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## DOWNTOWN

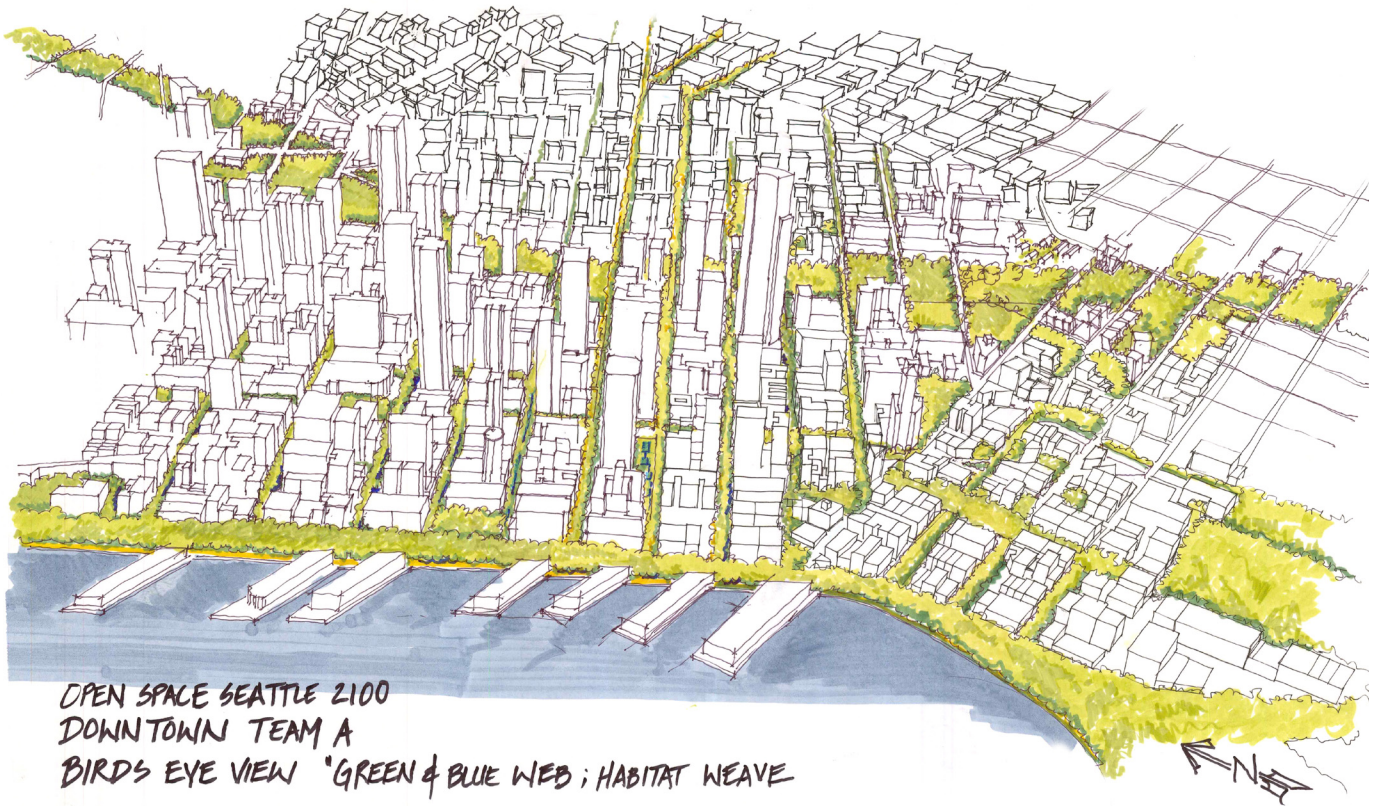
