

DPD	Director's Rule 11-2015
SDOT	Director's Rule 04-2015

Applicant: City of Seattle Department of Planning and Development (DPD) Department of Transportation (SDOT)	Page 1 of 2	Supersedes: N/A
Subject: Third Avenue Transit Corridor Street Design Concept Plan Appendix N to Right-of-Way Improvements Manual* * The Right-of-Way Improvements Manual is SDOT's Director's Rule 07-2012.	Code and Section Reference: SMC Chapter 23.53	
	Type of Rule: Code Interpretation	
	Ordinance Authority: SMC 3.06.040 & 3.12.020	
	Approved _____ Date _____ Scott Kubly, Director, SDOT	
Index: Land Use Code/Technical and Procedural Requirements	Approved _____ Date _____ Diane M. Sugimura, Director, DPD	

BACKGROUND

The Third Avenue Transit Corridor Improvements Project is part of a wider Third Avenue transit program sponsored by the Seattle Department of Transportation (SDOT) and King County Metro (Metro). It presents a corridor-wide urban design plan for transit and pedestrian improvements for Third Avenue between Denny Way and South Jackson Street, including street design concept plans. The Third Avenue Transit Corridor Improvements Project carries forward 2013 work by SDOT and Metro, building upon the "kit of parts" concept developed in the

University to Stewart concept plan, and expanding the study area and outreach activities to the remaining blocks within Belltown, the Business District, and Pioneer Square. The plan illustrates how corridor-wide and segment-specific strategies are utilized to inform designs for every block along the corridor. Design strategies for each segment are detailed in segment-specific concepts.

This Street Design Concept Plan provide concept level design configuration for elements within the right of way, providing greater predictability for stakeholders when making investments in City rights-of-way on streets in the study area. In developing this plan, the project team met with community and business stakeholder groups and garnered feedback from citizens through a variety of in-person and on-line outreach activities in fall 2014.

RULE

The Third Avenue Transit Corridor Street Design Concept Plan is incorporated into the Seattle Department of Transportation (SDOT) Right-of-Way Improvements Manual as Appendix N. The provisions of these concept plans are voluntary. However, property owners are encouraged to follow them in order to enhance the neighborhood.

The concept plan has been reviewed by SDOT and the Department of Planning and Development (DPD). Therefore, applicants for Street Improvement Permits that follow these concept plans can be assured that the major design elements contained in their plans meet or exceed the requirements described in the Right-of-Way Improvements Manual. The Right-of-Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for private contracts. Additionally, applicants for permits to DPD that follow this concept plan for major public realm design items can be assured that these elements are approvable through the Master Use Permit and Design Review processes.

Note: Certain projects may be subject to review under City development regulations or the State Environmental Policy Act. That review could result in additional conditions relevant to the streetscape but not anticipated in the Third Avenue Transit Corridor Street Design Concept Plan.

REASON

While the Third Avenue Transit Corridor Concept Plan does not establish requirements, the conceptual design has been approved through review by SDOT and DPD. Approval of the concept plan as an Appendix to the Right-of-Way Improvements Manual provides recognition of the design and gives clear guidance to property owners who wish to follow these plans.



Urban Design Report

Third Avenue Transit Corridor Improvements Project

November 2014
City of Seattle Department of Transportation &
King County Metro



*Third Avenue
Transit Corridor
Improvements Project*

Client
Seattle Department of Transportation
King County Metro

Project Management
Perteet

Civil Engineering
CH2M Hill

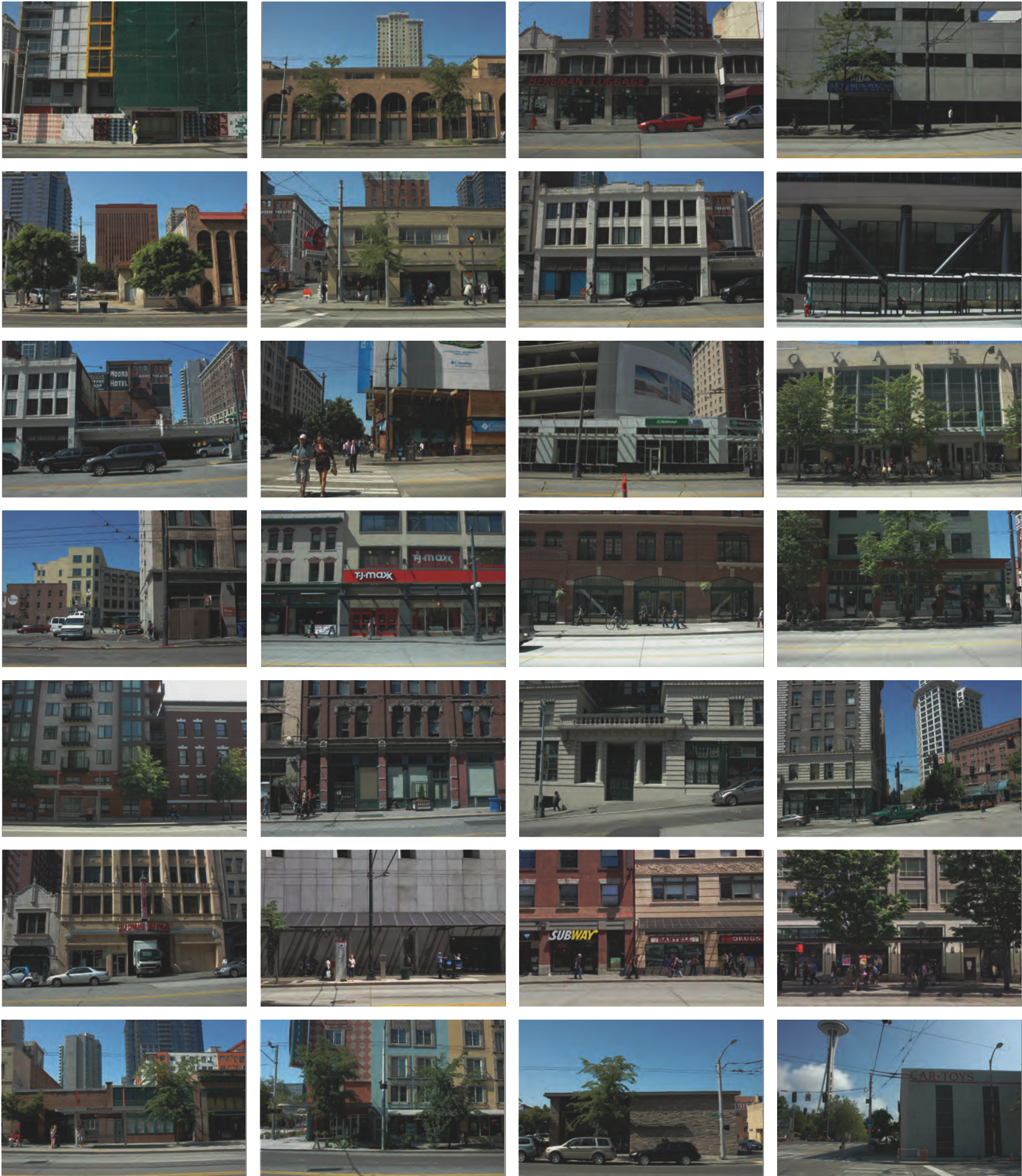
Urban Design
HEWITT

Transit Operations
DKS Associates

Traffic Operations
Concord Engineering

Community Outreach
EnviroIssues





Contents

INTRODUCTION 6

- Foreword
- Background
- Scope
- Next Steps

1 CORRIDOR ANALYSIS 9

Existing Conditions

- Belltown
- Business District
- Pioneer Square

2 DESIGN STRATEGIES 15

Approach and Strategies

- Corridor-Wide
- Segment-Specific

Design Features

3 CONCEPT PLANS 31

Concept Plans

- Belltown
- Business District
- Pioneer Square

4 APPENDIX 51

Appendix

- Block-by-Block Plans
- Design Outreach Summary
- Kit of Parts Review
- Probable Project Cost and Risk Analysis

October 2014

Third Avenue in downtown Seattle is a humming corridor of activity. Every day, it's used by some 65,000 people—workers, shoppers, visitors, and more—and it provides critical transit connections between Seattle's central business district and the rest of the city and region. More than 42,000 riders board transit there each weekday, and thousands more pass through the corridor on their way to other destinations.

King County Metro (Metro) and the City of Seattle have recently improved service along Third Avenue by adding real-time bus arrival signs and RapidRide lines serving West Seattle, north Seattle, and Ballard. Today, with input from the public, community organizations, business and property owners, both agencies are continuing their work to update and improve this corridor for all its users.

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

Project goals for the Third Avenue corridor in downtown Seattle:

- Humanize: Provide a sense of scale and care by adding amenities for transit users, improving the quality of the sidewalk, and improving lighting.
- Organize: Improve the transit function by adding transit vehicle and pedestrian capacity at bus stops, setting a pattern for waiting and use of the sidewalk, organizing street furniture, and reducing clutter.
- Energize: Create a memorable, positive, and distinctive image with a dose of creative spirit by enlivening blank facades, highlighting corridor activities, bringing character to the street, and providing way finding and interest along the corridor.

This document provides specific, tangible strategies for taking steps toward these goals. It provides a unified urban design to upgrade pedestrian and transit waiting areas for the entire Third Avenue transit corridor from Denny Way to South Jackson Street.

These improvements will not solve all the challenges facing the corridor, but they will make significant progress and will also serve as an important part of a wider, collaborative effort to make downtown a great place for everyone.

**Scott Kubly, Director,
Seattle Department of Transportation**

**Kevin Desmond, General Manager,
King County Metro**



Vision

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

-Memorandum of Agreement between the City of Seattle,
King County and the Downtown Seattle Association for the
Downtown Seattle Third Avenue Corridor, 2012

Third Avenue, Seattle, Washington

Background

The Third Avenue Transit Corridor Improvements Urban Design Study is part of a wider Third Avenue transit program sponsored by the Seattle Department of Transportation (SDOT) and King County Metro (Metro). It presents a corridor-wide urban design plan for transit and pedestrian improvements for Third Avenue between Denny Way and South Jackson Street.

In 2013 SDOT and Metro completed the Third Avenue – University to Stewart 10% Design. This plan developed a conceptual framework to organize, humanize, and energize this subarea of Third Avenue, identified a “kit of parts” to improve conditions at the important bus waiting areas on these blocks, and provided outreach to the community on potential transit improvements. In 2014, kiosks that provide real time bus arrival information and ORCA card readers were added to bus stops on Third Avenue that serve RapidRide routes. The Macy’s block of Third Avenue between Pine Street and Stewart Street received upgrades identified in the University to Stewart 10% concept plan.

Scope

The Third Avenue Transit Corridor Improvements Urban Design Study carries forward the 2013 work by building upon the original “kit of parts” concept developed in the University to Stewart concept plan, and expanding the study area and outreach activities to the remaining blocks

within Belltown, the Business District, and Pioneer Square. The analysis included a Crime & Safety Technical Memorandum using Crime Prevention Through Environmental Design techniques (CPTED), and analysis of bus stop capacity and transit operations. This document illustrates how corridor-wide and segment-specific strategies are utilized to inform the conceptual designs for every block along the corridor. In developing this plan, the project team met with community and business stakeholder groups and individual property owners and garnered feedback from citizens through a variety of in-person and on-line outreach activities.

Next Steps

The broader Third Avenue Transit Corridor Improvements program, of which this design is part, includes capital funding to build elements of this concept design. In subsequent phases of design, SDOT and Metro will develop a prioritization and implementation plan to guide the use of funding that has been received to date. In 2015 portions of the plan will be advanced to 30 percent design, and following additional public outreach, 100 percent design for construction of these elements is anticipated in 2016. These capital improvements will provide opportunities to leverage additional enhancements and activation on Third Avenue in partnership with future development, existing property owners, and other public capital projects. This project is supported by Federal Transit Administration funding.

1

Corridor Analysis

An Evolving Process

In 2013 the Third Avenue—University to Stewart 10% design document was prepared and published. The document studied a four block subarea between University Street and Stewart Street. The approach was to define and employ a “kit of parts” which would Organize, Humanize and Energize this stretch of Third Avenue. In 2014 some of the elements from the “kit of parts” concept were installed on the block between Stewart Street and Pine Street.

This document builds upon the previous concept study and expands the scope to encompass the entire length of the corridor. Based upon block by block analysis of existing conditions, an Urban Design Concept has been developed that sets forth strong, simple, and clear design gestures to unify the corridor from end to end. Within this unifying concept, a series of corridor-wide strategies are proposed, as well specific design interventions tailored to each corridor segment.

All of the proposed interventions are measured for their contribution to the transit corridor, by meeting three principles:

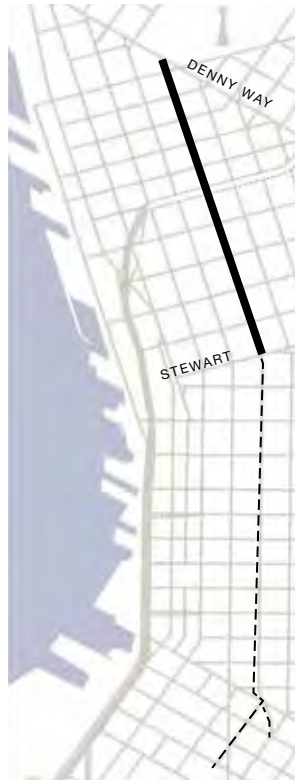
1. Enhance transit operations
2. Establish a safe and attractive pedestrian environment
3. Create a strong visual identity for the corridor

Third Avenue is the primary north/south transit street in Seattle’s downtown. It runs from Seattle Center to King Street Station, and is located midway between I-5 and the Waterfront. Currently serving 42,000 bus boardings a day, its importance as a bus transit corridor will increase over time as buses are moved from the tunnel to surface streets.

As it passes through Seattle’s downtown, Third Avenue traverses through three different neighborhoods—Belltown, the Business District, and Pioneer Square. For the purposes of this study, it is evaluated as three distinct segments, based on each neighborhood’s character and physical characteristics. The segment boundaries correlate to the shift in the street grid at Stewart Street and at Yesler Way.



BELLTOWN



Belltown

The Belltown segment of the Third Avenue Transit Corridor includes 11 blocks between Denny Way and Stewart Street. This is an active neighborhood, primarily residential in character with a diverse population of residents and patrons. Belltown is in an active state of redevelopment by both public and private entities. A number of new mixed use projects are recently completed or under construction. The neighborhood is served by the new RapidRide/Bus Rapid Transit system (BRT).

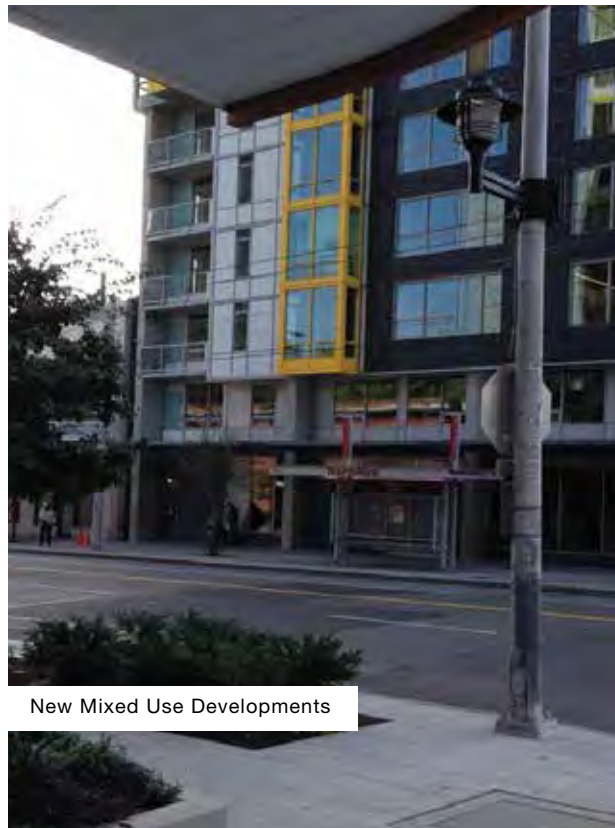
For most of this segment the buildings and businesses are finely grained and of pedestrian scale. At the south end a transition is made to the larger buildings and merchants that characterize the Business District. The blocks vary in length, shorter to the north, longer to the south. The right-of-way is gracious, with a total width of 90 feet across Third Avenue. The most notable trait of Third Avenue in Belltown is the presence of established street trees throughout. The trees, in conjunction with intersecting Green Streets, gives the neighborhood a feeling of vitality.

IDENTIFYING CHARACTER ELEMENTS

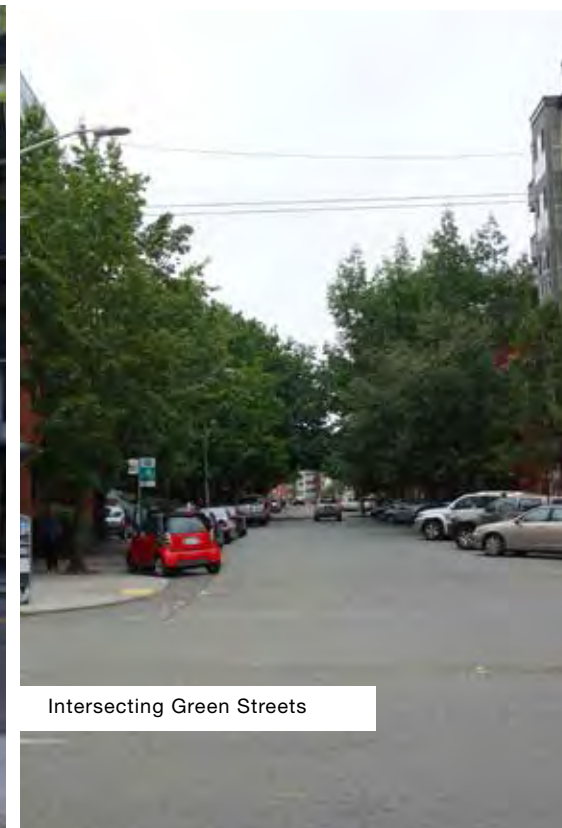
- Established street trees are robust and nearly continuous along the length of Belltown
- Intersecting Green Streets (5)
- Social service agencies between Virginia and Blanchard (6)
- New mixed use developments between Bell and Denny (5)
- New Bus Rapid Transit System:
 - (6) RapidRide stops
 - (10) RapidRide shelters



RapidRide Shelters



New Mixed Use Developments

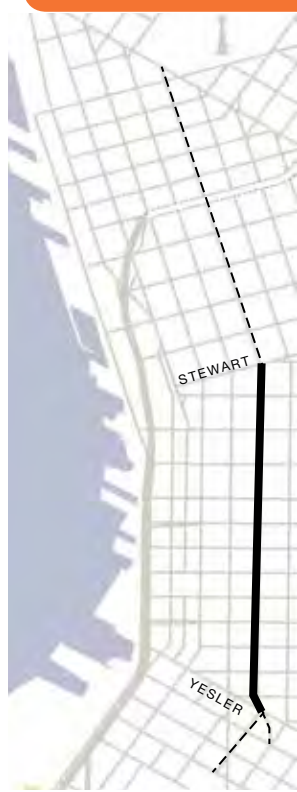


Intersecting Green Streets



Established Street Trees

BUSINESS DISTRICT



Business District

The Business District segment of the Third Avenue Transit Corridor includes twelve blocks between Stewart Street and Yesler Way. The Business District is comprised of three activity zones of varied character.

1. Stewart to Union—Retail

These blocks intersect the Pike/Pine Retail Core, and are characterized by a significant number of retail shoppers and visitors. The blocks also have the highest density of bus routes and therefore bus patrons in the Third Avenue Corridor. In the block between Pike and Pine in particular, social and safety issues can have a detrimental effect on the pedestrian experience.

2. Union to Marion—Financial District

There are somewhat fewer bus routes in this zone, and therefore a lower density of patrons. Street level retail is limited. There are a number of large corporations present. Pedestrians are characteristic of the professional business environment, and the area seems safe and active during the business day.

3. Marion to Yesler—Transition to Pioneer Square

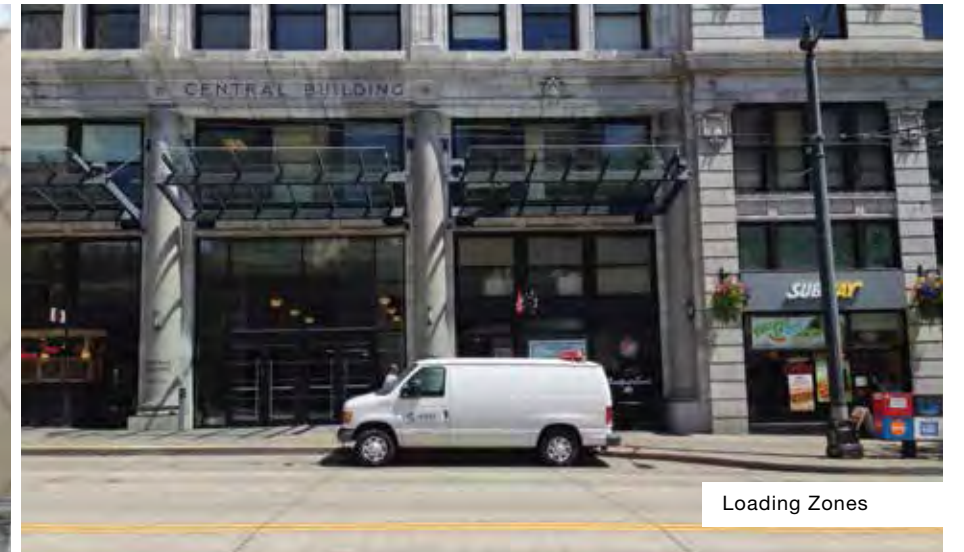
Third Avenue is the western edge of the Government District in this area, anchored by the King County Courthouse and Pioneer Square transit tunnel entrance. The block between Cherry and James has a large parcel with new development pending on the east, and a number of vacant storefronts on the west. These blocks are less populated, and pedestrian safety and comfort can feel compromised.

IDENTIFYING CHARACTER ELEMENTS

- **Block Pattern**—Currently there is a regular pattern of alternating bus and non-bus blocks. This pattern is in transition, as the bus skip-stop arrangement is modified. Currently there are seven bus blocks, with two additional proposed.
- **Scale**—Tall broad buildings characteristic of large businesses, public agencies and utilities
- **Density**—Sidewalks can be crowded by a high number of pedestrians traveling to and from buses and businesses. This is particularly true of the bus blocks and in the retail core.
- **Movement**—Street and sidewalks are animated by constant bus and pedestrian activity.
- **Transit Tunnel**—Due to the tunnel below, there are few utility poles in this segment. They have been replaced with a high concentration of surface vaults and access points. Areaways below the sidewalk may affect future improvements.
- **Loading Zones**—There are currently loading zones present on seven blocks.
- **Extensive Building Awnings**—Occur regularly and often have integral seating that is used for waiting.
- **Blank Walls**—There are several expanses of opaque walls, indicative of large businesses and agencies.



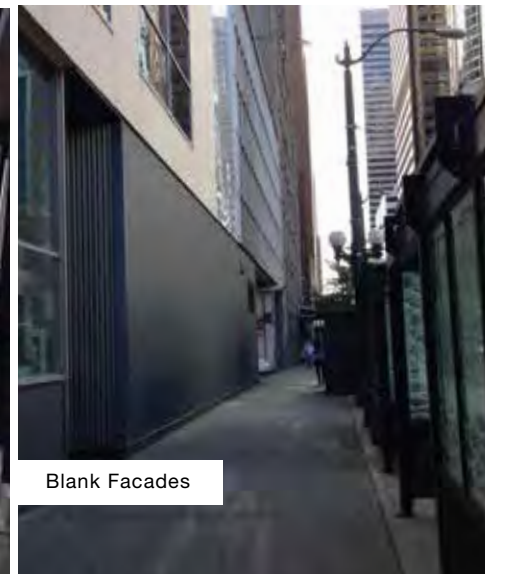
Tall Building Scale and Large Businesses



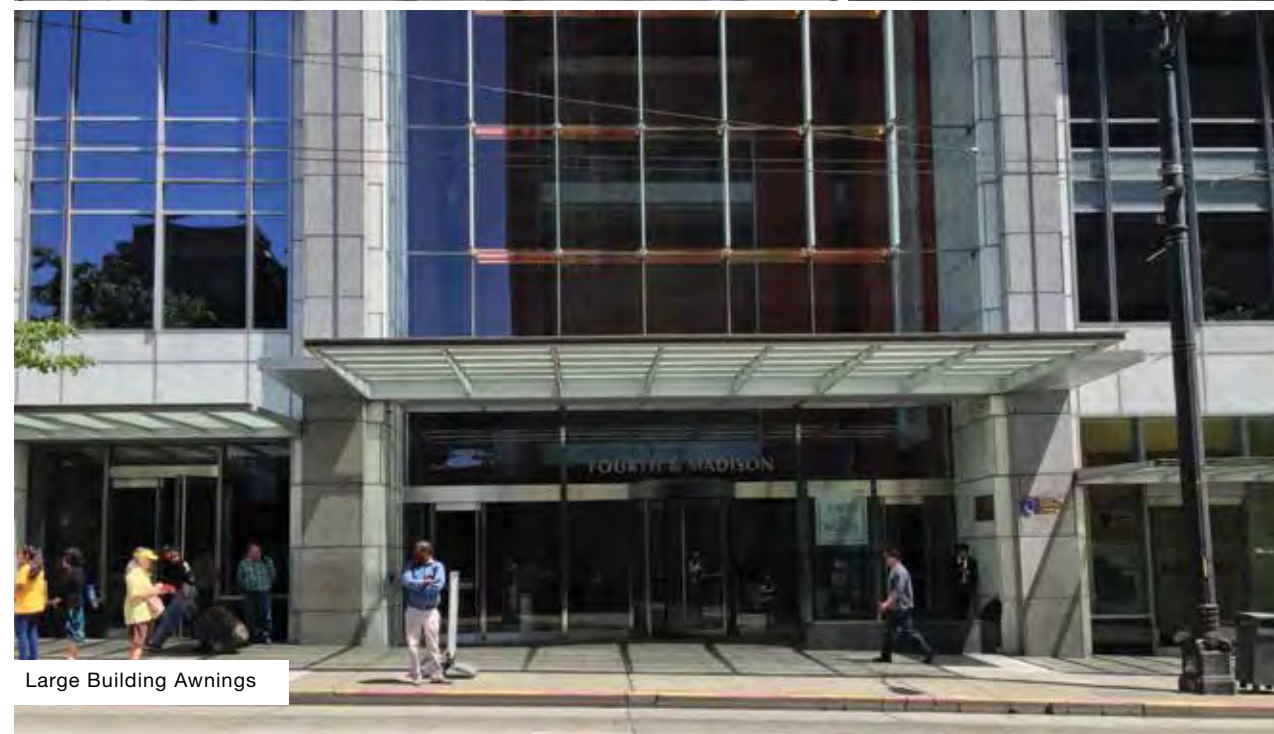
Loading Zones



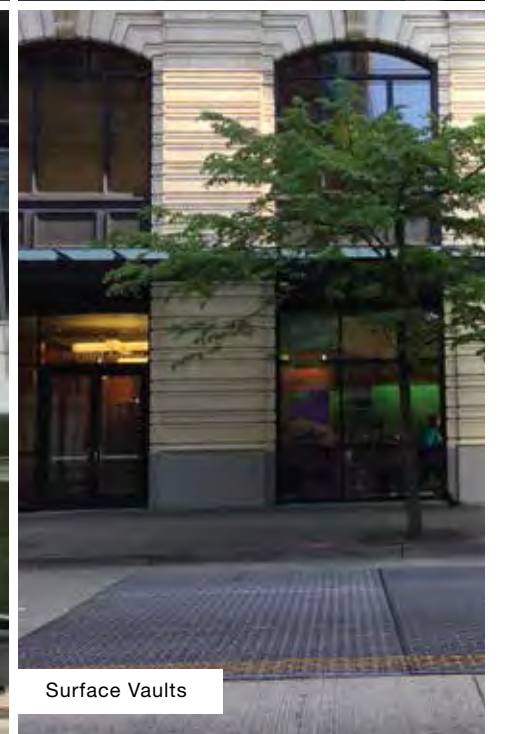
High Pedestrian Density



Blank Facades

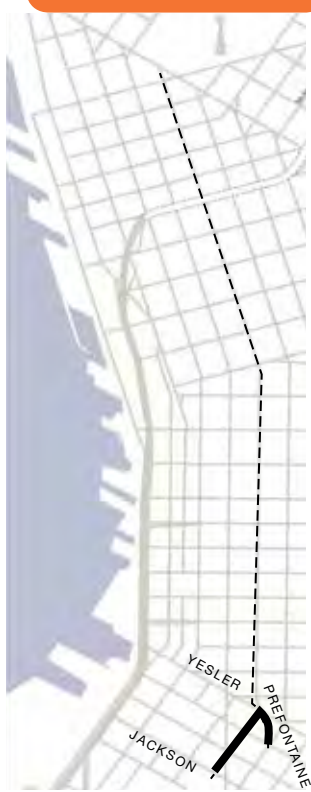


Large Building Awnings



Surface Vaults

PIONEER SQUARE



Pioneer Square

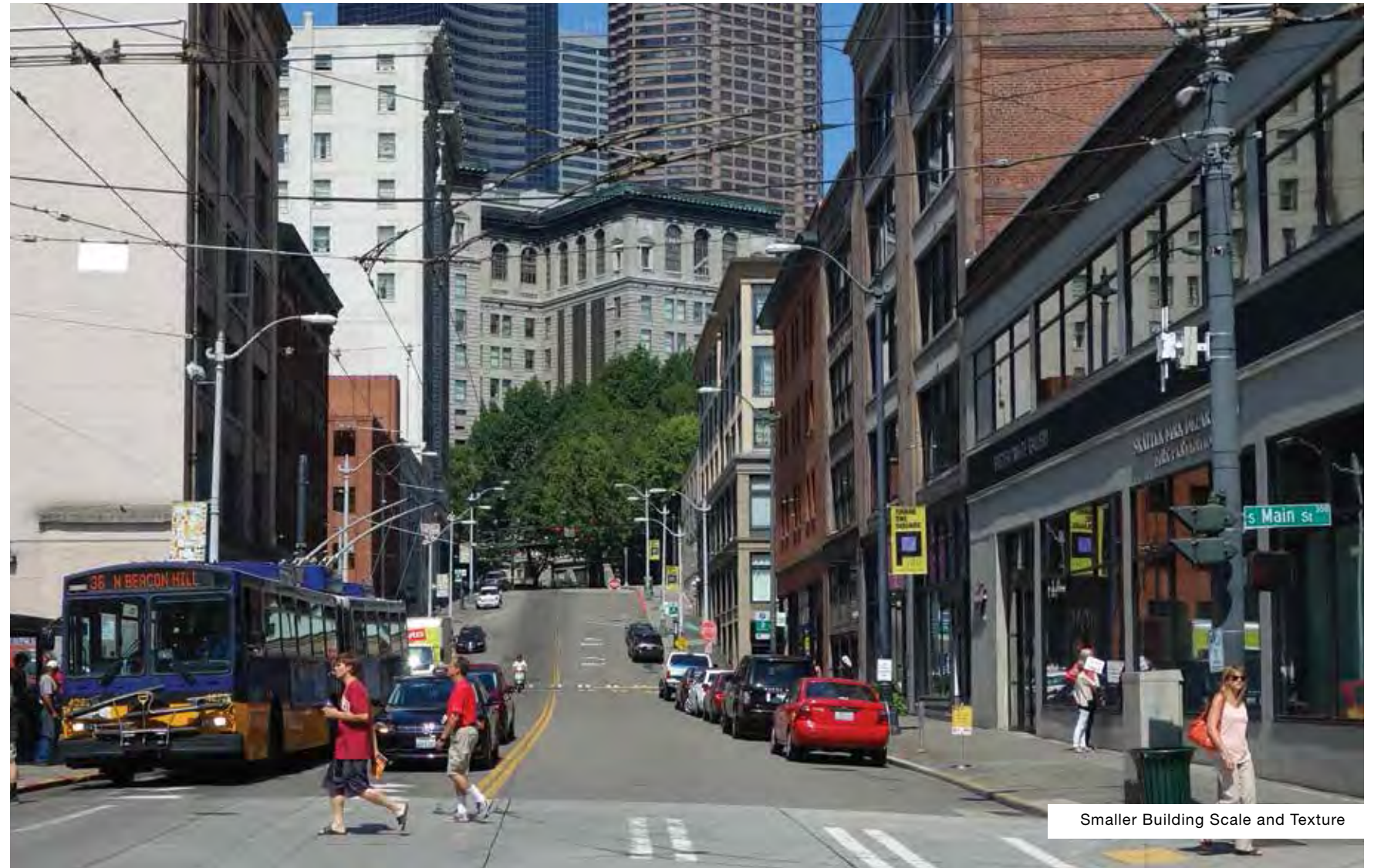
The Pioneer Square segment of the Third Avenue Transit Corridor includes four blocks from Yesler Way to its southern terminus at South Jackson Street. The study area also includes Prefontaine Place, and the Second Avenue Extension. These few blocks are located within the Pioneer Square Historic District, and adjacent to the International District, King and Union Stations, and the Stadium District.

Where Third Avenue exits the Business District at Yesler Way, the street grid shifts and the physical nature of the corridor changes. Right-of-way widths are narrower, and there's a change in grade as the street heads downhill to the south. The consistent block rhythm of the Business District breaks apart, and bus traffic is dispersed between Third, Second, and Prefontaine Place.

The neighborhood is characterized by residential uses, art galleries and small-scale retail establishments. Building scale is smaller, and the neighborhood is richly textured due to its historic nature. All new development in the neighborhood will be reviewed under the purview of the Pioneer Square Preservation Board.

