



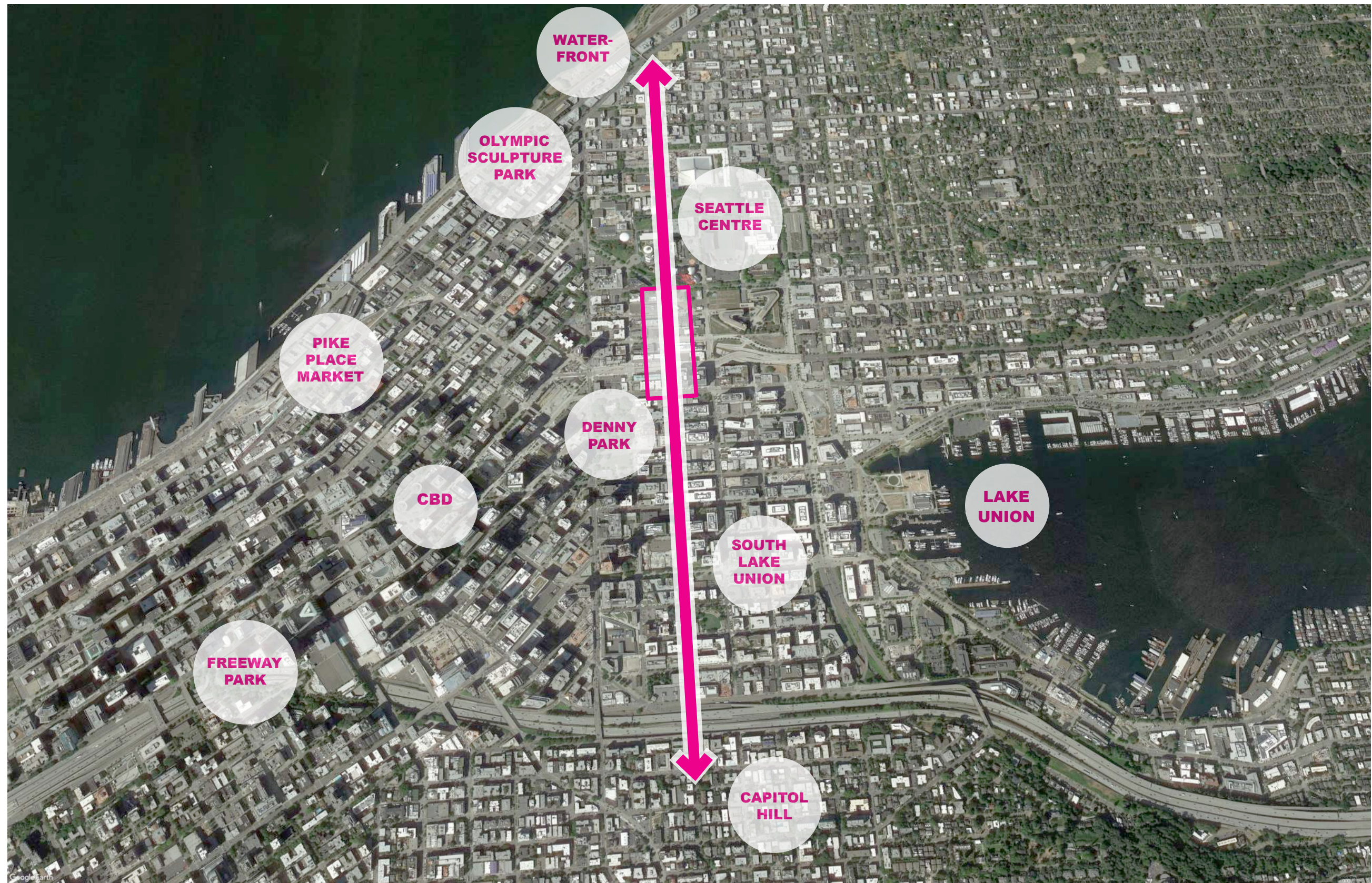
Thomas Street Development

Seattle Design Commission Briefing | March 03, 2022

project history

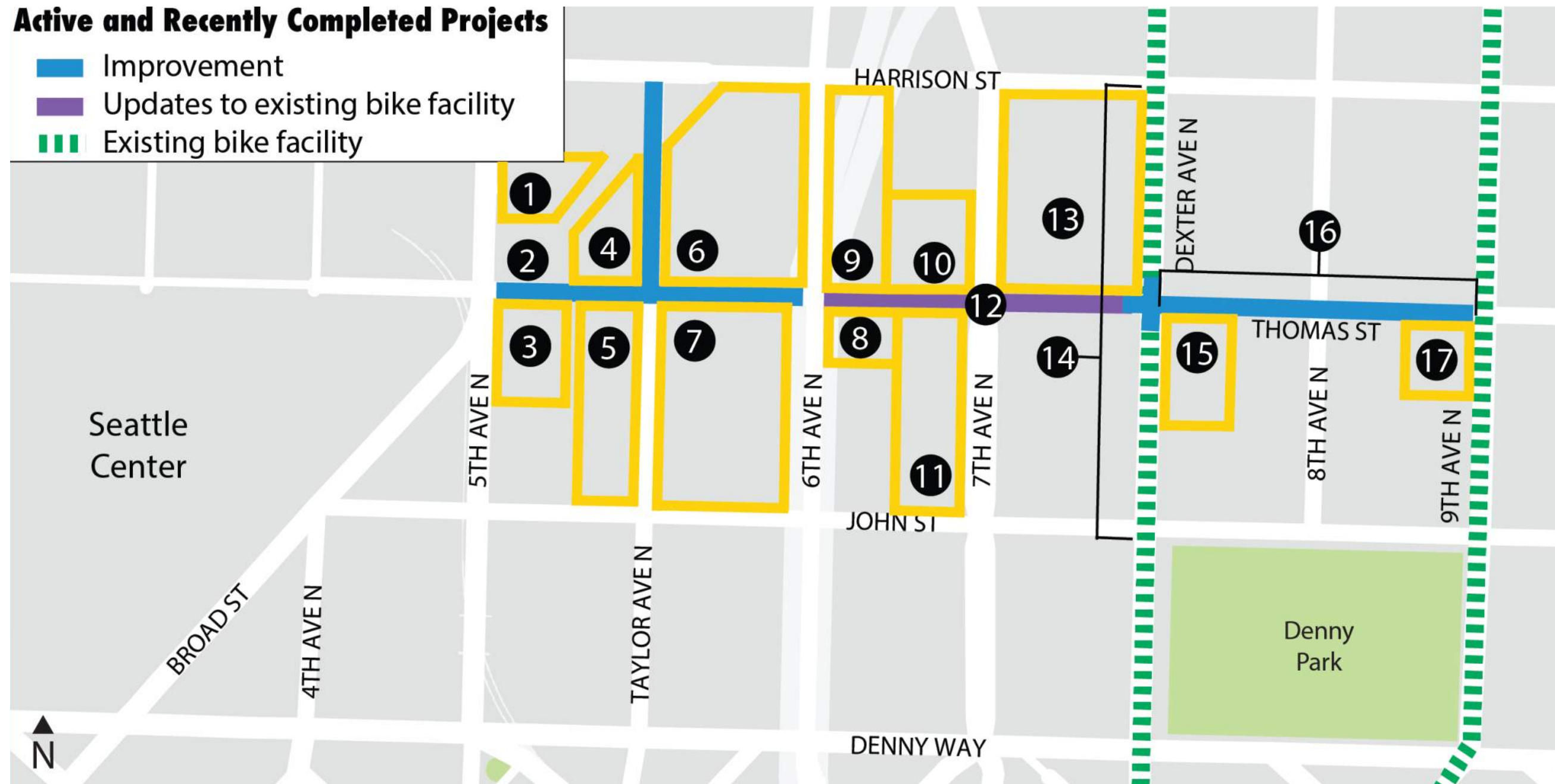






Active and Recently Completed Projects

- Improvement
- Updates to existing bike facility
- Existing bike facility



- | | | | |
|---|--|--|---|
| 1 318 5th Ave N (pre-Early Design Guidance)* | 6 SCL Broad St Substation (const. start June 2022) | 11 618 John St (early design guidance)* | 16 SCL Primary Replacement (Const. 2022) |
| 2 SC Skate Plaza (completed Sept 2021) | 7 200 Taylor Ave N (CMP under review)* | 12 WSDOT Signal Project (Completed 2020) | 17 235 9th Ave N (final design guidance)* |
| 3 222 5th Ave N (60% SIP, demo in spring 2022)* | 8 605 Thomas St (early design guidance)* | 13 333 Dexter Ave N (extended Dec. 2022)* | |
| 4 SCL Broad St Annex | 9 WSDOT North Tunnel Operations Building | 14 King County Metro RapidRide H (2022) | |
| 5 223 Taylor Ave N (in construction)* | 10 Future WSDOT Surplus Site | 15 222 Dexter Ave N (phased construction)* | |

