

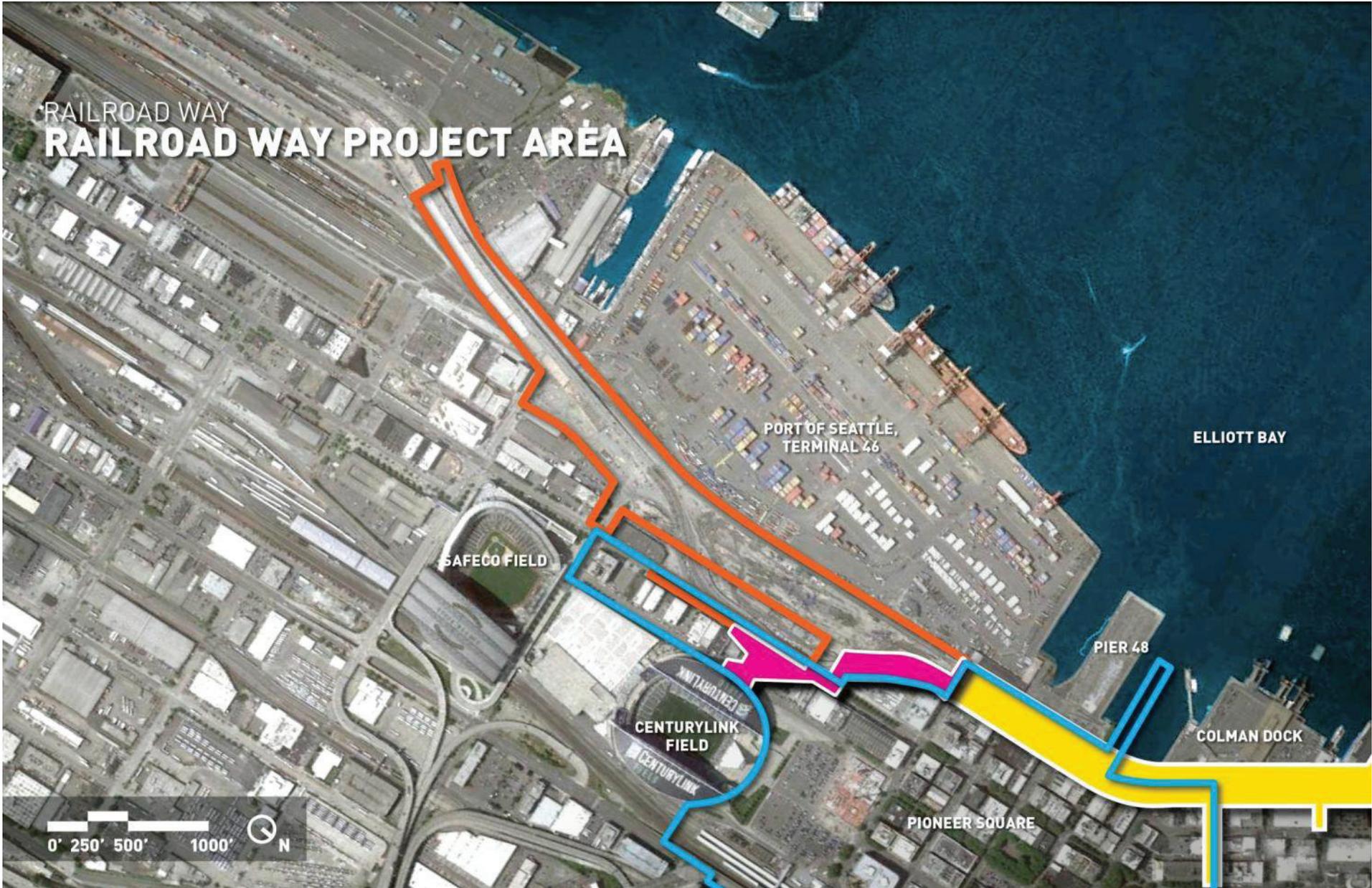
RAILROAD WAY

CITY OF SEATTLE DESIGN COMMISSION

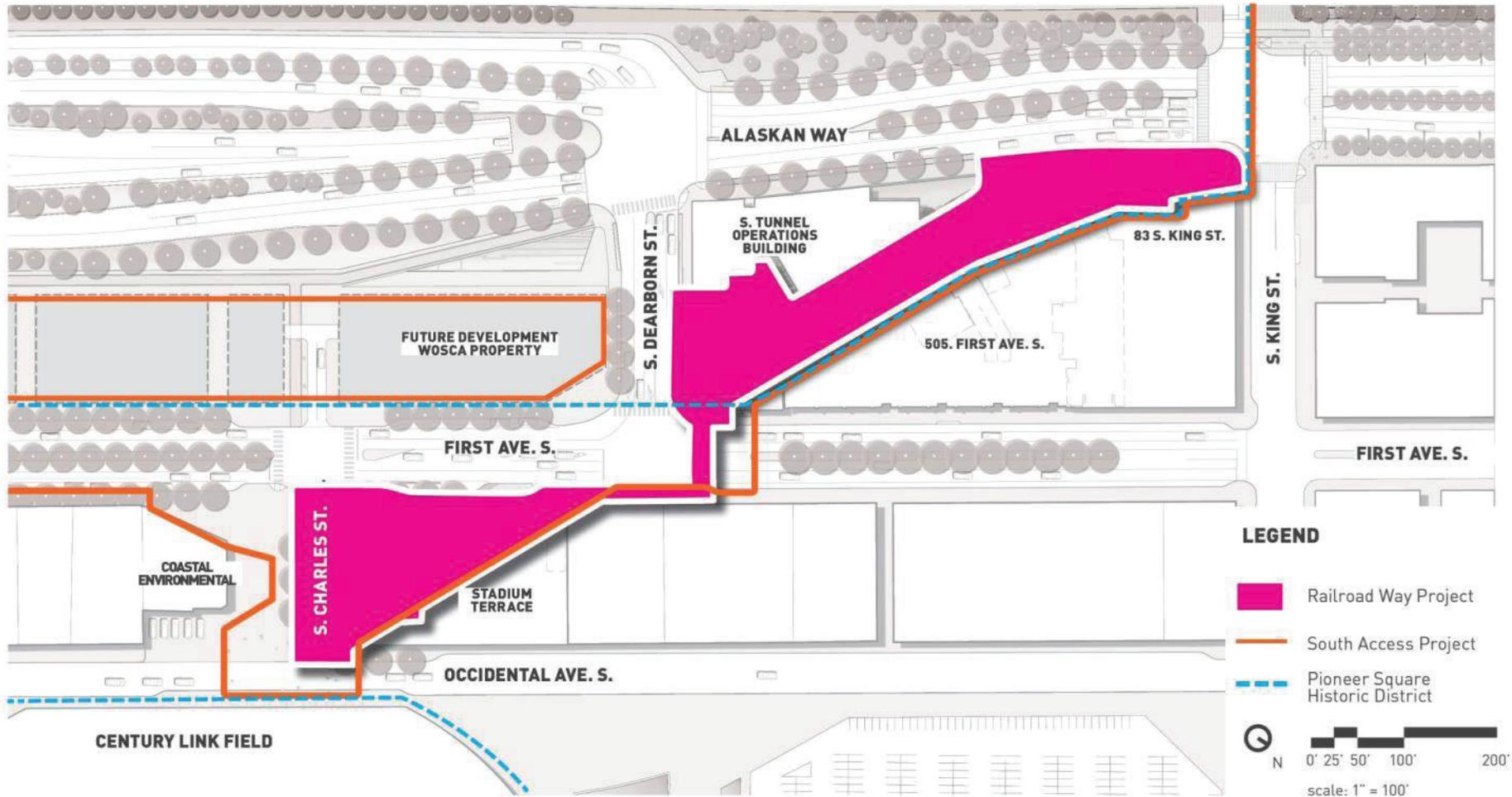
OCTOBER 3RD, 2012



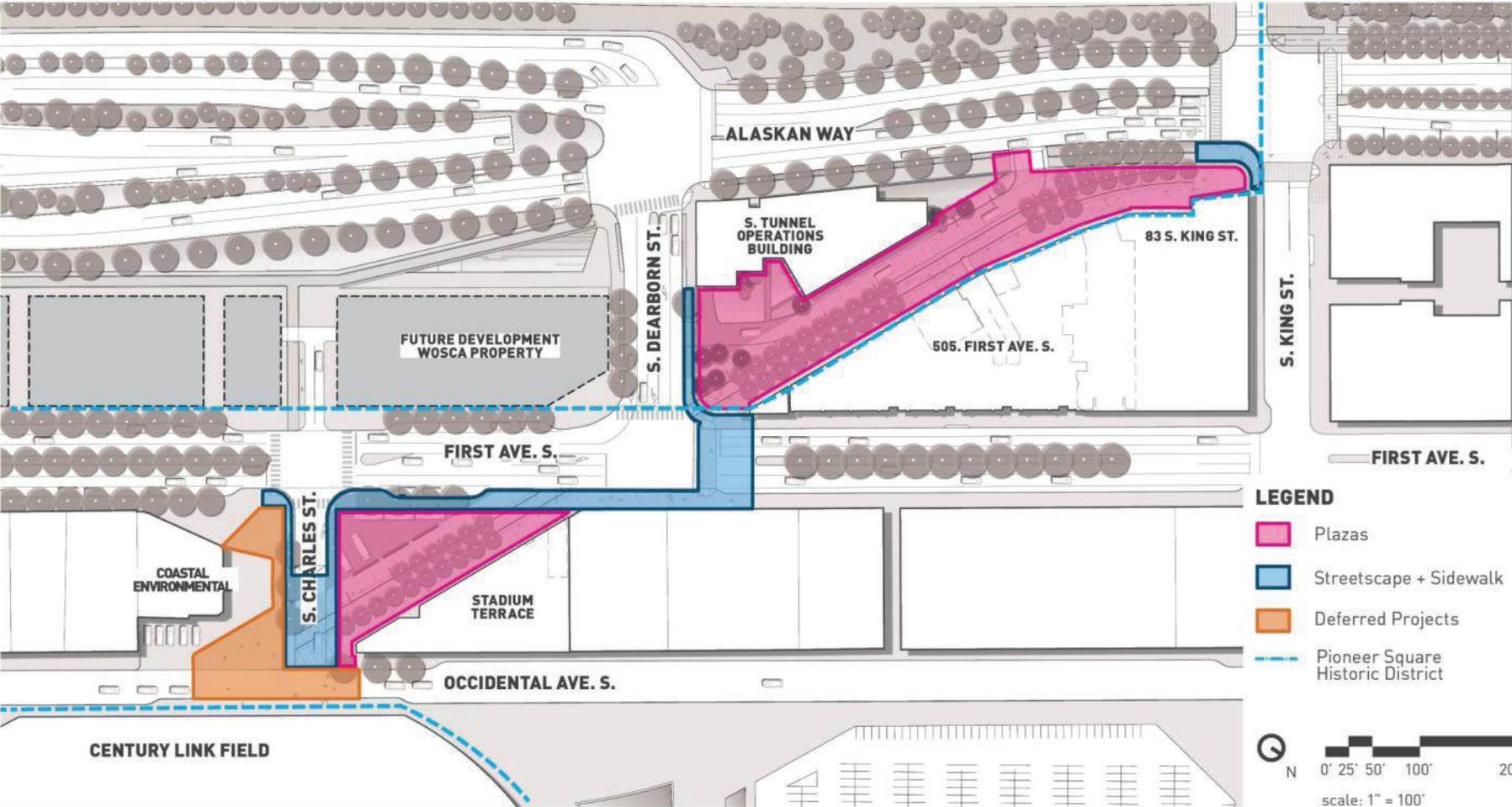
RAILROAD WAY
RAILROAD WAY PROJECT AREA



RAILROAD WAY PROJECT AREA



RAILROAD WAY PROJECTS



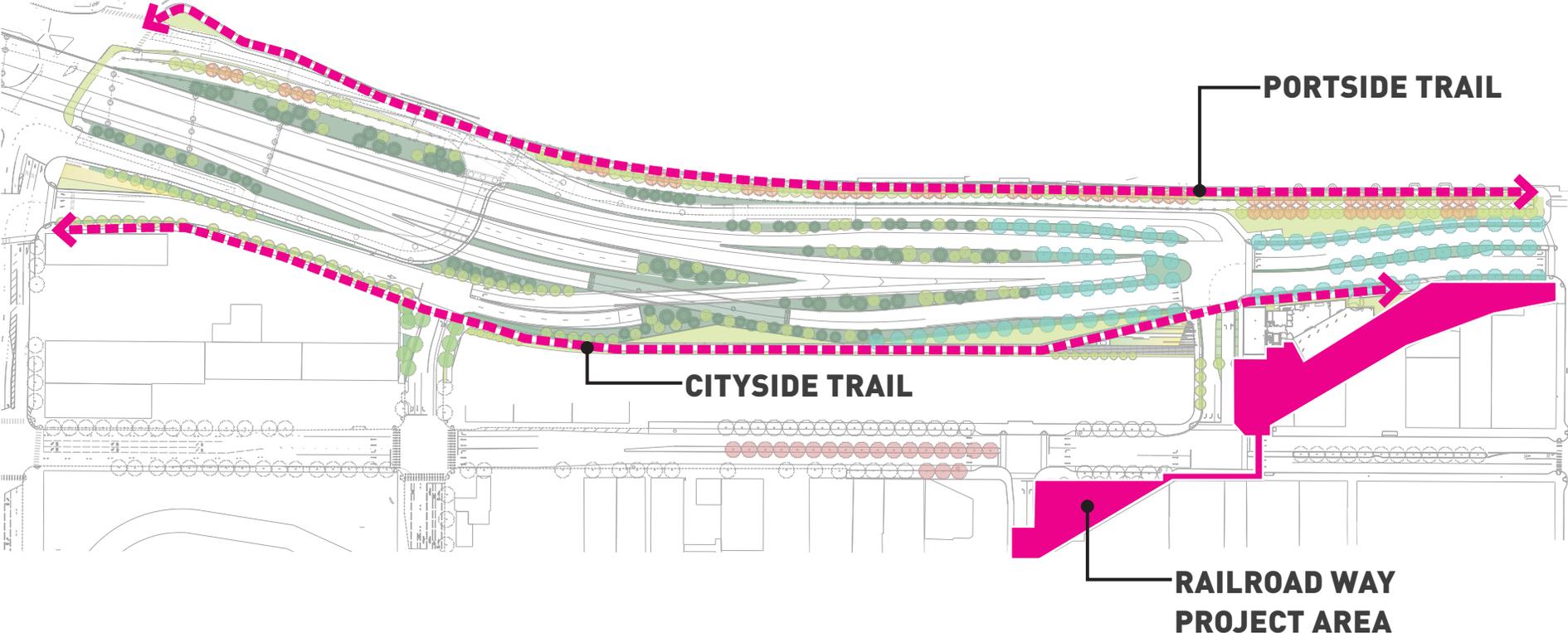
SOUTH PORTAL
PROJECT AREA



SOUTH PORTAL PROJECT AREA



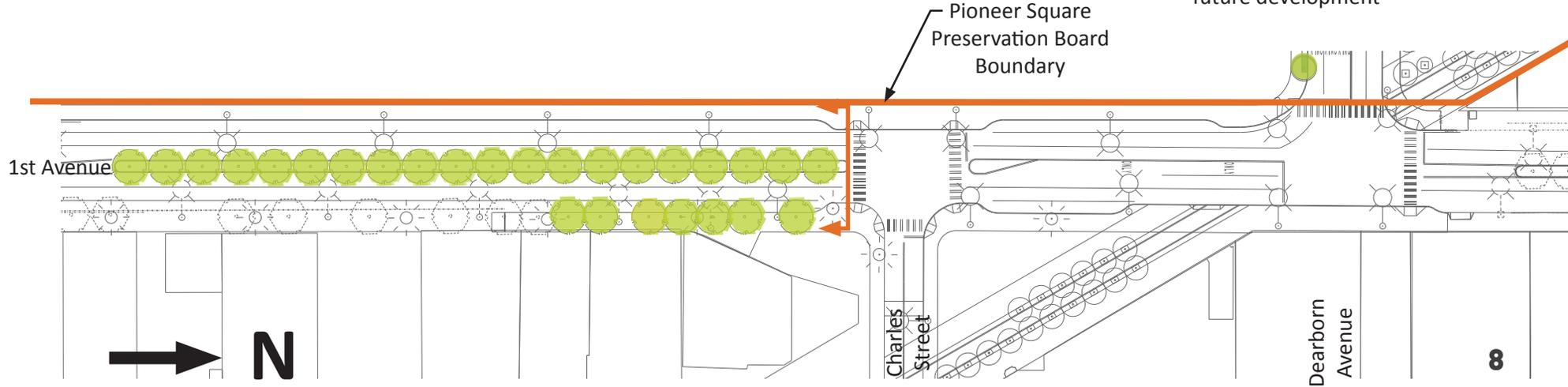
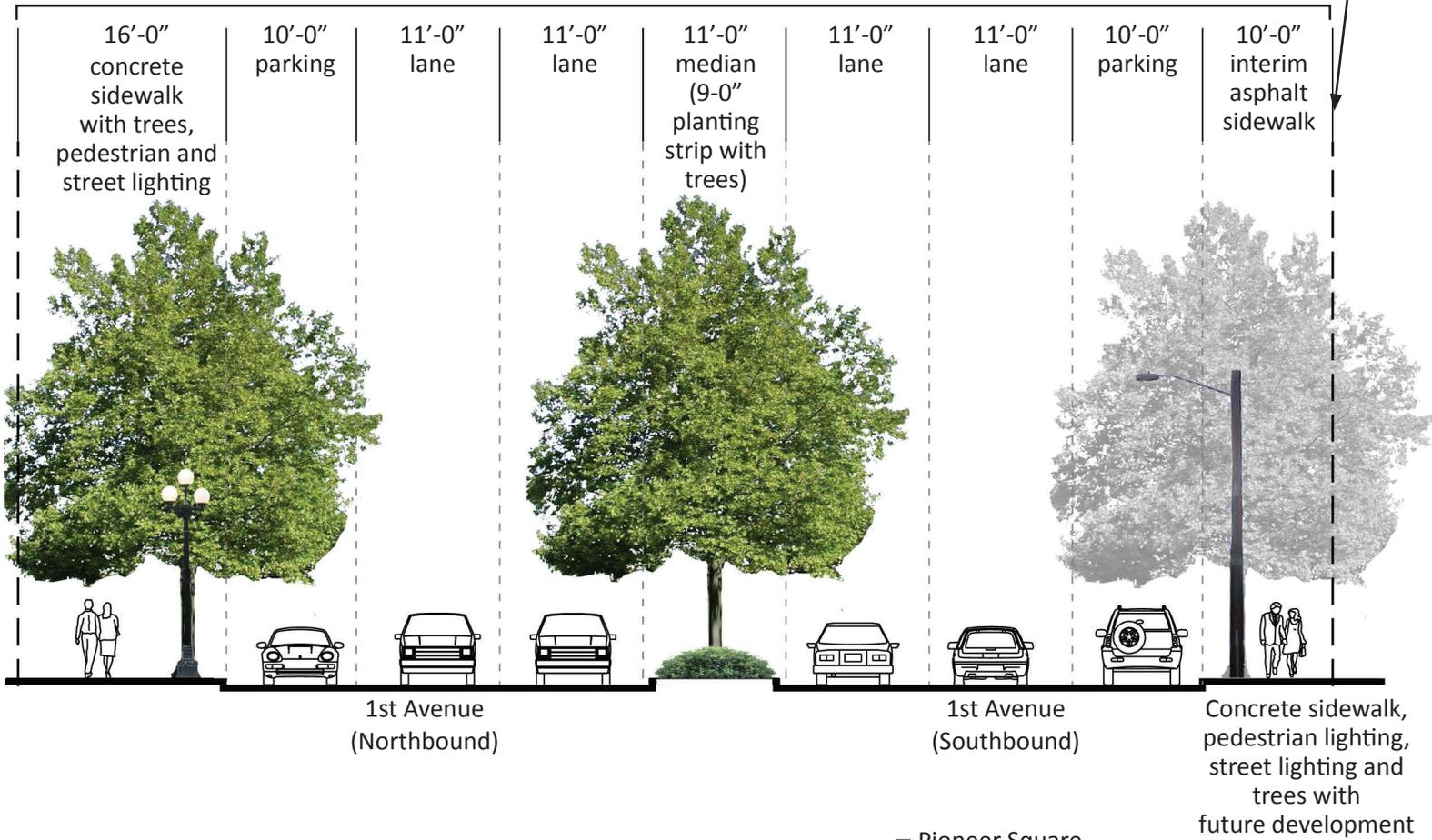
RAILROAD WAY
PROJECT AREA



SOUTH PORTAL STREETSCAPE

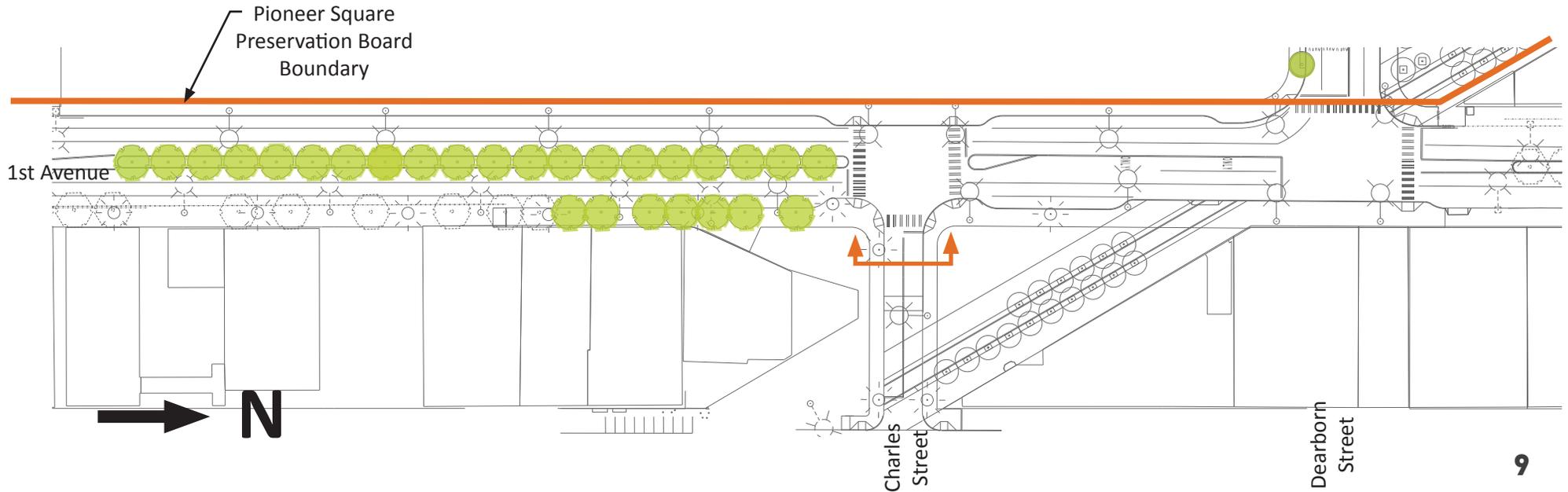
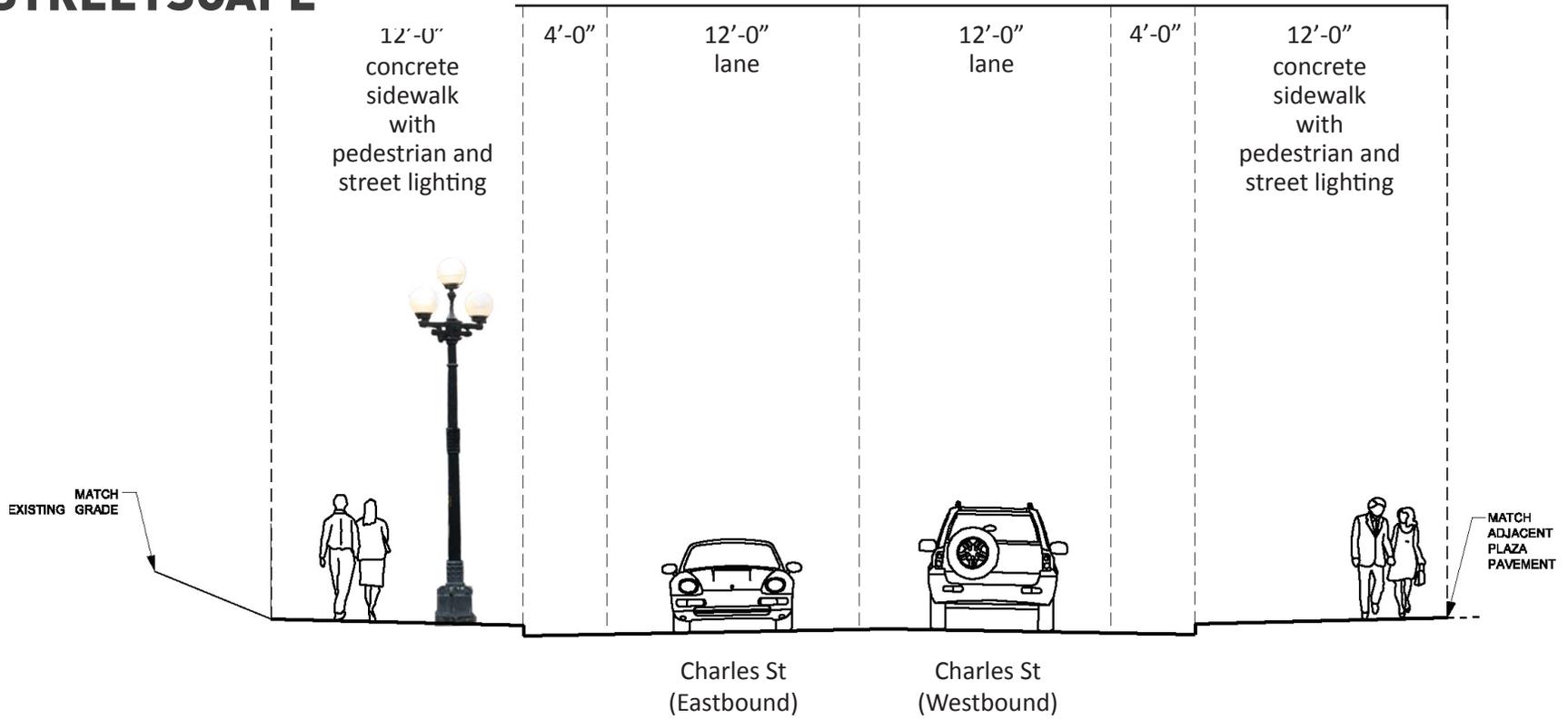
SDOT right-of-way (101'-0")

