Third Avenue Transit Corridor Improvements Project

November 2014
City of Seattle Department of Transportation &
King County Metro
Third Avenue
Transit Corridor
Improvements Project

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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, businesses, 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 wayfinding 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
“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.
Corridor Analysis
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.

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

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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
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
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.
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
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.

**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.
### Belltown Business District

#### Curb
- 2" Concrete curb

#### Feature Paving
- 'Amenity Zone' unit pavers

#### Identity
- Family of ‘light columns’

#### Cobrahead Lighting
- Leotek LED E Cobra-head Street Light

#### Pedestrian Lighting
- Lumac 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

### Pioneer Square

#### Curb
- 2" Concrete curb

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- 'Amenity Zone' unit pavers

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### Design Feature Summary

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

#### Transit Canopy
- Existing RapidRide Shelters
- Custom Transit District
- Custom Transit Canopy

#### Trees and Planting
- Infill of street trees/ pruning
- Expanded plantings with protection rails
- Curb bulbs

#### 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

#### Seating
- Existing transit-related seating
- Moveable tables and chairs
- Benches
- Bollard seating

#### Blank Facades
- Very few. Not applicable.

#### Intersection Treatment
- Concrete scoring in roadway
- Inlaid street names at corners
- Raised intersection crossings on cross streets

#### Solar Intelligent Waste & Recycling Collection System by BigBelly Solar or Urban Renaissance by Forms+Surfaces
**Corridor Wide Strategies**

**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

**‘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

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.
Corridor Wide Strategies

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**

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
**Corridor Wide Strategies**

**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

**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.

**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
Segment-Specific Strategies

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

BUS STOP PLAN WITH CANOPY

2' x 2' standard score pavement pattern or existing sidewalk
Feature Pavers
- Dark/light pattern at edge of amenity zone and walking zone
- Mortar set, except at tree pits

Granite Curb
- Salvaged material
- Placed at locations where an existing tree is within 2' from curb edge

Street Trees
- Install Silva Cell system
- Permeable unit pavers at tree well

Bus Stop Sign

2' Red Curb

IT'S Kiosk
Trash/Recycling Receptacles

Transit Canopy
- Integrated “identity column” with lighting
- Opportunity to relate to Rapid Ride shelters
- Steel roofing panels for ease of maintenance
- Dichroic glass detail

Transit Related Seating
- Bench seating with lean rail
- Configuration specific to shelter location
- Modular
- Layout for each shelter TBD

Feature Pavers
- Dark/light pattern at edge of amenity zone and walking zone
- Mortar set, except at tree pits

Granite Curb
- Salvaged material
- Placed at locations where an existing tree is within 2' from curb edge

Street Trees
- Install Silva Cell system
- Permeable unit pavers at tree well

Bus Stop Sign

2' Red Curb
Segment-Specific Strategies

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

Transit Canopy Attributes
- Integrated "light columns"
- Opportunity to relate to Rapid Ride shelters
- Steel roofing panels for ease of maintenance
- Dichroic glass detail

Transit Canopy Attributes
- Scalable structure to accommodate existing conditions
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- Solid rather than glazed covering recommended to minimize cleaning and maintenance
**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
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/
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.

**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 walls and plantings.

**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**
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 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 hardcore while allowing ample room for air and water to penetrate into the soil. Maintaining the trees and 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 activities 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.

**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.
Segment-Specific Strategies

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.

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 49).

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.

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 49).

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.
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.
Segment-Specific Strategies

**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.
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.

Activity Nodes
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.

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.

Amenity Zones
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.
Battery to Bell St. Concept Plan

**Corridor Identity Column**
- Gateway element that is part of the family of ‘light columns’

**Expanded Planting**
- mix of durable urban plants
- tall grasses and low evergreen
- incorporate planting rail to protect planters

**Mid-Block Activity Node**
- curb bulb
- mix of durable urban plants
- tall grasses and low evergreen
- incorporate planting rail to protect planters
- reversible benches
- granite curb
- feature pavers

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

---

**BATTERY TO BELL ST PLAN**

**SECTION A**
- At Battery looking south

**SECTION B**
- Between Bell and Battery looking south

---

**Legend**
- 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 bulb
- Bike rack
- Flex-load zone
- Future ITS Kiosk

**Identity Columns**
- Transit Canopy
- Bus Stop
- Corridor
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

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
Belltown Lenora St. Concept Plan

**Expanded Planting**
- curb bulb
- mix of durable urban plants
- tall grasses and low evergreen
- incorporate planting rail to protect planters

**Mid-Block Activity Node**
- curb bulb
- mix of durable urban plants
- tall grasses and low evergreen
- incorporate planting rail to protect planters
- reversible benches
- granite curb
- feature pavers

**Intersection Activity Node**
- curb bulb
- expanded planting
- informal seating
- movable tables, chairs, umbrellas
- sponsored seating with infill development

**BLANCHARD TO LENORA ST PLAN**

- **Legend**
  - Existing
  - Proposed
  - Sites to infill
  - Feature pavers
  - 2'-0" concrete curb
  - 2'-0" red concrete curb (bus zone)
  - Seatings
  - Planting with protection rail
  - Curb bulbs
  - Bike rack
  - Flex-load zone
  - Future ITS Kiosk

- **Identity Columns**
  - Transit Canopy
  - Bus Stop
  - Corridor

---

**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.

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.

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 public 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.

