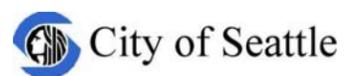




Cheshiahud

Lake Union Loop

Master Plan
May 2009



City of Seattle



prepared for:

Seattle Parks and Recreation
Seattle Department of Transportation
Seattle Parks Foundation

prepared by:

MacLeod Reckord Landscape Architects

May 2009



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ACKNOWLEDGEMENTS



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CONTENTS

Letter from The Mayor and the Seattle Parks Foundation Director	9
Preface	11
1. Introduction	
Genesis and Scope	15
Guiding Principles	15
Process	16
2. Background	
Lake Union History	19
Previous Planning	21
Current Functions and Street Conditions	22
Inventory Maps	25
Public Outreach and Stakeholder Input	30
3. Plan Recommendations	
Design and Planning	35
Design Guidelines	37
The Route	39
Design Recommendations	42
Loop Design Segment Inventory	43
Special Recommendations	77
Other Elements	
Street Ends, Parks, Waterways	80
Art Opportunities	82
Signage and Wayfinding	83
Natural Drainage Cleansing Opportunities	88
Materials and Detailing	92
4. Implementation Strategy	
Phasing and Priorities	95
Project Sheets	97
5. Appendices and Sources	
Sources	117
Appendices (on enclosed CD)	
1. SEPA Checklist, Determination of Non-Significance	
2. Public Outreach Documents and Summary of Comments	
3. Eastlake/Fairview Avenue East Traffic Analysis	
4. Shoreline Street Ends, Parks, and Waterways Matrix	
5. Cable Ferry Discussion	
6. Fairview and Fairview Intersection Improvement Plan, 2005	

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A connected system of parks and pathways is manifestly far more complete and useful than a series of isolated parks.

The Olmsted Brothers, 1903



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City of Seattle

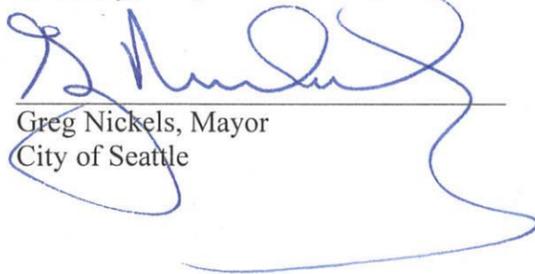
SEATTLE PARKS
FOUNDATION

Our public spaces are essential to Seattle's overall health and vitality. We love our open spaces, and now we see the importance of *connection* – linking our parks and green spaces to one another, and to the places where we live, work, shop and go to school.

In 2007, Seattle Parks Foundation published "Bands of Green," a report which boldly proposed a system of linear parks, trails and other "green connections" across our city in the spirit of the Olmsted Brothers' 1903 Plan for Seattle's Park System. The Cheshiahud Lake Union Loop, one such proposal, is about connection. The Loop is a six-mile landscaped multi-use path around Lake Union that will complete a key piece of the Olmsted Brothers' Plan. It will create safe and attractive access to the lake – connecting Gas Works and Lake Union Parks, linking more than 35 pocket parks, street ends and waterways that ring the lake, and improving access from adjacent neighborhoods, downtown and the University of Washington. By connecting existing parks and improving access for all, the Loop will create a continuous network of open spaces for a range of activities – walking and cycling, launching small boats, family picnics and quiet contemplation.

In many ways, Lake Union is a lens through which we can see and understand Seattle's history – from the native communities that called it home, to its days as a bustling manufacturing and ship-building hub, to its emergence today as a center for new technologies and our maritime economy. Here in Seattle, we have a commitment to protect and expand access to parks, to natural areas and to our collective history. The Cheshiahud Lake Union Loop builds on this commitment, linking our past to our present and providing a unique setting to explore the beauty and history of Lake Union. Please join us in making this vision a reality.

Sincerely,



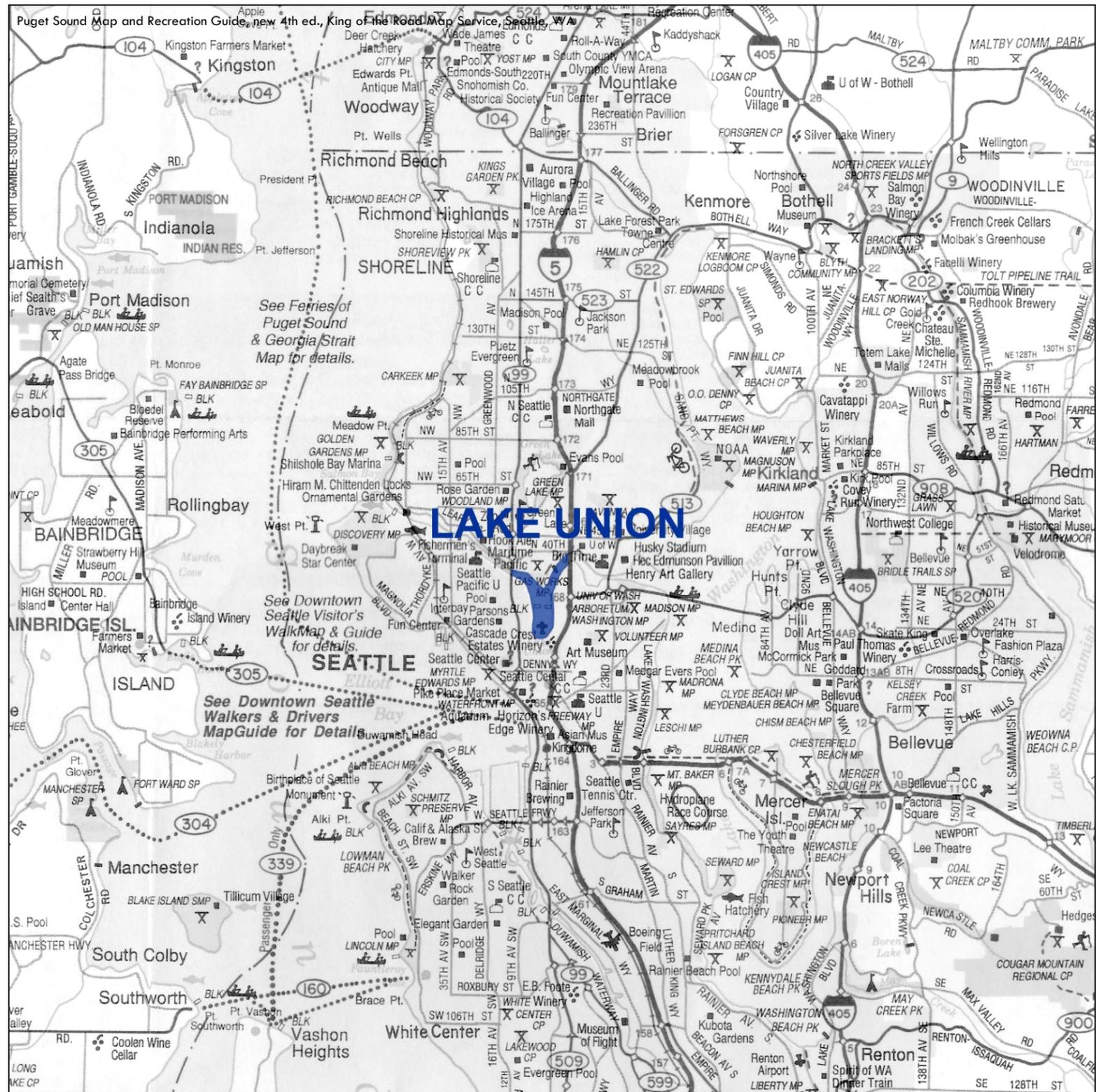
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LAKE UNION, CITY OF SEATTLE



PREFACE

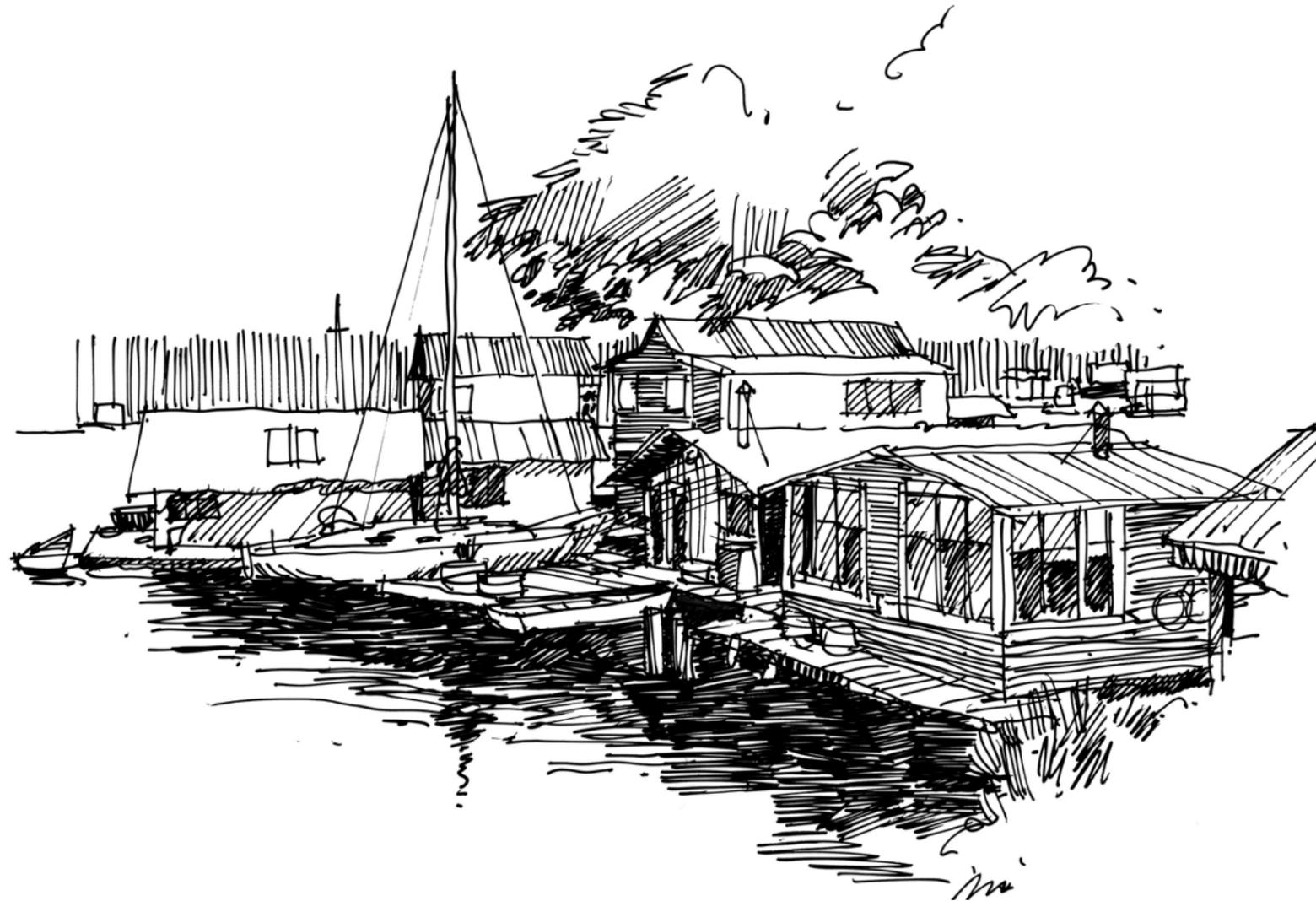
Much has been learned over the years of the value, to communities of all sizes, of communal open space and connections. Parks and green space have long been appreciated, but more recently there has been a growing awareness of the importance of connection—the ability to reasonably and comfortably access your neighbors, the places you live, work, shop, go to school and recreate, and the remaining natural places in our urban environments. The citizens of Seattle have expressed, in a variety of ways and forums, a clear and strong interest in protecting and expanding those connections and open spaces throughout the city.

Lake Union, and the surrounding neighborhoods, have been the subject of considerable planning and community effort for many years. A pathway around the lake was first suggested as part of the Olmsted Brothers plan of 1903, and that suggestion was expanded in a 1990 study entitled *Bands of Green*. That study was in turn the basis for a refinement/update in 2007 undertaken by the Seattle Parks Foundation which focused additional attention on a path around Lake Union.

Neighborhood and community planning over the years, as well as recent city-wide efforts (*Seattle Bicycle Master Plan*, etc.) have all expressed the desirability of creating and enhancing such a pathway.

This plan, the Cheshiahud Lake Union Loop Master Plan, is intended to build upon those previous efforts, and to look more specifically at routing and design issues in order to set the stage for future corridor improvements.

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1. Introduction

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INTRODUCTION

While the loop already exists to a greater or lesser degree in the form of public rights-of-way around the lake, the Cheshiahud Lake Union Loop Master Plan is intended to advance earlier thinking and previous related planning efforts regarding a loop around Lake Union, and will be the basis for corridor improvement development over the next several years.

Genesis

A pathway around Lake Union was first suggested as part of the Olmsted Brothers Plan of 1903, and that suggestion was advanced again in a 1990 study entitled *Bands of Green*. Interest has been growing for several years in providing such a loop, and the Seattle Parks Foundation took another major step in 2007 by updating the earlier *Bands of Green* study and again focusing attention on Lake Union.

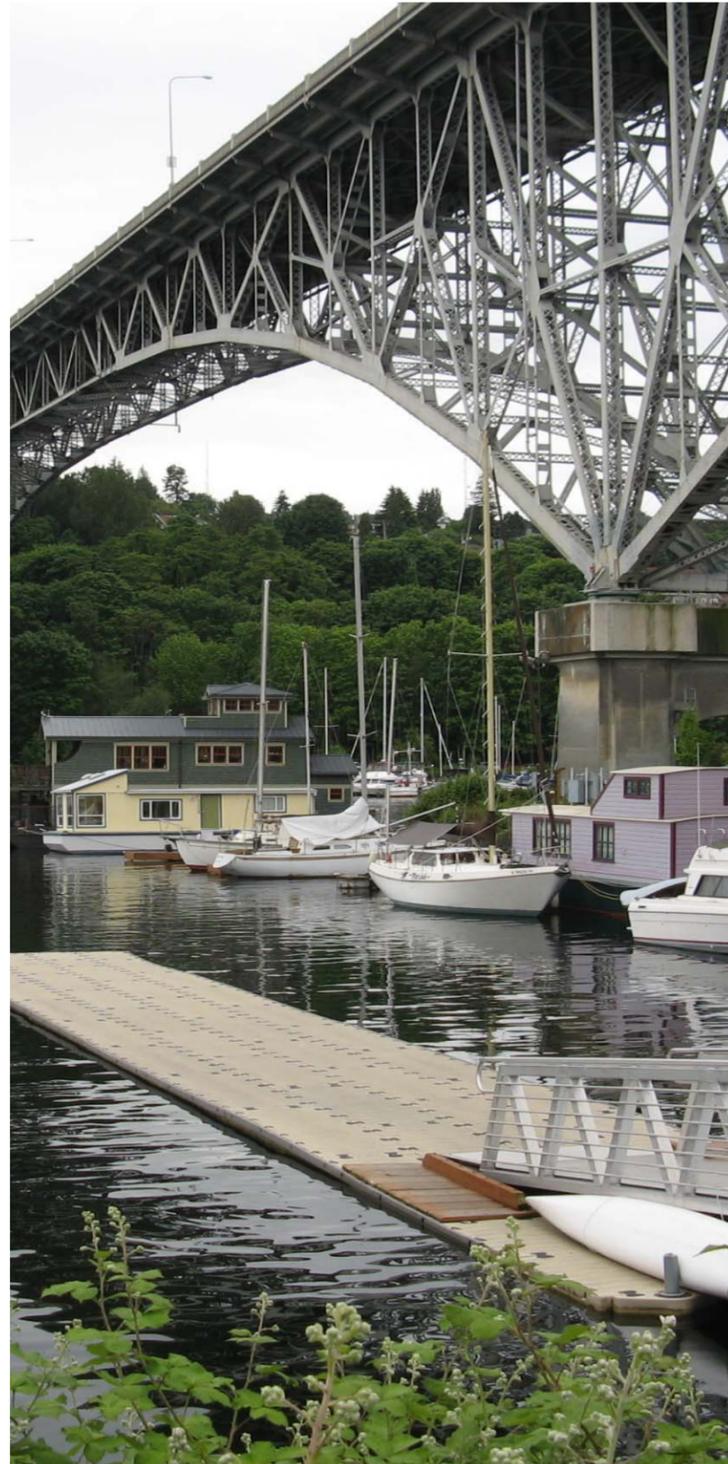
Scope

The planning process is designed to review earlier and related planning efforts, establish a more pro-active and comprehensive public/stakeholder/outreach process, and to evaluate the physical corridor and to make planning level recommendations for improvements.

