Workshop 1: Overall Concepts
Activity Guide

研討會一：總體概念
活動指南

2/28/2024
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Welcome to the first workshop of the South Downtown Hub Plan. We will be working together to develop concepts and options for investment in key streets and public spaces connecting Chinatown International District (CID) and Pioneer Square neighborhoods with existing and potential future transit stations located in South Downtown Seattle.

The South Downtown Hub Plan is a partnership between Sound Transit, the City of Seattle, and King County to ensure alignment of planned investments with the vision and needs of South Downtown neighborhoods. This comes from a recognition of the harm caused by large scale public projects in the past, and a commitment to do better.

Over the next year and a half, agency partners will engage community in an iterative series of workshops that develop, evaluate, and advance ideas for projects enhancing neighborhood connections and spaces. Our goal is to deliver tangible benefits to community through investments in transportation and public spaces, guided by community voice.

南市中心樞紐計劃是Sound Transit、西雅圖市和金縣之間的合作計劃，旨在確保計畫投資與南部市中心社區的目標和需求保持一致。這合作計劃源來自過去社區大型公共計畫所造成危害的認知，及此對未來必須要做得更好的承諾。

在接下來的一年半中，合作夥伴將與社區參與一系列的研討會，以構思、評估和推進增強社區聯繫和空間的專案想法。我們的目標是在社區聲音的指導下，透過對交通和公共空間的投資，為社區帶來實際的利益。
In November 2023, we held an open house in which we asked about themes gleaned from a review of past community plans. Those themes are displayed on this page.

We heard that the themes are still accurate and relevant, with a common thread being interest in improved safety and access for neighborhood businesses and residents, along with activation of underutilized spaces and buildings such as Union Station.

Some comments favored specific, smaller-scale improvements, and some favored bolder transformations. We have interpreted the feedback, along with ideas contained in past community plans, into concepts we can explore in greater depth together.

We in the South Downtown Hub Workshop 1 South Downtown Hub Workshop 1 2024 2024 2

In 2023 年 11 月，我們舉行了一次現場資訊會，詢問了從回顧過去的社區計劃中收集到的主題。這些主題顯示在此頁面上。

我們在現場資訊會上聽到這些主題仍然準確且相關，其共同點是對改善社區企業和居民的安全和街道連接感興趣，以及激發聯合車站內未充分利用的空間。

其他意見包括贊成個別、小規模的改進，更有些意見支持更大膽的變革。我們已將回饋以及過去社區計劃中包含的想法，融合為我們可共同深入探討的概念。

We heard that the themes are still accurate and relevant, with a common thread being interest in improved safety and access for neighborhood businesses and residents, along with activation of underutilized spaces and buildings such as Union Station.

Some comments favored specific, smaller-scale improvements, and some favored bolder transformations. We have interpreted the feedback, along with ideas contained in past community plans, into concepts we can explore in greater depth together.
Our focus in this workshop is on a few key streets and public spaces connecting the neighborhoods and the sites of existing and potential future transit stations.

The focus areas are shown in the map at right, and include:

- **A** The intersection of 4th Avenue South and South Jackson Street between historic King Street Station and Union Station

- **B** 2nd Avenue Extension South and 4th Avenue South between Yesler Way/City Hall Park and the historic stations

- **C** South Dearborn Street and intersections with Seattle Boulevard, 4th Avenue South, 5th Avenue South, and 6th Avenue South

We have prepared concept ideas that represent a spectrum of change in these places with the common objective of supporting safe movement and access. Other ideas connections and public space opportunities are also shown on the map and listed at right. Our goal in this initial workshop step is to build understanding of trade-offs and identify what ideas merit further development.

