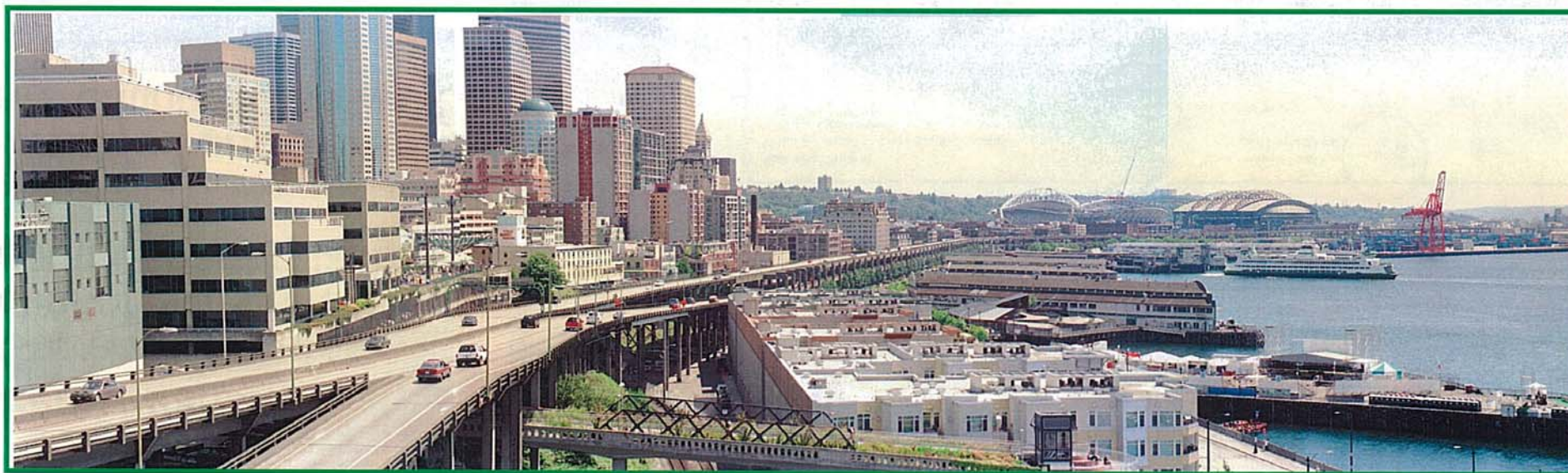




シアトル アラスカン・ウェイ 高架橋及び護岸 建替えプロジェクト

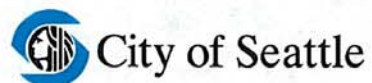


2006年8月 調査

ワシントン州交通局



シアトル市



連邦政府 高速道路局





シアトル中心部



空港から市内へ (SR-99 高架道路)



