Third Avenue Transit Corridor Improvements

20% Urban Design Review

June 2015 City of Seattle Department of Transportation & King County Metro



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Third Avenue Transit Corridor Improvements

20% Urban Design Review

Client

Seattle Department of Transportation King County Metro

Project Management Perteet

Urban Design HEWITT

Specialty Lighting Design Blanca Lighting Design











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Project Background

01

Vision

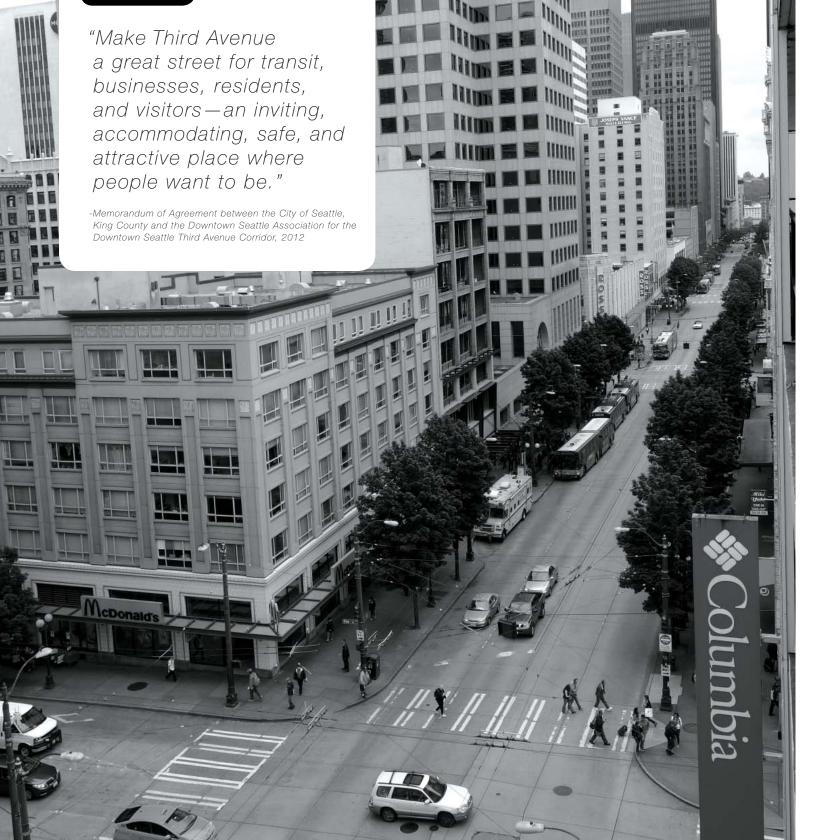
Third Avenue, Seattle, Washington

Denny Way and South Jackson Street.

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.

Also in 2014 the Third Avenue Transit Corridor Improvements 10% Urban Design Report was prepared. The report carried 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 &



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

In 2013 SDOT and Metro completed the Third Avenue - University to Stewart 10% Design. This plan developed a conceptual Safety Technical Memorandum using Crime Prevention Through Environmental Design techniques (CPTED), and analysis of bus stop capacity and transit operations. The 10% document utilized corridor-wide and segment-specific strategies 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.

In 2015 the Third Avenue Transit Corridor Improvement Preliminary Design Document-30% will advance the 10% design concept, providing an increasing level of technical detail.

This document represents a 20% level of design, to provide the basis for agency and stakeholder comment prior to completion of the 30%.

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. At the end of 30%, SDOT and Metro will develop a prioritization and implementation plan to guide the use of funding that has been received to date. 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.

Project Scope

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.





Design Strategies

02



Amenity Zone - Paving and Curb

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

- delineates amenity zone by creating color contrast and finer pavement pattern
- provides strong visual and tactile quality

Curb Attributes

- 6" existing or new CIP concrete curb
- band of 18" x 18" dark gray, ribbed tactile concrete paver adjacent to 6" curb

Paving Attributes

- Field of pavers: 1'x 2' concrete pavers in a mix of two grays (70% light gray, 30% dark gray)
- Band of 1' x 2' dark gray specialty pavers separating Amenity zone from 2'x 2' COS standard concrete sidewalk

Light gray

concrete paver





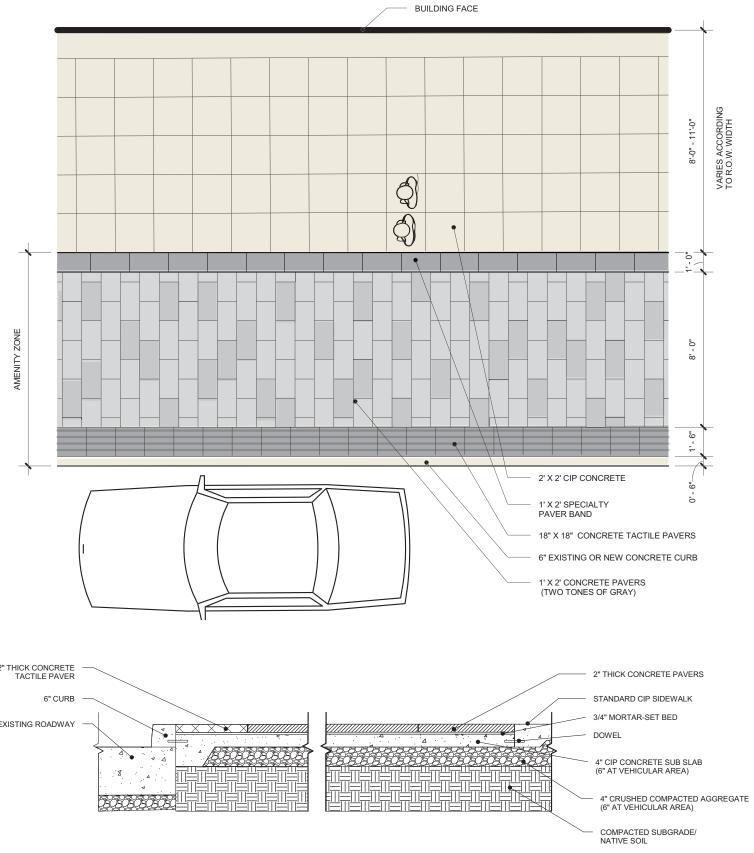
Dark gray specialty paver (textured granite)

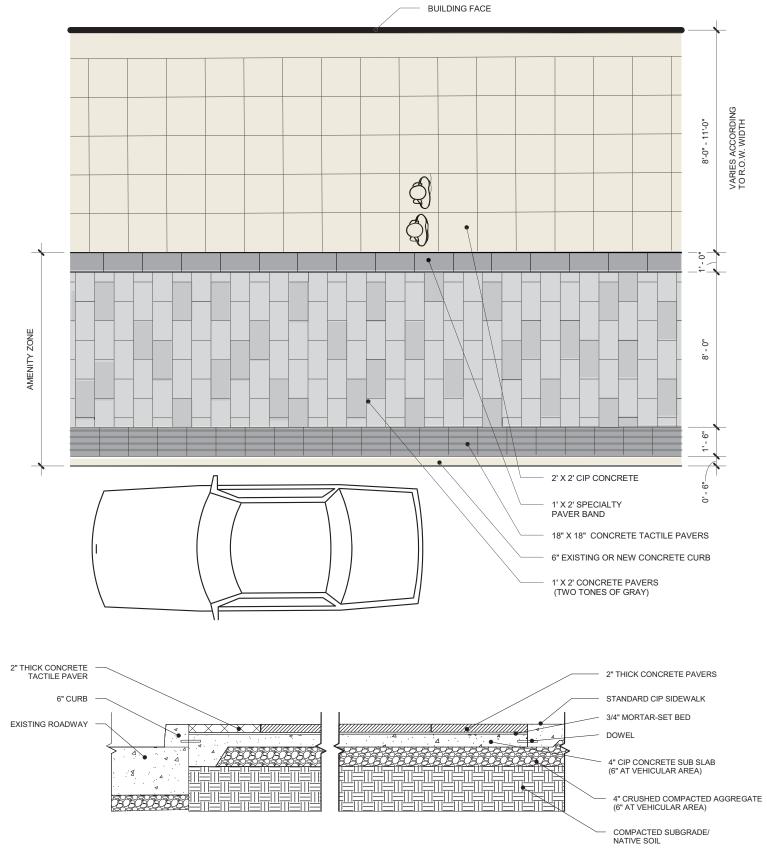
Dark gray concrete paver



NEW YORK CITY



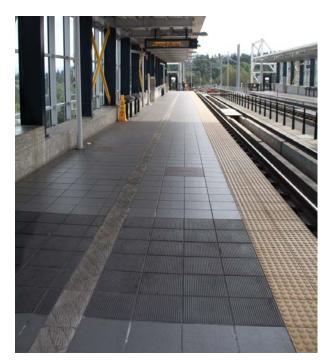




Amenity Zone -Passenger Clear Zone

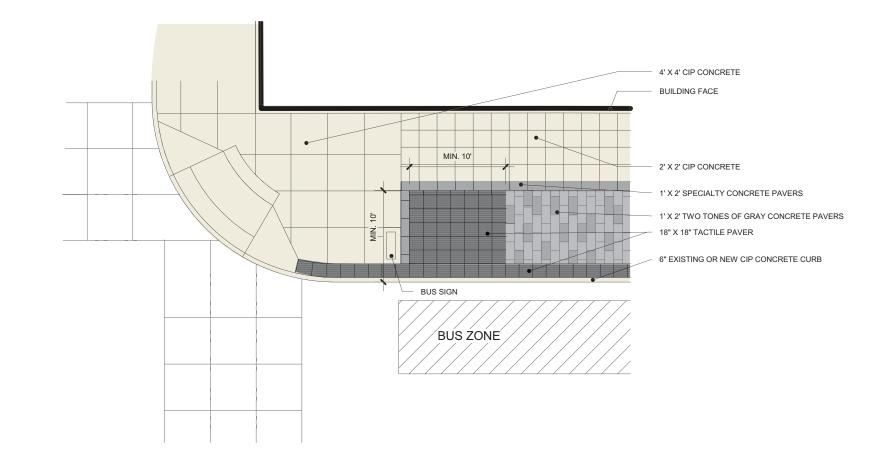
On blocks featuring a bus transit stop, the passenger clear zone will be delineated at the head of each bus stop with 18' x'18' gray ribbed tactile pavers (pictured below). The location of these vary from block to block within the Amenity Zone.





TUKWILA STATION, SOUND TRANSIT





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

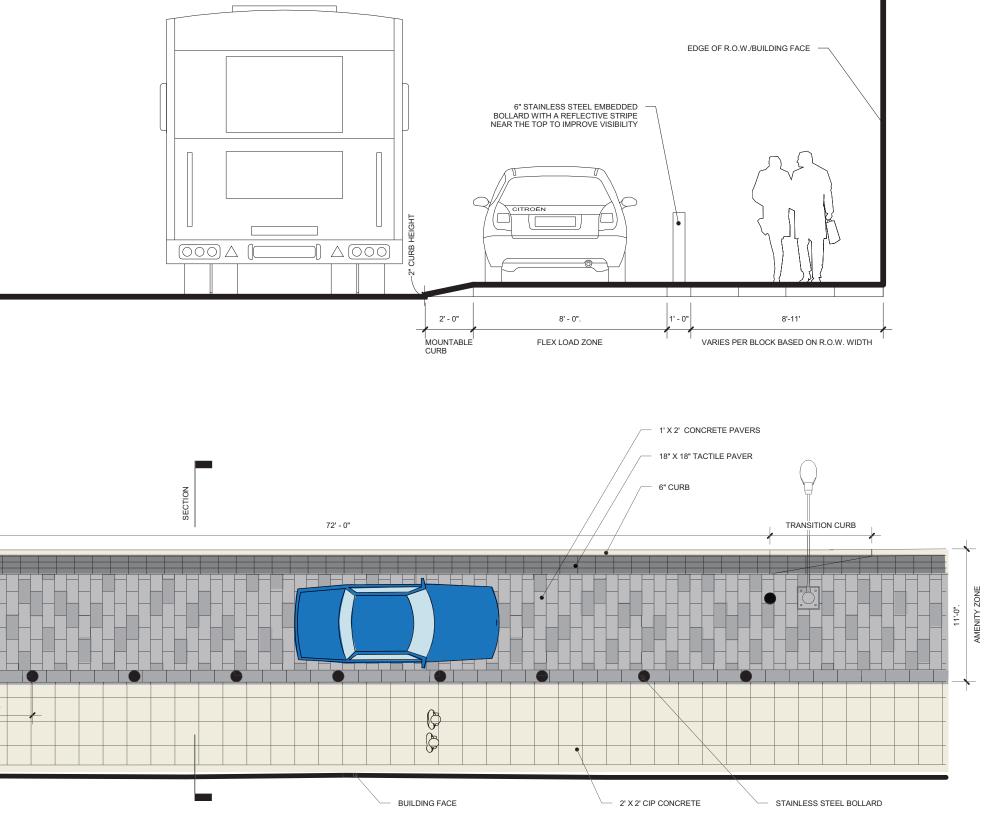
By infilling the commercial loading zones, there will be more space for both pedestrian traffic and bus loading areas, while providing temporary parking for the loading needs of the businesses and residents of Third. In Belltown, loading zones will continue to serve businesses within the roadway.

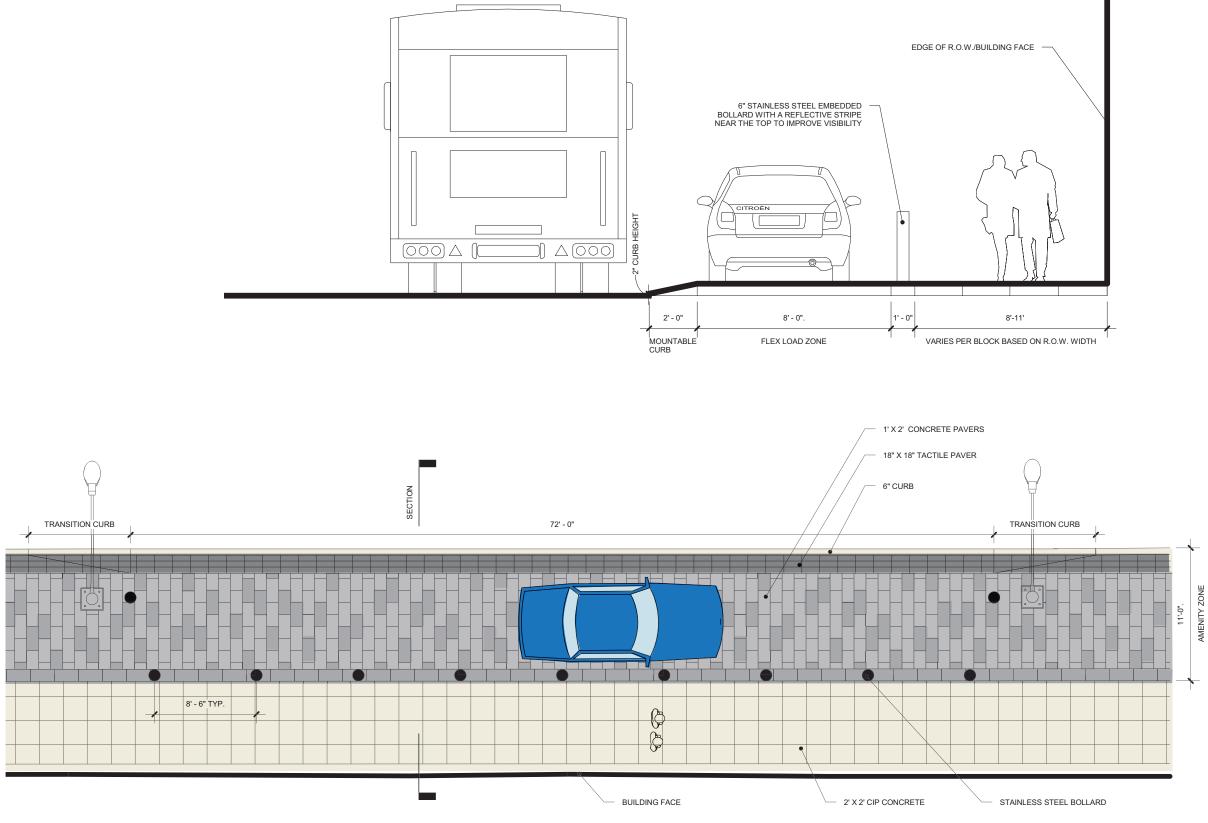
Attributes

- the 11'-wide flex load zone resides at the same grade of the sidewalk and is bordered by a continuous band of feature pavers
- a 2' mountable 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



GRANVILLE STREET, VANCOUVER B.C.







Design Strategies | Third Avenue Transit Corridor Improvements

Street Trees

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

Tree Network

There are currently approximately 260 existing trees on Third Ave between Broad and Jackson Street. In coordination with SDOT, we are proposing to replace roughly 50 of those trees with a mix of more suitable tree species. Furthermore, about 50 more trees will be added thereby increasing the trees on Third Ave. by approximately 5 percent. Existing areaway and utilities may impact proposed tree locations.

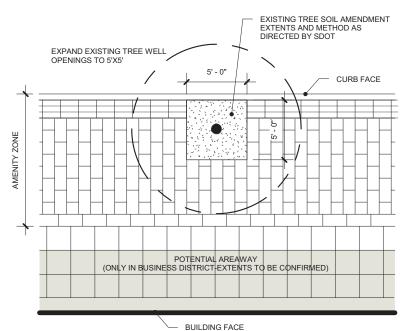
Healthier Trees

The approach to healthier trees begins with exploring methods to improve the quality and quantity of soil available for each tree. The diagrams below look at different techniques that create a larger volume of soil, enlarge the tree pit opening, and prevent soil compaction. These methods will vary depending on the neighborhood and on whether the tree is an existing or new specimen.

Existing Tree

- Location of soil amendment and method to be directed by SDOT
- Increase tree opening to minimum of 5' x 5' with stabilized crushed stone or Flexi-Pave surfacing
- Prune tree to enhance pedestrian sight lines, reduce bus interference, and allow both natural and artificial light to reach the sidewalk

Existing Tree - Business District



NOTE: SOIL AMENDMENT METHODS MAY INCLUDE AIR SPADE/SOIL VAC AND/OR SOIL COLUMNS AT SPECIFIC TREES AND LOCATIONS.

EXTENTS AND METHOD TO BE DETERMINED BY SDOT.

AREA OF ± 9' X 9' EXPANDABLE OPENING 5' - 0" FOR FUTURE FLEXIBILITY. CURB FACE POTENTIAL AREAWAY ONLY IN BUSINESS DISTRICT-EXTENTS TO BE CONFIRMED

BUILDING FACE

NOTE: TREE IS POSITIONED 6' FROM FACE OF CURB



5'X5' TREE WELL OPENING (STABILIZED CRUSHED STONE OR FLEXI-PAVE)

5' X 5' TREE WELL OPENING (STABILIZED CRUSHED STONE OR FLEXI-PAVE) WITH CITY STANDARD LOAM PLANTING SOIL BELOW GROUND

± 9' X 9' EXPANDABLE TREE WELL OPENING WITH JOINTS IN CIP SUBSLAB

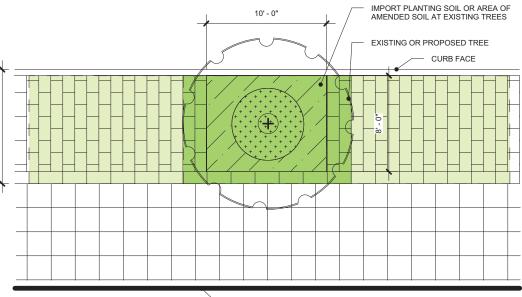
12' X 10.5' X 3' TREE TRENCH SOIL VOLUME ZONE= 378 CUBIC FEET (375 CF. REC. FOR MEDIUM/LARGE TREE PER GREEN FACTOR)

40' X 10' X 3' TREE TRENCH SOIL VOLUME ZONE= 1200 CUBIC FEET (1,000-1,500 CF. REC. FOR MEDIUM TO LARGE SIZE TREE PER SDOT TREE AND SIDEWALKS OPERATIONS PLAN)

👔 King County 9 METRO Perteet

нешітт

Proposed Tree - Business District



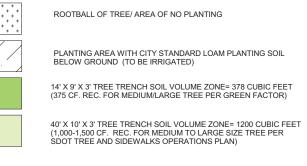
Proposed Tree

- Expand planting soil volume to encourage longterm tree growth by incorporating Structural Soil (alternative methods for consideration include Silva Cell and suspending "bridging" paving system)
- Increase tree opening to minimum of 5' x 5' with stabilized crushed stone or Flexi-Pave surfacing
- Expandable tree opening to 9' x 9' (Business District)
- Where possible, trees may be planted in combined tree pits to form a continuous tree trench.

Existing or Proposed Tree - Belltown

BUILDING FACE

NOTE: BELLTOWN TREES NEAR RAPID RIDE STATIONS REMAIN AS IS. PLANTER SIZE VARIES



Street Trees-Subsurface Techniques

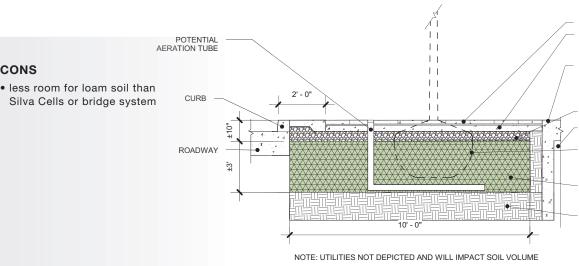
There are various sub-surface techniques to provide soil growing volume for trees in dense urban areas such as Third Ave. The three methods for consideration are Structural Soil. Silva Cells, and a suspended "bridge" paving system.

These techniques apply to areas adjacent to trees. The tree root ball is to be installed at grade by typical SDOT methods.

Structural soil is comprised of 75% crushed rock and 25% loam soil. Tree roots grow and access water and air in the soil-filled void spaces.

PROS

- provides structural support for pavement and utilites while providing space for tree roots
- easy to retrofit between utilities and irregular-shaped spaces
- more cost-effective than Silva Cells and the bridge system



Cells Silva

Gap Graded Soil

Structural Soil/

Silva Cells are a plastic/fiberglass structure of columns and beams that support paving above uncompacted planting soil.

PROS

pavement and utilites while providing space for tree roots • prevents pavement from uplift

• provides structural support for

- due to tree root growth • Can be used in tandem with
- stormwater management
- Ensures uncompacted loam soils for root growth

CONS

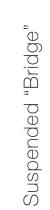
CONS

- price
- may be difficult to retrofit into existing streetscape utilities and infrastructure (such as areaways)
- modular system may drive trench deeper
- (31 4

2' - 0"

CURB

ROADWAY



Utilizes a paver grate system to create a bridge over the planting soil to prevent compaction.

PROS

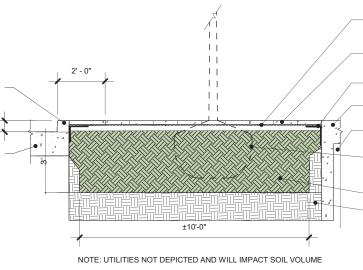
- provides structural support for pavement while providing space for tree roots
- provides the most space for loam soil than Silva Cells or Structural Soil
- prevents pavement from uplift due to tree root growth
- minimizes conflicts with existing utilities

CONS

- price: most expensive option out of the three options
- requires a customized system



CURE







CONCRETE PAVERS-MORTAR SET CONCRETE SUB SLAB

STANDARD CIP SIDEWALK/AREAWAY TOPPING

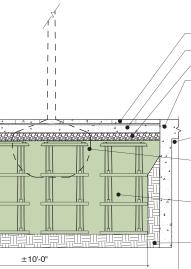
AGGREGATE

AREAWAY DEPTH VARIES

TREE ROOT BALL (BEYOND) NOTE: TREE IN 5'X5' TREE WELL SET FLUSH WITH SIDEWALK

TREE ROOT TRENCH WITH STRUCTURAL SOIL

COMPACTED SUBGRADE



CONCRETE PAVERS - MORTAR SET CONCRETE SUB SLAB AGGREGATE STANDARD CIP SIDEWALK/AREAWAY TOPPING

AREAWAY DEPTH VARIES

TREE ROOT BALL (BEYOND) NOTE: TREE IN 5'X5' TREE WELL SET FLUSH WITH SIDEWALK

TREE ROOT TRENCH WITH SILVA CELLS/PLANTING SOIL

COMPACTED SUBGRADE

NOTE: UTILITIES NOT DEPICTED AND WILL IMPACT SOIL VOLUME

SUSPENDED PAVING BRIDGE (IRONSMITH SYSTEM OR SIM) CONCRETE PAVERS- MORTAR SET SUSPENDED PAVING SUPPORT STANDARD CIP SIDEWALK/ AREAWAY TOPPING AREAWAY DEPTH VARIES TREE ROOT BALL (BEYOND) NOTE: TREE IN 5'X5' TREE WELL SET FLUSH WITH SIDEWALK TREE ROOT TRENCH WITH PLANTING SOIL COMPACTED SUBGRADE

Planters

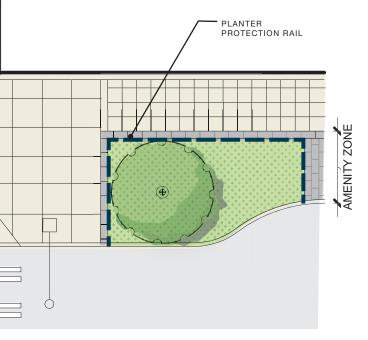
In Belltown, the design concept capitalizes on opportunities to enhance the green quality of the neighborhood.

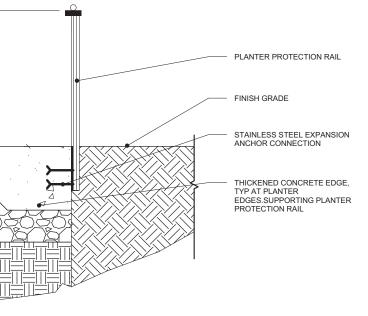
The existing network of street trees is completed and measures are taken to improve tree health. The wide right-of-way offers space for intensive plantings and pedestrian amenities that are suited to this residential neighborhood.

The light pedestrian traffic and wide rightof-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 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.







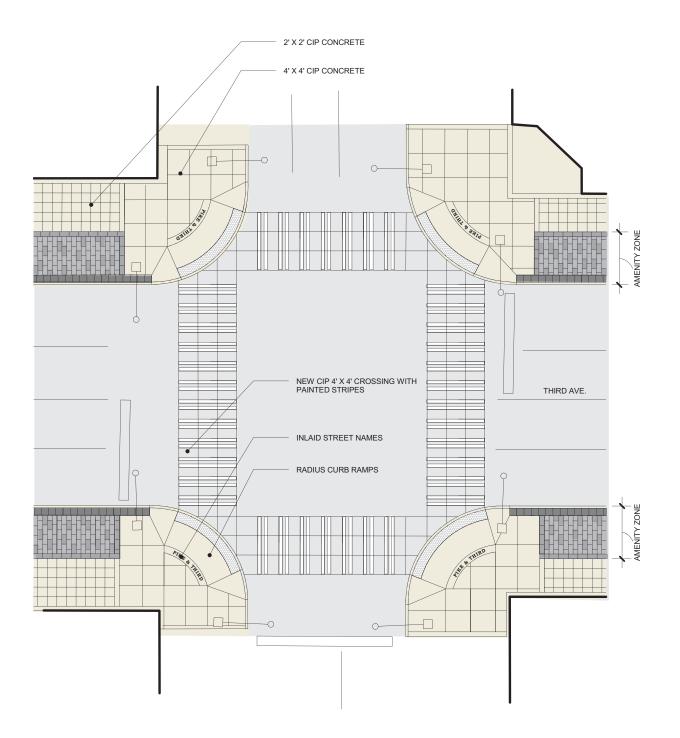
Intersection Treatment

In Business District, intersections will feature inlaid street names, corner radius curb ramps, and suspended art pieces at select intersections.

The pedestrian crossings may also feature smaller concrete scoring and new pedestrian striping.

Intersections will be identified by with an inlaid street name treatment that is similar to what exists downtown today. This treatment will extend from Belltown to the Business District.







Raised Intersection Crossings

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

• gives pedestrians priority

• contributes to creating an identifiable district

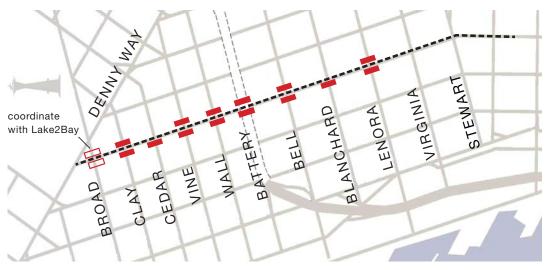
• announces Third Ave. as a special corridor

The east and west crossings would be raised while the grade of the Third Avenue roadway is not.



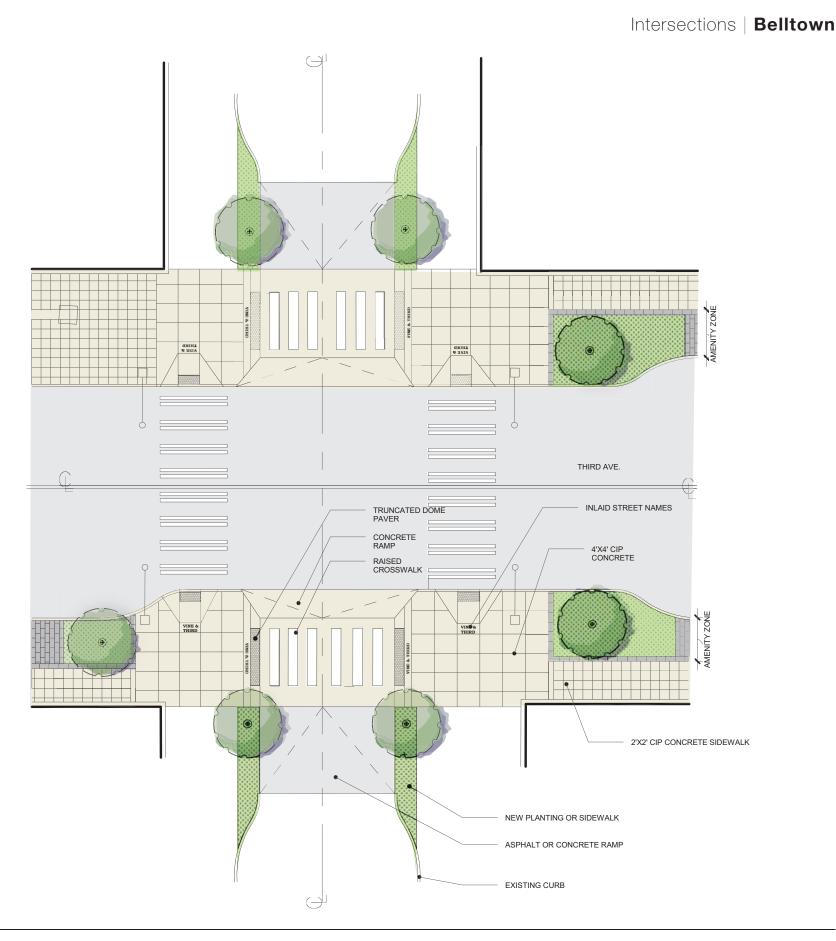
BELL STREET, SEATTLE

PROPOSED RAISED INTERSECTIONS AT ALL STREETS**



**Except at frequent bus turns at Blanchard and Cedar and at major arterials Virginia and Stewart. Battery St. shown for future build out potential post - tunnel completion.





Canopy Overview

With a few exceptions, new and existing bus blocks within the Business District and Pioneer Square will have a series of new canopy structures to provide coverage for patrons. The number of canopies at each stop has been determined based on the space within the amenity zone while accommodating the existing street utilities, trees, bus stops, and existing building awnings. There are six different types of canopies which are arranged to suit the needs of each specific bus block. Bus blocks without canopies will have an Identity Column.







Canopy Type #3

Mini-Canopy is 15'-0" long with glazing panels on both sides of the roof and a slimmer pylon support without screens.



single real time arrival screen in each pylon.

Canopy Type #4 Mini-Canopy is 15'-0" long with glazing panels on the street side of the roof only, to accomodate existing building awnings. This type has a slimmer pylon support without screens.



Canopy Type #5 Mini-Canopy is 15-0" long with glazing panels on the both sides of the roof and two real time arrival screens within the pylon.



Transit Operations | Integrated Canopies

panels on street side of the roof only, to accomodate existing building awnings. Each pylon features a single real time arrival screen.



Canopy Type #6 Mini-Canopy is 15-0" long with glazing panels on the street side of the roof only, and two real time arrival screens within the pylon.

Identity Column

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

Several large versions of the column occur at key intersection points as visual markers for the bus transit zone. These columns provide an opportunity for lighting and signage.

At bus stops where transit canopies are not proposed, primarily where existing building awnings are utilized for shelter, a bus stop identity column is developed as part of the transit canopy family. Similar to the canopy columns, these columns house real time signage and fare card readers, in addition to lights and signage.





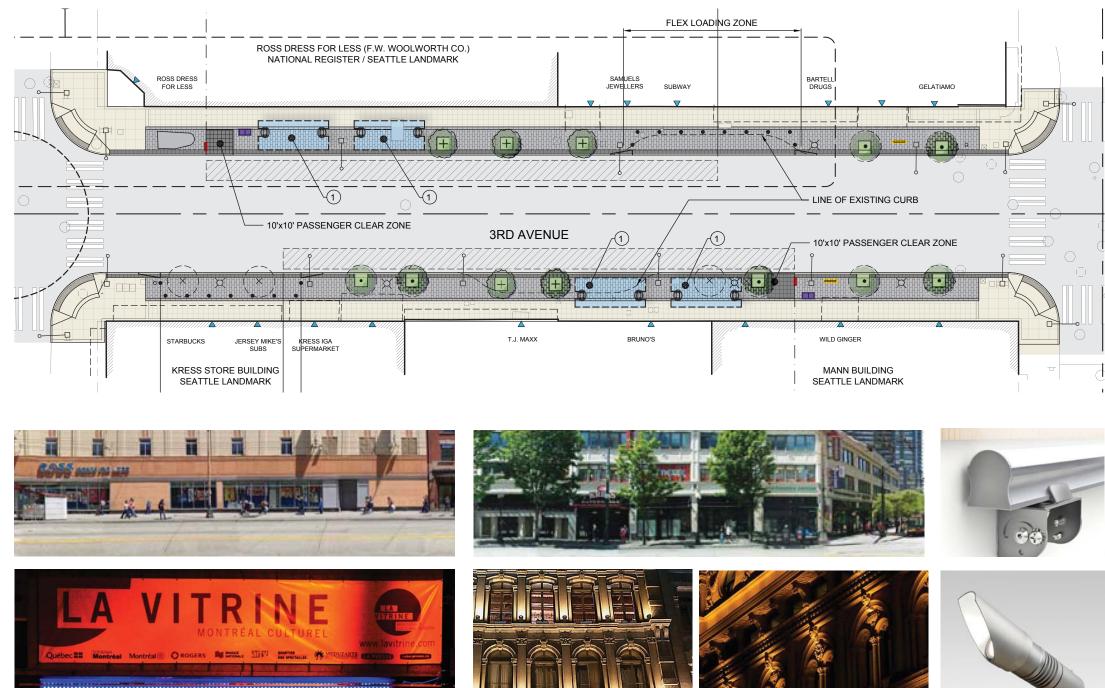
Transit Operations | Identity Column

Historic Buildings

For the historic buildings along the corridor, lighting will provide a few different approaches which are represented here.

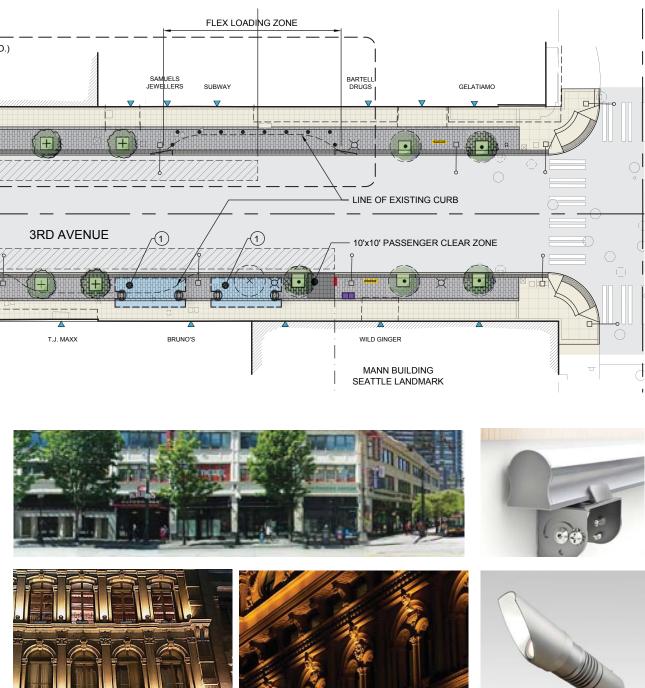
At the Kress Building, the Central Building, the Frye Hotel, the Mottman Building, The Frye parking garage and the Mann Building, lighting will highlight the features within the facade without uplighting the entire facade of the building. The subtle illumination of rosettes and friezes will create a subdued lighting approach, celebrating the historical artifacts of each building.

