Public Spaces|Public Life

for North Rainier Town Center

2010 Scan|Design Interdisciplinary Master Studio
University of Washington

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Acknowledgements

Scan|Design by Inger & Jens Bruun Foundation
Gehl Architects
Todd Vogel, International Sustainablilty Institute
Seattle Department of Transportation
Seattle Department of Planning and Development
GGLO, LLC

Cover image designed by Lauren Keene

Foreword

Through the generous sponsorship of the ScanlDesign Foundation, our interdisciplinary graduate planning, architecture and landscape architecture students have experienced a rare opportunity to travel to Denmark and Sweden, study with the internationally renowned Danish firm of Gehl Architects, and work together to apply the lessons and inspirations of human-centered design to the new North Rainier Town Center. As a class we walked Copenhagen's pedestrian network, sketched and analyzed its public spaces and traveled on the city's separated bicycle tracks to experience its renewed neighborhoods, innovative architecture, repurposed waterfront and restorative parks and gardens. We toured exemplary housing projects in Denmark and Sweden¬ with a focus on understanding sustainable practices and adaptive re-use, and closely examined the design treatment of space that contributes to urban conviviality and civic sensibility. The staff of Gehl Architects, Copenhagen's bicycle planners, Malmo's Mayor and Western Harbor designers, Lene Tranberg and the UW's Peter Cohan and others were our guides, providing insight into the cities' historical development and contemporary planning issues, elucidating design approaches to successful projects, and sharing personal perspectives.

We brought these collective experiences back to Seattle, to apply the lessons learned to the planning and design of a more humane, vibrant and sustainable neighborhood center surrounding the Mount Baker Light Rail Station. We began by using the in-depth, Gehl-inspired analyses that our ScanlDesign Interns had completed in Spring 2009, and explored the scenarios for future growth that the City's Neighborhood Plan Update process had generated for the Mt. Baker neighborhood. These three scenarios were based on possible future height limits for the district, of existing 65' limits, or raised to 85' or 125' maximum heights. Students worked in interdisciplinary teams on overall district plans, testing these parameters and proposing alternative configurations of Rainier Avenue and MLK Way, aiming to create a robust, pedestrian-oriented business, civic and residential district. (Interestingly, in the end all teams favored retaining the existing 65' height limits, with some proposing transfer of development rights to lower and raise heights on certain blocks.) Students then worked in pairs or triplets to develop detailed designs for specific sites. They developed and re-examined their work through several cycles over the course of ten weeks, interacting with Bianca Hermansen and Helle Søholt of Gehl Architects, Don Vehige and other staff of the Seattle interdisciplinary firm GGLO, and outside professional reviewers as well as through faculty and peer review. The students' final proposals are represented on the pages within this document. We sincerely hope that they will suggest new ideas and possibilities for the North Rainier Town Center, and that they will be useful in illustrating Gehl Architects' principles for creating great spaces for people.

We have many people to thank for this remarkable opportunity. Without the support of the ScanlDesign Foundation this rich set of shared experiences could not have reciprocated, and we are sincerely grateful for this solid pedagogical opportunity for our students. We are grateful for Bianca Hermansen's clear teaching and helpful critique, and to Helle, Lars, Sia and Laerke at Gehl Architects for the fantastic lectures and tours in Copenhagen and Helle's interactions with the class while in Seattle. Todd Vogel has been a fountain of encouragement, mentoring our Interns in their interactions with the Neighborhood Plan process, and Don Vehige and his colleagues at GGLO were instrumental in helping us to understand the possibilities of the district. Finally, we couldn't have done it without our tireless and able teaching assistant, Heide Martin, who has kept us on track for the last many months, in Copenhagen and in Seattle.

We thank you all, and hope that this work will make a difference not only in the education of our students, but also in the positive, sustainable evolution of our city's public realm.

Nancy Rottle, Associate Professor, Landscape Architecture
Kathryn Merlino, Assistant Professor, Architecture

Copenhagen Study Tour

September 4-19
Scan|Design Master Studio Study Tour

In September 2009, 24 graduate students from the University of Washington's College of Built Environments studied exemplary urban and regional planning strategies in Copenhagen, Denmark. Students were immersed for two weeks in the famous Danish networks of public space and the culture's emphasis on bicycle and pedestrian planning.

Students came from three disciplines: Architecture, Landscape Architecture, and Urban Planning & Design. In Copenhagen, these students were led by the renowned urban planning consultants Gehl Architects, who introduced the group to their working methods. Other highlights included tours of redeveloped neighborhoods, the waterfront, plazas, and parks. The trip to Copenhagen was generously supported by the ScanIDesign Foundation.

After returning from the trip, the group continued working in our Scan|Design Master Studio course to study and design public spaces in Seattle's North Rainier Town Center, with the goal of creating a socially vibrant, ecologically healthy public realm.

Scan|Design master studio group at amager strand
source: Katherine Wimble

12 quality criteria exercise
source: Heide Martin

Lundgaard and Tranberg office visit
source: Britt Bandel

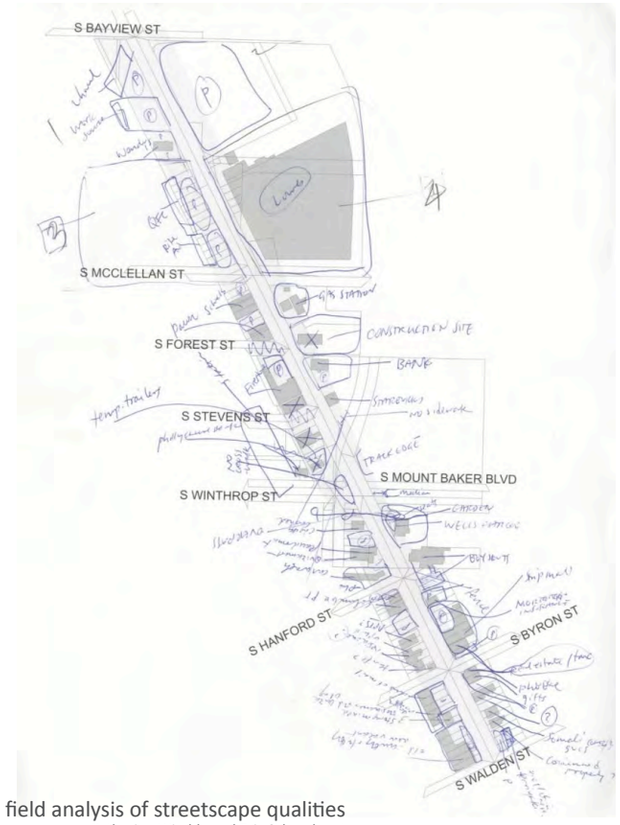
waterfront bicycle tour
source: Heide Martin

Station Area Pedestrian Study

Green Futures Lab Data Collection

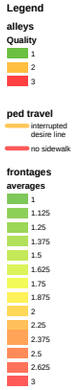
In the spring of 2009, UW Scan|Design interns Katherine Wimble and Eric Scharnhorst adapted Gehl methodology to conduct a study of the pedestrian environment around three light rail stations (Othello, Mt. Baker, and Beacon Hill) in order to capture baseline data on existing conditions of the areas before Sound Transit operations began. Within a 1/4 mile radius of each of the three stations, they mapped existing infrastructure in the right of way (sidewalks, places to sit, awnings, etc.) as well as spatialized, qualitative data (issues of scale, invitation, eyes on the street, evidence of illicit behavior, etc.). All of the data was digitized with Arc-GIS and was presented to the City of Seattle and Neighborhood Planning groups. Katherine Wimble also presented this information to the studio, and students had access to the compiled data and analysis.

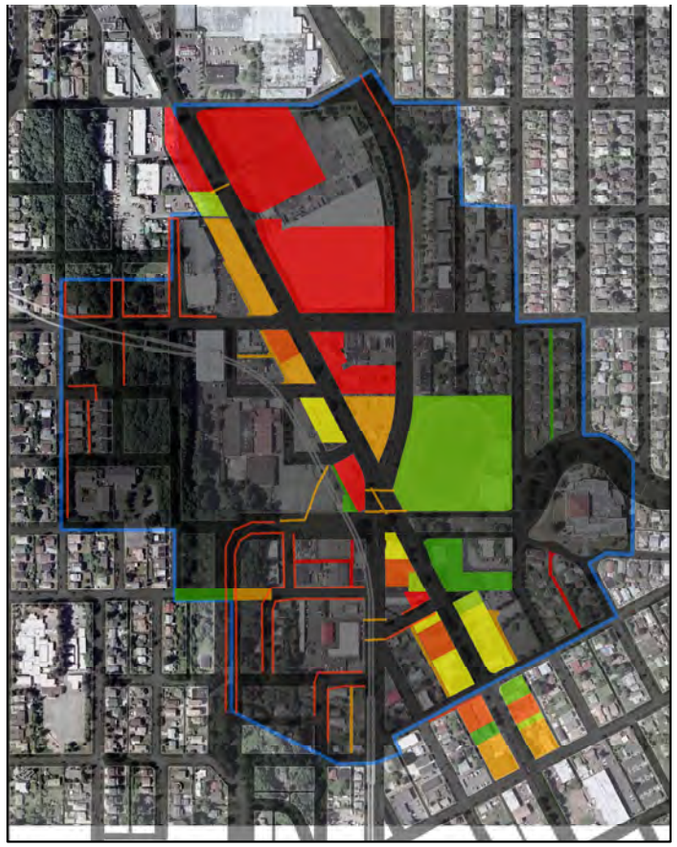
Katherine and Eric worked in Gehl Architects' Copenhagen office in the fall of 2009, where they produced a guidance document for creating people-friendly neighborhoods, *Neighborhoods for People*, which was based upon their Seattle research and analysis. Both interns were present in Copenhagen during the study tour, and assisted in field exercises and studies for the application of Gehl's field research methods.



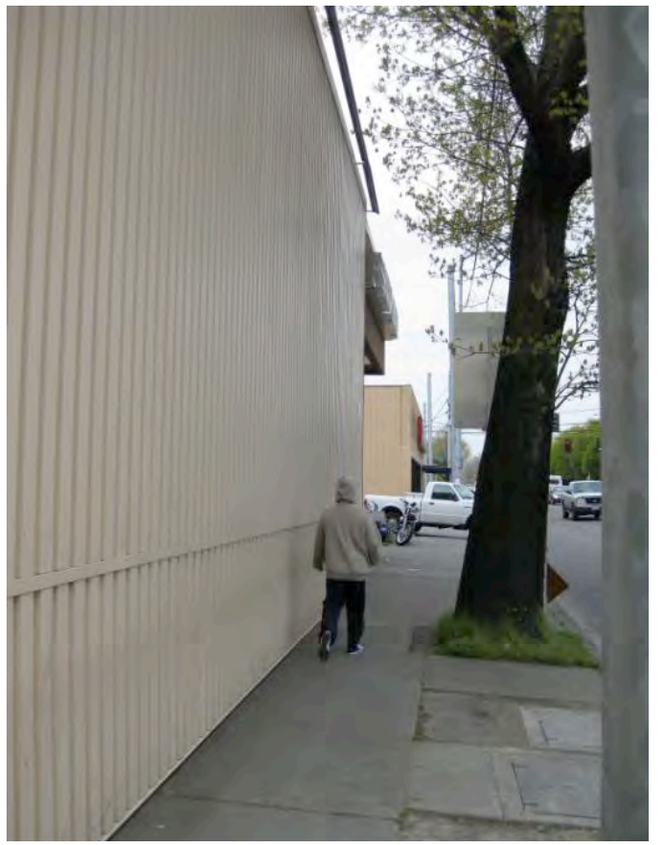
field analysis of streetscape qualities
source: Katherine Wimble and Eric Scharnhorst

intern Katherine Wimble during a waterfront tour with the studio
source: Katherine Wimble





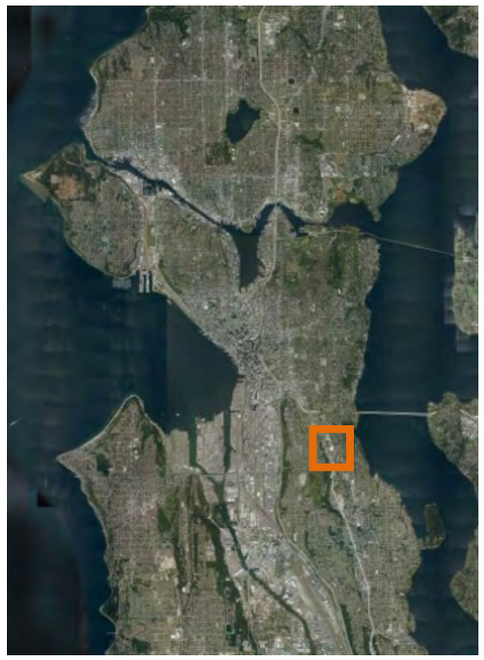
compiled facade quality study
source: Katherine Wimble and Eric Scharnhorst



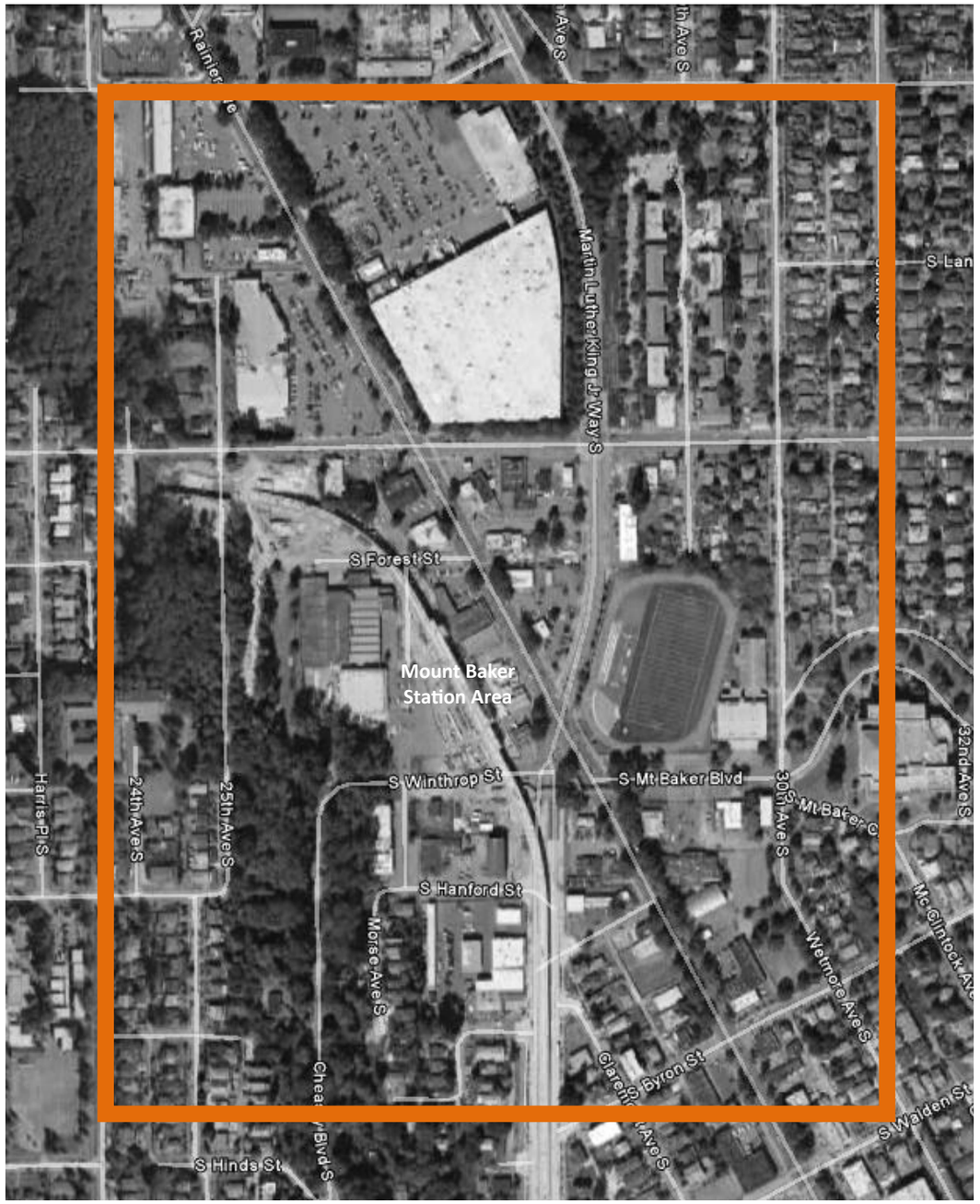
impressions of streetscape qualities (above 3 photos)
source: Katherine Wimble and Eric Scharnhorst

Studio Project

The project area for the UW Master Studio is centered around the Mount Baker Link Light Rail Station, as illustrated in the images below. The City of Seattle has recently undertaken the first of its Neighborhood Plan updates, focusing on the areas adjacent to Sound Transit's new light rail stations in SE Seattle. Our studio took the next steps in planning and design for the proposed town center around the Mount Baker Light Rail Station. Choosing this location enabled our studio to benefit from the involvement and input of GGLO, the local Seattle firm that performed studies and planning alternatives for the station area for the City of Seattle. GGLO architect and landscape architect Don Vehige presented the office's work to students, generously supplied data and images of the site for our study, and acted as a visiting critic and instructor.



studio site location
source: Google Earth



(right) studio site showing station area
source: Google Earth

(far right) light rail station context map
source: City of Seattle Sound Transit

Site History and Culture

Mount Baker emerged as a settled neighborhood circa 1905, making it a relatively late addition to Seattle's settlement pattern. Nevertheless, several historical aspects of the area did inform and inspire students' research and design.

Sicks' Stadium

Mount Baker got its first ball park in 1913, when local baseball team owner Daniel Edward Dugdale moved his team – the "Seattle Turks" – to Dugdale Ball Park on the corner of Rainier Avenue and McClellan Street. Dugdale burnt down in 1932. Six years later, Seattle brewer Emil Sick built a new stadium on the site to host his team, the Seattle Rainiers of the Pacific Coast League. Built for the then-outrageous sum of $125,000, the stadium was often considered one of the best in the country before it fell into disrepair in the 1960s. Babe Ruth played at Sicks', and it also hosted concerts by Elvis Presley and Janis Joplin. The building was destroyed in 1979, and the site currently houses a Lowe's Home Improvement Warehouse.

Sicks' Stadium
source: museum of history and industry

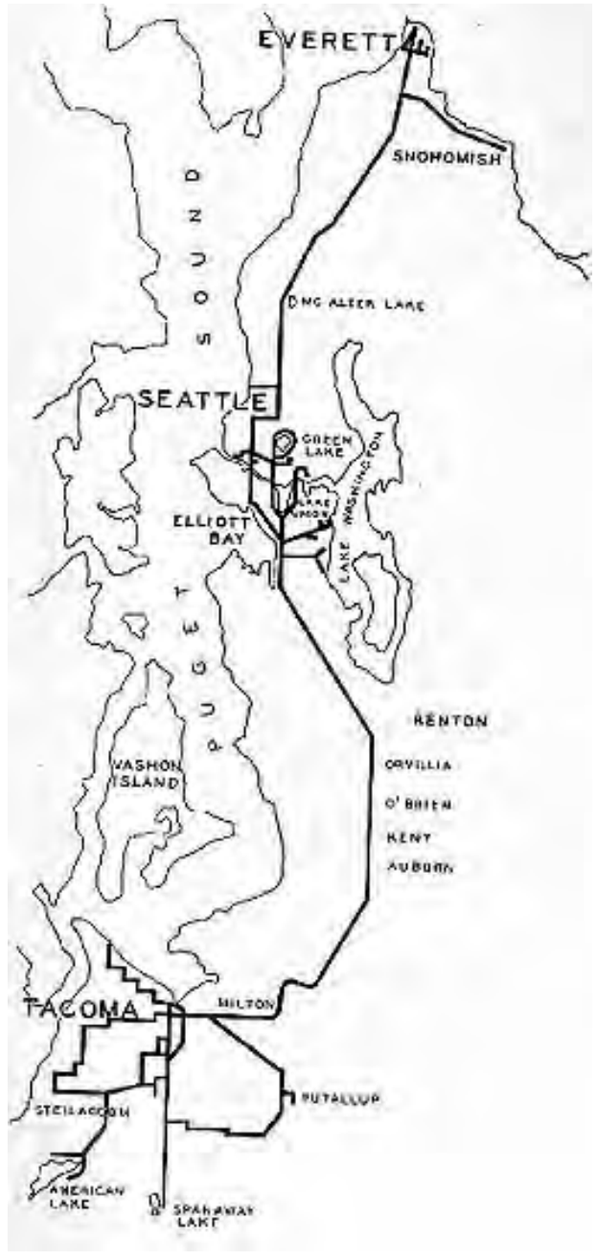
Sicks' Stadium
source: museum of history and industry

Franklin High School, 1913
source: museum of history and industry

Franklin High School

Franklin High School is arguably the most significant architectural landmark in the area adjacent to the light rail station. Built in 1913, the Beaux-Arts style building sits on a hill and serves as a landmark within the neighborhood. After its construction, the building was considered the best school west of the Mississippi, but by the 1980s the building was in severe disrepair, and the Seattle Public School District proposed to raze it and replace it with a modern structure. Protests by local residents, students, and the Landmarks Preservation Board successfully halted demolition, and a two-year, $16.5 million renovation began in 1988. Students and residents were so intensely involved in the renovation of the school, groups of students camped on school grounds for days before the school was reopened to protect it from potential vandalism.

unpaved Seattle-Renton interurban tracks on Rainier Avenue
source: historylink.org



interurban railways linked Everett, Seattle, and Tacoma before World War II
source: historylink.org

Rail History

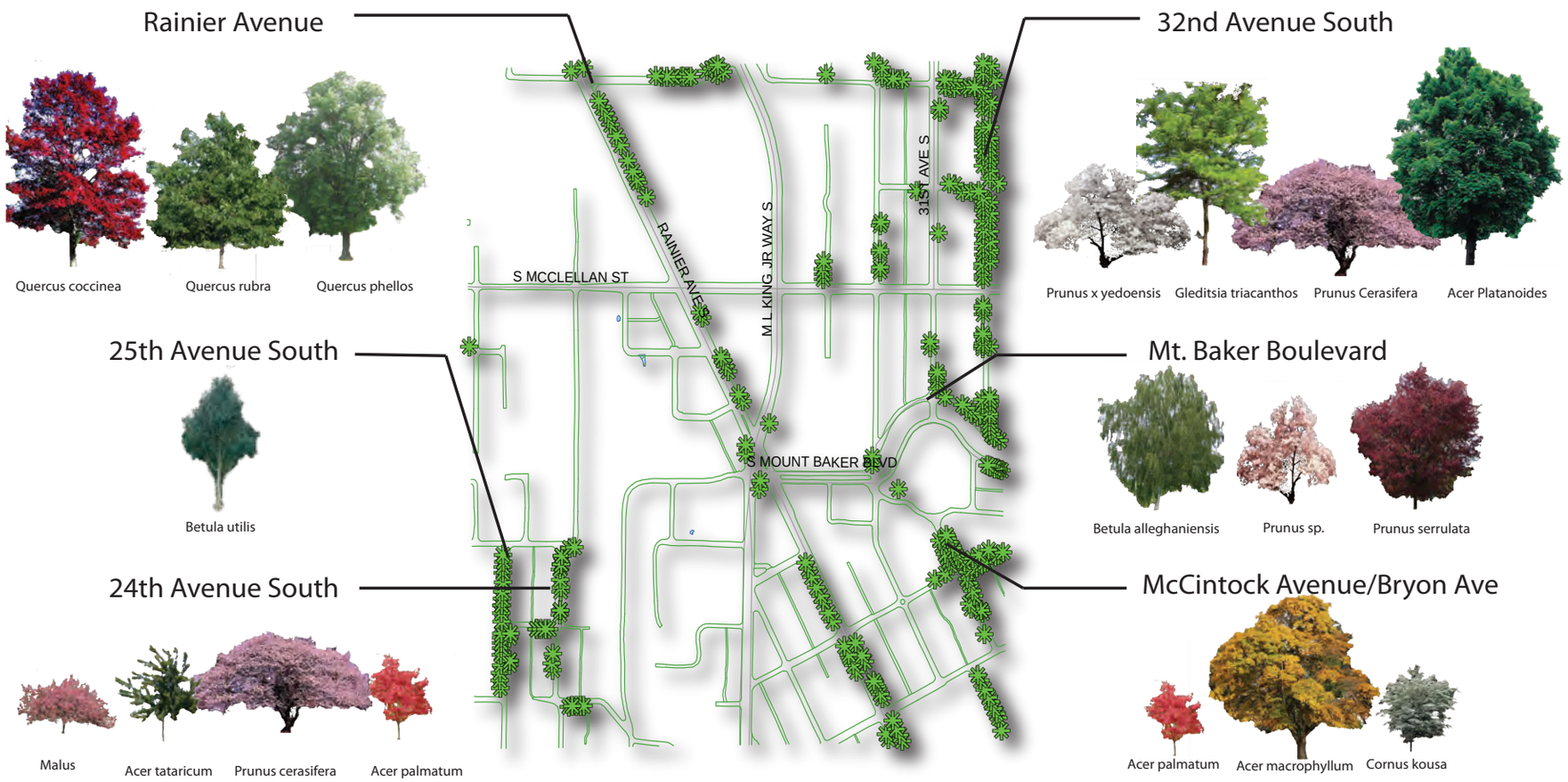
Mount Baker was connected to downtown via rail as early as 1884, when the Rainier Avenue Electric Railroad linked downtown with Rainier Beach, with stops near McClellan Street. The presence of the rail line directly influenced the growth of the area, and by 1915 an electric trolley served Mount Baker directly.

Open Space, Vegetation, Habitat

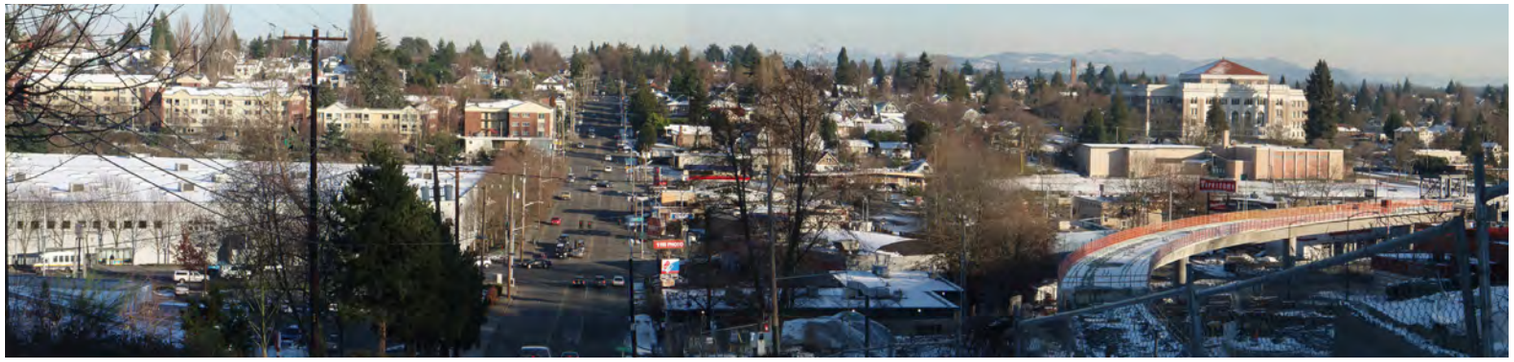
map highlighting Cheasty Greenbelt
source: studio

Cheasty Boulevard, 1903 to today
source: studio

The studio site lies at the edge of one of Seattle's most historically significant open space networks, the Olmsted Boulevard System. One branch of this system, Cheasty Boulevard, runs between Beacon Ave South and Martin Luther King Jr. Way and acts as a green link between the Beacon Hill and Rainier Valley neighborhoods. Cheasty was designed by the Olmsted Bothers in 1903 as part of a city-wide system that links Seattle's parks and open spaces. The open space was designated a landmark by the City of Seattle in January of 2003, but has suffered in recent years because its connections to MLK and Rainier were severed in order to accommodate increasing traffic on these roads. Parts of Cheasty have been restored and upgraded through the use of ProParks levy funds, but this lost connection remains a challenge to its viability and use. Several student teams looked at ways to improve the access to and viability of this historic greenway.



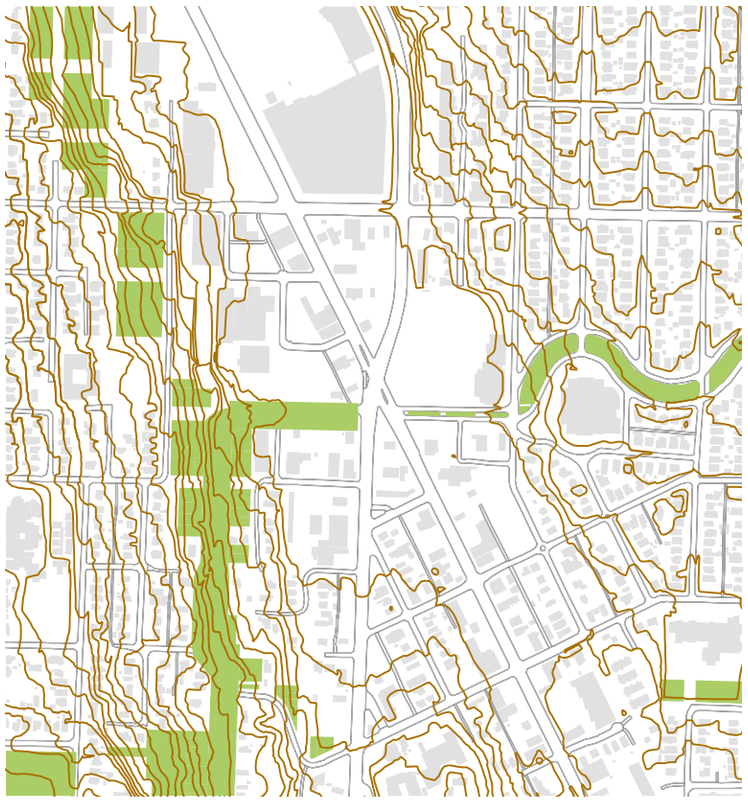
Topography + Hydrology



panorama of topography surrounding station
source: GGLO

Valleys and Ridges

The topography of the studio site significantly influenced the development of students' master plans and design strategies. The neighborhood is comprised of a series of valleys, ridges and steep slopes, which – while affording dramatic views and defined vistas – currently divide and isolate the different areas of the neighborhood.

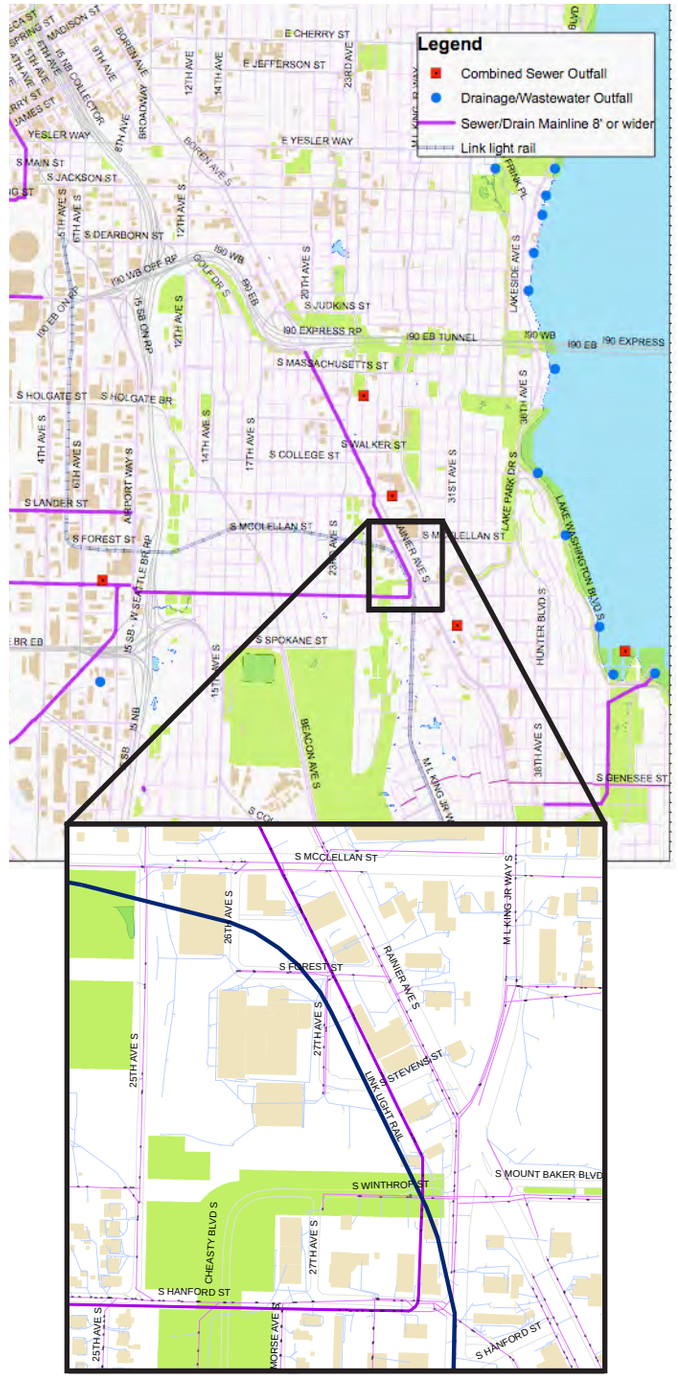


steep slopes frame the station area to the east and west
source: studio

Impacts of Stormwater

To meet goals of sustainable development and design, students found it necessary to design for and with patterns of stormwater flow. Site analysis found that 32% of the land in North Rainier is devoted to streets and rights-of-way, while only 7% is green or open space. This high level of impervious surfaces is currently managed through a combined sewer overflow system with outfalls in Lake Washington. This system includes a large stormwater pipe nearly 10' in diameter which is located parallel to and just west of Rainier Avenue. The pipe presented an interesting design challenge because it currently creates a 120' setback on one of the busiest streets in the district. Most student teams saw this challenge as an opportunity, and devised creative strategies for working with the existing pipe and constraints.

view into stormwater pipe
source: GGLO



map showing the location of the storm drain
source: studio

Transportation + Circulation

Pedestrian Bridge Use

pedestrian jaywalking under the overpass bridge
source: studio

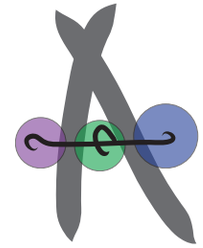
Between 2002 and 2006, 61 pedestrians were struck while jaywalking on Rainier Ave S, the highest number in the city. This is more than twice the collisions on Aurora Ave N, the second highest. One difference may be in perception of safety, as Rainier Ave S is a four lane road and Aurora Ave N is a six lane road. (source: http://www.seattlepi.com/local/311440_jaywalk13.html)

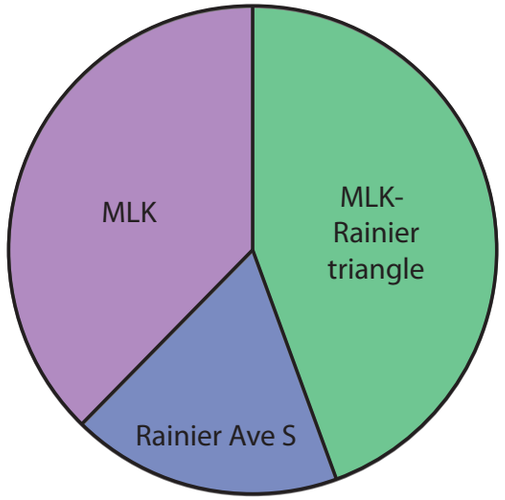
Many pedestrians jaywalk near the pedestrian bridge overpass. Many do not cross the entire stretch of both MLK Way and Rainier Ave S; they often jaywalk to or from the bus stop at the triangular center between the two streets rather than crossing via the overpass.

Another area with moving pedestrians in unintended places was S Winthrop Street at the southern end of the light rail stations. Out of all the pedestrians observed walking across S Winthrop Street to or from the light rail station, only one group, a family with young children, chose to cross S Winthrop Street at its crosswalk; all others cut across the corner.

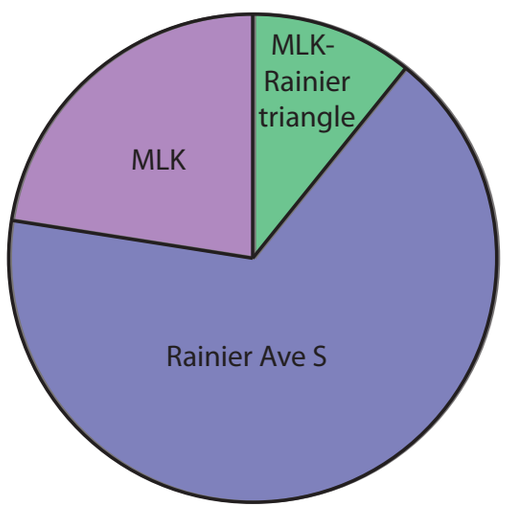
HOW DO PEDESTRIANS CROSS MLK-RAINIER TRIANGLE?
During an averaged 45 minute observation period on a Thursday morning and a Saturday afternoon, 33 people walked across the bridge, 4 people biked across the bridge, and 19 people jaywalked between the crosswalks at the Rainier-MLK intersection and S Hanford St.

During a 45 minute period, an average of 33 pedestrians crossed the bridge.





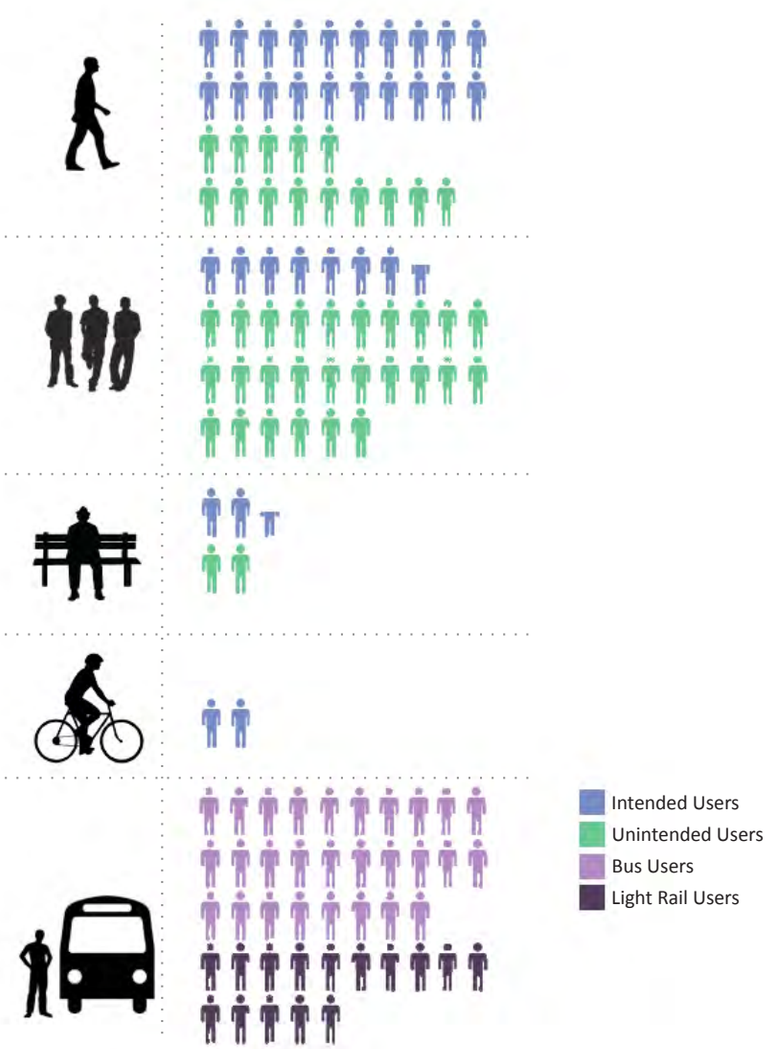
WHERE DO PEDESTRIANS EXIT THE BRIDGE?
On average, 6 people (22 percent) exited at Martin Luther King Jr. Way S, 18 people (67 percent) exited at Rainier Ave S, and 3 people (11 percent) exited at the triangular intersection between the two roads.



WHERE DO PEDESTRIANS ENTER THE BRIDGE?
On average, 12 people (34 percent) entered at Martin Luther King Jr. Way S, 8 people (23 percent) entered at Rainier Ave S, and 15 people (43 percent) entered at the triangular intersection between the two roads.

Pedestrian Conditions

Moving + Stationary Activity



*Numbers represent average data over a typical 30 minute period

Walking

In general, there are very few people walking through the site, since the nature of the area is geared towards vehicular use. Most people appear to be in transit, coming and going from a bus stop or the high school nearby. A large percentage of people crossing streets jaywalk rather than using the crosswalks.

Standing

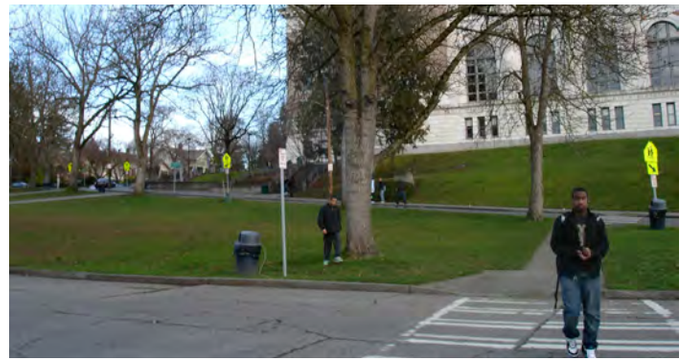
Most people 'hanging out' on the site stand under the eaves of small convenient stores and gas stations. These are the only areas which provide some sort of shelter from rain. Most people standing around the site are loitering, including the large number of people outside of Lowes.

