Canal Reserve Area

- How can the project enhance connectivity to and through this area?
- What uses would be appropriate in this area?
- How can the project create a green connection to the surrounding neighborhood?

Canal Reserve - Baseline Design

Description

The Canal Reserve area contains original Arboretum specimen plantings along its northwest edge. Currently public access is from the existing adjacent alley behind East Hamlin Street

Plan view of existing condition

Existing south edge

Existing west edge

Existing looking east

Sustainability Opportunities

- Connectivity – Make important pedestrian and bicycle connections
- Ecology – Preserve existing trees
- Materials – Requires less material than the baseline off-ramp configuration

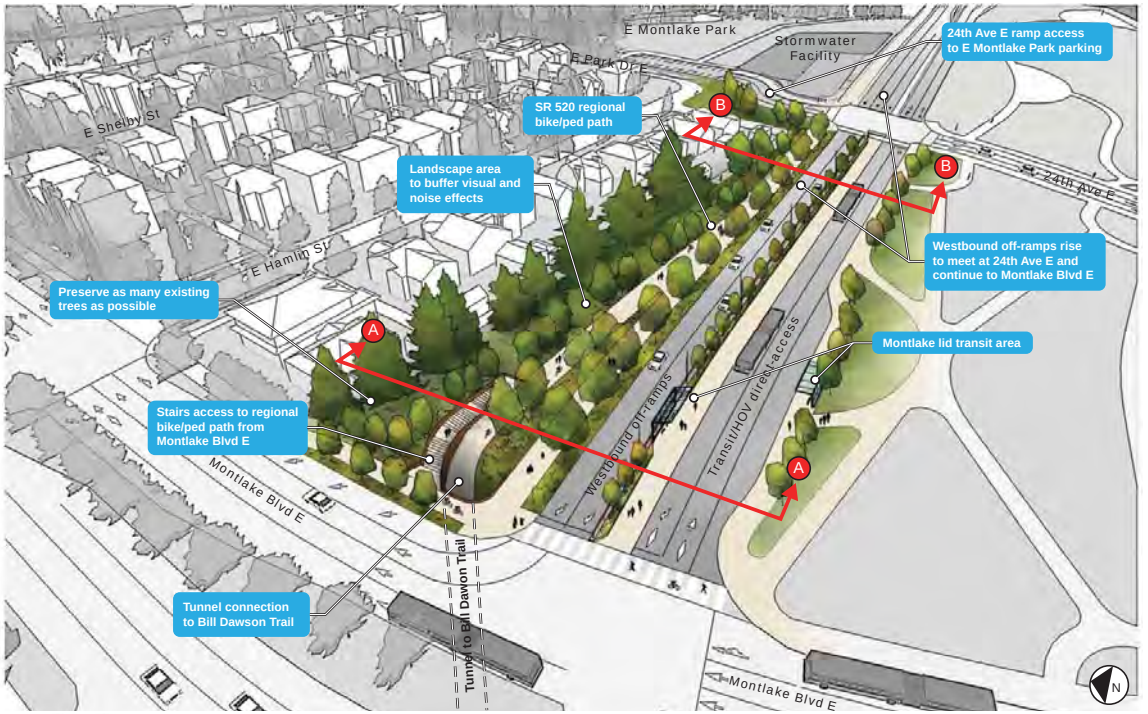
Plan view of baseline design

Function

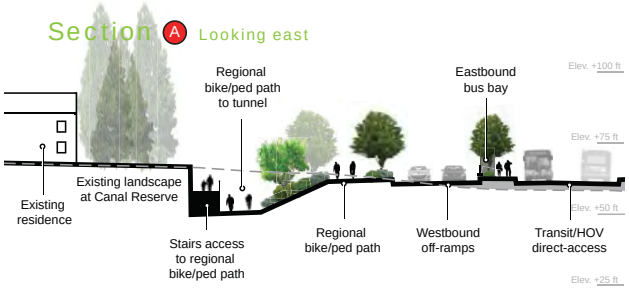
- Accommodate the new SR 520 westbound off-ramp configuration
- Provide a safe and usable connection for the new regional bicycle/pedestrian path
- Buffer traffic noise and visual effects

Design Goals

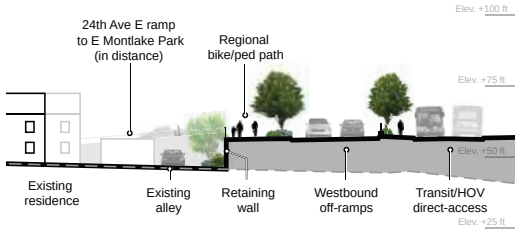
- Determine the most appropriate configuration and use of the public space
- Reduce visual and noise effects on the adjacent homes
- Preserve the maximum number of trees
- Create an inviting and safe bicycle and pedestrian environment



