

Denny Way

Streetscape Concept Plan

Plan drafted in July 2009; Finalized in October 2013

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The Denny Way Streetscape Concept Plan was developed between April and December of 2008 but was not finalized. The plan was updated in 2103 to reflect current conditions and was adopted in October 2013. The Study considers the Denny Way corridor from Western Avenue to Melrose Avenue. The Streetscape Concept Plan provides an urban design strategy for improving the Denny Way corridor. 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.

Purpose

The Denny Way Streetscape Concept Plan is a part of the greater Center City Strategy. Seattle is placing a high priority on enhancing the livability of downtown Seattle as development intensity increases. Streetscape Concept Plans are being prepared for a number of designated Green Streets and key Center City corridors in Seattle.

The purpose of a Streetscape Concept Plan is to identify a set of preferred urban design improvements and treatments that can be implemented either in conjunction with new development, or through direct public or private capital investment. Streetscape Concept Plans can be adopted into Seattle's Right of Way Improvement Manual. Implementation of Streetscape Concept Plans is mostly voluntary, but the plans represent an already reviewed design concept, which may streamline implementation.

Problem Statement

Denny Way is one of Seattle's busiest arterial streets. It is one of few east-west connectors in the greater center city. Denny Way is also at the intersection of two of the City's street grids, creating many odd angles. The roadway has a narrow right of way of just 66 feet. For many years Denny Way has served as a northern edge, or boundary to Downtown. The street is generally regarded as a divider between Belltown, Uptown, South Lake Union and the Denny Triangle neighborhoods.

Center City Seattle is evolving. Today high density development in the character of downtown is expanding to the north to include South Lake Union, the Denny Triangle and Uptown. Many significant infill developments in the Denny Way corridor are underway. Despite the street's important transportation function and critical center city location, Denny Way has received few if any urban design treatments and upgrades. Denny Way is generally regarded as one of Seattle's least pleasant streets. Comments during the stakeholder process were consistent - that Denny Way is difficult to cross, unpleasant to walk along, is loud, and has a poor visual quality.

Process

To create this report, a series of Stakeholder working groups were held. Stakeholders assisted the City with input, creative ideas, and shared information about unique conditions near their properties. Stakeholders consisted of business and property owners, representatives of neighborhood groups, and contacts from various government agencies.

Stakeholders Included:

Cornish College of the Arts
Seattle Times
Archstone Properties
1200 Stewart Design Team
Seattle City Light
SDOT
King County Metro Transit
Seattle Center
Belltown Community
Uptown Community
Clise Properties Inc.
Archstone Properties
Vulcan

Meetings Included:

April 25, 2008 - Walking Tour
July 10, 2008 - Stakeholder Workshop
July 17, Seattle Design Commission
Interview Sessions
August 20, 2008 - Stakeholder Workshop
Agency Review



Background & Data Collection

A wide range of data and background information was collected and analyzed by the design team. The background data was compiled in a PowerPoint presentation for display to stakeholders. Topics of research included:

- Traffic Function and Volume
- Pedestrian Use
- Physical Characteristics of the Street System
- Green Street Locations
- Current and Pending Zoning Designations
- Planned and Pending Development Projects
- Transit Operations
- Review of Past Plans and Studies

All recommendations and proposals in this report rely on the background data, though the data is not reproduced in this document.

Denny Way is located within Center City Seattle. It is at the boundary or edge of several Center City neighborhoods. Denny Way is one of few direct east-west connections.



Images of Denny Way

This image displays typical crossing and sidewalk configuration at the Denny Way / Dexter Ave. intersection. Sidewalks are narrow, and trees and plantings are sparse. The intersection of Denny Way and Dexter Ave. is one of several important signalized intersections in the corridor. None have special crosswalk or urban design treatments.



Looking across Denny Way from Denny Park, the 8th Ave. right of way is extremely wide with little traffic. This is one of several opportunities for greening at angled intersections onto Denny. The crossing distance for pedestrians is too far.



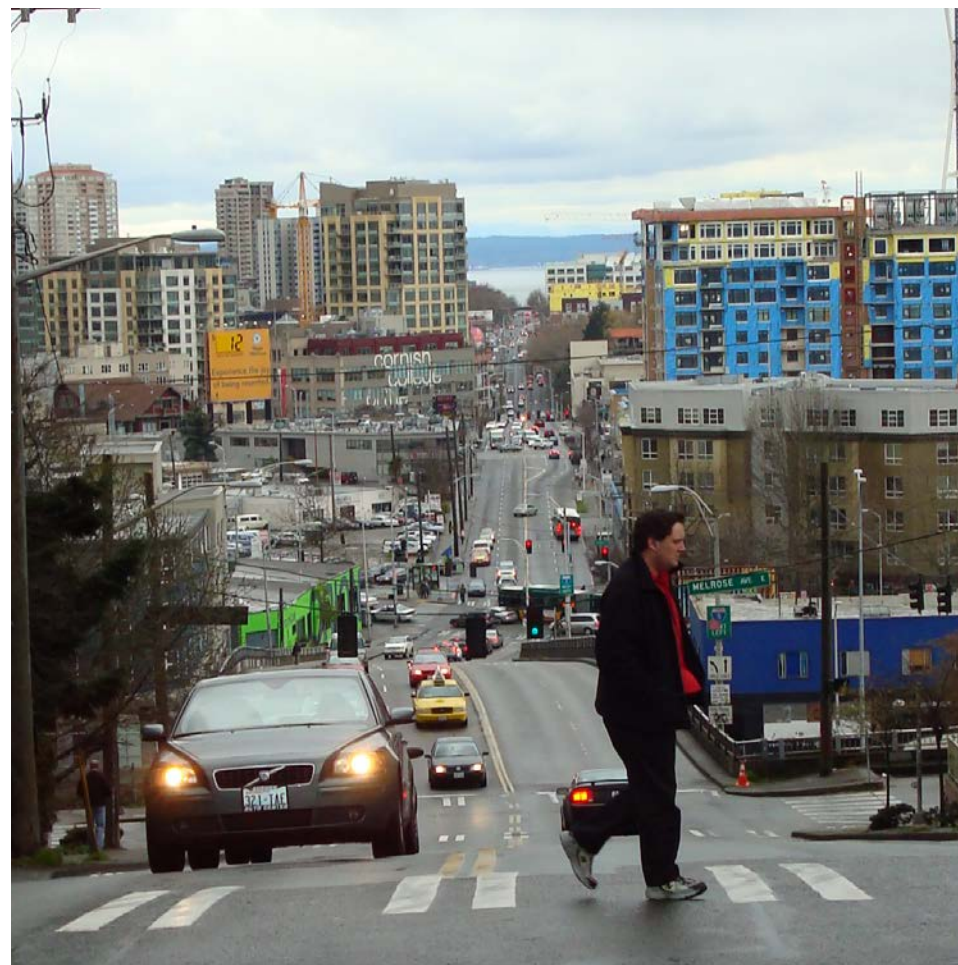
At the grid shift on the south side of the street, there are several odd angled intersections. Crossings for pedestrians are long, and traffic organization can be improved. This example at Lenora Street shows movements by two turning vehicles, with pedestrians in the crossing. Pedestrians must effectively cross two streets to walk along Denny Way.