Design will be planned and coordinated with Pike/Pine Renaissance Plan. http://www.pike-pine.org/
Pine to Pike St. Concept Plan

LEGEND

- Existing
- Proposed
- Future development
- Trees to remain
- Trees to infill
- Feature pavers
- 2’-0” concrete curb
- 2’-0” red concrete curb (bus zone)
- 3’-0” red concrete curb
- Seating
- Planting with protection rail
- Curb bulbs
- Bike rack
- Flex-load zone
- Future ITS Kiosk
- ITS Kiosk

IDENTITY COLUMNS:

- Transit Canopy
- Bus Stop
- Corridor

PINE TO PIKE ST PLAN

1 INCH = 40 FEET

- Concrete scoring smaller panels
- Traffic island removed
- New load space on Pine St. for SPD and other loading needs
- Existing loading zone removed
- Remove building awning
- Transit Area
  - Custom transit canopy
  - light columns integrated into canopy
  - integrated seating
  - Bus route sign
  - 2’ red curb
  - Feature paving
  - Trash/recycling receptacles
  - ITS kiosk

- Transit Area
  - Custom transit canopy
  - light columns integrated into canopy
  - integrated seating
  - Bus route sign
  - 2’ red curb
  - Feature paving
  - Trash/recycling receptacles
  - ITS kiosk

- Relocated loading zone
  - rise to sidewalk
  - 2’ rolled red curb
  - bollards to delineate
  - Feature paving continuous
  - restricted loading times
  - can serve as temporary programming space when not used for parking

- Existing loading zone moved 110’ to the North

- Suspended light installation

- Concrete scoring smaller panels

- Century Square Building
  - (Food Court) Chipotle
- Fischer Studios Building
- Olympic Tower
- Gilmore Building
- Radio Shack
- International Cigar and Tobacco Boost
- Mobile
- 7-11
- The Fischer Studios Building
- The Century Square Building
- The Gilmore Building
- Vietnamese Food
- Payless Shoe Source
- McDonald’s
- Myano Nails
- Tower
- WALGREENS
- Check Cashing

- Transit Area
  - Custom transit canopy
  - light columns integrated into canopy
  - integrated seating
  - Bus route sign
  - 2’ red curb
  - Feature paving
  - Trash/recycling receptacles
  - ITS kiosk

- Relocated loading zone
  - raise to sidewalk
  - 2’ rolled red curb
  - bollards to delineate
  - Feature paving continuous
  - restricted loading times
  - can serve as temporary programming space when not used for parking

- Traffic island removed
- New load space on Pine St. for SPD and other loading needs
- Existing loading zone removed
- Remove building awning
- Transit Area
  - Custom transit canopy
  - light columns integrated into canopy
  - integrated seating
  - Bus route sign
  - 2’ red curb
  - Feature paving
  - Trash/recycling receptacles
  - ITS kiosk

- Relocated loading zone
  - rise to sidewalk
  - 2’ rolled red curb
  - bollards to delineate
  - Feature paving continuous
  - restricted loading times
  - can serve as temporary programming space when not used for parking

- Existing loading zone moved 110’ to the North

- Suspended light installation

- Concrete scoring smaller panels
Union to University St. Concept Plan

**LEGEND**

- **Existing**
  - Buildings
  - Residential
  - Trees to remain

- **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**

- **Concrete scoring—smaller panels**
- **Transit Area**
  - Custom transit canopy
  - Light columns integrated into canopy
  - Integrated seating
  - Bus route sign
  - 2’ red curb
  - Feature pavers
  - Trash/recycling receptacles
  - ITS kiosk
- **Art Mural for blank facade**
  - Coordinate with business
  - Graphic on wall

- **US Post Office**
- **Parking Garage**
- **Benaroya Hall**
- **University St. Station Entrance**
- **120 FEET**

- **Concrete scoring—smaller panels**
- **Transit Area**
  - Light column marking bus stop
  - Bus route sign
  - Future ITS kiosk
  - 2’ red curb
  - Feature pavers
  - Trash/recycling receptacles

**1 INCH = 40 FEET**
Marion to Columbia St. Concept Plan

LEGEND

Existing

Future development

Trees to remain

Street lights

Building awnings

Entrances

ITS Kiosk

Buildings

Residential

Trees to remain

Street lights

Building awnings

Curb bulbs

Bike rack

Flex-load zone

IDENTITY COLUMNS:

Transit Canopy

Bus Stop

Corridor

MARION TO COLUMBIA ST PLAN

1 INCH = 40 FEET

Concrete scoring—smaller panels

New Transit Area
- Custom transit canopy
- Light columns
- Integrated into canopy
- Integrated seating
- Bus route sign
- ITS kiosk

Existing loading zone moved to the South
- Raise to sidewalk
- 2’ rolled red curb
- Bollards to delineate
- Feature paving continuous
- Restricted loading times
- Can serve as temporary programming space when not used for parking

Relocated loading zone
- Raise to sidewalk
- 2’ red curb
- Bollards to delineate
- Feature paving continuous
- Restricted loading times
- Can serve as temporary programming space when not used for parking

The Pacific Building

Dexter Horton Building

Seattle Metropolitan Credit Union

Food Court

Subway

Rite Aid

ITS Kiosk

Future Transit Area
- Custom transit canopy
- Light columns
- Integrated into canopy
- Integrated seating
- Bus route sign
- ITS kiosk

Tranit Area
- Custom transit canopy
- Light columns
- Integrated into canopy
- Integrated seating
- Bus route sign
- ITS kiosk

Concrete scoring—smaller panels

Corridor
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 3’ 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.

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.

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.

Corridor Identity Column
Two identity columns are placed to signify the corridor at five-way intersections.
Prefontaine Place S
Concept 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

PREFONTAINE PL S PLAN

1 INCH = 40 FEET

Gateway marker to signify entry to the transit corridor and mark the start of transit priority restrictions. Design to be determined.
S Washington to S Main St.
Concept Plan

LEGEND

Existing

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

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

S WASHINGTON TO S MAIN ST PLAN

1 INCH = 40 FEET
UNION STATION SQUARE
View looking South on Third toward Jackson/King Street Station

S Main St. to S Jackson St.
Concept Plan

PIONEER SQUARE
LEGEND
Existing
Proposed
Buildings
Future development
Residential
Trees to infill
Trees to remain
Feature pavers
Street lights
Parking
Entrances
Building awnings
ITC Kiosk
Seating
Spaces
Planting with protection rail
Future ITS Kiosk
Curb bulbs
Curb
Flex-load zone
Bus Stop
Future ITS Kiosk

IDENTITY COLUMNS:
Transit Canopy
Bus Stop
Corridor

New tables and chairs in front of restaurant
Corridor Identity Column
Bus Stop
• Custom Transit Canopy
  • Integrated light columns
  • 2'-0" 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