Section A Looking east



Section B Looking east



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CONCEPTUAL

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SR 520

Canal Reserve - Option A Path Adjacent to Off-ramps

Refinement Opportunity

Modifies the baseline design by lowering the westbound off-ramp under 24th Avenue East and realigns the bicycle/pedestrian path closer to the westbound off-ramp

Benefits

- Reduces noise and visual effects from the westbound off-ramp
- Increases opportunity to preserve existing trees
- Opportunity to better activate the area and connect to adjacent greenspaces

Considerations

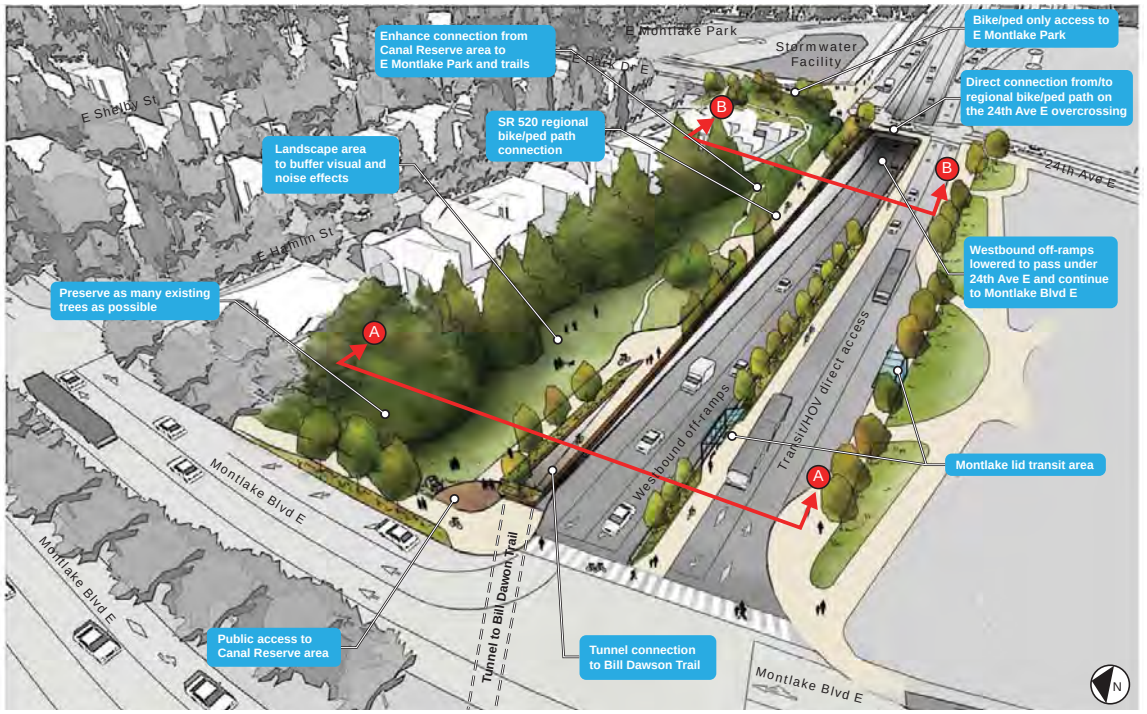
- Design of the regional bicycle/pedestrian tunnel entrance
- Coordination with the Arboretum for potential usage of the area

Plan view of Option A

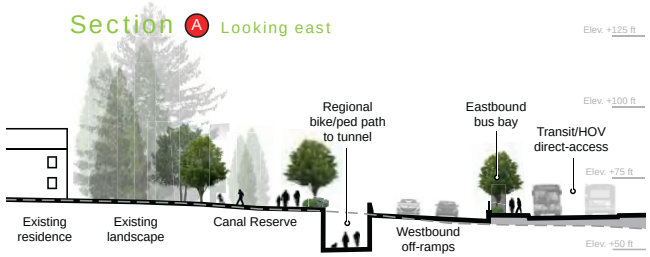
Precedents

Example of a tunnel connection that is safe and pleasant to travel through *(photo source: Prein & Newhof)*

