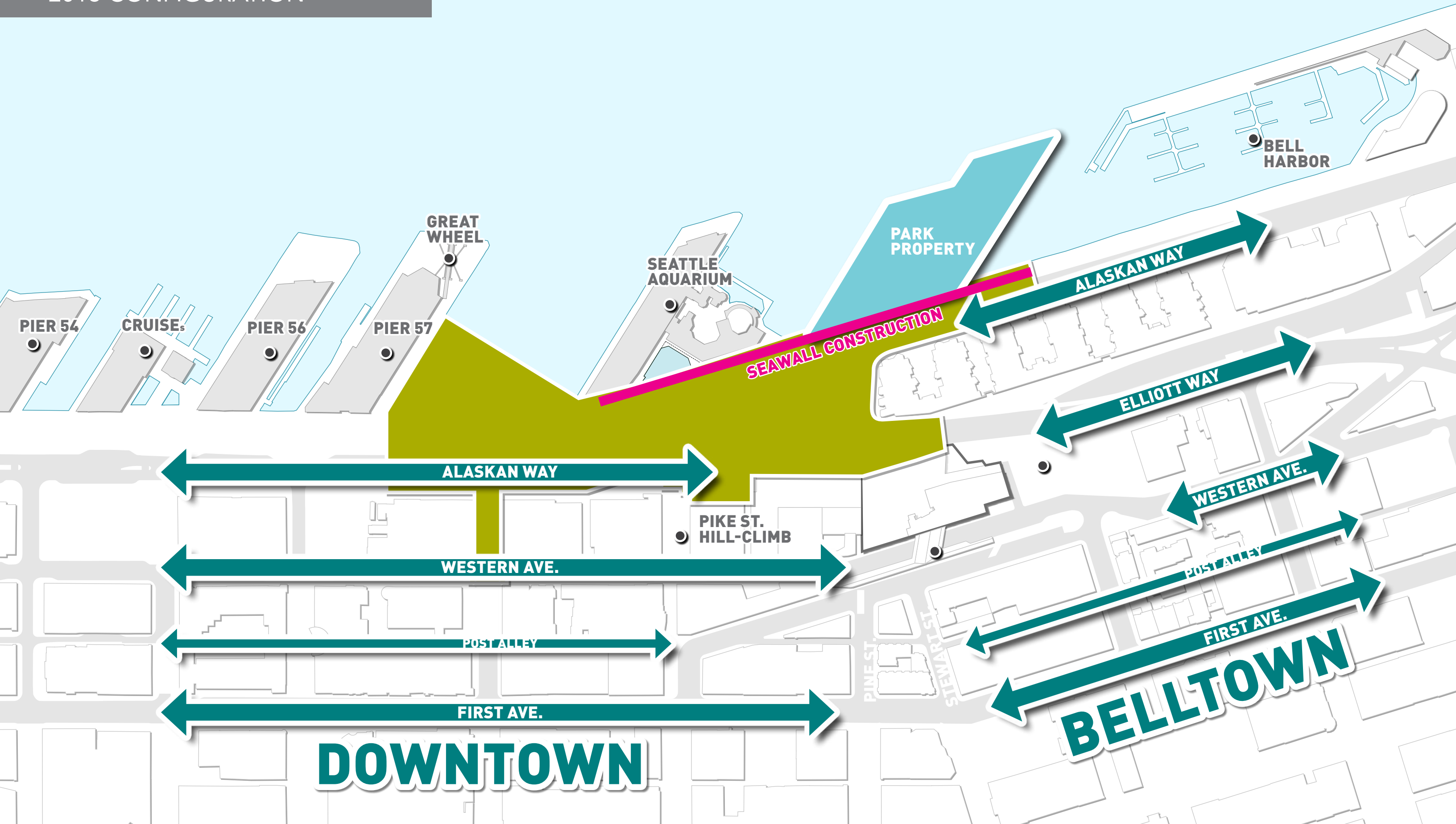
FIRST AVE.

DOWNTOWN

BELLTOWN

PIER 62 REBUILD

2016 CONFIGURATION



PIER 54

CRUISEs

PIER 56

PIER 57

GREAT WHEEL

SEATTLE AQUARIUM

PARK PROPERTY

BELL HARBOR

ALASKAN WAY

ALASKAN WAY

ELLIOTT WAY

WESTERN AVE.

WESTERN AVE.

POST ALLEY

POST ALLEY

FIRST AVE.

FIRST AVE.

DOWNTOWN

BELLTOWN

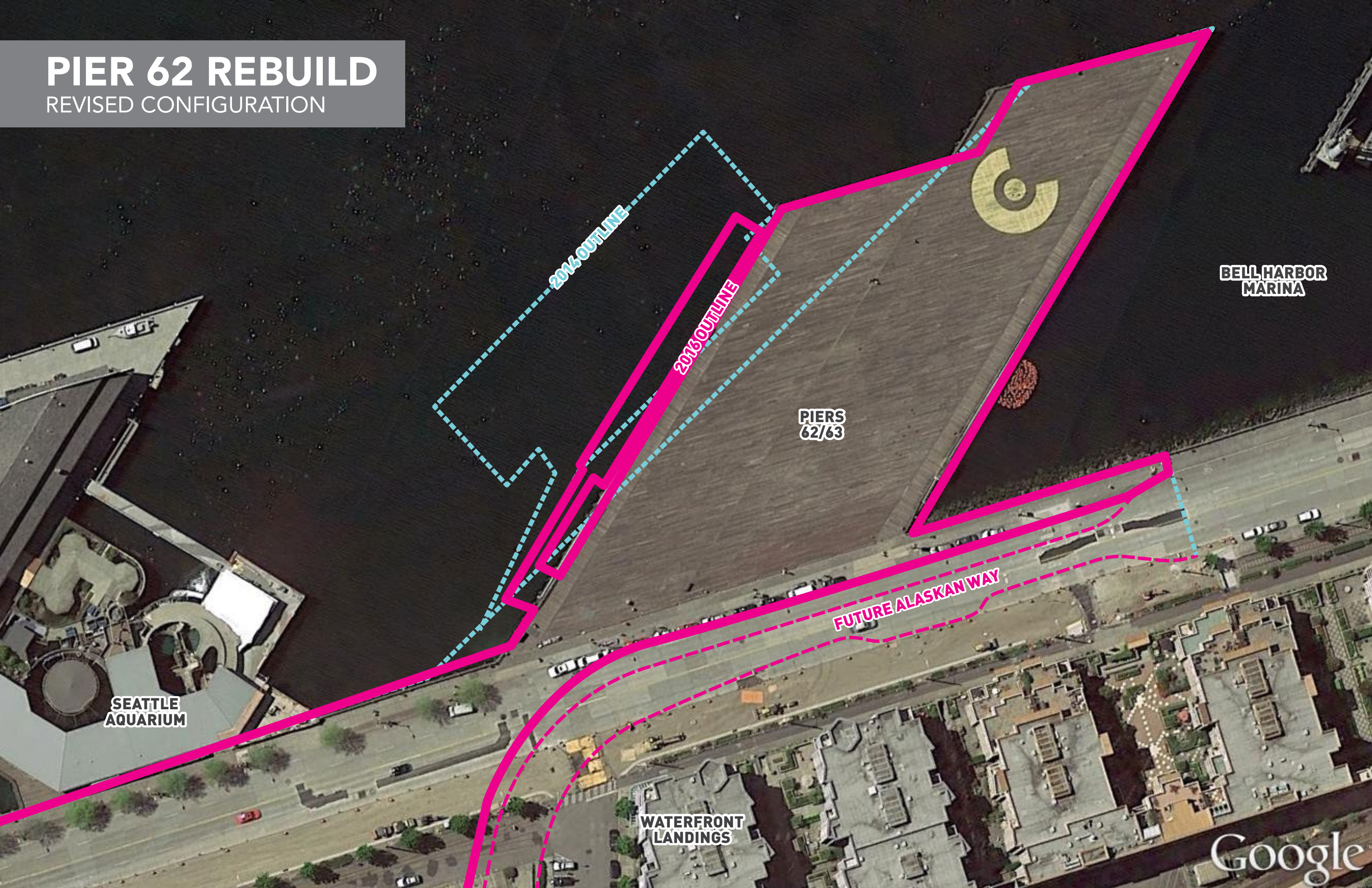
PIKE ST. HILL-CLIMB

PINE ST.

STEWART ST.

PIER 62 REBUILD

REVISED CONFIGURATION



2014 OUTLINE

2016 OUTLINE

PIERS
62/63

BELL HARBOR
MARINA

SEATTLE
AQUARIUM

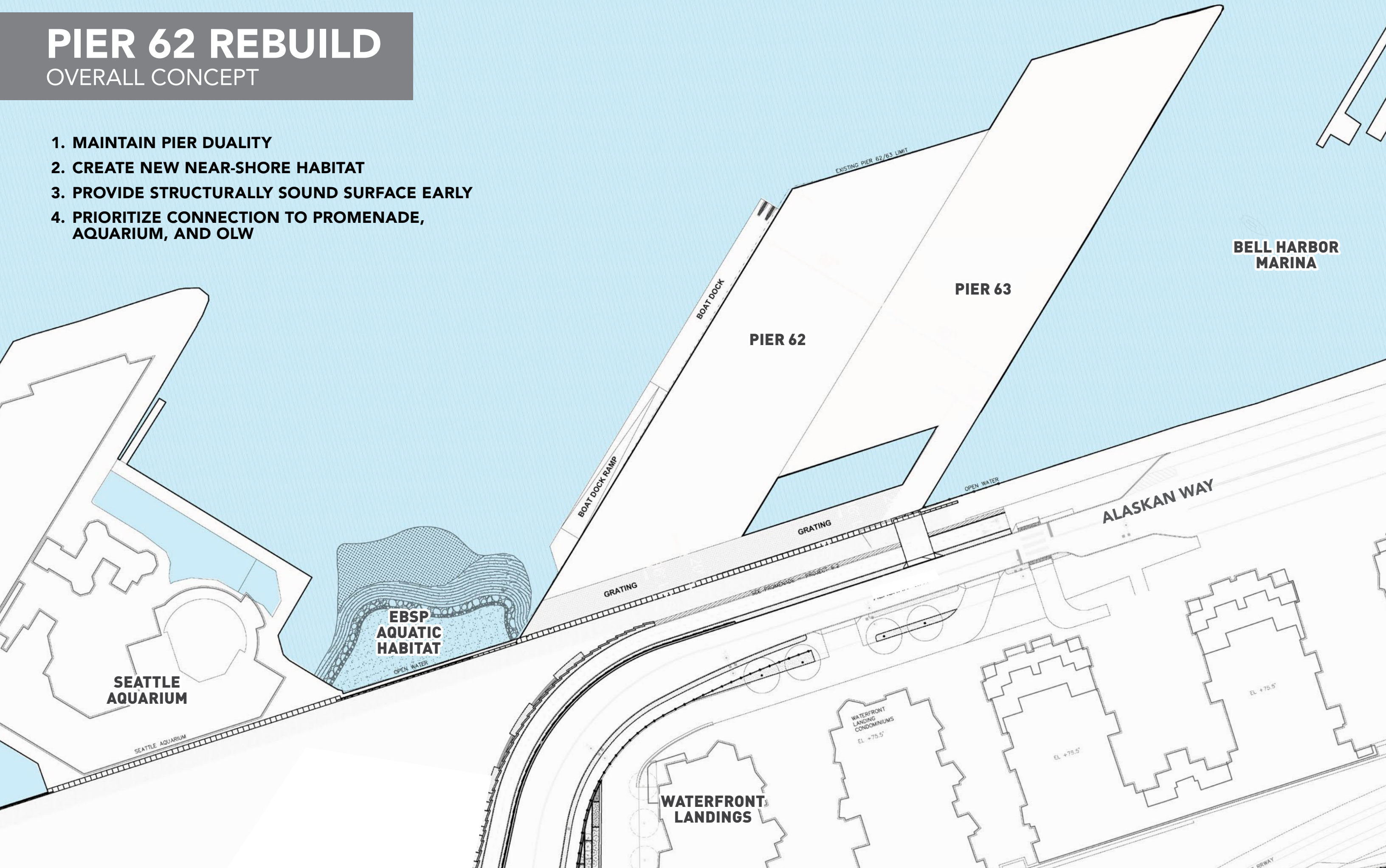
FUTURE ALASKAN WAY

WATERFRONT
LANDINGS

PIER 62 REBUILD

OVERALL CONCEPT

1. MAINTAIN PIER DUALITY
2. CREATE NEW NEAR-SHORE HABITAT
3. PROVIDE STRUCTURALLY SOUND SURFACE EARLY
4. PRIORITIZE CONNECTION TO PROMENADE, AQUARIUM, AND OLW

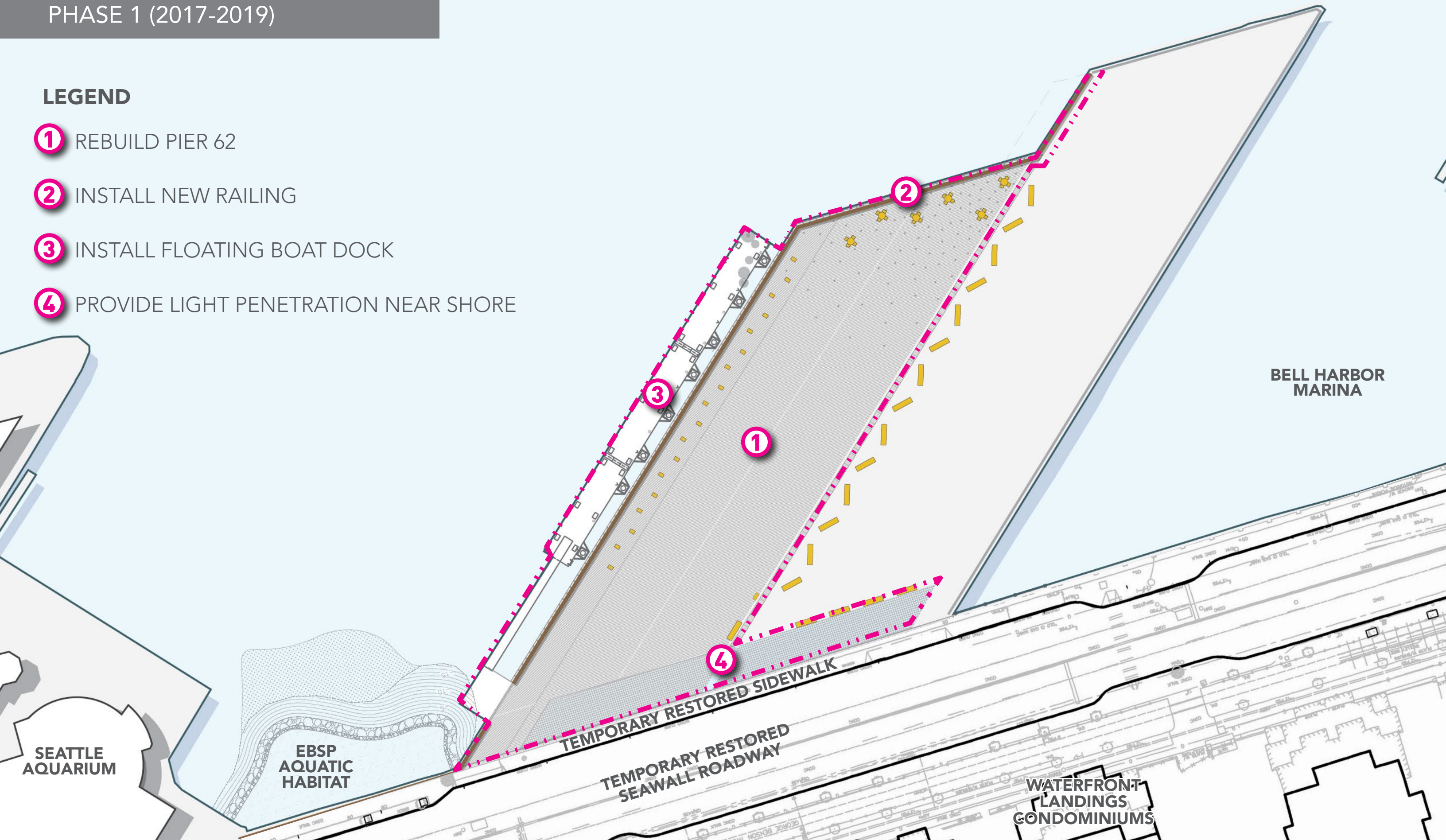


PIER 62 REBUILD

PHASE 1 (2017-2019)

