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| <h1>Director's Rule 2-2017</h1> |

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PURPOSE

While the Lake2Bay Street Design Concept Plan does not establish requirements, the conceptual design has been approved through review by SDOT and SDCI. Approval of the concept plan as an Appendix to the Right-of-Way Improvements Manual provides recognition of the design and gives clear guidance to property owners who wish to follow these plans.

AUTHORITY

Seattle Municipal Code (SMC) subchapter 3.06.040 & 3.12.020.

BACKGROUND

Lake2Bay is a 2-mile long corridor that links the Central Waterfront, Belltown, Uptown, the Denny Triangle and South Lake Union. The corridor is experiencing significant private redevelopment, yet development of the public realm is largely occurring in a fragmented, uncoordinated manner.

This concept plan builds on the work documented in the Lake2Bay Mobility Study. It will capitalize on the new 99 Tunnel and Central Waterfront by providing an opportunity to create a cultural SR 99 corridor, linking established museums and cultural venues – both temporary and permanent. The planned SR 99 Portal will allow the South Lake Union Street grid to connect directly across town to Seattle Center. Reduced traffic volumes on Alaskan Way and the discontinuation of Broad Street east of 5th Avenue mean that Broad Street will no longer function as a major arterial route. The resultant reduction in traffic flow allows many possibilities for the addition of new pedestrian and bike infrastructure, streetscape treatments, and integration of public spaces.

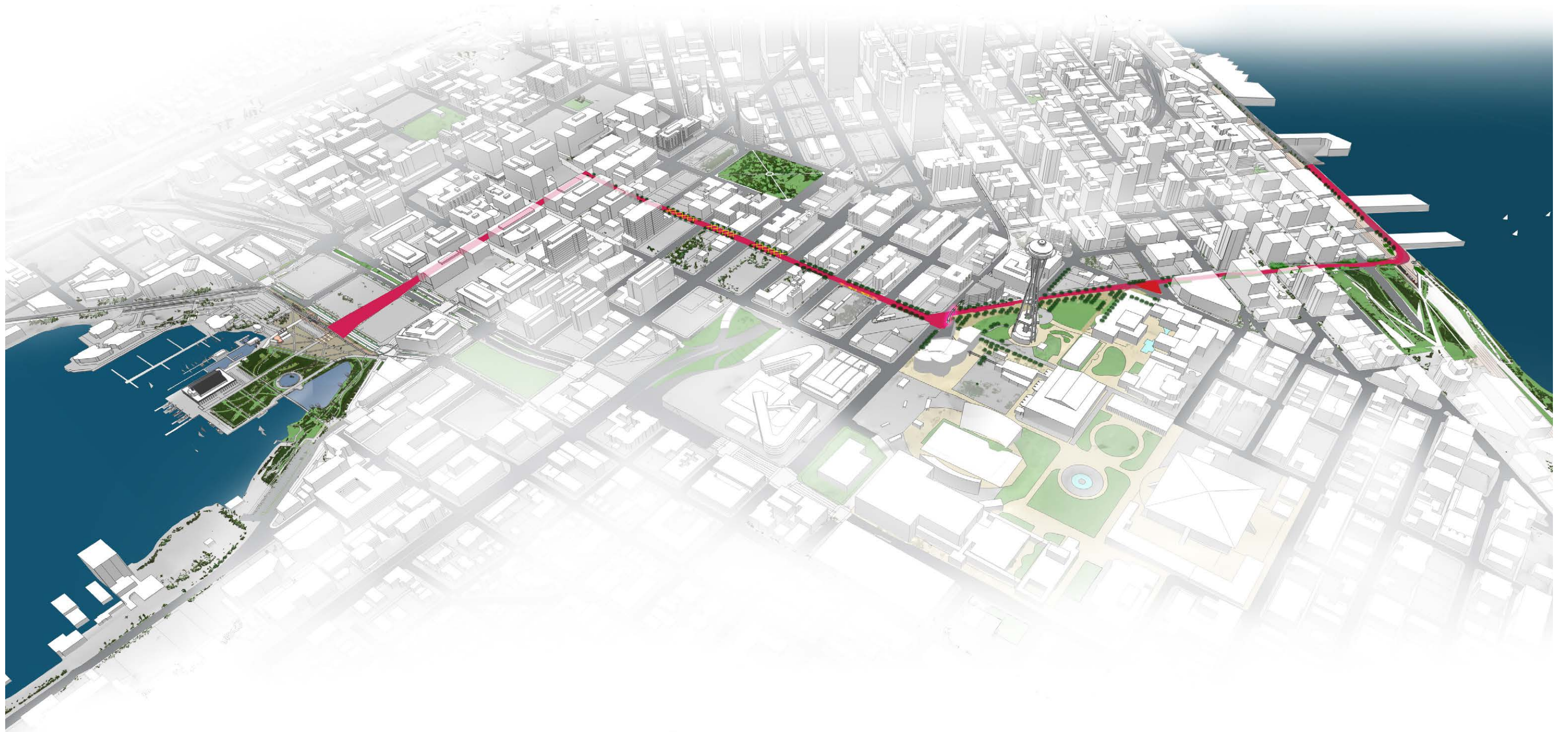
The goal of the Lake2Bay Street Concept plan is to transform an important route in the city that has been dominated by vehicular movement into a corridor that makes generous accommodation for people who are walking, using bicycles, and taking transit.

RULE

The Lake2Bay Street Design Concept Plan is incorporated into the Seattle Department of Transportation (SDOT) Right-of-Way Improvements Manual as Appendix N. The provisions of the concept plan are voluntary. However, property owners are encouraged to follow them in order to enhance the neighborhood.

The concept plan has been reviewed by SDOT and SDCI. Therefore, applicants for Street Improvement Permits that follow these concept plans can be assured that the major design elements contained in their plans meet or exceed the requirements described in the Right-of-Way Improvements Manual. The Right-of-Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for private contracts. Additionally, applicants for permits to SDCI that follow these concept plans for major public realm design items can be assured that these elements are approvable through the Master Use Permit and Design Review processes.

Note: Certain projects may be subject to review under City development regulations or the State Environmental Policy Act. That review could result in additional conditions relevant to the streetscape but not anticipated in the Lake to Bay Street Design Concept Plan.



LAKE2BAY STREET CONCEPT PLAN

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Foreward

This Conceptual Design for the Lake2Bay Corridor presents a once-in-a-lifetime opportunity to connect some of our region’s most significant public spaces and cultural assets, including the new Central Waterfront, the Olympic Sculpture Park, Seattle Center, the Space Needle, EMP Museum, Pacific Science Center, Denny Park, MOHAI, and Lake Union Park.

Developing a pedestrian-friendly pathway of beautiful, green streets between Lake Union and Elliott Bay will catalyze extensive improvements to the public realm through four adjacent neighborhoods. It will also leverage planned and potential capital investments at Seattle Center to create one of the great public spaces in the country.

While the Lake2Bay effort is focused on four north downtown neighborhoods, it also connects in significant ways to the work of other citizen groups working to enhance public realm connections—along our central waterfront, along the Duwamish River, and through the center city. In addition, the Lake2Bay Corridor provides—at long last—a critical missing link in our regional trails network.

With Seattle’s growth and development moving at a blazing pace, now is the time to codify this city-defining connection between our city’s most iconic public spaces.

We recognize the implementation of the entire plan is contingent upon completion of an array of other City projects and it will ultimately become a reality only with the hard work, dedication, vision and funding by a combination of both public and private sources but City adoption of this plan is the crucial first step.

We are extremely grateful for the many people who have contributed their time, energy and good thinking to advance this Lake2Bay Street Concept Plan. As an ad hoc group of civic leaders and community advocates who have come together over the last two and a half years, this plan is truly an example of collective action at work. And we would not be where we are today without the extraordinary support of the Bill & Melinda Gates Foundation, the Stim Bullitt Park Excellence Fund, the Seattle Parks Foundation, the Seattle Office of Economic Development, Amazon, Vulcan, the Space Needle Corporation, and the Richard Nelson Ryan Foundation.

Finally, this project owes a special debt of gratitude to Council Member Sally Bagshaw, whose early and visionary leadership inspired us all.

Norma Miller, Co-Chair
Thatcher Bailey, Co-Chair
Jane Zalutsky, Project Director

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Guiding Principles

Lake2Bay is a 2-mile long corridor that links the Central Waterfront, Belltown, Uptown, the Denny Triangle and South Lake Union. This concept plan builds on the work documented in the Lake2Bay Mobility Study by Heffron Transportation and capitalizes on positive change that will result from other transportation projects in the City, including the new 99 Tunnel and Central Waterfront. The goal of the Lake2Bay Street Concept plan is to transform an important route in the city that has been dominated by vehicular movement into a corridor that makes generous accommodation for people who are walking, using bicycles, and taking transit.

Most fundamentally, the 99 Portal will allow the South Lake Union Street grid to connect directly across town to Seattle Center. Meanwhile, reduced traffic volumes on Alaskan Way and the discontinuation of Broad Street east of 5th Avenue mean that Broad Street will no longer function as a major arterial route. The resultant reduction in traffic flow allows many possibilities for the addition of new pedestrian and bike infrastructure, new streetscapes, and integration of the streetscape with adjacent public spaces.

Lake2Bay connects the fresh water body of Lake Union with the salt water of Elliott Bay – hence: Lake to Bay. The corridor encompasses some of the City’s most iconic public spaces and cultural assets, with Seattle Center at its heart. It links a widely diverse pattern of shifting street grids, structures, and green spaces. Much of this corridor is also

experiencing significant private redevelopment, yet development of the public realm is largely occurring in a fragmented, uncoordinated manner.

Lake2Bay also provides an opportunity to create a cultural corridor, linking established museums and cultural venues with a clearer, more coherent and continuous venue in which to see and participate in the arts – both temporary and permanent. Finally, a fundamental concept of Lake2Bay is to leverage current and future market activity and create public-private partnerships to guide its implementation.

Lake2Bay intersects areas of the City that are in various stages of transformation. Some portions will take many years to see significant change, while others have already been transformed or will be changing very soon. Lake2Bay can give structure to public and private developments as they occur over time, offering a lively armature around which to direct public and private investments. It presents an organizing framework which will bring these disparate areas of the City and neighborhoods together as a whole.

This initiative aims to create a street corridor that provides continuous and substantial pedestrian and bike infrastructure while allowing for variations in character that reflect the context of the various neighborhoods that Lake2Bay goes through. The intention is to

establish a linear outdoor living room - an essential piece of green infrastructure that supports the densification and connectedness of the City. Lake2Bay will help make Seattle’s neighborhoods and civic destinations more welcoming, lively, diverse, and sociable.

Context & Opportunities

City Icons and Open Space



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

History



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

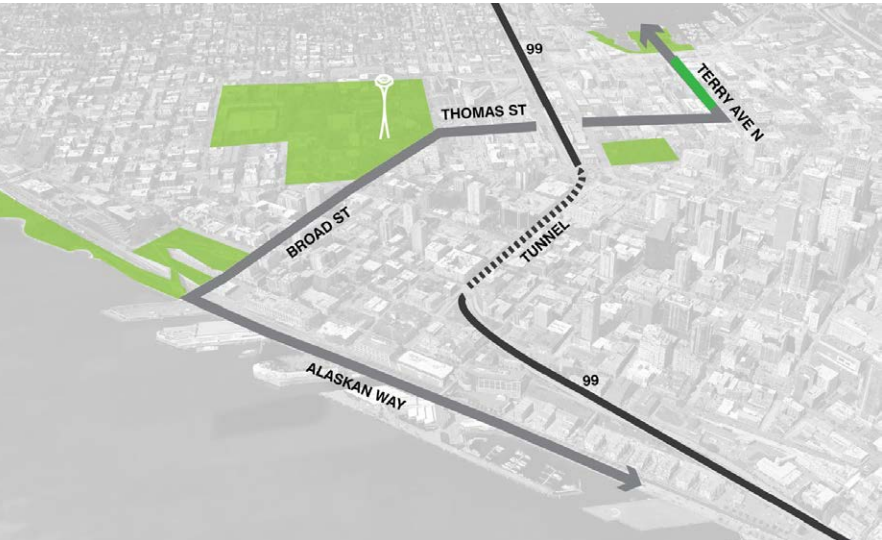
Arts & Culture



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

Context & Opportunities

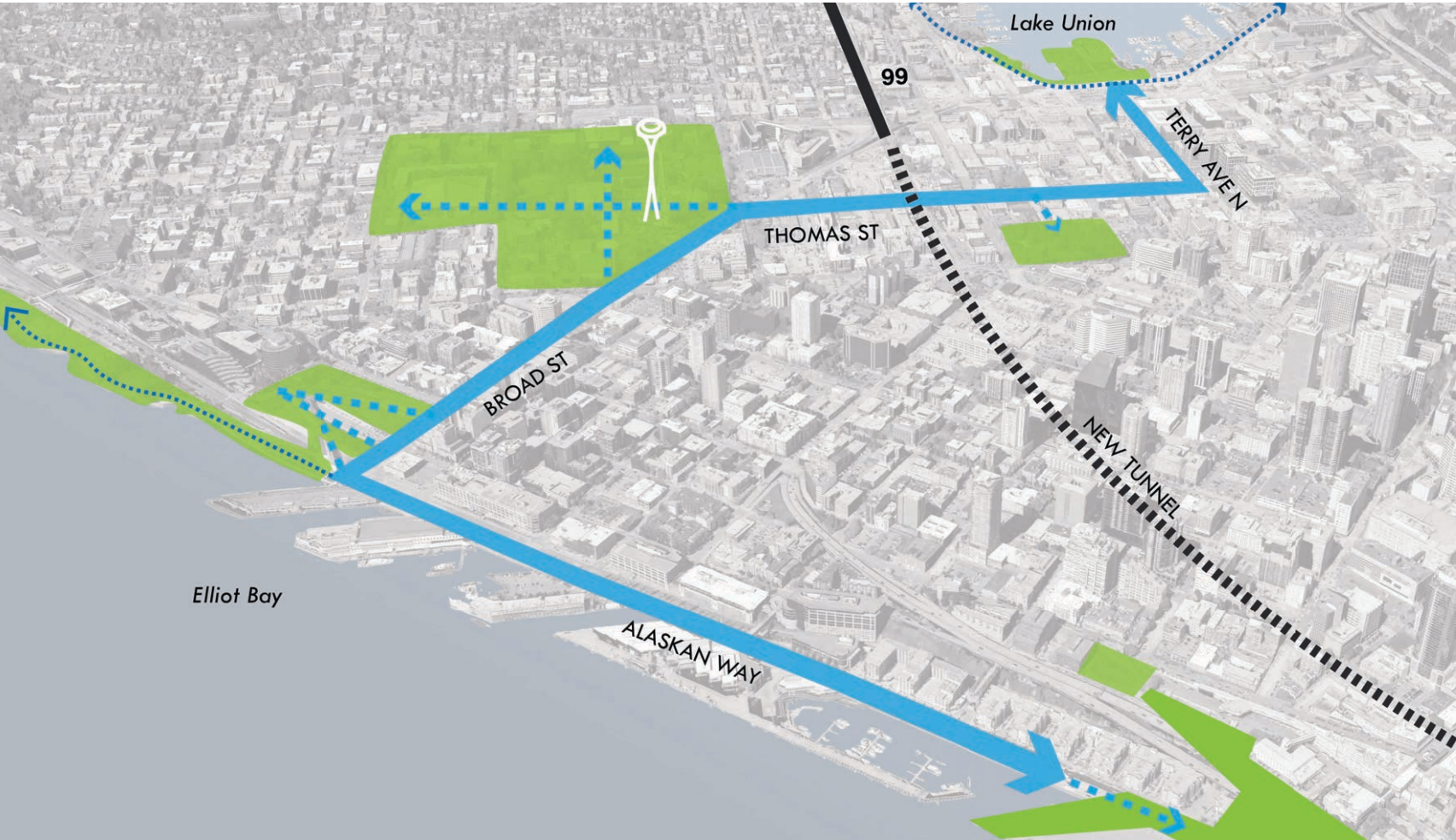
Existing Conditions



The pedestrian, bike and linear green space that Lake2Bay offers is made possible by other significant infrastructure and transit projects in Seattle. These projects include the removal of the Alaskan Way Viaduct, the new SR 99 Tunnel and North Surface Street Project, Mercer Street Boulevard, and the closure of Broad Street between 5th Ave N and Mercer. All of these projects will significantly alter traffic patterns in the City and allow surface streets along the Lake2Bay route to be narrowed and partially appropriated for other uses.

First, the removal of the Alaskan Way Viaduct will be followed by the construction of the Central Waterfront, providing a fantastic destination at the south end of the Lake2Bay route. The associated reconstruction

A New Connection



of the 99 Tunnel, with the new north portal located at Harrison Street, will allow the South Lake Union street grid to connect across to Seattle Center.

Lake2Bay builds on the Broad Street Mobility Plan developed by Heffron Transportation. Heffron’s plan notes that traffic on Broad Street has already decreased as a result of permanently closing Broad Street east of 5th Avenue N. This could allow some reconfiguration of key intersections in the near-term. Major changes in traffic flow along the Broad Street corridor will occur as various phases of the Alaskan Way Viaduct Replacement project are complete. Capacity reductions on the segment west of 1st Avenue will be possible after Elliott Way is constructed and Alaskan Way is no longer needed as a detour route. The re-route of buses

from 3rd Avenue directly to Denny (instead of Broad Street) will reduce bus traffic on Broad Street. Finally, completion of the grid crossings of Aurora Avenue N that are part of the North Surface Street project will allow additional changes to the east segment of Broad Street if John Street can be better utilized by vehicle traffic. As less of the street space is needed to accommodate vehicle flows, more space can be reclaimed and repurposed to create a signature Seattle experience connecting the public spaces and natural resources along the Lake2Bay Connector route.

Context & Opportunities

Neighborhood Connections



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

Open Space Access



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

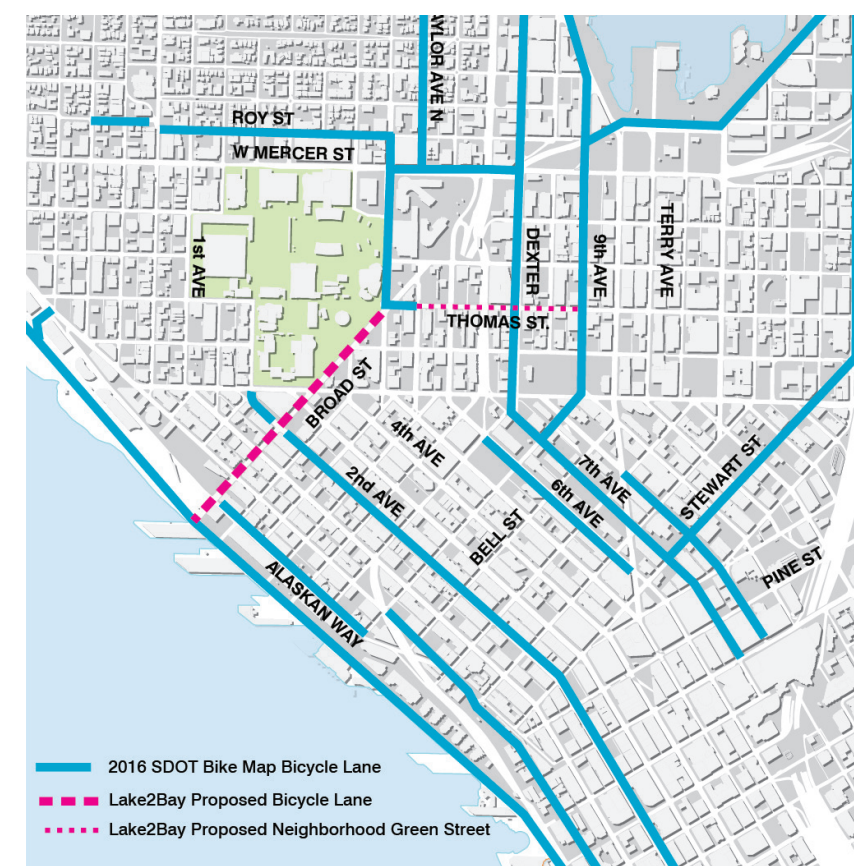
Visitor Infrastructure



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

Context & Opportunities

Bike Connections



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

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



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

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

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

The bicycle lane on 9th is the recommended bike route to connect

to South Lake Union. Terry Avenue is easily bikeable but only in the northbound direction since the street is one-way. For that reason, Lake2Bay supports temporary closures of Terry Avenue on weekends which would complete the Lake2Bay connection for bikers.

Protected bike lane markings shall be designed in accordance with the Right of Way Improvements Manual.

Context & Opportunities

Unifying Streets & Transit Plans



SDOT has already adopted a number of street concept plans, some of which intersect with or overlap Lake2Bay. This will ensure that Lake2Bay is part of a city-wide system of safer streets that serve pedestrians, vehicles and bicyclists alike. The City and Metro also have a number of plans to improve transit service in the Lake2Bay area. Third Avenue will be modified to become an improved bus corridor with special paving, furnishings and planting. The re-routing of buses from Third Avenue directly onto Denny will allow the triangle at Denny to be greatly expanded and redesigned. The monorail will continue to provide transport to and from the Seattle Center grounds and there is a concept being developed to improve the streetscape all along Fifth Avenue. Denny Avenue, Thomas Street, and Terry Avenue N all have adopted Street Concept Plans, and the Port is currently working with SDOT to reconfigure Alaskan Way for Cruise Ship functions.

Nodes



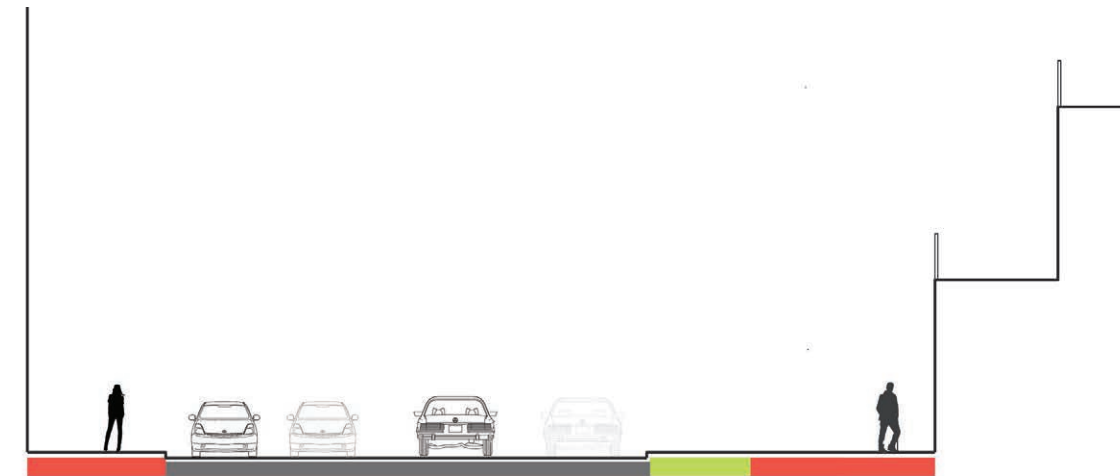
Lake2Bay is a highly varied collection of neighborhoods, streets, civic facilities, and public spaces. At various points along the Lake2Bay corridor, there are points where people from different neighborhoods, converge, arrive at destinations, or change direction. These places are nodes that are distinct and should be marked in unique ways. Each of these nodes warrants a site-specific set of interventions so that places along the Lake2Bay corridor are perceived as intriguing, ever-changing, and rooted in a sense of history. In the Lake2Bay plan, many of these nodes are the location of site specific art installations and wayfinding. These nodes can also be thought of as focal points around which a whole array of future investments can occur.

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Pedestrian Focus

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

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



Typical Existing Street Condition



Lake2Bay Proposed Street Condition

Sense of Place

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

Terry Ave North - “Lakeside Landing”

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

Thomas Street - “Powerline”

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

Broad Street at Seattle Center - “The Center”

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

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

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

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

Alaskan Way - “Bayside”

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

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

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

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



Paving

Lake2Bay incorporates a range of paving types that respond to the historic building character in different locations and to varying neighborhood contexts. Lake2Bay also aims to provide a richly experiential streetscape that connects major City icons, and so the project deserves a system of paving that distinguishes the corridor from the surrounding street grid.

Lake2Bay incorporates both concrete sidewalks with standard 2’x2’ scoring, as well as pavers that provide a sense of pedestrian scale and texture along this route. Terry Avenue and Thomas Street should have similar pavers because they both run through South Lake Union and pass historic brick buildings. Large scale granite paving is proposed to highlight the Seattle Center frontage, in cooler tones that relate to the Space Needle and Pacific Science Center. Alaskan Way, which incorporates temporary improvements in advance of seawall construction, is entirely concrete, with large scale or unique jointing. Specific paving specifications for each street segment follow in Chapter 3.

Note: Unique paving elements in the public-right-of-way require private maintenance agreements.



Planting

Planting is an essential component of Lake2Bay and will help provide respite for walkers and bikers, reduce the heat island effect, and form the basis of a linear green park for some of the City’s most densely developed neighborhoods. Planting should be lush and more natural in character on either end of the corridor, near Lake Union Park and Elliott Bay. At Seattle Center, planting should contribute to the civic scale and iconic urban transformation that is desired. With the exception of plaza areas, most segments of the corridor include lush ground plane and shrub level planting to provide a buffer for pedestrians from the street and to define occupiable spaces along the street. Specific planting recommendations for each street segment follow in Chapter 3.



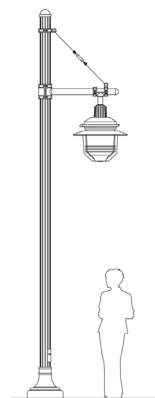
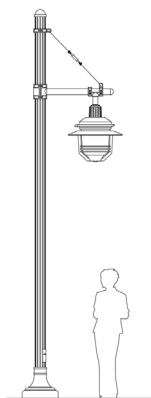
urban neighborhood  **event spaces**  **waterfront destination**

Lake  Bay

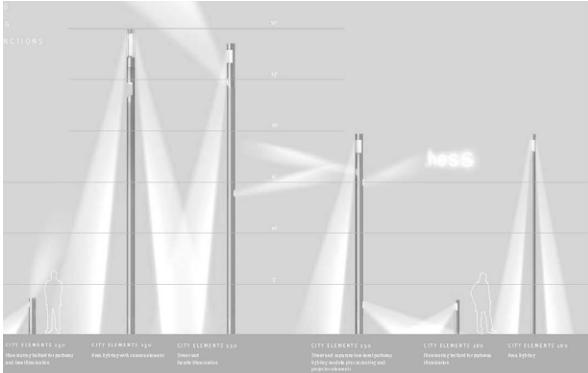
Pedestrian Lighting

Pole Mounted Lighting

Due to the complexities of incorporating new light standards in the City, Lake2Bay aims to use a combination of SDOT and City Light approved standards along with unique fixtures on Broad St. and supplemental accent lighting as described below. Terry Avenue North and Thomas Street incorporate standard fixtures as the primary lighting components. Unique, columnar lighting is specified for Broad Street because this streetscape forms a civic entry to Seattle Center and must also lead people to and from the waterfront. Any new lighting installed on Alaskan Way should be in keeping with Central Waterfront standards.



Pedestrian Pole Lighting



Central Waterfront fixtures to be considered as appropriate

Accent Lighting

Cyan or cool toned accent lighting is used to add character and identity along the Lake2Bay corridor. Small in-grade LED lights exist on Terry Avenue North, and help signify a lively, pedestrian oriented street and also serve to highlight the streetcar stations. The same lights can be used elsewhere at Lake2Bay in different ways - for example, at Seattle Center these type of lights should be installed to help direct people into the Center. Blue accent lighting may also be integrated into seatwalls and benches at Seattle Center and the Broad Street Terraces.

Accent lighting on Thomas Street is particularly important - catenary lights are proposed to help create a pedestrian-oriented space, potentially a “restaurant row”, and may be continued on Thomas Street into the heart of Seattle Center in order to connect the Center’s festival and food stand corridor to the City.

Accent lighting on Alaskan Way should be low budget and informal - glow-in-the dark road paint or traffic markers could be used to help add visual interest and serve a functional use.