Sitting

With the exception of the light rail station and bus stops, there are very few seating opportunities within the site. At the foot of the pedestrian bridge there are circular benches which provide seating, however, they are rarely used.

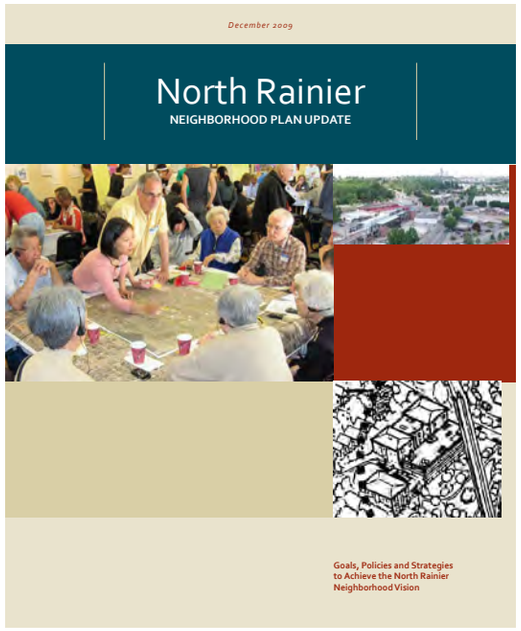
Transit Users

There are 12 bus stops in the area in addition to a transit center which serves 5 bus routes. There are many people using the bus system and most visible pedestrians are either coming from or going to the bus. The average number of people waiting for a bus is 2-10 people. The rush hour for the light rail is between 6:30 - 9 A.M. and from 3-5 P.M. During this time there is a peak of 40 users per train and most of these users are students and people who work downtown. During a typical mid-week day, there are 3-5 people entering a train and 1-2 people exiting.



local conditions
source: studio

Planning + Community



Community Workshops + Meetings

Beginning in the spring of 2009, the City of Seattle Department of Planning and Development, in collaboration with the Department of Neighborhoods and Department of Transportation, held a series of community workshops to reach the diverse stakeholder groups of the North Rainier Neighborhood. Three meetings were held between March and September 2009 with the first focusing on general visioning and master plan concepts, with later meetings focusing on detailed aspects of potential development. North Rainier is linguistically and culturally the most diverse neighborhood in Seattle, and the meetings had interpreters in the most common local languages, including: Spanish, Cantonese, Mandarin, Tigrinya, Somali, Tagalog, Khmer, Oromifa, Amharic, and Vietnamese. The list to the right describes the goals that were set through the community workshop process.

Scan|Design interns Katherine Wimble and Eric Scharnhost helped facilitate and publicize these public meetings, and were able to share their lessons and experience with students as they worked to develop their own master plans for the neighborhood.

(above) community workshop participants used models to examine how building height would impact the quality and character of the neighborhood
source: Eric Scharnhorst

(upper left) community workshop
source: Eric Scharnhorst

(upper right) North Rainier Neighborhood Plan Update cover
source: City of Seattle

Goal 1
Foster a vibrant, business district that serves North Rainier residents and is a destination shopping area with stores that serve the greater Valley.

Goal 2
Ethnic and cultural diversity is a continued presence in the businesses and community.

Goal 3
Development within the Town Center prioritizes housing that serves households across of a range of income.

Goal 4
Promote the North Rainier Hub Urban Village as a “Green Hub” providing green jobs and training, and green development.

Goal 5
A community that supports and provides opportunities for neighborhood youth.

Goal 6
A “ring of green” surrounding the urban village with strong connections to the greenbelts, boulevards and parks, augmented with a hierarchy of open spaces.

Goal 6
North Rainier is known as a safe and hospitable neighborhood through its residents’ increased awareness of community-based crime prevention programs.

Alternative Plans for the District

As a result of the community meetings and research by the City and local planning and design firm GGLO, a series of three height limit strategies were developed for the district. The image below illustrates the impacts of: maintaining current 65’ height limits; increasing height limits to 85’; increasing height limits to 85’ with select areas raising to 125’. At the beginning of the quarter, the studio divided into teams according to these height limit strategies, and students were asked to develop master plans that would fall within these limits. However, with further study over the course of the quarter all student teams decided to maintain current zoning of 65’ for any new development, proposing buildings that were at or under this height limit.

(below) Illustration of height limit alternatives and their potential impact on the neighborhood structure.
source: City of Seattle

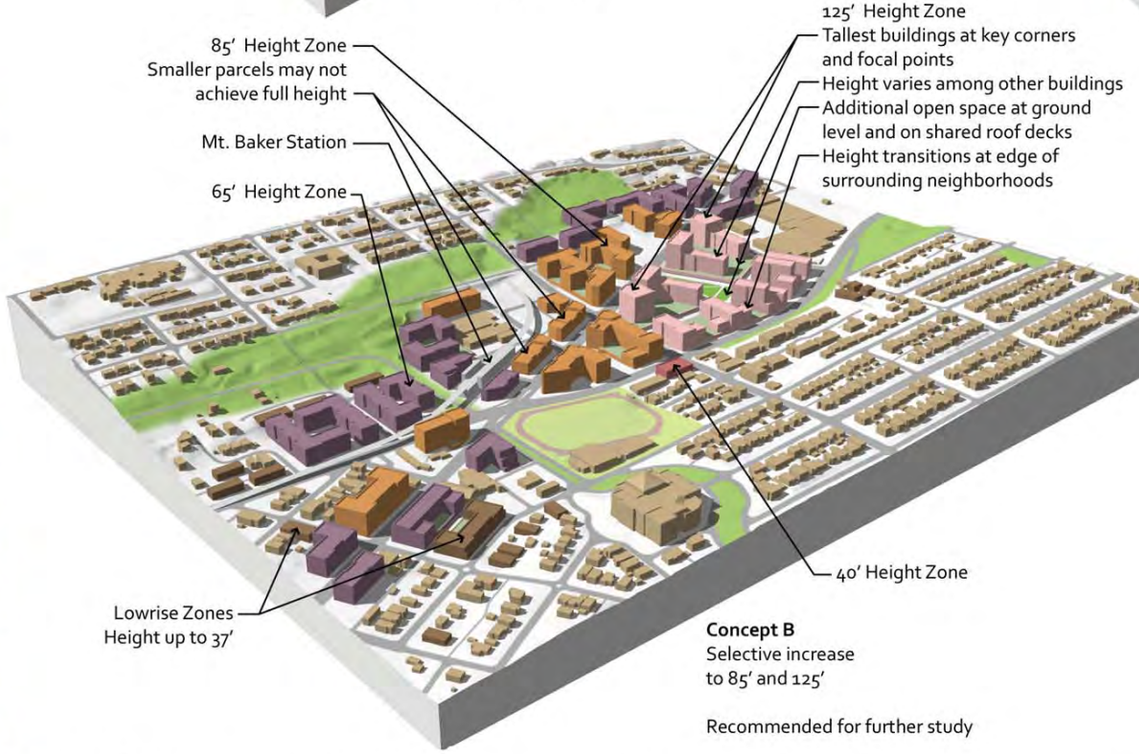
Rainier Avenue S at S Bayview Street looking south.

Existing Zoning - Likely Build Out

Concept A-Likely Build Out

Concept B-Likely Build Out
Recommended for Further Study

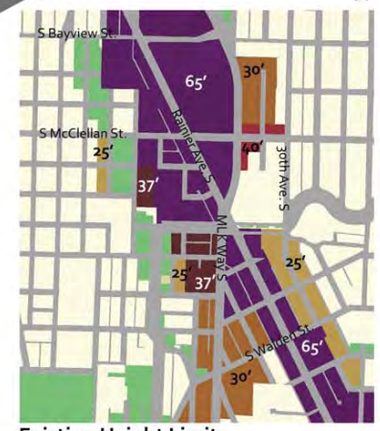
Existing Zoning
Likely Build Out



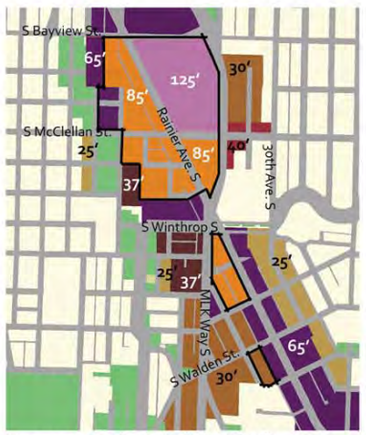
Concept B
Selective increase
to 85′ and 125′

Recommended for further study

Concept A
Selective
Increase to 85′
Likely Build Out



Existing Height Limits

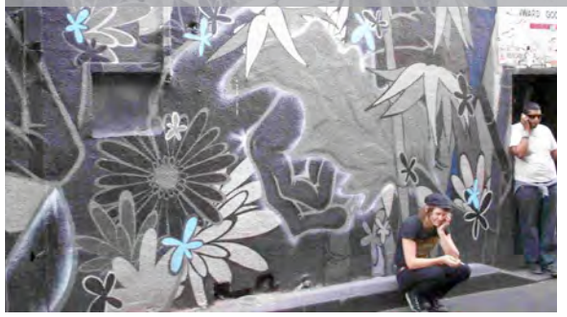


Recommended Height Limits

Precedent Studies

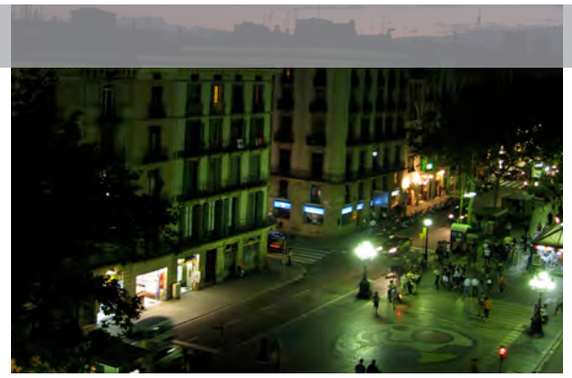
During the initial stage of site analysis, students researched relevant precedents from around the world. Below is a list of case study research in the categories of: Streets and Alleys; Adaptive Reuse; Plazas,;Transit Hubs + T.O.D.; City Parks; Squares + Community Space; and Neighborhood Development. The full case studies can be found on the Master Studio website (http://courses.washington.edu/gehlstud).

STREETS + ALLEYS



Melbourne Art Streets
Melbourne, Australia
source: www.clubisia.com

Camden High Street
London, UK
source: Google Street View



Las Ramblas
Barcelona, Spain
source: Wikipedia

SEA Streets
Seattle, WA
source: Daily Journal of Commerce

ADAPTIVE REUSE

White Stag Block
Portland, USA
source: Sally Painter Photography

Mountaineers Club
Seattle, USA
source: Clark Design

Westergasfabriek Culture Park
Amsterdam, Holland
source: Frank J. Varro

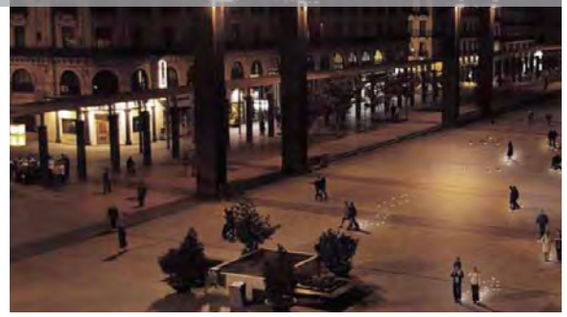
Brewery Blocks
Portland, USA
source: Gerding Edlan Development

TRANSIT HUBS + T.O.D.

Thornton Place
Seattle, WA
source: www.flickr.com

NEIGHBORHOOD DEVELOPMENT

Pearl District
Portland, USA
source: www.flickr.com

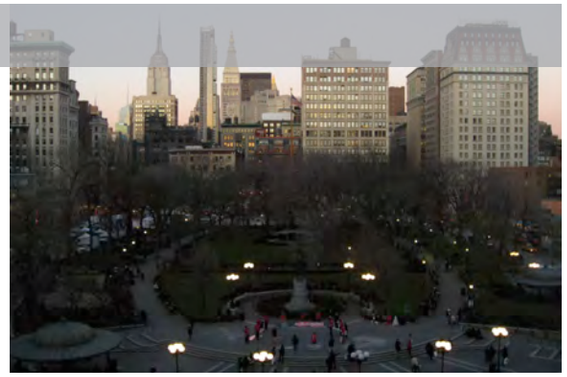


Digital Mile
Zaragosa, Spain
source: www.milladigital.es

CITY SQUARES, PARKS + COMMUNITY SPACE

Ballard Library; Ballard Commons Park
Seattle, USA
source: Merritt Ertel

MFO Park
Zurich, Switzerland
source: www.panoramio.com



Union Square Park
New York City, USA
source:www.unionsquarenyc.org

Design Methodology

12 Quality Criteria

During site analysis, students used Gehl Architects' 12 Quality Criteria approach for observing and assessing sites for their pedestrian quality. This approach complemented the project's quantitative analysis, allowing students to understand how pedestrians might experience the neighborhood. The students also used these 12 Quality Criteria to evaluate their finished design proposals.

Life | Space | Buildings

In addition to using the 12 Quality Criteria, in one exercise called "Life|Space|Buildings" students took on different roles: student, artist, business woman, clubber, etc. to establish the required program elements needed to create vital public space that is inviting to all.

Life

Space

Buildings

source: Gehl Architects

PROTECTION	**PROTECTION AGAINST VEHICULAR TRAFFIC** • Traffic accidents • Pollution, fumes, noise • Visibility	**PROTECTION AGAINST CRIME & VIOLENCE** • Well lit • Allow for passive surveillance • Overlap functions in space and time	**PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES** • Wind / Draft • Rain / Snow • Cold / Heat • Pollution • Dust, Glare, Noise
INVITATION	**INVITATIONS FOR WALKING** • Room for walking • Accesibility to key areas • Interesting facades • No obstacles • Quality surfaces	**INVITATIONS FOR STANDING AND STAYING** • Attractive and functional edges • Defined spots for staying • Objects to lean against or stand next to	**INVITATIONS FOR SITTING** • Defined zones for sitting • Maximize advantages • pleasant views, people watching • Good mix of public and café seating • Resting opportunities
	INVITATIONS FOR VISUAL CONTACT • Coherent way-finding • Unhindered views • Interesting views • Lighting (when dark) **AUDIO & VERBAL CONTACT** • Low ambient noise level • Public seating arrangements condusive to communicating	**PLAY, RECREATION & INTERACTION** • Allow for physical activity, play, interaction and entertainment • Temporary activities (markets, festivals, exhibitions etc.) • Optional activities (resting, meeting, social interaction) • Create opportunities for people to interact in the public realm	**DAY / EVENING / NIGHT ACTIVITY** • 24 hour city • Variety of functions throughout the day • Light in the windows • Mixed-use • Lighting in human scale **VARYING SEASONAL ACTIVITY** • seasonal activities. (skating, christmas markets,) • extra protection from unpleasant climatic conditions • Lighting
DELIGHT	**DIMENSIONED AT HUMAN SCALE** • Dimensions af buildings & spaces in observance of the important human dimensions in related to sences, movements, size & behavior	**POSITIVE ASPECTS OF CLIMATE** • Sun / shade • Warmth / coolness • Breeze / ventilation	**AESTHETIC & SENSORY** • Quality design, fine detailing, robust materials • Views / vistas • Rich sensory experiences

12 Quality Criteria
source: Gehl Architects

Studio Team and Group Work

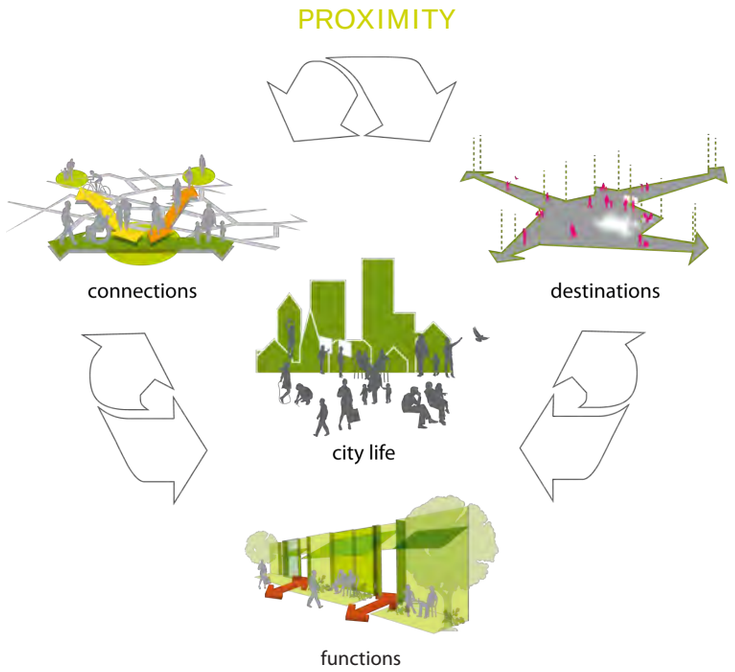
To obtain the most benefit from the interdisciplinary composition of the class, students worked in groups of architects, landscape architects, and urban planners to develop master plans for the study area. Within these groups, students then divided into interdisciplinary design teams to develop detailed designs that fit into the group master plan. Over the course of the terms, students continually refined their initial group and team design proposals, working between districts and site scales and responding to feedback from guests, peers, faculty, and Bianca Hermansen of Gehl Architects.

students worked in interdisciplinary pairs
source: Heide Martin

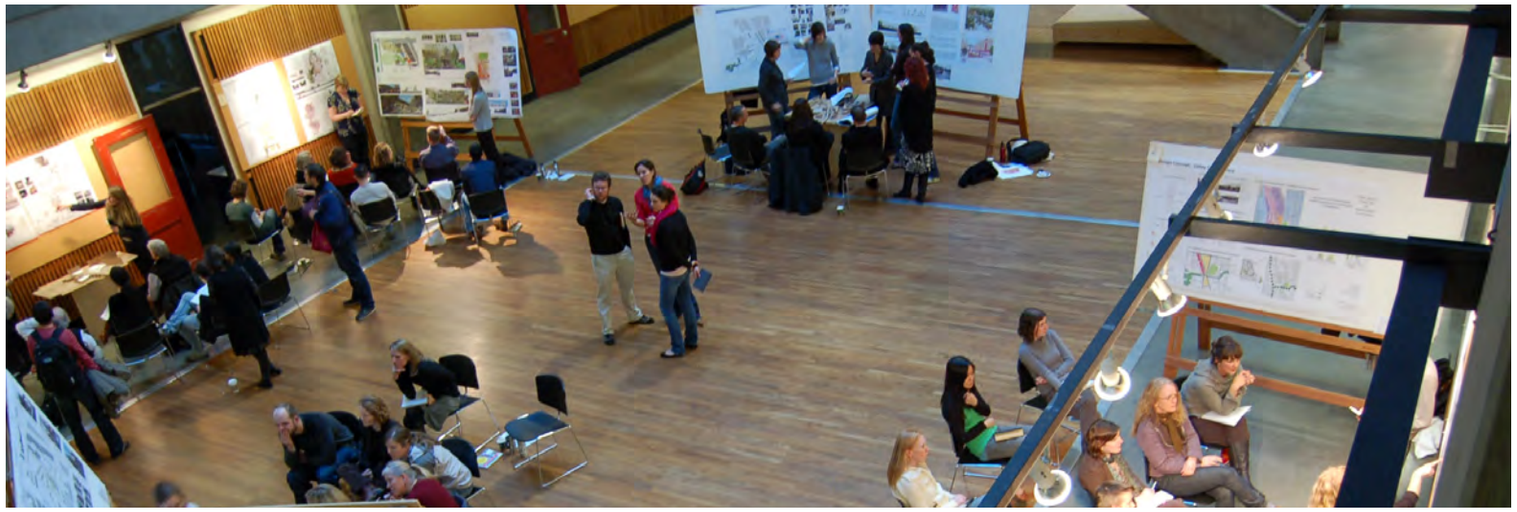
the students had work space in the UW Community Design Center
source: Heide Martin

Gehl Architects Master Instructors

Students were first introduced to Gehl Architects' working methods while in Copenhagen, through lectures and exercises. Students benefitted from an additional two weeks working with Bianca Hermansen in Seattle, during the middle point of the studio, as well as from a studio visit by Helle Søholt at the end of the term. Both provided valuable feedback to guide the development of students' designs for the pedestrian realm.



concept of proximity vs. density
source: Gehl Architects

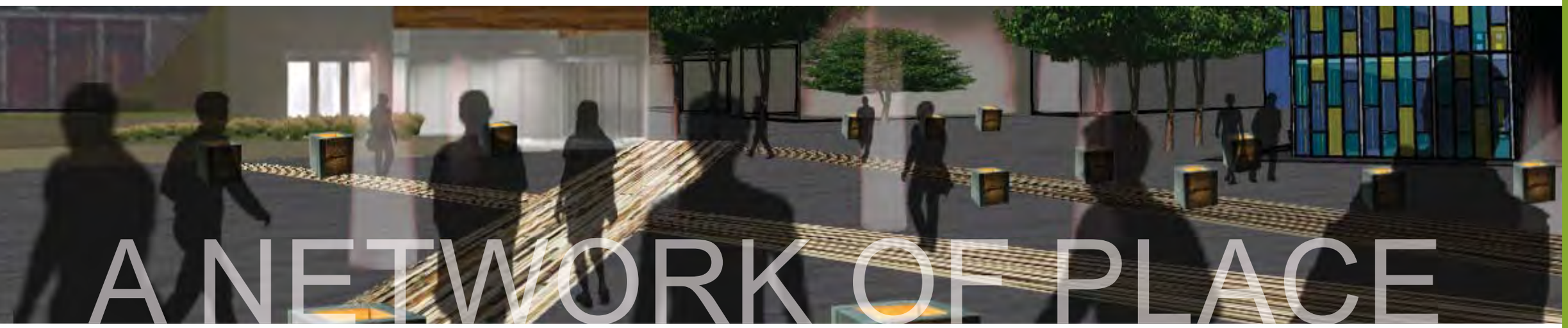


formal reviews included guest critics in the fields of architecture, landscape archtecture, and urban planning
source: Heide Martin

Bianca worked intensively with individual design teams
source: Heide Martin

Bianca gave several lectures on Gehl methods and precedents
source: Heide Martin

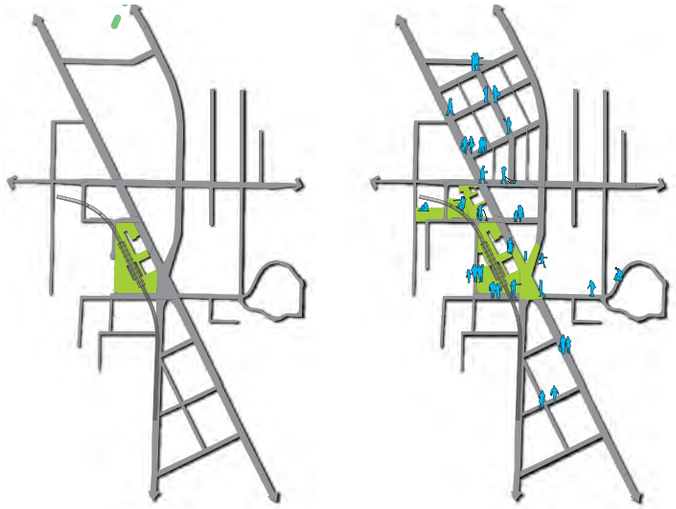
Britt Bandel Jeske MArch
David Bramer MLA
Merritt Ertel MArch
Julia Reeve MArch
Emily Slotnick MUP



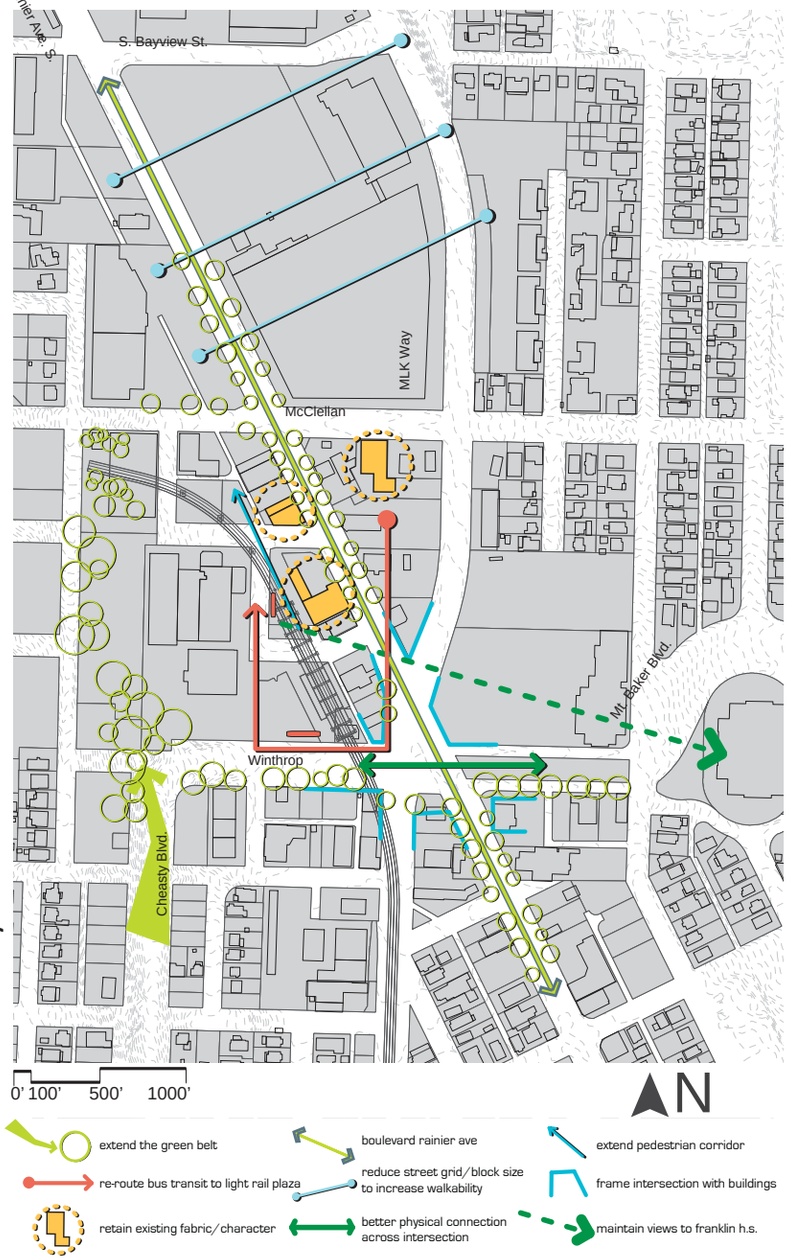
A NETWORK OF PLACE

A Network of Place

Concept Diagram

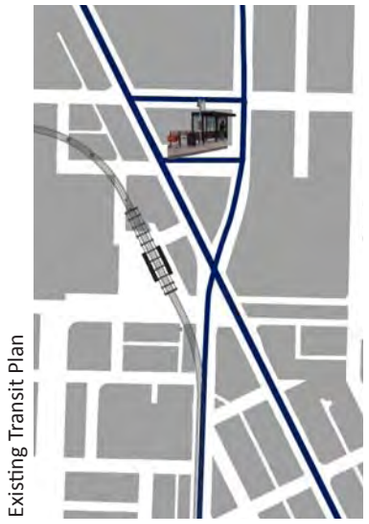


Site Analysis

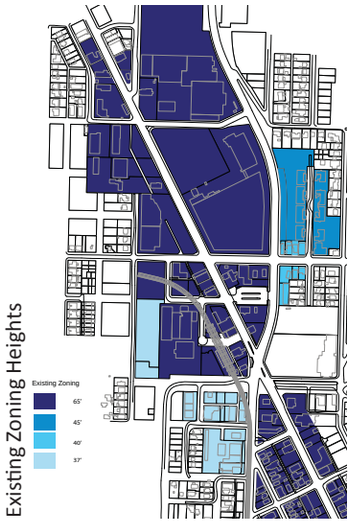


Existing Figure Ground

Existing Green Network



Existing Transit Plan

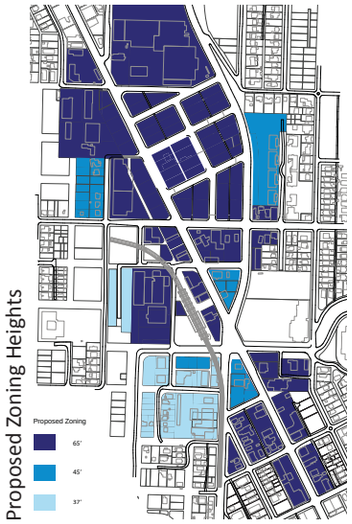


Existing Zoning Heights

Proposed Figure Ground

Proposed Green Network

Proposed Transit Plan



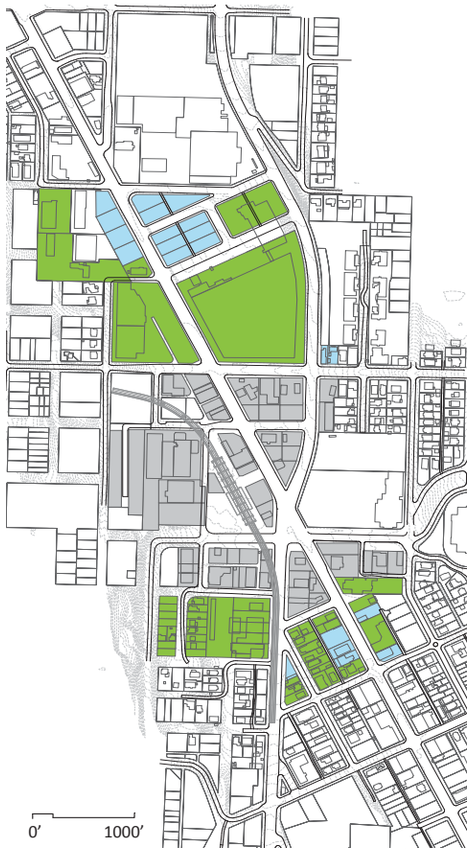
Proposed Zoning Heights

A Network of Place proposes a multi-phase transformation of the Mt Baker Light Rail Station Area. Aspects of the existing built environment are kept and strengthened including the physical and visual connections to Franklin High School, the presence of light industry, and the connection of Cheasty Boulevard to the larger Olmstead Green Plan. The large blocks between MLK and Rainier (north of the intersection) are broken into smaller blocks and lot sizes to foster walkability and varied street-front activity. A finer grain building size and streetscape is added to this area creating a more human scale environment. Bike lanes, improved sidewalk conditions, and easier access between modes of public transportation will create an environment where people and bikes can more easily share road spaces with cars.

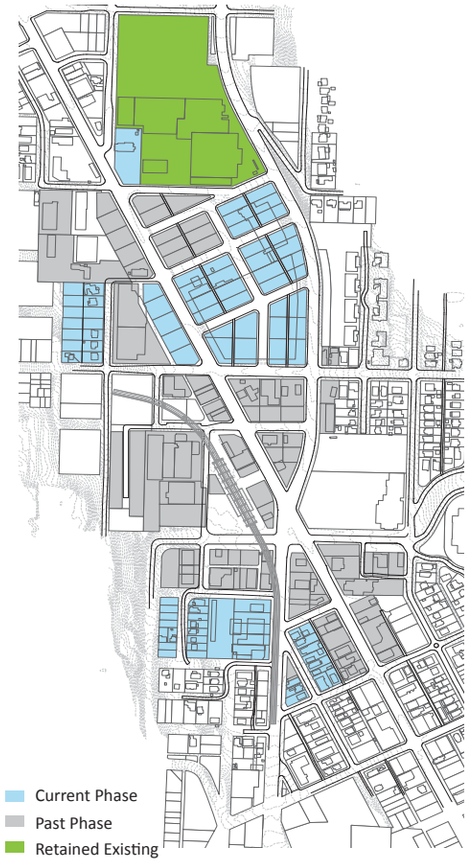
The plan is developed in three phases to both anticipate future growth and to keep existing jobs and services in the community. The first phase is focused on the immediate area around the light rail station and the intersection of MLK and Rainier Streets. This phase includes the addition of a skate park, a famer's market, food trucks, cafes, and retail that will draw more people to the area as well as a redesign of the intersection of MLK and Rainier. This phase focuses on intensification of use by developing vacant spaces; growth through infill allows for adaptive re-use of existing unused buildings, while facilitating the retention of buildings of various uses and ages. Phase two focuses new building to the north and south of the station area. During this phase the Loews site, which is recognized as a source of jobs and provider of a needed product, is preserved. Phase three completes the development of the site with the final conversion of the mega-block into smaller mixed-use and residential blocks. This phase will create a "home improvement district," comprised of small and mid-size hardware supply stores, to strengthen the site as a destination for craftsmen and do-it-yourselfers.

Masterplan Construction Phasing:

Construction Phase I

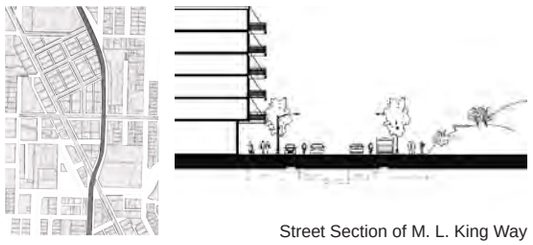


Construction Phase II

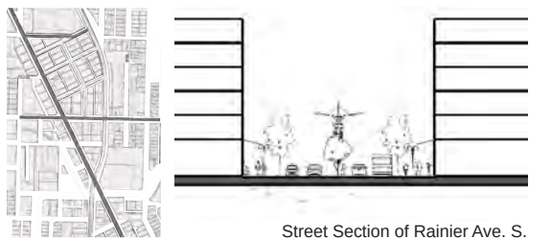


Construction Phase III

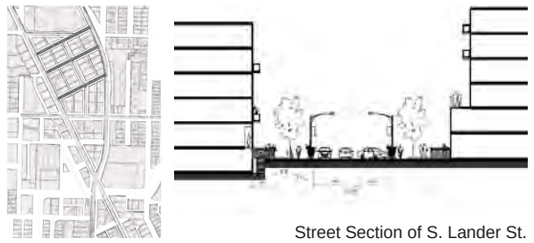
With the addition of the light rail to this neighborhood the plan calls for creating better connections and accessibility to public transportation. The bus terminal has been re-routed and placed adjacent to the light rail station. The existing right of way has been re-partitioned to create spaces for wider sidewalks, bike lanes, and green boulevards. The goal is to decrease the speed and eventually the volume of traffic through the area. Instead of car-dominated streets, streets are for people, bikes, and cars. The streets are a human environment and safe at all hours of the day. The streets and open spaces between buildings provide public space for gathering, connecting with neighbors, play, and engaging in community life. This is an area with a wide range of ethnicities and languages in need of places to gather. Not only would there be places for expression of culture and identity, but places of mixing. These spaces will create a sense of community within the immediate neighborhood as well as identify this area in the larger network of Seattle. The addition of restaurants, retail, and services will provide for the needs of daily life and increase the livability of the neighborhood.



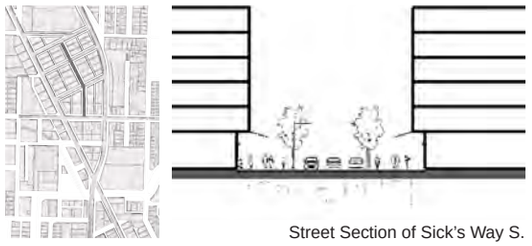
Street Section of M. L. King Way



Street Section of Rainier Ave. S.



Street Section of S. Lander St.



Street Section of Sick's Way S.

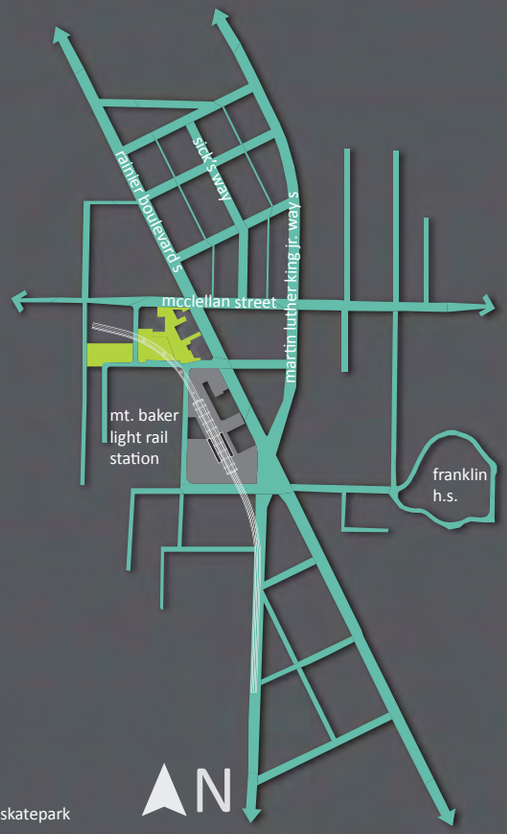
[reclaim] [discover] [exhibit]

The site we chose is currently a parking lot of lost space under the light rail track infrastructure. Its location just north of the station is visually accessible to those traveling in and out of the Mount Baker town center. This site has a lot of potential for being reclaimed into something that creates a place of interaction and destination in the community.

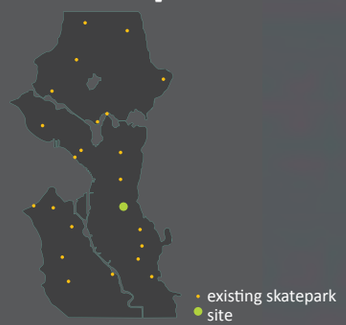
Reusing the existing buildings on site and discovering ways to add floors above and open up facades for visual interest at the pedestrian level was important. Even more important was our intention of framing spaces and creating the sense of surprise and variation on the site for the user to discover something new each time he/she visits. To discover the place that best accomodates sitting, staying, walking, shopping, eating, drinking, or just relaxing.

To provide a unique program on the site we decided to focus on a skatepark directly under the light rail track. The skate park is a place to showcase counter-culture sport and talent that activates the site both night and day, winter and summer. Tied together with two pedestrian corridors- one connecting the western neighborhood and the other attracting light rail users north - these paths connect the multiple nodes together and provide space for interaction.

