Seattle’s Greater Downtown is the vibrant heart of our growing region. Our downtown neighborhoods encompass many histories, journeys and special places in a setting of unparalleled natural beauty.

In Greater Downtown we are removing the Alaskan Way Viaduct and building a new Waterfront for All. We are planning new light rail lines and RapidRide routes to greatly expand our connectivity. What will be the next challenges for our public spaces and transportation networks and what are the big ideas that can address them?

Imagine Greater Downtown is a vision for our streets—both as places for movement and public life. It guides our next generation of partnership and planning to ensure that the future heart of Seattle is a place we all love.

**WHY IMAGINE GREATER DOWNTOWN?**

**PROJECT PARTNERS**

Imagine Greater Downtown is a partnership among the City of Seattle, King County Metro, Sound Transit, and the Downtown Seattle Association, in coordination with Washington State Department of Transportation and the Port of Seattle.
Seattle’s 10 Greater Downtown neighborhoods are at the center of a complex, vital, and growing city and region. Each neighborhood is unique. Each has histories, character, and places that Seattleites love, cherish, hope to preserve, and celebrate.

**UPTOWN**
- Home of World’s Fair in 1962, leading to development of Seattle Center. Neighbors have been working to integrate Seattle Center into the fabric of the neighborhood.
- Once home to professional basketball, Seattle Center Area is undergoing a major rehabilitation to once again house professional sports teams, concerts and other events.

**SOUTH LAKE UNION**
- Birthplace of Boeing, and home to Amazon, and bio-tech companies.
- Vibrant public spaces, the gateway to Lake Union, and home to MOHAI.

**DENNY TRIANGLE**
- This relatively flat district was originally a steep hill, flattened as part of the Denny Regrade. From 1990 to 2018, the Convention Place Station was located here.
- A dynamic neighborhood with much recent change including a new substation and a major expansion of the Washington State Convention Center (2020 opening).

**CAPITOL HILL**
- Capitol Hill has historically been home to LGBTQ people, services, and parades.
- Today one of the city’s most vibrant arts and entertainment districts.

**PIKE/PINE**
- Two of the least steep grades running east to west, Pike and Pine Streets carried streetcar service between 1st Avenue and 15th Avenue and E Madison Street.
- The Pike/Pine district on the uphill slope east of I-5 has maintained a commercial flavor and is home to many restaurants, bars, and shops; downslope the streets terminal in the famous Pike Place Market.

**FIRST HILL**
- Settled in the 1870s, this was one of Seattle’s first residential neighborhoods, located just upslope from the commercial district. Once a forested slope, First Hill now has very little park land.
- Today this neighborhood is a center for regional health care and home to dense urban living including senior and assisted living.

**COMMERCIAL CORE**
- Completed in 1914, the 38 story Smith Tower was the tallest building west of the Mississippi for almost two decades.
- Today the Commercial Core is the largest employment center in the Pacific Northwest and is home to many civic functions including courts and City Hall.

**BELLTOWN**
- Before Denny Hill was sluiced into Elliott Bay (1897-1899), this neighborhood was separated from downtown and was a low-income, semi-industrial district.
- In recent years, Belltown has become one of the densest residential neighborhoods in Seattle and is home to many nightclubs and human services.

**PIONEER SQUARE**
- Native American longhouses once stood along Elliott Bay, near the current western terminus of Yesler Way. The site of King Street Station was a tidal marsh where Native Americans fished in the abundant waters. Many trails led to this area, which the indigenous people called “Little Crossing-Over Place.”
- The region’s largest hub for waterborne transportation – Colman Dock – will be rebuilt and open anew as a multimodal hub and front door from the water in 2023.

**CHINATOWN/INTERNATIONAL DISTRICT**
- The first Chinese settlers to Seattle lived along the waterfront. Chinese people were forced to relocate first, after the Great Seattle Fire of 1889, and again, to the present Chinatown/International District, after the construction of Smith Tower.
- Today there are people of over 10 Asian ethnicities living in Chinatown/International District. This vibrant district is a unique part of Seattle and is susceptible to change.
VISION

In 2035 the heart of Seattle will be a place for us all, with diverse neighborhoods, active streets, and inviting public spaces.

