

Seattle Multimodal Terminal at Colman Dock Project

Seattle Design Commission Briefing
June 4, 2015



Washington State
Department of Transportation

Project team

- Genevieve Rucki, WSF – Project Manager
- Mark Scott, WSDOT – Facilities Architect
- Kojo Fordjour, WSF – Permitting Lead
- David Yuan, NBBJ – Project Manager
- Randy Benedict, NBBJ – Project Designer
- Bruce Gabert, NBBJ – Project Architect
- Dennis Haskell, SRG – King County POF Facility Architect
- Justin McCaffree, EnviroIssues – Communications and outreach

Colman Dock today



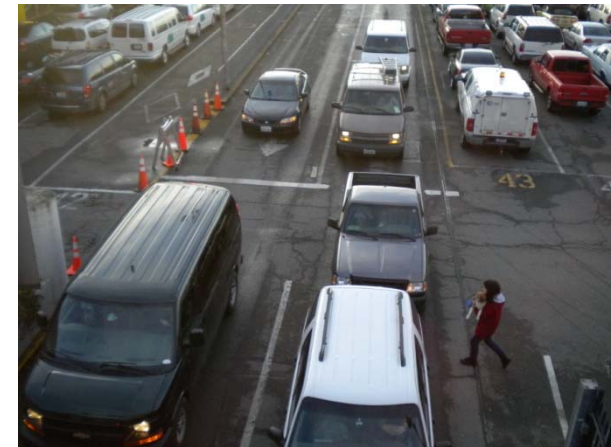
In 2014, over 9 million people used Colman Dock including more than 5 million pedestrians

Why is the project needed?

- Key components of Colman Dock are aging and seismically deficient.
- The layout of today's facility creates safety concerns and operational inefficiencies due to conflicts between vehicles, bicycles, and pedestrian traffic.
- Preserving the role of Colman Dock as a regional multimodal transportation hub providing safe and reliable ferry service is a priority.



Timber pile from Colman Dock that has been removed and replaced due to deterioration.



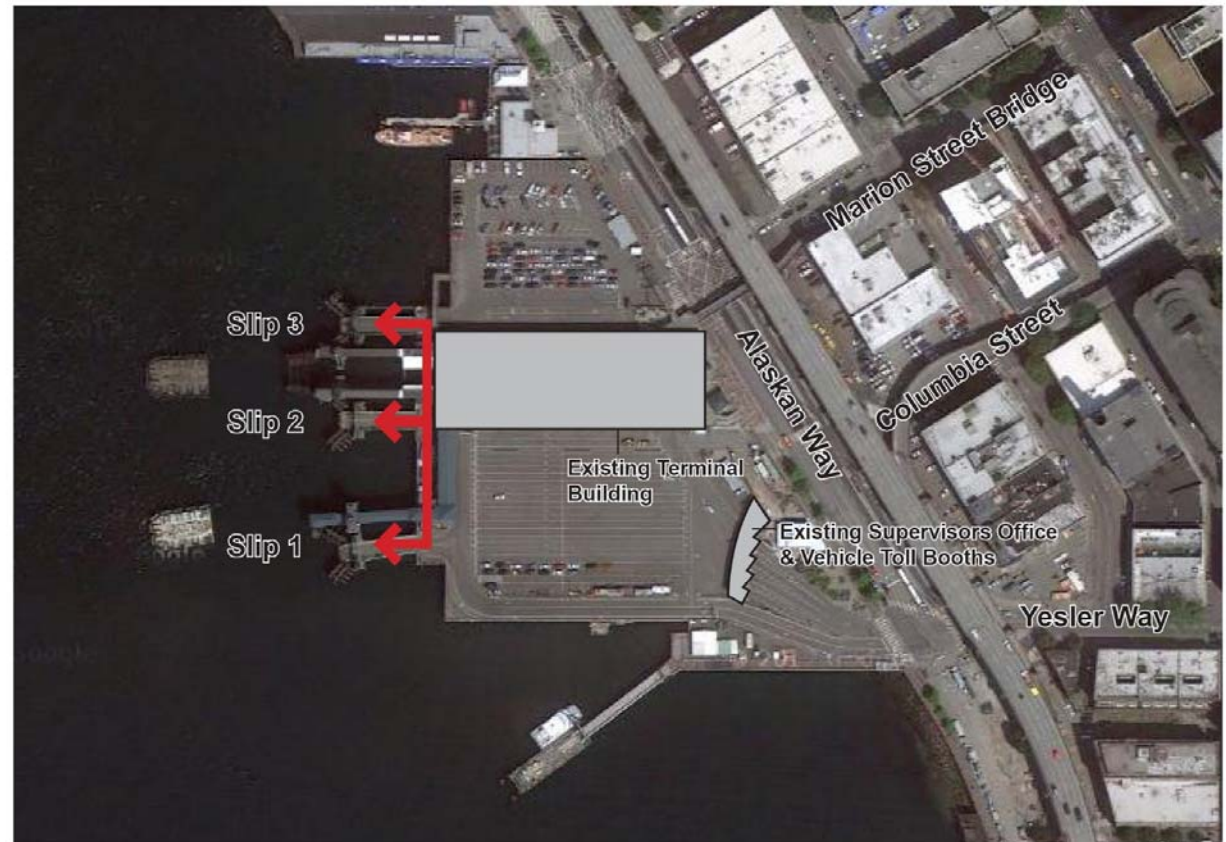
The project will reduce conflicts between vehicles and pedestrians.

Project elements

- Replacing the timber portion of the dock with a new and reconfigured dock
- Replacing the main terminal building
- Replacing the vehicle transfer span and overhead loading structures (Slip 3)
- Replacing the passenger-only facility with funding provided by King County
- Improving accessibility and pedestrian connections to transit
- Mitigating for ~5,000 sq ft of new over-water coverage using Pier 48

Operational constraints of existing facility with narrow west face

- East-west linear terminal
- Narrow face at west end of building limits efficient passenger circulation to slips, particularly Slip 1, and results in “funneling”
- Stacked area behind turnstiles prevents timely passenger loading; disembarking passengers from Slip 1 cut through the terminal building to access the Marion Street Bridge, increasing congestion
- Provides limited public views of waterfront

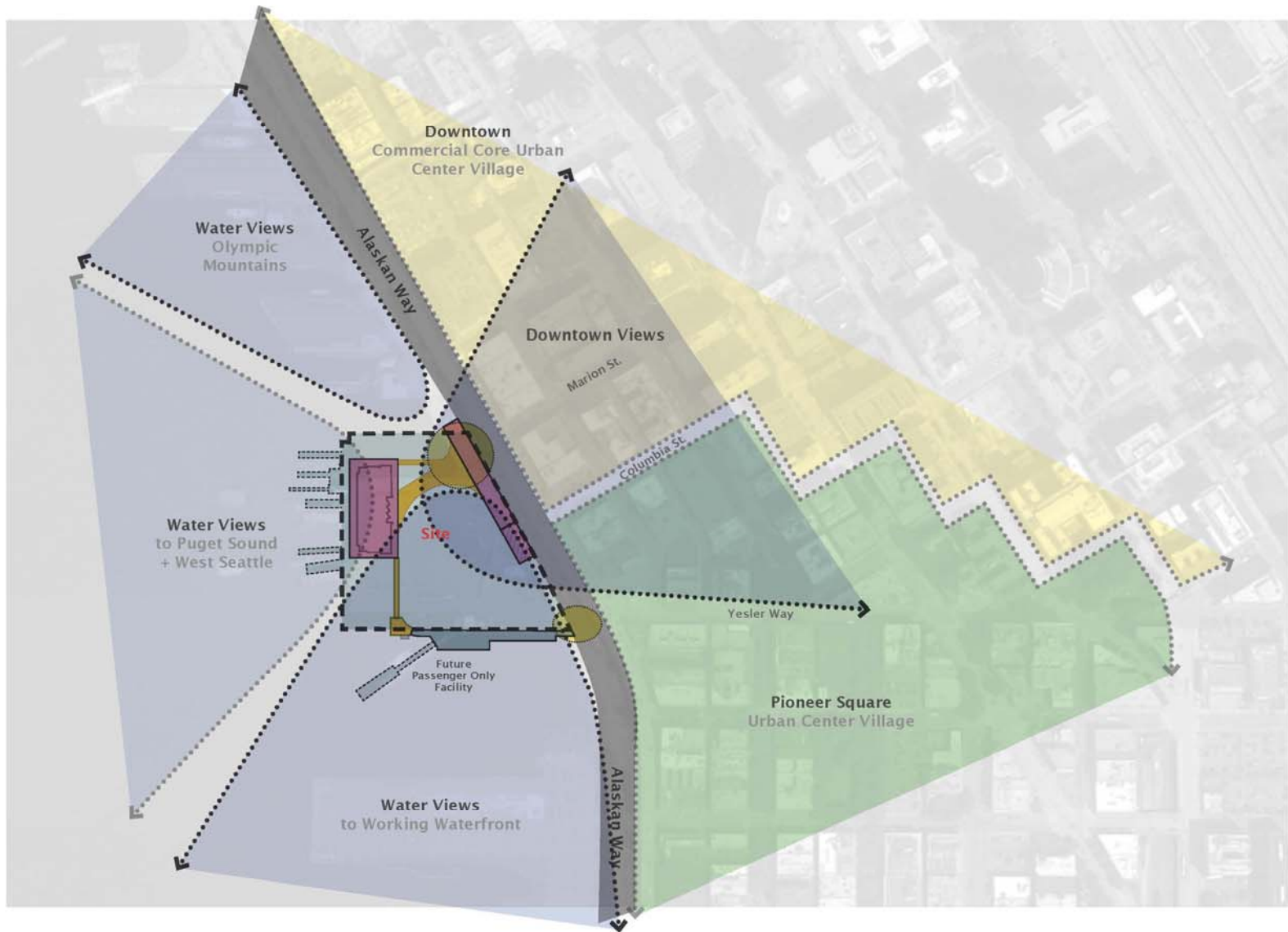


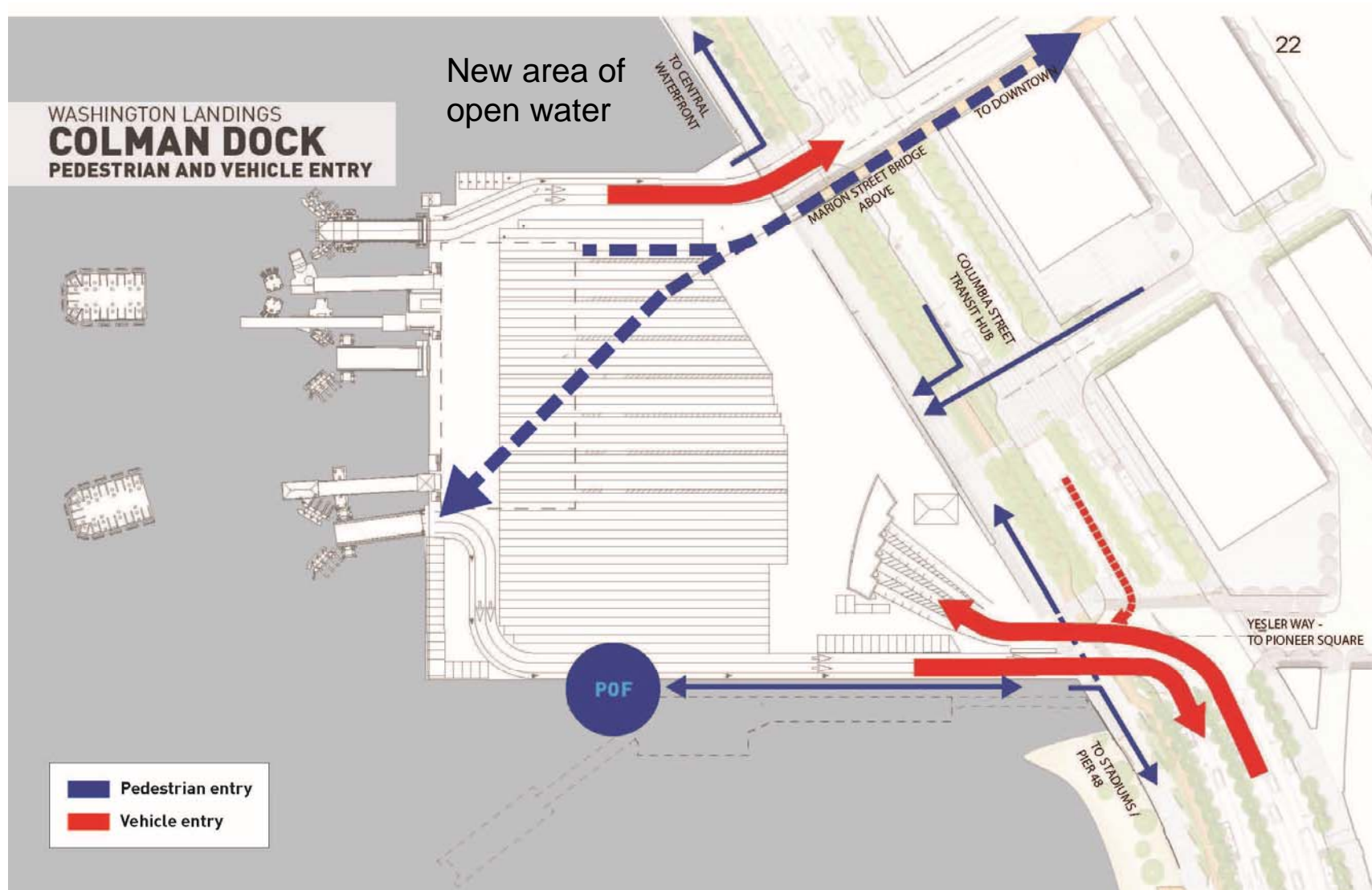
Operational benefits of North-South orientation with broad west face

