PIER 62 REBUILD
CENTRAL PUBLIC SPACE

9 ACRES OF CONTIGUOUS PEDESTRIAN OPEN SPACE
PIER 62 REBUILD
OVERALL CONCEPT

1. MAINTAIN PIER DUALITY
2. CREATE NEW NEAR-SHORE HABITAT
3. PROVIDE STRUCTURALLY SOUND SURFACE EARLY
4. PRIORITIZE CONNECTION TO PROMENADE, AQUARIUM, AND OLW
PIER 62 REBUILD
PHASE 1 (2017-2019)

LEGEND

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

WEEKDAY: 2,000 PEOPLE

1 PERSON STANDING / 15sqft
PIER 62 REBUILD
REBUILT PIER 62 + FLOATING DOCK
PIER 62 REBUILD
CAPACITY DIAGRAM

INFORMAL GATHERING: 3,000 PEOPLE

1 PERSON STANDING / 10sqft
PIER 62 REBUILD
CAPACITY DIAGRAM

PERFORMANCE: 6,000 PEOPLE
PIER 62 REBUILD
CAPACITY DIAGRAM

PERFORMANCE: 6,000 PEOPLE

1 PERSON STANDING / 5sqft

TEMPORARY RESTORED SEAWALL ROADWAY
TEMPORARY RESTORED SIDEWALK

SEATTLE AQUARIUM
EBSP AQUATIC HABITAT
WATERFRONT LANDINGS
CONDOMINIUMS
ALASKAN WAY
PIER 62 REBUILD
CAPACITY DIAGRAM

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

TEMPORARY RESTORED SEAWALL ROADWAY
TEMPORARY RESTORED SIDEWALK

500
1000
1500
PIER 62 REBUILD
CAPACITY DIAGRAM

PERFORMANCE: 500, 1,000, AND 1,500 PEOPLE EVENTS, SEATED
MINI SOCCER, BASKETBALL, VOLLEYBALL, TABLE TENNIS

1. **SOCCER PITCH**
   - 80 X 120
   - 50 X 100

2. **BASKETBALL COURT**
   - 50 X 95

3. **VOLLEYBALL COURT**
   - 60 X 30

4. **TABLE TENNIS**
   - 9 X 5
PIER 62 REBUILD
TEMPORARY RECREATION
PIER 62 REBUILD
TEMPORARY RECREATION
EXISTING WOOD DECK
CONCRETE DECK
METAL GRATING
FLOATING DOCK + GANGWAY

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

PIER 62 REBUILD
MATERIALS
PIER 62 REBUILD
CONCRETE DECK
PIER 62 REBUILD
CONCRETE DECK - PLANK TEXTURE
PIER 62 REBUILD
TEMPORARY STRUCTURE ANCHORING SYSTEM

ANCHOR, EMBEDDED IN PAVEMENT

MOBILE FURNISHING

20' O.C.

PIER 62 REBUILD
TEMPORARY STRUCTURE ANCHORING SYSTEM

FLOATING DOCK

HOT DIP GALVANIZED FLUSH TIEBACK
TOP OF FINISHED FLOOR

SEALING AND FLASHING BY OTHERS
ANCHOR BOLTS, SSD.

SECTION

ANCHOR 8' x 1'
PIER 62 REBUILD
GRATING AS LIGHT PENETRATING SURFACE
PIER 62 REBUILD
GRATING AS LIGHT PENETRATING SURFACE

NEW PIER 62

CONCRETE TABBING SLAB

TRENCH DRAIN

20'

GRATING

TRANSITION PLATE
SSD.

EXISTING SIDEWALK

ROADWAY

PIER STRUCTURE, SSD

NEAR SHORE HABITAT

NHHL 49.02
PIER 62 REBUILD
GRATING

REQUIREMENTS:
• ADA COMPLIANT
• VEHICLE RATED
• SLIP RESISTANT
• ALLOW ENOUGH LIGHT THROUGH

7/16” O.C.

