

Waterfront Park Cultural Wayfinding

Pioneer Square Preservation Board Review
Certificate of Approval Presentation



Pier 62



WATERFRONT
PARK

WATERFRONT
PARK



Interpretive Goals & Methods

Goals

- Connect visitors to Seattle’s evolving waterfront through the perspectives of the people who shaped it.
- Create moments of discovery and connection that pique interest and encourage exploration.
- Allow for the addition of new voices and new stories over time.
- Convey the spirit of the place in new and surprising ways.

Mandates

- Convey the stories of every community that shaped the waterfront.
- Feature the stories of the tribes who first inhabited the waterfront for many generations.
- Meet section 106 requirements.
- Be accessible to all visitors.

Challenges include:

- Limited budget
- Limited space
- Varied audience
- Varied routes

In response to this, interpretation is designed to be concise but compelling.

Storytelling methods include:

Reading rails with a variety of short snippets about places of the waterfront, including many quotes.

Lists of commodities and people that have moved in and out of the port
Tactile maps and contours etched into the landscape that show the changing shape of the waterfront.

Working Group Six 90min Meetings Overview

Sep. 21, 2021

—

Kickoff Meeting

Project Intro and Content Development Overview and discussing Cultural Wayfinding Working Group Involvement.

Nov. 18, 2021

—

Working Session

Brainstorm content possibilities under themes of Gathering and Shaping.

Jan. 27, 2022

—

Working Session

Brainstorm content possibilities under themes of Working Waterfront and In & Out.

March 23, 2022

—

Working Session

Content refinement across all themes.

June 1, 2022

—

Summary Meeting

Preliminary design review of content applied to specific sign types and locations.

Sep. 29, 2022

—

Wrap Up Meeting

Final design review.

Waterfront Main Corridor Interpretive Storytelling

Advisory Group



Diane Sugimura



Marilyn Wandrey



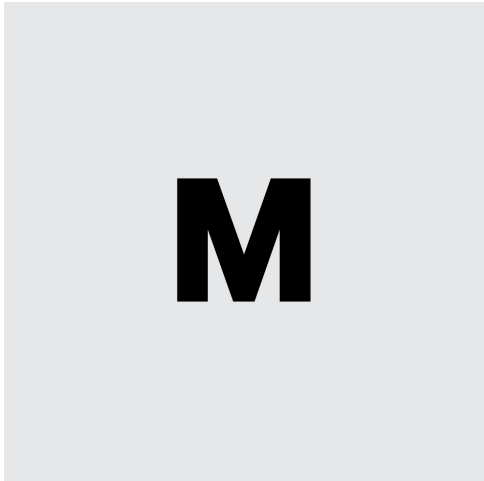
Willard Bill Jr.

Content Research & Development



Valerie Segrest

Communication Designers



Studio Matthews

Client



Office of the Waterfront



Chieko Phillips



Leonard Garfield



Jennifer Ott

Landscape Architects



JCFO Landscape Architects

Snapshot of Signage in Pioneer Square District



Freestanding Display
Type F—Qty 1



South End Fence Display
Type G—Qty 1



Small Handrail Panel
Type HS—Qty 1



Large Handrail Panel
Type HL—Qty 4 Panels (2 stories)



Tri-Arm Display
Type E—Qty 1



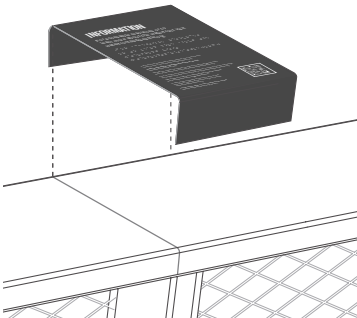
Welcome Gate Panel
Type N—Qty 2



Park Rules Monument
Type J—Qty 4



Park Rules Tree Guard Panel
Type K—Qty 4



ADA Info Handrail Panel
Type M—Qty 1

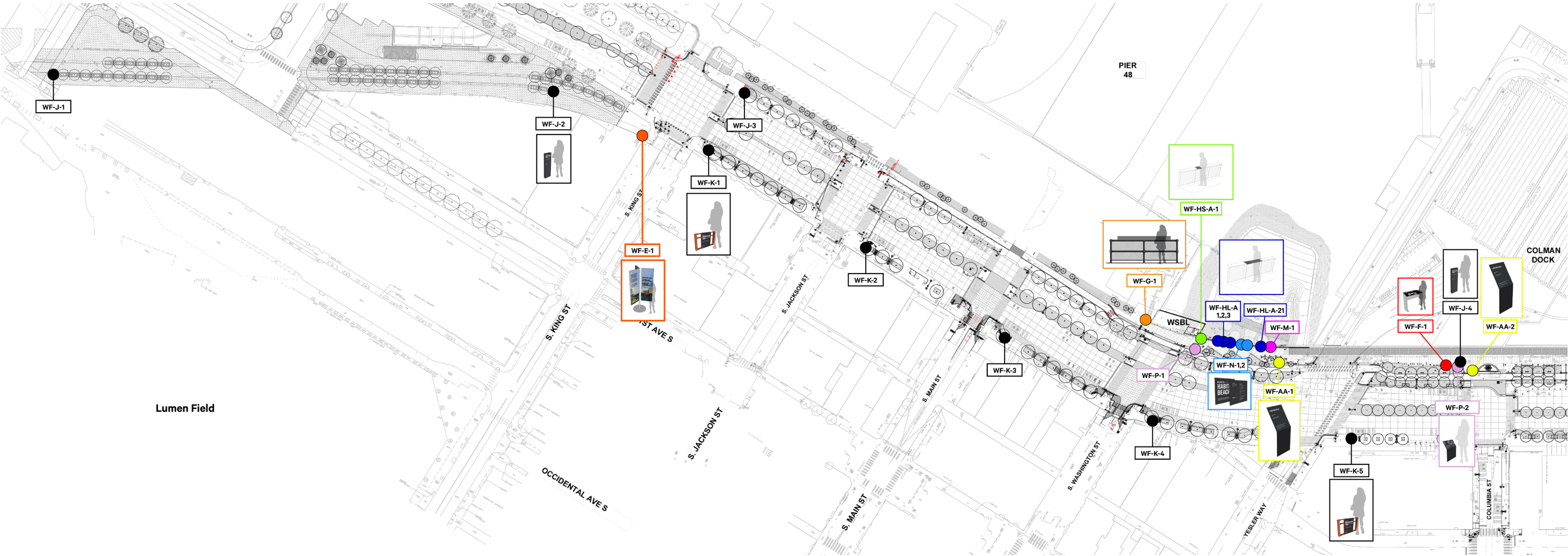


Planter Panel
Type P—Qty 2



Artist Credit Panel
Type A—Qty 2

Signage Plan in the Pioneer Square District



To create a cohesive intentional design approach the Interpretive Wayfinding signs physically integrate with or respond to the architecture.

The signage elements are etched, wrapped or attached directly to furnishing elements as much as possible in an effort to avoid adding physical or visual clutter to the landscape.

Park Rules Monument

Type J—Qty 4



Monument Dimensions = 14 inches x 4 feet

Park Rules Monument

Type J—Qty 4

WELCOME TO

WATERFRONT

PARK

Waterfront Park is a public park owned by the City of Seattle. Parks rules are enforceable per Seattle Municipal Code.

For information about events and activities:
waterfrontparkseattle.org

For Park Operations and Maintenance:
waterfrontpark@seattle.gov



Top View

INFORMATION

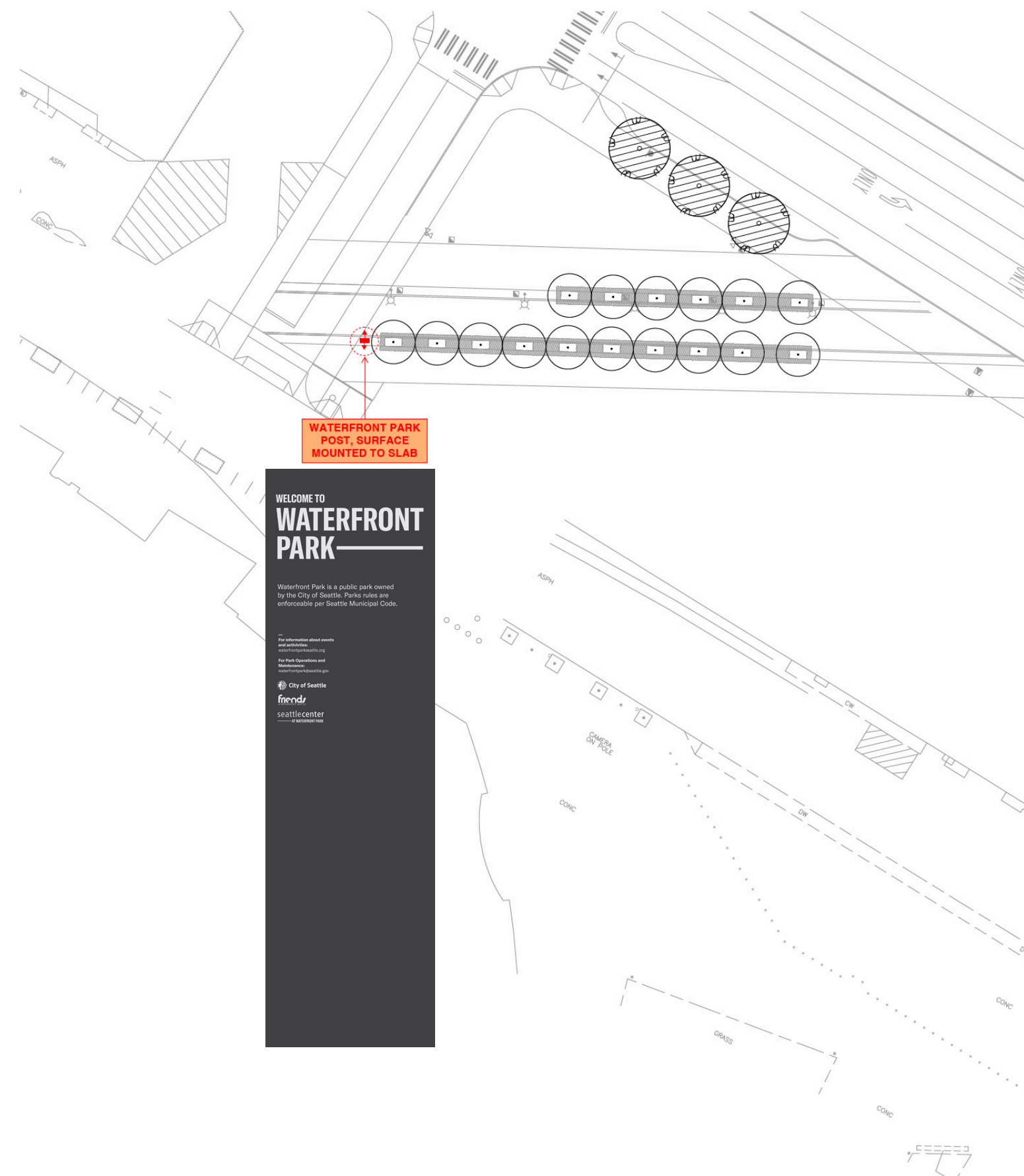
For accessible resources or to learn more about the waterfront visit
waterfrontparkseattle.org

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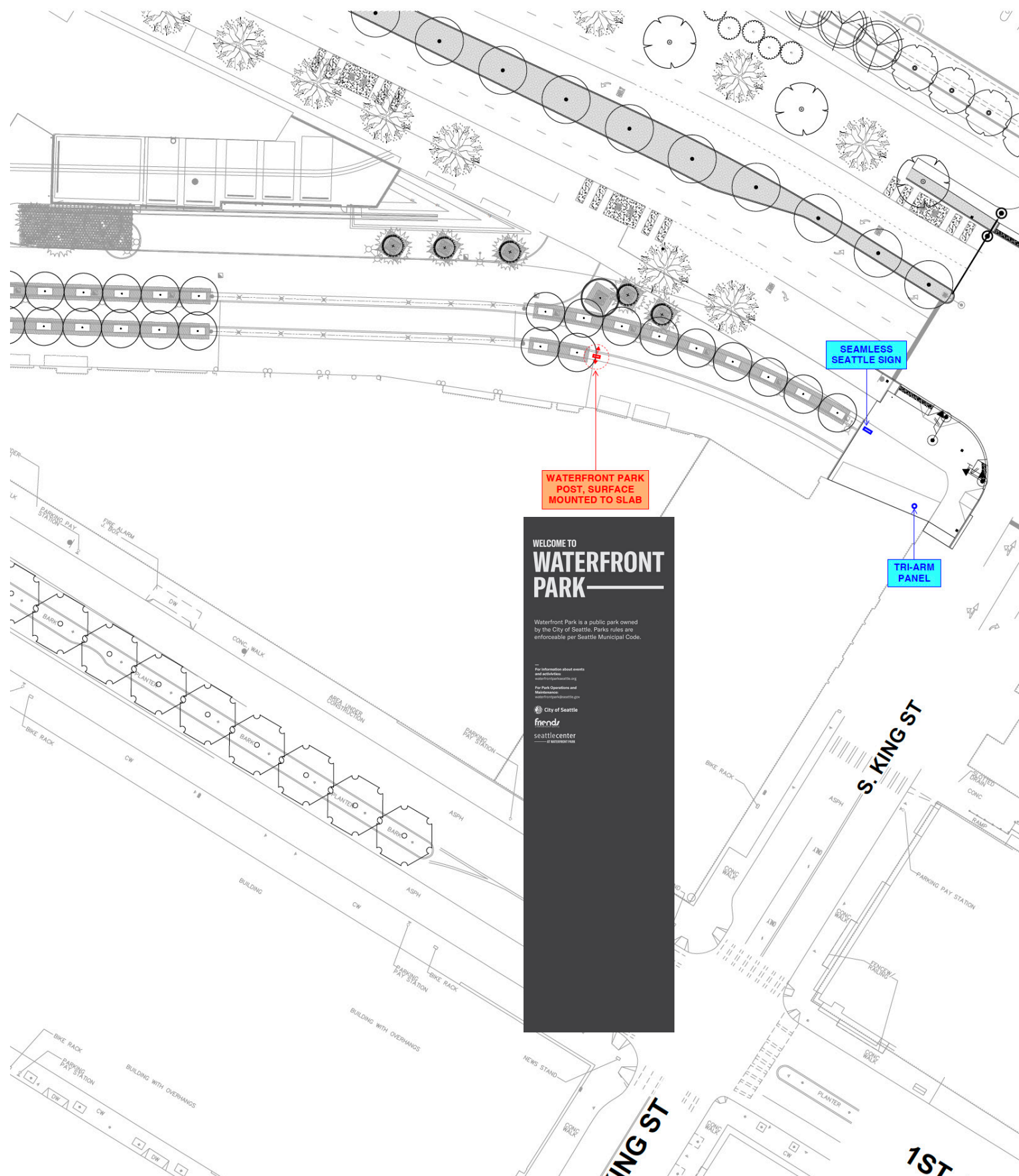


