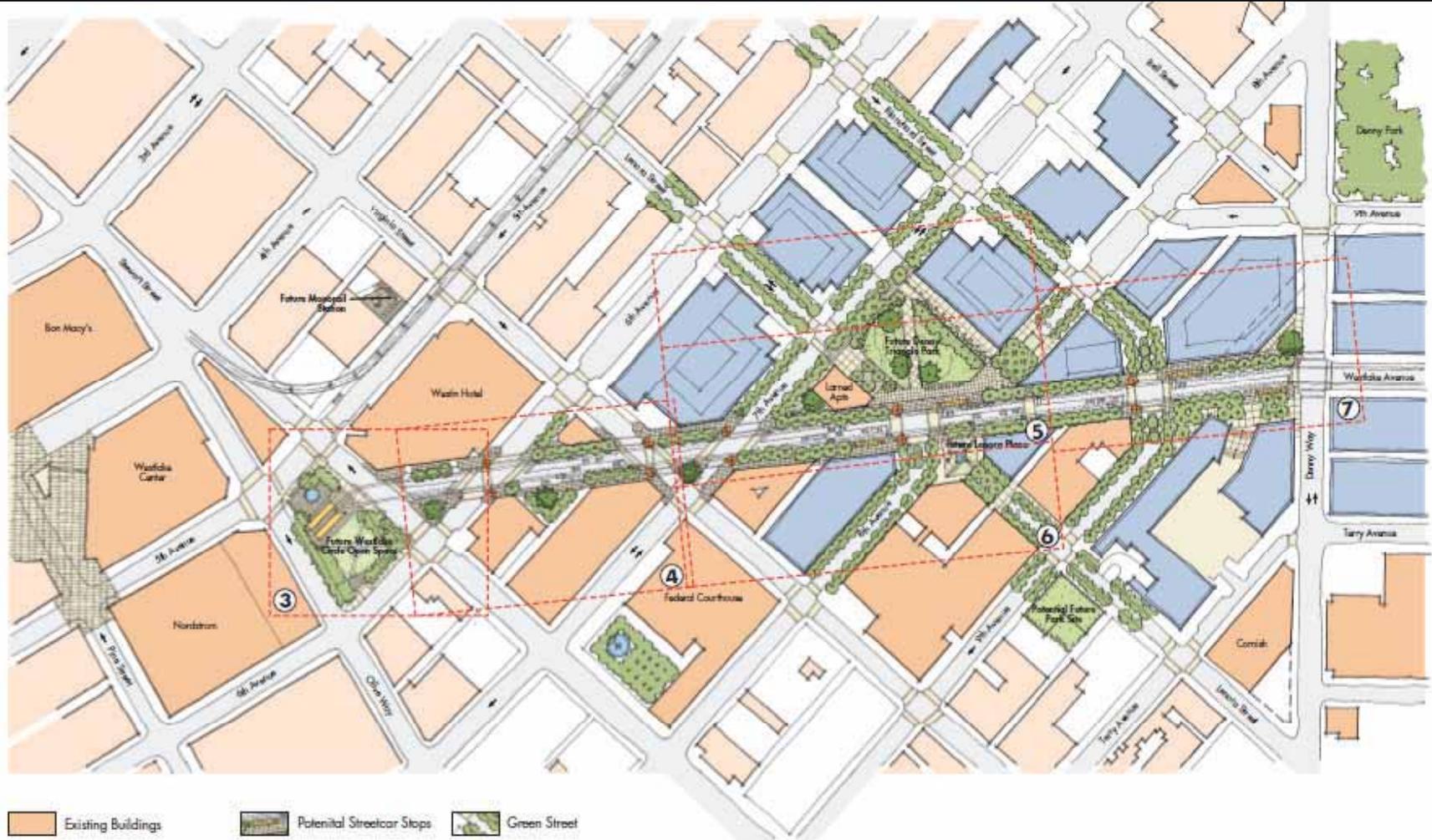




# Westlake Transportation Hub Strategy

Draft Recommendations  
Seattle Design Commission - August 2009

# Pre-Hub Study Westlake Urban Design



- Existing Buildings
- Potential New Development
- Potential Streetcar Stops
- Open Space
- Green Street
- Dashes refer to detailed plans

