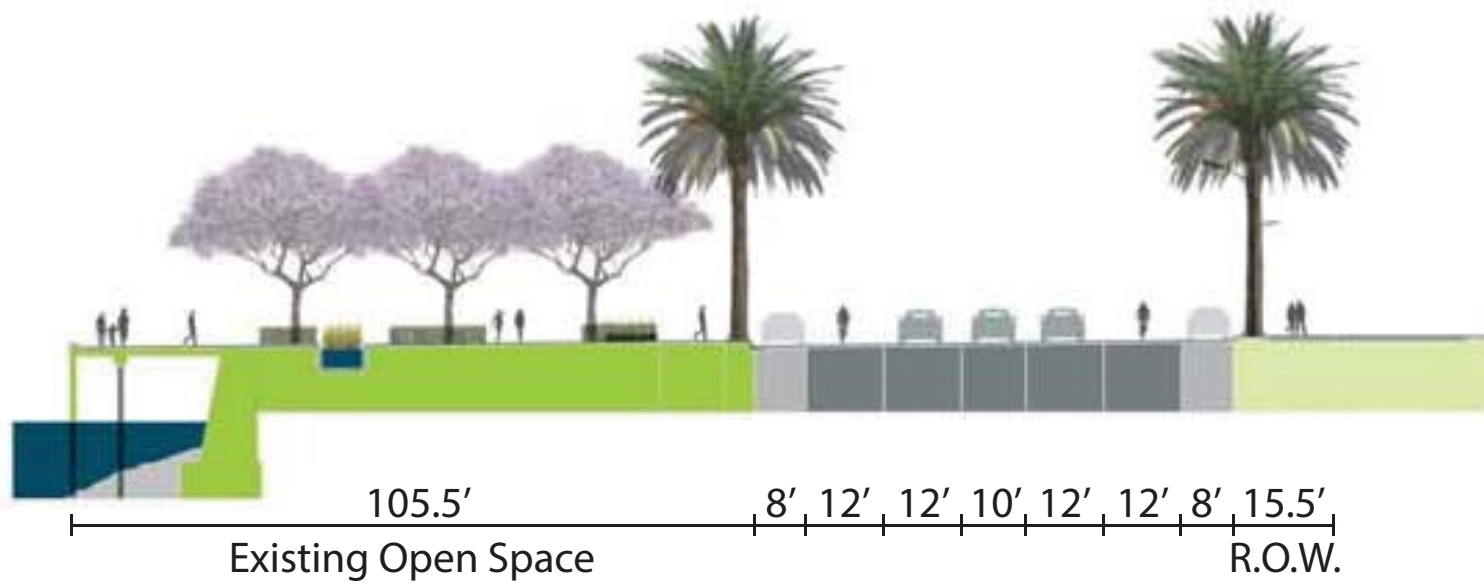


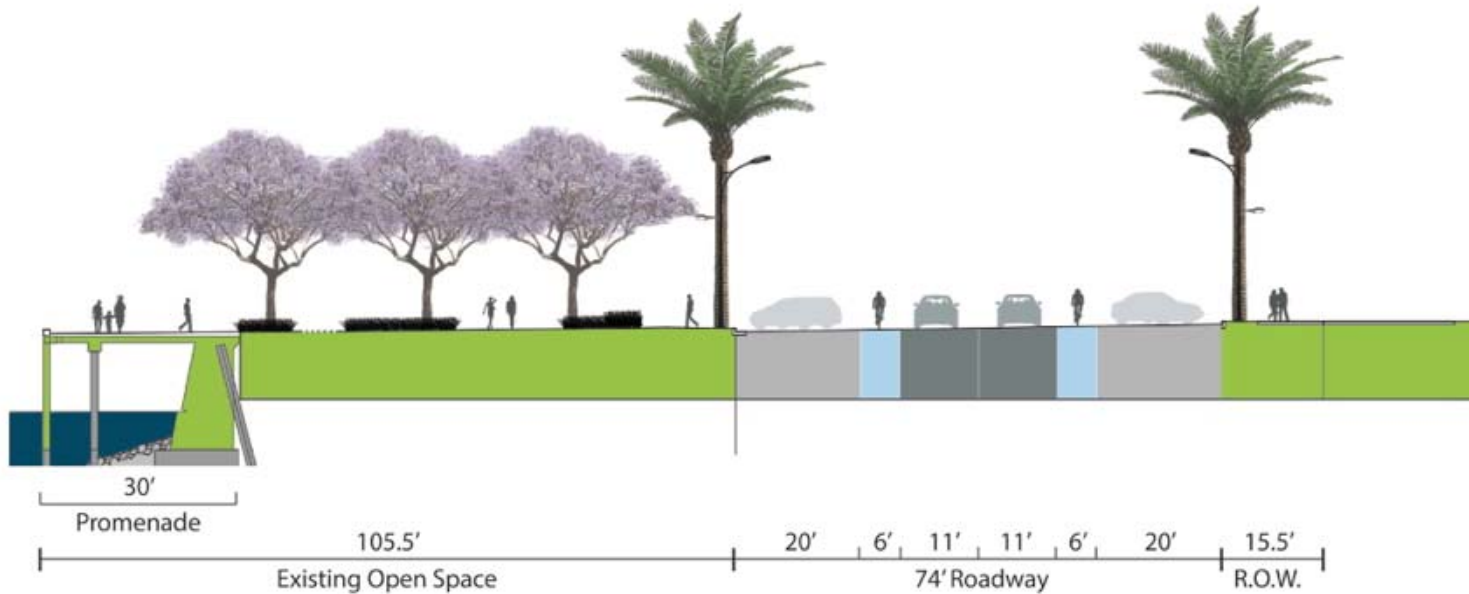
Site Context



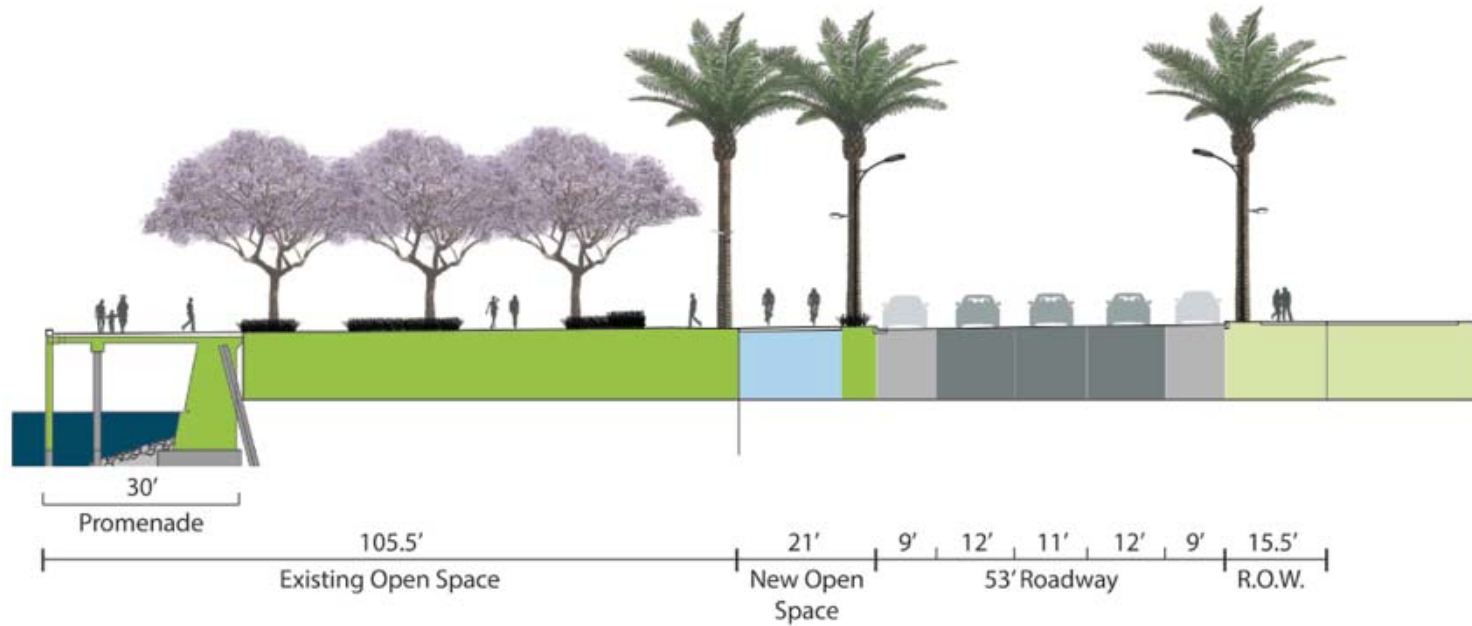
Existing Harbor Drive Section



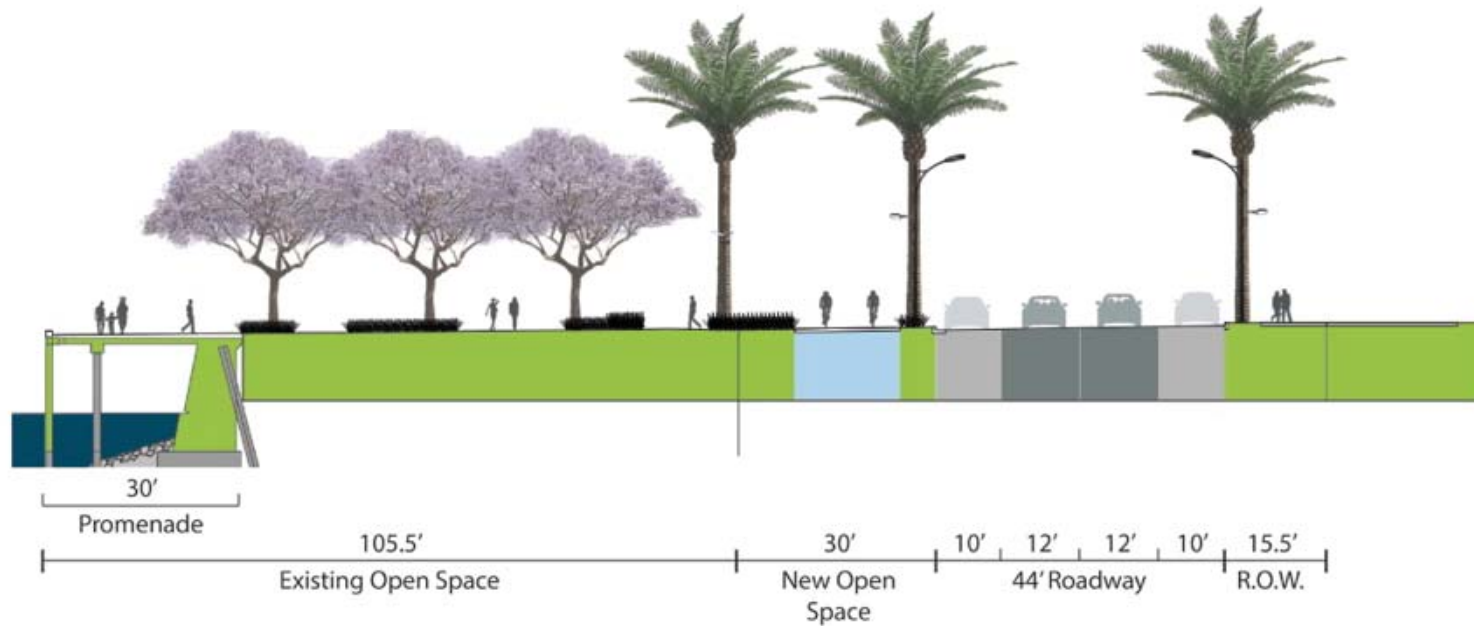
Expand Open Space to the East of Harbor Drive



Reduce Harbor Drive, while maintaining capacity



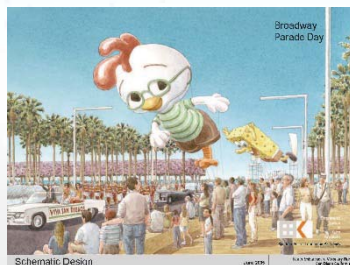
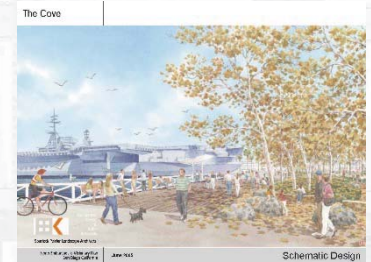
Reduce Harbor Drive and Change its Function