Other opportunities for connections and public spaces (derived from past planning efforts and November 2023 open house):

1. Improve triangle corner spaces along 2nd Avenue Extension South
2. Convert Sinking Ship Garage into a public space
3. Reconfigure Prefontaine Place South to transit-only street
4. Reconfigure Terrace Street to pedestrian-only street
5. Yesler Terrace Hillclimb and connections
6. South King Street and South Jackson Street underpass connections
7. Union Station and plaza activation
8. Reconfigure and activate Lumen Field parking lots

Other opportunities for connections and public spaces:

1. 改善沿著2nd Avenue Extension South的三角位空間
2. 將Sinking Ship Garage改造成公共空間
3. 將Prefontaine Place South重新配置為巴士專用街道
4. 將Terrace Street重新改裝為步行街
5. Yesler Terrace上斜坡和連接
6. 南景街和南積臣街地下通道連接
7. 激活聯合車站和廣場
8. 重新構造並啟動Lumen Field停車場

我們在今次研討會上的重點是連接社區以及現有和未來潛在中轉站地點的幾條主要街道和公共空間。

重點領域如右圖所示，包括：

**A** 南第四大道與南積臣街的交匯處，位於歷史悠久的景街火車站和聯合車站之間

**B** 2nd Avenue Extension South和南第四大道 - 在Yesler Way/City Hall Park和歷史悠久的車站之間

**C** 南迪邦街與Seattle Boulevard South的十字路口. 南第四大道. 南第五大道. 和南第六大道

我們準備了一系列代表這些地方的不同概念想法，其共同目標是支持社區內安全通行。其他聯繫想法和公共空間機會也在右側的地圖上顯示。我們在這次研討會的目標是建立對這些概念好與壞的理解，並確定哪一些想法值得進一步研究發展。
INTRODUCTION

Concurrent Projects and Plans

1. Fortson Square redevelopment (City of Seattle)
2. Yesler Way and 3rd Avenue streetscape improvements (City of Seattle)
3. City Hall Park redesign (City of Seattle)
4. King County Civic Campus Plan (King County)
5. Potential new Link station entry (Sound Transit)
6. Railway Park redesign (City of Seattle)
7. 2nd Avenue Extension South and South Jackson Street Bridge Planning Study (City of Seattle)
8. King Street Station platform access project (Sound Transit)
9. Georgetown to Downtown Safety Project (City of Seattle)

Diagrams are approximate and for illustrative purposes only. 以上圖表並非按比例繪製，目的只僅供參考和說明目的。
The intersection of 4th Ave S, 2nd Ave Extension S, and S Jackson St is the historic point of entry to downtown Seattle by train. Built over the tide flats that sustained generations of the Coast Salish people, the area still hosts active regional and intercity rail service at King Street Station, and is mirrored to the east by light rail service at the existing International District/Chinatown Station.

Our focus in this area is to explore ways in which we can heal the gap between Union and King Street Stations caused by the configuration of transportation infrastructure, which have historically served to create a barrier between CID and Pioneer Square.

Adjustments and potential transformation of streets and public spaces here can create a setting that both historic neighborhood and stations deserve.

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South Downtown Hub Workshop 1 南市中心樞紐 2024
**STREET ADJUSTMENT OPTION**

**Location**

所在地點

**About**

Improve and clearly mark crosswalks, improve sidewalk space, add pedestrian scale lighting, add planters at street edge and around openings. Adjust signal timing to allow for complete crossing from King Street to Union Station.

**Potential benefits**

- Better walking and rolling experience on South Jackson Street and 4th Avenue South
- Better connections to regional transit
- More accessible crossings for pedestrians
- Construction in roadway could constrict vehicle traffic and access to neighborhoods
- Roadway redesign will be limited by street car and capacity
- Planters/modifications around the openings over the railway will require review by the railway and by the historical boards

**Potential challenges**

- Improving and clearly marking pedestrian crossings, expanding pedestrian space, and adding pedestrian-scale lighting, adding planters at the street edge and around openings. Adjusting signal timing to allow for complete crossing from King Street to Union Station.

