Seattle's New Stadium District:

Proposing A Socially Connected and Housing Dense Stadium District

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Abstract

Proposing A Socially Connected and Housing Dense Stadium District

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Currently, there are two notable problems within the urban fabric of Seattle: the lack of housing units (including housing types) and minimal social connectivity. Within Seattle specifically, the City aims to build 112,000 new housing units by 2044. For social connectivity, over the last seventy years, planners and designers have largely prioritized the needs of cars in cityscapes, rather than the people and life within the city itself. However true, the core of the issue is that we have left our most sacred urban spaces isolated and disconnected across a multi-gridded obsession.

The purpose of this thesis is to propose a feasible solution to the problems faced by Seattle that are mentioned above. This thesis will not be a proposal for all 112,000 housing units called for by the city, nor to address social connectivity throughout Seattle, but will act as a guide for the District's redevelopment for the City of Seattle to follow.

This thesis begins with a series of analyses across Seattle detailing various aspects of Seattle's built environment. The guided selection leads into the case background of the selected site, relevant literature, a manifesto of the approach, and precedents reviewed via the lessons learned. Followed by a 3D model and renders, which will be the guide to how Stadium District can be redeveloped. Seattle's Stadium District has several flaws in terms of housing and social connectivity, particularly due to its industrial past and liquefaction concerns. Despite this, the area still has potential for redevelopment. It can become a space where fans gather and enjoy life, where greenery is reintegrated into the urban environment, improving livability and economic vitality.

Although the modeling section of this project was only allocated enough time to create second iterations, that is not a final and more polished third iteration, the resulting model still conveys both the specific ideas and guiding principles of the redevelopment project.

Acknowledgments

UW Tacoma: To those who were there at the start of my urban design journey. Initially, a time and space where I was unsure where my life would lead, it was my stumbling into the Bachelor of Science in Urban Design program and being taught by two great teachers, Bára Šafářová and Keith Harris, that would lead me down this path and acquire the skills of design and modeling. My time here also led to meeting a special person who I have an undying gratitude towards.

HDR | Calthorpe: To Peter Calthorpe and the entire office, which allowed me my first internship, as well as to Chang Xu, who provided the voucher for my access to the Urban Footprint software. It was here that I was able to fully embrace the challenge of working in the field under such famed mentorship and the office remains a place I wish to return.

City of Seattle Staff: Although unnamed, various staff members employed by the City of Seattle contributed to the site selection process, defining and understanding the Stadium District, and advocating for a community connected to the District's existing roots.

Friends: Specific thanks to Jay Adams who would review the grammar within the thesis and make it an especially academic read. Other such friends whose existence is a worthwhile mention in the journey such as; Michael Lai, Angel Morales, Alex Heindel, and Hyeong Geon Kim.

Family: To those who made this accomplishment easier.

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Chapter 1. Original Intent

Preface

Coming into this thesis, the idea stems from three different points and a pivot that would shape the current product:

1. Why I applied to the University of Washington's Masters of Urban Planning program (MUP); to design a new Seattle.

2. After an internship at HDR Calthorpe where I modeled a potential grand pedestrian corridor through downtown Seattle connecting South Lake Union to Seattle's waterfront near Pike Place Market.

3. An early committee meeting would have me create a series of analysis maps of Seattle, then select my site and create a redesign of that portion of Seattle with renders as well.

It is the latter of these three points that would most influence what this thesis has become. After creating the maps I drafted a list of criteria to judge and select my site and then pivot to the MUP program's semi-strict traditional thesis format which covers the methods and methodology, literature review, precedent studies, case background, and results of the process and product, rather than creating a pure design product of my own.

This chapter will provide an overview of the merged ideas before the pivot, covering the analysis maps of Seattle and the criteria and process for site selection. The subsequent chapters will cover the direction and actions taken after the selection of Stadium District.

Methodology

Using the Urban Footprint software, a web-based software platform built to ease the accessibility of Geographic Information Systems (GIS) data, provided to me by HDR, I created a series of maps detailing various aspects of Seattle. Selecting an arbitrary boundary based off of relative distance to the downtown of the city of Seattle to ease depth of the provided information (Urban Footprint, 2024). The information detailed seventeen maps of Seattle's various land uses, land improvement ratio, total parcel cost, year built and more, said information would provide an in-depth understanding of Seattle and allow for a "personalized" criteria for selecting a site to be produced.

In creating the criteria for site selection various percentages were adjusted to create a singular map which provided a distinct pattern to where redevelopments towards increased housing and social connectivity would be concerned.

Problems and Meanings

Since starting the project, it has been directed towards addressing two prescient issues in Seattle that I have given special attention to since my acceptance into UW's MUP program.

Housing: While not set to achieve a particular goal, this thesis aims to increase the number of housing units in Seattle. The exact nature of the units' affordability, market-rate and relative luxury is not addressed within the thesis.

Social Connectivity: Throughout urban literature the term is summarized as people and place connected. This thesis expands the term beyond the physical pedestrian centric connection of social spaces towards the visual connect of such space and the creation of visually guided views and sightlines.

Understanding Seattle

In the process of selecting a site and to familiarize myself with the Urban Footprint program, I created a series of seventeen informative maps of Seattle's core area. Each map shows a specific aspect of the city to build an understanding of the urban and social fabric within Seattle beyond lived experience. (See appendix maps 1-17).

1. **Zoning Codes:** *Detailing the current zoning*
2. **L2 Land Use:** *Land Use detailed to the L2 level*
3. **Land Improvement Ratio:** *Ratio of a parcels improvement divided by the cost of land*
4. **Total Parcel Value:** *The total value of the land and improvement on a parcel*
5. **Year Built:** *Original year of construction*
6. **Effective Year Built:** *Most recent year of refurbishment*
7. **Parking Types:** *Location of parcels dedicated to parking and types of*
8. **Vacant Parcels:** *The location of completely vacant parcels, not including partial*
9. **Public Parcel Area:** *Parcels owned by the City of Seattle*
10. **Office Parcels:** *Parcels containing offices*
11. **Residential Parcels:** *Parcels containing permanent residential activity*
12. **Population Density:** *Population density per parcel*
13. **Non-White Population Percentage:** *Percentage non-white population of census tracts*
14. **Historic Landmarks:** *Location of various levels of historic landmarks*
15. **UnReinforced Masonry:** *Location of Unreinforced Masonry*
16. **Open Space:** *Parcels of various open space types*
17. **Estimated Height Map:** *Estimated height of buildings*

Criteria

With two problems to address and an improved understanding of Seattle's urban makeup, I created a list of criteria and adjusted their weight to highlight potential locations for redevelopment. This process was fairly self-driven with input from the committee, but with personal control over the ending values and only committee recommendation over the site selection.

1. **Program Area:** *25% Weight; overlapping Business Improvement Areas*

25% Weight Justification: Though various improvement district types exist across Seattle, within the downtown area are the Metropolitan Improvement District, Downtown Activation Plan, and most of the Seattle Tourism Improvement Area. These three groups are working to improve downtown, and because there are fewer comparable organizations operating elsewhere, development in this area tends to be more effective and supported by the existing community.

2. Social and Cultural: *25% Weight; within a 5 minute walk of of a social or cultural space*

25% Weight Justification: Seattle is filled with iconic social and cultural spaces but more often than not these spaces exist in a vacuum, isolated from one another by vehicle oriented spaces (DSA, 2025). Creating a pedestrian corridor connecting would have a range of health, ecological, and financial benefits. It is additionally ranked highly because the first in a similar vein of projects, Overlook Walk which connects the Waterfront District and Pike Place, has just been completed.

3. Underdeveloped: *20% Weight; parking, vacant, and warehouse parcels*

20% Weight Justification: Parking lots and structures, vacant parcels, and warehouses are all current land uses which a city in such desperate need of housing could better utilize. Such counterproductive parcels could be turned to benefit Seattle's negatives and greatly benefit the lives and needs of the city.

4. Land Improvement Ratio: *20% Weight; land improvement ratio 0.0 - 0.25*

20% Weight Justification: Parcels with a land improvement ratio value under 1.0 (the improvement on a parcel being equal in cost to the land) are often seen as underdeveloped and places of opportunity from a real estate viewpoint. Parcels under 0.25 (the improvement equating to a fourth of the cost of the land) are on the most extreme edge of this and can be some of the most underutilized

spots within a city. These underdeveloped spaces can provide a lower buy-in cost and are thus weighted to help highlight individual parcels.

5. Dwelling Units: *10% Weight; less than 40 dwelling units per parcel*

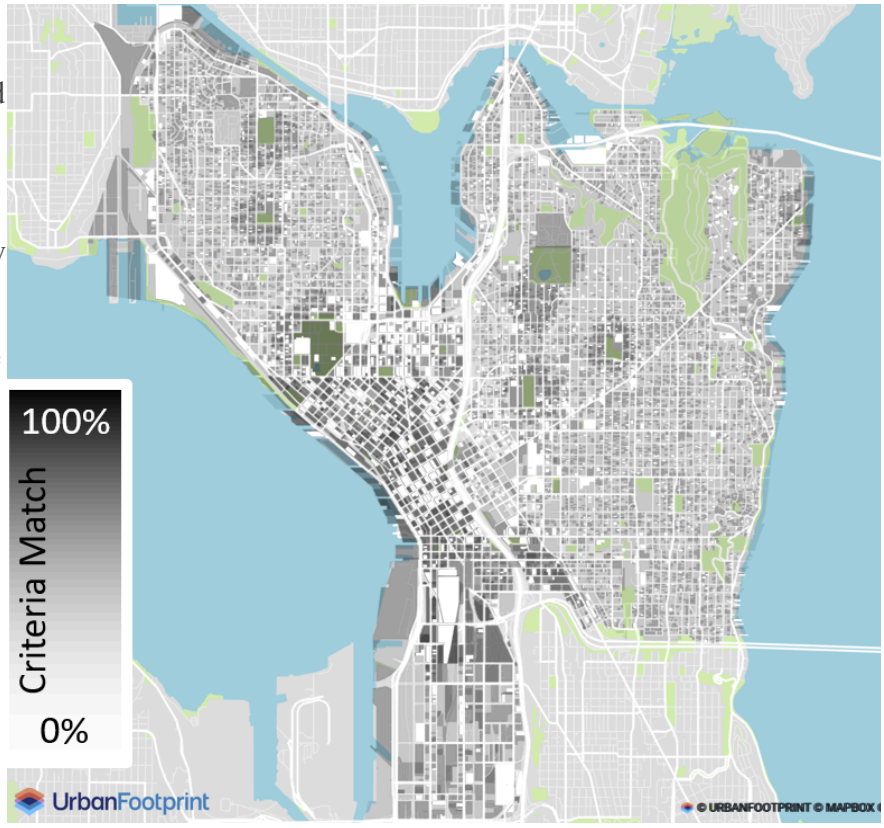
10% Weight Justification: With an aim to increase the number of housing units an attempt should be made to focus on areas of lower housing density in order to maximize the impact of such a program.

6. Built After 2010: *-100% Weight; built/renovated within 15 years*

-100% Weight Justification: Large proposals such as this don't often seek to redevelop new buildings or spaces, destroying or incorporating numerous new buildings would increase the effective cost and limit potential within the redevelopment, lessening feasibility. Though partially arbitrary 2010 has been chosen as a cut-off year relative to the apparent increase towards building longevity, design, and pedestrian friendliness (Gehl, 2010).

Site Selection

Figure 1. Site Selection Criteria Map



Using the criteria above, the overlay (right) was created showing areas of high weight (darker) matching the majority of criteria than the areas of low weight (lighter), including parcels whited out entirely due to being built or refurbished since 2010.

Looking at the darkened regions, neighborhoods, and districts, there are a few near perfect locations. Yet a summary of their flaws highlight potential reasons to avoid each one:

1. Central Downtown: The heart of the city was highlighted as a near-perfect match to the criteria, but any significant redevelopment project here would involve razing numerous skyscrapers which would not only be extremely costly but would also have a massive, negative impact on the city's economy.

2. South Downtown (Pioneer Square and International District): This area of the city also matched the established criteria well, but has great historical and cultural significance and as such can't be redeveloped without posing great risk to those communities.

3. Stadium District: Centered on the city's sports arenas, this spot partly lies in the maritime industrial zone as well as existing within a liquefaction zone.

4. Various Park-Based Outliers: Though not a single location, scattered across the core of Seattle are parks and their surrounding areas which compare well to the criteria.

Everything considered, Stadium District was ultimately the best choice for a thesis aimed towards improving housing and social connectivity. The area's dedication to sports and the regional fanbase creates massive potential for building something that both the fans and everyday Seattlites can enjoy. Regarding housing, there is an active appeal from the Port of Seattle against a similar policy change by the City of Seattle, however certain parts could still be developed towards this goal (Port of Seattle, 2025).

Pivot

Now understanding that this thesis is based around a redesign of Stadium District and adhering to the aforementioned structure of a traditional MUP thesis, the thesis changes to base itself off of the unique conditions presented within a district such as Stadium District rather than a typical city neighborhood.

Chapter 2. Introduction

Preface

Seattle and sports have become two inextricably connected, woven together through a century of heartbreaking defeats and unlikely victories. The passion equivalent to earthquakes for the home team has become a cultural phenomenon not only in Seattle itself but across Washington State (Lear and Payne, 2013). From energetic gameday atmospheres to the crowded transitways the city's sports have become more than just entertainment but have had a lasting, tangible impact on the city. The sports and fans are a defining force on Seattle's culture and landscape, yet beyond game days and concerts Stadium District remains heavily underutilized; dominated by parking lots, vacant parcels, warehouses, and the occasional commercial space.

This lack of social activities beyond the stadiums themselves gives fans and concert goers no reason to linger before or after events. In turn this causes intense traffic and crowded transit, another inseparable part of Seattle's urban fabric. Yet in the context of its emptiness and underdevelopment Stadium District presents a unique opportunity for redevelopment to address various issues.

In terms of social connectivity, Stadium District has a lot of potential: it is just south of downtown, hosts three of the four major Seattle sports teams, and lays between both regional and local transit hubs Also for a centrally located district in the city, Stadium District has only minimal residential space. Thus the question becomes: how can a comprehensive urban design plan increase housing and social connectivity within Seattle's loudest neighborhood?

Significance

In 2024 the Overlook Walk project was completed in Seattle's downtown, connecting the city's famous Pike Place Market to the waterfront while incorporating a breathtaking expansion of the Seattle Aquarium. The project produced a notable shift in the city's urban fabric, connecting and incorporating multiple culturally and socially significant spaces within Seattle via a pedestrian corridor. Thus Seattle no longer strictly adheres to an endless gridded streetscape. Though this project had been in development for around ten years, it's part of a change in policies, projects, and processes within Seattle to shift the urban fabric towards pedestrians.

Seattle City Council lifted a ban on housing within Stadium District by a six to three vote in March, 2025 (Packer, 2025). In 2023, the Washington State Legislature adopted House Bill 1110 which requires large cities to broaden their legal range of housing types and set Seattle's deadline as June 30, 2025 (HB 1110, 2023-2024). Other on-going or past projects, policy changes and

recommendations include Lake2Bay, the Industrial Maritime Strategy, and Stadium District Study; each pushing for an increase to Seattle's housing stock, social connectivity, or both. This has led to a shift in Seattle's urban fabric over the past fifteen years which one major project completed and several more in various stages of approval or planning.

With steps already being taken to improve Seattle's social connectivity, this proposal comes at a critical time. Seattle also faces a severe housing shortage, with Mayor Bruce Harrel increasing zoning capacity towards 330,000 new housing units (Beekman, 2024). This shift pushes for undeveloped areas such as Stadium District to transform and increase residential capacity to alleviate Seattle's struggling housing market. A market which itself ranks consistently as one of the worst, if not one of the worst in terms of cost of rent, availability, and for first time home buyers across the country (King Staff, 2017).

Being close to downtown and existing transit hubs, such a redevelopment of Stadium District could focus on transforming it to a more pedestrian friendly space while still enhancing its economic viability. While the stadiums themselves and adjacent blocks may thrive on gameday, they remain critically underutilized otherwise.

By integrating housing, restaurants, retail, commercial, recreation, and public space, Stadium District could attract activity beyond the hours of sports and concerts. Strengthening pedestrian connections to the surrounding neighborhoods such as Pioneer Square, SoDo, and International District, could improve social connectivity without sacrificing economic potential. Such a project would also reinforce Seattle's identity and commitment within sports and create a new cultural center for its fans. The creation of public gathering spaces and event-friendly plazas would support both sports-related and community driven activities with a successful model making Seattle a leader in integrating stadiums with urban living.

Objectives

The redevelopment of Seattle's Stadium District presents a unique opportunity to transform an underutilized space into a thriving, connected community. While the district currently serves as a hub for occasional sports or other entertainment events, its potential as a liveable and active community remains largely untapped by the city's dense standards. To guide this transformation, this study sets forth a series of objectives that detail Seattle's critical flaws as I have observed and as stated by the

city government. These objectives, however central to the project, should not be seen as strict requirements but rather as guidelines which should be followed when able and bent when sensible.

1. Housing: *Increase Multi-Family Units*

Within the United States, the greater Seattle Metropolitan area is ranked as the sixth most expensive monthly metro and ranks first not including Californian metros (Jones, 2025). During the writing of this thesis, Seattle mayor Bruce Harrel shared a plan to accommodate 330,000 new housing units focused on a “common sense” approach (Beekman, 2024).

2. Social Connectivity: *Create and Connect*

Across Seattle, though most notably within downtown, there is a lack of social connection between spaces. No matter the historic, cultural, or economic impacts of a building or space, the location stands isolated within the city. Each block is cut off by a strictly vehicle oriented system of mismatched grids. Specifically within Stadium District there is no reason for any fan, concert goer, or other event attendee to show up before or leave later which, combined with strict existing pathways, doesn’t alleviate existing traffic and pedestrian congestion.

3. Realistic Feasibility: *Practically Bound*

Any and all design developments, though potentially grand or captivating, should be within the realms of reality. This project should not propose the destruction of either stadium, necessary surrounding infrastructure, nor any new and historically significant buildings. Though within these constraints, changes to existing facades and parking structures should be allowed to connect to the proposed guide and are acceptable and expected within the project to make the most viable space. Sections of this project would be logically built through a phased construction process to allow for existing buildings to cover their shelf life without creating an unnecessary loss.

Chapterization

Stadium District Background; an understanding of Stadium District, the history of Seattle's major sports teams and franchises which would come to both build the stadiums and an impactful fan community. This will also cover the present day district, when the city changed its policy, politics and projects, and borders.

Literary Foundation; establishing the philosophical drivers, spatial planning, and specific design elements which will guide the model and act as a basis. It will establish the background and key ideals from existing literature showing what has been written, learned, and potential gaps within.

Design Manifesto; presenting a manifesto that anchors the design philosophy of the thesis and five direct lessons to be applied across its study of precedents, strategies, and the final proposed product.

Precedent Studies; examining two relevant cases of "stadium districts" to the thesis. Learning the policies and planning, understanding lessons learned, as well as critiques. Aside from these is another study briefly overviewing three districts which weren't given attention and their features.

Urban Design Strategies; a short culmination of the design strategies and ideas which guide the 3D modeled redevelopment.

Stadium District Redevelopment Proposal; the result of this thesis is a 3D model and renderings which highlight the potential Stadium District has, both towards fans and in creating a permanent community. This, in its best case, may act as a guide to the City of Seattle and worst as a showcase of general potential.

Reflections; the end of this will be a summary of what I have done, what I'd like to have done differently, as well as where this project and idea can go.

Expectation

This thesis highlights how important Stadium District's purpose and being is to Seattle's urban fabric and why comprehensive investment planning and investment should take place. Done through visible academic procedures, an inspired 3D model and following renderings should create a sense of principles and designs that can create a better district.

Though mentioned prior, I hope for this thesis to act as guide or inspiration for the City of Seattle, its mayor, council, investors, and the public. Though this is simply a thesis created over a few months with the model being less than one whole month of work, I am writing this out in the hopes that the end results show what such an important space within Seattle can become. Though currently there's an abundance of flaws, drawbacks, political and professional tension on the subject of the space's use, Stadium District can become something truly special.

In the case that it is not used as a guide to drive new policy and projects, it is my hope that this can still have a positive impact on Stadium District or elsewhere in the world where a proper sports district is created.

Stadium District

On the southern edge of Seattle's downtown sits Stadium District. Named for the two sports arenas which dominate the landscape: Lumen Field, home to the Seattle Seahawks, Sounders and Reign FC, and T-Mobile Park, home of the Seattle Mariners.

Besides sport games, these venues are occasionally used for concerts and other events. The adjacent Lumen Field Event Center hosts smaller concerts, the Seattle Boat Show, and acts as a multi-use event space. All this being said, it should become quite clear just how much Seattle and its people love their sports teams yet aside from gameday and concert hours, Stadium District is typically devoid of any notable activity. This can be linked to two major factors, though there are certainly more:

- Seattle and its downtown/adjacent neighborhoods have had trouble becoming a daylong destination, rather passed entirely or the stop before moving on.
- Besides the stadiums the district is a series of vacant and partly vacant lots, warehouses, and commercial spaces, with only a handful of more active developments. In terms of gameday participation, the floors of such space come alive, but the vacancy signs still remain.

Within this underdevelopment and the presence in the hearts of the city and its people rests the perfect foundation for change. Hopefully Seattle’s sports can look back and see its current location as a shadow to their future stature.

Chapter 3. Stadium District Background

Preface

This chapter gives a background on the sporting history, formation, cultural events, policies and projects of Seattle's Stadium District. The district itself is an informal section of Seattle, officially called the "Stadium Transition Area Overlay District"; the public and city officials refer to it colloquially as "Stadium District". Its boundaries are a source of dispute; while official boundaries do exist, actions have been taken to change them such as the 2019 request on behalf of the Washington State Public Stadium Authority and the Washington State Major League Baseball Stadium Public Facilities District to shift the borders and create a formal Stadium District (StadiumDistrict.Org, 2024). However in the context of this thesis, Stadium District cannot be defined by either the official boundaries or requested changed boundaries due to these missing parcels adjacent to and in conjunction with the operations of the stadiums.

Methodology

This chapter will write out the historical sporting events which shaped what would become Stadium District, this will be done through numerous citations of historic papers and more recent published events and attempted actions by public and private groups.

Formation and History

The City of Seattle has an early history of professional sports, at least for a West Coast city, the most notable of these being the Seattle Metropolitans from the Pacific Coast Hockey Association who played in the city from 1915 to 1924 (Seattle Metropolitans, 2019). Though short lived, they became the first team to bring the Stanley Cup stateside. However after 1924 when the Metropolitans left, no professional franchise team for a major sport would operate in Seattle for another 45 years.

With the end of World War Two came a more developed West Coast and interconnected America which brought an immediate but slow arrival of major professional sports teams to the western seaboard, especially in California. In 1959 restaurateur David L. Cohn wrote to the Seattle City Council suggesting the city needed a covered stadium to attract professional sports franchises, as all stadiums in Seattle were too small or were uncovered against the Pacific Northwest's famously rainy climate (MacIntosh, 2000). The following year King County Commissioners placed a $15 million ($162 million adjusted for inflation as of 2025) bond on the ballot, though it would fail; reportedly due to concerns about such a small budget (MacIntosh, 2000). Yet just six years later in 1966 both the National Basketball Association (NBA) and American League (AL) would both openly consider

granting Seattle expansion teams (Allen, 2020). The next year a double victory for Seattle's sports scene would occur as the NBA granted the “Seattle SuperSonics” who would play the 1967 season and the AL (now Major League Baseball or MLB) granting the “Seattle Pilots” on the condition a domed stadium was completed by 1970 with the Pilots starting in the ‘71 MLB season (Johnson, 2001)(McCue, 2024). With the quick turnaround of the SuperSonics playing in the ‘67 NBA season it would be the return of a major sports team since forty five years prior and first major-league sports franchise. Yet the SuperSonics would play at an existing arena at Seattle Center. In response to the conditions of the Seattle Pilots expansion city voters passed a $40 million bond in 1968 to build a multi-purpose roofed stadium with 62% approval (Berger, 2020).

Yet with American League expansions being granted in pairs, the Missouri wasn’t willing to wait.Senator Stuart Syington (Missouri, D) demanded that both teams start in the 1969 season, cutting the timeline for Seattle to complete the construction of the new stadium (Stein, 1999). The team would decide to play at Sick Stadium while a committee would be set up and review 110 locations for the new domed stadium across the city of Seattle and King County. With a terrible first season and Sick Stadium living up to its name, the Seattle Pilots were sold and shipped to Milwaukee where they became the Milwaukee Brewers. Leaving Seattle without a major sports team and a $40 million bond approved the City of Seattle would sue the American League in response to the Pilots leaving (Caldbrick, 2013).

Despite this setback, the push for a new professional stadium went on, with the aforementioned committee unanimously deciding the location to be the Seattle Center, home of the 1962 World's Fair(MacIntosh, 2000). Voters however rejected this location in 1970, thus over the next year the commission studied potential feasibility and economic impact of a stadium on King Street, adjacent and within Pioneer Square and Internal District respectively, a location which had previously ranked at the bottom of the initial hundred studied locations. Though this location drew opposition from the International District community, City Council approved the site in an eight to one vote and commissioned the construction of King County Stadium which would soon become more popularly known as the “Kingdome”. After a troubled construction which involved missing a deadline while only at 60% completion in 1974, the NFL’s Buffalo Bills owner threatened Buffalo, New York with moving the team to Seattle in order to pressure them to build a more modern stadium in Buffalo. Later that year the NFL would grant Seattle their own team, becoming the Seattle Seahawks after a fan naming contest, winning against other names including the Seattle Seagulls (Seahawks, 2016).

The previous year saw a proposal and expansion of the North American Soccer League into Seattle with the founding of the Seattle Sounders, another publicly voted team name which was selected out of six finalist names, a list which included the “Mariners” (Seattle Sounders FC, 2024)(Ears, 2013). Playing months after the expansion was granted in the ‘74 season the team would also be the first to play in the newly completed Kingdome in 1976 with it also being home to the Seahawks for the NFL’s ‘76 season (Drosendahl, 2014). 1976 would also see the City of Seattle, King County, and the State of Washington settle the joint lawsuit against the American League on the condition Seattle gain an expansion team in replacement of the prior Seattle Pilots (Caldbrick, 2013).

Two years later in 1978 the Seattle SuperSonics would move the team into the Kingdome for the next seven years, a tenure which would see the team win the Western Conference title in 1978 and 1979, a year which would also see the team win the NBA Championship (NBA, 2025). In 1983, the North American Soccer League which the Seattle Sounders played in folded, causing the Kingdome to lose two teams in two years as the SuperSonics went back to the Seattle Center Coliseum where they would later win another Western Conference title in 1996 and the Sounders disappeared altogether. These two events would leave only the NFL’s Seattle Seahawks and MLB’s Mariners in the Kingdome.