Guiding Principles

The project team, in conjunction with an advisory committee (see page 30), established a set of guiding principles intended to guide both the planning process and the master plan itself. In designing the Cheshiahud Lake Union Loop, the team's intent was to:

1. **Create a safe corridor that accommodates a variety of uses and provides a high quality experience.**
2. **Be a good neighbor to all of the diverse users (and communities) around the lake.**
3. **Create an identity for the loop that reflects the cultural and natural history of Lake Union and reflects the unique qualities of each adjoining neighborhood and community.**
4. **Make physical connections that link neighborhoods, local resources and the lakefront.**
5. **Create opportunities for the larger community to engage in both the planning and long term stewardship of the loop.**



Process

The planning process, managed by the Seattle Department of Parks and Recreation in conjunction with the city's Department of Transportation (SDOT) and the Seattle Parks Foundation, took place over a nine-month time frame and was a sequential, rational process that included the following steps:

Initiation/Data Collection

Establishment of an advisory committee, review of previous plans and documentation, and development of the public/stakeholder outreach process.

Design Standards

Development, based upon existing applicable standards, the guiding principles and the physical corridor, of a set of suggested loop design standards.

Alternative Concepts

Recommendations, evaluation, and review of a series of alternatives for both routing and design within the loop corridor.

Draft Master Plan

Draft documentation of the process and the plan recommendations.

Final Master Plan

The final Cheshiahud Lake Union Loop Master Plan document, representing the final compilation of the process and planning recommendations. This document is then intended to be the basis, and guide, for loop implementation.

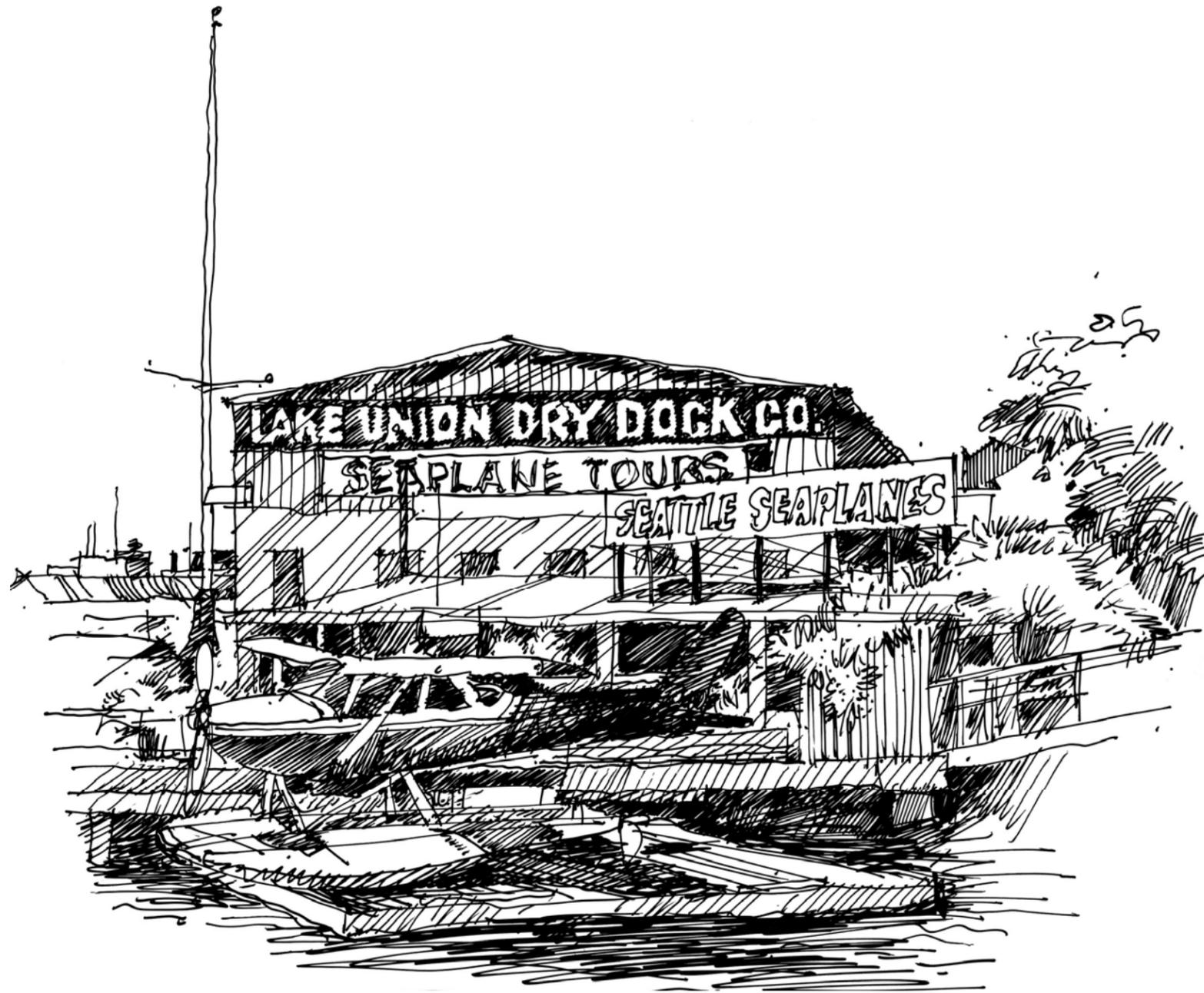
This document includes information gathered in the review, analysis, planning and outreach processes, and makes specific recommendations for the majority of the corridor as well as recommendations for further study of a few specific areas.

How to Use this Plan

The public process helped to identify those areas of the corridor that are most important and those areas that need improvement to become safe and continuous. Based on public input and the assessment of the existing conditions, the city identified a series of projects to make further improvements around the lake. Parks and SDOT have \$1.6 million in their 2009/2010 Capital Improvement Projects



(CIP) budget to make improvements. At the end of this plan there is a list of prioritized projects. Beyond 2010, the city will continue to make improvements as funds become available and/or in conjunction with other CIP projects.



2. Background

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LAKE UNION HISTORY

Natural History

Carved by the retreat of the Vashon glacier about 12,000 to 14,000 years ago, “tenas chuck” or Little Water, as it was called in Chinook trade jargon, sat next to Lake Xacuabš” (Lushootseed for *great-amount-of-water*), now known as Lake Washington, and drained into Salmon Bay via a small creek. The creek’s tidal influence extended up to where the Fremont Bridge is now located. Fed by streams such as Arboretum Creek, the lake was ringed with wetlands and marshes and surrounded by forested hill-sides. The lacustrine system of lakes and streams supported a rich array of wildlife—spawning salmon and other fish, birds, waterfowl, muskrat, otter, beaver, deer, even bear and cougar.

Cultural History

The Duwamish people lived in villages and longhouses along the lake’s southern and southwestern shores fishing and capturing waterfowl with nets. They navigated Lake Union and the resource rich Union Bay Marsh in their large Salish-style canoes, carved from single western red cedar logs. Lake Washington was accessed via a portage. With portageable canoes, the Duwamish were able to access many areas that were inaccessible to larger European-American vessels.



Duwamish Indians John (“Lake John”) and Madeline Cheshiahud were often called “the last Lake Union Indians.” Here, in 1904, they posed before their house on Portage Bay.

The chief of the Duwamish village on Lake Union was Cheshiahud, also known as Lake John, and he served as a travel guide for early white settlers around Lake Union. The Denny party claimed Lake Union in 1853,

and the Duwamish villages persisted along the lake for another 25 or so years. As late as 1909, Cheshiahud lived in a house at the foot of Shelby Street given to him by David Denny.



Lake John Cheshiahud and others in a canoe on Lake Union, c. 1885. Photo and description, Wikipedia, accessed 12-23-08.

The Duwamish people managed the landscape and shore-lines of Lake Union for their own benefit, using “every tool available to them, to shape their world—stone, fire, wood, weir, corral—within the respect for that world taught by their beliefs.”¹ On an entirely different scale, another of Seattle’s early pioneers, Thomas Mercer, envisioned a “tenas chuck” that connected to both Puget Sound and Lake Washington, and proposed a new name: Lake Union.

Early development around the lake included a streetcar line from downtown to the Ballard area along Westlake, and a railroad from South Lake Union to Pike Street. The railroad was built to carry coal mined in Newcastle, at the southeastern end of Lake Washington, to Seattle. The lake was incorporated into the City of Seattle in 1891.

Even without complete navigability, Lake Union was well on its way to become one of the greatest wooden boat-building centers in the world. In 1903 when the Olmsted Brothers were hired by the city to develop a park plan, John Charles Olmsted saw Lake Union as an industrial and commercial hub, and proposed parks at four locations around the lake: on the north, south, east, and west shores.

In 1916, Mercer’s vision came to fruition. The Lake Washington Ship Canal was completed with a cut through the natural dam between Lake Washington and Lake Union at Montlake. Lake Washington was lowered nine feet to meet

¹ Lorraine McConaghy, *Interpreting Lake Union: A Thematic Approach* (Seattle, Museum of History and Industry: 2007), 3.



Aerial of Lake Union, 1932. www.lakeunionmail.com/history.html, accessed 1-14-08.

the level of Lake Union, and later the water level in Salmon Bay was raised to meet Lake Union with the completion of the locks in Ballard in 1917.

The opening of the locks boosted the establishment of light manufacturing along the lake's shores. Several notable developments occurred around this time. The Boeing Company was established in the Eastlake area, and made its first test flight in 1916, and the first international mail flight originated from Lake Union in 1919. The Lake Union Steam Plant was completed in 1917. The Gas Works at the north end of the lake began operation in 1906, supplied by the railroad line along Lake Washington and north Lake Union (now the Burke Gilman Trail). In addition to the boatbuilding industry, canneries, mills, a coal wharf, commercial laundries, building-materials suppliers, and automobile dealerships were also established. To support the new industry, the Cascade neighborhood, lying to the south of Lake Union, filled with immigrants from Scandinavia, Greece, Russia, and the Balkans, who lived on small farms, houseboats, and modest homes. Other neighborhoods were aptly named Westlake, Eastlake, Northlake, and were populated with single-family homes. The activity of industry attracted settlers to the lakes' shores, making Lake Union at hub of activity in the growing city.

In the late 1920s, nearby Denny Hill was sluiced using water drawn from Lake Union. The low hills that had separated Lake Union from the areas south were smoothed out and the excess soil from Denny Hill was used to fill in wet-

lands along the southern shore of the lake. The construction of Interstate 5 just to the east of the lake in the 1960s further reshaped the lake's surroundings. Many homes in the Cascade neighborhood were demolished, and the increase in traffic volumes along Mercer Street created a boundary between South Lake Union and downtown.

Today, Lake Union retains its industrial function and flavor, and while many of the historic industrial buildings have been converted for other uses, the waterfront remains a place of work, which adds vitality and interest. The following sections address the existing character and function of the individual neighborhoods.

PREVIOUS PLANNING



A survey of previous planning efforts was conducted, looking at regional/city-wide plans, neighborhood plans and studies, and guidelines and standards pertaining to rights-of-way and the development of pedestrian and bicycle facilities.

The following plans were consulted:

City-wide Plans

- *Bands of Green: A Plan for the continuing development of trail, boulevards and linear parks in Seattle*. 2007 (update to 1990 plan)
- *Seattle Bicycle Master Plan*, 2007

Neighborhood Plans and Studies

- *Eastlake Neighborhood Plan*, 2004
- *Fairview at Galer intersection conceptual plan*, 2005
- *Fairview Avenue East Green Street Design Concept, Hamlin to Fuhrman*, 2001
- *Fairview Avenue East Green Street Design Concept, Newton to Roanoke Segment*, 2005
- *Fairview Avenue Green Street (through Wards Cove Development)*, 2005
- *Lake Union Neighborhood Plan*
- *Lake Union Park Plan*, 2005
- *Peace Park renovation project*, 2008
- *South Lake Union Transportation Study*, 2004
- *South Wallingford Amendment, South Wallingford Plan*, 2002

- *South Wallingford Corridor Study*, 2005
- *Terry Avenue North Street Design Guidelines*
- *Westlake sidewalk plan (Bridging the Gap Project, Group 1 of 2)*, 2008

As described in the preface, the development of this project is supported at the city-wide level through the *Bands of Green* report, which envisions a connected path around Lake Union.

Many smaller-scale planning documents, corridor studies, and neighborhood-scale design proposals for areas in and around the loop were consulted and evaluated as well. In particular, the *Bicycle Master Plan*, and the *Fairview Green Street Plan* had direct relevance to the master plan.

In addition, several guidelines and standards were consulted; these are addressed in the design standards section.

CURRENT FUNCTIONS AND STREET CONDITIONS

A physical inventory of the loop corridor was conducted to determine the characteristics of existing public rights-of-way and existing non-motorized network. In addition, there was an effort to assess neighborhood character, amenities, destinations and connections, such as parks and neighborhood commercial areas to provide context and inform the identity of the loop. The inventory is described below and depicted on the accompanying maps.

Streets Around the Loop and Designated Street Types

The city's Right-of-Way Improvement Manual (ROWIM) designates street types and indicates design criteria specific to each type to ensure access and mobility for all users of the street—vehicles, pedestrians, bicyclists, freight, etc. These designations are important to the master plan's use of existing public rights-of-way to provide pedestrian and bicycle access around the lake. The master plan works within the parameters of the ROWIM to balance the goals of the loop along with the other functions each of these streets provide. The streets around the loop fall into 4 categories, as follows:

Regional connector:

Westlake Avenue North
Valley Street
Fairview Avenue North
Eastlake Avenue East
North Pacific Street

Commercial Connector:

North Northlake Way

Industrial Access:

North Northlake Way
North Pacific Street
Fairview Avenue North

Neighborhood Green Street:

Fairview Avenue East

The Street Type Matrix on page 29, following the inventory map, describes the design elements and criteria for each street type.



Neighborhoods

South Lake Union/Cascade
Eastlake
University District
Wallingford/South Wallingford
Fremont
East Queen Anne
Westlake

Neighborhood Character

The **South Lake Union** neighborhood has shifted from being primarily residential to higher-rise commercial and mixed use. In addition the location of many significant biomedical research organizations—Fred Hutchinson Cancer Research Center, Seattle Biomedical Research Institute, Zyngogenetics (occupying the former steam plant), Group Health Cooperation Administrative Center, and Children's Hospital and Regional Medical Center—have located to the south end of the lake. The recent construction of Lake Union Park, featuring The Center for Wooden Boats and the planned relocation of the Museum of History and Industry to the Naval Reserve Building, represent an evolution of the idea of the Seattle Commons, envisioned over 15 years ago as a large civic park surrounded by mixed use

development anchored around the biotechnology industry. The Center for Wooden Boats has been along the lake since 1981, and has helped connect people to the lake for recreational purposes.

A ribbon of industrial/commercial activity wraps around the shoreline of the remainder of the lake, backed by residential neighborhoods on the uplands.

Westlake remains industrial and commercial, with a collection of marine-oriented businesses, some retail, boat moorage, and a floating home community. The communities to the west, along Dexter and in Queen Anne, are physically separated from Lake Union by Westlake Avenue and steep slopes.

