



MAGNOLIA, INTERBAY, QUEEN ANNE

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INTRODUCTION

The Green Futures Charrette provided the Magnolia, Interbay and Queen Anne communities a unique opportunity to come together to explore open space opportunities for the next 100 years. This chapter summarizes the work of the charrette team, as well as individual site plans developed following the charrette.

The Magnolia/Interbay/Queen Anne study area presented the group with a number of challenges and opportunities, which we classified into three categories: water, connectivity and green integration. Goals for each opportunity area were then established, as shown below.

Water

Opportunities

- The water bodies that surround the area - Salmon Bay, Lake Union and Elliott Bay - are inaccessible to the public in most locations.
- Streams formerly located in the northern portion of the study area are now in subsurface drainage systems.

Key Goals

- Increased public access to the shoreline
- Integrate water into urban areas
- Reduce the impact of stormwater
- Restore natural conditions

Connectivity

Opportunities

- Magnolia is isolated from the rest of the City due to the presence of rail infrastructure in the Interbay area.
- The presence of steep slopes and lack of paths make pedestrian travel difficult in many locations.

Key Goals

- Develop multi-modal greenways (functioning for both people and habitat)
- Create community gathering spaces
- Increase local access to open space
- Transform Interbay's identity (becomes "The Zipper")

Green Infrastructure

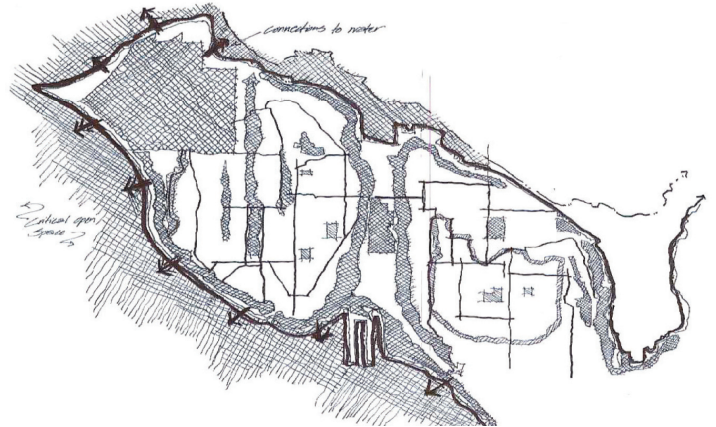
Opportunities

- Natural land cover is limited to small, fragmented patches dispersed throughout the area.
- Shorelines are highly modified and no longer provide high-quality habitat.

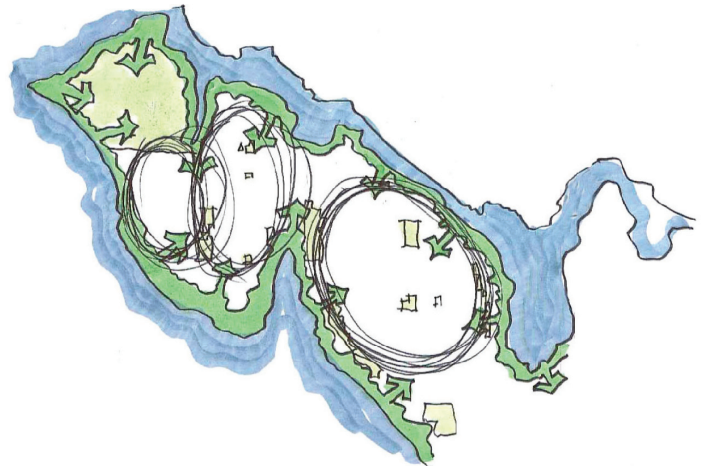
Key Goals

- Incorporate green infrastructure
- Foster urban agriculture
- Increase and improve habitat within the urban network
- Promote green building and techniques

"Moving Uphill with Open Space and Reclaiming Seattle's Water" was the overall theme for our group. This theme, together with the above-mentioned goals guided the development of our 20- and 100-year plans and our individual site plans, as presented herein.



Reclaiming Seattle's Water



Moving Uphill with Open Space

NEAR-TERM PRIORITIES AND IMPLEMENTATION STRATEGIES

Five-Year Action Plan

Waterfront

Develop a plan for waterfront restoration and access and require easements for public access to the water's edge as a condition of new development.

Hazard Areas

Secure funding for acquiring parcels located in hazard areas and strengthen the Critical Areas Ordinance to discourage development on steep slopes.

Revitalize Existing Parks

Improve trail systems to create better access to and within Kin-near Park. Maximize the use of the Elliott Bay trail with better connections to Magnolia and Queen Anne. Continue reforestation efforts and create better kayak access along Discovery Park.

Create New Parks

Acquire parcels in strategic locations to be designated as parks (e.g., parcels adjoining Seattle Center, proposed Monorail station property)

Re-Think Public Right-of-Ways

Develop an inventory of public right-of-ways to determine existing opportunities for open space in leftover spaces (i.e., roundabouts, parking and planting strips, street ends, and alleys). This inventory might lead to a program to create opportunities for parking strip enhancement, roundabout plantings, and right-of-way improvements or modifications to "green" neighborhood streets.