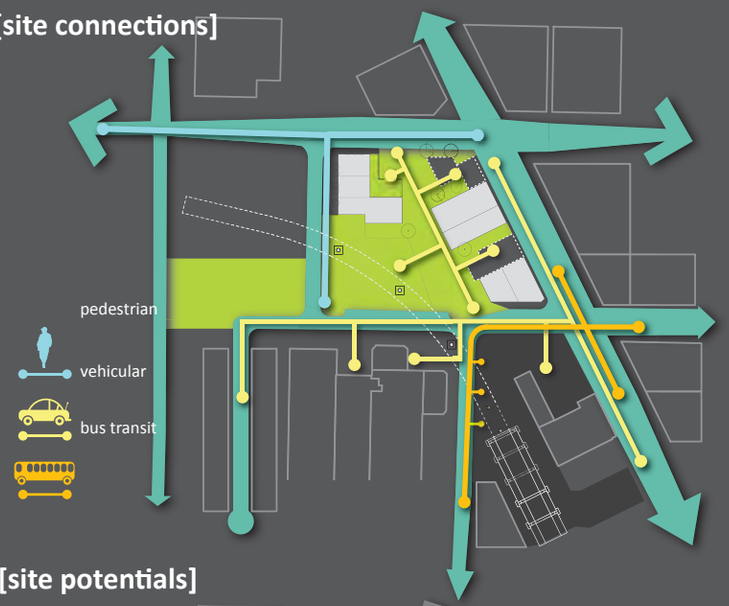
[masterplan]



[seattle skatepark network]

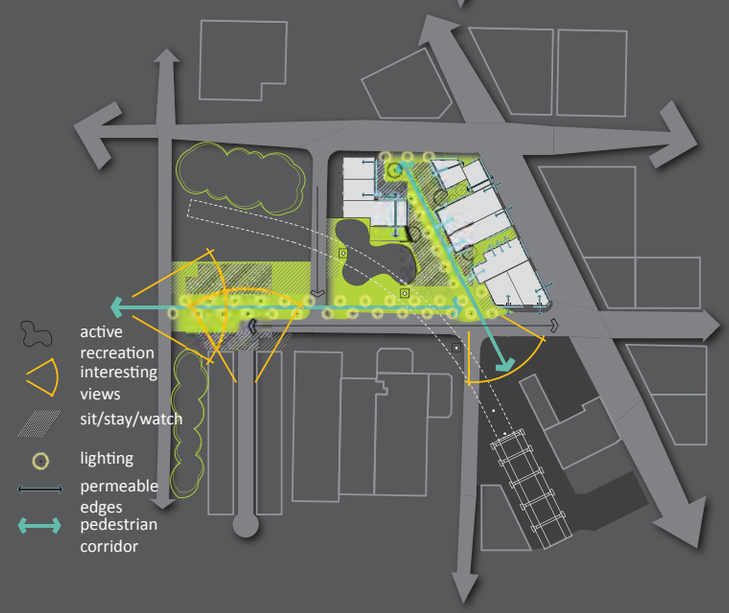


[site connections]



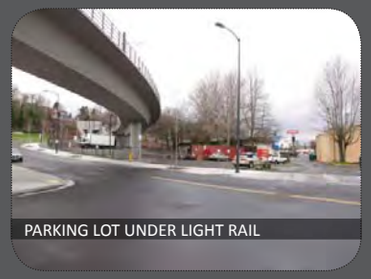
[site potentials]

[quality criteria proposal]



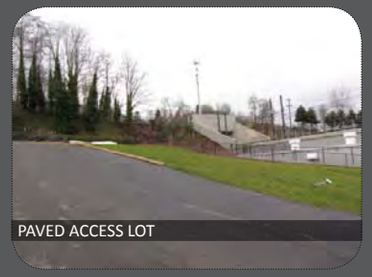
[existing conditions]


PAWN SHOP BUILDING FACADE


PARKING LOT UNDER LIGHT RAIL


RESTAURANT BUILDING FACADE

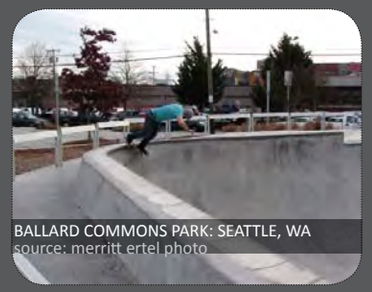

MID-BLOCK ALLEY


PAVED ACCESS LOT


TOPOGRAPHICAL CHANGES AT EDGES

above images source: merritt ertel

[precedent studies]


BALLARD COMMONS PARK: SEATTLE, WA
source: merritt ertel photo


BALLARD COMMONS PARK: SEATTLE, WA
source: merritt ertel photo


SONDER BOULEVARD: COPENHAGEN, DK
source: www.sla.dk/borger/soendegb.htm

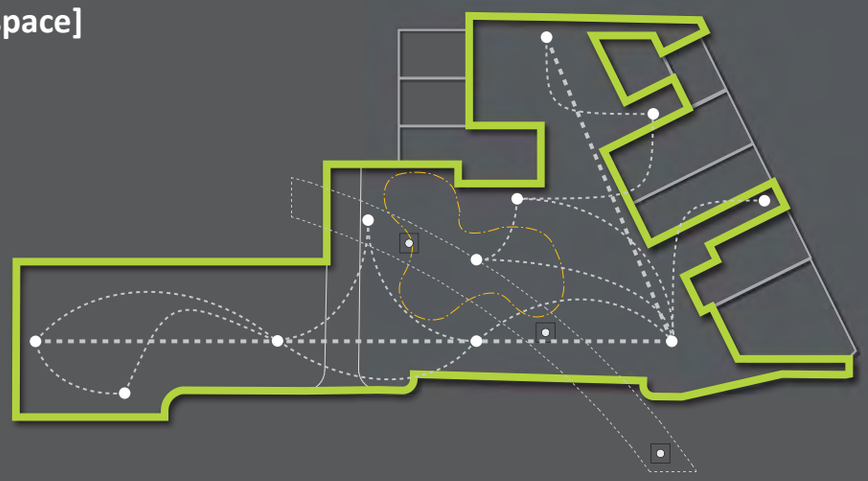

SONDER BOULEVARD: COPENHAGEN, DK
source: www.sla.dk/borger/soendegb.htm


MARSUPIAL BRIDGE: MILWAUKEE, WI
source:www.archidose.org/Feb09/23/dose.html

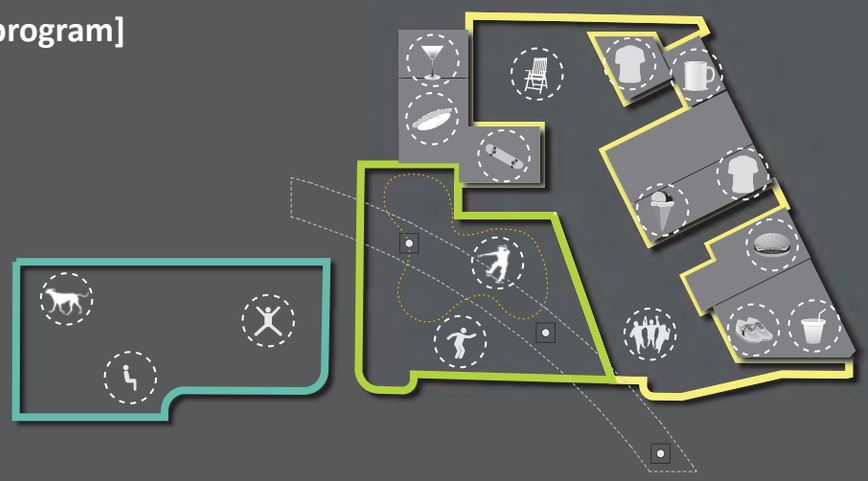

BURNSIDE SKATE PARK: PORTLAND, OR
source: http://en.wikipedia.org/wiki/File:BurnsideSkatePark.jpg

[users]

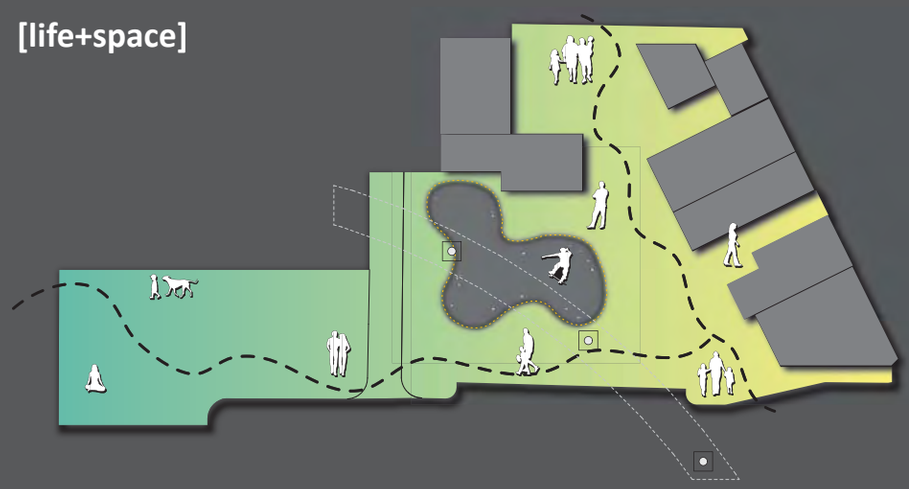
[space]

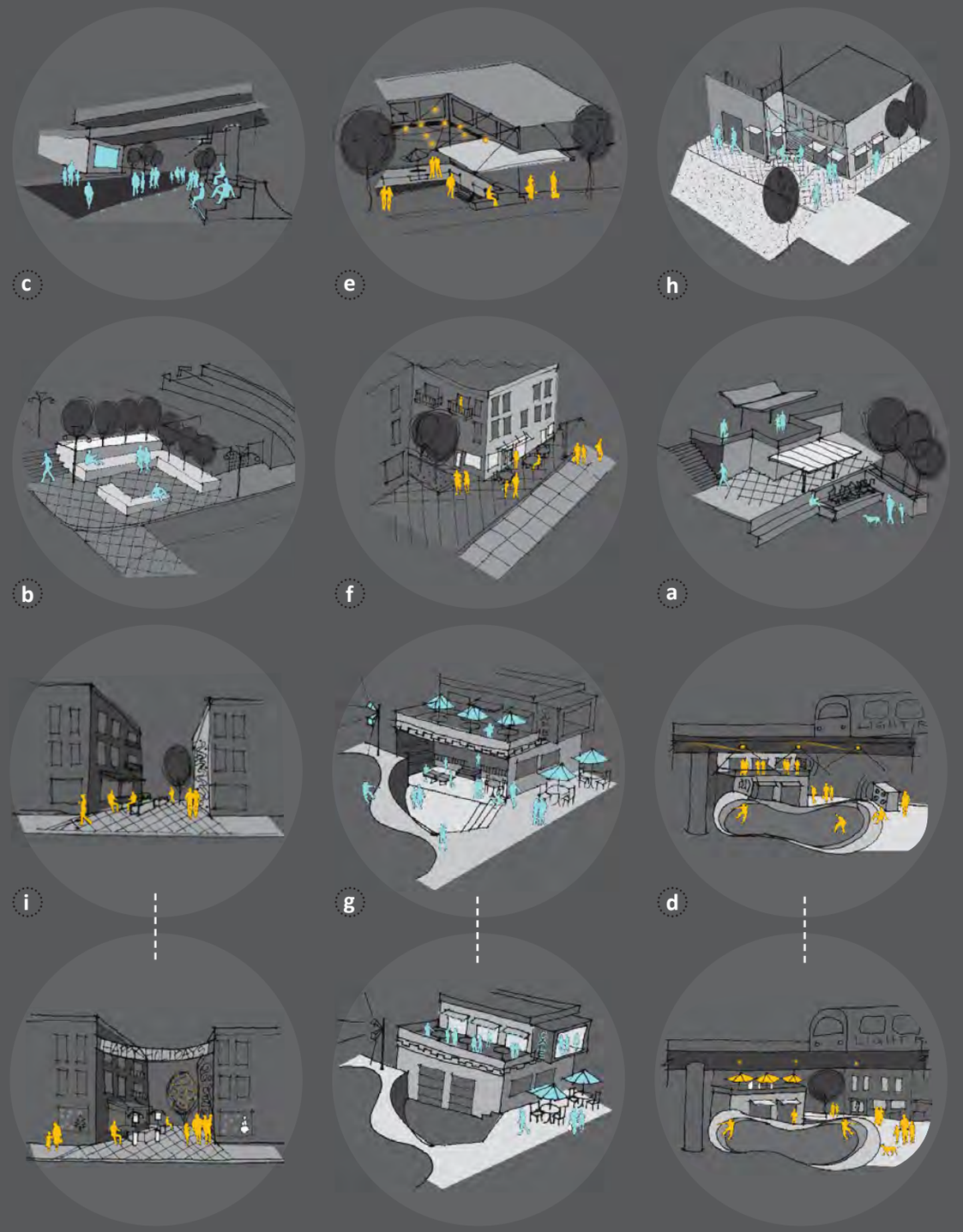


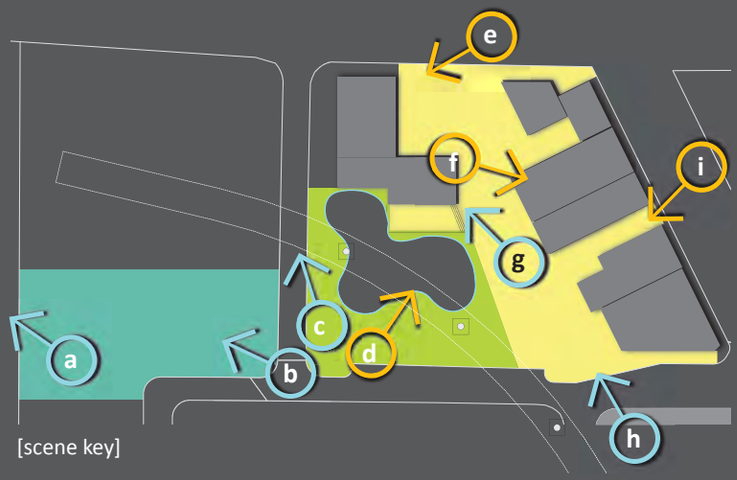
[program]



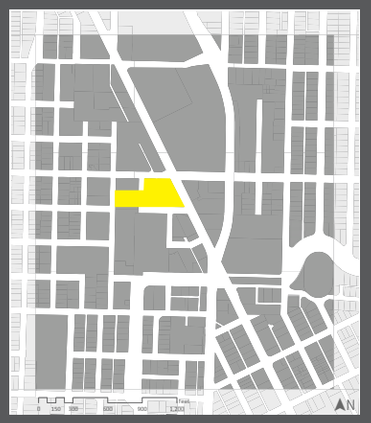
[life+space]







[scene key]



[reclaim] [discover] [exhibit]

A Network of Place

Merritt Ertel, Emily Slotnick

[reclaim] [discover] [exhibit]

[site plan]

1’ 5’ 10’ 20’ 50’ 100’

[a]

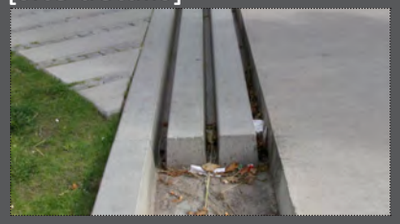
N

[site section a]

1’ 5’ 10’ 20’ 50’ 100’

[material palette]
above images source: merritt ertel photos

[site details]



[gutter infill for crossing]

[wood inset on poured in place concrete benches]

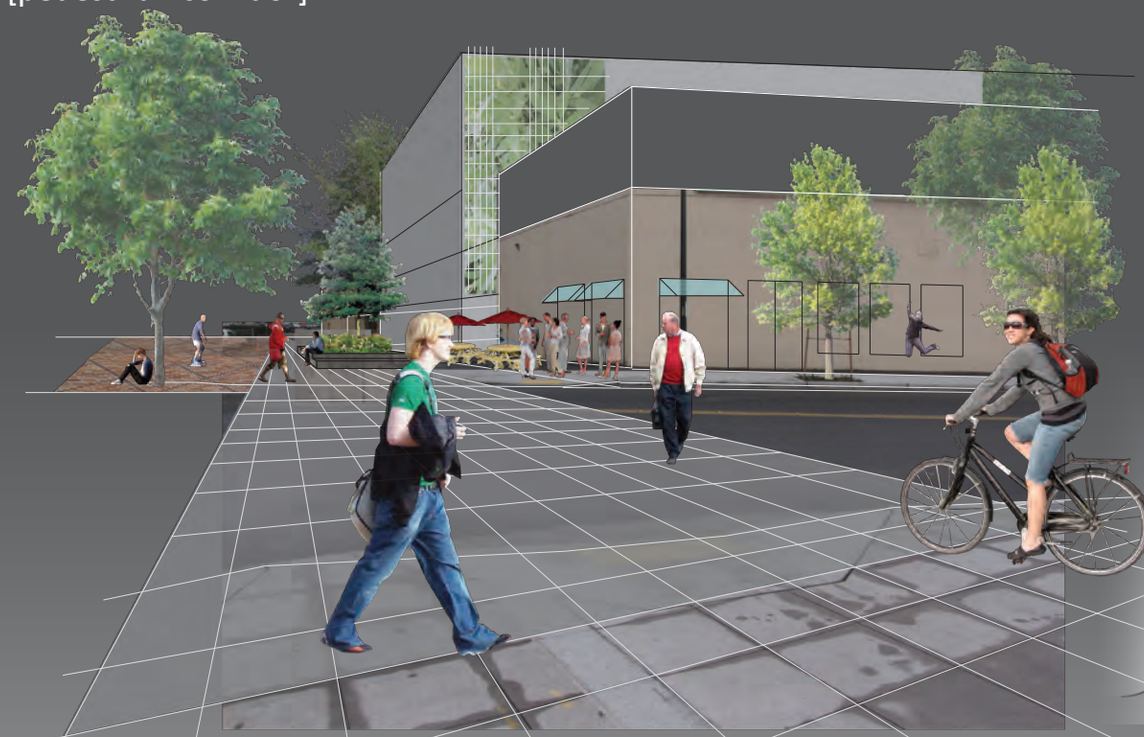
[stairs merging into sloped pathway]

[quick win- tents in plaza selling flowers, fruit, etc]

above images source: merritt ertel photos

[tree planter near skate plaza] [moveable seating]

[pedestrian corridor]



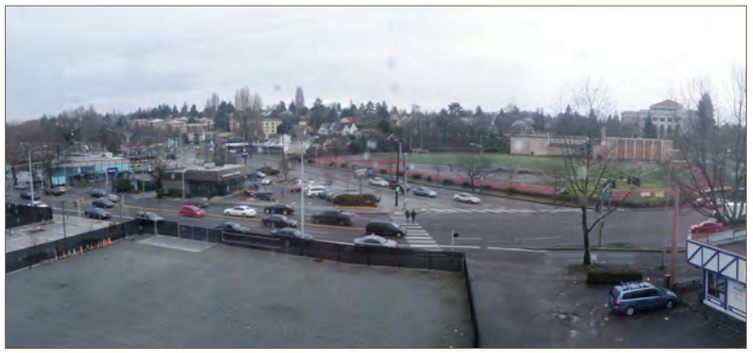
[section- pedestrian path]

[section- skate shop]

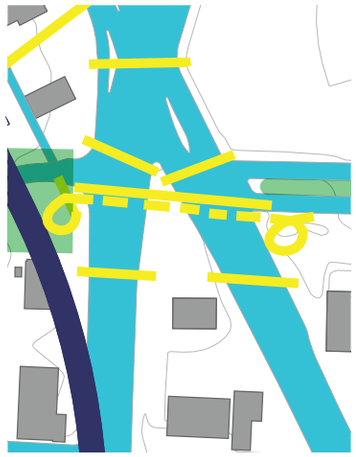
[reclaim] [discover] [exhibit]

A Network of Place
Merritt Ertel, Emily Slotnick

60 Second Plaza

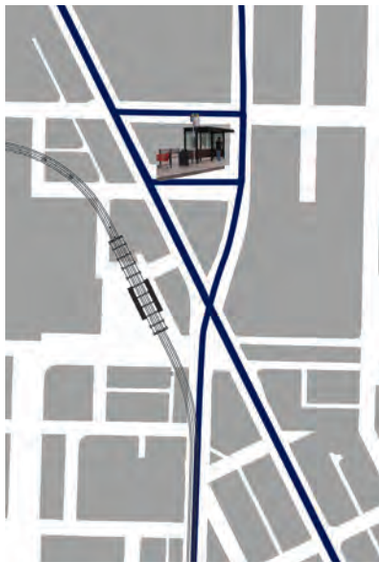


Bird's Eye View of Rainier Ave. and M.L. King Way Intersection



Current Pedestrian Crossing Paths

The 60 Second Plaza addresses the intersection of Martin Luther King Way and Rainier Avenue to create a safer space for crossing between the light-rail station and nearby destinations. The crossing will utilize a "Barnes Dance" pattern to alternate between traffic and pedestrians at 60 second intervals. The space of the intersection is pulled in to create a smaller and more manageable (comfortable) scale for pedestrian crossing and activity. Using the same paving material over the entirety of the intersection and surrounding sidewalk creates a large continuous plaza space for gathering. Translucent (Litracon) concrete bollards and L.E.D. pavers provide a permeable and flexible delineation of space between the pedestrian zone and roadway. Existing "desire lines" and commonly used paths are inscribed into the pavement pattern via colored and lit pavers, to create a cris-cross pattern on the site. These lit pavers aid in the creation of an eighteen to twenty-four hour space, providing interest, safety and amusement. The perimeter of the plaza is tabled at the intersection between street and plaza to physically mark the different nature of the plaza. Within the plaza, special pavers are both a visual and an audio cue for traffic to slow and an indication of creation of place. In the shorter term, the plaza is intended to be a place for cars, bicycles and pedestrians and is designed to mitigate and negotiate the intersection of all three. In the long term, the hope is that the redesign will reduce car volume and increase bicycle and pedestrian activity.

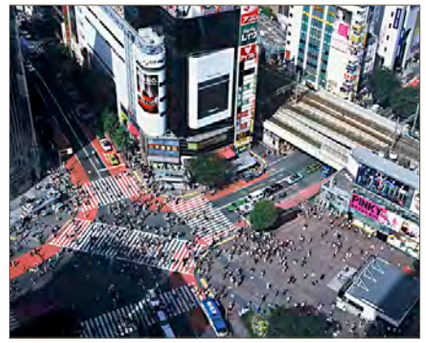


Existing Transit Plan

Proposed Transit Re-Route Plan

Times Square, New York City
Gehl Architects

Times Square, New York City
Gehl Architects



Shibyua, Tokyo
destination-japan.com

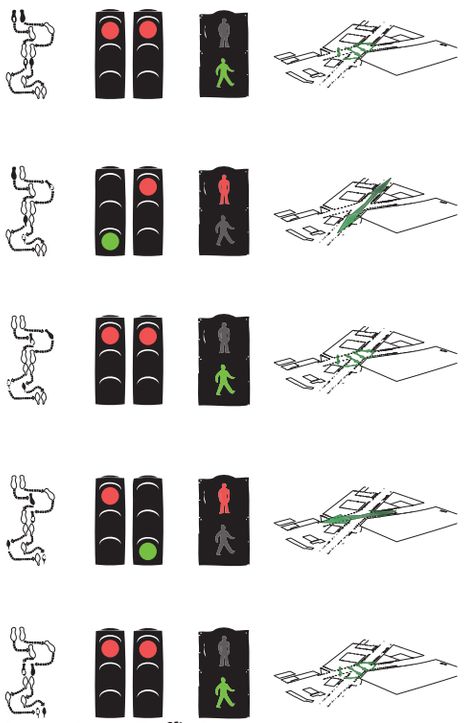
Shibuya, Tokyo
flickr.com

Piccadilly Circus, London
Wikipedia.com

Piccadilly Circus, London
oldukphotos.com

Piccadilly Circus, London
Wikipedia.com

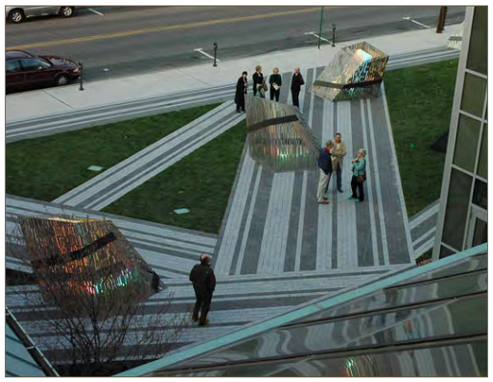
Proposed Site Plan



Barnes Dance Traffic Pattern

Night View Of Station

Night View of Arts and Community Centers



Ocean County Library, New Jersey
archicentral.com

In-ground LED
d. bramer

Litracon Concrete
litracon.com

Plaza de Torico
monkeyzen.com

60 Second Plaza

Light Rail Lunch Corridor

The addition of mobile food vendors will create a lively plaza space beneath the light rail. Both passing commuters and Franklin High School students will have a reason to populate the plaza, creating a safer and more interesting space. Movable tables and chairs provide flexible seating options that can be located outside on sunny days, and under the shelter of the light rail station in inclement weather.

Green Playfield Fence and Painted All-Stop

Painting the all-stop boundaries on the existing pavement and changing the stop-light patterns to accommodate the Barnes Dance crossing pattern will establish use patterns prior to the introduction of special materials and additional buildings. The immediate conversion to an all-stop will allow for safer street crossings and will begin to slow traffic through the MLK/Rainier intersection. Planting climbing vines along the playfield fence helps to soften the edge of the newly created all-stop. The fence becomes a vertical green band connecting the greenery of Mount Baker Boulevard to the verdant p-patches.

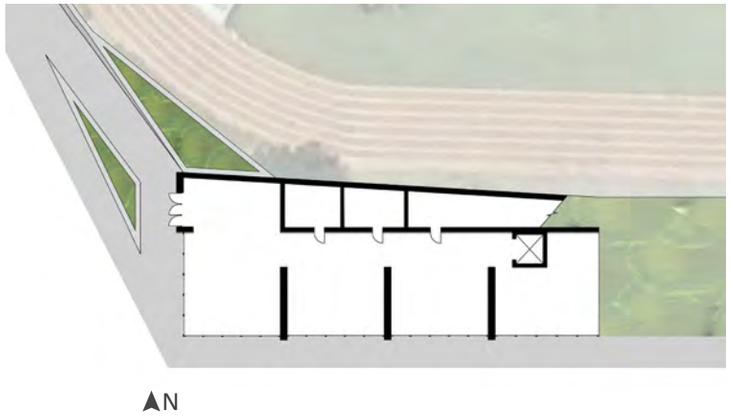
Rainier Market and Concert Series

The existing vacant space in front of the light rail station, along with the block of Rainier stretching from the MLK/Rainier intersection to Lander Street, becomes a space for concerts and farmers markets on sunny weekend days. Utilizing the space on days when traffic is already reduced reinforces the conversion of Rainier to a space where pedestrians, bikes, and cars can coexist.

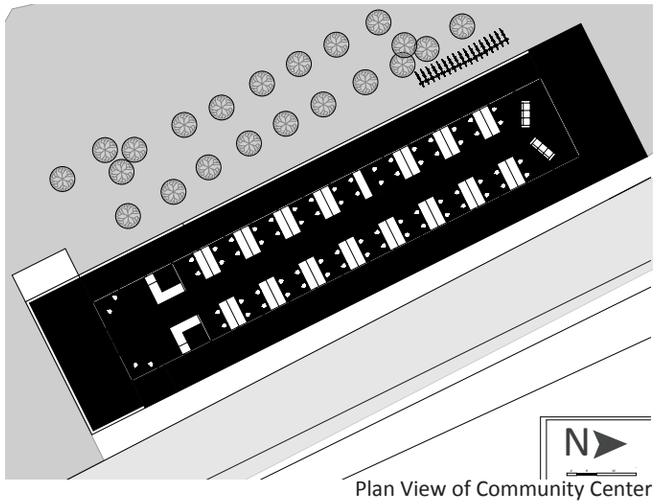
Transit Plaza and All Stop Section

View of Teen Arts Center Across the 60 Second Plaza

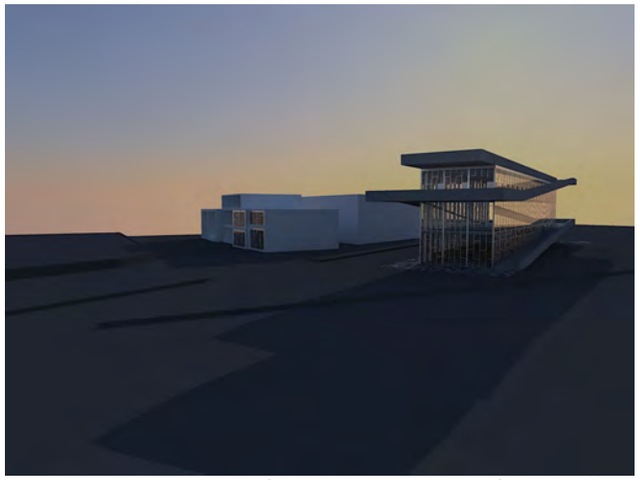
Night View of Teen Arts Center Across the 60 Second Plaza



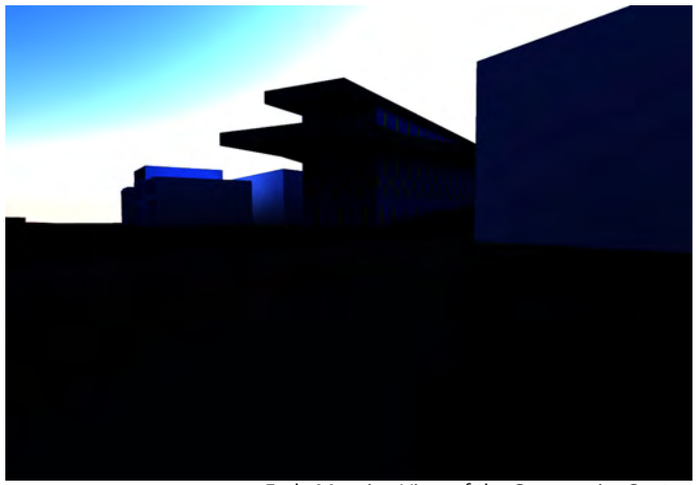
Plan View of Teen Arts Center



Plan View of Community Center



View of the Community Center from the North



Early Morning View of the Community Center

Teen Art Center, Community Center and Library

The Mount Baker – Rainier Valley Community is rich and diverse, but lacks space for gathering. A wide variety of ethnic groups live, work and visit the area, each with their own language and customs. Located at the Southern end of the plaza, the community center would be a focal point, both as a social and physical element. It would provide spaces for meetings, computers, ESL classes and a reading room. The center would provide job placement assistance and be a member of the Seattle Public Library network. Although there would not be a large collection of books (as not to compete with nearby Columbia City Library), visitors could pick up and drop off books. An international reading room would also be included in the program. Across the plaza at the edge of the field, the Art Center is a flexible space to be used by the local community or high school. Art classes or exhibits would be held in the gallery spaces. There is also a tutoring center for teens. Although this is a space for all, the primary visitors would be teenagers and the focus to augment the high school programs. The roof-top provides a much needed space to watch sporting events and street activity. The buildings and surrounding space creates a destination and much need meeting place for the neighborhood.

Leslie Batten MLA
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Jeanine Matthews MLA
Brian Monwai MLA

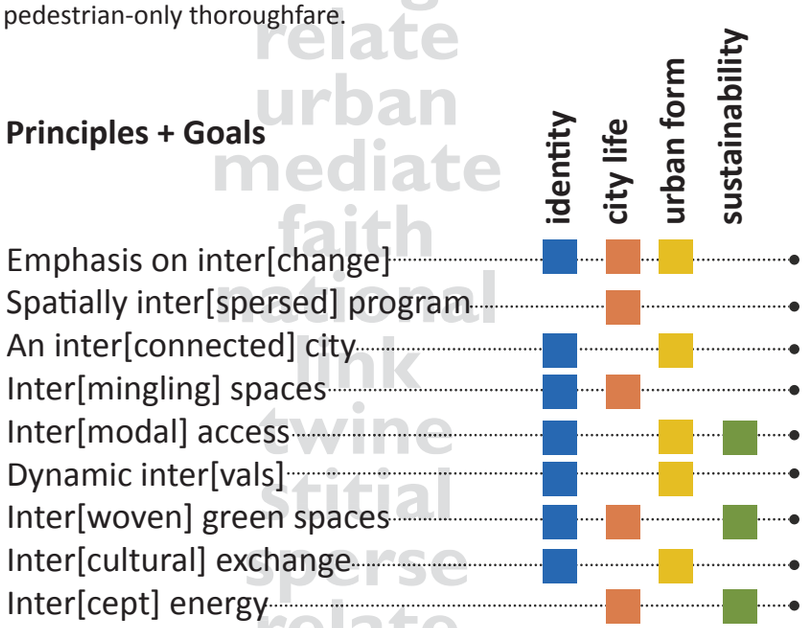

Inter [ACTIVE] Rainier

Inter [ACTIVE] Rainier

Responding to the disconnectedness of the area surrounding the Mount Baker Light Rail Station in the Mount Baker neighborhood of Southeast Seattle, the Inter[Active] Rainier concept proposes the re-routing of most automobile traffic onto Martin Luther King Jr. Way South, while also proposing a “Boulevard” concept along Rainier Avenue South to slow traffic and create a more pleasant environment for pedestrians.

Each of Inter[Active] Rainier’s focus sites emphasize the incorporation of different user groups, but all strive to integrate the pedestrian into this auto-oriented urban environment. This is accomplished through the proposal of an intergenerational garden area, an open public space area around the light rail station, and the opening up of a portion of Rainier Avenue South to create a pedestrian-only thoroughfare.

Principles + Goals



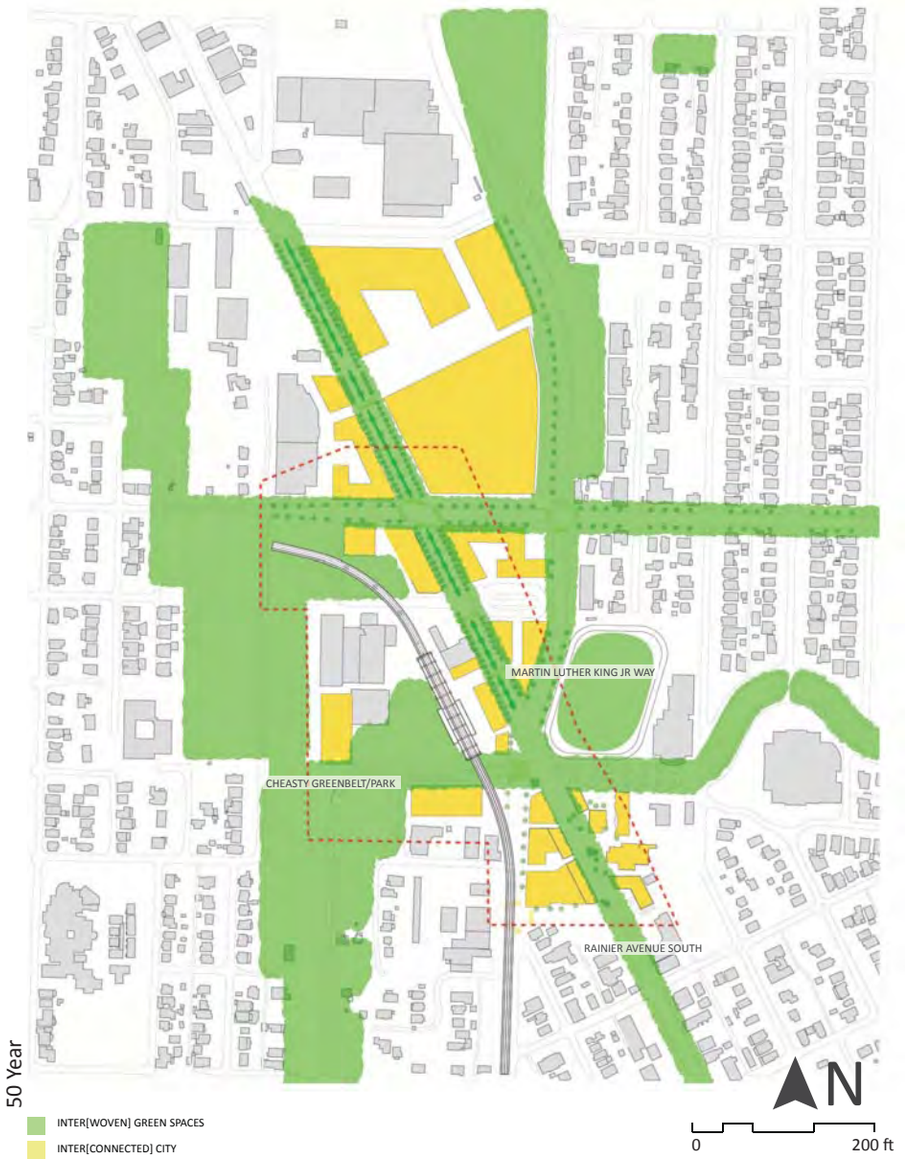
Site Model

Today

5 Year

20 Year

North Rainier Town Center Plan



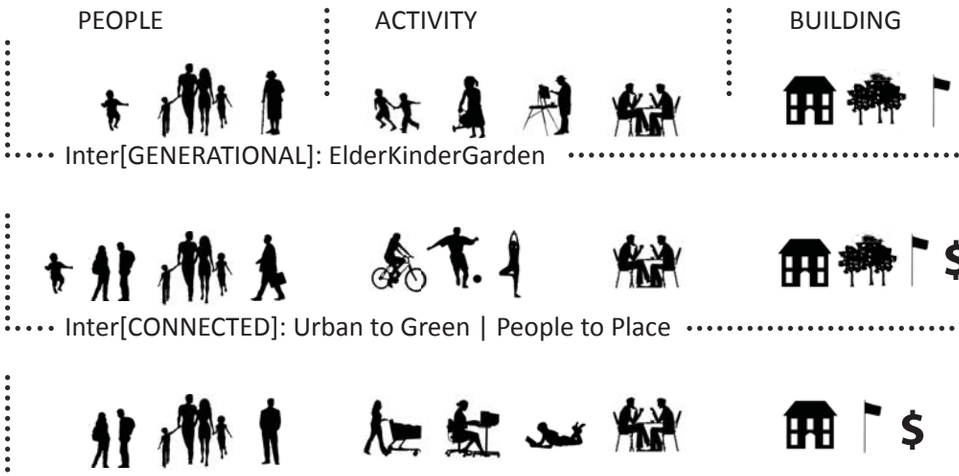
50 Year

Design Guidelines

Neighborhood:
- Integration of residential and commercial uses in central areas
- Primary pedestrian area buildings have engaging ground level actiities

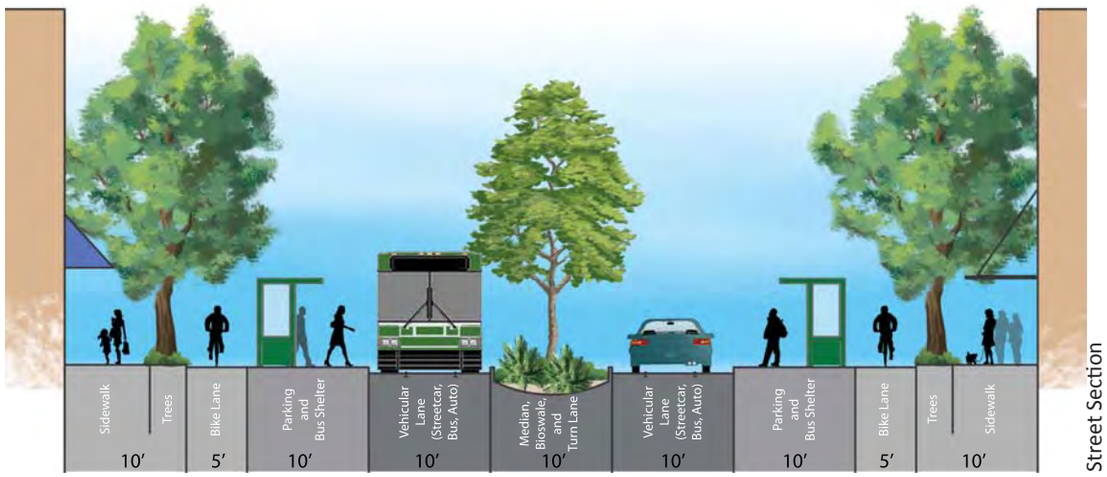
Community:
- Ample, connected gathering spaces for recreation/relaxation for all ages
- Support diversity of neighborhood in public spaces and amenities
- Civic spaces interspersed throughout
- Vendors and small businesses encouraged in high pedestrian areas

Vegetation:
- Improve link between Cheasty greenbelt and Mt. Baker Boulevard, define neighborhood by enhancing green spaces, connecting streets
- Planting to follow Seattle Street Tree Planting Procedures
- STREET: mountain ash, purple beech, ocean spray, rosemary, periwinkle;
- BOULEVARD: oak, tulip tree, red maple, sedum, grass;
- MEDIAN|BIOSWALE: strawberry tree, coral bark maple, oregon grape, sedge



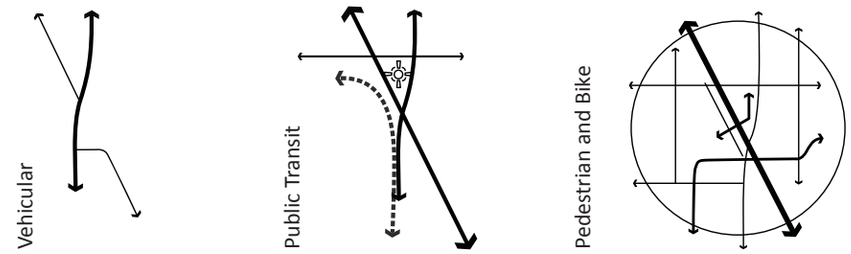
Inter[ACTIVE] Rainier Comprehensive Plan

Rainier Avenue South Boulevard with Streetcar



Street Section

Street Plan



Proposed Transportation Connections

Transport & Movement:

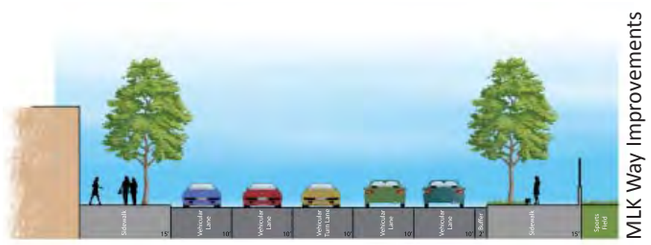
- PEDESTRIAN: Wide, distinct and secure walkable access throughout; priority crossings at busy streets with raised textured crosswalks
- BICYCLE: Designated paths separate and raised from street level; equalizing of intersection access
- PUBLIC TRANSPORTATION: Multiple choices with clear connections; covered bus and street car stops with curb extensions for access
- AUTO: Traffic-calming of Rainier; designated streets closed to cars

Surfaces:

- Utilize porous and permeable paving surfaces
- Stone, brick and block pavers for pedestrian paths and areas
- Concrete and block surfaces identify raised bicycle lanes and paths
- Traditional concrete/asphalt phased out where possible

Sustainability:

- Maximize existing infrastructure investments with adaptation and re-use
- Achieve high Green Factor score with: bioswales, grey-water use, green roofs, green-walls, street trees and permeable paving



MLK Way Improvements

Inter[GENERATIONAL] ElderKinderGarden

striving to create a quality, enjoyable, interactive space for community members of all ages

life: integrated communities & successive generations.
young children, elderly, families, artists, neighbors, small business owners, commuters, explorers, shoppers

space: inviting, flexible, textured, human scale, ecologically responsible.
gardens, wetlands, woods, adventure playspace, talkspace, patios, pathways, art exhibition, performance

buildings: infilled & repurposed, interesting, affordable, cohesive.
studios, cafés, shops, community activity center, housing, greenhouse, montessori, gallery

A: view from light rail platform

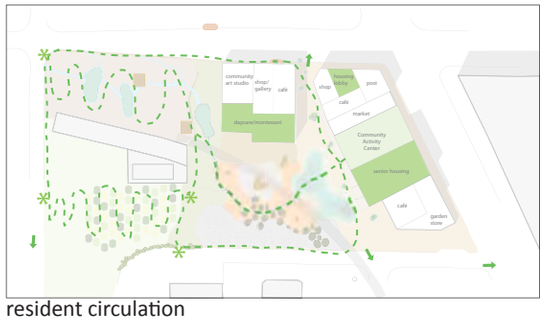
B: adventure playspace

site demolition material reuse

learn *interact* explore

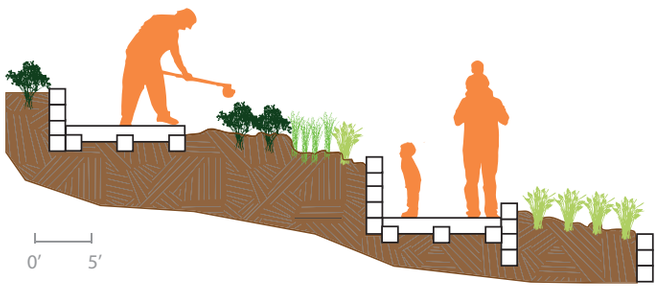
proposed site plan

existing conditions


resident circulation


public circulation

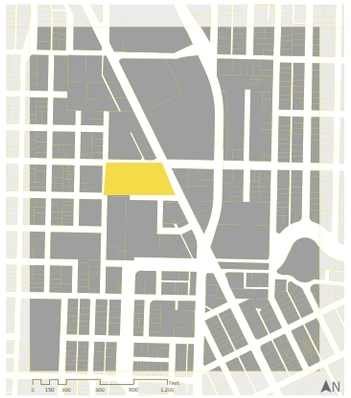
quick wins



terraced gardens
- accessible urban agriculture
- intergenerational & intercultural activity


lighting under railway
- enlivens dead space
- playful quality
- signals train passage


improved bus stops
- repurposed demolition debris
- rain gardens
- artfully revealing ecosystem

