A Community In Motion:

A Multimodal Transit and Waterfront Activity Center at the University of Washington

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Program Authorized to Offer Degree: Architecture

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Abstract

A Community In Motion:
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This thesis is an examination of the current systems of mass transit in the city of Seattle and the relationship these systems form with surrounding communities. As urban centers continue to grow, they are increasingly looking to new or expanding systems of mass transit in order to cut down on congestion in crowded urban streets. These systems are integral to moving a city's population on a daily basis, but are absent in typical community functions. This thesis explores the possibilities how community and transit can be integrated into a unified program by combining the functions of a multimodal hub with that of a recreational and community center to reinforce interconnectivity of different types of users.

Contents

1 | Waterfront Activity Center and Multimodal HUB

CHAPTER ONE | THESIS STATEMENT

This thesis is an examination of the relationship between transit and community. It is a fact that commuting has become a part of daily city life, especially in urban areas where people can spends hours each day moving to and from city centers. As cities grow, this flow becomes more difficult due to increased congestion, leading to cities looking for new or improved means of transportation other than a personal vehicle. These systems are an integral part of a modern city.

However transportation has little to no interaction with other parts of city life, such as community. A city's different communities are what give it its character and identity, and are also vital to the positive growth of a city. These two elements of a city do not need to be separated, and this thesis explores the possibilities how community and transit can be integrated into a unified program by combining the functions of a multimodal hub with that of a recreational and community center.

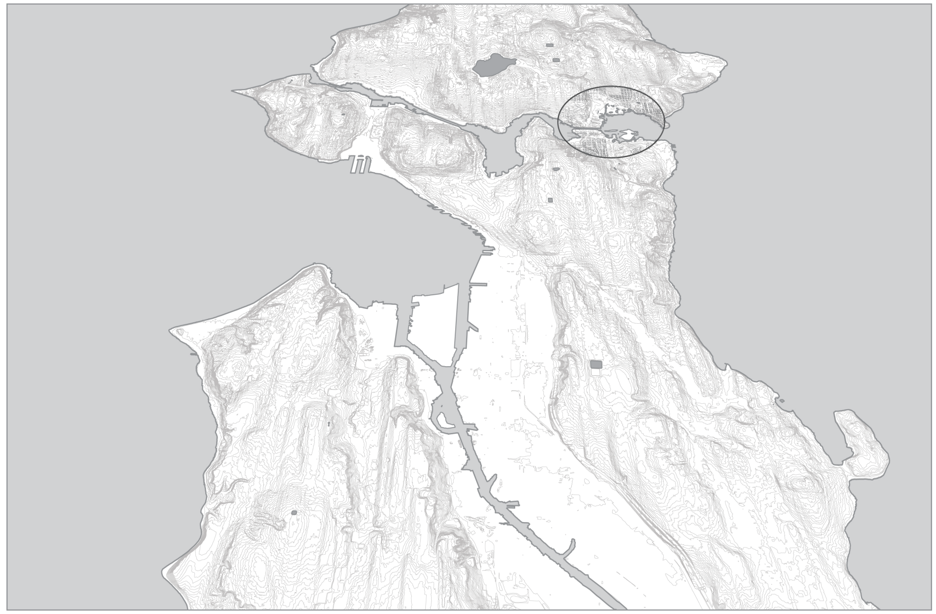
The original thoughts for this thesis were based around the concept of a multimodal hub, a place for commuters to quickly transfer between different types of transportation. I began researching multimodal hubs after spending time looking at different layers of maps of Seattle. The layers that I focused my attention on were those of the streets mass transit systems. The idea to combine the multimodal hub with a community and recreational center came from the existing context of the site chosen for the multimodal hub, which already has a long history of outdoor recreation, water sport, and community.

The first section of this thesis will detail the analysis that was done on Seattle's different mass transit systems, how they exist now and what is planned to improve and expand them. The site for this thesis is then studied in detail, including is existing context and structures, the future of the site with mass transit connections, and user typology. A precedent study is then performed in order to understand the different programing elements brought up in the site analysis. The design proposal follows the conclusions of this study, going into detail on the different elements of the final design.

CHAPTER TWO | THESIS RESEARCH

This thesis research began with an examination of digitally available map layers for the city of Seattle. These layers included everything that can be mapped about the city: from every single tree, to buildings, and park spaces. But the most striking of these layers were the ones that had to do with Seattle's transit network. These layers showed a large interwoven mesh of streets, roads, walking paths, mass transit systems, and urban waterways. As the thesis process continued, these layers became the structural framework, the same way they are for Seattle. This chapter will go into the detailed analysis that was performed on these layers, and how they shaped and informed the rest of the thesis process.

2 | Seattle is a network of movement



3 | Seattle Area Contour Map

4 | All Transit Layers

Bus Route Layer

While Seattle is one of the fastest growing cities in the nation, its aging infrastructure is struggling to keep up with the increase in demand. Congestion is a major part of people’s lives in urban centers, and Seattle is no different. While the car is still the primary means of transportation and will continue to be for the foreseeable future, many cities and commuters, including Seattle, have started looking toward alternatives to cut down on congestion and CO^2. And depending on where one lives alternative means of transportation can be both more time efficient and cheaper.

Seattle’s main mass transit system is King County Metro, which runs thousands of buses through hundreds of routes to transport an average of 350,000 riders daily[1]. This system gives riders access to all throughout the Seattle area, with connections to other urban centers across Lake Washington such as Bellevue and Kirkland. Buses have been a mainstay of mass transit in Seattle for decades, and as Seattle’s population continues to increase, so do the number of daily riders. However buses are still limited by the local street infrastructure, and must continue to deal with congestion. Many of Seattle’s most popular bus routes are overtaxed, and the buses themselves have become increasingly crowded at peak hours. While buses offer advantages, the increase riders has Seattle looking to newer systems for more efficient flows of commuters.

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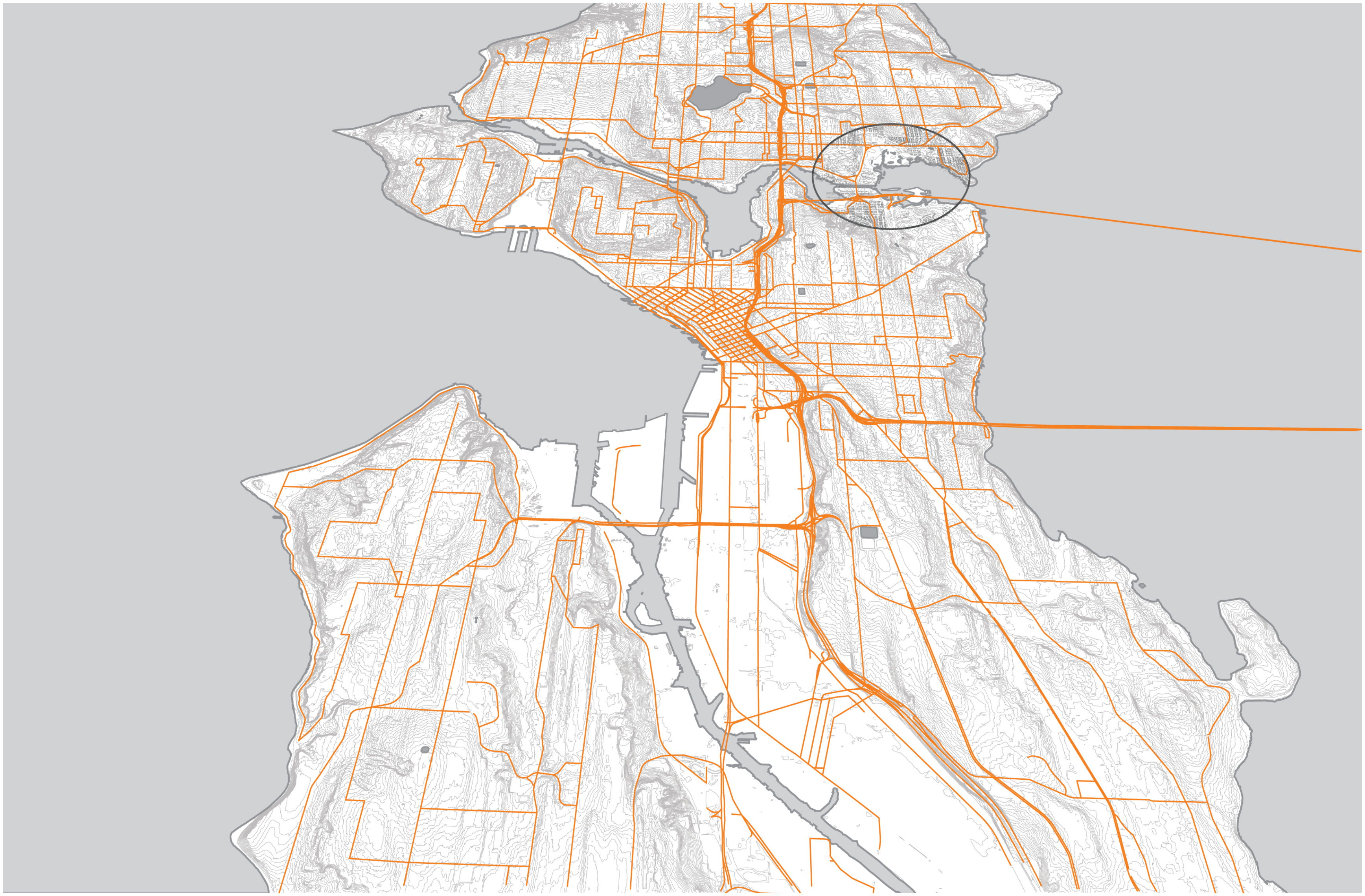
1. "Daily Average Ridership." King County Metro. Web. 12 Jan. 2016.