Front of current
WOSCA Building



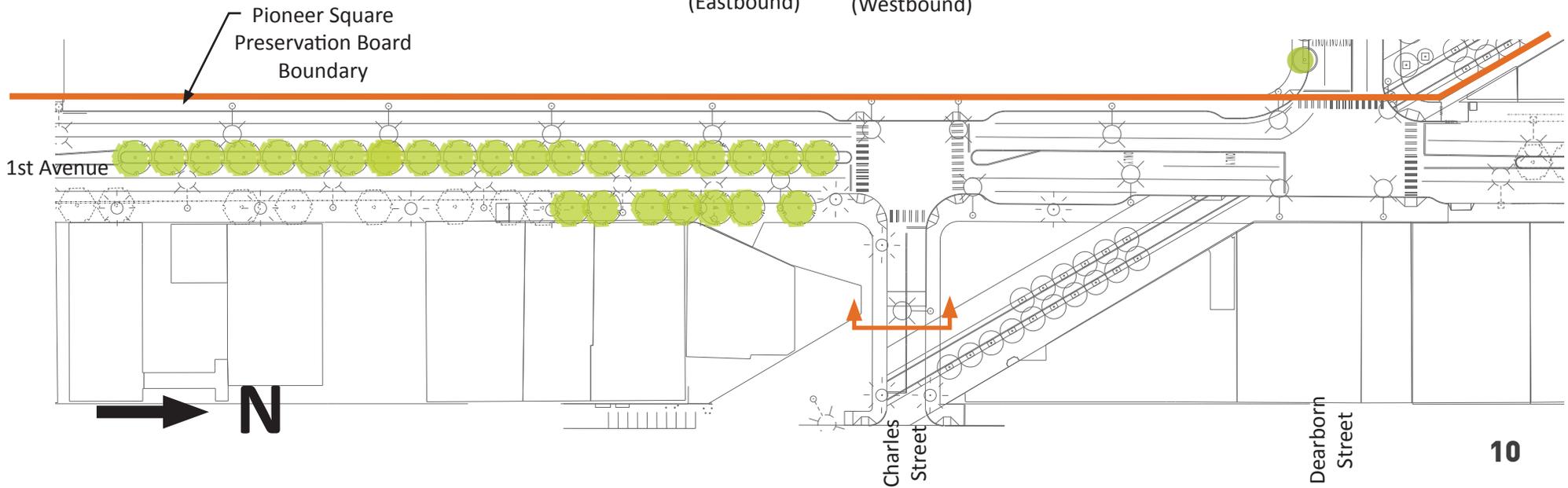
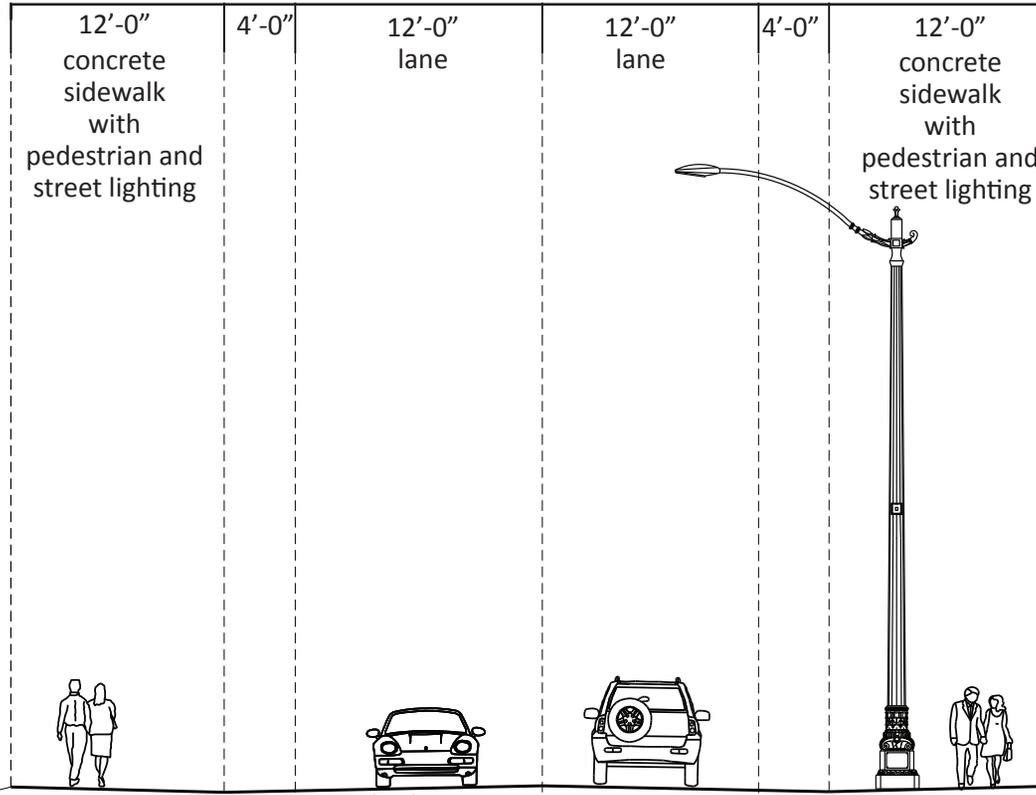
SOUTH PORTAL STREETSCAPE

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

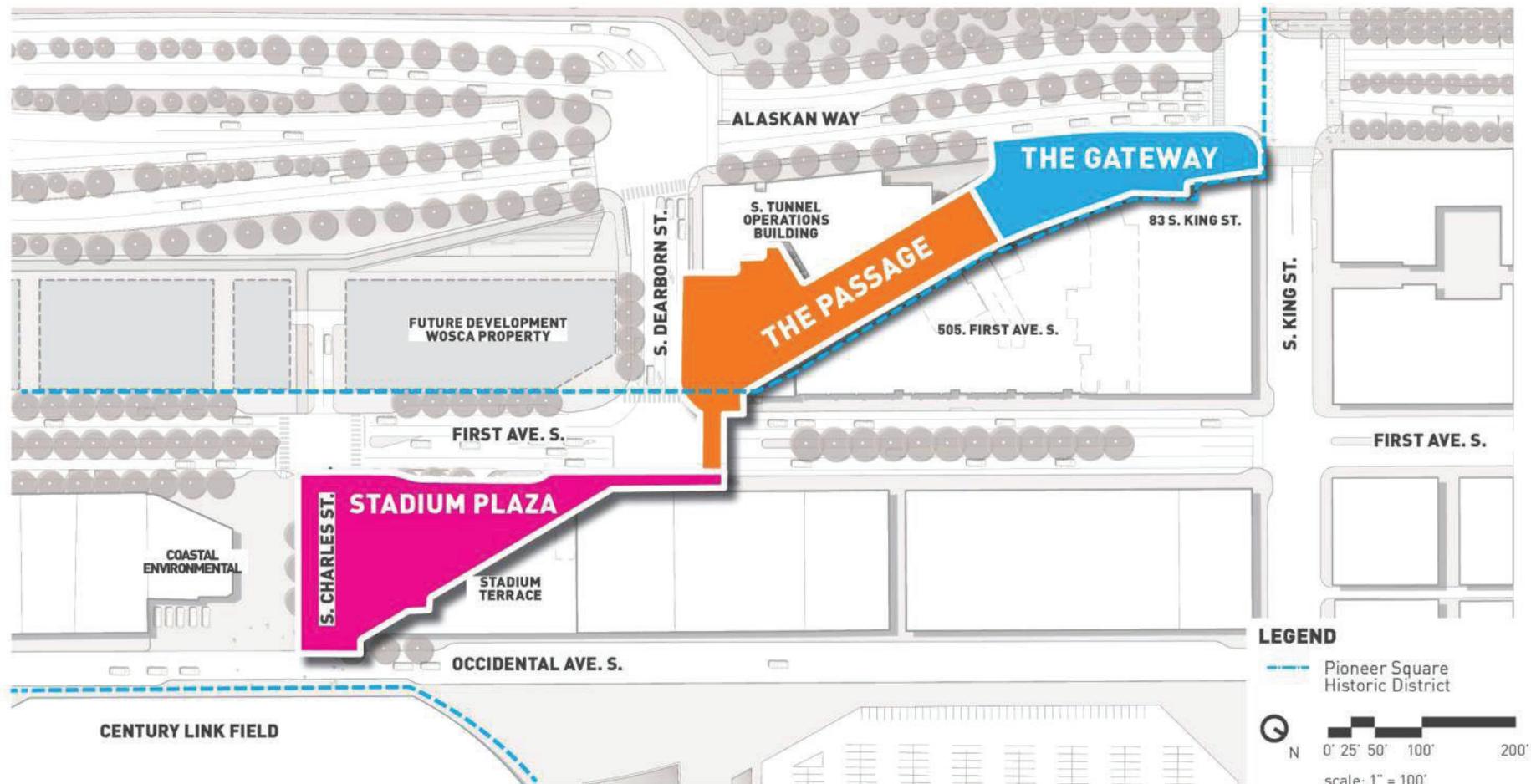


SOUTH PORTAL STREETSCAPE

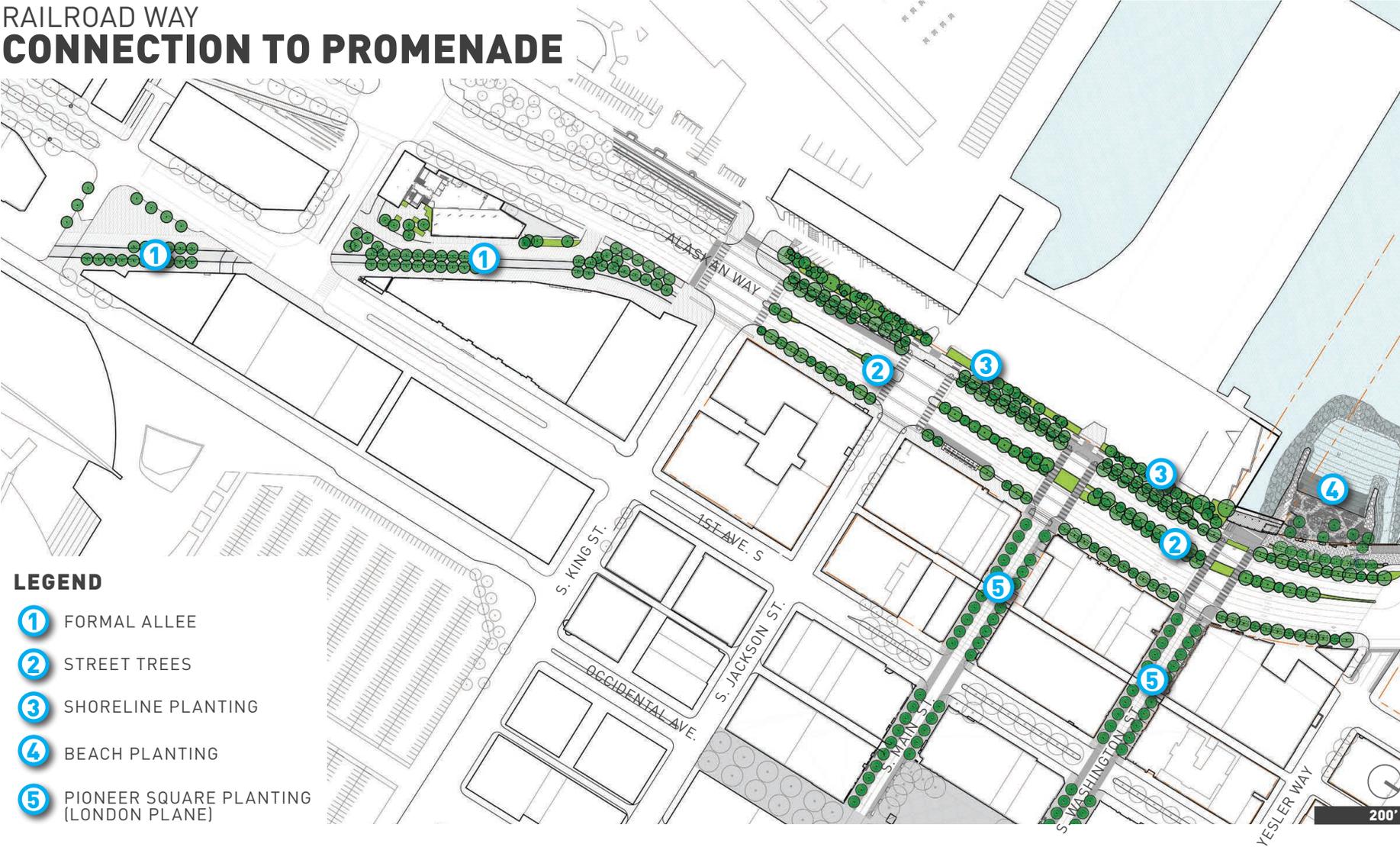
SDOT right-of-way (56'-0")



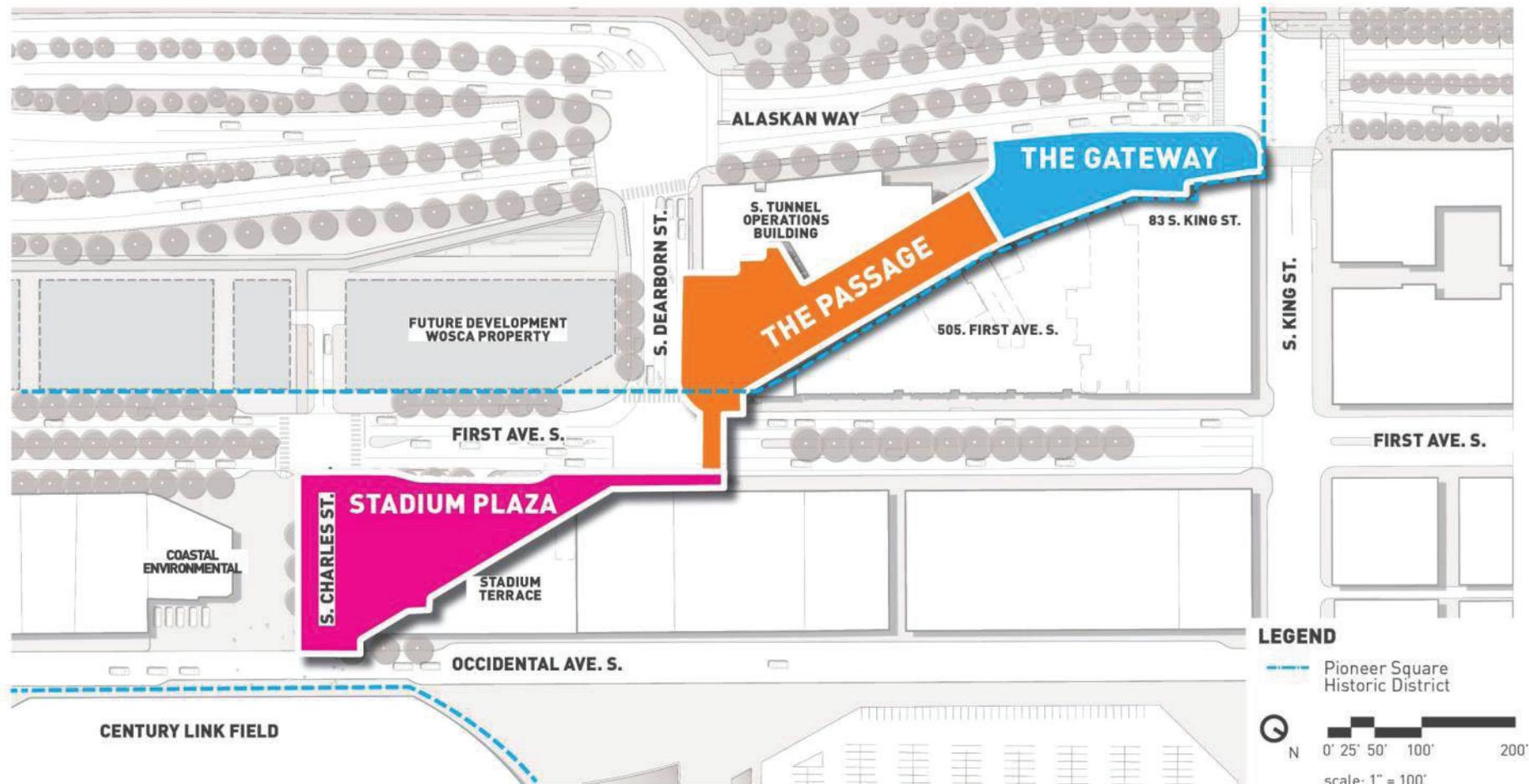
RAILROAD WAY 3 CHARACTER ZONES



RAILROAD WAY CONNECTION TO PROMENADE



RAILROAD WAY 3 CHARACTER ZONES



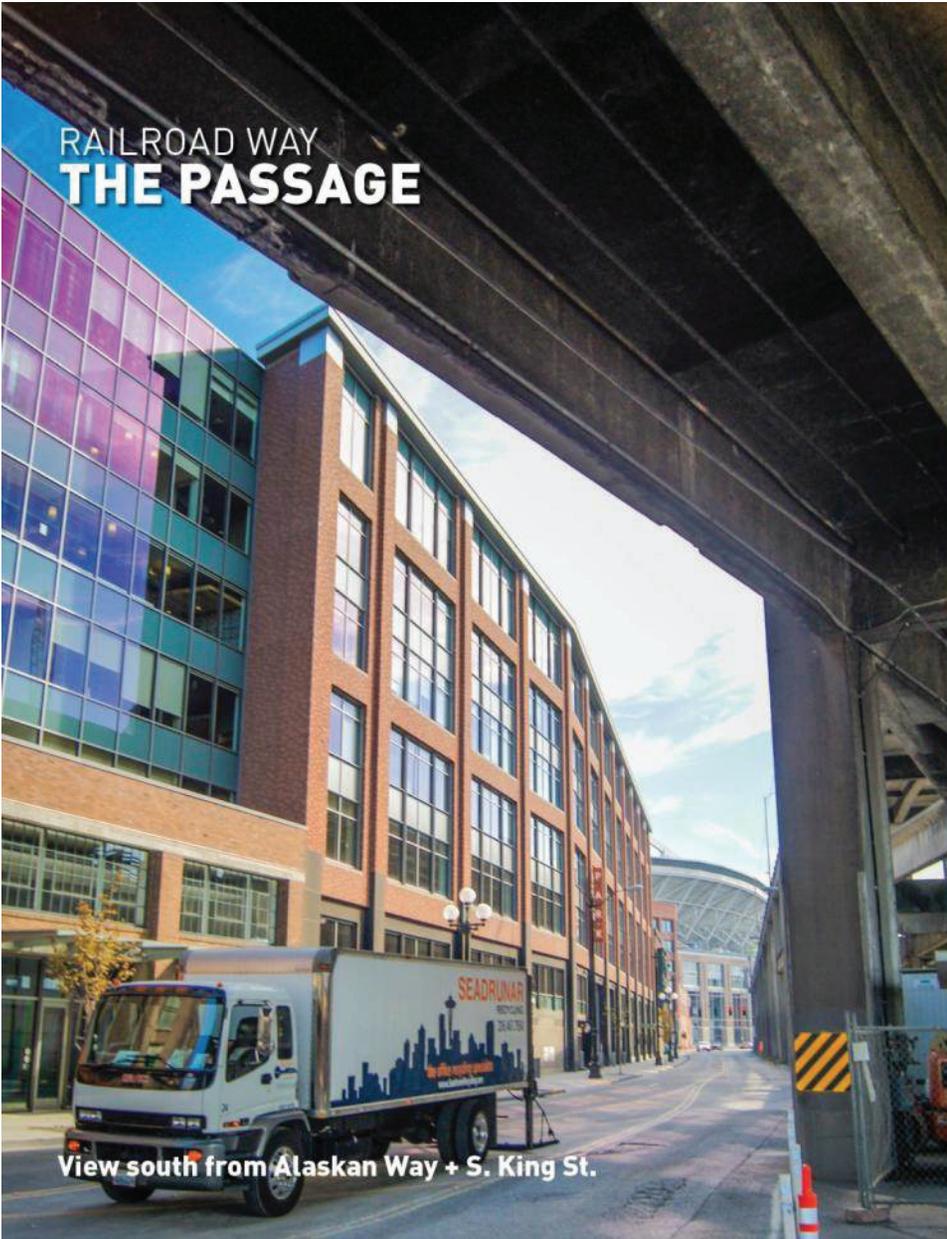
RAILROAD WAY
THE GATEWAY



View east from Alaskan Way + S. King St.