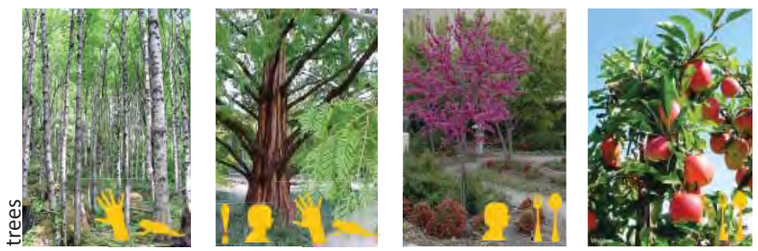


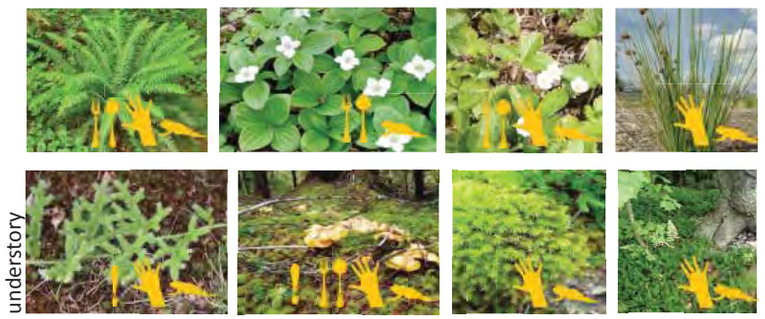
create **discover** *steward*

Inter [ACTIVE] Rainier
Leslie Batten, Jess Blanch

Inter[GENERATIONAL] ElderKinderGarden

enhancing sensory experience
with vegetation

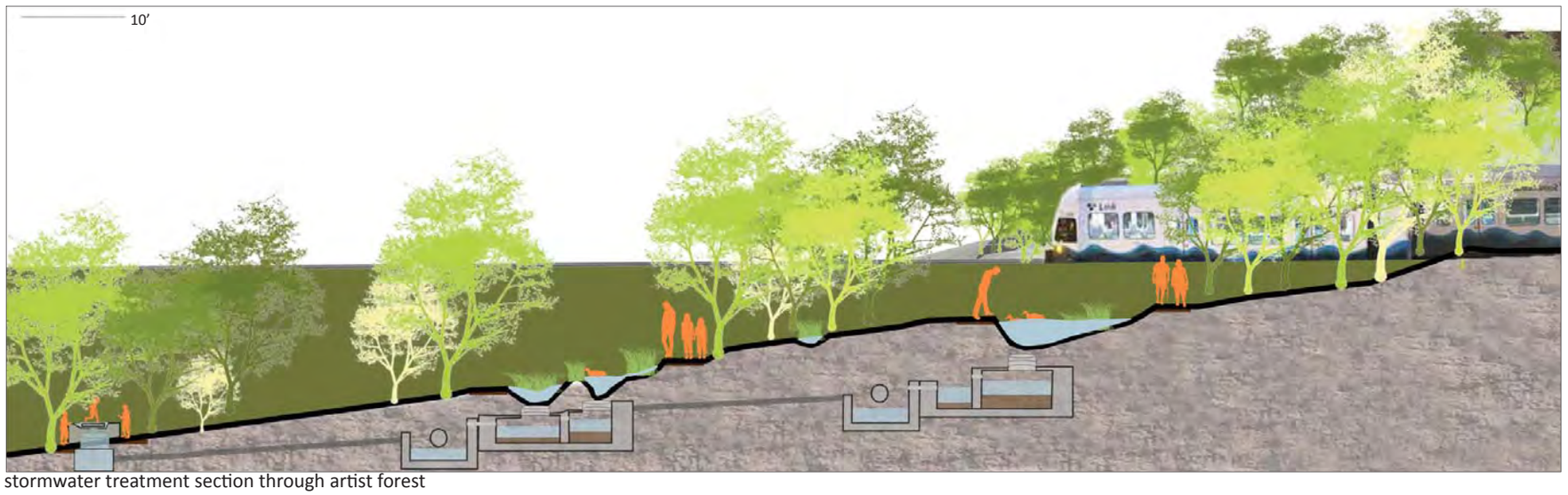




C: terrace gardens

learn ***interact*** **explore**

D: artist forest



stormwater treatment section through artist forest

create **discover** ***steward***

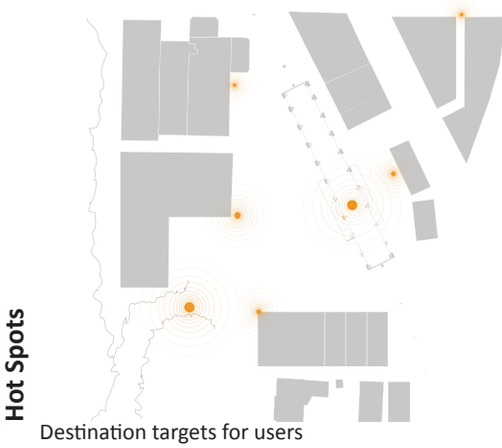
Inter[CONNECT] Urban to Green | People to Place

Amphitheatre behind Light Rail Station

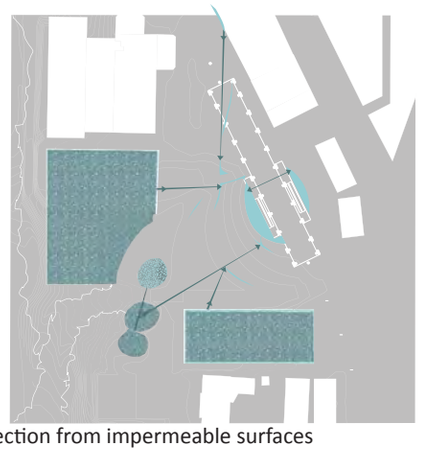
Designing an Active Transit Plaza

This central point for the North Rainier Town Center plan is a hub of activity. The plaza is a busy meeting place for commuters to wait for the train, buy a coffee, relax outside. The informal amphitheatre space invites casual activity in a green urban setting. The site is also host to a recreational community center, with play fields and athletic facilities, and a gallery theatre space, all attracting many users from the area.

The goal is to create an engaging and safe space, successfully linking the bus transit center with the Light Rail Station in addition to connecting Rainier Avenue to the more protected pedestrian area. The concept is derived from using the existing topography and green of Cheasty Park to meet the surface of the city. This blending of hard and soft scape creates an intricate park space to serve the many different users in the community.



Destination targets for users



Collection from impermeable surfaces

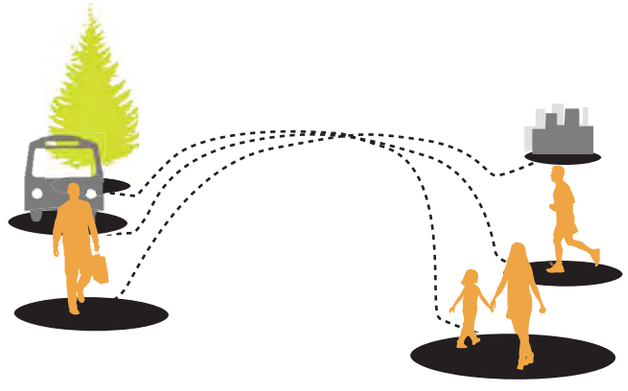
Cheasty Meets the City

Cheasty Park, as part of the Olmsted Brothers' plan for greening the city, is an underutilized asset in the Rainier Valley. As the park sits now, it is disconnected from the activity around Rainier Avenue, but it is also disjointed and unaccessible. This plan focuses on highlighting the potential of Cheasty Boulevard to be used as a park space toward the Olmsted vision of a greener Seattle.

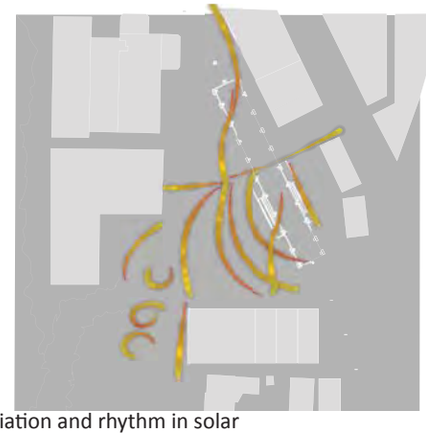
The location of the Mt. Baker Light Rail Station sits at a nexus between Cheasty Park and the busy commercial corridor along Rainier Avenue. The goal of this proposed plan is to draw the recreational user to Cheasty Park and adjacent green spaces, and integrate the urban activity surrounding Rainier Avenue. The area behind and under the light rail station then becomes a meeting place for the two landscapes and their users.

Case Study: The Highline, New York City

Cheasty meets the City



People, Transit, Nature: Making connections



Variation and rhythm in solar ground illumination

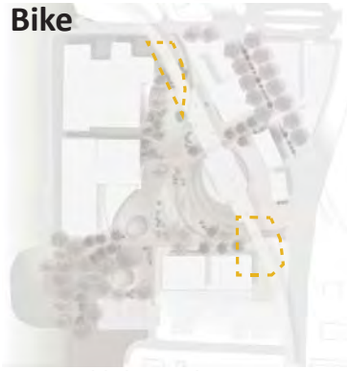
Gathering & Motion

Site Model

Site Plan: Inter[CONNECTED] People, Places, Experiences

Inter[CONNECT] Urban to Green | People to Place

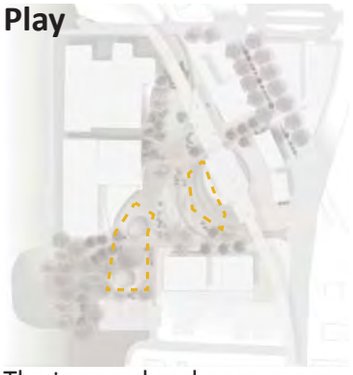
Bike



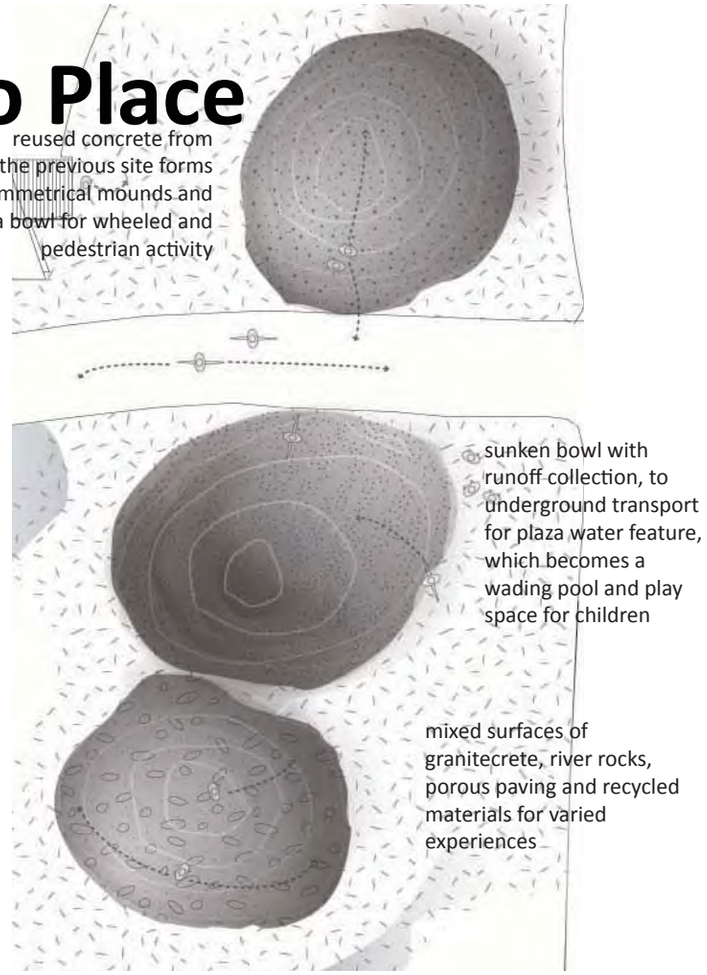
Covered bike parking is located on either end of the light rail station. A bike shop, including a repair garage, secure bike parking and commuter showers are located off of the Cheasty Park Bike Trail at the southern end of the site.

Bike parking at north end

Play

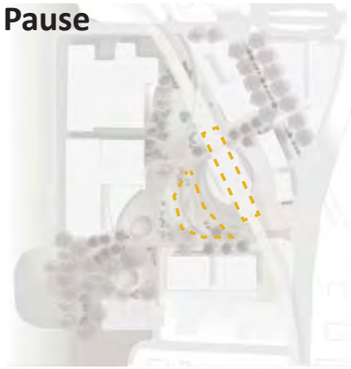


The terraced and open space behind the light rail creates an abundance of play areas. Cheasty Park is connected as a desirable park space and linked to the rest of the site with playful hills and bowl for wheeled activities.



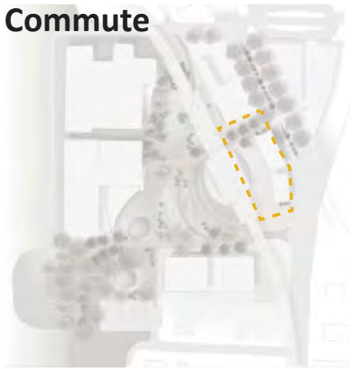
Recycled Hills

Pause



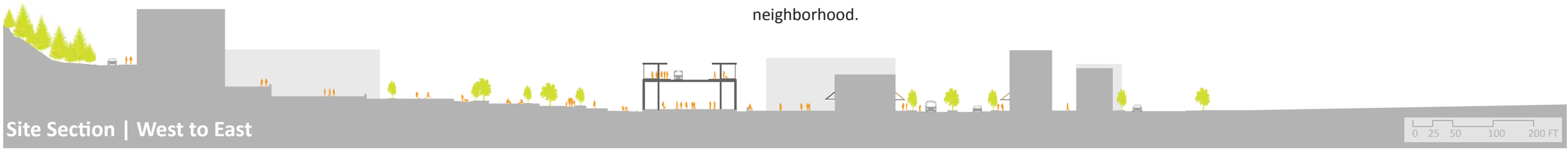
The terraced topography from the light rail to Cheasty Park creates an abundance of intimate spaces to relax among the trees. The large area under the light rail also is emphasized as a safe and sheltered place to wait for the next train or for students to get out their laptops.

Commute

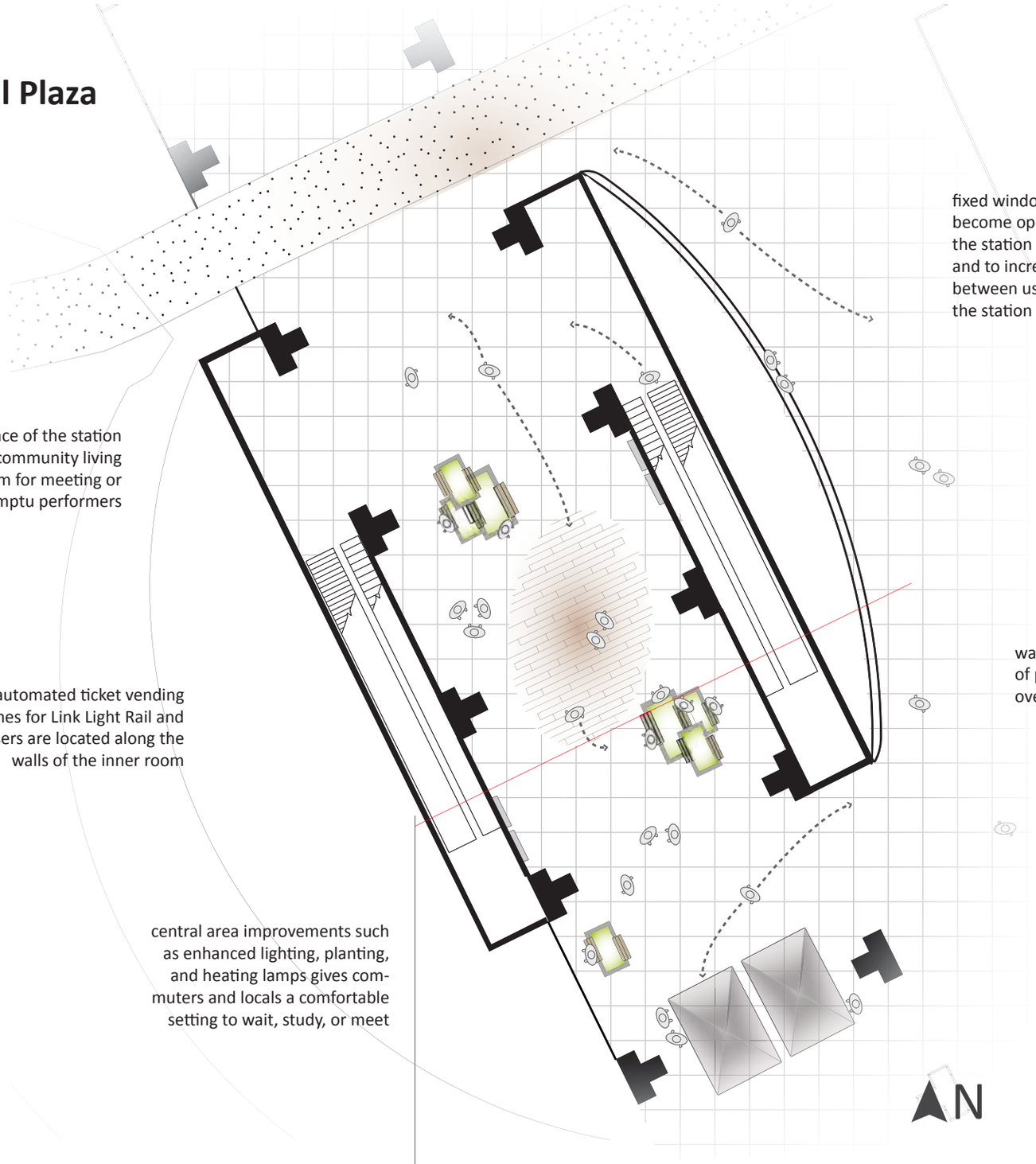


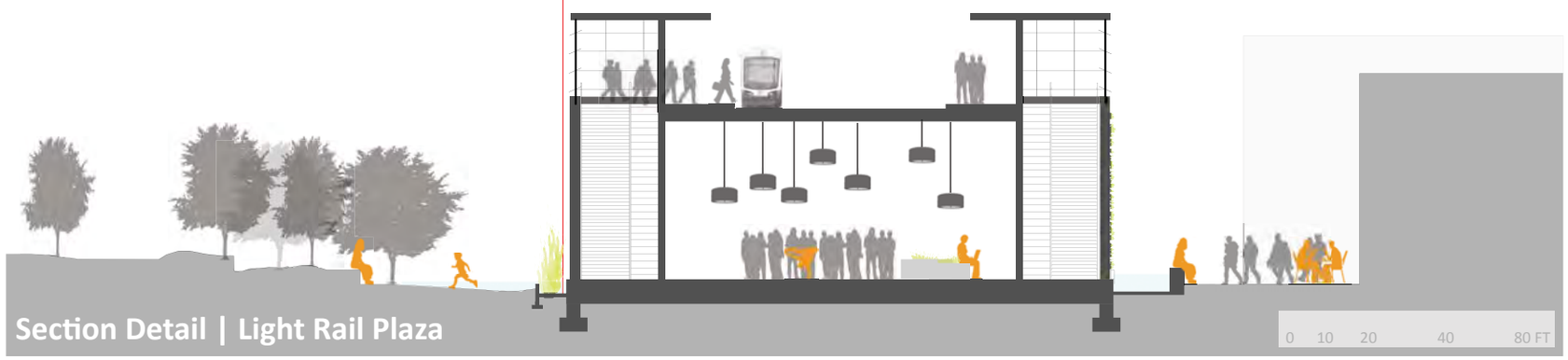
The plaza east of the station offers many commuter amenities including cafes, newstands, and food vendors. Many people travel through the site, either commuting between the Bus Transit Center to the North and the Mt Baker Link Light Rail Station or within the neighborhood.

Commuter plaza in front of Light Rail Station



Light Rail Plaza





Section Detail | Light Rail Plaza

quick win #1

close S. Winthrop St. to vehicular access to make a bike and pedestrian trail connecting to Cheasty Park

quick win #2

Improved seating conditions under light rail + free wi-fi

quick win #3

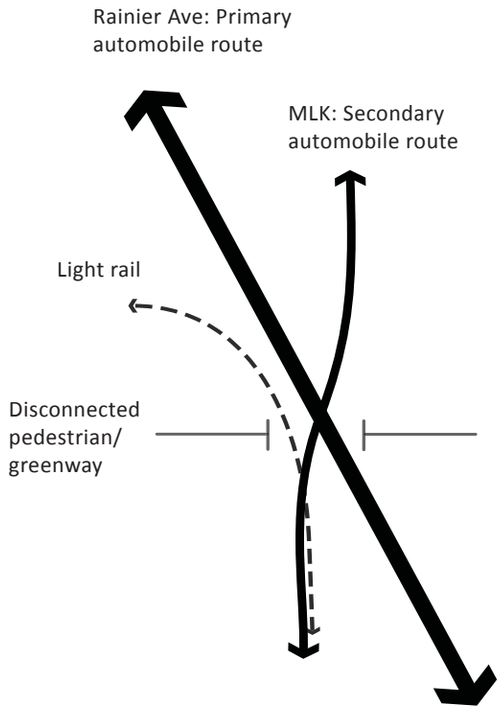
covered area under Link Light Rail station provides the perfect setting for a year round farmers' market

Inter[CHANGE]: A Re-route of Rainier Avenue South

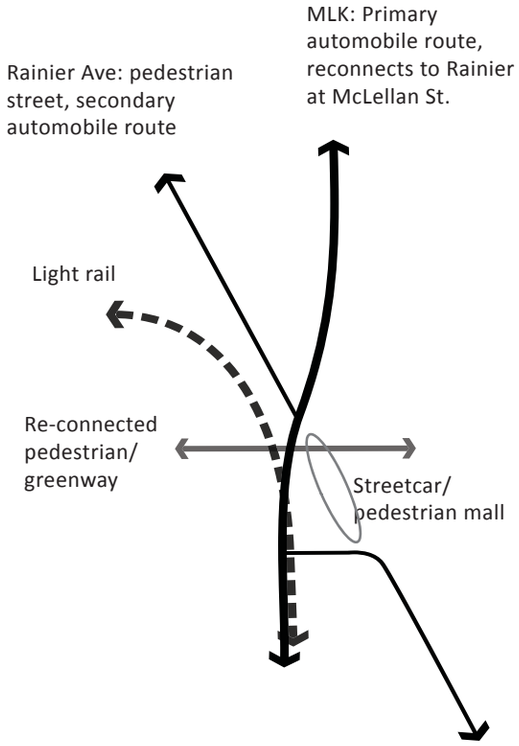
STREET + LIFE

This design re-routes Rainier Avenue South to create a new pedestrian/streetcar mall. Connecting Interstate 90 and the light rail station, the streetcar has additional stops at the north and south ends of this site.

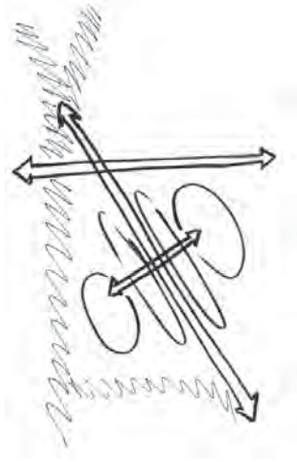
Pedestrian life is activated with street performers, residents and tourists perusing market stalls for local goods and eating at cafes, children playing, high school students grabbing a bite to eat, seniors visiting the library's computer center, and businesspeople rushing to catch the streetcar.



Existing circulation



Proposed circulation

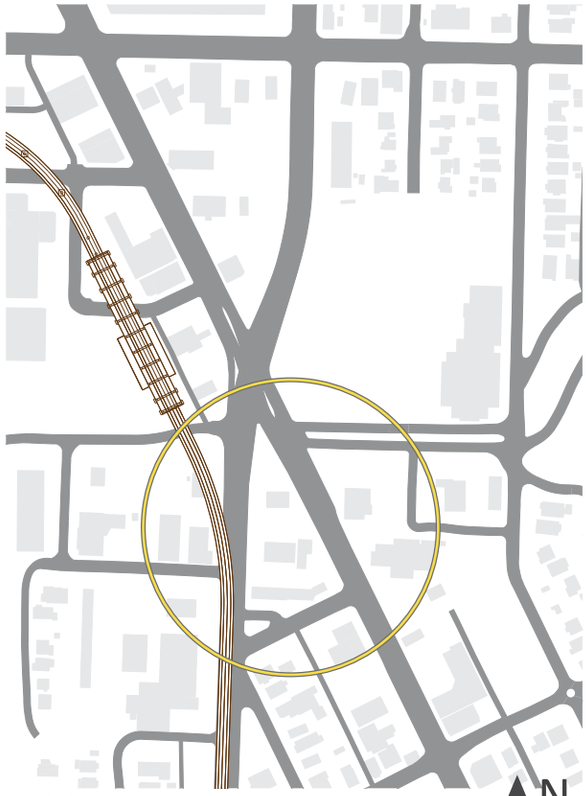


Paths and nodes

Foreground: street performers and market stalls. Background: retail/office/residential

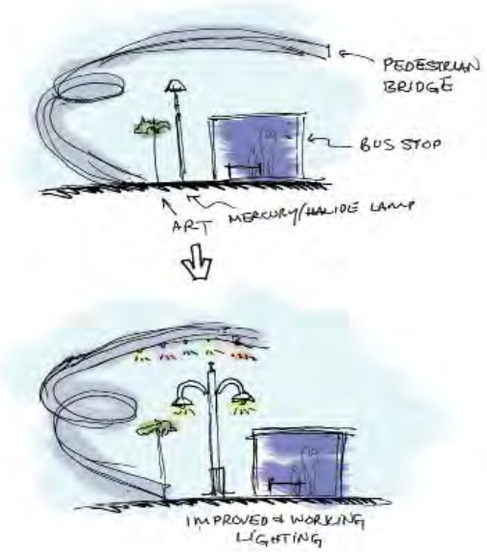
Design Assumptions

- Fire station on Mt Baker Blvd to remain, emergency vehicle access to Rainier Avenue
- Traffic calming along Rainier Avenue
- Implementation of streetcar along Rainier Avenue



Existing context

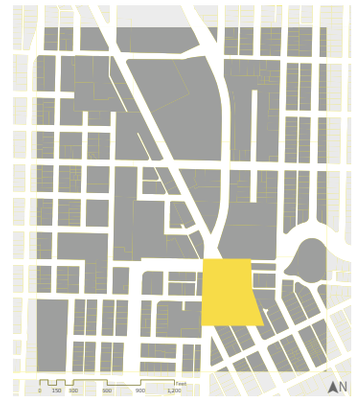
Existing conditions



Quick win: improved lighting at bus stop near pedestrian bridge

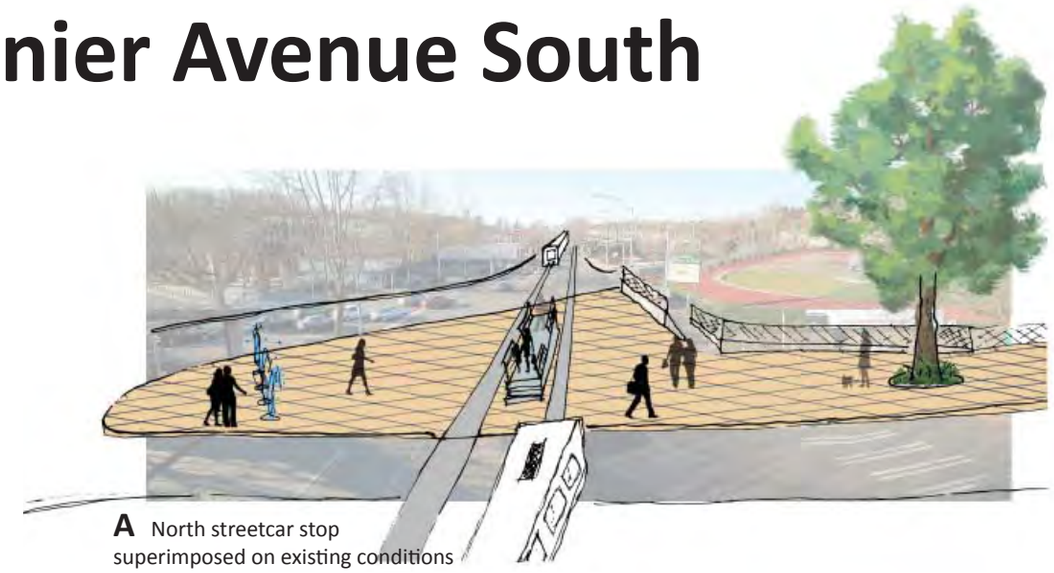
Quick win: close Mt Baker to cars. Add farmer's market/concession stands

Streetcar, cafes, retail, office/residential



Inter [ACTIVE] Rainier
Doug McIntyre, Brian Monwai

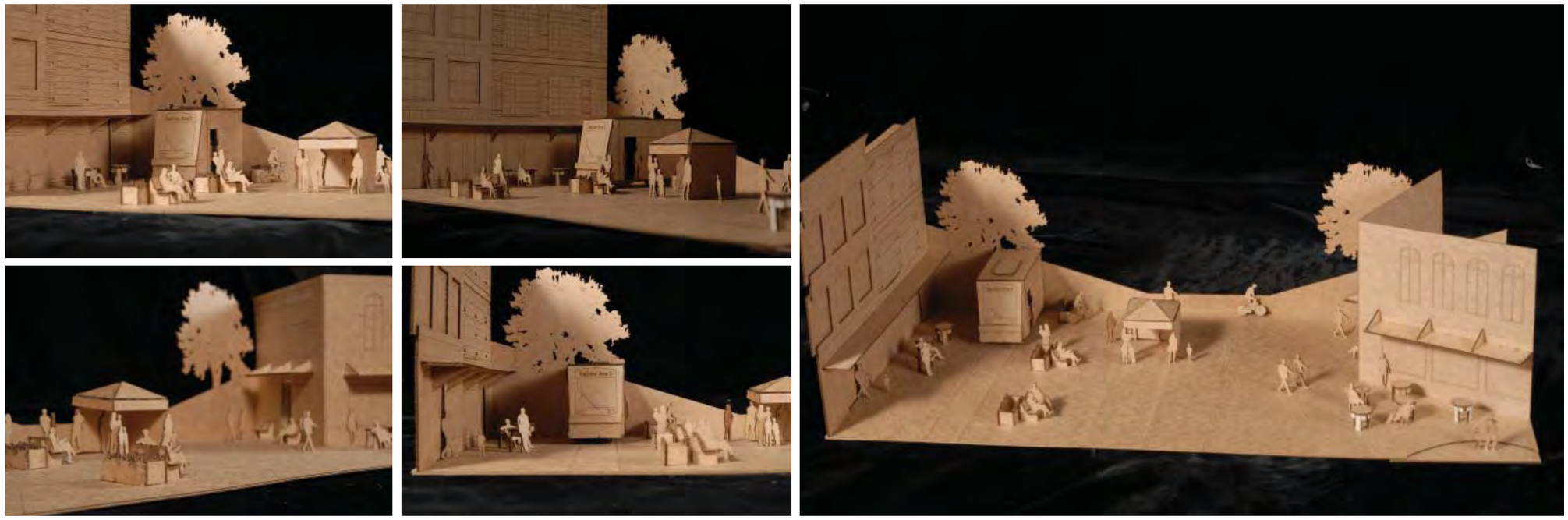
Inter[CHANGE] A Re-route of Rainier Avenue South



A North streetcar stop
superimposed on existing conditions

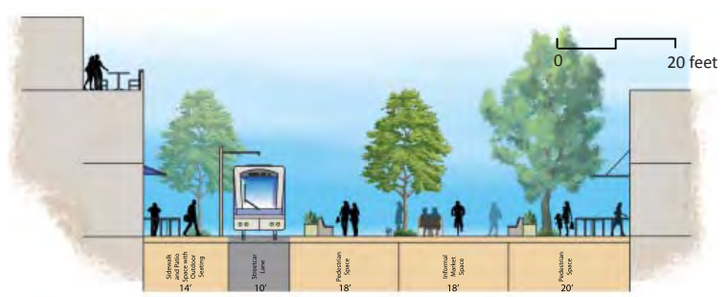
B Pedestrian mall
superimposed on existing conditions

F South streetcar stop and library
superimposed on existing conditions

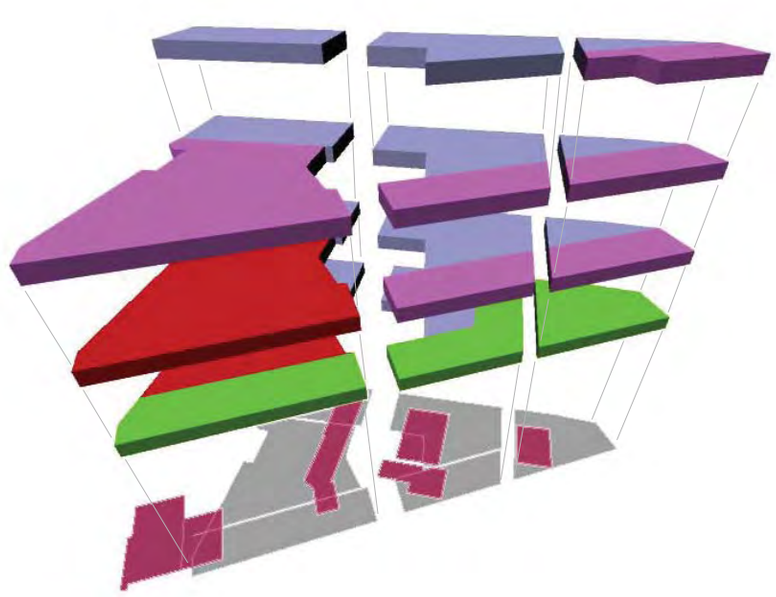


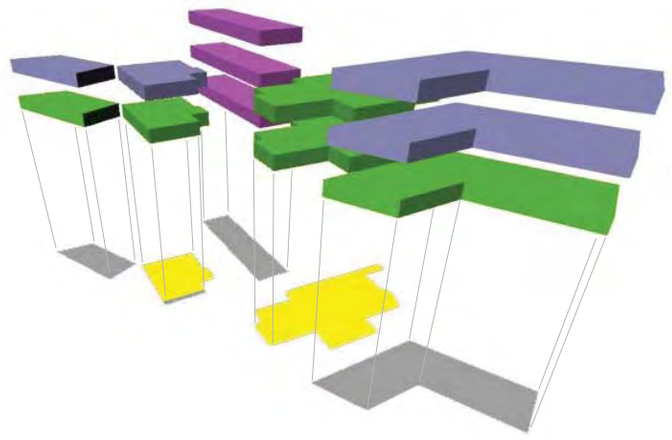
D Street detail

E Section-elevation through library



C Section-elevation through middle of site





Proposed building use

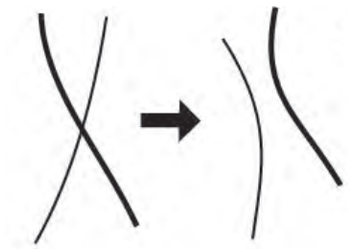
- Office (96,000 sq ft)
- Residential (58,000 sq ft)
- Retail (56,000 sq ft)
- Library (31,000 sq ft)
- Footprint of removed buildings
- Footprint of reused buildings
- Open space (94,000 sq ft)

Andy Brown MArch
Breanne Gearheart MLA
Claire Harlow MArch
Kristi Park MLA
Lori Tang MLA

COMMUNITY CONVERGENCE

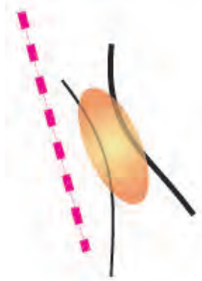
Community Convergence

STRATEGY

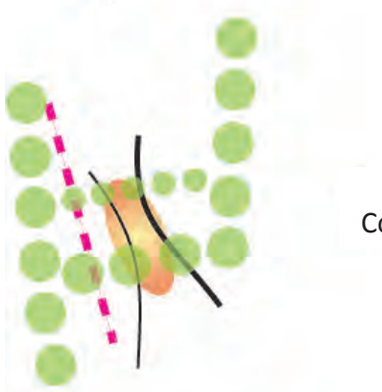


Separate Streets

Refocus Central Area



Create Pedestrian Street

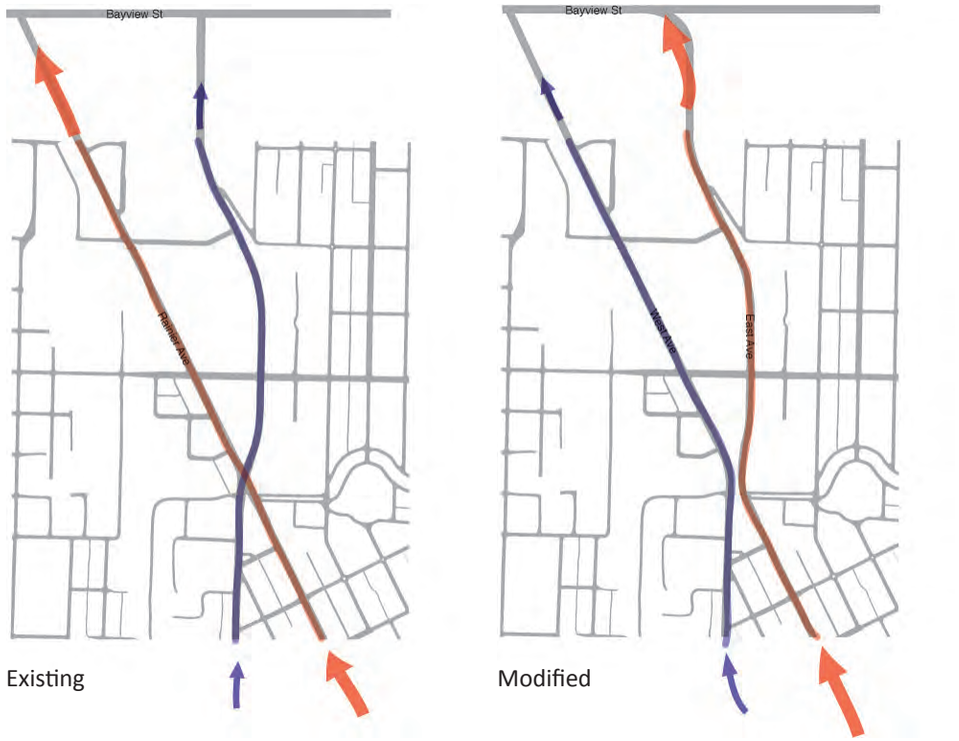


Complete Green Ring

Clean and Slow Stormwater

MISSION

Cultural diversity coupled with historic agricultural traditions and water movement, inspire the master plan to bring existing communities together and provide direction for sustainable development. Beginning with a desire to create a more pedestrian friendly environment along Rainier Avenue, the existing pedestrian bridge will be removed and the problem intersection of MLK Blvd and Rainier Avenue is split. The newly formed West Ave will become a pedestrian priority space while the major traffic flows will be redirected to the newly formed East Ave. These actions create a central node in a connective "bow-tie" space between the two new streets. This new site will be developed in two sections: the northern site with a concept of "growing communities" and the southern site entitled "community co-op". Both plans renew historic traditions while highlighting ecological processes and providing community amenities to revitalize and activate the newly created Rainier Valley Town Center.



The Separation of Rainier Ave and MLK Way into "East" and "West" Avenues is the first step to create the desired, more pedestrian friendly environment along the "West" Avenue.