市内の高架道路



市内の高架道路



市内の高架道路



街の全景 スペースニードルから（ダウンタウン）





シアトル市内中心部全景



高速道路



護岸

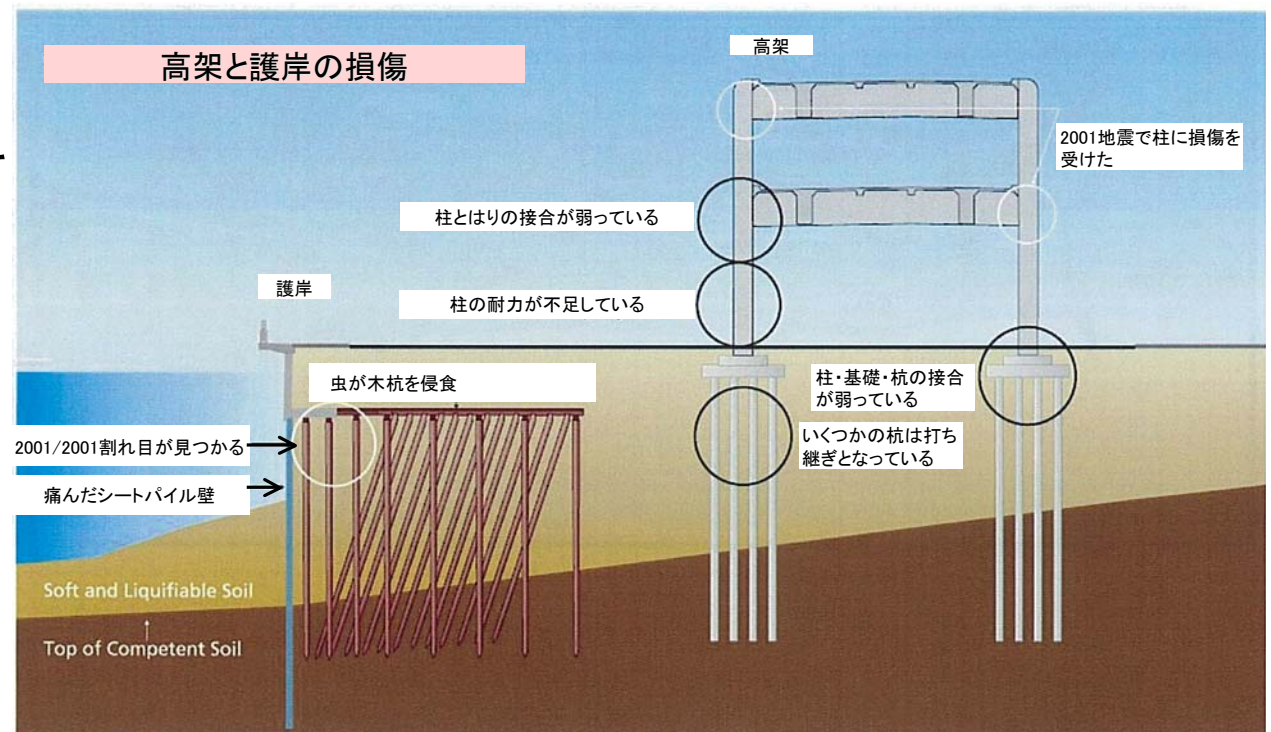


緊急の対策が必要

- 2001年シアトル地震で被災
- 高架道路の構造問題

現在の構造では次の地震に耐えることは不可能

- 護岸の侵食
