

# Waterfront Park Cultural Wayfinding

Pioneer Square Preservation Board Review  
Certificate of Approval Presentation



# Pier 62



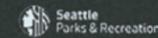
WELCOME TO \_\_\_\_\_

# PIER 62

Pier 62 is a place where all are welcome to enjoy the water, the views, and community.

**Hours**  
6am to 10pm  
Open daily

- The following activities are not allowed:
- Abusive or harassing behavior
  - Amplified sound except by permit
  - Pets without a leash
  - Commercial activity except by permit or otherwise authorized
  - Unattended items
  - Camping
  - Motorized model aircraft (drones) or motorized model watercraft except by permit
  - Littering
  - Liquor except in authorized areas
  - Smoking



Pier 62 is a public park owned by the City of Seattle. The park is maintained and programmed through a partnership between Seattle Parks and Recreation and Friends of Waterfront Seattle, a nonprofit 501 c3 organization.

To learn more about events, activities, and Friends of Waterfront Seattle:  
[www.waterfrontparkseattle.org](http://www.waterfrontparkseattle.org)  
(206) 245-4847

To learn more about Seattle Parks and Recreation:  
[www.seattle.gov/parks](http://www.seattle.gov/parks)  
(206) 664-4079

# 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.

March 23, 2022

—

## **Working Session**

Content refinement across all themes.

Nov. 18, 2021

—

## **Working Session**

Brainstorm content possibilities under themes of Gathering and Shaping.

June 1, 2022

—

## **Summary Meeting**

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

Jan. 27, 2022

—

## **Working Session**

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

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



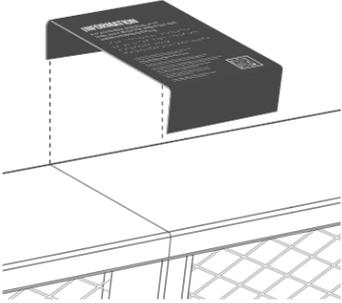
**Welcome Gate Panel**  
Type N—Qty 2



**Park Rules Monument**  
Type J—Qty 4



**Park Rules Tree Guard Panel**  
Type K—Qty 4



**ADA Info Handrail Panel**  
Type M—Qty 1

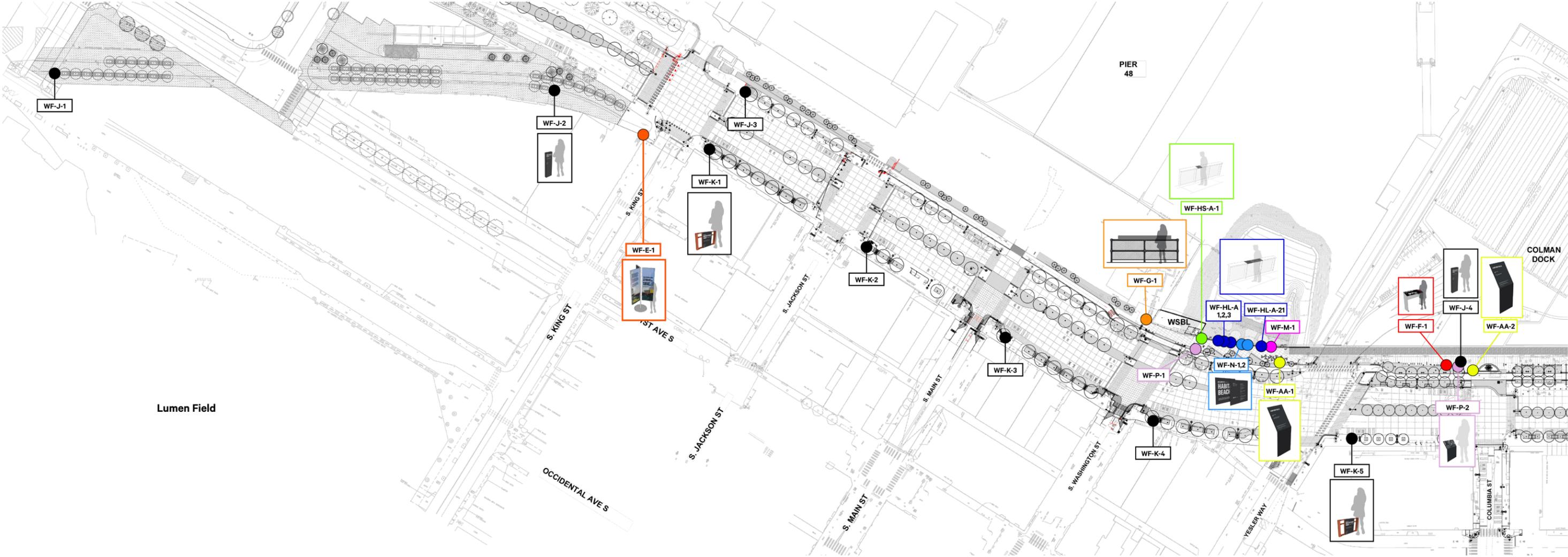


**Planter Panel**  
Type P—Qty 2



**Artist Credit Panel**  
Type A—Qty 2

# Signage Plan in the Pioneer Square District

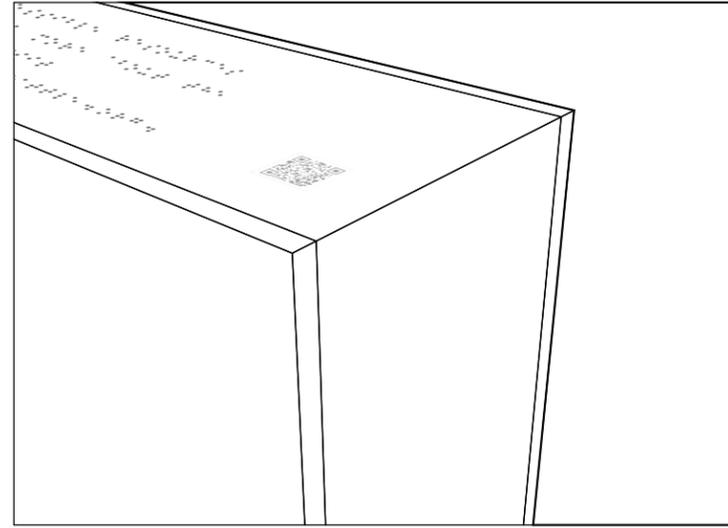
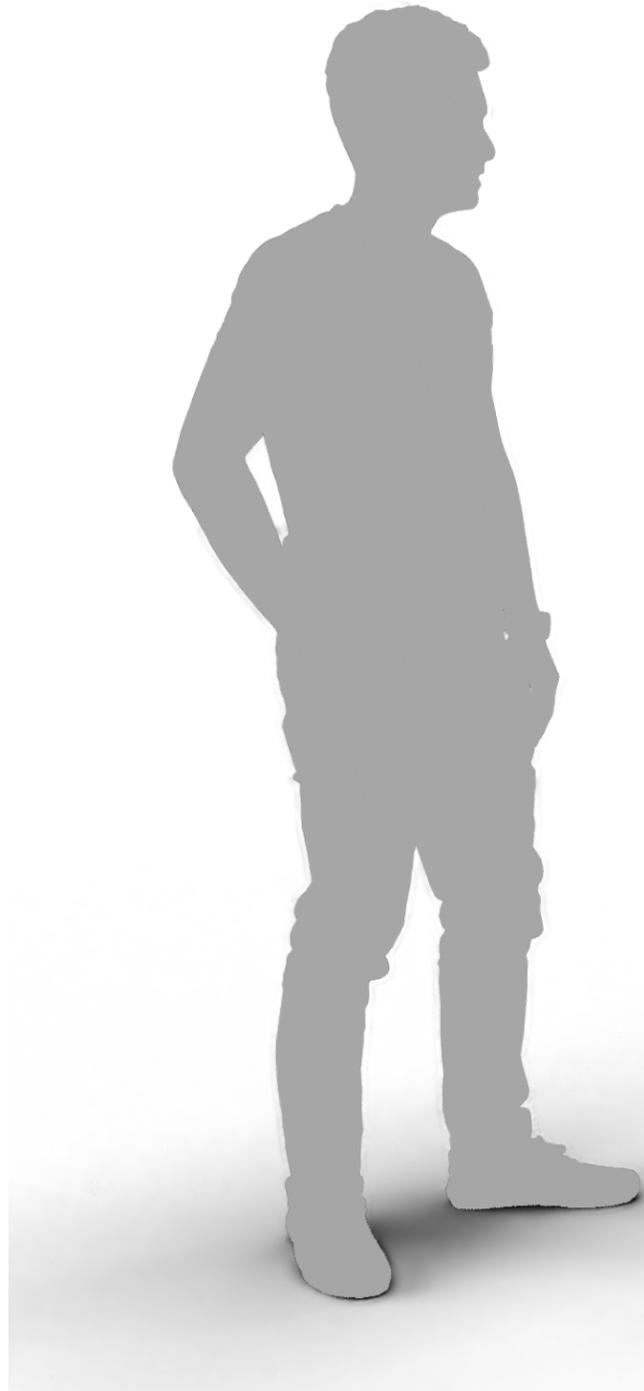


To create a cohesive intentional design approach the Interpretive Wayfinding signs physically integrate with or respond to the architecture.

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.

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**For information about events and activities:**  
[waterfrontparkseattle.org](http://waterfrontparkseattle.org)

**For Park Operations and Maintenance:**  
[waterfrontpark@seattle.gov](mailto:waterfrontpark@seattle.gov)



### Top View

#### INFORMATION

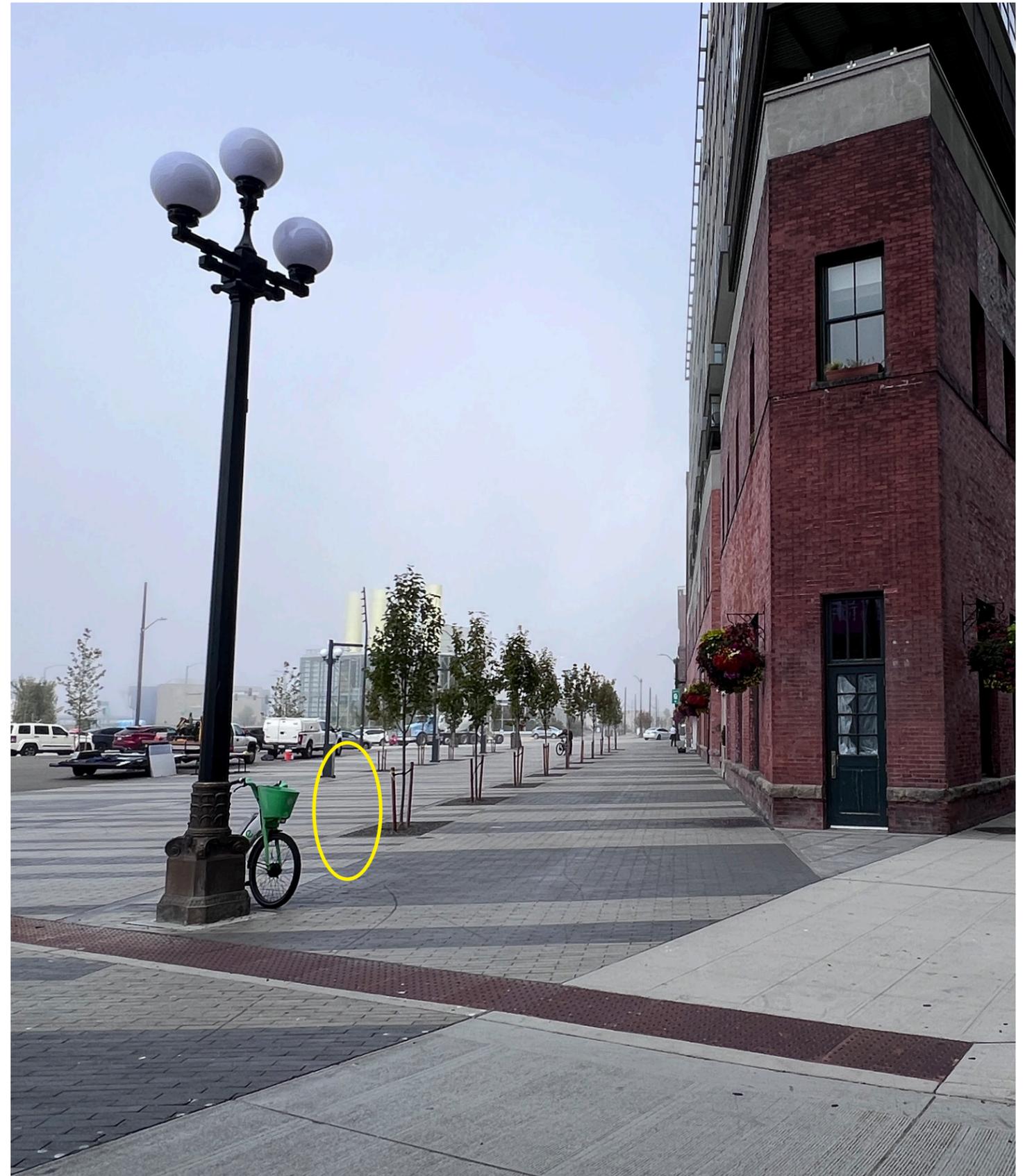
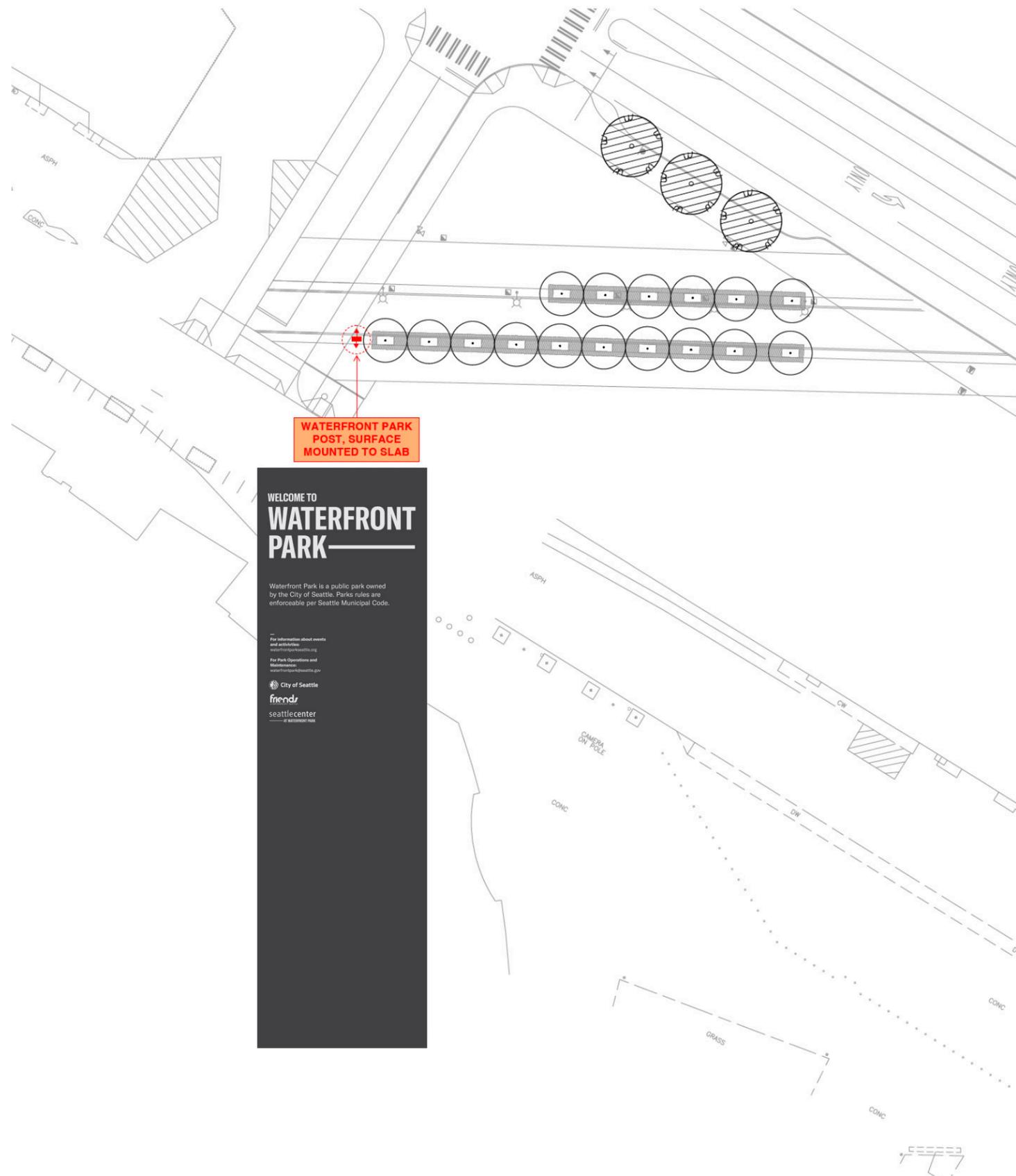
For accessible resources or to learn more about the waterfront visit [waterfrontparkseattle.org](http://waterfrontparkseattle.org)