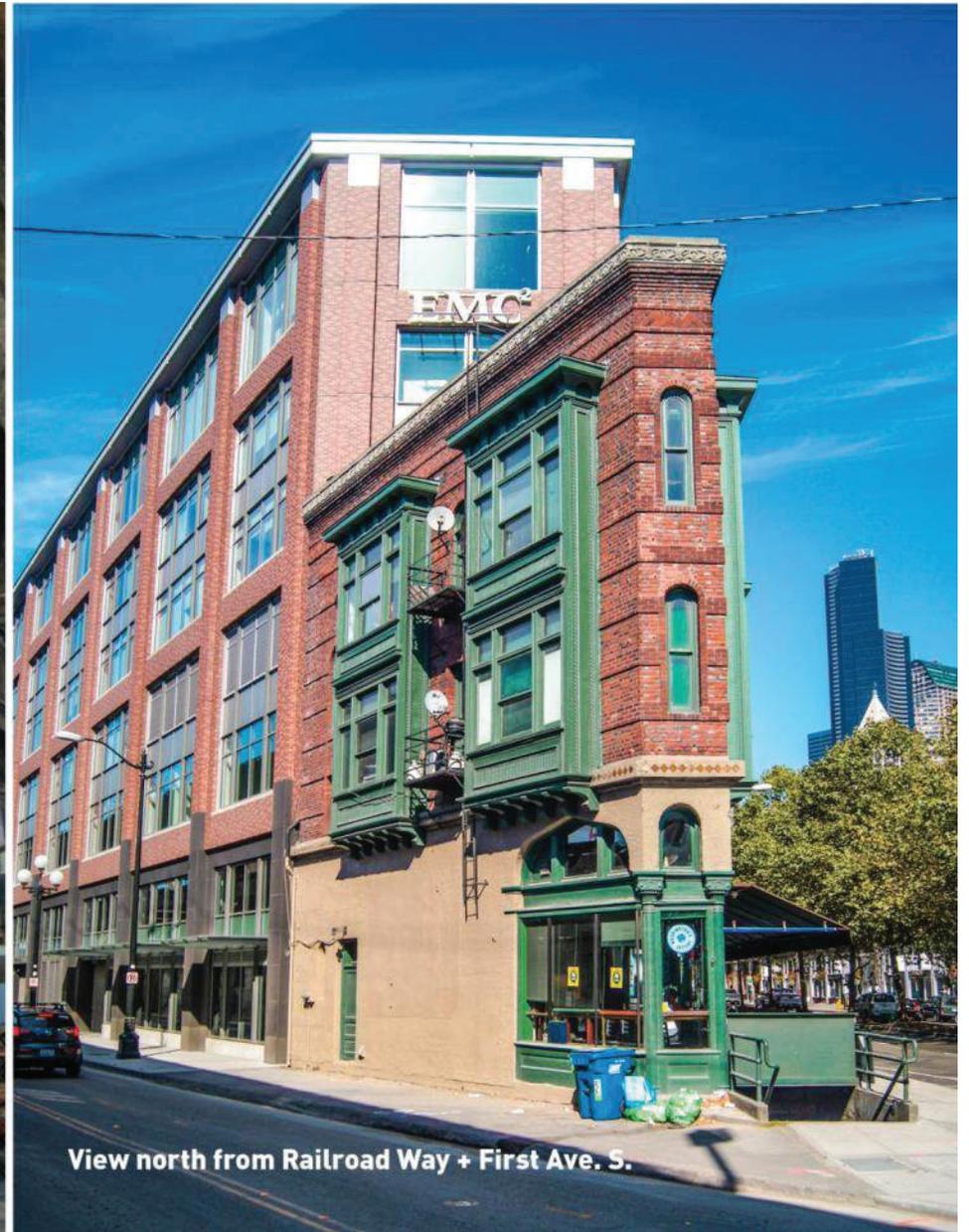
RAILROAD WAY
THE GATEWAY





RAILROAD WAY
THE PASSAGE

View south from Alaskan Way + S. King St.



View north from Railroad Way + First Ave. S.

RAILROAD WAY
THE PASSAGE



RAILROAD WAY
THE PASSAGE



RAILROAD WAY
STADIUM PLAZA

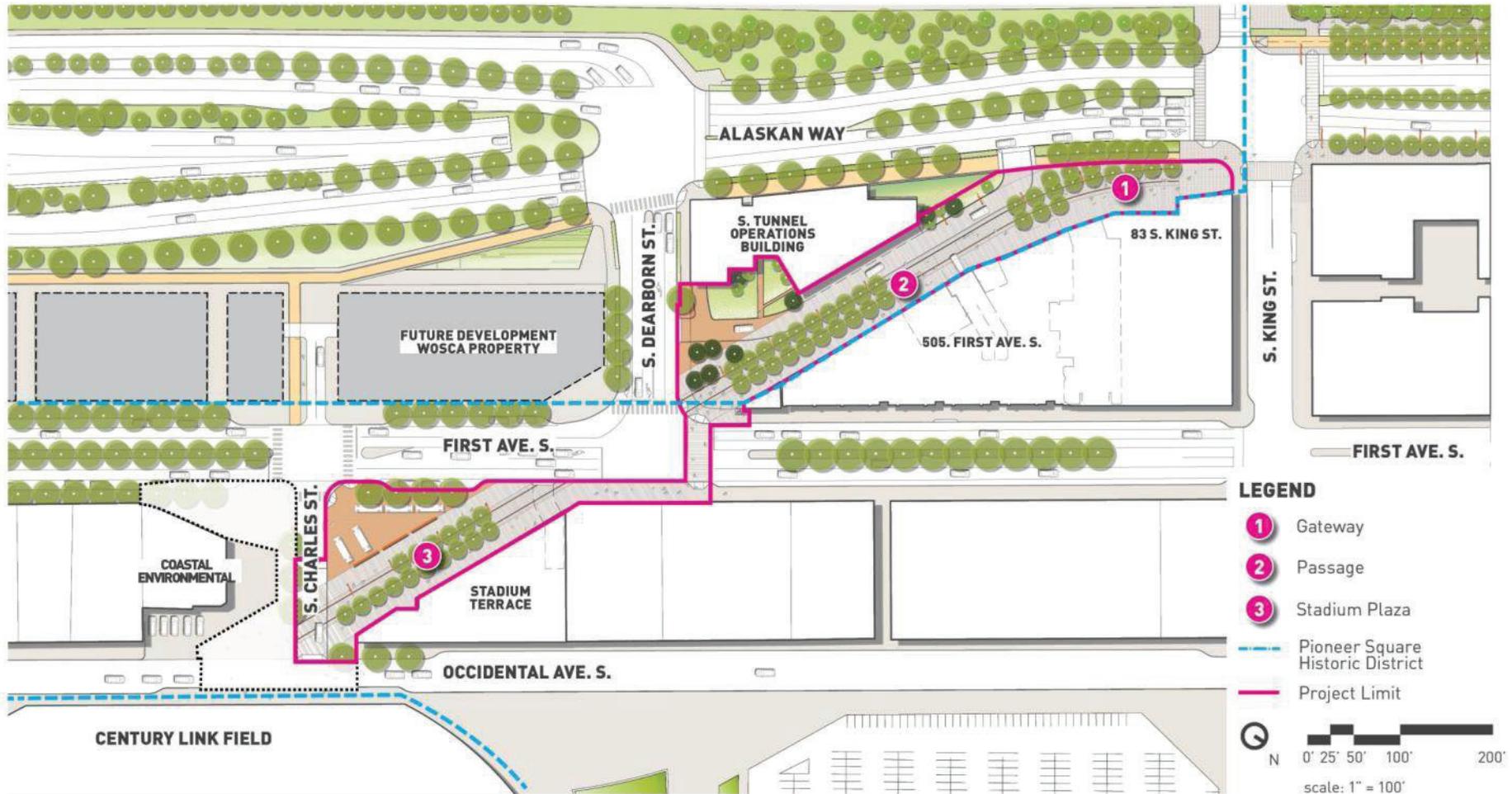


View south from Railroad Way + First Ave. S.

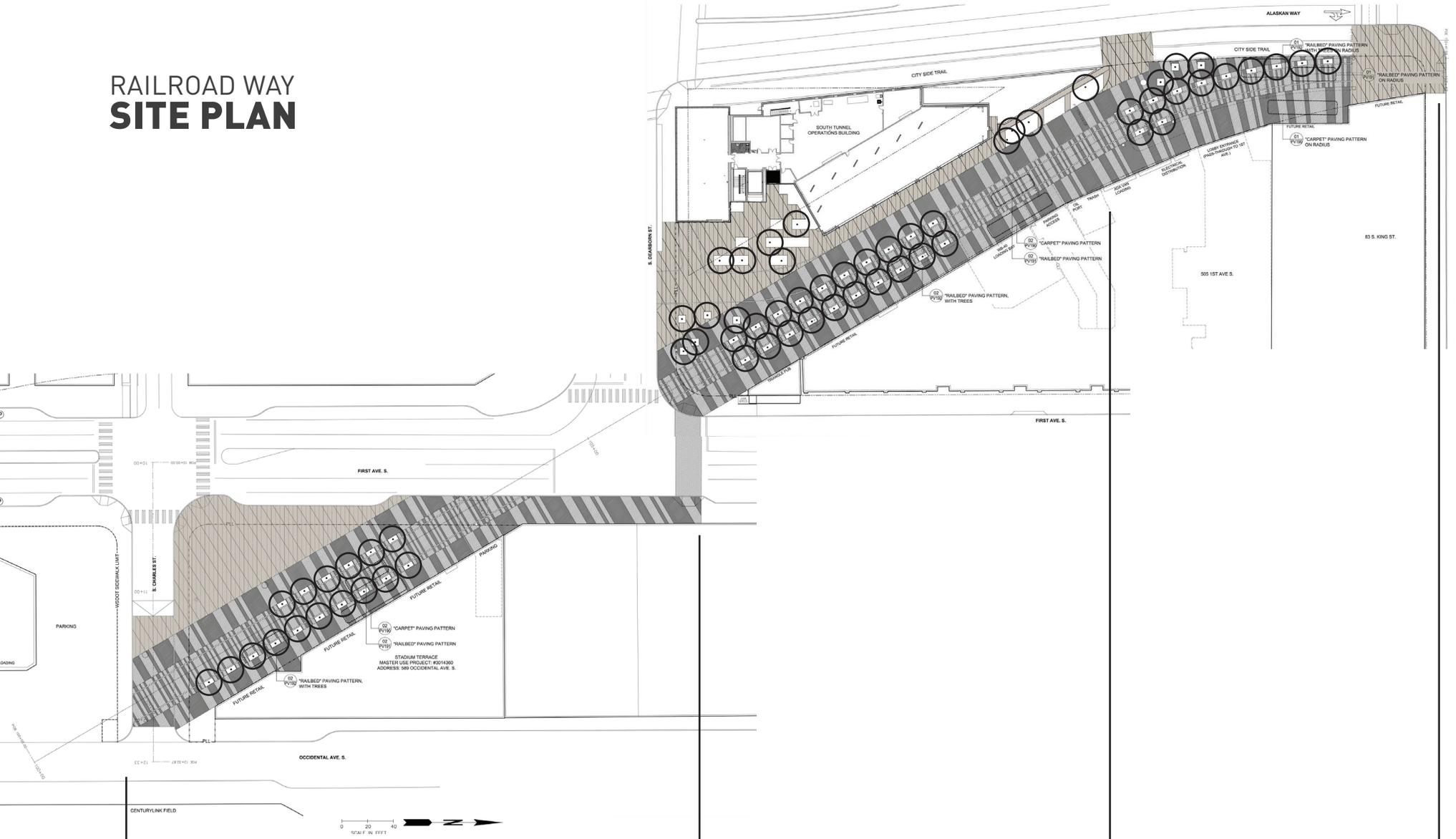
RAILROAD WAY
STADIUM PLAZA



RAILROAD WAY SITE PLAN



RAILROAD WAY SITE PLAN

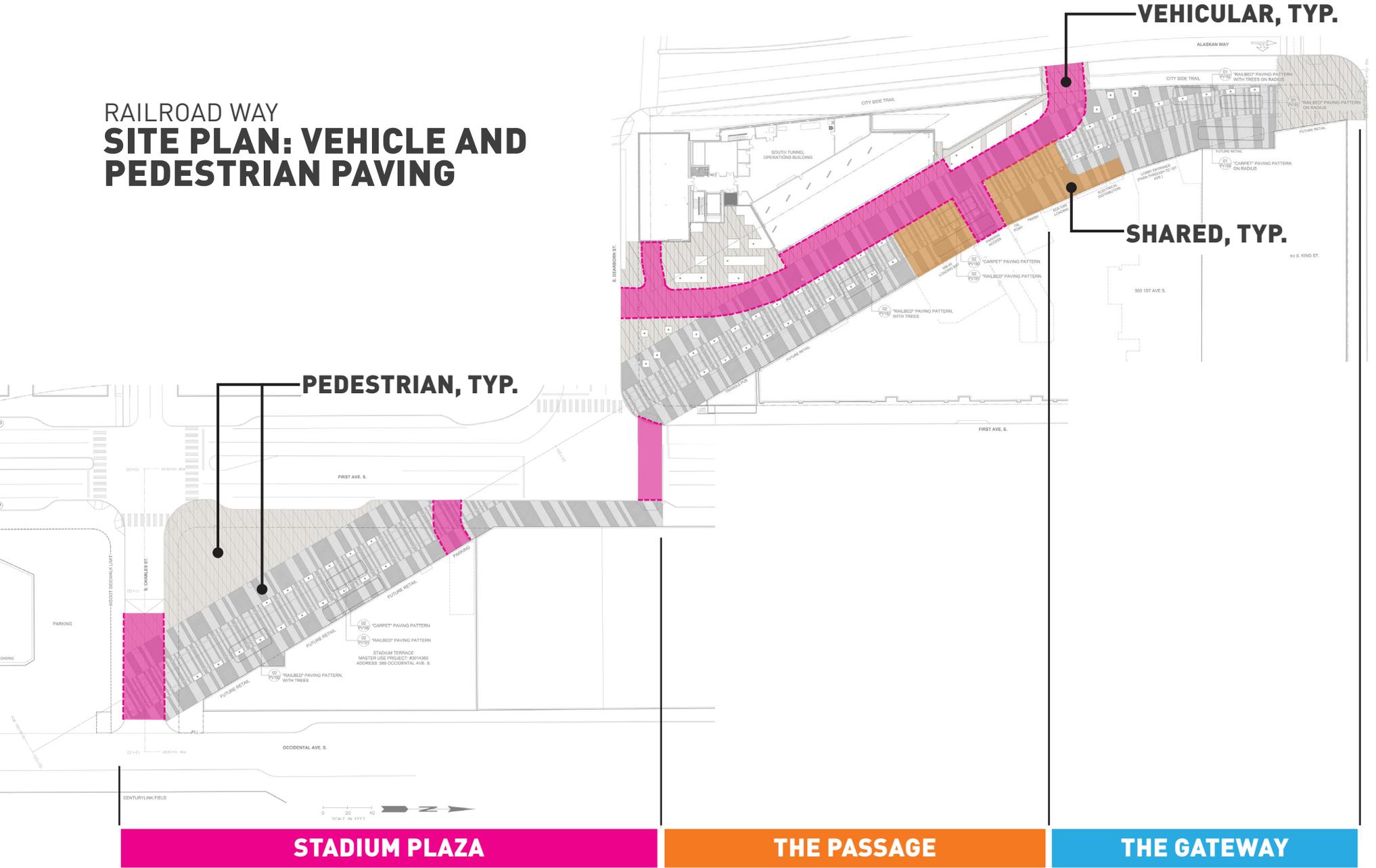


STADIUM PLAZA

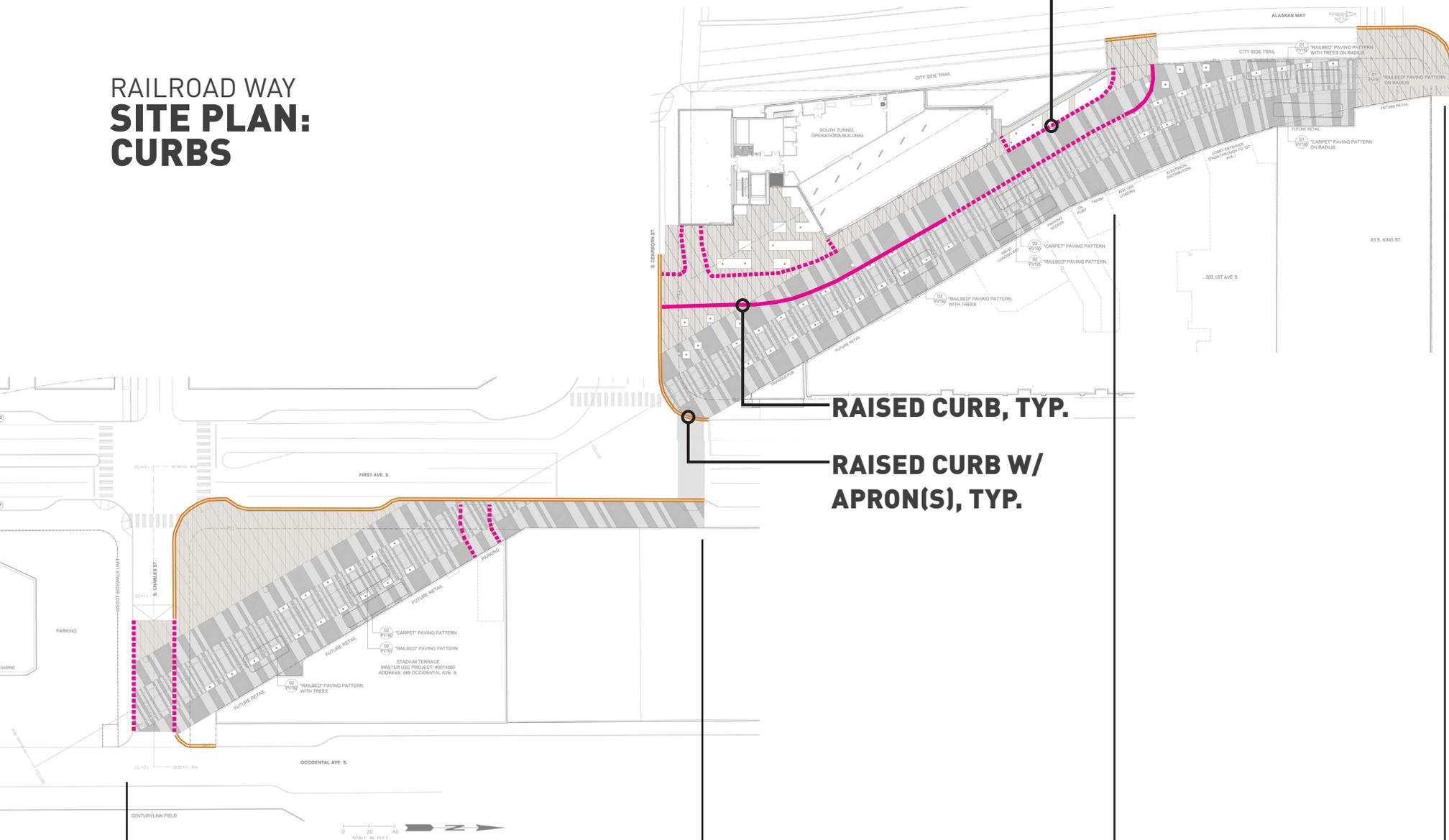
THE PASSAGE

THE GATEWAY

RAILROAD WAY SITE PLAN: VEHICLE AND PEDESTRIAN PAVING



RAILROAD WAY SITE PLAN: CURBS



FLUSH CURB, TYP.

RAISED CURB, TYP.