Encourage Environmental Stewardship

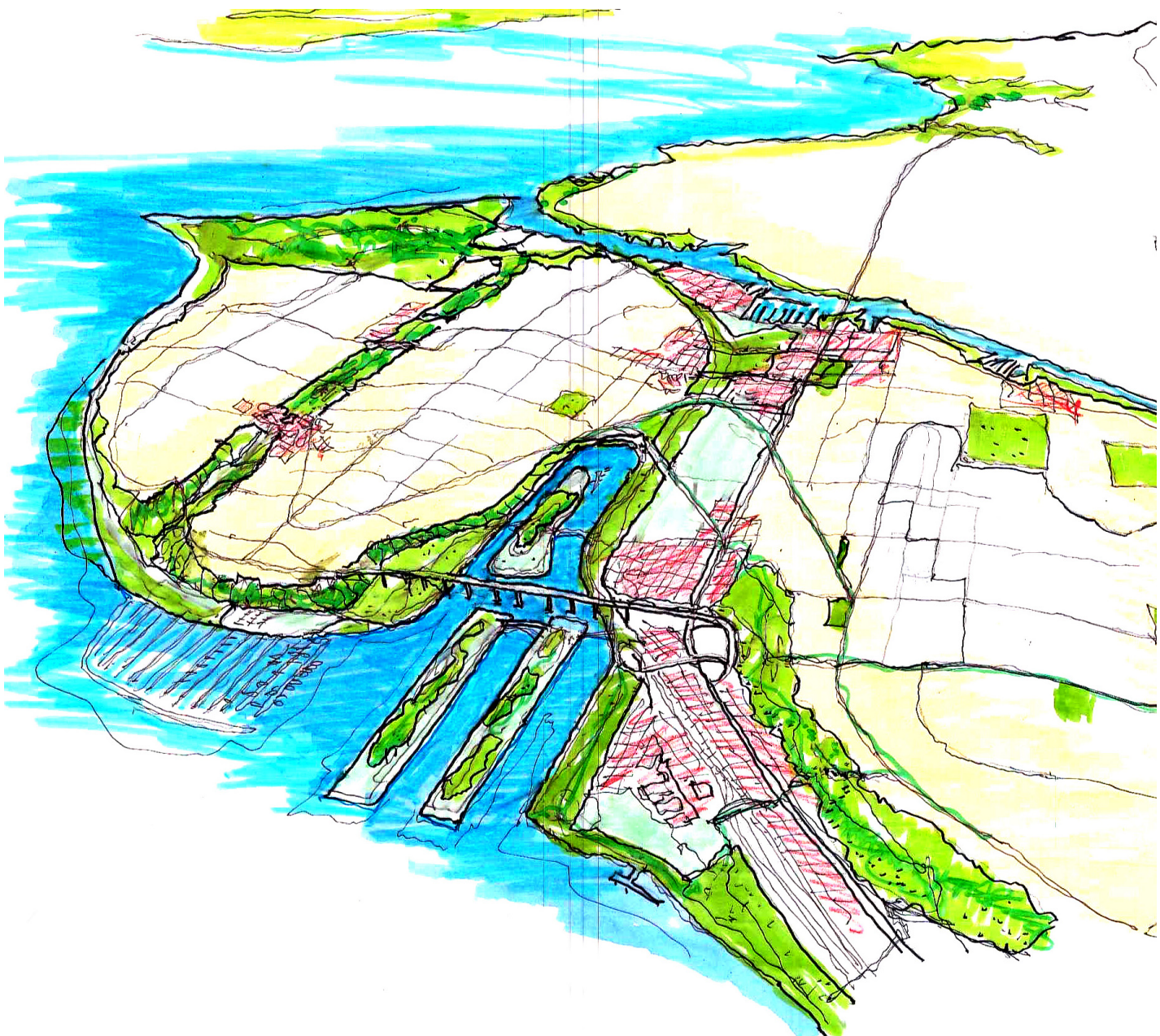
Create a program to encourage the stewardship of private open spaces and land by residents and landowners. Such programs might encourage and provide funds for creating backyard habitat, vegetated green spaces, stormwater retention and filtration areas, and green roofs.

Development Incentives and Regulations

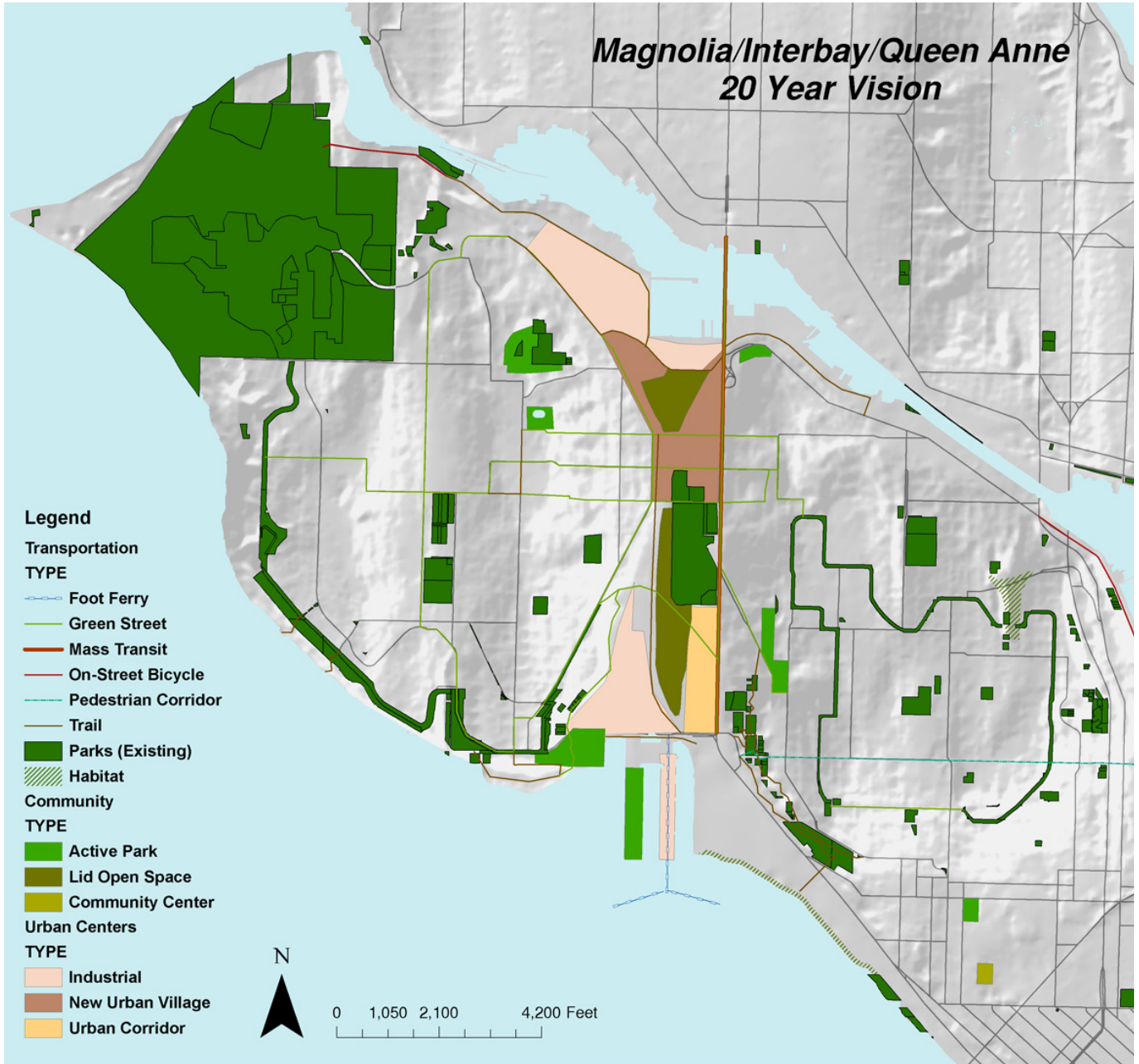
Consider providing developer incentives as a way to encourage usable and diverse open spaces that function for both humans and the natural environment. These incentives could be phased into the land use code over time.