FOR ACCESSIBLE RESOURCES  
OR TO LEARN MORE ABOUT THE  
WATERFRONT VISIT  
WATERFRONTPARKSEATTLE.ORG

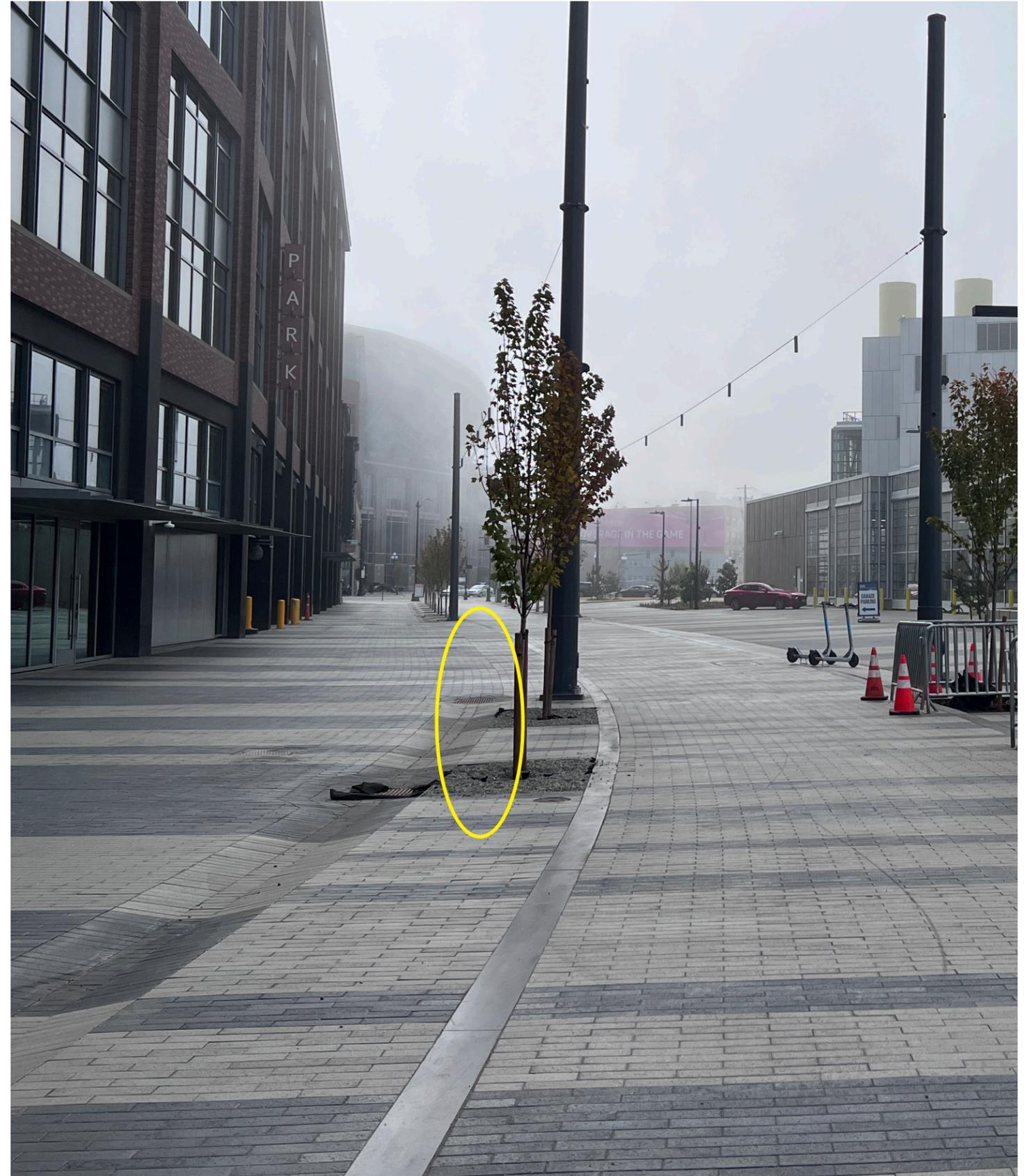
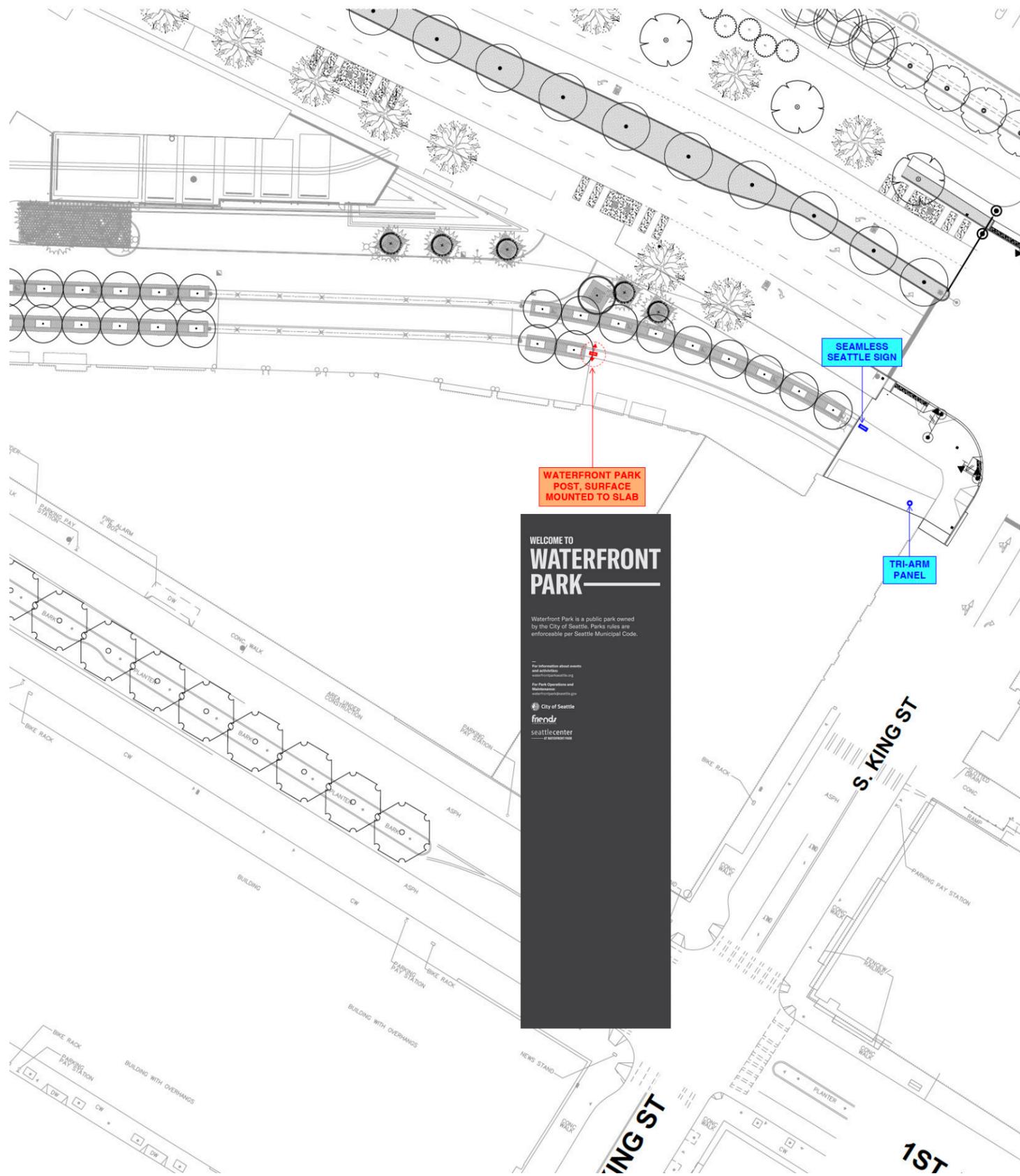


Monument Dimensions = 14 inches × 4 feet

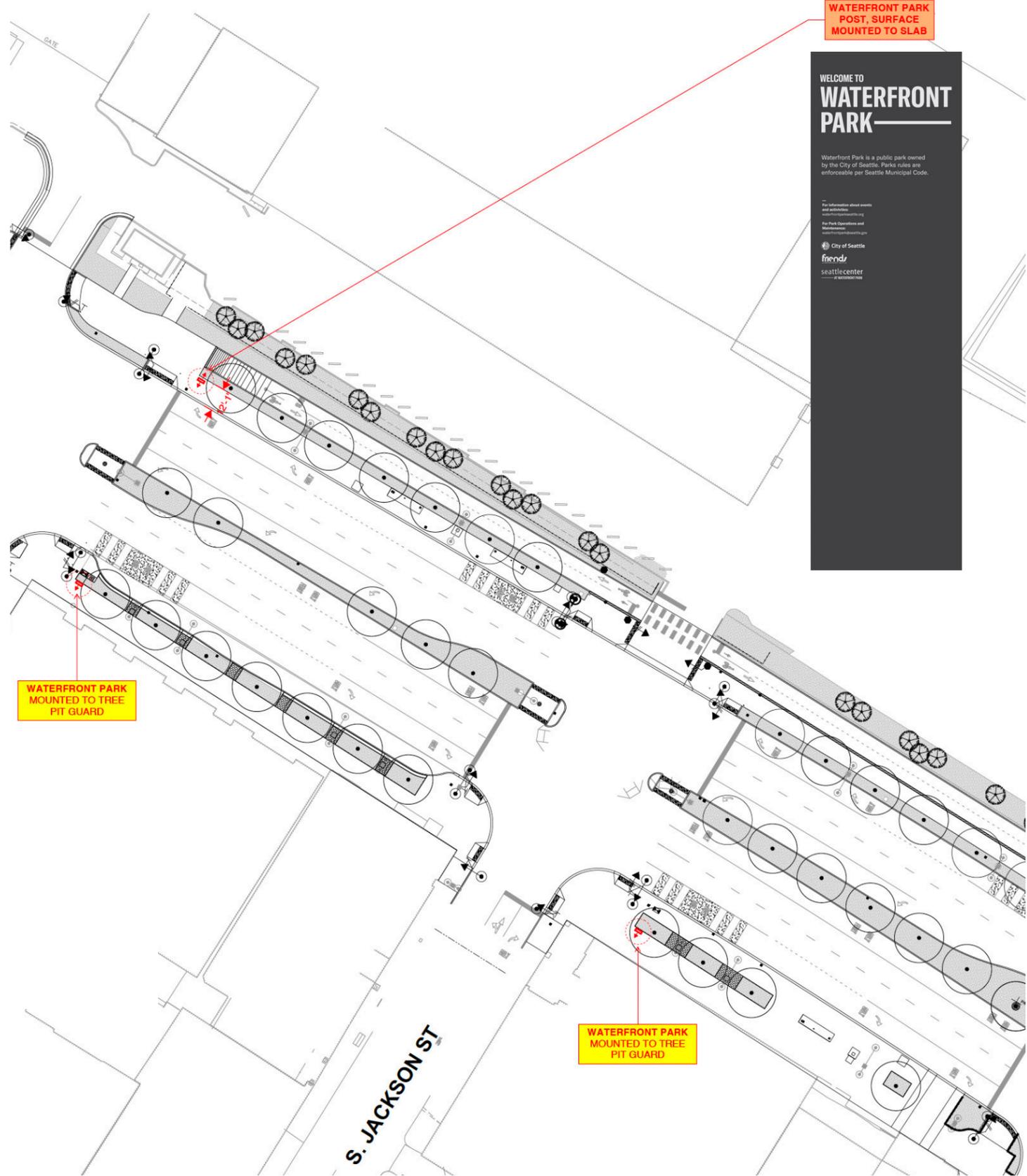
# Park Rules Monument Railroad Way 1



# Park Rules Monument Railroad Way 2



# Park Rules Monument West Side of King St. 3



**WATERFRONT PARK POST, SURFACE MOUNTED TO SLAB**

WELCOME TO WATERFRONT PARK

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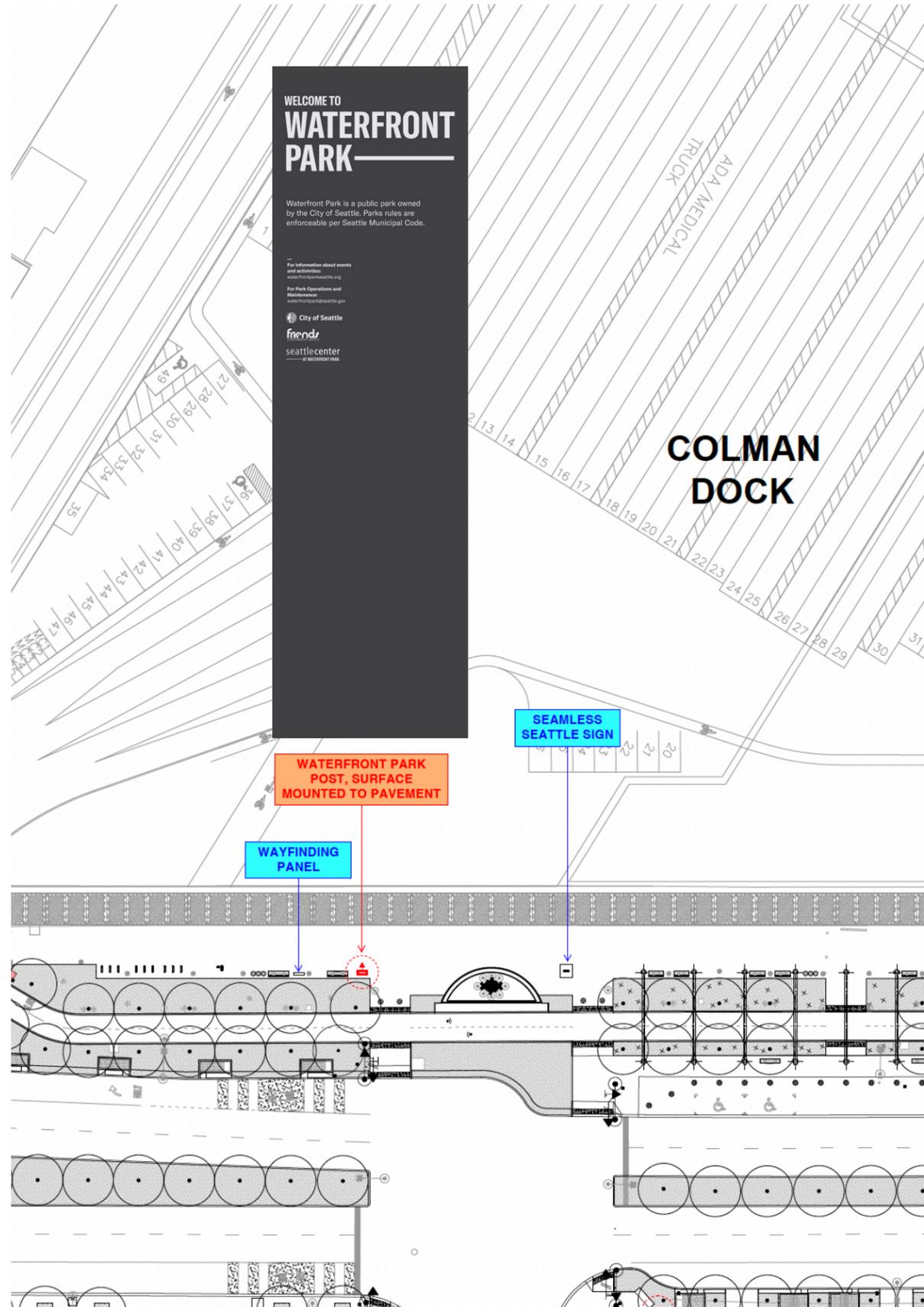
For information about events and activities visit [www.seattle.gov/visitors](http://www.seattle.gov/visitors)

For Park Operations and Maintenance visit [www.seattle.gov/parks](http://www.seattle.gov/parks)

