

Occidental Promenade

People Streets & Public Spaces (PSPS)

Early Guidance on Near-Term Improvements
October 15, 2025



Agenda

- Project Overview
- Historic Context and Contributing Features
- Existing Conditions
- Furnishing Palettes
- Walkway Treatments
- Discussion

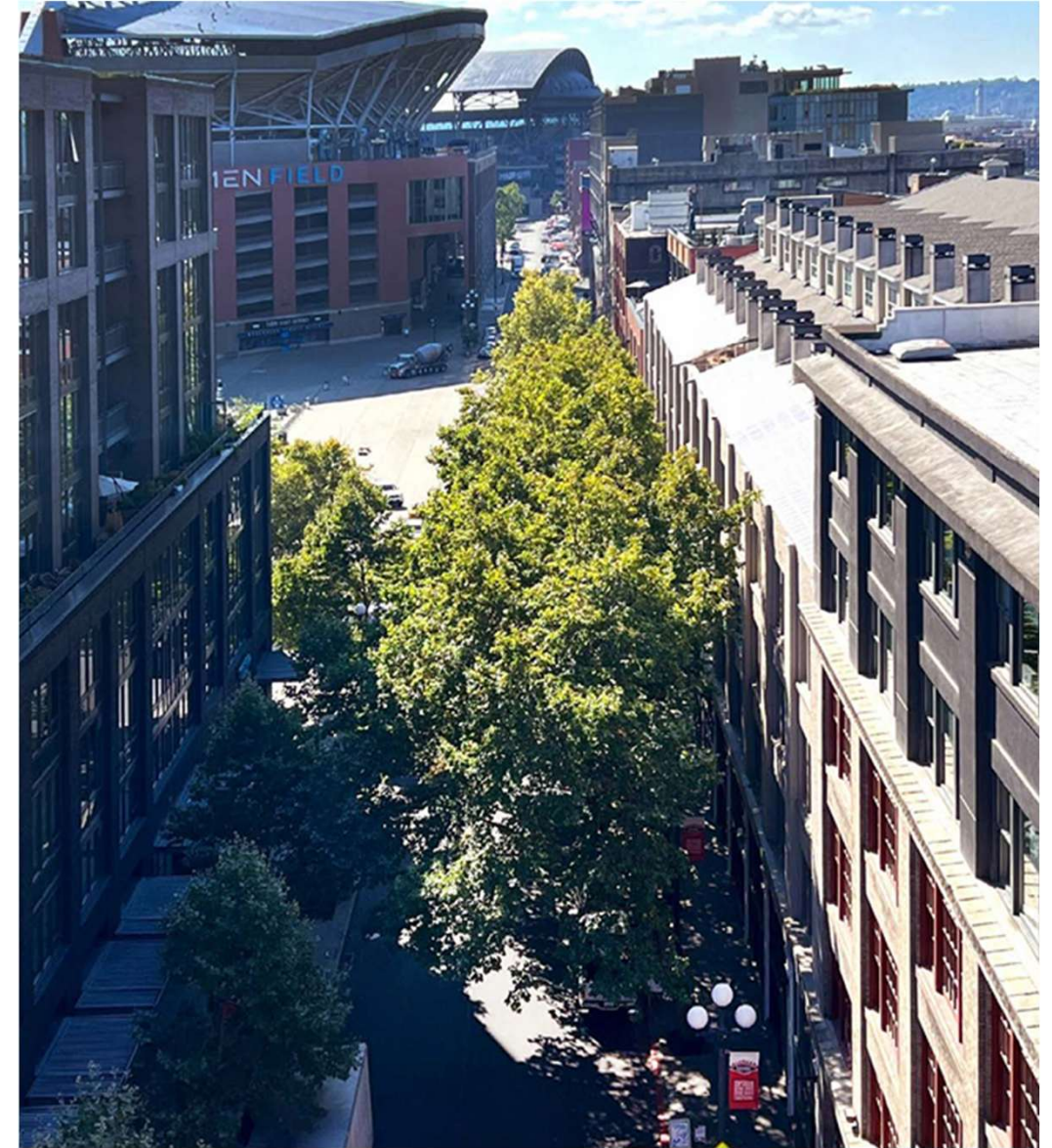
Meeting Purpose

Early guidance on potential street furnishings for new amenity areas to be installed as a SDOT-led pilot project

- Is there a theme or narrative that you prefer?
- Do you have a preferred furnishing palette?
- Are there historic resources that are missing from our analysis?

Guidance to inform the design of amenity areas and walkway treatment for a future Certificate of Approval request by SDOT

Project Location



Zoning Context

- **Historic Preservation District**
- **Stadium Area Overlay**
- **Identified as a Green Street**



Project Overview

Phase 1: Community and Stakeholder Engagement, Completed 2024
(Privately funded)

Phase 2: Current SDOT Contract (SDOT Transportation Levy Funded)

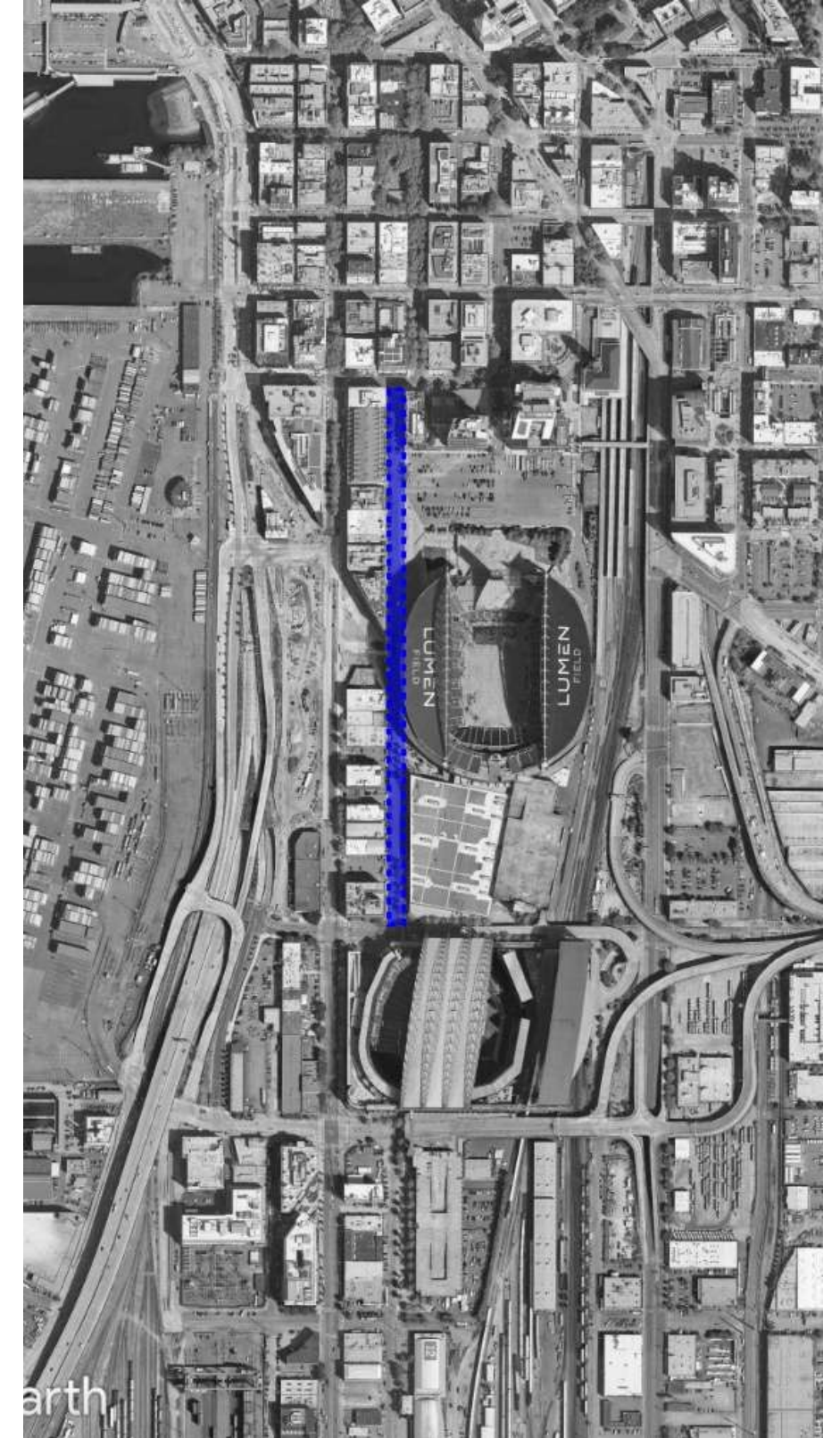
- Near Term Action Plan – identify near-term improvements
- Pilot Activation – testing of solutions for high priority needs
- Update Street Concept Plan – advance long-term plan (10% design)

Phase 3: Near-term Implementation Spring 2026

SDOT crews to implement improvements – scope and budget, TBD

Phase 4: 2027 and beyond

Design documents for long term improvements



Project Approach: Tactical Urbanism

Tactical urbanism is an approach to urban development that uses low-cost, short-term interventions to test and implement long-term improvements in public spaces. These flexible projects aim to address issues related to public space design such as human comfort, activation and functionality, gathering spaces, accessibility and circulation, and street safety. This approach allows for modifications prior to implementing permanent changes. Feedback from this testing stage informs future changes and the long-term plan.



Near-Term Improvement Inform Concept Plan Update

Current SDOT-Approved Street Concept Plan



Pedestrian friendly streetscape to support events

Tactical Urbanism for Near-Term Improvements

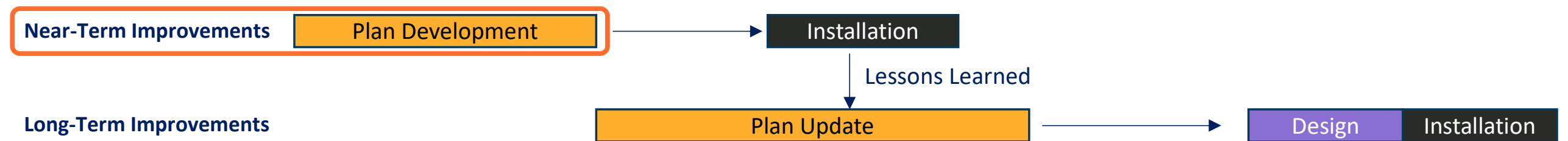


Precedent projects

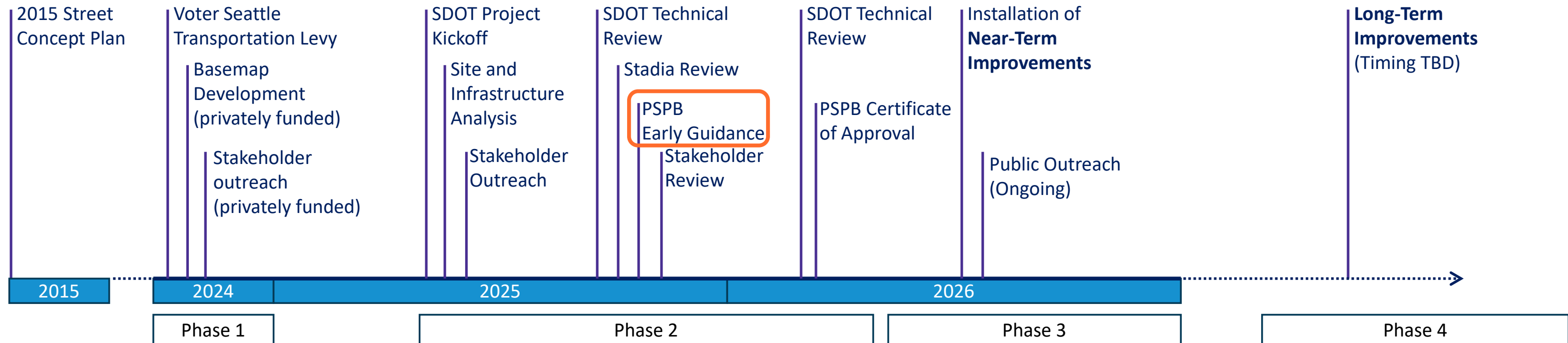


Project timeline

Tactical Urbanism Plan Phasing



Review, Outreach and Analysis Snapshot



Presentation Focus: Near-Term Improvements

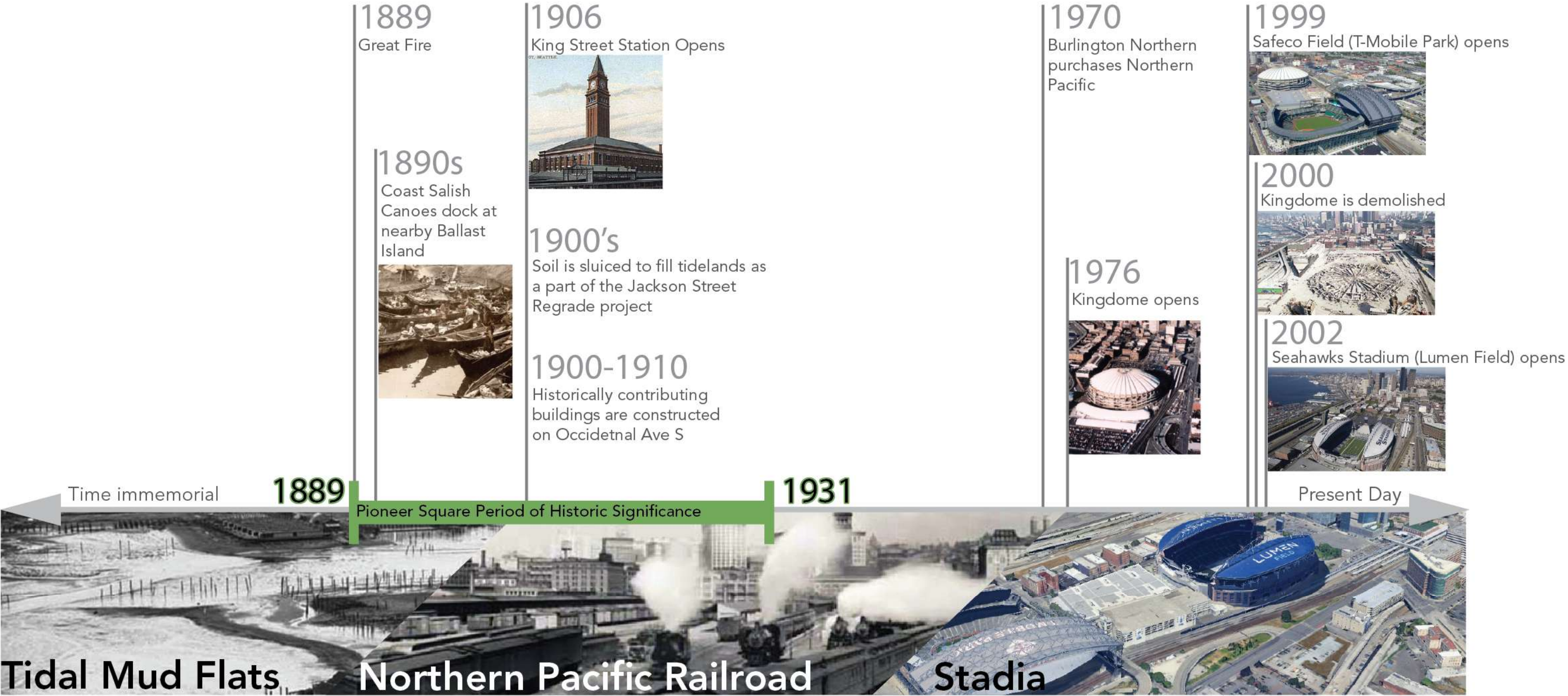
This presentation is focused on near-term improvements to increase connectivity and improve the pedestrian environment along Occidental Ave. S. between King St. and Royal Brougham.

