

PROJECT TYPE Pedestrian
APPROXIMATE LENGTH 1200 lf
COST ESTIMATE Option 1 - \$528,000 for one block (300 lf) and intersection work; Option 2 – \$435,000

SDOT-D Maynard Ave between S Jackson St and S Dearborn St

APPLICANT PROBLEM

The Chinatown / International District is a built out, urban neighborhood with limited open space and green space. The City's proposed Livable Downtown plan, currently under review by City Council, recommends improving livability in the neighborhood by enhancing and extending green streets. Maynard Ave links important open spaces and community facilities in the neighborhood including: Kobe Terrace Gardens, Hing Hay Park, Uwajimaya, and International Children's Park. Inter*Im Community Development Association has been working to design and build the Maynard Ave S Green Street. In 2008, the first segment of the green street was built from S Main to Jackson Streets.

APPLICANT SOLUTION

The design will improve the pedestrian environment through better landscaping, improved lighting, and integrating pedestrian amenities like seating and art. Storm water will be harvested from sidewalks or roadway surfaces and filtered through permeable materials or landscaped area to help clean the water before it eventually reaches Puget Sound. Sidewalks will be expanded roughly 4' on each side to allow more space for pedestrians, sidewalk vending, and an attractive furnishing zone, while maintaining existing on street parking. Sidewalk expansion will feature distinctive paving materials, stormwater infiltration features, and added trees where they are lacking. Enhanced pedestrian scale lighting will improve the perception of safety, and where adjacent to Hing Hay Park, will support the neighborhood's summer night market program.

This project would build on the existing segment and continue the green street improvements for 3 blocks south from S Jackson through the Historic District to S Lane St. Future infill development as consistent with zoning and development potential on the remaining block of Maynard Ave S and on S Lane St could continue the green street improvements in the future.



SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT) REVIEW

Option 1 - Widen the existing sidewalk by 5' on both sides of Maynard. The five foot area would allow for a 2' strip adjacent to the curb and a 3' furnishing strip that would provide an area for pedestrian amenities. Curb bulbs would be installed on all corners of all intersections. The entire intersection of King and Maynard would be decorative stamped concrete. Drainage on the sidewalks would be conveyed in runnels to planting areas or the existing storm system. An alternative to runnels would be to install porous concrete sidewalks.

Option 2 - Same as above but intersection of King and Maynard would have existing asphalt planed and replaced with stamped asphalt instead of rebuilding intersection with decorative stamped concrete.

Constructability

- Existing drainage infrastructure is in place.
- Sidewalk grades are flat, and in some areas sidewalks already flow back toward businesses. This will only be exacerbated when the sidewalk is widened toward the roadway. A drainage runnel in the sidewalk may be the only economical solution to drainage issues.
- There are areaways along the project corridor and construction over areaways may require structural design.

Community Issues

- Department of Planning and Development (DPD) has been working with the community for the past several years on developing this street design concept plan.
- Impacts to business during construction, however, project would maintain pedestrian and delivery access.
- Parking will be impacted where curb bulbs are added mid-block for street trees.

Benefits

- Improves pedestrian safety by eliminating tripping hazards and reducing the likelihood of standing water on the sidewalk.
- Provides access to businesses and Hing Hay Park.
- Activates the street by providing expanded sidewalk space for outdoor business use.
- Improves pedestrian access by providing wider sidewalks and pedestrian amenities.
- Improves the environment by providing more street trees.
- Improves pedestrian safety by reducing crossing distances with curb bulbs.
- Improves the intersection at King Street which been identified as an important community space that, with Hing Hay Park, could be used as part of a larger public open space for events.