Mt. Baker Green Ring Development Goals

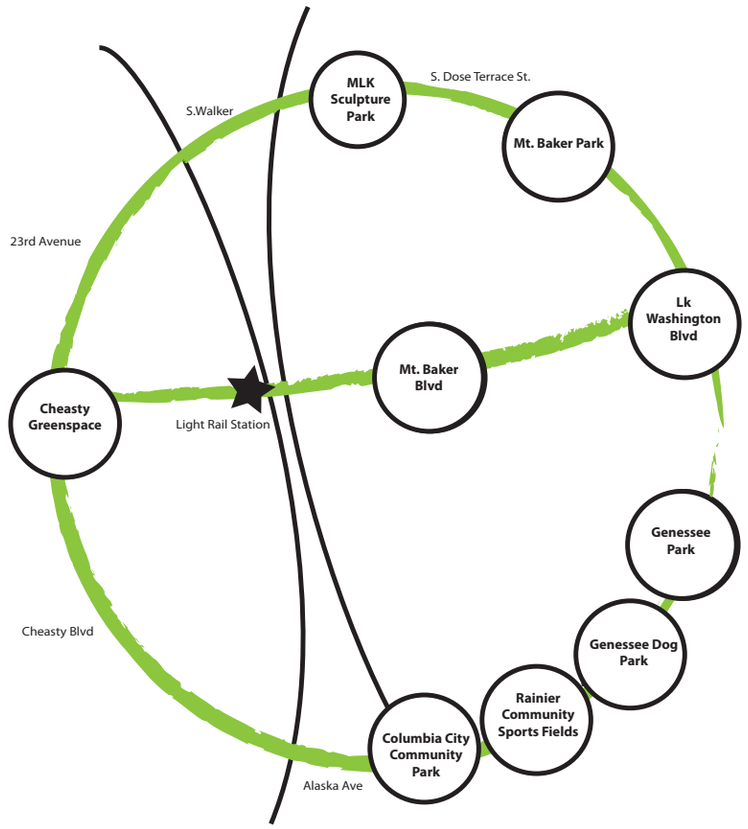
Create Connective Wayfinding System

Tree-Lined Pedestrian Paths

Develop Off-Street Ped/Bike Trails

Safe Pedestrian Priority

Connective Greenways



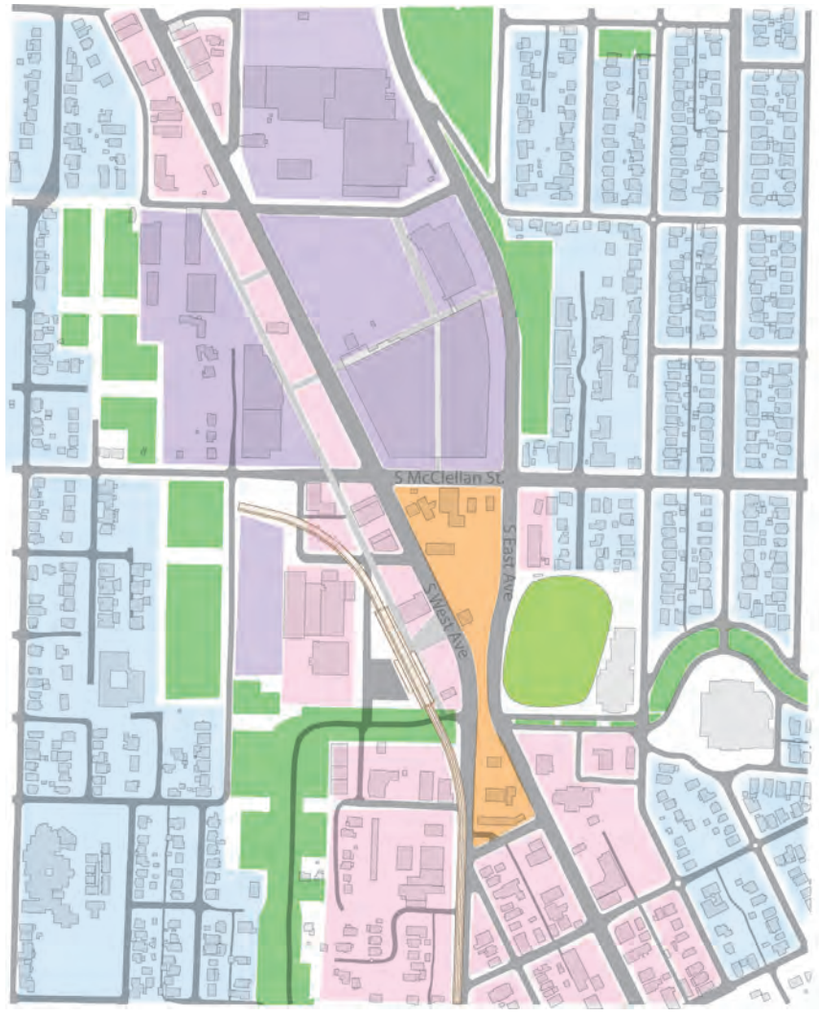
PATHWAYS AND POINTS OF INTEREST

Desire Lines

The existing desire lines show that there is a disconnect between the Bus Transit Center and the Mt. Baker Light Rail Station and that the pedestrian crossings are not conveniently located. Many people jaywalk to access the light rail station more directly. To mediate this situation, the bus transit center has been relocated adjacent to the lightrail station and also the pedestrian crossings have been redesigned to allow for safe pedestrian passage.

Zoning Map

This plan attempts to maintain single family residential develoments while adding density along the central corridors of the two streets. Height limits in these areas would range from 45’ to 65’. Along the edge of the pedestrian alley heights would not exceed 45’ and along the large-scale roads, heights could reach up to 65’. Our intent is to provide opportunities for development that take advantage of the close proximity of mass transit and bring a critical mass of people into the area for daily use while still keeping a human scale and feeling of proximity.

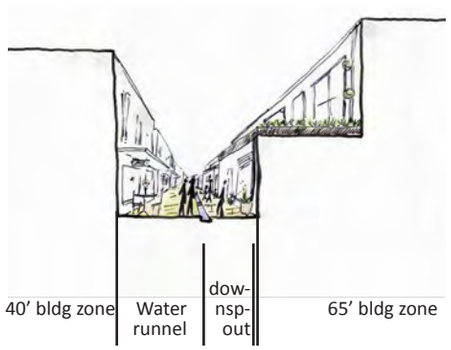


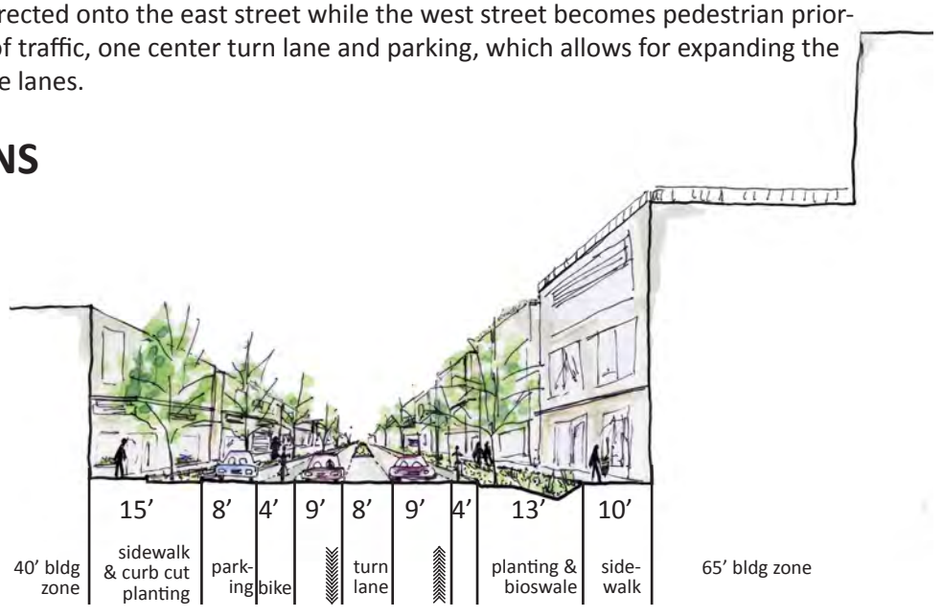
Street Sections

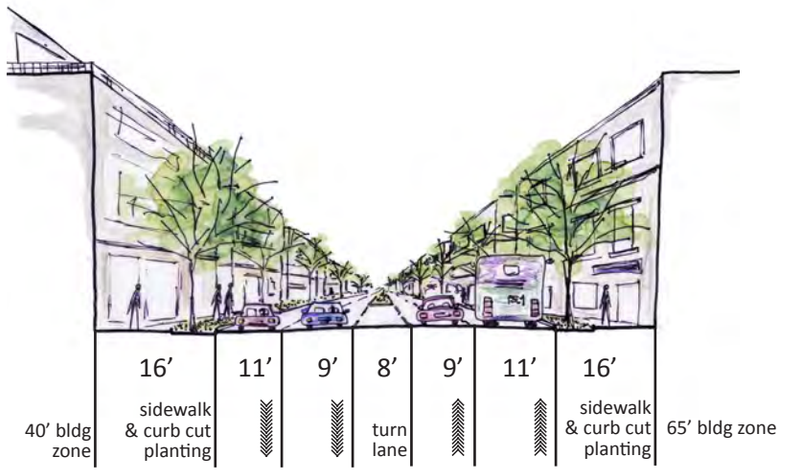
We acknowledge our site as part of a main thoroughfare, but we aim to keep car traffic within current levels. With rerouting the streets, the heavier traffic is directed onto the east street while the west street becomes pedestrian priority. The west street is reduced to two lanes of traffic, one center turn lane and parking, which allows for expanding the sidewalks and introducing bioswales and bike lanes.

MODIFIED STREET SECTIONS

Pedestrian-Only Street





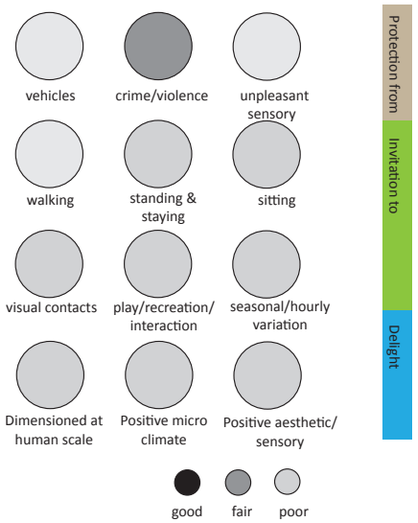


Community Convergence
Andy Brown, Breanne Gearheart, Claire Harlow, Kristi Park, Lori Tang

Community Co-op: Play. Learn. Gather.

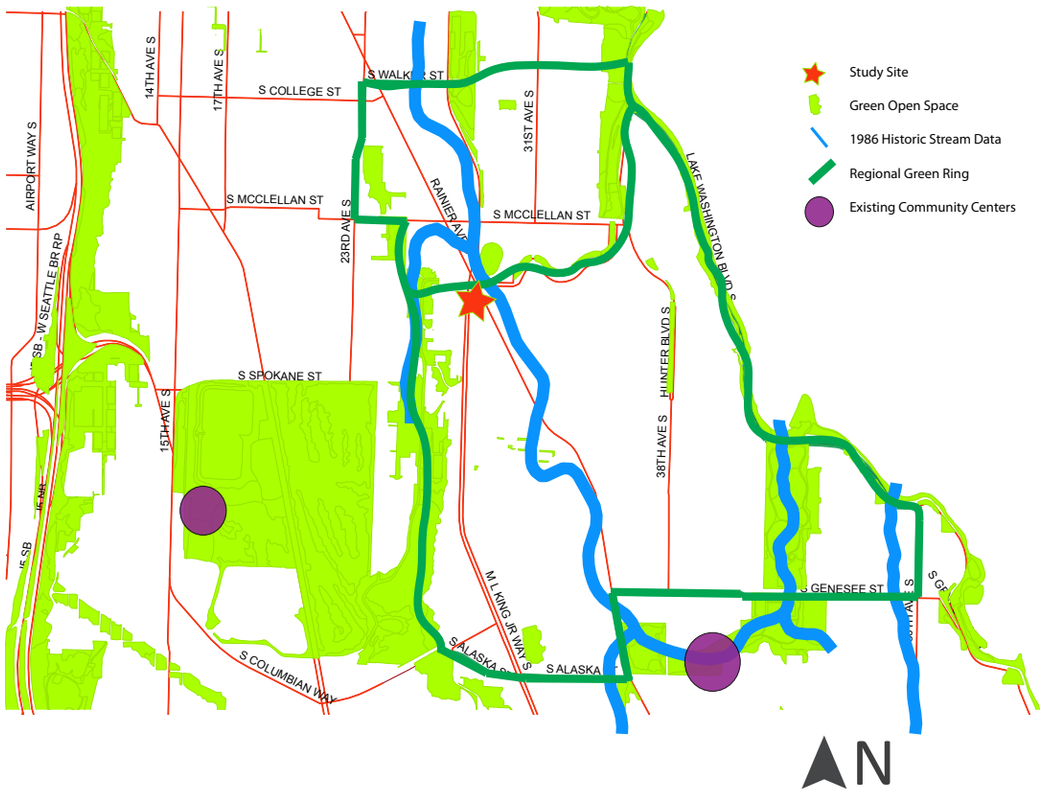
EXISTING SITE:

The existing site is dominated by impervious surfaces, is void of pedestrians, and caters to the automobile. The site lacks human scale and character appropriate to creating a place for people. The site does not meet any of the Gehl Quality Criteria conditions at a "good" rating level.



REGIONAL CONNECTIONS DIAGRAM:

The site design incorporates the historic traditions of the Rainier Valley by creating a connective greenspace node and honors the historic stream data with water systems weaving through the space.



PRESERVE & CONNECT & HIGHLIGHT:

Our site design connects, highlights, and preserves the positive spaces that exist in the study area. The plan connects pedestrians to the light rail station through the northern half of the site ("Growing Community Concept") to our site and southward to the existing alley.

Most of the land surrounding the site is proposed to be re-developed with mixed use buildings. However, three buildings stood out as a means in which to create a sense of history and community in this area - Franklin High School, the Boy Scouts Building and the old historic residential home, which is currently being used as a coffee shop and triplex.

Aerial View of proposed site (yellow) and surrounding context

Mt. Baker Light Rail Station

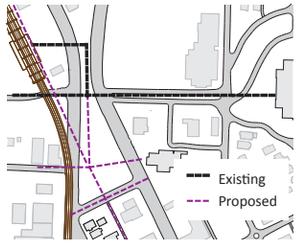
Boy Scouts Building

Historic Home - used as a coffee shop and triplex

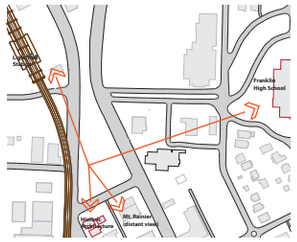
Alley

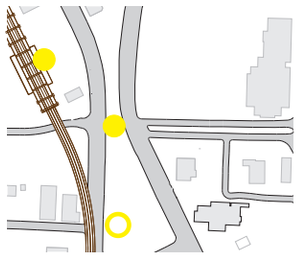
SITE ANALYSIS:

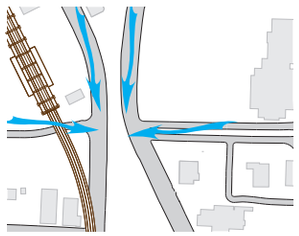
The process of creating a site design began with understanding the community goals for the study site. With the community goals in mind, we spent time studying the existing site patterns and worked to incorporate a design program that would foster the existing positive patterns of site use and strengthen connections between neighborhood in one focused active space.

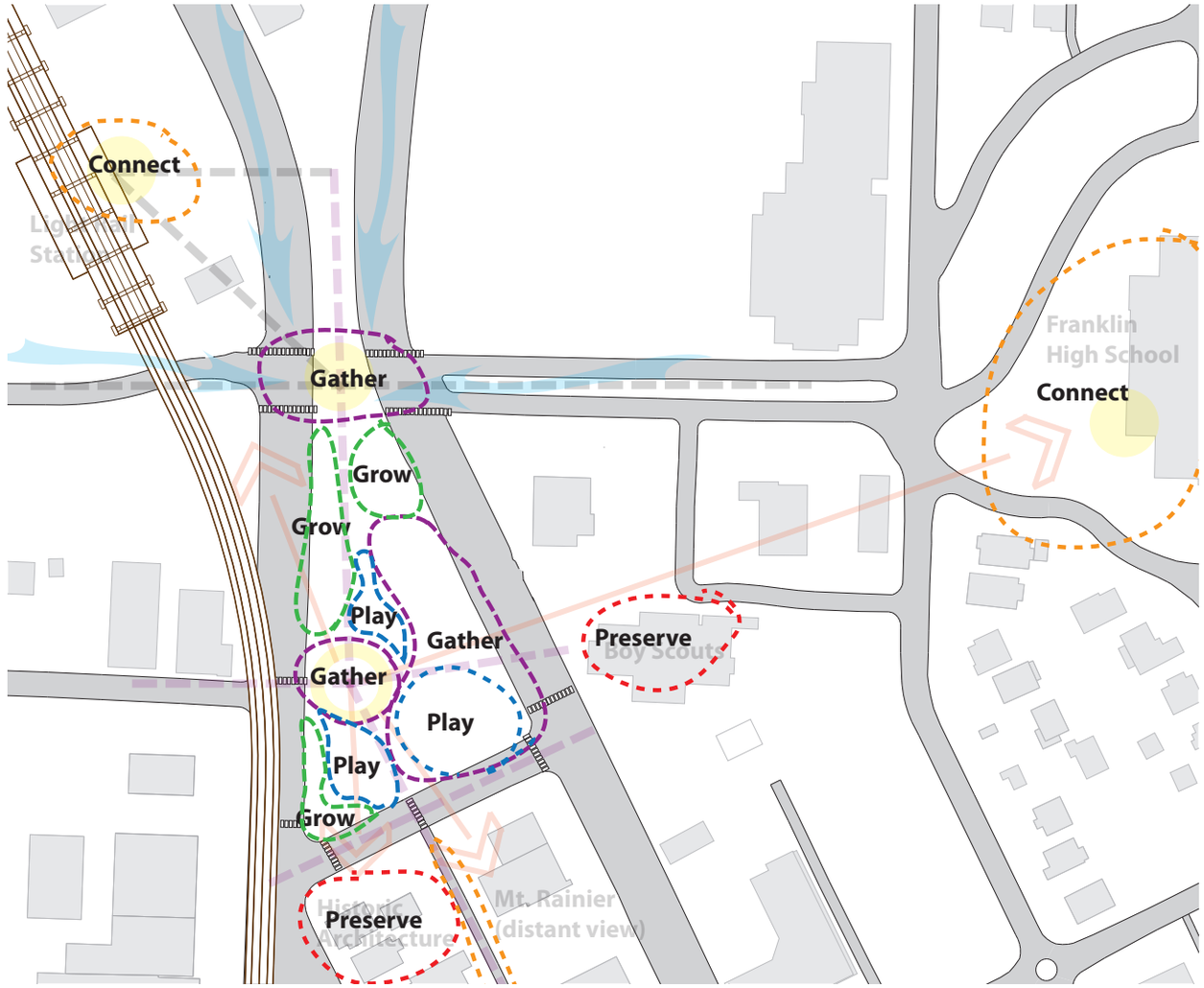


Pedestrian Desire Lines


Views


Nodes


Stormwater Flow



Concept Programmatic Plan

N

Design Precedent:

We wanted to create a light, active, flexible, playful space that is also architecturally sophisticated. Dozens of existing community spaces were studied with the three below substantially influencing the design.


Atrium School, Massachusetts
Source: http://www.edutopia.org


S. San Francisco Community Center
Source: http://2.bp.blogspot.com/


Darling Harbor, Australia
Source: http://2.bp.blogspot.com/

COMMUNITY GOAL

- Foster community through a common destination
- Prioritize ethnic & cultural diversity
- Create green-spaces
- Support youth activities
- Establish positive neighborhood reputation
- Create a neighborhood green ring
- Pedestrian/bike priority
- Make MLK & Rainier into “complete streets”
- Create shopping community
- Green incubator hub

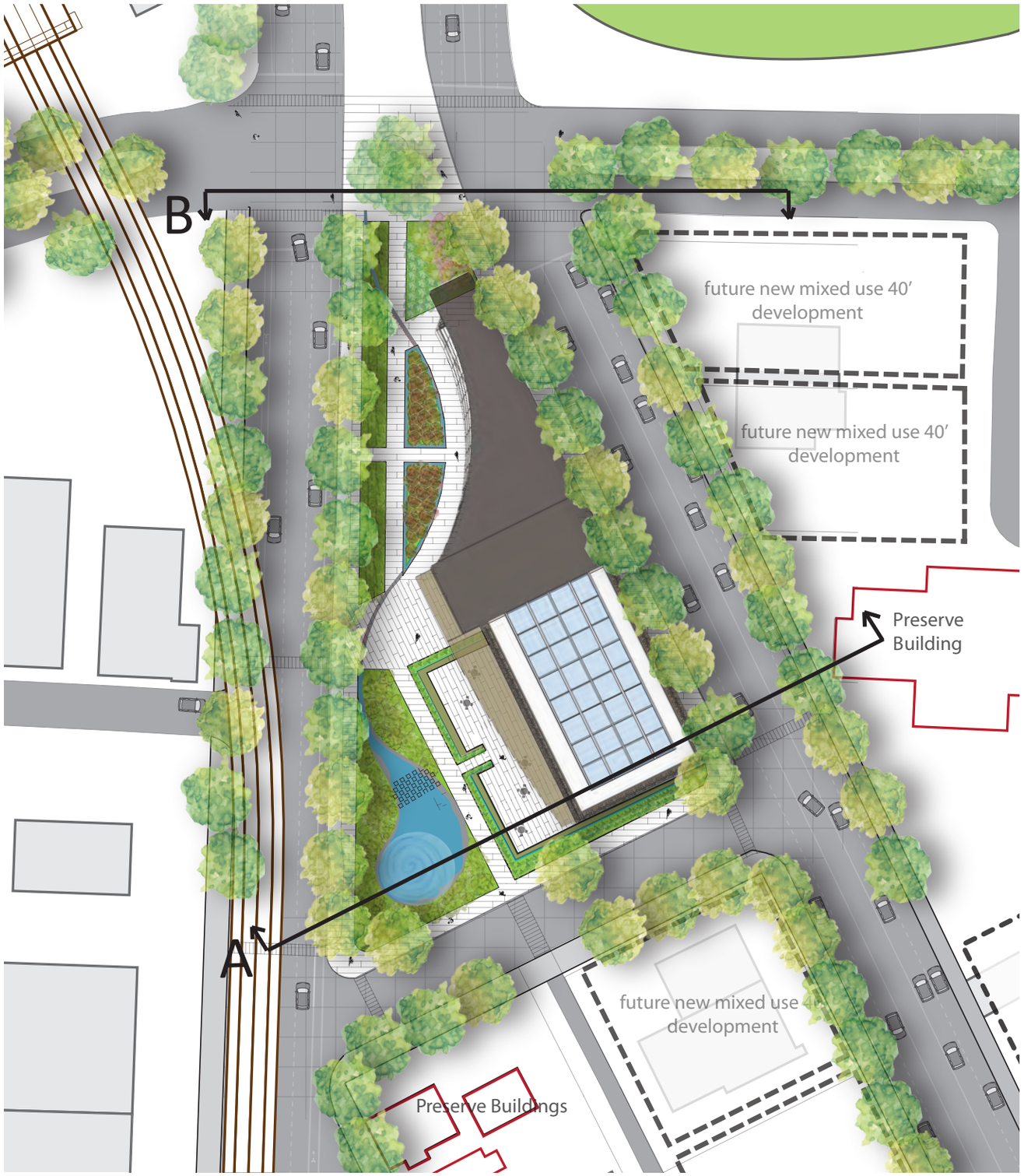
Design Response

- New community center
- Provide outdoor/indoor public gathering spaces
- Soften existing conditions with plants/water features
- Provide indoor basketball court, day care & water play
- Utilize good urban design aesthetics, materials and create visual interest
- Preserve existing trees, provide pedestrian only crossings, enhance vegetation
- Improve pedestrian crossings & sidewalks, add bike lanes, off-street ped paths
- Rainier will become a “complete street” - majority of traffic will be on MLK
- Site will attract people/consumers to the area
- Classroom space could support “green education”

Community Co-op: Play. Learn. Gather.

Site Design:

We developed a architecturally intriguing active space intended to engage the community. Features include water play, edible ornamental landscape, enhanced street trees, a multi-purpose community center and connective path networks.



Community Center:

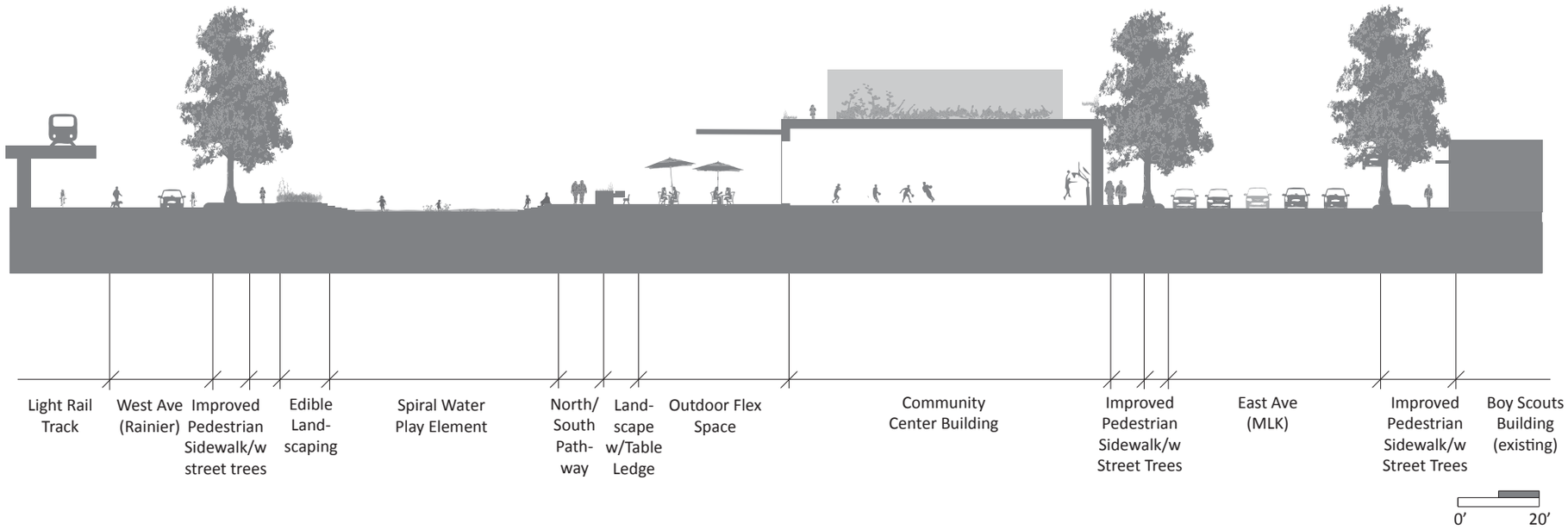
The community center is designed to allow for many uses including indoor basketball, a daycare, educational classrooms, a rooftop greenhouse, and a large atrium entrance to connect West Ave and East Ave.


Main Entrance

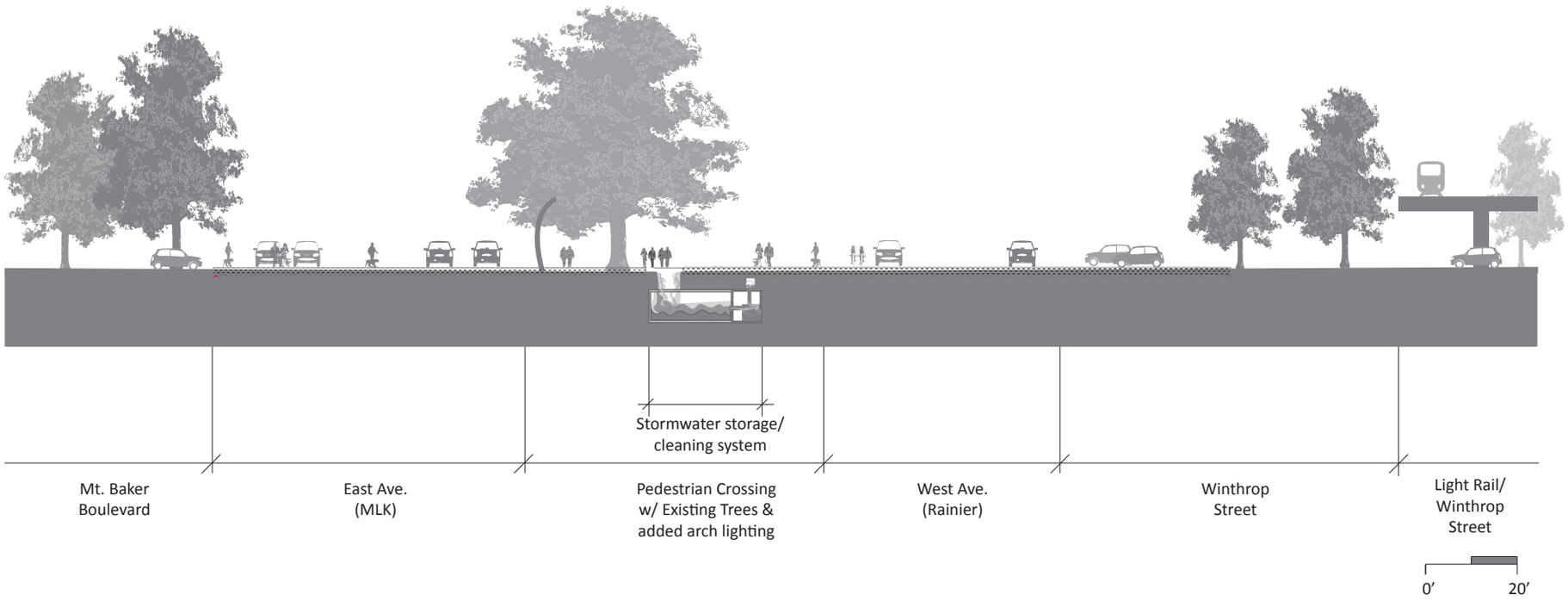

South East Corner

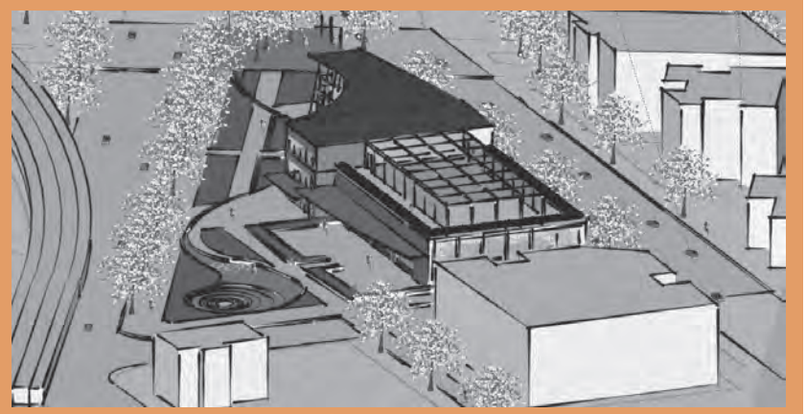

Site from Green House Roof

Section A - Looking North

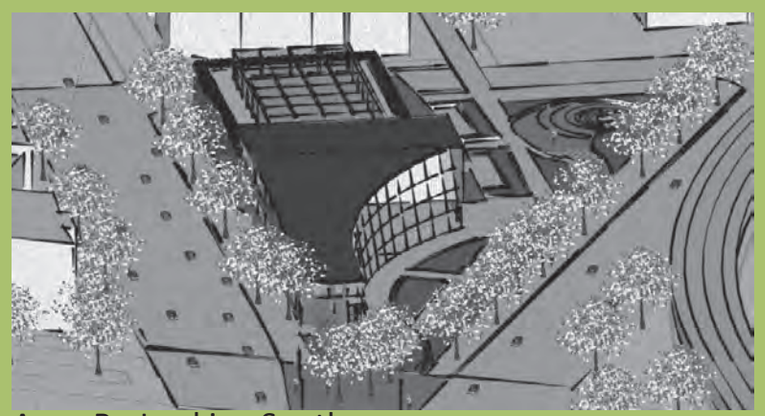


Section B - Looking South





Axon A - Looking North



Axon B - Looking South

Community Co-op: Play. Learn. Gather.

Creating a Place for People:

After considering potential uses and design strategies that met the majority of the community goals, we worked to create a lively atmosphere at a human scale. We oriented gathering spaces towards our traffic calmed roads to further create spaces oriented towards people rather than towards automobiles. We also examined matters of micro climate, seasonality, texture, and scale.

Our site references one of our master plan priorities of urban agriculture by using edible plants that function as ornamental landscape throughout the site. We wanted to provide the community with exposure to life cycles of plants and food sources through the structured gardens.

We also looked at materials with an emphasis on the ground textures to be used on the main pathways and on the surrounding road networks. We plan on using small scale pavers and boardwalks to delineate spaces, create nodes and attempt to reduce the feel of large roads to a human scale.

Autumn - Building Entry Plaza

Spring - Mt Baker Blvd / Cheasty Blvd Crossing

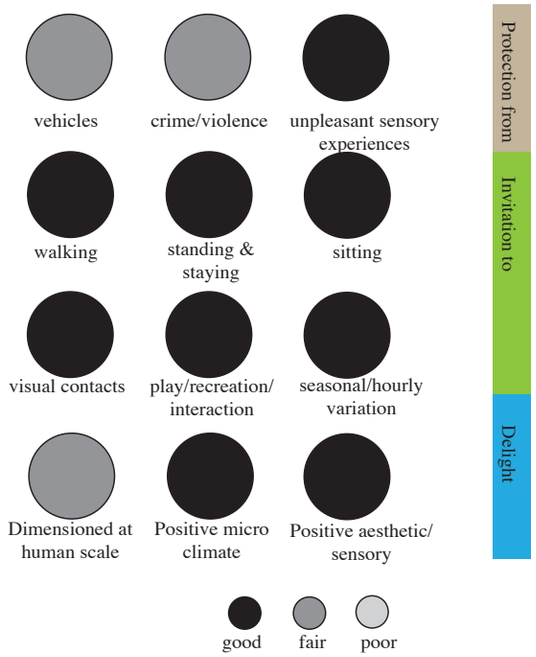
Summer - North/South path and water play area

Material Examples: Texture, Color, Fragrance & Scale

Gehl Analysis of Site Design:

Upon design concept completion, we tested our ideas with the Gehl 12 Quality Criteria. We predict that the human enjoyment and comfort of the space will greatly increase should our site become a reality.

A few factors that we didn't feel qualified as "good" included the fact that we would not be reducing overall traffic counts, we could not predict crime/ violence reduction (although we estimate it would decrease) and that some of the existing infrastructure such as the light rail and the expansive ROW of the existing roads prohibited the site from fully reaching a human scale.



Quick Wins:
Utilize Existing Parking Lots

As the master planning and site development processes continue to evolve, Gehl methods suggests activating the spaces that exist with quick ideas that can be implemented quickly whether permanent or temporary. We suggest two ideas - both utilizing the ample parking lot spaces that exist in the area.

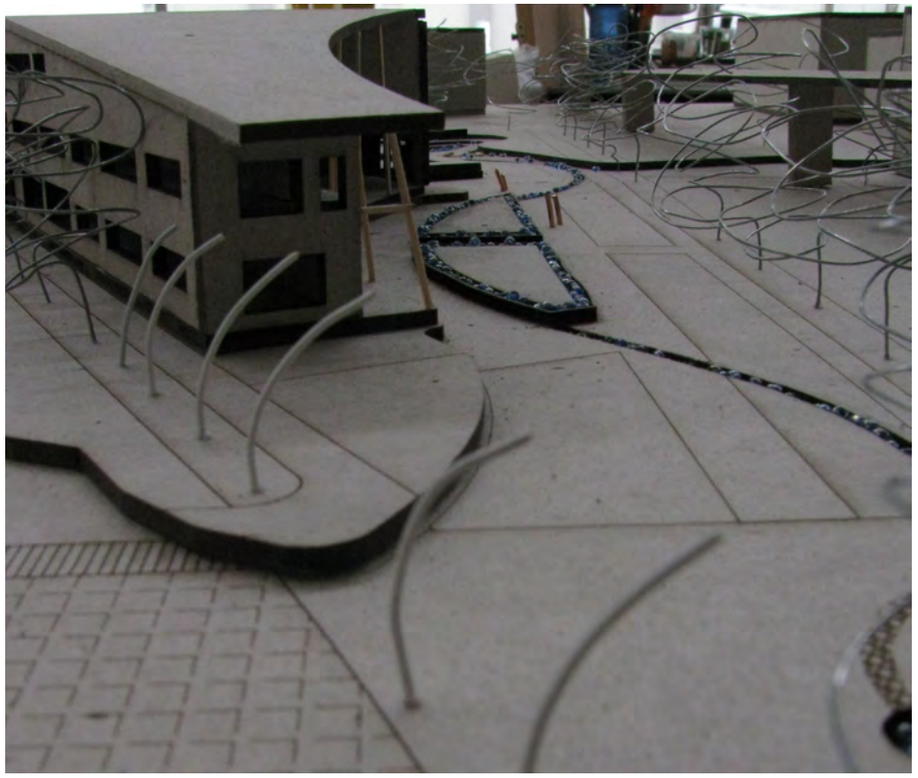
Two ideas evolved out of this exercise. The first is to haul sand into a vacant lot and allow the neighborhood to celebrate the space through a weekend of sand sculpture making. This activity would likely be an annual event. The other event, plant sale markets, could be a regular occurrence.

Both ideas would allow community members to join together and familiarize people with new sites within their neighborhood.

Existing Parking Lots

N

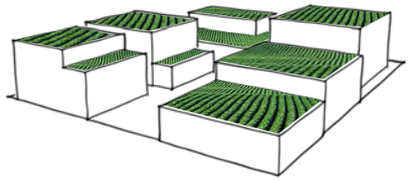
Sand Sculpture Contest



Site Model - View from East Ave into the Site

Seasonal Flower Market

Growing Community



People Move and Gather

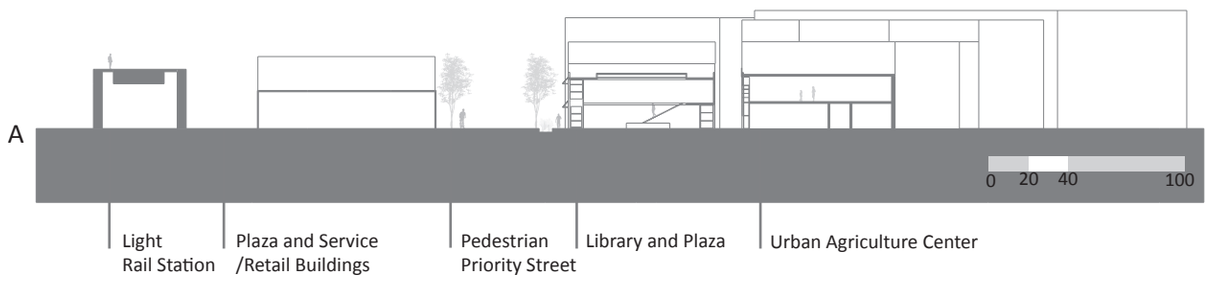
Water Moves and Collects

Building Edges Open

First Floor Circulation

Project Strategies:

- Increase density by including residential buildings with a height limit of 65'
- Provide ample space for urban agriculture including growing space, kitchens, space for a farmers market and produce stand, and center for urban agriculture
- Open up edges of buildings to provide active edges for square
- Create permanent structures that are inherently flexible in order to accommodate future needs
- Collect and use stormwater on site



Looking southeast toward plaza and library
while on western-most street

Looking south into plaza past library entrance

Looking northeast towards library and
Urban Agriculture Center

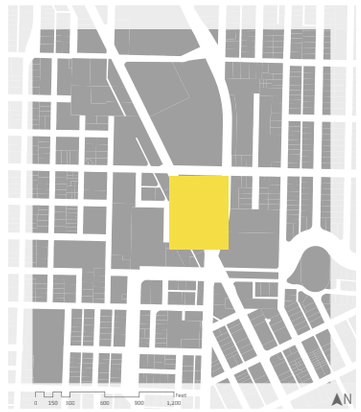
Experience and Use

People would have access to a public library, farmers market, public transportation, coffee/ newspaper shop, shady and sunny seating areas, and help with their gardening questions via the urban agriculture center.

A grove of poles anchors the center of the plaza and provides support for market tents when needed. A bioswale on the western edge of the plaza collects, cleans, cools, and slows stormwater while enhancing the sensory experience of visitors as well as providing a safe edge near the street. Theatre seating invites multiple groups to gather and stay. A vertical structure alive with plants filters light, noise, and decreases the threat of cars on the busy eastern street.

All of these elements come together to create a place that encourages democratic, exciting, and flexible use of this dynamic public space and town center.