Like Westlake, **Northlake** is more industrial and commercial, and it is separated from the South Wallingford neighborhood by the raised railroad embankment on which the Burke Gilman Trail sits, and by North Pacific Street.

Fremont's retail/commercial area, Fremont Avenue, extends from the lakeshore north, and the residential area of the neighborhood, a mix of single and multi-family, fans out from this central spine along the lake to the east and west.

Eastlake is more residential, though with a sizable cluster of businesses, mostly at the south end of Fairview Avenue East: Lake Union Dry Dock, National Oceanic and Atmospheric Administration (NOAA), The Gates Foundation, and some biotechnology companies. Eastlake's residential character is more varied and eclectic, with a large community of floating homes along the lake's edge, and a mix of single family and multi-family residential to the east, peppered with neighborhood-scale businesses.

Existing Non-motorized/ Bicycle Facilities

Pedestrian pathways

- Westlake Walkway and Fairview Walkway: along the northwest, south, and southeastern shores of the lake from Fremont Bridge to the end of Fairview Avenue North at the Fairview Bridge (near East Galer Street)

Separated trail

- Burke Gilman Trail: Fremont Bridge to University Bridge

Bike lanes

- University Bridge
- North 34th Street
- Dexter Avenue North (facility parallel to loop)

Signed bike routes

- Fairview Avenue East
- Dexter Avenue North (facility is parallel to loop)
- Westlake Avenue from Lake Union Park
- North Northlake Way, Stone Way to Fremont Bridge
- Fremont Bridge

On-street routes commonly used by bikes

- Fairview Avenue East
- Eastlake Avenue East (facility is parallel to the loop)

Shoreline Street Ends, Parks, and Waterways, including schools and playgrounds

The location of these resources is shown in the accompanying maps. These recreation and open spaces are addressed more fully in the other elements section.

Neighborhood Connections

South Lake Union/Cascade Neighborhood:

- To downtown via Terry Avenue North, Westlake Avenue North, Broad Street

Eastlake:

- To Colonnade Park and west Capitol Hill via East Blaine Street
- To Eastlake Avenue East commercial node via East Lynn Street
- To Rogers Playground and TOPS K-8 School (Seward School building) via East Roanoke Street
- To north Capitol Hill via Fuhrman Avenue East

University District:

- To University via NE 40th Street and Campus Parkway

Wallingford/South Wallingford:

- To John Stanford International Elementary School via Latona Avenue NE

- To 45th Street commercial node via Wallingford Avenue North
- To Greenlake via Stone Way North

Fremont:

- To Fremont Avenue commercial node via Fremont Avenue
- To Ship Canal Trail via North 34th Street and under north end of Fremont Bridge

Westlake:

- To Ship Canal Trail under south end of Fremont Bridge.

Point of Interest

The following sites are noted on the 2"x3" folded Cheshia-hud Lake Union Map (2008):

1. Fremont Rocket
2. Lenin Statue
3. "Waiting for the Interurban" public art piece
4. History House
5. Fremont Troll
6. Gas Works Park
7. Waterway 18
8. Waterway 15
9. Peace Park
10. "The Wall of Death" public art piece
11. Eastlake P-Patch
12. Eastlake Bouledrome
13. Lynn Street Mini Park
14. "Shear Draft" public art piece
15. Puget Sound Maritime Historical Society Museum
16. The Center for Wooden Boats
17. Lake Union Park
18. Crockett Street End
19. Garden with a Secret
20. Waterway 1

Land Use and Zoning

Today very little of Lake Union is zoned industrial (refer to zoning and land use map on page 28); only the north part of the lake and some smaller pockets around the lake remain in that designation. The primary land use and zoning around the lake is multi-family, along with pockets of residential/commercial along Westlake and Fairview Avenues North.

Planning Issues

The following plans and projects may influence traffic patterns, land use or other development issues around the loop.

South Lake Union Transportation Plan

- Transit enhancements, some non-motorized improvements
- Changes to Valley Street

Mercer Corridor Project

- Changes to Valley Street
- Opportunities for enhanced bike/pedestrian facilities along Valley Street, Fairview and Terry Avenues North
- Changes to traffic patterns on nearby streets
- Under-grounding of City Light transmission line along Fairview Avenue North

Streetcar extension

- Proposed extension along Eastlake Avenue East could affect overall traffic patterns, existing bicycle use along the corridor

Bicycle Master Plan

- Incremental enhancement of bicycle facilities on Eastlake Avenue East
- Bike lanes on North 34th Street/North Northlake Place between Fremont Avenue and Stone Way North
- Redesign of north end of University Bridge to resolve turning conflicts

Pedestrian Master Plan

Street End Master Plan

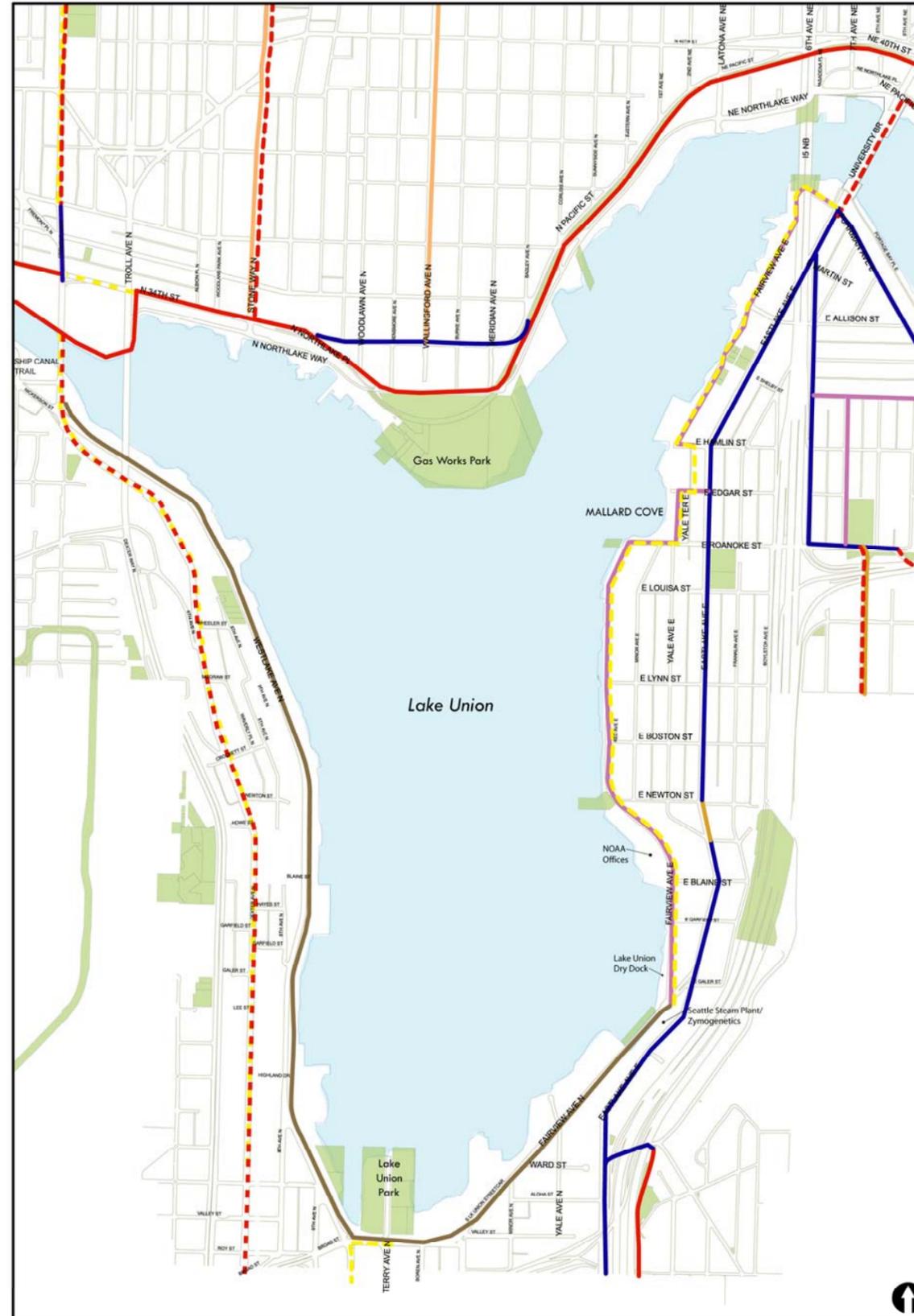
These plans are under development as of the completion of this master plan but will undoubtedly address issues all along the corridor.



Cheshiahud Lake Union Loop

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INVENTORY: NEIGHBORHOODS AND CONNECTIONS



Cheshiahud Lake Union Loop

Master Plan
May 2009

INVENTORY: EXISTING BICYCLE ROUTES

LEGEND

-  Shared use trail
-  Bicycle Lanes
-  Sharrows
-  Sharrows & Climbing lane
-  Pedestrian pathway
-  Signed bike route
-  Arterial street commonly used by bicyclists
-  Non-arterial street commonly used by bicyclists



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May 2009

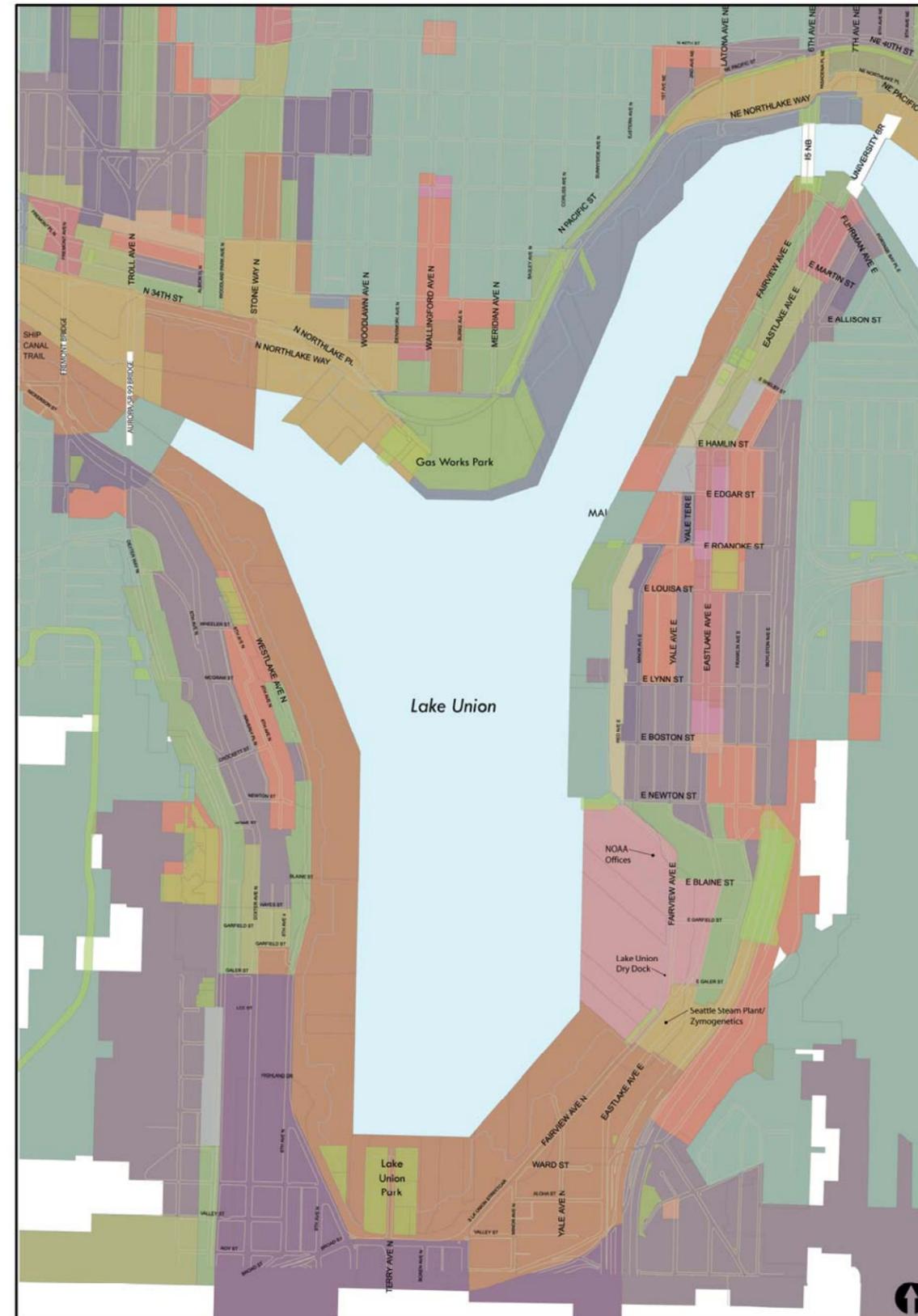
INVENTORY: PARKS, STREET ENDS AND WATERWAYS

- LEGEND**
- Street End
 - ★ Waterway
 - ✱ Hand-carried Boat Launch
 - ✱ M Motorized Boat Launch

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Master Plan
May 2009

INVENTORY: ZONING



LEGEND

C1:	Commercial 1
C2:	Commercial 2
IB:	Industrial Buffer
IC:	Industrial Commercial
IG1:	General Industrial 1
IG2:	General Industrial 2
L1:	Residential, Multifamily, Lowrise 1
L1/RC:	Residential, Multifamily, Lowrise 1, Residential-Commercial
L2:	Residential, Multifamily, Lowrise 2
L2/RC:	Residential, Multifamily, Lowrise 2, Residential-Commercial
L3:	Residential, Multifamily, Lowrise 3
L3/RC:	Residential, Multifamily, Lowrise 3, Residential-Commercial
LDT:	Duplex/Triplex
MIO:	Major Institution Overlay
MR:	Residential, Multifamily, Midrise
MR/RC:	Residential, Multifamily, Midrise, Residential-Commercial
NC1:	Neighborhood Commercial 1
NC2:	Neighborhood Commercial 2
NC3:	Neighborhood Commercial 3
SF 5000:	Residential, Single-family 5,000
SF 9600:	Residential, Single-family 9,600
SM:	Seattle Mixed

Cheshiahud Lake Union Loop

STREET TYPE MATRIX

(adapted from ROWIM)

	REGIONAL CONNECTOR	COMMERCIAL CONNECTOR	INDUSTRIAL ACCESS	NEIGHBORHOOD GREEN STREET
STREET TYPE and DESIGN ELEMENT	Westlake Avenue North, Valley Street, Fairview Avenue North, Eastlake Avenue East, North Pacific Street	North Northlake Way (segment)	North Northlake Way, North Pacific Street (segments), Fairview Avenue North (segment)	Fairview Avenue North
Curb bulbs	May be appropriate	May be appropriate		Street may or may not have curbs
Bus bulbs		Appropriate in some locations		N/A
On-street parking		Appropriate, usually restricted by time or zone	Load zones for truck deliveries	May be appropriate but should be limited
Bicycle routes	Yes, if no feasible alternative route exists	Bicycle lanes where appropriate	Parallel facility recommended	Bicycles share the road
Truck routes signage	Encouraged	Appropriate	Encouraged	
Medians	Use on streets with >3 lanes	Use on streets with >3 lanes		
Crossing Islands	Use on streets with >3 lanes	Use on streets with >3 lanes		
Sidewalk width	As wide as possible	As wide as possible	Must meet minimums but may be wider	Wide sidewalks or walkways
Driveways	Minimize number of driveway crossing sidewalk	Minimize number of driveway crossing sidewalk		Not encouraged
Street trees and landscaping	Encouraged	Desirable; must compatible with transit operations	Low landscaping and high branching trees encouraged	Wide planting strip, double row of trees, landscaping encouraged
Street furniture	Bus shelters in transit zones. Wayfinding and other elements where right-of-way width allows	Appropriate		Encouraged. Consistent design encouraged
Pedestrian scaled lighting	Prioritize at important locations	Prioritize at important locations		Encouraged
Drainage				Natural drainage encouraged
Decorative elements	May be appropriate	May be appropriate		
Awnings or weather protection	Appropriate where ped. volumes is high	Appropriate where ped. volumes is high		

PUBLIC OUTREACH AND STAKEHOLDER INPUT

Summary of Public Outreach

The community involvement process for the master plan served an important role in developing the Cheshiahud Lake Union Loop Master Plan. The comments received at public meetings and by email correspondence are largely reflected in the guiding principles. Many of the concerns and suggestions were incorporated in the final master plan. The public outreach section in the appendix features a graphic that illustrates common themes reiterated by the public and explains how these issues were addressed in the final master plan document, as well as meeting dates, and a matrix of public comments.