**Existing Sounder station entry**

現有Sounder火車站出入口

**Improve pedestrian crossing**

改善行人橫過馬路的體驗

**Create a landscape buffer**

建立景觀緩衝區

**SOUTH JACKSON STREET ● 南積臣街**

South Downtown Hub Workshop 1 南市中心樞紐 2024

Diagrams are approximate and for illustrative purposes only. 以上圖表並非按比例繪製,目的只僅供參考和說明目的。
Public Space Improvement Option

Location

About

Potential benefits
- Better walking and rolling experience on South Jackson Street and 4th Avenue South
- Better connections to regional transit
- Safer and more accessible crossings

Potential challenges
- Construction near the roadway could cause disruption to traffic during implementation
- Ability to build over openings over the railway will require review by the railway and by the historical boards
- During construction, access to the Sounder platform may be constricted

Bridge across to Sounder entry for easy access and provide public space

Cover open triangle and provide public open space

Existing Sounder station entry

Explanations

Potential benefits
- Increased walking and rolling experience on South Jackson Street and 4th Avenue South
- Better connections to regional transit
- Safer and more accessible crossings

Potential challenges
- Construction near the roadway could cause disruption to traffic during implementation
- Ability to build over openings over the railway will require review by the railway and by the historical boards
- During construction, access to the Sounder platform may be constricted

Diagrams are approximate and for illustrative purposes only.

以上圖表並非按比例繪製，目的只僅供參考和說明目的。
### 2ND AVENUE EXTENSION SOUTH AND 4TH AVENUE SOUTH

**Location**

所在地點

**Potential benefits**

- Widened sidewalks support pedestrian access and movement
- Trees and plantings protect space for walking, rolling, and biking
- Increased pedestrian activity encourages access to multiple storefronts on a street

**Potential challenges**

- Implementation might include shut down of lane(s) during construction, temporarily constraining vehicle traffic and access in the area
- Potential reduction in on-street parking and loading
- Potential reconfiguration of the bus island
- Possible new signals and/or signal timing and reconfiguration of traffic flows to lessen traffic on strolling streets

**Potential coordination with adjacent concurrent projects**

與相鄰並發項目的潛在協調

**Concepts**

概念來自 / Ideas from - Jackson Street Connetions Plan (2016) and Ballard Link Extension Further Studies (2023)
### Potential benefits

- Better walking and rolling experience on South Jackson Street and 4th Avenue South
- Better connections to regional transit
- Calmer, simplified intersection
- Enhanced and expanded open space for neighborhoods
- Opportunity to enhance and leverage concurrent projects into a single improvement project and phase

### Potential challenges

- During construction vehicle traffic and access to neighborhoods may be constricted
- Changes to bridge may require review by the railway and historical boards
- New signals and reconfiguration of traffic flows & patterns would need to be considered throughout the area
- Different funding timelines and agency project requirements may be challenging to align
- Requires conversion of 4th Avenue South to two-way south of South Main Street

### About

Close 2nd Avenue Extension South between Main Street and 4th Avenue South to general vehicle traffic. This concept could create open space for the neighborhoods and opportunities for activation. This concept also can leverage several other projects happening concurrently.

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**Location**

所在地點

[Map of South Downtown Hub Workshop 1](South Downtown Hub Workshop 1)

**STREET TRANSFORMATION OPTION**

街道改造選項

### 2ND AVENUE EXTENSION SOUTH AND 4TH AVENUE SOUTH

和南第四大道

- **Maintain/extend cycletrack**
  - 維持/延長單車徑
- **Create a landscape buffer**
  - 建立景觀緩衝區
- **Close 2nd Avenue Extension South between South Main Street and 4th Avenue South to create public space**
  - 封閉在南積臣街和南第四大道之間的2nd Avenue Extension South來創造公共空間

#### Potential mid-block crossing

設置潛在馬路中段的斑馬線

#### Potential coordination with adjacent concurrent projects

與相鄰並發項目潛在協調

#### Potential benefits

- 增加在南積臣街和南第四大道步行和各種流動方式的愉悅體驗
- 提供更好的區域交通連結
- 提供安定和簡化的十字路口
- 增強並擴大社區開放空間
- 有機會配合其他相鄰並發的項目成為單一聯合改進專案

#### Potential challenges

- 施工期間，車輛交通和前往鄰近目的地的通道可能會受到限制
- 改變橋樑的結構可能需要鐵路和歷史委員會的審查
- 整個區域可能需要重新配置交通燈以及交通流動模式
- 配合不同的資助機會和機構計畫要求可能有潛在的挑戰
- 需要將Main Street以南的南第四大道改造成雙向行車

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**South Downtown Hub Workshop 1 南市中心樞紐 2024**

Concept ideas from Jackson Street Connections Plan (2016) and Ballard Link Extension Further Studies (2023)
Just three blocks north of the historic train stations sits the historic City Hall Park and King County’s Civic Campus, an area poised for reimagining and redevelopment, and the focus of concurrent planning initiatives by the City and County.