LEGEND

- ① REBUILD PIER 62
- ② INSTALL NEW RAILING
- ③ INSTALL FLOATING BOAT DOCK
- ④ PROVIDE LIGHT PENETRATION NEAR SHORE



BELL HARBOR MARINA

SEATTLE AQUARIUM

Ebsp AQUATIC HABITAT

TEMPORARY RESTORED SEAWALL ROADWAY

TEMPORARY RESTORED SIDEWALK

WATERFRONT LANDINGS CONDOMINIUMS

PIER 62 REBUILD

PASSIVE RECREATION



PIER 62 REBUILD

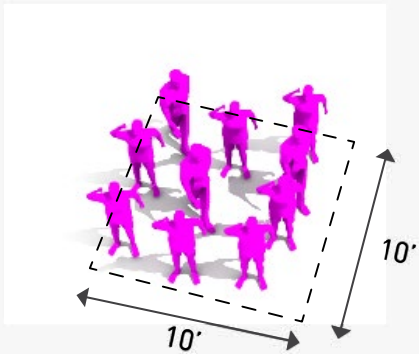
REBUILT PIER 62 + FLOATING DOCK



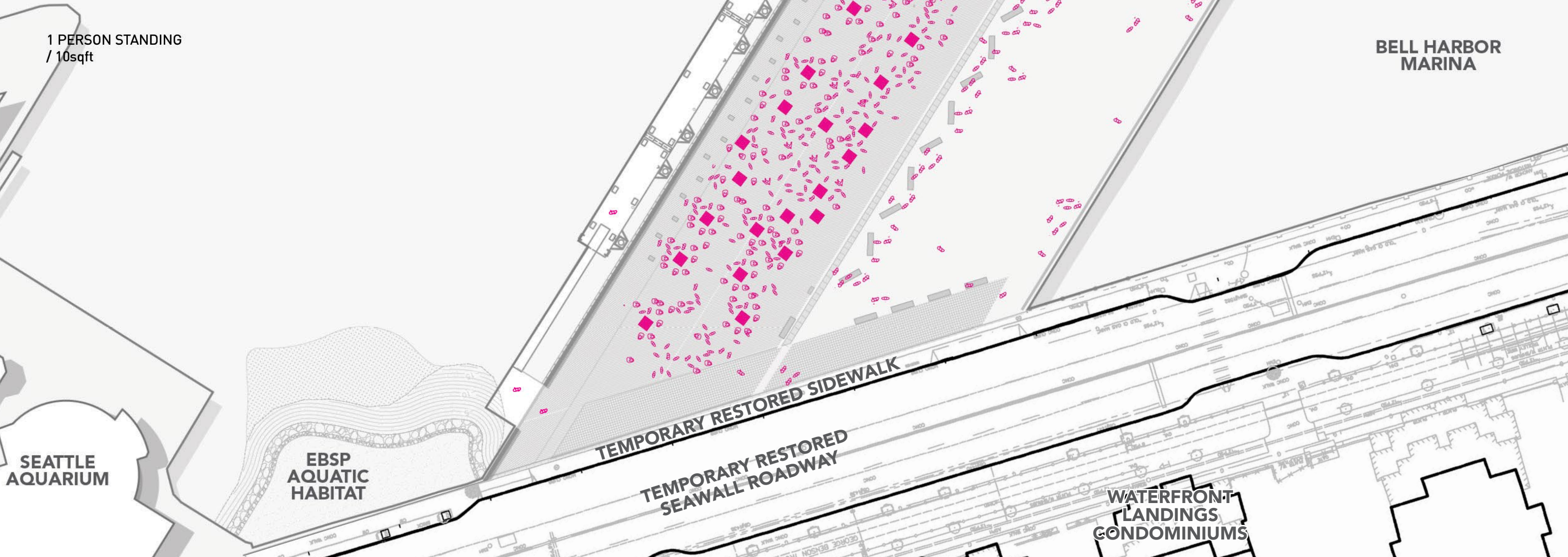
PIER 62 REBUILD

CAPACITY DIAGRAM

INFORMAL GATHERING: 3,000 PEOPLE



1 PERSON STANDING
/ 10sqft



PIER 62 REBUILD

CAPACITY DIAGRAM

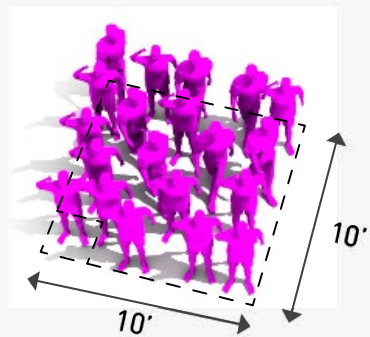
INFORMAL GATHERING



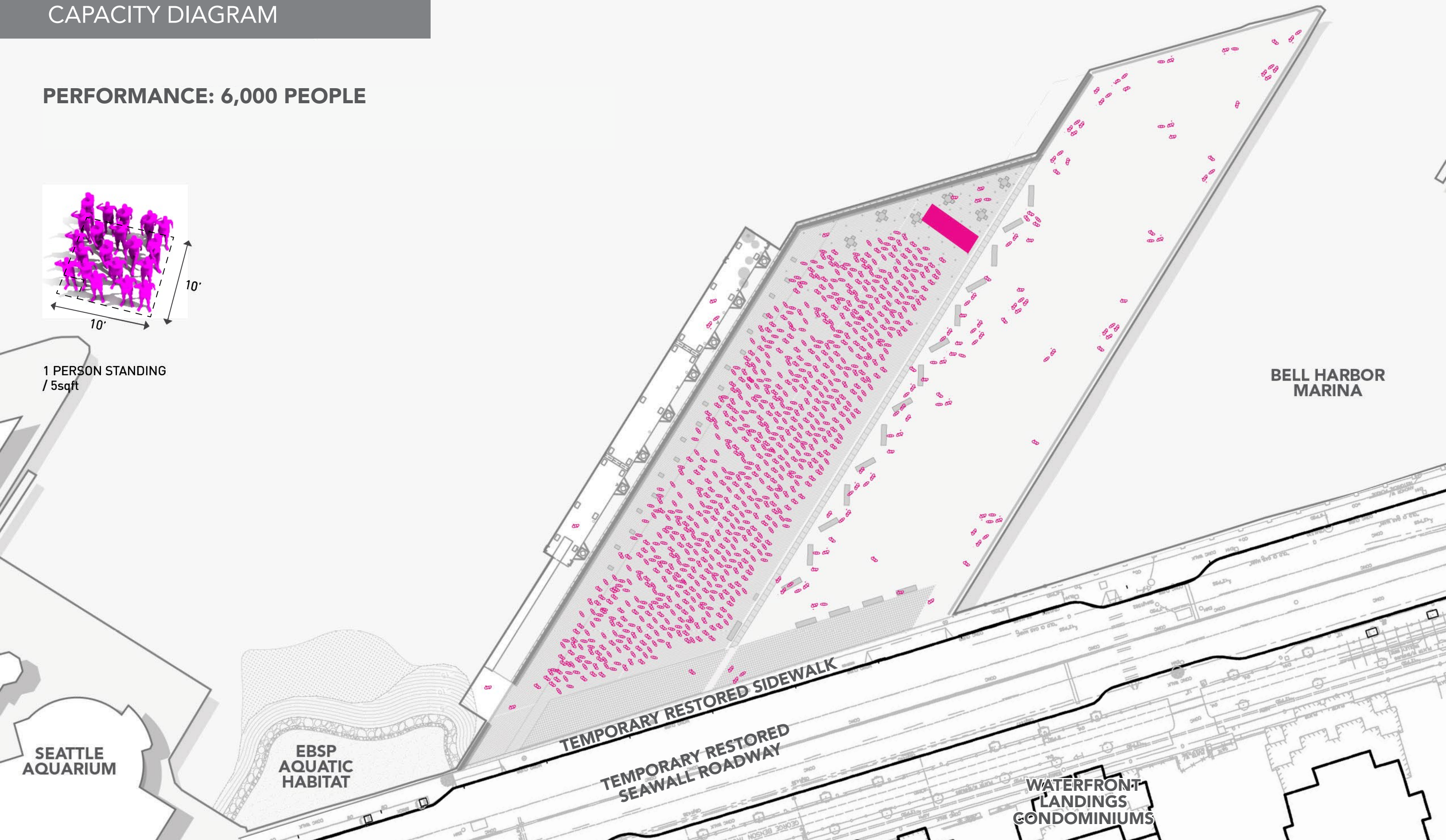
PIER 62 REBUILD

CAPACITY DIAGRAM

PERFORMANCE: 6,000 PEOPLE



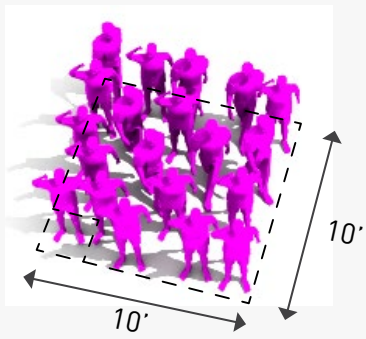
1 PERSON STANDING
/ 5sqft



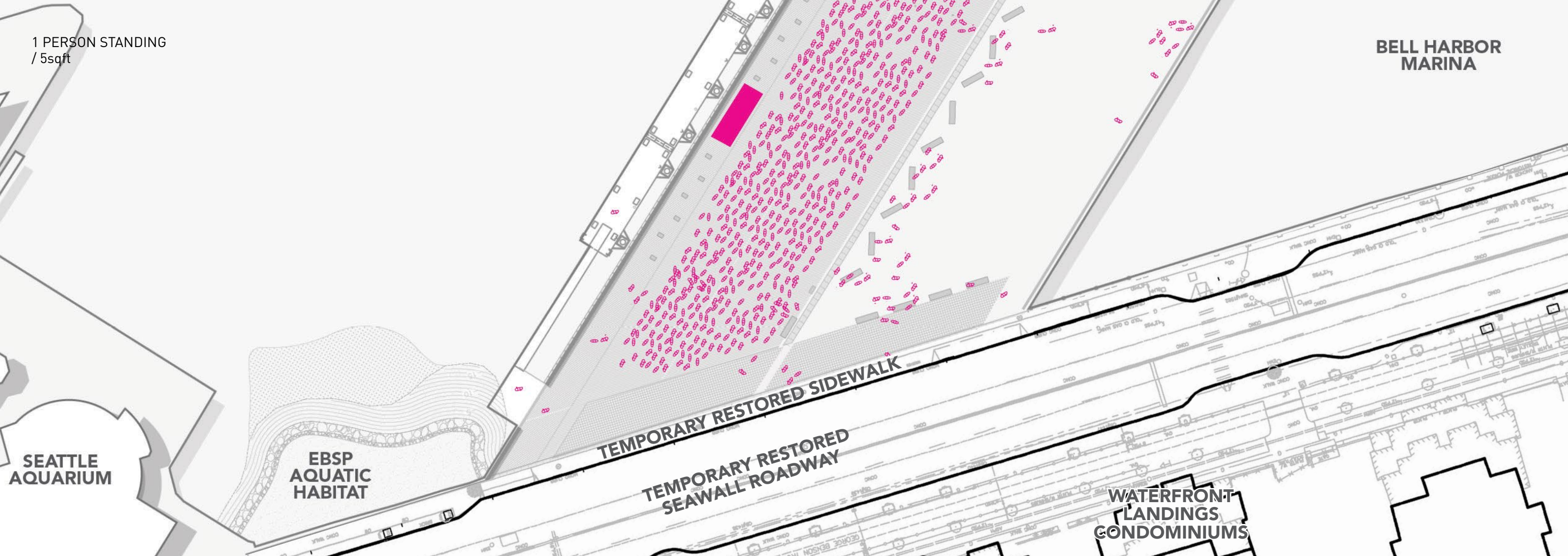
PIER 62 REBUILD

CAPACITY DIAGRAM

PERFORMANCE: 6,000 PEOPLE



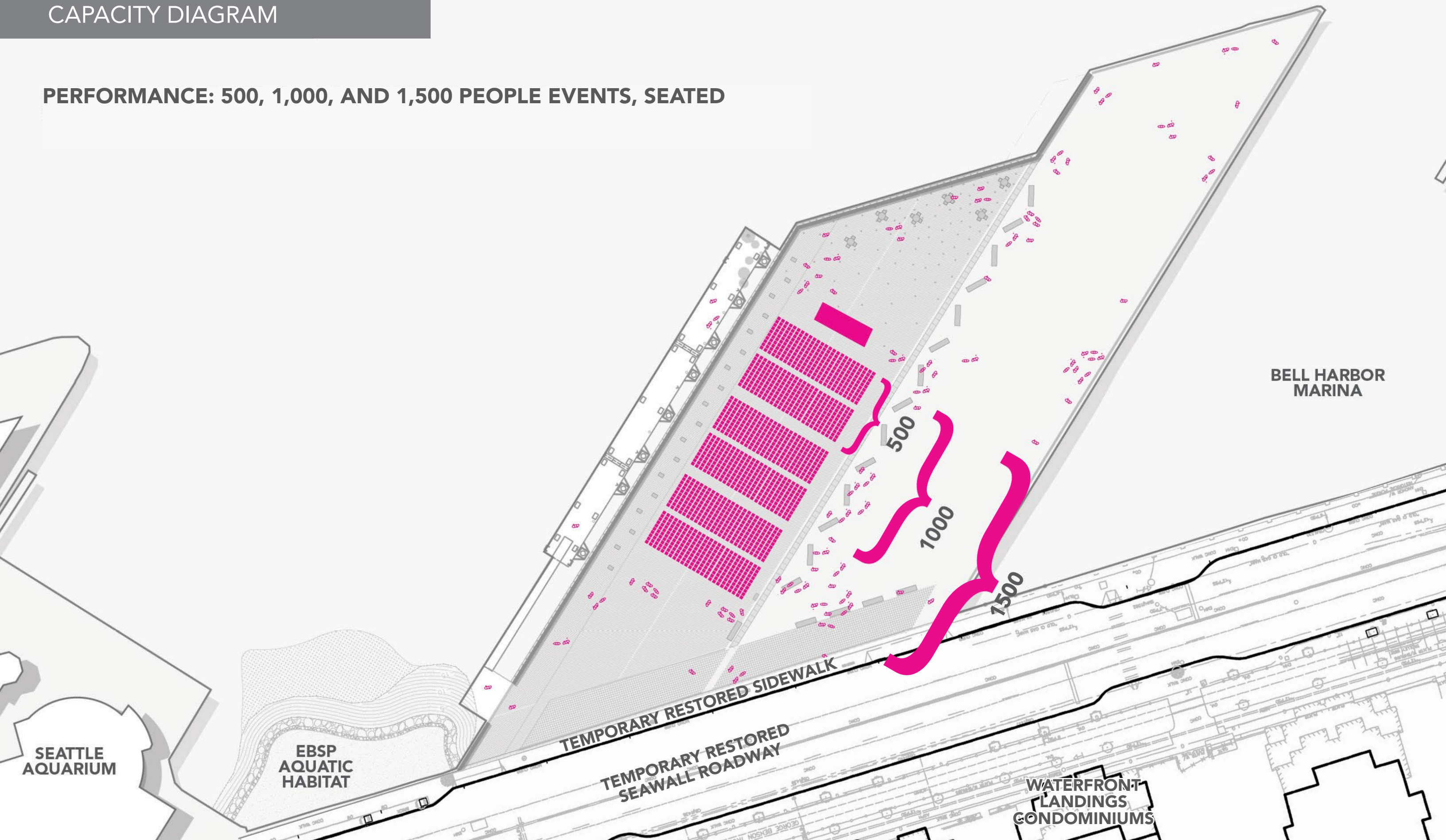
1 PERSON STANDING / 5sqft



PIER 62 REBUILD

CAPACITY DIAGRAM

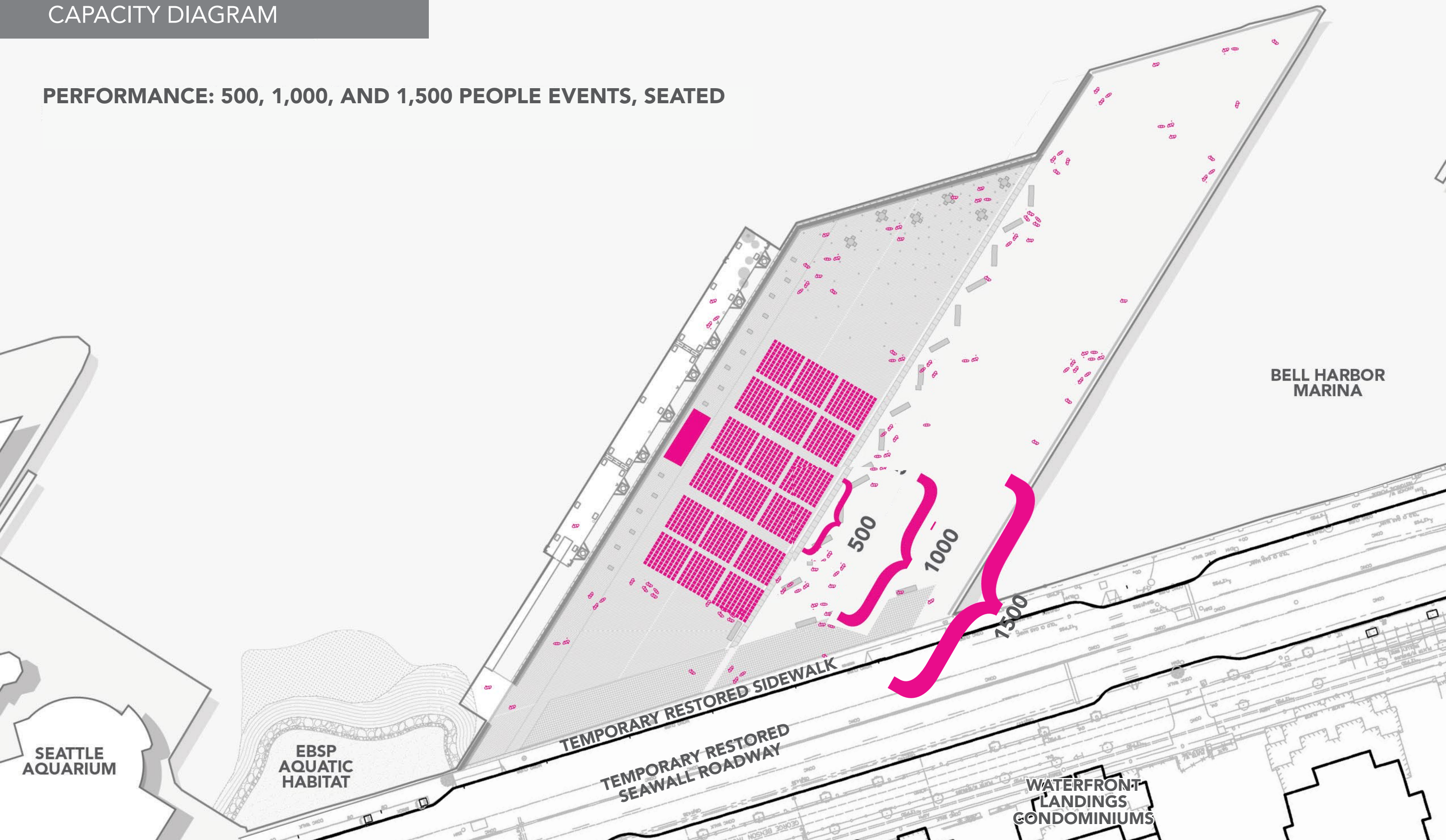
