

# N Northlake Way Retaining Wall Project

## STREETSCAPE SURVEY (JUNE 2023)

The 432-ft long N Northlake Way Retaining Wall in the Fremont neighborhood supports adjacent N Northlake Way, including public utilities and the street. The segment of N Northlake Way between Troll Ave N and Stone Way N provides access to multiple private lakeside businesses and residences along Lake Union.



The existing structure needs repairs to strengthen it and address seismic hazards associated with the historic fill and liquifiable soils located adjacent to and beneath the wall. As part of the [Northlake Retaining Wall project](#), we plan to reconstruct a portion of the street and update the design to meet current standards.

This segment of N Northlake Way is classified in SDOT's Seattle Streets Illustrated (our right-of-way improvements manual) as an Urban Village Neighborhood Access street which has the following requirements:

- Must provide 6-ft to 8-ft sidewalk on both sides of the street and 6-ft landscaping strip where feasible
- Must provide between 18-ft and 22-ft of travel lanes for two-way traffic operations
- Any on-street parking must be parallel or back-in-angle (perpendicular parking not allowed)

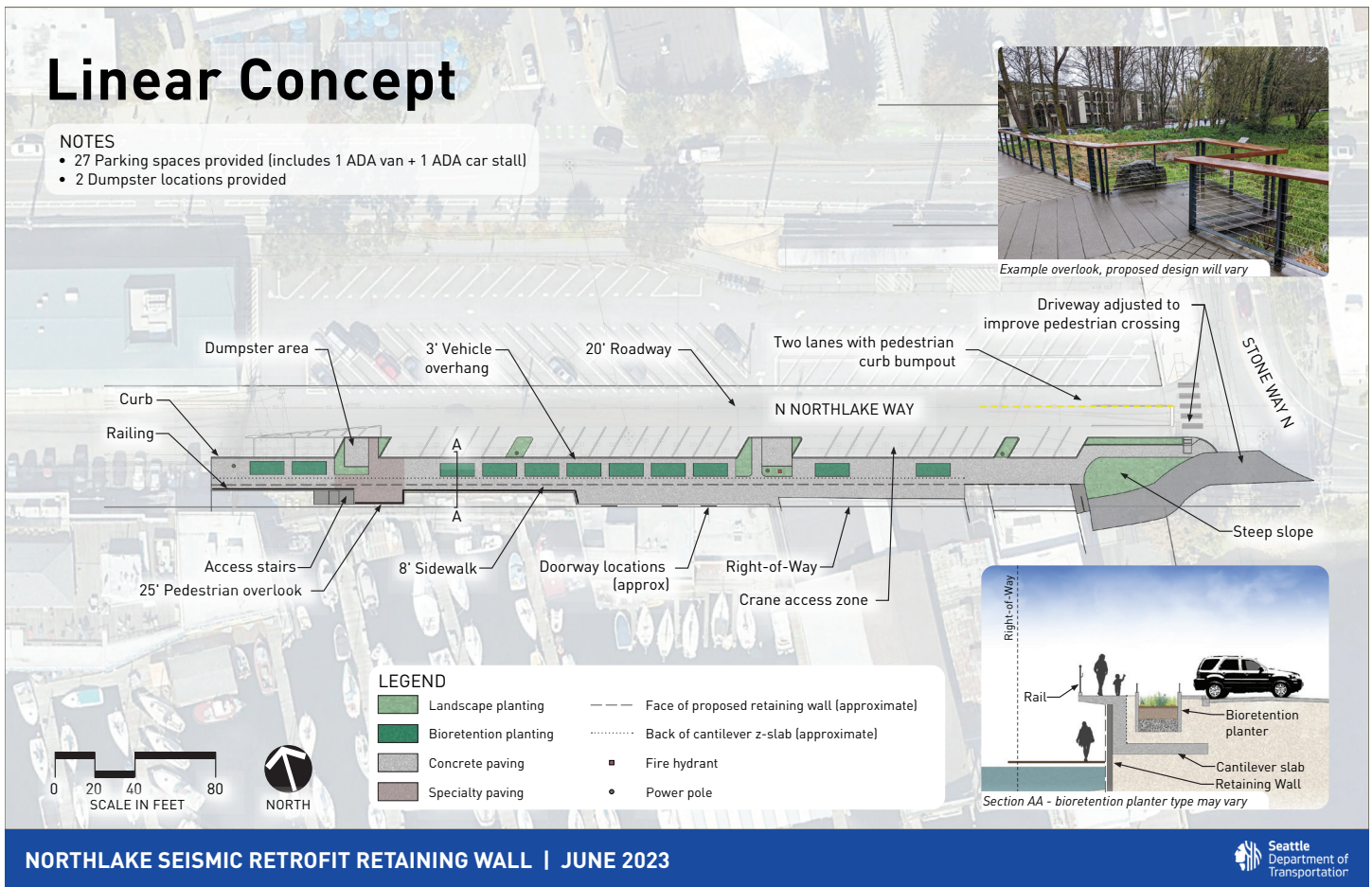
In addition, this particular street has the following unique design requirements:

- Must collect and treat stormwater using bioretention areas on-site
- Must maintain two-way traffic operations
- Must maintain the public viewpoint at the marina
- Must preserve space for a sidewalk on the north side of the street (potential future redevelopment)

In advance of our 30% design milestone, we conducted a public survey to gather feedback on 2 design options for a new streetscape. The survey was open from June 15 to June 30. To promote it, we posted an update on the project webpage and emailed a survey link to our project listserv and adjacent property owners. In addition, we posted lawn signs with a QR code to catch people passing by the project area. Over the 16-day survey period, we received a total of 79 responses.

The survey asked participants to provide feedback on the following streetscape concepts: 1) Linear Concept and 2) Piers Concept.

# Linear Concept



## Key characteristics of the **Linear Concept**:

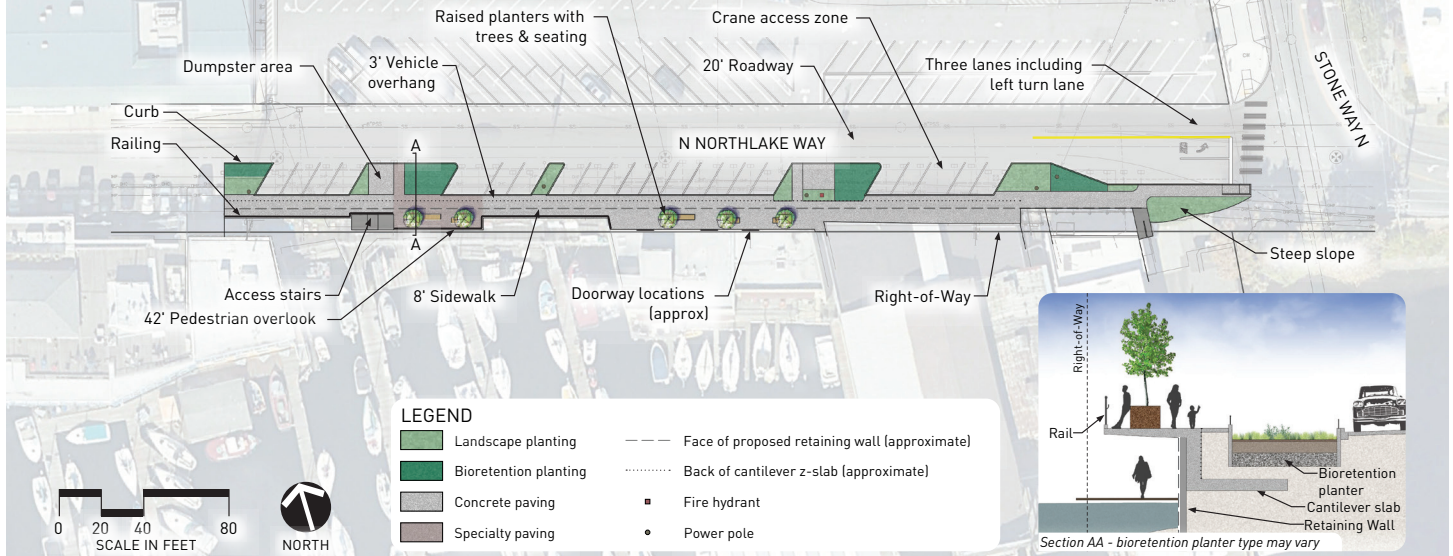
- Incorporates continuous, linear bioretention in sidewalk area (approximately 1,200 sq ft)
- Includes smaller viewpoint area (25 linear feet) with less overhang of the marina boardwalk
- Provides 27 back-in-angle parking spaces now (2 ADA spaces required); Reduced to roughly 15 parallel parking spaces if redevelopment occurs (1 ADA space required)
- Removes left-turn pocket at Stone Way N approach (realigns driveway to improve sightlines and shorten pedestrian crossing)

