Project Team

Client
Seattle Department of Transportation
King County Metro

Project Management
Perteet

Urban Design
HEWITT

Specialty Lighting Design
Blanca Lighting Design

Civil Engineering
CH2M Hill

Transit Operations
DKS Associates

Traffic Operations
Concord Engineering

Community Outreach
Envirolissues
Project Background

- Vision and Schedule
- Design Principles
- Overlapping Projects and New Development
- CPTED Study
BACKGROUND | VISION AND SCHEDULE

“Make Third Avenue a great street for transit, businesses, residents, and visitors—an inviting, accommodating, safe, and attractive place where people want to be.”

- Excerpt from the Memorandum of Agreement between the City of Seattle, King County and the Downtown Seattle Association, 2012

- Project Purpose
- City/County Partnership
- Current Funding
- Prioritization
- Schedule
Agency Goals
- Humanize
- Organize
- Energize

A Cared For Street
- Enhance transit operations
- Establish a safe & attractive pedestrian environment
- Create a strong visual identity for the corridor

Positive Outcomes
- Accommodate an increasing population and ridership
- Increase landscape quality and quantity for a greener corridor
- Increase in vitality of adjacent retail and decrease loitering

A Green Neighborhood
Clarify and Organize
Contextual Opportunities
BACKGROUND | OVERLAPPING PROJECTS AND NEW DEVELOPMENT

- Pike-Pine Renaissance
- Coordinated Street Furniture RFP
- First Hill Street Car and City Center Connector
- Pioneer Square Parks and Gateways Project
- Pronto Bike Share
- Lake to Bay Trail
- King Street Station Multimodal Hub Strategy
- Pioneer Square Street Concept Plan
Natural surveillance:
- **Lighting**
  - Additional lighting in canopies
  - Uplighting has been added to trees
- **Existing Shelters**
  - Minimal footprint for freedom of pedestrian movement
  - Clear sightlines
- **Corridor Seating**
  - Leaning rails at canopies

Access Control:
- **Transit Signage**
  - Uniform placements of common elements at bus zones
  - Uniform canopies and identity columns established
- **Landscaping**
  - Plantings less than 24" high near intersections for visibility
  - Irrigation system employed for plantings in Belltown
  - Water bag for all new trees
- **Crosswalk Template**
  - New striping in a uniform pattern

Territorial Definition:
- **Art Template**
  - Lighting projections and murals on blank walls.
- **Wayfinding Template**
  - Real time arrival signage is integrated into canopies
  - Corridor identity columns to designate neighborhoods
- **Litter and Recycling**
  - Trash cans near the head of bus zone
02 Design Strategies

- Paving and Curb Treatment
- Transit Canopy Family
- Trees and Planting
- Streetscape Furnishings at Typical Bus Stop
- Lighting and Art
DESIGN STRATEGIES | AMENITY ZONE PAVING

Together the curb treatment and feature paving delineate transit-oriented uses from pedestrian through-traffic providing both visual continuity and added safety elements for the corridor.

NEW YORK CITY

TUKWILA STATION, SOUND TRANSIT

CONCRETE PAVERS
In order to accommodate high pedestrian traffic, high-volume bus stops, and loading activity for adjacent businesses and residents, designated areas of the sidewalk will be infilled to create flex-load zones.

**Design Strategies | Flex Load Zones**

GRANVILLE STREET, VANCOUVER B.C.
DESIGN STRATEGIES | RAISED INTERSECTIONS

Raised intersection crossings are proposed at intersections in Belltown to send the message that pedestrians are important and welcome.

PROPOSED RAISED INTERSECTIONS AT ALL STREETS**

**Except at frequent bus turns at Blanchard and Cedar and at major arterials Battery, Virginia and Stewart.
As the primary design feature that directly supports transit operations, canopies will provide a bold transit identity in a small footprint. The canopies will be flexible, open and modern, yet they’ll concentrate multiple functions into a single structure.

The Identity Column is designed as part of the Transit Canopy family to act as a wayfinding tool along the corridor.

