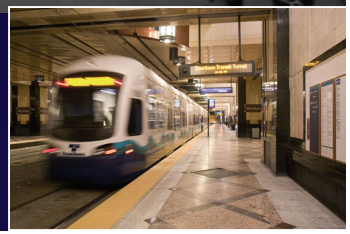
Westlake Transportation Hub Strategy

McGraw Square/Streetcar Plaza project

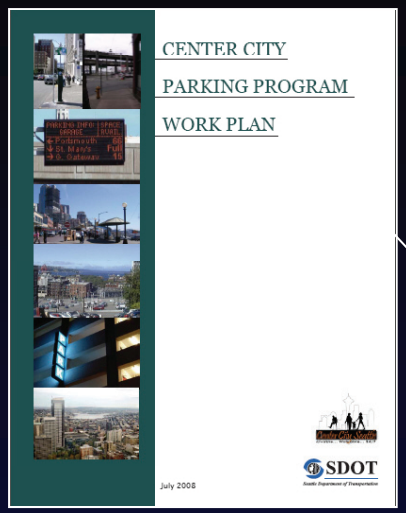
Seattle Design Commission
December 2009

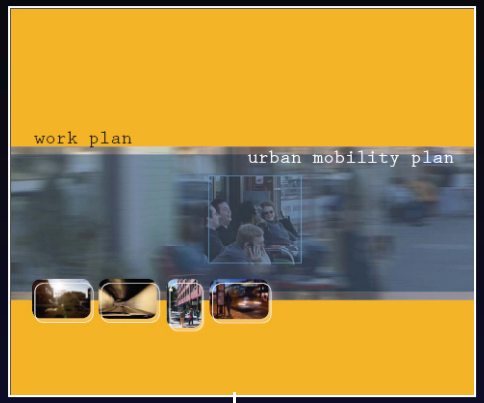


City of Seattle

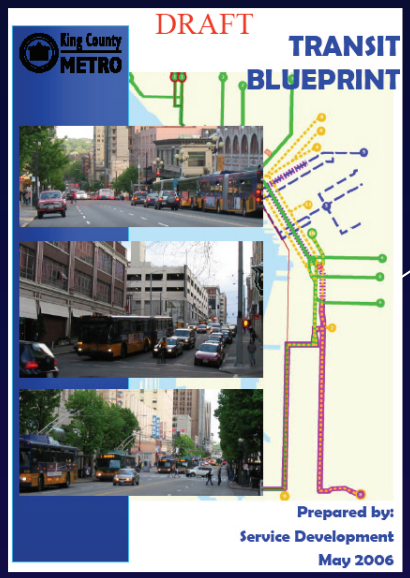
SDOT

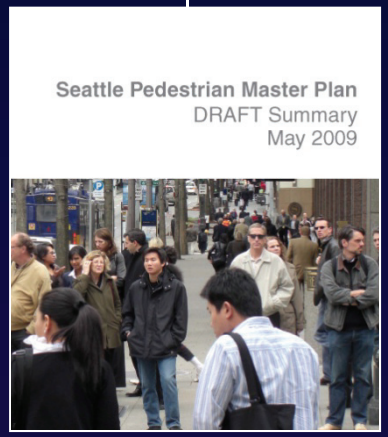
Center City Transportation Framework(s)