On other buildings like the Ross building, the lighting concept includes the use of LED panel displays installed inside of the shop windows. These interactive lighting elements will provide entertainment to passerby, as well as interest along the corridor, while they remain protected within the secured confines of the store







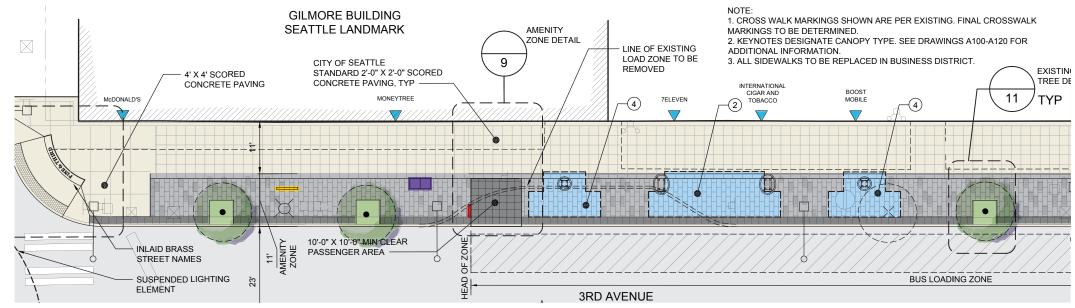


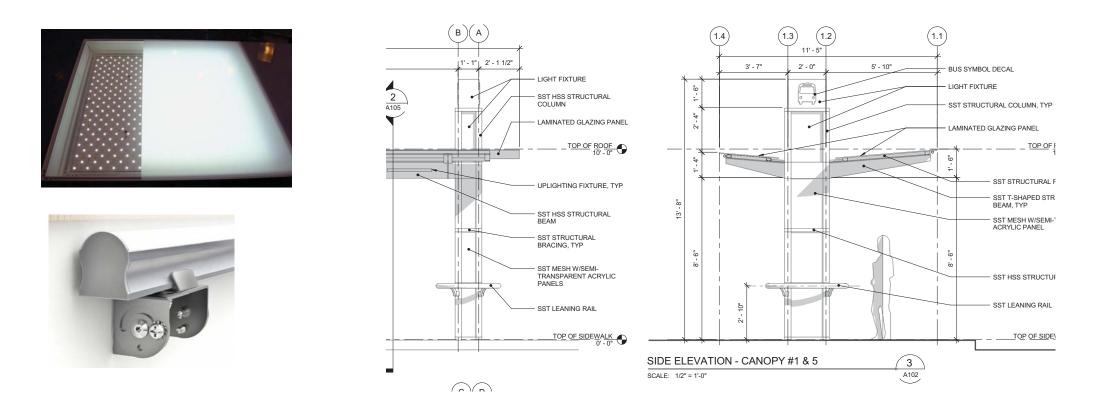




Bus Canopy Lighting

At the bus canopies, integrated linear LED fixtures will provide an uplight glow to define the wing roof and provide illumination to the users. The beacons will be illuminated with integrated LED panels.

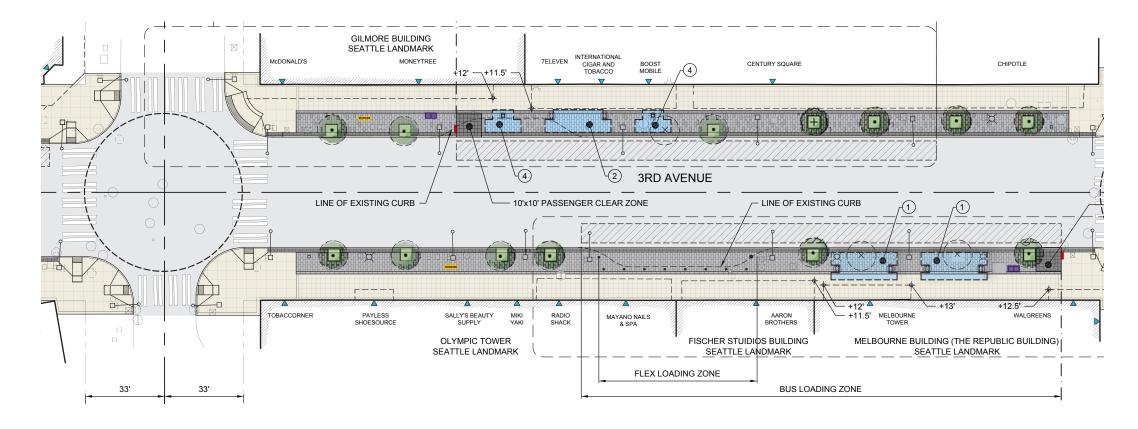




Feature Lighting | Bus Canopy Lighting

Suspended Intersection Installations

At the intersections of 3rd Avenue and Pike and 3rd Avenue and Pine, suspended translucent colored art panels will be installed. These panels will be illuminated with accent lights installed on top of existing street light poles or on dedicated poles. The exact dimensions or type of art will be further developed by the design team in conjunction with an artist.



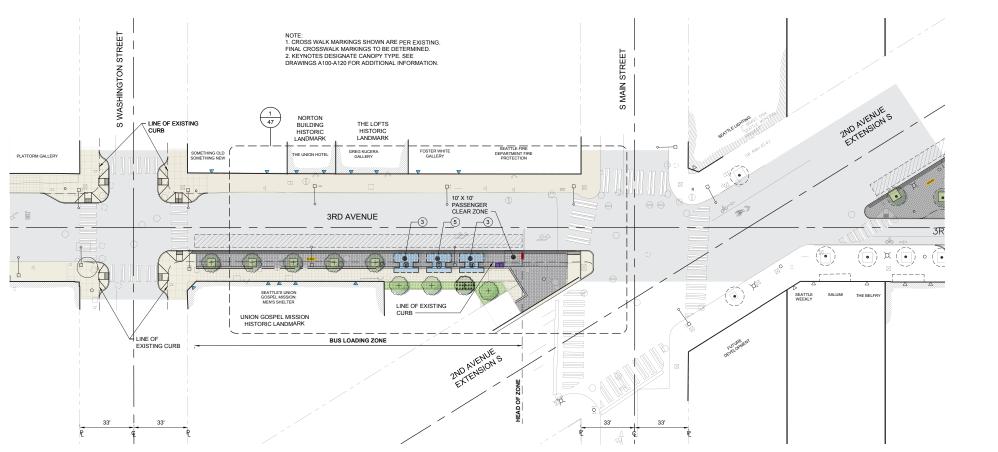


Feature Lighting | Intersection Installations

Blank Facade Projections

At the Union Gospel Mission Building, the blank south wall of the building will receive projections. The content of the projections and the location of the projector will be determined by the design team.

The US Post Office Building also offers an ideal surface for projections and will be incorporated as part of this design.



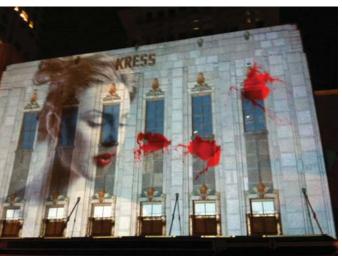








Feature Lighting | **Projections**



Bike Racks

Sportsworks Tofino No Scratch

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 bumber to protect bikes

Trash/Recycling Receptacles

Solar Intelligent Waste & Recycling Collection System by BigBelly Solar

Utilizing compatible trash and recycling receptacles will provide a clean, uncluttered streetscape.

Attributes

easy to use

• straight-forward design for low maintenance

Flex-Load Zone Bollards

Calpipe Stainless Steel Security Bollards

The bollards will delineate the perimeter of the flex-load zone and will allow free pedestrian movement while protecting buildings from vehicles.

Attributes

- fixed post
- 6" embedded post with reflective stripe near the top to improve visibility

ORCA Card Reader

ORCA Card Reader

The existing ORCA card readers will continue to serve Third Ave transit stops.









Metro Bus Sign

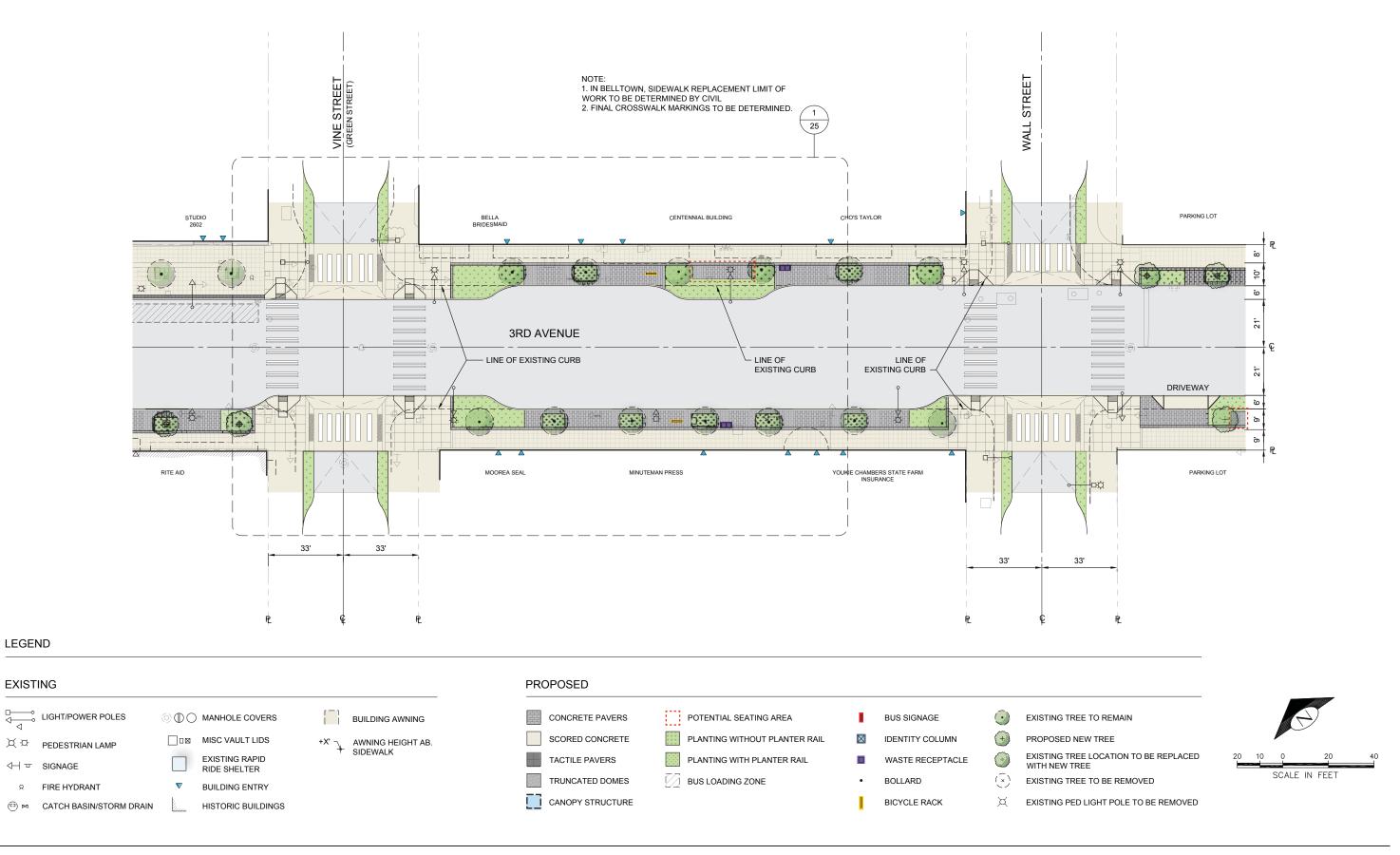
Metro Bus Signage

The existing bus signage will also continue to serve bus stops along Third Ave.

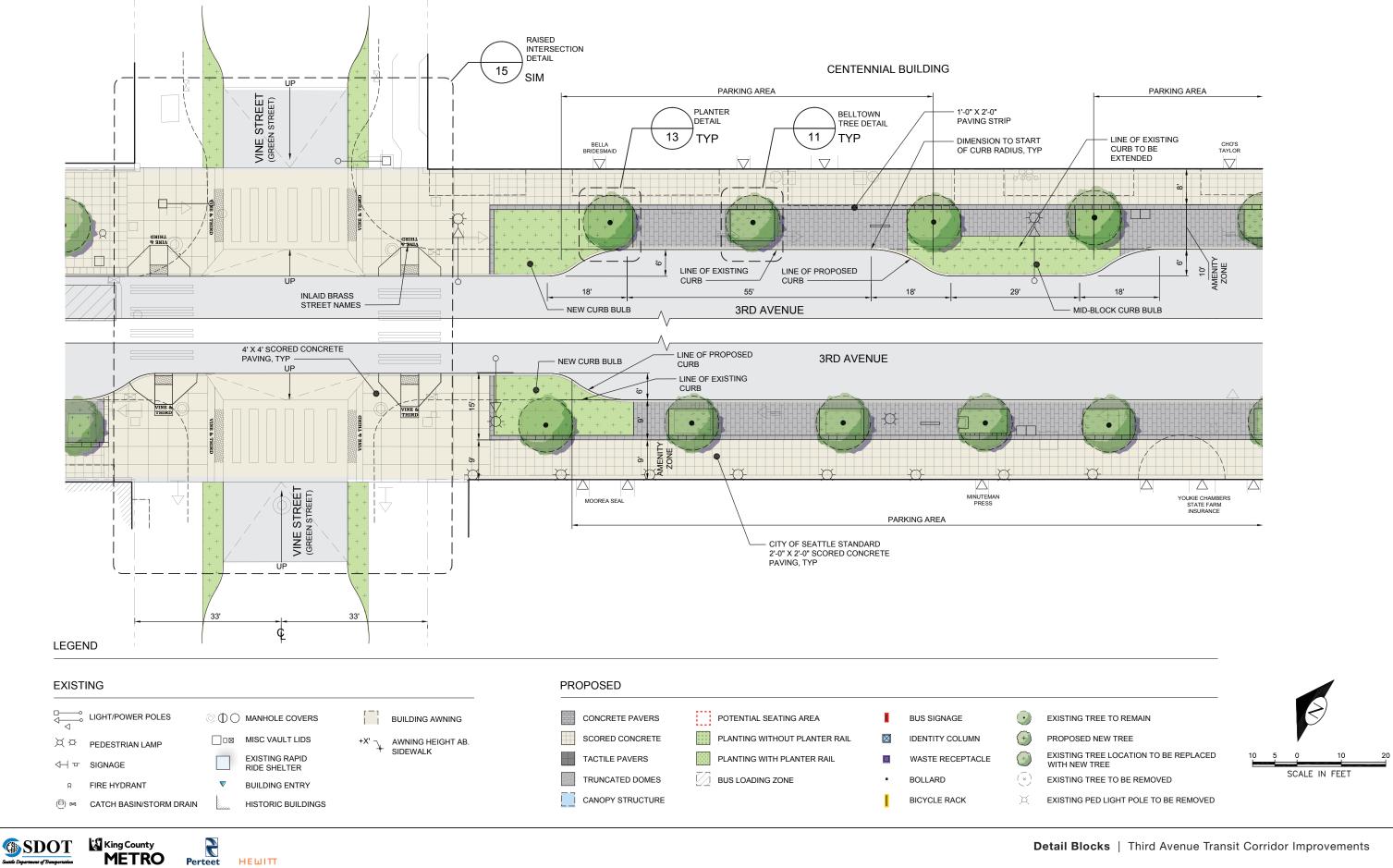


03

Detail Blocks



Vine to Wall Street | Plan



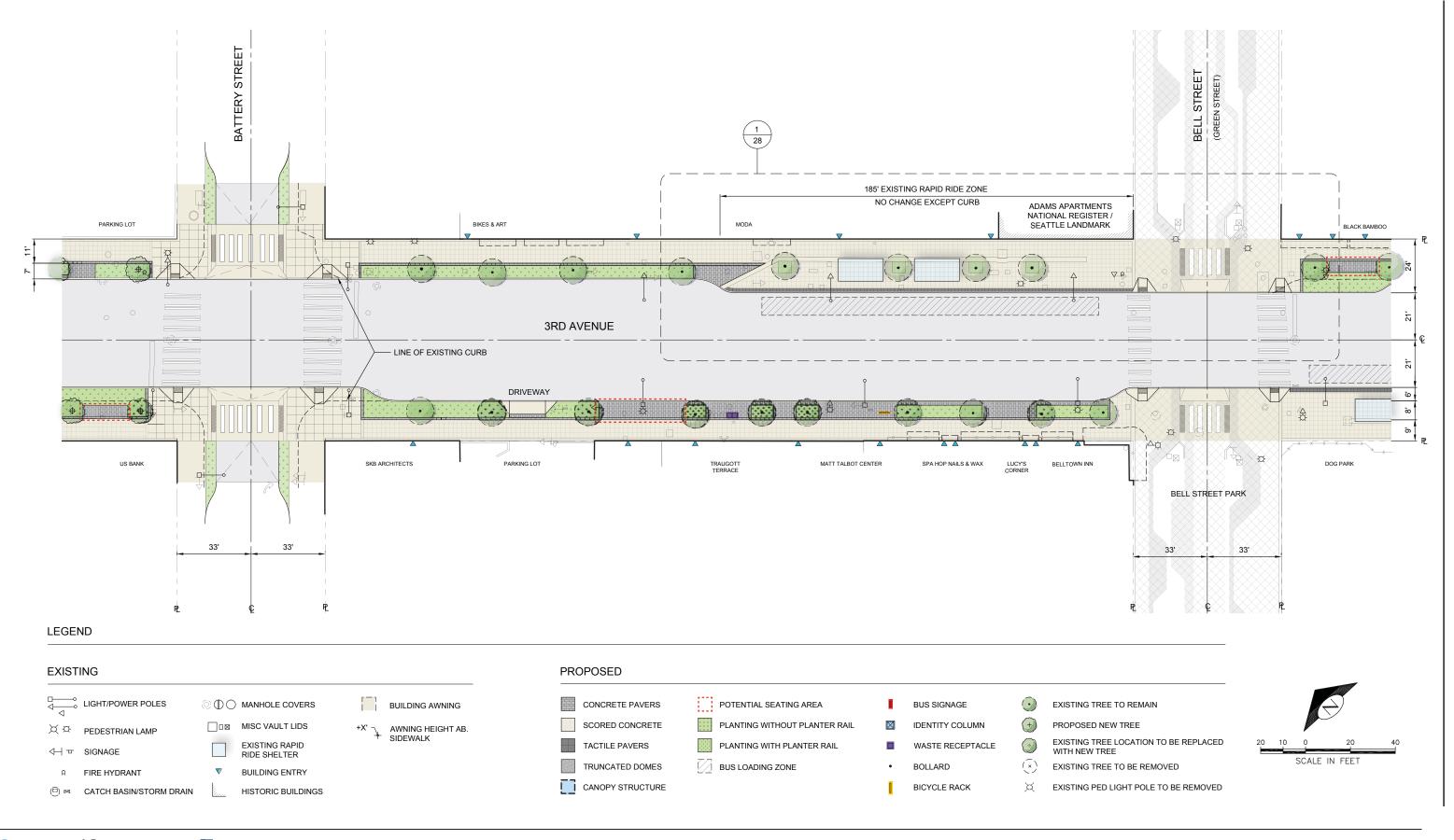
METRO

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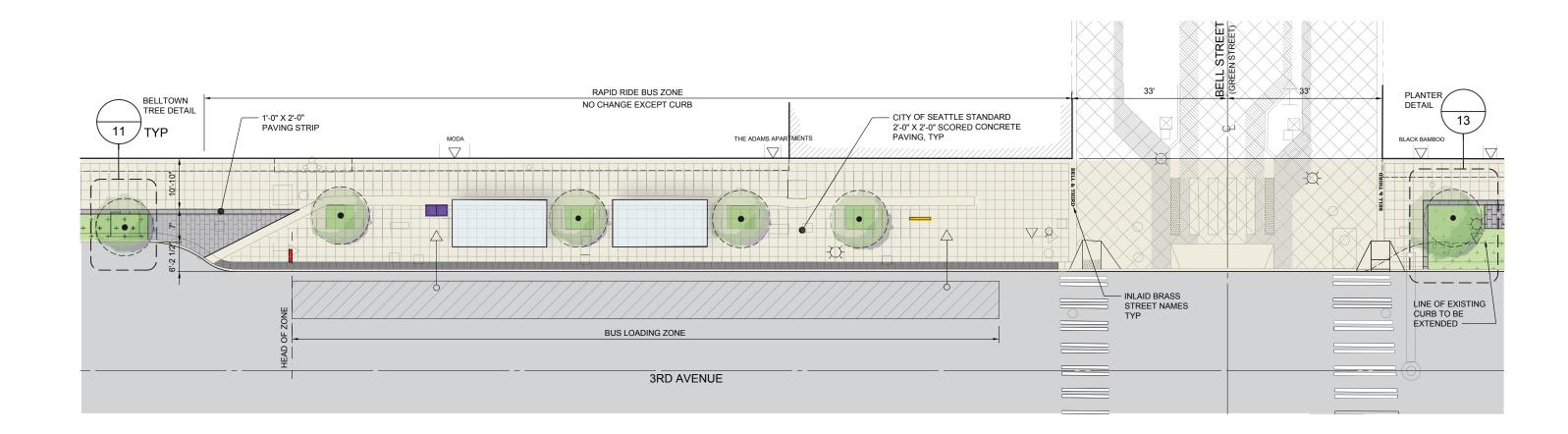
Detail Blocks | Third Avenue Transit Corridor Improvements





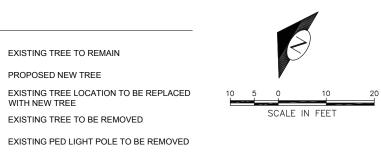


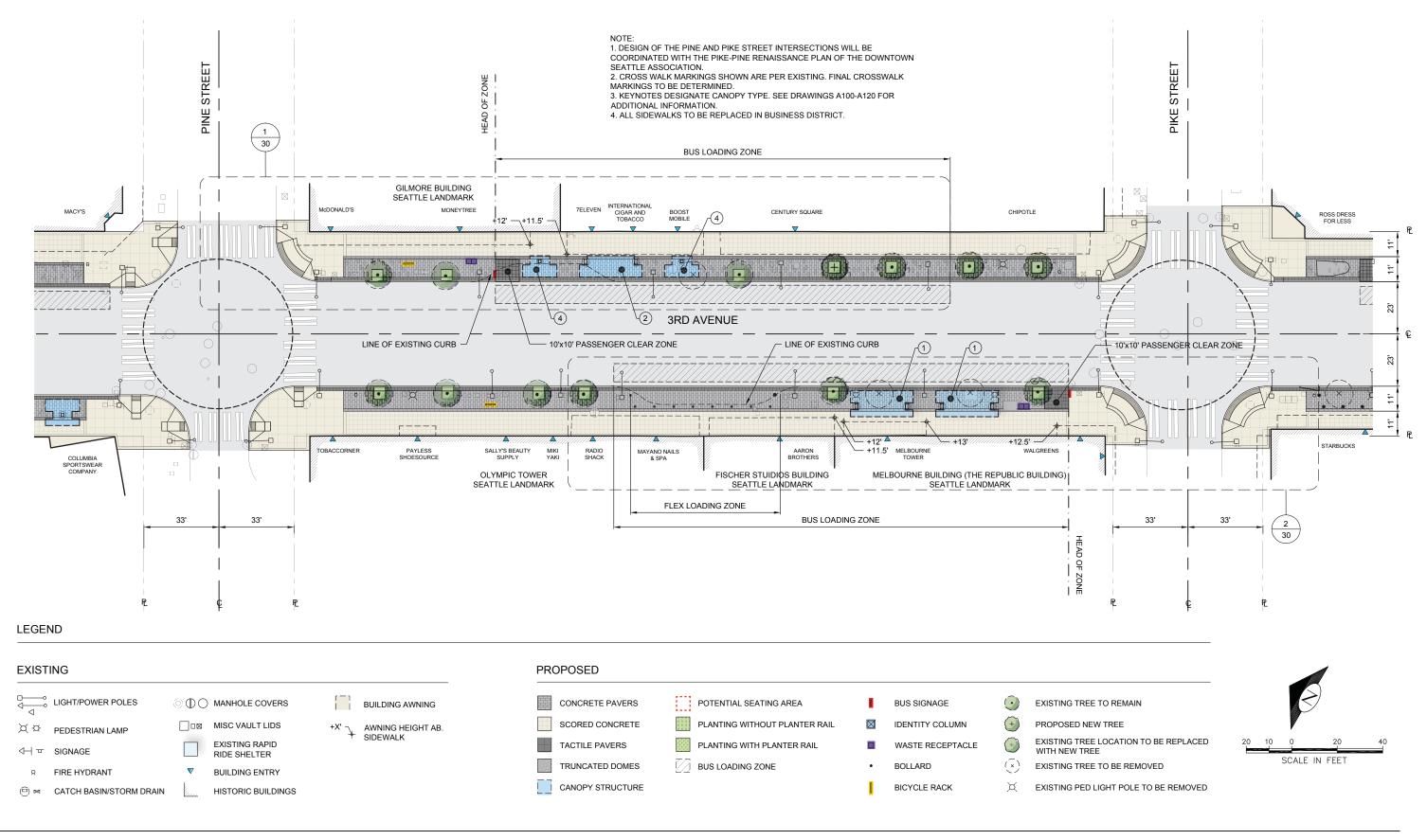
Battery to Bell Street | Plan

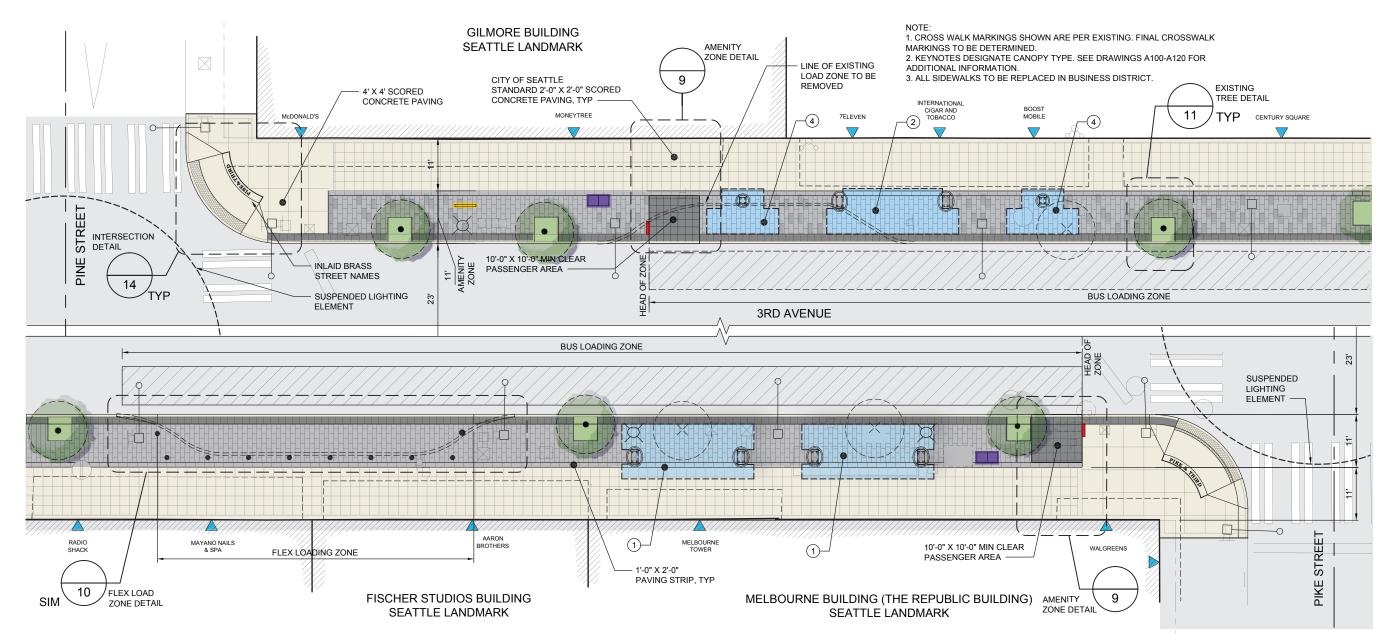


LEGEND

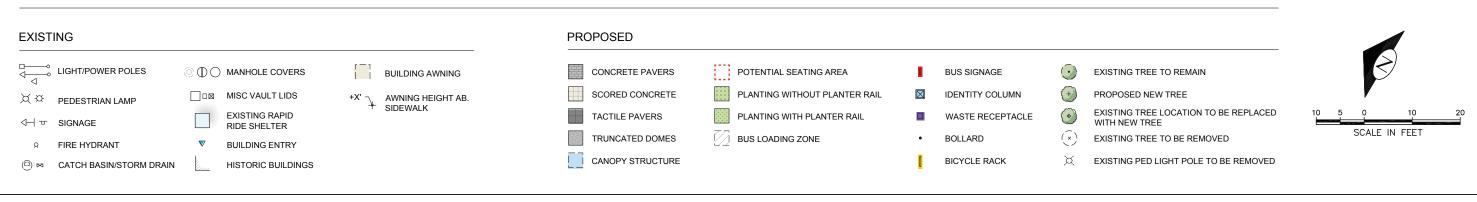
EXISTING			PROPOSED					
□ ↓ LIGHT/POWER POLES	© ⊕ ⊖ MANHOLE COVERS	BUILDING AWNING	CONCRETE PAVERS	POTENTIAL SEATING AREA		BUS SIGNAGE	\odot	EX
→ X ☆ PEDESTRIAN LAMP	MISC VAULT LIDS	+X' –, AWNING HEIGHT AB.	SCORED CONCRETE	PLANTING WITHOUT PLANTER RAIL		IDENTITY COLUMN	+	PR
에 파 SIGNAGE	EXISTING RAPID RIDE SHELTER	+ SIDEWALK	TACTILE PAVERS	PLANTING WITH PLANTER RAIL		WASTE RECEPTACLE	۲	EX WI
8 FIRE HYDRANT	▼ BUILDING ENTRY		TRUNCATED DOMES	BUS LOADING ZONE	•	BOLLARD	(\mathbf{x})	EX
© ⊨ CATCH BASIN/STORM DRAIN	HISTORIC BUILDINGS		CANOPY STRUCTURE		0	BICYCLE RACK	X	EX







LEGEND

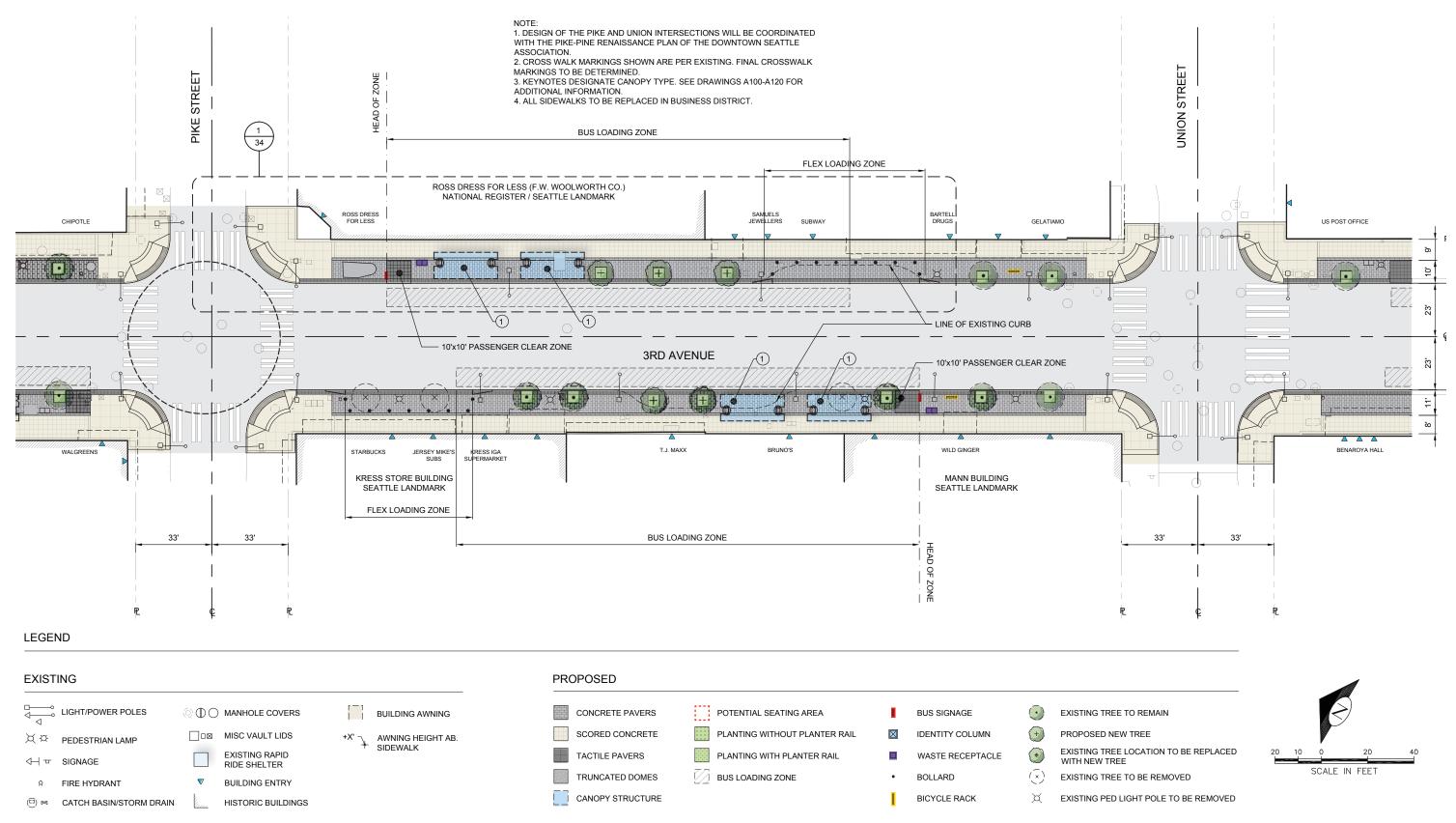


Detail Blocks | Third Avenue Transit Corridor Improvements



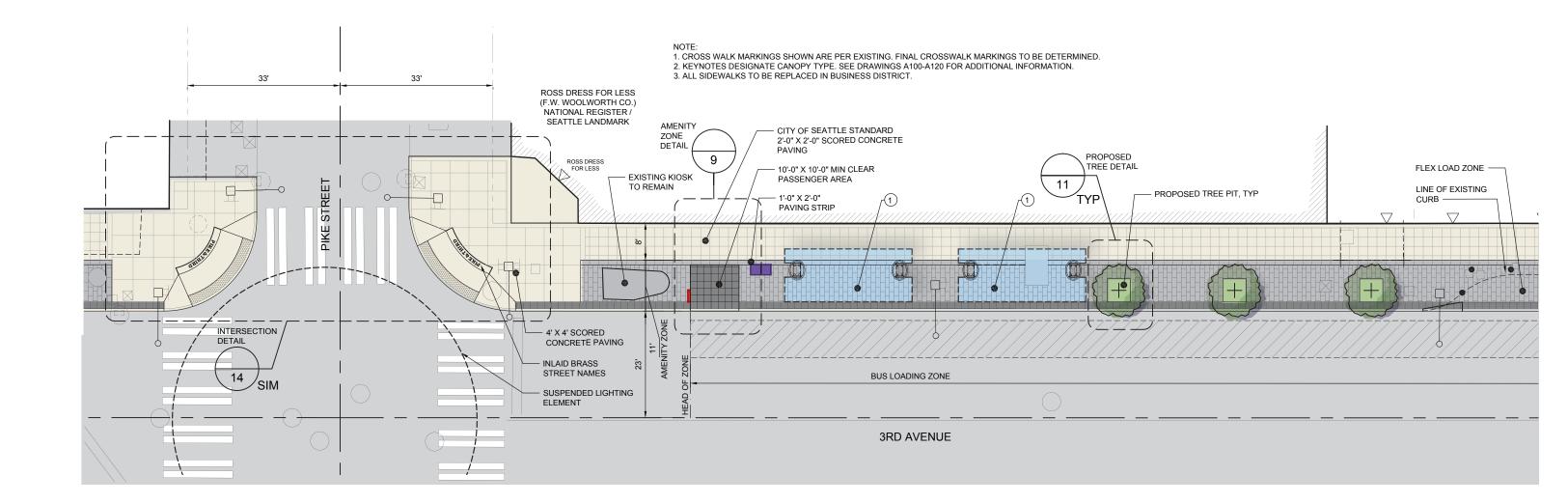


Pine to Pike Street | View Looking South

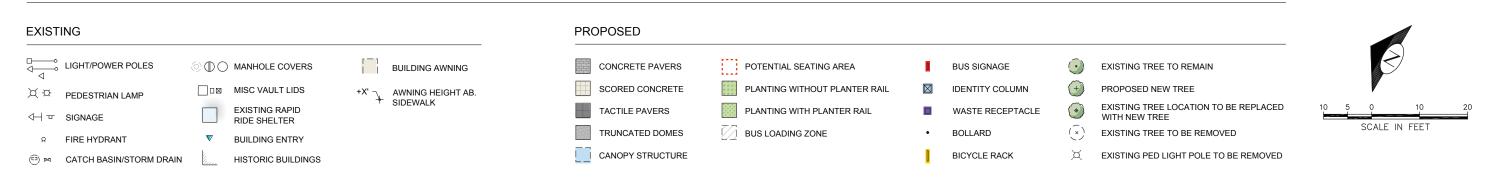


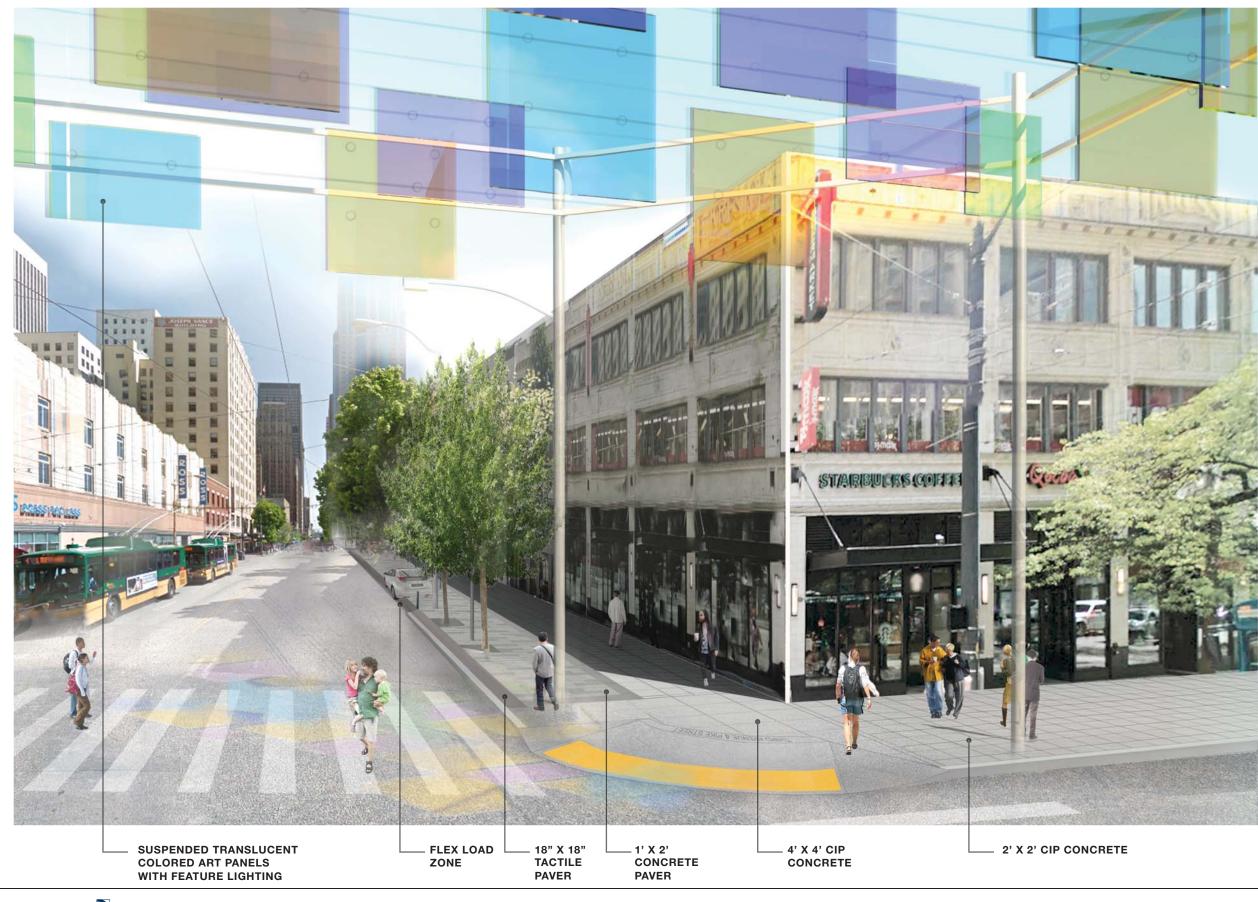
SIDDE STATE A Strangestration A strangestration