City of Seattle  
friends  
seattlecenter

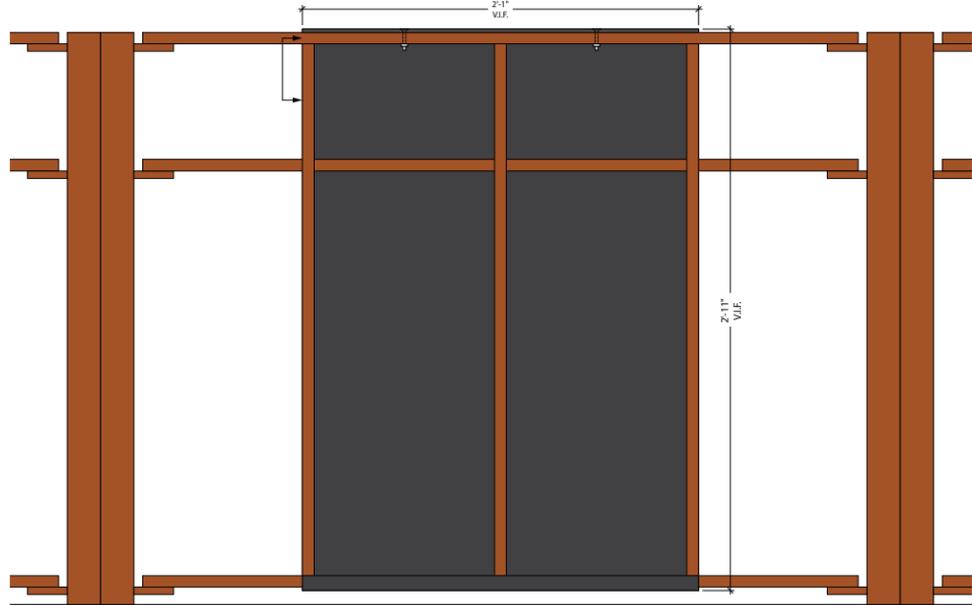


# Park Rules Monument West Side of Columbia St. 4



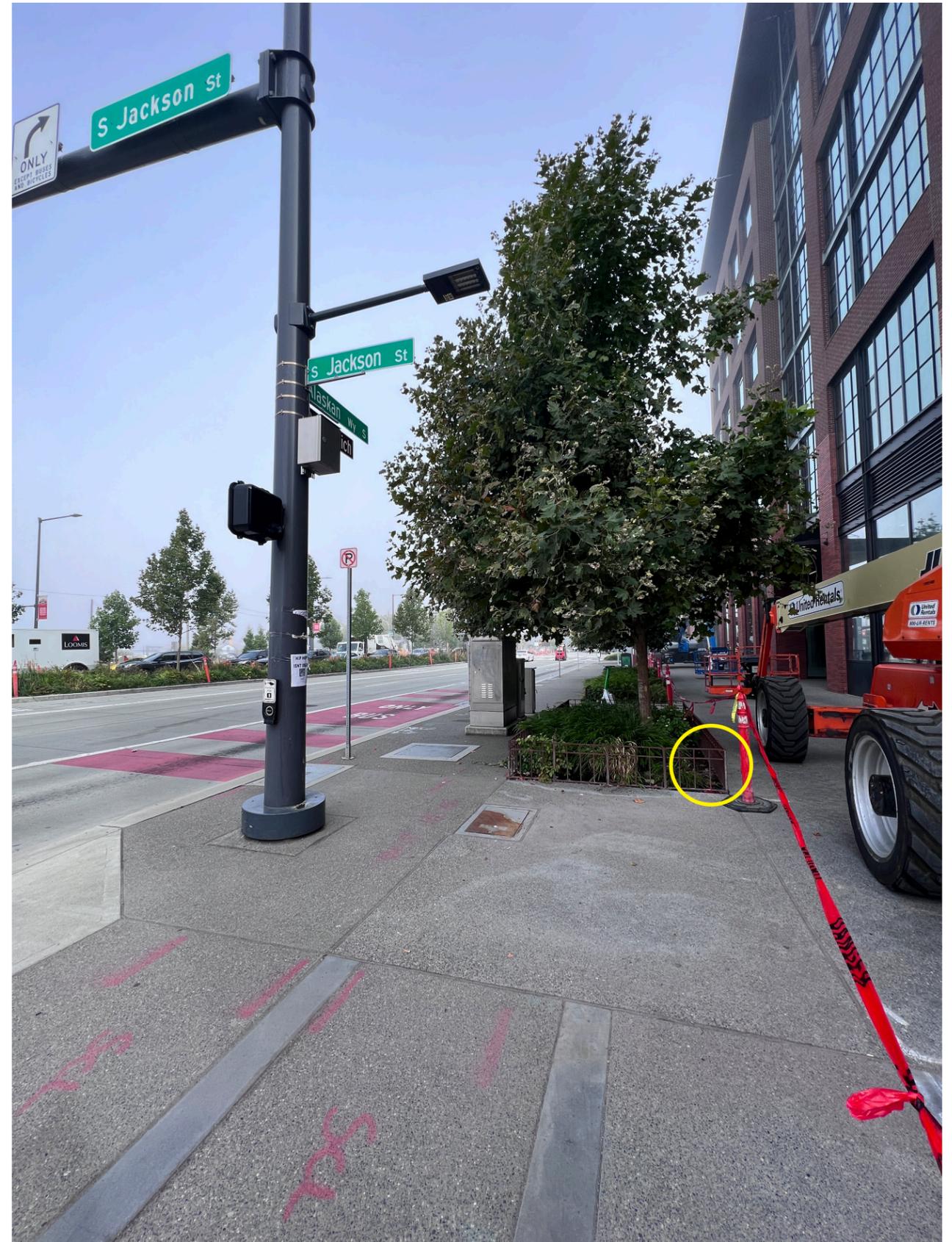
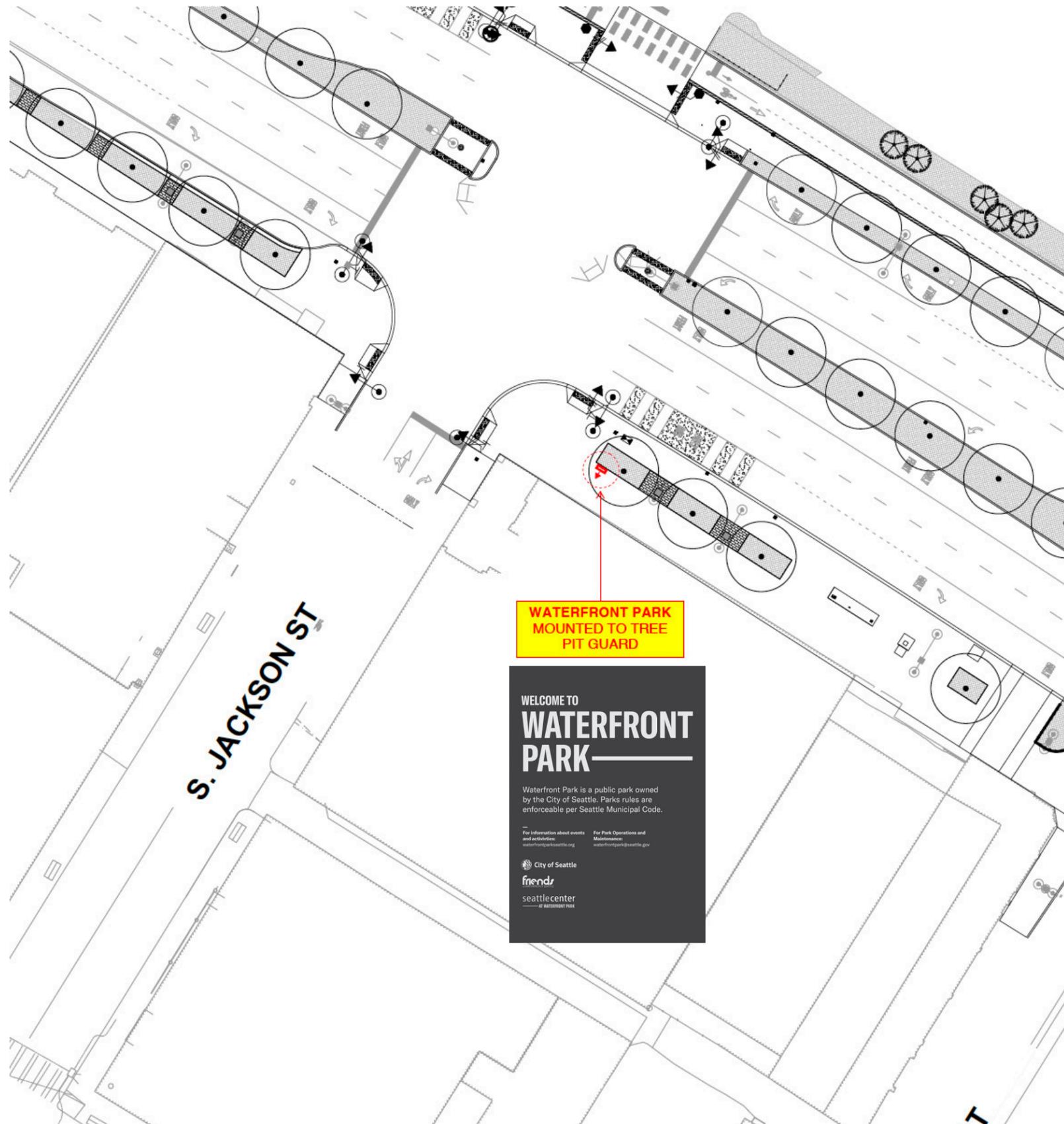
# Park Rules Tree Guard Panel

Type K—Qty 5

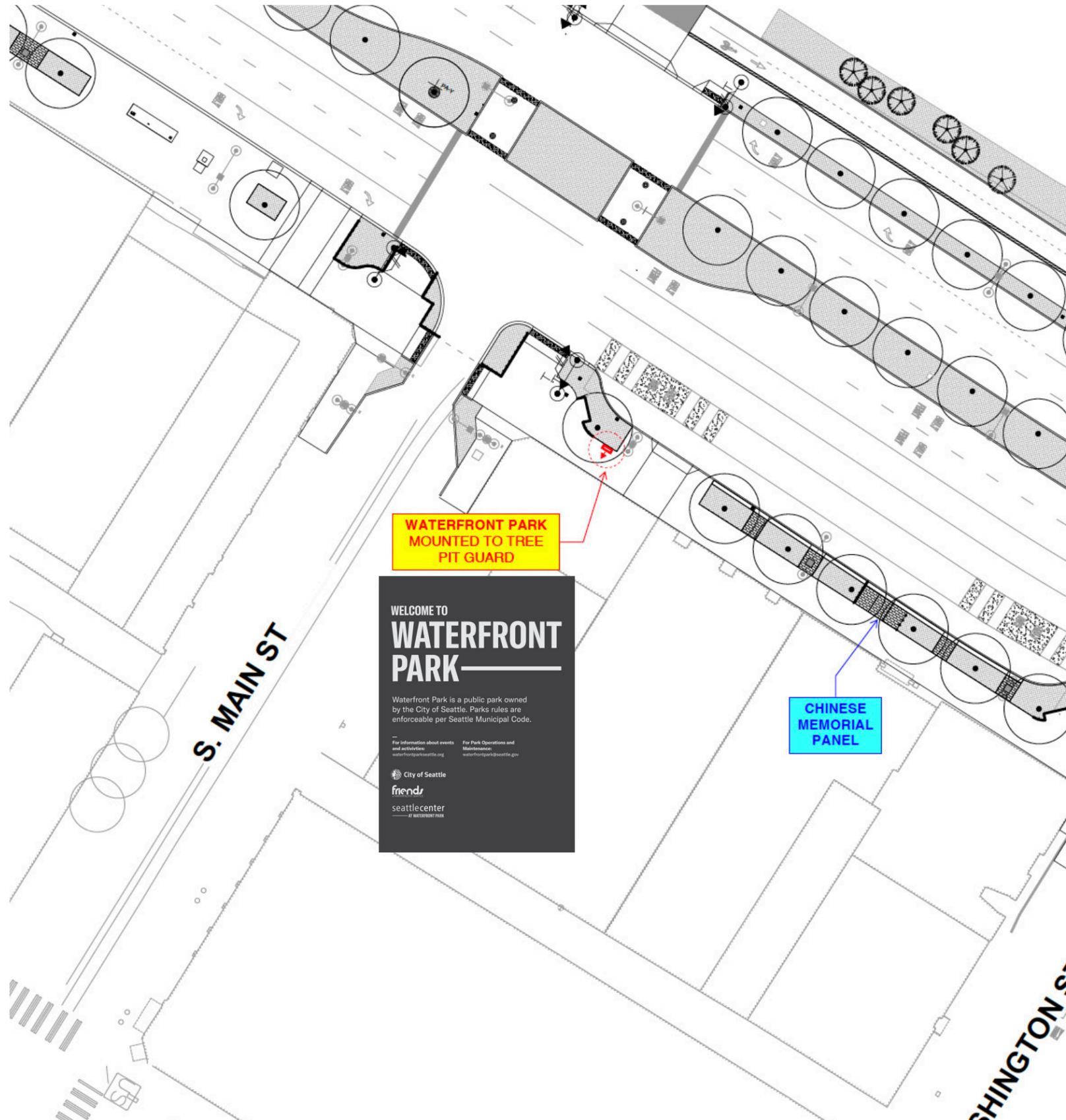


Panel Dimensions = 12.5 × 15.5 inches

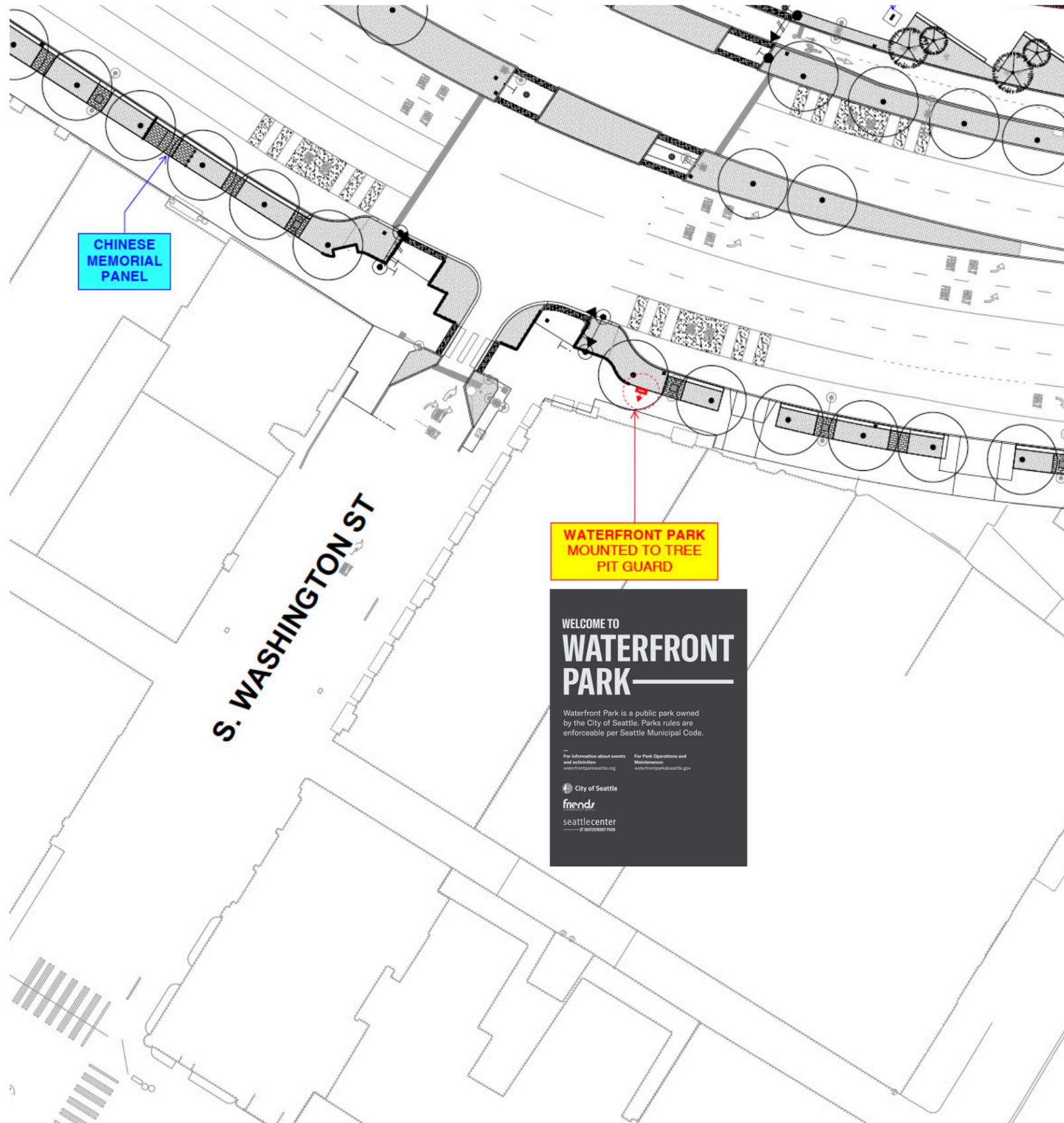
# Park Rules Tree Guard Panel East Side of Jackson St.



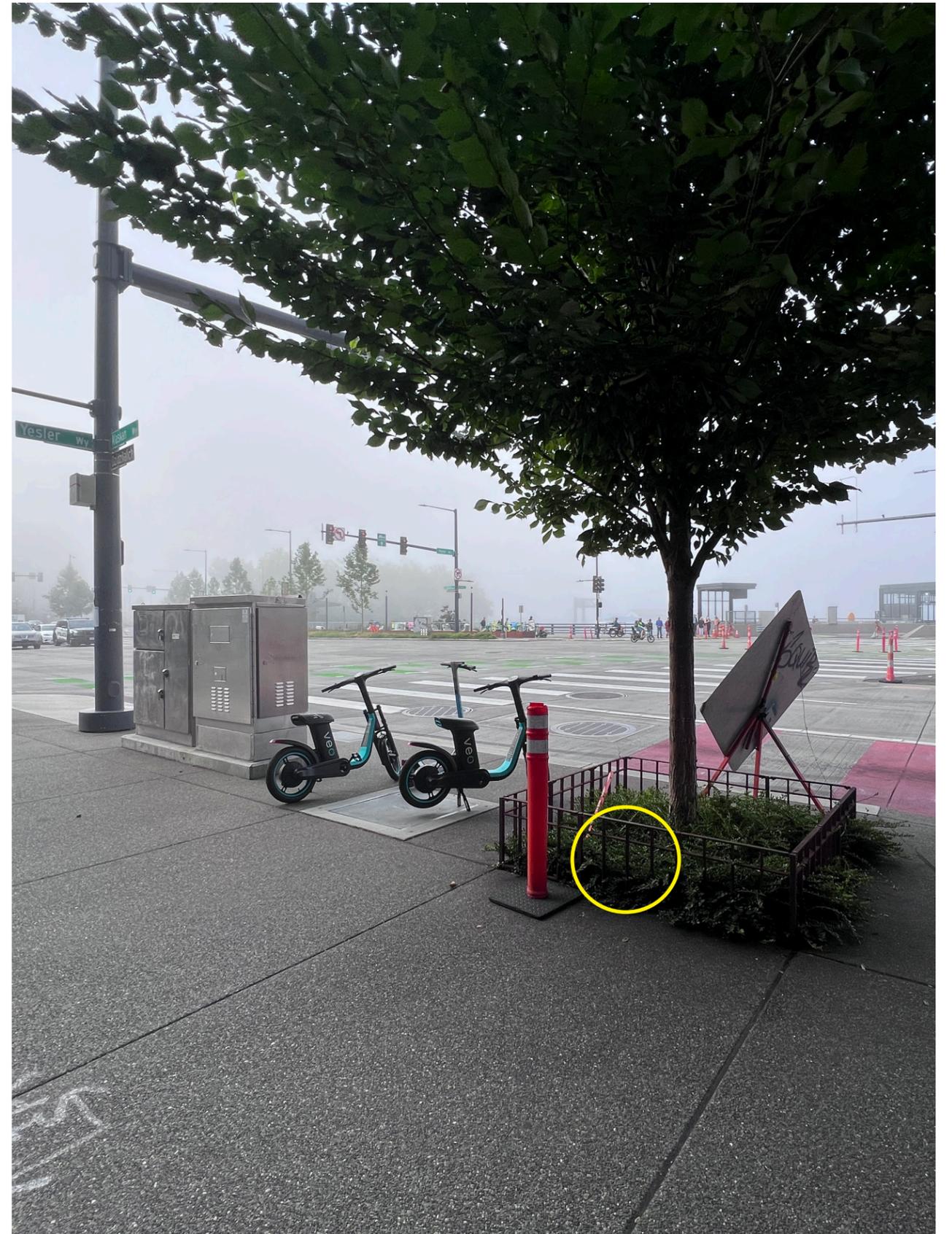
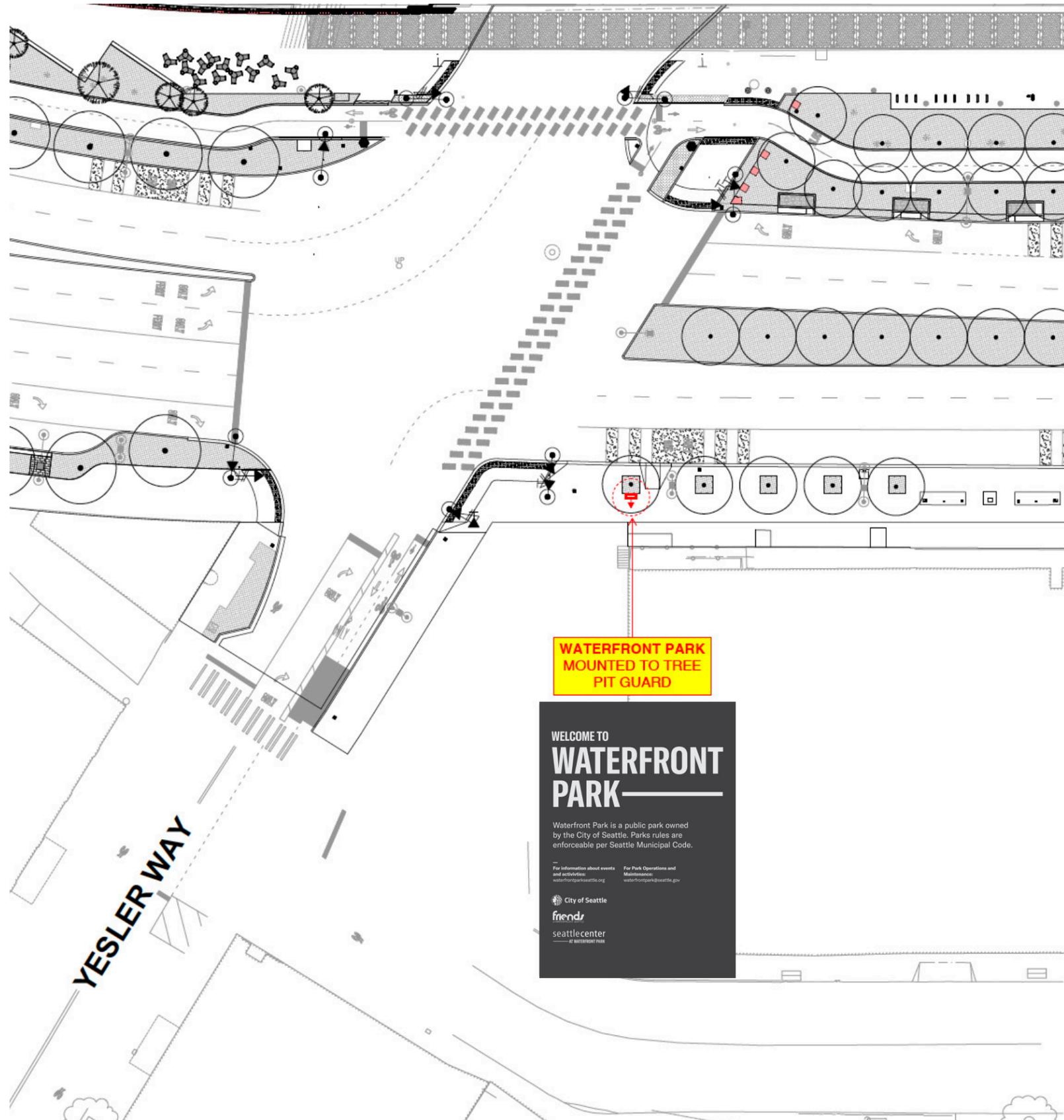
# Park Rules Tree Guard Panel East Side of Main St.



