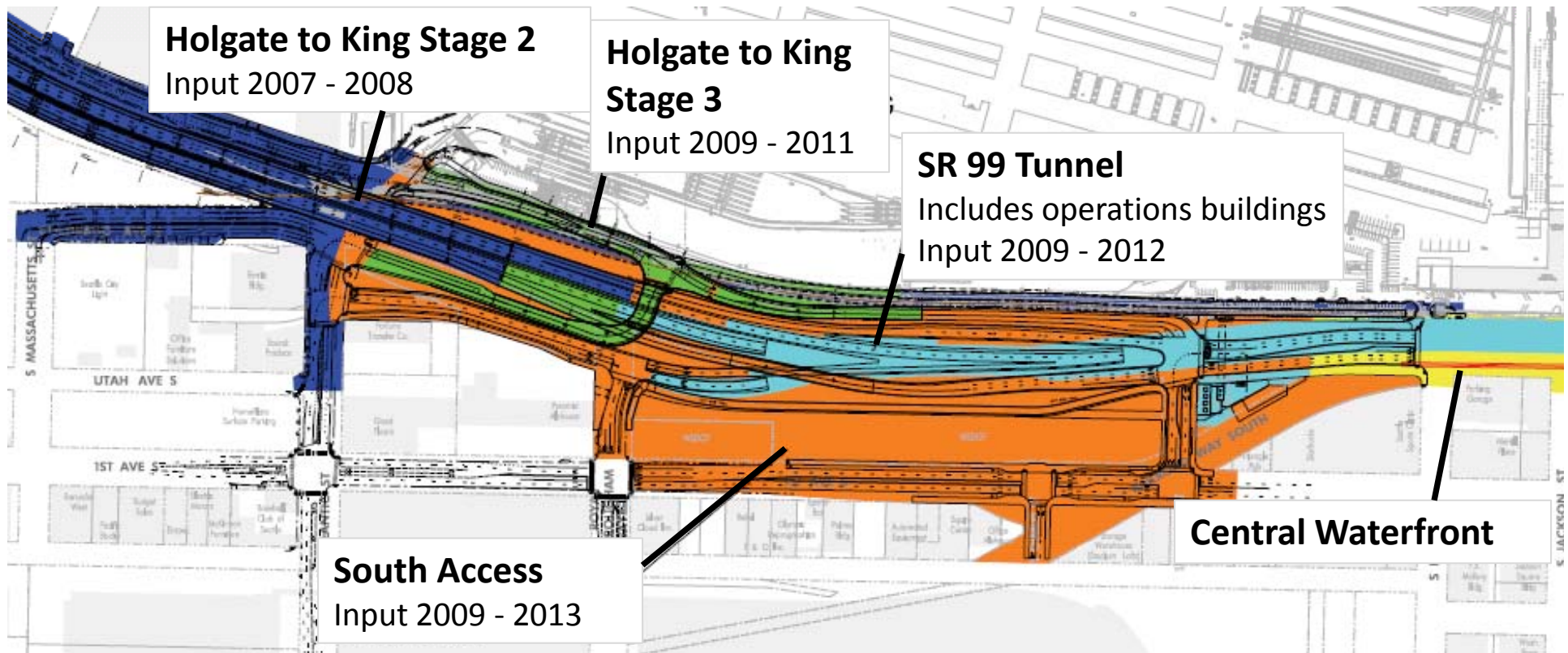


SOUTH PORTAL DESIGN COMMISSION MEETING

July 21, 2011

South Portal Area Contracts and SDC Input



Shading represents construction areas.

- Operations Building - Summer/Fall 2011
- North Portal Area - Fall 2011
- South Portal Landscape - Fall 2011
- Ongoing Review



Newly completed park side trail.

First segment of Port Side Trail open

DESIGN CHANGES



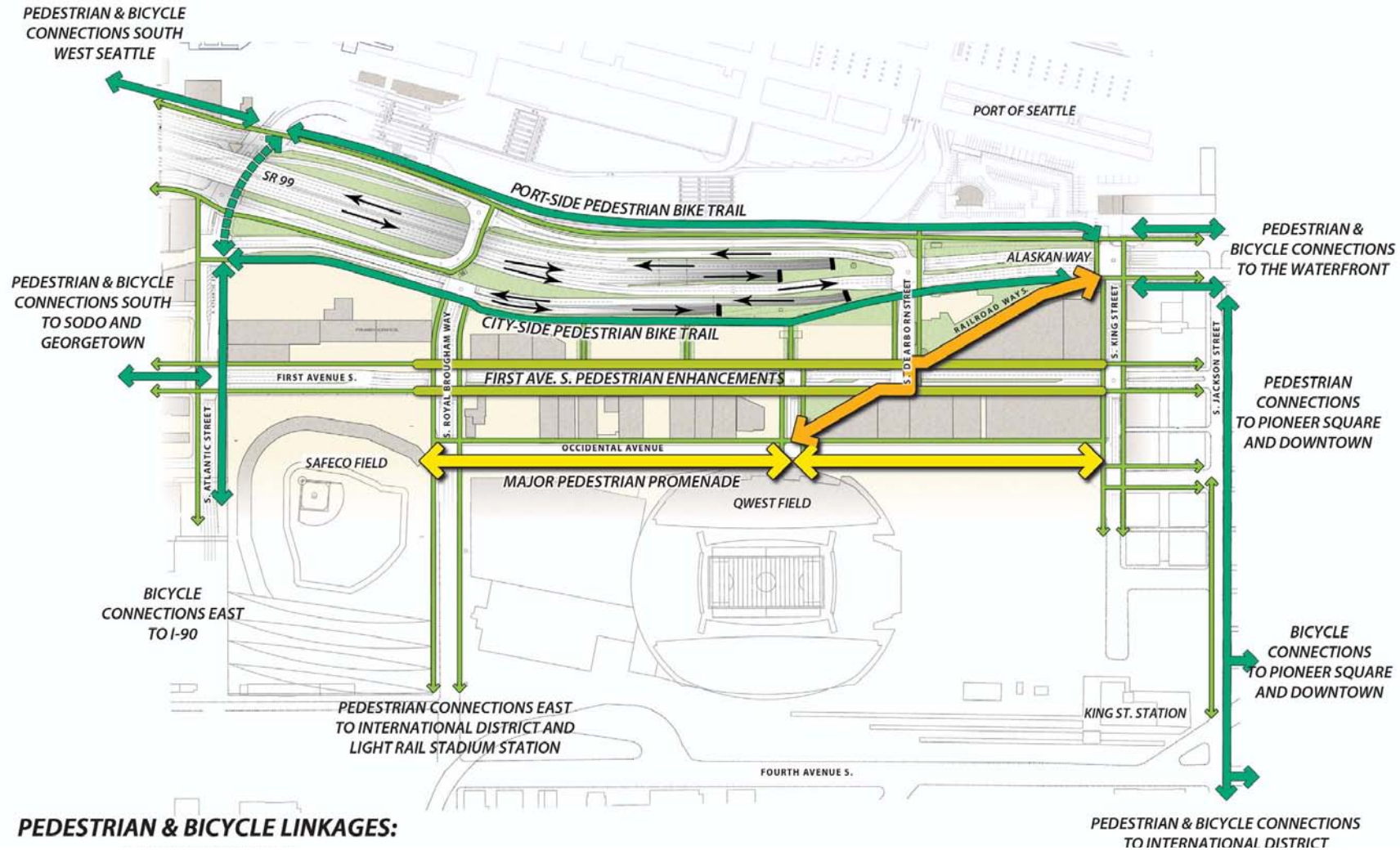
Why the Design Changed

The portal moved south in order to give the construction team space to test the machinery and reduce the risk of harming vulnerable structures:

- Protect historic buildings in Pioneer Square
- Protect the seawall
- Protect the existing viaduct while in operation