5 | Bus Routes Layer

6 | Bike and Walking Paths Layers

Bike and Walk Layer

Seattle is considered to be one of the top ten walkable cities is the nation[2]. This is illustrated in the layer that projects Seattle's official walking and biking paths. While bikes and walking only account for 12.5% of daily commuters, this number has nearly doubled in the last decade[3]. Bikers also have the option using multiple means of transportation when commuting. King County Metro buses have installed bike racks on the front of individual buses, which allows bikers to have the option of multimodal transportation, transitioning from bike to bus to travel farther distances without the use of a car. Biking is also increasingly popular as a means of recreation in Seattle, especially in the warmer and less rainy months in late spring and summer.

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2. "Cities and Neighborhoods." Walk Score. Web. 12 Feb. 2016.
3. "3.4 Percent of Workers Commute by Bike in Seattle." United States Census Bureau. 12 May 2014. Web. Dec. 2015.

Light Rail Layer

Out of all of the layers applied, the most striking was that of Seattle's new Link Light Rail system. Opening in 2009, the system currently runs from downtown Seattle to SeaTac airport, and unlike the street and bus networks that create a system of arteries, the light rail runs north/south like a spine through the heart of Seattle, connecting every major area with a means of rapid transit. After the bus system, the light rail is set to become the next most widely used means of mass transit.

However light rail systems are not easily constructed, and take a large amount of effort, time, and funds to plan and build. Currently the systems daily average ridership is 38,000[4]. In March of 2016, with the opening of the University of Washington station, ridership is projected to gradually increase as new stations and links to northern and eastern areas are slowly completed. King County Metro and Sound Transit, the groups in charge of both planning and funding the system, plan is to slowly add more stations so that by 2030 the entire Link Light Rail system will run from SeaTac to Lynwood, and east to Bellevue, allowing for 114,000 projected daily riders[5]. These new connections start with the University of Washington station.

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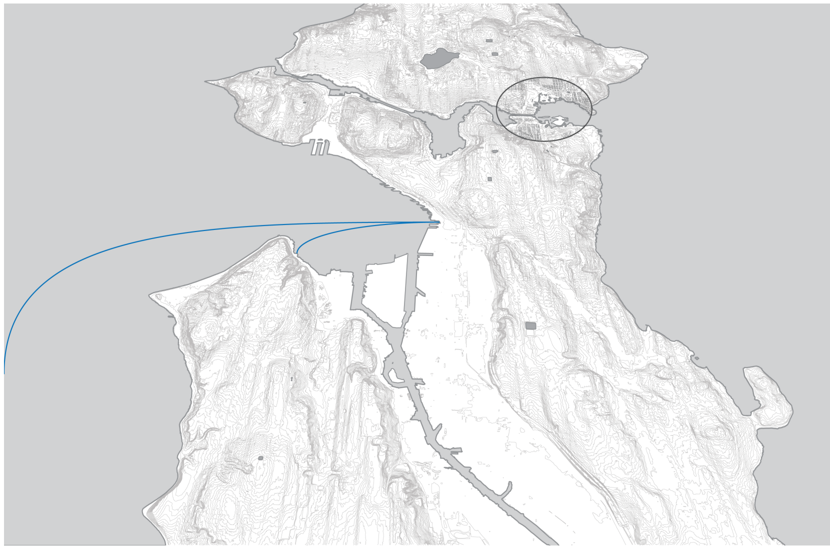
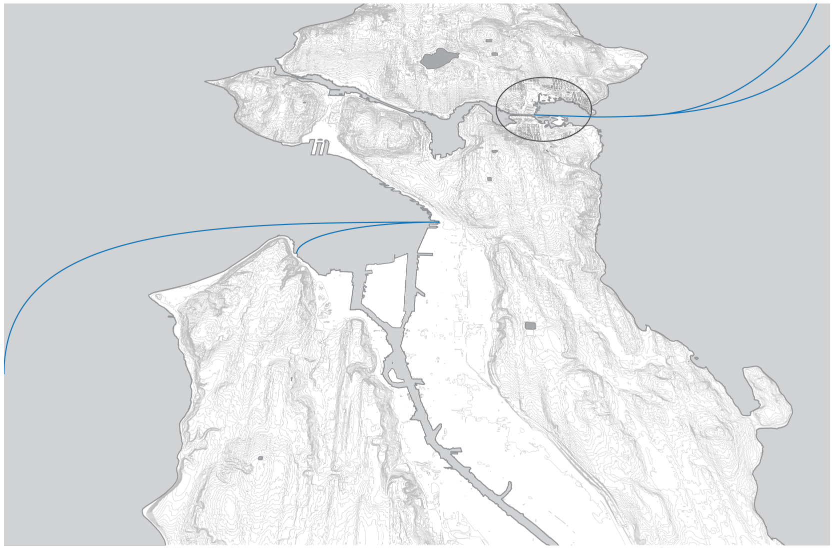
4. "Quarterly Ridership Report." Sound Transit. Web. Jan. 2016.
5. "UW Light Rail Station." Sound Transit. Web. Nov. 2015.

7 | Light Rail (Current)

8 | Light Rail (Planned 2030)



9 | Water Taxi Routes (Existing)



10 | Water Taxi Routes (Proposed Expandion)

Water Transit Layer (Seattle Water Taxi)

Throughout its existence Seattle has had a connection to the water via its many accessible waterways. Large lakes, rivers, and the Puget Sound have all been integral to the progression of Seattle's economy and culture. However, outside of Washington State Ferries, which give access to the peninsula and islands in the Puget Sound, Seattle's waterways are often overlooked by many as a means of transport for interurban travel.

Today the only existing intercity transit route on the water is the Seattle Water Taxi, with a route from downtown Seattle to West Seattle, as well as a route to Vashon Island. With only two routes to limited locations, the water taxi sees limited ridership, with an average around 1,800 a day[6]. However, as King County, and Seattle in particular continue looking for other means of cutting down on congestion, the water taxi is a viable option. Two new routes are being considered, running from the Waterfront Activity Center at the University of Washington to either Kirkland or Redmond[7]. If accepted, these routes could add thousands of daily riders to the water taxi, as well as opening up future options for minimizing congestion by moving commuters to the water and off the congested roads.

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6. "Water Taxi Ridership By Run." King Couny. Web. Jan. 2016.
7. Ryan, Dan. "King County Explores New Water Taxi Routes." Seattle Transit Blog. 8 Sept. 2015. Web.

Transit Layers Conclusions

From the research done on the different transit layers and networks of Seattle, there is an interesting relationship formed between the new University of Washington Light Rail Station and the location of the proposed water taxi expansion. Both of these are located adjacent to the UW campus, next to Husky Stadium. This relationship provokes the question: how can these two systems, already located in close proximity, be combined to create a strategic location for commuters? This question spurred research into multiple use transit centers, or what is becoming more commonly labeled as a multimodal hub.

A multimodal hub is a space or building that allows user to quickly and efficiently transfer from one mode of transit to another. This can take the shape as a single building where transit networks intersect, or as a multiple buildings or facilities located in close proximity. Multimodal hubs do not have to necessarily be purpose built structures. According to Seattle's Department of Transportation's Multimodal Hub Strategy, "hubs are key elements of the Center City transportation that function as both destinations and transfer points for a variety of transportation users". The same strategy states that "the area is also heavily used by pedestrians [and] cyclists"[8]. Based on the proximity and the relationship of the users between these two systems, this area was chosen as the context for the thesis. In the following chapter, an indepth analysis of the site will be done in order to better understand the site, its users, and the final elements of the thesis.