虫や貝により侵食されている

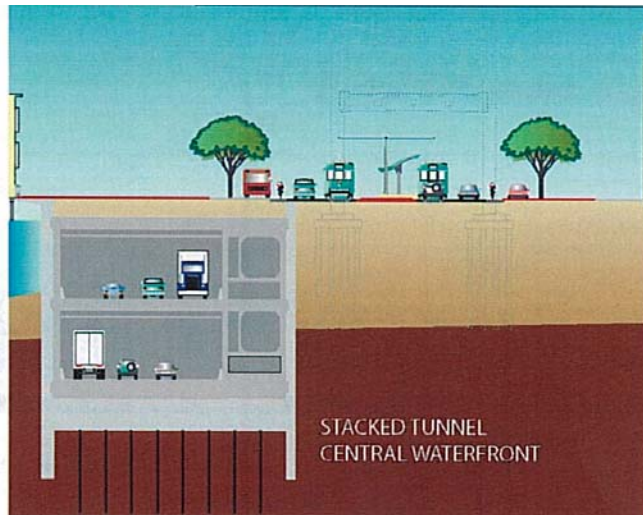


護岸：シアトル市

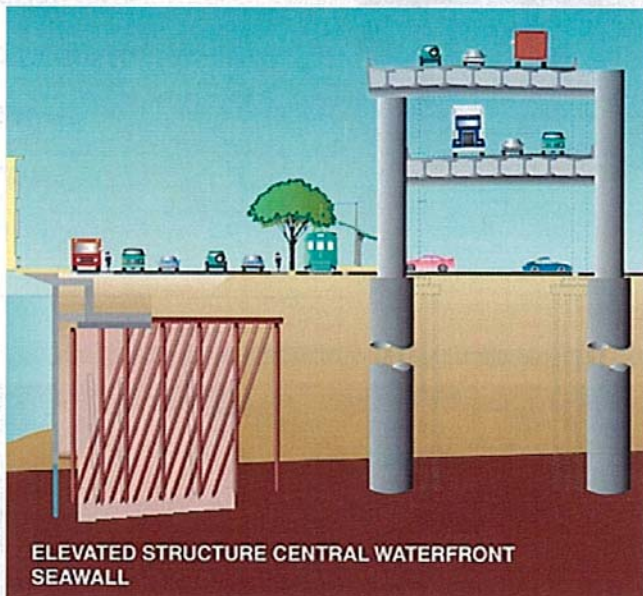
高架高速道路：ワシントン州



現在 2案に絞り込まれ検討中



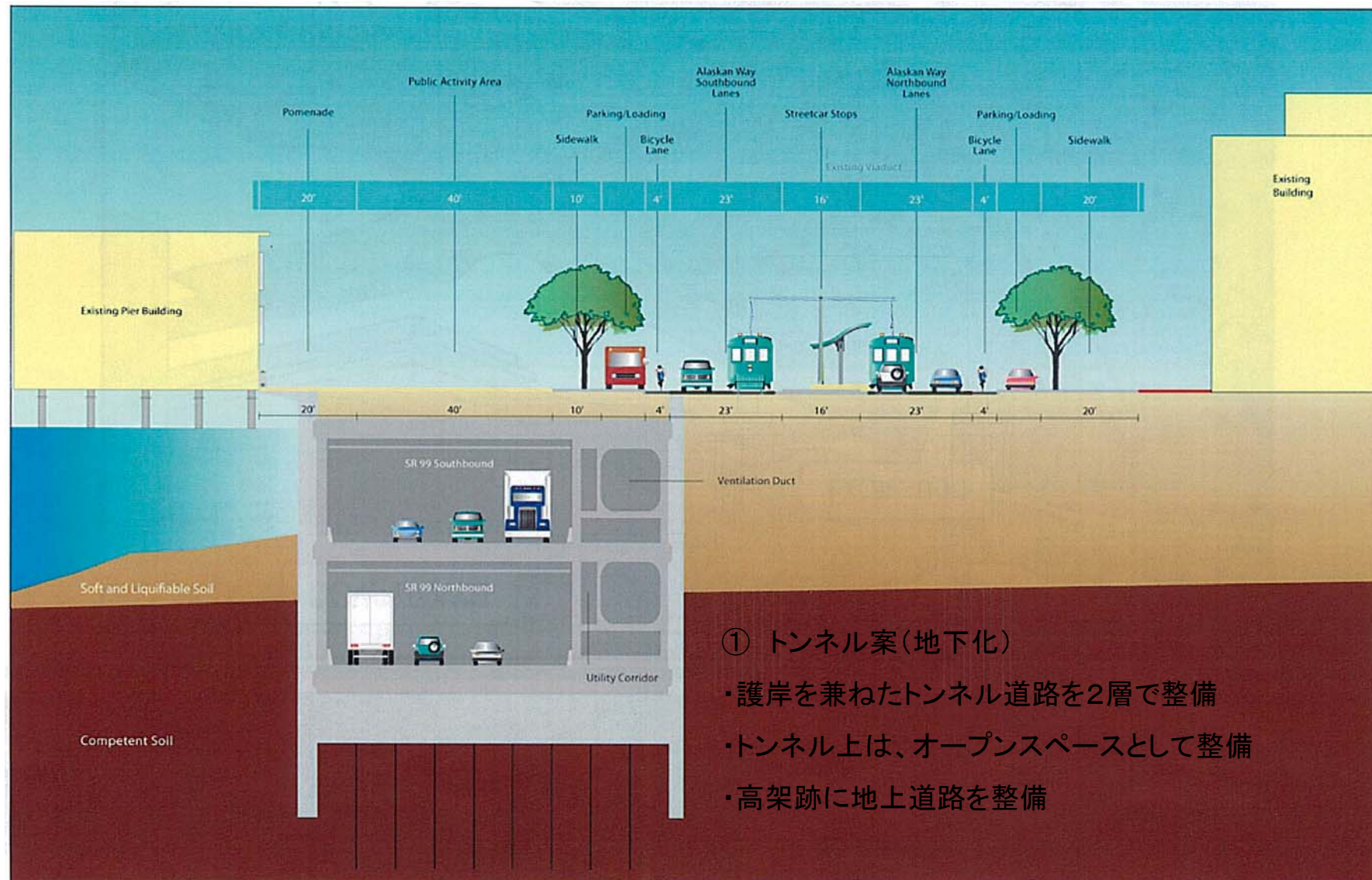
① トンネル案(地下化)