PERFORMANCE: 500, 1,000, AND 1,500 PEOPLE EVENTS, SEATED



PIER 62 REBUILD

CAPACITY DIAGRAM

PERFORMANCE: 500, 1,000, AND 1,500 PEOPLE EVENTS, SEATED



PIER 62 REBUILD

CONCERTS + EVENTS



PIER 62 REBUILD

CONCERTS + EVENTS



PIER 62 REBUILD

CAPACITY DIAGRAM

MINI SOCCER, BASKETBALL, VOLLEYBALL, TABLE TENNIS

① SOCCER PITCH

- 80 X 120
- 50 X 100

② BASKETBALL COURT

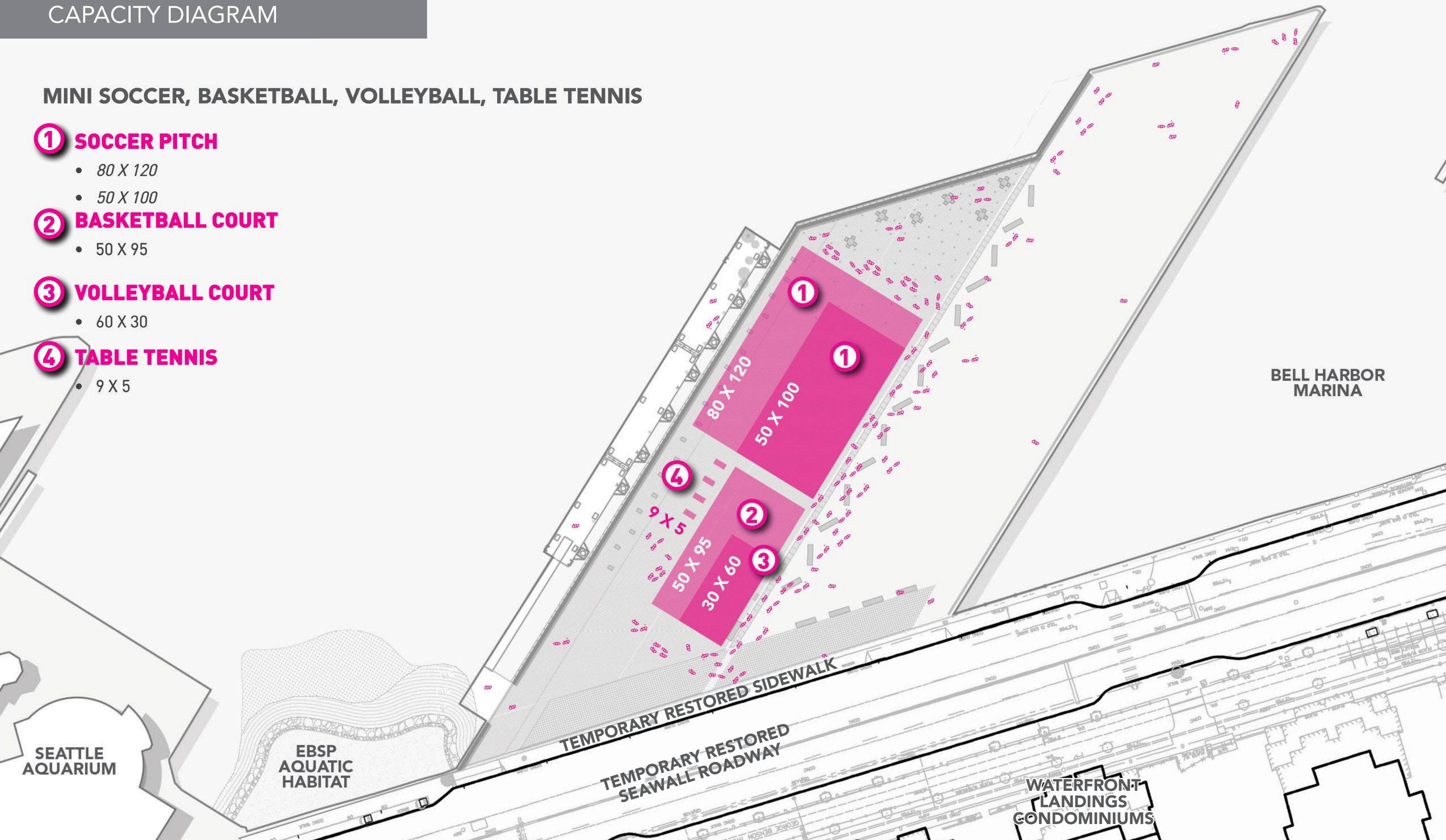
- 50 X 95

③ VOLLEYBALL COURT

- 60 X 30

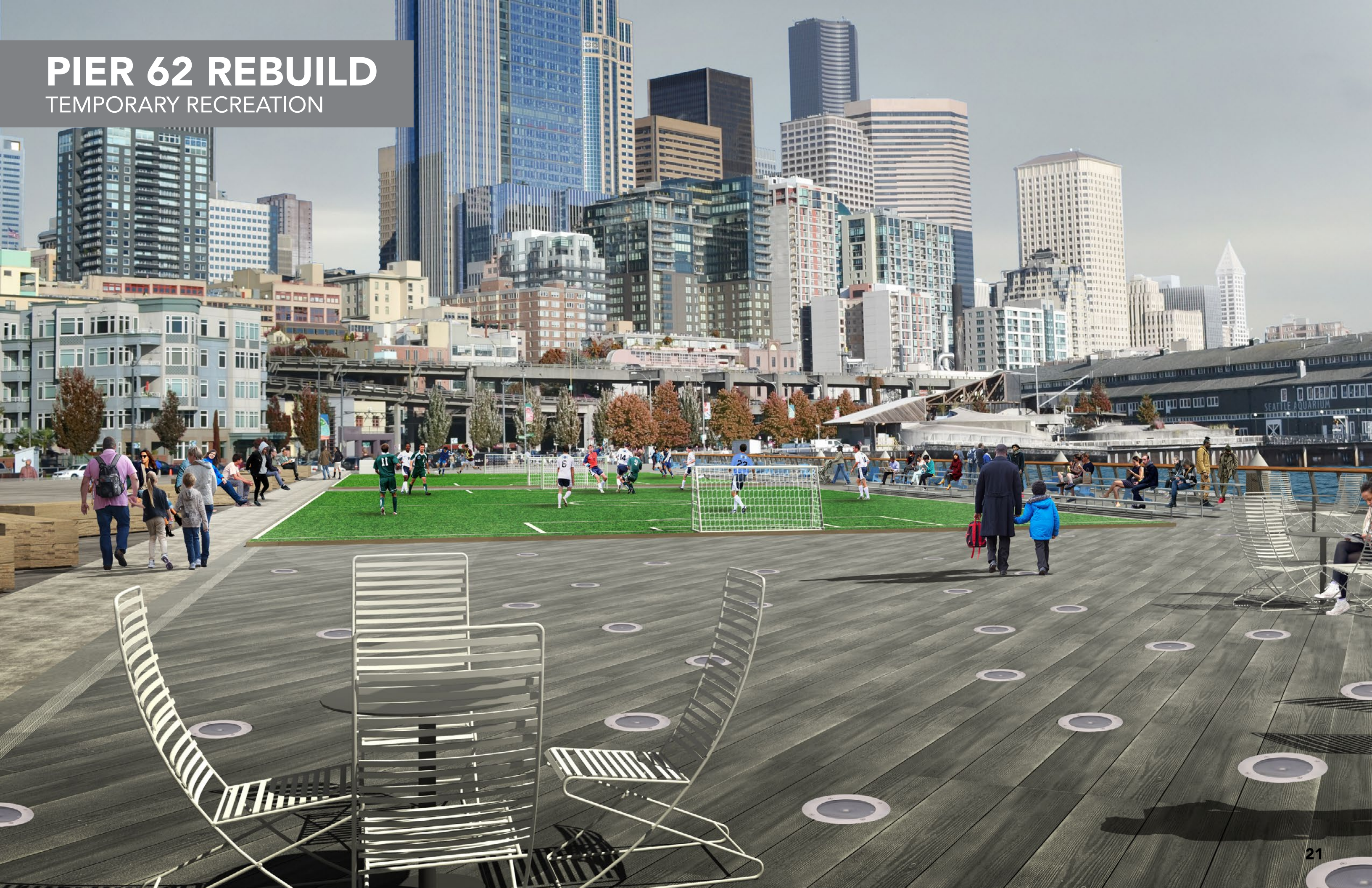
④ TABLE TENNIS

- 9 X 5



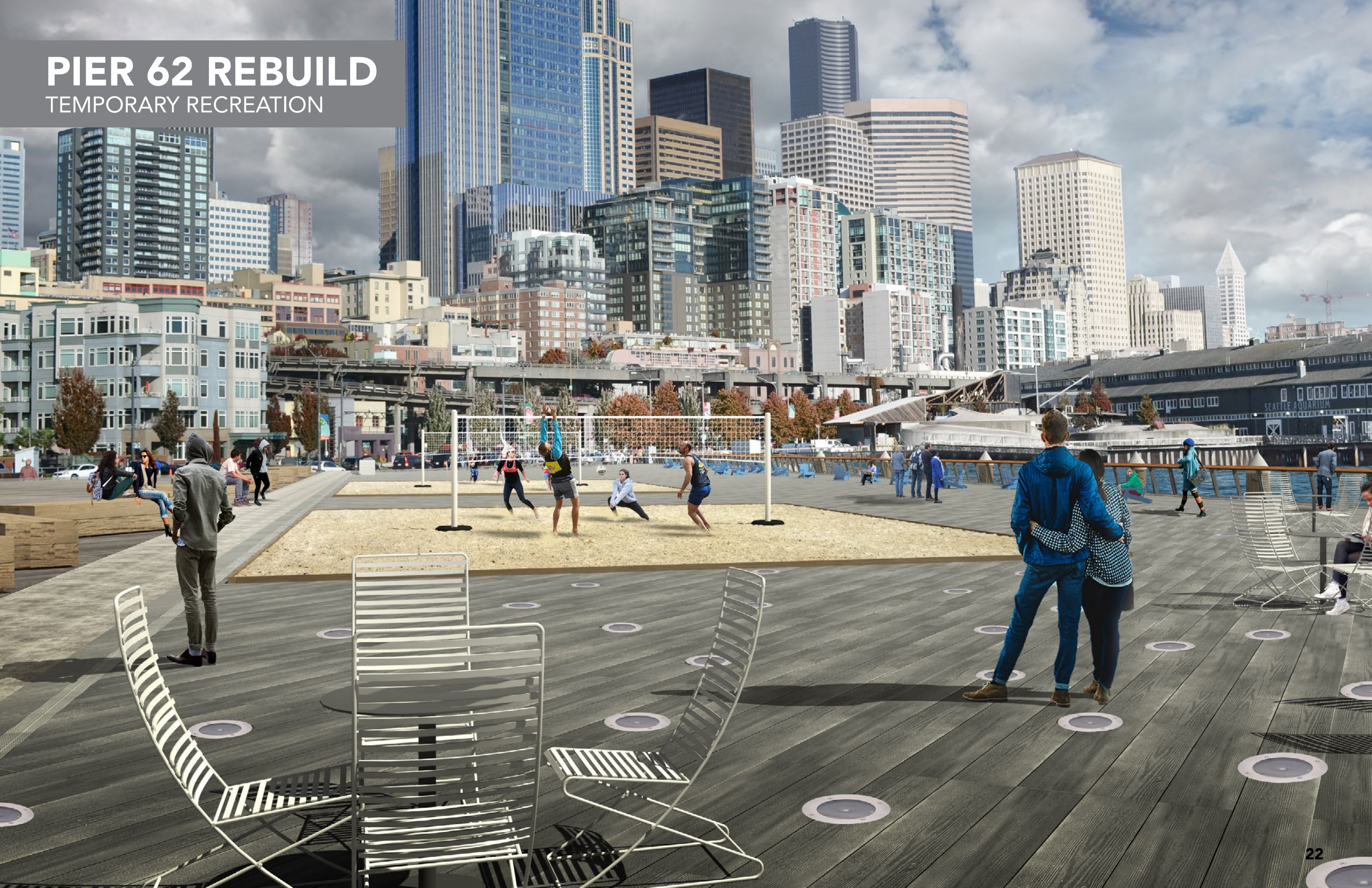
PIER 62 REBUILD

TEMPORARY RECREATION



PIER 62 REBUILD

TEMPORARY RECREATION

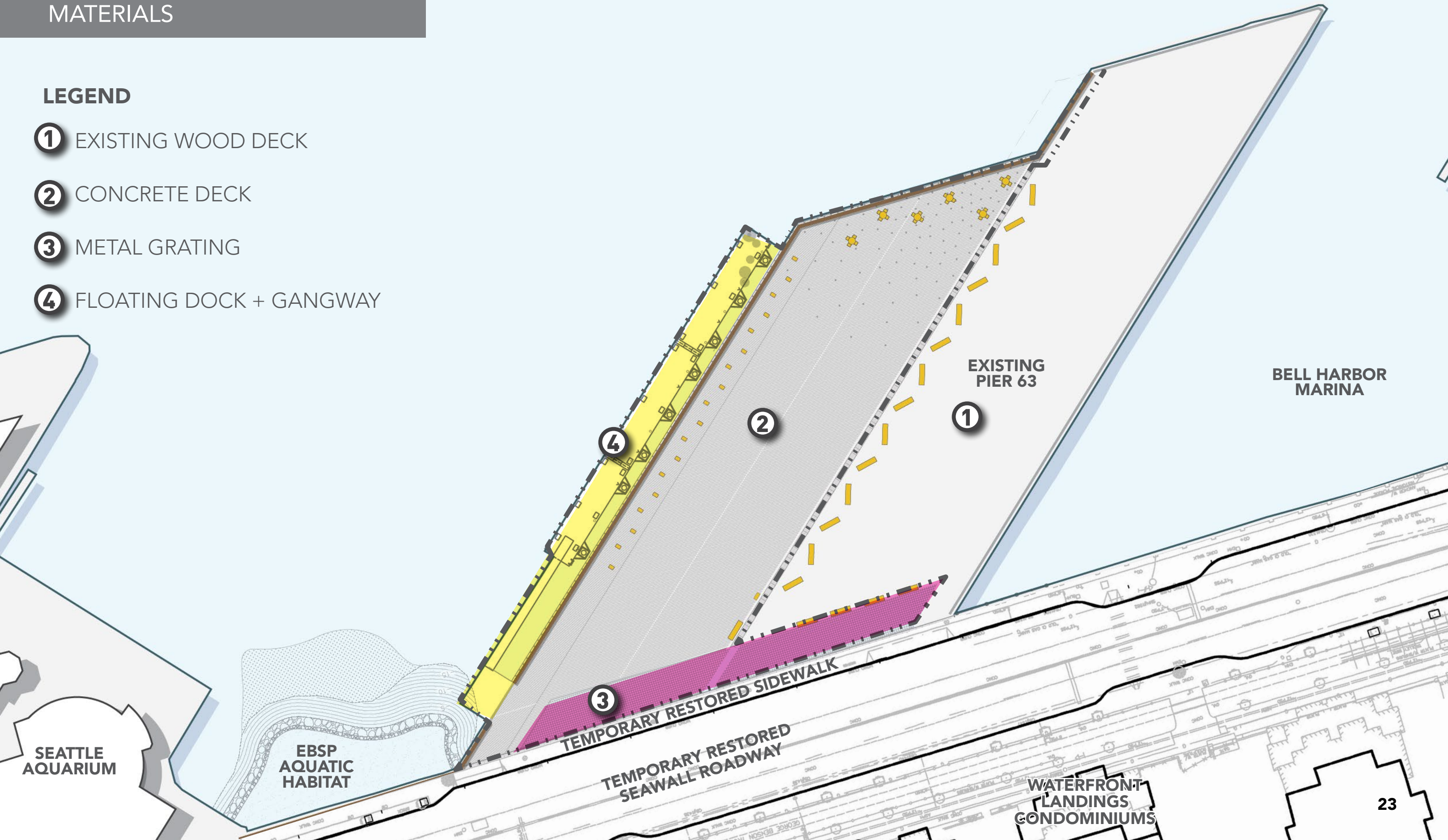


PIER 62 REBUILD

MATERIALS

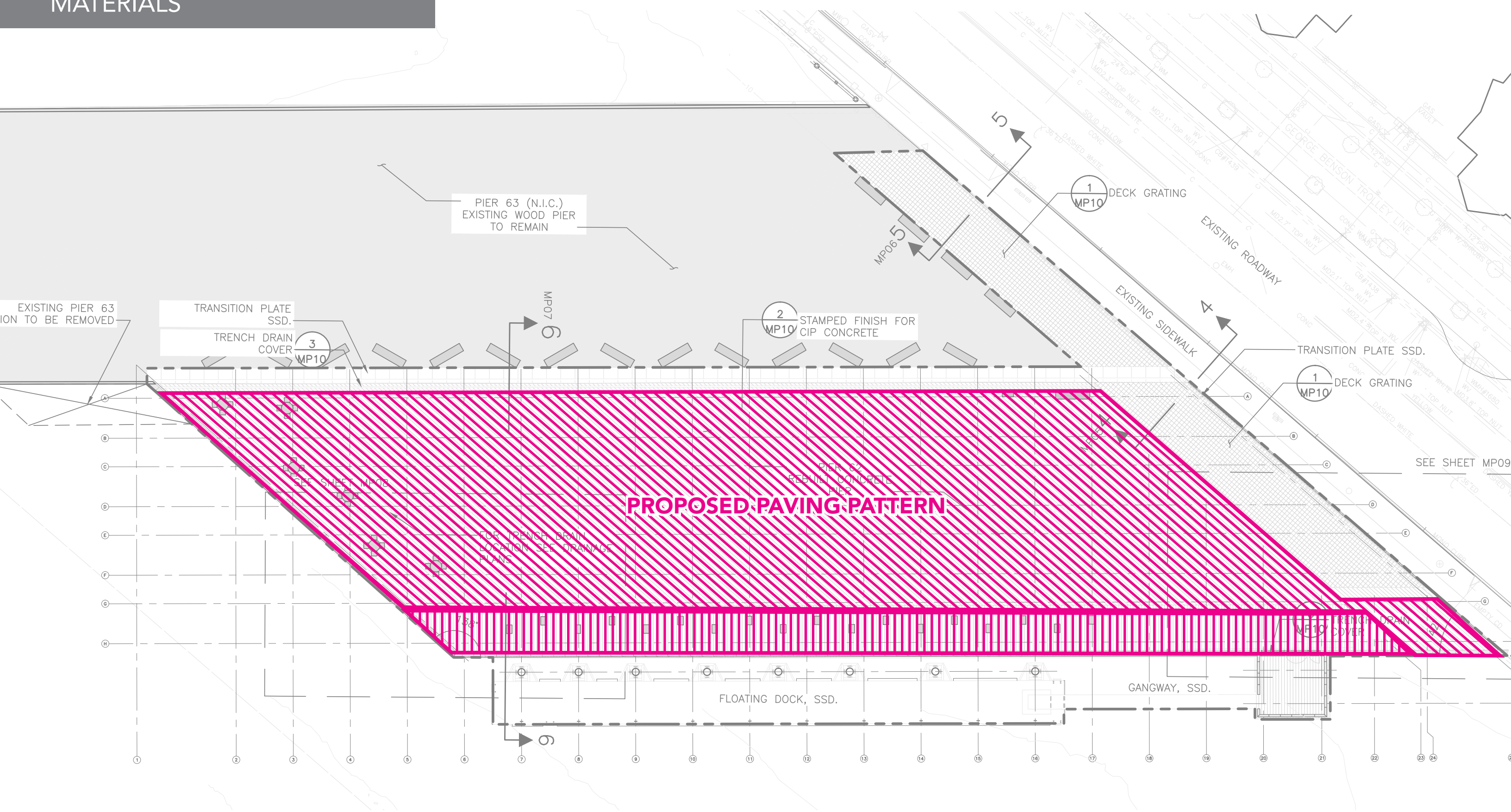
LEGEND

- ① EXISTING WOOD DECK
- ② CONCRETE DECK
- ③ METAL GRATING
- ④ FLOATING DOCK + GANGWAY



PIER 62 REBUILD

MATERIALS



PIER 62 REBUILD

CONCRETE DECK



PIER 62 REBUILD

CONCRETE DECK - PLANK TEXTURE



PIER 62 REBUILD

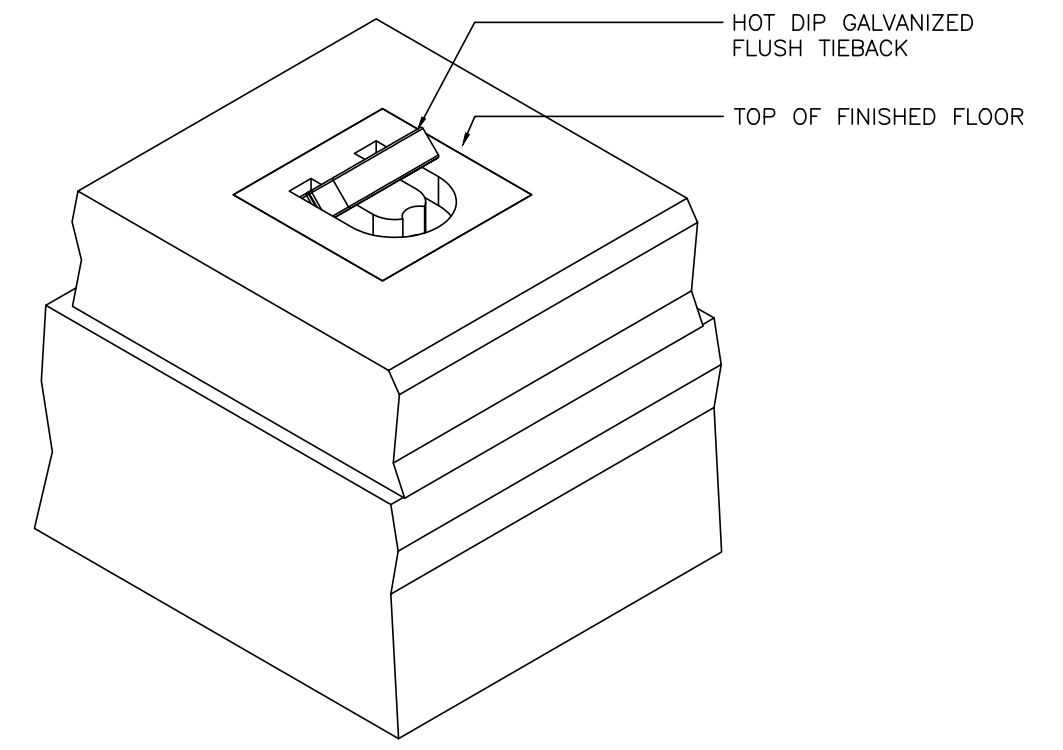
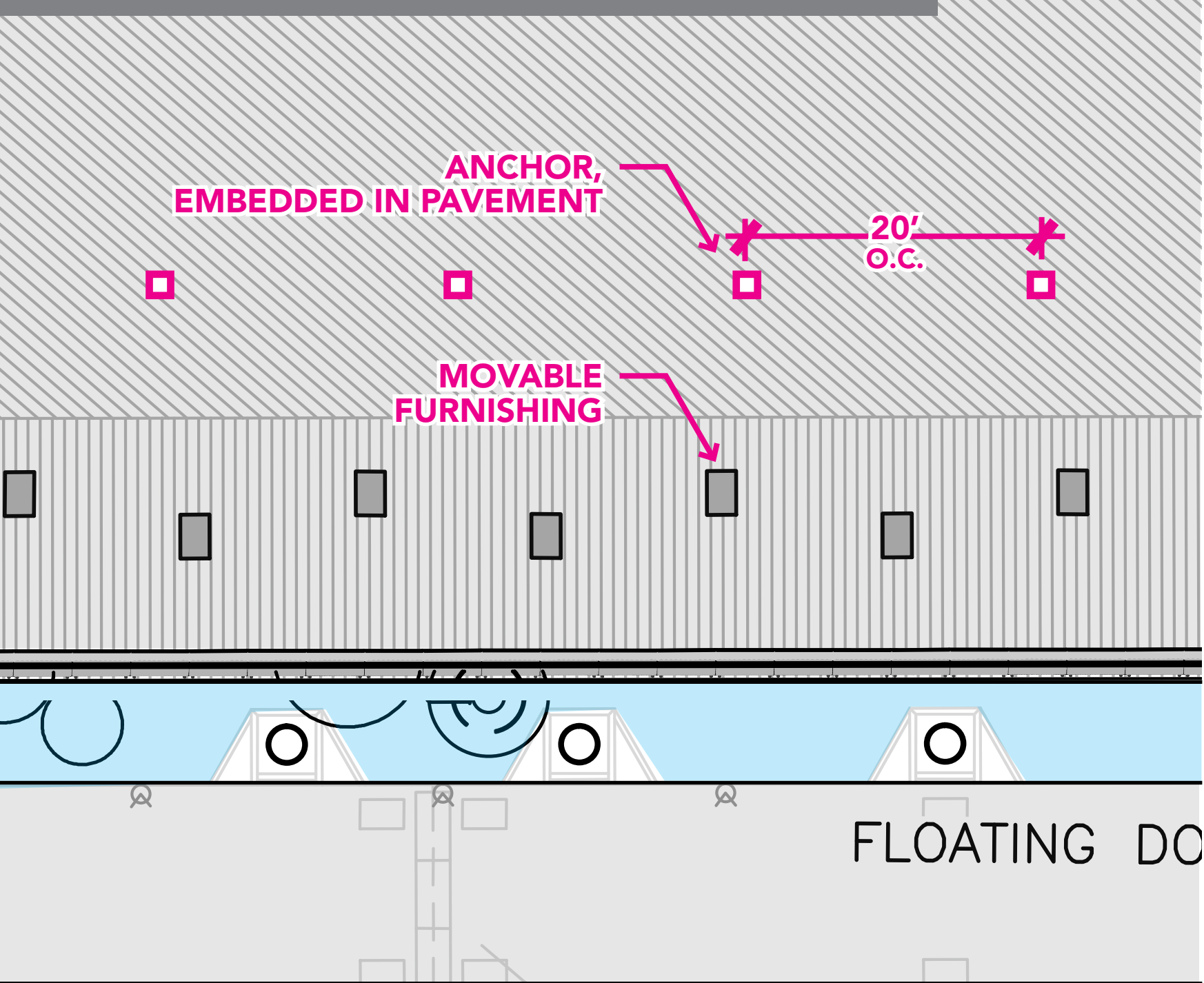
CONCRETE DECK - FORM LINER