LEGEND



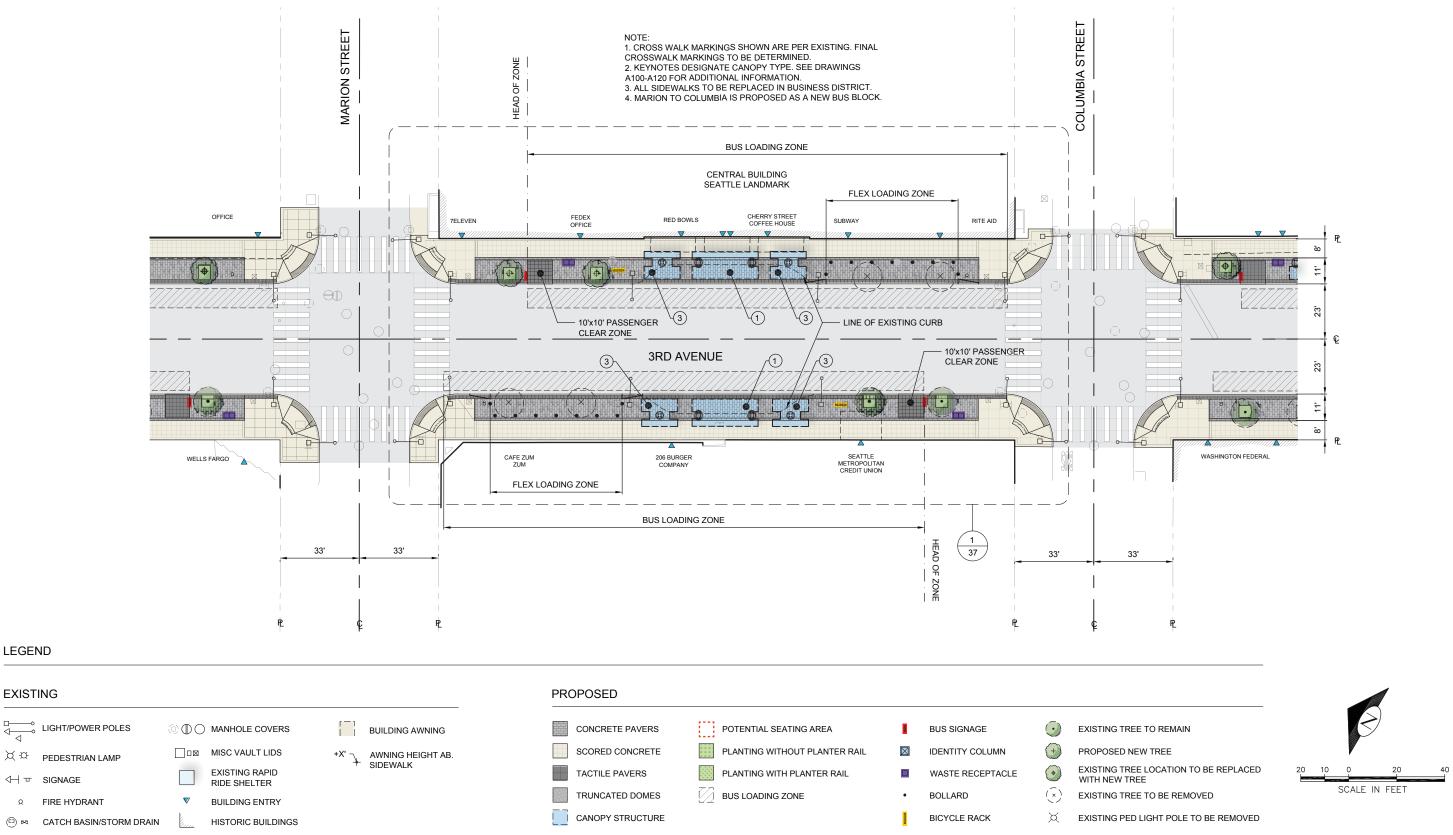


Pike to Union Street | View Looking Southwest





Pike to Union Street | View Looking North



FIRE HYDRANT R

에 파 SIGNAGE

LEGEND

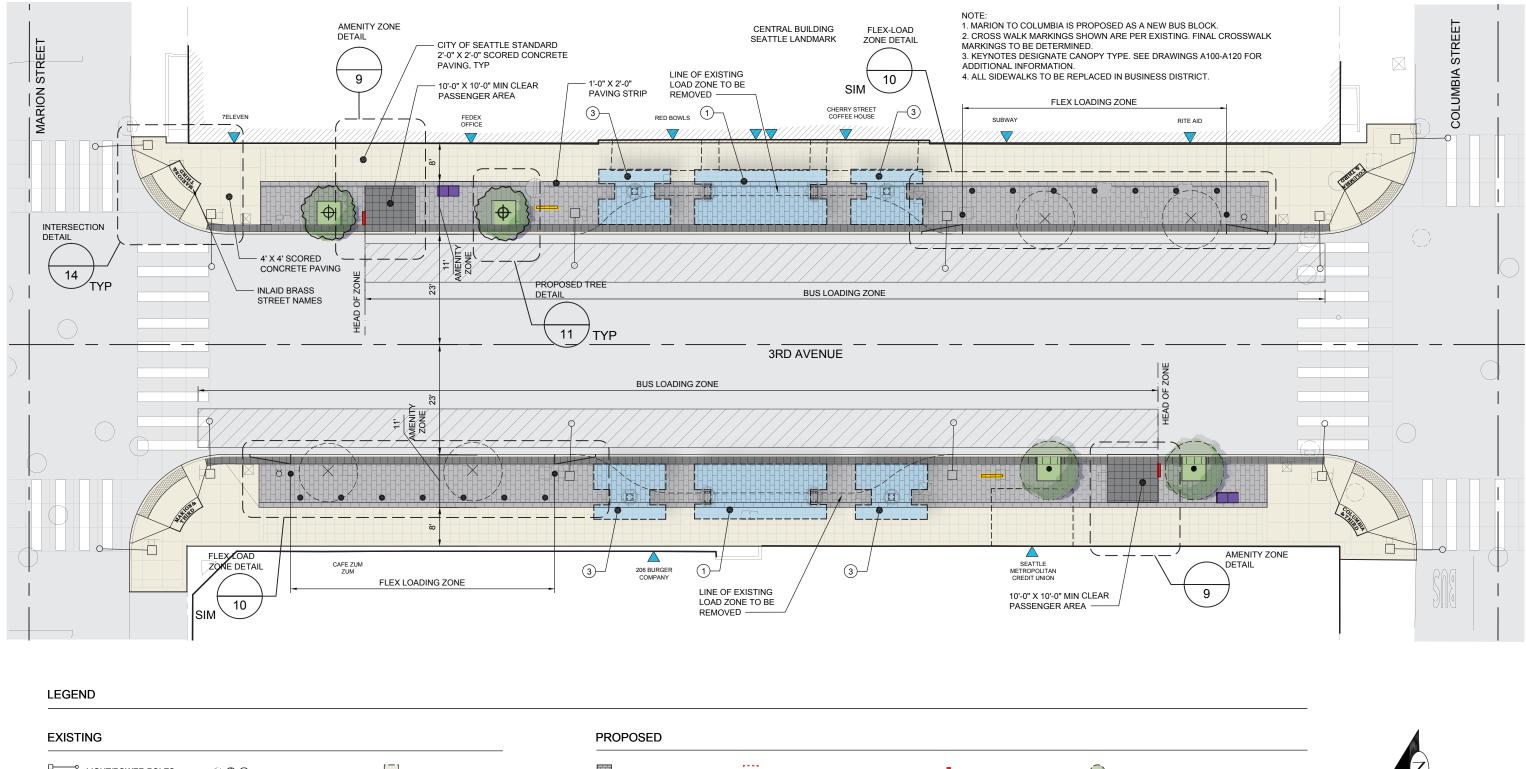
EXISTING

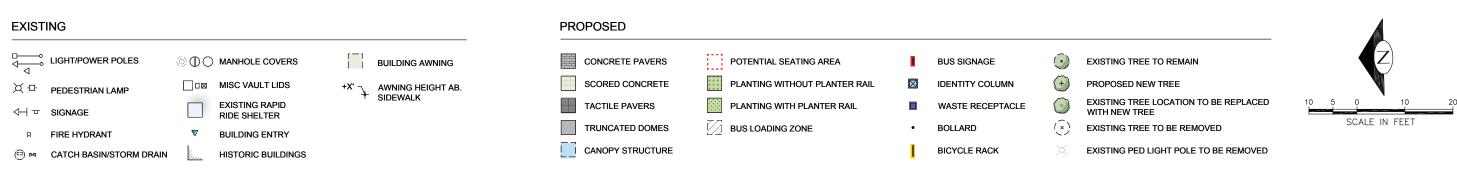
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/ERS	POTENTIAL SEATING AREA	0	BUS SIGNAGE
RETE	PLANTING WITHOUT PLANTER RAIL	\bowtie	IDENTITY COLUMN
RS	PLANTING WITH PLANTER RAIL		WASTE RECEPTAC
OMES	BUS LOADING ZONE	•	BOLLARD
CTURE		1	BICYCLE RACK



Marion to Columbia Street | Plan





Marion to Columbia Street | Plan

Detail Blocks | Third Avenue Transit Corridor Improvements







Connecting City Hall Park and Union Station Square Park



Integrating Art



Viewpoint

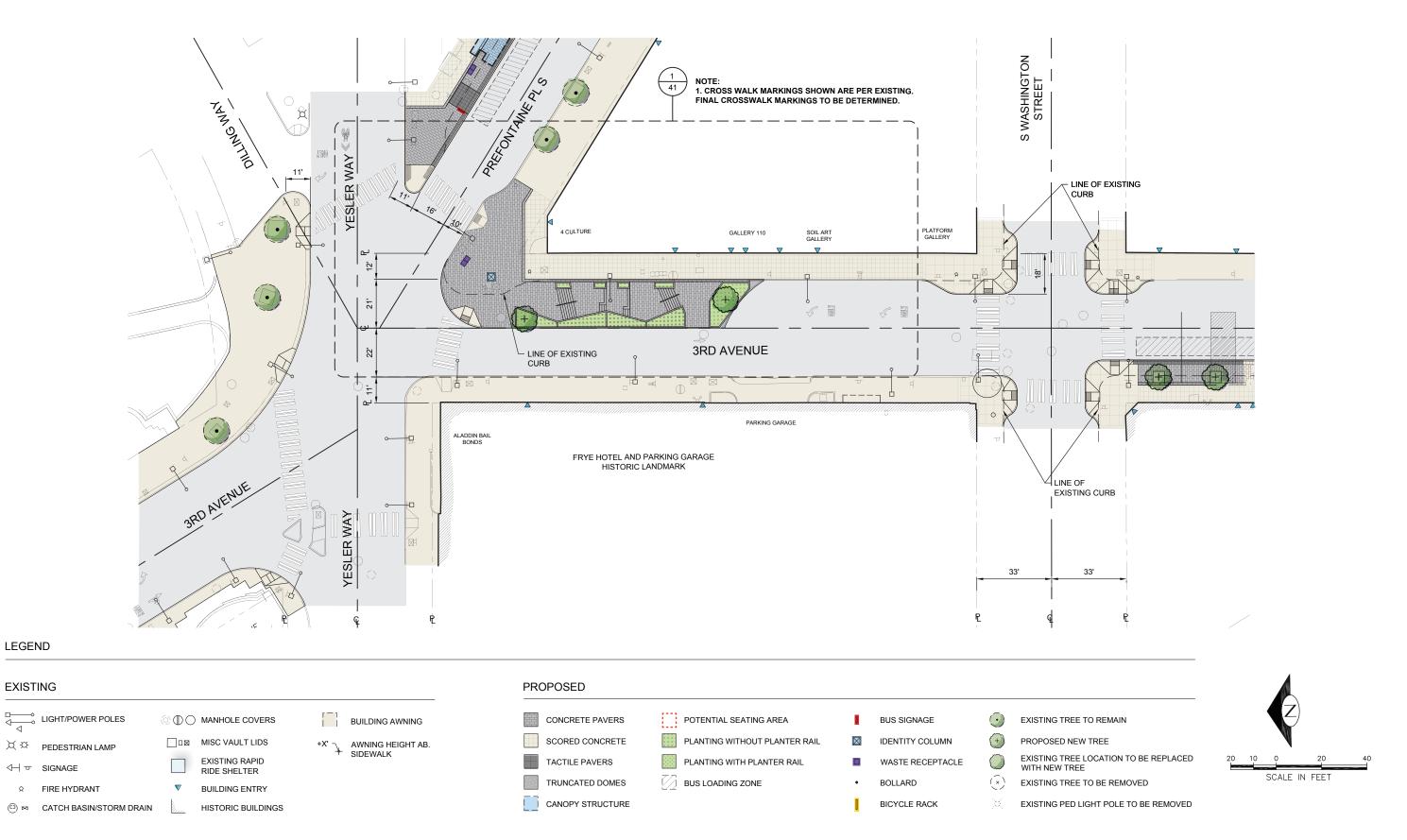
At the intersection of Prefontaine Place, Third Avenue steps down towards Union station Square Park. By creating a green path in this section of Third Avenue, City Hall Park and Union Station Square Park will be integrated, creating a stepped park with unique views of King Street Station and CenturyLink Stadium. The stepped platforms of the park can be used as simple sitting and also will provide an opportunity for the adjacent art galleries and 4Culture to display art work and engage the public in art projects.

The stepped greenery will be designed as a raingarden with planters and water collecting elements. Stormwater planters will be designed to capture runoff and overland flow which will help in creating lush greenery. The planting can be combined with a seasonal water feature with a sculptural stone surface to celebrate water-flow in rainy days.

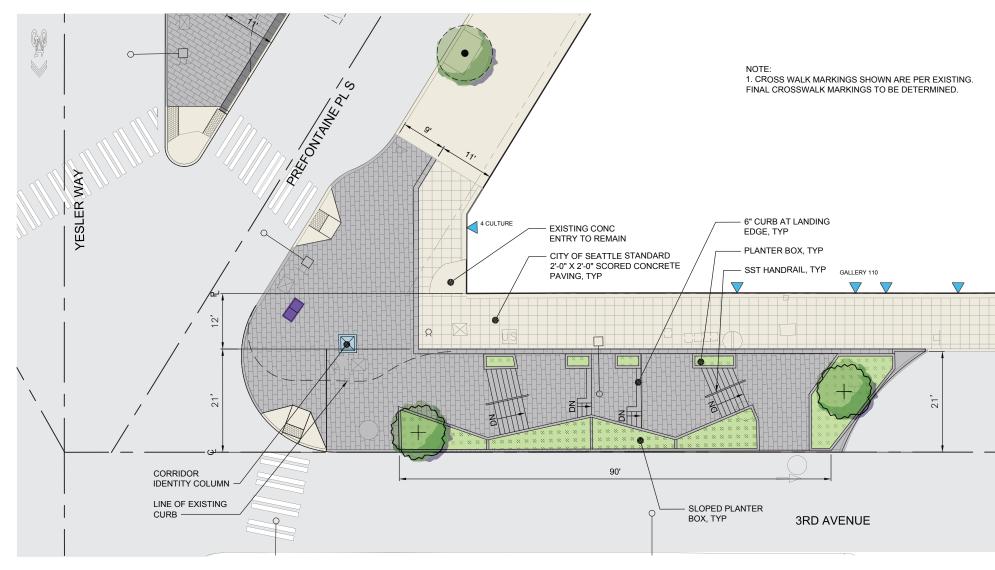


Stepped Raingarden planter concepts



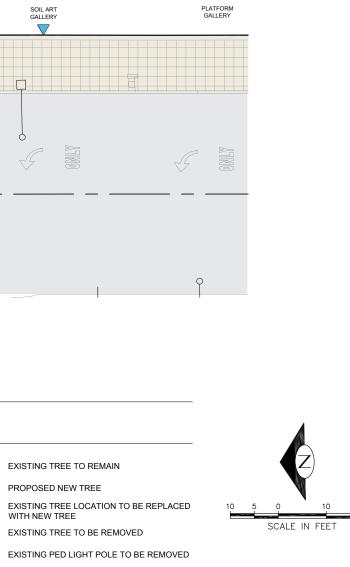


Detail Blocks | Third Avenue Transit Corridor Improvements



LEGEND

EXISTING			PROPOSED			
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는 파 SIGNAGE	EXISTING RAPID RIDE SHELTER	+	TACTILE PAVERS	PLANTING WITH PLANTER RAIL	WASTE RECEPTA	CLE 💮 EX
8 FIRE HYDRANT	▼ BUILDING ENTRY		TRUNCATED DOMES	BUS LOADING ZONE	• BOLLARD	(x) ex
🗊 🛤 🛛 CATCH BASIN/STORM DRAIN	HISTORIC BUILDINGS		CANOPY STRUCTURE		BICYCLE RACK)a) ex



Detail Blocks | Third Avenue Transit Corridor Improvements





Yesler to S. Washington Street | **Birds Eye View Concept 1 - Seating Platforms + Raingarden**





Yesler to S. Washington Street | Looking South Concept 1 - Seating Platforms + Raingarden

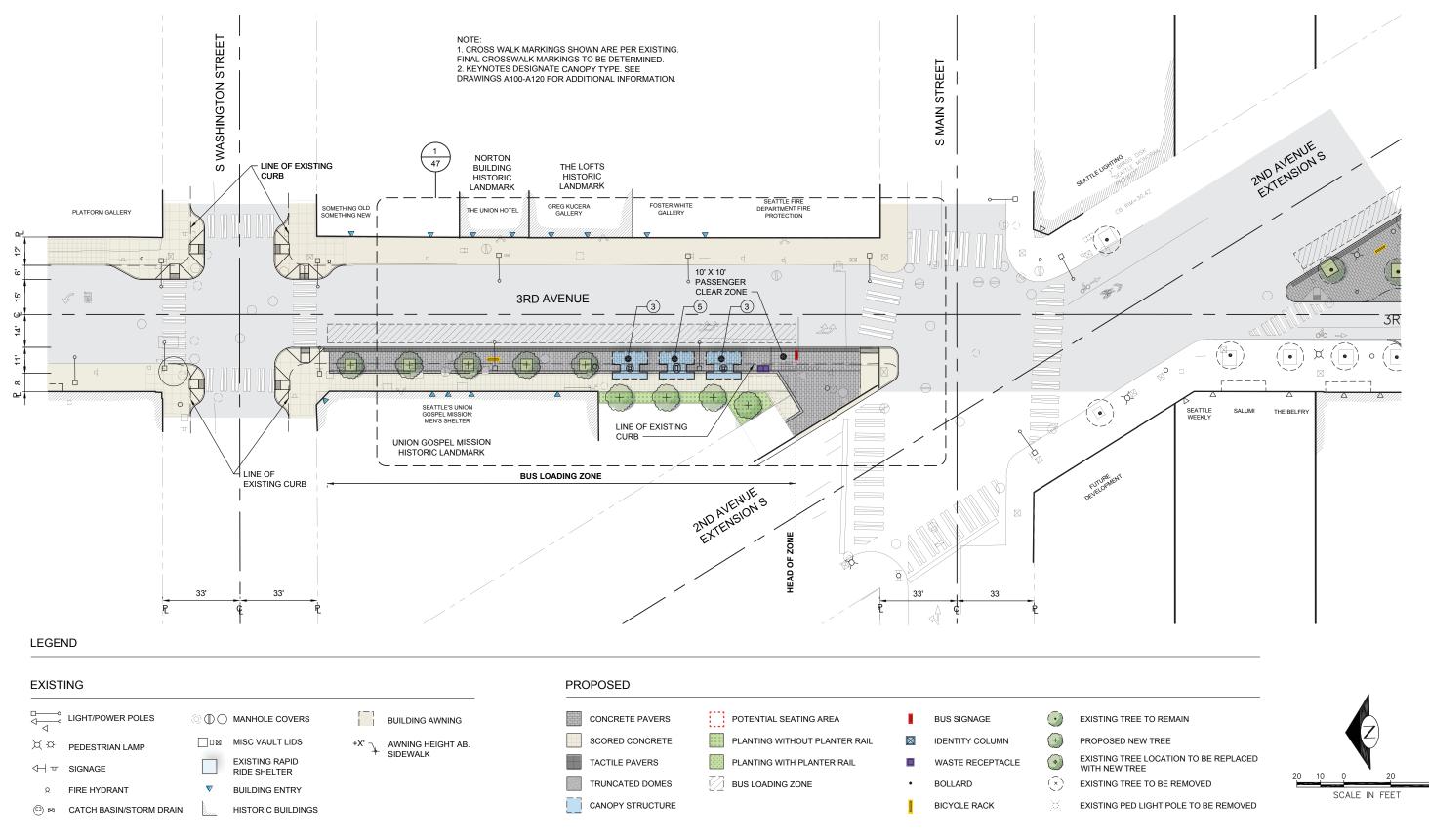


Yesler to S. Washington Street | **Birds Eye View Concept 2 - Teracced Seating + Raingarden**



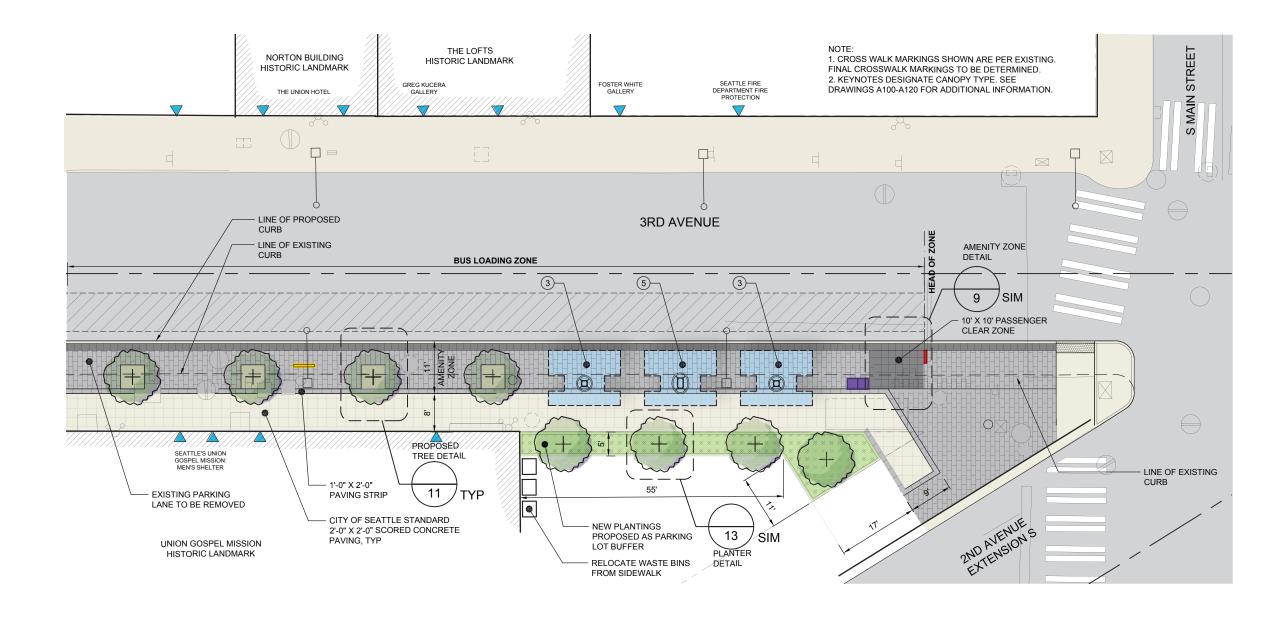


Yesler to S. Washington Street | Looking South Concept 2 - Teracced Seating + Raingarden

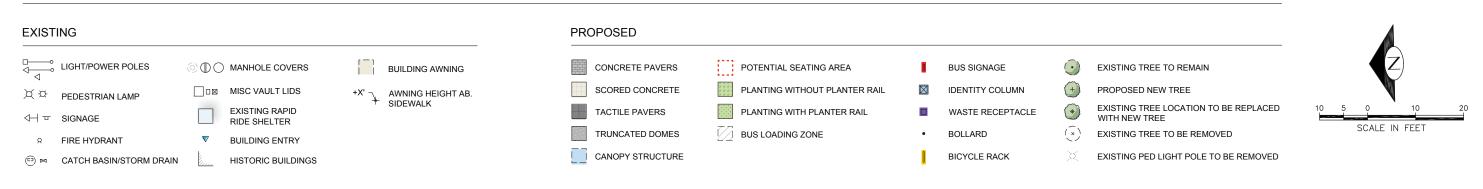


Satula Department of Thempsertation

S. Washington to S. Main Street | Plan



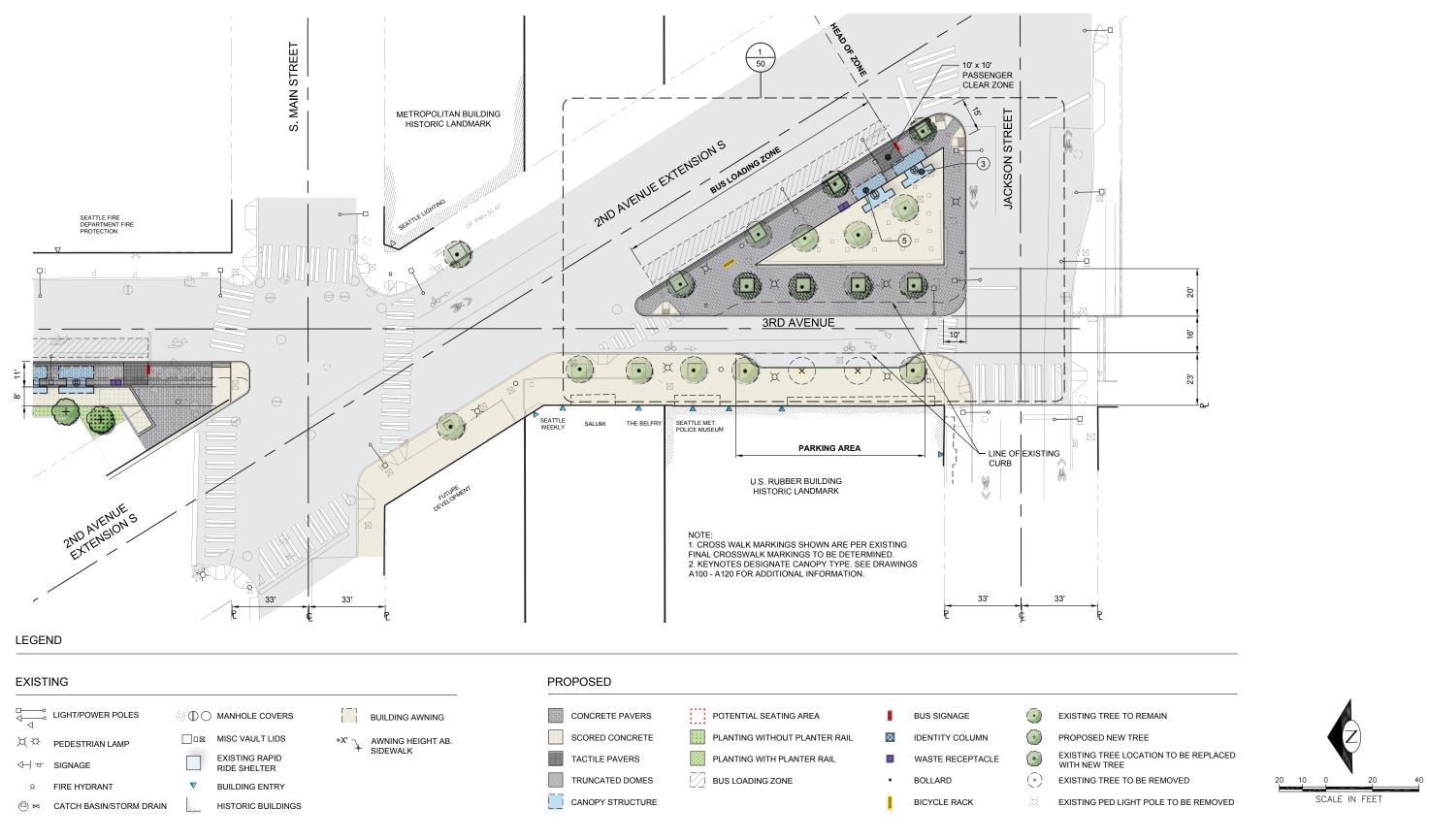
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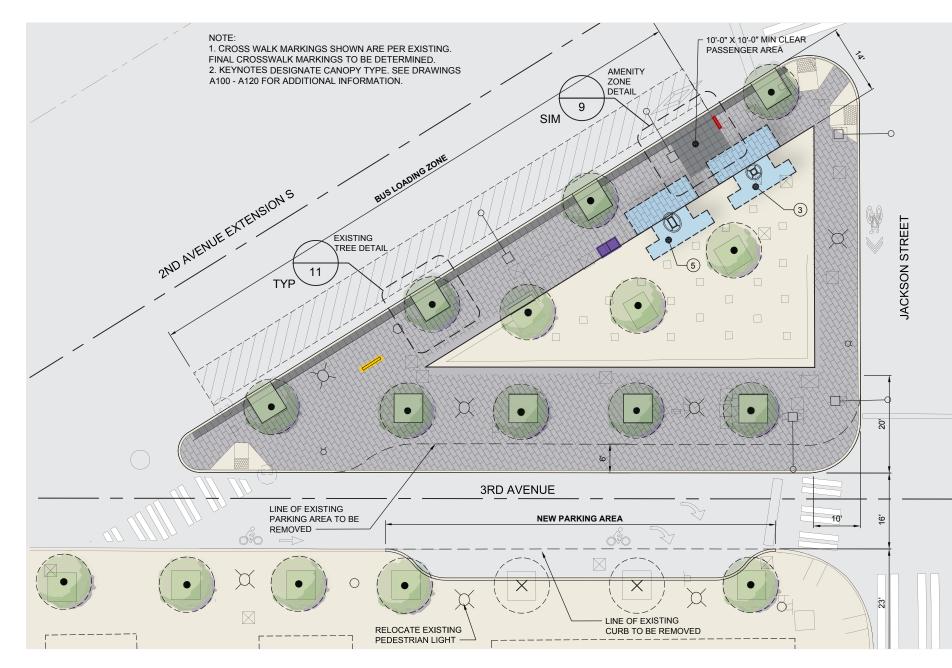