Looking northeast towards library and
Urban Agriculture Center



Steve Duncan MArch
Emily Grigg-Saito MLA
Jenny Hampton MLA
Lauren Keene MArch


STITCH

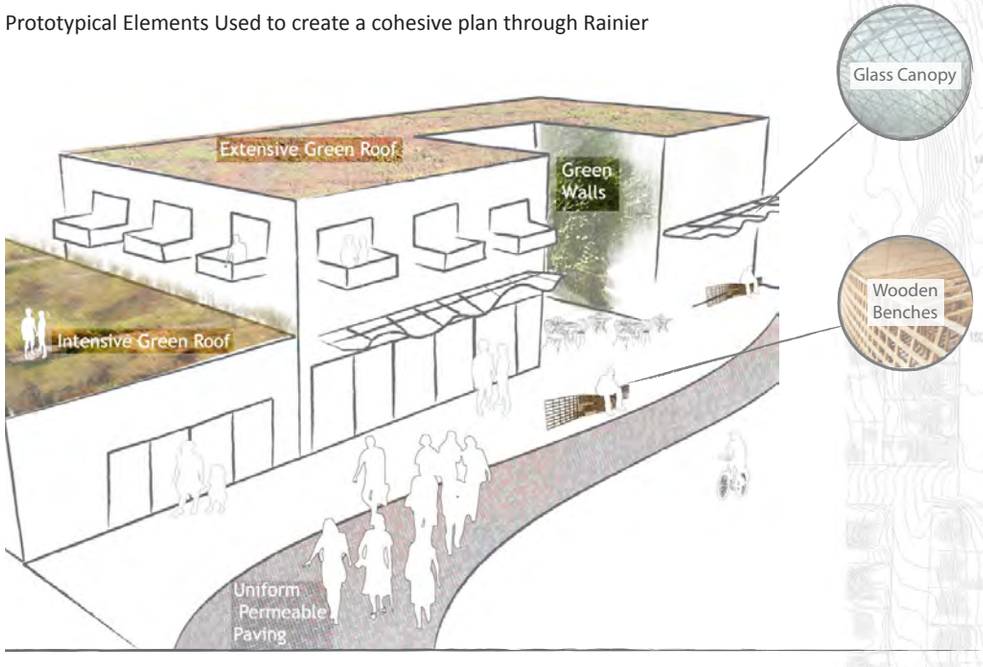
Stitch

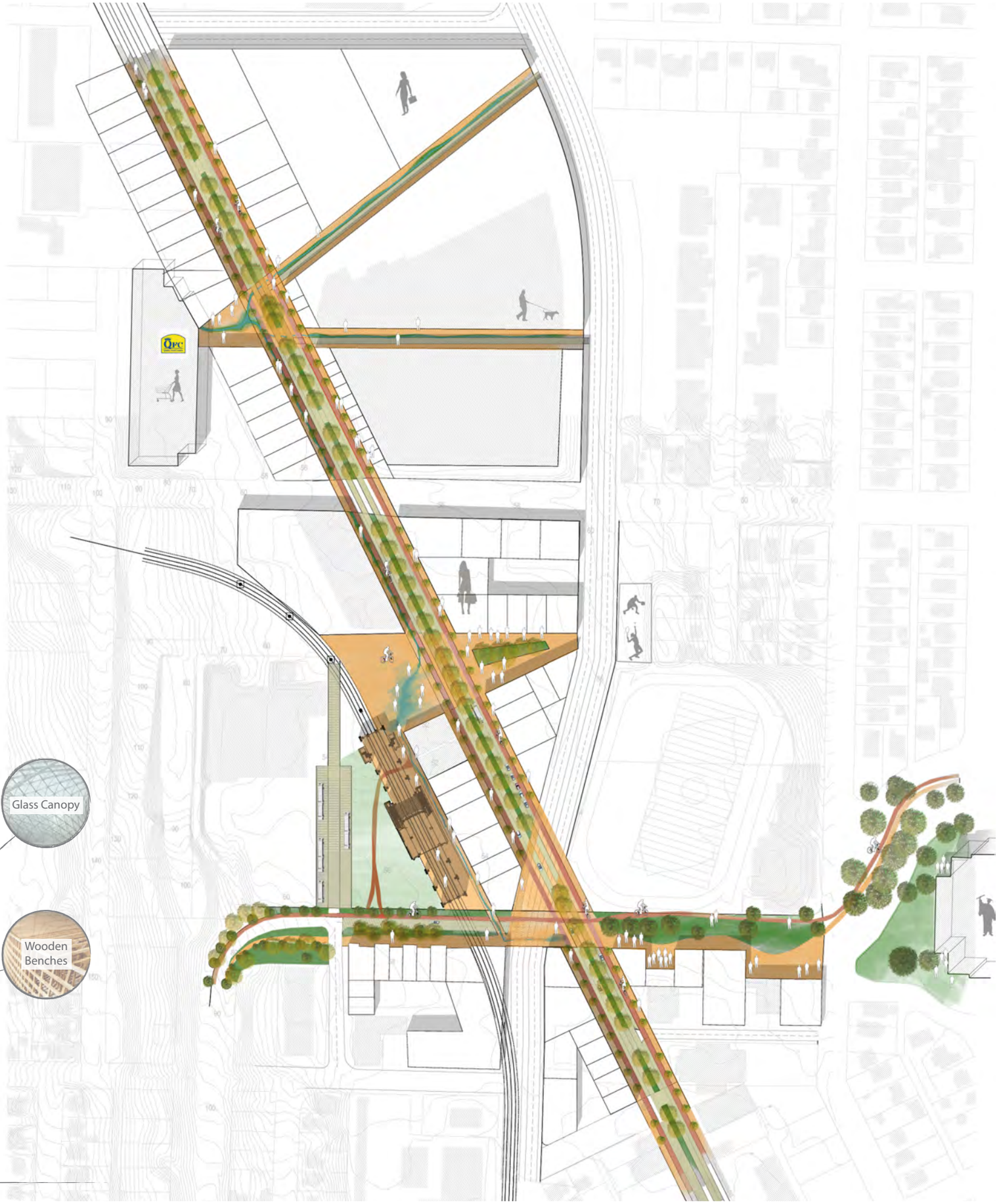
The guiding concept for our plan is to stitch the neighborhood together by activating Rainier Street with pedestrians. We propose daylighting the existing stormwater pipe and exposing it as a green amenity. The revelation of this piece of infrastructure provides a new path and direction for pedestrians, and is re-routed to highlight ideal paths and pedestrian nodes. Three key joints stitch the site together, linking new open spaces and creating multiple paths across Rainier Avenue. The two sites we are focusing on are key spaces that take advantage of any current users and have great potential for pedestrian traffic. Site 1 sits at the center stitch; joining the new light rail station to the surrounding neighborhood. Site 2 is the southernmost stitch, linking Franklin High School back across Rainier Avenue.

Goals

- Use Rainier Avenue as a seam for neighborhood connections and improve walkability by increased pedestrian pathways across
- Create three distinct nodes of activity for the neighborhood
- Daylight the stormwater pipe to allow for development flexibility and create an eco-revelatory design element

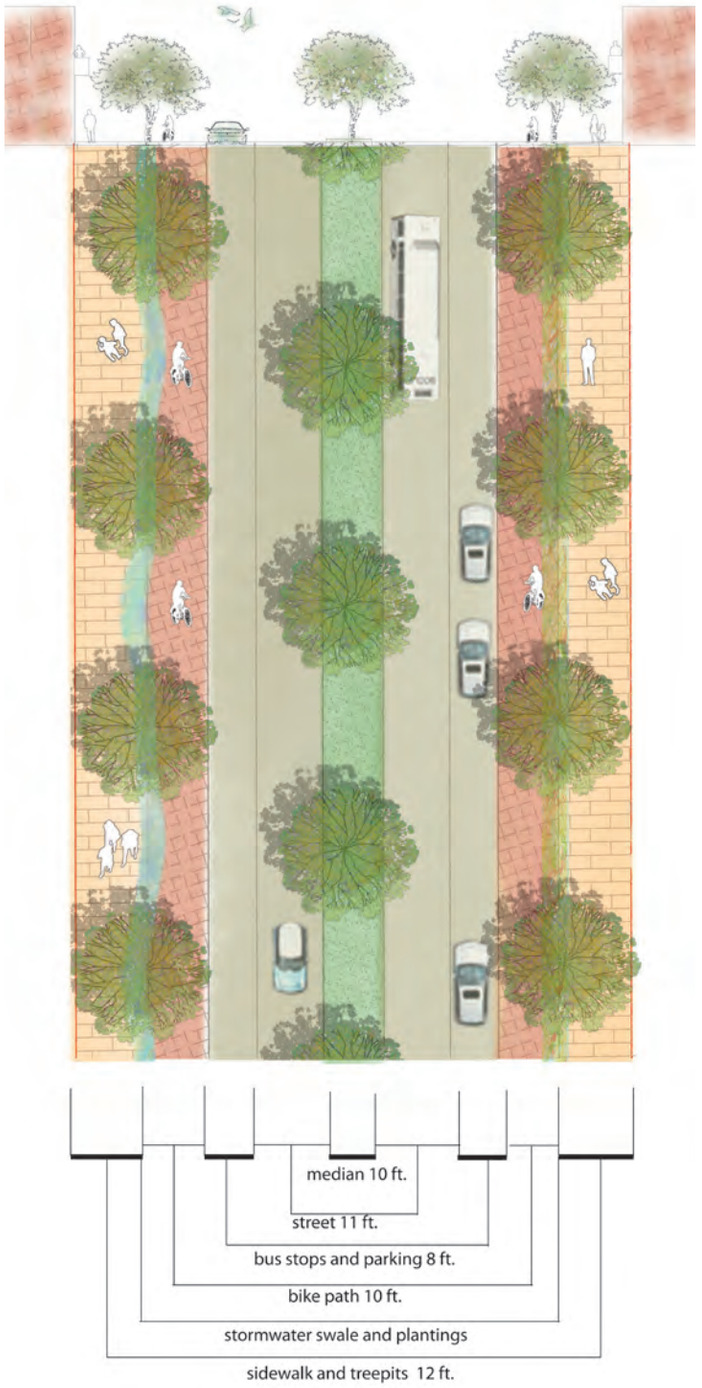
Prototypical Elements Used to create a cohesive plan through Rainier





Stitching the Street Together

- Rerouting 2 lanes of traffic from Rainier, onto MLK Blvd.
- Provide bike lanes north and south on Rainier
- Widen sidewalk
- Reduce stormwater runoff through daylighting pipe and creating green swales along Rainier
- Increase the frequency of crosswalks
- Create plazas along Rainier that act as nodes of concentrated activity

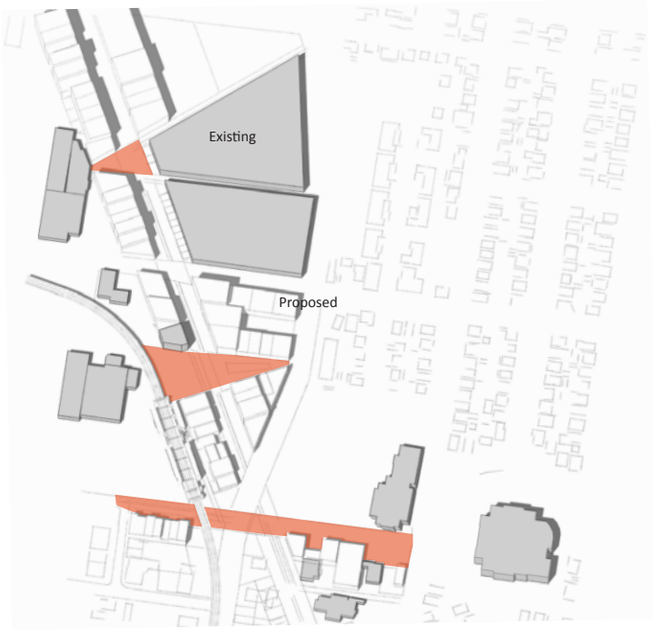


Circulation

people | Bus | Bike | Train | Car

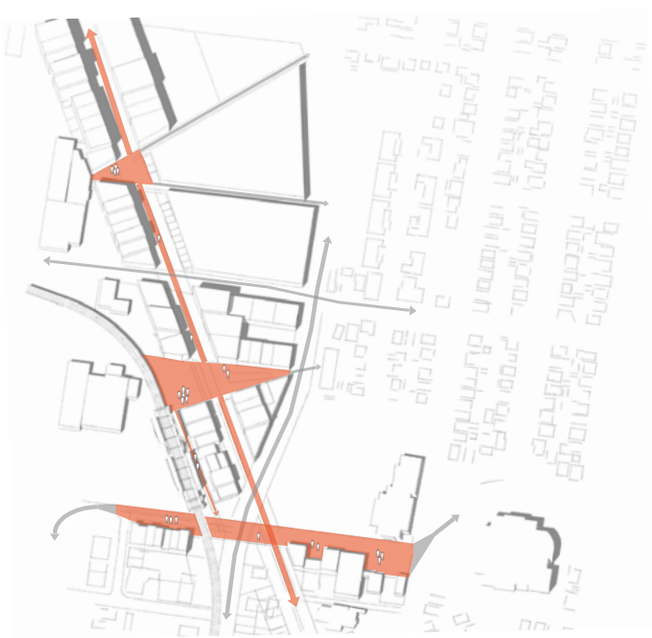
Proposed Infrastructure

Transit Hub | Civic | Residential | Commercial



Pedestrian Focused Areas

New Plazas and Rainier Access



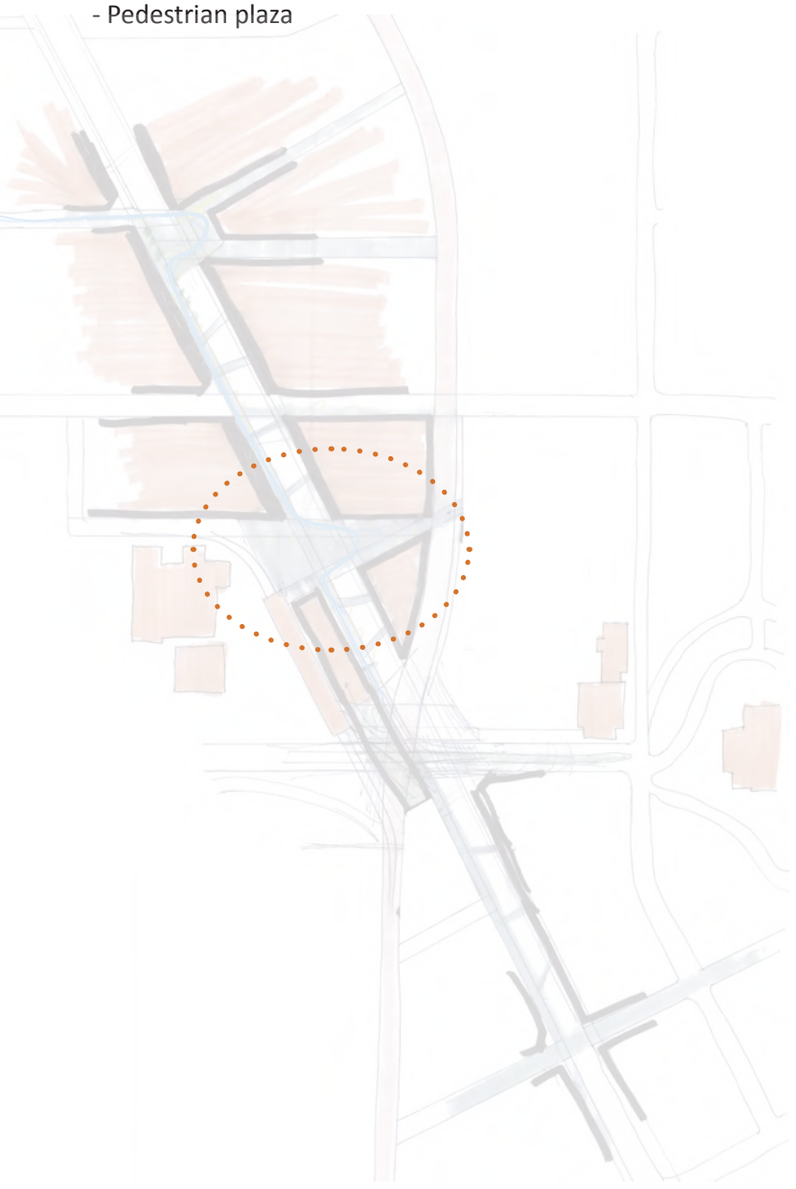
Green + Blue

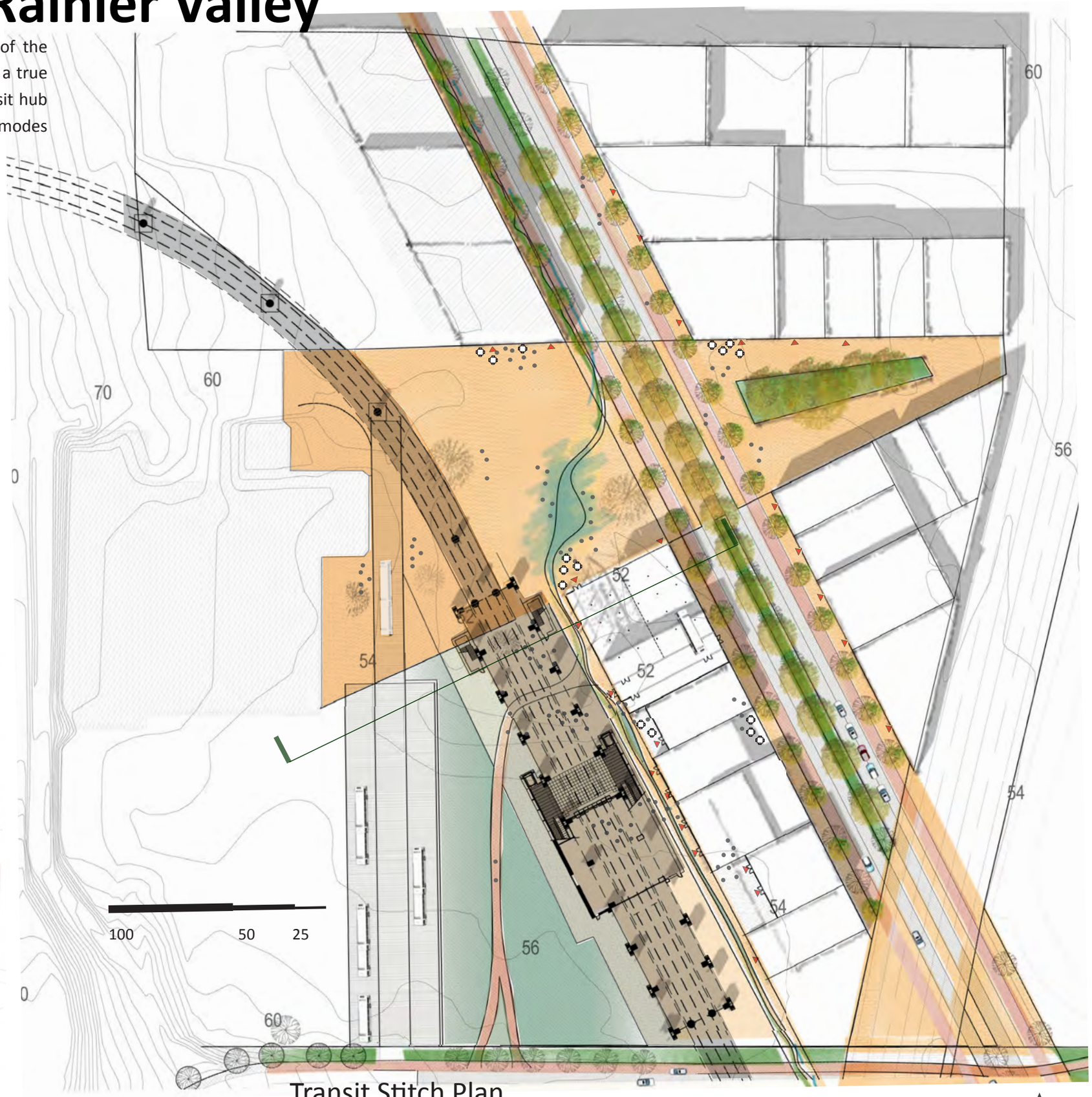
New Openspace and Water Connections

A Transit Hub for Rainier Valley

Our goal is to connect the new LINK station to the rest of the neighborhood. We aim to accomplish this goal by creating a true transit hub incorporating a bike commuter center, bus transit hub and the lightrail station in one area in order to make multiple modes of transit more accessable and convenient .

This plan includes:
- Light Rail Acces
- Night life Bars and resturants
- Bus Stops and layover area
- Community and Industrial Laundry
- Bike shop and rentals
- Bike parking and commuter showers
- Retail/restaurants along Rainier with mid-rise residential
- Pedestrian plaza

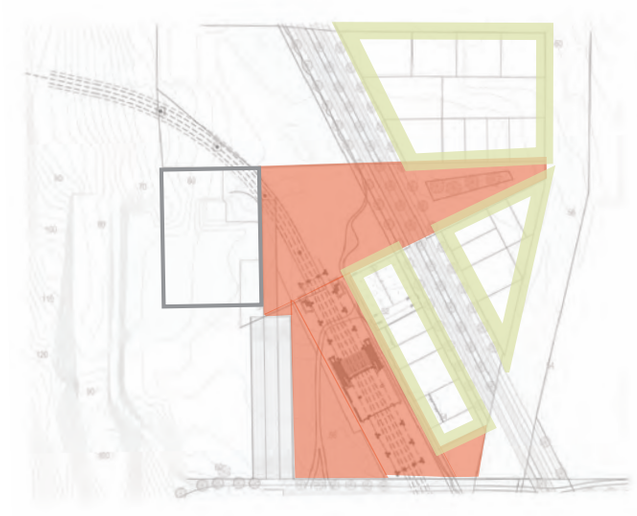




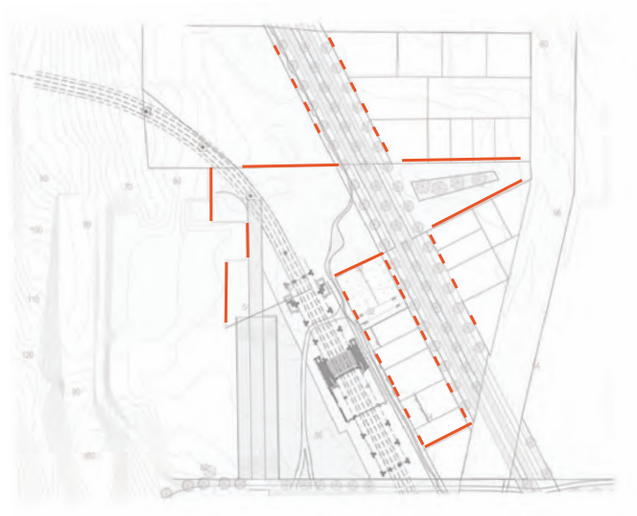
Transit Stitch Plan

Circulation
people Bus Bike Train Car

Built + Openspace
existing proposed openspace

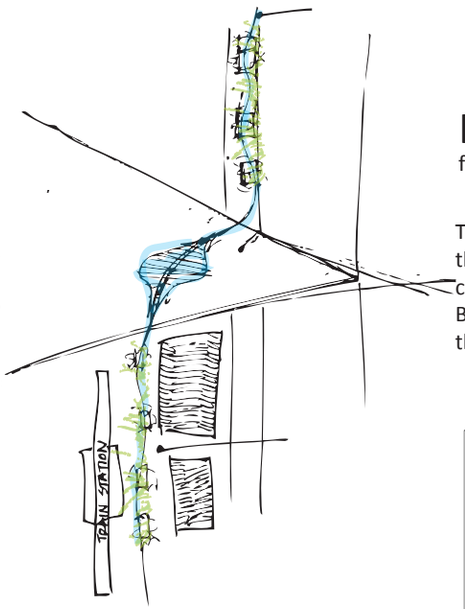


Inside-Outside points
access and entries



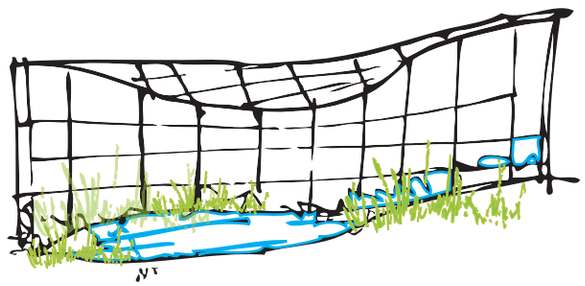
Water + Vegetation
movement and flow

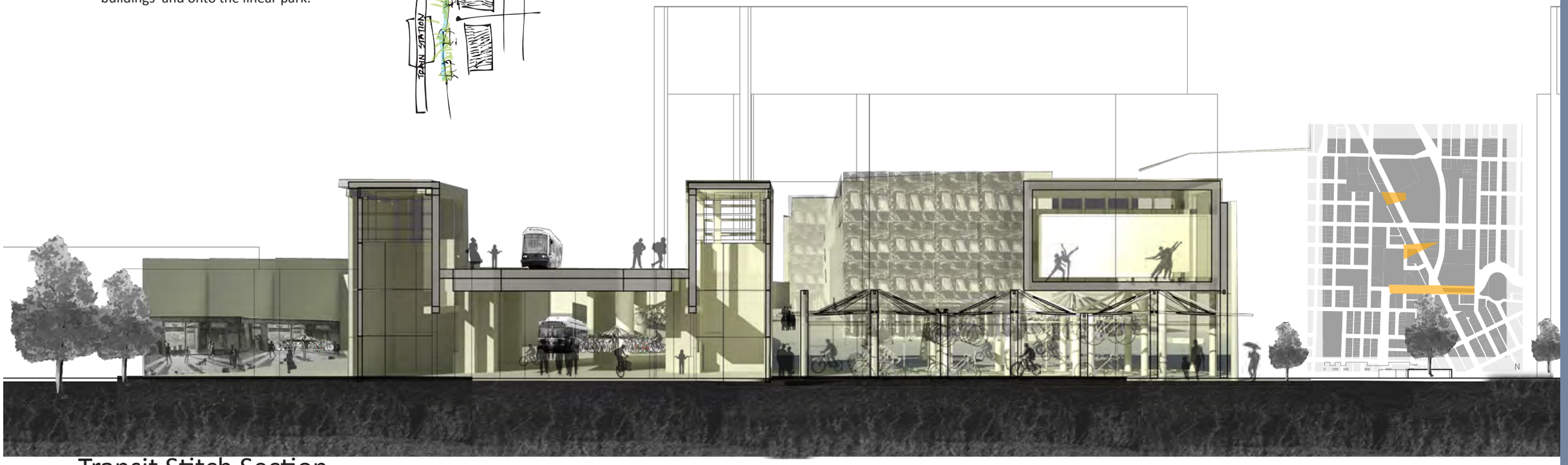
Water connects pedestrians to plazas, places to sit and transit. It flows down through vegetation along Rainier to the main transit plaza where it is highlighted as a main water feature then onward down the alley collecting water from the roofs of buildings and onto the linear park.



Integrated Details
function and unity

The bench details water as it flows through a space. Moss and other plants can grow on the wireframes of the bench. Bench becomes a unifying element to throughout the design.





Transit Stitch Section

Stitch
Jenny Hampton, Lauren Keene

A Transit Hub for Rainier Valley

under-over activity

The new link train station can act as a core space for the neighborhood, bringing together a diverse, dynamic pedestrian environment. In order to connect this underground space with the plaza, alley, and bus hub, it is important to bring a new sense of purpose to this space by creating consistency in design and visual connections.

creating new life in the city

under-over activity

Connecting transit modes across the neighborhood is important in activating public space. This plaza serves as the central meeting place for public transit and pedestrian activity. It aims to become a place to gather, a place to wait, a place to connect.

alley movement

Urban alleys can act as unique focal points in neighborhoods and provide smaller scale openspace. This alley, situated between the bike hub and train station, connects the space below the station platform and the plaza. It acts as a small scale transition into the neighborhood and provides directional movement onto Rainier Street.

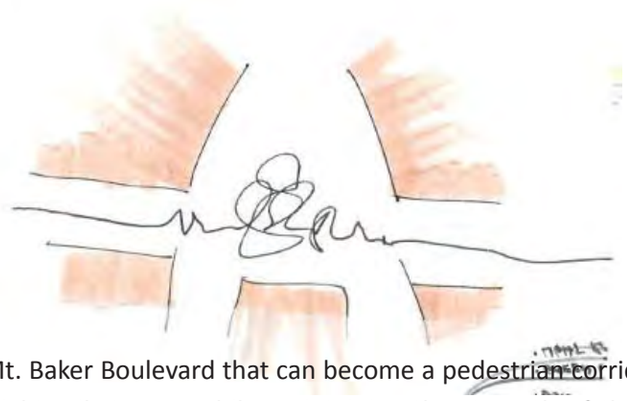
Bike Tree

Creating a biking community as part of public transit in the city.

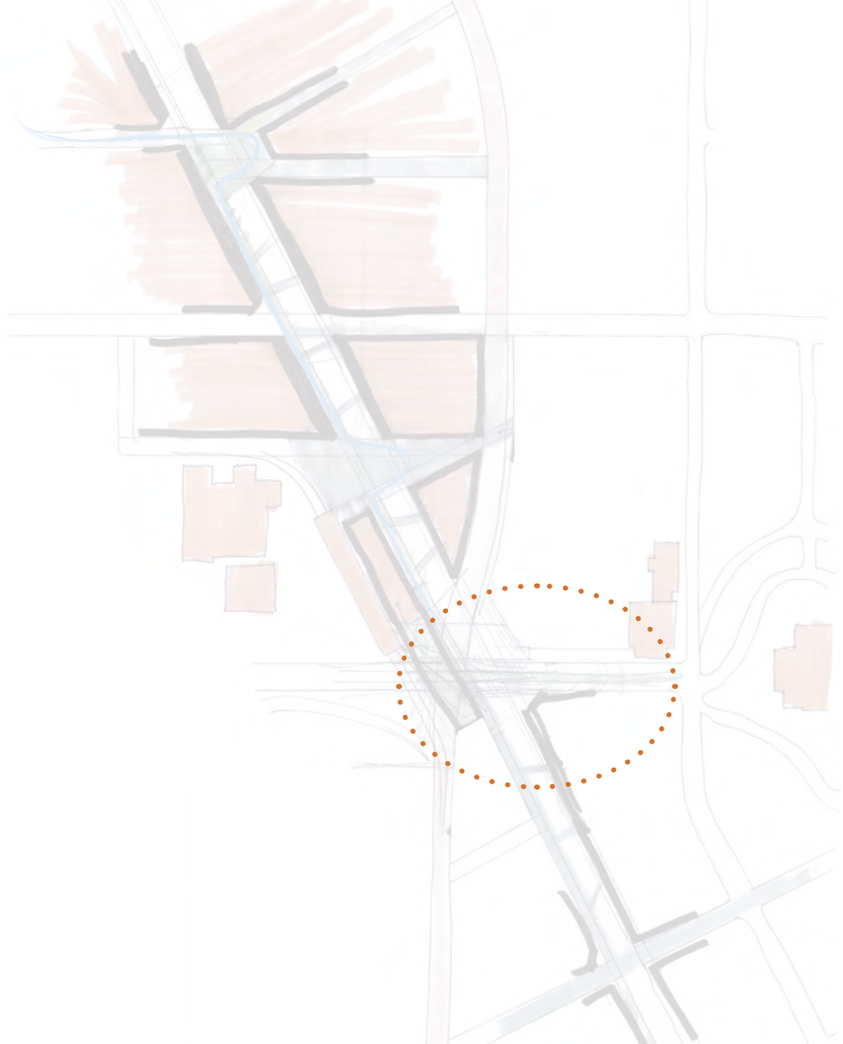
Re-inventing the Linear Park

Originally part of the Olmsted Brothers' Lake Washington Boulevard System, South Mt. Baker Boulevard has the potential to become a stunning example of the "linear parks" that the Olmsteds thought were so apt for Seattle. According to the 2007 edition of Bands of Green, produced by the Seattle Parks Foundation, there are seven key characteristics of a good linear park:

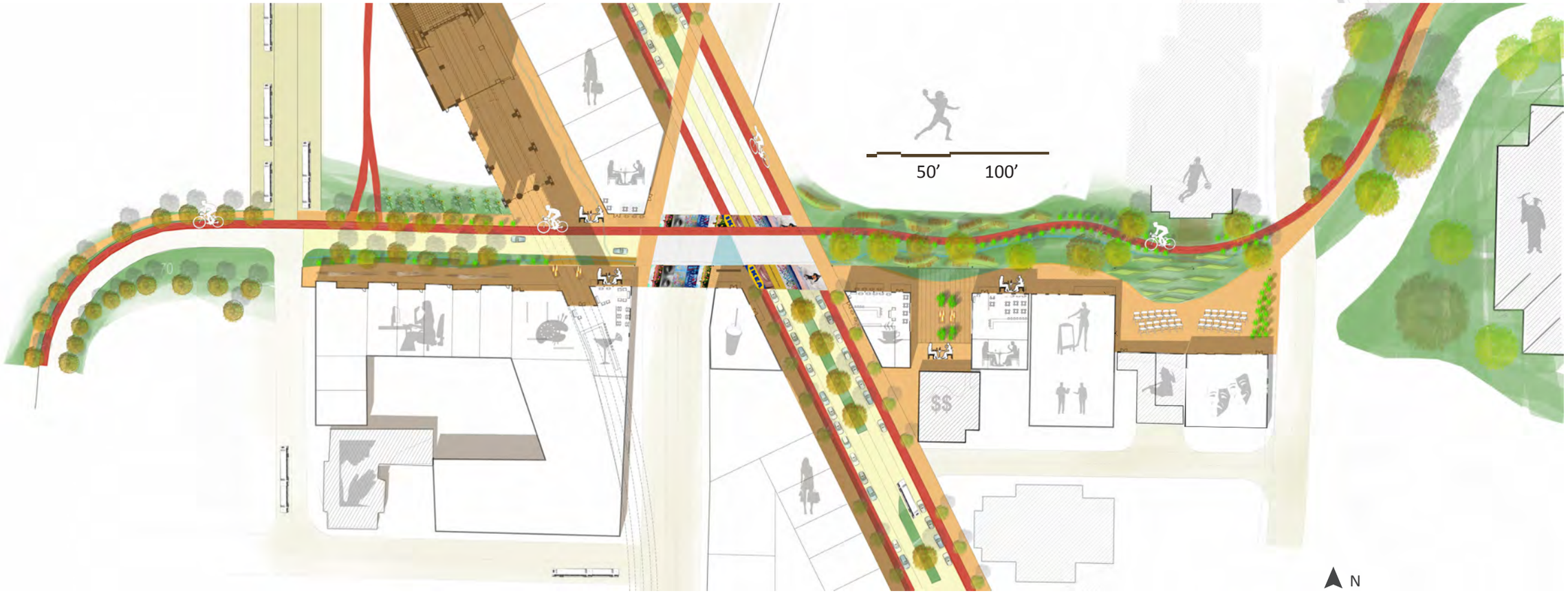
1. Connection
2. Continuity
3. Recreational Potential
4. Scenic Values
5. The Presence of Nature
6. Character
7. Safety

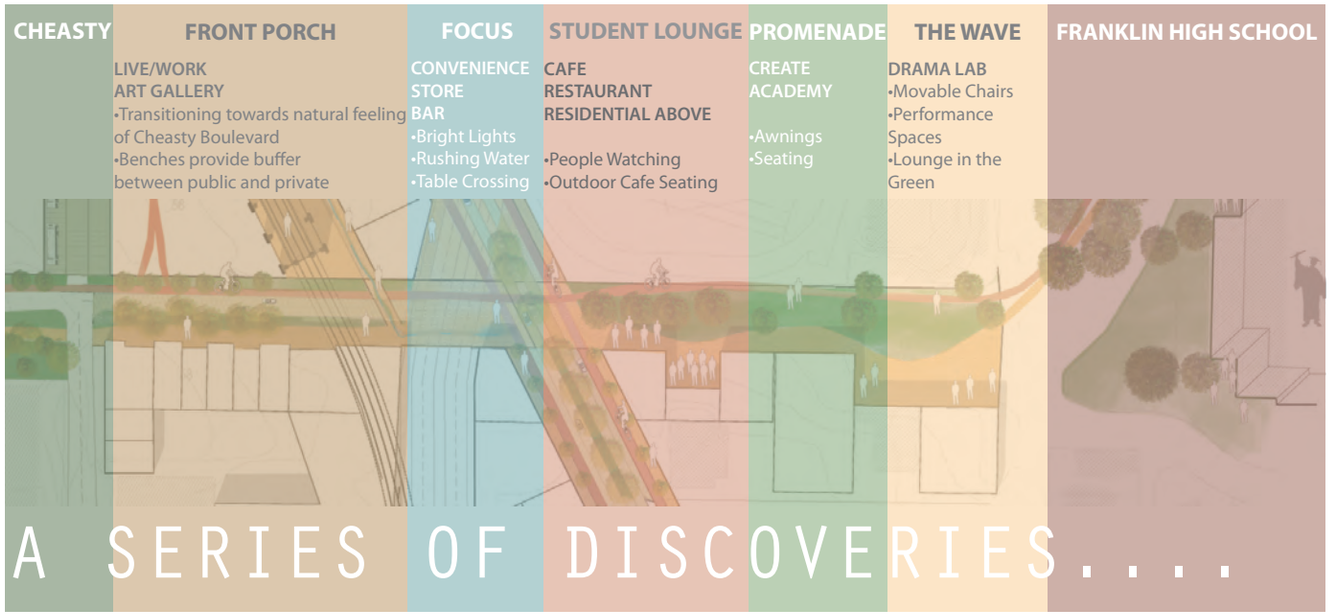


We propose a new South Mt. Baker Boulevard that can become a pedestrian corridor between Franklin High School and the new light rail station, while maintaining the strength of the Olmsted Parks and Boulevard design. This pedestrian only street is more than a parkway; it is an urban park. This design builds on the traditional plan to create a park street that embraces its urban environment, bringing both nature and city life to the corridor.



Continuity

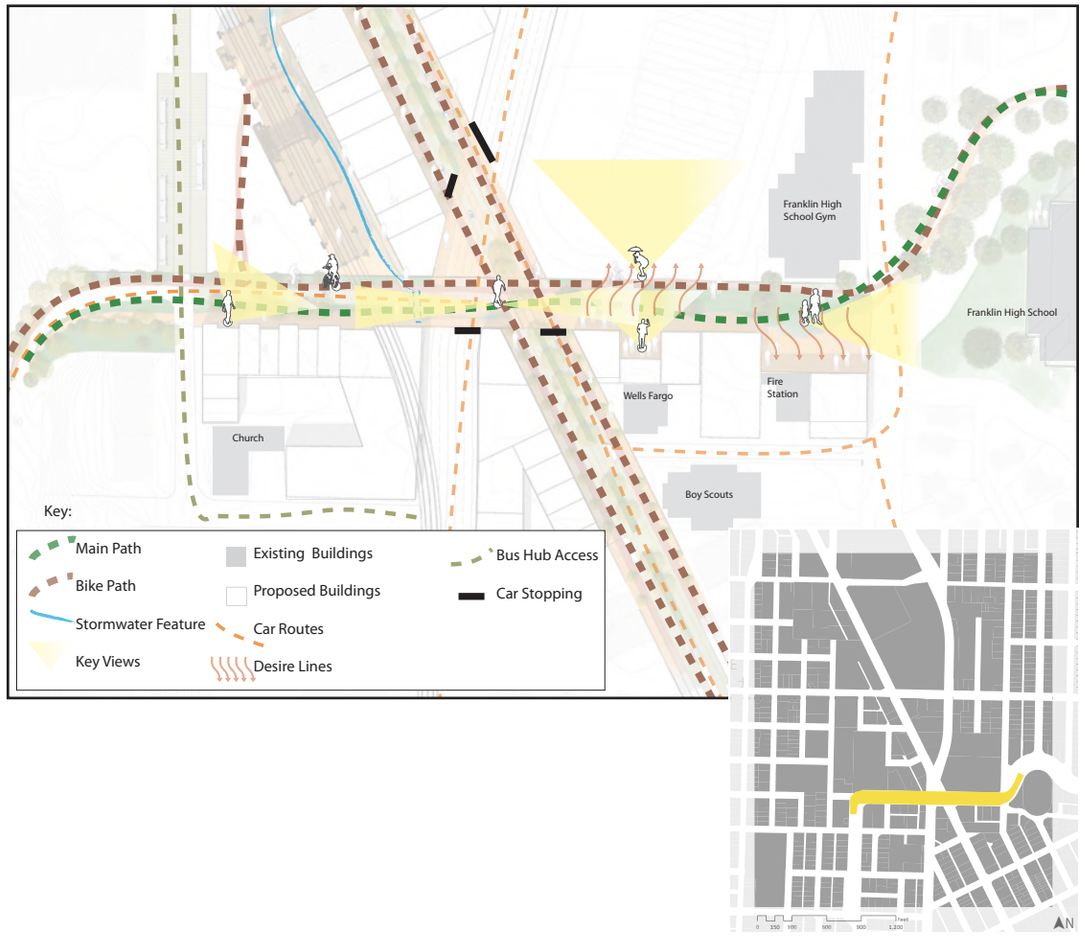




Student Lounge/Cafe

Circulation

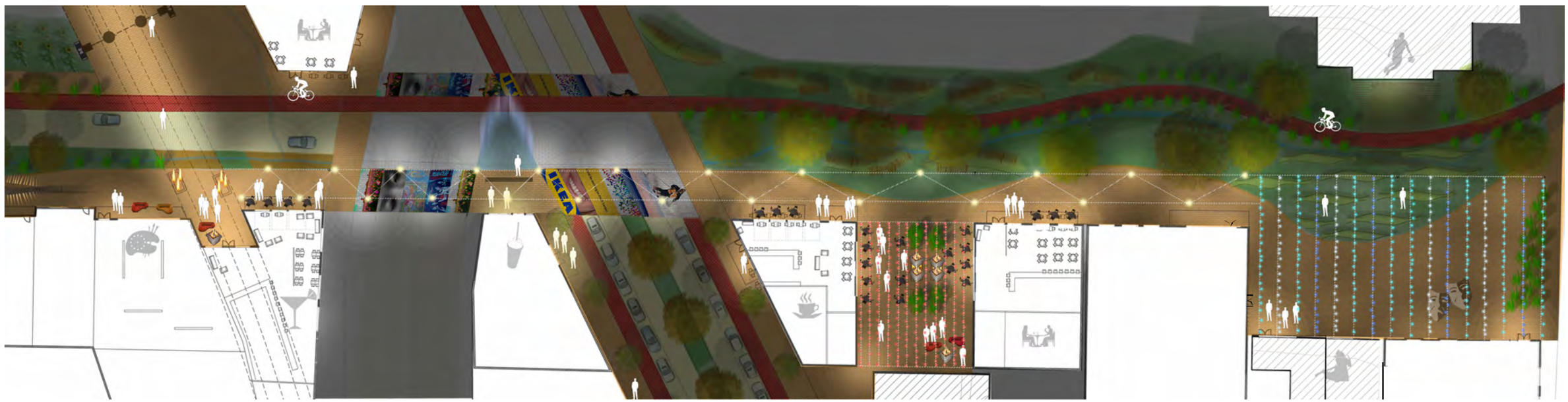
People | Views | Bus | Bike | Car



Stitch
Steve Duncan, Emily Grigg-Saito

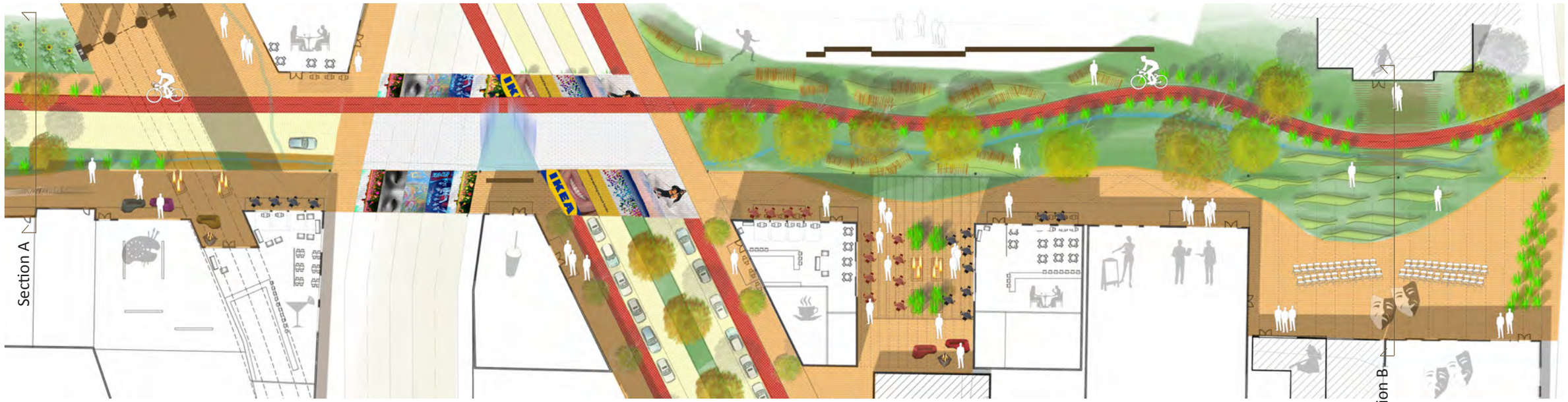
Re-inventing the Linear Park

Night Plan



Lighting Plan and Night View: Lighting is an essential part of this site design, unifying the site and providing safety and character.