Monument Dimensions = 14 inches × 4 feet

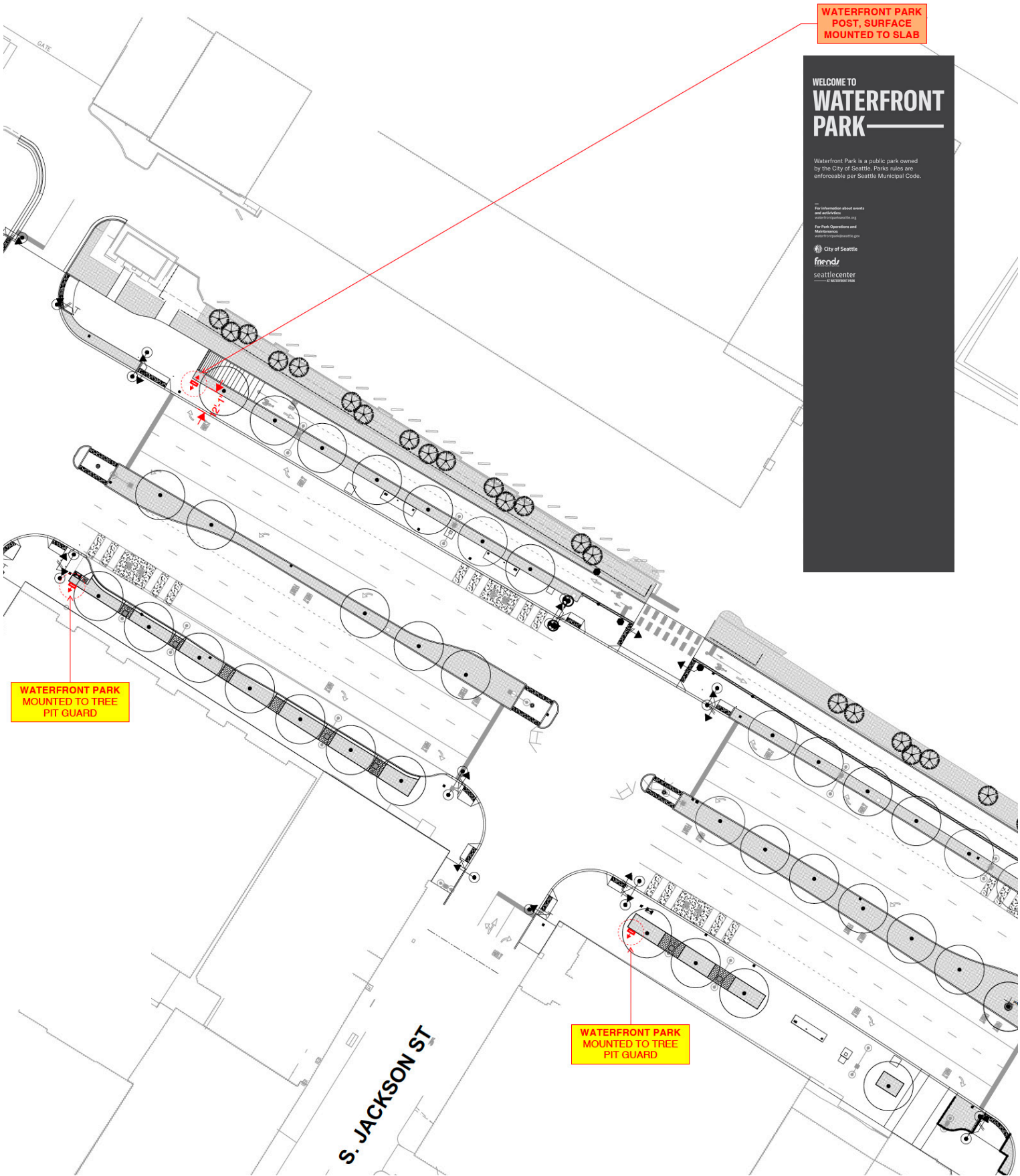
Park Rules Monument Railroad Way 1



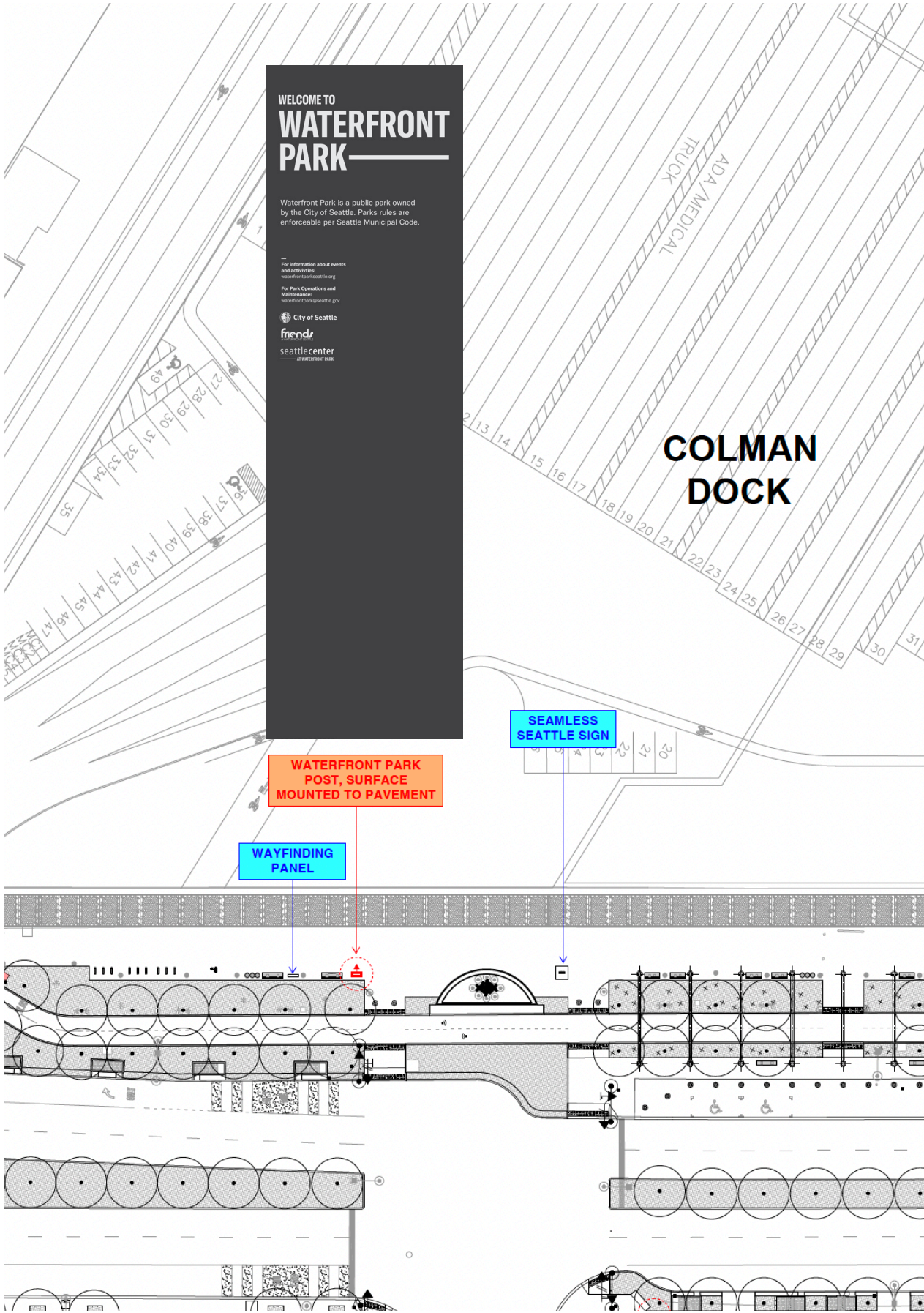
Park Rules Monument Railroad Way 2



Park Rules Monument West Side of King St. 3



Park Rules Monument West Side of Columbia St. 4



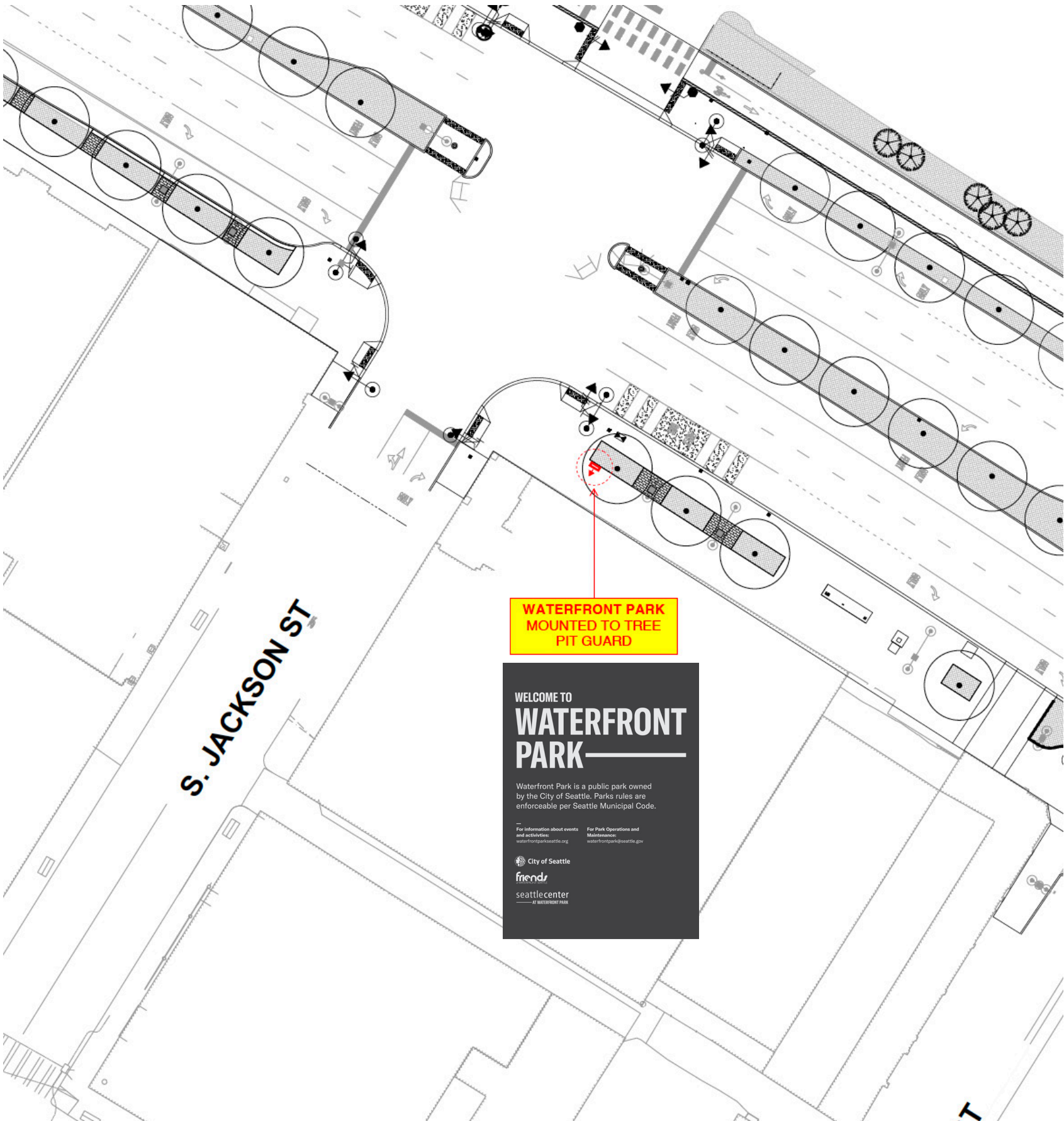
Park Rules Tree Guard Panel

Type K—Qty 5

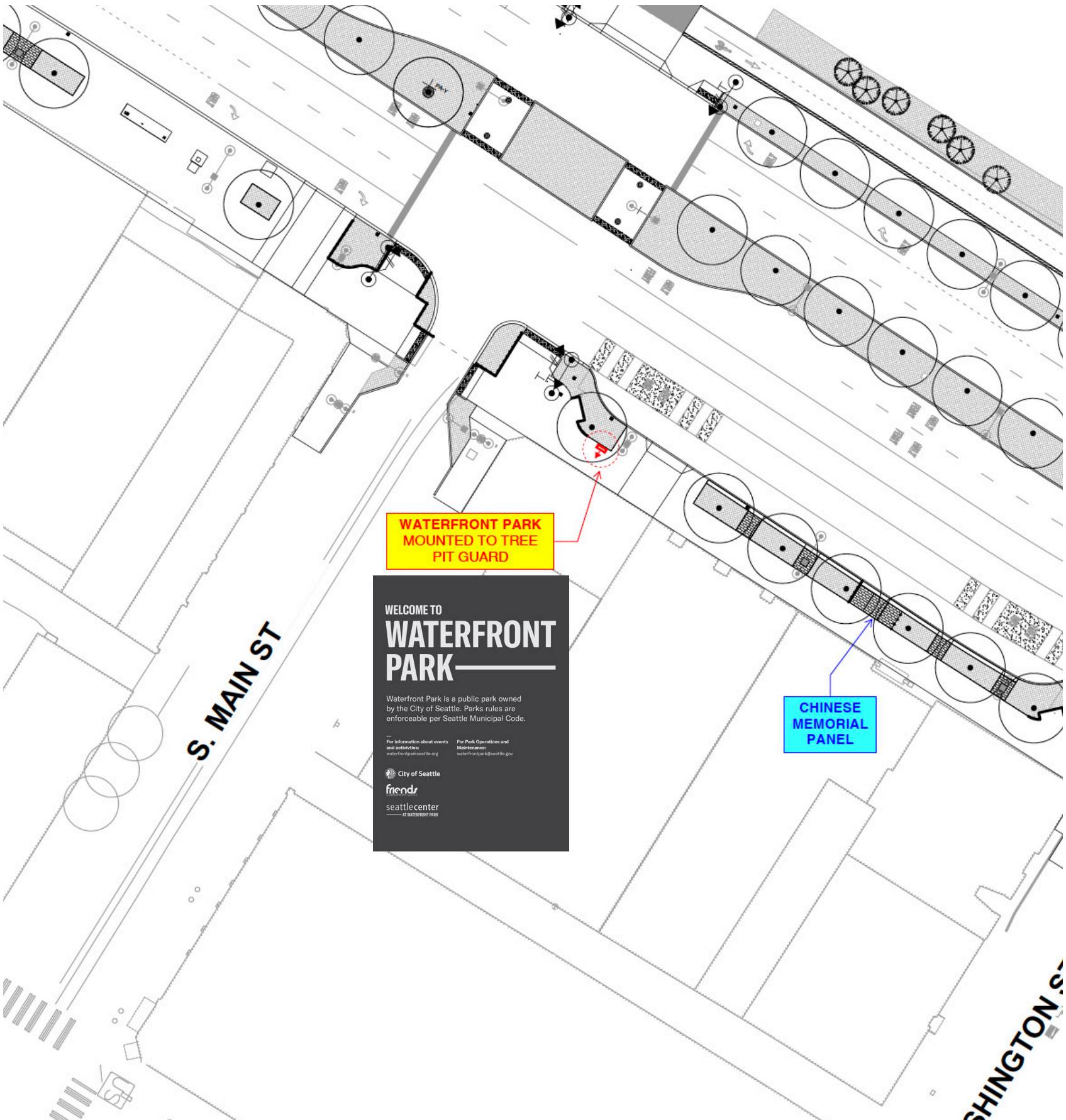


Panel Dimensions = 12.5 × 15.5 inches

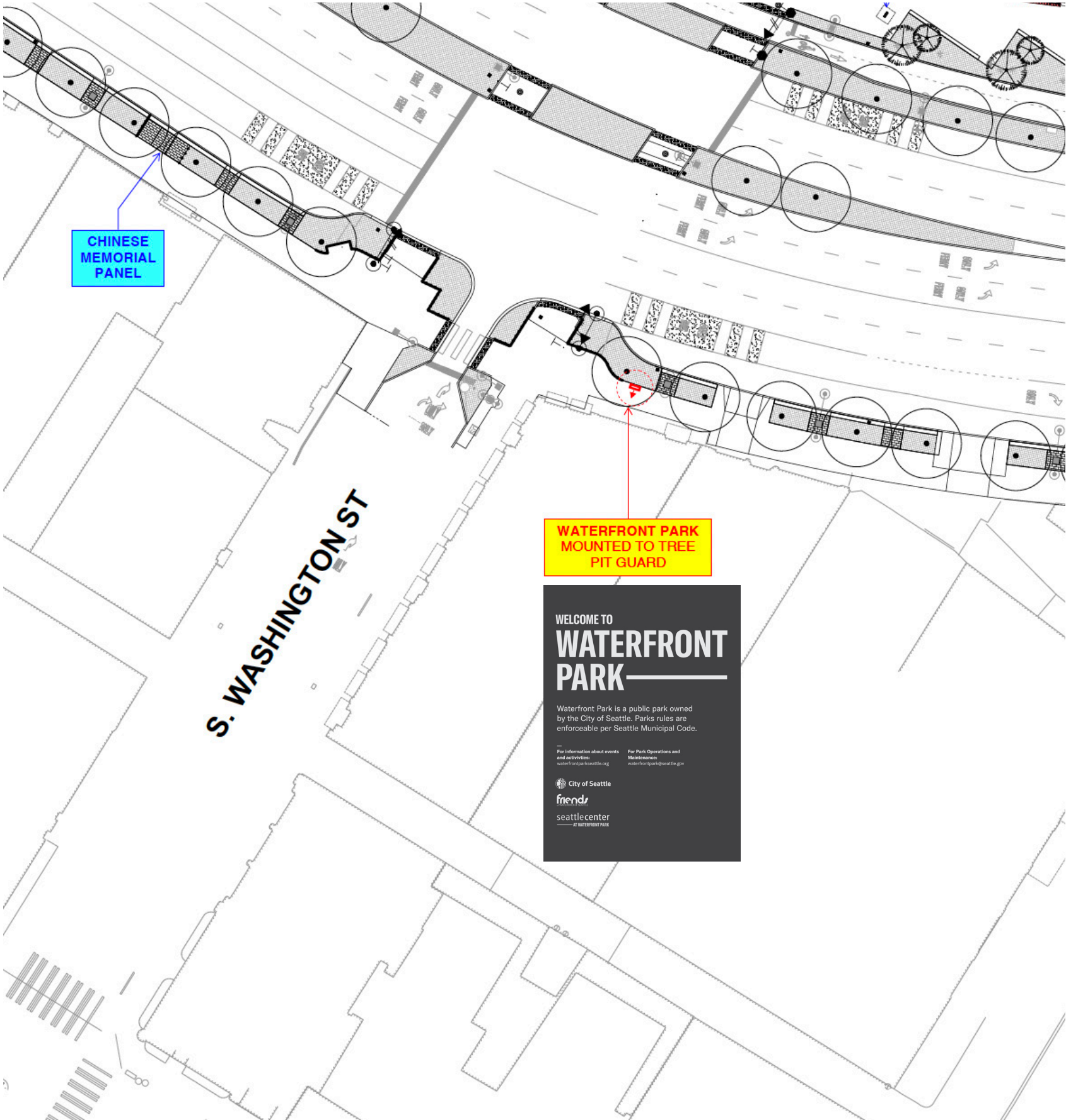
Park Rules Tree Guard Panel East Side of Jackson St.



