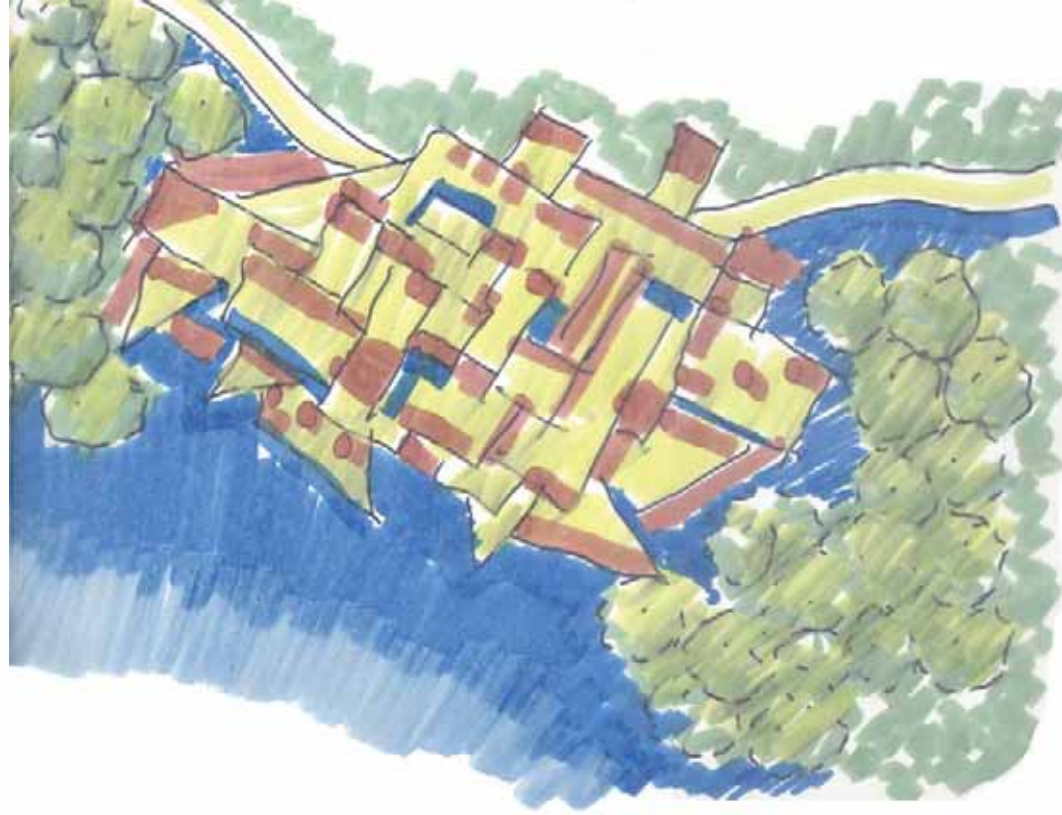
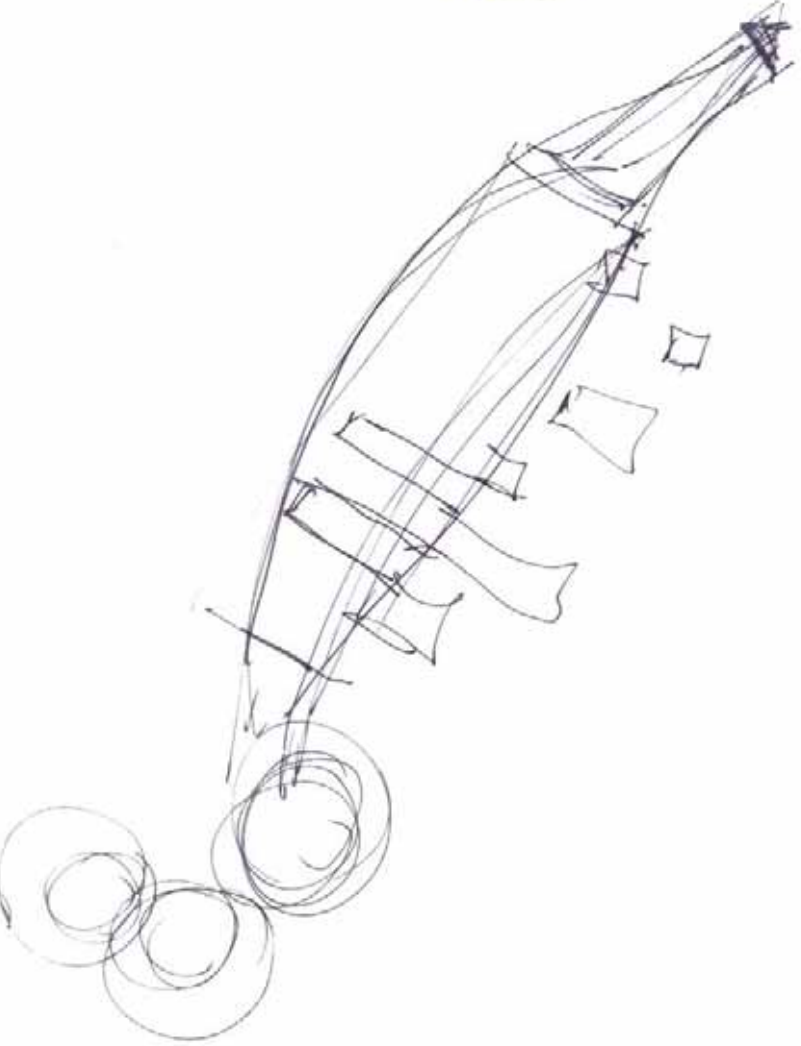