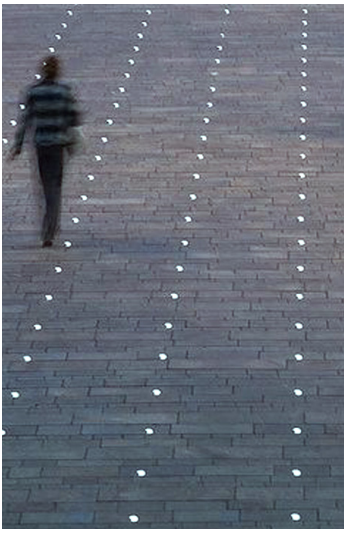
Specific lighting recommendations for each street segment follow in Chapter 3.



Terry Ave



Thomas St



Broad St @ Seattle Center



Broad St Terraces



Alaskan Way

urban neighborhood



event spaces



waterfront destination

Lake  Bay

Art

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

Example - Temporary Installation



Example - Permanent Installation



Terry Ave



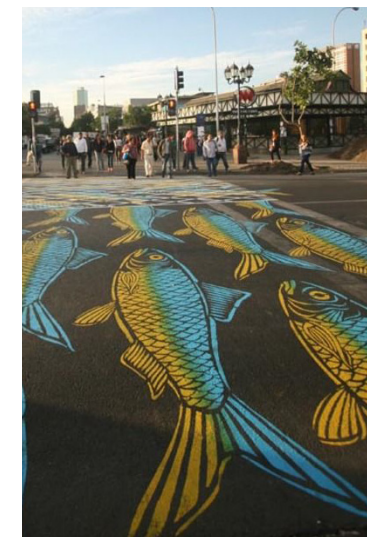
Thomas St



Broad St @ Seattle Center



Broad St Terraces



Alaskan Way

Lake Bay

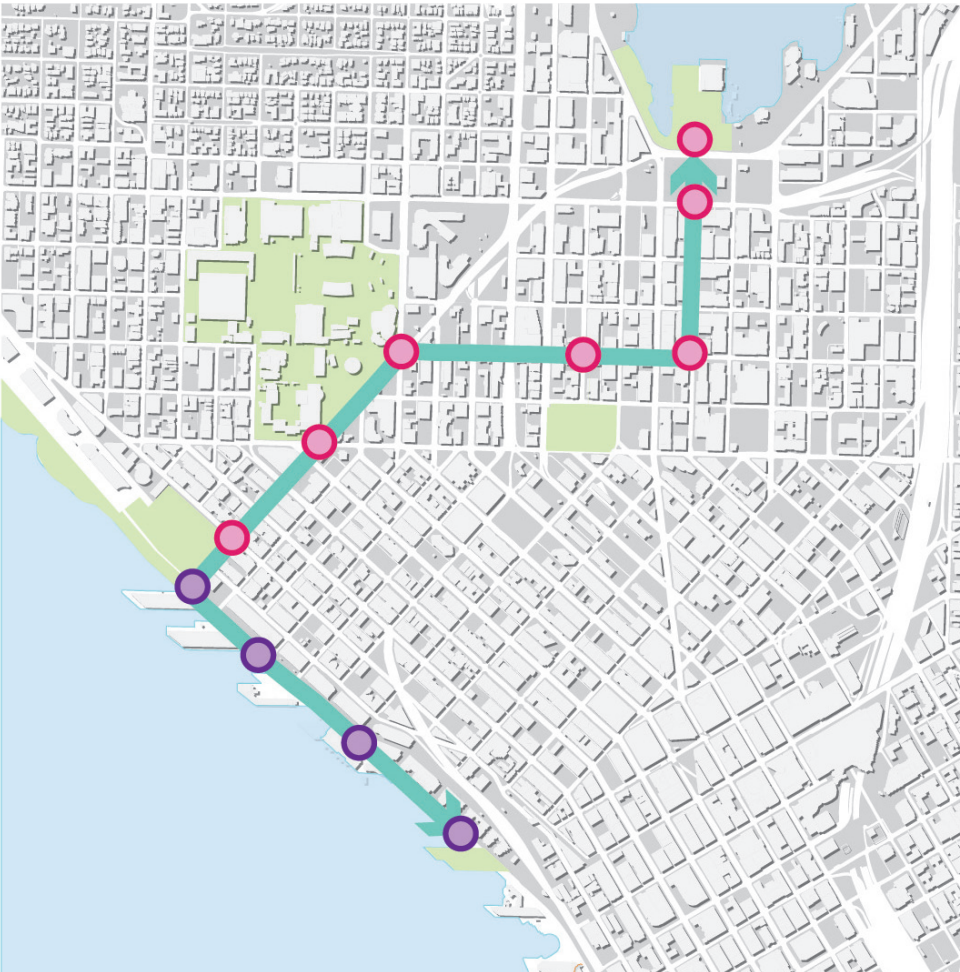
Wayfinding

The experience of being on Lake2Bay should provide a strong enough and unique enough character that it is naturally the way people choose to traverse these neighborhoods. Signage is still needed to help orient people and provide specific direction, but it should be modest and should not compete for attention.

Lake2Bay also proposes that a subtle system of wayfinding - a cyan blue color - be used on accent lighting and other wayfinding systems to help tie the corridor together. Signage and wayfinding design should be coordinated with the City Center Mobility Plan. On Alaskan Way, wayfinding would most logically match that used on the Central Waterfront.

Protected bike lane markings shall be designed in accordance with the Right of Way Improvements Manual.

Recommended Wayfinding Locations



Potential Wayfinding Accent Color

| C | M | Y | K |
|----|---|----|---|
| 54 | 0 | 31 | 0 |

Stormwater

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

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



Pennoyer street stormwater design. Portland, OR. Walker Macy

Water Re-Use

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



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

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Lake2Bay Design Segments

Specific design strategies and elements are defined for each of the following street segments in this chapter.

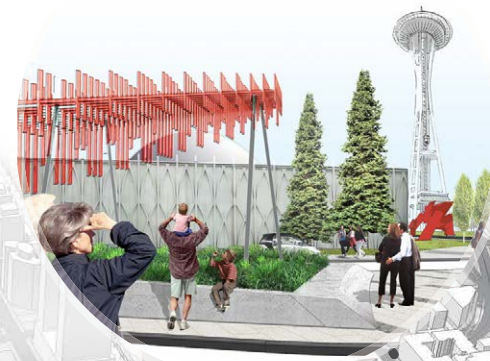
- Terry Avenue North
- Thomas Street
- Broad Street at Seattle Center
- Broad Street at Denny Way and 3rd Avenue
- Broad Street Terraces
- Alaskan Way



Terry Avenue North



Broad Street and
3rd Avenue Gateway



Alaskan Way



Elliott Bay

Lake Union



Thomas Street



Broad Street
at Seattle Center



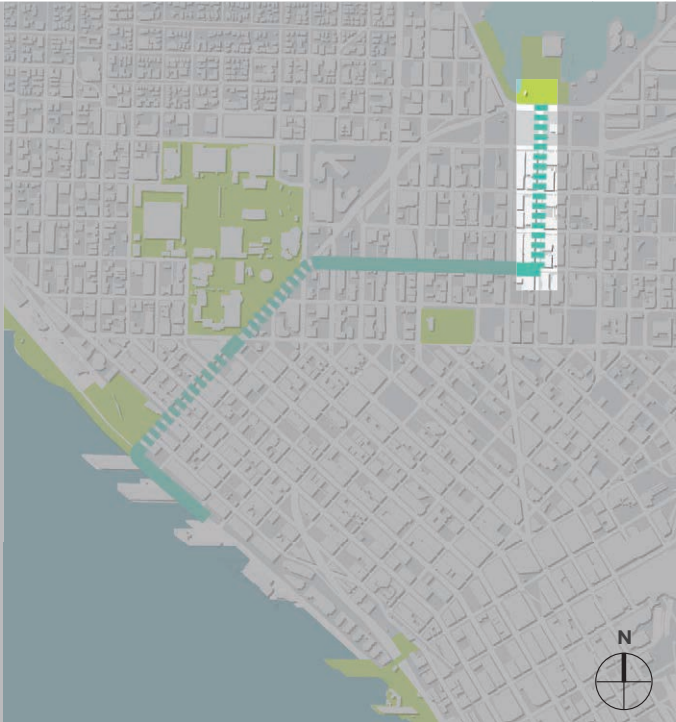
Broad Street Terraces

Terry Avenue North

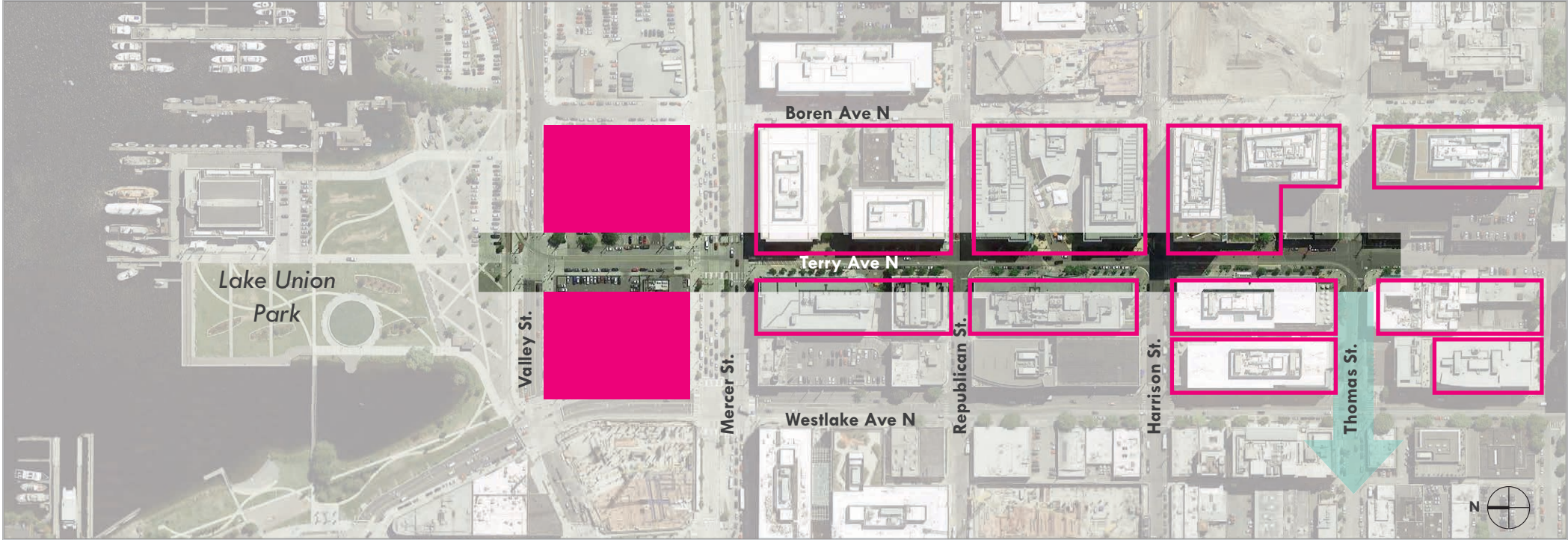
Most of the public spaces and pedestrian amenities have been built along Terry in recent years. More will be installed in association with the few remaining development sites – two on the north end and one on the south end. Terry has been designed to calm traffic, as well as accommodate the streetcar. The low speed of traffic essentially encourages people on foot to walk and linger. Numerous outdoor cafes spill onto the sidewalks and adjacent plazas and gardens extend the public realm into private development. Terry also leads directly in to Lake Union Park and so it extends a verdant, park-like setting southward into the neighborhood. Terry offers views north to the Lake from certain locations. And from the intersection with Thomas, offers a dramatic view of the Space Needle. There are great opportunities for adding art into two locations. At the southeast corner of Terry and Thomas, the building owned by Seattle

Opera could lend itself to a large graphic expression, such as a static mural, a dynamic light/image projection, or the backdrop of a stage for impromptu performances. Terry could also be closed on weekends for strolling, bike riding and festivals.

Key Map



Project Location and Extents



Terry Avenue North

Existing Conditions

Valley St. intersection is a key connection to Lake Union Park



Future development flanks roadway between Mercer St. and Valley St.



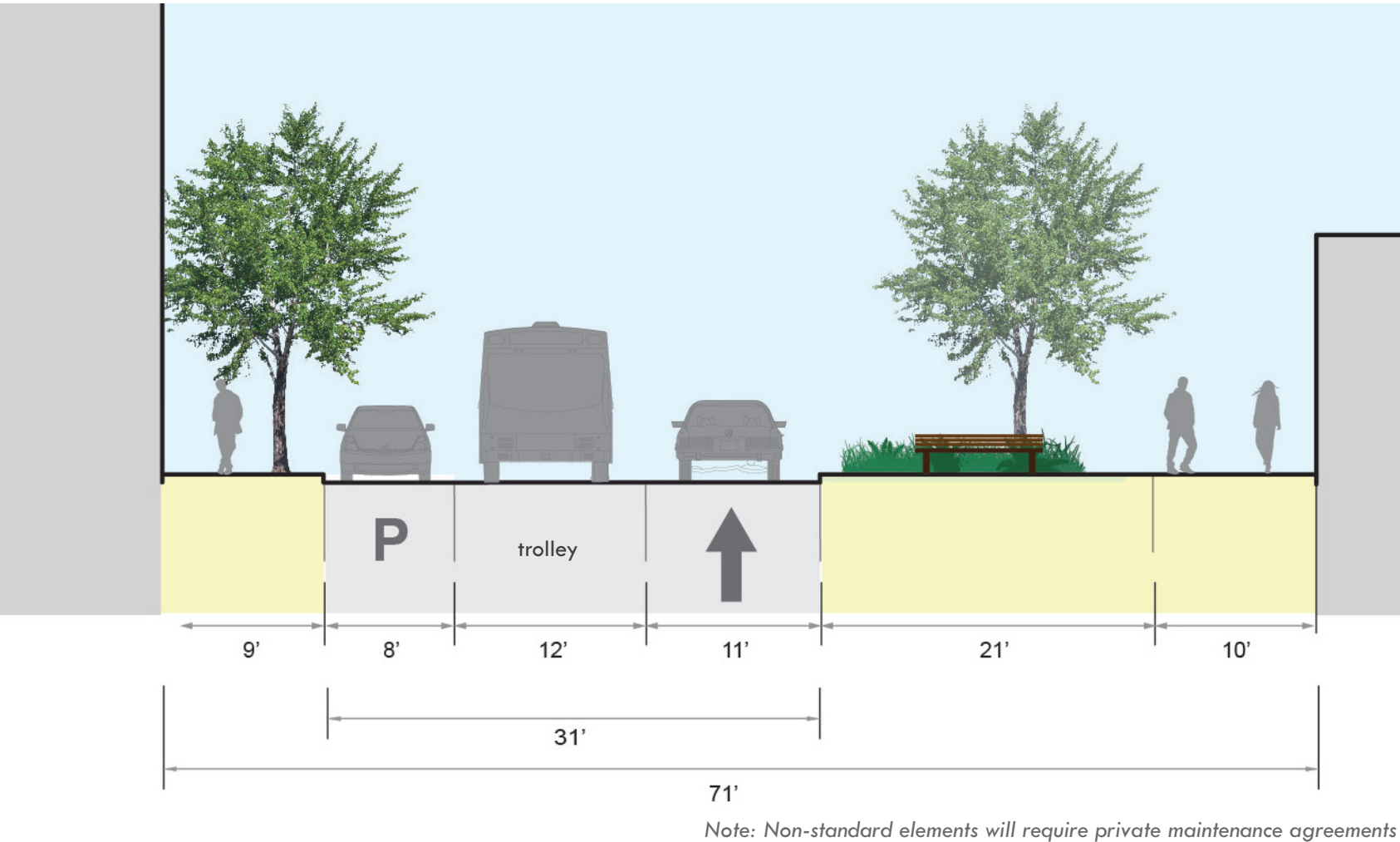
Terry Avenue streetscape



Terry Avenue incorporates new development and historic character



As-Built Typical Street Section Looking North



Thomas Street

Overview

Thomas Street between Terry Avenue and 5th Ave. is a critical portion of Lake2Bay. Once the SR-99 tunnel is complete, the South Lake Union street grid will connect to the Uptown Triangle and to Seattle Center. Thomas St.. has been identified as a Green Street in the City’s plans, and is the most important pedestrian connection between South Lake Union’s growing economy and Seattle Center. Thomas St.. is nicknamed “the Powerline” in the Lake2Bay Plans in reference to the powerful economic exchange that is possible between the Center and South Lake Union, and in reference to the City Light Substation that is a prominent industrial fixture along this corridor.

Lake2Bay uses the City’s adopted 2013 “Thomas Green St.. Concept Plan” as a basis for roadway design and lane width, bike lanes, and width of

pedestrian / planting zones. In addition, Lake2Bay proposes material and lighting components that go beyond the basics of the adopted plan in the interest of elevating Thomas St.. as a key portion of the Lake2Bay corridor. Thomas Street should be more than just a “green” pedestrian connection – for its true potential to be realized, it must be enriched by as much ground level retail and restaurant activity as possible, and the “grain” and material character of the support should encourage pedestrian use of this street as an outdoor living room. The City would ideally incentivize small scale (1000-2000 SF) retail spaces on the first floor.

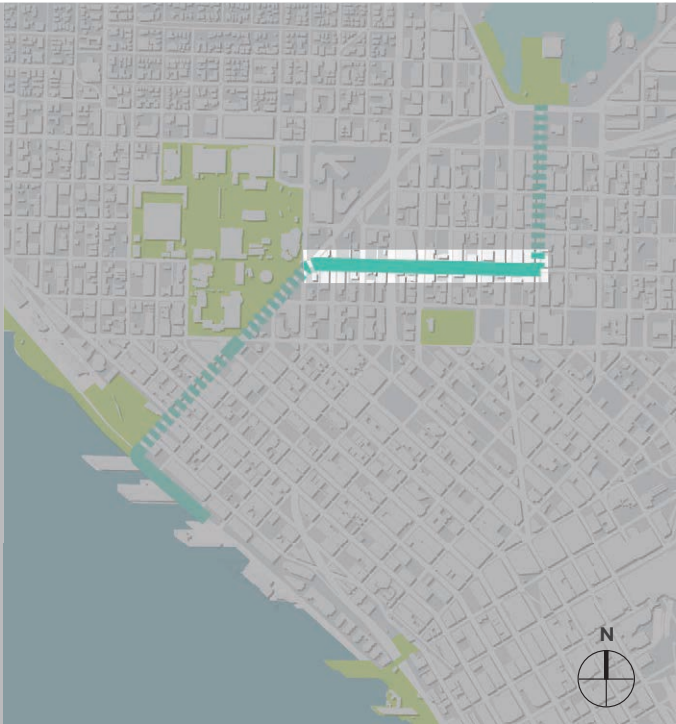
Many projects along Thomas St.. are already in permitting or development, so the City must move quickly in order to capitalize on potential synergies between public and private development. Certain items need to be coordinated as a City project, such as removing parking from the south side

of the street, re-stripping, and establishing the new curb line.

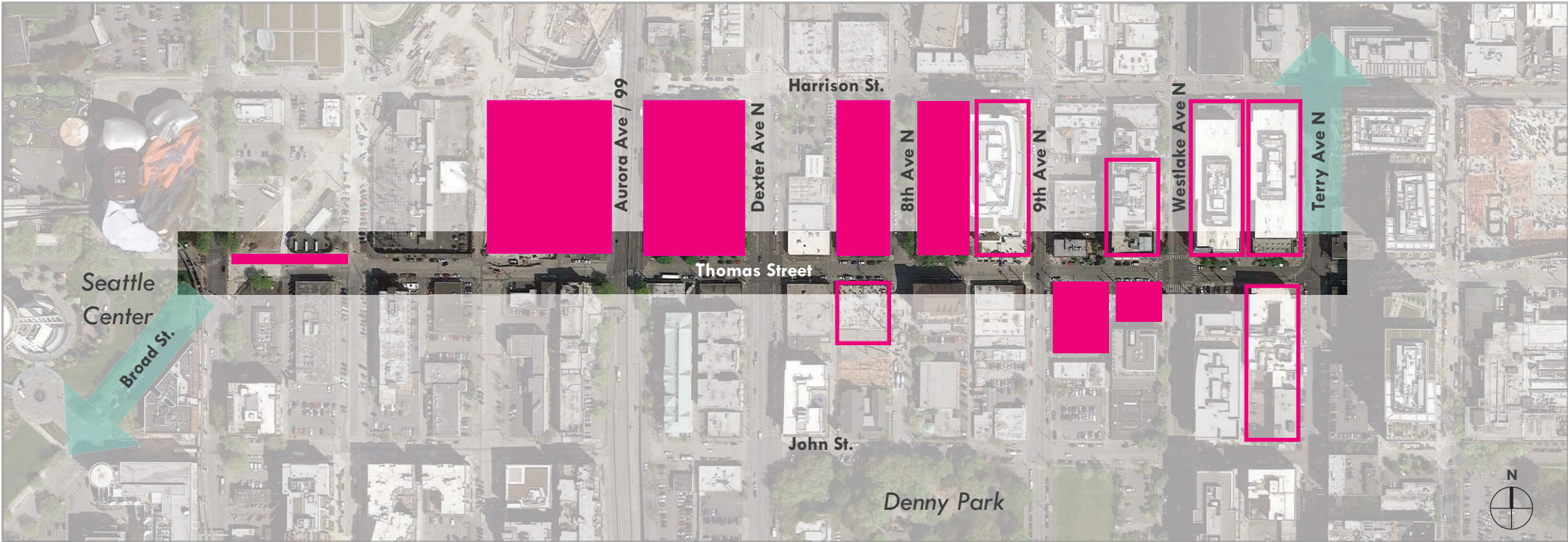
Implementation

Thomas St.. improvements may be implemented incrementally as long as the new curb alignment is coordinated by SDOT between blocks.

Key Map



Project Location and Extents



Thomas Street

Recent redevelopment and street car tracks at east end.



Connection to Denny Park at 8th Ave (planned woonerf behind).



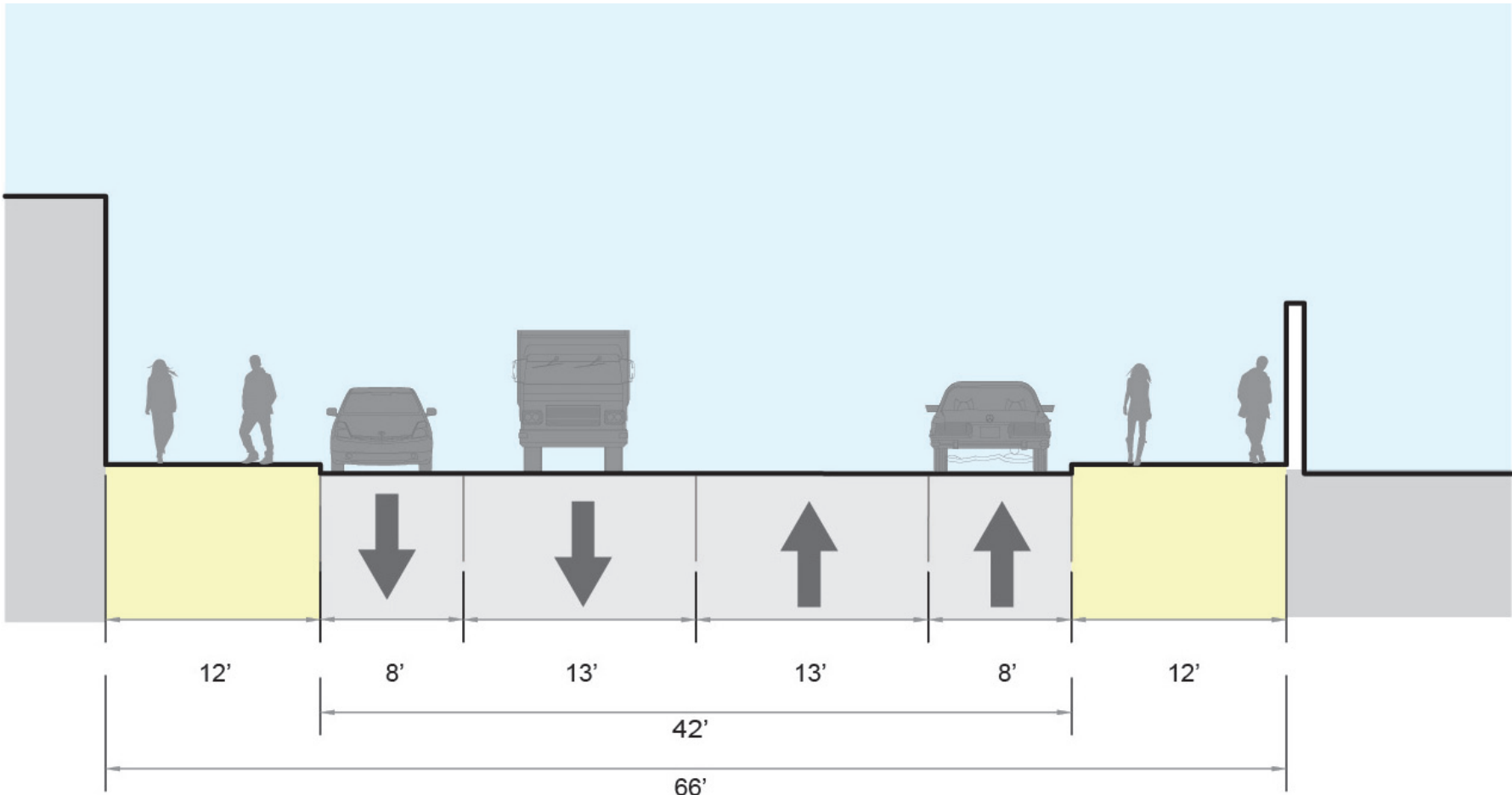
Connection to Seattle Center is currently severed by Aurora / 99.



Seattle City Light Substation and Space Needle view approaching 5th Ave.



Existing Typical Street Section Looking West



Note: Non-standard elements will require private maintenance agreements

Thomas Street

Street Design Fundamentals

Neighborhood Greenway Standards

Lake2Bay supports the implementation of Neighborhood Greenway Standards on Thomas Street, which is currently the only designated east west bike route in this area. The speed limit on the street should be 20 MPH, and the street should include traffic calming measures such as speed bumps or speed tables, as well as stop signs or traffic signals at all intersections.

Travel Lanes

Thomas St.. will be limited to one travel lane in each direction, per the adopted plan. Curbs may need to be moved on both sides of the street in order to achieve the desired street and streetscape proportions.

Bicycles

In South Lake Union, bicyclists will travel in line with slow moving traffic per the adopted plan. In the Uptown Triangle between 5th Avenue and Dexter, protected bike lanes are provided in both directions per the adopted plan.

Parking and Loading

Parking is allowed on the north side of the street only per the adopted plan. In order to achieve a critical mass of pedestrian and planted area, Lake2Bay suggests that the City limit parking and loading areas to half of each block, on the north side of the street. Parking is allowed on all side streets.