Initial Planning and Stakeholder Identification

The city reached out to surrounding community organizations, neighborhood groups, and businesses to identify key stakeholders for the project. After meeting with these groups, Seattle Parks and Recreation and the Seattle Parks Foundation, in conjunction with the Office of the Mayor, convened an eleven member citizen advisory panel that reflected the broad diversity of interests among stakeholders around Lake Union and in the larger Seattle community.

Citizen Advisory Group

The advisory group met four times during the master planning process, providing comprehensive feedback on design standards, alternatives and proposed plans for the loop. Members of the group include representatives from the Eastlake Community Council; the Fremont Neighborhood Council; the Wallingford Community Council; the South Lake Union Friends and Neighbors Community Council (SLUFAN); and representatives from the Floating Homes Association; the Mallard Cove Home Owners Association; and a marine business representative. Additionally, the panel includes a representative from both city's Pedestrian and Bicycle Advisory Boards.

Advisory Group Meetings & Milestones

Meeting #1, 5/07/08 – The committee established the framework for a set of guiding principles to help shape the design standards and outcome of the master plan.

Meeting #2, 6/10/2008 – The project team asked for feedback on design standards and engaged the committee in a discussion of key priorities and challenges.



Meeting #3, 9/04/08 – The design team requested comments from the group on design alternatives for key segments around the loop.

Meeting #4, 12/04/08 – Committee members provided a final round of input on recommended solutions, route alignment and new design elements to be incorporated in the master plan.

Public Open Houses

In addition to the Advisory Committee meetings, the city held three public open houses to share plans for the loop with the community and to gain public feedback. Public open houses were advertised on the city's website, city maintained-list serves and local neighborhood publications; postcards were mailed to local residents and flyers were posted.

The first open house held June 17, 2008 served to share early information about the proposed master plan. Community members were invited to meet city staff members and the city's consultant team; learn about proposed plans for the loop and share observations with the design team. After gathering initial feedback and ideas, the design team further solidified the route alignment and design elements. A second public open house held September 11, 2008 sought input from the public on eight key segments around the lake and corresponding design alternatives. Comments collected were used to help narrow the design



alternatives and select recommended solutions to be incorporated in the draft master plan. The project team held its third and final open house December 11, 2008 to present design recommendations and gain one last round of feedback before finalizing the master plan.

At each open house, a brief presentation was held to share background information, explain the master planning process and highlight the opportunities to submit comments. Stations with display boards featured design elements and details on a proposed wayfinding system. Project team members were available for discussion and attendees were encouraged to speak directly with staff regarding specific issues and concerns. Citizens were also invited to submit comment forms, email messages, or note their preference directly on the boards.

Presentations

To supplement the public involvement efforts, the design team held three presentations before the Seattle Design Commission and three before the Park Board of Commissioners. Both groups were supportive of the master plan and offered further guidance for continued refinement of the plan.

Summary of Public Comment

Overall, public comments have been positive and have largely mirrored the project's guiding principles. However, some concerns were raised over the timing of the signage installation, the over-water (cable ferry) option at Mallard Cove and the route alignment between East Hamlin and

Louisa Streets. Seven key themes have emerged from public comments. These include concerns or comments about:

- Respecting and maintaining neighborhood character
- Improving safety and mobility
- Balancing public and private access
- Ensuring that final design elements promote direct access and connectivity with existing routes and resources surrounding the neighborhood
- Minimizing parking space losses in the final master plan.

Number of Comments:

112 people attended Open House #1, 6/17/08

29 comment forms were received.

71 people attended Open House #2, 9/11/08

7 comment forms were received.

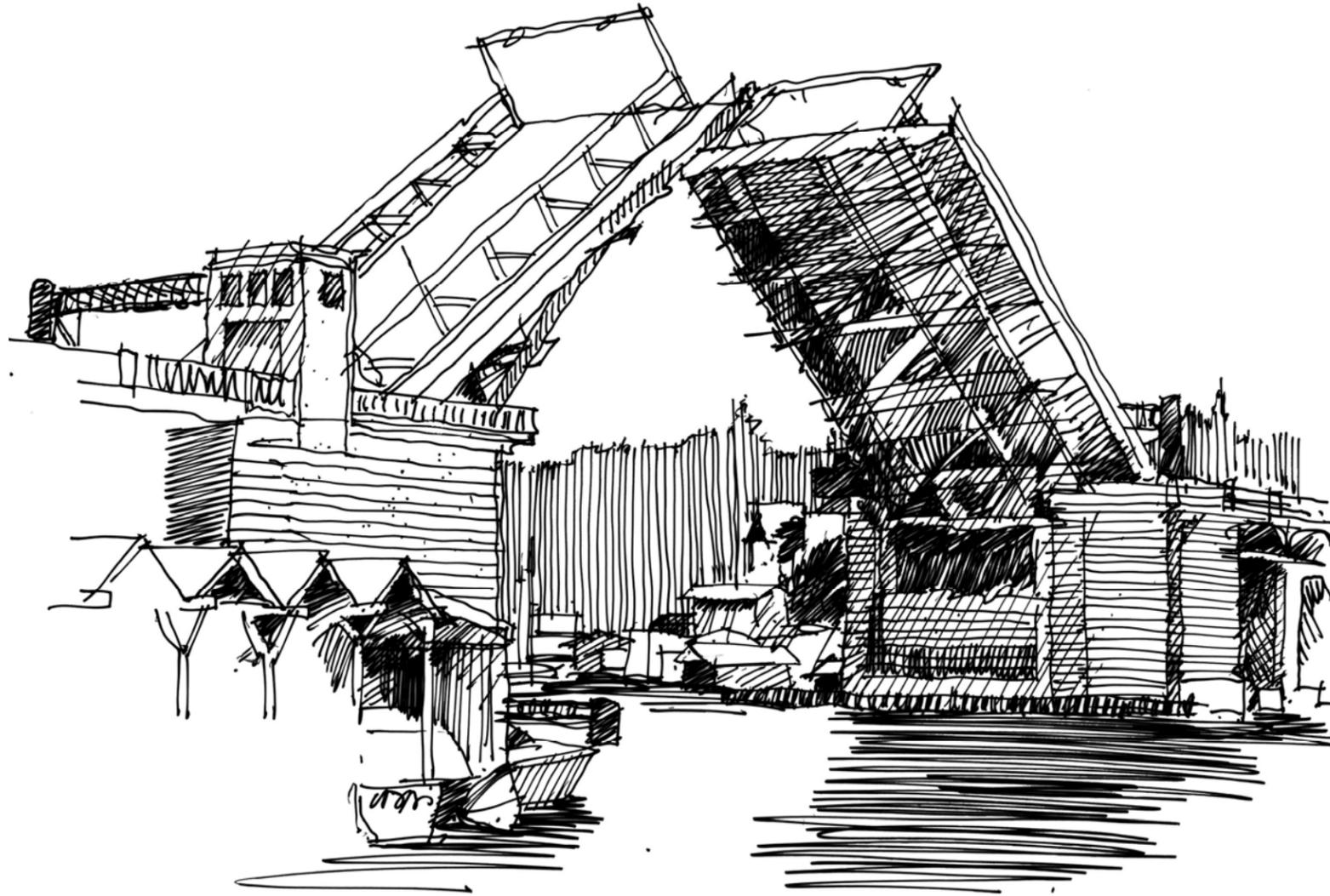
47 people attended Open House #3, 12/11/08

13 comment forms were received.

50 emails were received as of 12/17/2008

Comment Sources: Open Houses 1-3, Advisory Committee Meetings 1-4, Westlake Houseboat Resident Meeting, 1/29/08, Floating Homes Association Meeting, 12/12/07, Lake Union District Council Meeting, 2/4/08, continuous emails from residents around Lake Union and interested citizens throughout Seattle.

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3. Plan Recommendations

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DESIGN AND PLANNING

Design Goals

The primary design goal in planning for the loop is to provide and improve connections and to maintain the unique character of the local neighborhoods through which it passes. As each neighborhood around the lake has its own unique conditions—the mix of land uses, available right-of-way, parking arrangements, availability of open space, and views for example—the design of the loop will thus respond to these factors. At the same time, the plan suggests element to tie the loop together, beginning with the development of a signing and wayfinding system, including interpretive signing and storytelling, that is consistent through the corridor. The opportunity also exists for design of other elements, such as handrails, markers, and some paving and stormwater treatment elements that contribute to creating a recognizable identity for the loop.

Route Selection

The loop is intended to be a walking route, with bicycles allowed. As it exists today, the loop consists of a combination of sidewalks, walkways, pathways, stairways, trails, streets, bicycle lanes, bridges, and signed bicycle routes — some segments are accessible by foot and wheelchair and some are not, and some are more appropriate for pedestrians than for bicycles. In places the bicycle route will diverge from the main loop route, but both pedestrians and bicycles will have a continuous route to follow around the lake. To ensure the development of a comfortable, accessible, and continuous route, route choices and refinements were necessary.

A set of evaluation criteria were developed to help guide the selection of the route, and these criteria were vetted with the advisory group and the public. The design team then used the following criteria to help make decisions about the final route.

Route Evaluation Criteria

- **SAFETY** *Is the route safe to use? Can families and children use it? All elements should be safe for the intended use/users.*
- **ACCESSIBILITY** *Is it easy to find and use? The route should serve all users.*
- **CONTINUITY** *Are there gaps? How much of the route is in place and readily useable?*
- **CONNECTIVITY** *Does the route connect to the desired destinations? The route(s) should go to the places people want to go to.*
- **CONCURRENCY/CONSISTENCY** *Is it consistent with other city and neighborhood planning? Consistency with other plans/processes is key to success.*
- **COMPATIBILITY** *Does it fit into the neighborhood? Route planning and design should reflect the positive attributes and character of the local neighborhoods.*
- **EXPERIENCE** *Is it enjoyable to use? Does it help users connect to and enjoy the lake?*
- **COST/CONSTRUCTABILITY** *Is it doable? Affordable? Are there regulatory or construction issues that make a particular route prohibitively expensive or difficult?*

Design Standards

Development of a set of loop design standards is based upon a series of evolving and established applicable standards, as well as an interest in creating consistent unifying elements that establish a corridor design vernacular.

The loop route is on existing public right-of-way and park land, and subject to existing standards. As the design progresses to more specific corridor development projects, opportunities exist to refine the detailing and material selection in a way that begins to define the unique character of the loop. This plan does make more detailed design recommendations for signage and wayfinding, as well as some more functional but innovative stormwater treatment tools, that begin to establish character by the introduction

of vegetation, to slow flows and improve stormwater quality and rehabilitation of the lake's edges.

The following guidelines and standards were reviewed:

- *Seattle Right of Way Improvement Manual (ROWIM)*
- *Seattle Bicycle Master Plan, 2007.*
- *AASHTO Guidebook for the Planning, Design and Operation of Pedestrian Facilities, 2004.*
- *AASHTO Guidebook for the Development of Bicycle Facilities, 1999.*
- *Americans with Disabilities Act Accessibility Guidelines (ADAAG), 2002.*

The design guidelines matrix shown on the following pages proposes design standards for basic elements of the loop, including width, surfacing, wayfinding, street furnishing, etc., based on key guidelines.

DESIGN GUIDELINES

GUIDELINE	Seattle Right-of-Way Improvements Manual	Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO, 2004)	Seattle Bicycle Master Plan (2007)	DRAFT Cheshiahud Lake Union Loop Guidelines
DESIGN CROSS SECTION TYPE AND ELEMENT	<i>Sidewalk or walkway (varies with street type)</i>	<i>Sidewalk or walkway</i>	<i>On-street Bicycle facilities</i>	<i>Walking path, bikes allowed</i>
Width	6' min (unobstructed linear travel way), as wide as possible	6-8' w. parking strip, 8-10' flush to curb, 10-15' w. high ped. volumes	Varies with conditions, 4' min. 5' preferred, more with on-street parking (see below)	6' preferred min. unobstructed. Wider if possible.
Surfacing	PCC. ACC acceptable in some locations.	PCC or ACC, crushed aggregate acceptable in some cases	PCC or ACC	PCC or ACC, pavers or crushed aggregate acceptable in some cases.
Grading	5% max, 2% max. cross-slope	5% max, 2% max. cross-slope	per AASHTO	5% max preferred, but dependent on ROW. 2% max. cross-slope per ADAAG.
Drainage	Natural drainage encouraged on green streets	Outside ped. travel way if possible, gutters at crossing should meet ADA requirements	On-street curb and gutter system should have bicycle-safe grates	Drain to one side; use natural drainage at green streets. Gutters/grates to meet ADAAG guidelines. See Section 10.
Crosswalks	See AASHTO	Marking encouraged, treatments vary	per AASHTO	Where warranted, use contrasting surfacing, warning bands, signage to mark as per ROWIM
Driveways	Minimize number, sidewalk has right-of-way over private crossings, driveways not encouraged on green streets.	Minimize number of driveway crossings, ensure ADA compliance	per AASHTO	
Intersections	See AASHTO; ensure visual clearance 30' from crossing	See cross walks	per AASHTO	as per ROWIM and AASHTO. Ensure visibility, safety. See Crosswalks.
Clearance: vertical	10'	8'	per AASHTO	as per ROWIM and AASHTO
Clearances: horizontal (setback)	2' min, 3' preferred; 5' on sidewalk	3' min. For objects such as signs, 4" from bldgs, between 27" and 7' above walking surface	per AASHTO	as per ROWIM and AASHTO. 2' preferred to walls, fences, obstacles. See AASHTO for signs.
Buffers (from vehicular traffic)	Widths vary; acceptable buffers include planting strip, street furniture, parked cars, bike lane	2-4' on local streets, 5-6' on arterials	per AASHTO	Encouraged, where appropriate. Widths vary. See ROWIM.
Bicycle Facilities	Allowed on some walkways, separate and parallel facilities encouraged	Separate and parallel if possible	On-street preferred	Allowed in some/ most cases. High speeds/ volumes separate and generally parallel where possible.
On-street parking	Encouraged, except on green streets	Encouraged	With adjacent bike lanes, adequate width is critical	Efficiency encouraged, except on green streets
Medians, crossing Islands/ refuges	Encouraged for safety and aesthetics; use on streets with > 3 lanes	Encouraged on high volume roads, 6' min. width, 8' preferred	N/A	Where appropriate, per AASHTO.
Curb bulbs	May be appropriate, with on-street parking and with higher ped. volumes	Appropriate	Bicycle facility continuity through intersections encouraged, treatments vary	Where appropriate and indicated.
Street furniture, etc.	Appropriate and encouraged, restrict to "landscape/ furniture zone"	Appropriate and encouraged, outside ped. travel way	N/A	Where appropriate, outside ped/bike travelway. See Clearance.
Bus bulbs	Appropriate in some locations, usually w. on-street parking	Appropriate	Bicycle facility continuity at bus bulbs intersections encouraged, treatments vary	Where appropriate
Street lighting (pedestrian scale)	Prioritize at important locations	At intersections and crossings min, continuous coverage in urban areas may be appropriate	per AASHTO	Where appropriate. Priority at important/ high volume locations.