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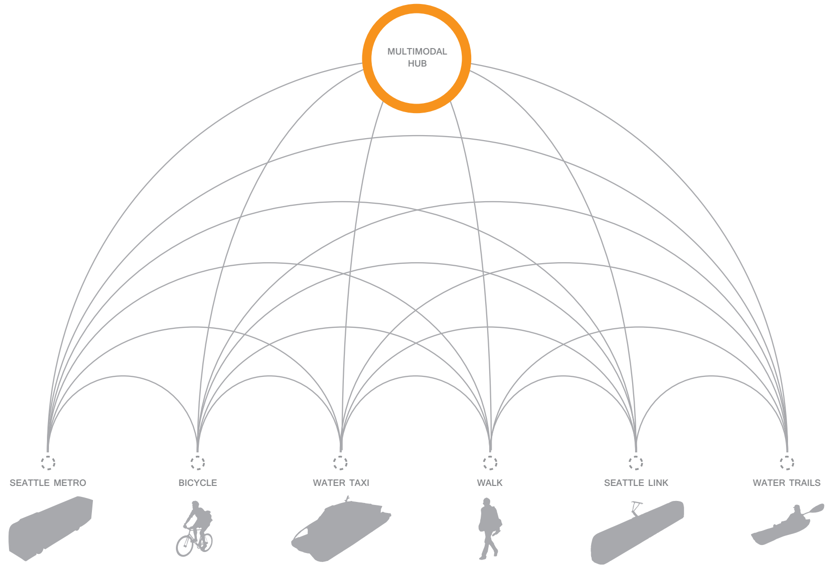
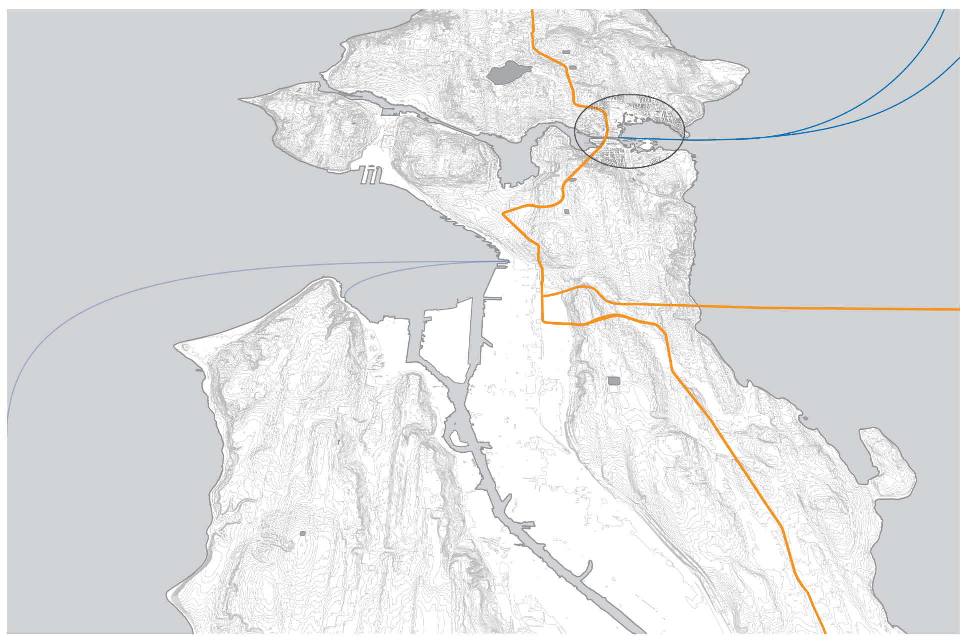
8. Watson, Darby, and Sara Robertson. "King Street Station Multimodal Hub Strategy." Seattle.gov. Web.



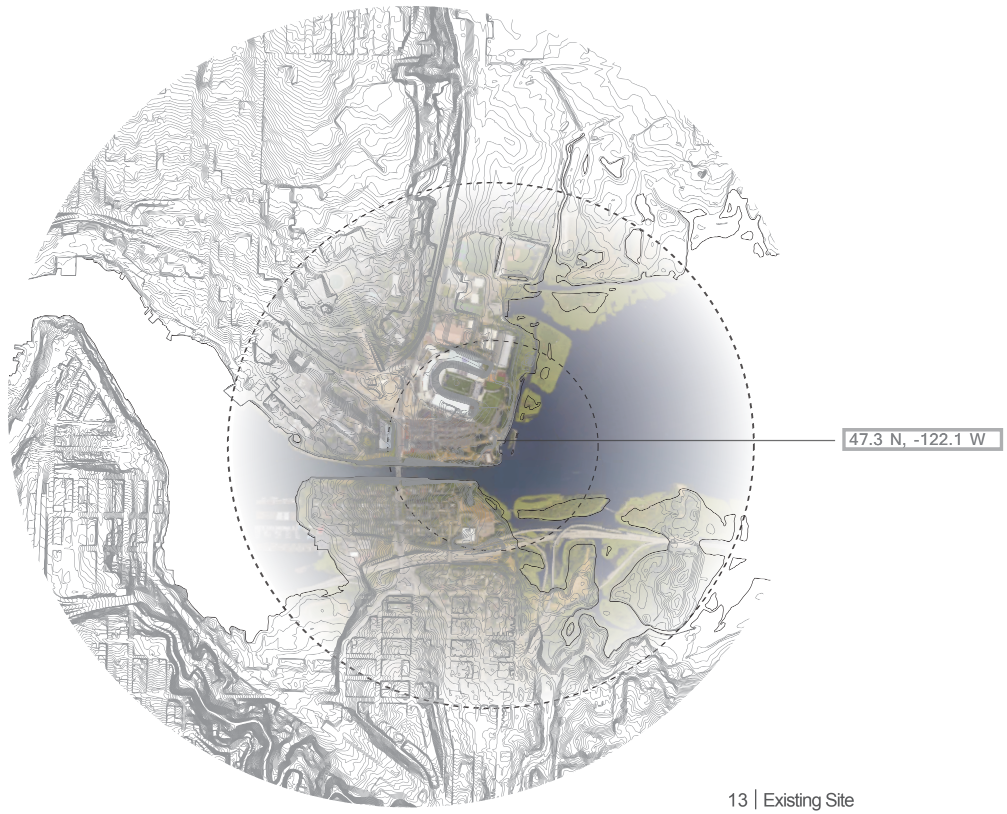
11 | Diagram of Multimodal HUB Strategy



12 | Light Rail and Water Taxi Relationship

CHAPTER THREE | SITE ANALYSIS

The site for this thesis is that of the current University of Washington Waterfront Activity Center (also referred to as the WAC). The WAC is a publicly accessible building operated by University of Washington, located on the southeastern corner of the campus adjacent to the Montlake Cut, Union Bay, as well as Husky Stadium. This site was chosen for this thesis based on the preceding research and its findings. The WAC and the surrounding area was chosen based on three primary criteria: the site's connections to the current Link Light Rail, the possible extension of the Seattle Water Taxi via the WAC, and for the current usage of the Waterfront Activity Center.



13 | Existing Site

Existing WAC and Site Usage

Sitting directly on the shores of Lake Washington, the existing WAC is predominately used as a public rental and storage facility for small watercraft such as canoes and row boats. The boats can be rented by University of Washington students and alumni as well as members of the public. These boats are mainly used to explore the nearby green spaces of the University of Washington Arboretum or the Union Bay Natural Area. The WAC also contains facilities that are used by University of Washington students and faculty only clubs, such as the Kayak or Yacht clubs. The WAC sees most of its use from spring until early fall, when the rental facility is open and weather is at its best in Seattle, it also acts as a makeshift community center for students and public alike.

The building is split into two separate structures. The northern structure houses the administration facilities and club spaces, while the south structure contains the main storage space and a large reservable meeting hall. These two structures are connected by a small elevated enclosed bridge.

The WAC is located on a large park space that is used by walkers, runners, and bikers. There are a number of weaving and intersecting foot paths that allow connections to the main parts of the UW campus. Much of the site is taken up by a large surface level parking lot, used predominately for daily UW commuters or on certain weekends for special events such as home UW football games. The parking lot has

14 | Existing WAC

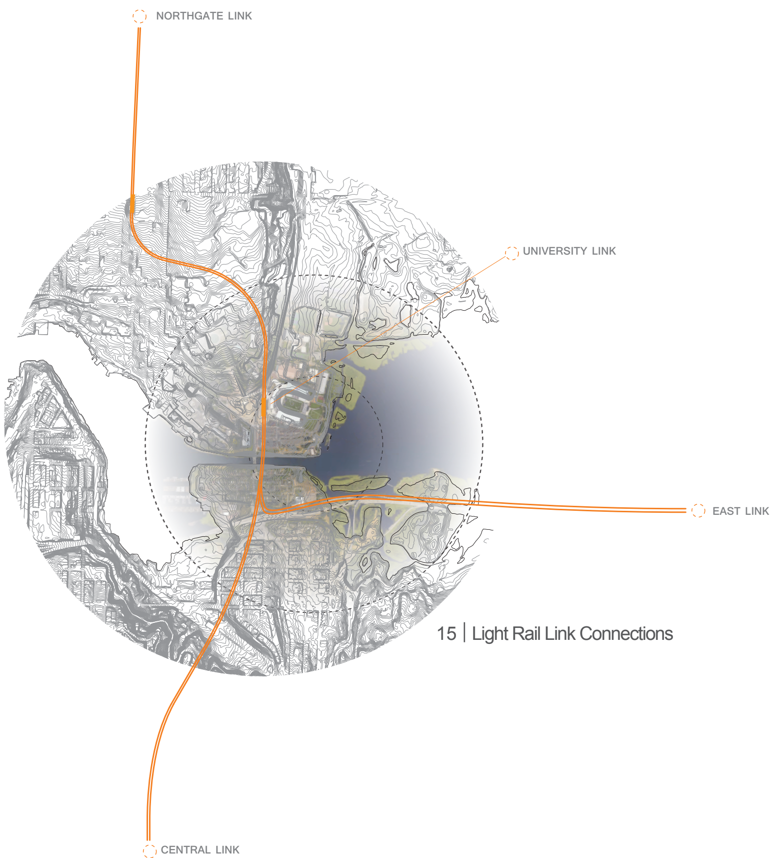
recently been renovated to allow easier passage of pedestrians through the parking lot in order to allow people to reach the WAC and the paths through the site from the new light rail station.