Meanwhile as the teams played in the Kingdome they certainly grew in popularity and each in their own way became part of the city of Seattle’s identity, becoming beloved teams to the general Seattleite and sports fans alike. It didn’t matter that the teams were statistically underwhelming with the Mariners having typically abysmal seasons, the teams first winning season being recorded in 1991, and by this point having won their division twice while fielding one of the best teams rosters MLB had ever seen, they still failed to even appear at the World's Series (BaseBallRefernce, 2025). During all other professional-franchise teams time at the Kingdome they’d been relatively successful in some manner; the dissolved Sounders had won their conference once and had positive results overall; the NBA’s Supersonics won two conferences and a championship; and the NFL’s Seahawks had gained national fame. With a home score of 163 wins to 161 loses the Seahawks fans made a culture of being the loudest crowd in the NFL which would be honored as the “12 Man” or “12s”, a culture which the governing NFL would attempt to quell via a short lived “excessive crowd noise” rule (Seahawks, 2011). Aside from the Seahawks and Mariners, the Kingdome would also host other events and concerts, showcasing its more flexible nature.

The same flexibility which allowed the Kingdome to host various professional sports and events also helped spell its end, with the Seahawks and Mariners respective ownerships questioning the viability of the Kingdome for their team. By 1995 the questioning became threats of leaving Seattle unless new, purpose-built and publicly funded stadiums were approved, the Mariners vote occurring that year and failing by .2% (The Associated Press, 1995). Yet the Mariners players themselves seemed to decide otherwise, having their greatest ever season, winning their West Division and just missing the World Series by the last bracket (BaseBallReference, 2025).

This brought a wave of public opinion and forced the fiscally conservative Republican Washington State Legislature to find an alternative method of funding, creating Safeco Field which would later be renamed to T-Mobile Park (The Associated Press, 1995). Likely due to a new wave of sports appreciation which gripped the city thanks to the Mariners miracle run just two years prior, the 1997 vote for what was initially called Seahawk Field ,now Lumen Field, was approved. Safeco Field meanwhile would be built just south of the Kingdome which was set to be demolished once Safeco Field was completed. On the former site of the Kingdome, Seahawk field would be built. Though finished in 1976, only 19 years before the new stadiums were approved, the Kingdome had already began to show its age and poor construction, with several ceiling tiles falling onto a seating area just before a Mariners game in 1994 and the various gameday turfs being known to have holes, be held together by zip-tie and velcro, and cause proportionally more injuries than natural grass stadiums (Connor, 1994).

Midway through the 1999 season, the Mariners would move into their new purpose-built stadium of SafeCo Field.The Stadium Transition Area Overlay District was established by the City of Seattle in 2000 (DPD, 2013). By March 26th of that year, the Kingdome was demolished by implosion to make room for the new Seahawk Stadium. In the meantime, the team would play at the nearby University of Washington Husky Field (SeaHawks, 2025). By 2002, Seahawk Stadium was completed alongside an attached purpose-built music and event center called the WaMu Theater, creating the modern version of what is officially called the Stadium Transition Area Overlay District and commonly referred to as Stadium District. A process which only happened thanks to the Mariners miracle ‘95 season and the ensuing panic to keep the Mariners and the Seahawks from voting to leave the city (Associated Press, 1995).

However the building of new publicly funded stadiums couldn't last forever and after a failed vote in 2006 the new Oklahoma based ownership of the NBA’s Seattle SuperSonics moved the team to

Oklahoma for the ‘08-’09 season, leaving Seattle with one less professional team (Allen, 2006). This would be a depressing time for fans as information came out that the ownership group never intended to keep the team in Seattle as part of a bad faith deal.

In 2010, a defining moment for the city’s sports culture would happen at Quest Field, formerly Seahawk Field, now Lumen Field. A 67-yard touchdown was achieved by Marshawn Lynch, the crowd or “Twelth Man” reaction was a reasonable two on the richter scale, a scale which is for earthquakes. As far as research was able to find, this moment dubbed “Beast Quake” was the first time sports fans anywhere in the world had caused the equivalent of an earthquake and was reported across the nation and globally (Lear and Payne, 2013).

In 2013 the team would make another grand achievement as the Seahawks won Super Bowl XLVIII, the city and franchise’s first and currently only Super Bowl title. It was also a huge blowout, 43 points to the Denver Broncos eight, which ranks tied in third place for the biggest blowouts in the Super Bowl’s history (Gavin, 2025). It should be noted I watched this live with family and friends, yet many people I knew weren’t fans, but it was our home team, regardless of interest we watched. The team’s celebration went across Seattle and once inside Stadium District directly into their stadium, a route which highlighted the minimal appreciation for such space. Yet this wasn’t due to a lack of attendance, with an estimated 700,000 attendees at the event, greater than the city's population at the time of 654,300. The following year however would be the opposite feeling, while making the superbowl the Seahawks would lose by a controversial play and the streets would be empty.

However in 2015, Seahawks player Kam Chancellor would make a 90-Yard interception touchdown, which caused another response measurable on the richter-scale (Jenks, 2015). Though smaller than the previous two set by the “Twelfth Man” it was again a show of dedication by the city’s football fans.

In 2022, Seattle Sounders FC would make it to the Confederation of North, Central America and Caribbean Association Football (CONCACAF) Champions League Final. Playing the first half of the match versus Club Universidad Nacional in Mexico City, the teams tied two-two. Coming home to Lumen Field, the next game would be attended by 68,741 people who made so much noise each of the three times the Sounders scored versus their opponents that once again local seismometers could

pinpoint each of the three goals. This “hat-trick” of seismic level activity would be dubbed “RaveQuakes” (FOX 13 Seattle, 2022).

While seemingly impressive that Seattle fans could cause five separate cases of seismic-level activity, it is likely more impressive that, according to my research, there has been only one other instance of sports fans creating such a seismic impression, in 2023 at the University of Utah. Thus while Seattle hasn’t caused the only seismic activity, they did the first, second, third, fourth, and fifth, while the rest of the world, as far as I’m aware, would only be responsible for the sixth.

While the Seattle fans have been attempting to mimic earthquakes, the Seattle Reign have been playing at Lumen Field since their inaugural 2013 season. The women's soccer team is one of eight founding teams in the National Women's Soccer League, it also came closer to immediate success with it being the league runner up in the 2014 and 2015 seasons, something it would achieve for a third time in 2022. And though never winning outright it would achieve three “shield” victories, having the best record of a season as well as winning one Women's Cup (FBRef, 2025).

And while the city of Seattle hosts other sports teams at their respective top levels across the city, this is the history of the teams in the Stadium District. A district which has shaped the city’s landscape and culture thanks to top professional sports teams which have rarely been the best in their leagues and more often than not a constant source of minor suffering and heartbreak for the fans. Though it's the stories which have unfolded from their few special victories to win it all and the players' stories that truly encapsulate why their homes deserve better.

Change In View

By 2013, Stadium District’s lack of activity and focus towards sports and entertainment was being examined.Having previously worked on “Livable South Downtown Planning Study” in 2010 and “Stadium District Concept Plan” in 2012 , Seattle’s Office of Planning and Community Development would start the “Stadium District Study” (OCPD, 2016). Focusing on;

“Working to create a stronger, more vibrant, and user-friendly Stadium District, while recognizing the importance of preserving industry in the Duwamish Industrial Area”.

Throughout 2013 the study would work towards this goal (OCPD, 2016). From February to summer of that year analysis, research, stakeholder advisory group meetings, technical reviews, and coordination with arena design proposals took place. From July to August the creation of preliminary

recommendations, land use policies and/or zoning and streetscape concept designs, and stakeholder advisory group meetings took place. From September to October; final draft recommendations of land use policies and/or zoning and streetscape concept designs were produced. From November to December: public review and comment period, submit final land use / zoning recommendation to City Council, review and adoption of streetscape concept plans. The resulting work was the "Stadium District Study Recommendations": a 56 page document about a better Stadium District including a new proposed basketball arena and the "Stadium District Study Street Concept Plan", a 47 page document covering street designs and layouts for the improved district connecting Pioneer Square, the existing stadiums, and newly proposed stadium area (OCPD, 2016). This policy shift towards the derelict space, though ultimately fruitless, would act as the catalyst for further discussions which have been even more notable and controversial (Packer, 2025).

Private Projects and Political Landscape

In 2011, hedge fund founder Chris Hansen spoke to then Seattle mayor Mike McGinn about buying another NBA franchise and moving them to Seattle to revive the SuperSonics (Cohen, 2013). Though this included talks of their return to the Seattle Center's Key Arena rather than Stadium District. Yet by 2012 the location shifted, focusing on the Stadium District, rather than the SuperSonics traditional home at Seattle Center. The subsequent process led to Hansen and others purchasing the Sacramento Kings in 2013 but were not allowed to move the team to Seattle, then attempting to purchase Milwaukee Bucks in 2014 and Atlanta Hawks in 2015 with these later attempts failing (Burlingame, 2019). Following this, Seattle's City Council voted five to four against vacating a section of Occidental Avenue which connected to land Hansen had bought with the intention of constructing a new stadium (Baker, 2016).

Later in 2017 the Council voted seven to one to approve renovations to Key Arena to increase the future chances of landing a National Hockey League Team (NHL) which led to the Seattle Kraken arriving in 2021 (Wyshynski, 2017). Also in 2017 Chris Hansen, Wally Walker, Erik Nordstrom, Pete Nordstrom, and Russell Wilson (of Seattle Seahawks fame) would write to then Seattle mayor Jenny Durkan and the City Council proposing a new vision which addressed the concerns of the Council (Baker, 2016b):

Zero Risk: stating nothing would be done until a team was secured
Private Financing: no public money

Improved Freight Mobility; 1.3 million dollars for SDOT projects
Community Benefit Agreement; overall more community oriented
Joint Scheduling Conditions; minimizing joint games and events to ease traffic.

Yet this whole plan fell apart due to a lack of political backing and the NBA refusing to establish a new team in Seattle.

Industrial Maritime Strategy

Officially started in 2020 between then mayor Durkan and the Office of Planning and Community Development, this initiative was created in response to three key aspects (OPCD, 2023):

1. *Growing pressures to redevelop industrial lands for non-industrial uses (notably housing)*
2. *The need to support the city's large maritime presence and workforce*
3. *To update the regions outdated zoning politics*

This initiative created the Industrial Maritime Strategy Council which by May 2021, developed eleven strategies to support the next generation of Seattle's industrial and maritime jobs. It aimed to create thousands of living-wage jobs while protecting existing ones via emphasis on the need for stronger land-use protections for the city's core industrial and maritime areas. Opposite this, the eleven strategies also sought to create affordable opportunities for small scale businesses owners and creative arts bordering the industrial zones. This view balanced the merging of the city's residential and commercial spaces with the needed industrial and maritime spaces in legislation which would see the next, and as of writing current, mayor Bruce Harrel carry the strategy forward. In 2023, Mayor Harrel and Seattle City Council would pass legislation tied to this strategy.

However, due to pressure from the Port of Seattle, the legislation intentionally did not allow for permanent housing; only allowing hotels and other temporary forms, something which had initially existed within the legistory drafts but was stricken from the final piece of legislation.

WOSCA Site

The Washington Oregon Shipping Container Association (WOSCA) Site lies as the northwest most parcel of Stadium District and comprises five acres of vacant space marked for redevelopment (see figure 19). The site is part of C40's, a global network of mayors taking urgent climate action "Reinventing Cities" initiative, which seeks innovative and sustainable urban development solutions

(C40, 2025). The initiative was open for submissions via teams to propose a new Washington State Ferry headquarters and were invited to propose other mixed-use developments. The design should aid in Stadium Districts push towards a resilient and thriving space and more complete neighborhood. It should also aim to support Seattle's downtown recovery.

C40 received twelve submissions in response to the call which will be published in the summer of 2025, thus the designs are unavailable to be referenced in this thesis as they are still undergoing review. Despite this, it shows that the Stadium District is changing and the city is in the preliminary stages of redeveloping the area towards a more pedestrian-friendly space with C40 stating a desire for mixed-use developments to create a resilient and thriving environment and complete neighborhood (C40, 2025).

Seattle City Council Lifts the Housing Ban

In March of 2025, during the production of the thesis, the Seattle City Council in a six to three vote allowed residential uses within a section of the Stadium District (Packer, 2025). Though hailed as the start to creating a new "*makers district*" and that it would help alleviate the housing crisis within Seattle, the Port of Seattle and industrial allies saw the bill as the beginning of the slippery slope (Packer, 2025).

This lift was a direct contradiction to the actions approved within the Industrial Maritime Strategy which had pushed the mayor to take out the allowance of permanent housing within Stadium District, the opposition to this action was incredibly vocal and led to the Port of Seattle appealing the City Council's decision. Hanging over all of this was Chris Hansen's purchasing of industrial land for cheap while he attempted to purchase the aforementioned NBA teams (Rosenberg, 2016). Now the land value increased due to these zoning changes. This would be visible in the council meeting as well as in a statement by the Port claiming how this move would predominantly benefit one out of state billionaire (Port, 2025).

The Port of Seattle Appeals

On April 7, 2025, just a month after the Seattle City Council lifted part of the permanent housing ban in Stadium District, the Port of Seattle filed an appeal in King County Superior Court to overturn the Councils prior decision (Port, 2025). Believing the legislation is an unlawful spot rezone in which

all benefited land appears to be controlled by one land owner (Chris Hansen), additional reasoning for the appeal was:

- *The Port feels the need to defend industrially zoned land critical to economic development and job creation.*
- *An impact on freight mobility.*
- *Truck operators who depend on efficient and dependable routes.*
- *That the land is the lived impact of environmental injustice and that placing housing next to or within is not justice.*

Redefining Stadium District

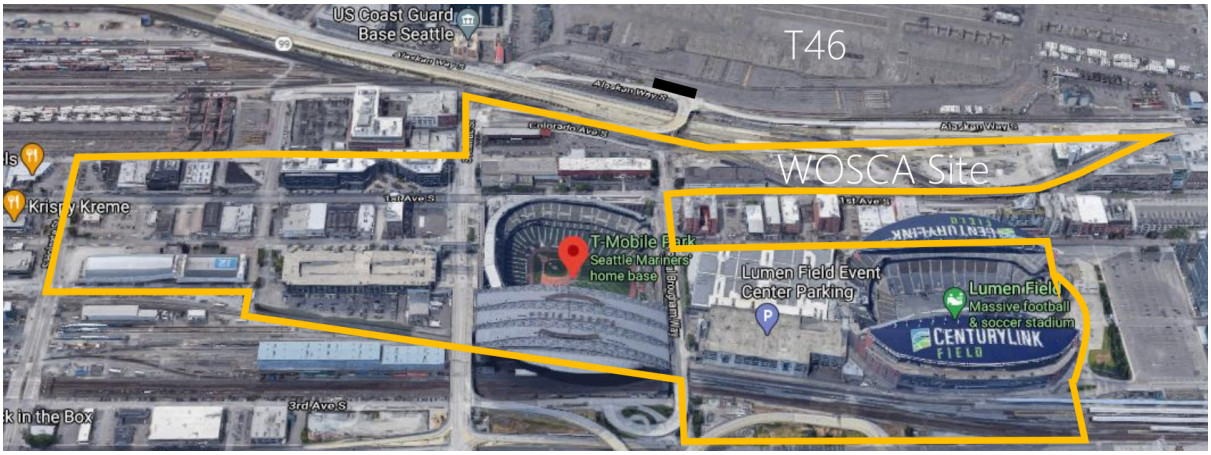


Figure 2. *Official boundaries of the Stadium Transition Area Overlay District Map*

Lack of Occidental Street, Security Plaza, and Parking: Above is what is defined as Stadium District officially in the City of Seattle's code as “Stadium Transition Area Overlay District”. Missing from this official definition is Lumen Field’s parking lot and security gates (image right) as well as the northern half of Occidental Avenue (image center right, below WOSCA Site). This lack of inclusion to obviously intertwined spaces for Stadium operations and public participation of events therefore is included in this thesis as an integral part of Stadium District.

Southern Expanse: As for the land to the south of Edgar Martinez Way (the street west of T-Mobile Park) its inclusion into the official Stadium Transition Area Overlay District is partially connected to team owned parking and warehouses. An initial assumption may be that the Southern expanse is related to Chris Hansen’s attempt to bring back the Seattle SuperSonics, however the official Stadium Transition Area Overlay District boundary was created ten years prior.

Despite this, these southern blocks have been the recent focus point for improving the Stadium District. The location of Chis Hansen's proposed basketball stadium, numerous housing projects, and more (Rosenberg, 2016). Yet this location is the predominant area the Port of Seattle mentions within their appeal and their argument regarding housing is that this is not the best land to build a community (Port, 2025). The parcels closer to the stadiums offer better attachments to Pioneer Square, an established community, and development here would be a benefit towards all surrounding communities in a more direct fashion. Development within this area would also benefit fans and events as a majority of all traffic comes from the northern and eastern boundaries of the site rather than southern.

FIFA Club World Cup 2025 and FIFA World Cup 2026: As part of the FIFA Club World Cup in 2025 Seattle will be hosting six international club matches and more matches for the FIFA 2026 World Cup (FIFA, 2025). Though developments are planned and various Seattle Departments are taking action, permanent developments will not be completed until afterward, thus I will be ignoring the actions which are noted to be temporary.

Thesis Boundaries and Proposal

Figure 3. *Stadium District Border Realignment*

Mentioned throughout this chapter are events which factor into the impact of Stadium District as well as what defines it. Officially, this section will decide on how to view the borders of Stadium District as defined within the redevelopment process of this thesis. The imagine to the right (figure 20) is the area the proposed redevelopment will occur in.

This expanded definition incorporates parcels which are heavily dedicated to or reliant on the operations of either stadium, including the security area, plaza, parking lot, and sports bars.

These include existing pedestrian corridors to the west (Waterfront) and northeast (King Street Station) where a majority of fans coming by foot and public transportation arrive from. Additionally, the expanded section incorporates two mixed-use buildings which highlight the area's slow shift towards a more socially-connected and residentially focused space, the two driving goals of this thesis.

The subtracted parcels are typically industry, parking, road infrastructure, or industry and are notably subject to the Port of Seattle's appeal towards the City of Seattle's Council's decision to allow permanent housing. Leaving this space of land out allows for the thesis to focus on an area with more political backing while leaving out the spaces contested by the Port.

Stadium District Requests: As mentioned throughout this chapter, C40 and Washington State Ferries (WSF) have called for the new WSF headquarters to be incorporated into the WOSCA site. Though this is not an official proposal towards that, the design will incorporate a proposed headquarters.

Chapter 4. Literary Foundation

Preface

This literature review explores the prominent philosophical drivers of this thesis's redevelopment design structure for Stadium District. Based on various existing environmental movements and strategies, the chapters seek to focus the elements of planning and urban design in the following literary pieces as they are most applicable to the goals of increasing housing and density while t creating social connectivity within a complex multi-use district. Thus the chapter may include the wider view of the reviewed literature, but focus on the applicable scale.

These overarching and specific design elements should be visible in the proposed redevelopment. Rather than serving as a theoretical backdrop, these principles will guide the design in order to create a tangible product. Particular attention is given to the approach each piece sets forth: spatial hierarchy, physical form, and reasoning of such choices. Opposite this is understanding what aspects of the literature I'm disregarding or critiquing due to the feasibility of adapting these elements in the context of Stadium District.

Methodology

This chapter follows a three part structure mirroring the hierarchical layers of urban theories in practice:

1. The Charters of the New Urbanism: *philosophical and regional understanding*

2. Peter Calthorpe's Ending Global Sprawl: *spatial strategy and planning*

3. Jan Gehl's Cities for People: *examining design at the human-scale*

Though the three literatures cross into each "viewpoint" they each serves as a near perfect understanding of their respective scale. Each should be adequately synthesized and understood, explained in relevance to such a unique district, and critiqued in a respectable manner.

Following the individual descriptions and analyses, a merger of the three literary pieces will be broken into the: philosophy, spatial strategies, and specific design elements of the authors.

The Charter of the New Urbanism, *The Congress of New Urbanism, 2024*

This charter's following principles and the scales they are divided into are presented by the Congress as:

- ***Standing:*** *for the restoration of existing urban centers and towns, and the preservation of our built legacy.*
- ***Advocating:*** *for restructuring public policy and practice that communities should be diverse, designed for the pedestrian, transit, and car. That the architecture and landscape should celebrate local history, climate, and building practices.*
- ***Recognize:*** *physical solution alone will not solve the many social and economic problems but neither can any force without properly built design.*
- ***Represent:*** *broad-based citizenry comp[sed of public and private sector leaders.*
- ***Dedicate:*** *to reclaiming our homes, blocks, streets, parks.*

The Region: Metropolis, City, and Town;

Metropolitan regions, fundamental economic pieces and the largest unit of the built environment, are finite. Between these regions are necessary and fragile agrarian lands and natural landscapes; necessary because of what the two defined spaces produce and are at risk due to growing urban sprawl. Thus future developments must ensure the edges of these existing metropolitan regions stay the same, without expanding into the natural or agrarian space on the fringe. That development must conserve these spaces while infilling existing cities and towns. Inside each of these, infill must include a broad spectrum of public and private uses, supporting the regional economy while intersecting with affordability in housing to match what the metropolis, city, or town produces.

The Neighborhood, The District, and The Corridor;

These essential scales of development form identifiable areas. Neighborhoods should be compact, pedestrian friendly, and mixed-use with various types and scales of park distributed throughout allowing for greater personal use and enjoyment. Broad ranges of housing types, bringing diversity in age, races, and incomes should serve to create and strengthen bonds of an authentic community. Districts focus on a special singular use, though should still follow the above ideals, while corridors connect both such spaces. Throughout these typologies much of daily living should be able to occur within walking distance, easing life for the young and old and assisting in the movement between spaces and communities and should feature properly planned transit corridors. These would each aid in the revitalization of urban centers, creating universal economic and environmental benefits.

The Block, The Street, and The Building:

A primary task of all built design is an understanding of streets and public space as places of shared use. Revitalization of the space depends on perceived safety and security. That design at the human scale must reflect safety but not at the expense of accessibility and openness. Properly designed streets encourage such activities which further supports community and safety. Redevelopment should not just focus on the building of new spaces but also the preservation and renewal of historic districts, landscapes, and buildings in an affirmation of the community's continuity. Meanwhile, civic buildings and areas of public gathering must exist to reinforce community identity and a culture of democracy. Due to their role they deserve distinctive form. Aside from these special cases, individual architectural projects should be seamlessly linked to their surroundings, an embodiment of locality that transcends style and merging space. Across this scale, while cars still dominate, design must respect the pedestrian and the spaces' form of public use.

Relevance

Though covering a broad range of scale from the metropolis to individual buildings, the applicability of New Urbansim's values towards my proposed redevelopment of Seattle's Stadium District is quite direct.

Looking towards the increase of housing with the district, the Charter first agrees that new development should be focused on infill rather than expansion. Getting closer to the project scale, it talks about the need for a range of housing types and costs, something the City of Seattle seems to agree with in more recent policy changes. At the individual building scale, these values predominantly focus on the community rather than housing but the applicability to ensure a community remains supported.

Towards social connectivity, though Stadium District has become Seattle's center of sports, the principles of the Congress have less direct implication. Its focus on public transportation already exists due to this redevelopment being surrounded by transit options.

Critique

The article is incredibly idealistic and focuses on broader regions while this thesis covers a single neighborhood. Looking at Seattle, such an encompassing project is infeasible due to various reasons from budget constraints, new developments, existing structures, or geographic constraints. The

typical sprawl of an American city combined with Seattle's limited geography and harsh boundaries creates a single family political barrier towards the application of much of the New Urbanism. Yet nonetheless it is a good philosophical start.

Ending Global Sprawl, *Peter Calthorpe, 2022*

Focusing on part two of Ending Global Sprawl, there are seven sustainable design principles that Peter Calthorpe lays out for the new development of cities, rather than those based on an outdated, post-World War Two urban design paradigm:

Principle 1: *Plan for Growth, Resilience, and Preservation;*

In planning for growth plan for compact growth and resilience while preserving natural ecologies, agrarian landscapes, and cultural heritage sites. These should lead to the goals of: creating compact metropolitan forms facilitating preservation of outer, non-urban scapes, ecological agricultural, historic, and cultural resources.

Principle 2: *Reserve Open Lands and Public Space;*

Preserve existing parks and open space while creating new ones for community use, green connections, ecological systems, and adequate storm mitigation. These provide the community with a variety of public spaces within a human-scale, helping shape a community identity and sense of place while benefiting housing prices, flood resistance, air quality; physical and mental health, and overall community cohesion.

Principle 3: *Enhance Shared Mobility and Transit;*

Transit and new forms of shared mobility must be at the heart of transportation in the coming cities and spaces. Networks of transit, shared mobility, and active transport make spaces desirable, affordable, and ubiquitous. These have the benefits of: decreased transportation costs, lower carbon emissions, improved air quality, and increased access for disadvantaged groups.

Principle 4: *Build Transit-Oriented Developments (TODs);*

Match land-use density and mix transit capacity in a walkable environment, focus development around transit with mixed-use and walkable neighborhoods. Benefits revolve around ensuring

successful mobility for the community and increased returns on transit investment while also aiding the local economy and community via private investment due to increased transit access.

Principle 5: *Mix uses and Users;*

Create diverse mixed-use neighborhoods and districts that integrate affordable housing and encourage the intermingling of residential, commercial, civic, and workplace opportunities. Requiring certain levels of mixes benefits residents by: saving travel time, transportation costs, increasing quality of life, raising household income, and optimizing energy use.

Principle 6: *Create Human-Scale Street and Small Blocks;*

Increase the density of road networks with small blocks and human-scaled streets, establishing car-free corridors that accommodate dedicated and connected biking and walking paths. This should benefit the city with lowered infrastructure costs, developers with flexibility, pedestrians with accessibility and safety, drivers with accessibility and safety, all while improving the sense of community within the space.

Principle 7: *Design for Walking and Biking;*

Walkable and bikeable streets and neighborhoods are the foundation of every great city. Prioritizing walking and biking while creating safe, direct, and comfortable routes gives the following benefits: return on investment, decreased government costs, relieved congestion, decreased injuries, and promotes age equality.