**DESIGN STRATEGIES | TRANSIT CANOPY FAMILY**

**Large Canopy**
- 27'-6” in length and 11'-5” or 9'-6” wide
- Glazing panels on roof
- Single integral real time arrival screen and leaning rail at each pylon
- One integral fare card reader per canopy

**Mini-Canopy**
- 15'-0” in length and 11'-5” or 9'-6” wide
- Glazing panels on roof
- Two integral real time arrival screens and a leaning rail at pylon
- One integral fare card reader per canopy

**Identity Column**
- At bus stops without transit canopies and at key wayfinding points
- Two integral real time arrival screens at pylon
The design approach identifies opportunities to expand the network of street trees and recommends infrastructure improvements to create a healthier growing environment for trees to enhance the green quality of the neighborhoods.

Tree Statistics
- **Currently approximately 260 existing trees**
  - 44 existing trees are to be replaced
  - 18 trees will be removed to accommodate transit canopies and flex load zones
  - Approx. 68 trees will be added
- **Net gain of approx. 50 trees will be added to Third Avenue**
The approach to healthier trees begins with improving the quality and quantity of soil available for each tree. A combination of different techniques will be used to create a larger volume of soil for tree roots, and prevent soil compaction.

**Design Strategies | Trees and Planting**

**Belltown**

Structural Soil for Existing or Proposed Trees

- 36" depth of structural soil
- Planting area with 36" min. depth of city standard loam planting soil
- 10'-0" min. max. varies existing or proposed tree
- Curb face

**Business District/Pioneer Square**

Soil Reconditioning of Existing Trees

- Expand existing tree well openings to 9'-6" x 8'-0"
- Tree well opening (flexible porous paving)
- Soil vacuum "reconditioning." See
- Curb face

Modular Support System for Proposed Trees

- New tree specimen
- Tree well opening (flexible porous paving)
- Planting soil
- Curb face

**Business District/Belltown**

- Building face/property line
- Amenity zone

**Belltown**

- Building face/property line
- Amenity zone
Liriope muscari (Lilyturf)
Fragaria chiloensis (Beach strawberry)
Gaultheria procumbens (Wintergreen)

Prunus laurocerasus ‘Mount Vernon’ (Cherry Laurel)
Dryopteris erythrosora (Autumn Fern)
Polystichum setiferum (Shield Fern)
Rhaphiolepis umbellata ‘Minor’ (Dwarf Yeddo Hawthorn)
Lonicera pileata (Box-leaf honeysuckle)

Anemone nemorosa (Wood Anemone)
Geranium x cantabrigiense (Hardy Geranium)
Anemanthele lessoniana (New Zealand Wind Grass)
Hemerocallis x ‘Stella de Oro’ (Daylily)
Achillea (Yarrow)
Festuca glauca ‘Elijah Blue’
DESIGN STRATEGIES | TYPICAL BUS STOP

Together the curb treatment and feature paving delineate transit-oriented uses from pedestrian through-traffic and provides visual continuity.

Bus Zone
- CIP CONCRETE SIDEWALK, SCORE PATTERN TBD
- CROSSWALK STRIPING
- 10' MIN
- 8'-6" TYP
- 6'-0" TYP

Bus Stop
- METRO BUS SIGN
- EXISTING OR NEW TREE WITH FLEXIBLE POROUS PAVING
- 1' X 2' CONCRETE PAVERS
- 18" X 18" TACTILE PAVERS

Curb Face Painted
- ALTERNATING RED AND YELLOW
- BIKE RACK

Trash/Recycling
- TRASH AND RECYCLING RECEIPTABLES
- 1' x 2' BAND OF PAVERS

Bus Signage
- BUS SIGNAGE
- INLAID STREET NAMES
- TREE WELL SURFACING
- TRASH/RECYCLING
- BIKE RACKS
- FARE CARD READERS
DESIGN STRATEGIES | LIGHTING AND ART

Lighting is strategically placed to provide wayfinding, increase visual acuity, enhance security and provide visual interest for the Transit Corridor.