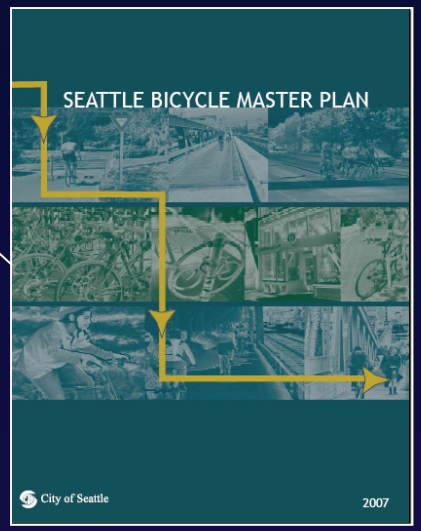


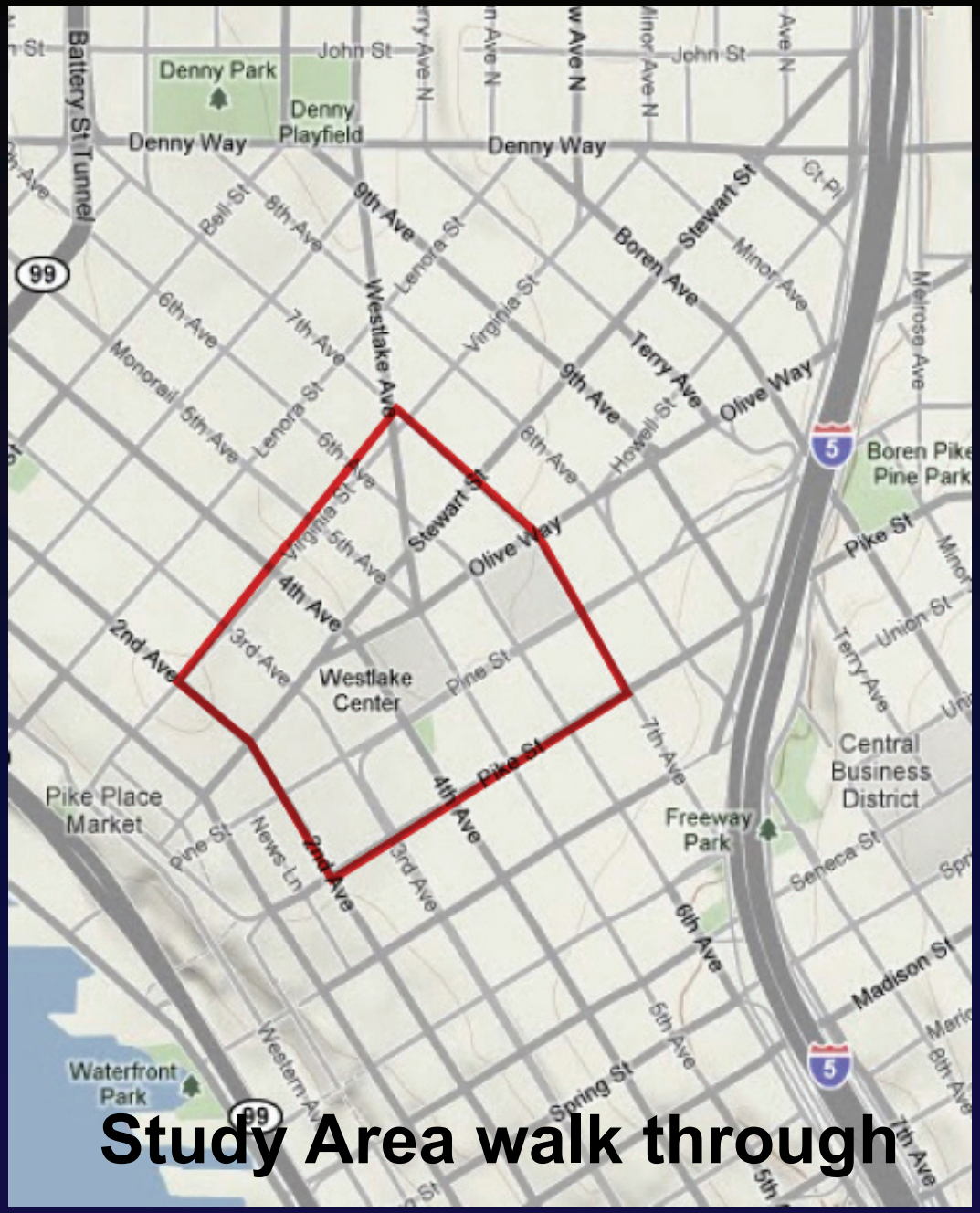


Westlake
Transportation Strategy



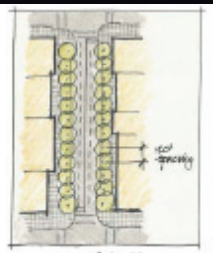




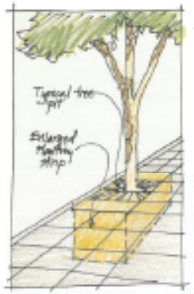


Study Area walk through

Pre-Hub Study Westlake Urban Design



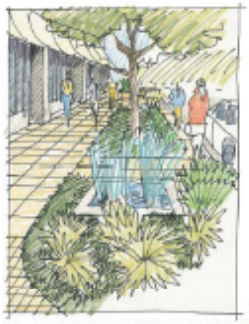
12 **Increased street trees** - Increased street trees has the potential to improve summer shading and cooling in dense urban areas.