①

Overall Concept Plan



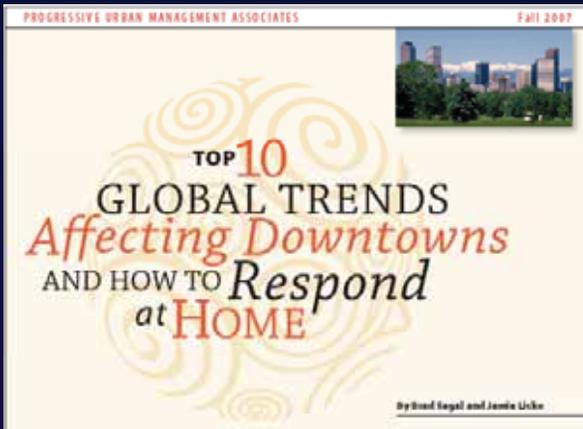
DRAFT

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



# Project Goals

1. Create a shared public/private vision for the Westlake Hub
2. Identify short- and long-term recommendations to capture a range of opportunities
3. Leverage current planning and anticipated projects for hub development



# Westlake Hub Characteristics

- **Westlake is a “hub district”**

- *Most transfers and waiting take place on the surface: riders share space with ‘background’ pedestrian and retail core activity*

- **High-quality urban design and integrated public spaces are key to the district’s success**

- *Three parks and numerous private/public spaces in hub area*
- *Major thoroughfares (Pike, Pine, Westlake, 5<sup>th</sup>) come together*
- *Colliding grids create unique opportunities and challenges*

- **Place-making strategies need to provide localized variety within a larger spatial framework**