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 Place
 - Union Station Square
- Art galleries and lofts are juxtaposed with homeless shelters and low-income housing
- Trees densely clustered at park City Hall Park and Union Station Square with no trees in between



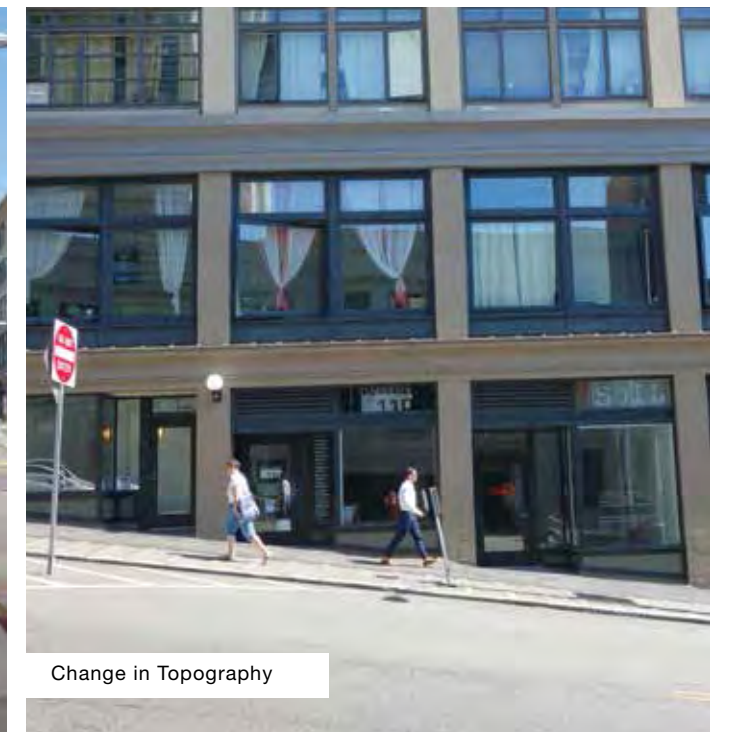
Smaller Building Scale and Texture



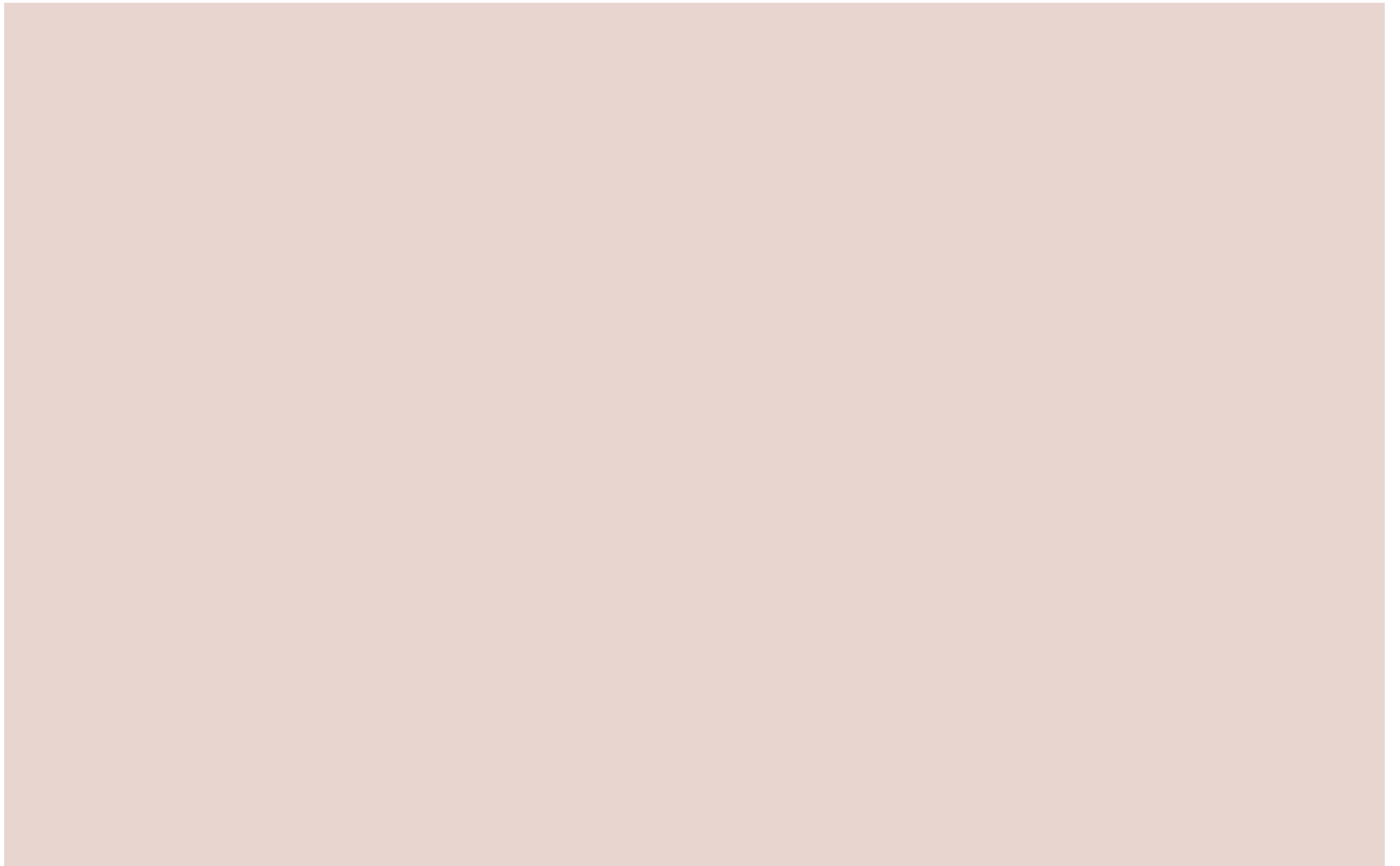
Connection to Stadiums and Stations



Narrower Sidewalk Widths



Change in Topography



2

*Design
Strategies*

Approach

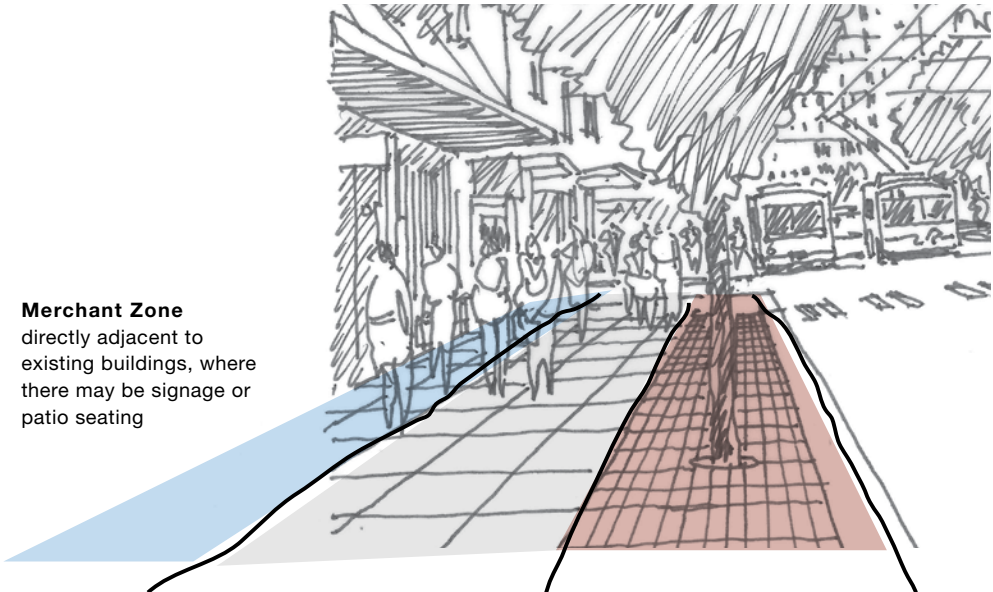
Once the existing conditions along the corridor were documented, two primary strategies were developed to organize the design approach. Each strategy is comprised of a set of strong, simple, and clear gestures that serve to identify the corridor visually, enhance transit operations, and establish pedestrian safety.

Corridor-Wide Strategies

These are the bold elements that utilize the ground plane to create a continuous identity that runs the length of Third Avenue. One of the primary strategies is to organize the sidewalk into three zones to create visual clarity.



GROUND PLANE



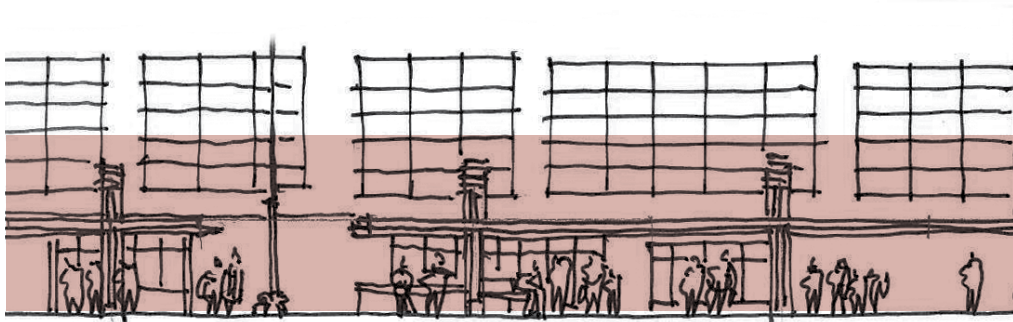
Merchant Zone
directly adjacent to existing buildings, where there may be signage or patio seating

Walking Zone
designated for pedestrian through traffic

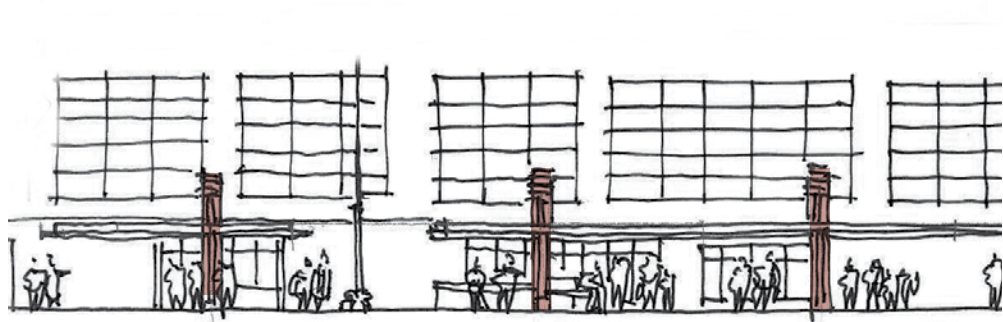
Amenity Zone
along the street edge, and the primary location of the proposed improvements.

Segment-Specific Strategies

This series of repeating elements is tailored to the varied conditions along the corridor and respects the existing character of each neighborhood segment.



VERTICAL PLANE



Design Feature Summary

This chart provides an overview of the design features incorporated in the Conceptual Plans that follow.

CORRIDOR - WIDE STRATEGIES		Belltown		Business District		Pioneer Square	
	Curb	← 2' Concrete curb →					
	Feature Paving	← 'Amenity Zone' unit pavers →					
	Identity	← Family of 'light columns' →					
	Cobrahead Lighting	← Leotek LED ECobra-head Street Light →					
	Pedestrian Lighting	← Lumec UrbanScape →					
	Bike Racks	← Sportworks Tofino No Scratch or Westport No Scratch →					
	Trash/Recycling Receptacles	← Solar Intelligent Waste & Recycling Collection System by BigBelly Solar or Urban Renaissance by Forms+Surfaces →					
SEGMENT-SPECIFIC STRATEGIES		Belltown		Business District		Pioneer Square	
	Transit Canopy	• Existing RapidRide Shelters		• Custom Transit Canopy		• Custom Transit Canopy	
	Trees and Planting	• Infill of street trees/ pruning • Expanded plantings with protection rails • Curb bulbs		• Infill of street trees/ pruning • Silva Cells/structural soil + paver grate system		• Infill of street trees/ pruning • Silva Cells/structural soil + paver grate system	
	Feature Lighting	• Corridor Identity columns • Historic building facade lighting		• Light column family - integrated in canopy - corridor identity • Suspended light installation • Tree lighting • Historic building facade lighting		• Light column family - integrated in canopy - corridor identity • Tree lighting • Catenary lighting • Historic building facade lighting	
	Seating	• Existing transit-related seating • Moveable tables and chairs • Benches • Bollard seating		• Transit-related seating		• Transit-related seating • Moveable tables and chairs • Existing bollard seating	
	Blank Facades	Very few. Not applicable.		Art murals, building facade lighting		Art murals, building facade lighting	
	Intersection Treatment	• Concrete scoring in roadway • Inlaid street names at corners • Raised intersection crossings on cross streets		• Concrete scoring in roadway • Inlaid street names at corners		• Concrete scoring in roadway • Inlaid street names at corners	

CURB

2' Concrete Curb

One of the primary organizing features of the new corridor is a continuous 2' wide curb. It will establish an image of solidity and quality appropriate for the scale of this heavily used traffic corridor.

Attributes

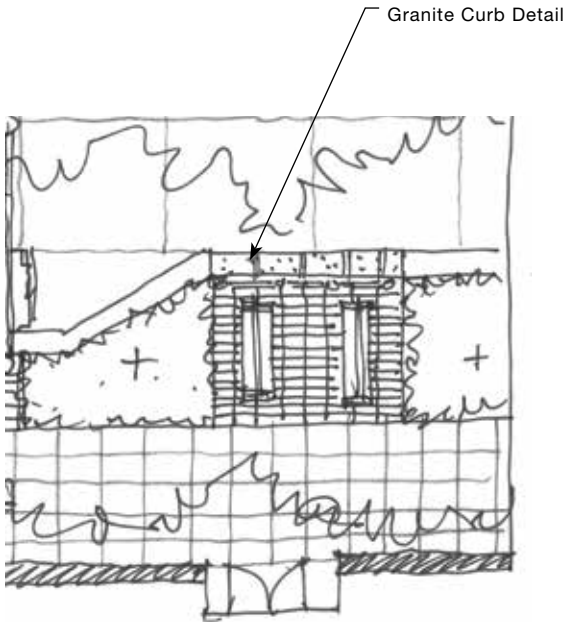
- modular jointing for easier repair
- jointing pattern can be used at non-red curb for visual continuity to identify corridor
- linear marker defines edges of amenity zone for length of corridor

Variations

- 2' red concrete curb on bus blocks improves safety for pedestrians
- 2' concrete curb with modular joints on non-bus blocks reinforces a strong visual identity
- Granite curb detail



2' RED CONCRETE CURB ON BLOCKS WITH BUS STOPS



In Belltown granite curbs are reclaimed and reused as part of the detailing at Mid-Block Activity Nodes.
In the Business District, many existing trees are too close to the curb line to allow a full 2' curb. A 6" granite curb is used at tree wells to allow these trees to remain.

FEATURE PAVING

'Amenity Zone' Feature Paving

Together with the 2' curb, feature paving in the Amenity Zone delineates transit-oriented uses from pedestrian through-traffic and provides visual continuity for the length of the corridor.

Attributes

- delineates amenity zone by creating color contrast and finer pavement pattern
- provides strong visual and tactile quality
- best opportunity to delineate corridor without impeding pedestrian movement



IDENTITY

Light Columns

While pavers and curb create identity for Third Avenue along the ground plane, a family of light columns functions as vertical elements in creating rhythm and identity for the corridor. The columns are one component of a comprehensive lighting strategy designed to make the street environment safer and more attractive. The family will share the same design language but will vary in size and use. The columns will appear at key wayfinding points and mark bus stops along the corridor.

Attributes

- Simple, clean, and bold expression appropriate to a modern transit corridor
- Columns act as both functional and whimsical elements, and will offer opportunities for artistic collaboration
- Designed to maximize lighting, identity, and way finding functions while maximizing valuable sidewalk space



CORRIDOR IDENTITY LIGHT COLUMN
(serves as gateway marker and wayfinding along corridor)



BUS STOP LIGHT COLUMN
(when there is no room for a canopy)



CANOPY LIGHT COLUMN
(integrated into transit canopy)

STREET LIGHTING

Street Lighting

Lighting has a significant impact on the urban environment by providing visual acuity for pedestrians and vehicles. A unified lighting strategy contributes in creating a perception of safety for all users along Third Avenue. Working with Seattle City Light standards, the chosen fixtures will be uniform across the entire corridor to create visual consistency. In Pioneer Square this strategy may be augmented by the globe fixtures characteristic of the Historic District.

Leotek ECobra-head LED Street Light

The cobraheads along Third Avenue will be replaced with an efficient LED street light fixture while retaining the original base.

Attributes

- reduces maintenance, improves lighting distribution and lighting quality
- increases safety by providing uniformity of illumination along the corridor



Lumec UrbanScape

With a forward-looking vision for Third Avenue, a pedestrian fixture was chosen for its efficiency, durability, and modern aesthetic. The pedestrian light is a full cut-off fixture, removing the light pollution issues of the current fixture, while reducing glare and providing vertical illumination, a key in aiding with facial recognition of pedestrians. The chosen pedestrian light fixture will replace all existing pedestrian fixtures. They will be installed on free standing poles or attached to existing Seattle City Light poles where appropriate.

Attributes

- reduces maintenance, improves lighting distribution and lighting quality
- increases safety by providing vertical illumination for facial recognition of pedestrians



BIKE AMENITIES

Sportsworks Tofino No Scratch or Westport No Scratch Bike Racks

Bike racks should be simple and consistent throughout the length of the corridor.

- Attributes
- straight-forward design for low maintenance
 - minimal footprint leaves sidewalks free and uncluttered
 - features a non-abrasive bumper to protect bikes



TOFINO NO SCRATCH



WESTPORT NO SCRATCH

Pronto Cycle Share

Pronto, Seattle's bike-sharing program, was launched in October 2014, with 50 rental stations deployed throughout various neighborhoods throughout the city. Potential locations for bike share stations along Third Avenue will be examined in the next phase of design.



PRONTO CYCLE SHARE

TRASH/RECYCLING

Solar Intelligent Waste & Recycling Collection System by BigBelly Solar or Urban Renaissance by Forms+Surfaces

Consolidating trash and recycling receptacles into single units will provide a clean, uncluttered streetscape.

- Attributes
- easy to use
 - straight-forward design for low maintenance



BIGBELLY SOLAR



URBAN RENAISSANCE

TRANSIT CANOPY

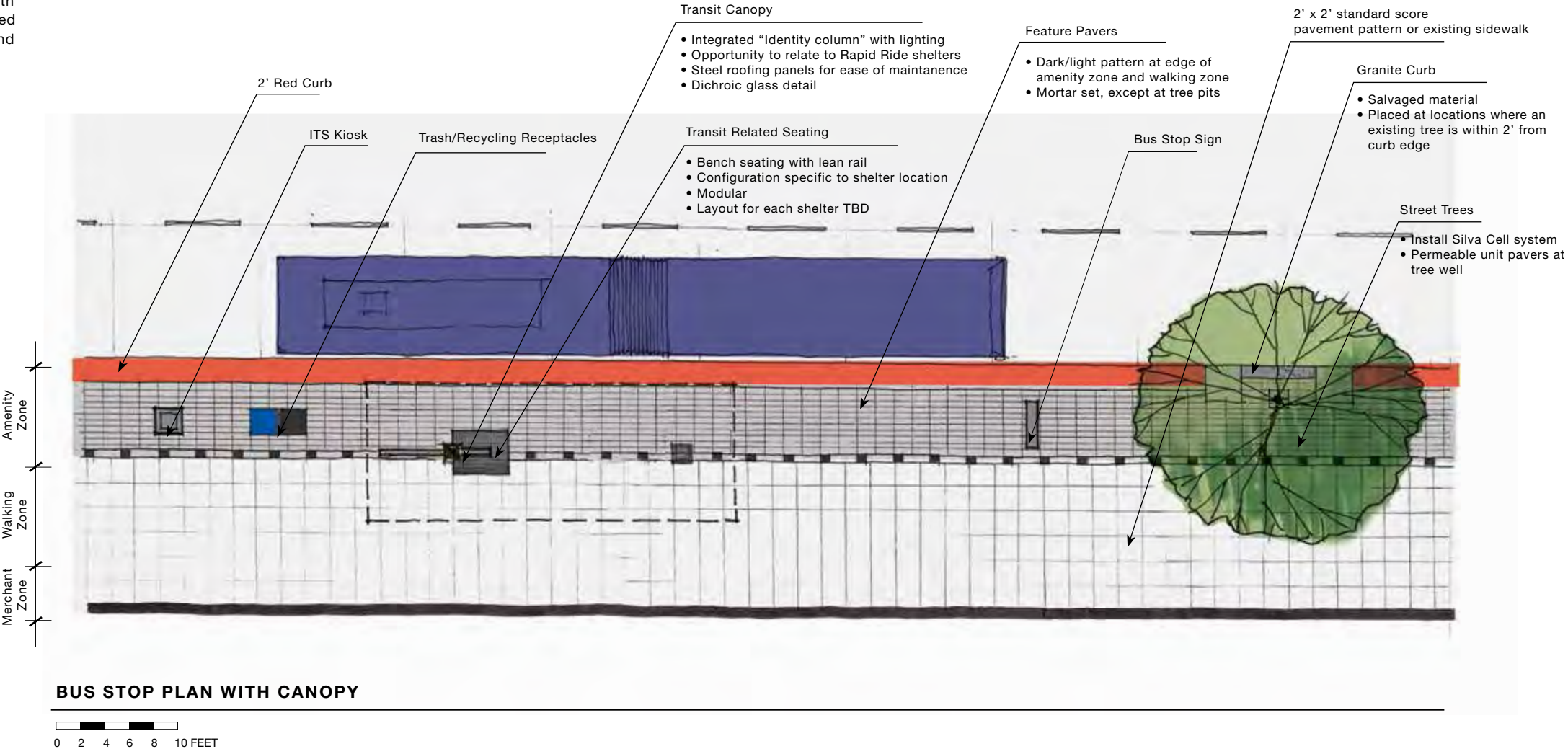
Transit Canopy

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.

In Belltown, the relatively new Rapid Ride shelters will remain at bus stops. In the Business District and Pioneer Square, a custom canopy will be designed that features integrated light columns and seating for transit riders. The structure is open to both sides, with no integral windscreen, so pedestrian traffic can move through in all directions. A flexible design will be developed that is adaptable in length and width. This will allow the canopies to be placed in tight locations such as narrow right-of-ways, and between existing trees or building awnings.



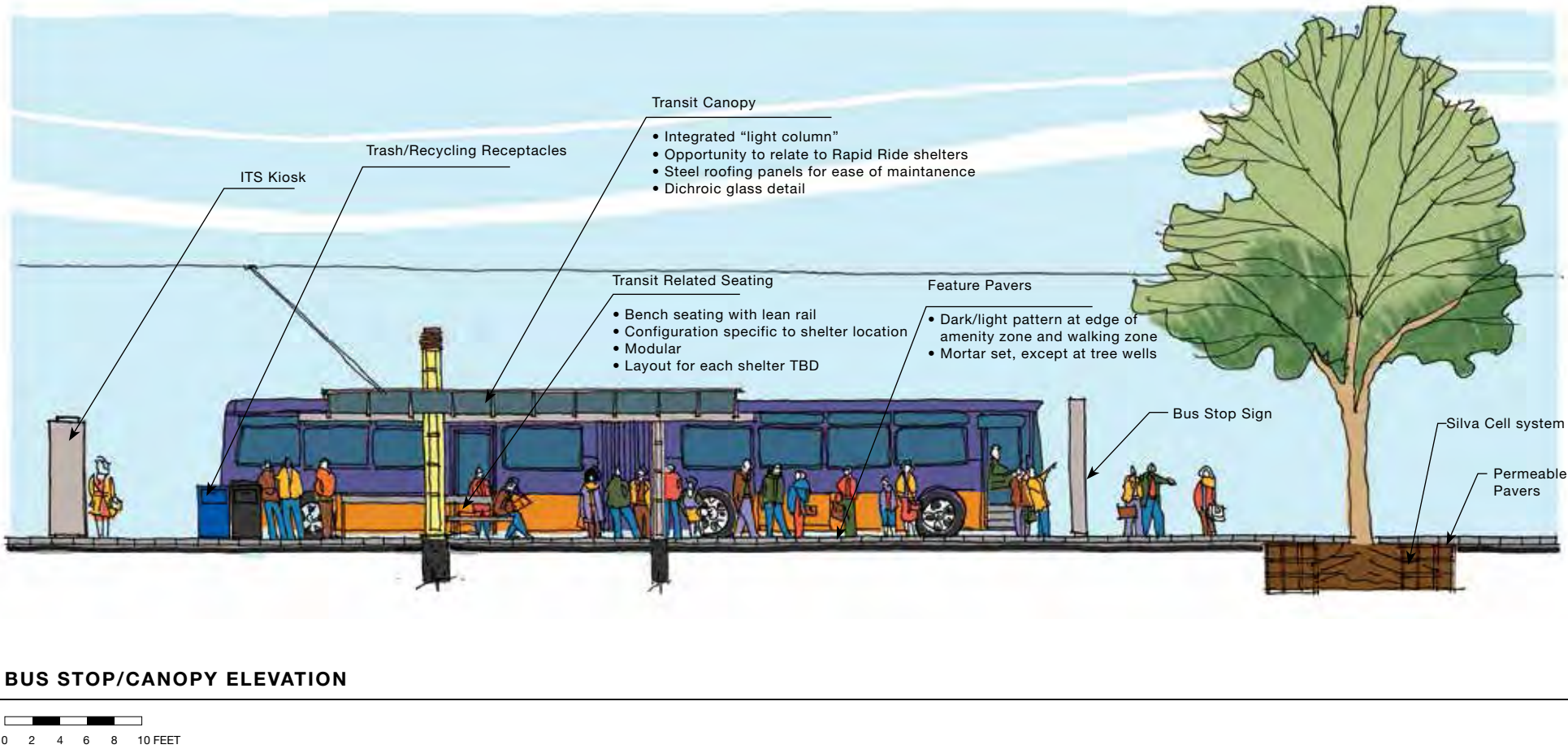
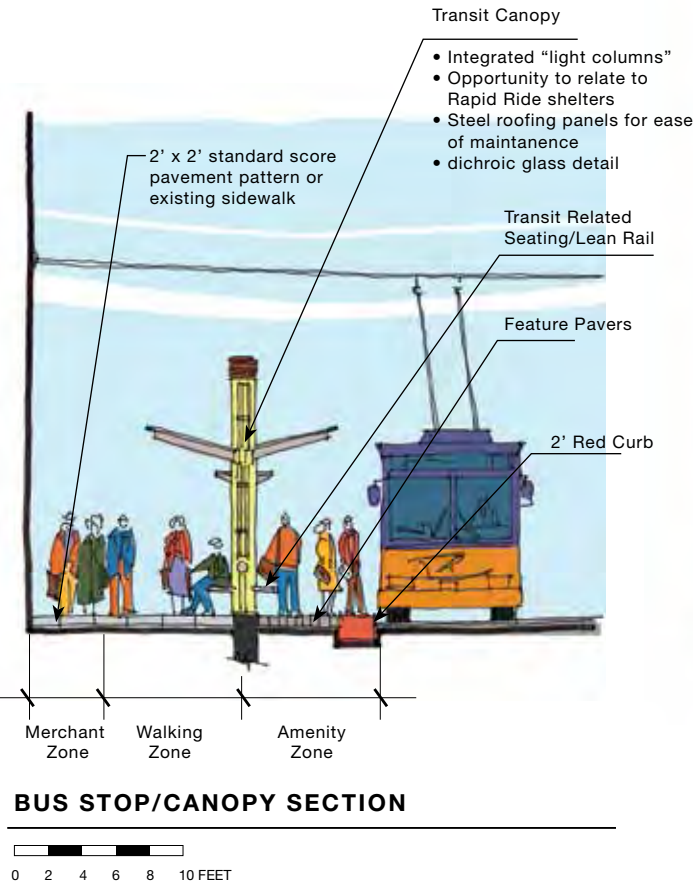
RAPID RIDE SHELTERS IN BELLTOWN



TRANSIT CANOPY

Transit Canopy Attributes

- Scalable structure to accommodate existing conditions
- Integrated seating and lean rails
- Integrated lighting and light columns
- Permeable structure allows pedestrian movement in all directions
- Custom design allows for signature elements such as colored glass edge details and integration of light columns
- Design will reference existing Rapid Ride Shelters to provide an element of continuity throughout the corridor
- Solid rather than glazed covering recommended to minimize cleaning and maintenance



LOAD ZONES

Flex Load Zones

In the Business District and Pioneer Square, the sidewalk faces multiple demands: high pedestrian traffic, high-volume bus stops, and loading activity for adjacent businesses and residents. In order to maximize the efficiency and flexibility of sidewalks on busy blocks, commercial loading zones will be infilled to provide more space for both pedestrian traffic and bus loading areas. Designated areas of the sidewalk will feature flex load zones to provide temporary parking for the loading needs of businesses and residents on Third Avenue. In Belltown, loading zones will continue to serve businesses within the roadway.

Attributes

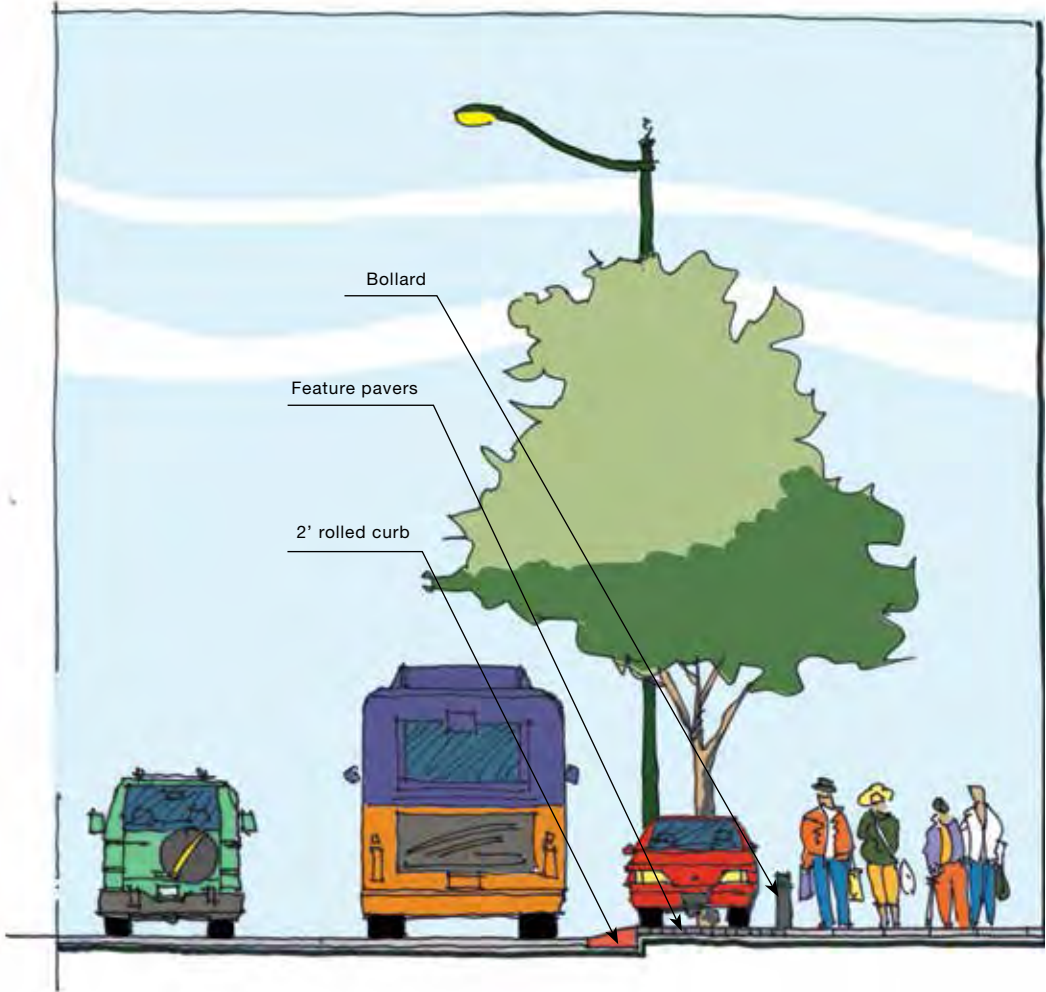
- the 6'-wide flex load zone resides at the same grade of the sidewalk with a continuous band of feature pavers
- a 2' rolled curb will allow vehicles to drive up to the grade of the sidewalk
- bollards will delineate the extent of the flex load zones, while allowing pedestrian traffic to flow through
- temporary parking will be allowed during off-peak hours
- when not used for parking, the flex load zones can accommodate pedestrian traffic, or serve as temporary programming space



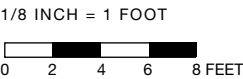
FLEX-PARKING ZONE AT GRANVILLE STREET, VANCOUVER B.C.



MARION TO COLUMBIA ST PLAN



SECTION A Flex Load Zone parking during off-peak hours



FEATURE LIGHTING

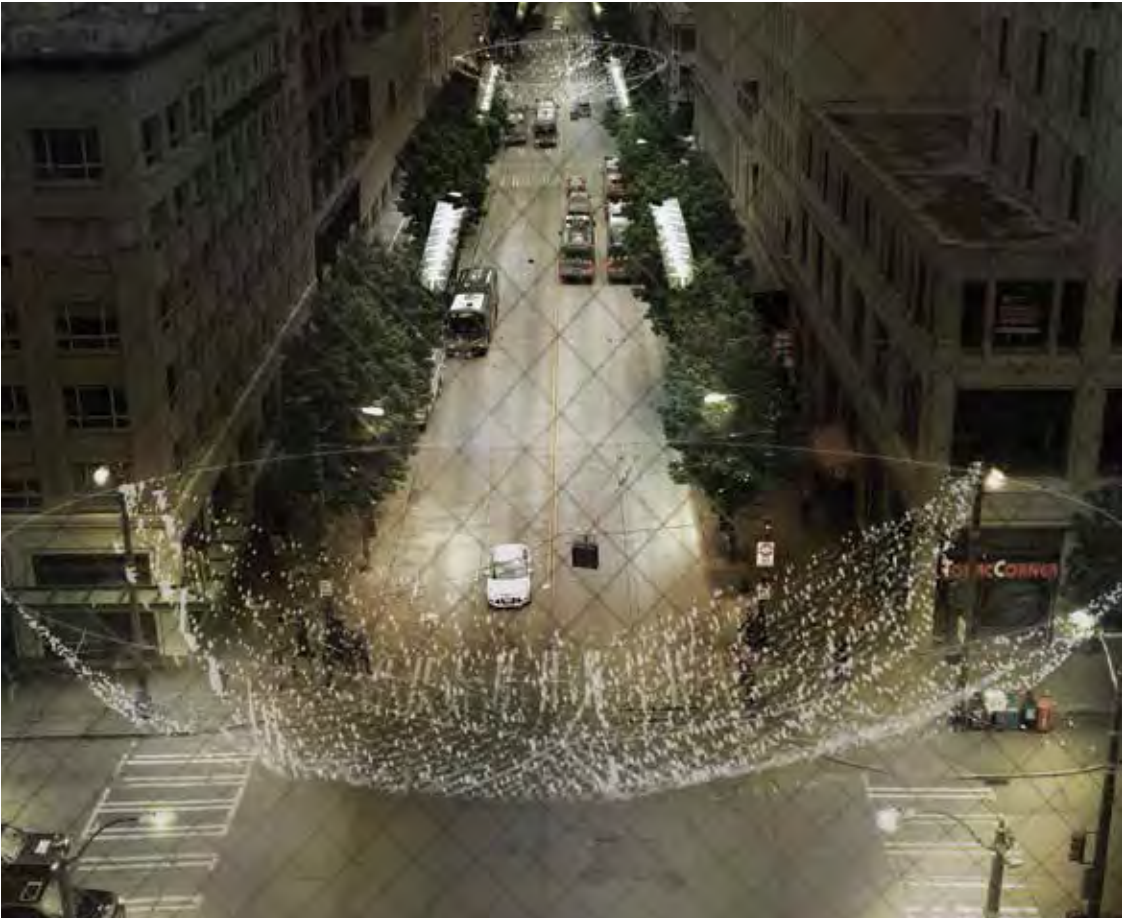
Feature Lighting

Feature lighting is incorporated at various points along the corridor to enhance the ambiance of Third Avenue through more playful and artistic gestures. While the primary intention of the family of light columns is to support transit operations, the other lighting elements respond to the specific character of the different neighborhoods and enhance their existing assets.

In the Business District for example, suspended light installations are proposed to mark the intersection with the Pike/Pine Retail Core.* These fixtures will be coordinated with adjacent businesses and offer possibilities as an emblematic or seasonal element. In Pioneer Square, given the intimate scale and historic context discreet strategies such as tree lighting and catenary lights are proposed. The latter may occur in conjunction with neighborhood parks or at activity nodes adjacent to neighborhood businesses.

Furthermore, lighting gestures could be employed to highlight significant historic buildings along Third Avenue. The next phase of design will study potential sites and lighting facade treatments to celebrate landmark buildings.

**Design will be planned and coordinated with Pike/Pine Renaissance Plan, <http://www.pike-pine.org/>*



SUSPENDED LIGHT INSTALLATION



HISTORIC FACADE LIGHTING



TREE LIGHTING



LIGHT COLUMN FAMILY



CATENARY LIGHTING

Segment-Specific Strategies

The existing street trees on Third Avenue create a softer edge along the corridor while providing environmental benefits. Therefore, the design approach identifies opportunities to expand the network of street trees and recommends infrastructural improvements to create a healthier growing environment for trees.

TREES

Street Trees

In addition to expanding and infilling trees where possible, existing trees will be pruned and opened up to enhance pedestrian site lines and allow both natural and artificial light to reach the sidewalk.



BELLTOWN

In Belltown the wide right-of-way and relatively low level of street activity make it feasible to expand tree wells and plantings.



PLANTINGS WITH PROTECTION RAILS

BUSINESS DISTRICT/PIONEER SQUARE

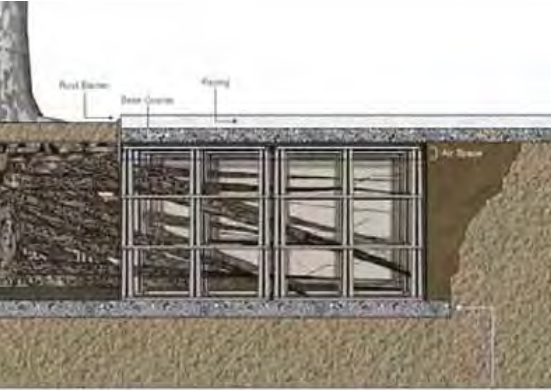
In the Business District and Pioneer Square the available sidewalk space is limited and the ground plane is impacted by the high density of pedestrian traffic. Here the focus is on both surface and subsurface techniques that support healthy tree growth.



PAVER GRATE SYSTEM

Paver Grate System

Utilizing a paver grate system on the surface of tree beds will support the growth of healthy street trees while maximizing the usable space of the sidewalk. A tray holds permeable unit pavers above the tree roots and allows the soil to intake air and water. The unit pavers would be the same as those in the Amenity Zone.



SILVA CELL SECTION

Silva Cells

Silva Cells is a proprietary, modular subsurface system that provides high-quality uncompacted soil volumes to grow trees and manage stormwater. The Silva Cell is composed of a frame and deck which can be stacked to support hardscape while allowing ample room for air and water to penetrate into the soil. Maintaining the trees and the the surface treatment is integral in the overall performance of the system. The main components of the system are the Silva Cell units, piping, trees/vegetation, and surface treatment. General maintenance concerns are to keep the tree opening clear of obstructions such as trash and debris, while the pipes should be checked after major storm events or annually. The trees and vegetation should be pruned and monitored as needed. Routine maintenance and inspection activites for the above-ground features will be similar to that of a standard street tree or sidewalk. The maintenance for the below-ground features will be similar to that of an underdrain or footing drain system. In the case that Silva Cells are not applicable, structural soil can be used.

Segment-Specific Strategies

In addition to street trees, plantings contribute to creating a softer edge and more inviting environment on Third Avenue. The design approach is to optimize plantings in the right-of-way while accommodating for the variety of demands and uses of a transit corridor.

PLANTING

Planters

The plant palette will include hardy, low maintenance plants augmented by species with seasonal interest. Plantings will be selected and maintained to appropriate heights so as not to obscure sight lines for vehicles. The planter design will not impede on transit operations.

BELLTOWN

In Belltown pedestrian traffic is light and the wide right-of-way allows existing tree wells to be expanded in size. Trees within the wells will be surrounded by lush plantings with protection rails installed to prevent damage from dogs and foot traffic. Besides plant protection, these rails offer a design opportunity to integrate art and add to the visual identity of the corridor. The 2' curb will provide a buffer from adjacent parked car doors.

BUSINESS DISTRICT

In the Business District, planters are not proposed due to the curb length required by bus and loading zones. Given the dense pedestrian traffic and transit demands, ground level plantings are minimized, and steps are taken to ensure the continued health of new and existing street trees. In the event that subsurface utilities may preclude growing room for healthy street trees, raised planters are proposed. The inclusion of raised planters will be determined in the subsequent phases of design.