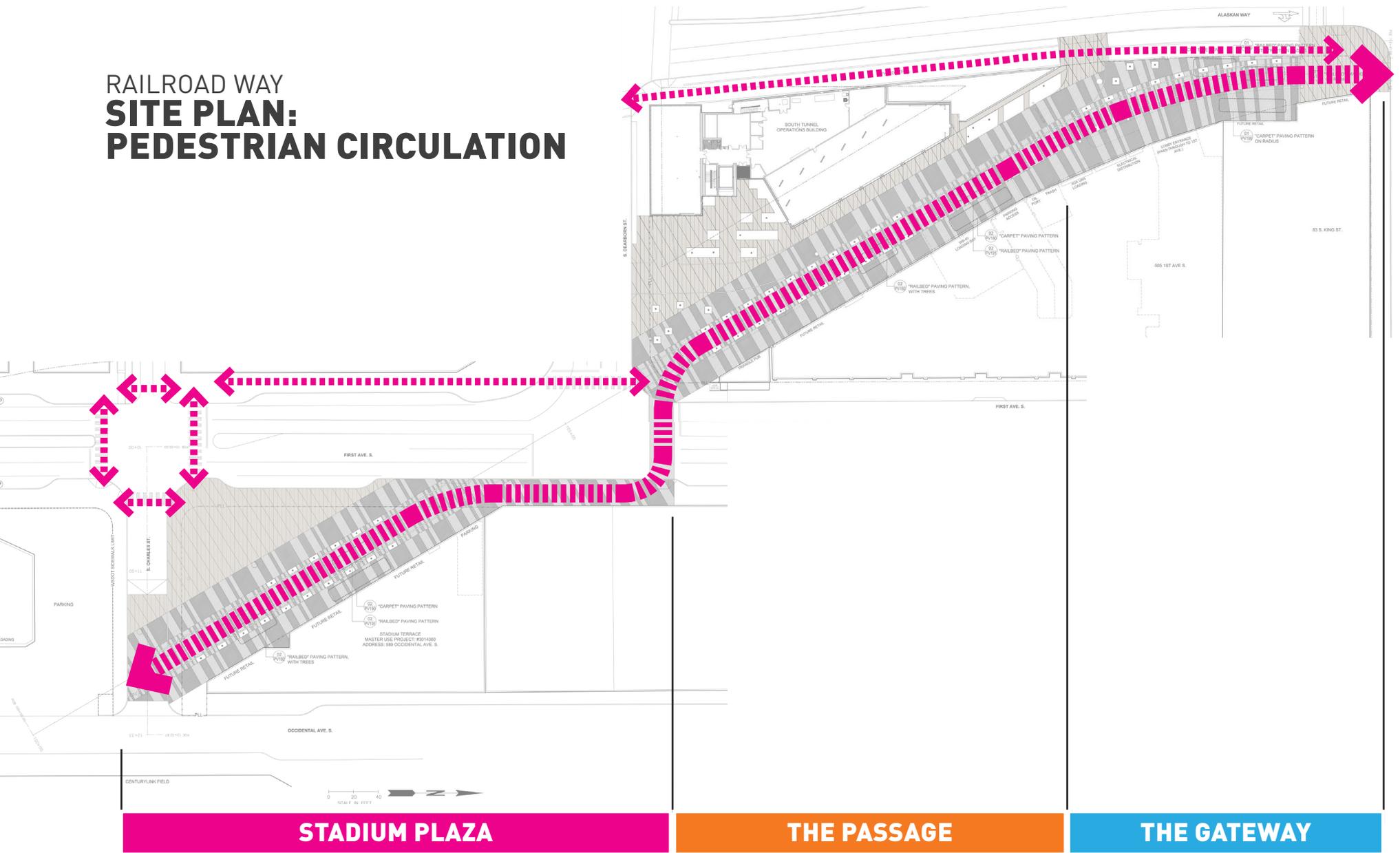
**RAISED CURB W/
APRON(S), TYP.**

STADIUM PLAZA

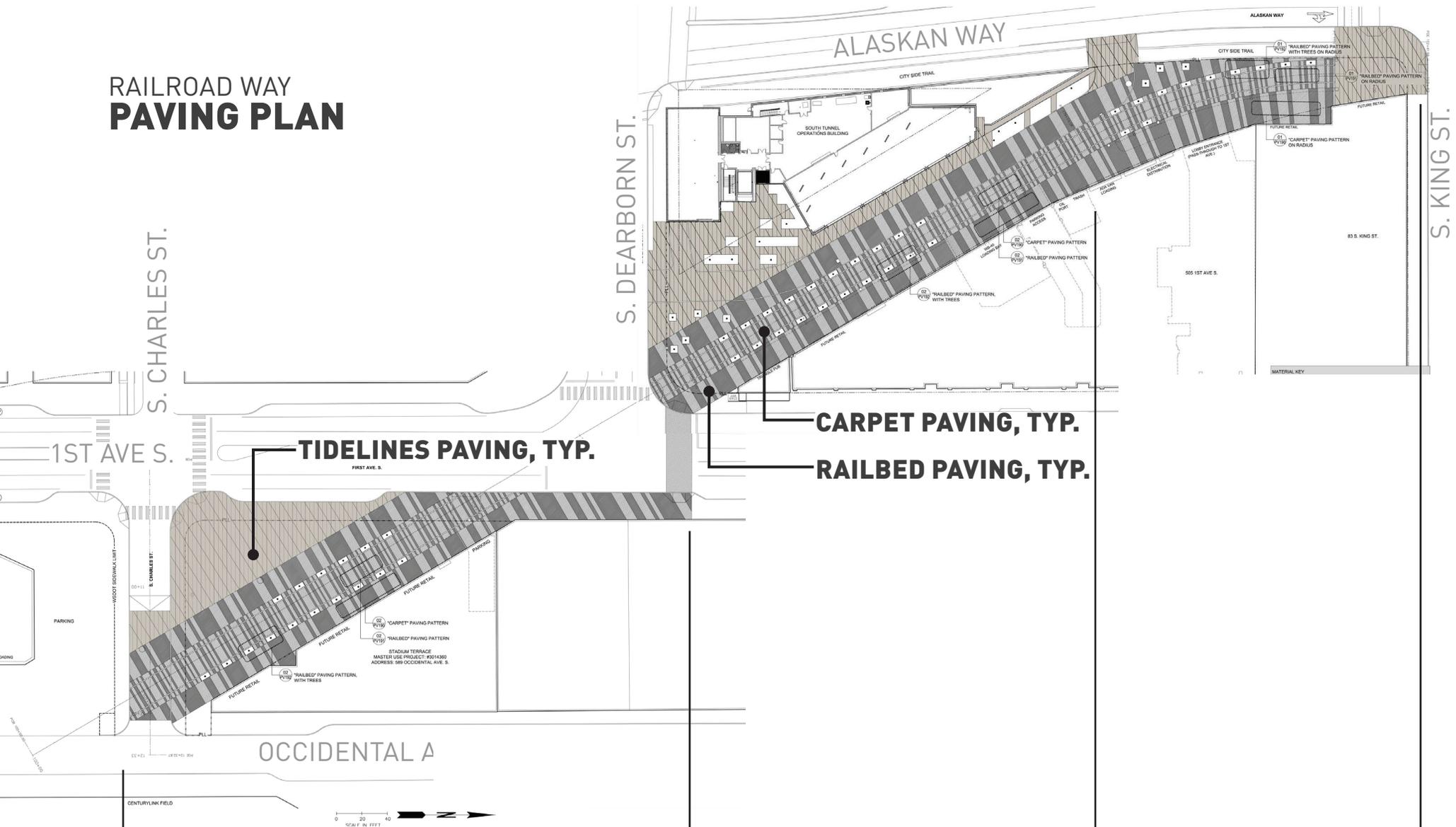
THE PASSAGE

THE GATEWAY

RAILROAD WAY SITE PLAN: PEDESTRIAN CIRCULATION



RAILROAD WAY PAVING PLAN



STADIUM PLAZA

THE PASSAGE

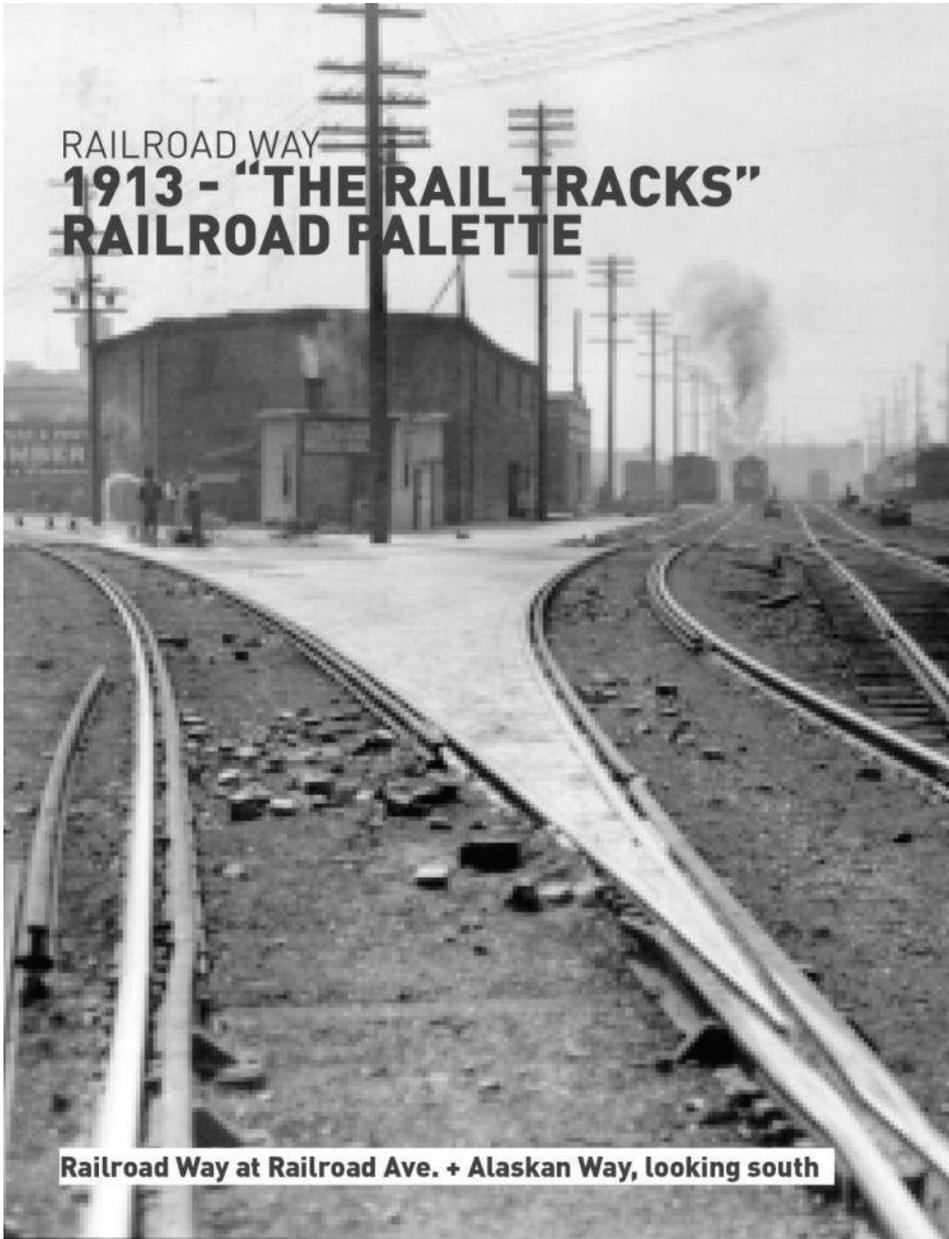
THE GATEWAY

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

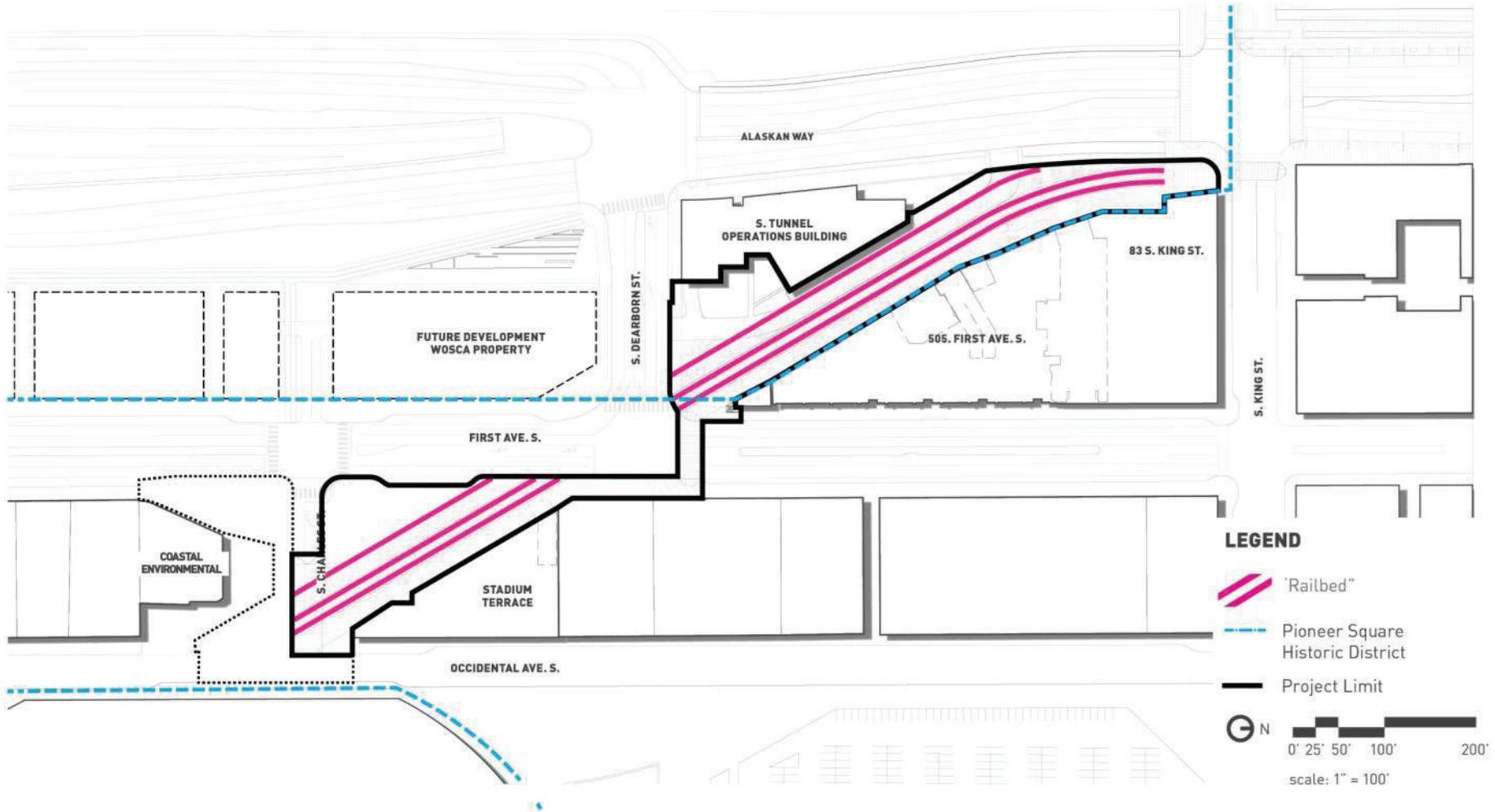


Railroad Way at Railroad Ave. + Alaskan Way, looking south



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

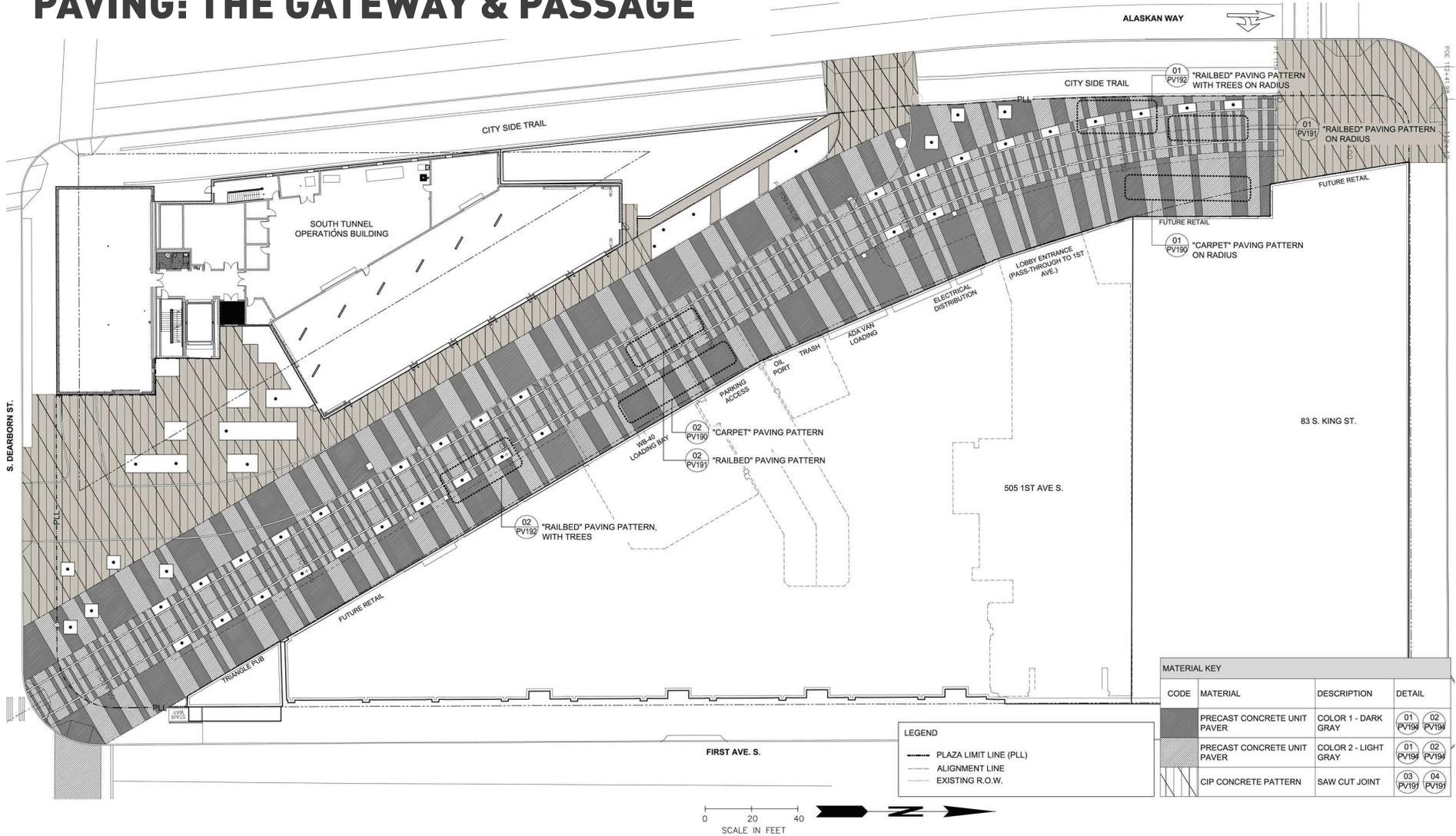
RAILROAD WAY THE CARPET



LEGEND

-  'Railbed'
-  Pioneer Square Historic District
-  Project Limit
-  N
-  0' 25' 50' 100' 200'
- scale: 1" = 100'

RAILROAD WAY PAVING: THE GATEWAY & PASSAGE



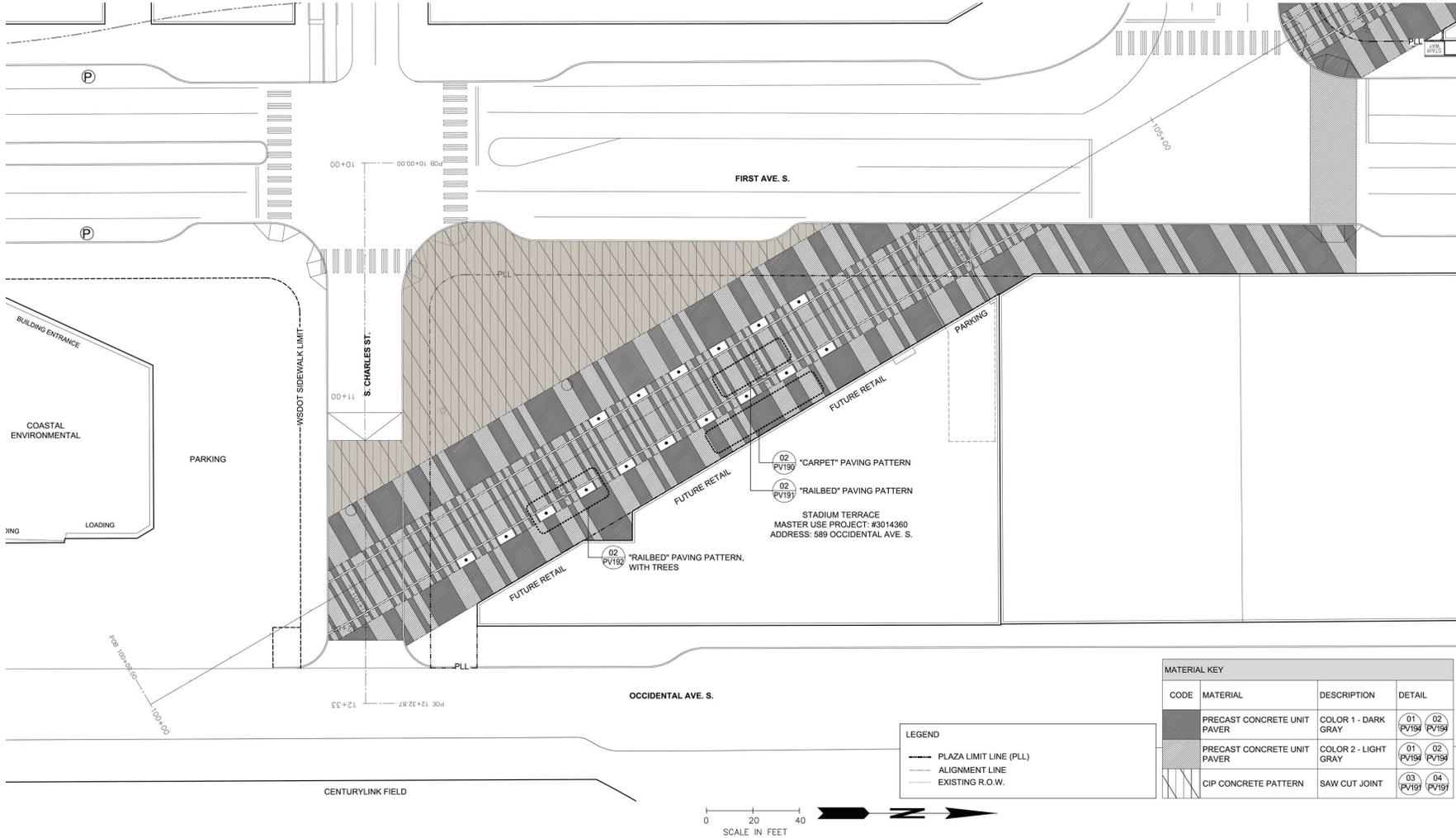
LEGEND

- PLAZA LIMIT LINE (PLL)
- ALIGNMENT LINE
- EXISTING R.O.W.

MATERIAL KEY			
CODE	MATERIAL	DESCRIPTION	DETAIL
01	PRECAST CONCRETE UNIT PAVER	COLOR 1 - DARK GRAY	PV199
02	PRECAST CONCRETE UNIT PAVER	COLOR 2 - LIGHT GRAY	PV199
03	CIP CONCRETE PATTERN	SAW CUT JOINT	PV197



