

# *Third Avenue Transit Corridor Improvements*

**Seattle Design Commission  
Presentation**

November 5, 2015  
City of Seattle Department of Transportation  
& King County Metro



## *Project Team*

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### **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**

Envirolssues



# 01

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## Project Background

- Vision and Schedule
- Design Principles
- Overlapping Projects and  
New Development
- CPTED Study

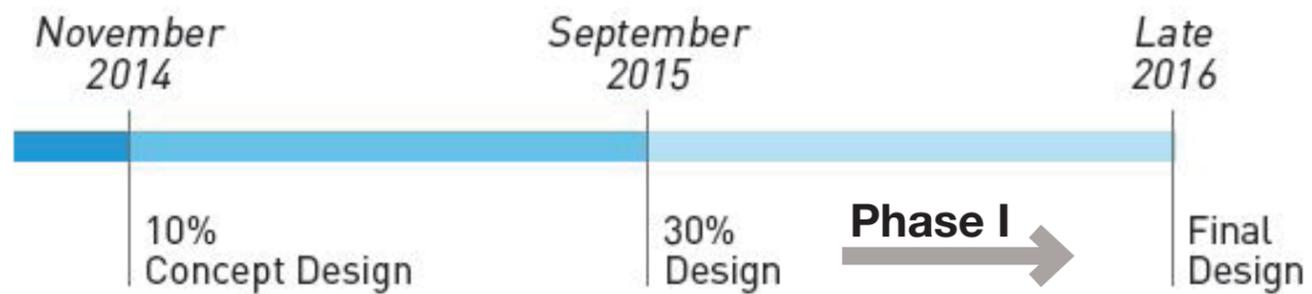


## BACKGROUND | VISION AND SCHEDULE

*“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



# BACKGROUND | DESIGN PRINCIPLES

## Agency Goals

- Humanize
- Organize
- Energize



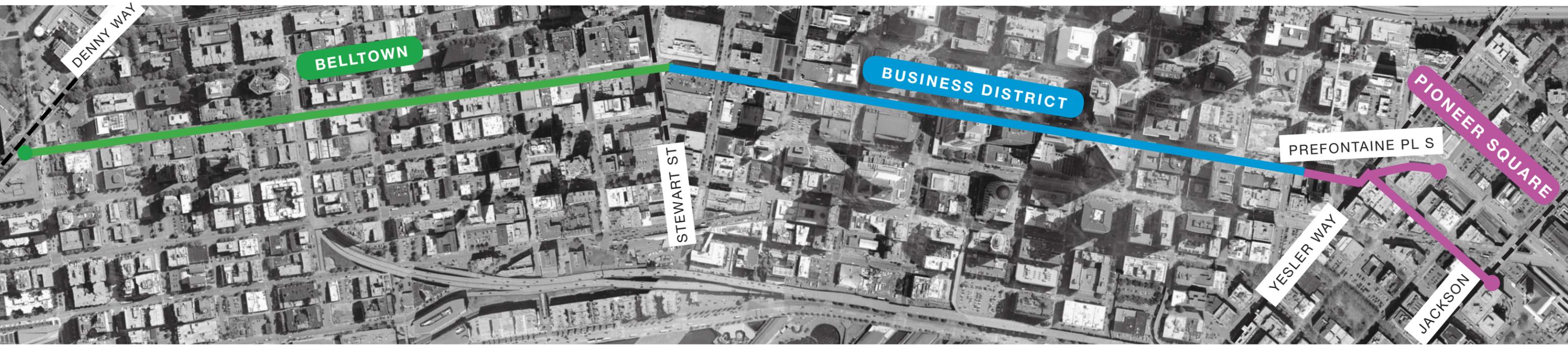
## A Cared For Street

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



## Positive Outcomes

- Accomodate 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



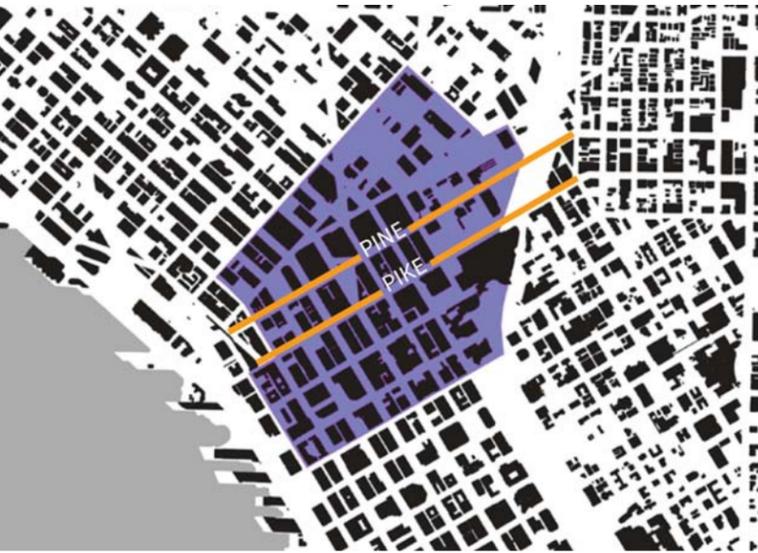
### Clarify and Organize



### Contextual Opportunities



# BACKGROUND | OVERLAPPING PROJECTS AND NEW DEVELOPMENT



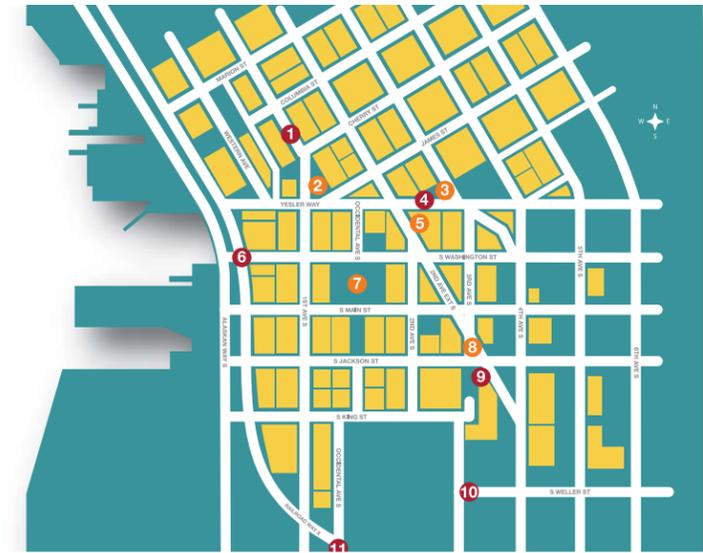
• Pike-Pine Renaissance



• Coordinated Street Furniture RFP



• First Hill Street Car and City Center Connector



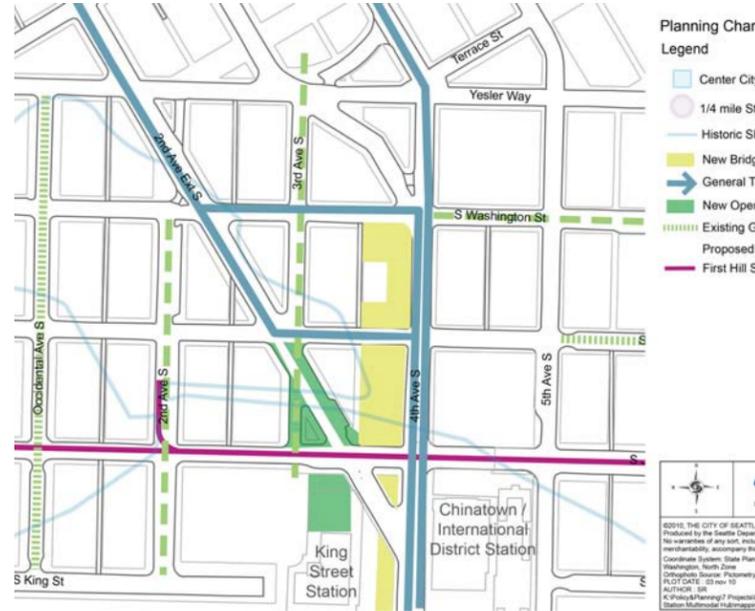
• Pioneer Square Parks and Gateways Project



• Pronto Bike Share



• Lake to Bay Trail



• King Street Station Multimodal Hub Strategy



• Pioneer Square Street Concept Plan

# BACKGROUND | CPTED STUDY

## 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:

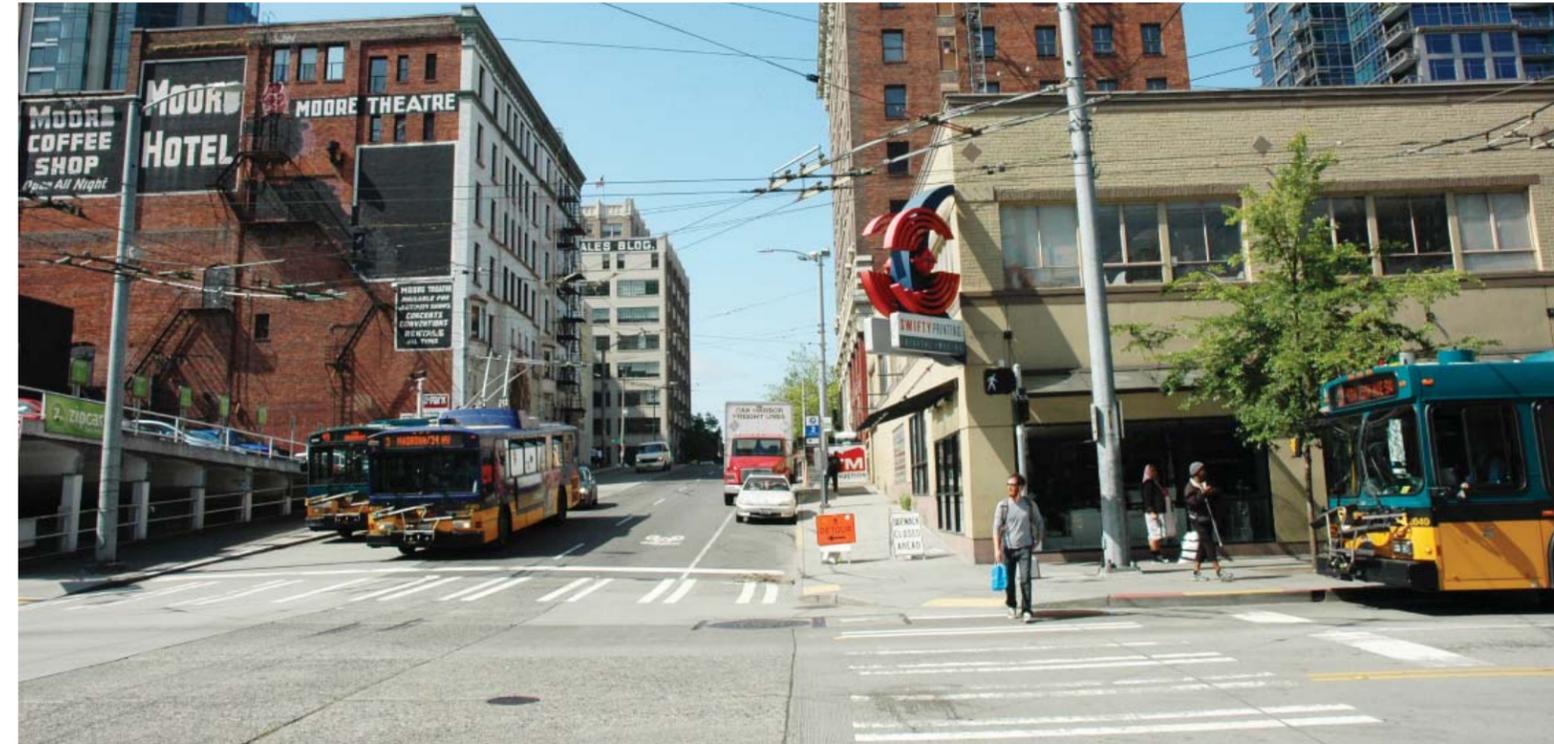
- **Transit Signage**
  - Uniform placements of common elements at bus zones
  - Uniform canopies and identity columns established
- **Landscaping**
  - Plantings less than 24” high near intersections for visibility
  - Irrigation system employed for plantings in Belltown
  - Water bag for all new trees
- **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



EXISTING CANOPIES OBSCURE SIGHTLINES AND BLOCK PEDESTRIAN MOVEMENT



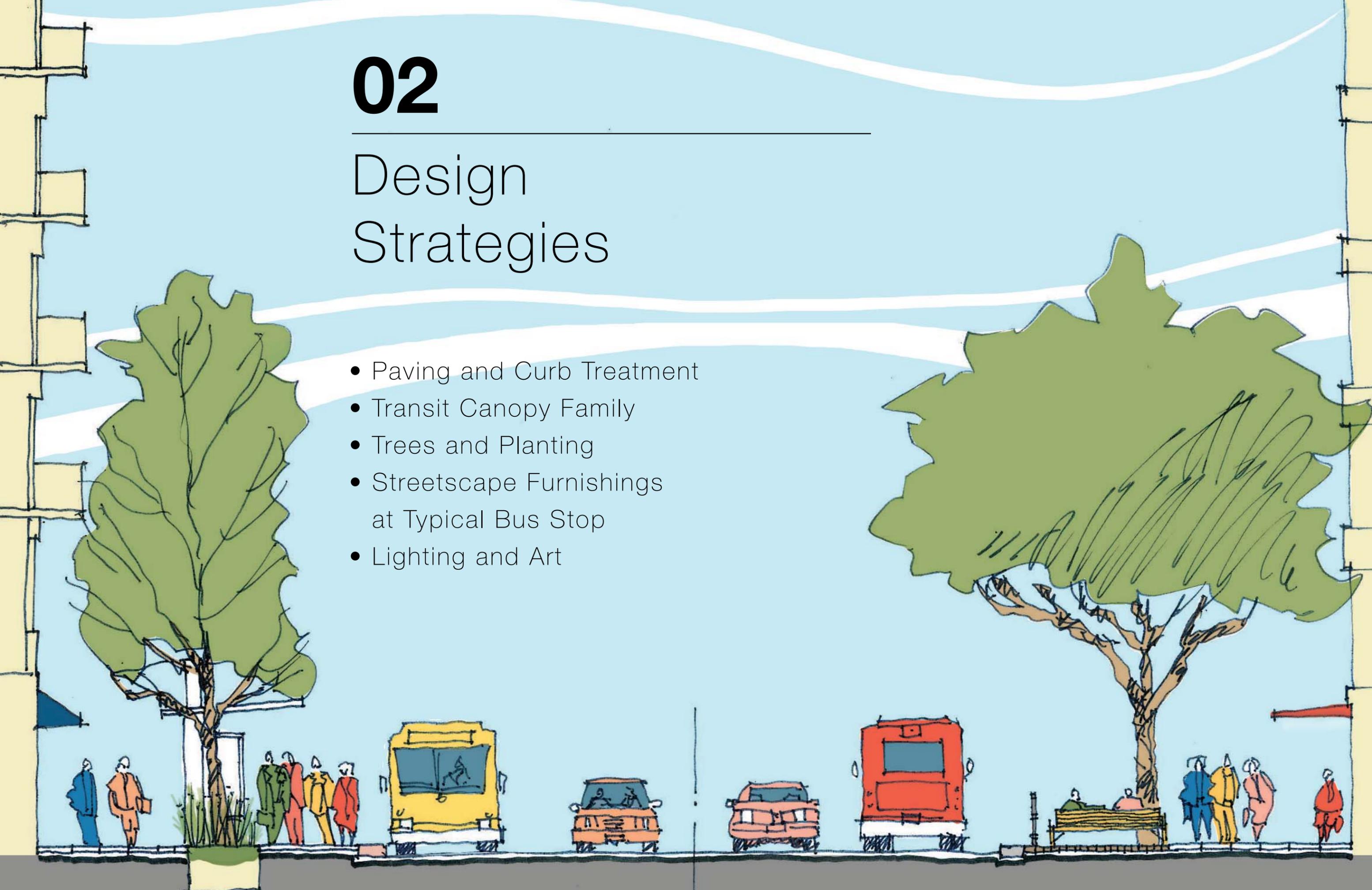
EXISTING CROSSWALKS ARE DETERIORATING AND UNCLEAR

# 02

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## Design Strategies

- Paving and Curb Treatment
- Transit Canopy Family
- Trees and Planting
- Streetscape Furnishings at Typical Bus Stop
- Lighting and Art

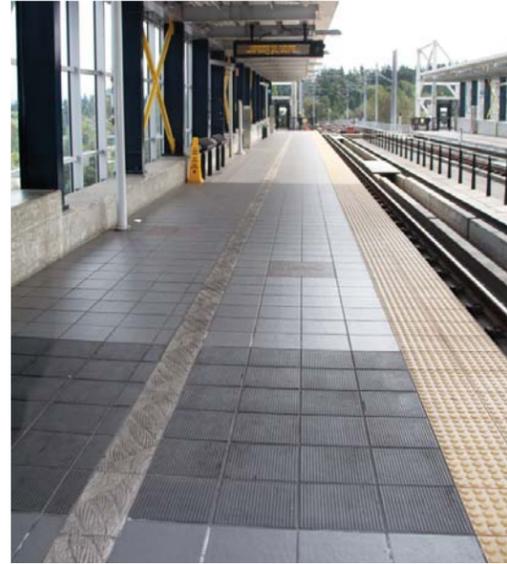


# DESIGN STRATEGIES | AMENITY ZONE PAVING

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.