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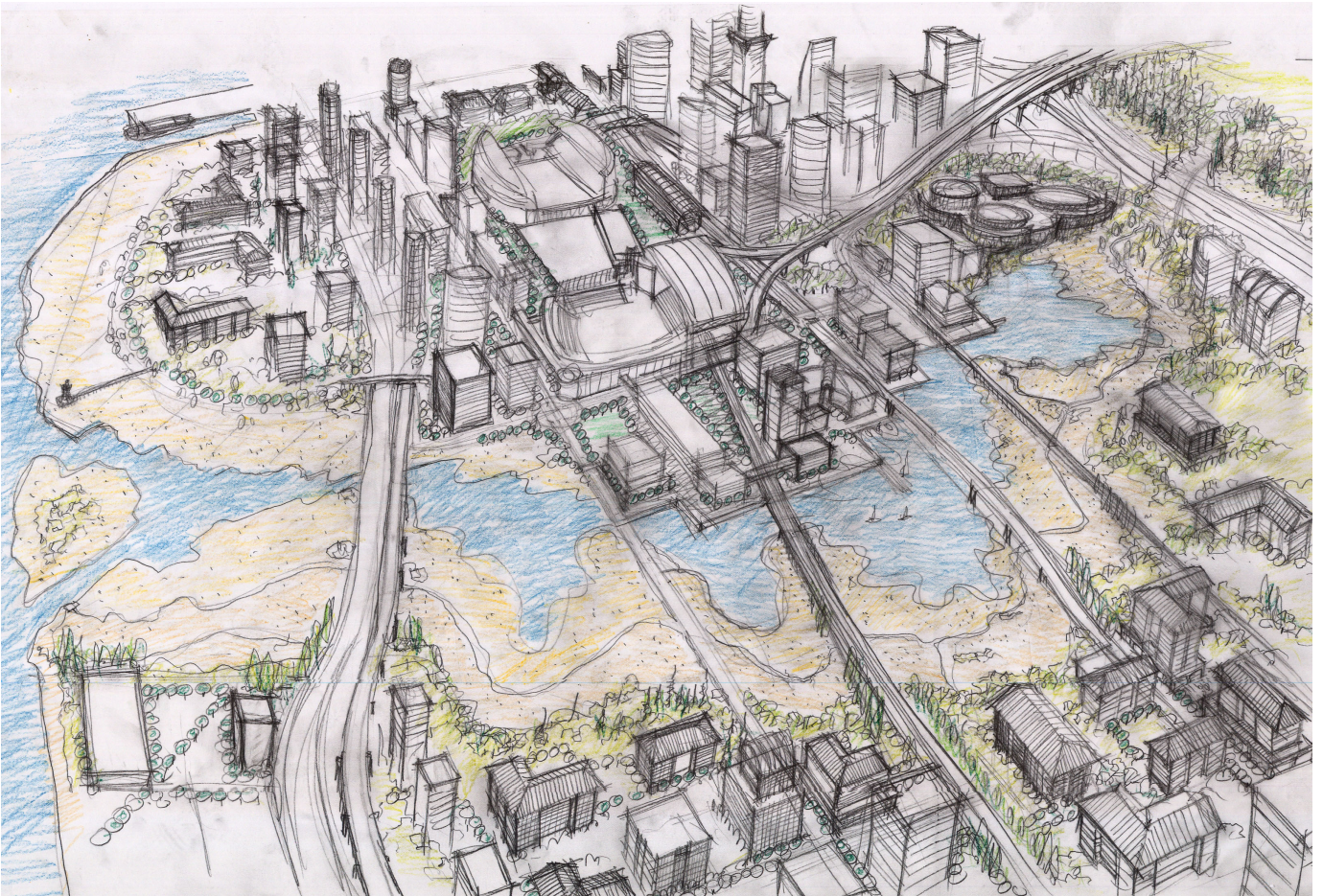