# Park Rules Tree Guard Panel East Side of Washington St.

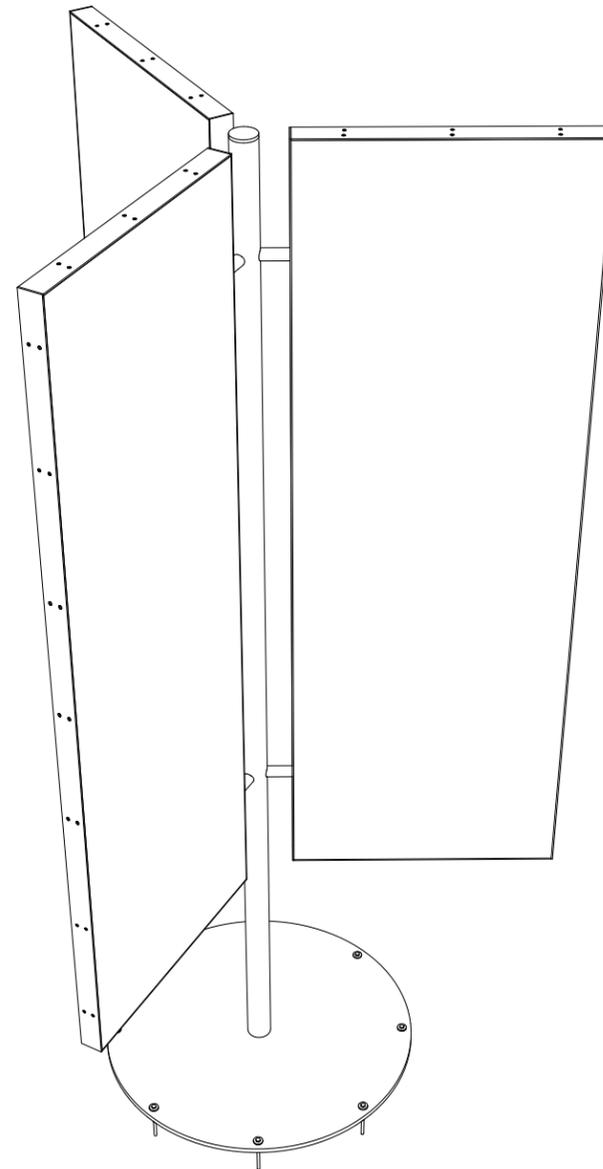


# Park Rules Tree Guard Panel East Side of Yesler Way

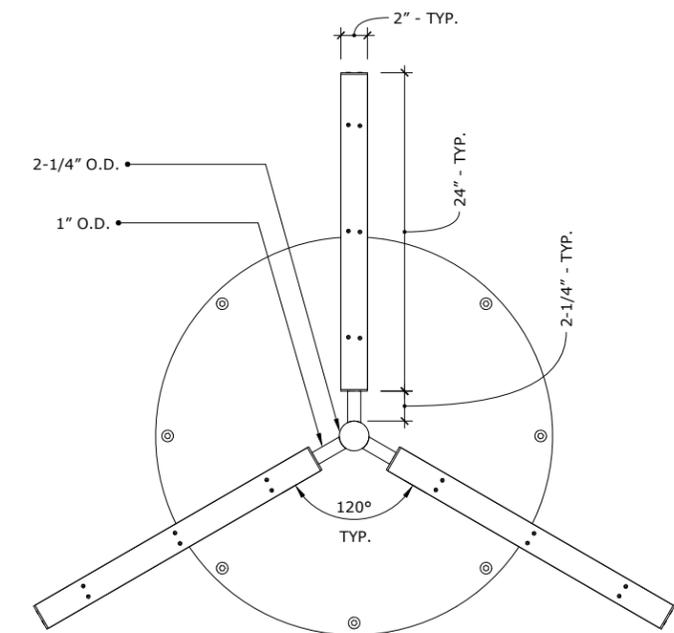


# Tri-Arm Display

Type E—Qty 1



## Top View



Graphic Panel Dimensions = 2 × 6 feet

# Tri-Arm Display East Side of King St.

## A CENTER OF TRADE FOR CENTURIES

**JOURNEYING BY CANOE**  
**TRAVELING BY LAND**

**TRADING GOODS OVER THOUSANDS OF MILES**

**WEAVING A SOCIAL FABRIC FAR BEYOND PUGET SOUND**

To move trade items, indigenous people developed a number of technologies: birchwood boxes, baskets, animal skin pouches, vessels made from animal organs, and flat rafts. For the coastwise trade, goods would be carried to large overlying coves.

Differences in geology, waterways, latitude, and landscapes resulted in differences in resources. The network of waterways provided opportunities to trade some things in abundance for other things that might be in short supply. Canoes could carry more than a dozen people and household goods, in addition to the trade goods, so trading visits also included socializing and often involved visiting family members. These social networks still exist, as does the "message of regional specialties. There are large intertribal gatherings and family connections that extend across the region.

**A TRADE NEXUS**

Muckleshoot elder yukout remembers digging horse clams with his kayo (grandmother) Alice (Upper Skagit). She would smoke the large clams with a smoldering alder wood fire and then thread a dozen clams onto a string. Alice would bring them on visits to the Yakima, who paid her in cash or trade for a string of the Puget Sound delicacy. They would pound the clams into smaller pieces and make a tasty chowder.

品鐵樣別及釘鉄小大係裝所  
圖內房棧司公本和  
四器裝種各身備常另  
成司行鐵路全區

**LONDON**

**TRAVELERS**

**IQUIQUE**

**LUMBER**

**SITKA**

**TALLOW**

FROM HERE TO EVERYWHERE

圖內房棧司公本和  
兩桶把批之隊成列陳

**FURS**

**HONG KONG**

**COAL**

**HONOLULU**

**GOLDSEEKERS**

**SAN FRANCISCO**

**IN & OUT**

## WORKING WHARVES

**SEATTLE'S CARGO TRADE FROM THE 1860s TO THE 1960s**

Today, cargo is shipped in and out of Seattle via sea and air at Port of Seattle facilities south of downtown and at the grain elevator and fish docks to the north. But for the better part of a century, shipping mostly happened on this shoreline. Longshoremen loaded and unloaded cargo onto great wooden piers, and a frenetic, yet functional system of trains, wagons, and trucks ferried it by land throughout Seattle and beyond.

**SHIPPING MOVES SOUTH**

The first cargo ship to leave Puget Sound sailed for Hawaii in 1861. Cargo was the primary purpose of moving goods all across the world. It was the same in the early days of transportation, when the cargo industry heavily changed the cargo industry forever.

**BOXES, BARRELS, BALES, AND BURNERS**

The harbor and facilities on the waterfront were all about cargo. First, ships brought goods to Seattle, then, and then to the market. Goods were shipped in bulk. Burners had coal and oil. Spikes and other materials were in casks. And there was storage for the barrels of steel, great stone, timber, and grain.

As the port, cargo and processing facilities expanded along nearby the waterfront, the city grew. In 1889, the city was founded. The city was founded in 1889, when grain and fish handling facilities were built.

Seattle is still a global port city. But today, that means something quite different—and perhaps less recognizable in the city today. The Port of Seattle is the first part of the last century.

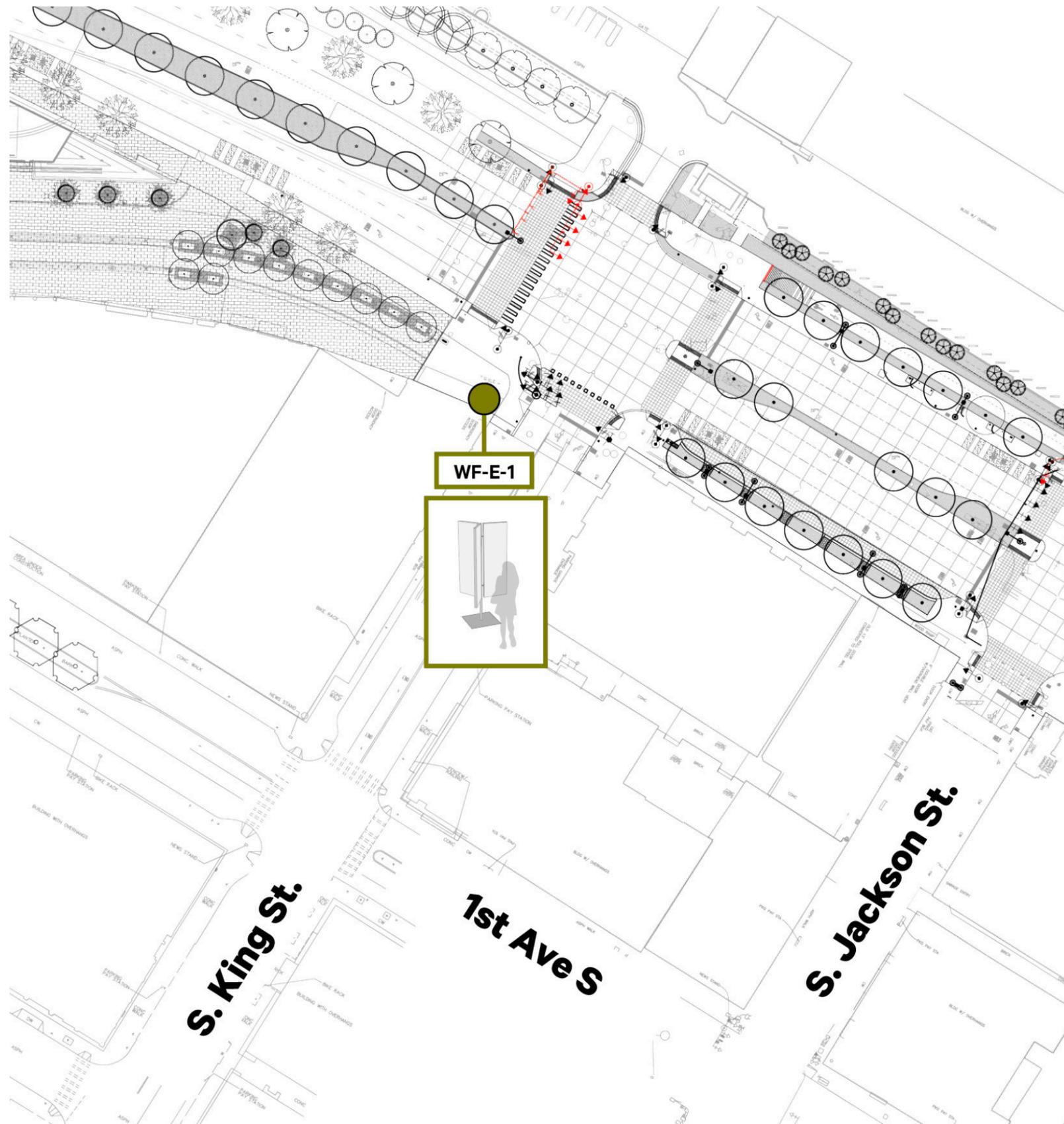
## A DIZZYING VARIETY OF IMPORTS AND EXPORTS CONNECTED SEATTLE WITH CITIES WORLDWIDE.

**MOVING CARGO**

The Port of Seattle built the facilities on the Duwamish River and Harbor Island, where there was less room for workers and the massive cargo ships that would come. The central waterfront, longshoremen, and merchants, became a center of import and export.

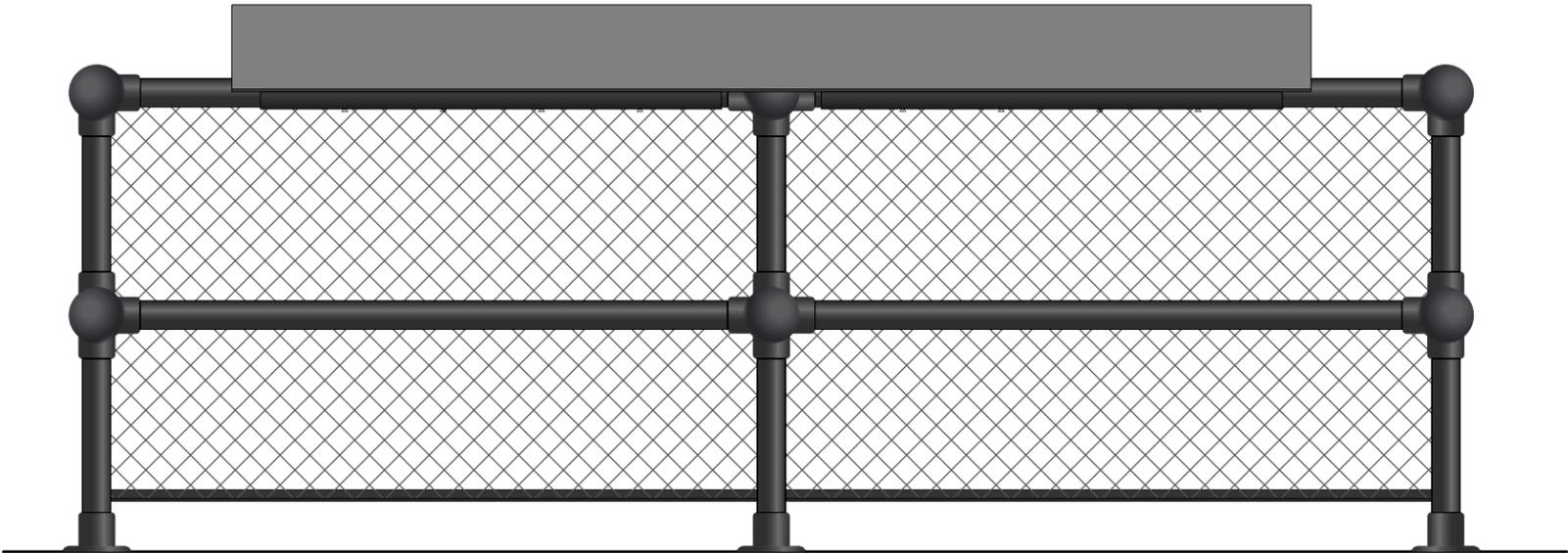
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# Tri-Arm Display East Side of King St.