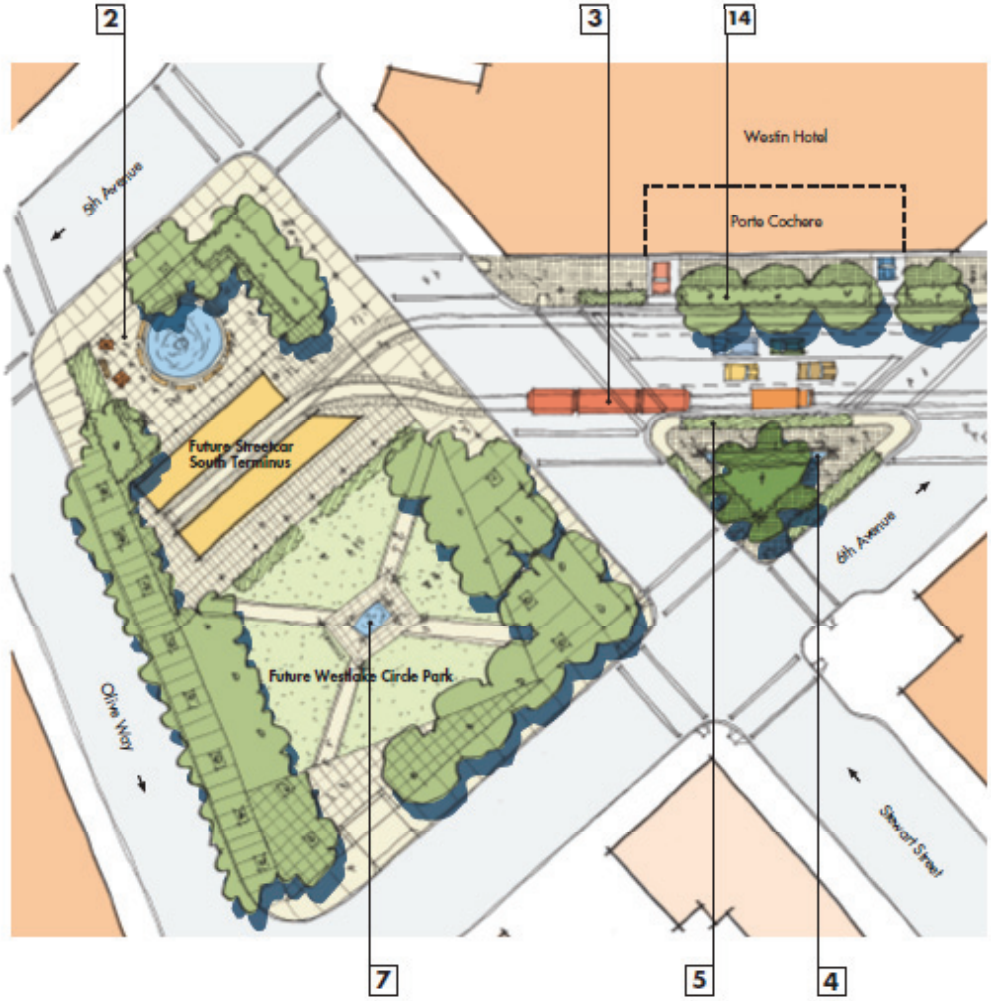
13 **Planting strips vs. tree pits** - The area between the curb and main pedestrian travel zones is where much of the street furniture, lighting, etc is located. Planting strips may be transformed to treepits that increases root zones for trees, and may provide additional storage of stormwater-runoff when integrated into a stormwater system.

14 **Understory plantings** - Understory planting are smaller shrubs and groundcovers that are purposefully planted to increase foliage and greenery in urban areas. They can add to stormwater control, aesthetic pleasure and decrease urban heat island effect.

15 **Vegetation filter strips** - Vegetation filter strips are strategically located areas where polluted stormwater may be directed to improve water quality of stormwater runoff before it enters the stormwater system.



16 **Native plantings** - Use of vegetation in urban areas need not always be ornamental plants, especially when appropriate use if native plants can assure assure plant survival.