There are six signalized crossings of Denny between Aurora Ave. and I-5. Both vehicles and pedestrians cross at high volumes in these select locations, including Fairview Ave. shown below.



This view looks west along the Denny Way corridor from Capitol Hill at the edge of the study area. New developments visible in the image, will increase pedestrian volumes in the corridor. The narrow 66' right of way carries two eastbound and two westbound lanes of traffic in most locations along the corridor.



This good example of sidewalk treatment is the Denny Way frontage at the new 2200 Westlake building. Sidewalk treatments that provide an ample pedestrian clear zone of 7' or more, plus a consistent landscape zone buffer for pedestrians are preferred features.



Assumptions & Principles

Denny Way is one component of a complex Seattle transportation system. The Streetscape Concept Plan suggests improvements within this framework. A series of assumptions about the future of Denny Way were necessary. With the assumptions, the design team considered a set of guiding principles for improvement. The assumptions and principles lead to a strategy for how the corridor may be improved.

Roadway Configuration

It is assumed that travel lanes on Denny Way will continue in their current format. No dramatic roadway reconfigurations were studied or proposed. This is consistent with Seattle's ongoing Urban Mobility Plan, a system-wide transportation study related to viaduct and seawall replacement. No reconfiguration of Denny Way was proposed in the Urban Mobility Alternatives, or the preferred Viaduct replacement outlined by elected officials in January, 2009. It is assumed that Denny Way will continue as a Regional Connector street with high traffic volumes in the 30,000 ADT range.

Denny Way is configured with two eastbound and two westbound travel lanes with center turn pockets at major intersections, and limited lefthand turning movements. The base right of way width is 66'.

Pedestrians

It is assumed that pedestrian crossings of Denny between neighborhoods, and east-west connections for pedestrians along Denny Way will both be increasingly important. Currently Denny Way is a challenging and uncomfortable street for pedestrians. A key principle is to seek dramatic improvements to the pedestrian environment in the Denny Corridor for pedestrians of all abilities.

Bicycles

Denny Way is a major east-west connector for vehicles. However due to roadway constraints and characteristics as a Regional Connector, Denny Way is not a preferred street for bicycle use. The principle embraced is to pursue safe alternative east-west bicycle connections off of Denny Way.

Transit

Several important transit functions occur in the Denny Way corridor, and these are assumed to continue. King County Metro Transit runs several buses on Denny in the Uptown section of the roadway, and one bus, the number 8, for the length of Denny up to Capitol Hill. Perhaps the most important transit issue is the routing of numerous buses crossing Denny, at available signalized intersections. All bus stops on Denny Way are in-lane stops.

Placemaking

The following principles offer strategies to make Denny Way a more pleasant place:

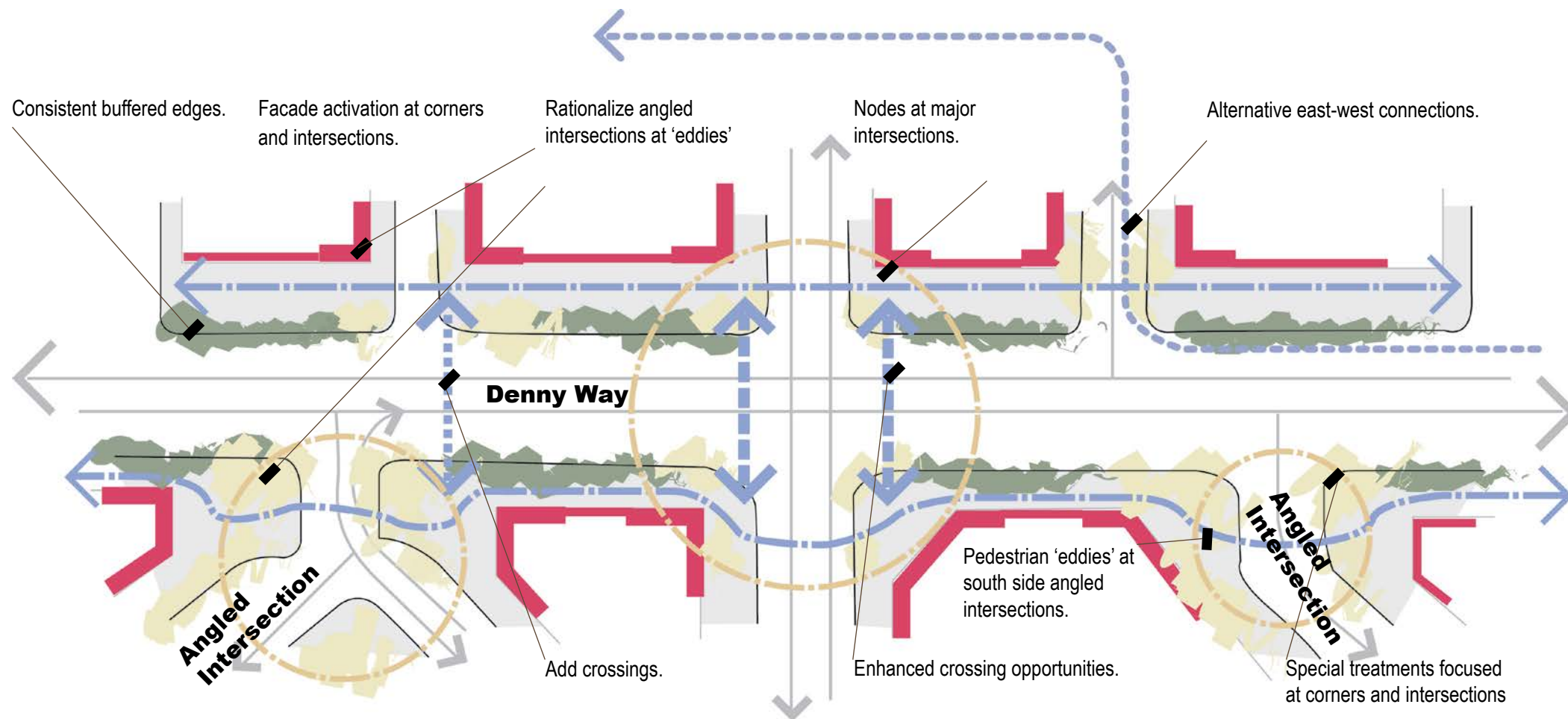
Design Continuity - No single 'branded' identity is proposed for Denny Way. Instead design elements on the street should associate with adjacent neighborhoods.

