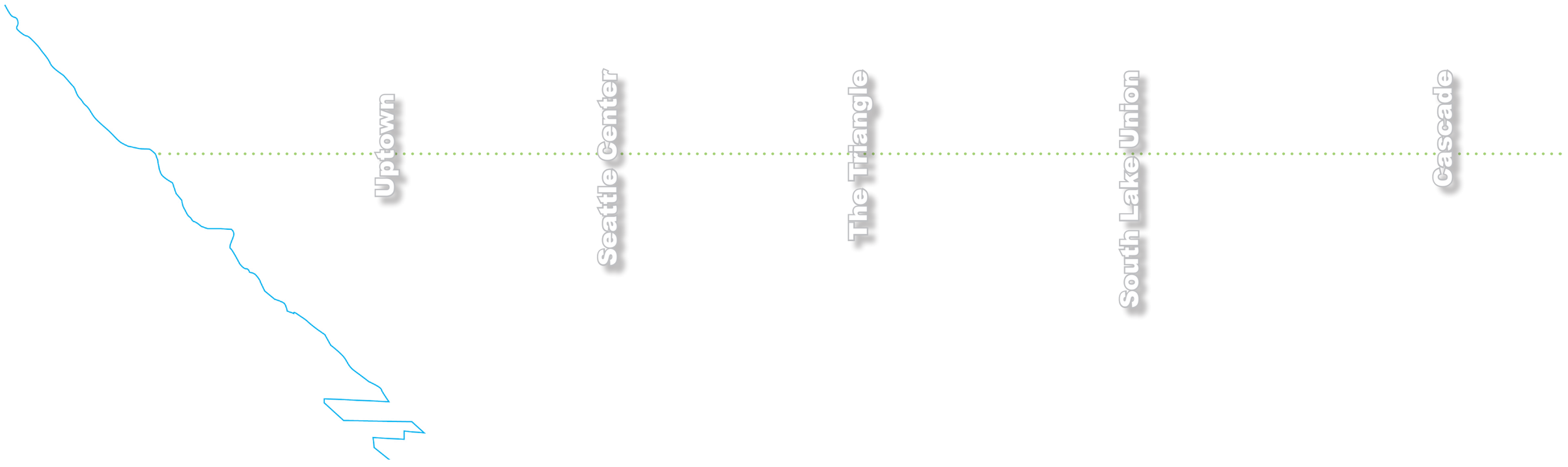
Thomas Green Street Concept Plan

Final, Summer, 2013

The provisions of this plan are recommendations to permit applicants and are not mandatory. Implementation of the plan recommendations are encouraged but compliance is voluntary.



Contents

I. Introduction

Introduction	I.1
Corridor Concept Diagram	I.2, I.3
Corridor-Wide Design Elements	I.4, I.5
Suggested Planting List	I.6

II. Cascade

Background/Overview	II.1
Existing Conditions & Influences	II.2
Streetscape Design Principles	II.3
Preferred Street Section	II.4
Cascade Park Edge Concept	II.5

III. South Lake Union

Background/Overview	III.1
Existing Conditions & Influences	III.2
Streetscape Design Principles	III.3
Preferred Street Section	III.4
8th Ave. N. Intersection Concept	III.5
Boren Ave. to Fairvew Ave. Concept	III.6

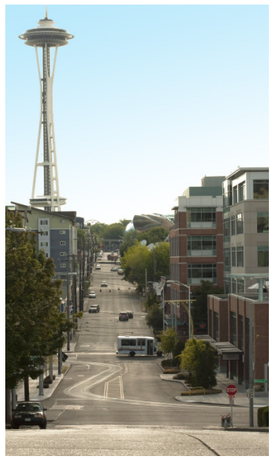
IV. The Triangle

Background/Overview	IV.1
Existing Conditions & Influences	IV.2
Streetscape Design Principles	IV.3
Preferred Street Section	IV.4
5th Ave. N. Intersection Concept	IV.5

V. Uptown

Background/Overview	V.1
Existing Conditions & Influences	V.2
Streetscape Design Principles	V.3
Preferred Street Section	V.4
Pedestrian Overpass Concept	V.5

I. Introduction



Images of the Thomas St. corridor display the direct east / west connectivity through the South Lake Union and Uptown neighborhoods. The current barrier at SR 99 will be removed upon completion of the SR 99 / Alaskan Way Viaduct replacement.

Members of the public review Thomas St. concept plan materials at the Cascade People's Center.

Grid Reconnection

A primary reason for the Thomas Green Street Concept Plan is the reconnection of the street grid that will occur between the South Lake Union and Uptown neighborhoods with the SR 99 / Alaskan Way Viaduct replacement project. The north portal of the planned SR 99 deep bore tunnel will outlet to the north of Harrison Street, allowing new at-grade street connections of John St., Thomas St., and Harrison St. across the SR 99 right of way.

With reconnection of the street grid Thomas St. is envisioned as an important new east / west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. To the west of Seattle Center Thomas St. will provide a link to Myrtle Edwards Park and the Elliott Bay waterfront via the Thomas St. pedestrian overpass above Elliott Ave. and the railway tracks. The Thomas Green Street Concept Plan anticipates grid reconnection opportunities for pedestrians, cyclists, vehicles and the public realm. A coordinated design vision for the streetscape can help establish an important new east west linkage though the north of Center City Seattle.

Relationship to Plans and Projects

The Thomas Green Street Concept Plan builds on past and ongoing planning and urban design work including the South Lake Union Urban Design Framework (UDF), the 2010 Uptown Triangle and South Lake Union Design Charette, the Moving Forward Mobility Plan, Lake to Bay Loop planning and other efforts.

Full realization of the Thomas Green Street depends on successful implementation of related projects. The W. Thomas St. Pedestrian Overpass — a critical link between the green street and Myrtle Edwards Park / Elliott Bay waterfront — was completed in 2013. Reconnections of the street grid across Aurora Ave. / SR 99 will occur in the later stages of the SR99 / Alaskan Way Viaduct replacement project. The approximate timeframe for the reconnection is expected in 2015 or later, but steps to create the green street can occur in advance.

The South Lake Union Urban Design Framework (UDF) envisions Thomas St. as an important new east/west green street connection. Portions of Thomas St. are already a City of Seattle formally designated green street, and pursuant to the South Lake Union UDF remaining portions of Thomas St. are recommended for formal green street designation.

The 2010 Uptown Triangle and South Lake Union Design Charette recognized the potential of Thomas St. in the Uptown Triangle area to become an active street level retail corridor in support of Seattle Center, and nearby major employers. This is reflected in the Thomas Green Street Concept Plan.

Much of the planned Lake to Bay Loop - a 3.5 mile urban trail loop connection Lake Union and Elliott Bay - is located on Thomas St. The Lake to Bay Loop concept is carefully integrated into the Thomas Green Street Concept Plan.

What is a Streetscape Concept Plan?

The purpose of the Thomas Green Street Concept Plan is to provide conceptual design guidance for streetscape improvements within the study area. The Concept Plan was produced with community support for the purpose of appending the City Right of Way Improvements Manual (ROWIM) Chapter 6 with recommendations specific to Thomas St.

Streetscape Concept Plans define a vision that can be implemented over time, either with adjacent new development or through direct capital investments by the City or other sources. Property owners have the option to voluntarily implement the plan for the portion of the street adjacent to or near their property. Elements of the Concept Plan may also be available to developers as development incentive or mitigation measures through the South Lake Union incentive zoning program. In addition landscaping and amenity elements provided in the right-of-way can satisfy the green factor requirement of adjacent development proposals.

Streetscape Concept Plans reflect a pre-reviewed concept level streetscape design. Adherence to the concept design can facilitate approval of specific streetscape improvement proposals.

Community Process

The process to develop the Thomas Green Street Concept Plan involved the community extensively. Outreach included interviews, briefings of neighborhood-based organizations, and public meetings. Input from members of the public helped inform everything from roadway parameter assumptions to streetscape character elements.

The following groups were among those directly consulted in development of the Concept Plan.

> Uptown Alliance
> Lake Union Opportunity Alliance
> Cascade Neighborhood Council
> South Lake Union Community Council
> Seattle Center
> Lake to Bay Stakeholders Group
> Individual Property Owners
> Designers
> Seattle Bicycle Advisory Board
> Seattle Design Commission
> 'Moving Forward' Mobility Planning Group

Concept Diagram

The concept diagram summarizes overall configuration and major parameters for each of the main portions of the study area. Parameter elements such as the basic number of anticipated vehicle travel lanes, desired sidewalk width, presence of on street parking and general design intent are addressed. Note that the diagram includes the planned future right-of-way configuration after completion of the SR 99 / Alaskan Way Viaduct replacement project. The presence of the tunnel's north portal and planned roadway connections are shown.

Four Distinct Areas

Although the goal is a continuous and linked east / west green street corridor it is clear that Thomas St. has distinct areas with differing conditions and opportunities. To address the unique conditions in different neighborhoods, the Thomas Green Street Concept Plan is organized according to four distinct areas. For each area the concept plan provides preferred roadway section configuration, design principles, and explores a focus area in detail. A detailed chapter in the concept plan is included for each of these neighborhood areas.

II. Cascade
III. South Lake Union
IV. The Triangle
V. Uptown

Focus Area Plans

To explore the preferred streetscape concept design at a detailed level, each area includes at least one focus area plan (yellow circles at right). Focus area plans illustrate a concept for a key location or unique opportunity. Focus area plans also depict in plan view the preferred character for streetscape improvements that can be generalized for other portions of the area.

Concept Diagram Legend

- ~30' wide green promenade
- ~20' green promenade
- Balanced neighborhood green street
- Seattle Center load/unload priority
- Potential future infill development
- Recent investment / low redevelopment potential
- Prominent intersecting green street
- Focus area / opportunity site
- Thomas St. pedestrian overpass
- Planned Lake to Bay Loop route
- Existing Seattle streetcar line

Uptown

- Build on the 'Uptown Park' character by enhancing existing broad park-like planting strips in the area.
- Maintain existing narrow roadway width and on street parking for a calm local green street.
- Two lanes of local 1-way vehicle traffic. On street parking maintained.
- Focus abundant green street improvements at corner curb bulbs and alley intersection bulbs.
- Add pedestrian scale lighting througout.
- A key opportunity for improvement is adjacent to the W. Thomas St. pedestrian overpass landing including 3rd Ave. W.