# DOWNTOWN A: BLUE AND GREEN WEB / HABITAT WEAVE

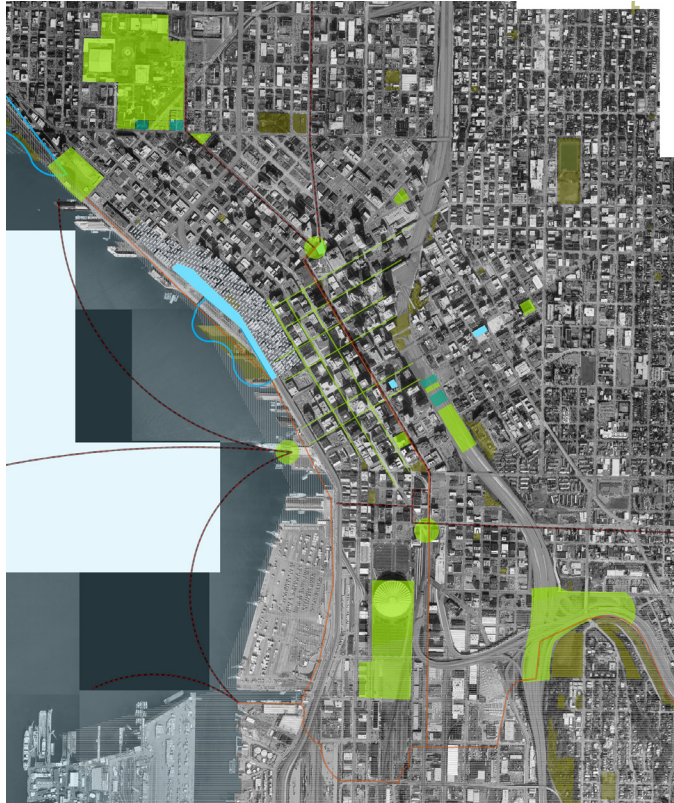


# DOWNTOWN B: BIO-VERDE

Downtown

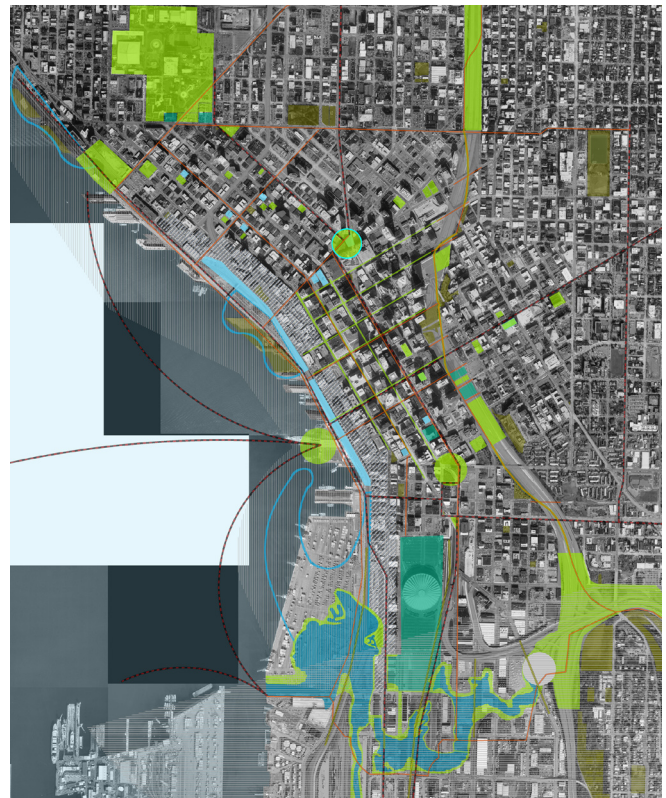


## 20 - YEAR PLAN



WATER + DRAINAGE	GREEN ROOF	COMMUNITY	CIVIC SPACES
CREATED SHORELINE		COMMUNITY CENTERS	
WETLANDS		SCHOOLS	
		NEIGHBORHOOD SERVICE CENTER	

## 100 - YEAR PLAN



HABITAT	URBAN WATERFRONT HABITAT	TRANSPORTATION	BRIDGES
	LIVING MACHINES AT CSO		DEDICATED BICYCLE CORRIDOR
	GEOLOGIC MITIGATION ZONES		GREEN STREET
			ON-STREET BICYCLE CORRIDOR

### Vision: Blue + Green Web / Habitat Weave

We accepted that 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 and 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.

We saw the waterfront as an amphitheater with Elliott Bay 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). 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 an increasingly serious factor, we envision that within the network of 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.