(continued on following page)

DESIGN GUIDELINES, continued

G U I D E L I N E	Seattle Right-of-Way Improvements Manual	Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO, 2004)	Seattle Bicycle Master Plan (2007)	DRAFT Cheshiahud Lake Union Loop Guidelines
DESIGN CROSS SECTION TYPE AND ELEMENT	<i>Sidewalk or walkway (varies with street type)</i>	<i>Sidewalk or walkway</i>	<i>On-street Bicycle facilities</i>	<i>Walking path, bikes allowed</i>
Awnings or weather protection	Appropriate where ped. volumes are high	Appropriate where ped. volumes are high	N/A	Where appropriate and reasonable, typically only in urban conditions.
Street trees and landscaping	Desirable and encouraged (esp. on green streets) but must be compatible with other street operations, such as transit	Desirable and encouraged, tree branches no lower than 7'; for lower vegetation, 3' max height for visibility	per AASHTO	Desirable; use native and drought tolerant species to extent possible. See ROWIM. Variable at parks, street ends.
Signage/Wayfinding	Sign and/or strip to designate bicycle/walking facilities	Signage per MUTCD standards	Sign and/or strip to designate bicycle facilities per AASHTO; use of new "sharrows" markings and green bike lanes	Sign and/or stripe for identity, wayfinding. Bicycles per SBMP. See Section Appendix G for detail.
Furnishings	May be appropriate	Encouraged, outside ped. travel way	N/A	Where appropriate. Develop to establish identity, continuity. Consistent with established standards, operational requirements.
Art		N/A		Per established programs (DOPAR, SDOT, Art Commission, etc.)

ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ACC	Asphalt Cement Concrete
ADAAG	Americans with Disabilities Act Accessibility Guidelines
DOPAR	Seattle Department of Parks and Recreation
MUTCD	Manual of Uniform Traffic Control Devices
PCC	Portland Cement Concrete
ROW	Right-of-Way
ROWIM	Seattle Right-of-Way Improvement Manual
SBMP	Seattle Bicycle Master Plan

THE ROUTE

In addition to the main route, in some areas there are alternative routes to meet accessibility guidelines, to accommodate “fast” cyclists, or to provide an alternate trail experience. Described below are the segments of the loop where there are alternatives to the main route, beginning at Lake Union Park and proceeding in a counter-clockwise direction. The entire loop is described in greater detail in the inventory section that follows, and shown in the accompanying route map.

Distinctions between Main and Alternative Routes

The descriptions begin at Lake Union Park and proceeding counter-clockwise around the lake.

Lake Union Park, Fairview Avenue North

Main Route: The loop route follows the shoreline path from Lake Union Park to the Yale Shoreline Street End. There is a short segment on the sidewalk along Fairview North from Yale Avenue to the Fairview Walkway, adjacent to the historic Seattle Steam Plant (now Zymogenetics). There are stairs at a number of places along the shoreline route.

Bicycle Route: The shoreline path north of the waterfront businesses, and some of it is boardwalk, and therefore not appropriate for bicycle use. The bicycle route through this segment of the loop is separate, as an on-street facility along Fairview Avenue North, and a short segment on the sidewalk at the corner of Valley Street.

Fairview Avenue East, south of Mallard Cove

Main Route: Where Fairview Avenue North becomes Fairview East, the loop route will be on-street. North of Lake Union Dry Dock, the loop follows a separated path along the top of the bank and through the parking lot at the NOAA offices. At East Newton Street/Terry Pettus Park, the loop route will transition to a shared space street. Pedestrians, cyclists, and vehicles will share the space, which

LEFT: Fairview Avenue North | RIGHT: Fairview Avenue East



will be redesigned to calm traffic and increase comfort among all users. See the special recommendations section on page 44 for more discussion.

Mallard Cove

Main Route: The main loop route will proceed on-street up East Roanoke Street to Yale Avenue East, up East Edgar Street to Yale Terrace East and back down to Fairview Avenue East. A secondary route proceeds all the way up East Roanoke Street to Eastlake Avenue East and then back down East Hamlin Street back to Fairview Avenue East. Both routes involve considerable hill climbs.

Bicycle Route: Fairview Avenue East is a signed bicycle route that exists as an alternative to Eastlake Avenue East, despite the steep hills around Mallard Cove. Eastlake Avenue is commonly used by “fast” cyclists.

Future Route: Both land and over-water solutions have been proposed to resolve the “missing link” between the two segments of Fairview Avenue East, along the submerged Fairview Avenue East right-of-way between East Roanoke and East Hamlin Streets. These are addressed in great detail in both the inventory and project pages.

Fairview Avenue East, north of Mallard Cove

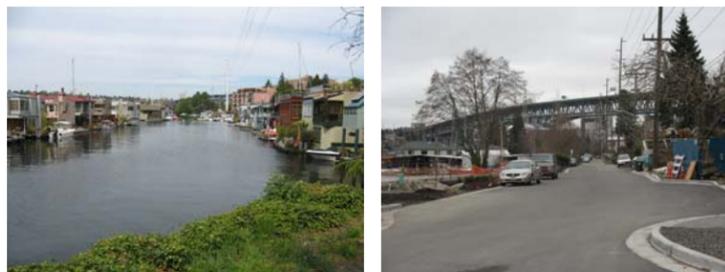
Main Route: The loop route follows Fairview Avenue. North of Fairview Park, the loop transitions to a dedicated pedestrian path on the west/lake side of the street.

University Bridge/Peace Park

Main Route: At the north end of the University Bridge, loop users have the option of heading west along NE 40th Street along the new sidewalk along Peace Park, or looping around to the east, descending the stairs, and heading to NE Northlake Way under the bridge right-of-way (future route).

Bicycle Route: Bicycles coming off the northbound bike

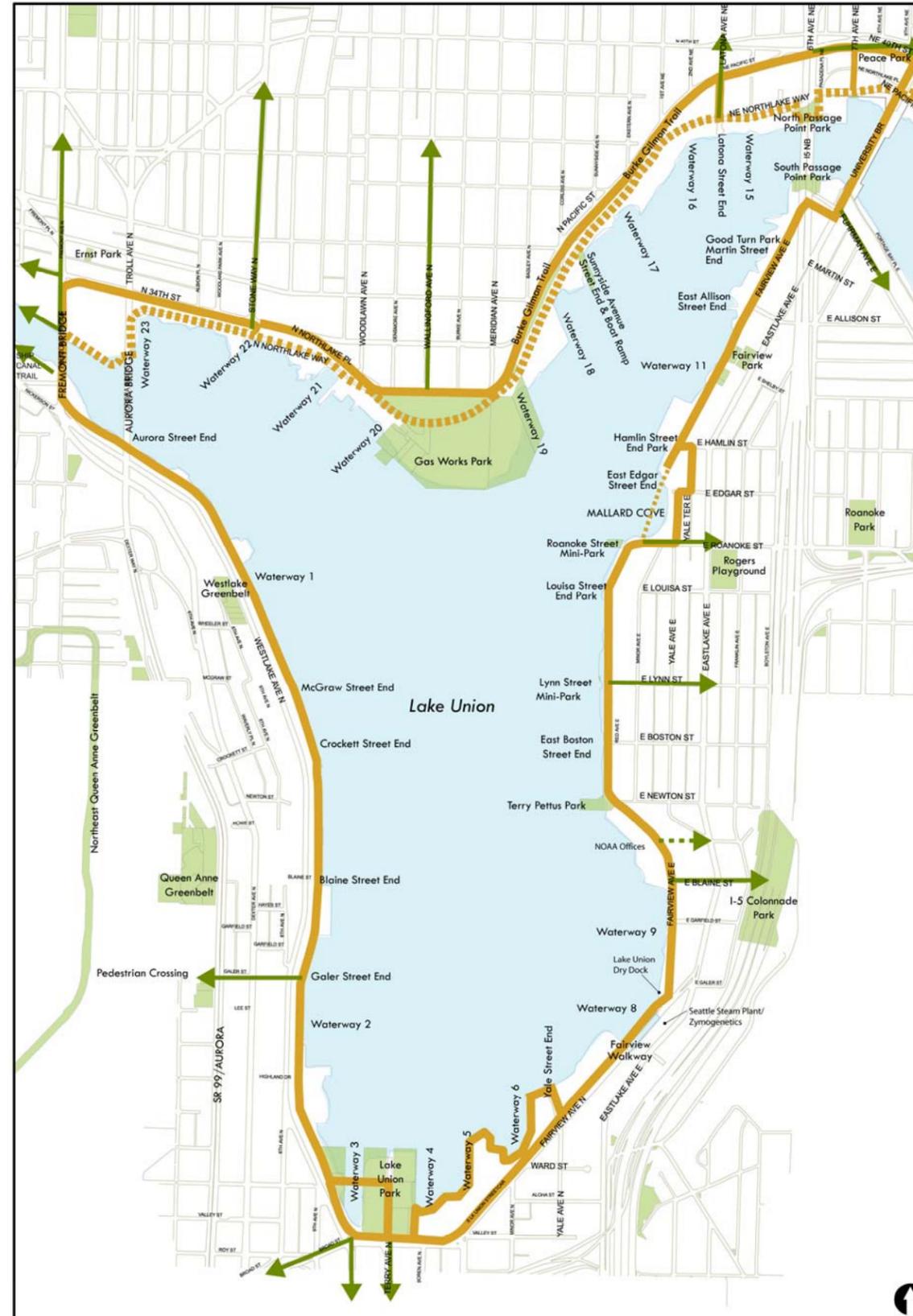
LEFT: Mallard Cove | RIGHT: Fairview Avenue East



Cheshiahud Lake Union Loop

Master Plan
May 2009

ROUTE MAP





UPPER LEFT: University Bridge | UPPER RIGHT: NE Northlake Way.
LOWER LEFT: North Northlake Way/Burke Gilman Trail | LOWER.
RIGHT: Gas Works Park.

lanes on the bridge can loop around to the east and connect with NE 40th Street under the bridge.

NE Northlake Way/Burke Gilman Trail

Main Route: West of the University Bridge, the current route for all loop users is along the Burke Gilman Trail. At Latona Avenue NE, pedestrians can exit the trail and connect to North Northlake Way.

Future Main Route: The loop route will proceed to NE Northlake Way from the west side of the University Bridge. Pedestrians will have a dedicated path on the south/lake side of North Northlake Way to Gas Works Park.

Bicycle Route: Bicycles will continue to use the Burke Gilman Trail.

Gas Works Park

Main Bicycle Route: Pedestrians and bicycles will continue to use the Burke Gilman Trail.

Future Main Route: Pedestrians will continue from the path along Northlake directly into Gas Works Park.

North Northlake Way

Accessible and Main Route: West of Stone Way North, the route proceeds west on North 34th Street to the Fremont Bridge.



UPPER LEFT: North Northlake Way | UPPER RIGHT: Fremont Bridge.
LOWER LEFT and RIGHT: Westlake Avenue North.

Future Main Route: West of Gas Works Park, the loop will continue along Northlake Way on a dedicated pedestrian path adjacent to the lake, and on the south side of the parking lot west of Stone Way North. The loop heads south along Troll Avenue North (under the Aurora Bridge) and proceeds west along the existing pathway to the Fremont Bridge.

Fremont Bridge

Accessible and Main Route: From North 34th Street, loop users proceed through intersection of North 34th Street and Fremont Avenue North to the bridge.

Future Route: From the existing pathway along west of the Aurora Bridge, loop users can use the existing stairs or a lift, to be installed long-term, to reach the bridge deck.

Westlake Avenue North

Main Route: From the Fremont Bridge, loop users can proceed south on the new sidewalk along Westlake to connect with the existing Westlake pathway. An alternate is to reach the shoreline path, via stairs, that stretches between the Ship Canal Trail and the end of the existing Westlake path.

Bicycle Route: “Fast” cyclists are encouraged to the bike lanes on Dexter Avenue North, to the west.



Design Recommendations

The loop route will be continuous, but as neighborhood character and existing conditions demand, design treatments along the loop will change from neighborhood to neighborhood. The resulting varied loop “cross-section” is a response to a number of factors, including access needs, surrounding land uses, type and mix of users, right-of-way constraints, environmental factors, the ability to separate less compatible uses and the right-of-way’s function in the overall street network.

The master plan identifies 37 different segments along the 6.2 mile loop route where conditions dictate a different cross-section or design treatment. The following inventory pages describe each of these segments. Key issues are identified, the extents to which existing facilities can be used “as is” are noted, and general design recommendations for additional elements or alterations are described with maps, text and sketches. Roughly half of the segments require major improvements and the proposals for these segments are identified in more detail in a separate section of project sheets in section 4, the implementation strategy.

For some segments, the design recommendations are considered to be long-term due to environmental documentation, permitting, or funding issues. The implementation matrix at the end of this plan identifies those projects that will be undertaken in the near term. Other long range projects are pending resolution of adjacent projects, the need for further study, etc. In such cases, interim solutions are also proposed.



Following the inventory section are discussions of the elements that will create and maintain identity of the loop: open spaces, wayfinding and signage, art opportunities, natural drainage treatments, materials and detailing. Many of these elements are proposed to be consistent throughout the 37 segments.

INVENTORY

LOOP DESIGN SEGMENT INVENTORY (Counter clock-wise, beginning at Lake Union Park)

	<i>Cross-section and number</i>	<i>Origin and destination</i>	<i>Page</i>
SOUTH			
1	Lake Union Park		44
2-5	Fairview Walkway	Waterway 4 to Waterway 5 (Boren to Fairview) Waterway 5 to Waterway 6 (Fairview to Minor) Waterway 6 to Yale Street End (Minor to Yale)	45-46
6	Fairview Avenue North Walkway	Yale Street End to floating bridge (Waterway 6 to 8)	47
EAST			
7	Fairview Floating Bridge	Waterway 8	48
8	Fairview and Fairview	Adjacent to Lake Union Dry Dock	49
9	Fairview Avenue East	from Lake Union Dry Dock to East Blaine Street	50
10	Fairview Avenue East	East Blaine Street to East Newton Street/Terry Pettus Park	51
11	Fairview Avenue East	East Newton Street/Terry Pettus Park to East Lynn Street	52
12	Fairview Avenue East	East Lynn Street to East Louisa Street	52
13	Fairview Avenue East	Houseboat Entries	53
14	Fairview Avenue East	East Louisa Street to East Roanoke Street /Mallard Cove	54
15	Mallard Cove	East Roanoke Street to East Hamlin Street	55
16	Fairview Avenue East	East Hamlin Street to Fairview Park/Waterway 11	56
17	Fairview Avenue East	Fairview Park/Waterway 11 to East Allison Street	57
18	Fairview Avenue East	to East Allison Street to South Passage Point Park	58
19	Fuhrman Avenue East	Fairview to Eastlake Avenues East	59
NORTH			
20	University Bridge	Fuhrman Avenue East to NE Pacific Street	60
21	Peace Park	NE 40th Street from University Bridge to 7th Ave NE	61
22	7th Avenue NE and NE 40th Street		62
23	Burke Gilman Trail	University Bridge to Latona Avenue NE	63
24	NE Northlake Way	University Bridge to Latona Avenue NE	64
25	NE Northlake Way and 6th Ave NE		65
26	North Northlake Way	Latona Avenue NE to Gasworks Park	66
27	Gasworks Park		67
28	North Northlake Way	Gasworks Park to Stone Way North	68
29	North Northlake Way	Stone Way North to Aurora /Troll Avenue North	69
30	North Northlake Way/ North 34th Street	Aurora /Troll Avenue North to Fremont Bridge	70
31	Fremont Bridge		71
WEST			
32	Westlake Avenue North	Fremont Bridge to Shoreline Walkway	72
33-37	Westlake Avenue North	Shoreline Walkway to Lake Union Park	73-75



Cheshiahud Lake Union Loop

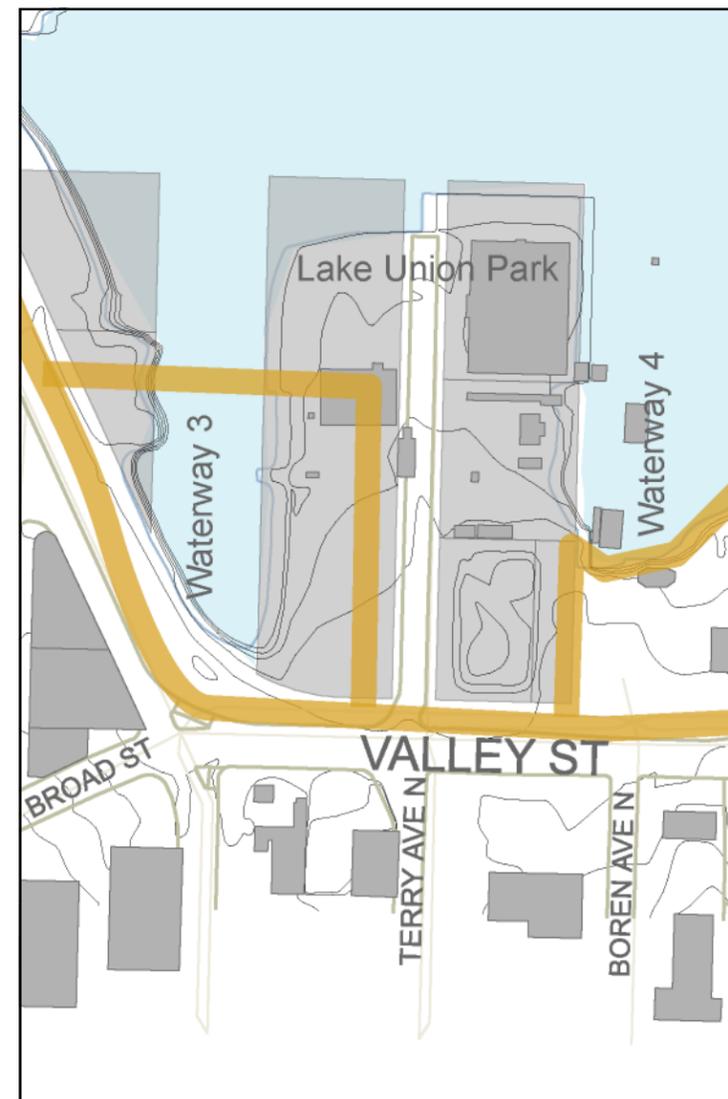
Master Plan
May 2009

INVENTORY

1 LAKE UNION PARK

KEY ISSUES

- Park will serve as a main portal to the loop.
- Wayfinding between park and loop need to be optimized.
- Connection to South Lake Union Streetcar creates opportunity for multi-modal connection.