Plan Detail



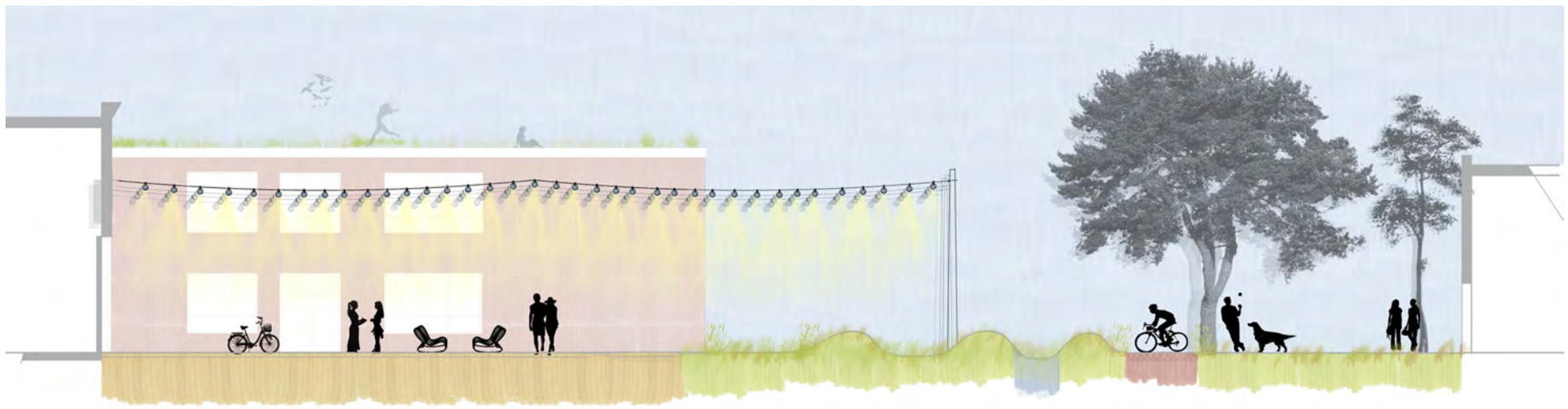
Plan Detail, showing outdoor dining area with couches and fireplaces, wooden seating and grassed mounds.

Intersection Rendering

Live/Work

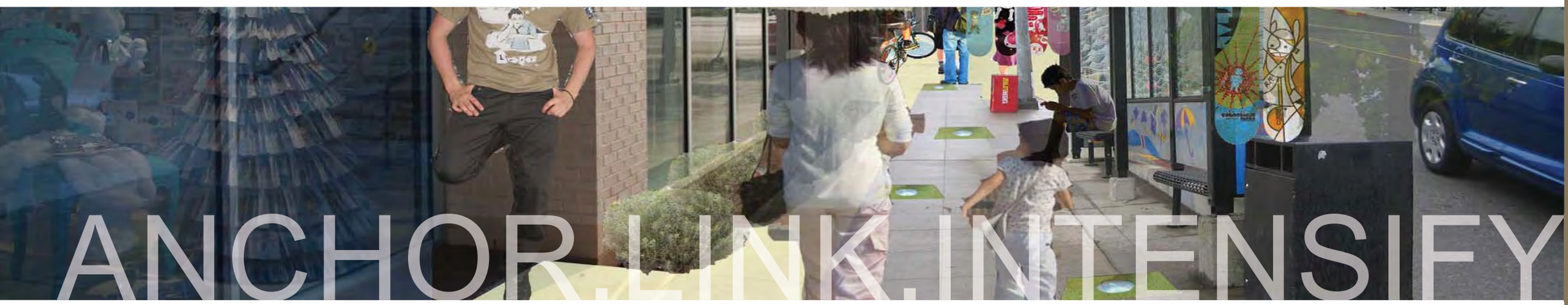
Section A - View Looking West at Live/Work Units near Light Rail Station

Event Space



Section B - View Looking West at Event Space

Selina Chiu MLA
Hiroko Matsuno MArch
Tim Trujillo MUP
Stephanie Weeks MArch


ANCHOR.LINK.INTENSIFY

Anchor. Link. Intensify

Community Anchors

Upon analyzing the existing conditions of the community and reviewing public feedback fo what they would like to see as part of their community, we developed a concept we believe to be an equitable solution. Our first goal was to create community anchors that would act as catalysts the different areas of the community. Those anchors included:

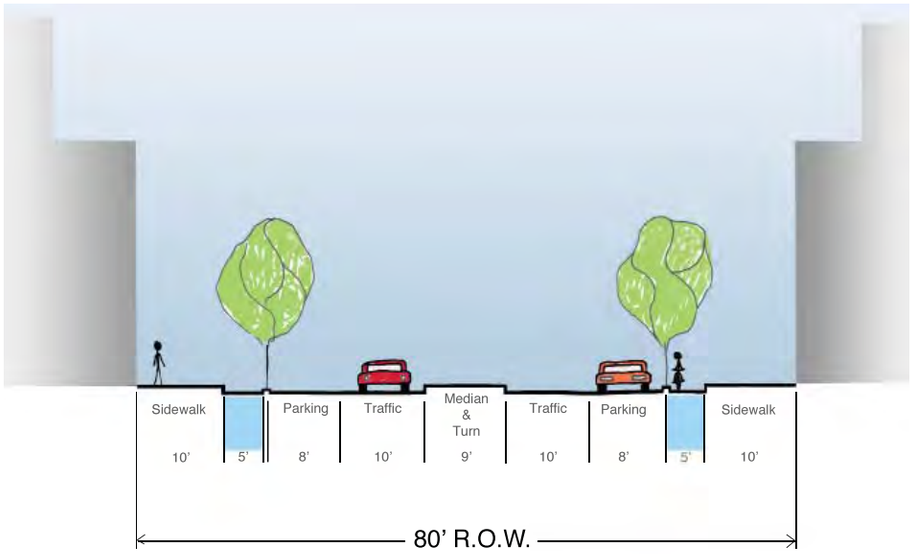
- Community Center
- Farmers Market
- Library & Park
- Mixed-Use/Entertainment
- Police Sub-station & Post Office
- Small Business Development Center

Circulation Network

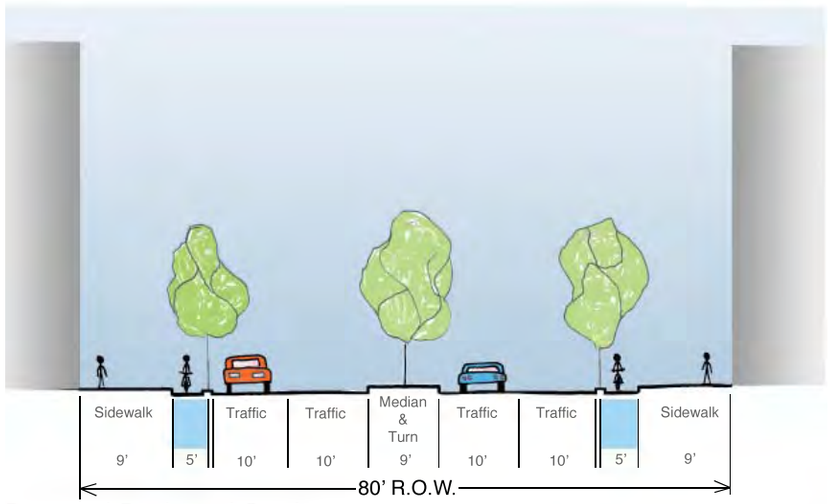
Next, we looked at how best to link these anchors. While the community is currently rather fractured this presents an opportunity to create stronger connections for all forms of mobility. Among existing connections, McClellan and S Bayview were targeted for upgrades to link the neighborhoods to the east and west. Rainier Ave and MLK Way were then enhanced to introduce a design which encourages an ease of use by pedestrians through traffic calming and a re-configuration of space. Increased connectivity were also integrated into the emerging urban village to enhance space. Increased connectivity were also integrated into the emerging urban village to enhance the connectivity and strengthen the urban fabric. Additionally, the intersection of Rainier Ave and MLK Way was redesigned as a “scramble” in which the two arterials would intersect with Mt Baker Blvd and S Winthrop St at a single point. This would aid in containing the traffic and transferring a larger right of way to the pedestrian realm.

Appropriate Density & Mixed Use

Finally, working within the framework of a 65-foot height limit in the urban village area, our next goal was to intensify the area through appropriate densification that would help to enliven the area. The 65-foot height would also help mitigate the effects of gentrification by allowing for more cost-effective construction which would lead to more affordable housing costs. Taller height limits would require concrete and steel structures which would have the opposite effect. The eventual vision is for a community that is socially, environmentally, and economically sustainable.



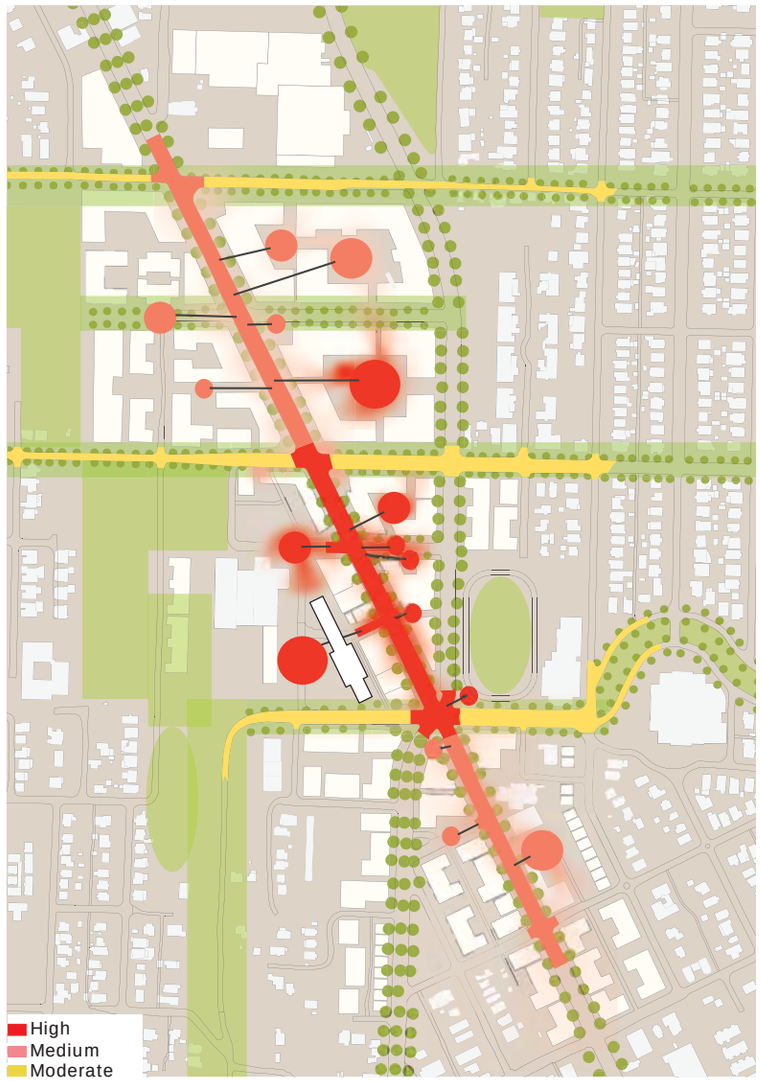
Proposed Street Section



Proposed Boulevard Section


Proposed Green Connectors

Proposed Zoning

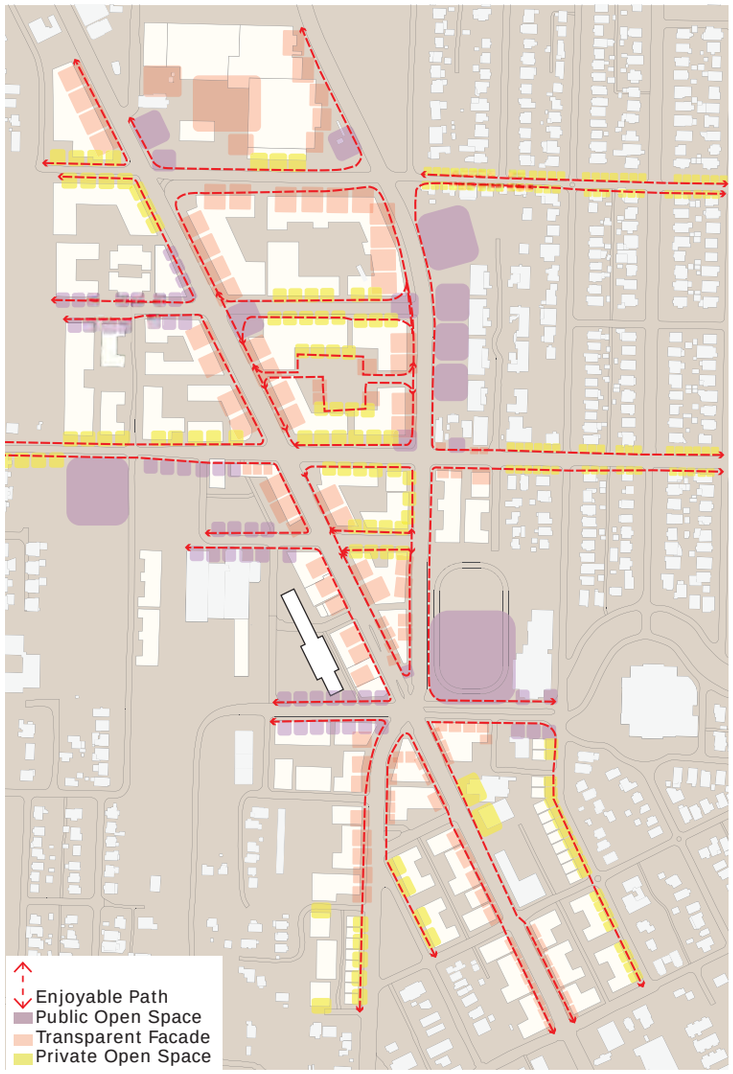


Proposed Intensity Diagram

Existing

Existing Historic Integrity

Existing Figure Ground



Proposed Pedestrian Delight Analysis

Proposed Master Plan 0 50 100 200 400 800 FT N

HUB + HAVEN.

North Rainier Bird's Eye View
Source: Bing

Existing View of Site From Across Rainier Ave.
Source: Stephanie Weeks

Program

A high quality urban space featuring a public library, cafe and urban park that anchors the lower end of the Rainier Urban Village area. The program includes the following:

Library

An architecturally significant structure to provide a resource hub for the North Rainier community. This building would enhance the urban fabric of the neighborhood by reinforcing the streetwall along Rainier Ave.

Cafe

The attached cafe provides increased activity with a broad range of operating hours as it can operate independently of the library.

Community Meeting Space

Flexible meeting space in the cafe wing and directly connected to the library that can be used by the community during cafe hours.

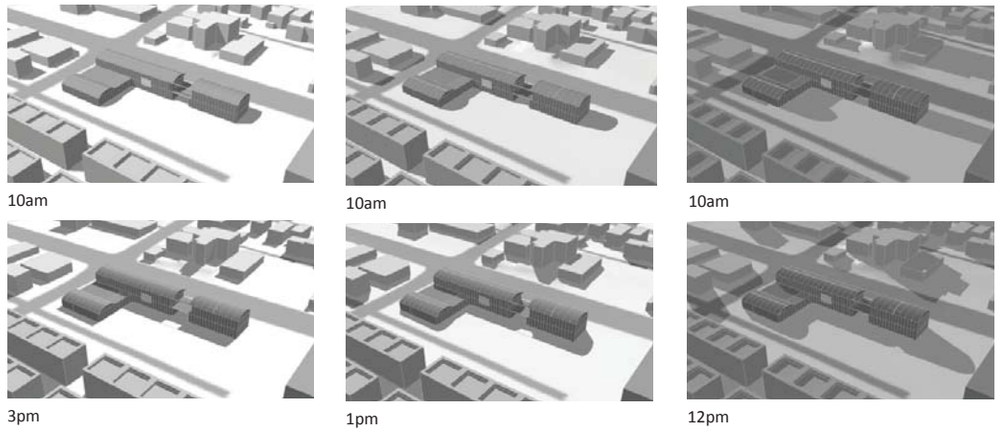
Park

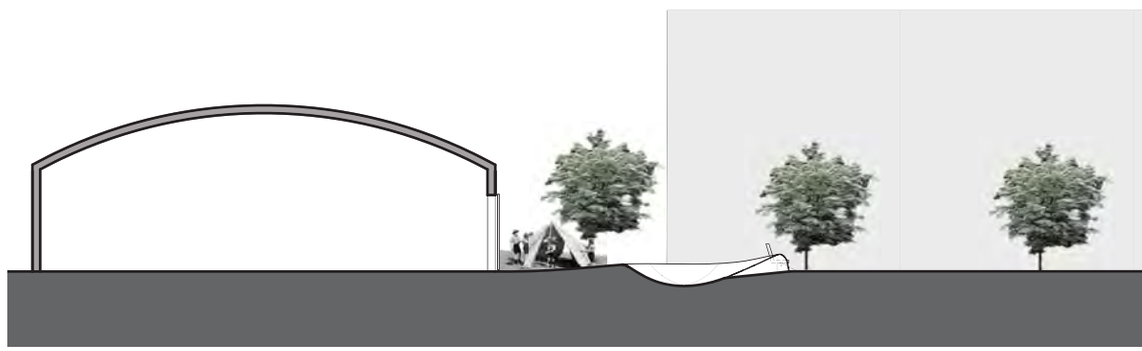
Hardsurface and green space that incorporates a fire pit, water playscape and outdoor cafe seating. A large lawn space was designed for flexible use such as weekly movie screenings which can be projected onto the building facade. Phase 2 of development will incorporate rowhouses with ground level flexible spaces that open onto the park.

Existing View of Site From Across S. Byron St.
Source: Stephanie Weeks

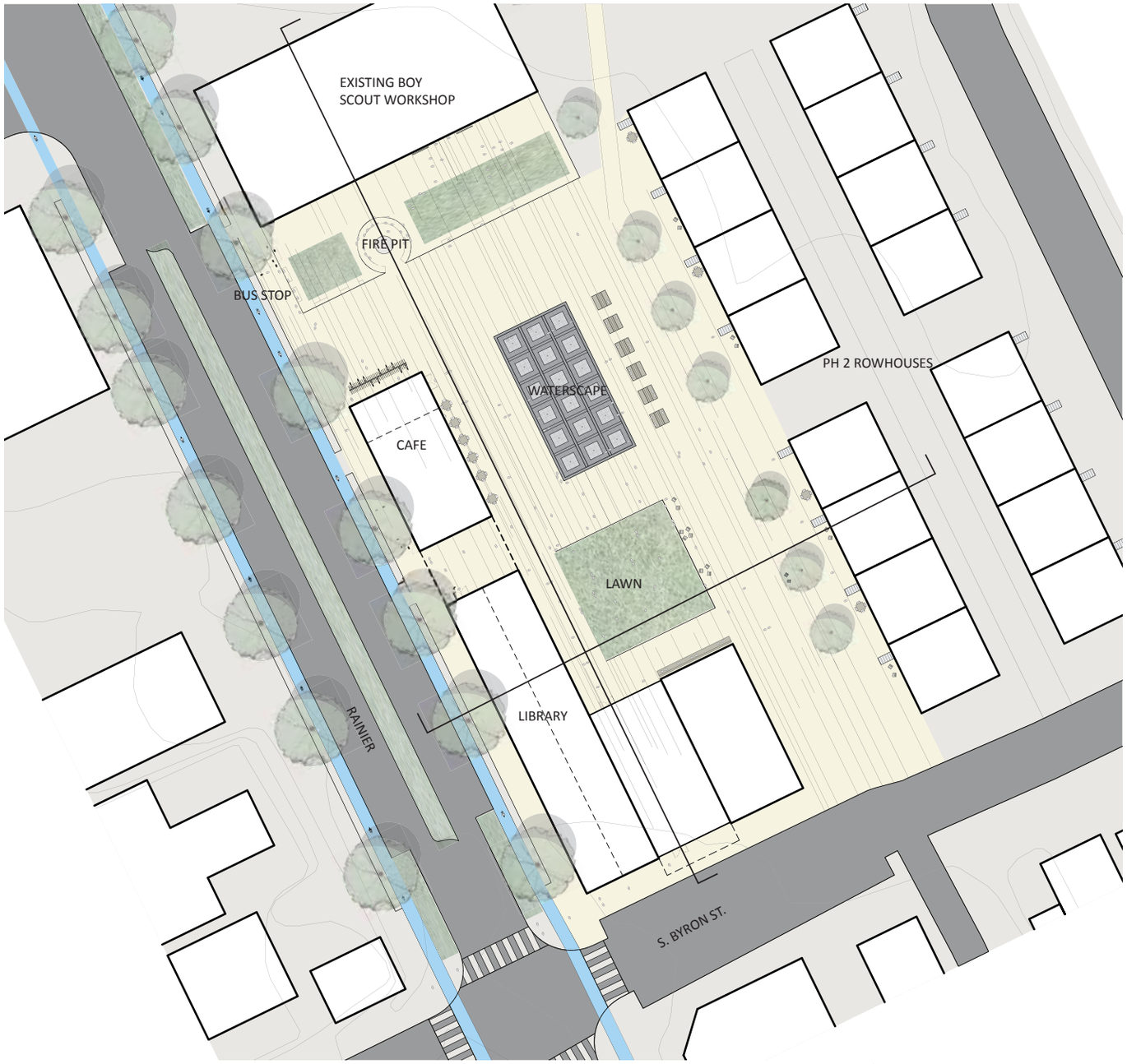
Images on this page: Existing conditions of the site were analyzed before our site design began. Existing structures were carefully considered when determining whether adaptive reuse would be appropriate. Pedestrian circulation and light quality helped to inform our design approach.

Pedestrian Circulation Study





Longitudinal Section Looking East

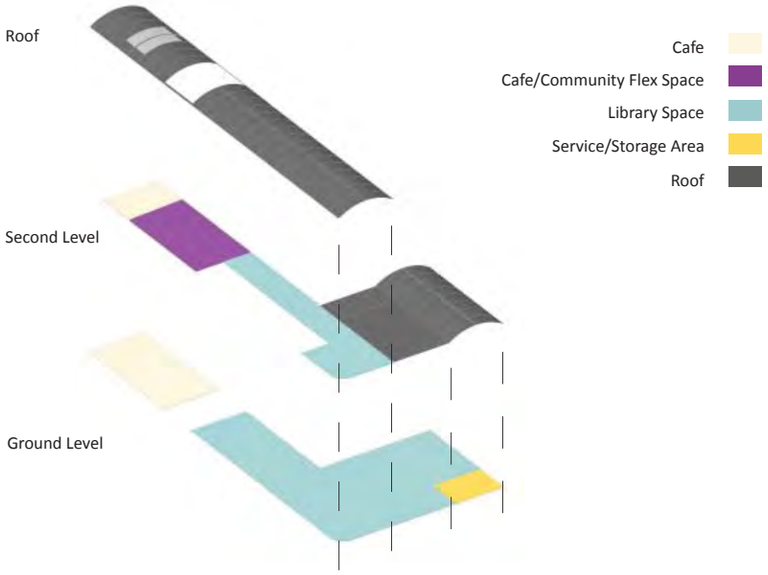


Proposed Site Plan

Quick Win - Parking Lot Transformed with Weekend Activities

Base Image Source: Stephanie Weeks

Source: http://funtimeinflatablesandgifts.com
blog.travelpod.com
http://common.csnstores.com



Library Exploded Axonometric - Spatial Organization Diagram

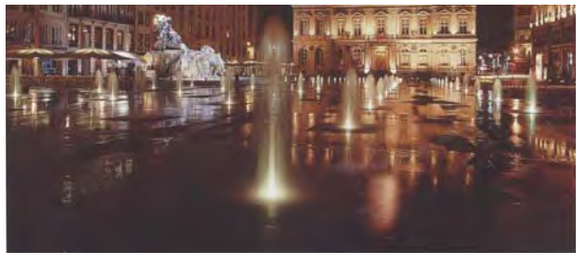
HUB + HAVEN.

Precedent & Material Studies

Highline, NYC - Diller Scofidio + Renfro
Source: www.thehighline.org/

Lignting - L'Observatoire International
Source: www.thehighline.org/

Concrete Plank - Train Track - Drought Tolerant Grasses
Source: www.thehighline.org/

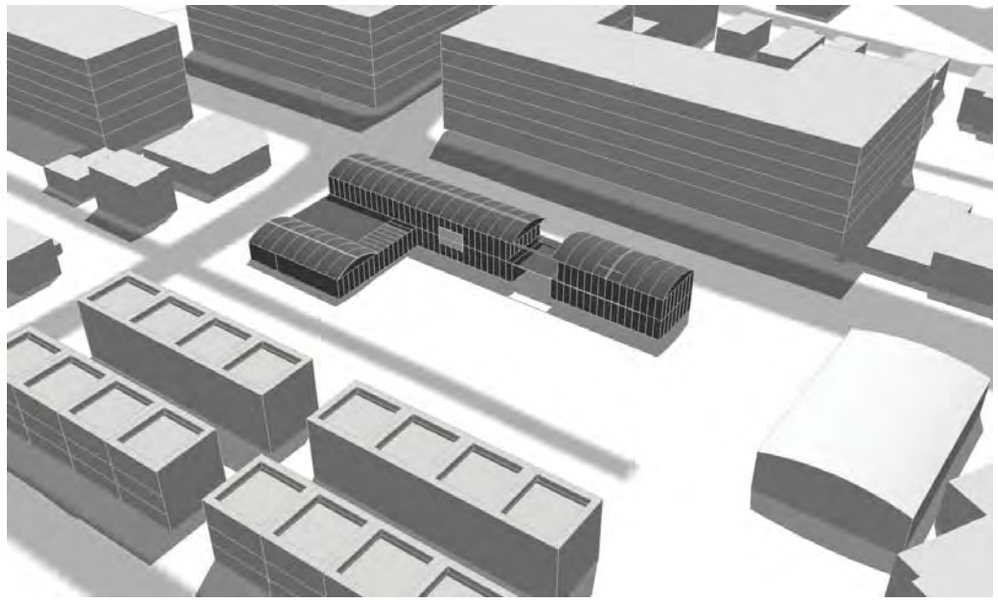


Place Des Terraux
Source: New City Space by by Jan Gehl and Lars Gemzøe

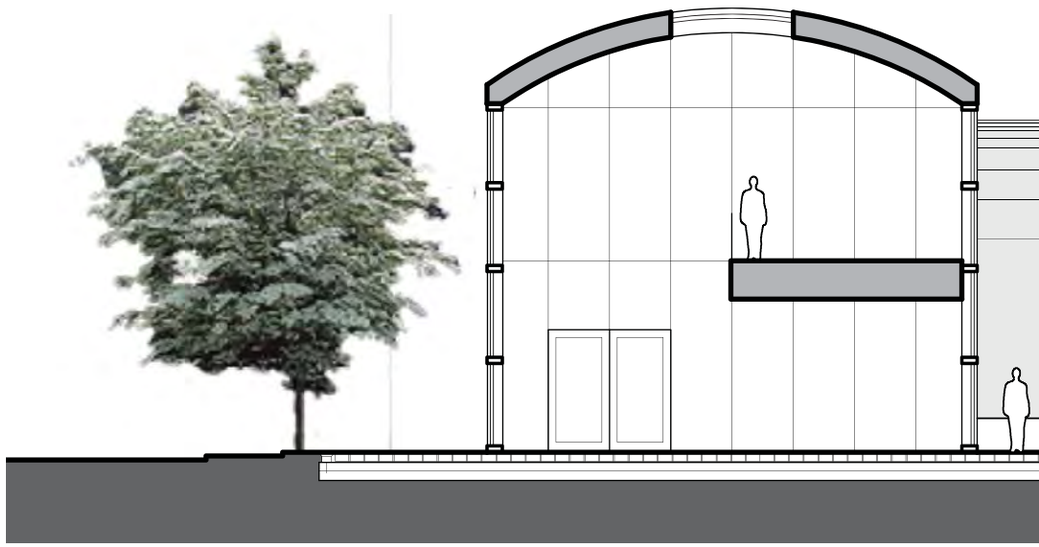
Bibliotheque Sainte Genevieve
Source: http://commons.wiki-media.org/

Kimball Art Museum - Louis Kahn
Source: www.guidetothecity.org/

Outdoor Movie Screening



Proposed Long Term Build Out

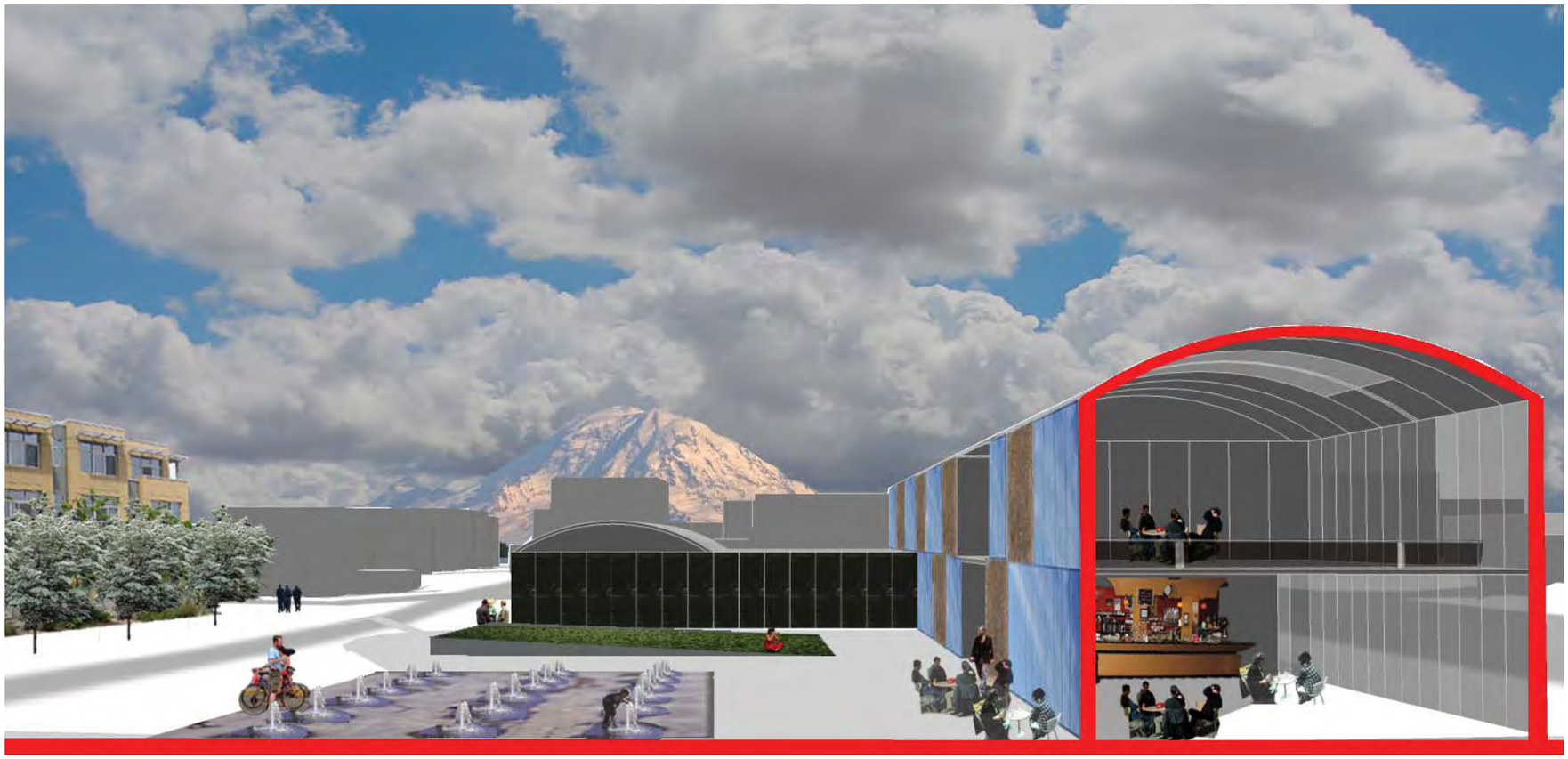


Transverse Section Looking North

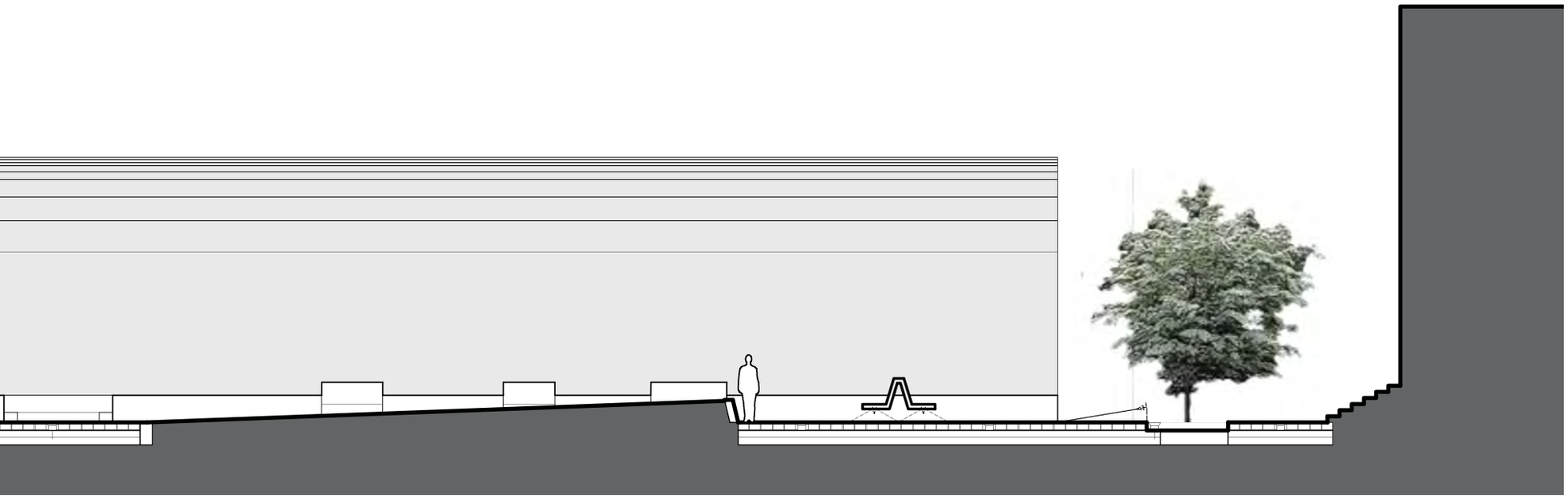
Hub + Haven Realized

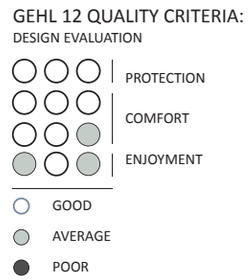
The building facade is designed for significant transparency to blend the indoor and the outdoor. The goal is to invite all citizens to use the library and park. The narrow structure was intentionally created to aid in transparency, allowing the park to be seen from Rainier Ave. The north elevation's sweeping glass facade and its arching roofline create a beacon of acitivity for passers-by and users alike.

The open space was also designed with flexibility in m of open space amid the sunniest portion of the site which can be utilized for a variety of community events. Ledges around the site were designed to create ample seating space. Additionally, lighting was carefully designed around the site to create a safe and welcoming atmosphere during the night time hours.



Section Perspective Looking South





PLAZA TEMPO: market l skateboard l gathering

North Rainier Bird's Eye View
Source: Bing

Existing Condition

Skate Spots
Source: Seattle P-I

Farmers Market
Source: Mapwith.us

Existing View of Site from 25th Ave. S.

Existing View of Site Under Light Rail Structure

Existing View of Site From Rainier Ave.

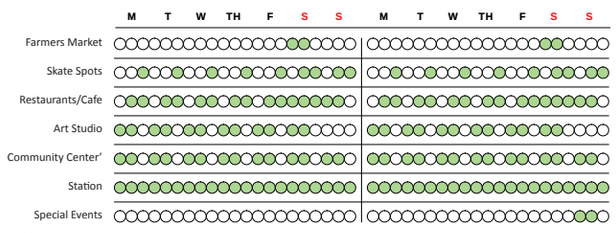
Concept

Initially, our concept for the plaza was to create a space for a farmers market. Thus, we did research on farmers markets and found out that this kind of activity only happens once a week during summer. Therefore, to successfully activate this place, we planned to introduce buildings for retail, restaurants and art offices and community gathering places. And, to reflect the noise created by light rail, we also put in skate board space to interact with the loud sounds and generate a different kind of attraction of the space and create a playful atmosphere. In addition, the site is located next to the community center; therefore, we also consider creating multiple gathering spaces for people from the neighborhood. Furthermore, to make the plaza more environmentaly friendly, we also integrated plants, green structures, and permeable paving.

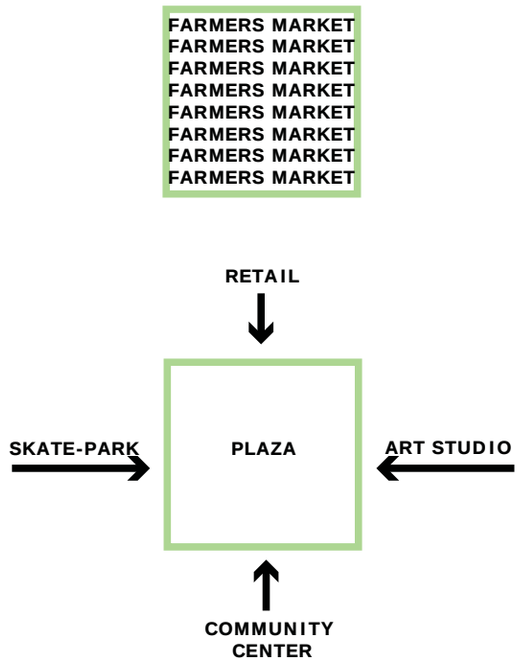
Our vision for the plaza is that it can be a place used by different groups of people for multiple activities. We envision that different activities might happen in different time and frequency, therefore, we created a space like smooth music that compose different people, activities, and sustainable elements together.

Various "tempos" that each activity and program has inspired us very much. We combined programs that compliment each other to create a truly active plaza space regardless to time, weather, and season.