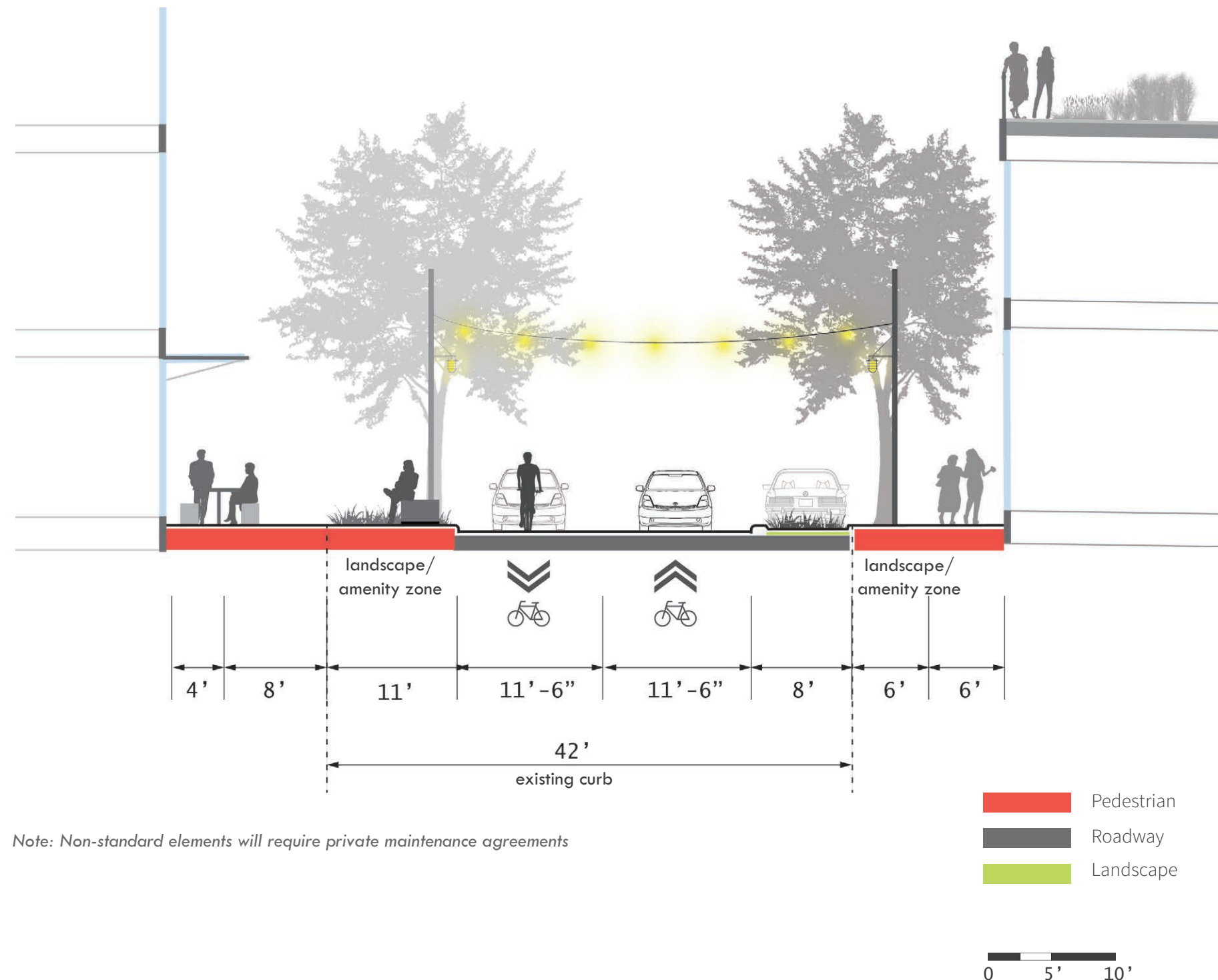
Sidewalks and Planting/ Amenity Zones

Streetscape widths are consistent with the adopted plan, and on the south side are to be a minimum of 12' wide with 6' minimum clear walking zone and 6' wide tree planting/ amenity zone. Sidewalks on the north side of the street are to be approximately 30'-32' wide, with 4' wide frontage zones, 10' clear sidewalk zones and 16' wide planting / plaza zones. Cafes and restaurants should be encouraged to use plaza areas across the sidewalk, in addition to the frontage zone, for outdoor seating.

Stormwater

Stormwater filtration should be incorporated wherever possible, using the methods outlined in the overview and the street-specific diagrams in this chapter. Run-off from the road should be directed into planting areas on the north side of the street to cleanse and slow its release. Run-off may also be directed into below grade storage and treatment areas at tree pits using Silva Cells and large volumes of soils, and/or soils designed for water retention.

South Lake Union Proposed Concept Section A-a

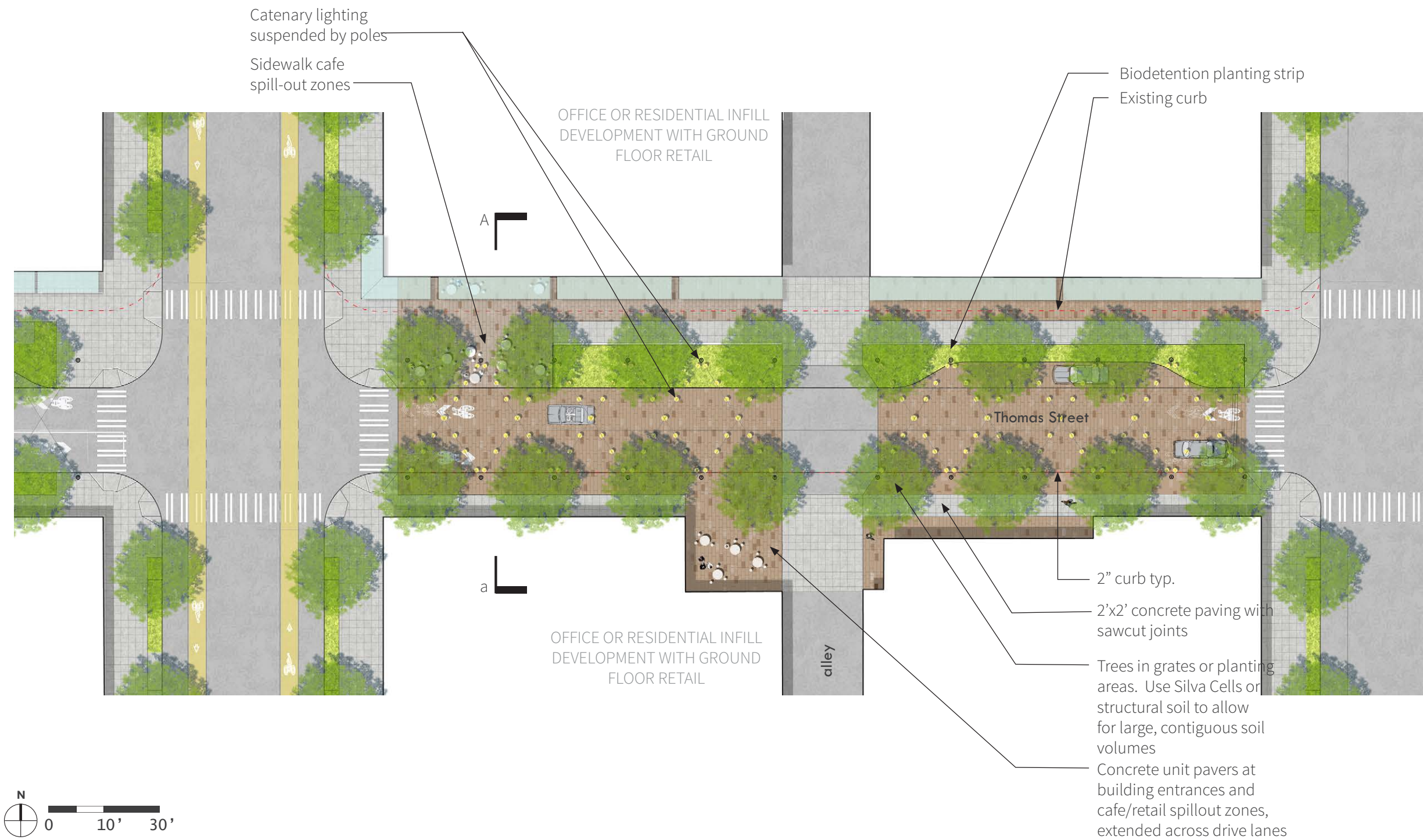


Note: Non-standard elements will require private maintenance agreements

Thomas Street

Proposed Typical Plan, between Dexter Ave and Westlake Ave North

Unique paving and catenary lights should continue from Dexter Ave to 5th Ave where possible. Non-standard streetscape elements will likely require private maintenance agreements or additional funding.



Thomas Street

Design Elements

Overall strategy in keeping with adopted “Thomas Green Street Concept Plan, Summer 2013,” where possible.



PLANTING

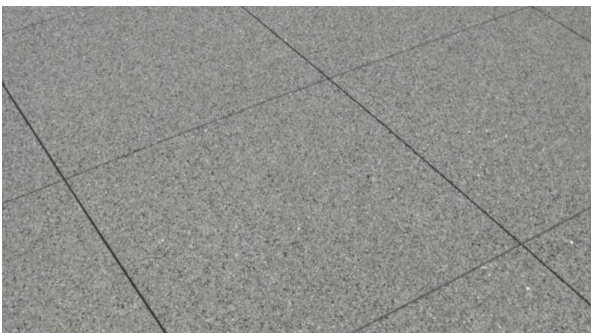
Overall Strategy

Urban canopy trees with striking fall color. Native or adapted underplantings appropriate for biofiltration. Examples:

- Acer rubrum are suggested in the adopted Thomas Green Street plan.
- Zelkova serrata would be a good substitute for Acer rubrum, with less aggressive surface roots.
- Redosier dogwood, Cornus sericea
- Salal, Gaultheria shalon

Installation

- Trees in grates or planted areas
- Effective maintenance to heighten canopy and maximize dappled light
- Use of Silva Cells or structural soil to allow for large, contiguous soil volumes



PAVING

Pedestrian Spill-out Zones

- Concrete unit pavers at cafe/retail spill-out zones
- Concrete unit pavers should continue across the street at key locations such as primary building entrances or dense retail areas
- 4”x8” running or stacked bond in warm tone pattern that corresponds to the character of Terry Ave N. and adjacent historic architecture

Sidewalks

- Concrete sidewalk with 2’x2’ sawcut joints, interrupted at locations where concrete unit pavers extend across the sidewalk

**As noted in SDOT’s Trees and Sidewalks Operational Plan, “Seattle allows a variety of pavement materials in the right-of-way.” “Pavers installed at the same time as trees can provide an accessible walking surface.”*



LIGHTING

Pedestrian Lighting

- Stand-alone pedestrian lamps consistent with the Thomas Green Street concept Plan and installed fixtures on Terry Ave N.

Accent Lighting

- Catenary lighting affixed to pedestrian lighting poles east of Aurora.
- Lighting integrated with installation art west of Aurora, approaching Seattle Center.



SITE FURNISHINGS

Benches

- Geometric concrete benches with warm accents, material color and tone compatible with feature paving
- Built in custom seatwalls set within planting and amenity zones

Movable Tables and Chairs

- Movable furnishings are encouraged in frontage zones and streetside cafe spill-out zones

Thomas Street



Concept rendering on Thomas Street showing light and art installations, approaching 5th Avenue.
Protected bike lane markings shall be designed in accordance with the Seattle Right of Way Improvements Manual.

Broad Street at Seattle Center (between 3rd Ave and 5th Ave)

Overview

The Broad Street streetscape at Seattle Center is envisioned as a large civic space that can accommodate large numbers of pedestrians, as well as events and art installations of various scales. Lake2Bay recommends that the SDOT-controlled streetscape and Seattle Center property be designed in concert with each other when Seattle Center embarks on an update to its master plan. This would allow for a generously sized streetscape that welcomes pedestrians into Seattle Center, and establishes Broad Street and the Broad Street Green as the Center’s “downtown face”.

Two important nodes at either end of the Broad Street Green – the 3rd Avenue and Denny Triangle and the 5th Ave. pedestrian scramble – should be designed to serve as pedestrian arrival points and clear pedestrian gateways into the Center.

A primary goal of Lake2Bay is to draw pedestrians from the Waterfront and from Belltown, and to create clear entry points and view corridors when arriving from these neighborhoods. The streetscape should be designed to highlight views of the Space Needle and provide seamless connections to any new pathways leading into the Center. Seattle Center may explore the possibility of a new entrance to the Pacific Science Center on the Broad St.. Green, and has already called for improved connections between the various Seattle Center institutions. The design of the streetscape and Broad Street Green can help orient people to these high-profile and unique destinations, including the Space Needle, the EMP, the Chihuly Museum, and the Pacific Science Center.

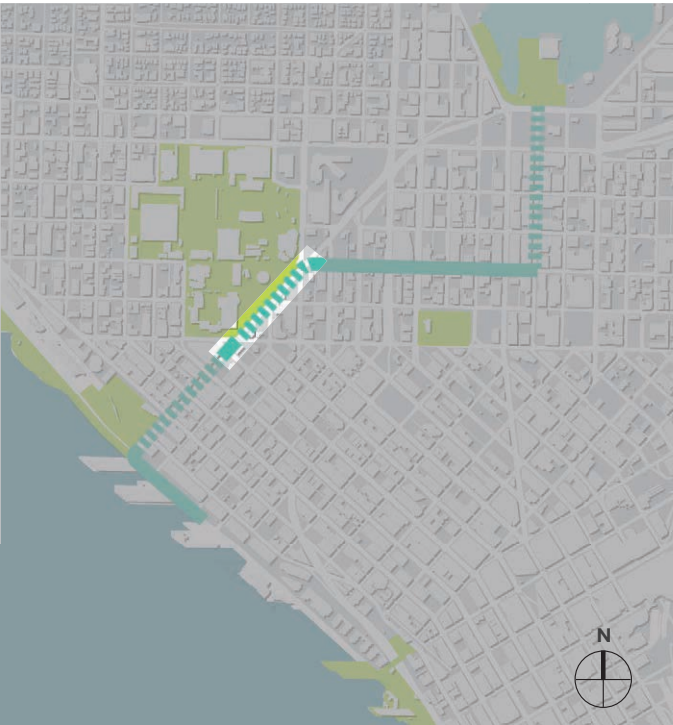
New development is expected to transform the south side of Broad St.. between 3rd and 5th Avenues in the future. The south side of the street

should utilize the same trees and paving as that are proposed for the streetscape plaza to the north, in order to unify the street and connect Seattle Center to its neighborhood.

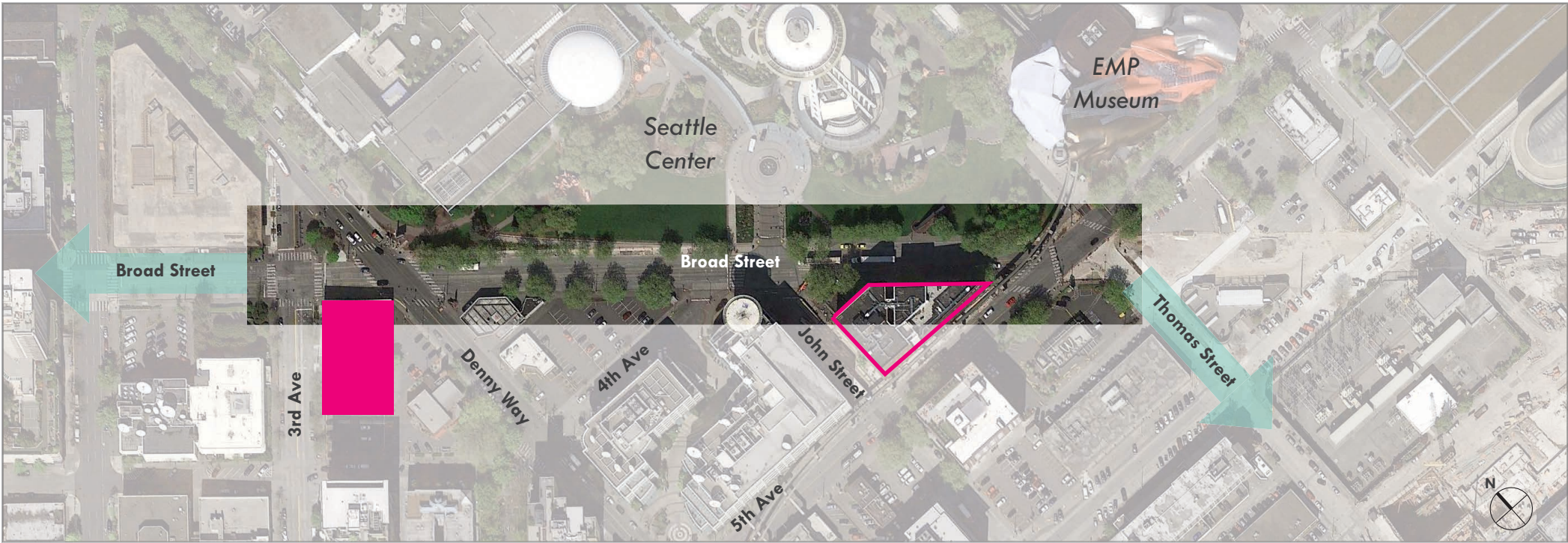
Implementation

This stretch of Broad St.. should be undertaken as a single project spanning both sides of the street in coordination with any Seattle Center improvements to Broad St.. Green and potential drop off areas.

Key Map



Project Location and Extents



- In design
- Recently completed development

Broad Street at Seattle Center

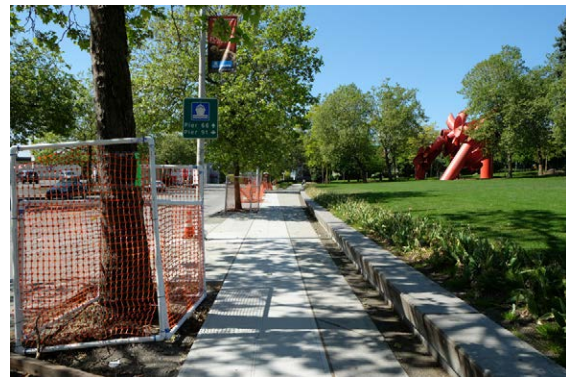
Broad Street at 5th Ave.
- Monorail and missing connection to EMP Museum.



Pedestrian / Vehicle conflicts at intersection of 4th, John, and Broad Street.



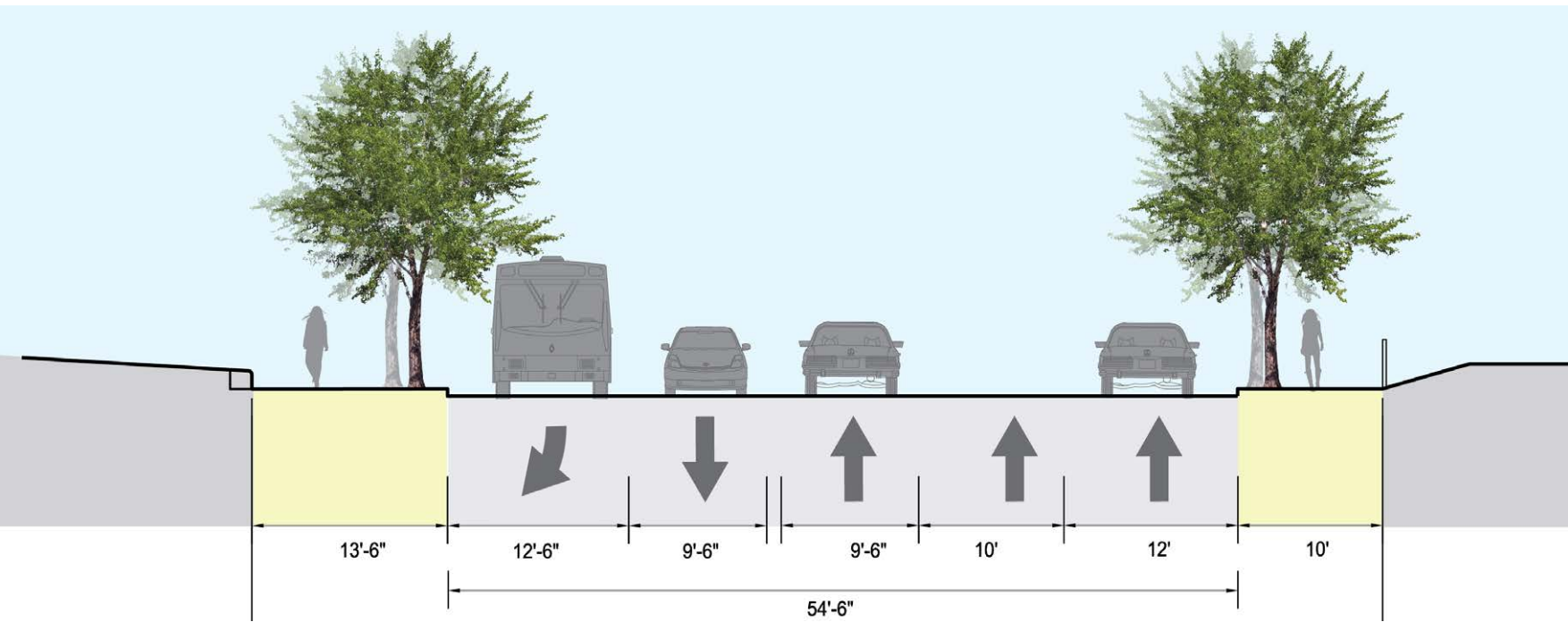
Broad Street Green and Olympic Illiad Sculpture.



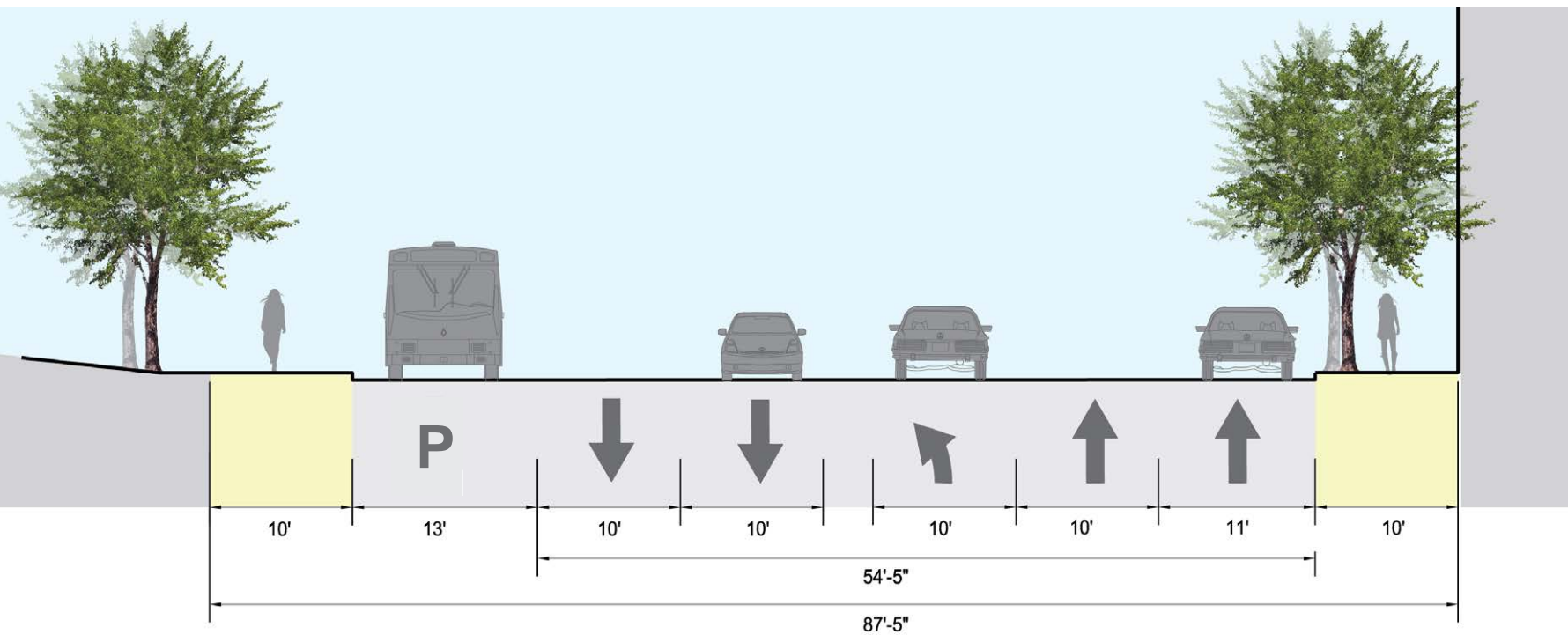
Obscured connections to Seattle Center, from intersection of Denny and Broad Street.



Existing Typical Street Section Between 3rd & 4th looking northeast



Existing Typical Street Section Between 4th & 5th looking northeast



Note: Non-standard elements will require private maintenance agreements

Broad Street at Seattle Center

Street Design Fundamentals

Travel Lanes

Per the Heffron Broad Street Mobility Study, traffic lanes will be converted to a wide, one-way lane going westbound between 5th Ave and 4th Ave. This is intended to shift east bound traffic and trucks to use Denny or John St.. as a through connection; limiting traffic on Thomas Street and making it more pedestrian friendly. Road width is wide to allow emergency and fire vehicles through.

Between 3rd Avenue and 4th Avenue, traffic will be converted to two lanes in either direction, with the dedicated right hand turn lane onto Denny from Broad to remain. The traffic flow on 4th Ave between Denny and Broad Streets will also be reversed so that it flows southbound. Doing so will limit the number of vehicles driving inwards towards the Seattle Center valet parking entrance, which overwhelms pedestrian movement into the Center. It will also enable cars to circle from Broad St.. to 4th to Denny and back to Broad St.. if needed.

Bicycles

Broad Street will include a protected bike lane on both sides of the street. The bike lane on the north side of the street will be routed around the taxi drop off area at Seattle Center for bicyclist safety.

Parking, Loading and Drop Off

Seattle Center parking, loading and drop off is outside the scope of Lake2Bay, but because these issues affect traffic flow and pedestrian and bicyclist safety in the ROW, they should be carefully coordinated with streetscape development going forward. Along the north side of Broad Street between 4th and 5th Avenues, there is a taxi waiting zone that is retained in the Lake2Bay plans.

Seattle Center has undertaken a parking study in which EMP, the Space Needle, Chihuly Garden and Glass and Pacific Science Center have expressed interest in increasing options for patrons to be dropped off at a future prominent “front door” at the Broad Street Green. The following guidelines should be taken into account:

- If additional curb-side drop off is added, it should be carefully coordinated with the west-bound bike lane to avoid vehicular and pedestrian conflicts.
- The bike lane may be routed to the north (passenger-side) of the drop off area, in which case it should be protected on both sides by low

curbs and/or other pavement markings.

- The bike lane and drop off areas should be designed in a way that does not create visual or physical barriers to the Broad St.. Green.
- A wide plaza-like streetscape such as the one shown in this concept plan would sit almost entirely on Seattle Center property, and would allow for pedestrian circulation along Broad St.. and entrance into the Center.

Lake2Bay also makes the following observations and recommendations for future consideration by Seattle Center:

The valet plaza that is accessed from the Broad St.. and 4th/ 5th intersections serves both the Space Needle and Seattle Center. The valet plaza ends up holding a large number of loading and service vehicles that block views into Seattle Center and make pedestrian circulation less direct. This area should be looked at more closely in any plans to add drop off areas, so that Broad Street Green is a welcoming “front door” that accommodates cars, bicyclists and pedestrians alike.

Sidewalks and Planting/ Amenity Zones

On the north side of the street, SDOT and Seattle Center could collaborate to integrate the streetscape with a plaza that runs along Broad Street Green. The plaza shown on the following pages is just one conceptual option that explores the idea of how to achieve integration. Lake2Bay recommends that Seattle Center study this possibility further, so that a design could be developed and ultimately adopted in an update to the Seattle Center Master Plan.

The streetscape plaza as shown varies in width from about 25’ – 60’ and is curvilinear in order to facilitate a seamless connection with the Broad Street Green. At its narrowest width, the plaza allows for a double row of trees, and a continuous clear zone of 8’ between those trees for E-W pedestrian movement. The plaza is intended to create a grand, civic space that can be activated by a range of events, and forms a strong urban threshold to Seattle Center.

Streetscape zones on the south side of the street vary between 16’ and 30’ wide, and should have minimum 10’ clear sidewalks and minimum 8’ planting and amenity zones. The unique sidewalk materials and planting areas proposed for Broad Street may require supplemental maintenance agreements with private owners and Seattle Center, similar to other arrangements in the City.

Stormwater

Stormwater filtration should be incorporated wherever possible, using the methods outlined in the overview and site-specific diagrams in this chapter. An area at Seattle Center near the Broad St.. and 5th Avenue intersection is known to infiltrate, and has been noted as a potential King County stormwater infiltration project area – this is a unique opportunity that should be taken advantage of. Storm water from the street, the plaza and any other development on Broad Street Green could be directed into an infiltration area in this location.