SEATTLE LIGHTING
Railroad tracks below

S MAIN TO S JACKSON ST PLAN

S MAIN
S JACKSON
THIRD AVE
SECOND AVE EXTENSION
New curb bulb
Seattle Lighting

Foster White Gallery

INCH = 40 FEET
0 20 40 60 80 100 FEET

Seattle Weekly
Northwest Folio
The S elliptical
Vacant
Seattle Met.
Police Museum
Vacant
Salons

Future Development

Future

Vacant
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

**PIONEER SQUARE**

**CONCEPT PLANS**

- **Corridor Identity Column**
- **Custom transit canopy**
- **Art mural** (example mural—art to be designed with community)
- **Expanded sidewalk with feature paving**
- **2' red curb**
- **New columnar street trees**
- **New planting serves as a screen between bus stop and parking lot**

---

**SECTION A – AT MAIN AND THIRD LOOKING NORTH**

- Bus stop sign
- Custom transit canopy

**S MAIN TO S JACKSON WEST ELEVATION AT UNION SQUARE**

- Corridor Identity Column
- Custom transit canopy
- Custom transit canopy
- Bus stop sign
Appendix

Block-By-Block Plans  52
Design Outreach Summary  88
Kit of Parts Review  82
Probable Project Cost and Risk Analysis  96
BELLTOWN
Denny Way to Broad 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

1" = 40 FEET

ELEVATION LOOKING EAST

ELEVATION LOOKING WEST
**BLOCK PLANS**

**BELTOWN**

**Blanchard St to Lenora St**

**ELEVATION LOOKING EAST**

**ELEVATION LOOKING WEST**

**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

---

**CONSULATE GENERAL OF MEXICO**

**SWENSON SAY FEGEL JONSON ARCH & PLANNING**

**COMMUNICATIONS WORKERS-AMERICA**

**BELTOWN LENORA DENTISTRY**

**Royal Crest Condos**

**ELEVATION LOOKING EAST**

---

**1 INCH = 40 FEET**

---

**APPENDIX**
BLOCK PLANS

BELTOWN

Lenora St to Virginia St

ELEVATION LOOKING EAST

ELEVATION LOOKING WEST

KEY PLAN

LEGEND

Existing

Proposed

Future development

Trees to infill

Feature pavers

3'-0" concrete curb

3'-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

Corner

.buildings

residential

trees to remain

street lights

building awnings

entrances

ITS Kiosk
BUSINESS DISTRICT

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
3'-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
Corner

1 INCH = 40 FEET

Macy's
Enterprise
Rent-A-Car
Columbia Sportswear
McDonald's
Tobac Corner
Payless ShoeSource
Westlake Station Entrance
The Olympic Tower
The Gilmore Building
STEWART DENNY WAY YESLER JACKSON

ELEVATION LOOKING EAST

ELEVATION LOOKING WEST
BUSINESS DISTRICT
Pine St to Pike St

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
Corner

1 INCH = 40 FEET

ELEVATION LOOKING EAST

ELEVATION LOOKING WEST

APPENDIX
BUSINESS DISTRICT
University St to Seneca St

ELEVATION LOOKING EAST

ELEVATION LOOKING WEST
**BUSINESS DISTRICT**

**Madison St to Marion 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-loaded zone
  - Future ITS Kiosk

**IDENTITY COLUMNS:**

- Transit Canopy
- Bus Stop
- Commuter

**ELEVATION LOOKING EAST**

**ELEVATION LOOKING WEST**
BUSINESS DISTRICT
Marion St to Columbia St

LEGEND
- Existing
- 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
- Corner

1 INCH = 40 FEET

ELEVATION LOOKING EAST

ELEVATION LOOKING WEST
BUSINESS DISTRICT
Cherry St to James St

ELEVATION LOOKING EAST

Pigeon Coffee
Minnea Cafe
Vacant
Vacant
Lucky Chinese Bar BQ
Pioneer Square Station Entrance

IDENTITY COLUMNS:
Transit Canopy
Bus Stop
Corridor

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:
1 INCH = 40 FEET
0 20 40
020
40
N
120 FEET
CHERRY
JAMES

ELEVATION LOOKING WEST

Transit Canopy
Bus Stop
Corridor
BUSINESS DISTRICT
James St to Yesler

KEY PLAN

ELEVATION LOOKING EAST

ELEVATION LOOKING WEST

IDENTITY COLUMNS:
- Transit Canopy
- Bus Stop
- Corridor

LEGEND
- Existing
  - Buildings
  - Residential
  - Trees to remain
  - Street lights
  - Building entrances
- 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
- Future ITS Kiosk

1 INCH = 40 FEET
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.

APPENDIX
Design Outreach Summary

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 businesses 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
- Parking 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.

**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 and 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.
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