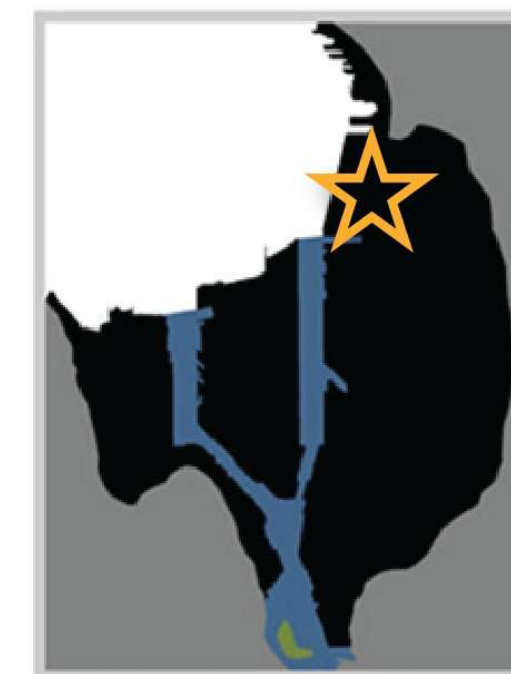
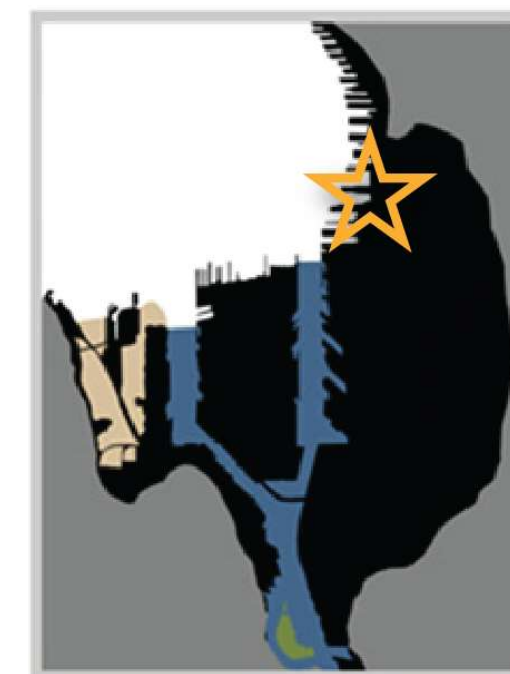
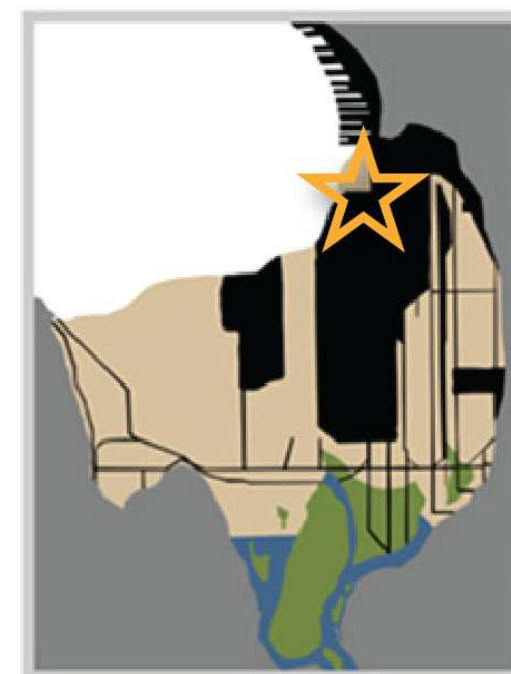
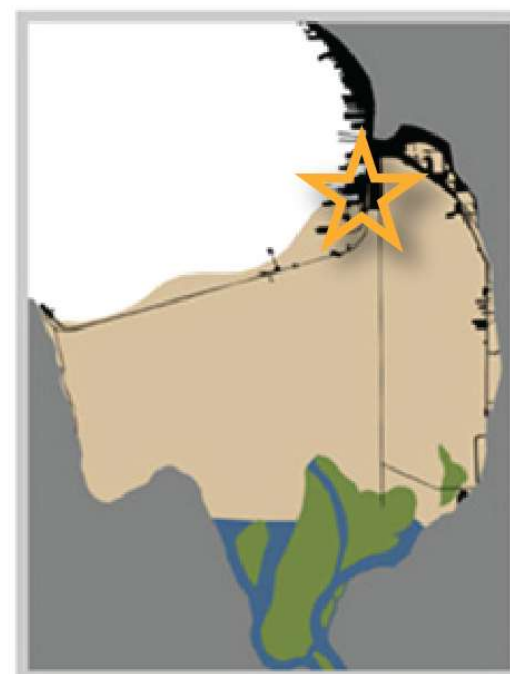
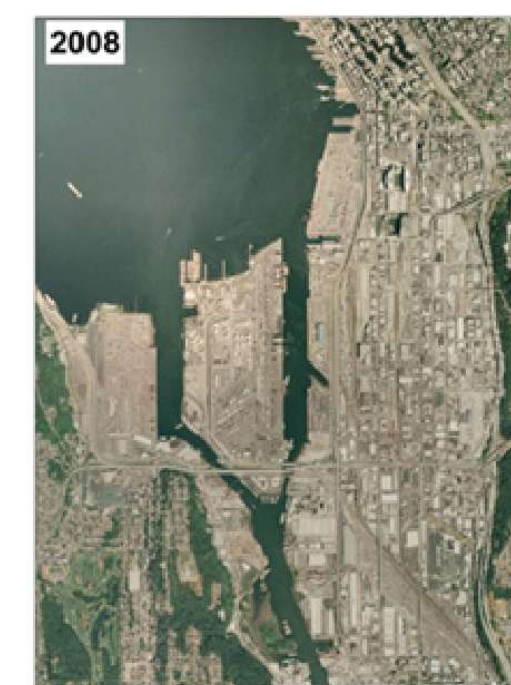
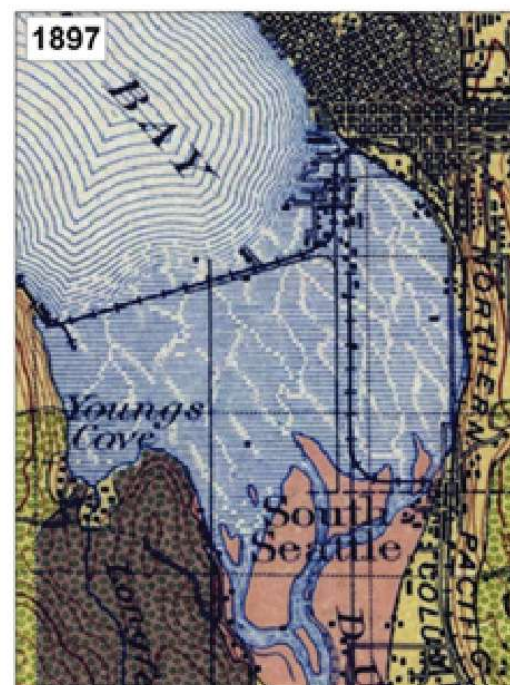
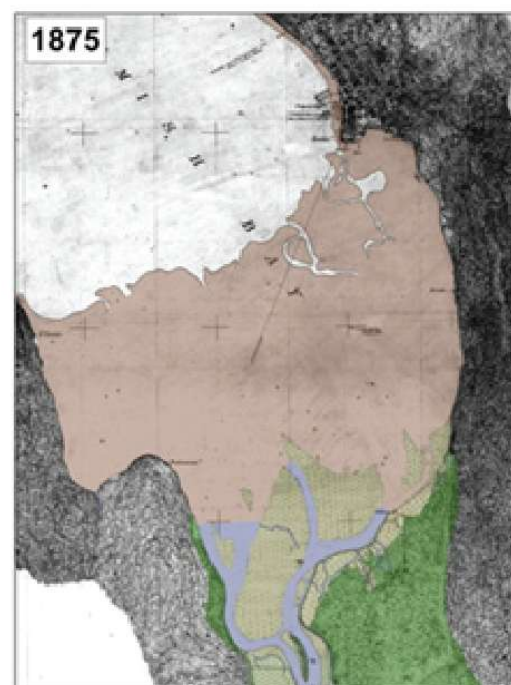
These improvements are:

- Inspired by the existing neighborhood context
- Intended to quickly improve the streetscape
- Temporary
- Reversible
- Do not materially impact historic resources

Historic Context Analysis

Occidental Promenade: A Site in Flux





1875

1896

1909

1943

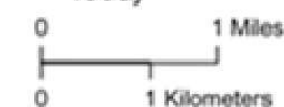
Today

Tideflat

River Channel

Filled Land and Built Structures

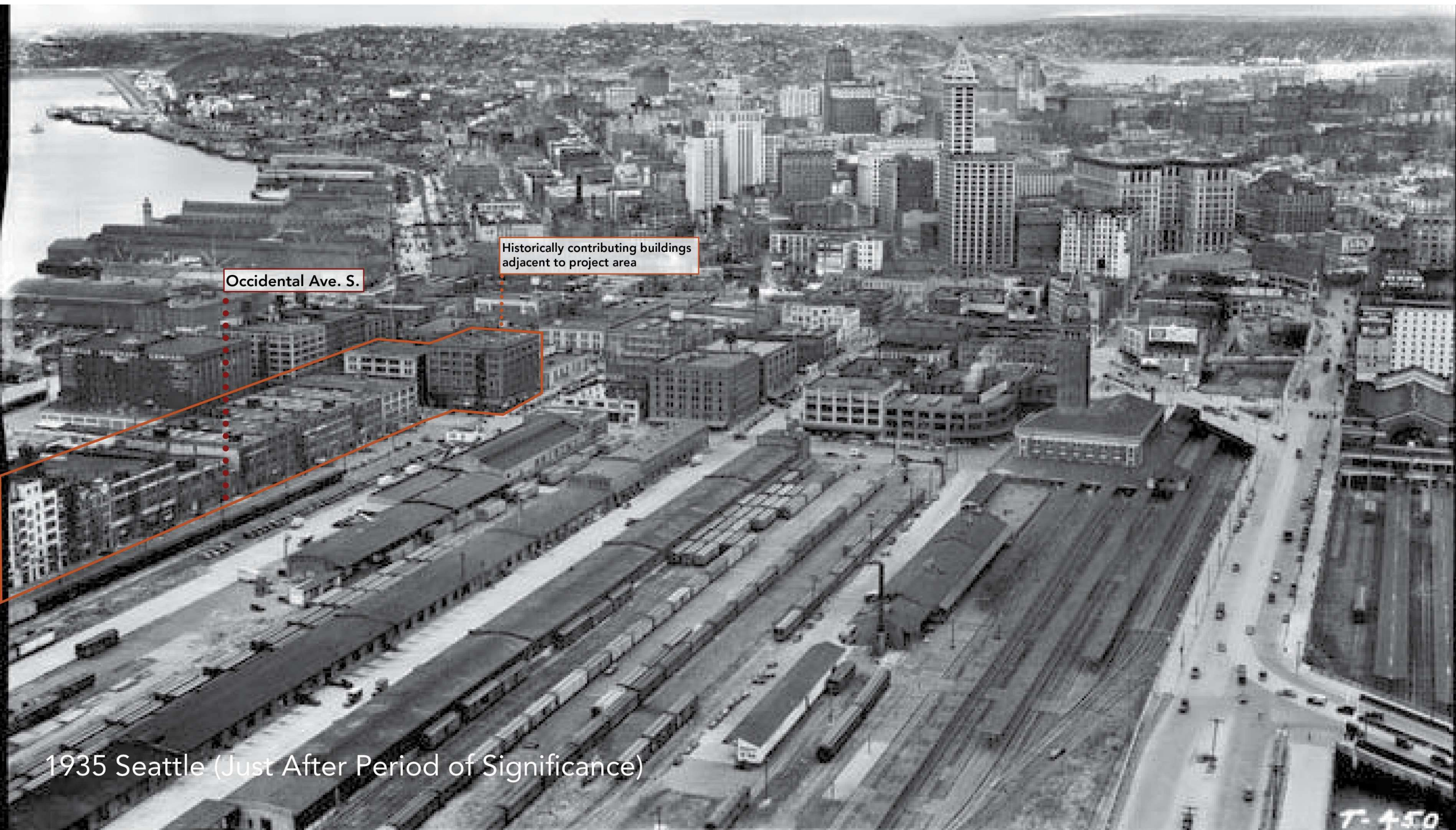
Salt Water Marsh



Historical data from USCGS Topographic Sheet T-1406, 1875; USGS Land Classification Sheet, Seattle Quadrangle, 1897; USGS Topographic map, Seattle Quadrangle, 1909; USGS Topographic map, 1943; **The Waterlines Project**



Occidental Ave. S. Today



1935 Seattle (Just After Period of Significance)

T-450

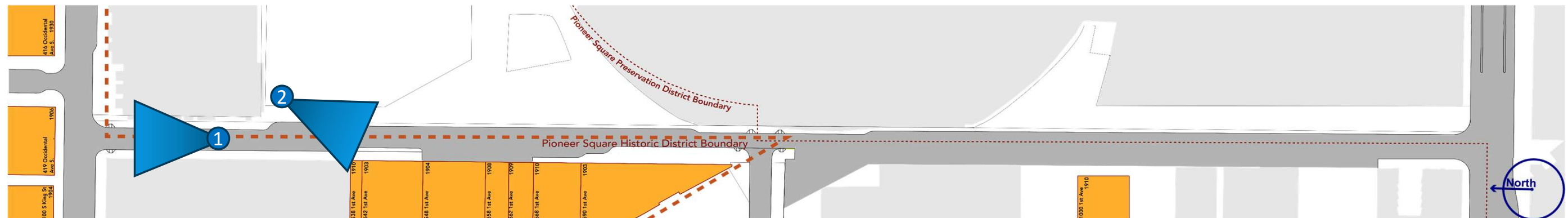


Historically contributing buildings
adjacent to project area

Occidental Ave. S.

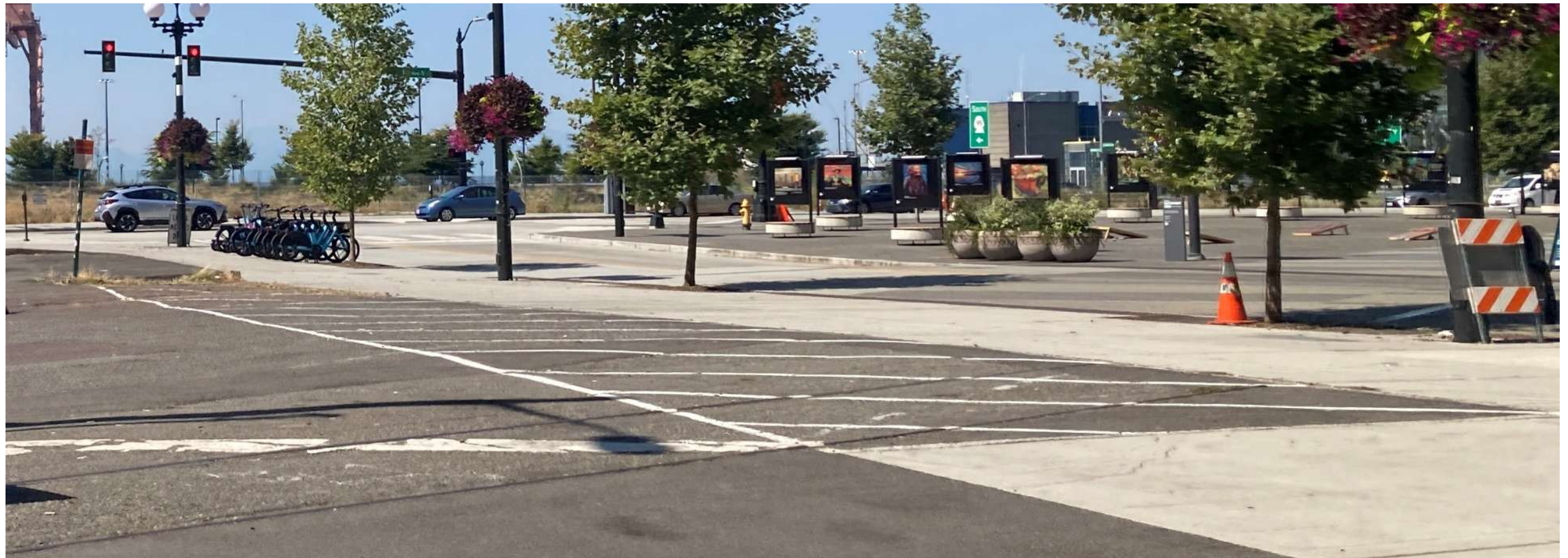
Contributing Features + Design Guidelines