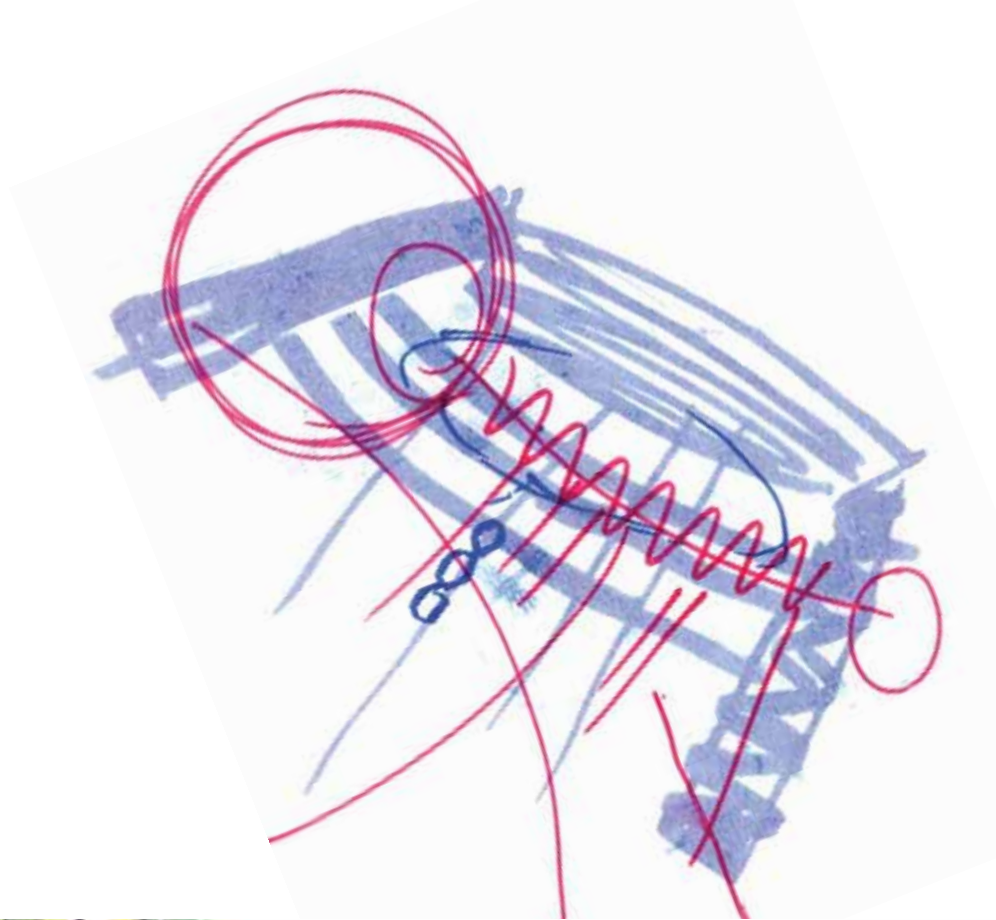