ABOVE and BELOW: Valley Street trail from intersection with Broad Street.



GENERAL RECOMMENDATIONS

Utilize existing facilities with the following additions or alterations:

- Use landmark-type sign, in addition to new wayfinding signs, to designate the portal to the loop, and to enhance wayfinding into park, and connections with the streetcar.
- Signage should direct users into the park as well as to loop connections on the east and west sides of the park.
- Take full advantage of on-going planning in the larger transportation corridors to maximize the loop connections into the park and the South Lake Union community; utilize the improved pedestrian corridor along Valley Street which will be built as part of Mercer Corridor Project.

INVENTORY

2-5

FAIRVIEW WALKWAY (continued on next page)

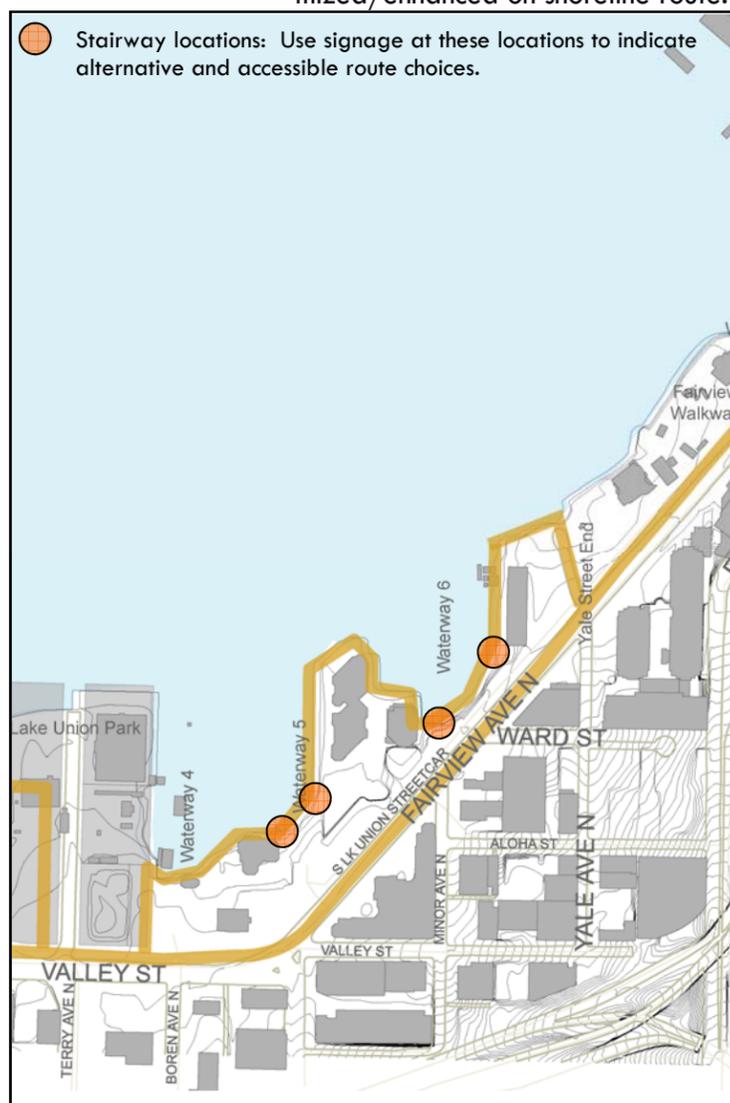
Waterway 4 to Waterway 5 (Boren to Fairview Avenue North)

Waterway 5 to Waterway 6 (Fairview to Minor Avenue North)

Waterway 6 to Yale Street End

KEY ISSUES

- Portions of the existing walkway are not universally accessible.
- Existing shoreline pathway is not appropriate for bicycles.
- Bicycles and pedestrians share narrow sidewalk along Fairview Avenue North in one segment.
- Visibility, continuity and wayfinding of loop route need to be optimized/enhanced on shoreline route.



2



ABOVE and BELOW: Fairview Walkway adjacent to Chandler's Cove.



KEY ISSUES, continued

- Connection to South Lake Union Streetcar needs strengthening/clarification.

GENERAL RECOMMENDATIONS

Utilize existing facilities with the following additions or alterations:

- Use additional wayfinding signage to clarify alternative routes for loop segments that aren't accessible (see red dots on map at left) and to direct trail users destined for the streetcar to the stops on Valley Street and Fairview Avenue North.
- Refer to project sheet (page 98) for discussion of possible separated multi-use path along the Seattle City Light right-of-way along Fairview Avenue North.
- Note plentiful seating opportunities.

INVENTORY

FAIRVIEW WALKWAY (continued)

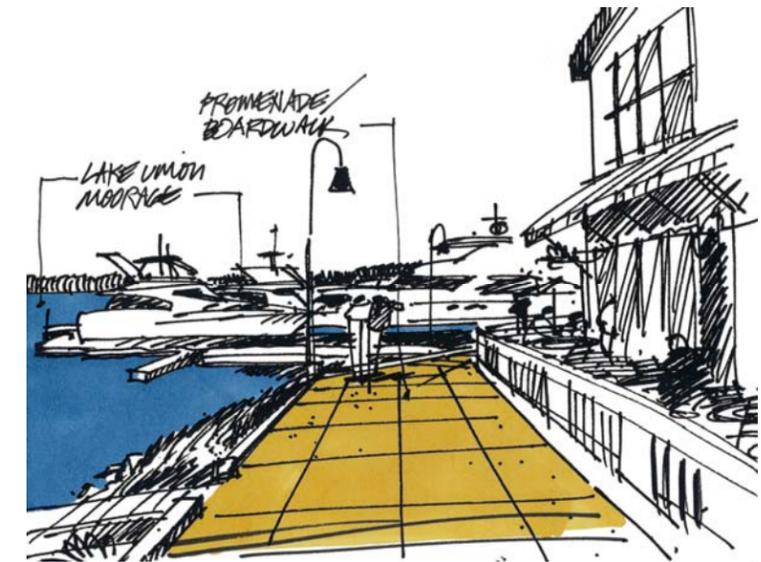
Waterway 4 to Waterway 5 (Boren to Fairview Avenue North)

Waterway 5 to Waterway 6 (Fairview to Minor Avenue North)

Waterway 6 to Yale Street End



LEFT and RIGHT: Fairview Walkway between Waterways 4 & 5.



LEFT and RIGHT: Fairview Walkway between Waterways 5 & 6.



LEFT and RIGHT: Fairview Walkway between Waterway 6 and Yale Street end.

INVENTORY

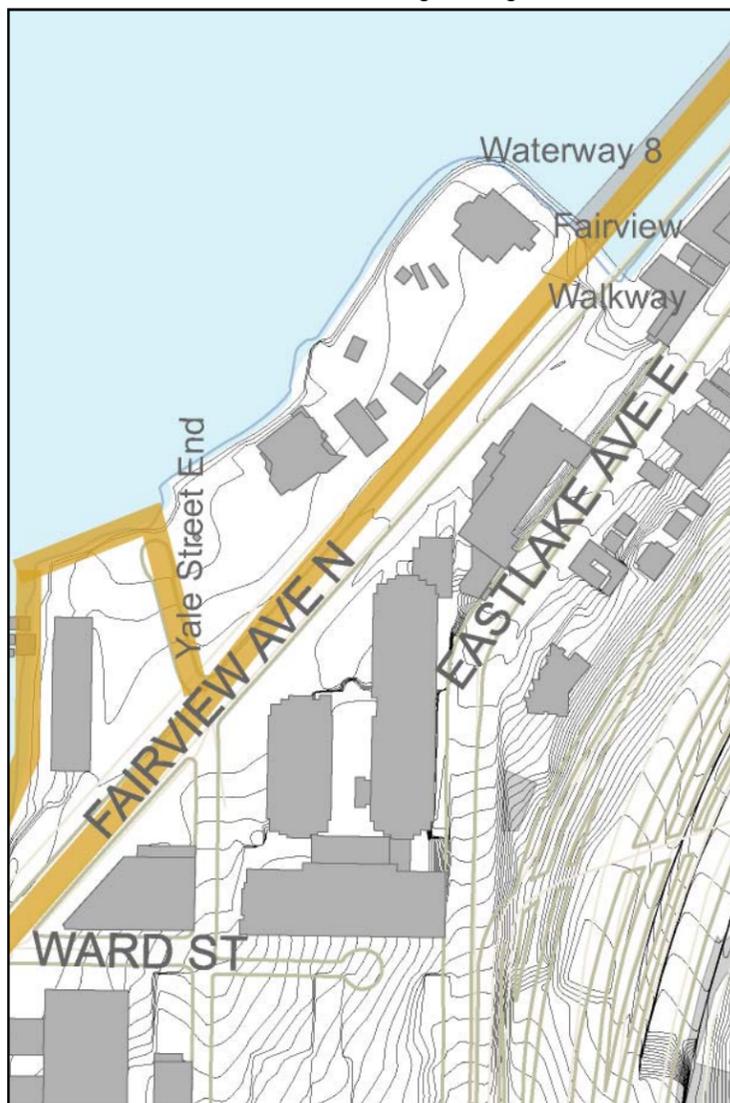
6

FAIRVIEW AVENUE NORTH WALKWAY

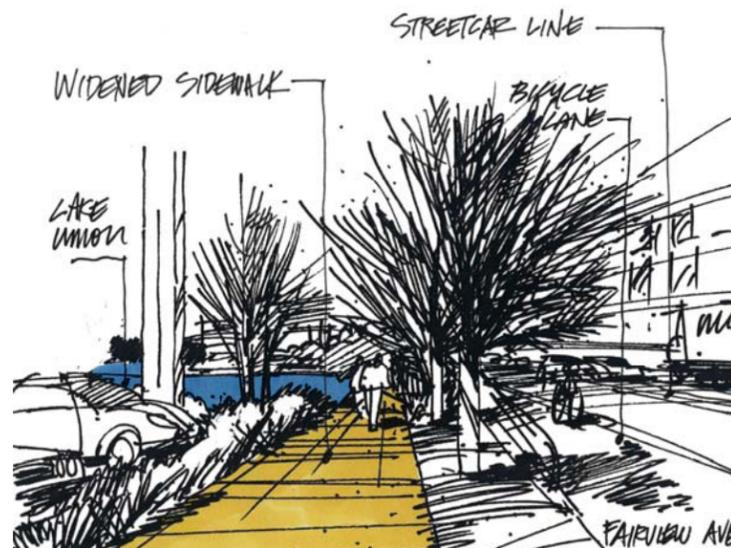
Yale Street End to Floating Bridge (between Waterways 6 and 8)

KEY ISSUES

- Continuous shoreline path and public access are interrupted by private ownership current sidewalk is narrow.
- Visibility, continuity and wayfinding need to be enhanced.
- Large parking lots and entry drives interrupt route and mix foot and car traffic.
- Connection to South Lake Union Streetcar at Fairview Ave North needs strengthening.



ABOVE and BELOW: Fairview Avenue North south of Fairview bridge.



GENERAL RECOMMENDATIONS

- Route the loop from Chandler's Cove back to Fairview Ave North at Yale Street end. Utilize the existing sidewalk and connect to the sidewalk along Fairview Ave North.
- Expand/enhance the sidewalk/walkway on Fairview Avenue North and the connection to the streetcar stop.
- Use signage to enhance wayfinding through the Yale corridor to Fairview Avenue North.
- Refer to project sheet (page 98) for discussion of a possible separated multi-use path along the Seattle City Light right-of-way along Fairview Avenue North.
- Coordinate with Fairview bridge rehabilitation and streetcar planning for opportunities to widen sidewalk and provide separate bicycle facilities (e.g. bike lanes) adjacent to at-grade sidewalk. Streetcar extension may impact right-of-way allocation.

INVENTORY

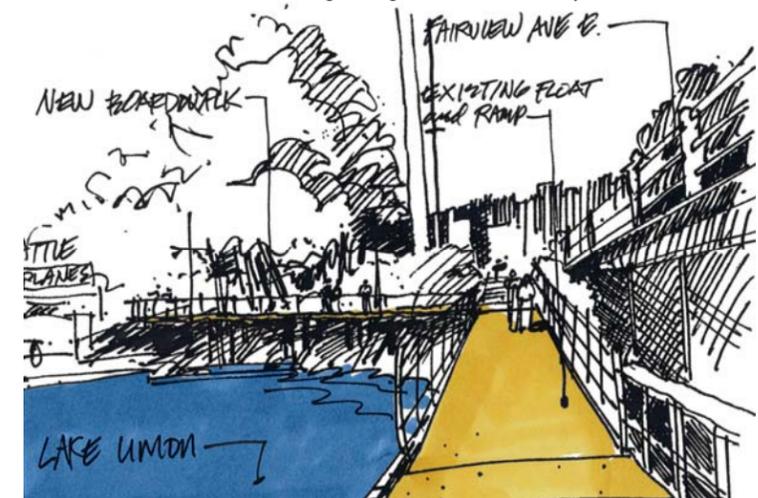
7 FAIRVIEW FLOATING BRIDGE Waterway 8

KEY ISSUES

- Pedestrian bridge is not universally accessible due to stairs at north end and is not appropriate for bicycles.
- Water/shore access is not clear.
- There is potential for better public access to the lake edge.



ABOVE and BELOW: Floating bridge from Waterway 8.



GENERAL RECOMMENDATIONS

Utilize existing facilities with the following additions or alterations:

- Connect floating bridge to loop route with an accessible ramp at north end.
- Use signage to enhance wayfinding and clarify connections.
- Enhance relationship with lake edge at waterway; note seating opportunities, take advantage of opportunity for interpretive signing of cultural and natural history of lake.
- Coordinate with Fairview bridge rehabilitation and streetcar planning for opportunities to provide sidewalk at street level and ensure continuous bicycle facilities on the bridge. Maintain water level access and boat launch for pedestrians if feasible.