RAILROAD WAY PAVING: STADIUM PLAZA



RAILROAD WAY PAVING ENLARGEMENT



1 PAVING ENLARGMENT - 3
SCALE: 1"= 4'



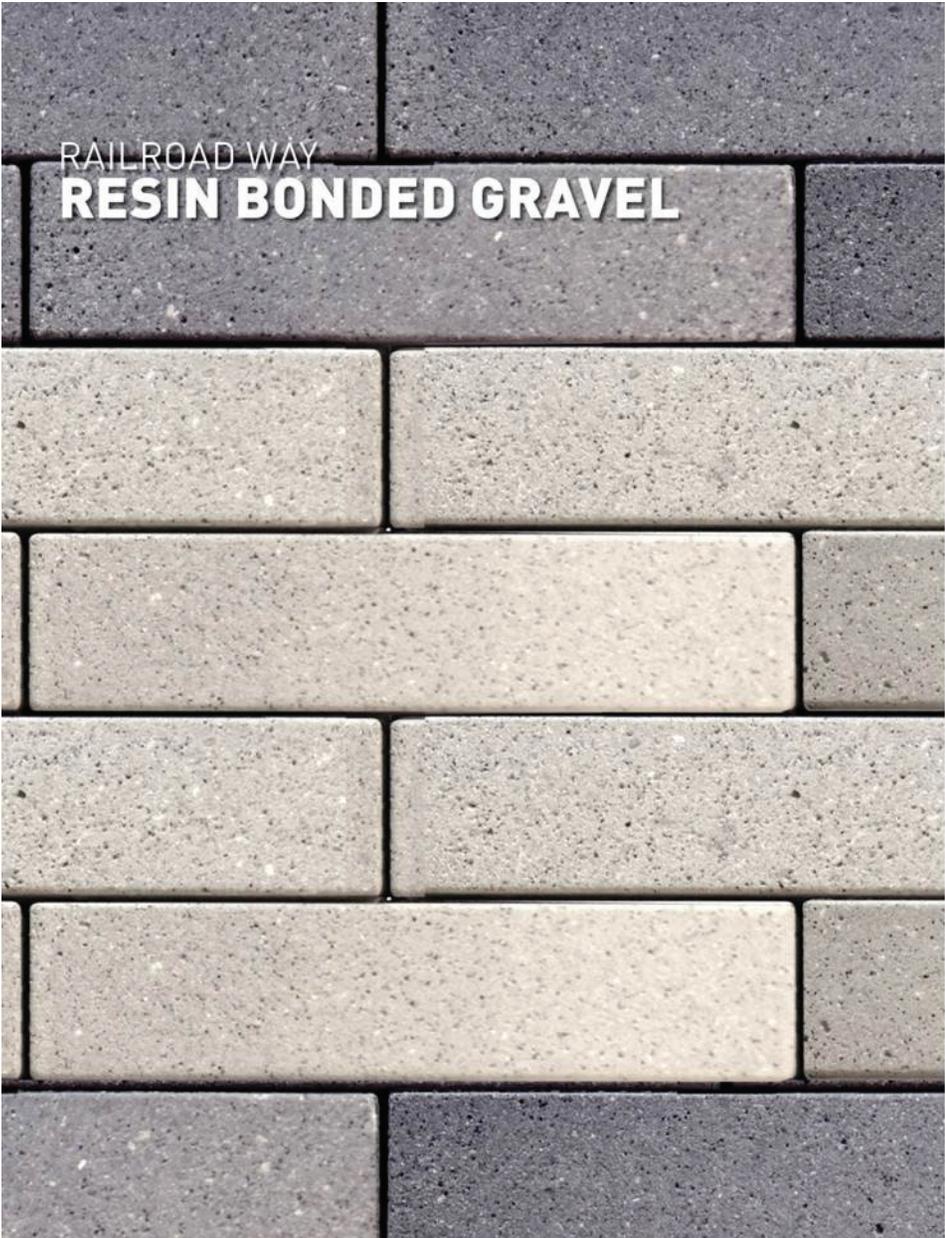


RAILROAD WAY
CONCRETE UNIT PAVERS



RAILROAD WAY
METAL BAND

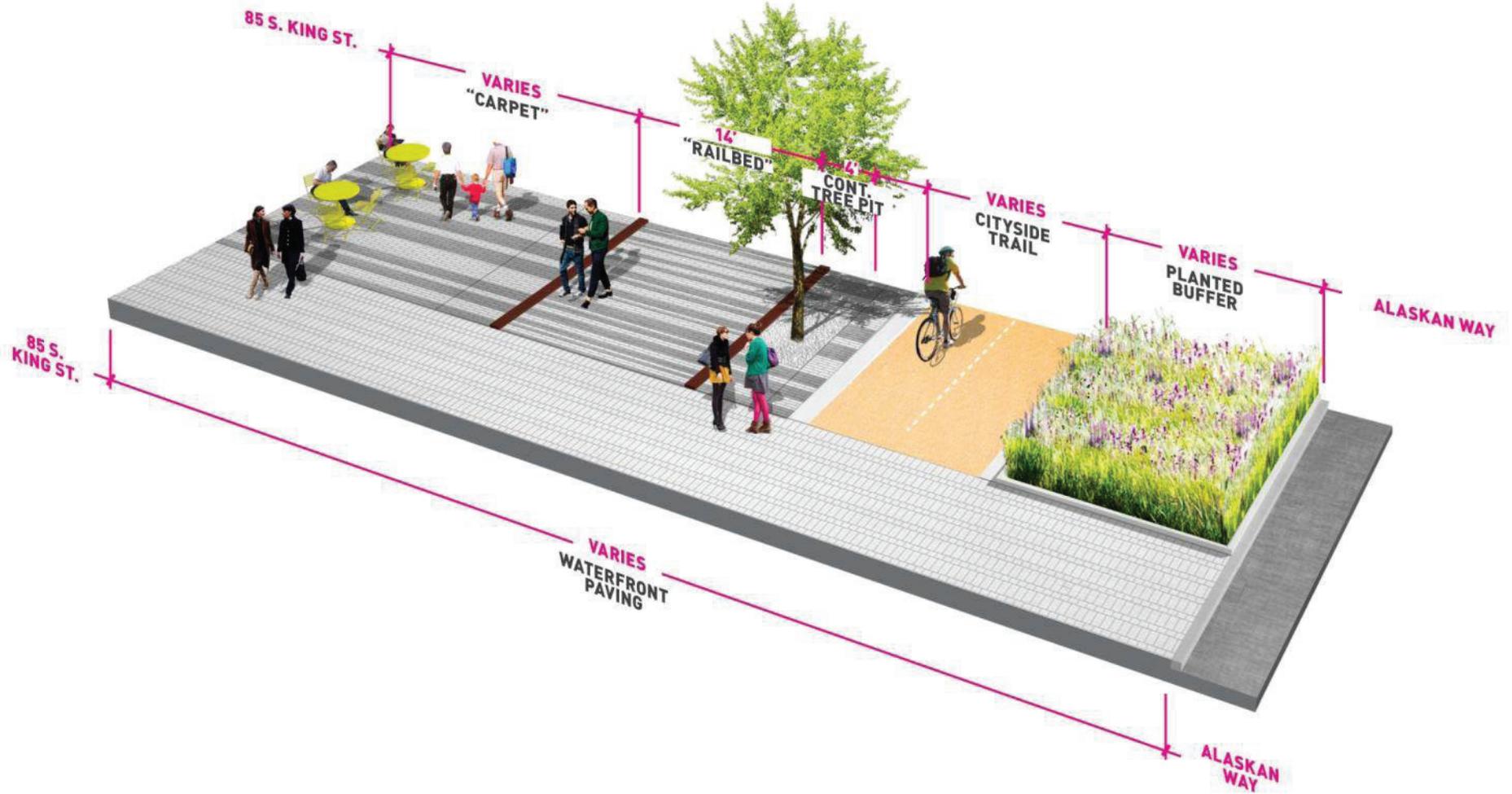


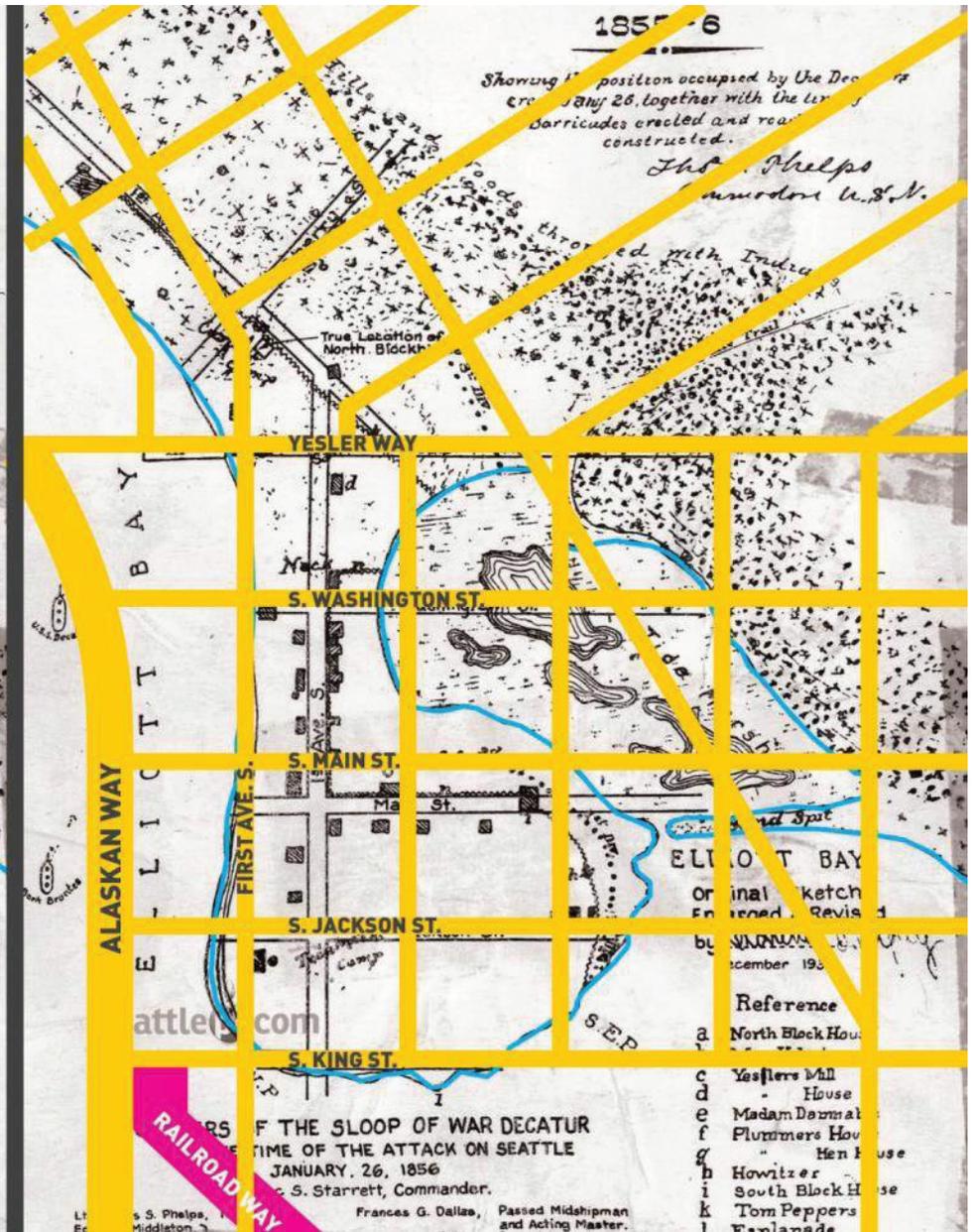
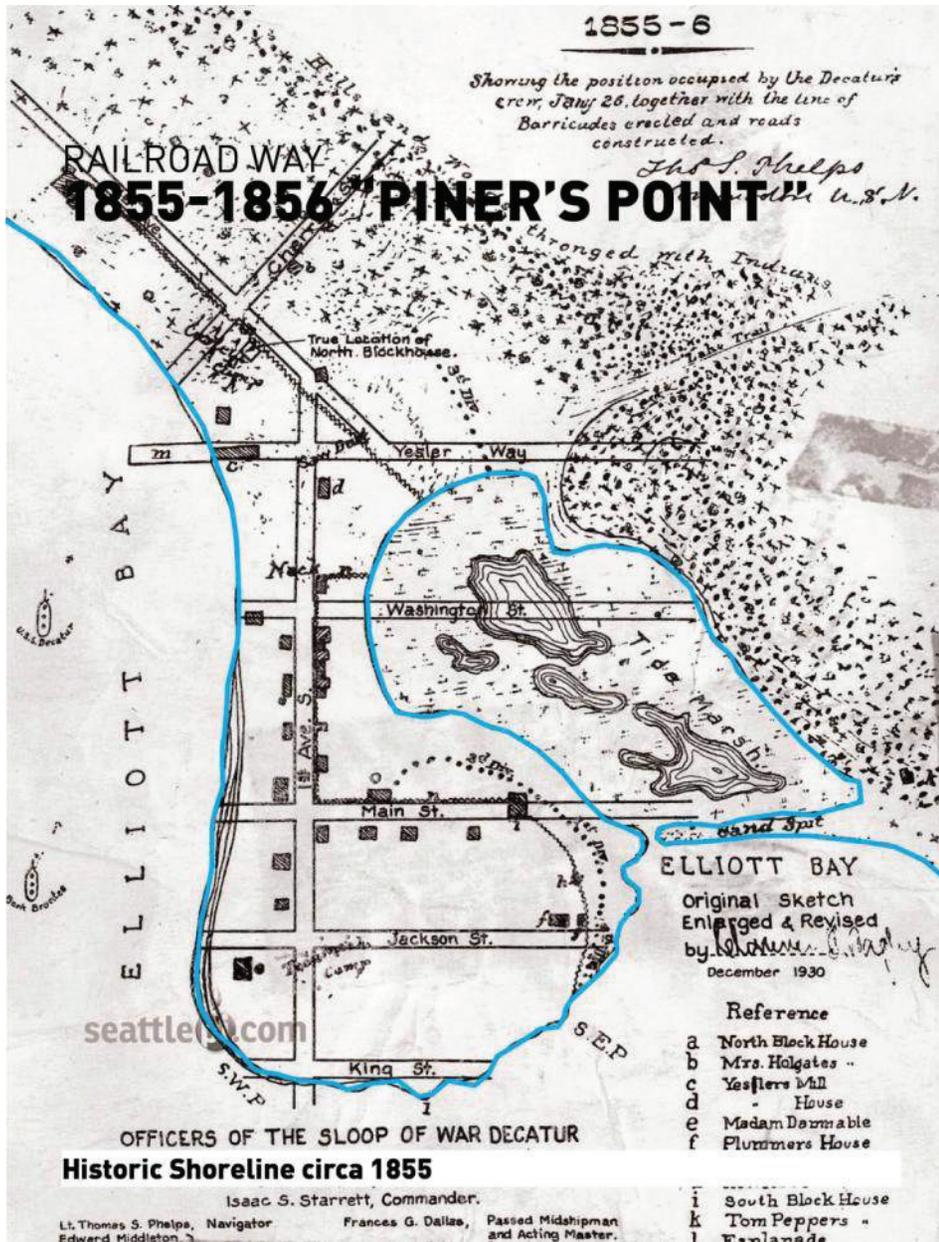


RAILROAD WAY
PAVING UNITS @ THE PASSAGE



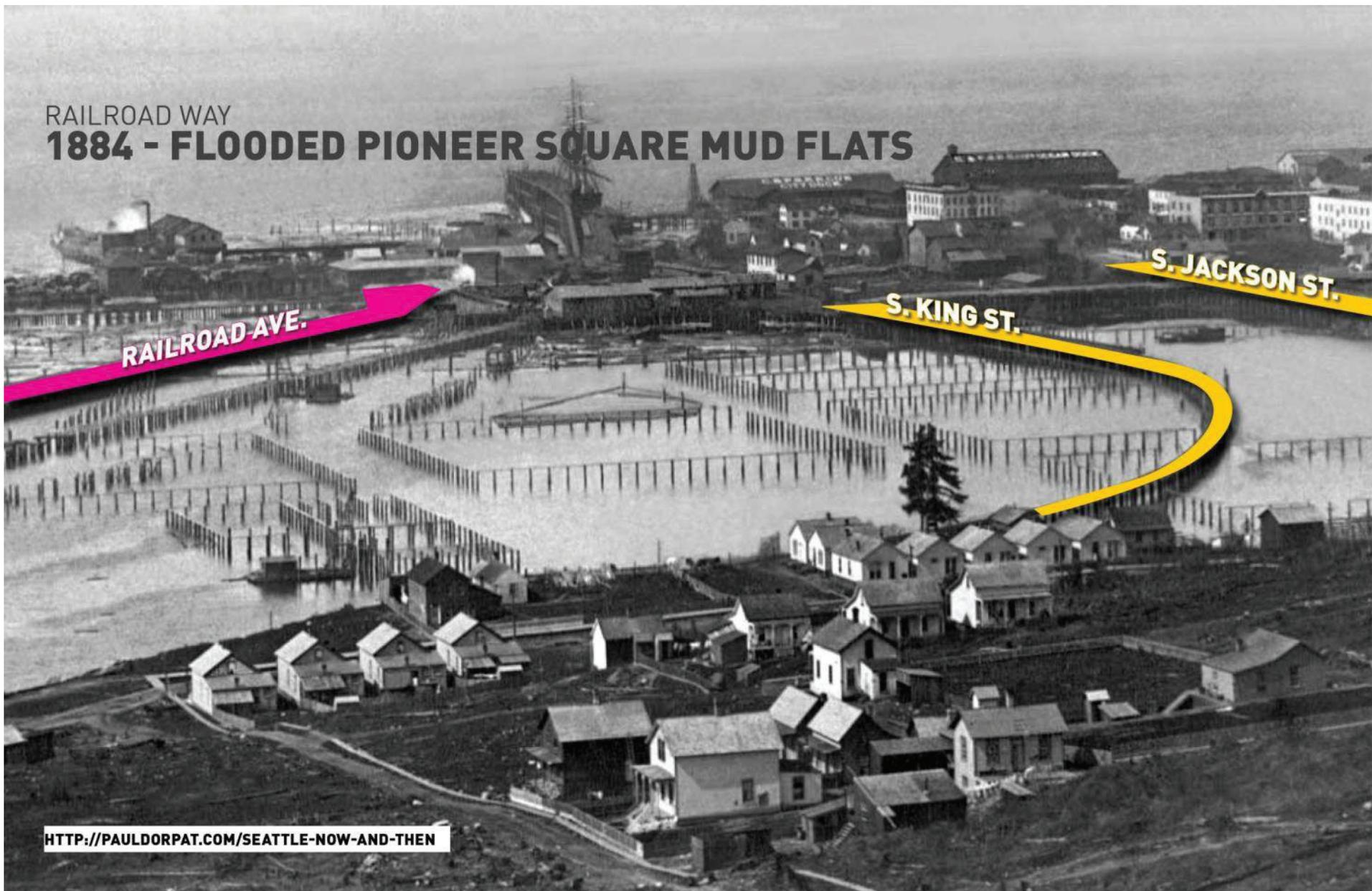
RAILROAD WAY TYPICAL PAVING AXON





RAILROAD WAY

1884 - FLOODED PIONEER SQUARE MUD FLATS



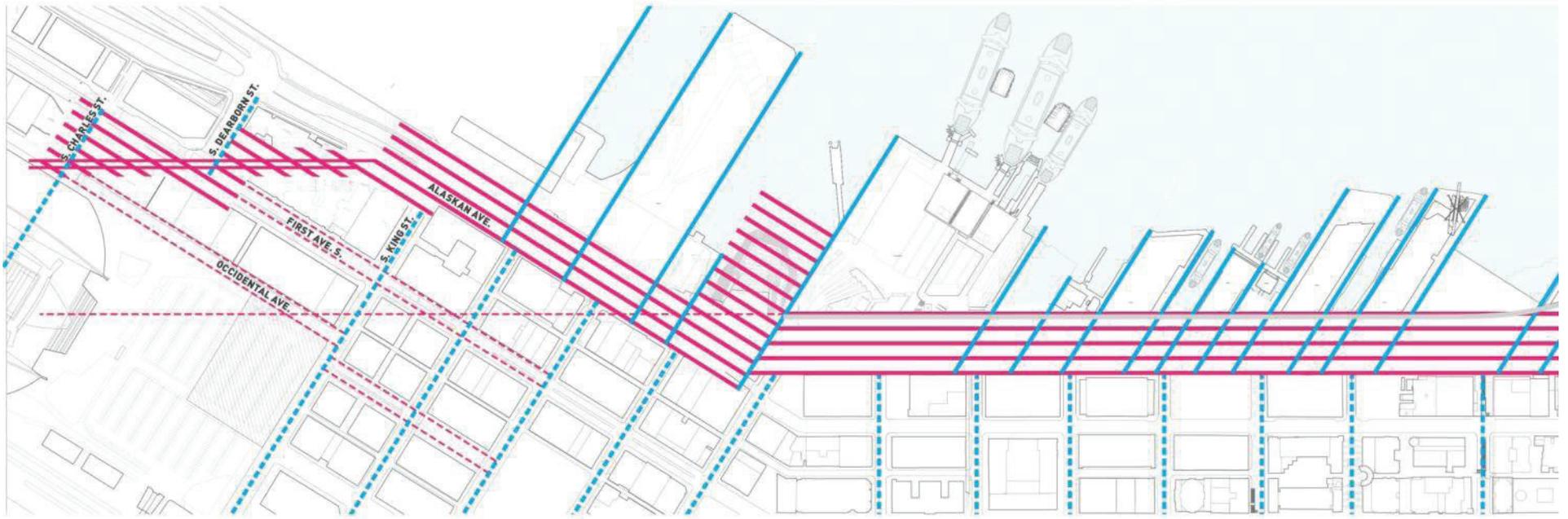
RAILROAD AVE.

S. KING ST.

S. JACKSON ST.

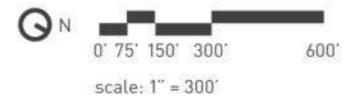
[HTTP://PAULDORPAT.COM/SEATTLE-NOW-AND-THEN](http://PAULDORPAT.COM/SEATTLE-NOW-AND-THEN)