Thomas Street Community Engagements and Events

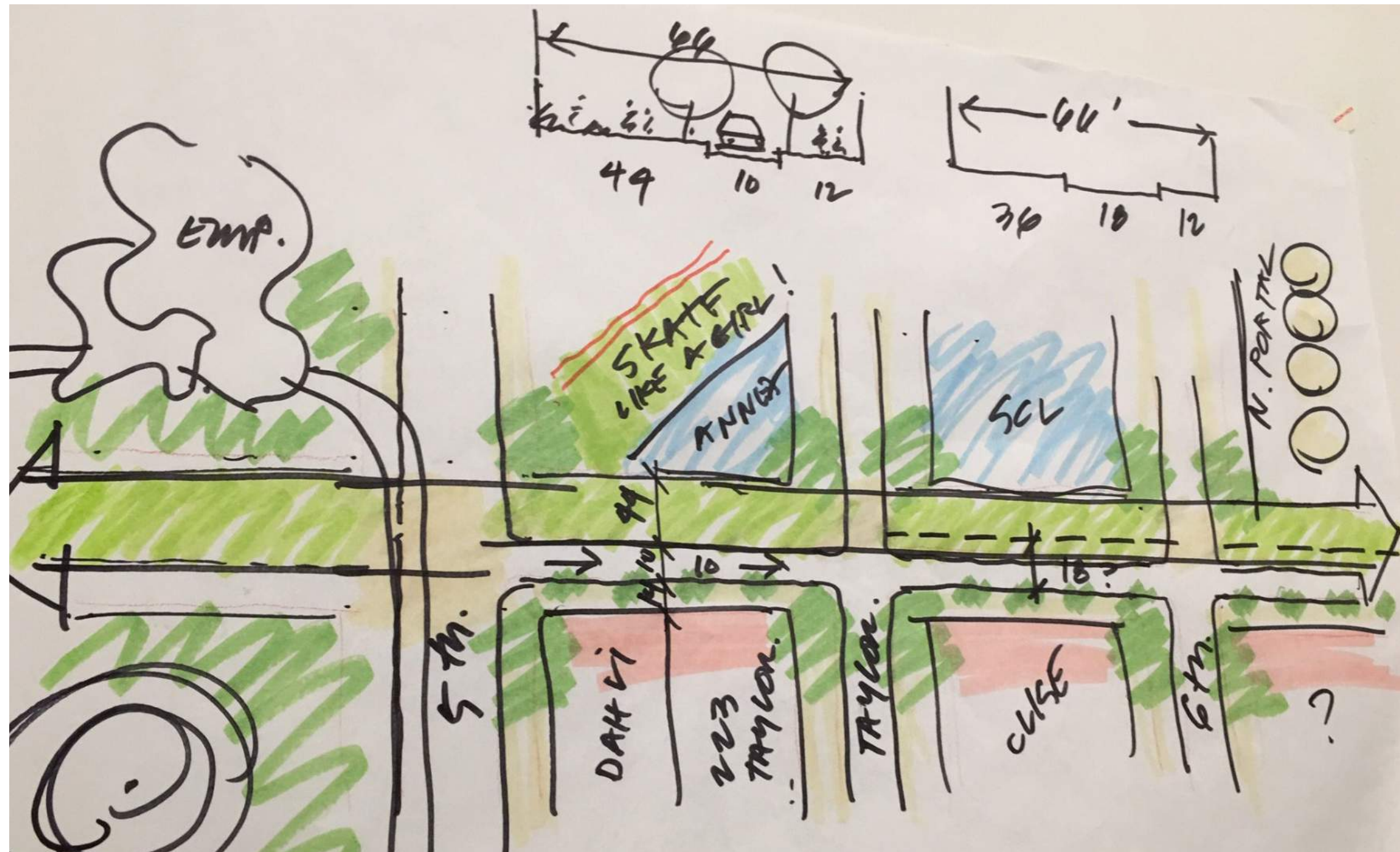
Date	Events	Purpose / Outcomes
7/12/2019	Original Charrette	Origination of idea, community support, funding
9/23/2019	Uptown Alliance	Project briefing
Q4 2019	SLUCC	Project briefing
12/10/2019	Developer Forum	Project briefing, notification of possible frontage revisions
2/6/2020	Seattle Design Commission	Reference SDC Notes (page 16)
2/5/2020	Bike Advisory Board	Project support, bike facilities discussion, safety at intersections
2/12/2020	Pedestrian Advisory Board	Project briefing
1/27/21	Mercer Stakeholder Group	Project briefing
9/10/2021	Skate Park Opening	Project briefing, feedback on incorporations of skate elements into design
9/15/2021	Community Art Charrette	Discuss ideas and input into art call led by Arts & Culture. Selected key words: ‘makes people stop’, interactive, gateway, doormat, landmark, whimsy, link diverse neighborhoods, energy, safety, educational, didactic, whimsical, vibrant colors, neighborhood vernacular, surprising, celebrate Uptown/SLUCC/Cascade neighborhoods, multi-sensory, all-ages

Outreach/Coordination

- Seattle Center - operations & maintenance
- Skate Like a Girl / Kristin Eberling - integration and coordination of skate opportunities
- Seattle Neighborhood Greenways - Thomas Street bike facilities
- C3 Meetings
- Coordination with private developments, identify scopes of work
- 222 Dexter (private development), identify scopes of work
- 222 5th Ave (private development), identify scopes of work and possible collaboration on 5th Ave Plaza
- Coordinate with gym on SW corner of Thomas & Dexter on closing a driveway and adding more landscaping

In July 2019, designers, community members and city officials came together to discuss aspirations for Thomas Street. Small group conversations led to exciting and transformational ideas that leverages underway and future developments in the area.





PRINCIPLES.

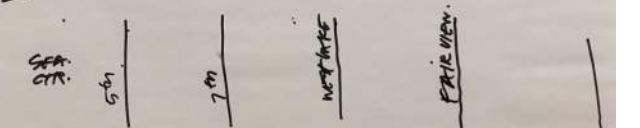
VIEWSHEDS.

- PROTECT, REINFORCE VIEWS TO LCN'S, WATER, ETC.

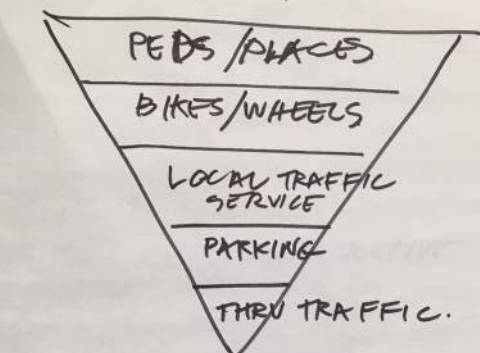
CALM STREET.

- LIMIT VEHICLES CONTROL SPEED AND ACCESS. NO THRU ACCESS @ 7th (AURORA) and DEXTER!
- PRIORITY SIGNALS @ 7th and DEXTER.
- NO YELLOW STRIPS (CHANNELIZATION)!
- GREENWAY NEEDS LOW VOLUME < 500 VPD.

DESIGN IS NOT 'ONE SIZE FITS ALL'



PRIORITY PYRAMID.



PEDES/PLACES.

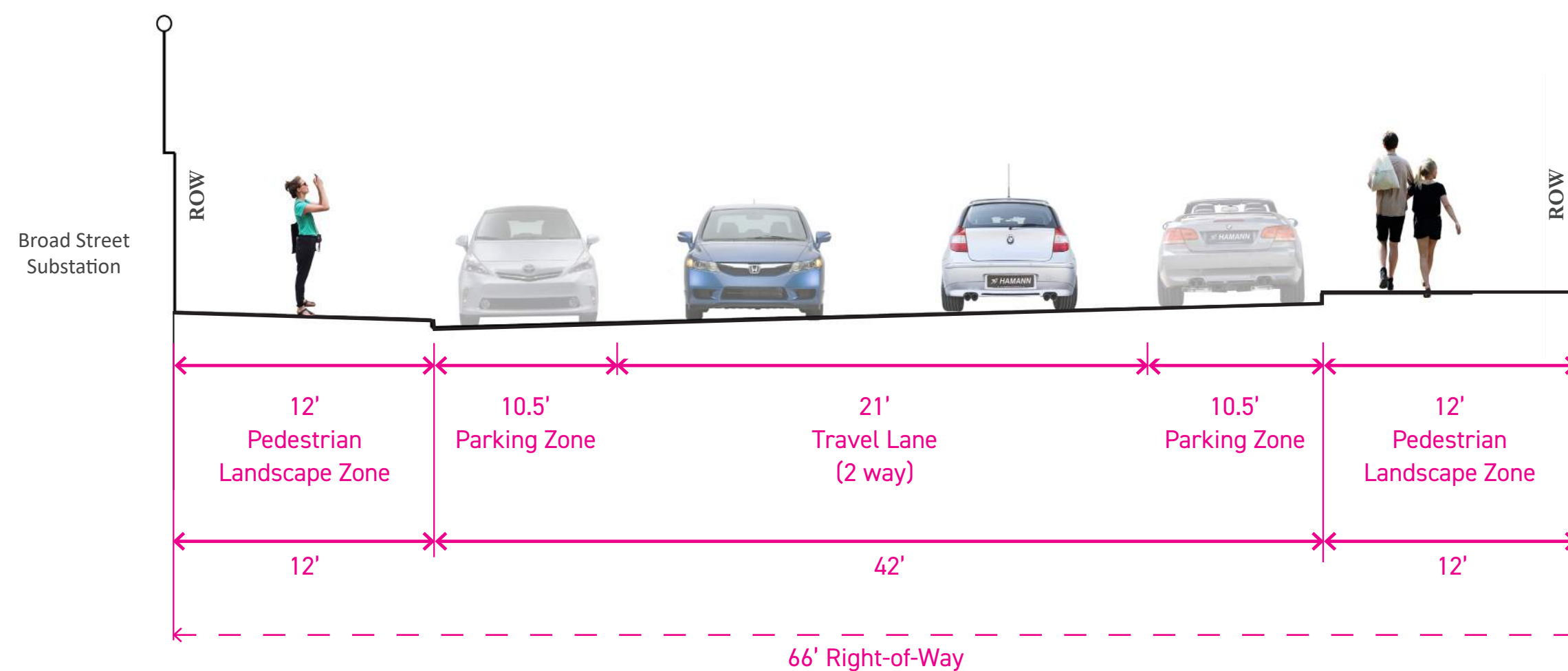
- NORTH SIDE: 100% PUBLIC FOCUS.
- CONTINUITY/CONTINUATION OF SC → EAST.
- ART, LANDSCAPE, AMENITIES, LIGHTING WAYFINDING.
- SOUTH SIDE.