③

Concept Plan Westlake Circle - Stewart Street

HEWITT ARCHITECTS | MAGNUSSON KLEMENCIC ASSOCIATES | cityDESIGN

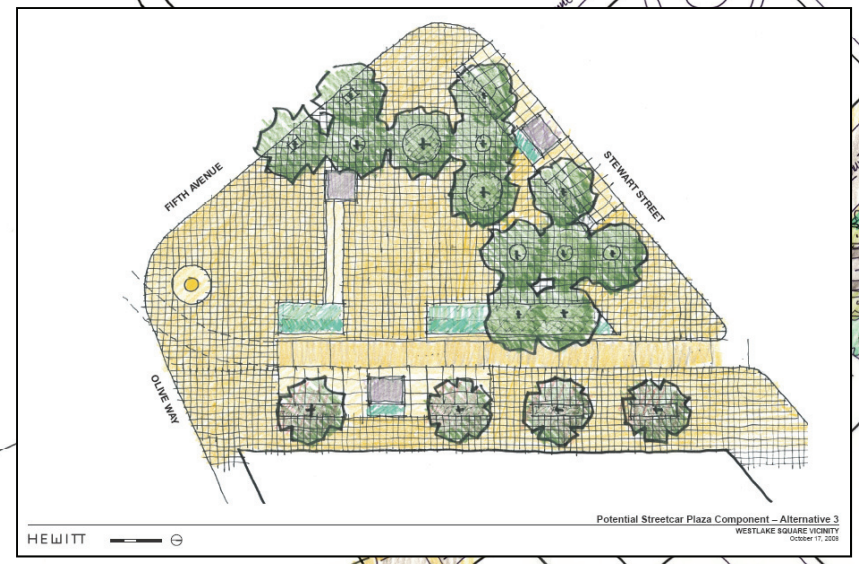
DRAFT

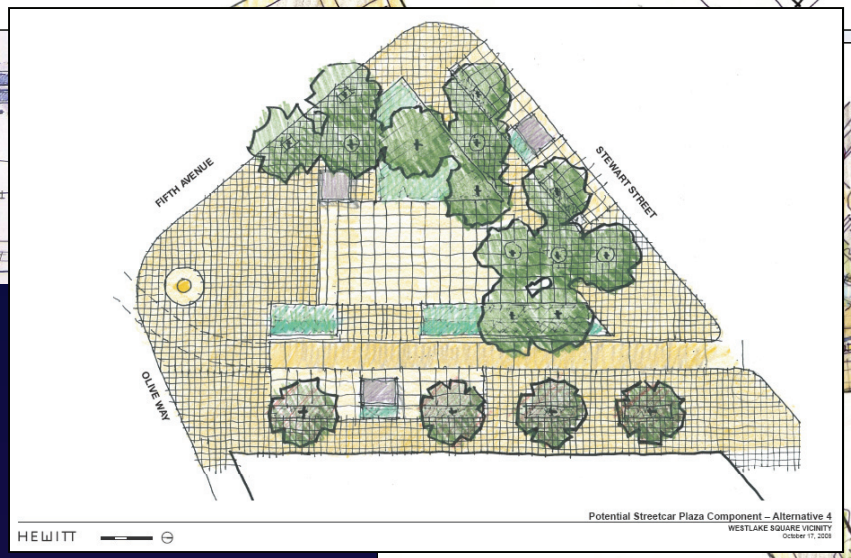
Westlake Avenue Design
(Denny Triangle District)
August 3, 2004

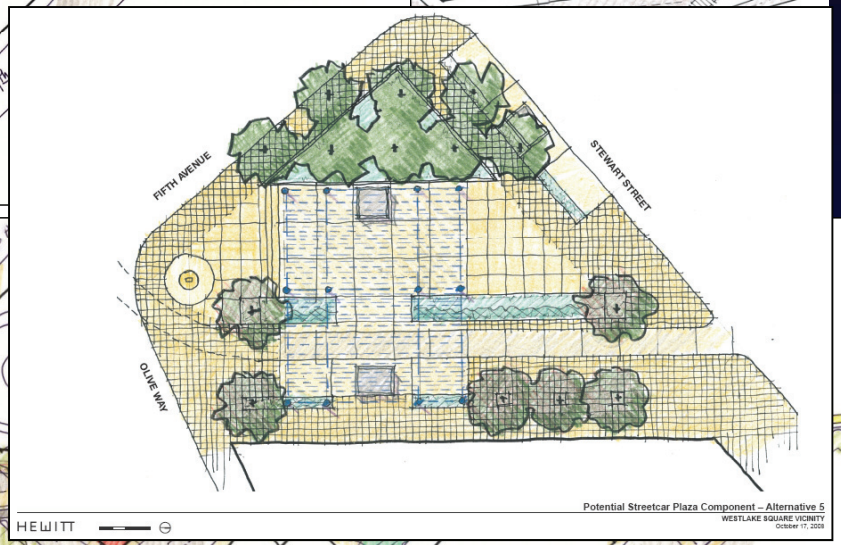
City of Seattle

SDOT

Conceptual Design Development





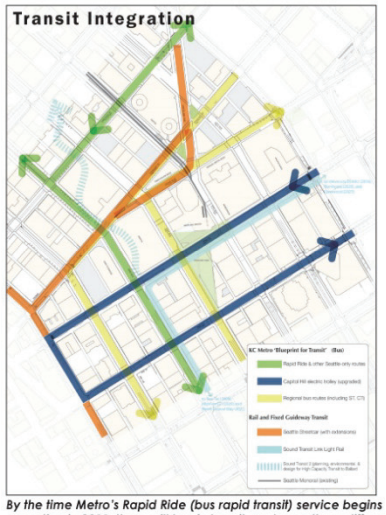


WESTLAKE TRANSPORTATION HUB STRATEGY

A blueprint for transit integration, multi-modal access, and placemaking within the expanding retail core of Seattle