Implementation Strategies

- Hazard mitigation fund
- Density bonuses for open space provision by developers
- Neighborhood matching funds
- City-wide parks levy
- Transfer of development rights (TDR)
- Local improvement districts (LID)
- Department of Ecology grant funds/ City of Seattle funds for ecological restoration
- Expedited permitting for green building
- Establish green streets as a requirement
- Private donations
- Secure easements for shoreline access
- Develop a rights-of-way inventory and plan



CHARRETTE CONCEPTS: 20 YEAR AND 100 YEAR VISIONS



20 YEAR STRATEGIES

Magnolia / Interbay / Q. Anne

Water

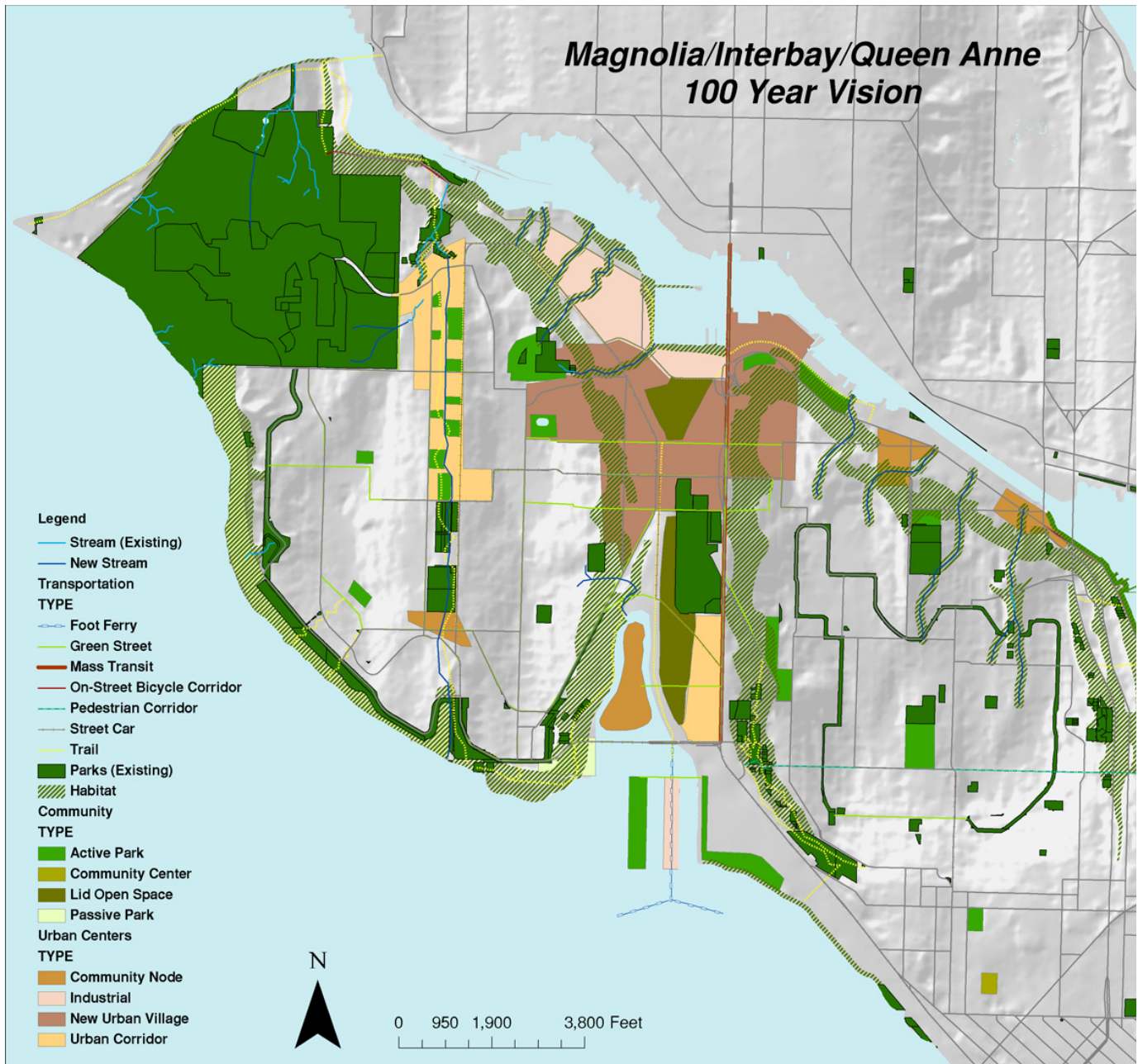
- Establish access points along the west shoreline of Magnolia
- Construct pedestrian overpasses to Myrtle Edwards Park
- Establish open space along the Lake Union shoreline
- Convert street ends to shoreline access points or viewpoints
- Maintain public view corridors along shorelines
- Restore shoreline habitat along Myrtle Edwards Park
- Daylight historic streams in existing undeveloped areas
- Provide open areas for stormwater infiltration and retention, and incorporate multiple uses (trails, habitat corridors, views)
- Encourage the use of rainwater catchment systems
- Maintain native vegetation on steep slopes