Relevance

Though far reaching, in all areas of urban design and planning these principles align with my two great goals of increasing housing and social connectivity through this proposal as well as justifying an approach to the work. The crux of this approach is a large increase in density for the in-place neighborhood, transforming the existing cultural center of Seattle's sports with its surrounding transit networks to develop spaces for new preeminent residents as well as the existing community. Immediately obvious is the ability to create a transit-oriented development across Stadium District which takes advantage of these supportive networks. This will be shown through large increases in dense housing developments while ground floors and smaller adjacent buildings allow for new commercial and retail establishments. Scattered across the site, most notably adjacent to the existing

stadiums, should be a variety of new,open public space to ensure a sense of community for both new residents as well as an active space for game-day visitors.

Critique

A common critique of Calthorpe's proposal is his overreliance on public transit systems. In the context of Stadium District however, this critique loses some of its strength as the area is already well connected by Seattle's public transit systems. The area does still lack a clear pedestrian pathway which may become more of an issue during the design process. Other critiques or limitations of this literature's applicability lie within the difference of what I'm able to create in my proposal and what the City of Seattle would feasibly be able to build, at least within the short term.

Cities for People

Jan Gehl, 2010

Viewing design at the street level and human-scale, Gehl shifts the focus on comfort within the city for the pedestrian in four segments:

1. Sense and Scale;

330 feet is the point at which we visibly register people in motion while just above 80 feet is when we can start perceiving emotion, leading to stadiums and similar venues to focus within the 330 feet depth while more emotionally personal spaces try to not exceed depths of 80 feet. Parallel to 80 feet is the intimacy of slow spaces that create a sense of welcoming due to a walking paced environment, rather than one filled with speeding cars. Often disturbing this balance is scale confusion; the combining of typically small historic spaces with overly large modern inventions, leading to a lack of balance at the human-scale.

2. The Lively, Safe, Sustainable, and Healthy City;

Life within a city space has a significant impact on how we perceive it, lively cities give friendly and welcoming signals with the promise of social interaction while creating a self-reinforcing process within. To achieve this a city combines a pedestrian friendly and inviting city space and a certain critical mass of people wanting to use it, Designing such spaces typically includes soft edges where the city and building meet. While buildings themselves should follow the order of things: ground floors with appealing textures and materials, vertical facades giving a more interesting appearance

than horizontal, and policies which prioritize an active three ground floors that create a welcoming array of levels rather than a single floor below a towering skyscraper.

3. The City at Eye Level;

Design must continue to be, if not changed to, adapted to local climate conditions, reducing undesirable influences and exploiting the desirable aspects of the local climate. Within these spaces city furniture is important, typically disinviting conversation and mingling as they each face a single direction but if faced together they may invite conversation. This plays towards children and young people who may sit anywhere without care while older people care more about comfort, material, and condition. Opposite this, standing is a typically short-term activity with limits to how long a person can stand comfortably, thus the cityscape must include a variety of furniture to spark community engagement of space. Yet illuminating such spaces is another important factor with good lighting on people and faces and reasonable lighting for facades and corners as needed for pedestrian routes.

4. Life, Space, Buildings;

City life has an order, typically, at least in recent historical terms the order has been buildings, space, life, causing Brasilia Syndrome where the top-level scales are treated and small human-scale is neglected. As this section header suggests, the correct order to ensure active life within the city is life itself, space, then the buildings. However, a new opera house in Oslo, Norway has erased the boundaries between building and space with a stepped staircase roof which invites the public to climb from the sidewalk and eventually overlook the city.

Relevance

It is the information on pedestrian paths, plazas, active ground floors, and the prospect of blurring hard building edges with the pedestrian community which applies to this thesis. What is said within this literature is nonspecific and can be adapted to all places in which redevelopment or new development can occur. For the precision of perceived space at this scale and understanding of human interaction with the speed of an environment is the last piece of what I need to start the construction of a space within Stadium District that aims to not just create housing but also social connectivity. Spaces which create new connections and community for a currently underdeveloped neighborhood while understanding what the space means to the tens of thousands of fans and for the franchises that call this district home.

Critique

It is a general guidebook, though it does understand and directly mention stadiums, this section only uses it in relating optimal sightlines of motion (e.g. sports) and emotion (e.g. personal spaces). Beyond this there are no mentions of how to design around stadiums nor sport fans and the unique challenges and requirements that may exist.

Cross-Literature Philosophy, Spatial Strategy, and Design Takeaways

Philosophy:

The Charter of the New Urbanism, Ending Global Sprawl, and Cities for People share a unifying philosophy that cities should be sustainable, equitable, and centered on the human experience: each engaging with these ideals at different scales.

The Charter presents a people-centered, values-based framework that envisions cities as moral and ecological systems defined by walkable neighborhoods, civic life, and a strong sense of belonging. It emphasizes the need for human-scaled blocks, interconnected streets, and vibrant public spaces that support both community and sustainability.

Calthorpe's Ending Global Sprawl focuses this vision at the regional and neighborhood level, advocating for transit-oriented development (TOD) as a response to climate change and suburban sprawl. His framework organizes dense, mixed-use developments around transit hubs, integrating both affordable and market-rate housing with a range of nearby employment opportunities.

Meanwhile, Jan Gehl's Cities for People focuses on the human scale: emphasizing comfort, safety, and sensory experience as the foundation of vibrant public life.

Together, these three perspectives form a cohesive vision of people-first urbanism, one that weaves broad regional planning with an understanding of space and the intimate needs of daily street-level experience.

Spatial Strategy:

At the spatial level, these works offer complementary strategies for shaping livable, inclusive, equitable, and functionally rich urban environments.

The Charter promotes compact, mixed-use neighborhoods structured by walkable streets and defined urban edges, creating understandable, human-scaled, connected places with a clear identity.

Calthorpe advances on this by organizing development along transit corridors and regional nodes, with conservation outside the urban core adding reason for affordable housing and social equity within. His approach supports social equity by concentrating affordable housing near jobs and transit options.

In contrast, Gehl focuses on the sensory dimensions of spatial design; advocating for environments that cater to human perception and movement, cities designed for "the five senses" and walking speeds. He prioritizes short distances, accessible and active ground floors, and public spaces that are comfortable and inclusive.

Collectively, these strategies highlight the importance of coherence, accessibility, and human-centered form within a neighborhood or urban block, reinforcing the relationship between place, mobility, and daily social life.

Design Elements:

At the level of physical design, each piece of literature offers detailed and often complementary principles that shape how people interact in their everyday life with their surroundings.

The Charter emphasizes human-scaled architecture, porches, stoops, and street-facing buildings that engage the public facade; as well as a block structure that encourages variety, density, and walkability. It also calls for the integration of public spaces; plazas, greens, and civic buildings as anchors of community life and stability.

Calthorpes transit-oriented development framework adds to this with a focus on layered densities concentrated towards transit nodes while decreasing outward and supporting streets designed for multimodal travel.

Gehl's design approach, deeply rooted in human comfort and behavior, is most apparent at this stage; calling for intimate and socially facing city furniture, notable material pavements and materials, and personal, tree-lined streets that encourage social interaction. Also noting the importance of "soft edges" where private spaces like cafes blur into the public, enhancing the sense of intimacy and invitation.

Collectively these design elements foster vibrant, inclusive, and people-friendly streetscapes that support daily life and civic engagement through blended structure, utility, and beauty.

Relevance

Despite such an informative and human-centered stance, Charter of the New Urbanism, Calthorpe's Ending Global Sprawl, and Gehl's Cities for People face criticism for their idealism. While I've worked directly with Calthorpe on several projects grounded in these principles, they were new developments and rarely are existing areas redeveloped as comprehensively as suggested in this reading.

This gap between the visions of individual writers and Congress of the New Urbanism to the reality reflected by city planners and developers reflects broader critiques. New Urbanism can romanticize and strive for forms without addressing the systematic inequalities of space. Calthorpe's TOD heavily relies on large infrastructure projects and Gehl's designs, however beautiful and humane, lack political force and public support.

Spatially, these models struggle in the car-centric environments they wish to undo while risking gentrification if the city doesn't enforce strong equity measures. Even specific design elements do feel formulaic, however this is a simple reality of writing on the topic and these authors do make a call for local design to be practiced in their creation.

Critique

Still, despite these critiques regarding feasibility the potential opportunity within Stadium District due to its general underdevelopment shows the relevance of the ideals put forth in these readings. This proposal to the City of Seattle serves as both a guide and vision highlighting what this space could be if given the opportunity while highlighting a rare opportunity to push for a pedestrian-centered and human-scale redevelopment in the context of where it's least common.

Chapter 5. Design Manifesto

Preface

This chapter presents a manifesto that anchors the design philosophy of this thesis and five direct lessons to be applied across it which emerged from the theoretical foundations of the previous literature review chapter. Based on the Congress of the New Urbanism and the works of Peter Calthorpe and Jan Gehl, this manifesto seeks to place pedestrian life and its vibrancy at the core of an established community on the basis of a newly permanent, active rhythm.

A practical framework intended to guide the review of precedent studies and later intended to guide the development of design strategies for the Stadium District proposal. Following this manifesto, though heavily intertwined within the chapter, identifies and elaborates on five keystone lessons extracted from the literature: walkability, mixed-use, density, scale, and materiality. Each lesson from the intellectual and practical bridge the project's theoretical foundation to the design precedents reviewed and later proposed.

Methodology

The methodology behind the design manifesto is grounded in a research-through-design approach, synthesizing theory, context, and precedent into a practical framework for urban intervention. Core principles and ideals were initially drawn from *The Charter of the New Urbanism*, then expanded upon through Peter Calthorpe's spatial and mixed-use strategies in *Ending Global Sprawl*, and further enriched by Jan Gehl's human-centered, scale-aware approaches in *Cities for People*. These foundational ideas were critically assessed for their relevance to the specific challenges and opportunities present in Seattle's Stadium District, and adapted to establish a philosophically aligned and contextually grounded path forward. Site-specific conditions-including underutilized land, a shortage of housing, and fractured neighborhood connectivity served as filters for determining the applicability and limits of each theoretical contribution. The resulting manifesto distills these inputs into a clear set of value-driven design statements, accompanied by five guiding lessons that inform the spatial strategies and design reasoning developed in subsequent chapters.

Manifesto

Seattle's Stadium District is the heart and soul of the Pacific Northwest's professional sports-franchise scene and should be treated as such, rather than its current form as a mismatched series of parcels. The current condition of the District is a mismatch of planning and design philosophies from two different eras; the district's origins in the Kingdome, adjacent to the cities

industrial heartland where the the land was initially disregarded yet eventually chosen due to the comparative cheapness and times disregard for a permanent community while focused on the automobile; and the early two-thousands redevelopment of two adjacent stadiums opened up a partially more diverse and less car centric space. Yet by the time of this thesis it has become apparent that the reshaping of the district has slowed to a crawl and partially blocked due to continued partial development plans rather than a unified, singular proposal which acknowledges the constraints imposed by the neighboring Port and historic industrial heart of Seattle. This reasoning is why this thesis seeks to shape the district's future into a constantly mixed-use, vibrant space, which fixates on the district's history and purpose as a sports scene and heartland.

The core values that are held within the manifesto which follow this statement are written in the order of prioritization in planning and design choices to ensure that the purpose and historic tradition of Stadium District remain at the core while allowing growth of a permanent population, economic prosperity, and usage of its traditional purpose:

- **The Gameday/Event Pedestrian:** *Stadium District exists primarily for the fans and secondly for the event attendee, without the fan and the passionate love of sports from across Seattle and the entire Pacific Northwest and stretching into Canada, the District would not be what it is today. Thus in the values held, the prioritization of their attendance is paramount.*

- **The Permanent Resident:** *Though the valuation of a permanent resident is typically highest, the transformation and gentrification of Stadium District should not hold those who've been there before and the purpose of the District lower than the new expanded community.*

- **Shoppers & Cultural Users:** *Those seeking to shop and partake in the cultural usage of the space outside of games & events should be notably welcome in-part due to the existing relation and expansion towards supporting the pre/post game crowds and permanent community.*

- **The Commuters:** *Those commuting to and from the space will have advantages from those listed above by the increased pedestrian infrastructure and transit routes. Those commuting into and outside of the district however will be few and far between so little direct action will be taken.*

- **Tourists:** *For visiting the District and not intending to partake in the Districts games or events their presence should be unsupported directly in the face of prioritizing the historic purpose and new community.*

The planning and design choices made from the basis of the manifesto are similarly in order of priority to enshrine the historic purpose of Stadium District while understanding that the rhythm of a new constant and vibrant community can come at odds with that historic purpose. Such aspects of the built environment where conflict might arise must be settled in their proximity to the stadiums and corridors of gameday and event use:

- **Cultural & Historical Integration:** *The greatest and most basic fault of the existing District is that while headed to either stadium or event the space seems isolated, this should be the opposite with intentional grand pathways which can host independent vendors during the pre/post event hours.*
- **Varied Public Space:** *Green spaces, plazas, vantage points, seating, various multi-use spaces benefiting the visiting and permanent occupant of the District should be placed throughout with an emphasis on size comparable to the proximity of the stadium and event space.*
- **Active Ground Floors:** *Varied in their use and target customer, a majority of the ground floors should be active and serve a purpose towards sustaining and serving the pedestrian.*
- **Parking Strategy:** *Drop off and pick up spaces dedicated towards games and events should be utilizable outside of these events and allow their use as parking spaces while ground and lower floors outside the typical area of gameday activity should focus on parking for permanent residents.*
- **Facade & Building Design:** *Stadium District has historically been built with a brick, yet the redevelopments in recent years have incorporated the old facades and sprouted new modern visually Seattle-esque designs. The modern combination of these two is the natural course of design and should be the basis going forward.*

This manifesto is not a haphazard suggestion, rather it is a framework for action—a declaration that the heart of the Pacific Northwest's sports scene must be more connected, inclusive, and livable. That design is the medium; fans and people are the purpose.

Five Lessons Learned For Stadium District

Walkability refers to the ease, safety, and comfort with which people can move around a neighborhood, typically on foot but heavily interconnected with cycling. It is the foundation of human-centered urban design which promotes active transportation, reduces car dependency, and encourages spontaneous active social interaction. The usage of space between buildings to foster healthier communities, economic activity, and inclusive public spaces shapes not only the movement but the experience of place.

Mixed-Use development that integrates residential, commercial and public functions into a cohesive, compact area. The interconnected and inter-structured diversity of uses supports vibrant, consistent activity and enables communities to live, work, and socialize without the requirement to travel. Such environments reduce sprawl, support public transit, save infrastructure costs, and build local economies; creating the physical and social conditions for traditional neighborhood life.

Density is typically seen as a numbers game, but the increase of it must be given a balance towards allowing the historic uses to continue unabated and their own needs of permanent life fulfilled. Using increased floor spaces allows for ground floors and various independent commercial spaces to prioritize various groups while providing a wider range of services and amenities. Allowing the district to grow inward and upward maximizing social and economic interactions.

Scale prioritized at the human level from the size of buildings and facades to the width of streets and sidewalks. A human-scale approach ensures spaces feel comfortable, legible, and welcoming. In district design the scale influences how crowds navigate and respond to a space while it also allows for a variety of adjacent uses on and outside of game days. Misaligned scale can alienate while the well calibrated scale fosters connection, identities, and sense of place.

Materiality concerning the physical textures, colors, finishes, and literal material that make up the built environment. Though often overlooked it deeply influences how spaces are perceived and used. The materials used should reflect the local climate, history and culture as well as connect to where the future materiality of the region is headed, assuring that the space is not dated or isolated unless strictly intended to be so.

Chapter 6. Precedent Studies & Manifesto Application

Preface

The intent of this chapter is to review and dissect various sports districts that have relatively similar conditions to Seattle's own Stadium District in their composition and apply the five lessons learned from the previous manifesto chapter to understand the positive and negative lessons that can be extracted from each of the existing precedent studies.

To achieve this I will select two districts and go over their contextual overview followed by their respective planning and design in regard to the five lessons: walkability, mixed-use, density, scale, and materiality; including a reflection of the site. Beyond the two in-depth studies a third broader study briefly overviewing multiple negatively viewed sports districts across the United States helps build the case for what to achieve within the Stadium District proposal.

Methodology

The criteria for the selection of cities and their respective sports districts across the first two studies is within their similar nature to the city of Seattle and Stadium District itself. Seattle and the District can be summarized as:

- **Seattle:** A medium to large scale city (780,000) and supporting metropolitan region (4M)
- **Stadium District:** Adjacent to the historic center of Seattle and its downtown core
- **Stadium District:** Two adjacent professional stadiums and supporting concert/event space
- **Stadium District:** Home to 3 different large professional sports franchise teams

Following the data above it can create a basic template of criteria, approving cities which are somewhat similar in size and a specific district dedicated to sports. It disqualifies large spaces such as Queen Elizabeth Olympic Park in the United Kingdom and Sydney Park in Australia due to their nature as large mega-projects which do not support professional sports franchises. Additionally the criteria directs the studies away from most European and South American cities due to the various sports played within Seattle's Stadium District (football, soccer, and baseball). Lastly the criteria push towards distinguishable sporting districts rather than one individual stadium which might be able to be more directly integrated into a community and subsequent urban fabric. Following this criteria the most accurate and similar district choices were as follows:

- **Cincinnati, Ohio, USA:** The 311,000 populated city with a supporting 2.25 million metro region has two professional level and one second tier stadiums adjacent to an internal

development called “The Banks”. This section of the city is also adjacent to downtown and is on the city's edge of the Ohio river.

- **Toronto, Ontario, Canada:** With a population of three million and a metropolitan region of seven million, the city can certainly be considered far larger than Seattle. While almost disqualified for being too large, the city's official Entertainment District is similar to Seattle’s Stadium District hosting two professional sports stadiums, three top tier teams of various sports, and lies within the city's downtown edges.

For the selections within the third study of brief overviews, the criteria changes to focus on selecting city districts and singular stadiums which compare poorly when graded by the five principles previously stated. This study will contain highlights of what to avoid in the redevelopment proposal of Stadium District; the analyses of the city spaces were taken from Google Earth and various pictures rather than visiting the spaces personally.

Study 1: *Cincinnati, Ohio, USA “Central Riverfront District”*

- ***Cincinnati Population:*** *311,097 (2023)*
- ***Metropolitan Area:*** *2,256,884 (2020)*
- ***Central Riverfront District Professional Stadium Count:*** *Two (+1 semi-professional)*
- ***Central Riverfront District Professional Teams:*** *Two (+1 semi-professional)*

Figure 4. *Cincinnati’s Central Riverfront District Outline*

Contextual Overview;

On the northern bank of the Ohio River, along the edge of downtown Cincinnati lies the city's equivalent to Seattle's Stadium District: the "Central Riverfront District". The District is home to two professional sports stadiums: Paycor Stadium and the Great American Ball Park, home to the NFL's Cincinnati Bengals and MLB's Cincinnati Reds respectively. Additionally the Cincinnati Cyclones, a minor hockey league team plays at Heritage Bank Center on the eastern edge of the district while FC Cincinnati, the city's professional football club and minor league team plays opposite the downtown area.

While the aforementioned sports teams and their respective stadiums line the east and west edges of the district, between them is a comprehensively developed section of land called "The Banks". Opened to the public in 2011 it contains: a semi-open-air underground parking structure, a music festival stage, music center, National Underground Railroad Freedom Center, several independent commercial buildings, multiple mixed-use buildings, green spaces, pavilions, and a carousel. Rounding out the district is the Smale Riverfront Park along the southern waterfront across the Ohio River. A 32-acre park completed in 2010 with two large grass fields connected by a well maintained sidewalk which runs opposite the fields and parallel to the riverbend. A singular park spans the district, parallel to the riverbend but across from the fields, it features a hedge and rose garden, playscapes, a multi-level playground, monuments and statues, swaths of trees, semi–private seating, and a series of bench swings overlooking the Ohio River. With these two pedestrian projects being completed within a year of each other and the stadium being just a decade older, Cincinnati's Central Riverfront District appears to be a smart, comprehensively planned pedestrian space.

Yet this was not the case before either of the projects broke ground, with the overwhelming majority of the District's space dedicated to surface-level parking for the stadiums, the space was intended for gameday and event attendees. The modern changes, the surrounding built environment tells the story of the space's isolation and disregard for pedestrian travel as it is still notably cut off from the city's urban fabric. Both the western and eastern edges are both cut by bridges, while the western disconnect is less important due to existing industrial uses on that edge and beyond, the eastern is somewhat more notable. With space existing under the bridge for passing by, the four-lane road and bridge does create a break in Cincinatt's otherwise beautiful riverfront, parks, and greenspace further down. As for the southern edge, it borders across the aforementioned Ohio River separating in Ohio and downtown Cincinnati from Kentucky. The northern edge however is the most interesting, being divided from the downtown by Highway 50 which is sunken into the ground

allowing for five overpasses to connect the sports district to the city's downtown. Apart from the edges, another “cut” in the urban fabric is the Roebling Suspension Bridge, cutting into the exact center of this district from the south and transforming into a roundabout which splits traffic.

5 lessons applied;

Walkability: The Central Riverfront District was intentionally designed to prioritize walkability within the many external limitations of the site. As previously mentioned, the District is cut by roadway on three sides and the Ohio River being the fourth, while the northern edge connects into the city's downtown via five overpasses leaving the pedestrian exposed to adjacent traffic while walking over an expressway. The remaining west and east sections have sidewalks leading outside but these are not pedestrian friendly and act as either a risk or unsafe area. Internally however is where the district shines, featuring an abundance of wide sidewalks occasionally lined with tree planters on all streets and independent pedestrian promenades to direct park and riverfront access. The design allows for direct and pleasing walks. These attributes are also made to feel safe, comfortable, and sociable by continuous lighting, open views, seating, and small recreational spaces.

Mixed-Use: Looking directly towards *The Banks* section of the District it highlights the half attempted version of its initial design sketches. Where the development originally had more buildings with retail and commercial ground floors, the built development only has three such buildings. Each building however helps fulfill necessary roles in creating an active rhythm of life whether there is an on-going sports event or not. This diversity of spatial programming also ensures an active economic sector as well, allowing for both large and small scale businesses to thrive within the development as well as temporary ones within the Smale Riverfront Park.

Density: While not high-density in the vertical sense and lackluster in horizontal sense, the Riverfront District achieves fairly effective urban density through the compact clustering of varied programs and efficient land use throughout most but not all of its space. Mixed-use mid-rise residential buildings tower seven to twelve stories, structured underground and internal building parking, and active ground floor businesses create compact but continuously active spaces for permanent life to be mostly fulfilled; though it is missing grocery outlets and other businesses that need a larger density/scale of economics. The large Smale Riverfront Park also stands as an exceptional piece of greenspace. Focused on the Ohio River and Kentucky skyline across it, the park is filled with various green spaces catering to each age group and most lifestyles.

Scale: The District balances large-scale stadium infrastructure with human-scale public spaces in a mismatched variety of spaces. Parallel to the river, Smale park and a local four-lane road with pedestrian focused sidewalks with space and viewpoints are perfectly made for the human-scale. While still near cars you can feel comfortable and safe. Yet after this point large walls divide the District's stadiums, commercial areas, and mixed-use buildings; only from the highest point overlooking the area does a semblance of balance come back as the topspace feel more intended for cars and game day crowds headed directly back to their parked cars.

Materiality: An array of nearly all types of contextual elements, brick, stone, metal, and pristine concrete are visible across the District. Most notably and striking is the National Underground Railroad Freedom Center's three black stone buildings each encased by white stone exterior edifices, a vivid display of the past presented through sheer material choices. Yet despite this choice at the grand center of the entire District, besides the continuous clean concrete at the Smale Riverfront Park, the materials change independently from building to building and no specific theme truly ties the District together.

Reflection and Takeaways;

Overall Cincinnati's sports district is relatively similar to Seattle's Stadium District with the stadium adjacent parcels allowing development between, while the entry and exit routes likely taken by fans are in the opposite directions of the stadiums themselves. While entering the space from any direction, Cincinnati does a great job of making the visitor feel welcome and that there's an abundance of activities, both free and paid, for them to partake in. The biggest misstep in their design is the four-lane road which physically cuts through an almost perfect merger of mixed-use and open space. Similarly, though the grand sidewalks and marked crossings do their best to create welcoming passageways, the roadways and interstates appear as large divisions and help create this separation of space for the pedestrian. Additionally the lack of commercial space adjacent to the park creates a division in bringing food to enjoy within the park, with visitors having to intentionally know and walk the distance rather than the subconscious appeal of doing so.

As for the non-lesson specifics learned and potential specifics which can be brought back to Seattle, the connection between stadiums appears the most undervalued appreciation with both stadiums neatly across a single road. The space between stadiums in both cities are partially cut off to allow for related activities, yet these spaces aren't built to highlight such common activities. In terms

of bringing gameday visitors early or having them leave late, Cincinnati creates the allure of a grand pedestrian friendly park, one which caters to all age groups, lifestyles, and abilities. Though the flaw of their design is one which doesn't cater to the immediate needs, with food and bathrooms being rather far from these spaces. Yet while heading throughout the pedestrian friendly spaces three notable aspects of design; pedestrian friendly materials; trees and greenspace and; the accessibility of parking.

Study 2: Toronto, Ontario, Canada "Entertainment District"

- ***Toronto Population:*** *3,026,000 (2022)*
- ***Metropolitan Area:*** *7,106,379 (2024)*
- ***Central Riverfront District Stadium Count:*** *Two*
- ***Central Riverfront District Professional Teams:*** *Four (+1 semi-professional)*

Figure 5. *Toronto's Entertainment District Boundary*

Contextual Overview;

Within the heart of downtown Toronto, nearly indistinguishable from the surrounding blocks, is the city's sports district, home to three of the city's professional sports teams: the MLB's Toronto Blue Jays playing at Rogers Center, the NBA's Toronto Raptors and NHL's Toronto Maple Leafs both sharing Scotiabank Arena. Across the city are more professional sports teams, but this district matches Seattle's Stadium District the closest, thus this site has been chosen for analysis. Yet for the city of Toronto and its residents the district is so much more; it includes several parks, mixed-use

skyscrapers, the city's aquarium, a railroad museum, and the CN Tower, an icon of Canada with a 360 degree rotating restaurant much like Seattle's Space Needle.

The division from the city's urban fabric however is similar to the Cincinnati study, it's cut out from the city's downtown while still being surrounded by skyscrapers on each side. Cutting through the northern edge is nine-abreast train lines remaining at ground level for the majority of the Entertainment District, it forces traffic over large overpasses and pedestrian bridges while some tunnels do exist on the eastern side. South of the district is a wide, three-lane street and an eight-lane overpass expressway which create a visual barrier as well, only failing to block out the skyscrapers. To the west and east however is where the district's division becomes most interesting: large roads with unfriendly pedestrian crossings cut an understandable boundary through a mix of skyscrapers and parks continuing in both directions. It isn't until a series of blocks later that the aforementioned rail lines and overpass expressway eventually run parallel to one another, creating a complete divide of the district and surrounding blocks.