PIONEER SQUARE

In Pioneer Square the narrower sidewalks limit the area available for trees. New trees and planters are proposed at widened sidewalks and Activity Nodes as appropriate.



PLANTINGS WITH PROTECTION RAILS



PLANTED CURB BULBS



RAISED PLANTERS

SEATING

Seating

Seating is carefully placed along the corridor. In the interest of facilitating movement and reducing clutter, it is located outside of the flow of bus operations and pedestrian traffic. Seating configurations are compact and flexible, designed to minimize sidewalk clutter and discourage loitering.

BELLTOWN

Existing Transit Seating

These are the seats and lean rails integrated into the existing Rapid Ride shelters in Belltown.

Informal Seating

Located at activity nodes, these will be placed where there are stewardship opportunities for adjacent businesses and residents.

Benches

Located at activity nodes, these will be placed where there are stewardship opportunities for adjacent businesses and residents. A signature bench with moveable back is proposed.

Seat Bollards

Located adjacent to activity nodes and bus stops, these provide flexible, single occupant seating with a small footprint. A custom design using reclaimed granite curbing is proposed.

BUSINESS DISTRICT

Transit Seating

All seating in the Business District is integrated into the Transit Canopies. The design will support one or two occupants per seat and preclude lounging or sleeping.

PIONEER SQUARE

Transit Seating

Integrated into the Transit Canopies, the design will support one or two occupants per seat and preclude lounging or sleeping.

Informal Seating

Located at activity nodes, these will be placed where there are stewardship opportunities for adjacent businesses and residents. At the corner of Third and Yesler, terraced seating is proposed with views to Union Station Square and City Hall Park (see pg 48).

Seat Bollards

Located within activity nodes these provide flexible, single occupant seating with a small footprint. Existing bollards are located at Union Square Station Park.



SEAT BOLLARDS



BENCHES



INFORMAL SEATING



TRANSIT-RELATED SEATING



TERRACED SEATING

BLANK FACADES

Art Murals

Where there are blank facades in Business District and Pioneer Square, art murals have been proposed to enliven the street. Given that murals will be designed with the community and with the neighborhood context in mind, they may vary in style throughout the corridor. Due to their low cost, they can evolve and change over time.



INTERSECTION TREATMENT

Concrete Scoring

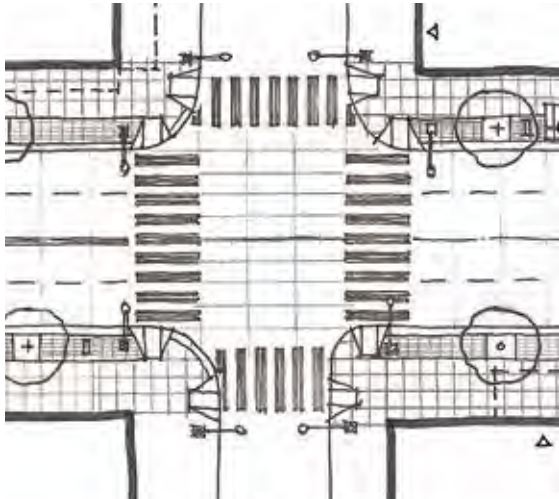
Throughout the entire corridor, intersections will be marked through scoring the concrete roadway into smaller panels. This durable treatment will withstand the wear of the transit corridor.

Inlaid Street Names

Intersections will also be identified by continuing the inlaid street name treatment that exists downtown today. This treatment will extend from Belltown to the Business District.

Raised East-West Intersection Crossings

Raised intersection crossings are proposed at Green Street intersections in Belltown to send the message that pedestrians are important and welcome. The east and west crossings would be raised while the grade of the Third Avenue roadway is not.



CONCRETE SCORING INTO SMALLER PANELS



INLAID STREET NAMES AT CORNERS



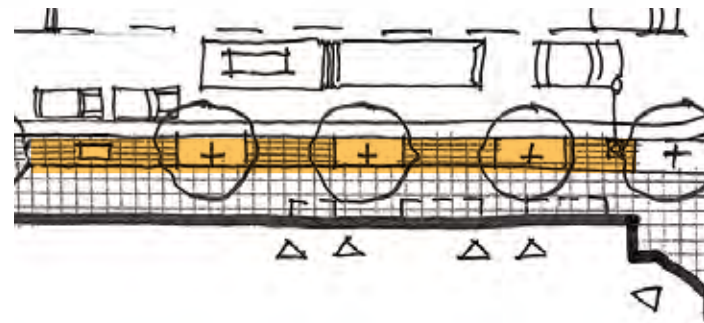
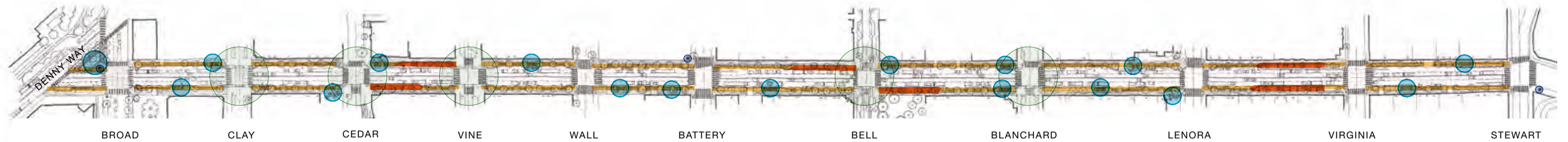
RAISED E-W INTERSECTION CROSSINGS (BELL ST. SHOWN)

3

*Concept
Plans*

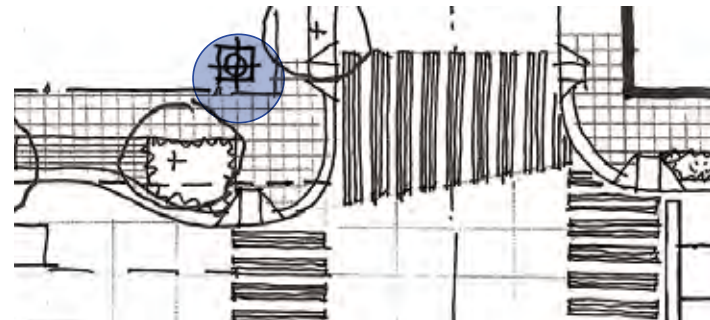
Belltown Concept

In Belltown the design concept capitalizes on opportunities to enhance the green quality of the neighborhood. The existing network of street trees is completed and measures are taken to improve tree health. The wide right-of-way offers space for intensive plantings and pedestrian amenities that are suited to this residential neighborhood.



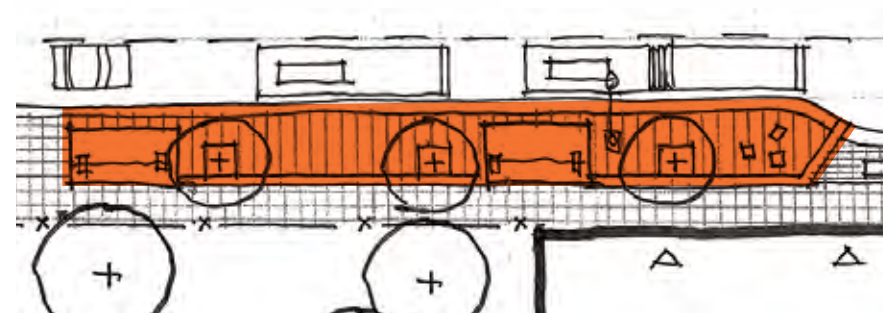
Amenity Zone

In Belltown the Amenity Zone is characterized by the continuous 2' curb and feature paving present throughout the corridor. The wide right-of-way provides opportunities for expanded pedestrian amenities. Increased planting areas occur at new curb bulbs both at intersections and at mid-block.



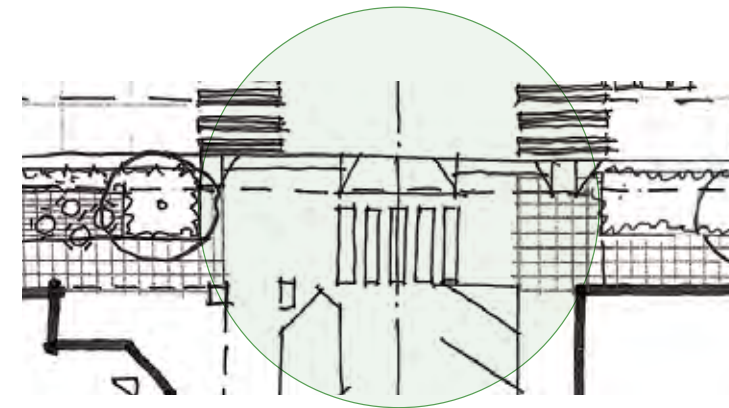
Corridor Identity Columns

Identity columns are spaced throughout the neighborhood to act as wayfinding markers for travelers in both the north/south and east/west directions.



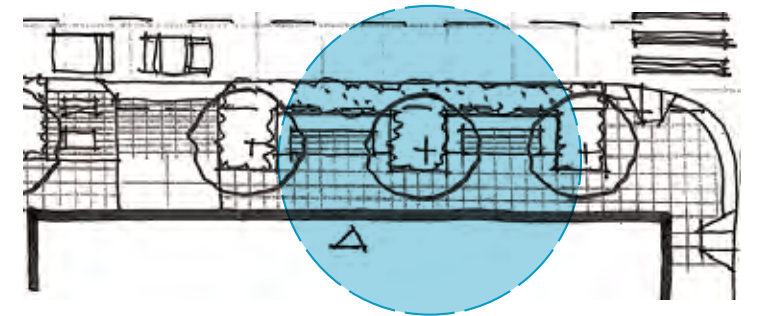
Rapid Ride Bus Stop

All bus routes in Belltown utilize the new Rapid Ride shelters, which will remain. The curb may be replaced with the signature 2' red curb that identifies the rest of the corridor.



Green Street Intersections

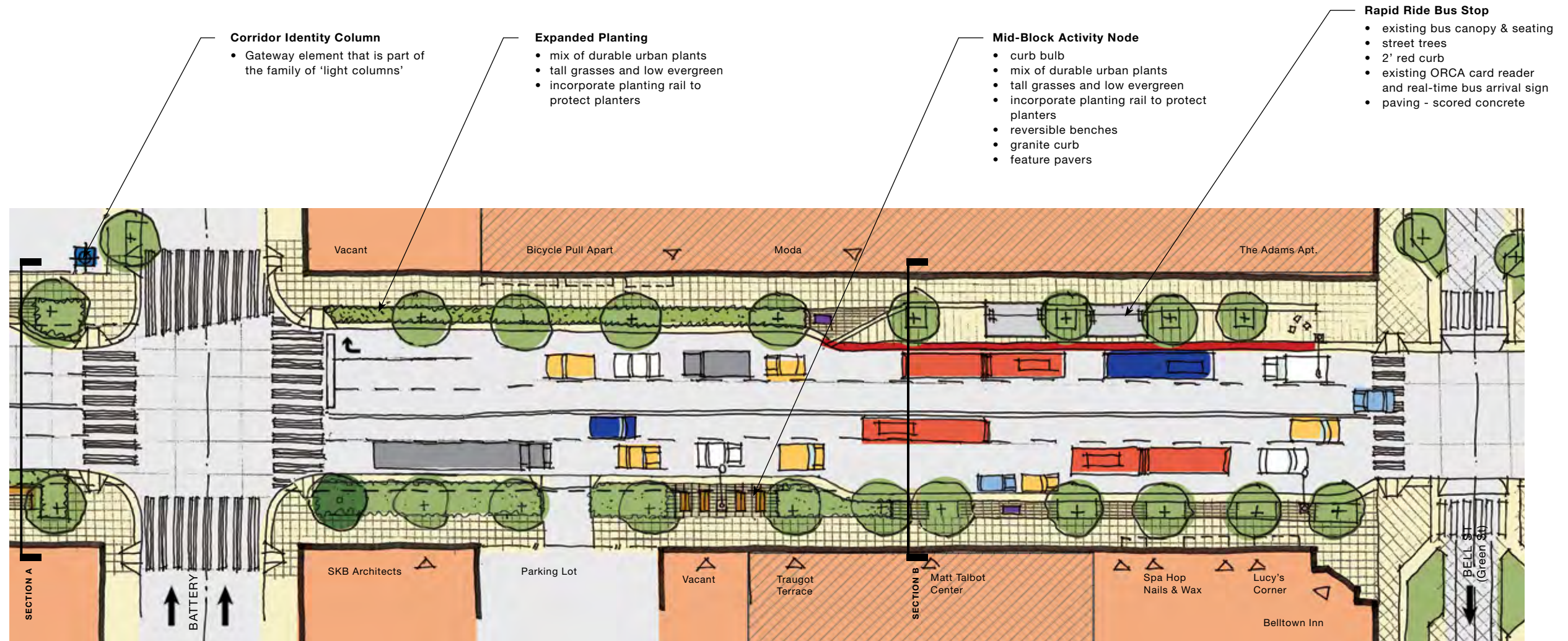
At the five Green Street intersections expanded curb bulbs, enhanced planting areas and a raised roadway crossing will serve to calm traffic and shift the priority of these streets from vehicles to pedestrians. Raised intersection crossings are not proposed at other streets, where vehicular traffic still takes precedence. Standard intersection crossings will remain to accommodate right turns by transit at Blanchard and Cedar.



Activity Node

Activity Nodes are home to informal seating opportunities, intensive plantings, and potential program spaces for elements such as food trucks and art installations. The 10% concept plans illustrate suggested locations for activity nodes. In the subsequent phases, the locations will be further refined based on supporting adjacent land use, visibility, and opportunities for stewardship. These nodes would be implemented in conjunction with a private partner.

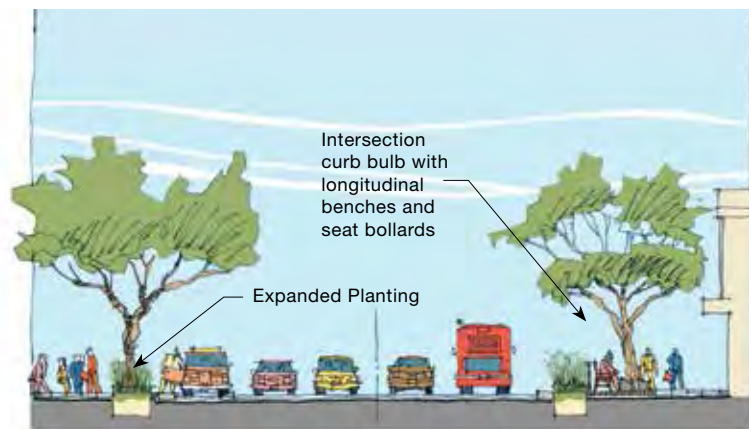
Battery to Bell St. Concept Plan



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

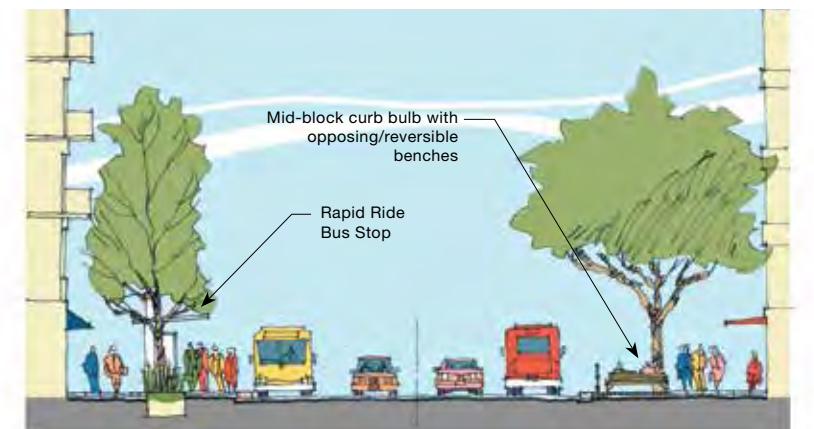
BATTERY TO BELL ST PLAN



SECTION A At Battery looking south



LONGITUDINAL BENCHES



SECTION B Between Bell and Battery looking south



Bell to Blanchard St. Concept Plan

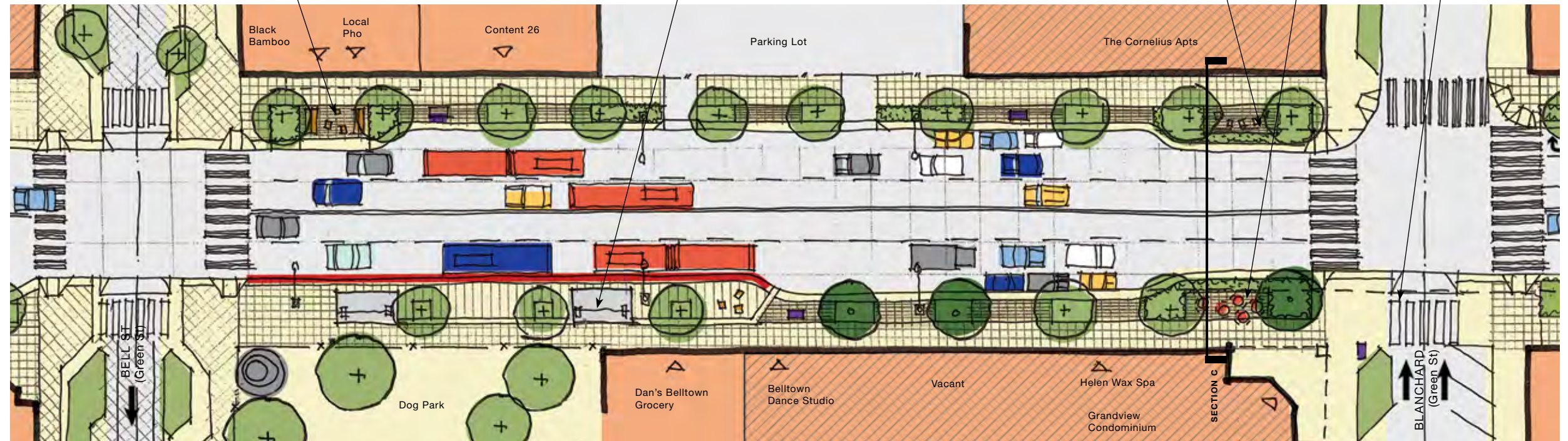
- Intersection Activity Node**
- curb bulb
 - mix of durable urban plants
 - tall grasses and low evergreen
 - incorporate planting rail to protect planters
 - seat bollards
 - opposing benches
 - granite curb
 - feature pavers

- Rapid Ride Bus Stop**
- existing bus canopy
 - seating
 - street trees
 - 2' red curb
 - existing ORCA card reader and real time bus arrival sign
 - paving - scored concrete

- Intersection Activity Node**
- curb bulb
 - mix of durable urban plants
 - tall grasses and low evergreen
 - incorporate planting rail to protect planters
 - seat bollards
 - granite curb
 - feature pavers

- Intersection Activity Node**
- curb bulb
 - informal seating
 - movable tables, chairs, umbrellas
 - sponsored by private business
 - mix of durable urban plants
 - tall grasses and low evergreen
 - incorporate planting rail to protect planters

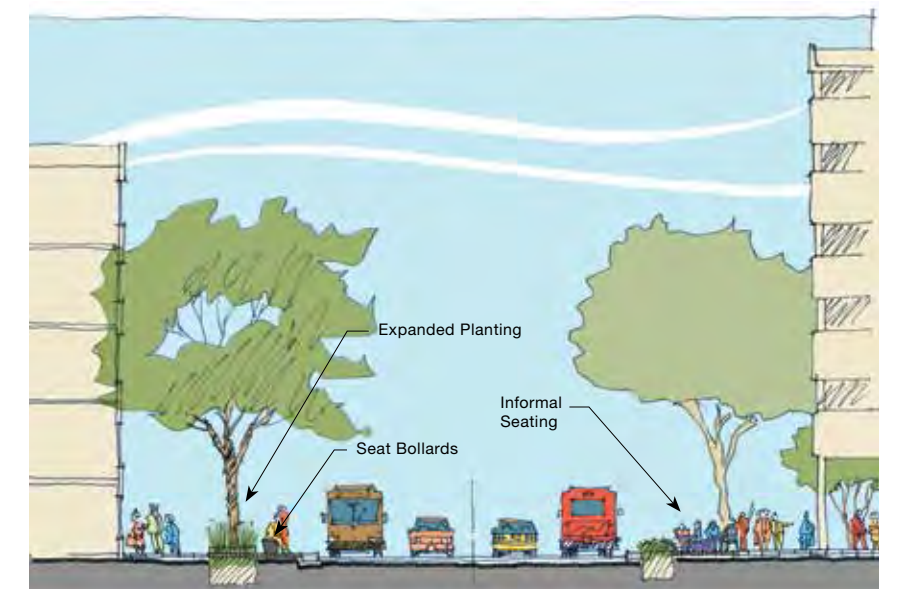
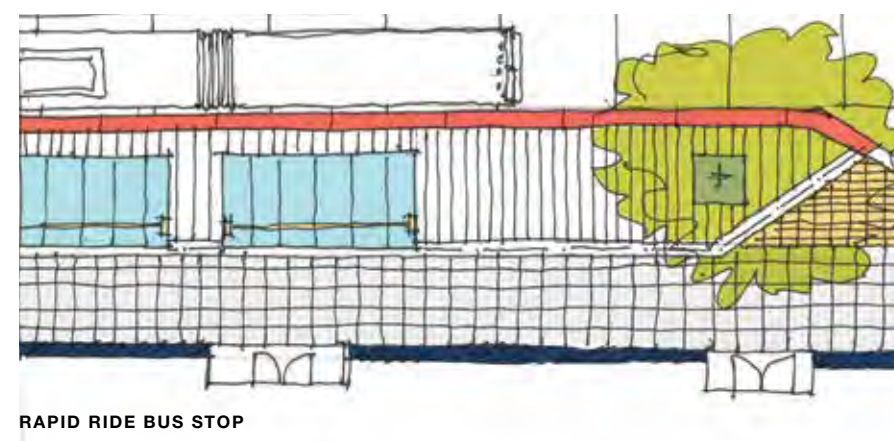
Raised intersection crossing



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

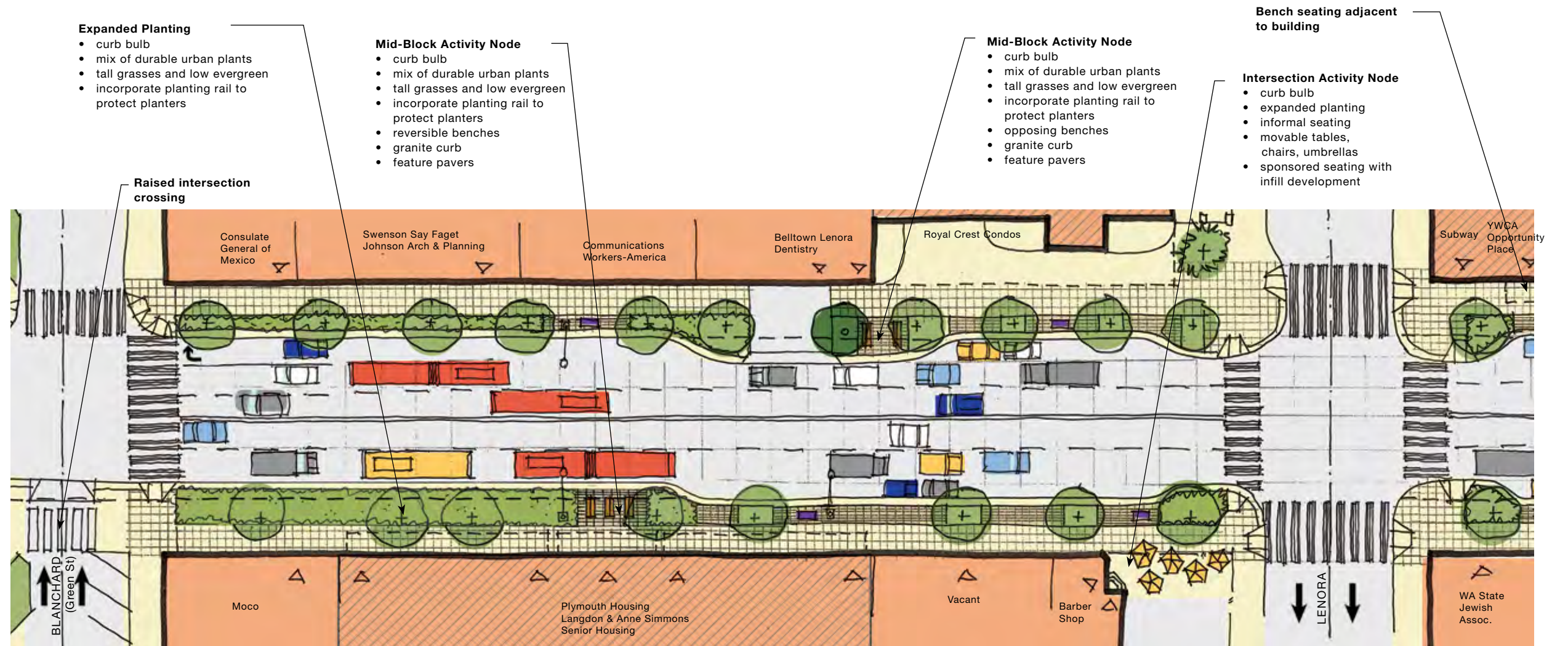
BELL TO BLANCHARD ST PLAN



SECTION C At Blanchard looking south



Blanchard to Lenora St. Concept Plan



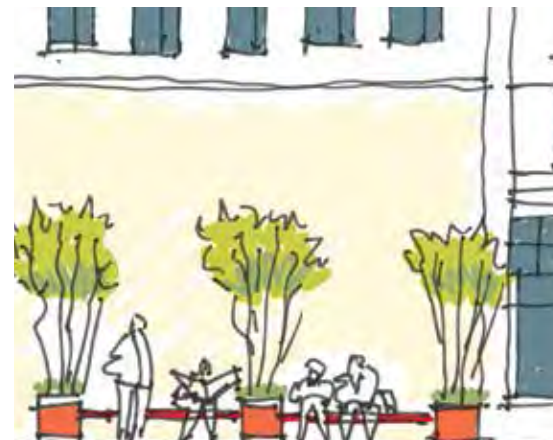
LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" red concrete curb (bus zone)
Building awnings	Seating
Entrances	Planting with protection rail
ITS Kiosk	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

BLANCHARD TO LENORA ST PLAN



REVERSIBLE BENCHES



BENCH SEATING ADJACENT TO BUILDING



INFORMAL SEATING



EXPANDED PLANTING

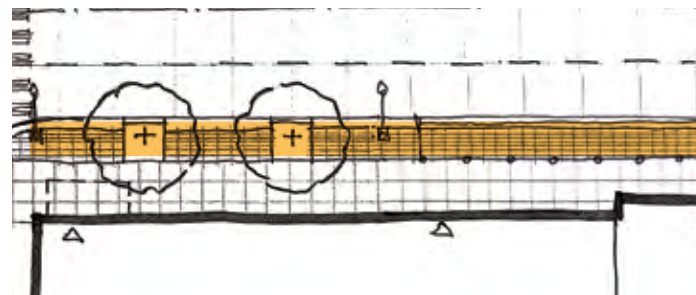
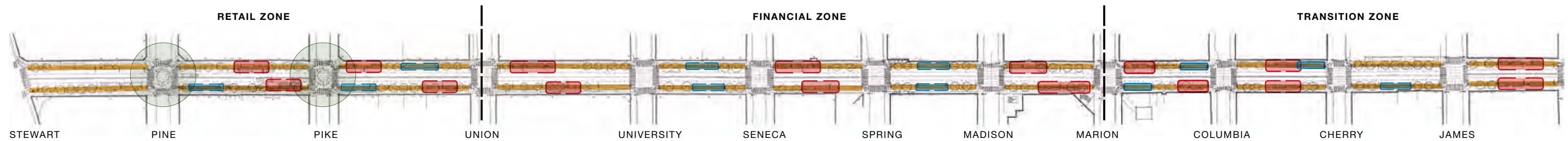
Belltown
Perspective



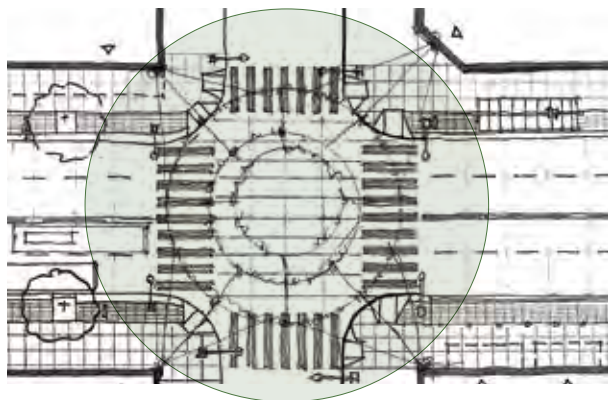
AT THIRD AND CEDAR LOOKING SOUTHEAST

Business District Concept

In the Business District vehicular use of the street is restricted and bus transit operations are the priority. Here the design concept relies on bold strokes to improve transit functions and maximize pedestrian safety and mobility.



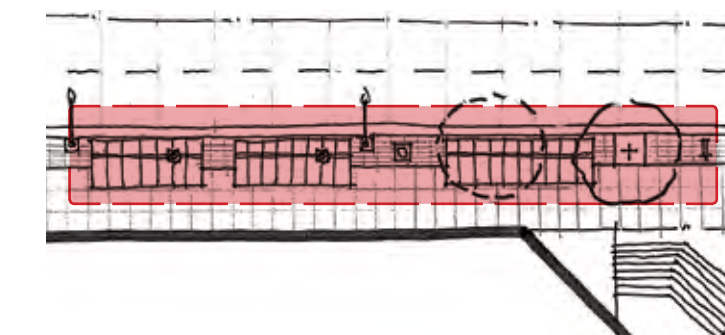
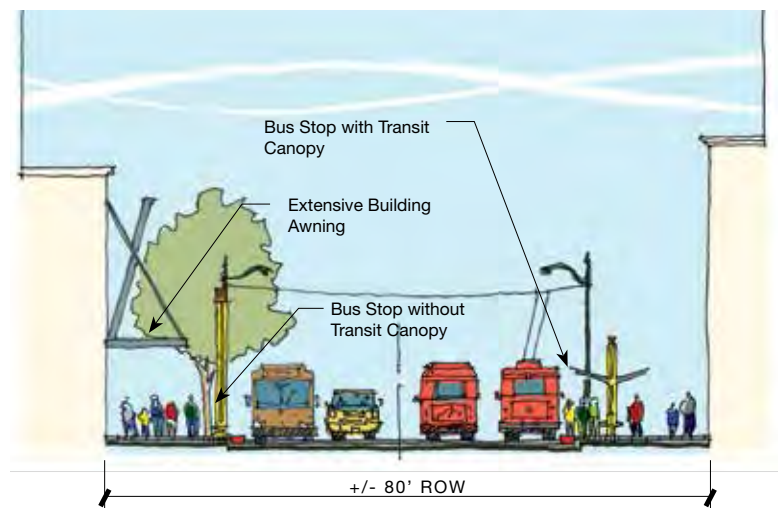
Amenity Zone
Due to the number of bus blocks in the Business District, the 2' red curb and continuous swath of feature paving will be the primary identifying and organizing element.



Suspended Intersection Lights/Concrete Scoring
Special light installations mark the intersection of Third Avenue with the Pike/ Pine Corridor,* signifying the retail core of downtown. For all intersections, the concrete roadway would be scored as smaller panels.

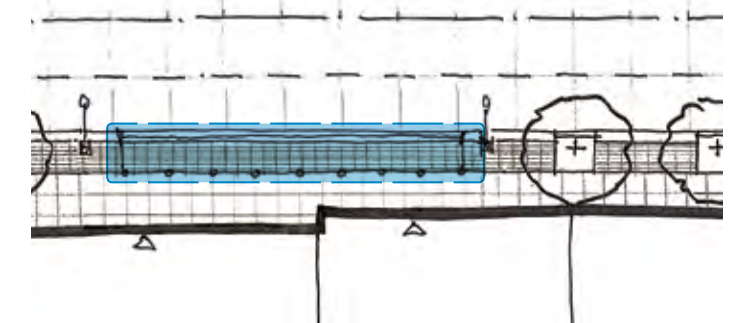
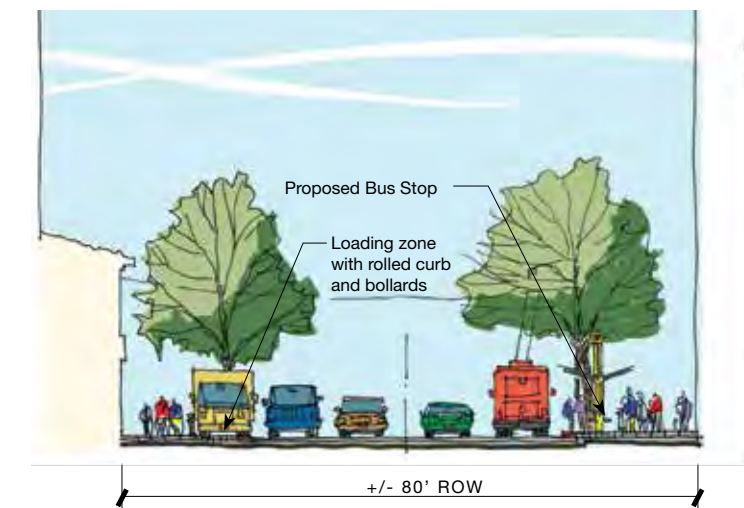
*Design will be planned and coordinated with Pike/Pine Renaissance Plan, <http://www.pike-pine.org/>

SECTION Between Union and University looking North



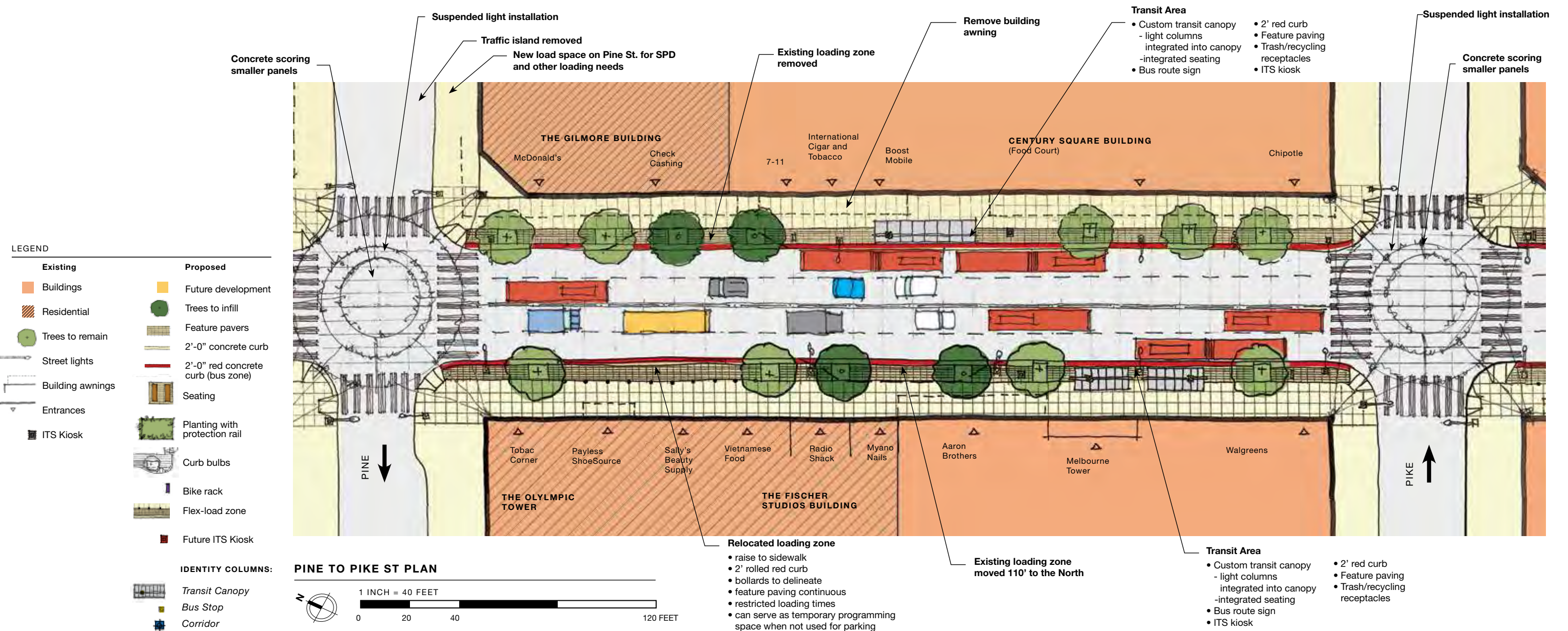
Bus Stop
Bus Stops occur on the majority of the blocks in the Business District. Custom canopies include corridor identity columns, and transit related seating and amenities. Where extensive building awnings are present, they assume the canopy function, and identity columns are added to signify the bus stop.