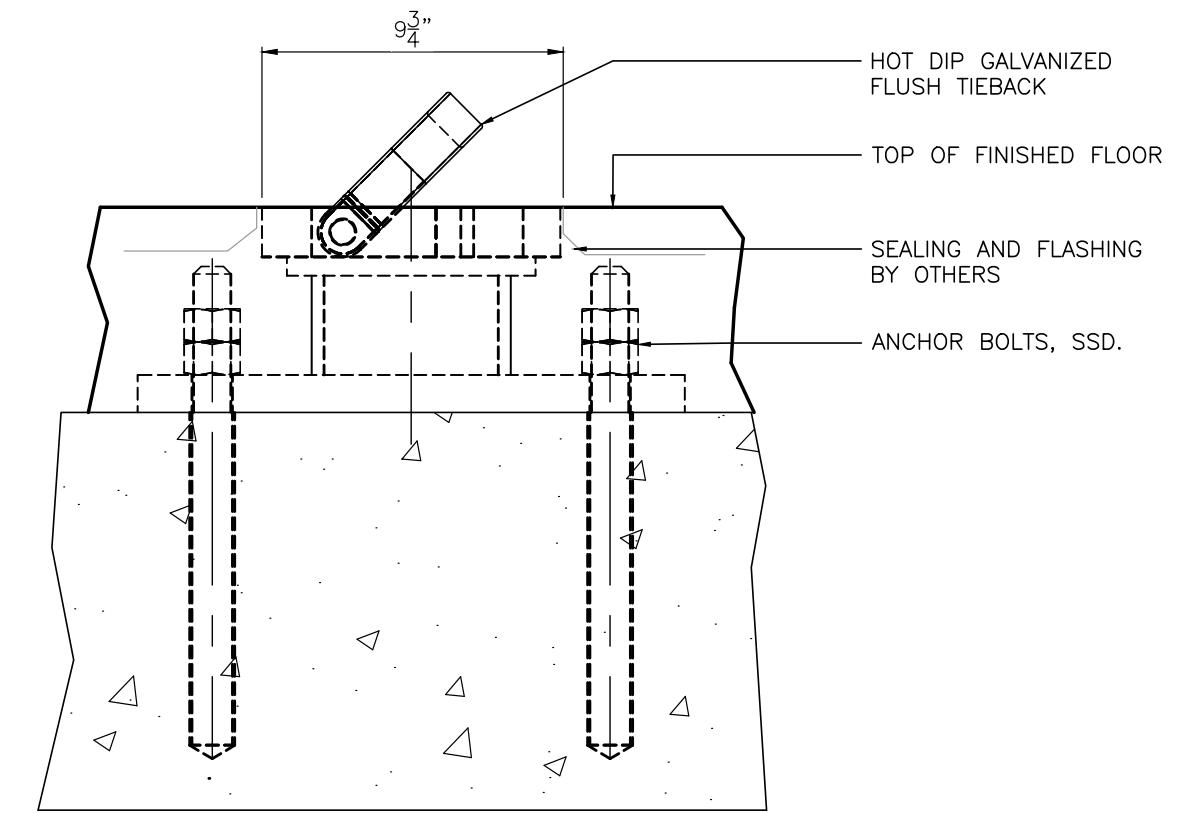
FORM-LINER SAMPLE

PIER 62 REBUILD

TEMPORARY STRUCTURE ANCHORING SYSTEM



AXON
NTS

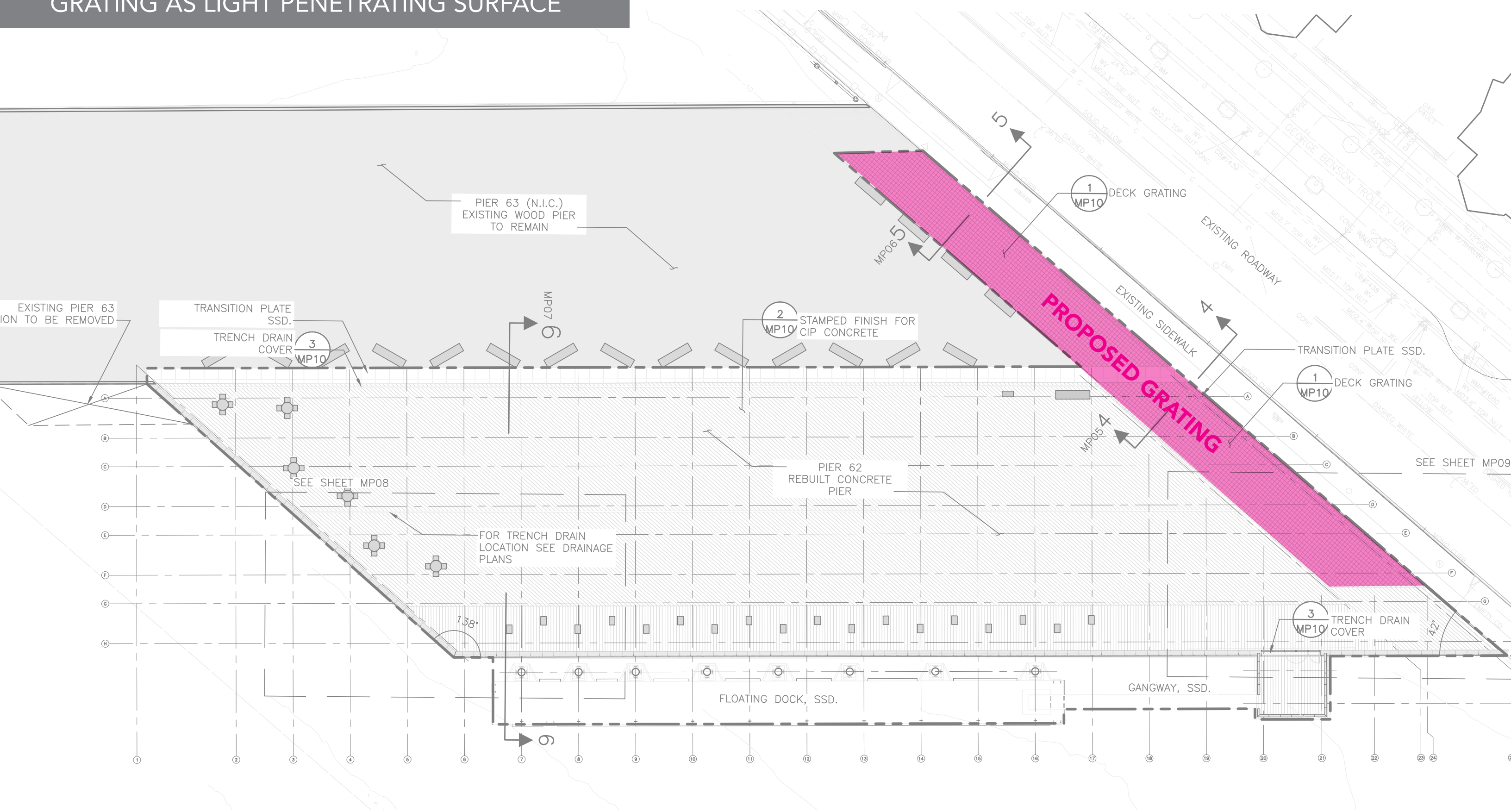


SECTION

ANCHOR
6"=1'-0" (2)

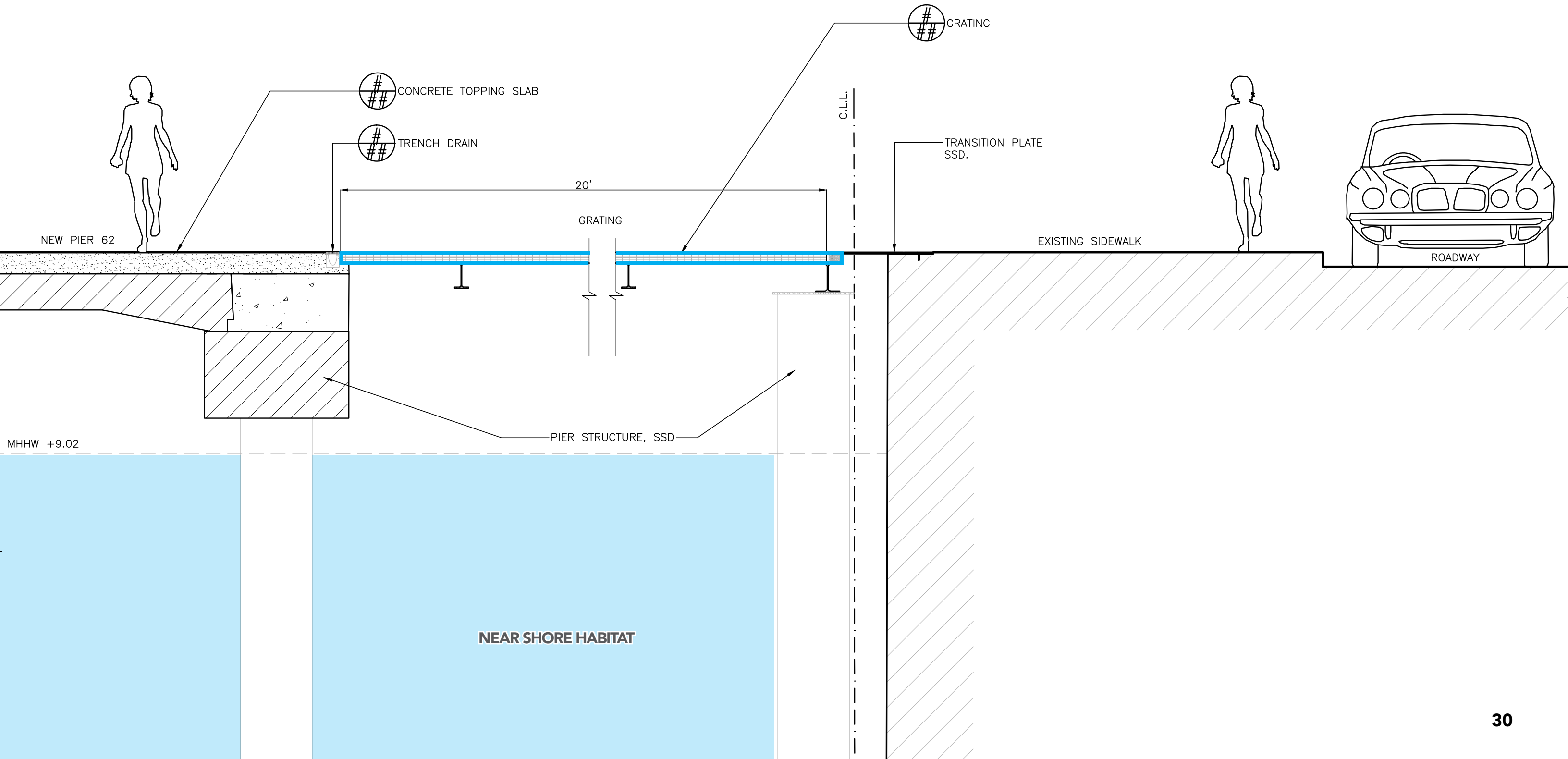
PIER 62 REBUILD

GRATING AS LIGHT PENETRATING SURFACE



PIER 62 REBUILD

GRATING AS LIGHT PENETRATING SURFACE

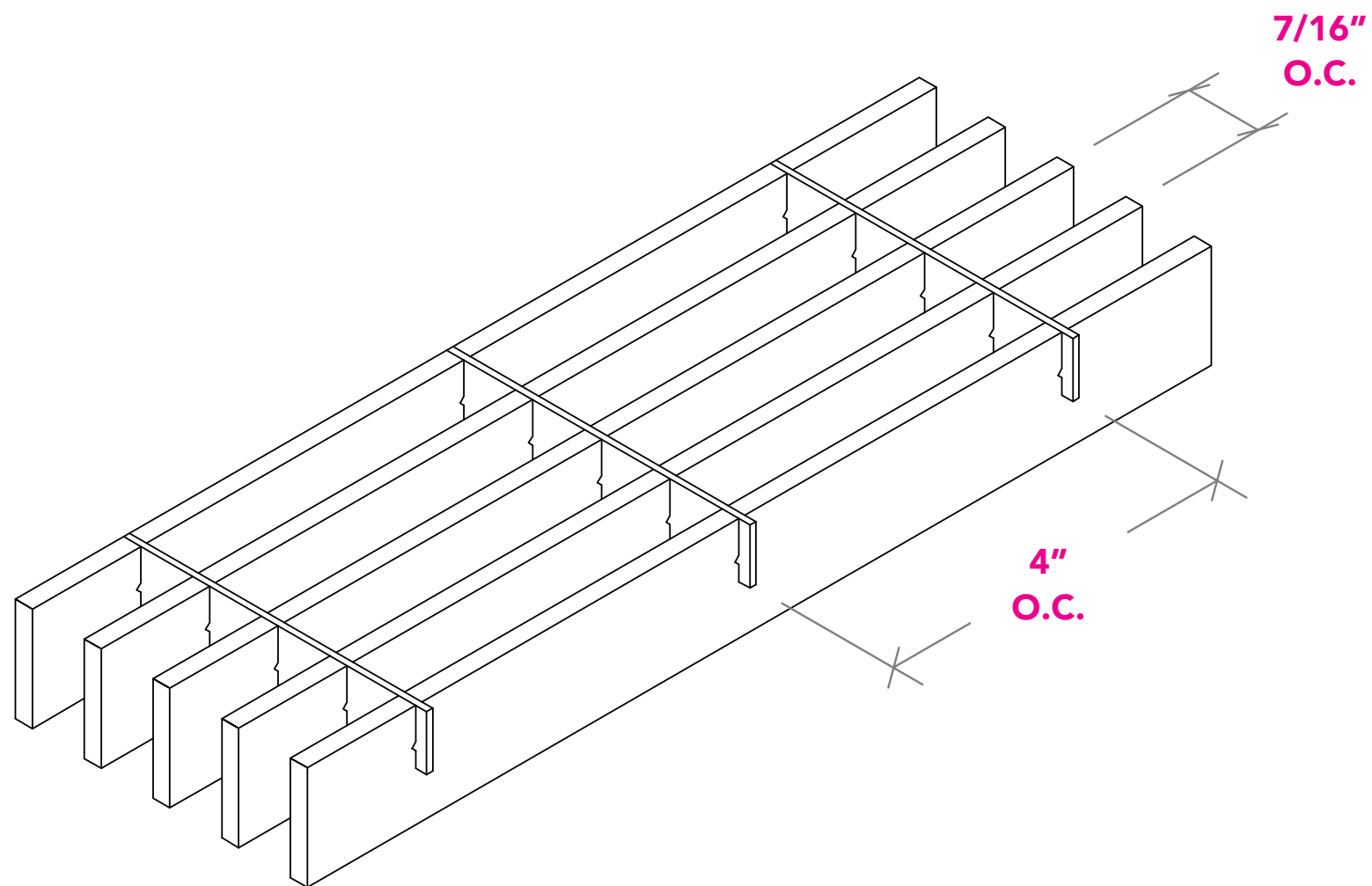


PIER 62 REBUILD

GRATING

REQUIREMENTS:

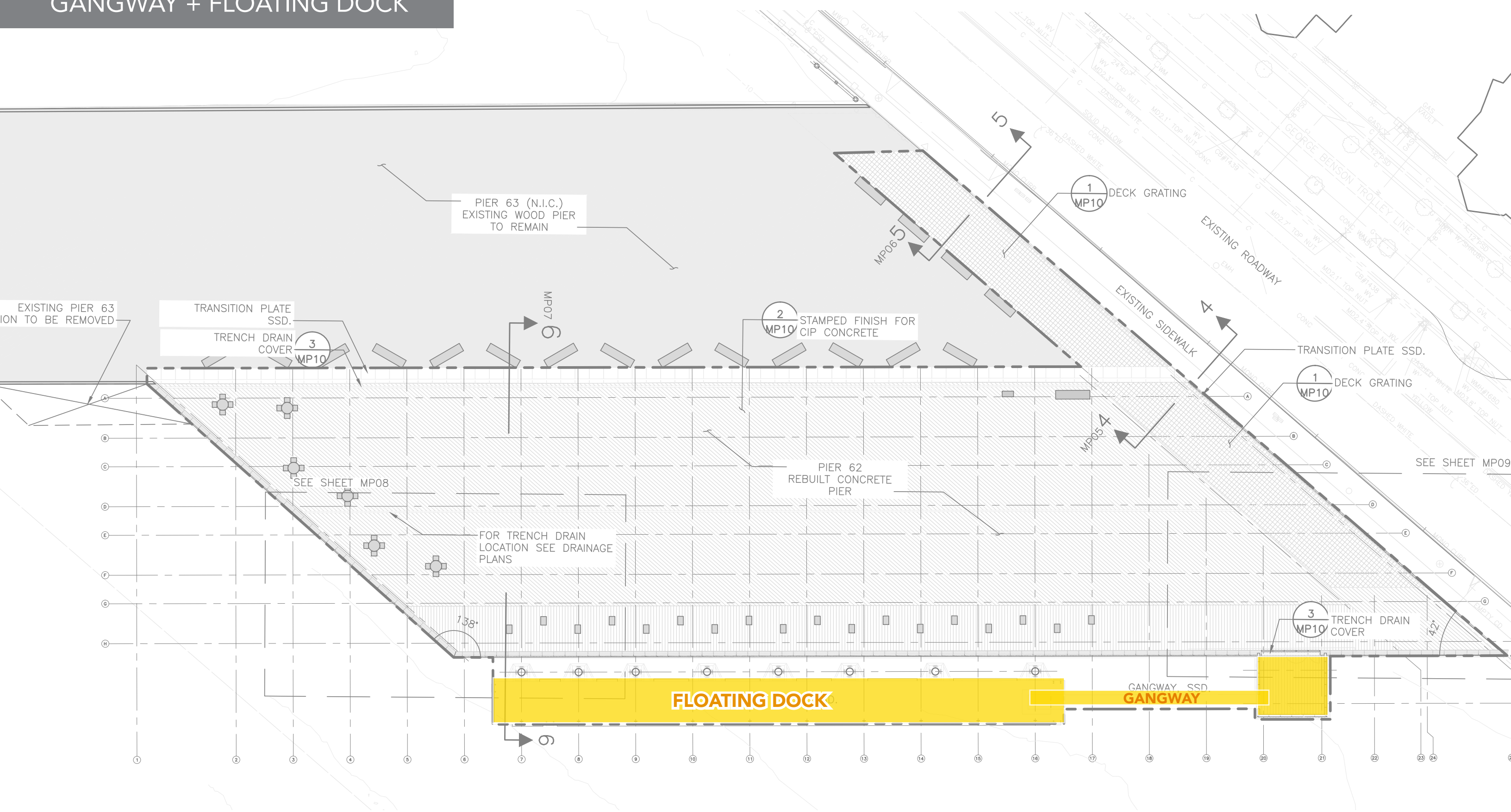
- ADA COMPLIANT
- VEHICLE RATED
- SLIP RESISTANT
- ALLOW ENOUGH LIGHT THROUGH



NYC, SOUTH
STREET
SEAPORT

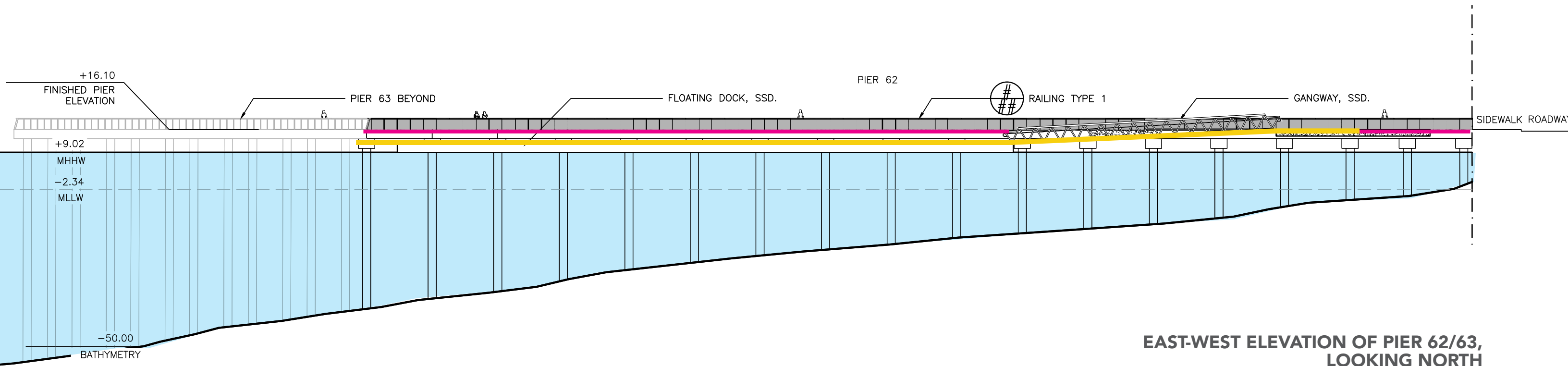
PIER 62 REBUILD

GANGWAY + FLOATING DOCK

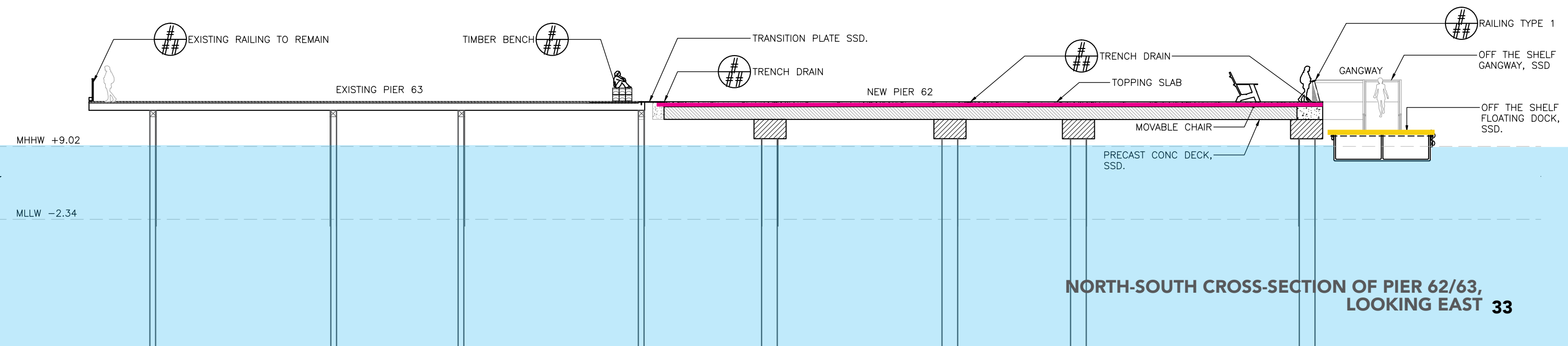


PIER 62 REBUILD

GANGWAY + FLOATING DOCK



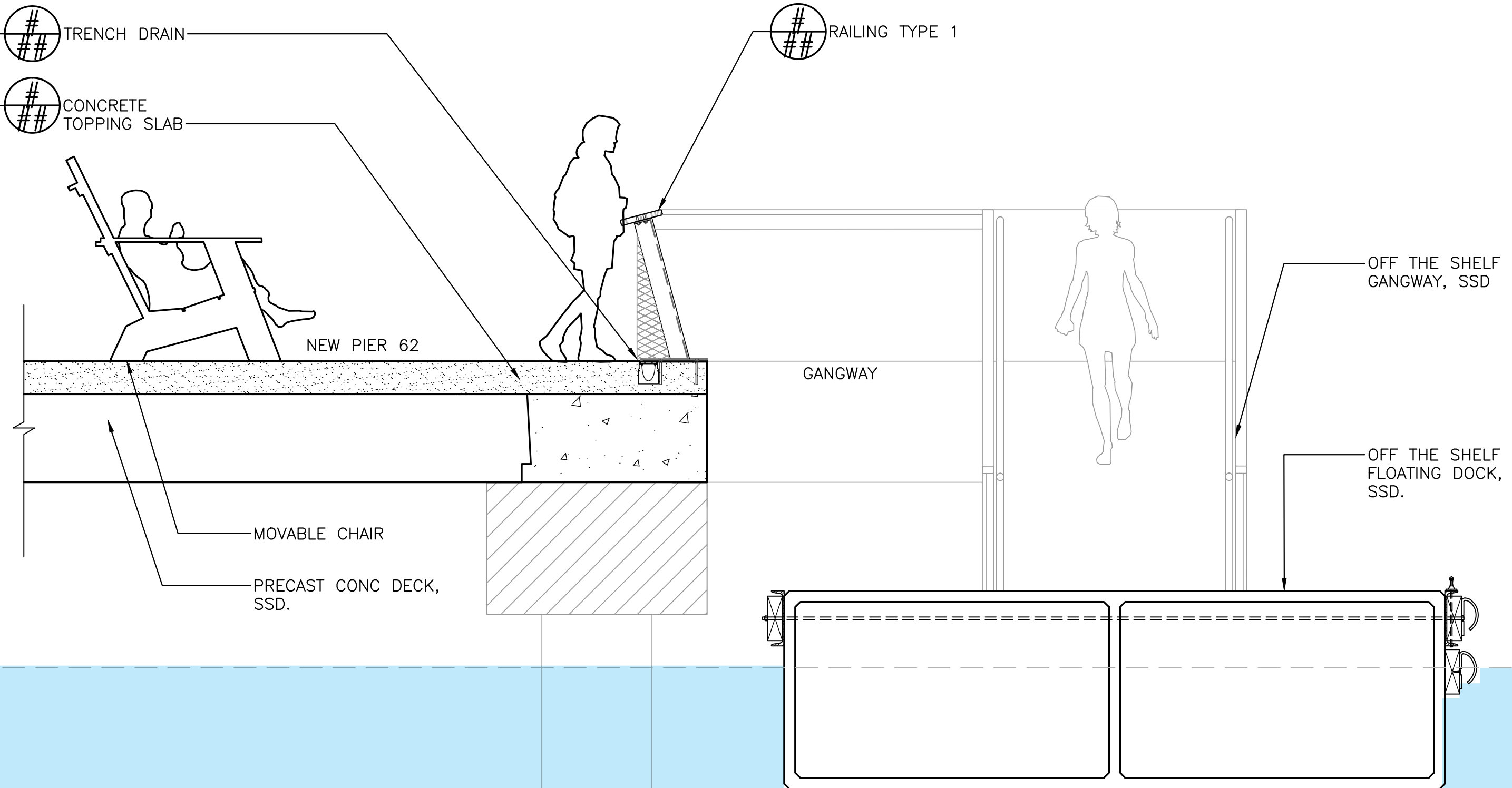
**EAST-WEST ELEVATION OF PIER 62/63,
LOOKING NORTH**



**NORTH-SOUTH CROSS-SECTION OF PIER 62/63,
LOOKING EAST 33**

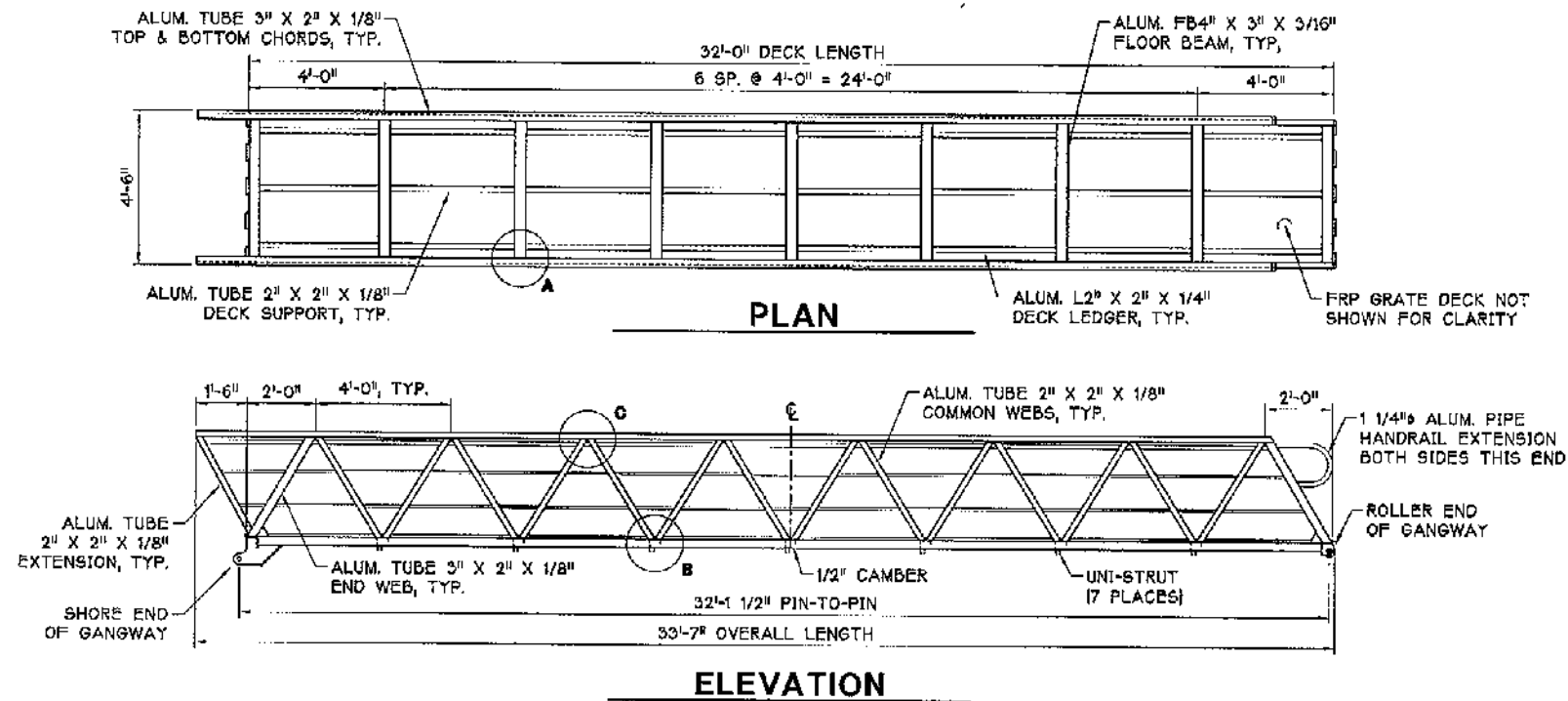
PIER 62 REBUILD

OFF-THE-SHELF FLOATING DOCK



PIER 62 REBUILD

OFF-THE-SHELF GANGWAY



DESIGN NOTES

DESIGN OF GANGWAY ASSUMES THAT THE APPROACH PIER AND LANDING FLOATS (BY OTHERS) ARE ADEQUATE FOR THE SAFE AND STABLE SUPPORT OF THE GANGWAY.

ALL WELDING SHALL BE PERFORMED IN CONFORMANCE WITH THE LATEST AWS D1.1 (STEEL) OR D1.2 (ALUMINUM) WELDING CODES BY AWS CERTIFIED STRUCTURAL WELDERS.

ALL ALUMINUM IS ALLOY 6061-T6 EXCEPT AS NOTED.

ALL CARBON STEEL SHALL BE ASTM A36 AND SHALL BE HOT DIP GALVANIZED AFTER FABRICATION.

ESTIMATED DEAD LOAD REACTION OF THE GANGWAY (NOT INCLUDING UTILITY ALLOWANCE) IS 530 LBS.

SHIPPING WEIGHT, (INCLUDING SHORE MOUNT) IS 1,200 LBS.

DESIGN LIVE LOAD REACTION IS 2.56 KIPS (VERTICAL)

DESIGN WIND LOAD REACTION IS 0.65 KIPS (HORIZONTAL)

SUBMITTAL / SHOP DRAWING REVIEW

- No Exceptions Taken
- Revise and Resubmit
- Resubmit as Corrected
- Rejected

This drawing is only for general reference with the design concept and general compliance with the applicable code requirements. It is not to be used for construction without the approval of the design engineer. The design engineer shall be responsible for the design and construction of the gangway.



PIER 62 REBUILD

OFF-THE-SHELF GANGWAY

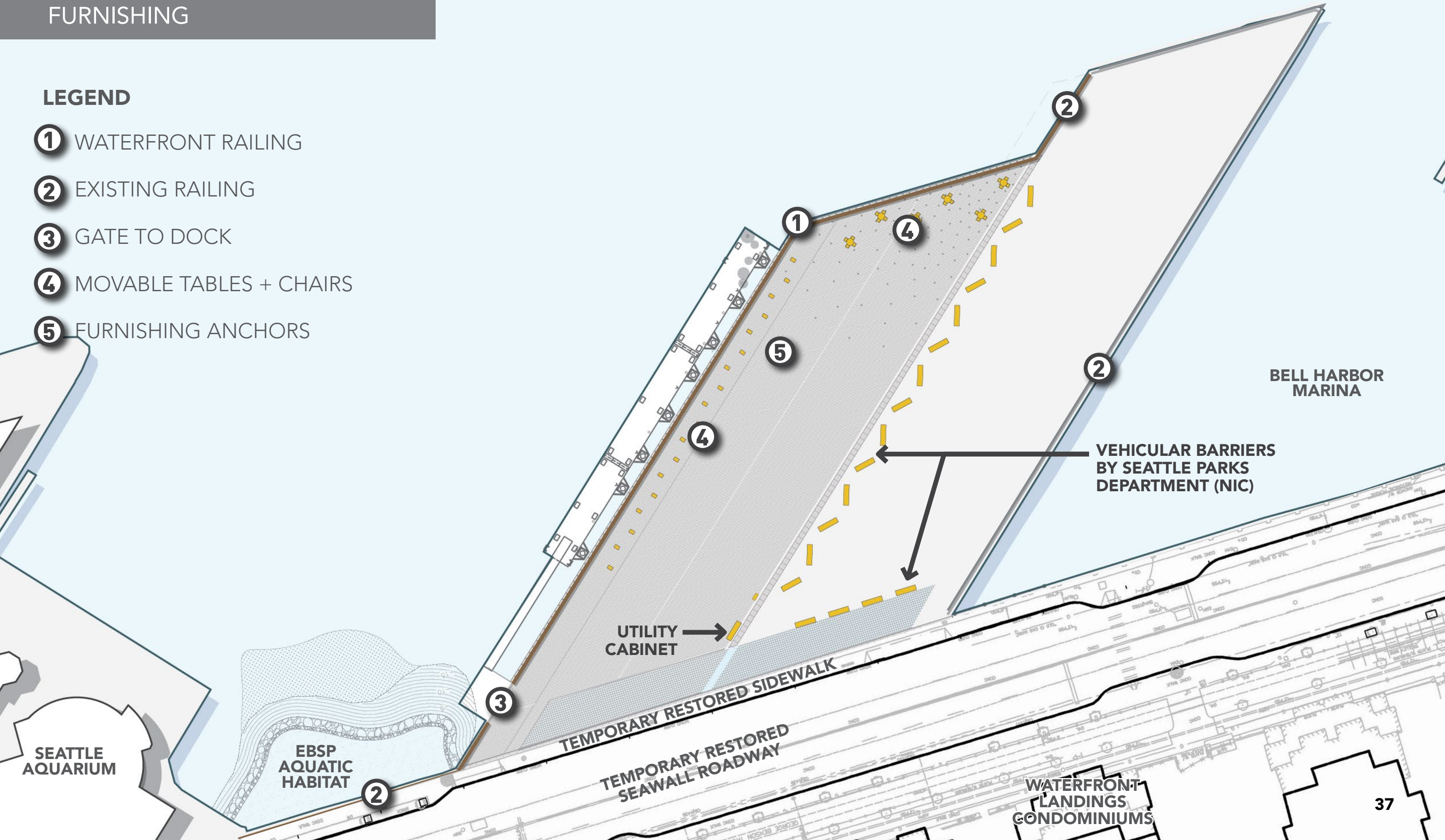


PIER 62 REBUILD

FURNISHING

LEGEND

- ① WATERFRONT RAILING
- ② EXISTING RAILING
- ③ GATE TO DOCK
- ④ MOVABLE TABLES + CHAIRS
- ⑤ FURNISHING ANCHORS



SEATTLE
AQUARIUM

EBSP
AQUATIC
HABITAT

UTILITY
CABINET

TEMPORARY RESTORED
SEAWALL ROADWAY

VEHICULAR BARRIERS
BY SEATTLE PARKS
DEPARTMENT (NIC)

BELL HARBOR
MARINA

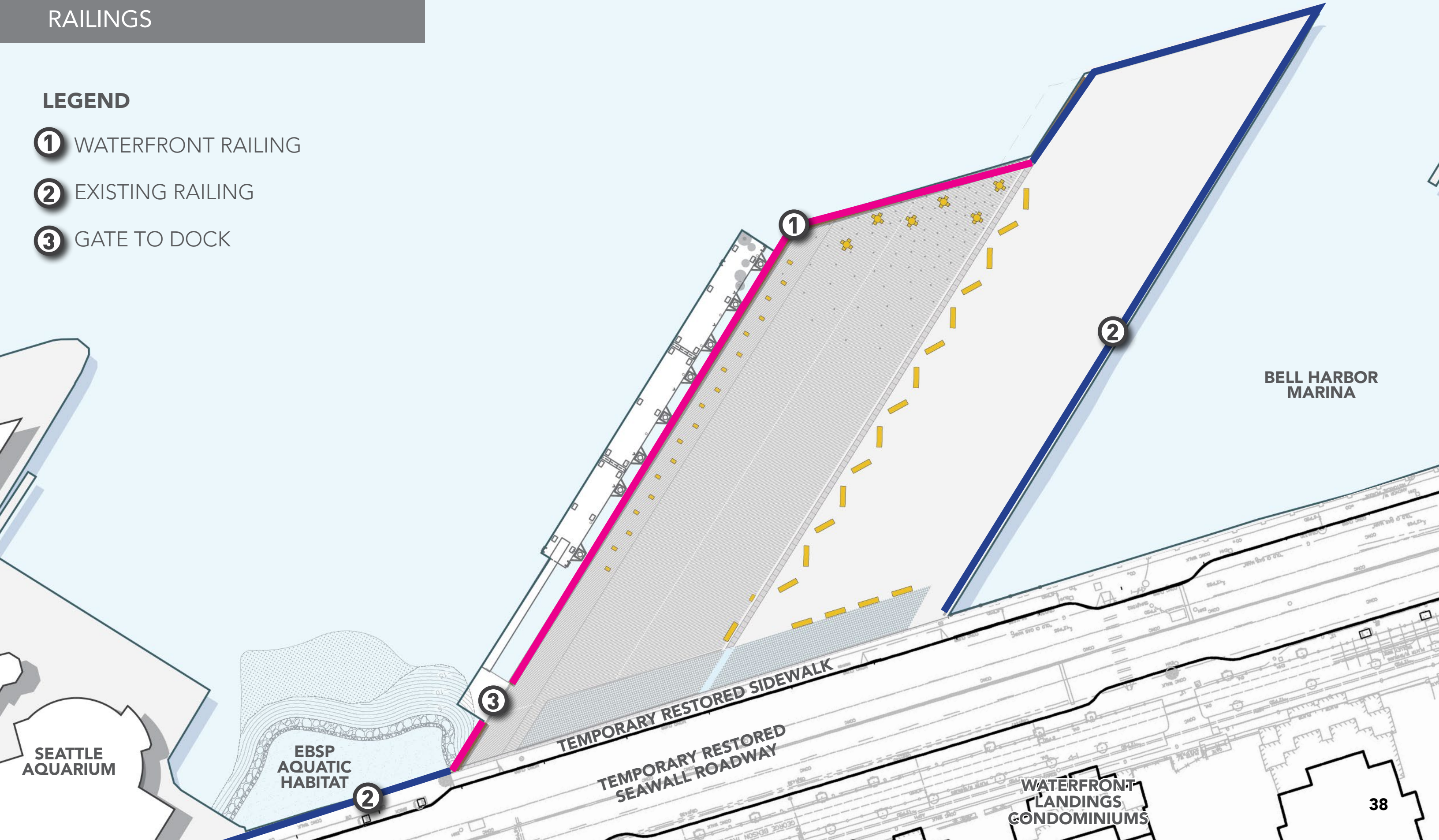
WATERFRONT
LANDINGS
CONDOMINIUMS

PIER 62 REBUILD

RAILINGS

LEGEND

- ① WATERFRONT RAILING
- ② EXISTING RAILING
- ③ GATE TO DOCK



BELL HARBOR MARINA

SEATTLE AQUARIUM

Ebsp AQUATIC HABITAT

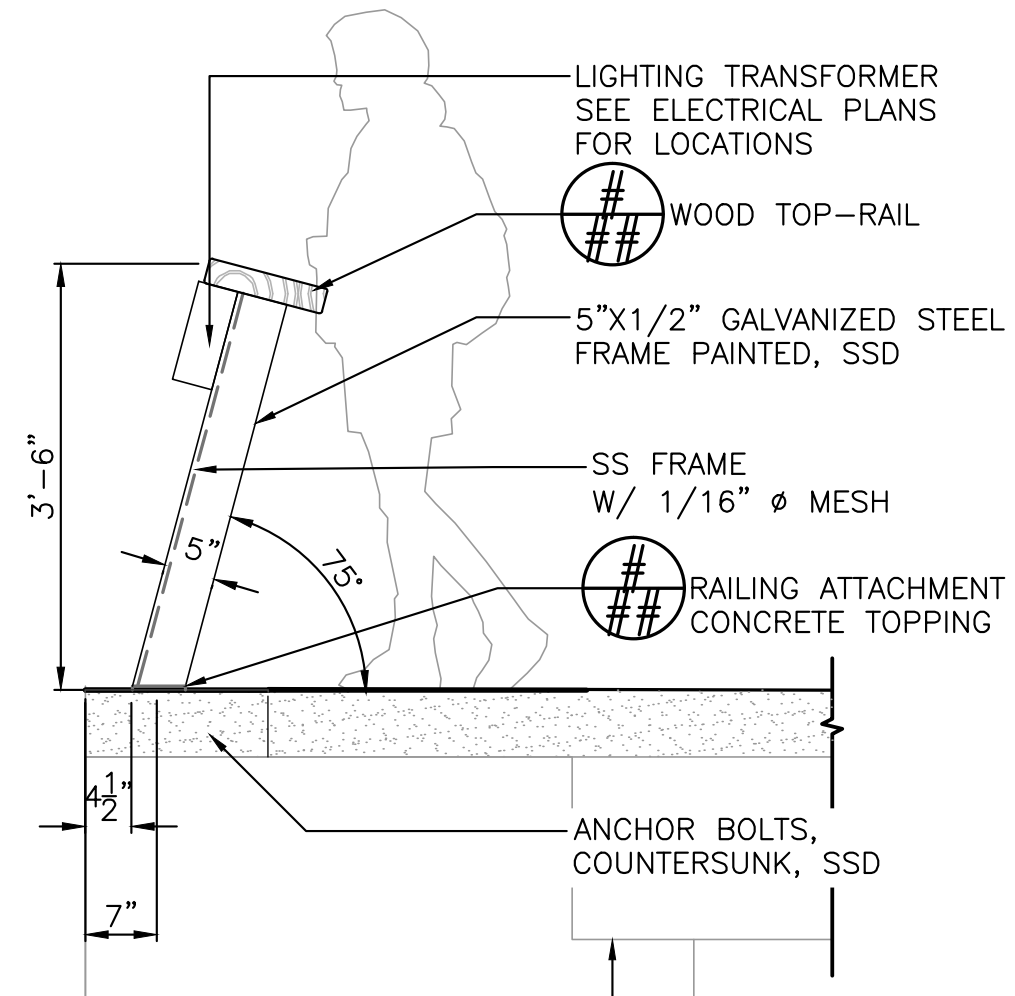
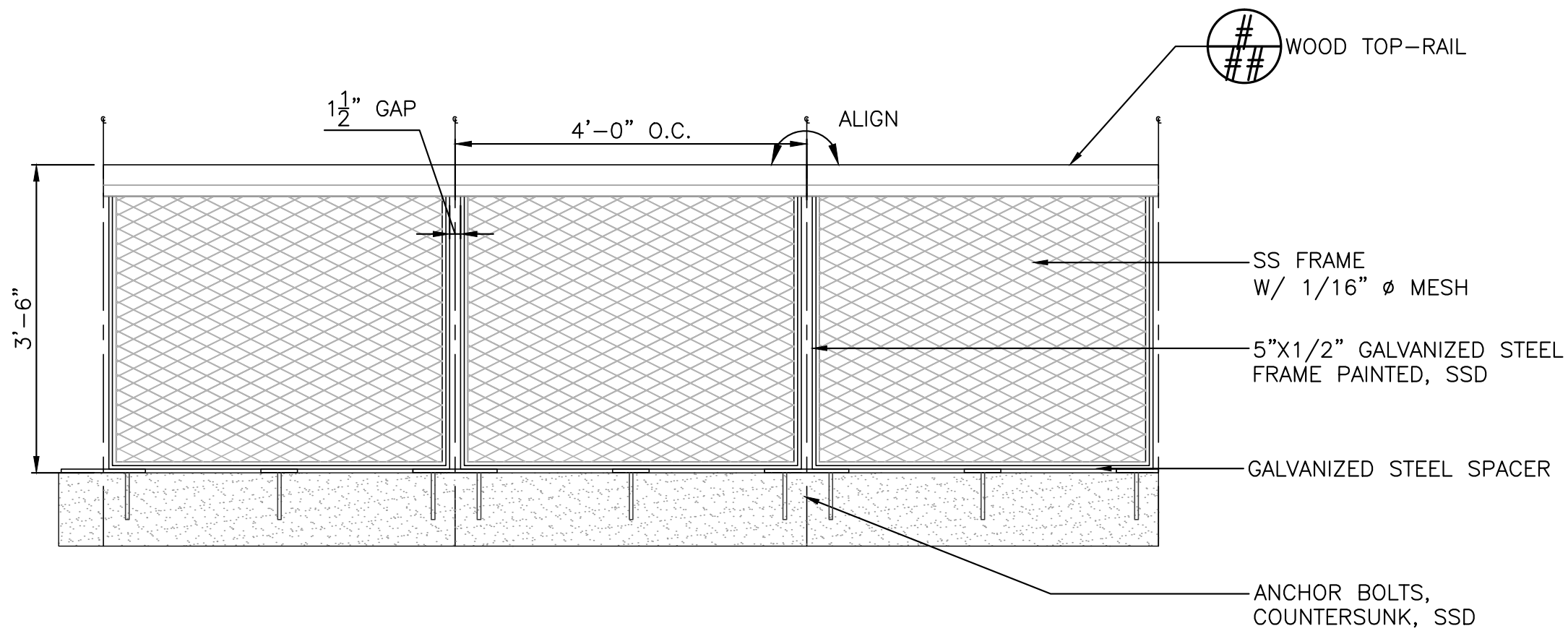
TEMPORARY RESTORED SEAWALL ROADWAY