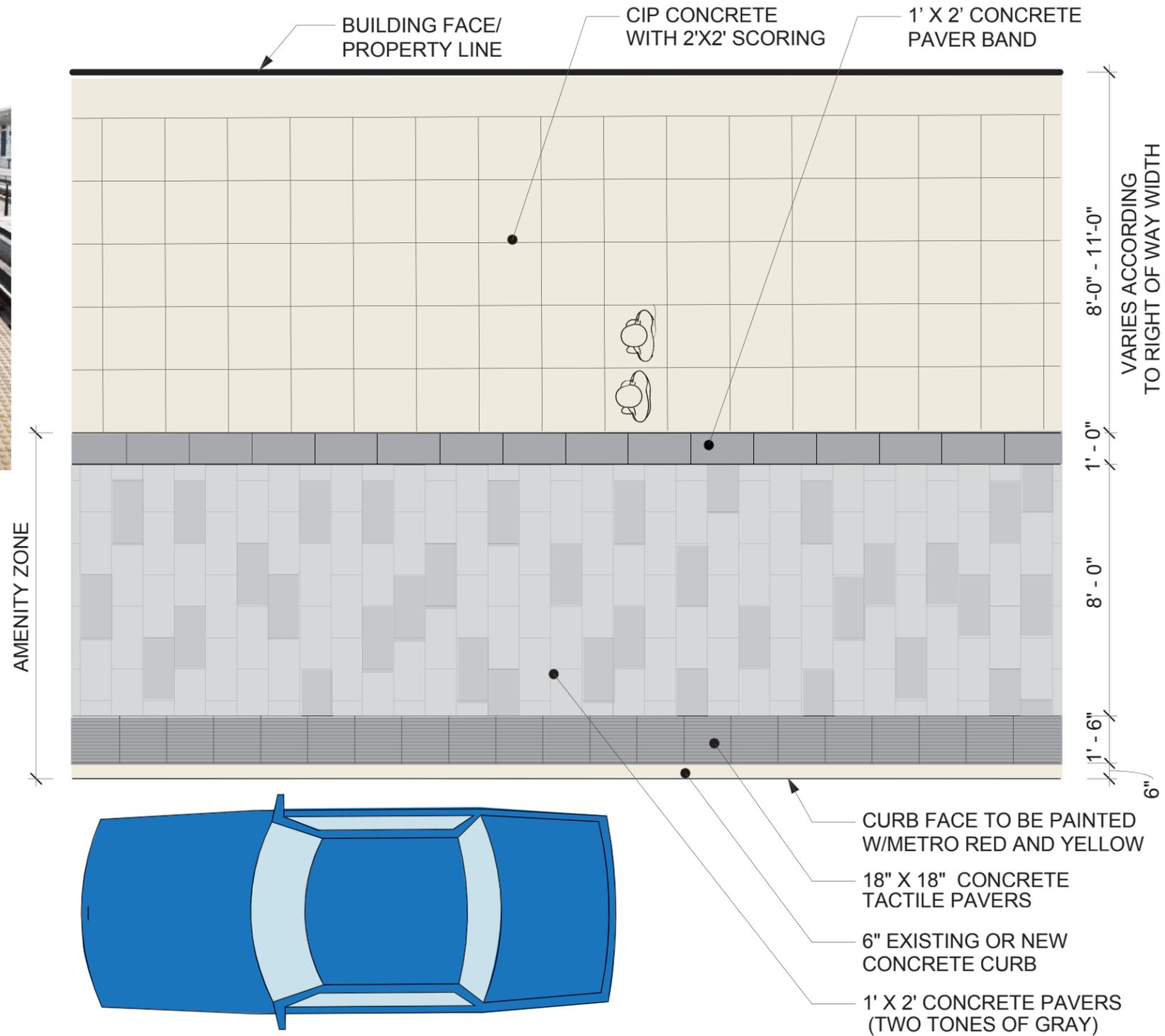
NEW YORK CITY



TUKWILA STATION, SOUND TRANSIT



CONCRETE PAVERS

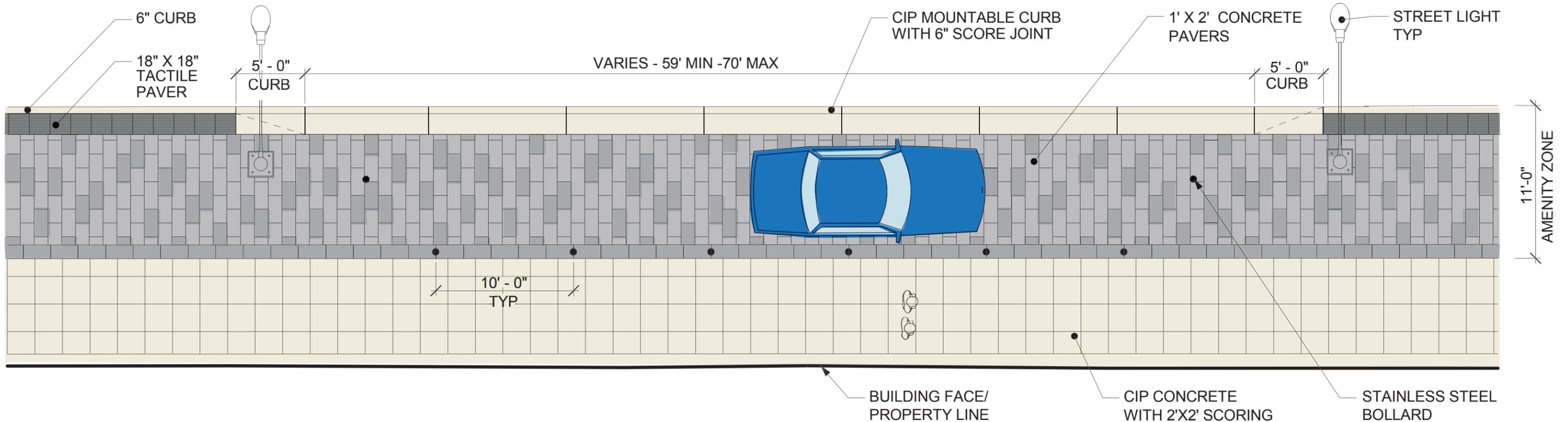
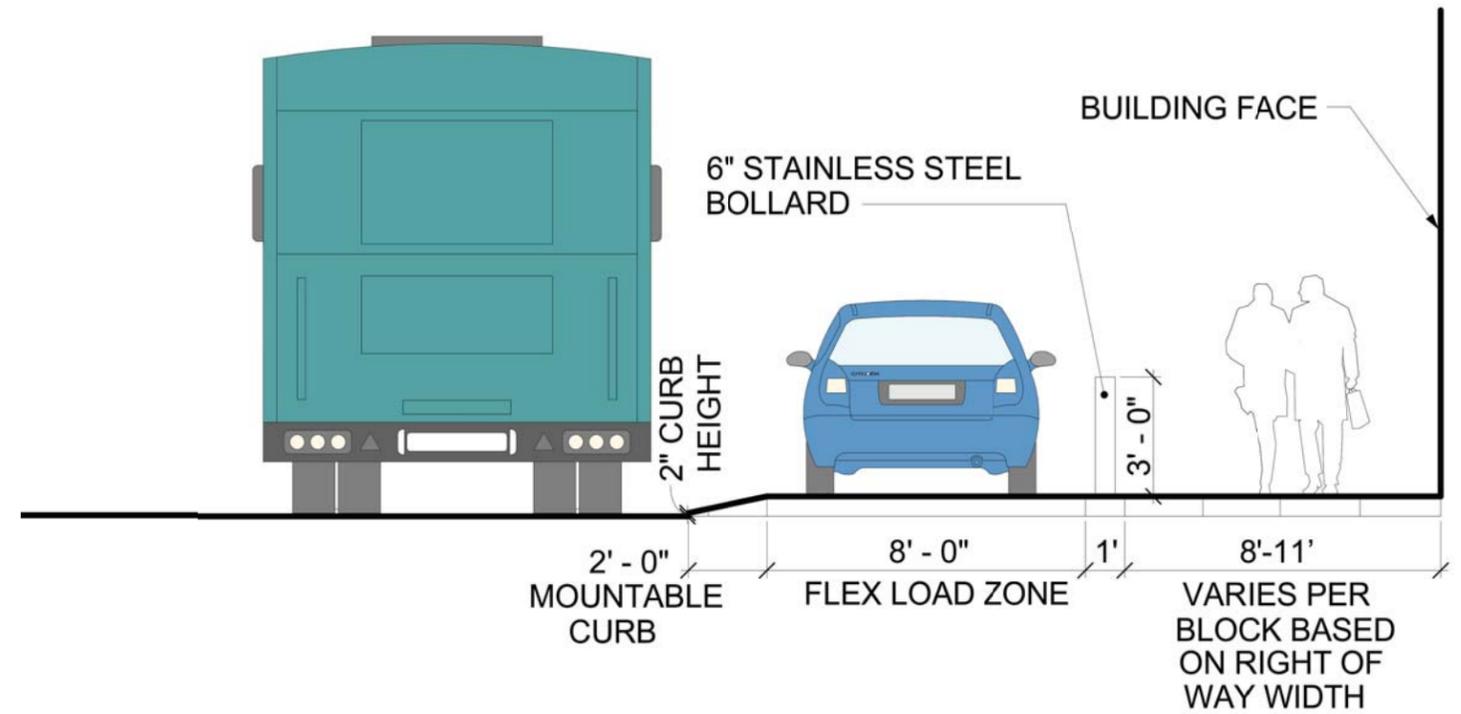


# DESIGN STRATEGIES | FLEX LOAD ZONES

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.



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.

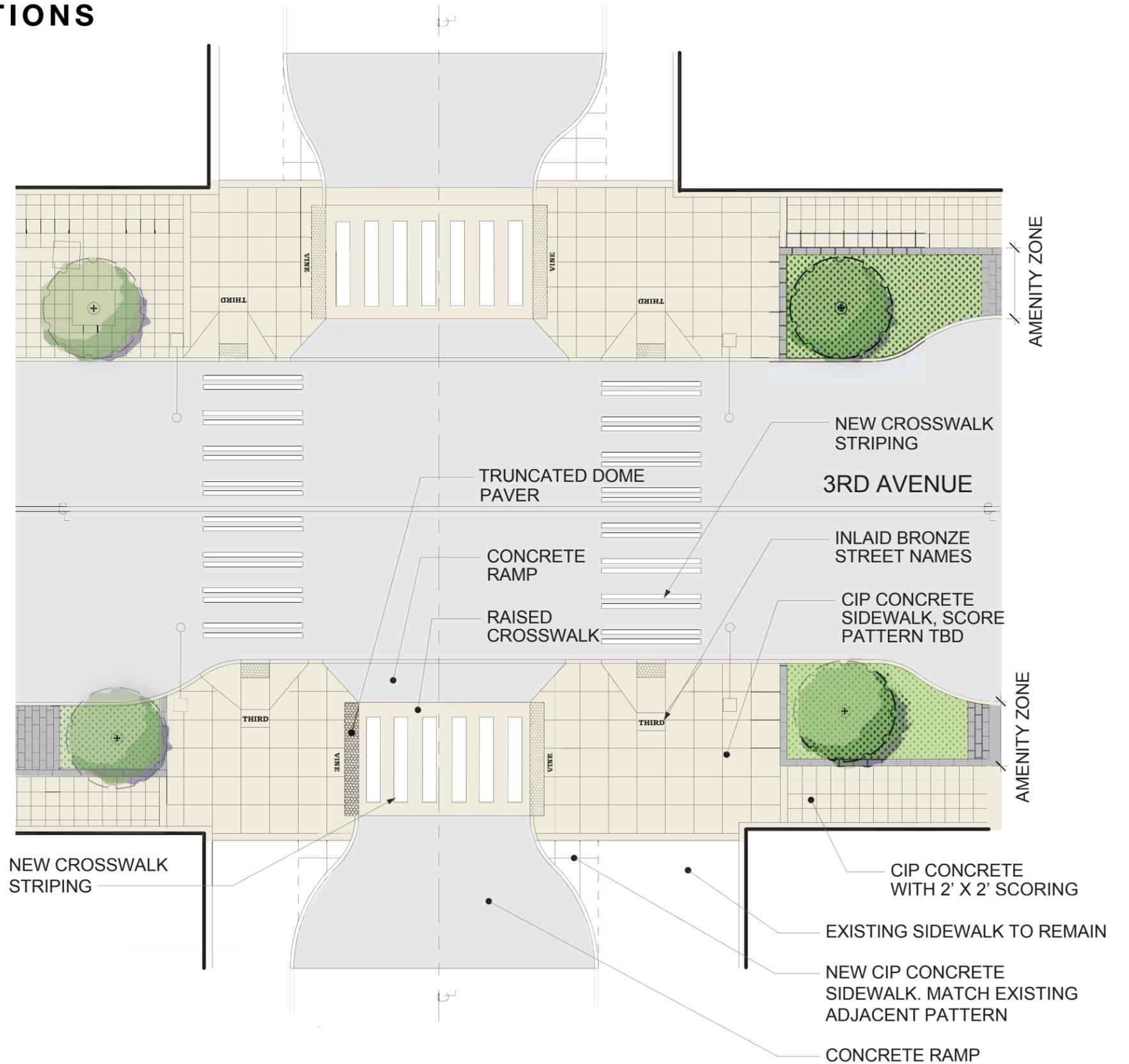


BELL STREET, SEATTLE



## PROPOSED RAISED INTERSECTIONS AT ALL STREETS\*\*

\*\*Except at frequent bus turns at Blanchard and Cedar and at major arterials Battery, Virginia and Stewart.