SECTION Between Marion and Columbia looking North

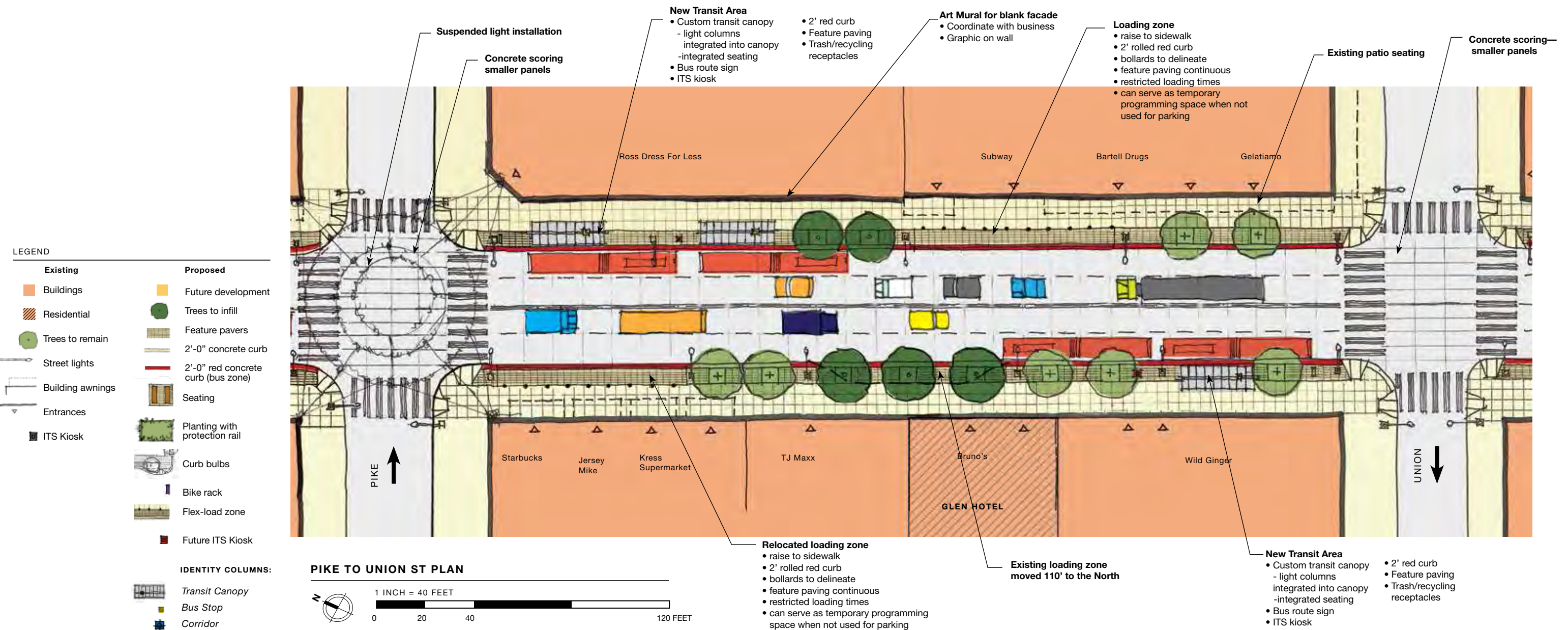


Flex-Load Zones
Loading Zones will remain on six blocks to serve the needs of adjacent residents and businesses. Feature paving and a rolled 2' curb are extended through the pullout space to maintain the visual continuity of the Amenity Zone. Bollards will be placed between vehicles and pedestrians for safety. These areas may be used as program spaces when parking is not needed.

Pine to Pike St. Concept Plan



Pike to Union St. Concept Plan



Union to University St. Concept Plan



Concrete scoring—
smaller panels

Transit Area

- Custom transit canopy
- light columns
- integrated seating
- Bus route sign

- 2' red curb
- Feature paving
- Trash/recycling receptacles
- ITS kiosk

Art Mural for blank facade

- Coordinate with business
- Graphic on wall

Concrete scoring—
smaller panels

LEGEND

Existing

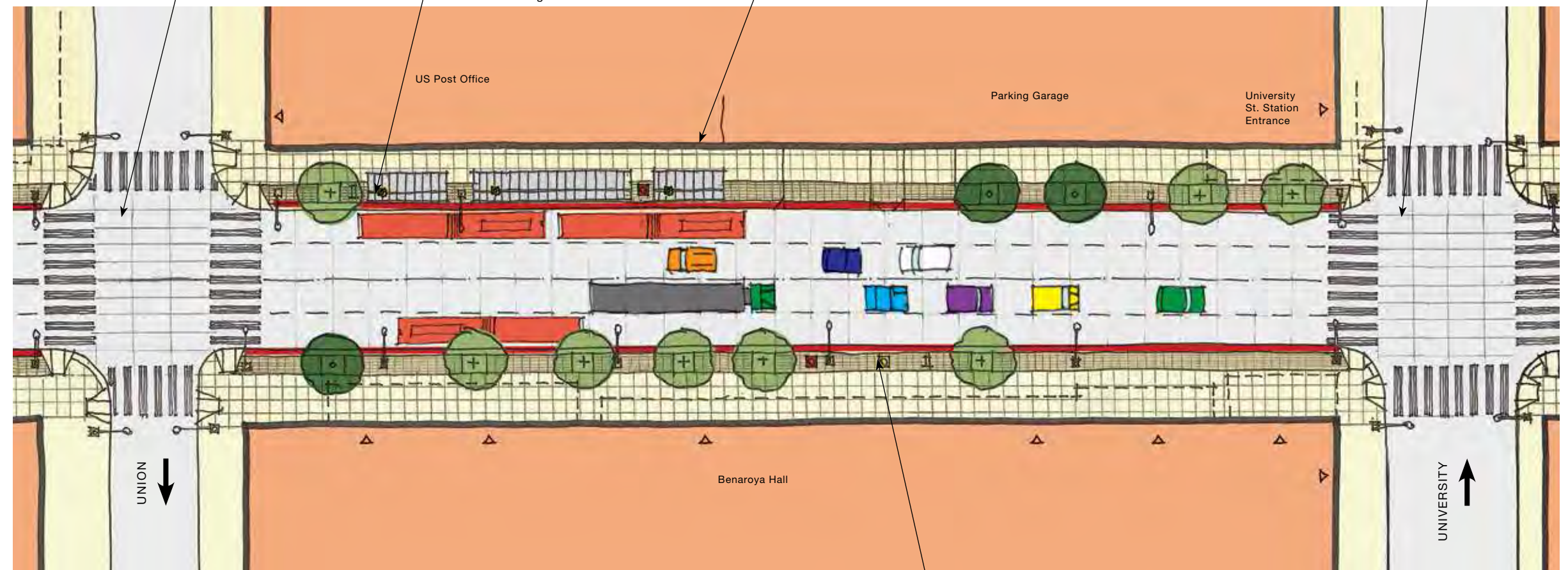
- Buildings
- Residential
- Trees to remain
- Street lights
- Building awnings
- Entrances
- ITS Kiosk

Proposed

- Future development
- Trees to infill
- Feature pavers
- 2'-0" concrete curb
- 2'-0" red concrete curb (bus zone)
- Seating
- Planting with protection rail
- Curb bulbs
- Bike rack
- Flex-load zone
- Future ITS Kiosk

IDENTITY COLUMNS:

- Transit Canopy
- Bus Stop
- Corridor



UNION TO UNIVERSITY ST PLAN



1 INCH = 40 FEET

0 20 40 120 FEET

Transit Area

- Light column marking bus stop
- Bus route sign
- Future ITS kiosk

- 2' red curb
- Feature paving
- Trash/recycling receptacles

Marion to Columbia St.
Concept Plan

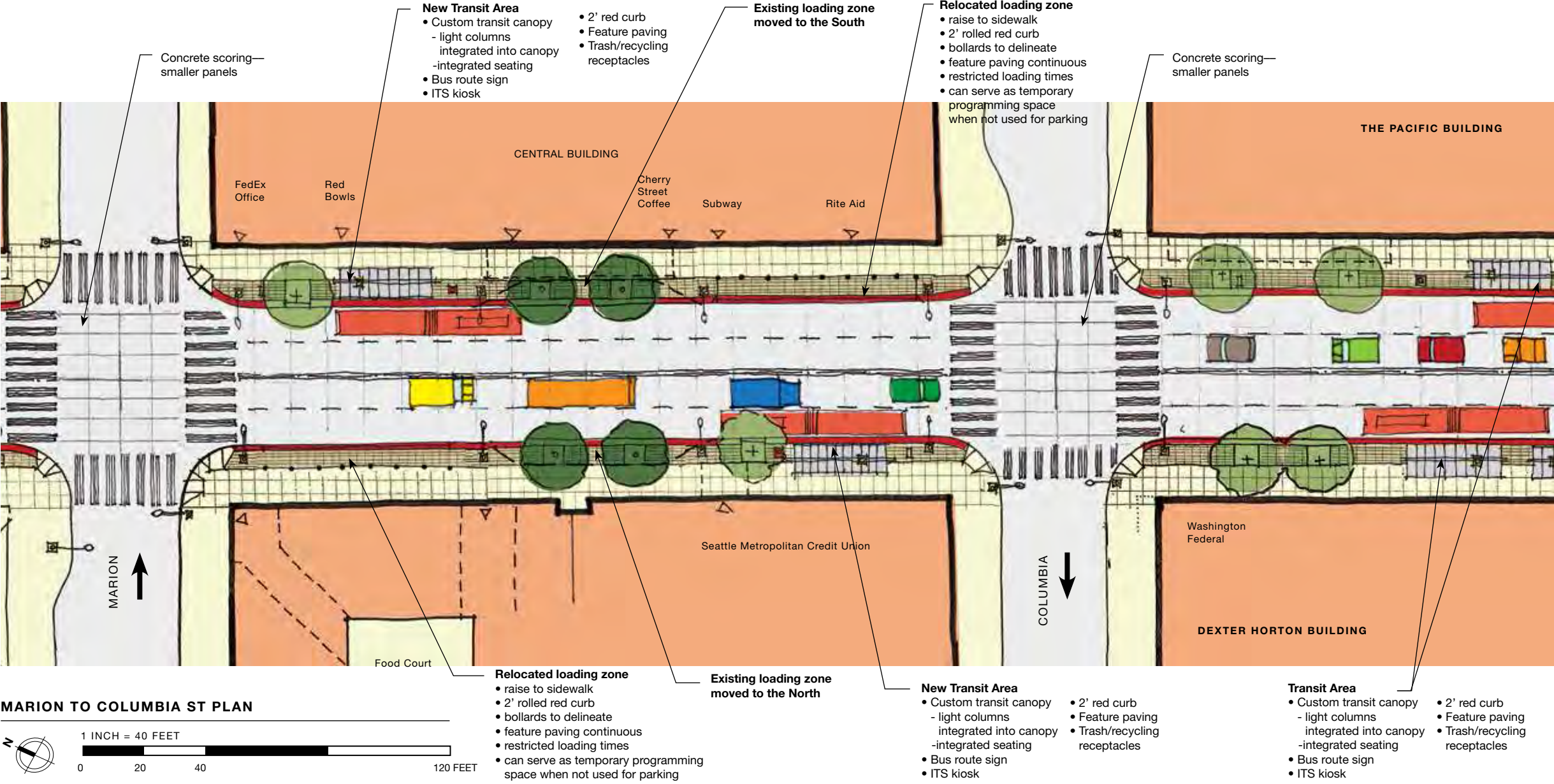


LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk

IDENTITY COLUMNS:

Transit Canopy	2' red curb
Bus Stop	Feature paving
Corridor	Trash/recycling receptacles



Business District Perspective

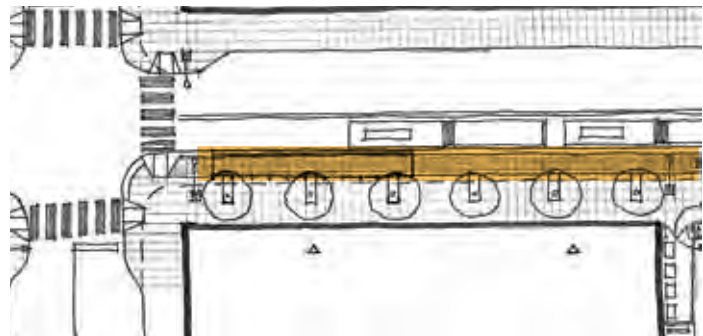
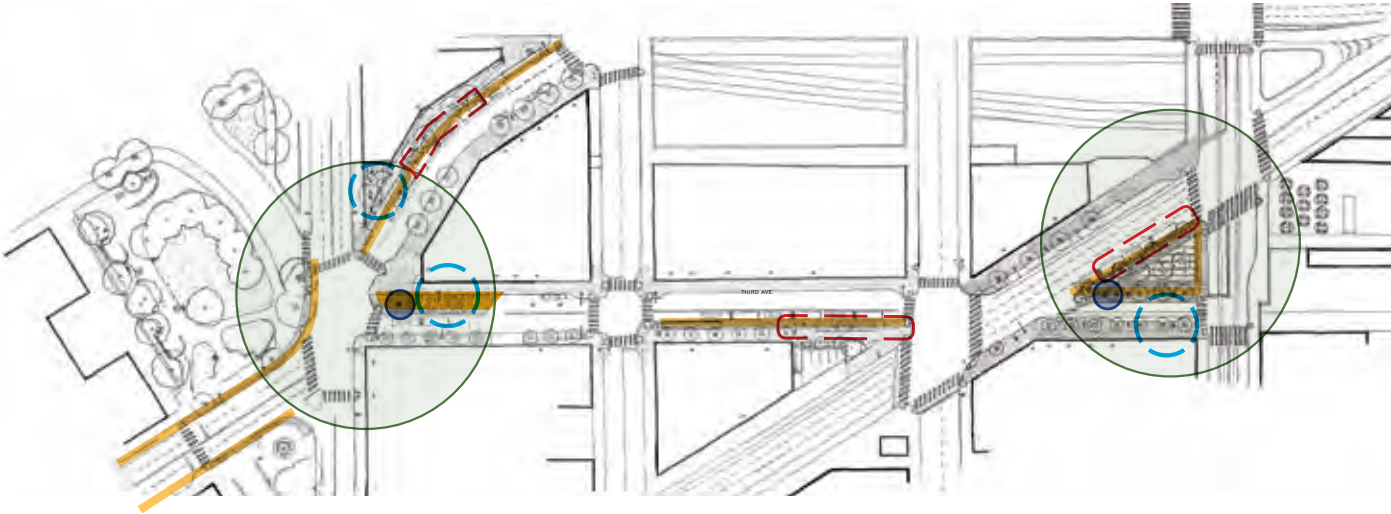


AT THIRD AND PIKE LOOKING NORTH

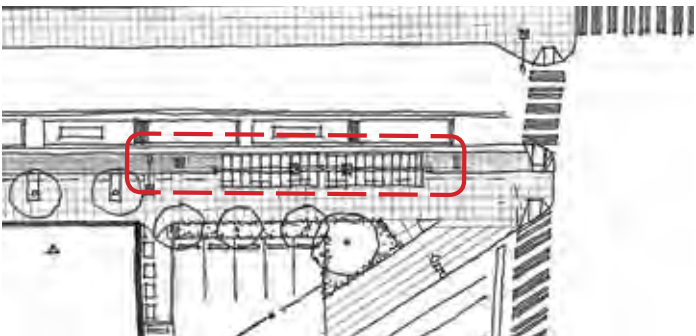
Pioneer Square Concept

At Pioneer Square the street grid shifts, the right-of-way becomes narrower, and there's a change in topography. Buses are dispersed to three streets- Third Avenue, Second Avenue and Prefontaine Place.

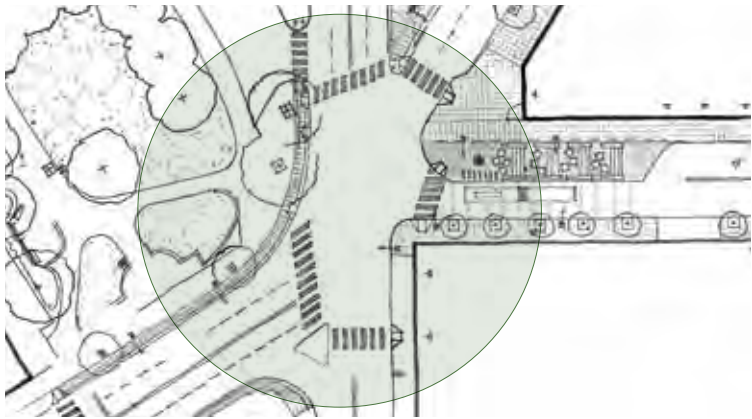
The north/south clarity of the corridor is disrupted and wayfinding becomes more important. The design relies less on the continuity of the ground plane, and more on specific interventions that are unique to the historic Pioneer Square neighborhood.



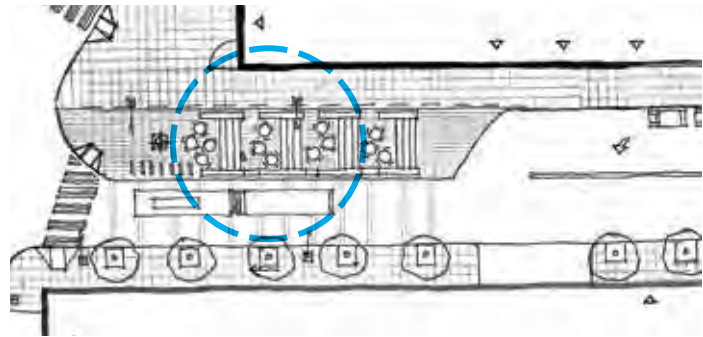
Amenity zone
The 2' curb and feature paving are used intermittently depending on available sidewalk width and an association with either Bus Stops or Activity Nodes.



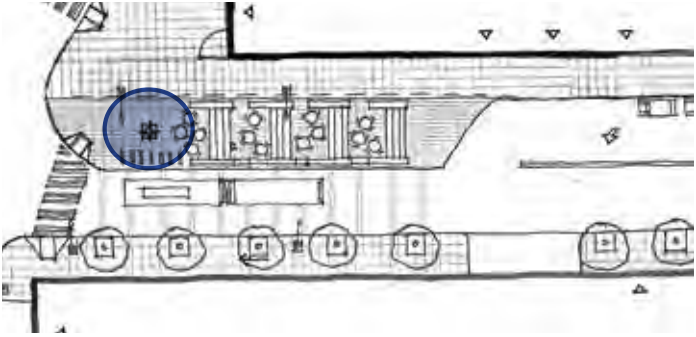
Bus Stop
Custom canopies are tailored in length and width to the amount of space available. Canopies include corridor identity columns and transit related seating and amenities.



Green Connection Points
There are two five-way intersections located adjacent to neighborhood parks. Because bus routes are multi-directional at these intersections, Corridor Identity Markers and other wayfinding devices are used to strengthen the visual identity of the corridor.



Activity Nodes
Activity nodes are located adjacent to uses that offer stewardship opportunities, and will contain special design features such as terraced seating, lighting, and wayfinding elements.



Corridor Identity Column
Two Identity Columns are placed to signify the corridor at five-way intersections.

Prefontaine Place S Concept Plan

Plaza

- "Catenary" lights
- steps down to restaurant

Bus Stop

- Custom Transit Canopy
- Expanded sidewalk (dashed line is existing)
- 2' red curb
- Feature paving

Loading Zone

- 2' rolled red curb
- Raised to sidewalk
- Bollards to delineate
- Feature pavers throughout

Gateway marker to signify entry to the transit corridor and mark the start of transit priority restrictions. Design to be determined.

LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor



PREFONTAINE PL S PLAN



Yesler Way to S Washington St. Concept Plan

TERRACED SEATING
View looking North on Third toward Yesler/City Hall Park



Corridor Identity Column
• Gateway element that is part of the family of 'light columns'

"Terraced Seating"
• Steps with seating bollards
• Expanded sidewalk (dashed line is existing)
• Moveable tables and chairs
• Partnership with adjacent property owners/businesses
• Bike corral

Add paving treatment for better bus traction on steep slope

Repave with COS standard 2'x 2' concrete paving

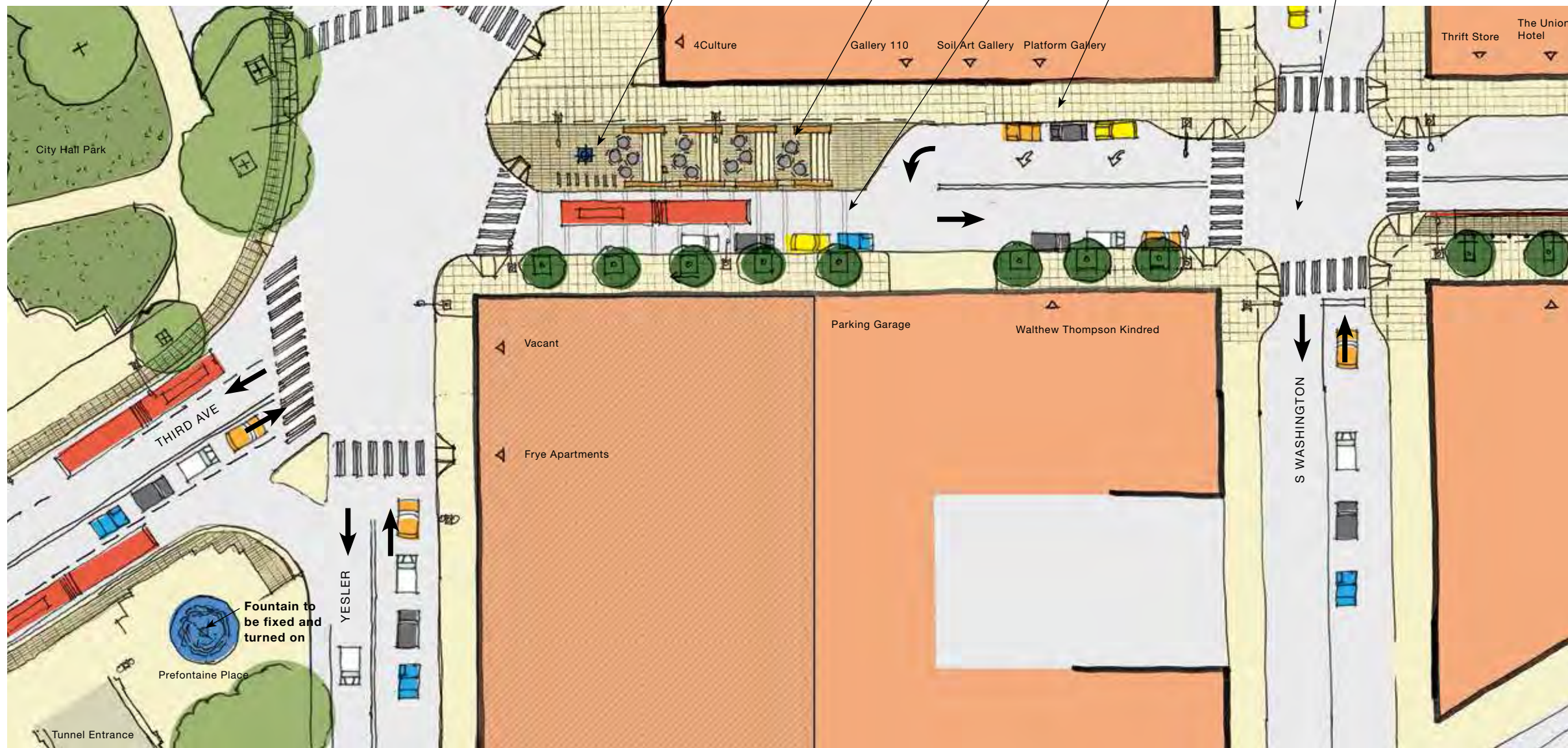
Intersection at Washington St.
• New curb bulbs at all four corners of intersection (dashed line is existing)
• Two-way stop (traffic on Third Ave does not need to stop)

LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk

IDENTITY COLUMNS:

	Transit Canopy
	Bus Stop
	Corridor



YESLER TO S WASHINGTON ST PLAN

1 INCH = 40 FEET

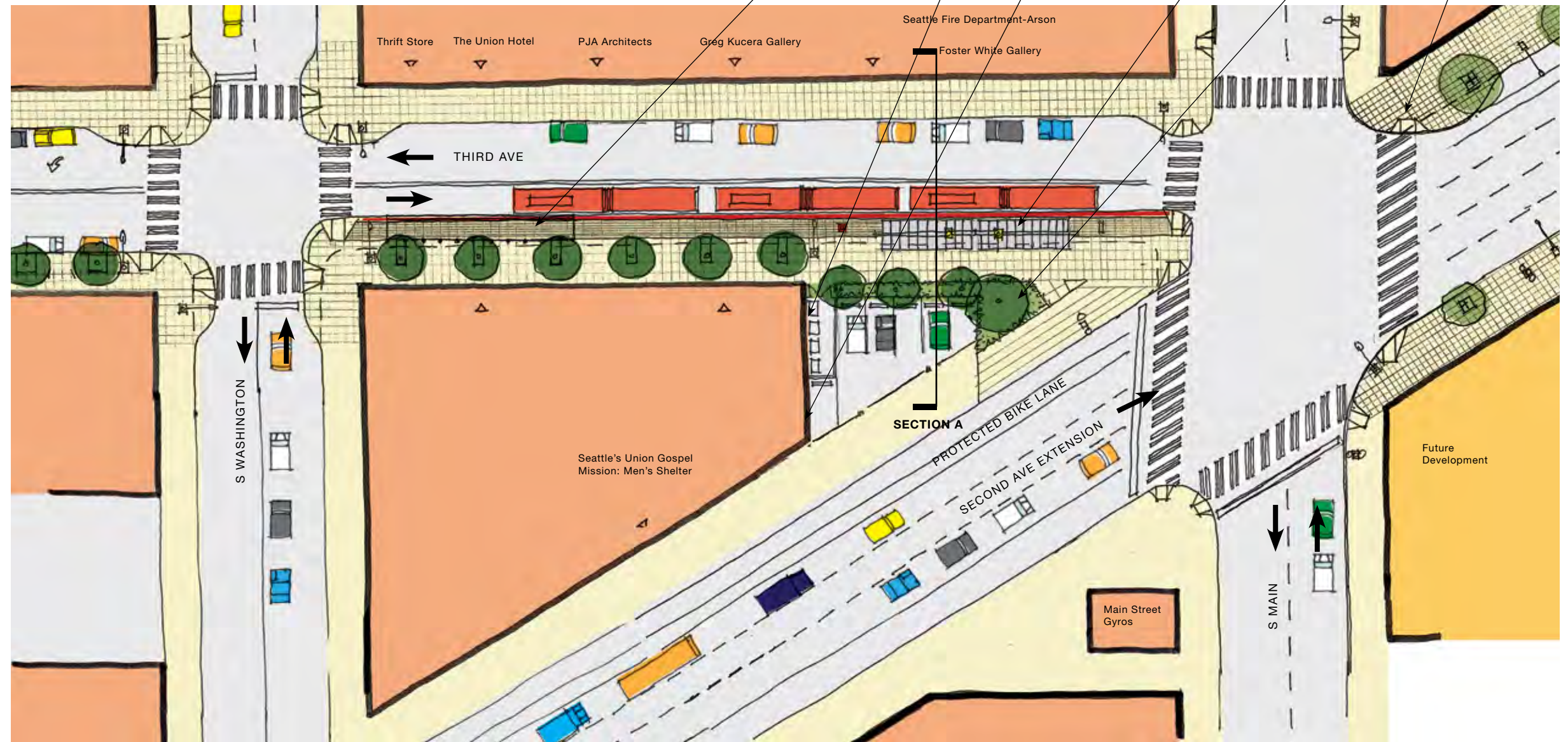
0 20 40 120 FEET

N

S Washington to S Main St. Concept Plan



SECTION A At Main and Third looking North (see pg 49)



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

S WASHINGTON TO S MAIN ST PLAN



Loading zone

- 2' rolled red curb
- Raised to sidewalk
- Bollards to delineate
- Feature pavers throughout

Trash/Recycling bins moved from Third Ave to parking lot

Art Mural on blank facade

Bus Stop

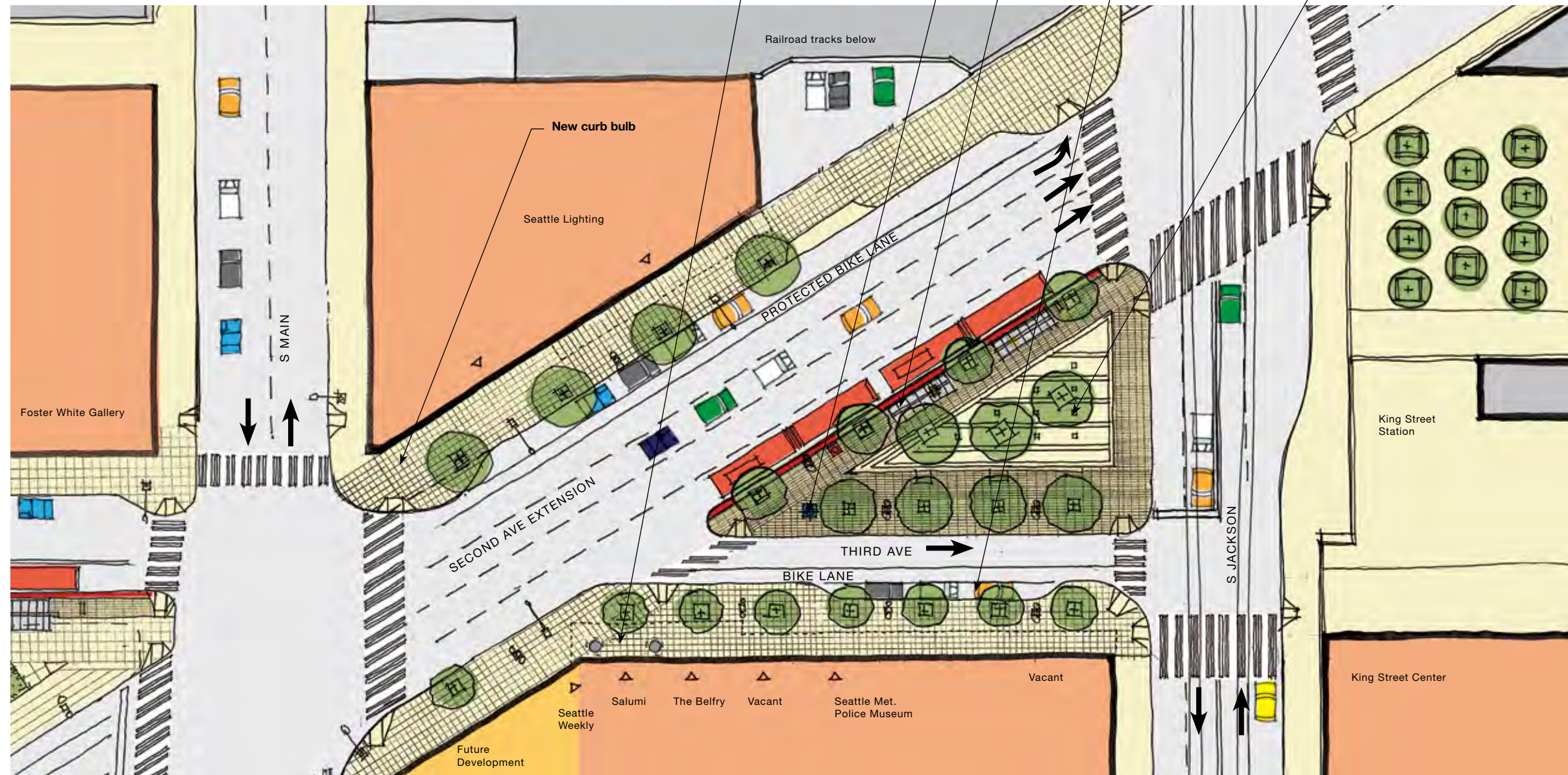
- Custom Transit Canopy - integrated 'light columns'
- Expanded sidewalk (dashed line is existing)
- 2' red curb
- Feature paving

New Plantings

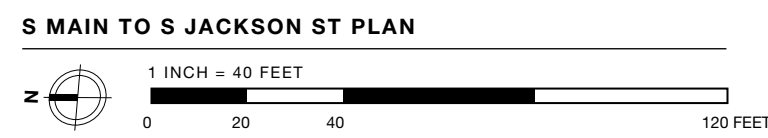
New curb bulb

S Main St. to
S Jackson St.
Concept Plan

UNION STATION SQUARE
View looking South on Third toward Jackson/King Street Station



- LEGEND
- | Existing | Proposed |
|------------------|------------------------------------|
| Buildings | Future development |
| Residential | Trees to infill |
| Trees to remain | Feature pavers |
| Street lights | 2'-0" concrete curb |
| Building awnings | 2'-0" red concrete curb (bus zone) |
| Entrances | Seating |
| ITS Kiosk | Planting with protection rail |
| | Curb bulbs |
| | Bike rack |
| | Flex-load zone |
| | Future ITS Kiosk |
- IDENTITY COLUMNS:
- Transit Canopy
 - Bus Stop
 - Corridor



Corridor Identity Column

- Bus Stop
- Custom Transit Canopy
 - integrated 'light columns'
 - 2' red curb
 - Feature paving

Moved loading zone at island to opposing side of street

Union Station Square: existing plaza to remain, repave surrounding sidewalk with feature pavers

New tables and chairs in front of restaurant

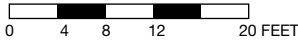
King Street Station

King Street Center

Terraced Seating



YESLER TO S WASHINGTON EAST ELEVATION

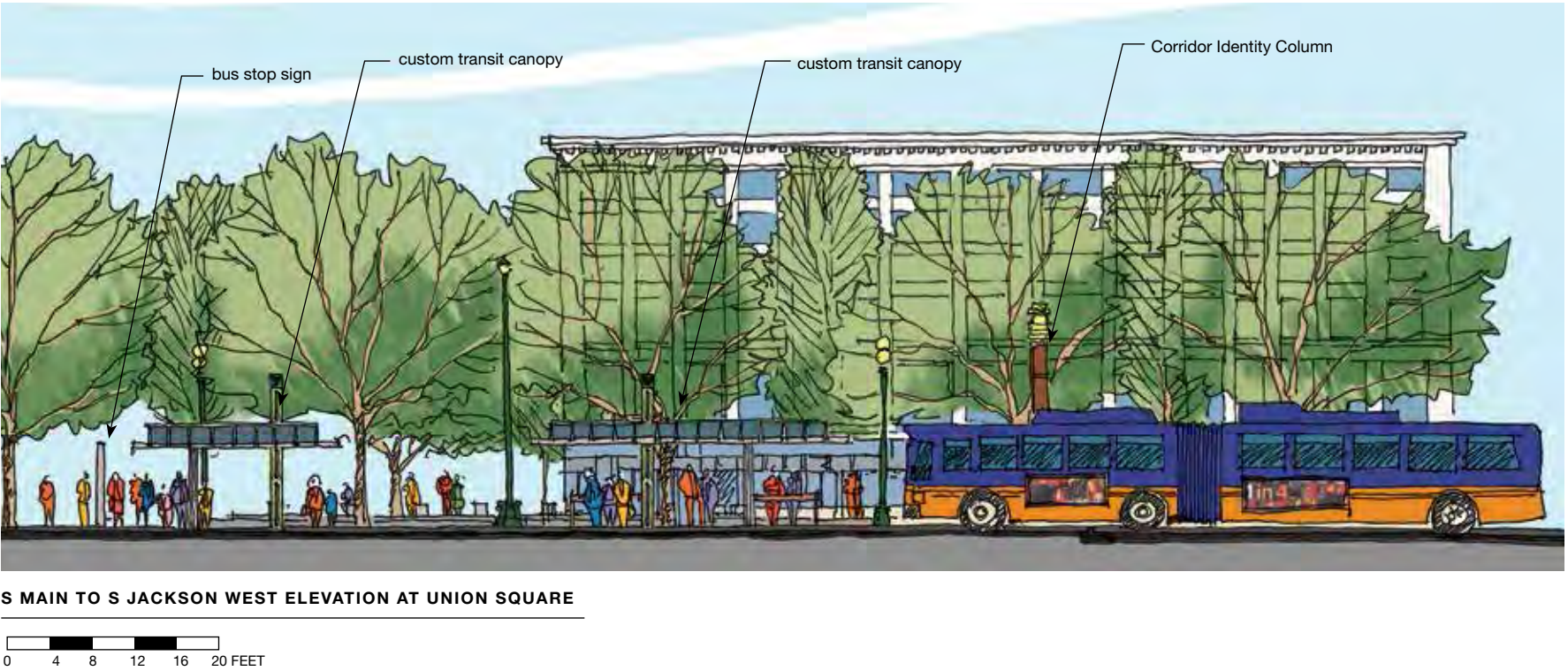
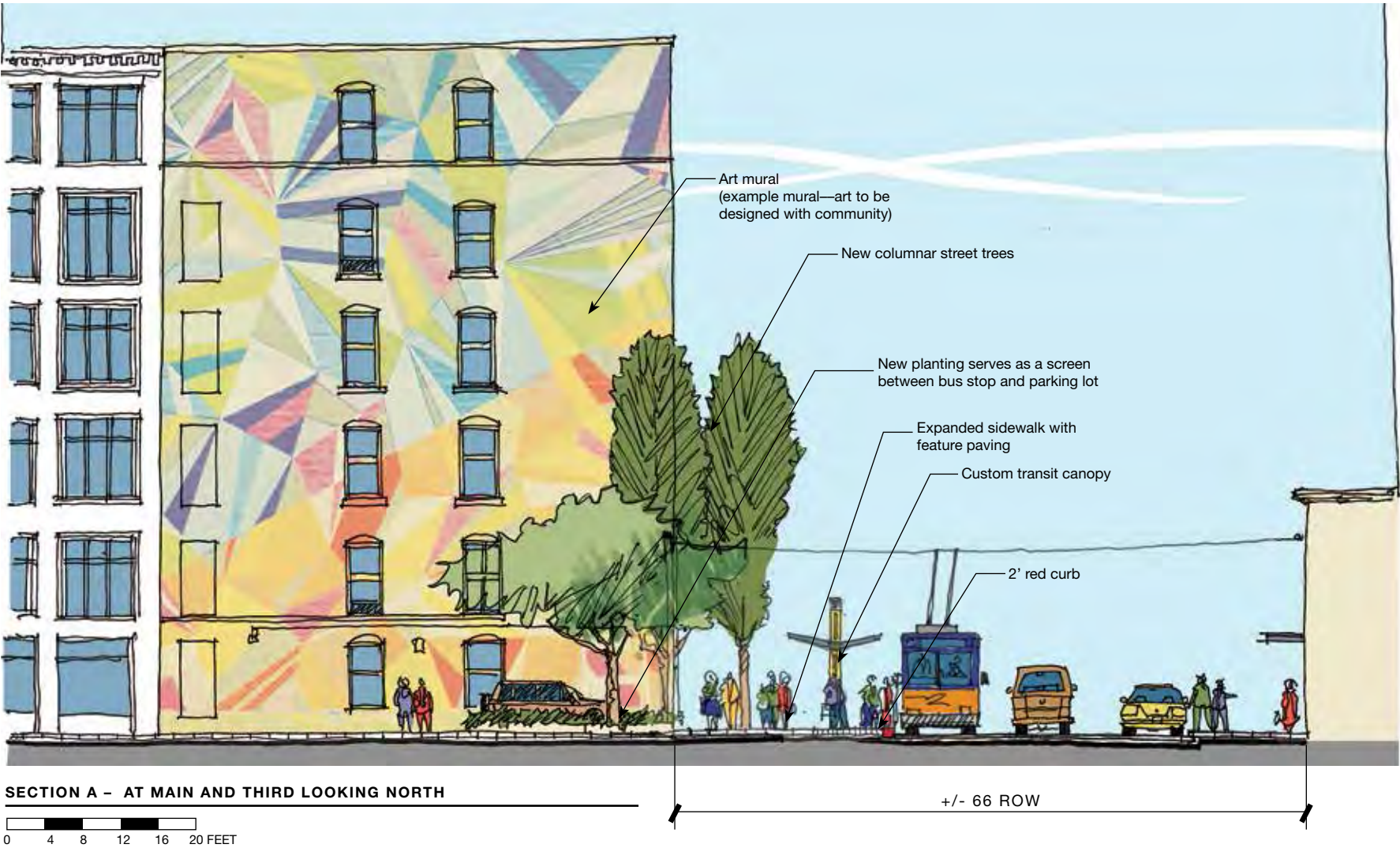