A potential light rail station here would provide transfers between light rail lines as well as many city bus lines, and be in walking distance of intercity rail and passenger ferry service. Transit-oriented development that includes housing, retail, cultural uses, and green space could breathe new life into currently underutilized buildings and spaces.

Our focus in this area is to think about the experience along 2nd Avenue Extension South and 4th Avenue South between South Jackson Street and Yesler Way, considering ways these streets could support a more pleasant walking environment. Adjustments and potential transformation of streets and public spaces here would help tie together existing neighborhoods, potential new development, and transit stations.

Diagrams are approximate and for illustrative purposes only.
Improve the pedestrian experience by widening and/or improving the quality of the sidewalks to promote walking and active streets. (2nd Avenue Extension South is designated in the Draft Seattle Transportation Plan as a street prioritized for people, 4th Avenue South is designated as a transportation focused street.)

**Potential benefits**
- Widened sidewalks support pedestrian access and movement
- Trees and plantings protect space for walking, rolling, and biking
- Increased pedestrian activity encourages access to multiple storefronts on a street

**Potential challenges**
- Implementation might include shut down of lane(s) during construction, temporarily constraining vehicle traffic and access in the area
- Potential reduction in on-street parking and loading
- Potential reconfiguration of the bus island
- Possible new signals and/or signal timing and reconfiguration of traffic flows to lessen traffic on strolling streets

* Concept treatment could potentially extend north to Yesler Way.
**Concept treatment could potentially extend north to Yesler Way.**

*Better walking and rolling experience on South Jackson Street and 4th Avenue South*

- Better connections to regional transit
- Enhanced and expanded open space for neighborhoods
- Potential for more active ground floor uses in adjacent buildings
- Opportunity to enhance and leverage concurrent projects and studies

*During construction vehicle traffic and access to neighborhoods may be constricted*

- New signals and reconfiguration of traffic flows & patterns would need to be considered throughout the area
- Potential reduction in on-street parking and loading
- Requires conversion of 4th Avenue South to two-way on adjacent segments

**Potential benefits**

**Potential challenges**

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**About**

Close 2nd Avenue Extension South segment to create public space for residents of the neighborhoods. This requires adjacent segments of 4th Avenue South to be converted to two-way to alleviate traffic in the street grid.

**Potential benefits**

- Better walking and rolling experience on South Jackson Street and 4th Avenue South
- Better connections to regional transit
- Enhanced and expanded open space for neighborhoods
- Potential for more active ground floor uses in adjacent buildings
- Opportunity to enhance and leverage concurrent projects and studies

**Potential challenges**

- During construction vehicle traffic and access to neighborhoods may be constricted
- New signals and reconfiguration of traffic flows & patterns would need to be considered throughout the area
- Potential reduction in on-street parking and loading
- Requires conversion of 4th Avenue South to two-way on adjacent segments

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**2ND AVENUE EXTENSION SOUTH AND 4TH AVENUE SOUTH**

*Concept treatment could potentially extend north to Yesler Way.*

*Maintain/extend cycletrack*

*Close 2nd Avenue Extension South between Main Street and 4th Avenue South to create public space*
Just three blocks south of the historic train stations sits the old Immigration and Naturalization Service building, now the INSCAPE hub for artists and culture, but separated from CID by arterial streets and auto-oriented uses.

A potential light rail station here could catalyze new development and public space that expands the boundaries of CID, and provides space for new growth and development that strengthens the neighborhood without displacing existing residents and businesses.

Our focus in this area is to think about the function and design of streets to create more public space and walkable connections in the south end of CID. This could tie into additional opportunities to connect to the stadiums and Sounder train service across the railway tracks.

