

# MERCER CORRIDOR EAST

A Great Street Connecting Neighborhoods and the Region

## A Gateway to Seattle

As a primary entry into Seattle and a vital east-west link between I-5 and SR-99, Mercer Corridor East redesigns the streetscape to alleviate conflicts between transit, vehicles, freight, bicycles, and pedestrians. Focusing on Mercer Street, Valley Street, and Westlake Ave. N., the circulation improvements enhance connections to I-5 and integrate the Seattle Streetcar, Metro Transit, Port of Seattle freight routes, bicycle routes, and pedestrians. As a major gateway, the design seeks to provide an iconic experience as one moves through the corridor at multiple modes of travel, while improving circulation and safety. These elements combine to create a complete streets experience.

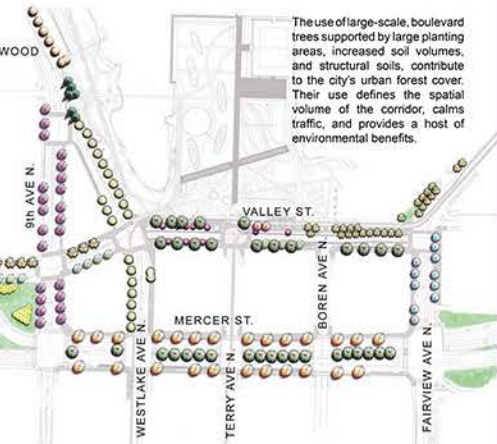


## Creating Identity With Boulevard Trees

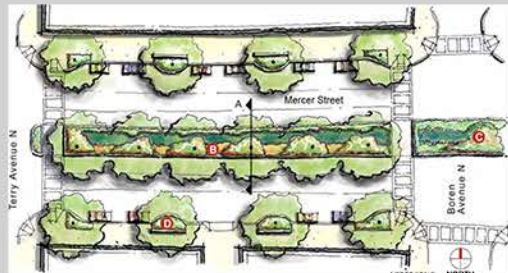
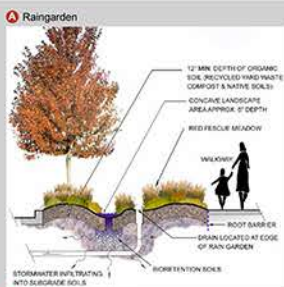
### LEGEND:

- NORWAY MAPLE
- EDDIE'S WHITE WONDER DOGWOOD
- 'SUMMIT' GREEN ASH
- LONDON PLANE TREE
- QUAKING ASPEN
- TALL STEWARTIA
- BALD CYPRESS
- FRONTIER ELM
- ATHENA ELM
- ALLEE ELM
- ACCOLADE ELM
- SCARLET OAK

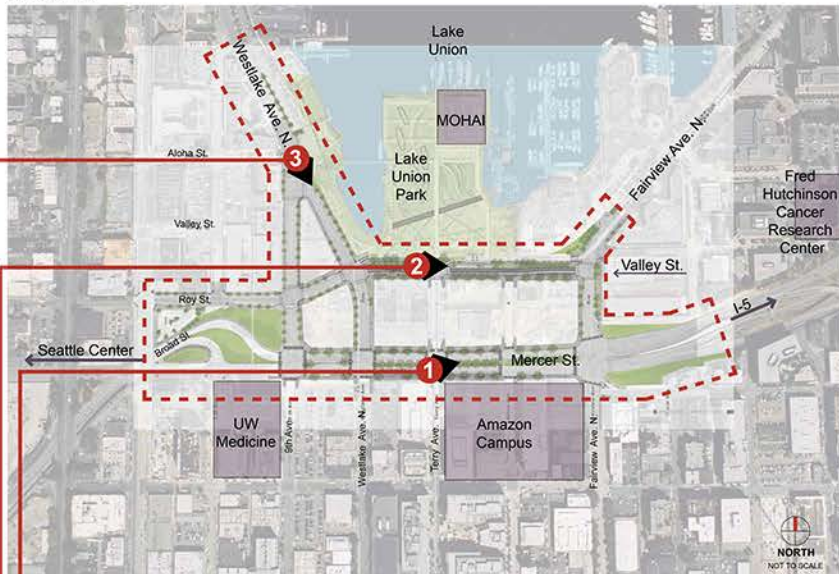
The use of large-scale, boulevard trees supported by large planting areas, increased soil volumes, and structural soils, contribute to the city's urban forest cover. Their use defines the spatial volume of the corridor, calms traffic, and provides a host of environmental benefits.



## Focus on Details



## Key Plan



### Mercer Street

- Mercer Street was widened from a one-way arterial to a two-way street with large, landscaped bulbouts along the street edges that support grand, boulevard-size trees (green fingers).
- The 20' wide median within incorporates stormwater detention in a series of "cells" that cascade into each other allowing plantings and bioretention soil to filter pollutants from the street runoff.
- HBB designed custom benches at the green fingers, and coordinated the LED pavers, family of light fixtures, and public art lighting to provide a consistent nighttime experience.



### Valley Street

- Valley Street is designed as a multi-modal, quiet, neighborhood street that provides a transition between Lake Union Park and the urban character of South Lake Union neighborhood.
- Axial walkways link the park to the pedestrian plaza spaces along the street.
- Adjacent to the park, the landscape seamlessly extends the trees, pathways, and shrubs of the park into the right-of-way, buffering the park from the streetcar line and defining the main entrances.
- HBB worked with the public artist in the design and placement of black granite "boat & rope" benches at the main entrance to park.



### Westlake Ave. N.

- The sinuous pathways of the park define the edges of the rain gardens and the green stormwater infrastructure that treat most of the runoff from the Westlake Ave. N. before it enters Lake Union.
- Westlake Ave. N. was reconfigured providing new turning lanes, traffic signals, and safe pedestrian crossings.
- HBB worked with landscape architects for Lake Union Park and for the United Indians of all Tribes Foundation to coordinate and blend the streetscape design with the park and a proposed Native American boat house site.



### HBB Leadership

Juliet Yong | President  
UW, Dept. of Landscape Architecture alumna 1997  
Dean W. Koontz | Principal  
UW, Dept. of Landscape Architecture alumnus 2000

**Project**  
Mercer Corridor East  
Seattle, WA  
Client: Seattle Department of Transportation  
Design: 2006 - 2010  
Construction: 2010 - est. 2013

**Team**  
Landscape Architect:  
HBB Landscape Architecture  
Architect: LMN Architects  
Engineer: CH2M HILL  
Public Artist: Ellen Solland