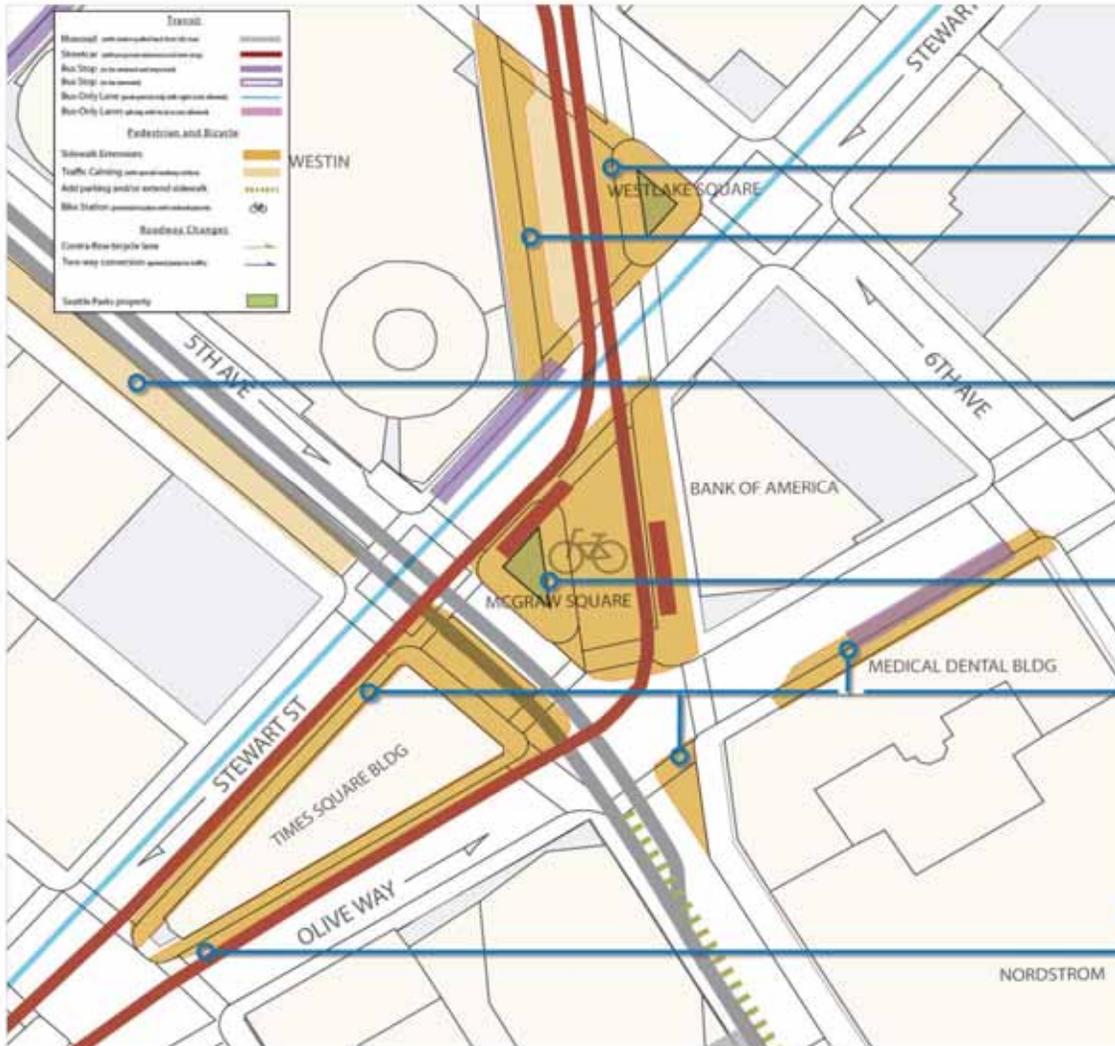
- *“Where is the hub?”*
- *“Where within the hub shall I meet you?”*