- Reduces stack loading effect, resulting in faster, more efficient passenger circulation through the terminal
- Keeps pedestrians closer to vessel slips for loading
- Keeps disembarking passengers from exiting through the terminal, reducing congestion
- Provides expanded public views of the water and vessel operations
- Building configuration allows for continuous operation during phased construction of project



View plan diagram





Columbia St. Concept plan (Office of the Waterfront)

EAST-WEST STREETS SUMMARY

COLUMBIA STREET

Columbia Street is currently occupied by the viaduct's southbound on-ramp between Alaskan Way and First Avenue. With the removal of the viaduct, the street will become open, providing pedestrians and vehicles better access to transit at Colman Dock. The concept proposal includes keeping two existing viaduct columns, incorporating them into a new transit stop canopy on the north side of the street as part of the SW Transit Pathway. The viaduct columns can be opportunities for habitat and art.

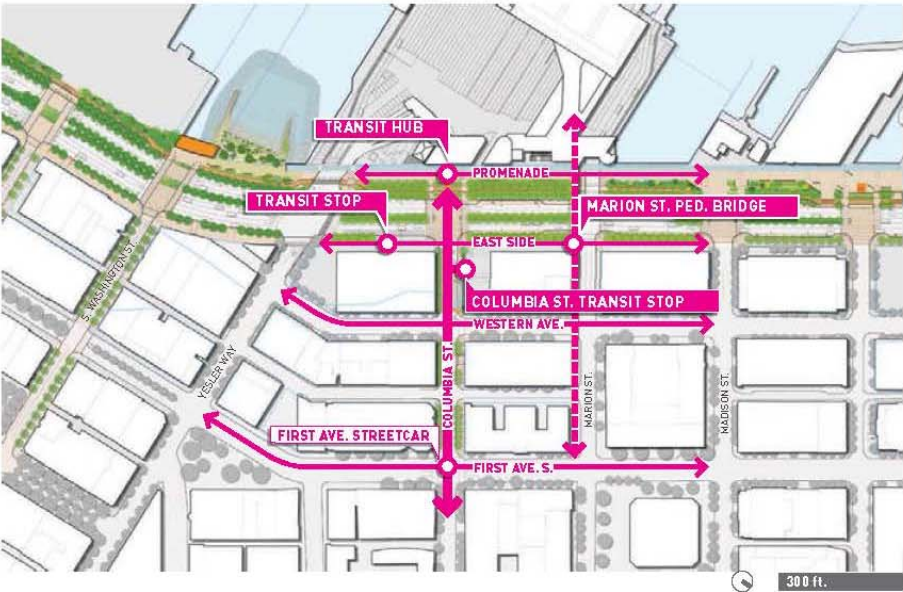


Diagram of Columbia St. Transit Plaza



Pedestrian Crossing At Columbia Street



Columbia Street Transit Hub

Integration with Central Waterfront



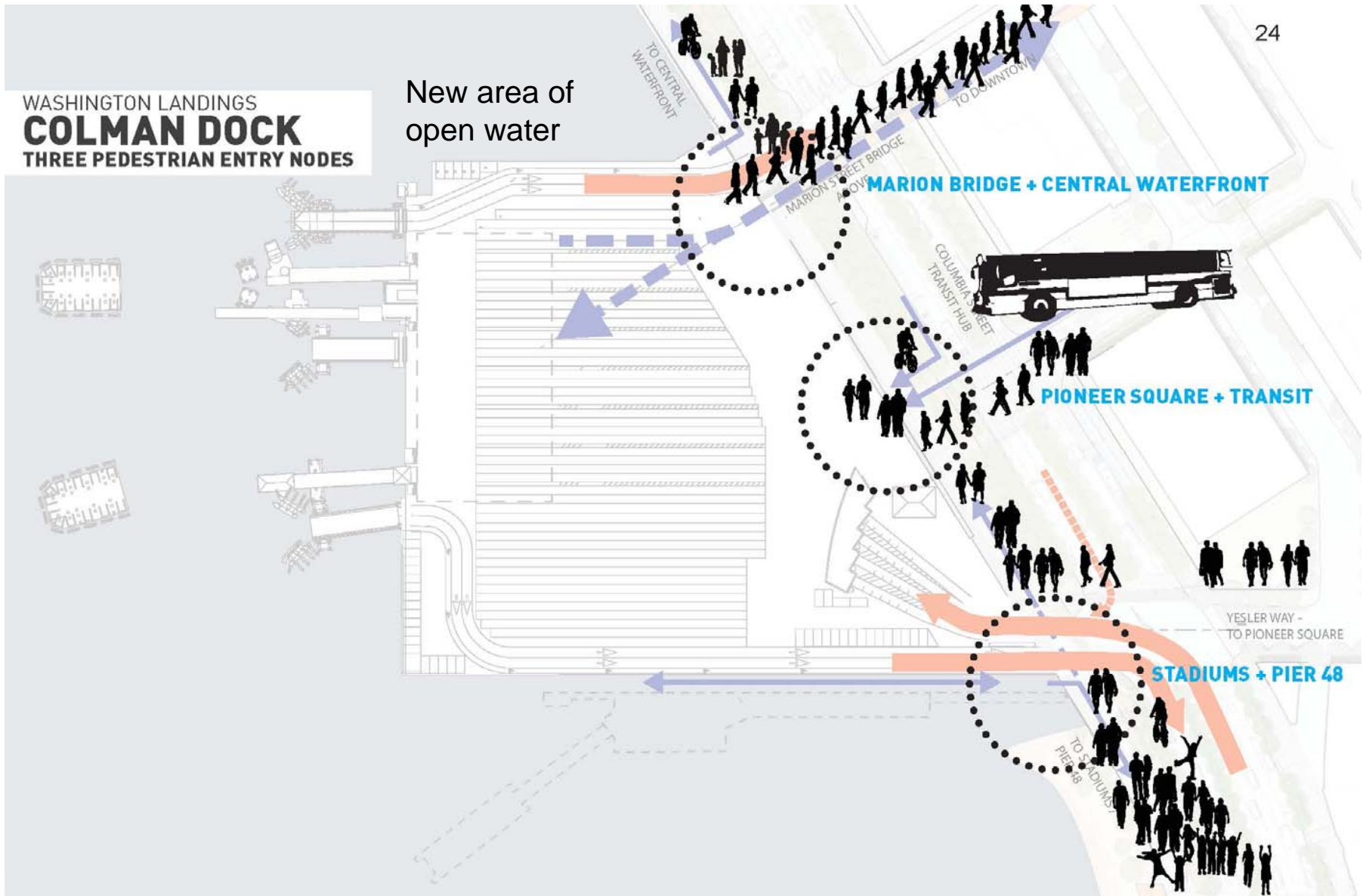
WATERFRONT PROJECT ELEMENTS

- | | | | |
|------------------------|----------------------|-------------------------------|-------------------|
| 1 WATERFRONT PROMENADE | 3 PLANTER WITH BENCH | 6 RE-PURPOSED VIADUCT COLUMNS | 8 TIDELINE INLAYS |
| 2 TRANSIT HUB KIOSK | 4 TRANSIT CANOPY | 5 PIONEER SQUARE LIGHTING | 7 AREAWAYS |