Pedestrian Amenity - Pedestrian 'eddies' (minor pockets of pedestrian amenity tucked slightly away from the main traffic flow of Denny Way) can be created at angled intersections on the south side of the street, and at existing signalized intersections. These places should receive priority for special streetscape and urban design features.

Facade Activation and Entries - Where possible, focus facade activation (such as transparency, and retail activity) and building entries at eddies and intersections.

Consistent Buffered Edge - Create a consistent buffered edge to the street to enhance the pedestrian experience, visual quality, and to facilitate traffic flow. A consistent buffered edge can be achieved with the treatment of the landscaping zone. (See Preferred Street Section pg. 13 for detail.)

Grid Reconnection - This plan incorporates nearby opportunities to reconnect the street grid that will be associated with the Alaskan Way Viaduct / Seawall replacement. Opportunities for enhanced east - west connections on Thomas and Harrison St. are reflected in this plan.



Design Principles Diagram

The concept diagram shows general improvement principles suggested to carry through the corridor as a whole.

Improvement Actions

Specific actions to make Denny Way a better street for all users are organized in seven categories and keyed to the illustrated conceptual plan. Actions A, B, C, and D focus on improving the pedestrian safety, comfort, and experience adjacent to the entire Denny Way corridor. Action E address important and complementary opportunities to improve Denny Park. Action F reinforces the importance of specific complementary improvements on adjacent streets. Lastly, action G lists specific design concepts that could be associated with the redevelopment of adjacent sites.

A - Upgrade Streetscape Adjacent to New Development

Numerous places along the corridor where development occurs adjacent to Denny. Upgrade streetscapes with preferred configuration of sidewalk, planted buffer strip, setbacks and other features as shown and described in the Preferred Street Section (Page 13).

B - Add Options for Pedestrian Crossings of Denny Way

Address the challenge of Denny Way as a divider and a barrier. Two new signalized crossings are recommended at strategic locations to assist crossings by pedestrians of all abilities.

Implementation Notes

Implementation of the improvement actions must consider SDOT standards including the following:

- Proposed trees near street intersections or pedestrian crossings will be reviewed for impacts to intersection sight distance.
- Proposed trees with future driplines that grow over the street should be maintained to provide a minimum of 14' vertical clearance over travel lanes and 8' vertical clearance over bike lanes.
- Proposed trees should be kept ~10' away from catch basin and inlet locations so that falling leaves do not impede drainage function.

C - Enhance Existing Signalized Intersections

With limited opportunities for crossing Denny Way by both cars and pedestrians, making the most of existing crossings is important. Signalized major intersections are at Stewart, Fairview, Westlake, Dexter, Aurora, and there are also several in the Uptown vicinity. Explore upgrades to enhance the existing signalized crossings with stop bars scored, saw cut, or colored concrete.

D - Improve Connections along Denny Way at Odd-Angled Intersections

Take advantage of the grid shift on the south side of the street, which leaves a series of odd angled intersections and triangles. Reconfigure intersections to reduce crossing distances for pedestrians, and improve clarity and predictability of vehicle movements. Create a series of pedestrian 'eddies' at angled intersections. Make sure traffic analysis is conducted to ensure truck and bus turning is accommodated, and to evaluate the preferred hierarchy of intersecting streets.

E - Support the Success of Denny Park

Establish connections and augment the positive presence of Denny Park in the neighborhoods.

F - Encourage Alternate East-West Connections

Alternate east-west connections are especially important for bicycles, and have implications for nearby South Lake Union streets.

G - Coordinate Urban Design Improvements with New Development

There is much potential for infill development along the corridor. When major sites are developed urban design improvements can be leveraged to help mitigate impacts of more intensive development as consistent with incentive zoning systems.

Example Improvement Action

The proposed reconfiguration of the Denny / Minor / Virginia intersection is one example of a "D" action to improve connections along Denny Way by enhancing odd-angled intersections. This planned improvement is associated with the adjacent 1200 Stewart project. The reconfiguration was designed in conjunction with the Denny Streetscape Concept Plan.