Contributing Buildings (Ntl. Register Inventory)



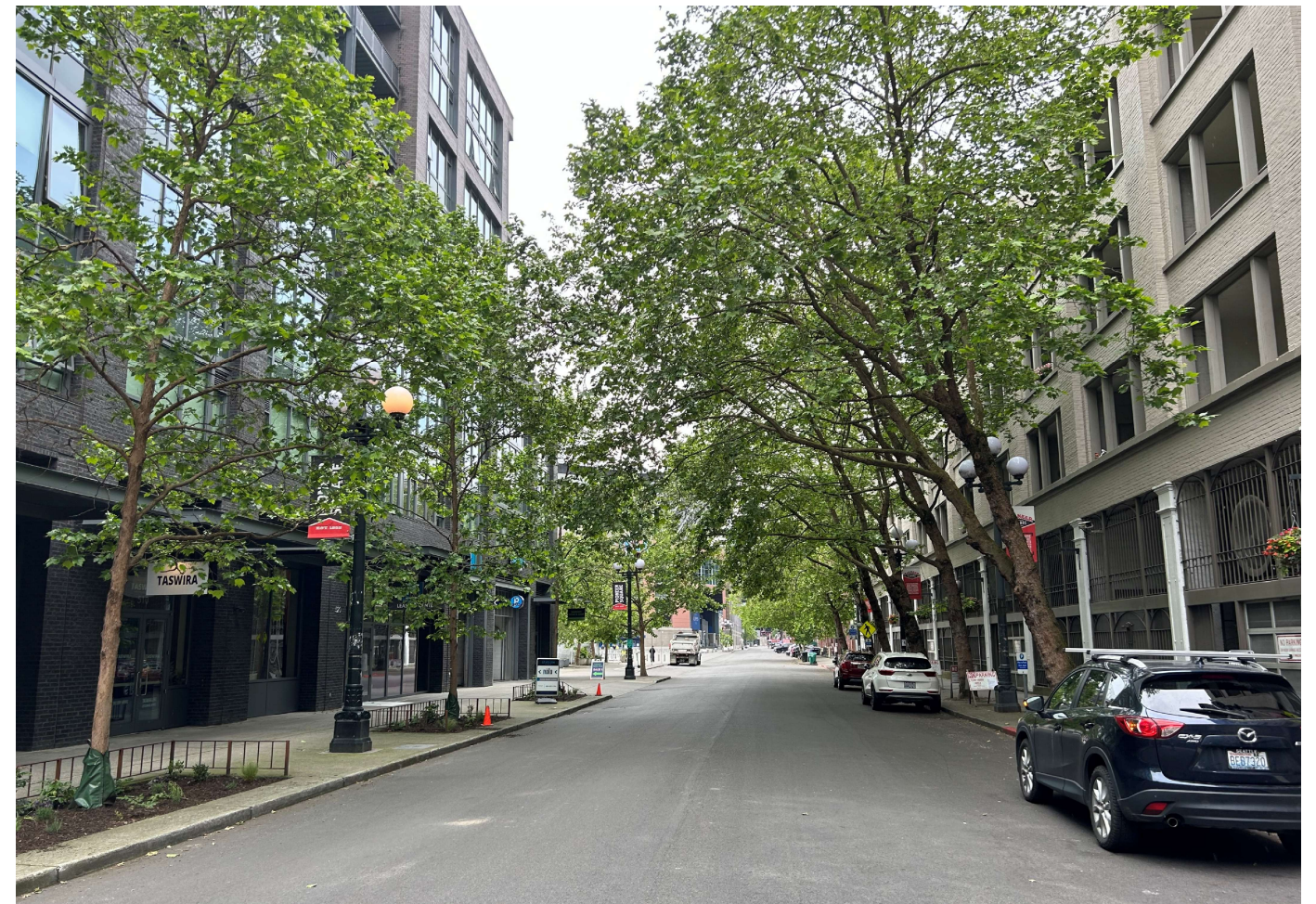
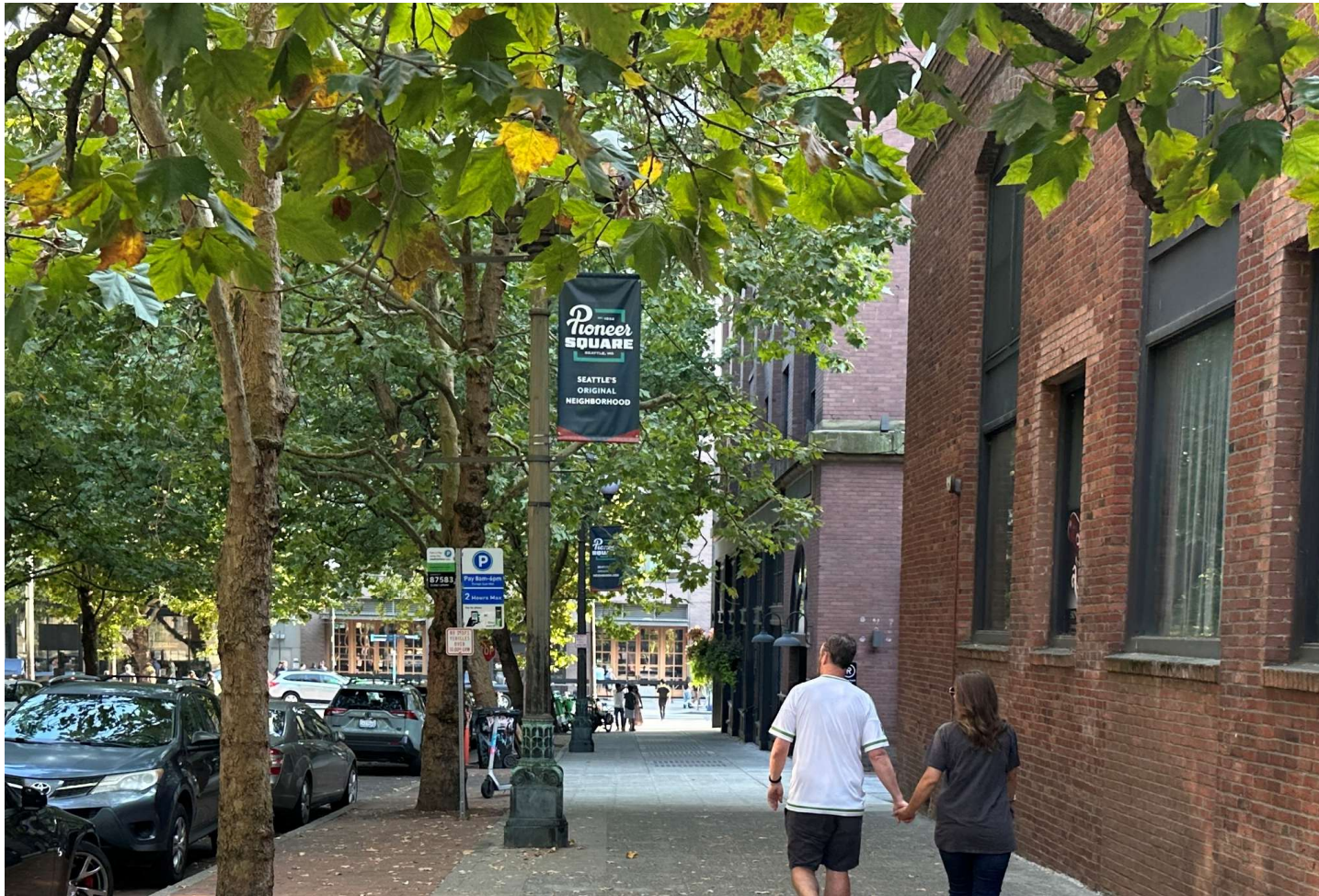
Project design goal: provide a continuous pedestrian walkway along the west side of the street while supporting existing loading dock access needs

Contributing Streetscape Features - Rails



In-ground rails will be protected during near term improvements. Long term streetscape improvements will require addressing accessibility implications of existing rails at building frontages.

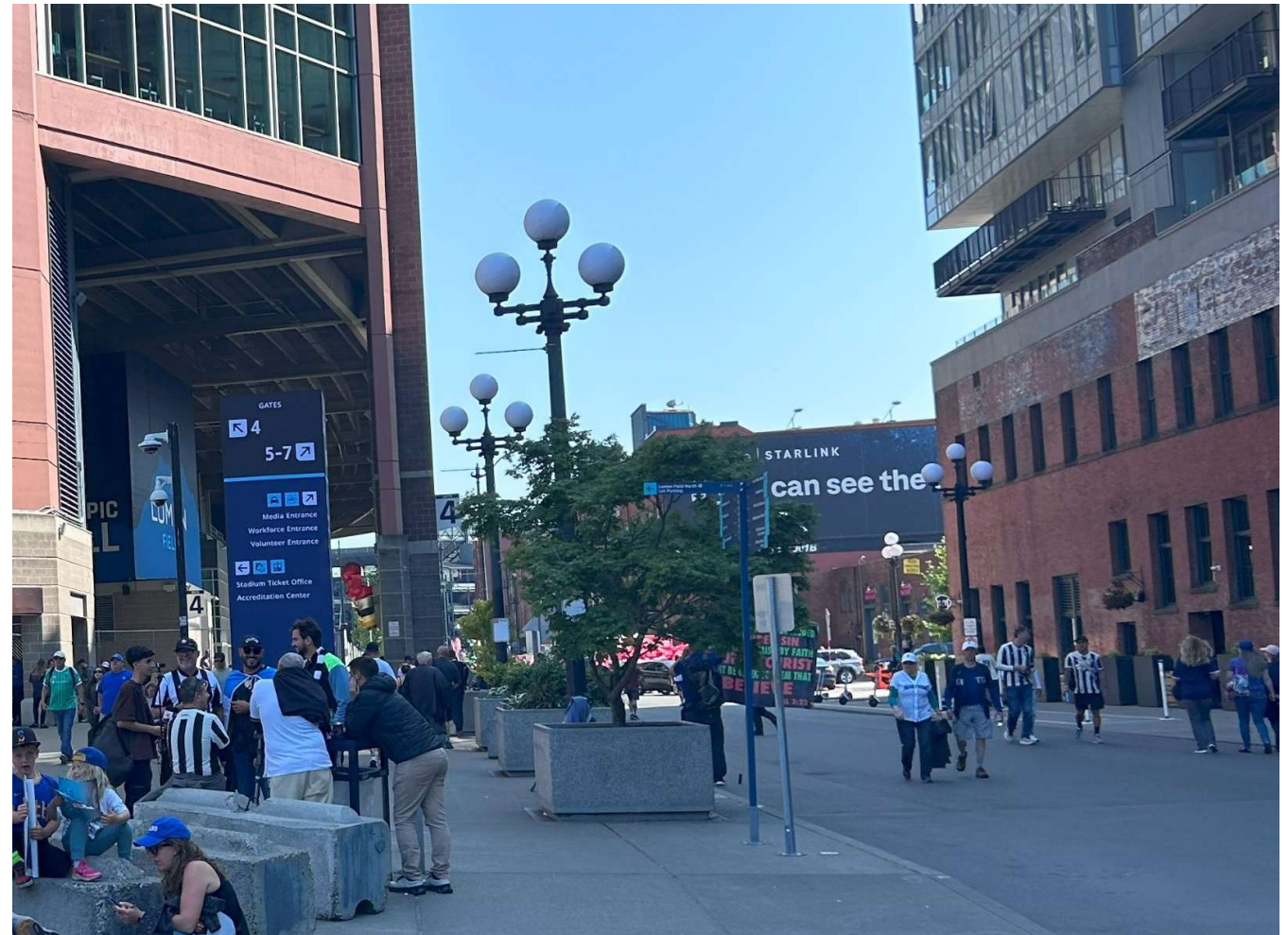
Contributing* Streetscape Features - Trees



Project design goal: protect tree canopy and increase vegetation

* While these features don't necessarily date to the period of significance, they align with the Pioneer Square Preservation Board Design Guidelines

Contributing* Streetscape Features - Lighting



Project design goal: protect existing light fixtures and provide additional lighting for nighttime visibility

* While these features don't necessarily date to the period of significance, they align with the Pioneer Square Preservation Board Design Guidelines

Contributing* Streetscape Uses – Café Seating



Project design goal: support existing sidewalk cafes and expand/formalize opportunities for outdoor dining and seating

* While these features don't necessarily date to the period of significance, they align with the Pioneer Square Preservation Board Design Guidelines

Contributing* Streetscape Uses – Pedestrian Mall



Project design goal: enhance pedestrian environment

* While these features don't necessarily date to the period of significance, they align with the Pioneer Square Preservation Board Design Guidelines

Existing Conditions

Occidental Ave South of King St.

Variety of Users and Uses | Infrastructure Considerations | Inconsistent Experience



Occidental Ave South of King St.

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Occidental Ave South of King St.

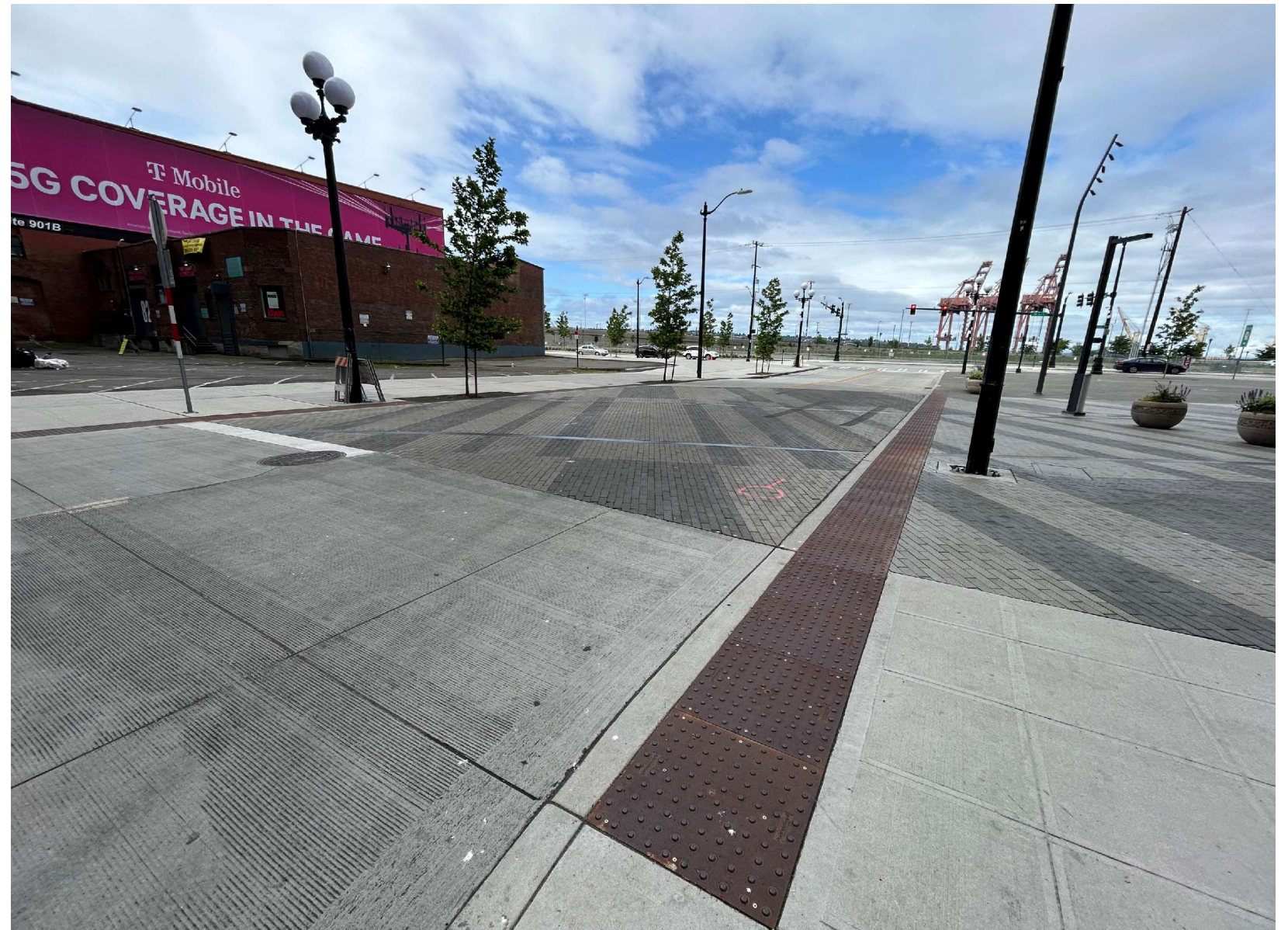
Variety of Users and Uses | Infrastructure Considerations | Inconsistent Experience



Occidental Today – Why We Are Here

Public infrastructure

- Sidewalks
- Street trees
- Utility infrastructure
- Etc.