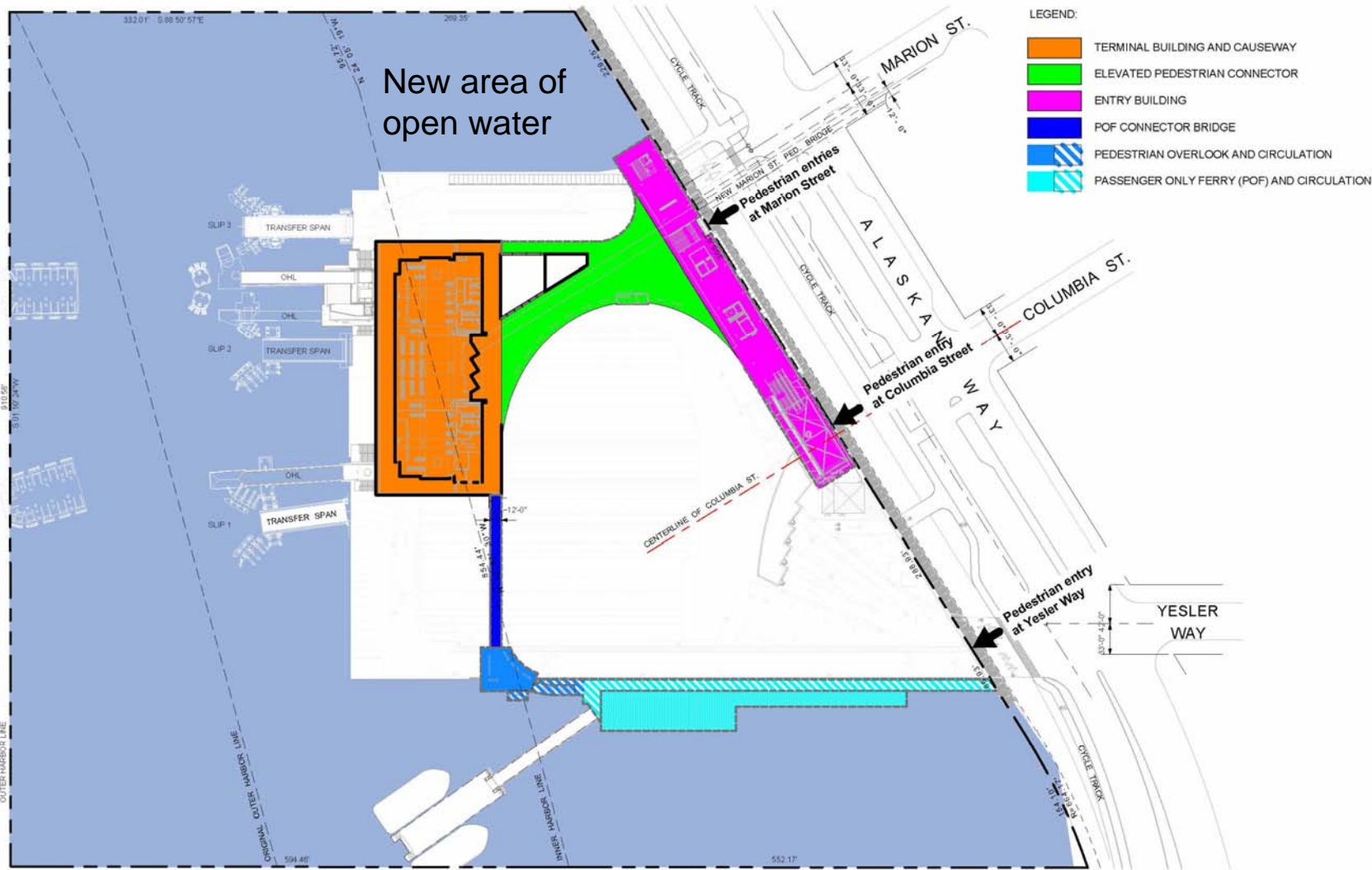


WASHINGTON LANDINGS
COLMAN DOCK
 THREE PEDESTRIAN ENTRY NODES

New area of
 open water

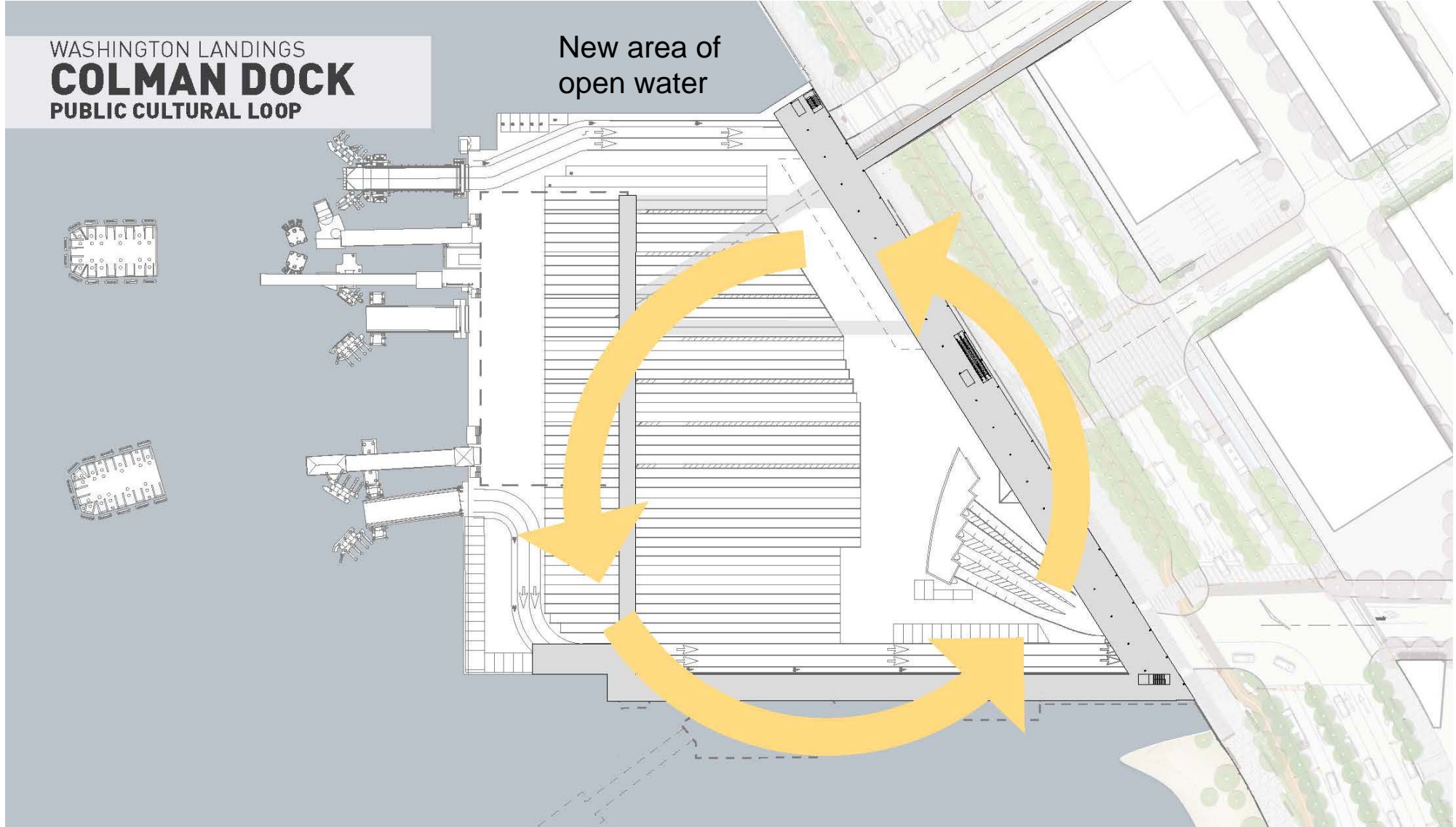


Site plan



WASHINGTON LANDINGS
COLMAN DOCK
PUBLIC CULTURAL LOOP

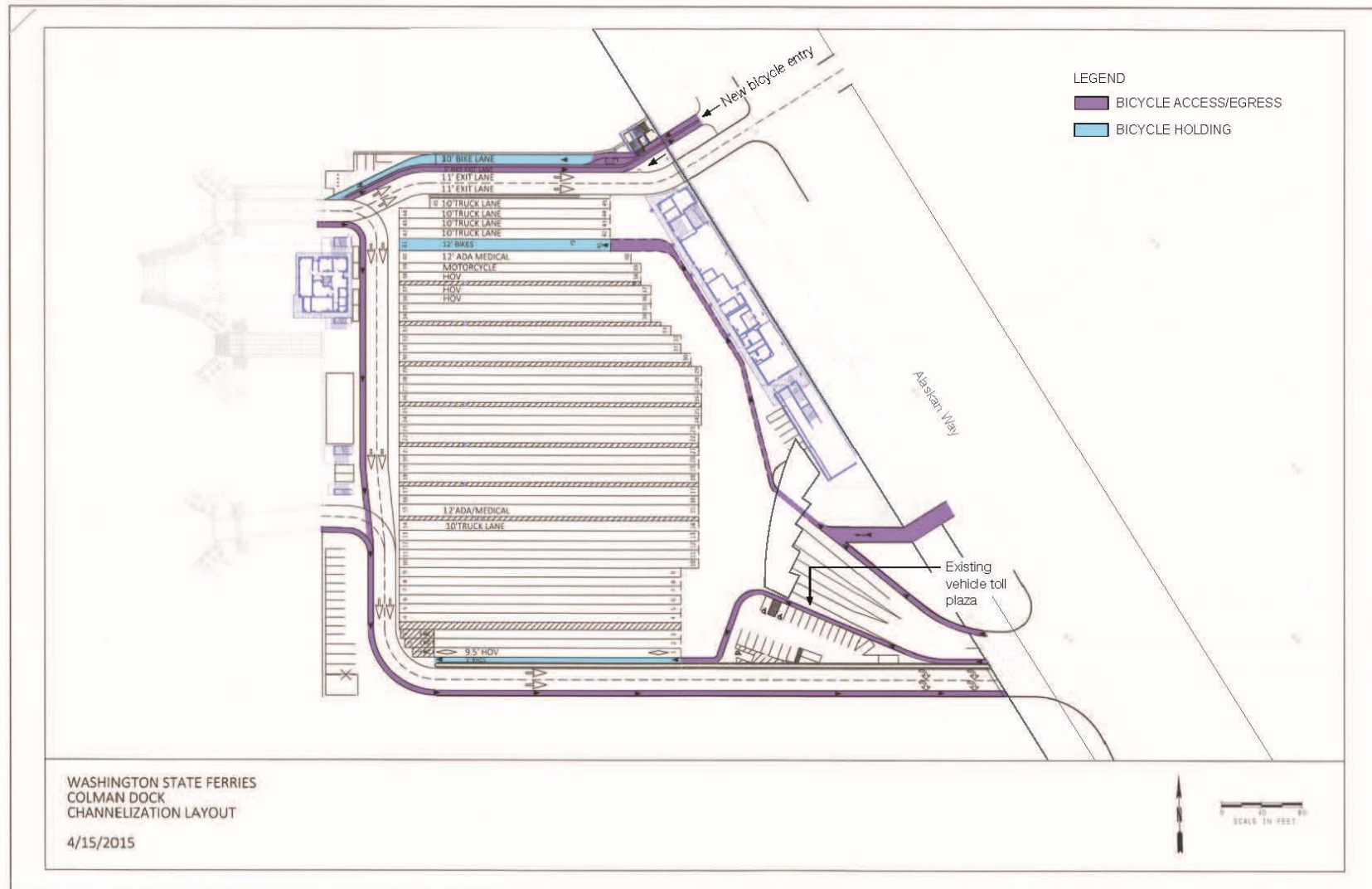
New area of
open water



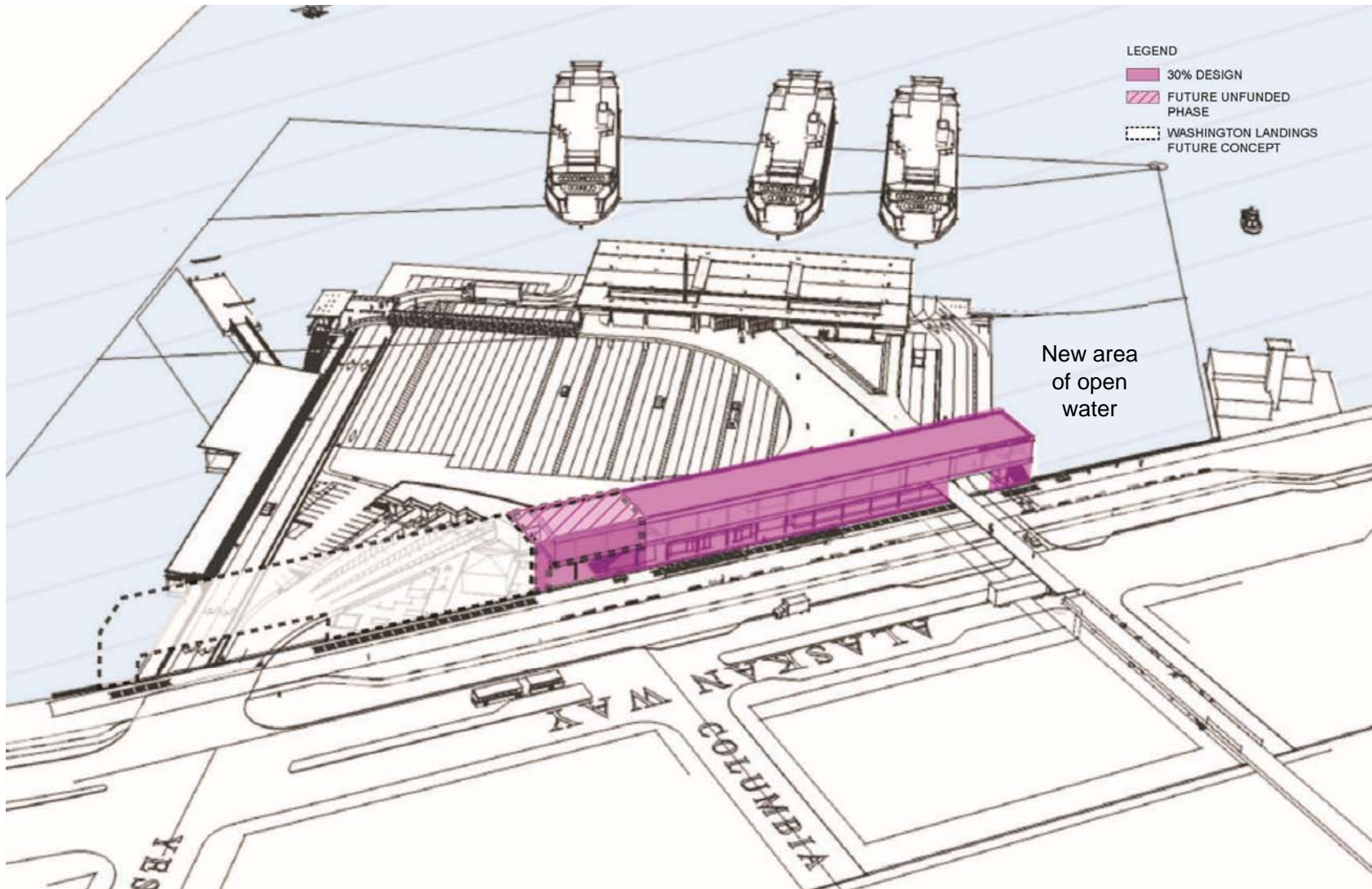
Pedestrian loop



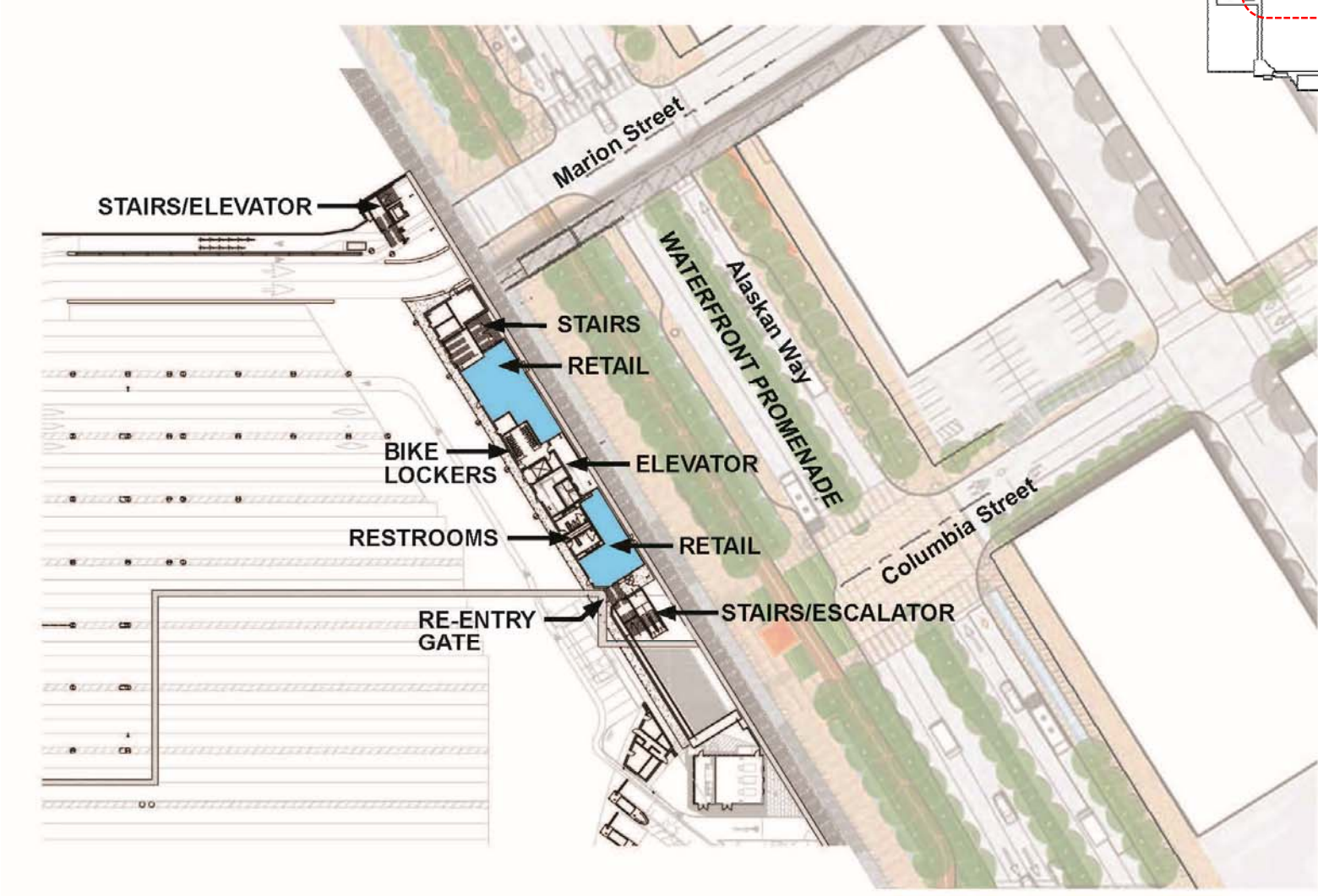