VIEW LOOKING SOUTH ON THIRD TOWARD S WASHINGTON



TERRACED SEATING AT YESLER AND THIRD LOOKING SOUTH

Concept Details



4

Appendix

Block-By-Block Plans	52
Design Outreach Summary	80
Kit of Parts Review	82
Probable Project Cost and Risk Analysis	96

Denny Way to Broad St

KEY PLAN

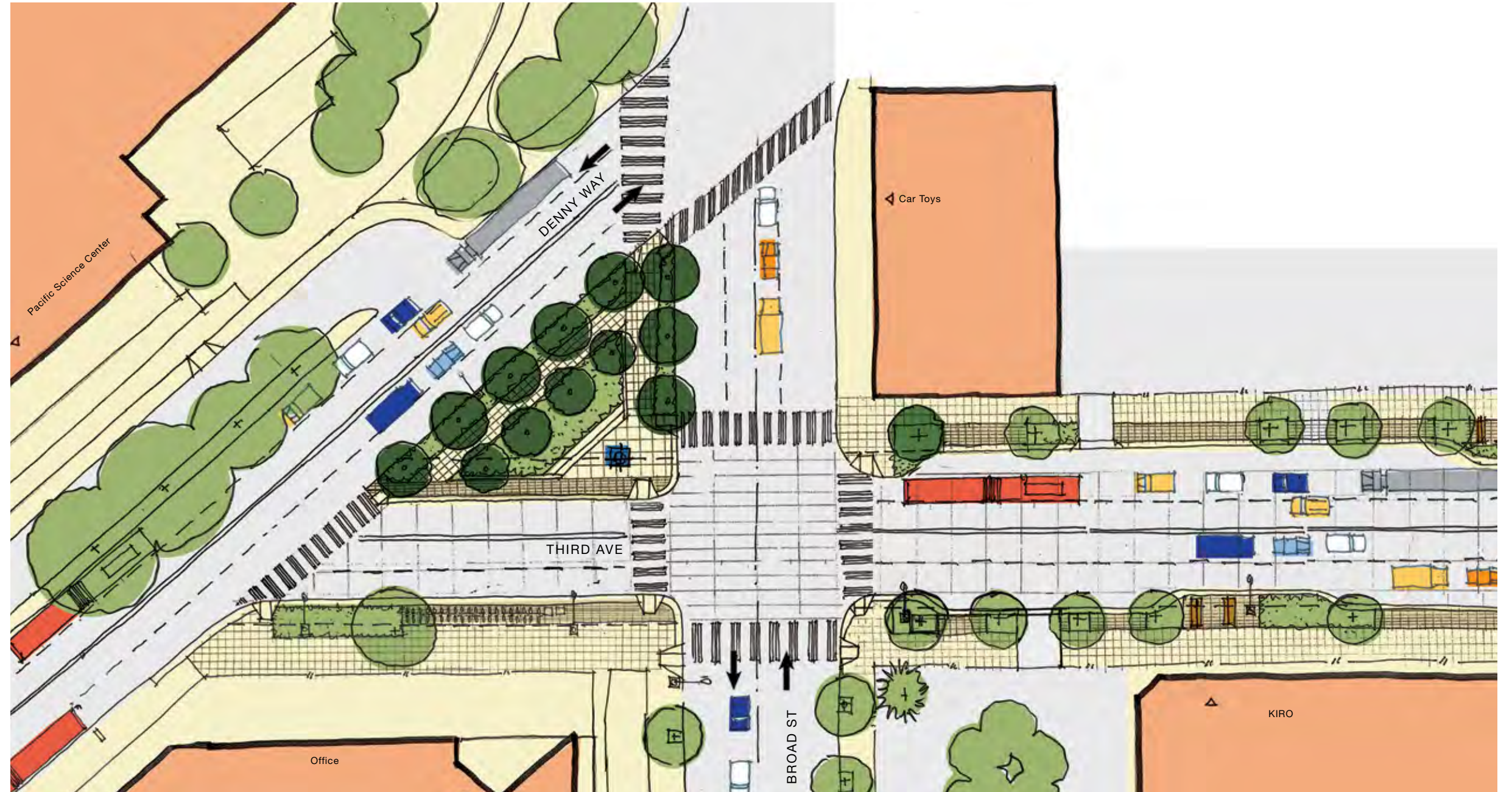


LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor



ELEVATION LOOKING EAST



ELEVATION LOOKING WEST

BELLTOWN
Broad St to Clay St

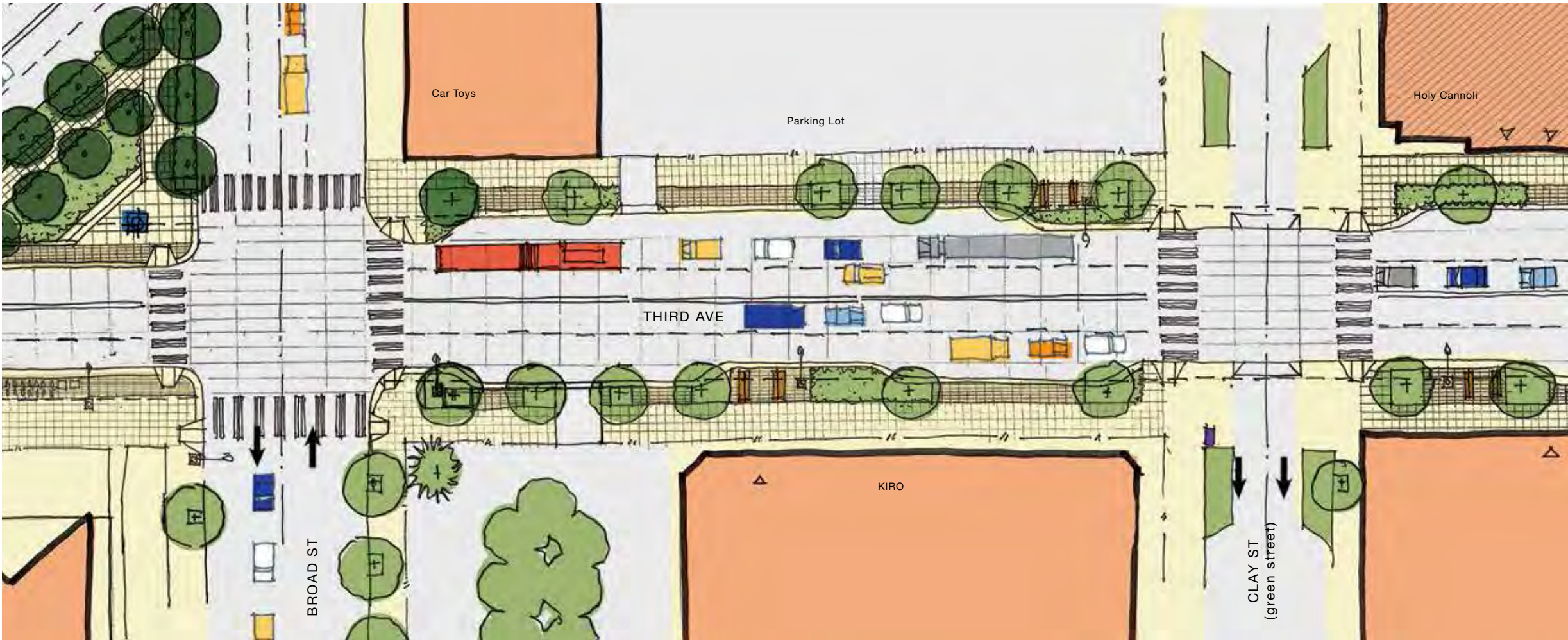
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



Clay St to Cedar St

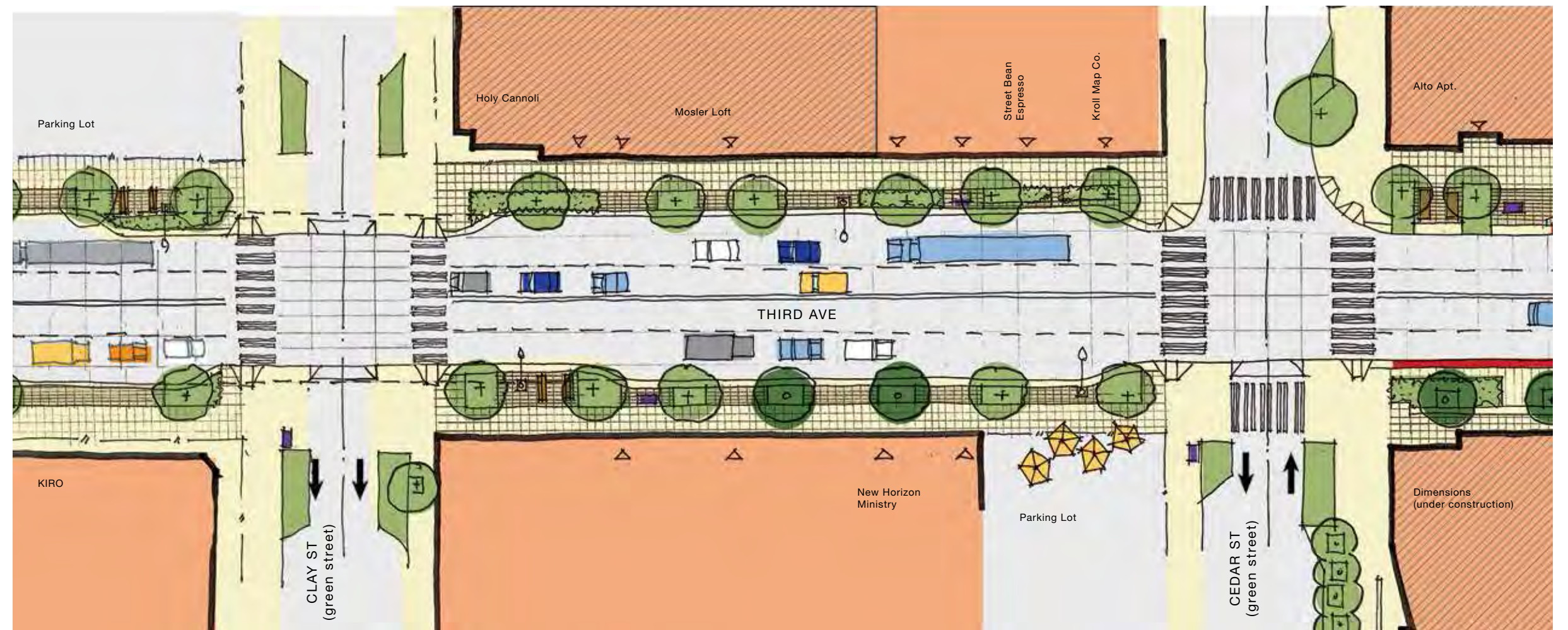
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST

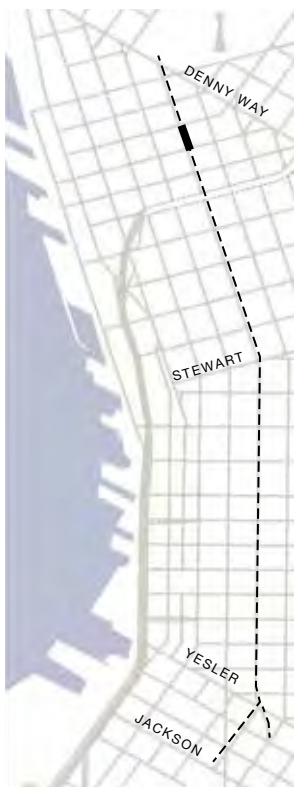


ELEVATION LOOKING WEST



BELLTOWN
Cedar St to Vine St

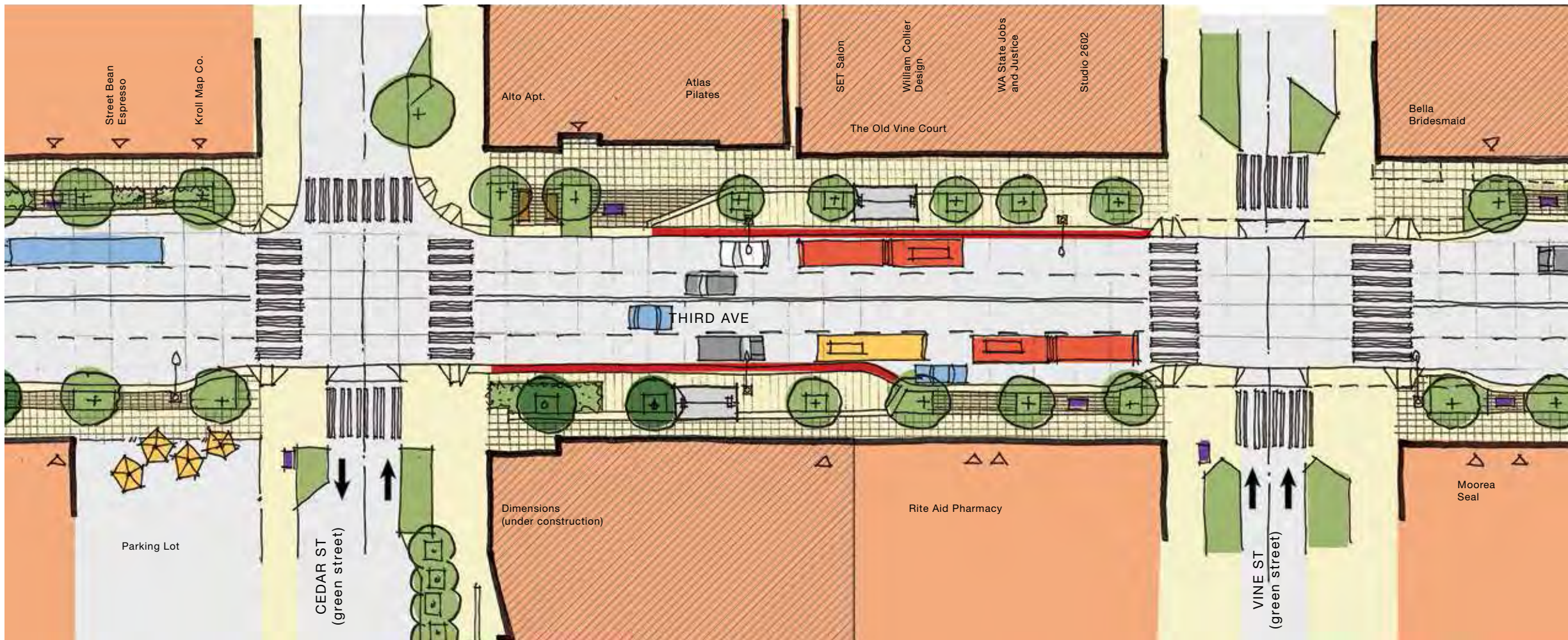
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



Vine St to Wall St

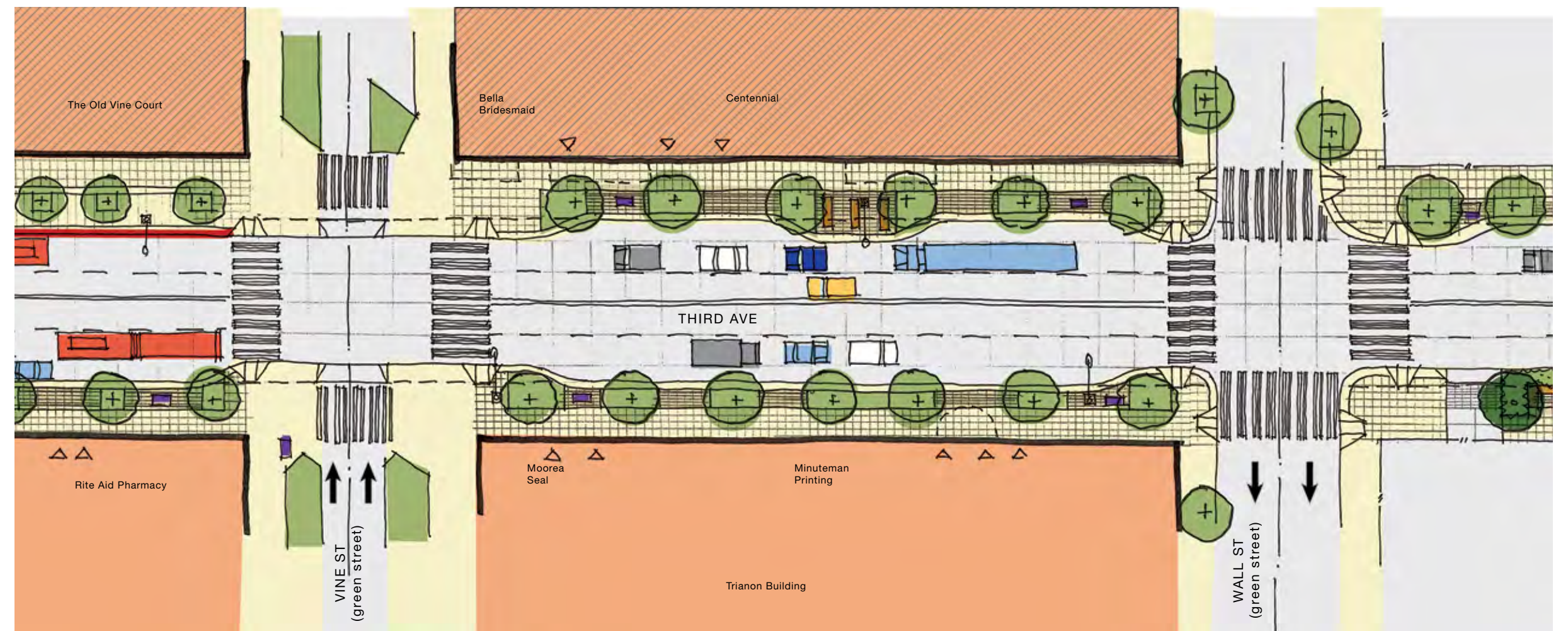
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
	IDENTITY COLUMNS:
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



Wall St to Battery St

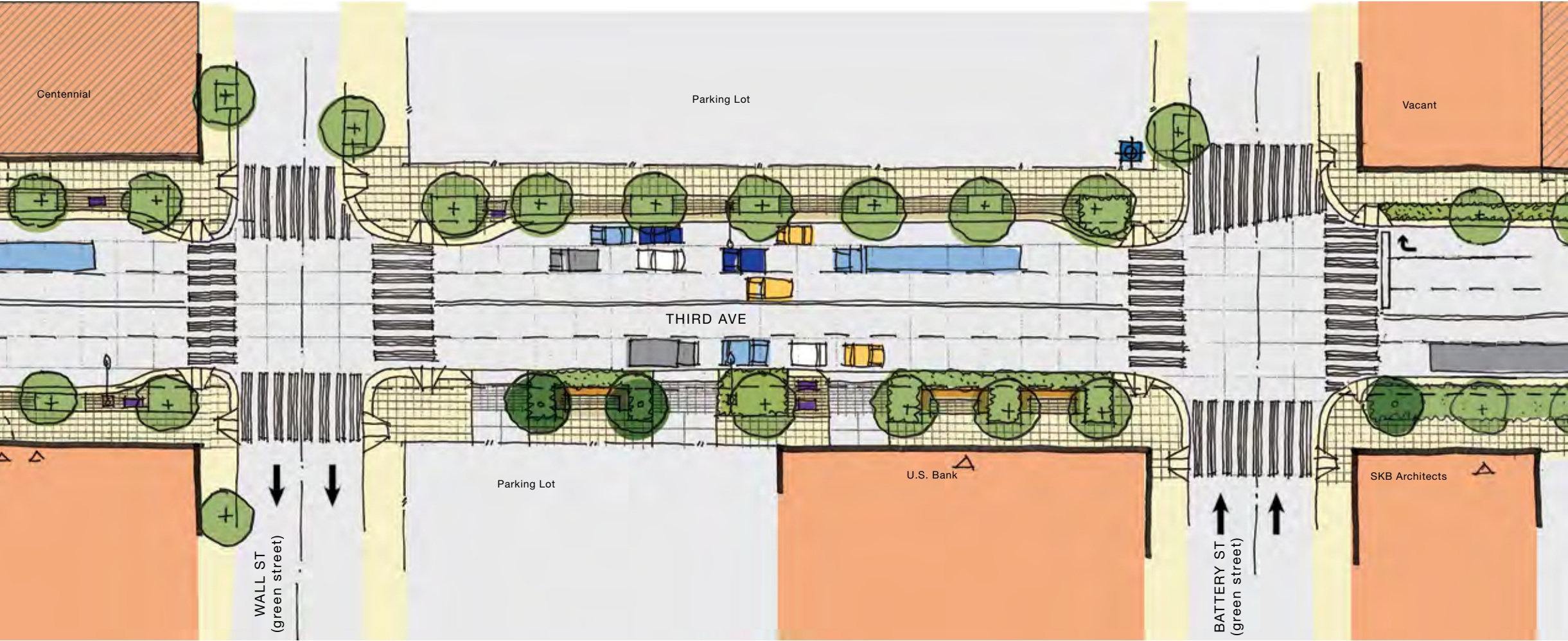
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST

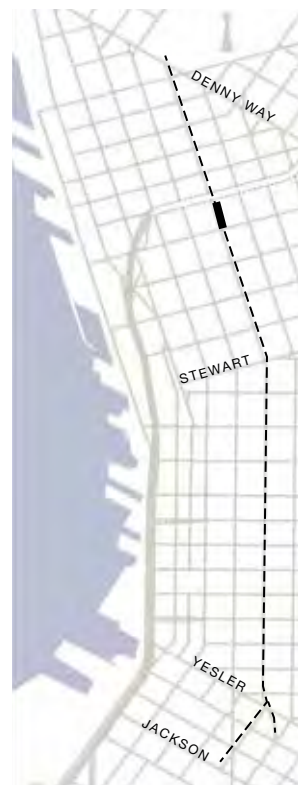


ELEVATION LOOKING WEST



Battery St to Bell St

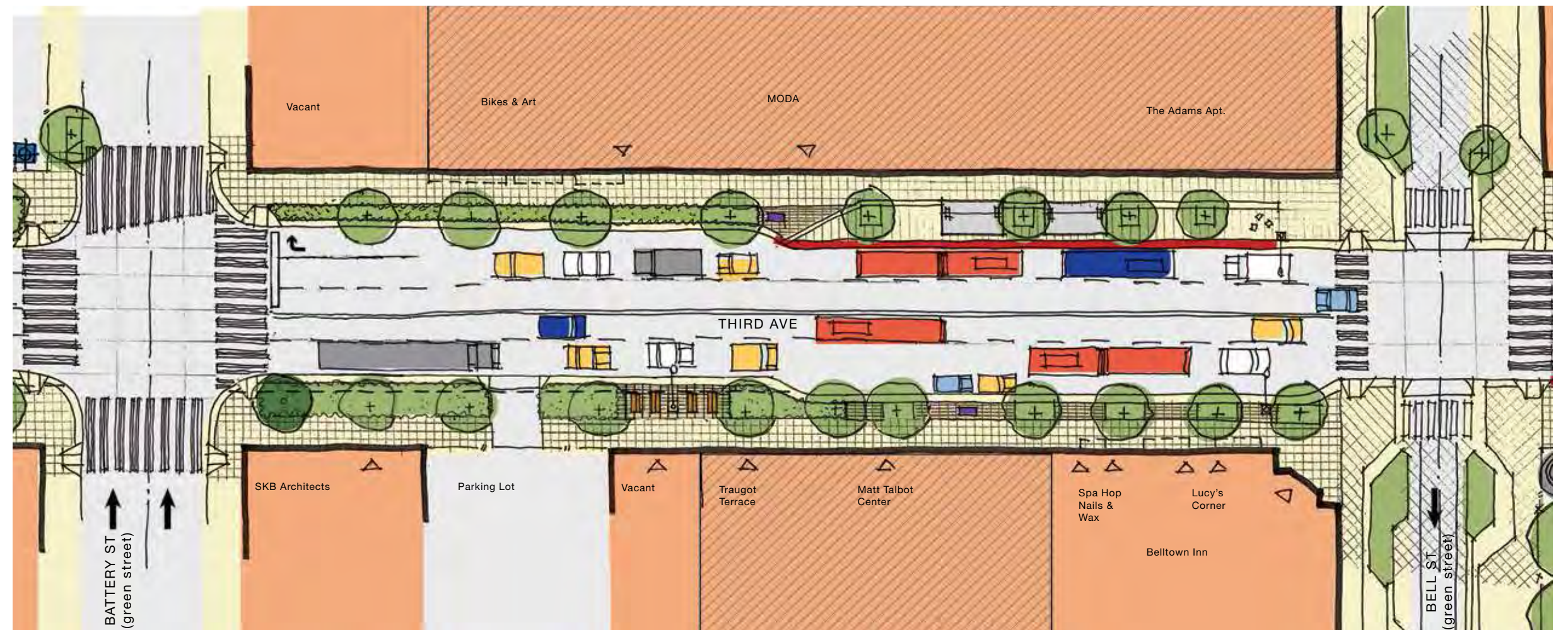
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" red concrete curb (bus zone)
Building awnings	Seating
Entrances	Planting with protection rail
ITS Kiosk	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST

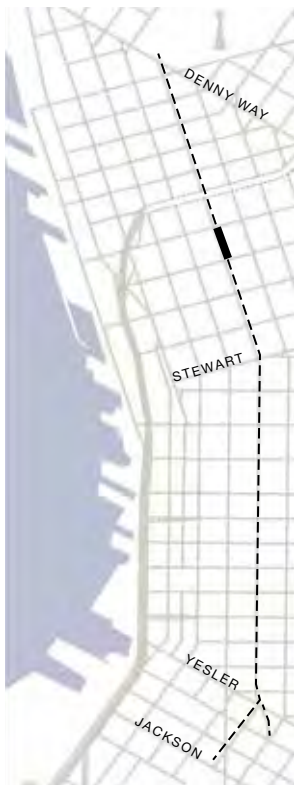


ELEVATION LOOKING WEST



BELLTOWN
Bell St to Blanchard St

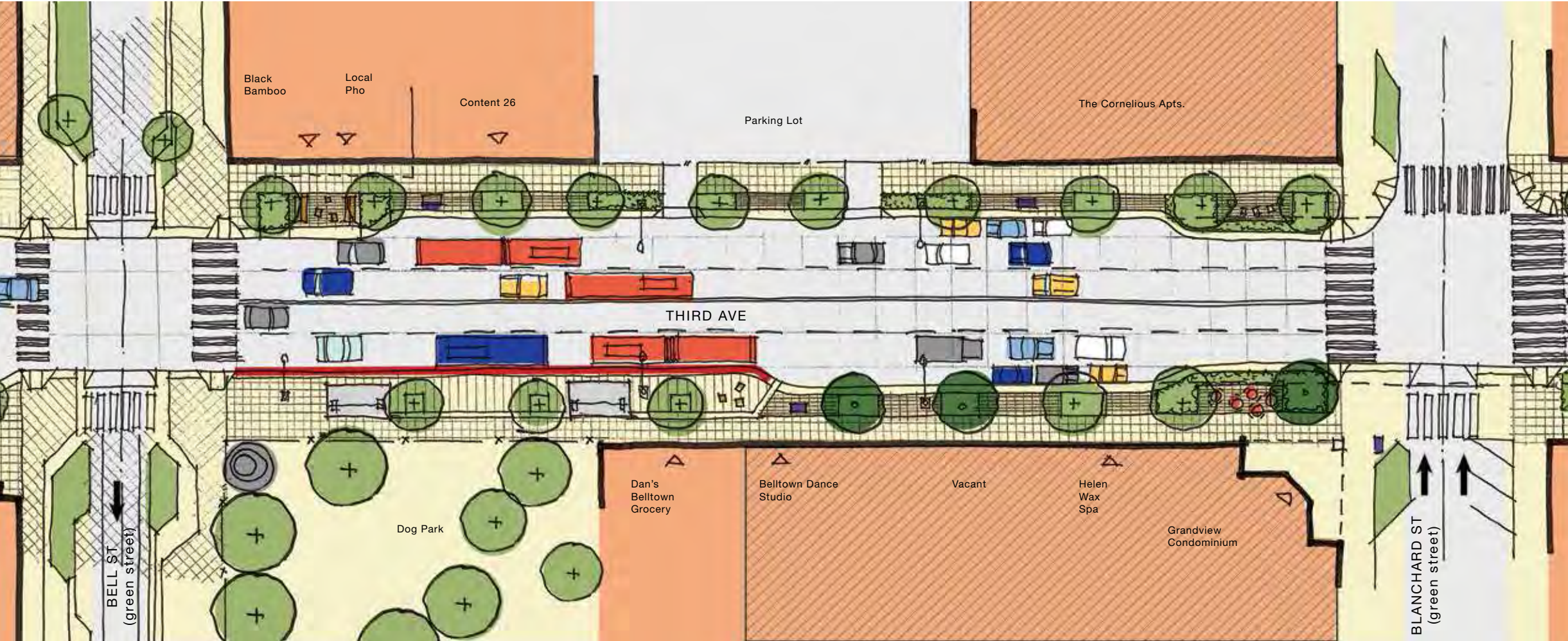
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



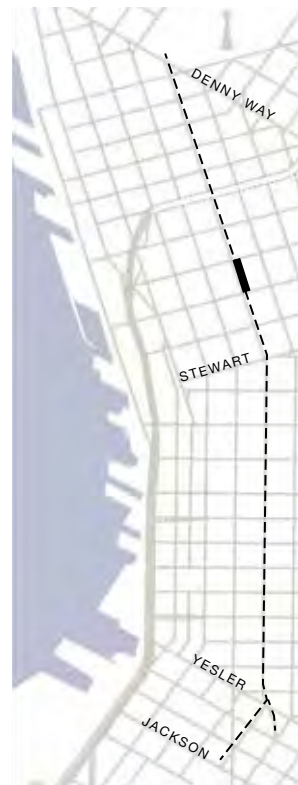
ELEVATION LOOKING WEST



BELLTOWN

Blanchard St to Lenora St

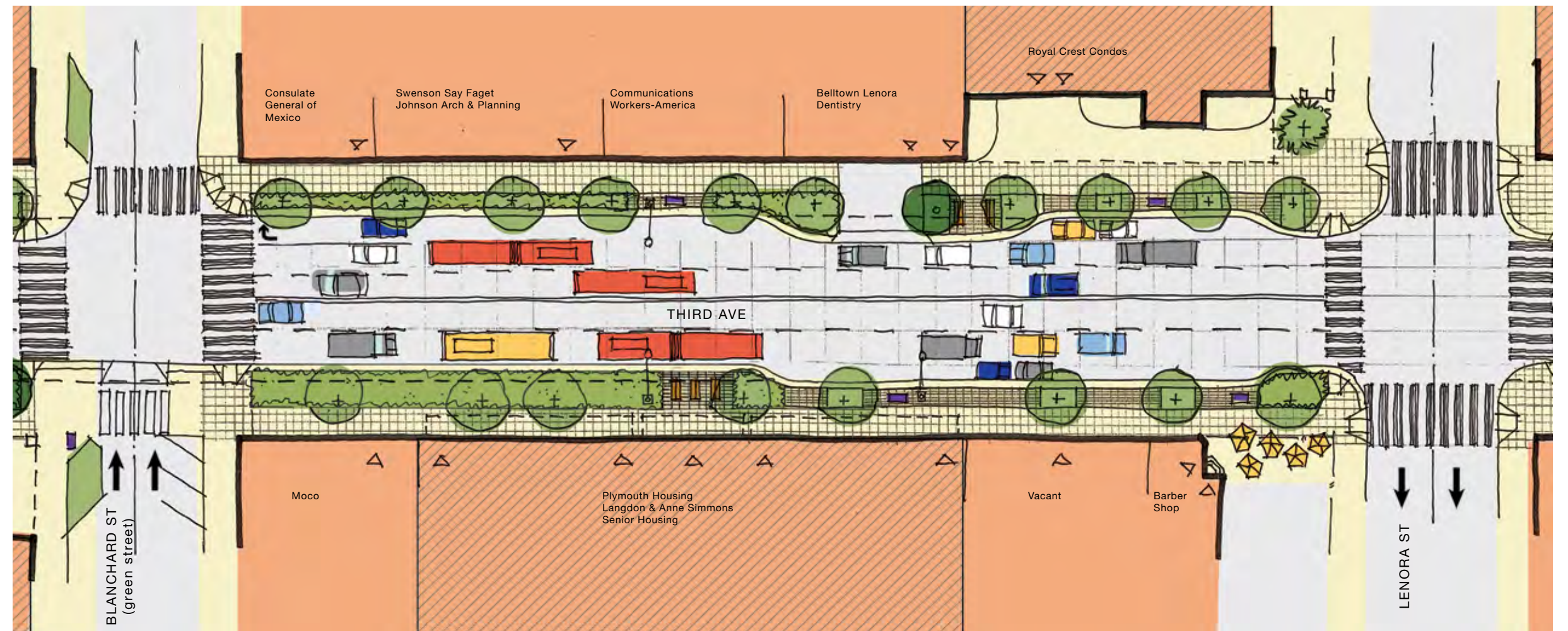
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



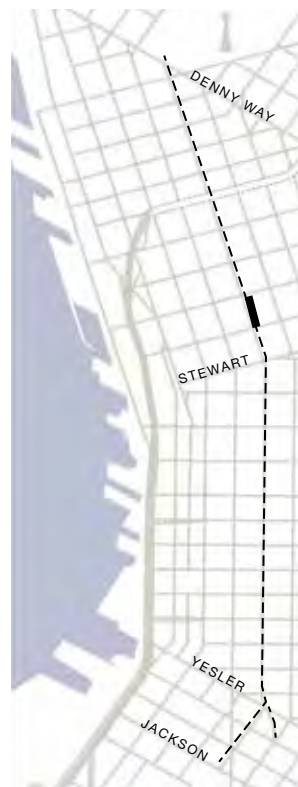
ELEVATION LOOKING WEST



BELLTOWN

Lenora St to Virginia St

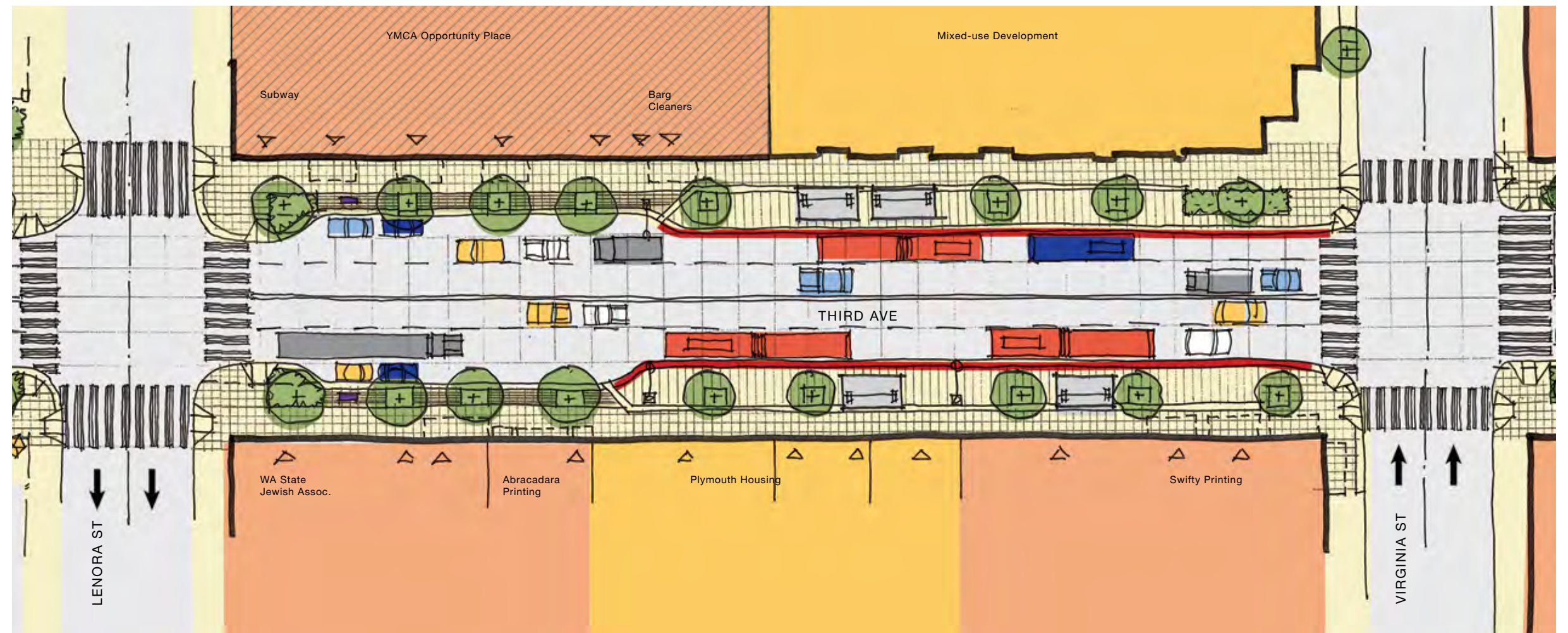
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" red concrete curb (bus zone)
Building awnings	Seating
Entrances	Planting with protection rail
ITS Kiosk	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
Transit Canopy	Bus Stop
Corridor	