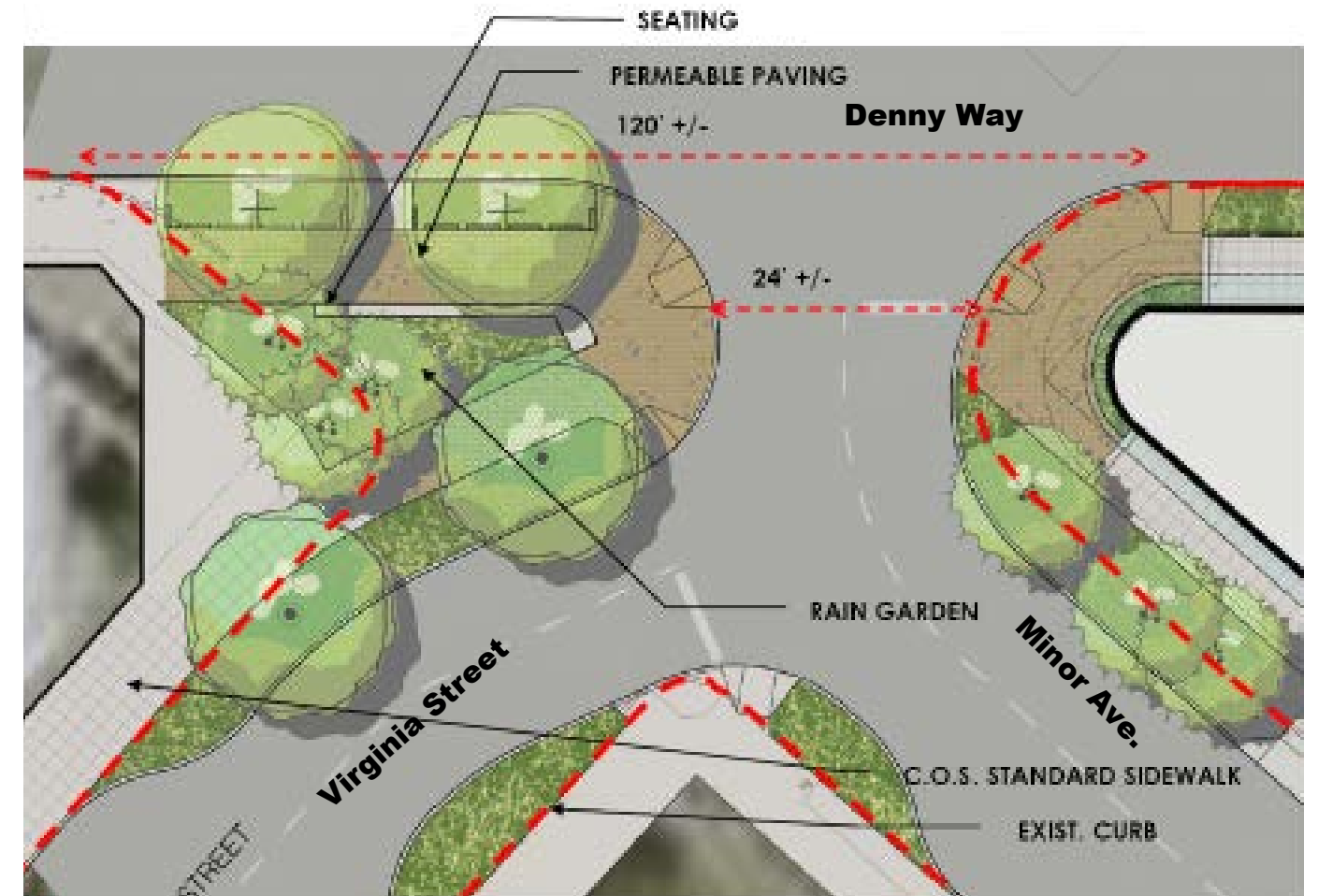


Figure Credit: Berger Partnership Landscape Architects

Denny Way Streetscape Concept Plan

A - Upgrade Streetscape Adjacent to New Development

A1, A2, A3 Typical - Many Locations
(See Preferred Street Section Pg. 13)

B - Add Options for Crossing Denny Way

C - Enhance Existing Signalized Intersections

C1 Aurora Ave.

D - Improve Connections Along Denny at Angled Intersections

D1 3rd Ave.

D2 5th Ave.

D3 Taylor Ave. & Vine Street

D4 Aurora Ave.