Occidental Today – Why We Are Here

Public infrastructure

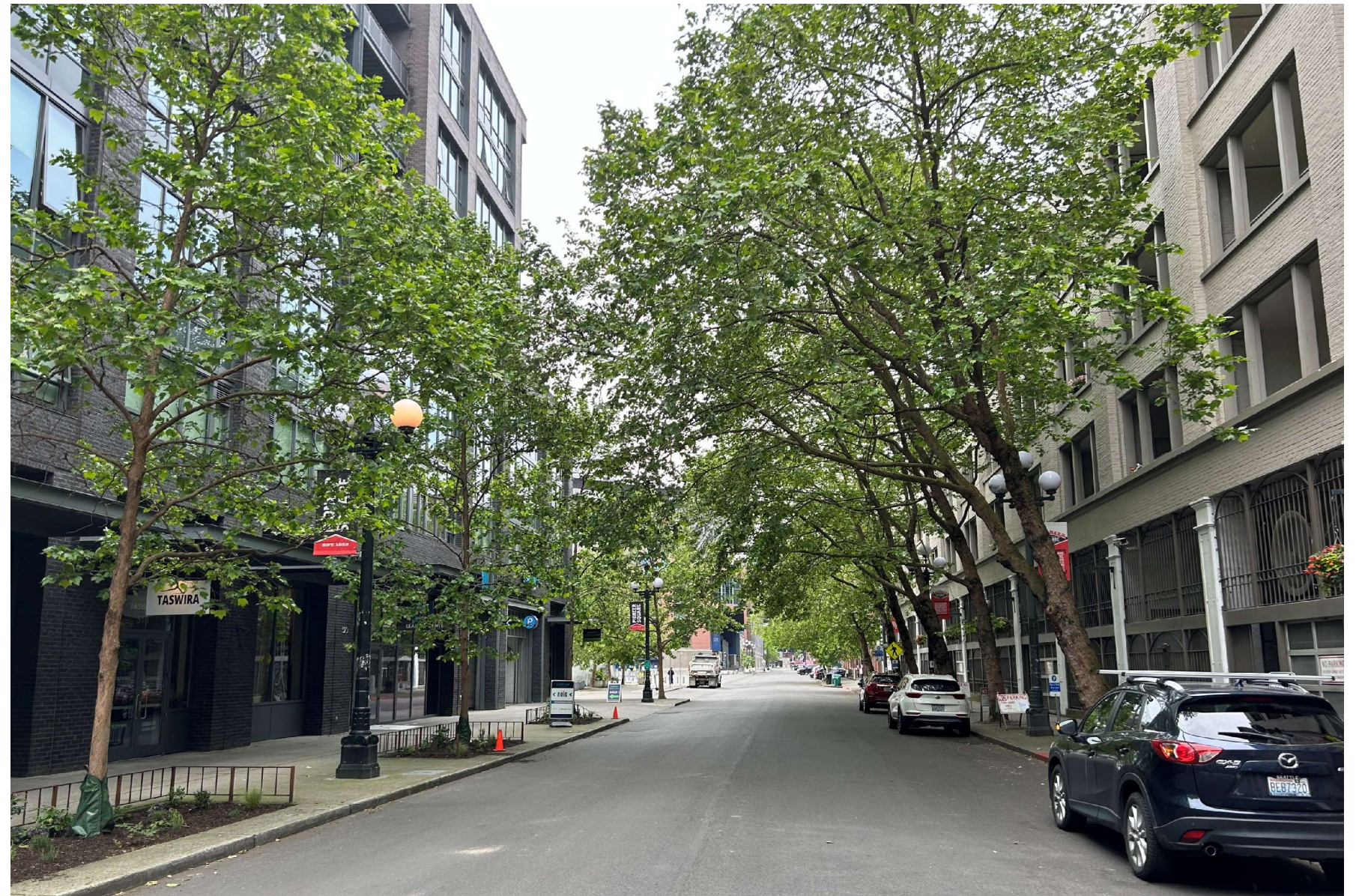
- Sidewalks
- Street trees
- Utility infrastructure
- Etc.



Occidental Today – Why We Are Here

Public infrastructure

- Sidewalks
- Street trees
- Utility infrastructure
- Etc.



Occidental Today – Why We Are Here

Access for all

- People walking to/from events
- Residents
- Businesses
- Deliveries
(delivery vans to semis)
- Bikes, scooters, pedicabs



Occidental Today – Why We Are Here

Street closures and circulation

- Street closure mechanism
- Local access needs
- Locations of closures
- Traffic control



Occidental Today – Why We Are Here

Street Vending

- Presentation/aesthetics
- Vendor/business interactions
- Illegal vending
- Health and cleanliness



Occidental Today – Why We Are Here

Waste Management

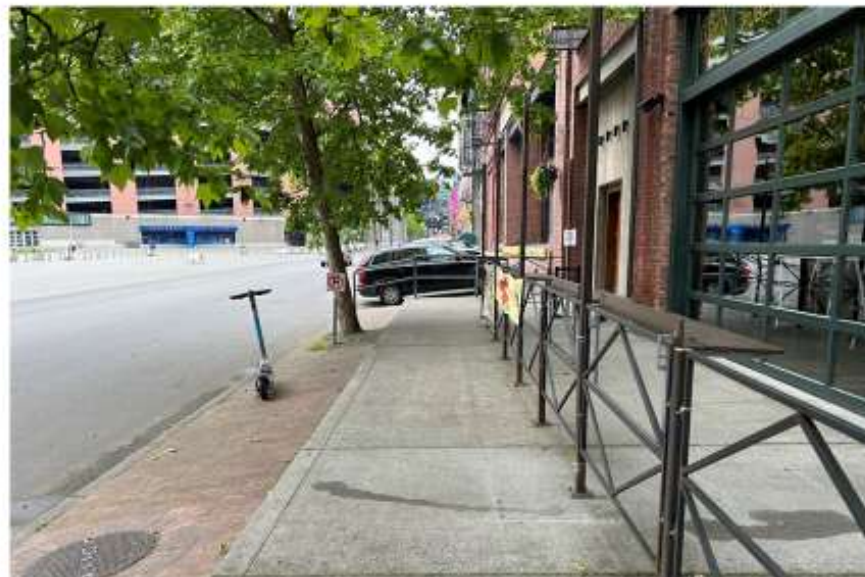
- Appearance
- Impact to businesses and residents
- Economic impacts/costs



Occidental Today – Why We Are Here

Building access

- Varying elevations
- Type of access



Occidental Today – Why We Are Here

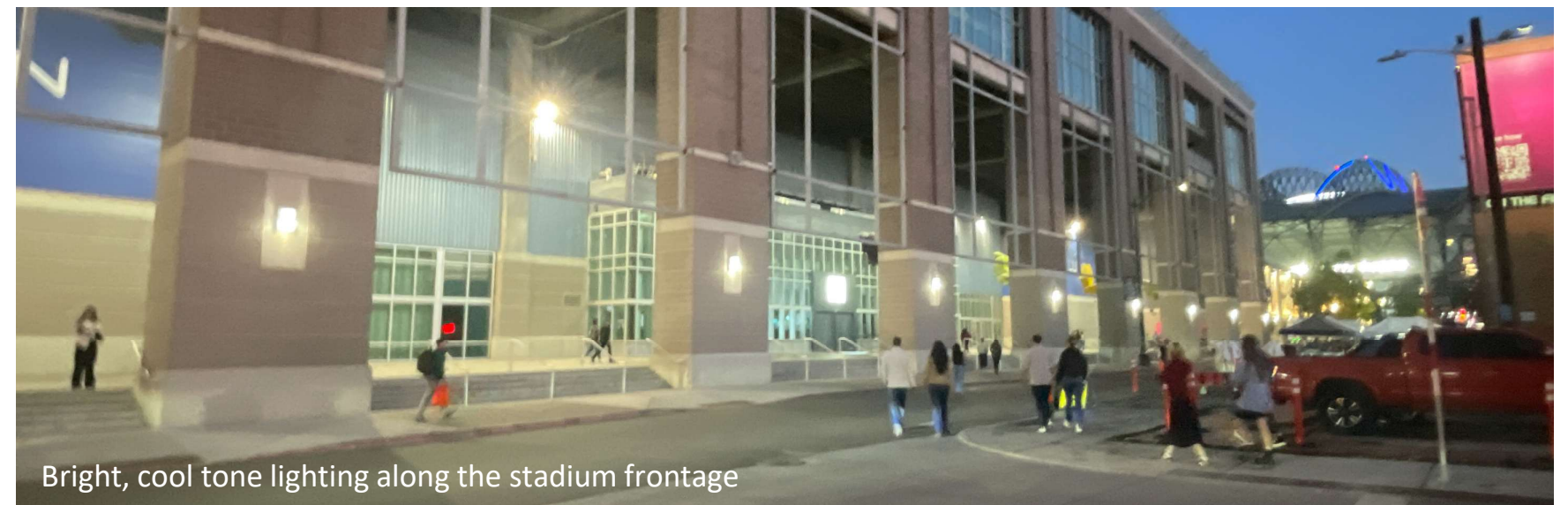
Lighting and night-time experience

- Safety and comfort
- Pedestrian experience



Patches of low light along the streetscape (e.g., the former Nordic Cold Storage loading docks pictured above)

Typical ROW Lighting Fixtures



Bright, cool tone lighting along the stadium frontage

Occidental Today – Why We Are Here

On-street Parking

- Location of parking
- Configuration of parking
- Access during events/for vendors



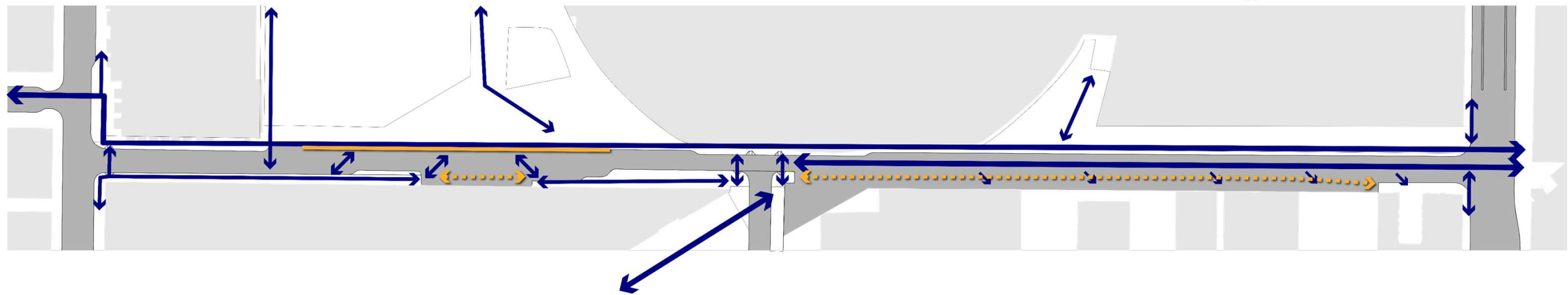
Near Term Improvements

Urban Design Analysis: Opportunities

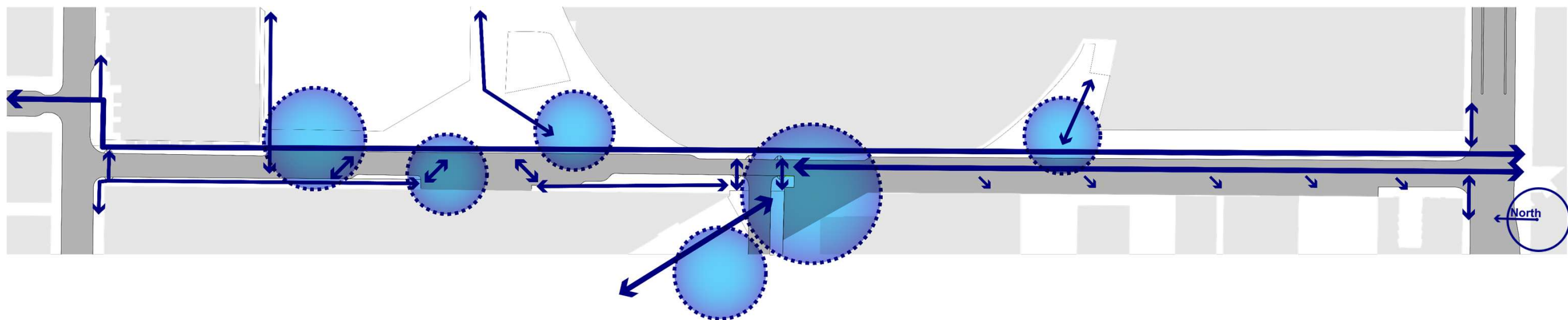
Near-Term Opportunities Legend

- Existing Pedestrian Walking Routes
- Opportunity to Test Walkway
- Opportunity to Define Walkway Edge
- Opportunity for Gathering Spaces (Nodes)