Site Connections

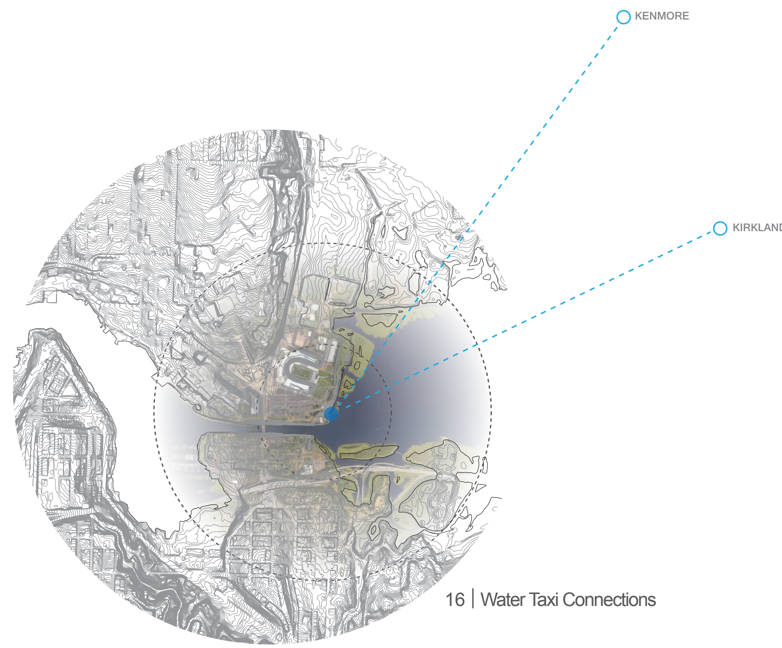
Based on the research of Seattle's transit network, this site was chosen primarily because of its current, planned, and possible connections (images 15/16) to the rest of Seattle through the means of an extended mass transit system. Adjacent to the site is the new University of Washington Light Rail Station, which starts services to downtown Seattle in March of 2016. This station is located only a few hundred feet from the WAC, and will serve as a primary mode of transportation for thousands of riders a day to and from the University of Washington. The station will also eventually serve as the first stop in the North Link expansion, which will eventually allow the light rail to reach from the University of Washington to this area to act as a gateway that links the two sections together as the North Link is slowly constructed over the next ten years, adding nearly 75,000 daily riders, with 25,000 through the UW station alone. There is also a possibility that the UW station could act as a gateway to the east side of Lake Washington. The new 520 bridge, which will be completed in 2016, has been designed to allow for the possible expansion of the light rail, if it is deemed financially feasible. This would allow connections from the site east to Bellevue, increasing the importance of the University Station.

Because of its location directly adjacent to Lake Union and the University of Washington, the WAC is being considered as one of the potential sites for two new Seattle water taxi routes. These routes would run to and from the WAC to both Kenmore and Kirkland, which are east across Lake Union from the university. While the WAC currently has a number of operable docks for small boats and watercraft, they are aging, and not fit for use by the larger boats and the number of people they would bring to the site and are also poorly connected to the shore, necessitating and entirely new system of docks on the site.

While the docks are in poor shape, the adjacency of the new light rail station with the existing WAC and the possible expansion of the Water Taxi to the site allows for a unique relationship to be created by proposing a multimodal hub that allows for access to all of these elements through a single program and space.



15 | Light Rail Link Connections



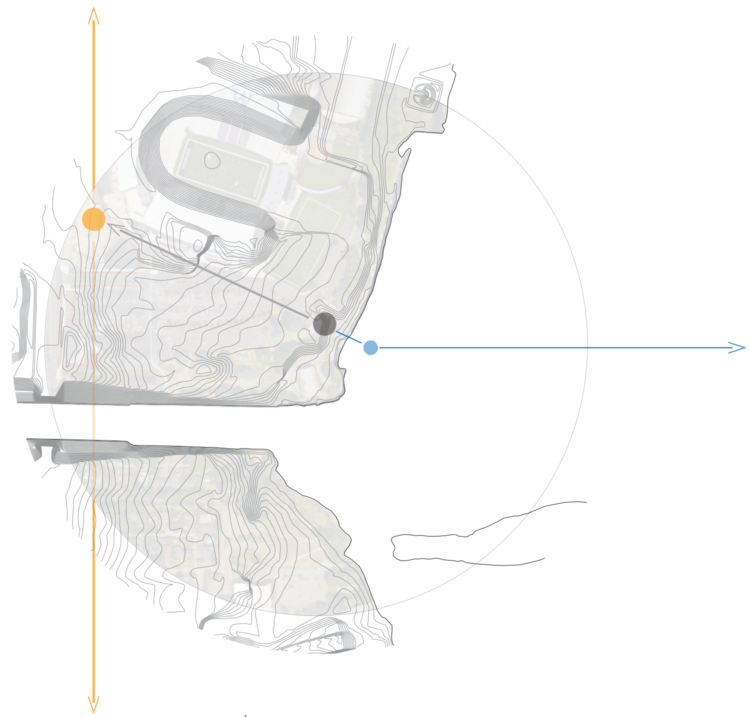
16 | Water Taxi Connections

17 | UW Light Rail Station

User Typology

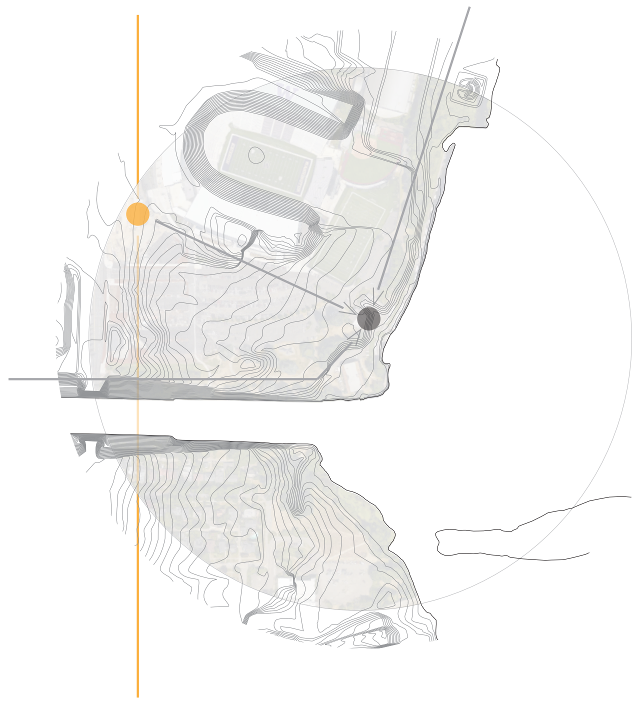
Based on the preliminary site analysis, it was determined that for this thesis there are three main typologies of users of the site that would serve as the focus for the design proposal. These typologies are categorized as: the transfer tser, the destination user, and the passing user.

The transfer user is the user who would be use the site primarily as a multimodal hub. These people would be transferring between the light rail and the water taxi, or from bike to water taxi, or other means of transportation. They do not use the site as a destination, but rather a means of changing their mode of transportation, flowing through the site on their way to their final destination, but with the site playing a vital role in their commute.



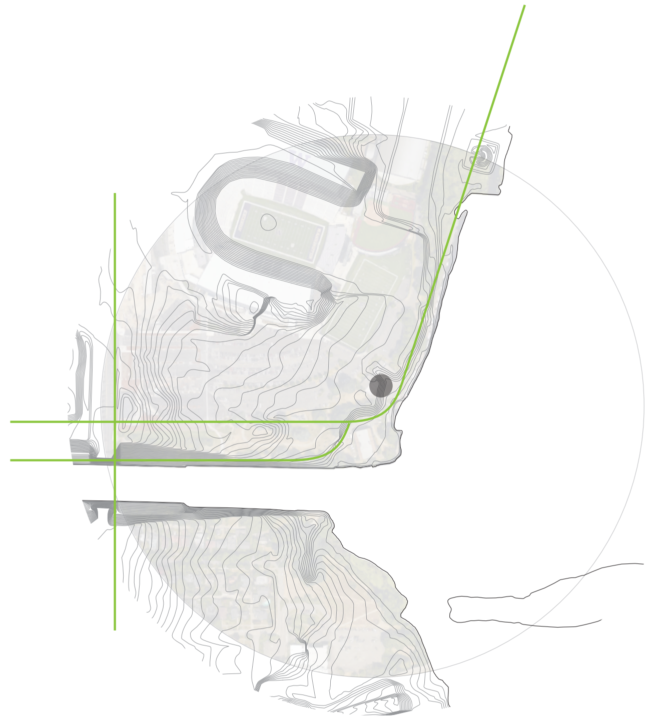
18 | Transfer User Site Diagram

The destination dser, or recreational user, is a user who uses the site in its current state, as the Waterfront Activity Center. Instead of being a transfer point, the site is the final destination where people use the site for recreation or community gathering, and renting boats to explore the adjacent natural areas.



19 | Destination User Site Diagram

The final category is the passing user. This user does not directly interact with the WAC or the multimodal hub, but is using the existing routes that "pass through" the site. These users may be using the paths in order to commute or for recreation, but without the need to use a building or specific space.