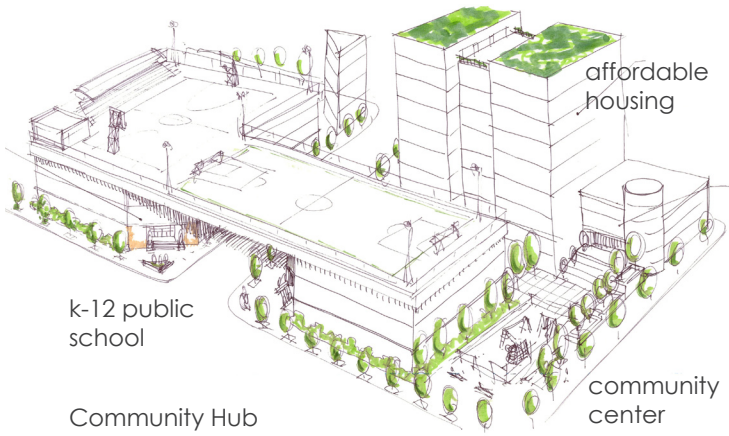
Downtown

### Vision: Bio-Verde

Recognizing the unique nature of downtown as a regional economic, social and transportation hub, the primary goals for our downtown plan are to support diversity and maintain flexibility in a resilient way.

By diversity we mean diversity in the types of open spaces, users, ecological habitats / functions, and purposes. By flexibility we mean the active participation by communities in the creation and stewardship of the sites, the ability to respond to changing needs and unknown events, and the

provision of infrastructure that allows for changes over time. We also propose that an experimental approach be taken, with a feedback loop through monitoring (perhaps benchmarked at the 20 year point). Integration of economic, social and ecological qualities in the city is key, with equitable and balanced values attached to each. The ecological function should be built into the fabric of the city. Finally, downtown should be a space that can be used 24/7, affording a good sense of safety and different uses at different times of day.



## Multi-Use Right-of-Way

### Goals

- confluence of social, economic and environmental sustainability
- preservation and enhancement of downtown as urban center of city
- 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
- more accessible open space model
- opportunities for mobility that promote a healthy lifestyle
- open space that facilitates social interaction
- a front stoop environment, which includes places to sit down and play games
- a balance between technology ethic and environmental ethic, which are authentic to Seattle
- starting to blur what is open space
- a sense of place
- maintain and enhance cultural
- features and historic legacy
- a balance of open space and density
- open spaces that allow for diverse and multiple uses
- community building
- economic vitality - a place where people want to live
- sufficient affordable housing for all income levels
- reverse the gridlock by creating transit and pedestrian ways and open spaces that flow together
- manage storm water to save money on major CSO capital expenditures and down the road cleanup costs
- zero sum resource usage
- allow for assisted mobility (elderly and young included).

We have been charged with creating a bold open space plan with implementation strategies for Seattle's next 100 years, which will enhance the health and well being of both our cultural and natural environments. This vision of a regenerative green infrastructure will strive to create a healthy, beautiful Seattle while maximizing our economic, social and ecological sustainability.

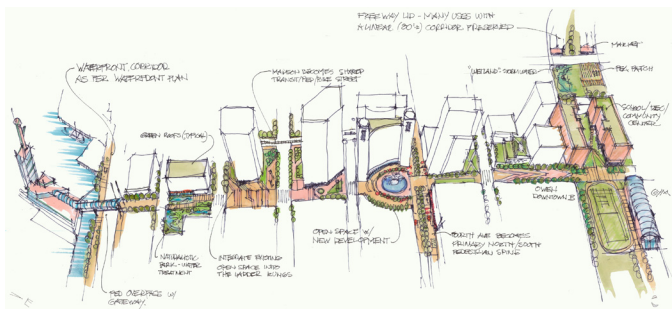
### 100-Year Plan Features

- |                           |                           |
|---------------------------|---------------------------|
| Green Streets / 'Ladders' | Plazas                    |
| Enhanced Intersections    | Passive Parks             |
| Basketball Courts         | Water Features            |
| Pocket Parks              | Dog Parks                 |
| Community Hub             | Concert Places            |
| Market                    | Pedestrian Streets        |
| Building Walls            | View Corridors            |
| Gardens                   | Multi-Use Right-of-Way    |
| P-Patches                 | SoDo Redevelopment Area / |
| School Yards              | Habitat Restoration Area  |
| Green Roofs               | Waterfront Park / Habitat |
| 'Blue' Streets            | Restoration Area          |
| I-5 Lid                   | Large Central Park        |

