The waterfront is less a single line than it is an amalgamation of neighborhoods, districts, connections, streets, passageways, landmarks, piers, structures, vistas, and topography. Working from earlier research and analysis studies, the center city of Seattle is divided into character zones, each with unique urban qualities and relationships to the waterfront. The Framework Plan celebrates this context by allowing qualities and characteristics of the areas to shape the design of the waterfront, and establishing strong connections between the waterfront and the neighboring Character Zones.

2.2 THE CENTER CITY SCALE

CONNECTING THE CITY TO THE WATERFRONT

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CENTRAL WATERFRONT FRAMEWORK

The demolition of the viaduct presents Seattle with an opportunity to restore the city’s relationship to the water. Today, existing city destinations are accessed along north-south avenues, which run parallel to the topography and facilitate circulation. East-west streets that run from the waterfront into the city are steep, obstructed by the viaduct looming overhead, and thus are often difficult to negotiate. Three “wedges”, created by the shifting street grids, block access to the waterfront on some streets while funneling movement towards three major waterfront destinations: Colman Dock, Seattle Aquarium, Pike Place Market and Olympic Sculpture Park. Existing and new destinations are linked via streets, avenues and wedges to form the basis of the Framework Plan.
The Seattle Central Waterfront is comprised of a wide range of places, districts and destinations. As with many working waterfronts, these have remained disconnected from each other and from the city. It is important that the development of the waterfront support better linkages to these key destinations, while maintaining their identity in Seattle’s authentic waterfront.

**Existing Destinations**
- Elliott Bay Trail
- Olympic Sculpture Park
- Seattle Center
- Vine Street Community Gardens
- Denny Park
- Bell Street Park
- Restaurant Row
- Bell Harbor Int’l. Conference Center
- Seattle Convention Center
- Victor Steinbrueck Park
- Pike Place Market
- Freeway Park
- Benaroya Hall
- Seattle Art Museum
- Seattle Aquarium
- Waterfront Commercial Piers
- Seattle Public Library
- City Hall
- First Hill Medical Centers
- Colman Dock
- Pioneer Place
- City Hall Park
- Yesler Terrace
- Occidental Park
- Waterfall Park
- South Main St. Community Gardens
- Chinatown/Int’l. District
- King St. Station
- CenturyLink Field

**Proposed Potential New Destinations**
- Cedar St. Balcony
- Vine St. Balcony
- Belltown Balcony
- Bell St. Balcony
- Belltown Forest
- Bell Harbor Bench
- Pier 62/63
- Union St. Pier
- Aquarium Plaza
- Commercial Pier Slips
- Historic Tideline Terraces
- Colman Dock Gallery
- Colman Dock Deck
- Pioneer Square Beach
- Pier 48 Amphitheater
- Railroad Way
1. THE PORT AND STADIUMS

The port and stadiums are very important icons of the City of Seattle. They employ and attract hundreds of people, however, they presently turn their backs on both the public realm and the waterfront. The fences of the container terminal, the stadiums on days when there are no games or events, and the viaduct create a no-man’s land on the adjacent streets. Railroad Way presents an opportunity to linking the waterfront and Colman Dock to CenturyLink and Safeco Fields in a meaningful, safe and direct way. In addition, the removal of the viaduct will open up views between the waterfront and the stadiums.

The Port of Seattle

CenturyLink Field and Mount Rainier

First Avenue and Railroad Way

Removal of the Viaduct
S. JACKSON
S. KING
PIONEER SQUARE
KING STREET STATION
PORT OF SEATTLE
OCCIDENTAL AVE
2ND AVE
1ST AVE