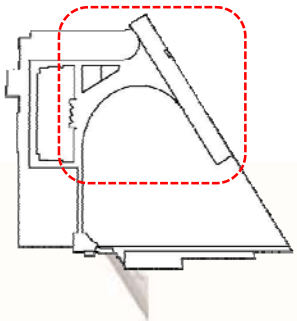
Vehicle and bicycle circulation



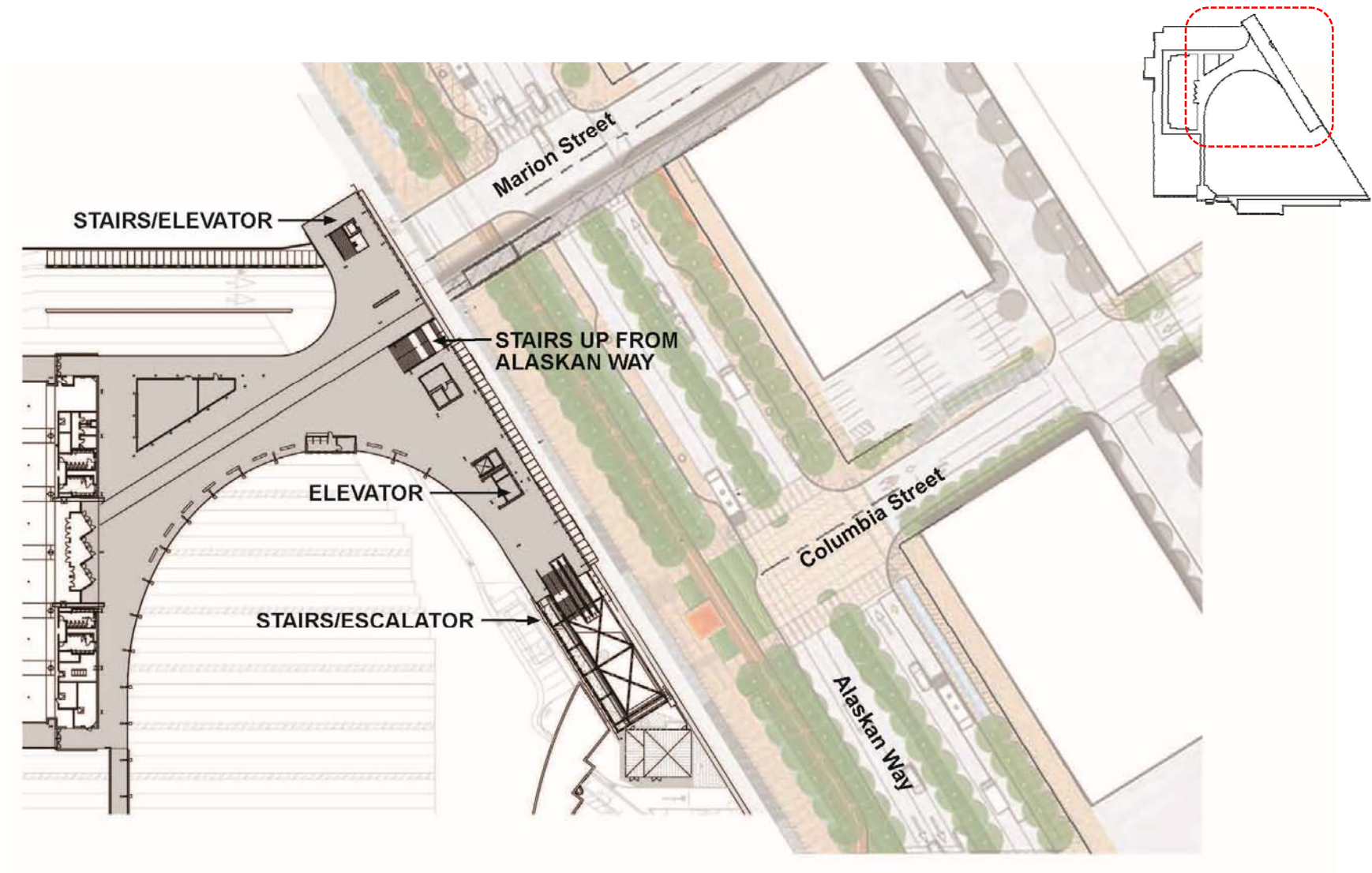
Entry building phasing diagram



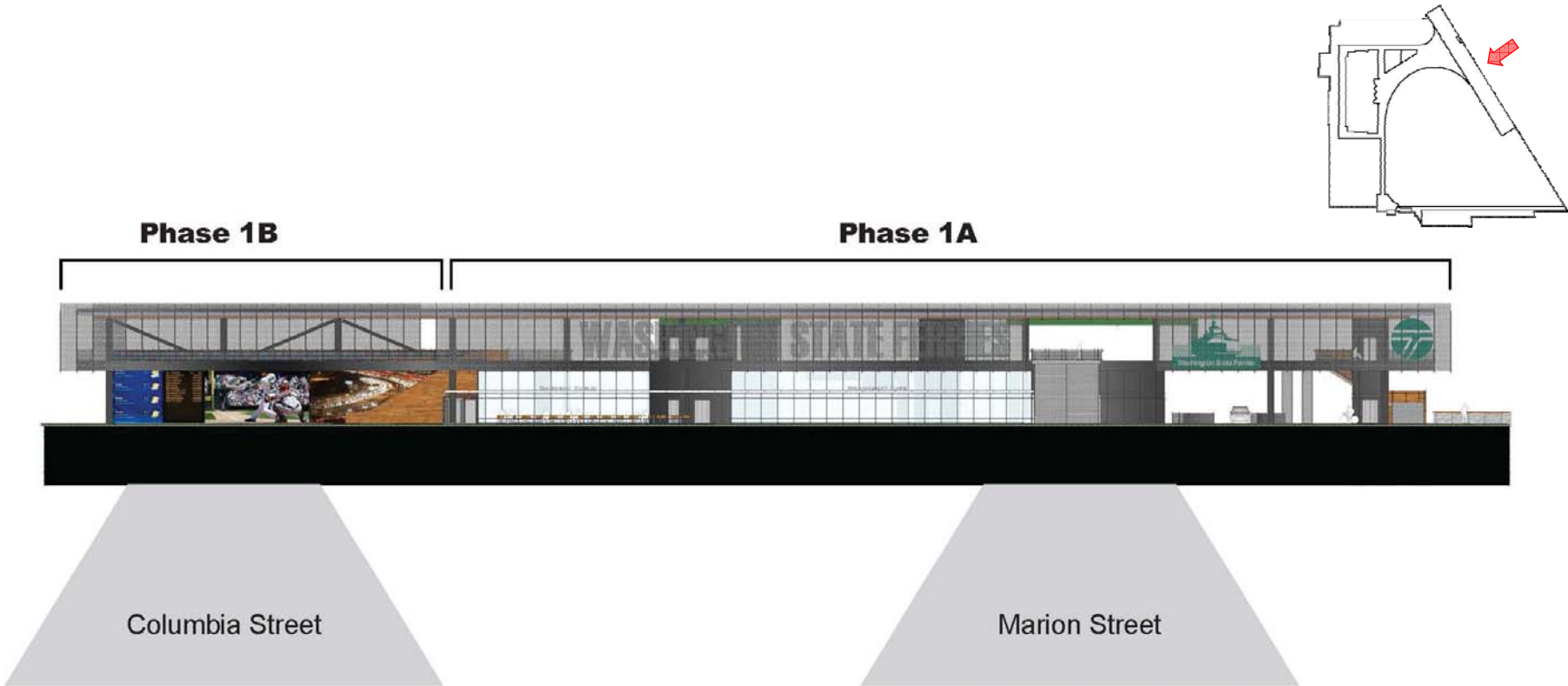
Entry building (Level 1)



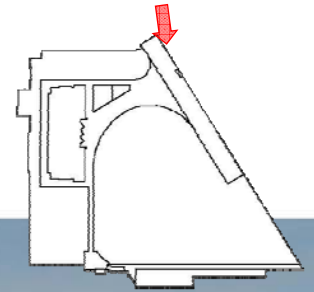
Entry building (Level 2)



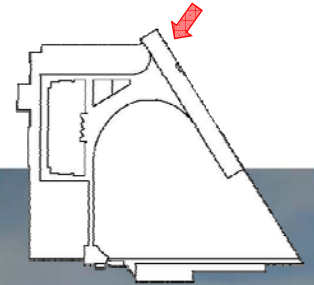
Entry building (Elevation along Alaskan Way)