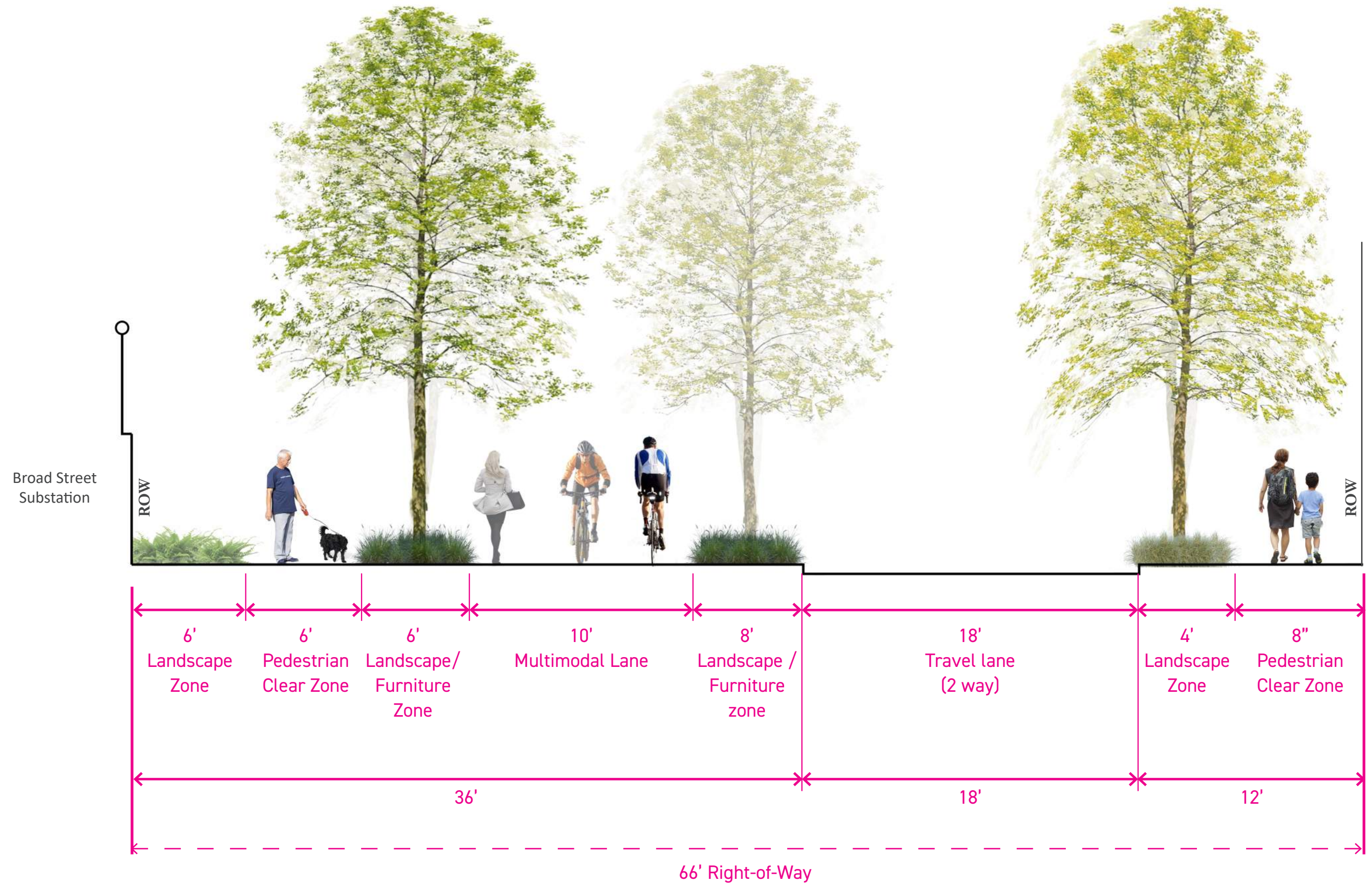
Go big and bold, be city-defining and make it unique

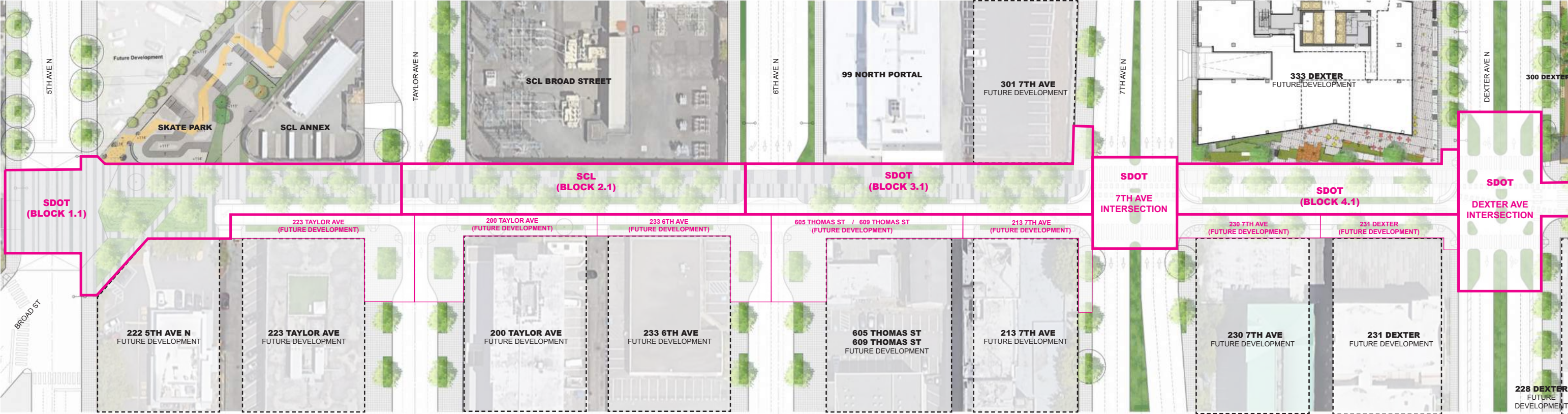
Prioritize people and place, support walking, biking and getting to transit

Build for all ages and abilities

5th Ave is a 66' ROW street. Existing condition at Thomas Street between Taylor Ave and 6th Ave contains 12' pedestrian zone and 10.5' wide parking lane on both ends with 21' travel lanes.







5TH & TAYLOR

Close half block from 5th Ave to Alley to vehicular traffic and create new public space coordinated with new skate park and adjacent development to create grand entry into Seattle Center. Improve street crossing to Seattle Center with new decorative surface treatment.

TAYLOR & 6TH

Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18' curb to curb. Curb bulbs and a raised intersection create safe crossings and additional public space. Leverage current Seattle City Light Broad Street project and associated public benefit package for Thomas Street improvements.