Seattle Center

- Seattle Center manages its campus so the concept plan does not address the area in detail.
- Design should be consistent with the Seattle Center Century 21 Master Plan.
- The west campus entry is important for Seattle Center's load and unload functions and should be designed appropriately.
- Explore carrying Seattle Center inspired design cues into adjacent public spaces and roadways.

The Triangle

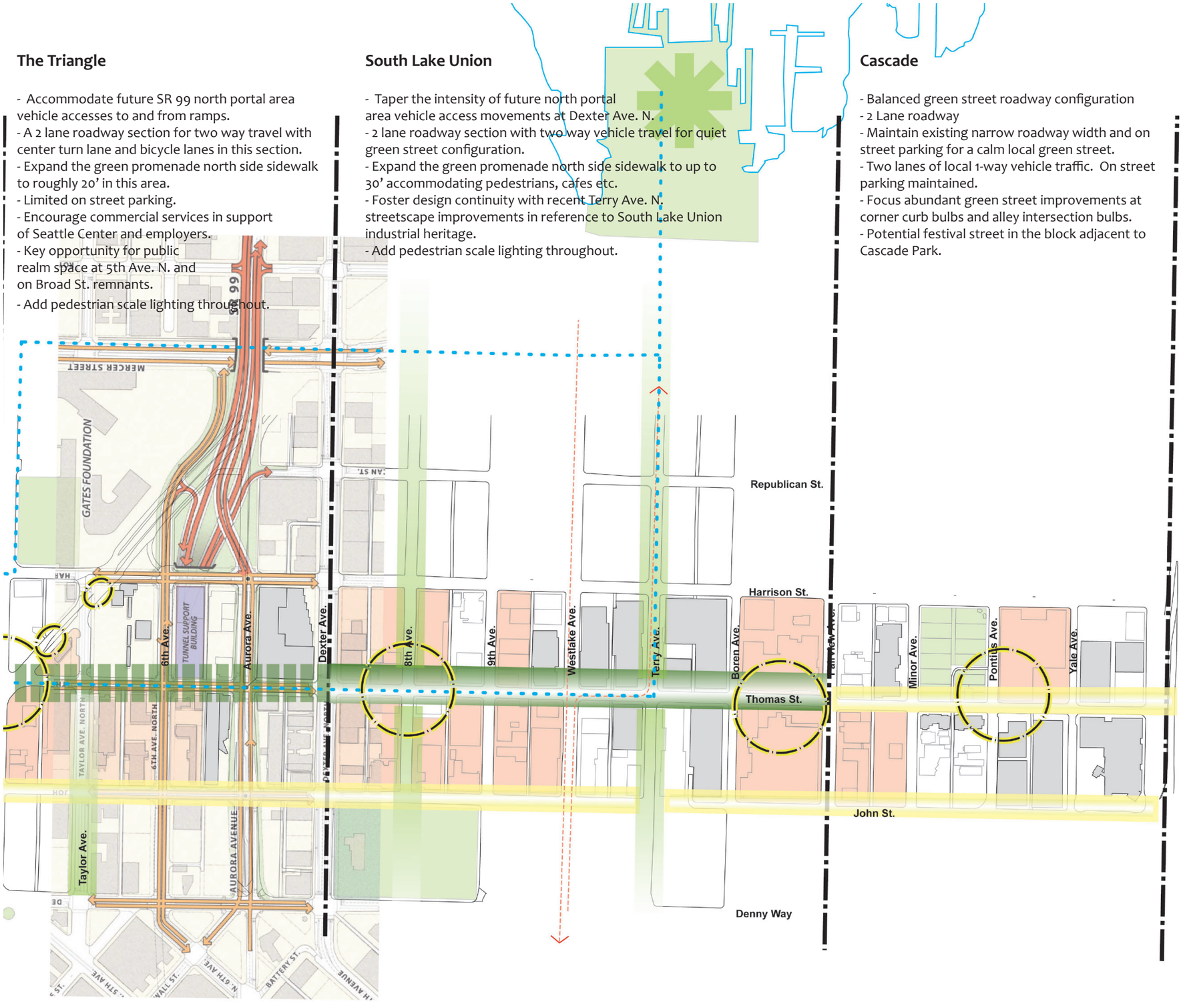
- Accommodate future SR 99 north portal area vehicle accesses to and from ramps.
- A 2 lane roadway section for two way travel with center turn lane and bicycle lanes in this section.
- Expand the green promenade north side sidewalk to roughly 20' in this area.
- Limited on street parking.
- Encourage commercial services in support of Seattle Center and employers.
- Key opportunity for public realm space at 5th Ave. N. and on Broad St. remnants.
- Add pedestrian scale lighting throughout.

South Lake Union

- Taper the intensity of future north portal area vehicle access movements at Dexter Ave. N.
- 2 lane roadway section with two way vehicle travel for quiet green street configuration.
- Expand the green promenade north side sidewalk to up to 30' accommodating pedestrians, cafes etc.
- Foster design continuity with recent Terry Ave. N. streetscape improvements in reference to South Lake Union industrial heritage.
- Add pedestrian scale lighting throughout.

Cascade

- Balanced green street roadway configuration
- 2 Lane roadway
- Maintain existing narrow roadway width and on street parking for a calm local green street.
- Two lanes of local 1-way vehicle traffic. On street parking maintained.
- Focus abundant green street improvements at corner curb bulbs and alley intersection bulbs.
- Potential festival street in the block adjacent to Cascade Park.



Street Hierarchy For All Modes of Transportation: John St., Thomas St., and Harrison St.

Thomas St. is one street within a network, and one of three streets that will reconnect across the grid upon completion of the SR 99 / Alaskan Way Viaduct replacement project. Concept planning for the Thomas Green Street must consider the roles of other roadways especially those of the other reconnecting streets. Significant discussion during the process focused on the future roles of John St. and Harrison St. to help define the preferred configuration and function of the Thomas Green Street. Some assumptions about the hierarchy of the three reconnecting streets for the purposes of the Concept Plan are summarized. Together and individually these streets must accommodate all modes of transportation from walking to biking, driving and for transit.

John Street

The lowest volume street for vehicles of the three new east-west crossings and a neighborhood green street. Dedicated bicycle lanes may be included on this street. It provides local access with a residential focus. John St. does not connect continuously through due to a steep hill east of Terry Ave.

Thomas Street

A green street that balances a moderate volume of vehicle traffic. The Green Street Concept features a wide north side green promenade. Bicycles facilities are located on Thomas St.: on street within slow-moving vehicle travel lanes in some sections, and within dedicated bicycle lanes in other sections.

Harrison Street

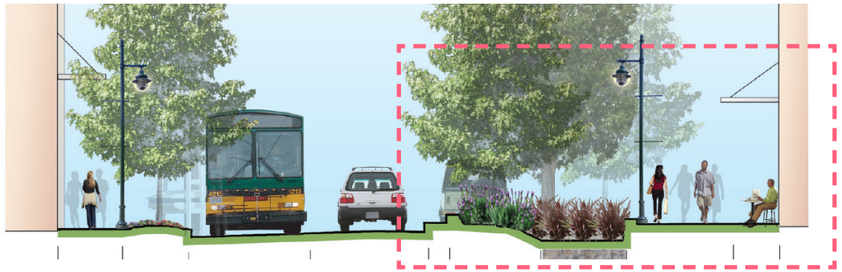
The highest volume arterial roadway of the three new connections. Harrison St. may accommodate transit routes in the future. Dedicated bicycle lanes may be located on Harrison St. catering to experienced or commuter cyclists as consistent with the Seattle Bicycle Master Plan.

Corridor-Wide Streetscape Design Elements

Some character elements are recommended for continuity across several areas or the whole study area. This section provides design guidance for several of the elements recommended for consistency throughout the Concept Plan. More detailed application and specific roadway configurations are described within the area sections of the report.

> Green Promenade

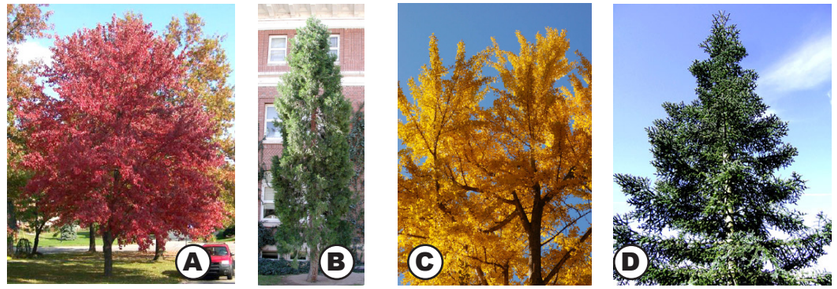
The green promenade would begin on Thomas St. at the 5th Ave. N. intersection adjacent to Seattle Center and extend east through the Triangle and South Lake Union until Fairview Ave. The Green Promenade is a wide sidewalk, with abundant plantings, and large specimen trees, made possible by moving the curb line out substantially to accommodate a sidewalk zone up to 30' wide on the north side of the street. The green promenade can accommodate sidewalk cafes, and ample space for seating, plantings and other amenities.



Expansion of the north side sidewalk for a continuous green promenade is recommended. A full sidewalk width of up to 30' is possible in the South Lake Union area of the corridor. The green promenade should include a wide sidewalk and abundant plantings.

> Specimen Trees as Distinctive Element

A rhythm of special, distinctive large trees should be included within the green promenade. One distinctive tree or specimen should be included each half block where possible, interspersed with regularly spaced street trees which may also be of medium to large size. Generous planting strips in the green promenade (5 to 16 feet wide) and the absence of overhead utilities for most of the north side of the street will allow majestic street trees. A continuous line of red maples is recommended punctuated by large specimen trees. Specimen selections should generally be larger than Acer Rubrum and stand out due to canopy shape, seasonal interest, and/or evergreen foliage. On the south side of the street, compact serviceberry trees that bloom in the spring and turn red in the fall to complement maple foliage are recommended. (See the recommended listing of trees at right.)



On the north side of the street Acer Rubrum 'red sunset' (red maple) (A) is recommended as the standard or regular tree. Interspersed within the rows, specimen trees that grow to a larger size and provide a unique presence are recommended such as Calocedrus decurrens cultivars (incense cedar) (B), Ginkgo biloba (ginkgo) (C), or Abies procera cultivars (noble fir). See page I.6 for a more complete listing of recommended trees and vegetation.

> Character and Materials Palette
Consistency with Terry Ave. N.