4” O.C.
PIER 62 REBUILD
GANGWAY + FLOATING DOCK

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

NORTH-SOUTH CROSS-SECTION OF PIER 62/63, LOOKING EAST
PIER 62 REBUILD
OFF-THE-SHELF FLOATING DOCK

- TRENCH DRAIN
- CONCRETE TOPPING SLAB
- MOVABLE CHAIR
- PRECAST CONC DECK, SSD.
- RAILING TYPE 1

NEW PIER 62

GANGWAY

OFF THE SHELF GANGWAY, SSD.
OFF THE SHELF FLOATING DOCK, SSD.
PIER 62 REBUILD
OFF-THE-SHELF GANWAY

PLAN

ELEVATION

DESIGN NOTES

Design of gangway assumes that the approach pier
and gangway platform are stronger and adequate
for the safe and stable support of the gangway.

All welding shall be performed in conformance
with the latest AWS-D1.1 Specifications for aluminum
welding codes by an AWS certified structural
welders.

All aluminum is A5056-T6 except as noted.

All carbon steel shall be ASTM A516 and shall
be hot dip galvanized after fabrication.

Estimated dead load reaction of the gangway
is not including utility allowances in 500 lbs.

Shipping weight, including shipping Weight is 1,000 lbs.

Design live load reaction is 1,256 CIP (vertical)

Design wind load reaction is 0.56 kips (horizontal)

SUBMITTAL/SHOP DRAWING REVIEW

No Exception Taken

Revised as Conceived

Projected

Notes: Please refer to the approved drawing for any updates or changes. Any discrepancies should be brought to the attention of the project engineer.
PIER 62 REBUILD
OFF-THE-SHELF GANGWAY
PIER 62 REBUILD
FURNISHING

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

VEHICULAR BARRIERS BY SEATTLE PARKS DEPARTMENT (NIC)
LEGEND

1. WATERFRONT RAILING
2. EXISTING RAILING
3. GATE TO DOCK
PIER 62 REBUILD
NEW RAILINGS

- Wood Top Rail
- 5" x 1/2" Galvanized Steel Frame Painted, SSD
- SS Frame W/ 1/16" Ø Mesh
- Galvanized Steel Spacer
- Anchor Bolts, Countersunk, SSD
- Lighting Transformer
- See Electrical Plans for Locations
- 1 1/2" Gap
- 4'-0" O.C.
- Align

3'-6"
3'-6"
PIER 62 REBUILD
NEW RAILINGS MESH

INSPIRATION: FISHING NET

MATERIAL: FLEXIBLE STAINLESS STEEL EXTEND MESH
PIER 62 REBUILD
NEW RAILINGS WOOD TOP

INSPIRATION: RECLAIMED SEA WALL EKKI WOOD

MATERIAL: CUMARU
PIER 62 REBUILD
CONNECTION TO BALUSTRADE

AXON: CONNECTION BETWEEN EXISTING RAILING + HISTORIC BALUSTRADE
PIER 62 REBUILD
CONNECTION TO EXISTING PIER 63 RAIL
PIER 62 REBUILD
CONNECTION TO EXISTING PIER 63 RAIL
PIER 62 REBUILD
SWING GATE TO GANGWAY

- RAILING TYPE 2 WOOD TOP-RAIL
- 2x5" GALVANIZED STEEL FRAME
- LOCK AT SWING GATE
- HINGES AT SWING GATE
- SWING GATE WHEELS SEE SPECIFICATIONS
- RAILING TYPE 2 WOOD TOP RAIL AT PIER DOCK
- HINGES AT SWING GATE

PIER DOCK

SWING GATE IN OPEN POSITION
PIER 62 REBUILD
CONNECTION TO TEMPORARY EBSP RAIL

EXISTING SIDEWALK

STL POST

SS WIRE MESH

WOOD TOP RAIL

SS WIRE MESH

RAILING TYPE 1

ESSW RAILING

PIER 62

OPEN WATER

TRANSITION PLI

EXISTING SIDEWALK

PLAN
1/2"=1'-0"
PIER 62 REBUILD
MOVABLE TABLES AND CHAIRS
PIER 62 REBUILD LIGHTING

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

Round low wattage in-grade uplights allude to the stars in the nighttime environment and connect back to the lighting approach used on Overlook Walk.