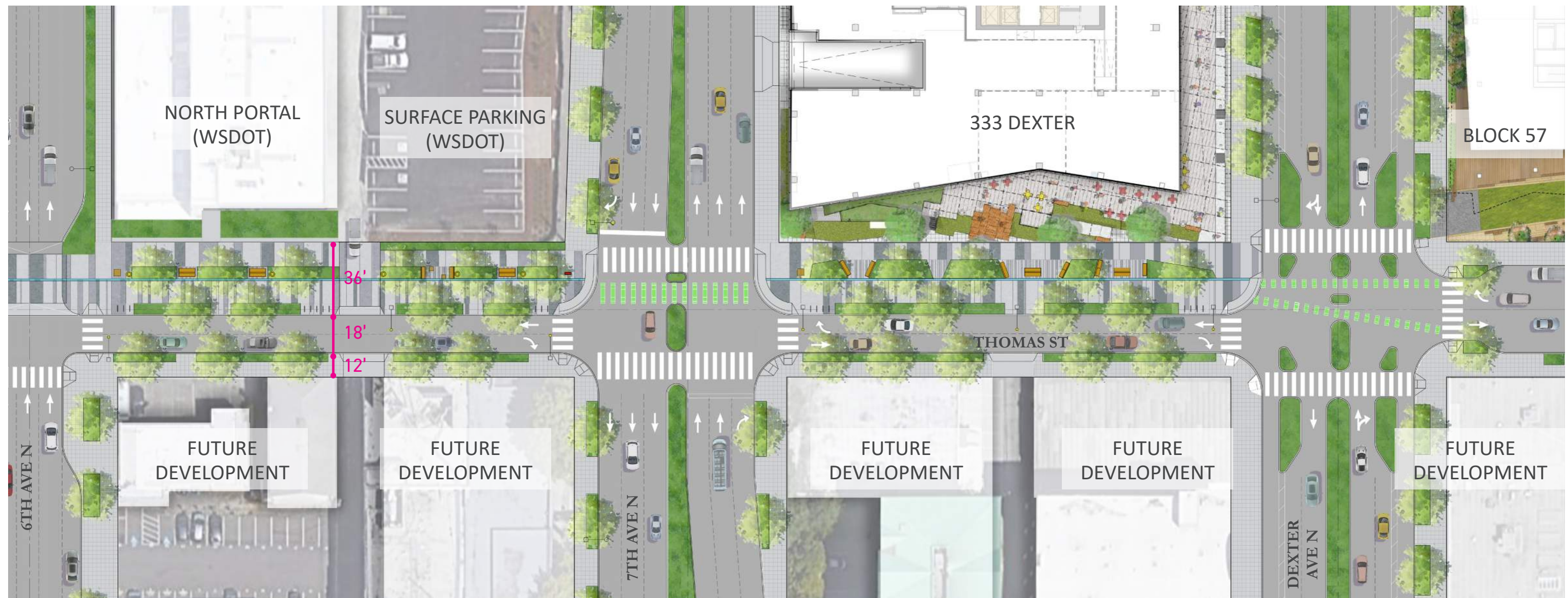


6th Ave N to 7th Ave N

Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18' curb to curb. Leverage WSDOT ongoing improvements at North Portal and adjacent surface parking lot and integrate into street concept plan. Prioritize safe and efficient pedestrian and bike crossings at 7th Ave through protected intersection treatments and signalization.

7th Ave N to Dexter Ave N

Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18' curb to curb. Coordinate design with newly improved street frontage at 333 Dexter. Prioritize safe and efficient pedestrian and bike crossings at Dexter Ave through protected intersection treatments and signalization.



Feb 6th 2020, General Summary of SDC Comments

- General discussion of issues around alley access, promenade & intersection design proposals, integration with Thomas St west of Seattle Center and east of Dexter Ave N, and integration with surrounding projects.
- SDC raised concerns with allowing alley access that bisect the proposed Seattle Center Skate Plaza. The project team stated that Seattle Center and SDOT are coordinating with the adjacent business to create a solution to manage vehicular flow through the skate plaza and recommended the SDC reach out to that project team to hear about specific management plan.
- SDC questioned the half block closure. The half block closure would divert traffic along 5th Ave N to Harrison St. The promenade with includes different elements such as the pedestrian sidewalk, bike pathway, and landscape and seating areas, so that when viewed individually none of elements are wider than needed.
- SDC questioned the proposed width of the pedestrian promenade. Thomas St is an identified green street, which prioritizes pedestrian and cyclist movement through the corridor. The SDC recognized that this concept plan includes a defined area of Thomas St between 5th and Dexter.
- SDC wondered how future ROW development east of Dexter Ave N and west of Seattle Center will connect with this design proposal? There is an intention to continue the pedestrian sidewalk along the north side of Thomas St east of Dexter Ave N. The team then stated that while the proposed design will not continue along Thomas St west of Seattle Center, it would include a generous pedestrian realm on both sides of the street.
- The SDC encouraged the project team to continue to think about materials, street furniture, and lighting as well as opportunities to incorporate sustainable infrastructure as the project continues to develop.

