

Market to MOHAI

Thomas St between Terry Ave N & 9th Ave N; 9th Ave N between Thomas St & Denny Way; Bell St between Denny Way & 8th Ave; Bell St between 6th Ave and alley west of 7th Ave

Applicant Problem

1. **FUNDAMENTAL NEED:** The City of Seattle has embraced increases in population growth and density as well as setting important goals for reductions in its carbon footprint and vehicle congestion. This will require a significant increase in pedestrian traffic in the downtown, particularly in the fastest growing neighborhoods of Belltown, Denny Triangle and South Lake Union (SLU). This pedestrian traffic will include people walking to and from the many, new residential towers, and to and from work in many, new office buildings. As superior transit is available on selected avenues with RapidRide service or streetcars in these neighborhoods, we need great pedestrian corridors to encourage residents and office workers to walk the final 4 to 6 blocks between their homes or their offices and those superior transit options. Streets that are comfortable and safe for pedestrians, and that are well-lit, well marked, and with frequent, useful way-finding signs are needed to motivate and encourage that increased pedestrian traffic.

PROJECT TYPE

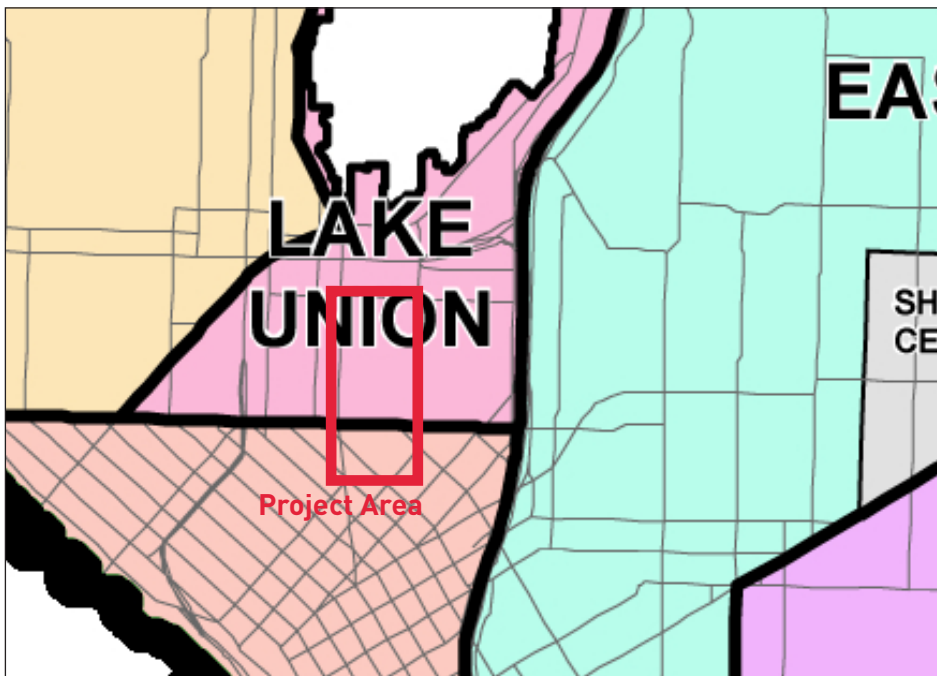
Corridor

APPROXIMATE LENGTH

N/A

COST ESTIMATE

\$697,000



2. **CROSS STREETS NEED ATTENTION NOW:** Pedestrian corridors that are comfortable, safe, well-lit and well-marked are more available on the avenues in Belltown and Denny Triangle than on the cross streets. The major investment in pedestrian amenities has been made on these Avenues. We now need that same investment in the cross street environment.
3. **GO BEYOND BELL STREET INTO SLU:** When we started working on Bell Street as a pedestrian corridor in 2006, the need for this intense pedestrian activity was in Belltown and Denny Triangle on the 10 blocks of Bell Street between the Waterfront and Denny Way/Denny Park. But, in the last decade the intense growth in offices, biotech, and residential development in South Lake Union encourages extension of that corridor into and through SLU campuses of Amazon and the Biotech companies, all the way to Lake Union, MOHAI and the new proposed Google campus via Terry Avenue North.
4. **THE OPPORTUNITY IN NOW - TIMING IS CRITICAL:** On selected locations along the path of the Market to MOHAI there are segments of outstanding pedestrian environments, such as the four blocks Bell Street Park in Belltown and the three great blocks on Terry Avenue North between Thomas and Mercer in SLU. But they are not connected in a comprehensive manner to be of maximum value to the pedestrians. Robust development activity along the rest of Market to MOHAI corridor, particularly in Denny Triangle and SLU, offers a unique opportunity to have those developers complete the superior pedestrian streetscape and lighting with minimum public investment. But we must act now, during this development cycle, to get those developers to provide the streetscape amenities that will provide that outstanding pedestrian environment and a comprehensive, 18-block pedestrian corridor. Waiting even a year would miss that opportunity.