INVENTORY

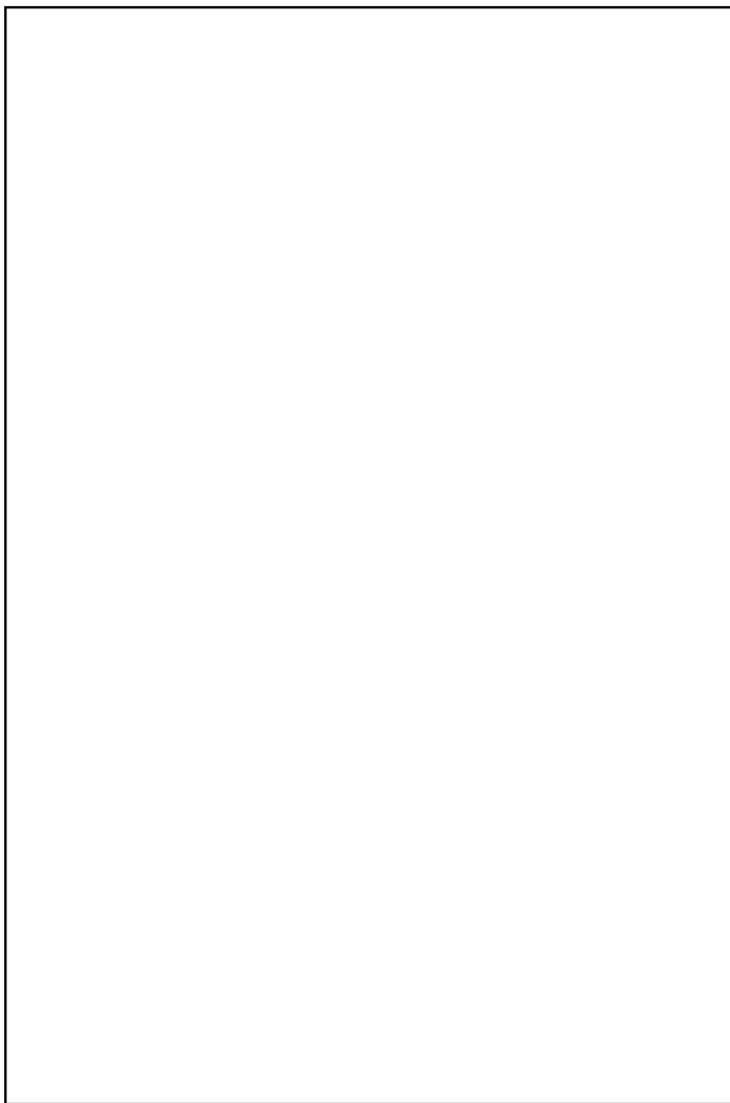
8

FAIRVIEW and FAIRVIEW

Fairview Avenue North and Fairview Ave East, adjacent to Lake Union Dry Dock

KEY ISSUES

- No designated pedestrian path exists; pedestrian passage is undefined.
- Existing intersection configuration favors vehicular travel over pedestrians and bicycles.
- Commercial parking takes place on right-of-way.
- King County Metro bus layovers and turning patterns impede pedestrian passage.



Lake Union shoreline near Lake Union Dry Dock.



Intersection of Fairview and Fairview from Fairview bridge.



Fairview Avenue East from Lake Union Dry Dock.

GENERAL RECOMMENDATIONS

Initiate future process with stakeholders and local community to further explore intersection redesign to facilitate comfortable and convenient pedestrian and bicycle passage.

SEE PROJECT SHEET, PAGE 99.

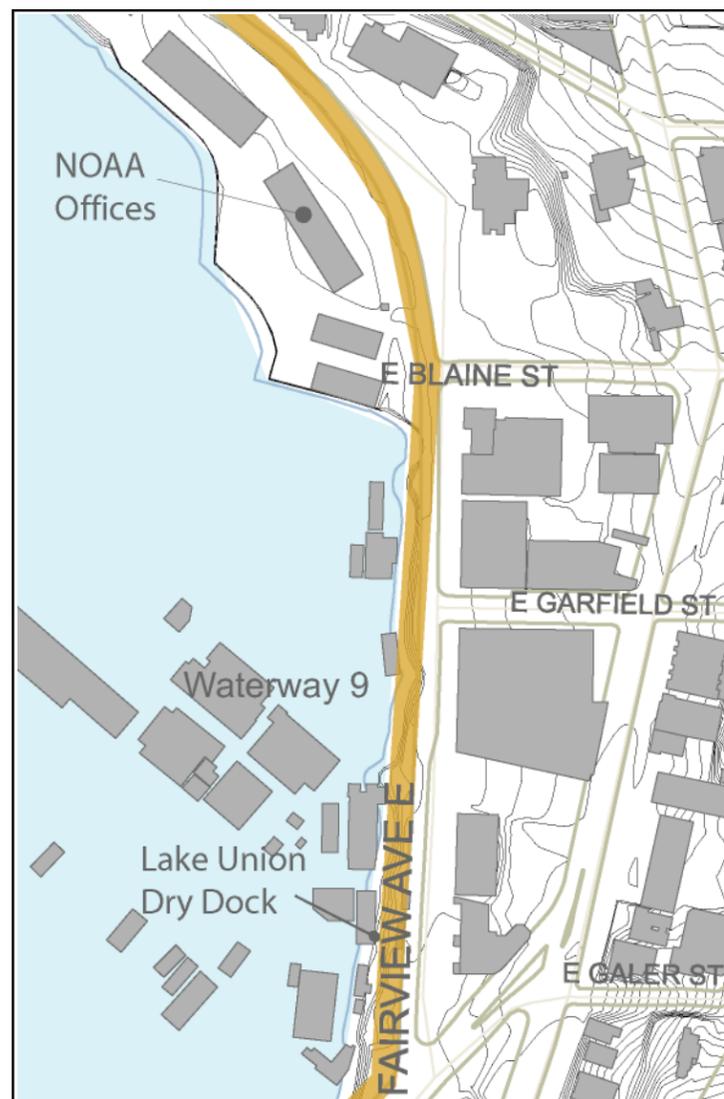
INVENTORY

9 FAIRVIEW AVENUE EAST Lake Union Dry Dock to East Blaine Street

KEY ISSUES



- Existing narrow pedestrian pathway has some encroachment by vegetation and parking.
- Gravel surface is poor and uneven.
- Street ends have potential for enhancement for public use.



ABOVE and BELOW: Shoreline pathway near East Garfield Street.

GENERAL RECOMMENDATIONS

Utilize existing facilities with the following additions or alterations:

- Move and eliminate obstacles in walkway.
- Enhance walkway by widening, 6' minimum, trimming vegetation, and adding new granular surfacing material.
- Enhance walkway endpoints and connections to street by removing obstacles, trimming vegetation, preventing physical or visual encroachments.
- Install additional wheel stops to provide more room for pedestrians and prevent cars from blocking the path.

SEE PROJECT SHEET, PAGE 100.

INVENTORY

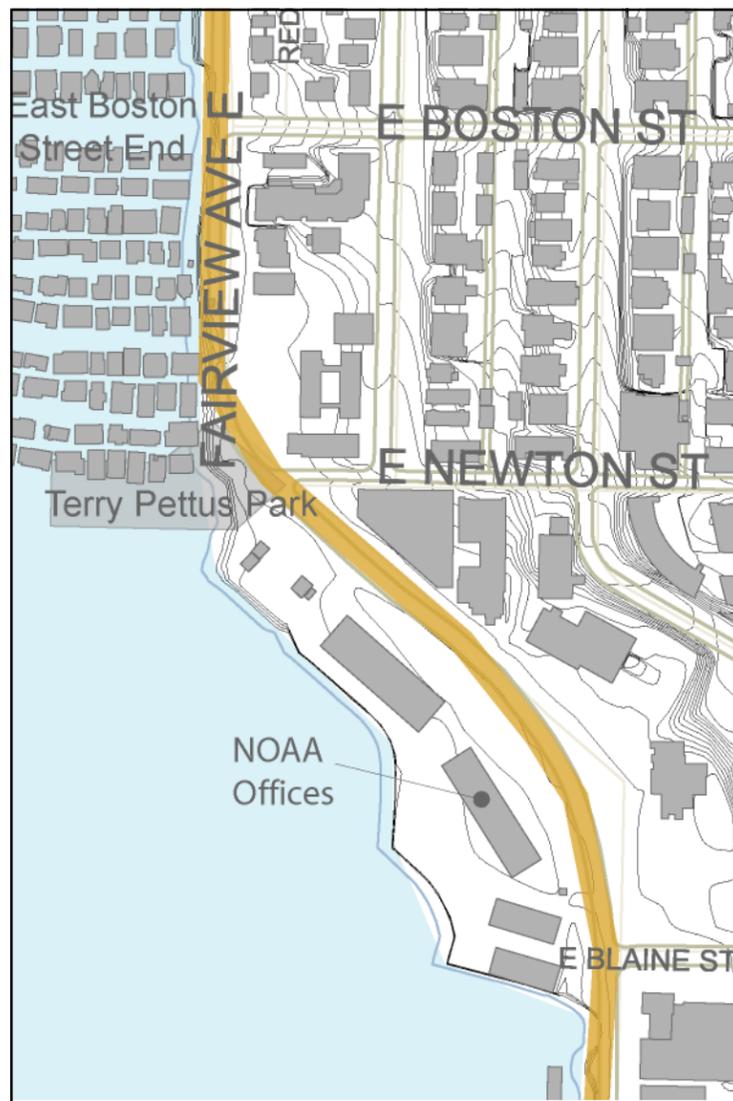
10

FAIRVIEW AVENUE EAST

East Blaine Street to Terry Pettus Park (East Newton Street)

KEY ISSUES

- Street is a popular walking and biking route.
- On-street parking for floating homes and businesses is highly valued.
- Street character transitions from business to residential in this area.
- Street narrows at corner of East Newton.
- Terry Pettus Park is not universally accessible.



ABOVE and BELOW: Pedestrian walkway south of NOAA building.



GENERAL RECOMMENDATIONS

Utilize existing facilities with the following additions or alterations:

- Create a wider pedestrian walkway with uniform grading and special paving on the west side of Fairview.
- Enhance path/driveway crossings to enhance visibility and awareness.
- Prune and/or enhance vegetation to provide visual interest along pathway and visibility of path from street.

INVENTORY

11-12

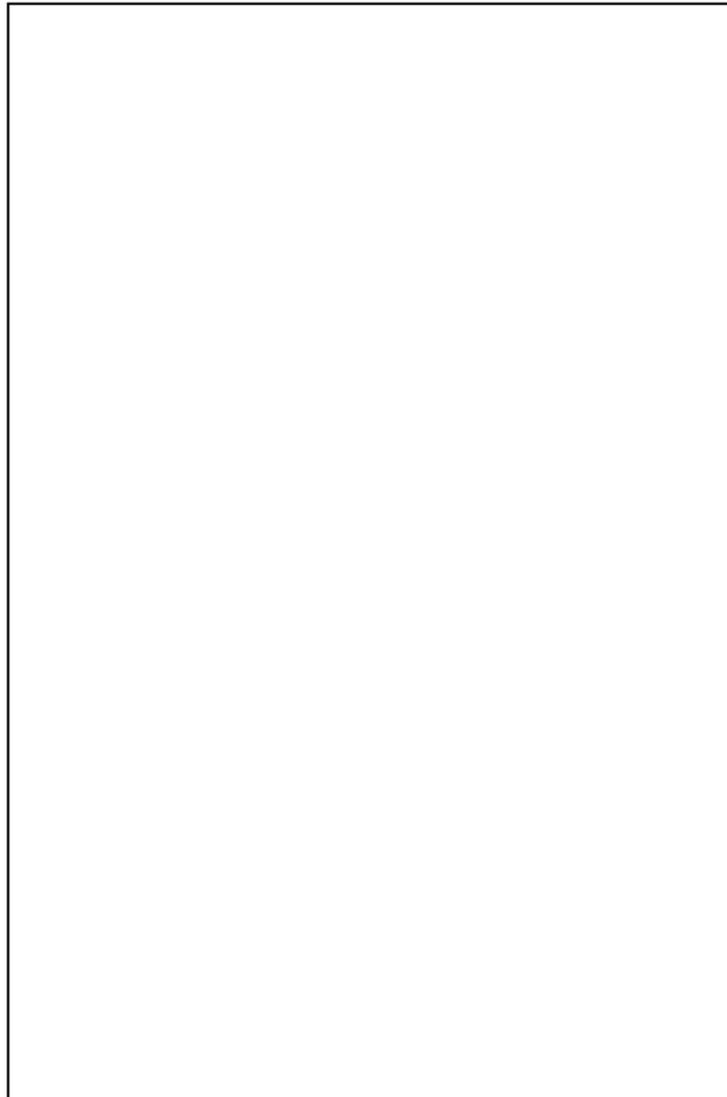
FAIRVIEW AVENUE EAST

Terry Pettus Park/East Newton Street to East Louisa Street End



KEY ISSUES

- Street is a popular walking and biking route.
- On-street parking is important for floating homes and businesses.
- Character of street is unique and valued.
- Street is a designated green street.
- Standing water collects in street during rain events.
- Street ends have greater potential for public use.



Fairview Avenue East.



Floating home entry on Fairview Avenue East.



Fairview Avenue East near East Louisa Street Mini-Park.

GENERAL RECOMMENDATIONS

Create a “shared space” corridor while preserving local character.

SEE PROJECT SHEET, PAGE 101.

INVENTORY

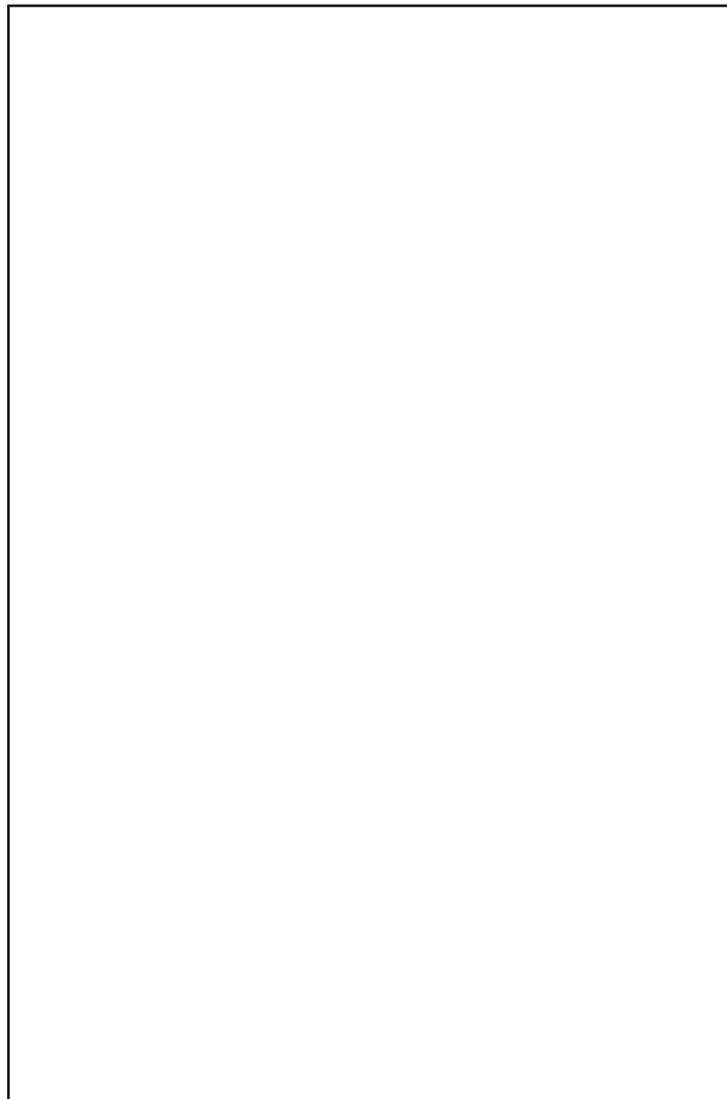
13

FAIRVIEW AVENUE FLOATING HOME ENTRIES

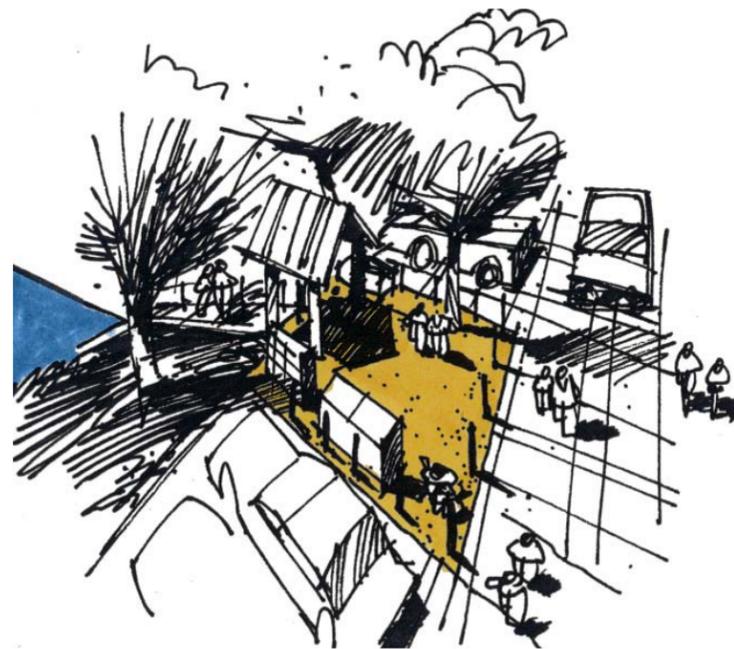
Fairview Avenue East

KEY ISSUES

- Individual entries have a strong positive and unique character.
- Placement of dumpsters is haphazard and intrusive.
- Parked cars occasionally intrude and disrupt access to floating homes.
- Public/private uses blend together resulting in a lack of clarity.