For the internals of the District seventeen skyscrapers across the site, several of which share a building foundation, creating two skyscrapers from one base. Various other large buildings occupy the rest of the space besides the two stadiums, two adjacent parks, and the CN Tower. Though the skyscrapers are spread across the area, the central hub of activity is in the very center with the CN tower, Rogers Center, aquarium, railroad museum, and two parks.. Notably missing however are any commercial or retail spaces within the district with only a few adjacent blocks catering to this demand. Additionally, Scotiabank Arena stands isolated, albeit with some very pedestrian and game-day friendly blended streets and sidewalks. A last area of note is as the NBA's Toronto Raptors play here, the adjacent street is called "Raptor Way" with the adjourning park being "Jurassic Park", showing just how silly great planning can be.

5 lessons applied;

Walkability: Toronto's Entertainment District is notably split in two by the nine abreast train lines running through its. The southern half is more noticeably focused on the entertainment side with the two stadiums, CN Tower, aquarium, and train museum stitched into the downtown urban fabric. While walking into or out of the District, this issue is noticeable through its overpasses, underpasses, pedestrian bridges, and long crosswalks which connect the site to the surrounding downtown. Opposite this is the northern half which is a bland series of typical street grids. This

juxtaposition of pedestrian walkability and typical car-centric spaces highlights that the decision to move away from grids and create pedestrian focused but automobile allowed roads is a unique and risky decision. As for the options of public transit, the space has numerous bus stops and is located near Toronto's train station.

Mixed-Use: The District is majority mixed-use with grand buildings serving a variety of occupants which almost makes up for the apparent lack of planning between the spaces. Though occupied by a variety of important stand alone buildings (CN Tower, the aquarium, train museum, etc.) as well as skyscrapers with offices or residential space with mixed-use ground floors, there is no depth to their structure. Each exists to serve various needs and in the context of the surrounding downtown likely makes sense, but the growth and usages of these spaces are not aligned towards any particular path. In terms of the stadiums themselves, they stand in isolation rather than being highlighted as a grand structure which serves as the home to such beloved teams. The District takes the term mixed-use and blends it rather than refining it.

Density: Featuring some of the city's highest urban densities both in population and building massing, the District balances the needs of permanent life with the entertainment in poor planning but great numbers. As stated by Jan Gehl, "density is not purely a numbers game", yet this was not understood by Toronto's Entertainment District nor to the City of Toronto itself. It allows for life and its varieties but it does not unite it.

Scale: The human-scaled approach selectively appears inside Toronto's Entertainment District; the majority of pedestrian pathways are covered by adjacent skyscrapers and are occasionally isolated from public view. Inside the largest section matching the human-scale green fields of various sizes and several concrete plazas allow for social connections. Within this section various activities and commercial spaces exist which aid in the creation of a more permanent community.

Materiality: Ranging from glass and steel high rises to old brick buildings to a range of concrete textures on buildings and floors, the District is a continuation of modern Canadian buildings; concrete, glass, exposed steel. With most buildings in the district appearing to be built recently everything is a glass facade with visible steel beams, taking up much of the view above ground level while the sidewalks and plazas are typically of concrete. Walking through this space the texture you walk on hardly changes, only outside of notable buildings does the material change while visually the view is a mess of textures. Visually it portrays minimal planning between projects, that no two

designs share an aligned vision: only that the material used in many other Canadian skyscrapers are continuously used.

Reflection and Takeaways;

The space is relatively similar to Seattle's current Stadium district with the spaces surrounding the stadiums being poorly oriented towards supporting the fans or event goers. Due to the district's typical Canadian density and the planning of the space, entering either stadium has a very different feeling; facing towards the west it feels grand but not totally connected while to the east it feels more like walking through a dense city which turns into a plaza or blocked off street. This disconnect of fan-bases and stadiums feel like a misuse of the potential of public space, that either from a taxable spending point of view, grand design, or purely fan centric, this space fails to create a lasting impression.

As for what can be learned and taken from this there, is truly one great lesson; plan for connectivity. In Seattle there are two clear directions that a majority of game-day fans arrive from, though partially disconnected each serves their intended purpose adequately, however in Toronto's case, they come from all over and there is no space which filters the fans together until they reach the stadium doors. Reflecting on this, it's important to emphasize the routes fans take, not only to get to the stadium and their seats, but the environment which is forged by fans.

Study 3: Various Stadium Districts

Philadelphia, Pennsylvania;

Figure 6. *Philadelphia Stadium Area*

Philadelphia has three major sports stadiums: Citizens Bank Park which is home of the MLB's Phillies, Lincoln Financial Field of the NFL's Eagles, and the Wells Fargo Center for both the NBA's 76ers and the NHL's Philadelphia Flyers. This "district" supports two uses, the majority of Philadelphia's sports franchises and the regional meat packing industry, split between west and east. The western half is composed of eight blocks which, besides the smallest which houses the MLB stadium, are predominantly surface parking lots.The eastern half of this district stands as the heart of the regional food and meat packing industry. It should also be mentioned that this is not remotely close to downtown and stands on the

opposite end with the entire city sprawl between. Reflecting on this, while the stadiums' relative location and distance may not be the deciding factor in crowd size, the surrounding surface parking lots don't allow for any continuous community or active economic activity in the area.

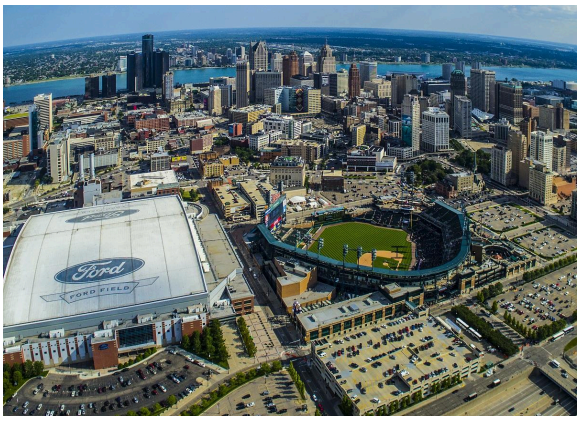
Chicago, Illinois;

Figure 7. *Chicago's United Center*

Home to the NBA's famed Chicago Bulls and NHL's Blackhawks, the United Center is a dual purpose stadium at the heart of what cannot be classified as a district due to Chicago's other teams being scattered across the city. Though Wrigley Field which lies across the city is a more positive example, the United Center stands as a closer comparison to Seattle's Stadium District as neither are surrounded by residential areas like Wrigley Field is. Looking at this space it feels a painful misuse of opportunity, with a large permanent community nearby the empty stadium adjacent parcels do not work towards a continuous community.

Detroit, Michigan;

Figure 8. *Detroit Downtown Area*



Adjacent to the core of downtown Detroit lie Ford Field, home to the NFL's Detroit Lions, Comerica Park, ballpark for the MLB's Detroit Tigers, and Little Caesars Arena, home to both the NBA's historic Detroit Pistons and NHL's Detroit Red Wings. Though the former two lie practically within the city's downtown and Little Caesars Arena just being over a freeway disconnect, there is no semblance of a district rather than a minor subsection of the downtown area. It is possible someone from Detroit disagrees, however these stadiums are merely within the downtown area and event-goers have the option to do or go wherever with no visible distinction or subliminal borders.

Precedent Takeaways Overview

Walkability: *Pedestrian safety, comfort, and center of human-scale design.*

Positives: Pedestrian promenades should be focused, the small nature though intelligent placement of such in Cincinnati allows for ease movement for both abled and disabled people while increasing the feeling of comfort in part due to good lighting, greenery, and lack of vehicles. In Toronto where cars are still the focus, the large sidewalks allow for a relatively similar feeling of safety. Both cities also attempt to promote variety in their commercial spaces.

Negatives: In Toronto's maze of spaces, it separates people behind buildings, structures, and bridges, allowing for a quick feeling of isolation after leaving the main corridors. The city's district also allows their dependency on cars to continue while the nearby public transportation and various bus stops should allow otherwise.

Mixed-Use: *Integration of temporary and permanent life and respective needs.*

Positives: In Toronto's Entertainment District, while heavily integrated with downtown, there is a variety of uses at the ground floor level which supports a wide variety of lifestyles, activities, and preferences.

Negatives: Cincinnati's Riverfront district focuses on temporary life, both for day-visitors and those staying at hotels. While not necessarily bad, the District forces those living within it to journey outside and across the adjacent downtown for a majority of their goods and services. While public transit is an option, this still increases automobile dependency. More noticeable in the third study is that all of the examined districts do not support mixed uses and create development gaps and food deserts within their neighborhoods.

Density: *Balance of a new community and historic uses.*

Positives: Though not built exactly to the original concept, the original Cincinnati District idea had a near perfect human-scaled density which still focused on the stadiums and sports purpose of the district but also had five mid-level residential rises while as built the area only has three.

Negatives: In Toronto, the density is seen as numbers rather than creating balance. Within the three briefly overviewed city neighborhoods in the third study, density is low as each is surrounded by large, surface-level parking lots.

Scale: *Prioritization of the human-scale.*

Positives: Though not perfect, Cincinnati does well in its attempt to make sure blocks and buildings feel walkable, welcoming, safe, and comfortable to pedestrians. While not extended throughout the entire district, the mid-rise developments don't block an overwhelming amount of sun or space.

Negatives: Toronto is an incredibly vertical city and most of the developments are not cohesively organized and allow for spaces which isolate the pedestrian in a dark canyon of skyscrapers broken by a continuous series of plazas and other such human-scaled spaces. The third study also does the opposite, allowing for the car-scale to take priority and leave a vast emptiness at the human-scale.

Materiality: *Materials, colors, textures, and patterns of such.*

Positives: Cincinnati has various examples of perfect materiality with the Underground Railroad Freedom Center's vivid display of black structures encased by white stone is a perfect summary of making the viewer understand the space's purpose. The District also has new and pristine concrete sidewalks and pathways which reflect light and create a comfortable feeling.

Negatives: Once again, Toronto is a splattering of colors and textures that, while not necessarily bad individually, together don't create a cohesive feeling.

Green Space: *Use and count of greenery and tree canopies.*

Positives: Cincinnati and Toronto's parks are respectively perfect and good examples of what to do in making public greenspace focused on varied uses, open fields, and good tree coverage creating notable shade.

Negatives: Cincinnati and Toronto both have minimal greenspace for pedestrians spread across their Districts, the examples in the third study don't include greenspace at all and there is an overall lack of attention given to this throughout the stadium spaces reviewed.

Housing: *Permanent and temporary housing integration.*

Positives: Toronto focuses heavily on housing; nearly every building is a residential skyscraper which towers above the ground level. While flawed, this does focus on housing which is heavily needed. Cincinnati's Central Riverfront District, while much smaller, also does focus on housing in a comparable way given the difference in population between the two cities.

Negatives: While there is a need for increased housing as noted throughout this thesis for Seattle, Toronto seems to overfocus on this which takes away from creating a balance. Also, within the third study only single family housing with occasional multi-family housing exists, though typically several blocks from the core area.

Comprehensive Planning & Design: *Design and layout of buildings and space towards a goal.*

Positives: The main roads connecting the two stadiums in Toronto as well as those in Cincinnati are great examples of how a space can become multi-use and serve pedestrians and temporary vendors on game days while still serving as arterial streets to local traffic. This design of a single key pedestrian corridor which can also support vehicles should be a prime focus. Cincinnati also has two total developments (beside the stadiums) which were able to be planned and partially designed with an understanding of the others' intention, allowing for great pedestrian focus overall.

Negatives: Toronto's Entertainment District and the three neighborhoods from the third study are unplanned; in Toronto's case the mass scale and density block out an understanding of the sunlight, time of day, and create a disconnect from nature. For the other three however, the stadium becomes an oasis until you have left the dedicated stadium spaces.

Chapter 7. Urban Design Strategies

Preface

This chapter is the short culmination of design strategies and ideas which will guide the proposed model of the new Stadium District. What is written in the strategies section should be constructed to the best ability within the short timeframe with the understanding that due to various factors (time frame emphasized) exceptions, faults and contradictions to the strategies will arise. Specific details such as ground floor activations (retail/commercial/residential/parking) will be covered in the next chapter with a broad overview of each building's category rather than specific uses.

Methodology

Building upon the theoretical grounding established in the literature review chapter and the lessons learned from the precedent studies chapter, the following urban design strategies presented have been systematically constructed through comparative views of theoretical principles and actual built environments. Each strategy, partially in order of importance, plays a key role through its relevance, transferability, and potential impact on Seattle's Stadium District while attempting to both elevate the existing presence and history of the District and to placate two of the City of Seattle's largest problems: housing and social connectivity. The strategies will focus on the physical built environment rather than the policies which dictate aspects of use and life.

Strategies

Large, Open Pedestrian Corridors Connecting Stadiums and Entry Points:

- With the intended focus on large gameday and event crowds, it is key to provide: ample, comfortable, and safe corridors. Such a corridor should not just connect the stadiums also the most prominent entry and exit points of the district

Layering Event Infrastructure with Community Use Potential:

- With a large pedestrian corridor spanning across the development, it should be structured to support farmers' markets, festivals and other public events while also supporting city infrastructure such with seating, eating, and playing areas.

Mixed-Use/Mid-Rise Residential Buildings:

- Adhering to existing local structure height, new residential buildings should be mixed-use to provide their ground floor in creating a consistent community while remaining roughly the same height as the new redevelopments which top out near the same level as the stadiums prominades.

Active Edges and Views:

- Buildings which are not mixed-use should attempt to be partially active in daily community life and serve an increased capacity on game days. Included in this should be Seattle's love of murals to create artistic views for those in the district.

Network of Openspaces:

- Typically attached to the main pedestrian corridor, green spaces should be large enough to allow private use outside of game days and events while numbered to support a game or event at any location throughout the District.

Stadium District and Seattle Materials:

- Stadium District has historically featured brick buildings with two new redevelopments keeping the lower brick facade of the original buildings with a more modern glass and exposed steel beam look above. The pathways and plazas should also be a comfortable brick to walk along or smooth concrete for lingering crowds.

Compact and Covered Parking:

- Surface parking lots are typically eyesores; existing parking lots should be rebuilt as multi-level parking garages to make better use of the space available.

Incorporate Existing Developments and Designs:

- The district's stadiums, recent mixed-use developments, critical infrastructure, and partial pedestrian corridor should be incorporated into the proposed redevelopment.

Concessions and Concerns

With one month of time to create the proposed model, various aspects may not follow the above strategies perfectly throughout the model or adequately in sections beyond the main stadium corridor. The most likely occurrence of this is the ground floor facades; they should highlight their role in creating a feeling of consistent community but currently appear fairly bland. Another limiting aspect might be that the model represents a more "typical" day and does not fully capture the number of pedestrians expected on the day of a big event.

Overall the model and visuals should provide a concept of what is possible while trying to highlight the greatest changes such as the continuous pedestrian corridor, public seating, and greenspace. Included in this is that the ground floors are activated properly with the correct amounts of retail and commercial space, assisting in sustaining a new community while it cannot be shown.

Chapter 8. Stadium District Redevelopment Proposal

Preface

This chapter will cover the proposed redevelopment model from the initial concept to the finished plan and diagrams which explain the usage of the site through various lenses. Once the intention and purposes of the proposed changes have been discussed, the focus shifts to the two side-sections of the new development which highlight the most drastic changes relative to sunlight and designing at the human-scale. At the end of this chapter will be the renders detailing life at eye-level and drone shot.

Methodology

To create a visual replica of Stadium District in order to model the proposed changes, Google Earth would serve as the method of measurement by finding the estimated size of blocks, internal parcel divisions, width of sidewalks, streets, and other critical aspects to create an adequate representation of the district's layout.

The measurement information would be replicated into a 2D plane in the 3D modeling software SketchUpPro. After the initial parcel divisions were created the buildings, stadiums, and event center which are to remain in their existing conditions would be built up. By this stage, the 3D model of Stadium District can now showcase the redevelopment at the human scale. These proposed redevelopments are the product of an initial idea and refined over time, however due to the short timeline they are still early iterations of the idea rather than fully fleshed out and detailed.

Once the 3D model and its buildings, stadiums, structures, parks, and planters were completed, the model was placed into the rendering software Lumion and the base 3D model was given detailed textures rather than simple placeholders. Once the visual space represented the actual feel of a redeveloped Stadium District, people, cars, trees, trashcans, grass, murals, chairs, tables, and other such items were accurately placed throughout. Afterwards plan view renders were taken allowing for the diagramming of how specific buildings would be used followed by two section views highlighting the new pedestrian corridors and concluded by various renders from across the site detailing the proposed changes.

Once these plan view renders were completed they were placed into PowerPoint and had their background removed overlayed onto a Google Earth satellite image. While partially misaligned due to the renders being orthographic and the satellite view being perspective, they create an adequate visual of the new changes relative to the surrounding spaces. This plan view render can also be color coded to highlight the locations of mixed-use spaces, green space, pedestrian corridors, and more.

Two side-sections were also produced within the Lumion software using sidesection and orthographic tools. This allows for creating snapshots of the two most vertically redesigned spaces within the district.

Lastly are the various renders created within Lumion which highlight the notable changes within the proposed redevelopment as well as what everyday life might be like if the proposed changes were built.

Initial Concepts

Starting with a 3D model filled with the following buildings, stadiums, and critical infrastructure being kept in place, the existing pedestrian corridor became useful towards increasing walkability. The corridor, as it currently exists, is intersected by a four-lane road that forces game-day visitors, event attendees, and everyday pedestrians to take two crosswalks rather than a continuous path. Connecting these two sections was the first action taken followed by extending the path along both stadiums' overlapping with Occidental Avenue. This would result in the southern half of north Occidental Avenue becoming a pedestrian corridor rather than a local road. How the initial intersection with the new pedestrian corridor would later be decided as a pedestrian scramble, an all direction crosswalk.

After this first addition, the idea to redevelop one existing parking lot and two existing parking structures into a triangular structure with a grassy, pedestrian accessible roof that slopes from a vantage point to connect to the pedestrian corridor began to take shape as a human-scale idea. When developing the designs and placements for this idea it became apparent that too much currently existing infrastructure would need to be demolished. Soon after, the area of the southern parking lot appeared too disconnected to the human-scale as well as being adjacent to the focus of the Port of Seattle's lawsuit and was subsequently dropped leaving only the northernmost surface-level parking and so the concept was changed to a single, small pedestrian hill.

The next concept was a further extension of the pedestrian corridor to connect the future intersection and Lumen Field's plaza and security area. Not long after this it would also connect to KingStreet Station, allowing for direct access from the Sounder Train and the Link Light-Rail's International District Station. This idea would only see the destruction of two to three existing older buildings and would be followed through with after several variations of this plan had been created.

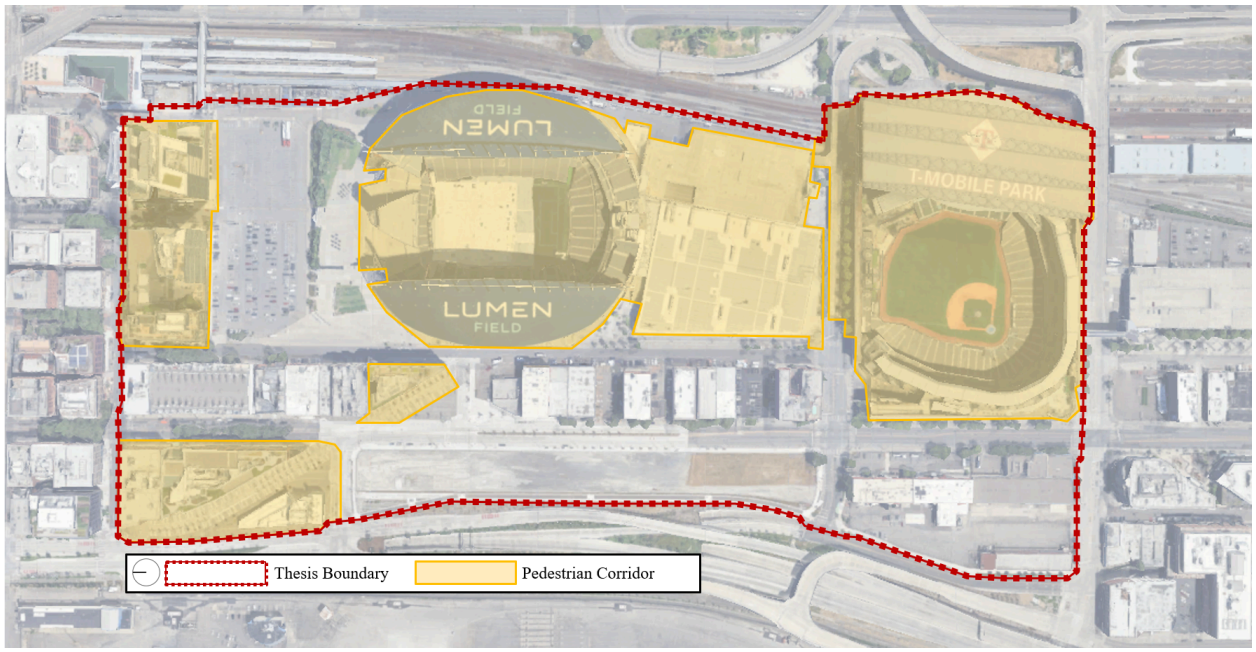
Following this would be the outer plaza of Lumen Field. A space which currently comprises Occidental Avenue, concrete, and an existing patch of grass. The initial redevelopment was an expansion of the grass patch into a small field on the south side of the expanded pedestrian corridor. This would evolve into greenspaces on each side of the pedestrian corridor that are designed to allow for public use.

The last series of concepts were the large pocket parks placed adjacent to the pedestrian corridor and the stadiums. These parks are sizable enough to support large crowds on game-days while also serving as semi-private spaces for regular use outside these hours. Receiving little iterative progress, these parks are basic amenities without playgrounds or more typical of a residential area.

Due to time constraints, the outer blocks were filled in with various mid-rise mixed-use or parking dense buildings with supportive green spaces and small independent commercial buildings to benefit the creation of a permanent community.

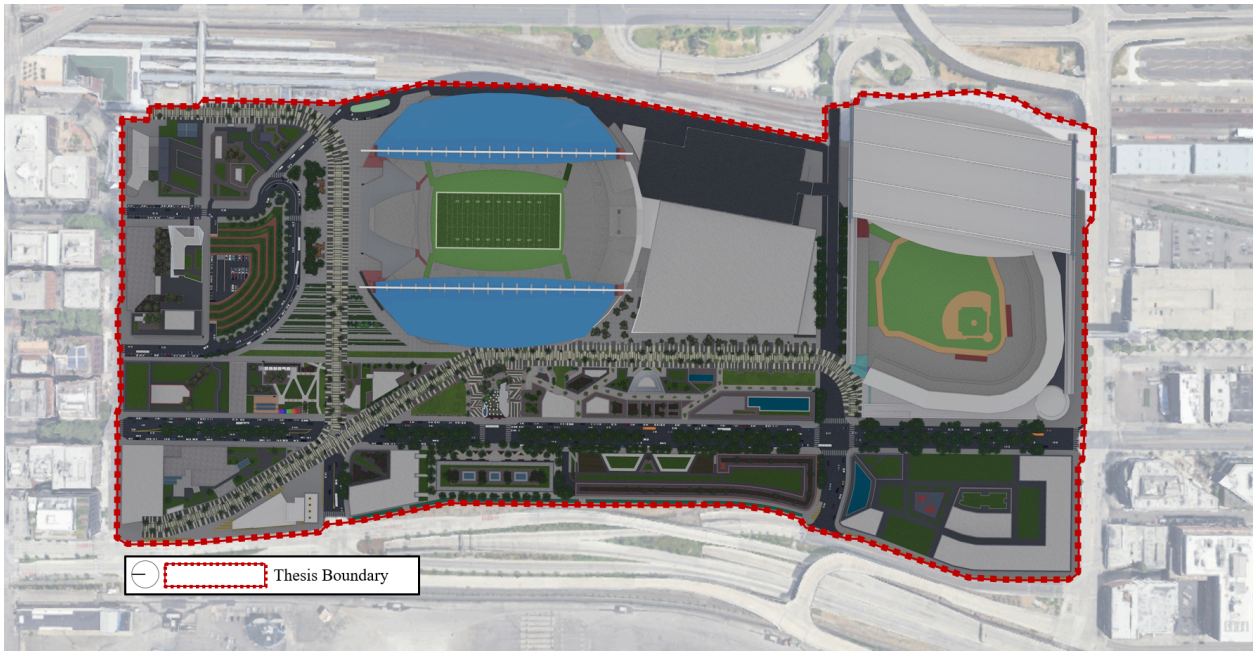
Plan & Diagrams

Figure 9. ***Existing Incorporated Sections:***



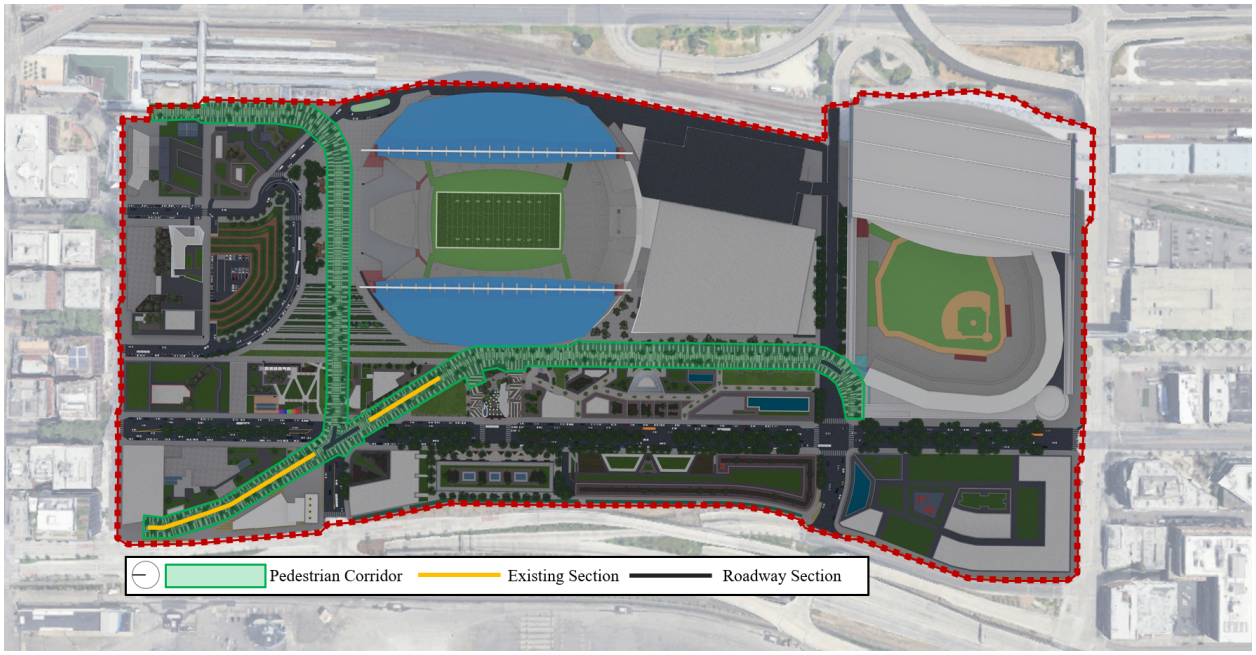
The highlighted sections are parcels and boundaries of the spaces which will remain mostly in their present form during the redevelopment. These are kept the same for reasons such being a recent development, critical infrastructure, and the stadiums plus event center which the thesis redevelopment revolves around.