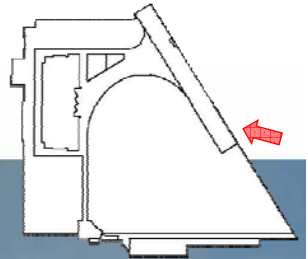
Entry building along Alaskan Way



Entry building at Marion Street (Auto and bike entry/exit)



Entry building at Columbia transit hub (w/unfunded portion)



Washington State Ferries



Washington State
Department of Transportation

SEATTLE MULTIMODAL TERMINAL AT COLMAN DOCK – SEATTLE DESIGN COMMISSION BRIEFING

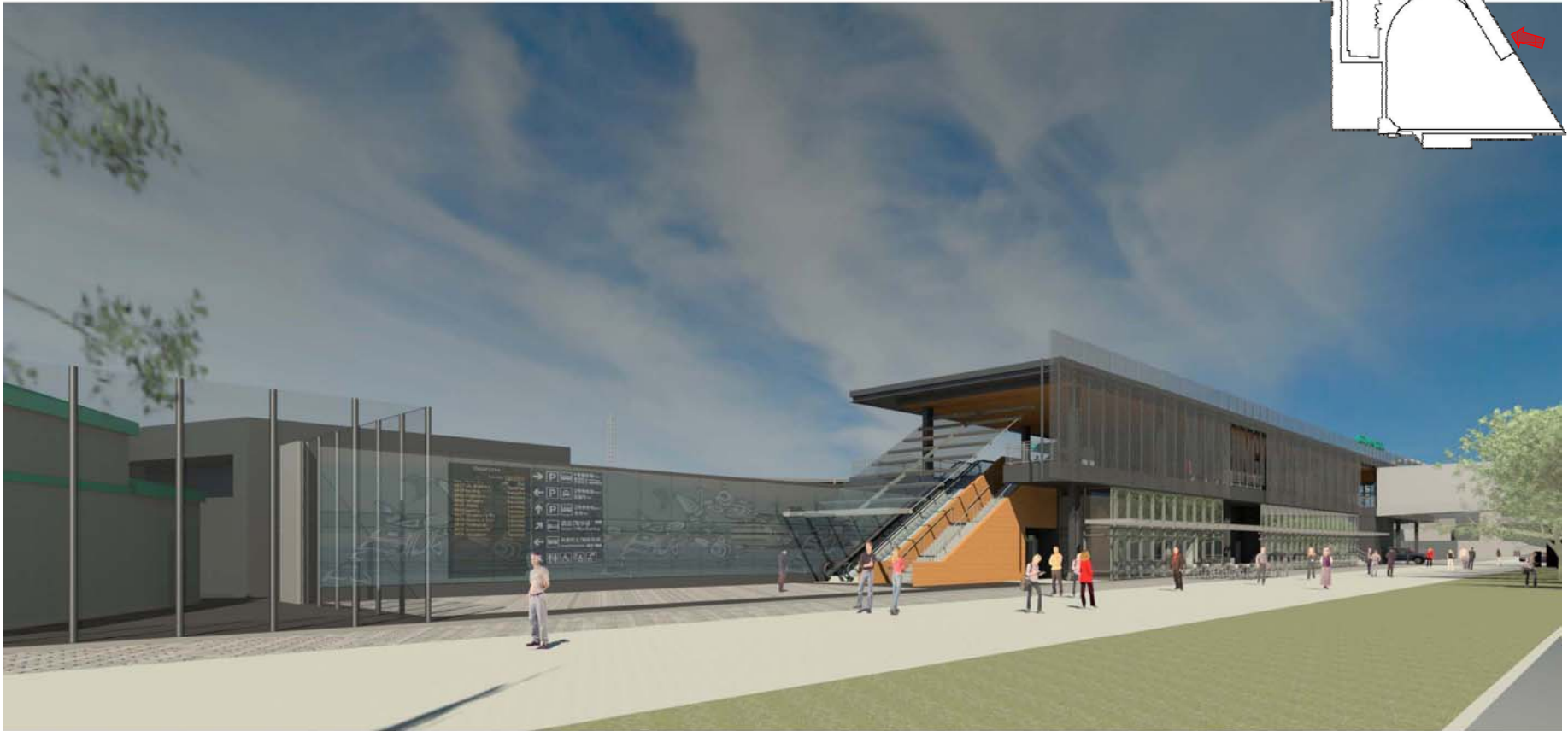
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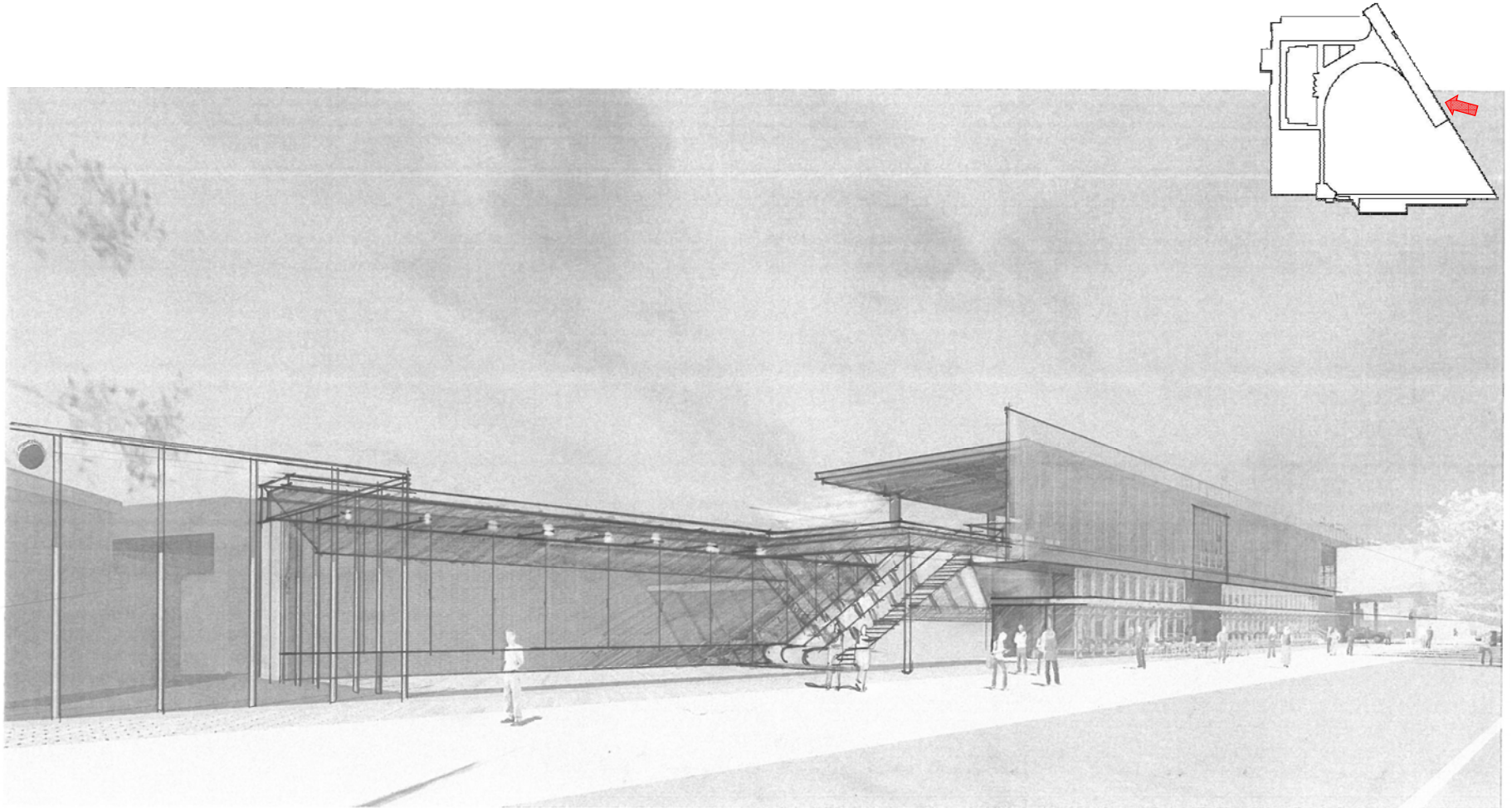
Entry building at Columbia transit hub (w/unfunded portion)



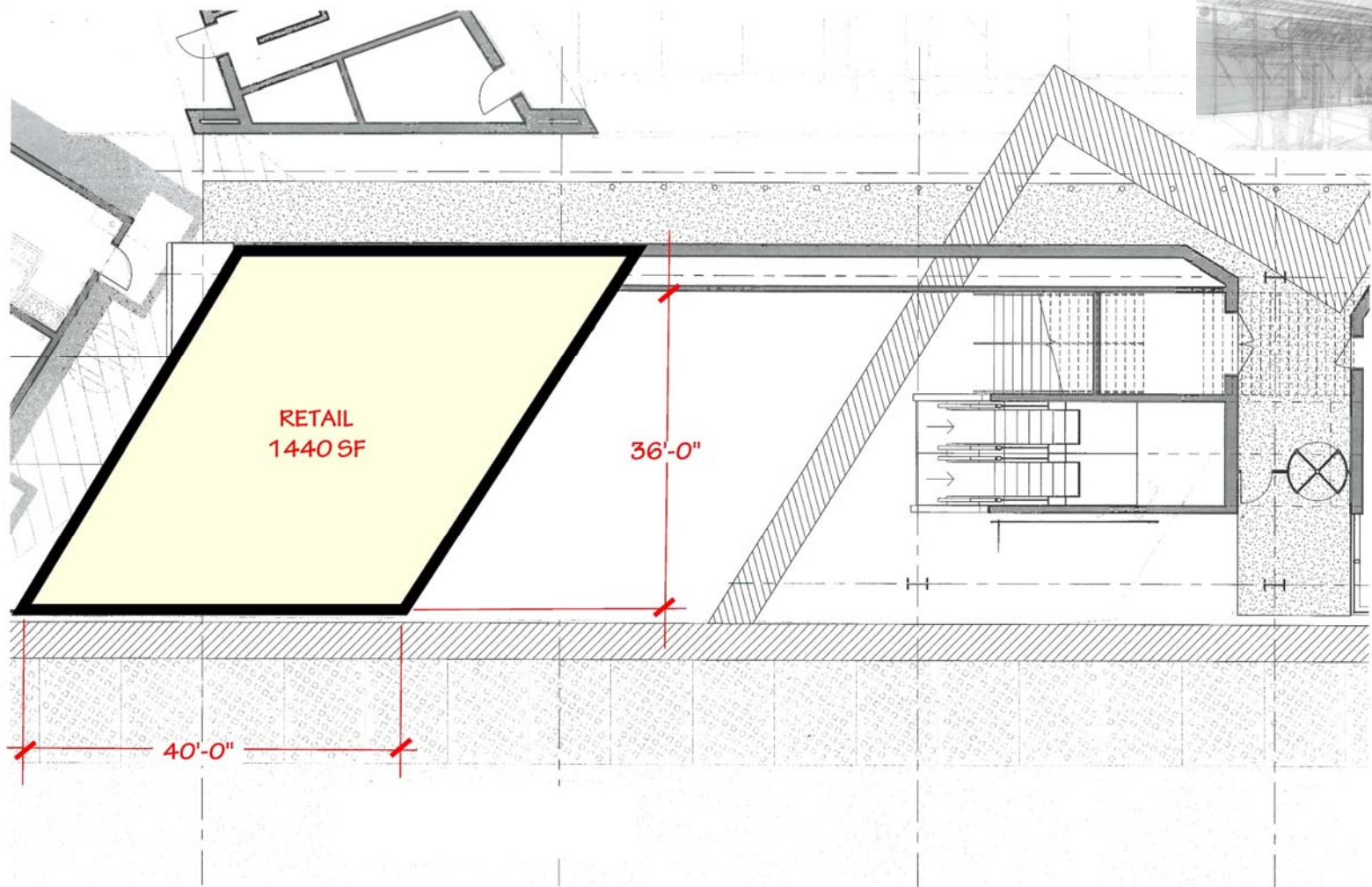
Entry building at Columbia transit hub (30% Design - Option 1)