# 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

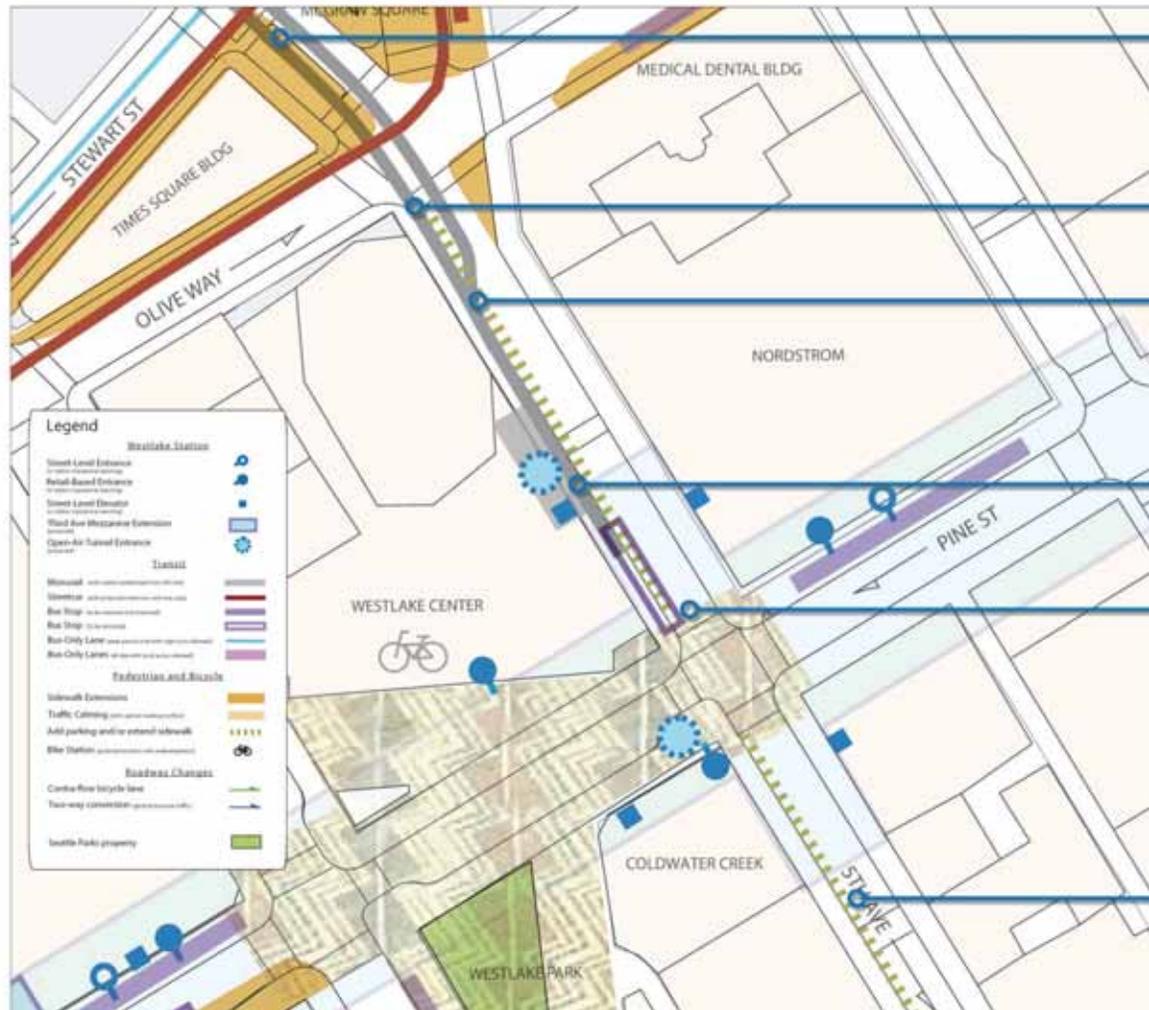
Extend streetcar to First Avenue via Stewart Street and Olive Way

# FIFTH AVENUE CONNECTOR



Westlake Building - architect's rendering from SD & Stewart

*Emphasize Fifth Ave as a "Main Street" with a strong pedestrian connection between Times Square and Westlake Station*