## DESIGN STRATEGIES | TRANSIT CANOPY FAMILY

*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.*



### 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

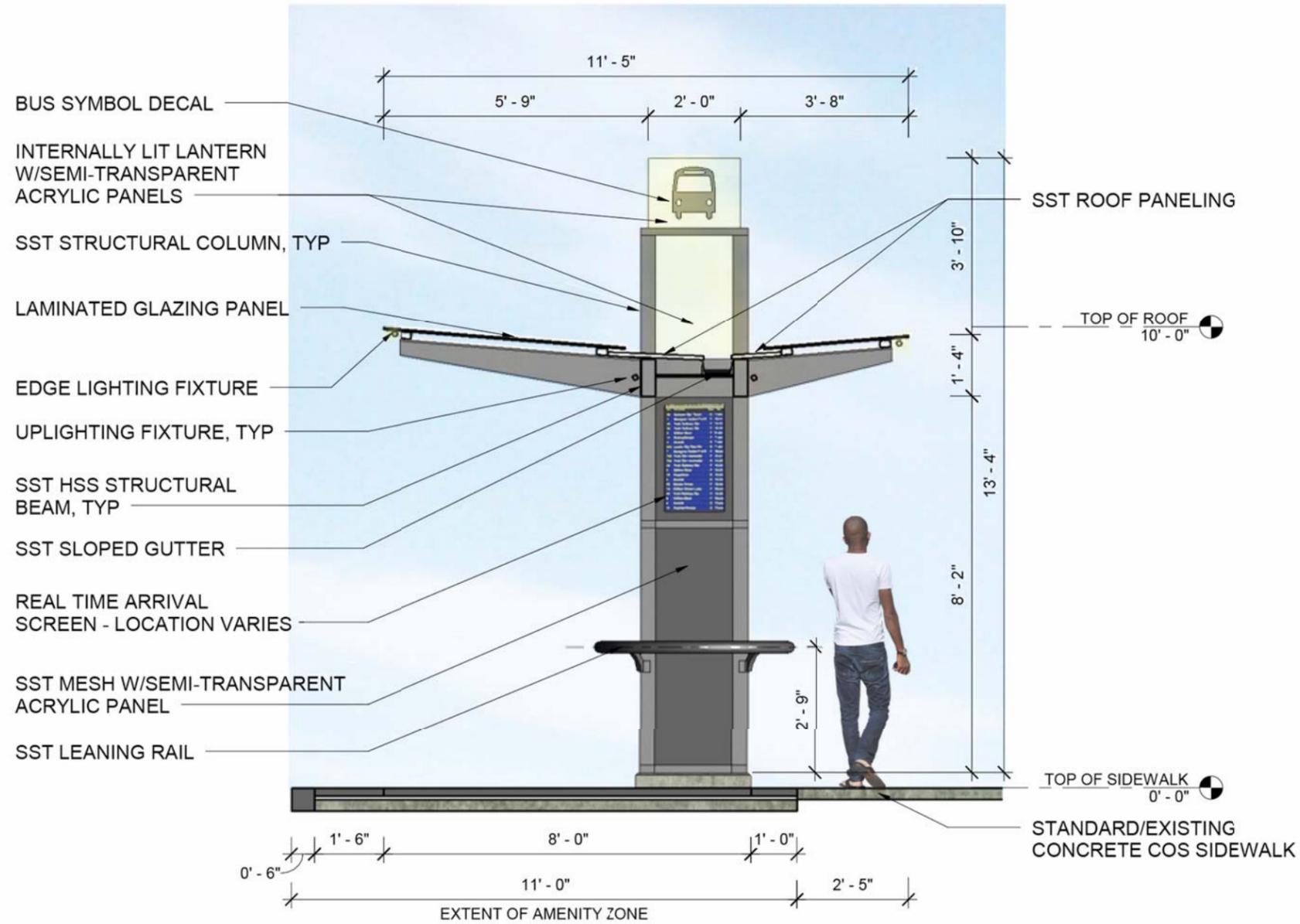
- 15'-0" in length and 11'-5" or 9'-6" wide
- Glazing panels on roof
- Two integral real time arrival screens and a leaning rail at pylon
- One integral fare card reader per canopy



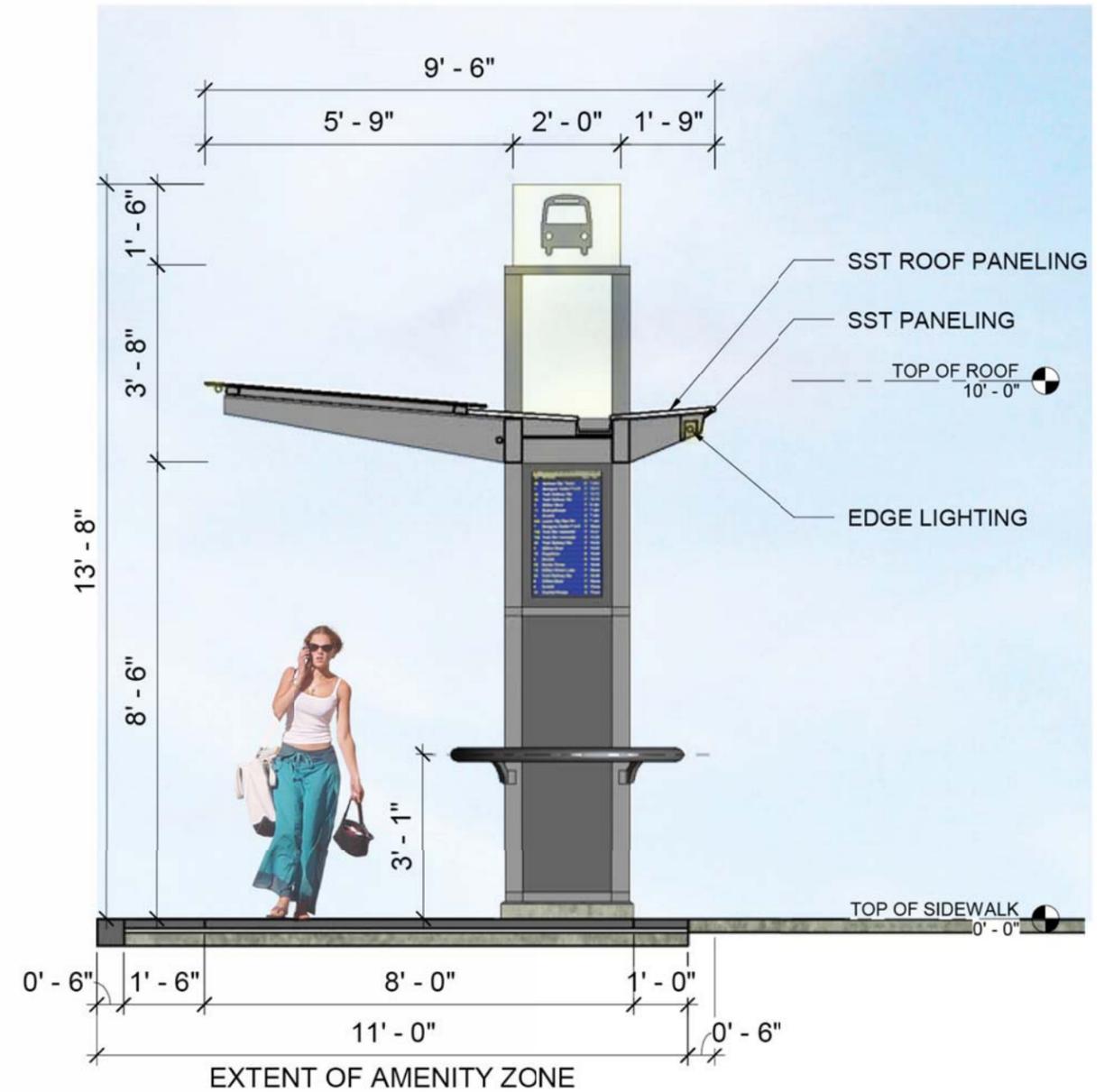
### Identity Column

- At bus stops without transit canopies and at key wayfinding points
- Two integral real time arrival screens at pylon

# DESIGN STRATEGIES | TRANSIT CANOPY FAMILY



SECTION @ TYPE #1



SECTION @ TYPE #2

# DESIGN STRATEGIES | TREES AND PLANTING

The design approach identifies opportunities to expand the network of street trees and recommends infrastructure improvements to create a healthier growing environment for tree 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**

### Belltown



HYBRID ELM

### Business District



BLACK MAPLE

### Pioneer Square



LONDON PLANE  
(STREET TREE)



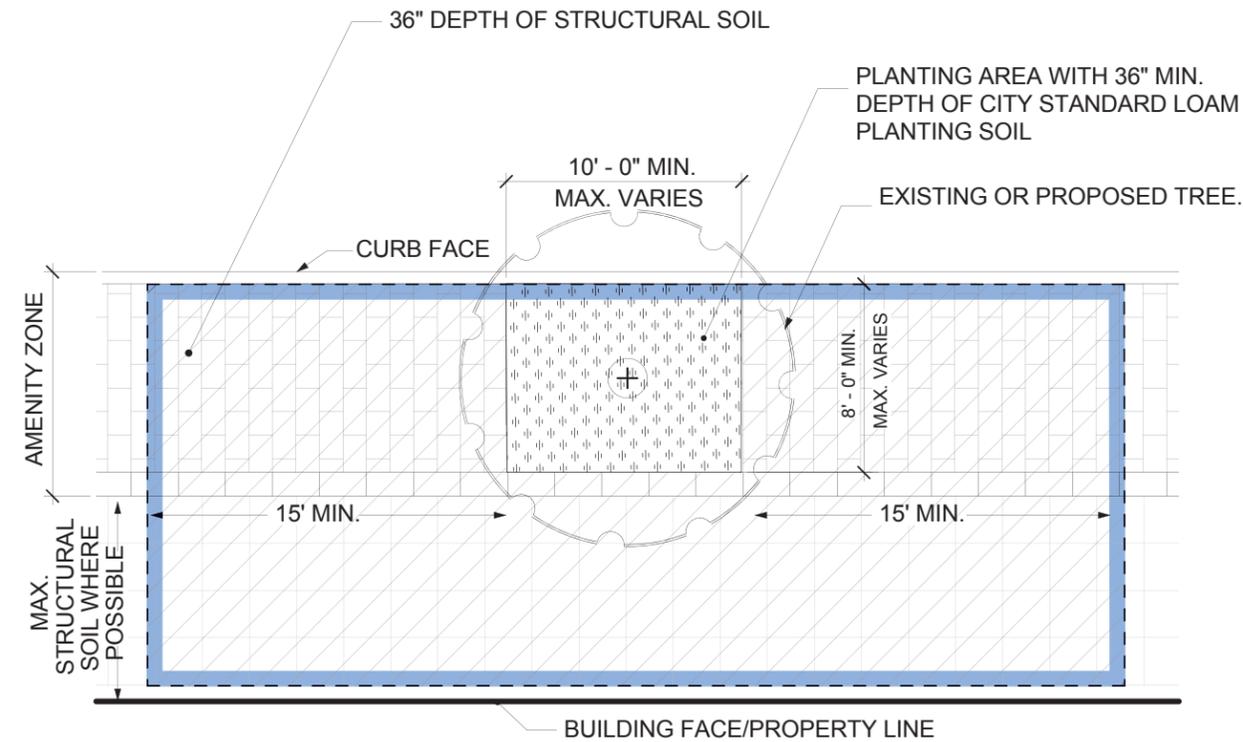
RED OAK  
(SPECIMEN TREE)

# DESIGN STRATEGIES | TREES AND PLANTING

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.

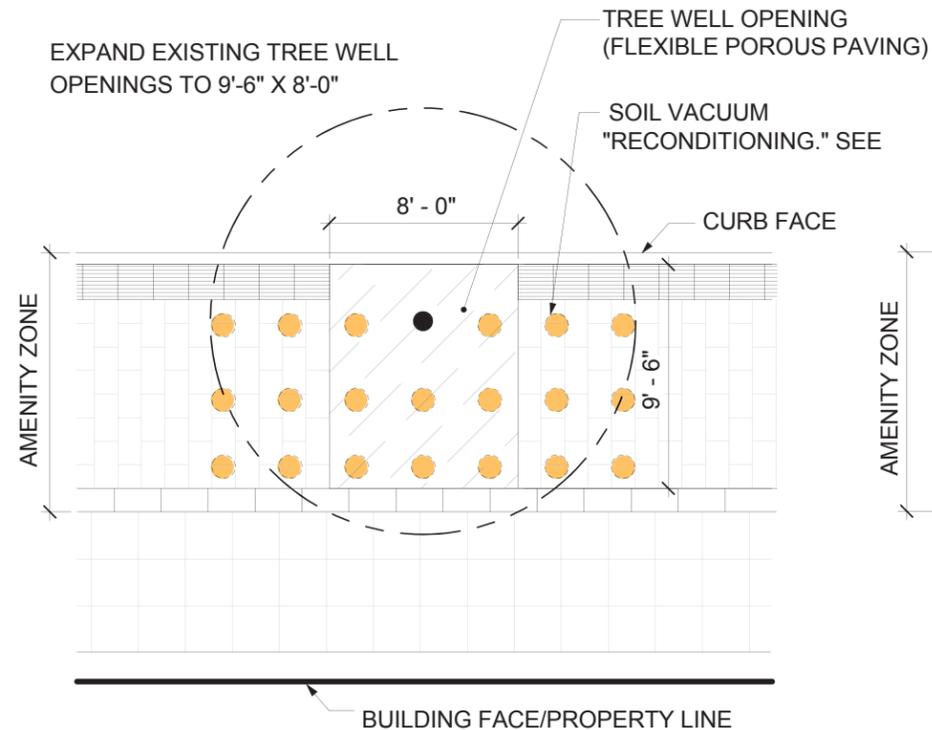
## BELLTOWN

Structural Soil for Existing or Proposed Trees

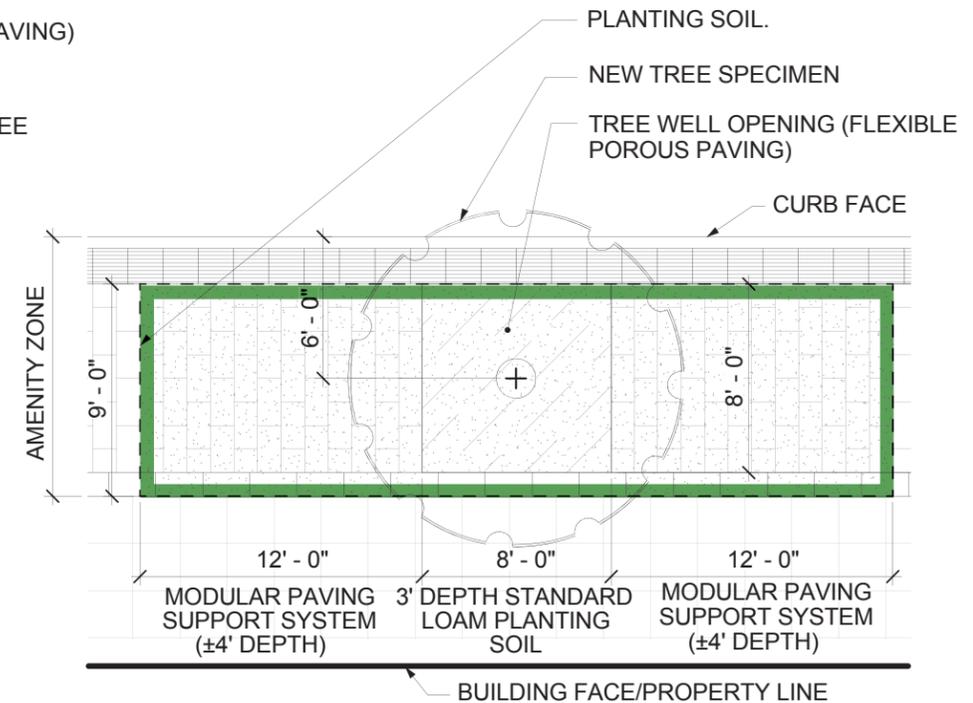


## BUSINESS DISTRICT/PIONEER SQUARE

Soil Reconditioning of Existing Trees



Modular Support System for Proposed Trees



DESIGN STRATEGIES | **TREES AND PLANTING**

GROUND COVER



Liriope muscari (Lilyturf)



Fragaria chiloensis (Beach strawberry)



Gaultheria procumbens (Wintergreen)

STRUCTURE



Prunus laurocerasus 'Mount Vernon' (Cherry Laurel)



Dryopteris erythrosora (Autumn Fern)



Polystichum setiferum (Shield Fern)



Raphiolepis umbellata 'Minor' (Dwarf Yeddo Hawthorn)



Lonicera pileata (Box-leaf honeysuckle)

GRASSES/PERENNIALS



Anemone nemorosa (Wood Anemone)



Geranium x cantabrigiense (Hardy Geranium)



Anemanthele lessoniana (New Zealand Wind Grass)



Hemerocallis x 'Stella de Oro' (Daylily)