# South End Fence Display

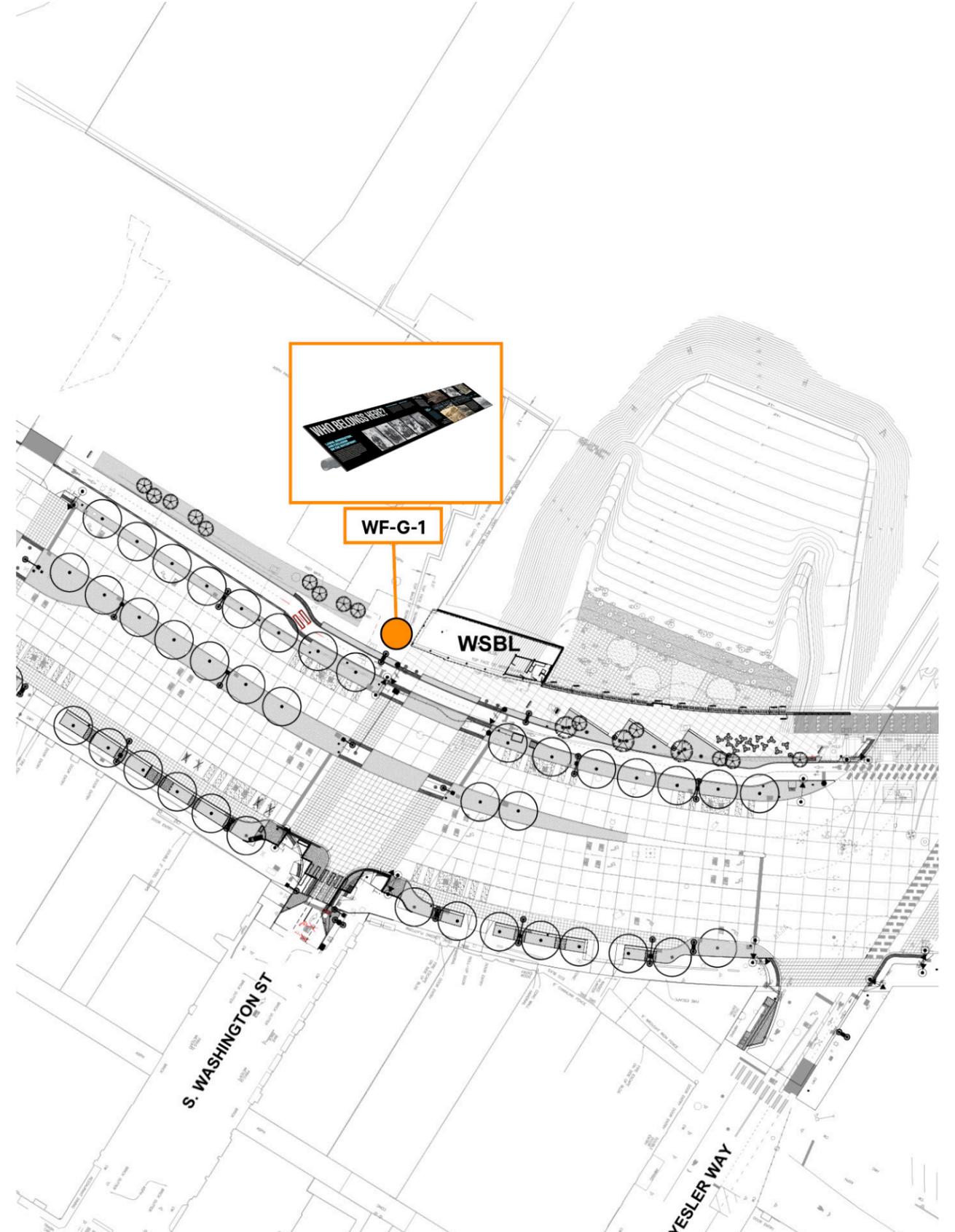
Type G—Qty 1



Panel Dimensions = 15 inches x 8 feet

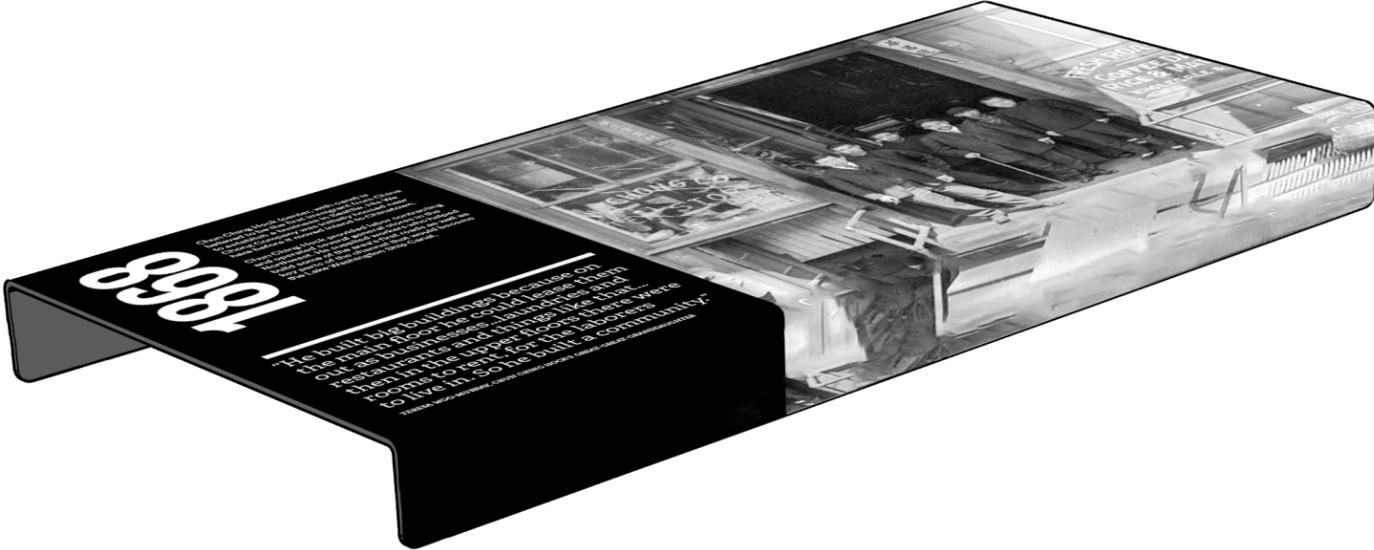
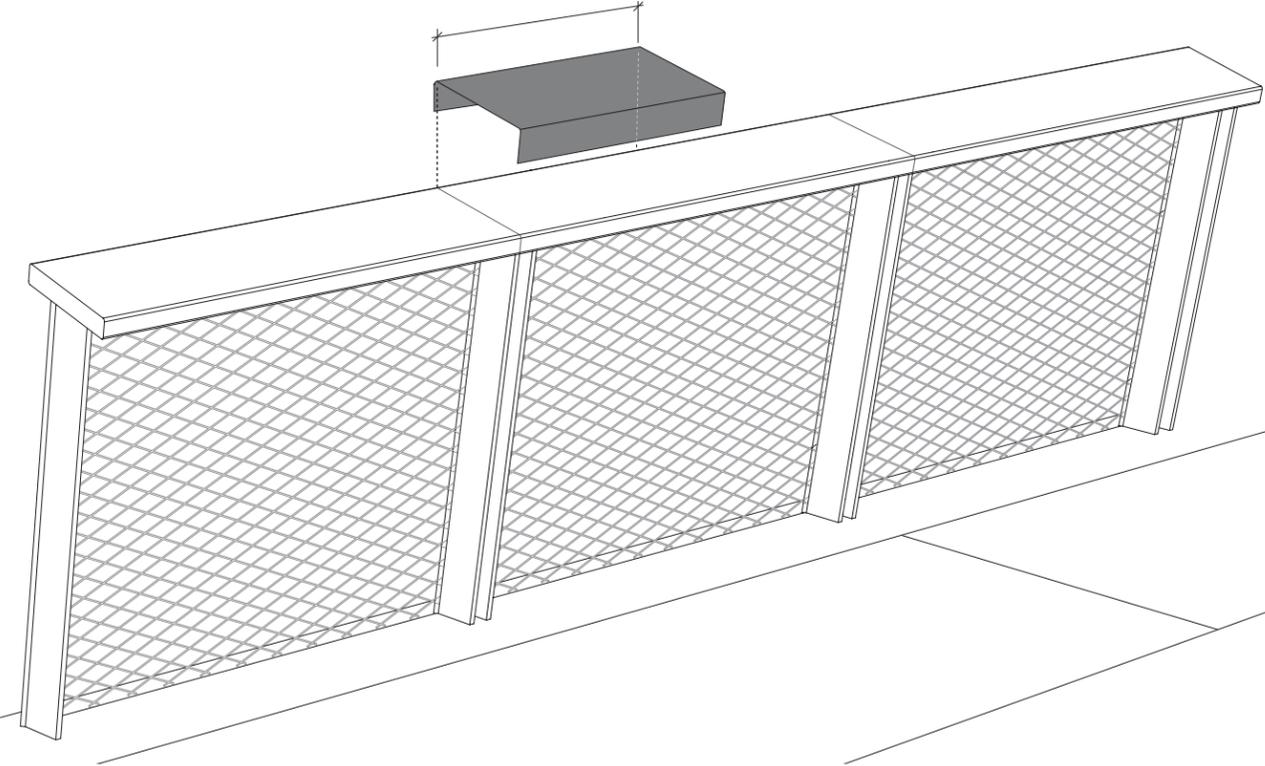


# South End Fence Display South of the Washington St. Boat Landing



# Small Handrail Panel

Type HS—Qty 1



Panel Dimensions = 11 x 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.”

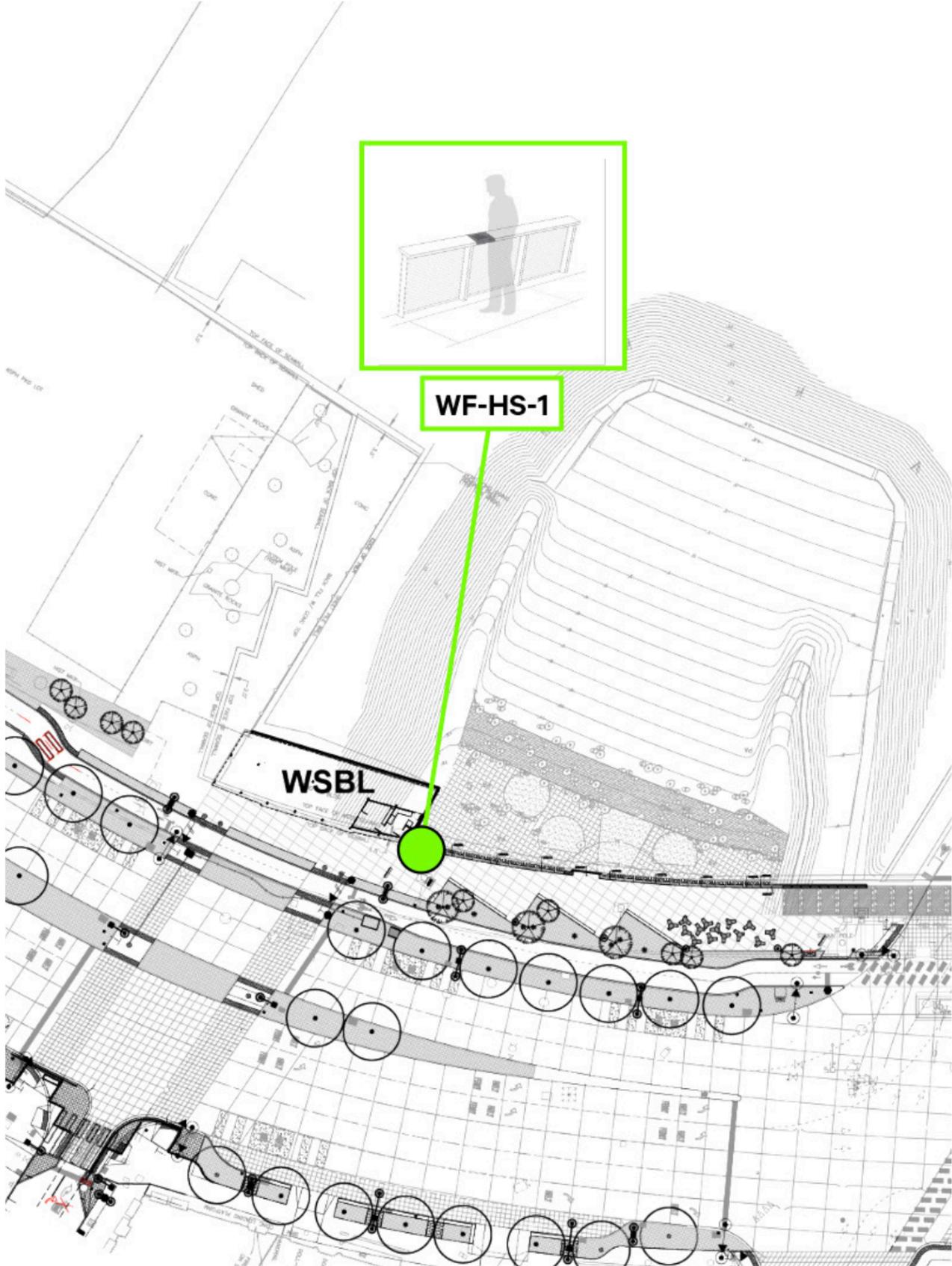
TERESA WOO-MURRAY, CHUN CHING HOCK'S GREAT-GREAT-GRANDDAUGHTER



Courtesy Wing Luke Museum of the Asian Pacific American Experience.

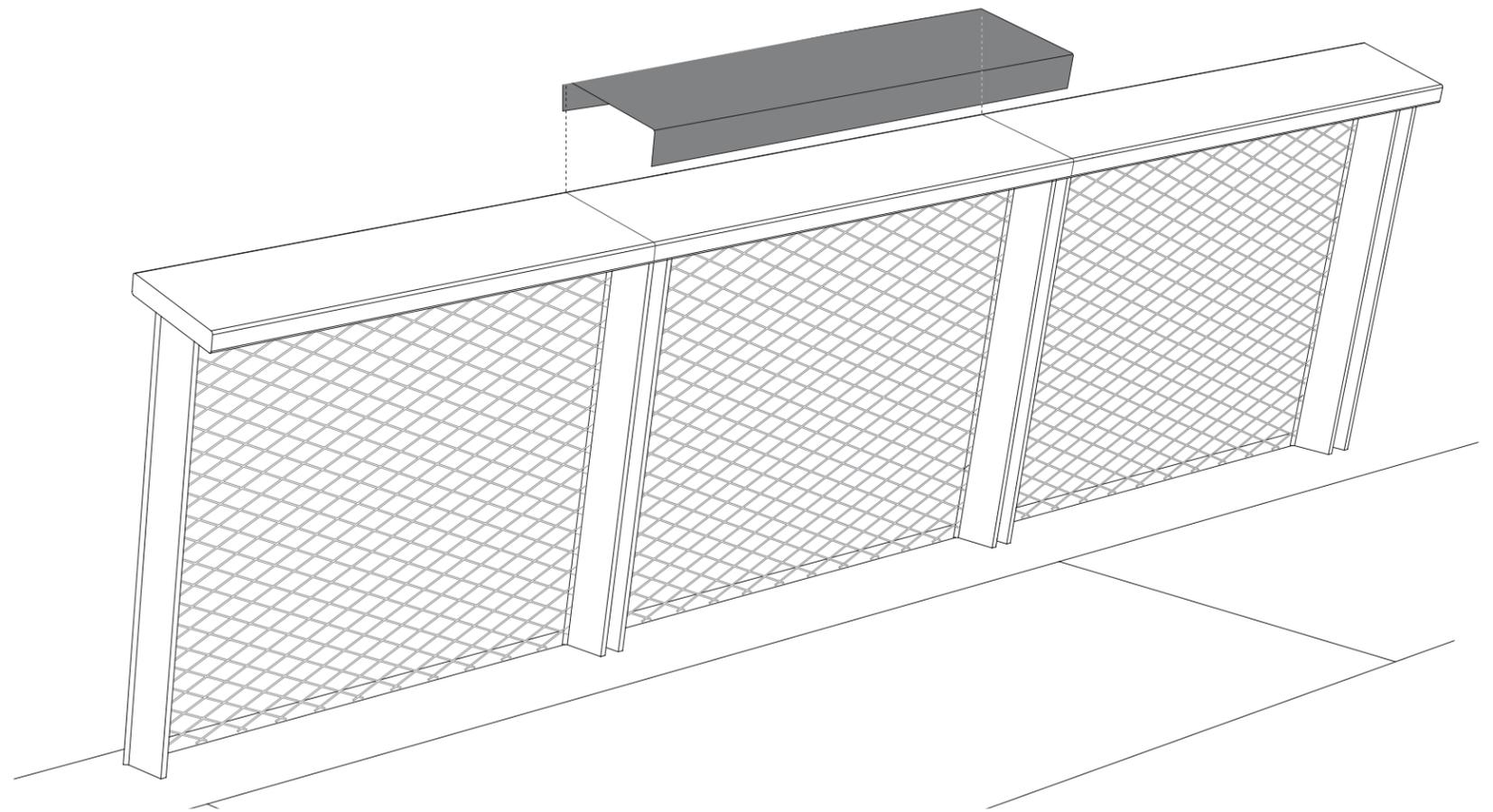
Panel Dimensions = 11 inches × 2 feet

# Small Handrail Panel South end of Pioneer Square Habitat Beach Railing



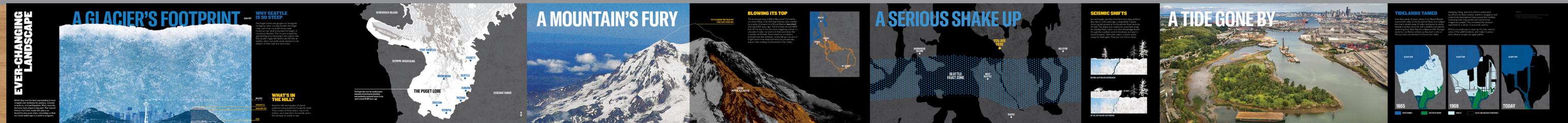
# Large Handrail Panel

Type HL—Qty 4 Panels (2 Stories)



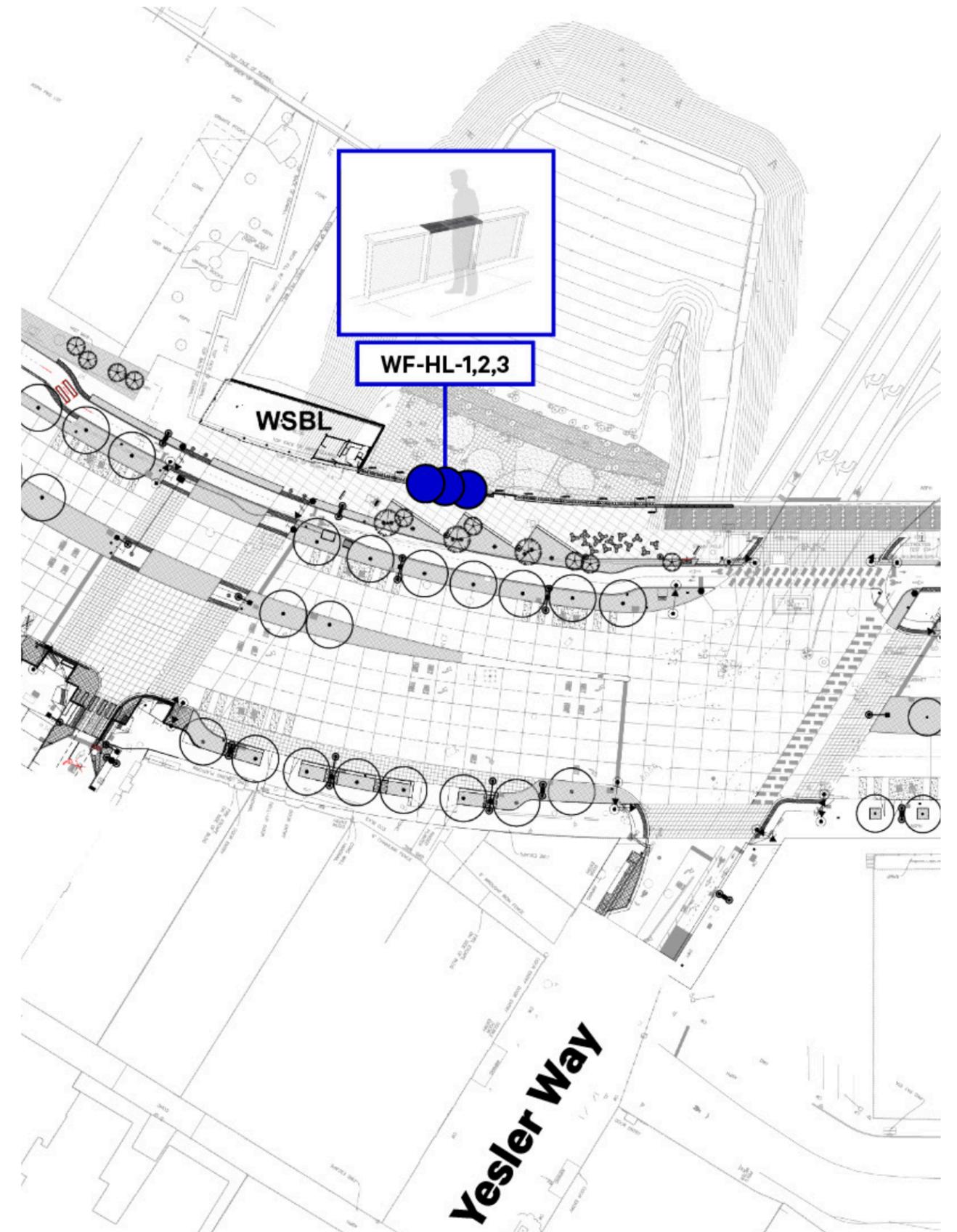
Individual Panel Dimensions = 11 inches × 4 feet

# 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.

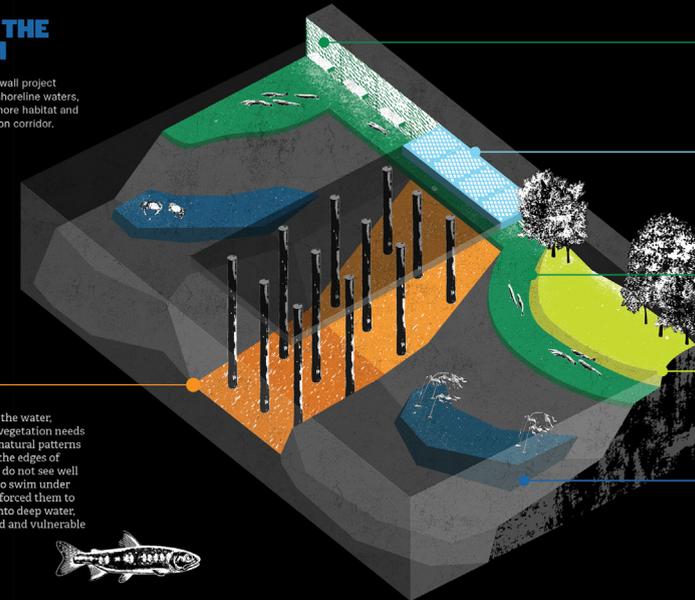
CREDITS  
Courtesy Andrew OGA  
Seattle, Lane Smith & Suzanne Webb on the pier at the foot of Columbia Street, 1925.