E - Support the Success of Denny Park

F - Support Complementary East-West Connections

F1 Broad St. Removal

G - Coordinate Large Scale Improvement with Development

G1 Uptown Gateway

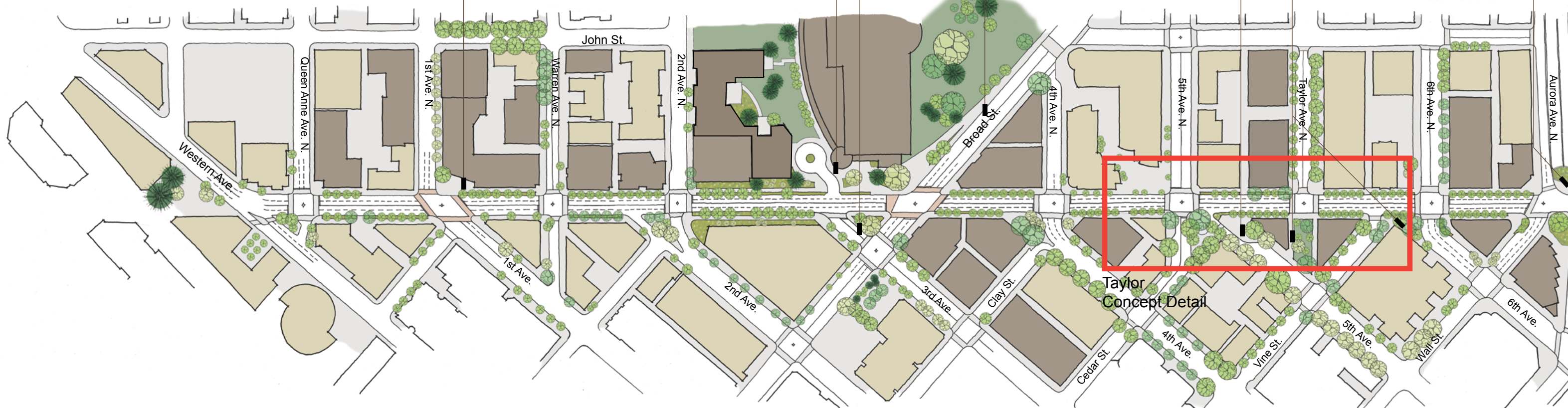
G2 Pacific Science Center

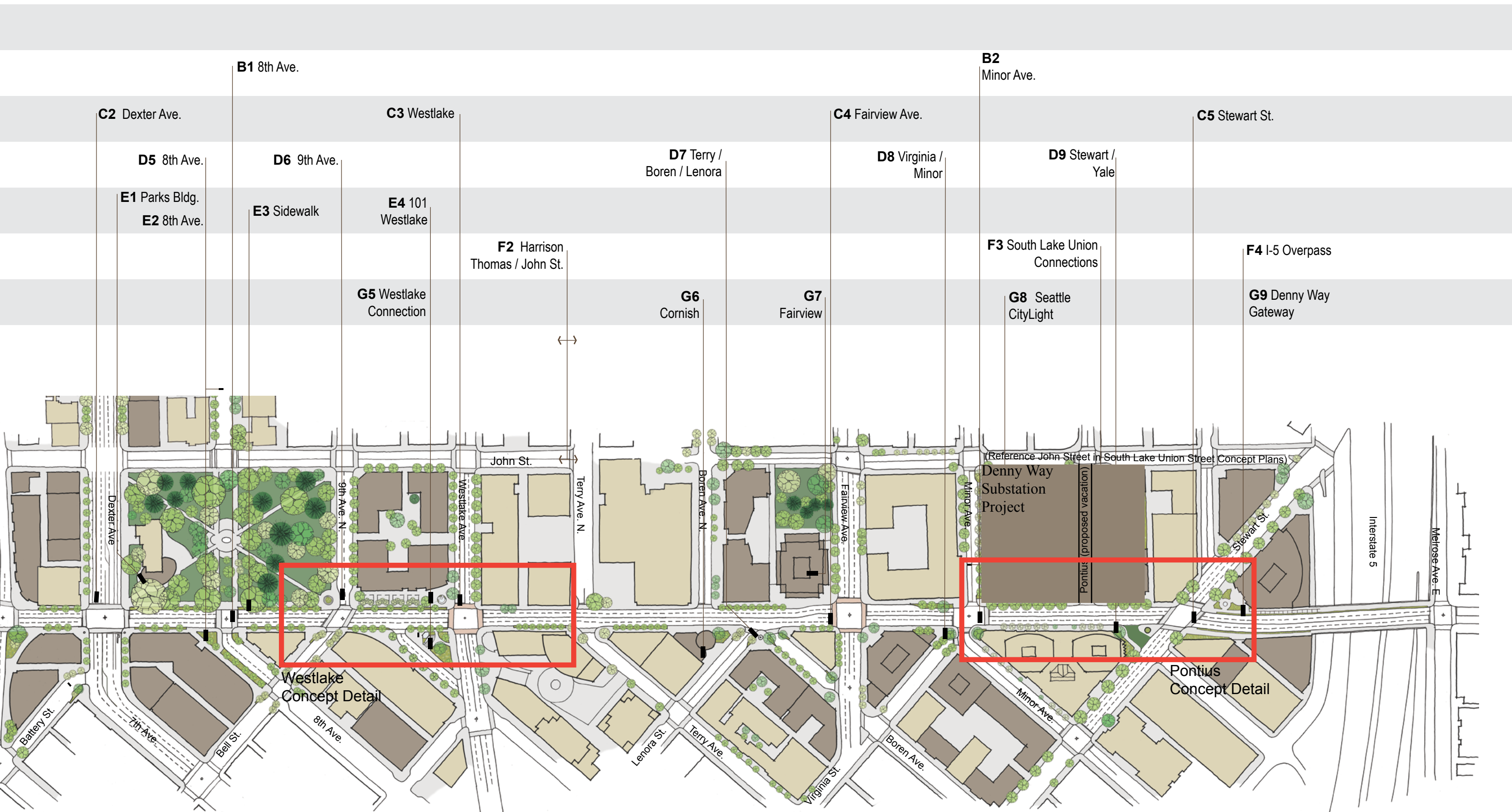
G3 Taylor & Vine

G4 Aurora Transition

Existing Building or Under Construction.

Potential Building Form With Future Infill Development.
(For study and discussion purposes only)







Pontius Concept Detail

The Pontius concept detail focuses coordination with a City Light substation rebuild to achieve attractive street frontage along the project boundaries at Minor Ave, Denny Way, John Street and Yale Ave. The concept considers Minor Avenue as an important pedestrian and bicycle connection, providing access to east-west alternatives in South Lake Union. The connection up to Capitol Hill is also a key feature, with a stair climb and added sidewalk, which could be achieved with redevelopment of the block adjacent to the overpass.

See Actions: **B2, C5, D8, D9, G8, G9**

 Existing Building, or In Permitting Process.

 Potential Building Form With Future Infill Development.
(For study and discussion purposes only)

Minor Ave. is one of two locations where additional pedestrian crossings are proposed. A crossing at Minor could assist pedestrians of all abilities including: Spruce St. school, Cascade Park, Cornish College, and residents of the new Mirabella building.

Pontius Ave. has been proposed to be vacated as a part of the City Light substation rebuild project. Yale has been identified as a potential street closure, which could be utilized as an enhanced pedestrian plaza or pocket park.

Explore inclusion of a cycle track on Stewart St and bicycle sharrows on Denny Way for the portion down the overpass in the westbound direction and linking north into South Lake Union. Also consider linkage for bicycles travelling north from Howell Street via Yale Avenue and crossing Denny Way, as consistent with the Seattle Bicycle Master Plan.

Should the block north of Denny Way and bounded by Stewart Street redevelop, there is opportunity to improve the overpass to Capitol Hill with a hill climb. Explore possible closure of the narrow one way right of way adjacent to the base of the overpass, and evaluate a potential hill climb and addition of a north sidewalk to the overpass.

The existing I-5 overpass rises from the intersection of Denny & Stewart. There is currently no sidewalk on the north side of the overpass.



Westlake Ave. Concept Detail

The proposed Westlake Ave. Concept Detail focuses on making the intersection of Westlake Ave. and Denny Way one of Seattle's great urban places. The concept explores a strong linkage between the streetcar line at 2200 Westlake to Denny Park, with a series of publicly accessible open spaces.

See Actions: **C3, E2, E3, E4, G5**

- Existing Building or Under Construction.
- Potential Building Form With Future Infill Development.
(For study and discussion purposes only)

With future redevelopment of the 101 Westlake Ave. N. block a preferred urban design solution would be to preserve a generous open space linkage from Denny Park to Westlake Ave. The concept suggests an increased building setback which could accommodate outdoor seating terraces, activities, and a double row of trees. The greenspace would provide a visual connection and band of green stretching from the Park to the 2200 Westlake development. Providing the additional setback could also be an amenity that would allow for bonuses under an incentive zoning system.

Consider preserving the small triangle at the foot of the Enso building as plaza space. A preferred urban design solution is to preserve a plaza that would enhance the linkage of public space to Denny Park. The plaza would provide the sense of a commons at the streetcar stop. A small kiosk or retail stand as a secondary element, would help to activate the plaza.

Enhanced crosswalk treatment such as colored or scored concrete would improve the intersection and help create a special urban place that connects across Denny Way. Stop bars should be included for visibility.