5. **NEED FOR 3 COMPLIMENTARY CORRIDORS:** There is a need for a series of these east – west, cross street pedestrian corridors to serve the varying needs of Belltown, Denny Triangle, Uptown, South Lake Union, Downtown Retail Core and Capitol Hill., This could start in the north with the Lake2Bay Trail on Broad and Thomas Streets. This corridor would start in the North Waterfront and the Olympic Sculpture Park, serves the Seattle Center and then continuing to and through South Lake Union. Then six blocks south is our proposed Market to MOHAI pedestrian corridor, starting at the Pike Place Market and Central Waterfront and proceeding on Bell Street, serving the heart of the most vigorous residential and office development in Belltown and Denny triangle. This corridor would continue onto Terry Avenue North in South Lake Union all the way to Lake Union Park and MOHAI, through the heart of the Amazon, Biotech, Office and residential growth areas. Then 6 more blocks away to the south could be the third pedestrian corridor, the Pike-Pine Corridor that directly serves the Downtown Retail core, continuing over I-5 to the restaurant, entertainment and residential center of Capitol Hill. These three pedestrian (and bicycle) corridors could connect the neighborhoods, residents, offices and parks of the north end of Downtown for future growth and an improved quality of life.
6. **OTHER CONNECTIONS BENEFITS:** There is a need to provide not only vehicle arterials connecting neighborhoods, but also pedestrian arterials/corridors for tomorrow's city. Neighborhoods are not self-contained, with all the necessary public features and amenities. These pedestrian corridors will encourage joint neighborhood activities and festivals, commerce between neighborhoods, and a better connection to four of our wonderful Seattle Public Parks: Denny Park, Seattle's oldest public park; and three new parks: Lake Union Park, Bell Street Park and the proposed Waterfront Park. These are not just parks to be enjoyed as such, but can be 'green' corridors for pedestrians to use and enjoy every day. We view these connectors as having both a historic, art and sustainability component that will enrich the neighborhoods and pedestrians, every day.

Applicant Solution

Rather than create a totally new pedestrian corridor for these 18 blocks, that would require \$10M to \$20M of public money, the Market to MOHAI project proposes to utilize currently existing and planned developments, primarily along: Bell Street in Belltown and Denny Triangle, along Terry Avenue North in South Lake Union, and on a transition zone of 4 blocks connecting them along Ninth Avenue North and Thomas Street (see attached map). Preliminary analysis of this corridor shows that 50% of these blocks already have a superior pedestrian environment, 33% of these blocks is committed to provide that as a part of planned public and private development, leaving only 17% where significant streetscape work needs to be funded. Prompt action now can ensure these developments match and support a common environment that is comfortable, safe, well-lit and well-marked for pedestrians.