The Terry Ave. N. Street Design Guidelines informed design and construction of several blocks of streetscape improvements on Terry Ave. N. completed in 2010. Improvements to Terry Ave. N. made strong reference to South Lake Union's industrial heritage and called for consistency with brick remnants in the streetscape . The Terry Ave. N. improvements establish a carefully considered palette appropriate for walkable green streets throughout South Lake Union and adjacent areas. Where the sidewalk is extended on Thomas St. the concept plan recommends consistency with materials and elements used on Terry Ave. N. between planting beds. Materials selection from the following palette is recommended: sand set red or gray brick; interlocking sand set concrete pavers; carefully scored (saw cut) concrete in a 1' x 1' or more closely scored pattern; or similar. These materials should contrast with the sidewalk's through path of travel, which should remain City of Seattle standard 2' x 2' scored concrete.

Between planted areas in the expanded sidewalk zones, textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete is recommended.

Corridor-Wide Streetscape Design Elements (Continued)

Much of the planned Lake to Bay Loop route is located on Thomas St. (A). Lake to Bay Loop identifying elements shoul be located within the green promenade on Thomas St. Identifying signage from the completed Cheshiahud Loop Trail is an example of identifying signage. (B)

> Integrate the Lake to Bay Loop

In the fall of 2010 the Seattle City Council passed Resolution 31251 relating to the Lake to Bay Loop, expressing the City 's support for the development and implementation of the Lake to Bay Loop urban trail project and identifying the planned route. The Lake to Bay Loop is a new 3.5-mile pedestrian path establishing a green connection between Lake Union and Elliott Bay. The goal of the project is to establish over time a readily identifiable, marked urban trail, configured primarily within city rights of way and parks that accommodates all forms of non-motorized transportation while recognizing freight mobility needs in the area. A substantial portion of the Lake to Bay loop in the east/west direction is located on Thomas St. This concept plan identifies specific locations for wayfinding and identification elements on Thomas St. and several of these locations are depicted in focus area plans.

All planting beds should be abundantly planted perennial understories with varieties that provide visual interest. Examples include those shown at left: Fragaria chiloensis (beach strawberry), Calluna vulgaris 'spring torch' (heather), Festuca glauca (blue fescue), Geranium 'Rozanne' (hardy geranium), Lavandula angustifolia (lavender), Cornus sericia kelseyi (dwarf red twig dogwood), Rudbeckia spp. (black-eyed susan), and sedges. See page I.6 for a more complete listing of recommended plantings.

Recessed stormwater filtration beds or small swales, can be located in targeted areas within the Thomas St. green promenade.

For more bioretention plant options, see the Seattle Green Factor plant list at www.Seattle.gov/dpd/Permits/GreenFactor/GreenFactorTools.

> Abundant Landscaping and Targeted Green Stormwater Infrastructure (GSI)

The Concept Plan calls for abundant landscaping of the green street, and GSI should be included in specific target locations. Most blocks can accommodate one or more bioretention areas (rain gardens) in block-end landscaping beds that are recessed with inlets for stormwater from the street. Therefore, plantings on the green street will typically have a mix of frequently saturated areas for stormwater filtration and drier street level planting areas. A range of perennial understory plantings with visual interest, that are appropriate for these zones is recommended including those listed at left.

The Lumec Harmonia series lamps with an M20M mounting and Z60A fixture are recommended for South Lake Union, The Triangle, and Cascade areas of Thomas St. (A) The more compact, individually mounted Z11 or Z15 fixtures are recommended for the Uptown area. (B)

> Pedestrian Scale Lighting

Pedestrian scale lighting should be included in the streetscape for the length of the study area corridor. Pedestrian scale lighting means lighting specifically for pedestrians on its own pole, in the range of 12' - 16' above sidewalk grade. Spacing between pedestrian scale lights should be in the 30' - 50' range and coordinated with tree spacing. Lighting poles and bases should be similar in character to those installed on Terry Ave. N. in the Triangle, South Lake Union and Cascade areas of Thomas St. for consistency and to reference the industrial heritage of these areas. In the Uptown area of the corridor pedestrian lighting fixtures should be spaced and scaled as in the other areas. However, fixtures bases and poles in Uptown may be more compact (no mast arm), with contemporary design influences. Recommended fixture examples are shown at left.

Plant Palette

The following palette of vegetation is recommended for the Thomas Green Street. Designers of individual projects are encouraged to select vegetation from the palette or plants with similar characteristics.

Standard tree for north side:
Acer rubrum 'red sunset' (red maple)

Specimen tree examples for north side:
Abies procera cultivars (noble fir)
Aesculus flava (yellow buckeye)
Betula jacquemontii (white-barked Himalayan birch)
Chamaecyparis obtusa (hinoki cypress)
Calocedrus decurrens cultivars (incense cedar)
Ginkgo biloba (ginkgo)
Liriodendron tulipifera (tulip tree)
Pinus contorta (shore pine)
Quercus palustris and other spp. (oaks)
Ulmus americana disease-resistant cultivars (American elm)

Standard tree for south side:
Amelanchier x grandiflora 'autumn brilliance' (serviceberry)
Overhead utilities constrain tree choices on many blocks – on blocks without power lines, consider larger species.

Perennials & low shrubs
Planting design should mix native and ornamental species, providing year-round interest, color, texture, and hardiness/drought-tolerance. Emphasize plants that conceptually evoke shorelines: grasses & sedges, beach strawberry, lupine, rosemary, salal, red-twig dogwood.

Allium spp. (ornamental allium)
Arctostaphylos uva-ursi (kinnikinnick)
Arctostaphylos pumila (manzanita)
Calluna vulgaris 'spring torch' (heather)
Carex 'ice dance' (sedge)
Ceanothus gloriosus (Point Reyes ceanothus)
Chamaecyparis obtusa 'Nana' (dwarf hinoki cypress)
Cistus spp (rockrose)
Cornus sericia kelseyi (dwarf red twig dogwood)
Daboecia cantabrica (Irish heath)
Dierama pulcherrimum (angel's fishing rods)
Festuca glauca (blue fescue)
Fragaria chiloensis (beach strawberry)
Gaultheria shallon (salal)
Geranium 'Rozanne' (hardy geranium)
Helictotrichon sempervirens (blue oat grass)
Heuchera spp (heuchera)
Hydrangea quercifolia 'Pee Wee' (Pee Wee oak-leaf hydrangea)
Lavandula angustifolia (lavender)
Lupinus spp (lupine)
Rosmarinus spp. (rosemary)
Rudbeckia spp. (black-eyed susan)

Bioretention areas
Due to grading, sidewalk-level plantings will typically have a "crease" that provides some stormwater filtration and infiltration. In addition, most blocks can accommodate one or more bioretention areas (rain gardens). Zone 1 below refers to the bottom area of bioretention depressions; this is the area where most infiltration occurs, and consequently it is saturated for most of the winter. Zone 2 is the side slope area leading down to Zone 1; this area dries out between inundation periods. Where possible, design cues should link these areas to sidewalk-level plantings. For more bioretention plant options, see the Seattle Green Factor plant list at www.seattle.gov/dpd/Permits/GreenFactor/GreenFactorTools

Zone 1 perennials:
Carex dolichostachya (gold fountain sedge)
Carex obnupta (slough sedge)
Carex testacea (orange sedge)
Juncus balticus (Baltic rush)
Juncus patens "elk blue" (California grey rush)

Zone 2 perennials/shrubs:
Carex dolichostachya (gold fountain sedge)
Carex testacea (orange sedge)
Cornus sericia kelseyi (dwarf red twig dogwood)

II. Cascade

Area Background / Overview

The Cascade area has an established livable neighborhood character and less change is expected to the streetscape and roadway network than for the other areas. Specific treatments can be added to Thomas St. to build on the existing green street fabric. Compared to other sections of Thomas St. there are fewer blocks likely for major infill development and a number of recent developments have already contributed substantially to the streetscape character.

Transition at Fairview Ave.

The Thomas St. character transitions and changes at Fairview Ave. in several important respects. Fairview Ave. a major arterial roadway with access to Eastlake and downtown will siphen off a substantial portion of the vehicle volumes moving along Thomas St. from the west. This will allow the Cascade section of Thomas St. to remain quieter and less travelled by vehicles. The right of way width of 60' is an important 6' narrower than the right of way in the South Lake Union and the Triangle areas.

Relationship to South Lake Union

Urban Design Framework

The South Lake Union urban design framework calls for a residential focus area in the district surrounding the Cascade Park and P-Patch. This fabric is established in many ways, but can be enhanced with Thomas St. green street improvements. The UDF also calls for festival street opportunities on Thomas St. in the block between Pontius Ave. and Minor Ave.

Swale on Yale

Swale on Yale is a planned infrastructure project to add extensive green stormwater infrastructure swales on Yale Ave. and Pontius Ave. between Thomas St. and Republican street. The collaboration between private development and the City will add wide swales on the north-south streets to capture and infiltrate large volumes of stormwater from the east on Capitol Hill. Thomas St. green street can mesh with the Swale on Yale improvements.

Festival Street Opportunity

Thomas St. between Pontius Ave. and Minor Ave. is an excellent opportunity for a festival street. The festival street would enable roadway closure to vehicle traffic at certain times for events, markets and fairs. The adjacency to Cascade Park and the pleasant streetscape framed by the Lutheran Church and a row of mature maple trees would contribute to the opportunity. The Festival Street is an official City designation, and it can include specific streetscape enhancements such as removable bollards and gateway elements.

Existing Conditions and Influences

A. Existing Green Street Characteristics
The block of Thomas St. next to Cascade Park exhibits many green street characteristics. It is a relatively narrow street with calm traffic speeds. There is a strong opportunity to enhance and build on the green street characteristics.

B. Existing Mature Maple Trees
A row of mature healthy maple trees is located on the south side of Thomas St. near the corner of Minor Ave.

C. Sidewalk Cafe at Alley 24
The recently completed Alley 24 development includes a corner sidewalk cafe at Thomas St. and Pontius Ave. The Alley 24 project includes streetscape improvements on Thomas St. befitting of a green street.

D. Alcyone Apartments Streetscape
The recently completed Alcyone development includes streetscape enhancements on Thomas St. on the north side of the street, to the west of Minor Ave. Streetscape elements of note include textured brick pavers in the landscaping zone, and extended planting beds with a variety of tree species and understory landscaping.

E. Immanuel Lutheran Church
Immanuel Lutheran Church at the corner of Thomas St. and Pontius Ave. is a human scale structure that lends character to the streetscape. There are no street trees or landscaping zone on the Thomas St. flank of the structure however.