The intersection of Westlake and Denny, with Denny Park and the 101 Westlake Ave. N. infill site in the background.



Taylor Ave. Concept Detail

The proposed Taylor Ave. concept detail focuses on potential green street reconfigurations around the triangular parcels between Vine Street, 5th Ave. and Denny Way. A Taylor Ave. green street reconfiguration could provide a figurative 'headwaters' for the Growing Vine Street projects further to the southeast in Belltown.

See Actions: **D2, D3, G3**

Existing Building or Under Construction.

Potential Building Form With Future Infill Development.

Explore a street closure to through traffic on Taylor Ave. between 5th Ave. and Denny Way. The street closure could add a substantial pocket of green space, to serve as a figurative 'headwater' of Vine Street. Vine is a designated Green Street and the Growing Vine Street project to southwest in Belltown is a series of creative streetscape improvements focusing on stormwater infiltration. The closed section of Taylor could be designed to accommodate vehicle access to adjacent buildings.

The Taylor Ave. concept would require careful coordination with property owners, and such improvements would likely have to occur in conjunction with future redevelopment. Both triangular shaped parcels flanking Taylor are candidates for future redevelopment, and could benefit from a partially closed Taylor Ave.



Currently there are two southbound lanes in the first block of 5th Ave. but only one of those two lanes (the southern) is useable due to restrictions on turning movements. The concept proposes removal of the unused lane and expanding the sidewalk and curb bulb area. This allows for an expanded greenspace and streetscape zone for synergy with Tilikum Place Park. This also greatly reduces the east-west crossing distance for pedestrians along Denny Way. The added bulbs can also help to 'meter' traffic flow onto 5th Ave.

Preferred Denny Way Street Section

Sidewalks

Sidewalks on the south side, where sites are constrained, should total 15' in width. (3' setback increase from base standard.) Sidewalks on the north side, where sites are less constrained and sun angle is favorable should total 18' in width. (6' setback increase from base standard.)

Landscape / Furnishing Zone

The Landscape / Furnishing zone adjacent to travel lanes should be 8' in width (including the required 3' clear zone at the roadway edge). No treepit should be smaller than 6' x 8'. Landscaping should include buffering elements, such as thick evergreen planting or other features to a height of 18" - 36" inches. The buffer is meant to provide a sense of safety for pedestrians. Periodic breaks in the buffer

must be included for sidewalk access, and access to bus zones must be accommodated. Consistent street trees should be placed in the landscape/furnishing zone. Pedestrian scaled lighting in the 12' - 20' height range should be located at corners and intersections. Improved pedestrian 'eddies' at angled intersections should receive more generous landscaping improvements.

Pedestrian Zone

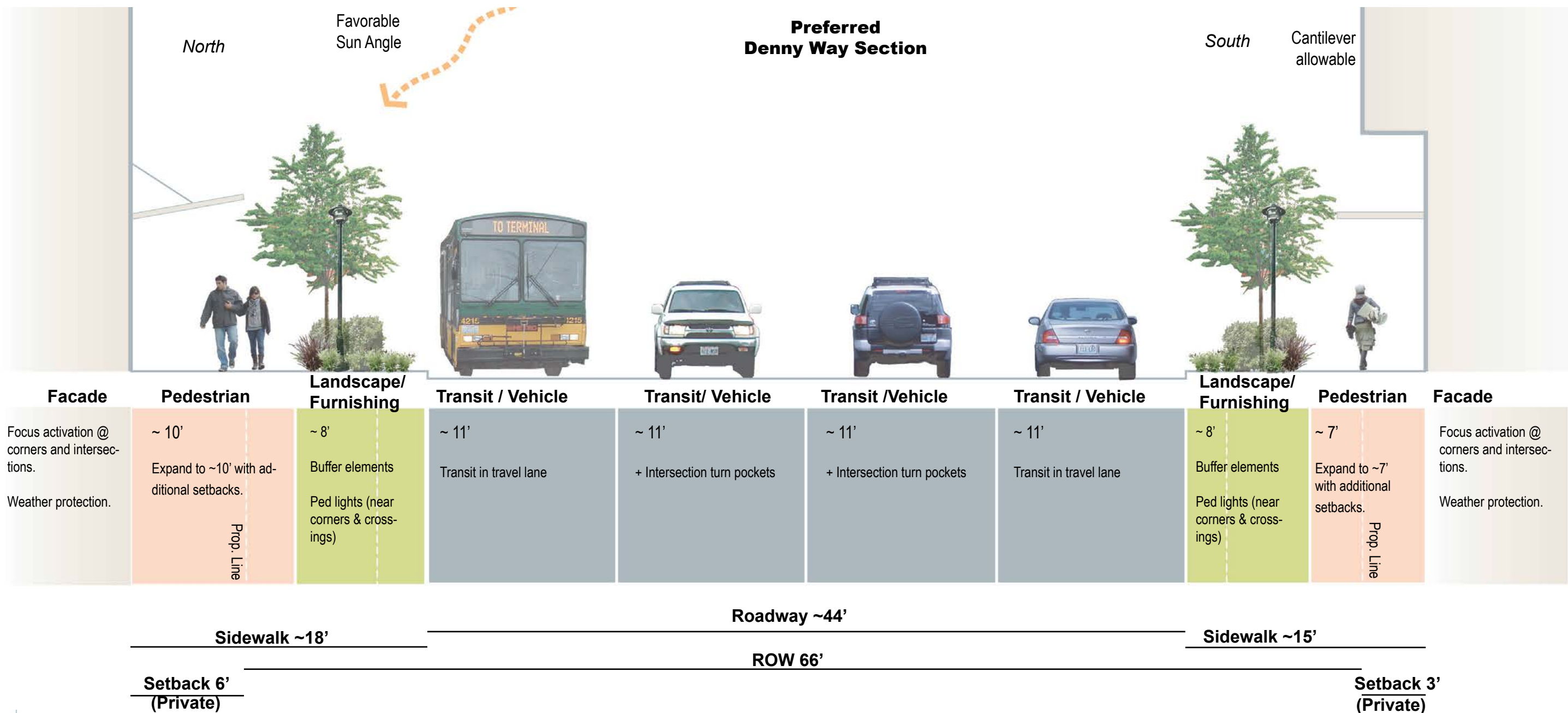
The pedestrian zone should total 10' in width on the north side, and 7' in width on the south side. The larger, north sidewalk accommodates a more direct east-west walking path not encumbered by angled intersections.