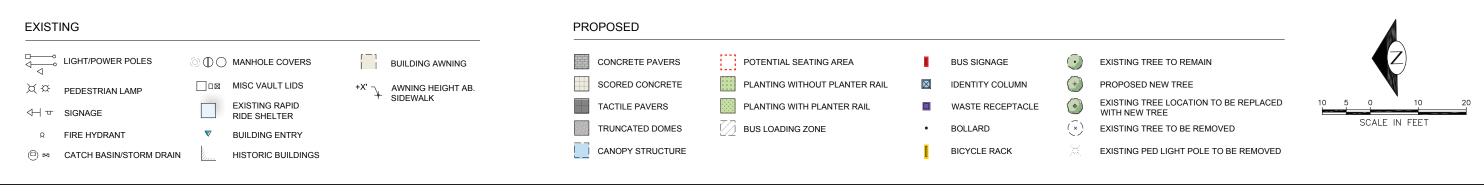


S. Washington to S. Main Street | View Looking Northwest

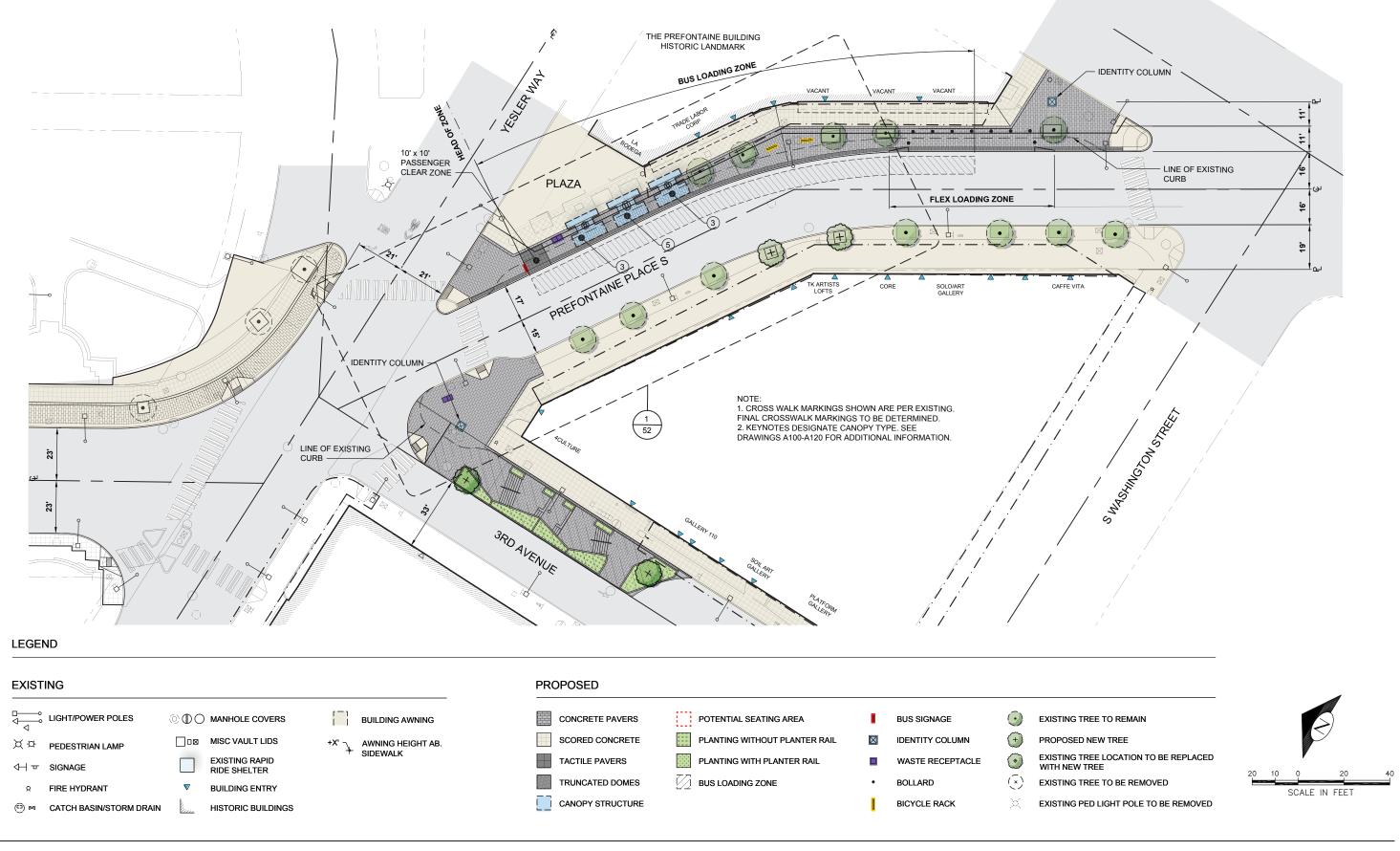




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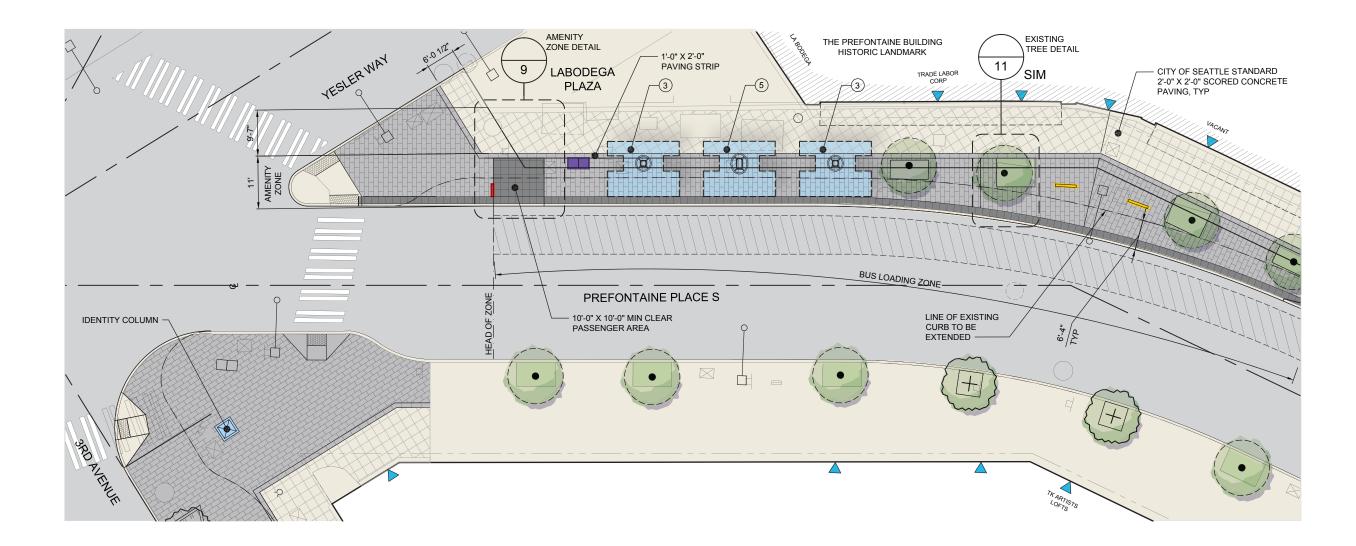




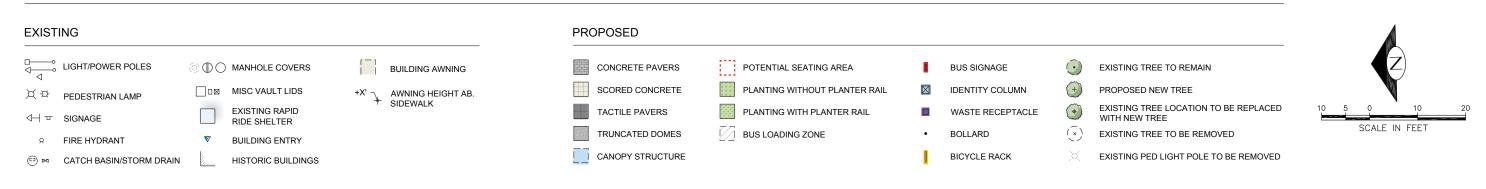


Prefontaine Place S. | Plan

Detail Blocks | Third Avenue Transit Corridor Improvements



LEGEND



Prefontaine Place S. | Plan





Prefontaine Place S. | **View Looking Southeast**

04

Technical Documents

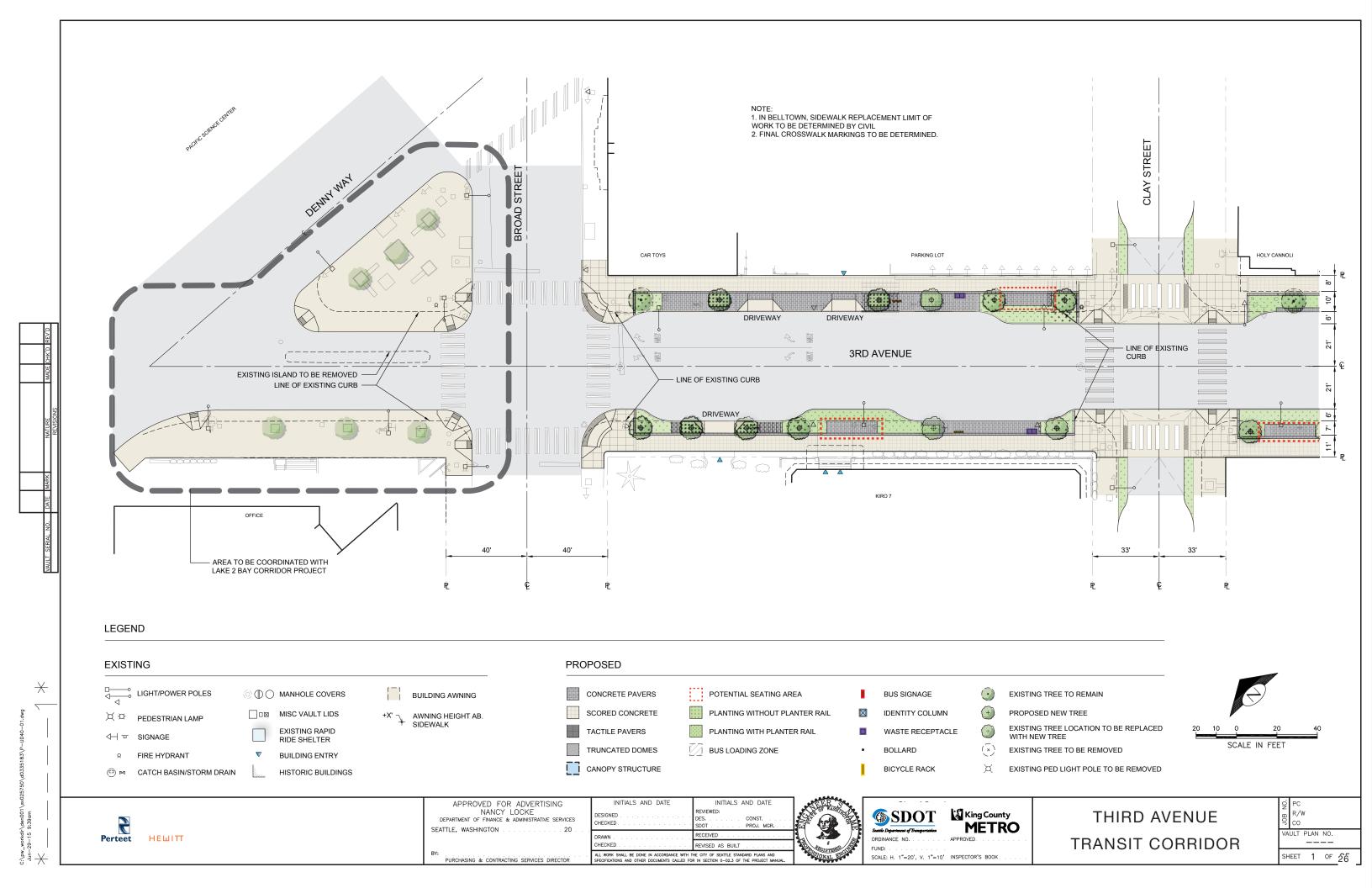
Third Avenue Transit Corridor Plans



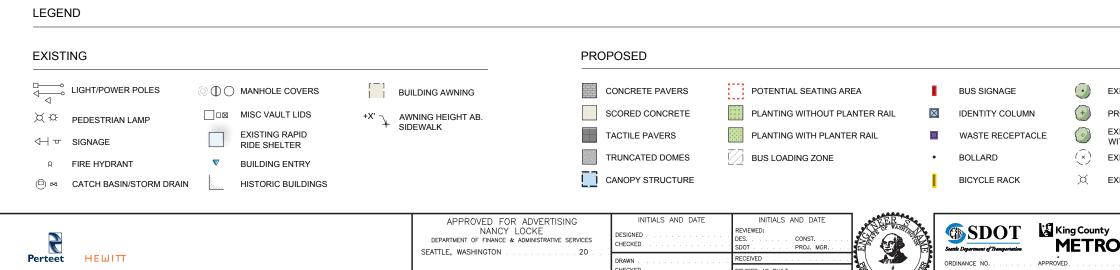


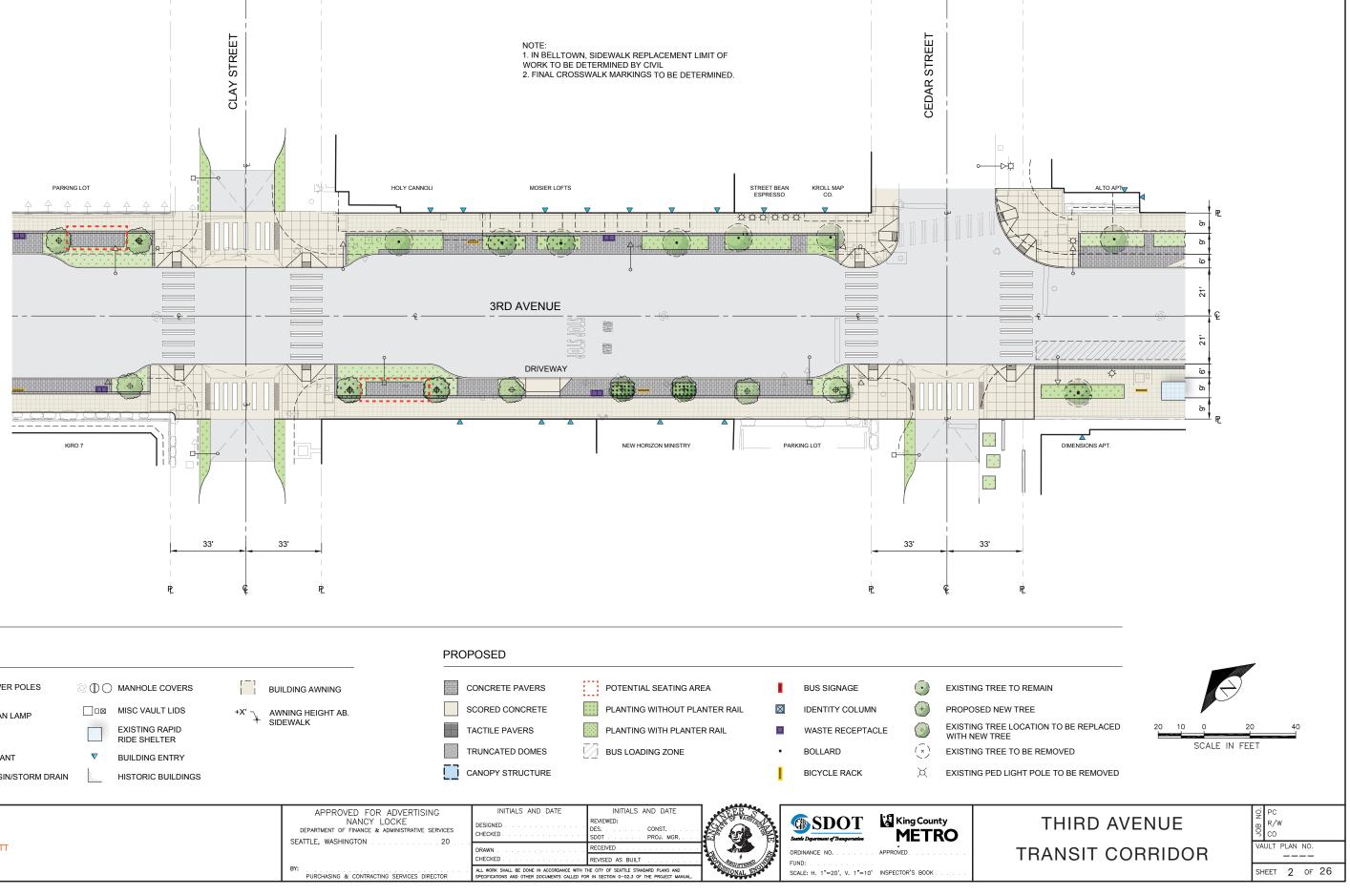






PARKING LOT KIRO 7 PL





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APPROVED FOR ADVERTISING

NANCY LOCKE

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

PURCHASING & CONTRACTING SERVICES DIRECTOR

SEATTLE, WASHINGTON

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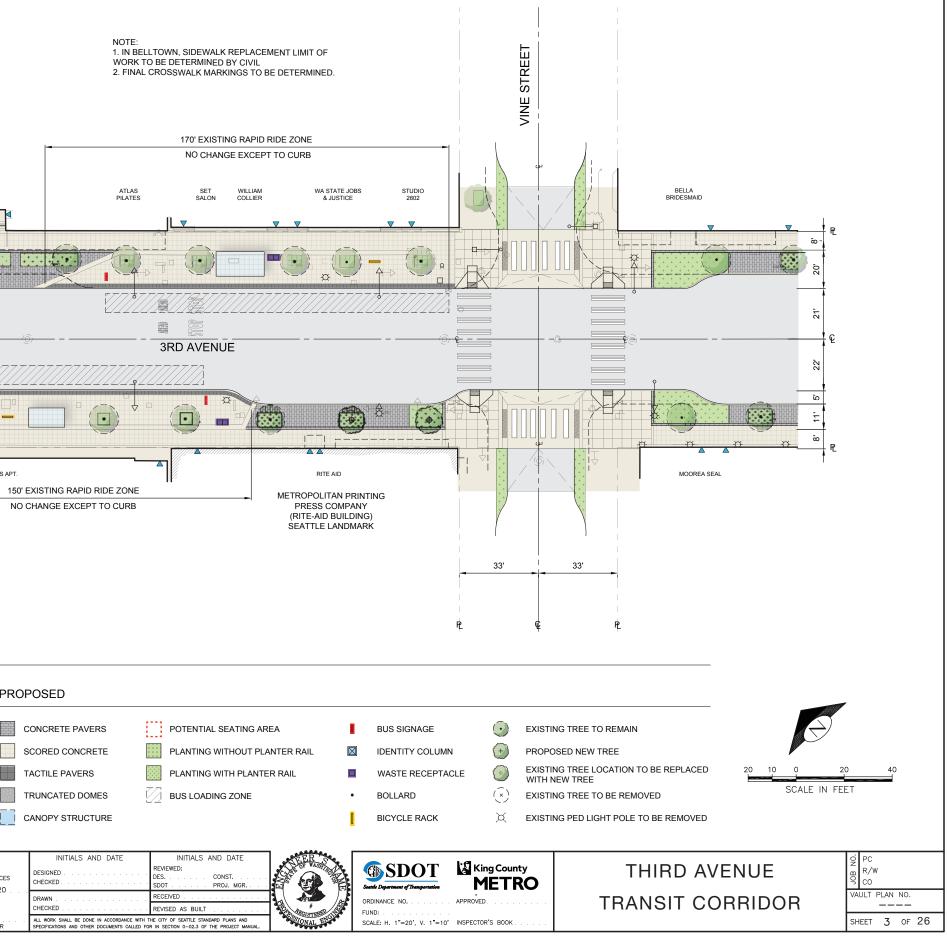
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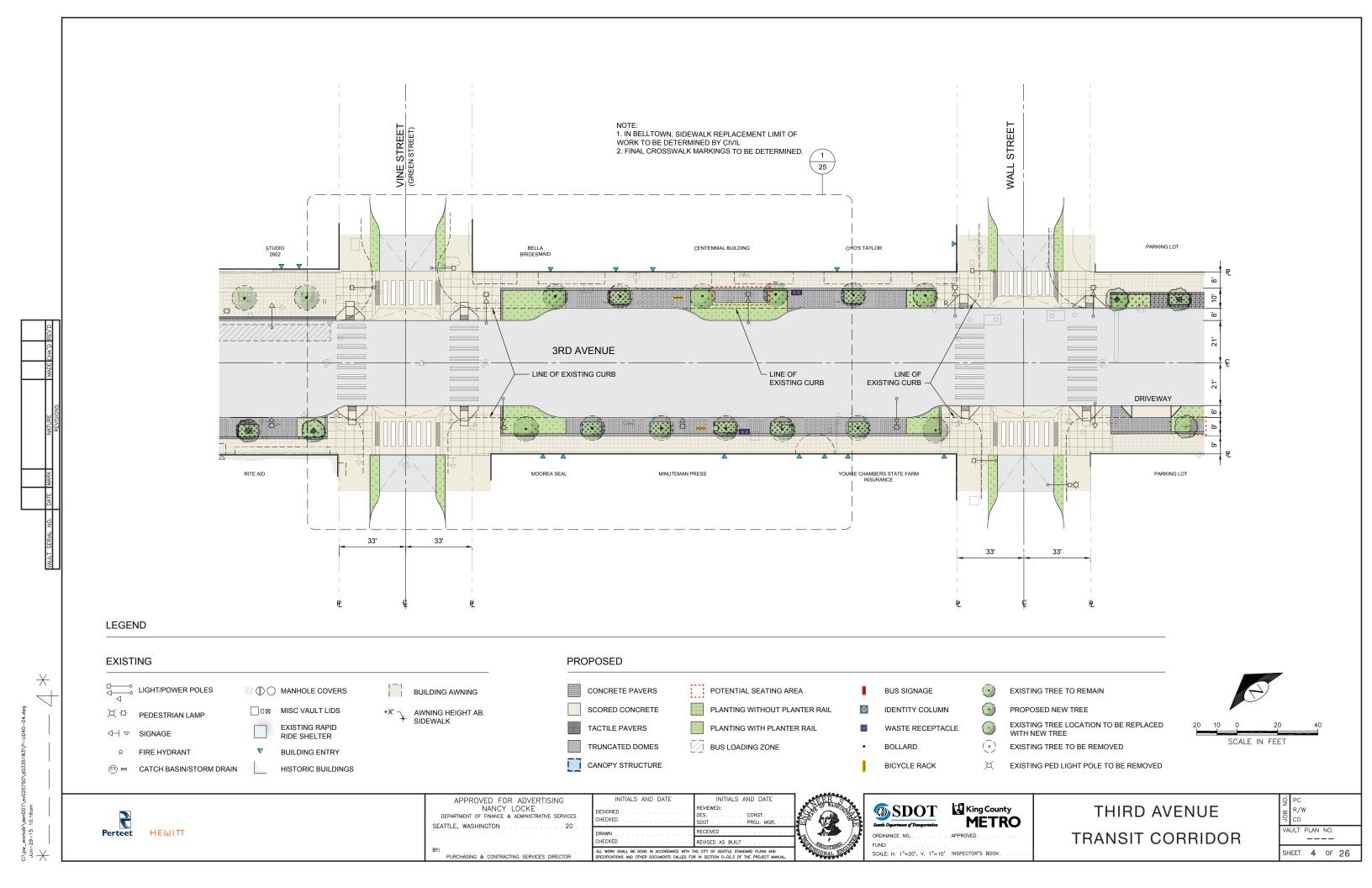
BUILDING ENTRY

HISTORIC BUILDINGS

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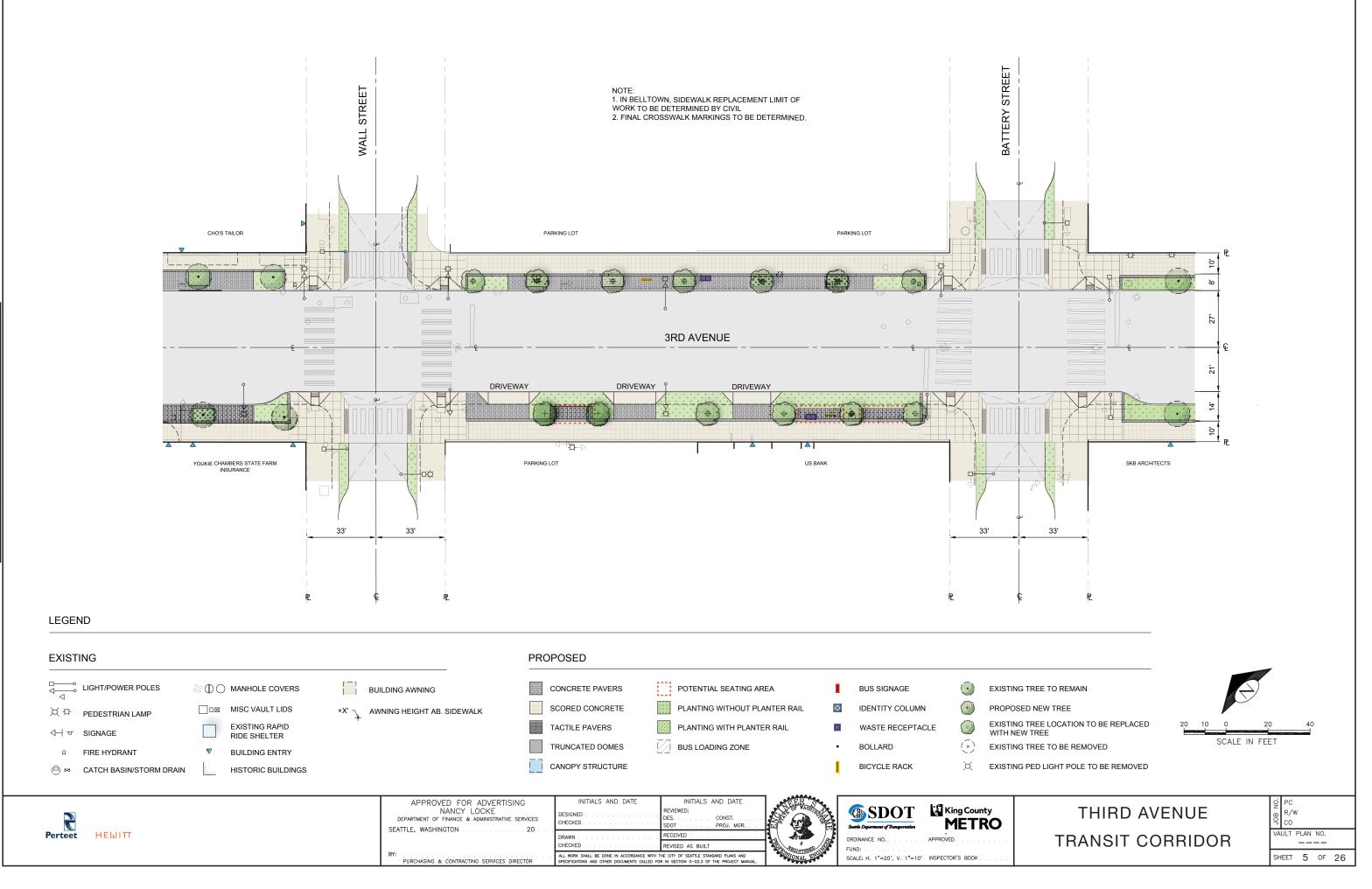
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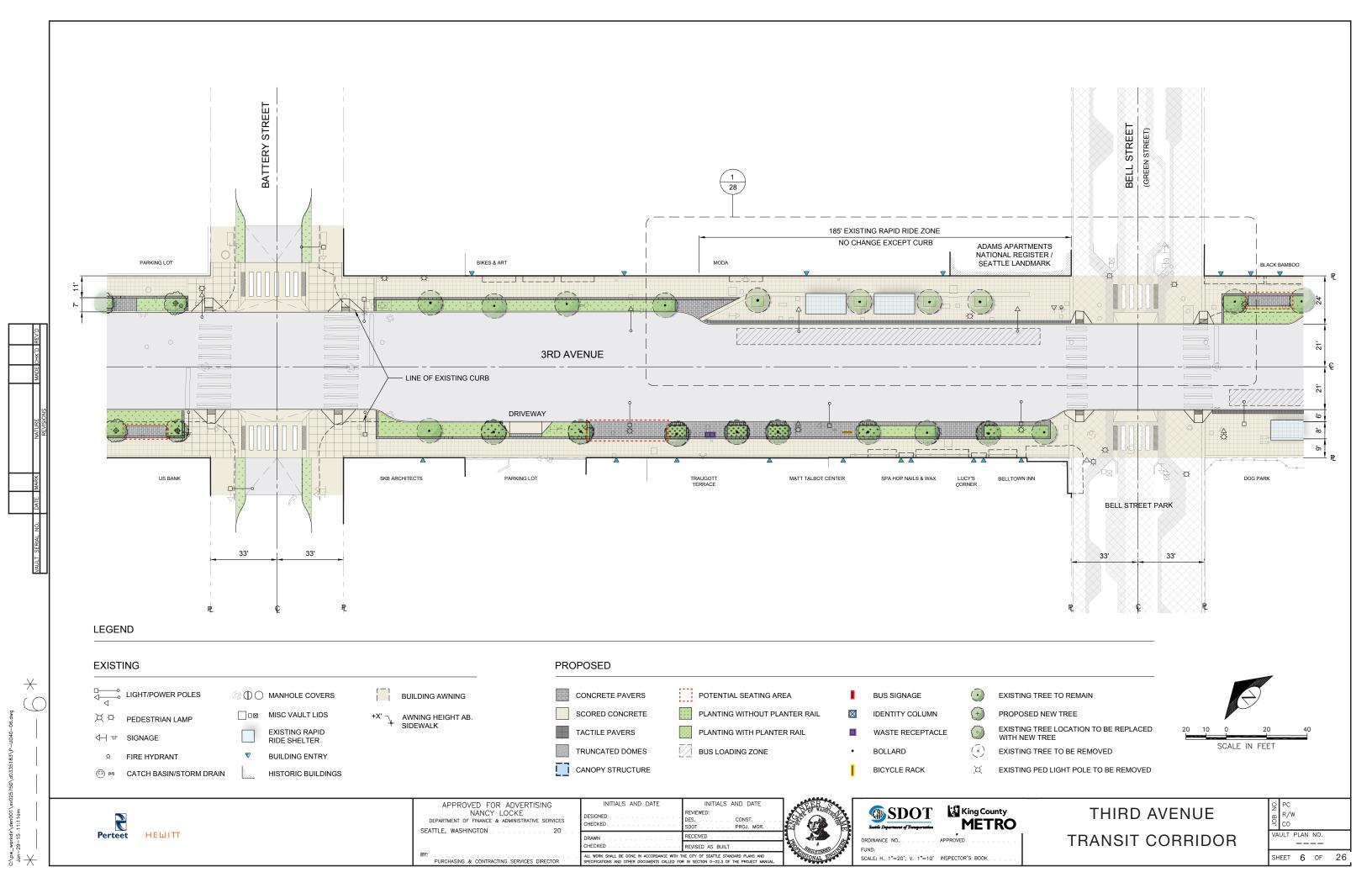
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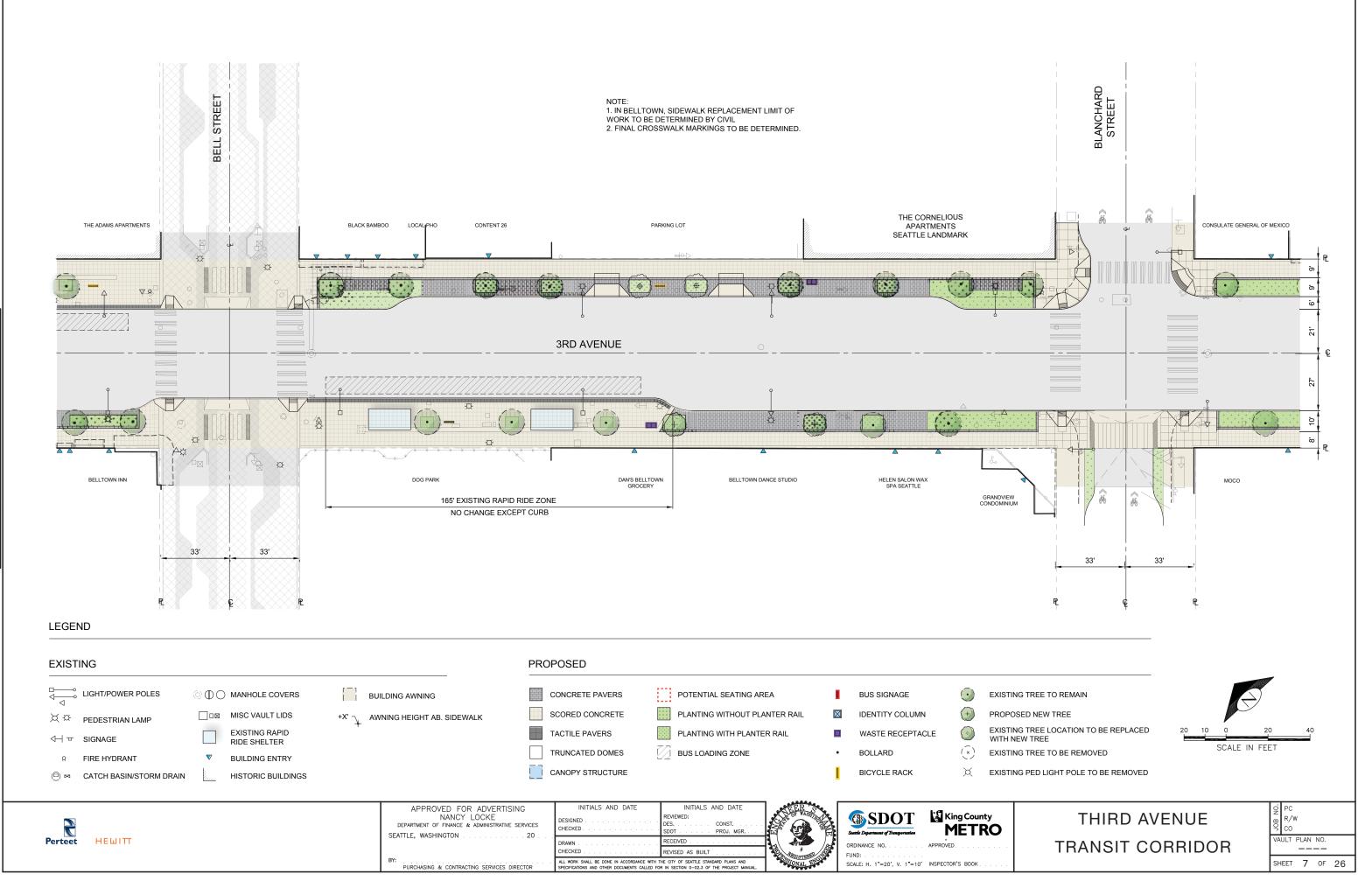
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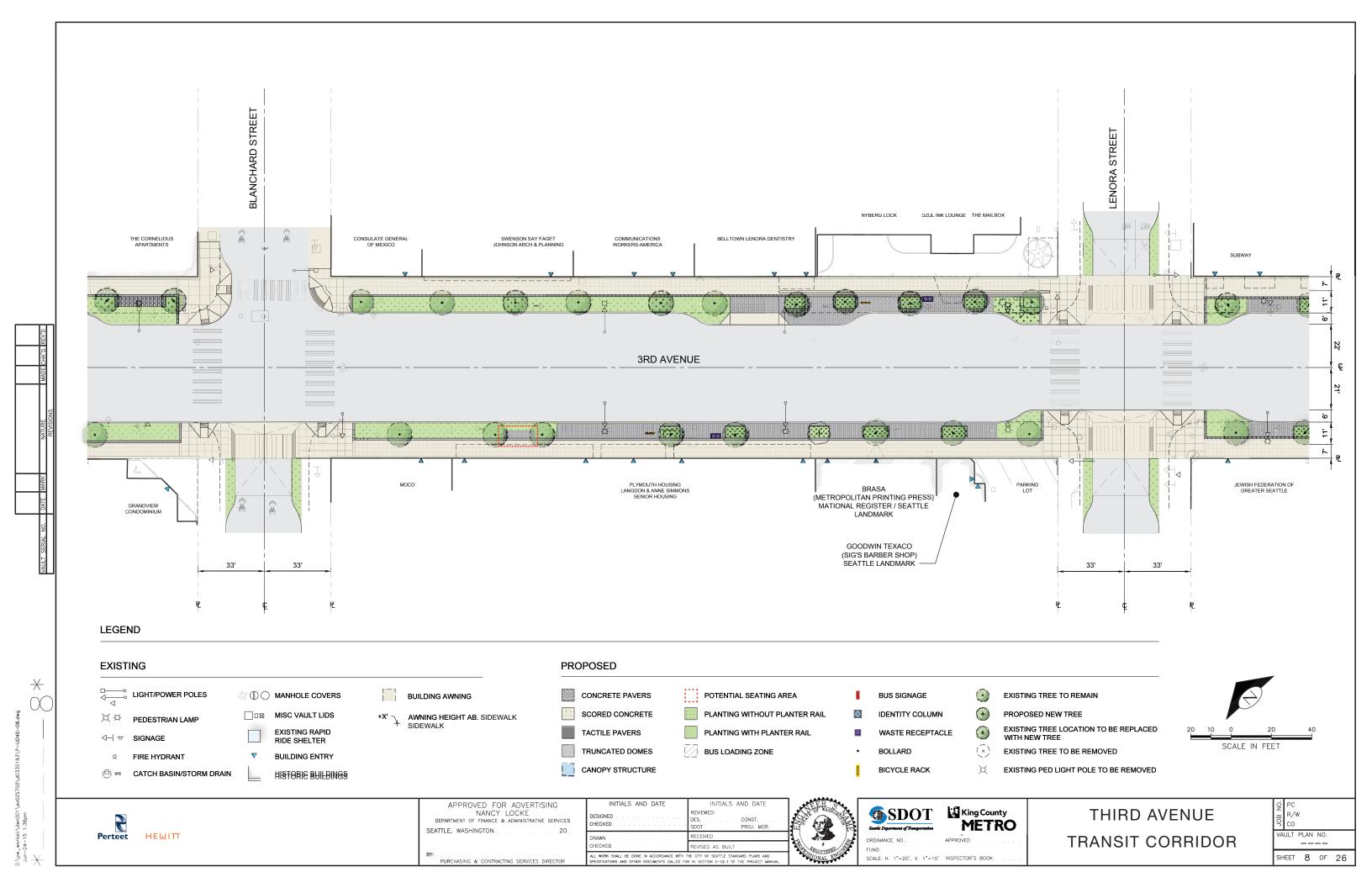
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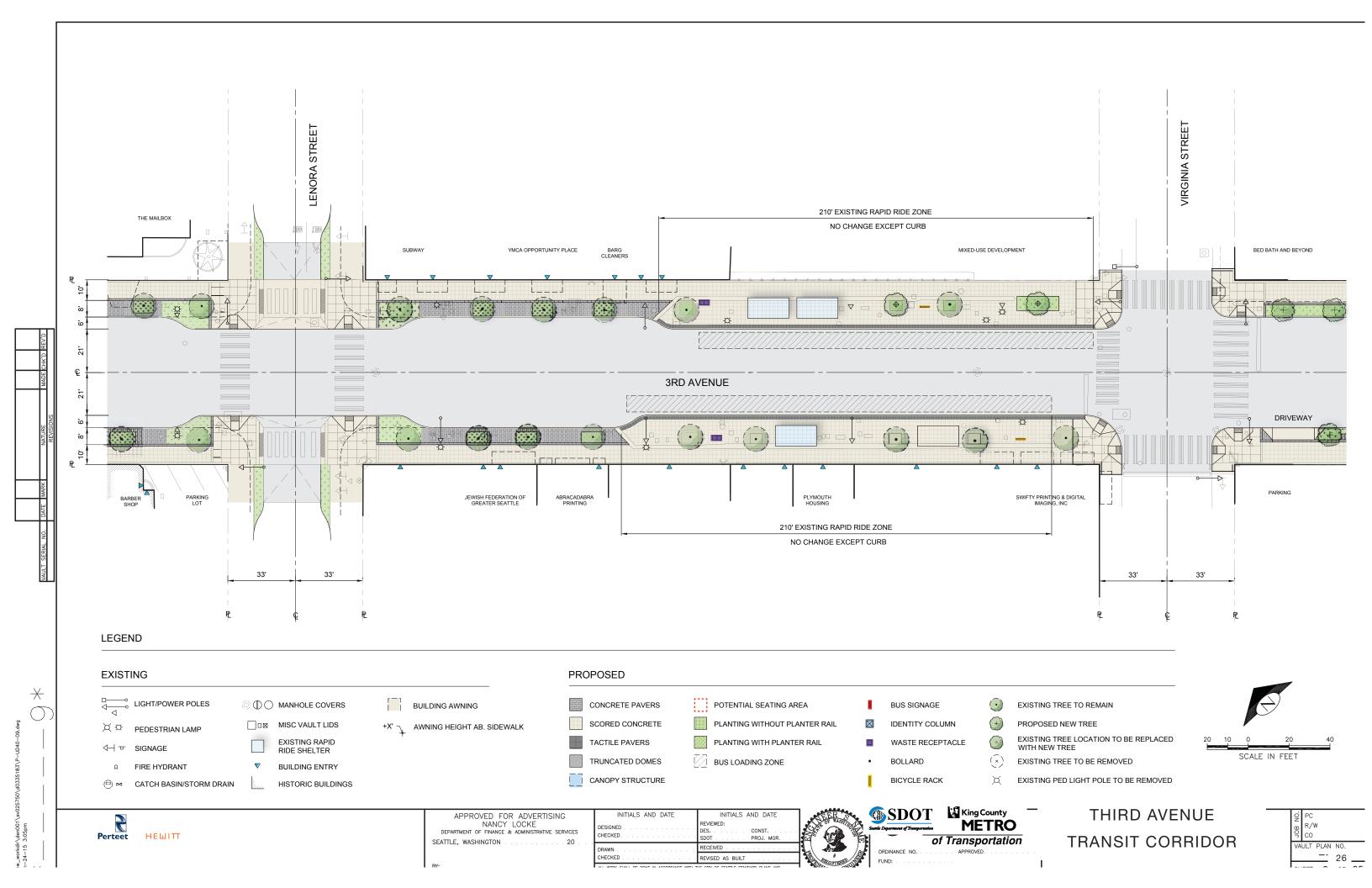