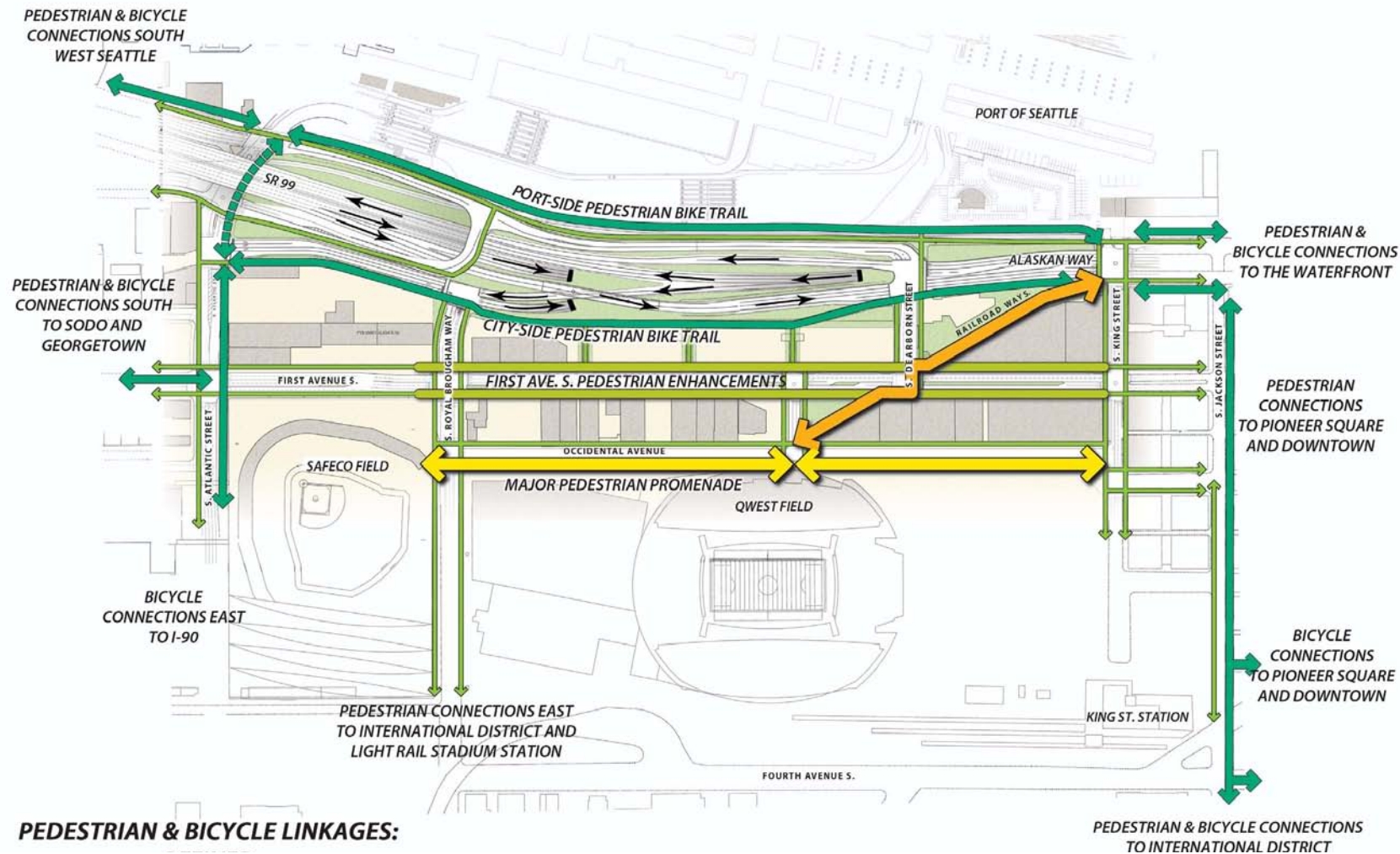
DESIGN CHANGES

Pedestrian and Bike Movements are the Same



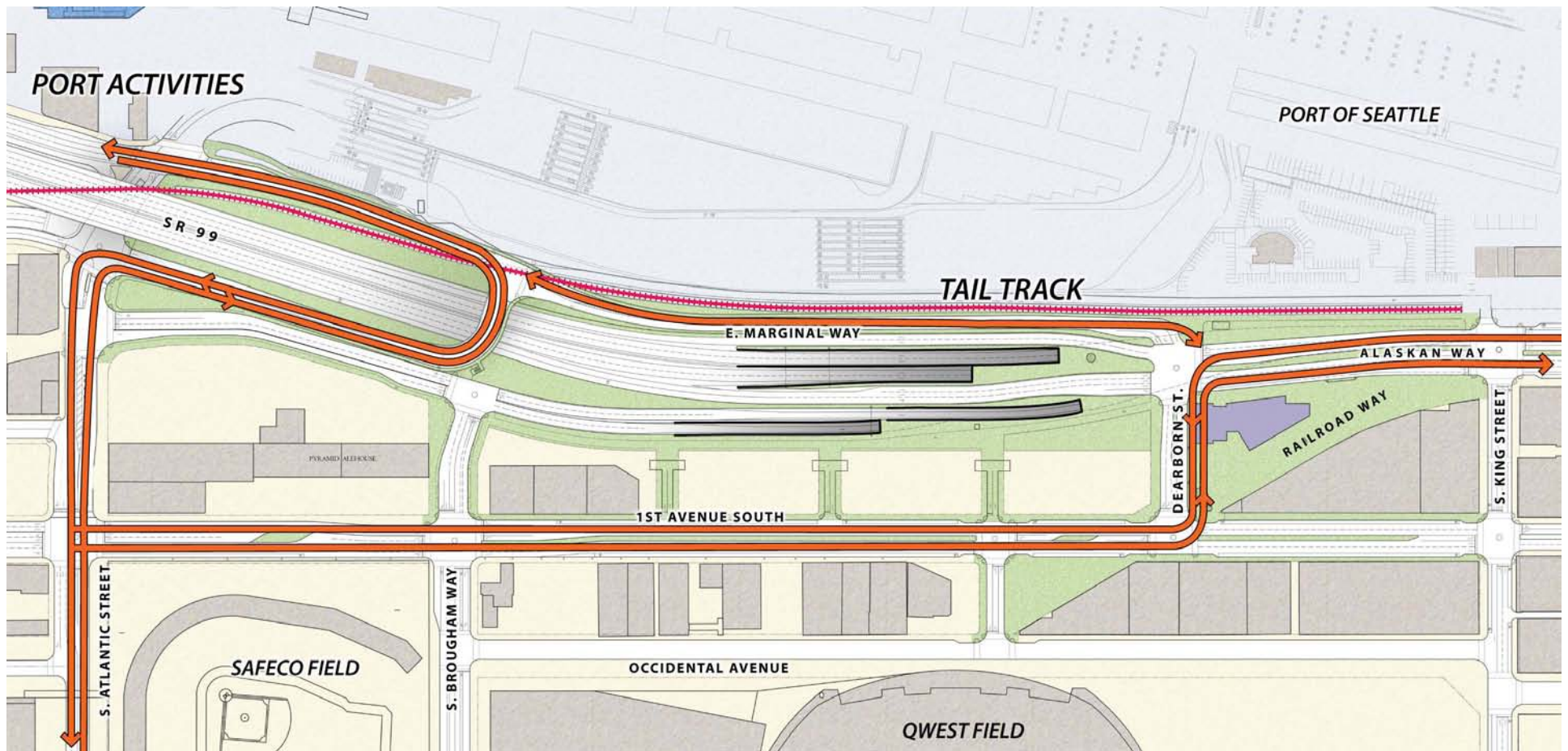
DESIGN CHANGES

Pedestrian and Bike Movements are the Same



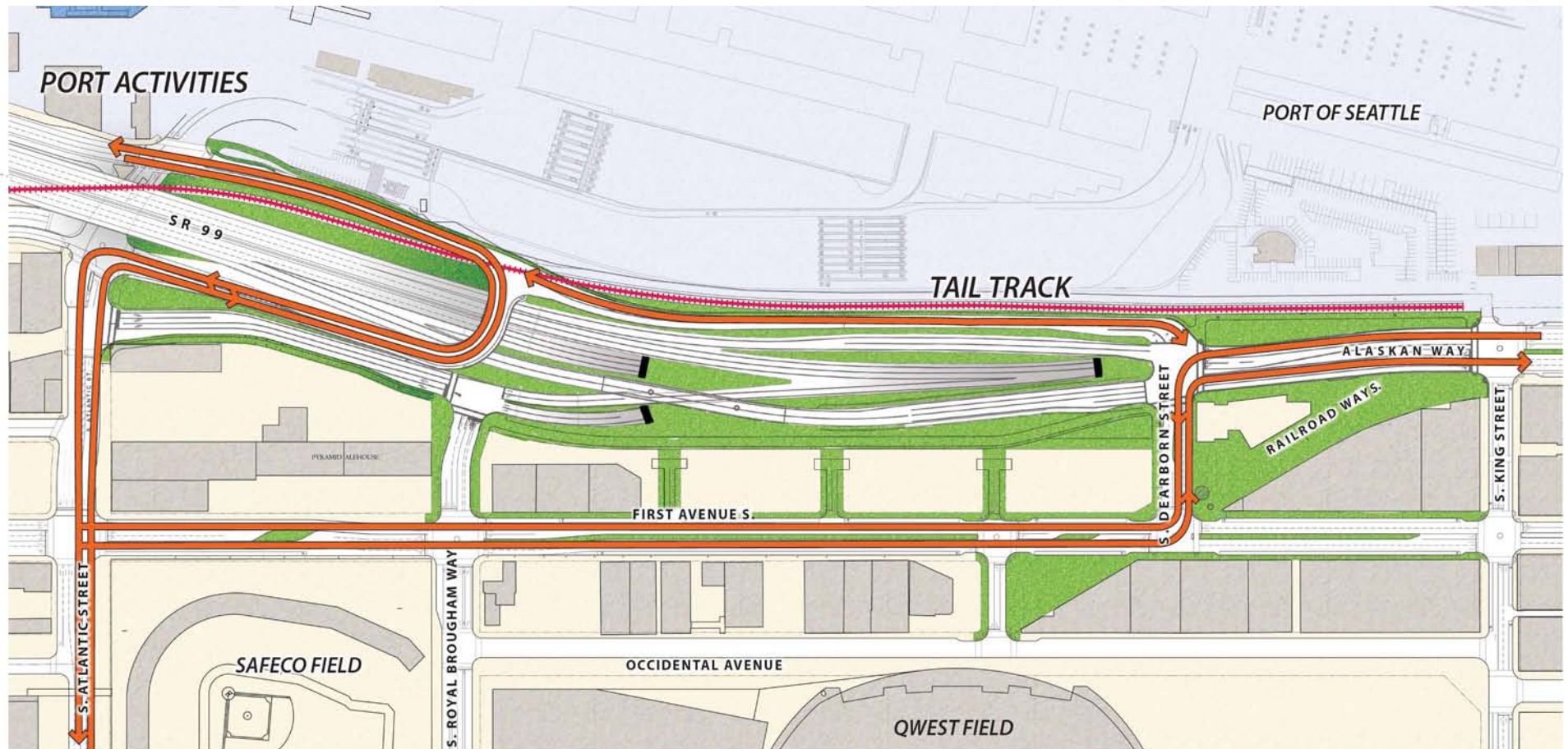
DESIGN CHANGES

Street Movements are the Same



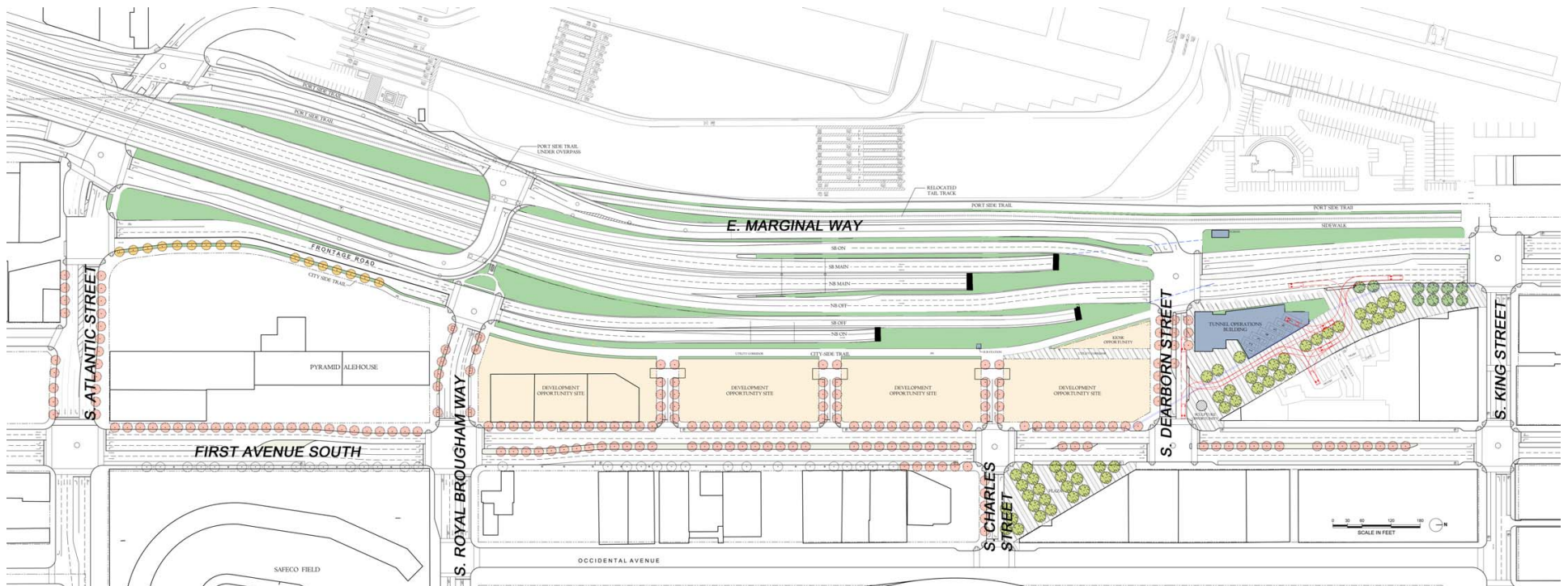
DESIGN CHANGES

Street Movements are the Same



Design Changes

Roadway Configuration Changed



- Lanes aligned and at grade
- Boulevard feel
- Portals at north nearer to historic buildings, seawall and viaduct

Design Changes

Roadway Configuration Changed



- Lanes “woven”
- Infrastructure in the landscape (more landscape space available)
- Northbound exit ramp raised
- Less space between lanes at “little h”
- Portals pulled to south

DESIGN CHANGES: IMPLICATIONS

- **The “Little h” Overpass Columns Changed from “Battered” to Square.**

We have made some very simple changes to differentiate the horizontal bridge piece from the structure, based on input from the Design Commission sub-group.