Add pedestrian plaza by closing lane on Fifth Ave between Olive and Stewart

Work with Westlake Center to improve entrance at Fifth & Olive

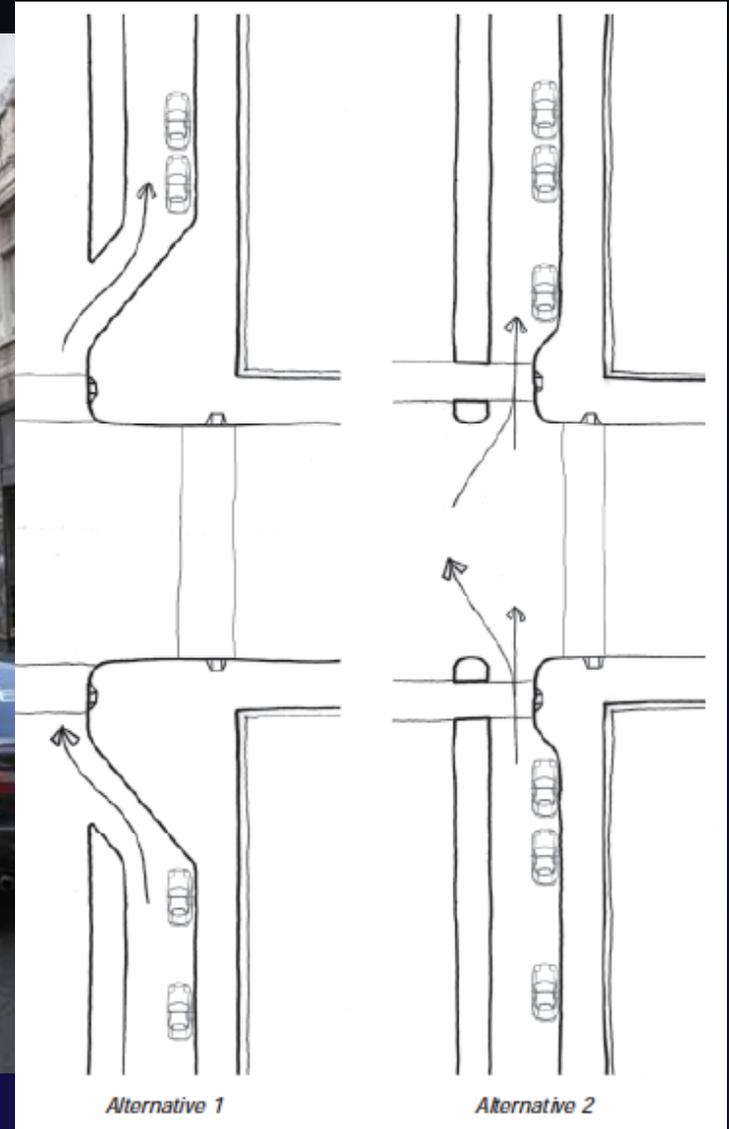
Utilize Monorail columns as a visual landmark and 'canvas' for improved wayfinding

Pull back Monorail platform from corner; improve public access to Westlake Station and visual access between Olive and Pine

Remove bus service from Fifth per Metro's Blueprint for Transit

Use western curb lane for wider sidewalks and/or new parking from Olive Way to Pike St

# 5<sup>th</sup> Ave Connector (vision)



# 5<sup>th</sup> Ave Connector





# TRANSIT INTEGRATION

Taking the various transit modes and agencies at Westlake and making them one easy-to-use system



Accelerate implementation of *Metro's Transit Blueprint* to help simplify and consolidate bus service, make it easier to navigate for new and casual users, maximize impact of capital investments, and create placemaking opportunities (such as the 5th Ave Connector)

Metro's Transit Blueprint supports consolidating regional bus service on 2nd and 4th Ave, eliminating bus lanes on 4th of 3rd Ave, development of two-way light rail, and removal of transit lanes from 5th Ave

Prioritize easy connections from *Westlake Station*, including transfers to/from Rapid Ride, streetcar, Monorail, and Pike/Pine trolley routes. Ensure these connections function safely and efficiently 20 hours a day, 7 days a week

Westlake Station will serve as the north terminus for Sound Transit's light rail from 2009 until 2018, and will be the system's highest boardings per day (4,700 boardings/day) with the University and North Link expansion. Implementation of light rail at Westlake will be a priority.



The close relationship between the Seattle Streetcar Network, the downtown rail line, and Westlake Hub provide many opportunities for transit integration and new marketing/demand management strategies



Support *real-time information* such as dynamic bus schedules and route maps, as well as *fare integration* between various agencies (including Seattle Monorail)

Addressing infrastructure capacity issues to implement real-time information and continuing to strive for a one-pass transit system will be important factors in the success of Westlake Hub



Ensure hub depictions and information are consistent across *transit and wayfinding maps*, and explore new *branding opportunities* and public/private partnerships as transit system expands