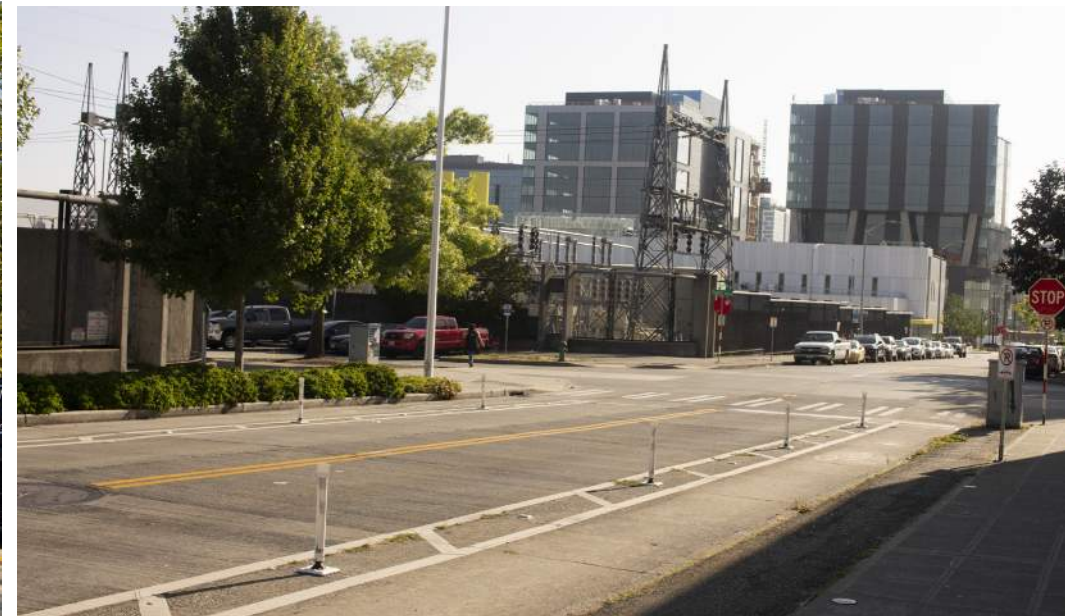
progress

+

process



5th / Thomas looking west at location of proposed 5th Ave plaza



Looking east to Broad Street Substation



Thomas / Taylor looking west



Skate Park



Existing intersection at Dexter Avenue and Thomas St



Proposed protected bike lane intersection at Dexter Avenue



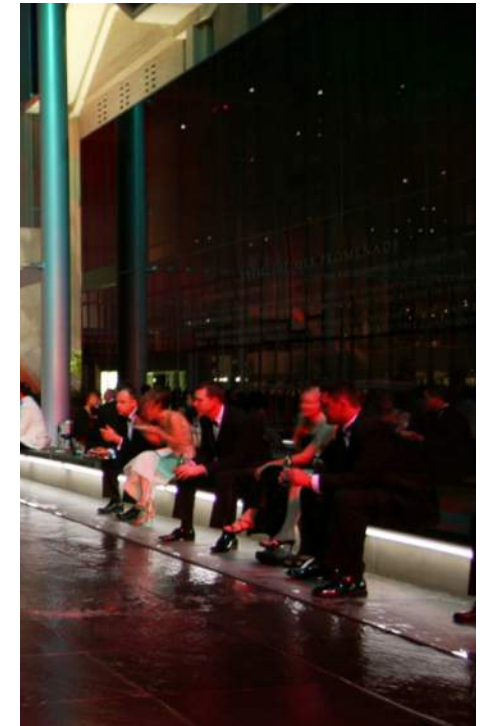
223 Taylor Avenue North



225 5th Ave



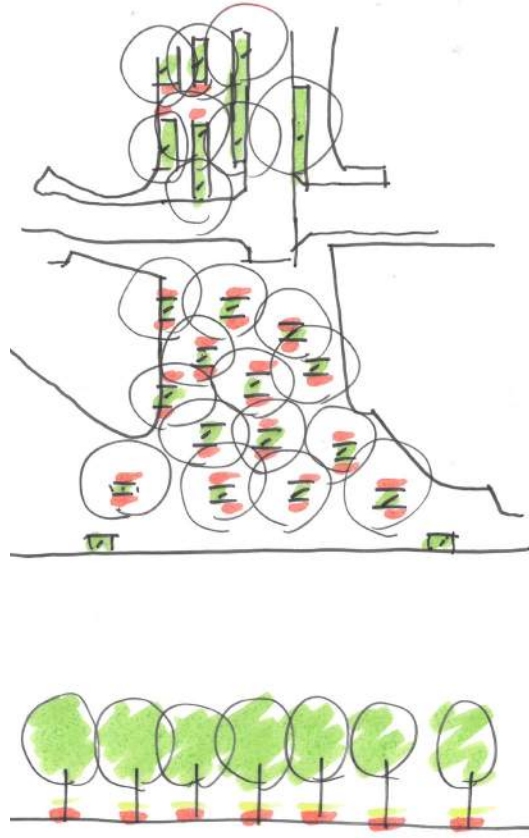