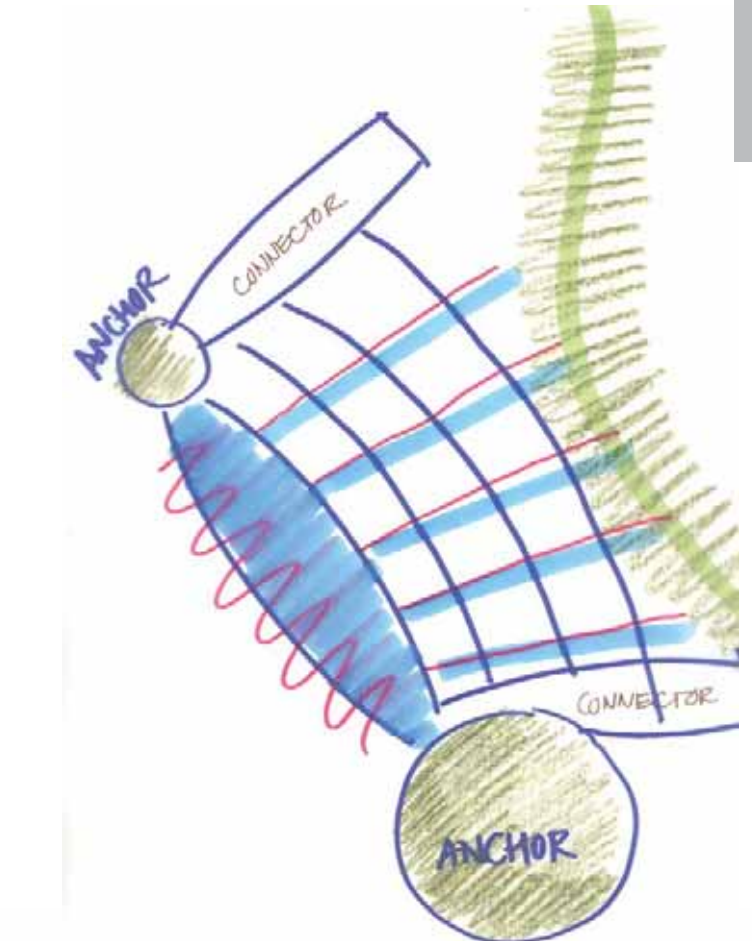
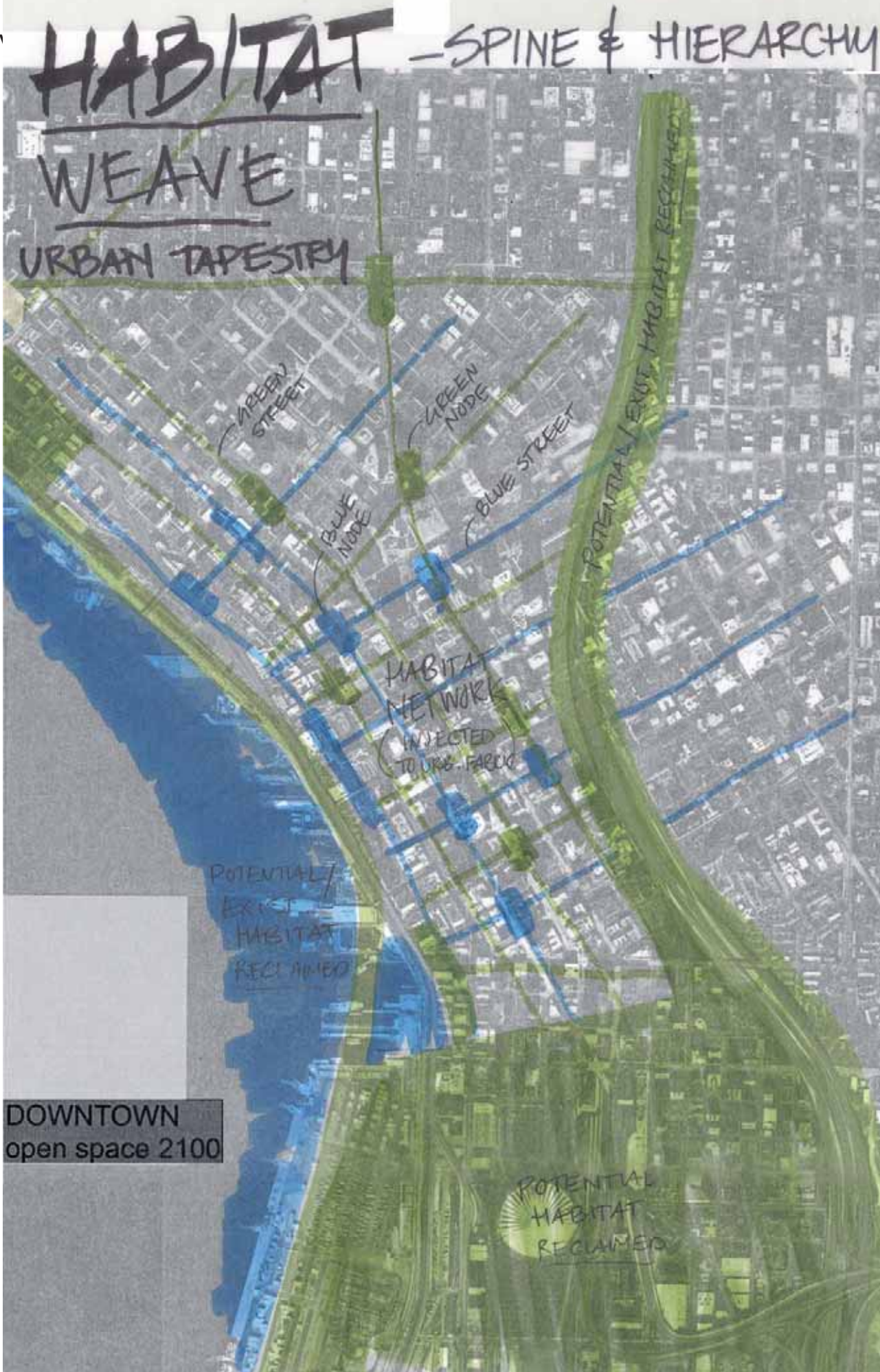