Green Integration

- Establish additional P-patches for local use in Magnolia
- Utilize traffic circles, planting strips, and other public spaces for native vegetation and urban agriculture
- Provide incentives for the incorporation of green building techniques in new development
- Use existing surface parking lots for multi-functional open space
- Provide improved bicycle facilities, such as secured bicycle storage and maintenance facilities
- Encourage habitat enhancement in private yards and spaces

Connectivity

- Develop a cohesive network of multi-modal paths, trails, and greenways throughout the district, focusing on access to transit and open space
- Increase bike and pedestrian links to transit corridors (i.e., connections to west slope of Queen Anne hill)
- Incorporate open space into new development throughout the district
- Establish pocket parks within existing neighborhoods to ensure easy access for residents
- Strengthen the historic Olmsted park boulevard systems in Queen Anne and Magnolia
- Direct new development to locations well served by transit and other alternative transportation infrastructure
- Utilize greenways to connect habitat for local wildlife
- Use bus stops as pocket parks and/or small community gathering spaces
- Establish foot ferry for travel throughout inland waterways



100 YEAR STRATEGIES

Water

- Remediate shoreline pollution in target areas to increase swimming opportunities
- Establish public swimming area in the Ship Canal
- Maintain public view corridors along shorelines
- Ensure multiple access points to Smith Island and restored cove
- Re-establish tidal marsh at southern end of Interbay
- Daylight historic streams as redevelopment occurs
- Increase fish and wildlife habitat along west wall of Fisherman's Terminal

Connectivity

- Place lid over rail yards and use these areas for community gathering space, recreation facilities, and new mixed-use development
- Place lid over Aurora Avenue to develop link between Queen Anne and South Lake Union
- Establish a Counterbalance system for movement of people up and down Queen Anne Hill
- Use area underlying Counterbalance transport for parks and open space
- Reconnect the grid to Queen Anne and Magnolia in Interbay area
- Use a Hazard Mitigation Program to acquire lands along the shoreline for public use and to restore ecological functioning
- Establish foot ferry for travel throughout inland waterways

Green Integration

- Use pervious surfaces for roadways and trails
- Require all new buildings to meet green building standards
- Eliminate minimum parking requirements
- Reclaim rights-of-way for pedestrian use (i.e., narrow streets with wide sidewalks in commercial areas and "shared streets" where pedestrians are prioritized in residential areas)

SUB-AREA VISIONS

Queen Anne

- The Queen Anne area will work to build upon the Olmsted legacy over the next 100 years. This will be achieved through a series of open space and built space improvements, including:
- Connect the Queen Anne boulevard system as a green street, pedestrian-friendly corridor
- Enhance existing open space through acquisition and recapture of built environments, when available through abandonment or based on public demand
- Improve linkages with the water, including new parks along the shoreline and enhanced connections to Elliot Bay, Lake Union and the Ship Canal
- Improve uphill and cross-hill connections by providing improved trails in the Galer Street corridor and through the existing greenbelt. This may include the development of a counterbalance conveyance up Queen Anne Hill
- Improve connections between the Seattle Center, South Lake Union, and Myrtle Edwards Park
- Improve surface water runoff from Queen Anne hill, through the use of innovative stormwater capture and treatment techniques, to improve water quality on the shores of Queen Anne
- Improve water quality of the open water/open space of Lake Union and Elliot Bay, with the goal of making these waters accessible to water-related recreation



Magnolia / Interbay / Q. Anne

Interbay

- Over the 100-year planning period, the Interbay area will emphasize green development, accommodate a mix of uses, and will create a better connection between Queen Anne and Magnolia neighborhoods through:
- New mixed-use development at increased densities within the 15th Avenue/Elliot Avenue North corridor
- Open, extended green spaces to support restorative, recreational, and urban agricultural activities
- Roof gardens and play areas located atop new and existing development
- Capture and treatment of surface run-off
- Lidding surface railroad facilities for open space and improved connections to Queen Anne and Magnolia
- A new water body in the south end
- Redesign of Thorndike and Dravus Streets
- Increased pedestrian and bicycle access

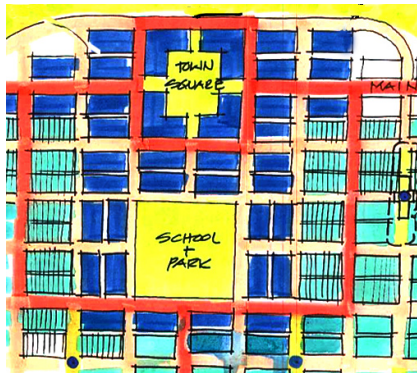
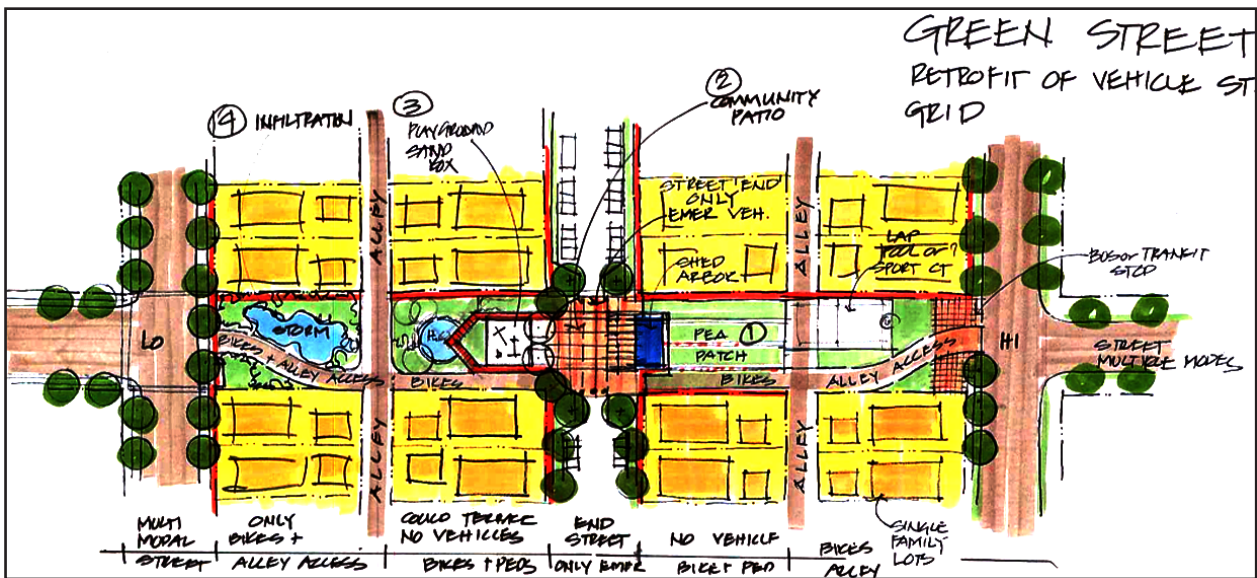
Magnolia