## Piers Concept

# Piers Concept

### NOTES

- 21 Parking spaces provided (includes 1 ADA van stall)
- 2 Dumpster locations provided



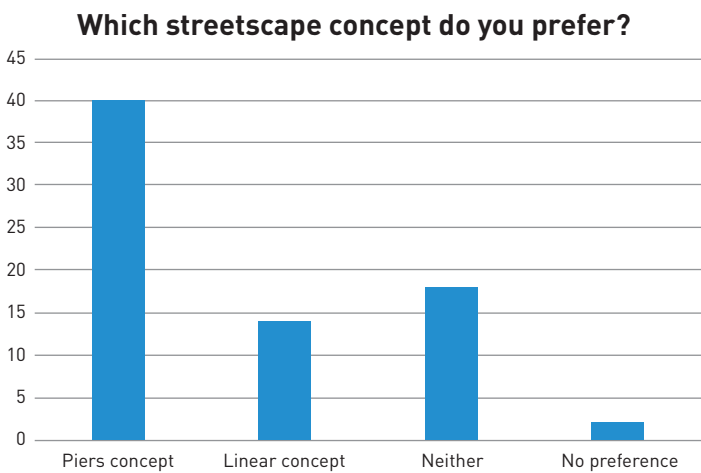
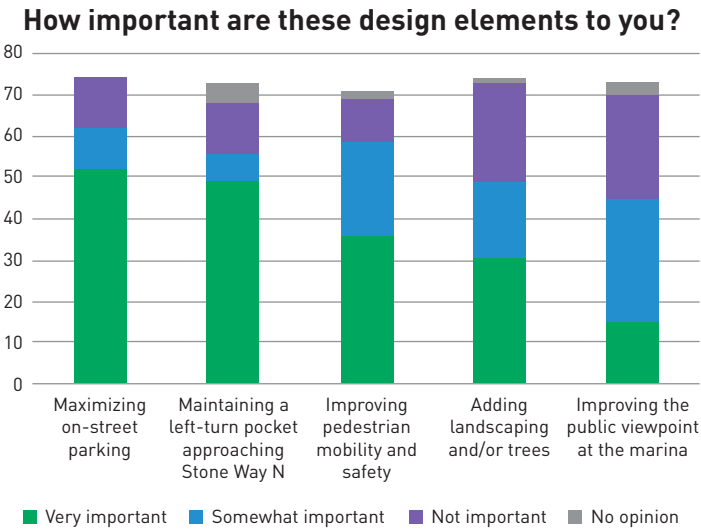
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### Key characteristics of the **Piers Concept**:

- Includes larger, discrete bioretention areas in parking lane area (approximately 1,000 sq ft)
- Incorporates larger viewpoint area (42 linear feet) with more overhang of the marina boardwalk
- Introduces opportunity for informal seating and/or new trees
- Provides 21 back-in-angle parking spaces now and in the future (1 ADA space required), regardless of future redevelopment
- Maintains left-turn pocket at Stone Way N approach (configuration similar to existing)

Below is a summary of the multiple-choice questions that we asked about design preferences.



Common themes of open-ended responses were for the project team to further consider:

- Maximizing on-street parking and addressing vehicle access needs (i.e., load zones, deliveries, parking configuration, etc.)
- Undergrounding utilities in the permanent condition (i.e., power, telecom, etc.)
- Improving traffic management during peak periods (i.e., maintaining the eastbound left-turn pocket at Stone Way, channelization, etc.)
- Including traffic calming treatments to slow vehicle speeds (i.e., speed cushions, chicane, speed limit reduction, etc.)
- Ensuring long-term maintenance of landscape features (i.e., bioretention areas, trees, etc.)
- Enhancing access for people walking and biking (i.e., bike racks/parking, mid-block crossings, car-free space, etc.)
- Encouraging use of the Burke-Gilman Trail for people biking and walking
- Improving lighting and security
- Incorporating public art
- Extending improvements to the west (i.e., sidewalk, drainage, etc.)
- Extending improvements to the east (street end of Stone Way N/Waterway 22)
- Developing a master plan for entire block

Based on initial input, the 30% plans will include a combination of the Piers and Linear concepts. As the design progresses, we will continue to take the feedback we received from this survey under consideration to refine the streetscape plan and there will be additional opportunities for the community to engage and provide comments as we work to advance this important project.