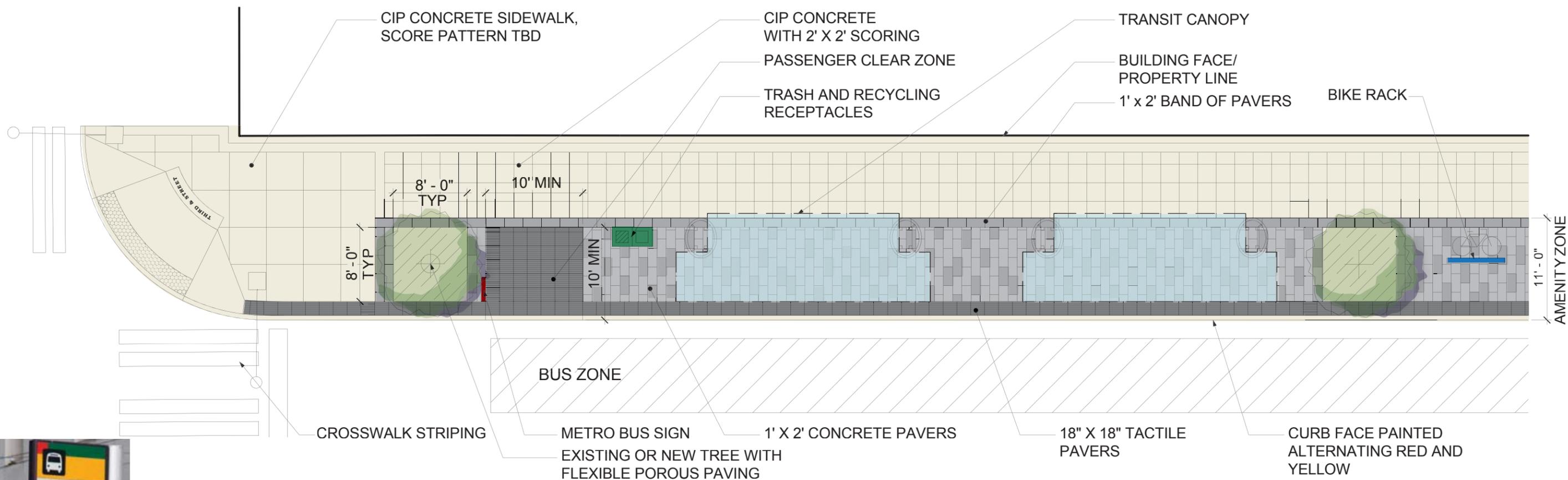
Achillea ( Yarrow)



Festuca glauca 'Elijah Blue'

# DESIGN STRATEGIES | TYPICAL BUS STOP

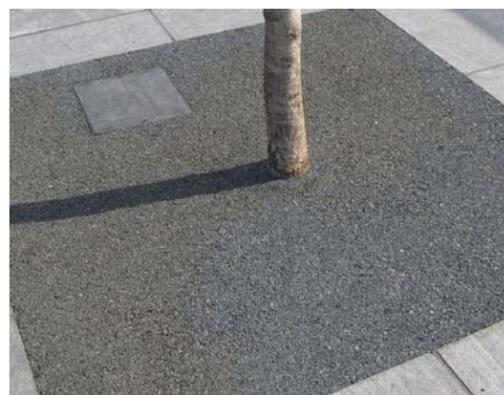
Together the curb treatment and feature paving delineate transit-oriented uses from pedestrian through-traffic and provides visual continuity.



BUS 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**

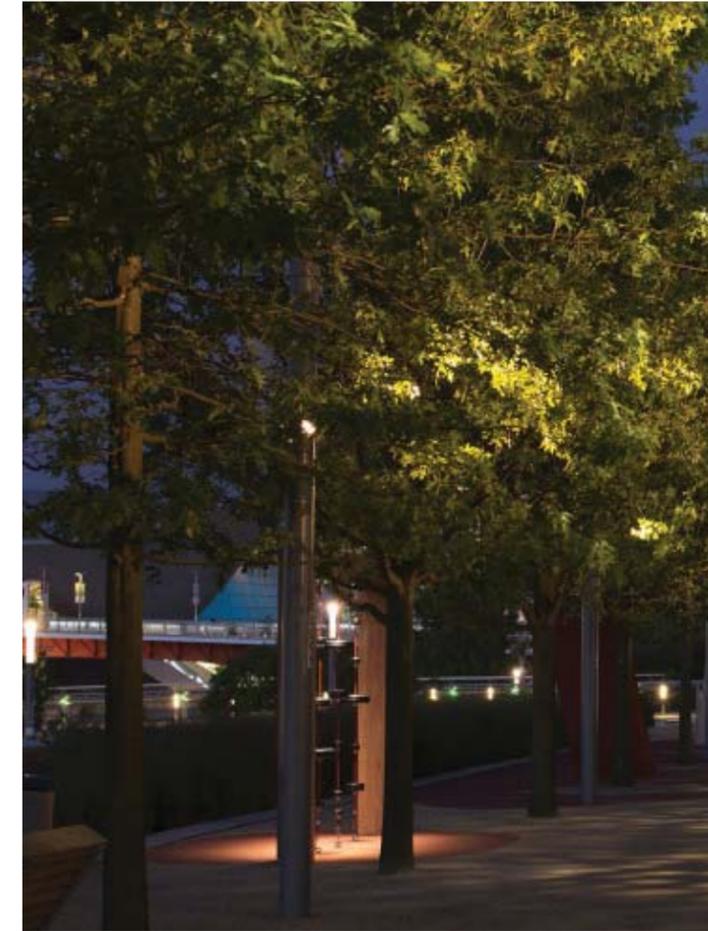
- Celebrate the historical artifacts
- Opportunities for Public/Private partnerships.

- **Tree Lighting**

- Incorporated for ambient lighting and aesthetic value



SUSPENDED ART INSTALLATION OVER PIKE AND PINE STREET



TREE LIGHTING



DIGITAL PROJECTION. PHOTO COURTESY OF BLANCA LIGHTING.



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

03

Belldown



# BELLTOWN NEIGHBORHOOD | CONCEPT

## 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



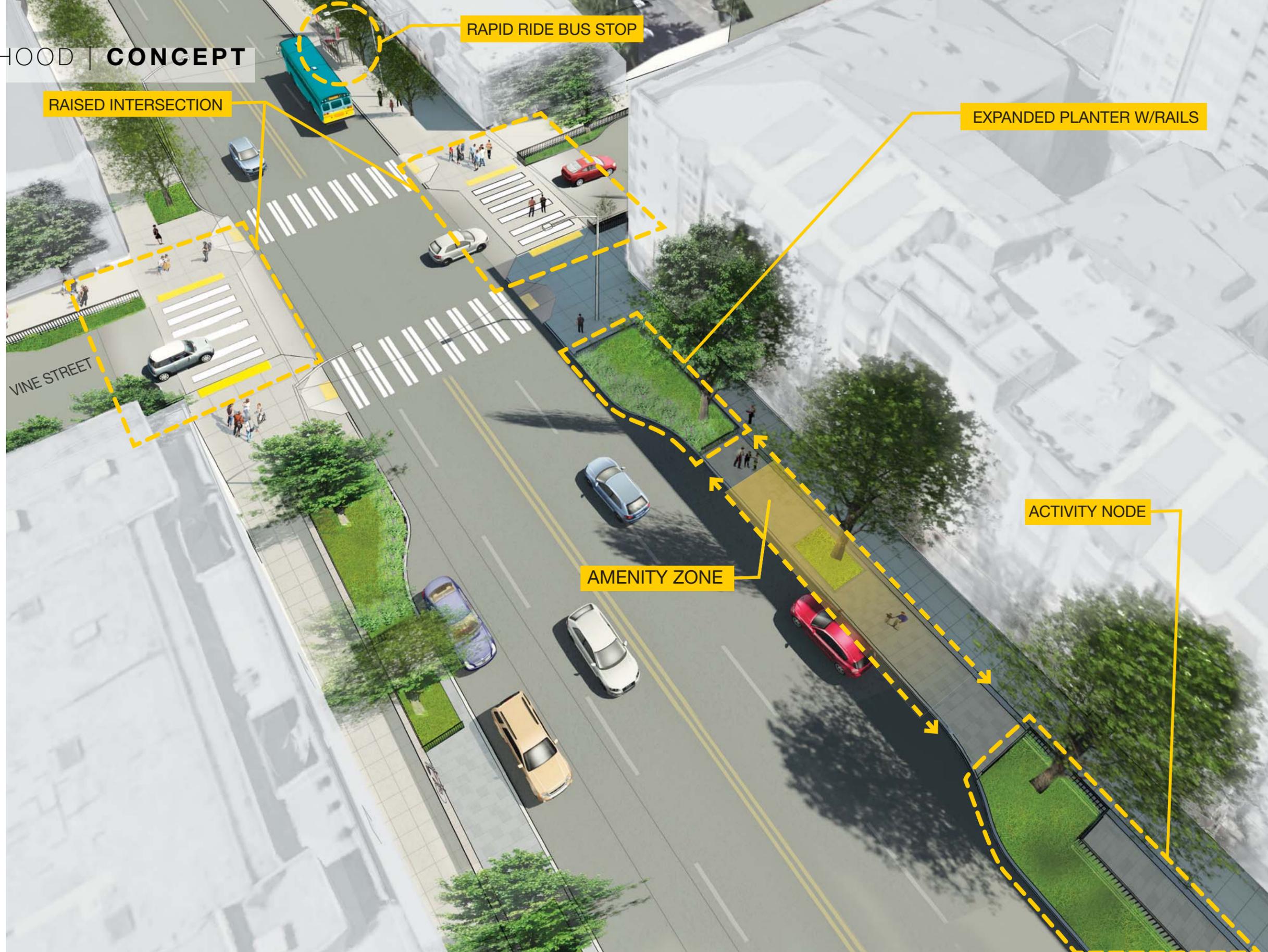
EXISTING RAPID RIDE SHELTERS TO REMAIN



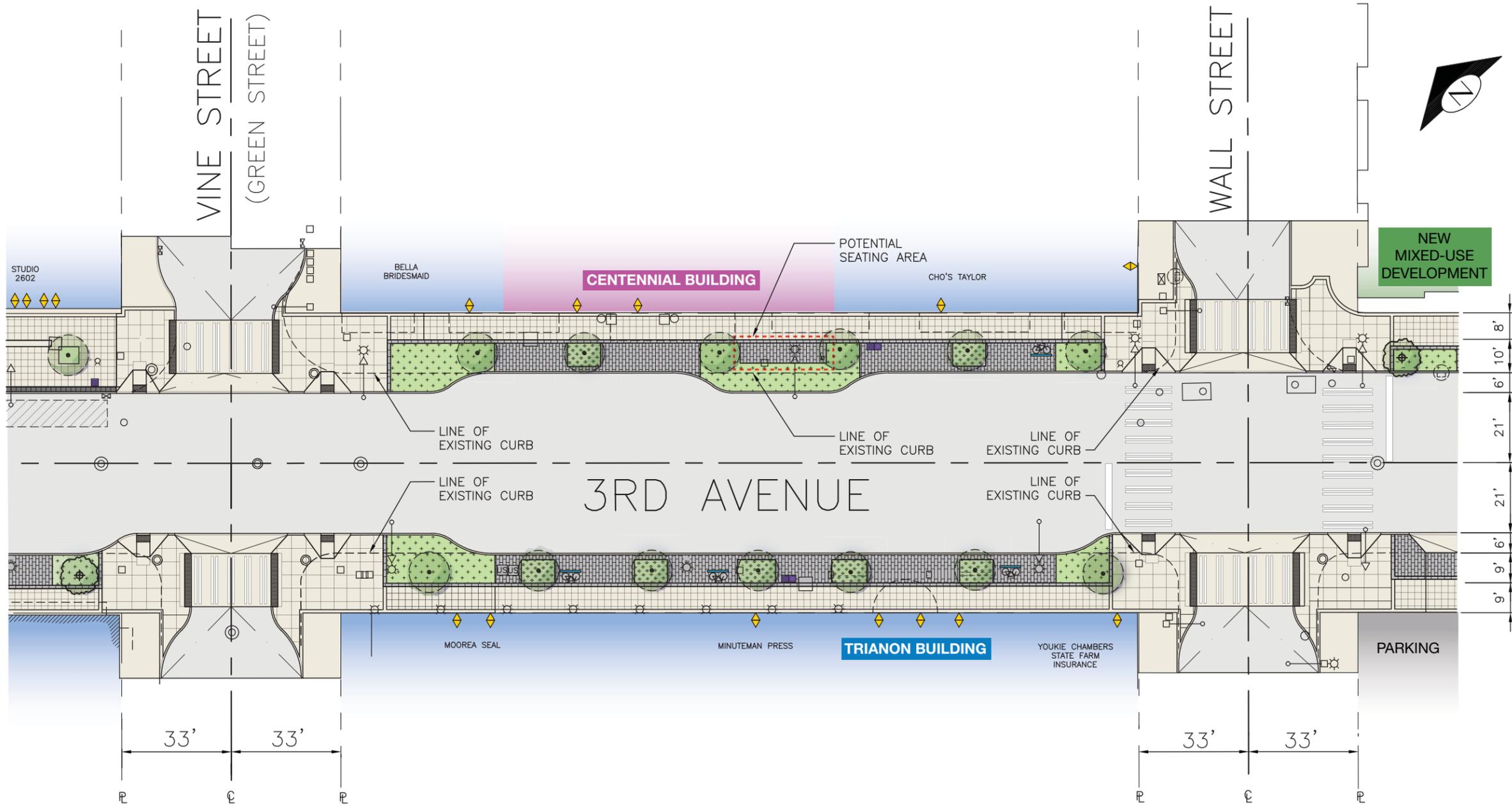
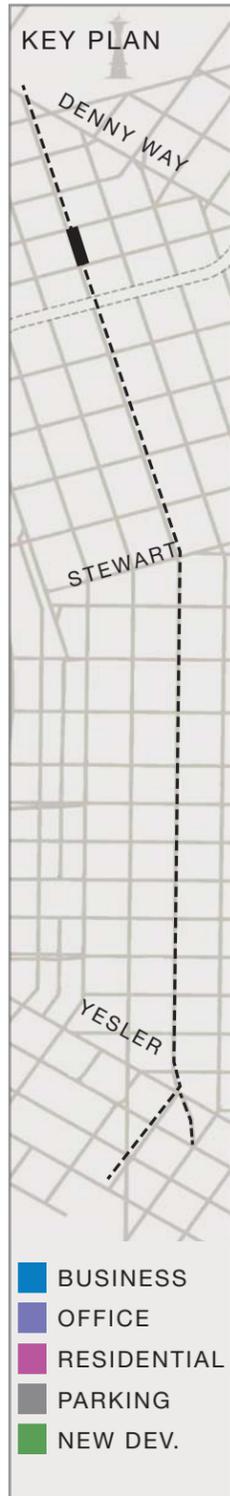
# BELLTOWN NEIGHBORHOOD | CONCEPT

## Design Strategies

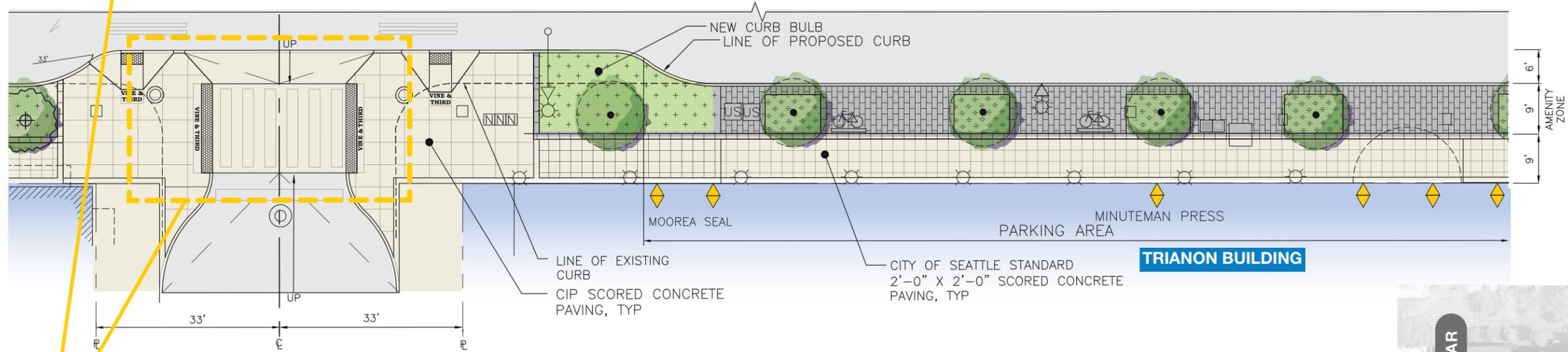
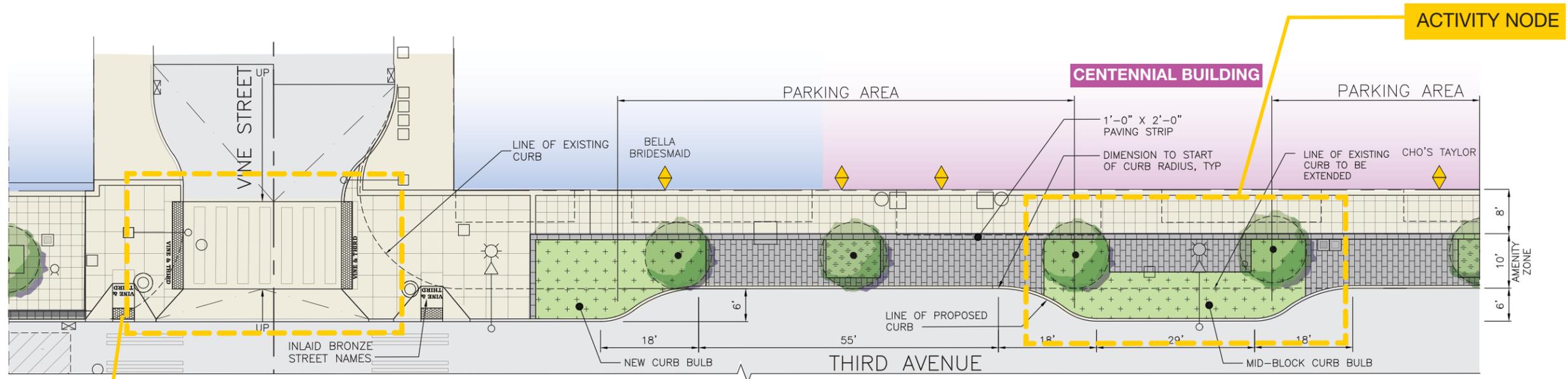
- **Amenity Zone**
  - Width varies to fit each block
- **Rapid Ride Bus Stops**
  - Stops to remain at existing locations
  - Tactile pavers to be added at curb
- **Raised Intersections**
- **Activity Nodes**
  - Seating opportunities
  - Intensive plantings
  - Potential program spaces
- **Extended Planters with Protection Rails**