The parks and open space network of Magnolia will take advantage of existing assets such as Discovery Park. In the next one hundred years, parks and open space will become more accessible in the neighborhood by:

- Increasing bike path connections internally and to Ballard, Queen Anne, and downtown
- Creating the Central Magnolia Greenway along 32nd and 34th Avenues as a centerpiece for open space and recreational activities
- Improving and expanding parks and trails along the western shoreline of Magnolia Hill
- Establishing a multi-modal trail system, including a water trail
- Development of new pocket parks and urban agricultural opportunities throughout the district
- Habitat improvements within Fisherman's Terminal through increased habitat connectivity and with Salmon Bay

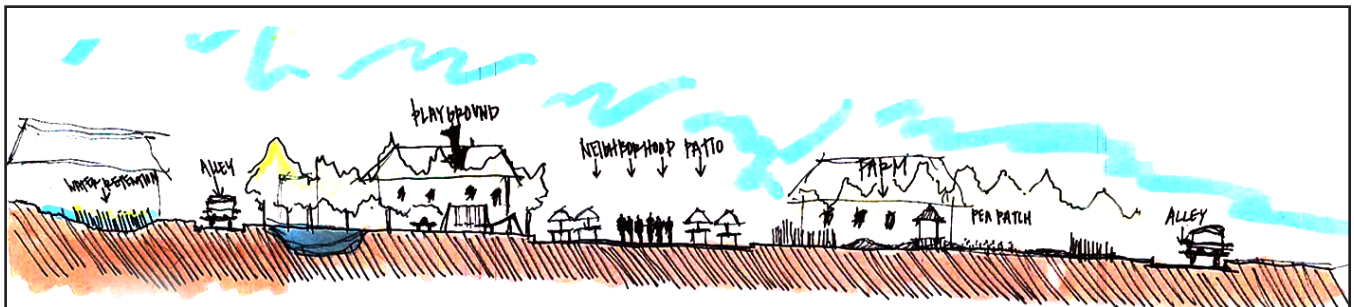


CHARRETTE CONCEPTS: GREEN STREET PROTOTYPE

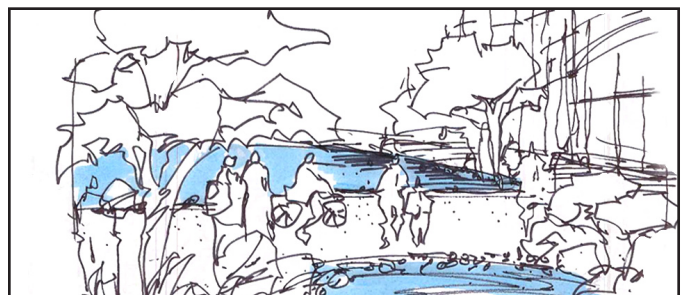
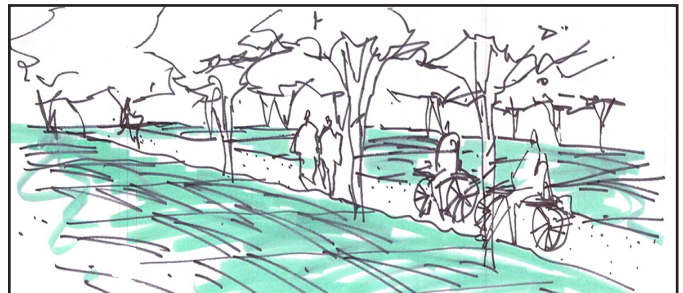
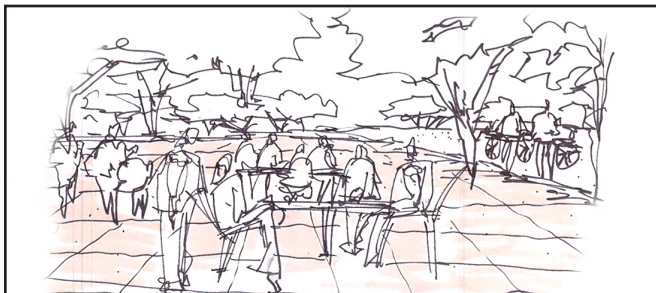


Yellow open space
 Dark Blue dense/infill residential
 Light Blue single-family residential
 Red main streets
 Yellow with blue circle location of green street

The above plan is a prototypical example that would work well in any Queen Anne or Magnolia single-family neighborhood. The street grid would be retrofitted with one lane being closed entirely for traffic and the other functioning more as a "woonerf" with pedestrians having priority, but local traffic being allowed to travel through. A bike lane could travel through the area and this lane could double as alley access when necessary. This would maintain a 300 feet block system for bikes and pedestrians, but only 600 feet for vehicles. The above plan shows potential uses of a pea patch, community patio or outdoor living room, play area, and stormwater pond for infiltration. This retrofit solution will better serve the community needs for outdoor space in 100 years, as well as prioritizing walking and bicycling as a means of transportation. As single-family homes transition into townhouses and apartments, this type of street will be even more important since residents will have less private open space.