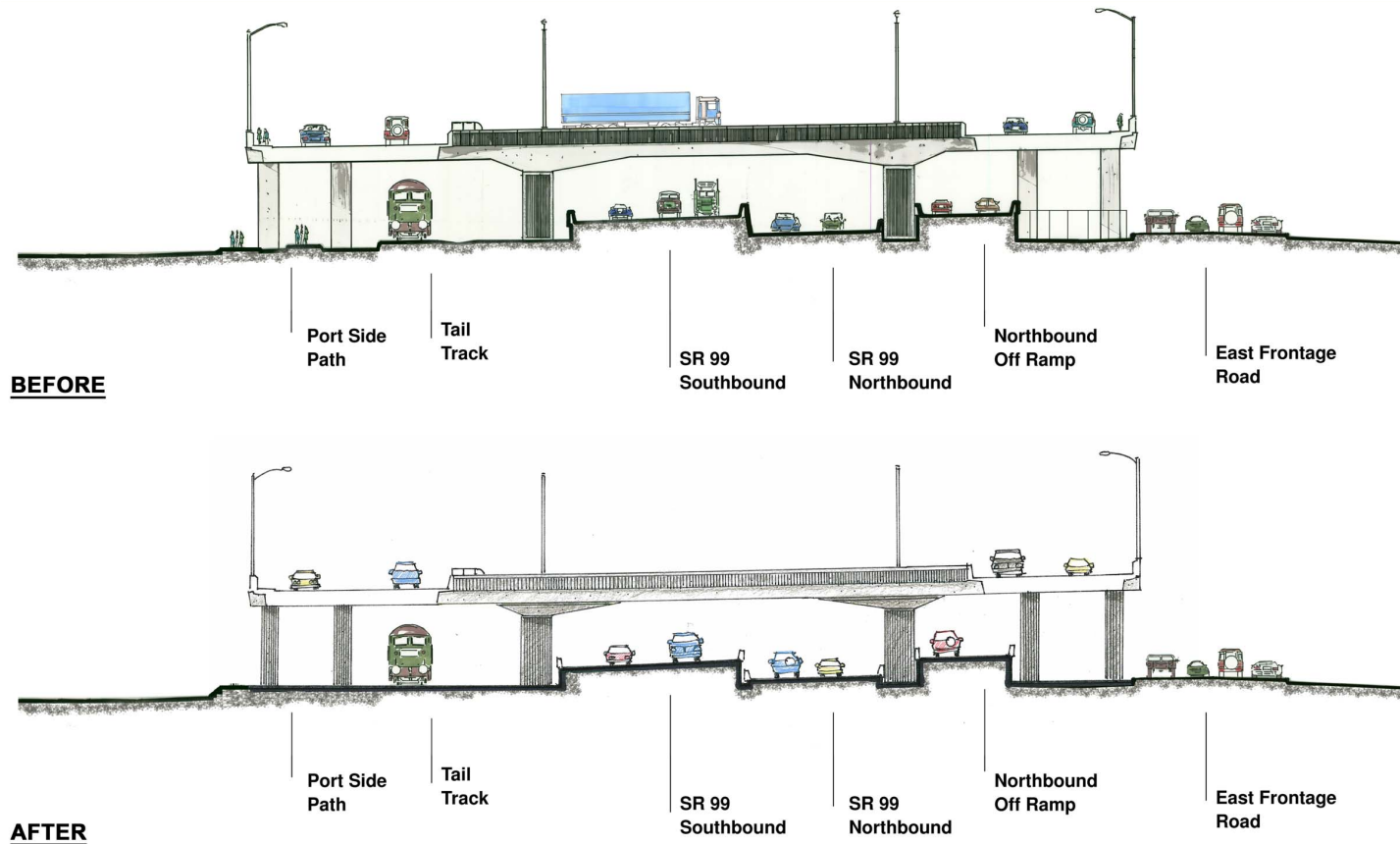
- **The Road Configuration no Longer Feels like a Boulevard.**

We are reconsidering the landscape concept.

- **The Northbound Off-Ramp is Now Elevated Over the Northbound Portal.**

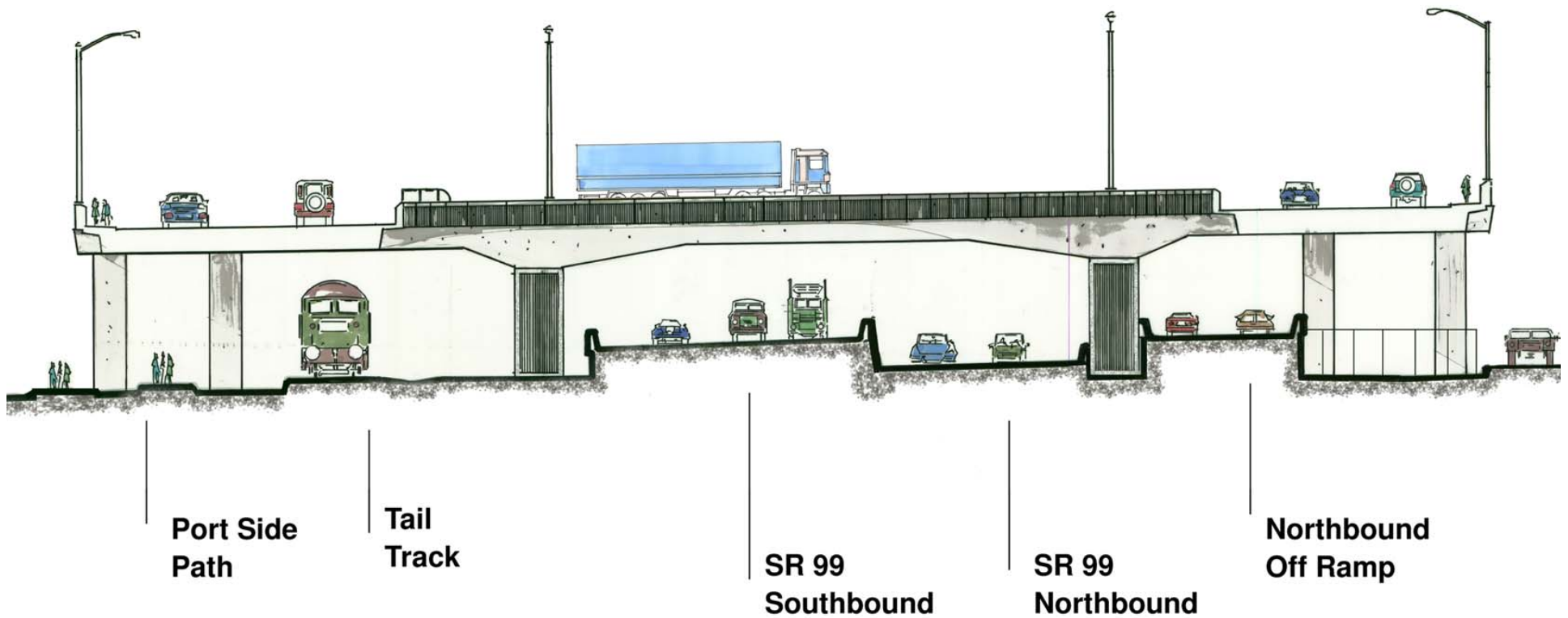
The ramp adds infrastructure along the west side of the City Side trail. We are looking at the zone east of the portal including the City Side trail, the development sites and 1st Avenue to best achieve Design Guideline goals.

Little h and Family of Elements

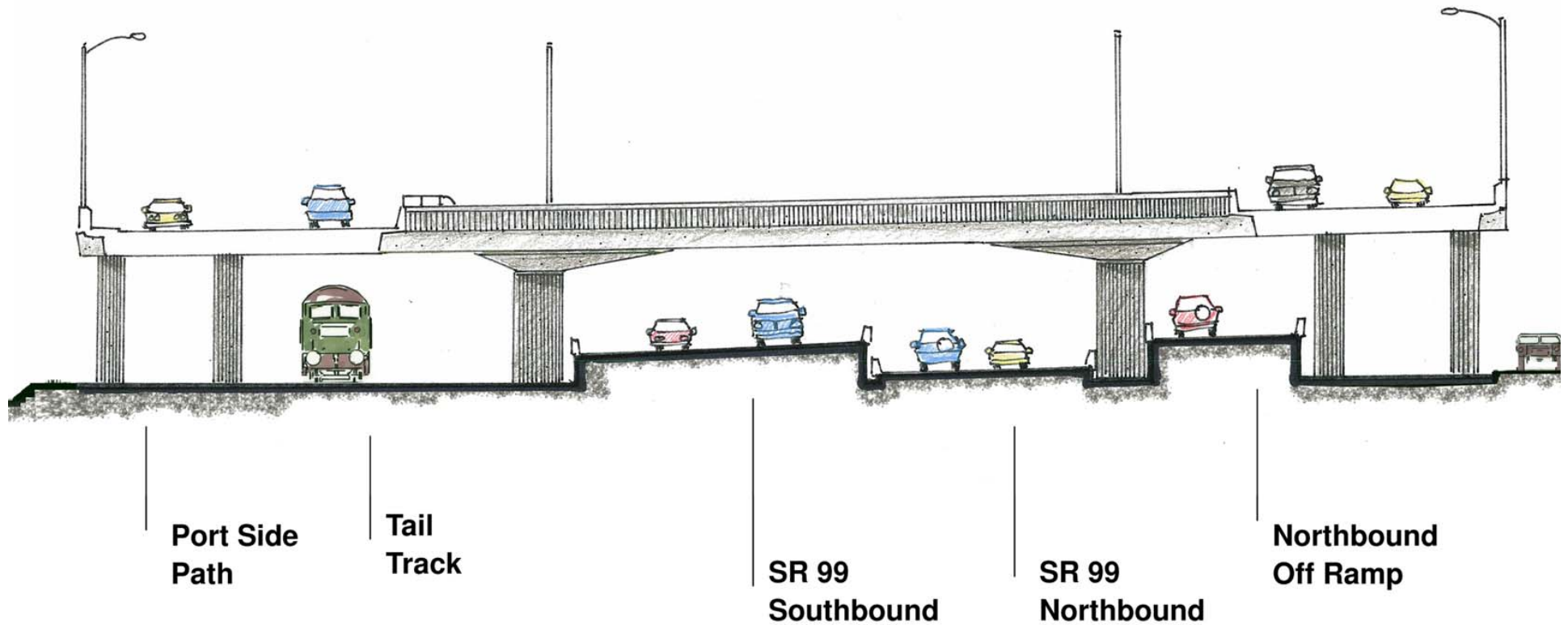


- Making bridge “ribbon” and structure distinct - 3” reveal, subtle color change
- Column consistent with wall
- Portal consistent with bridge

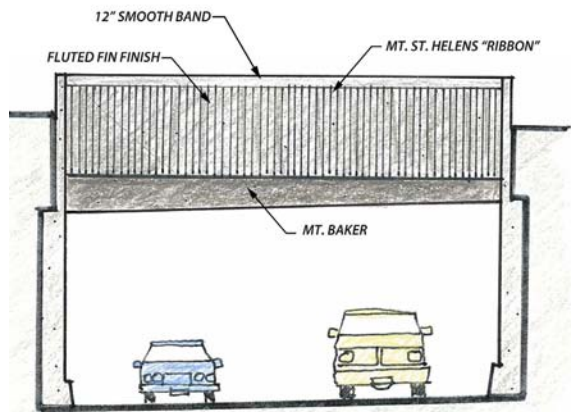
Little h prior to input



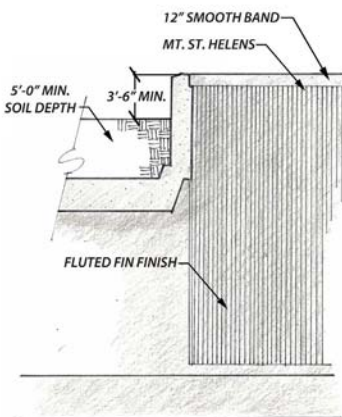
Little h after input



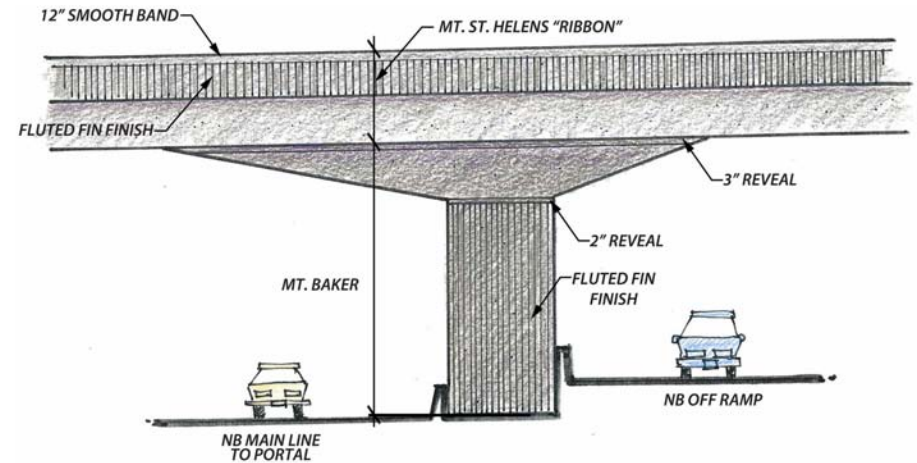
Little h and Family of Elements



PORTAL



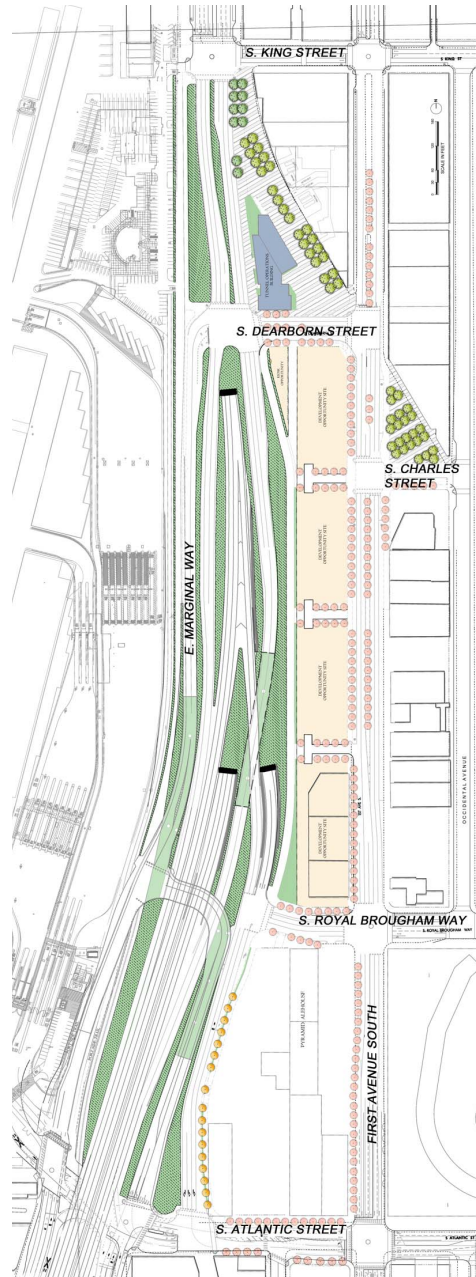
WALL



BRIDGE

COLUMN

LANDSCAPE CONCEPT



LANDSCAPE CONCEPT



Where Are We?