# CONCEPT DIAGRAMS



# RENDERINGS



BIRDS EYE VIEW OF DOWNTOWN

OPEN SPACE SEATTLE 2100  
DOWNTOWN TEAM A  
BIRDS EYE VIEW 'GREEN & BLUE WEB ; HABITAT WEAVE

PANORAMIC VIEW OF WATERFRONT



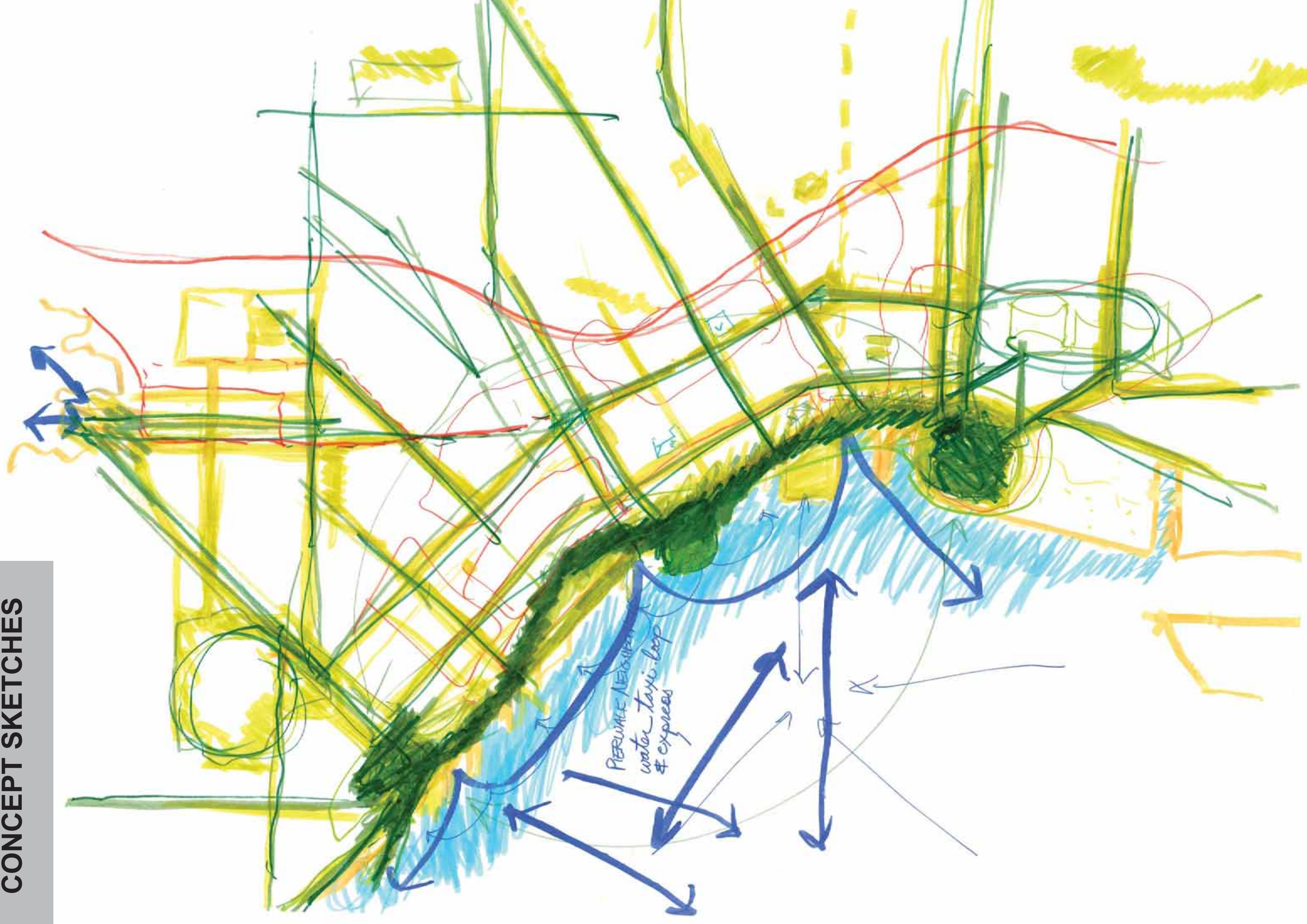
# 100 - YEAR

GREEN &  
BLUE WEB;  
HABITAT WEAVE  
2100



# 20 - YEAR

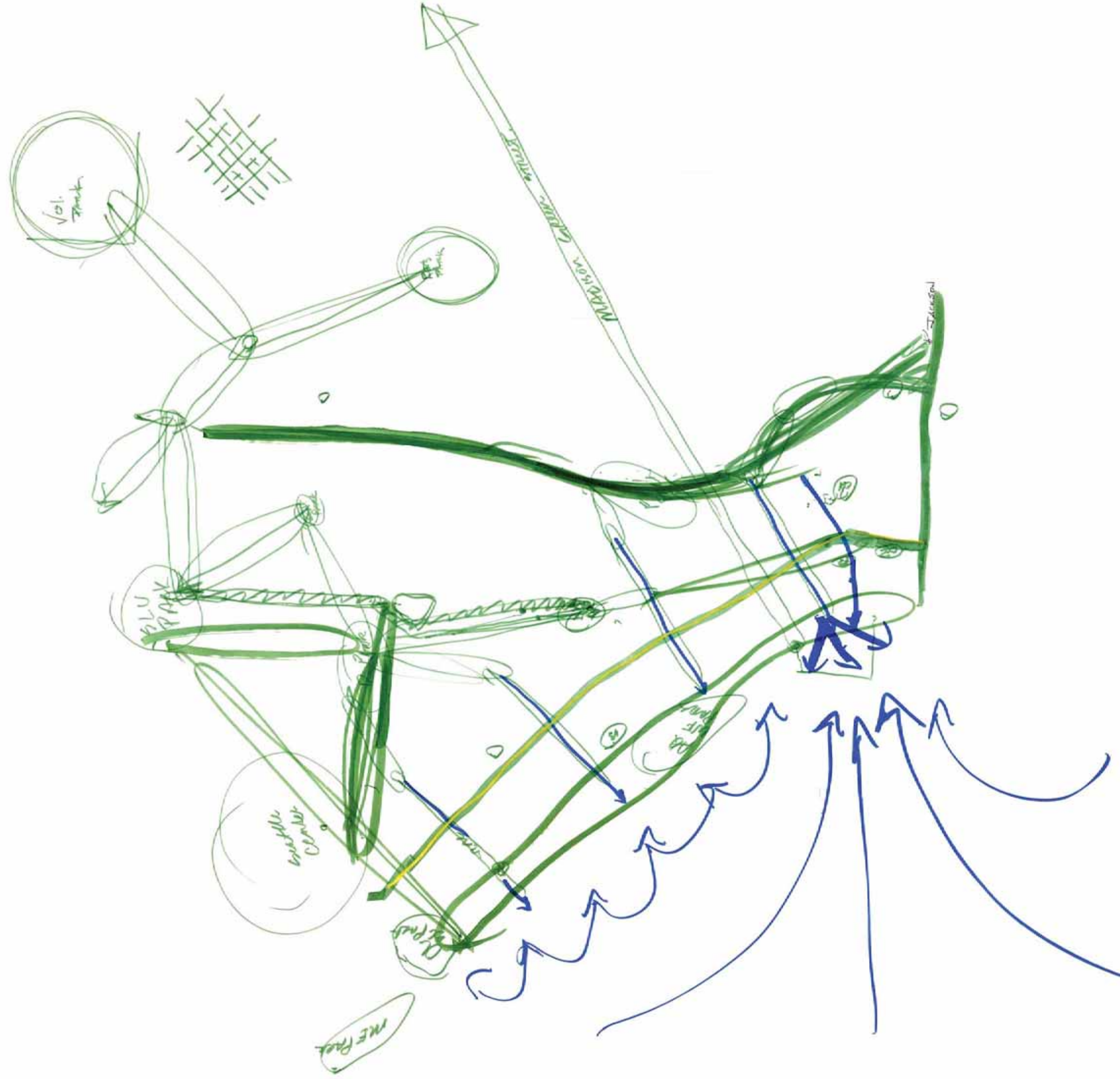




CONCEPT SKETCHES



# CONCEPT SKETCHES





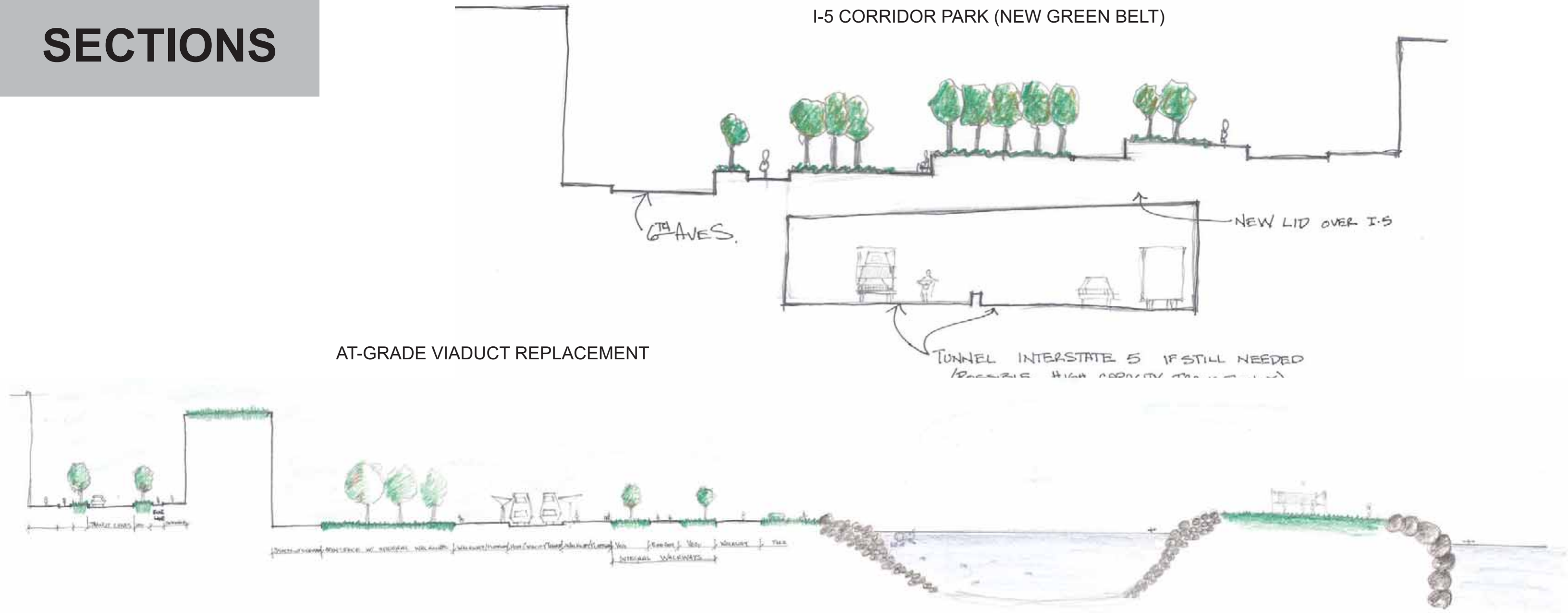




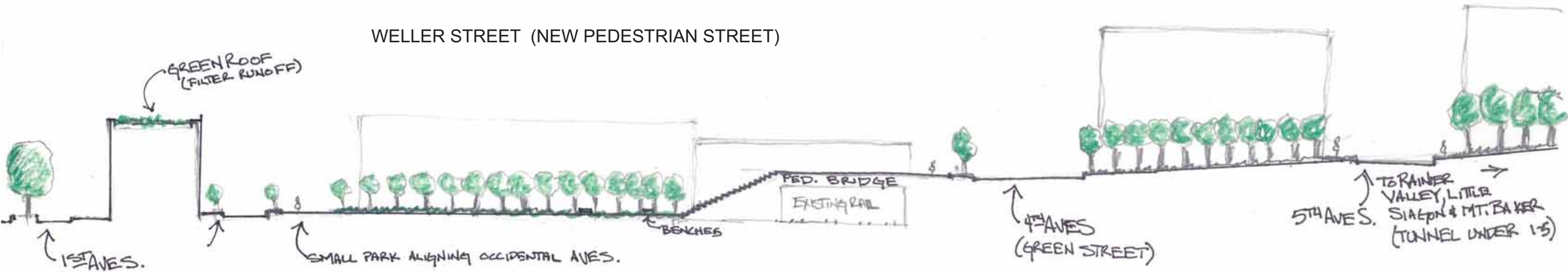
# SECTIONS

## I-5 CORRIDOR PARK (NEW GREEN BELT)

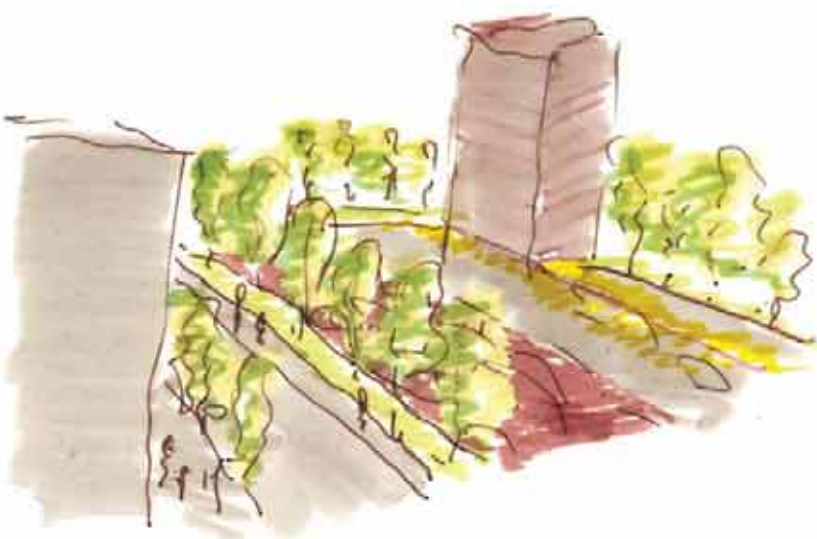
### AT-GRADE VIADUCT REPLACEMENT



### WELLER STREET (NEW PEDESTRIAN STREET)



# VIGNETTES



ALONG THE I-5 CORRIDOR

POCKETS OF OPEN SPACE

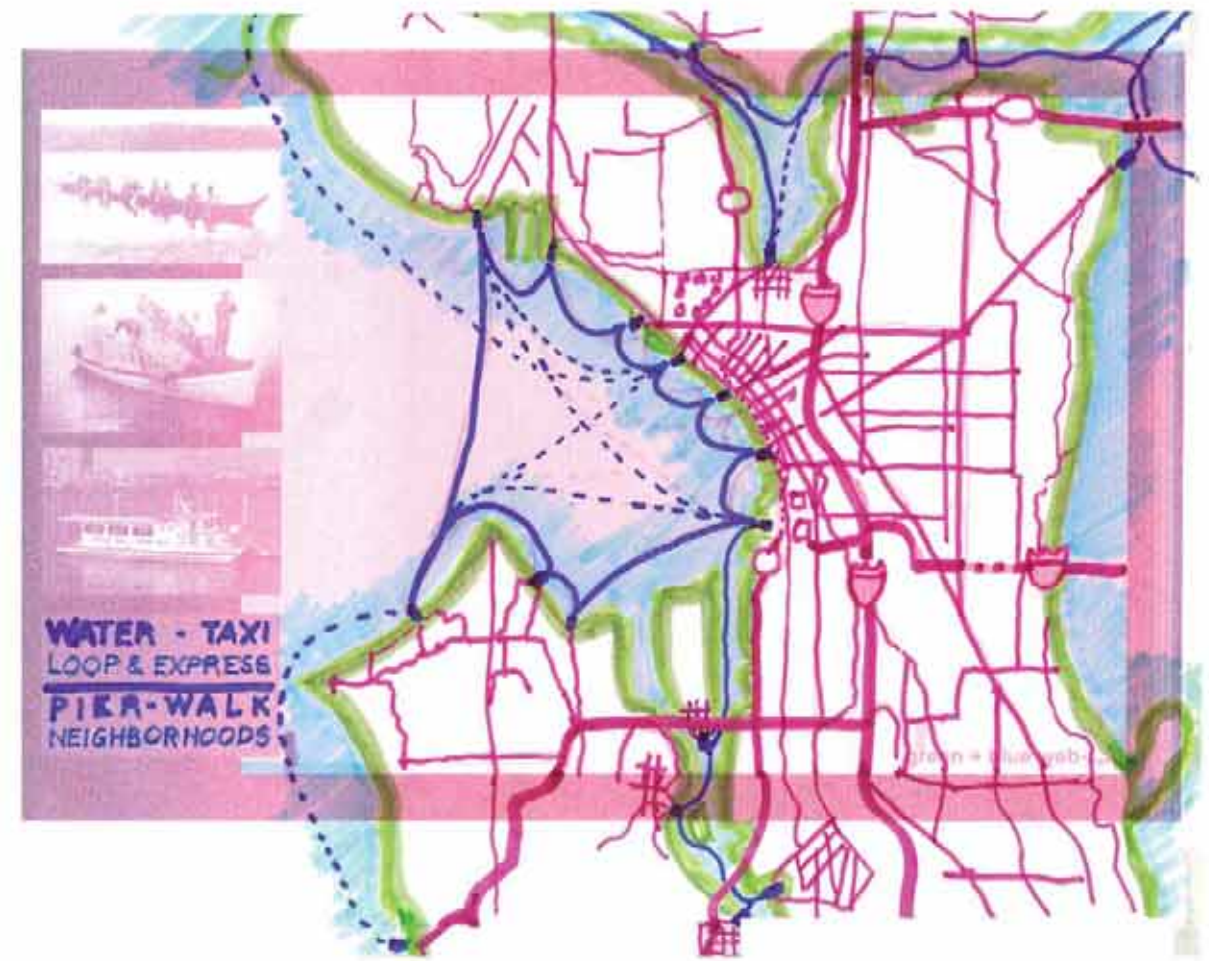


HANGING GARDENS P-PATCHES

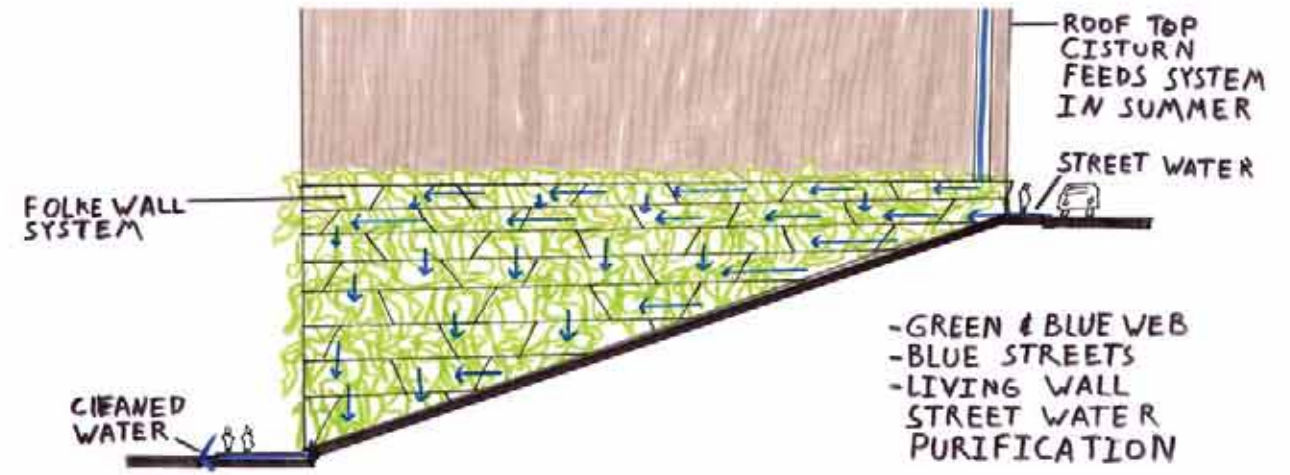


HANGING GARDENS, P-PATCHES, "STORM WATER" FEATURES  
MAINTAINED HISTORIC BUILDING, ROOF GARDENS  
NEW HILLELIMB-CONNECTION

WATER TAXI ROUTES



VIADUCT RAMPS - NEW URBAN PLAZAS



"VERTICAL GARDENS"

## Concept Narrative

## Green and Blue Web - Habitat Weave

We accepted that by 2030 and even by 2100, Downtown Seattle will remain a vital, urban center and that the urban street grid will not disappear. Our proposal is based on the notion of a web of existing and projected green open spaces, large and small, in addition to green boulevards and streets, running north-south, which are crossed by a series of east-west green boulevards and streets and by “blue streets,” created by the capture of storm water. These would include smaller and larger water features and ponds and would be engineered to allow for water