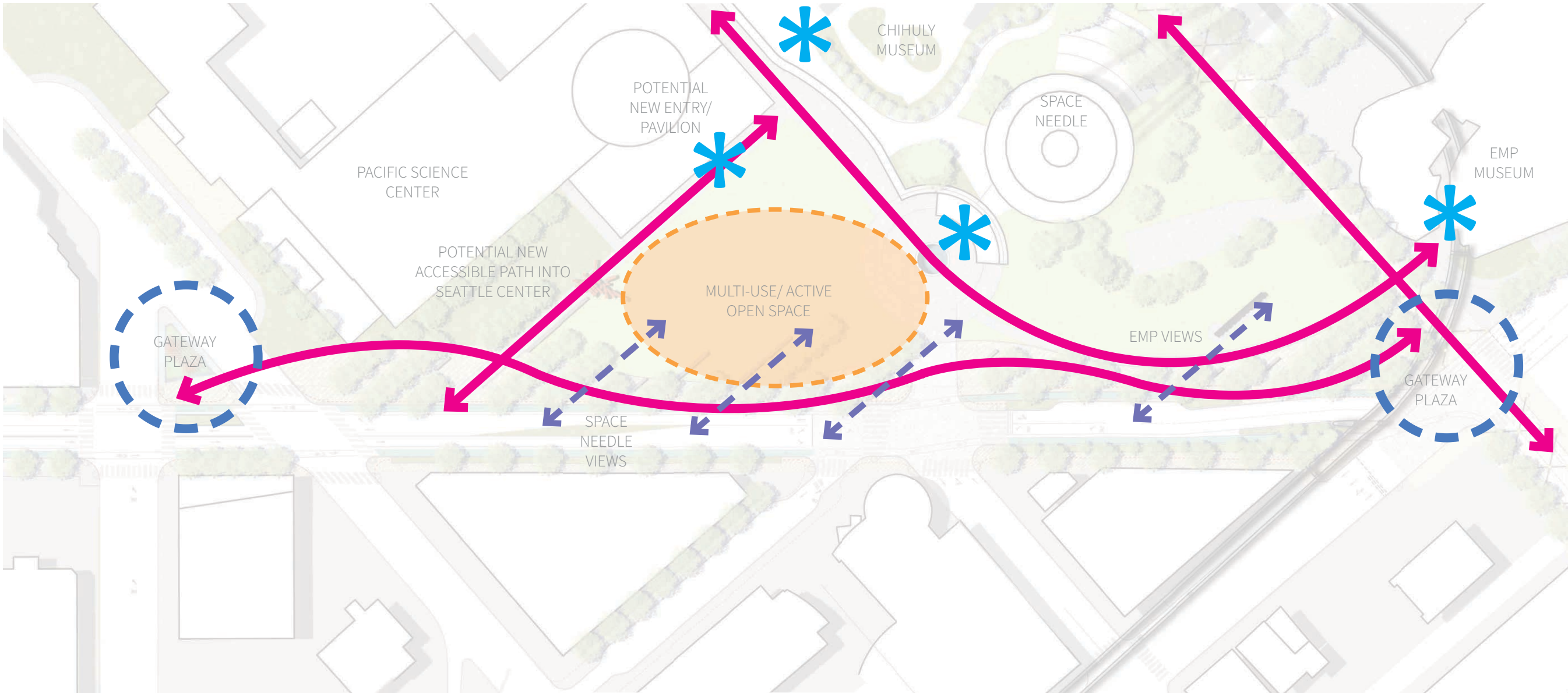
Broad Street at Seattle Center

Special Considerations

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

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

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

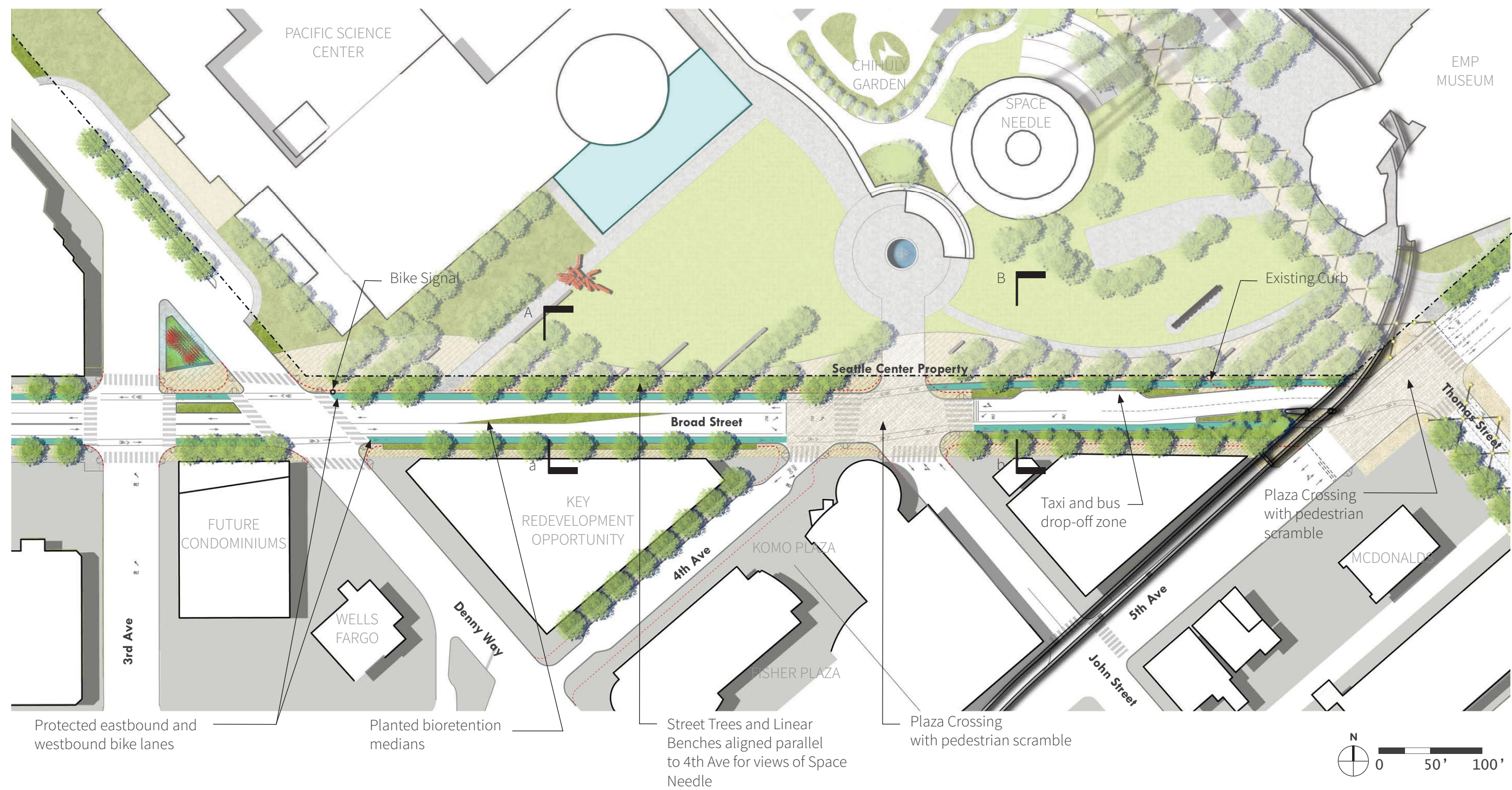


Broad Street at Seattle Center

Concept Plan

The plan below illustrates one option for how the streetscape could be integrated with Broad Street Green. This proposal shows a large contiguous plaza that would help link Seattle Center back to the City. Some of the improvements shown below are on Seattle Center Property.

Lake2Bay recommends that Seattle Center study improvements to Broad Street Green in conjunction with any future streetscape redesign, and that this area ultimately be designed as a single, coordinated project.



Broad Street at Seattle Center

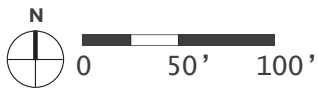
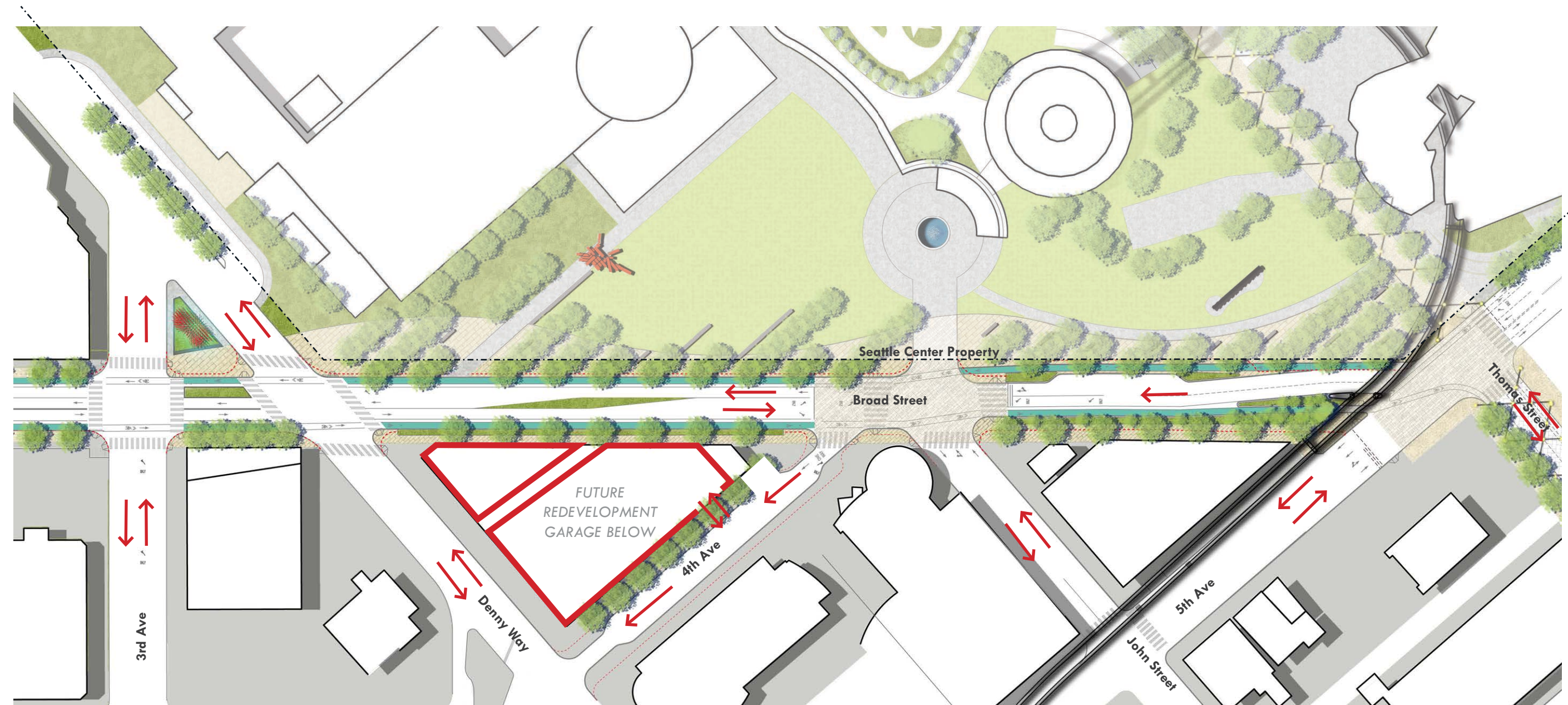
Special Considerations

Key Adjacent Properties

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

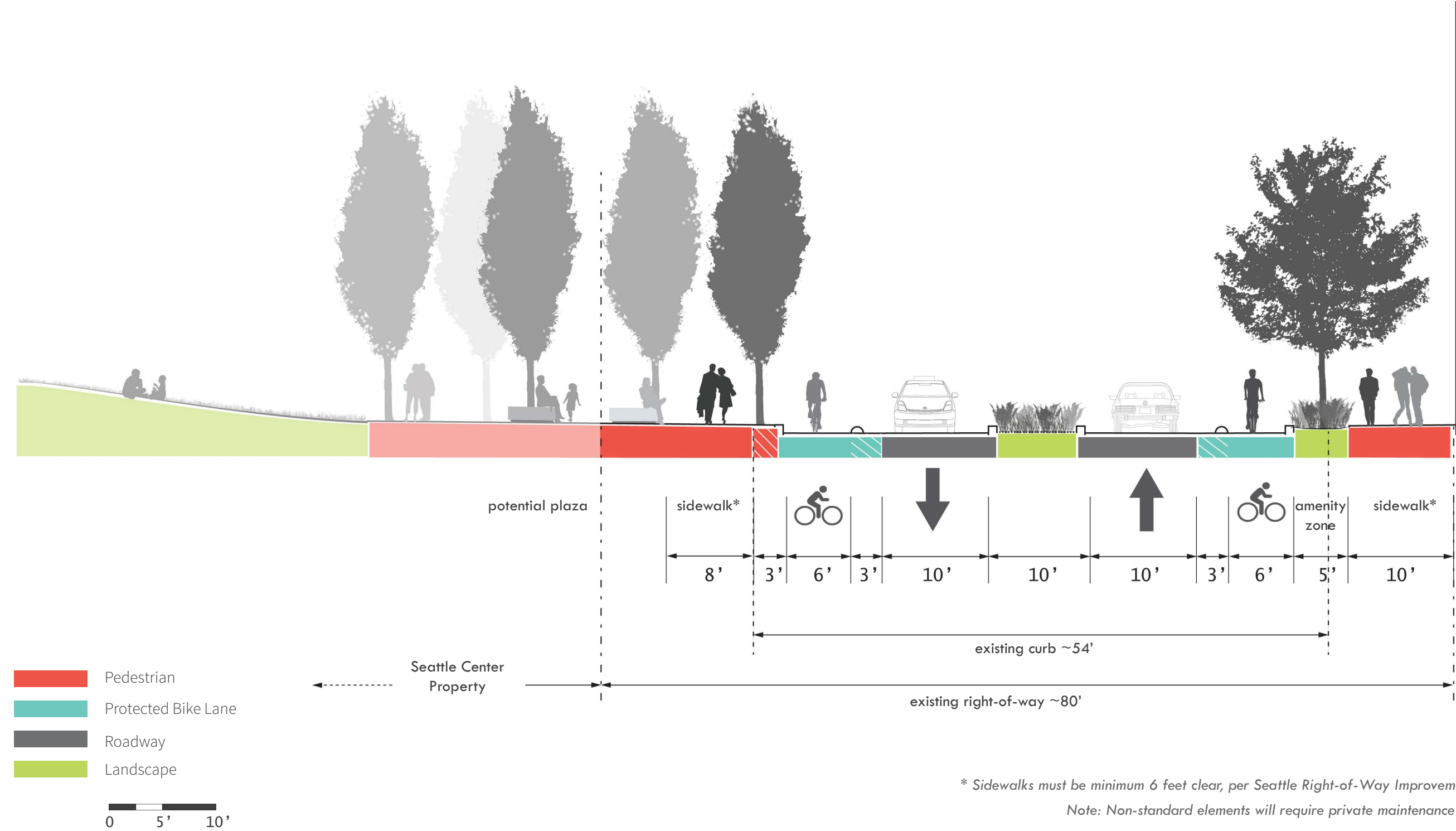
uses, particularly on Broad Street and 4th Avenue. Hotel, residences, and mixed income housing would all be suitable uses for the floors above. A below grade garage could park up to 75 cars per level, and could be used to support valet and other parking needs for the Space Needle and Seattle Center.

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



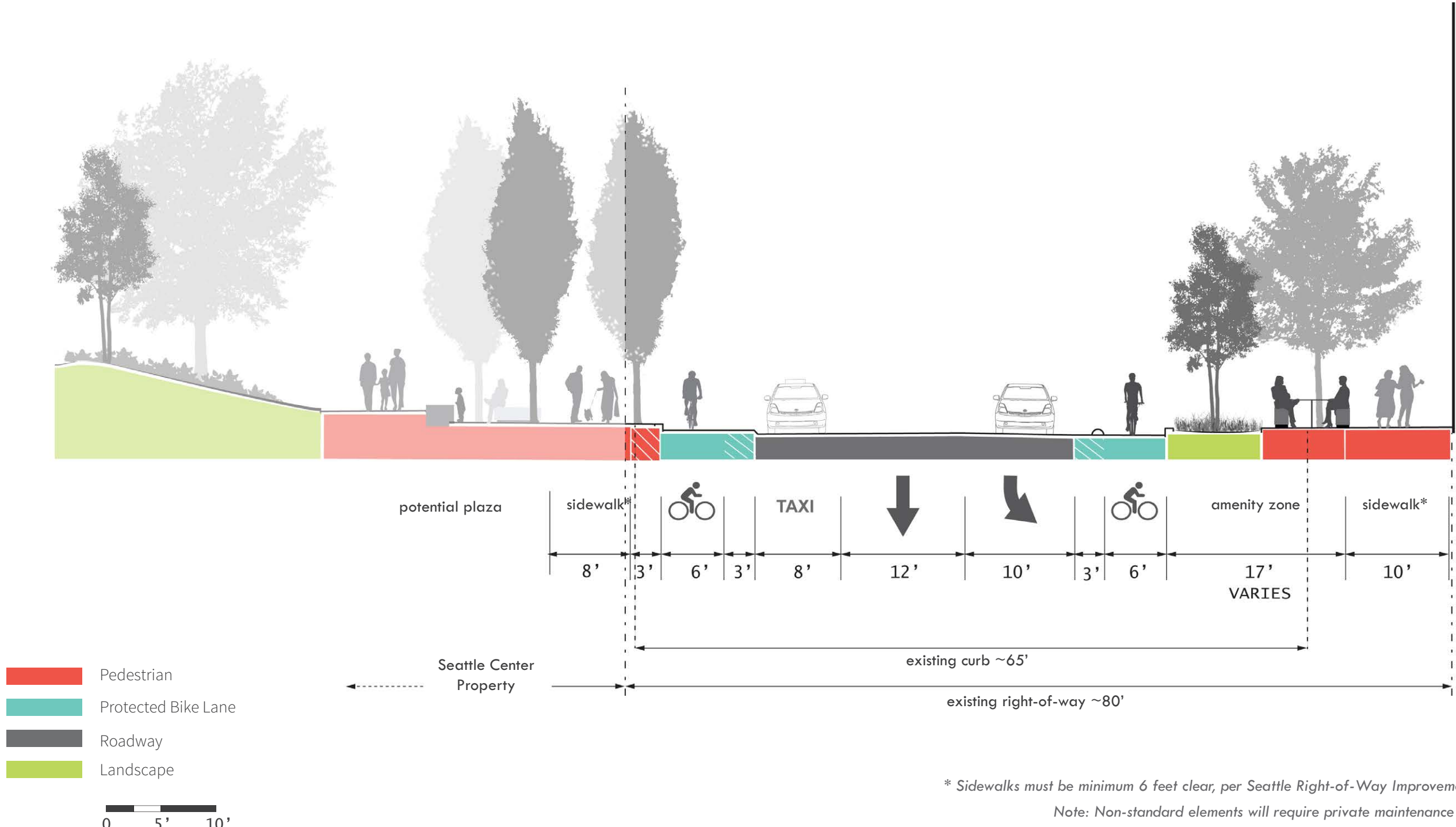
Broad Street at Seattle Center

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



Broad Street at Seattle Center

Proposed Street Section B-b, Broad St. between 4th Ave and 5th Ave



Broad Street at Seattle Center

Design Elements



PLANTING

Trees

Deciduous with Upright Habits and Fall Color, and Tolerance for Urban Conditions

- Carpinus betula, American Hornbeam
- Use of Silva Cells in paved areas or structural soil to allow for large, contiguous soil volumes



PAVING

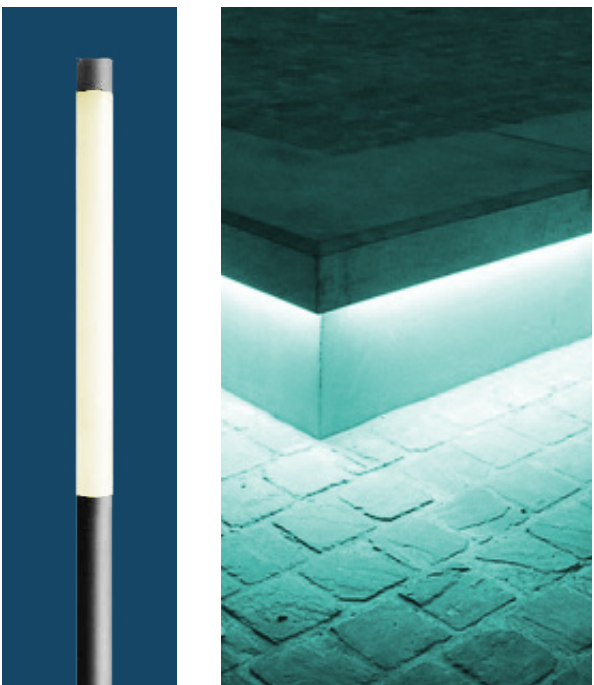
Seattle Center Plaza

- Large scale, cool toned granite pavers, 12'x48' in size
- Pavers should be aligned parallel to 4th Avenue

Sidewalks (south side of Broad Street only)

- Concrete with 2'x2' sawcut joints

*As noted in SDOT's Trees and Sidewalks Operational Plan, "Seattle allows a variety of pavement materials in the right-of-way." "Pavers installed at the same time as trees can provide an accessible walking surface." Private maintenance agreements may be required by SDOT for unique paving and other features in the ROW.



LIGHTING

Pedestrian Lighting

- Modular columnar light system that can be adapted to serve as pathway lighting, vertical markers.
- Example: Hess City Elements.

Accent Lighting

- Bench and/or wall underlighting in Lake2Bay signature cyan tones.



SITE FURNISHINGS

Benches or Seatwalls

- Large, linear benches with recessed base for light housing, compatible with pavers in scale and alignment

Broad Street at Seattle Center



Concept Rendering of Broad Street plaza between Denny and 4th Ave showing clear connections into Seattle Center

Broad Street at Denny Way and 3rd Avenue

Cycle share station on west edge of plaza. This should be relocated in the near vicinity, but not in the triangle.



The triangle could provide a physical and visual gateway to Seattle Center.



Adjacent lane on 3rd Ave is currently pedestrian only.



The triangle offers water views down Denny Way and 3rd Avenue.



Proposed Lane Changes / Expansion of Triangle - view northeast

Broad Street at Denny Way and 3rd Avenue

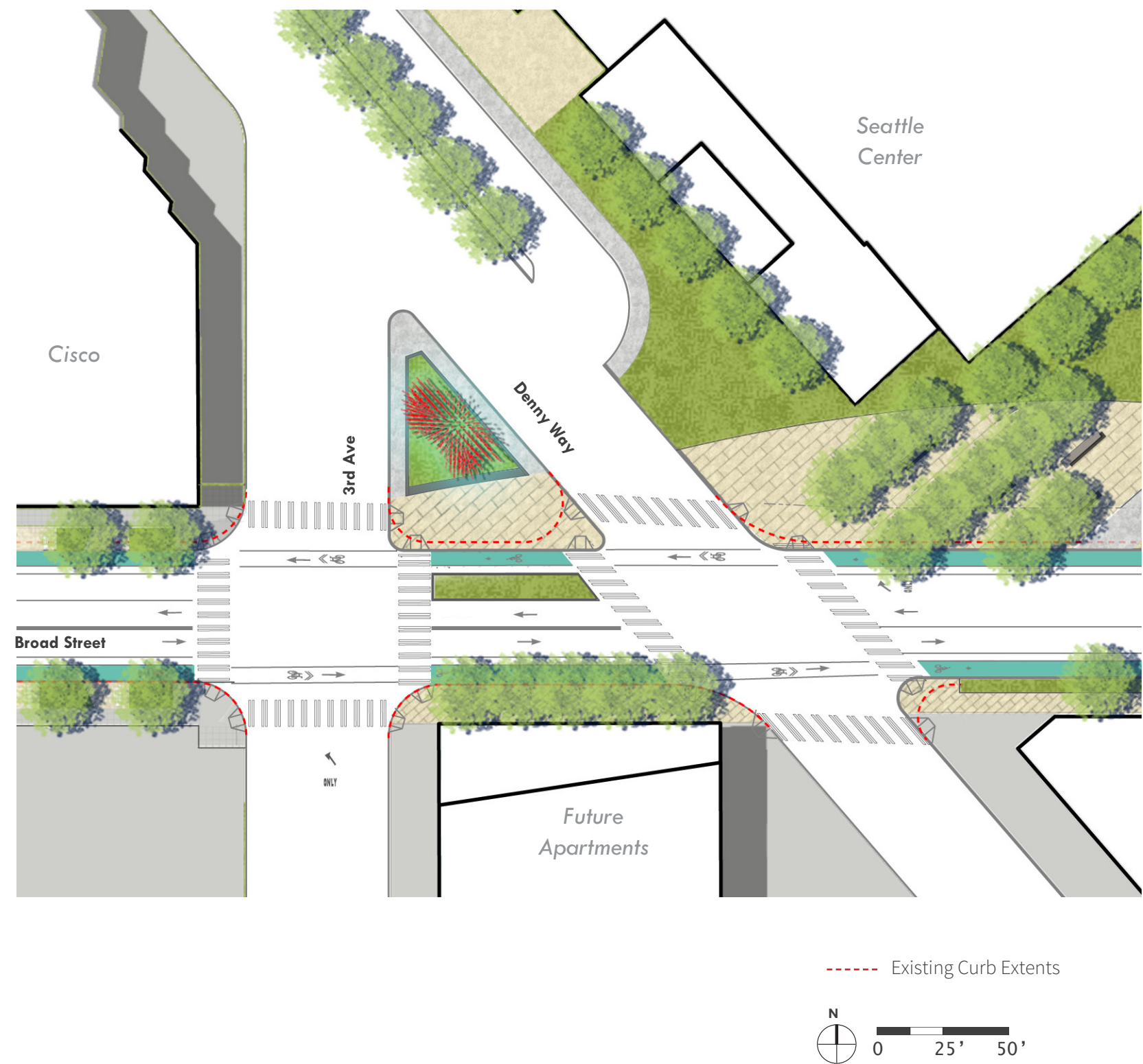
Overview

The Third Avenue Triangle should be transformed so that it feels like the first point of arrival to Seattle Center for anyone coming up the hill on Broad. In its current condition, the triangle is cluttered with numerous furnishings, small planters and trees, and aging infrastructure. The Lake2Bay proposal treats the 3rd Avenue Triangle as an extension of the civic plaza and streetscape planned for Seattle Center itself. The triangle should share the same pavers, oriented at a diagonal, and should remain as uncluttered and visually open as possible. It is intended to be a place that people move through, but do not linger in. A significant piece of artwork should be commissioned to help create a connection between the Olympic Sculpture Park and Seattle Center. This artwork may take on a science or technology theme in reference to its location by the Pacific Science Center, and should be visually interesting for vehicles and pedestrians. Guidelines for the artwork are discussed more fully in Chapter 4. A slightly elevated planting area occupies the northern portion of the triangle (buffering pedestrians from traffic on 3rd Ave and Denny) and should be composed of 2-3' monocultural perennials or grasses that are low maintenance and provide year-round interest. The planted area may also be used to treat stormwater run-off from the road.

Curb alignment of the Triangle should respond to the Broad Street Mobility Plan, as well as to the new bus lane route which will turn left from Third Ave. onto Denny Way at a new signal. Because the south edge of the triangle will be positioned further south than its current location, crosswalks can also be moved further south and will be safer and more visible to cars than they are now. In the interest of keeping the space as open as possible, the existing bike share facility should be relocated to a nearby street.

Implementation

This section of Broad St.. should be implemented in conjunction with SDOT's 3rd Ave. project, which will add a signalized left turn from 3rd St.. onto Denny for buses.



Broad Street at Denny Way and 3rd Avenue



Concept Rendering showing redesign of the Third Avenue Triangle and connection to Seattle Center

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Broad Street Terraces (between Alaskan Way and 3rd Ave)

Overview

Broad Street Terraces are envisioned as a ribbon of green terraces that will provide amenities and visual interest to encourage pedestrian movement to and from the waterfront. This segment of Broad Street, from 3rd Avenue is very steep – ranging from 4% to 13% - and is currently inhospitable, with narrow sidewalks, irregular street tree planting and few pedestrian or bike amenities.

Per the Lake2Bay Mobility Plan by Heffron Transportation, Broad Street has ceased to be a major arterial route in the City and will be even less trafficked with the opening of the 99 tunnel and re-routing of buses directly from 3rd Ave. to Denny Way. Broad Street may therefore be reduced to two travel lanes in each direction, allowing for left hand turn pockets as needed. The road design incorporates a gentle, meandering curve in order to help slow vehicular traffic and to allow for generous planting and pedestrian zones

on both sides of the street. These areas provide resting spots and points of interest. Another benefit of the meandering alignment is that the view uphill from below will result in a compressed “forced perspective” such that the distance to the top should be perceived as less daunting. This can be reinforced by distinctive lighting elements that march up the slope and feel closely spaced.