- At the largest level, the site is at a juncture that is national in scale.
- It is at near the intersection of east-west and north-south transcontinental rail routes.
- It is part of an intersect between the east-west and north-south interstate highways.

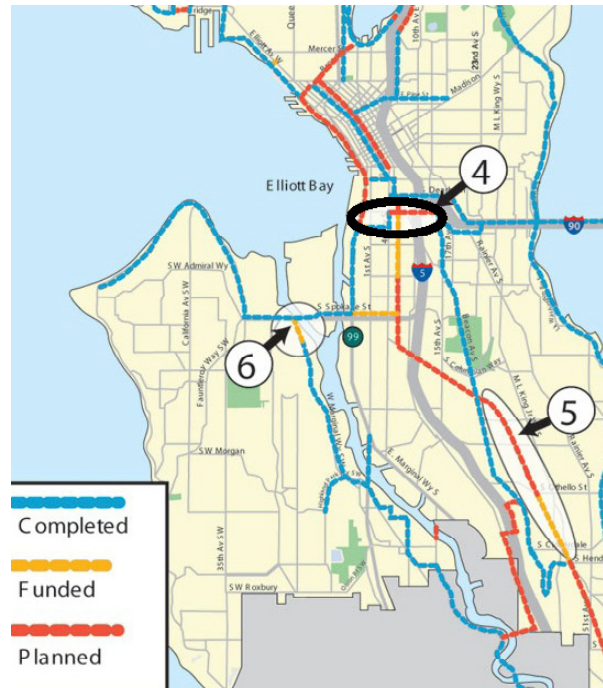
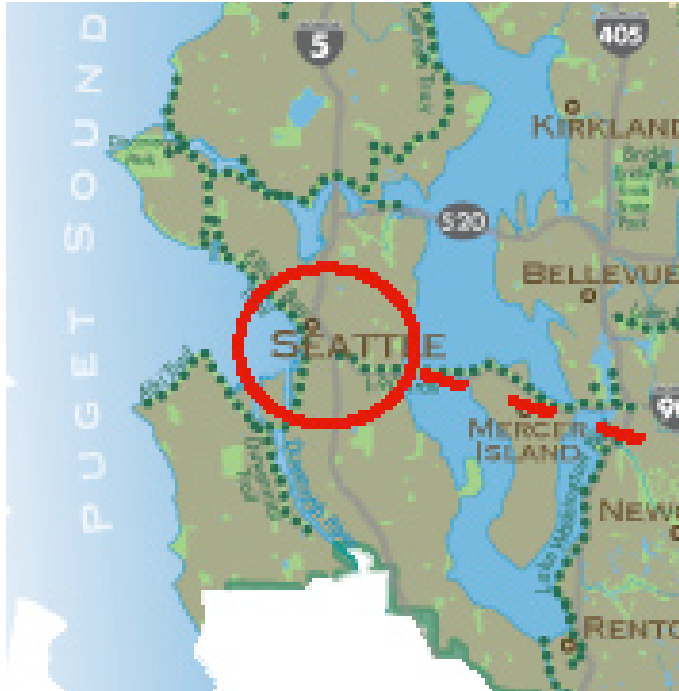
LANDSCAPE CONCEPT

Where Are We?

- The site is a terminus of the Mountains to Sound Greenway.
- It is an identified, and critical, gap.



LANDSCAPE CONCEPT



Where Are We?

- It is an identified, and critical, gap by both the Mountains to Sound Greenway and SDOT.

LANDSCAPE CONCEPT



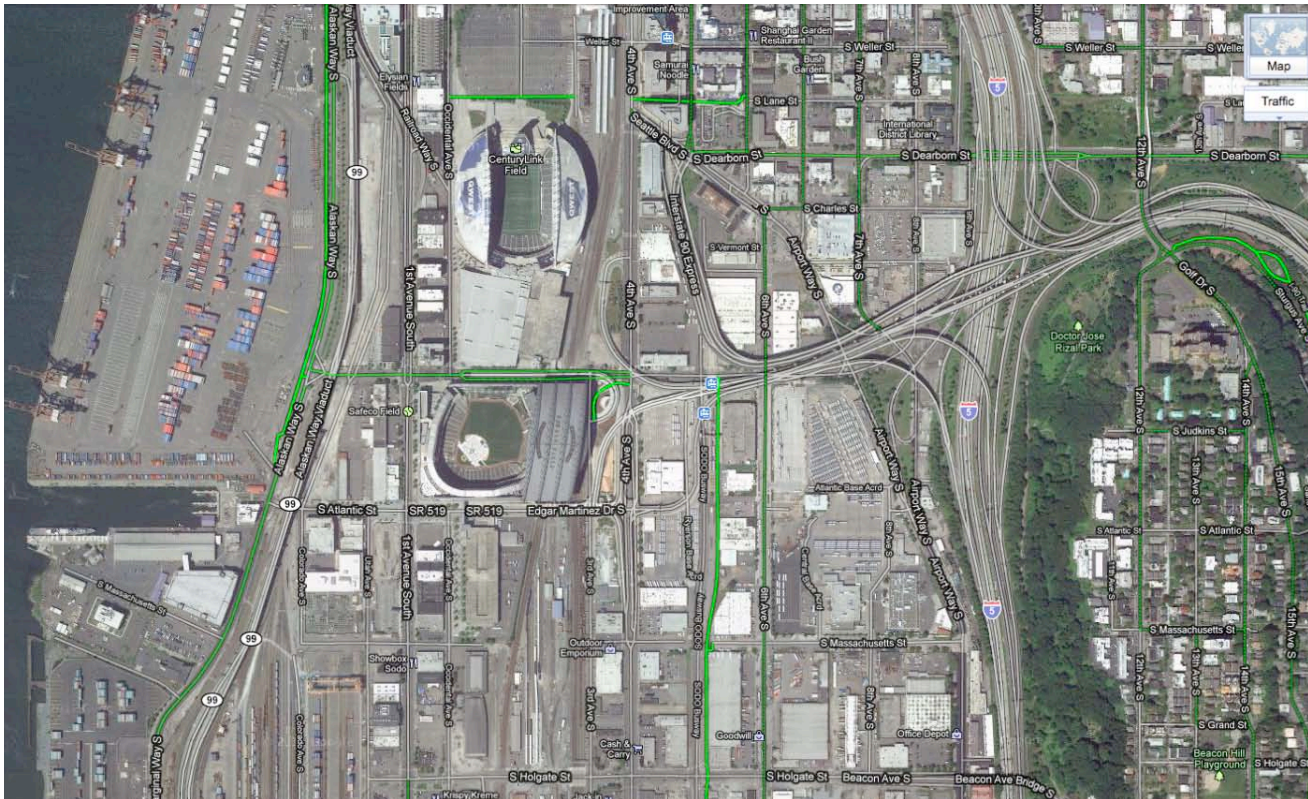
Where Are We?

- We are where land meets water
- Forested hills once came to the water

LANDSCAPE CONCEPT

Making Mountains to Sound Meaningful

Are there opportunities to bring strong evergreen landscape into the “gap”?



LANDSCAPE CONCEPT



Entering the City

The road alignment rises over Atlantic Street to offer views of the city **skyline to the north and the water to the west.**

We have the opportunity to frame this view as is done in other entry points.