Lighting Strategies

- **Transit Canopies and Identity Columns**
  - Integral LED uplighting defining the roof edge
  - LED panels and bus symbol fixtures for wayfinding

- **Suspended Intersection Installations**
  - At Pike and Pine Streets

- **Blank Facade Projections**
  - Located at large open facades

- **Historic Building Lighting**
  - Celebrate the historical artifacts
  - Opportunities for Public/Private partnerships.

- **Tree Lighting**
  - Incorporated for ambient lighting and aesthetic value

---

DIGITAL PROJECTION. PHOTO COURTESY OF BLANCA LIGHTING.

EXAMPLES OF HISTORIC BUILDING LIGHTING. PHOTOS COURTESY OF BLANCA LIGHTING.

SUSPENDED ART INSTALLATION OVER PIKE AND PINE STREET

TREE LIGHTING
Belltown
Identifying Character Elements

- Established street trees are robust and nearly continuous along the length of Belltown
- Intersecting Green Streets
- Social service agencies between Virginia Street and Blanchard Street
- New mixed use developments between Bell Street and Denny Way
- Bus Rapid Transit System:
  - (6) RapidRide stops
  - (10) RapidRide shelters
Design Strategies

• **Amenity Zone**
  - Width varies to fit each block

• **Rapid Ride Bus Stops**
  - Stops to remain at existing locations
  - Tactile pavers to be added at curb

• **Raised Intersections**

• **Activity Nodes**
  - Seating opportunities
  - Intensive plantings
  - Potential program spaces

• **Extended Planters with Protection Rails**
NEW CURB BULB WITH PLANTINGS AND PLANTER RAIL

EXISTING RAPID RIDE BUS STOP

NEW RAISED CROSSWALK
04
Business District
Identifying Character Elements

- **Regular pattern** of alternating bus and non-bus blocks.
- **Scale** — tall broad buildings
- **Density** — crowded sidewalks
- **Movement** — constant bus and pedestrian activity
- **Transit Tunnel**
- **Loading Zones**
- **Extensive Building Awnings**
- **Blank Walls** — several expanses of opaque walls
Design Strategies

- **Amenity Zone**
  - Typically 11'-0" wide

- **Transit Canopies**
  - Occur on the majority of blocks
  - Custom canopies at most stops
  - Identity columns used where extensive awnings present

- **Flex Load Zones**

- **Suspended Art Installation**
  - Mark the intersection of Third Avenue with Pike and Pine Streets
Third Avenue Transit Corridor Improvements
05
Pioneer Square Neighborhood
Identifying Character Elements

- Historic District
- North/South bus density is dispersed
  - Third and Second southbound
  - Prefontaine northbound
- Two 5-way intersections
- Three Parks
  - City Hall Park
  - Prefontaine
  - Union Station Square
- Diverse Income Levels
- Areaways
- Trees densely clustered at park City Hall Park and Union Station Square with no trees in between.
Design Strategies

- **Amenity Zone**
  - Limited to blocks with bus stops

- **Transit Canopies**
  - Bus activity is more dispersed
  - Smaller version of canopies to match scale of neighborhood

- **Flex Load Zones**

- **Activity Nodes**
  - Seating opportunities
  - Intensive plantings
  - Potential program spaces

- **Public/Private Opportunities**
  - Potential art mural
  - Terraced seating area
Public/Private Opportunities

- Reconfigure parking lot to accommodate planting buffer
- Relocate Union Mission trash/recycling from sidewalk to parking area
- Potential art mural on Union Mission blank facade
PIioneer Square | Yesler Way to S Washington Street

Key Plan

Stewardship Opportunities

Connecting City Hall Park and Union Station Square Park

Viewpoint

City Hall Park

Northbound Traffic

Yesler Way

Southbound Traffic

Third Avenue

Buffer

Small Rooms / Stairs

Connection

Maximize Pedestrian Zone

VIEWS

UNION STATION SQUARE PARK

Maximize Pedestrian Zone

VIEWS

Connection

Small Rooms / Stairs

Buffer

Third Avenue

Northbound Traffic

Yesler Way

Southbound Traffic

Third Avenue

Piioneer Square | YESLER WAY TO S WASHINGTON STREET

Third Avenue Transit Corridor Improvements

SDOT

King County METRO

Perteet