20 | Passing User Site Diagram

CHAPTER FOUR | PRECEDENT STUDIES

Because of the mixed use of the site and the final design proposal, it was important for this thesis' final design to understand the different requirements raised by the site analysis, by doing a series of precedent studies based on existing buildings. Because there are no examples that combine all of the different functions of the final design into one building and program, four different types of spaces were looked at. These were: community spaces, waterfront parks, recreational boat storage, and transit hubs. Certain design and program elements of each of these studies were implemented in the final design.

21 | Categories: Community, Waterfront, Recreation, and Transit hub

Community Buildings

San Wayao Community Sports Center
CSWADI

Located in Chengdu, China, the San Wayao Community Sports Center is a large multi-sport complex located in the middle of a dense urban fabric. The space reinforces aspects of community gathering by offering multiple facilities for the surrounding community to use, such as a pool, fitness center, and multiple sport arenas. Site and building are integrated in order for the building to become a part of the urban scale. The building is nearly completely clad in translucent U-shaped glass, allowing light to saturate the interior during the day, glow at night, and lets the building reflect its community driven function.

22 | San Wayao Community Sports Center

CEU Pimentas
Biselli + Katchborian Architects

The CEU Pimentas community building is located in Sao Paulo, Brazil. The main gesture of the scheme is a long longitudinal metal roof that covers an unconditioned park space, with conditioned spaces flanking the roof on both sides inside concrete volumes. This allows for people to move through and use the open park space or access the volumes while continuously being sheltered while still outside. The central park space remains undefined, allowing for interpretation, with the volumes retaining definition of their specific uses. This scheme creates a hybrid of conditioned and unconditioned spaces, in which users passing longitudinally interact with those using the flanking volumes.

23 | CEU Pimentas

Mercer View Community Center
Miller Hull

The Mercer View Community Center sits close to the shores of Lake Washington, on Mercer Island. The primary purpose of the center is create a building that gives members of the Mercer Island community access to public meeting and recreational rooms. The center has a gymnasium, fitness rooms, galleries, and multipurpose rooms. Being located in a popular park, it has access to large amounts of green space. The exterior spaces are designed with the intent of blending interior and exterior spaces.

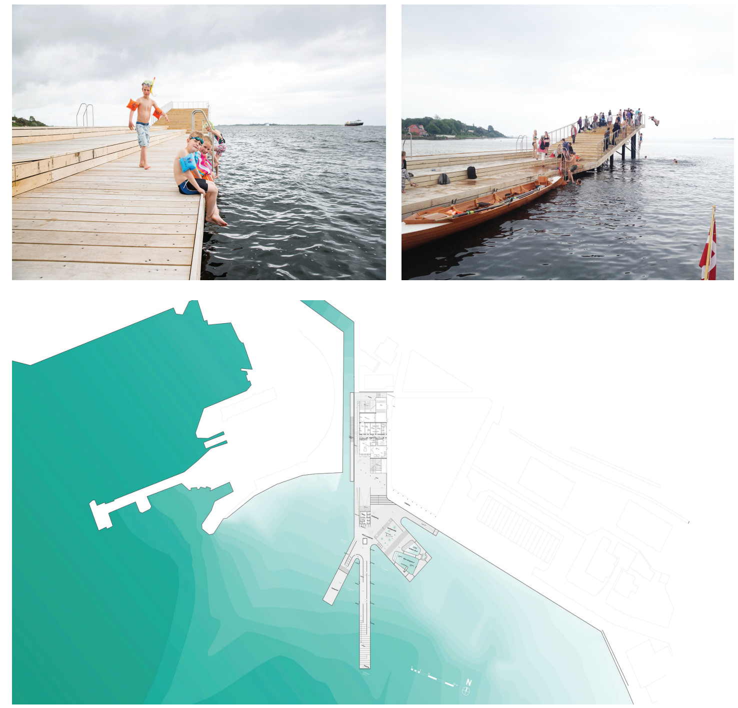
24 | Mercer View Community Center

Waterfront Parks

Faaborg Harbor Bath
JDS, Urban Agency, and Creo Arkitekter

The Faaborg Harbor Bath is a 20,100 sq. meter series of wooden piers in Faaborg, Denmark. These rigid piers jut out into the harbor at different angles, and each has its own shape and use. Intended as a public recreational waterfront space, the bath was designed to link the community of Faaborg with the water. The three piers were designed to give every age an experience, with activities ranging from diving and swimming to simply enjoying the view of the harbor.

Each of the piers form different shapes, including ramps and stairs that can double as seating, and enclosed swimming or wading areas. While the site is intended primarily for water based activity, it also enhances the experience for those exploring the waterfront. In the words of the architect, the “Faaborg Harbour Bath has given the town of Faaborg a new public water-space that facilitates activity and attracts locals as well as visitors to swim and enjoy water sports or just experience the fantastic waterfront”[9].



25 | Faaborg Harbor Bath

9. "Faaborg Harbor Path." Archdaily. 23 June 2014. Web.

Banks of Saone
BASE Landscape Architecture

Located in Lyon, France, this urban landscape project sits along the Saone River. This project was a redesign of the waterfront, and is mixed use. Wood and concrete paths were used to create a hard defined edge, which allows walkers and bicyclers to move along the waterfront. Sections of these paths are also used for launching personal watercraft. The paths extend outward into the water, which allows for canoes, kayaks, or rowing shells to be easily placed or taken out of the water, while also doubling as seating for individuals. These spaces along the water create areas of interaction between the multiple different users, whether they are walking, biking, or accessing the water.

26 | Banks of Saone

Hornsbergs Strandpark
Nyréns Architects

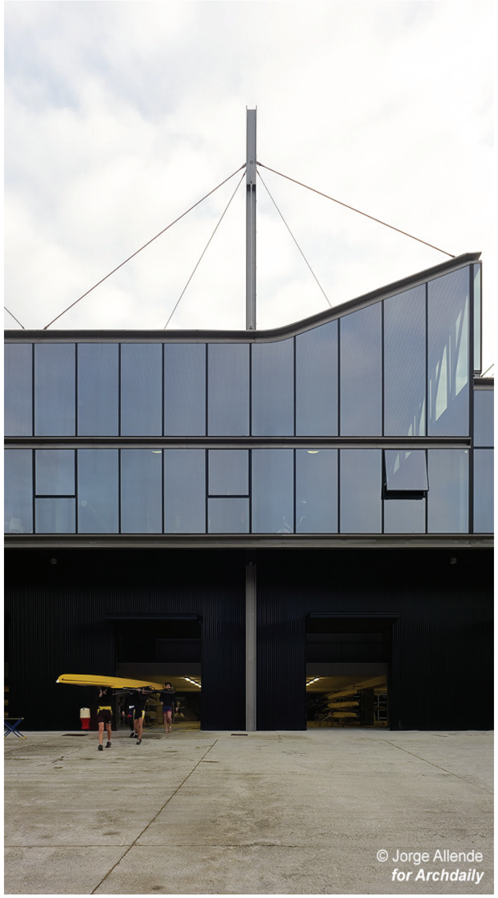
The Hornsbergs Straandpark is a new waterfront space in the urban center of Stockholm. The space was designed to create a hard but circular edge, clearly showing the park was manmade and not a natural landscape. The park is made up of concrete paths and grassy open spaces, as well as three metal and wood piers that stick out perpendicular to the waterfront. These piers allow park users to experience both the water's edge and as well as to be able to inhabit spaces on the water. The park was intended to give an abundance of green space as well as waterfront space to the densely populated urban area.

27 | Hornsbergs Strandpark

Recreational Boat Storage

Sports Technification Center for Rowing
U.T.E. Atristain Begiristain

This rowing center lies on the river Orio in Spain. The building sits into the river bank while a large apron extends to the waterfront, with the boat storage being level with the river and the second level open to the street above. The massive shell storage area sits deep into the hillside taking up all of the waterfront level, with gym and training facilities making up the street level. The boat storage bay is mostly solid, giving the structure a visually solid base when closed, but opens up to the water through a number of doors, allowing the large racing shells and canoes easy access out. The gym spaces are clad in glass, giving the users view out towards the river, as well as the large boat apron. The glass also enhances the idea that the top level is seemingly floating above the heavy base.



28 | Sports Technification Center for Rowing

Floating Kayak Club
Force4 Architects

Unlike most boat storage facilities, the Floating Kayak Club is extended out onto the water, giving it almost 360° of water access. The club is split into two enclosed spaces, one with conditioned spaces consisting of meeting and locker rooms, and the other with unconditioned storage lockers for secure and efficient storage of smaller kayaks, canoes, and shells.

The building has an opening between these two spaces, where rowers can put their watercraft directly into the river, as well as creating a type of water courtyard. The roof is also accessible as a large and open deck space, which has a number of bridges that can be either walked on or rowed under. The club is extremely space efficient, and blends the typologies of waterfront, park, and club spaces.

29 | Floating Kayak Club

Transit Hub

Tempe Transit Center
Architekton

The Tempe Transit Center was designed for not only commuter needs, but for community interactions as well. With access to bus routes, light rail, and bike stations, the center creates a multimodal hub for ASU students and Tempe residents, while reinforcing social gathering with interweaving layers of spaces, both conditioned and unconditioned. The building houses Tempe's transportation and management offices, a community room, locker rooms, and bike storage and rentals. The Tempe Transit Center is one of the first transit hubs in the nation that offers some amount of community and social engagement.