BELLTOWN NEIGHBORHOOD | VINE STREET TO WALL STREET



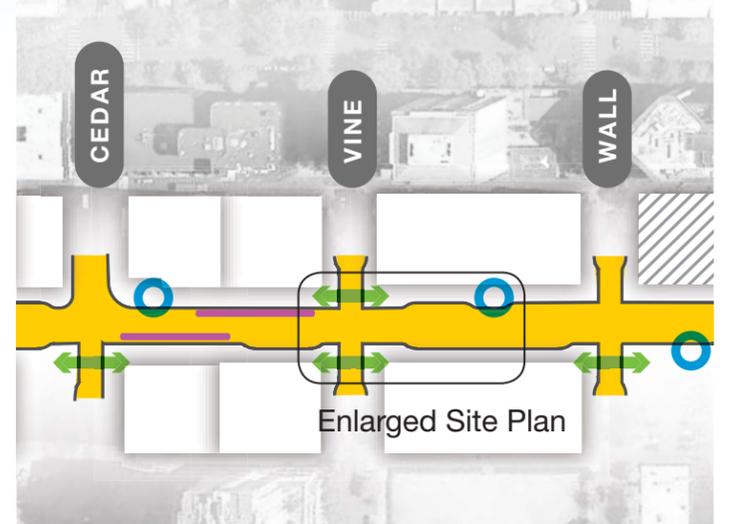
# BELLTOWN NEIGHBORHOOD | VINE STREET TO WALL STREET



**RAISED INTERSECTION**

**ACTIVITY NODE**

- BUSINESS
- OFFICE
- RESIDENTIAL
- PARKING
- NEW DEV.





EXISTING RAPID RIDE BUS STOP

NEW RAISED CROSSWALK

NEW CURB BULB WITH PLANTINGS AND PLANTER RAIL

# 04

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## Business District



# BUSINESS DISTRICT | CONCEPT

## 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

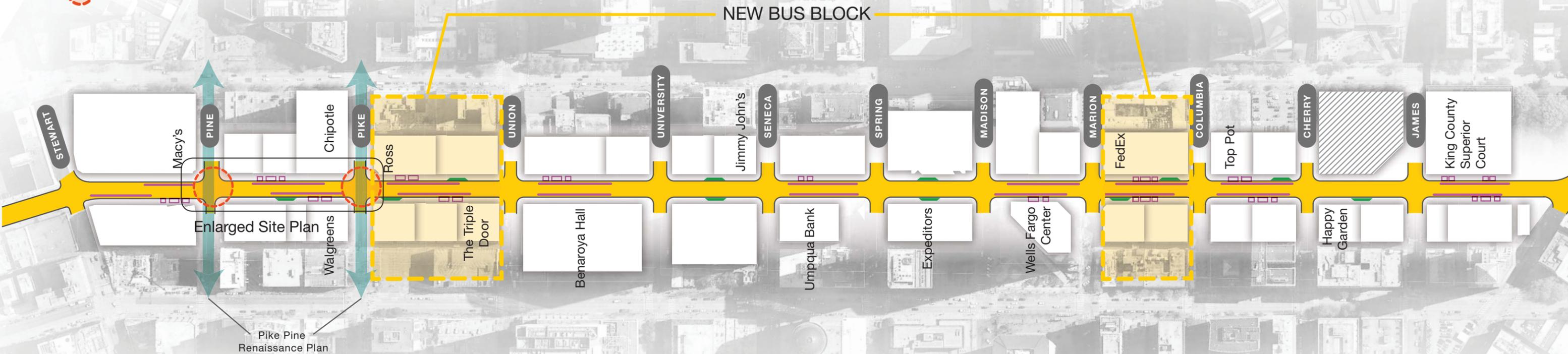


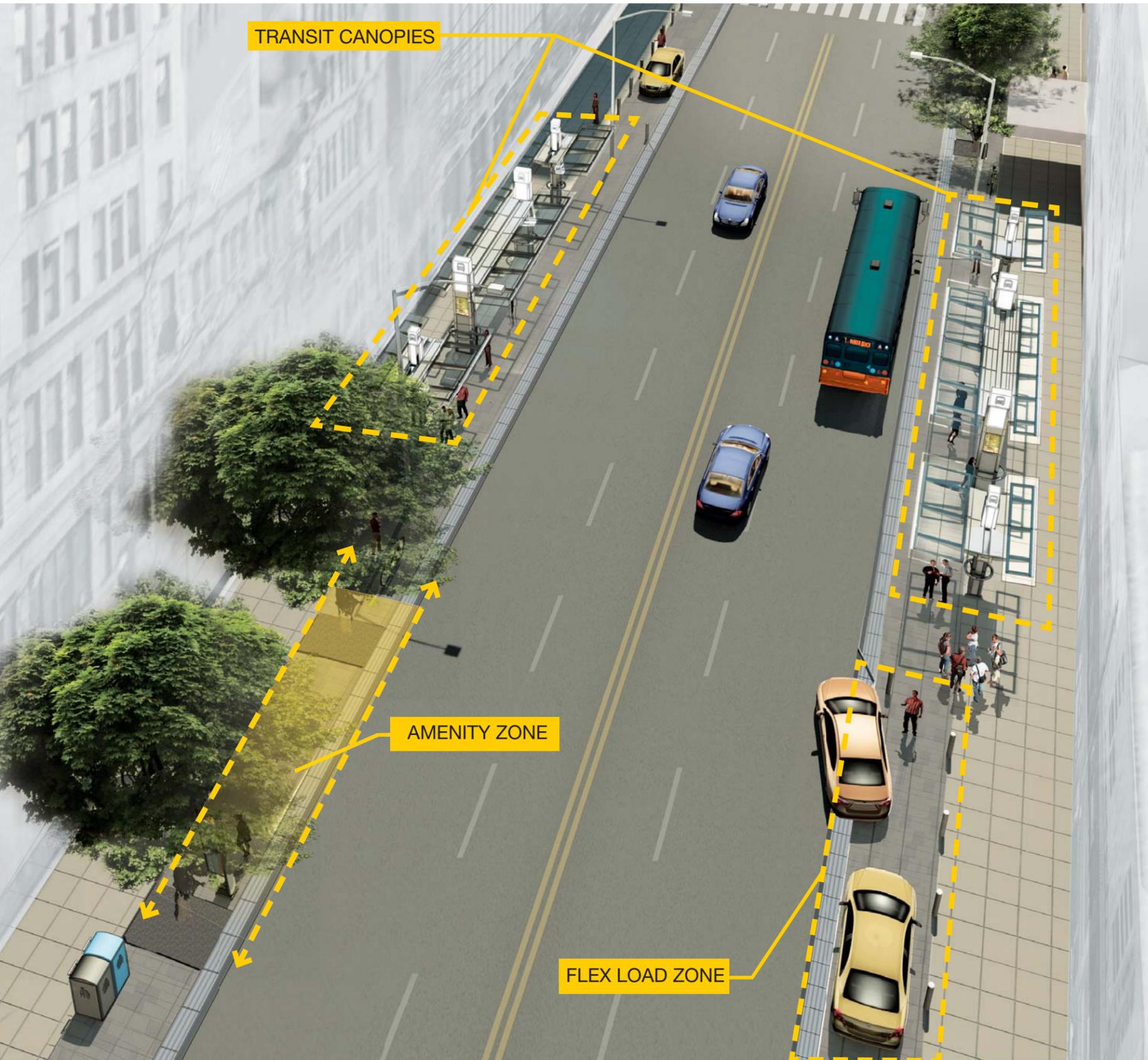
HIGH PEDESTRIAN DENSITY



LARGE BUILDING AWNINGS AND LOAD ZONES

- Bus Loading Zone
- Transit Canopy
- Flex Load Zone
- Suspended Art Installation

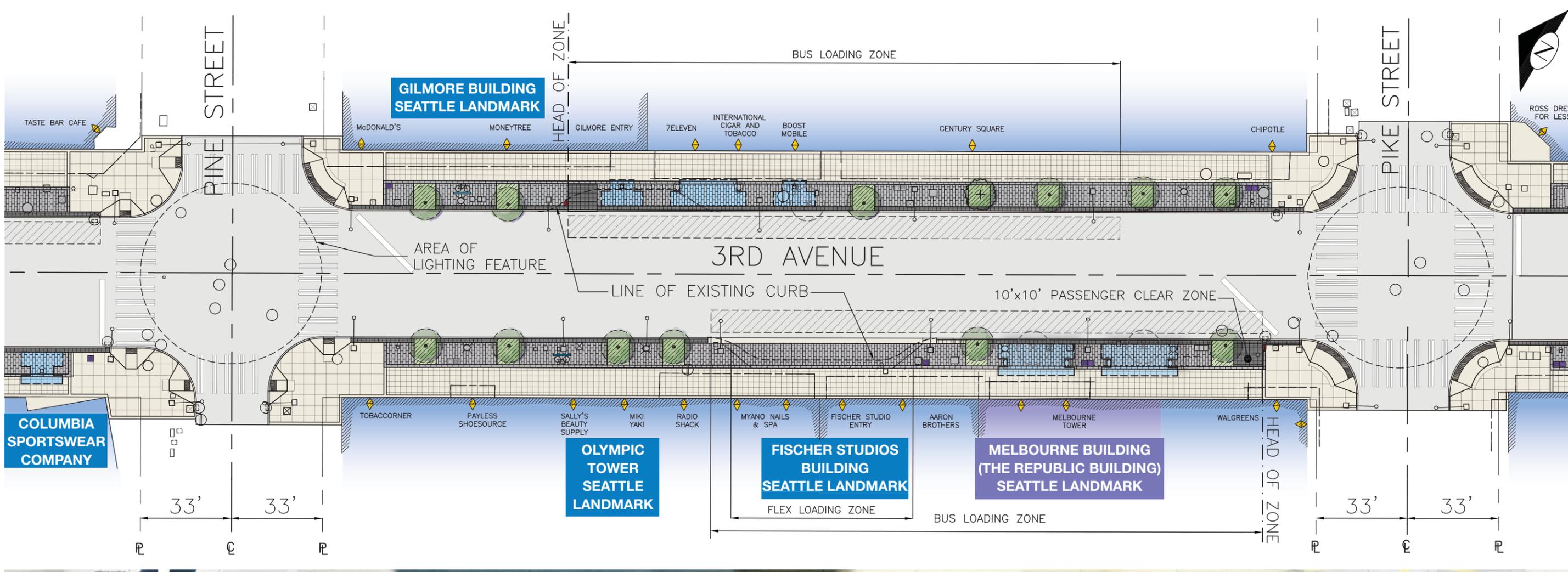




Design Strategies

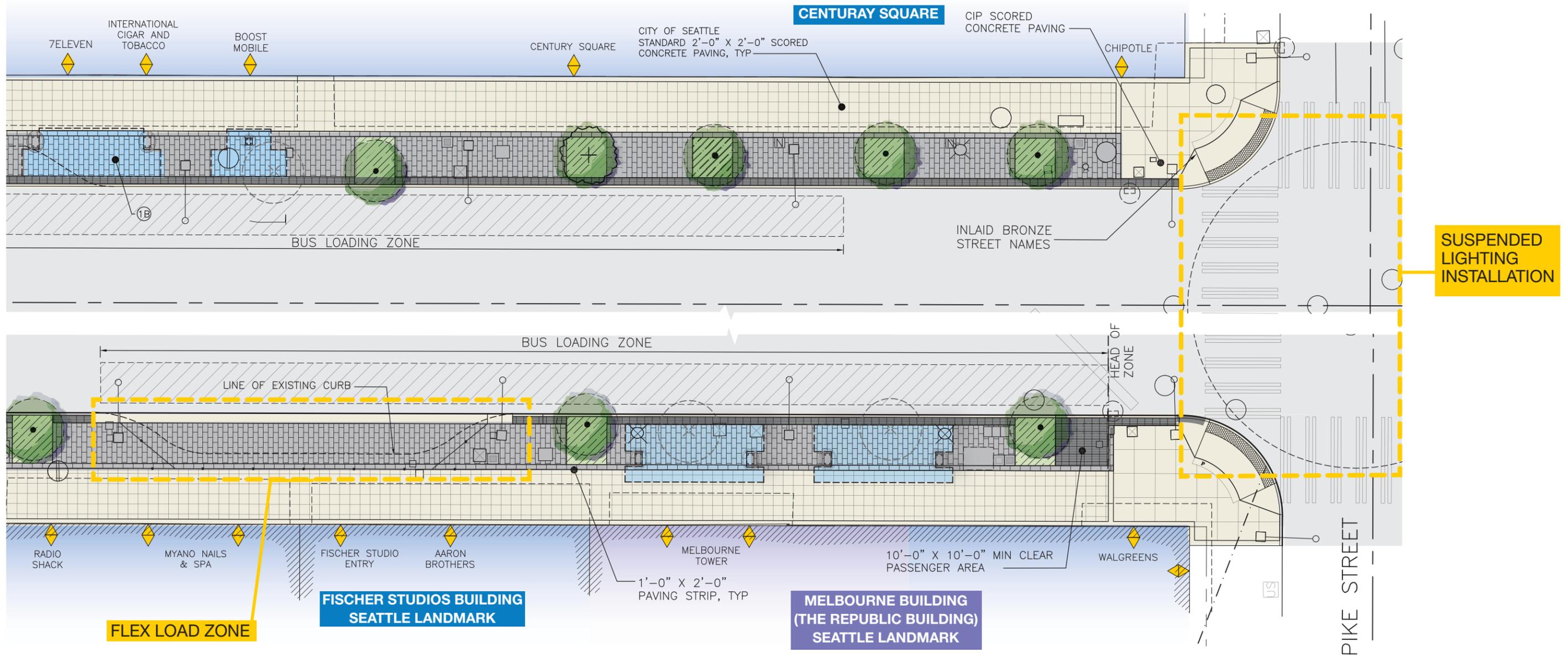
- **Amenity Zone**
  - Typically 11'-0" wide
- **Transit Canopies**
  - Occur on the majority of blocks
  - Custom canopies at most stops
  - Identity columns used where extensive awnings present
- **Flex Load Zones**
- **Suspended Art Installation**
  - Mark the intersection of Third Avenue with Pike and Pine Streets

# BUSINESS DISTRICT | PINE STREET TO PIKE STREET

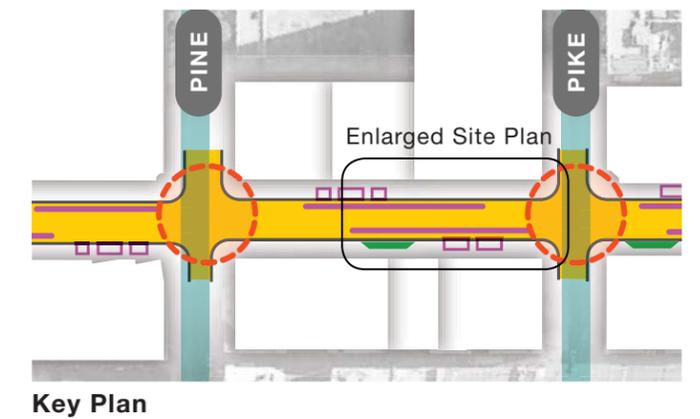


- BUSINESS
- OFFICE
- RESIDENTIAL
- PARKING
- NEW DEV.