<table>
<thead>
<tr>
<th>2013 KOP</th>
<th>2014 KOP</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 TRANSIT CANOPY</strong></td>
<td><strong>2 TRANSIT-RELATED SEATING</strong></td>
</tr>
<tr>
<td>Terminal model from MMCITE</td>
<td>A. Lean Rail: Landscape Forms Connect Rail</td>
</tr>
<tr>
<td>• bold transit identity and impact for Third Avenue with small footprint</td>
<td>• comfortable, but for short-term use</td>
</tr>
<tr>
<td>• transparent, flexible, open and modern</td>
<td>• high-quality material</td>
</tr>
<tr>
<td>• scalable structure to accommodate size needs</td>
<td>• identifies with the same design vocabulary as the transit canopy</td>
</tr>
<tr>
<td>• seating and lean rail modules</td>
<td>• integration of lean rail with shelter gives smaller footprint for heavy ridership volumes</td>
</tr>
<tr>
<td>• recognition of existing building canopies - Approximate 12’ sectional width</td>
<td>• off-the-shelf product does not require custom design and fabrication</td>
</tr>
<tr>
<td></td>
<td>• no opportunity to customize specifically to corridor</td>
</tr>
<tr>
<td>Rapid Ride shelter</td>
<td>A. Lean Rail: Integrated in existing Rapid Ride shelters</td>
</tr>
<tr>
<td>• Existing shelters to remain</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
</tr>
<tr>
<td></td>
<td>• recognizable symbol of entire Rapid Ride system</td>
</tr>
<tr>
<td></td>
<td>• colorful custom design provides brand identity for patrons</td>
</tr>
<tr>
<td></td>
<td>• None known.</td>
</tr>
<tr>
<td></td>
<td>• Shelters not available due to procurement issues</td>
</tr>
<tr>
<td></td>
<td>• Inflatable source from Czech Republic</td>
</tr>
<tr>
<td></td>
<td>• Intricate detailing requires frequent maintenance</td>
</tr>
<tr>
<td></td>
<td>• glare and durability issue with unprotected source lighting</td>
</tr>
<tr>
<td></td>
<td>• Full glass canopy requires frequent maintenance</td>
</tr>
<tr>
<td></td>
<td>• no design relationship to Rapid Ride shelters</td>
</tr>
<tr>
<td></td>
<td>• None known.</td>
</tr>
<tr>
<td></td>
<td>• Shelters not available due to procurement issues</td>
</tr>
<tr>
<td></td>
<td>• Inflatable source from Czech Republic</td>
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<td></td>
<td>• Intricate detailing requires frequent maintenance</td>
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</tr>
<tr>
<td></td>
<td>• no design relationship to Rapid Ride shelters</td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td><strong>2014 KOP</strong></td>
</tr>
<tr>
<td>B. Bench Seating: Forms and Surfaces Ratio Bench</td>
<td>B. Bench Seating: Existing seating at Rapid Ride shelters to remain</td>
</tr>
<tr>
<td>• comfortable, but for short-term use</td>
<td>• seating in place, and contributing to transit zone</td>
</tr>
<tr>
<td>• high-quality material</td>
<td>• None known.</td>
</tr>
<tr>
<td>• identifies with the same design vocabulary as the transit canopy</td>
<td>• None known.</td>
</tr>
<tr>
<td>C. One-person seating: Forms and Surfaces Tangent Rail Seating</td>
<td>C. One-person seating: Seating Bollards</td>
</tr>
<tr>
<td>• comfortable, but for short-term use</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
</tr>
<tr>
<td>• high-quality material</td>
<td>• Discourages sleeping</td>
</tr>
<tr>
<td>• identifies with the same design vocabulary as the transit canopy</td>
<td>• inefficient use of space</td>
</tr>
<tr>
<td></td>
<td>• inflexible, single vantage point</td>
</tr>
<tr>
<td></td>
<td>• discourages social interaction</td>
</tr>
<tr>
<td></td>
<td>• None known.</td>
</tr>
</tbody>
</table>

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

#### GOALS FROM 10% DESIGN

<table>
<thead>
<tr>
<th>3 PAVING / PATTERNING</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2013 KOP</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Photocatalytic concrete with 2' jointing</td>
<td>• create a safe, comfortable, healthier, pedestrian environment</td>
<td>• environmental benefit</td>
</tr>
<tr>
<td></td>
<td>• organize the activities and amenities on street</td>
<td>• installed at Macy's Block</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• enhanced paving joints</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feature paving at transit zone</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• delineate transit zone by creating color contrast and finer pavement pattern</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• limits zone of construction to curbside, existing sidewalk maintained or improved with redevelopment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• strong visual and tactile quality</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• identifies transit corridor</td>
<td></td>
</tr>
<tr>
<td><strong>CURB</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2' concrete red curb</td>
<td>• create a visual marker for pedestrian safety</td>
<td>• More durable than red paint</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2' red concrete curb at bus shelters</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• modular jointing for easier repair</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• jointing pattern can be used at non-red curbs for visual continuity to identify corridor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• linear marker defines edges of transit zone for length of corridor</td>
<td></td>
</tr>
<tr>
<td>INTERSECTIONS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013 KOP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Painted crosswalk treatment</td>
<td>• create a sense of identity for the corridor</td>
<td>• approved by City Council</td>
</tr>
<tr>
<td></td>
<td>• add visual interest for pedestrians</td>
<td></td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Curb Bulbs</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• creates a legible identity and improves wayfinding</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• strengthens relationship to intersecting Green Streets</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• improves pedestrian safety</td>
<td></td>
</tr>
<tr>
<td>TREES AND PLANTINGS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013 KOP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tree Paver Grate System</td>
<td>• support street tree health</td>
<td>• prevents compaction</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• maximizes sidewalk space without girdling the tree over time</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Prune existing trees</td>
<td>• support street tree health</td>
<td>• create more growing room for tree roots</td>
</tr>
<tr>
<td></td>
<td>• Enlarge tree wells</td>
<td>• environmental benefit from trees and enhanced plantings</td>
</tr>
<tr>
<td></td>
<td>• Expand planters</td>
<td>• opportunity for partnership with adjacent property owners</td>
</tr>
<tr>
<td></td>
<td>• Add plant protection rails</td>
<td>• enhance existing visual pattern of robust street trees</td>
</tr>
</tbody>
</table>
### Belltown Kit of Parts Review

#### GOALS FROM 10% DESIGN

<table>
<thead>
<tr>
<th></th>
<th>ORGANIZE</th>
<th>ENERGIZE</th>
<th>HUMANIZE</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
</table>

#### LIGHTING

<table>
<thead>
<tr>
<th></th>
<th>2013 KOP</th>
<th>2014 KOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Pedestrian</td>
<td>Phillips Lumec Serenade Fixture</td>
<td>reduce maintenance, improves lighting distribution and lighting quality</td>
</tr>
<tr>
<td>B. Cobrahead</td>
<td>Leotek LED E Cobra-head Street Light</td>
<td>reduce maintenance, improves lighting distribution and lighting quality</td>
</tr>
</tbody>
</table>