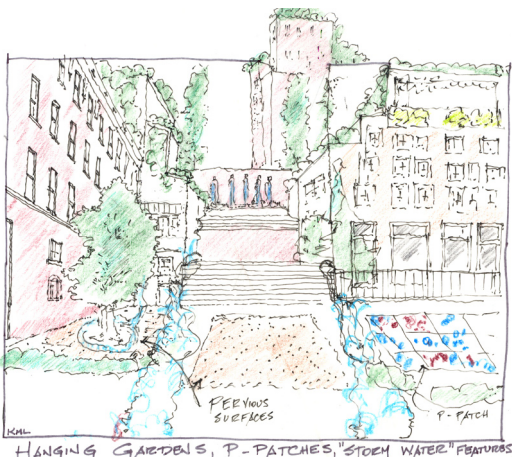


Urban Waterfront Park and Habitat Restoration Area

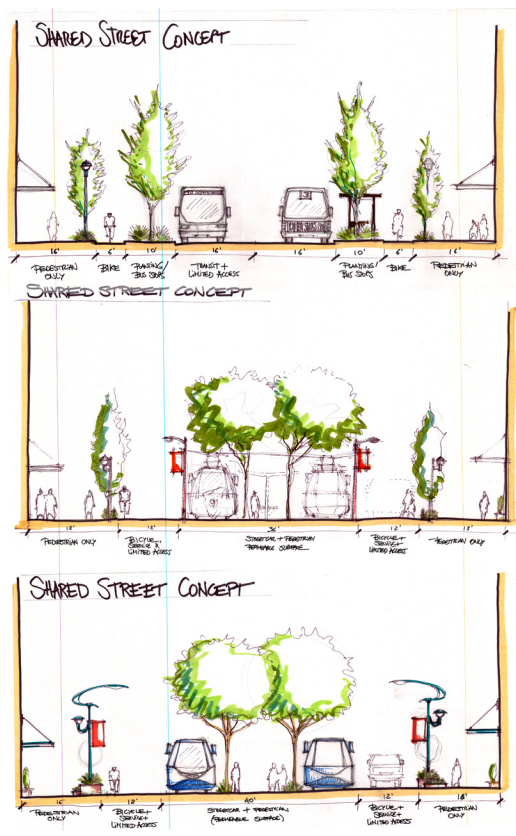
Downtown



Green Street/Blue Street

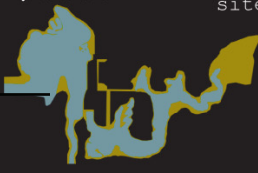


Garden - P-Patch - Green Ladder



## DETAILED SITE DESIGN: SoDo HABITAT RESTORATION

**</cost>**



site = 6,653,658 square feet  
 assuming \$250 per square feet  
 for land acquisition  
 = \$1.63 billion

current cost for brightwater  
 project  
 = \$1.48 billion

### </open source 2100>

seattle's next model wastewater treatment system

like open source code, the open source 2100 treatment plant and wetland develops over time through interaction with many dynamic forces: ecology, economy, urban density, mobility,.

as the downtown population densifies recreation, habitat, and infrastructure needs are met through a distributed system following paths of least resistance. These diverse entities interact to generate an ever evolving open space system.

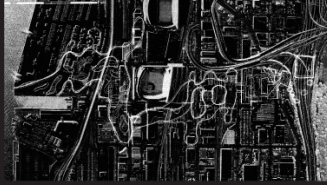
from open space 2100 charrette: kenichi nakano and pietro potesta



open source concept development



contour study



final contour

### </principles>

distributed system - storm and wastewater are managed as close to sites of origin as possible in an appropriate manner.

flexibility - a more natural system adjusts to changing needs. new technologies may allow smaller, more agile treatment facilities.

systemic evolution- nature, commerce, and society interact in a feedback loop to inform future systemic changes.