Seattle Center Skate Park



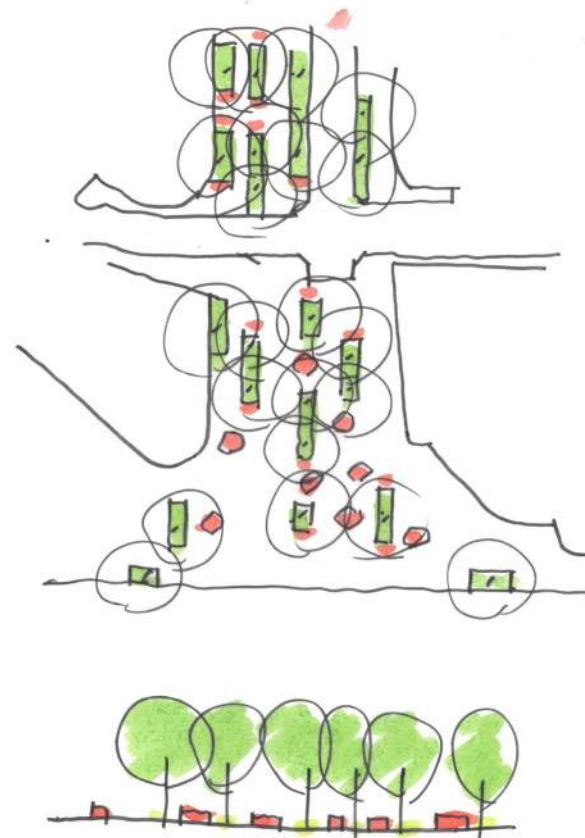
Extend Pattern -
Planters



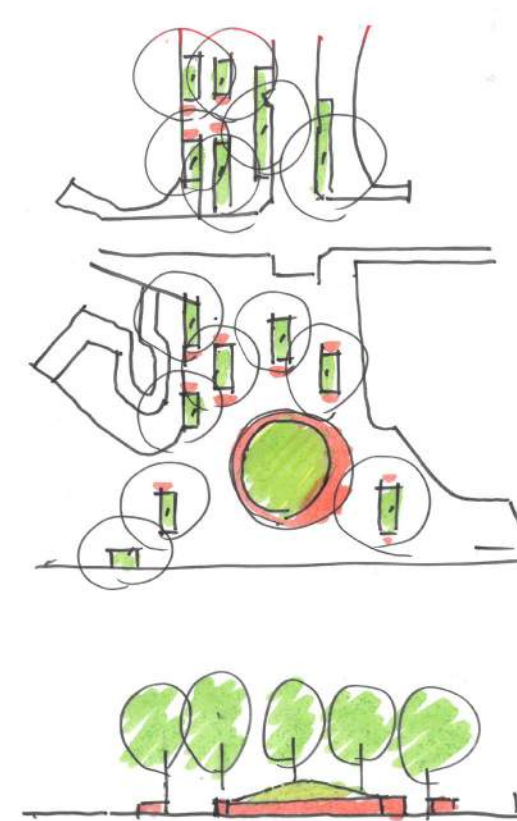
Extend Pattern
- Surfacing



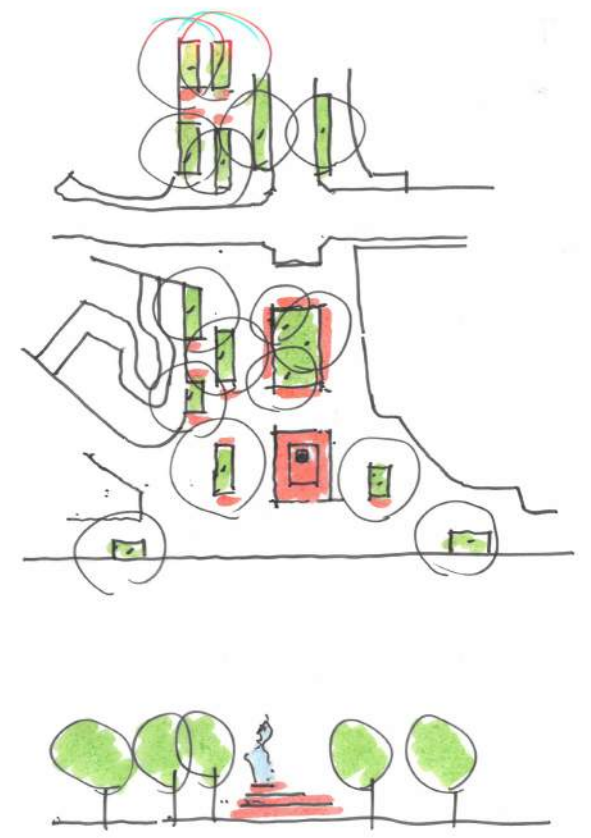
Unique Objects

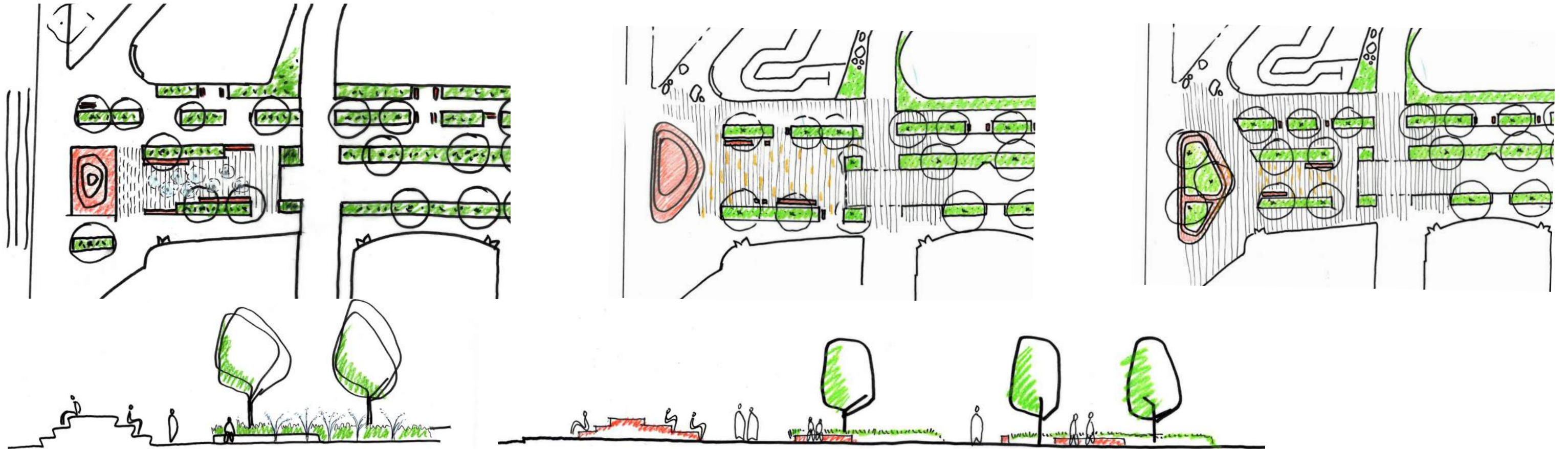


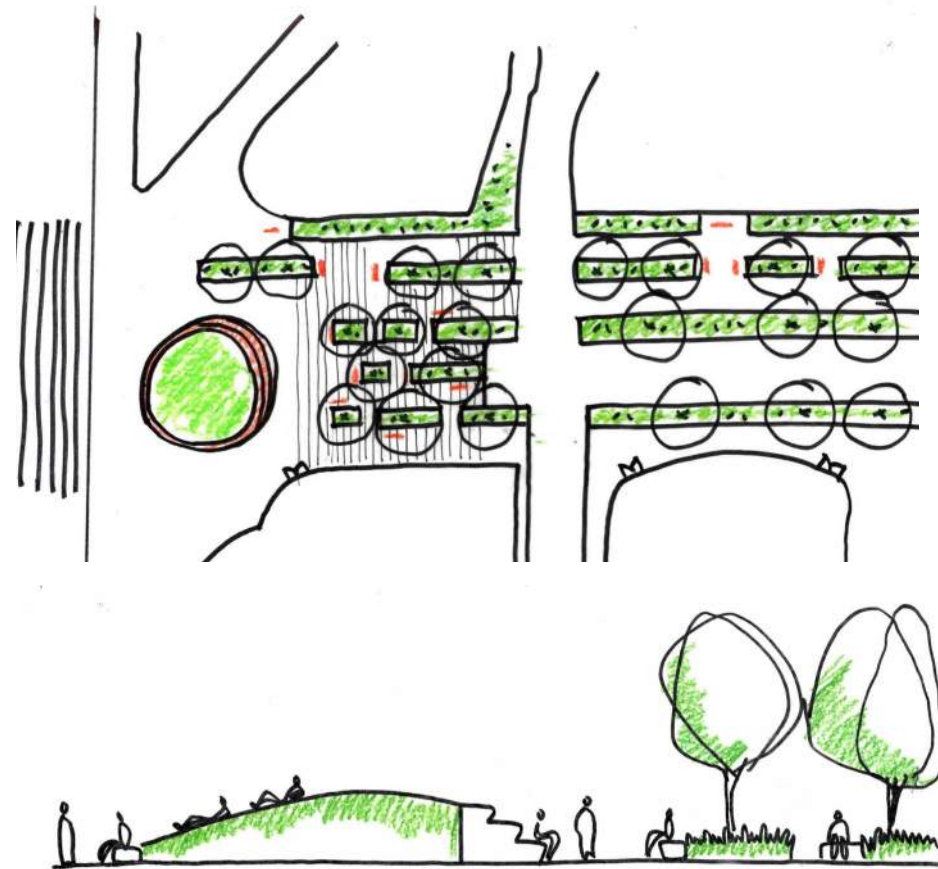
Topography



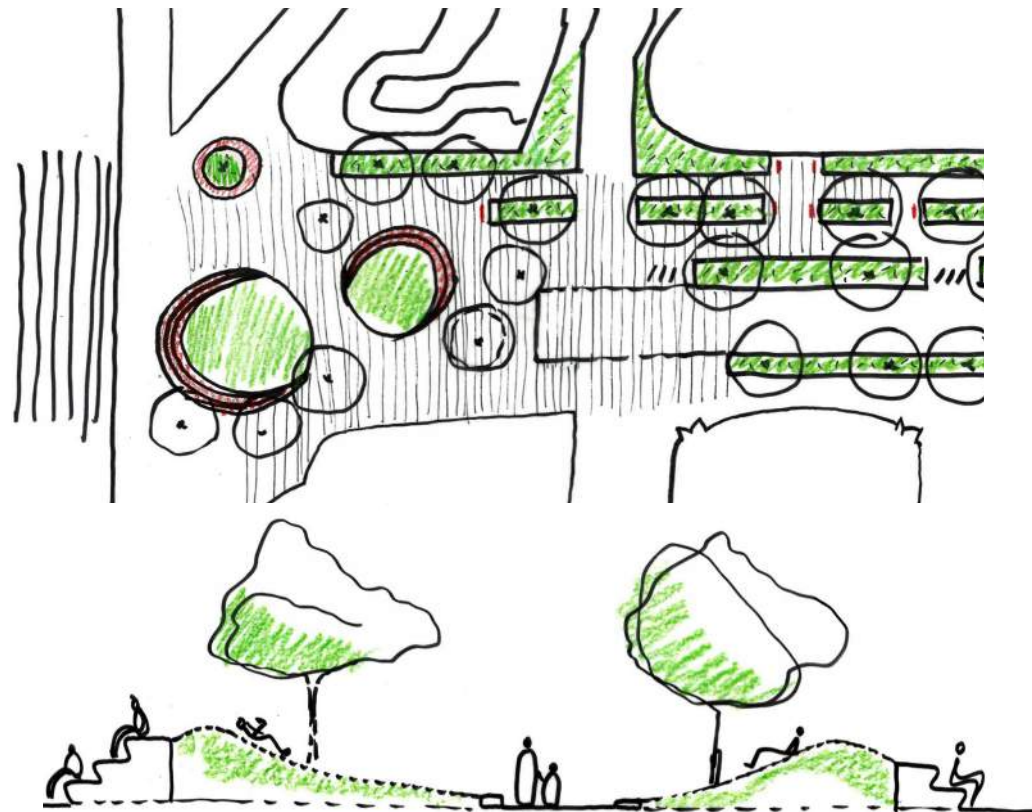
Platform



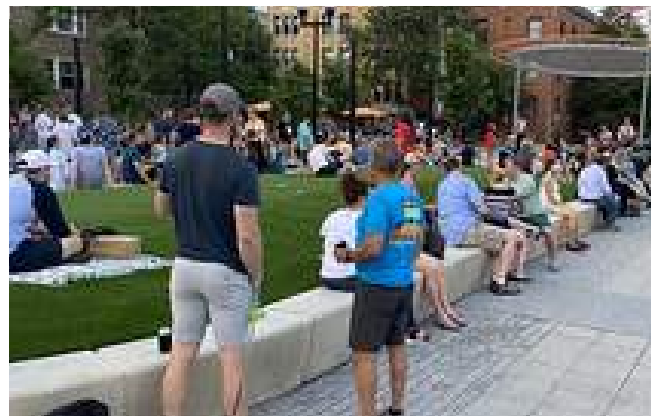
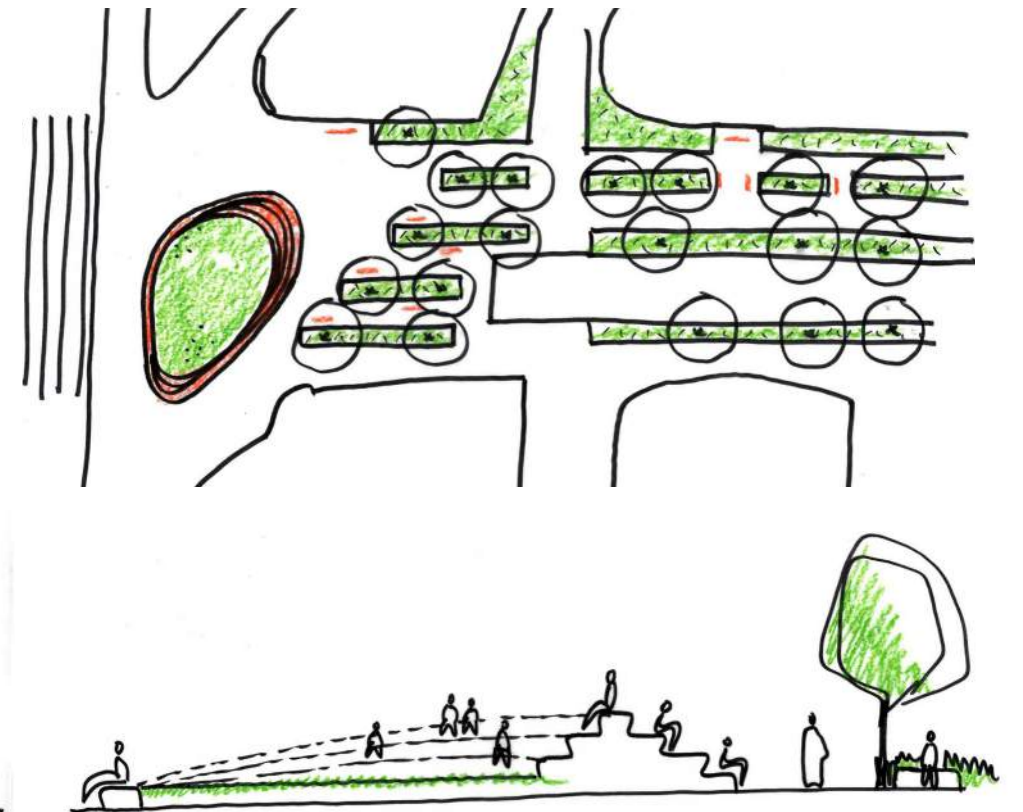