### 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

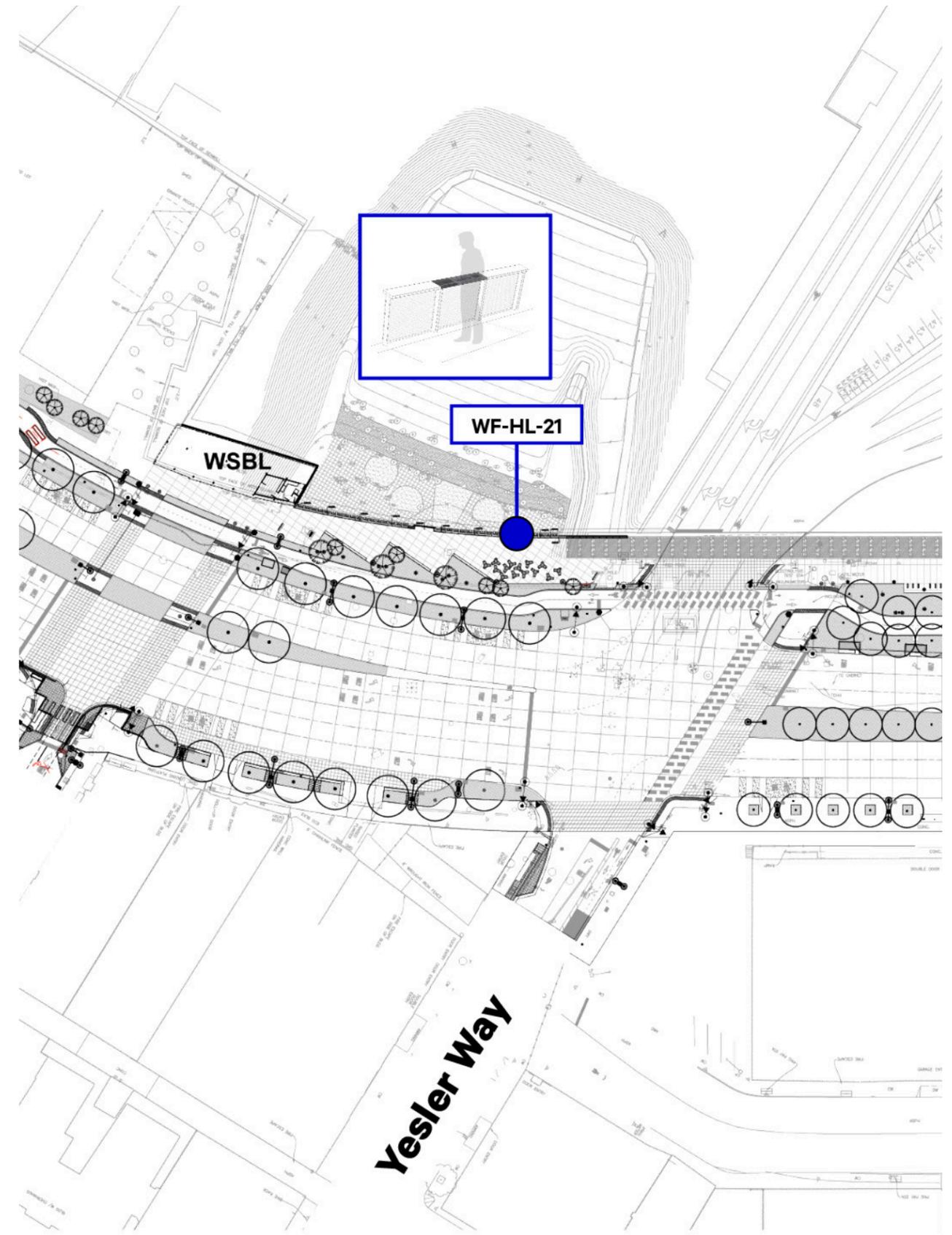
Habitat Beach is placed directly in the current salmon migration pathway leading them to this safer waterfront habitat. Vegetation provides diversity and connectivity between habitats.

### SEAFLOOR IMPROVEMENTS

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

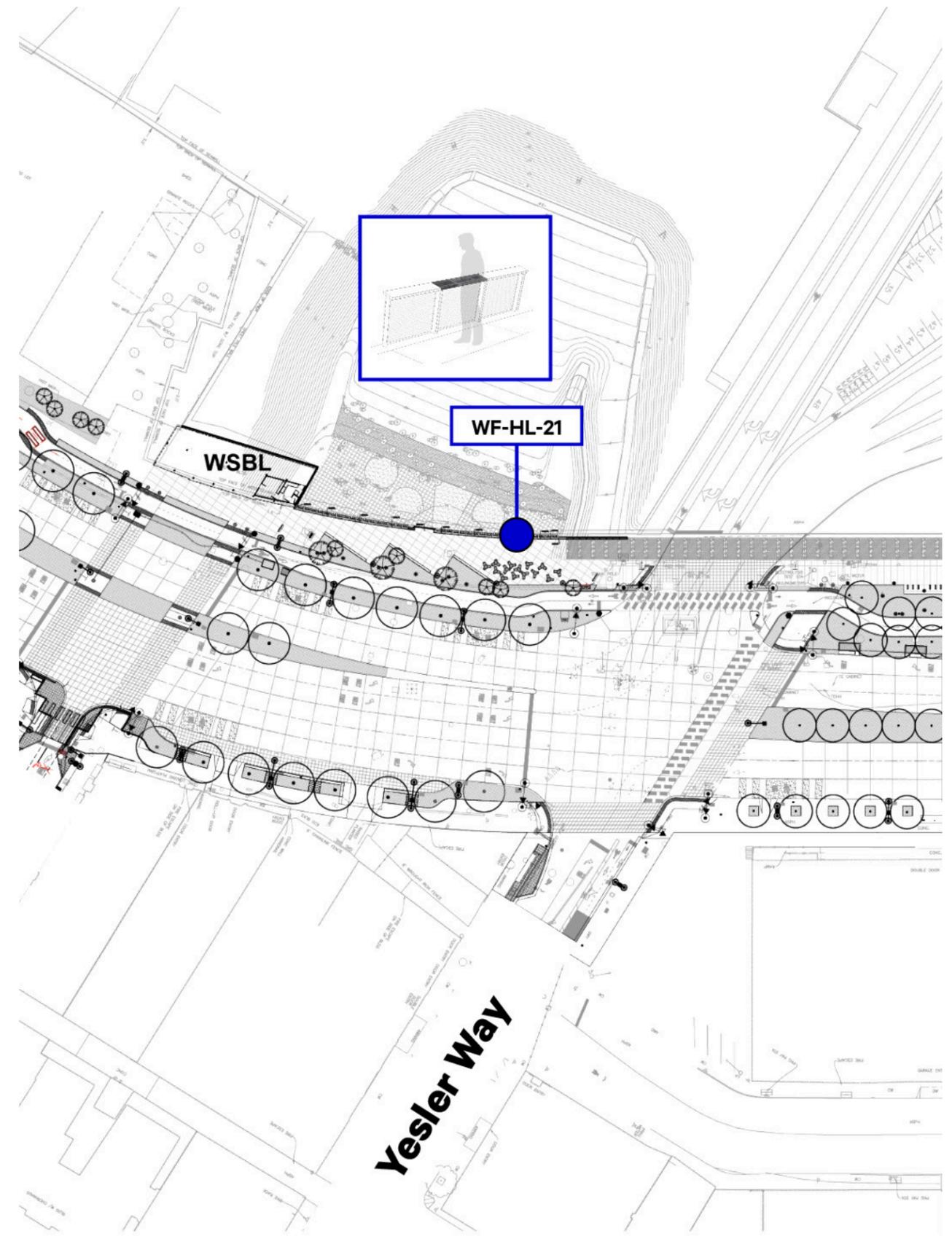
Panel Dimensions = 7.5 inches x 4 feet

# Large Handrail Panel North end of Pioneer Square Habitat Beach Railing





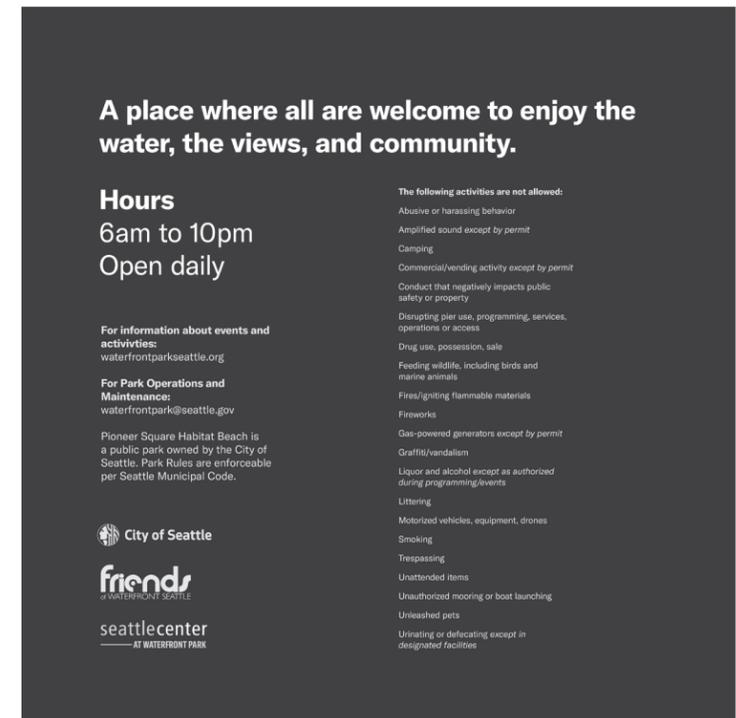
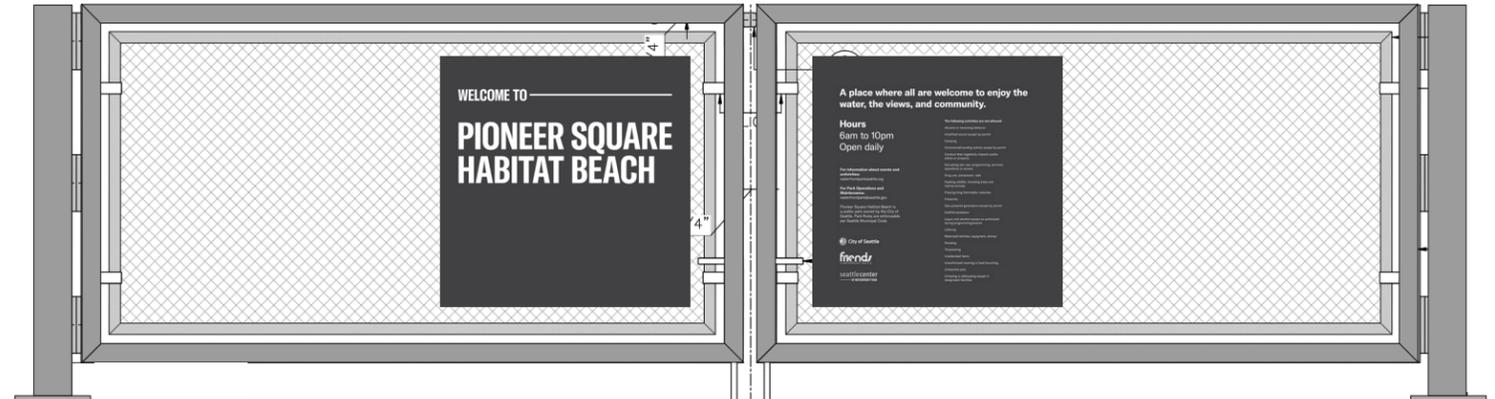
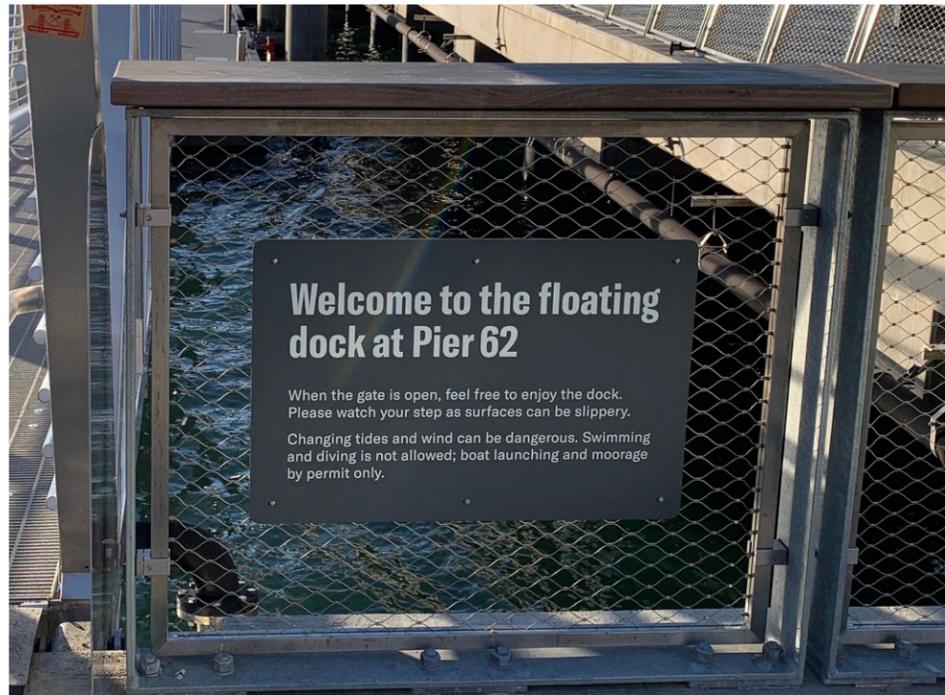
# Large Handrail Panel North end of Habitat Beach Railing



# Habitat Beach Welcome Gate Panels

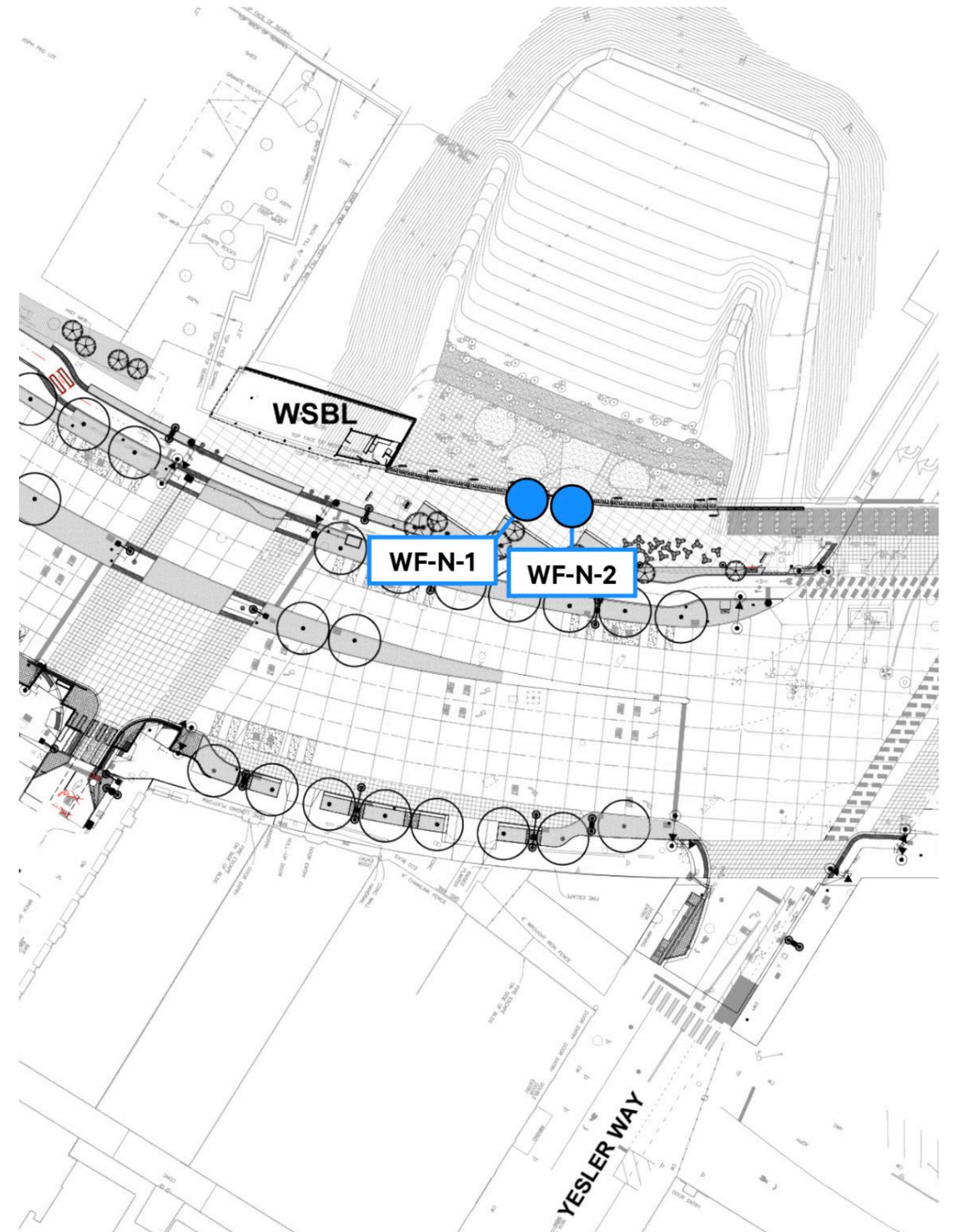
Type N—Qty 2

## Existing Pier 62 Sign



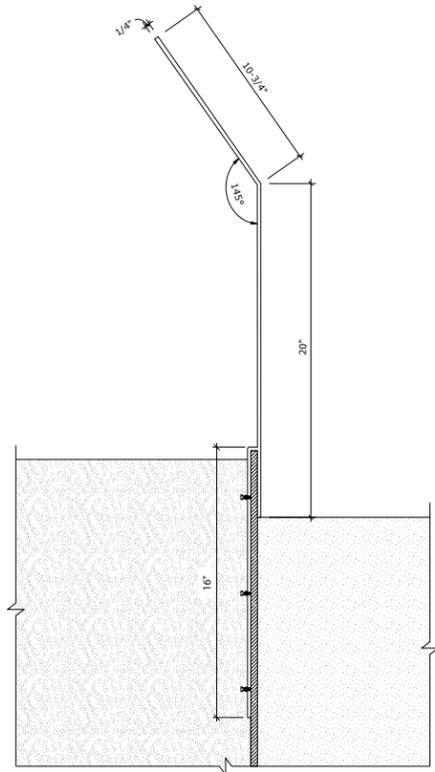
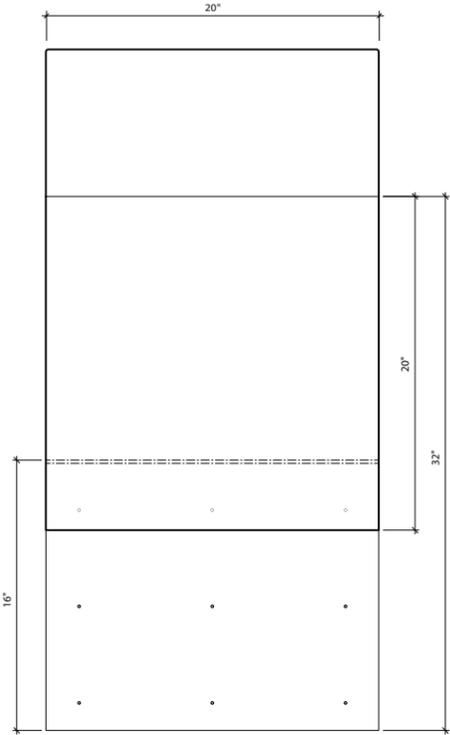
Panel Dimensions = 27 x 27 inches