30 | Tempe Transit Center

Precedent Study Conclusions

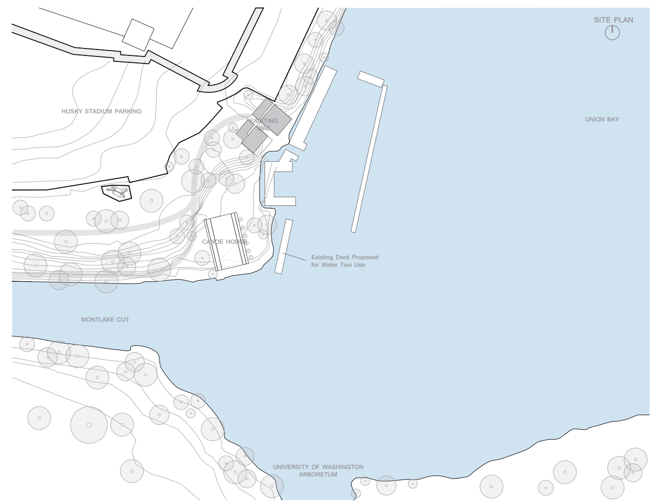
Based on this series of precedent studies, there are a number of conclusions that can be drawn and applied to the following chapter, the design proposal. Most of these spaces were designed for multiple types of people to inhabit and use the same spaces. This is most prominent, and somewhat unsurprisingly, with the waterfront parks and community centers. However the Tempe Transit Center was also designed with this in mind. While both of the rowing clubs were geared mainly towards one type of user, the San Wayao Community Sports Center shows that a sports oriented design can also be successfully integrated into the local community. It can also be concluded that given the types of users defined in the site analysis, the sites preexisting conditions which are similar to many of the precedent studies, and the successful creation of a multimodal hub with community aspects, that it is plausible that a design integrating many of the functions from the precedents can be successfully proposed.

In the next chapter, many of the design aspects from the precedent study will be applied to the final design proposal. In particular the blending different types of spaces, such as community, recreation, and transit, will be important for the final design. Material elements, such as concrete and wood to create a hard edge along the water will be considered, as well as translucent materials that allow the distortion of between what is interior and exterior spaces.

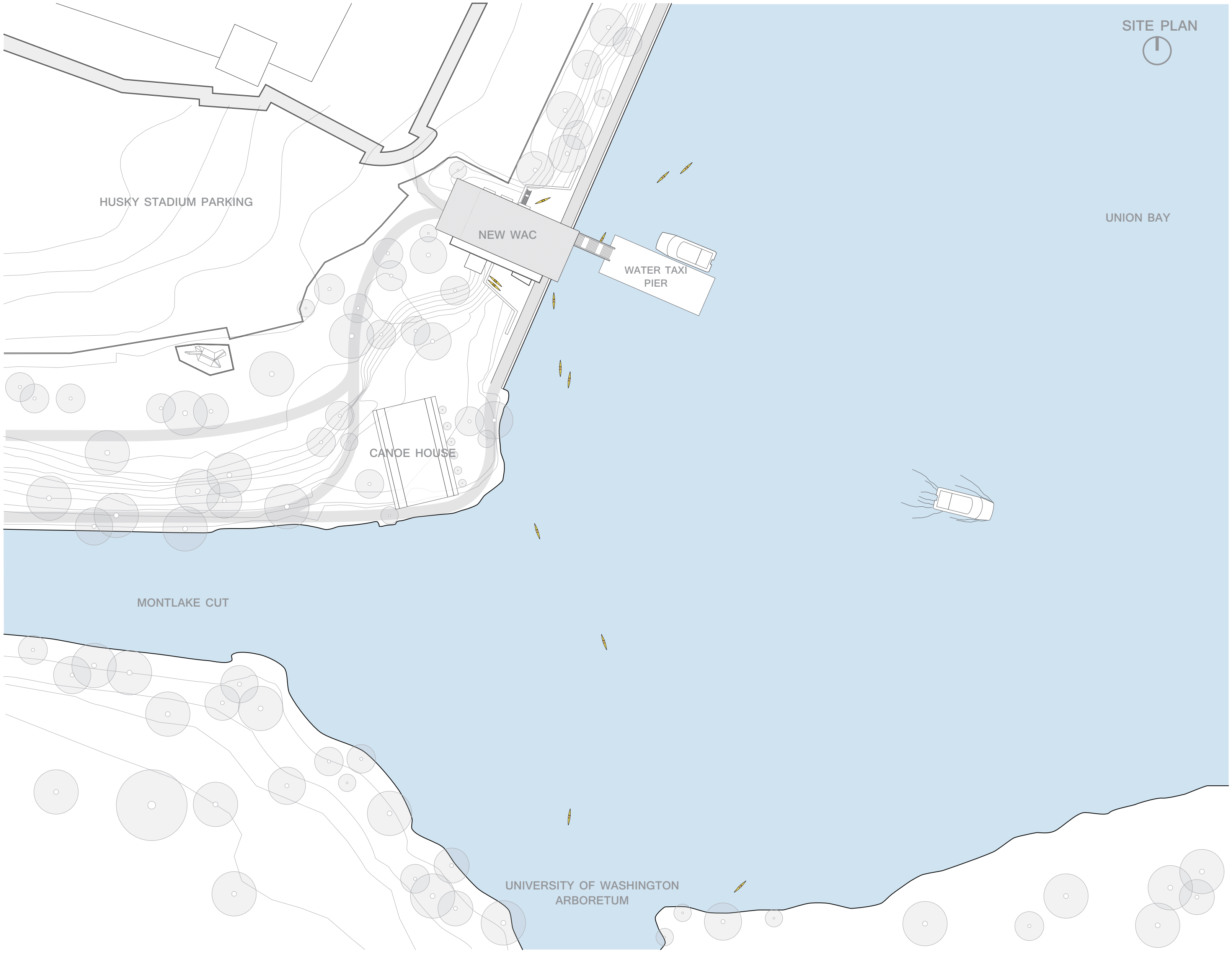
CHAPTER FIVE | DESIGN RESPONSE AND PROPOSAL

The following design proposal is a reflection of the preceding site analysis and precedent studies. The proposal's goal is to integrate the community and recreational functions of the currently existing WAC with the elements required to create a multimodal hub for the University of Washington light rail station and the Seattle water taxi. This proposal seeks to create a new typology of space, one in which different users, such as commuters and recreational users, can utilize the same spaces for different functions instead of having segregated buildings for different functions. The new WAC will function as an integrated recreational community center and hub, creating opportunities for the different types of users presented in the site analysis to utilize and interact.

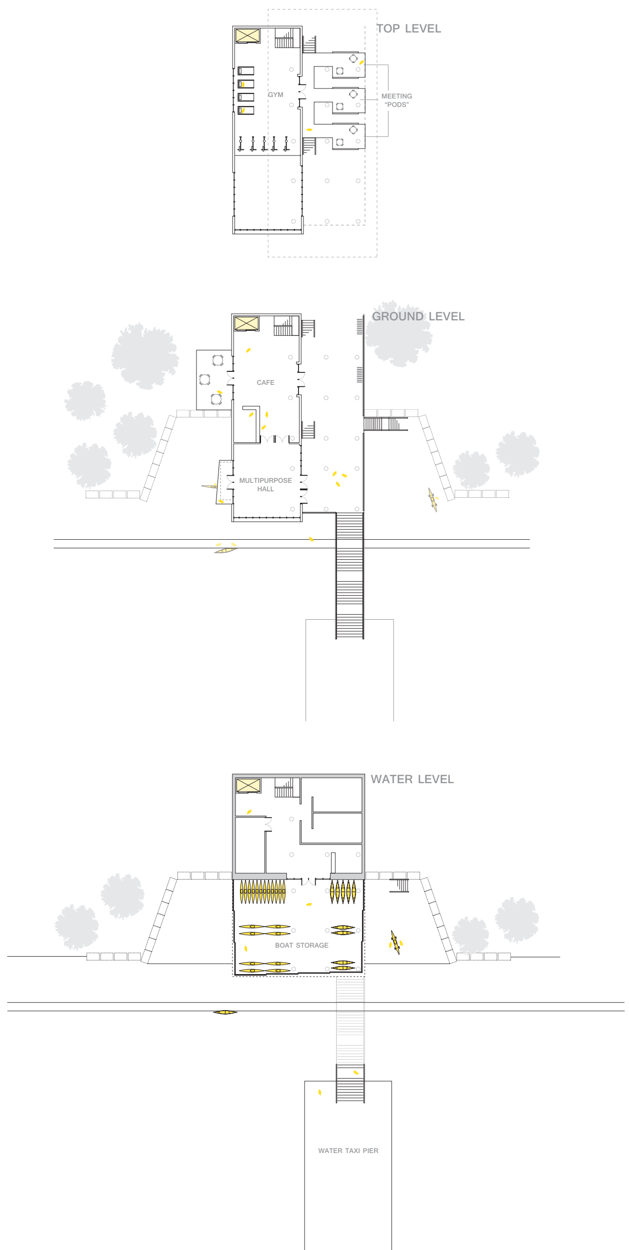
The proposed new WAC sits in the same location as the existing Waterfront Activity Center, however it is consolidated into one building instead of two separated buildings like the existing WAC. This choice was made in order to allow for the different spaces to mix and interact, instead of being separated both physically and visually. The building is also rotated counterclockwise by a few degrees, so the building is perpendicular to both the new shoreline and the light rail station. This allows for both a visual and physical axis between the new water taxi pier, the new WAC, and the light rail station. This move reinforces the sites transit connections and the needs of the Transfer and Destination Users. The new design features a reworked waterfront area, including a new path that creates a hard edge with the shoreline, allowing for Passing Users to move through the waterfront easily while still having access to the rest of the building.