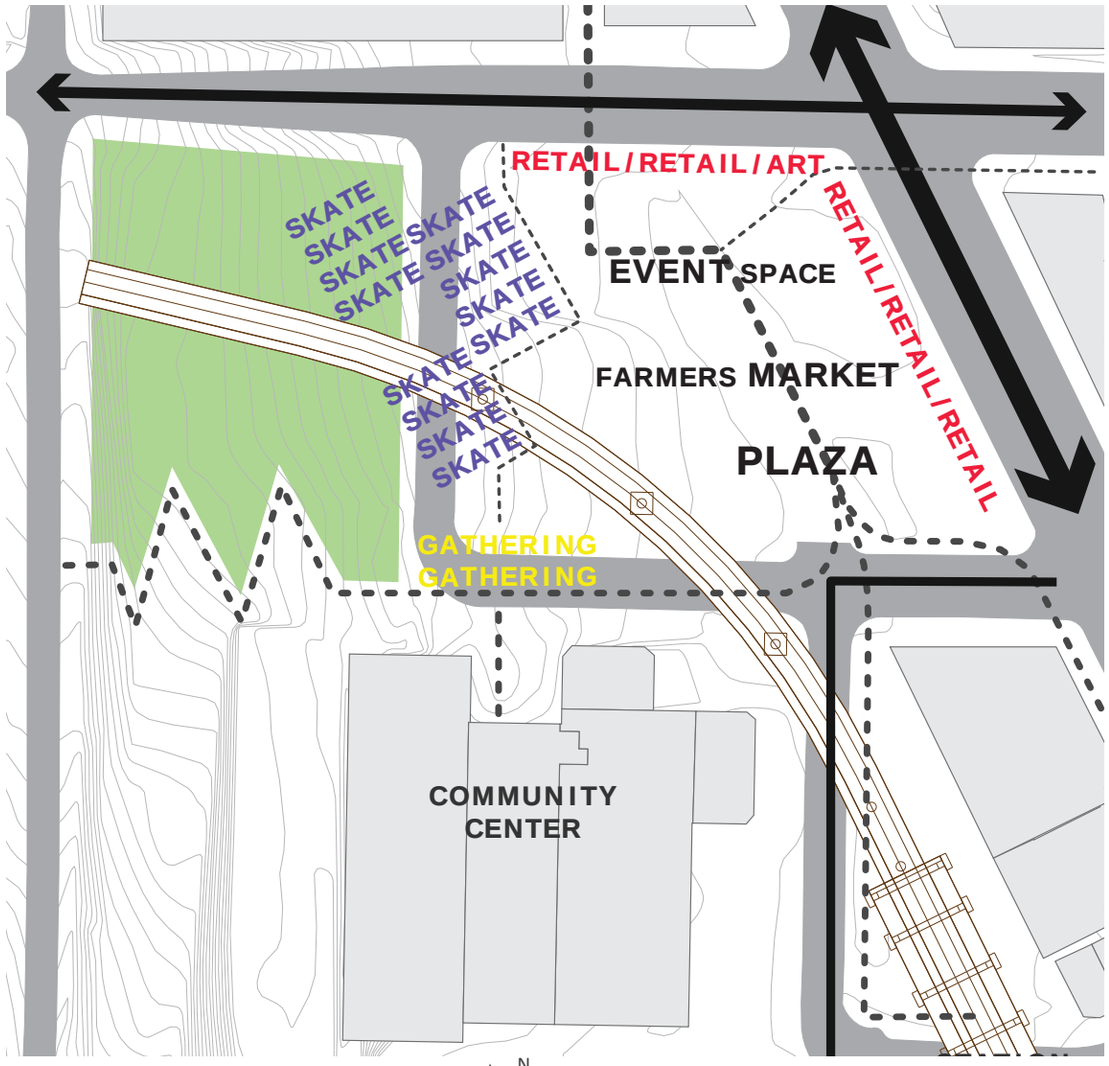
Diagrams



Activities Schedule



Space Use Diagram



Programmatic Diagram

Program

- Plaza
- Skateboarding Spots
- New Retail/Restaurants/Cafe space
- Art Studio
- Green Space

S. McClellan St.
New Bus stop
Stepped Skatable Surface
Grocery Store
Retail/
Small Office
Community
Kitchen
Community Event Space
New Mixed-Use Building
"Green Score"
Restaurant/Cafe
Light Rail
Mechanical Room
B
Contour Line Lighting
Skate Bowl
Skate Bowl
Wood Deck
A
Public Art
Designated Food Caterer Location
Rainier Ave.
View Point
25th Ave. S.
Shared Street
Affordable Housing
27th Ave. S.
New Mixed-Use Building
Community Center
To Staion/Bus Terminal

Proposed Site Plan

0 10 20 40 80 160 FT

N

PLAZA TEMPO

Inspirations

MFO Park

Source: Wikimedia Commons

King Street Market

Source: Virginiafoodie.com

Ground Lighting

Source: PaveGen

GRASS AND PAVING

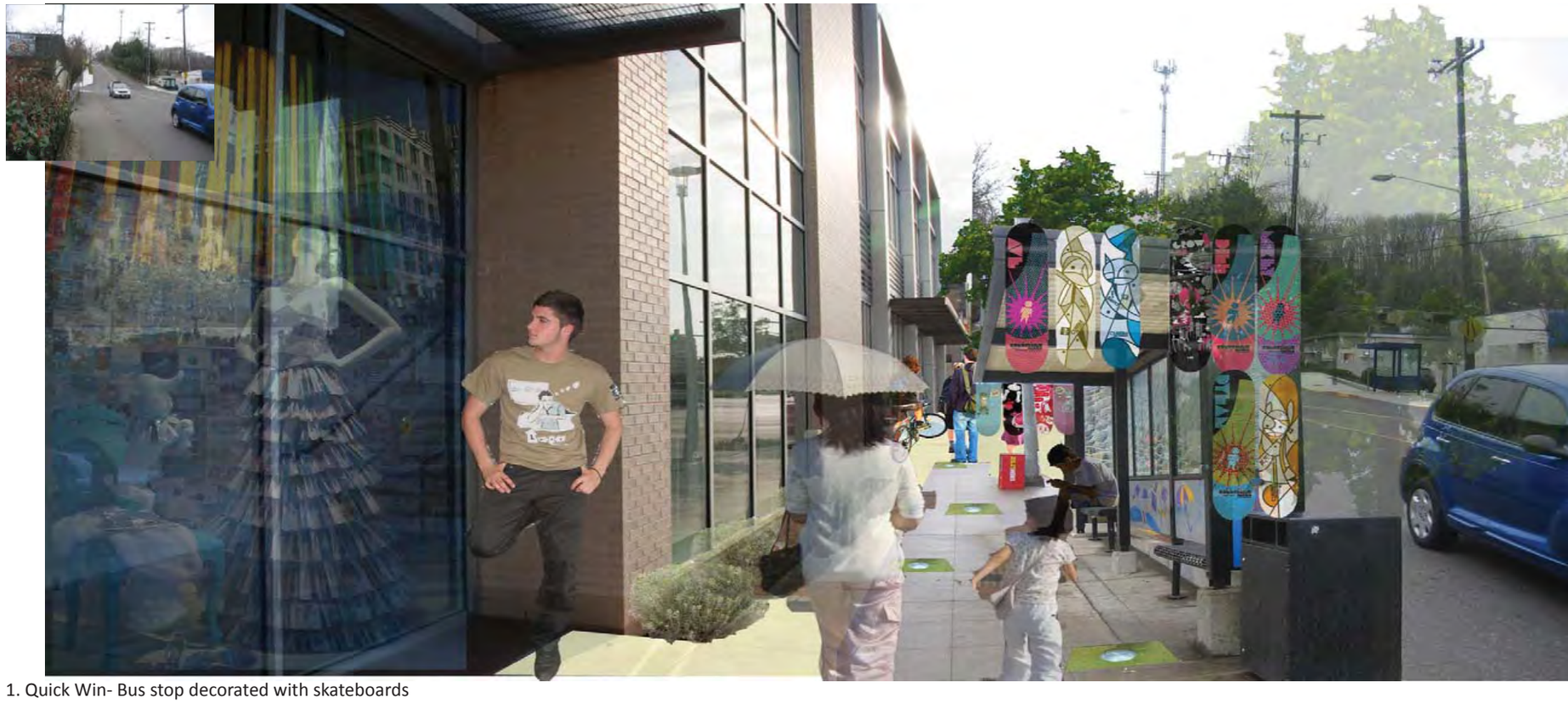
Source: tncomu.edu

PUBLIC ART EXAMPLE

Source: Seattle Courthouse

SEATING OPTION

Source: asla.org



1. Quick Win- Bus stop decorated with skateboards

Quick Wins

Before

2. Quick Win - Mobile Food Caterers on Weekends

Before

3. Quick Win - Lighting under Light Rail

Quick Wins

- Bus Stop

Improved bus stop on S.McClellan St. has seating and roof. Ground lighting helps to increase safety during night-time. The alleys are ripe with potential to become new spaces for people.

- Mobile Food Caterer

Designated space for mobile food caterer activates plaza space.

- Lighting

Lighting under Light rail structureimproves safety level during night.

Perspective of New Retail Stores on Rainier

A. Stake Spot at Night

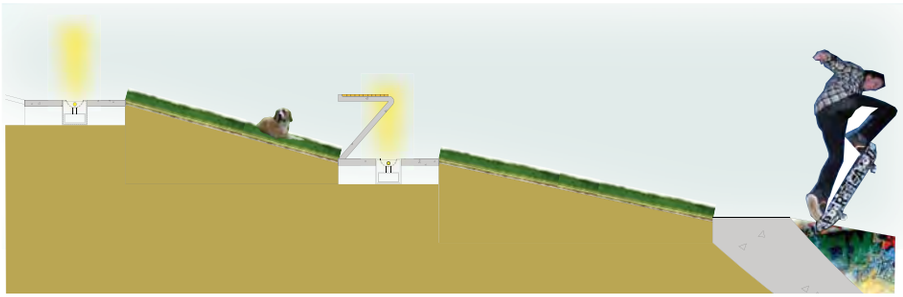
B. Ground Floor Retail and Active Outdoor Space

Spatial Qualities

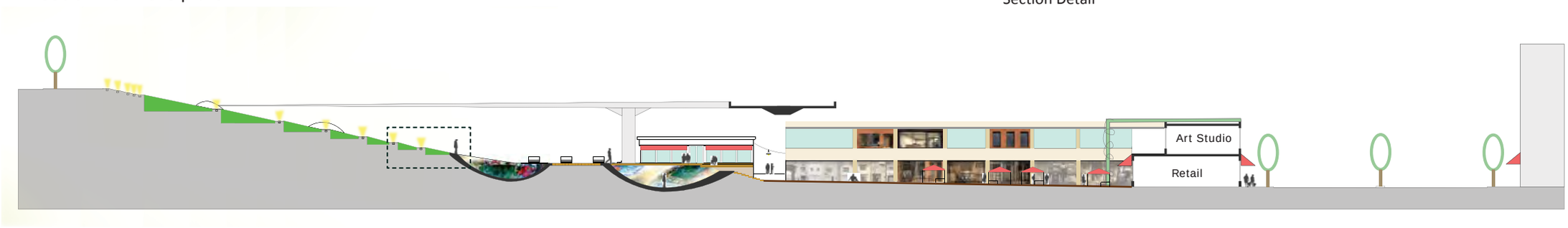
- Designed a **flexible** space to accomodate different programs and events
- Thinking for wide range of user groups, so that all people in the neighborhood feel welcome to stay in the plaza
- Implementing "**green scores**" to increase the green coverage and make the paving pattern more interesting and environmental friendly
- Planned to activate night life for the neighborhood which prolongs the usage time and frequency for the space
- Designing for multiple activities to happen in different **tempos**, so that all the events compose a coherent music of social life in the plaza

GEHL 12 QUALITY CRITERIA:
DESIGN EVALUATION

C. Plaza View toward West



Section Detail



Section Looking North

0 10 20 40 80 160 FT

Christy Alexander MUP
Deanna Goldy MLA
Sarah Marshall MArch
Maggie Winter MArch


FARM | CITY

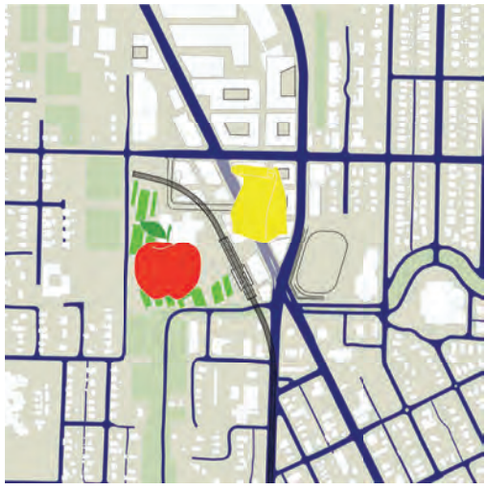
Farm | City

Our design addresses two main issues. The first issue is that the Beacon Hill, Mt. Baker and North Rainier neighborhoods are currently divided and isolated by heavy vehicular traffic on Rainier Avenue which lacks safe, quality pedestrian infrastructure. The second problem is that the surrounding ecological corridors are fragmented and separated from public spaces.

Our goal in designing Farm|City is to connect these three neighborhoods with a broad east/west path that intersects a public plaza next to the Mt. Baker light rail station. A series of terraces for urban agriculture, a community food production facility and an indoor public market surround the plaza. We are designing a public zone with spaces at varied scales that will serve functions including growing, harvesting and producing food, gathering outdoors and indoors, and selling locally produced wares, crafts and cuisine.

EXISTING TRAFFIC PATTERNS

PROPOSED TRAFFIC PATTERNS, INCLUDING CALMING ON RAINIER

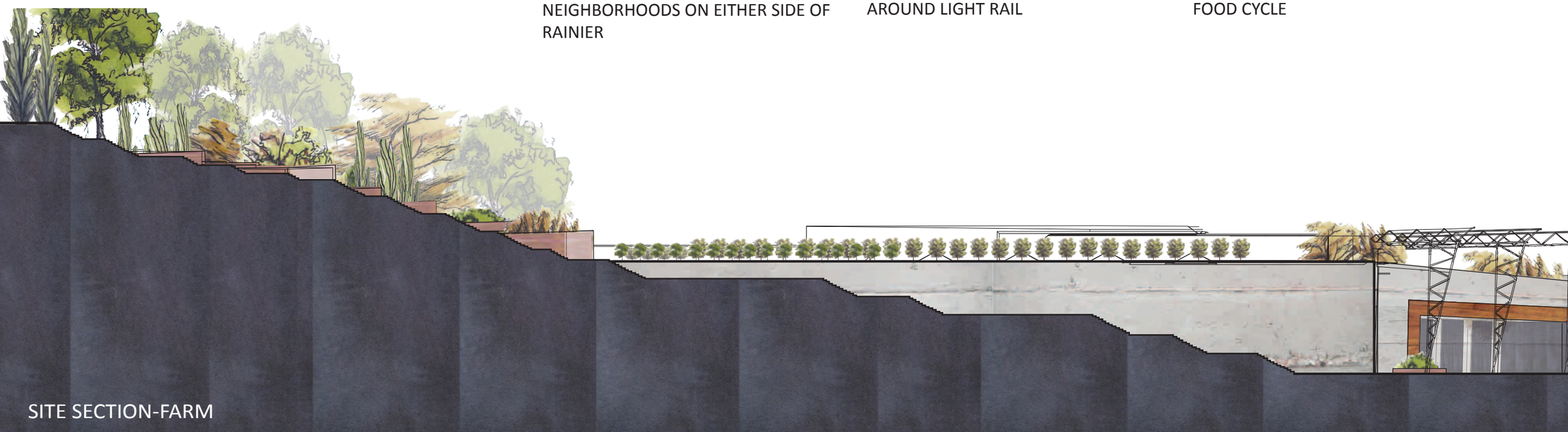


CONCEPT: DIVISION OF SITE INTO FOOD PRODUCTION/CONSUMPTION

CONCEPT: PROVIDING PEDESTRIAN LINKS TO RESIDENTIAL NEIGHBORHOODS ON EITHER SIDE OF RAINIER

CONCEPT: ALLOWING PEDESTRIAN FLOW ACROSS RAINIER IN BLOCK AROUND LIGHT RAIL

CONCEPT: UNITING THE AREA AROUND THE LIGHT RAIL THROUGH FOOD CYCLE

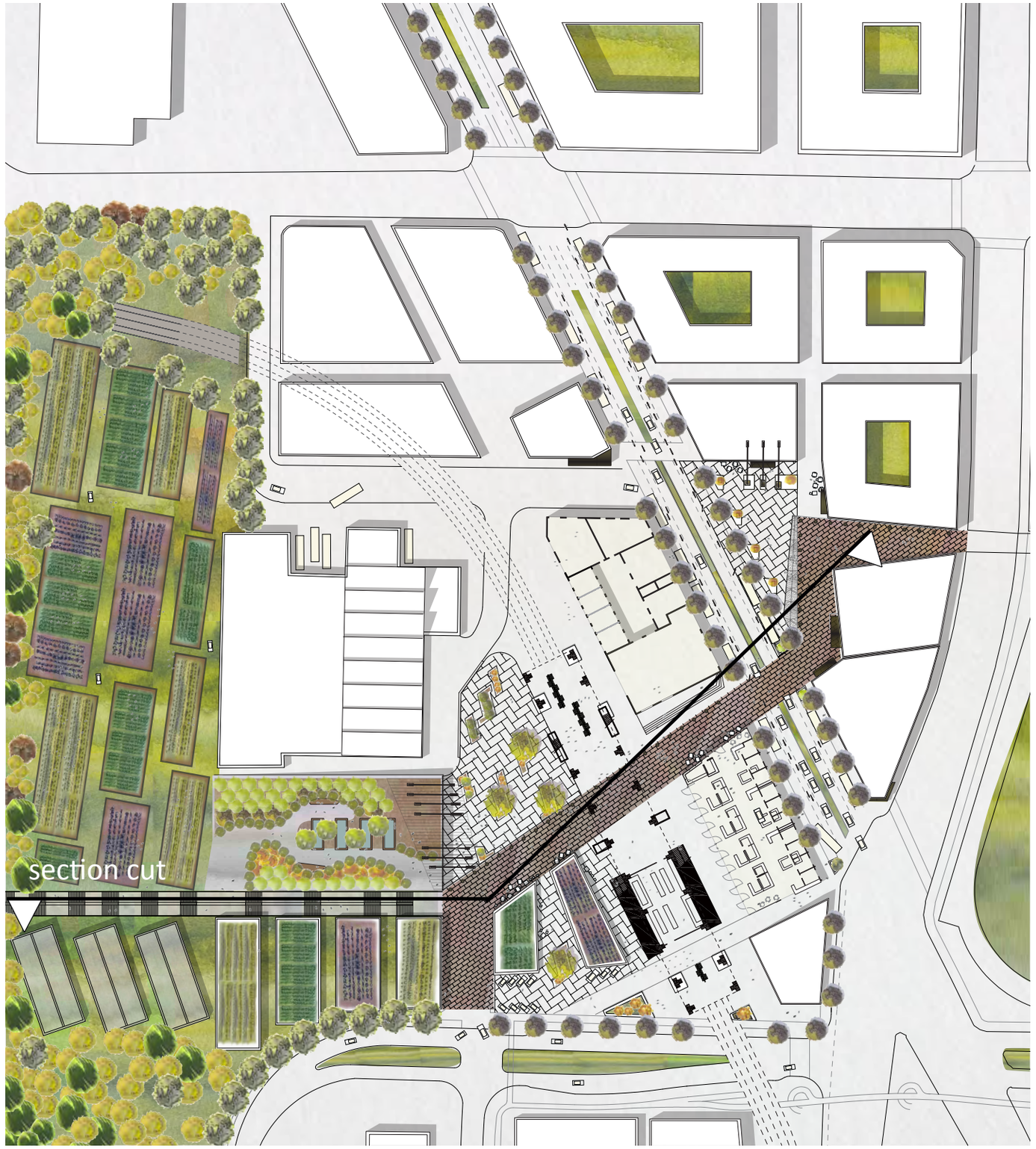


SITE SECTION-FARM

The “green cities” movement argues that nature should be allowed to permeate the built environment, as a necessity rather than a luxury. The Seattle Green Factor helps maintain and improve livability in growing neighborhoods. In addition to being attractive, green elements in the landscape improve air quality, create habitat for birds and beneficial insects, and mitigate urban heat island effects. They also reduce storm-water runoff, protecting receiving waters and decreasing public infrastructure costs. With a clear focus on sustainability, we can view growth and development as an opportunity to create sustainable, attractive and livable developments.

The Seattle Green Factor strategies are weighted and expressed as a ratio according to their ecologically effective land area of development. The ecologically effective area is defined as the area of a development that is contributing to ecosystem function through stormwater drainage or habitat. In principle, design strategies that promote layering of plant material, low water use, or propose large or protected trees are given a higher score based on how much they contribute to ecosystem function. The city of Seattle set the minimum standard for this score to be 0.3.

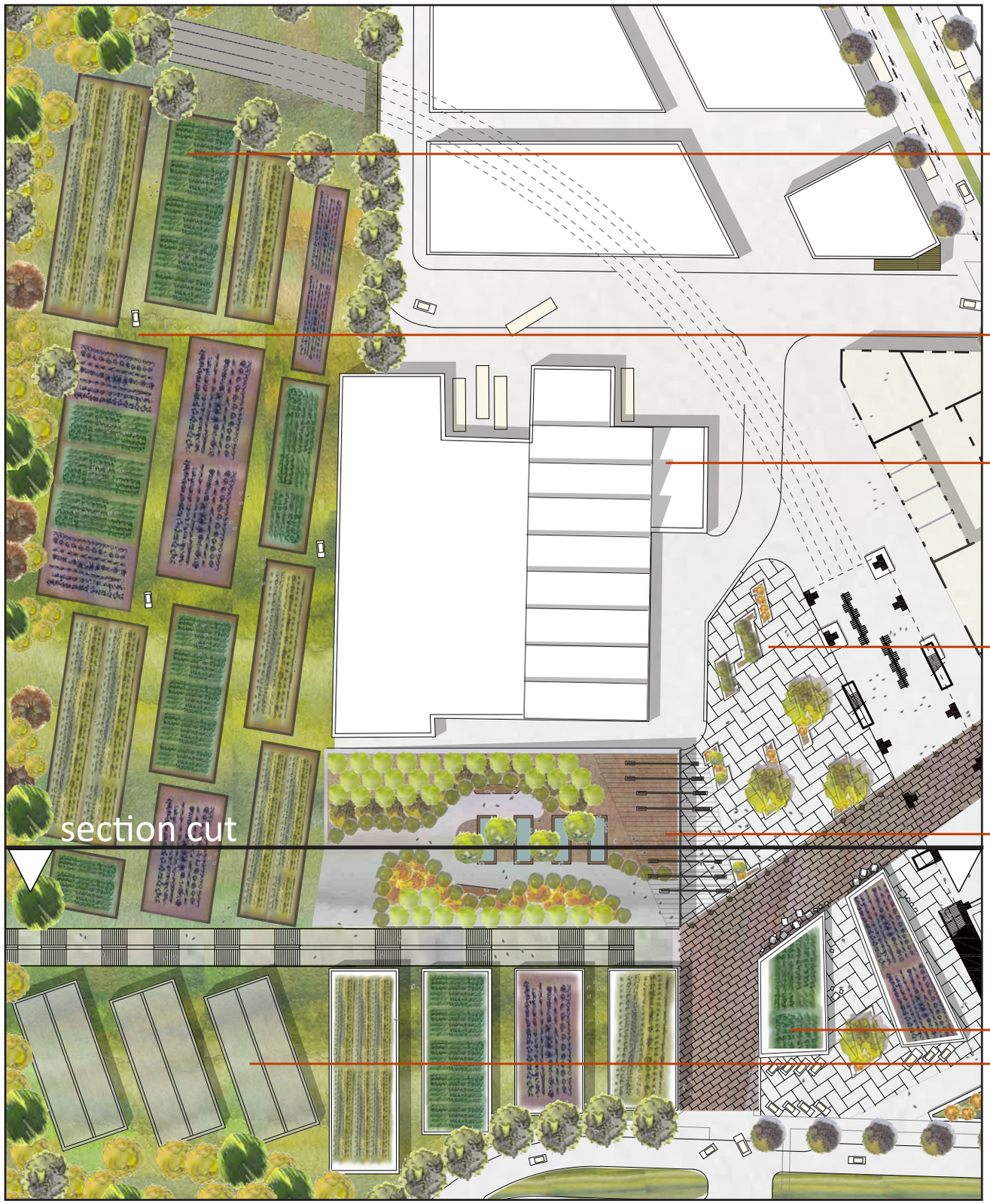
Farm|City was able to exceed the minimum standards by designing the site to include larger plantings, permeable paving, green roofs, vegetated walls, preservation of existing trees, and layering of vegetation along streets and other areas visible to the public. Bonuses were provided to our site for food cultivation and rainwater harvesting.



SITE PLAN

SITE SECTION-URBAN

Farm



FARM TERRACES

SPACES FOR ANIMALS

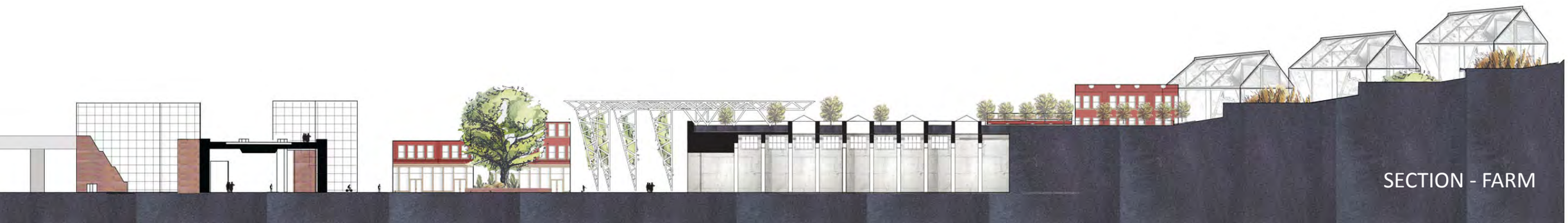
UW LAUNDRY FACILITY

OUTDOOR GATHERING

FOOD PRODUCTION

ROOF GARDENS

GREENHOUSES

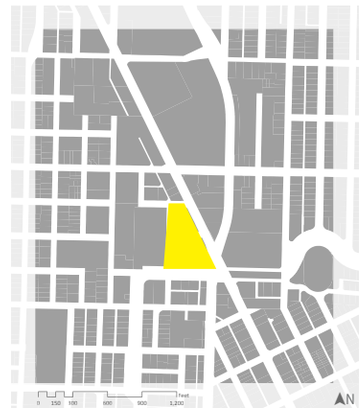


SECTION - FARM

EXISTING CONDITIONS
View of Rainier Valley from single family residential neighborhood.

CONCEPTUAL DESIGN
Urban farming patchwork of terraced hillside and roof gardens, a community food production facility (adaptive reuse of the old grocery store), and public plaza provide new life, and resources for existing users

EXISTING CONDITIONS SURROUNDING MT. BAKER LIGHT RAIL STATION



Farm

QUICK WINS

Here are a few ideas to enliven dead, or underused spaces that don't require much investment of time or resources. These options can help the public realize the potential of these underutilized places.

By placing basketball hoops in the covered space under the lightrail, teens gain a sheltered play space away from home.

Vendors sell wares from wheeled carts, turning an empty lot into a lively market.

COMMUNITY FOOD PRODUCTION FACILITY

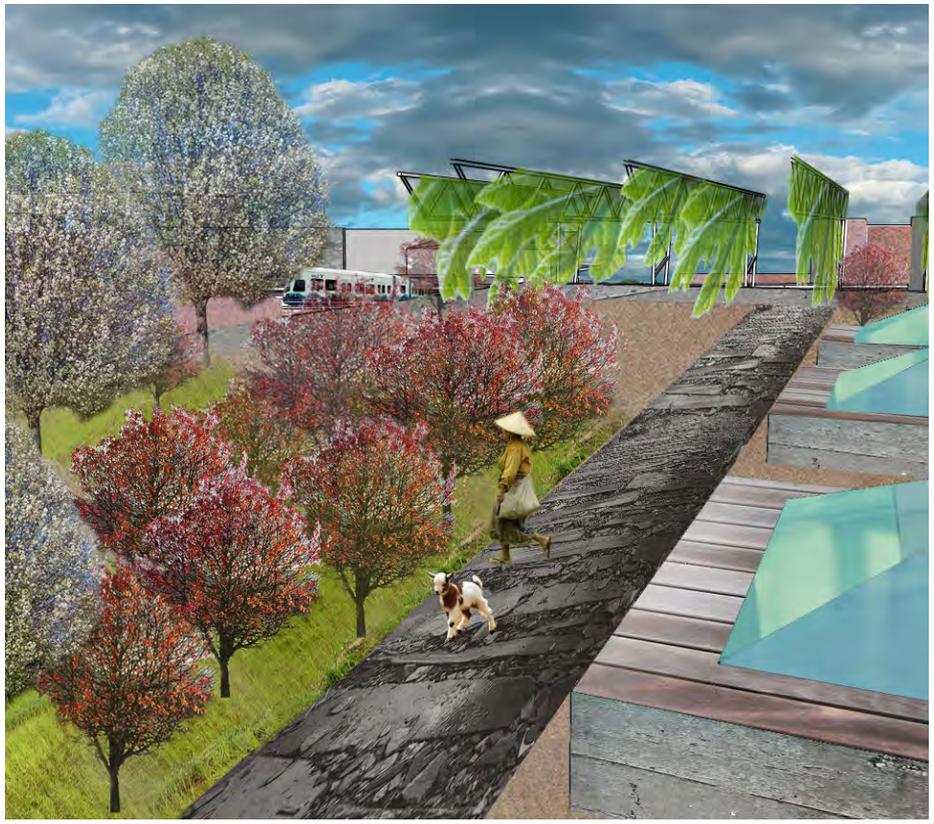
(Above and below, left) The Community Food Production Facility provides space for activities such as canning, or small-scale wine, cheese and beer production. It is also where produce, eggs and fish from the farm get cleaned, stored, and prepared for local markets and restaurants. The building is an adaptively reused grocery store that reinvents the cycle of food production and consumption. The front door can be pushed all the way open during summer months to allow food production activities to spill out onto the plaza, and also to allow outdoor markets to flow indoors to make use of covered areas.

URBAN AGRICULTURE AND FOOD POLICIES

In the past few years, there has been an increasing focus on ensuring food security for all Seattle residents. We must provide equal access to fresh, quality food in every neighborhood. This is just as vital as creating access to parks and open spaces for promoting overall health and well-being.

Our urban farm and reclaimed grocery provide for both of these needs. The orchard park on the grocery roof is a public amenity that promotes awareness of food cycles and reduces our city's carbon footprint by eliminating fossil fuels used in food transportation.

The urban farm is also designed as a unifying element for a very diverse neighborhood. One of the ways in which the different ethnic communities are represented in this area is through the abundance of different types of food for sale. The farm is an extension of this food network to allow cultural diversity to permeate all segments of the food cycle.



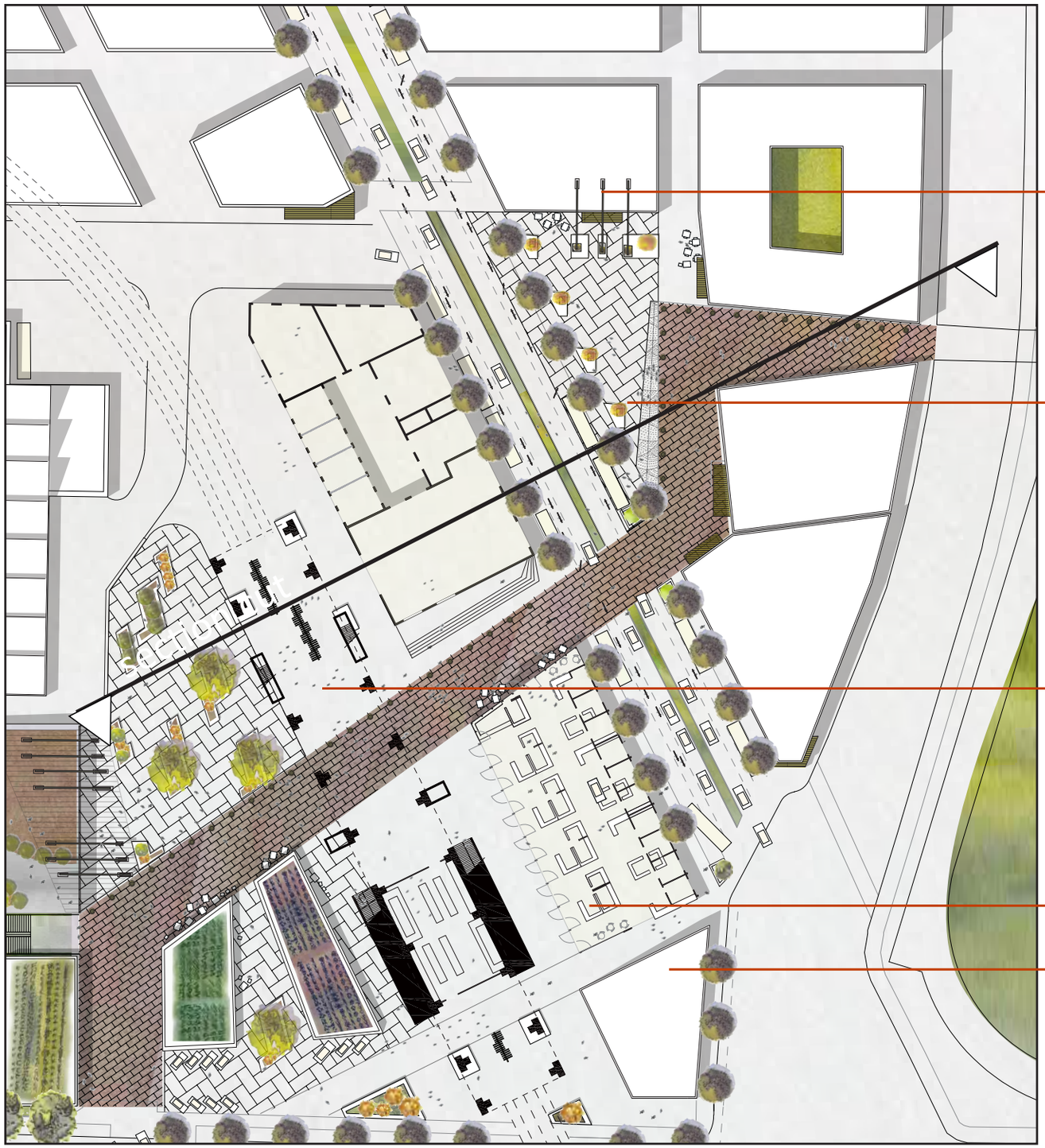
ORCHARD LOOKOUT

View of orchards, skylights and greened trusses on top of reclaimed grocery (Community Food Production Facility). The rooftop of the grocery (which was built with the intention of including parking on the roof) has been built back into the hillside behind it, allowing the neighborhood to access the roof as a public outdoor space that will also be used for growing fruit.

NIGHT VIEW

Buildings and greenhouses light the stair that connects the Mt. Baker Light Rail Station to Beacon Hill. This borrowed light scheme is designed as part of a need to 'light the way home' for all inhabitants of the neighborhood.

City



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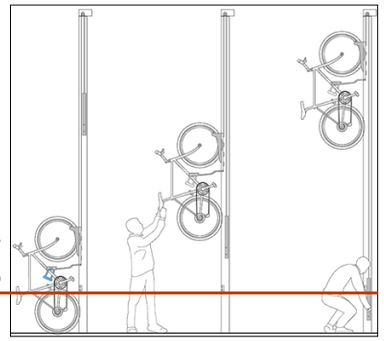
TRUSSES AND
VERTICAL GREENERY

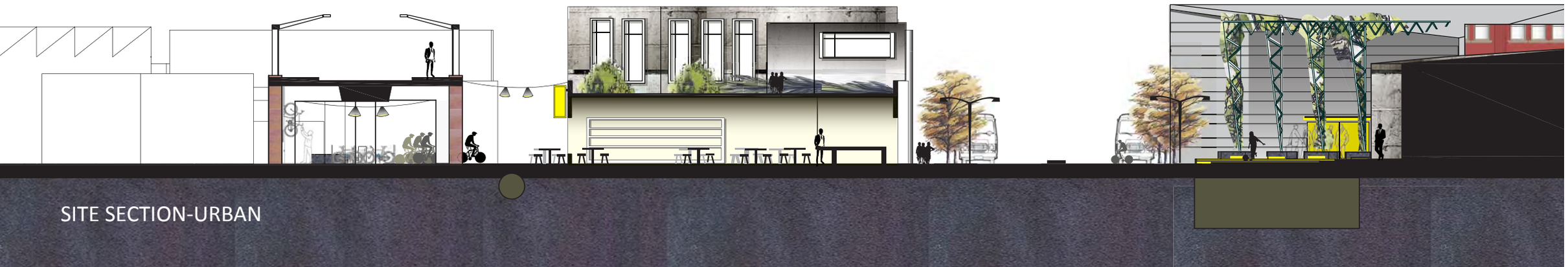
TEMPORARY
EVENTS AND
SHELTER

BIKE COMMUTER
FACILITIES



DAILY ACCESS TO
LOCAL FOOD

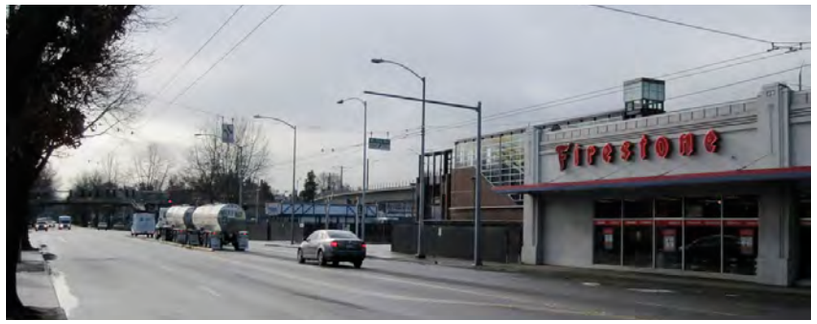
DESTINATION/
REASONS TO STAY



SITE SECTION-URBAN

RESTAURANT CONNECTS MARKET TO COMMUNITY AND UTILIZES SOUTHERN SUNLIGHT.

LOOKING SOUTH ON THE NEW RAINIER AVE.



EXISTING

A world of cars for cars.

GOALS

Prioritize pedestrian experience by calming traffic and creating places to gather and opportunities for delight.

City

MT. BAKER
PUBLIC MARKET

Permeability and openness to public plazas

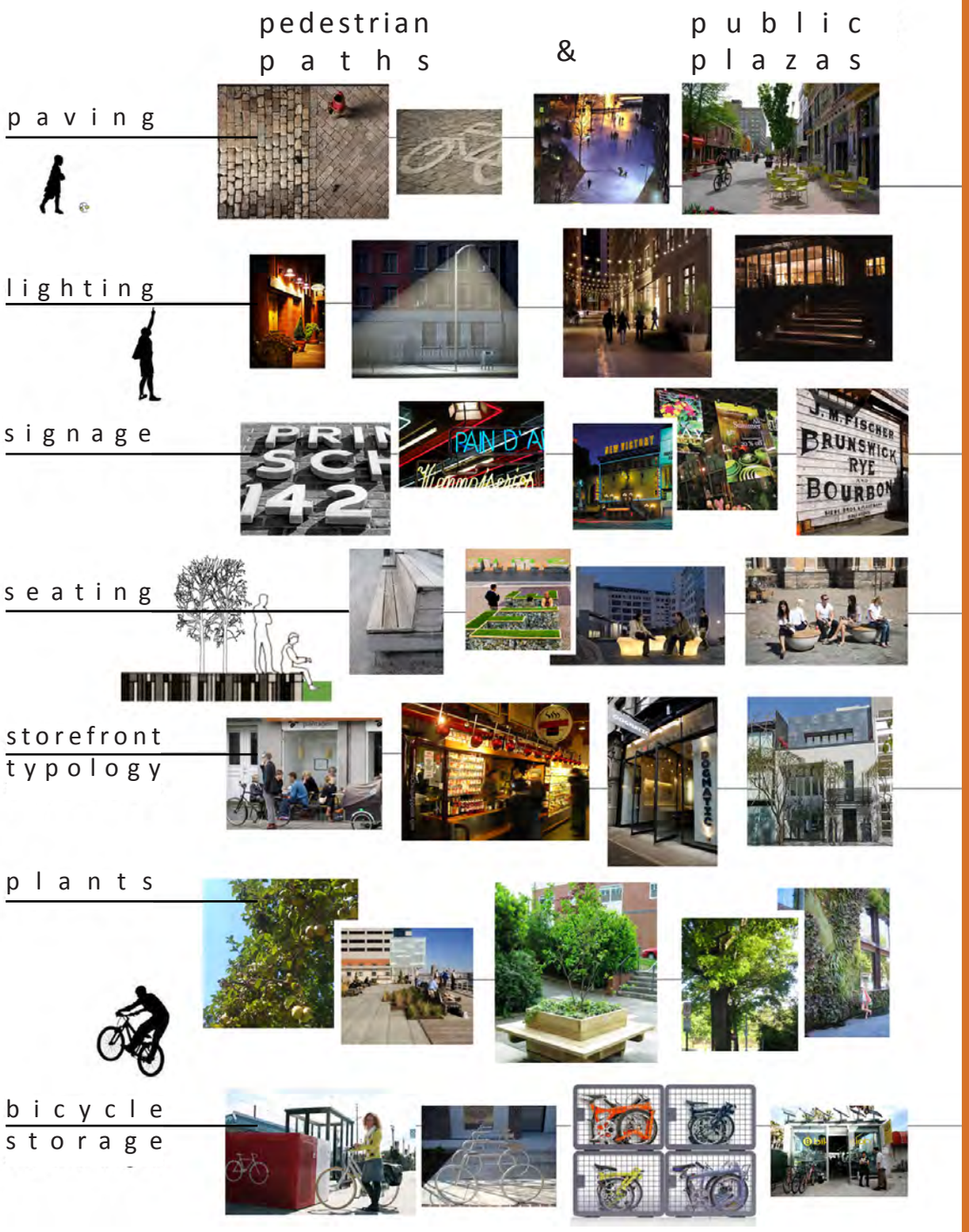
Elements of safety: eyes on the alley, and lighting create a safe pedestrian environment

INSIDE PUBLIC MARKET, BLURRING THE BOUNDARIES BETWEEN INDOOR AND OUTDOOR

MARKET
Food trucks activate empty parking lots and the street at all times of the day; plays on an existing community tradition of mobile food vendors. Car service bays and existing infrastructure are the perfect scale for micro-business development and business incubator space.

EXISTING LIGHT RAIL STATION AND FIRESTONE BUILDING

Rail underpass provides protection from the elements, and bike storage. Vertical garden walls provide climatic benefits, improve the human experience, reduce noise, and activate blank facades.



PUBLIC MARKET

The mission of the Mt. Baker Public Market is to operate a daily, year-round, indoor-outdoor venue to showcase our region's bounty, to promote sustainable agricultural practices, to encourage healthy living, and to provide entepreneurial opportunities for those who provide the food we eat.

GOALS

Unite the community with an active and energetic market building and adjacent public space;
Showplace Washington agriculture and specialty food makers, and provide them an expanded customer base;
Improve access to all income-ranges;
Provide classes and nutritional information programs;
Foster small business development;
Promote revitalization of the area through a catalytic development that attracts retail and diverse, mixed-use development.

“City space must be carefully designed to invite walking, cycling and staying, encouraging people to join in the common life of the city.”

- Gehl, Gemzøe, Kirknaes & Søndergaard, *New City Life*

Public Spaces | Public Life for North Rainier Town Center

2010 Scan|Design Interdisciplinary Master Studio

University of Washington