Transportation Hub Improvement Themes:

Transit Integration

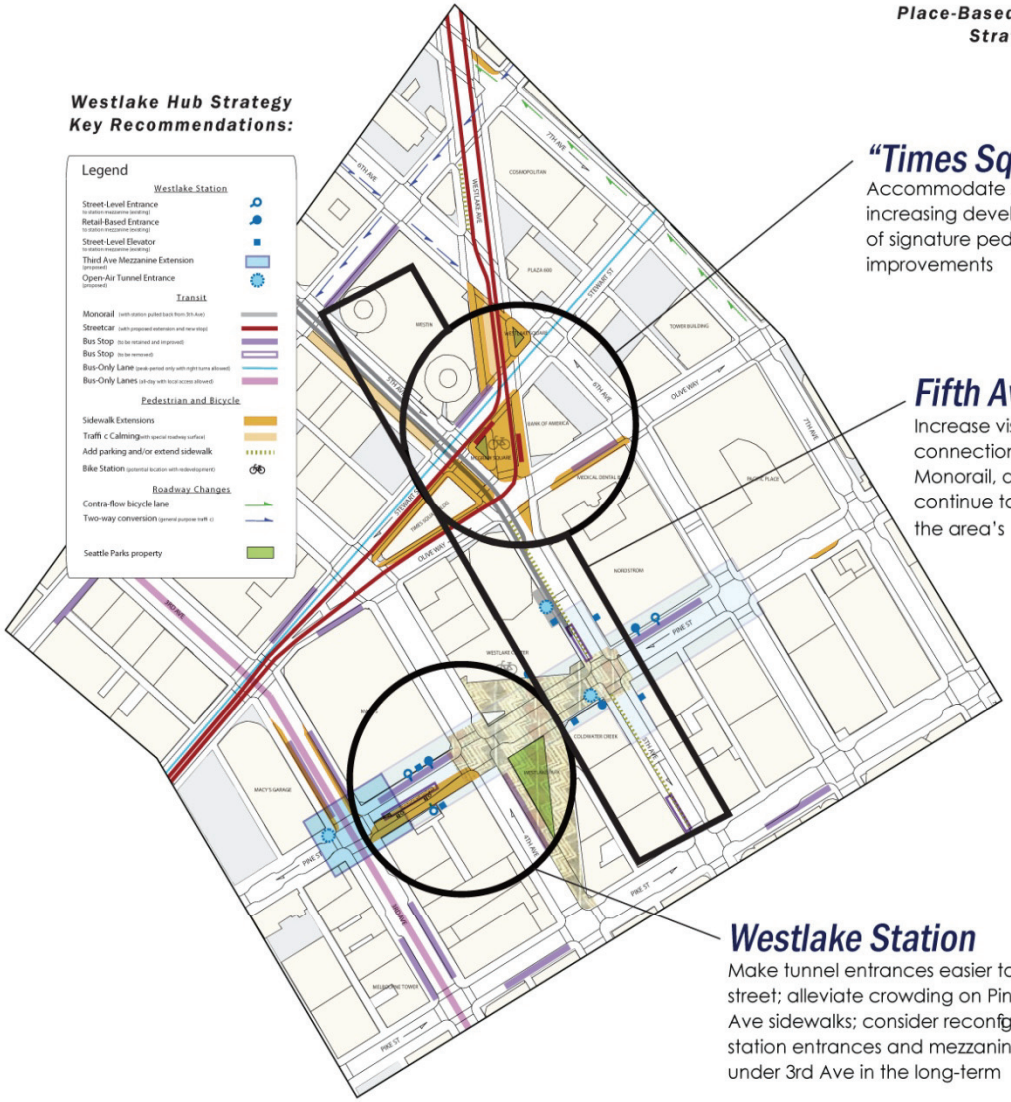


By the time Metro's Rapid Ride (bus rapid transit) service begins operation in 2011, there will be six transit modes on three different levels that converge at the Westlake Hub

Public/Private Coordination & Partnerships

By 2030, the Hub area is expected to add more than 4,000 housing units, 300,000 sq. ft. of new retail, and several hundred thousand sq. ft. of new office space.