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST

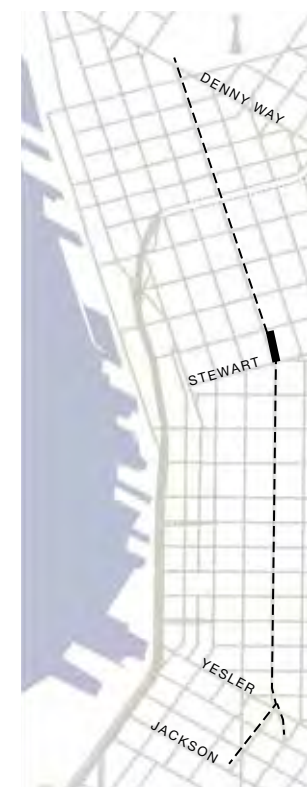


1 INCH = 40 FEET

0 20 40 120 FEET

Virginia St to Stewart St

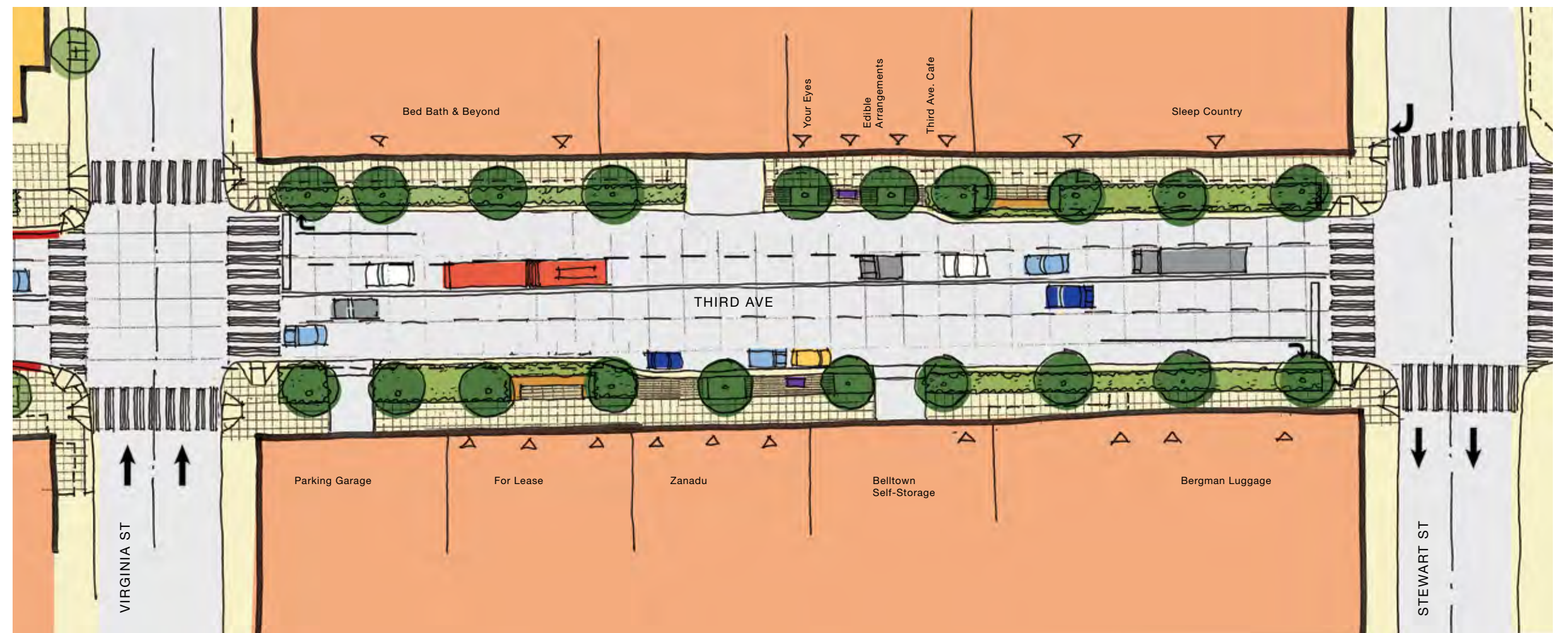
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST

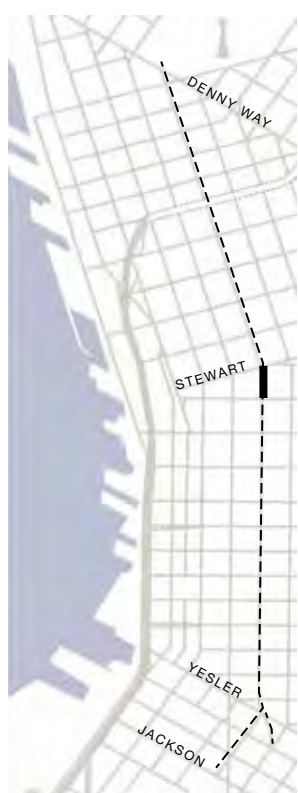


ELEVATION LOOKING WEST



Stewart St to Pine St

KEY PLAN



LEGEND

- Existing

Buildings

Residential

Trees to remain

Street lights

Building awnings

Entrances

ITS Kiosk
- Proposed

Future development

Trees to infill

Feature pavers

2'-0" concrete curb

2'-0" red concrete curb (bus zone)

Seating

Planting with protection rail

Curb bulbs

Bike rack

Flex-load zone

Future ITS Kiosk

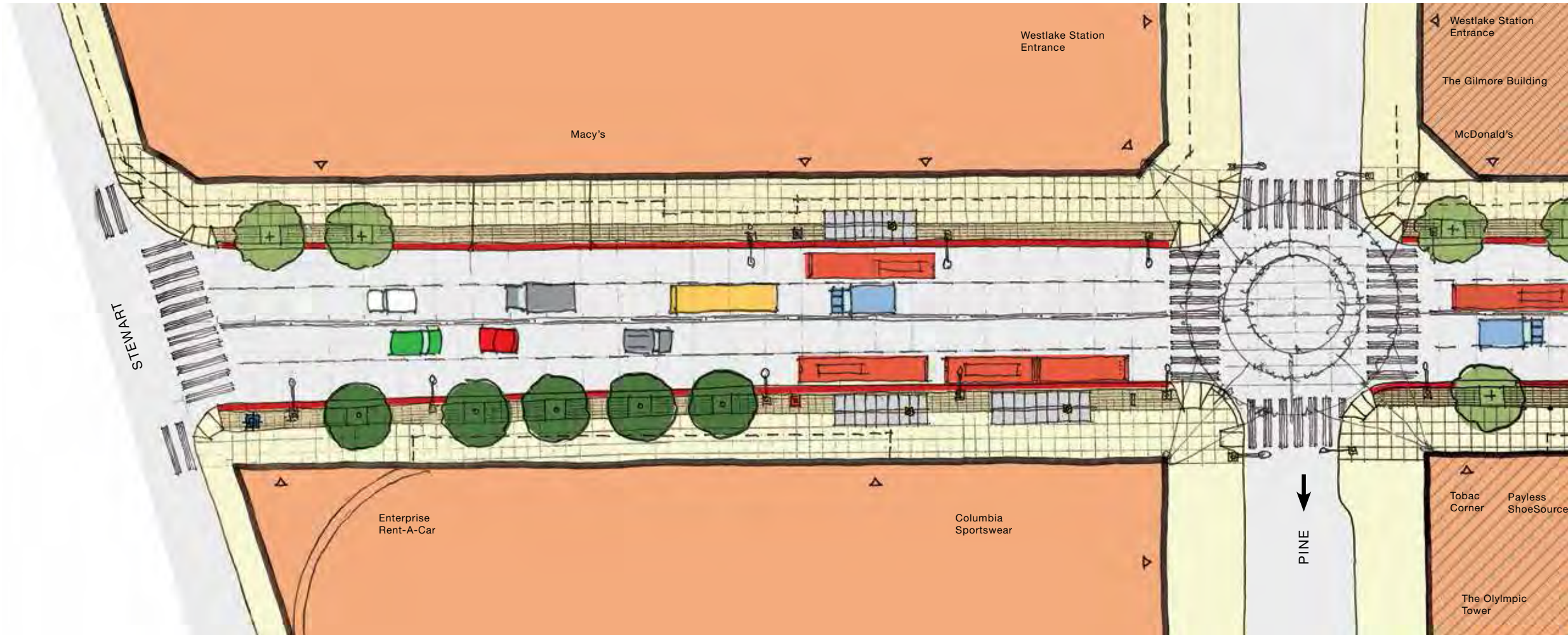
IDENTITY COLUMNS:

Transit Canopy

Bus Stop

Corridor

ELEVATION LOOKING EAST

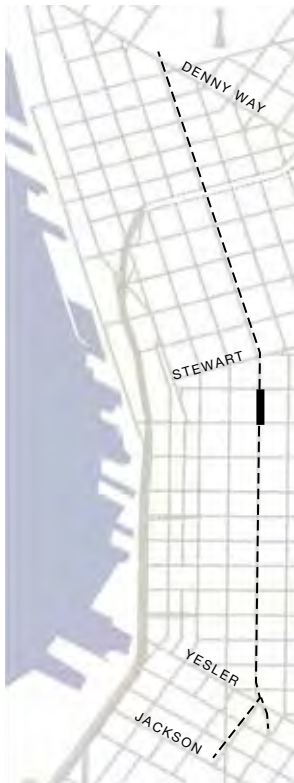


ELEVATION LOOKING WEST



Pine St to Pike St

KEY PLAN



LEGEND

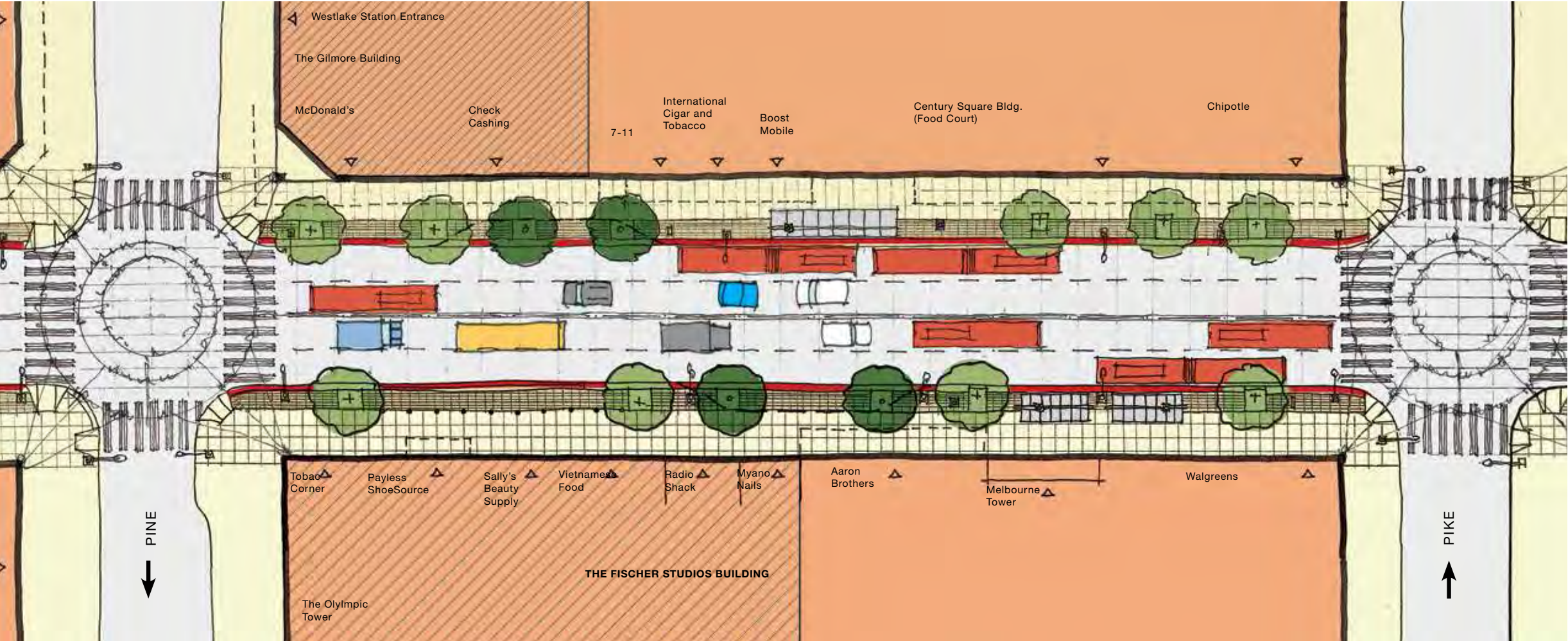
- Existing**

 - Buildings
 - Residential
 - Trees to remain
 - Street lights
 - Building awnings
 - Entrances
 - ITS Kiosk
- Proposed**

 - Future development
 - Trees to infill
 - Feature pavers
 - 2'-0" concrete curb
 - 2'-0" red concrete curb (bus zone)
 - Seating
 - Planting with protection rail
 - Curb bulbs
 - Bike rack
 - Flex-load zone
 - Future ITS Kiosk
- IDENTITY COLUMNS:**

 - Transit Canopy
 - Bus Stop
 - Corridor

ELEVATION LOOKING EAST

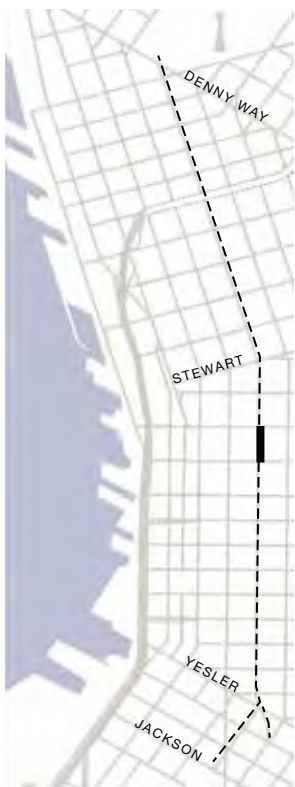


ELEVATION LOOKING WEST



Pike St to Union St

KEY PLAN



LEGEND

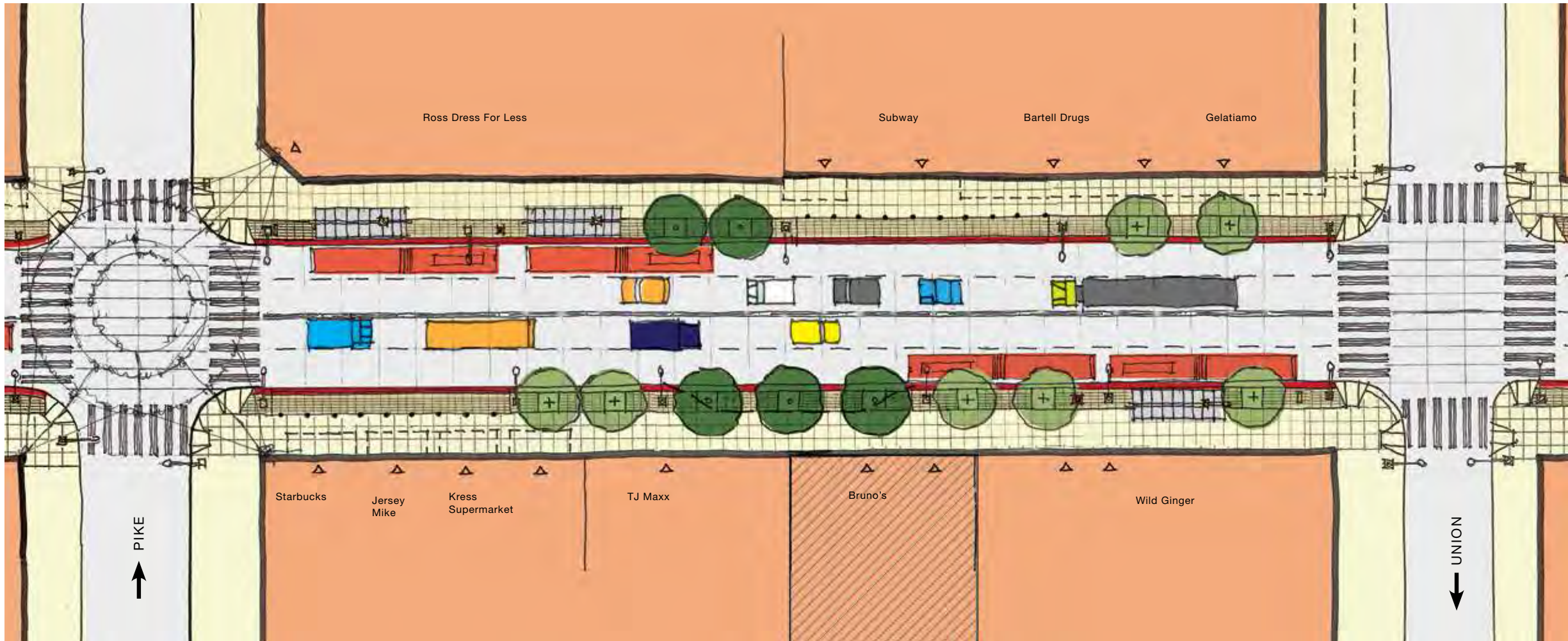
- Existing**

 - Buildings
 - Residential
 - Trees to remain
 - Street lights
 - Building awnings
 - Entrances
 - ITS Kiosk
- Proposed**

 - Future development
 - Trees to infill
 - Feature pavers
 - 2'-0" concrete curb
 - 2'-0" red concrete curb (bus zone)
 - Seating
 - Planting with protection rail
 - Curb bulbs
 - Bike rack
 - Flex-load zone
 - Future ITS Kiosk
- IDENTITY COLUMNS:**

 - Transit Canopy
 - Bus Stop
 - Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



Union St to University St

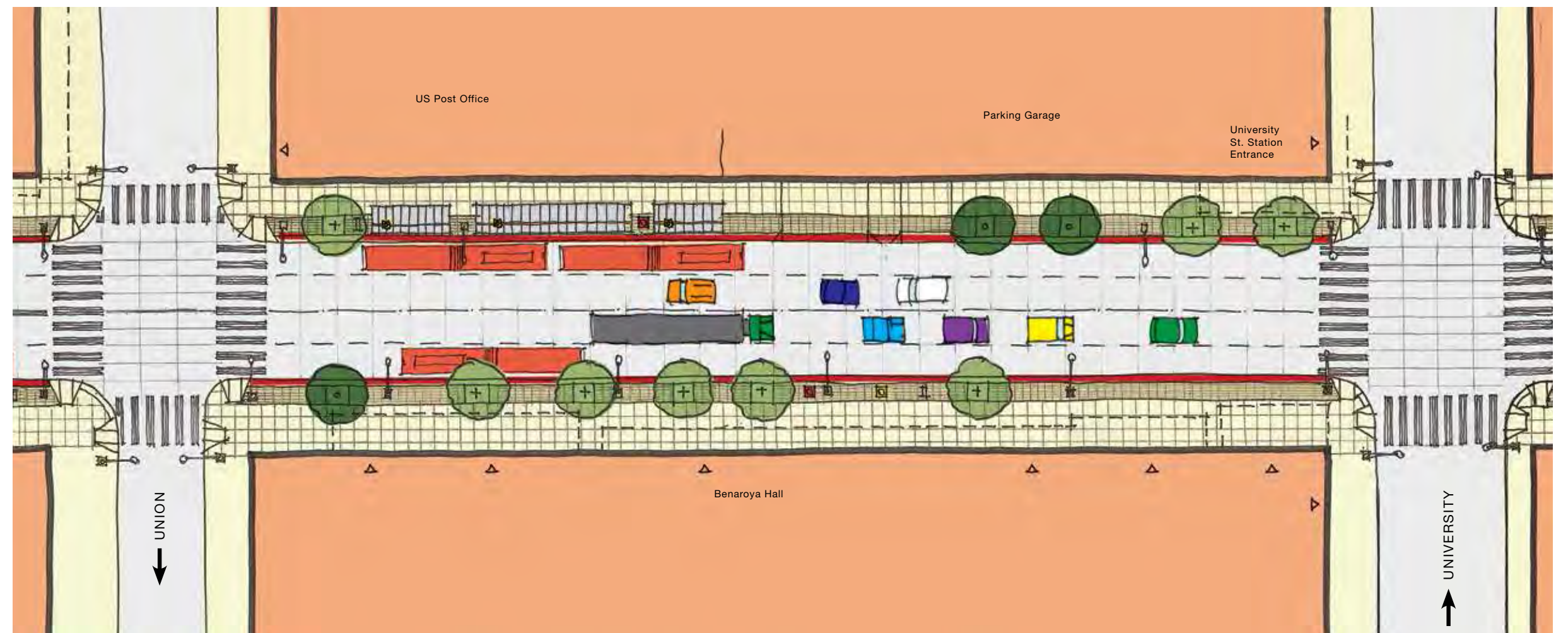
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
	IDENTITY COLUMNS:
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



University St to Seneca St

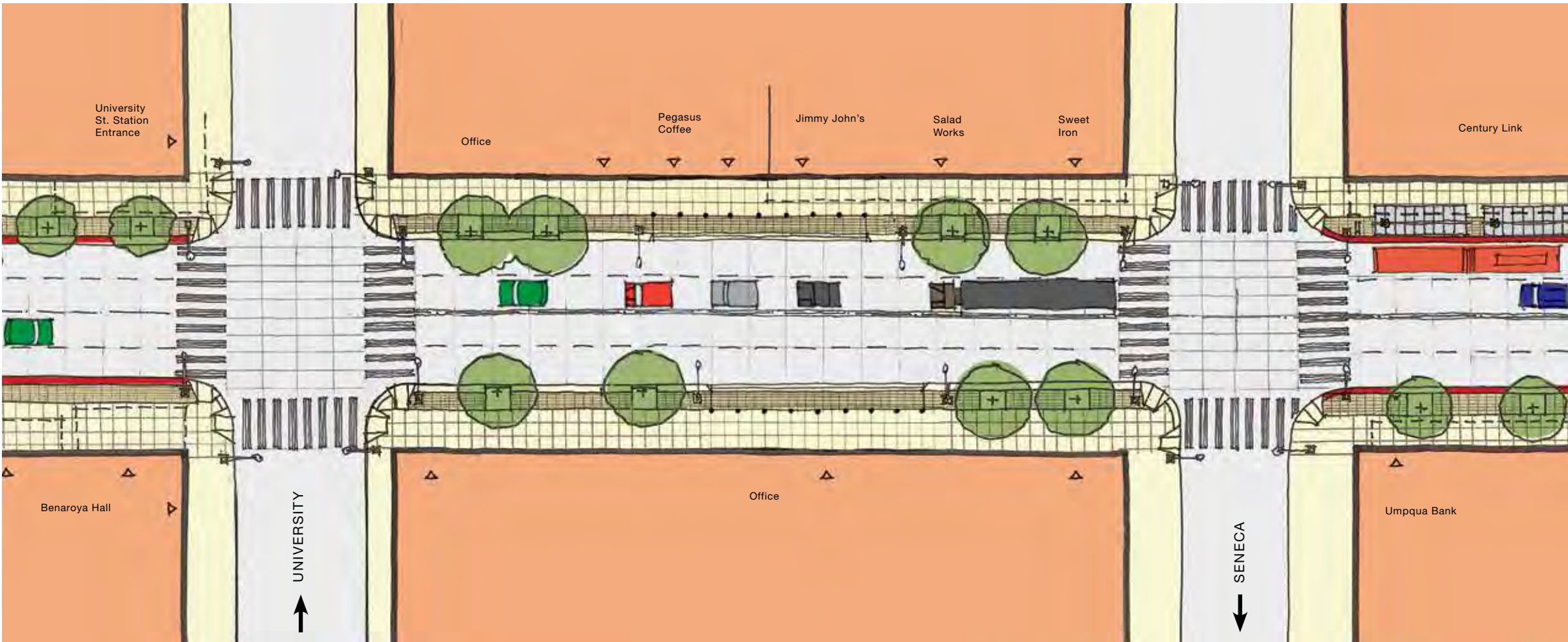
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" red concrete curb (bus zone)
Building awnings	Seating
Entrances	Planting with protection rail
ITS Kiosk	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST

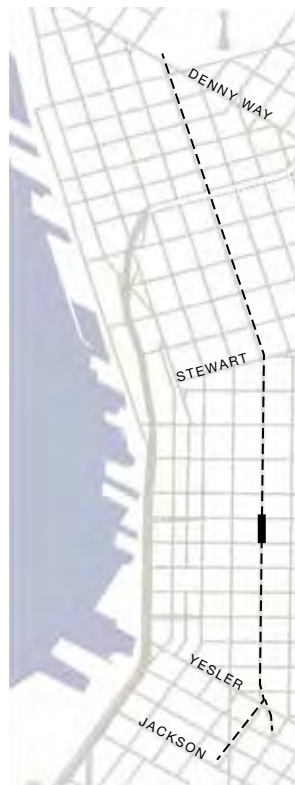


ELEVATION LOOKING WEST



Seneca St to Spring St

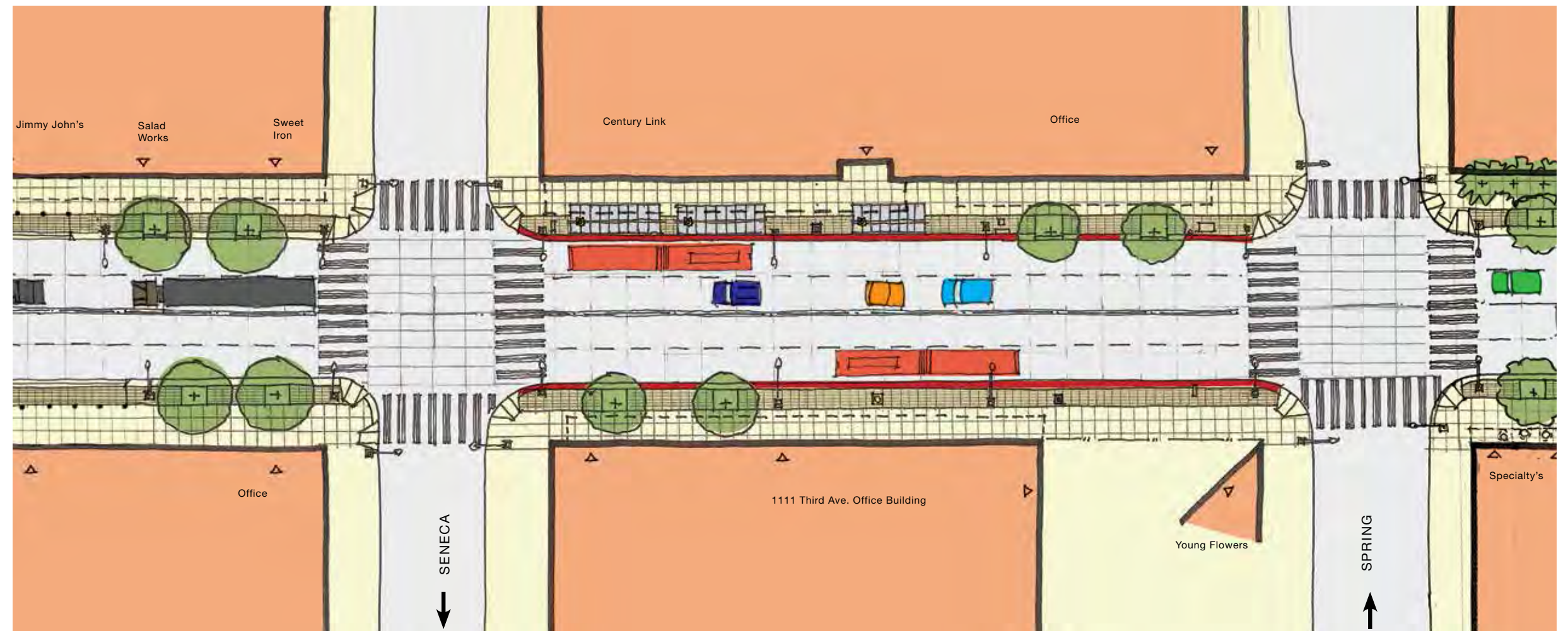
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



1 INCH = 40 FEET



Spring St to Madison St

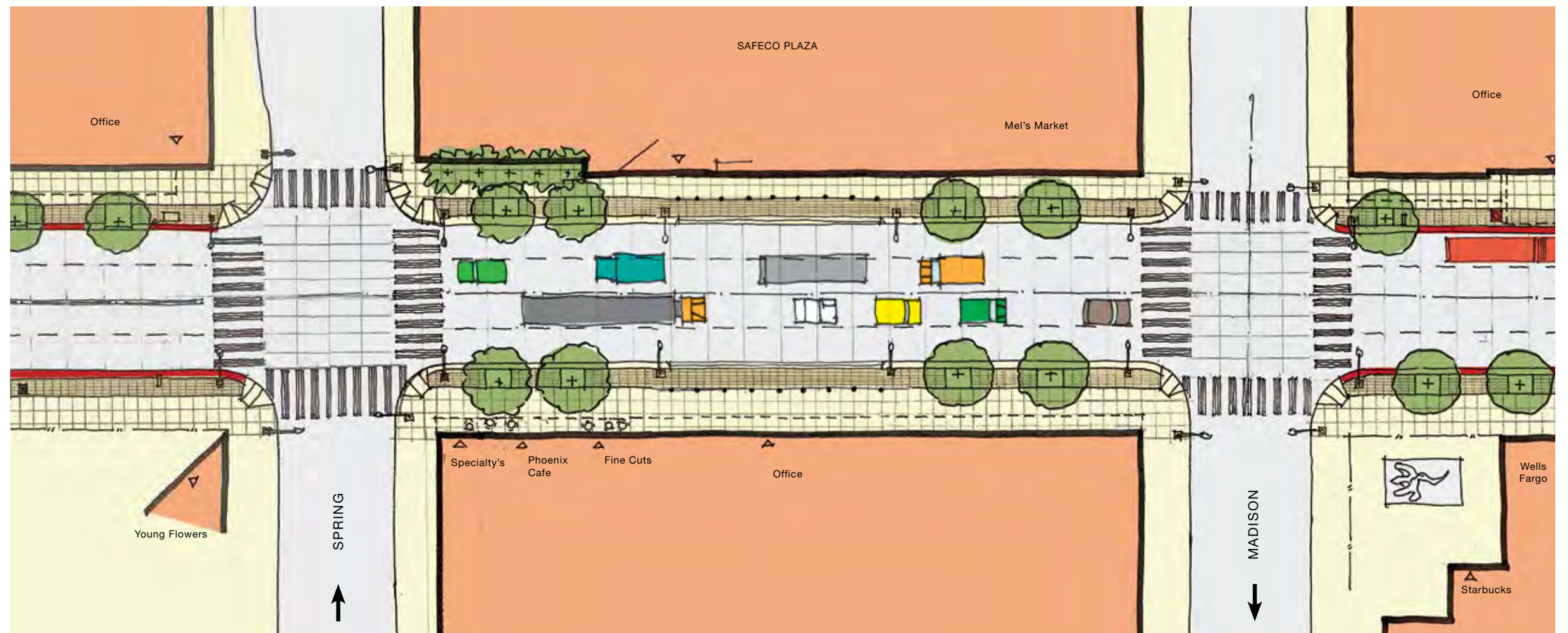
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	<i>Transit Canopy</i>
	<i>Bus Stop</i>
	<i>Corridor</i>

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



1 INCH = 40 FEET



Madison St to Marion St

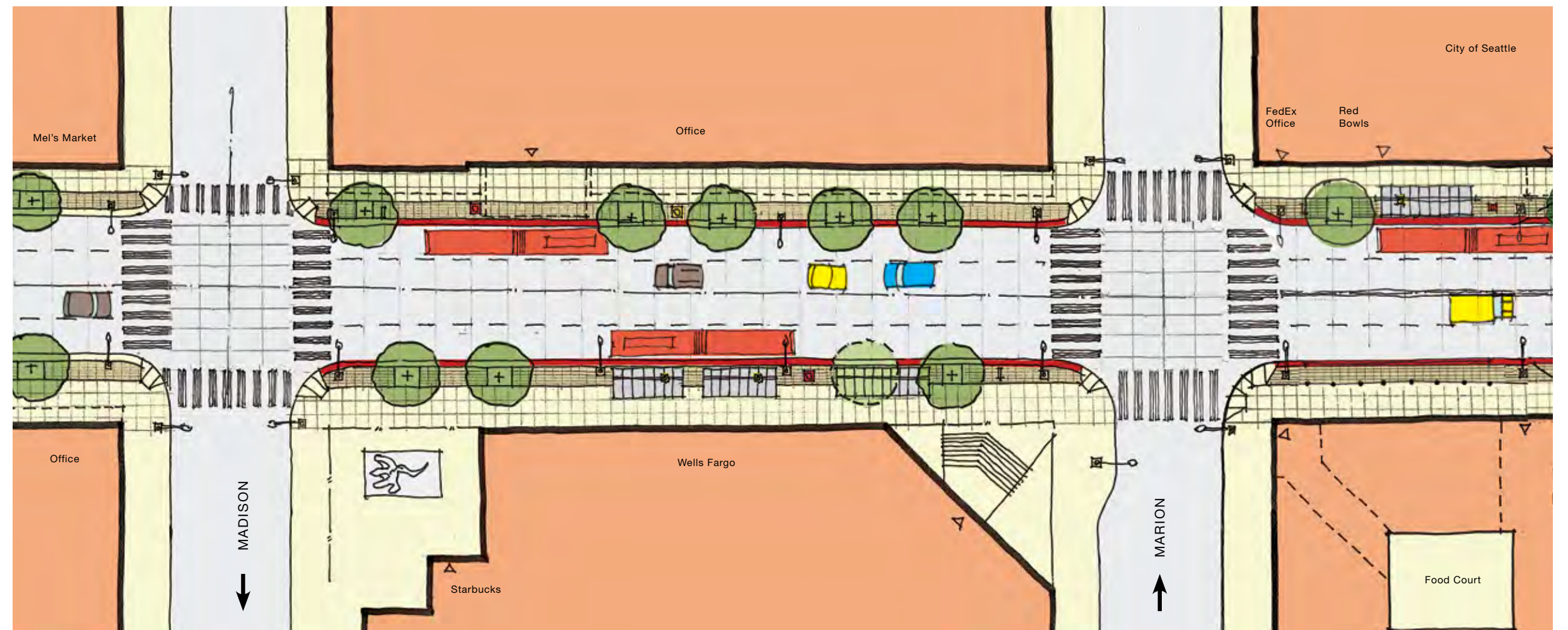
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
	IDENTITY COLUMNS:
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST

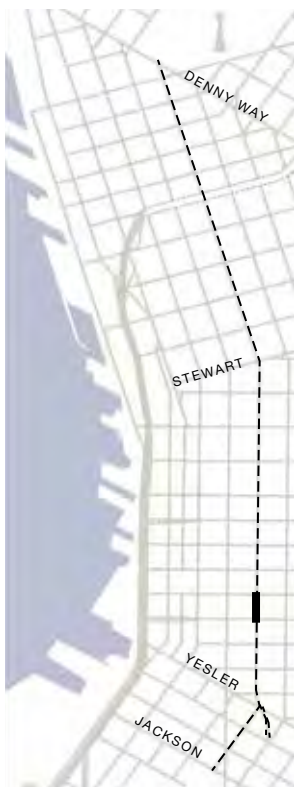


ELEVATION LOOKING WEST



Marion St to Columbia St

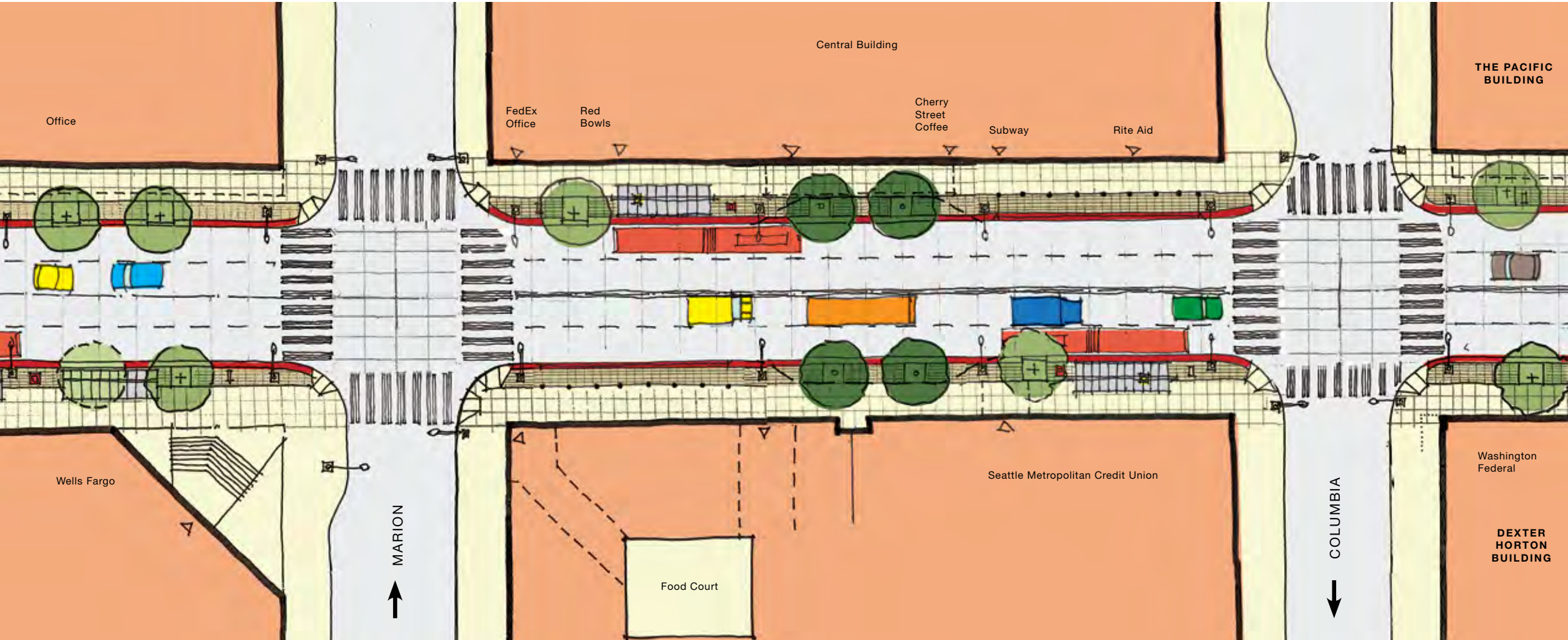
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
	IDENTITY COLUMNS:
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



Columbia St to Cherry St

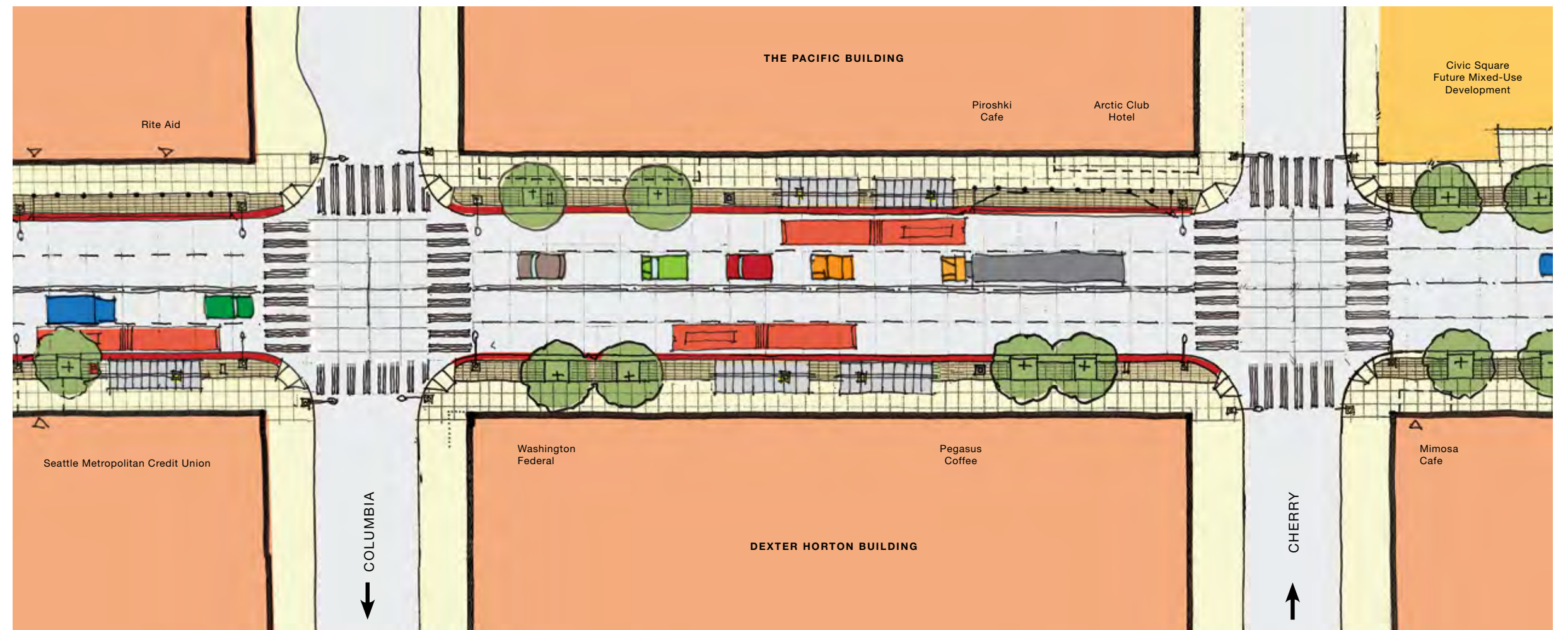
KEY PLAN



LEGEND

- | Existing | Proposed |
|------------------|------------------------------------|
| Buildings | Future development |
| Residential | Trees to infill |
| Trees to remain | Feature pavers |
| Street lights | 2'-0" concrete curb |
| Building awnings | 2'-0" red concrete curb (bus zone) |
| Entrances | Seating |
| ITS Kiosk | Planting with protection rail |
| | Curb bulbs |
| | Bike rack |
| | Flex-load zone |
| | Future ITS Kiosk |
| | IDENTITY COLUMNS: |
| | Transit Canopy |
| | Bus Stop |
| | Corridor |

ELEVATION LOOKING EAST

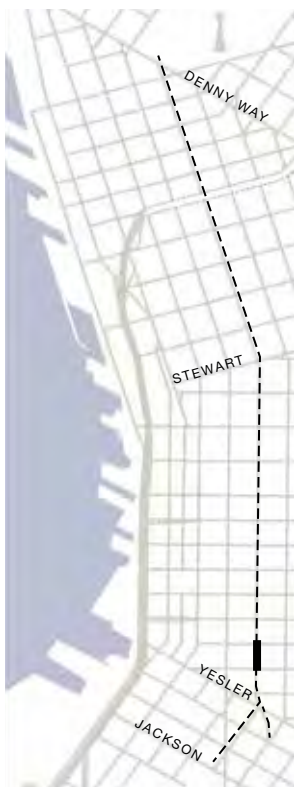


ELEVATION LOOKING WEST



Cherry St to James St

KEY PLAN



LEGEND

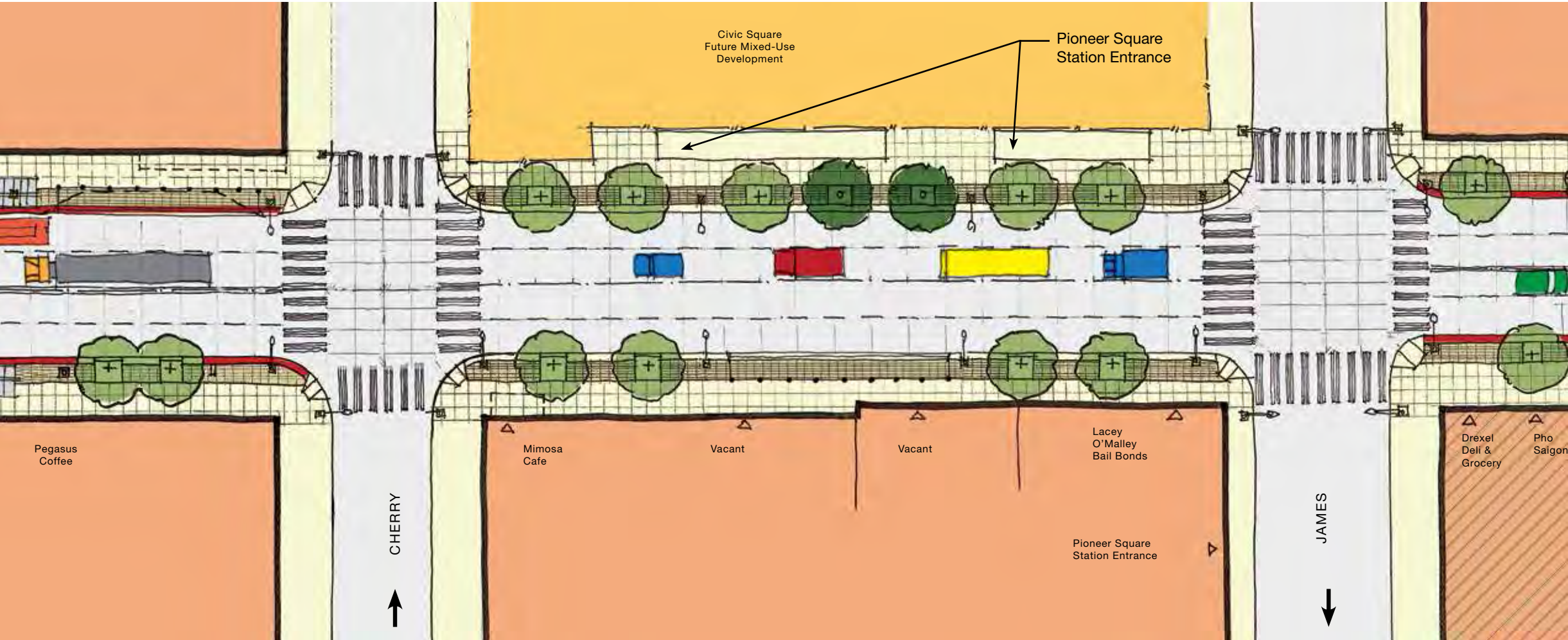
- Existing**

 - Buildings
 - Residential
 - Trees to remain
 - Street lights
 - Building awnings
 - Entrances
 - ITS Kiosk
- Proposed**

 - Future development
 - Trees to infill
 - Feature pavers
 - 2'-0" concrete curb
 - 2'-0" red concrete curb (bus zone)
 - Seating
 - Planting with protection rail
 - Curb bulbs
 - Bike rack
 - Flex-load zone
 - Future ITS Kiosk
- IDENTITY COLUMNS:**

 - Transit Canopy
 - Bus Stop
 - Corridor

ELEVATION LOOKING EAST

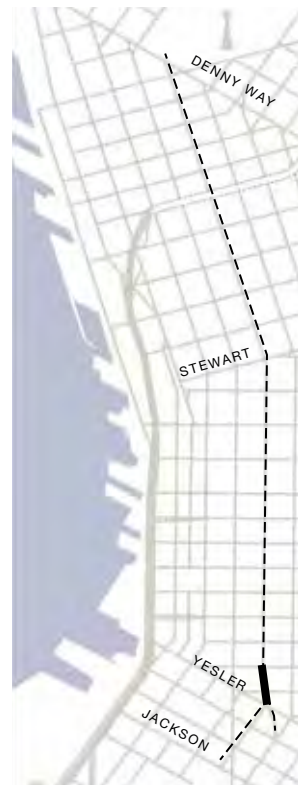


ELEVATION LOOKING WEST



James St to Yesler

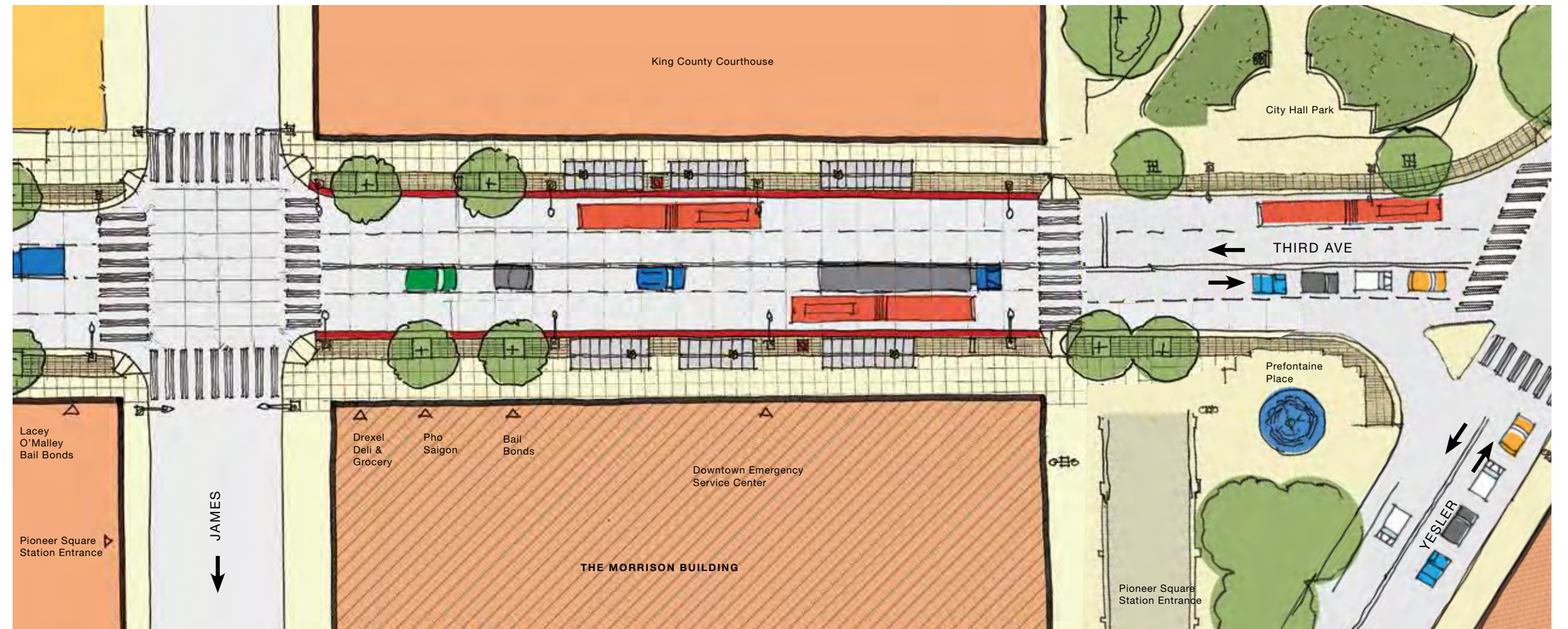
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



1 INCH = 40 FEET



Prefontaine Place S.

KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



Yesler Way / S Washington St

KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



1 INCH = 40 FEET



S Washington St / S Main St

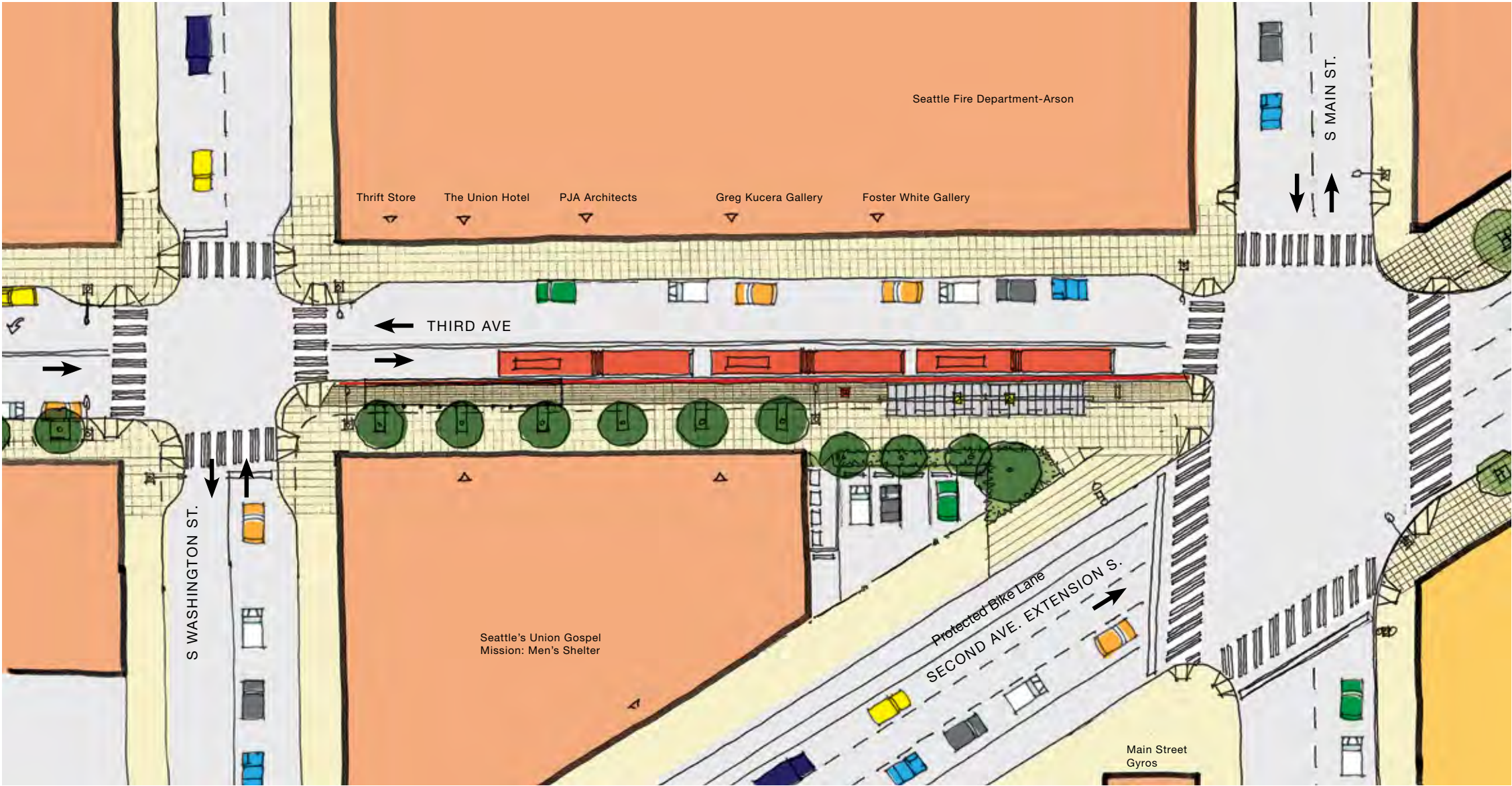
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST

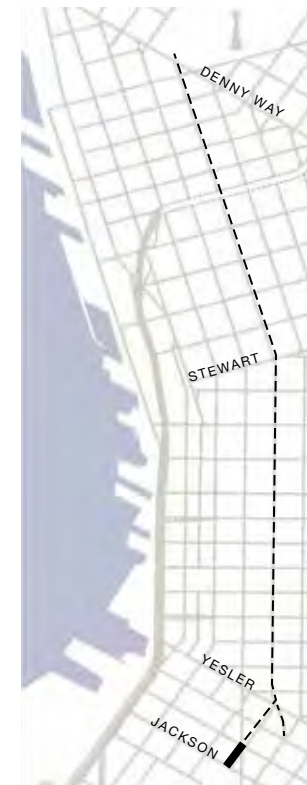


ELEVATION LOOKING WEST



S Main St / S Jackson St

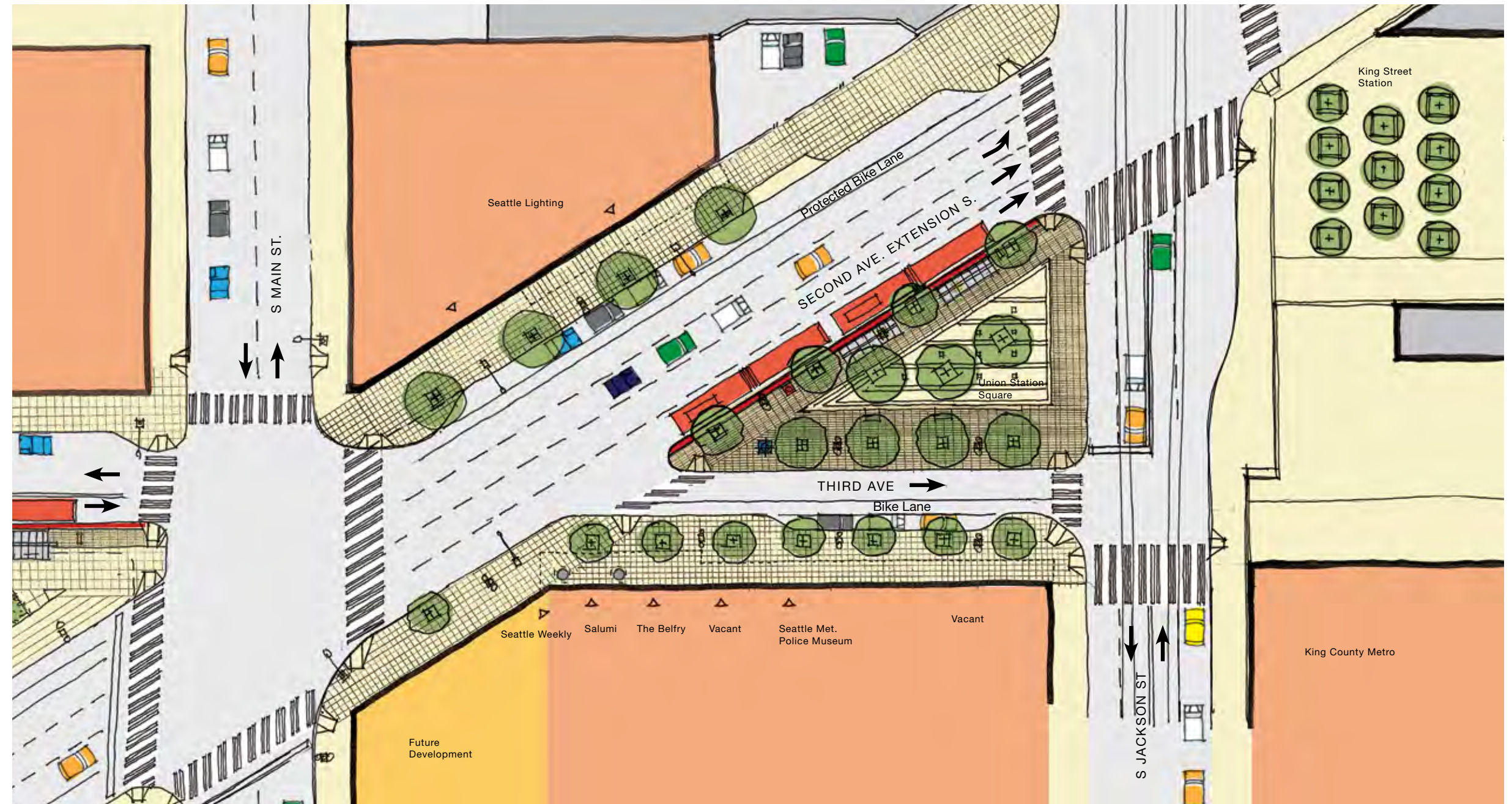
KEY PLAN



LEGEND

Existing	Proposed
Buildings	Future development
Residential	Trees to infill
Trees to remain	Feature pavers
Street lights	2'-0" concrete curb
Building awnings	2'-0" red concrete curb (bus zone)
Entrances	Seating
ITS Kiosk	Planting with protection rail
	Curb bulbs
	Bike rack
	Flex-load zone
	Future ITS Kiosk
IDENTITY COLUMNS:	
	Transit Canopy
	Bus Stop
	Corridor

ELEVATION LOOKING EAST

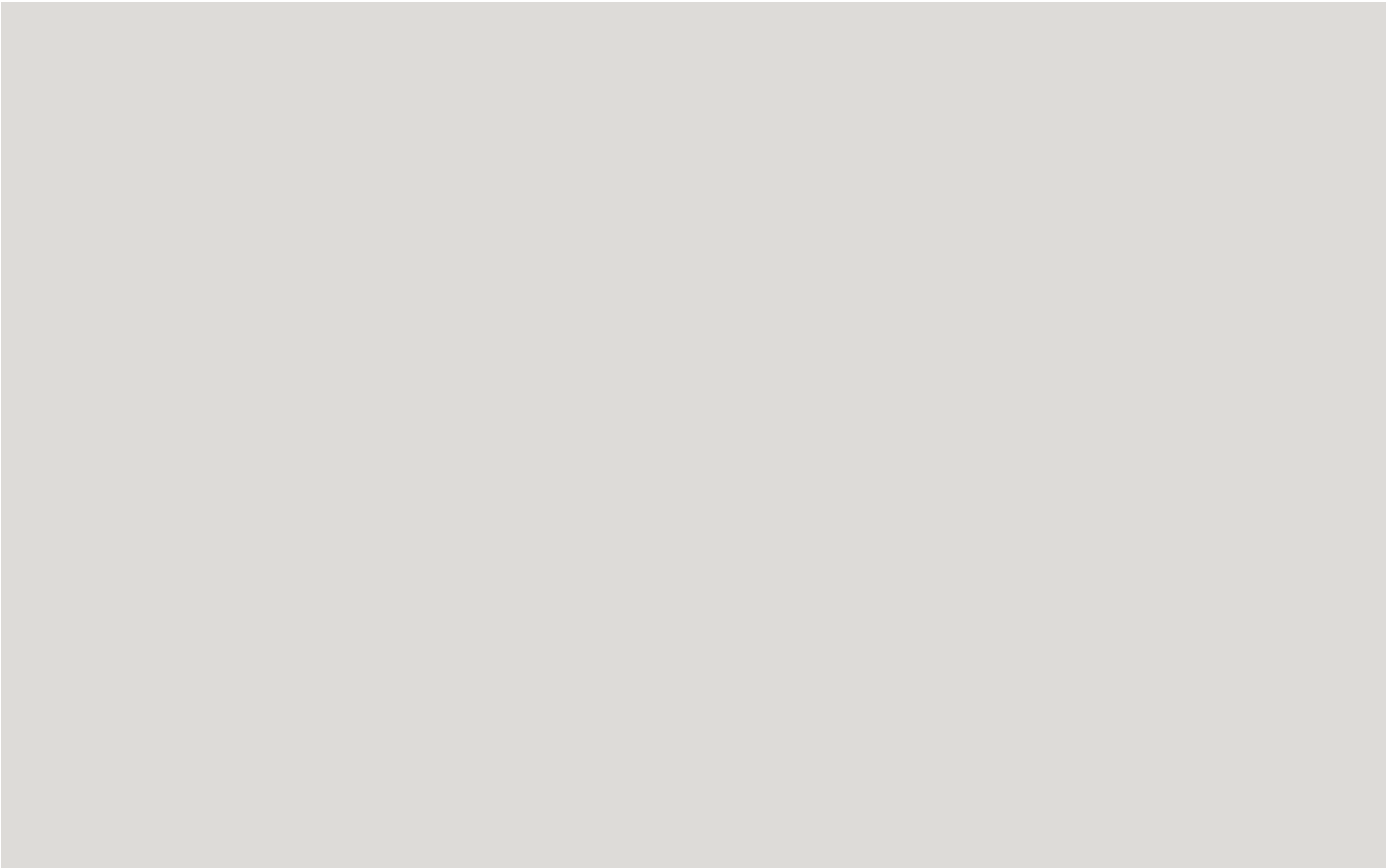


ELEVATION LOOKING WEST



1 INCH = 40 FEET





APPENDIX

Design
Outreach
Summary

Overview

The design elements described in this report were presented to transit riders, businesses, residents, pedestrians and tourists to obtain feedback on the design and input on which improvements they would like to see occur on Third Avenue.



Public Engagement Goals

The project's public involvement strategy during the conceptual design phase was developed to accomplish the following goals:

- Raise the awareness about the project so that the public understands the project is happening and is prepared to provide input during the project's design phase.
- Engage communities affected by the project in meaningful ways by including them in the decision making process (when possible) to promote a sense of ownership in the community.
- Ensure an open and transparent public involvement process that is culturally sensitive, where participants know how to access project information and provide input, are aware of how their input has been considered as part of project decisions, and are satisfied with the process whether or not their personal interests were met.
- Pursue opportunities to advance overall project objectives during the conceptual design, such as communication, engagement and stewardship.
- Create a project record of public input, responses and outreach activities.

Outreach and Public Engagement Activities

The following outreach activities were used during the conceptual design phase:

Neighborhood Sessions

Four Neighborhood Sessions were held along Third Avenue between Denny Way and South Jackson Street between October 9 and October 16, 2014. These sessions served as outdoor open houses held in different parts of the Third Avenue corridor and provided an opportunity for SDOT and Metro to introduce the general public to the project and share design details as well as to generate excitement about the project's subsequent phases. Each session was located within a specific neighborhood segment as proposed by the design team: Belltown, Business District and Pioneer Square and occurred between 11:00 am to 6:00 pm on weekdays and a Saturday in order to maximize feedback from multiple audiences who use the corridor throughout the week.

Belltown: Thursday, Oct. 9, 3-6 pm

Business District #1: Saturday, Oct. 11, 11am-2 pm

Business District #2: Wednesday, Oct. 15, 3-6 pm

Pioneer Square: Thursday, Oct. 16, 11 am-2 pm

Neighborhood Sessions were well attended with a total of 334 participants stopping and sharing their feedback about the corridor. There was widespread support for improving Third Avenue and many people commented that overall safety throughout the corridor along with transit canopies and lighting elements would be their top areas for improvement.

Project Briefings

SDOT and Metro offered project briefings to interest groups from each of the three neighborhoods along Third Avenue as well as key business and other advisory groups in order to share project information with stakeholders. Each briefing included a short presentation given by SDOT and Metro project representatives and a question and answer period. Briefings were held with the following groups:

- Downtown Seattle Association / Metropolitan Improvement District
- Downtown Transportation Alliance
- Belltown Community Council
- Downtown District Council
- Belltown Businesses Association
- Pedestrian Advisory Board
- Seattle Design Commission
- Alliance for Pioneer Square
- Pioneer Square Preservation Board (scheduled for November, 2014)

Feedback received at briefings was supportive of proposed changes to Third Avenue with many neighborhood groups asking SDOT and Metro to update them as the project moved through subsequent phase of design.

Third Avenue Coffee Chats

The project team reached out to property owners and street-level businesses on specific blocks within the project area in late September, 2014 to discuss the potential of maximizing future transit and sidewalk capacity. The goal of these informal coffee chats was to provide background information to property owners and businesses about the project, discuss proposed design options and collect feedback about the proposed changes. Coffee chats were held in the following locations:

Pine to Pike:	Sept. 23, 3:30 p.m. at Century Square Food Court
Pike to Union:	Sept. 25, 4:00 p.m. at Harried and Hungry
Columbia to Marion:	Sept. 29, 10:00 a.m. at Central Building conference room

Coffee Chats were attended by several local businesses, tenants and property owners. In addition, project briefings were held with a number of individual property representatives. General feedback was positive noting that any improvements made to Third Avenue would make the corridor more welcoming.

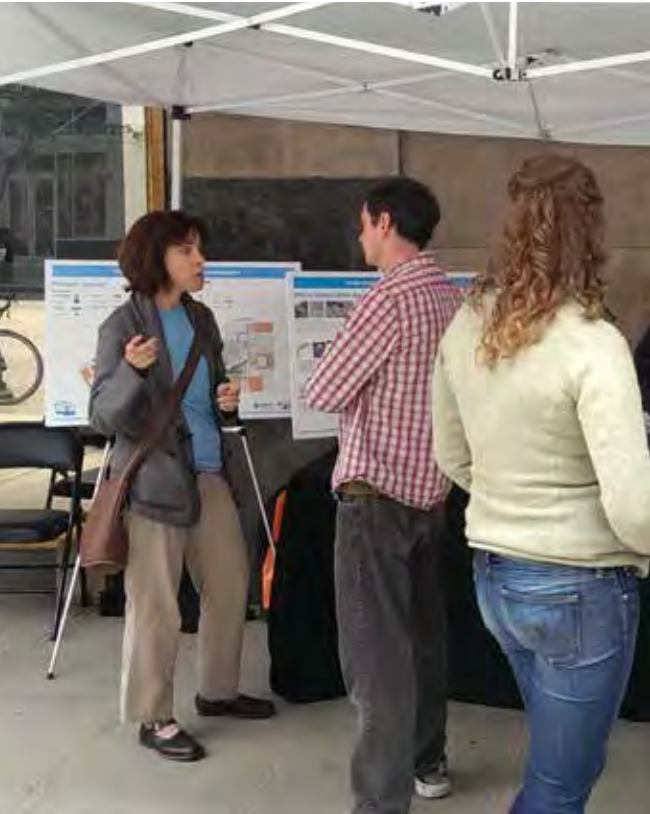
Project Survey

A web-based survey was used to engage stakeholders and collect feedback about proposed design details. Participants were asked to share feedback on how they use Third Avenue as well as rate proposed design elements being considered. The survey was posted on both SDOT and Metro project websites from October 8 through October 23 and made available at all four of the Neighborhood Sessions. A total of 112 responses were collected during the survey and submitted to the project for consideration.

Survey results found that the majority of people who use Third Avenue do so for commuting and recreational use. Transit canopies and lighting features were listed as the most important design elements to consider with locations at Pike Street, Pine Street and University Street being prioritized first.

Project Websites

SDOT's project website was updated to ensure the public had access to the most current project information. In addition, a new webpage was created on the Metro website to provide similar information. Upcoming outreach activity dates, a project overview PowerPoint presentation and updated design details were made available to the public along with comment forms and a link to the project survey. Contact information for both the SDOT and Metro project managers was provided, which generated several inquiries and request for additional project information.



Outreach Findings

Outreach during the conceptual design phase was successful in reaching a broad audience through various means while establishing a base understanding of the project scope and goals. The public's feedback received during this phase of work has been recorded during each outreach event and provided to SDOT and Metro for consideration. Some design modifications have been incorporated from this feedback or will be considered in subsequent phases of design. Retaining engagement with key stakeholders, community groups and the general public, and showing how initial feedback was considered and incorporated into the design where possible, will continue to be a goal of this project as it advances.

APPENDIX

Kit of Parts
Review

The *THIRD AVENUE/ University to Stewart 10% Design* memo was published October 23, 2013. The supplemental *Third Avenue Kit of Parts Manual* was issued on February 4, 2014 and provided details and specifications for the items listed in the 10% design document.

As part of the design process for the Third Avenue Transit Corridor Improvement Project- 10% Design Memo these elements were re-evaluated for suitability along the transit corridor. The following matrix details this evaluation.

Belltown Kit of Parts Review

GOALS FROM 10% DESIGN			ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
1 TRANSIT CANOPY							
	2013 KOP	Terminal model from MMCITE <ul style="list-style-type: none">• bold transit identity and impact for Third Avenue with small footprint• transparent, flexible, open and modern• scalable structure to accommodate size needs• seating and lean rail modules• recognition of exisiting building canopies– Approximate 12’ sectional width	•	•	•	<ul style="list-style-type: none">• transparent, flexible, open and modern• scalable structure to accommodate size needs• recognition of exisiting building canopies• custom design and fabrication not required	<ul style="list-style-type: none">• Shelter not available due to procurement issues• Sole-source from Czech Republic• intricate detailing requires frequent maintenance• glare and durability issue with unprotected source lighting• full glass canopy requires frequent maintenance• no design relationship to Rapid Ride shelters
BELLTOWN	2014 KOP	Rapid Ride shelter <ul style="list-style-type: none">• Existing shelters to remain ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•	•	•	<ul style="list-style-type: none">• recognizable symbol of entire Rapid Ride system• colorful custom design provides brand identity for patrons	<ul style="list-style-type: none">• None known.
2 TRANSIT-RELATED SEATING							
	2013 KOP	A. Lean Rail: Landscape Forms Connect Rail <ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•		•	<ul style="list-style-type: none">• off-the-shelf product does not require custom design and fabrication	<ul style="list-style-type: none">• profile doesn’t accommodate various heights• wood detail on lean rail may wear prematurely• confirm product durability and mounting is suited to heavy urban use• no opportunity to customize
BELLTOWN	2014 KOP	A. Lean Rail: Integrated in existing Rapid Ride sheltersACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• integration of lean rail with shelter gives smaller footprint for heavy ridership volumes	<ul style="list-style-type: none">• None known.
	2013 KOP	B. Bench Seating: Forms and Surfaces Ratio Bench <ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•		•	<ul style="list-style-type: none">• off-the-shelf product does not require custom design and fabrication	<ul style="list-style-type: none">• no opportunity to customize specifically to corridor
BELLTOWN	2014 KOP	B. Bench Seating: Existing seating at Rapid Ride shelters to remain	•		•	<ul style="list-style-type: none">• seating in place, and contributing to transit zone	<ul style="list-style-type: none">• None known.
	2013 KOP	C. One-person seating: Forms and Surfaces Tangent Rail Seating <ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•			<ul style="list-style-type: none">• Discourages sleeping	<ul style="list-style-type: none">• inefficient use of space• inflexible, single vantage point• discourages social interaction
BELLTOWN	2014 KOP	C. One-person seating: Seating BollardsACHIEVES SAME DESIGN GOALS AS 2013 KOP				<ul style="list-style-type: none">• Discourages sleeping• Flexible– may be placed individually, in groups and adjacent to bench seating• Defines personal space, not sharable	<ul style="list-style-type: none">• None known.