F & H. Nearby Streetscape Improvements
Other streets in the Cascade neighborhood including Minor Ave. and Pontius Ave. have received streetscape investments. Thomas St. is one of several pedestrian friendly streets in Cascade that contribute to a desirable and livable district.

G. Cascade Park and P-Patch
Cascade Park, P-Patch and the Cascade People's Center are a cluster of community facilities at the heart of the Cascade neighborhood.

Existing Roadway Parameters
> Right of Way: 60'
> Sidewalks: 10'-12' total width
> Bicycle Facilities: In lane bicycle travel
> Street trees: few present in unimproved blocks
> Parking: on street parking both sides with high use rates
> Lighting: cobrahead streetlights only
> Current vehicle traffic: low volume, local circulation
> Projected vehicle traffic: no substantial change

Streetscape Design Principles - Cascade

An example of a tyes of activities appropriate for a festival street, on a roadway that is closed to through vehicle traffic for a special event. The block of Thomas St. between Pontius Ave. and Minor Ave. is identified as a location for a potential festival street.

> A Balanced Neighborhood Green Street

While the South Lake Union and Triangle areas call for a priority north side green promenade on Thomas St., the Cascade portion of the street should be a balanced neighborhood green street, with evenly allocated sidewalk space, parking and landscaping on both sides of the roadway.

> Complement Neighborhood Character and Recent Improvements

Existing street conditions and established neighborhood character mean less opportunity or need for change to Thomas St. in Cascade. New streetscape improvements should include moderate sidewalk widening of roughly 2' to bring total sidewalk width to at least 12' in all locations. Improvements should add specific enhancements such as curb bulbs at corners and alleys, extended landscaping beds, and pedestrian lighting. New improvements on remaining development sites should complement recent improvements made in other blocks in the area.

> Festival Street at Cascade Park

The block of Thomas St. between Minor Ave. and Pontius St. presents a strong opportunity for a festival street. Streetscape improvements here could add features to accommodate a festival street, such as removable bollards at Minor Ave. and Pontius St. as well as special gateway features in the crosswalk treatment at Minor Ave. and Pontius Ave.

> Sunlight on the Park

Streetscape design should enhance the edge of Cascade Park. In this case that means foregoing the addition of street trees on the north edge of Thomas St. adjacent to the park in favor of low level shrubs, perennials and groundcovers. This enables continued strong sun access onto the park and preserves vistas directly into the park and P-patch.

> Preserve and Protect existing Maple Trees

The row of existing maple trees near the corner of Minor Ave. E. add greatly to the street character. However, the sidewalk is narrow in the area and the landscaping beds at the base of the trees are undersized. Streetscape improvements in the block should take care to preserve the trees and expand the landscaping beds at their bases to enhance tree health.

> Targeted Green Stormwater Infrastructure (GSI)

GSI should be included on Thomas St. in specific locations. GSI can be incorporated into block-end landscaping beds that are recessed with inlets for stormwater from the street. Stormwater can be filtered and cleaned by appropriately selected plantings and shrubs. Targeted GSI on Thomas St. would be designed to tie back into the catchment system. One focus location for targeted GSI is the north side of the street adjacent to Cascade Park, as low growing vegetation would not block sun access onto the P-Patch.

Typical Preferred Street Section - Cascade

This typical roadway section is a guide for preferred dimensions for right-of-way improvements. Exact dimensions and configurations will vary depending on site specific conditions and opportunity.

Balanced Green Street

In the Cascade Neighborhood the Thomas St. Green St. is a traditional balanced green street design.

> Clear sidewalk path of travel - 6' minimum
> Landscaping zone - 6' expands to 13' at curb bulbs
> Green stormwater infrastructure - targeted block-end locations on the downhill side

Curb Bulbs

Generous curb-bulbs should be added at intersections and at alley intersections where feasible. Curb bulbs to the full 7' width of the parking lane help to expand the sidewalk zone and make the street feel narrower and more intimate.

Bicycles

Bicyclists will feel comfortable cycling within a travel lane on the slow-speed green street. Add large sharrow markings.

Parking

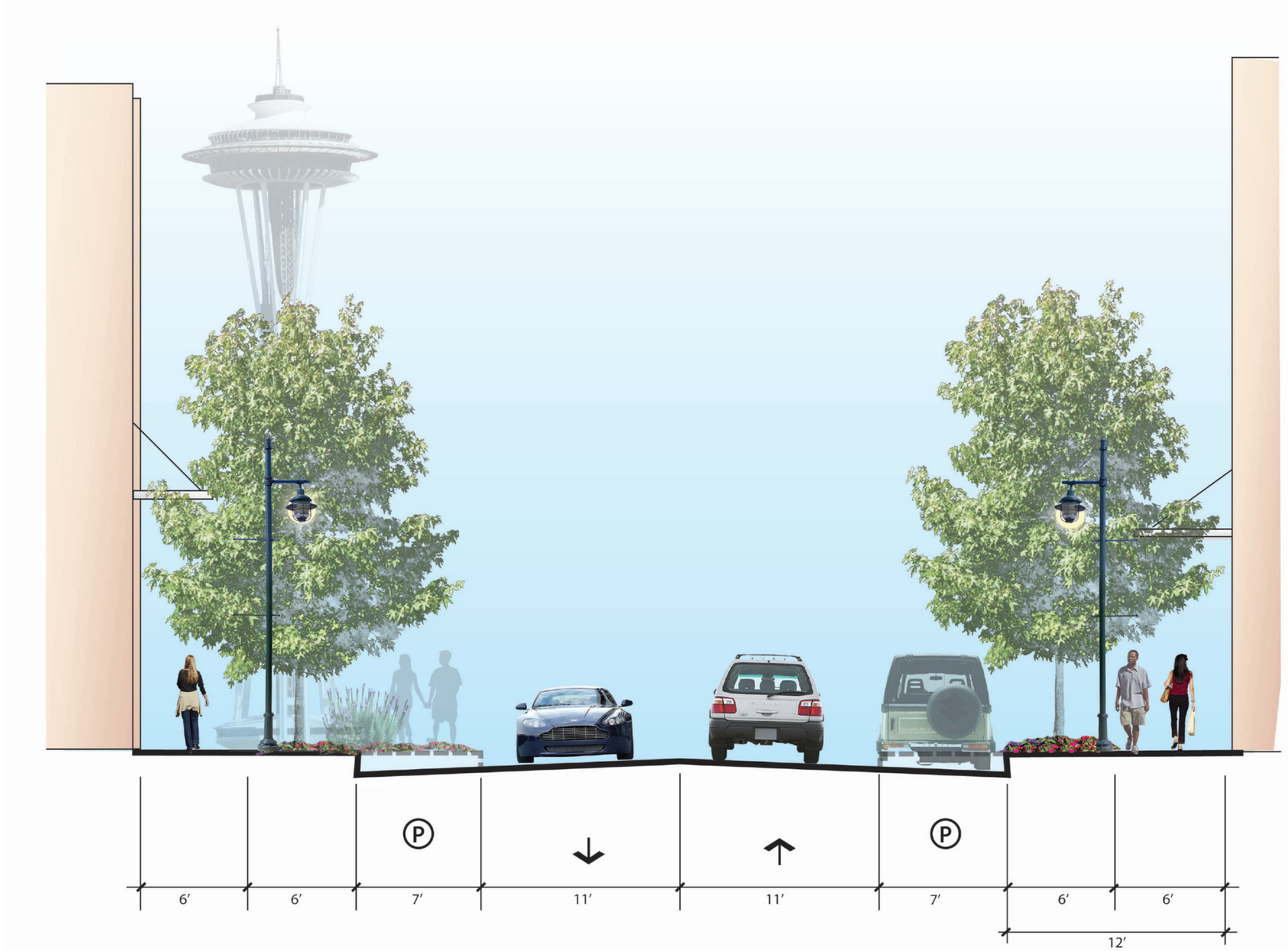
On-street parking is in high demand in Cascade with a high utilization rate. On-street parking will be retained on both sides of the street where curb bulbs are not present. Roughly 7' of width should be allocated.

Travel Lanes / Roadway Width

One travel lane in each direction. Travel lanes are 10'6" to 11' wide. Combined with on-street parking within a 7' width the street will have an intimate narrow feel that encourages slow-moving traffic.