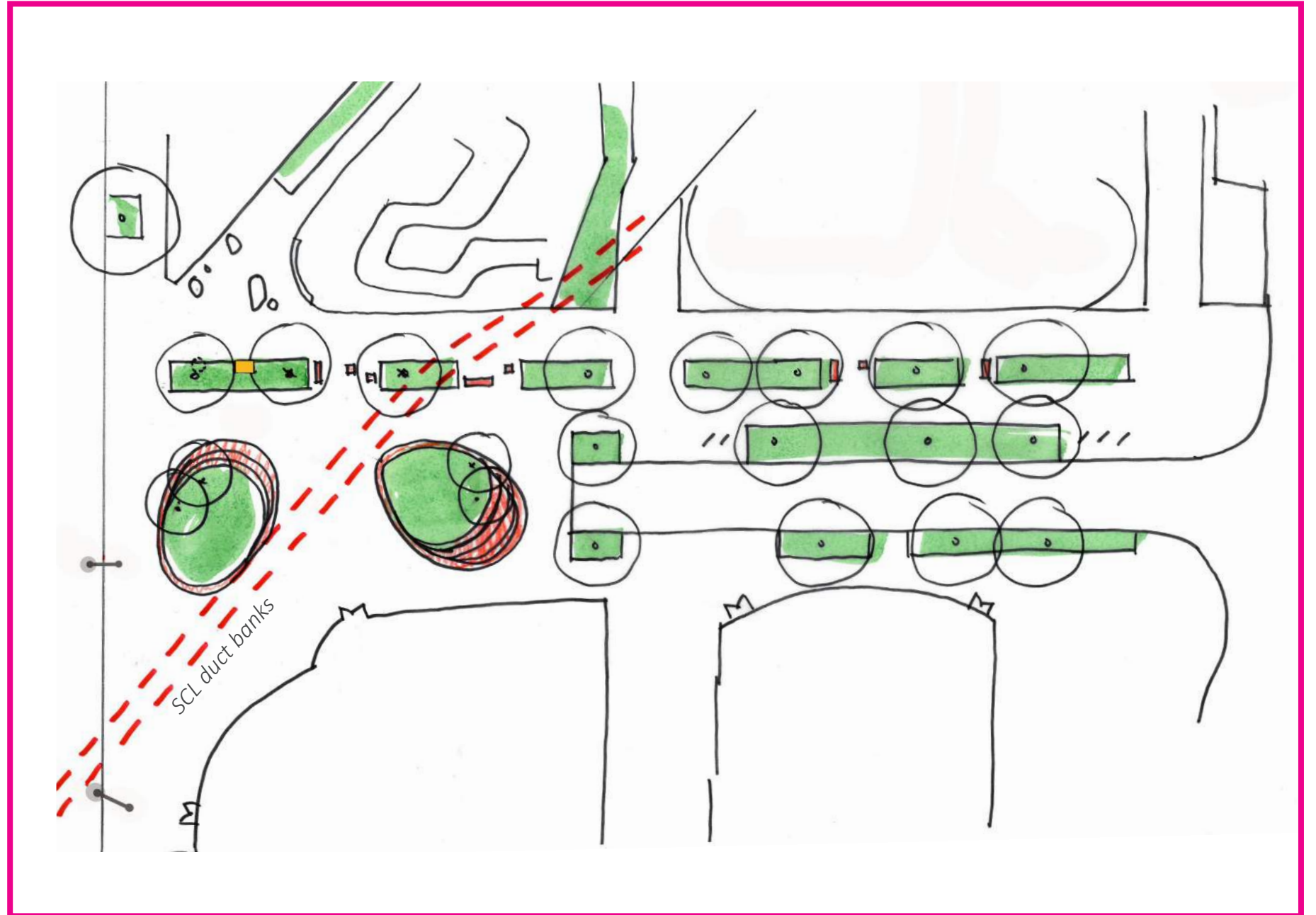


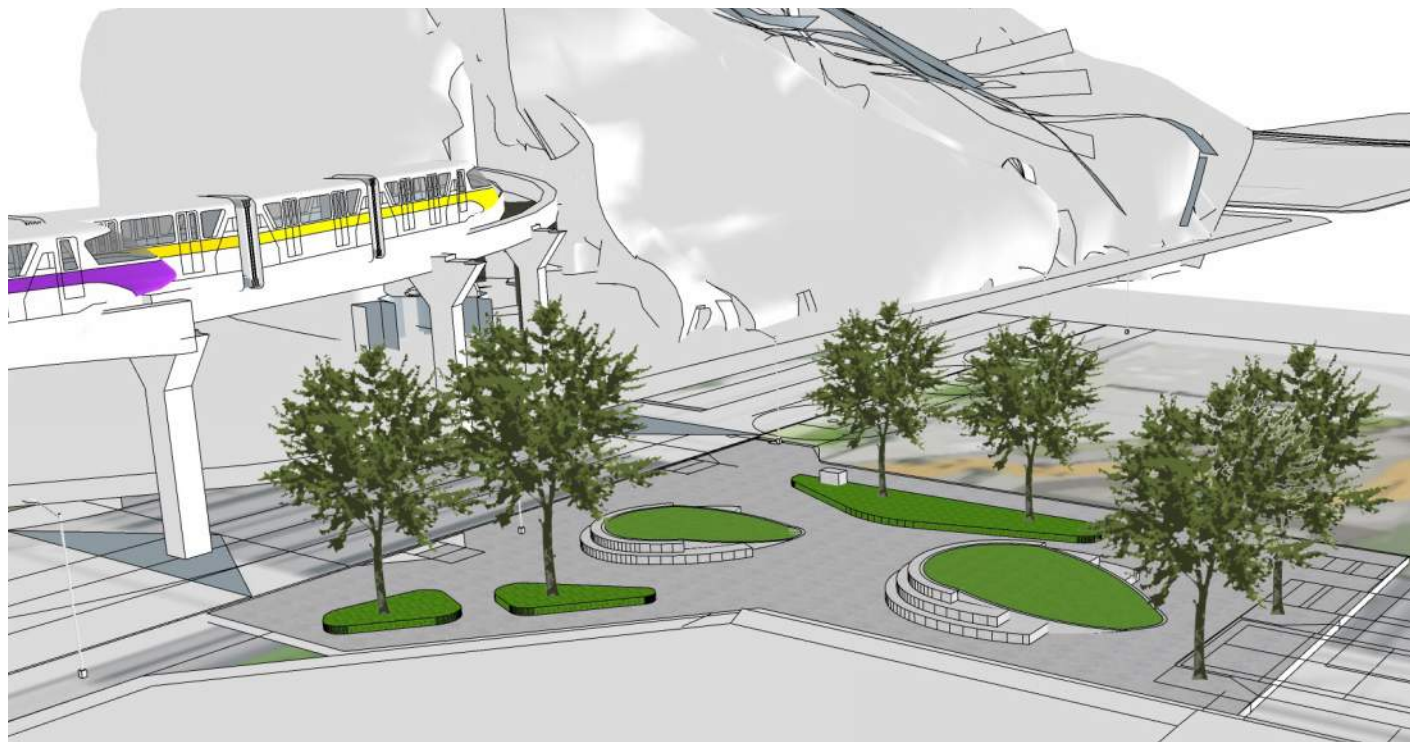
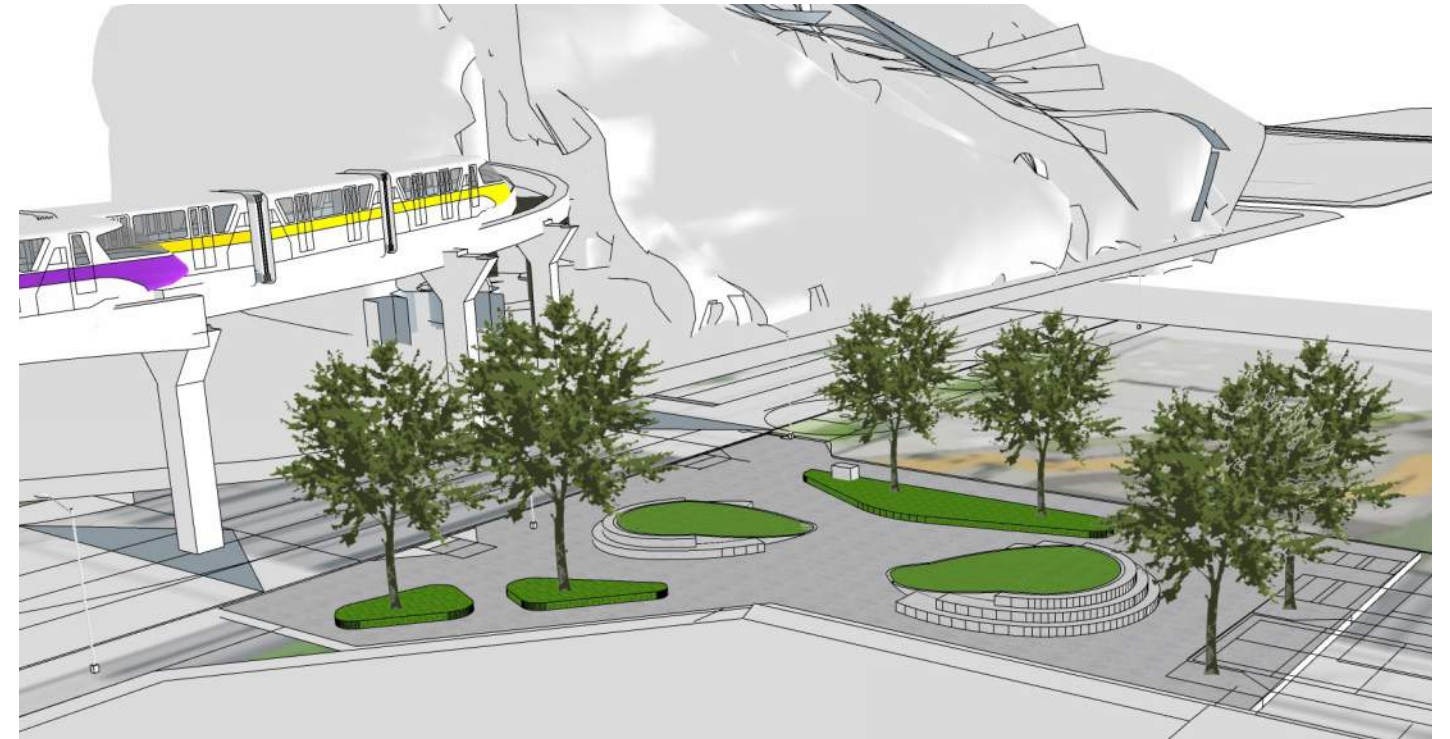
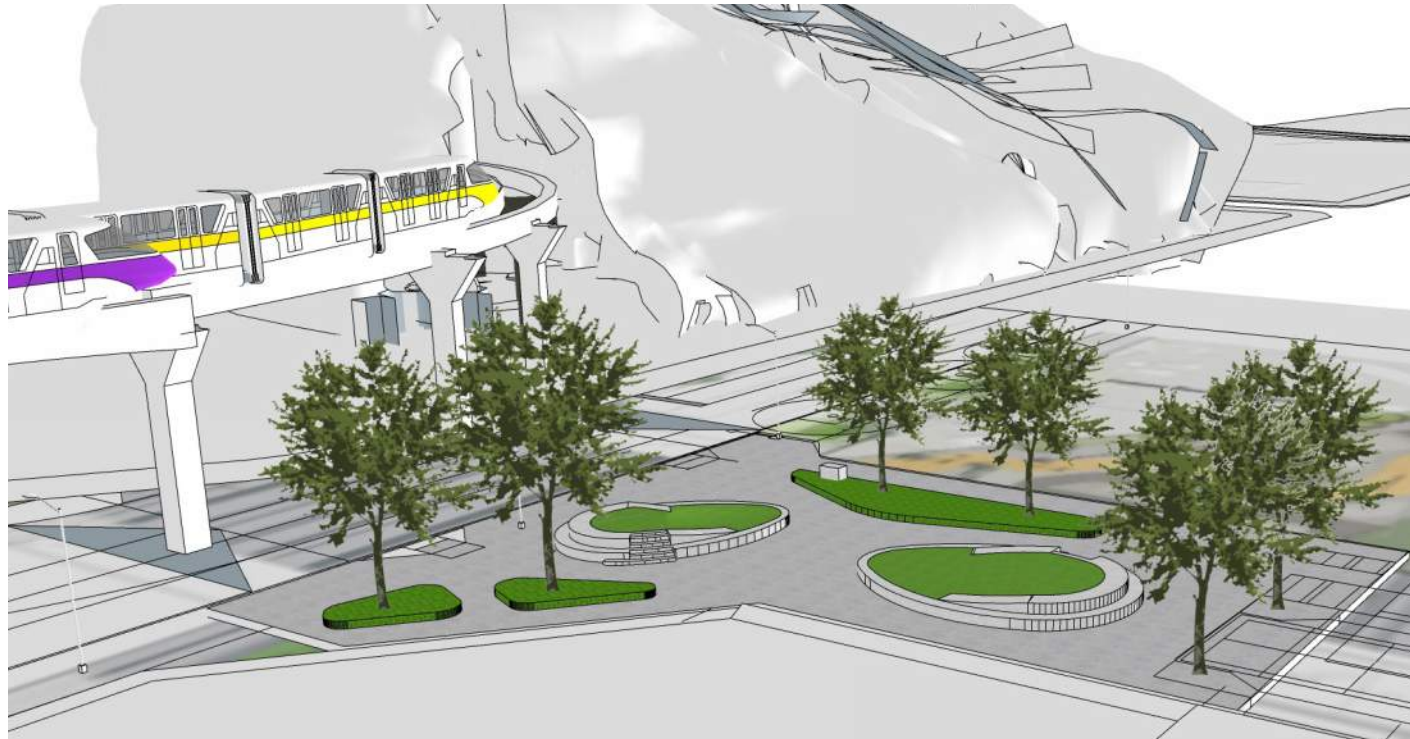
City Lounge / Bean Bags



