



# LAKE2BAY STREET CONCEPT PLAN

## **Schedule to Date**

Lake2Bay Visioning- 2013

Lake2Bay Inventory and Opportunities – 2014

Mobility Study- 2014

Street Concept Plan Design- 2015

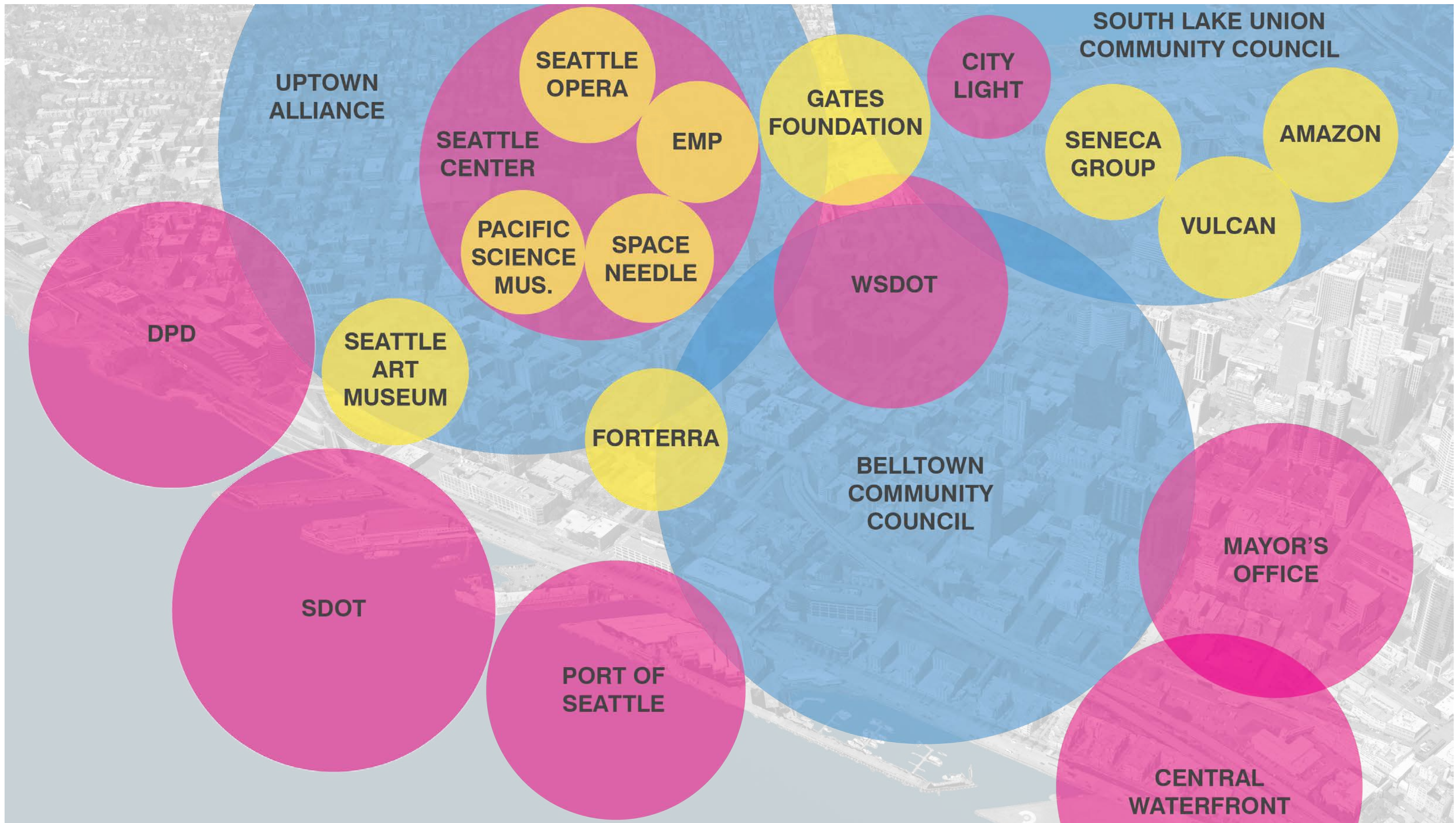
Draft Street Concept Plan Submission – 2015

Revised Street Concept Plan Submission- August 2016

## **Next Steps**

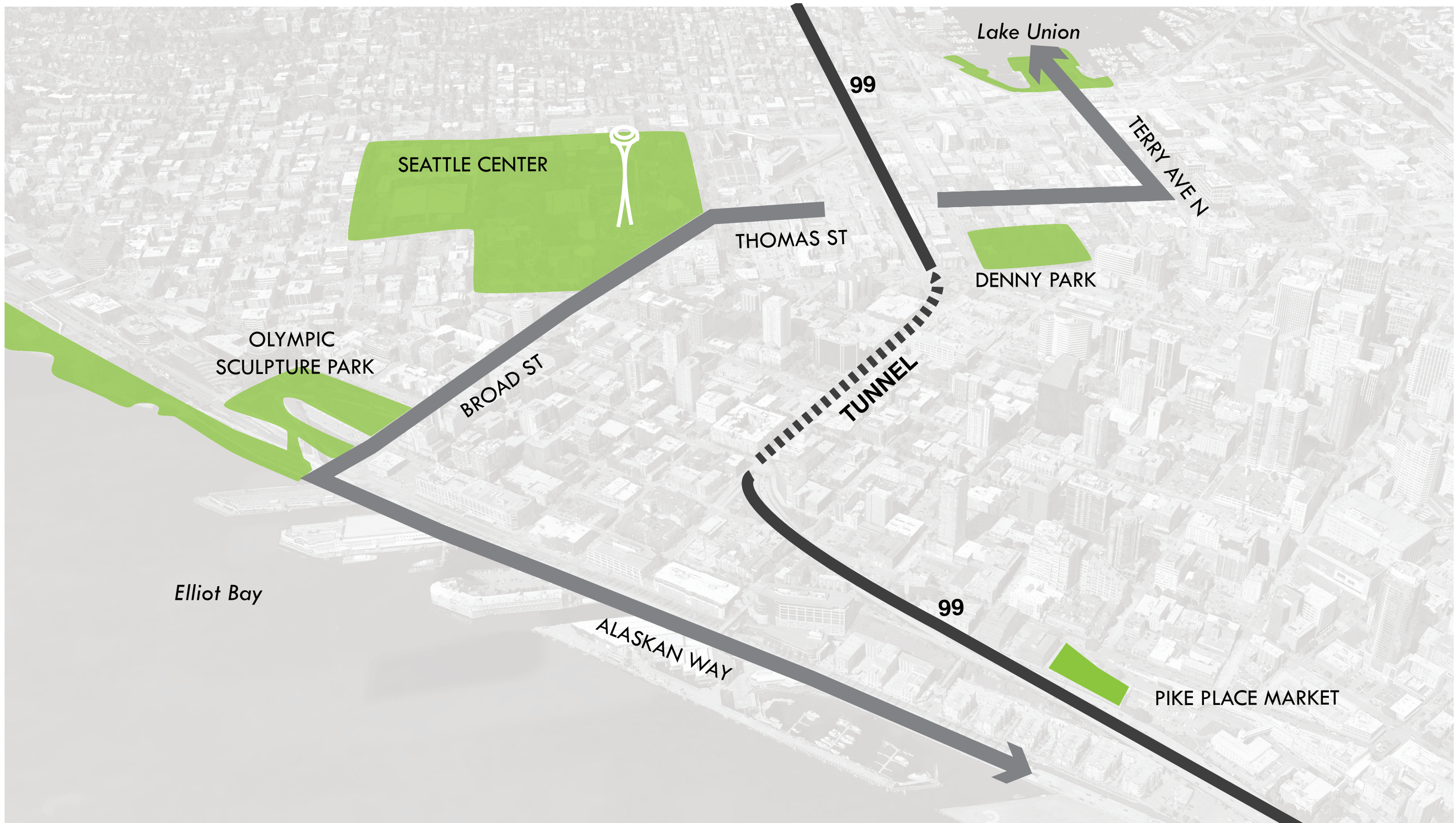
Joint Director's Rule Approval

Phased Capital Projects and Partnerships – 2017 onward



Public Agencies Organizations and Businesses Neighborhood Associations

**Building Partnerships:** The Design Team sought input and consensus from representatives of the public agencies, private organizations, and community groups shown above.



**Existing Conditions:** Seattle Center and the Waterfront are disconnected from other downtown neighborhoods in Seattle due to the location of the at-grade Highway 99.



**A New Thoroughfare:** Lake2Bay capitalizes on the new 99 tunnel and restoration of the city street grid to establish a pedestrian and bike friendly route linking Seattle's most iconic landmarks and open spaces.

# Context & Opportunities

## City Icons and Open Space



Lake2Bay connects some of Seattle’s most important icons and open spaces, including the Waterfront, the Olympic Sculpture Park, Seattle Center and the Space Needle, Denny Park, and Lake Union Park. As such, Lake2Bay does not aim to compete with these landmarks, but aims to be the glue that ties them and their neighborhoods together. Importantly, Lake2Bay also aims to reconnect these landmarks to the City - with the coming completion of projects such as the 99 Tunnel and removal of the Viaduct, there is an opportunity to fully integrate these sites into the City and wrest them from their placement on a vehicle-dominated periphery. Lake2Bay will provide an elegant green link that provides a wonderful means of experiencing the City’s destinations on foot.

## History



Lake2Bay is a walk through the City’s history, which brings a richly experiential and varied nature to different areas of the project. This history includes elements that could be featured in artist-designed interpretive works, such as the historic Duwamish trail and major infrastructure projects such as the Denny re-grade. Railroad tracks and numerous brick warehouses reflect the industrial history of the waterfront and South Lake Union. The historic architectural components have inspired the creation of streetscape characters in these areas that are fine grained, pedestrian oriented and rich in material texture - a contemporary response appropriate to their surroundings.

## Arts & Culture



The Lake2Bay corridor already contains an incredibly diverse and significant set of public art pieces, ranging from installations on privately owned developments in South Lake Union to 20th Century sculptures at Seattle Center and more contemporary and site specific installations at the SAM Olympic Sculpture Park. Lake2Bay capitalizes on this cultural corridor in the making by providing an Arts Plan to supplement these pieces and help make connections between them. The focus of the Arts Plan is on site specific, temporary and interactive installations that extend the depth of the arts and culture experience along Lake2Bay.

# Context & Opportunities

## Neighborhood Connections



Lake2Bay winds through or alongside multiple neighborhoods. It has the potential of serving as “connective fabric,” co-joining adjacent areas as it threads its way through the northern reaches of the center city. This suggests a need for both location-specific elements that speak to each location as well as a limited palette of elements that could help tie the entire corridor together. Lake2Bay will increase the livability of Seattle’s urban neighborhoods, and act as an economic driver that links these neighborhoods together. More than just a re-configured street, Lake2Bay will provide a key piece of green infrastructure that supports the recent increase in density in South Lake Union, Uptown Triangle, and the growth that is likely coming to Uptown.

## Open Space Access



Lake2Bay offers a continuous connection between a number of significant open spaces within the City. At the north end, Lake Union Park is anchored by Lake Union Park, with the Museum of History and Industry (MOHAI), the Center for Wooden Boats, and a future Native American interpretive center. This park has gradually become a center of civic life for the South Lake Union neighborhood. Lake2Bay also comes within a few hundred feet of Seattle’s first city park – Denny Park. In the center of the corridor, the grounds of Seattle Center and the Space Needle form a major gathering place and the potential for a civic-scaled entry appropriate for its rapidly urbanizing surrounds. Where Broad intersects with Alaskan Way, Lake2Bay offers an expanded streetside entry plaza for the Olympic Sculpture Park. Finally, Alaskan Way connects with the various public spaces that will emerge from the Central Waterfront Plan. The corridor also connects pedestrians and cyclists to a network of existing regional trails, including the Burke Gilman Trail and Elliott Bay Waterfront Trail.

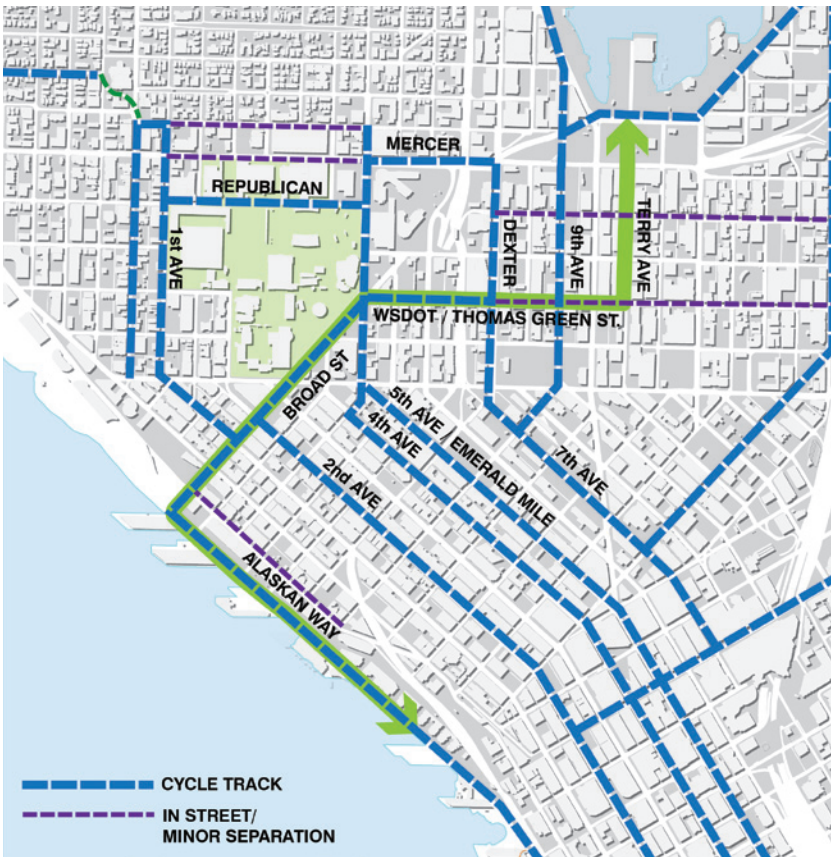
## Visitor Infrastructure



This sector of Seattle serves as a host to many destinations and events for people visiting the city – both from the region and from elsewhere in the country and the world. There are multiple points of access, including Pier 66 with numerous cruise ships and the regularly scheduled Victoria Clipper from the west, the monorail and streets from the downtown core to the south, and the freeway and streetcar from the east. People arriving via all of these means touch Lake2Bay and have a need for information, interpretation, orientation, and directions. Unfortunately Seattle does not do a very good job of explaining itself to visitors who are baffled by the constantly shifting street grid system, and dearth of signage. Redeveloped as a pedestrian-focused greenway, Lake2Bay will help visitors discover and orient themselves in the City by providing a clear, legible path that connects major destinations.

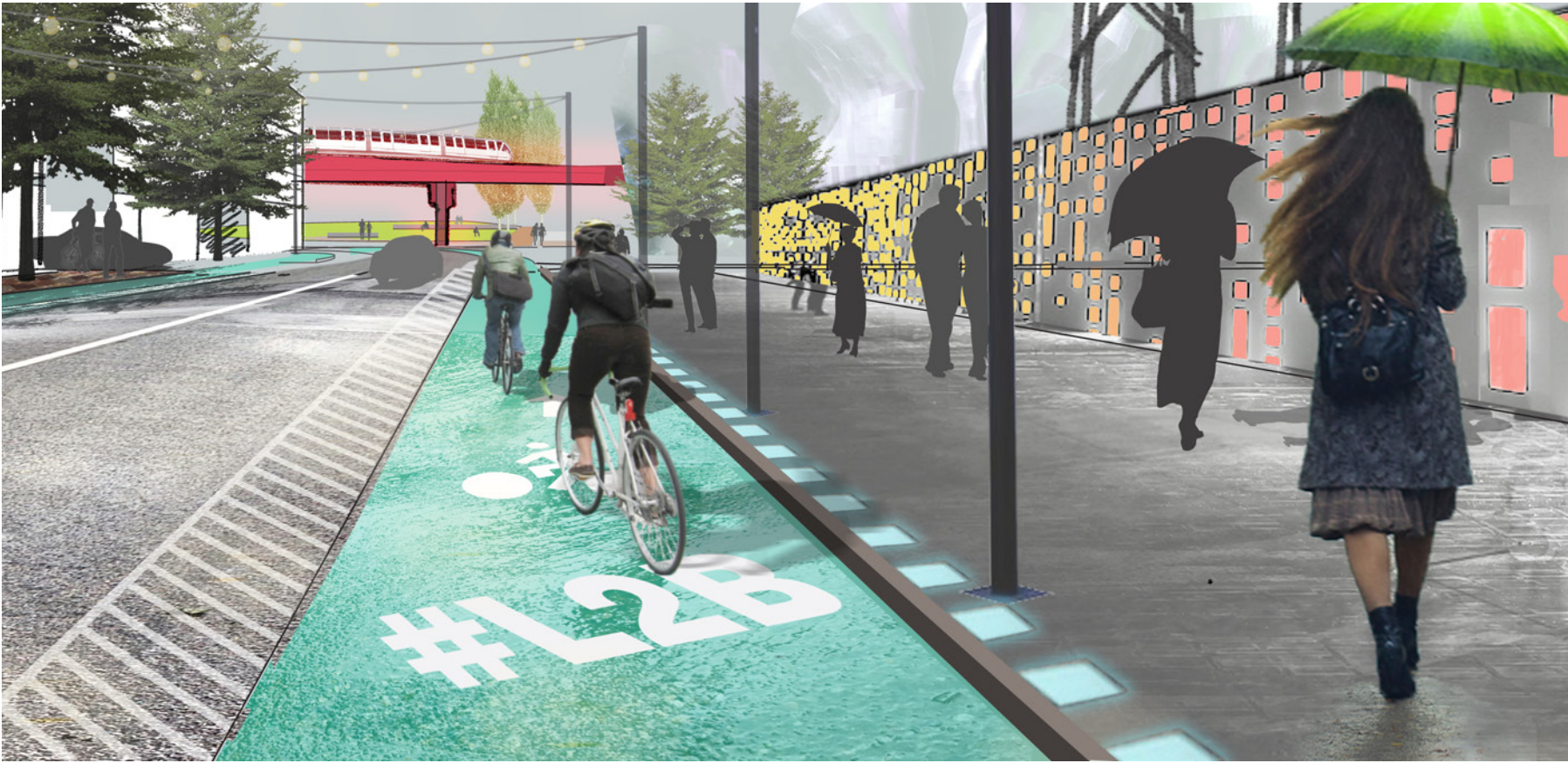
# Context & Opportunities

## Bike Connections



The City’s Bicycle Master Plan recommends an extensive network of routes and lanes serving most parts of the city. The growing bike share system is gaining acceptance by both residents and visitors and greatly expands people’s reach into different areas of the City. Commuter and recreational bicycle use has also been steadily increasing over the years, and Lake2Bay contributes to safe cycling by providing dedicated bike lanes that offer links to major new and planned bike lanes such as 2nd Avenue, Dexter and 9th Avenue, as well as the Chesiahud Loop Trail, Elliott Bay Waterfront Trail, and Central Waterfront. This increasing demand for safer and more appealing bicycle movement is recognized by Lake2Bay and provides additional impetus for lane closures and other street improvements.

In the examination of the City’s current bike master plan, a gap in the system became evident: east-west connections are few and far



between. Lake2Bay seized on the opportunity to use Broad Street to provide an east-west connection for cyclists moving across town, and to and from the waterfront.

The Lake2Bay bike plan includes a two-way waterfront cycle track on Alaskan Way that will continue at the Central Waterfront, as well as protected bike lanes on both sides of Broad Street.

Thomas Street has an adopted Green Street Plan, which includes dedicated bike lanes between 5th Avenue and Aurora, and a slow, green street character from Aurora to Terry Avenue. Lake2Bay also recommends that Thomas Street be treated as a Neighborhood Greenway with a slow speed limit and other traffic calming measures.

Terry Avenue is easily bikable but only in the northbound direction since

the street is one-way. For that reason, Lake2Bay supports temporary closures of Terry Avenue on weekends which would complete the Lake2Bay connection for cyclists.

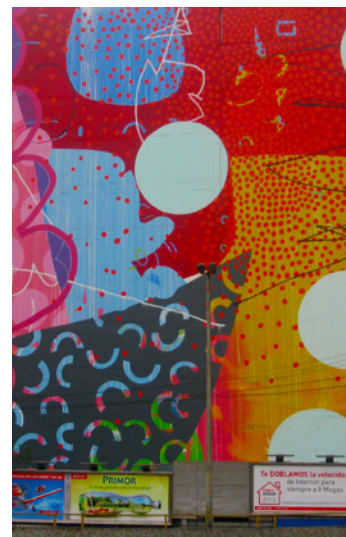
# Art

Lake2Bay links numerous carefully curated art collections, and for that reason, additional art within the streetscape is intended to be playful, whimsical and complementary to the existing sculptural pieces. The Lake2Bay art plan identifies opportunities and potential themes for temporary and site specific installations at a range of budgets. The goal of the art plan is to help activate the Lake2Bay corridor, instill curiosity and provide elements of surprise, as well as to provide opportunities for younger and less established artists to make contributions to the public landscape. Lake2Bay recommends that Seattle’s Office of Arts and Culture be engaged in any further development or implementation of this plan in order to align it with the City Center Art Plan. Lake2Bay’s art plan is outlined in detail in Chapter 4.

## Example - Temporary Installation



## Example - Permanent Installation



Terry Ave



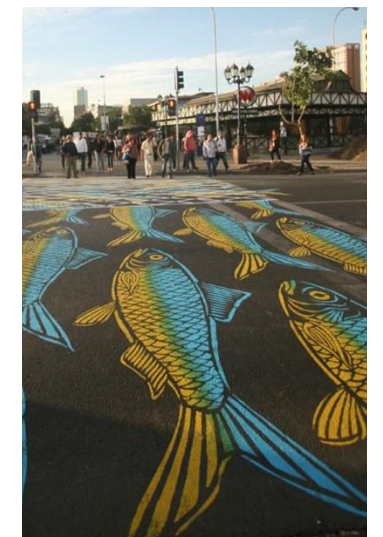
Thomas St



Broad St @ Seattle Center



Broad St Terraces



Alaskan Way

# Lake Bay

# Stormwater

The Lake2Bay Trail is located within a combined sewer system which routes stormwater and sanitary sewer to the West Point Treatment Plant. Regional combined sewer overflow issues with this basin provide opportunities to implement highly visible, district-scale, low impact stormwater management strategies. Stormwater code requirements for this corridor are limited to On-site Stormwater Management (formerly “Green Stormwater Infrastructure to the Maximum Extent Feasible”) for the full corridor, and Peak Flow Control for sections of the corridor east of First Avenue only. As of May 2015, parcel and roadway projects west of First Avenue will not require peak flow control due to sufficient capacity in that portion of the system. To meet stormwater code requirements, Lake2Bay is proposing curb extensions with bioretention planters, amended soils and silva cell treatments in planting zones, retention and/or planting of new trees, runoff dispersal, and permeable pavements. Holistic stormwater management can be attained via a number of these best management practices (BMPs) as suited to the particular corridor of Thomas Street, Broad Street, and Alaskan Way.

Water quality treatment is not required per code, however, many of the following proposed BMPs have the additional benefit of pollutant and sediment removal as responsible stormwater solutions helping to return the corridor to a more natural hydrologic condition.



Pennoyer street stormwater design. Portland, OR. Walker Macy

# Water Re-Use

Water is a precious resource that is currently misused along the Lake2Bay corridor. The Corridor offers an opportunity to conserve water by connecting adjacent open spaces to adjacent developments. Despite efforts to reduce Combined Sewer Overflow they continue to be a problem in Seattle neighborhoods. In the next decade the city and county will build more than 40 million gallons of additional combined sewer storage in its neighborhoods to ease the CSO issues. Because of this high cost to manage the combined sewers, Seattle maintains the 2nd highest combined water/sewer rate in the United States second only to Atlanta. Additionally the State of Washington has declared a drought emergency with a majority of the State's water resources unable to meet the high demand for water. Along Lake2Bay 15 million gallons of water each year is consumed in the adjacent parks and open spaces along the corridor and adjacent private development will use more than 70 million gallons of water each year. All of which could be supplied by a more thoughtful approach to managing our water resources. Reclaimed water from captured rainwater runoff, treated greywater and black water from adjacent developments can all be harvested and shared along the corridor. L2B has begun to lay the groundwork for this water co-op implementation by beginning this dialogue with SDOT and SPU and by proposing segments of gravity lines be placed and capped at key intersections for neighboring developments to share water resources. While this could be implemented throughout the corridor, the Thomas Street Section is the focus for this Eco-District opportunity given the number of developments in the current pipeline.

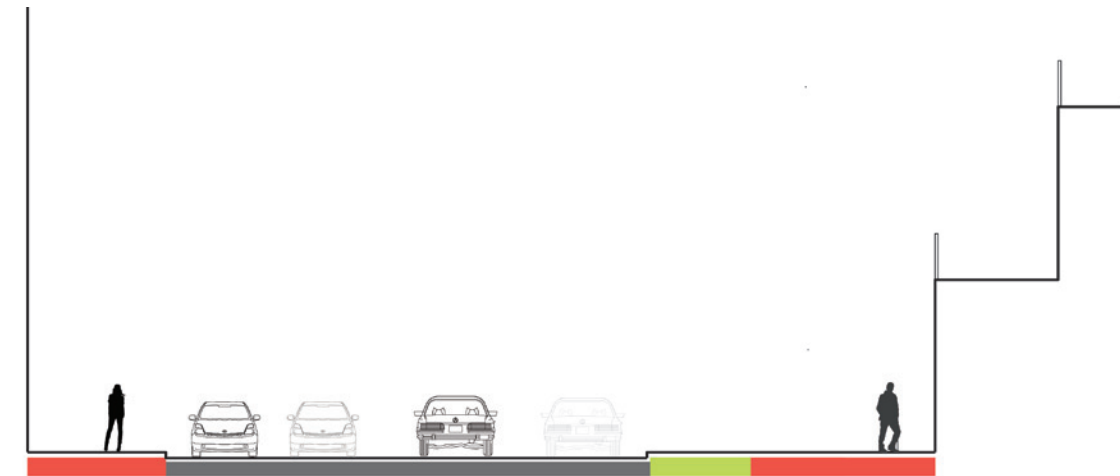


Goodwill Job Training cistern and overflow gardens, Seattle, Mithun & SvR. Image from svrdesign.com

# Pedestrian Focus

At its heart, Lake2Bay aims to transform streets that are dominated by vehicles and wide expanses of asphalt into narrow streets with generous, occupiable pedestrian zones. The proportion of streetscape to roadway is the single most important design strategy for Lake2Bay, and in general – the total width of streetscape zones should be at least as wide as the roadway itself. All streets in the Lake2Bay corridor should also include some combination of the following:

- Protected bike lanes where feasible
- Active plazas or gathering areas
- Wide planting zones between roadways and sidewalks
- Street trees (mostly deciduous)
- Benches or other seating in publically accessible areas
- Pedestrian scrambles or uniquely marked crosswalks



Typical Existing Street Condition



Lake2Bay Proposed Street Condition

# Sense of Place

Within the Lake2Bay framework, each street segment should have its own unique character that is appropriate for local neighborhood context and conditions. A deliberate decision has been made to vary the design treatment from street to street because scale, adjacencies, and building typology vary greatly along the corridor.

## **Terry Ave North - “Lakeside Landing”**

Terry Street includes historic brick buildings that were part of the light industry linked to Lake Union. These buildings have been incorporated into new development, along with a very successful, pedestrian dominated streetscape. The proportion of sidewalk and planting areas to the road, as well as the high quality of materials and pedestrian amenities, make Terry Avenue a strong precedent for other streets on the Lake2Bay corridor.

## **Thomas Street - “Powerline”**

Thomas Street is nicknamed “Powerline” in reference to the presence of Seattle City Light Substation at its western end, as well as to the fact that the street will become a powerful economic engine connecting Seattle Center to South Lake Union. Like Terry Avenue North, Thomas Street includes historic brick buildings and is redeveloping rapidly. The Lake2Bay plans for Thomas Street augment the City’s 2013 adopted Thomas Street Concept Plan by elevating the finishes and design strategies on Thomas St. to be suitable for a City wide connector.

## **Broad St at Seattle Center - “The Center”**

This segment of Lake2Bay is extremely significant in that it forms a civic gateway to Seattle Center - it is literally and figuratively “The Center” of the entire plan. The streetscape on these two blocks of Broad Street is designed to be the seam that connects Seattle Center back to the City itself.

## **Broad Street between Alaskan Way and 3rd Ave - “The Terraces”**

Broad Street between Alaskan Way and 3rd Avenue is dominated by a steep slope with minimal street activation and few front doors. It is a critical part of the Lake2Bay corridor and needs substantial re-design in

order to make it a pedestrian friendly and enticing place. This segment of Lake2Bay also lacks the rich sense of history and architectural context found elsewhere on the corridor. For that reason, the landscape must do double-duty in establishing a strong sense of place.

## **Alaskan Way - “Bayside”**

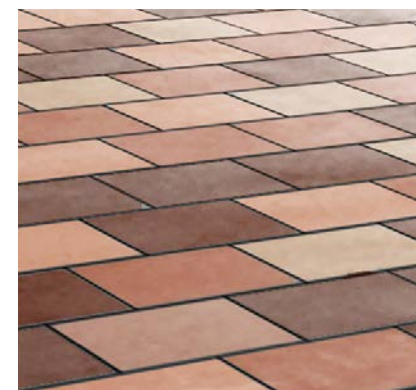
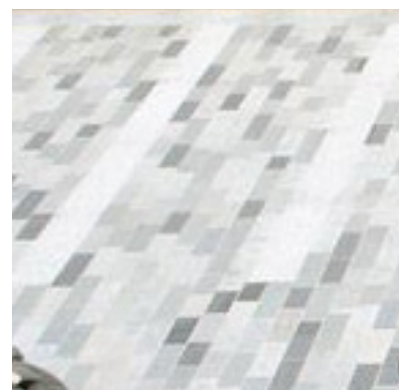
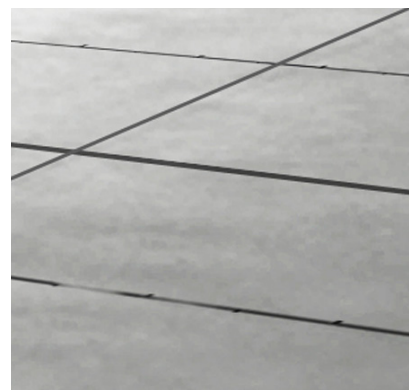
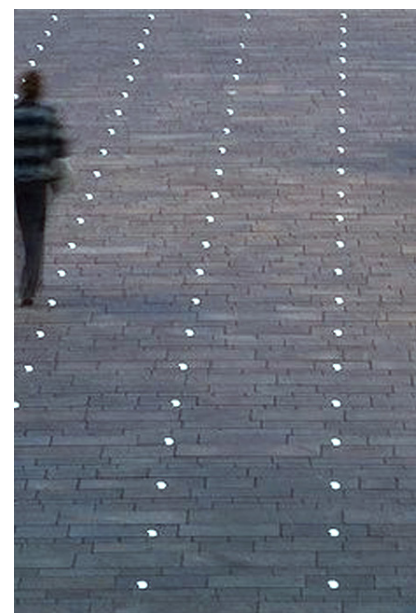
The buildings and sweeping waterfront views along Alaskan Way are large in scale, and the street design must make a strong connection to the Central Waterfront. Design strategies for Alaskan Way provide strong simple pedestrian and bike connections that celebrate the fundamental experience of being on Elliott Bay.

The following systems of related design elements will vary in character from street to street and are further defined in this chapter:

- Paving
- Planting
- Furnishings
- Lighting
- Wayfinding
- Stormwater
- Water Re-Use
- Art

Non-standard elements will likely require maintenance agreements with adjacent public and private owners.





ALASKAN WAY

BROAD STREET

SEATTLE CENTER

THOMAS STREET

TERRY AVE

**Local Character:** Lake2Bay allows each segment of the corridor to respond to distinct neighborhood characteristics.



The mall may be an American archetype, but conventional shopping centers have been changing for more than a decade.

Today's most successful developments reflect consumers' desires for a unique mix of commercial tenants and venues that offer light-filled open gathering places. For communities around the country, this modern notion of a "mixed-use" project offers a refreshing alternative to business as usual.

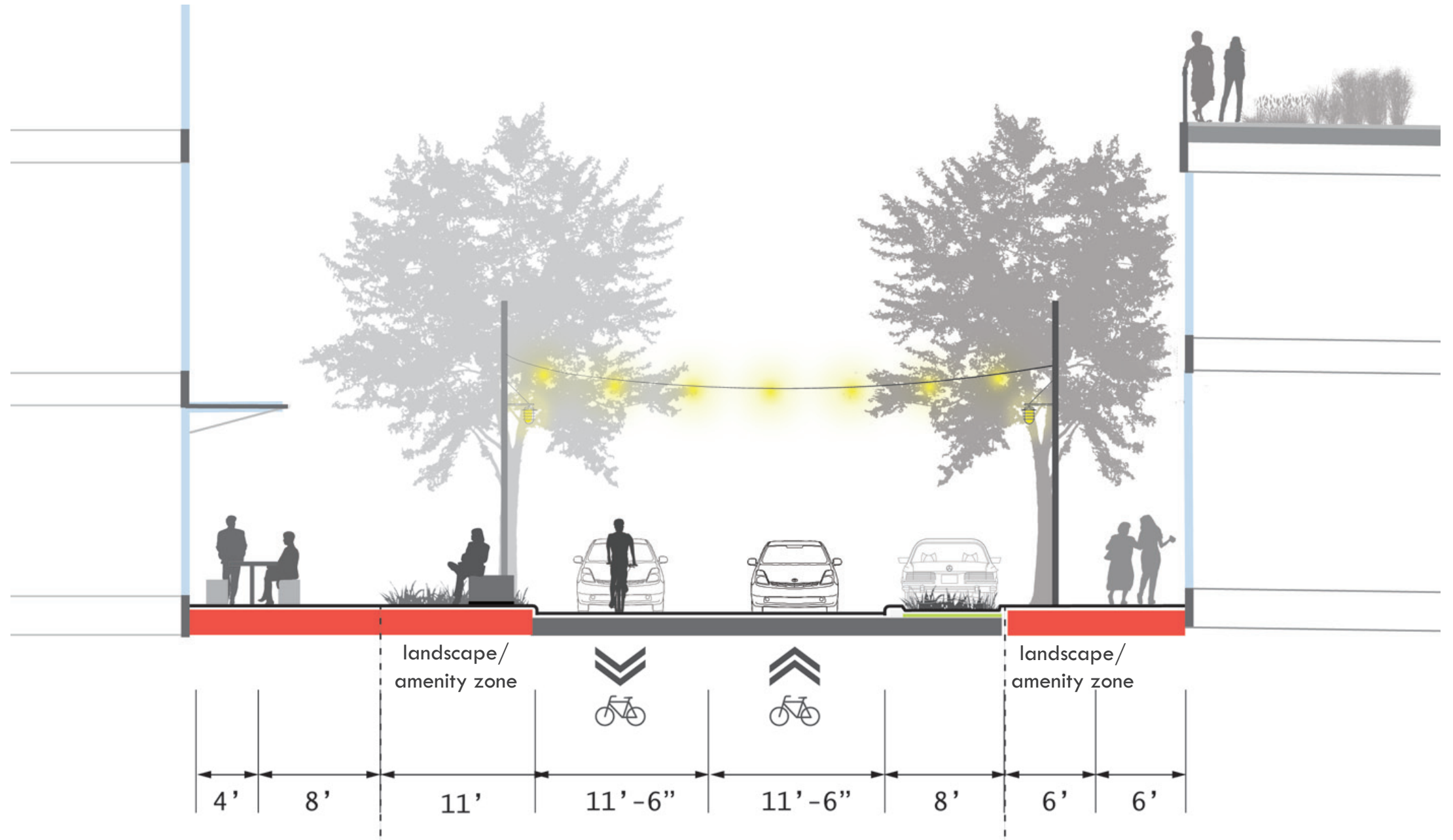
Some developments are built from the ground up, but most involve a creative combination of upgrades to existing buildings along with high-density new construction, and some of the most appealing projects are zoned for retail, restaurant and office use, as well as including housing. At their essence, says real estate analyst Ed McMahon, a senior resident fellow at the Urban Land Institute based in Washington, D.C., these projects are human-scaled, neighborhood-focused places designed for the people who live and work in them. The most successful of these efforts hark back to the old-fashioned town square but have a modern vibe for today's lifestyle.

"It's actually an ancient concept—think of the vibrant, active streetscapes of old Italian villages," says Darryl Custer, AIA, a principal of Seattle-based Callison. "The ground floors of most buildings were dedicated to cafes, shops—places people used in their daily lives. And the owners often lived above their shops."

The 21st century version of the traditional village is changing the fabric of downtowns and suburbs, connecting people with services, art,

The redevelopment of Seattle's South Lake Union neighborhood created a vibrant and accessible neighborhood of restaurants, shops, offices and apartments.





**Café Culture:** Plans for Thomas Street in South Lake Union incentivize small-scale retail and encourage restaurant spill-out space to create an active, pedestrian-scaled environment.





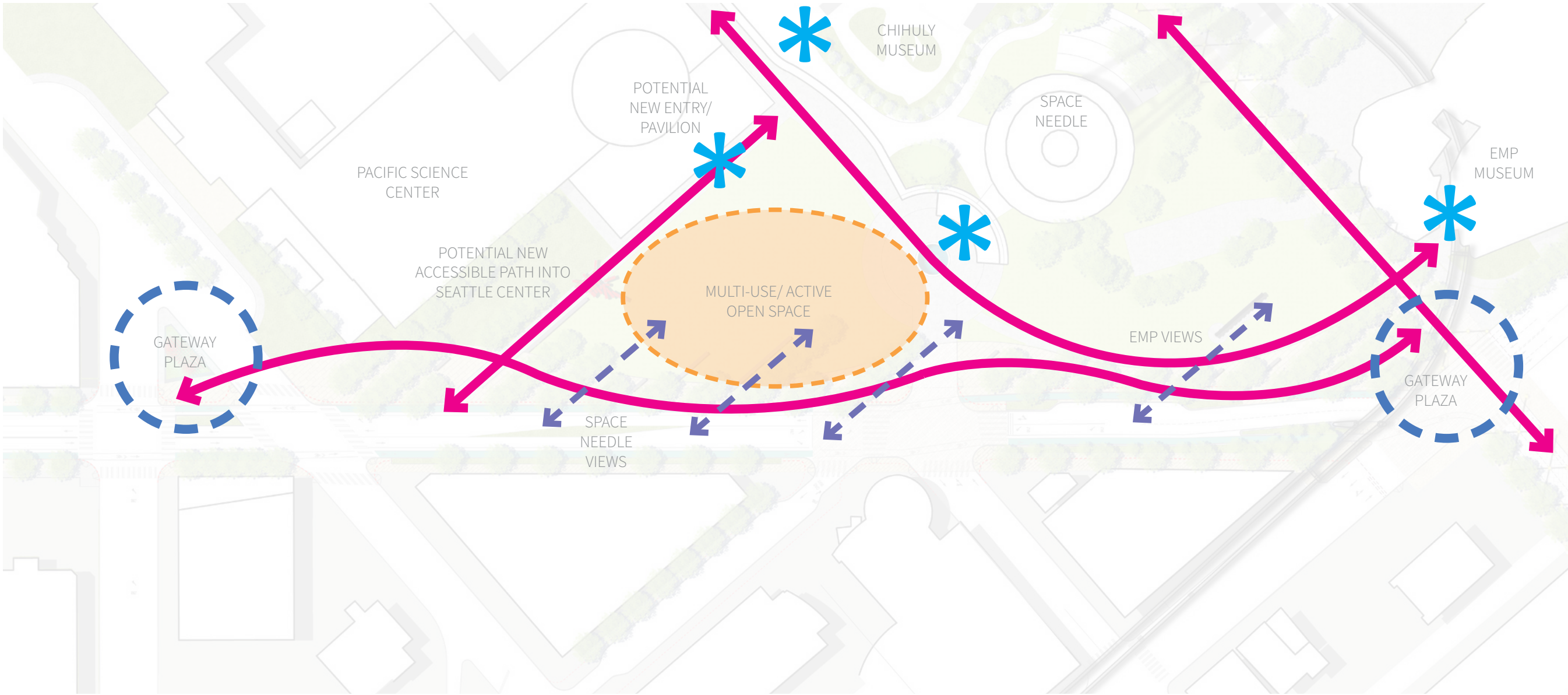
# Broad Street at Seattle Center

## Special Considerations

The transformation of Broad Street should welcome pedestrians coming from the Waterfront, Belltown, and South Lake Union into the Seattle Center. Two gateway plazas are proposed: one at the intersection of Broad Street/ Denny / Third Ave. and one at the intersection of Broad St. / Thomas St. / Fifth Ave. These gateways could be linked by a continuous

civic plaza forming a new “front porch” for Seattle Center. Direct pathways and improved sight lines could pull people from the sidewalk into the Pacific Science Center, Space Needle, Chihuly Museum and EMP Museum. If Pacific Science Center were to add an entrance or new pavilion to its south face, it would help activate Broad Street Green and make it a

welcoming gateway. Direct connections between the cultural institutions on the Broad Street Green should also be encouraged per Seattle Center’s adopted Master Plan.



# Broad Street at Seattle Center

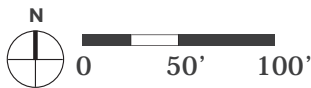
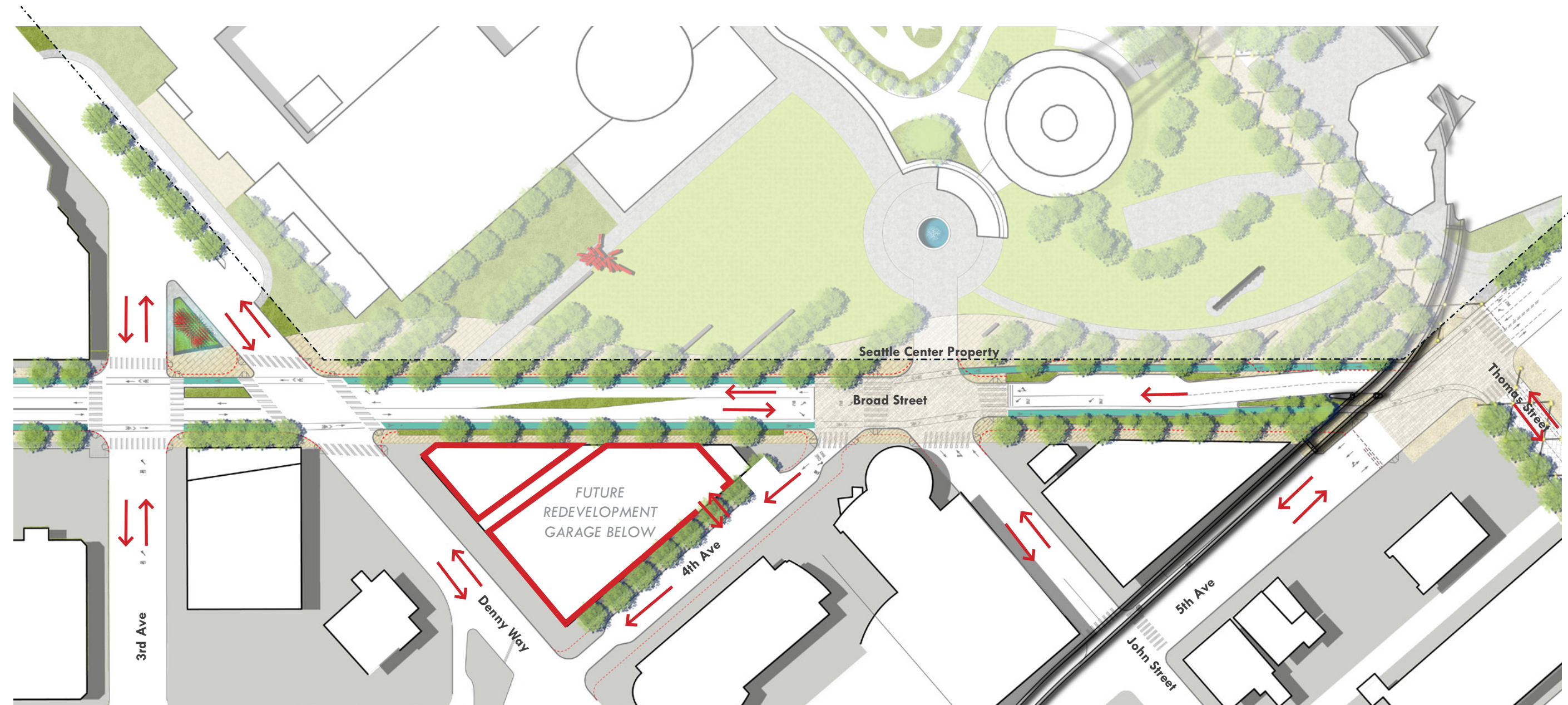
## Special Considerations

### Key Adjacent Properties

The underdeveloped block between Broad Street, Denny Way and 4th Avenue is a prime opportunity for redevelopment. The City should partner or incentivize mixed-use development in this location that helps support Broad Street at Seattle Center as a strong, civic space. The development should be activated by ground floor restaurant and retail

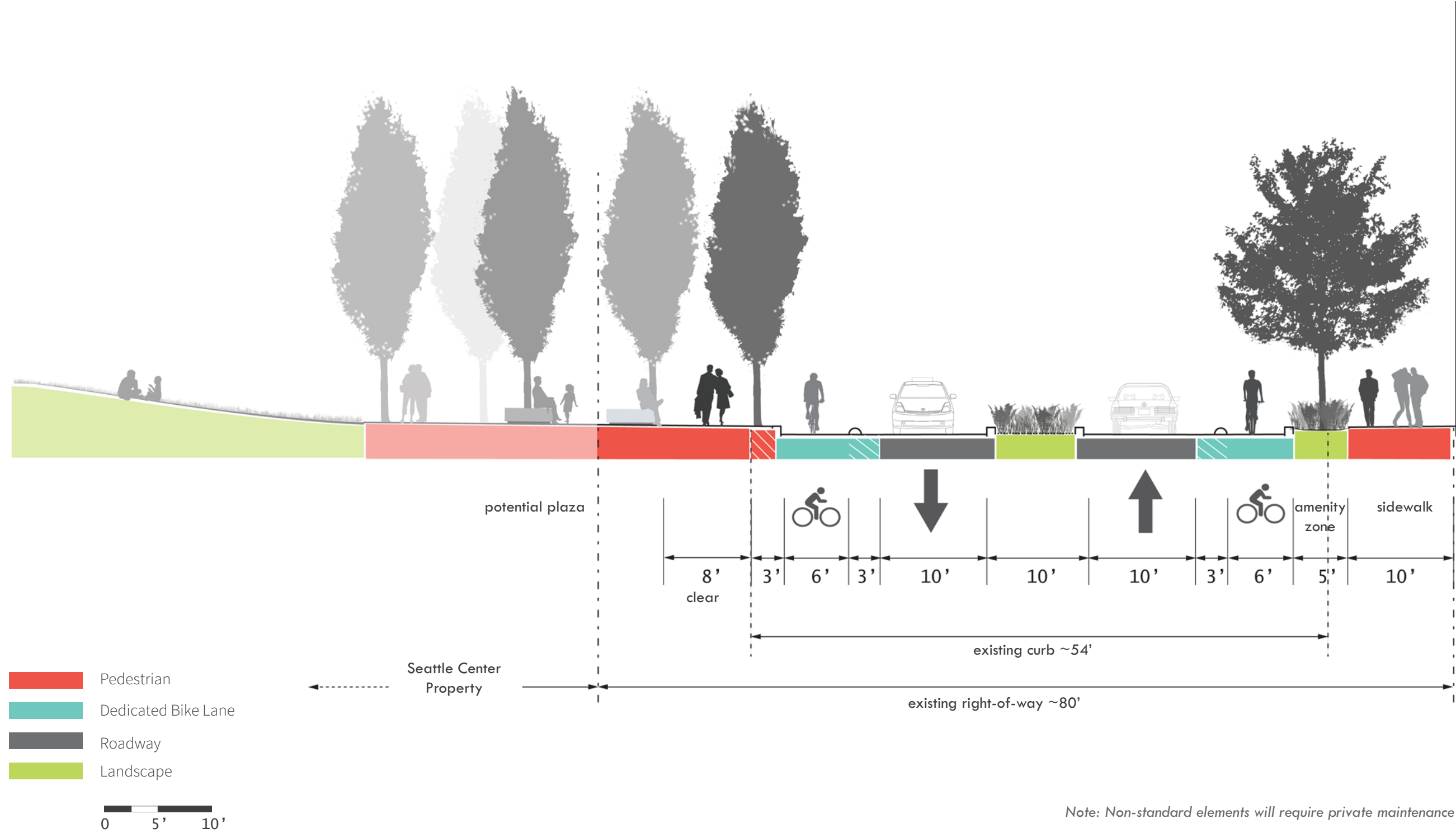
uses, particularly on Broad Street and 4th Avenue. Hotel, residences, and mixed income housing would all be suitable uses for the floors above. A below grade garage could park up to 75 cars per level, and could be used to support valet and other parking needs for the Space Needle and Seattle Center.

The block on Thomas St.. between 5th and 6th Avenues is also a prime redevelopment opportunity. The City should consider incentives that would allow this block to develop in a way that would support Seattle Center functions, and add eyes on the street to the neighborhood.



# Broad Street at Seattle Center

## Proposed Street Section A-a, Broad St. between Denny Way and 4th Ave





#L2B

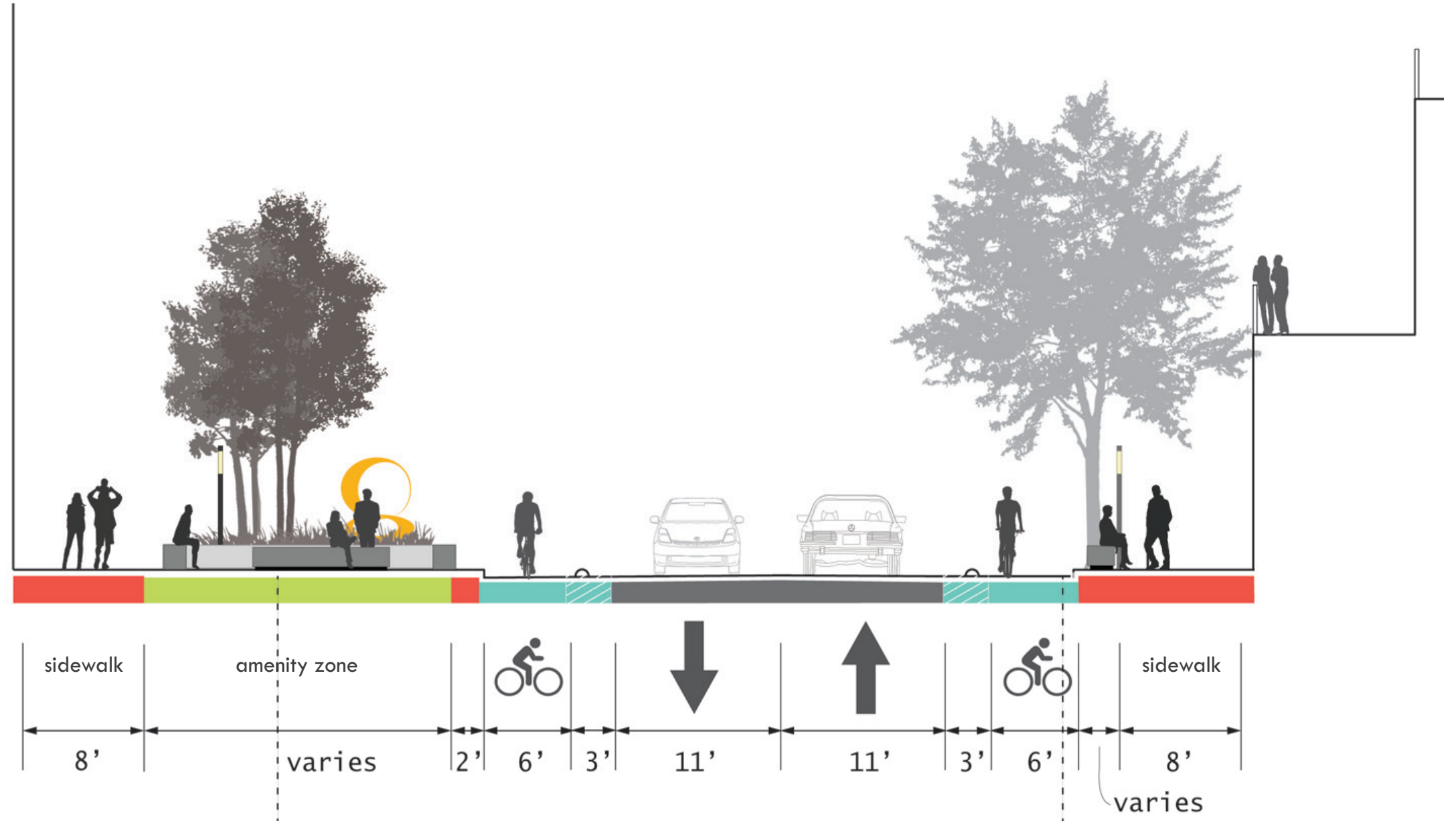


#L2B

# Broad Street Terraces

## Proposed Street Concept Plan



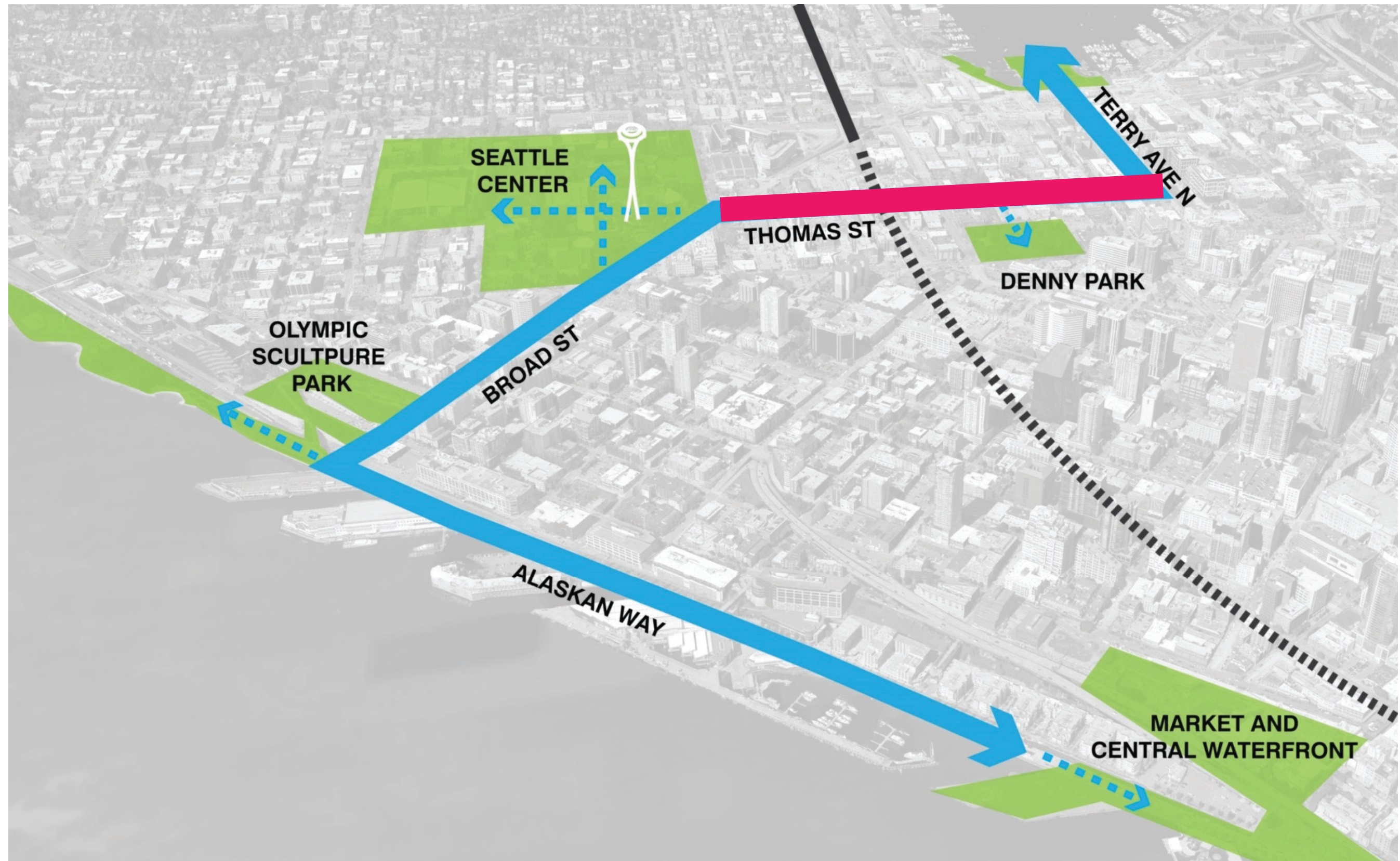


**From Grey to Green:** The reduction of traffic lanes on Broad Street makes room for storm water treatment planters and pedestrian and bike infrastructure, enlivening a steep and challenging segment of the Lake2Bay corridor.

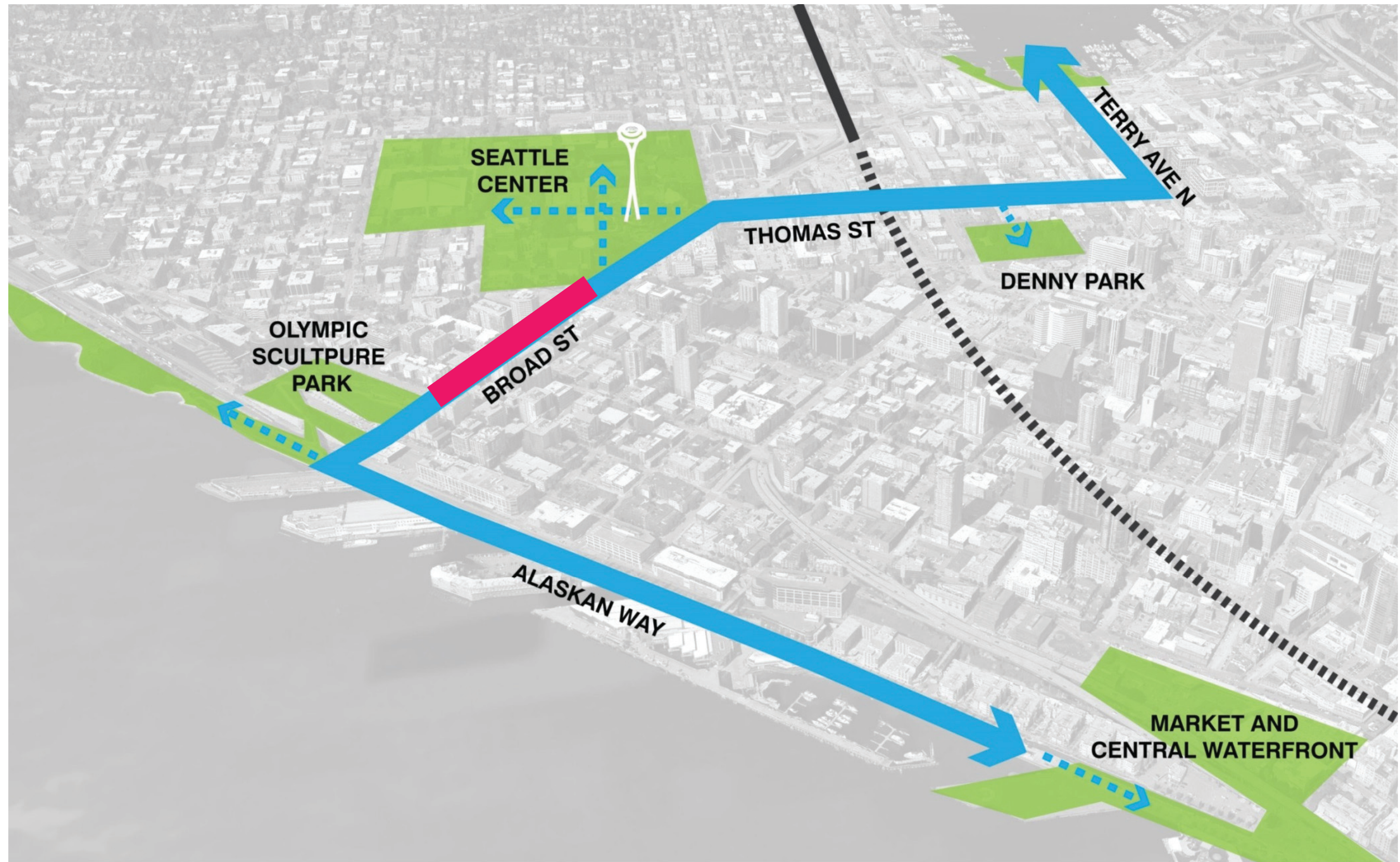




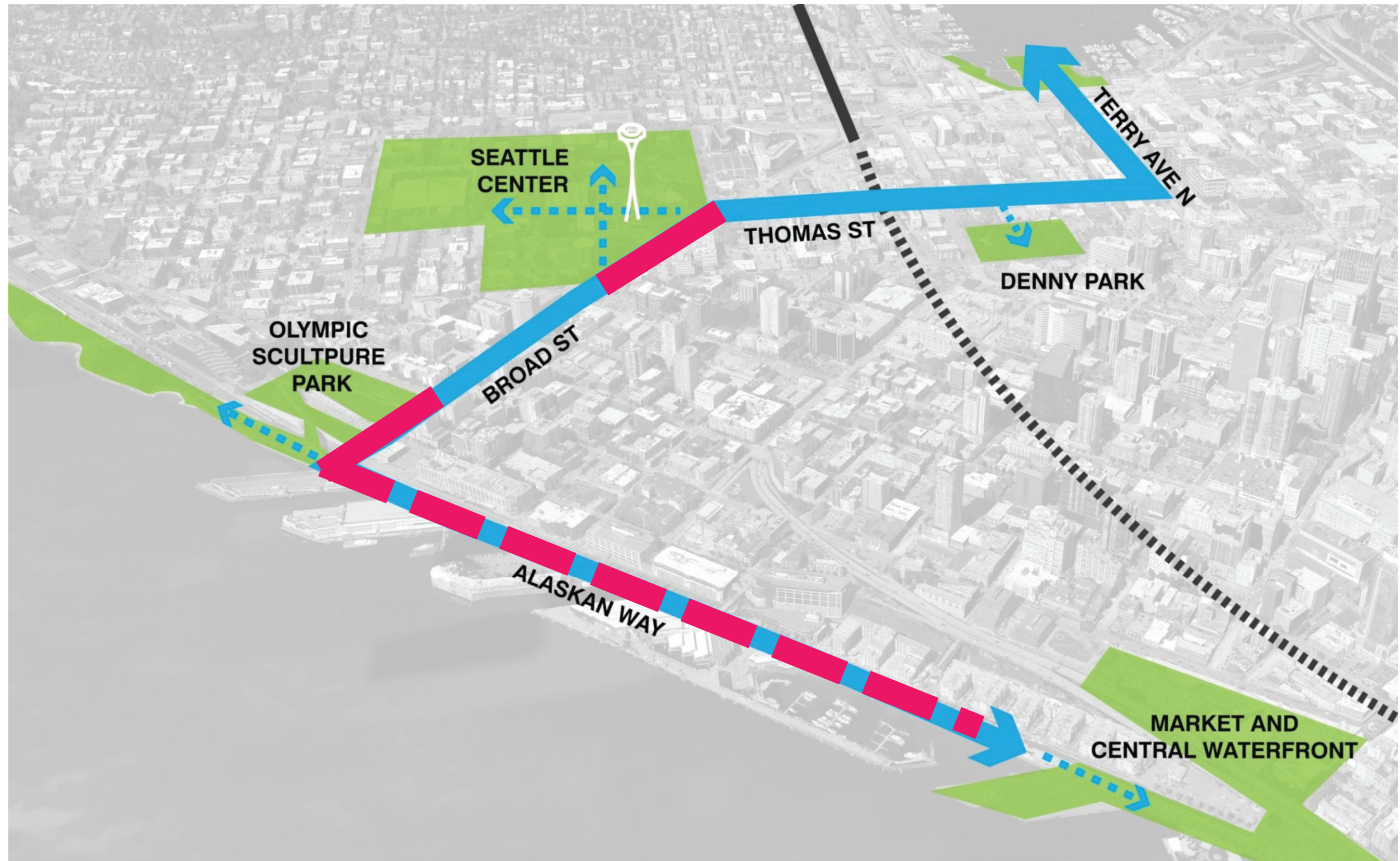




## Near Term Development



Development dependent on 3<sup>rd</sup> Ave signal and bus re-routing



**Development dependent on Tunnel completion**

# Lake2Bay Oversight and Governance

- To date, the Corridor project has been planned, paid for, and guided by a decentralized and extensive network of public and private entities, with efforts coordinated by a contract program manager.
- Long-term, this project requires institutionalized governance, ideally integrated into the work of the entity ultimately overseeing development, management, and financing of the full portfolio of Lake2Bay initiatives.
- We envision an independent nonprofit lead partner that
  - Facilitates integration of all Lake2Bay initiatives into City processes and policies;
  - Generates private investment that builds on investments made by the City through its traditional roles and programs;
  - Continues to leverage broad stakeholder engagement to ensure timely and complete realization and ongoing support of Lake2Bay projects.

# Lake2Bay Corridor Project has Catalyzed:

- Significant private sector investment in the L2B vision
- Coordination with Central Waterfront and Port on North Section of Alaskan Way
- Broad Street Mobility Study
- Belltown Denny Triangle Public Realm Study
- 3D District Model/Collaboration Tool
- Integration with Third Avenue planning efforts
- Engagement of private developers along Broad and Thomas Streets
- Seattle Center Parking Study
- Seattle Center Broad Street Green Conceptual Design
- Cross-agency public sector engagement and support and leadership
- Engagement of community groups across neighborhoods