VALUES

1. PEOPLE FIRST
   - Cultivate Community: Create places and experiences that bring us together and encourage positive interactions
   - Promote Health: Support active lifestyles that foster physical and emotional well-being

2. RACIAL, ECONOMIC AND SOCIAL JUSTICE
   - Lead with Equity: Improve outcomes for the most vulnerable groups and individuals
   - Proactive Participation: Initiate, invite, listen to, respect, and empower all people

3. ACCESS TO OPPORTUNITY FOR ALL
   - Provide Efficient Mobility Options: Implement distributed, convenient, reliable, and accessible mobility options
   - Connect Safely: Ensure that streets and public spaces are safe, accessible, and comfortable
   - Prioritize People and Goods: Create efficiency where needed to keep streets moving

4. ENVIRONMENTAL STEWARDSHIP
   - Be Bold Leaders: Model climate-positive policies and actions for a sustainable future
   - Let Nature Thrive: Foster connections with nature and integrate natural settings into daily life

5. CULTURAL DIVERSITY
   - Celebrate Seattle: Enhance each neighborhood’s identity and individual belonging in streets and public spaces
   - Honor All Cultures: Acknowledge the triumphs and challenges of our intersecting and sometimes conflicting pasts

6. COLLABORATION
   - Co-Create Success: Engage people to develop shared outcomes that invest in future generations
   - Take the Long View: Steadily build an honorable legacy together

Source: Downtown Seattle Association
1 **DENSITY WITH LIVABILITY**

Greater Downtown is growing rapidly. As more people join us to live and work, it can impact the livability, affordability, and the neighborhood-oriented culture. Seattleites have long-cherished. To continue to thrive as an inclusive place for families, seniors, and people of different races with diverse ethnic backgrounds, we need to prioritize our public spaces for public transportation. As more people join us to live and work, Greater Downtown has become an expensive place to live, and a particularly difficult and dangerous place to experience homelessness. Many sectors are working to find solutions to help our fellow Seattleites find shelter, jobs, and services, and to maintain clean, healthy, and safe streets, parks, and plazas.

• The number of school age children in the center city almost doubled from 1,767 to 3,356 between 2010 and 2018.

2 **TRANSIT-ORIENTED FUTURE**

Transit use in the Center City has been growing, absorbing roughly 70% of all new commuters since 2010. In 2017, nearly half of all commuters used bus, light rail, or streetcar to get to and from work, twice the rate of the next highest mode. Yet, just 1% of Greater Downtown’s streets are dedicated transit only lanes. As housing and employment grows and the region makes strides to reduce GHG emissions we need to make transit the best way to travel to and around Greater Downtown.

3 **CLIMATE CHANGE**

Climate science is clear: unchecked greenhouse gas emissions pose a real threat to our communities locally and globally. Here in Seattle, while we enjoy clean hydro-powered electricity, we have significant emissions from transportation. Urban neighborhoods provide the greatest opportunity to lower our carbon footprint because residents and jobs are in close proximity. We need to provide infrastructure to support choices that can curb emissions and do so in a way that does not disproportionately impact people of color, low-income residents, and our vulnerable neighbors.

4 **DISPLACEMENT AND HOMELESSNESS**

Greater Downtown has become an expensive place to live, and a particularly difficult and dangerous place to experience homelessness. Many sectors are working to find solutions to help our fellow Seattleites find shelter, jobs, and services, and to maintain clean, healthy, and safe streets, parks, and plazas. Affordable travel options to and around Greater Downtown reduce people’s overall cost burden.

• More than 12,000 people are experiencing homelessness within the Seattle/King County area, and each night roughly half of them sleep on our streets or are unsheltered.

• Some of our most culturally rich neighborhoods and areas with the highest concentrations of foreign born residents, including Chinatown-International District are at greatest risk of displacement.

5 **URBAN TECH DISRUPTION**

Unprecedented investment in urban technology has led to proliferation of shared mobility services. Several are already on our streets – electric bicycles and car sharing – others are yet to arrive – scooters, delivery robots, etc. Innovation is making mobility better for some, but it’s imperative that new mobility offerings align with our shared values.

• Ridehail vehicles represent roughly 10% of all circling traffic on downtown streets. This is consistent across time of day and includes TNCs, taxis, and other fixed rate for-hire services.

• Package and food delivery demands are increasing with the rise of online shopping.