# BUSINESS DISTRICT | PINE STREET TO PIKE STREET



- BUSINESS
- OFFICE
- RESIDENTIAL
- PARKING
- NEW DEV.





BUSINESS DISTRICT | **PIKE STREET TO UNION STREET** | VIEW LOOKING NORTH



BUSINESS DISTRICT | MARION STREET TO COLUMBIA STREET | VIEW LOOKING SOUTH



HEAD OF ZONE

SOLAR INTELLIGENT WASTE & RECYCLING COLLECTION

BIKE RACK

BUS CANOPIES

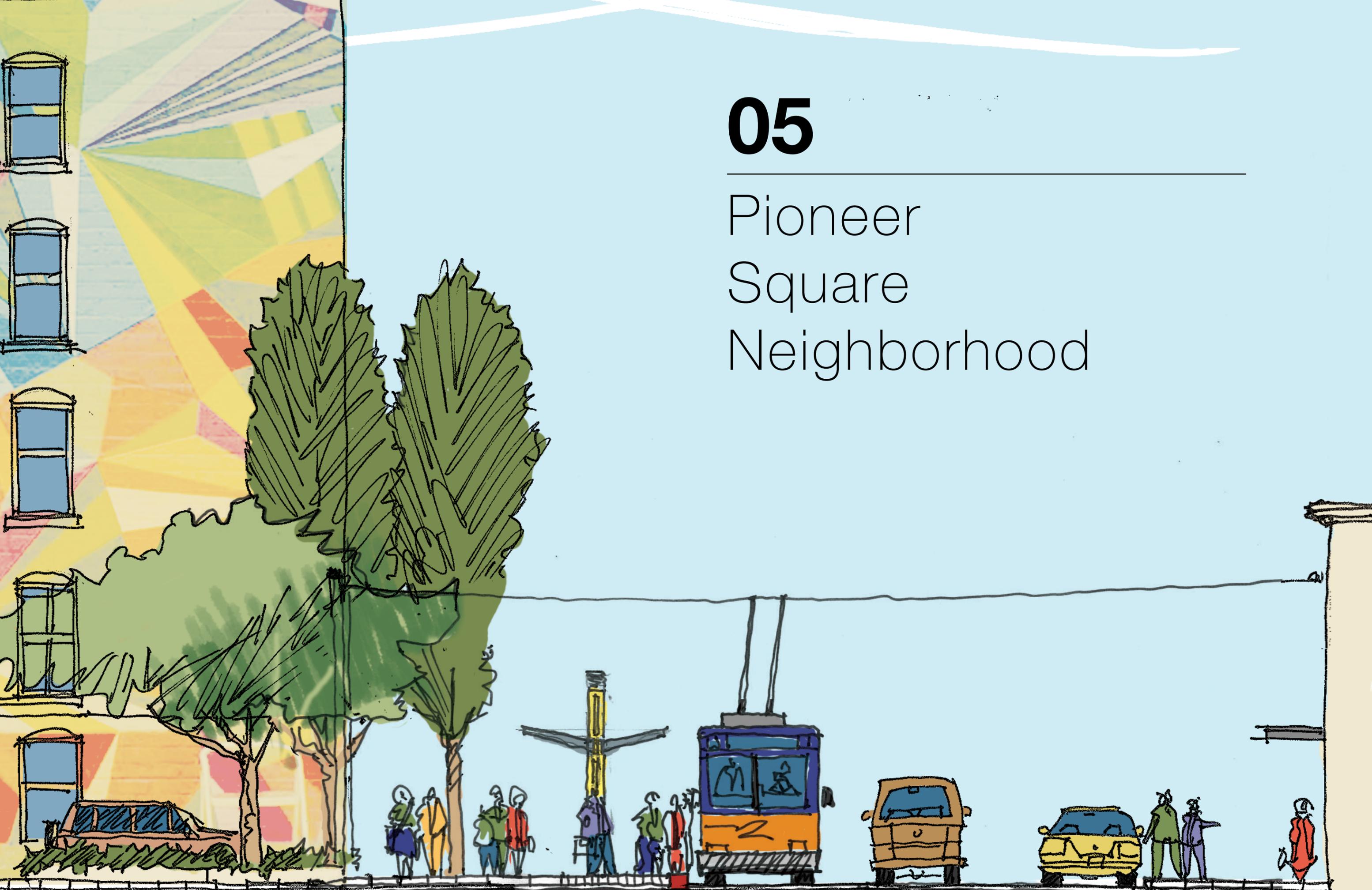
STAINLESS STEEL EMBEDDED BOLLARD

FLEX LOAD ZONE

# 05

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## Pioneer Square Neighborhood



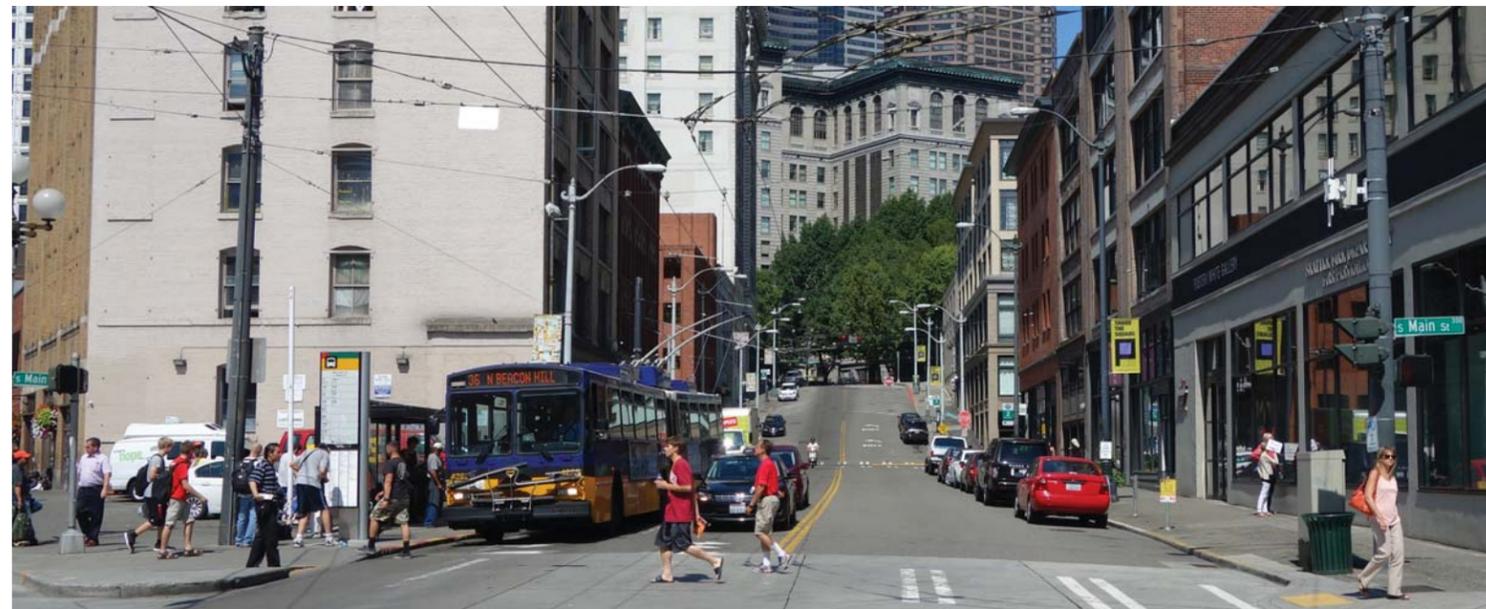
# PIONEER SQUARE | CONCEPT

## Identifying Character Elements

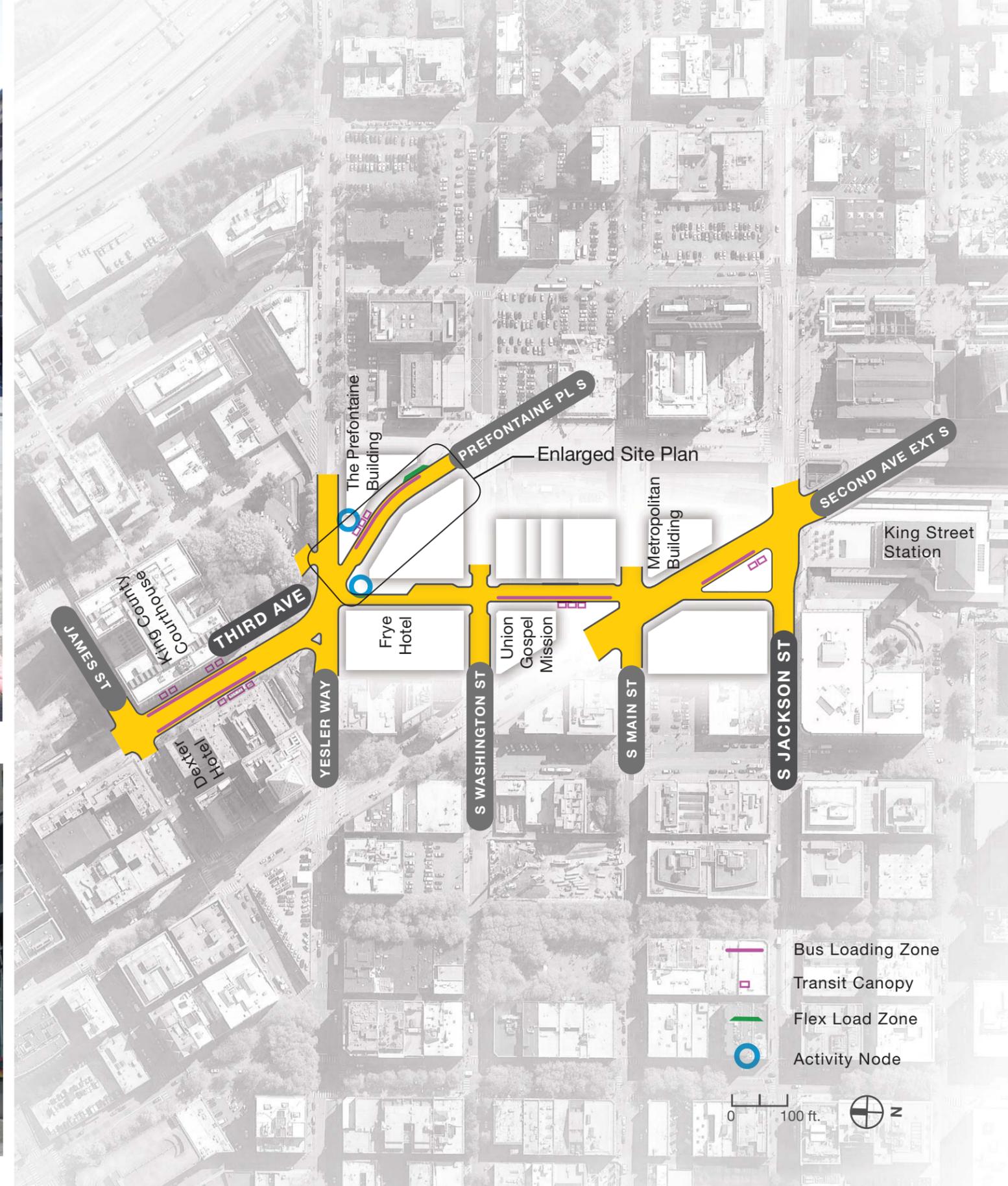
- **Historic District**
- **North/South bus density is dispersed**
  - Third and Second southbound
  - Prefontaine northbound
- **Two 5-way intersections**
- **Three Parks**
  - City Hall Park
  - Prefontaine
  - Union Station Square
- **Diverse Income Levels**
- **Areaways**
- **Trees densely clustered**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



CHANGE IN TOPOGRAPHY



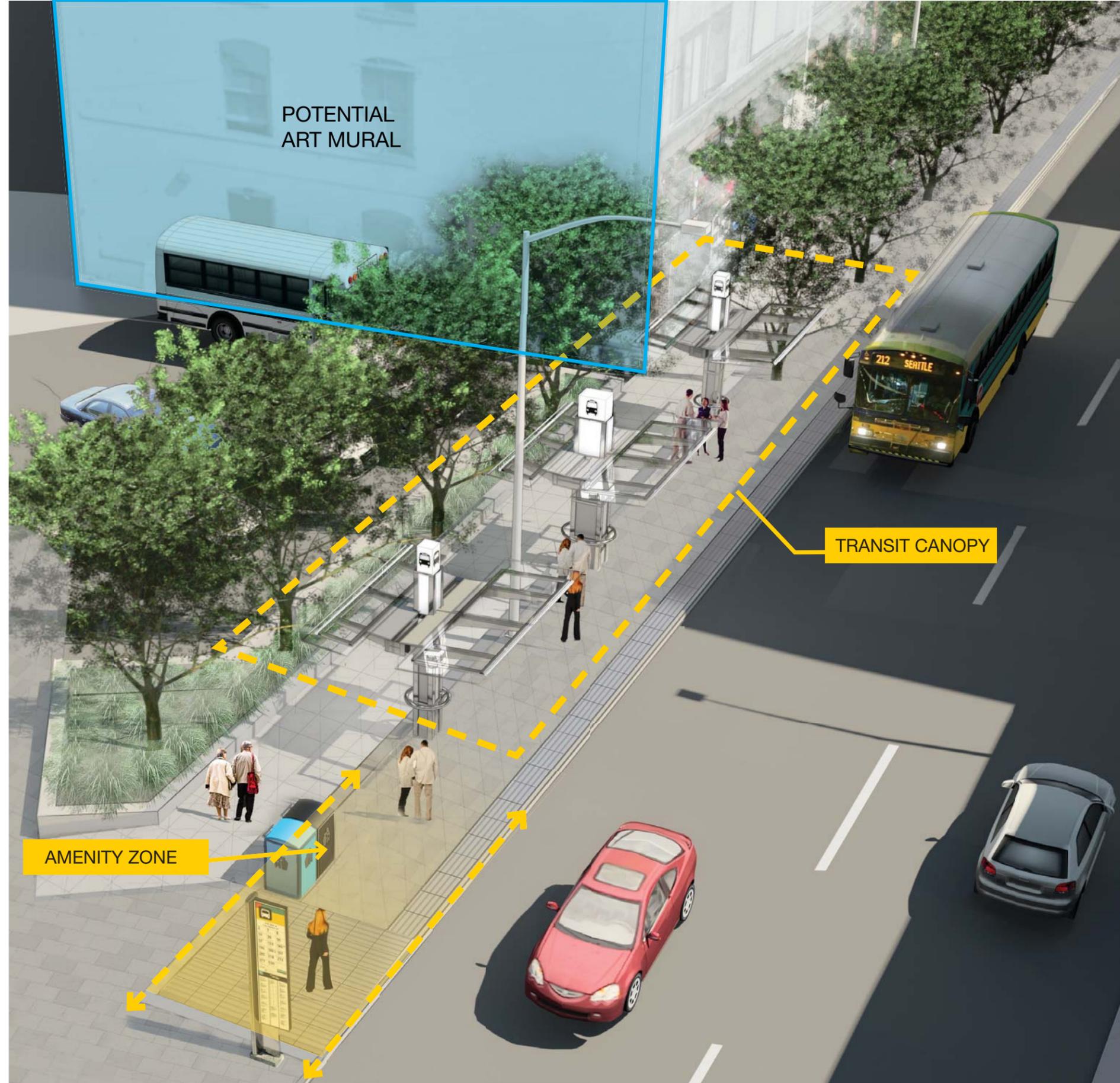
SMALLER BUILDING, SCALE AND TEXTURE



# PIONEER SQUARE | CONCEPT

## Design Strategies

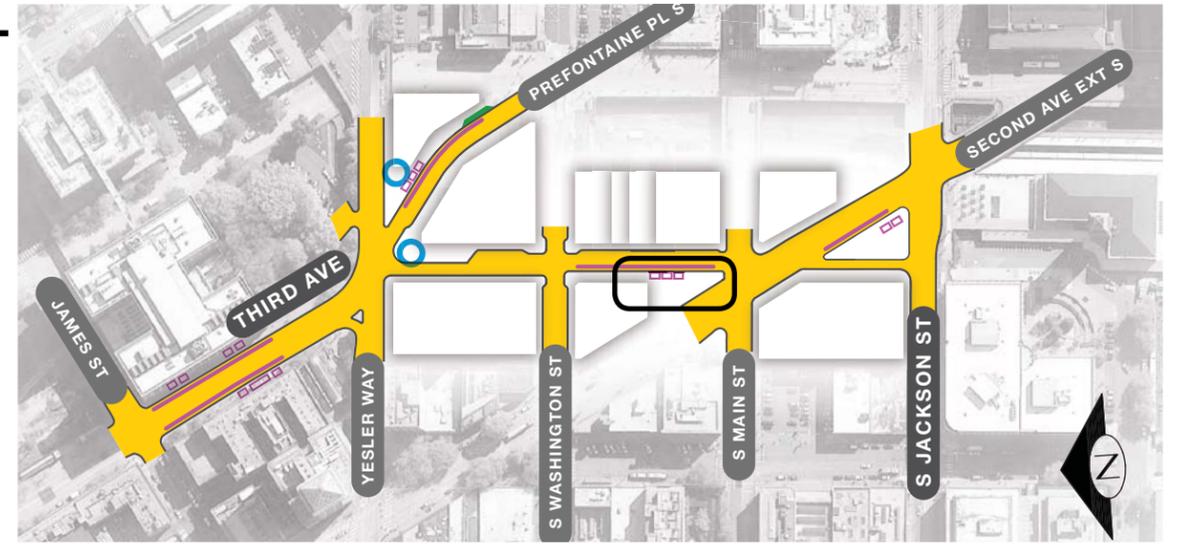
- **Amenity Zone**
  - Limited to blocks with bus stops
- **Transit Canopies**
  - Bus activity is more dispersed
  - Smaller version of canopies to match scale of neighborhood
- **Flex Load Zones**
- **Activity Nodes**
  - Seating opportunities
  - Intensive plantings
  - Potential program spaces
- **Public/Private Opportunities**
  - Potential art mural
  - Terraced seating area