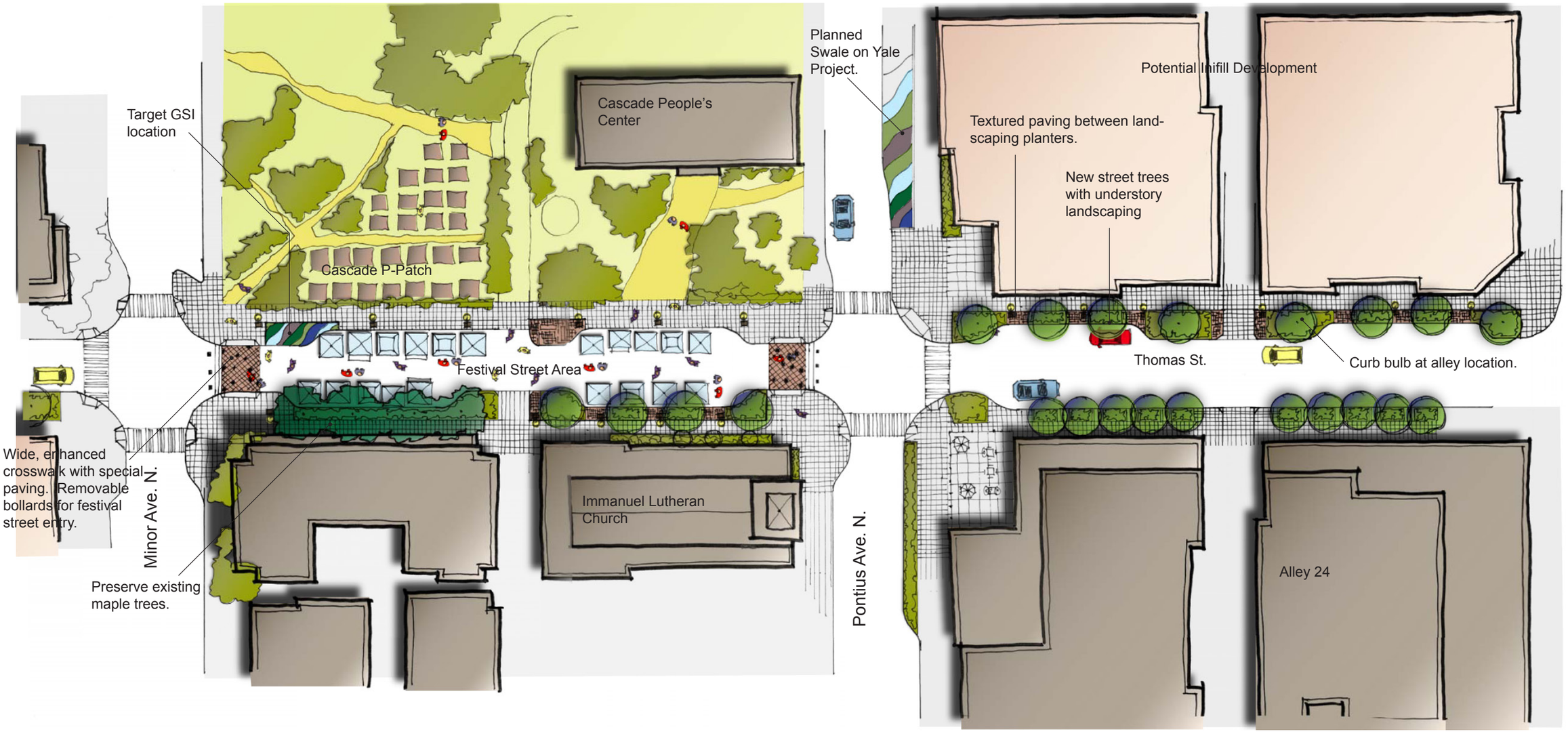
Pedestrian Lighting

Add stand-alone pedestrian lamps. The style should be evocative of South Lake Union's industrial heritage and should be consistent with the lamps installed on Terry Ave. N. The Lumec Harmonia series lamps with an M20M mounting and Z60A fixture is recommended.



Focus Area Concept - Cascade Park Edge

The concept explores improvements that complement existing neighborhood character and Cascade Park. The concept suggests conversion of Thomas St. between Minor Ave. and Pontius Ave. to a Festival Street during event times. Removable bollards and wide enhanced crosswalks at both Minor Ave. and Pontius Ave. could function as gateways to the festival street area. The presence of the Park/P-Patch, existing mature maple trees, and the attractive facade of the Lutheran Church make this an ideal location for a festival street conversion. Streetscape improvements on other blocks of Thomas St. would include additions of curb bulbs at both intersections and alley entrances where feasible, as well as modest 2' widening of the sidewalk zone.



Page left intentionally blank.

III. South Lake Union

Area Background / Overview

The South Lake Union portion of the study area is expected to undergo substantial change in coming years. Infill development sites as well as several major public infrastructure projects will affect the character of the area and the transportation pattern in the neighborhood.

Relationship to South Lake Union Urban Design Framework (UDF)

The South Lake Union UDF anticipates increased east-west connectivity and access along Thomas St. with the completion of the SR 99 / Alaskan Way Viaduct replacement project. The UDF calls for Thomas St. to create a strong green street character along the improved east-west connection, providing important non-motorized linkage between residential focus areas in Cascade and a future residential focus in the Denny Park area. The Thomas green street is also envisioned to provide a non motorized transportation link between major employers in the area.

Traffic Transition at Dexter Ave.

Reconfigurations of the roadways to provide access to and from the north portal of the future SR 99 deep bore tunnel affects Thomas St. in the South Lake Union area. An increased volume of vehicles is expected to use Thomas St. as a connector street. Upon completion of the project, Broad St. will terminate at Thomas St.. In addition, vehicles moving to and from portal on and off ramps will contribute to local traffic volumes in the area. Traffic increases on Thomas St. through South Lake Union must be balanced with green street features on this street. In keeping with expected traffic management in the area, the Thomas Green Concept Plan anticipates an important transition away from the north portal vicinity at Dexter Ave. N. Here the roadway section is proposed to tapered to provide an even wider green promenade on the north side of the street, and bicycle facilities are located within a slow-vehicle traffic roadway instead of dedicated lanes near the SR99 portal.

Thomas St. Reconfiguration

In the South Lake Union area the concept plan calls for reconfiguration of the roadway by moving the north curb line and replacing on street parking in most locations. Although enabled primarily by the SR 99 / Alaskan Way Viaduct replacement project, Thomas St. reconfiguration can occur incrementally in advance of SR 99 completion. Proactive Thomas green street improvements can be made on a block by block basis to mesh with future SR 99 related improvements. The curb line on the south side of the street is proposed to stay in its current location. Moving the north curb line outward enables the proposed green promenade.

Existing Conditions / Character and Influences

A. Infill Development Capacity - Fairview to Boren Block
This is a key block for future streetscape improvements, where future reuse of property is expected by the owners - the Seattle Times. Streetscape conditions are deteriorated, sidewalks are narrow, and there are no street trees or plantings in the block. The south side corner at Fairview includes a brick structure of historic value.

B & C. Infill Development Capacity - 9th Ave. to Dexter
Properties in the blocks between 9th Ave. and Dexter Ave. are candidates for future redevelopment. Streetscape and roadway conditions are deteriorated. There are few street trees and sidewalks are narrow. On-street parking located on both sides of the street has low current use.

D. Aged Sidewalks, Curbs, and Roadways
Pavement, curb and sidewalk conditions in blocks that have not undergone recent redevelopment are visibly aged. Brick runnels lining the gutter are a characteristic of the original street improvements in the area.

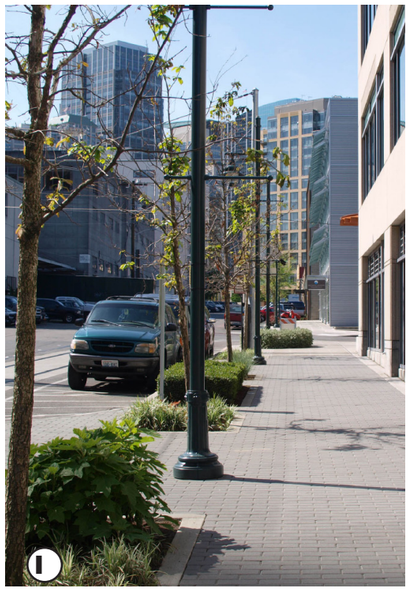
E. Major New Employers
Major new employers including the new Amazon.com headquarters are a driver of new pedestrian demand in the area.

F. Seattle Streetcar
The Seattle Streetcar runs for one block on Thomas St., between Westlake Ave. and Terry Ave. N.

G & H. Implemented Green Street Improvements
The block of Thomas St. between Westlake Ave. and Terry Ave. N. includes recent investment in green street improvements. Implemented features that can be emulated in future streetscape improvements on Thomas St. include use of textured brick pavers within the sidewalk, a specimen tree, and abundant landscaping and seating.

I. Terry Ave. N. Green Street Improvements
Terry Ave. N. has received substantial investment in green street improvements that are modeled after the Terry Ave. N. Streetscape Design Guidelines.

Existing Roadway Parameters
> Right of Way: 66’
> Sidewalks: 10’-12’ total width
> Street trees: few present in unimproved blocks
> Parking: on street parking both sides
> Lighting: cobrahead streetlights only
> Current vehicle traffic: low volume local street
> Projected vehicle traffic: increase to collector arterial levels after completion of the SR 99 / Alaskan Way Viaduct project



A concept rendering of the proposed north side green promenade.

Streetscape Design Principles - South Lake Union

> Green Promenade

The green promenade on Thomas St. would begin at the 5th Ave. N. intersection adjacent to Seattle Center and extend east through the Triangle and South Lake Union areas until Fairview Ave. The green promenade is a wide sidewalk with abundant plantings, and large distinctive trees, made possible by moving the curb line out substantially to accommodate a roughly 30' wide sidewalk zone on the north side of the street. The green promenade can accommodate sidewalk cafes, and other amenities.

> Consistency with Terry Ave. N.

The Terry Ave. N. Street Design Guidelines have shaped design and construction of several blocks of streetscape improvements on Terry Ave. N. completed in 2010. The improvements reference South Lake Union's history and set a well considered palette appropriate for walkable green streets throughout the area. Elements of the Terry Ave. N. streetscape design should be continued on Thomas St. Specifically, streetscape improvements should include pedestrian scale lighting, and the inclusion of textured brick or stone pavers or tightly scored concrete in the landscaping zone.

> Coordinate with Zoning Incentives

The proposed 'green promenade' requires substantial change to the streetscape in this area. Incentive zoning tools in South Lake Union could allow new developments to participate in the program by constructing sections of the Thomas St. green promenade.

> Targeted Green Stormwater Infrastructure

GSI should be included on Thomas St. in specific target locations. GSI can be incorporated into block-end landscaping beds that are recessed with inlets for stormwater from the street. Stormwater can be filtered and cleaned by appropriately selected plantings and shrubs. GSI facilities on Thomas St. would be designed to overflow to the existing catchment system. Focused locations for potential targeted GSI in the South Lake Union area include:

> Northeast corner at Boren Ave. N.
> Northwest corner of 8th Ave. N.
> Northwest corner of 9th Ave. N.

> Specimen Trees as Distinctive Element

A rhythm of special, distinctive large trees should be included within the green promenade. One distinctive tree each half block should be interspersed within the row of more uniform tree plantings. The unusually wide landscaping zone enables a broader variety of trees to thrive than the typical street environment. Distinctive trees should vary along the green promenade to provide interest and discovery akin to a linear arboretum.

> Denny Park North Residential Enclave

The South Lake Union Urban Design Framework envisions a new residential enclave extending from Denny Park north along 8th Ave. N. Streetscape improvements to Thomas St. should mesh with a shared street or woonerf concept at the 8th Ave. N. intersection.

> Lake to Bay Loop

The planned Lake to Bay Loop is located on Thomas St. between 5th Ave. N. and Terry Ave. N. The green promenade should be the primary route and location for the Lake to Bay Loop for this stretch. Wayfinding signage and identification for the Lake to Bay Loop should be carefully integrated within the sidewalk zone. Specific opportunity locations for Lake to Bay identification and signage include:

> Dexter Ave. Intersection
> Terry Ave. N. Intersection

Typical Preferred Street Section - South Lake Union

This typical roadway section is a guide for preferred dimensions for right-of-way improvements. Exact dimensions and configurations will vary depending on site specific conditions and opportunity.

Green Promenade
Create a north side sidewalk in the 30'-32' range. The north curbline is moved to expand the sidewalk with roadway reconfiguration.