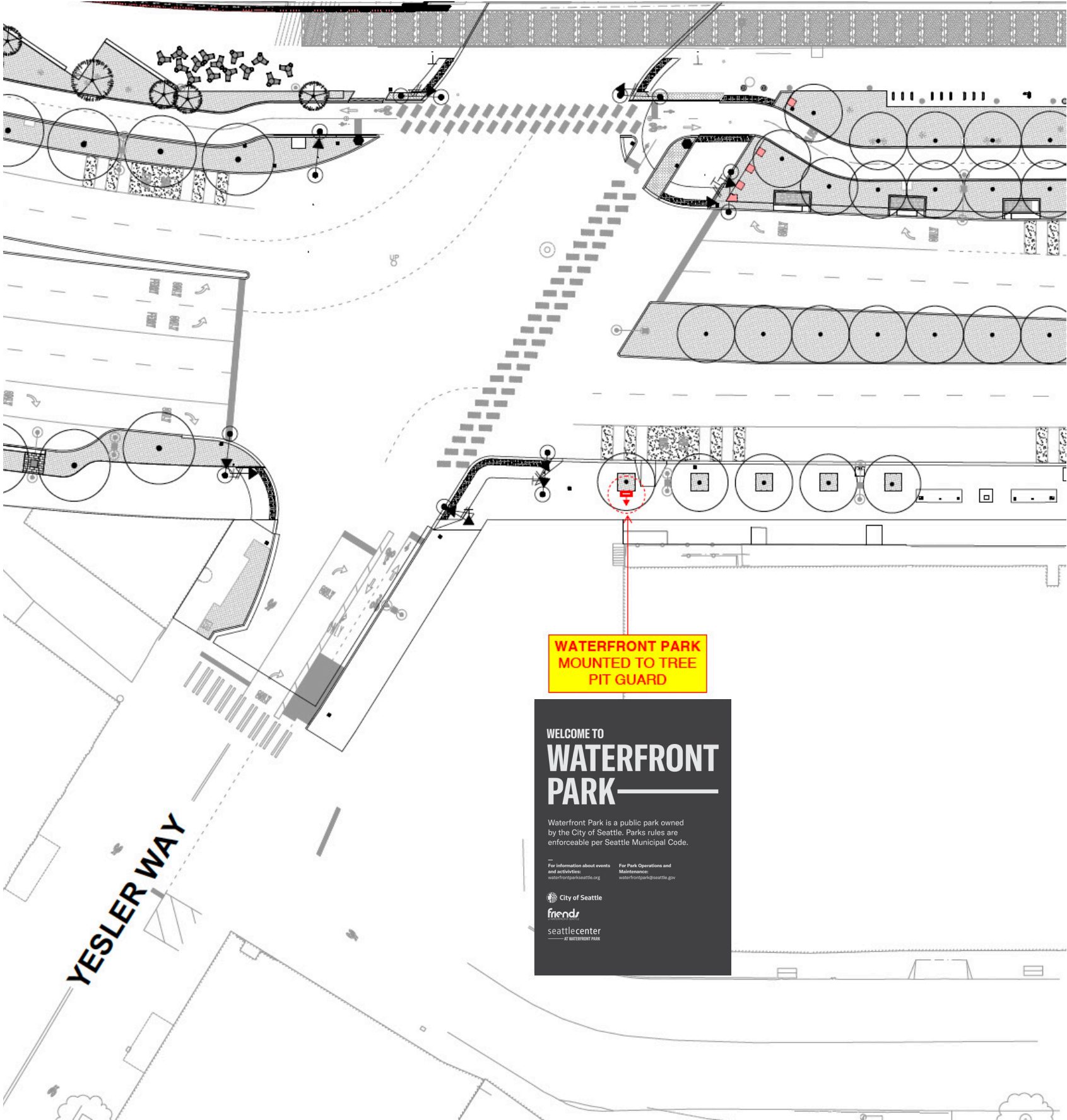
Park Rules Tree Guard Panel East Side of Main St.



Park Rules Tree Guard Panel East Side of Washington St.

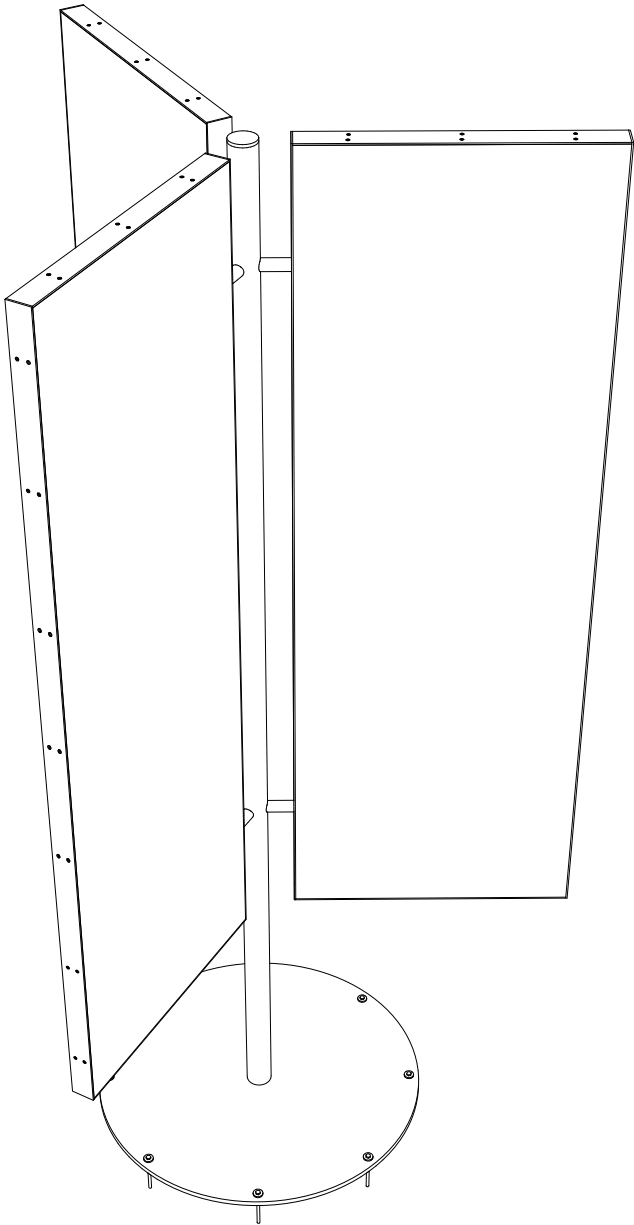


Park Rules Tree Guard Panel East Side of Yesler Way

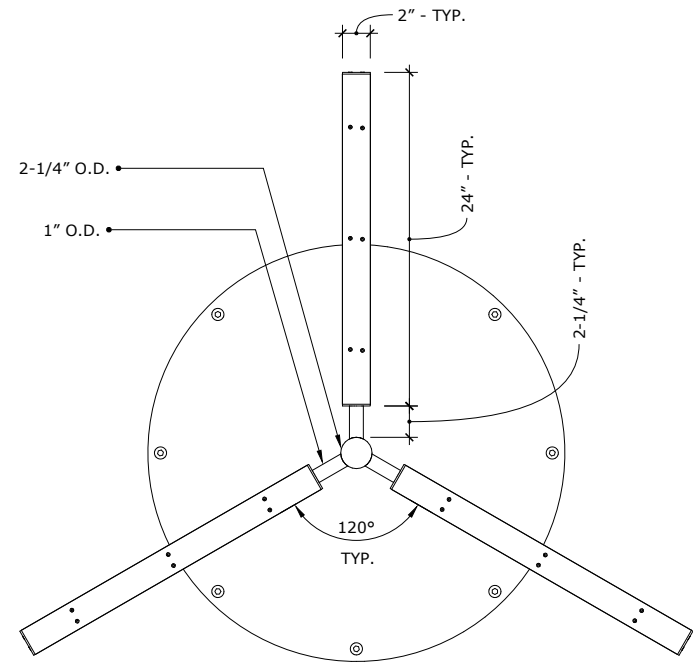


Tri-Arm Display

Type E—Qty 1

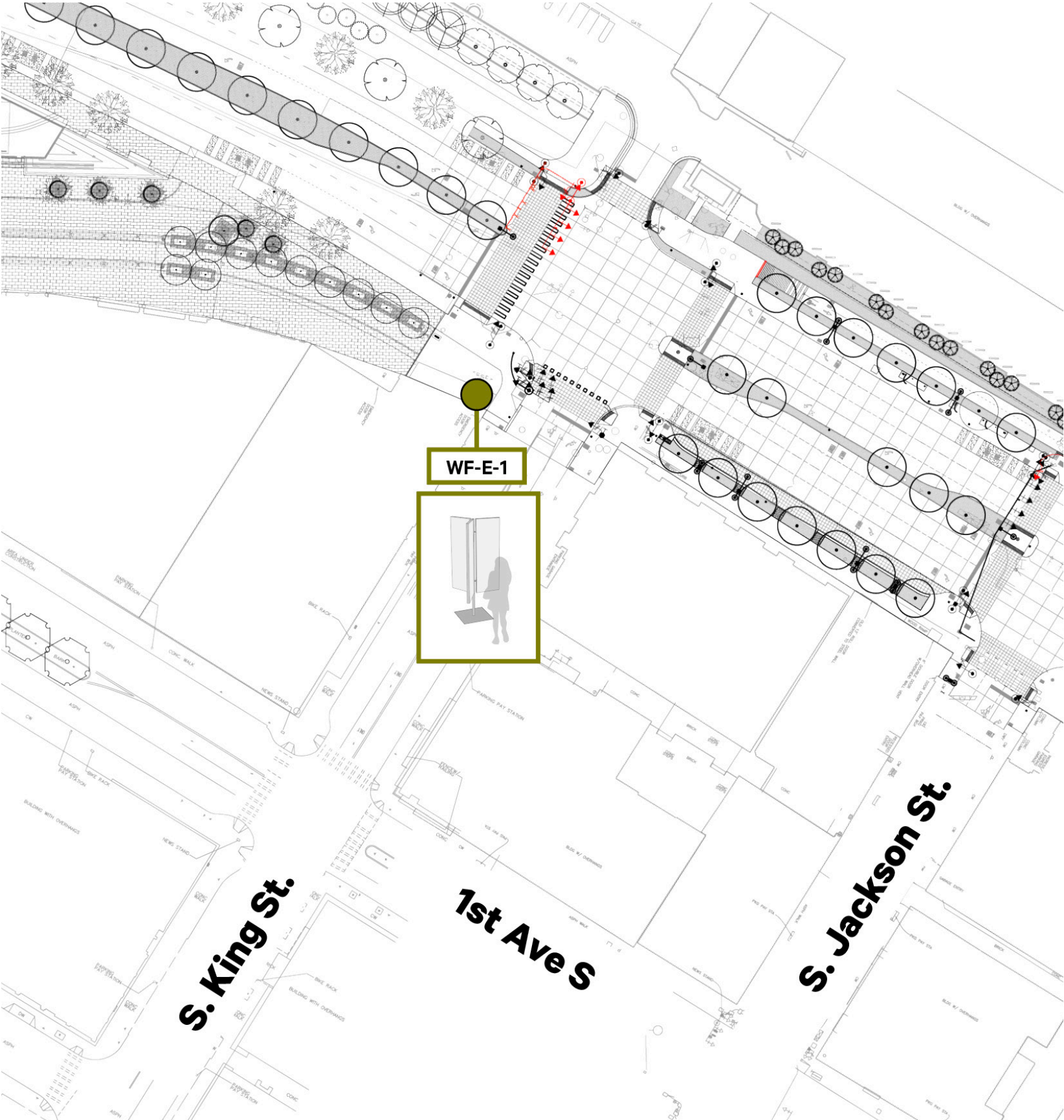


Top View



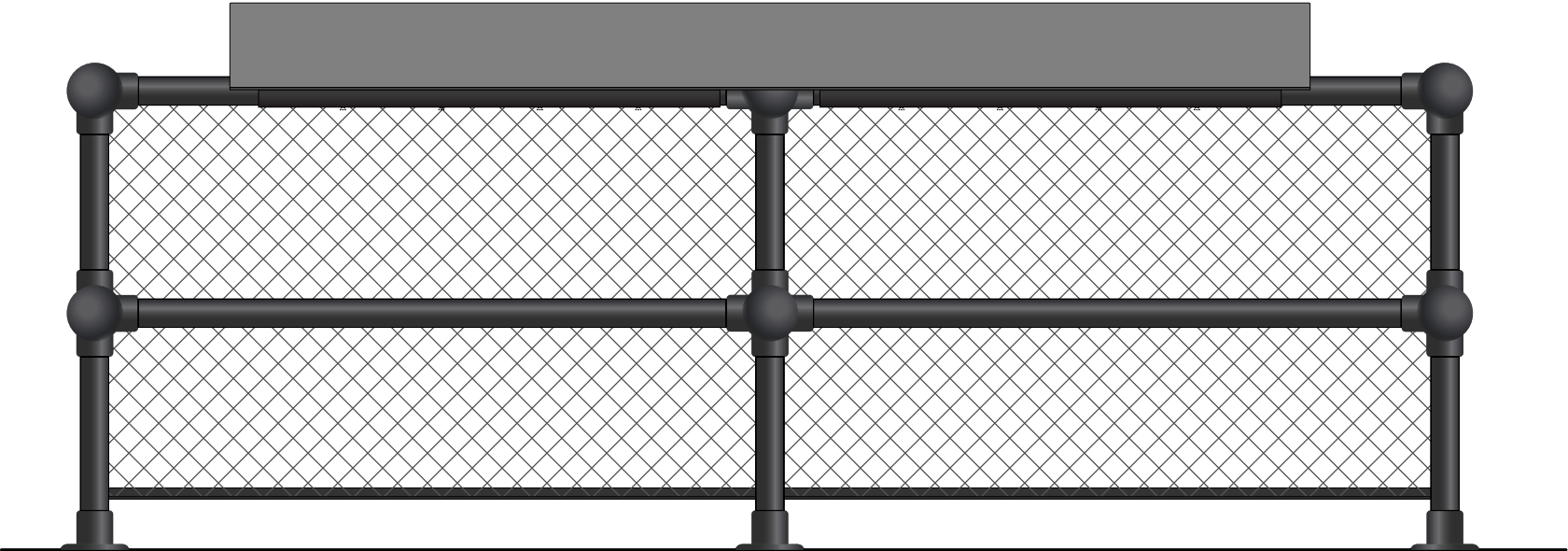
Graphic Panel Dimensions = 2 × 6 feet

Tri-Arm Display East Side of King St.



South End Fence Display

Type G—Qty 1



Panel Dimensions = 15 inches × 8 feet

South End Fence Display South of the Washington St. Boat Landing

WHO BELONGS HERE?

LABOR, IMMIGRATION, AND EXCLUSION ON THE WATERFRONT

For a century, Seattle's waterfront was a place where people came to work, trade, and start a new life. Native people were here from the beginning. And starting in the mid-19th century, immigrants arrived from China, Scandinavia, the Philippines, Japan, Russia, and other points worldwide. But not everyone was able to decide for themselves whether they would stay in Seattle. Some people were forced out by mob violence and racist laws. For them, the waterfront was also their point of departure.



SEATTLE'S FIRST WORKFORCE

Seattle's early economy was fueled by the labor of Native Americans. Local Native people worked in Henry Foster's sawmill, caught and preserved fish for sale, and farmed crops, berries, and root by canoe. Later, Coast Salish people, along with indigenous people from British Columbia and Alaska, came to Seattle to do business and find work. A local trap boom between the 1860s and 1880s was only possible because Native people provided a steady supply of labor. Over decades, Seattle became the city it is thanks in part to Native and immigrant labor.

FROM ASIA TO AMERICA

Seattle was a gateway to opportunity and the promise of a better life for people from the Asia Pacific region. The Chinese were the first to come, drawn by news of a nearby gold mine and jobs in railroad construction, logging, and canning. Japanese immigrants made up a second wave some years later, and Filipino followed in the early 20th century. Often doing hard work in harsh and abusive conditions, all of these immigrants were vital to Seattle's burgeoning economy and helped create its rich, diverse culture.

PUGET SOUND ARGUS.

A proposition in opposition to Senator Mitchell's views, is suggested by the Seattle "Argus" to send the vast "Indian or Alaska" to send would be very much more at all. Should they be becoming more useful to white people every year; and now that canneries are consuming these Indians can be of great use.

BLOODSHED AT SEATTLE. THE ANTI-CHINESE MOB SUPPRESSED BY THE MILITIA.

CYCLES OF EXPLOITING AND EXCLUDING

In 1885, a city ordinance called for the expulsion of Native Americans, even as local industries continued to hire them. Native people were eventually allowed to live only on so-called Indian Island, a rock pile in the bay at the foot of Washington Street. They were eventually forced from there as well. In the following decades, widespread anti-Asian sentiment increased and led to the expulsion of Chinese workers by both law and mob violence in the 1880s. Housing and employment discrimination, and the expulsion and incarceration of Japanese Americans during World War II.

ORDINANCE NO. 10000 An Ordinance for the Removal of Indians Passed February 7th 1885

§ 1. It is ordained by the Board of Aldermen of the Town of Seattle, That no white or Indian shall be permitted to reside in the town of Seattle, from a point known as the "Point of View" to the south side of the town, and no person having in their possession any Indian or Indian woman, shall be permitted to reside in the town of Seattle, from a point known as the "Point of View" to the south side of the town.

"When we got into Seattle, the train was waiting for us on Alaskan Way and on the overhead viaduct, people were lined up watching us, all kinds of people, and curiosity, friends, whatever. Some of them probably glad to see us leave, but yeah, it was a very trying time."

SHANE BARAKO ON BOARD IT WAS LIKE TO WALK FROM COLEMAN DOCK TO THE TRAIN, WITH PEOPLE ON THE WATERFRONT OVERSEAS WATCHING THEM.

INSTRUCTIONS TO ALL JAPANESE LIVING ON RAINEBROOK ISLAND



1885

City of Seattle Ordinance No. 10000 prohibits Native people from living within the city limits unless employed by a white resident.

1886

Petition signed by white Seattle residents to block a new Chinese labor law as presented in the Treaty of Point Elliott.

1887

Chinese Exclusion Act bans immigration of Chinese laborers.

1888

Seattle mob beats Chinese abroad a waiting Chinese laborer.

1890s

Oregon Agreement Company's white employees were over Robert Kinkaid.

1907

Asian Labor Law bans Japanese and other Asian immigrants from working land.