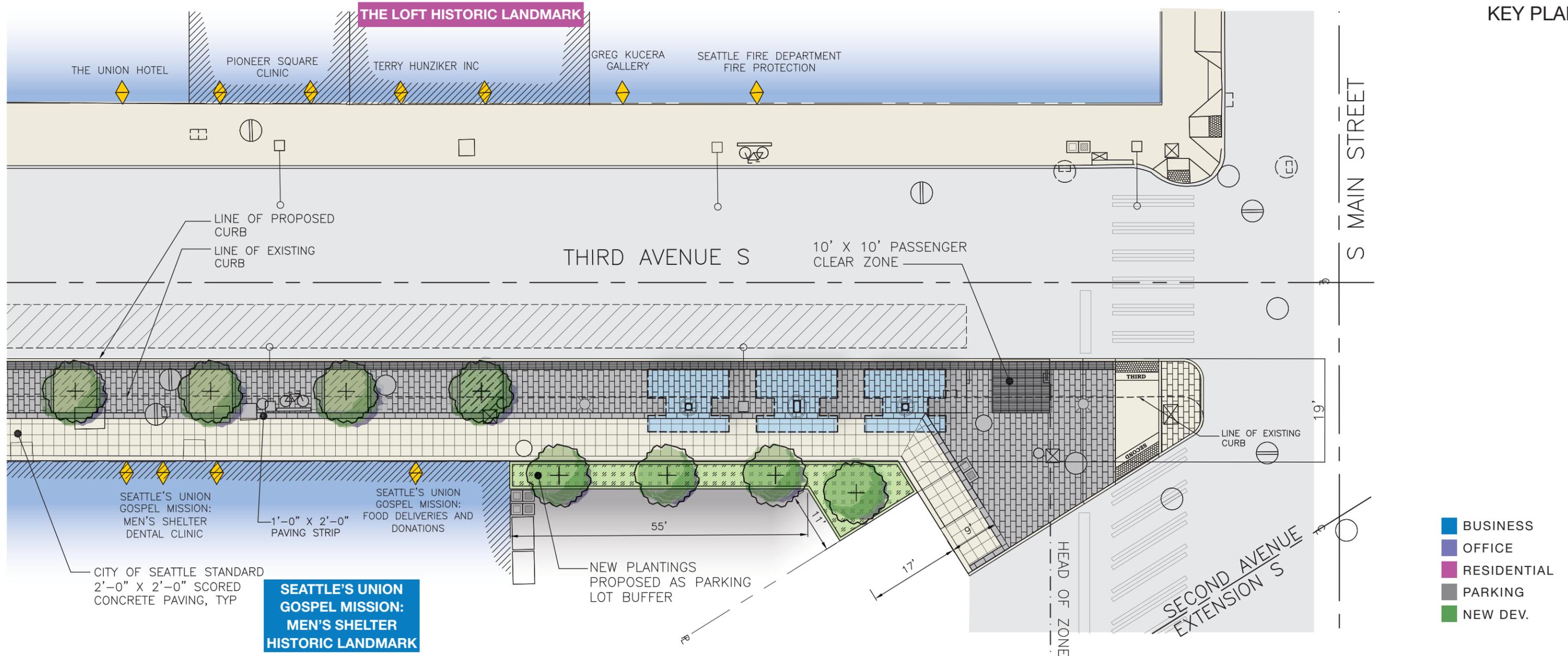
# PIONEER SQUARE | S WASHINGTON STREET TO S MAIN STREET

## 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

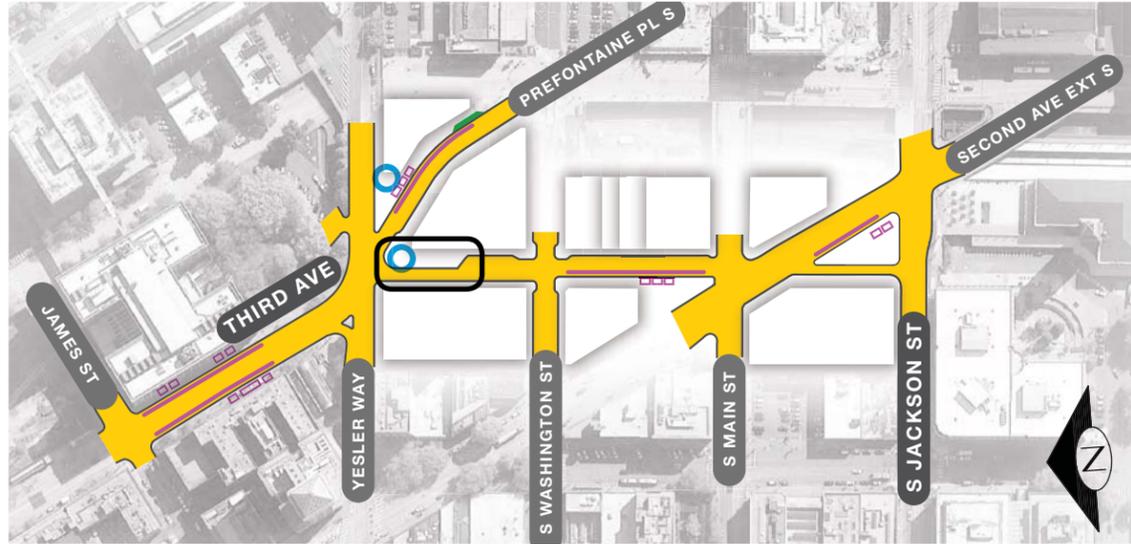


KEY PLAN

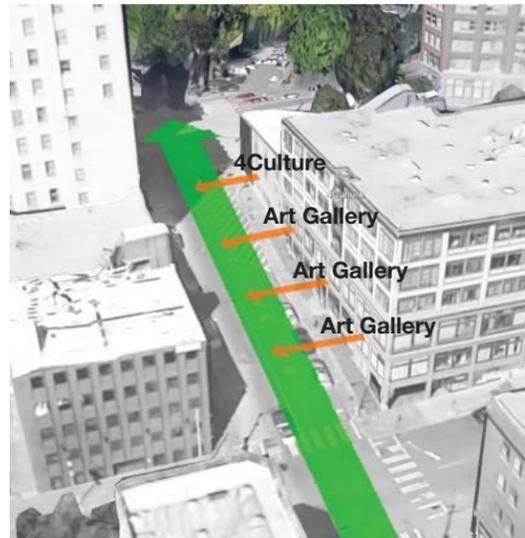




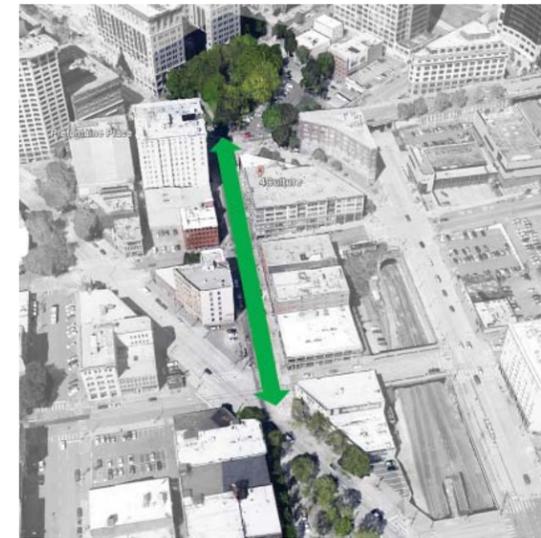
# PIONEER SQUARE | YESLER WAY TO S WASHINGTON STREET



KEY PLAN



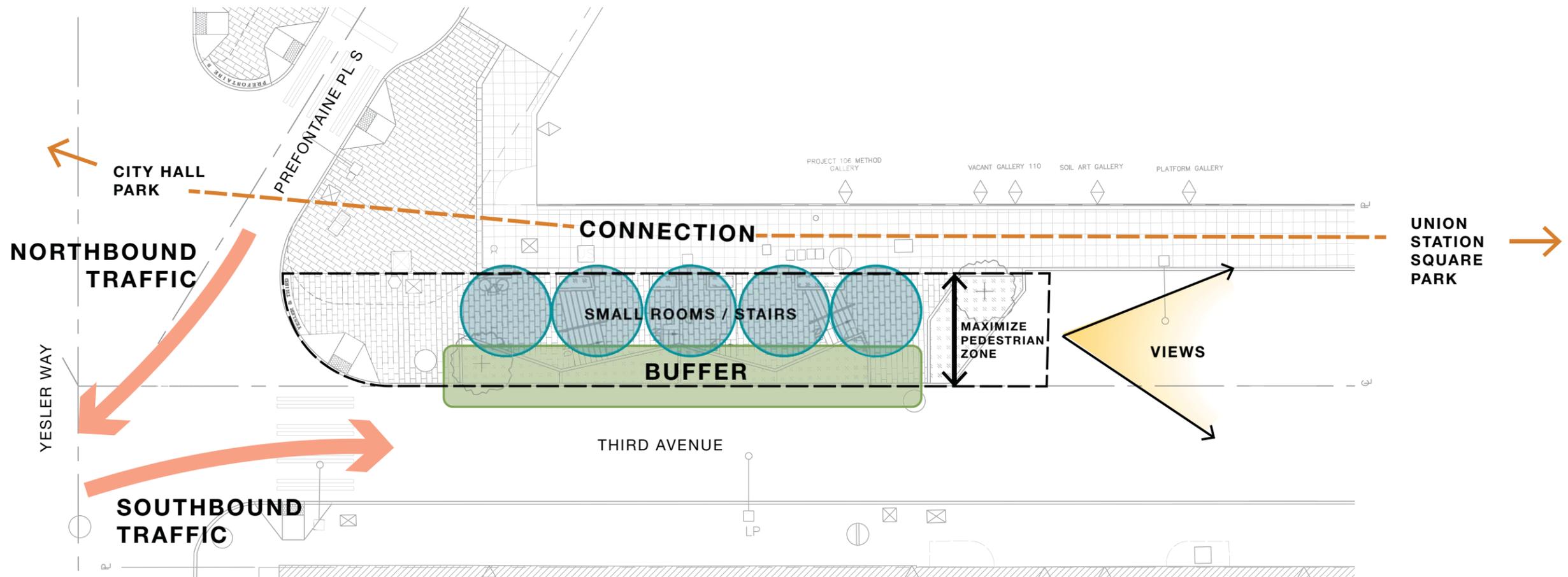
STEWARDSHIP OPPORTUNITIES



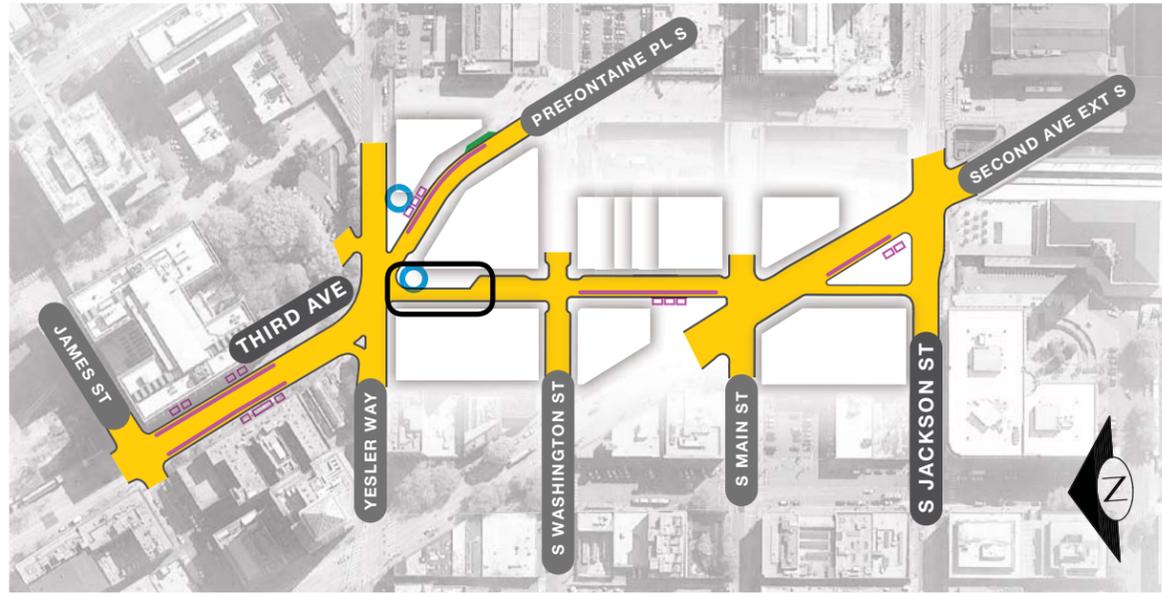
CONNECTING CITY HALL PARK AND UNION STATION SQUARE PARK



VIEWPOINT



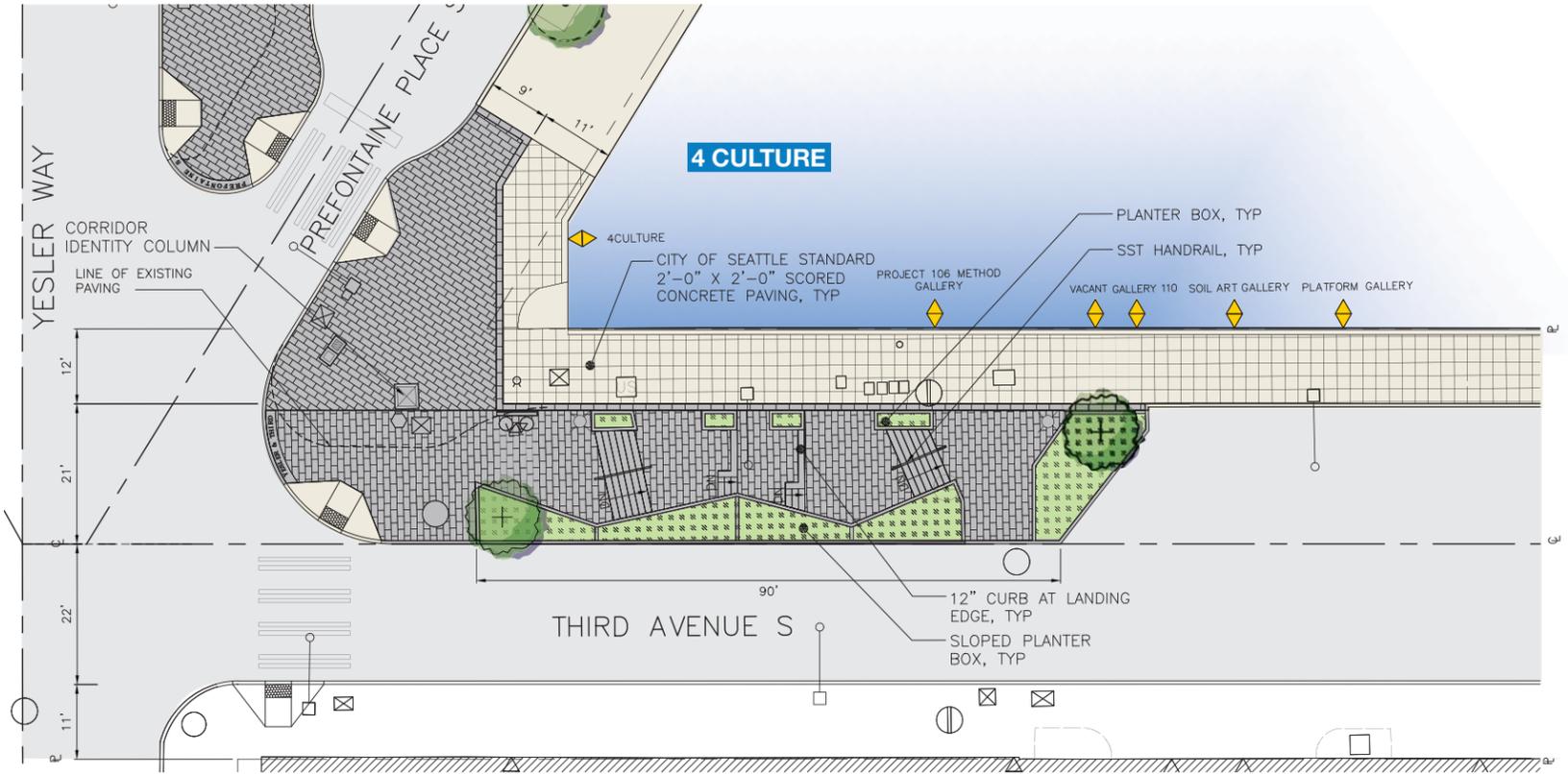