#### THIRD AVE BLOOMS VASE

<table>
<thead>
<tr>
<th></th>
<th>2013 KOP</th>
<th>2014 KOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seasonal/temporary vase</td>
<td>building support of building owners, storefront tenants and the general public towards ongoing beautification and care of Third Avenue</td>
<td>• building support of building owners, storefront tenants and the general public towards ongoing beautification and care of Third Avenue</td>
</tr>
<tr>
<td>Seasonal Plantings at Expanded Planters</td>
<td>• seasonal plantings at expanded planters</td>
<td>• seasonal plantings at expanded planters</td>
</tr>
</tbody>
</table>

#### STREET LOUNGE

<table>
<thead>
<tr>
<th></th>
<th>2013 KOP</th>
<th>2014 KOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame structure and canopy elements</td>
<td>• provide transit riders and others a pleasant place to be on the street</td>
<td>• provide transit riders and others a pleasant place to be on the street</td>
</tr>
<tr>
<td>Provide alternate seating concepts along corridor based on adjacency (Activity Nodes)</td>
<td>• provide alternate seating concepts along corridor based on adjacency (Activity Nodes)</td>
<td>• provide alternate seating concepts along corridor based on adjacency (Activity Nodes)</td>
</tr>
</tbody>
</table>
**Belltown Kit of Parts Review**

<table>
<thead>
<tr>
<th>BLANK FACADE TREATMENT</th>
<th>GOALS FROM 10% DESIGN</th>
<th>ORGANIZE</th>
<th>ENERGIZE</th>
<th>HUMANIZE</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2013 KOP</strong></td>
<td>Structural frame and decorative panels + programming</td>
<td>• Restore human scale and an elevated level of quality</td>
<td>• Create opportunities to engage the community</td>
<td></td>
<td>• Requires a greater degree of maintenance, and more programming efforts to activate</td>
<td></td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td>Very few blank facades in Belltown</td>
<td>• Focus attention away from the buildings and create more visual interest within the transit zone</td>
<td></td>
<td></td>
<td>• Not applicable</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BIKE RACK</th>
<th>GOALS FROM 10% DESIGN</th>
<th>ORGANIZE</th>
<th>ENERGIZE</th>
<th>HUMANIZE</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2013 KOP</strong></td>
<td>Cast iron custom bike rack</td>
<td>• Consistent, easy-to-use and access</td>
<td>• Strong and secure with multiple locking options</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td>Sportworks Tofino No Scratch or Westport No Scratch</td>
<td>SAME AS 2013 KIT OF PARTS</td>
<td></td>
<td></td>
<td>• Requires custom design and fabrication</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRASH AND RECYCLING RECEPTACLES</th>
<th>GOALS FROM 10% DESIGN</th>
<th>ORGANIZE</th>
<th>ENERGIZE</th>
<th>HUMANIZE</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2013 KOP</strong></td>
<td>Solar Intelligent Waste &amp; Recycling by BigBelly or Urban Renaissance by Forms+Surfaces</td>
<td>• Keep the street clean</td>
<td>• Exhibit a value of quality and care</td>
<td>• Consolidated trash and recycling to reduce clutter</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td>Solar Intelligent Waste &amp; Recycling by BigBelly or Urban Renaissance by Forms+Surfaces</td>
<td></td>
<td></td>
<td></td>
<td>• Requires custom design and fabrication</td>
<td></td>
</tr>
<tr>
<td><strong>NO CHANGE FROM 2013 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Requires custom design and fabrication</td>
<td></td>
</tr>
</tbody>
</table>

---

**Belltown Kit of Parts Review**

- **GOALS FROM 10% DESIGN**
  - Organize
  - Energize
  - Humanize

- **PROS**
  - Consistent, easy-to-use and access
  - Strong and secure with multiple locking options
  - Keep the street clean
  - Exhibit a value of quality and care
  - Consolidated trash and recycling to reduce clutter

- **CONS**
  - Requires a greater degree of maintenance, and more programming efforts to activate
  - Requires custom design and fabrication
  - Design language doesn't match the rest of the proposed improvements
  - Requires custom design and fabrication
## Business District Kit of Parts Review

<table>
<thead>
<tr>
<th>1</th>
<th>TRANSIT CANOPY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GOALS</strong></td>
<td>FROM 10% DESIGN</td>
</tr>
<tr>
<td><strong>1. TRANSIT CANOPY</strong></td>
<td></td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td>Terminal model from MMCITE</td>
</tr>
<tr>
<td></td>
<td>• transparent, flexible, open and modern</td>
</tr>
<tr>
<td></td>
<td>• scalable structure to accommodate size needs</td>
</tr>
<tr>
<td></td>
<td>• seating and lean rail modules</td>
</tr>
<tr>
<td></td>
<td>• recognition of existing building canopies Approximate 12 sectional width</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td>Custom shelter recommended</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<tr>
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</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2 TRANSIT-RELATED SEATING</strong></td>
<td></td>
</tr>
<tr>
<td><strong>A. Lean Rail:</strong></td>
<td>Landscape Forms</td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td>Connect Rail</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td>Integrated in custom shelter</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B. Bench Seating:</strong></td>
<td>Custom design</td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td>Integrated in custom shelter</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C. One-person seating:</strong></td>
<td>Forms and Surfaces Tangent Rail Seating</td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Business District Kit of Parts Review

#### GOALS FROM 10% DESIGN

<table>
<thead>
<tr>
<th>3 PAVING / PATTERNING</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2013 KOP</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Photocatalytic concrete with 2' jointing | • create a safer, comfortable, healthier, pedestrian environment  
• organize the activities and amenities on street | • environmental benefit  
• installed at Macy’s Block  
• enhanced paving joints | • unproven effectiveness of pollution mitigation  
• highlights stains/wear  
• not identifiable as special paving, jointing pattern is non-descript |
| Feature paving at amenity zone | ACHIEVES SAME DESIGN GOALS AS 2013 KOP | • 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 | • photocatalytic concrete installed at Macy’s block |
| **2014 KOP**           |      |      |
| **BD**                 |      |      |
| 2' concrete red curb   | • create a visual marker for pedestrian safety | • more durable than red paint  
• identifies transit zone | • visual marker but not tactile |
| Curbs in areas where existing trees are close to curb | ACHIEVES SAME DESIGN GOALS AS 2013 KOP | • 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 | • none known. |