re-use and purification. There would also be a series of water catchment areas for purified water, occurring on the western edge. Other storm water would be drained into the Sound and thus would become “fingers” into the Puget Sound. We saw the waterfront as an amphitheater with the water as a natural stage. The notion is to weave natural vegetation as well as water, storm drainage and pure water into the landscape of the city, while also incorporating the waterfront into the urban web of Downtown more closely. At the same time, important view corridors to the water and into the Downtown would be maintained or enhanced.

In addition, we envisioned two long green spines. The western one is the continuous spine along the waterfront, with major nodes at the Seattle Art Museum Olympic Sculpture Park (to the north) and a newly created park and natural habitat in the northern portion of the Pier 46 site. Part of the earth dredged out from the creation of the Viaduct tunnel could be used to create a natural promontory in the park – a reference to Seattle’s tradition – exemplified by the work of Seattle engineer R.H. Thomson – of moving large amounts of earth to create new and re-graded topographies (also with a gesture to Kite Hill at Gas Works Park). Other interim nodes along this green waterfront spine would be the Aquarium site and Victor Steinbrueck Park. In lieu of the present seawall, a curving, sculptural wall (in plan), which steps up in section, would take into account sea level changes. It would be engineered to allow the entire shoreline to be habitat friendly.

The second spine involves the area along I-5. The structure of I-5 is currently not in the best condition. While it may remain in similar form to what it is now in 2030, by 2100, we suspect that it will be tunneled or gone altogether at the level of Downtown Street. Therefore, by 2100, the site of I-5 would become a long green park area. Easy east-west connections would be created by the frequent green streets and “green-blue streets.” Since the transportation costs for produce are likely to become a more and more serious factor, we envision that within the new “Central Park” and among many newly created Downtown green open spaces, there will be a large number of public P-patches. We also see a variety of additional green spaces on rooftops.

Another serious consideration is the Seattle Fault, which occurs in our area, roughly along Dearborn Avenue. The area in the vicinity of the fault will be devoted to low density development / park area, since heavy building density would clearly be a hazard. At the same time, a variety of parks and open spaces will be assigned as “earthquake safety zones,” depending on the possible source of the earthquake. As part of the sustainability goals and the goal to provide a variety of experience in Downtown, existing buildings of historic interest will be maintained amidst the “green-blue” fabric of the city. Many will have been retrofitted to a standard that will allow them to withstand earthquakes as easily as more recent buildings.