DRAMATIC LINE OF CONTAINER CRANES ALONGSIDE PORT EDGE ANIMATES SKYLINE

WORKING CONTAINER PORT PROVIDES UNIQUE CHARACTER

POTENTIAL TO ENHANCE VIEWS FROM RAILROAD WAY S. TO COLMAN DOCK FERRY TERMINAL

POTENTIAL S. JACKSON ST. VIEW CORRIDOR AND LINK BETWEEN PIONEER SQUARE AND THE WATERFRONT

POTENTIAL FOR BUILDING FRONTS TO OPEN ONTO PUBLIC REALM

POTENTIAL PEDESTRIAN PROMENADE FROM STADIUM DISTRICT TO WATERFRONT & FERRIES

NEW TUNNEL PORTAL

POTENTIAL CONNECTION TO THE ELLIOTT BAY PEDESTRIAN AND BIKE TRAIL

POTENTIAL PEDESTRIAN PROMENADE FROM STADIUM DISTRICT TO WATERFRONT & FERRIES

THE PORT + STADIUMS

Enhanced Facades

Project Areas

500 ft.
Pioneer Square has a strong identity due to its distinct historic architecture, regular urban grid, mature street trees, well-proportioned streets and squares, and its active community. Furthermore, its gentle topography makes for the strongest and most direct neighborhood relationship along the Central Waterfront. Historically, settlements and industry used this interesting geographical position to their advantage and created strong, direct and meaningful links from Pioneer Square to Elliott Bay.
STRONG LINKS TO WATERFRONT ALONG KING, S JACKSON, S MAIN, S WASHINGTON & YESLER WAY

POTENTIAL FOR HISTORIC FRONTAGES TO OPEN ONTO PUBLIC REALM

GREAT VIEWS ACROSS BAY & PORT, AND BACK TO THE CITY

POTENTIAL FOR PUBLIC PARK AND OPEN SPACE

POTENTIAL RE-USE OF HISTORIC WASHINGTON ST PUBLIC BOAT LANDING

POTENTIAL AQUATIC HABITAT & BEACH (SHALLOW WATER)

POTENTIAL PUBLIC PIER WITH FANTASTIC VIEWS TO PORT & BAY

CONNECT PIONEER SQUARE TO THE WATERFRONT.
Colman Dock is one of the busiest locations on the waterfront, servicing 8.5 million riders per year, including 4.2 million foot passengers. Due to the high volumes of users, large areas of the Dock are devoted to car queuing and the area is often congested with traffic. Transit hubs are potentially wonderful destinations; they have the potential to become vibrant meeting places with a mix of active uses and public spaces. Colman Dock was once a great Seattle landmark, its clock tower stood in alignment with Smith Tower, to create a strong link into the city and beacon on the water. Today, with the redesign of Alaskan Way and the adjacent public realm, there is an opportunity to re-envision the Colman Dock Ferry Terminal as a bustling civic hub and a great destination on the waterfront.
CHALLENGING VEHICULAR, CIRCULATION AND SECURITY ISSUES SURROUNDING THE FERRY TERMINAL

POTENTIAL TO OPEN UP AND ACTIVATE HISTORIC BUILDING FACADES TO PUBLIC REALM

GREAT VIEWS OF ELLIOTT BAY AND PORT FROM COLMAN DOCK

POTENTIAL DRAMATIC ARRIVAL & DEPARTURE LINK AT MARION ST PEDESTRIAN BRIDGE WITH GREAT VIEWS

POTENTIAL TRANSLIT ALONG MADISON AND MARION LINKING COLMAN DOCK TO FIRST HILL

POTENTIAL TO RE-ENVISION THE FERRY TERMINAL AS A MORE DRAMATIC PUBLIC DESTINATION

POTENTIAL LINK TO WATERFRONT AND VIEW CORRIDOR AT MARION ST

POTENTIAL LINK TO WATERFRONT AT COLUMBIA ST

POTENTIAL TO RE-ENVISION THE FERRY TERMINAL AS A MORE DRAMATIC PUBLIC DESTINATION

“Celebrate Colman Dock Ferry Terminal as a gateway of movement, arrival and civic place.”

Enhanced Facades

Existing Parks

2:45
The Historic Piers attract many visitors every year with shops, restaurants and boat tours. Each pier has its own distinct identity, which should be preserved and showcased allowing each pier to be a unique destination while remaining part of the commercial core of the waterfront. Currently, they are disconnected from the city due to the presence of the viaduct. With the removal of the viaduct, the Historic Piers have the potential to link with neighboring “Furniture Row” along Western Avenue and create a bustling and lively commercial hub on the waterfront. Furthermore, the Historic Piers present a wonderful opportunity to create a continuous “Front Porch” on the bay by wrapping the piers with a continuous public walk. The recent addition of a ferris wheel at the end of Pier 57 will only add to the draw of the area.
POTENTIAL SENECA STREET PEDESTRIAN LINK TO CITY