• More off-street parking is being constructed with new development; an autonomous and shared vehicle future may reduce the need for this resource and create opportunity for new uses.
THE CHALLENGES

JUST 6% OF TOTAL SPACE DOWNTOWN IS PARKS OR PUBLIC OPEN SPACE RELATIVE TO 12% CITYWIDE

LACK OF PARKS AND OPEN SPACE

Greater Downtown has a disproportionately small amount of park and public open space relative to the rest of Seattle. This deficiency is amplified given it is home to 25% of the City’s population and 50% of its jobs. Playgrounds and broad open spaces are few and access is uneven. Some neighborhoods have limited access to the water and few parks and recreation opportunities within a reasonable walk from their homes. As Greater Downtown density increases, investments in open spaces will be ever more crucial for creating a livable community.

DISPARITY IN HEALTH OUTCOMES

Seattle is one of the healthiest cities in the U.S. However, not all neighborhoods are doing so well. Those living in Yesler Terrace, Chinatown/ID, and Belltown—home to many seniors, low income households, and people of color—are more likely to have poor long-term health outcomes. Air, noise, and other pollution from I-5 creates health impacts for those that live or work nearby.

LEVERAGING PRIVATE DEVELOPMENT FOR PUBLIC BENEFIT

Currently, Greater Downtown has nearly $13.5 billion in new development in the pipeline, including $4.8 billion under construction. During the current development cycle (starting in 2010) Greater Downtown has represented approximately half (49%) of the City’s development.

Available space for new public parks is limited and expensive, and while there are many privately owned public spaces, many are not fully usable or clearly accessible to the public. Given there are few redevelopable parcels throughout Greater Downtown, our challenge is to make the most of existing spaces and development.

THREATENED DIVERSITY

A sustainable future requires that we welcome many new residents to the Greater Downtown area. While doing so, we also need to ensure that existing communities of color continue to have places to grow, thrive and belong. Balancing our housing needs, a sustainable transportation system, and our historic culture of inclusivity is one of our greatest challenges.

SAFETY FOR OUR MOST VULNERABLE TRAVELERS

SDOT is committed to making streets safe for everyone, including our most vulnerable travelers. Still, many sidewalks are sub-standard, multi-lane arterial streets can be intimidating to cross, signals are often prioritized for vehicles, hills are challenging for people with disabilities, and wayfinding is inconsistent.

• Traffic deaths are declining in recent years; however, pedestrians and bicyclists still make up 40% of all traffic fatalities.

• Many of our city’s highest crash locations are on arterial streets in Greater Downtown. Major arterials such as Mercer, Denny, Boren, and 4th Avenue are frequently cited as safety concerns and physical barriers between places people, live, work, and recreate.
HOW WE GOT TO THE BIG IDEAS

WE LISTENED AND LEARNED FROM THE COMMUNITY

This draft vision framework is the product of hundreds of your ideas and expertise across the partner agencies. Since summer 2018, we have:

• Attended over 35 different events for public input
• Hosted community conversations
• Listened and spoke at community meetings
• Collected comments in online open houses
• Brought together an Advisory Group of engaged stakeholders

Our Advisory Group is composed of 34 Center City residents and workers. They represent different non-profits, commercial businesses, neighborhood groups, races, ethnicities, and abilities. We have been engaging community members, many of whom have not been a part of other planning efforts—particularly communities of color, ethnic minorities, and low-income individuals to put racial and social justice at the heart of this plan.

We are grateful for the participation of so many people, including you. Together we will imagine a brighter future for our Greater Downtown.

INTRODUCING THE BIG IDEAS FOR GREATER DOWNTOWN

CONNECT US TO THE WATER
Inspiring and interactive experiences on the lake, sound and in public spaces
- Connect People to the Lake and Sound
- Accessing and Experiencing Water

STITCH THE I-5 DIVIDE
Reconnect neighborhoods and improve access over, under, and across I-5
- Open Spaces Over I-5
- Bring Light and Purpose to the Spaces Under I-5

GREENING GREATER DOWNTOWN
Infuse more parks and nature in the urban landscape
- Connect People with Nature
- Restore Our Natural Habitat

GREAT PLACES FOR COMMUNITY LIFE
Distinct neighborhoods with inviting places and destinations
- A Community Heart in Every Neighborhood
- Place Specific Features in Every Public Space

STREETS WE LOVE, STREETS THAT WORK
Safe, sustainable, and well-organized streets for every form of travel
- People-First Streets
- Safe and Sustainable Streets

EXCELLENT TRANSIT EXPERIENCE
People prefer transit to access and travel within Greater Downtown
- Foundation: Frequent, Reliable Transit
- Fundamentals: People Centered Transit