31 | Existing Site Plan



32 | Proposed Site Plan



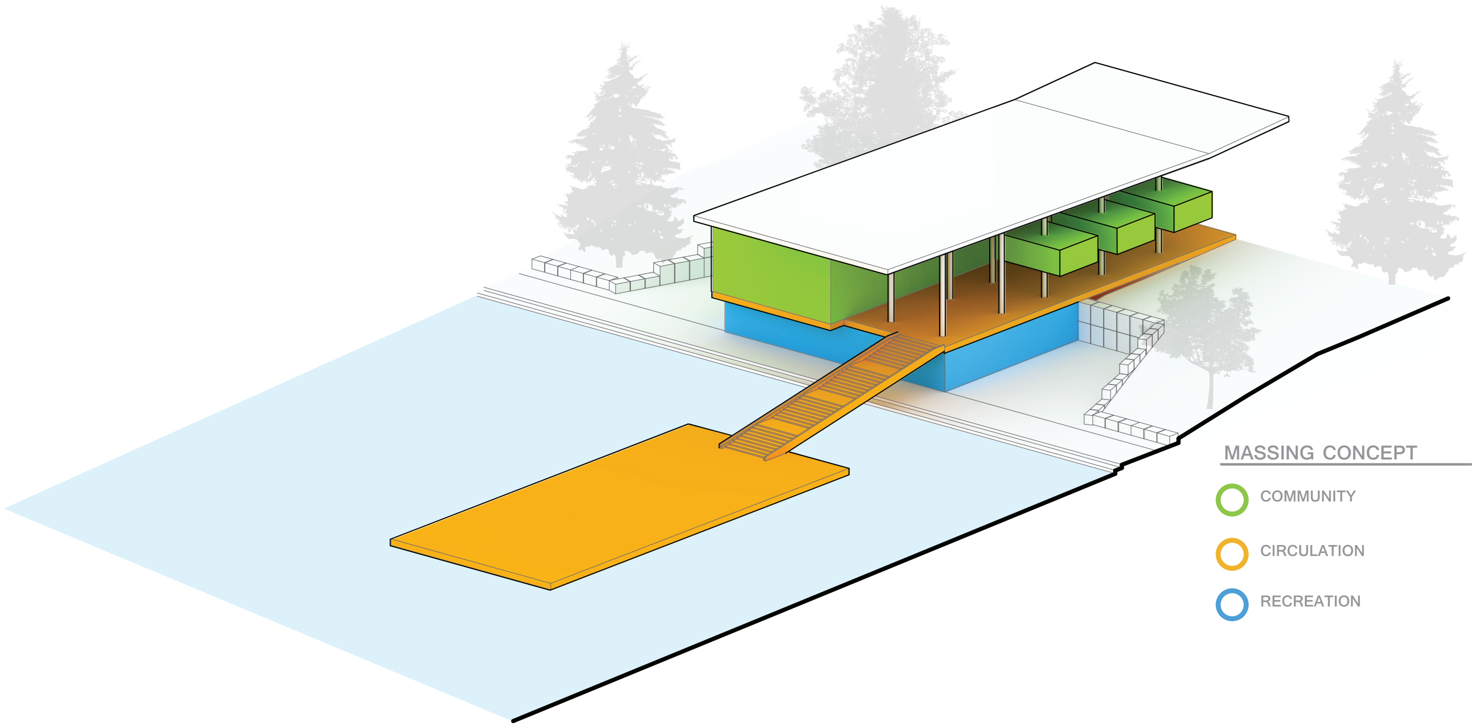
33 | Floor Plans

Program and Massing

The new WAC retains some of its existing functions and program, such as a large space for watercraft storage. However in order to become a true multimodal hub and community center, the program was expanded. There are three main programing elements: the community spaces, the circulation spaces, and the recreational spaces.

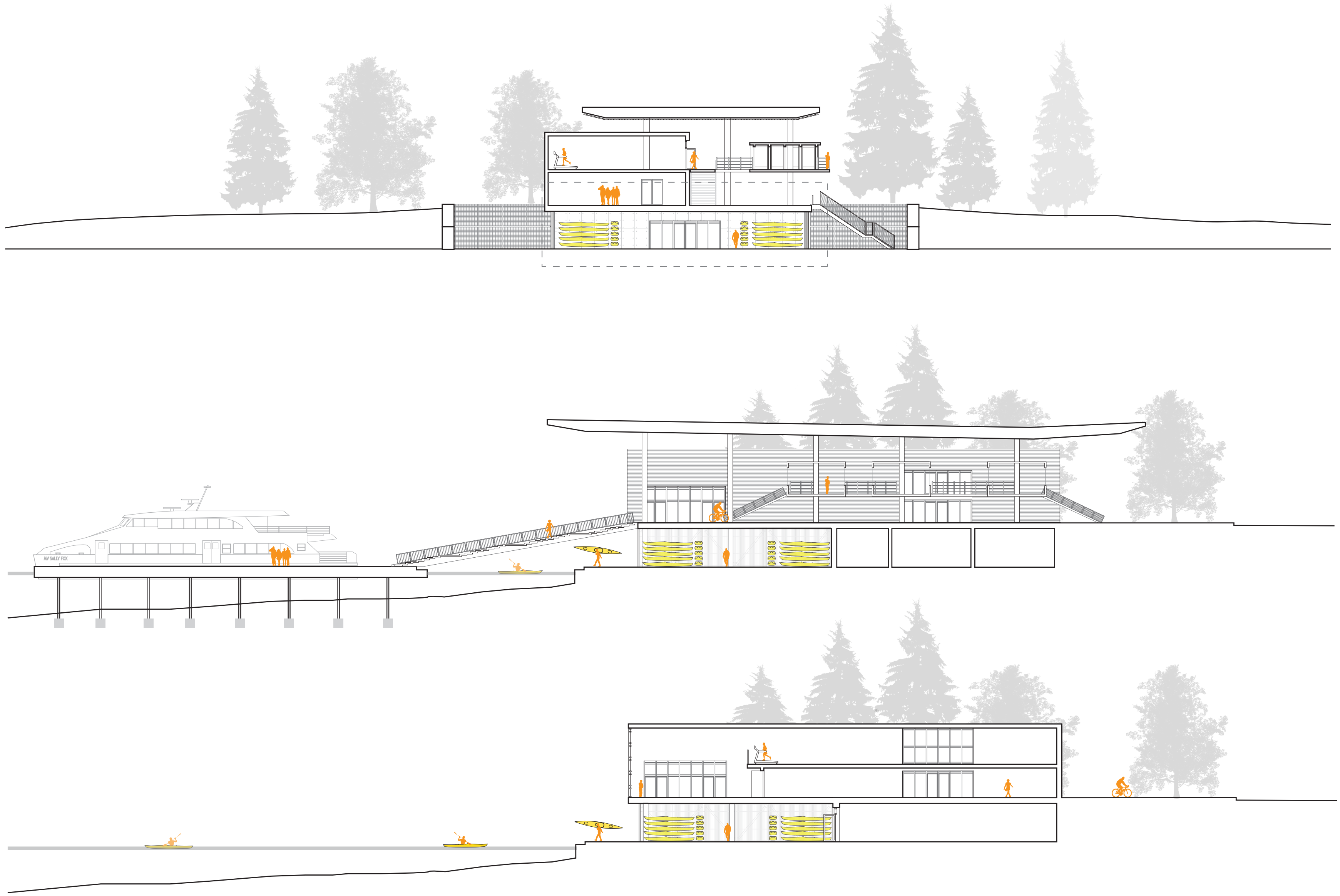
The community spaces serve as group interaction areas, and are made up of a café, a small gym space, a large double height multipurpose hall, and smaller exterior meeting “pods”. Because of the sharp change in topography on the site, these spaces are located on the ground level while the recreational spaces, located on the water level lie beneath. The community spaces are contained inside a wood clad volume that sticks out over the retaining wall. The café and multipurpose hall are located on the ground floor, with the gym being on the level above. The meeting pods are a series of three elevated semi enclosed spaces exterior to the main building. They are accessible from both levels for people to meet in as a group or to use while waiting between transit systems.

34 | Massing Diagram



The recreational space is primarily the large boat storage area, as well as locker rooms and secondary storage rooms. The boat storage space sticks out of the retaining walls that hold back the naturally steep topography, while the rest of the spaces are tucked back into the hill. This allows the boat storage space to have three open sides. These sides are operable, with moving doors that can be tucked away to allow the space to completely open up, be partially open, or completely enclosed. These sides face east toward the waterfront, and north and south. The north and south sides slide open to face concrete apron spaces which are created by the gabion retaining walls.