Figure 10. ***Orthographic View:***



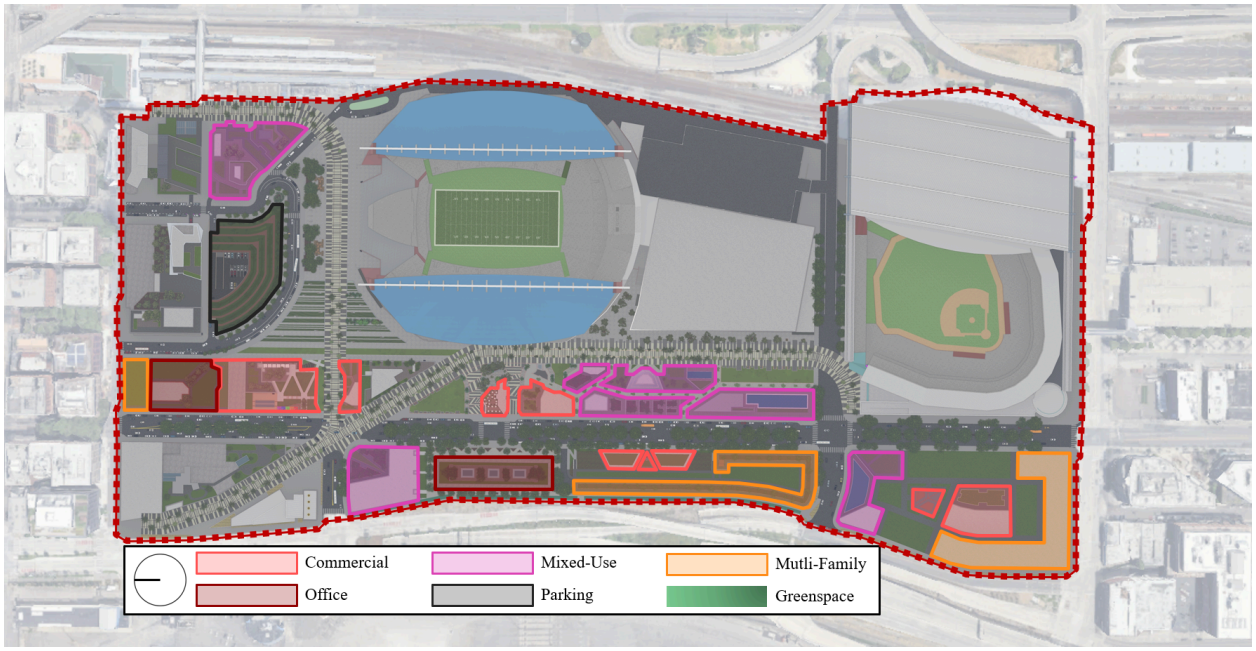
A visual representation of the Stadium District redevelopment laid atop the existing area including the existing incorporated sections within the thesis defined boundary of the district.

Figure 11. ***Pedestrian Corridor:***



This highlights the main pedestrian corridor which connects West Seattle and the Waterfront to the west with International District and King Street Stations to the east and the stadiums themselves.

Figure 12. ***Redeveloped Land Use:***



This map highlights several changes such as new development for commercial, residential, parking and multi-use spaces.

Figure 13. **Side-Sections Locations**:

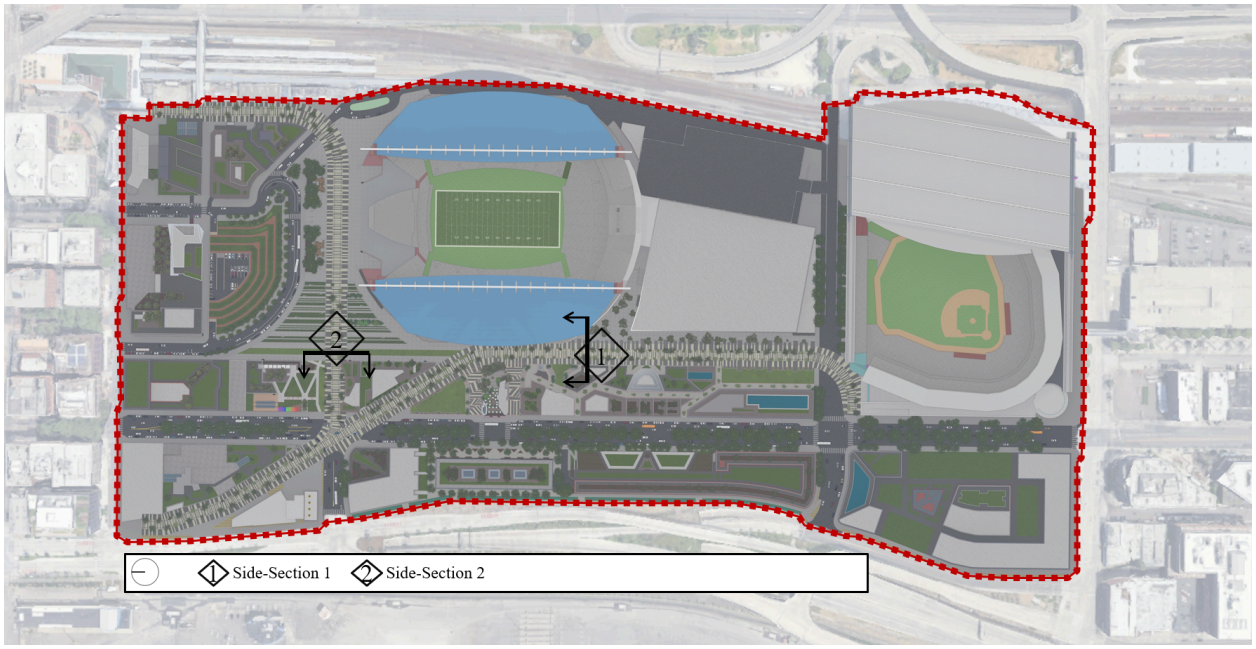
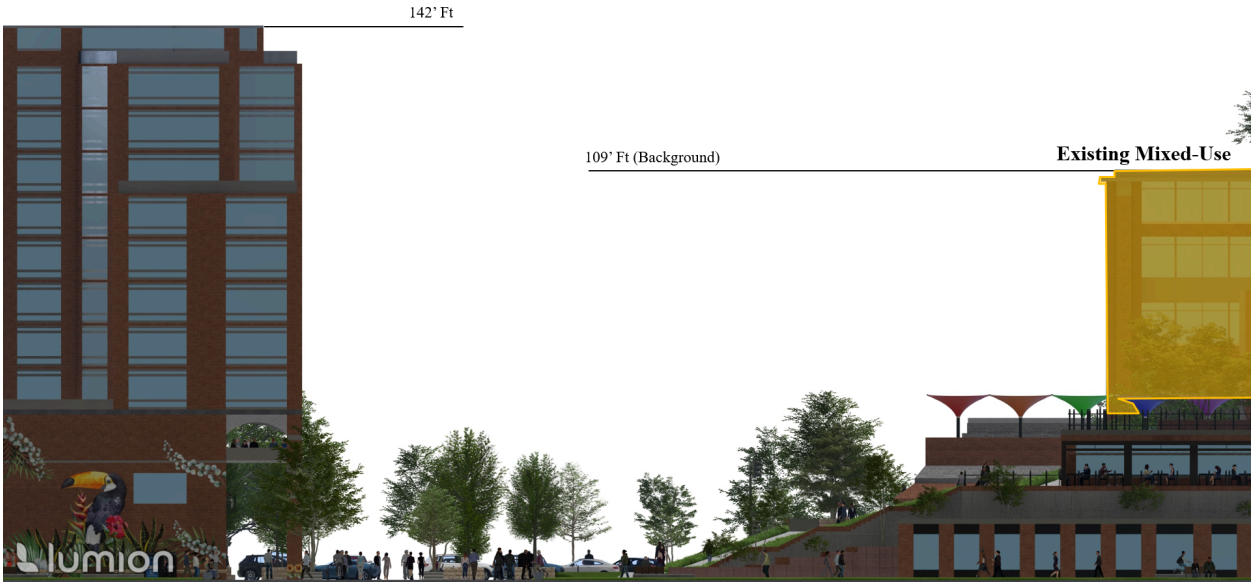


Figure 14. ***1. Pedestrian Corridor Looking North Along Southwest Lumen Field:***

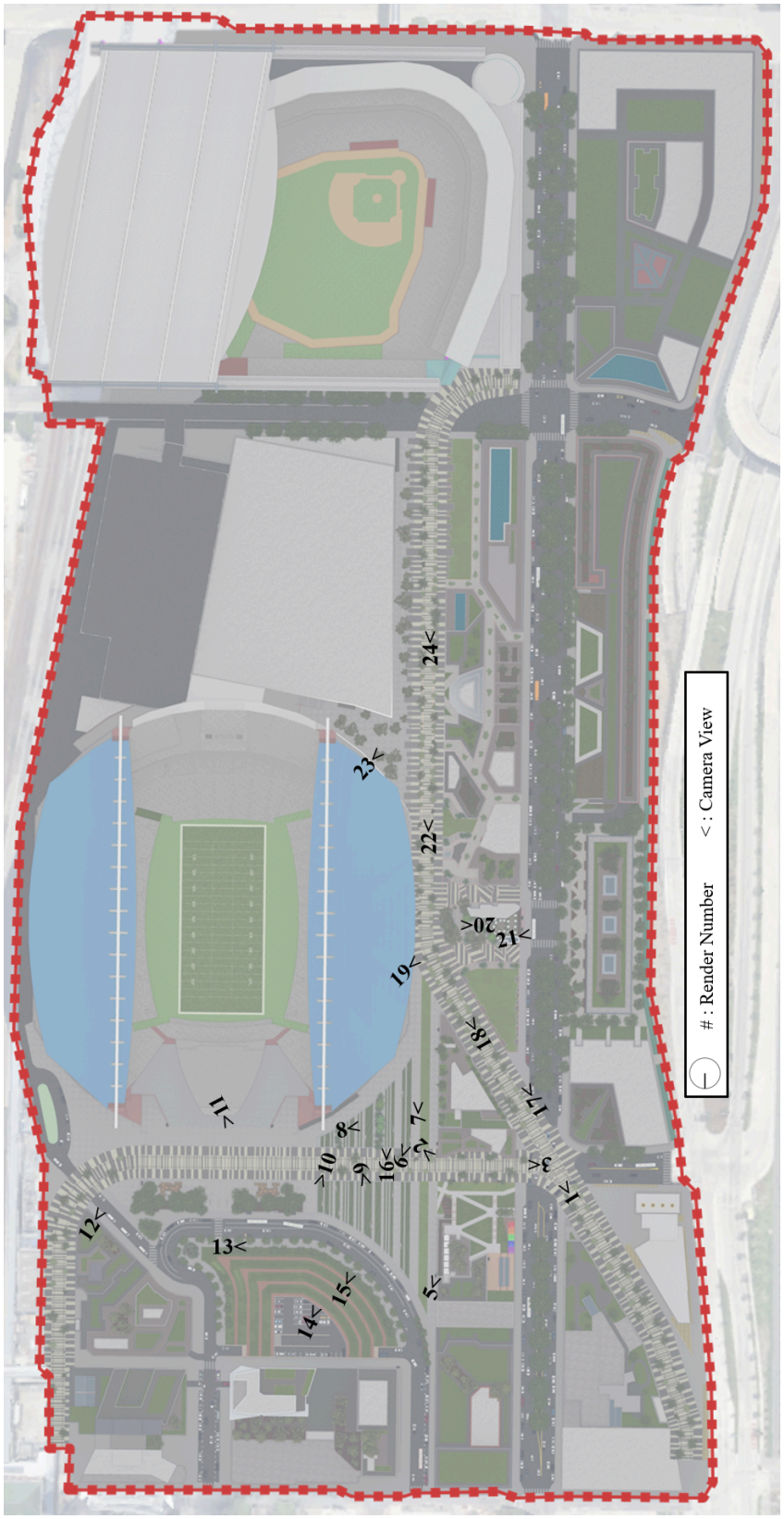
Adjacent to Lumen Field open space and lowlaying buildings allow sunlight through most of the new pedestrian corridor. Later green space continues to allow an afternoon sun to shine through.

Figure 15. **2.** ***Pedestrian Corridor Towards Lumen Field's North Plaza:***



Highlighting the new corridor connecting west to east, the space continues the building height of the southern end (image left) and creates a light slope to the north (image right) allowing for sunlight throughout most of the day and year to affect the grassy hill.

Figure 16. **Render Location Map**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Renders

1. ***Pedestrian Corridor Split Heading East and South***

Walkability: Directly connecting the existing (right) and expanded (left) pedestrian corridors, the image highlights an intentional shift in the flow of space to make it more pedestrian focused, creating a sense of ease, safety, and comfort. The inclusion of various green spaces also fosters healthier communities and inclusive public spaces.

Mixed-Use: Integrating the residential buildings in the far left, center, and far right of the image, the redevelopment includes commercial activity at their lower levels allowing for a more vibrant and permanent community.

Density: The far left residential building matches the taller more modern buildings adjacent to it, while the buildings adjacent to the stadiums are more mid-rise, matching the existing spaces.

Scale: Mentioned in density, the various buildings match the height of the existing spaces while the width of the pedestrian corridor exists within the eighty feet of emotional view.

Materiality: The change of the street from asphalt to a pattern of gray and tan bricks shifts the perception of drivers and creates a more welcoming texture for game day visitors.

2. ***Hill Park And Restaurant/Lounge Top Space***

Walkability: Creating open spaces with great sightlines from other public and private spaces ensure that visitors and residents feel a sense of safety and connection with their surroundings.

Mixed-Use: The intertwining of a public roof and commercial space below.

Density: New buildings in the center background allow for increased density, while the focus of the image remains on the vibrancy of a permanent community and enjoyable spot when waiting for a nearby game to start.

Scale: At the human-level, the rise of the hill is slow and comfortable, while the various greenspaces allow for various uses by different users.

Materiality: Focused on increasing greenery, the buildings show the space transitioning from the heavy brick use within Stadium District, to downtown Seattle's focus of glass, concrete, and exposed metals.

3. Pedestrian Corridor Heading East Viewed From The Road

Walkability: Noting the long depth of the corridor, the length prioritizes connection for pedestrians across the waterfront to King Street Station. Although the continuous length exceeds Jan Gehl's recommended 300 feet for perceiving human-scale activity, it facilitates easier connectivity through the site.

4. Pedestrian Corridor Benches And Background Multi-Level Restaurant

Walkability: Strewn across the more active section of the corridor, partially shaded benches allow for a break in the journey or enjoyment of on-going life.

Mixed-Use: Towering above is the residential section of mixed-use buildings, with the lower floors being dedicated to commercial activity.

Materiality: Highlighting the multi-colored brick, the space becomes texture to the pedestrian journey. The scale of the pattern changes between the shorter inside and expanded outside space to allow for a more personal understanding of the space.

5. Restaurant Overlooking Lumen Plaza

Walkability: The pedestrian pathway allows for continued passage across the site besides for the larger pedestrian corridors.

Mixed-Use: The restaurant's outer bar highlights an overlook of Lumen Plaza with a lounge above and an office or more commercial space below.

Density: The low lying space creates a slow but increasing human-scaled series of spaces which overlook various parts of Northern Lumen Plaza.

Materiality: The use of more exposed metal and concrete reflect the buildings adjacent to the newer developments laying closer to the downtown.

6. Mural And Southern Lumen Plaza

Walkability: Noting the pedestrian corridor as well as the north/south connection the image highlights open space made for increasing pedestrian safety.

Mixed-Use: The existing building on the left highlights an existing three story commercial space topped by a seven story residential complex. Connected to it (right) is a five story residential complex with a three story food serving space.

Density: Not a skyscraper, the midrise allows for a greater balance of space and intended uses.

Scale: The buildings facades, the mural, and intricate opening allow for visual interaction at the human-scale.

Materiality: New in the image are stone benches lining the edges of the pedestrian corridor which allow for increased seating on gameday. The material, a stone seen around Seattle's more natural benches, is one which reflects the weather being more inviting on sunny days, a time when people would normally stop and use a public space.

7. Lumen Plaza to Viewing T-Mobile Park

Walkability: Creating various north/south connections towards the extended southern pedestrian corridor allows for greater clustering of groups, while incorporating seating allows for spontaneous social interactions.

Density: The numerous green spaces allow for various active and passive activities.

Scale: Around the eighty feet mark in width for emotion visibility, the space allows for a partially private feeling but also pushes people to connect throughout the space.

Materiality: Choosing stone brick as the material highlights the importance of the area and its intention as a space for people to stay and exist within.

8. Lumen Plaza Seating And Public Eating Space

Walkability: Creating shaded public conversing and eating spaces allows for comfort and a break from walking or strenuous activities.

Scale: The seating includes two sets of booths: one for smaller and more personal groups, and another for larger and potentially louder gatherings. This arrangement supports easy communication and offers a sense of comfort and retreat.

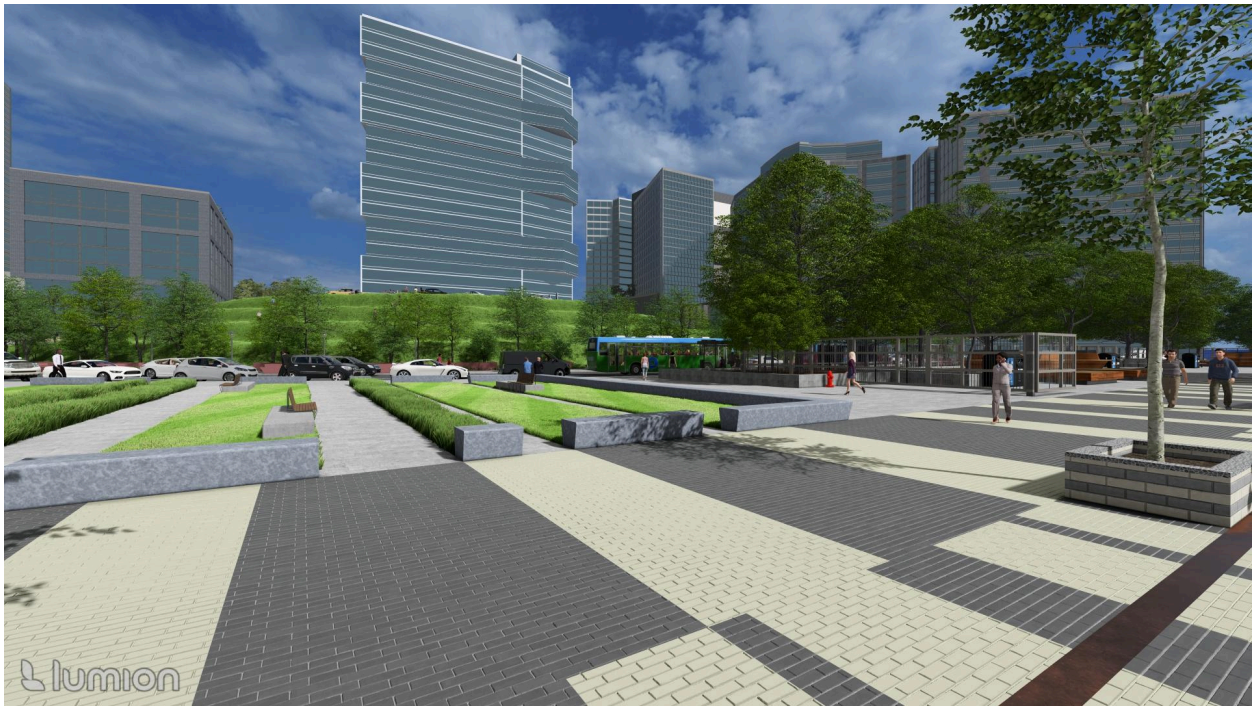
Materiality: Containing the plants and dirt is a unique barrier reminiscent of the smaller typically thin copper barriers around Seattle while looking closer to Lumen Field's maroon colored stucco.

9. Lumen Plaza Corridor Facing Northwest

Walkability: Focused on excess seating during game days and community events, the space allows for outdoor community activities and socializing for the permanent residents.

Materiality: The polished stone seating as it creates an inviting texture to sit adjacent to the various grassy spaces.

10. Lumen Plaza Corridor Facing NorthEast Towards Parking Hill

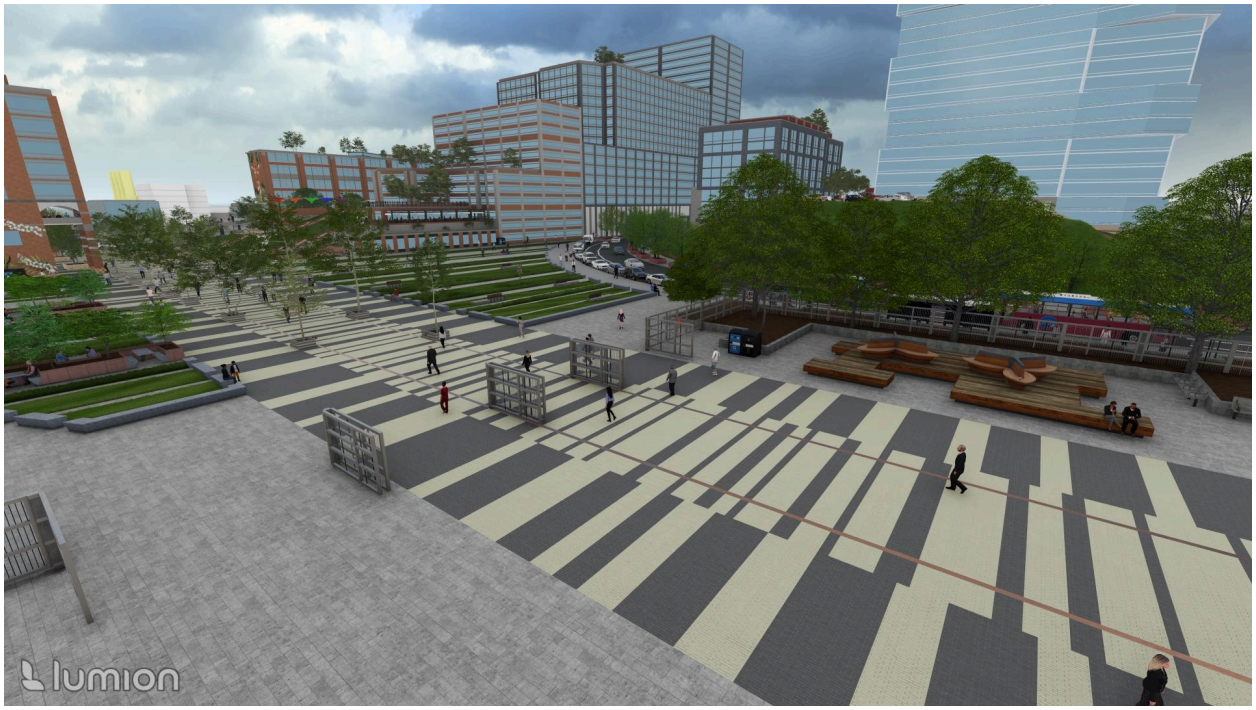


Mixed-Use: The buildings on the far right highlights the redevelopment's continuation of high-rise mixed-use buildings.

Density: Centralizes the large open public space allowing its accessibility to nearby homes and communities.

Materiality: Noting the bronze strip at the bottom right of the image: it shows a false rail of the existing but expanded design in the pedestrian corridors.

11. Lumen Field Entry Facing Northwest

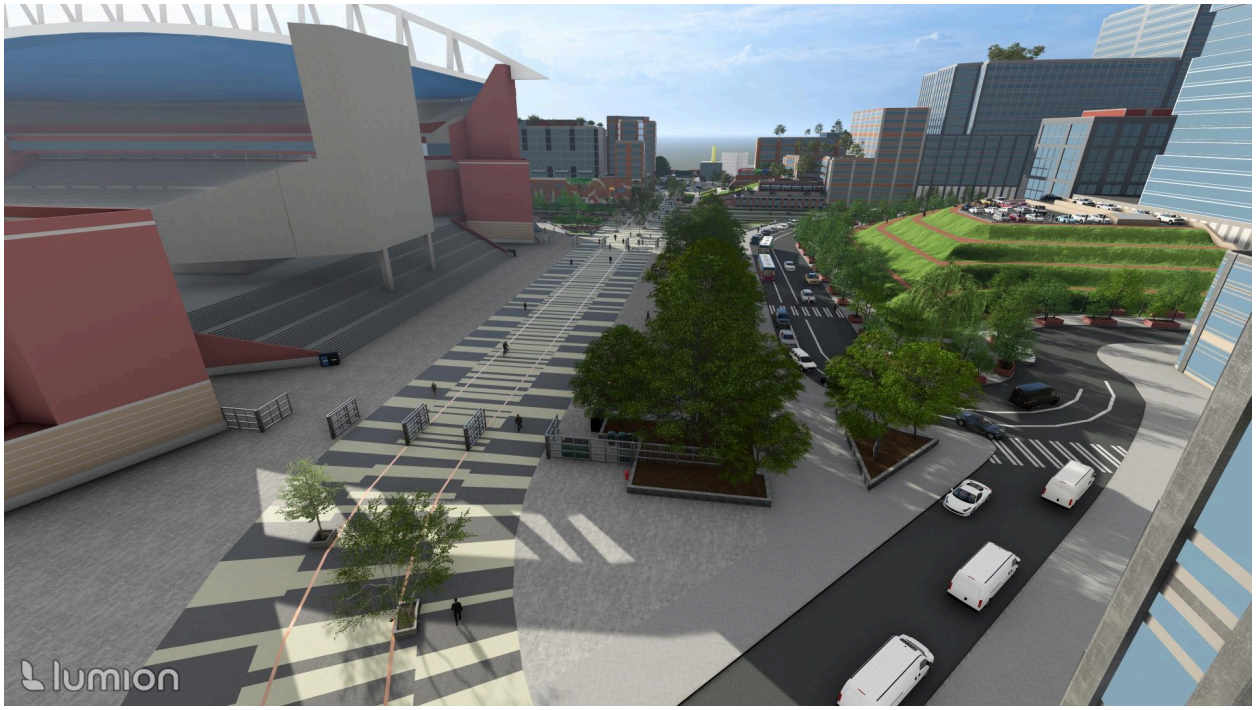


Walkability: The meeting point for those traveling from: West Seattle, the Waterfront, International District, and King Street Station at Lumen Field, the entrance space further opens to allow motion to be visible and crowds to safely form and pass through. Multi-level benches also allow for more social interaction between attendants.