We see Downtown Seattle as a place where social, economic and environmental sustainability can be fostered. We also see the Downtown of 2100 as part of a much larger and continuous web encompassing all of Seattle. Green streets and boulevards which occur in Downtown will continue into neighboring areas. In the same way, rapid transit lines will create a continuous loop which also ties the Downtown seamlessly with the rest of the city. A water taxi service will tie the Downtown to points along the Puget Sound and a similar service will allow transport across Lake Union. Our 20-year vision begins to put in place our major green boulevards, green and blue streets, as well as incremental changes to the waterfront, while the 2100 scheme takes all of these much further, with the creation of an increasingly green downtown, which incorporates new vegetation and fauna as well as a major green central park.

Amalia Leighton

Paul B. Crane

Annie Breckenfeld

D. Allen

Karin Link

David Guthrie

Elise Menard

Daniele Spirandelli

Justin Fogle

Joel Egan

Yousif Farjo

Justin McConachie

Diego Velasco

Benjamin Barrett

## Habitat Weave:

*Respecting the characteristics of the land*

- Geological hazard areas – fault zones  
*Transportation portal to the city*
  - regional park / habitat area
  - sustainable building practices
  - low-impact development
  - light industrial / rail hub
  - strict building code enforcement
- Geological hazard areas – steep slopes – I-5  
*Soften the city edge (natural edge vs. man-made barrier)*
  - use I-5 as open space corridor and 'balcony' into city for both cars, pedestrians, bicycles and other modes
  - improve connections across I-5
- Waterfront  
*Face of the city – bay as center stage*
  - integrate habitat with social and economic uses
  - make it a destination as well as an experience
  - soften the edge