LANDSCAPE CONCEPT

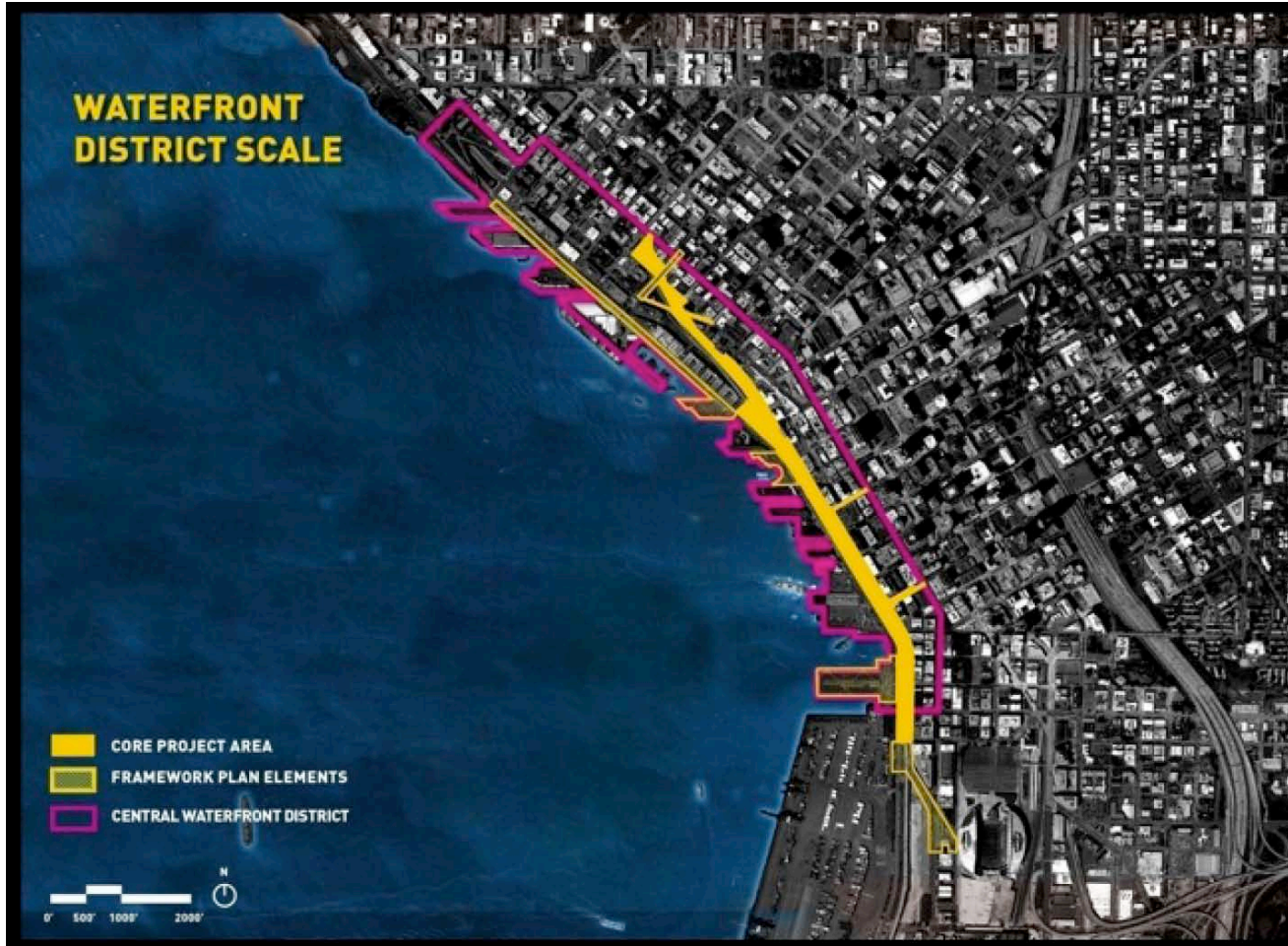
Entering the City



LANDSCAPE CONCEPT

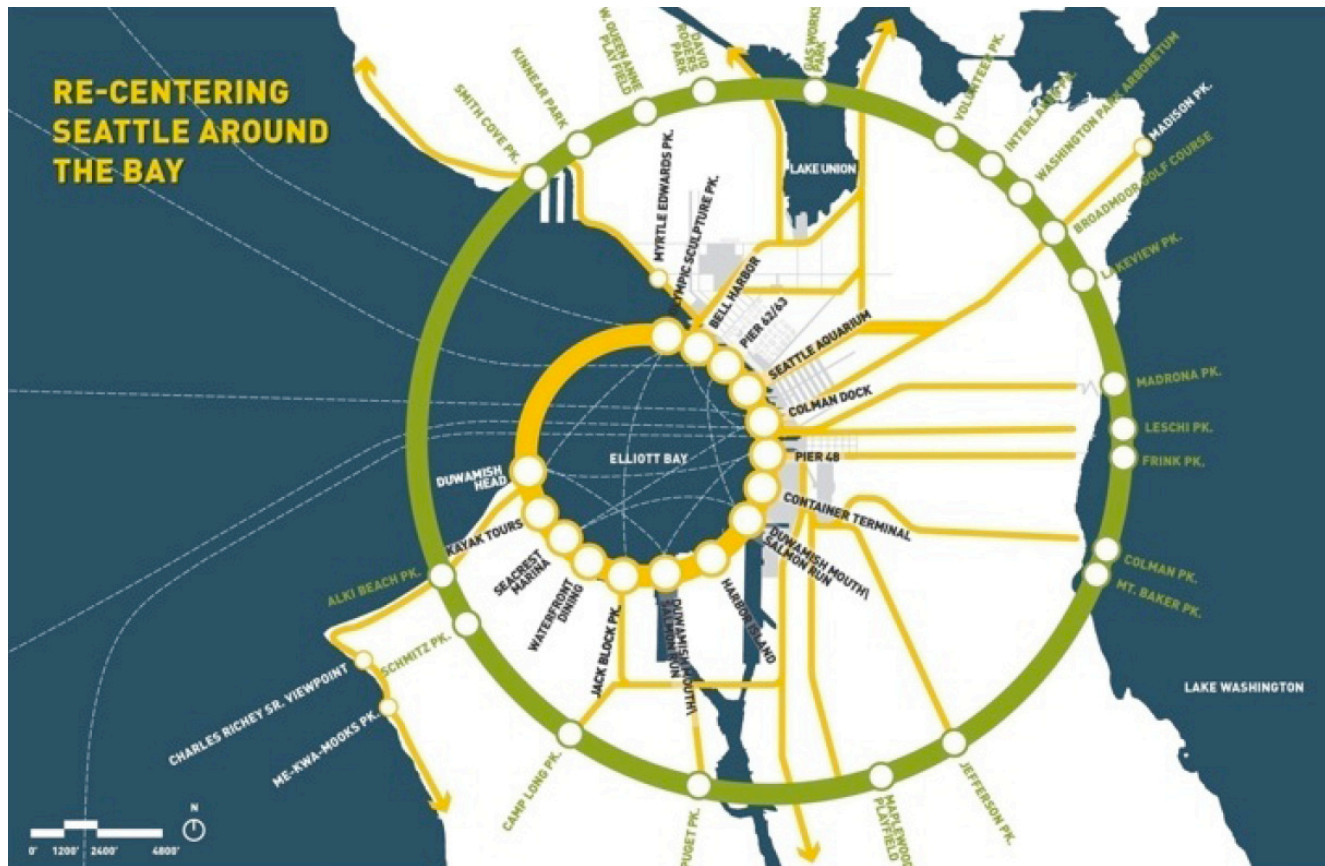
Where Are We?

We are the southern end of the Central Waterfront.



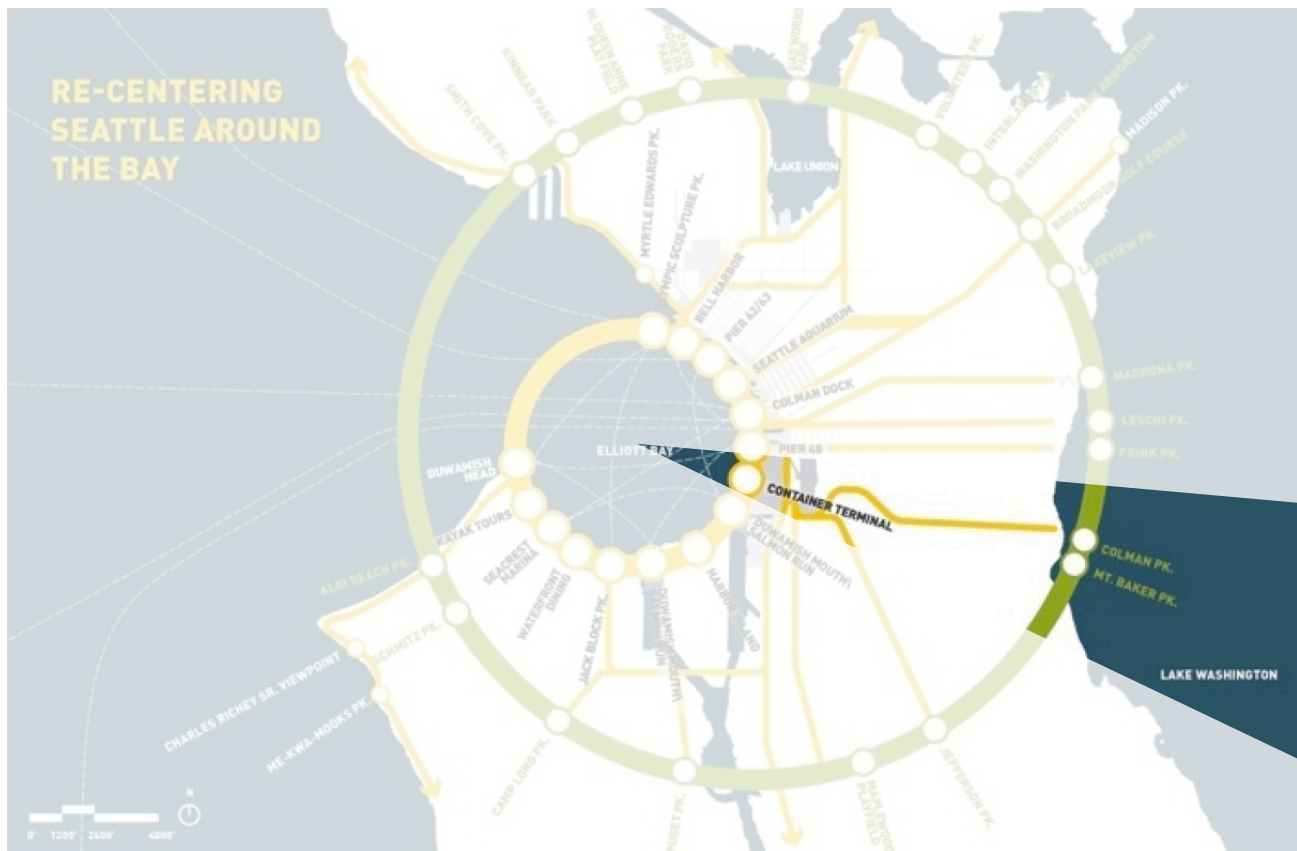
LANDSCAPE CONCEPT

*Build on Waterfront
Seattle Plan*



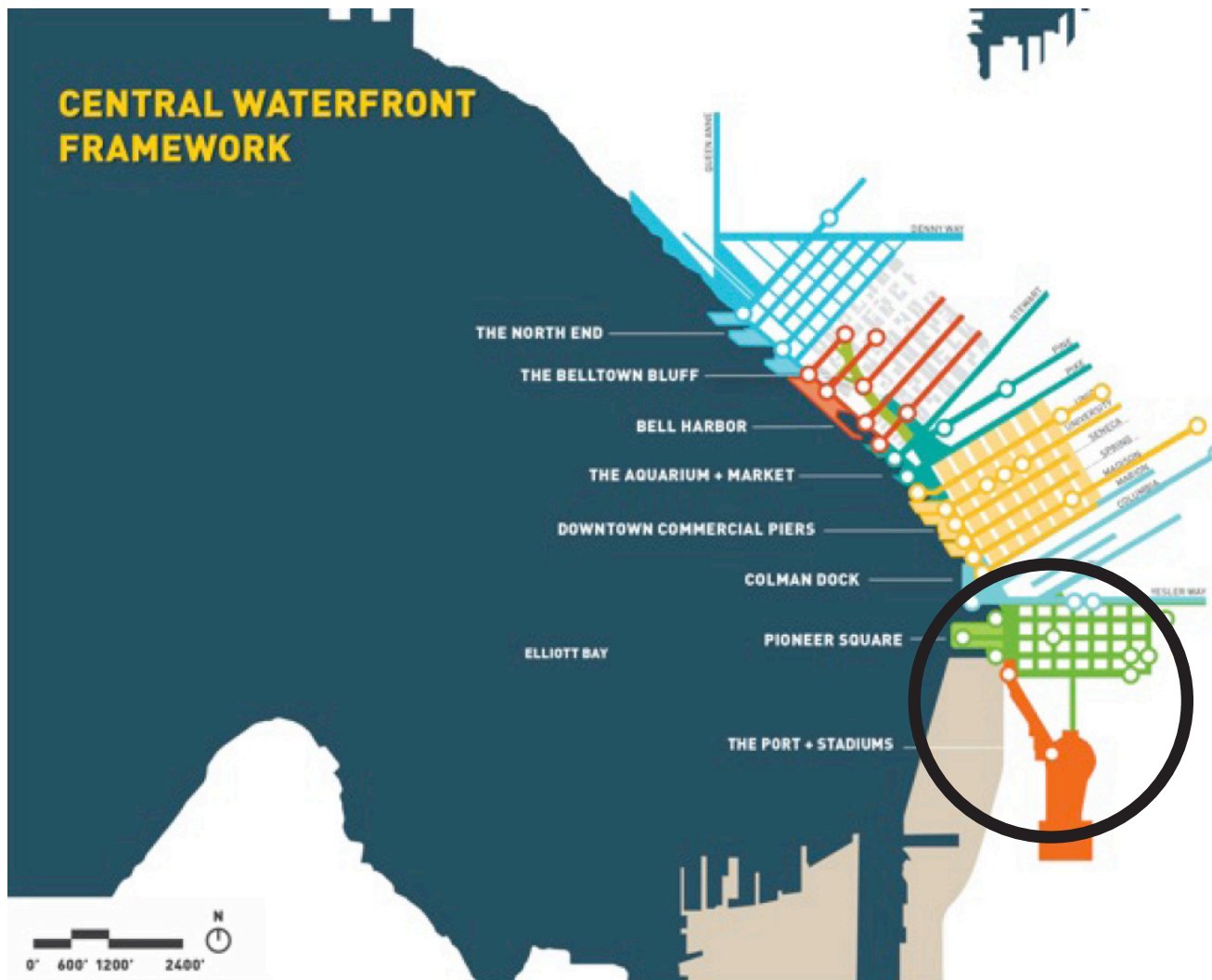
LANDSCAPE CONCEPT

*Build on Waterfront
Seattle Plan*



LANDSCAPE CONCEPT

Mark a major PORTAL:



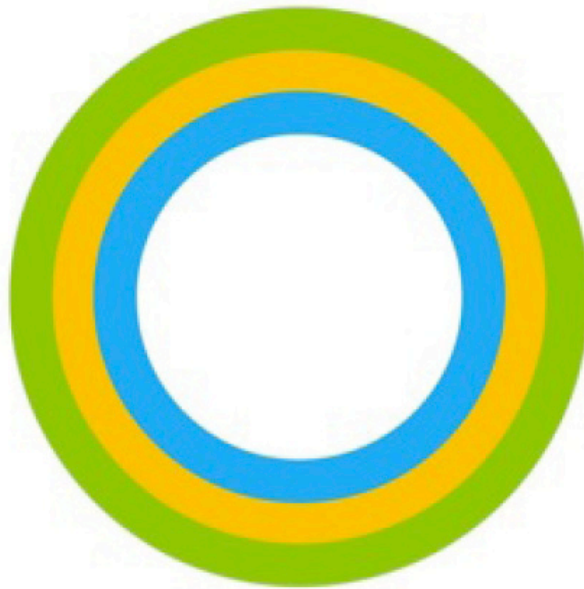
*to THE CITY and
to THE WATERFRONT*

*defined by a
TRANSITION IN SCALE*

LANDSCAPE CONCEPT

*Build on Waterfront
Seattle Plan*

HABITAT AROUND THE BAY RING



LANDSCAPE CONCEPT

*Build on Waterfront
Seattle Plan*

*Express one piece of the
whole*

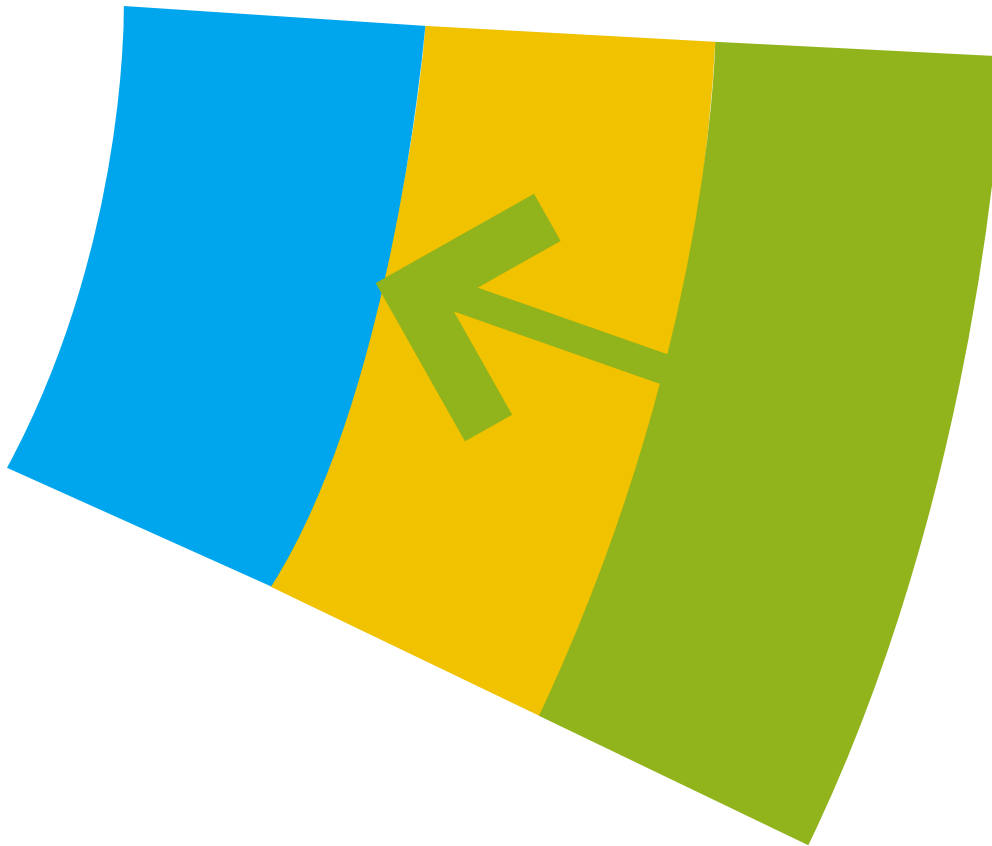


LANDSCAPE CONCEPT

*Build on Waterfront
Seattle Plan*

*Express one piece of the
whole*

*Help bring Mountains to
Sound*



SOUND



MOUNTAINS

LANDSCAPE CONCEPT



Where Are We?

We are the southern bookend of the Central Waterfront.

LANDSCAPE CONCEPT



The Central Waterfront concept is not done yet, but appears to be drawing on the design directions of the **Olympic Sculpture Park**.

LANDSCAPE CONCEPT



The Olympic Sculpture Park is very different in use, but we can draw from its crispness, planar qualities, transition of planting palettes, and perspectival play.



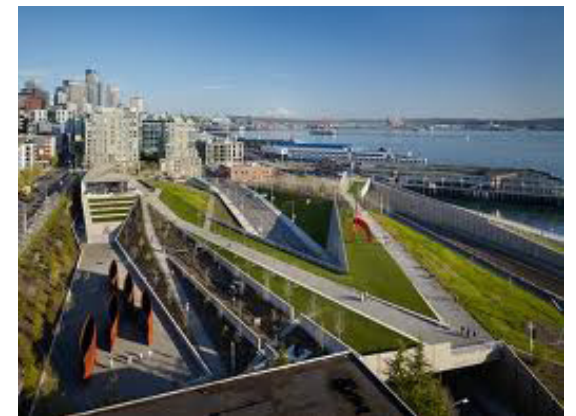
LANDSCAPE CONCEPT



LANDSCAPE CONCEPT



The Olympic Sculpture Park takes a clear attitude about a series of distinct plant palettes, moving from wooded to shoreline.



LANDSCAPE CONCEPT



LANDSCAPE CONCEPT

Pull the powerful forested landscape westward from the Mountains.

Frame the entry into the city for drivers as they rise over Atlantic Street.

Transition to the order and lower speed of the city with street trees and the language of the “boulevard” of Alaskan Way.

urban
street trees
linear deciduous

landing point

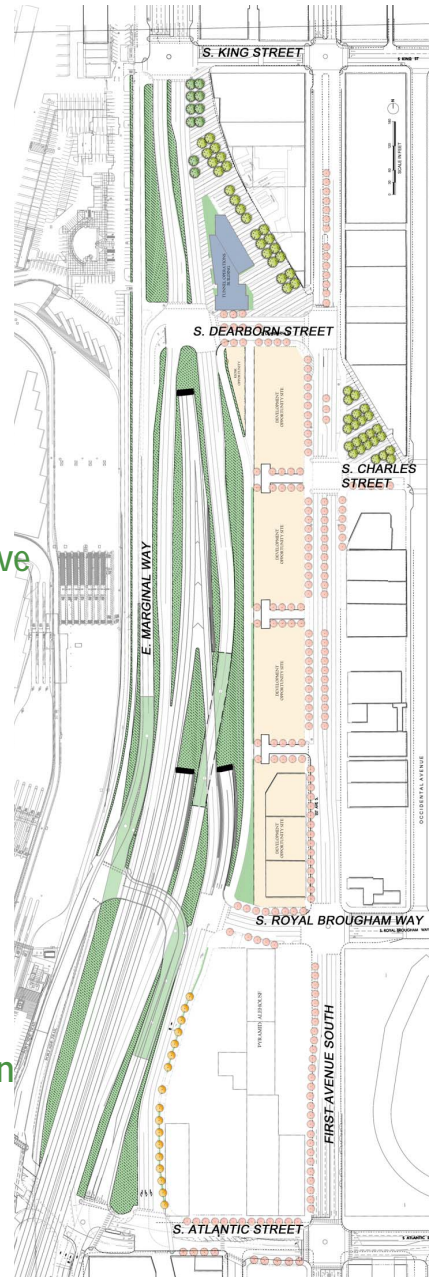
crisp
angles, folds
play with perspective

increased canopy

consider
scale at edges

framed city views

clustered evergreen



Take cues from the crisp, angular approach taken in the Olympic Sculpture Park, adapted to the landscape opportunities at the portal.

Take advantage of opportunities for views through to the Port activities and water.

Take an attitude toward the edges that supports the overall concept and addresses the scale of zones where people will walk or cycle.

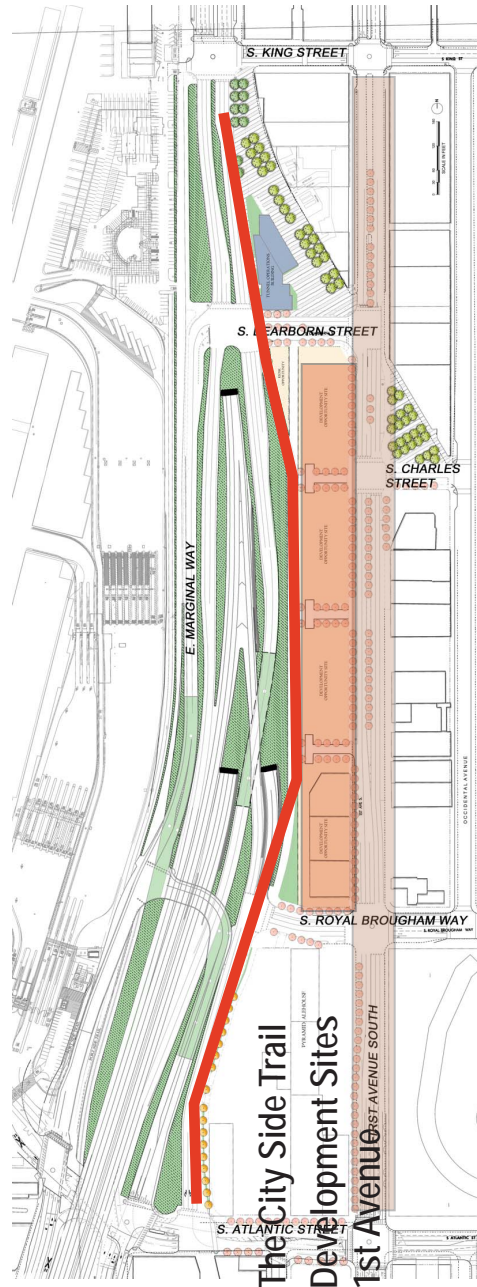
LANDSCAPE CONCEPT



LANDSCAPE CONCEPT



EAST SIDE ZONE



To the east of SR 99 are three zones:

The City Side Trail
Development Sites
First Avenue.

Railroad Way continues the language
of the Central Waterfront, adapted
as a signature pedestrian route and
plaza.

EAST SIDE ZONE



Where Are We?

The south portal area is important to several zones or neighborhoods:

It is the west edge of the stadium district.

It has the opportunity to extend the reach of Pioneer Square along 1st Avenue.

It is adjacent to the Port's activities on the piers to the west.

It provides connections to and from SODO.