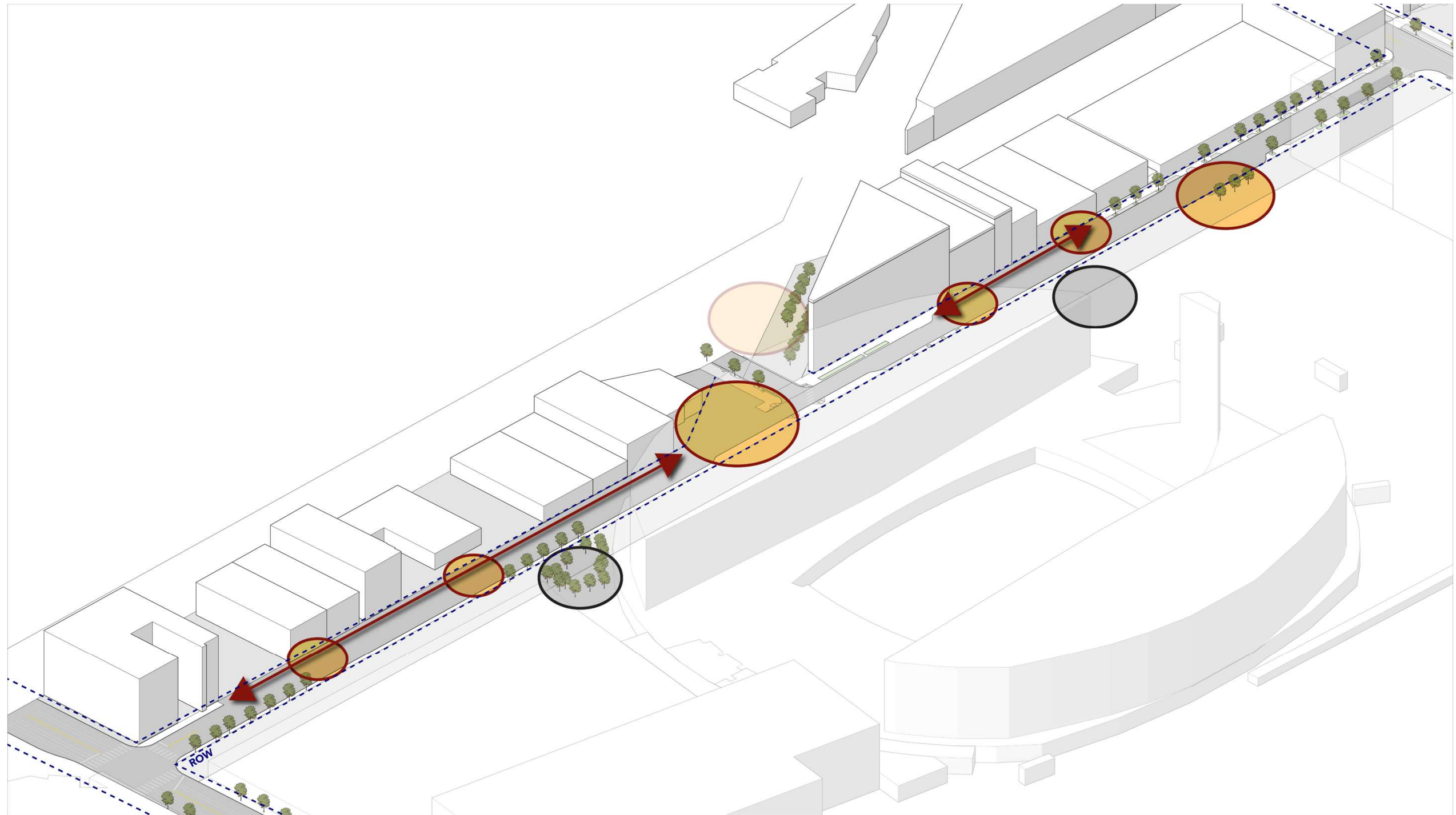
Near-Term Intervention Paths



Near-Term Intervention Nodes

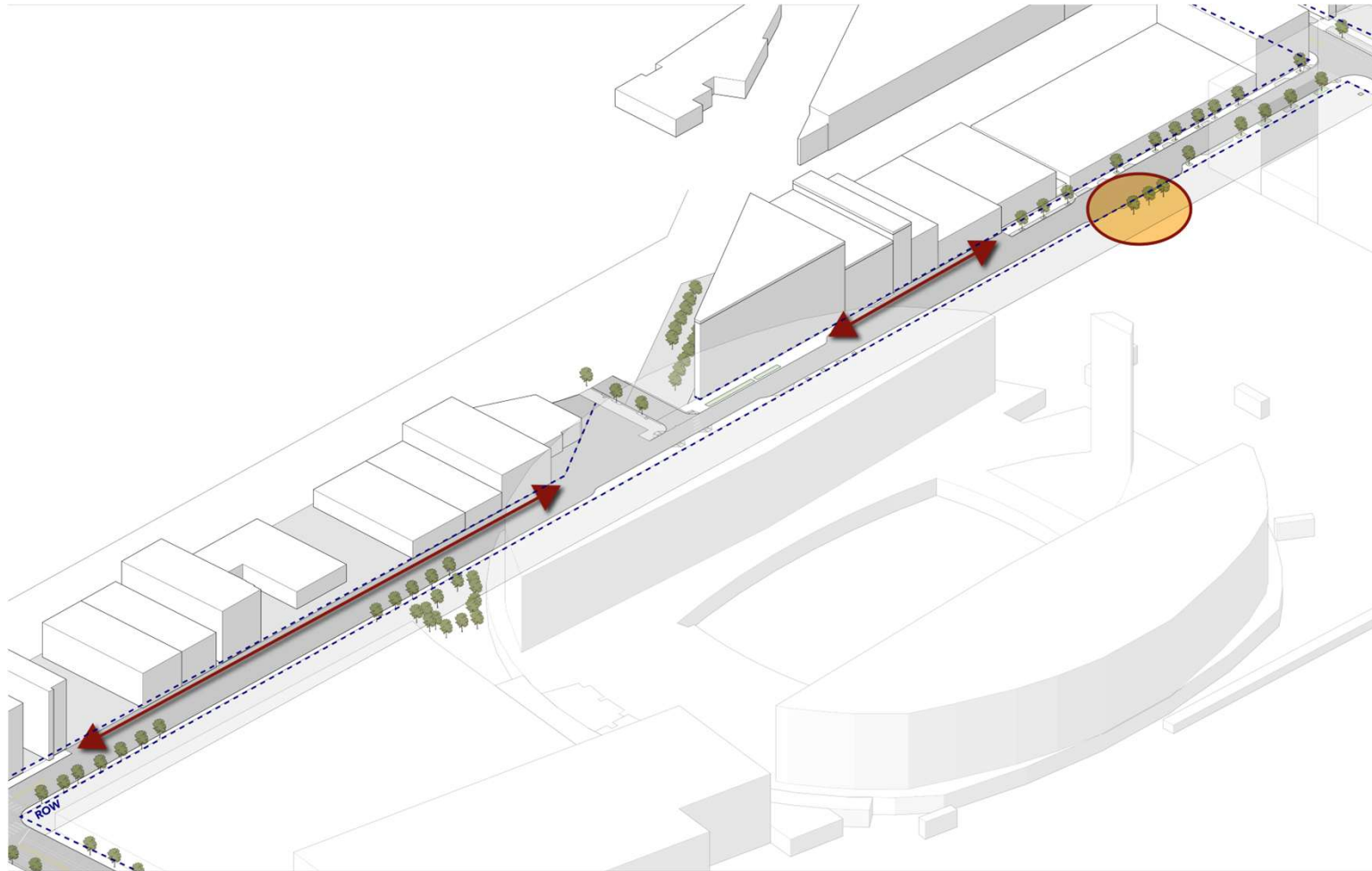


Street Amenities – Locations* in Development



* Locations are in development and will be presented in greater detail at a future meeting