# Westlake Square Improvements (potential for 2009 safety enhancements)

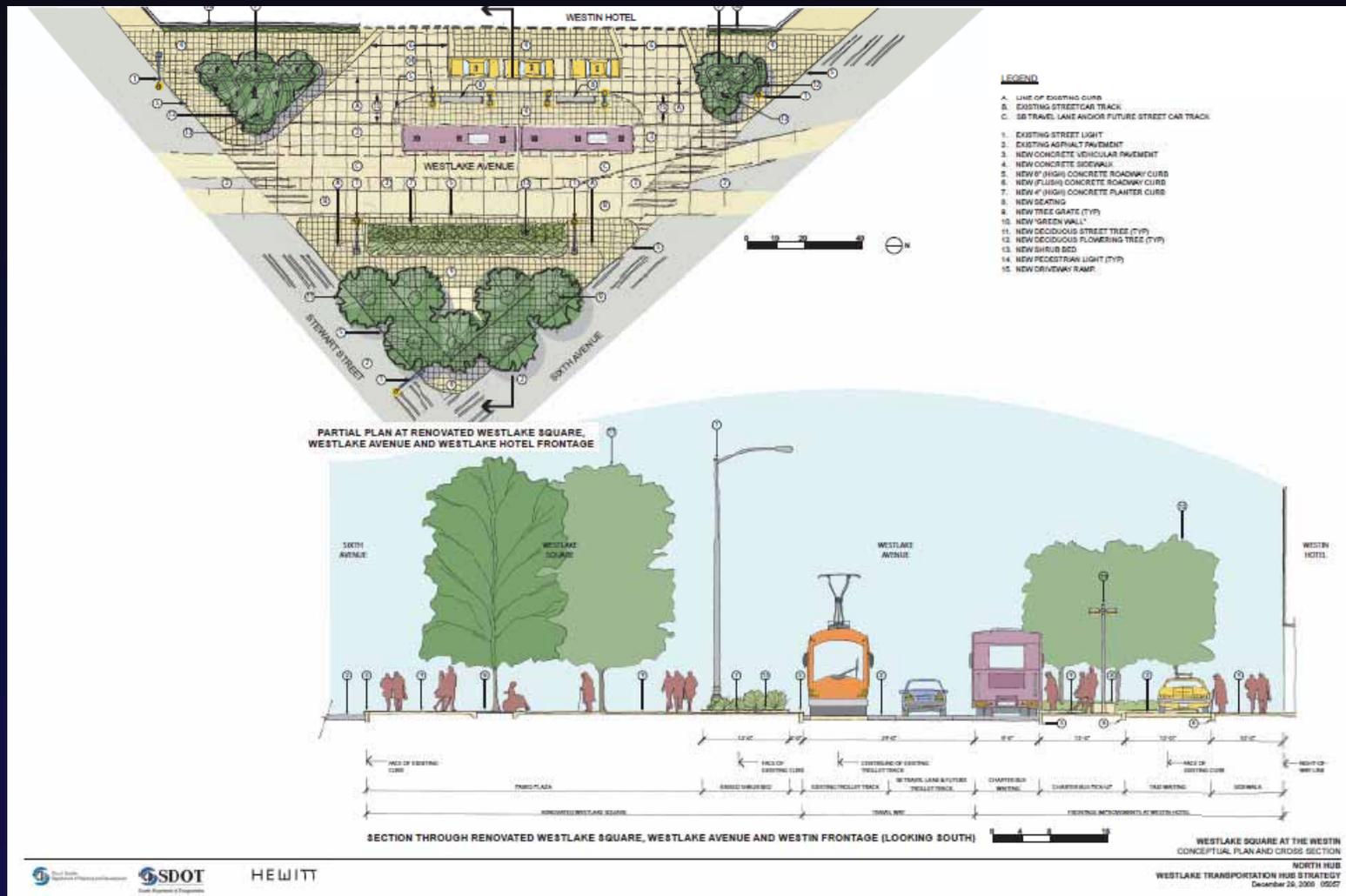


# Olive Way at Medical Dental Building: sidewalk widening (2010)





# Westlake Square at Westin improvements (planning stage)



# Pocket Slides

# Design focus for plaza: Respect McGraw Statue



McGraw Square - 1918

# Design focus for plaza: Lighting



# Design focus for plaza: Bicycle parking and space activators