② 高架案

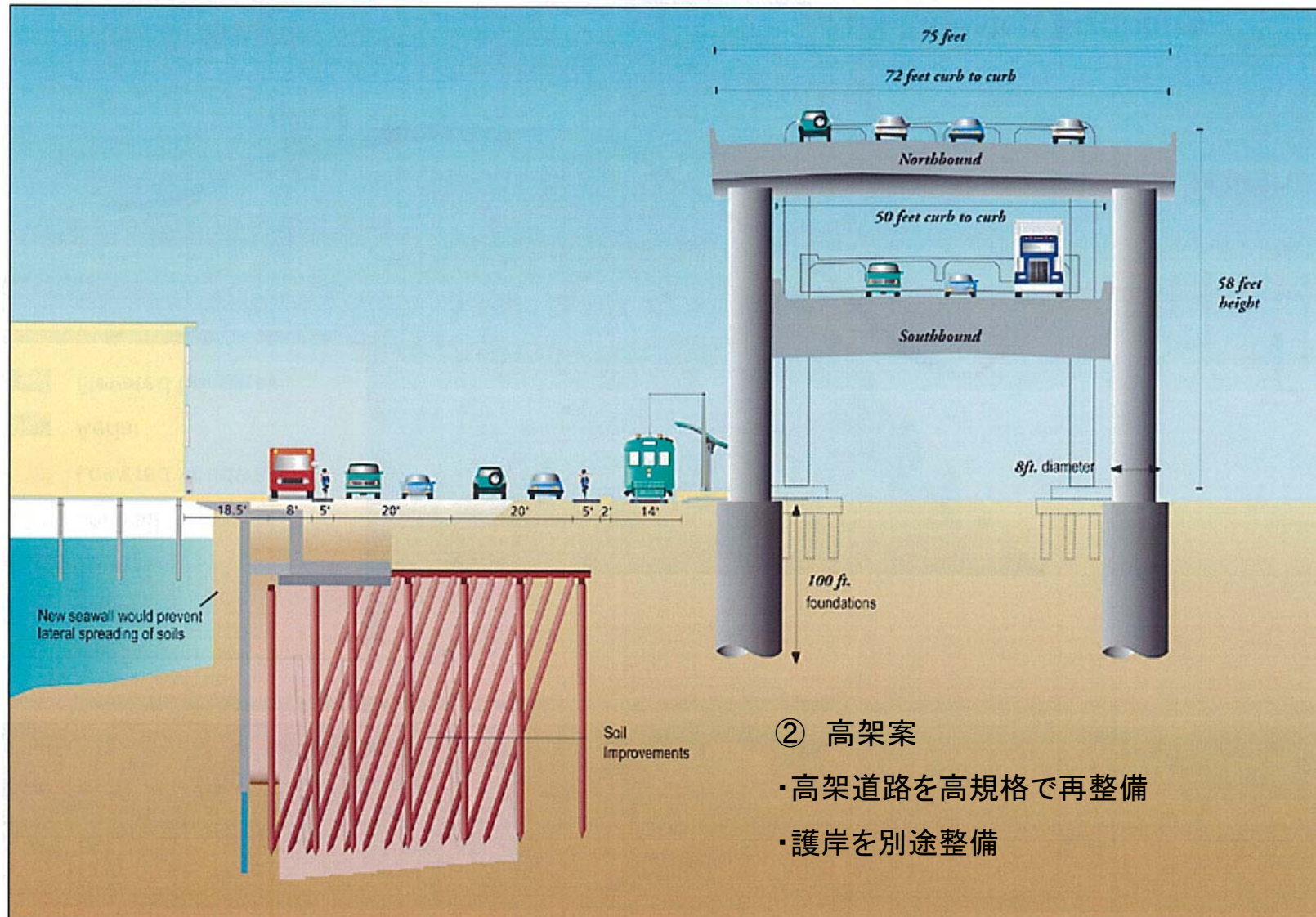


トンネル案(マディソン通り付近)





高架案(マディソン通り付近)