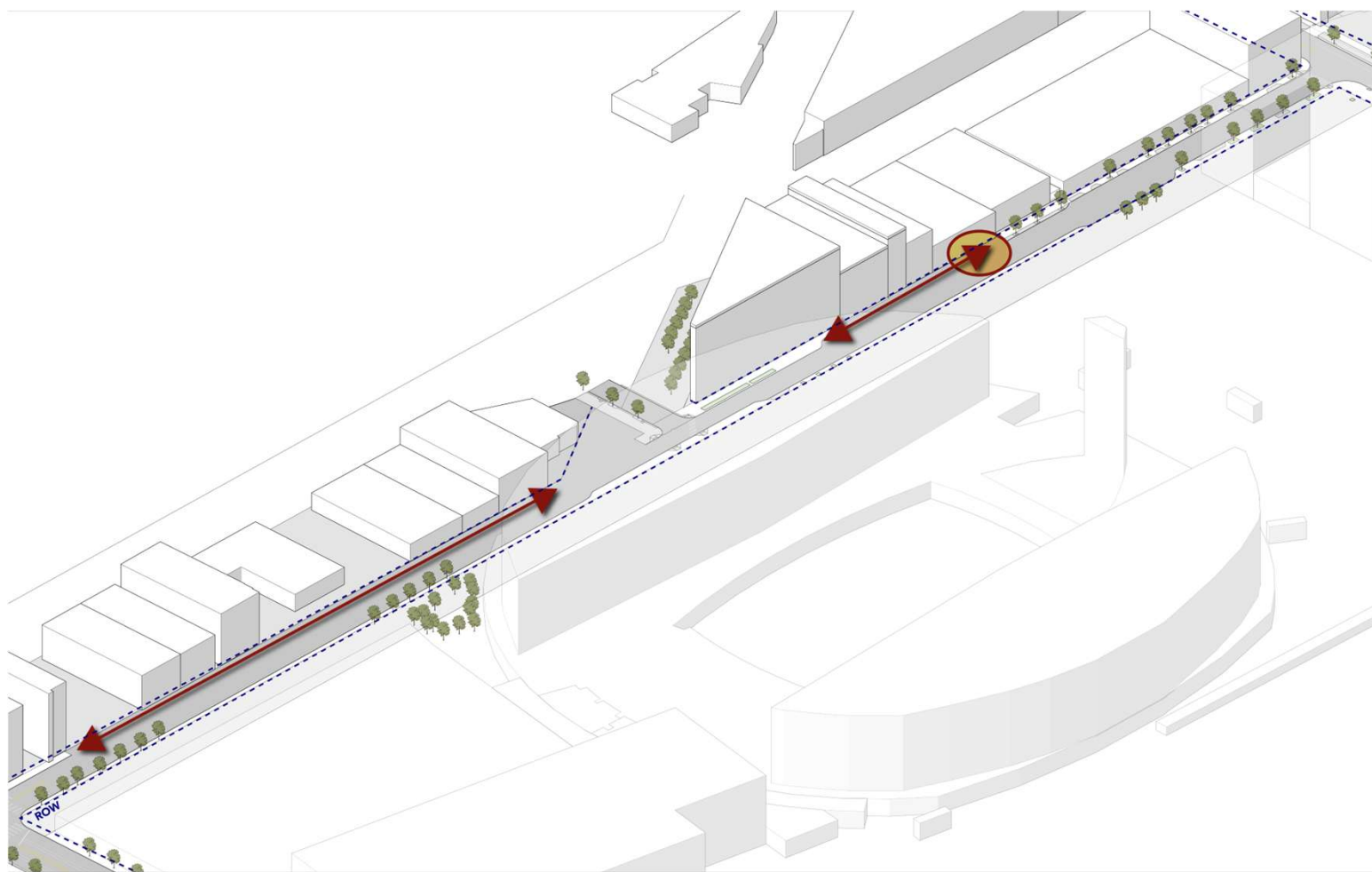
Street Amenities – Existing Conditions



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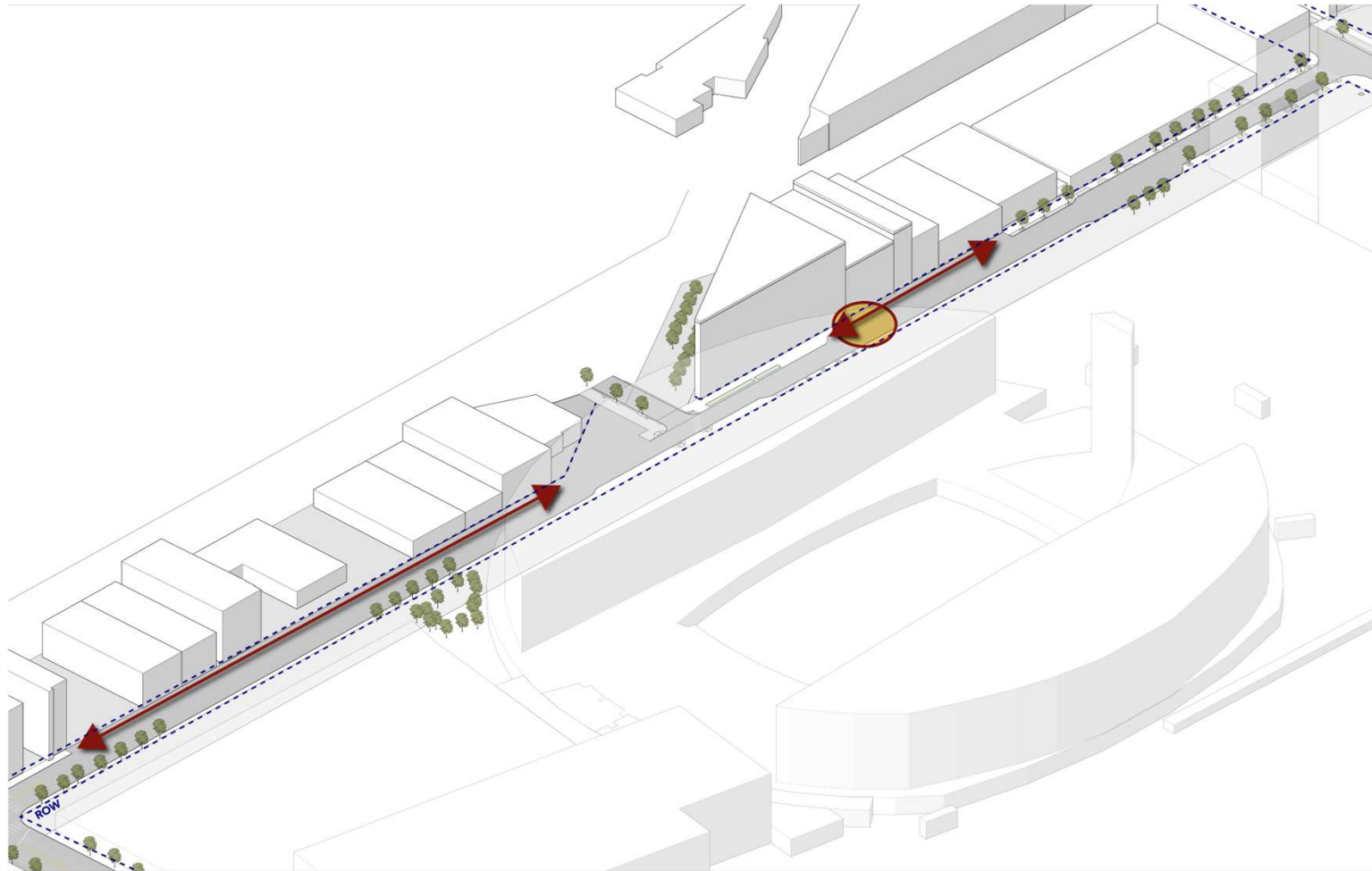
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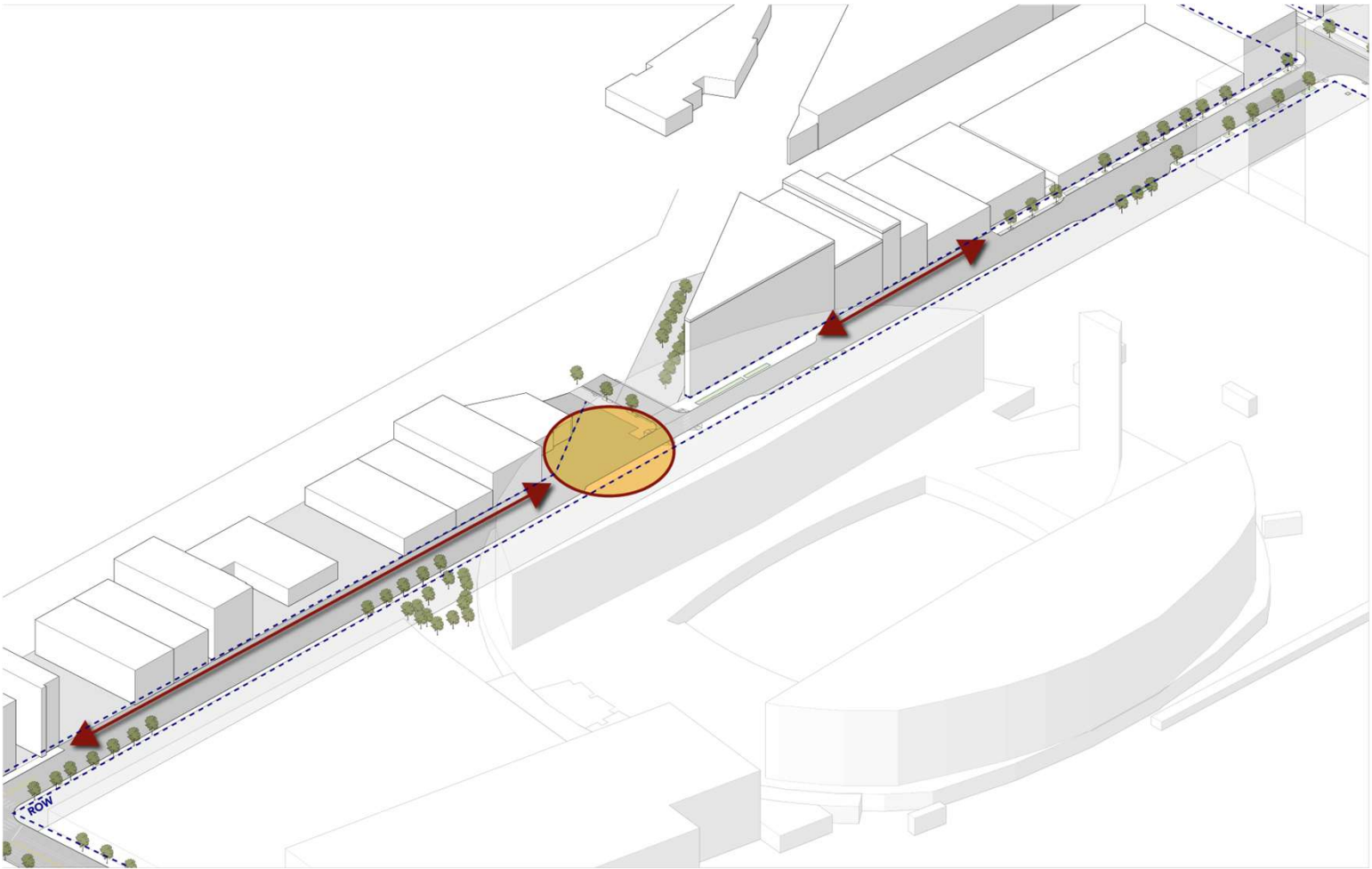
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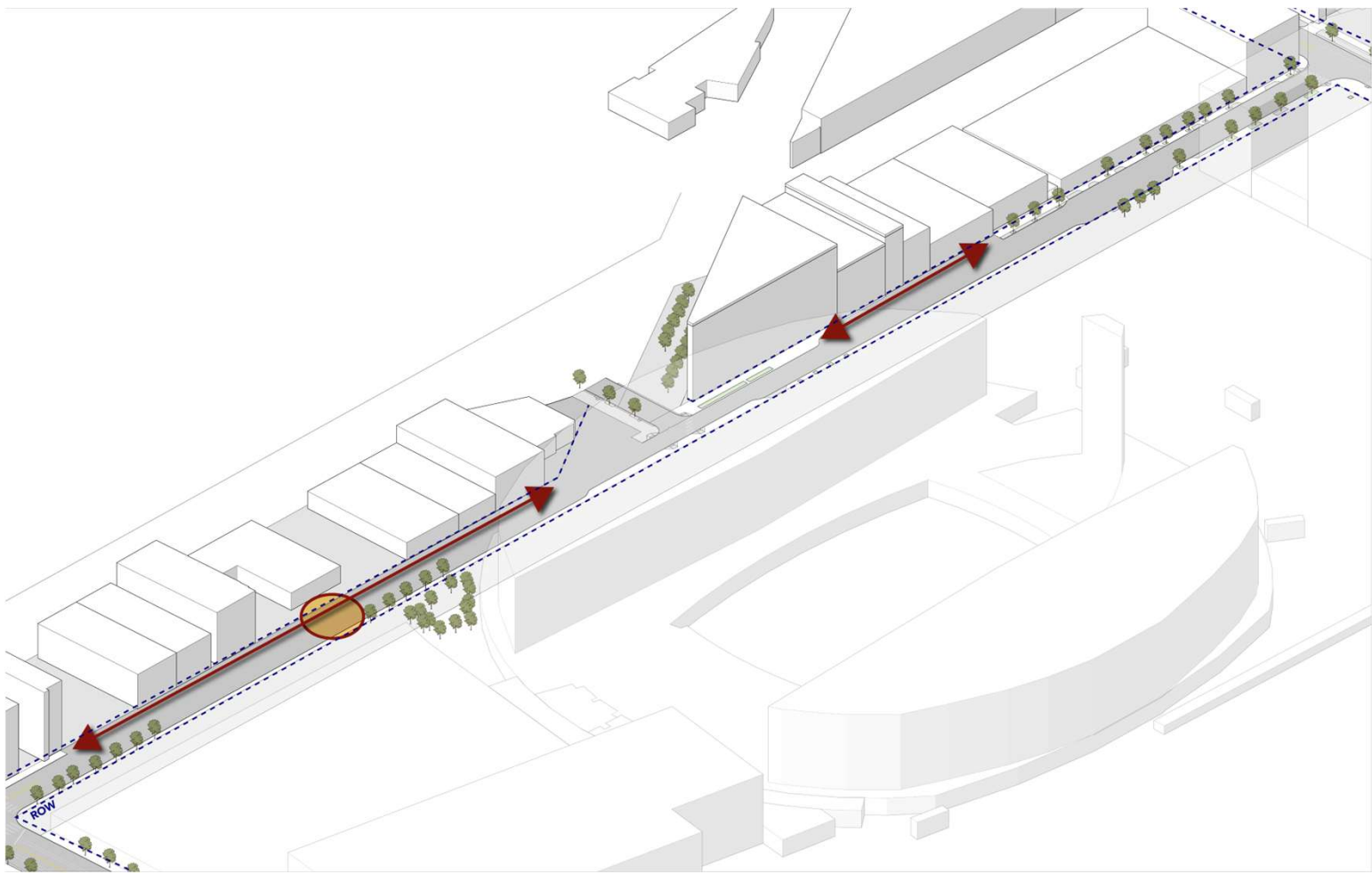
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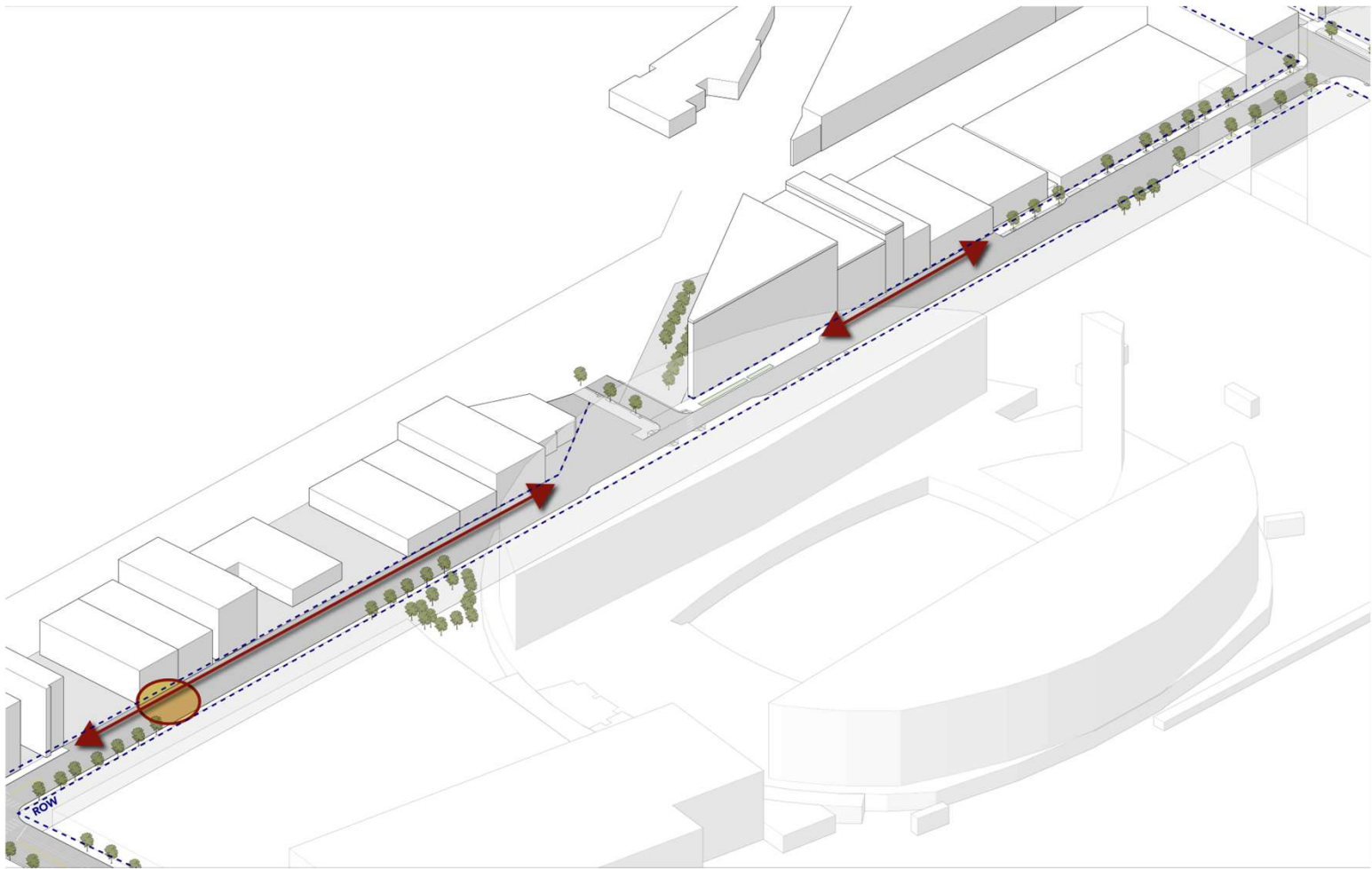
Street Amenities – Existing Conditions



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Street Amenities – Existing Conditions



* Locations are in development and will be presented in greater detail at a future meeting



Street Amenities

- **Decking**
- **Seating**
- **Lighting**
- **Shade**
- **Planters**
- **Trash**
- **Restrooms**

Furnishing Palettes

Furnishing Palettes



1: Tidal Flats - Inspiration

Coastal, natural, liminal - Inspired the coastal and maritime context; plants reflect forms and materials of coastal/subsurface plant life; shapes reflect waves, benches reflect logs/piers



Image: <https://www.seattle.gov/waterfront/projects/pioneer-square>

1: Tidal Flats - Furnishings



STREETLIFE_mobile green isles



STREETLIFE_cliffhanger terraces



LANDSCAPE FORMS_tucci stingray



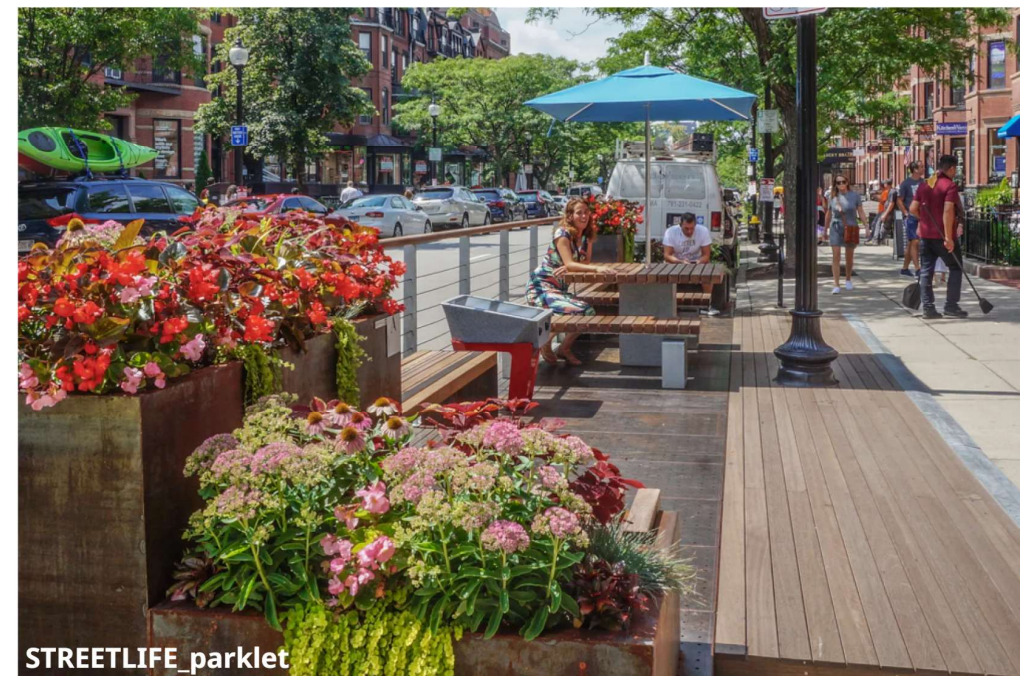
STREETLIFE_drifter



ARCHITERRA_ren



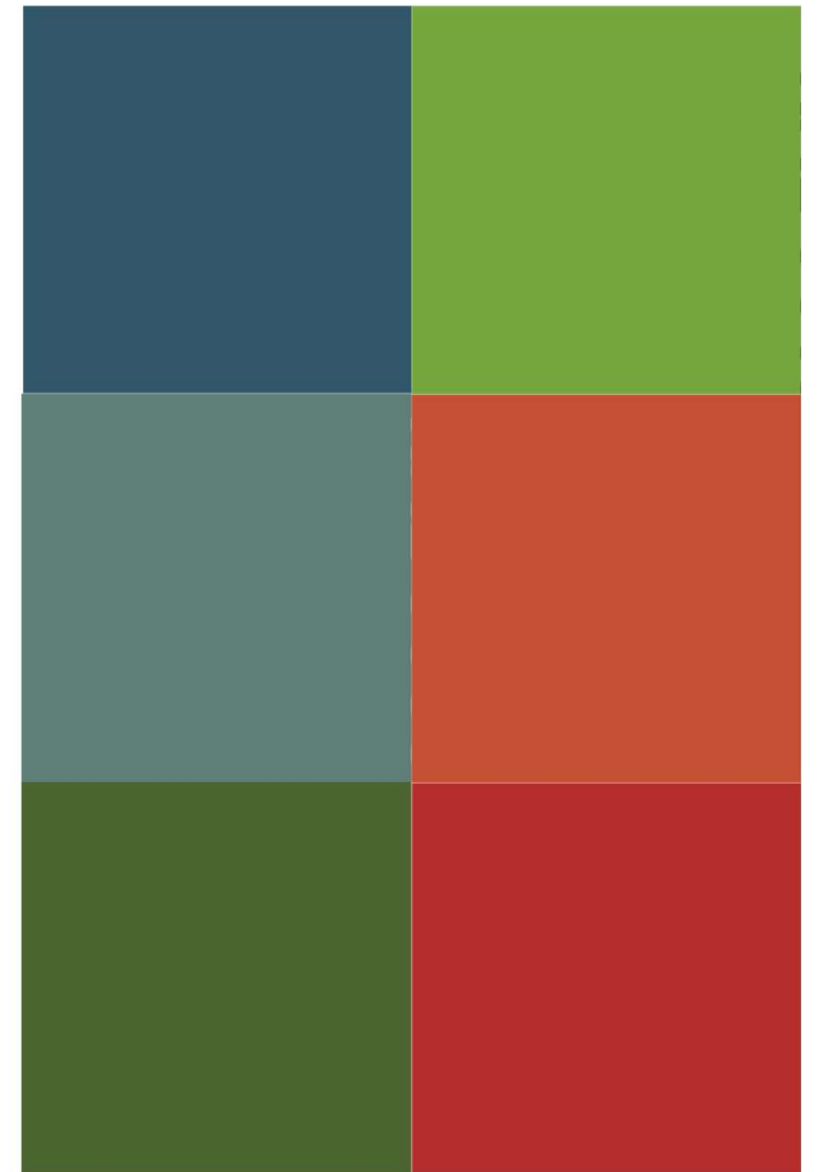
STREETLIFE_surf module



STREETLIFE_parklet

Photos provided by furnishing manufacturers

1: Tidal Flats – Colors and Textures



2: Railroad- Inspiration

Modular, movable, active Inspired movement and modernity; plants represent cultural complexity; colors are vibrant