# Habitat Beach Welcome Gate Panels



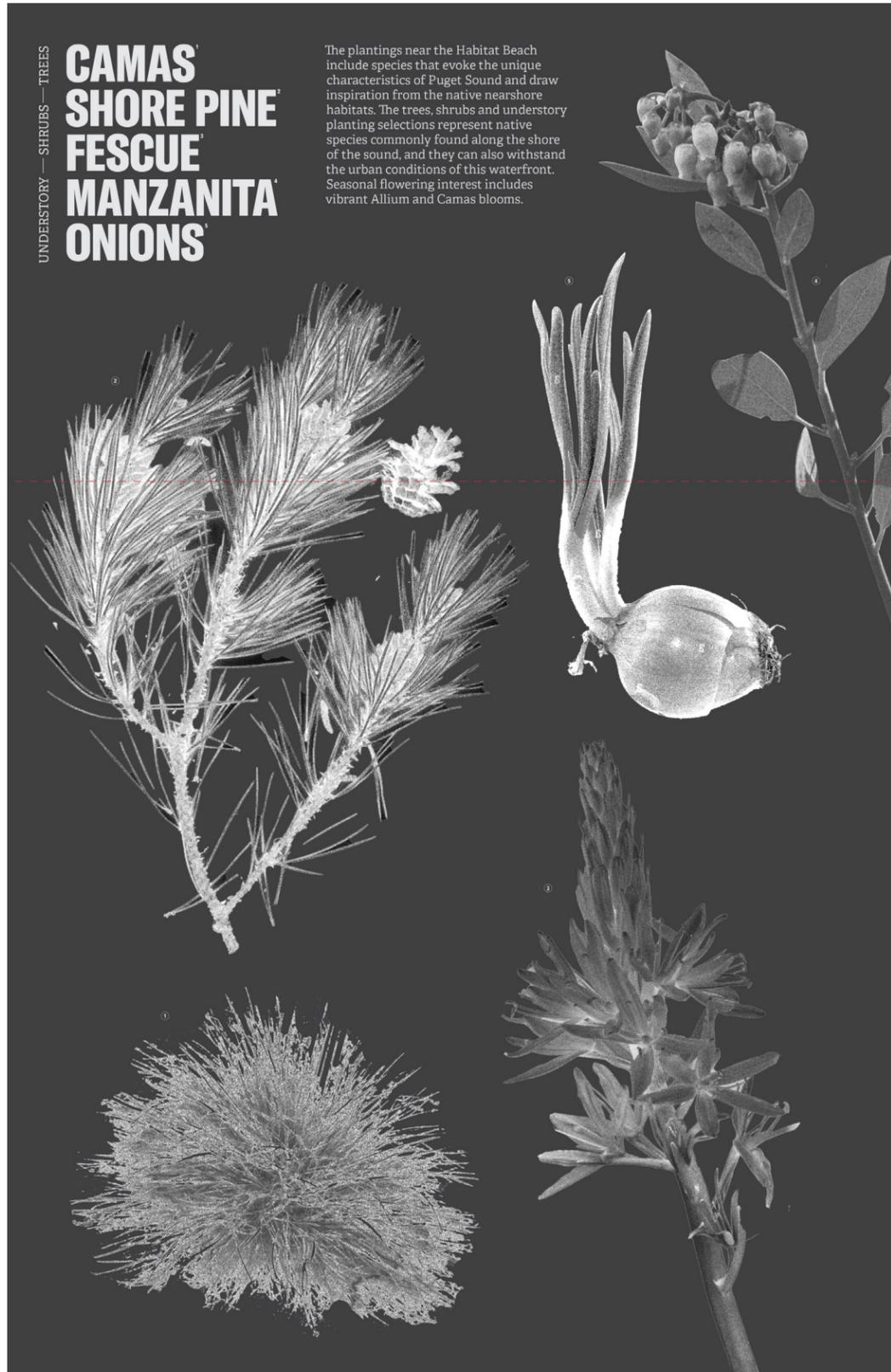
# Planter Panels

Type P—Qty 2

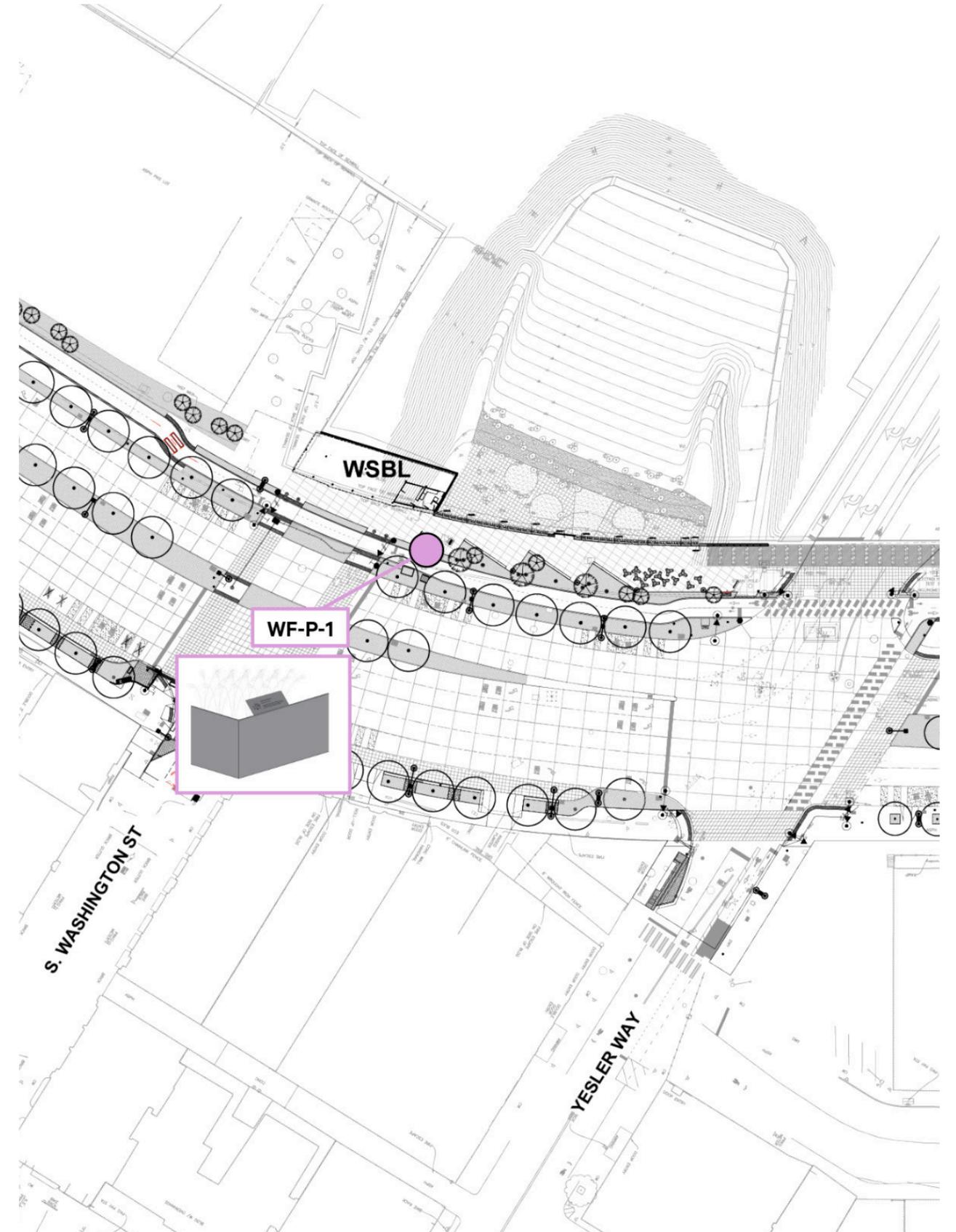


Full Height Dimensions = 20 × 30.75 inches

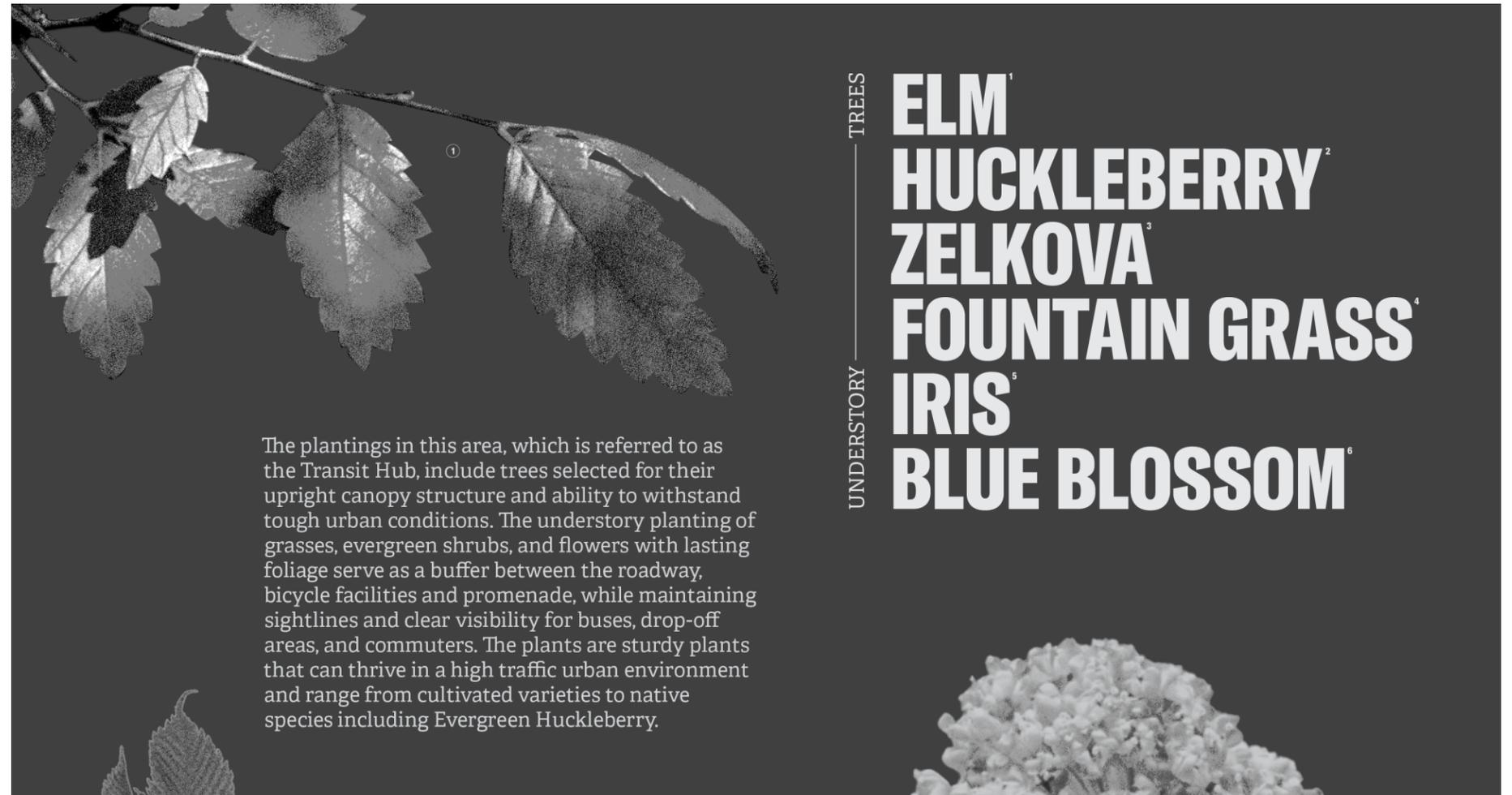
# Planter Panel West Side of Washington St.



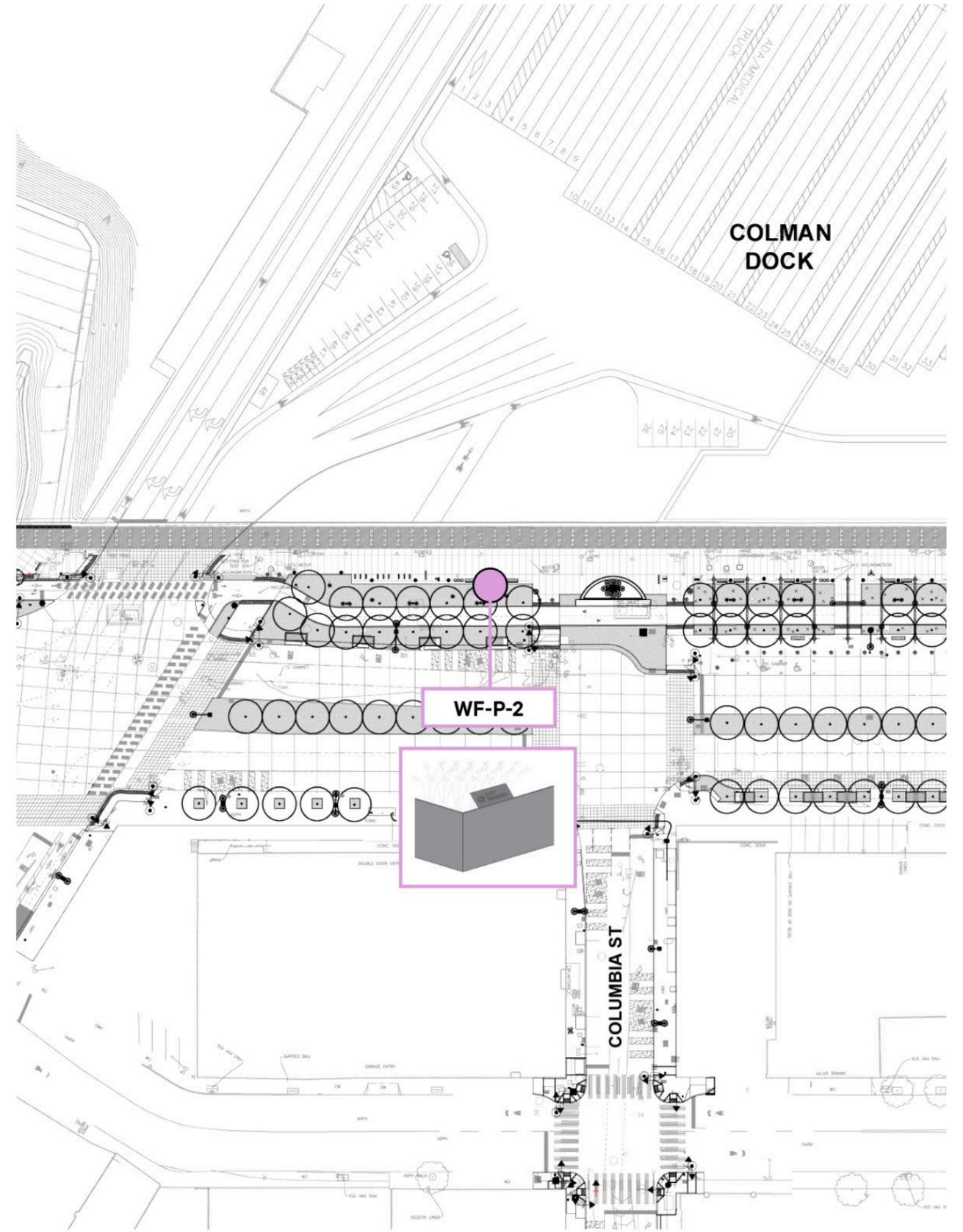
# Planter Panel West Side of Washington St.