1924

Immigration Act of 1924 essentially ends all immigration from Japan and Asia.

1942

War Relocation Authority Order No. 1001, 1002 prohibits Japanese Americans from the West Coast, sent to internment camps.

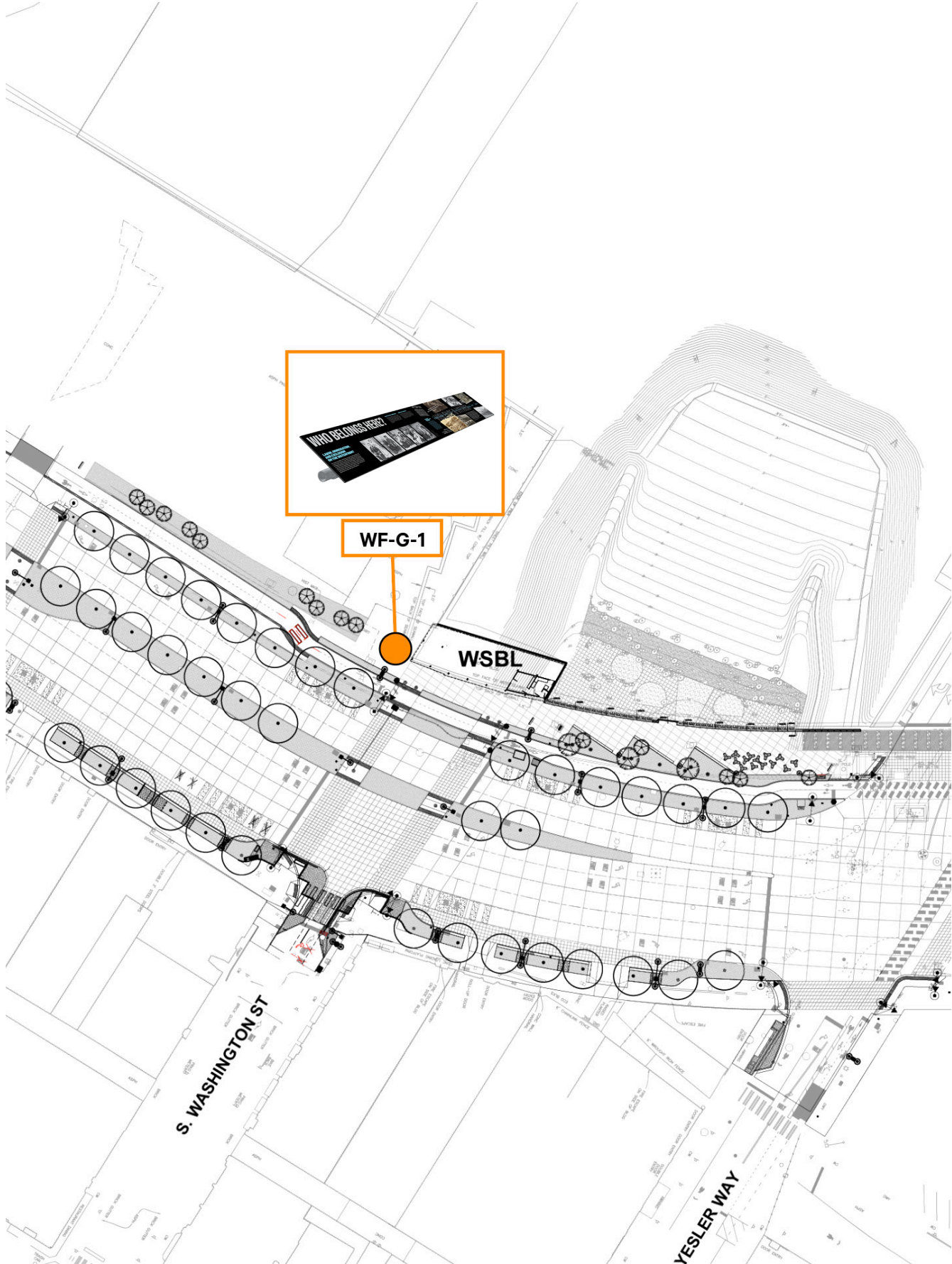
1942

The Chinese Exclusion Repeal Act permits Chinese immigration for the first time since 1882.

1988

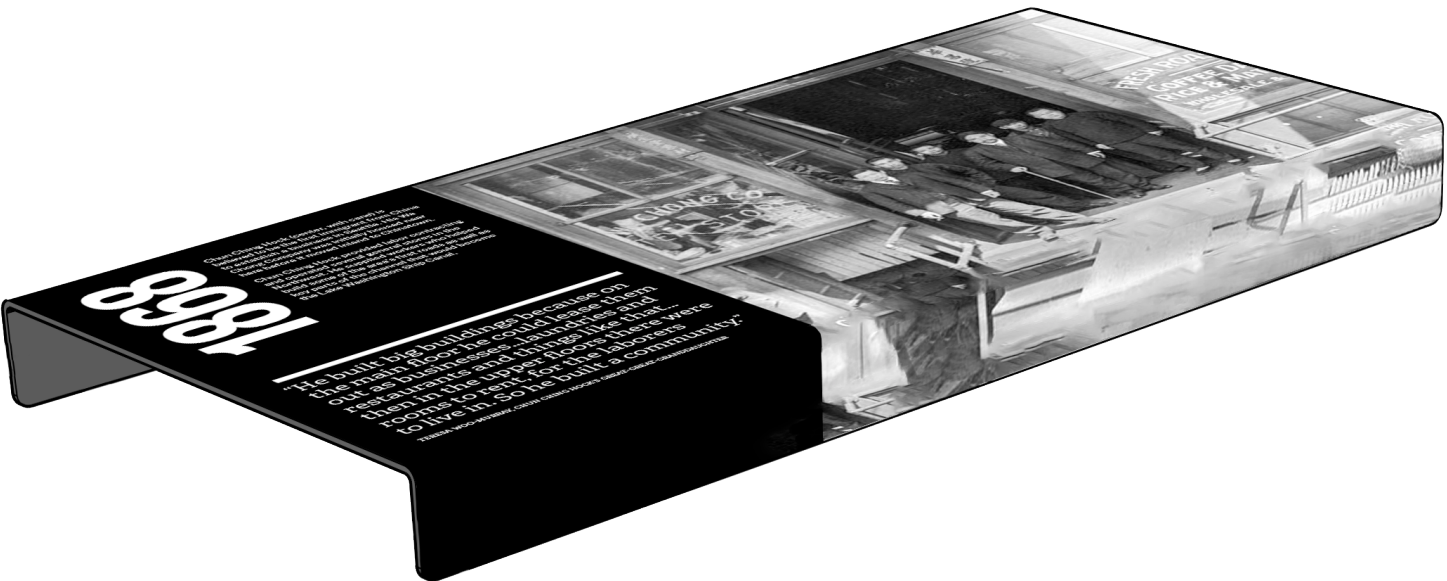
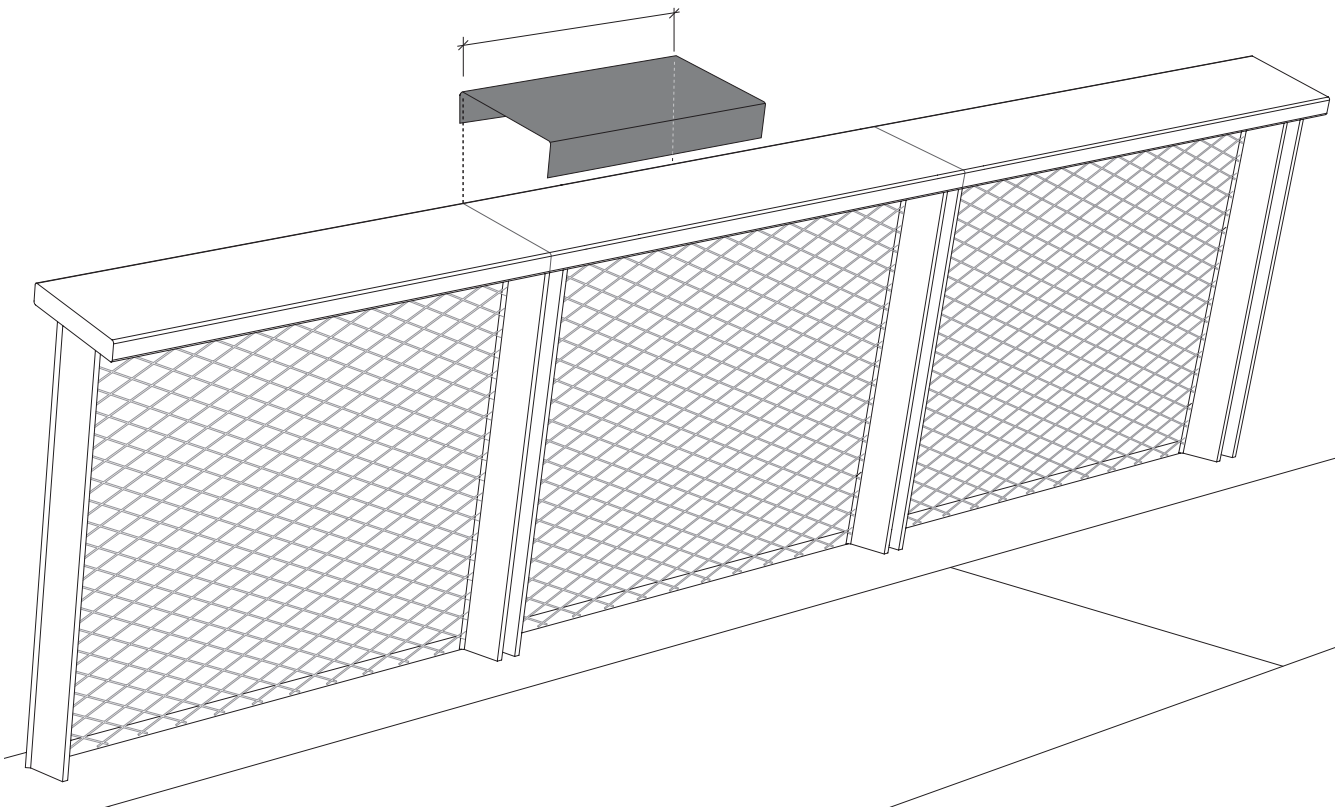
The Immigration and Nationality Act of 1986 takes effect, ending what is called an anti-Chinese exclusion law.

South End Fence Display South of the Washington St. Boat Landing



Small Handrail Panel

Type HS—Qty 1



Panel Dimensions = 11 × 24 inches

Small Handrail Panel South end of Pioneer Square Habitat Beach Railing

1868

Chun Ching Hock (center, with cane, in photo) is believed to be the first immigrant from China to establish a business in Seattle. His Wa Chong Company was initially housed near here before it moved inland to Chinatown.

Chun Ching Hock provided labor contracting and operated several general stores in the Northwest. He supplied workers who helped build some of the area's first roads as well as key parts of the channel that would become the Lake Washington Ship Canal.

“He built big buildings because on the main floor he could lease them out as businesses...laundries and restaurants and things like that... then in the upper floors there were rooms to rent, for the laborers to live in. So he built a community.”

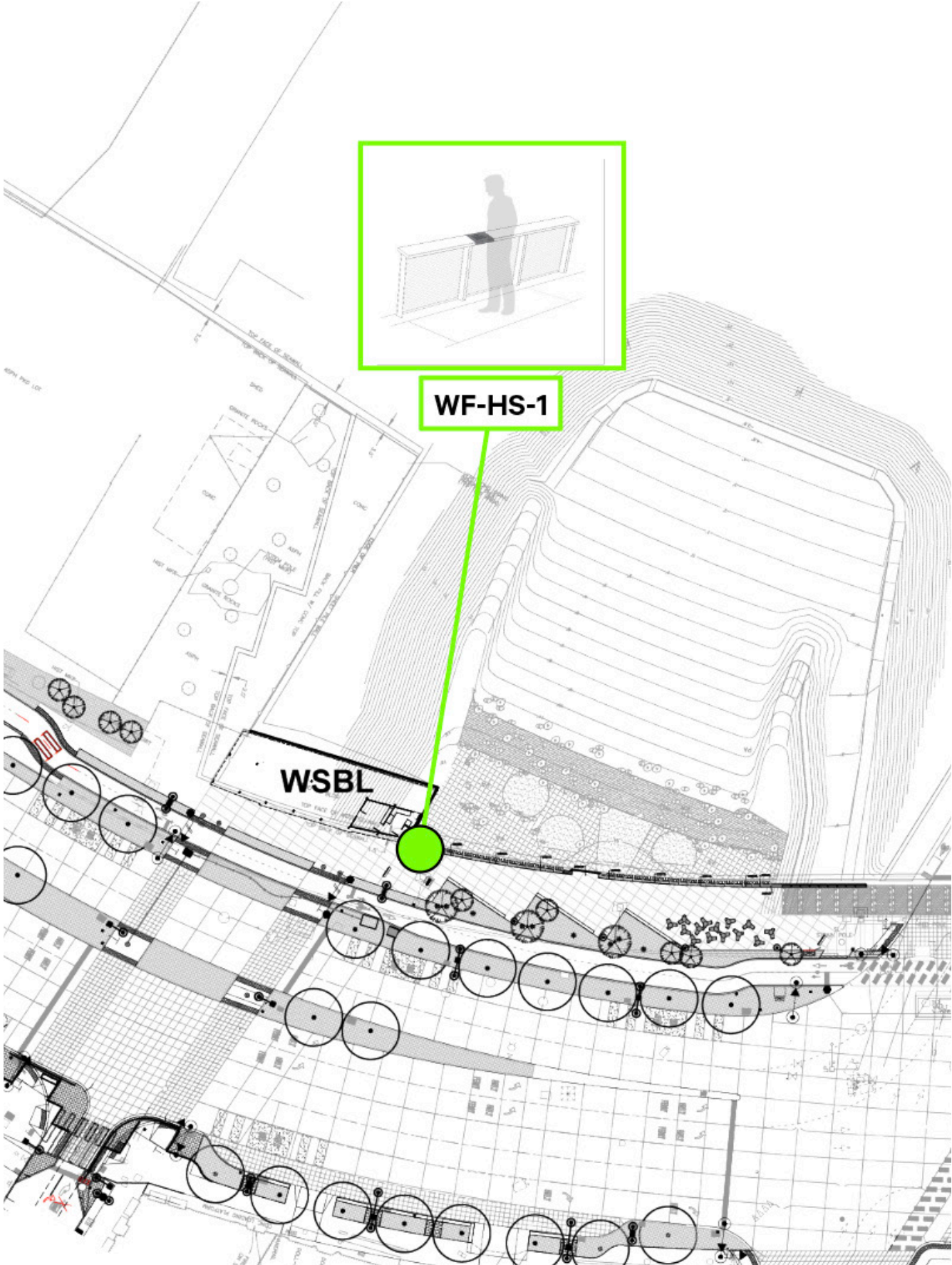
TERESA WOO-MURRAY, CHUN CHING HOCK'S GREAT-GREAT-GRANDDAUGHTER



Courtesy Wing Luke Museum of the Asian Pacific American Experience.