ABOVE and BELOW: Floating home entry.



GENERAL RECOMMENDATIONS

Consolidate and coordinate trash collection, mailboxes, drop-off, storage, etc. to define and protect entries.

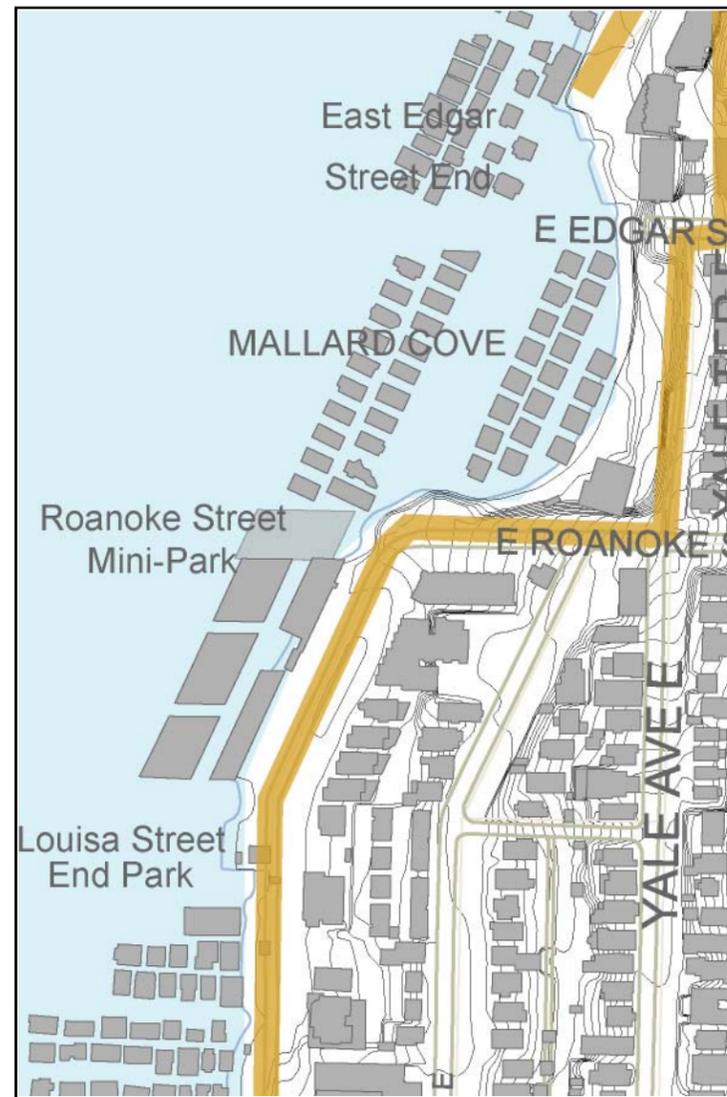
SEE PROJECT SHEET, PAGE 102.

INVENTORY

14 FAIRVIEW AVENUE EAST East Louisa Street to East Roanoke Street

KEY ISSUES

- Street is a popular walking and biking route.
- On-street parking is important for businesses.
- Connections to Eastlake at East Roanoke are steep.
- Street is a designated green street.
- Mix of business and residential creates parking and access conflicts.
- Standing water collects on street during rain events.



Intersection of Fairview Avenue East and East Roanoke.



Fairview Avenue East at East Louisa Street Mini-park.



Fairview Avenue East south of East Roanoke Street end.

GENERAL RECOMMENDATIONS

Create a “shared space” corridor while preserving local character and business parking.

SEE PROJECT SHEET, PAGE 101.

INVENTORY

15

MALLARD COVE

East Roanoke Street to East Hamlin Street

KEY ISSUES

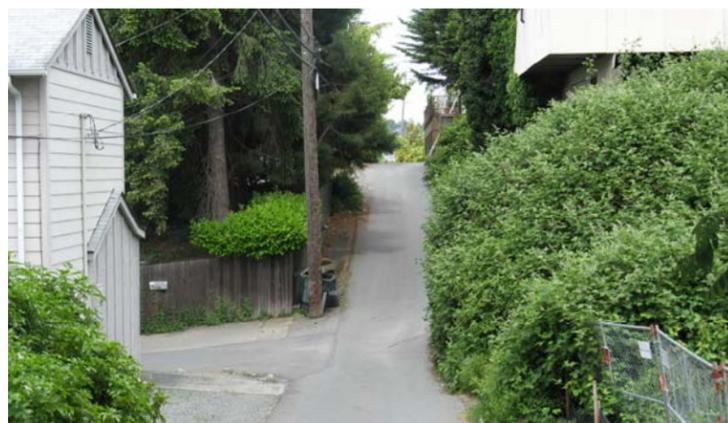
- Community has a strong interest in over-water connection between two segments of Fairview Avenue East across public right-of-way.
- There is also concern over impacts to local floating home communities and residences.
- Steep grades on upland routes make access difficult on public rights-of-way.
- Connections to Eastlake, business district are steep.



Fairview Avenue East right-of-way from the Roanoke Street End.



East Edgar Street end.



Steep slopes on Yale Terrace East, north of East Edgar Street.

GENERAL RECOMMENDATIONS

Initiate future process with stakeholders, local community to further explore both upland and over-water options.

SEE PROJECT SHEET, PAGE 103.

INVENTORY

16 FAIRVIEW AVENUE EAST

Water's edge/East Hamlin Street to Fairview Park / Waterway 11

KEY ISSUES



- Right-of-way is perceived as a parking lot, not public space.
- Connections to Eastlake and business district are steep.
- Grade differential on Fairview right-of-way north makes circulation awkward.
- Street is a designated green street.



Fairview Avenue East right-of-way south of Hamlin Avenue East street end.



Proposed pedestrian path of Fairview Avenue East right-of-way.

GENERAL RECOMMENDATIONS

- Redesign parking area/right-of-way to create a pedestrian walkway, 6' minimum, with uniform paving and bollards to limit vehicular access and restrict parking.
- Utilize sidewalk along west edge of Fairview at Hamlin street end and along Ward's Cove development to tie proposed walkway into existing Fairview Avenue green street treatment.

INVENTORY

17 FAIRVIEW AVENUE EAST Fairview Park / Waterway 11 to East Allison Street

KEY ISSUES

- Southern segment was recently developed as a green street south of Fairview Park.
- Area is a mix of commercial, residential uses and park; parking patterns vary on west side of street.
- No clear pedestrian route exists from Fairview Park to East Allison Street.



Fairview Avenue East north of Fairview Park.



Proposed pedestrian path on Fairview Avenue East.

GENERAL RECOMMENDATIONS

Expand/enhance as a pedestrian corridor in way consistent with the current green street designation and guidelines

SEE PROJECT SHEET, PAGE 104.

INVENTORY

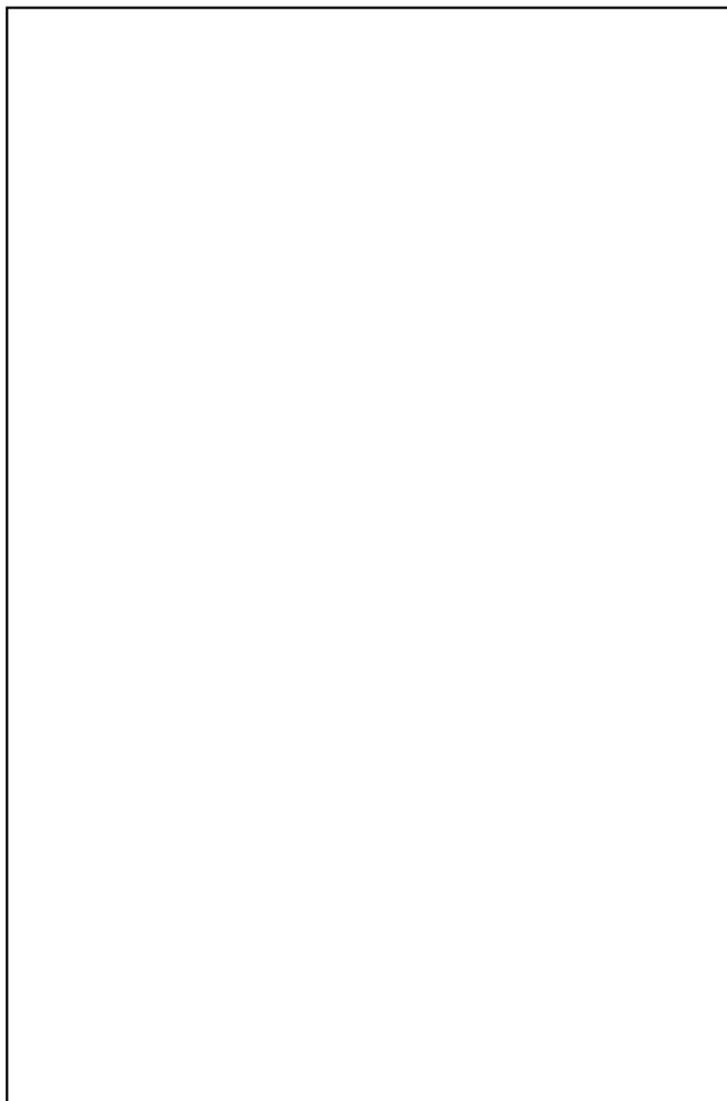
18

FAIRVIEW AVENUE EAST

East Allison Street to Fuhrman Avenue East/ South Passage Point Park

KEY ISSUES

- Mix of business and residential creates parking and access conflicts; commercial development on west side is expanding.
- Street is a popular walking and biking route; sidewalk along park ends at corner.
- Wider street width encourages higher vehicular speeds.
- Blind corner at Fuhrman Avenue East makes for an uncomfortable route.



Fairview Avenue East at intersection with Fuhrman Avenue East.

Fairview Avenue East with proposed pedestrian path.

GENERAL RECOMMENDATIONS

Enhance the pedestrian corridor on the west side of Fairview Avenue East, and the connection into South Passage Point Park via the sidewalk along the north side of Fuhrman Avenue East.

SEE PROJECT SHEET, PAGE 104.

19 FUHRMAN AVENUE EAST

Fairview to Eastlake Avenues East/South Passage Point Park

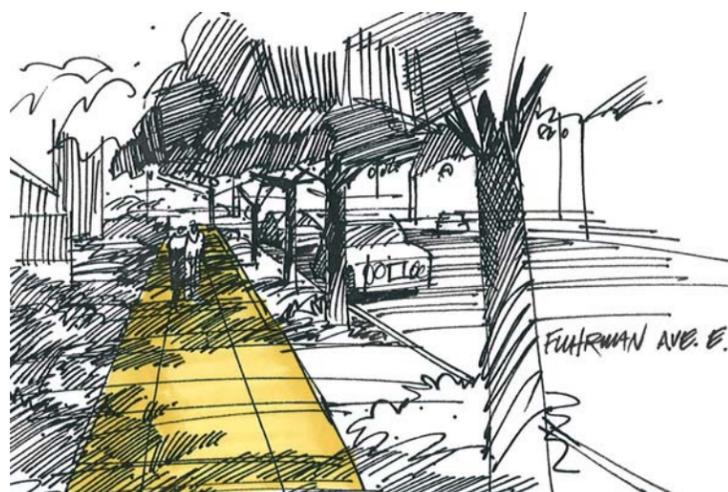
KEY ISSUES



- Current configuration of street does not encourage residential street speeds.
- Pedestrian traffic crosses Fuhrman between parking lot and Pocock Rowing Center.
- Blind corner, wider street, and presence of commercial traffic make crossing uncomfortable for pedestrians.



ABOVE and BELOW: Sidewalk along Fuhrman Avenue East.



GENERAL RECOMMENDATIONS

Utilize existing facilities with the following additions or alterations:

- Loop route is to follow sidewalk on north side of Fuhrman; use signage to direct users to spur through South Passage Point Park and to service road heading east under University Bridge for Red Robin/Montlake access.
- Consider measures to make distinction between arterial character of Eastlake and local character of Fuhrman, consistent with community plan and green street designation.
- Where feasible, make parking more efficient by reconfiguring to create space for pedestrians.

INVENTORY

20 UNIVERSITY BRIDGE Fuhrman Avenue East to NE Pacific Street

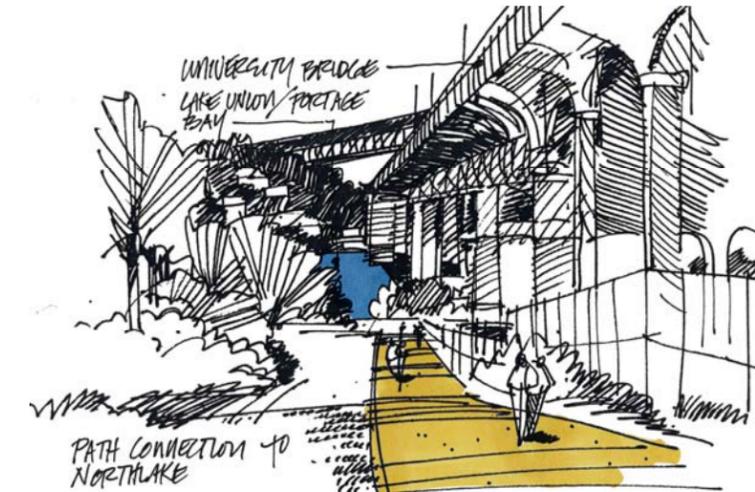
KEY ISSUES



- Bridge is not universally accessible due to missing curb ramps on the SW end at Eastlake and Fuhrman Avenues East.
- Topography makes connections from bridge to waterfront difficult.
- Traffic volumes on bridge and Eastlake are high.
- Route from bridge to water is not defined and multiple options exist.



ABOVE and BELOW: East side of University Bridge.



GENERAL RECOMMENDATIONS

- Pedestrian routes and bicycle routes differ because of topography; use signage should clarify route choices.
- Route bicycles and pedestrians from north end of University Bridge to Burke Gilman Trail or along new sidewalk on NE 40th adjacent to Peace Park.
- In the long term, the loop is to be routed down the eastern side of the bridge (using stairs) along Eastlake Avenue NE to NE Pacific Street/NE Northlake Way.
- Make the route universally accessible to the extent possible.

SEE PROJECT SHEET, PAGE 105.