TEMPORARY RESTORED SIDEWALK

WATERFRONT LANDINGS CONDOMINIUMS

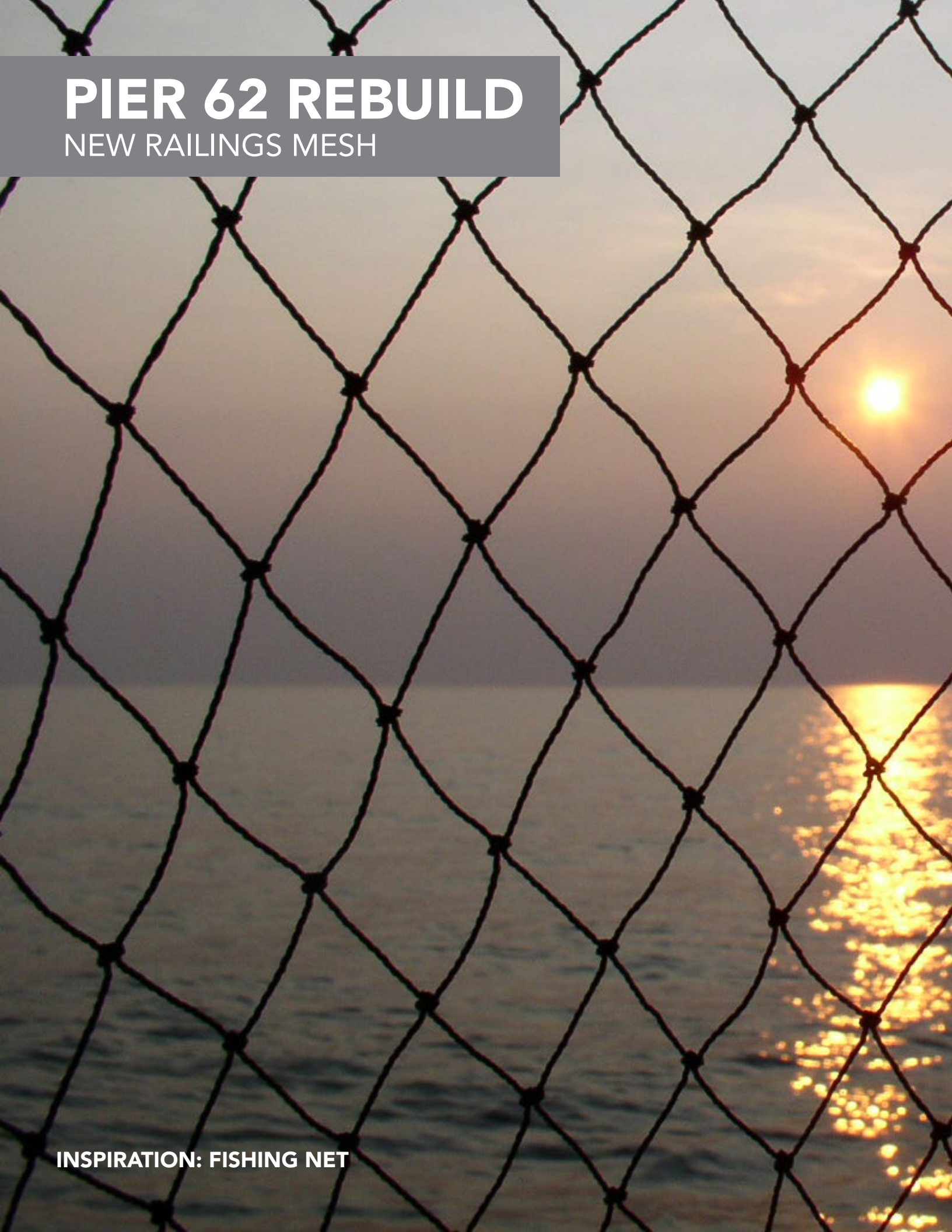
PIER 62 REBUILD

NEW RAILINGS



PIER 62 REBUILD

NEW RAILINGS MESH

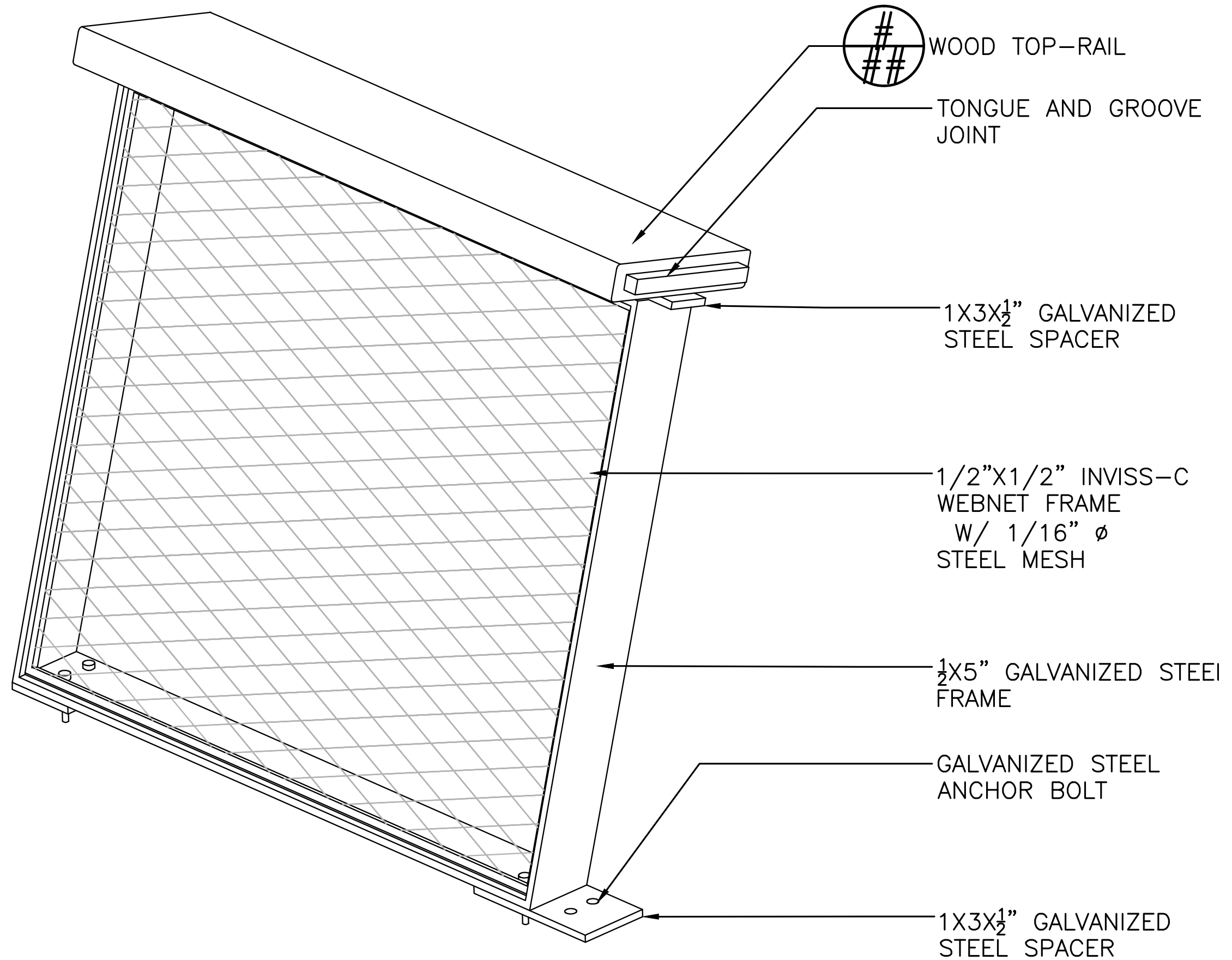


INSPIRATION: FISHING NET

MATERIAL: FLEXIBLE STAINLESS STEEL EXTEND MESH

PIER 62 REBUILD

NEW RAILINGS



PIER 62 REBUILD

NEW RAILINGS WOOD TOP



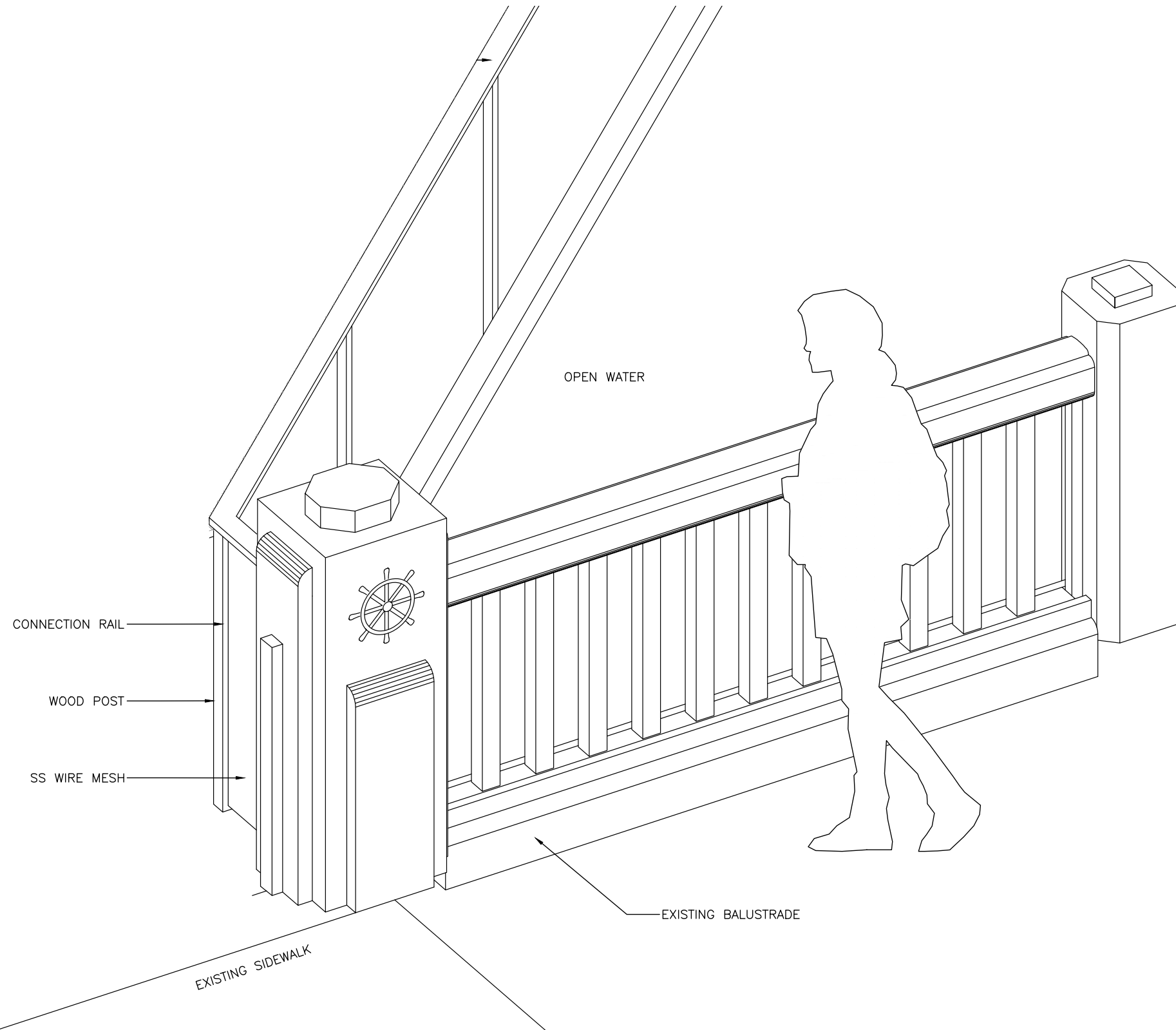
INSPIRATION: RECLAIMED SEA WALL EKKI WOOD



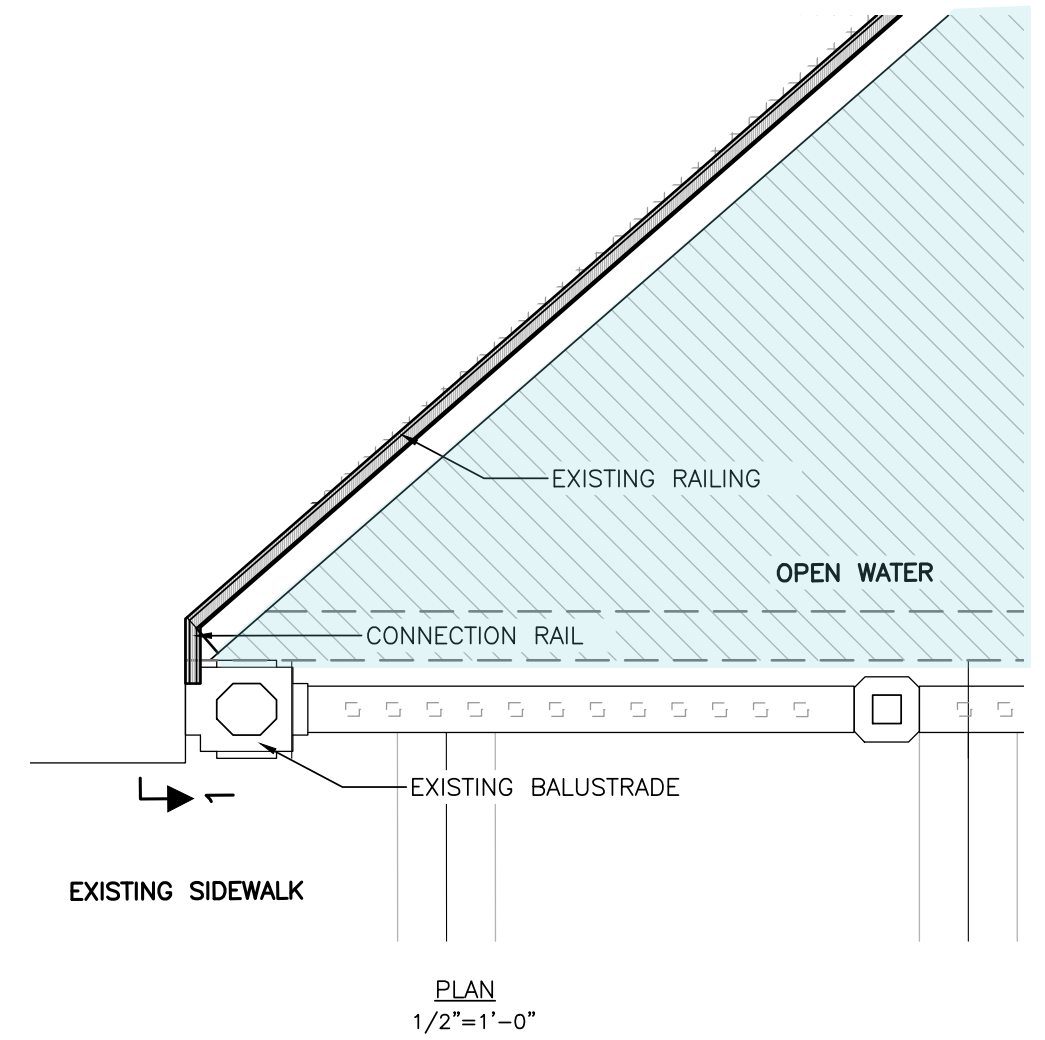
MATERIAL: CUMARU

PIER 62 REBUILD

CONNECTION TO BALUSTRADE



AXON: CONNECTION BETWEEN EXISTING RAILING + HISTORIC BALUSTRADE



KEY PLAN

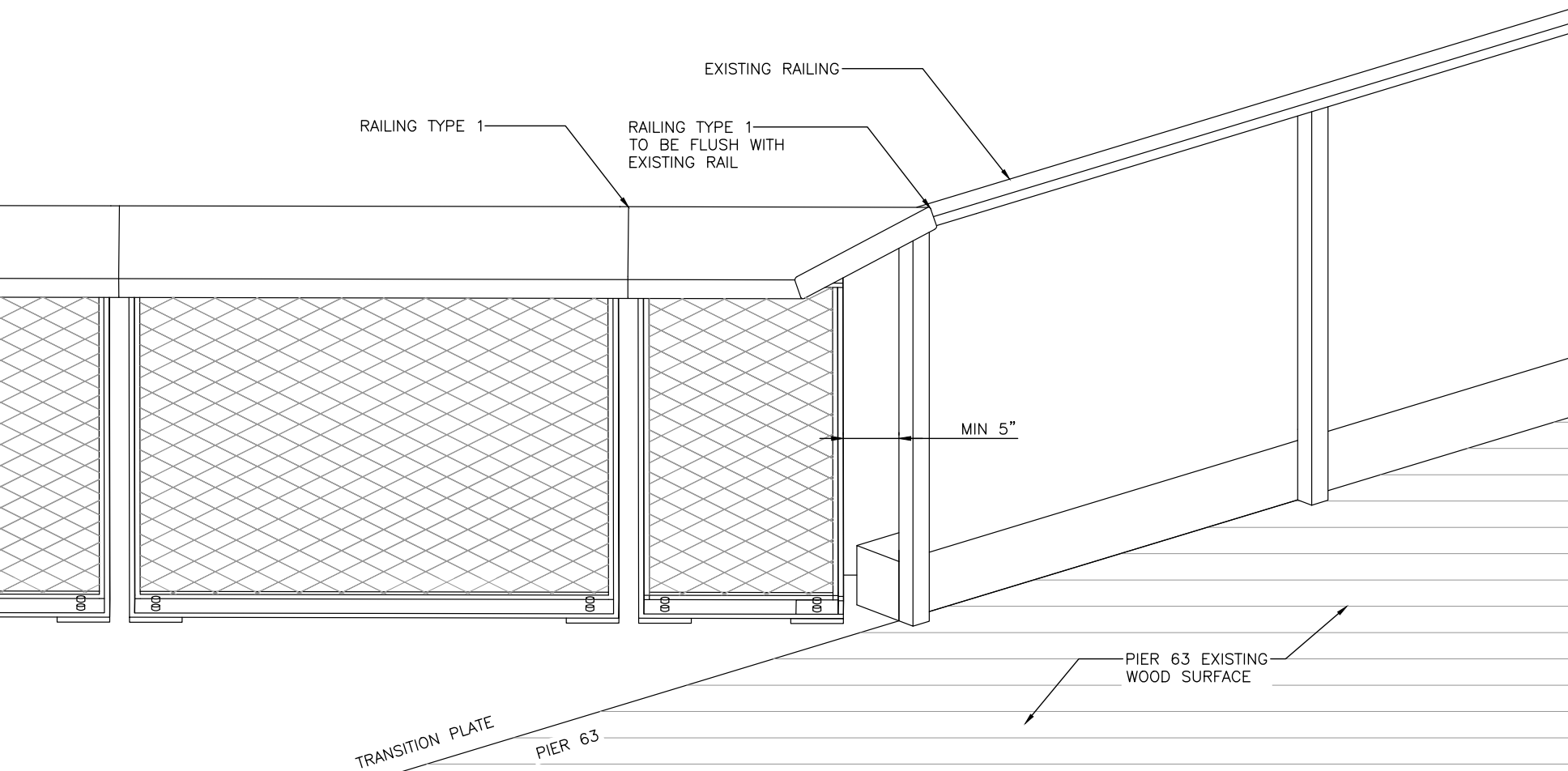
PIER 62 REBUILD

CONNECTION TO EXISTING PIER 63 RAIL

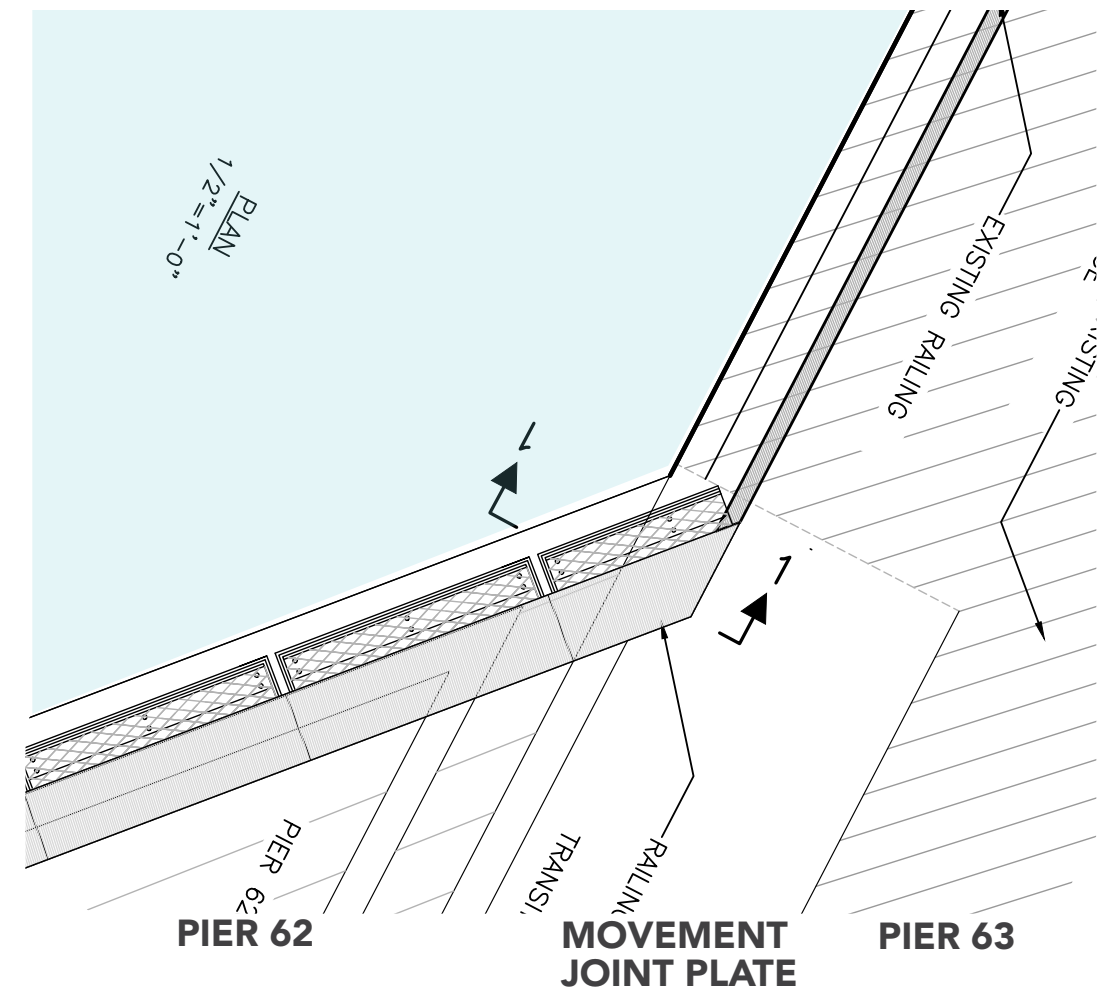


PIER 62 REBUILD

CONNECTION TO EXISTING PIER 63 RAIL



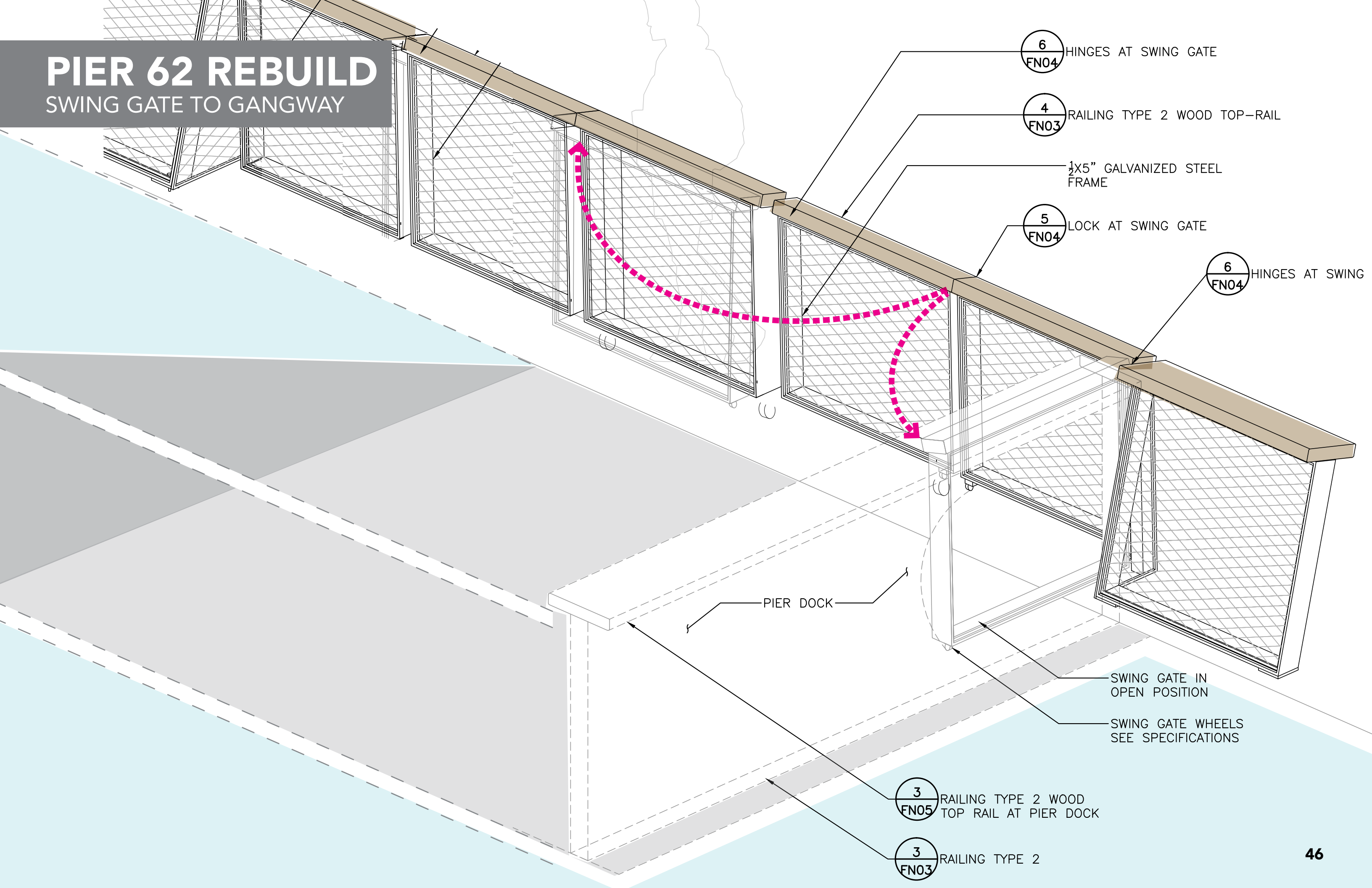
AXONOMETRIC



KEY PLAN

PIER 62 REBUILD

SWING GATE TO GANGWAY



6 HINGES AT SWING GATE
FN04

4 RAILING TYPE 2 WOOD TOP-RAIL
FN03

1/2X5" GALVANIZED STEEL
FRAME

5 LOCK AT SWING GATE
FN04

6 HINGES AT SWING