Westlake Hub Strategy Key Recommendations:



Place-Based Improvement Strategies:

"Times Square"

Accommodate streetcar expansion and increasing development through a series of signature pedestrian and public space improvements

Fifth Avenue Connector

Increase visibility and direct physical connections between streetcar, Monorail, and Westlake Station; continue to develop Fifth Avenue as the area's "Main Street"

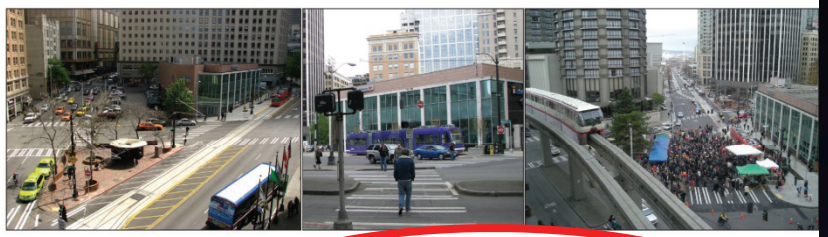
Westlake Station

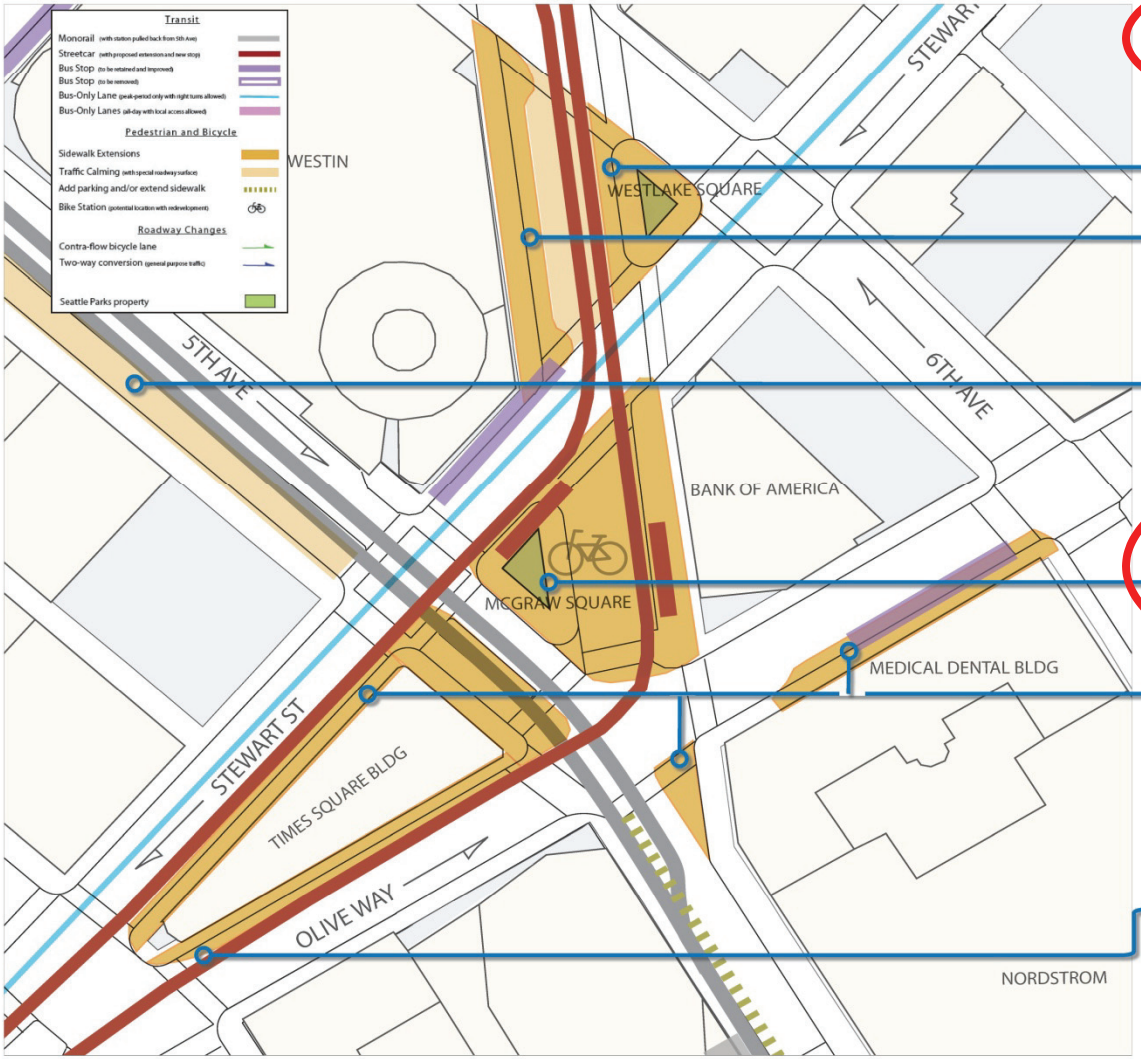
Make tunnel entrances easier to find from street; alleviate crowding on Pine St and 3rd Ave sidewalks; consider reconfiguration of station entrances and mezzanine expansion under 3rd Ave in the long-term