Scale: Designed to be open for crowds, the internal space is the same size as the existing space while the surrounding areas have a buffer for entry crowds to orderly form.

Materiality: To add variety, multi-level benches are on either side of Lumen Fields entryway, made of wood, they offer a familiar texture to avid park goers.

12. North Lumen Field Area Viewed From Pedestrian Corridor Connecting King Street



Walkability: Although the redevelopment seeks to reduce automobile dependency, the district will always have a notable amount. The green parking structure (image-right) attempts to tuckaway a majority of the redevelopment's parking into a more pedestrian friendly green space.

Mixed-Use: Though untraditional, the mixing of parking and greenspace shows the variations of “mixed-uses” in the proposal.

Density: Looking again at parking, the multi-lane parking space acts as a drop-off/pick-up zone during games and events while acting as parking during outside hours. Incorporating this design allows for increased density and frees other spaces.

13. Sidewalk At The New Green Parking Structure

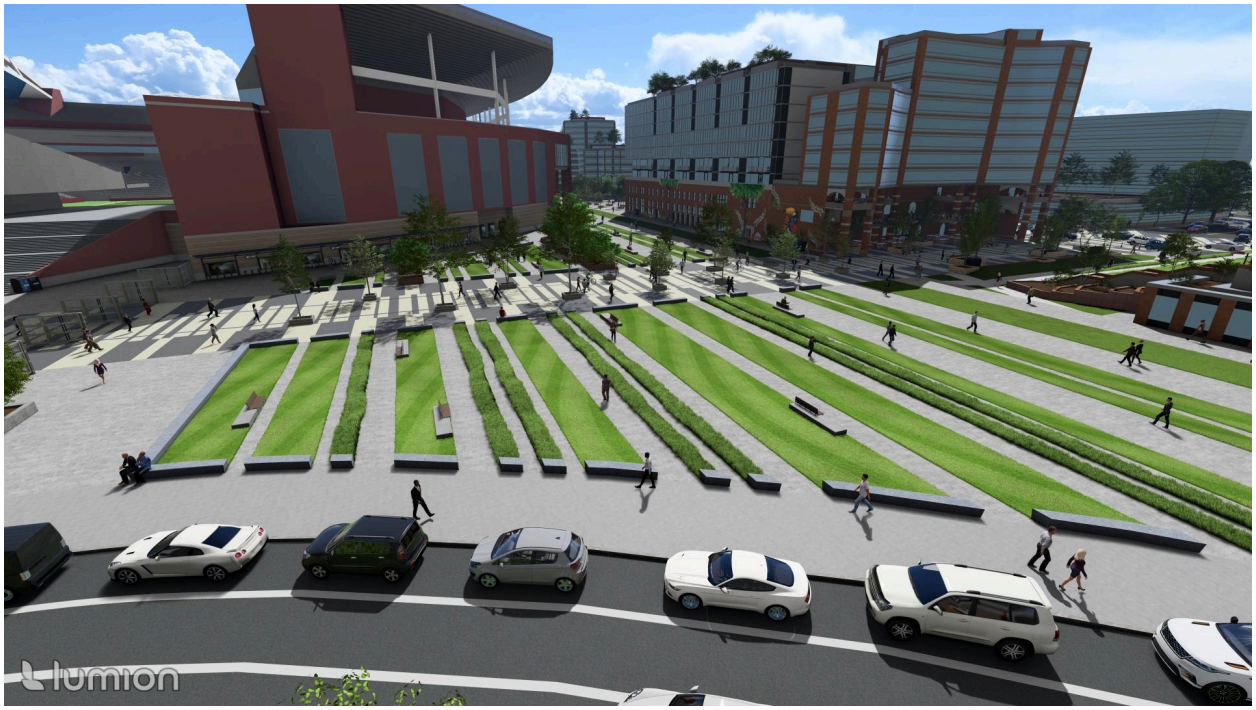
Walkability: Surrounding the parking structure is a ring of added trees and sitting space. The addition allows for ease of safe access to visitors' cars and extra waiting space for quicker pick-ups. Notably, with all the added tree canopy are additional street lamps.

Materiality: While the majority of the sidewalk is tiled, stone intersections of cobblestone allow for a continuous depth to be understood by those walking across it. Additionally ,the planters on either side are made from the same maroon colored stucco as Lumen Field, tying the space together.

14. Tailgating Atop The New Parking Structure

Walkability: Moving Lumen Field's tailgating spot to the top of the new parking structure provides a direct view of the park below. The surrounding brick edge also offers safe pedestrian access to the perimeter without the need to navigate internal traffic.

15. Overview Of The New Lumen Field Plaza



Walkability: Allowing vision within the three hundred feet of visible motion, the space allows for more private emotionally visible spaces while allowing greater and varied public uses.

Scale: Though varied in size, the smaller passages within the plaza allow for private moments while traversing the heavily open and public space.

Materiality: Showcasing the various materials used at different heights: the colder stone and brick materials are below waist level,mid-rise buildings consist of red brick ,and the tallest ones incorporate more exposed metal.

16. Eye-Level View Of Southern Lumen Field Plaza

Scale: Showing a human-scale of the plaza close up, the space offers views of both stadiums with this particular shot highlighting the edges or front/west end of Lumen Field. The benches and seating options are also located to allow semi-private spaces and overlooks of the plaza.

Materiality: Using various grass types allows creating more visually open edges and more private areas adjacent to the benches.

17. Park Adjacent To The Improved Existing Pedestrian Corridor

Walkability: Showcasing the existing pedestrian corridor with the added planters and increased trees , the space continues to be open but allows more shade, while the adjacent and new park offers respite and various gathering and sitting spaces.

Mixed-Use: The building left is an existing mixed-use space, with the buildings on the immediate center right being solely commercial, and the background being mixed-use. This focus on mixed-use allows for different gathering points and social activities.

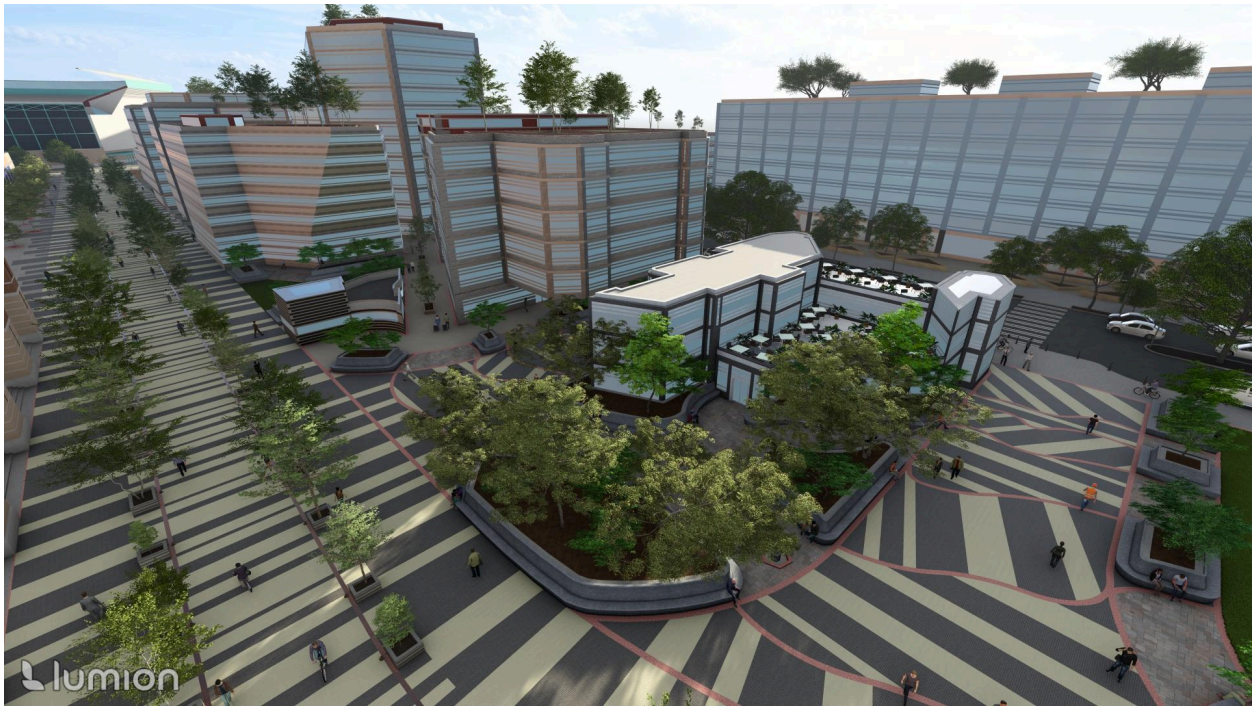
Materiality: The well cut grass is dented by numerous sitting and paved spaces allowing a clean overlook of the existing park without stepping foot in potentially dirty or muddy space.

18. A Redeveloped Section Of Pedestrian Corridor

Walkability: Walkability within the pedestrian corridor doesn't always indicate "walking", it can also include cycling and other forms of active transportation.

Materiality: Though brick is not the best cycling material, the space is foremost pedestrian or foot focused, and the brick material is comfortable for a majority of riders for short-medium time periods.

19. Restaurant And Plaza Space Adjacent To Lumen Field



Walkability: Creating a central commercial space with surrounding seating space pushes for interaction and hosting of community events, not just on the edges of the typical pedestrian corridor, but also among the larger uninterrupted space.

Mixed-Use: Image left shows a series of broken up mixed-use buildings, creating a tight but spaced series of commercial and retail corridors.

Density: A series of mid-rise apartments and hotels allows for a permanent community which adds increased temporary population during larger games and events.

Materiality: The red accent lining the plaza adds a stone based texture and color resembling the red of Lumen Field.

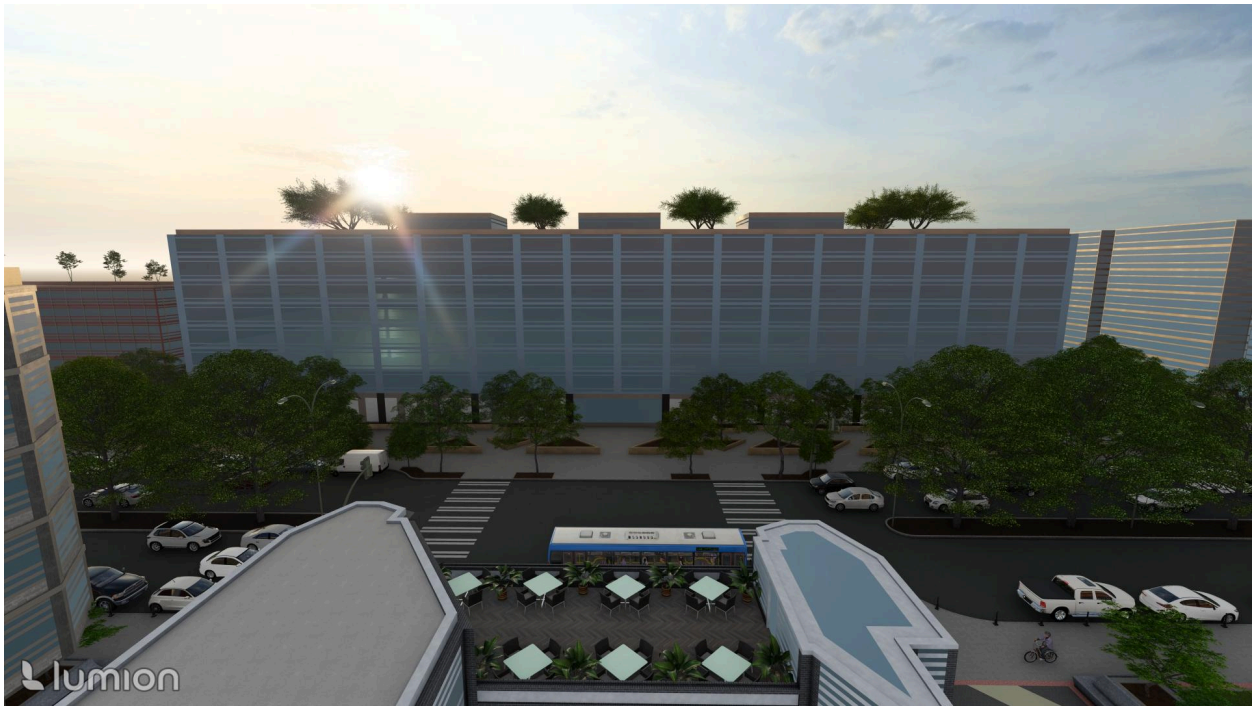
20. Seating Space Outside A Restaurant

Walkability: Offering excess seating with shade, partial shade, and sunlight, the seating plaza offers passerbys, residents, and game-day/event attendees a semi-public space away from the main corridor.

Scale: The design forms a series of islands branching off the main pedestrian corridor. Trees offer overhead shade, while smaller, human-height plantings between planters create visual separation between central spaces and the edges.

Materiality: Unique to this area is the varied stone tiles adding a greater sense of personal connection and creating a one-of-a-kind space within the redevelopment.

21. New Washington State Ferries Headquarters On WOSCA Site



Walkability: Extra large sidewalks placed in front of the building allows for a break from the curbside parking on either side to ensure a safer feeling while connecting the two blocks. The dual crosswalks not only allow for a larger and safer pedestrian crossing but allow for an interior space void of cars that allows public transit to park within and allow uninterrupted boarding.

Mixed-Use: One of two new dedicated office buildings in the redevelopment, it notes the overall mixed-use of the redevelopment rather than singular use buildings.

Materiality: Notably more see-through glass used than others across the development, it allows more light from just before sunset to flood into the redevelopment and new housing areas.

22. Southern Pedestrian Corridor Connecting T-Mobile Park and New Housing

Walkability: Viewing the pedestrian connection to T-Mobile Park, the corridor connects to a variety of green and plaza spaces allowing a great space for large community events ,such as farmers markets and festivities, to be held.

Mixed-Use: Aside from allowing temporary mixed-uses, the block on the image right contains a series of mixed-use buildings including permanent and temporary (hotel) housing.

Scale: The image right buildings are all built at a maximum of three hundred feet length to ensure visible motion at their ends and typically around eighty feet width to allow for emotions to be visible when observing their internals.

23. New Housing Viewed From WaMu Theater

Scale: Though shadows are cast earlier in the day, reflective light on bright materials allows the space to feel welcoming.

Materiality: Changing from the traditional red brick of Stadium District, the new materials of gray brick and exposed metal show the space as it transitions away from its old use to a modern residential focused space which supports mixed-use at the ground floor level that includes sections of the old red brick.

24. Pedestrian Corridor And Green Space

Density: Though small, the southernmost park in the redevelopment allows for small-scale ball games and family events and other outside game-days. The added indents to the space also allows it to host food trucks and other such larger vehicles which act as temporary services towards both the permanent and visiting communities.

Chapter 9. Reflections

Lessons For Practice

While the five lessons from the manifesto and urban design strategies are thought out and based on established authors and principles, the last rule to follow is to know when to break the previous rules. Deviating from the lessons of walkability, mixed-use, density, scale, and materiality are necessary when developing around areas of natural disasters, residential neighborhoods, office parks, and when the benefit of a singular need such as housing outweighs an ideal life.

Discussing when to deviate from the Manifesto to break its rules, that comes quite quickly. The literary statement is focused towards a specialized district rather than a neighborhood while stating that the main goal is to enhance the existing sports and entertainment scene and develop a permanent community second. With this goal in mind, the manifesto can't be rigidly adhered to in all cases as it is mostly applicable to working on a whole neighborhood rather than a single, concentrated district. When redeveloping a district though, the built environment's trajectory should be considered, equating to skyscrapers when building around existing heavy density to mid-rise blocks in less vertical cases. Though at odds with the focus on the human-scale, the need to build housing as well as to conform with the existing city are often the higher priority. This comes with negatives but should be understood as building for *the* city not *a* city. Lastly, the emphasis of planning should be towards the pedestrian but still allow for emergency vehicles, creating a space at the human-scale while conceding to the demands of a modern city.

Personal Reflection

The thesis is only brief in its work and while at times enjoyable by the end it has become something far from that word. The historical research has led me to support and attend the games of Seattle's sports teams within the district, events which I had never gone to but once and never intended to do again. It has given me an appreciation of the past and present Seattleite which has seemingly always had an abundance of pride. Though the quality of work and the academic process of such is something I hold less dear, as noted within the first chapter *Original Intent,* this version of work is not something I wanted to do. What was created was something which though I do care for and have a semblance of pride within is not to the quality which I am capable of and the minimal time to work on the physical model and render is a regret I will die with.

A Letter to the City of Seattle

Though this thesis is only brief in its work when compared to the comprehensive, year-long processes typically conducted by the City and the Office of Planning and Community Development, I

believe that the core proposals within this redevelopment are things which the City should seriously consider as it continues to pursue the redevelopment of Stadium District.

The most important aspect of the redevelopment which I believe is central to an improved Stadium District in either this thesis or official definition is the pedestrian promenade which allows for ease of access across the site for pedestrians and cyclists. If built, the space offers not only a great pedestrian journey which could directly connect to the waterfront but the outer edges which could host community festivities, farmers markets, local pop ups, and vendors (both on and outside gameday). Such actions would not only be beneficial towards a more permanent maker space as the city desires but would also add a small though existent revenue stream. Future mixed-use developments incorporating permanent residents would increase this even more as Seattle creates a permanent community in the existing district. Thank you for your time and consideration.

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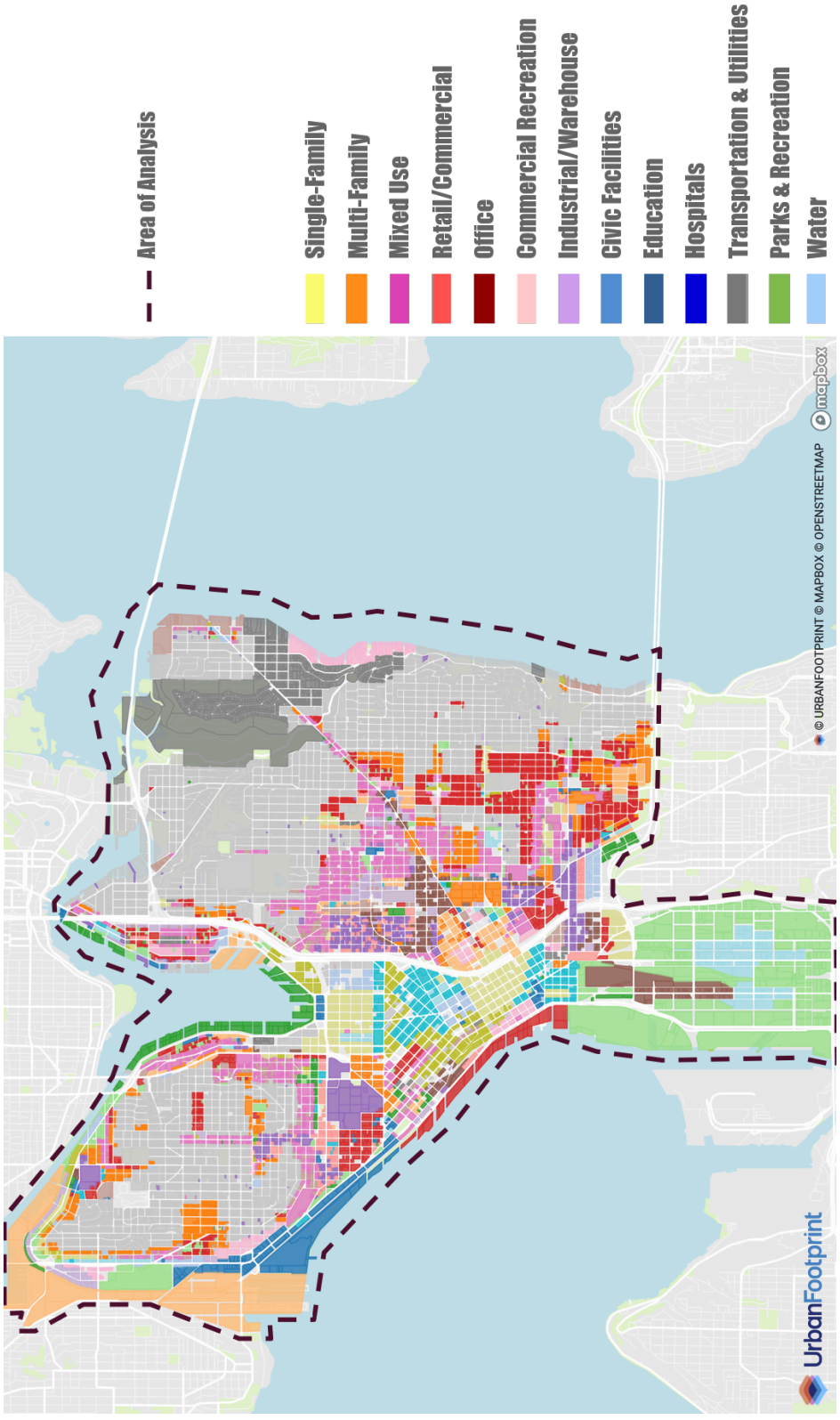
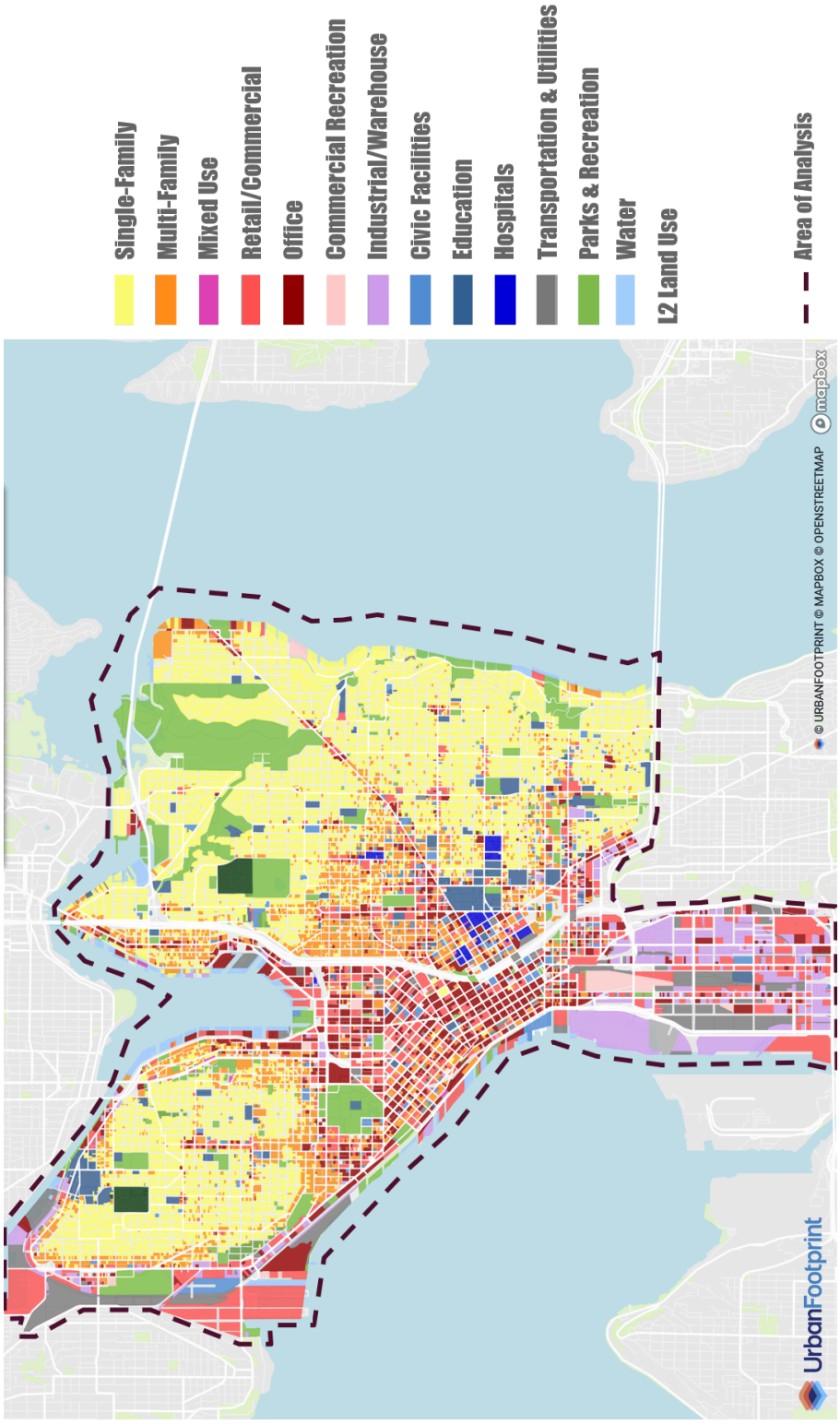
Chapter 11. Appendix