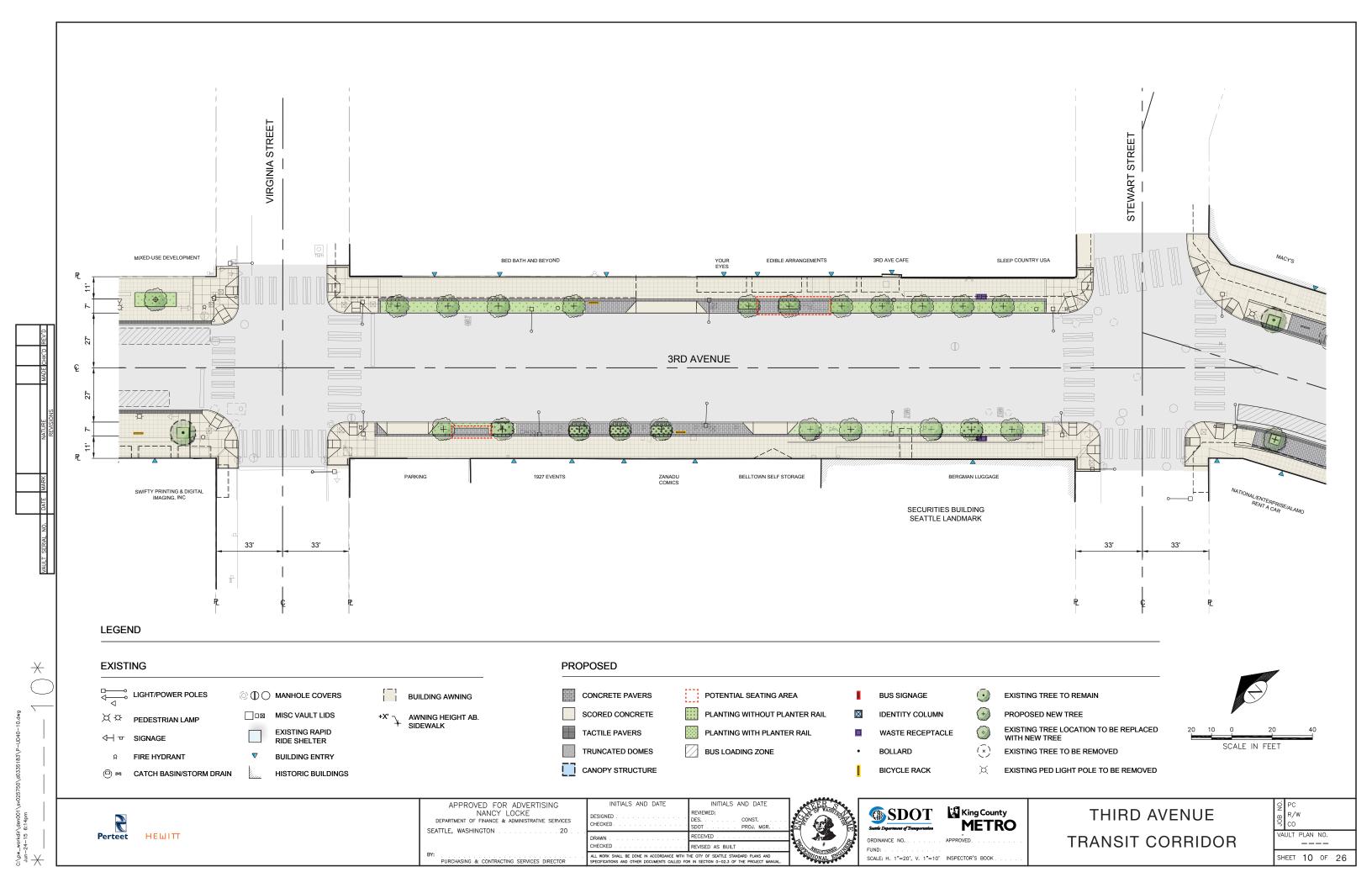


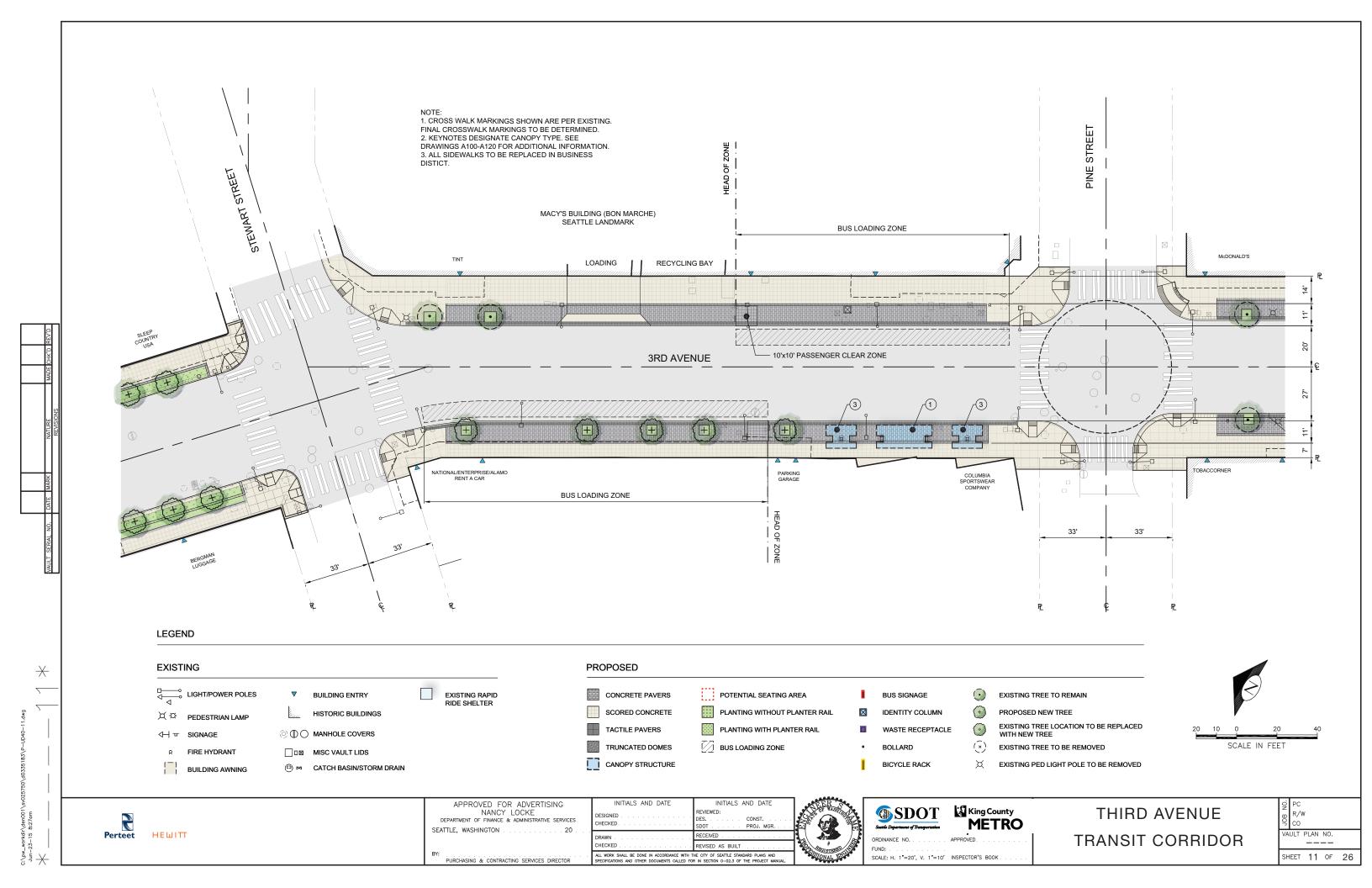


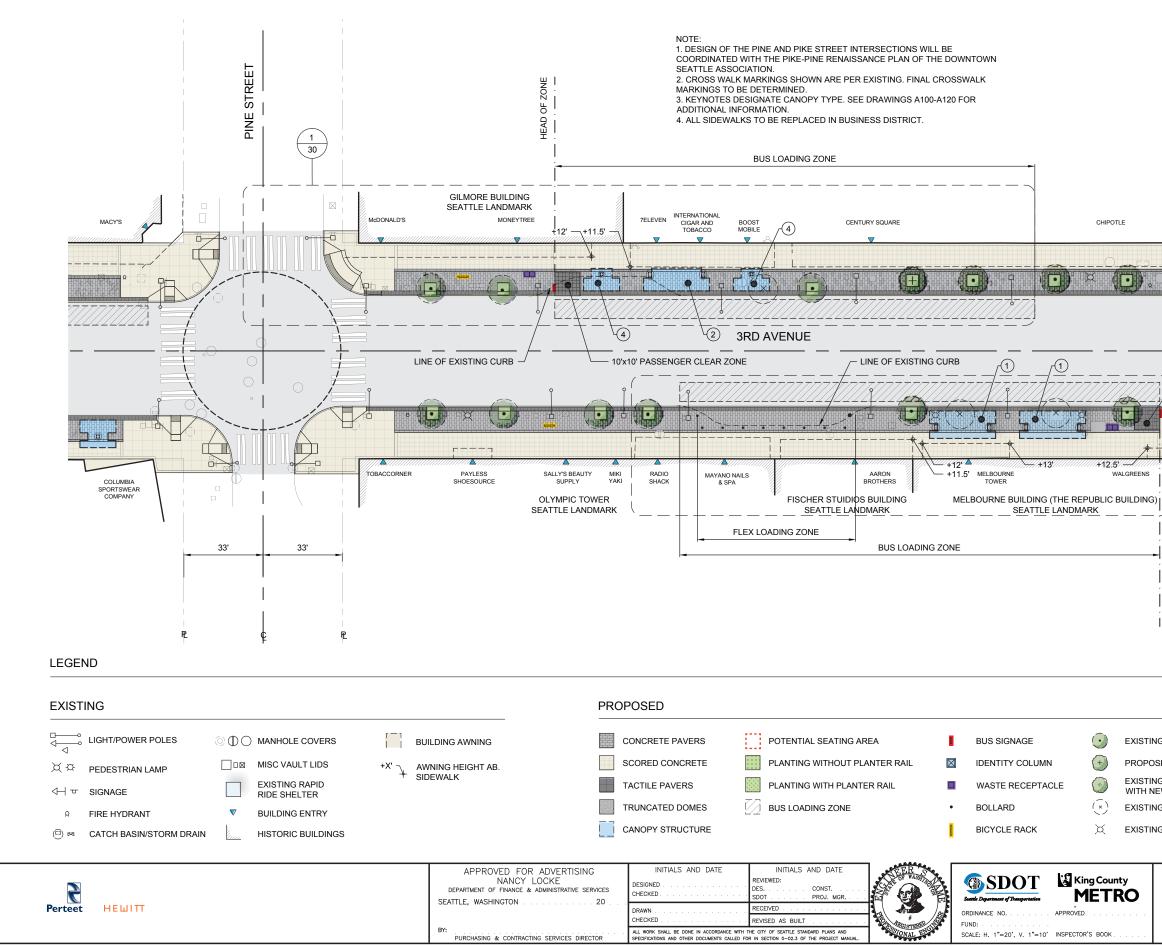
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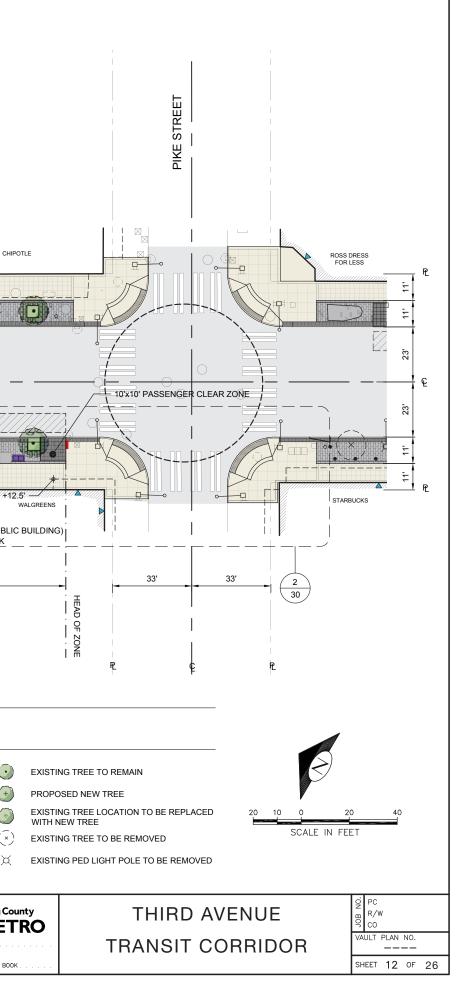


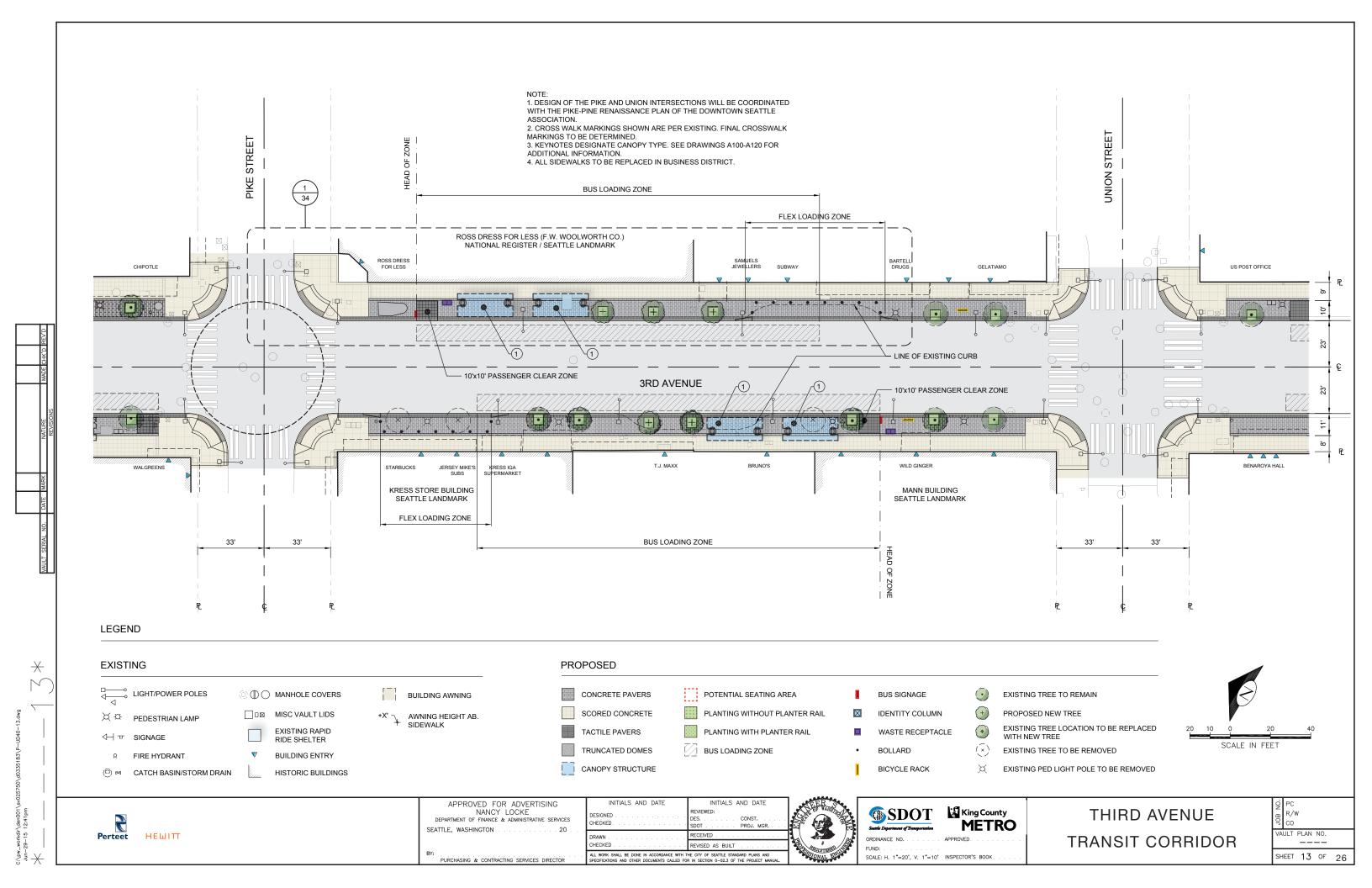


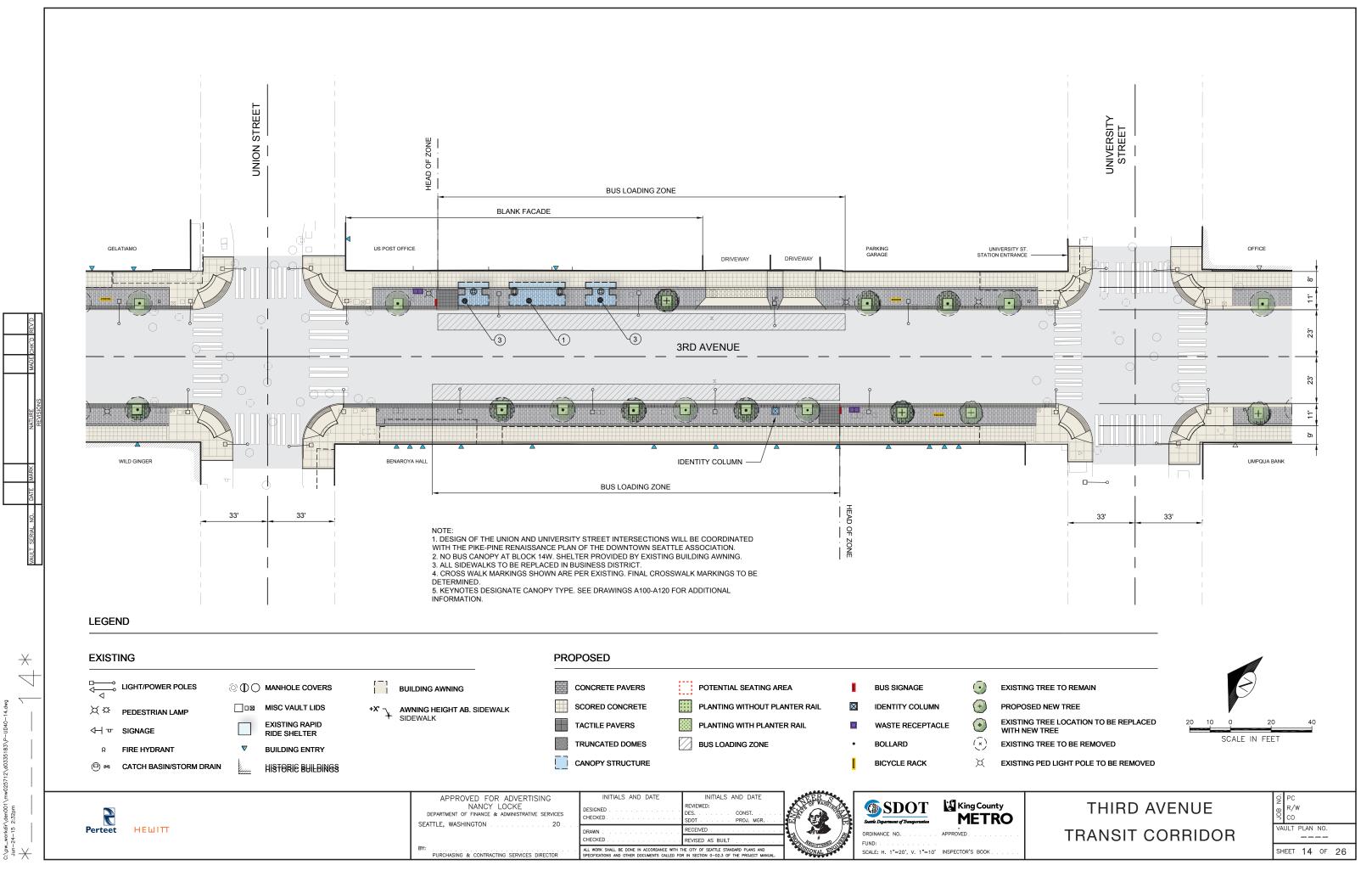


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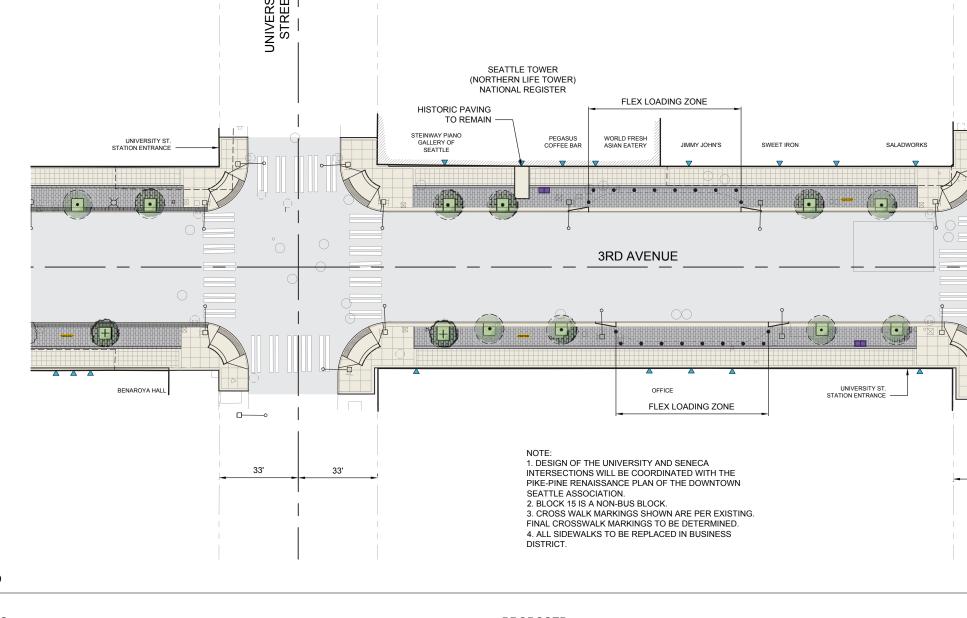


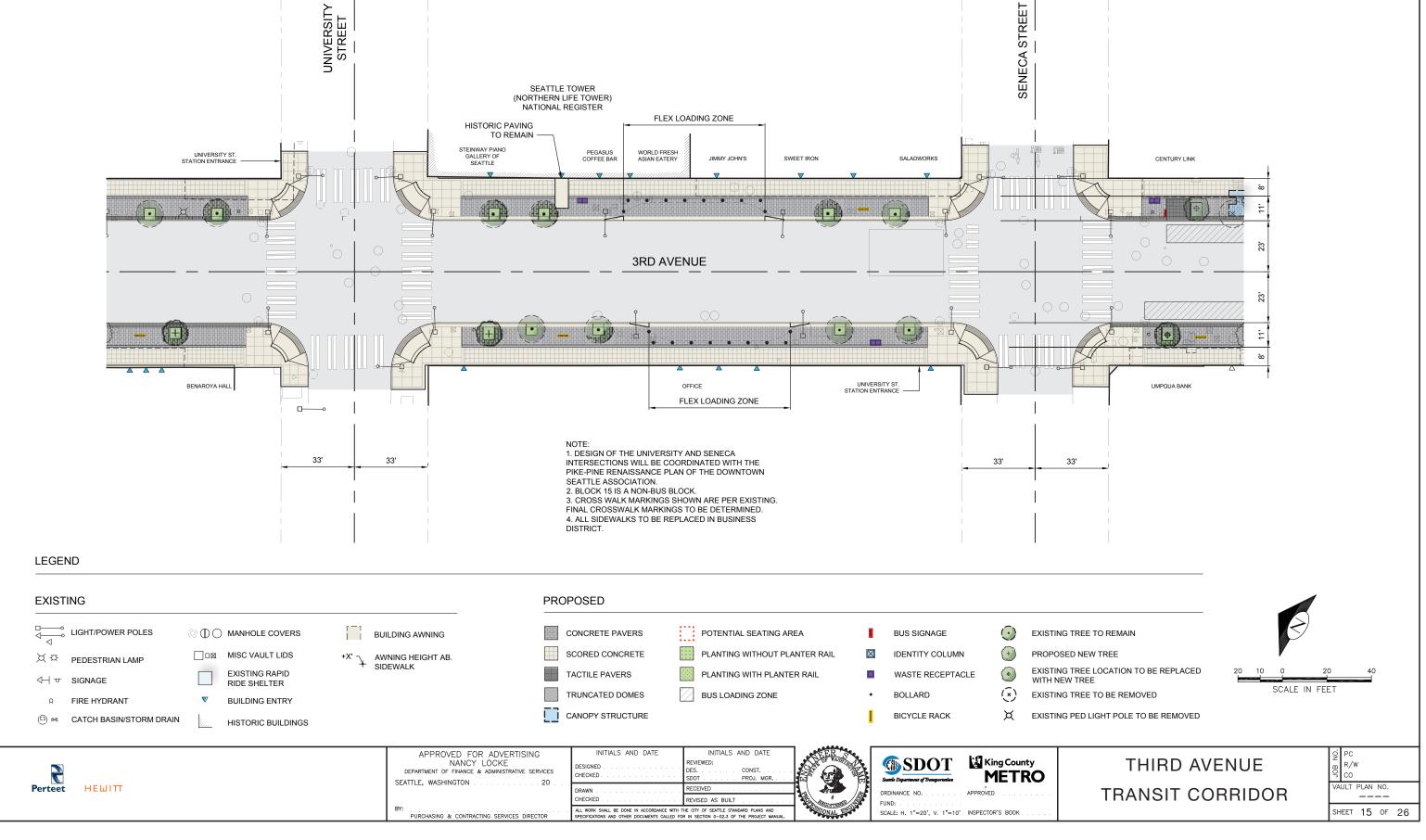
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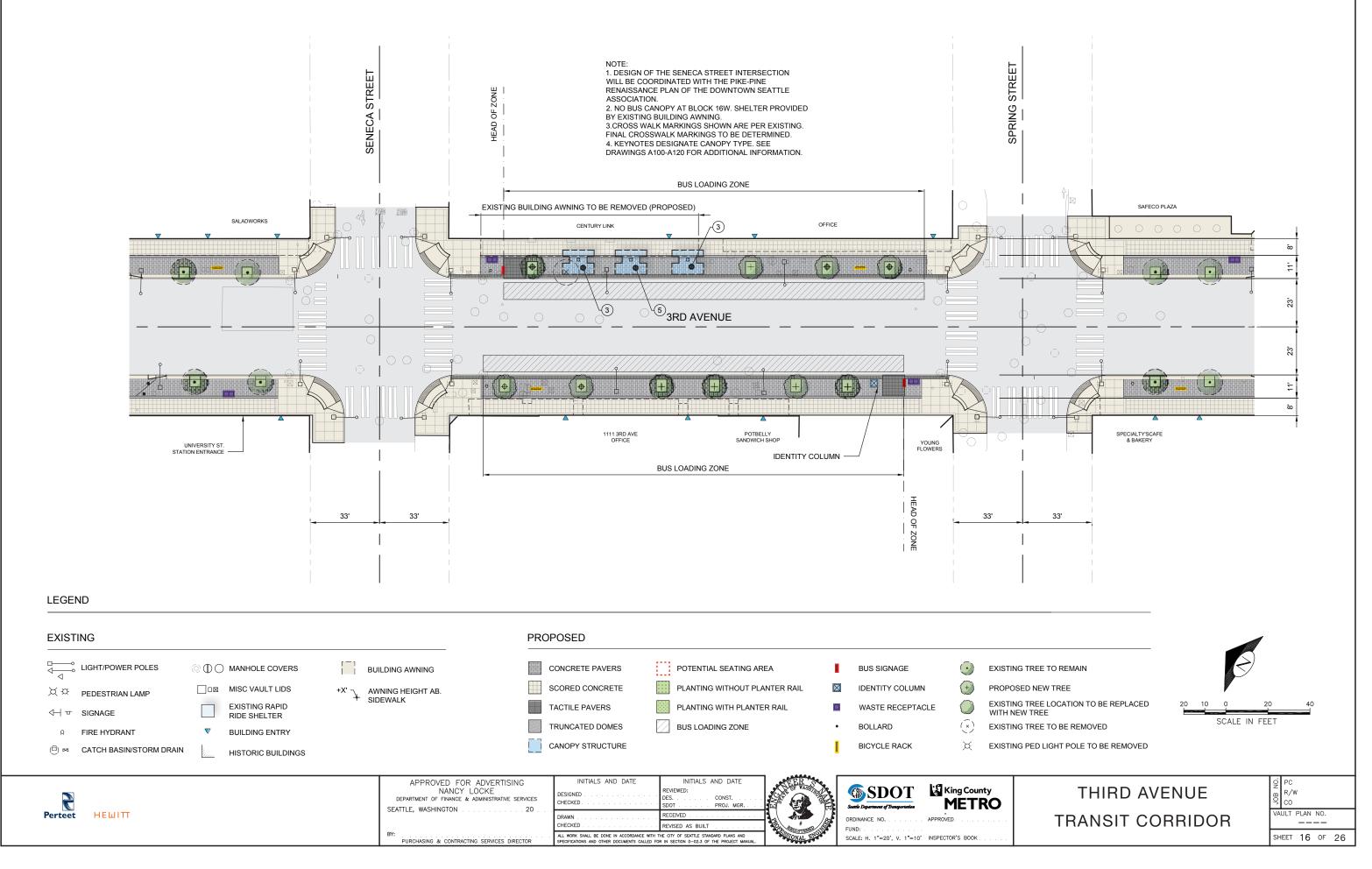