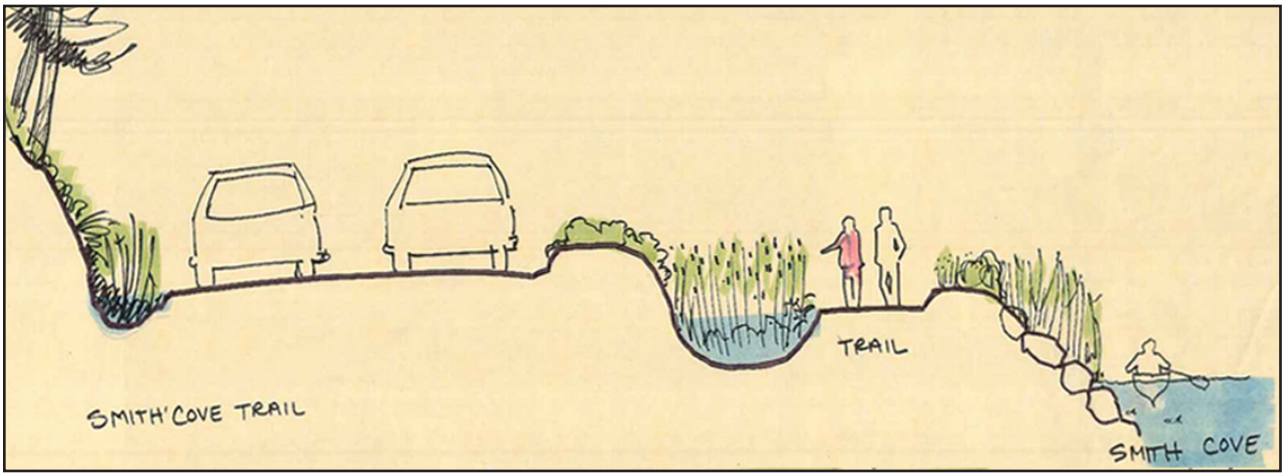


Cross Section of a Green Street

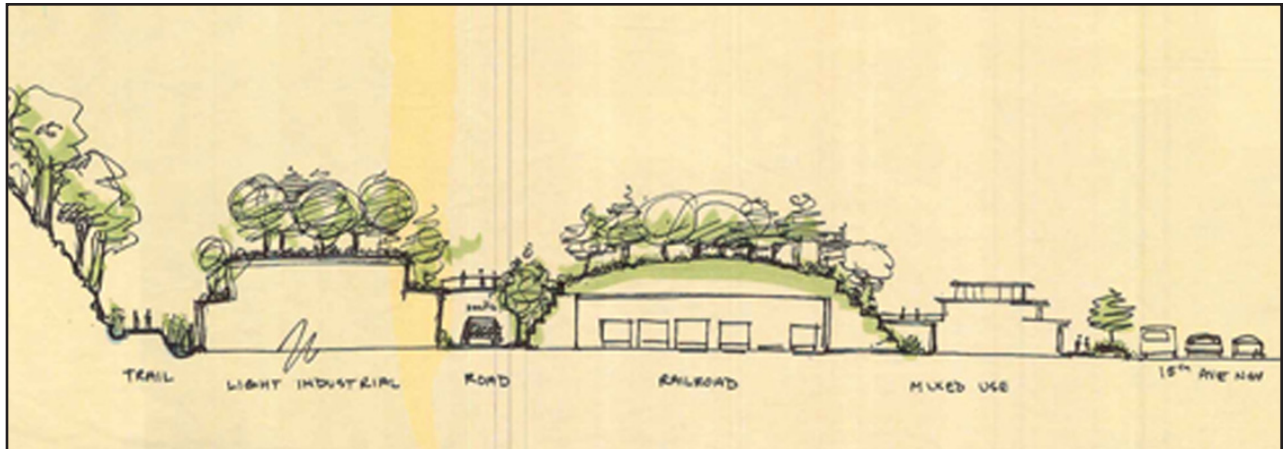


A variety of uses could be found in a neighborhood green street, such as children's play areas, urban agriculture patches, community patios, and stormwater infiltration areas.