トンネル案ルート





高架案ルート





資金調達

総コスト
37～45億ドル

中心部コスト
30～36億ドル

■ 確定資金調達 24億ドル

ワシントン州（地震対策等によるガソリン税の値上げ分） 今後の資金調達でプロジェクトは完成する
22億ドル

連邦政府 2億750万ドル

シアトル市 1,580万ドル

■ 予定資金調達 7億ドル

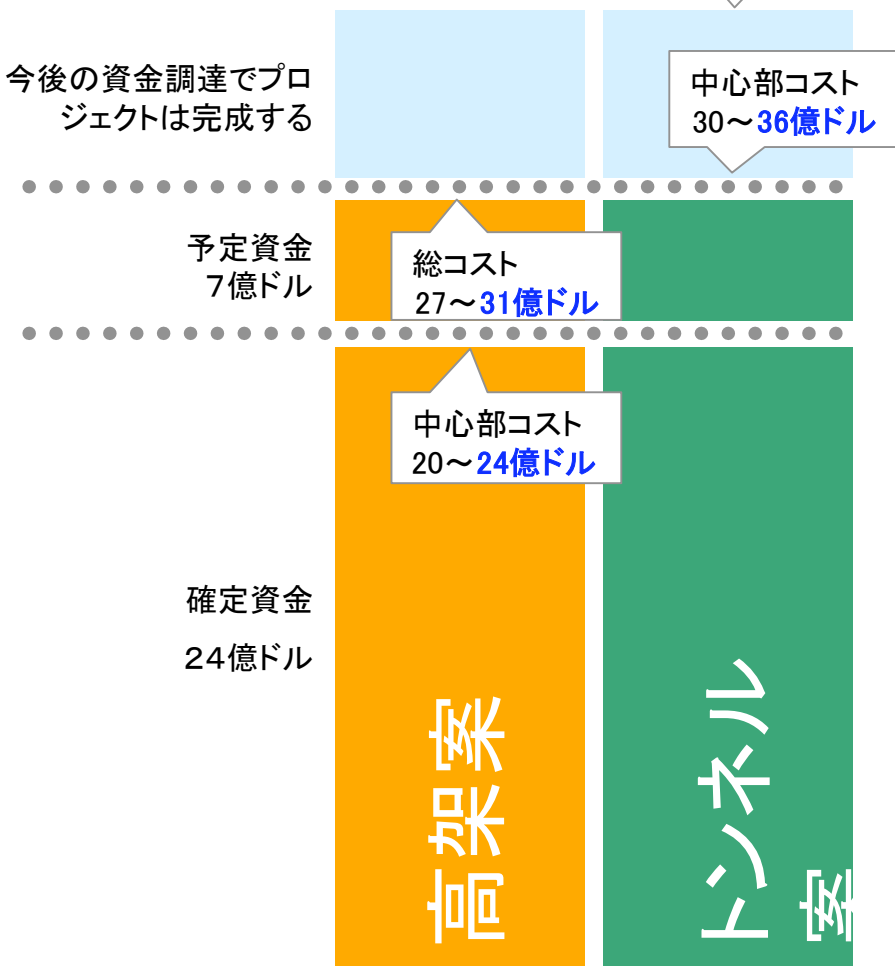
シアトル市 5億ドル

シアトル港湾局 2億ドル

確定分 + 予定分 = 31億ドル

■ 将来の潜在的資金源

今後の連邦交通基金、緊急救済基金の再支出認可、
陸軍工兵隊、地域割り当て、州有料道路、印紙税収、
シアトル市地域改善地域（ローカル・インプルーブメン
ト・ディストリクト）