The design will allow pedestrians and bicyclists to traverse Broad St.. in a more comfortable manner, buffered by a green boulevard - and provides lush planted gardens and paved seating terraces along each side of the road. Because there is no practical way of integrating an accessible route into the very steep ROW, seating terraces are placed on every block to allow people to stop and rest as they move up or down the slope. Seating areas are also placed on alternating sides of the street in order to capture the full extent of views down to the water and up to the Space Needle. Trees provide shade but are placed in informal groupings, and are held back

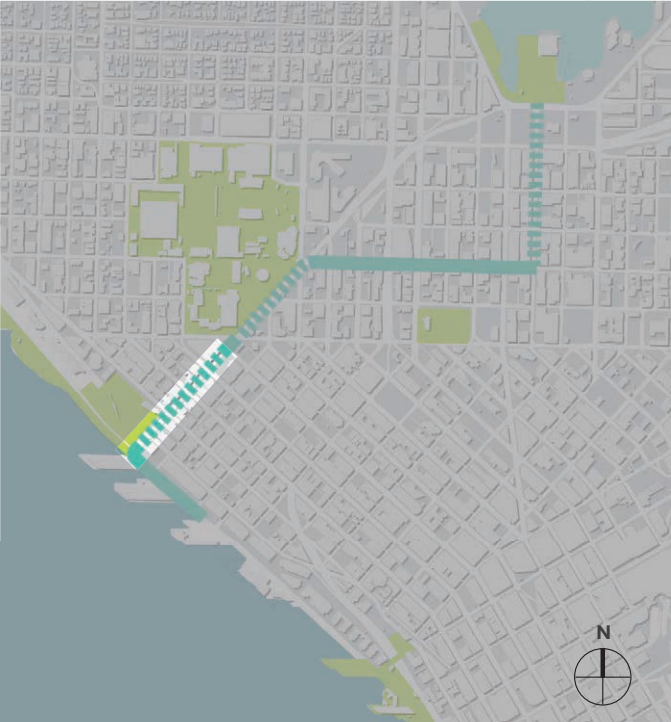
from the edge of the street so as not to impede views of the water.

Implementation

Broad St.. improvements between Alaskan Way and Elliott Ave. should be implemented along with Alaskan Way improvements.

The remainder of this section would ideally be implemented as a single project running between Elliott and 3rd. It may also be possible to implement sections which pair north and south sides of the street. For example, Broad St.. between Elliott and Western, Western and 1st, 1st and 2nd, and 2nd and 3rd, must each be improved in their entirety but may be able to be constructed in sequence. The feasibility of the latter approach should be assessed during design.

Key Map



Project Location and Extents



- In design
- Recently completed development

Broad Street Terraces

Existing Conditions

Wide berth and water views begin at 3rd Avenue.



Steep slopes and heavily shaded on south side.



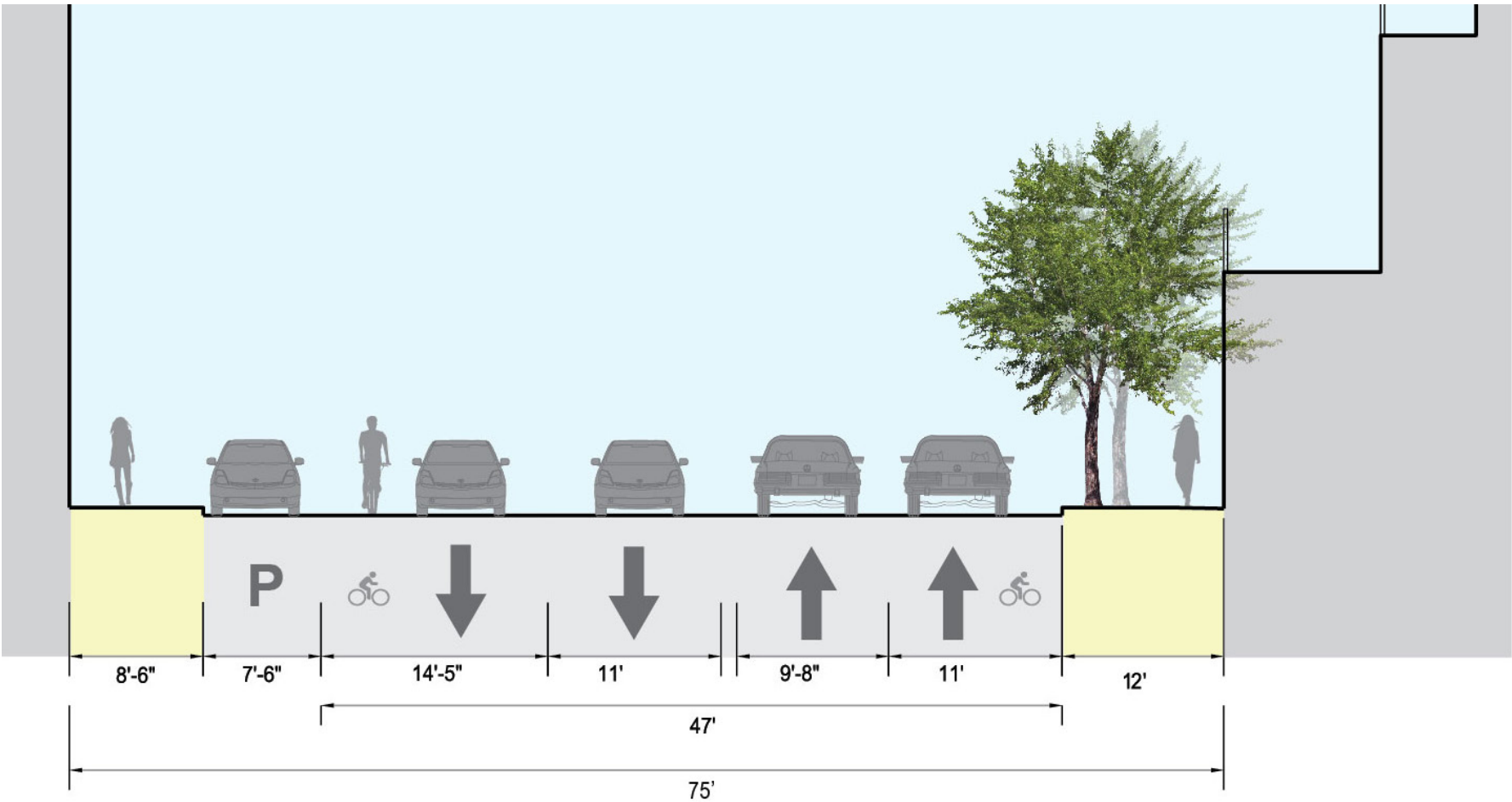
Adjacent to Olympic Sculpture Park.



Key junction and visibility connection between Elliott Bay waterfront and the Seattle Center.



Existing Typical Street Section Looking Northeast



Note: Non-standard elements will require private maintenance agreements

Broad Street Terraces

Street Design Fundamentals

Lane Channelization

Broad St.. between Alaskan Way and 3rd Ave. will be converted to one lane in each direction, with left turn lanes at the Elliott Way intersection. This is made possible by the re-routing of bus lanes from 3rd Ave directly to Denny, and by the fact that Broad St.. has ceased to be an arterial route in the City. Curb lines on both sides of the street will need to be relocated to achieve the curvilinear form of the road.

Bicycles

Bicyclists riding uphill and downhill will be provided with a protected, protected lane at grade with the roadway on each side of the street. This will help provide east-west bike lane connectivity in the City.

Parking and Loading

Parking is located on the north-south side streets that run parallel to the grade where it is easier and safer to park. There are no bus loading zones along this stretch of Broad St.. as most loading occurs on the north-south streets or from the alleys.

Sidewalks and Planting/ Amenity Zones

Sidewalks should be 8’ minimum and are typically buffered from the street by planting on both sides which vary in width from 2’ to 13’, in response to the curvilinear street. Hardscape terraces set within these planting areas provide small seating areas with views of the water and/or the Space Needle, and also act as platforms for temporary art exhibits.

Utilities

The proposed curvilinear road alignment does not impact the sewer or water main that run down the center of Broad St.. The protected bike lanes are placed alongside vehicular lanes (as opposed to being placed inside of planting or tree zones) in order to avoid impacts to existing utilities. City plans show a water main, in particular, that would likely have to be relocated if trees or wider planting buffers were positioned between vehicular and the bike lanes.

Stormwater

Stormwater filtration should be incorporated wherever possible, using the methods outlined in the overview and site-specific diagrams in this chapter. In general, run-off from the road should be directed into the planting areas, via curb inlets, so that it can be cleansed, slowed down, and released back into the combined storm-sewer system. The terraced landscape provides an opportunity to express the flow of stormwater on its way downhill.

Broad Street Terraces

Proposed Street Concept Plan



Broad Street Terraces

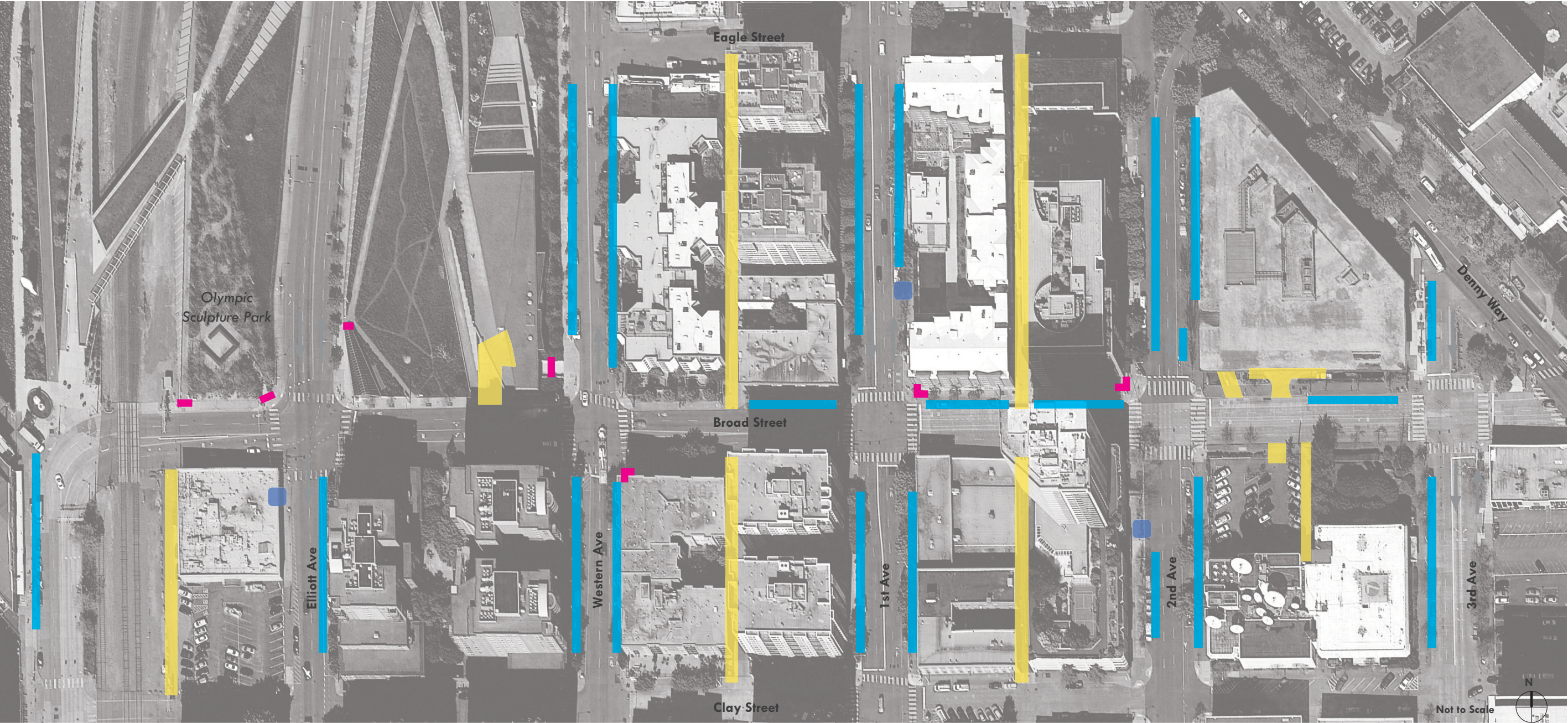
Special Considerations

Parking, Loading and Frontages

Broad Street between 3rd Avenue and Alaskan Way includes a few intersecting alleyways as well as service entrances. On-street parking and building entrances are predominantly located on the side streets, which are more level and easier to utilize in these ways. There are no on-street loading areas on Broad Street.

Existing Conditions

- Business & Park Entrances*
 - Alleys and Driveways
 - Bus Stops
 - Street Parking
- *Note: There are no truck loading zones on Broad Street



Broad Street Terraces

Special Considerations

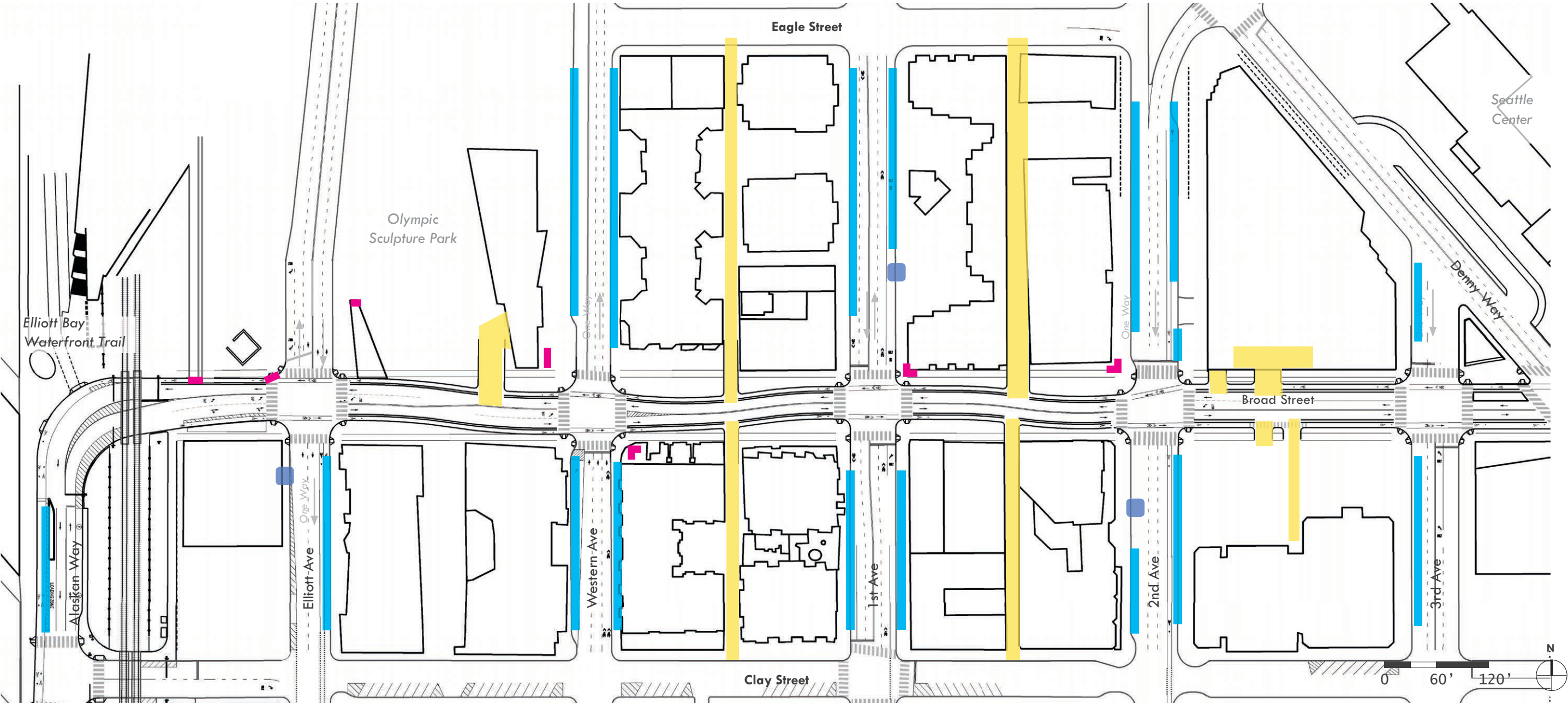
Parking, Loading and Frontages

The proposed plan for Broad Street eliminates parallel parking from the steep slope.

Proposed Conditions

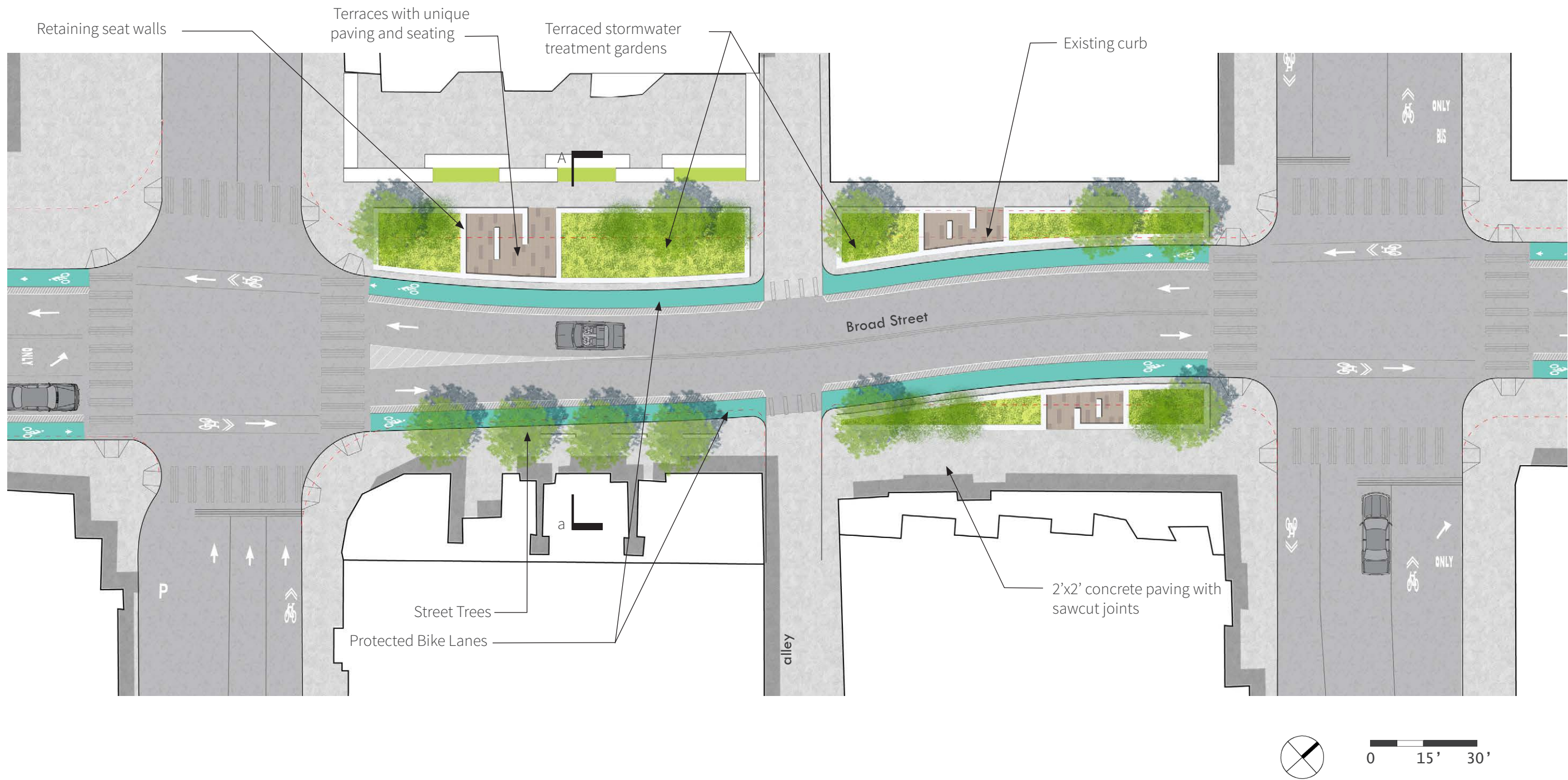
- Business & Park Entrances*
- Alleys and Driveways
- Bus Stops
- Street Parking

*Note: There are no truck loading zones on Broad Street



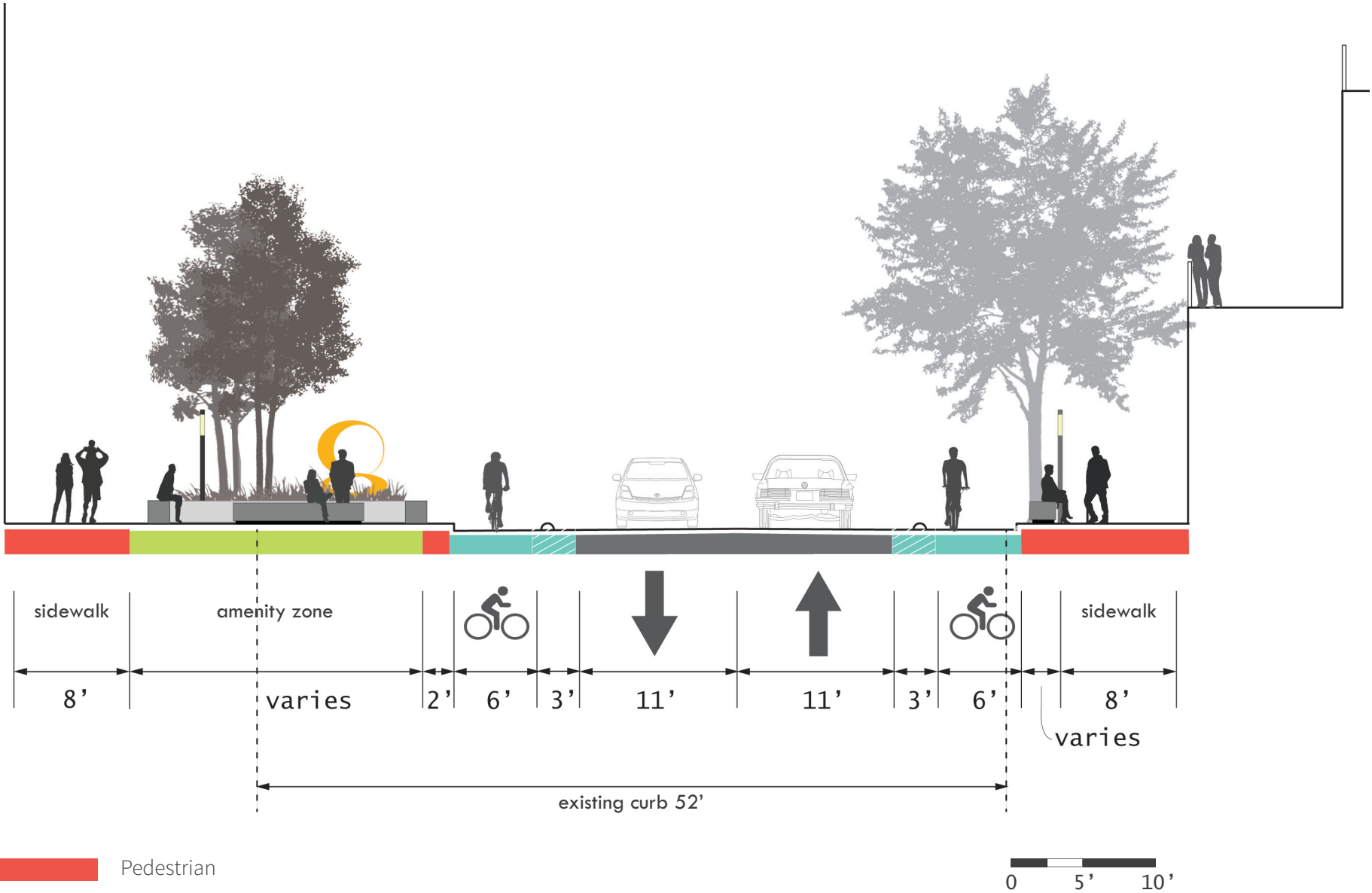
Broad Street Terraces

Proposed Typical Plan



Broad Street Terraces

Proposed Street Section A-a



Notes: Non-standard elements will require private maintenance agreements.
Protected bike lanes shall be designed in accordance with Seattle Right-of-Way Improvements Manual

Broad Street Terraces

Design Elements



PLANTING

Long-Term

Native woodland species similar to Olympic sculpture park birch forest. Examples:

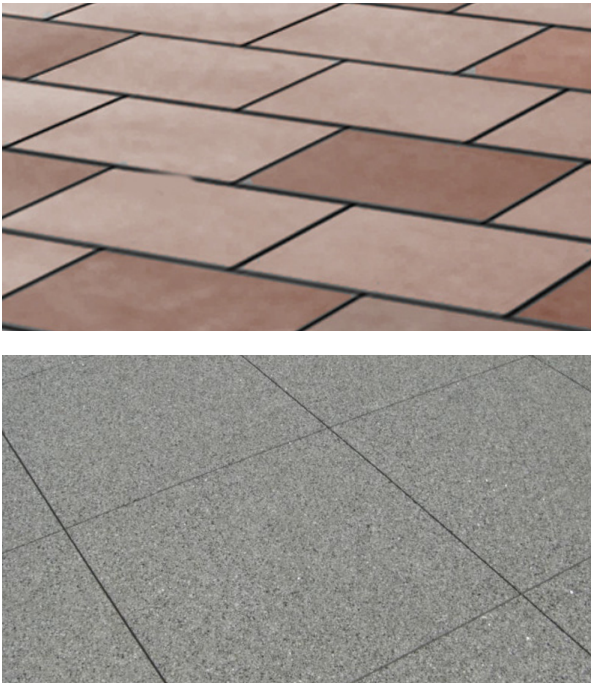
- Paper Birch, *Betula papyrifera*
- Huckleberry, *Vaccinium* spp.
- Salal, *Gaultheria shalon*
- Ferns - *Blechnum spicant* or sim.

Rotating / Short-Term

- Curated gardens and art installations

Street Trees

- Trees in grates and planting areas
- Fine foliage deciduous species and effective maintenance to maximize views and sunlight
- Use of Silva Cells in paved areas or structural soil to allow for large, contiguous soil volumes



PAVING

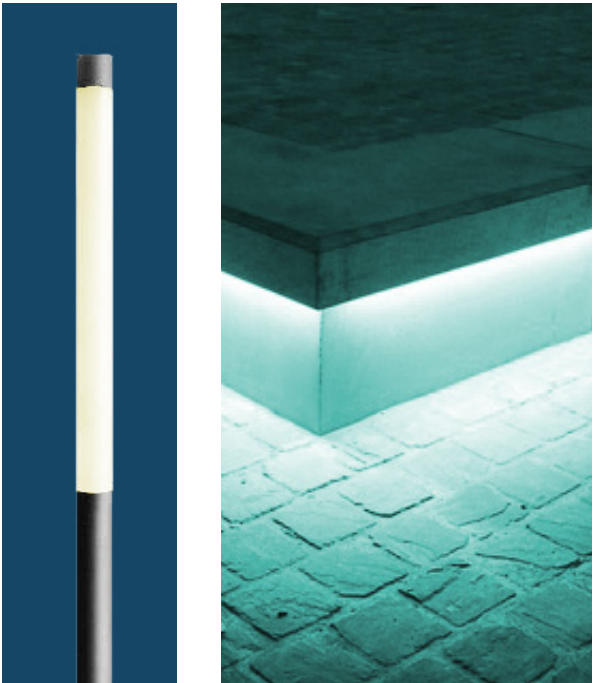
Sidewalks

- Concrete unit pavers in pedestrian terraces
- 4"x8" running or stacked bond in cool tones

Pedestrian Terraces

- Concrete sidewalk with 2'x2' sawcut joints

**As noted in SDOT's Trees and Sidewalks Operational Plan, "Seattle allows a variety of pavement materials in the right-of-way." "Pavers installed at the same time as trees can provide an accessible walking surface." Private maintenance agreements may be required by SDOT for unique paving and other features in the ROW.*



LIGHTING

Pedestrian Lighting

- Modular columnar light system that can be adapted to serve as pathway lighting, vertical markers.
- Example: Hess City Elements.

Accent Lighting

- Bench and/or wall underlighting in Lake2Bay signature cyan tones.