Bus Zones

Bus zones should be integrated with the building facade where possible. Canopy overhead weather protection attached to the building is preferred, allowing bus shelter removal. Lean rails, benches and under-canopy lighting as consistent with Metro standards should be included. Since Denny Way sidewalk space is limited, explore opportunities to expand bus waiting areas through use of cross-street Right of Way.

Facade Activation

Facade activation should be focused at corners and intersections. Facade activation such as retail, and entrances should be placed at these key locations. Mid-block frontages onto Denny Way should include building transparency and careful selection of quality materials.



Improvement Actions

A Upgrade Streetscape Adjacent to New Development

The existing 10'- 11' wide sidewalks adjacent to Denny Way are too narrow. Sidewalks should be widened through a development setback from the property line when redevelopment occurs. The opportunity and need for setbacks on the north and south of Denny are different. Potential development sites on the north are generally larger, more rectilinear and receive greater solar exposure. Consequently, a full building setback of six (6) feet from the property line is recommended to establish an eighteen (18) foot wide sidewalk. On the south side of Denny Way, the sites are generally smaller and triangular in shape. There is opportunity for periodic eddies and nodes at angled intersections on the south side. Consequently, a smaller three (3) foot setback is recommended. (See preferred section pg. 13)

A1 North Side Setback: Establish an 18' sidewalk adjacent north side. Full building setback of 6'. Include landscape buffer strip.

A2 South Side Setback: Establish a 15' sidewalk adjacent south side. Street level building setback of 3'. Include landscape buffer strip.

A3 Corners: Encourage active and/or passive design features at street corners and odd angled intersections.

Implementation

- Adopt preferred streetscape section into the Right of Way Improvement Manual (ROW-IM) as a Streetscape Concept Plan.

- Consider the Concept Plan in Design Review and other development reviews.

B Add Options For Crossing Denny Way

New signalized crosswalks at specific locations where long stretches without signalized intersections exist. The signals would facilitate better pedestrian connections between neighborhoods. Improved crossings for between neighborhoods is of particular importance in making downtown neighborhoods more pedestrian-friendly.

B1 Eighth Ave: Both sides of the intersection.

B2 Minor Ave: East side of the intersection only.

Implementation

- Monitor pedestrian activity at the proposed crossings to identify when the intersections meet warrants to add the crossings.

C Enhance Existing Signalized Crossings

Crossings should be enhanced at five existing intersections where high traffic volumes and turning movements affect pedestrian conditions. Improvements should include enhanced material surfaces in crosswalks, such as scored or colored concrete, and pedestrian scaled lighting should be added at key corner intersections.

C1 Aurora Ave: Crosswalk surface upgrade and pedestrian scale lights.

C2 Dexter Ave: Crosswalk surface upgrade and pedestrian scale lights.

C3 Westlake Ave: Crosswalk surface upgrade and pedestrian scale lights.

C4 Fairview Ave: Crosswalk surface upgrade and pedestrian scale lights.

C5 Stewart St: - Crosswalk surface upgrade and pedestrian scale lights.

Implementation

- Include intersection enhancements with resurfacing or repair projects to the roadways.

D Improve Pedestrian Crossing Along Denny Way At Odd Angled Intersections

Pedestrian crossings at nine specific intersections along Denny Way could be improved for pedestrians. The improvements should create a series of pedestrian 'eddies' with features such as pedestrian scaled lighting, and landscape improvements on the south side of the street. Wherever possible crossing distances should be minimized and vehicle movements better organized, as illustrated on the concept plan. Such enhancements can help make Center City neighborhoods more pedestrian friendly.

D1 Third Ave: Add curb bulb and eliminate curb parking. Configure intersection to allow possible future addition of a signal by Metro for transit purposes.

D2 Fifth Ave: Reconfigure to consolidate lanes and remove excessive paved area. Add landscaped curb bulb.

D3 Taylor Ave & Vine St: Explore street closure, and addition of planting and open space in conjunction with redevelopment (see enlarged plan). Also support improvements by the property owners at 6th and Vine St. to the public space at the angled intersection.

D4 Aurora Ave: Consider reconfiguration to create intersections and remove awkward diagonal roadway segments. Explore removal of the southbound diagonal 7th Street segment exiting from Aurora. Consolidate two pedestrian 'islands' into one on the north side, and shorten the pedestrian crossing lengths.

D5 Eighth Ave: Reduce expansive paved and striped area and increase green street pedestrian amenity.

D6 Ninth Ave: Add curb bulbs.

D7 Terry/Boren/Lenora: Add curb bulbs and intersection hierarchy.

D8 Virginia/Minor: Add curb bulbs and intersection hierarchy.

D9 Stewart/Yale: Add curb bulbs (with enhanced materials and landscape) and explore closure of Yale to convert to pedestrian plaza, or pocket park.

Implementation

- Encourage improvements as an amenity feature with proposed redevelopments.

- Consider direct capital improvement to one or more identified intersections.

- Include reconfigurations (eg. Aurora offramp) with major roadway improvement projects.

E Support the Success of Denny Park

Denny Park, the oldest in Seattle, sits half way along the length of Denny Way. The park has suffered from lack of active adjacent uses. Many recent improvements along with the prospect of significant residential development offer great promise for Denny Park to become a more inviting and safe place. The recent Denny Park Plan recommendations should be pursued. Additionally, four specific actions related to Denny Way are identified.

E1 Parks Building: Support the conversion of the Parks Department Building into a community oriented facility.

E2 Eighth Ave. Green Street: Designate 8th Ave as a Green Street from Westlake into the Park, and continuing through South Lake Union to encourage greater pedestrian activity through the park.

E3 Sidewalk Improvement: Redesign the sidewalk at the south edge of the park, moving it north to provide a consistent buffered edge to Denny Way, and to bring pedestrians into the Park. A new sidewalk could meander as needed to avoid any mature trees. Ample lighting as well as clear sightlines to Denny Way should be maintained.

E4 Westlake Connection: Development of the 101 Westlake parcel (the current Discovery Center site) should consider a large setback along Denny Way to create visual and physical connection between Westlake and Denny Park. (See also action G6.)