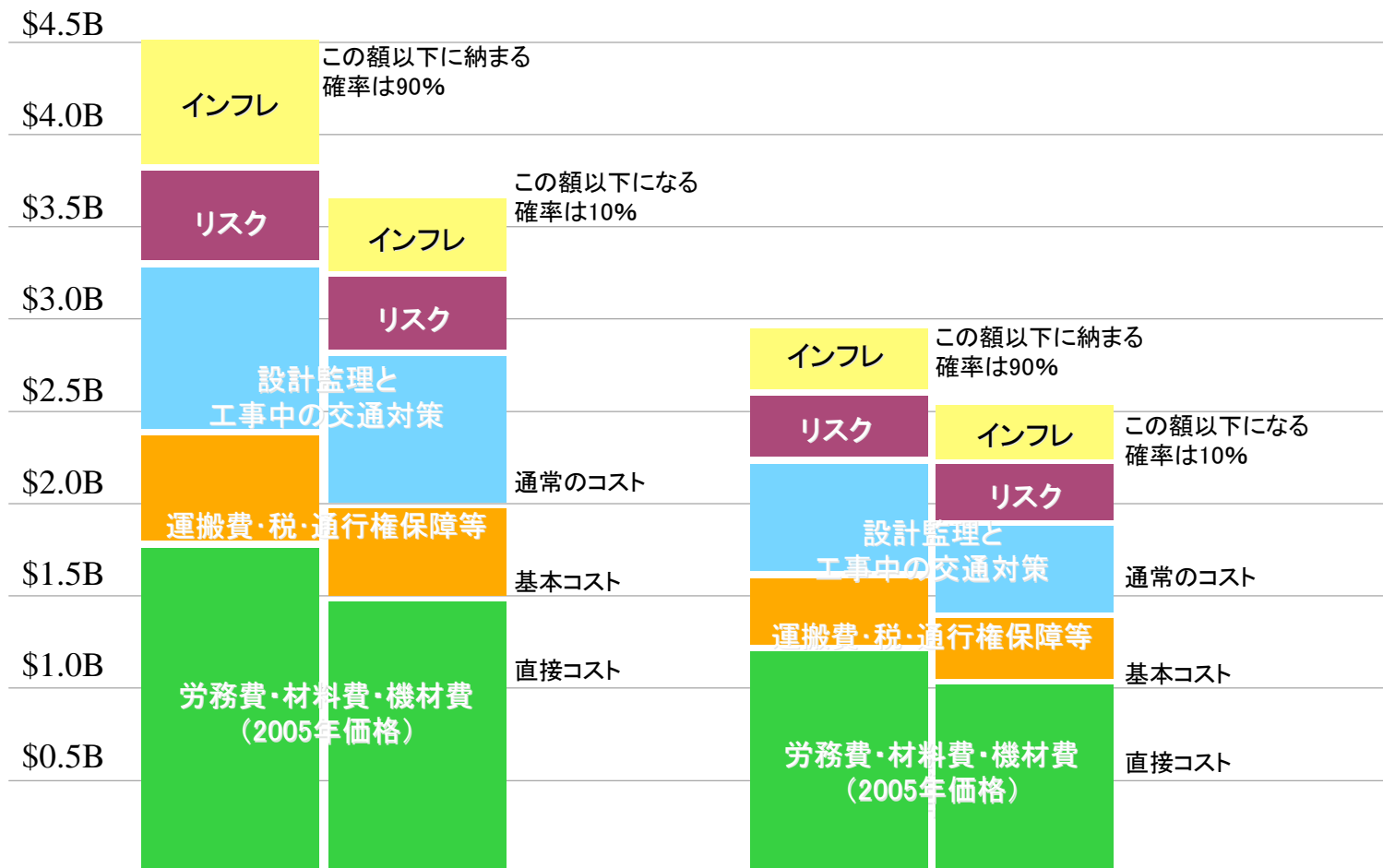


コスト見積りの現実性確保 モンテカルロ シミュレーション

80%の確立でこの範囲に収まると想定している

トンネル案(3街区)

高架案(3街区)





考慮されたその他のリスク 14項目

- 材料費の上昇
- 追加の工事対策の必要
- 都心の密集地域における複雑な工事
- 工事中の交通管理
- 予想外の地質工学的な条件
- 埋蔵文化財の発見
- 鉄道の移転交渉の遅れ
- 資金不足
- 訴訟を遅れさせること
- インフレーション
- 資格のある建設業者が限られ、他の仕事にとられる可能性
- 通交権と地役権の買収
- 公益インフラ施設の移設
- アセス及び許認可の遅れ



次へのステップ®

2006. 8現在

専門家による審査会 (今春、州議会で8名のパネル委員に再検討を義務付け)

○アラスカン高架橋、及び護岸の再建設、及び州道520号線橋の再建設、及び複数乗車占用プロジェクト **2案で計画案(資金調達、コスト見積り、工事の可能性)報告書を州知事へ提出** (2006年9月1日)