To be sure the currently planned and future developments along the corridor support this Market to MOHAI concept, to provide conceptual design and costing of work to be done and to develop an overall Corridor Branding approach, the Steering Committee of the Market to MOHAI is advertising for bids on a Conceptual Landscape Design and Branding Study. The RFQ for that study is attached and was released for bid on 4/13/16. We expect to award that contract in early June 2016 and complete the study in December 2016. The Study mid-term report in September and the final report in December will support the SDOT work on a Neighborhood Street Fund (NSF) commitment to the Market to MOHAI implementation in the street right-of-way. We are prepared to modify the schedule and content that study as necessary to support the milestones of an NSF grant from the Neighborhood Street Fund and will ensure that the Study contractor adequately coordinates with SDOT/NSF. A key benefit of that study for the NSF is the public outreach to both the neighborhood organizations involved, but also the public, including 3 major reviews and meetings for public input.

The Steering Committee of the Market to MOHAI has funding for the Study and associated work in 2016. Vulcan, Amazon and Clise Properties provided \$60,000. We also have been awarded a \$25,000 Small and Simple Grant from the Department of Neighborhoods. The DSA has agreed to be our Fiscal Agent and is waiving their fee that is valued at \$5,000 to \$8,000. We have extensive commitments of volunteer labor.

Our preliminary cost estimate of the implementation work in the street ROW (planned for 2017-2018) is shown on the attached spreadsheet. This shows preliminary cost estimates of approximately \$1.1M, with a 35% contingency this would approximate \$1.5M. Our priorities are shown on the attached spreadsheet. The areas where investment is required, the streetscape designs and cost estimates will be refined during the Study in 2016. All this work is in the street ROW. This is the work that we propose would be implemented in part by the Neighborhood Street Fund Grant during 2017-18.

The overall management and governance of the Market to MOHAI work, including our commitments to the Neighborhood Street Fund is with the 15 member Steering Committee of the Market to MOHAI. The volunteer members of that Steering Committee are shown in an attachment.



Looking east on Thomas St toward Terry Ave

Seattle Department of Transportation (SDOT) Review

Project Description

This conceptual design proposes improvements on Thomas St, 9th Ave, and Bell St to implement the Market to MOHAI corridor as described in the application. Existing street concept plans for Thomas St and proposed designs for Bell St serve as the basis for these designs. See the key map for locations.

There are currently no existing pedestrian lights within the project limits. This cost estimate also includes funding to implement corridor identification.

Thomas St between Terry Ave and 9th Ave - Projects 1 and 2

The Thomas St Concept Plan will serve as the basis of the project with potential adaptations through the design process. Thomas Street east of Westlake is a street car route. These two blocks will get 8 total lights. Pedestrian lighting will be installed on both sides of the street.

The half-block on the north side between the alley and 9th Ave has an older 2-story building and has 4 street trees in 4-foot by 4-foot pits. This project proposes additional landscaping at this half block in addition to the lights shown in project 1. Street concept plans show a 31-foot wide promenade at this locations.

9th Ave and John St- Project 3

This block is the frontage to Denny Park. There are large trees at the perimeter of the park. The street concept plans call for a 15-foot-wide sidewalk and planting strip. Existing sidewalk is 10 feet wide. This project proposes to install a curb bulb on the southwest corner of John St and 9th Ave to match angle parking on John St.

Bell St and 6th Ave - Project 4

There is an existing sidewalk with trees and shrubs adjacent to the building. This project proposes streetscape improvements in front of the Denny Building shown in the Bell St Concept Plan, including new 12 foot sidewalk, 8 foot amenity zone and 3 pedestrian lights.

Constructability

- This project will be coordinated with the Market to MOHAI plan that is being developed by the community.
- Pedestrian light placement will need to be coordinated with existing street lights, trees and wire poles for the street car.

Impacts

- Parking will be restricted near these three intersections. While this parking is not legal, it may be perceived as parking loss.

Benefits

- An east-west connection between South Lake Union, Belltown and Denny Triangle neighborhoods.