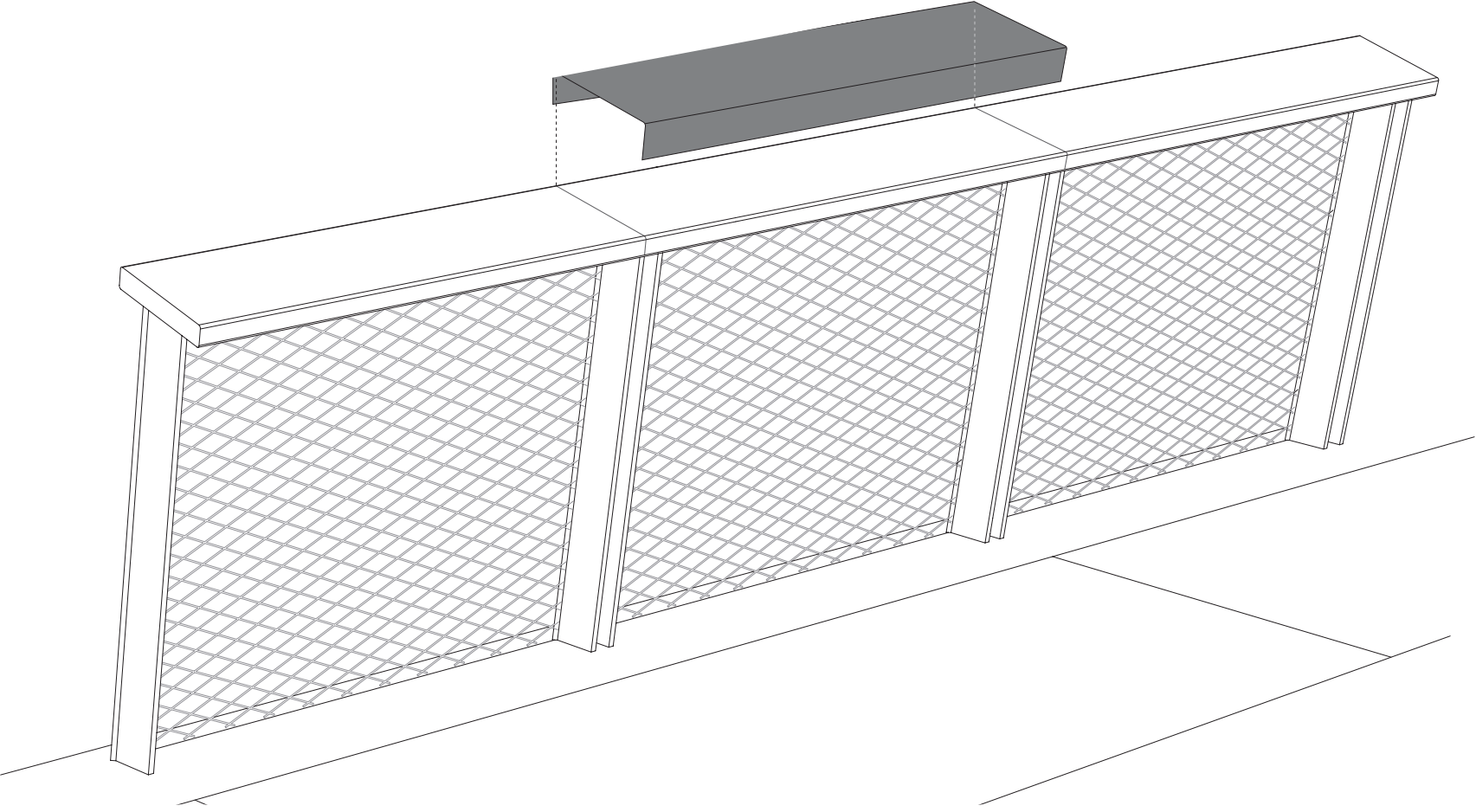
Panel Dimensions = 11 inches × 2 feet

Small Handrail Panel South end of Pioneer Square Habitat Beach Railing



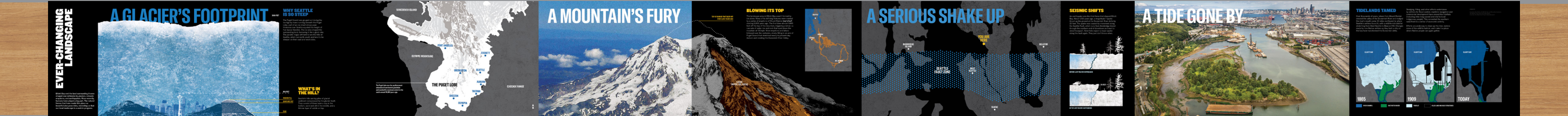
Large Handrail Panel

Type HL—Qty 4 Panels (2 Stories)



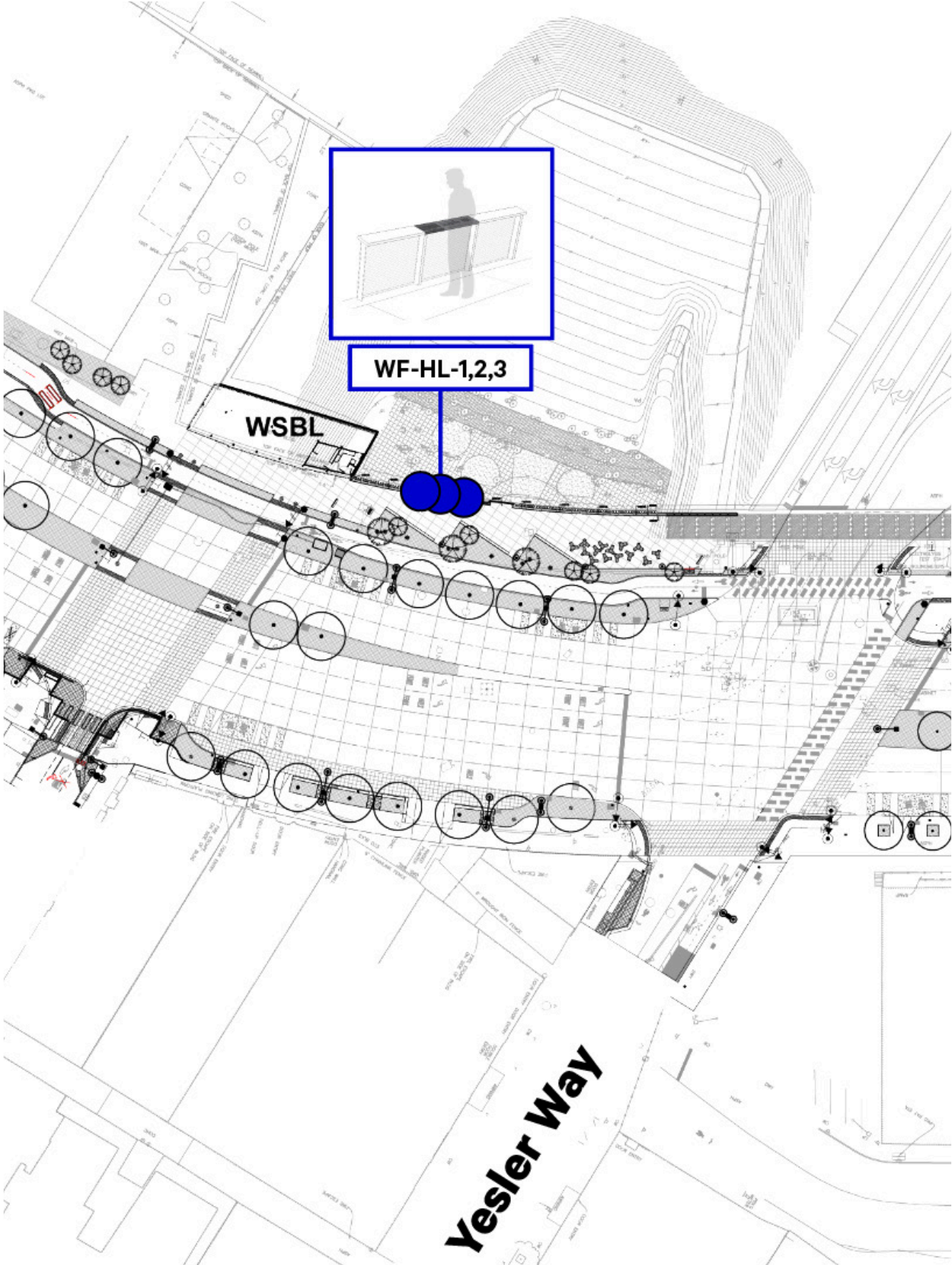
Individual Panel Dimensions = 11 inches × 4 feet

Large Handrail Panels Pioneer Square Habitat Beach Railing



Overall Dimensions = 11 inches × 12 feet

Large Handrail Panels North end of Pioneer Square Habitat Beach Railing



Large Handrail Panel North end of Pioneer Square Habitat Beach Railing


HABITAT BEACH

Restoring the natural shoreline of Puget Sound

ORIGINAL SHORELINE


Historically, the eastern shoreline of Elliott Bay looked much like other unaltered shorelines across Puget Sound—bluff-backed beach with intertidal marshes and mudflats. These mudflats and gently sloping beaches were home to an abundance of birds, fish, and marine invertebrates.

Nearshore habitat is the ribbon of habitat that extends from shallow waters up to the tops of the beaches and bluffs. It includes uplands, intertidal, and subtidal zones.



LOST HABITAT

In the early 1900s, the shoreline of Elliott Bay was filled in with concrete, steel, and piers to make way for the increasing demands of commerce. These changes reduced nearshore habitat and threatened juvenile salmon and other wildlife in Puget Sound.



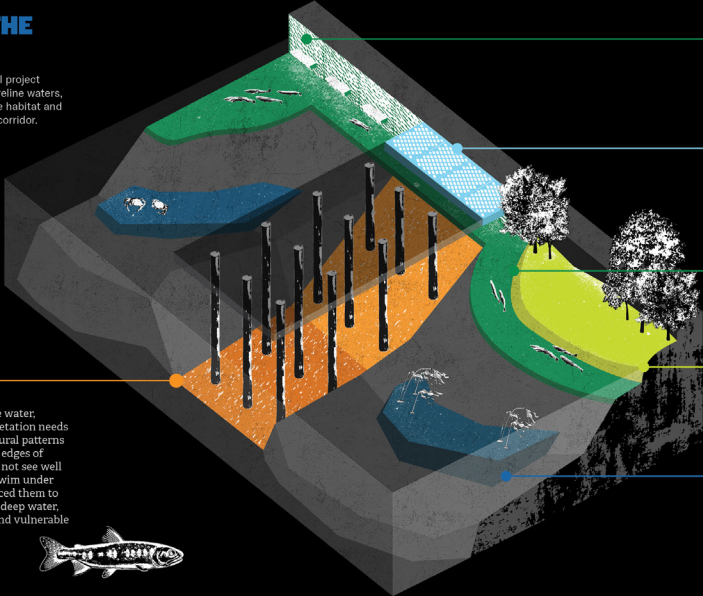
CREDITS
Courtesy: Audubon, OEA, Seattle, Love Street & Southern trail on the pier at the foot of Columbia Street, 1925.

RESTORING THE ECOSYSTEM

An important part of the seawall project involved replicating natural shoreline waters, thereby improving the nearshore habitat and restoring the salmon migration corridor.

DEEP WATER DANGER

Piers cast dark shadows on the water, reducing the sunlight that vegetation needs to grow and impacting the natural patterns of salmon migration along the edges of Elliott Bay. Juvenile salmon do not see well without light and hesitate to swim under dark waterfront piers. This forced them to navigate around the piers into deep water, leaving them with little food and vulnerable to predators.



SEAWALL

The face of the new seawall has cobbled surfaces and habitat shelves to promote the growth of vegetation and foster marine invertebrates, both important food sources for fish.

LIGHT

To restore natural light to shallower waters along the seawall, glass blocks and other light-penetrating surfaces were incorporated into the cantilevered sidewalk, allowing light to pass to the aquatic life below.

MIGRATION CORRIDOR

Habitat benches were added to create a continuous shallow water corridor for juvenile salmon to travel along the waterfront.

HABITAT BEACH

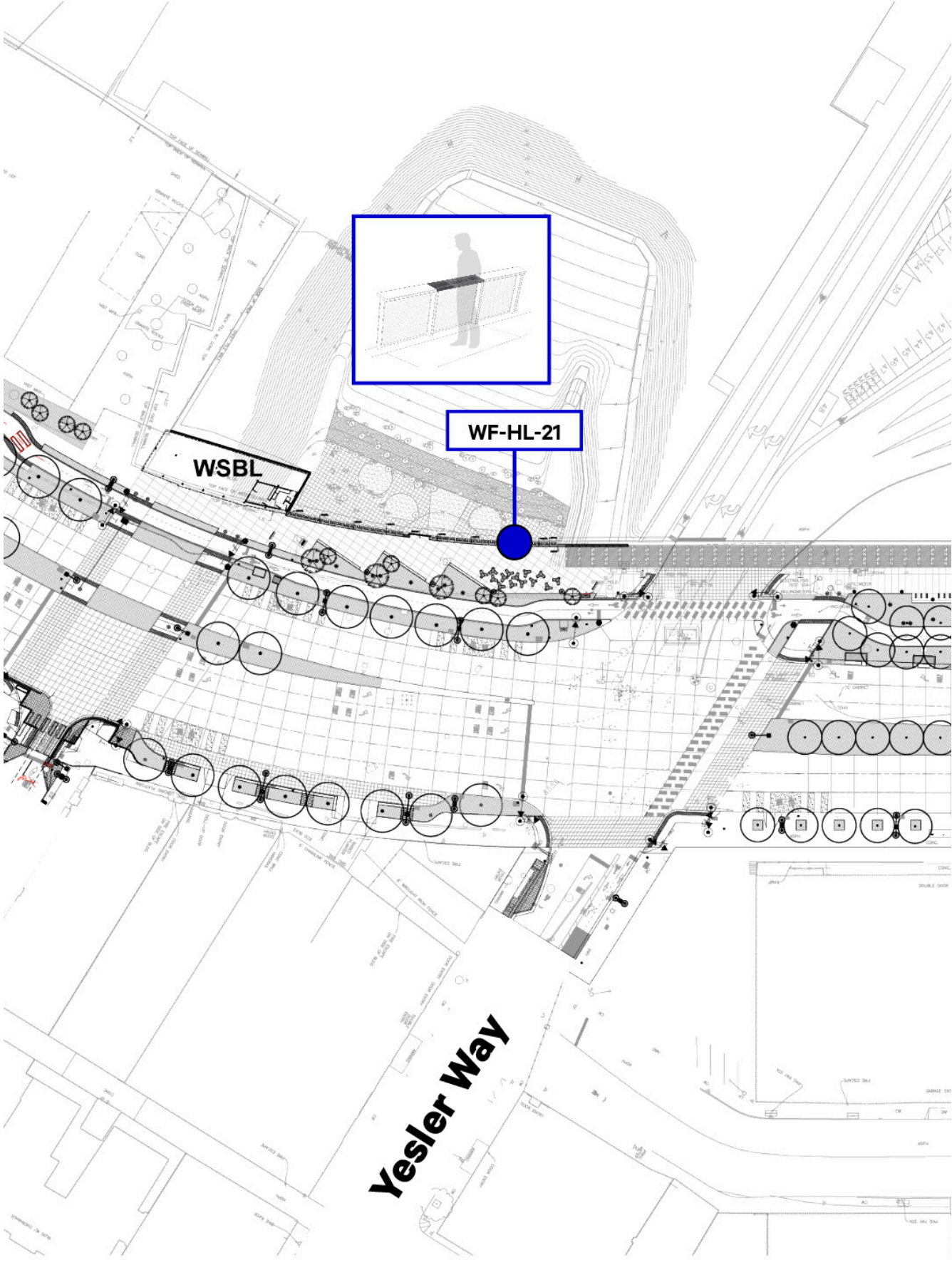
Habitat Beach is placed directly in the current salmon migration pathway leading them to this safer waterfront habitat. Vegetation provides diversity and connectivity between habitats.

SEAFLOOR IMPROVEMENTS

At lower depths, enhancements and cobble reefs have been introduced for juvenile crabs, rockfish and kelp.