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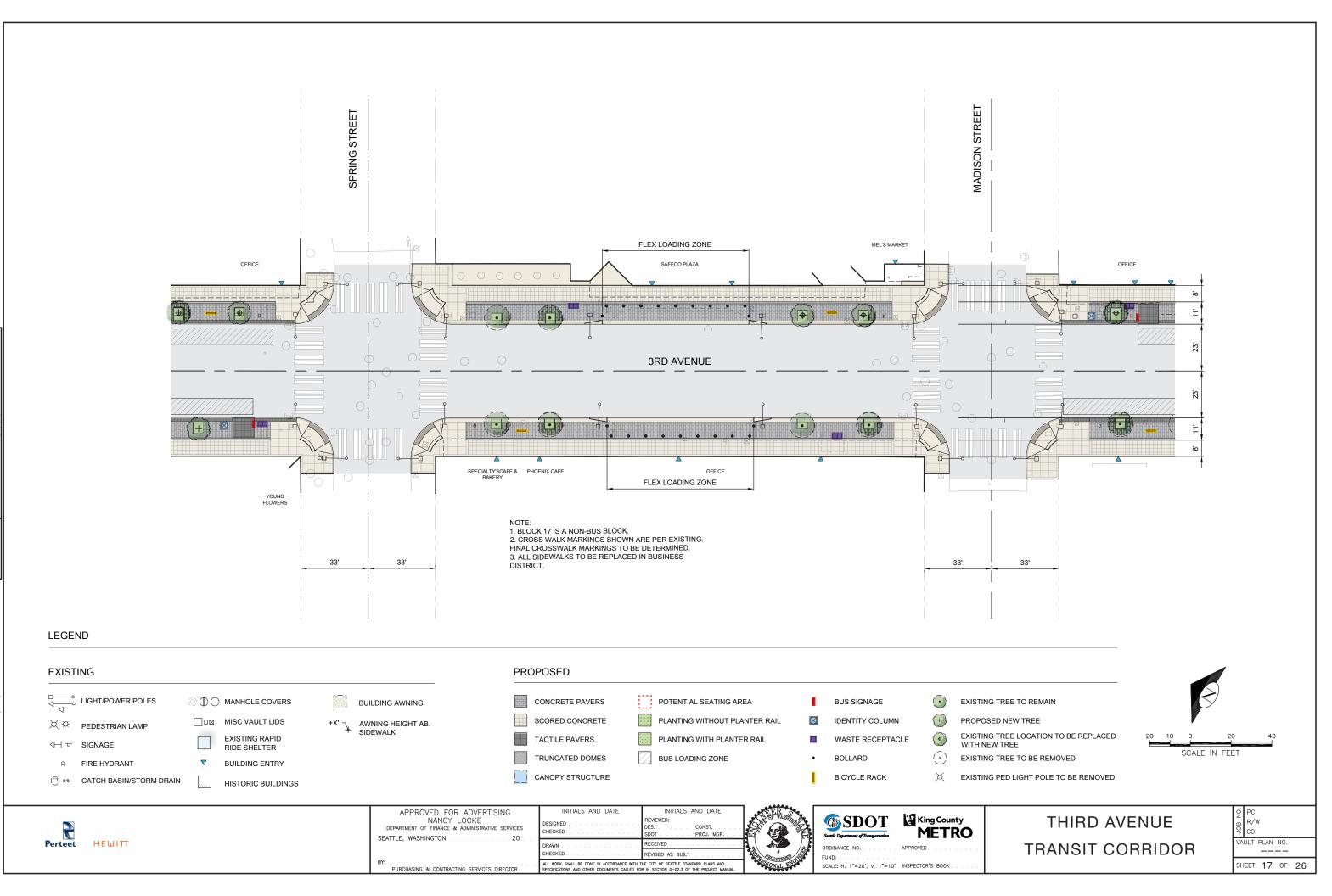
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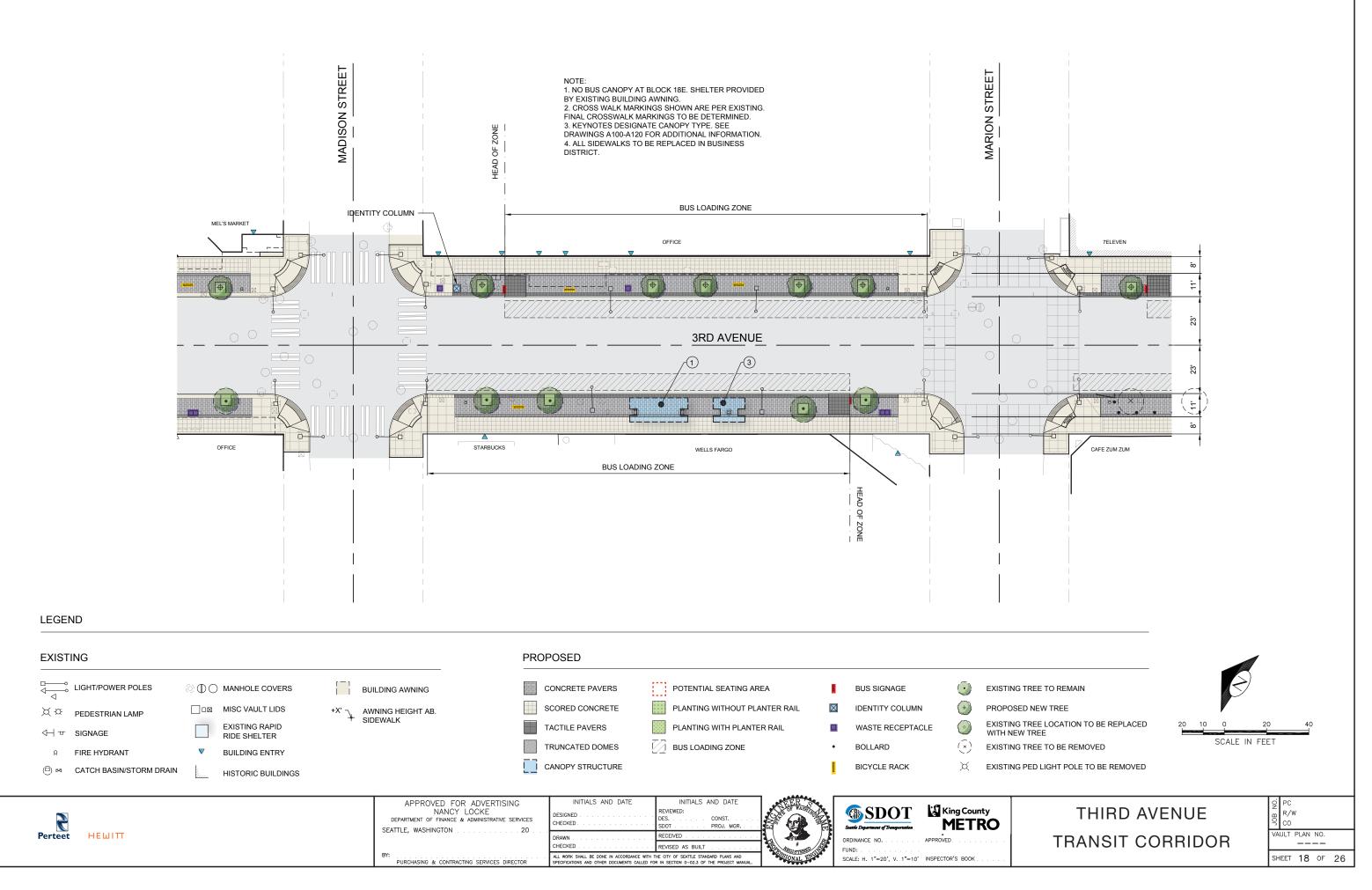
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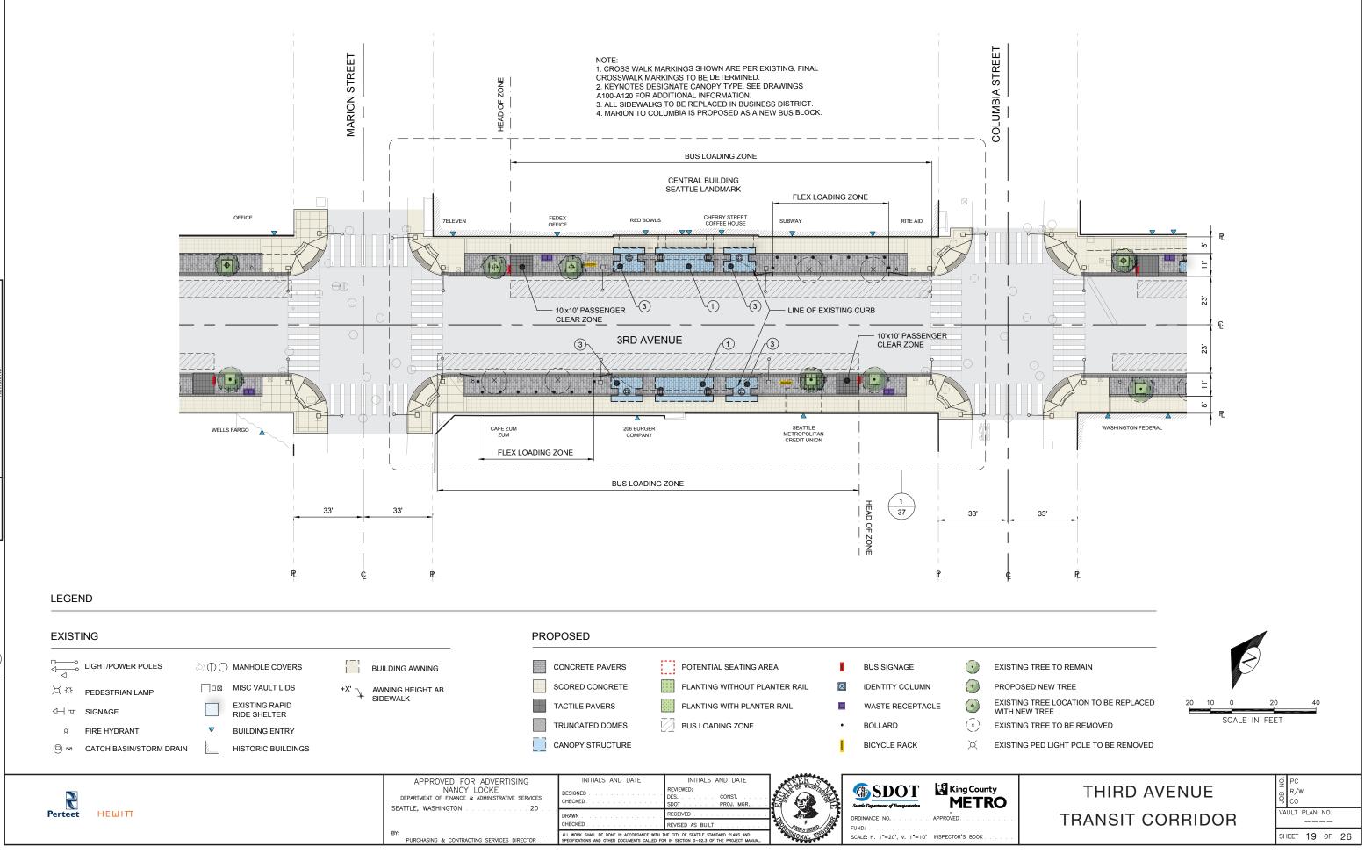


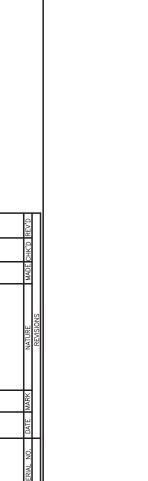
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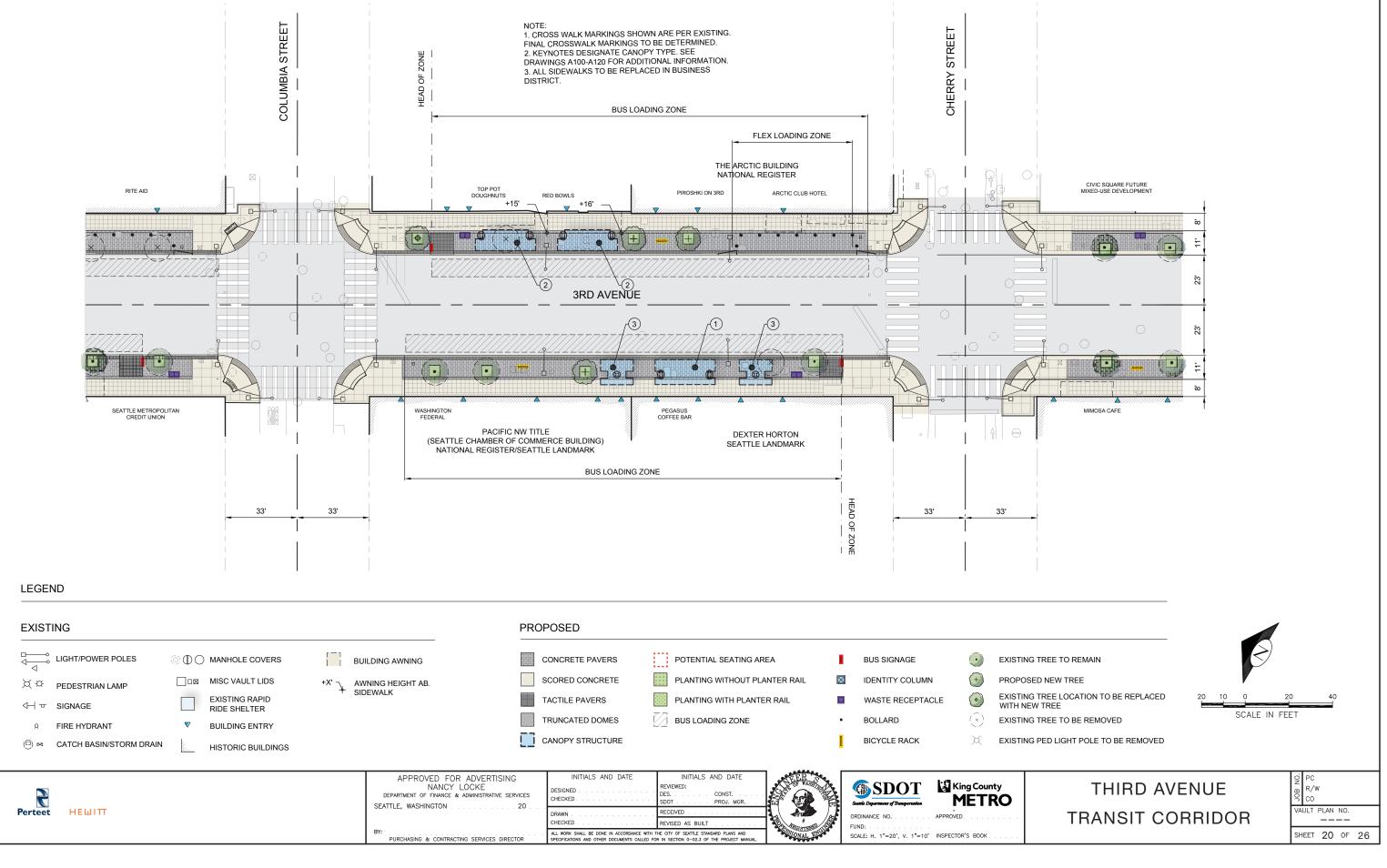
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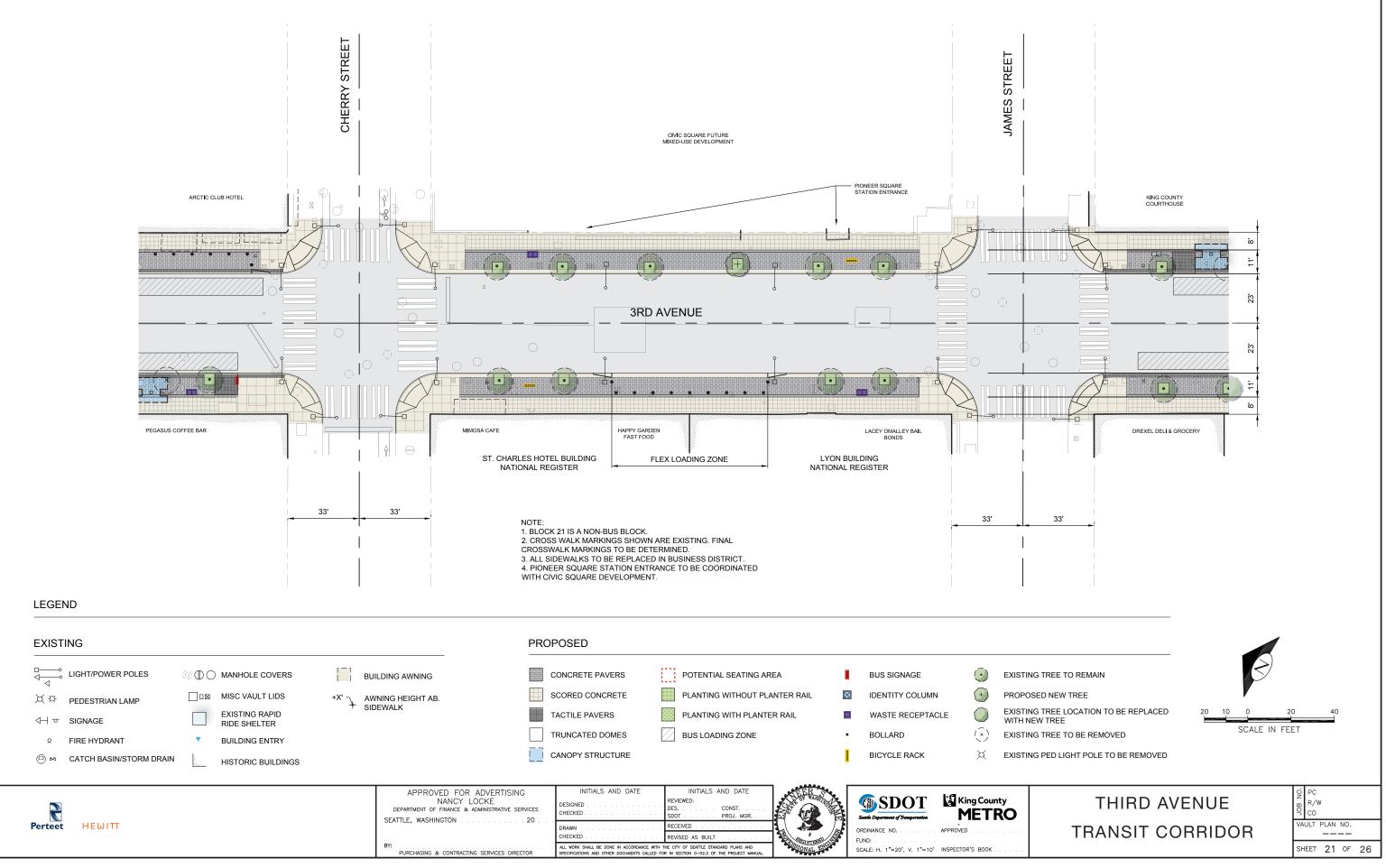


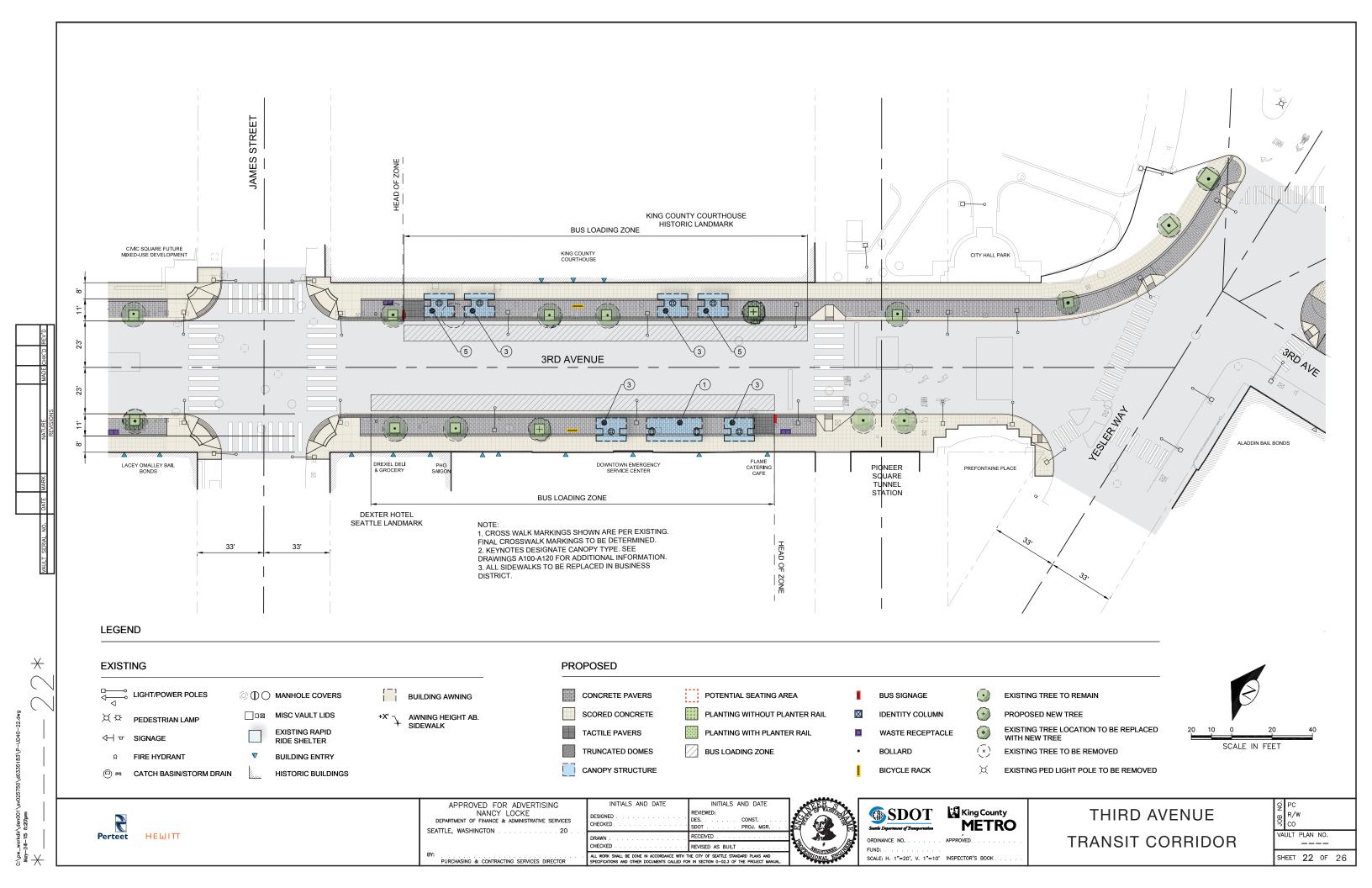
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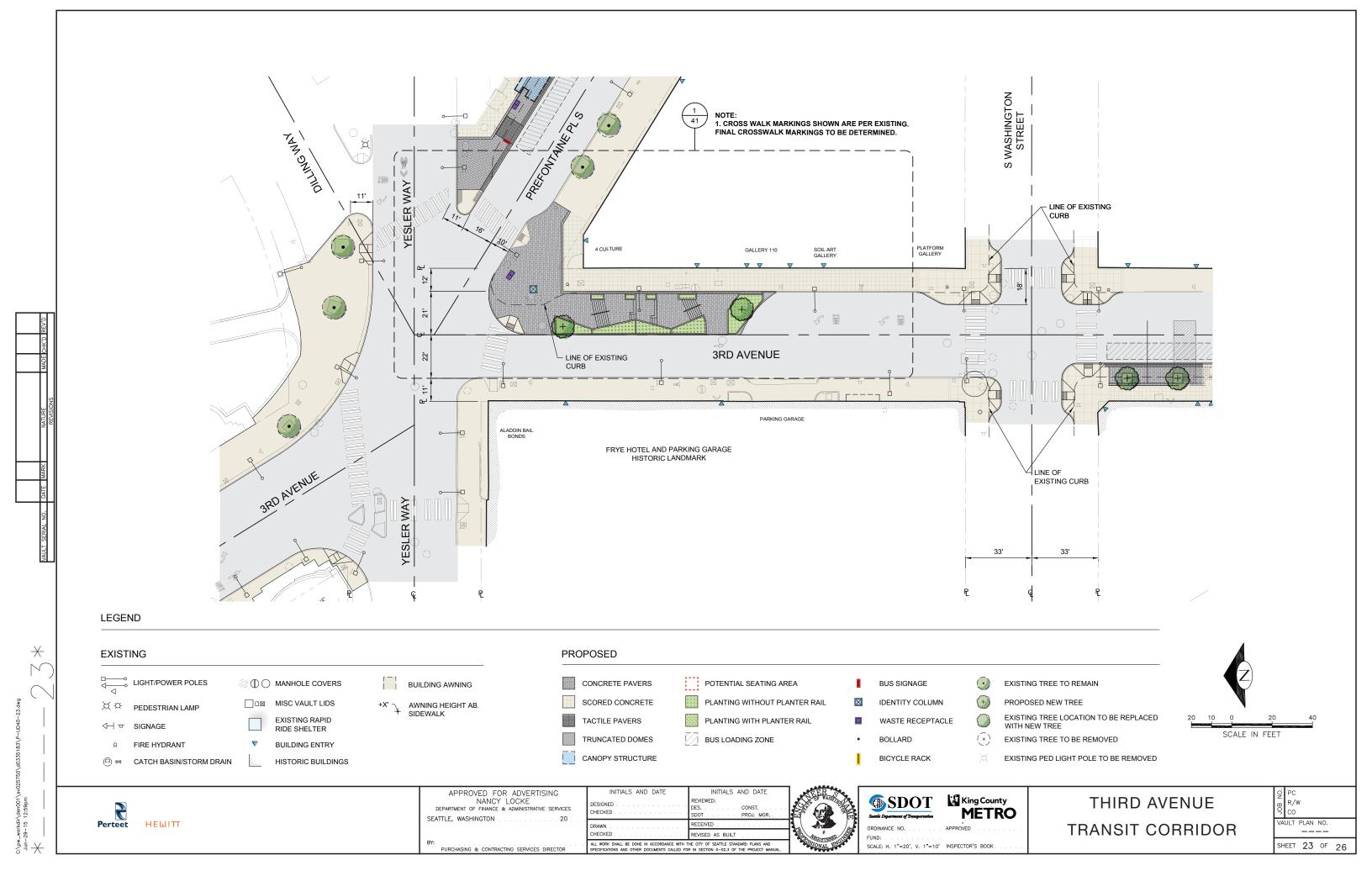
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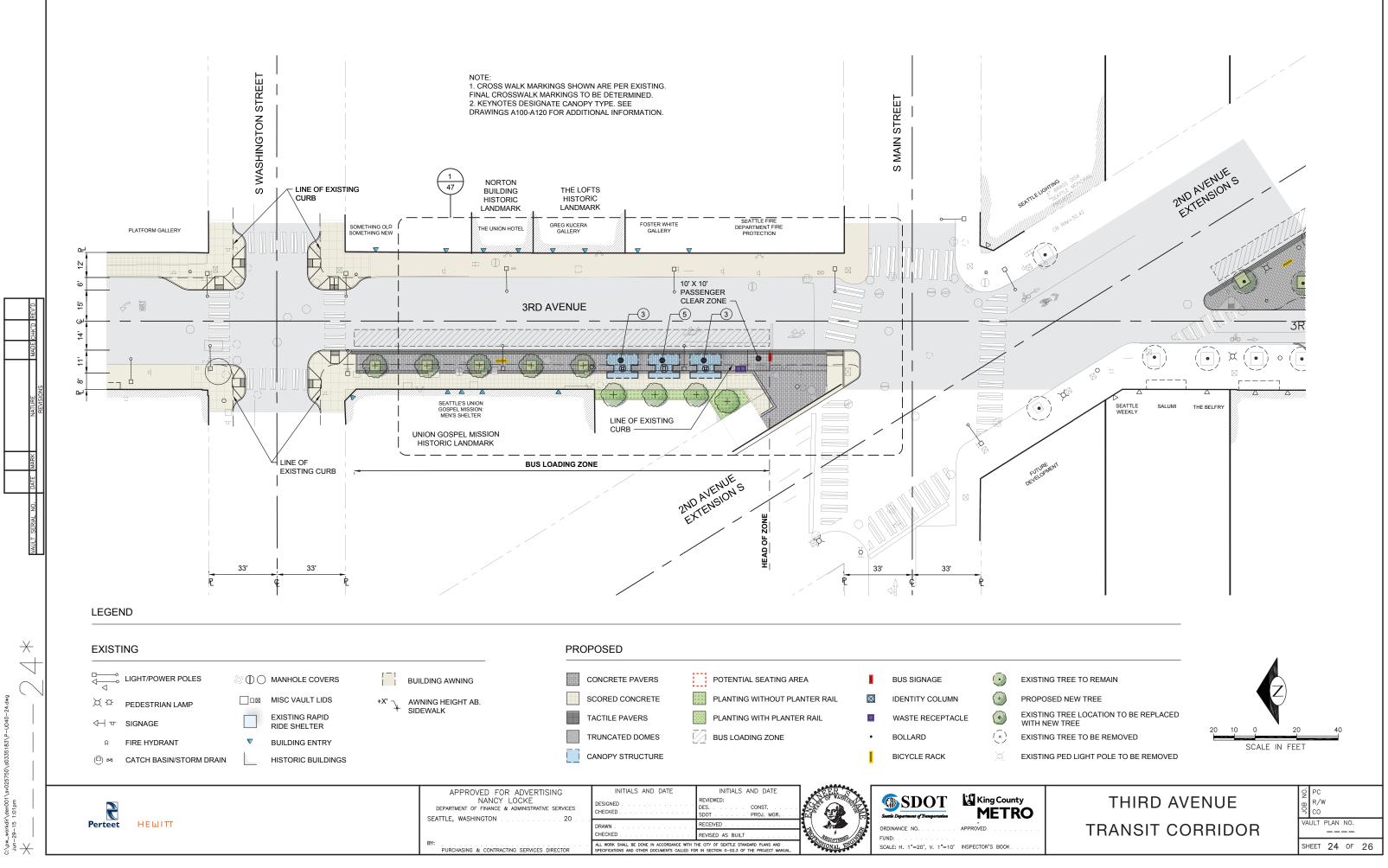
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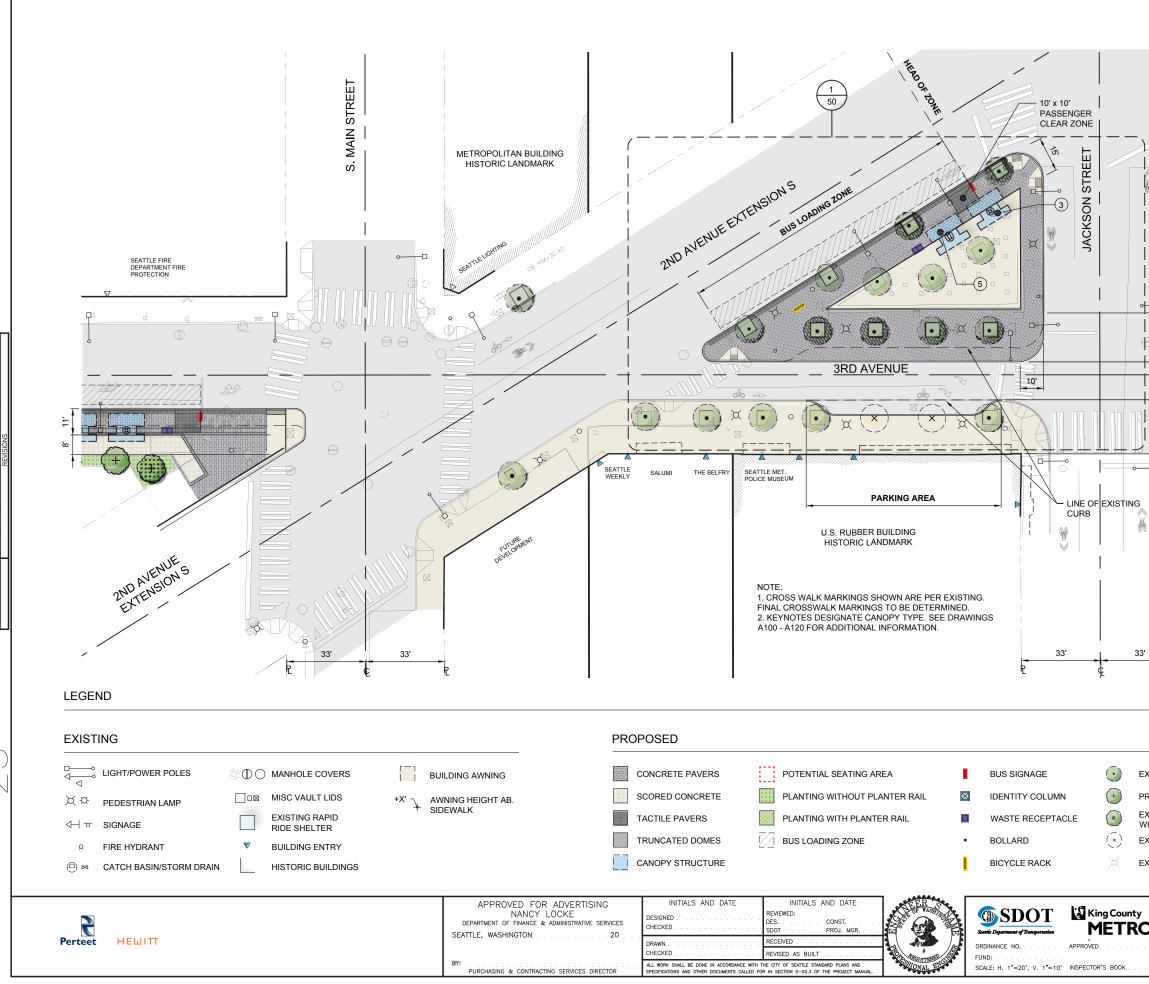








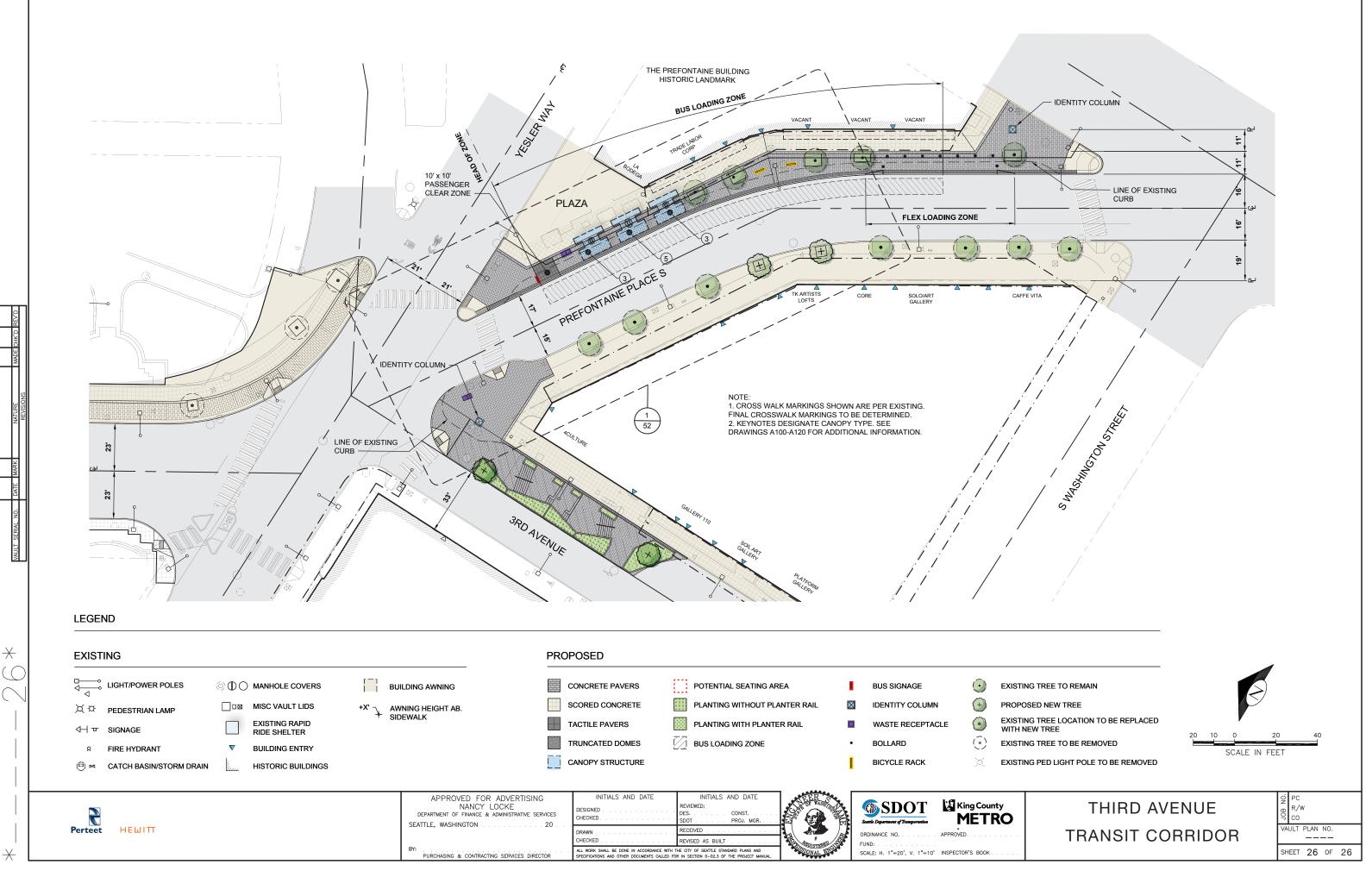
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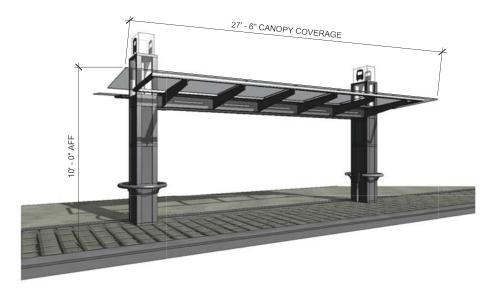
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Third Avenue Transit Corridor Bus Canopies









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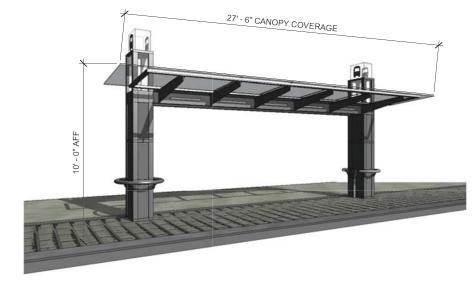
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CANOPY #1

NOTES:

1. LAMINATED GLAZING PANELS ON BOTH SIDES OF ROOF. 2. COLUMNS WITH SINGLE INTEGRAL REAL TIME ARRIVAL SIGNAGE SCREEN.



2

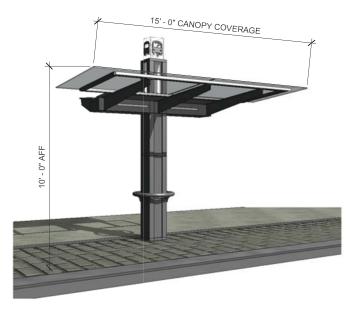
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CANOPY #2

NOTES:

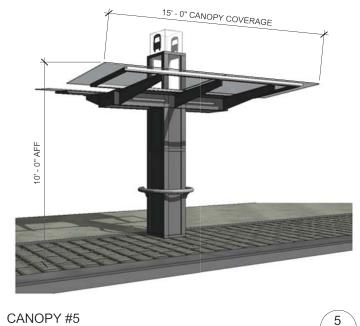
NOTES: 1. LAMINATED GLAZING PANELS ON SINGLE SIDE OF ROOF. 2. EXISTING BUILDING SIDE HAS SMALLER ROOF AREA TO COORDINATE WITH

EXISTING BUILDING AWNINGS. 3. COLUMNS WITH SINGLE INTEGRAL REAL TIME ARRIVAL SIGNAGE SCREEN.



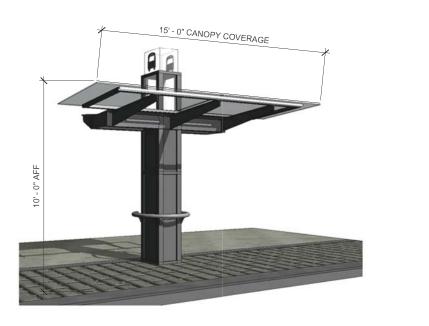
CANOPY #4

- NOTES: 1. LAMINATED GLAZING PANELS ON SINGLE SIDE OF ROOF. 2. EXISTING BUILDING SIDE HAS SMALLER ROOF AREA TO COORDINATE WITH EXISTING BUILDING AWNINGS. 3. SLIMMER COLUMN PROFILE.