Implementation

- Designate Eighth Ave. a Green Street in Seattle's Street Typologies and land use code.

- Encourage 101 Westlake setback.

- Encourage Denny Park Community Center option in varied city plans and community outreach processes.

Improvement Actions

F Support Complementary East West Connections Off of Denny Way

Since Denny Way is the only continuous east west connection between Elliott Bay and Capitol Hill, any vehicular, bicycle and pedestrian use of adjacent east –west streets should be encouraged to provide alternatives off of the busy regional connector. Enhancing alternative east west options, especially for bicycles, may also provide functional benefits for travel in the Denny Way corridor.

F1 Broad St: Support the removal of Broad St. north of 5th, and a reconnection of the surrounding street grid.

F2 Thomas/Harrison St: Support new at-grade crossings of Aurora at Thomas and Harrison Streets, to provide continuous east west connectivity across South Lake Union.

F3 South Lake Union Connections: Support connection onto South Lake Union streets for bicycles travelling west down the Denny Way overpass and north from Howell Street and Yale Avenue. Consider a sharrow for bicycles descending from Capitol Hill. Explore safe connections for bicycles north onto future east/west connecting streets in South Lake Union such as Thomas Street.

F4 I-5 Overpass: Consider adding a sidewalk across I-5 on the north side of Denny Way to provide a better pedestrian connection to Capitol Hill. A portion of the sidewalk connection could be explored with redevelopment of adjacent properties. (See also G9).

G Urban design improvements with new developments

There are over 30 sites adjacent Denny Way where future redevelopment is anticipated. This presents opportunities to implement specific amenity improvements that together, can improve the corridor as a whole. The suggested improvements can assist development to identify needed amenity features that have stakeholder and City support.

Implementation

- It is assumed that all actions would require coordination with a nearby substantial development.

G1 Uptown Gateway: The development site at the corner of First Avenue and Denny Way should be designed to provide a small space for signage or other amenity features to create a gateway to the Uptown Urban Center.

G2 Pacific Science Center (PSC): PSC has recently completed a strategic business plan and will begin a physical master plan. The Denny Way entrance was originally designed as an open air entrance for the 1962 World's Fair. It was later enclosed and redesigned to accommodate school buses. However, this configuration did not work and currently only 10-20% of all PSC visitors enter through the Denny Way entrance. This entrance sits at the northern terminus of Third Avenue, which extends south through Belltown, Downtown, and terminates at King Street Station. It is important that potential new configurations for PSC create a more open and transparent access from Denny Way, as this is PSC's only opportunity for a strong outward presence to the public realm.

G3 Taylor & Vine: Taylor Ave. between 5th Ave. and Denny Way has very wide paved area yet does not serve any key vehicular movements. Consequently, it could be closed to through traffic with an open or shared space created in its place. This reconfiguration of Taylor as a community space would provide an opportunity to connect with the Vine Street Green Street improvements to the south in Belltown and green street improvements under construction on Taylor Ave. north of Denny Way. Two small triangular development parcels on either side of Taylor could allow for redevelopment. However, site size and shape would present challenges. To encourage development of these parcels, this open space could be designed and built in coordination with the adjacent development and should qualify for any required open space, common recreational space, and green factor space of each parcel.

G4 Aurora Transition: Currently an abbreviated extension of 7th Avenue is configured to carry some exiting traffic from Aurora Ave. It divides two small parcels on the south side of Denny Way between Dexter and Aurora and leads to two separate pedestrian crossing islands on the north. Removing the abbreviated diagonal segment and routing vehicles through the Dexter intersection instead would allow the consolidation of parcels on the south into a site large enough to support development. The reconfiguration would also improve urban design and the pedestrian environment by routing vehicles through the street grid, rather than cutting across it. This improvement should be considered with design of major SR 99 improvements associated with Viaduct replacement.

G5 Denny Park/Westlake Connection: The full development parcel on the north side of Denny Way between Westlake and 9th Avenues offers a key opportunity to add to the interest and quality of the pedestrian experience along Denny Way at this emerging activity node. The large size and rectilinear shape of the parcel could enable a wide setback along Denny Way to provide sight lines and a green corridor from Westlake Ave to Denny Park. The conceptual plan indicates a design with terraced outdoor dining areas and gardens that take advantage of the generous southern exposure. The priority should be placed on successful and active urban space that works in concert with Denny Park and the Westlake triangle. Additionally, the small triangular space on the south side of Denny Way between 9th and Westlake is ideal for a publicly accessible plaza, which could help create a community space with connections to Denny Park, 2200

Westlake, and the streetcar. The setback on the Denny Way frontage would have to be considered along with other urban design efforts for South Lake Union that consider this site, to ensure full utilization by the property owner can be achieved. (See detail pg. 11).

G6 Cornish College of the Arts: The master plan for Cornish College of the Arts should be encouraged to program buildings and/uses at the corners of Lenora and Boren that will contribute pedestrian activity on these streets and intersections.

G7 Fairview Intersection: Potential developments at the SE and NW corners of the Fairview Ave and Denny Way intersections should contribute to enhanced pedestrian crossings and focused plaza spaces at this intersection.

G8 Seattle City Light: The proposed Denny Way Substation fits on the former Greyhound parcel and the parking lot to the west and it requires the vacation of Pontius Street. The current Greyhound maintenance base would be relocated as part of the proposal. The concept plan recommends several specific design elements related to this redevelopment. John Street should be designed as a quiet street with generous green street improvements, as depicted in the South Lake Union Street Concept Plans. Accommodation for cyclists coming from Capitol Hill down Denny Way and north via Howell and Yale should be considered. The redevelopment should accommodate the proposed pedestrian crossing at Minor Ave.

G9 Denny Way Gateway: The site bounded by Denny Way, Stewart St., and Eastlake Ave. north of Denny Way is large enough to accommodate a high rise mixed use building. The southern edge of this site is currently encumbered by a little-used one way right of way at the base of the I-5 overpass. Currently, the I-5 overpass does not have a sidewalk on the northern side. With a major redevelopment designers could consider possible right of way vacation and construction a hill climb in its place. The hill climb assist could potentially connect to a sidewalk addition on the north side of the I-5 overpass. The conceptual illustration shows publicly accessible space leading to the potential pedestrian improvement. (See Detail pg. 11.)

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