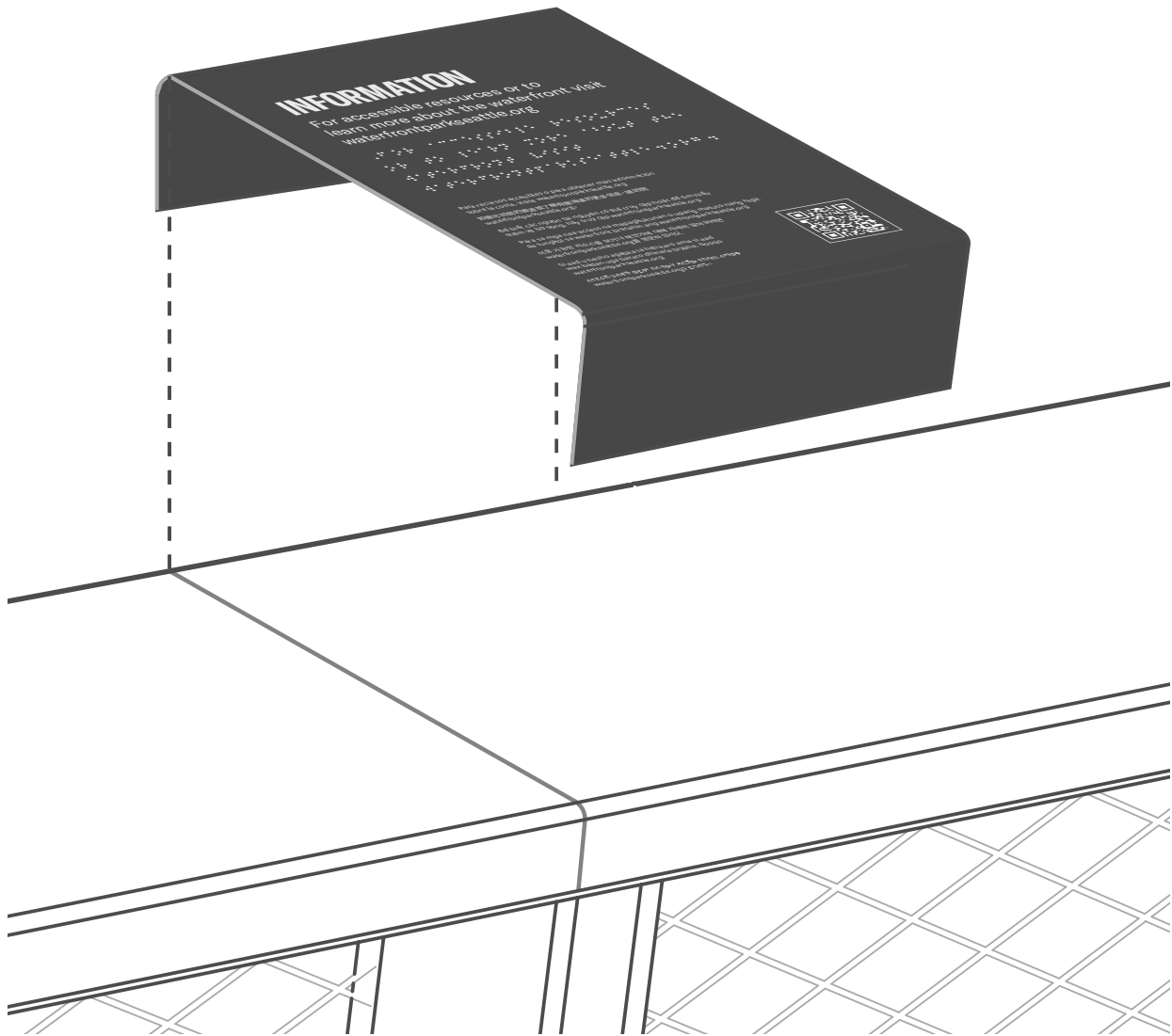
Panel Dimensions = 7.5 inches × 4 feet

Large Handrail Panel North end of Pioneer Square Habitat Beach Railing



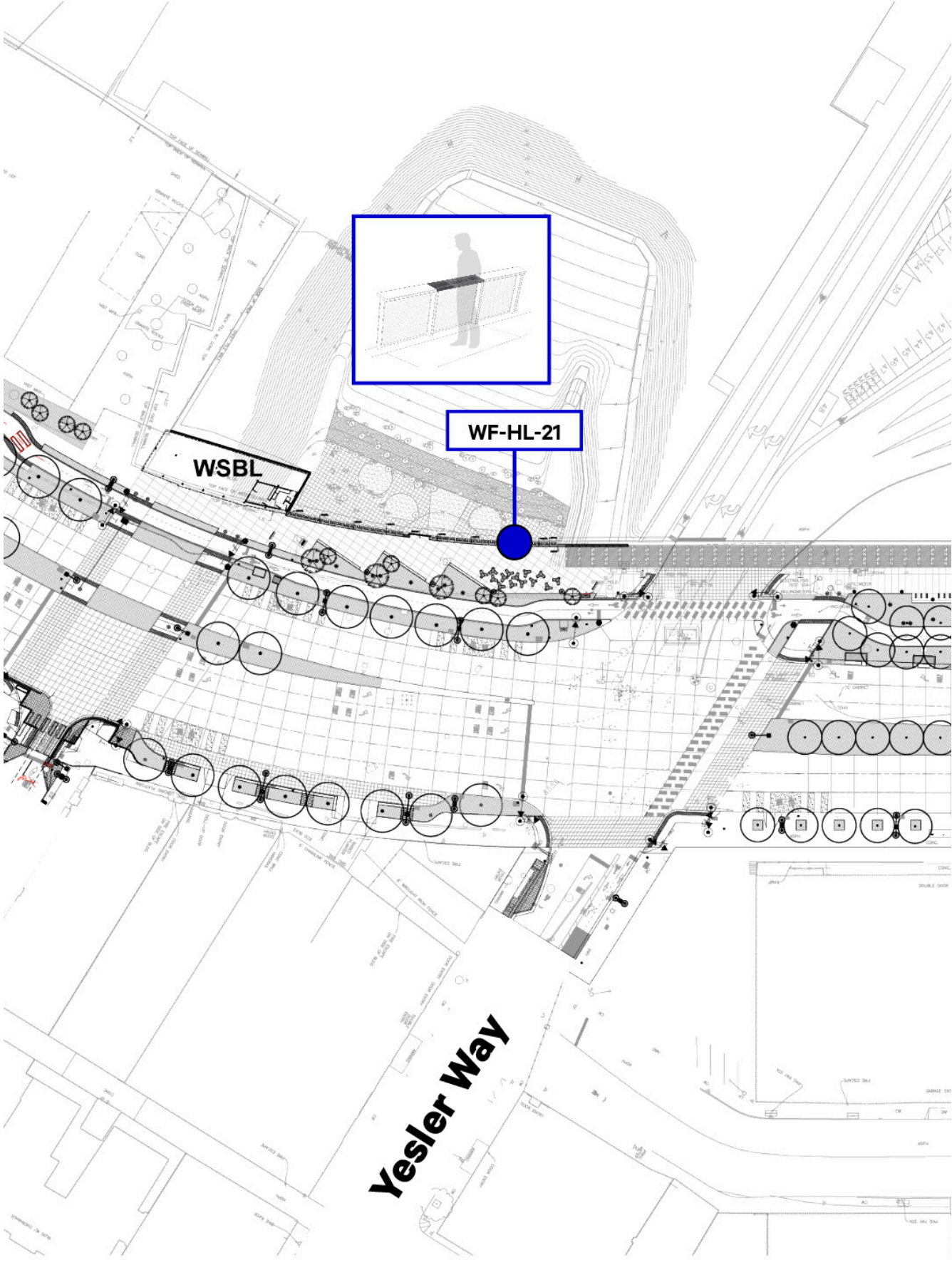
ADA Info Handrail Panel

Type M—Qty 1



Panel Dimensions = 8 × 11.5 inches

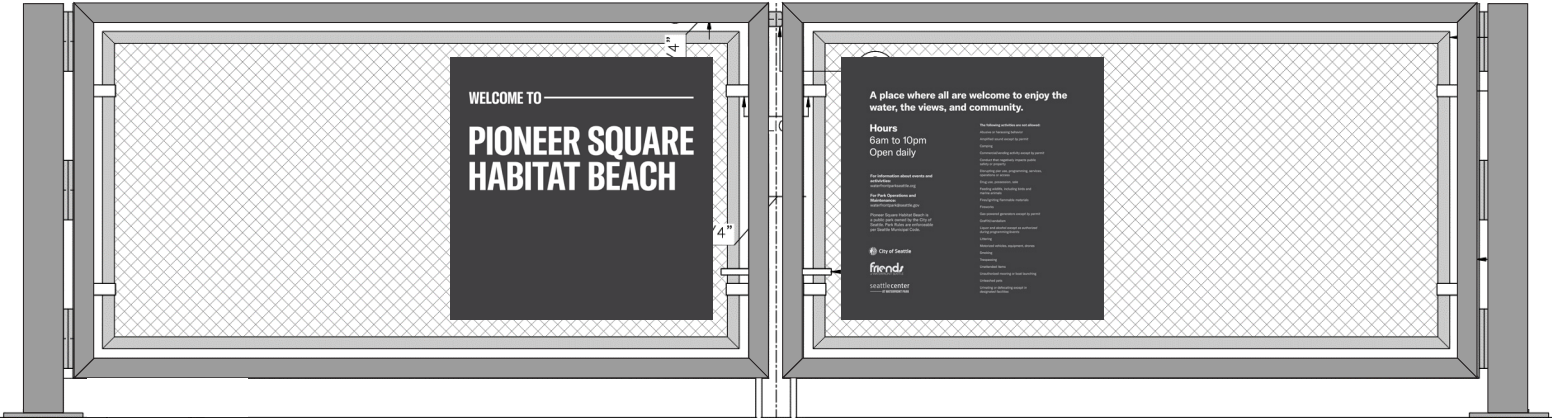
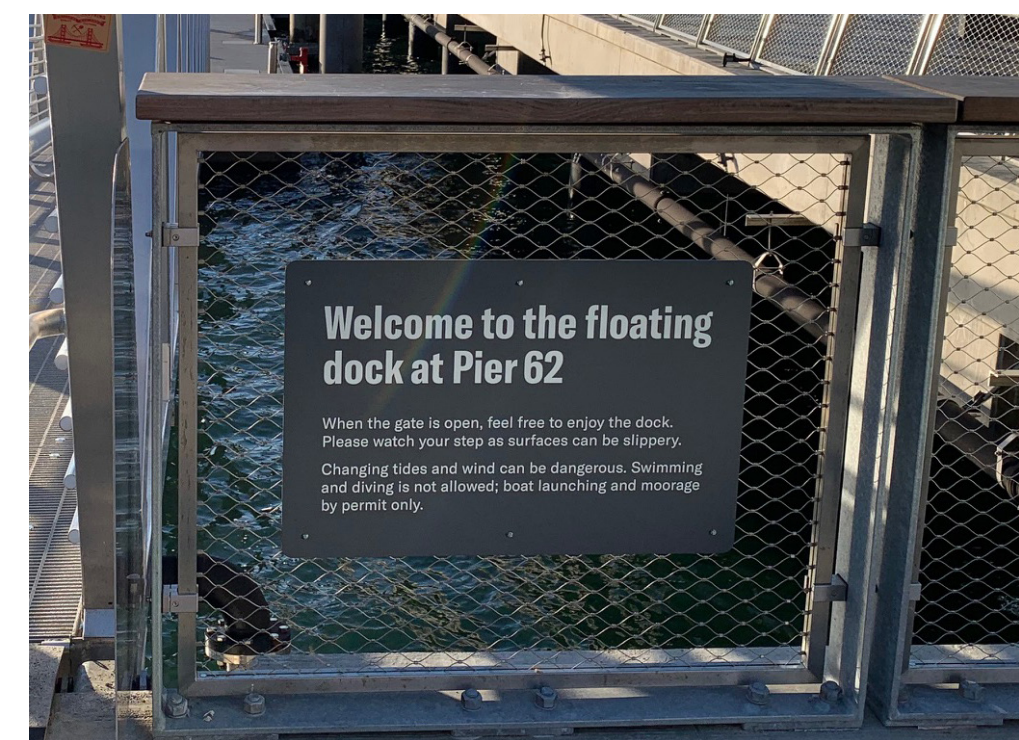
Large Handrail Panel North end of Habitat Beach Railing



Habitat Beach Welcome Gate Panels

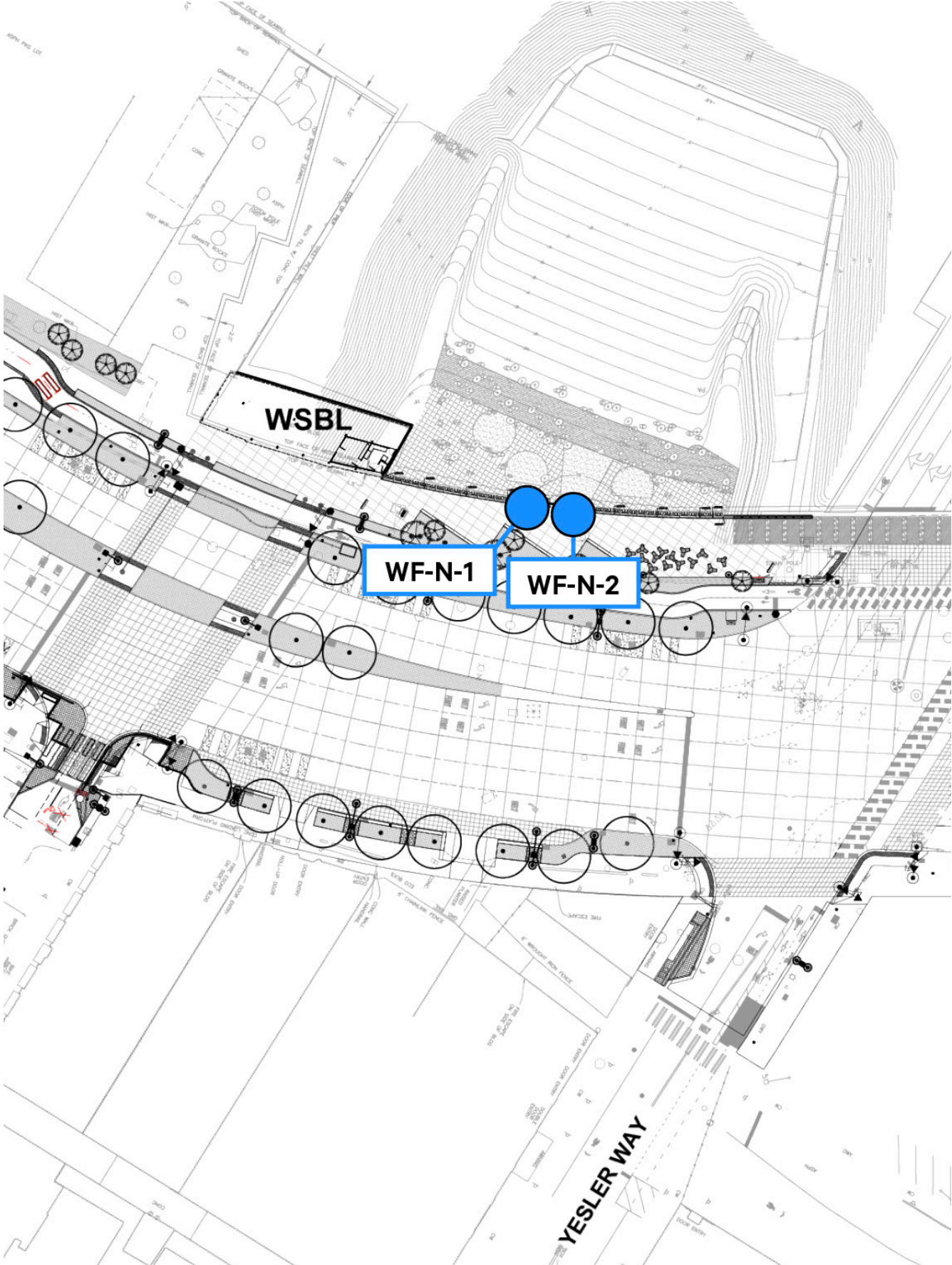
Type N—Qty 2

Exisiting Pier 62 Sign

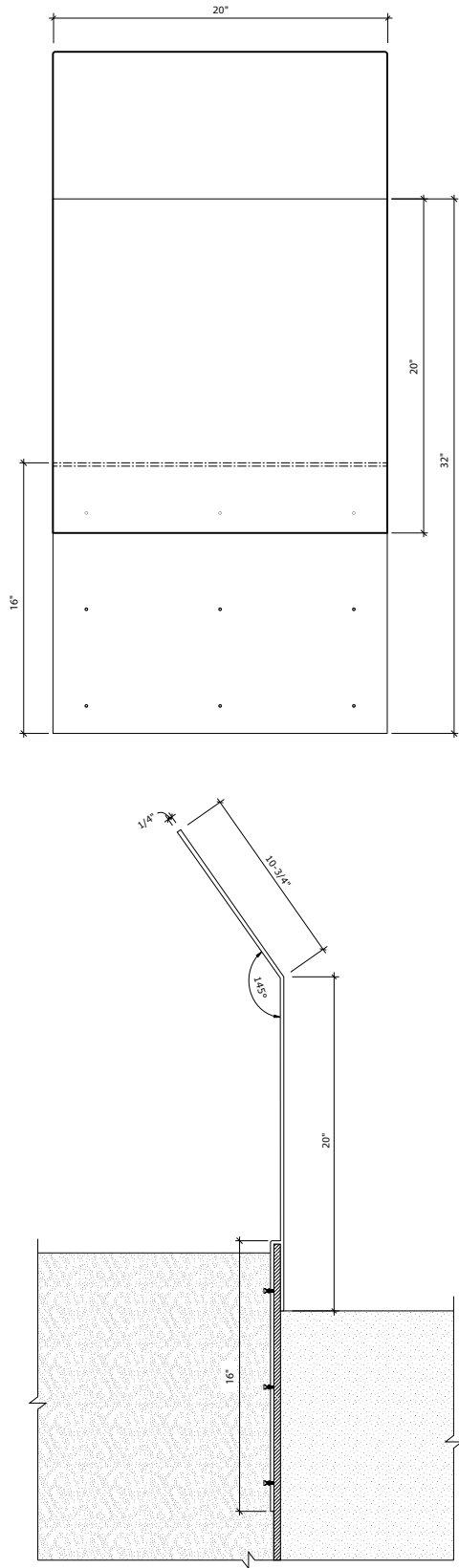


Panel Dimensions = 27 × 27 inches

Habitat Beach Welcome Gate Panels



Planter Panels
Type P—Qty 2

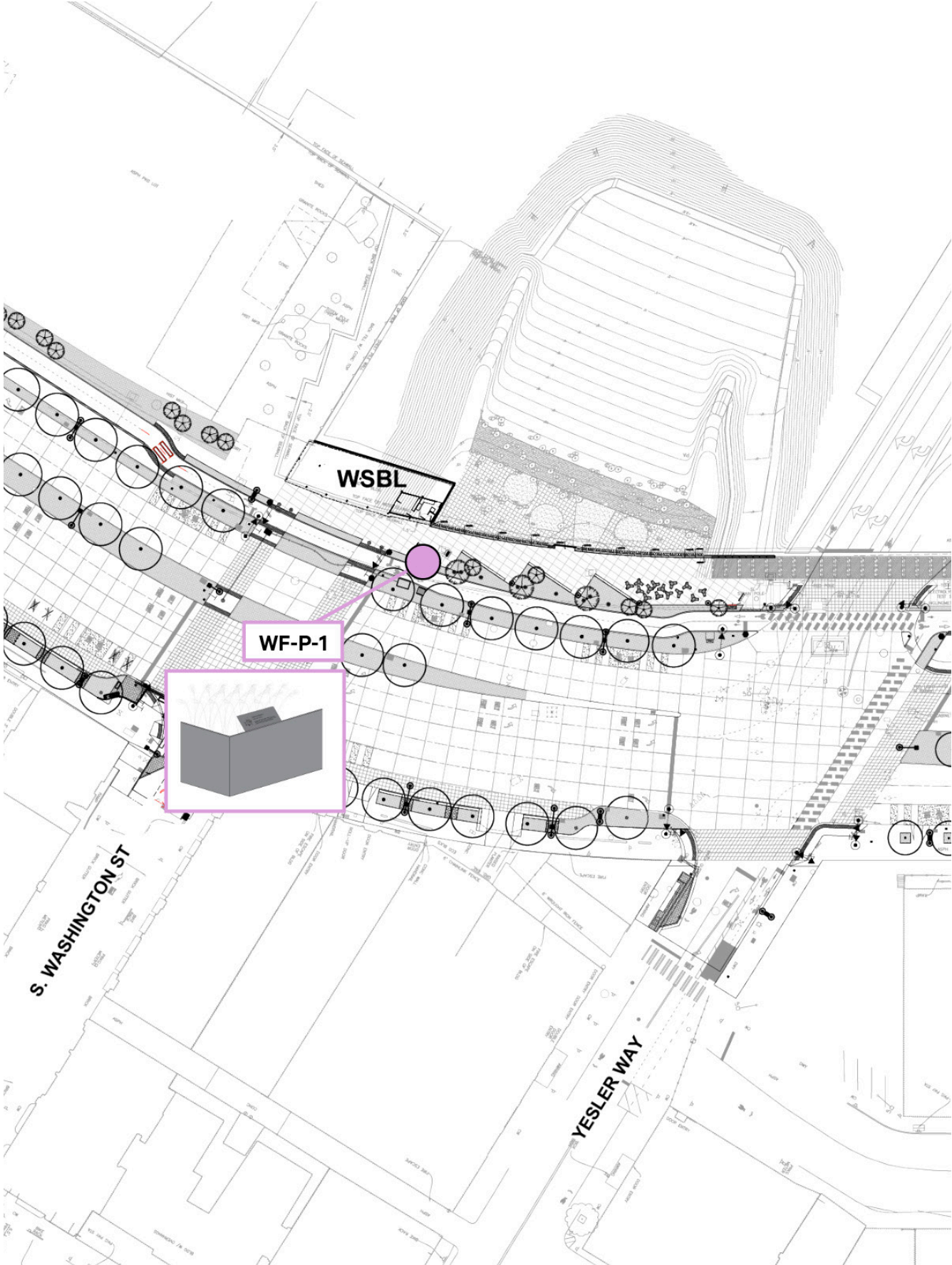


Full Height Dimensions = 20 × 30.75 inches

Planter Panel West Side of Washington St.