### PHASING

When new projects are constructed individual stormwater detention and treatment areas are implemented on or near the site to with the overall vision in mind.

Gradually this stormwater network is connected to become the wastewater treatment system.

As Seattle's population increases a new wastewater treatment plant may eventually be necessary. By connecting it to this larger stormwater system, the actual wastewater treatment plant can be smaller.

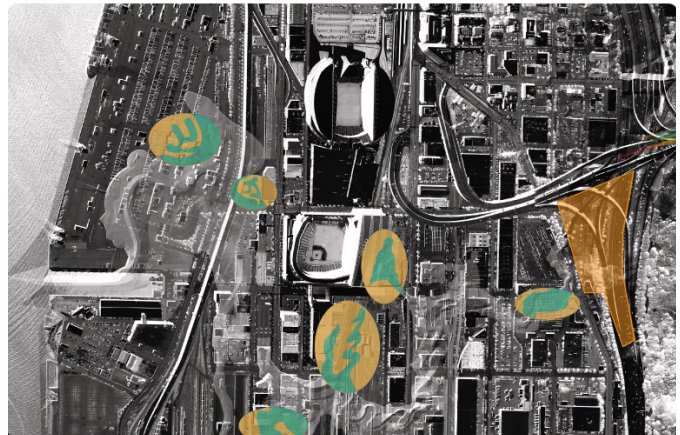
New technologies will allow the plant to be more efficient and flexible in size as needs change.



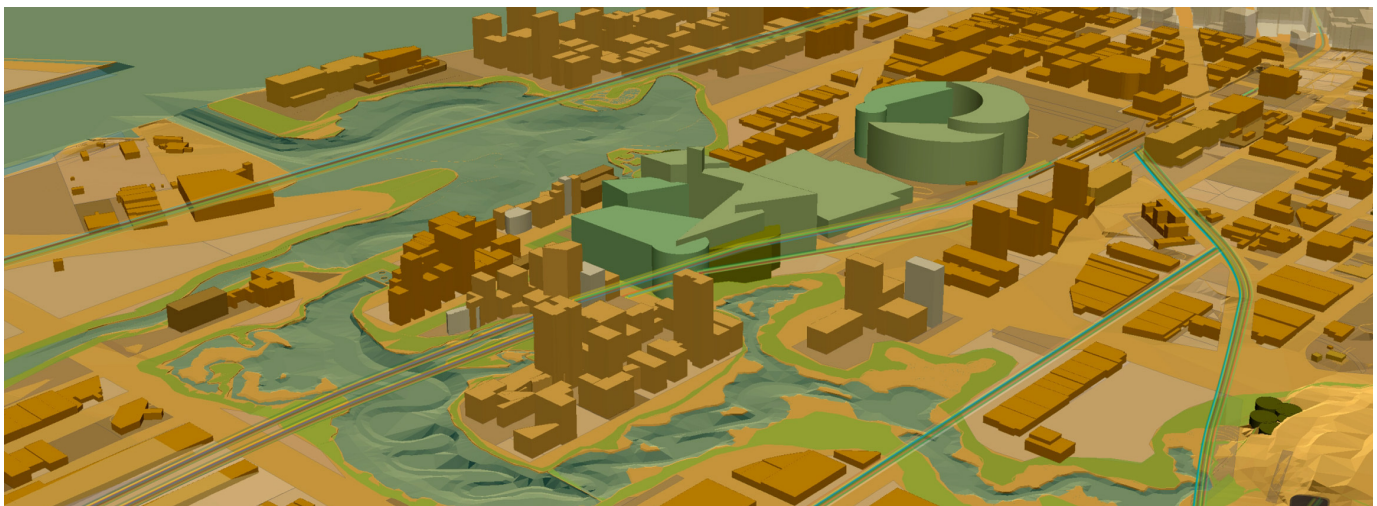
Westpoint Treatment Facility (left) and potential new treatment site (right). Main facility may only use a fraction of the site.