CANOPY #5

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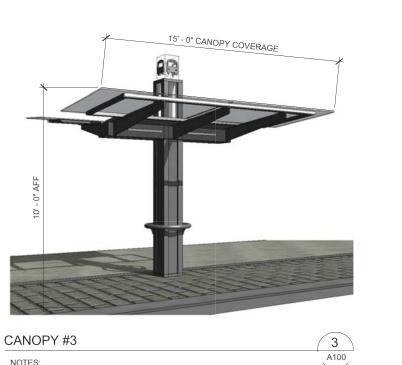
CANOPY #6

NOTES:



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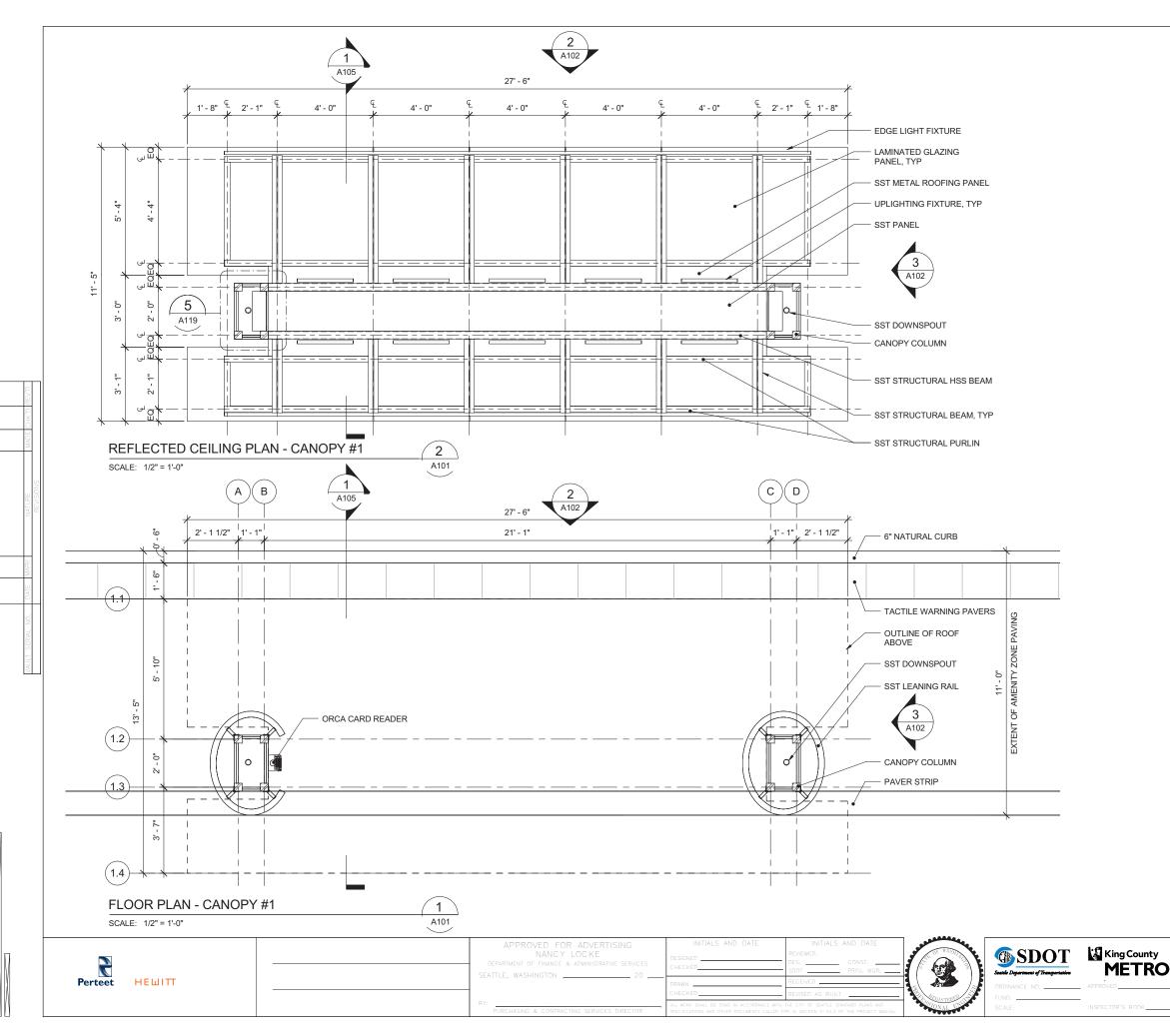


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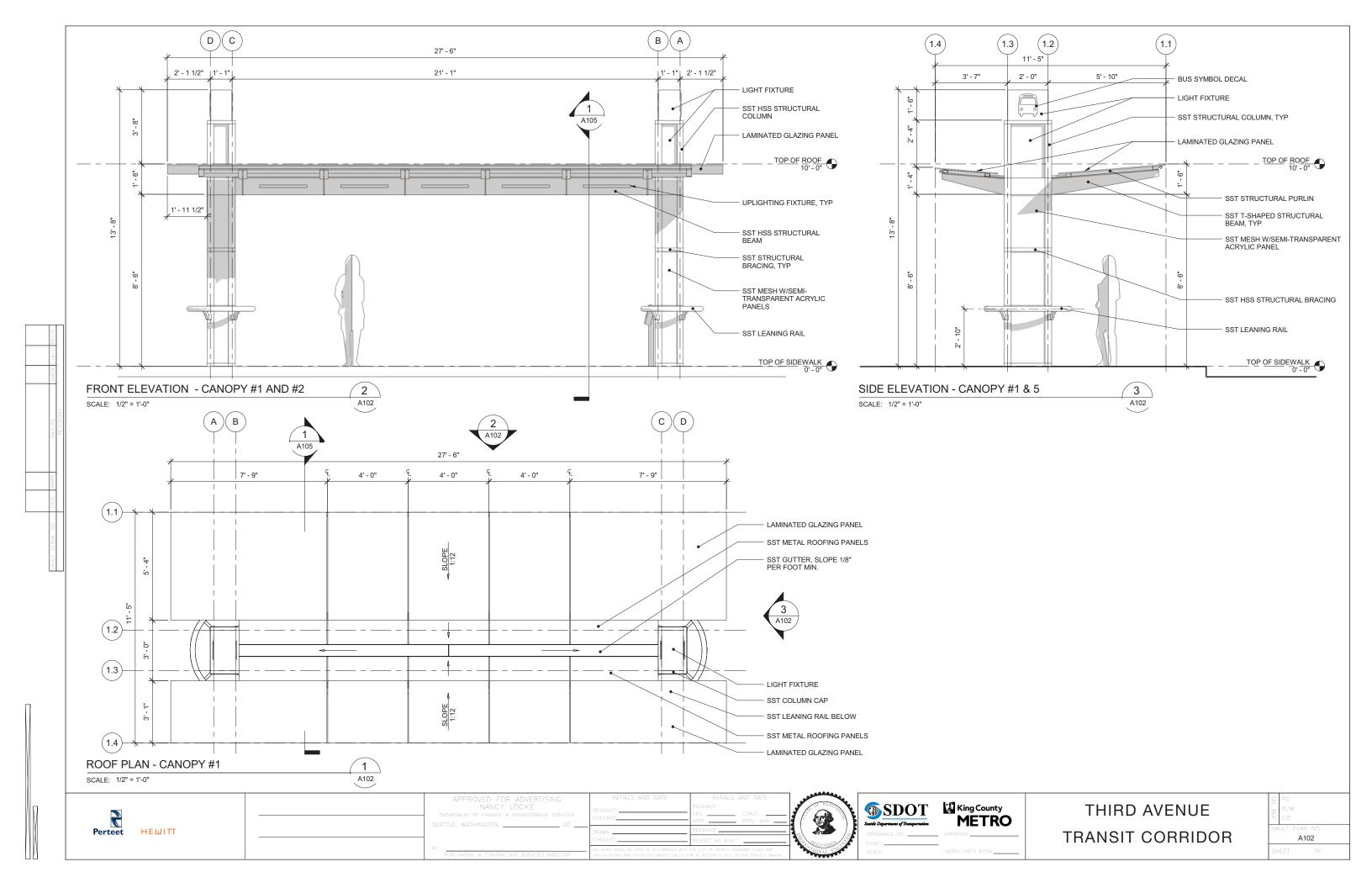
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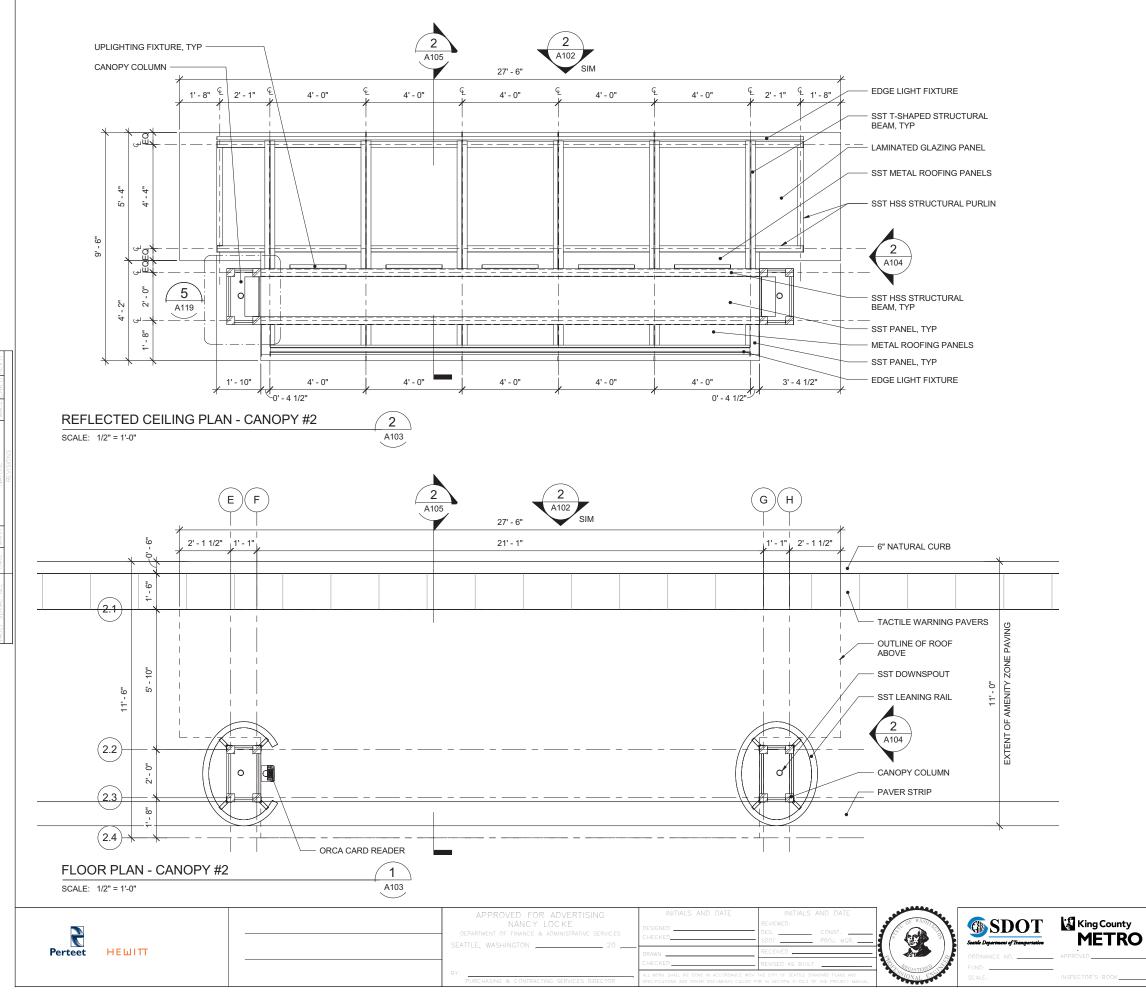
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THIRD AVENUE TRANSIT CORRIDOR

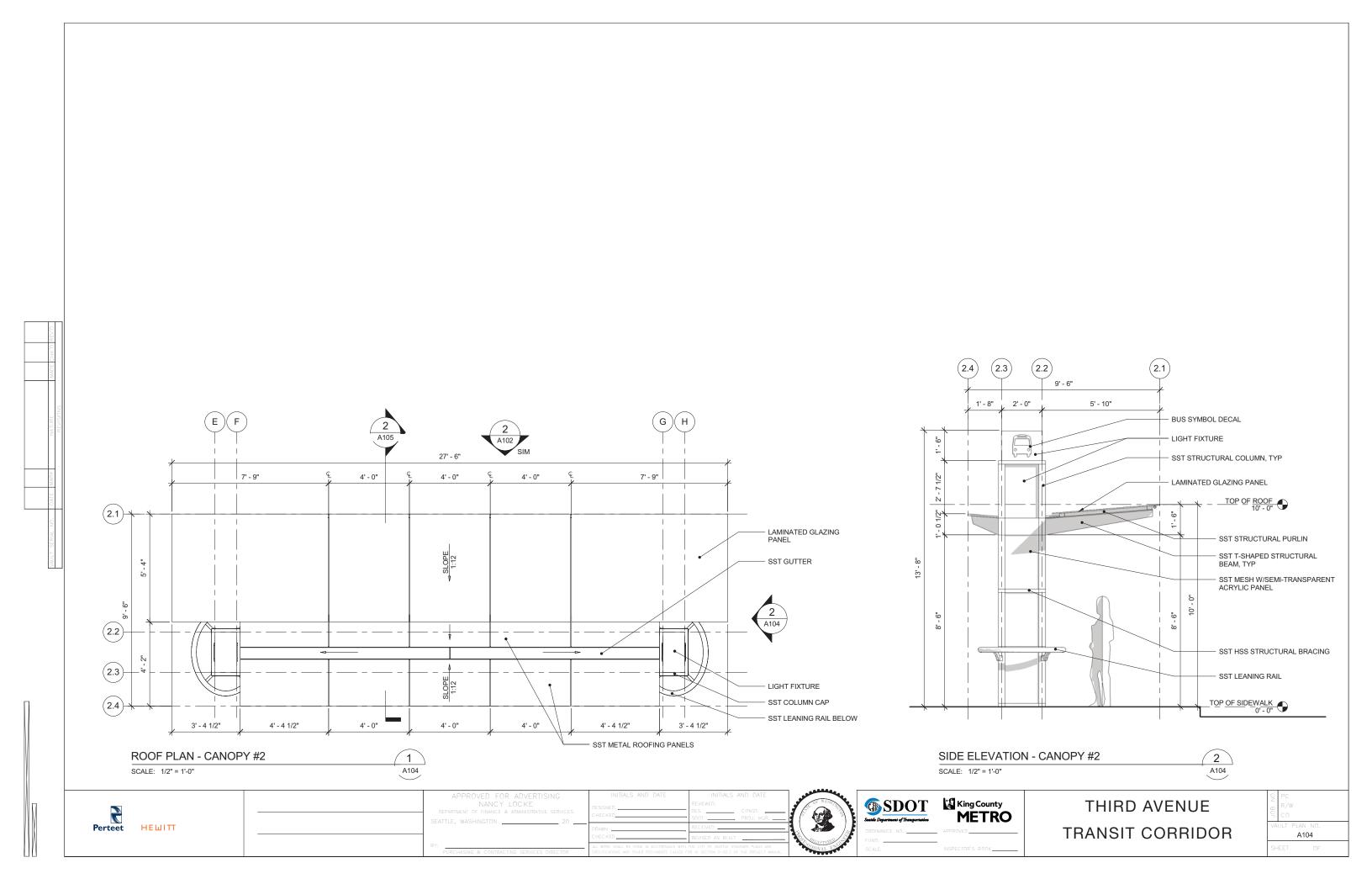
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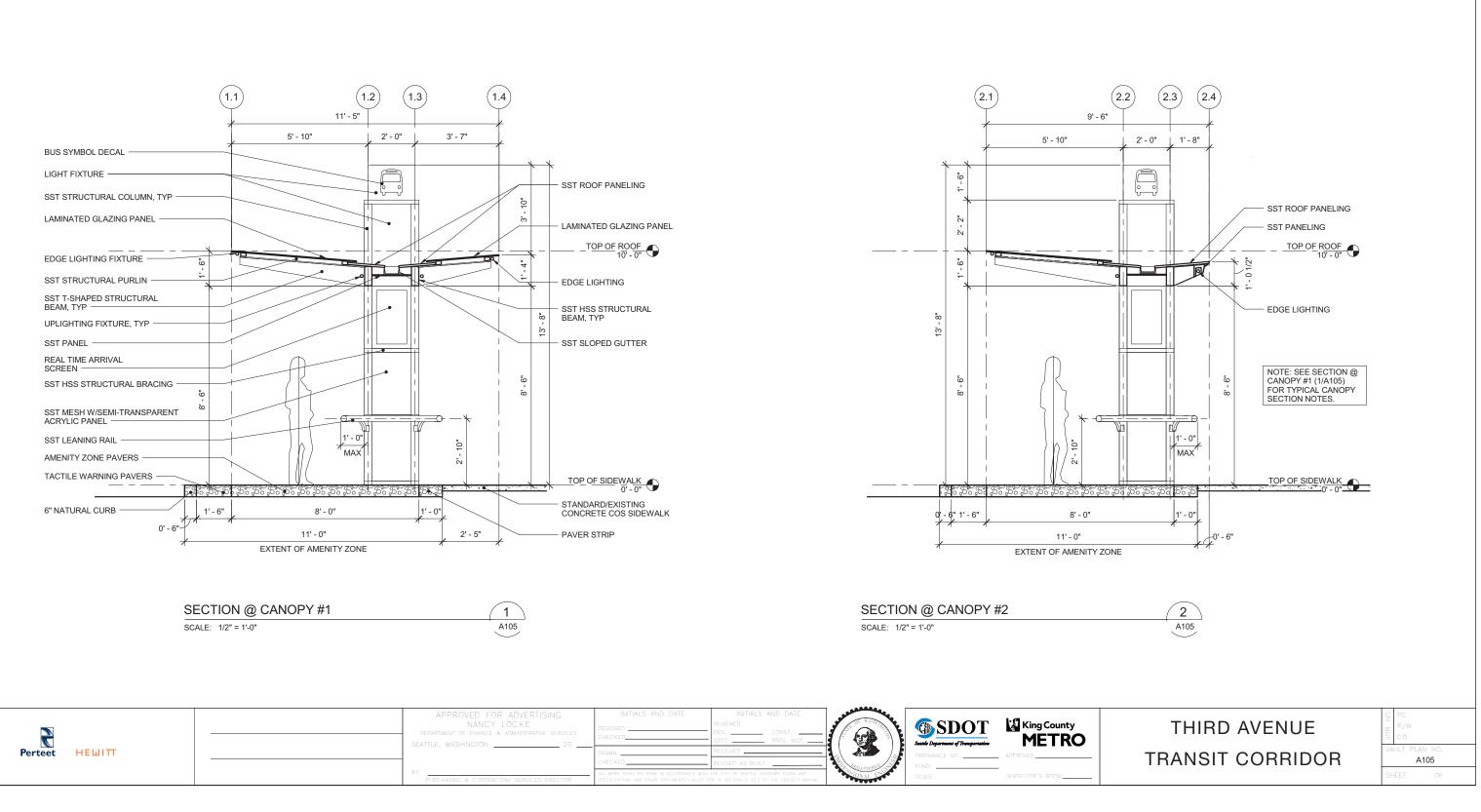


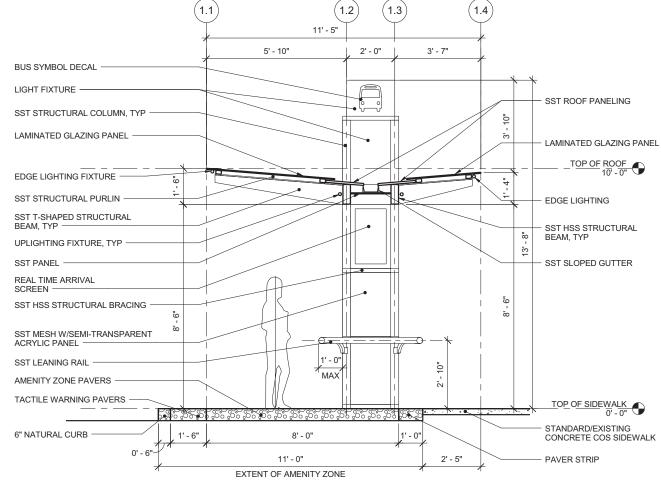


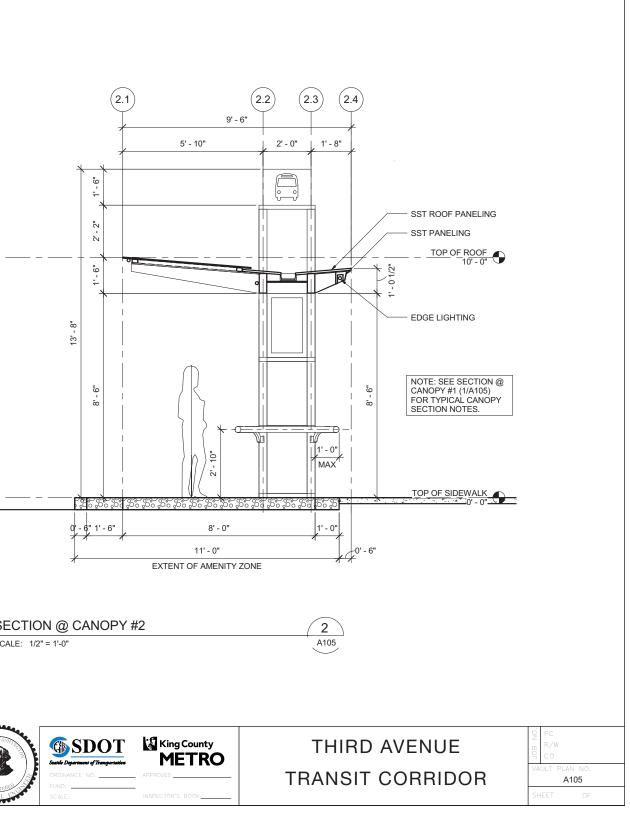
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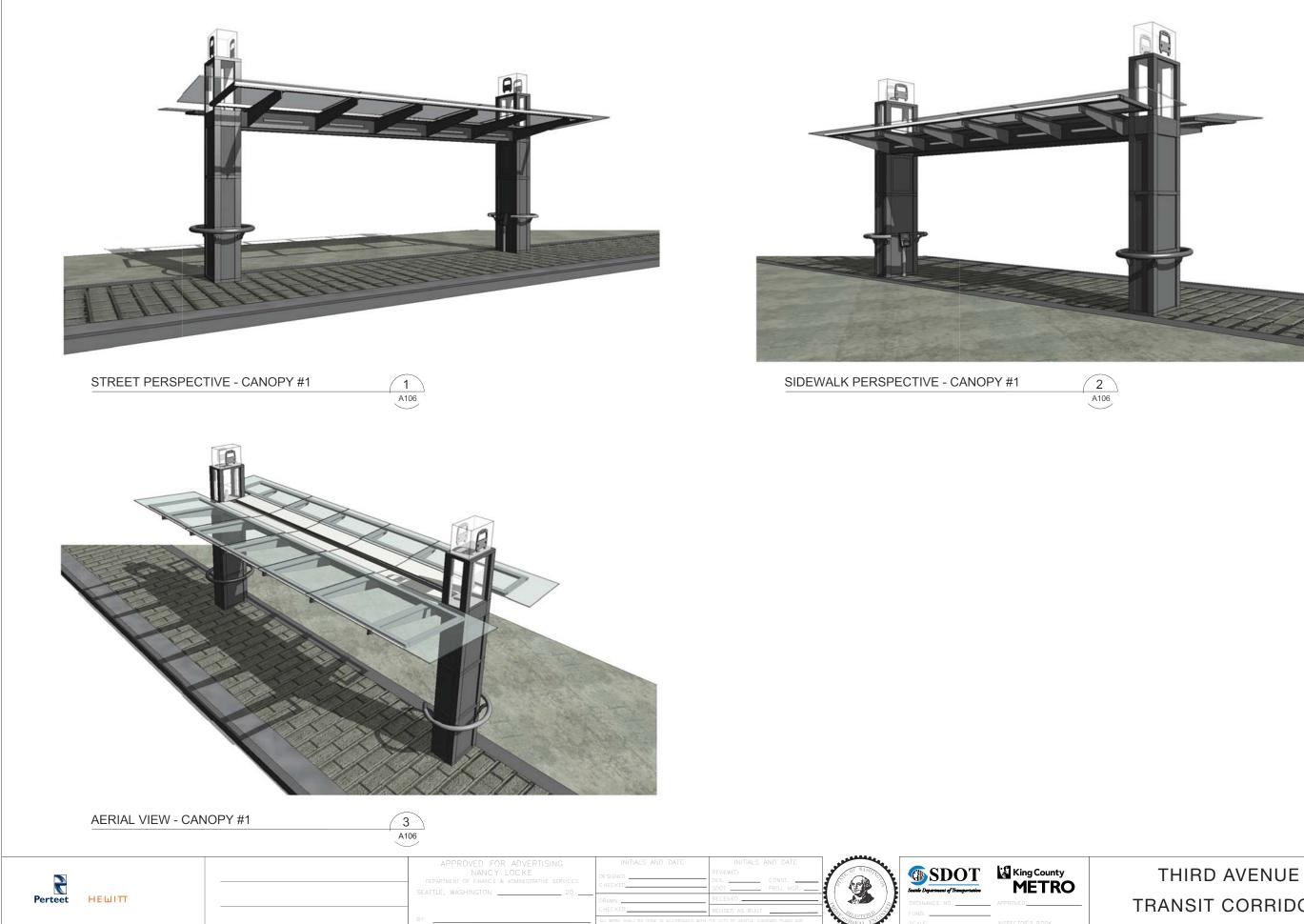
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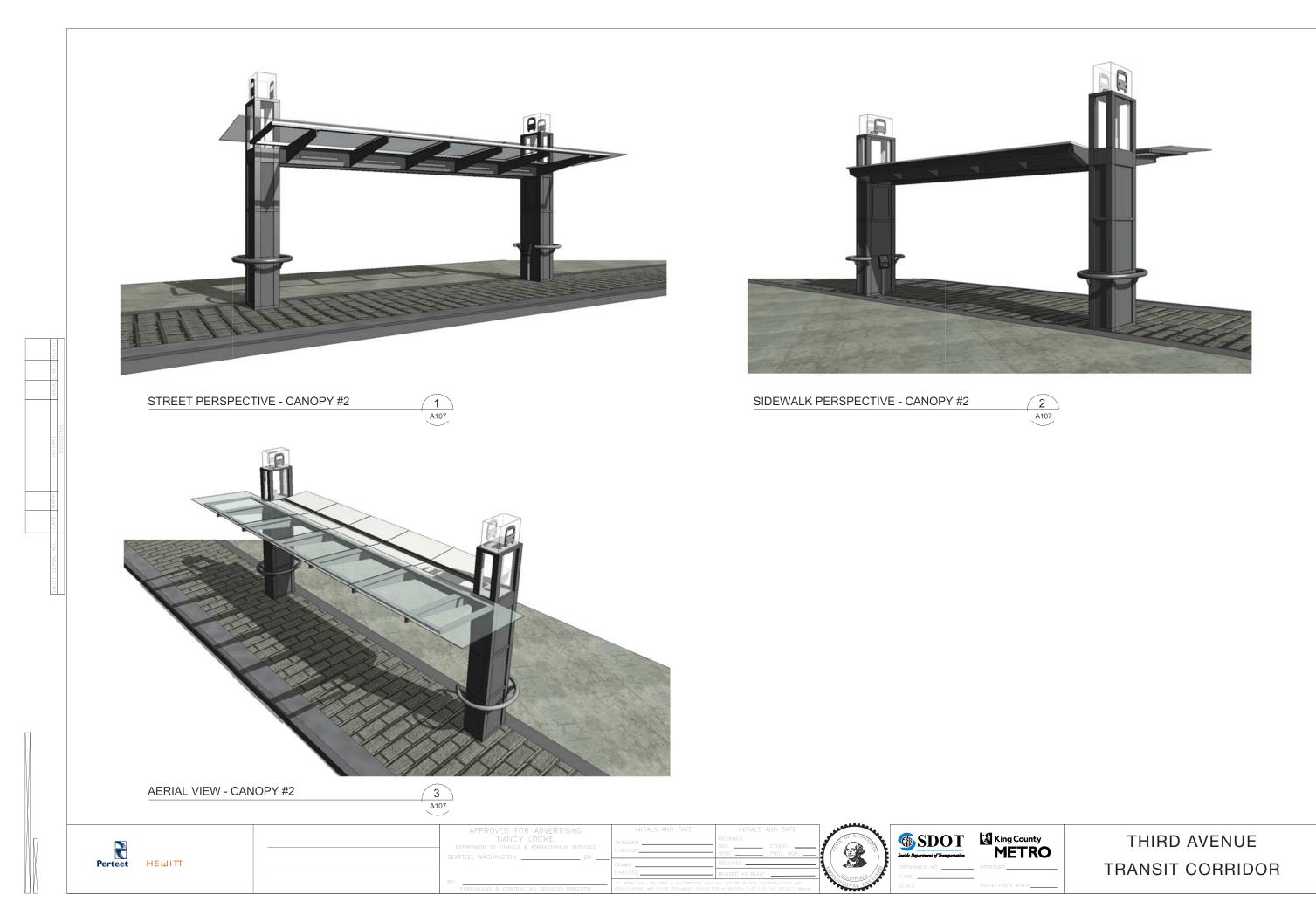




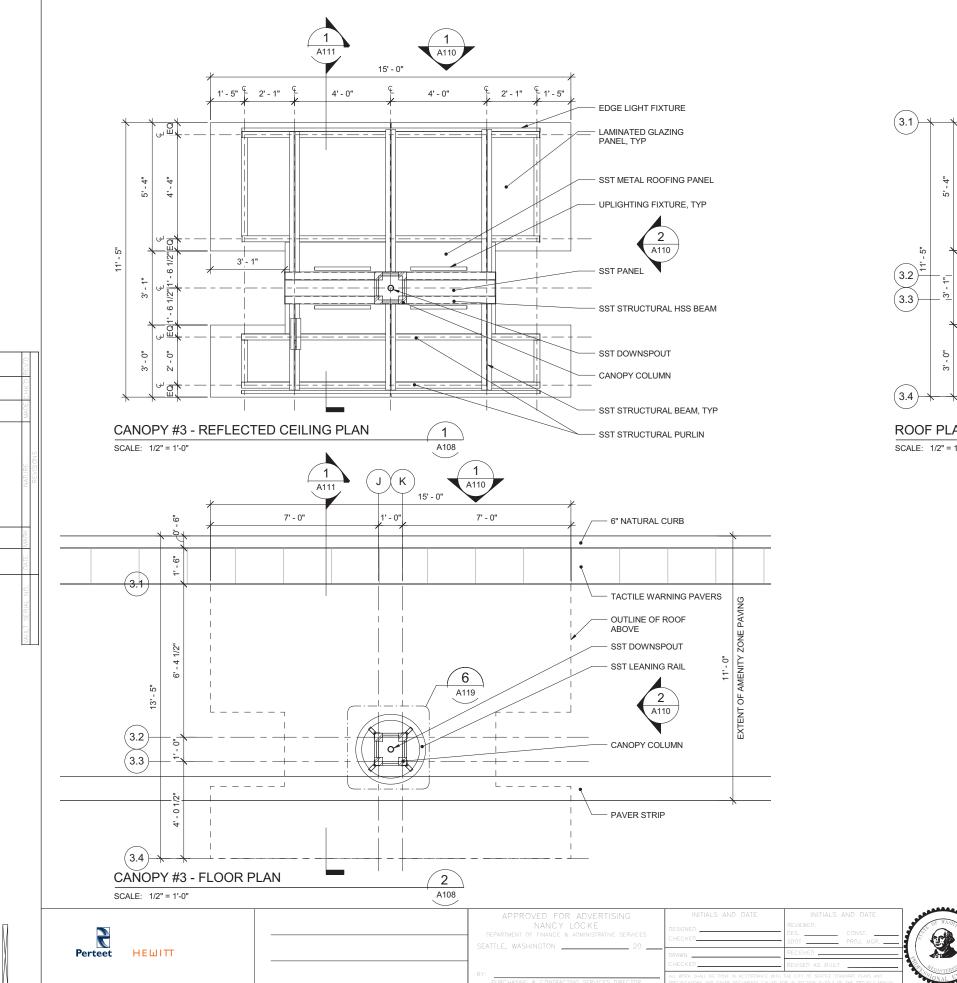


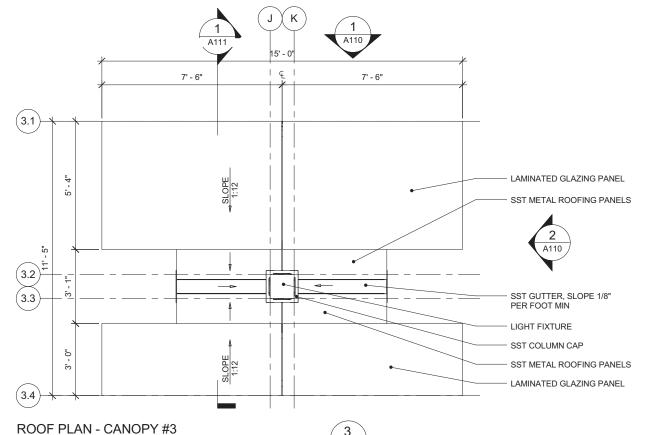
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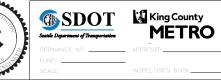


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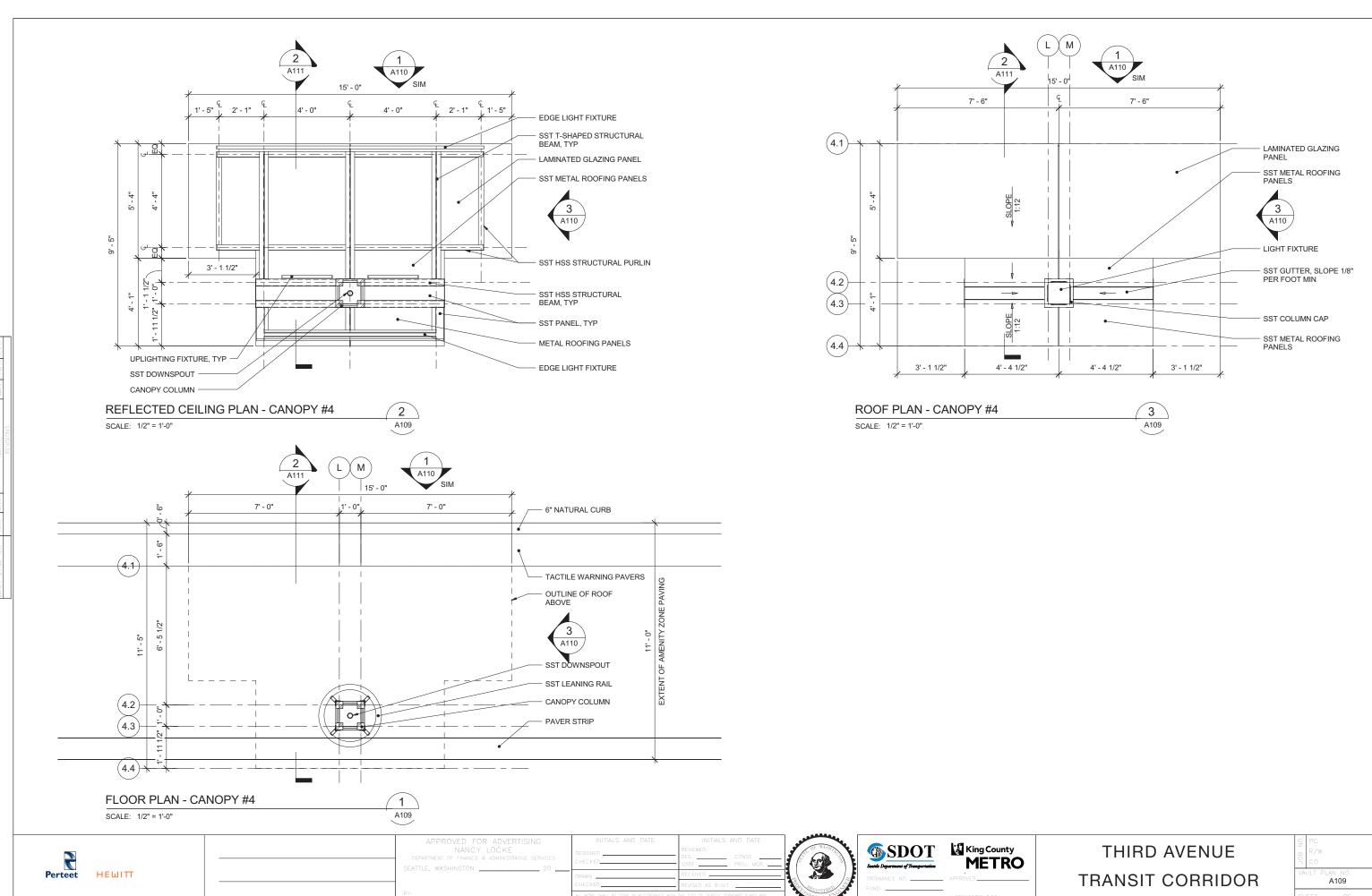
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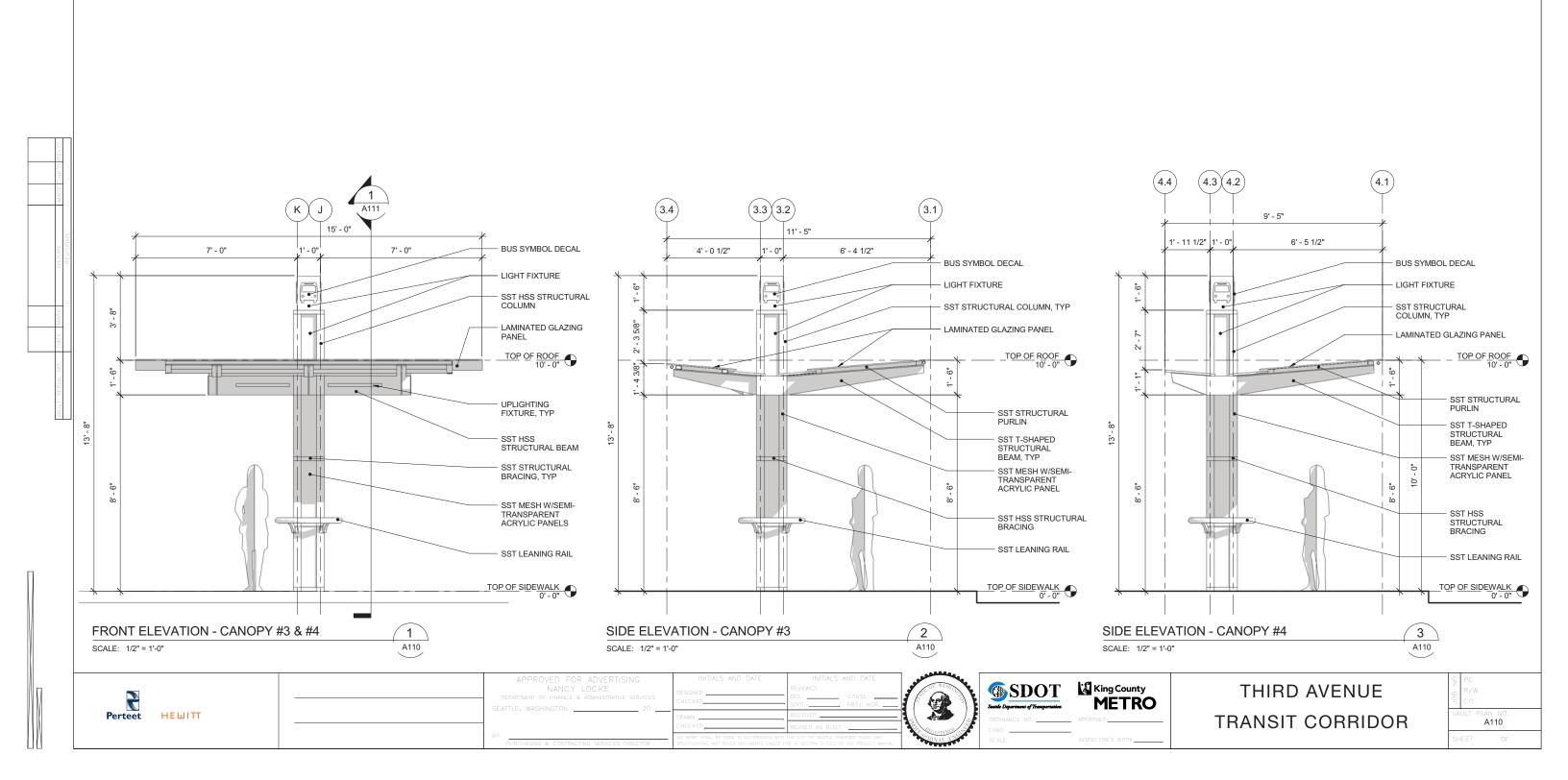
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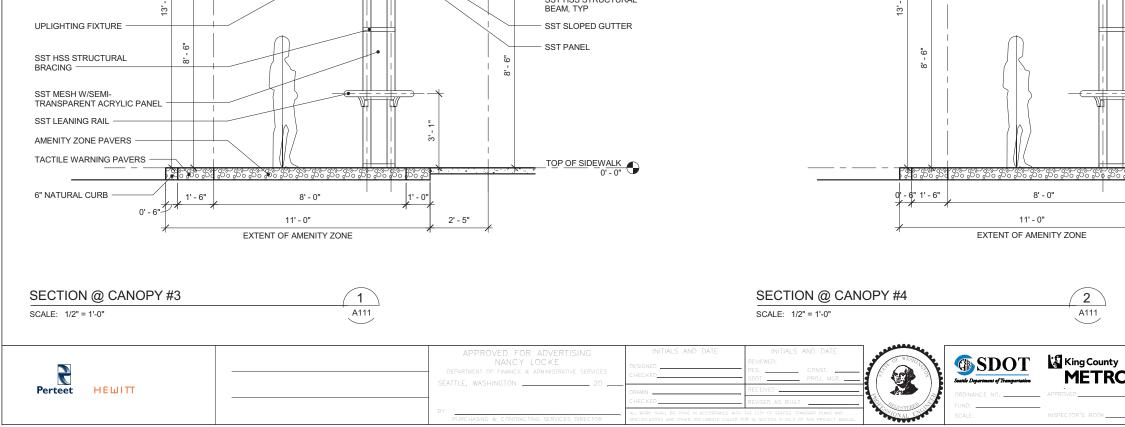
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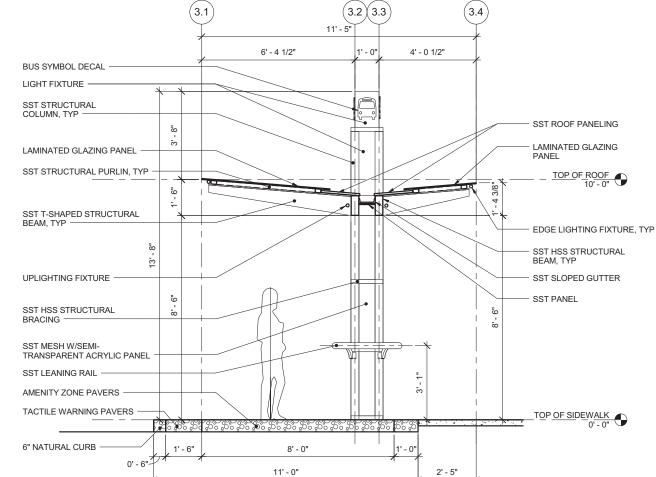