POTENTIAL PUBLIC OUTLOOK ACROSS BAY

ARGOSY TOUR BOAT DOCK

POTENTIAL FOR AQUATIC HABITAT IMPROVEMENT LIMITED BY PIERS

POTENTIAL TO OPEN UP AND ACTIVATE BUILDING FACADES

POTENTIAL PIER-FRONT PROMENADE (THOUGH LIMITED VIEWS & WATER ACCESS)

FIRE STATION #5 LANDMARK

POTENTIAL FOR AQUATIC HABITAT IMPROVEMENT LIMITED BY PIERS

POTENTIAL TO OPEN UP AND ACTIVATE BUILDING FACADES
5. THE PUBLIC PIERS + MARKET

Waterfront Park, the Seattle Aquarium, and Pier 62/63 create a cluster of public destinations where access to the waterfront is welcome and encouraged. Once again, the streets shift from the Downtown to the Belltown grid. The significant topographic changes here disconnect several blocks from the waterfront, which makes one of Seattle’s major destinations, Pike Place Market, seem much further away from the waterfront than it really is. Together with the viaduct, the major re-grades of Denny Hill and the BNSF railway create additional barriers between the waterfront and the neighborhoods in this part of the city. Many stairways and bridges were built to allow access to the water’s edge, but they are difficult to find, hard to negotiate and mostly unattractive. Meanwhile, great views of the bay may be seen from the area’s buildings and streets as well as from Victor Steinbrueck Park.
Opportunity for a major new public space, linking Pike Place Market and Victor Steinbrueck Park to the Aquarium and Waterfront.
Situated north of the Seattle Aquarium and Pier 62/23, Bell Harbor includes a public marina, a cruise ship terminal, a conference center, and roof top observation deck with wide vistas of Elliott Bay and Seattle’s skyline. Bell Harbor is disconnected from the upland city fabric by steep topographic change, the BNSF freight train line and the viaduct. Two elevators, located at Lenora and Bell Streets, currently allow pedestrian access to the Bell Harbor area and suggest the potential for improved connections to Belltown.
The opportunity to create a new “Public Center” in Belltown and link the neighborhood to the waterfront.
7. **THE BELTOWN BLUFF**

The Belltown Bluff, currently in the shadow of the viaduct, is bisected by the BNSF freight railroad corridor. The area’s primary feature is its steep topography, rising 85 feet from the waterfront to the Belltown neighborhood above. With the removal of the viaduct and the creation of a new city street linking Elliott and Western Avenues to Alaskan Way, this area has the potential to link the neighborhood of Belltown to the waterfront both physically and visually by way of excellent views and potential public amenities.
POTENTIAL NEW PUBLIC SPACE OVER TUNNEL PORTAL AT BATTERY BETWEEN 1st & WESTERN AVE.

NEW INTERSECTION & CROSSING AT BELL STREET AND ELLIOTT WAY

BELLE STREET DESIGNATED AS IMPROVED “GREEN STREET” AND LINK TO WATERFRONT

BELTOWN NEIGHBORHOOD DISCONNECTED FROM WATERFRONT

LENORA STREET STEPS AND ELEVATOR ACCESS TO WATERFRONT

CHALLENGING BARRIER (BUILDING WALL) ALONG RAIL LINE

“Opportunity to create a new “Public Center” in Belltown and link the neighborhood to the waterfront.”
Beginning at the Bell Harbor Marina and running north to Broad Street, the North End extends a half-mile of waterfront. Three large piers (numbers 68-70) shape the area’s west edge while the BNSF railway and large-scale institutional buildings border on the east. Due to the absence of the viaduct and reduced traffic load, this area tends to be quieter than the southern half of the waterfront. Yet, due to the railroad and cruise boat traffic, activity in the area becomes quite intense at key times of day and in certain seasons. The North End connects the Central Waterfront to the Olympic Sculpture Park, Myrtle-Edwards Park, and the Elliott Bay Trail. Broad Street has the potential to create a fantastic future link from the waterfront to Seattle Center and the Lake to Bay Trail.
"Opportunity to link Belltown to the Waterfront, and connect the Olympic Sculpture Park south to Pioneer Square."