### IMPLEMENTATION

- Density bonuses applied to affordable housing and open space
- Infrastructure fee waivers for onsite stormwater treatment within designated wetland zone
- Distributed system and water efficiency reduces costs for facility size and allows payment in increments

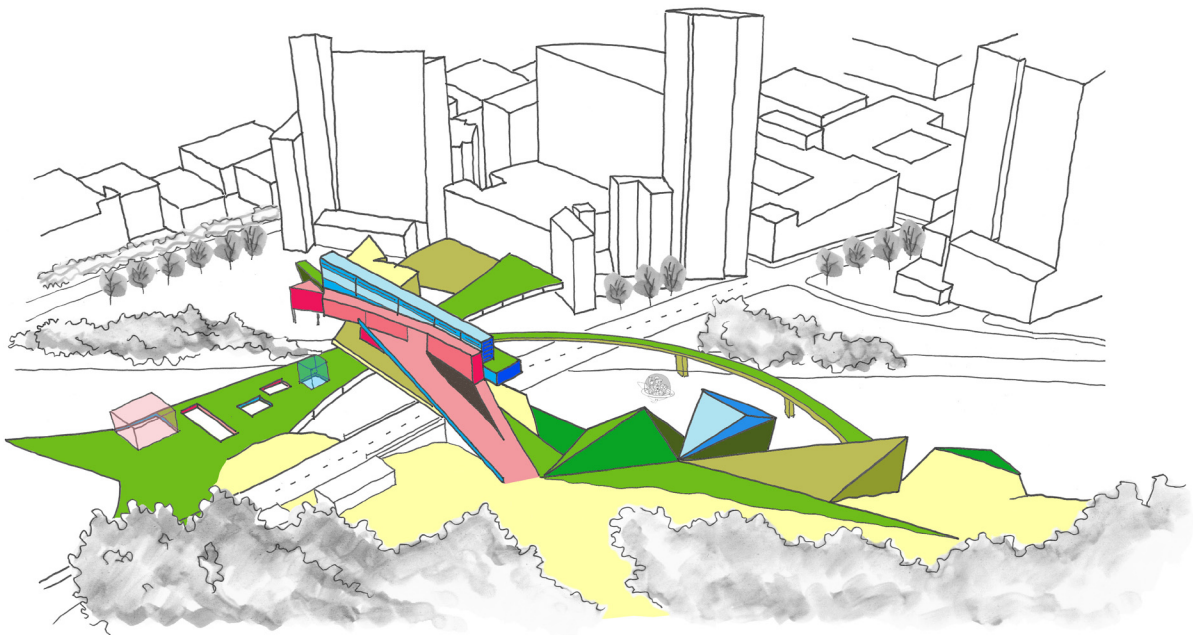
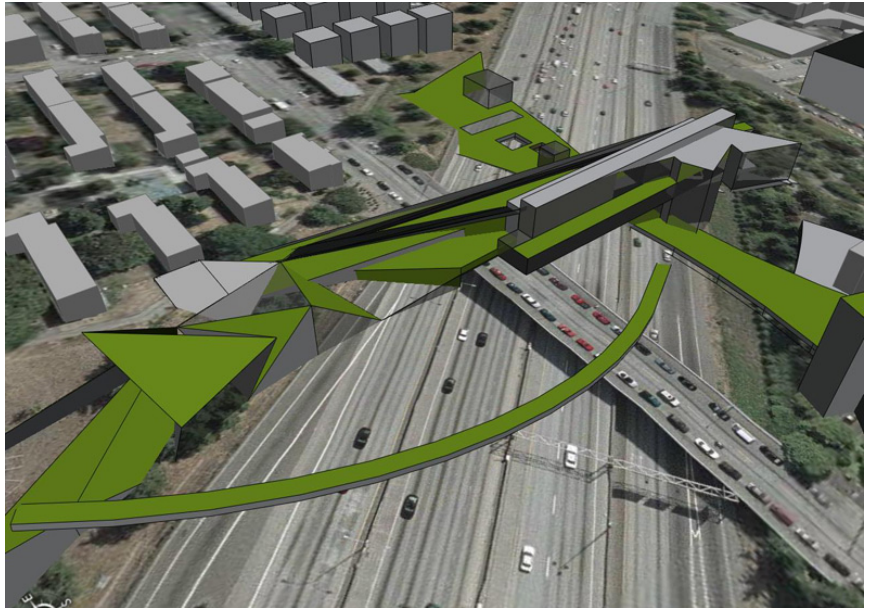