Perteet - LMN Architects - GVA Kidder Matthews

TIMES SQUARE

Develop and organize a "north hub" through a series of pedestrian and public space improvements





Re-design and expand Westlake Square Park

Improve Westin Hotel frontage and formalize taxi loading area; traffic calm Westlake Ave

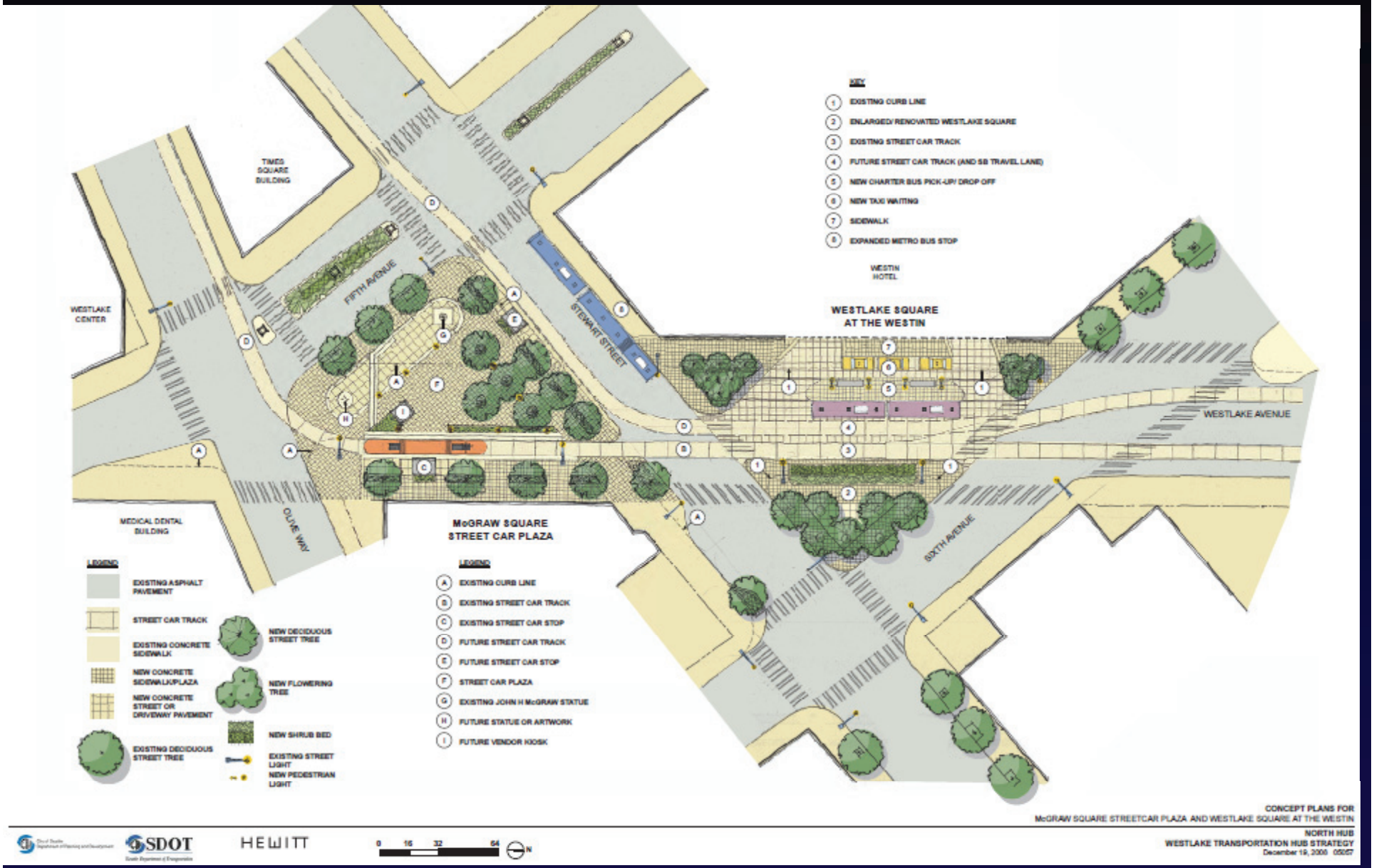
Traffic calm west side of Fifth Ave; coordinate design with private redevelopment & Fifth Ave plaza