> Option for sidewalk cafes - 4' wide or greater
> Clear sidewalk path of travel - 10' minimum
> Landscaping zone - up to 16' (15' 6" inches shown)
> Curb edge 'walk off zone' - 18"
> Specimen trees - one per half block
> Green stormwater infrastructure - targeted block-end locations

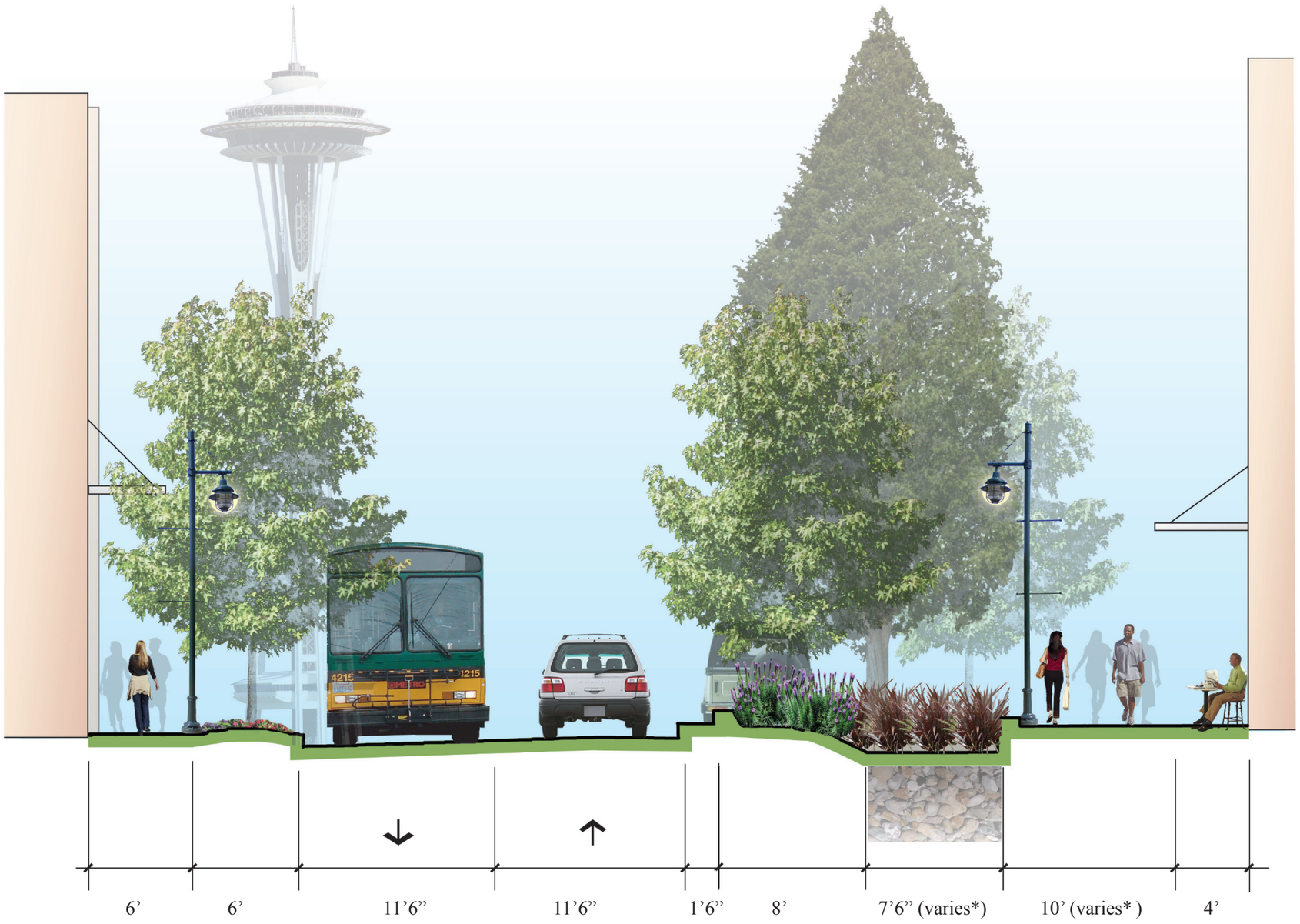
South Side Sidewalk
Curb line remains in the existing location. Regular tree pits with understory landscaping are added within a 6' landscaping zone.

Bicycles
Cyclists will have two options. Experienced bicyclists will feel comfortable riding within a travel lane on what will be a slow-speed green street. Recreational or novice cyclists are encouraged to ride at slow speeds within the green promenade. The wide sidewalk width and substantial buffer should function as an informal buffered cycle track. Designers have the option to reduce the width of the landscaping zone on the sidewalk side, to further accommodate novice cyclists in an informal cycle track configuration.

Parking
On-street parking is located on the north side of the street in select load/unload or pickup/dropoff locations only.

Travel Lanes / Roadway Width
One travel lane in each direction. Travel lanes are 11'6" to 121 in order to accommodate potential transit (bus, or possible future streetcar).

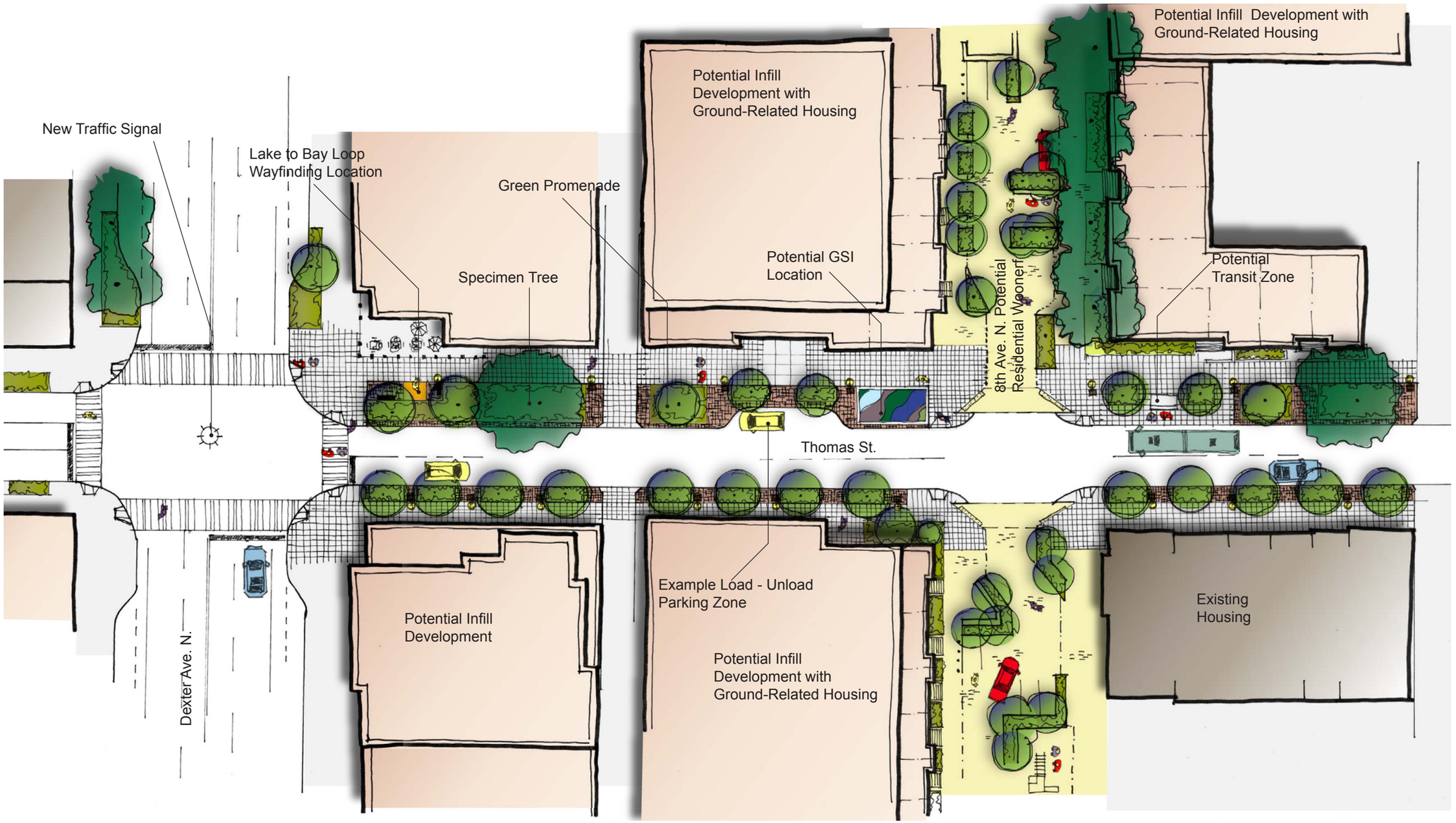
Pedestrian Lighting
Add stand-alone pedestrian lamps. The style should be evocative of South Lake Union's industrial heritage and should be consistent with the lamps installed on Terry Ave. N.



* The width of these zones would vary based on site specific conditions. Inclusion of swales or GSI features would depend on site specific investigations and would be subject to review by Seattle Public Utilities (SPU).

Focus Area Concept - 8th Ave. N. Intersection

The concept explores streetscape improvements in the proposed residential enclave for the north Denny Park vicinity. The Thomas St. green promenade is a prominent element with a distinctive north side sidewalk up to 30' wide. Specimen trees are included in each half block, and there is abundant planting in the landscaping zone. Green stormwater infrastructure is in targeted locations, and the intersection with Dexter Ave. is a focus location for Lake to Bay wayfinding and identification. The woonerf street design concept envisioned for 8th Ave. N. is integrated with Thomas St. streetscape improvements. The potential curbless shared street character of 8th Ave. N. would taper to a more traditional green street configuration on Thomas St.



Focus Area Concept - Boren Ave. to Fairview Ave.

The concept illustrates the green promenade with potential infill development in the block. A broad north side sidewalk in the 30' wide range is shown. Abundant landscaping and a specimen tree in each half block are included. Special textured pavers consistent with Terry Ave. N. and the neighborhood's industrial heritage are an important element within the extended sidewalk zone.

For traffic management purposes, a left hand turn pocket at the intersection with Fairview Ave. will be required. Fairview Ave. is a major arterial roadway, and a substantial number of turning movements from Thomas St. onto Fairview are expected by transportation planners upon completion of the SR99 / Alaskan Way Viaduct project.