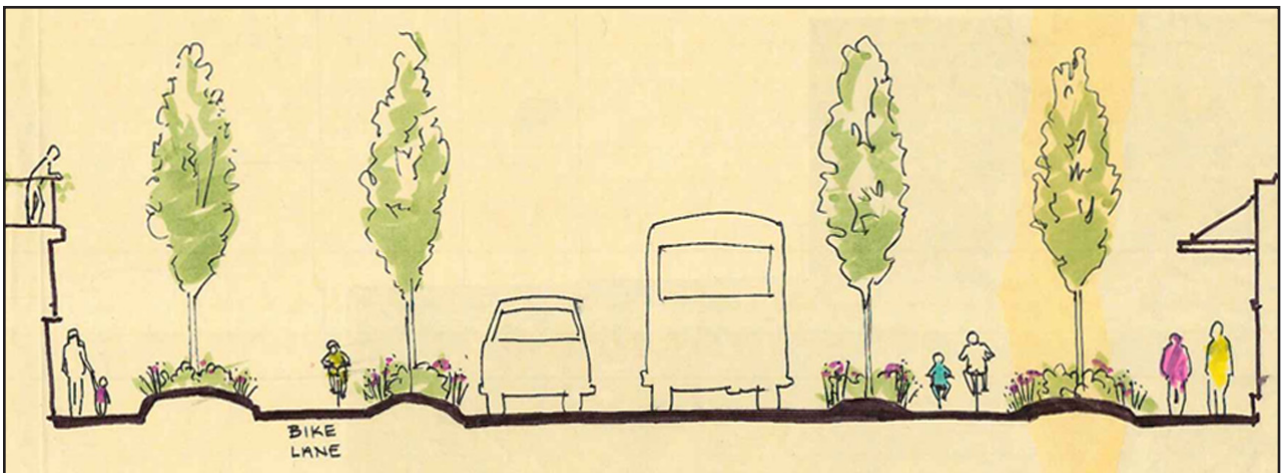
CHARRETTE CONCEPTS: GREEN STREET SECTIONS



Armory Way and Smith Cove Trail

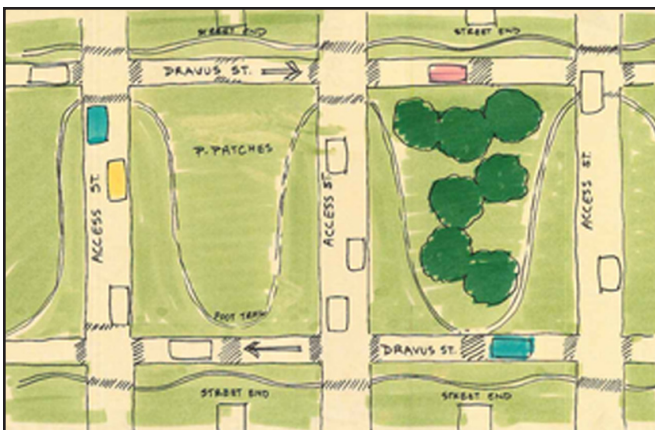


Potential Lid Structure over Railroad in Interbay



Potential green street sections for Thorndyke (top) and Dravus (bottom)

Magnolia / Interbay / Q. Anne



The charrette team decided to design green streets within the Magnolia/Interbay/Queen Anne area. Thorndyke would be an ideal street for separated bicycle and pedestrian pathways as it is currently very wide. Dravus might be redesigned to have two one-way streets with a wide, meandering "Lombard" like path for pedestrians with spaces for urban agriculture and pocket parks throughout. A lid over the rail lines in Interbay could be a space to reconnect Magnolia with Queen Anne, create green space and habitat, and add some development.

SOUTH MAGNOLIA URBAN CENTER DAYLIGHTING OF WOLF CREEK

Mitchell Coleman; University of Washington Landscape Architecture

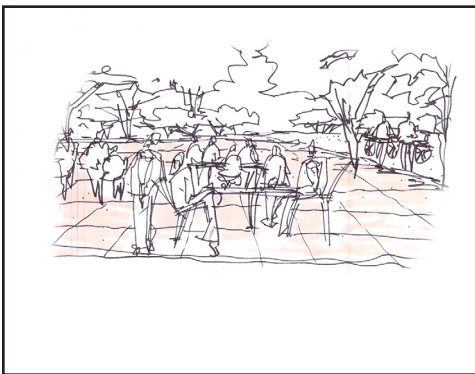
As the population increases, the existing city infrastructure will be put to the limit of meeting these new demands. To relieve the pressure on stormwater collection and sewage treatment plants, the historic Wolf Creek running through central Magnolia will be daylighted to handle this runoff. The creek will act like a filter, to remove sediment and other contaminants before reaching Salmon Bay to the north and Elliot Bay to the south.

My Individual study area is located in the south Magnolia Urban Center between West Magnolia Park to the North and West McGraw Street to the south. The design looks at using the creek for filtration and as a visual/acoustical element in the landscape. In the future it is going to be vital that we use the natural environment to solve urban issues such as flood control, stormwater and filtration.

This creek will also provide wildlife habitat for insects, small rodents and birds. As Wolf Creek runs through the south Magnolia urban center, it will be adjacent to mixed-use commercial/residential buildings. The pedestrian space along the creek will provide a nice place to sit and enjoy what Wolf Creek has to offer.



Context Map of Individual Study Area



Wolf Creek will be used to filter sediment and contaminants before reaching a fish bearing body of water.

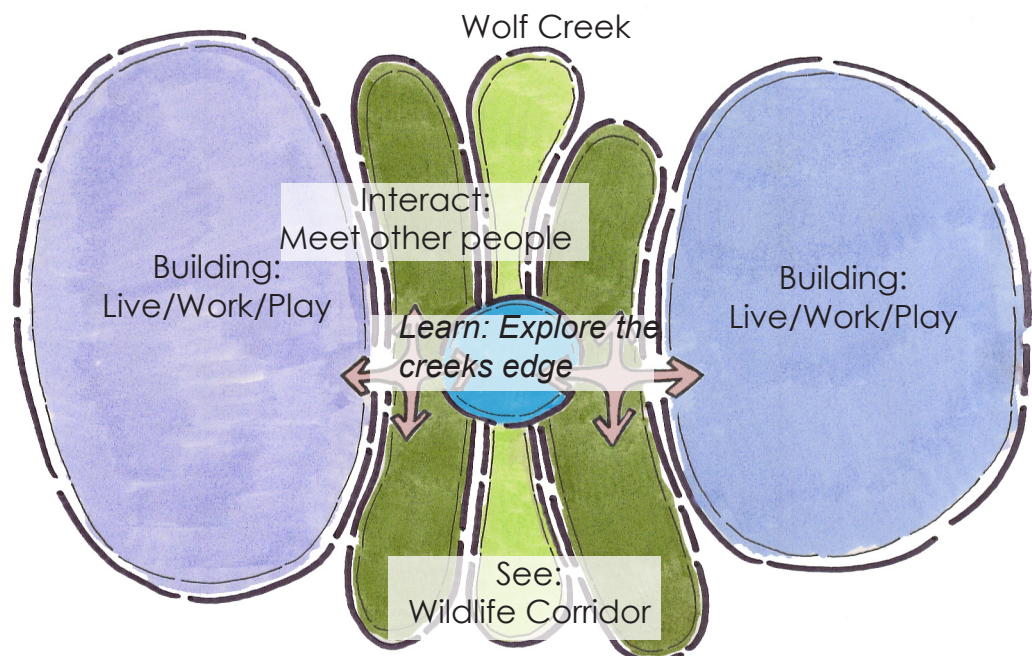


Creek will provide habitat for insects and birds.