Linear In-grade Uplight

Linear in-grade uplights complement the concrete's wood plank pattern and tie into the tideline concept.
PIER 62 REBUILD
FLOATING DOCK LIGHTING

Boat launch lighting provides safe travel from Pier 62 to the waters edge. Illuminated handrail is proposed to light the ramp and in-grade or recessed lights provide lighting on surface of the landing.
FLOATING DOCK: LAND BUOY BELLS
The concept is to create a sound piece with found objects that is activated by waves and tides.

Land Buoy Bells concept drawing
The proposal is to create 5 sculptural instruments, to be installed on the pool barge dock structure. The buoy bells will be fabricated using re-purposed metal tanks of various diameters ranging from 28" to 72." The tanks will be cut and the natural base shapes will become bell-like instruments. Each buoy bell will be anchored to the dock by the yoke to meet local code requirements. The bells will have weep holes at the lower base to allow for the rainwater and waves to fill them and slowly weep out the pool of water within. The bell sounds become augmented with the water level and is an intentional part of the piece. The rim of the bells would be touch-friendly and have a sealed finish to withstand the ocean air and avoid rusting. A maintenance plan should be considered.

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

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

The tension of the striker should be strong enough that the buoy bells will not always be heard. It should never be a constant, but more of a notable moment when it happens (sounds).
PUBLIC ART PROGRAM
PIER 62: STEPHEN VITIELLO

FINAL BELL TO SIZES AND DIMENSIONS AND WEIGHT BE DETERMINED - FOR CONCEPTUAL PURPOSES ASSUME THE FOLLOWING:

BELL A: ASME ELLIPSE TANK HEAD
72" OD.
NOMINAL GAGE: 0.375
WEIGHT: 646.83 LBS

BELL B: ASME ELLIPSE TANK HEAD
36" OD.
NOMINAL GAGE: 0.25
WEIGHT: 112.64 LBS

BELL A: ASME ELLIPSE TANK HEAD
60" OD.
NOMINAL GAGE: 0.3125
WEIGHT: 381.87 LBS

BELL D: ASME ELLIPSE TANK HEAD
42" OD.
NOMINAL GAGE: 0.25
WEIGHT: 156.25 LBS

BELL E: ASME ELLIPSE TANK HEAD
24" OD.
NOMINAL GAGE: 0.5
WEIGHT: 110.39 LBS

1. ALL BELL SIZES, DIMENSIONS AND WEIGHTS TBD. ARTIST TO COORDINATE FINAL PLATE POSITIONING AND SIZES DURING SHOP DRAWING REVIEW.
2. ALL PIECES TO BE STAINLESS OR/PAINTED WITH SHERWIN WILLIAMS COATING PAINT FOR MAINTENANCE AND IN EVENT THAT THE PIECES ARE VANDALIZED, THEY CAN BE REPAINTED IN FIELD.
3. FINAL BELL PLACEMENT TO BE COORDINATED WITH MOCK UP OF HAMMER MECHANISM.
4. ALL BELLS TO HAVE X2 OVERFLOW WEEPS 1 2" DIAMETER TO AVOID WATER RETENTION.
5. ALL ANCHORS TO BE COORDINATED WITH STRUCTURAL.

NOT FOR CONSTRUCTION
DESIGN DEVELOPMENT
ARTWORK CONCEPT
PACKAGE 06.22.16
PIER 62 REBUILD
REVISED CONFIGURATION

LEGEND

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