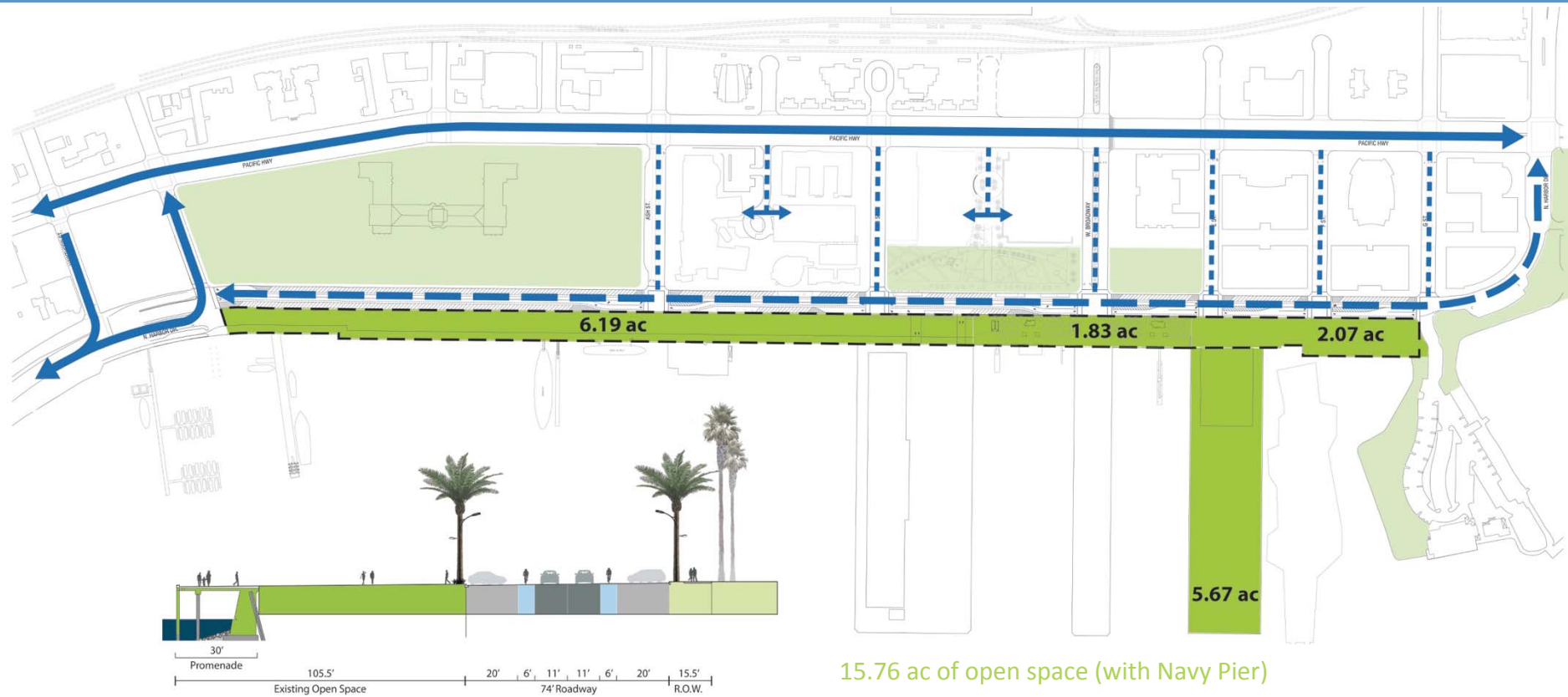
2002 Schematic Design



Ehrenkrantz Eckstut & Kuhn Architects
Spurlock Poirier Landscape Architects

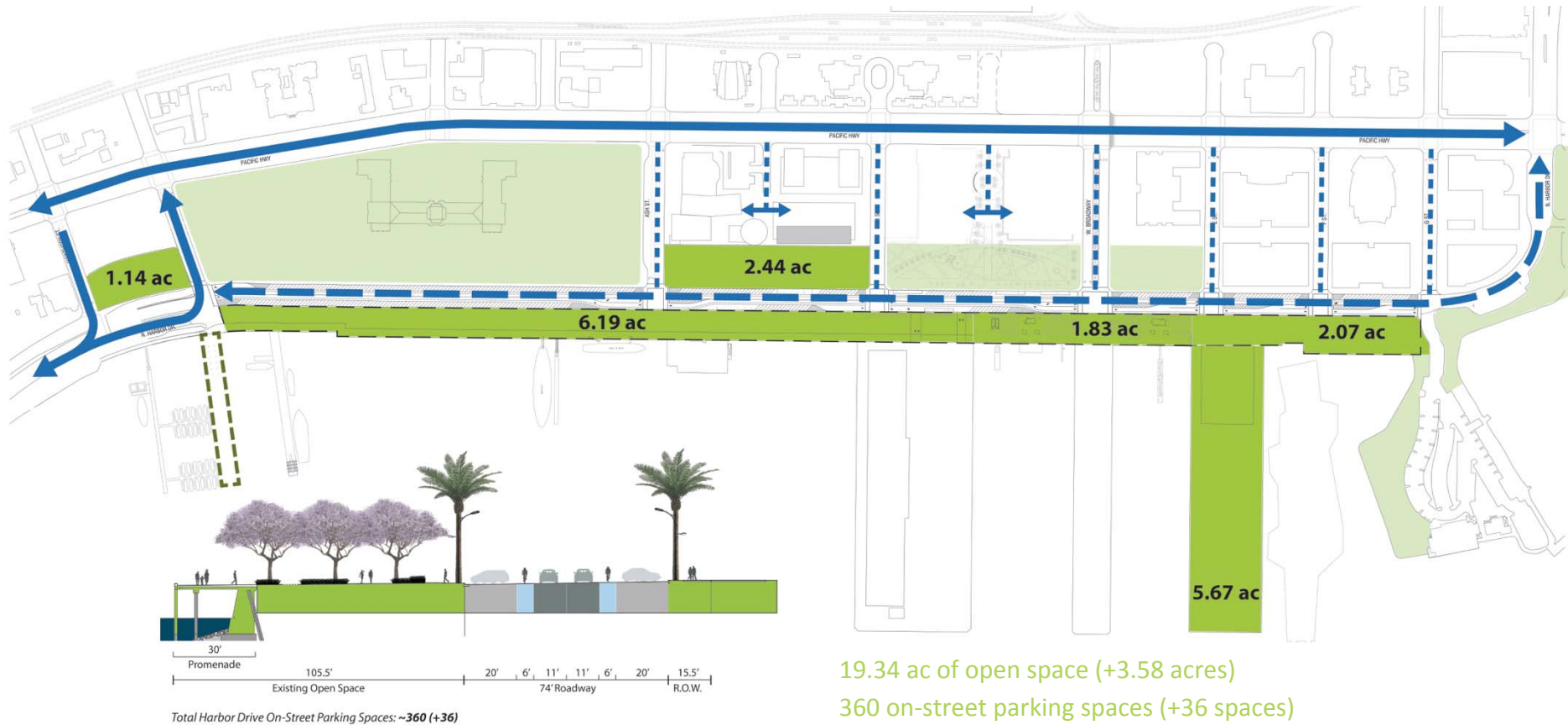


Base Configuration – per 2002 Plan



15.76 ac of open space (with Navy Pier)
 324 existing on-street parking spaces

Alt. 1 – 74' Harbor Dr. with 150' Setback Park

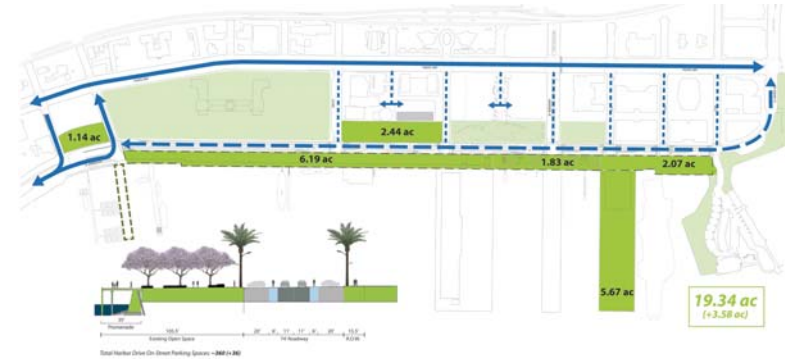


19.34 ac of open space (+3.58 acres)
 360 on-street parking spaces (+36 spaces)

Alt. 1 – 74' Harbor Dr. with 150' Setback Park

Opportunities

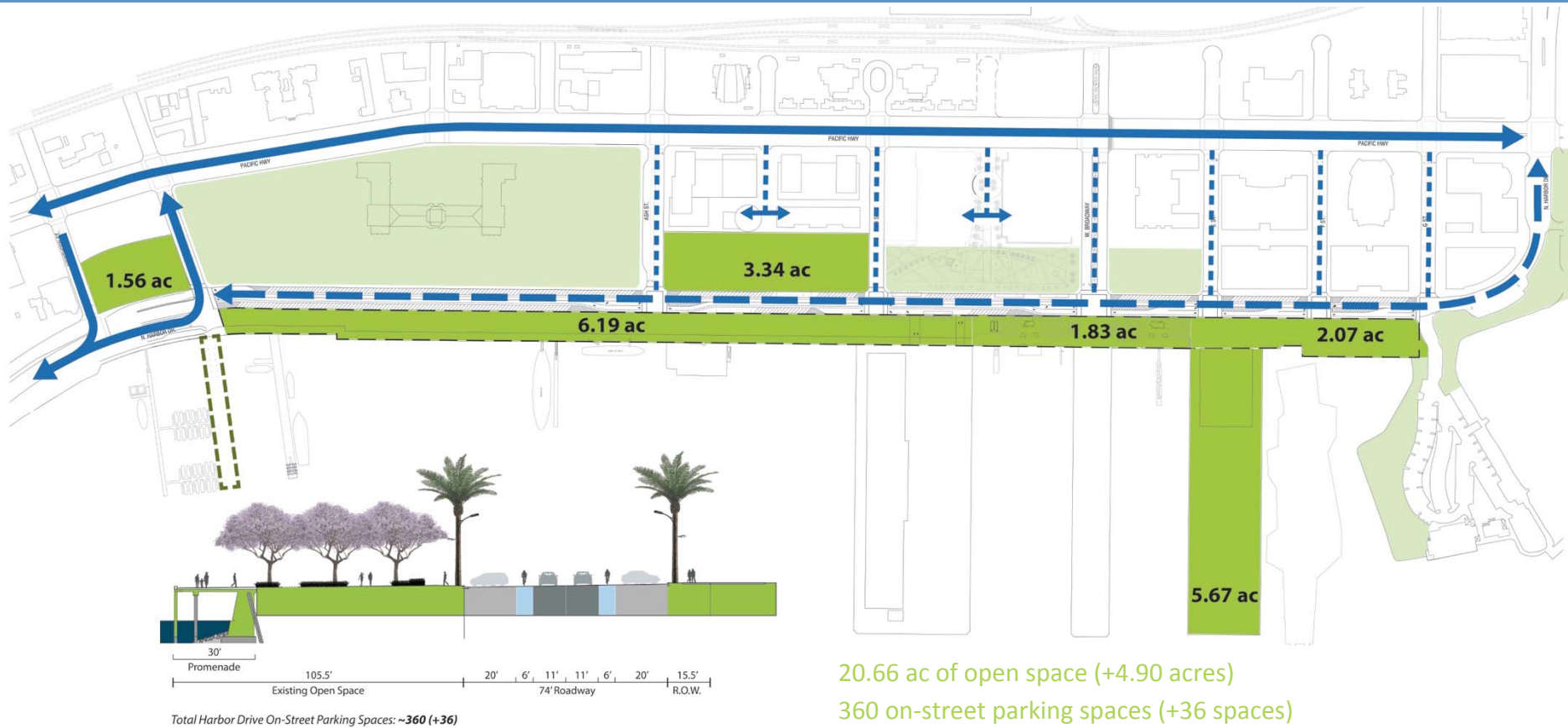
- completes the setback park experience