シアトル市における住民参加

○市議会主催の**公聴会**または**住民投票** (2006年11月)で2案、択一

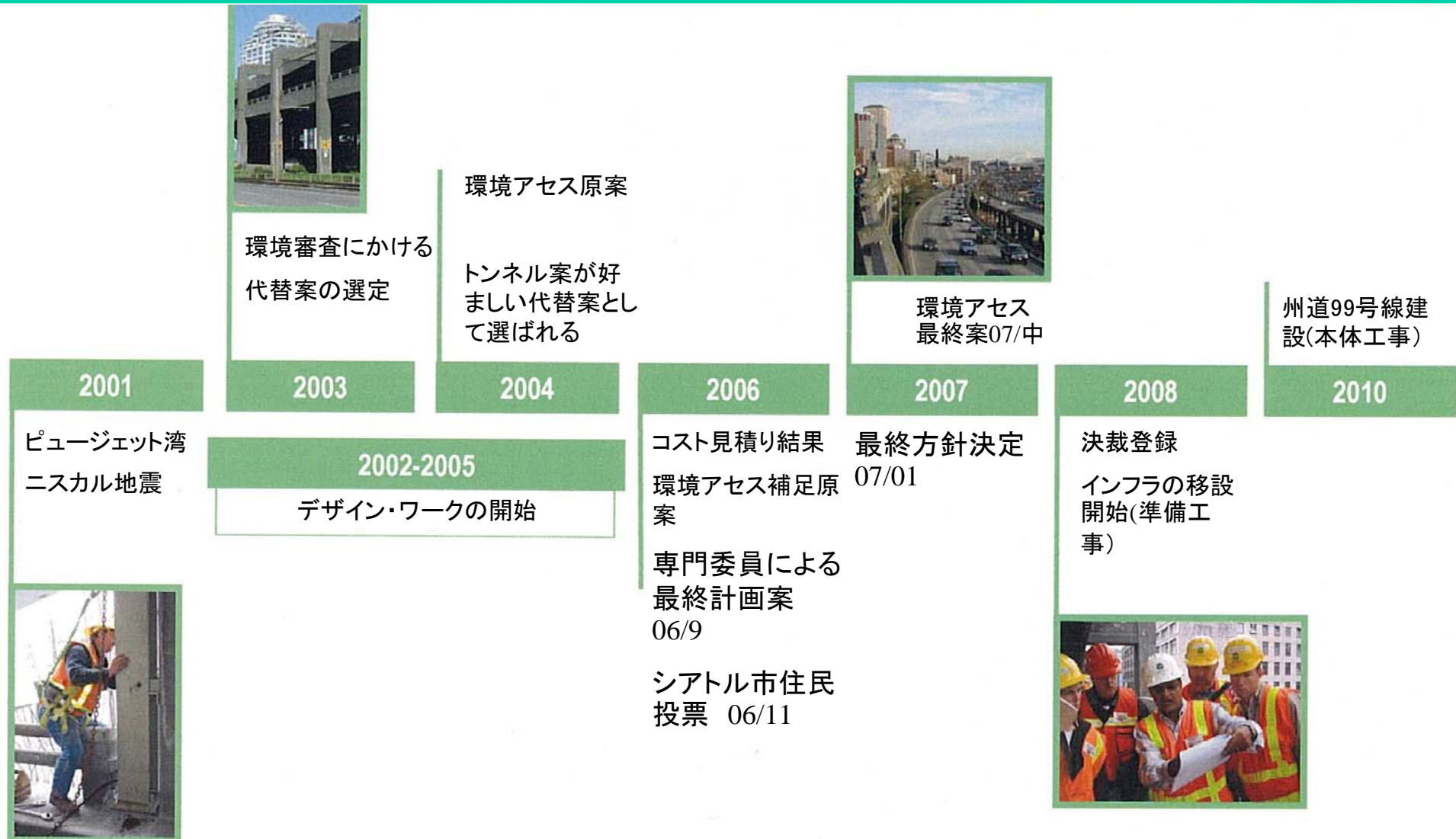
州知事及び州議会

○ERP(事業資源計画)報告書、及びシアトル市住民参加の結果を審査
⇒**最終方針決定** (2007年1月)



プロジェクト スケジュール

2006. 8現在





シアトル商工会 & NPO (New Urban Learning Advisers)の活動

シアトル商工会: 地元450件の雇用主組合の代表

○高架道路が出来てから、人の流れが遮断されてしまった。同じ過ちを繰り返して欲しくない。工事期間中のリスクも大きい。

○経済学者と不動産鑑定士による検討を進め、地下案の正当性を地域社会に知らせる活動を展開。

NULA: Quality Of Life (生活の質) を追求する組織

○住民300人から要望ヒアリング ⇒ 建築士、プランナーなど専門家がアイデアを具体化 ⇒ 一般市民に街づくりの目標やイメージ等メッセージを伝達

○活動(費用) はすべてボランティアでまかなわれている。

地下化提唱の6つの理由

- ①景観・賑わい向上、音・振動解消による地価の上昇（6億ドル）
- ②固定資産税上昇によるプロジェクト資金還元（TIF的な手法）
- ③新たなディベロップメントの喚起
- ④容積消化の促進（800万平方フィート【約22万坪】の建築工事の可能性）
- ⑤観光産業の振興
- ⑥工事期間の長さ



シアトル商工会 & NPO

(New Urban Learning Advisers)の活動

**WATERFRONT
FOR ALL**

ALLIED ARTS WATERFRONT MASTER VISION COLLABORATIVE

**ALLIED ARTS
OF SEATTLE**

Allied Arts of Seattle
216 first avenue s - suite 253 seattle, wa 98104
www.alliedarts-seattle.org



シアトル商工会 & NPO (New Urban Learning Advisers)の活動

WATERFRONT DISTRICT DESCRIPTIONS CENTRAL WATERFRONT

business. Similarly, the Central Waterfront lacks real open space that would encourage locals to visit even briefly, let alone tarry for a while.

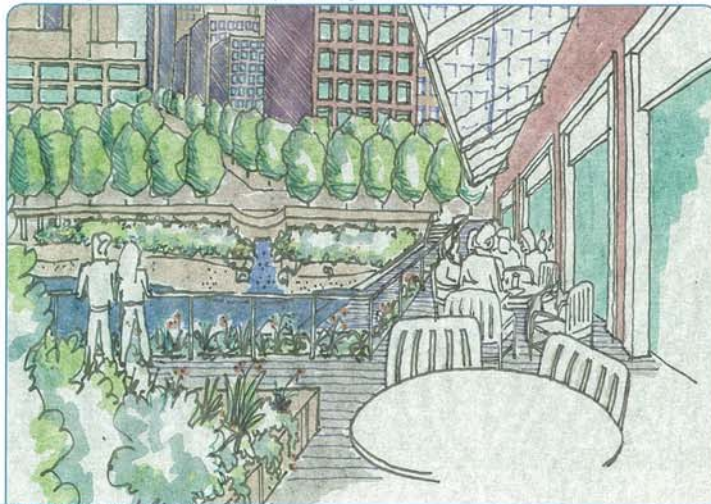
One solution to these problems is to link the west ends of the piers to create additional plaza space and create obvious public corridors. This new open space on the piers could be used for everything from outdoor theater to year-round gardens to seasonal outdoor restaurant seating.