SITE FURNISHINGS

Benches

- Geometric concrete benches with recessed base for light housing, compatible with terrace seat wall look and material

Seat Walls

- Smooth finish concrete terrace retaining walls

Broad Street Terraces



Concept Rendering of Broad Street Terraces

Broad Street Terraces



Concept Rendering of Broad Street Terraces

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Alaskan Way

Overview

Lake2Bay includes the segment of Alaskan Way north of Piers 62/63, but provides specific street and sidewalk design recommendations only for the area from Vine Street north to the Broad Street intersection. It is assumed that the general guidelines described here will be developed more fully by SDOT, with the Port and Central Waterfront, at a later date.

Alaskan Way is an unusual situation in that – unlike the segment to the south – the seawall will not be reconstructed in the near future, but will need to be totally rebuilt within the next decade or two. (There is no current funding source available.) Because future seawall construction phasing may occupy all of the right-of-way, it would not be prudent to build permanent, expensive capital improvements in this stretch. Nonetheless, it is possible to install a number of elements that could both extend the character of the waterfront public space as well as enliven this otherwise bleak area. Some enhancements need to be done in the interim as leaving it in the current state would be a missed opportunity.

Connections for people on foot and on bicycles should take priority and

become part of a continuous, legible system that extends north from the Central Waterfront. A key component of this system is the continuation of a waterside, two-way cycle track from Piers 62/63 to the Olympic Sculpture Park and waterfront trail.

Finally, the Port of Seattle is planning to reconfigure the street and sidewalks outside the Cruise Ship Terminal in order to provide safer and more ample space for the loading and unloading of the passenger ships. Space is needed for taxis, buses, autos as well as staging areas for luggage and equipment – both arriving and departing. The frequency of cruise ships in that location has been increasing and the confusing street setting needs to be better organized. Because the Port will likely require a widened roadway for a stretch of two blocks, their plans depend on a multi-use trail that could be installed in place of the former streetcar tracks. The City should continue this trail to the south and the north.

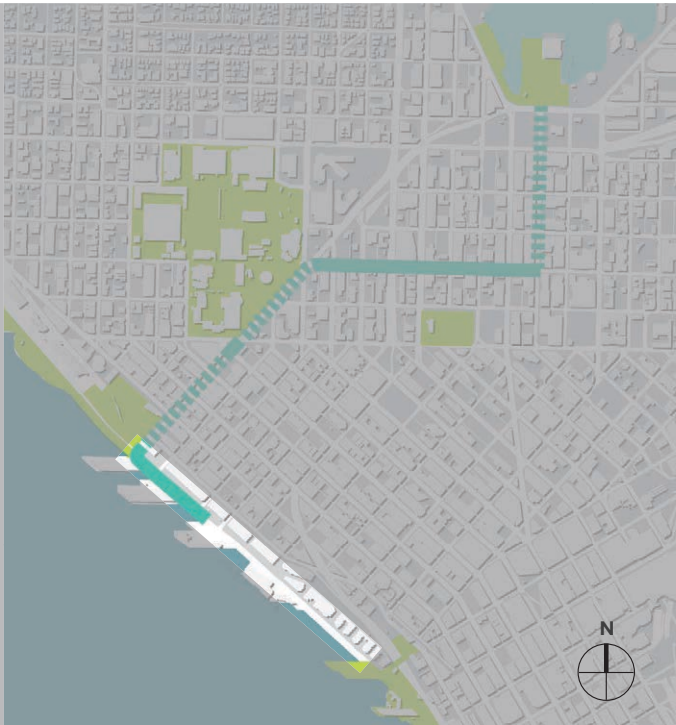
Because finishes planned for Alaskan Way are relatively simple and unembellished, it will be important to activate Alaskan Way with art throughout the interim condition. The walls of some of the larger, older

industrial structures could be enlivened through intense color, creative lighting, or the projection of images. Creative, artist designed pedestrian crossings from Belltown at Vine, Bell, and Lenora could help establish connections to neighborhood green streets. And serial or sequential artwork, as outlined in the art plan, could help draw visitors from the waterfront to the Sculpture Park and beyond.

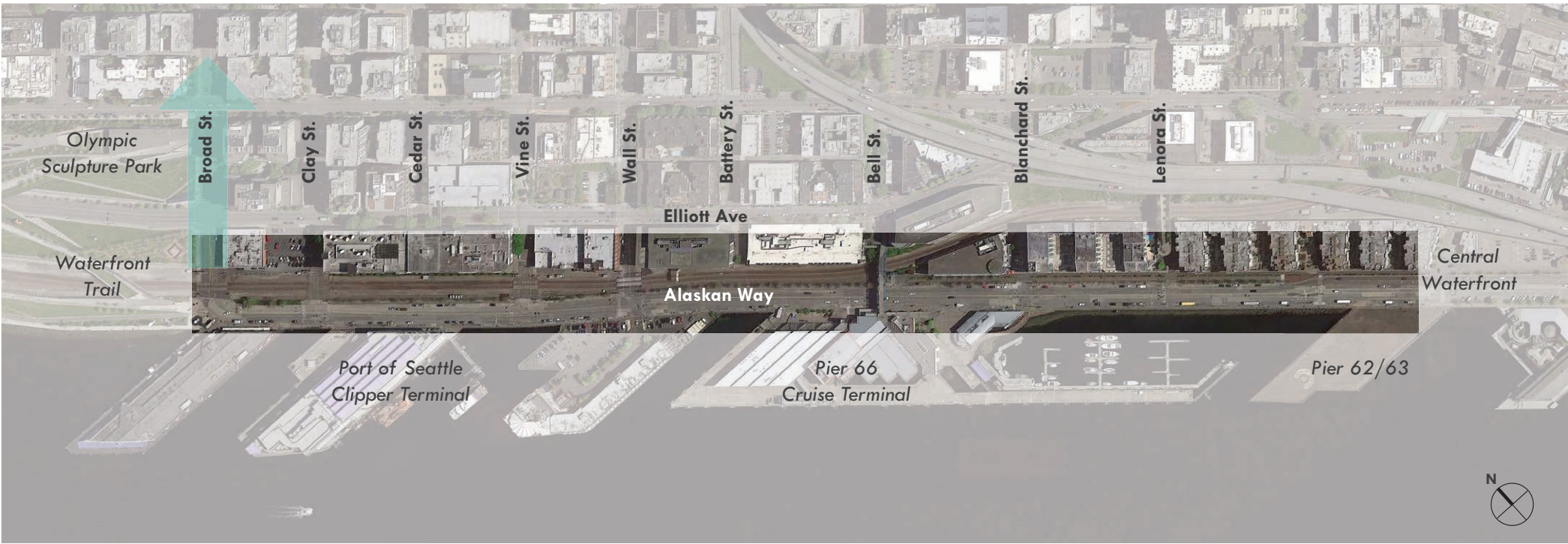
Implementation

Alaskan Way improvements from the Port to Broad St.. would best be done as single project associated with the waterfront cycle track. Improvements on the west side of the street are technically independent from improvements on the east side of the street, although the Port may rely on a multi-use trail to accommodate bicyclists during cruise ship loading. There may also be other ways to phase the work that should be assessed during design.

Key Map



Project Location and Extents



Alaskan Way

Existing Conditions

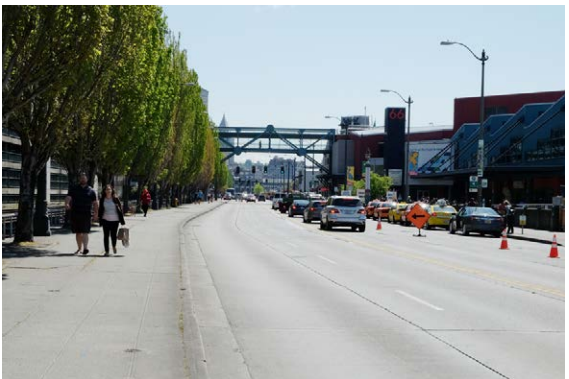
North end connection with Olympic Sculpture Park, waterfront trail and Seattle Center



Historic buildings and RR tracks provide character and unique spaces



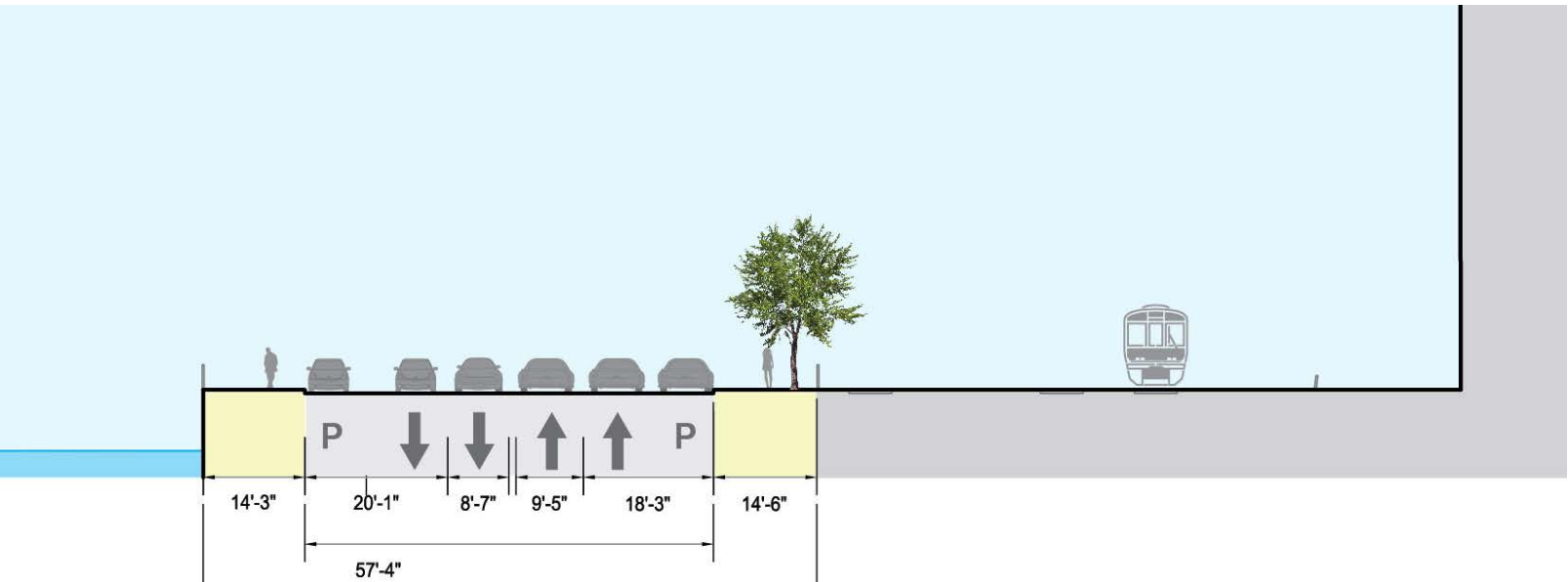
Cruise Ship and Victoria Clipper Loading require flexible traffic patterns



Waterfront views and bicycle traffic



Existing Typical Section Looking North



Note: Non-standard elements will require private maintenance agreements

Proposed Lane Changes - View Looking North-



Alaskan Way

Street Design Fundamentals

Lane Channelization

With the completion of the Elliott Way Connector, Alaskan Way will cease to be a major arterial route in the City. Traffic volumes are expected to drop substantially, although Alaskan Way will still serve as an Over dimension Freight Route. Alaskan Way can be reduced to 2 lanes in each direction, with turn left hand turn lanes at specific locations such as Wall Street.

Alaskan Way is also designed to accommodate unique loading needs at the Clipper Ship and Cruise Ship Terminals. The Clipper departs regularly throughout the week, and for that reason, a dedicated taxi drop-off lane with a protected passenger zone between Clay and Vine Streets is provided. The passenger zone should be separated from the cycle track with a physical barrier, so that pedestrian crossings occur at carefully marked areas.

Cruise ships depart less regularly, but require substantial increase in road capacity, passenger drop off and loading, and truck staging areas on the days when cruise ships are in the port. A widened road will be provided between Wall and Bell Streets to accommodate cruise ship loading and staging. This section of road is expected to be managed in a flexible manner so that it functions on non-cruise days as a two way street with a waterfront cycle track and angled parking on the east side. On cruise ship loading days, traffic cones could be set up to indicate a bus drop off lane, bus by-pass lane, two lanes of traffic, and parallel parking for truck staging on the east hand side. As noted previously, SDOT and the Port are expected to work out the details of the road design and management of this section.

The system defined above can be accommodated by retaining the west-side curb in most locations if desired, in order to limit cost. However, if budgets allow, the City may wish to consider the relocation of the west-side curb in order to gain additional pedestrian space on the waterfront side of the street.

Bicycles

The City’s 2014 adopted Bike Master Plan shows cycle track on Alaskan Way. Because the Central Waterfront will provide a two-way cycle track along the water, the City has a strong interest in maintaining the legibility of the system and continuing the 2-way cycle track to the north. Doing so will allow bicyclists to make a seamless connection to the trail at the base of the Sculpture Park and Myrtle Edwards Park.

There are recognized but manageable challenges associated with a waterfront cycle track that relate to cruise ship and clipper ship loading. To accommodate the large flux of people during cruise ship arrival and departure; it is recommended that bicyclists be re-directed to cross at Bell Street and use the planned multi-use trail. At the Clipper Ship loading zone, which involves smaller numbers of people but more frequent loading times, a dedicated taxi and vehicular drop off zone is provided. This zone will be separated from the cycle track with a railing. Pedestrians crossing the cycle track will do so at controlled locations in specific, marked locations along the cycle track.

Parking and Loading

Parking quantities are intended to remain the same, but should be relocated to the northeast side of Alaskan Way in order to provide an uncluttered visual experience along the waterfront. Necessary loading areas, vehicular access to parking and service on the piers, and ADA parking should remain.

Sidewalks and Planting/ Amenity Zones

Sidewalks and planting/ amenity zones will be defined by future SDOT and/or Central Waterfront planning. Pedestrian amenities – in particular, furnishing and wayfinding systems used on the Central Waterfront – could be added in some locations to improve the sense of connection to the Central Waterfront.

A multi-use trail is proposed on the northeast side of Alaskan Way, in the location of the current decommissioned trolley tracks. This multi-use trail may be used by pedestrians and bicyclists alike. It provides a unique experience along the tracks, part of Seattle’s industrial heritage, and also enables bicyclists to avoid passenger loading areas on cruise days. The multi-use trail should be 10’ wide minimum, and should be separated from the RR tracks by a fence and planting strip.

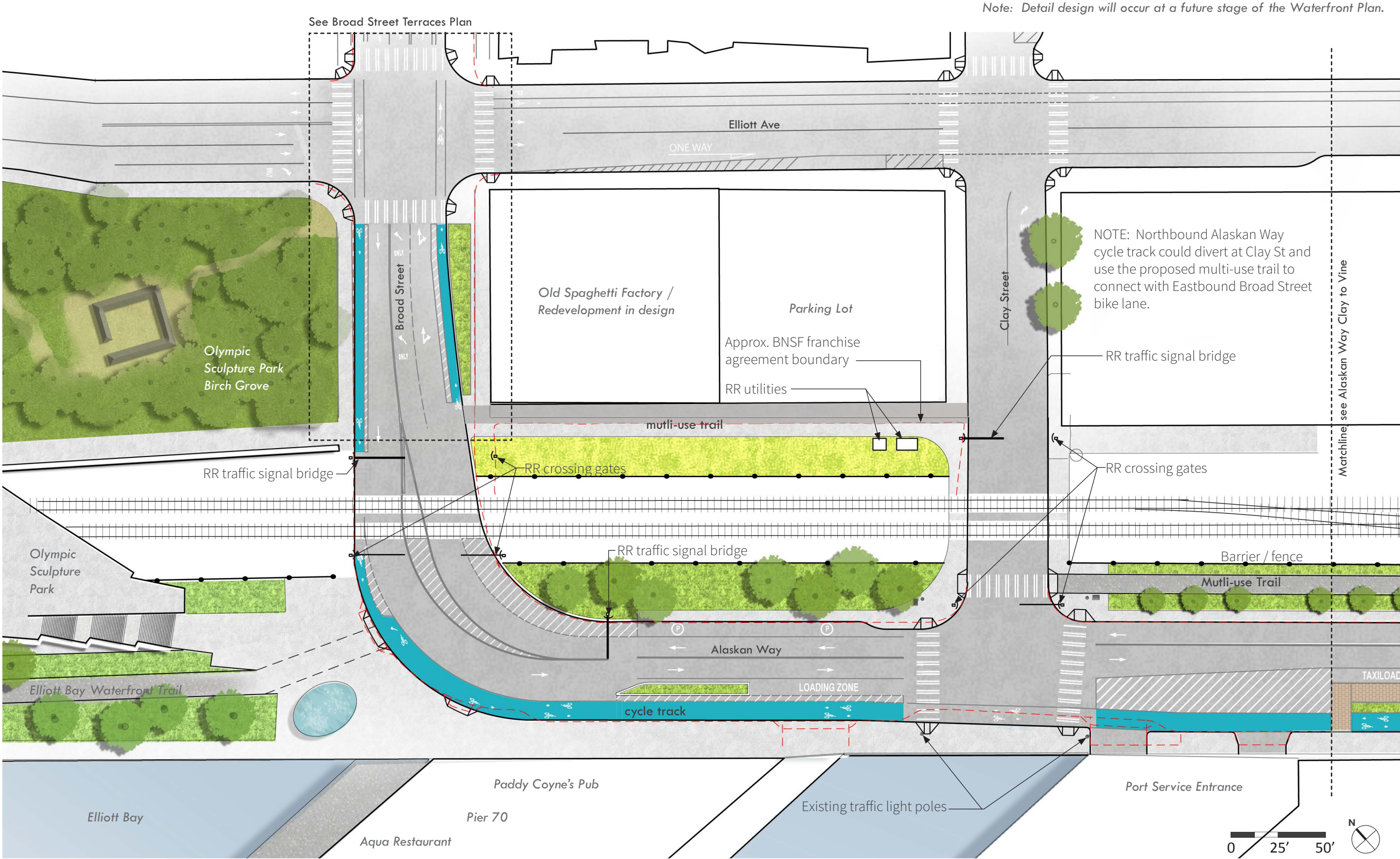
Street Ends

Vine Street is a designated Green Street, and its intersection with Alaskan Way is an important design opportunity. Because Alaskan Way improvements in this plan are for an interim condition only, the current recommendation is for Vine Street to include an artist designed pedestrian crossing (see the Art Plan). Other pedestrian friendly design elements may also be considered pending funding availability.

Stormwater

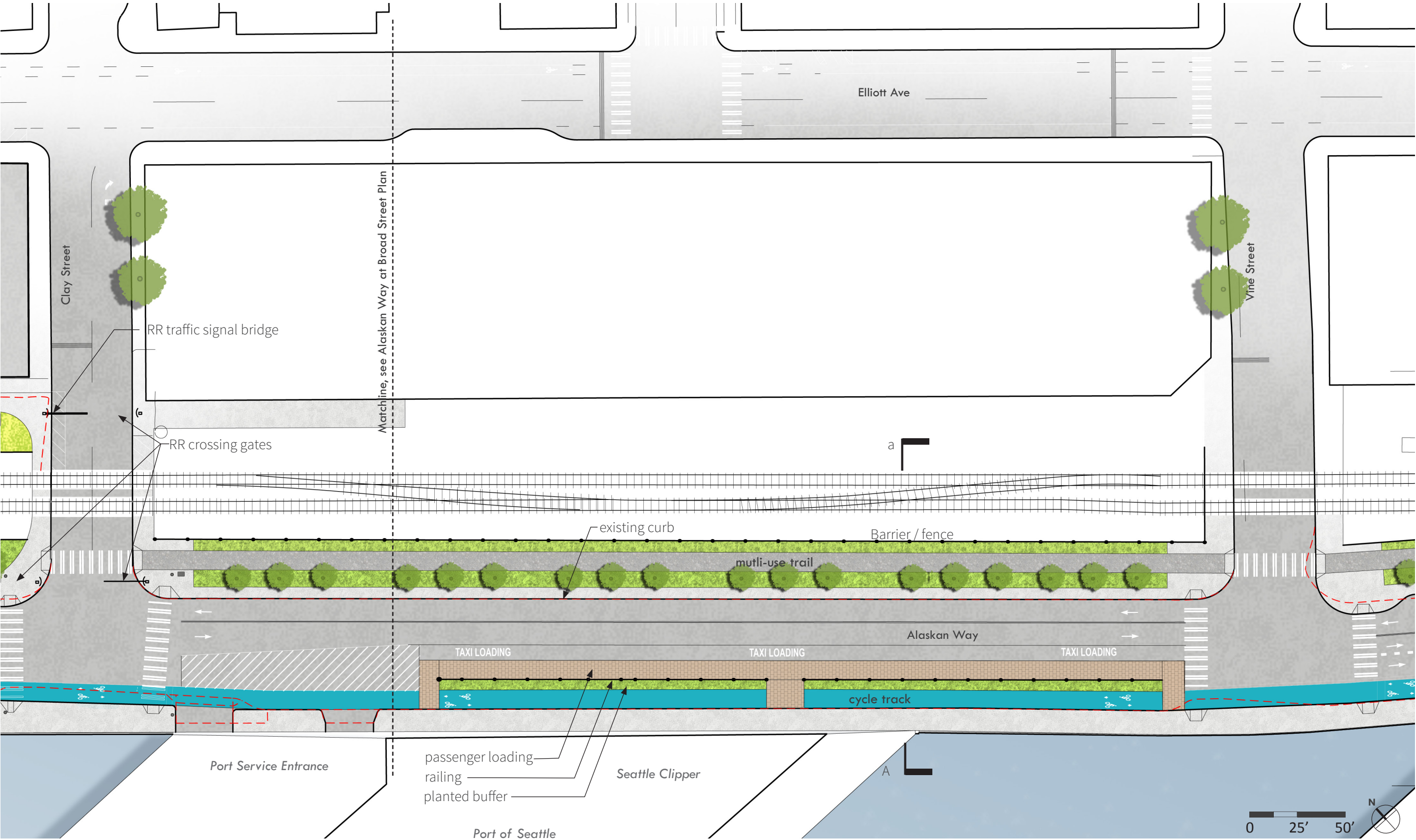
Stormwater treatment is not required on Alaskan Way, but would still be of value to the City. In the area between Vine Street and Broad Street, there is a generous planting zone on the northeast side of the street that presents a clear opportunity for stormwater detention. This area could potentially treat some of the runoff from Broad Street and Alaskan Way will help prevent the flow of road run-off directly into the Bay.

Alaskan Way at Broad Street



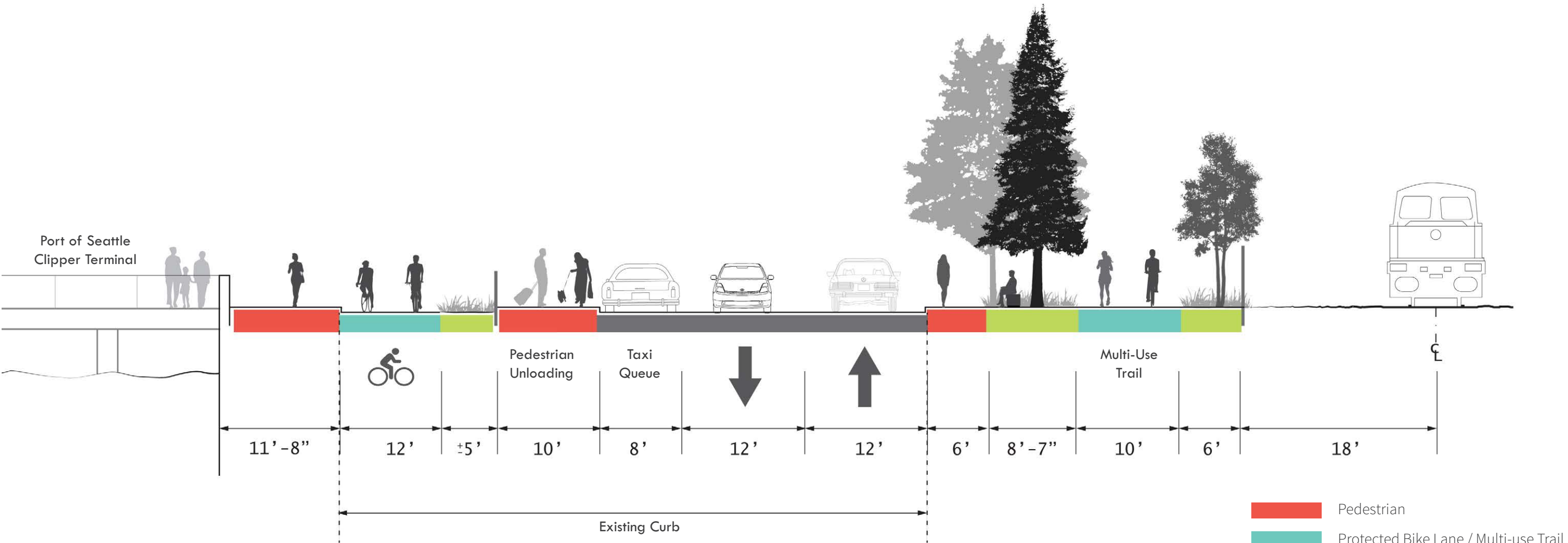
Alaskan Way Clay to Vine

Note: Alternative solutions will be studied at future stages of design development.



Alaskan Way

Section A - Clipper Loading Zone



Note: Non-standard elements will require private maintenance agreements



Alaskan Way

Design Elements

Overall strategy is to limit extent and cost of improvements for the interim condition, while maintaining continuity with the Central Waterfront character. See “Main Corridor North of Union” document from September 18th, 2014 Design Commission presentation.



PLANTING

Overall Strategy

Small groupings of trees in planting areas with wet meadows appropriate for bioretention. Tree placement should frame views and allow for open expanses.

Examples:

- Douglas Fir, Incense Cedar, Serviceberry, Pacific Dogwood, Sumac
- Lupine, Lupinus spp.
- Indian Paintbrush, Castilleja miniata
- Huckleberry, Vaccinium ovatum
- Beargrass, Xerophyllum tenax



PAVING

Pedestrian Zones

- Maintain existing concrete paving and curbs where possible, especially along west side of road.
- New concrete sidewalk should be installed with large scale rectangular sawcut joints (i.e. 2'x6') - in reference to typical boardwalk / waterfront scale



LIGHTING

Pedestrian Lighting

- Maintain existing street and pedestrian lights where possible.
- New fixtures should follow Central Waterfront plan guidelines.