- creates a memorable waterfront experience that is framed on all sides by open space
- maximizes on-street parking
- maintains proximate parking
- maintains phase 1 harbor drive improvements
- creates the opportunity to have different open space uses on either side of harbor drive



Constraints

- may create activation competition between the park spaces on either side of harbor dr.
- divides the open space with a road
- road based regional bike facility
- reduces ability to create shared parking with adjacent development
- dependent on changes to adjacent properties

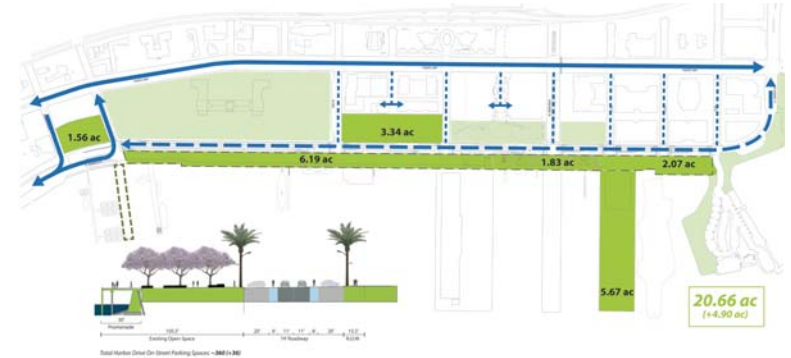
Alt. 2 – 74' Harbor Dr. with 205' Setback Park



Alt. 2 – 74' Harbor Dr. with 205' Setback Park

Opportunities

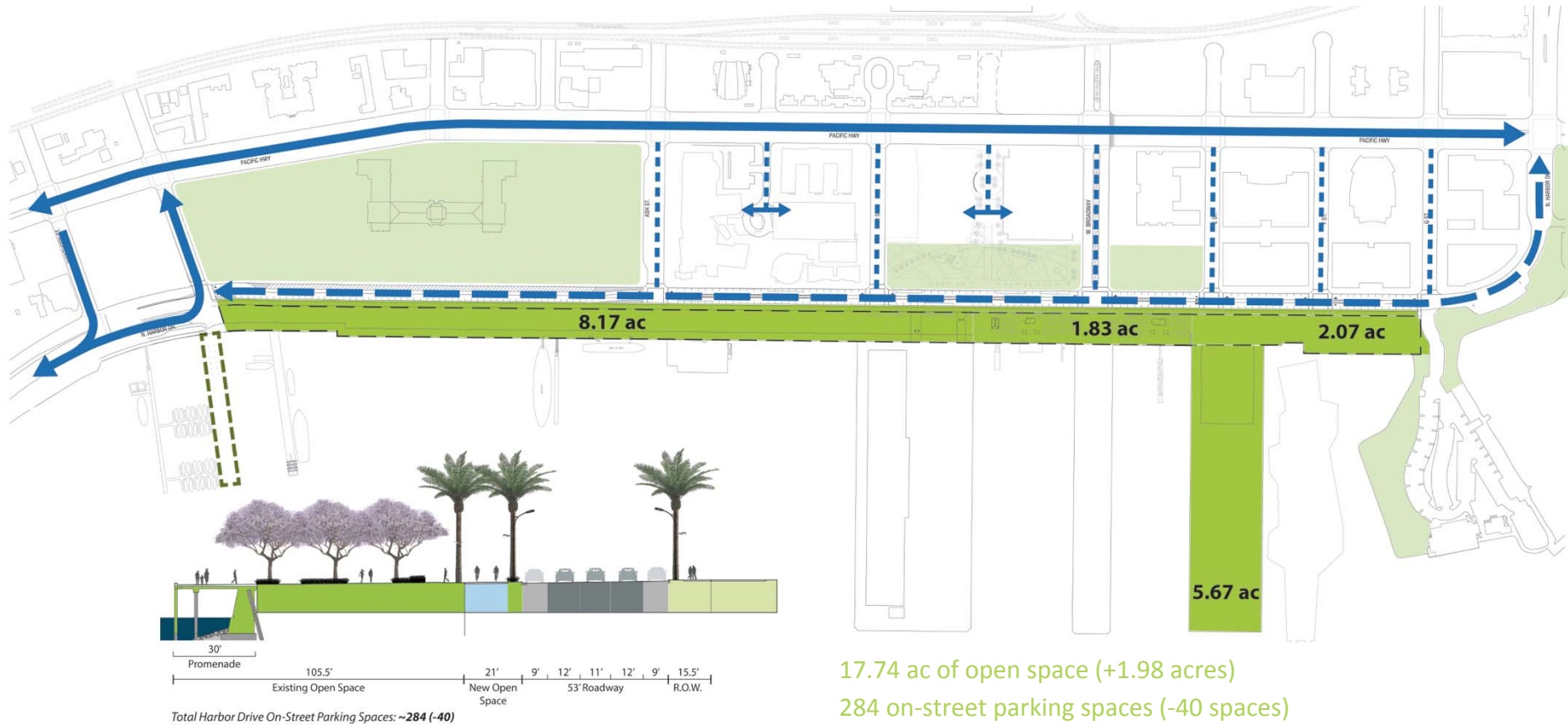
- completes and expands the setback park experience
- creates a memorable waterfront experience that is framed on all sides by open space
- maximizes on-street parking
- maintains proximate parking
- maintains phase 1 harbor drive improvements
- creates the opportunity to have different open space uses on either side of harbor drive



Constraints

- may create activation competition between the park spaces on either side of harbor dr.
- road based regional bike facility
- divides the open space with a road
- further reduces ability to create shared parking with adjacent development
- dependent on changes to adjacent properties

Alt. 3 – 53' Harbor Dr.

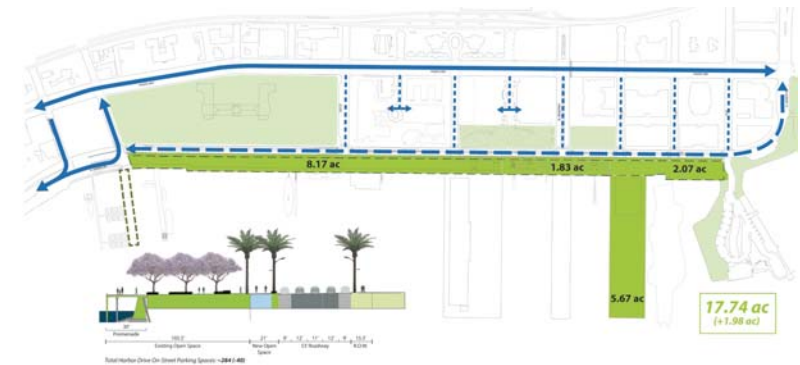


17.74 ac of open space (+1.98 acres)
 284 on-street parking spaces (-40 spaces)

Alt. 3 – 53' Harbor Dr.

Opportunities

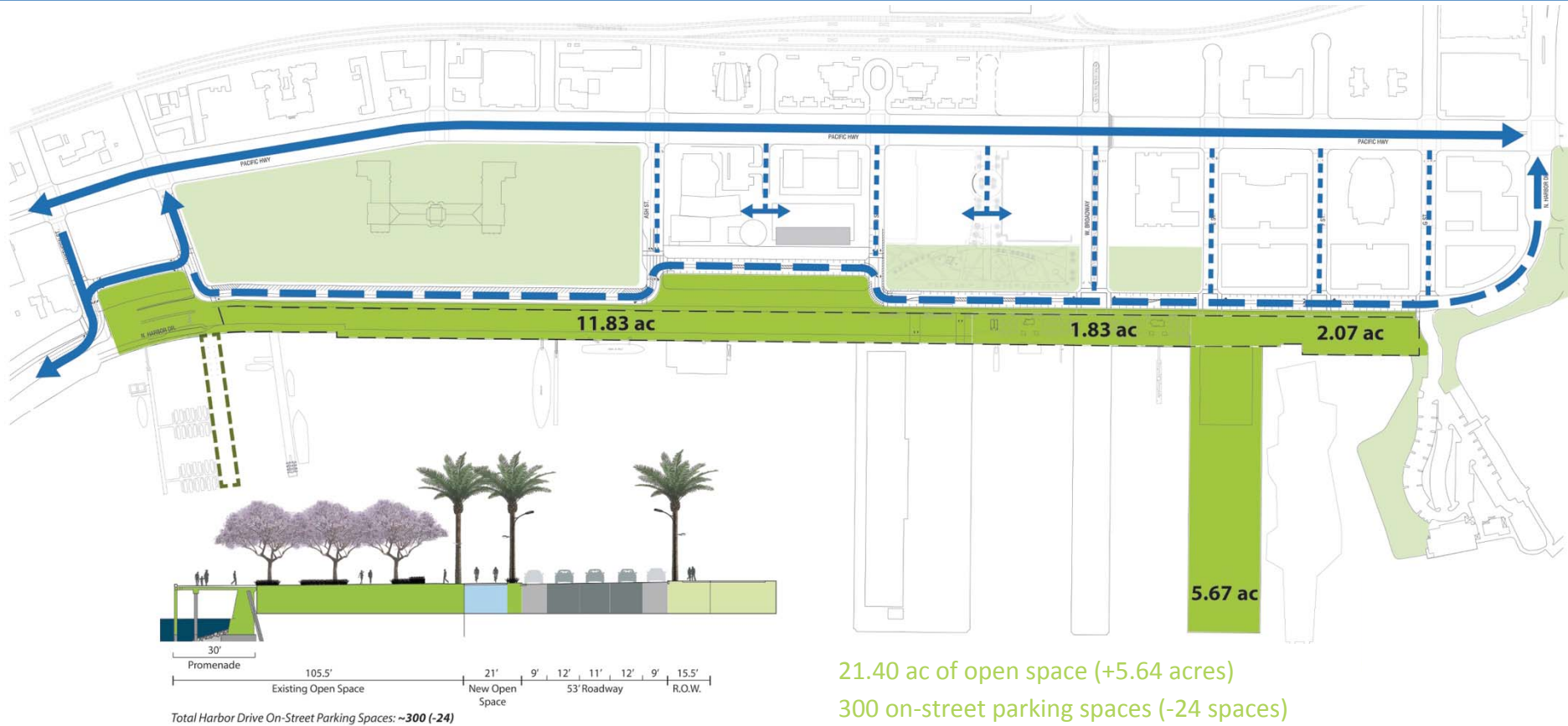
- expands the park space on the waterfront
- provides a waterfront drive experience
- creates a dedicated bike facility
- maintains proximate parking
- enhances pedestrian experience on harbor drive, while maintaining its functionality
- provides proximate shared parking opportunities



Constraints

- provides the least amount of added park space
- park expansion is primarily occupied by bikeway
- adjusts recently completed harbor drive improvements

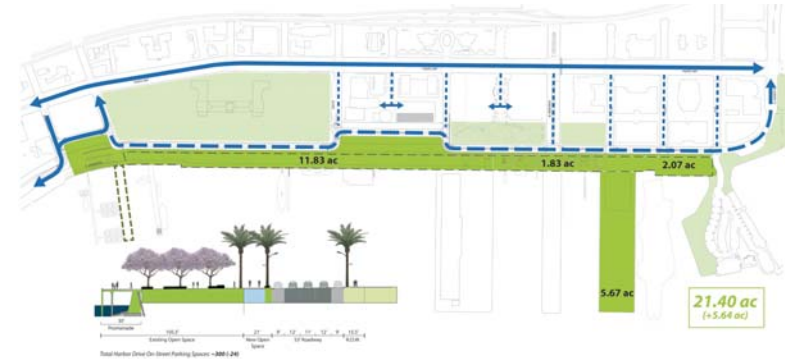
Alt. 4 – Realigned Harbor Dr. w/ 53' ROW



Alt. 4 – Realigned Harbor Dr. w/ 53' ROW

Opportunities

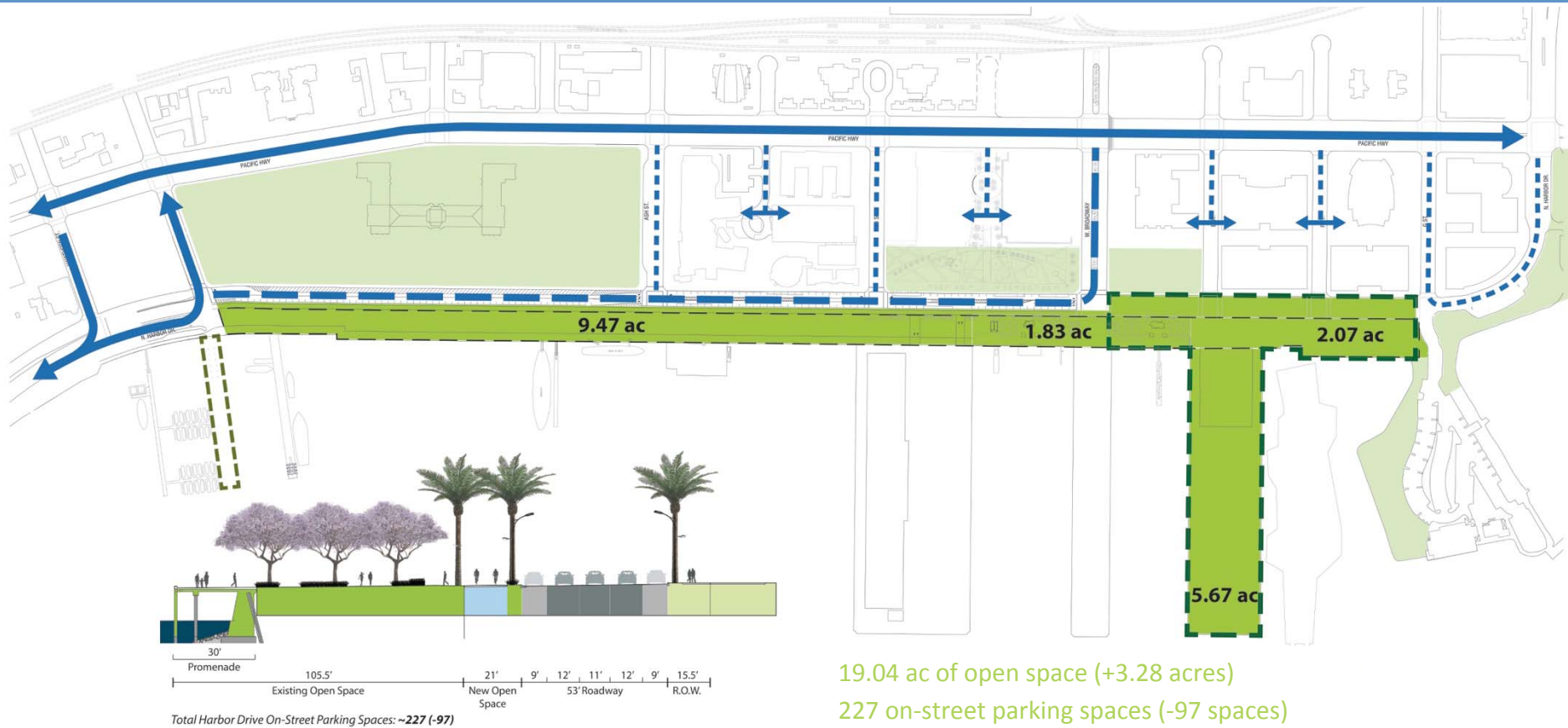
- provides the most expansive park space on the waterfront
- maintains waterfront drive experience
- creates a dedicated bike facility
- maintains proximate parking
- enhances pedestrian experience on harbor drive, while maintaining its functionality



Constraints

- creates circulation issues to/from pacific hwy.
- circulation along harbor drive is difficult
- reduces ability to create shared parking with adjacent development
- dependent on changes to adjacent properties
- limits the development of the grape street lot (including its potential as a transit center)

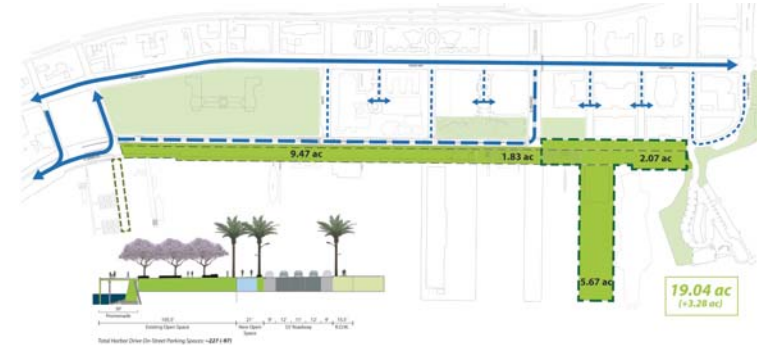
Alt. 5 – Water Front Park, South of Broadway



Alt. 5 – Waterfront Park, South of Broadway

Opportunities

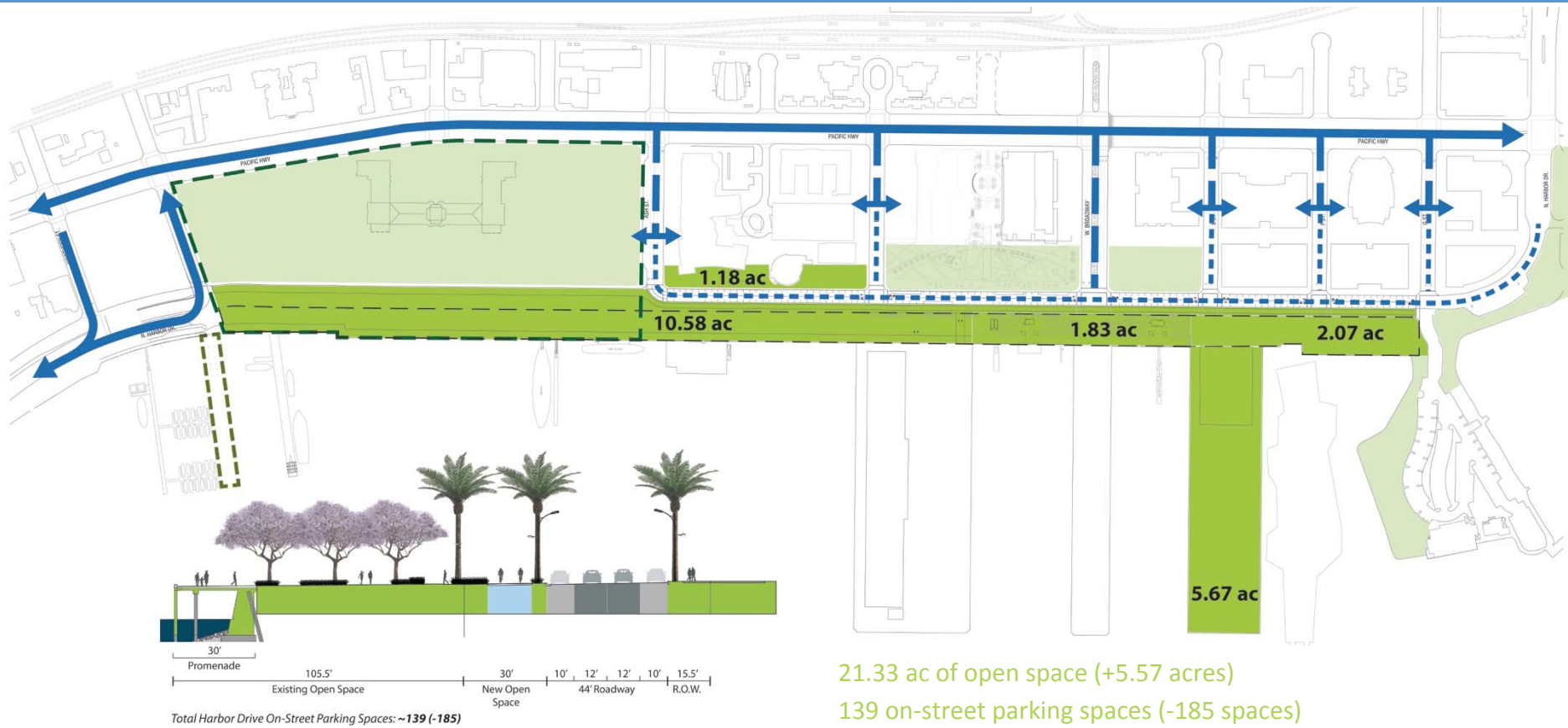
- expands the park space on the waterfront
- provides a partial waterfront drive experience
- creates a dedicated bike facility
- maintains proximate parking north of Broadway
- reduces harbor drive, while maintaining function
- creates a more pedestrian friendly harbor dr.
- maximizes shared parking opportunities with adjacent development



Constraints

- parking is difficult where it's needed most
- destination park is a series of spaces rather than a single large space
- impacts viability of adjacent retail
- a limited “waterfront” experience in the destination park

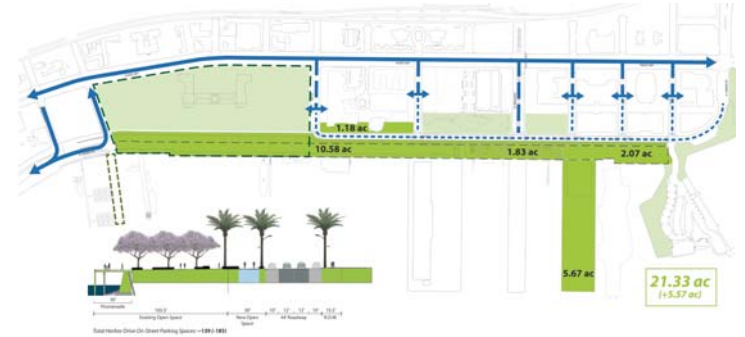
Alt. 6 – Waterfront Park at County, 44' ROW



Alt. 6 – Waterfront Park at County, 44' ROW

Opportunities

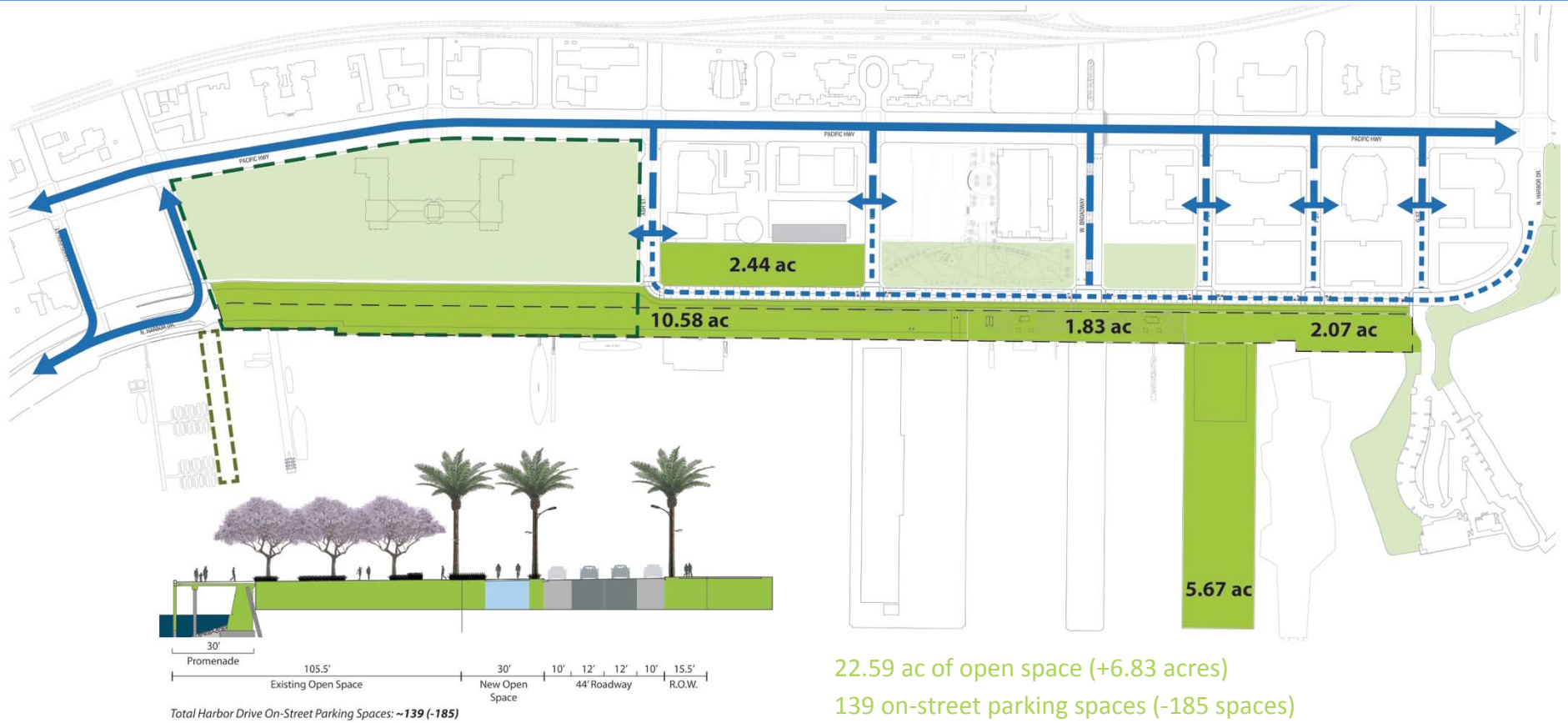
- large park space on the waterfront
- capitalizes on the existing park amenities at the county waterfront park
- creates a dedicated bike facility
- creates the grape street pier(s) as an important terminus to the space
- places the destination park in a true “waterfront” setting
- creates an urban edge between Ash and B st.
- maximizes shared parking opportunities with adjacent development



Constraints

- changes the function of harbor drive
- limits proximate on-street parking
- requires adjustments to recently completed harbor drive improvements
- limits the waterfront drive experience

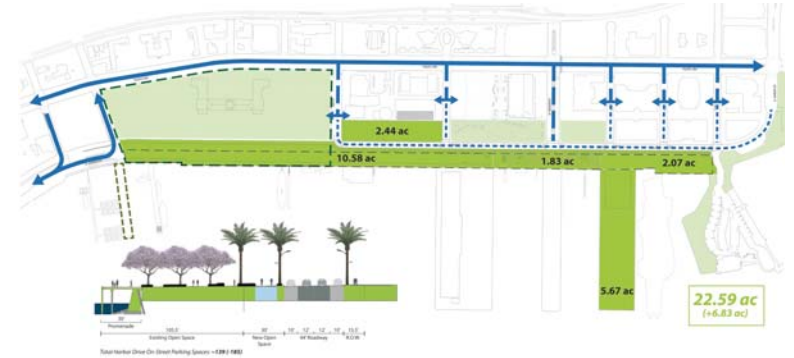
Alt. 7 – Waterfront Park at County, 150' Setback 44' ROW



Alt. 7 – Waterfront Park at County, 150' Setback 44' ROW

Opportunities

- creates the largest waterfront park space
- capitalizes on the existing park amenities at the county waterfront park
- creates a dedicated bike facility
- creates the grape street pier(s) as an important terminus to the space
- places the destination park in a true “waterfront” setting
- creates a memorable waterfront experience that is framed on all sides by open space
- creates the opportunity to have different open space uses on either side of harbor drive



Constraints

- may create activation competition between the park spaces on either side of harbor dr.
- changes the function of harbor drive
- limits proximate on-street parking
- requires adjustments to recently completed harbor drive improvements
- dependent on changes to adjacent properties and reduces shared parking opp.