The Triangle

Area Background / Overview

The Triangle is a part of the Uptown Urban Center and refers to the area bounded by Denny Way, Broad Street, and Dexter Ave. N. for the purposes of this study. The Triangle is the area that will change most significantly with the SR 99 / Alaskan Way Viaduct project and has strong potential for becoming a more livable part of the Urban Center.

Uptown Triangle Charette

In May of 2010, the Uptown Alliance in partnership withe the American Architectural Foundation conducted a design charette to identify opportunities in the area. The design charette focused extensively on street character, and made specific recommendations for Thomas St. The charette recommended Thomas St. become a neighborhood commercial center within The Triangle, or a 'Fressgasse' where restaurants and services would be concentrated. The location of Thomas St. in relationship to Seattle Center as well as the new Bill and Melinda Gates Foundation headquarters positions it to be a provider of support commercial services. The Concept Plan reflects many of the ideas expressed in the Uptown Triangle design charette.

North Portal Roadway Reconfigurations

One affect of the planned north portal of the SR 99 / Alaskan Way Viaduct replacement project on the Triangle area is removal of Broad Street as a roadway between 5th Ave. N. and Mercer St. This roadway will no longer carry vehicles, but will likely remain in City ownership due to the presence of utility lines and other factors. Removal of a portion of the Broad Street roadway provides great opportunity for reuse of the space. It also means that an increased proportion of the current northbound vehicle traffic on Broad St. will route into the Triangle and South Lake Union. The roadway section (one lane of vehicle travel in each direction and dedicated bicycle lanes in this section) depicted in the Concept Plan is consistent with the north portal design guidelines and improvements being implemented with the SR99/ Alaskan Way Viaduct replacement.

Existing Conditions / Character and Influences

A. Infill Development & City Light Substation
This area has major opportunities for infill development and property reuse of privately held parcels primarily on the south side of Thomas St. On the north side of the street, the Seattle City Light substation occupies two blocks and has a strong presence. The future SR99 tunnel facility will include a tunnel operations structure on the north side of the street as well.

B. Aurora Ave. N. Barrier
The reconnection of the street grid across Aurora Ave. N. will have a major impact in the Triangle. Currently the area suffers from difficult access for pedestrians and vehicles.

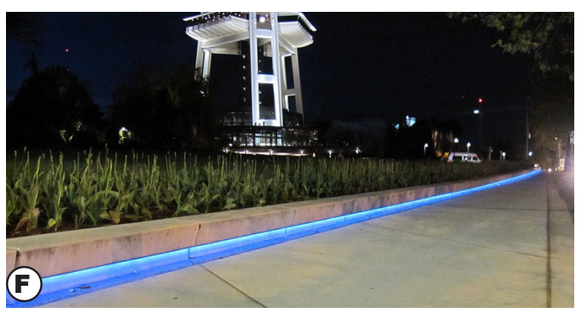
C. Thomas. St. / 5th Ave. N. / Broad St. Intersection
The intersection at 5th Ave. N. and Broad St. is an important entry point to Seattle Center. It can be improved as a crossing for pedestrians. The Seattle Center Century 21 Master Plan calls for enhancement of this entry.

D. Nearby Green Street Improvement
Taylor Ave. N. within the Triangle area received a substantial recent green street investment, incorporating the use of GSI, with adjacent private development.

E. Approach to Seattle Center
Approach to Seattle Center on Thomas St. near the 5th Ave. intersection has commanding views of the Space Needle and the Experience Music Project (EMP).

F & G. Seattle Center Edges
Broad Street Green, located to the southwest of Thomas St. along Broad St. is a recent improvement at the edge of the Seattle Center campus. Counterbalance Park on the northwest shoulder of Seattle Center in Uptown is another recently improved public space. Both employ lighting and reference design cues from the Seattle Center campus.

Existing Streetscape Conditions
> Right of Way: 66’
> Sidewalks: ~12’
> Bicycle Facilities: None
> Street trees: Few present in a majority of the blocks
> Parking: Pay to Park, parallel on street parking
> Lighting: Cobrahead street lamps only
> Current vehicle traffic: Low, local roadway levels due to limited access and few destinations
> Projected vehicle traffic: Increased to collector arterial levels due to improved access and roadway reconfigurations



A concept rendering of possible public space at the intersection of 5th Ave. N. and Thomas St. that would have commanding views to the Space Needle and Experience Music Project (EMP). The location can include future Lake to Bay Loop wayfinding.

Streetscape Design Principles - The Triangle

> Support Services Corridor

The Uptown Triangle Charette envisioned Thomas St. as a future support services corridor - to the Seattle Center and the nearby major employers. Of the three streets reconnecting across the grid, Thomas St. was recognized as having the most potential for a vibrant commercial street character in this area. The Concept Plan encourages a voluntary building setback for new development on the south side of the street to make ample room for sidewalk cafes, and street-facing retail. Such business support corridor would be framed by commanding views of Seattle Center's Space Needle and Experience Music Project.

> Blend the Seattle Center Edge

Changes prompted by the SR 99 project's north portal provide strong opportunity to enhance relationships with the Seattle Center. Already the Uptown neighborhood is seeing the influence of Seattle Center inspired design cues in recent improvements at the edges of the Center such as Counterbalance Park and the Broad Street Green. The intersection of Thomas St. and 5th Ave. N. with reconfigurations can be enhanced with public realm spaces that enhance the link to Seattle Center's edge. Design of open spaces and streetscape elements should take cues from recent projects, including creative lighting and seat wall elements. The pedestrian crossing of 5th Ave. should be dramatically improved for safety and ease of pedestrian access to the center with a wide crosswalk.

> Capitalize on Broad St. Remnants

Removal of the portion of Broad St. north of 5th Ave. has important implications for the public realm. Reuse of the Broad St. roadway and the other repurposed pieces of land near the north portal could form a chain of open spaces and pedestrian accesses. Vehicle access to the reused section of Broad St. should be limited with the primary local vehicle circulation to adjacent properties occurring through north south alleys or existing Taylor Ave. The Broad St. space could be reclaimed as a green space that has a relationship and management link with potential redevelopment of private properties in the area.

> Explore Improved Substation Screening

The City Light electrical substation spans two blocks on the north side of Thomas St. in this area. Screening can be improved to contribute to the green street corridor, and to enhance the approach to Seattle Center. Concepts for improved substation screening could include color and light consistent with the idea to blend the Seattle Center Edge.

> Green Promenade

The green promenade would begin at the 5th Ave. N. Intersection adjacent to Seattle Center and extend east through the Triangle and South Lake Union areas until Fairview Ave. The green promenade is a wide sidewalk, with abundant plantings and large distinctive trees, made possible by moving the curb line out substantially to accommodate a roughly 20' wide sidewalk zone on the north side of the street in this area.

> Dedicated Bicycle Lanes Near the SR99 Portal

Dedicated (striped) bicycle lanes are recommended for the portion of Thomas St. in the Triangle. Dedicated lanes are recommended here because traffic volumes for vehicle movements to and from the SR99 portal and other arterial roadways such as 5th Ave. N. are higher than in other sections of the study area. Bicyclists will benefit from separation from vehicle traffic in this location.

> Specimen Trees as Distinctive Element

A rhythm of distinctive large trees should be included within the green promenade. One specimen tree each half block should be interspersed within the row of more uniform tree plantings. The wide landscaping zone enables a broader variety of trees to thrive than a typical street environment. Distinctive trees should vary along the green promenade to provide interest and discovery akin to a linear arboretum.

> Lake to Bay Loop

The planned Lake to Bay Loop is located on Thomas St. between 5th Ave. N. and Terry Ave. N. The green promenade should be the primary route and location for the Lake to Bay loop for this stretch. Wayfinding signage and identification for the Lake to Bay Loop should be carefully integrated within the sidewalk zone. The 5th Ave. N. intersection is a specific opportunity locations for Lake to Bay identification and signage.

Typical Preferred Street Section - The Triangle

This typical roadway section is a guide for preferred dimensions for right-of-way improvements. Exact dimensions and configurations will vary depending on site specific conditions and opportunity.

Green Promenade
North side sidewalk in the range of 20' wide . The north curbline is moved to expand the sidewalk with roadway reconfiguration.

> Clear sidewalk path of travel - approximately 10'
> Landscape / amenity zone - approximately 12'
> Specimen trees - one per half block
> Green stormwater infrastructure - targeted block-end locations

South Side - Voluntary Setback for Cafes and Services
At the time redevelopment occurs property owners are encouraged to provide a voluntary setback for locating sidewalk cafes and services with commanding views into Seattle Center.

Bicycles Lanes
5' bicycle lanes are recommended for this portion of the study area. Bicyclists will benefit from separation from vehicle traffic in this location due to higher traffic volumes nearby the SR99 portal.

Parking
On-street parking is removed from Thomas St. in most locations. Angled on-street parking should be preserved on adjacent blocks of Taylor Ave. N. to provide short term parking for businesses.

Travel Lanes / Roadway Width
One travel lane is preserved in each direction. Travel lanes are 11' in order to accommodate a variety of types of vehicles.

Pedestrian Lighting
Stand alone pedestrian lamps should be added. Style should be a continuation of the style recommended for the South Lake Union area, modeled after those installed on Terry Ave. N.

Electrical Substation Screening
Potential upgrades to electrical substation screening are adjacent to the green promenade. Enhancement of substation screening in the green promenade is especially important in light of the future transit riders accessing Seattle Center from the planned transit station nearby on Aurora Ave. north. Screening improvements could include vegetated walls or artwork.

Focus Area Concept
Thomas St. and 5th Ave. N. Intersection

The concept focuses on public realm spaces at the intersection of Thomas St. and 5th Ave. N. Design of a potential plaza should reference Seattle Center and provide a strong visual link to the campus. Public space on the former Broad St. roadway area would have commanding views to the Space Needle and EMP. The crossing of 5th Ave. to Seattle Center should be enhanced with a wide and highly visible crosswalks. Other portions of Broad St. can be reclaimed as a network of open spaces that have a strong relationship to potential infill development projects. Reuse of the right of way would depend on a property disposition process and interest by adjacent property owners. To provide a retail support service corridor on Thomas St. potential infill buildings on the south side of Thomas St. are encouraged to include a voluntary building setback to support cafes and vibrant retail spaces.

Page left intentionally blank.