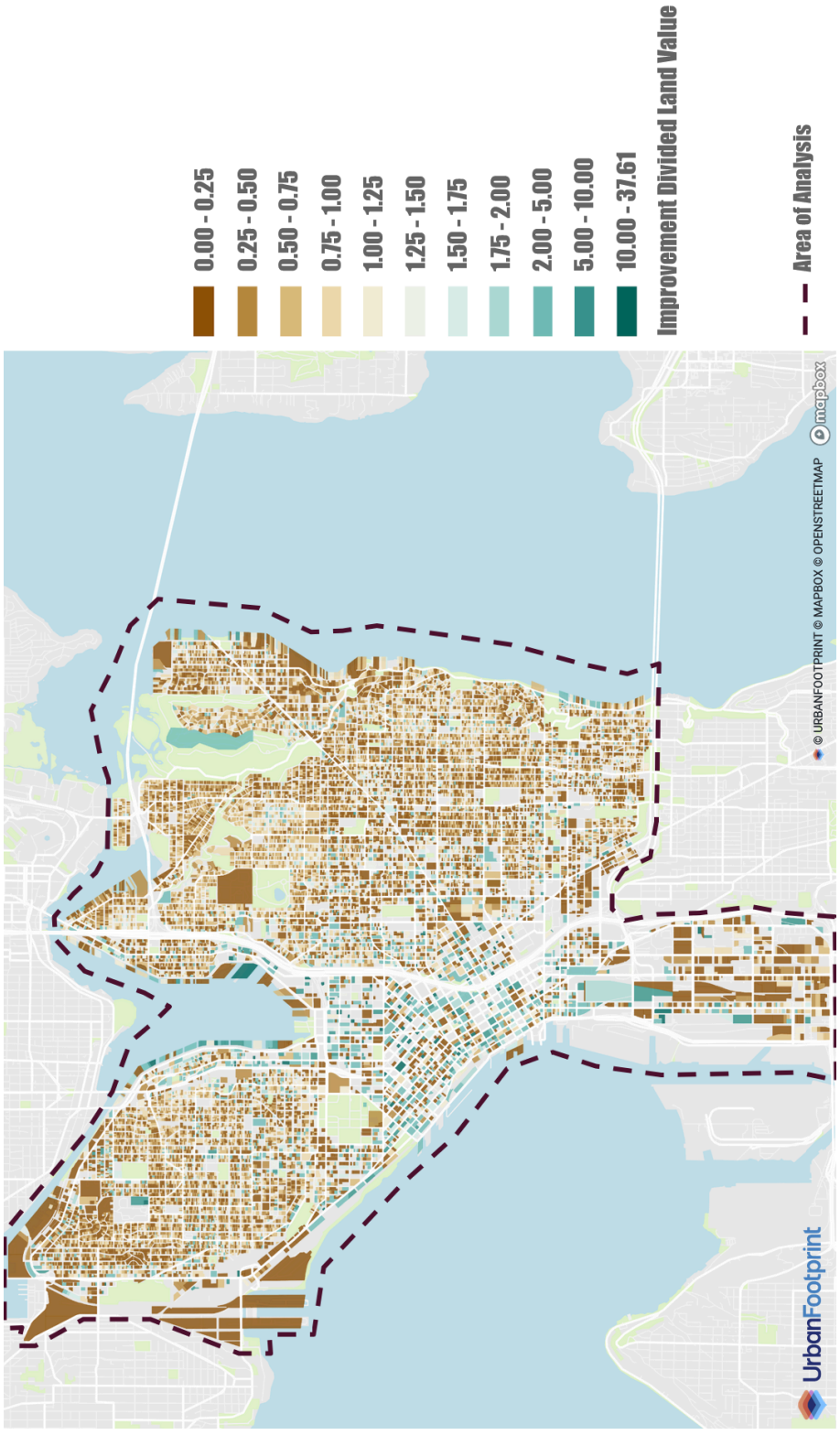
1. **Zoning Codes:** *Detailing the current zoning*



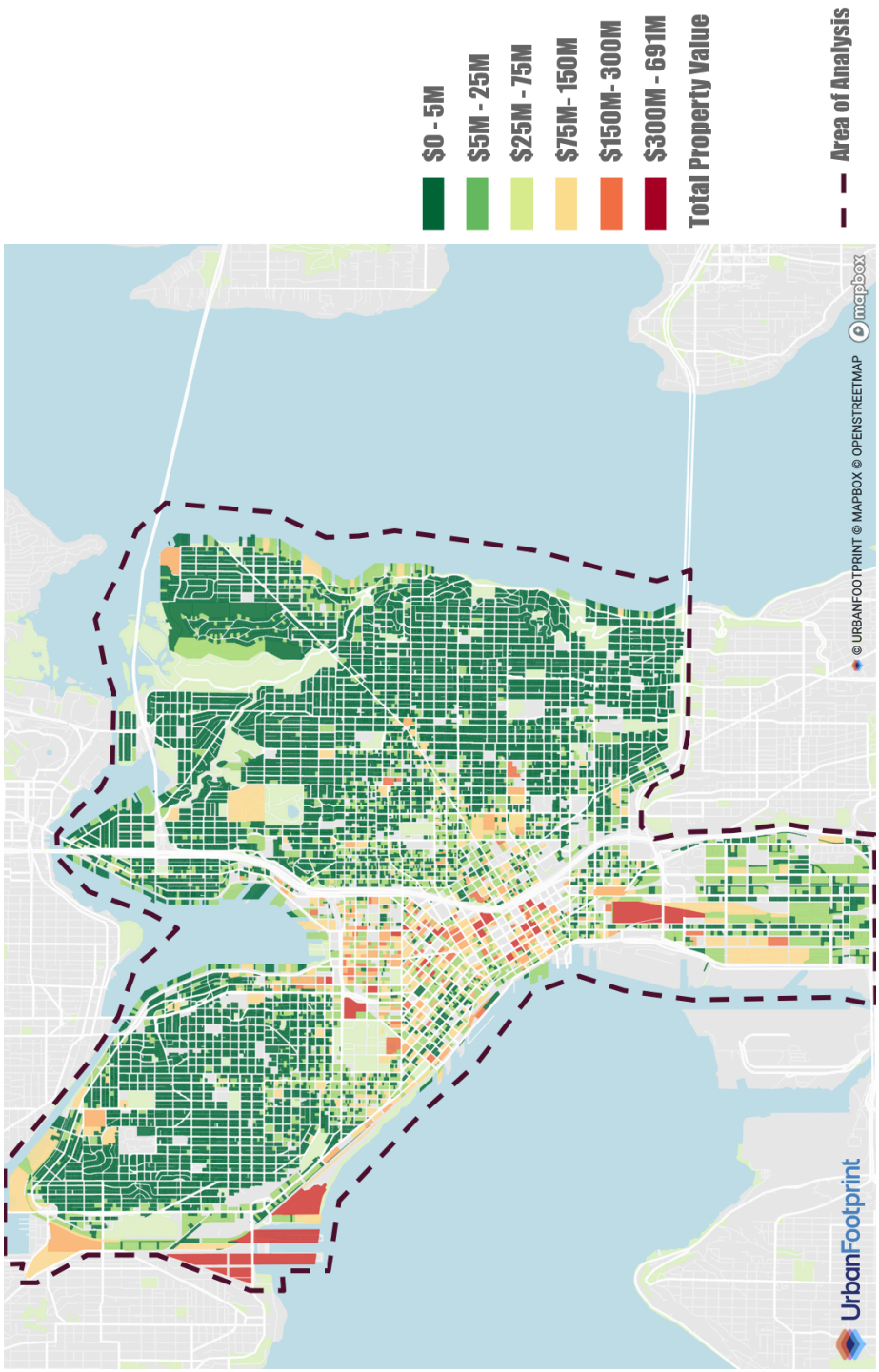
2. **L2 Land Use:** *Land Use detailed to the L2 level*



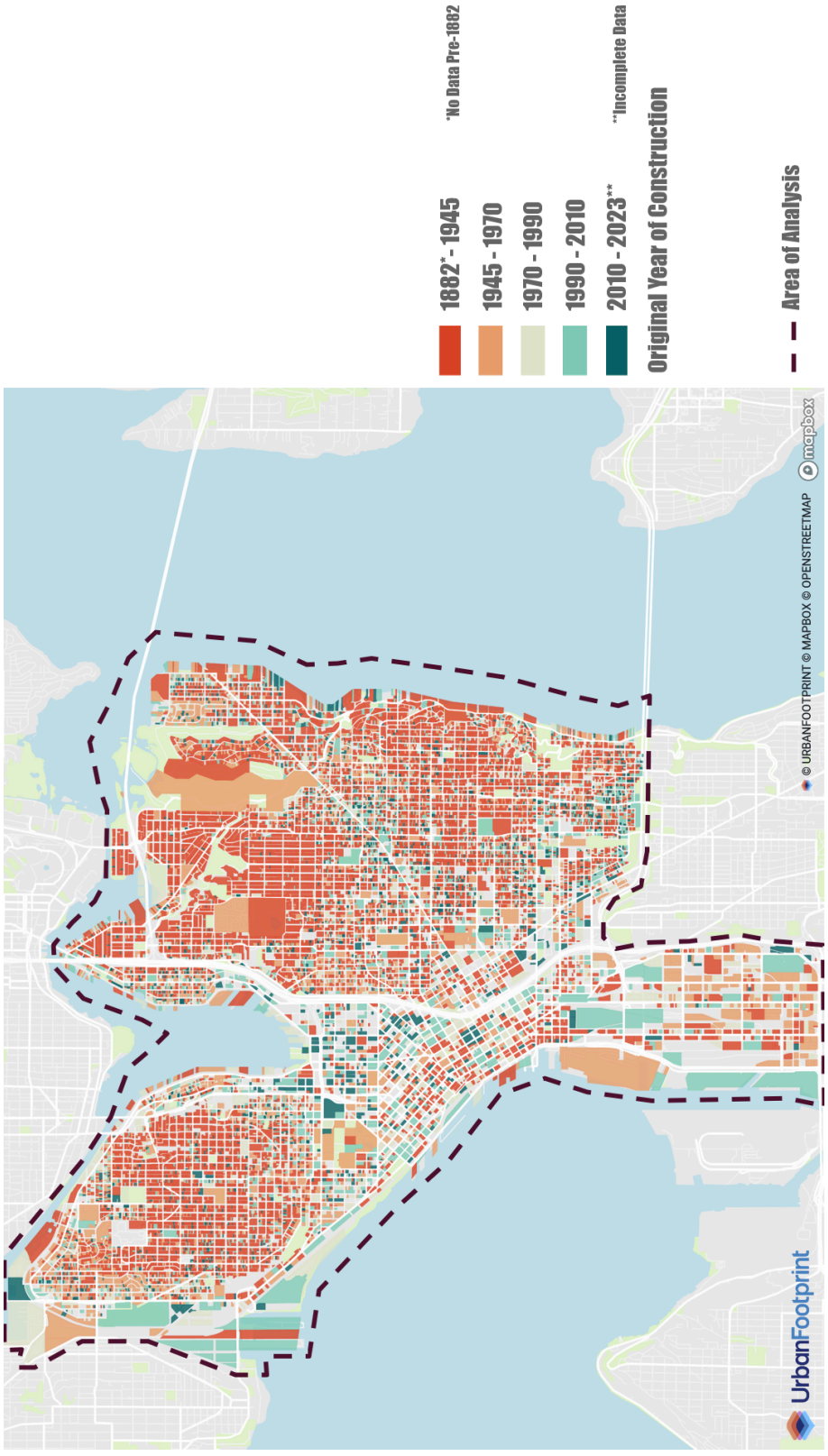
3. **Land Improvement Ratio:** *Ratio of a parcels improvement divided by the cost of land*



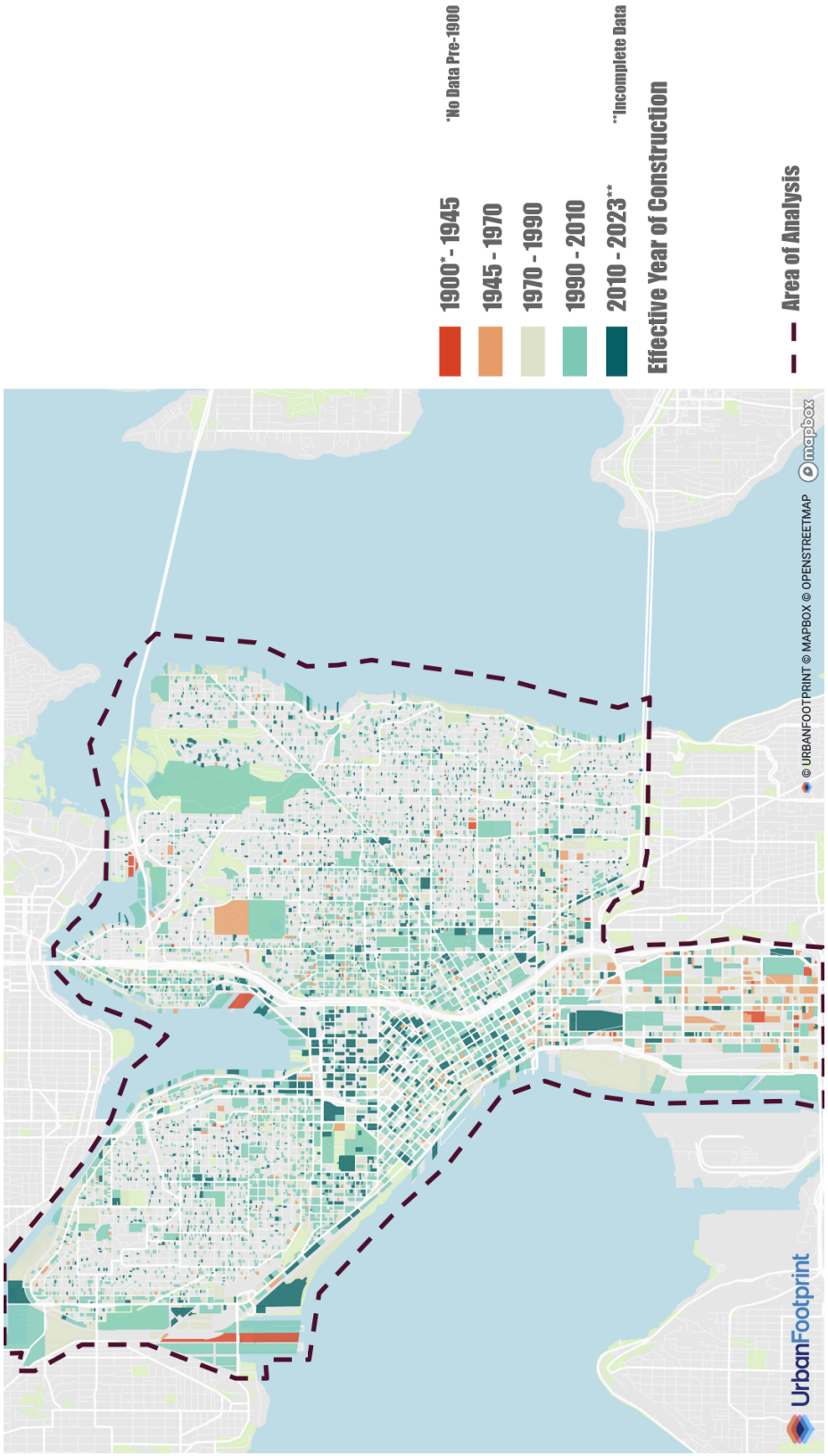
4. **Total Parcel Value:** *The total value of the the land and improvement on a parcel*



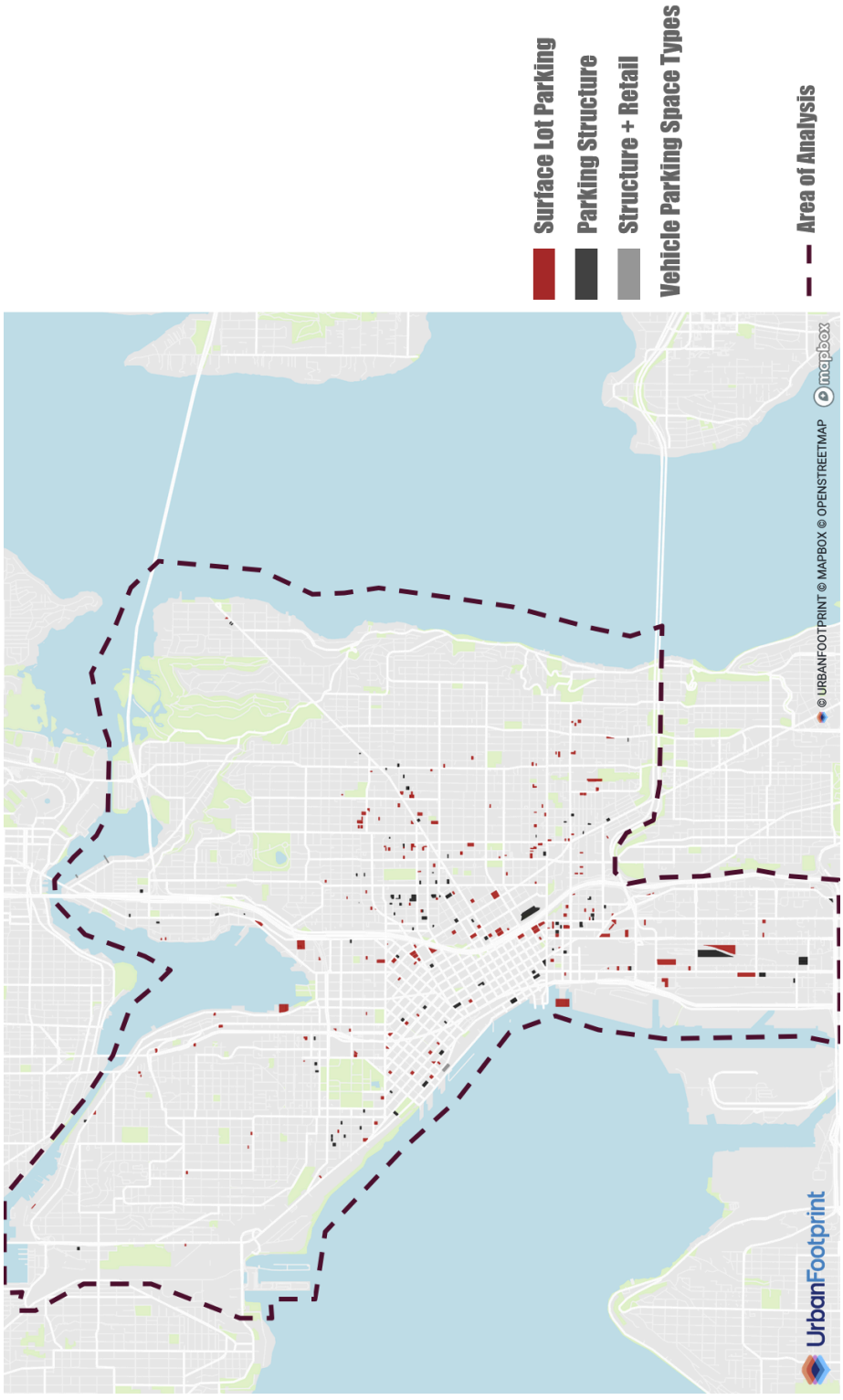
5. **Year Built:** *Original year of construction*



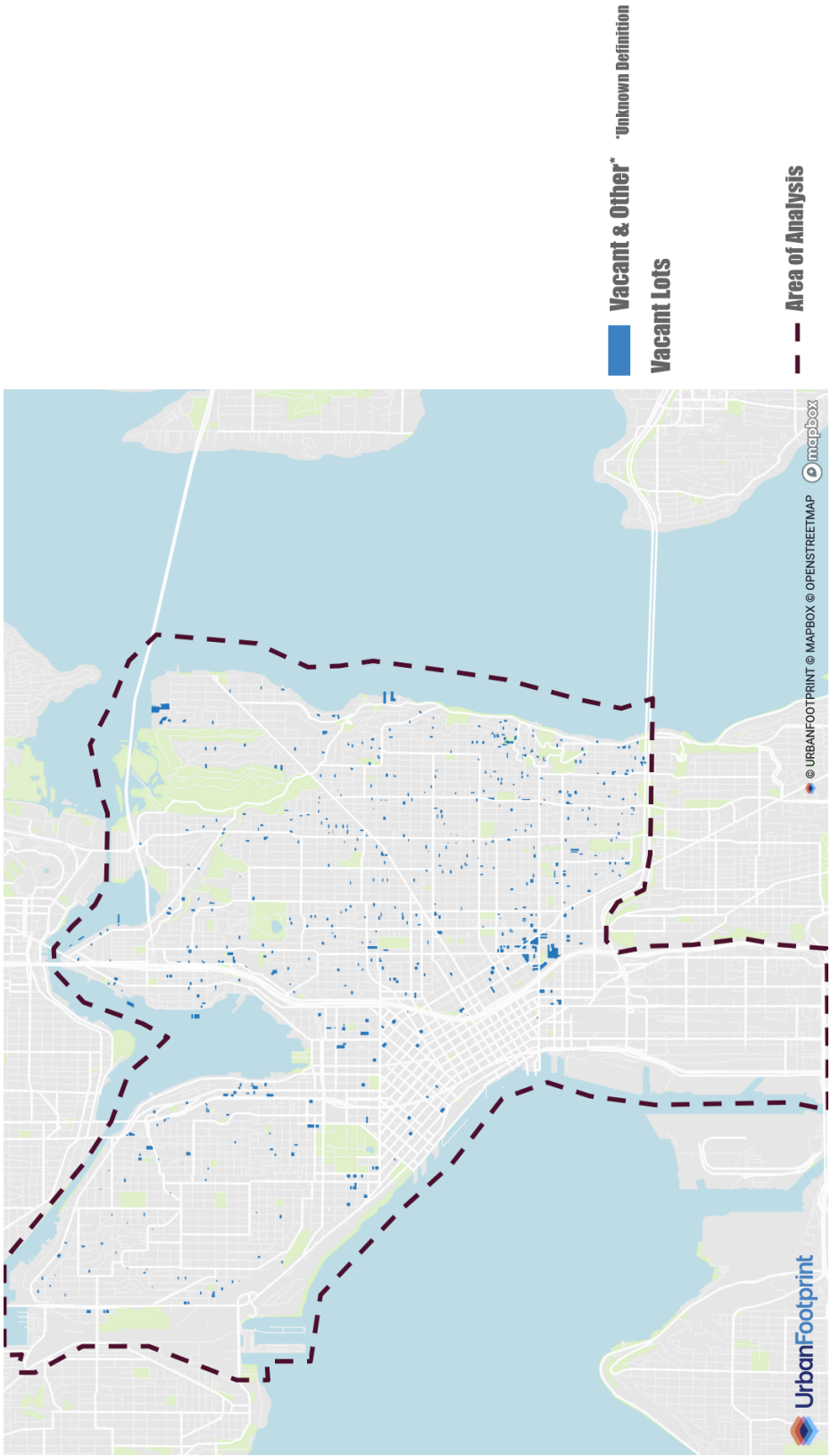
6. **Effective Year Built:** *Most recent year of refurbishment*



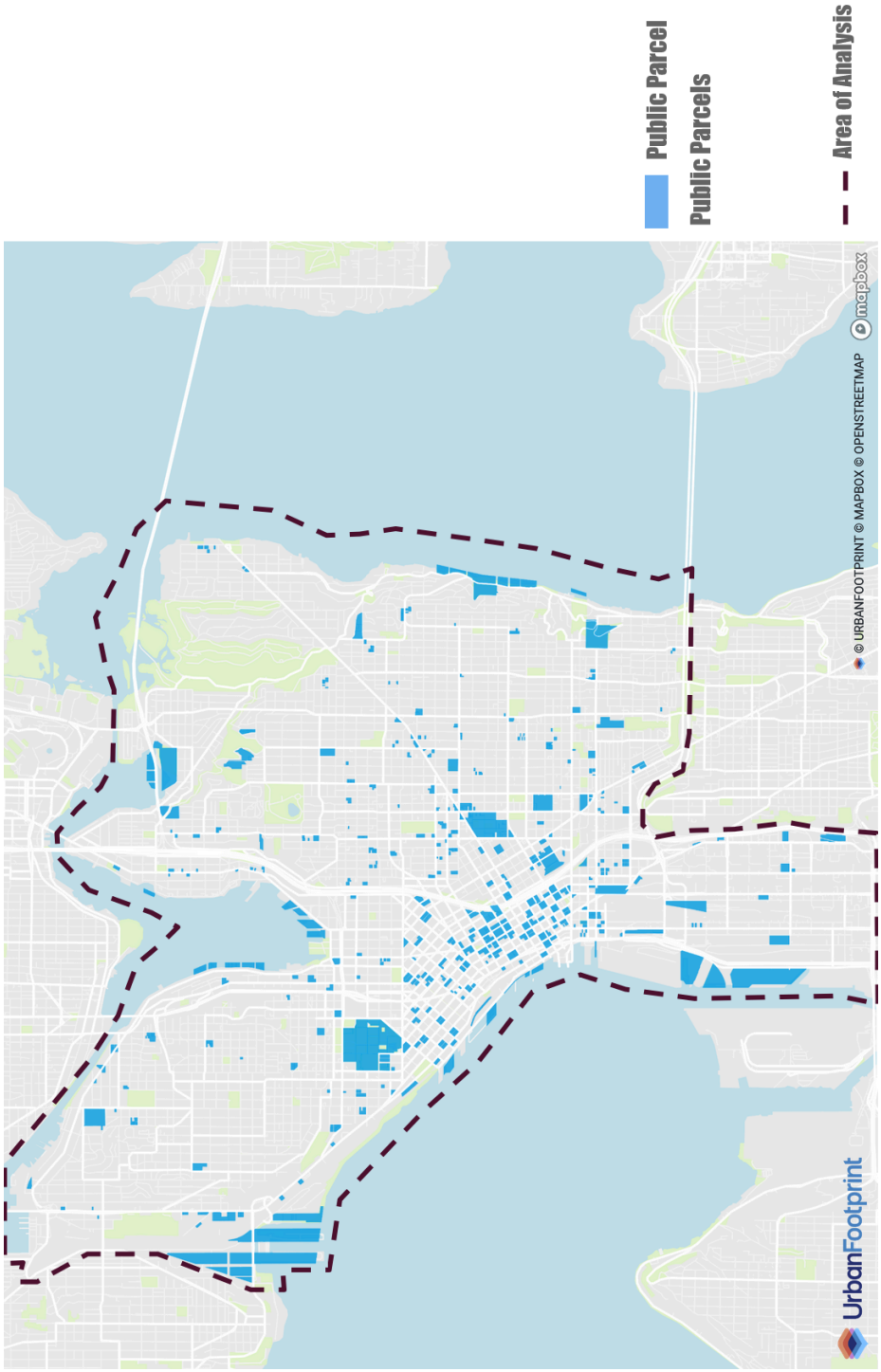
7. **Parking Types:** *Location and type of parcels dedicated to parking*