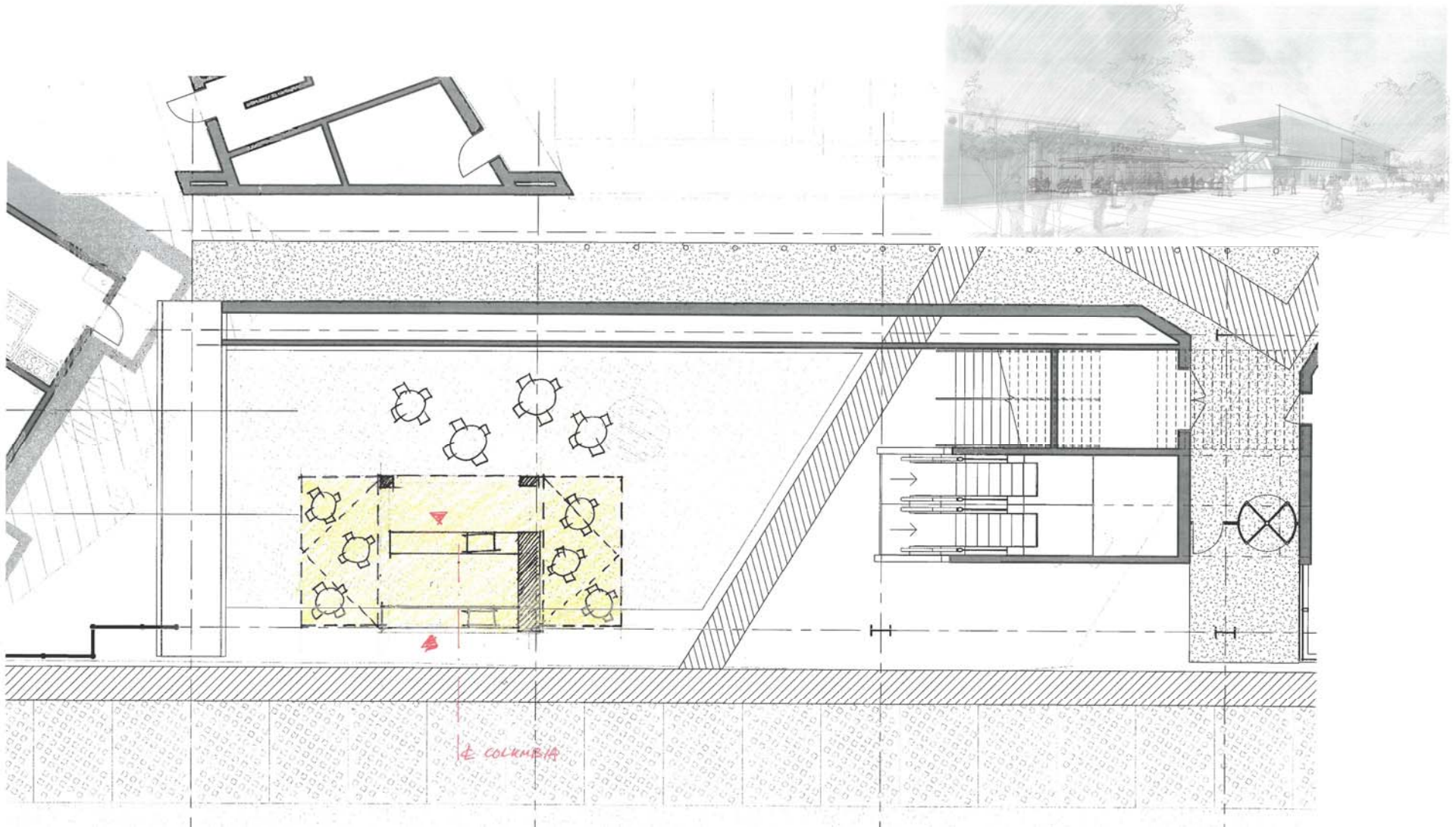
Entry building – Main entry at Columbia transit hub (30% Design – Option 2)



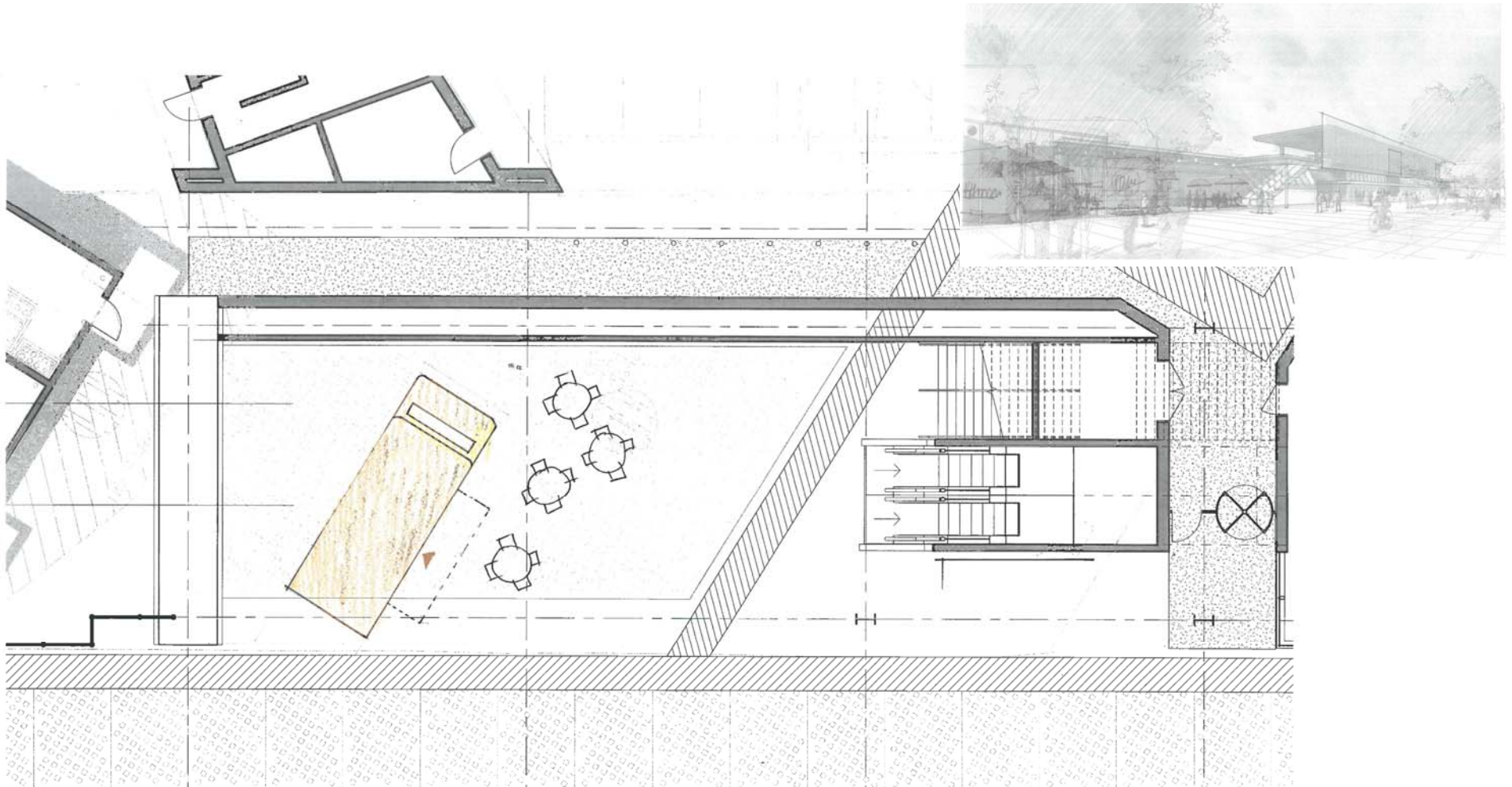
Columbia entrance (retail)



Columbia entrance (kiosk retail)



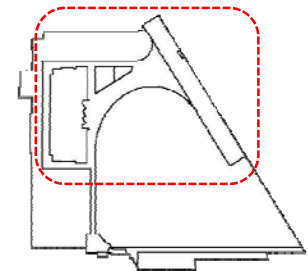
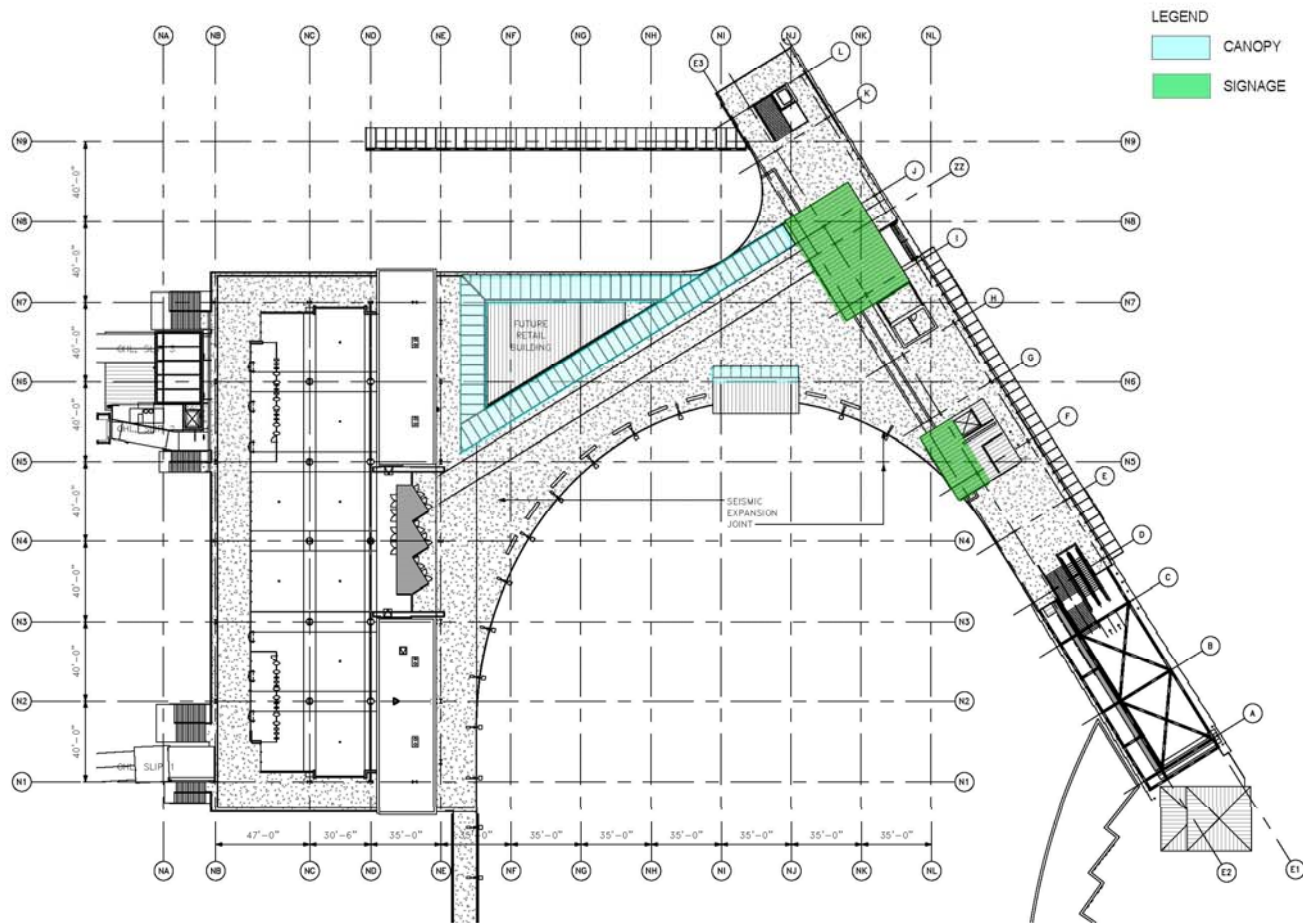
Columbia entrance (food truck)