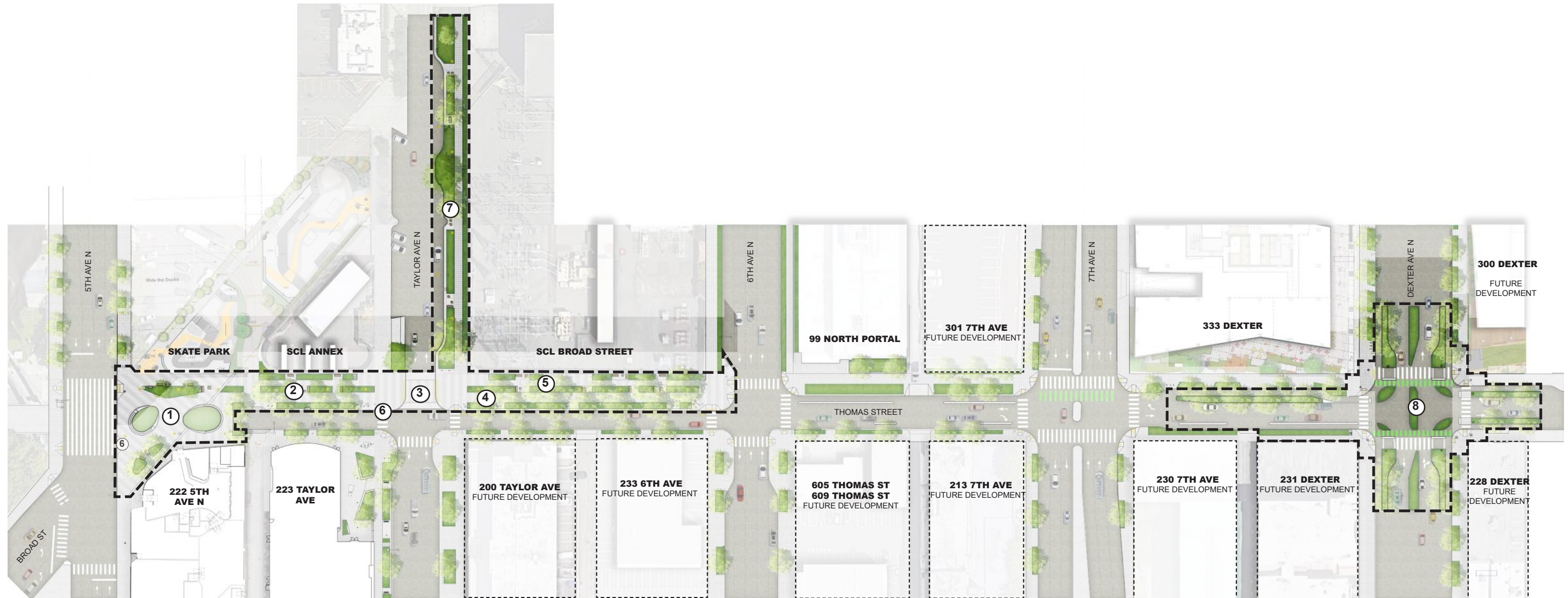
Theater







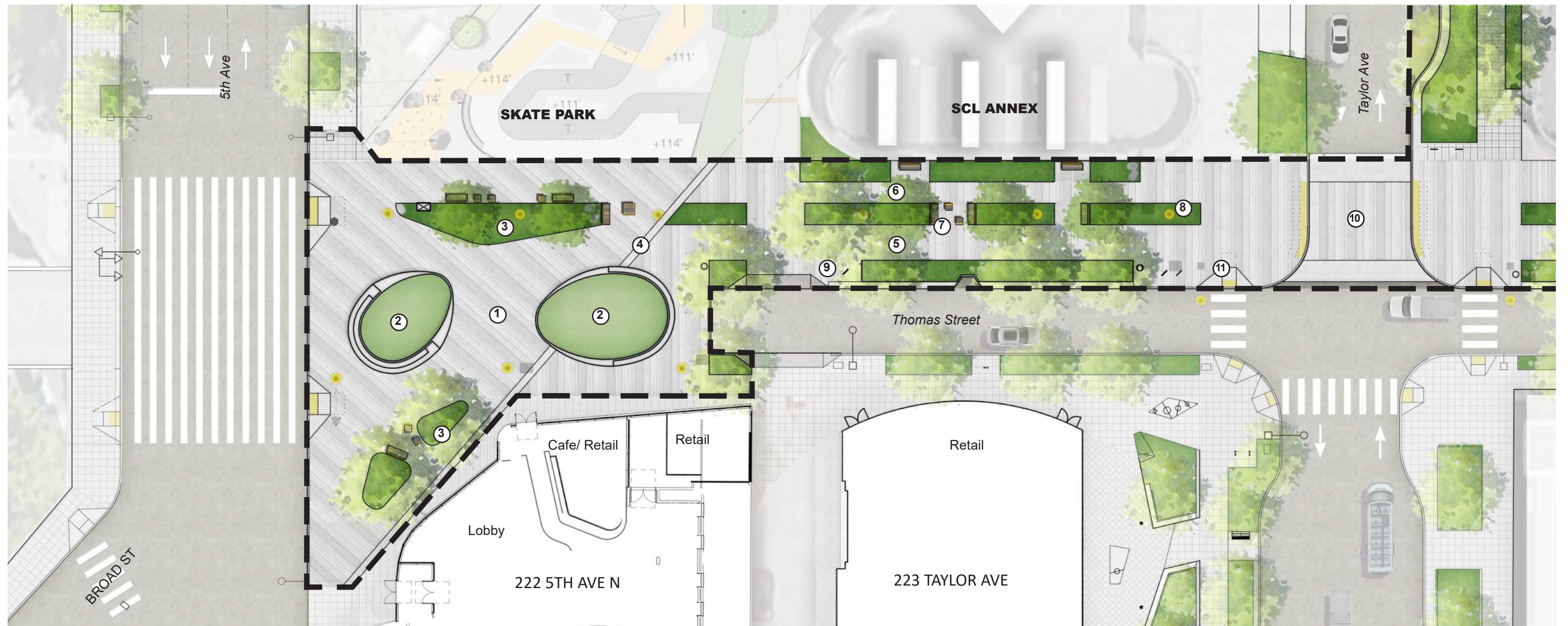
current design



Legend

Thomas St Plaza (reference next page)

- ② Garden rooms along the Thomas St and Taylor Ave N. A suite of site specific street furniture providing a variation of seating opportunities from small groups to single seating within new street trees and understory plantings.
- ③ Raised intersection with the unique paving score of Thomas St.
- ④ 10' wide multi modal path with new street trees and understory plantings.
- ⑤ 6' wide pedestrian zone
- ⑥ Improved crossings and curb ramps.
- ⑦ Taylor Street Improvements with new sidewalk with typical COS scoring, lighting and additional plantings along Taylor Ave N.
- ⑧ Dexter Intersection Improvements with new protected bike and pedestrian crossing with additional planting beds and street trees.



Legend

- ① Thomas St Plaza. A flexible urban plaza providing opportunities to pause, respite and perch with views of the Seattle center landmarks, city life and nearby skate park. Amenities includes synthetic turf mounds with seating / skate edges, plantings with trees, site specific street furniture, paving recognizing Broad St, lighting and ease of circulation throughout the space.
- ② Synthetic turf 'bean bags' providing opportunities for seating, lounging, viewing, and skate opportunities at edges.
- ③ Existing and new street trees with understory plantings.
- ④ Interpretive paving band aligned with Broad Street ROW
- ⑤ 10' wide multi modal lane flanked by new street trees and understory plantings.
- ⑥ 6' wide pedestrian zone.
- ⑦ Groups of site specific street furniture providing a variation of seating opportunities from small groups to single seating. In timber and coloured steel, with some including skateable elements.
- ⑧ New pedestrian scale light fixtures.
- ⑨ Bike racks.
- ⑩ Raised crossing.
- ⑪ Improved curb ramps and crossing.