# PIONEER SQUARE | YESLER WAY TO S WASHINGTON STREET



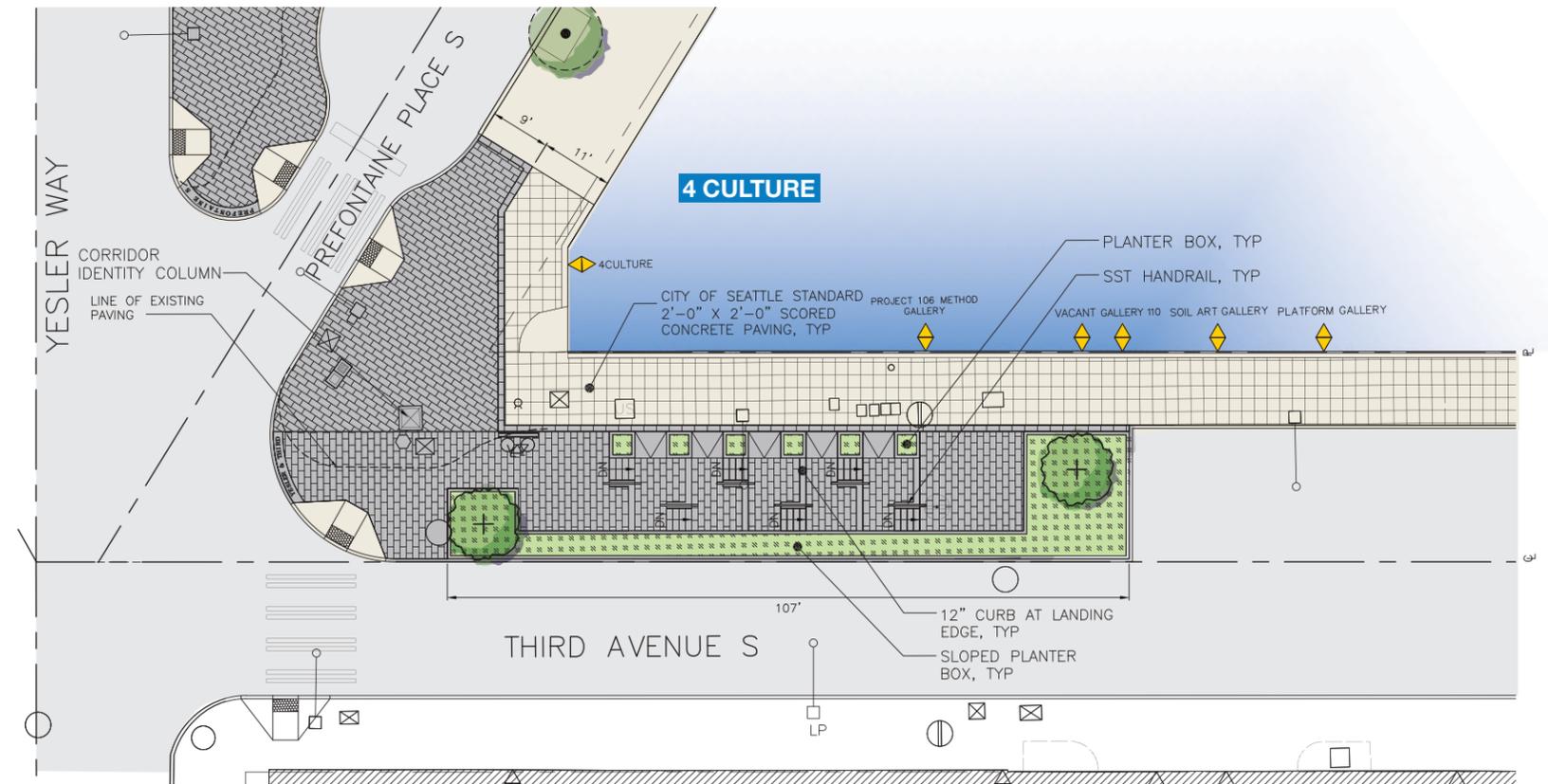
KEY PLAN

- BUSINESS
- OFFICE
- RESIDENTIAL
- PARKING
- NEW DEV.

## DESIGN STUDY A



## DESIGN STUDY B





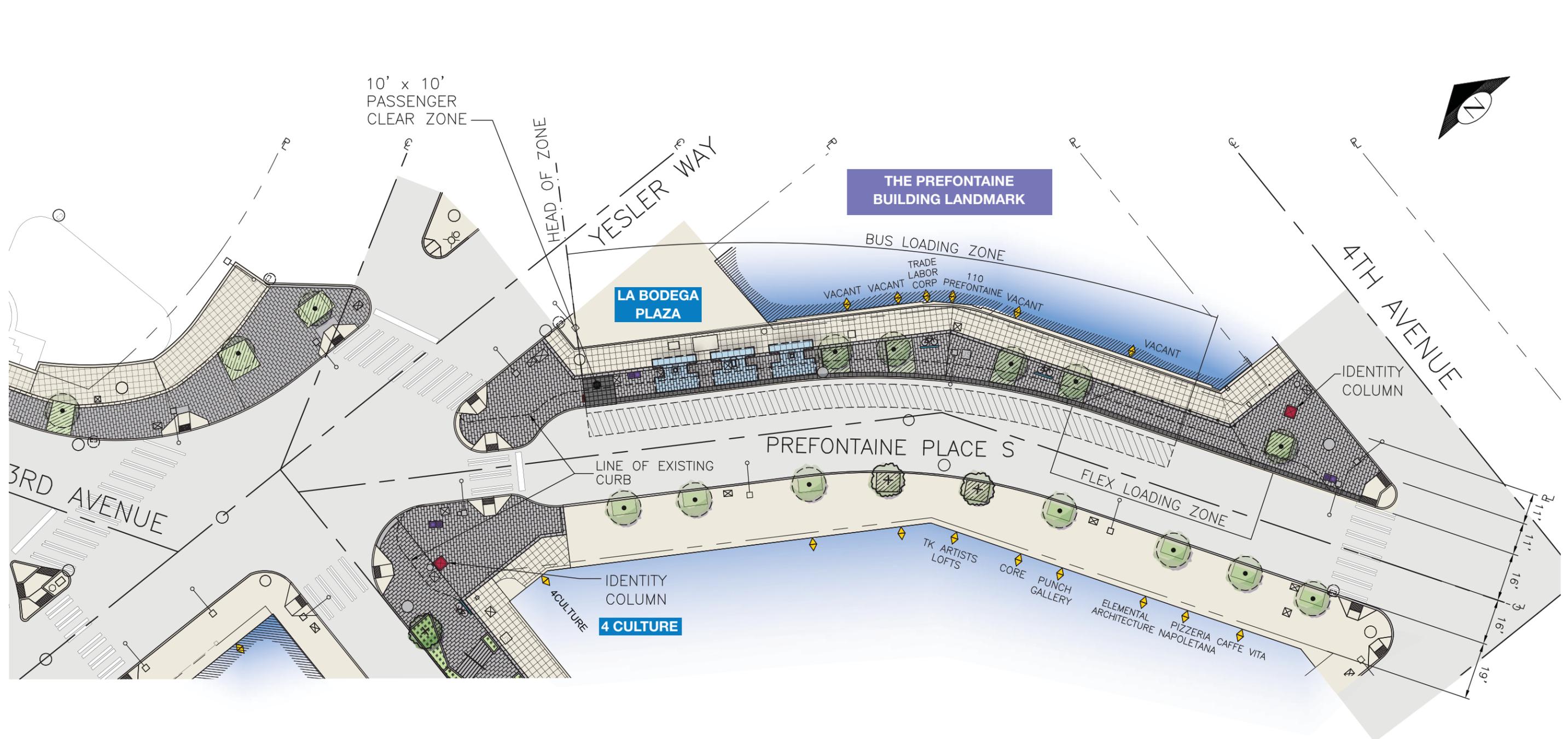
# PIONEER SQUARE | PREFONTAINE PLACE S



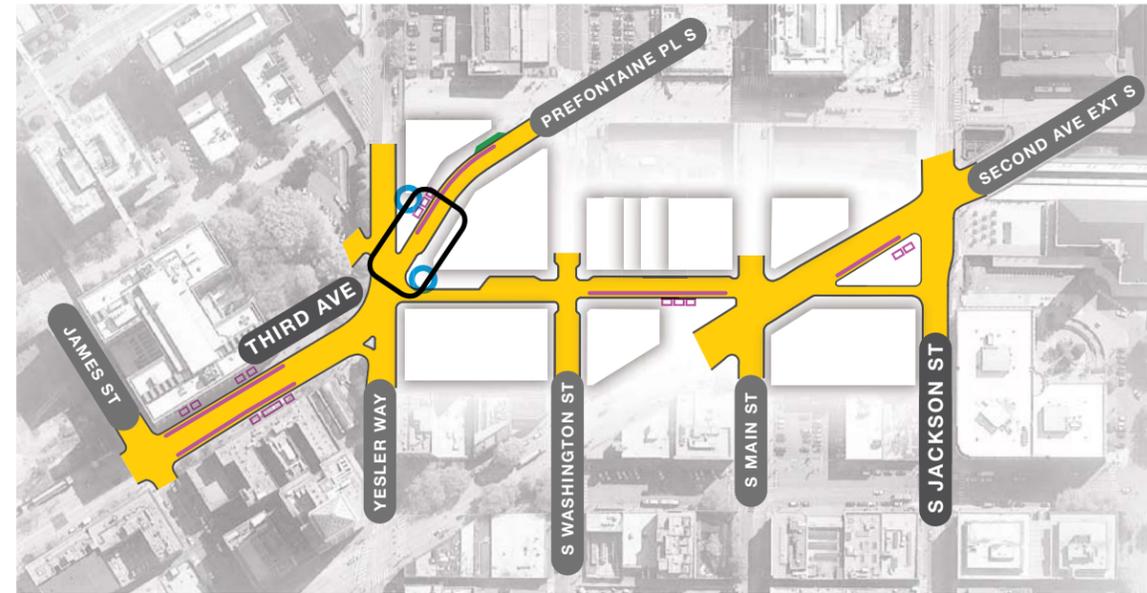
**KEY PLAN**

DENNY WAY  
STEWART  
YESLER

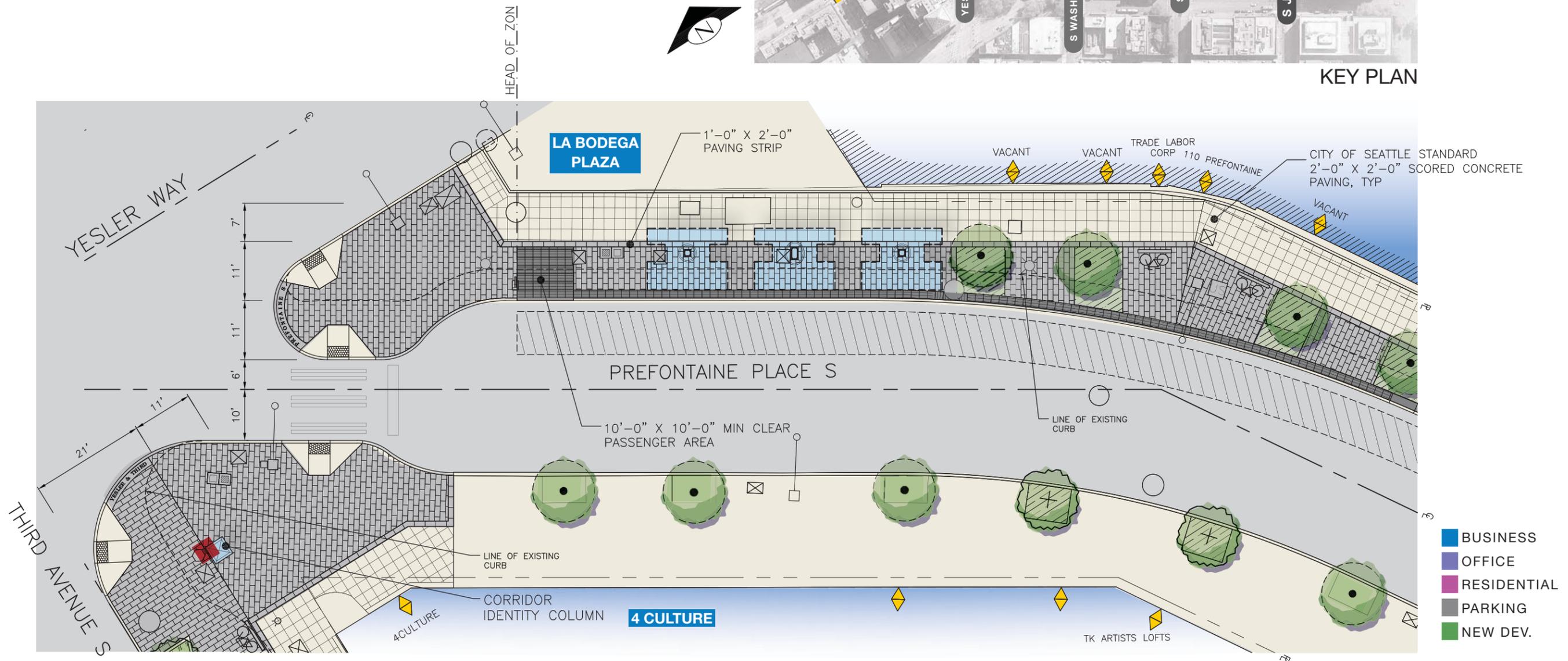
- BUSINESS
- OFFICE
- RESIDENTIAL
- PARKING
- NEW DEV.



PIONEER SQUARE | PREFONTAINE PLACE S



KEY PLAN



PIONEER SQUARE | PREFONTAINE PLACE S | BIRD'S EYE VIEW LOOKING SOUTH