Looking northeast from the trestle level



Terminal deck plan



Arriving from the Marion St. pedestrian bridge



Arriving at the main terminal building



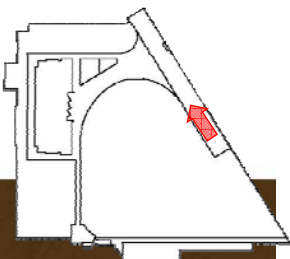
Waiting area



Arriving at Columbia Street



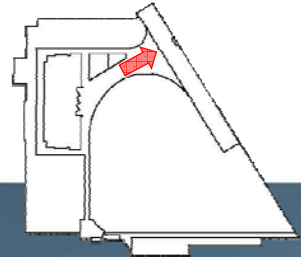
Arriving from Columbia Street



Arriving at the main terminal building



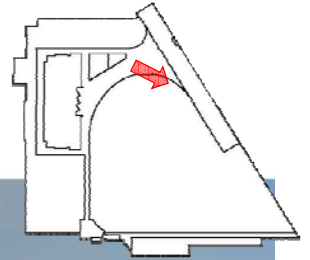
Looking east toward Marion Street ped. bridge



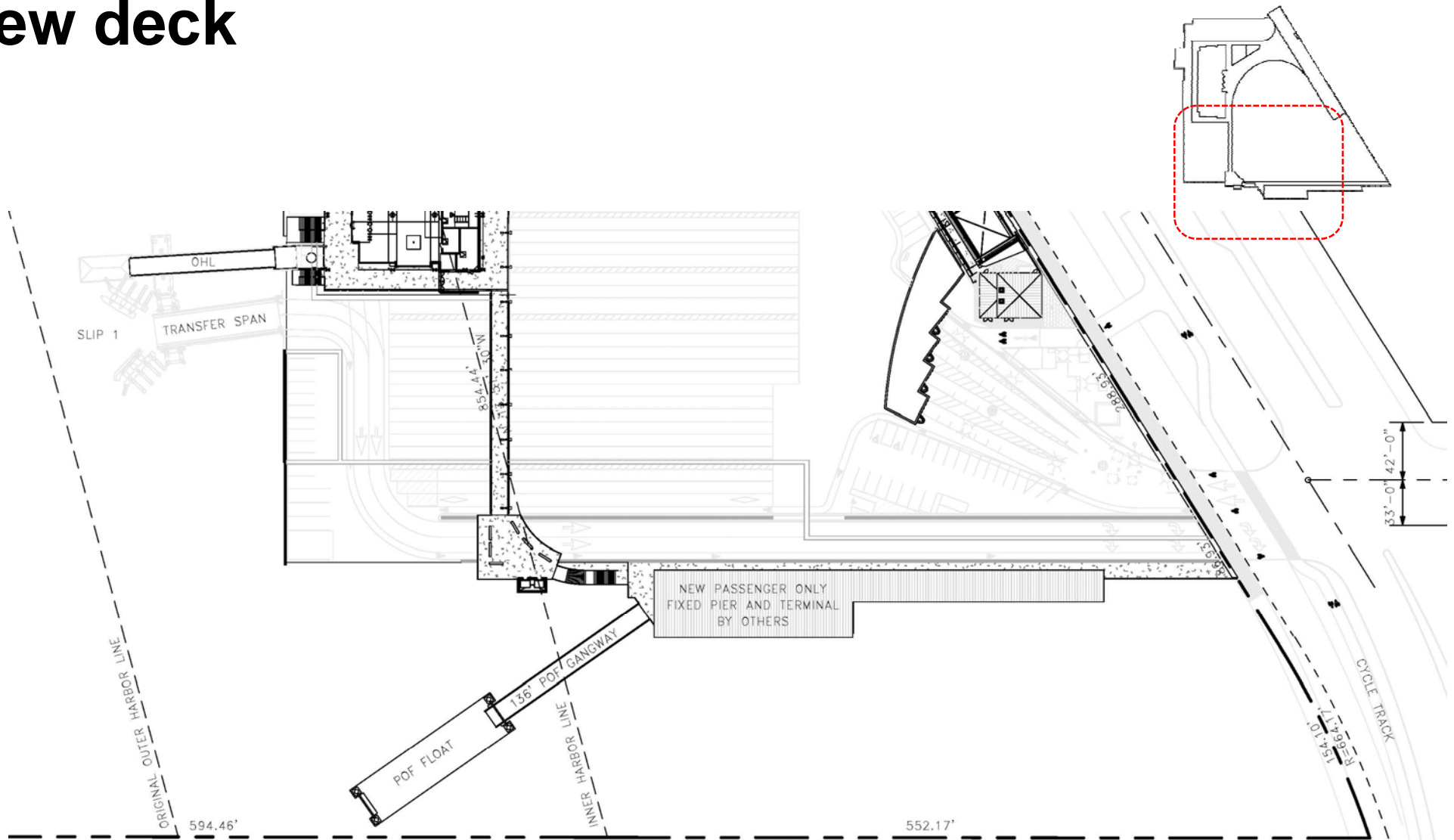
Looking northeast toward Marion Street ped. bridge



Looking southeast toward Columbia Street



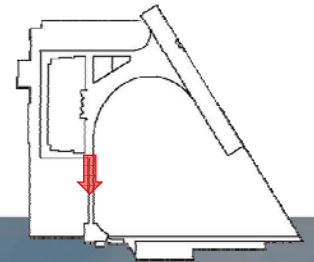
View deck



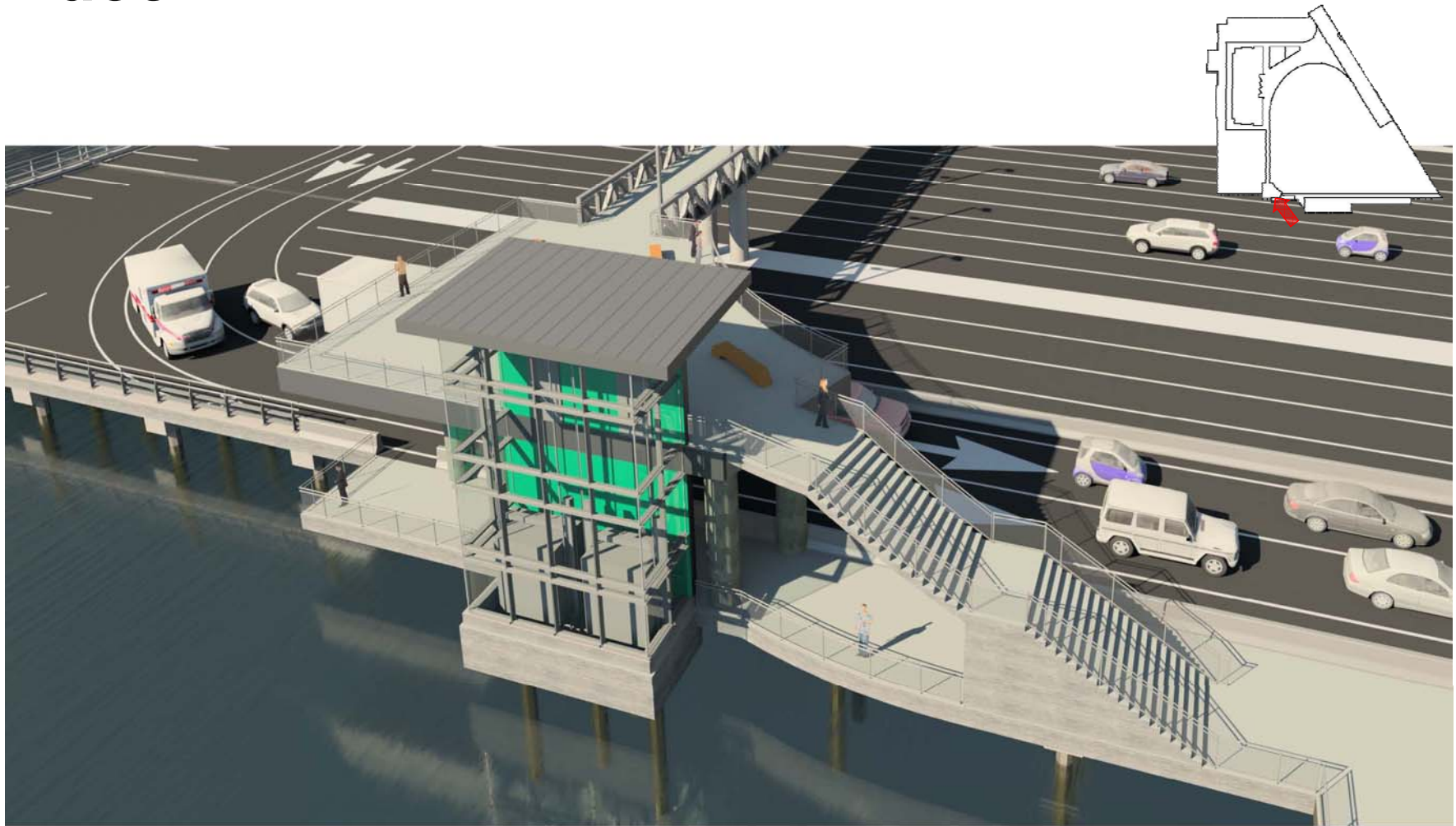
Arriving at the main terminal building



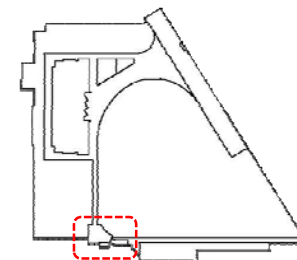
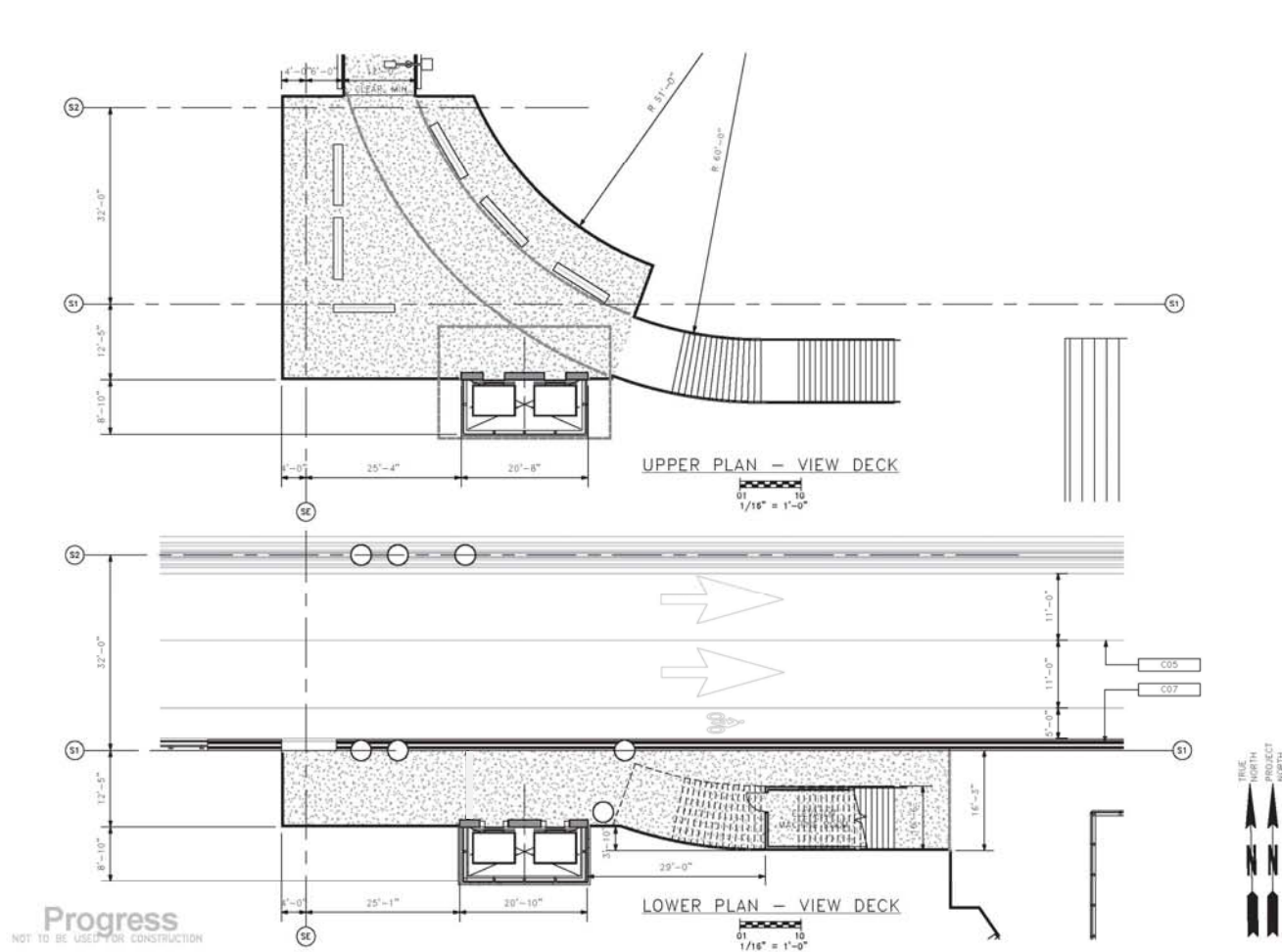
Looking south toward view deck