#### CURB

| **2013 KOP**           |      |      |
| **2014 KOP**           |      |      |
| **BD**                 |      |      |
| Painted piano keys and neck ties on the street | • create a sense of identity for the corridor  
• add visual interest for pedestrians | • approved by City Council | • paint surface may have safety concerns  
• longevity  
• not pertinent to transit corridor |
| Finer scoring of concrete within intersection | ACHIEVES SAME DESIGN GOALS AS 2013 KOP | • creates a legible identity and improves wayfinding  
• improves pedestrian safety | • none known. |
| Inlaid street names at corners of intersections | • marks intersection with Pike/Pine Corridor  
• can be modified for seasonal treatments | • none known. | • may require private partnership for mounting and management |
| Suspended light installation to mark special intersections | • | • |
### TREES AND PLANTING

<table>
<thead>
<tr>
<th>2013 KOP</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree Paver Grate System</td>
<td>• support street tree health</td>
<td>• 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.</td>
</tr>
<tr>
<td>Option 1: Silva Cells + Tree Paver Grate System</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td>• 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</td>
</tr>
<tr>
<td>Option 2: Structural Soil + Tree Paver Grate System</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td>• more cost effective method</td>
</tr>
<tr>
<td>Raised Planters</td>
<td>• to create a more inviting environment and create visual interest for pedestrians</td>
<td>• could be implemented as a substitute for street trees in the event that trees are precluded by underground services</td>
</tr>
</tbody>
</table>

### 4 LIGHTING

<table>
<thead>
<tr>
<th>2013 KOP</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Pedestrian</td>
<td>Philips Lumec Serenade Fixture</td>
<td>• reduce maintenance, improves lighting distribution and lighting quality • increases safety by providing vertical illumination for facial recognition of pedestrians</td>
</tr>
<tr>
<td>A. 1) Pedestrian</td>
<td>Lumec UrbanScape</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
</tr>
<tr>
<td>A. 2) Family of Light Columns</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td>• provides wayfinding and identity for transit corridor • adds visual interest and delight to pedestrians</td>
</tr>
<tr>
<td>B. Cobrahead</td>
<td>Leotek LED ECobra-head Street Light</td>
<td>• reduce maintenance, improves lighting distribution and lighting quality • increases safety by providing vertical illumination for facial recognition of pedestrians</td>
</tr>
<tr>
<td>B. Cobrahead</td>
<td>Leotek LED ECobra-head Street Light</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
</tr>
<tr>
<td>C. Suspended Light Installation</td>
<td>(at special intersections only)</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
</tr>
<tr>
<td>D. Tree Lighting</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td>• add visual interest and delight to pedestrians</td>
</tr>
<tr>
<td>E. Historic Building Facade Lighting</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td>• add visual interest and delight to pedestrians • celebrates historic buildings along the corridor</td>
</tr>
<tr>
<td>5</td>
<td>THIRD AVE BLOOMS VASE</td>
<td>GOALS FROM 10% DESIGN</td>
</tr>
<tr>
<td>---</td>
<td>----------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>seasonal/temporary vase</td>
<td>• building support of building owners, storefront tenants and the general public towards ongoing beautification and care of Third Ave.</td>
<td>• primarily seasonal</td>
</tr>
<tr>
<td></td>
<td>• create identity and graphic language for the corridor</td>
<td>• should have continuous ownership and participation to be successful</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6</th>
<th>STREET LOUNGE</th>
<th>GOALS FROM 10% DESIGN</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame structure and canopy</td>
<td>• provide transit riders and others a pleasant place to be on the street</td>
<td>• difficult to change street culture to the extent that seating is used in a positive fashion</td>
<td>• comfortable, “public rooms” that are outside the flow of pedestrian traffic and clearly defined</td>
<td>• passive lounge seating may not be appropriate given the nature of an active transit corridor</td>
</tr>
<tr>
<td>Seating/standing elements</td>
<td>• custom furnishings to invite people to spend time on the sidewalk</td>
<td>• seating in this busy right-of-way may impede movement of pedestrians, contribute to littering</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7</th>
<th>BLANK FACADE TREATMENT</th>
<th>GOALS FROM 10% DESIGN</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structural frame and decorative panels + programming</td>
<td>• restore human scale and an elevated level of quality</td>
<td>• requires a greater degree of maintenance, and more programming efforts to activate</td>
<td>• create opportunities to engage the community</td>
<td>• potential for vandalism at blocks with low level activity</td>
</tr>
<tr>
<td></td>
<td>• murals should not be confused with private signage</td>
<td>• creates unused spaces between facade and building that can collect trash and other litter</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8</th>
<th>BIKE RACK</th>
<th>GOALS FROM 10% DESIGN</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>cast iron custom bike rack</td>
<td>• consistent, easy-to-use and access</td>
<td>• custom racks can be designed specifically for the corridor</td>
<td>• strong and secure with multiple locking options</td>
<td>• requires custom design and fabrication</td>
</tr>
<tr>
<td></td>
<td>• custom racks can be designed specifically for the corridor</td>
<td>• design language doesn’t match the rest of the proposed improvements</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>9</th>
<th>TRASH AND RECYCLING RECEPTACLES</th>
<th>GOALS FROM 10% DESIGN</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solar Intelligent Waste &amp; Recycling by BigBelly or Urban Renaissance by Forms+Surfaces</td>
<td>• keep the street clean</td>
<td>• off-the-shelf product does not require custom design and fabrication</td>
<td>• exhibit a value of quality and care</td>
<td>• straightforward and cost effective</td>
</tr>
<tr>
<td></td>
<td>• consolidated trash and recycling to reduce clutter</td>
<td>• none known</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Business District Kit of Parts Review</th>
<th>GOALS FROM 10% DESIGN</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORGANIZE</td>
<td>ENERGIZE</td>
<td>HUMANIZE</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>THIRD AVE BLOOMS VASE</td>
<td>season</td>
<td>temporary vase</td>
</tr>
<tr>
<td>6</td>
<td>STREET LOUNGE</td>
<td>Frame structure and canopy</td>
<td>• provide transit riders and others a pleasant place to be on the street</td>
</tr>
<tr>
<td>7</td>
<td>BLANK FACADE TREATMENT</td>
<td>Structural frame and decorative panels</td>
<td>• restore human scale and an elevated level of quality</td>
</tr>
<tr>
<td>8</td>
<td>BIKE RACK</td>
<td>cast iron custom bike rack</td>
<td>• consistent, easy-to-use and access</td>
</tr>
<tr>
<td>9</td>
<td>TRASH AND RECYCLING RECEPTACLES</td>
<td>Solar Intelligent Waste &amp; Recycling by BigBelly or Urban Renaissance by Forms+Surfaces</td>
<td>• keep the street clean</td>
</tr>
</tbody>
</table>
# Pioneer Square District Kit of Parts Review