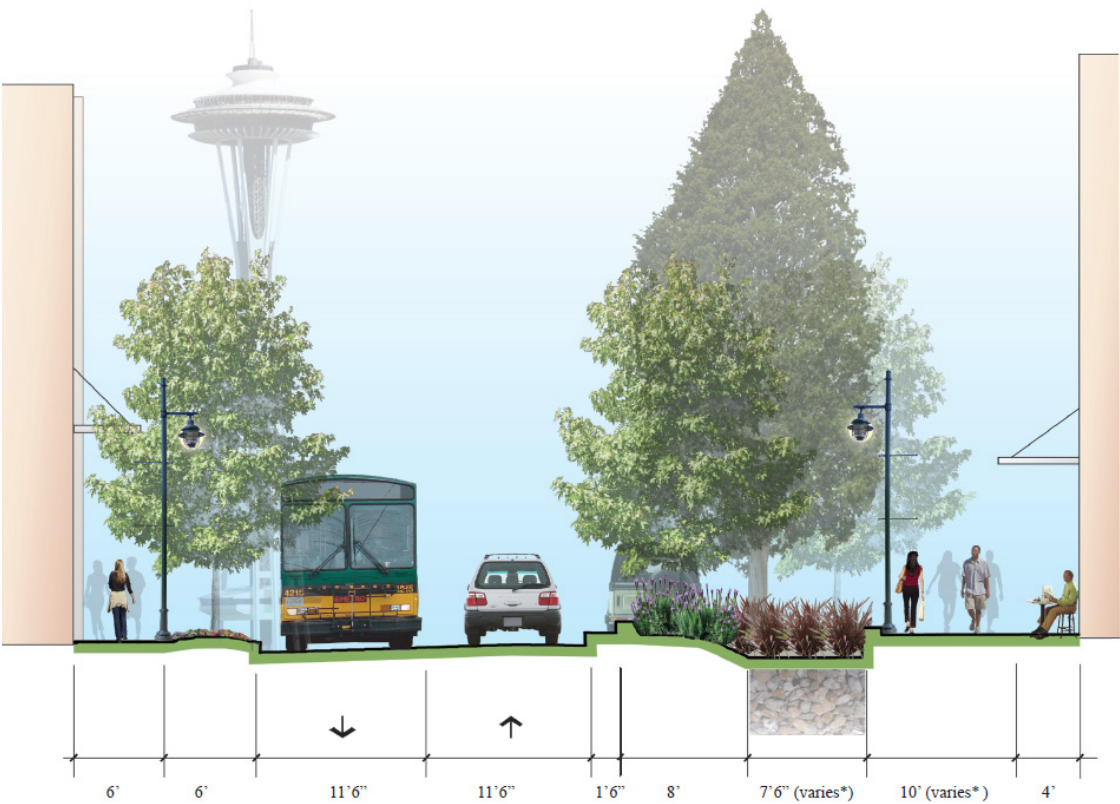
Looking east on Bell St from 6th Ave



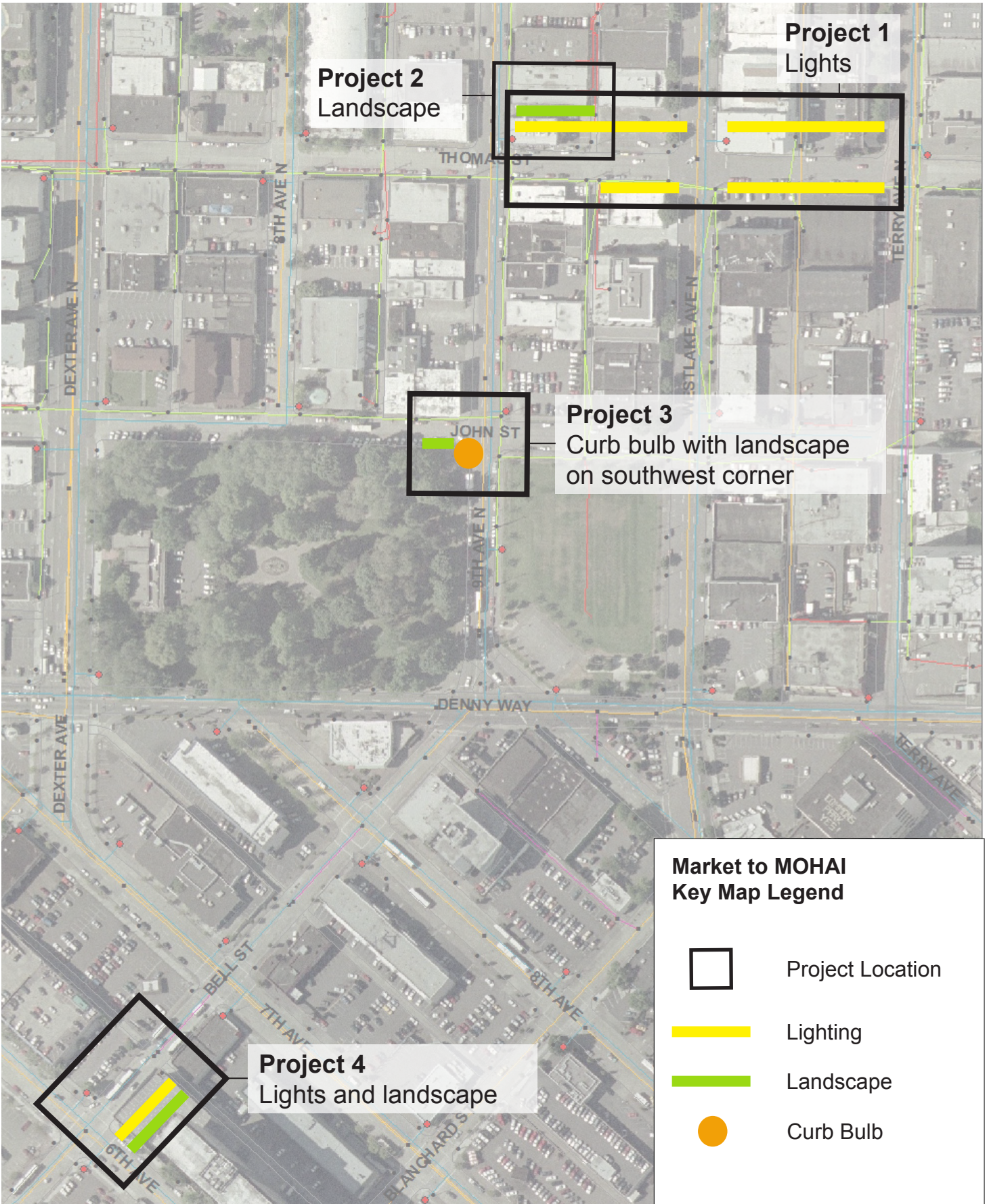
Looking west on Thomas St toward 9th Ave



Existing conditions at the SW corner of 9th Ave and John St