## Urban Tapestry:

*Interwoven Natural Habitat and Urban Systems*

- Finer-grain strategies
  - green streets
  - storm water recharge & filtration
  - green roofs, terraces
  - pocket parks / plazas
  - enhanced intersections
  - pervious surfaces
  - sun access – building envelope requirements
  - building height, bulk and articulation requirements
- Green & Blue Web
  - major connecting network as open space as well as transit
  - expose natural and created drainage patterns
  - link open spaces – coherent system
  - water taxis – use bay and lakes as resource, connect people to water in functional as well as ephemeral ways

## Downtown in 2100:

- importance of brownfields
- reconsideration of historic center
- trade with Asia
- growth of urban agriculture
- sustainable building practices – standards in building codes
- liquefaction issues along waterfront
- changes in shipping
- use of water transit more intensively
- collective property rights
- breakdown of habitat
- perpetuity of personal mobility systems / modes
- re-use of historic buildings
- re-thinking streets – reclaiming r.o.w. as open space
- different demographic (multi-racial, multi-age) – social changes in turn
- more connection to waterfront
- viaduct gone, but major transit corridor still there
- climate change (flooding, shoreline changes, hot summers/ wet winters – ice age?)
- less in/out commuting
- vertical movement systems
- declining U.S. global dominance – changes in industry
- water shortages – scarcity of resources – rainwater collection
- technological advantages / changes
- alternative energy sources
- large civic space
- mixed-use zoning / regulations
- expansion of I-5? Or gone / changed?
- 6<sup>th</sup> Ave as major transportation corridor along with I-5
- rising costs of oil / energy
- earthquake (wake-up call)
- changes in workplace
- complete build-out in downtown core (no surface parking lots, vacant)
- polycentric city (downtown as 'heart')
- expanded mass-transit
- more interconnected (local & regional)

- population growth
- population density increase
- changing transit modes
- people movers
- technological changes
- city identity will change

**Persisting Attributes:**

- rain
- topography – setting (mountains and sound)
- connection to water
- pacific rim influence
- cultural reputation (ecotopia – outdoorsy)
- ecosystem functions

**General Goals / Concepts:**

- confluence of social, economic & environmental sustainability
- preservation & enhancement of downtown as urban center of city – vitality and strengths
- interconnectedness: (1) a system of large, interconnected open spaces (2) interconnectedness of land use, transit and access
- tie into Olmsted Legacy
- hierarchy of open spaces
- identify the spine
- 20-year plan: “low-hanging fruit”
- 100-year plan: framework

**Open Space Concepts:**

- start by using existing destination open space, major open space nodes, pocket parks, linear parks, pedestrian connections, streetcar routes
- assume grid is not going away – work with it
- grid shifts / interconnections = open space opportunity
- hierarchy of open spaces / scale
- green streets & blue spaces / floating spaces
- central, large green space in downtown
- pocket parks & existing public-owned property
- southern downtown park to complement Olympic Sculpture Park
- I-5 greenbelt (transportation corridor, tunnel / open cut, re-use, natural boundary to downtown commercial development)
- replace demolished/ abandoned buildings with open space
- fault line area (caution in re-building, allows open space, central / large park, series of spaces, open space safety zones)

**Green Street Concepts:**

- green lungs of downtown
- alternate commercial / residential in urban rhythm
- different street amenities / neighborhood feel
- work with grid
- green street types / applications

**Blue Street Concepts:**

- blue fingers draining into sound – mimic natural drainage
- storm water re-use / purification
- artificial urban streams, ponds, wetlands, deltas
- vertical purification forms on buildings
- irrigate green streets
- meander through grid
- recreation, habitat, open space – upland water

**Waterfront Concepts:**

- places to celebrate water – learning places
- waterfront as “stage” in Seattle “amphitheater” (topographic and bathymetric); green terrace parks as “benches” in amphitheater
- waterfront as backbone
- waterfront and “door to city”
- pull water into downtown & bring downtown to water – shaped walls
- pier-walk neighborhoods
- daylight water’s edge
- engineered habitat – 100% migration corridor
- water-based transit
- work with sound drift cycle
- re-use tunnel excavation soil for waterfront hill / park
- consider climate change
- emphasis on habitat functions

### Implementation Strategies:

- Center City Green Development Authority – Public / Private Partnership with taxing authority concentrating sustainable development in the city center.
- Cooperative ownership within small districts – replacing parcel property with ownership of shares within a district
- Discretionary Zoning – flexible zoning based on context and neighborhood scale
- Land Bank – CCGDA purchases lots (kept temporarily as open space), later to trade for development lots, to consolidate into larger open space parcels for public benefit
- Transfer of Development Rights – trading open space for increased density
- Tax increase of waste, congestion fees, charge astronomical parking, etc. to help generate revenue and fund above strategies

## Team Report

### 1. Team Name / Area

Downtown A

### 2. All-city Concept

Green and Blue Web: Habitat Weave

### 3. Study Area Concept Name and brief narrative describing your goals and approach

The waterfront is a stage; the downtown area is an amphitheater, facing west towards the stage; the waterfront, the north-south boulevards / green streets are benches. The water / storm water reuse are the blue aisle's east & west, flowing back into the sound and emulating coastal drainages

### 4. Products

- team report
- city diagram
- study area @ 100 years, 20-year overlay
- diagram showing connections
- illustrations
- near-term priorities and implementation suggestions

### 5. Team Leaders

- Paul Byron Crane, A.S.L.A
- Diego Velasco, student leader

### 6. Team Members

- Amalia Leighton
- Annie Breckenfeld
- D. Allen
- David Guthrie
- Karin Link
- Daniele Spirandelli
- Elise Menard
- Joel Egan
- Justin Fogle
- Justin McConachie
- Yousif Farjo
- Benjamin Barrett