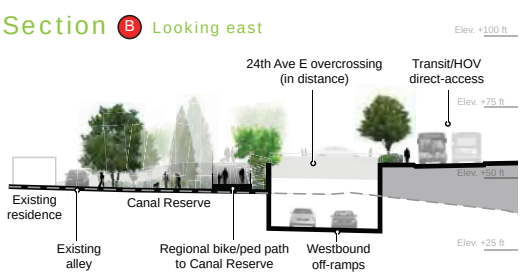
Example of a park-like environment with path and open space
(photo source: Chris Devers, Flickr)



Section A Looking east



Section B Looking east



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SR 520

Canal Reserve - Option B Path on Lid

Refinement Opportunity

Modifies the baseline design by lowering the westbound off-ramp under 24th Avenue East and realigns the bicycle/pedestrian path from the Canal Reserve area onto the Montlake lid

Benefits

- Reduces noise and visual impacts from the westbound off-ramp
- Increases opportunity to preserve existing trees
- Opportunity to better activate the area and connect to adjacent greenspaces
- More direct connection to the Montlake lid transit stops

Considerations

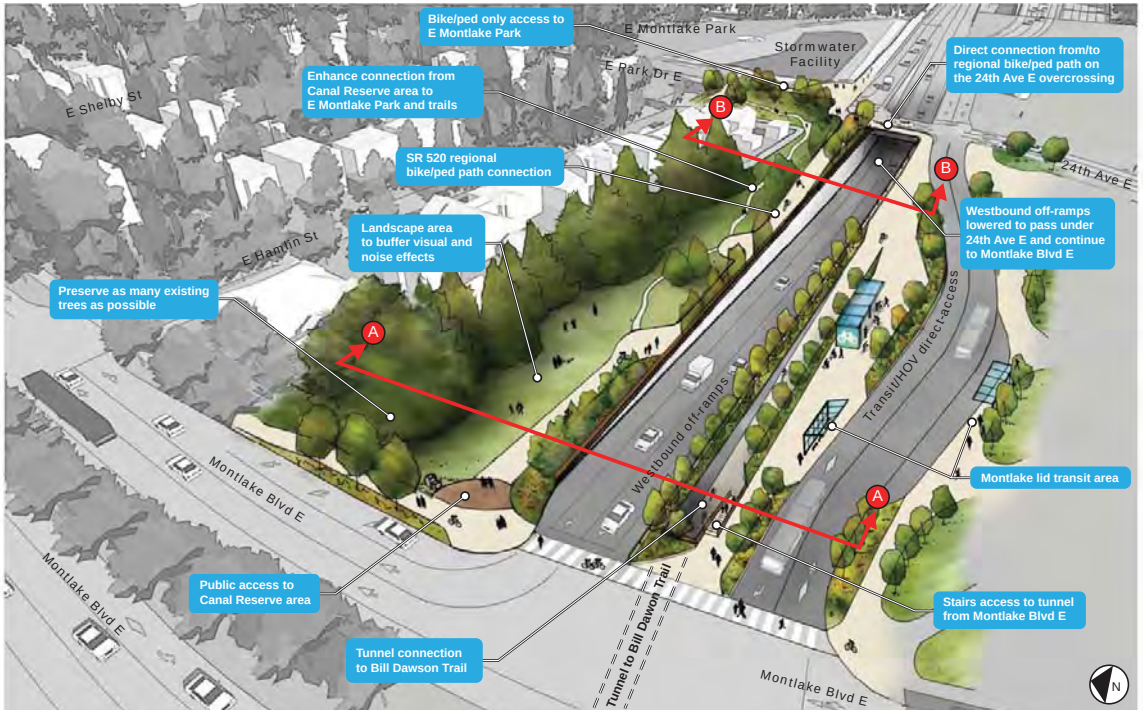
- Design of the regional bicycle/pedestrian tunnel entrance
- Coordination with the Arboretum for potential usage of the area
- Potential adverse imapct at Montlake interchange area

Plan view of option B

Precedents

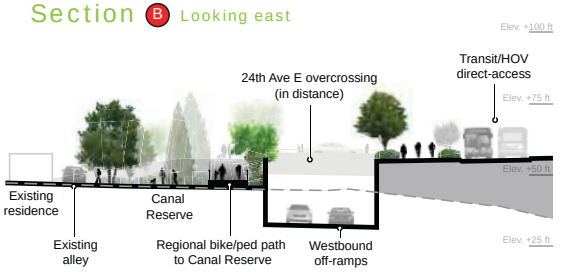
Opportunity for wall and landscape treatment along bike/ped path

Opportunity to incorporate bicycle facility on the lid and near the regional bike/ped path *(photo source: Steven Vance, Flickr)*



Section A Looking east

Section B Looking east



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