FN04

PIER DOCK

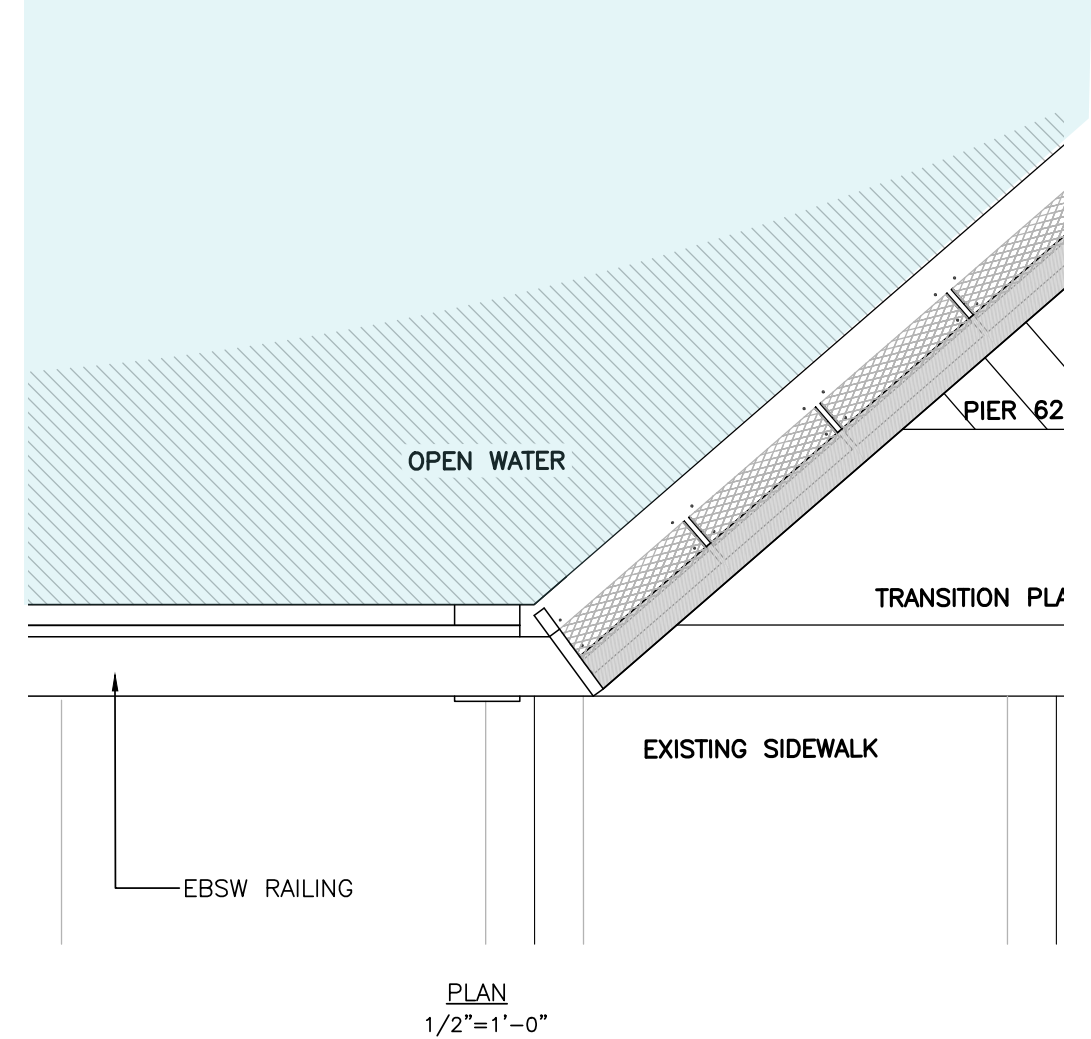
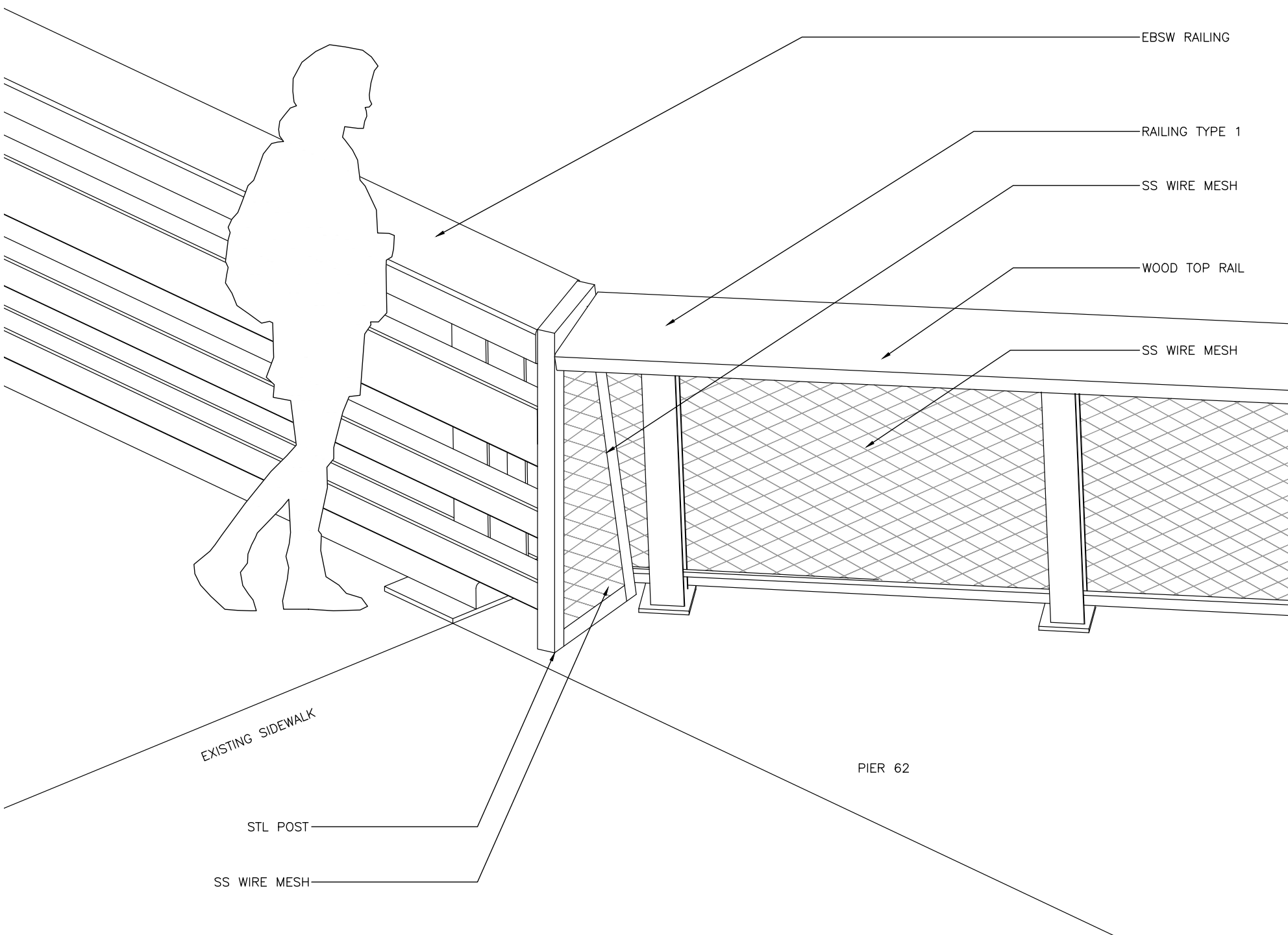
SWING GATE IN
OPEN POSITION
SWING GATE WHEELS
SEE SPECIFICATIONS

3 RAILING TYPE 2 WOOD
TOP RAIL AT PIER DOCK
FN05

3 RAILING TYPE 2
FN03

PIER 62 REBUILD

CONNECTION TO TEMPORARY EBSW RAIL



PIER 62 REBUILD

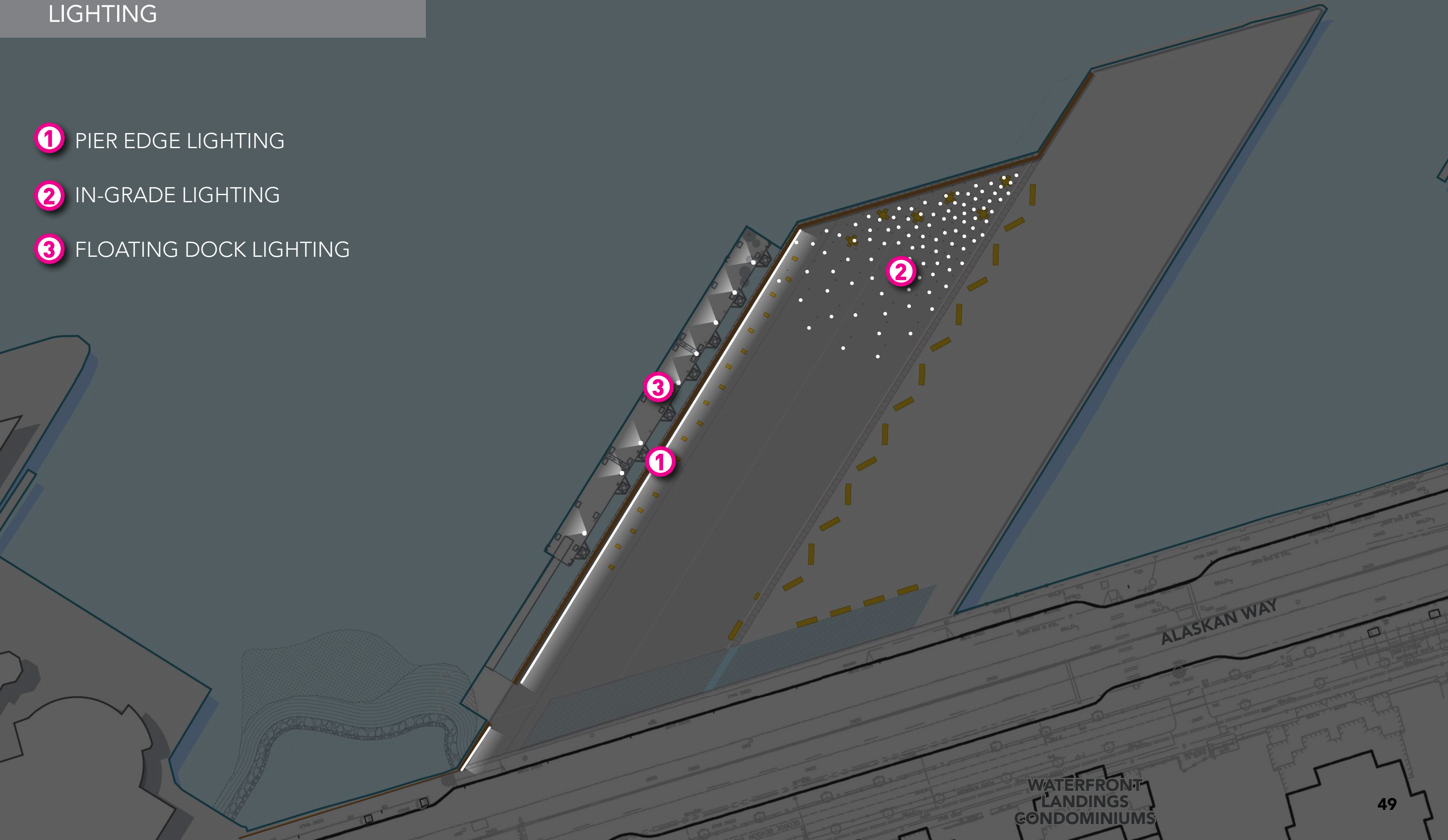
MOVABLE TABLES AND CHAIRS



PIER 62 REBUILD

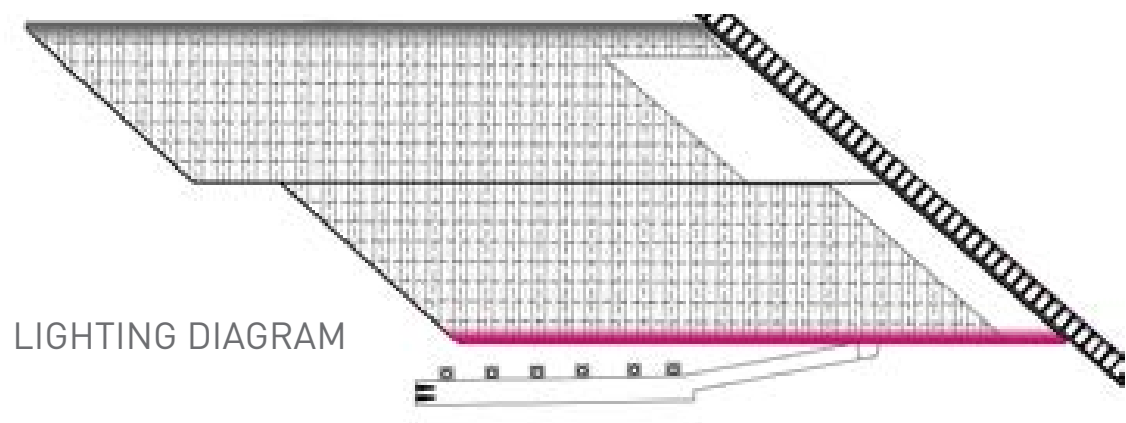
LIGHTING

- 1 PIER EDGE LIGHTING
- 2 IN-GRADE LIGHTING
- 3 FLOATING DOCK LIGHTING



PIER 62 REBUILD

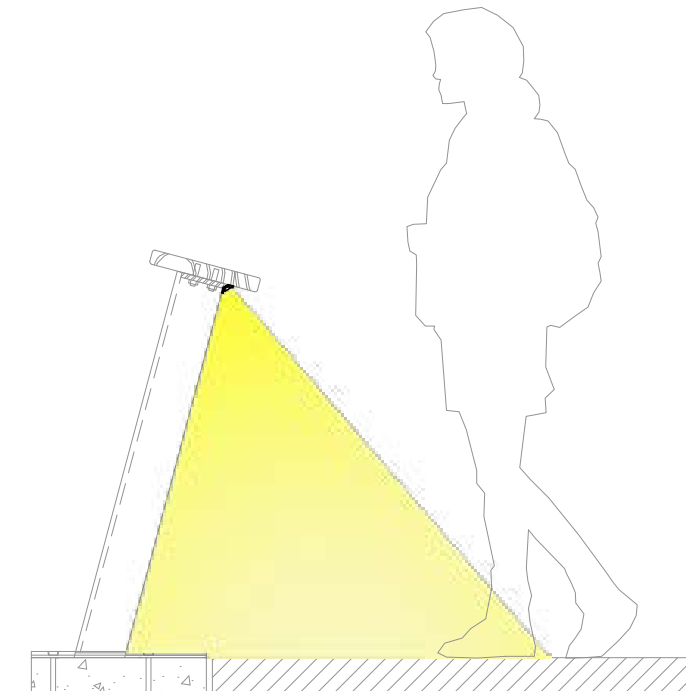
PIER EDGE LIGHTING



Proposed edge lighting will be utilized at the South edge of Pier 62 and the North edge of Pier 63 (in the future). This approach reinforces wayfinding paths while revealing the length and depth of the Pier structure. In addition, the edge lighting approach enhances nighttime safety and security on these structures. The Western edge of the Pier is purposefully left non-illuminated allowing occupants to take in the unobstructed nighttime view of the Sound.



