SEATTLE + INTERSTATE 5: Past/Present
Interstate 5: Regional Analysis
Regional Analysis
Regional Analysis
Interstate 5: Area of Effect
Urban Scale Comparison

JARDIN DES TUILERIES
PARIS

PEARL DISTRICT PARK BLOCKS
PORTLAND

LA RAMBLAS
BARCELONA

PIAZZA NAVONA
ROME

NORTH END PARK
BOSTON

INDEPENDENCE PARK
PHILADELPHIA

RIVERSIDE PARK
NEW YORK

PARK AVENUE
NEW YORK

NATIONAL MALL
WASHINGTON DC

RAVENNA PARK
SEATTLE

URBAN SCALE COMPARISON DIAGRAMS

ALL PLANS SHOWN AT SCALE 1"=2000

16 ACRES = 640 FT. AT EACH SIDE
Interstate 5 + Seattle
Urban Interactions

CITY CROSSING       BRIDGE OVER       PARK/BUILDINGS OVER       STREET LANDER       BESIDE, NOT CROSSING
I-5: VALLEY          TUNNEL: BRIDGE     VALLEY
2010 Design Idea Workshop

Concept:
- Cover the whole thing first.
- Make an air cleaning machine.
- Put. Water treatment parks.
- Gardens develop on top.
WHAT IF WE CAP INTERSTATE 5 THROUGH DOWNTOWN SEATTLE?
“Ponte Vecchio”
“Big Park”
“Green Blocks”
“Pearl North”
1. GREEN FIRST, (some) STREETS CROSS

2. STREETS FIRST, (some) GREEN BLOCKS

3. STREETS FIRST, (mostly) MIXED BLOCKS
GREEN FIRST, (some) STREETS CROSS
STREETS FIRST, (some) GREEN BLOCKS
STREETS FIRST, (mostly) MIXED BLOCKS
REASSESS AND REFOCUS
GGN

Why cap Interstate 5 at all?
- Reunite Seattle
- Mend the “gash”

- What did Seattle look like prior to 1960 and after completion of Interstate 5?
- Current conditions?
- What is the relationship of SEATTLE + INTERSTATE 5?
Interstate 5 + Seattle

Isthmus - from Ancient Greek: isthmus ("neck") is a narrow strip of land connecting two larger land areas usually with waterforms on either side.

Isthmus / bridge / strip / neck
Seattle- Topo Map, 1950
courtesy of WSDOT
Seattle- Topo Map, 2011

courtesy of Seattle DPD

2' contours
Seattle: Past and Present
7th Avenue and Pine Street

ca 1910, courtesy of University of Washington Libraries  2011
Seattle: Past and Present
2nd Avenue and Marion Street

1930, courtesy of MOHAI
2011
Seattle: Past and Present
7th Avenue and Pike Street

1925, courtesy of University of Washington Libraries

2011
Seattle: Past and Present
8th Avenue and Union Street

ca.1920, courtesy of University of Washington Libraries

2011
Seattle: Past and Present
8th Avenue and James Street

ca.1910, courtesy of University of Washington Libraries 2011
Seattle: Past and Present
1st Hill, vicinity of 7th Avenue looking west

1933, courtesy of University of Washington Libraries

2011
Seattle: Past and Present
7th Avenue and Union Street, looking east

1927, courtesy of University of Washington Libraries

2011
Interstate 5: Area of Effect
Construction Documents: Roadway Plans
courtesy of WSDOT
Demo Plans: from Jefferson St. to University St.
courtesy of WSDOT
Construction Documents: Phasing Plans
courtesy of WSDOT
Construction Documents: Roadway Sections
courtesy of WSDOT
Seattle Past and Present

Boren Avenue
Condition: City Above

View from Pine Street bridge between Boren Avenue and Minor Avenue

Map showing the location of Boren Avenue and its relation to other streets and points of interest.
Seattle Past and Present

Marion Street
Condition: City Broken

(to 1930, view to east on Marion Street)

2011, view to east on Marion Street

view to east at Marion St and 7th Ave

view to east at Marion St and 7th Ave

Downtown
First Hill
residential, community

278' lost to Interstate 5

6th Avenue
5th Avenue
4th Avenue
3rd Avenue
2nd Avenue
1st Avenue
Wells Fargo Center
Union Bank Center
Bank of America
High School
Swedish Medical Center
Station 1 ~ 500'
Seattle Past and Present

Columbia Street
Condition: City Broken

ca 1890, view to east, on Columbia Street
2011, view to east, on Columbia Street
Columbia Street at 6th Avenue
Columbia Street between 7th and 8th Avenue

Downtown
2nd Avenue
3rd Avenue
4th Avenue
5th Avenue
6th Avenue
7th Avenue
8th Avenue
9th Avenue
10th Avenue
Freeway

Scale: 1/32 = 1
Scale: 1" = 500'
Scale is approximate
Seattle Past and Present

James Street
Condition: City Below

ca 1940, view to west, on James Street
2011, view to west, on James Street
view to west, on James Street
under the I-5 canopy
view to east on James St.

Downtown
City Government Offices, Waterfront

2nd Avenue
3rd Avenue
4th Avenue
5th Avenue
6th Avenue
7th Avenue
8th Avenue

Interstate 5
Restricted Parking Zone (RPZ) zone 7, First Hill

First Hill
residential community

Scale: 1/32" = 1'

Scale: 1" = 500' 
area is approximate
Interstate 5 + Seattle

Interstate 5
Area of Influence

The presence of Interstate 5 creates strong boundaries between vehicular and pedestrian movement within the city. This lack of connectivity has resulted in ‘dead zones’ along the Interstate 5 corridor.

1. Union Street ends at Terry Avenue.
2. Aerial view of Convention Center and Interstate 5 (at Union).
3. Freeway Park creates a strong edge along Huckle Place and 9th Avenue.
4. Union Street and 8th Avenue merge for Interstate 5 access.
5. Edge space from Union Street to Freeway Park.
6. University Street terminates into a ramp leading to Interstate 5.
7. Marion and Columbia Streets are disconnected from downtown at First Hill.
8. James and Cherry Streets pass under a canopy of Interstate 5.
9. Terrace Street ends at 5th Avenue.
Interstate 5 Construction as seen from the Space Needle, view east to Mercer Street and Eastlake
1962, courtesy of MOHAI