V. Uptown

Area Background / Overview

The Uptown portion of the study area is separated from the remainder of the corridor by the Seattle Center. The character and function of this portion of Thomas St. is different than the other areas. The road is a narrow local street with many characteristics that contribute to a green street. Several infill development sites are located along Thomas St. in this area, but no substantial change to roadway configuration or transportation pattern is expected. A mix of existing offices and lowrise multifamily buildings populates this established neighborhood.

W. Thomas St. Pedestrian Overpass

An important planned project for this portion of the study area is the W. Thomas St. pedestrian overpass. The overpass will span busy Elliott Ave. W. and the railway tracks, providing a direct pedestrian link to Myrtle Edwards Park and the Elliott Bay waterfront. The pedestrian overpass is also the route for the Lake to Bay Loop to enter the Uptown neighborhood.

Relationship to the Uptown Urban Center

The study area portion of Thomas St. is central within Uptown Queen Anne. Design Guidelines for Uptown Queen Anne emphasize the residential character of this portion of Thomas St. A number of handsome turn of the century brick apartment structures are located here. Many local streets in the vicinity already include wide planting strip between curb and sidewalk that provide green space for nearby residents.. The Uptown Design guidelines call for a continuation of this pattern, referring to the area as the 'Uptown Park Character Area'. The Thomas Green Street Concept Plan encourages enhancement of the Uptown Park character.

Existing Conditions / Character and Influences

A. Typical Existing Roadway Section
Most blocks of Thomas St. in Uptown feature an existing planting strip, and well used on street parking. The roadway width for two-way vehicle travel is a narrow ~20' feet when street parking is occupied.

B. Infill Development Capacity
Queen Anne Ave. N to 1st Ave. N. Block
The block of Thomas St. between Queen Anne Ave. N. and 1st Ave. N. is a key block for potential infill development. Surface parking lots are present on both sides of the street. No street trees or streetscape plantings are currently in place.

C. Approach to Pedestrian Overpass
Thomas St. will be the approach to the pedestrian overpass to Myrtle Edwards Park. Treatment of the landing of the overpass is an opportunity for enhancement.

D & E. Seattle Center Loading Area
The blocks of Thomas St. to the east of 1st Ave. N. provide important loading and access function for Seattle Center. The blocks also include mature London Plane trees which should be preserved. These blocks will continue to have a priority for Seattle Center related access and loading.

F. Seattle Center Functions - Skate Park
The edge of Seattle Center at W. Thomas St. includes a number of family and youth functions, such as the skate park and nearby entry to the Pacific Science Center. Many visitors to the center approach from the entry at W. Thomas St.

G & H. Uptown Park Streetscape Character
These are examples of broad planting strips and a residential character befitting of the 'Uptown Park' area on other streets in the district. A band of landscaping is frequently included adjacent to the building as well as between sidewalk and curb creating a park-like feel.

Existing Roadway Parameters
> Right of Way: 60'
> Sidewalks: 12'-16' total width
> Street trees: few present in unimproved blocks
> Parking: on street parking both sides, high use rate
> Lighting: cobrahead streetlights only
> Current vehicle traffic: low volume local street
> Projected vehicle traffic: no substantial change expected

Streetscape Design Principles - Uptown

> A Balanced Neighborhood Green Street

The Uptown portion of the Thomas Green Street should be a balanced neighborhood green street, with evenly allocated sidewalk space, parking and landscaping on both sides of the roadway.

> Complement 'Uptown Park' Neighborhood Character

New streetscape improvements should include a broad planting strip between curb and sidewalk in the range of 8' wide. Additionally, a band of landscaping is encouraged adjacent to buildings to provide a park-like character with plantings on each side of the sidewalk. Add specific enhancements such as curb bulbs at corners and at alleys where possible to enhance the green street. Planting beds should be abundantly landscaped with perennial planting with high visual interest.

> Pedestrian Overpass Landing

The landing of the pedestrian overpass to Myrtle Edwards Park near the intersection of Thomas St. and 3rd Ave. W. is an opportunity for improvement.

> Seattle Center Access and Loading

The blocks east of 1st Ave. N. leading up to Seattle Center should remain a priority for Center related load and unloading functions. Large and mature London Plane trees give this stretch of the roadway a pleasant character and ample canopy.

> Specimen Trees as Distinctive Element

A rhythm of distinctive large trees should be included within the planting zone where feasible. One specimen tree each half block should be interspersed within the row of more uniform tree plantings. Distinctive trees should vary along the green street, providing a link with the Thomas Green Street in other portions of the study area.

Typical Preferred Street Section - Uptown

This typical roadway section is a guide for preferred dimensions for right-of-way improvements. Exact dimensions and configurations will vary depending on site specific conditions and opportunity.

Balanced Green Street
In the Uptown neighborhood the Thomas St. Green St. is a traditional balanced green street design.

> Clear sidewalk path of travel - 8' minimum
> Landscaping zone - 8' expands to 15' at curb bulbs
> On street parking
> Narrow ~20' two-way vehicle travel lane

Curb Bulbs
Generous curb-bulbs should be added at intersections and at alley intersections where feasible. Curb bulbs to the full 7' width of the parking lane help to expand the sidewalk zone and make the street feel narrower and more intimate.

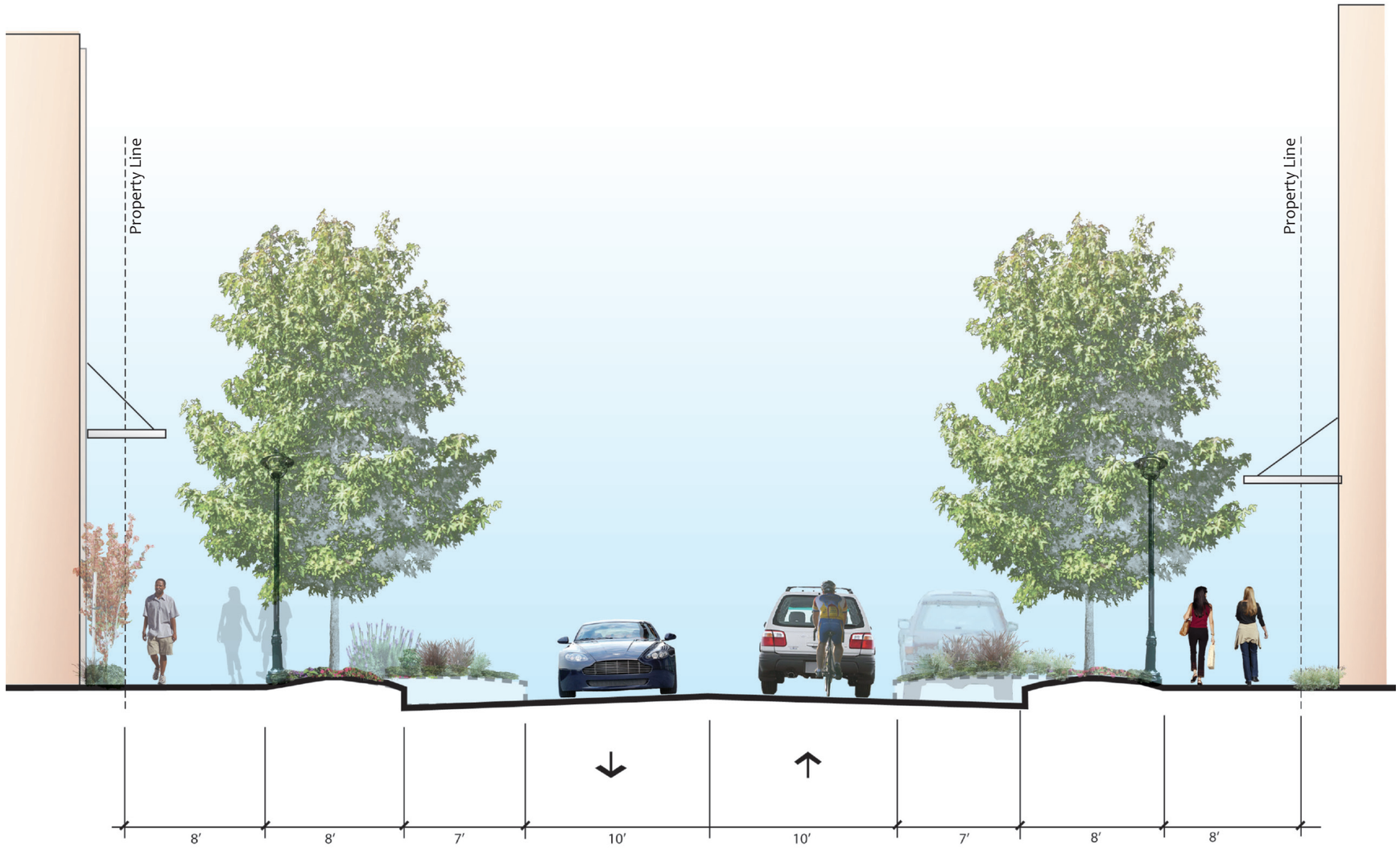
Landscaping Zone
A broad 8' planting strip between sidewalk and curb is important to the green street character, and for consistency with the Uptown Park character. A band of landscaping adjacent to the building edge is also encouraged to provide green space on both sides of the sidewalk for a park-like feel.

Bicycles
Cyclists will feel comfortable cycling within a travel lane on the slow-speed green street. Add large sharrow markings.

Parking
On-street parking is in demand in Uptown with a high utilization rate. On-street parking will be retained on both sides of the street where curb bulbs are not present. Roughly 7' of width should be allocated.

Travel Lanes / Roadway Width
One vehicle travel lane in each direction. Travel lanes are as narrow as 10' in width or a 20' shared two-way drive lane. The street will have an intimate narrow feel that encourages slow-moving vehicle traffic.

Pedestrian Lighting
Add stand-alone pedestrian lamps. The style should be a stand alone fixture on a single pole. A more compact (non-mast-arm) style is appropriate in Uptown. The LUMEC Z11 or Z15 fixtures, preapproved by City Light, or similar are recommended for the Uptown area.



Focus Area Concept
Thomas St. at Pedestrian Overpass

The concept focuses on the landing of the W. Thomas St. pedestrian overpass and it's connection with the start of the Thomas Green Street. The small triangle next to 3rd Ave. W. could be an improved public realm space with a strong connection to infill development. Although a stairtower access to the overpass from the triangle is not included in initial construction of the overpass, a stairtower could be added here at a later time. With infill development, the triangle area including the short leg of 3rd Ave. W. could be improved as a plaza or public shared space. This would create a focal point at an important junction in the Lake to Bay Loop. Such an improvement would also slow the flow of vehicle movements travelling north on 3rd Ave. W.