Third Avenue Kit of Parts Manual, February 4, 2014, as basis of comparison

GOALS FROM 10% DESIGN			ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS	
3 PAVING / PATTERNING								
	2013 KOP	Photocatalytic concrete with 2' jointing	<ul style="list-style-type: none">• create a safer, comfortable, healthier, pedestrian environment• organize the activities and amenities on street				<ul style="list-style-type: none">• environmental benefit• installed at Macy's Block• enhanced paving joints	<ul style="list-style-type: none">• unproven effectiveness of pollution mitigation• highlights stains/wear• not identifiable as special paving, jointing pattern is non-descript
BELLTOWN	2014 KOP	Feature paving at transit zone	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•	•	•	<ul style="list-style-type: none">• delineate transit zone by creating color contrast and finer pavement pattern• limits zone of construction to curbside, existing sidewalk maintained or improved with redevelopment• strong visual and tactile quality• identifies transit corridor	<ul style="list-style-type: none">• photocatalytic concrete installed at Macy's block
CURB								
	2013 KOP	2' concrete red curb	<ul style="list-style-type: none">• create a visual marker for pedestrian safety	•		•	<ul style="list-style-type: none">• More durable than red paint• identifies transit zone	<ul style="list-style-type: none">• visual marker but not tactile
BELLTOWN	2014 KOP	<ul style="list-style-type: none">• 2' red concrete curb at bus shelters• 2' concrete curb with modular joints• Granite curb insets at seating areas	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• modular jointing for easier repair• jointing pattern can be used at non-red curb for visual continuity to identify corridor• linear marker defines edges of transit zone for length of corridor	<ul style="list-style-type: none">• 60% AAC complete -- Revision required
INTERSECTIONS								
	2013 KOP	Painted crosswalk treatment	<ul style="list-style-type: none">• create a sense of identity for the corridor• add visual interest for pedestrians		•	•	<ul style="list-style-type: none">• approved by City Council	<ul style="list-style-type: none">• paint surface may have safety concerns• longevity• not pertinent to transit corridor
BELLTOWN	2014 KOP	<ul style="list-style-type: none">• Curb Bulbs• Inlaid street names at corners of intersections• Raised intersection crossings at Green Streets	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•	•	•	<ul style="list-style-type: none">• creates a legible identity and improves wayfinding• strengthens relationship to intersecting Green Streets• improves pedestrian safety	<ul style="list-style-type: none">• 60% AAC complete -- Revision required
TREES AND PLANTINGS								
	2013 KOP	Tree Paver Grate System	<ul style="list-style-type: none">• support street tree health			•	<ul style="list-style-type: none">• prevents compaction• maximize sidewalk space without girdling the tree over time	<ul style="list-style-type: none">• can be difficult to maintain• over time, pavers often get knocked out of plumb, creating ADA/safety concern
BELLTOWN	2014 KOP	<ul style="list-style-type: none">• Prune existing trees• Enlarge tree wells• Expand planters• Add plant protection rails	<ul style="list-style-type: none">• support street tree health• contributes to corridor identity, yet specific to Belltown segment	•	•	•	<ul style="list-style-type: none">• create more growing room for tree roots• environmental benefit from trees and enhanced plantings• opportunity for partnership with adjacent property owners• enhance existing visual pattern of robust street trees	<ul style="list-style-type: none">• ongoing maintenance required

Belltown Kit of Parts Review

GOALS FROM 10% DESIGN				ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
4 LIGHTING								
	2013 KOP	A. Pedestrian Phillips Lumec Serenade Fixture	<ul style="list-style-type: none">Reduce maintenance, improves lighting distribution and lighting qualityIncreases safety by providing vertical illumination for facial recognition of pedestrians		•	•	<ul style="list-style-type: none">directs light to sidewalk where most effective	<ul style="list-style-type: none">question applicability of historic reference
BELLTOWN	2014 KOP	A. Pedestrian Lumec UrbanScape	ACHIEVES SAME DESIGN GOALS AS 2013 KOP		•	•	<ul style="list-style-type: none">directs light to sidewalk where most effectivealternative fixtures approved by SCLcontemporary alternatives appropriate to newly developing neighborhood	<ul style="list-style-type: none">None known.
	2013 KOP	B. Cobrahead Leotek LED ECobra-head Street Light	<ul style="list-style-type: none">Reduce maintenance, improves lighting distribution and lighting qualityIncreases safety by providing vertical illumination for facial recognition of pedestrians	•	•	•		
BELLTOWN	2014 KOP	B. Cobrahead Leotek LED ECobra-head Street Light NO CHANGE FROM 2013 KOP		•	•	•		
5 THIRD AVE BLOOMS VASE								
	2013 KOP	seasonal/temporary vase	<ul style="list-style-type: none">Building support of building owners, storefront tenants and the general public towards ongoing beautification and care of Third AvenueCreate identity and graphic language for the corridor		•	•		<ul style="list-style-type: none">primarily seasonalshould have continuous ownership and participation to be successfulvandal pronesmall-scale
BELLTOWN	2014 KOP	<ul style="list-style-type: none">Seasonal Plantings at Expanded PlantersProtection Rails	ACHIEVES SAME DESIGN GOALS AS 2013 KOP		•	•	<ul style="list-style-type: none">year-round benefit with appropriate plant choicecontributes to health of street treesencourages participation/ownership of adjacent merchantscontributes to corridor identity visually yet specific to Belltown segment	<ul style="list-style-type: none">requires maintenance possibly by plant service or adjacent use
6 STREET LOUNGE								
	2013 KOP	Frame structure and canopy Seating/standing elements Planting Program	<ul style="list-style-type: none">Provide transit riders and others a pleasant place to be on the streetComfortable, “public rooms” that are outside the flow of pedestrian traffic and clearly definedCustom furnishings to invite people to spend time on the sidewalk		•	•		<ul style="list-style-type: none">design language doesn’t match the rest of the proposed improvementsStewardship by adjacent uses is necessary for successful installations
BELLTOWN	2014 KOP	Provide alternate seating concepts along corridor based on adjacency (Activity Nodes) <ul style="list-style-type: none">distinct from existing transit seating	ACHIEVES SAME DESIGN GOALS AS 2013 KOP		•	•	<ul style="list-style-type: none">develop multiple seating choices of varying scale and durability depending on use	<ul style="list-style-type: none">Multiple design options require additional design, customized fabricationStewardship by adjacent uses is necessary for successful installations

Belltown Kit of Parts Review

GOALS FROM 10% DESIGN			ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
7 BLANK FACADE TREATMENT							
BELLTOWN	2013 KOP	Structural frame and decorative panels + programming	<ul style="list-style-type: none">Restore human scale and an elevated level of qualityCreate opportunities to engage the community		<ul style="list-style-type: none">	<ul style="list-style-type: none">	<ul style="list-style-type: none">Requires a greater degree of maintenance, and more programming efforts to activate
	2014 KOP	Very few blank facades in Belltown <ul style="list-style-type: none">Focus attention away from the buildings and create more visual interest within the transit zone	<ul style="list-style-type: none">Not applicable				
8 BIKE RACK							
BELLTOWN	2013 KOP	cast iron custom bike rack	<ul style="list-style-type: none">Consistent, easy-to-use and accessStrong and secure with multiple locking options		<ul style="list-style-type: none">		<ul style="list-style-type: none">requires custom design and fabricationdesign language doesn't match the rest of the proposed improvements
	2014 KOP	Sportworks Tofino No Scratch or Westport No Scratch	SAME AS 2013 KIT OF PARTS		<ul style="list-style-type: none">	<ul style="list-style-type: none">off-the-shelf product does not require custom design and fabricationstraightforward and cost effective	
9 TRASH AND RECYCLING RECEPTACLES							
BELLTOWN	2013 KOP	Solar Intelligent Waste & Recycling by BigBelly or Urban Renaissance by Forms+Surfaces	<ul style="list-style-type: none">Keep the street cleanExhibit a value of quality and careConsolidated trash and recycling to reduce clutter	<ul style="list-style-type: none">	<ul style="list-style-type: none">	<ul style="list-style-type: none">off-the-shelf product does not require custom design and fabrication	
	2014 KOP	Solar Intelligent Waste & Recycling by BigBelly or Urban Renaissance by Forms+Surfaces NO CHANGE FROM 2013 KOP					

Business District Kit of Parts Review

GOALS FROM 10% DESIGN				ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
1 TRANSIT CANOPY								
	2013 KOP	Terminal model from MMCITE	<ul style="list-style-type: none">• bold transit identity and impact for Third Avenue with small footprint• transparent, flexible, open and modern• scalable structure to accommodate size needs• seating and lean rail modules• recognition of exisiting building canopies– Approximate 12’ sectional width	•	•	•	<ul style="list-style-type: none">• transparent, flexible, open and modern• scalable structure to accommodate size needs• recognition of exisiting building canopies• custom design and fabrication not required	<ul style="list-style-type: none">• Shelter not available due to procurement issues• sole-source from Czech Republic• intricate detailing requires frequent maintenance• glare and durability issue with unprotected source lighting• full glass canopy requires frequent maintenance• no design relationship to Rapid Ride shelters• seperate seating and lean components rather than integrated
BD	2014 KOP	Custom shelter recommended	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•	•	•	<ul style="list-style-type: none">• opportunity to establish specific transit identity for Third Avenue that can relate to the Rapid Ride shelters• custom design is adaptable to variable site conditions• flexibility in length and width• includes integrated seating and lighting• upward and downward protected light sources to prevent glare and increase durability• steel roofing panels for ease of maintenance with playful dichroic glass detail	<ul style="list-style-type: none">• None known.
2 TRANSIT-RELATED SEATING								
	2013 KOP	A. Lean Rail: Landscape Forms Connect Rail	<ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•		•	<ul style="list-style-type: none">• off-the-shelf product does not require custom design and fabrication	<ul style="list-style-type: none">• profile doesn’t accommodate various heights• wood detail on lean rail may wear prematurely• confirm product durability and mounting is suited to heavy urban use• no opportunity to customize in support of Third Ave. identity
BD	2014 KOP	A. Lean Rail: Integrated in custom shelter	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• integration of lean rail similar to Rapid Ride shelter gives smaller footprint for heavy ridership volumes	<ul style="list-style-type: none">• none known
	2013 KOP	B. Bench Seating: Custom design	<ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•		•	<ul style="list-style-type: none">• off-the-shelf product does not require custom design and fabrication	<ul style="list-style-type: none">• no opportunity to customize specifically to corridor
BD	2014 KOP	B. Bench Seating: Integrated in custom shelter	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• opportunity to tailor bench length and discourage sleeping• integration of benches similar to Rapid Ride shelter gives smaller footprint for heavy ridership volumes	<ul style="list-style-type: none">• none known.
	2013 KOP	C. One-person seating: Forms and Surfaces Tangent Rail Seating	<ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•		•	<ul style="list-style-type: none">• discourages sleeping	<ul style="list-style-type: none">• inefficient use of space• inflexible, single vantage point
BD	2014 KOP	C. One-person seating: REMOVE FROM KIT OF PARTS						

Business District Kit of Parts Review

GOALS FROM 10% DESIGN				ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
3 PAVING / PATTERNING								
	2013 KOP	Photocatalytic concrete with 2' jointing	<ul style="list-style-type: none">• create a safer, comfortable, healthier, pedestrian environment• organize the activities and amenities on street				<ul style="list-style-type: none">• environmental benefit• installed at Macy's Block• enhanced paving joints	<ul style="list-style-type: none">• unproven effectiveness of pollution mitigation• highlights stains/wear• not identifiable as special paving, jointing pattern is non-descript
BD	2014 KOP	Feature paving at amenity zone	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•	•	•	<ul style="list-style-type: none">• delineate amenity zone by creating color contrast and finer pavement pattern• provides strong visual and tactile quality• best opportunity to delineate corridor without impeding pedestrian movement	<ul style="list-style-type: none">• photocatalytic concrete installed at Macy's block
CURB								
	2013 KOP	2' concrete red curb	<ul style="list-style-type: none">• create a visual marker for pedestrian safety	•		•	<ul style="list-style-type: none">• more durable than red paint• identifies transit zone	<ul style="list-style-type: none">• visual marker but not tactile
BD	2014 KOP	<ul style="list-style-type: none">• 2' red concrete curb on bus blocks• 2' concrete curb with modular joints on non-bus blocks• Granite curb insets in areas where existing trees are close to curb	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• modular jointing for easier repair• jointing pattern can be used at non-red curb for visual continuity to identify corridor• linear marker defines edges of amenity zone for length of corridor	<ul style="list-style-type: none">• none known.
INTERSECTIONS								
	2013 KOP	Painted piano keys and neck ties on the street	<ul style="list-style-type: none">• create a sense of identity for the corridor• add visual interest for pedestrians		•	•	<ul style="list-style-type: none">• approved by City Council	<ul style="list-style-type: none">• paint surface may have safety concerns• longevity• not pertinent to transit corridor
BD	2014 KOP	Finer scoring of concrete within intersection	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• creates a legible identity and improves wayfinding• improves pedestrian safety	<ul style="list-style-type: none">• none known.
		Inlaid street names at corners of intersections		•		•		<ul style="list-style-type: none">• none known.
			suspended light installation to mark special intersections		•	•	•	<ul style="list-style-type: none">• marks intersection with Pike/Pine Corridor• can be modified for seasonal treatments

Business District Kit of Parts Review

GOALS FROM 10% DESIGN				ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS	
TREES AND PLANTING									
	2013 KOP	Tree Paver Grate System	• support street tree health			•	• prevents compaction • maximize sidewalk space without girdling the tree over time	• can be difficult to maintain • over time, pavers often get knocked out of plumb, creating ADA/safety concern	
BD	2014 KOP	Option 1: Silva Cells + Tree Paver Grate System	ACHIEVES SAME DESIGN GOALS AS 2013 KOP			•	• create more growing room for tree roots • environmental benefit from healthier more robust trees • enhance existing visual pattern of robust street trees • Silva Cells would maximize sidewalk space without the concern of pavers being knocked out of plumb	• significant financial investment for healthy trees long term	
		Option 2: Structural Soil + Tree Paver Grate System	ACHIEVES SAME DESIGN GOALS AS 2013 KOP			•	• more cost effective method	• paver system requires more maintenance • over time, pavers often get knocked out of plumb, creating ADA/safety concern	
		Raised Planters	• to create a more inviting environment and create visual interest for pedestrians				• could be implemented as a substitute for street trees in the event that trees are precluded by underground services	• due to competing uses--bus stops and loading space--along the street, there are limited opportunities for raised planters	
4	LIGHTING								
	2013 KOP	A. Pedestrian Phillips Lumec Serenade Fixture	• reduce maintenance, improves lighting distribution and lighting quality • increases safety by providing vertical illumination for facial recognition of pedestrians		•	•	• directs light to sidewalk where most effective	• question applicability of historic reference	
BD	2014 KOP	A. 1) Pedestrian Lumec UrbanScape	ACHIEVES SAME DESIGN GOALS AS 2013 KOP		•	•	• directs light to sidewalk where most effective • alternative fixtures approved by SCL • contemporary alternatives appropriate to newly developing neighborhood	• None known.	
BD	2014 KOP	A. 2) Family of Light Columns	ACHIEVES SAME DESIGN GOALS AS 2013 KOP • provides wayfinding and identity for transit corridor • adds visual interest and delight to pedestrians	•	•	•	• multipurpose element designed to maximize lighting, identity, and way finding functions while maximizing valuable sidewalk space • flexible placement and are also incorporated into custom transit canopy • may be custom art pieces or standardized	• none known.	
	2013 KOP	B. Cobrahead Leotek LED ECobra-head Street Light	• reduce maintenance, improves lighting distribution and lighting quality • increases safety by providing vertical illumination for facial recognition of pedestrians	•	•	•			
BD	2014 KOP	B. Cobrahead Leotek LED ECobra-head Street Light NO CHANGE FROM 2013 KOP	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•	•	•			
BD	2014 KOP	C. Suspended Light Installation (at special intersections only)	ACHIEVES SAME DESIGN GOALS AS 2013 KOP • provides wayfinding and identity for transit corridor • add visual interest and delight to pedestrians		•	•	• opportunity to create seasonal interest • celebrate special intersections along corridor	• May require partnership with adjacent businesses, transit agencies and utilities	
BD	2014 KOP	D. Tree Lighting	ACHIEVES SAME DESIGN GOALS AS 2013 KOP • add visual interest and delight to pedestrians		•	•	• creates a safer more inviting street environment • rather than in-grade fixtures, post-mounted light fixtures can provide additional lighting with less maintenance concerns	• May require installation of additional light poles to create an even rhythm of tree lighting along the corridor	
BD	2014 KOP	E. Historic Building Facade Lighting	ACHIEVES SAME DESIGN GOALS AS 2013 KOP • add visual interest and delight to pedestrians • celebrates historic buildings along the corridor		•	•	• creates a safer more inviting street environment	• Will require partnership with adjacent businesses	

Business District Kit of Parts Review

GOALS FROM 10% DESIGN				ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
5 THIRD AVE BLOOMS VASE								
BD	2013 KOP	seasonal/temporary vase	<ul style="list-style-type: none">• building support of building owners, storefront tenants and the general public towards ongoing beautification and care of Third Ave.• create identity and graphic language for the corridor		•	•		<ul style="list-style-type: none">• primarily seasonal• should have continuous ownership and participation to be successful• vandal prone• small-scale
	2014 KOP	REMOVED FROM KOP						
6 STREET LOUNGE								
BD	2013 KOP	Frame structure and canopy Seating/standing elements Planting Program	<ul style="list-style-type: none">• provide transit riders and others a pleasant place to be on the street• comfortable, “public rooms” that are outside the flow of pedestrian traffic and clearly defined• custom furnishings to invite people to spend time on the sidewalk		•	•		<ul style="list-style-type: none">• difficult to change street culture to the extent that seating is used in a positive fashion• passive lounge seating may not be appropriate given the nature of an active transit corridor
	2014 KOP	REMOVED FROM KOP	<ul style="list-style-type: none">• high transit use in this segment, and transit related seating only					<ul style="list-style-type: none">• seating in this busy right-of-way may impede movement of pedestrians, contribute to loitering
7 BLANK FACADE TREATMENT								
BD	2013 KOP	Structural frame and decorative panels + programming	<ul style="list-style-type: none">• restore human scale and an elevated level of quality• create opportunities to engage the community		•	•		<ul style="list-style-type: none">• requires a greater degree of maintenance, and more programming efforts to activate• potential for vandalism at blocks with low level activity• creates unused spaces between facade and building that can collect trash and other litter
	2014 KOP	Art Murals / Art Interruptions Program	SAME AS 2013 KIT OF PARTS				<ul style="list-style-type: none">• acknowledge scale of existing buildings• leave sidewalks unencumbered	<ul style="list-style-type: none">• murals should not be confused with private signage
8 BIKE RACK								
BD	2013 KOP	cast iron custom bike rack	<ul style="list-style-type: none">• consistent, easy-to-use and access• strong and secure with multiple locking options			•	<ul style="list-style-type: none">• custom racks can be designed specifically for the corridor	<ul style="list-style-type: none">• requires custom design and fabrication• design language doesn’t match the rest of the proposed improvements
	2014 KOP	Sportworks Tofino No Scratch or Westport No Scratch	SAME AS 2013 KIT OF PARTS			•	<ul style="list-style-type: none">• off-the-shelf product does not require custom design and fabrication• straightforward and cost effective	<ul style="list-style-type: none">• none known
9 TRASH AND RECYCLING RECEPTACLES								
BD	2013 KOP	Solar Intelligent Waste & Recycling by BigBelly or Urban Renaissance by Forms+Surfaces	<ul style="list-style-type: none">• keep the street clean• exhibit a value of quality and care• consolidated trash and recycling to reduce clutter	•		•	<ul style="list-style-type: none">• off-the-shelf product does not require custom design and fabrication	
	2014 KOP	Solar Intelligent Waste & Recycling by BigBelly or Urban Renaissance by Forms+Surfaces NO CHANGE FROM 2013 KOP						

Pioneer Square District Kit of Parts Review

GOALS FROM 10% DESIGN				ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
1 TRANSIT CANOPY								
	2013 KOP	Terminal model from MMCITE	<ul style="list-style-type: none">• bold transit identity and impact for Third Avenue with small footprint• transparent, flexible, open and modern• scalable structure to accommodate size needs• seating and lean rail modules• recognition of exisiting building canopies– Approximate 12’ sectional width	•	•	•	<ul style="list-style-type: none">• transparent, flexible, open and modern• scalable structure to accommodate size needs• recognition of exisiting building canopies• custom design and fabrication not required	<ul style="list-style-type: none">• Shelter not available due to procurement issues• sole-source from Czech Republic• intricate detailing requires frequent maintenance• glare and durability issue with unprotected source lighting• full glass canopy requires frequent maintenance• no design relationship to Rapid Ride shelters• seperate seating and lean components rather than integrated
PS	2014 KOP	Custom shelter recommended	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•	•	•	<ul style="list-style-type: none">• opportunity to establish specific transit identity for Third Avenue that can relate to the Rapid Ride shelters• custom design is adaptable to variable site conditions• flexibility in length and width• includes integrated seating and lighting• upward and downward protected light sources to prevent glare and increase durability• steel roofing panels for ease of maintenance with playful dichroic glass detail	<ul style="list-style-type: none">• None known.
2 TRANSIT-RELATED SEATING								
	2013 KOP	A. Lean Rail: Landscape Forms Connect Rail	<ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•		•	<ul style="list-style-type: none">• off-the-shelf product does not require custom design and fabrication	<ul style="list-style-type: none">• profile doesn’t accommodate various heights• wood detail on lean rail may wear prematurely• confirm product durability and mounting is suited to heavy urban use• no opportunity to customize in support of Third Ave. identity
PS	2014 KOP	A. Lean Rail: Integrated in custom shelter	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• integration of lean rail similar to Rapid Ride shelter gives smaller footprint for heavy ridership volumes	<ul style="list-style-type: none">• none known
	2013 KOP	B. Bench Seating: Custom design	<ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•		•	<ul style="list-style-type: none">• off-the-shelf product does not require custom design and fabrication	<ul style="list-style-type: none">• no opportunity to customize specifically to corridor
PS	2014 KOP	B. Bench Seating: Integrated in custom shelter	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• opportunity to tailor bench length and discourage sleeping• integration of benches similar to Rapid Ride shelter gives smaller footprint for heavy ridership volumes	<ul style="list-style-type: none">• none known.
	2013 KOP	C. One-person seating: Forms and Surfaces Tangent Rail Seating	<ul style="list-style-type: none">• comfortable, but for short-term use• high-quality material• identifies with the same design vocabulary as the transit canopy	•		•	<ul style="list-style-type: none">• discourages sleeping	<ul style="list-style-type: none">• inefficient use of space• inflexible, single vantage point
PS	2014 KOP	C. One-person seating: REMOVE FROM KIT OF PARTS						

Pioneer Square Kit of Parts Review

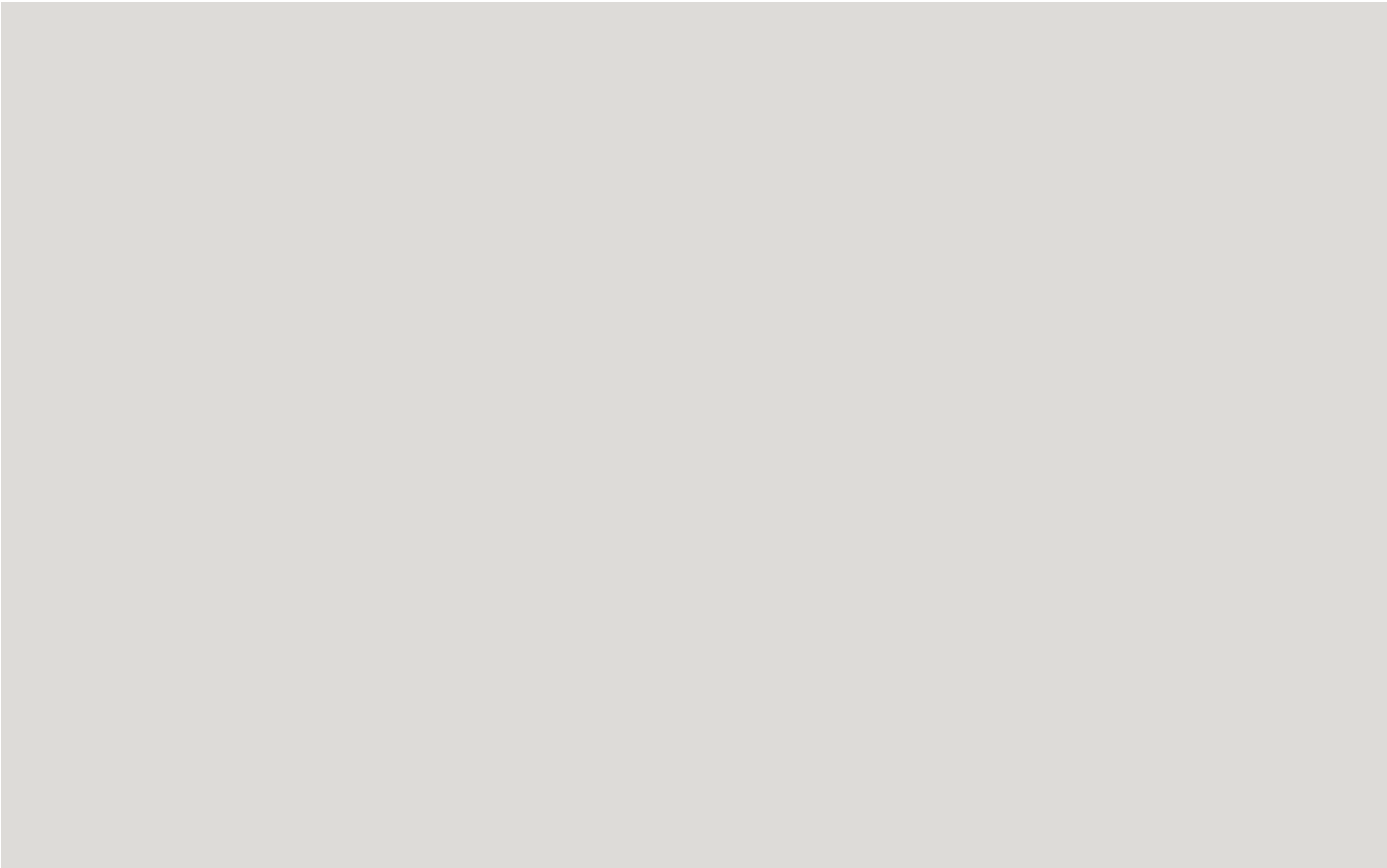
Pioneer Square Kit of Parts Review				GOALS FROM 10% DESIGN	ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
3 PAVING / PATTERNING									
PS	2013 KOP	Photocatalytic concrete with 2' jointing	<ul style="list-style-type: none">• create a safer, comfortable, healthier, pedestrian environment• organize the activities and amenities on street				<ul style="list-style-type: none">• environmental benefit• installed at Macy's Block• enhanced paving joints	<ul style="list-style-type: none">• unproven effectiveness of pollution mitigation• highlights stains/wear• not identifiable as special paving, jointing pattern is non-descript	
	2014 KOP	Feature paving at amenity zone	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•	•	•	<ul style="list-style-type: none">• delineate amenity zone by creating color contrast and finer pavement pattern• provides strong visual and tactile quality• best opportunity to delineate corridor without impeding pedestrian movement	<ul style="list-style-type: none">• photocatalytic concrete installed at Macy's block	
CURB									
PS	2013 KOP	2' concrete red curb	<ul style="list-style-type: none">• create a visual marker for pedestrian safety	•		•	<ul style="list-style-type: none">• more durable than red paint• identifies transit zone	<ul style="list-style-type: none">• visual marker but not tactile	
	2014 KOP	<ul style="list-style-type: none">• 2' red concrete curb on bus blocks• standard 6" concrete curb where there isn't a bus stop	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• modular jointing for easier repair• linear marker defines edges of amenity zone for length of corridor	<ul style="list-style-type: none">• none known.	
INTERSECTIONS									
PS	2013 KOP	Painted piano keys and neck ties on the street	<ul style="list-style-type: none">• create a sense of identity for the corridor• add visual interest for pedestrians		•	•	<ul style="list-style-type: none">• approved by City Council	<ul style="list-style-type: none">• paint surface may have safety concerns• longevity• not pertinent to transit corridor	
	2014 KOP	Finer scoring of concrete within intersection	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	•		•	<ul style="list-style-type: none">• creates a legible identity and improves wayfinding• improves pedestrian safety	<ul style="list-style-type: none">• none known.	
		Inlaid street names at corners of intersections		•		•		<ul style="list-style-type: none">• none known.	
		Corridor Light Column	<ul style="list-style-type: none">• identifies corridor and provides wayfinding at five-way intersections	•	•	•	<ul style="list-style-type: none">• creates continuity along the length of the corridor• provides additional lighting and visual interest	<ul style="list-style-type: none">• none known.	

Pioneer Square Kit of Parts Review

GOALS FROM 10% DESIGN				ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
TREES AND PLANTING								
	2013 KOP	Tree Paver Grate System	<ul style="list-style-type: none">• support street tree health			●	<ul style="list-style-type: none">• prevents compaction• maximize sidewalk space without girdling the tree over time	<ul style="list-style-type: none">• can be difficult to maintain• over time, pavers often get knocked out of plumb, creating ADA/safety concern
PS	2014 KOP	Option 1: Silva Cells + Tree Paver Grate System	ACHIEVES SAME DESIGN GOALS AS 2013 KOP			●	<ul style="list-style-type: none">• create more growing room for tree roots• environmental benefit from healthier more robust trees• enhance existing visual pattern of robust street trees• Silva Cells would maximize sidewalk space without the concern of pavers being knocked out of plumb	<ul style="list-style-type: none">• significant financial investment for healthy trees long term
		Option 2: Structural Soil + Tree Paver Grate System	ACHIEVES SAME DESIGN GOALS AS 2013 KOP			●	<ul style="list-style-type: none">• more cost effective method	<ul style="list-style-type: none">• paver system requires more maintenance• over time, pavers often get knocked out of plumb, creating ADA/safety concern
		Raised Planters	<ul style="list-style-type: none">• to create a more inviting environment and create visual interest for pedestrians				<ul style="list-style-type: none">• could be implemented as a substitute for street trees in the event that trees are precluded by underground services	<ul style="list-style-type: none">• due to narrow sidewalks, opportunities are limited
4	LIGHTING							
	2013 KOP	A. Pedestrian Phillips Lumec Serenade Fixture	<ul style="list-style-type: none">• reduce maintenance, improves lighting distribution and lighting quality• increases safety by providing vertical illumination for facial recognition of pedestrians		●	●	<ul style="list-style-type: none">• directs light to sidewalk where most effective	<ul style="list-style-type: none">• question applicability of historic reference
PS	2014 KOP	A. 1) Pedestrian Lumec UrbanScape	ACHIEVES SAME DESIGN GOALS AS 2013 KOP		●	●	<ul style="list-style-type: none">• directs light to sidewalk where most effective• alternative fixtures approved by SCL• contemporary alternatives appropriate to newly developing neighborhood	<ul style="list-style-type: none">• None known.
PS	2014 KOP	A. 2) Family of Light Columns	ACHIEVES SAME DESIGN GOALS AS 2013 KOP <ul style="list-style-type: none">• provides wayfinding and identity for transit corridor• adds visual interest and delight to pedestrians	●	●	●	<ul style="list-style-type: none">• multipurpose element designed to maximize lighting, identity, and way finding functions while maximizing valuable sidewalk space• flexible placement and are also incorporated into custom transit canopy• may be custom art pieces or standardized	<ul style="list-style-type: none">• none known.
	2013 KOP	B. Cobrahead Leotek LED ECobra-head Street Light	<ul style="list-style-type: none">• reduce maintenance, improves lighting distribution and lighting quality• increases safety by providing vertical illumination for facial recognition of pedestrians	●	●	●		
PS	2014 KOP	B. Cobrahead Leotek LED ECobra-head Street Light NO CHANGE FROM 2013 KOP	ACHIEVES SAME DESIGN GOALS AS 2013 KOP	●	●	●		
PS	2014 KOP	C. Catenary Lighting (at activity nodes/plaza)	ACHIEVES SAME DESIGN GOALS AS 2013 KOP <ul style="list-style-type: none">• additional lighting to create a safer environment• add visual interest and delight to pedestrians		●	●	<ul style="list-style-type: none">• appropriate scale for Pioneer Square	<ul style="list-style-type: none">• May require partnership with adjacent businesses and utilities
PS	2014 KOP	D. Tree Lighting	ACHIEVES SAME DESIGN GOALS AS 2013 KOP <ul style="list-style-type: none">• add visual interest and delight to pedestrians		●	●	<ul style="list-style-type: none">• creates a safer more inviting street environment• rather than in-grade fixtures, post-mounted light fixtures can provide additional lighting with less maintenance concerns	<ul style="list-style-type: none">• May require installation of additional light poles to create an even rhythm of tree lighting
PS	2014 KOP	E. Historic Building Facade Lighting	ACHIEVES SAME DESIGN GOALS AS 2013 KOP <ul style="list-style-type: none">• add visual interest and delight to pedestrians• celebrates historic buildings along the corridor		●	●	<ul style="list-style-type: none">• creates a safer more inviting street environment	<ul style="list-style-type: none">• Will require partnership with adjacent businesses

Pioneer Square Kit of Parts Review

GOALS FROM 10% DESIGN			ORGANIZE	ENERGIZE	HUMANIZE	PROS	CONS
5 THIRD AVE BLOOMS VASE							
	2013 KOP	seasonal/temporary vase	• building support of building owners, storefront tenants and the general public towards ongoing beautification and care of Third Ave.		•	•	• primarily seasonal
			• create identity and graphic language for the corridor				• should have continuous ownership and participation to be successful
							• vandal prone
							• small-scale
PS	2014 KOP	REMOVE FROM KOP (Hanging baskets already exist in Pioneer Square)					
6 STREET LOUNGE							
	2013 KOP	Frame structure and canopy Seating/standing elements Planting Program	• provide transit riders and others a pleasant place to be on the street		•	•	• design language doesn't match the rest of the proposed improvements
			• comfortable, "public rooms" that are outside the flow of pedestrian traffic and clearly defined				• Stewardship by adjacent uses is necessary for successful installations
			• custom furnishings to invite people to spend time on the sidewalk				
PS	2014 KOP	Provide alternate seating concepts along corridor based on adjacency (Activity Nodes)	ACHIEVES SAME DESIGN GOALS AS 2013 KOP		•	•	• develop multiple seating choices depending on use and adjacency
							• Multiple design options require additional design, customized fabrication
							• Stewardship by adjacent uses is necessary for successful installations
7 BLANK FACADE TREATMENT							
	2013 KOP	Structural frame and decorative panels + programming	• restore human scale and an elevated level of quality		•	•	• requires a greater degree of maintenance, and more programming efforts to activate
			• create opportunities to engage the community				• potential for vandalism at blocks with low level activity
							• creates unused spaces between facade and building that can collect trash and other litter
PS	2014 KOP	Art Murals / Art Interruptions Program	SAME AS 2013 KIT OF PARTS				• acknowledge scale of existing buildings
			• Art murals to be developed with input of community stakeholders				• leave sidewalks unencumbered
							• murals should not be confused with private signage
8 BIKE RACK							
	2013 KOP	cast iron custom bike rack	• consistent, easy-to-use and access			•	• custom racks can be designed specifically for the corridor
			• strong and secure with multiple locking options				• requires custom design and fabrication
							• design language doesn't match the rest of the proposed improvements
PS	2014 KOP	Sportworks Tofino No Scratch or Westport No Scratch	SAME AS 2013 KIT OF PARTS			•	• off-the-shelf product does not require custom design and fabrication
							• straightforward and cost effective
							• none known
9 TRASH AND RECYCLING RECEPTACLES							
	2013 KOP	Solar Intelligent Waste & Recycling by BigBelly or Urban Renaissance by Forms+Surfaces	• keep the street clean	•		•	• off-the-shelf product does not require custom design and fabrication
			• exhibit a value of quality and care				
			• consolidated trash and recycling to reduce clutter				
PS	2014 KOP	Solar Intelligent Waste & Recycling by BigBelly or Urban Renaissance by Forms+Surfaces NO CHANGE FROM 2013 KOP					



APPENDIX

Probable Project Cost and Risk Analysis

As a companion effort to the Urban Design Technical Memorandum, the project team has analyzed the Third Avenue Transit Corridor's existing conditions relative to the recommended urban design improvements to arrive at a 10% planning-level opinion of probable project costs. These costs are intended to be a high-level "order of magnitude" snapshot of project implementation costs. The costs include construction, project development, construction management, escalation, and contingency which varies by the assumed level of risk. The estimates are based on data provided by the City of Seattle for implementation of the Macy's block face (Stewart to Pine, East Side) in 2014. The corridor's actual construction will likely be spaced out over a period of several years as more construction funding becomes available.

Probable Project Costs & Risks Key Map of Third Avenue Transit Corridor