Moving Alaskan Way to the east side of the corridor and shifting the streetcar line to Western and First avenues would enable construction of a wide Promenade along the water's edge. Small pavilions would be placed every block or so to provide services and activities for visitors, such as coffee houses, bike and skate rental, tourist shops and a fish and chowder shack.



Cold, empty spaces discourage visitors. Photo: David Yeaworth

Fresh water gardens enhance the waterfront experience. Image: David M. Guthrie



Dumpsters, and cyclone fences bar walkers from enjoying what are legally public walkways around the Waterfront piers. Photo: Stephanie Bower

A new green park with space for frisbee players and spontaneous flag football games would replace the existing parking lot between Spring and Seneca streets along Western Avenue. This could also be a home for a small ecological interpretive center or community center.

It is broadly assumed that the celebrated brick buildings between Western Avenue and Alaskan

Way, which today have their backs to the viaduct, will turn around to face the water once the highway is in a tunnel. To add more life and vitality to the neighborhood, apartments and condos within current zoning height limits and with street-level retail would be built in the five surface parking lots along Western Avenue.



A new wharf between piers 56 and 57 creates a place that invites people to experience Elliott Bay. Image: Stephanie Bower



シアトル商工会 & NPO (New Urban Learning Advisers)の活動

WATERFRONT DISTRICT DESCRIPTIONS PIKE PLACE MARKET

Pike Place Market is the number one tourist destination in the Pacific Northwest. Beloved by locals and visitors, The Market should provide an important link between Downtown and the Waterfront, but currently it does not. The walking connection is now discouraged by the noisy and shadowy concrete barrier of Highway 99; and the maze of hillclimb-stairways are confusing at best and dangerous after dark. The pedestrian connections and wayfinding between south Belltown and the Waterfront are awkward. These problems can be addressed making magical and safe connections from Downtown through the Pike Place Market to the Waterfront and from Pike Place Market north to the heart of Belltown on Western Avenue.



The seawall at Pier 66 is bleak and inaccessible. Photo: David Yeaworth

A quay along the seawall allows people to touch the water, watch the sea life, and launch a kayak. Image: Sue Eastman



36 Waterfront for All

WATERFRONT IMPROVEMENTS

- Create a pedestrian walkway running from First and Battery southwest to Alaskan Way at Pike Street via the Pike Place Market
- Extend the character of the Market onto the walkway with small structures for restaurants and shops
- Strategically encourage tall, skinny towers near the Market to help provide "eyes on the park"
- Create a marina and quay at Pier 62/63

To revive connections and revitalize this area, a broad pedestrian causeway from Battery Street at First Avenue, a "grand descent", could flow to the Waterfront via Steinbrueck Park at the Market. This "living bridge" known as the Steinbrueck Lid would cover Highway 99, providing pedestrian views, creating open space, and offering innovative opportunities for shops and affordable residential living.

Shops and residences along the western edge of the lid would be no more than two stories high and crafted with various design styles to create a neighborhood with character. Vehicles could access these structures from an alley in between the lid and the Waterfront Landing condos. Five narrow, residential towers, 12 to 16 stories tall, could be placed strategically on the eastern edge of the lid to invite more people to the neighborhood, yet be thoughtfully placed to retain views from established buildings to the east. By selling portions of the air-rights above the highway, this new Pike Place Market property can help to fund construction of the lid and work to activate the neighborhood.

Today SR 99 arches over Elliott and Western avenues as it heads north into the Battery Street tunnel. Photo: WSDOT



With SR 99 directed under Elliott and Western avenues, a pedestrian greenstreet is created from First Avenue and Battery Street to Victor Steinbrueck Park. Image: Jeff Benesi

The Market could use the plaza area of the lid as additional day-stalls for artisans and vendors. A water feature in the plaza would also serve as a system for storm water capture and treatment.

An additional advantage to this reconfiguration of the highway underneath the new Pike Place Market Plaza is that instead of rising over Elliott and Western Avenues as in the current designs, it would dip below these streets, surfacing roughly 60 meters into the Battery Street Tunnel. This redesign of Highway 99 creates an easier grade, readily attainable for trucks and cars going up hill.

Allied Arts Waterfront Master Vision Collaborative 37