SEATTLE WATERFRONT PAVING CONCEPT

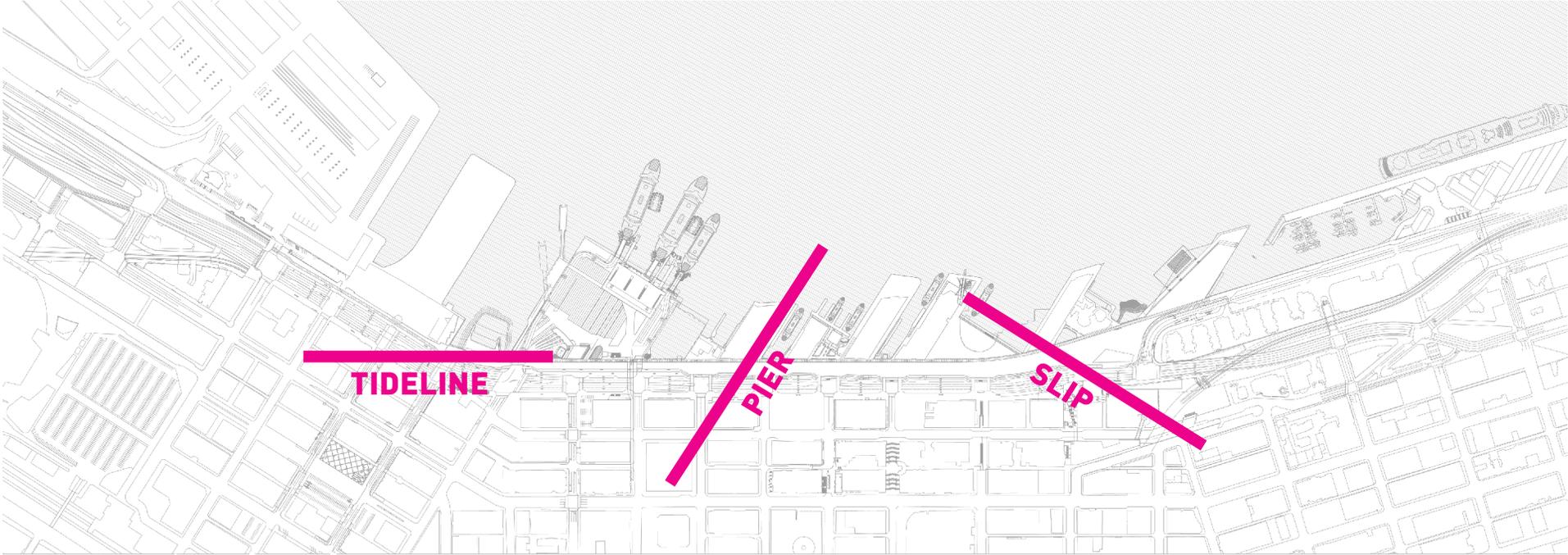


LEGEND

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

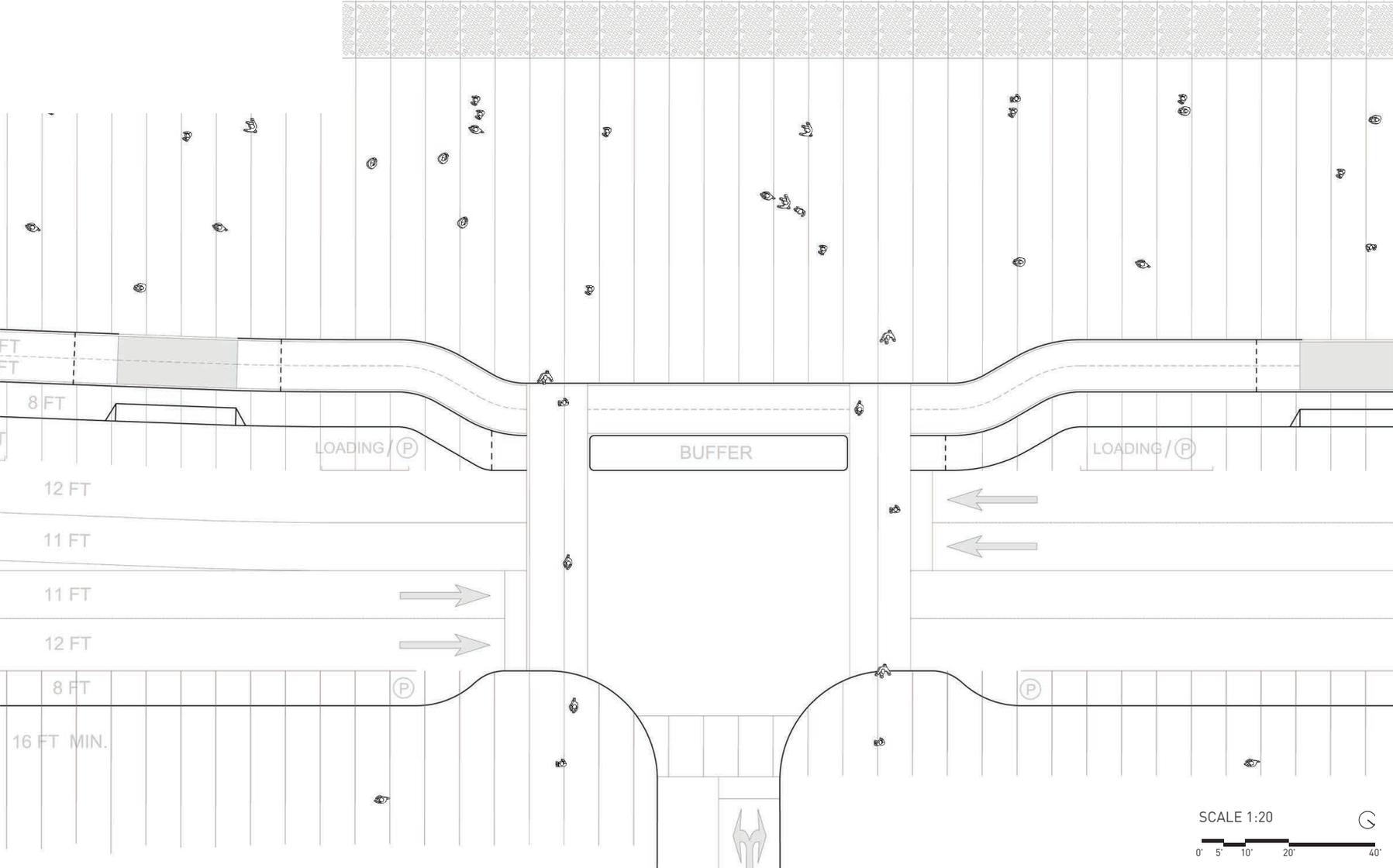


PROMENADE FRAMEWORK
THE SITELINES

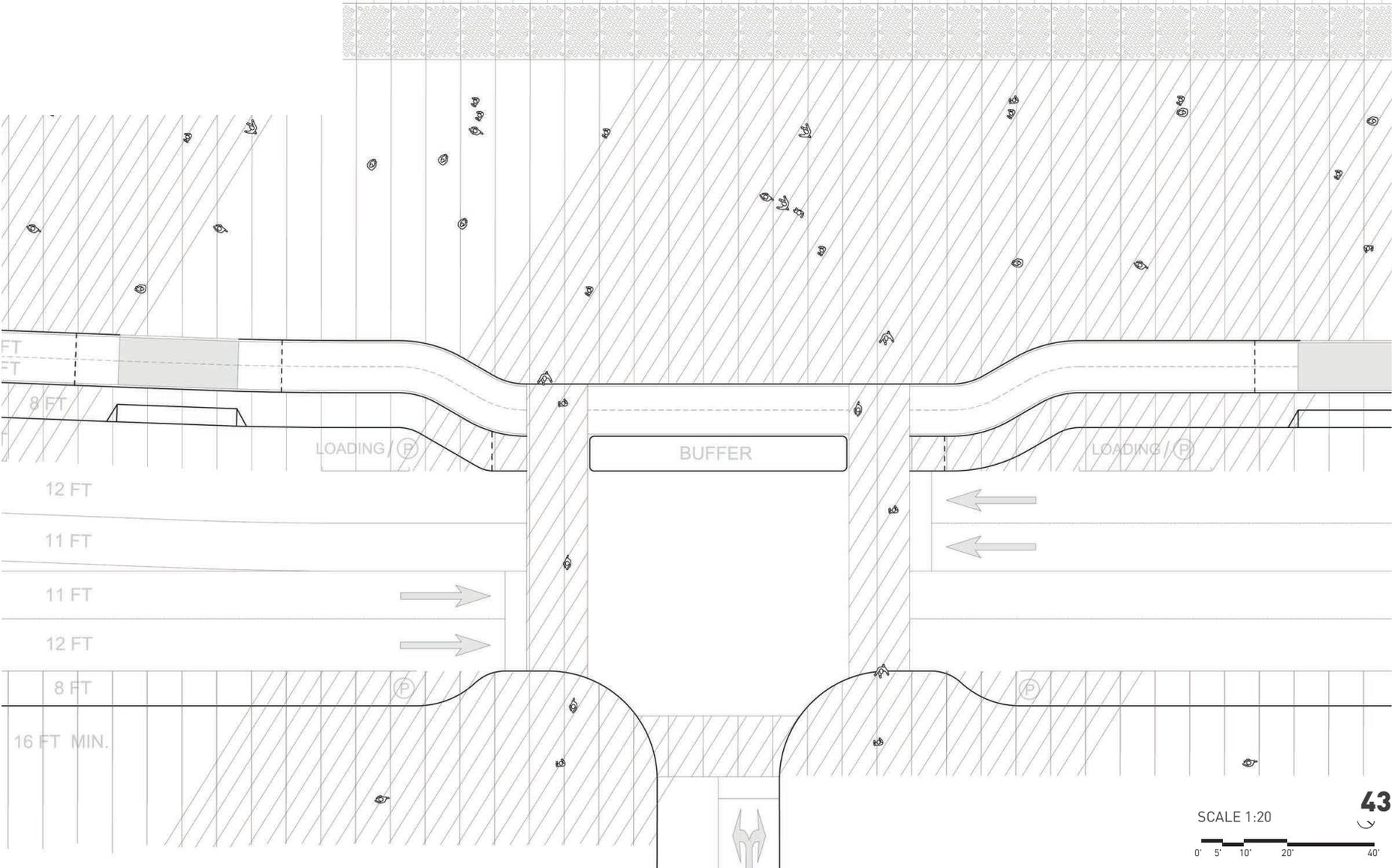


- KING ST
- JACKSON ST
- MAIN ST
- WASHINGTON ST
- YESLER WAY
- COLUMBIA ST
- MARION ST
- MADISON ST
- SPRING ST
- SENECA ST
- UNIVERSITY ST
- UNION ST
- PIKE ST
- PINE ST
- STEMMERT ST
- VIRGINIA ST
- LENOXA ST
- BLANCHARD ST

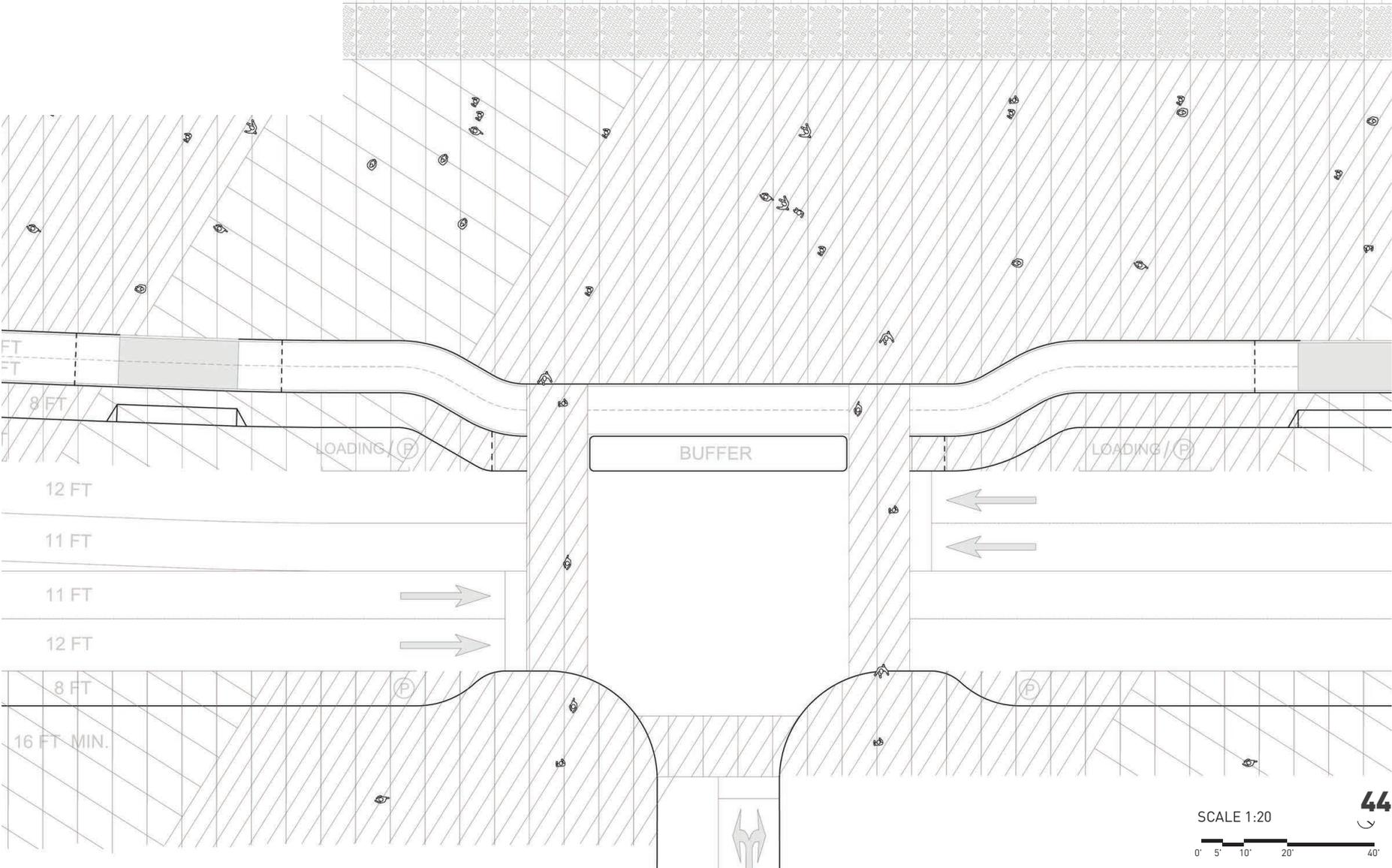
PROMENADE FRAMEWORK
PLAN DETAIL: SEAWALL LINES



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

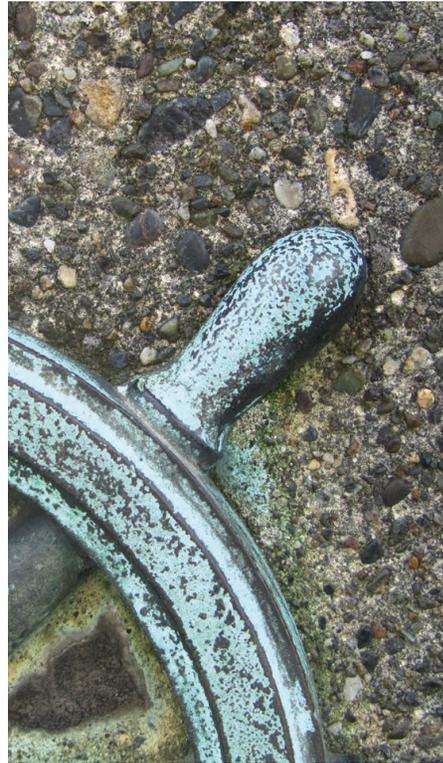
PUGET SOUND PEBBLES



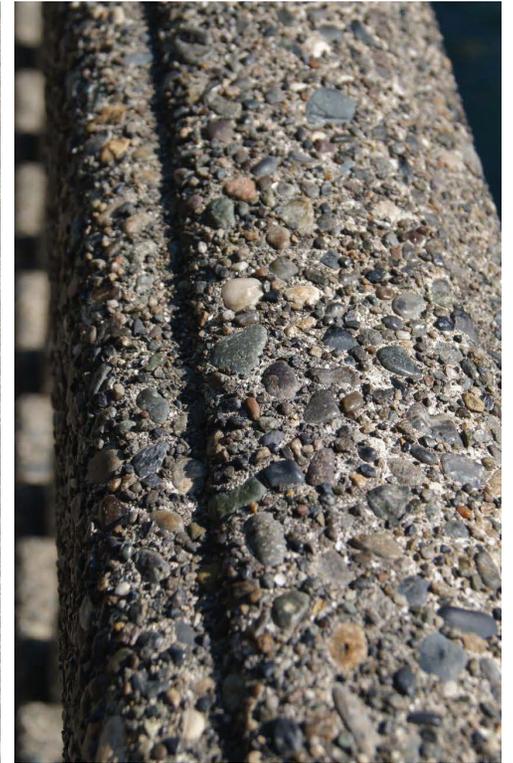
EXPOSED AGGREGATE AT PIONEER SQUARE



HISTORIC RAILING ALONG SEATTLE WATERFRONT: POST



HISTORIC RAILING ALONG SEATTLE WATERFRONT: RAILING



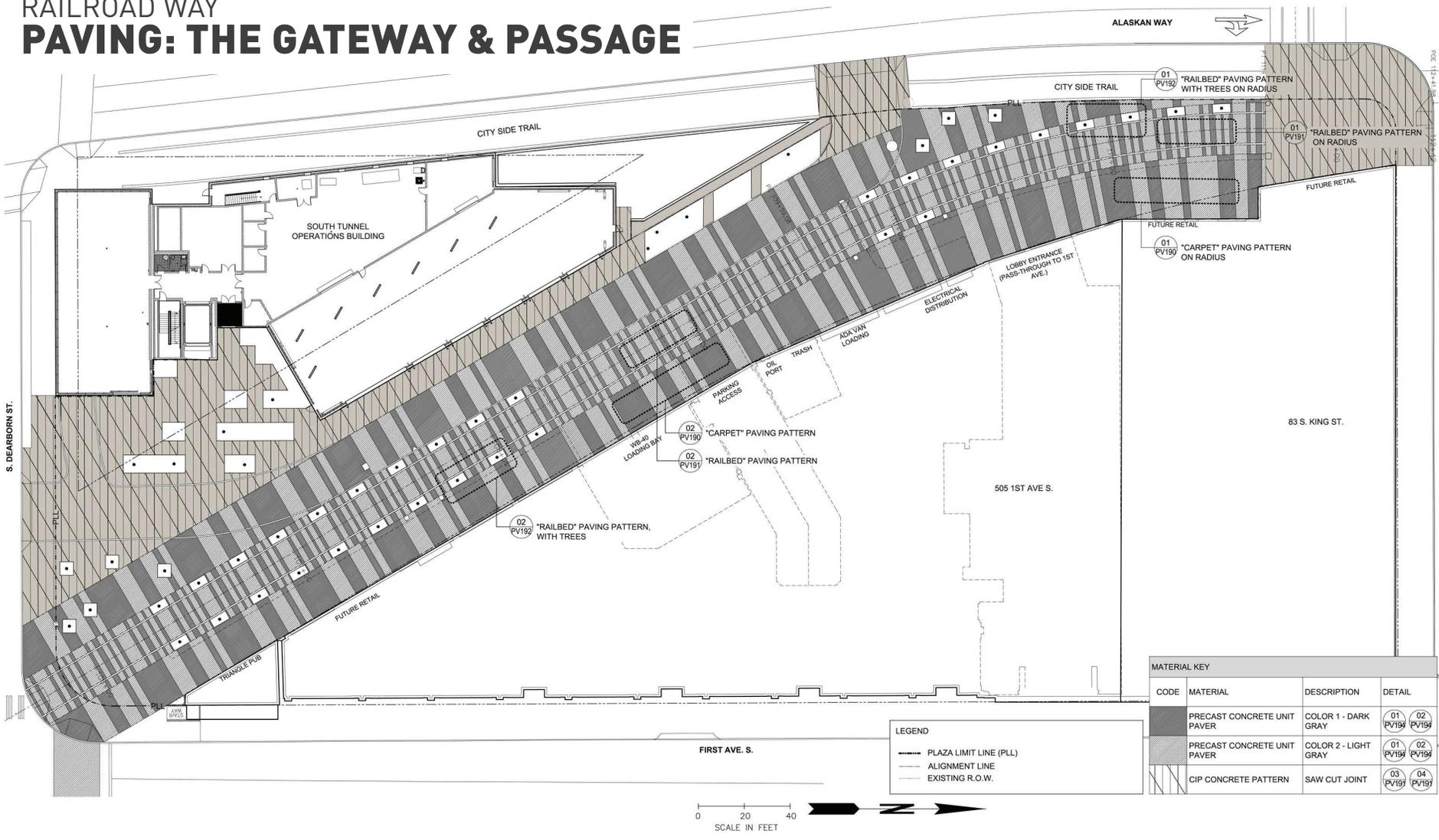
PAVING MATERIALS

CAST-IN-PLACE CONCRETE: EXPOSED AGGREGATE APPLICATION

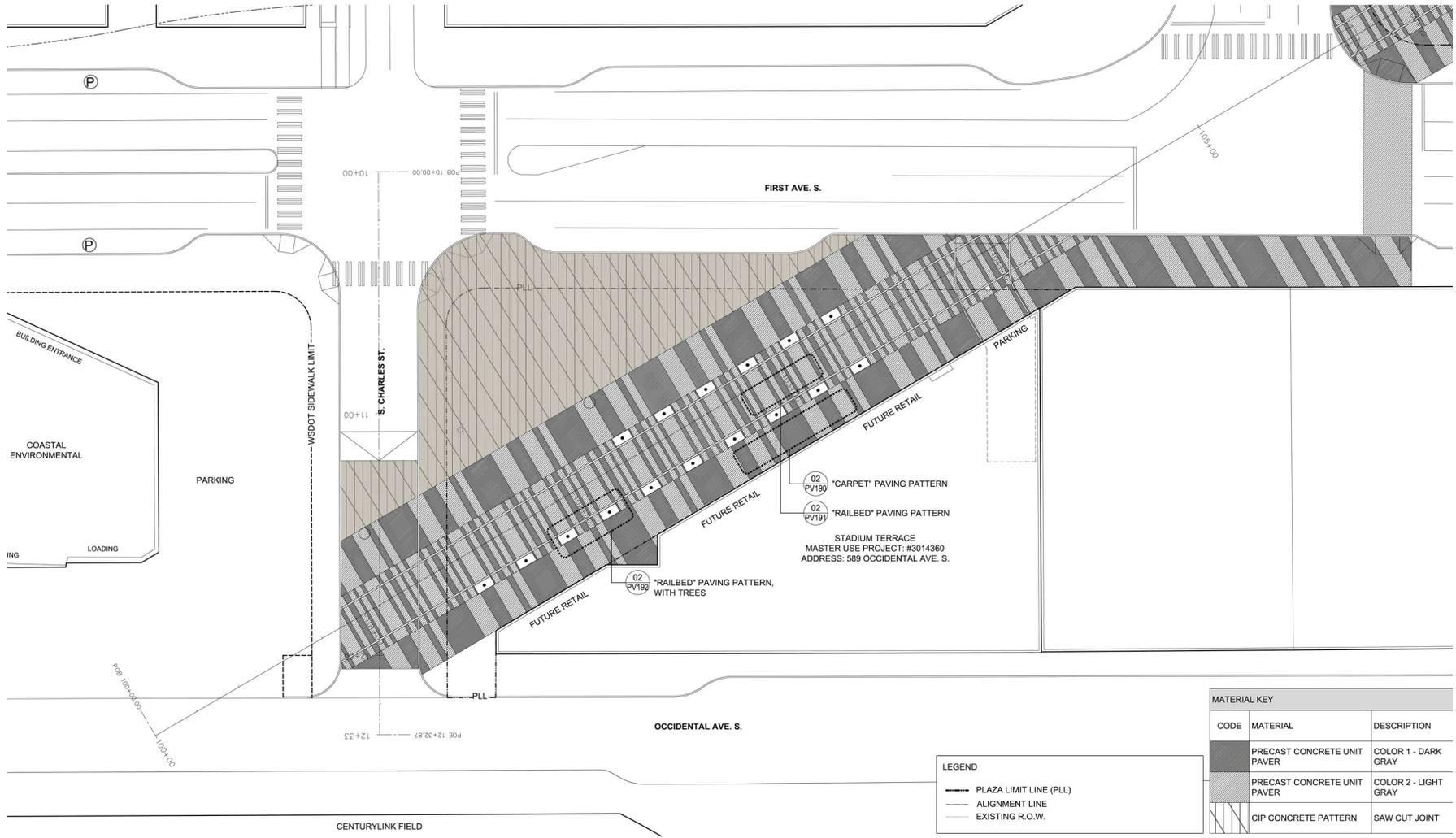
STANDARD EXPOSED FINISH



RAILROAD WAY PAVING: THE GATEWAY & PASSAGE



RAILROAD WAY PAVING: STADIUM PLAZA



STADIUM TERRACE
MASTER USE PROJECT: #3014360
ADDRESS: 589 OCCIDENTAL AVE. S.

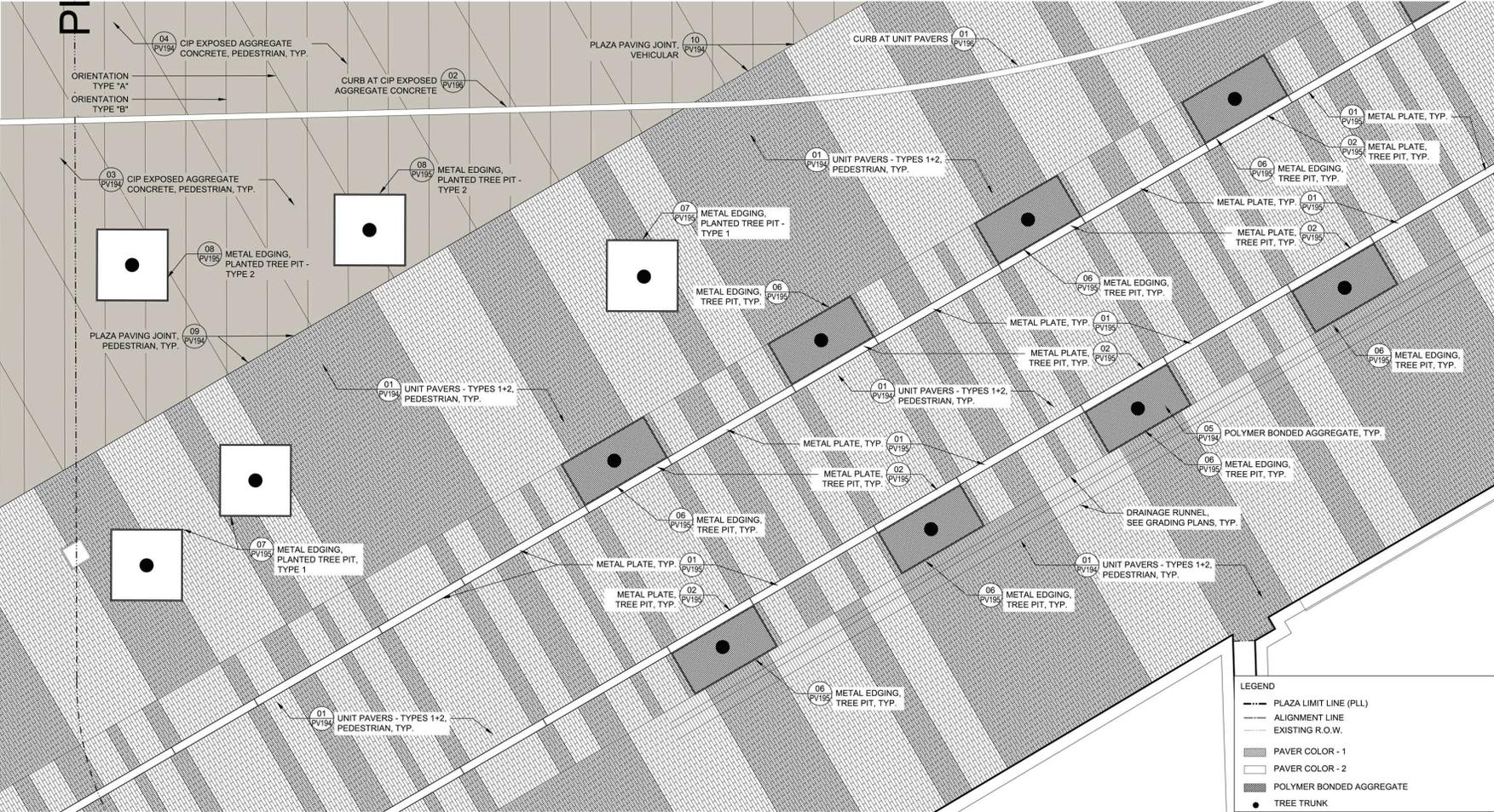
LEGEND

- PLAZA LIMIT LINE (PLL)
- ALIGNMENT LINE
- EXISTING R.O.W.