## GOALS FROM 10% DESIGN

### TRANSIT CANOPY

<table>
<thead>
<tr>
<th>2013 KOP</th>
<th>2014 KOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal model from MMCITE</td>
<td>Custom shelter recommended</td>
</tr>
<tr>
<td>• bold transit identity and impact for Third Avenue with small footprint</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
</tr>
<tr>
<td>• transparent, flexible, open and modern</td>
<td>• opportunity to establish specific transit identity for Third Avenue that can relate to the Rapid Ride shelters</td>
</tr>
<tr>
<td>• scalable structure to accommodate size needs</td>
<td>• custom design is adaptable to variable site conditions</td>
</tr>
<tr>
<td>• seating and lean rail modules</td>
<td>• flexibility in length and width</td>
</tr>
<tr>
<td>• recognition of existing building canopies—Approximate 12’ sectional width</td>
<td>• includes integrated seating and lighting</td>
</tr>
<tr>
<td>• transparent, flexible, open and modern</td>
<td>• upward and downward protected light sources to prevent glare and increase durability</td>
</tr>
<tr>
<td>• scalable structure to accommodate size needs</td>
<td>• steel roofing panels for ease of maintanence with playful dichroic glass detail</td>
</tr>
<tr>
<td>• recognition of existing building canopies</td>
<td></td>
</tr>
<tr>
<td>• custom design and fabrication not required</td>
<td></td>
</tr>
<tr>
<td>• Shelter not available due to procurement issues</td>
<td></td>
</tr>
<tr>
<td>• sole-source from Czech Republic</td>
<td></td>
</tr>
<tr>
<td>• intricate detailing requires frequent maintenance</td>
<td></td>
</tr>
<tr>
<td>• full glass canopy requires frequent maintenance</td>
<td></td>
</tr>
<tr>
<td>• no design relationship to Rapid Ride shelters</td>
<td></td>
</tr>
<tr>
<td>• separate seating and lean components rather than integrated</td>
<td></td>
</tr>
</tbody>
</table>

### TRANSIT-RELATED SEATING

<table>
<thead>
<tr>
<th>2013 KOP</th>
<th>2014 KOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Lean Rail: Landscape Forms Connect Rail</td>
<td>A. Lean Rail: Integrated in custom shelter</td>
</tr>
<tr>
<td>• comfortable, but for short-term use</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
</tr>
<tr>
<td>• high-quality material</td>
<td>• integration of lean rail similar to Rapid Ride shelter gives smaller footprint for heavy ridership volumes</td>
</tr>
<tr>
<td>• identifies with the same design vocabulary as the transit canopy</td>
<td></td>
</tr>
<tr>
<td>• off-the-shelf product does not require custom design and fabrication</td>
<td></td>
</tr>
<tr>
<td>• profile doesn’t accommodate various heights</td>
<td></td>
</tr>
<tr>
<td>• wood detail on lean rail may wear prematurely</td>
<td></td>
</tr>
<tr>
<td>• no opportunity to customize in support of Third Ave. identity</td>
<td>none known</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2013 KOP</th>
<th>2014 KOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Bench Seating: Custom design</td>
<td>B. Bench Seating: Integrated in custom shelter</td>
</tr>
<tr>
<td>• comfortable, but for short-term use</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
</tr>
<tr>
<td>• high-quality material</td>
<td>• opportunity to tailor bench length and discourage sleeping</td>
</tr>
<tr>
<td>• identifies with the same design vocabulary as the transit canopy</td>
<td>• integration of benches similar to Rapid Ride shelter gives smaller footprint for heavy ridership volumes</td>
</tr>
<tr>
<td>• off-the-shelf product does not require custom design and fabrication</td>
<td></td>
</tr>
<tr>
<td>• no opportunity to customize specifically to corridor</td>
<td></td>
</tr>
<tr>
<td>• none known</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2013 KOP</th>
<th>2014 KOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. One-person seating: Forms and Surfaces Tangent Rail Seating</td>
<td>C. One-person seating: REMOVE FROM KIT OF PARTS</td>
</tr>
<tr>
<td>• comfortable, but for short-term use</td>
<td></td>
</tr>
<tr>
<td>• high-quality material</td>
<td></td>
</tr>
<tr>
<td>• identifies with the same design vocabulary as the transit canopy</td>
<td></td>
</tr>
<tr>
<td>• discourages sleeping</td>
<td></td>
</tr>
<tr>
<td>• inefficient use of space</td>
<td></td>
</tr>
<tr>
<td>• inflexible, single vantage point</td>
<td></td>
</tr>
<tr>
<td>3 PAVING / PATTERNING</td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td></td>
</tr>
</tbody>
</table>
| Photocatalytic concrete with 2’ jointing | • create a safer, comfortable, healthier, pedestrian environment  
• organize the activities and amenities on street | • environmental benefit  
• installed at Macy’s Block  
• enhanced paving joints | • unproven effectiveness of pollution mitigation  
• highlights stains/wear  
• not identifiable as special paving, jointing pattern is non-descript |
| Feature paving at amenity zone | • 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 | • photocatalytic concrete installed at Macy’s block |
| **PS** |
| Feature paving at amenity zone | ACHIEVES SAME DESIGN GOALS AS 2013 KOP | |
| **2014 KOP** |
| 2’ concrete red curb | • create a visual marker for pedestrian safety | • more durable than red paint  
• identifies transit zone | • visual marker but not tactile |
| 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 | • modular jointing for easier repair  
• linear marker defines edges of amenity zone for length of corridor |
| **PS** |
| 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 | |
| **INTERSECTIONS** |
| **2013 KOP** |
| Painted piano keys and neck ties on the street | • create a sense of identity for the corridor  
• add visual interest for pedestrians | • approved by City Council | • paint surface may have safety concerns  
• longevity  
• not pertinent to transit corridor |
| Finer scoring of concrete within intersection | ACHIEVES SAME DESIGN GOALS AS 2013 KOP | • creates a legible identity and improves wayfinding  
• improves pedestrian safety | none known. |
| Inlaid street names at corners of intersections | | | none known. |
| Corridor Light Column | • identifies corridor and provides wayfinding at five-way intersections | • creates continuity along the length of the corridor  
• provides additional lighting and visual interest | none known. |
## Pioneer Square Kit of Parts Review

