Existing Conditions

THOMAS ST
223 TAYLOR
FUTURE DEVELOPMENT
FUTURE DEVELOPMENT
FUTURE DEVELOPMENT

5TH AVE N
TAYLOR AVE N
6TH AVE N

BROAD ST.
SUBSTATION ANNEX
BROAD ST.
SUBSTATION (SCL)

FUTURE SKATE PARK

222 5TH
223 TAYLOR
Existing Conditions

7TH AVE N
6TH AVE N
DEXTER AVE N
THOMAS ST

FUTURE DEVELOPMENT
FUTURE DEVELOPMENT
FUTURE DEVELOPMENT
FUTURE DEVELOPMENT

NORTH PORTAL (WSDOT)
SURFACE PARKING (WSDOT)
333 DEXTER
BLOCK 57
Design Charette: July 12, 2019
Go big and bold, be city-defining and make it unique

Prioritize people and place, support walking, biking and getting to transit

Build for all ages and abilities
Thomas Street: Proposed Section

- 6' Landscape Zone
- 6' Pedestrian Clear Zone
- 6' Landscape/Furniture Zone
- 12' Multimodal Lane
- 6' Landscape/Furniture Zone
- 18' Travel lane (2 way)
- 4' Landscape Zone
- 8' Pedestrian Clear Zone

66' Right-of-Way
5TH & TAYLOR
Close half block from 5th Ave to Alley to vehicular traffic and create new public space coordinated with new skate park and adjacent development to create grand entry into Seattle Center. Improve street crossing to Seattle Center with new decorative surface treatment.

TAYLOR & 6TH
Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18’ curb to curb. Curb bulbs and a raised intersection create safe crossings and additional public space. Leverage current Seattle City Light Broad Street project and associated public benefit package for Thomas Street improvements.
6th Ave N to 7th Ave N
Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18’ curb to curb. Leverage WSDOT ongoing improvements at North Portal and adjacent surface parking lot and integrate into street concept plan. Prioritize safe and efficient pedestrian and bike crossings at 7th Ave through protected intersection treatments and signalization.

7th Ave N to Dexter Ave N
Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18’ curb to curb. Coordinate design with newly improved street frontage at 333 Dexter. Prioritize safe and efficient pedestrian and bike crossings at Dexter Ave through protected intersection treatments and signalization.
The objective is to develop site specific solutions to solve site specific problems, and approaches established in this strategy. The pilots are used as a 'proof of concept' to test the system's efficacy, governance, and use the lessons learned.

Two pilot areas have been identified:

- Westlake Hub and Jackson Hub.

The pilot is due for implementation late 2019-2020.

The development of pilot projects in different areas of the city allows a wide evaluation of design standards to guide the future roll-out implementation plan, and create planning and maintenance of the system.

The lessons learned are used to calibrate the approach, establish budgets and an implementation plan, and create planning and community and stakeholder participation, to test the system's efficacy, governance, solutions to solve site specific problems, and approaches established in this strategy.