MATERIAL KEY		
CODE	MATERIAL	DESCRIPTION
[Pattern]	PRECAST CONCRETE UNIT PAVER	COLOR 1 - DARK GRAY
[Pattern]	PRECAST CONCRETE UNIT PAVER	COLOR 2 - LIGHT GRAY
[Pattern]	CIP CONCRETE PATTERN	SAW CUT JOINT



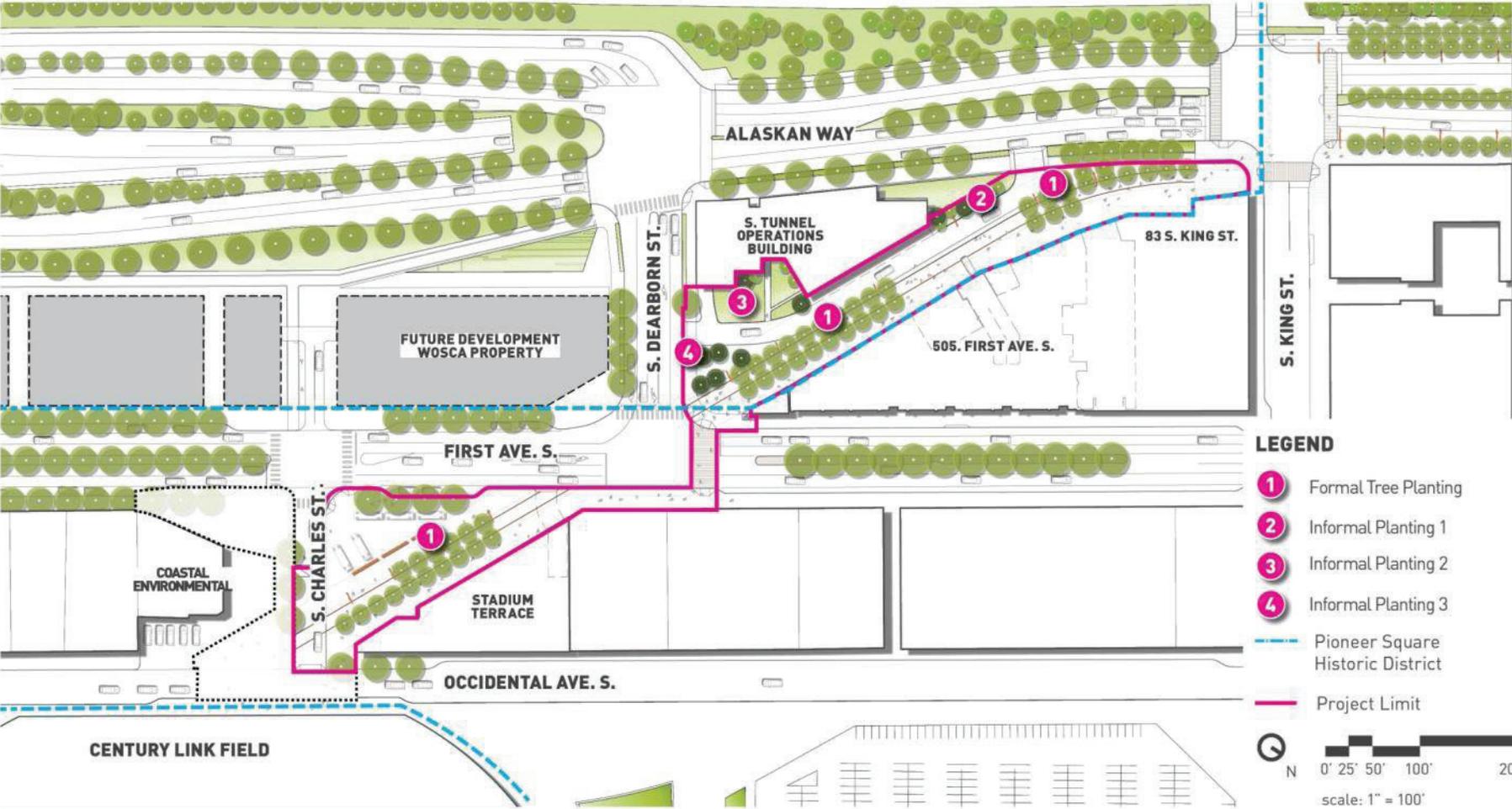
RAILROAD WAY PAVING ENLARGEMENT



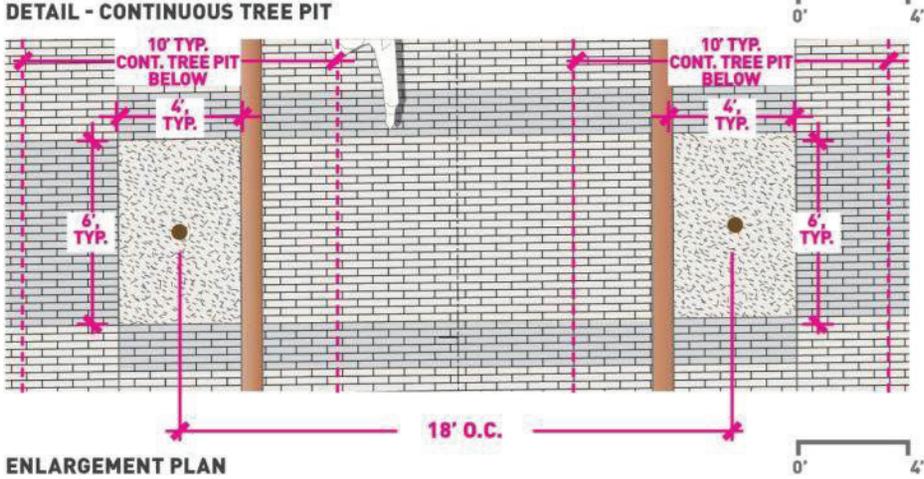
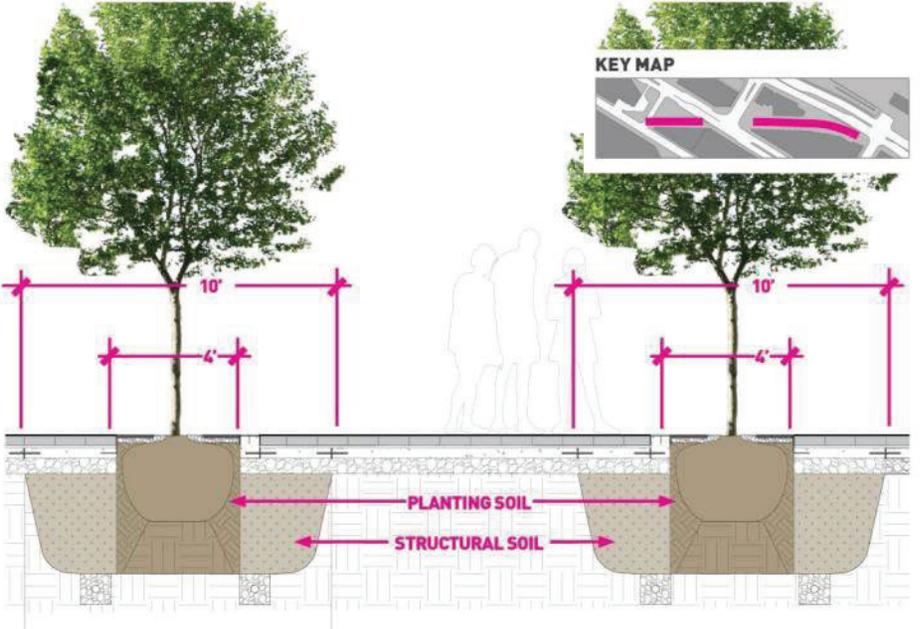
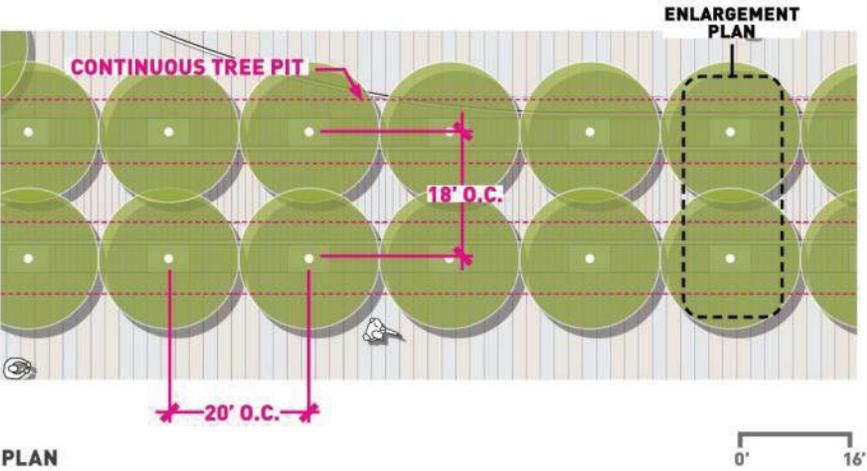
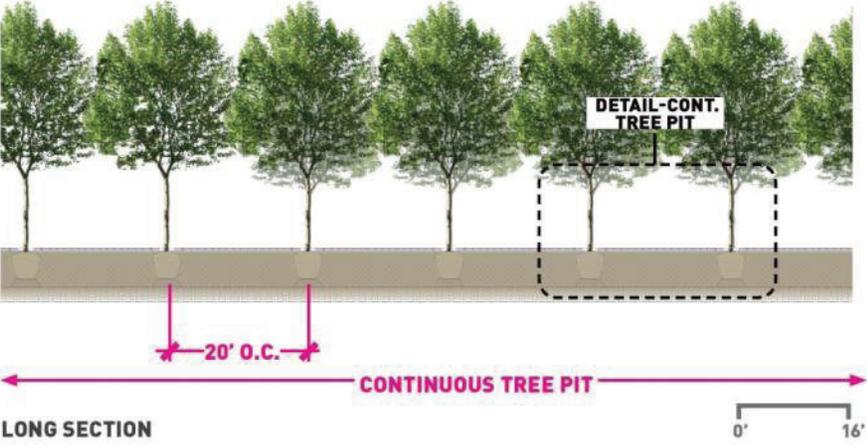
1 PAVING ENLARGMENT - 3
SCALE: 1"= 4'



RAILROAD WAY PLANTING PLAN



RAILROAD WAY FORMAL TREE PLANTING



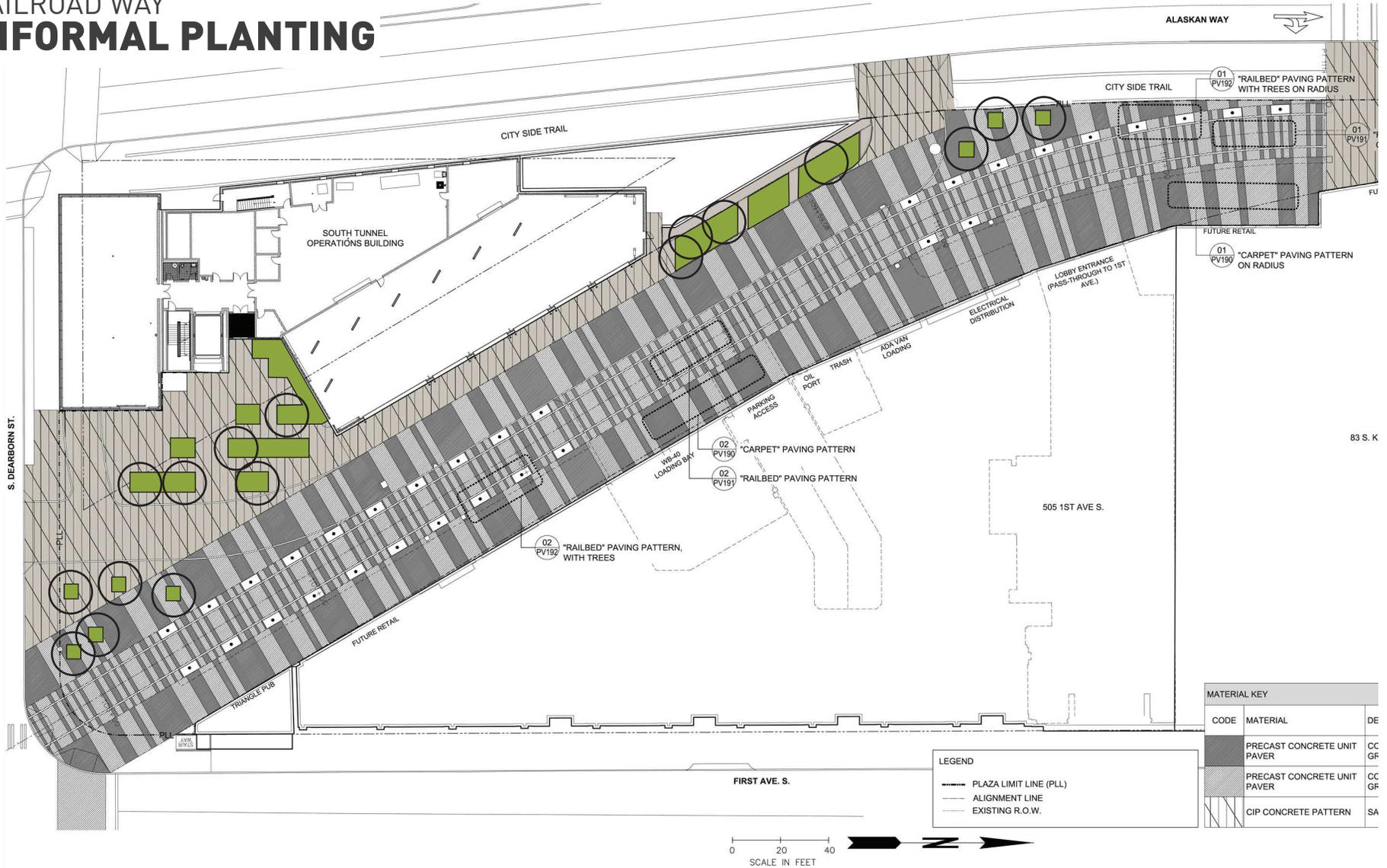


RAILROAD WAY

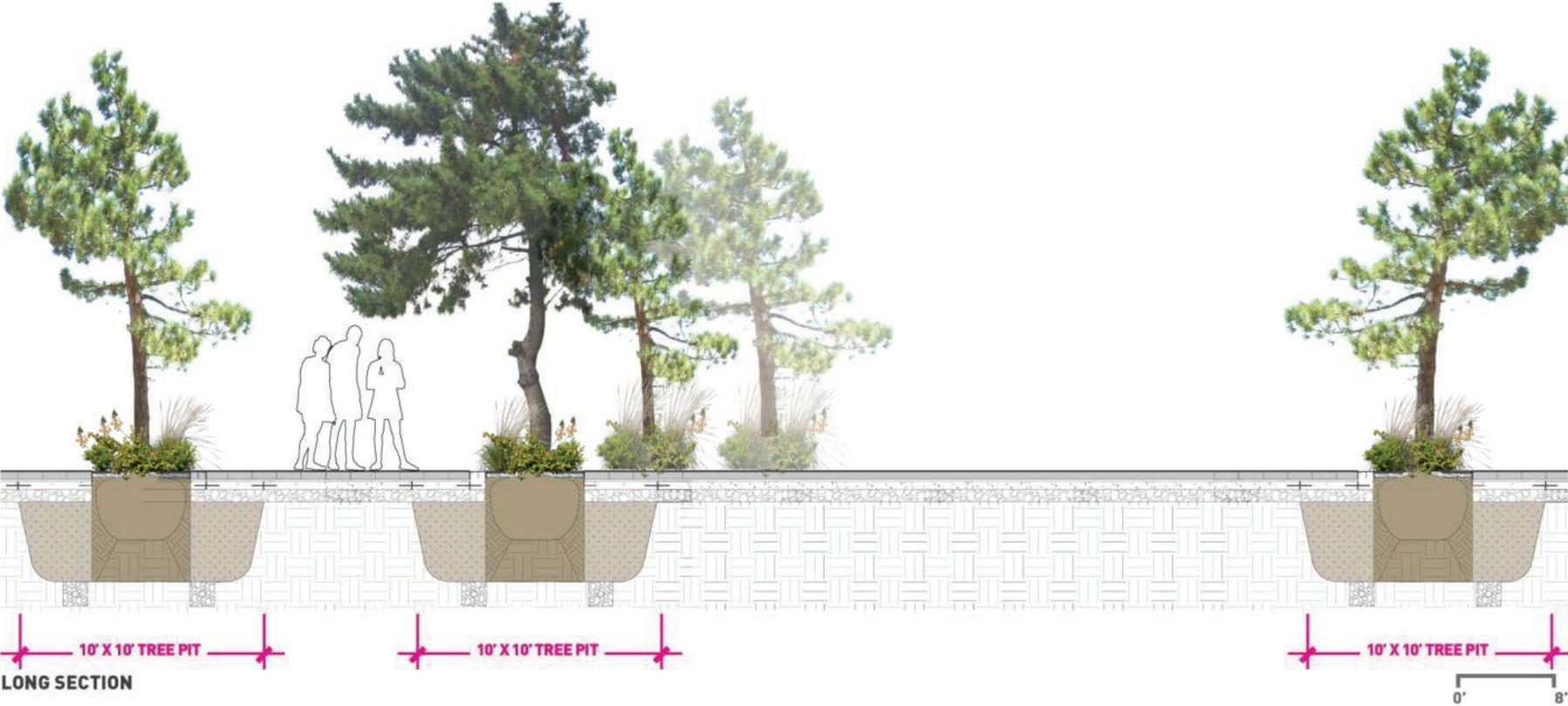
ALLEE TREE SPECIES: ACER RUBRUM 'COLUMNARE'



RAILROAD WAY INFORMAL PLANTING



RAILROAD WAY
INFORMAL PLANTING: INDIVIDUAL TREES



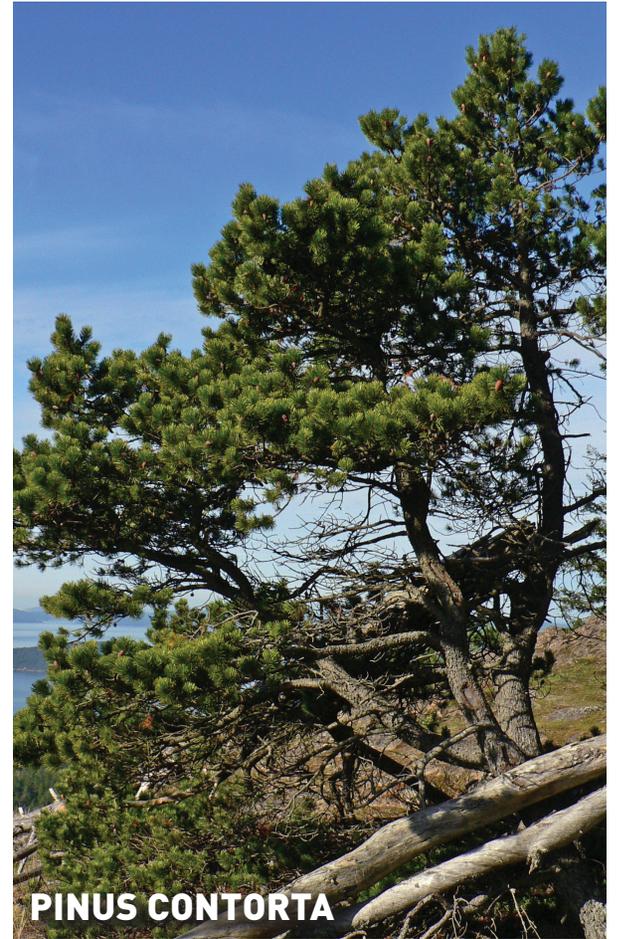
RAILROAD WAY
INFORMAL PLANTING: INDIVIDUAL TREES



ARBUTUS MARINA

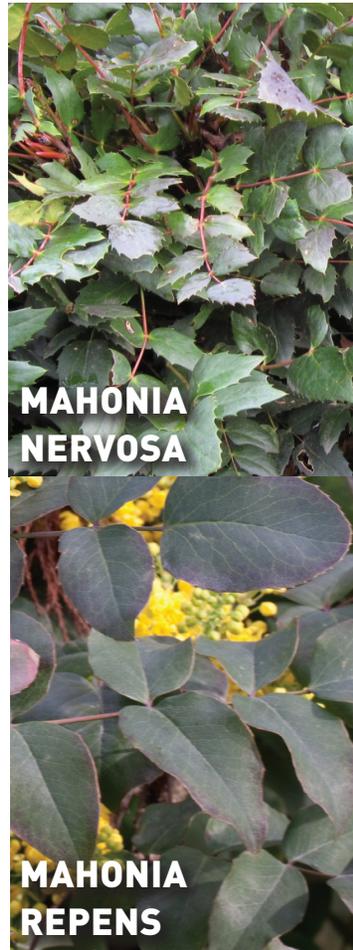


CORNUS X VENUS



PINUS CONTORTA

RAILROAD WAY
INFORMAL PLANTING: UNDERSTORY



RAILROAD WAY
LIGHTING: INSPIRATION



RAILROAD WAY **LIGHTING**

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.