Downtown

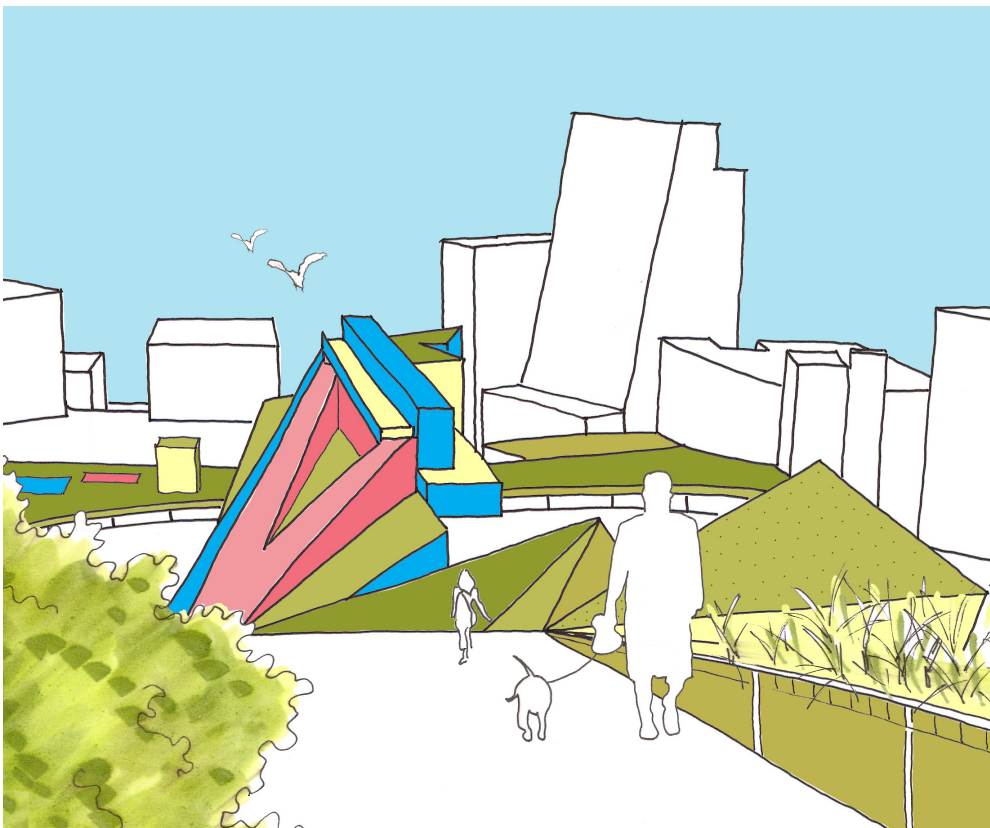


**DETAILED SITE DESIGN: i-5 LID**

A lid over i-5 should push our understanding of the street system by proposing new ways of moving through, across, along and within streets. The proposed project is not simply a 'lid' or shield, but a new way of interacting with the freeway. It tests our notions of transit corridor by fragmenting our relationship with the freeway, always providing new views, positions, and activities with the freeway. At the same time, the project is a resting space, a living space, and a working space.



Downtown



**IMPLEMENTATION**

- public / private partnerships
- part of neighborhood plan
- coordination with adjacent uses
- I-5 redevelopment authority
- form-based codes
- covenants to create shared spaces and uses
- coordination with seattle public utilities and dept. of ecology
- start with areas that already have good connections across I-5, improve these
- incremental process
- tie together with bike paths and pedestrian walkways