Close Westlake Avenue to traffic between Olive and Stewart; integrate McGraw Square into a new streetcar plaza

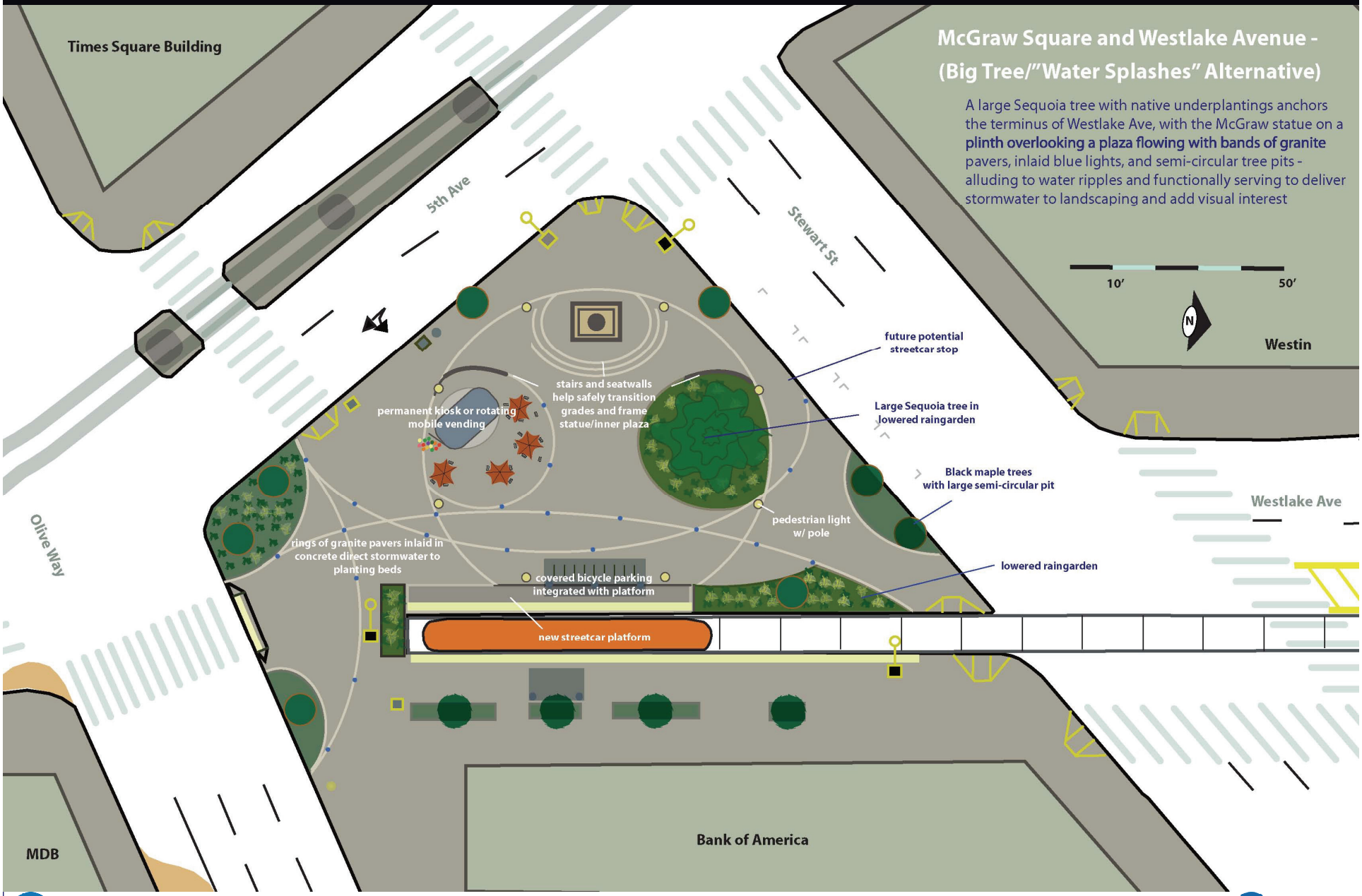
Widen sidewalks on Olive, Fifth, and Stewart, including around Times Square Building

Extend streetcar to First Avenue via Stewart Street and Olive Way

Times Square with Streetcar Extension



Developing a preferred alternative



Looking north from 5th Ave

Looking south from Westlake Ave

Plaza - Key Features

- Closure of Westlake; expansion/integration of McGraw Square
- Large specimen tree(s) and natural drainage features
- 2nd streetcar platform
- Covered bicycle parking
- Vendor amenities and spatial program
- Lighting emphasis: pedestrian and landscaping

Questions?

1917 – McGraw and Westlake Squares