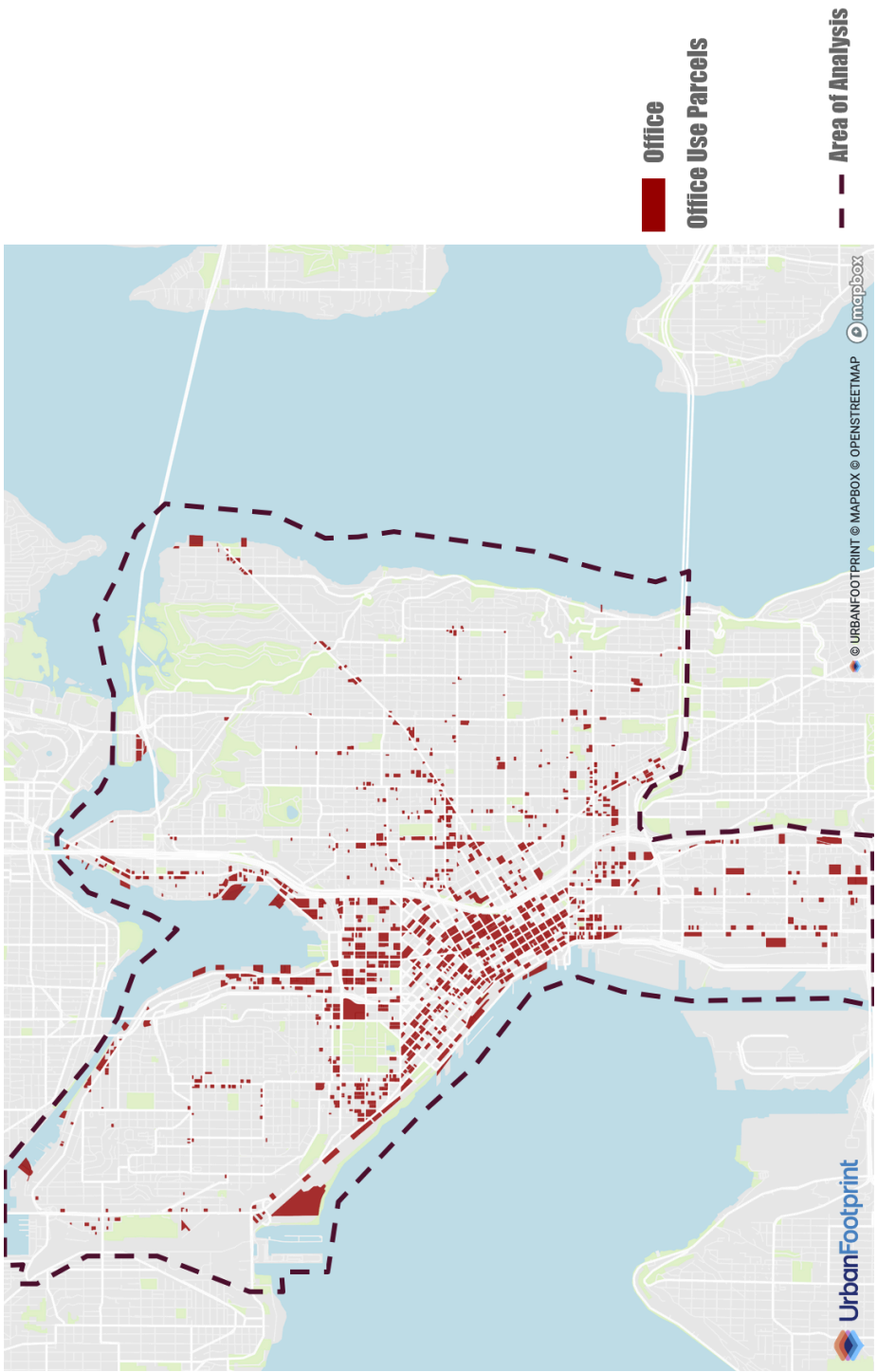
8. **Vacant Parcels:** *The location of completely vacant parcels, not including partial*



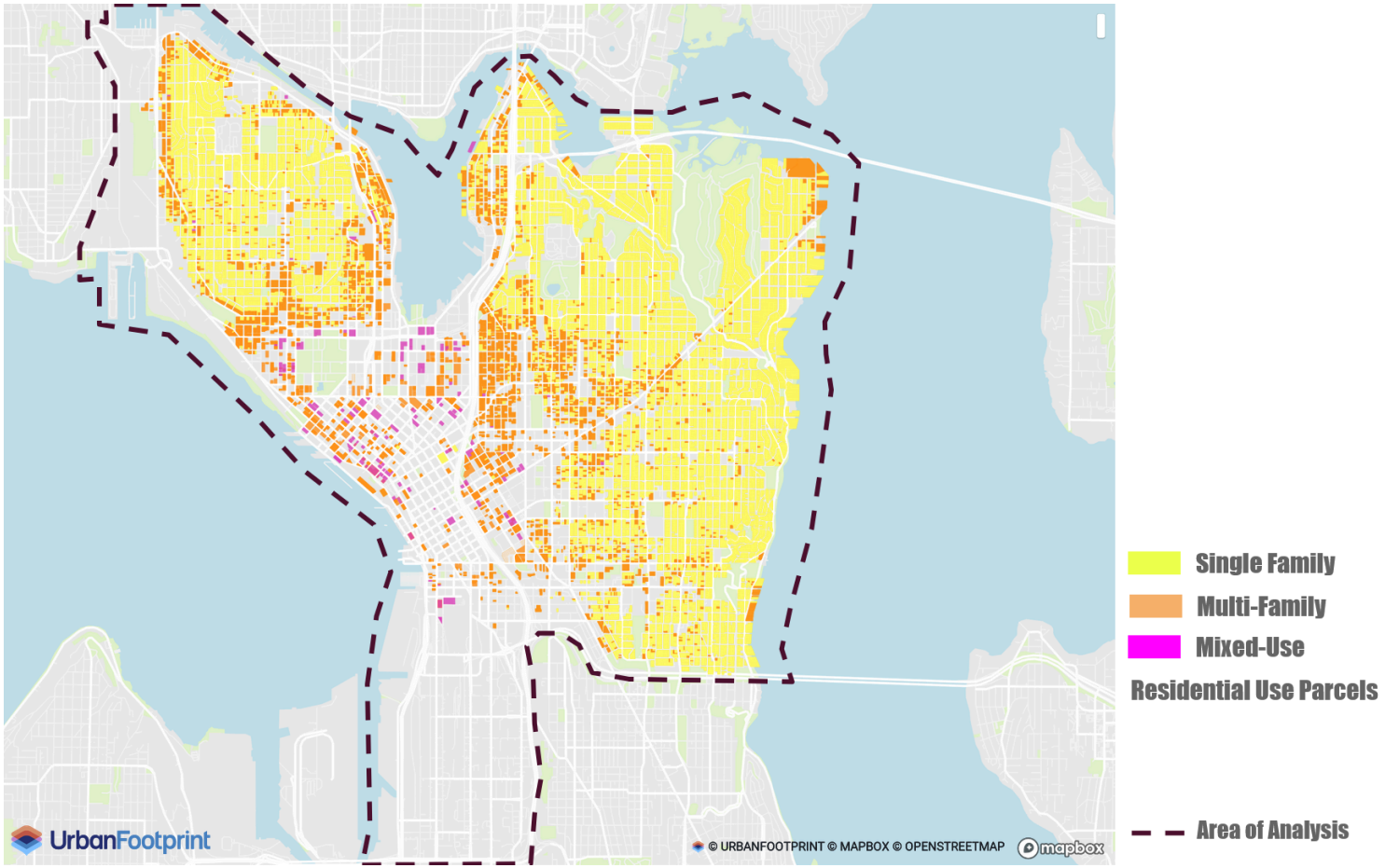
9. **Public Parcel Area:** *Parcels owned by the City of Seattle*



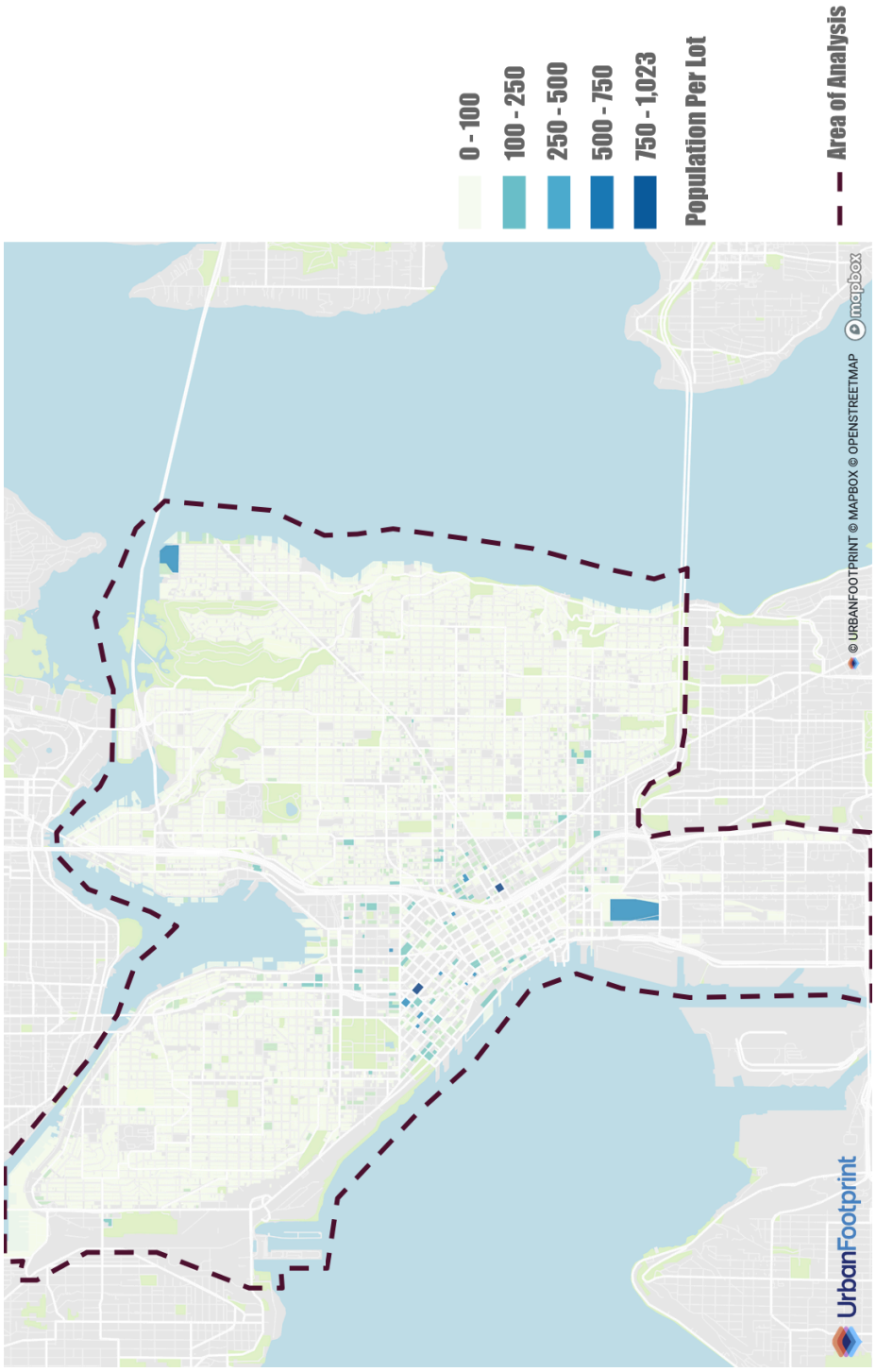
10. Office Parcels: *Parcels containing offices*



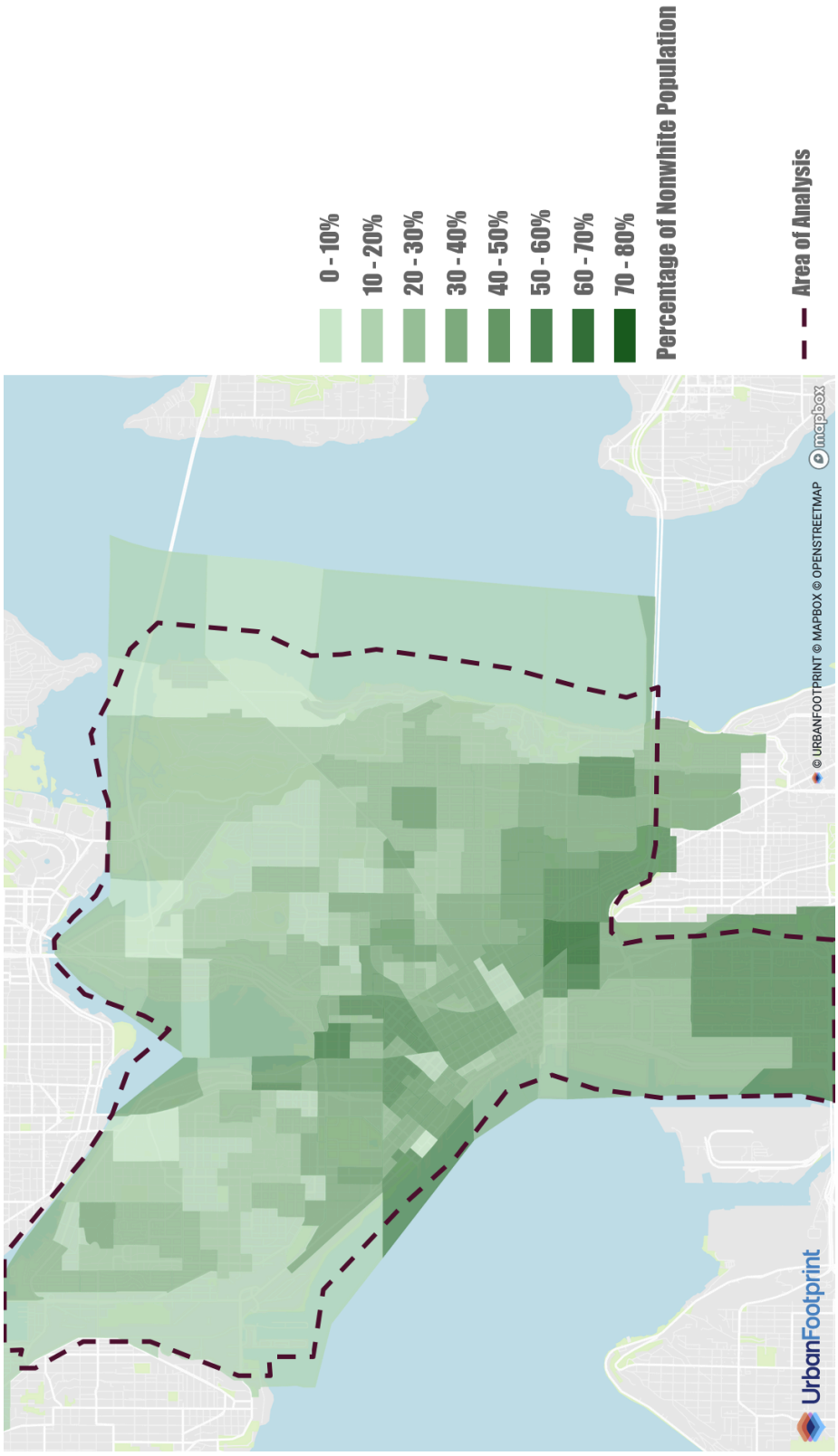
11. Residential Parcels: *Parcels containing permanent residential activity*


UrbanFootprint
© URBANFOOTPRINT © MAPBOX © OPENSTREETMAP
mapbox
Single Family
Multi-Family
Mixed-Use
Residential Use Parcels
Area of Analysis

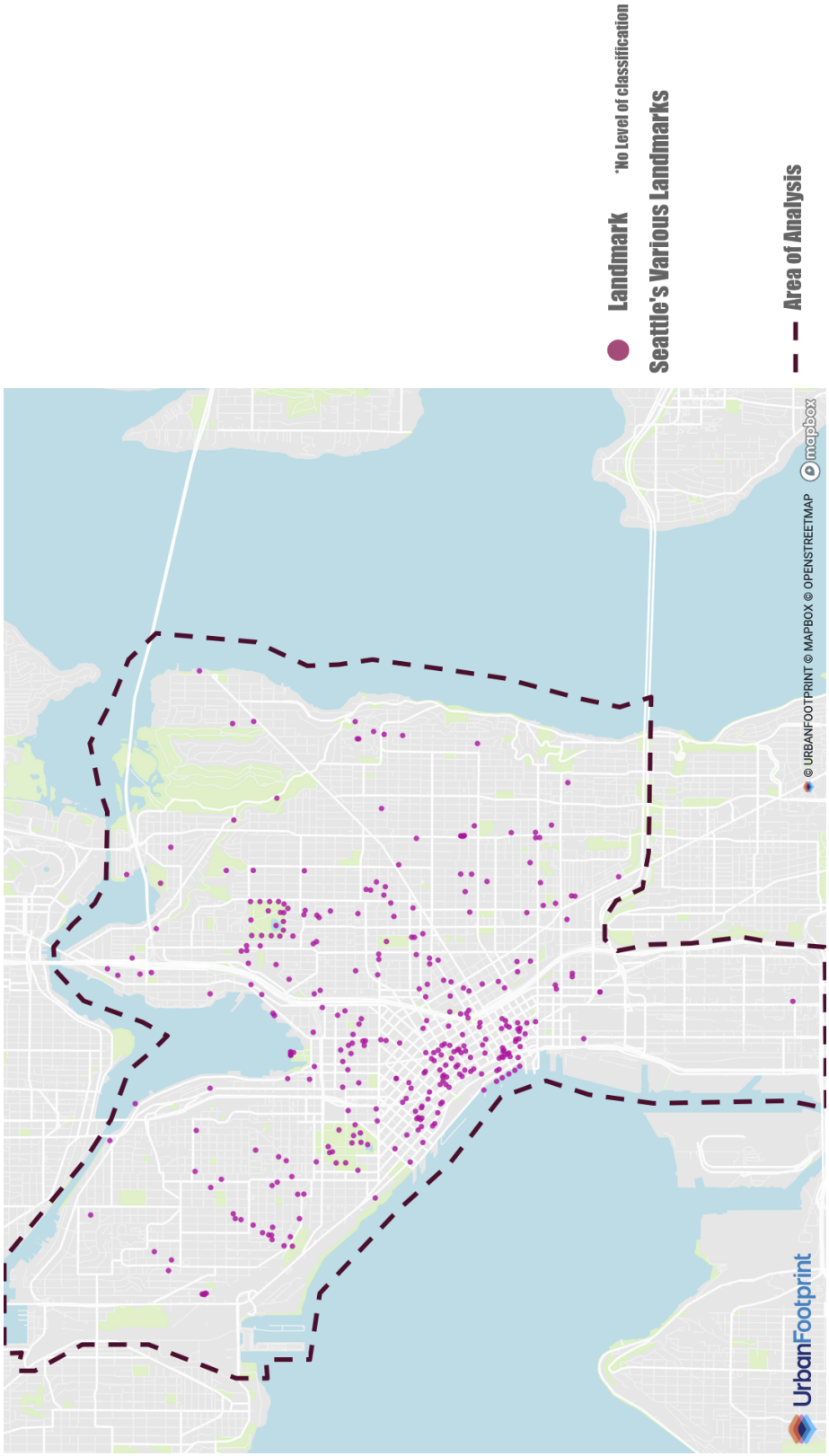
12. Population Density: *Population density per parcel*



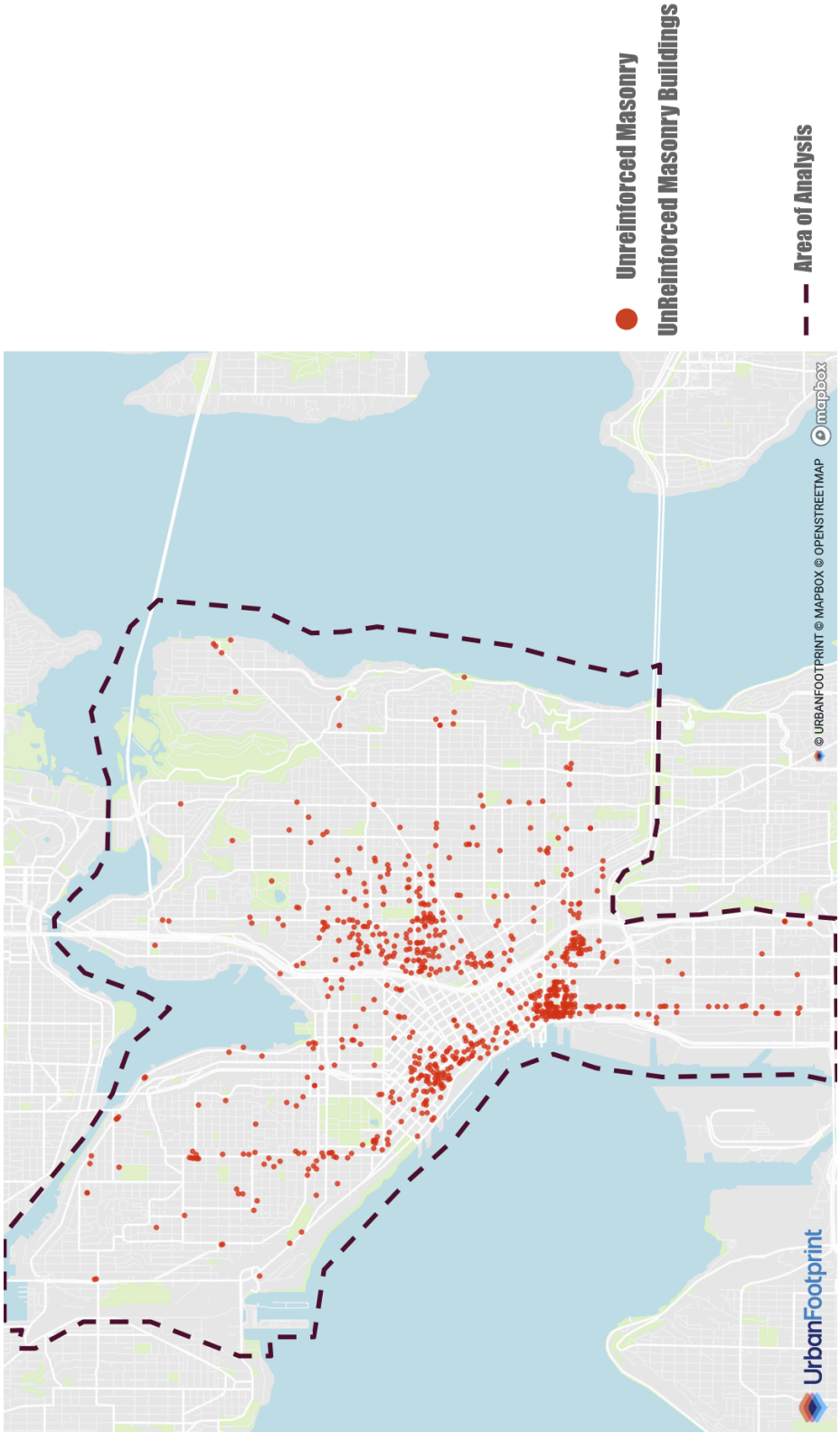
13. Non-White Population Percentage: *Percentage non-white population of census tracts*



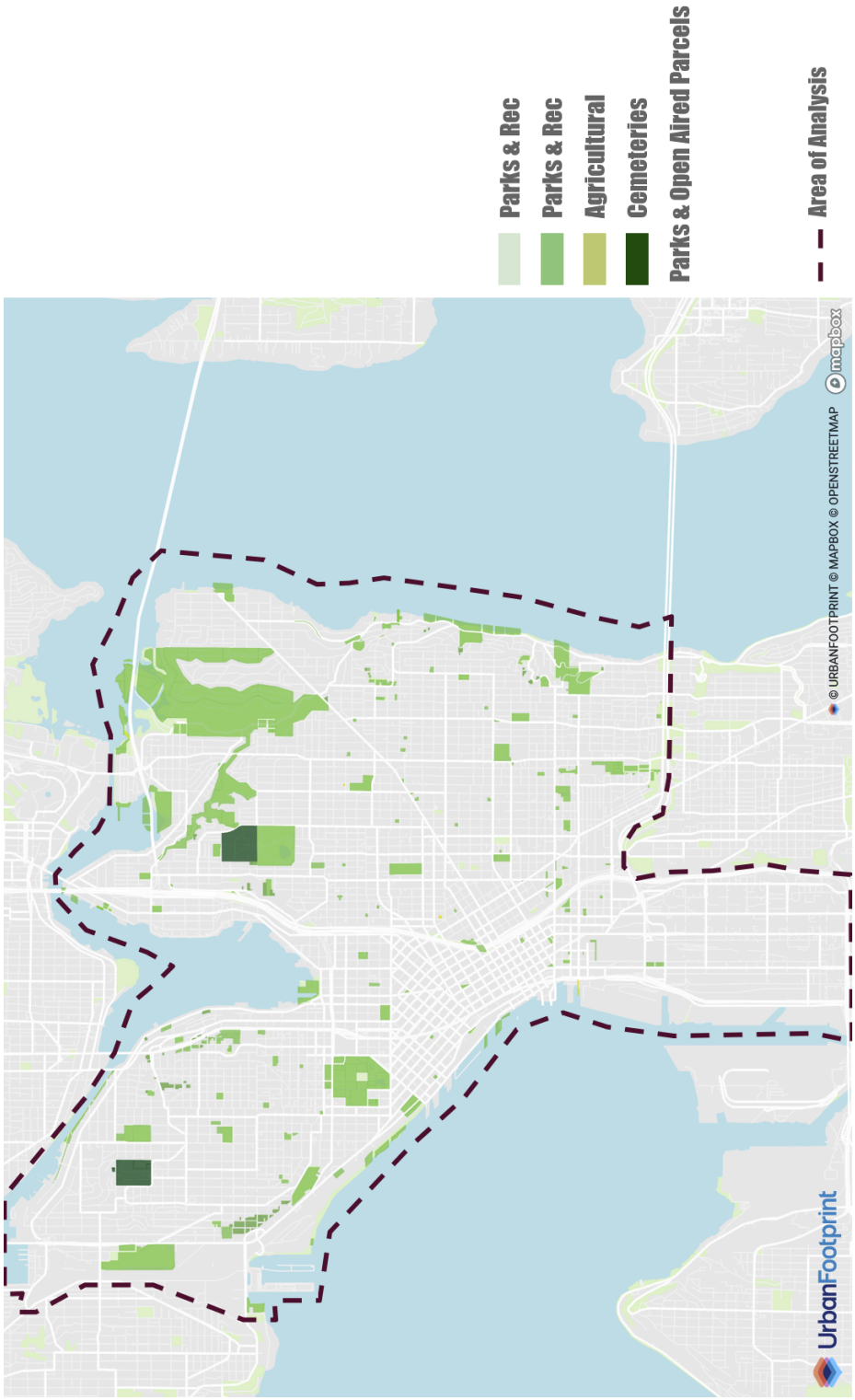
14. Historic Landmarks: *Location of historic landmarks*



15. Unreinforced Masonry: *Location of unreinforced masonry*



16. Open Space: *Parcels of various open space types*



17. Estimated Height Map: *Estimated height of buildings*