Diagrams are approximate and for illustrative purposes only.

### Opportunities at Dearborn & Seattle Blvd S

In the South Dearborn Street and Seattle Boulevard South area, new/strengthened connections could be made to improve walking and biking access to the stadiums and Sounder train service. The maps show potential improvements for walking and biking, as well as new/strengthened connections to the stadium and Sounder train service. The map also highlights initial focus areas for improved connection.

- **Potential improvements for walking and biking**
- **New/strengthened connections**

These improvements would enhance the connectivity between the stadiums and Sounder train service, providing a more seamless and accessible experience for residents and visitors alike.
**SOUTH DEARBORN STREET**

- **Eliminate right turn lane**
- **Expand/improve sidewalk**
- **Create a landscape buffer**
- **Potential coordination with adjacent concurrent project**

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**Potential benefits**

- More pleasant walking and rolling experience on Dearborn
- Better connection between Chinatown neighborhood core and potential future development hub
- More pleasant walking experience on Seattle Boulevard South
- Maintain current freight access

**Potential challenges**

- Construction might constrict vehicle traffic and access to some destinations in neighborhood
- Possible new signals and/or signal timing and reconfiguration of traffic flows

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**About**

Improve the pedestrian experience by expanding and/or improving the quality of sidewalks to promote walking and rolling and increase street activity. Eliminate right turn lane on 5th Avenue South. Increase sidewalk spaces, and raise crosswalks to improve intersection. Add pedestrian lights on South Dearborn Street that are consistent with the CID historic district for safety and character.
Transform South Dearborn Street into a shared space that prioritizes pedestrian uses and movement. Improve the pedestrian experience by expanding and/or improving the quality of sidewalks and the pedestrian realm to promote walking and active streets between 6th Avenue South & 7th Avenue South and encourage vehicles to turn early. Add pedestrian lights on South Dearborn Street that are consistent with the C-ID historic district for safety and character.

**Potential benefits**
- More pleasant walking and rolling experience on South Dearborn Street
- Better connection between Chinatown neighborhood core and future development hub to encourage access to local shops & restaurants
- More pleasant walking experience on Seattle Boulevard South
- More open space/green space
- Opportunity to enhance and leverage concurrent projects (Ballard Link Extension – Preferred Alternative C-ID Station)

**Potential challenges**
- During construction, vehicle traffic and access to neighborhood destinations may be constricted
- Potential need to adjust traffic signal timing and redirect through traffic flows to Seattle Boulevard South, particularly freight traffic

**Potential coordination with adjacent concurrent project**
(Potential Ballard Link Extension station entry)

**About**

<table>
<thead>
<tr>
<th>STREETS</th>
<th>TRANSFORMATION OPTION</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTH DEARBORN STREET</strong></td>
<td>南迪邦街</td>
<td>本地點</td>
</tr>
</tbody>
</table>

Diagrams are approximate and for illustrative purposes only. Diagrams are approximate and for illustrative purposes only. 以上圖表並非按比例繪製,目的只僅供參考和說明目的。
Improve pedestrian crossings at 4th Avenue South and Seattle Boulevard South to connect to new pedestrian bridge with public space improvements on the west side.

**Potential benefits**
- Additional pedestrian connection from C-ID to Pioneer Square via Stadium district
- Additional crossing option of 4th Avenue South improves access and safety
- Opportunity to enhance and leverage concurrent projects (King Street Station Access Improvement Project)

**Potential challenges**
- Landing of pedestrian bridge would alter existing green space and/or circulation through parking lots
- New bridge may require review by the railway and historical boards

**Potential coordination with adjacent concurrent project**
(King Street Station Access Improvement Project)

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**About**

**Location**

**Public Space Improvement Option**

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**South Downtown Hub Workshop 1**

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**4th Avenue South**

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Diagrams are approximate and for illustrative purposes only. Diagrams are approximate and for illustrative purposes only.
### CONNECTIVITY

#### SAFETY

- Clear separation of bikes, pedestrians, and cars
- Stormwater planting buffer
- Better crosswalks aligned to people