MAJOR HUBS, GREAT PLACES
Celebrate culture and arrival, create seamless mobility connections, and reinforce the gateway portals to Greater Downtown
- Integrated Network of Hubs
- Connected Network of Transit Environments
Inspiring and interactive experiences on the lake, sound and in public spaces

VISION

- Our public realm teaches people how water shaped Seattle from the time the area was populated by Native people, to the arrival of Europeans through to present day.
- Seattle is one of the most interesting and beautiful cities to be outside when it rains.
- Everyone – including people with disabilities, children, seniors, and families - can recreate and travel on the water.
- People can view or experience Seattle from Lake Union and Elliott Bay at low- or no-cost.
- Access and views from the water to the land are as important as from the land to the water.
- People of color and ethnic minorities feel welcome to enjoy and experience the water.

LEGEND

- Connections to the Lake and Sound
- Water Transportation
- Waterfront Seattle
- Unfunded Waterfront Improvements
- Historical Water Line (mid 1800s)*
- Water in Neighborhoods (Existing)
- Water Opportunities in Neighborhoods
- Experiences on the Water
- Water View Opportunities

*Source: Waterlines Project

This map is a conceptual diagram; actual street designs and locations are pending future detailed analysis.
**1. CONNECT PEOPLE TO THE LAKE AND SOUND**

- **CULTURAL PLACES AND CONNECTIONS**
  Celebrate Seattle’s deep connection to the water.

- **REALIZE THE FULL WATERFRONT SEATTLE VISION**
  Build the unfunded Waterfront Seattle improvements (e.g., Pier 48), and improve physical and visual connections to Waterfront from uphill neighborhoods in Greater Downtown.

- **TRACE HISTORIC WATER LINES AND INDIGENOUS HISTORY**
  Design interventions that connect us to the region’s indigenous history and the natural history of Elliot Bay.

**2. ACCESSING AND EXPERIENCING WATER**

- **GET PEOPLE ON THE WATER**
  Connect people to the water from the land, and from the land to the water.

- **BRING WATER TO OUR NEIGHBORHOODS**
  A community water feature in every neighborhood and new vistas to the water.

**Source:** Waterfront Seattle
STITCH THE I-5 DIVIDE

Reconnect neighborhoods and improve access over, under and across I-5

VISION

• Neighborhoods divided by I-5 are reunited with new connections and urban spaces.

• A unique opportunity to create large green and open spaces is realized.

• Mobility across, over, and under I-5 is easier and more enjoyable for every traveler—especially for people walking, biking, or rolling.

• Traffic noises and views of the highway are reduced, covered, or camouflaged.

• New places for people to exercise, and socialize.

LEGEND

- Across I-5 Overlooks
- Current I-5 Feasibility Study
- Potential Future Lid Opportunities
- Connections Over I-5
- Transformations Under I-5

This map is a conceptual diagram; actual street designs and locations are pending future detailed analysis.
1. OPEN SPACES OVER I-5

Create the large public open space Greater Downtown needs.

2. BRING LIGHT AND PURPOSE TO THE SPACES UNDER I-5

Improve the passage and find meaningful uses for marginal spaces.

3. STREETS AND PLACES FOR PEOPLE ACROSS I-5

Create a new connection between Capitol Hill and South Lake Union.

Create a new link for walking, biking, or rolling from the Commercial Core to First Hill.

Design to reduce the impacts of I-5’s on- and off-ramps.
GREENING GREATER DOWNTOWN

Infuse more parks and nature, in the urban landscape

VISION

• Greater Downtown has a robust and varied collection and distribution of native plants, trees, and greenery that promote beauty and well-being in the Center City.

• Streets and public spaces use are designed to improve the environment, restore natural habitats, and support climate resilience.

• Parks and open spaces connect with adjoining development for the right mix of private and public uses and activities so the benefits of parks spill over into adjacent streets.

• Streets and public spaces promote climate resiliency and adaptation, water retention and reuse.

LEGEND

- Existing Greenspace and Healthy Urban Canopy
- Potential Urban Canopy
- Potential Green Network
- I-5 Stitch

This map is a conceptual diagram; actual street designs and locations are pending future detailed analysis.
GREENING GREATER DOWNTOWN

THE ELEMENTS

1

CONNECT PEOPLE WITH NATURE

GROW THE PARKS AND OPEN SPACE NETWORK TO MEET THE NEEDS OF THE MOST DENSE PART OF SEATTLE

Inventively use public space to create new parks and open spaces.

PLACES TO CONNECT WITH THE LAND AND NATIVE CULTURE

Look to the past to better future stewardship.