### Trees and Planting

<table>
<thead>
<tr>
<th>GOALS FROM 10% DESIGN</th>
<th>ORGANIZE</th>
<th>ENERGIZE</th>
<th>MANAGE</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TREE PAVER GRATE SYSTEM</td>
<td>• support street tree health</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Option 1:</strong> Silva Cells + Tree Paver Grate System</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Option 2:</strong> Structural Soil + Tree Paver Grate System</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raised Planters</td>
<td>• to create a more inviting environment and create visual interest for pedestrians</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Lighting

<table>
<thead>
<tr>
<th>GOALS FROM 10% DESIGN</th>
<th>ORGANIZE</th>
<th>ENERGIZE</th>
<th>MANAGE</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Pedestrian Philips Lumec Serenade Fixture</td>
<td>• reduce maintenance, improves lighting distribution and lighting quality</td>
<td>• increases safety by providing vertical illumination for facial recognition of pedestrians</td>
<td></td>
<td>• directs light to sidewalk where most effective</td>
<td>• question applicability of historic reference</td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. 1) Pedestrian Lumec UrbanScape</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
<td></td>
<td>• directs light to sidewalk where most effective</td>
<td>• None known.</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. 2) Family of Light Columns</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
<td></td>
<td>• multipurpose element designed to maximize lighting, identity, and way finding functions while maximizing valuable sidewalk space</td>
<td>• none known.</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Cobrahead Lestek LED ECobra-head Street Light</td>
<td>• reduce maintenance, improves lighting distribution and lighting quality</td>
<td>• increases safety by providing vertical illumination for facial recognition of pedestrians</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2013 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Cobrahead Lestek LED ECobra-head Street Light</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. Catenary Lighting at activity nodes/plaza</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
<td></td>
<td>• appropriate scale for Pioneer Square</td>
<td>• May require partnership with adjacent businesses and utilities</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Tree Lighting</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
<td></td>
<td>• creates a safer more inviting street environment</td>
<td>• May require installation of additional light poles to create an even rhythm of tree lighting</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. Historic Building Facade Lighting</td>
<td>ACHIEVES SAME DESIGN GOALS AS 2013 KOP</td>
<td></td>
<td></td>
<td>• creates a safer more inviting street environment</td>
<td>• Will require partnership with adjacent businesses</td>
</tr>
<tr>
<td><strong>2014 KOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Pioneer Square Kit of Parts Review

### Goals From 10% Design

#### Organize

<table>
<thead>
<tr>
<th>PROS</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tbody>
</table>

#### Energize

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Humanize

<table>
<thead>
<tr>
<th>PROS</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 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.
  - Create identity and graphic language for the corridor

#### PS
- Remove from KOP
  - (Hanging baskets already exist in Pioneer Square)

#### 2014 KOP

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

### 6 Street Lounge

#### 2013 KOP
- Frame structure and canopy
  - Seating/standing elements
  - Planting
  - Program
  - Provide alternate seating concepts along corridor based on adjacency (Activity Nodes)
  - Achieves same design goals as 2013 KOP

#### PS
- Provide alternate seating concepts along corridor based on adjacency (Activity Nodes)

#### 2014 KOP

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

### 7 Blank Facade Treatment

#### 2013 KOP
- Structural frame and decorative panels + programming
  - Restore human scale and an elevated level of quality
  - Create opportunities to engage the community

#### PS
- Art Murals / Art Interruptions Program
  - SAME as 2013 Kit of Parts
  - Art murals to be developed with input of community stakeholders

#### 2014 KOP

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

### 8 Bike Rack

#### 2013 KOP
- Cast iron custom bike rack
  - Consistent, easy-to-use and access
  - Strong and secure with multiple locking options

#### PS
- Sportworks Tofino No Scratch or Westport No Scratch
  - SAME as 2013 Kit of Parts

#### 2014 KOP

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

### 9 Trash and Recycling Receptacles

#### 2013 KOP
- Solar Intelligent Waste & Recycling by BigBelly or Urban Renaissance by Forms+Surfaces
  - Keep the street clean
  - Exhibit a value of quality and care
  - Consolidated trash and recycling to reduce clutter

#### PS
- Solar Intelligent Waste & Recycling by BigBelly or Urban Renaissance by Forms+Surfaces
  - NO CHANGE FROM 2013 KOP

#### 2014 KOP

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>✔</td>
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</tbody>
</table>

**PM**
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 Mary’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

Belltown Neighborhood Segment

Business District Neighborhood Segment

Pioneer Square Neighborhood Segment

Opinion of Probable Project Costs...

Less than $500,000
$500,000 to $1,000,000
$1,000,000 to $1,500,000
$1,500,000 to $2,000,000
$2,000,000 or more

Total Project Corridor

Corridor Probable Project Costs

Block Face Improvements $54,000,000
Intersection Improvements $24,000,000
Total $78,000,000