Planter Panel West Side of Washington St.



Planter Panel West Side of Columbia St.

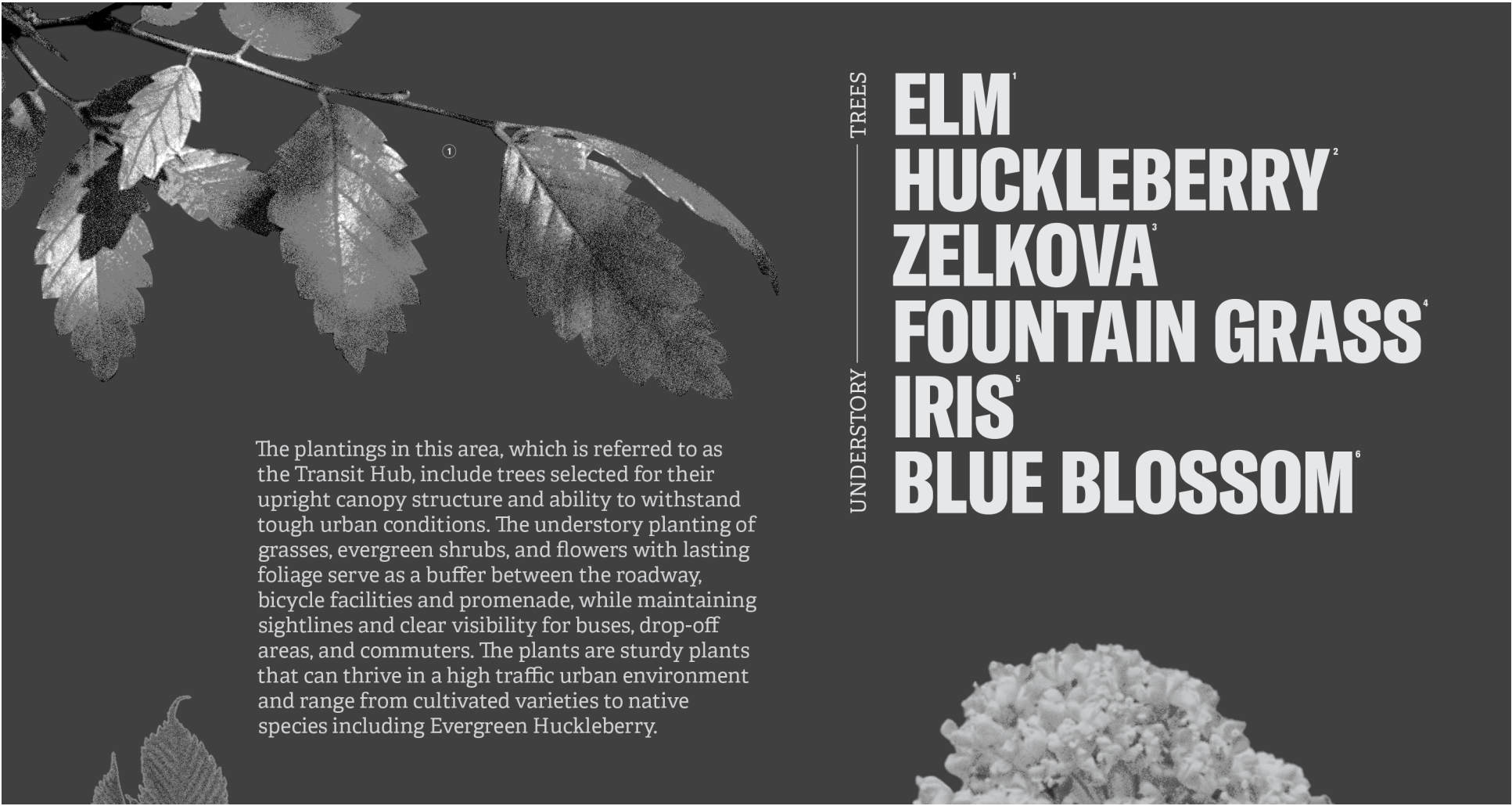


TREES

UNDERSTORY

ELM¹
HUCKLEBERRY²
ZELKOVA³
FOUNTAIN GRASS⁴
IRIS⁵
BLUE BLOSSOM⁶

The plantings in this area, which is referred to as the Transit Hub, include trees selected for their upright canopy structure and ability to withstand tough urban conditions. The understory planting of grasses, evergreen shrubs, and flowers with lasting foliage serve as a buffer between the roadway, bicycle facilities and promenade, while maintaining sightlines and clear visibility for buses, drop-off areas, and commuters. The plants are sturdy plants that can thrive in a high traffic urban environment and range from cultivated varieties to native species including Evergreen Huckleberry.



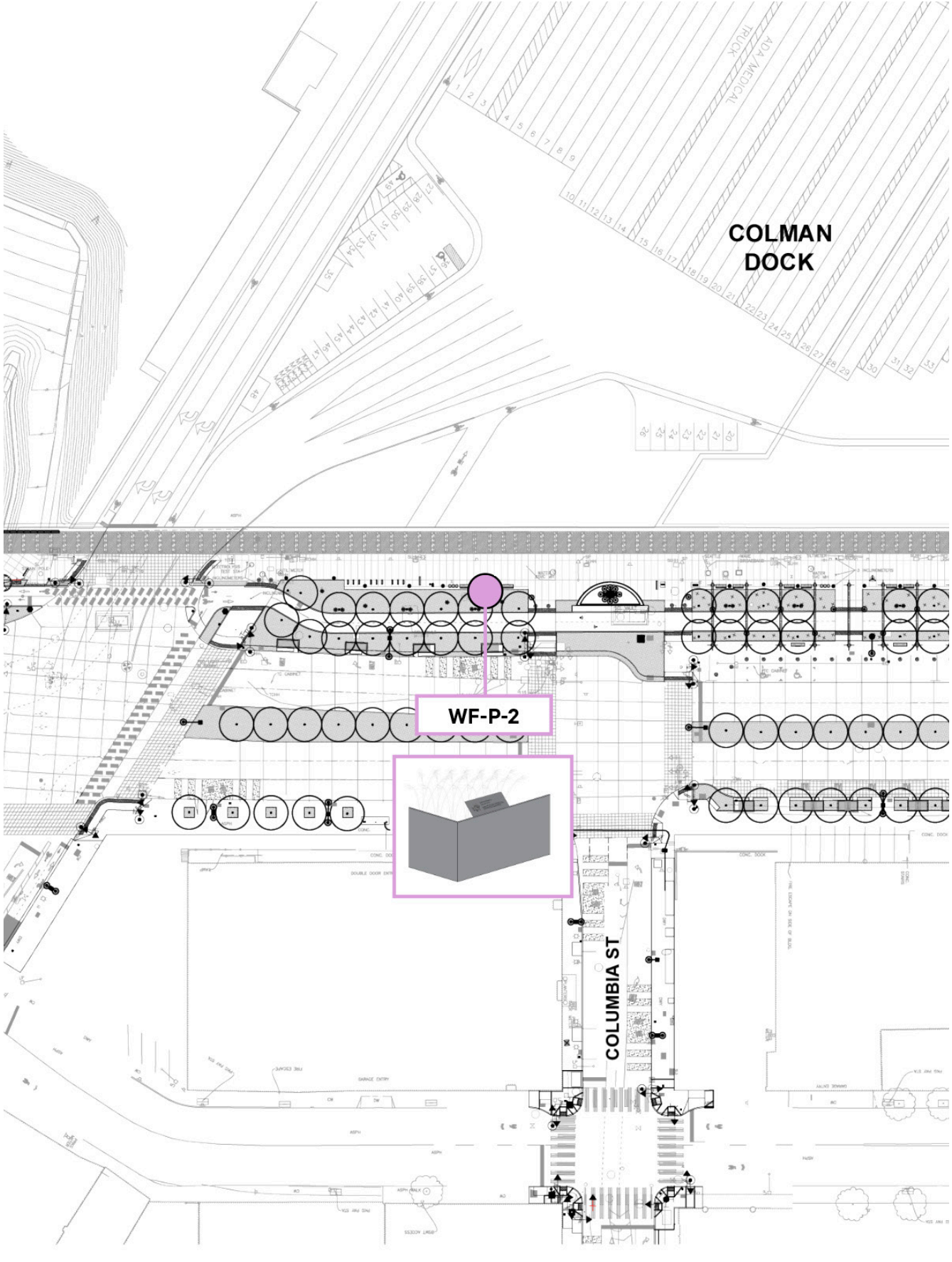
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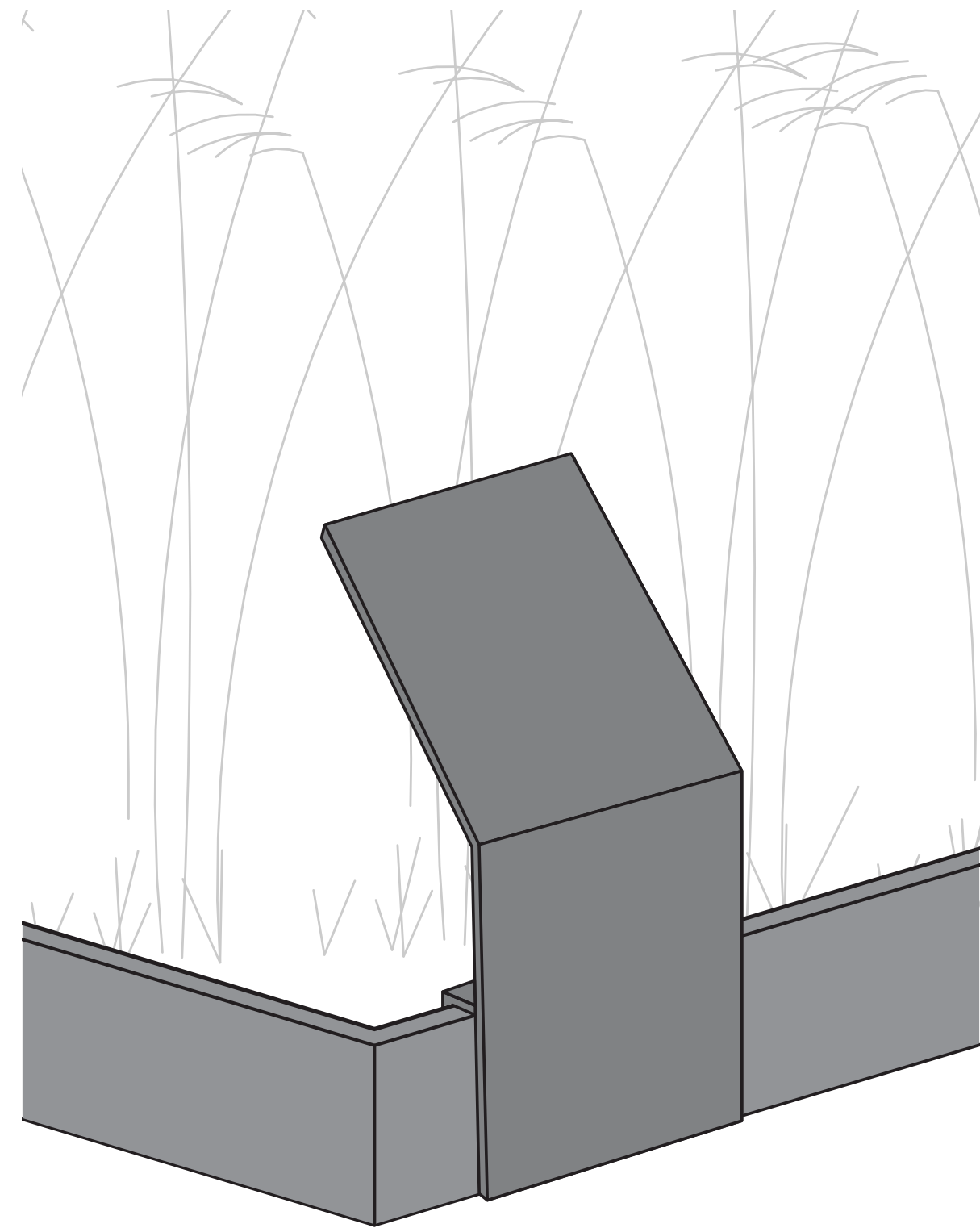
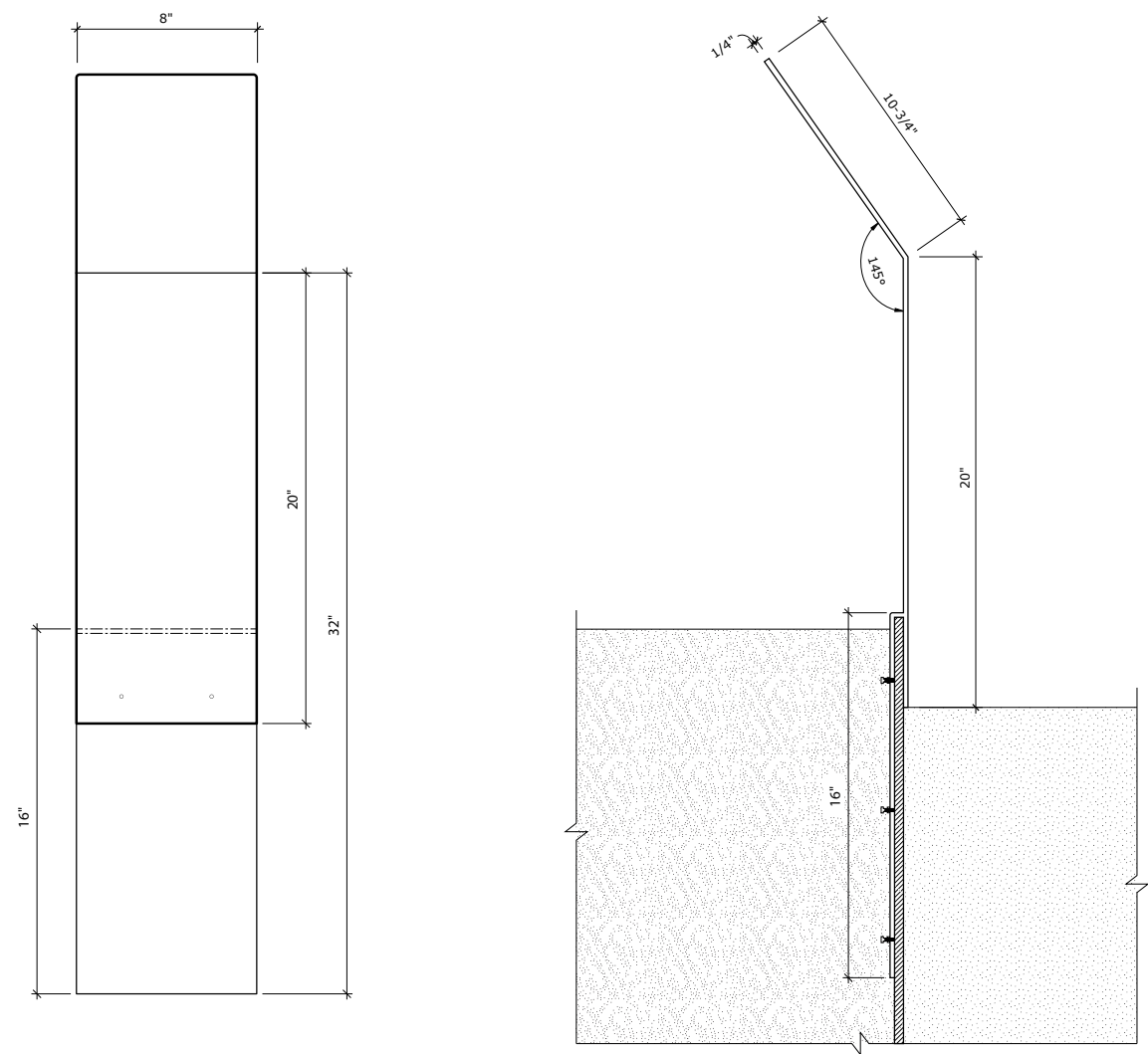
The plantings in this area, which is referred to as the Transit Hub, include trees selected for their upright canopy structure and ability to withstand tough urban conditions. The understory planting of grasses, evergreen shrubs, and flowers with lasting foliage serve as a buffer between the roadway, bicycle facilities and promenade, while maintaining sightlines and clear visibility for buses, drop-off areas, and commuters. The plants are sturdy plants that can thrive in a high traffic urban environment and range from cultivated varieties to native species including Evergreen Huckleberry.

Planter Panel West Side of Columbia St.