2: Railroad- Furnishings



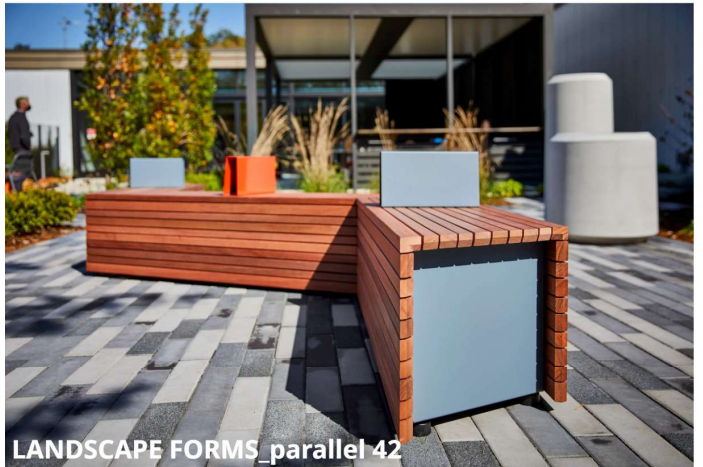
LANDSCAPE FORMS_paseos



LANDSCAPE FORMS_parallel 42



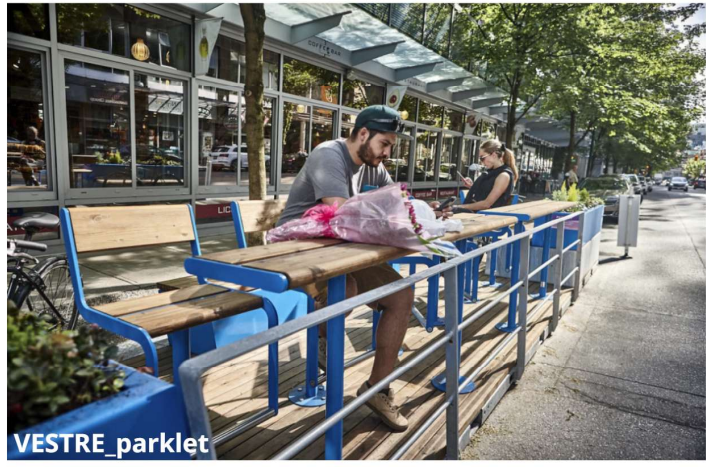
LANDSCAPE FORMS_parallel 42



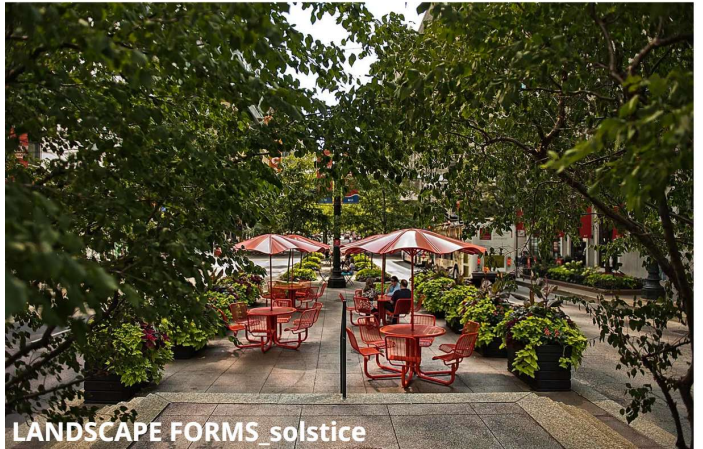
LANDSCAPE FORMS_parallel 42



LANDSCAPE FORMS_parallel 42



VESTRE_parklet



LANDSCAPE FORMS_solstice



BORDER CONCEPTS_square fast planter



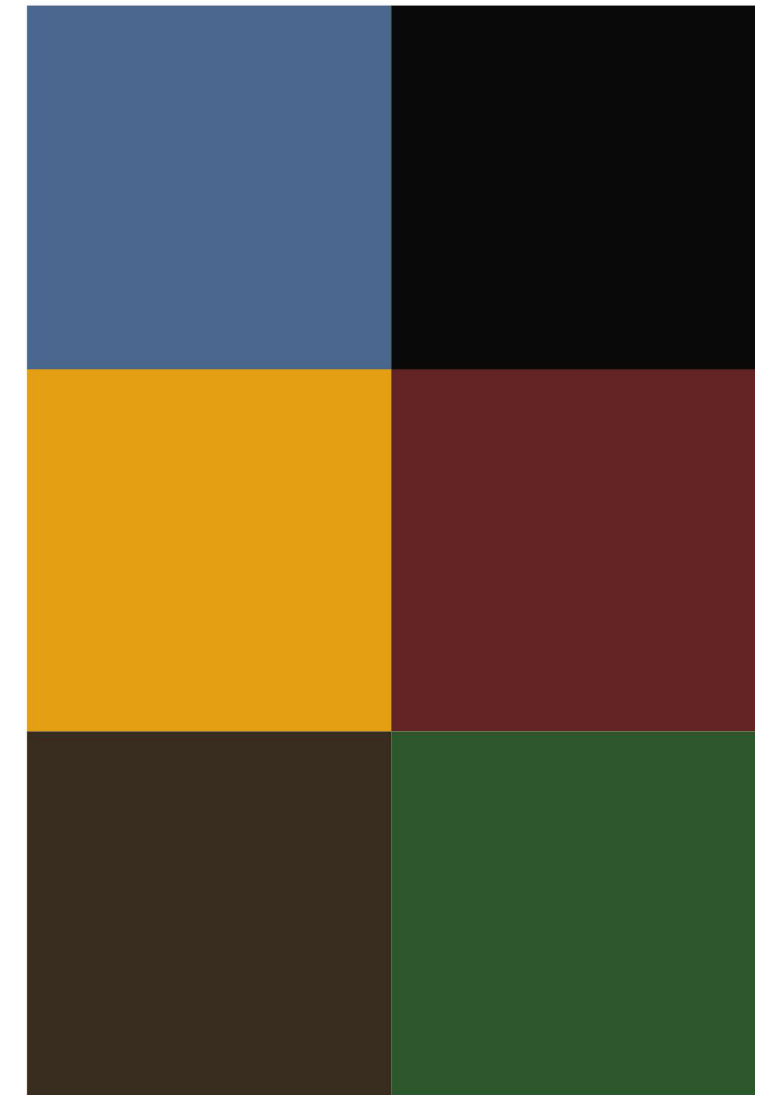
ARCHITERRA_stack seat



ARCHITERRA_sylva planter

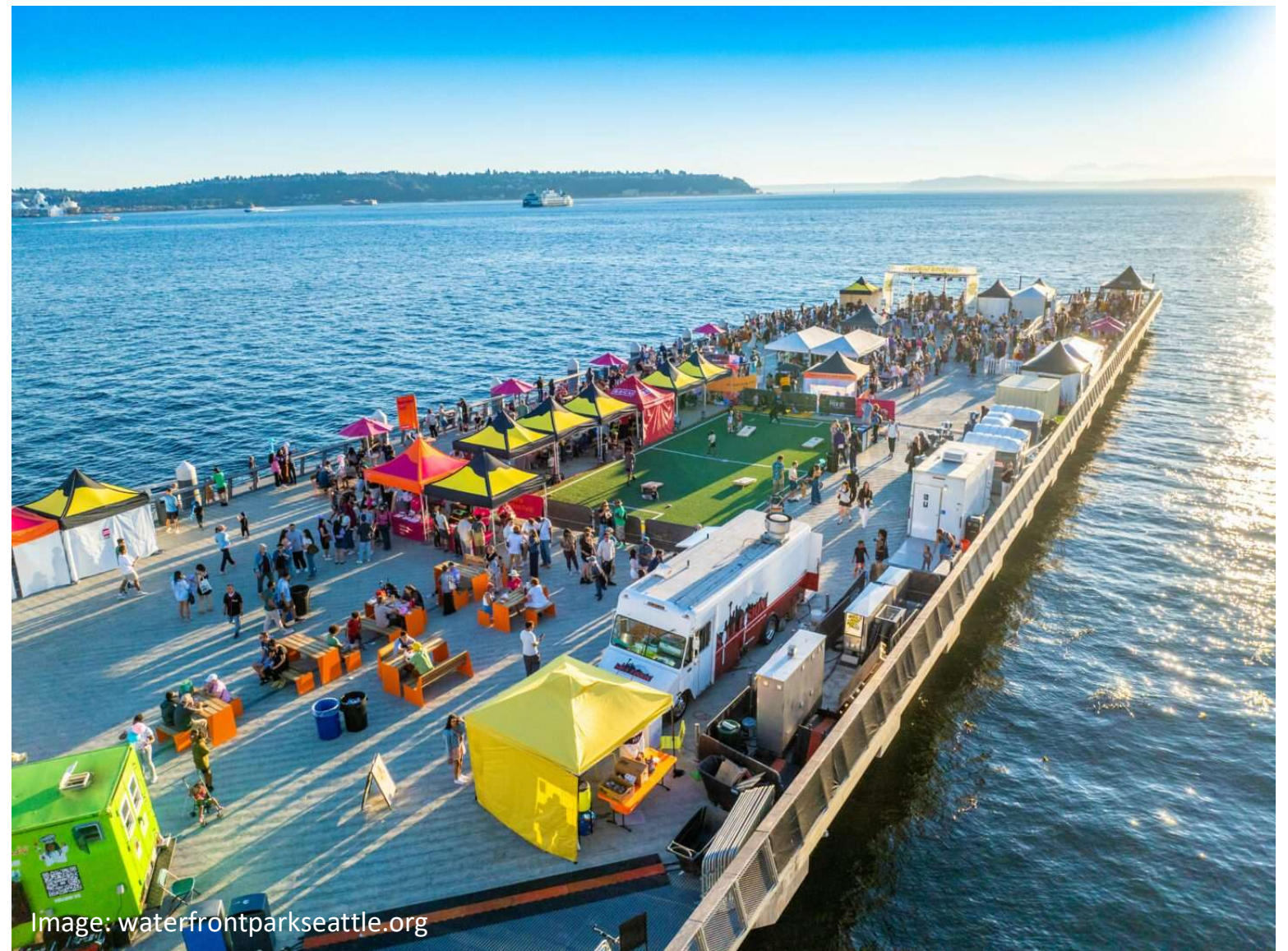
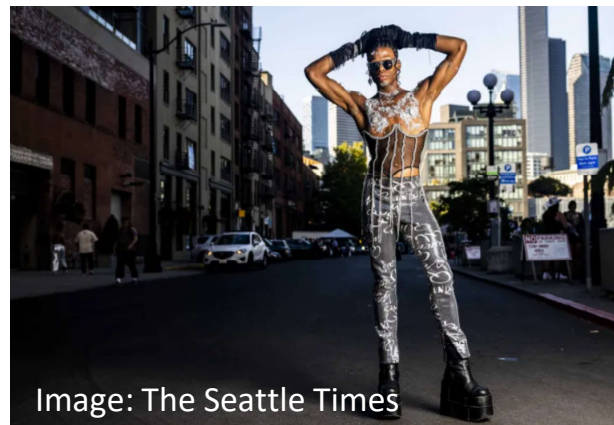
Photos provided by furnishing manufacturers

2: Railroad – Colors and Textures



3: Play and Performance - Inspiration

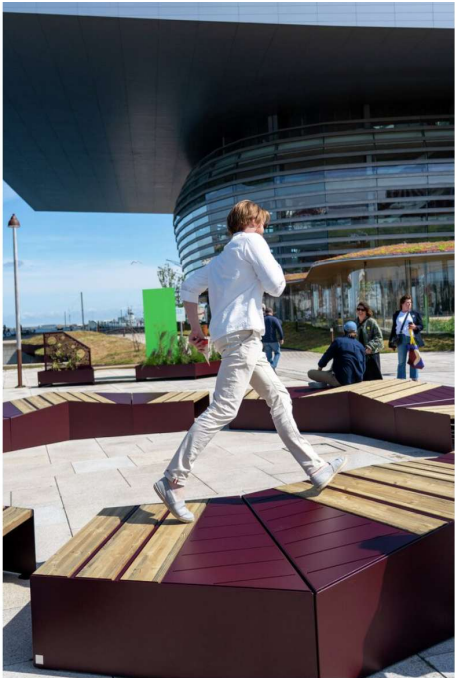
Fun, playful, participatory Inspired by playful and ephemera; plants are colorful/joyful; colors are vibrant – reflecting and contrasting with sports teams