Wolf Creek will be a nice visual and acoustical feature in the urban landscape.

Concept Diagram
This diagram illustrates the connections between the different elements on site and the intended uses for each one.



Magnolia / Interbay / Q. Anne

South Magnolia Urban Center Green Corridor Plan

The site is comprised of a central green corridor, approximately 60 feet in width by 300 feet in length. This plan creates a wildlife corridor throughout the urban center and also be a collector of stormwater runoff from the adjacent hills and buildings. There are spots to interact with Wolf Creek by the means of pedestrian bridges and steps that can be use as seating to view the creek. The buildings adjacent to Wolf Creek are mixed-use (commercial/residential) with green roofs.

The plan allows there to be room for outdoor cafes and seating areas for people to enjoy this outdoor setting among a highly urbanized environment.

The Key Features of This Plan:

- The removal of a two block section of road (33rd Ave West) between West Magnolia Park and West McGraw Street.
- The placement of vehicle bridges where the streets cross over Wolf Creek.
- The planting of trees and vegetation on the creek banks to provide shade and nesting habitat.
- Multiple pedestrian bridges for easy access over the water and viewing.
- A central seating area (steps) that allows access to the creek's edges.
- Along the water's edge are interpretive signs explaining the importance of Wolf Creek to the Magnolia neighborhood.



Section View of Site- Looking north along the current alignment of 33rd Ave West

URSULA JUDKINS VIEWPOINT/SMITH COVE PARK

Jeremy Fichter, University of Washington Master of Urban Planning and Design



The study area includes two parcels of land recently purchased by the City of Seattle, and two additional parcels: one parcel with an existing residence, owned by the Navy, and the West Yard, owned by the Port of Seattle. The proposed plan includes the acquisition of the non-City-owned parcels and conversion to public park land within the 20-year time frame.

The site plan seeks to capitalize on two prime assets: views and shoreline. Improvements on the upper site include a covered picnic area and two viewing platforms with excellent views of downtown and Elliott Bay. Two foot trails connect the upper and lower sites. The portion of Marina Place that currently bisects the lower site will be removed, and a new road will be constructed at the base of the hill. Walking paths meander throughout the site, providing access while preserving open areas for recreational activities. A new pocket beach will be constructed to provide shoreline access and improved intertidal habitat. The existing residence will be maintained and converted to a community center or museum.

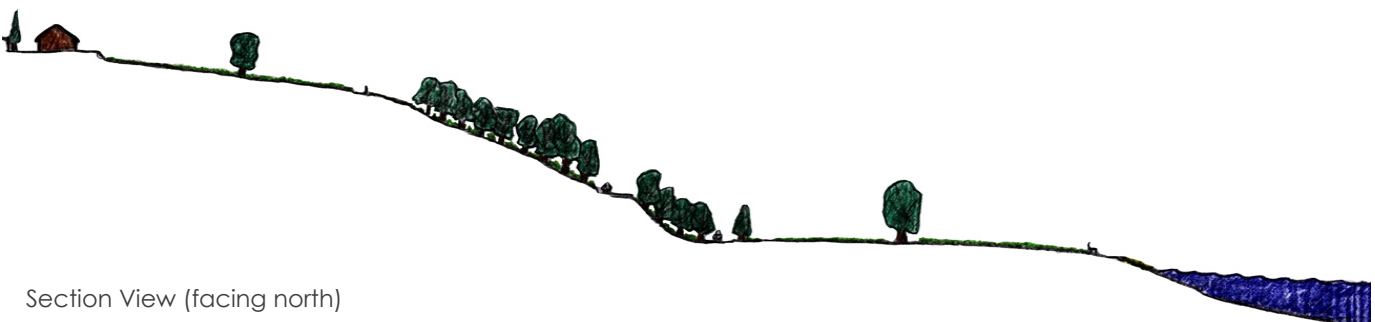


Context Map



Schematic Plan

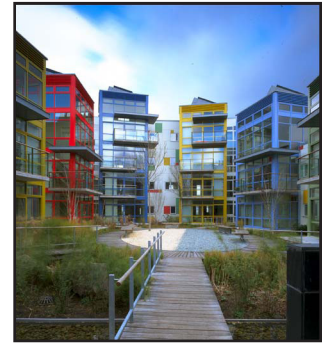
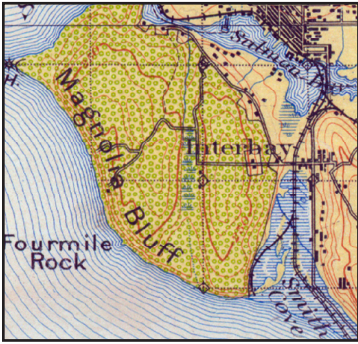
Magnolia / Interbay / Q. Anne



Section View (facing north)

SMITH ISLAND: REINTRODUCING INTERBAY'S HISTORIC SHORELINE

Alyse Nelson, University of Washington Master in Urban Planning and Design



Where the Historic Past meets the Sustainable Future

Smith Island was born from the charrette vision to reintroduce the historic tidal marsh within southern Interbay. Development along the island would help pay for the cost of recreating the historic shore and provide a unique place to showcase Seattle's efforts in the sustainability movement.

Interbay in 100 years:

- A mixed-use core that connects Queen Anne and Magnolia. As a place for habitat and people, with easy access to the shore and tidal marsh.
- A link between two regional parks: Discovery Park and the Seattle Center.
- A transportation hub, with light rail, buses, and a pedestrian foot ferry connecting residents with the greater Seattle region.
- A hub for the cruise ship industry, tourists, and Seattleites alike.

Smith Island could be a model for sustainability in 2100, looking toward past projects such as the Malmö, Sweden Western Harbor development. The island development would be encompassed by a green ring of public trails and parks. Smith Island would be a place that functions for both people and nature, featuring sustainable elements on the site, including green buildings, renewable energy sources, and a neighborhood form that maximizes space and encourages sustainable behavior.



Context Map



Vignette of Residential Interior Courtyard



Bird's Eye Perspective of Smith Island



Diagrammatic Site Plan