Accent Lighting

- Surface mounted traffic markers or glow-in-the dark paint along cycle track and in roadway, in Lake2Bay signature cyan tones



SITE FURNISHINGS

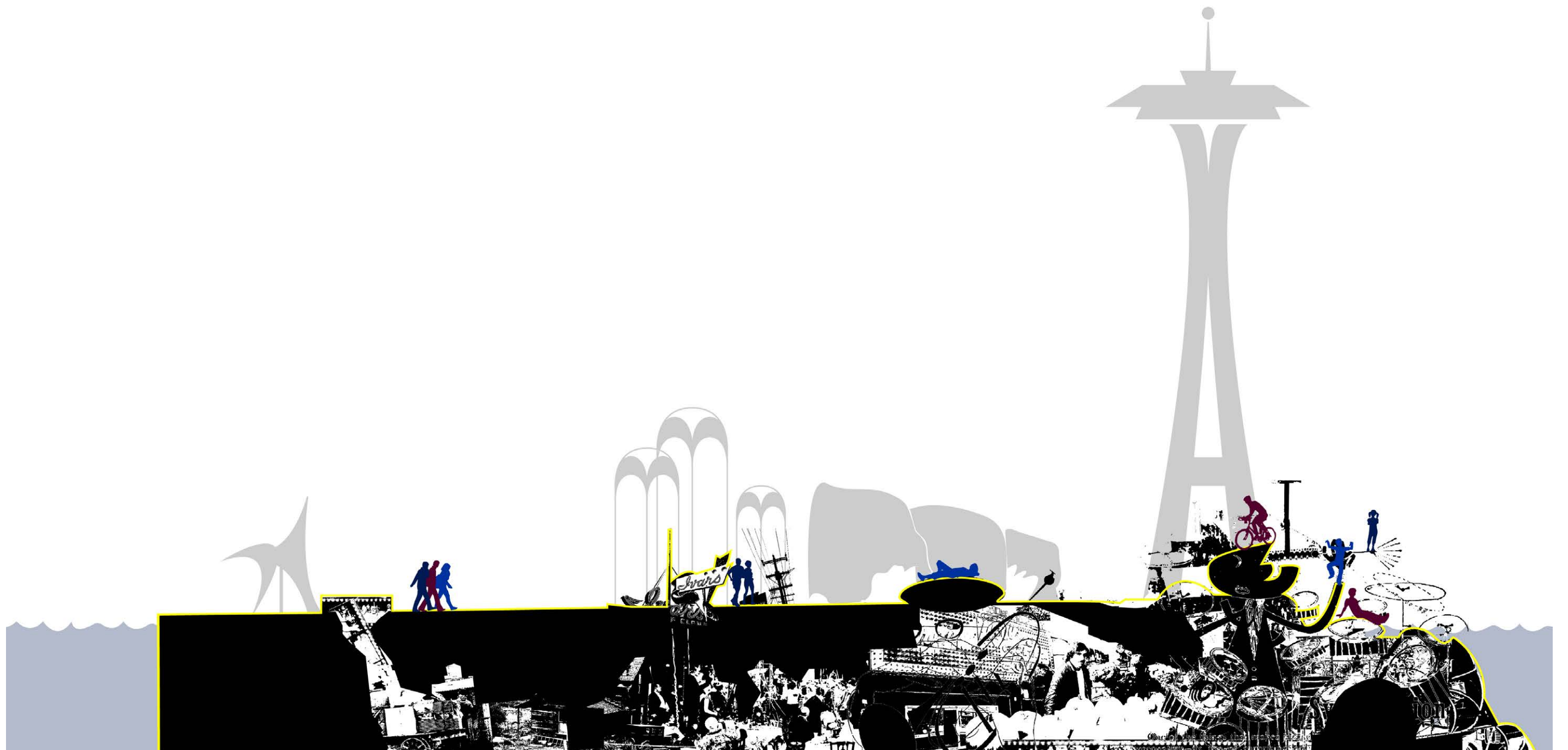
Benches

- Central Waterfront style furnishings should be incorporated in select locations.

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Lake2Bay Art Opportunities

L2B Existing Artworks

Plan of Existing Artworks



1 Beacon, Cloud + Toto
Jamie Walker 2010



6 Keys to the City
Invisible Creature 2012



7 Placeholders
Claudia Fitch 2007



13 Black Lightning
Ronals Bladen 1985



17 Neukom Vivarium
Mark Dion 2006



2 Cabin Corners
Jenny Heishman 2010



3 Convergence
Ann Gardener 2010



8 Broad Street Substation
Carolyn Law 1985



9 After All, Life is Change
Dick Weiss 2008



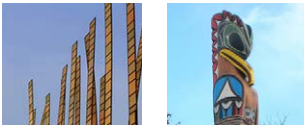
14 Moongates
Doris Chase 1999



18 Seattle Cloud Cover
Teresita Fernandez 2006



4 Ping Pong Plaza
Buster Simpson 2004



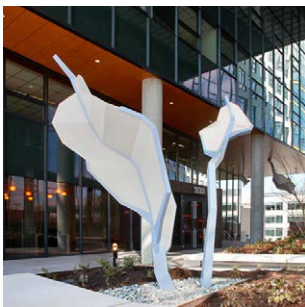
10 Grass Blades
John Fleming 2003



15 Olympic Iliad
Alexander Liberman 1984



19 Father and Son
Louise Bourgeois



5 Articulated Start
Eric Eley 2011



12 Moses
Tony Smith 1975



16 Second Avenue Project
Kurt Kiefer 1996



20 Echo
Jaume Plensa 2014

Introduction to Opportunities

Executive Summary

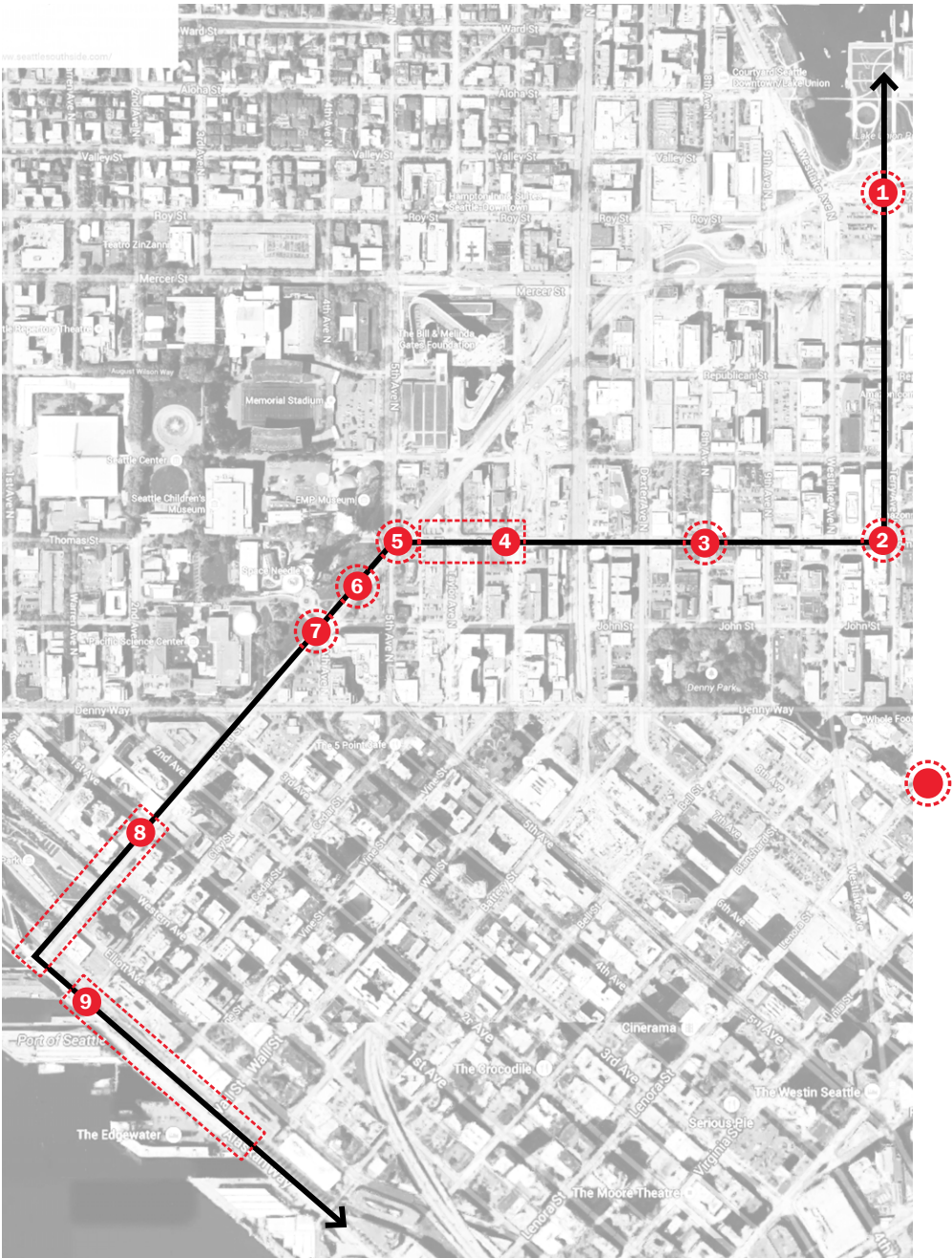
Lake2Bay’s ambition is to create a public space that imbues a sense of place and community for the area between the waterfront and Lake Union.

This art plan recognizes the collection of large-scale, signature artworks and cultural destinations that currently exist in locations along the Lake2Bay corridor. It seeks to enhance the experience of art through the addition of works that are interactive and engaging at different scales and of varying duration. The art opportunities identified in this plan are both temporary and permanent, and will link these existing works and venues into a new cultural destination within Seattle.











A series of short-term, low-cost strategies are suggested in this plan that can be implemented immediately to build momentum and reinforce the long term vision of the opportunities inherent in connecting Lake Union to the Bay in the future. Other opportunities, linked to developments and capital improvements expected along the corridor have implementation time-lines that will occur in the coming months and years. Some opportunities are years away, functioning as integrated elements within the final built public realm of the Lake2Bay corridor. For implementation, partnerships and collaborations with a variety of partners should be explored. Most notably this includes the 1% for Art program that is administered by the Office of Arts and Culture and funded by SDOT or other City agencies in association with capital projects. Partnerships with other agencies and private institutions and owners should also be considered.

The art opportunities proposed in this plan draw on the character of urban life that exists along the corridor. The works seek to enhance, illuminate and connect the unique character of the surrounding communities in a variety of different ways.

Plan of Potential Art Opportunities



Precedents From Other Cities

| | |
|---|--|
|  <p>1 Terry Ave N at Valley St: Gateway/Terminus</p> |  <p>2 Terry Ave N at Thomas St: Cultural Anchor</p> |
|  <p>3 8th Ave & Thomas St: Denny Park Connection</p> |  <p>4 City Lights on Thomas St: Fence Artwork</p> |
|  <p>5 5th Ave & Broad St: Monorail Gateway</p> |  <p>6 Seattle Center Greenspace: Interactive Artwork</p> |
|  <p>7 Denny Triangle: Science Center Island</p> |  <p>8 (a,b,c) Broad St: Slope Perspective, Sequence, Light-based markers</p> |
|  <p>9 (a,b,c, d) Alaskan Way: Fence Sequence, Projection, Crosswalks</p> |  <p>10 Serial Works Across Corridor (location TBD): Interpretive Artworks</p> |

1 Terry Ave N & Valley St: Gateway Artwork

Context

The intersection at Terry Avenue N and Valley Street marks the terminus of the route and directs views over the park and Lake Union. From the other direction, the intersection marks the connection and forms a gateway between Lake Union and the city.



Figure 1: Street View Location for Art

Art Opportunity Description

A two-dimensional artwork painted directly onto the street surface could have a large impact and identify the importance of the location to pedestrians, giving them the priority of movement, and slowing down traffic. The purpose of the artwork is to visually connect the urban environment to Lake Union and to the area's history and transformation in recent years. The surface mural should be painted with large, bold designs that accommodate the grand scale of the intersection and communicate to traffic that there is pedestrian activity. Themes related to water, marine history and/or ecology could be explored in this work.

Duration

Works proposed are temporary and near-term. A painted surface work will generally last for 3-5 years with a ghosted image of the work enduring for up to 10 years. The artwork could be conceived in three sections as it is anticipated that the middle section will be the first to be removed and replaced by a plaza with the new development that spans Terry Street.

Implementation Potential

This work could be implemented via the Community Crosswalk Program (Department of Neighborhoods), Adaptive Streets Program (SDOT), or Public Space Management Plan (SDOT). The artwork would require SDOT approval.

Precedents



Figure 2: Sky Painting, John Fleming 2014, Redmond, WA

Figure 3: Street Mural #5, Lang Baumann 2010, Switzerland

Figure 4: Lost O, Roadsworth 2007, Ashford, England

Sky painting's geometric forms are drawn from giant tree rings radiating from trees saved on the site. They remind people of what was there, the "paradise lost". Roadsworth's flock of birds were also politically motivated - he painted the painted the road in preparation for the Tour de France as a political statement to demand more bike lanes in the city.

Budget Range: \$25,000 - \$40,000

Initiation: Pre Construction

2 Terry Ave N at Thomas St: Cultural Anchor

Context

The building at the south-east corner of Terry Avenue and Thomas Street is currently being used as a warehouse for the Seattle Opera. As an unprepossessing building with large flat, unadorned surfaces, the building provides the potential for an artistic canvas that can anchor and mark the change in direction of the Lake2Bay route as well as identifying this area as a space of cultural value within Seattle.

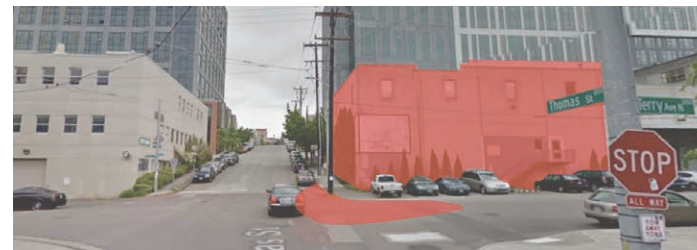


Figure 5: Street View Location for Art

Art Opportunity Description

The north and east facades of the Seattle Opera building can provide a canvas for a two-dimensional artwork that to enliven the site and relate to the hidden content and creative content within the building.

Other temporary artworks that interact directly with the public using light, sound or other theatrical media could provide a further artistic opportunity that relates to the hidden potential of this site.

With the creation of this work(s), there is potential for this location to become established as a cultural anchor along the Lake2Bay route. Future development of this site might result in a permanent cultural venue being integrated within the new building.

Duration

Works proposed are temporary and near-term, i.e. two to five years until the building is developed.

Implementation Potential

The mural and/or interactive work could be funded by a Department of Neighborhoods 'Small and Simple' grant, or by a corporate sponsor.

Precedents

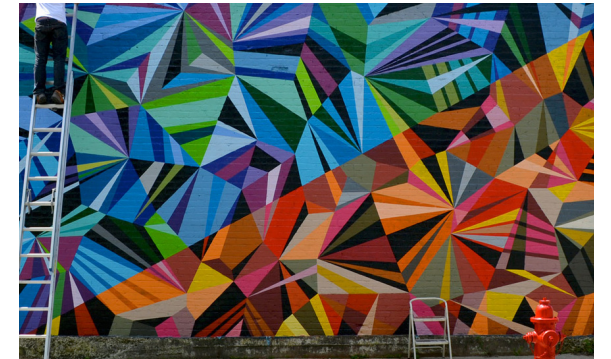


Figure 6: XYZ Axis Mural, Matt W Moore 2011, Cincinnati OH

Figure 7: Lime Light, Sans Facon 2010, 6 cities across UK+USA

XYZ is a mural created by an artist who was originally a street artist. Limelight was done by replacing two street lights with theatre spotlights to transform the street into a stage and the passers-by into performers.

Budget Range: \$20,000-\$25,000 (Mural)
\$10,000-20,000 (Lighting / sound work)

Initiation: Pre-Construction

3 8th Ave & Thomas St: Denny Park Connection

Context

Denny Park is Seattle’s oldest urban park and is located one block south of the Lake2Bay Corridor at Thomas Street. An artwork along 8th Avenue N will draw attention to this civic park, instill a sense of safety, and encourage residents, passersby and workers to visit this important space in the city.



Figure 8: Street View Location for Art

Artwork Opportunity Description

An ephemeral, light-based artwork could mark Denny Park as a safe place and as a cultural destination. Either existing or introduced vegetation could be used as a sculptural element or a canvas for lighting or projection that would lead people along 8th Avenue towards the park.

Duration

Works proposed are temporary. A pole could be installed as a permanent element with a weather-protected, remotely programmable projector. Light-based artworks could be commissioned seasonally or be connected to civic events planned for the neighborhood during the year.

Implementation Potential

This location could potentially become a one-time site of the Art Interruptions Program which is run by the Office of Arts and Cultures and funded by the 1% for Art program. The Parks Department would need to be contacted for approval and potential involvement. Potential Corporate sponsors in the immediate area could be contacted as well.

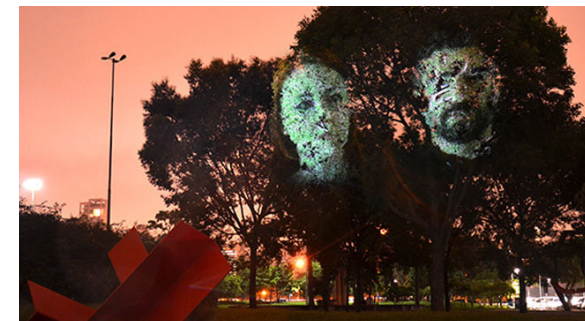
Precedents



Figure 9: *Luminous Conjunctions*, Dan Corson 2008, Lauderdale, FL
Figure 10: *Crossed Circuits*, Tony Oursler 2013, Sao Paulo, Brazil

(Above) *Luminous Conjunctions*, an interactive lighting project utilizes “security lighting funds”. Lighting on the trees is triggered by human movement.

(Below) Artist, Tony Oursler, projects faces onto trees to create a sense of discovery and mystery in the urban environment.



Budget Range:

\$50,000 - \$75,000 (Permanent pole and projector)

\$5,000 - \$10,000 (Temporary, light-based works)

Initiation: Pre + Post Construction

4 Seattle City Light: Broad Street Substation Fence Artwork

Context

Seattle City Light is the public utility that provides electrical power to Seattle and parts of its metropolitan area. The Broad Street Substation, located along Thomas Street, is a prominent civic infrastructure project. Carolyn Law installed an award winning art piece on this fence in 1985. Her work remains between Broad St. and Taylor Ave. but has been dismantled and replaced with a long concrete wall between Taylor Ave. and 6th . Re-introducing an artwork here would reinforce the public nature and essential function of this utility.



Figure 11: Street View Location for Art

Art Opportunity Description

The enclosure of the substation could be utilized again as a platform for changing, two-dimensional artworks that would enliven the street and educate the public on the importance of the substation in providing the city with energy and power.

Options include restoring the original artwork, or integrating a new artist-created work or a community project facilitated by an artist that layers over the structure east of Taylor Ave. Alternatively, the fence could be replaced with a permanent, artist-designed enclosure. Power equipment itself could be enlivened using color or light, via an agreement with Seattle City Light.

Duration

Replacement of the fence by an artist-designed fence to replace the existing one would be a permanent. If the current or newly designed enclosure is used as a platform for temporary works, they could be commissioned seasonally or a few times per year.

Implementation Potential

City Light would need to express interest in a new art project to Office of Arts and Culture should 1% funding be involved.

Precedents



Figure 12: *Lighthouse*, Ail Hwang + Hae-Ryan Jeon 2014, Chung-Ki Park, Germany

Figure 13: *Ballston Substation Fencing*, Ben Fehrmann 2012, Arlington, VA

Figure 14: *Broad Street Substation*, Carolyn Law, 1985, Seattle, WA

(Above Left) Art students transform the electric tower into a ‘stained glass lighthouse’.

(Middle Right) The artist-designed wooden slat fence simultaneously reveals and hides the substation behind. Dominion Virgin Power covered the cost of the project.

(Bottom) The original artwork by Carolyn Law (remaining portion of artwork). Law suggested turning the barrier fencing into a more filigreed, light screening element.

Budget Range:

\$100,000 - \$150,000 (Permanent)

\$10,000-20,000 (Temporary)

Initiation: Pre + Post Construction

5 5th Ave & Broad St: Monorail Gateway

Context

The overhead monorail track turns from 5th at Seattle Center into the intersection of Broad St. and Thomas St. The elevated track produces a de facto gateway that pedestrians pass through.



Figure 15: Street View Location for Art

Art Opportunity Description

The monorail guide way and support structures overhead are presently uninteresting but have the potential to become a memorable and vibrant passage. The underside of the monorail track and/or the support columns could be enhanced with light and/or a colorful surface treatment. It would also be possible to suspend light-based or other artworks from the underside of the track where they would be visible to pedestrians passing through.

Duration

Works proposed could be temporary (in place for a few months) or could be permanent if maintained regularly.

Implementation Potential

The Seattle Monorail should be contacted so that this opportunity can be explored further.

Precedents

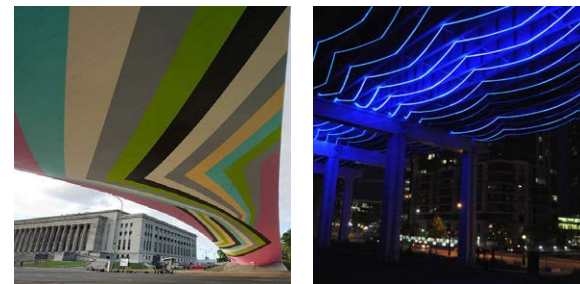


Figure 16: Watertable Neon Art Installation, Steele + Tomczak 2012, Toronto ON

Figure 17: Beautiful Bridge #1, LangBaumann 2011, Buenos Aires AR

Figure 18: SODO, Merge Conceptual Design, Seattle WA

In the first two examples, a simple coat of paint has transformed overhead concrete structures into striking beacons of color. The bottom right design uses the idea of catenary lighting to humanize the enormous structure.



6 Seattle Center Broad Street Green: Interactive Play-Based Artwork

Context

The space along Broad Street at Seattle Center is currently an open lawn with a series of notable, signature artworks from previous decades. Likewise, the buildings in this area are also large and iconic. The pedestrian experience at the edge of the Center is narrow and secondary to that of the car but will soon be transformed.



Figure 19: Walker Macy Perspective and Street View Location for Art

Art Opportunity Description

With the current streetscape re-design, it is anticipated that the public realm outside the entrance to Seattle Center will be expanded and enhanced.

Rather than competing with the iconic works and buildings in the area, introducing human-scale, interactive artworks will create a playful environment and invite group and individuals participation and engagement.

It is also possible that yearly design-build competitions could be organized to create temporary public space and/or interactive seating installations in the space.

Duration

Temporary works, like design/build competitions, could be run yearly and could occur in the near-term as part of the design. Permanent works could also be part of the new public realm design.

Implementation Potential

The Seattle Design Festival, Parking Day (SDOT), Adaptive Streets Program (SDOT), and Public Space Management Plan (SDOT) could all be applicable for this temporary installation.

Precedents



Figure 20: Musical Swings, Daily Tous Les Jours, Montreal QC

Figure 21: Poprocks, Robson Redux Design Competition 2012, Vancouver BC

Figure 22: Spun, Heatherwick Studio 2010, Milan Salone, Italy

(Above) Musical Swings is an interactive, public artwork of a series of swings. They feature illuminated seats that trigger audible tones that harmonize as people swing. As more people join, the act of swinging turns into an improvised melody.

(Middle) Robson Redux is an annual design-build competition in Vancouver for the design of an interactive, temporary public space. A portion of the road is closed off to vehicles through out the summer months.

(Below) Spinning tops placed in a public space provide a strange and interesting opportunity for social interaction.



Budget Range:

\$15,000 - \$25,000 (Annually / per competition)

Initiation: Pre + Post Construction

7 Triangle at Third and Broad: Environmental Artwork

Context

An under-utilized triangle of green space exists at the prominent corner of Third Avenue and Broad Street. Even though it is within close proximity to both the Seattle Science Center and the Seattle Space Needle, the overbearing presence of cars render it relatively barren to pedestrian activity.



Figure 23: Walker Macy Perspective Location for Art

Art Opportunity Description

An opportunity exists for art to improve this gateway to Seattle Center and to enliven this leftover public space. The artwork could create a playful, experimental environment that encourages pedestrian movement across this area, which is currently a car-heavy zone.

An environmental artwork that taps into phenomenon like storm water and rain, is a great way to conjure an interest in the natural environment and to enliven a pedestrian connection to the nearby Science Center. Since this location offers views of the Sound and is a stone's throw from views of Lake Union, an art installation here could also reference or highlight the historical Native American walking route between the two water bodies.

Duration

The work would be permanent.

Implementation Potential

Art in this location could potentially be funded with 1% for Art from SDOT, and administered by the Office of Arts and Culture. A public-private partnership is also a possibility.

Precedents



Figure 24: *Exhale*, Mikyoung Kim 2013, Chapel Hill NC
Figure 25: *Cloud*, Jinhee Park AIA et al. 2012, Heyri, Korea
Figure 26: *Take Your Time*, Soon-in Young + David Benjamin 2009, Seoul, Korea

(Above) *Exhale* is a permanent work that breathes out fog and emits light. The fog released is collected storm water from the plaza, as such it directly responds to current weather patterns.

(Middle) *Cloud* is a light and sound sculpture that responds to weather patterns and people as they move by it.

(Bottom) 27 transparent luminescent segments provide real-time air quality data to the inhabitants of south Seoul.

Budget Range:

\$250,000 - \$400,000

Initiation: **Post** Construction

8a Broad Street: Slope Perspective

Context

Broad Street is being re-envisioned as a pedestrian route with an expanded public realm. The Broad Street slope offers an interesting chance to work with vantage points and perspectives to connect its two ends and invite pedestrians to enjoy it.



Figure 27: Street View Location for Art

Art Opportunity Description

An art opportunity exists to create a surface work that takes different appearances depending on one's viewpoint. The newly-reclaimed pedestrian lane could be enlivened and united with a work that stretches along its entirety. The artwork could be pavement painting, lane markers or an assemblage of other colorful objects that together create a holistic effect for the viewer.

Duration

Works can be installed once buses are re-worked and the Elliot Way Connector is complete, but before the final build-out of the project. Works would be temporary, perhaps commissioned and installed as part of a yearly festival. Painted pavement works usually last between 3 to 5 years, with a ghosted image of the original work lasting up to 10 years.

Implementation Potential

This work could be implemented via the Adaptive Streets Program (SDOT), Community Crosswalk Program (Department of Neighborhoods). Seattle Art Museum should also be contacted to see if they would be interested in becoming involved.

Precedents

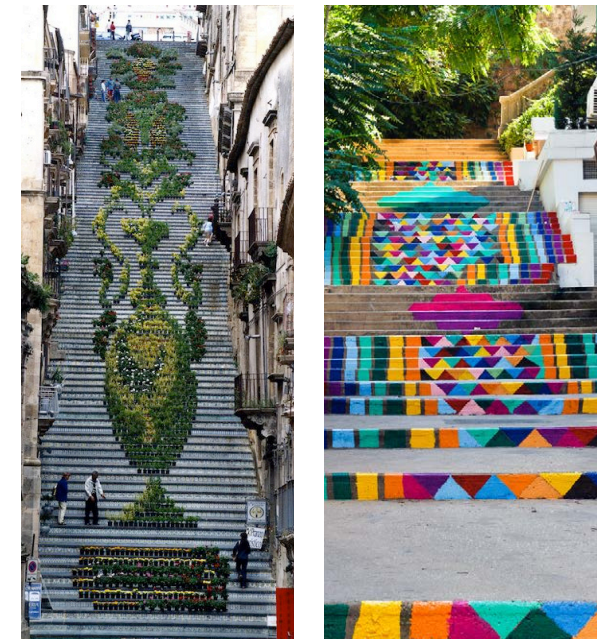
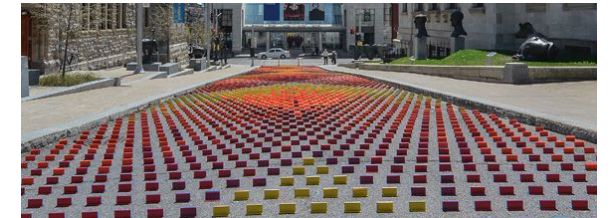


Figure 28: *TOM III*, Claude Cormier 2014, Montreal QC
Figure 29: *Annual Flower Festival*, Yearly, Caltagirone, Sicily
Figure 30: *Street Art*, Dihzahyners, Beirut, Lebanon

(Top) TOMS (Temporary Overlay Markers) create a game of visual perception that unifies the two ends of the street reclaimed for pedestrians. The colors change from one side to the other and thus two distinct experiences are created as one walks by.

(Bottom left) The left example is an annual festival where potted plants are used to create grand designs up the Stairs of Santa Maria del Monte in Sicily.

Budget Range:

\$25,000 - \$40,000

Initiation: **Pre** Construction

8b Broad Street: Garden Works

Context

The newly-reclaimed public realm on the hill up Broad Street will feature a series of planters and terrace areas that provide relief for pedestrians as they trek up or down the large slope.



Figure 31: Walker Macy Perspective Location for Art

Art Opportunity Description

Similar to the International Garden Festival in Quebec (designs shown to the right), an annual competition could be held to create intriguing designs for the terraced spaces. Teams could be awarded a plot based on a conceptual design proposal. These sculptural gardens would provide a sense of continuity from the Olympic Sculpture Park to Seattle Center.

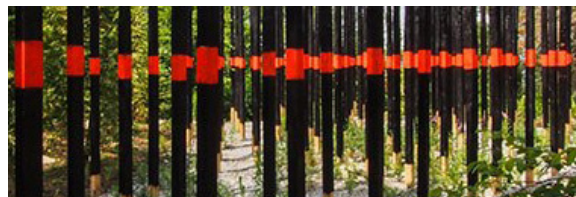
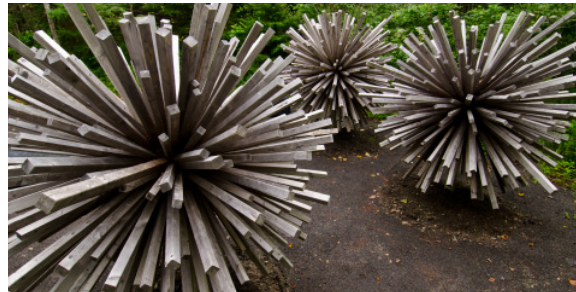
Duration

Works would be temporary, perhaps commissioned and installed as part of the yearly summer festival.