Artist Credit Panels

Type A—Qty 2



Panel Dimensions = 8 × 11 inches

MIGRATION STAGE:

Anthropomorphic Dolosse and SeaBearers

Buster Simpson
2023

Migration Stage is a sculptural assembly intended for deployment in the future as needed to mitigate Salish Sea rise caused during the Anthropocene. At the first stage location are *Anthropomorphic Dolosse* and *SeaBearer* units—public amenities and shoreline armoring that model a graceful human migration strategy.

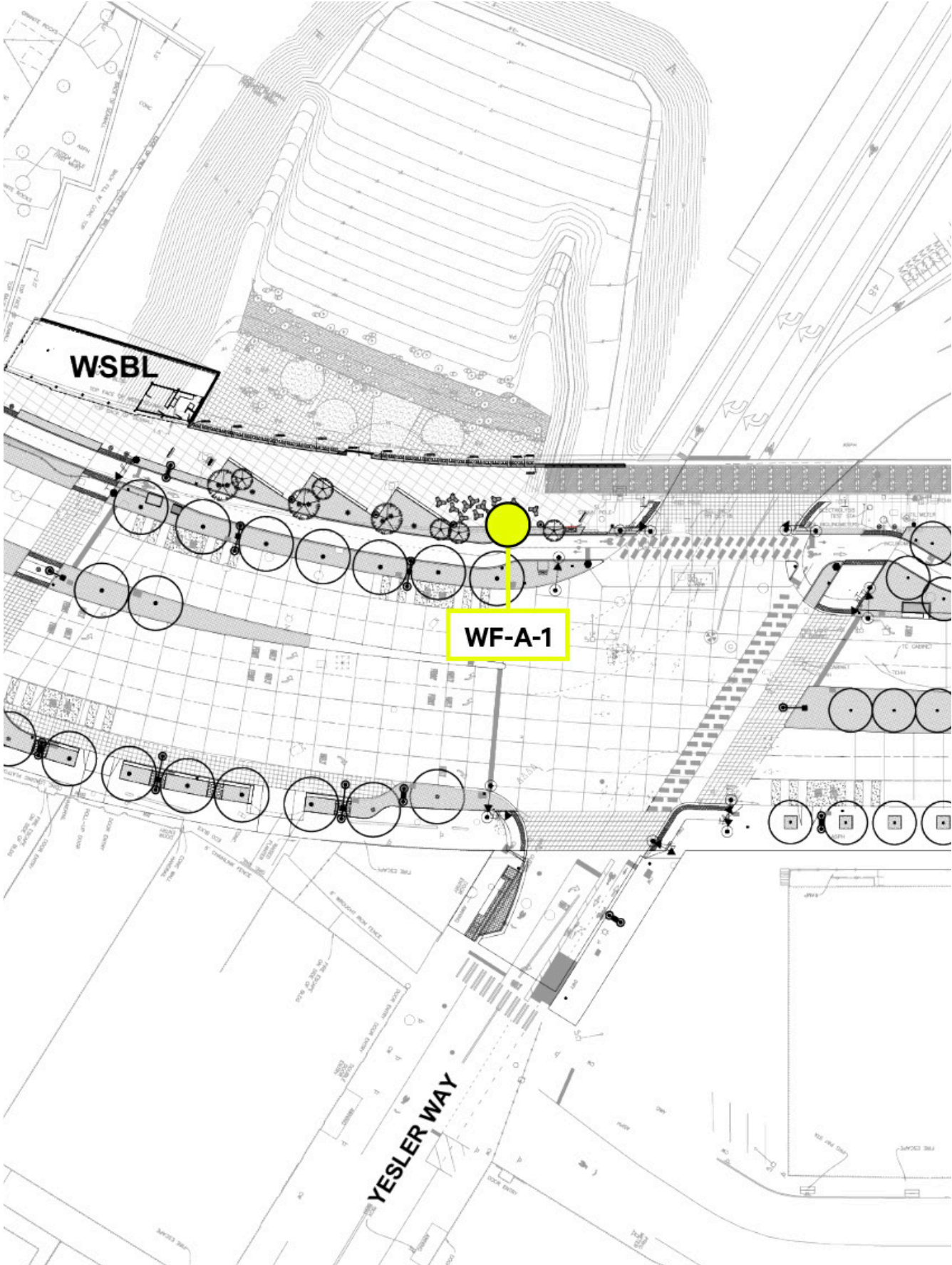
The form of *Anthropomorphic Dolosse* take inspiration from both historic and contemporary sources, referencing early Northwest stone anchors and tools, and modern tetrapods used worldwide as shoreline armor. The *SeaBearer* is both barrier and bearer, suggesting bags of sand or waves of floating containment bladders. The installation intends both passive and active social engagement.

Dolosse have become a global iconic shoreline sentinel, indicators and bearers of coming sea rise. All sculptural units are designed to facilitate easy relocation and repurposing.

The *Migration Stage* is set, is our carbon footprint?

Commissioned with Alaskan Way Seawall 1% for Art funds
The 1% funds are derived from city sources, Friends of Waterfront Seattle philanthropy and Waterfront Local Improvement District funds
Administered by the Office of the Waterfront and Civic Projects and the Office of Arts & Culture
Bruce Harrell, Mayor

Artist Credit Panel West Side of Yesler Way



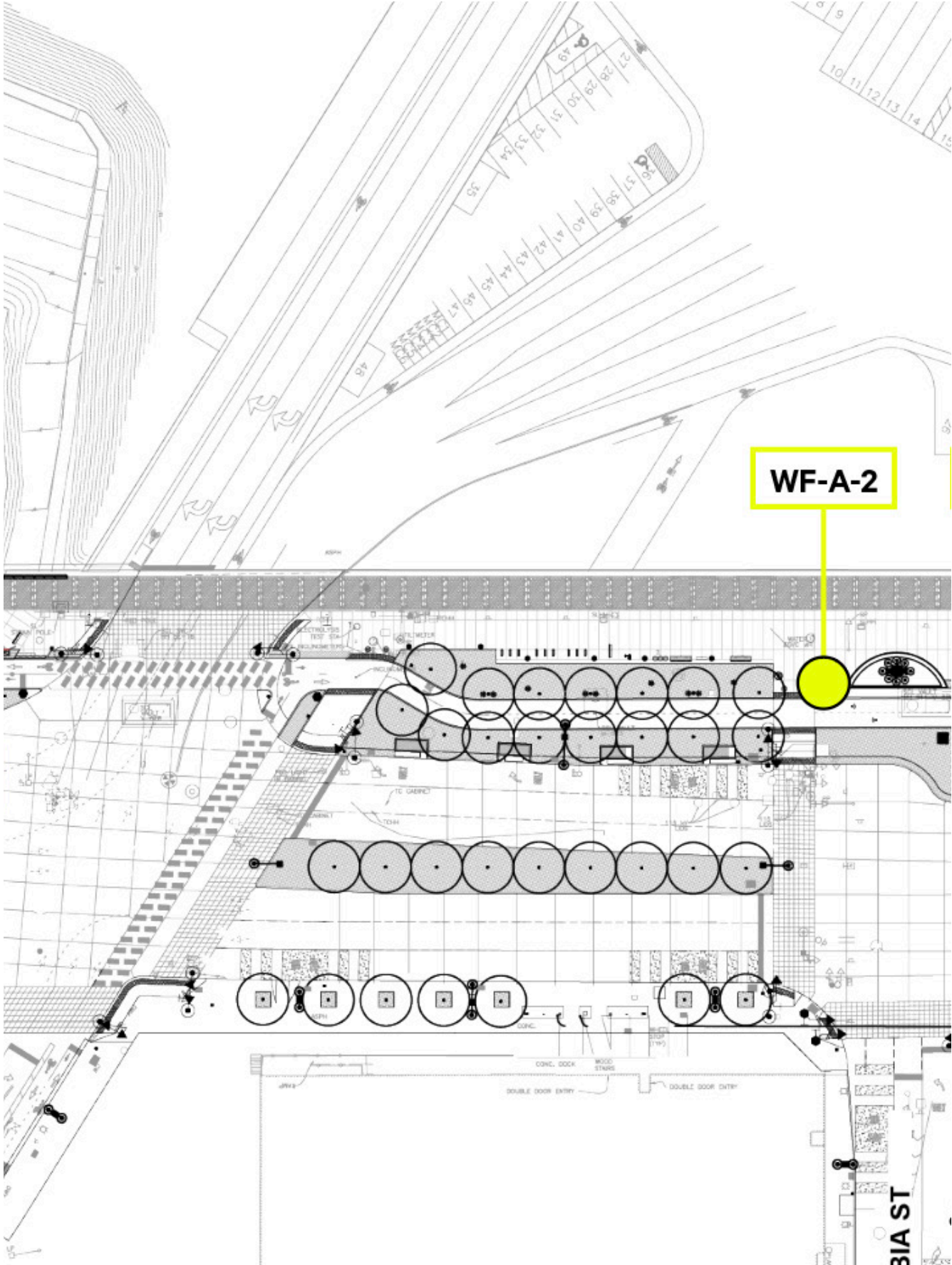
JOSHUA GREEN, SR.,
FOUNTAIN

George Tsutakawa
1966 and 2023

This bronze fountain sculpture was commissioned by Joshua Green, Sr. and was originally located at the Washington State Ferry Terminal on Colman Dock.

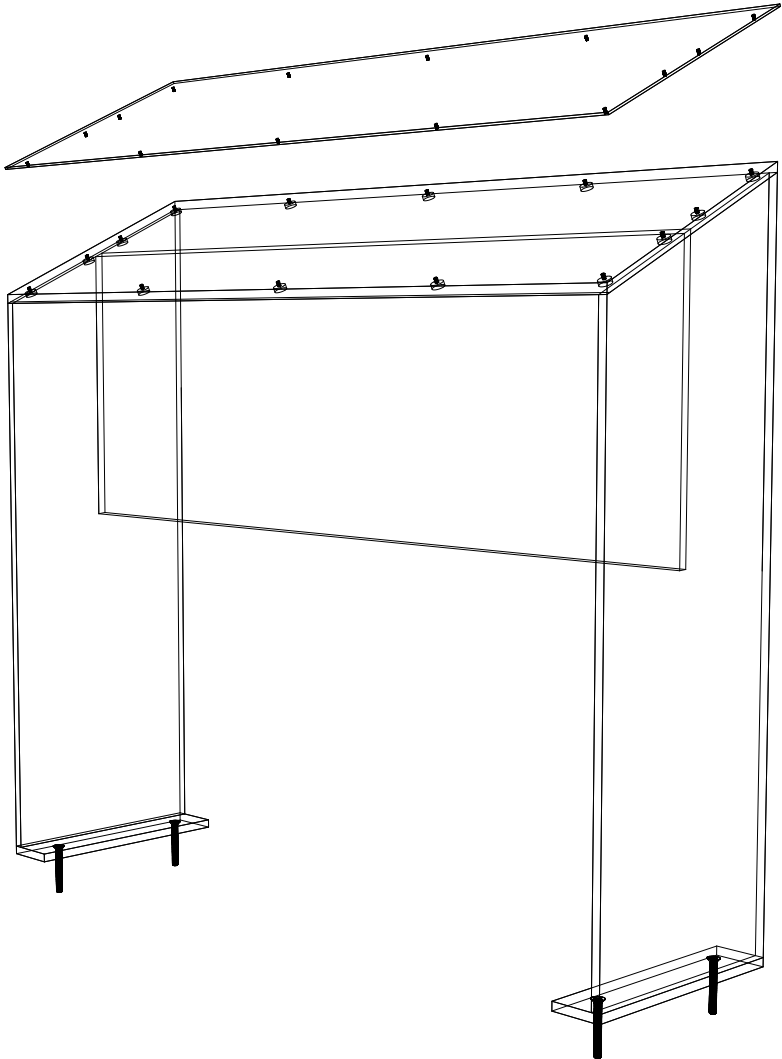
This installation was made possible through Central Waterfront 1% for Art funds and the Committee of 33
The 1% funds are derived from city sources, Friends of Waterfront Seattle philanthropy and Waterfront Local Improvement District funds
Administered by the Office of the Waterfront and Civic Projects and the Office of Arts & Culture
Bruce Harrell, Mayor

Artist Credit Panel West Side of Columbia St.



Freestanding Displays

Type F—Qty 1



Panel Dimensions = 15 inches × 4 feet

THE GREAT SEATTLE FIRE

The historic blaze of 1889 burned all but one of the piers on the waterfront to the waterline. Like the rest of the city, the waterfront was rebuilt from the fire smarter, better, and stronger.

2:30 PM, JUNE 6

A pot of glue combusts in a cabinet shop at what is now 1st Avenue and Madison Street. Flames quickly engulf the wood building. Wind and a poor water supply thwart efforts to contain the fire. Much of Seattle is soon ablaze.



10:00 PM, JUNE 6

By nightfall, the core of Seattle's commercial district—64 acres—is in ruins. The mills, warehouses, and wharves of the waterfront are gone. Thousands are left homeless or with businesses destroyed, but, miraculously, no one has died.



11:00 AM, JUNE 7

Starting with an informal public meeting the morning after the fire, residents immediately begin rebuilding efforts. More than 100 tents temporarily house businesses. The new waterfront that emerges is more soundly constructed, more intentionally planned, and more functional and efficient overall.



Glue pot from Victor Clairmont's cabinet shop that started the Great Fire.



**YOU ARE
HERE**

After the fire, the waterfront's piers were built at a uniform angle to the shore, allowing for the longest possible pier length.

One of the many buildings that emerged out of the desolation of the fire, the Interurban building was constructed of "nothing but pressed brick, stone and terra cotta" to help prevent future calamities.

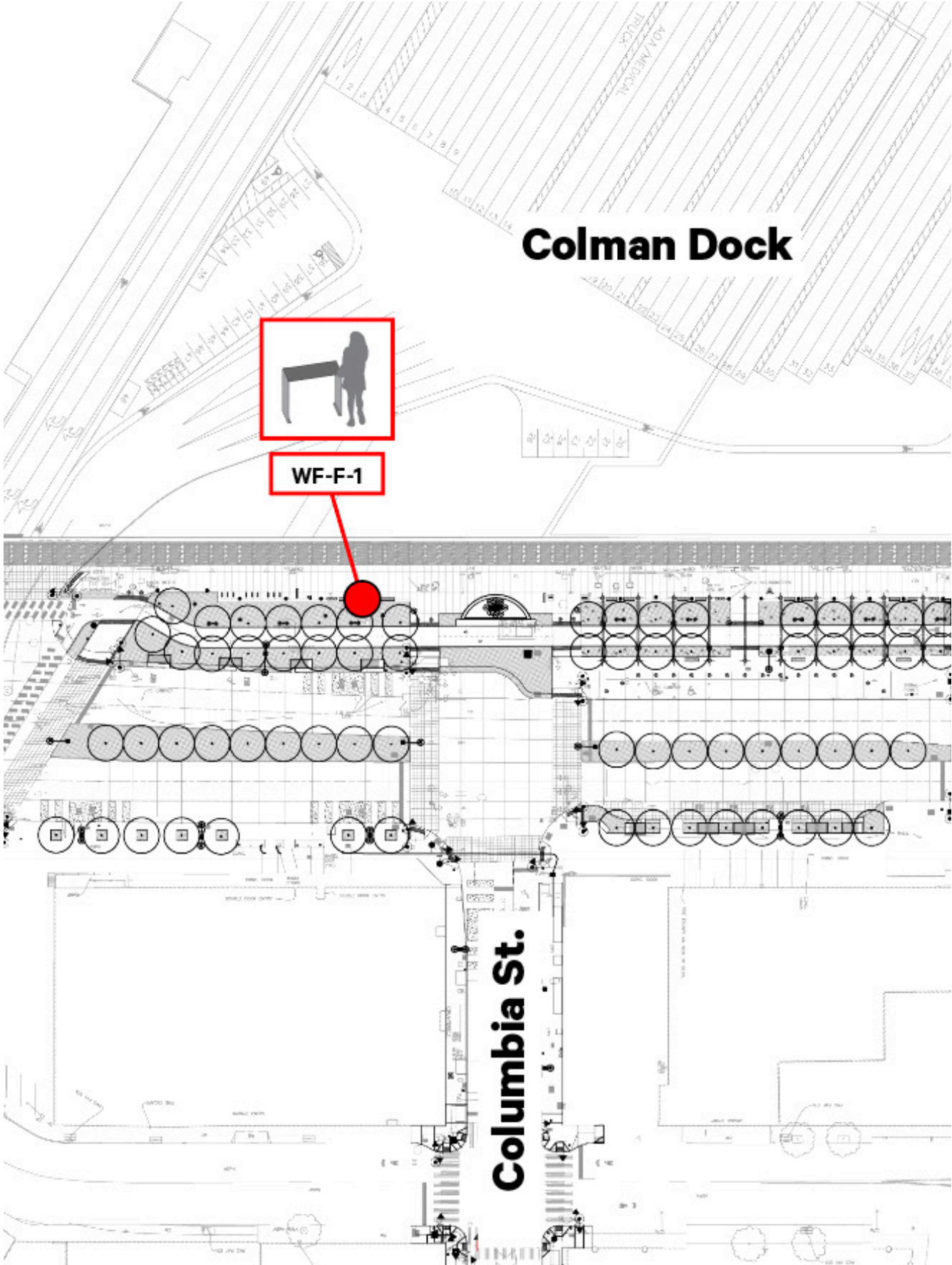


After the fire, Seattle seized the opportunity to organize the street grid and the city's development, creating Pioneer Place park at the formerly chaotic intersection of 1st Avenue and Yesler Way.

PIER STRUCTURES AT TIME OF FIRE

PIER STRUCTURES IN 1900

Freestanding Displays West Side of Columbia St.



Thank you!