Approved Street Concept Plan for Thomas St



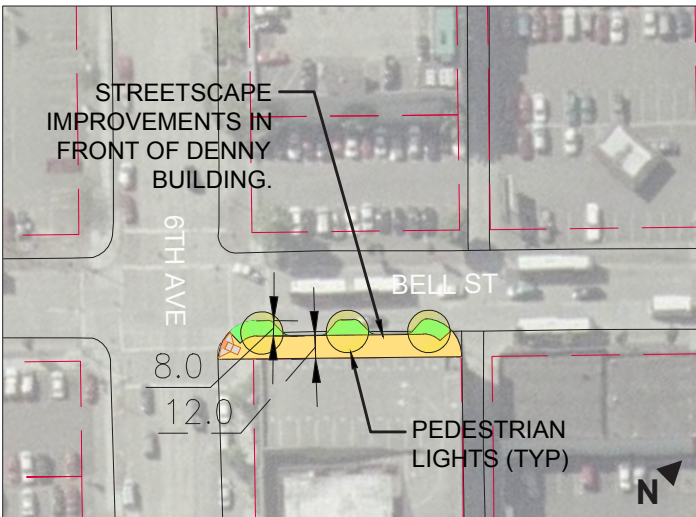
Market to Mohai Project Location Key Map



Project 1 and 2: Thomas St from Terry Ave N to 9th Ave N



Project 3: John St and 9th Ave



Project 4: Bell St at 6th Ave