2

RESTORE OUR NATURAL HABITAT

INVITE NATURE INTO GREATER DOWNTOWN

Share our urban realm.

USE TREES AND ROOFTOPS TO GROW OUR GREEN CANOPY

Increasing our urban tree canopy cools, beautifies and creates a carbon sink.

Location: Hong Kong Location: NYC Location: NYC
**GREAT PLACES FOR COMMUNITY LIFE**

**Distinct neighborhoods with inviting places and destinations**

**VISION**

- Each neighborhood has a variety of inviting public places, interesting streets, arts, and cultural destinations that reflect and celebrate distinct communities, neighborhood identities, and cultures.

- There is always a place to go to gather, people-watch, and have a uniquely Seattle experience in Greater Downtown.

- Public space downtown becomes a collective front porch, where people feel welcome, and experience positive interactions intentionally and spontaneously.

- Downtown’s public realm is high quality, where people take pride in the places and spaces in their neighborhoods.

**Inspiration from around the world**

This map is a conceptual diagram; actual street designs and locations are pending future detailed analysis.
GREAT PLACES FOR COMMUNITY LIFE

THE ELEMENTS

1. A COMMUNITY HEART IN EVERY NEIGHBORHOOD

2. PLACE SPECIFIC FEATURES IN EVERY PUBLIC SPACE

3. PLACES TO ENJOY AND GATHER

CREATE /ENHANCE A NEIGHBORHOOD DESTINATION
A cherished plaza, square, commons or outstanding place-street in every neighborhood.

CITY AS A CANVAS
Use community art to connect us.

ENCOURAGE ACTIVE AND VIBRANT STREET LIFE
Create and activate a network of neighborhood places.

AUTHENTIC IDENTITIES IN OUR BUILT ENVIRONMENT
Integrate neighborhood and indigenous history into public space and facility design.

SPACES AND USES BY COMMUNITIES, FOR COMMUNITIES
Empower community members to create valued spaces.

SOURCE: Flickr, Michigan Municipal League (Detroit)

LOCATION: San Francisco
LOCATION: New Orleans
LOCATION: NYC
LOCATION: Seattle
Safe, sustainable, and well-organized streets for every form of travel

VISION

- We design and operate our streets for people and goods movement, reducing our impact on the planet and keeping our economy strong.
- A legible network of great walking streets fosters a culture of strolling and public street life.
- Our streets and pathways are accessible places for people of all ages and abilities.
- Our streets and mobility systems afford people of color, low-income people, and vulnerable communities, equal access to work, housing, and welcoming places to play and gather.
- Micro-mobility options and emerging technologies such as autonomous vehicles and ride-hailing are integrated into today’s shared modes and required to fulfill our goals of equity, inclusion, and carbon neutrality.

This map is a conceptual diagram; actual street designs and locations are pending future detailed analysis.
1 PEOPLE-FIRST STREETS

CONNECT NEIGHBORHOODS WITH PLACE STREETS
A steady rhythm of high-quality streets which are designed primarily for the pedestrian to walk, stay, and interact.

BLUE LOOP
Bring together our waterfronts, attractions, communal spaces and treasured pieces with an identifiable walking loop.

PREMIUM RIDING AND ROLLING NETWORK
Investment in a fully protected and fully-connected bike network makes riding and rolling fun, safe and dignified for all people of varying abilities, races, backgrounds, and means.

ENHANCE THE 3RD AVE TRANSIT SPINE
Transit users feel welcome on a great street that is safe, active, and functional.

2 SAFE AND SUSTAINABLE STREETS

SAFE AND SUSTAINABLE STREETS

LOW EMISSION ZONE
Set policy and ready infrastructure for a carbon-neutral mobility system.

ZERO-EMISSIONS DOWNTOWN
Manage vehicle demand for our street in a way that benefits people of color, low-income people, and vulnerable communities and supports the entire multi-modal travel experiences.

MANAGE CONGESTION TO ADDRESS CLIMATE CHANGE AND FORWARD EQUITY

READY STREETS FOR MICROMOBILITY
Priority corridors are designed to support people cycling and using micro-mobility at multiple speeds (e.g., 0-10 mph lane, 10-20 mph lane).

MAKE THE 3RD AVE TRANSIT SPINE SAFE, ACTIVE, AND FUNCTIONAL
Transit users feel welcome on a great street that is safe, active, and functional.