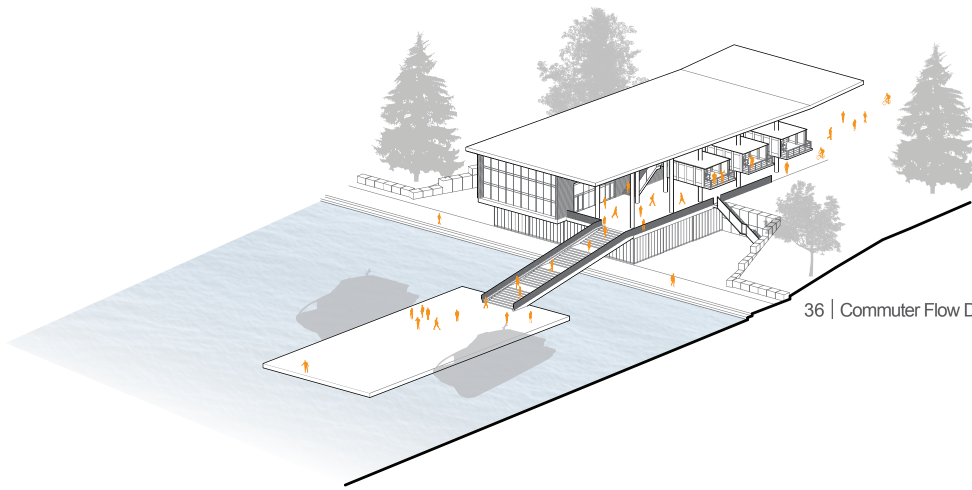
The circulation spaces are what tie the different functions together. Located on the longitudinal axis, these spaces act as the as primary conduit through the site, allowing access to the building or the water taxi. The first of the circulation space is a large courtyard area that is used as an entry portico to the building that allows people to flow through to get to the light rail or water taxi. It is an intermediate space, where people can choose to enter the building or continue through. As this space is on the ground level, 12’ above the water level, there is a bridge that connects the courtyard to the water taxi pier, which sticks out into the lake allowing for the water taxi to easily dock. Underneath the bridge is the waterfront path, clad with wood. This path runs perpendicular to the longitudinal axis, and serves as both a quick way for Passing Users to move along the waterfront as well as the launch site for rented canoes or kayaks.



35 | Building Sections

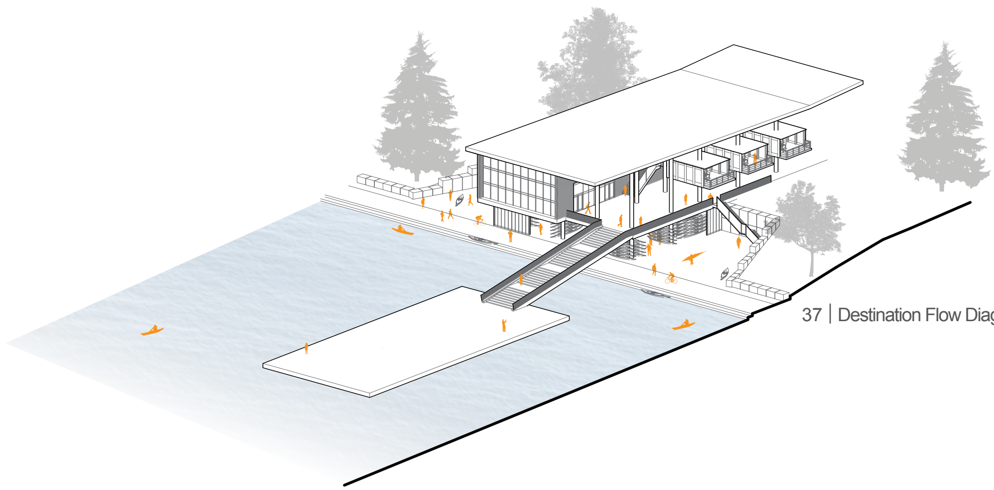
Circulation of Users

Because of the mixed functions, the new WAC would see different flows and fluxes of people as they moved through the site and spaces. The primary axis of the building which runs the length of the site from the water taxi pier towards the light rail station, is there to allow movement of commuters through the site while giving riders access to the interior spaces. When the water taxi is running, such as a typical workday, most users would flow longitudinally through the site between light rail and water taxi, but could branch off to reach the café, gym, or meeting pods as they wait for the next available water taxi.



36 | Commuter Flow Diagram

When the site is being used primarily for renting boats or as a community gathering space, such as a weekend or in between quarters at the UW, people would start to flow out of the longitudinal axis and into the other spaces, predominately the boat storage space. This space, with its sets of large transparent doors on three sides, can be completely opened up creating an entirely different type of space compared to when they are closed. People could flow freely through the water level: along the waterfront path, inside the boat storage area or in the boat launch aprons.

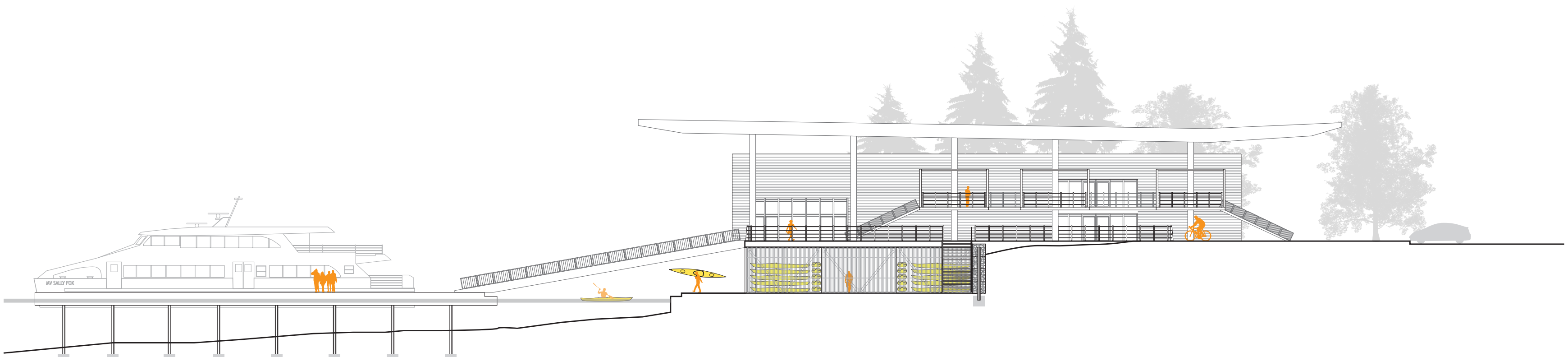


37 | Destination Flow Diagram

38 | Perspective during peak Commuter Flow

While the site might see one type of user utilizing the space over the other at different times of the day or week, the building was designed so anyone could inhabit and move through at the same time. Moments such as commuters walking over the bridge while canoes paddle underneath, and people sitting in the meeting pods while watching people walk below them were designed so that the buildings is seemingly always in flux and continuously responding to the change in users.

39 | Perspective during peak Destination Flow



40 | North Elevation

The courtyard (Image 42) allows users to transition through the site: to either transfer between modes of transportation or to stop and enter the building via entryways on the side. The space is large enough for large crowds to move through quickly, or for people to meet and interact in the adjacent community center. Three small “pods” are suspended above the courtyard (Image 41), and are accessible from either inside the community building or by an exterior set of stairs. These pods are unconditioned but covered spaces, and let people have a place to sit or meet above the movement in the courtyard. The pods are positioned so as to be a visual element while moving through the courtyard without interfering with the natural flows of people below.

People enter the community center (Image 43) into either a café space or the double height multipurpose hall. The café can be used by commuters who are in transition, or someone looking for a place to rest. The multipurpose hall looks out towards the water, and is there for large groups to rent for special occasions. A small gym space sits above these spaces, and looks out over the multipurpose space, giving it views towards the water as well. Again the gym can be used by any type of user: a commuter who has time for a workout before meeting their next mode of travel, or a recreational user who came to the building only for the recreational functions. Below the courtyard and community center, directly adjacent to the water, is the boat storage space (Image 44). The storage space extends out from the slope of the topography, and has transparent sliding doors that allow for safe storage while letting the space completely open to the water while in use.

41 | Perspective of Meeting Cubes looking down at Courtyard

42 | Perspective of Courtyard looking towards Lake Union and up towards Meeting Cubes

43 | Perspective of Interior Gym looking at Multipurpose Hall

44 | Perspective of Interior of the Boat Storage Space

45 | Perspective of Water Taxi Pier looking towards new WAC and light rail station

CHAPTER SIX | Conclusions

The process for this thesis began with an investigation of mass transit systems in Seattle. As mass transit systems continue to become increasingly integral with daily city life, there is room for them to play a bigger role within the communities that they serve. Instead of being separated from community or recreational functions, there is oppurtunities for them to coexist as a singular space, one that allows for interconnectivity between transit, community, and recreation.

This thesis is merely a starting point for any who wish to continue to explore the possibilities that emerge from combining multiple functions into a unified program. The results of this thesis are just one of many ways to interpret how mass transit can be more thoroughly integrated with other functions of a city. While this thesis focused on community and recreation, this was a result of the multimodal hub being placed on a site that has an existing history of watersport and community. A very different result could have been reached with a different site.

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