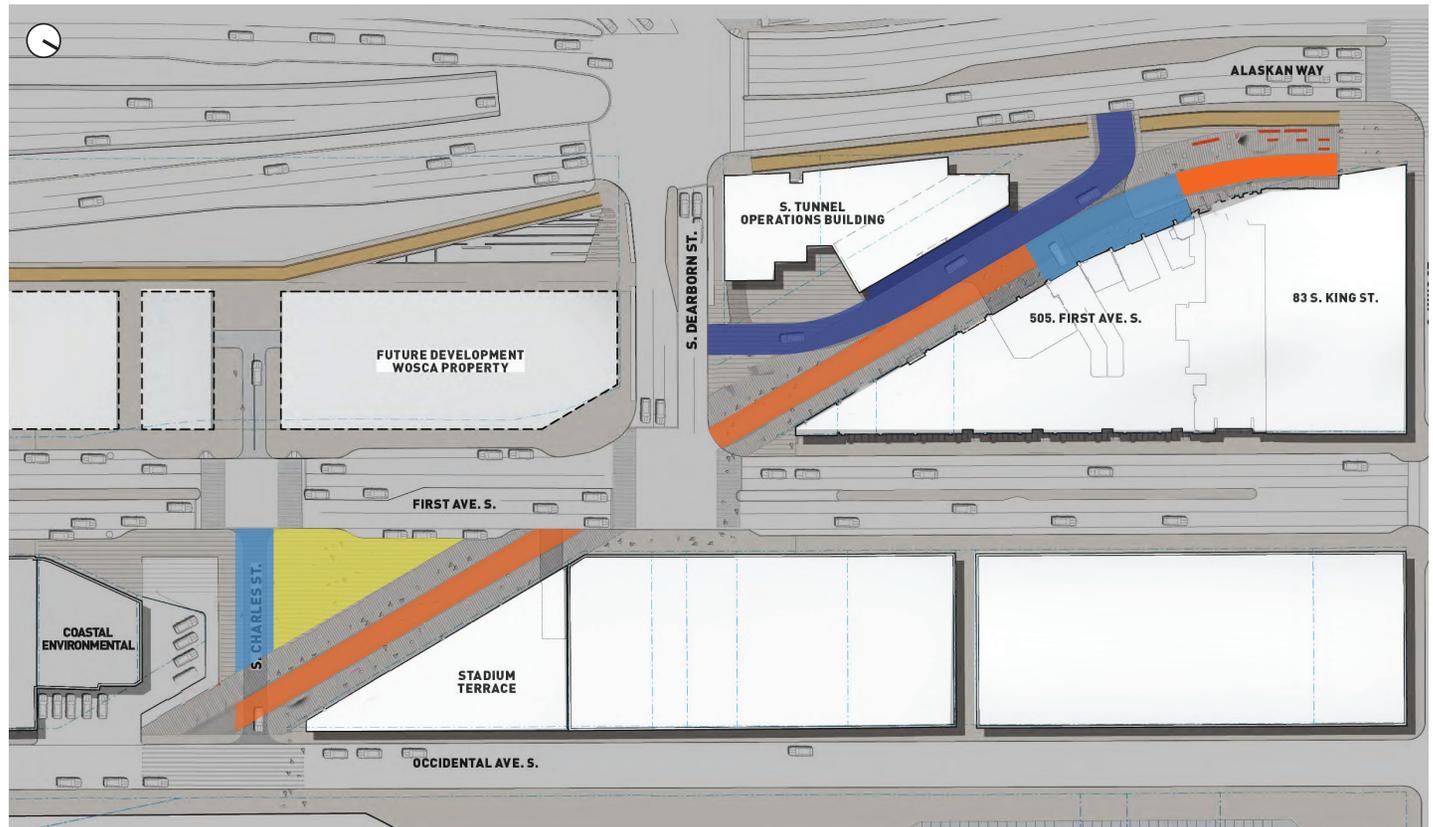
RAILROAD WAY

LIGHTING: PROGRAM REQUIREMENTS

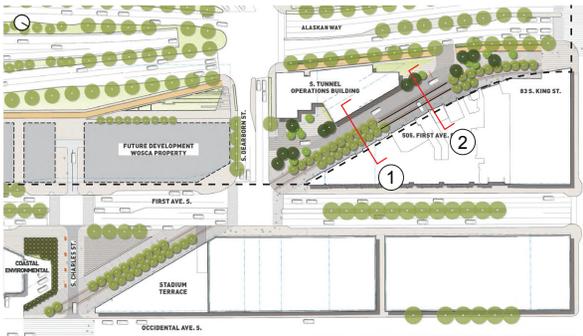
Design Criteria

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

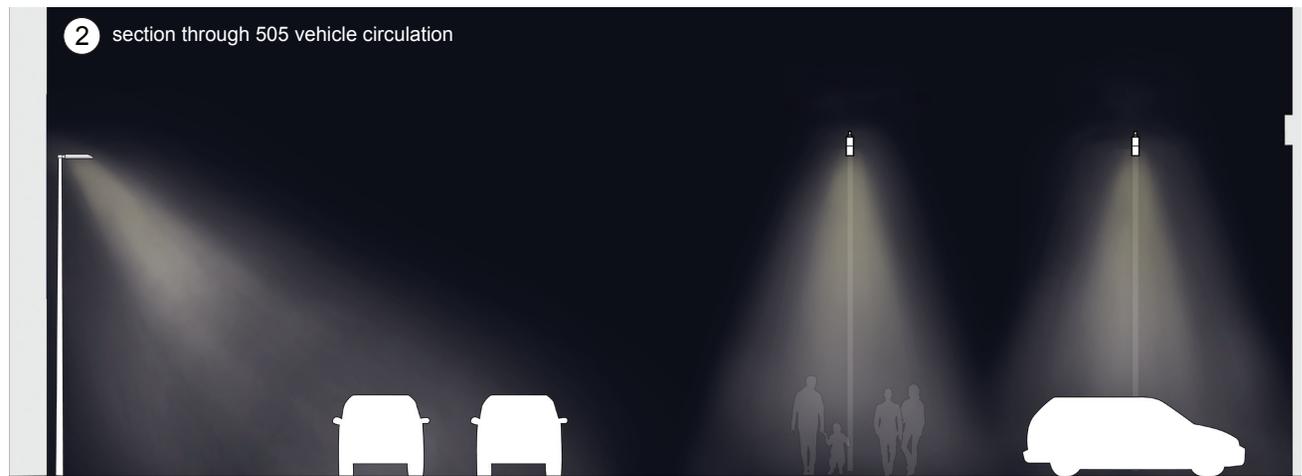


RAILROAD WAY LIGHTING: CONCEPT - WEST OF 1ST



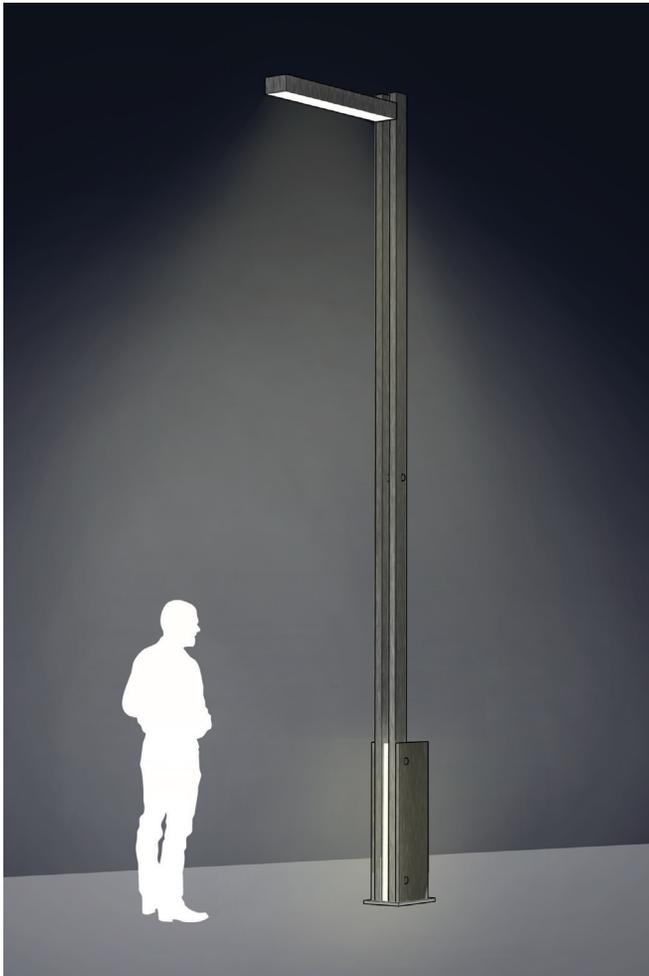
lighting challenges

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

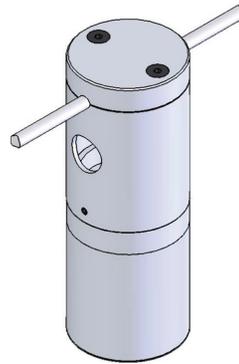


RAILROAD WAY
LIGHTING: FIXTURES - WEST OF 1ST

pedestrian pole



catenary fixture



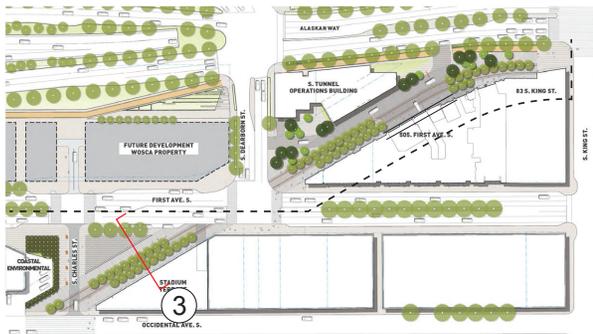
drive aisle - city standard



pole head detail



RAILROAD WAY LIGHTING: CONCEPT - EAST OF 1ST

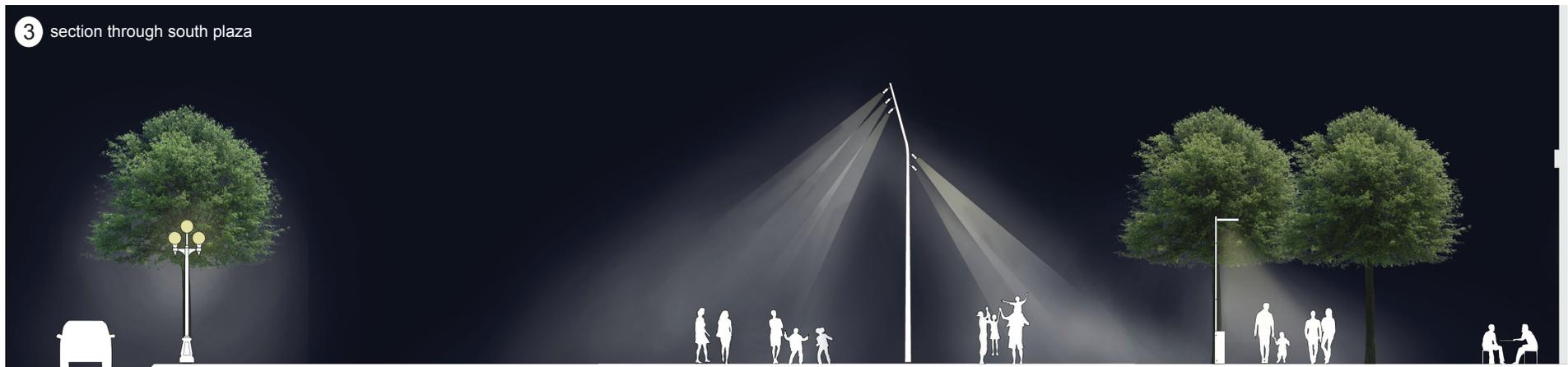


lighting challenges

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

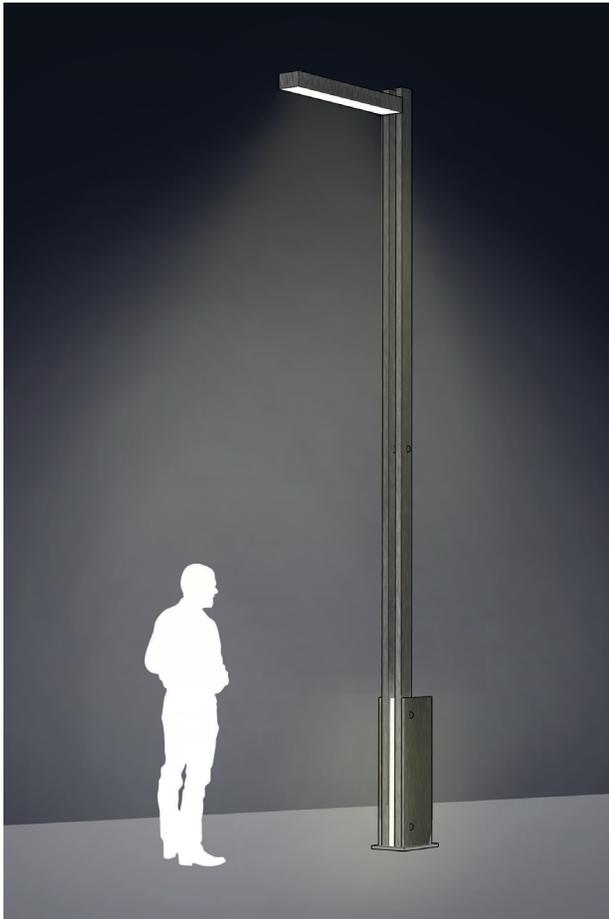


3 section through south plaza



RAILROAD WAY LIGHTING: FIXTURES - EAST OF 1ST

pedestrian pole



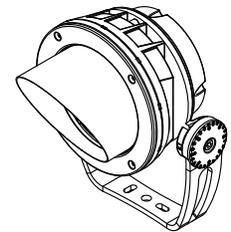
pedestrian head detail



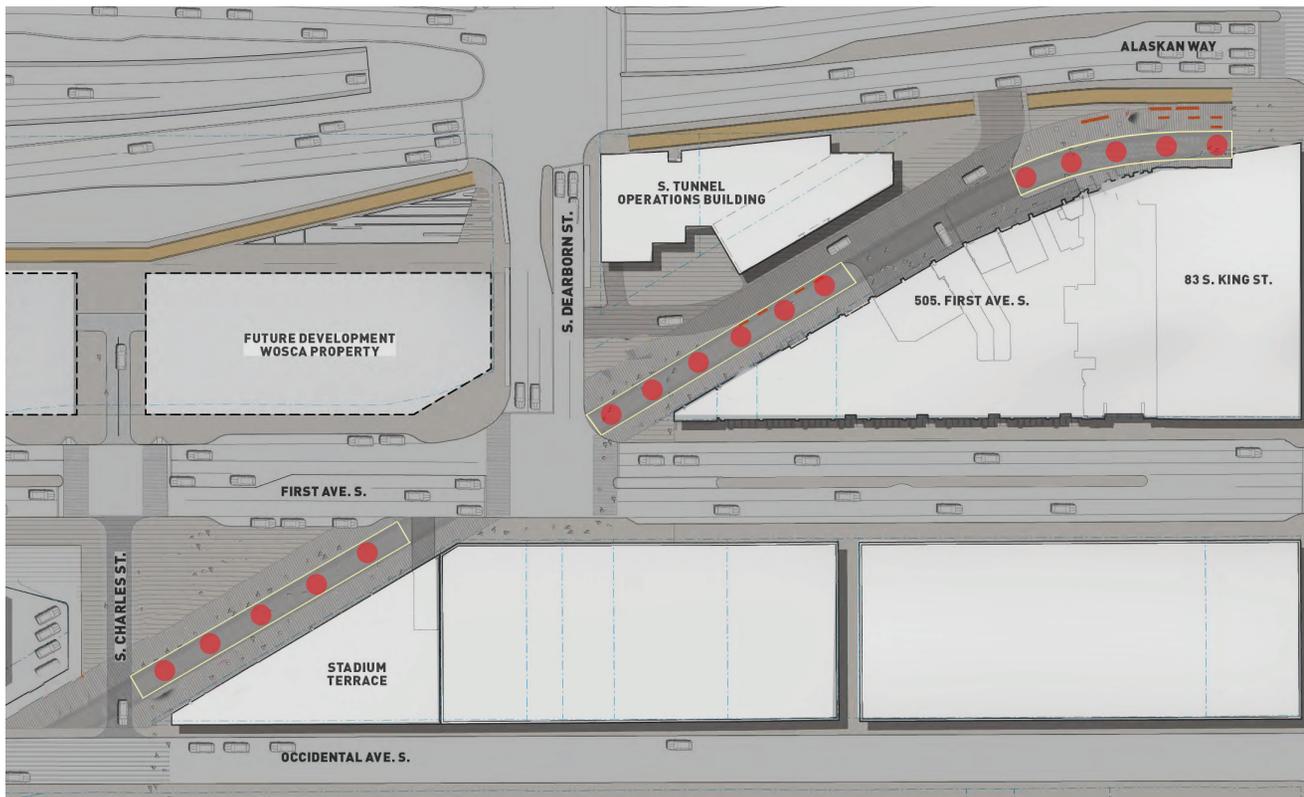
stadium plaza pole



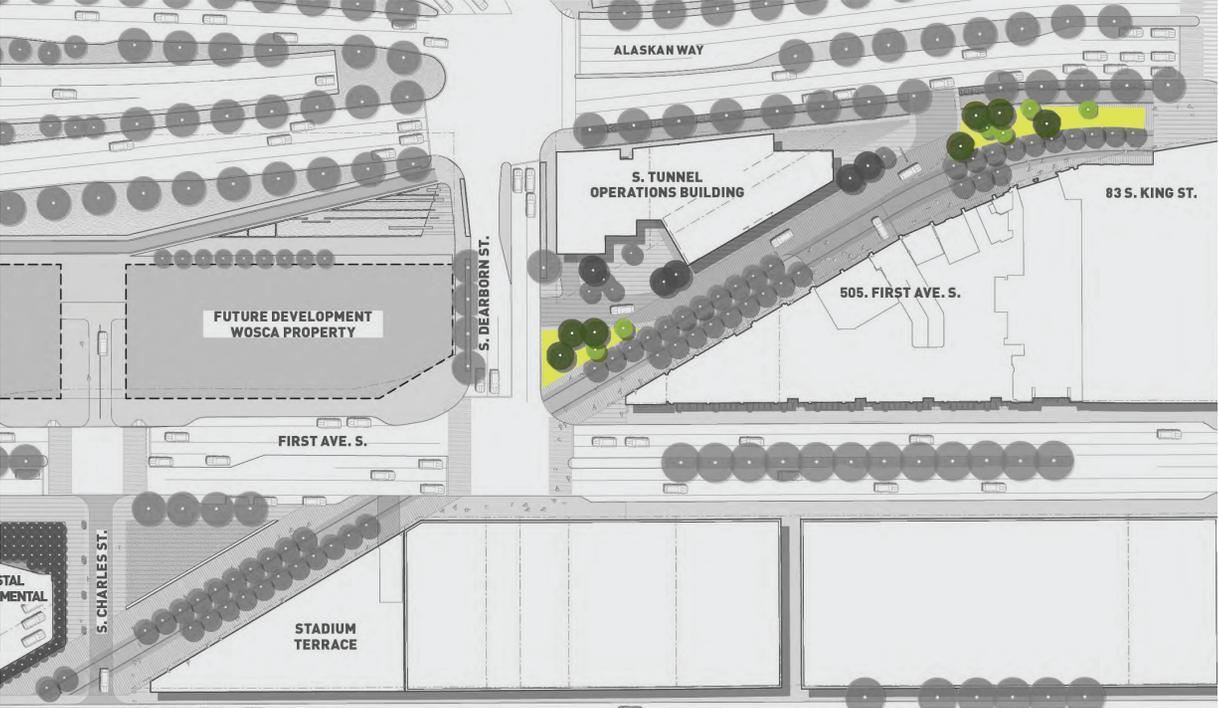
stadium plaza head detail



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.



First Avenue Office/Commercial/Light Industrial



Triangle Pub



Proposed S. Tunnel Operations Building



Parking & Loading



Proposed Stadium Terrace Commercial / Residential



Sports/Events

ADJACENT BUILDINGS

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

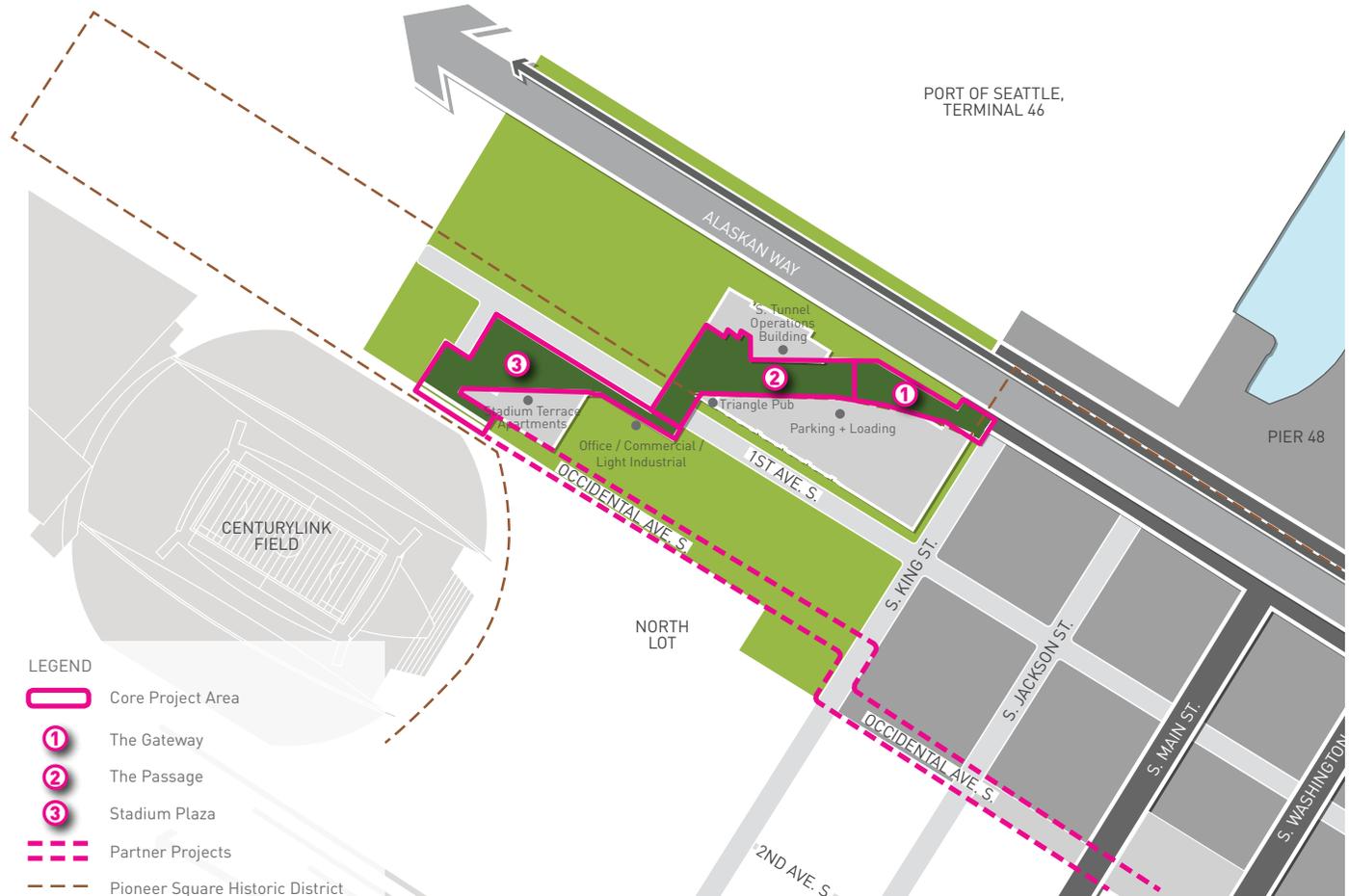
MEETINGS HELD

Stakeholders

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

Local Resources

- Seattle Parks and Recreation



LEGEND

- Core Project Area
- The Gateway
- The Passage
- Stadium Plaza
- Partner Projects
- Pioneer Square Historic District

RAILROAD WAY PROGRAM AREAS

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.



Parking + Loading



Eating + Drinking



Small Performance



Walking Tour



Public Art



Promenading



Bike Share



Walking to Game



Market

RAILROAD WAY PROGRAM IDEAS

RAILROAD WAY PROGRAM OPPORTUNITIES

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

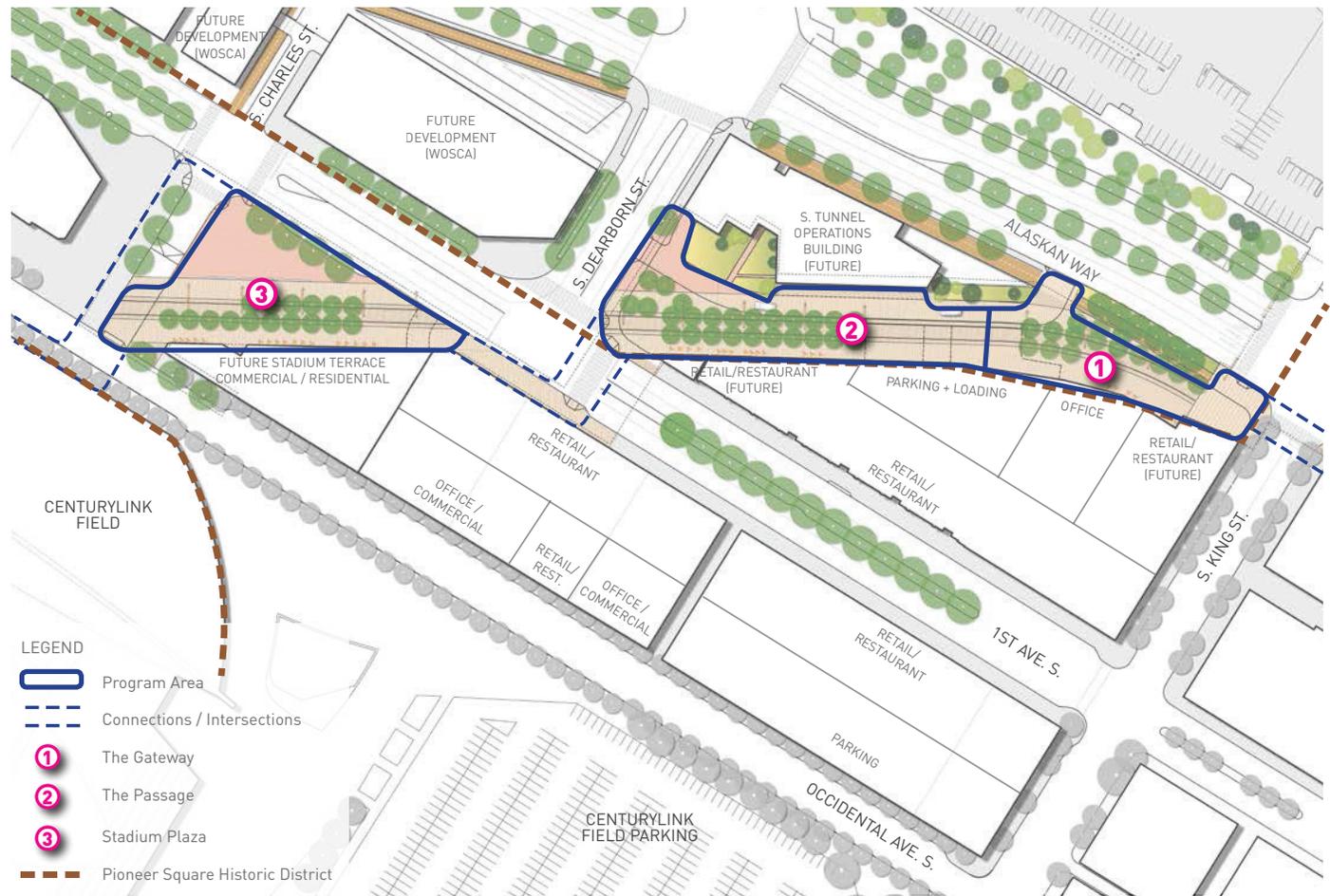
- Strolling
- Driving + Loading
- Gathering

Medium Investment

- Small Performance
- Mobile Vending

High Investment

- Kiosk (food + drink, performance)



RAILROAD WAY ILLUSTRATIVE SITE PLAN

RAILROAD WAY
THE GATEWAY



RAILROAD WAY
THE PASSAGE



RAILROAD WAY
THE PASSAGE



RAILROAD WAY
STADIUM PLAZA