Implementation Potential

The Seattle Art Museum or Design in Public could be logical partners for this effort. If Seattle Art Museum expressed interest, this scheme would be an opportunity for SAM to expand their program to include temporary works. These works could create a strong link to Mark Dion's work at edge of sculpture park (for location, see point 19 on page 1). A 'Friends of' group or Garden Show exhibitors could also install rotating garden planting exhibits.

Precedents



International Garden Festival Built Entries Above

Figure 32: *Oursins*, NIPpaysage, 2011, Montreal, QC

Figure 33: *Afterburn*, Civilian Projects, 2012, Montreal, QC

Figure 34: *HAHA!* SPMB, 2011, Montreal, QC

Hosted on a site adjacent to the historic gardens by Elsie Redford, the festival builds a bridge between the past and the modernity of the present and it facilitates a dialogue of conservation, tradition and innovation. It attracts hundreds of applications from designers across Canada and the world and continues to inspire and impress.

Budget Range:

\$15,000 - \$30,000 (Per temporary installation)

Initiation: Post Construction

8c Broad Street: Light-Based Markers

Context

The Broad Street promenade will be a prominent route, visible from the water, Alaskan way as well as from Seattle Center. A series of repeating works will help to knit this route together and mark it as a pedestrian-oriented, cultural destination for Seattle.



Figure 35: Street View Location for Art

Art Opportunity Description

A series of repeating light based markers could be installed at intervals along Broad Street from the water to Seattle Center. The works would be integrated into the newly expanded public realm, giving the route identity and making it feel lively and safe

Duration

Works would be permanent, designed by an artist working collaboratively with the design team.

Implementation Potential

With administrative involvement by Office of Arts and Culture, the light markers could potentially be funded by SDOT's 1% for art if it were linked to a capital project.

Precedents

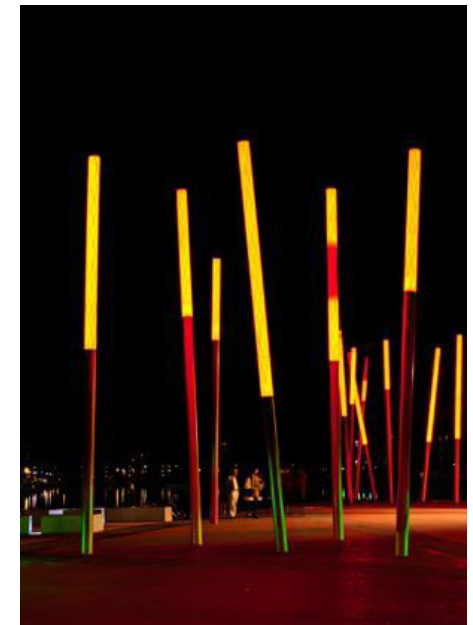


Figure 35: *Solar Trees*, Ross Lovegrove, 2007, Vienna, Austria

Figure 36: *Grand Canal Plaza*, Martha Schwartz, 2007, Dublin, Ireland

Ross Lovegrove's solar-powered lighting elements bring a sense of optimism to a gray urban environment and remind us of a greener future. The lights at the Grand Canal Plaza are an interesting and dynamic element both during the day and at night.

Budget Range:

\$100,000 - \$400,000 (Estimated artist design fees, light fabrication and installation costs part of construction budget)

Initiation: Post Construction

9a Alaskan Way: Railing Sequence

Context

Alaskan Way is a street of movement. Trains, cars, and a growing number of pedestrians use it to traverse along Seattle's waterfront. It also supports arrivals & drop-offs at the cruise ship and clipper ship zones. A primary goal of Lake2Bay is to draw people that arrive via boat up to the Olympic Sculpture Park and Seattle Center. Waterfront Seattle has developed a Waterfront Art Plan that focuses on the Central Waterfront; however, any artwork to the north should still be coordinated with the Waterfront Art Plan.



Figure 36: Street View Location for Art

Art Opportunity Description

A linear temporary work integrated into the existing railing along the waterfront would help to unify this edge of the Lake2Bay Corridor and emphasize the connection from the Central Waterfront to the Olympic Sculpture Park.

The artwork could be made with relatively low cost materials that could bring color, imagery and surprise to this currently unremarkable element that runs nearly the entire length of Alaskan way. The relationship of viewer position and movement could activate the experience of the work in a variety of engaging ways.

Duration

Works would be temporary - railing works would last for 2-3 years, depending upon application material.

Implementation Potential

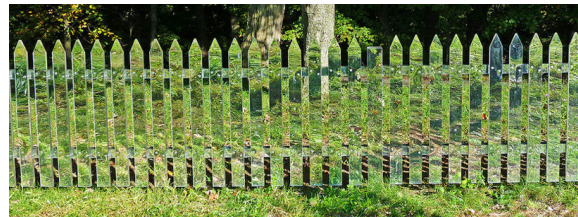
SDOT and Friends of the Waterfront could all be contacted for potential involvement.

Precedents



Figure 37: Street Art, Zebrating, Germany

Figure 38: Mirror Fence, Alyson Shotz 2014, Los Angeles, CA



Above is an artwork by graffiti duo, Zebrating, that paint designs on railings and other vertical elements. Using rules of trigonometry, they paint images only visible at precise angles. From every other vantage point, they remain hidden.

Installed in Socrates Sculpture Park, Mirror Fence changes its appearance with the seasons. It explores the juxtaposition between being a barrier and simultaneously introducing a new dimension to the space.

Budget Range:

\$15,000 - \$25,000

Initiation: **Pre** Construction

9b Alaskan Way: Surface Projection

Context

Until an improved pedestrian route is established along Alaskan Way, the primary audience here are people traveling in cars and trains. This speed of travel offers an interesting artistic opportunity for works that can be perceived from a moving vehicle. A large number of industrial buildings, many of which are not occupied at night, could provide a large scale canvas for changing projection artworks along Alaskan Way.

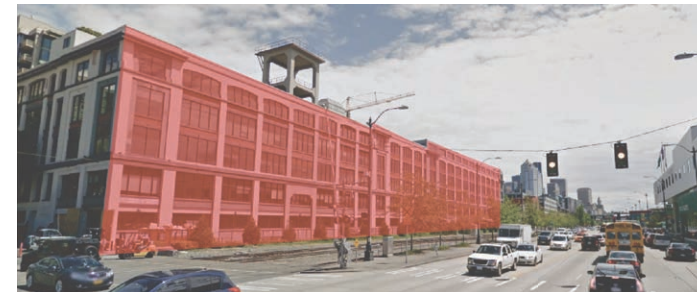


Figure 39: Street View Location for Art

Art Opportunity Description

An opportunity exists for artists to create projection or light-based works onto the surfaces of industrial buildings along Alaskan way. The works could be image-based or interactive works that are activated by car or train movement past them.

Duration

Works would be temporary, however permanent infrastructure should be installed to support them. A series of light poles with weather protected coverings for the projectors would need to be installed along Alaskan Way along with controls and a digital interface that would allow for their remote programming inside a nearby building.

Implementation Potential

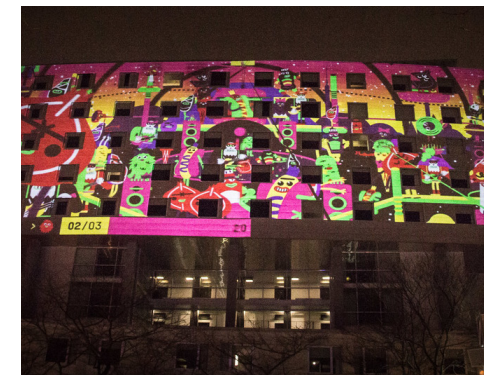
Private building owners could be contacted to explore this opportunity further. Waterfront Seattle could also be contacted for potential involvement.

Precedents



Figure 40: *Bright Nights*, NYCDOT Urban Art Program; New York City, USA

Figure 41: *Trouve BOB*, Numix; Montreal, QC



Bright Nights is a curated program of digital artworks that celebrate the projected image and draw attention to the iconic architecture of the Manhattan Bridge.

Trouve BOB is a big, animated game (accessed on mobile) projected on 7 buildings in Quartier des Spectacles in Montreal. Just one simple rule: find BOB, hidden in 7 acid and psychedelic worlds, between a bunch of crazy and mad characters.

Budget Range:

\$50,000 - \$75,000 (Permanent pole and projector)

\$5,000 - \$10,000 (Temporary light based works)

Initiation: **Pre** Construction

9c Alaskan Way: Pedestrian Overpass

Context

Bell Street is connected to the water with an elevated pedestrian bridge. This bridge also sits near the end of the Lake2Bay Corridor. The overhead structure has the potential to become the Corridor's gateway and a prominent beacon that draws people from the Central Waterfront northward.

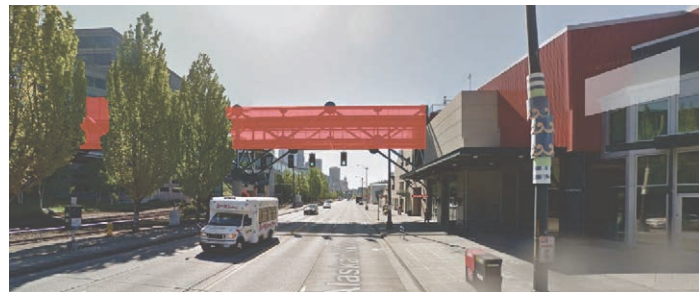


Figure 42: Street View Location for Art

Art Opportunity Description

An opportunity exists for an artist to enhance the pedestrian bridge structure. This could become a permanent work where the structure itself is re-imagined, or the existing bridge could be revitalized and enhanced with a surface or lighting application. Both sides of the pedestrian bridge and its under-belly could be considered for artistic enhancement. An artist could also explore the experience of passing through the overpass itself as an artistic opportunity.

Duration

Works could either be permanent (artist collaborates with architect or engineer on a redesign of the entire structure) or temporary. The temporary work would last between 3-5 years if it is a surface treatment. If the work is more ephemeral, such as a light-based work, it could be commissioned seasonally.

Implementation Potential

The Port of Seattle owns this bridge and would need to approve any work in this location.

Precedents



Figure 43: Pioneer Overpass, Space2Place + EOSLightmedia 2011; Surrey, BC

Figure 44, 45: Blossom Hill, Vicki Scuri 2012; San Jose, CA



Blossom Hill materializes a fondly-remembered past of cherry orchards in this multi-ethnic neighborhood.

Pioneer Overpass connects Surrey to a new park and provides the city with a well-lit entrance. The lighting is programmed seasonally and for special occasions.

Budget Range:

TBD (Artist fees for design collaboration: permanent)
\$15,000 - \$25,000 (Temporary enhancements)

Initiation: Pre or Post Construction

9d Alaskan Way: Pedestrian Connection

Context

Alaskan Way has long been a psychological barrier between the city and the waterfront. The development of the Central Waterfront and associated reductions in traffic along the route will lead to a much more pedestrian-friendly connection in the future.



Figure 46: Plan View Location for Art: Vine, Bell, and Lenora Street Intersections.

Art Opportunity Description

An opportunity exists to mark a number of important connections from Belltown to the Waterfront; Vine Street, Bell Street and Lenora Street have been identified as important connectors. A collection of artworks that highlight pedestrian crosswalks in an interesting way would mark these intersections as key connectors to the city. Artworks could draw upon the particular characteristics of the immediate context or be playful, whimsical or provocative. A single artist should be commissioned to conceive of works for all three crosswalks so that they can be thematically or conceptually related to each other, furthering the sense of continuity of the Lake2Bay corridor.

Duration

Works would be temporary, lasting 3 to 5 years.

Implementation Potential

This work could be implemented via the Community Crosswalk Program (Department of Neighborhoods), Adaptive Streets Program (SDOT), or Public Space Management Plan (SDOT). The artwork would require SDOT approval.

Precedents

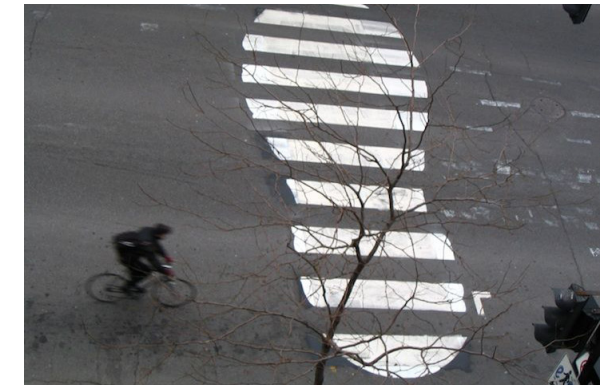


Figure 47,48: Various Crosswalks, Roadsworth; Montreal, QC
Figure 49: Street Painting #5, LangBaumann, Vercorin, Switzerland

Roadsworth is a street artist based in Montreal. He primarily does artworks integrated into the existing infrastructure and signage. In addition to enhancing dull surfaces, his artwork is politically motivated and addresses issues like bike lane shortages and polluted storm water.

This street painting by LangBaumann strikingly collides old and new. It highlights the connection between all the houses in the tiny, Swiss village.

Budget Range:

\$15,000 - \$25,000 (for all 3 crosswalks)

Initiation: Pre and Post Construction

10 Serial Works: Interpretive Artworks

Context

The connection between Lake Union and Elliott Bay has deep historical roots. A Duwamish village at the south end of Lake Union was once connected by a westward trail through a meadow to Elliott Bay where Native Americans maintained fishing encampments. Later, parts of the corridor became places of industry and manufacturing for Seattle, the site of the Worlds Fair in 1962, along with the more recent development of buildings supporting the high-tech industry.

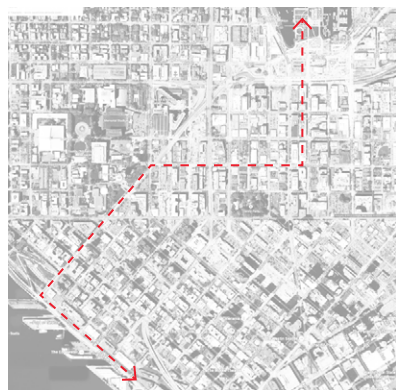


Figure 50: Aerial View - Location for Art TBD

Art Opportunity Description

An opportunity exists to create a series of interpretive artworks at various nodes along the Lake2Bay corridor that acknowledge the area's rich layers of history. The series of works should be related to one another formally and/or conceptually, yet each could tell a different story about a particular place along the route.

Rather than installing didactic text panels, a collaboration between an artist and a communication designer could produce works that interweave storytelling and artwork into a meaningful and multi-layered experience.

Duration:

This would be a permanent artwork opportunity.

Implementation Potential

With administrative involvement by Office of Arts and Culture, these types of pieces could be funded by 1% for Art in association with capital projects.

Precedents



Figure 51: Moose Jaw Trail, Jill Anholt Studio, 2013, Saskatoon SK
Figure 52: Regard, Rebecca Lowry, 2012, Los Angeles, CA

(Above) Moose Jaw Trail hosts a series of interpretive artworks that celebrate and commemorate the journey to Saskatoon on wagon. A collaboration between an artist and communications designer produced these works that combine story-telling with sculpture.

(Below) Rebecca Lowry creates artworks in unlikely places. She creates poetry out of infrastructure and brings moments of unanticipated meditation to the streets of LA.

Budget Range:

\$100,000 - \$150,000

Initiation: Post Construction

Summary of Artwork Implementation

Notes

The following chart shows proposed art projects with suggested budget ranges and initiation dates, time lines as well as proposed locations and potential means of implementation.

Any art funded with 1% for Art would be determined by the funding departments, with input from Office of Arts and Culture staff and the Public Art Advisory Committee. The Office of Arts and Culture could play a full role in administrating development of pieces below, and

would develop their own guidelines for the pieces and the call for artists. Alternatively, OAC could also act in an advisory role in the case of public-private partnerships to fund art. Some art work may be funded by SDOT and DON programs, or by the private sector.

| Project | # | Budget | Initiation | Location | Potential Funding Agencies & Partners to Contact |
|---|----|--|--------------------------|---|--|
| Terry Ave N & Valley St: Gateway Artwork | 1 | \$25 – 40,000 | Pre-Construction | In ROW | SDOT, Department of Neighborhoods |
| Terry Ave N at Thomas St: Cultural Anchor | 2 | \$10 - 20,000 (Light/Sound) \$20 - 25,000 (Mural) | Pre-Construction | On Adjacent Private Property, In ROW | SDOT, Department of Neighborhoods, Private Building Owner, Nearby Corporations |
| 8 th Ave & Thomas St: Denny Park Connection | 3 | \$5 - 10,000 (Temporary) \$50 – 75,000 (Permanent) | Pre + Post Construction | On Adjacent City Property | Seattle Parks and Recreation, Office of Arts and Culture |
| Seattle City Light: Broad Street Substation Fence Art | 4 | \$10 - 20,000 (Temporary) \$100 – 150,000 (Permanent) | Pre + Post Construction | On Adjacent City Property | Seattle City Light, Office of Arts and Culture |
| 5t Ave & Broad St: Monorail Gateway | 5 | \$25 – 40,000 (Temporary) \$100 – 200,000 (Permanent) | Pre + Post Construction | On Adjacent Property/ In ROW | Seattle Monorail, Seattle Center |
| Seattle Center Broad St: Interactive Play-Based Artwork | 6 | \$15 - 25,000 (Anually/Per Competition) | Pre + Post Construction | In ROW | SDOT, Design In Public |
| Triangle at Third & Broad: Environmental Artwork | 7 | \$250 – 400,000 | Post-Construction | In ROW | SDOT, Office of Arts and Culture |
| Broad St: Slope Perspective | 8a | \$25 – 40,000 | Pre-Construction | In ROW | SDOT, Department of Neighborhoods |
| Broad St: Garden Works | 8b | \$15 – 30,000 | Post-Construction | In ROW | Seattle Art Museum, Design in Public, Garden Show |
| Broad St: Light-Based Markers | 8c | \$100 – 400,000 | Post-Construction | In ROW | SDOT, Office of Arts and Culture |
| Alaskan Way: Railing Sequence | 9a | \$15 – 30,000 | Pre-Construction | In ROW | SDOT, Waterfront Seattle, Office of Arts and Culture |
| Alaskan Way: Surface Projection | 9b | \$5 – 10,000 (Temporary) \$50 – 75,000 (Permanent) | Pre-Construction | On Adjacent Private Property | Private Building Owners, Waterfront Seattle |
| Alaskan Way: Pedestrian Overpass | 9c | \$15 – 25,000 (Temporary) TBD (Permanent) | Pre or Post Construction | On Adjacent Port Property/ In ROW | Port of Seattle |
| Alaskan Way: Pedestrian Connection | 9d | \$15 – 25,000 (for all 3 crosswalks) | Pre + Post Construction | In ROW | SDOT, Department of Neighborhoods |
| Entire Lake2Bay Corridor | 10 | \$100,000 - \$150,000 | Post Construction | In ROW | SDOT, Office of Arts and Culture |

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CHAPTER 5: IMPLEMENTATION

Implementation and Phasing

Lake2Bay will likely be implemented over time by a range of public agencies and private partners, and the new corridor has been intentionally planned to allow for adaptability to immediate contexts, with funding from varied parties. With that in mind, each street has its own unique conditions that make it suitable to different methods of implementation.

Terry Avenue is almost completely built out and is a great example of the success that can result from a combination of private funding supplementing a concerted, coordinated street re-design. Terry Avenue could not have been built entirely on a block-by-block basis, and while some development continues to be “plugged in”, its success stems from the fact that new curb lines, parking, and street paving and pedestrian crossings were designed and constructed as part of a coordinated plan.

Thomas Street is rapidly re-developing, with a combination of public and private projects in the works. On Thomas Street it is critical that SDOT provide leadership in coordinating curb line relocations, street and intersection paving, and catenary light installation, even if this work is supplemented with private funding. The remainder of surface elements are likely to be implemented by private developers, and the City should

incentivize developers to adhere to the guidelines of the Lake2Bay plan.

Broad Street is unlikely to have the boon of widespread private re-development seen in South Lake Union. Broad Street also includes significant road re-design that must be completed in a coordinated manner. It should be implemented as either one or two multi-block projects (one at Seattle Center, and one from 3rd Avenue down to the Waterfront). It is assumed that Seattle Center or public-private partnership would lead the development of work along the Broad Street Green. On Broad Street west of Denny Way, SDOT would need to lead new road and bike channelization along with curb relocations, while private groups or a public private partnership could potentially fund and maintain the gardens, and other special features.

Work on Alaskan Way is likely to remain public, led by SDOT or the Central Waterfront with involvement from the Port.

Corridor-wide arts and activation would benefit from coordinated leadership, likely in the form of a public private partnership. The matrix on the following pages summarizes the potential partnerships involved in each segment of the Lake2Bay corridor.

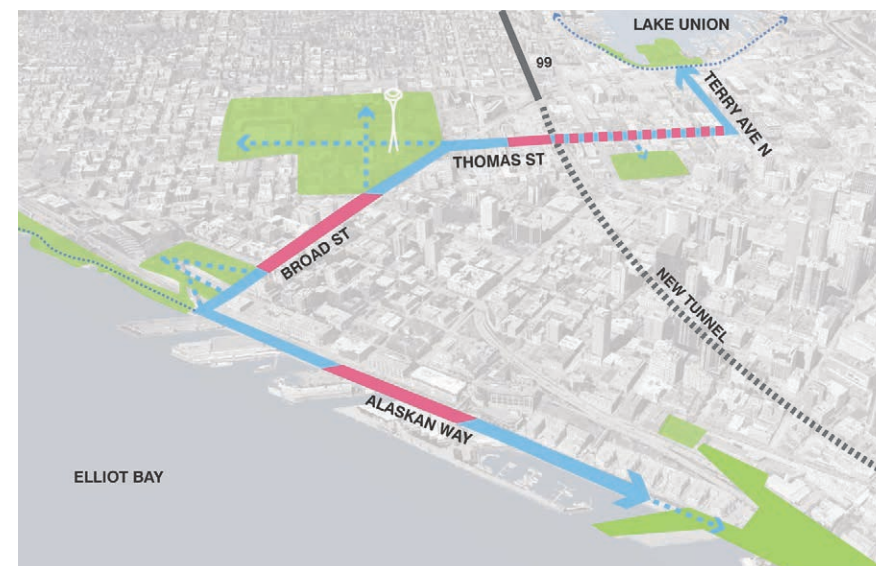
Lake2Bay has also been planned to be implemented over time. Some areas of the plan are dependent on specific infrastructure projects being completed elsewhere in the City; these are outlined in detail in Heffron Transportation’s Broad Street Mobility Study. Other portions of the plan are flexible, and can be implemented immediately or in the near future. The diagrams below capture the approximate timeline for development of the Lake2Bay corridor.

A separate document entitled “20x20” (20 Things in 20 Months) was created to recommend a set of low budget, early wins. 20x20 would best be undertaken by a public private partnership capable of coordinating the effort, sometime in the next 2 years.

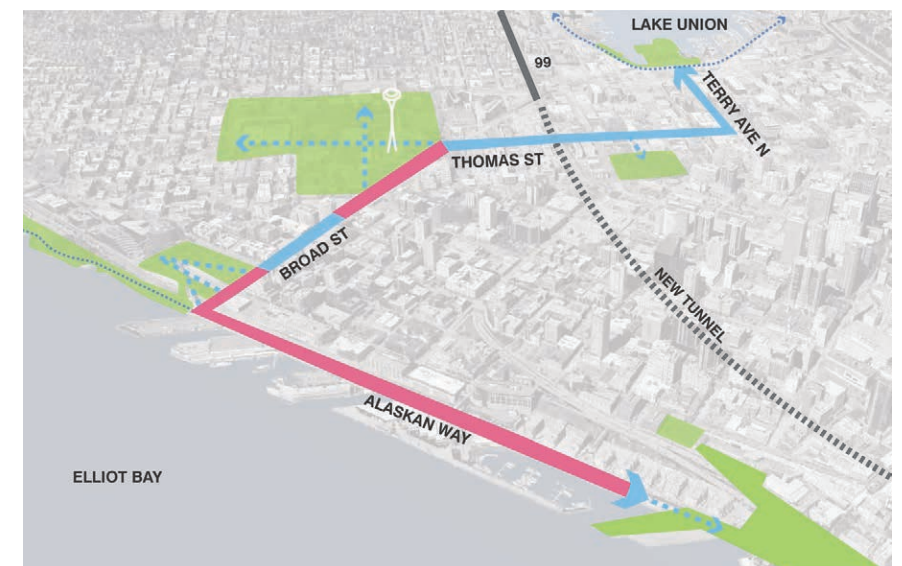
Early



Mid-term



Long-term



Implementation Matrix

| Lake2Bay Project | Current Status | Property Ownership/ Adjacencies | Potential Funding & Implementation Partners | Potential Maintenance & Management | Order of Magnitude Project Cost | Construction Timeframe |
|--------------------------|---|---|--|--|--|--|
| Arts and Activation Plan | Lake2Bay Plan | SDOT Seattle Center Seattle Parks Dept. Seattle Monorail Seattle City Light Port of Seattle Private Property Owners | Public-Private Partnership Funding Agencies Office of Arts and Culture | varies | \$1.3M <i>(not including permanent artwork associated with capital projects)</i> | 2016-2018 Focus Some ongoing effort associated with permanent pieces or long term programming |
| Water Re-Use | Lake2Bay Plan | 3rd Party Private Utility SDOT Private Property Owners Seattle Center Seattle Parks Dept | Coalition of Private Owners 3rd Party Private Utility Office of Sustainability | 3rd Party Private Utility Private Property Owners | to be determined based on extent and type of system | Concurrent with private development on Thomas and Broad |
| Stormwater Features | Lake2Bay Plan | SDOT Private Property Owners | SPU Private Property Owners | SPU | included in project segments below | Concurrent with each project segment |
| Terry Avenue | Mostly complete, construction adheres to 2005 Adopted Terry Avenue Street Concept Plan | SDOT Private Property Owners | SDOT Private Property Owners | SDOT Private Property Owners BIA | - | 2016 and ongoing |
| Thomas Street | Many private and public development projects in progress; some construction adhering to 2013 Adopted Thomas Green Street Plan | SDOT Private Property Owners Seattle City Light WSDOT | SDOT Private Property Owners Public Private Partnership BIA/BID | SDOT SPU Private Property Owners BIA | \$9.1M | 2016 and ongoing |

Implementation Matrix continued

| Lake2Bay Project | Current Status | Property Ownership/ Adjacencies | Potential Funding & Implementation Partners | Potential Maintenance & Management | Order of Magnitude Project Cost | Construction Timeframe |
|--|---|---|--|---|---------------------------------------|--|
| Broad Street at Seattle Center <i>north and south sides of street</i> | Lake2Bay Plan | SDOT Seattle Center Private Property Owners | SDOT Seattle Center Seattle Center Foundation Seattle Parks Foundation Public-Private Partnership BIA/BID | SDOT Seattle Center SPU Private Property Owners Public Private Partnership BIA | \$10M | 2018 or later after completion of WSDOT Surface Street Projects connecting John St. to Aurora |
| 3rd Avenue Triangle <i>gateway to Seattle Center</i> | Lake2Bay Plan | SDOT | SDOT Office of Arts & Culture Public-Private Partnership | SDOT SPU Office of Arts & Culture BIA | TBD | 2018 or later after completion of WSDOT Surface Street Projects connecting John St. to Aurora |
| Broad Street Terraces | Lake2Bay Plan | SDOT Private Property Owners | SDOT Public-Private Partnership BIA/ BID | SDOT SPU Private Property Owners Public Private Partnership BIA | \$8.2M | 2018 or later after completion of 3rd Ave. bus re- route and Elliott Way Connector |
| Alaskan Way | Lake2Bay Plan Related Port Planning efforts in progress | SDOT | SDOT Central Waterfront BIA/BID | SDOT SPU Central Waterfront BIA | \$9.8M | 2018 or later after completion of Elliott Way Connector |

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