EAST SIDE ZONE



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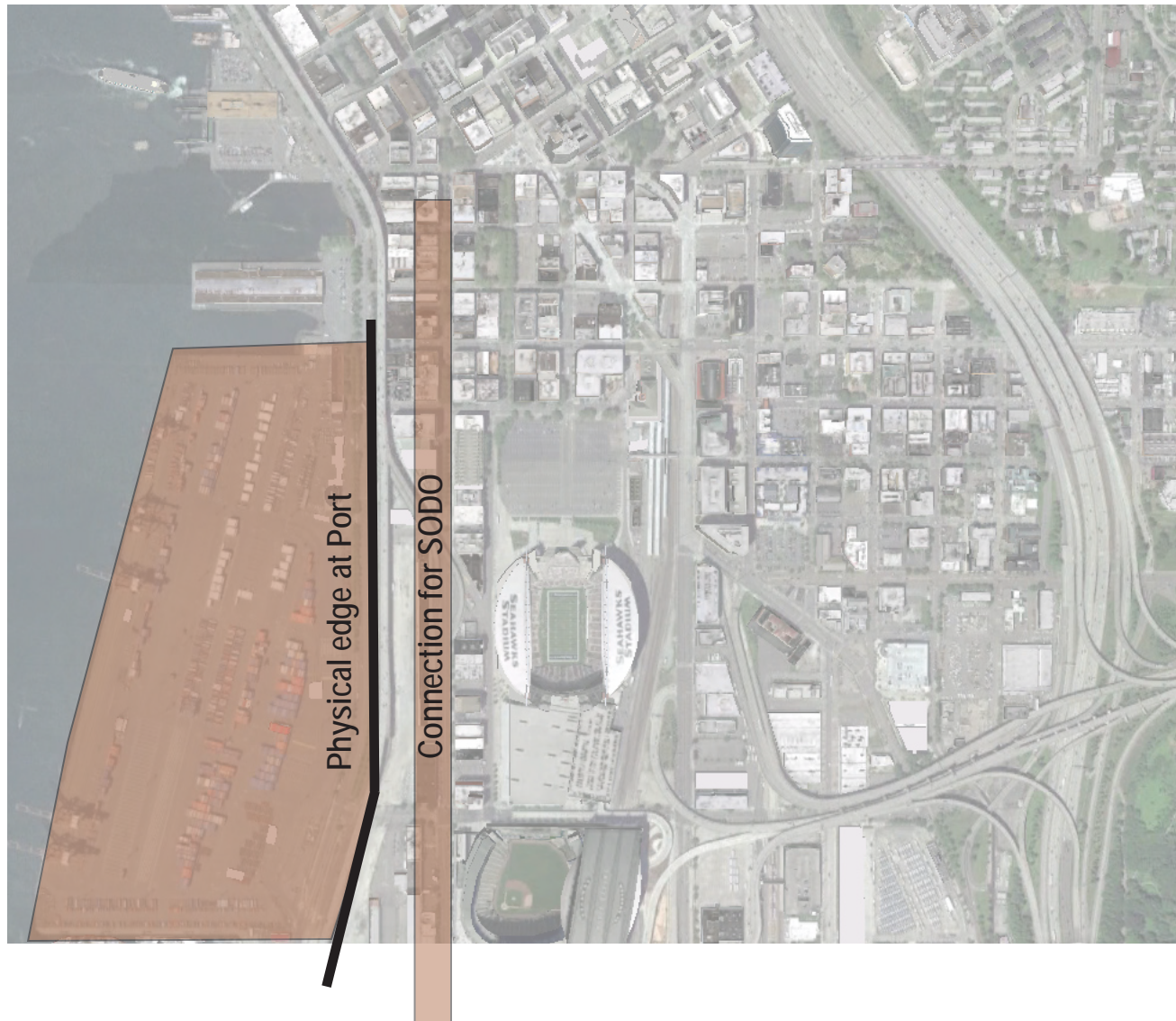
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EAST SIDE ZONE

Neighborhoods

Stadium District

Graciously accommodate events and non-event times

Pioneer Square

Increase number of residents and job opportunities

Make 1st Avenue double-sided, and feel well connected to Pioneer Square

Port Activities

Be aware of sensitivity to compatible uses.

Take advantage of views to Port activities where possible

SODO

Be aware of sensitivity to compatible uses.

EAST SIDE ZONE



First Avenue

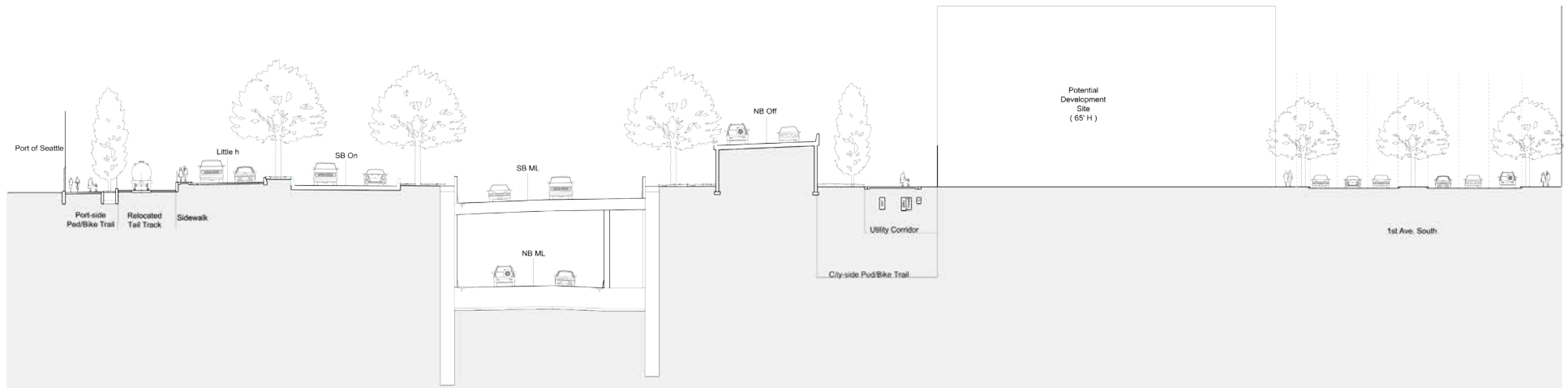
First Avenue is of primary importance as a key place and connection in Pioneer Square, Downtown and Belltown.

First Avenue should be a two-sided street with wide sidewalks to handle events, and pedestrian interest at the street level.

First Avenue should extend the reach of the Pioneer Square neighborhood as discussed in the Design Guidelines.

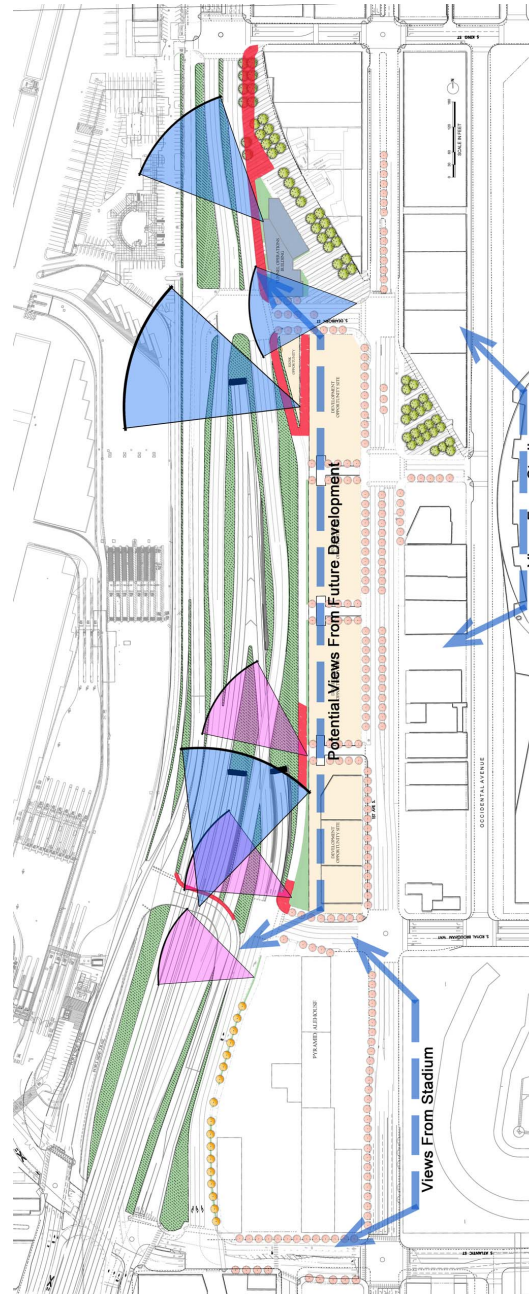
Alaskan Way Viaduct & Seawall Replacement Program

EAST SIDE ZONE



First Avenue carries on the signature design with the tree-lined median

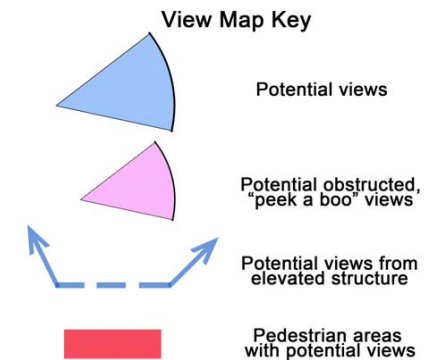
EAST SIDE ZONES



Views

The primary views and physical connections to the water will be in the Central Waterfront.

There are some at-grade opportunities for views, and others that are **elevated**. Taking advantage of the views will mean consideration of the land use pattern and form.

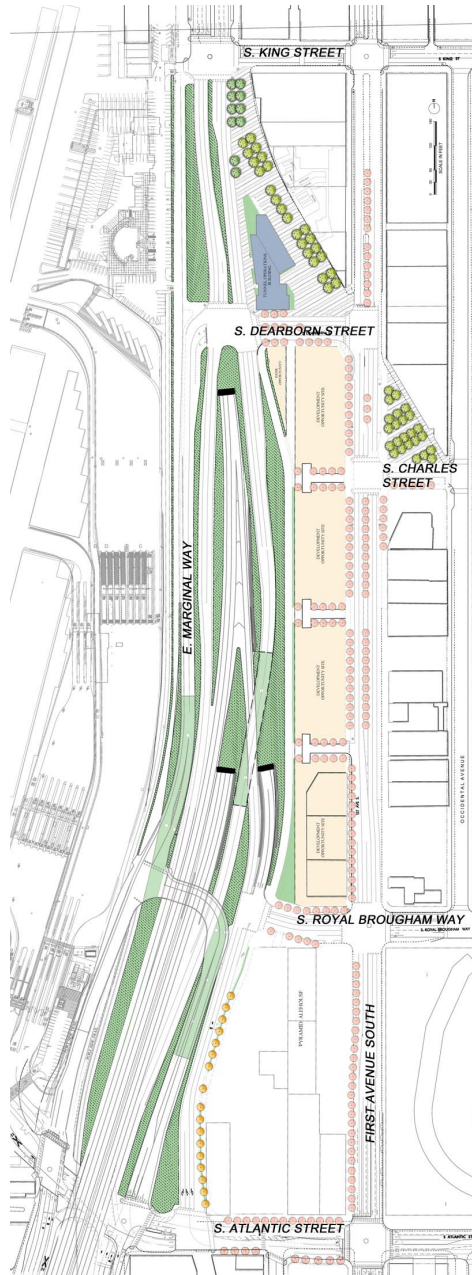


EAST SIDE ZONE

Well-sized development footprints offer the opportunity to add residents and jobs to the greater Pioneer Square neighborhood.

Development should have a strong urban street edge, but not feel like a walled edge.

There should be some degree of porosity between First Avenue and the City Side Trail.



Development Zone

The footprints and openings shown are place holders. More thought should be given to the nature of the uses and forms led by direction from the City so that the south portal improvements and land uses work together for maximum benefit.

The width of Charles Street, where views through are best, should be at least that of a standard street (60 ft).

EAST SIDE ZONE

Development Zone

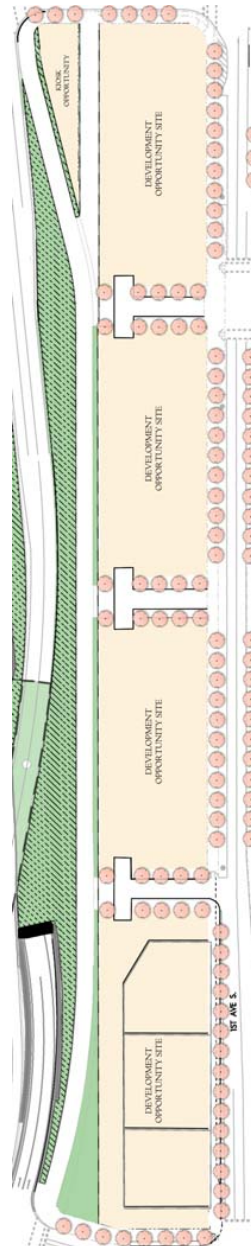
best views at north end

*consider length of block &
building footprint*

*consider access and
parking*

*consider degree of
permeability*

*consider uses on
west side of building,
trail interface*



Charles Street

activated First Avenue

*consider desired mix
of uses and scale*

EAST SIDE ZONE



Development Zone

In setting the building footprints, consider the degree of intact street wall and location and width of openings. Consider desired mix of uses, access needs, parking location, and scale.