#### PEOPLE FIRST INTERSECTION

- Improved pedestrian safety
- Ease of crossing

#### MID-BLOCK CROSSWALK

- Street narrowing at crosswalk if possible
- Increased walking route options
- Traffic calming

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**Example:**

1. PROTECTED BIKE LANES: Jackson Street, St. Paul, MN
2. PEOPLE FIRST INTERSECTION: Pike Place, 1st and Pike, Seattle, WA
3. MID-BLOCK CROSSWALK: Midtown Arcade, W 51st ST, Manhattan, NY

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**Features:**

- **Safety (S)**
- **Connectivity (C)**
### PEDESTRIANIZED STREET

- Promotes walking and activity at shops
- Space for small vendors and plantings
- Lighting and signs for pedestrians

### FESTIVAL STREET

- Street closed to traffic for special events
- Activates local businesses
- Pop-up events for small vendors

### CAFE STREET

- Attractive destination for residents and tourists
- Attraction of customers to local restaurants
- Street activation

**Examples**
- Ximen Pedestrian District, Taipei, Taiwan
- Seattle CID Night Market, WA
- Pike Place, Seattle, WA

**Links**
- Safety
- Connectivity
- Community Economy
- History & Culture
- Community Economy
- Public Space
- Community Economy
7. **Market Space**

- Farmer's market events
- Outdoor gatherings
- Community-led activation

8. **Overhead Protection**

- Weather and sun protection
- Covered destination street
- Shop activation

9. **Street Trees**

- Enhances character and appearance of streets
- Provides shade and natural elements
- Community-led activation

Examples:
- Portland Saturday Market, OR
- Tanjong Pagar, Singapore
- Little Saigon, Seattle, WA
**STREET MURALS**

- 提高過馬路的安全
  Safer crosswalks/streets for people
- 有助於社區特色和文化表達
  Contributes to community identity and cultural expression

**ACTIVATED ALLEYS**

- 提升巷子活動和安全
  Increase activation & safety in alleys
- 添加公共空間
  Add to public space
- 提供小企業的機會
  Opportunity for small business

**STROLLING STREET**

- 為更愉快的步行體驗而特別鋪設的路面
  Special paving for nicer walking experience
- 花槽可為行人提供保護
  Planters provide protection from traffic

例子 / Example: Chinatown, New York City, NY

例子 / Example: Canton Alley, Seattle, WA

例子 / Example: The Porch at 30th St Station, Philadelphia, PA

例子 / Example: Canton Alley, Seattle, WA

例子 / Example: The Porch at 30th St Station, Philadelphia, PA

例子 / Example: Chinatown, New York City, NY
### 13. 資訊 / 安全亭
**INFO / SECURITY BOOTH**

- 活化的公共空間
  Activated public space
- 配置資訊和維持安全的員工
  Staffing for information and safety

![例子 / Example: Occidental Square, Seattle, WA](image1)

### 14. 行人照明
**PEDESTRIAN LIGHTING**

- 燈光提供人行道的可見度以確保安全
  Light provides visibility of faces and sidewalk for safety
- 提供一個愉快、安全的環境
  Provide a pleasant, safe environment

![例子 / Example: Assembly Row, Sommersville, MA](image2)

### 15. 高架藝術元素
**OVERHEAD ART ELEMENTS**

- 在街道建立目的地和地標
  Creates a destination and beacon in the neighborhood
- 有助於社區特色和文化表達
  Contributes to community identity and cultural expression

![例子 / Example: Sainte-Catherine Street, Montreal, Canada](image3)

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**FEATURE CARDS**

13-15
**FEATURE CARDS**

**WAYFINDING ELEMENTS**

- Helps people find their way
- Can incorporate community identity
- Clarity of navigation can add to sense of safety

**PLACE TO PLAY**

- Naturalistic elements
- Shaded play structures
- All ages activity

**PLACE TO SIT**

- Mix of seating options
- Movable tables and chairs
- Provides seating around planters
公共廣場 / 公園
PARK / PUBLIC PLAZA

19
例子 / Example: Moore Square, