Westlake Transportation Hub Strategy
McGraw Square/Streetcar Plaza project

Seattle Design Commission
December 2009
Pre-Hub Study Westlake Urban Design

12. Increased street trees - Increased street trees have the potential to improve summer shading and cooling in dense urban areas.

15. Vegetation filter strips - Vegetation filter strips are strategically located areas where polluted stormwater may be directed to improve water quality of stormwater runoff before it enters the stormwater system.

13. Planting strips vs. tree pits - The area between the curb and main pedestrian travel zones. It also helps to create buffers that increase root zones for trees, and may provide additional storage for stormwater when integrated into a stormwater system.

16. Native plantings - Use of vegetation in urban areas should always be ornamental plants, especially when appropriate use for native plants can assure proper plant survival.

14. Understory plantings - Understory plantings are smaller shrubs and groundcovers that are peripherally planted to increase foliage and ground cover in urban areas. They can add to stormwater control, aesthetic pleasure and decrease urban heat island effect.

Concept Plan Westlake Circle Stewart Street
Westlake Avenue Design (Denny Triangle District)
August 3, 2004

City of Seattle
SDOT
Conceptual Design Development
WESTLAKE TRANSPORTATION HUB STRATEGY

A blueprint for transit integration, multi-modal access, and placemaking within the expanding retail core of Seattle

Transportation Hub Improvement Themes:

Transit Integration

Westlake Hub Strategy Key Recommendations:

Legend:
- Westlake Station
- Street Level Entrance
- Rail Elevated
- Station Level Entrance
- Bus Only Lane
- BRT Octane
- Park and Ride
- Sidewalk Extensions
- Bike Share
- Bike Station
- Multi-Use Connections
- Transit Oriented Development
- Pedestrian and Bicycle

By the Time Metro's Rapid Ride (bus rapid transit) service begins operation in 2017, there will be six transit modes on three different levels that converge at the Westlake Hub.

Public/Private Coordination & Partnerships

By 2030, the Hub area is expected to add more than 4,000 housing units, 200,000 sq. ft. of retail, and several hundred thousand sq. ft. of new office space.

Place-Based Improvement Strategies:

"Times Square"
Accommodate streetcar expansion and increasing development through a series of signature pedestrian and public space improvements

Fifth Avenue Connector
Increase visibility and direct physical connections between streetcar, Monorail, and Westlake Station; continue to develop Fifth Avenue as the area's "Main Street".

Westlake Station
Make tunnel entrances easier to find from street; alleviate crowding on Pine St and 3rd Ave sidewalks; consider reconfiguration of station entrances and mezzanine expansion under 3rd Ave in the long-term.
TIMES SQUARE

Develop and organize a “north hub” through a series of pedestrian and public space improvements

- Re-design and expand Westlake Square Park
- Improve Westin Hotel frontage and formalize taxi loading area; traffic calm Westlake Ave
- Traffic calm west side of Fifth Ave; coordinate design with private redevelopment & Fifth Ave plaza
- Close Westlake Avenue to traffic between Olive and Stewart; integrate McGraw Square into a new streetcar plaza
- Widen sidewalks on Olive, Fifth, and Stewart, including around Times Square Building
- Extend streetcar to First Avenue via Stewart Street and Olive Way
Times Square with Streetcar Extension
Developing a preferred alternative

McGraw Square and Westlake Avenue - (Big Tree/"Water Splashes" Alternative)

A large Sequoia tree with native underplantings anchors the terminus of Westlake Ave, with the McGraw statue on a plinth overlooking a plaza flowing with bands of granite pavers, inlaid blue lights, and semi-circular tree pits - alluding to water ripples and functionally serving to deliver stormwater to landscaping and add visual interest.
Looking north from 5th Ave
Plaza - Key Features

– Closure of Westlake; expansion/integration of McGraw Square

– Large specimen tree(s) and natural drainage features

– 2nd streetcar platform

– Covered bicycle parking

– Vendor amenities and spatial program

– Lighting emphasis: pedestrian and landscaping
Questions?

1917 – McGraw and Westlake Squares