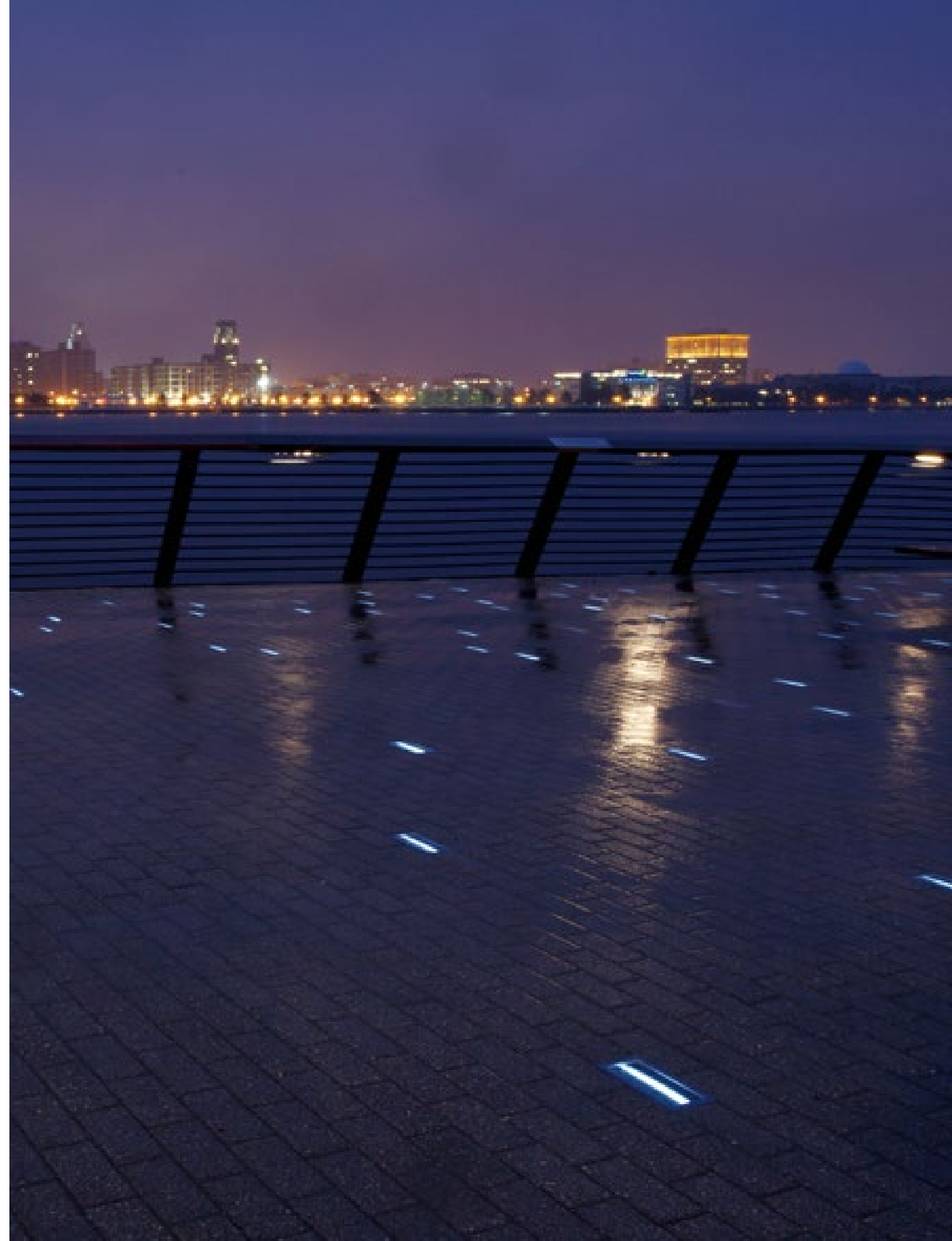
PRECEDENTS



HANDRAIL SECTION

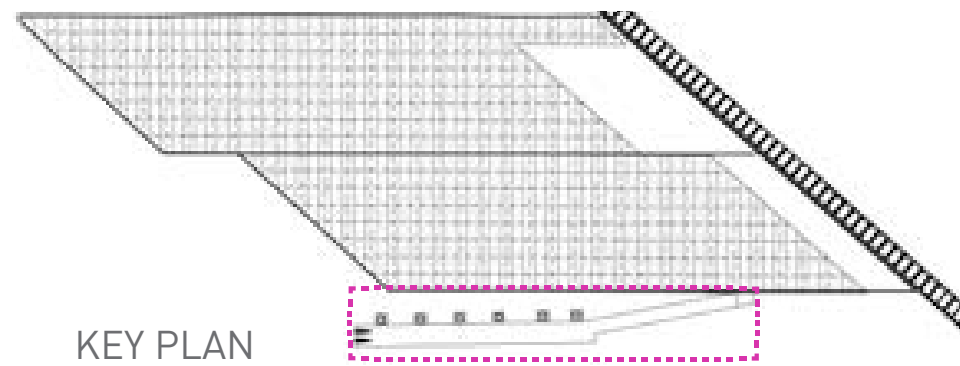
PIER 62 REBUILD

IN-GROUND LIGHTING



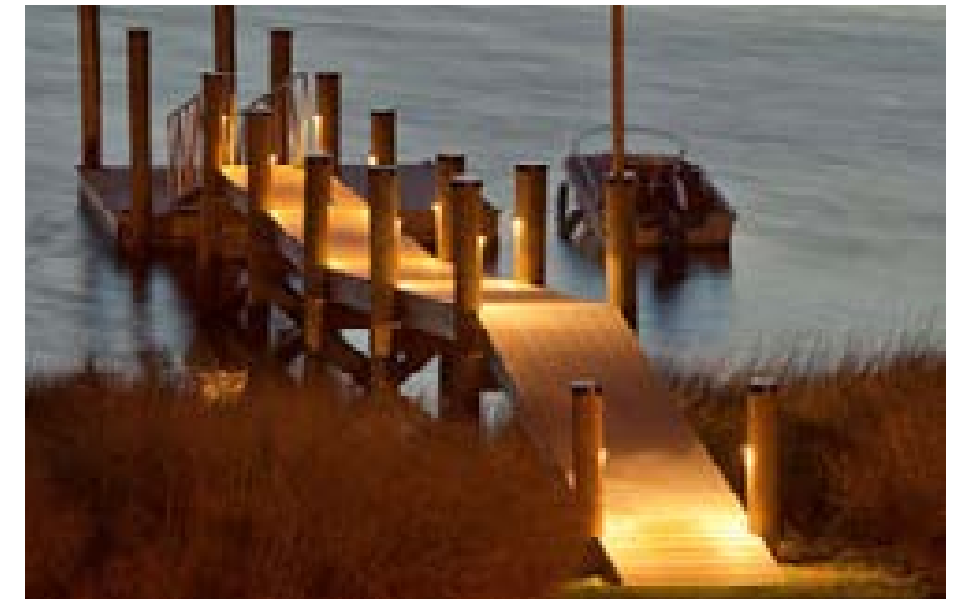
PIER 62 REBUILD

FLOATING DOCK LIGHTING



KEY PLAN

Boat launch lighting provides safe travel from Pier 62 to the waters edge. Illuminated handrail is proposed to light the ramp and in-grade or recessed lights provide lighting on surface of the landing.



PUBLIC ART PROGRAM

ELLIOTT BAY SEA WALL: LAURA HADDAD



PUBLIC ART PROGRAM

PIER 62: STEPHEN VITIELLO

FLOATING DOCK: LAND BUOY BELLS

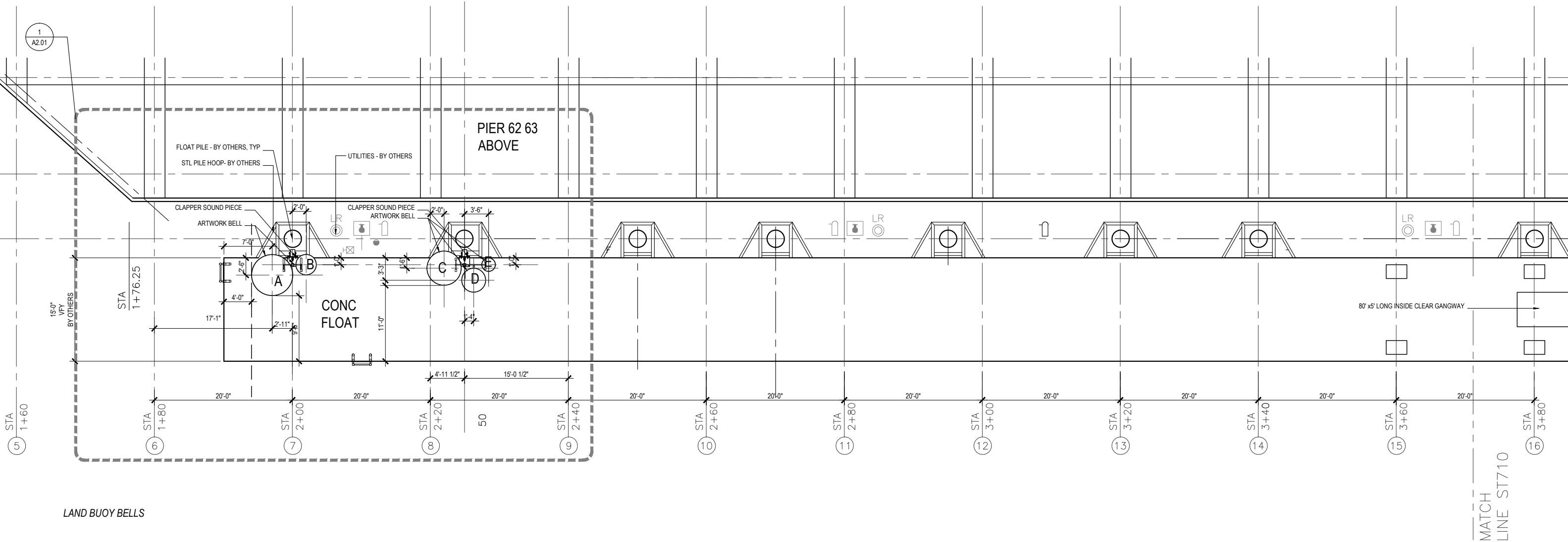
The concept is to create a sound piece with found objects that is activated by waves and tides.



Land Buoy Bells concept drawing

PUBLIC ART PROGRAM

PIER 62: STEPHEN VITIELLO



LAND BUOY BELLS

The proposal is to create 5 sculptural instruments, to be installed on the pool barge dock structure.










The buoy bells will be fabricated using re-purposed metal tanks of various diameters ranging from 28" to 72." The tanks will be cut and the natural base shapes will become bell-like instruments. Each buoy bell will be anchored to the dock by the yoke to meet local code requirements. The bells will have weep holes at the lower base to allow for the rainwater and waves to fill them and slowly weep out the pool of water within. The bell sounds become augmented with the water level and is an intentional part of the piece. The rim of the bells would be touch-friendly and have a sealed finish to withstand the ocean air and avoid rusting. A maintenance plan should be considered.

The idea is to work with found materials and discover tones and relative pitch relationships, rather than to try to sculpt "perfect" instruments. It is also important that there is some randomness to how the instruments are played, in terms of intensity and combination/clusters. Two gizmo clappers mounted to the frames of the Piers will strike the bells as the dock rises and lowers with the tides. To offer a few more working notes:

There will be a visual and sonic connection to minimalism. There is a considered connection to John Cage's early percussion pieces, including his percussion ensemble developed at the Cornish College of the Arts in the late 1930s. The intent is to create a sonic as well as visual presence and ideally, create something that people can bring their own references to.

The tension of the striker should be strong enough that the buoy bells will not always be heard. It should never be a constant, but more of a notable moment when it happens (sounds).

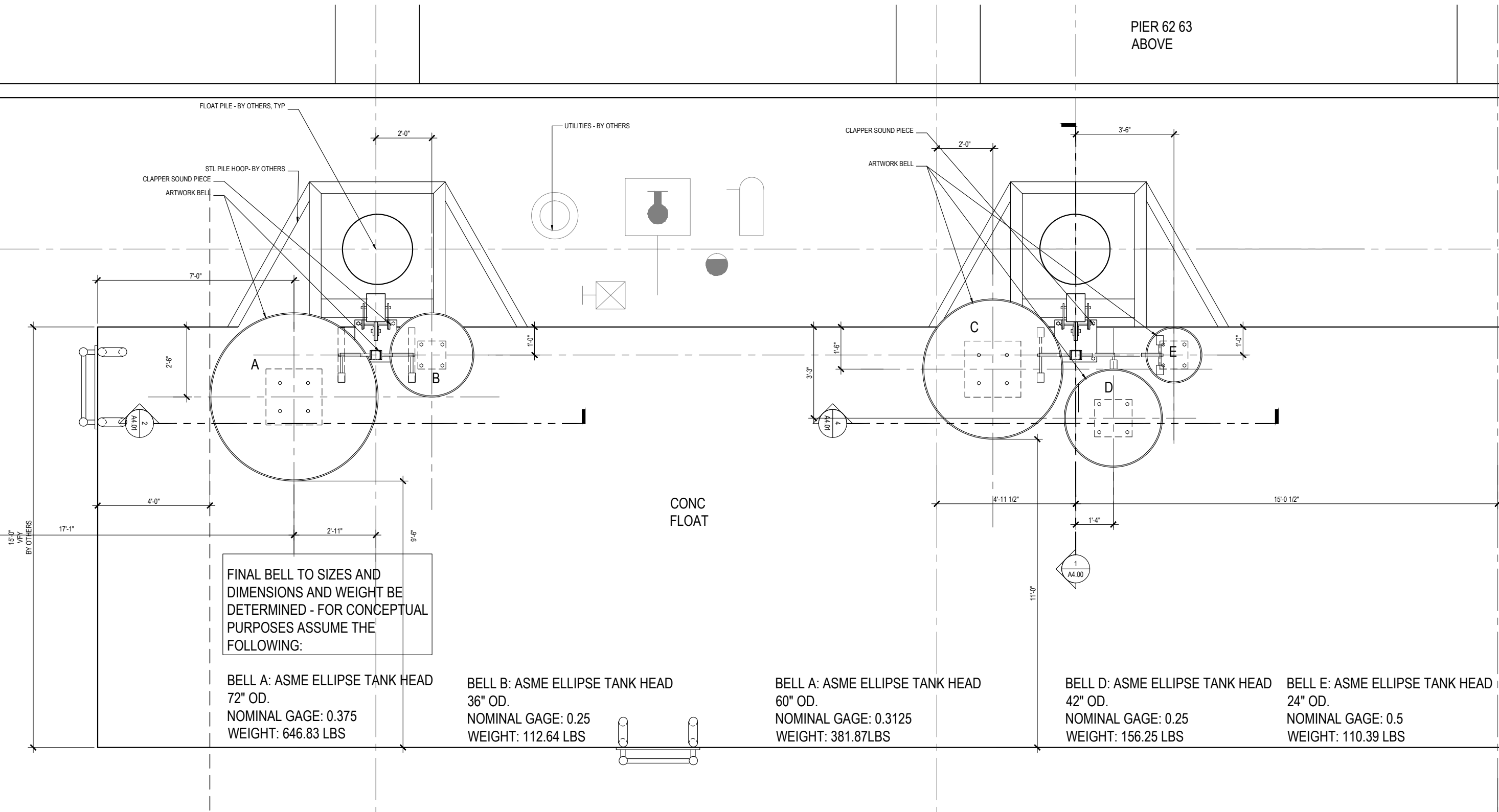
LEGEND

-  FIRE STAND PIPE
-  FIRE EXTINGUISHER AND CABINET
-  DRAIN VALVE
-  FLEXIBLE HOSE
-  HOSE BIBB
-  LIFE RING
-  FIRE DEPARTMENT CONNECTION
-  WATER LINE
-  FIRE LINE

PUBLIC ART PROGRAM

PIER 62: STEPHEN VITIELLO

PIER 62 63
ABOVE



PUBLIC ART PROGRAM

PIER 63: ANN HAMILTON

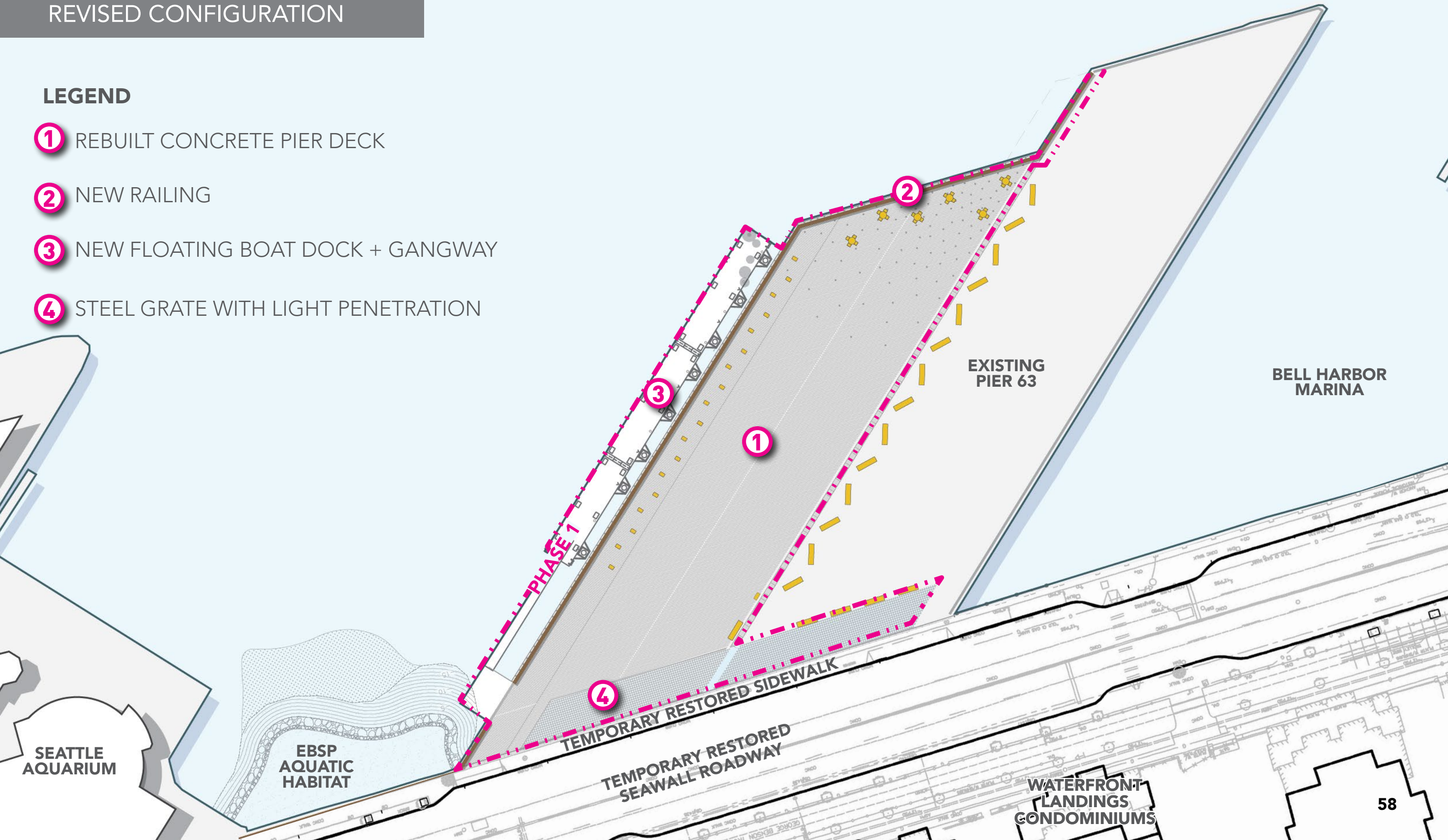


PIER 62 REBUILD

REVISED CONFIGURATION

LEGEND

- ① REBUILT CONCRETE PIER DECK
- ② NEW RAILING
- ③ NEW FLOATING BOAT DOCK + GANGWAY
- ④ STEEL GRATE WITH LIGHT PENETRATION



END