

Occidental Promenade

Fall Stakeholder Workshop Summary

October 29, 2025, 10:00 – 12:00 PM

The Seattle Department of Transportation (SDOT), Seattle Parks Foundation, Alliance for Pioneer Square, and MIG held a stakeholder workshop on October 29. Approximately 45 participants attended, representing residents, businesses owners, building managers, property owners, local non-profits, stadium operations, and community partners. The workshop goals were to:

- Provide a project update including outputs from previous stakeholder engagement and reviewing project goals
- Convene in small groups to hear from one another, share needs and near-term opportunities along the corridor, and gather feedback and ideas

What We Heard

Participants were placed in groups and rotated through a series of breakout “stations.” They were encouraged to share feedback and comments. Stations focused on the following areas along the two-block corridor:

- **North block:** Strengthen the connection between S King St and Charles St, support arrivals from the north, and understand opportunities for public spaces with supportive amenities.
- **Central area:** Opportunity to build on the success of the Railroad Way Plaza to create an arrival point for visitors from the waterfront and a space for gathering and celebration where Charels St abuts Occidental Ave.
- **South block nodes:** Opportunities to improve the existing street vending environment and connections extending from Royal Brougham Way.

Feedback from the workshop will inform broader public engagement, near-term opportunities, and the update to the street concept plan.

Key Takeaways

While each station had a specific focus and considerations, which are presented below, a key theme emerged: **building trust by addressing baseline needs is critical to the project’s success**. Some participants were hesitant to discuss new features or furnishings until responsibilities and commitments for governance and management were clarified.

Baseline needs include:

- Improved waste management and increased trash pickup during and after events.
- Access to public restrooms, particularly during events.
- Better management and storage of event-related street closure devices.
- Enforcement of vending permit requirements, including protecting permitted footprints and storing equipment when not in use.
- Improved lighting along the corridor.

In addition to governance and management improvements, the central node and the south block nodes stood out as **opportunities for near-term improvements**.

Area Specific Feedback

North Block

- **Preference for a slower, phased rollout of improvements.** Participants want existing issues -- trash, restroom access, micro-mobility parking, and event clean-up -- addressed before adding amenities.
- **Support from adjacent property and business owners is important** for success of north block node areas.
- **Programming should be explored to increase use on non-event days** (e.g., farmers or makers markets, First Thursday activities, or partnerships with nearby organizations).
- **Improve pedestrian flow to reduce sidewalk congestion**, by re-organizing micro-mobility parking, street closure devices, temporary fencing, and stadium-provided port-a-potties.
- **Address waste management before adding new amenities.** Once resolved, there is interest in building on the collective energy and activity near Elysian Fields and Sluggers. Improvements must be coordinated with planned SCL duct bank work.
- **Area close to Charles St makes sense as a natural gathering space during event days** but requires further activation for non-event days.

Central Area

- **There was general enthusiasm for improvements in this location.** This area is seen as a key entry onto the Occidental Corridor and a possible shared asset to benefit the wider public and stakeholders.
- There is **interest in exploring a streamlined permitting process and shared management** of the central area with Railroad Plaza to improve access and use. Business owners expressed a desire for equitable access to these programmable public spaces and making the opportunity available for all.
- Stakeholder interest in **supporting activation** at this node. Suggestions for activation include music, sport/play, vending, maker spaces or farmer's market.
- Clearly **demarcate public vs. private spaces** and indicate loading access.

- Locate potential restroom facilities away from building access.
- **Design Considerations**
 - Public involvement in design will help provide a sense of community ownership. This could include public art, community-designed murals and ground painting.
 - There is general interest in seating, shade, trees and trash collection, assuming appropriate maintenance.
 - There is a desire for screening of garbage and/or waste management.
 - Stakeholders are interested in an organized, flexible space.
 - This space could provide an opportunity to provide child and family-friendly amenities for stakeholders and the public.
 - There is stakeholder interest in opportunities for pet and pet-owner amenities in this location. Near-term opportunities may be limited by access to public utilities.

South Block

- **There is interest in standardization and aesthetic improvements for vending**, including a consistent aesthetic and standardized footprint. This could align with and support vending enforcement.
- **There is interest in providing streetscape amenities on the south block to support vending areas**, including seating, lighting and trash. Some properties showed support for seating areas adjacent to their business. There is general support from attendees for a change from on-street parking to something else in defined locations.
- A location outside of the project area underneath WAMU overhang on Royal Brougham was suggested as a **possible restroom opportunity** to reduce pressure on south block businesses.

Furnishing and Material Boards

The project team also shared two potential themes for street furnishings and materials that were previously reviewed and supported by the Pioneer Square Preservation Board. Attendees were essentially split in their preference with eight who preferred the “Tidal Flats” theme and seven who preferred the “Railroad” theme.