3: Play and Performance - Furnishings



VESTRE_stoop



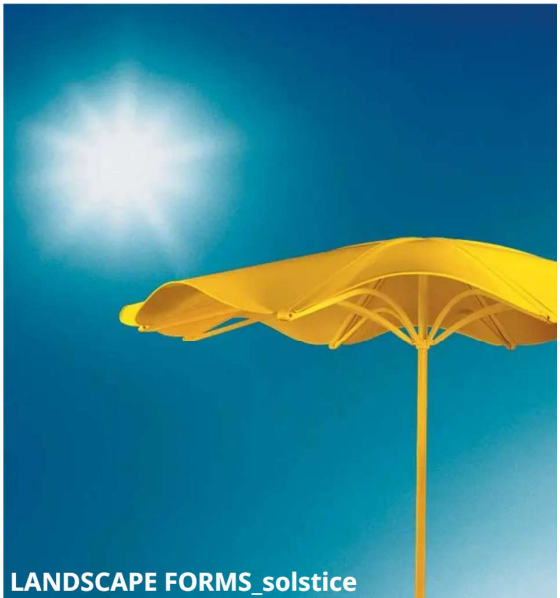
VESTRE_parklet



VESTRE_unity



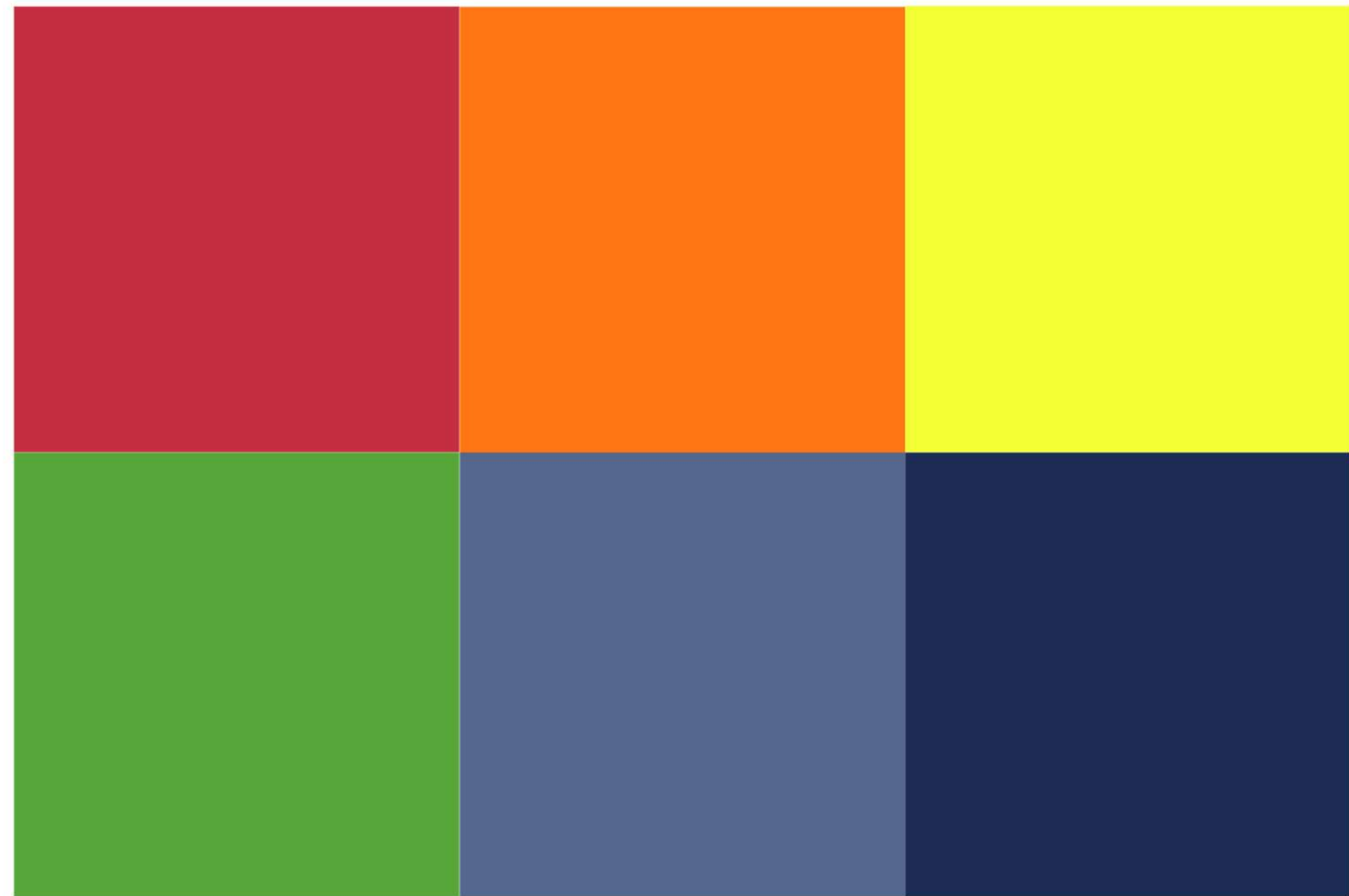
CUSTOM_street moves project



LANDSCAPE FORMS_solstice

Photos provided by furnishing manufacturers

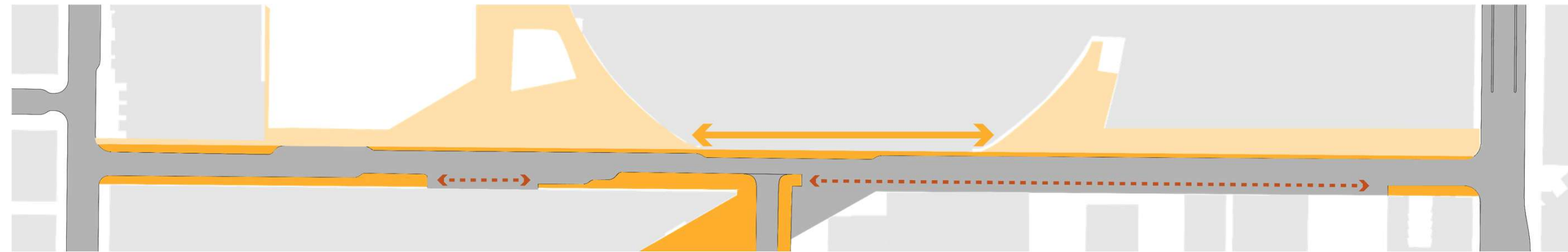
3: Tidal Flats – Colors and Textures



Walkway Treatment

Walkway Treatment- Existing Conditions

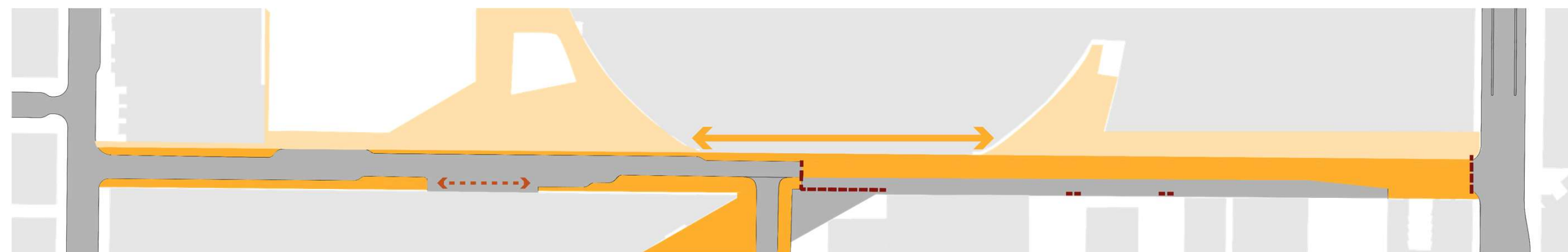
No Closure



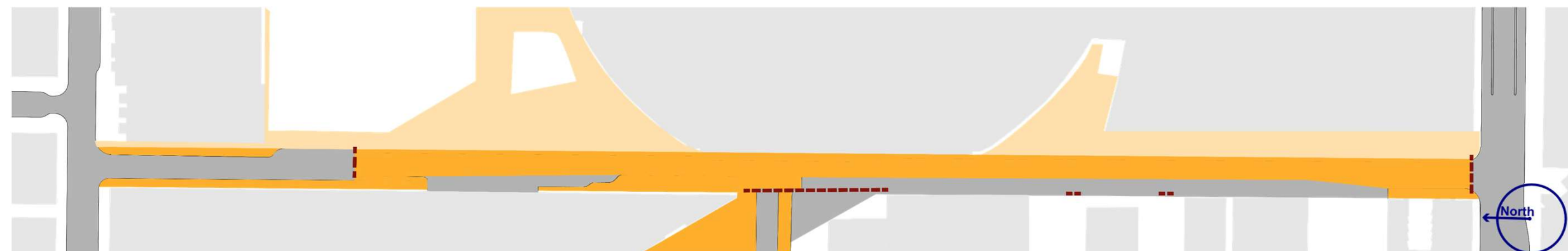
Existing Sidewalk

- Public Right of Way Pedestrian Area
- Private Property Pedestrian Area
- Missing Sidewalk Connection
- Street Closure Barriers

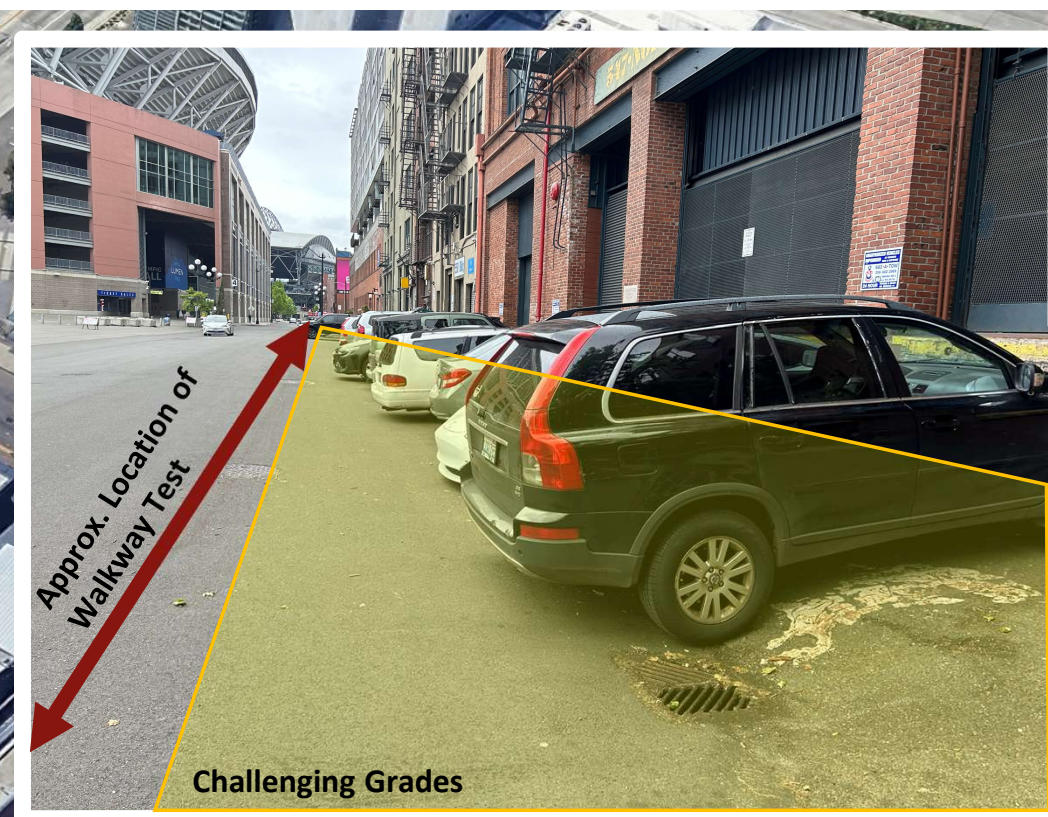
T-Mobile Event Closure*

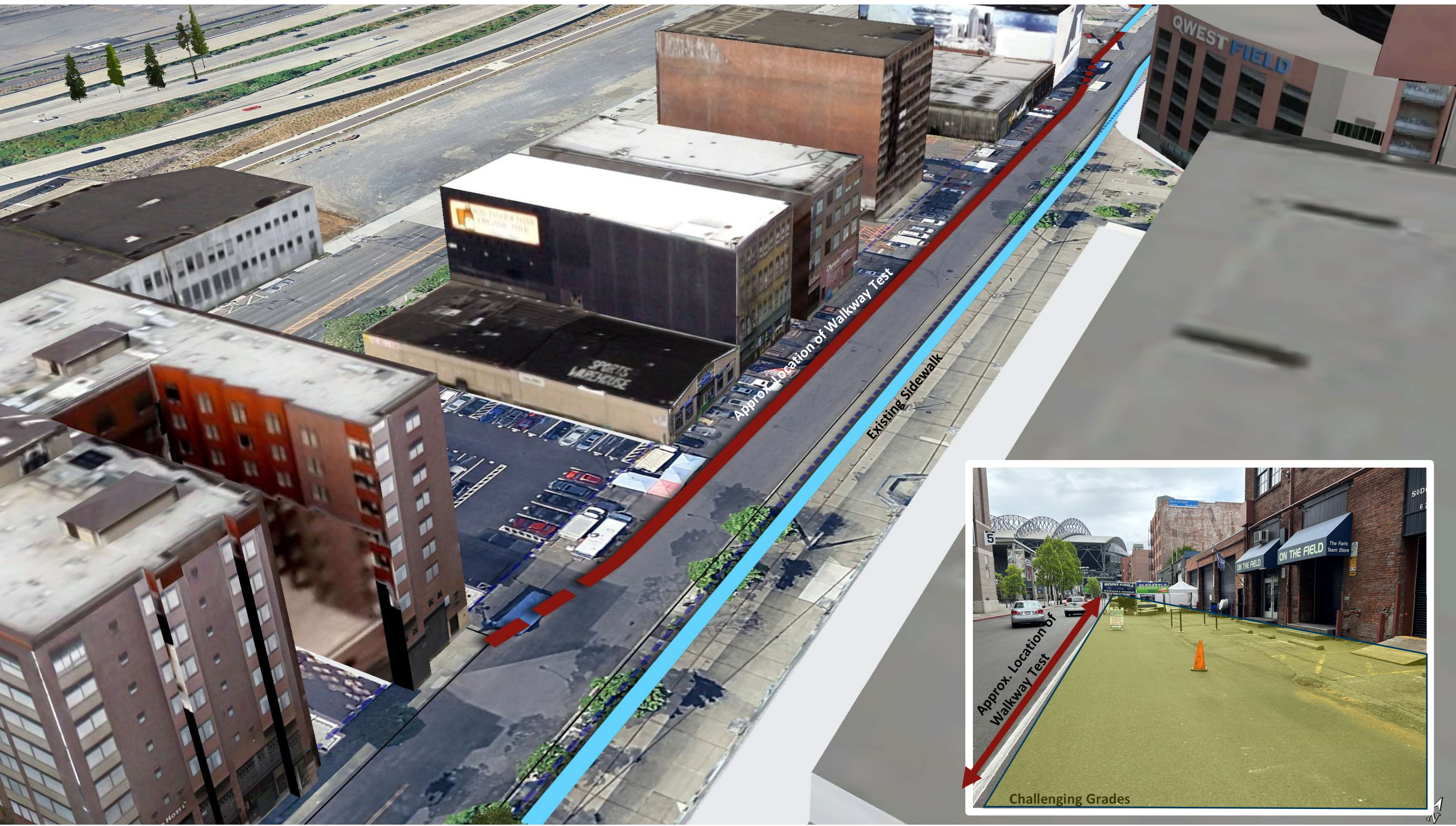


Lumen Event Closure*



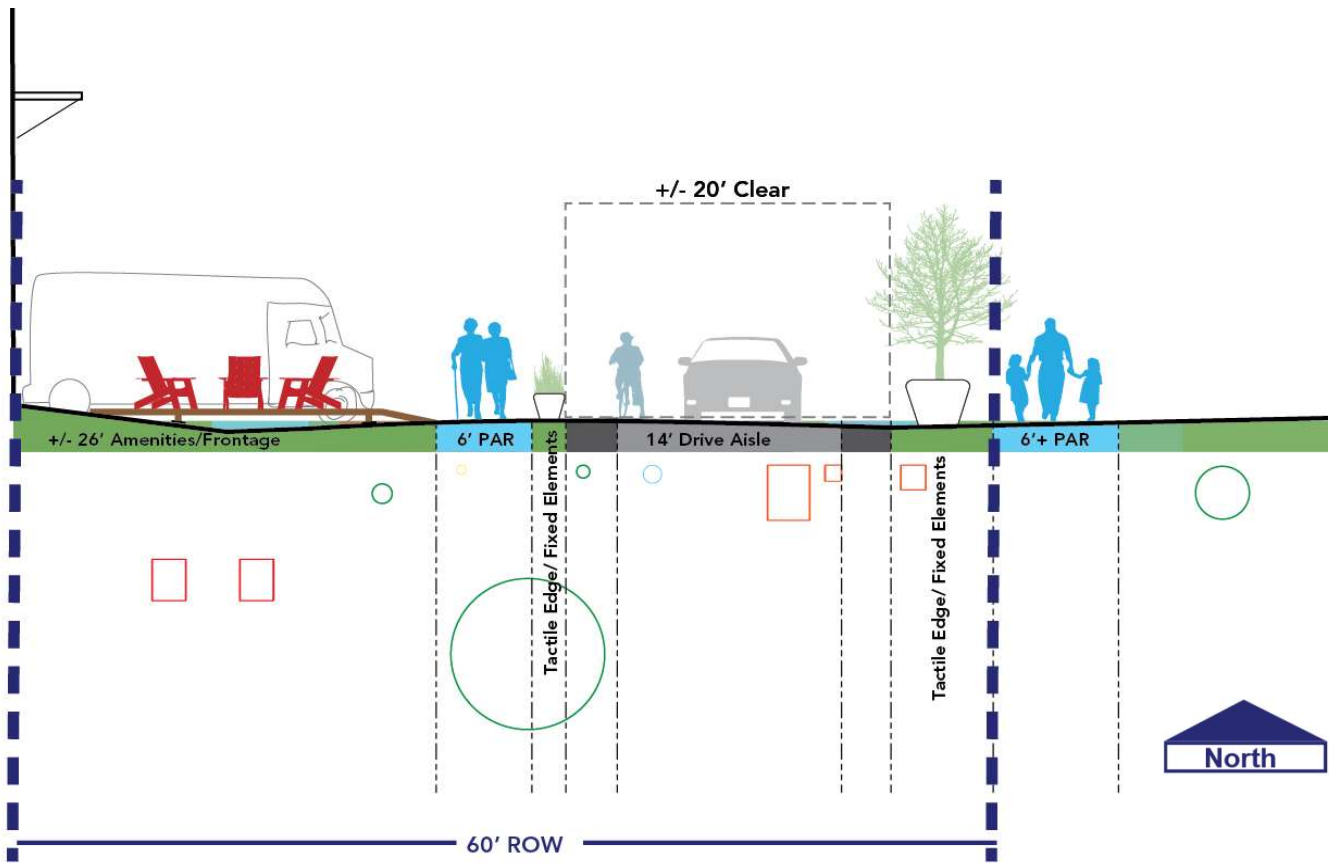
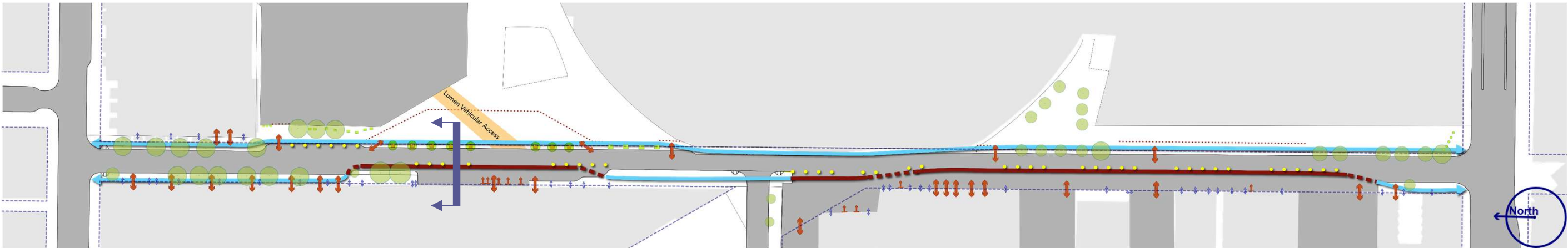
* This slide shows a snapshot of closure locations and pedestrian flow; actual event needs vary. As shown in the top graphic, there are significant gaps in the pedestrian infrastructure along the west side of the street when there is no closure, and more moderate gaps during partial closures. Note that the diagrams show pedestrian in Right of Way and on private property.





Walkway Treatment – Vehicle Separation

- Near-Term Walkway Improvements Legend**
- PROPOSED**
- Walkway Test (Cross Slopes <2%)
 - Walkway Test Connection (Grading Under Review)
 - Walkway Delineation
 - Moveable Tree Planters
- EXISTING**
- ROW Boundary
 - Walkway
 - Loading/Driveway Access in Use
 - Pedestrian Entrance
 - Bollards
 - Trees



Walkway Treatment – Surface Treatment



Maintenance and Governance

The project team is exploring partnership opportunities for governance and maintenance of the near-term improvements.

Next Steps

Future SDOT presentation on the design of amenity areas and walkway treatment with a request for a Certificate of Approval.

Discussion and Feedback

- **Is there a theme or narrative that you preferred?**
- **Do you have a preferred furnishing palette?**
- **Are there historic resources that are missing from our analysis?**