EAST SIDE ZONE

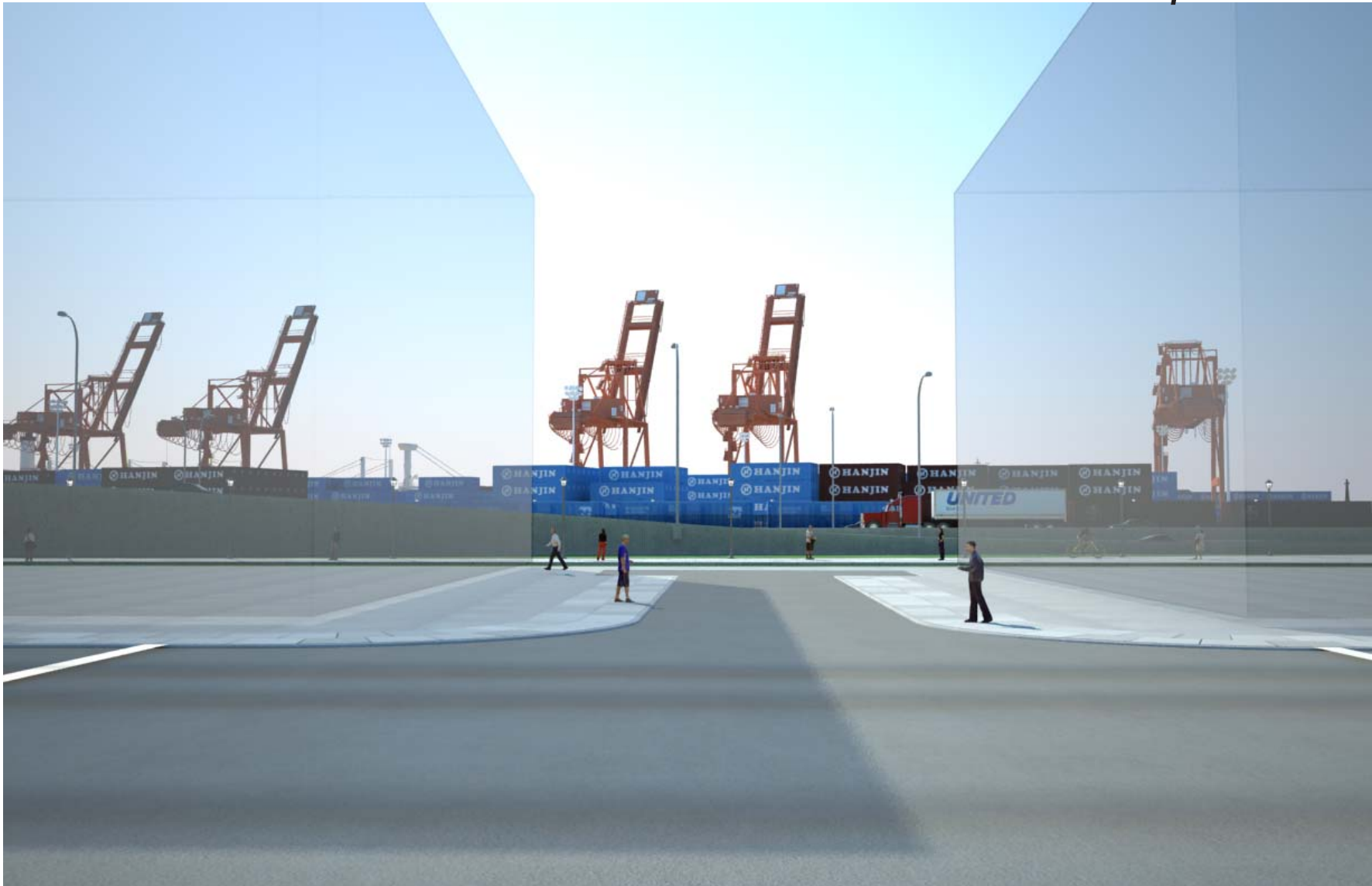


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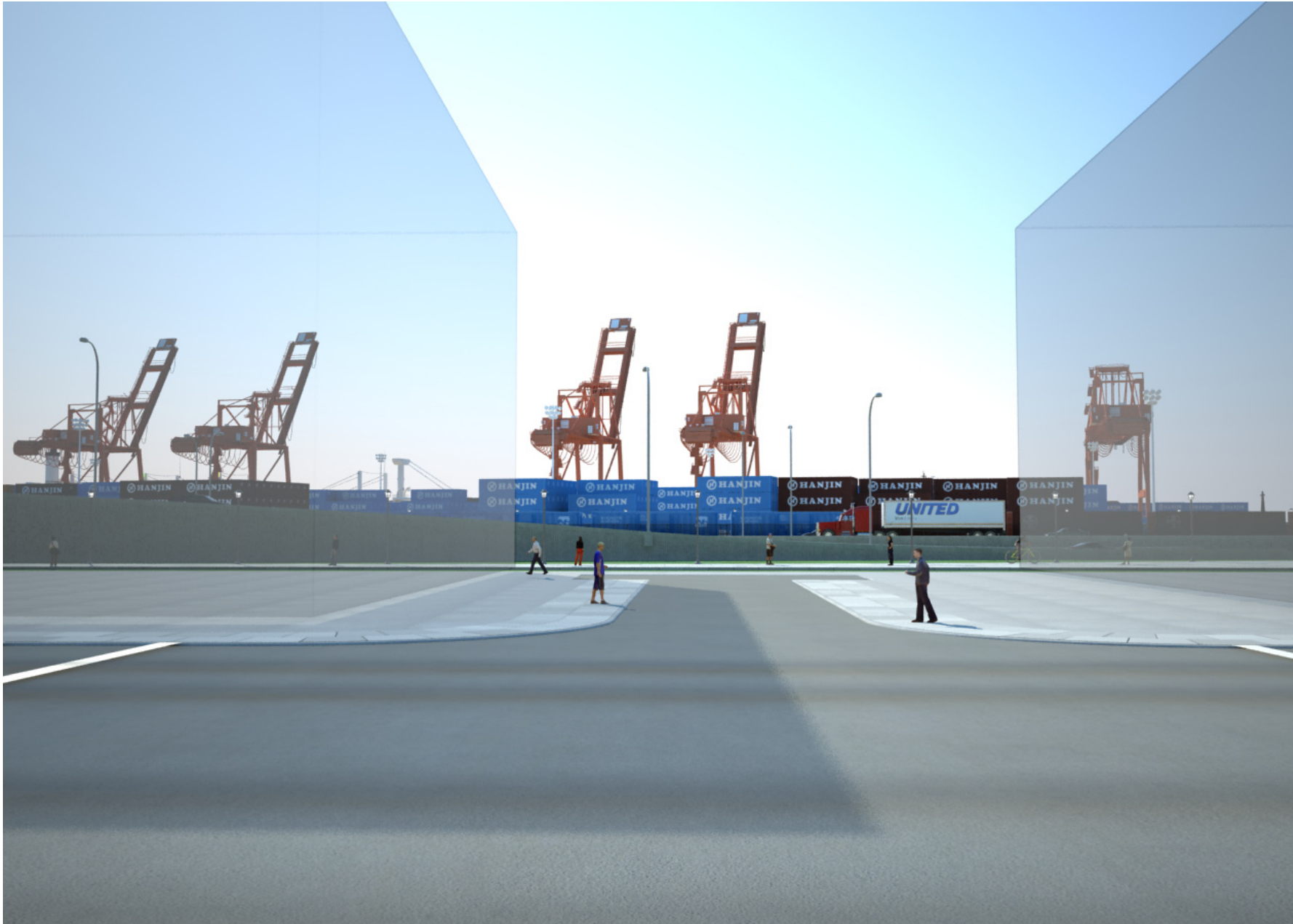
Alaskan Way Viaduct & Seawall Replacement Program

Development Zone



Alaskan Way Viaduct & Seawall Replacement Program

Development Zone



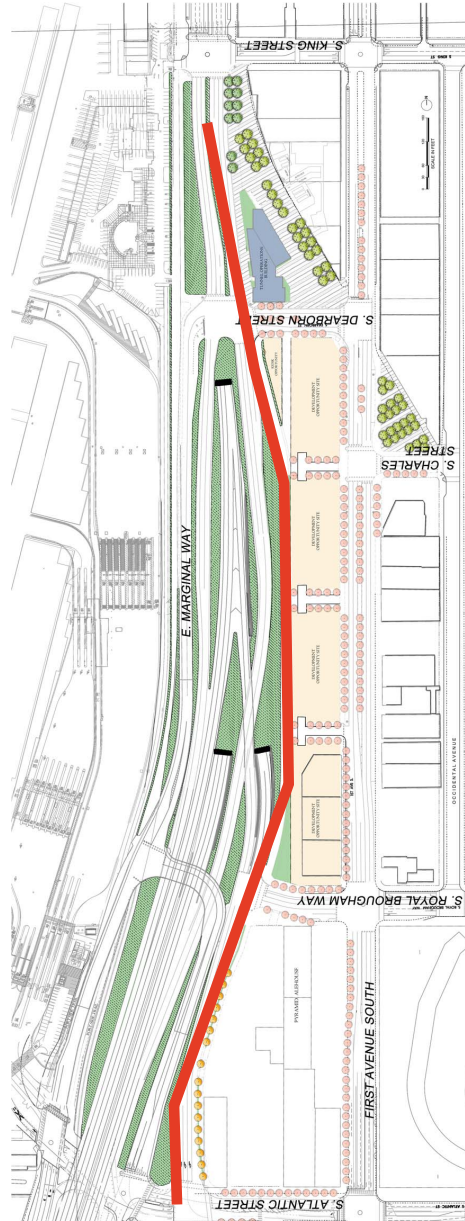
Shared-use trail intended primarily for cyclists.

Provides an alternative for bicycles that is separated from pedestrians and vehicles on 1st Avenue.

Connects from King Street to Atlantic and into the Mountains to Sound Greenway.

Prevents “shouldering” of bikes through staging trains.

Takes advantage of the utilidor adjacent to the east edge of SR 99.



City Side Trail

Will be well landscaped and well lit.

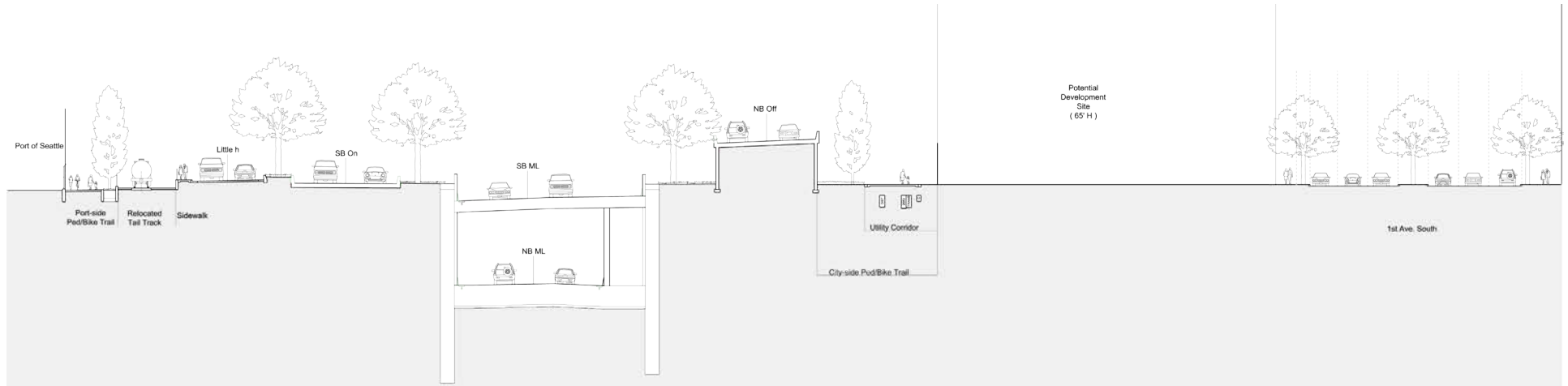
Challenged by noise from SR 99 and lack of adjacent activity.

Land use guidelines on the west edge can be considered, led by direction from DPD.

Design cues will direct most pedestrian traffic to First and Railroad Way.

Alaskan Way Viaduct & Seawall Replacement Program

City Side Trail



Recently opened Port Side Trail

NEXT STEPS

- Move ahead with landscape design based on input on concept
Come back to subcommittee and full Commission with design development
- Move ahead with design of City Side Trail based on input
Come back to subcommittee and full Commission with design development
- Coordinate with DPD on Development Sites
- **Make sure that First Avenue design coordinates with land use**
Come back to subcommittee and full Commission with design development