# Planter Panel West Side of Columbia St.

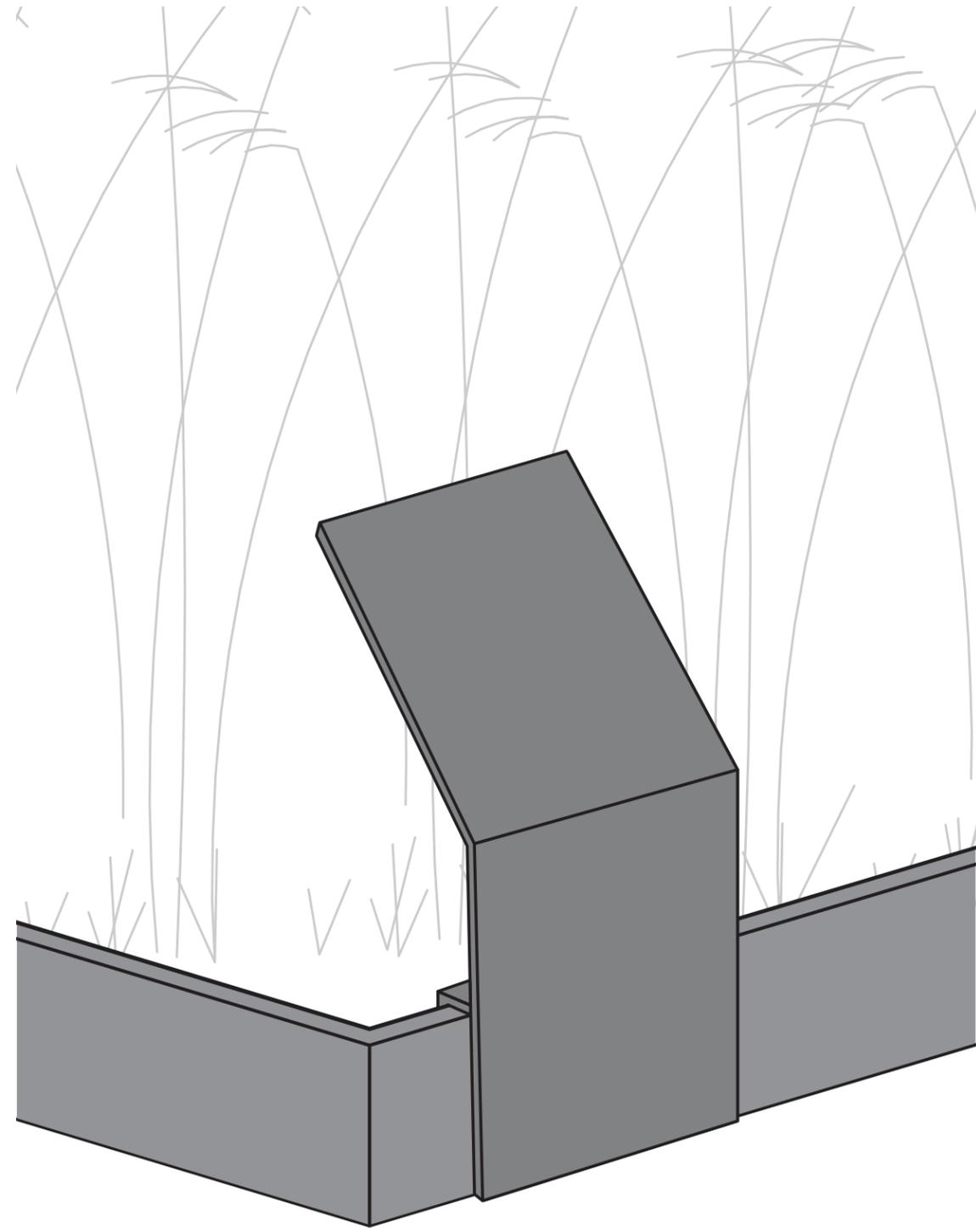
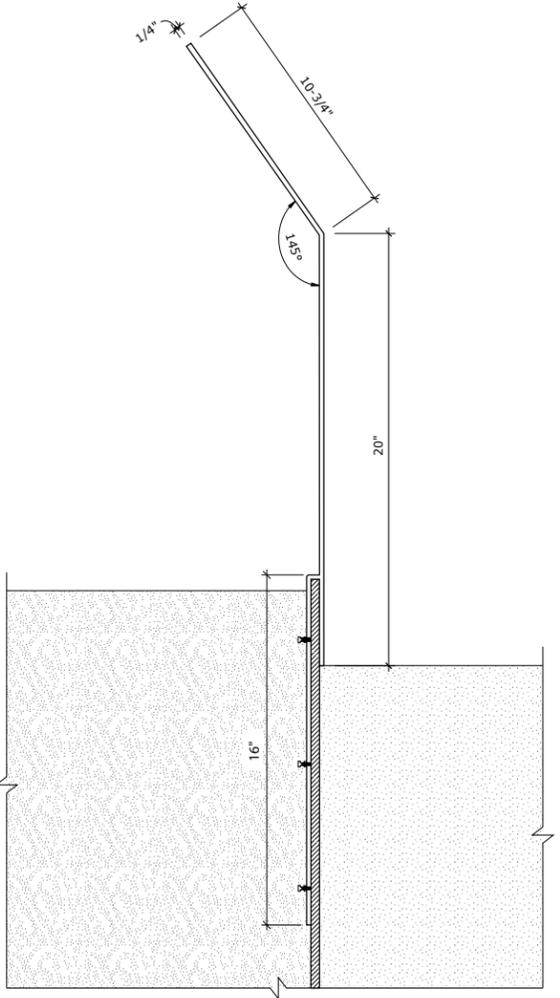
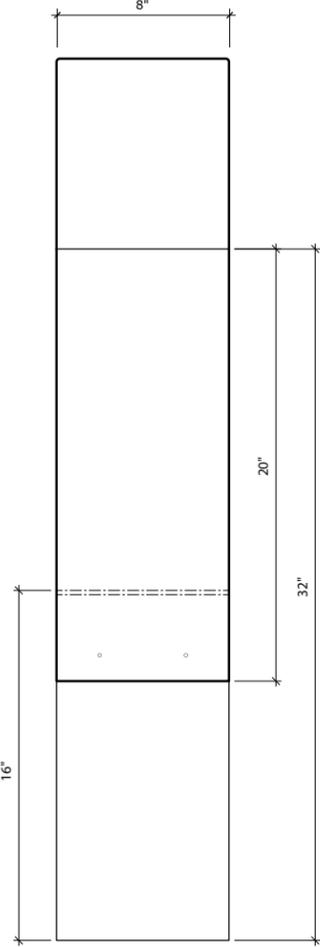


# Planter Panel West Side of Columbia St.



# Artist Credit Panels

Type A—Qty 2



Panel Dimensions = 8 x 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?

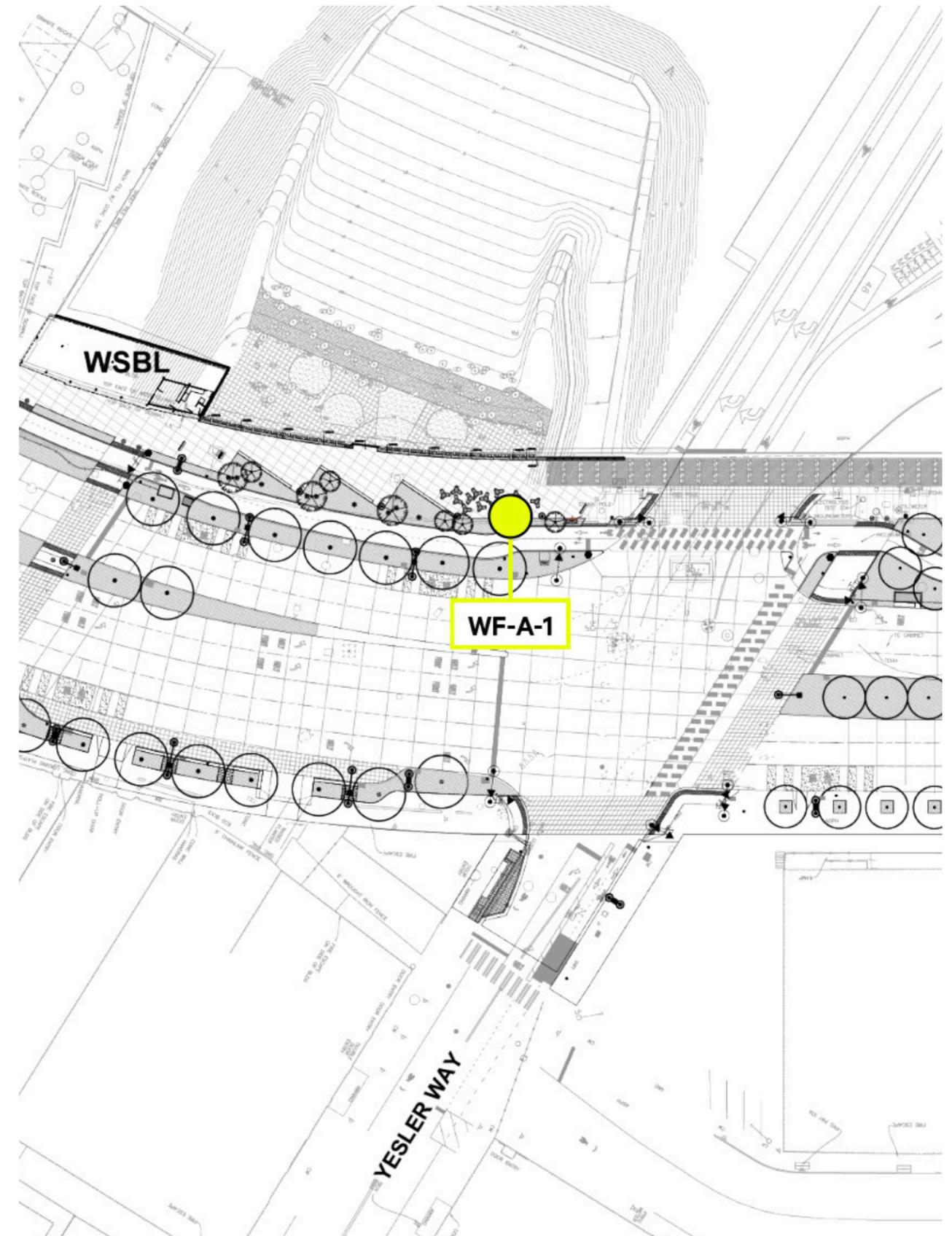
Commissioned with Alaskan Way Seawall 1% for Art funds

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



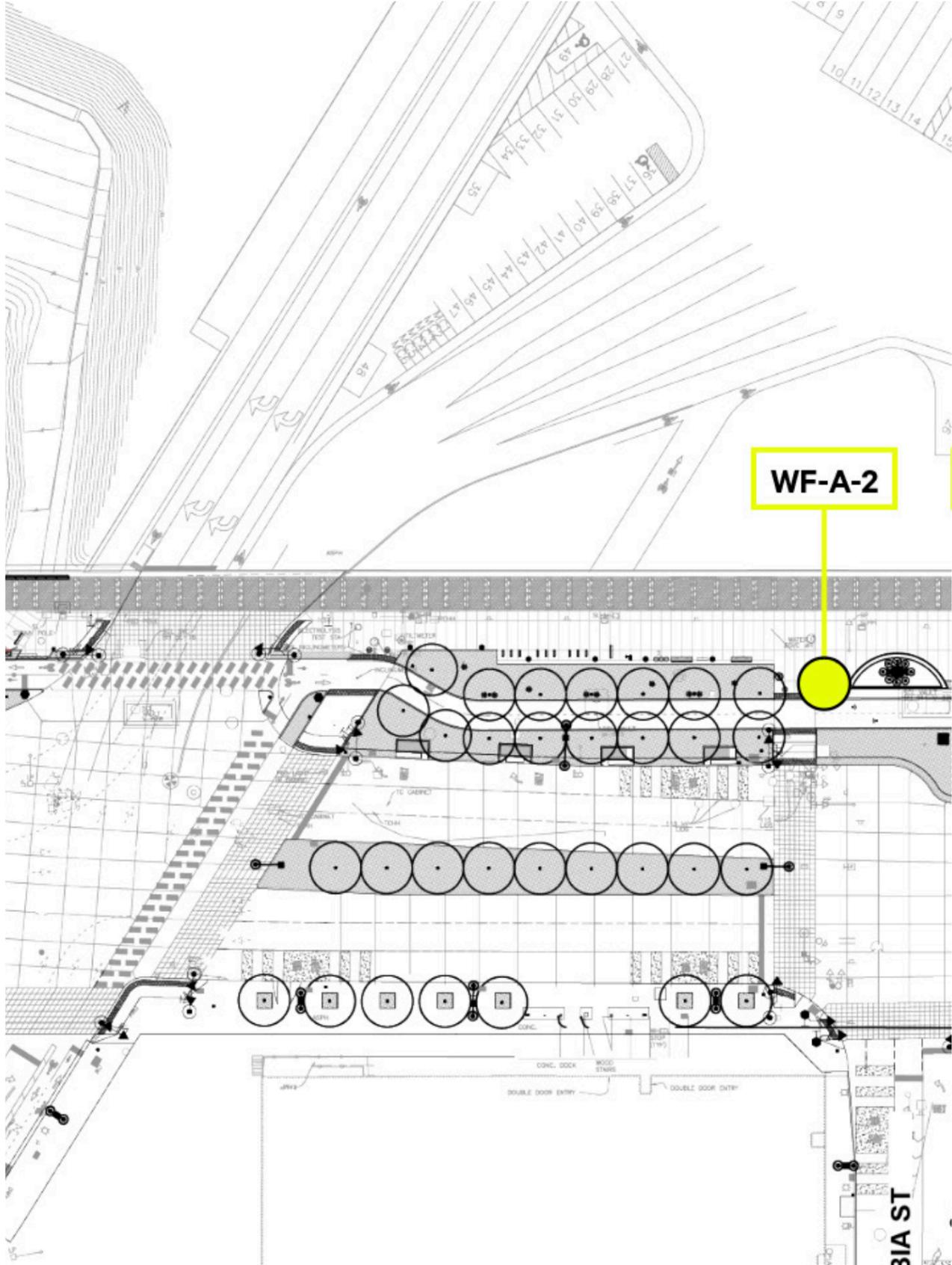
# **JOSHUA GREEN, SR., FOUNTAIN**

**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.

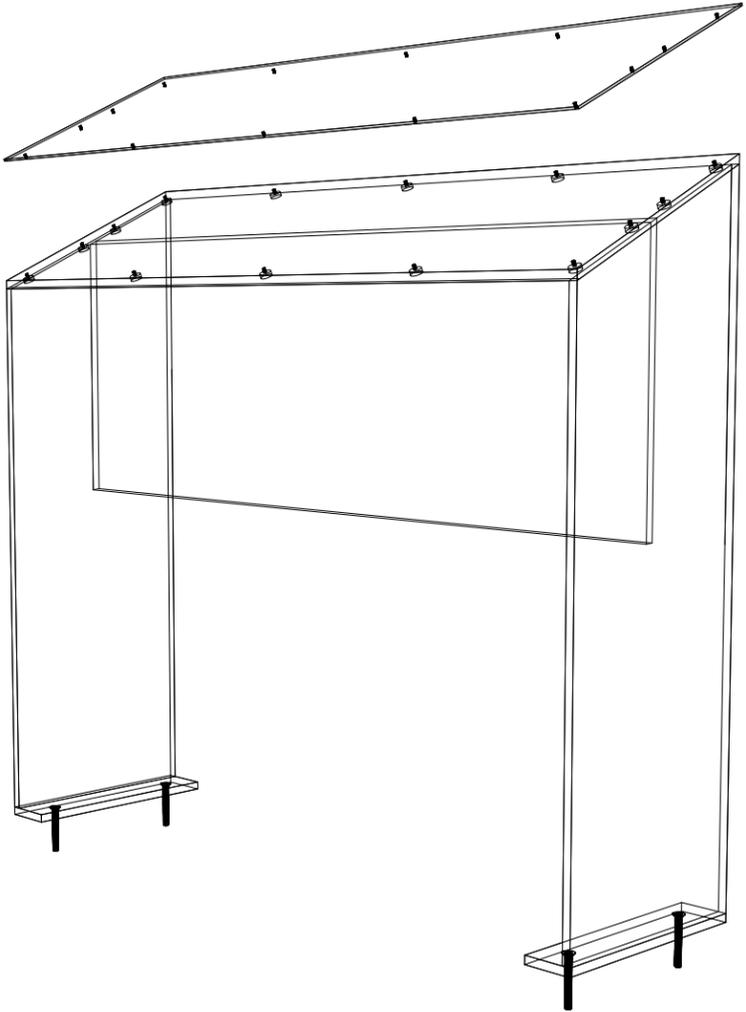
This installation was made possible through Central Waterfront 1% for Art funds and the Committee of 33  
The 1% funds are derived from city sources, Friends of Waterfront Seattle philanthropy and Waterfront Local Improvement District funds  
Administered by the Office of the Waterfront and Civic Projects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

# Artist Credit Panel West Side of Columbia St.



# Freestanding Displays

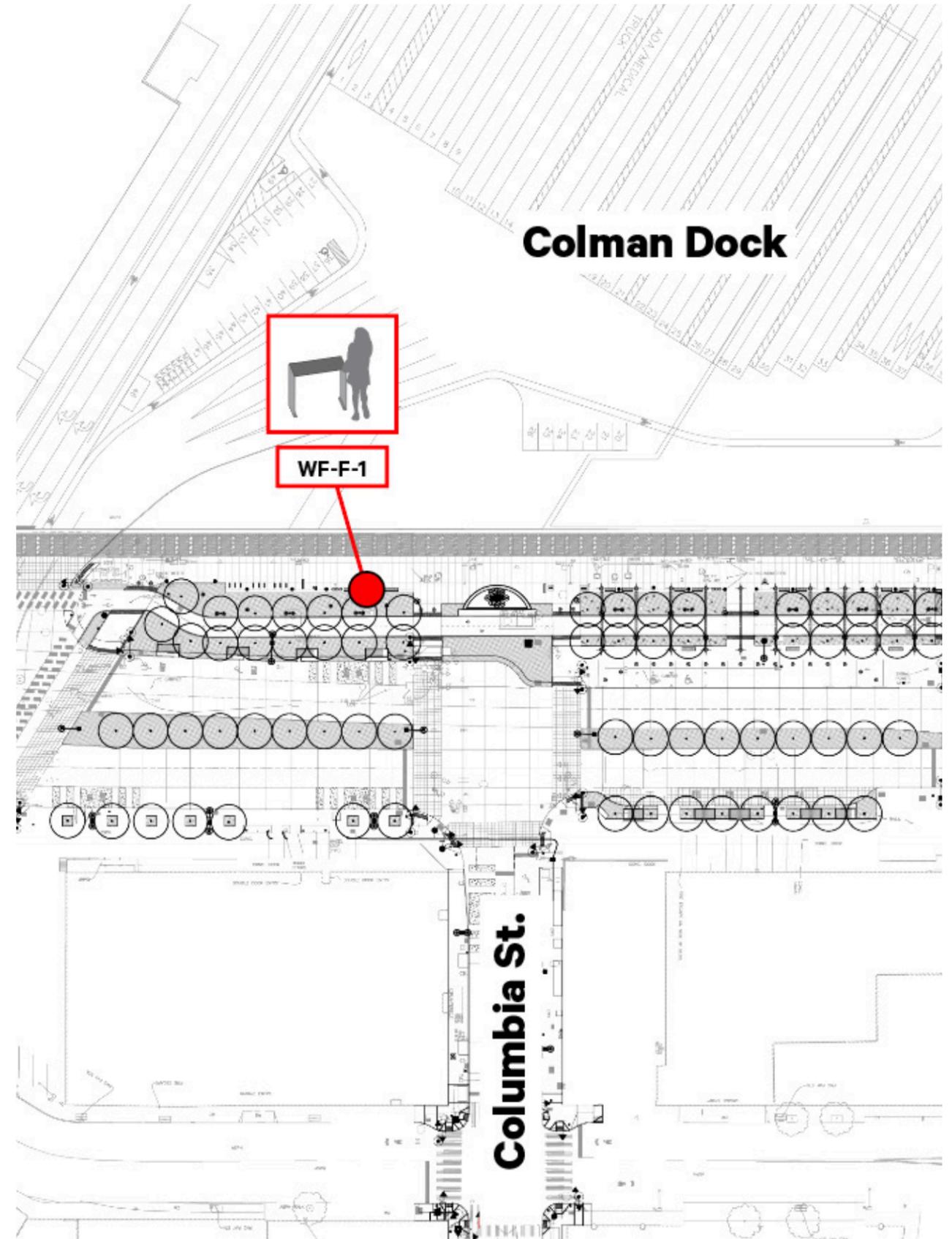
Type F—Qty 1



Panel Dimensions = 15 inches x 4 feet



# Freestanding Displays West Side of Columbia St.



**Thank you!**