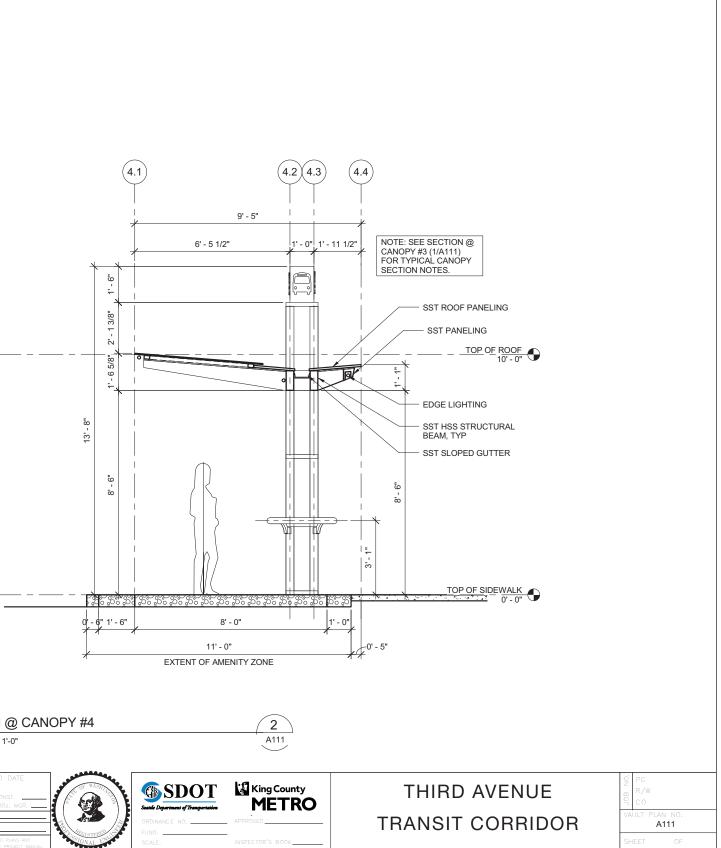
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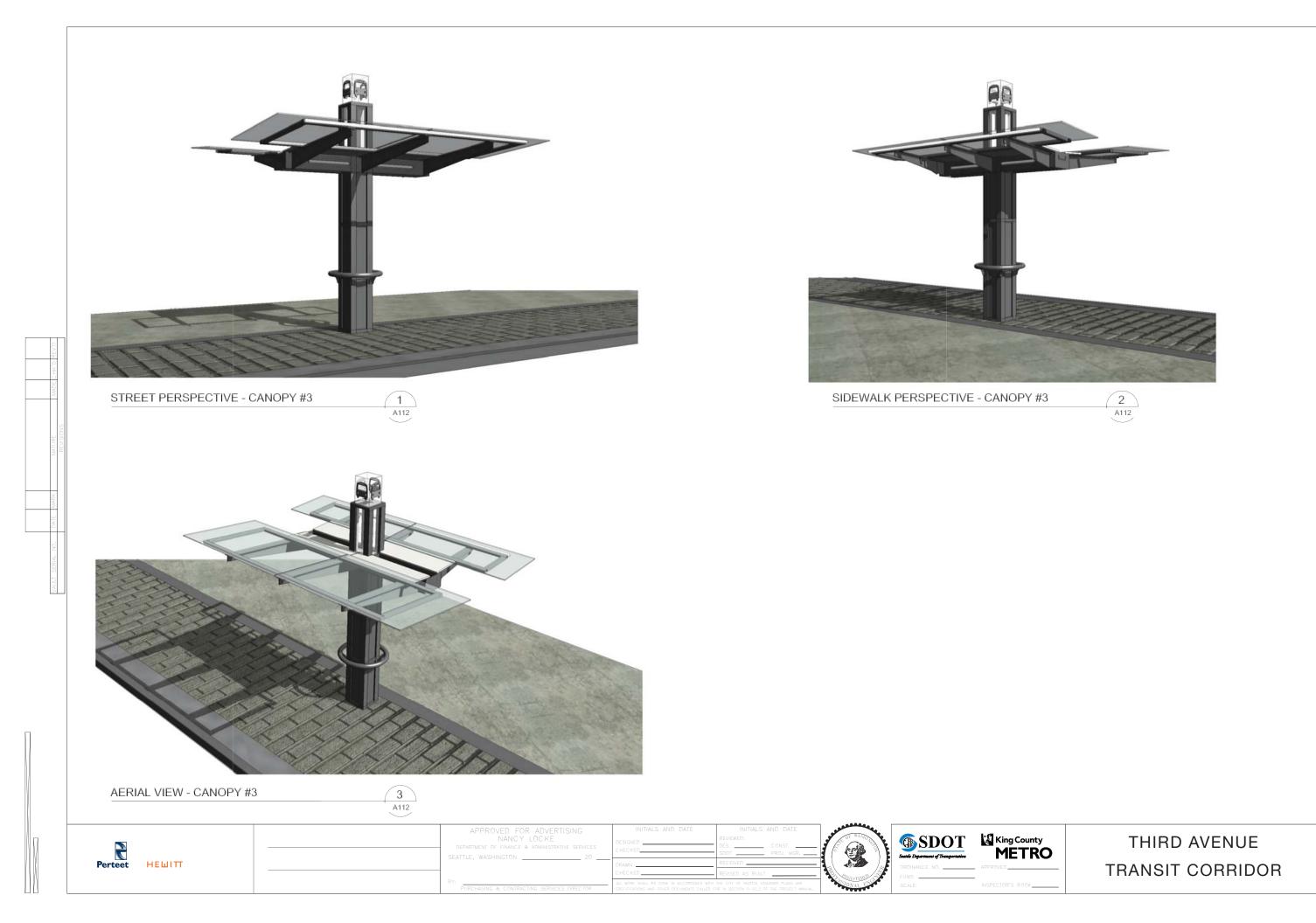
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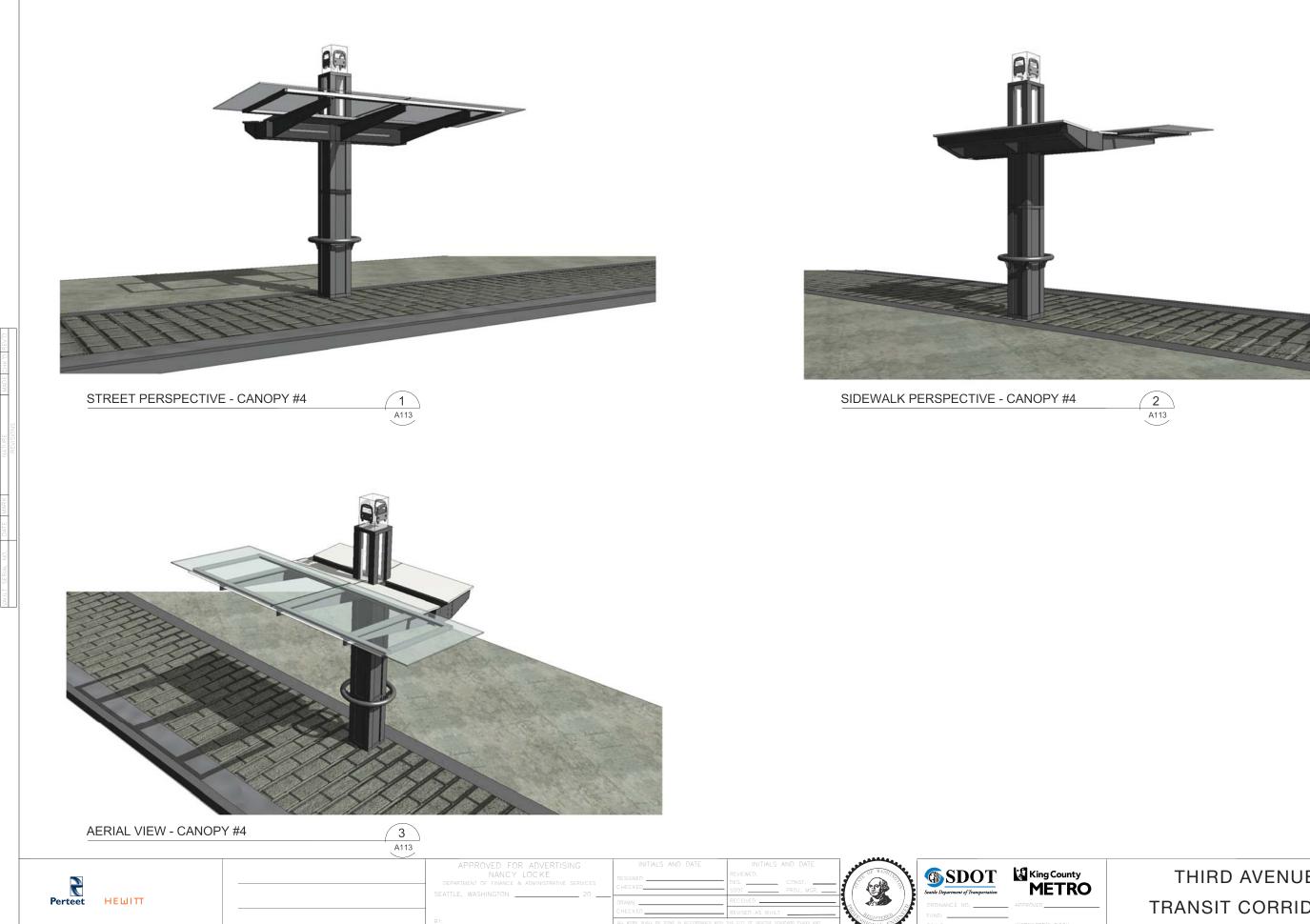






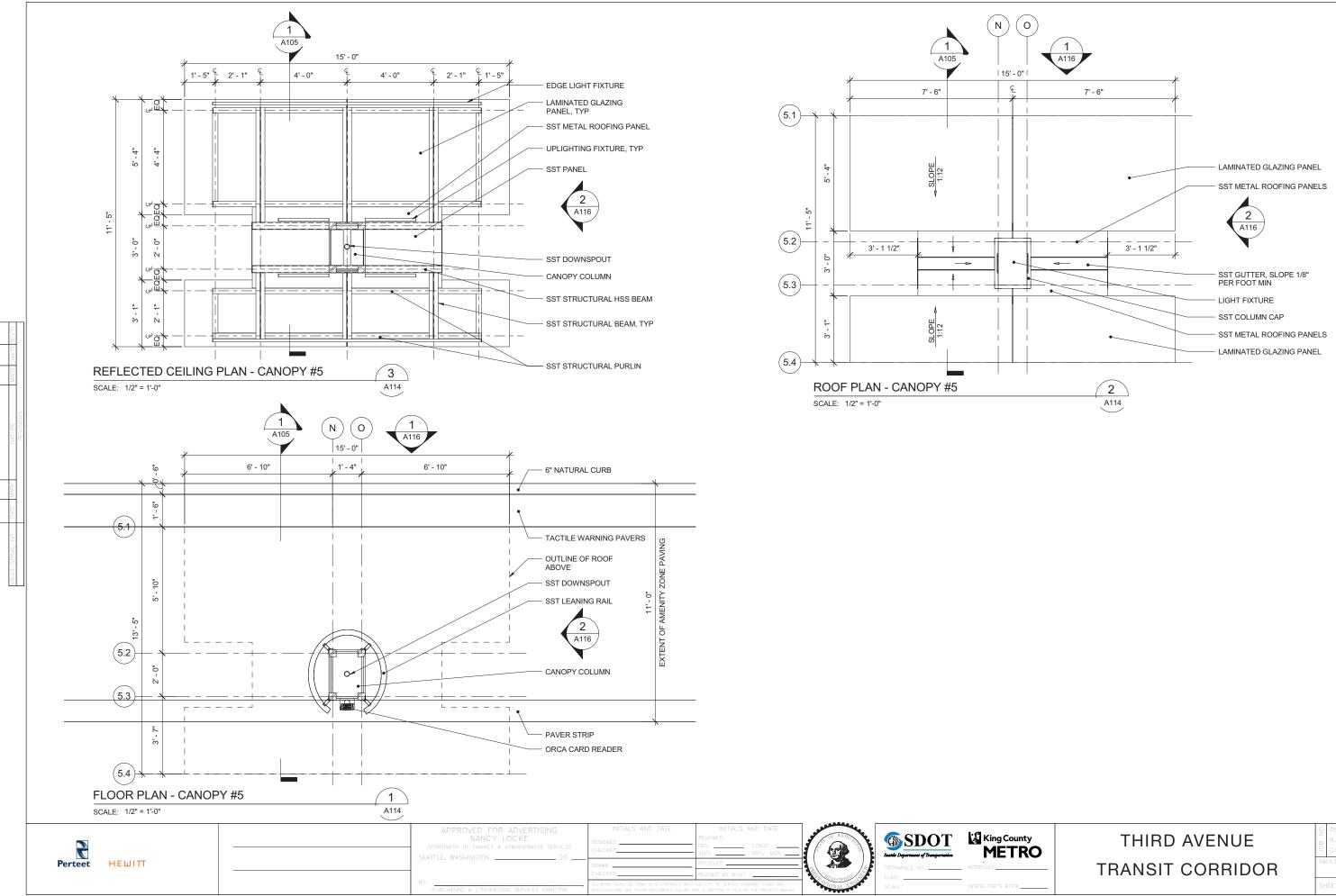


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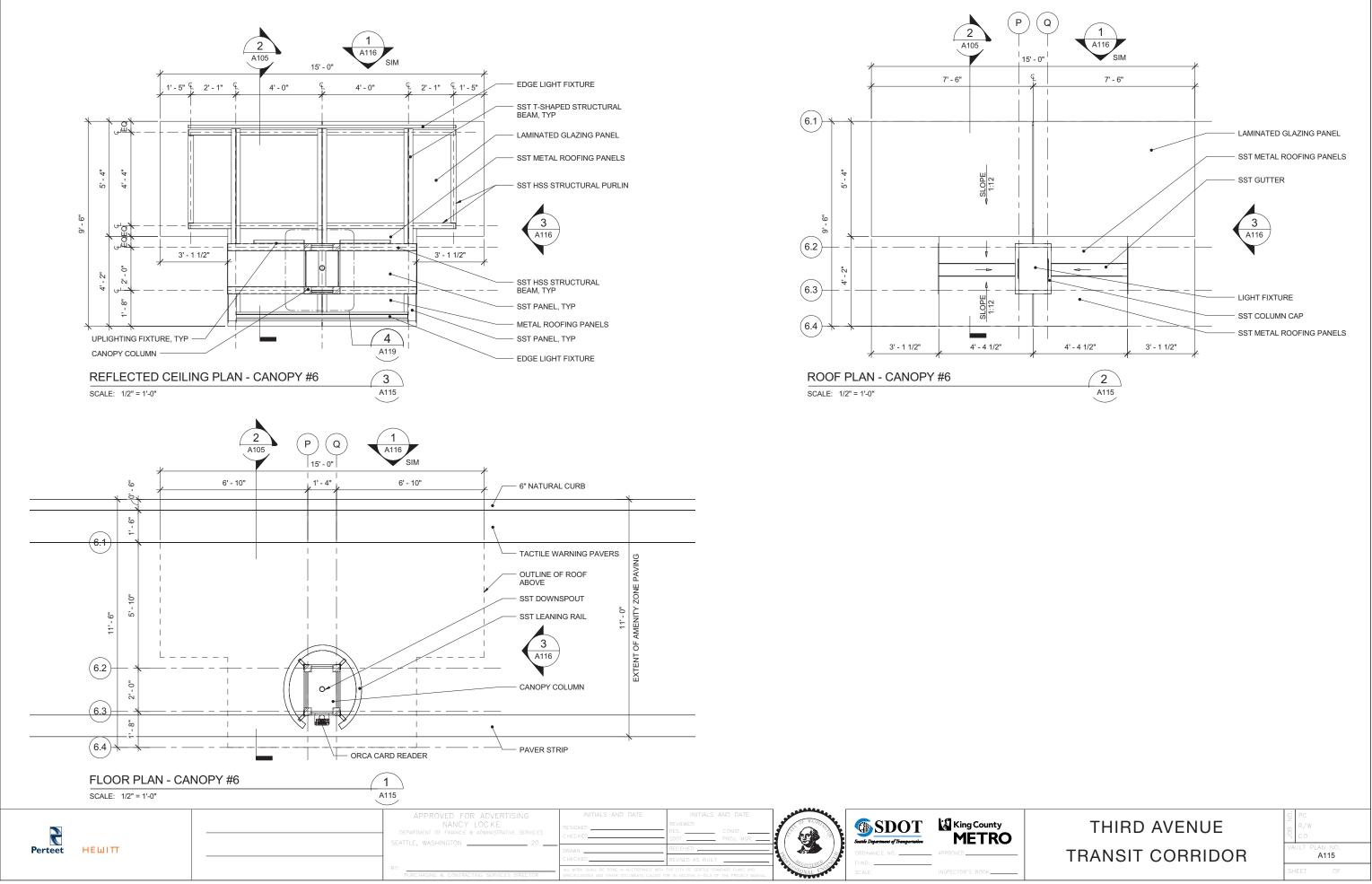
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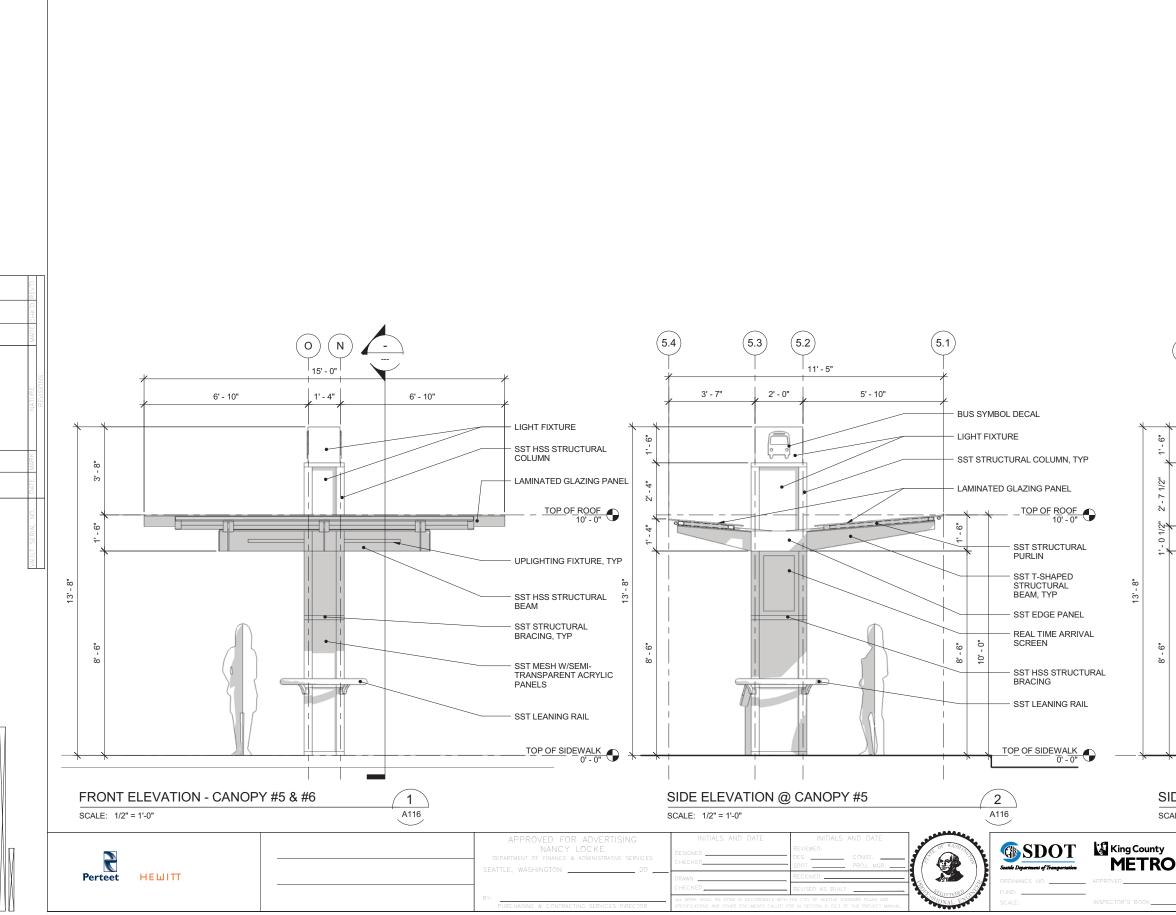
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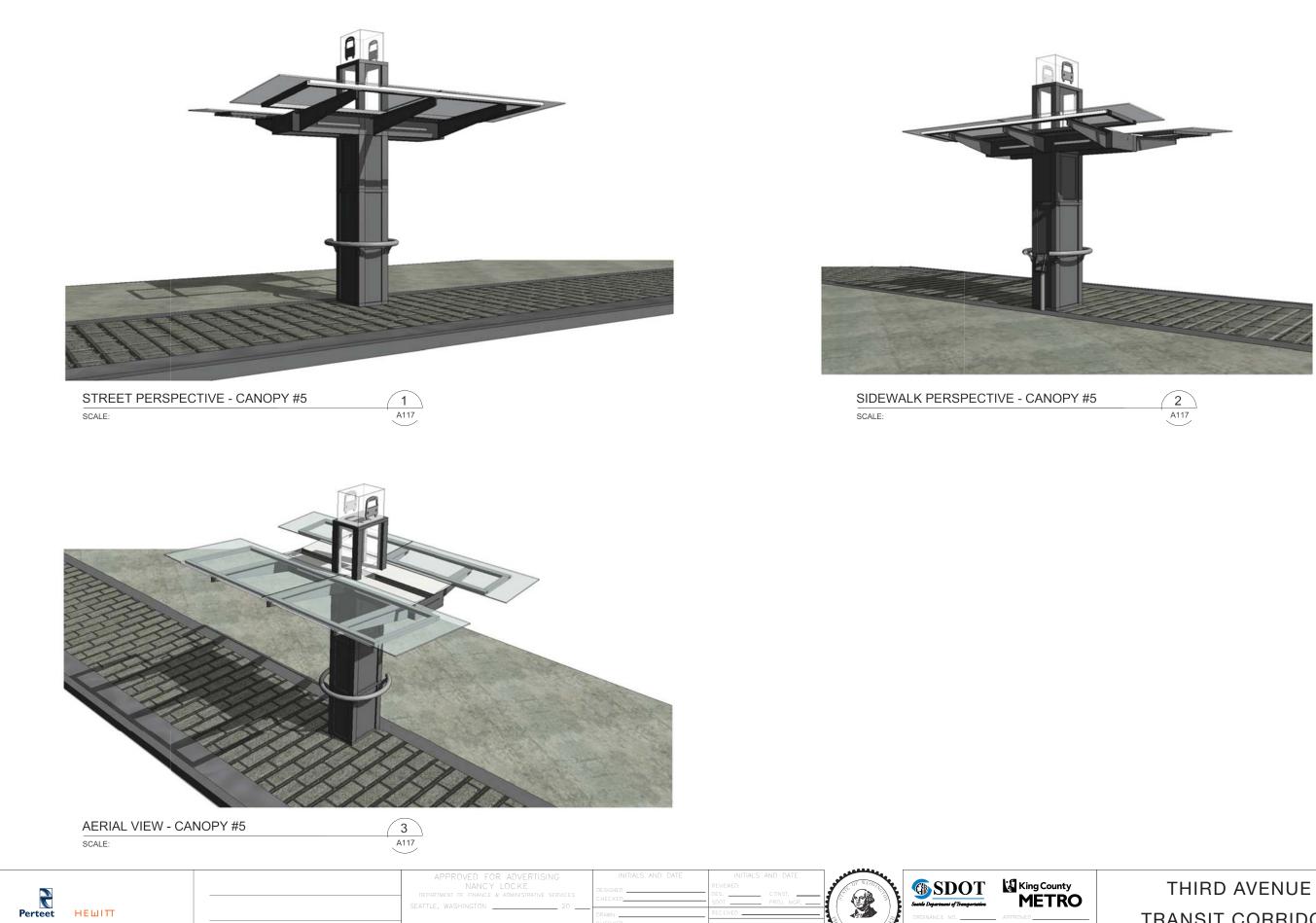
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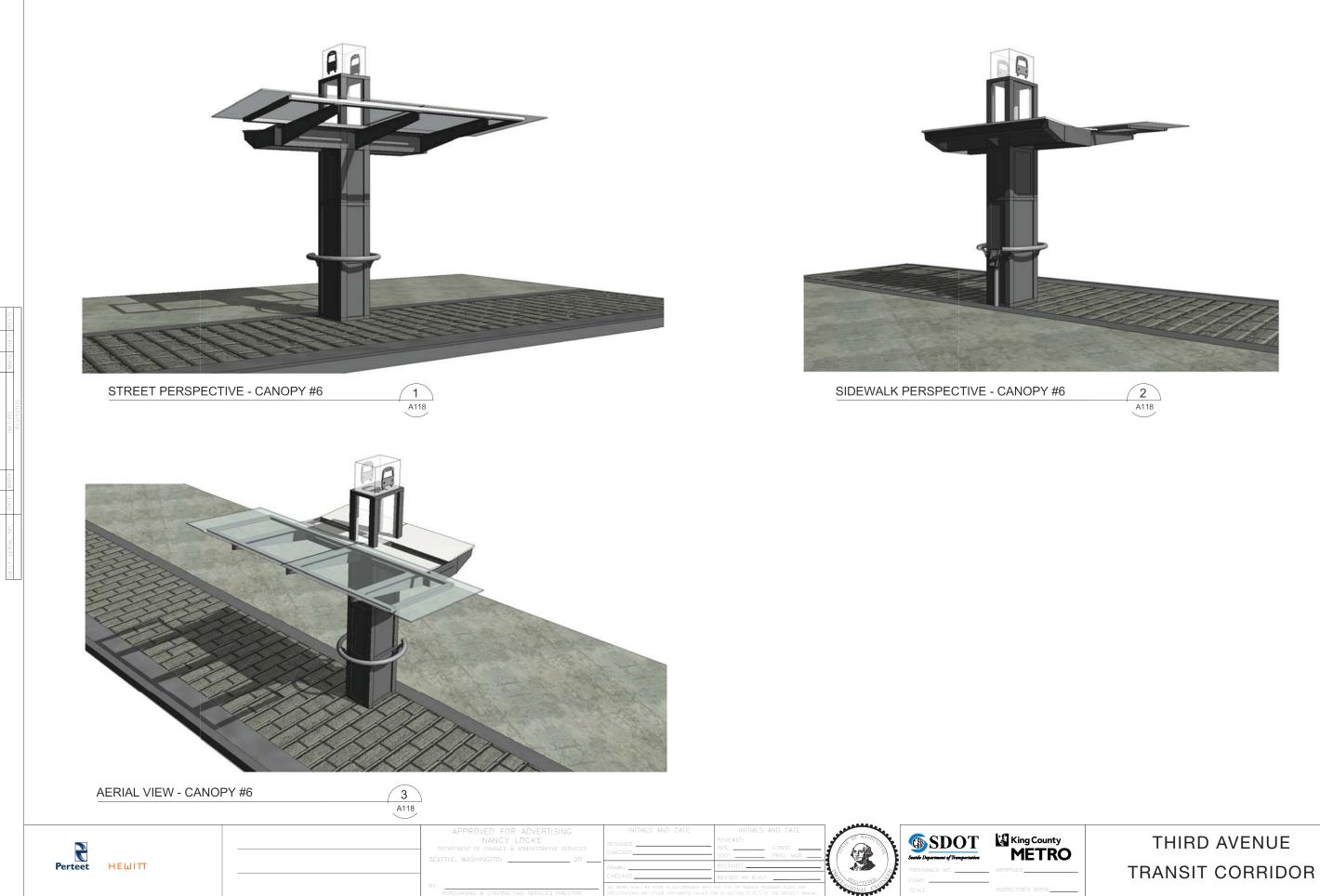


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	T				— ss	ST ROOF	ING PANEL
		-		•		```	— LAMINATED GLAZING PANEL
					/1' - 6"	~	
	ĺ	•					
	-						- SST EDGE PANEL
					8' - 6"	10' - 0"	
	A						— SST HSS STRUCTURAL BRACING
			$\langle \rangle$				
+				/		\sim	TOP OF SIDEWALK 0' - 0"
			CANOPY	#6			3
CALE:	1/2" = 1'-	0"					A116
C		Т	HIRD A	VENUE			PC R/W CO
_		TRA	NSIT C	ORRID	CR	ł	VAULT PLAN NO. A116
							SHEET OF



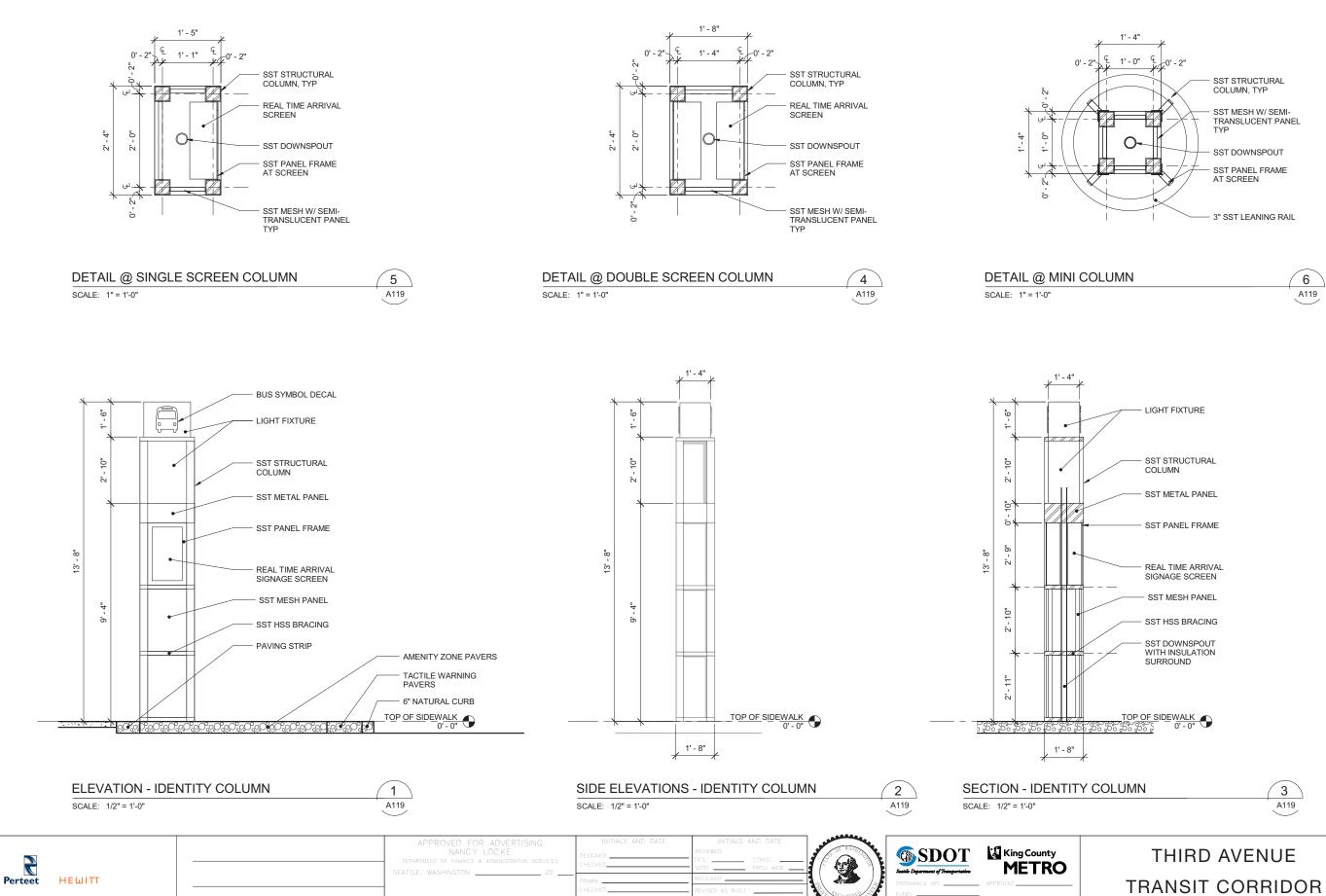
TRANSIT CORRIDOR

JOB NO.	PC R/ CO		
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		A119	
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