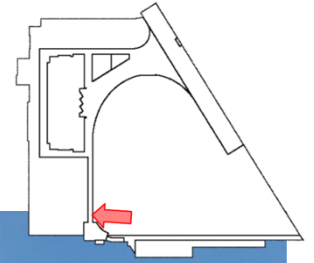
View deck



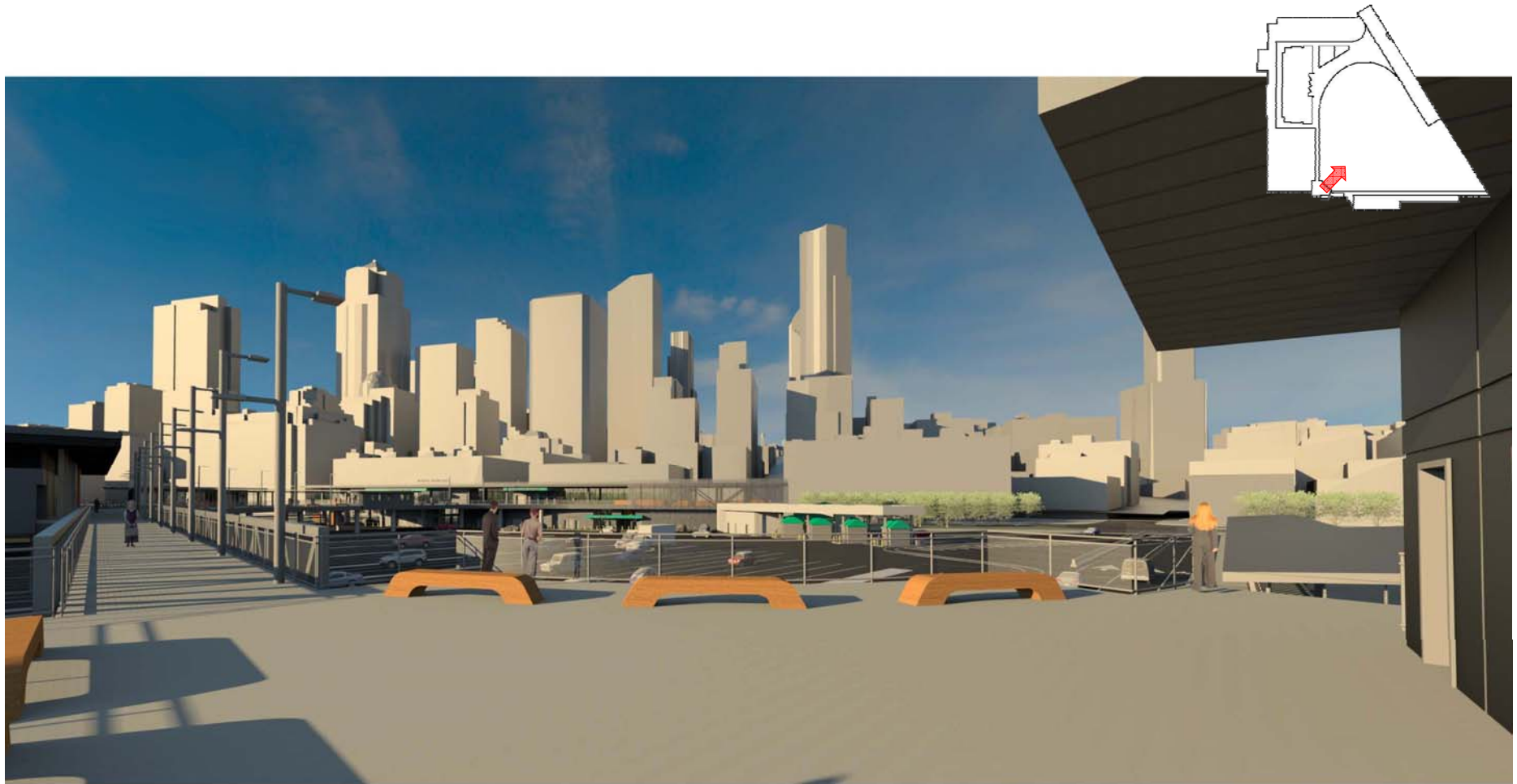
View deck (Plan view)



Looking west from view deck



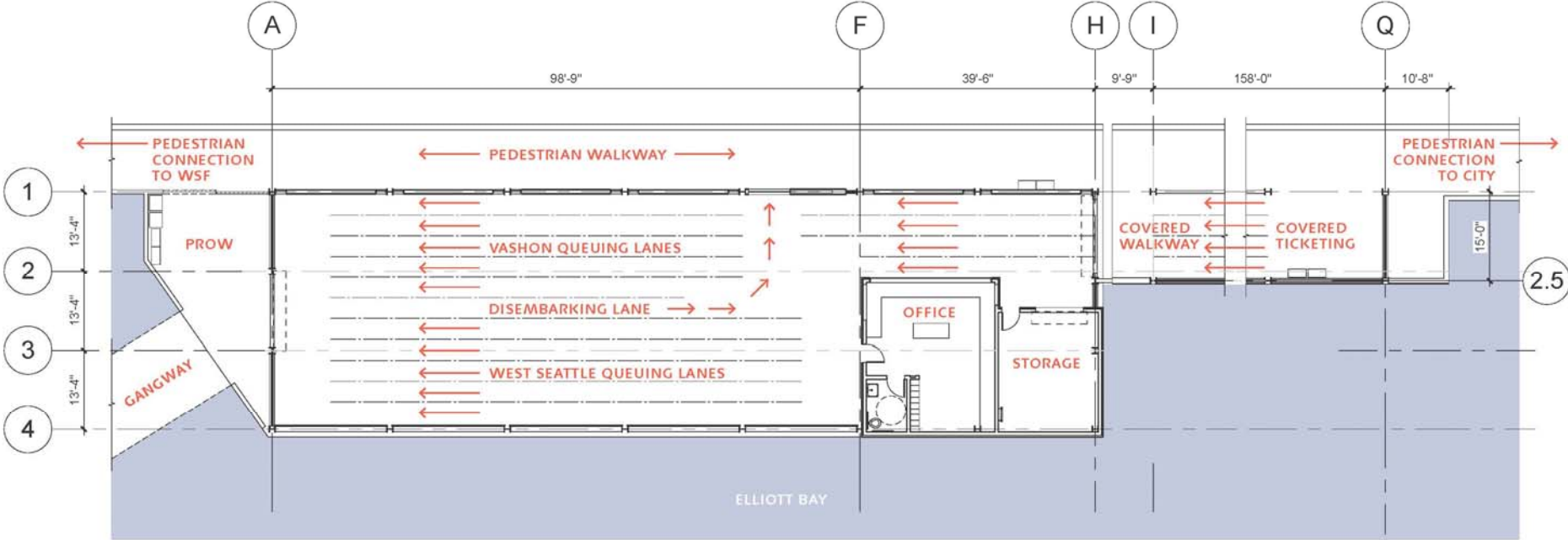
Looking northeast from view deck



Passenger-only facility



Passenger-only facility



FLOOR PLAN
PASSENGER-ONLY FACILITY - MAY 12, 2015



Passenger-only facility

PRELIMINARY CONCEPT
 June 04, 2014



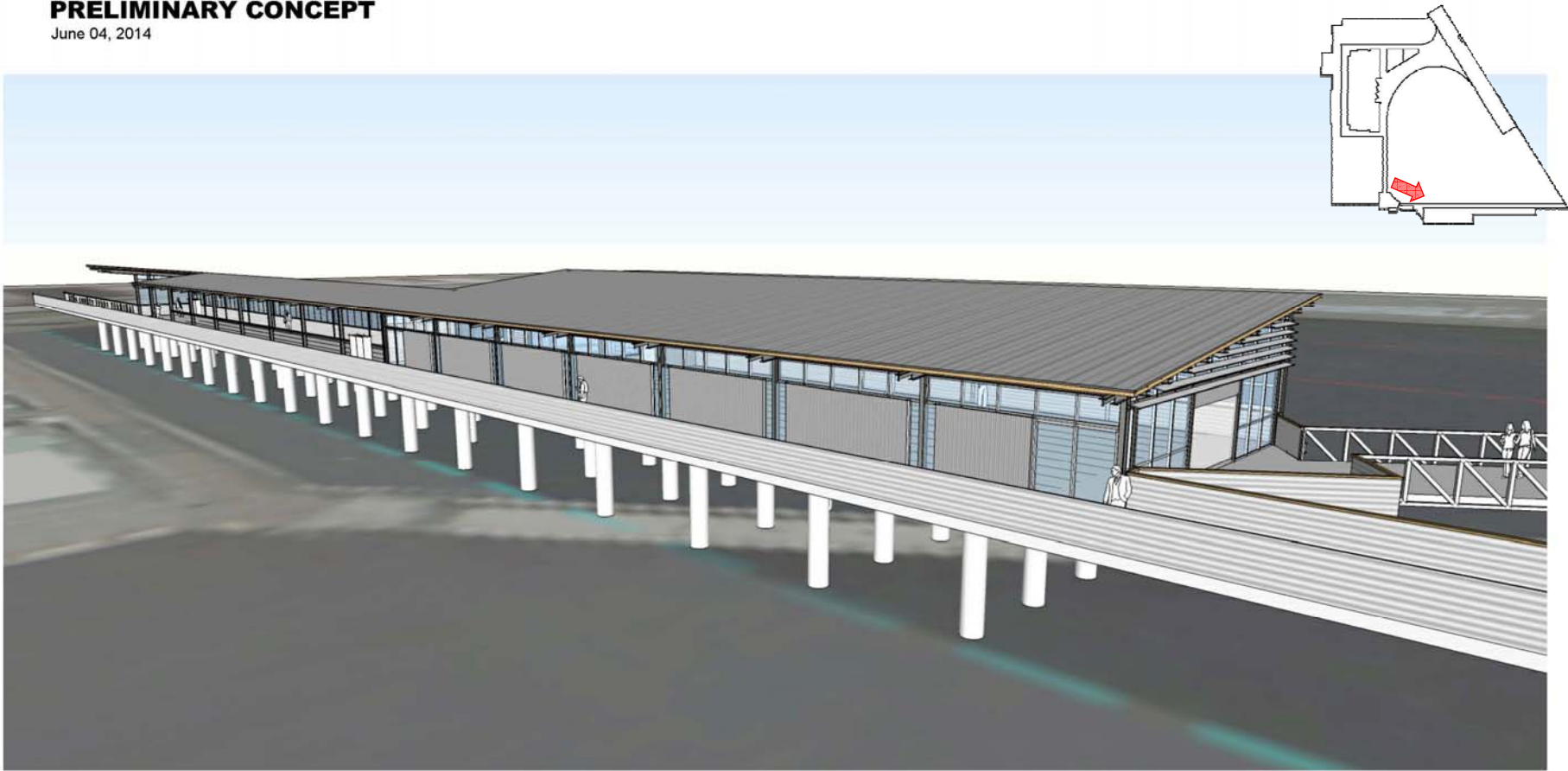
VIEW FROM SOUTHWEST

KING COUNTY WATER TAXI

SRG

Passenger-only facility

PRELIMINARY CONCEPT
 June 04, 2014



VIEW FROM NORTHWEST

KING COUNTY WATER TAXI



Exiting at Marion Street