3 MAKING NEW MOBILITY WORK FOR US

DEVELOP PEDESTRIAN BLOCKS, DISTRICTS AND FOSSIL FREE STREETS
Our streets prioritize people and in doing so, reduce our impact on the planet.

NEIGHBORHOOD GOODS DELIVERY HUBS
Personal goods delivery is connected with transit stations and civic hubs.

FORWARD EQUITY
Manage vehicle demand for our street in a way that benefits people of color, low-income people, and vulnerable communities and supports the entire multi-modal travel experiences.

NEIGHBORHOOD GOODS DELIVERY HUBS
Personal goods delivery is connected with transit stations and civic hubs.
STREETS THAT WORK, STREETS WE LOVE

PEOPLE-FIRST STREETS ILLUSTRATED

EXISTING

ENHANCED PEDESTRIAN STREET

TRANSIT STREET

PLACE STREET

PEDESTRIAN-ONLY PROMENADE

Source: NYCDOT

Location: Nice, France

Location: Barcelona, Spain

Location: Vienna

MOVEMENT

PLACE & PEDESTRIAN COMFORT

STREET PRIORITY
People prefer transit to access and travel within Greater Downtown

VISION

• In 2035 Seattle’s transit system is known as the highest quality, and most reliable in the United States.

• Seattle’s transit service is used by everyone—all income levels, all races, all ages, and all abilities.

• Transit is one of the city’s greatest social and cultural asset. Transit facilities are celebrated as lively communal spaces, where people meet, congregate, and socialize. These places reflect the communities they serve and are models for user-centered design.

• Amenities, arts culture and commerce make transit a truly enjoyable travel option.
EXCELLENT TRANSIT EXPERIENCE

THE ELEMENTS

1. FOUNDATION: FREQUENT, RELIABLE TRANSIT
   - Invest in bus priority for frequent service corridors
   - Connect center city with a network of hop-on, hop-off spines

2. FUNDAMENTALS: PEOPLE CENTERED TRANSIT
   - Affordable travel with a transit pass in every pocket
   - Equal experience for everyone
   - Functional and accessible facilities below, at, and above ground

3. FINISHES: EXCEPTIONAL TRANSIT ENVIRONMENTS
   - Create great stations and stops
   - Spaces for art, performance, and public life on the move
   - Expanded water transit

INVEST IN BUS PRIORITY FOR FREQUENT SERVICE CORRIDORS
Frequent service corridors are the backbone of our surface transportation network.

CONNECT CENTER CITY WITH A NETWORK OF HOP-ON, HOP-OFF SPINES
Hassle-free travel on very-frequent corridors connecting Greater Downtown neighborhoods and destinations.

AFFORDABLE TRAVEL WITH A TRANSIT PASS IN EVERY POCKET
Remove price or payment method as a reason not to choose transit.

EQUAL EXPERIENCE FOR EVERYONE
Details matter, no matter where you access transit or which transit mode you use.

FUNCTIONAL AND ACCESSIBLE FACILITIES BELOW, AT, AND ABOVE GROUND
The transit experience is consistent and high quality.

CREATE GREAT STATIONS AND STOPS
Create joyful interludes at these well-used public spaces.

SPACES FOR ART, PERFORMANCE, AND PUBLIC LIFE ON THE MOVE
Give people opportunities to create and experience art and entertainment in their daily trips.

EXPANDED WATER TRANSIT
Use the water to move a growing region.

Source: SDOT (Seattle)
Location: Berlin, Germany
Location: Stockholm, Sweden
Location: Eindhoven, Netherlands
Location: Bogota, Colombia
Location: Seattle
Celebrate culture and arrival, create seamless mobility connections, and reinforce the gateway portals to Greater Downtown

VISION

• Our hubs are celebrated places of arrival, equal in experience for people staying and passing through.

• Every major hub offers people-centered amenities and services for local neighbors as well as visitors and transit users.

• Each major hub has intuitive connections among every mode of travel.

• Hubs are welcoming, communal places that celebrate everyone regardless of their language, means, or familiarity with Greater Downtown.

This map is a conceptual diagram; actual street designs and locations are pending future detailed analysis.
MAJOR HUBS, GREAT PLACES
THE ELEMENTS

1 INTEGRATED NETWORK OF HUBS

Hub areas are places for communal life.

2 JACKSON HUB GATEWAY

Create a unified, functional place for people and transit.

3 WESTLAKE CROSSROADS

Design for increasing foot-traffic, transit use, convention visitors and tourists.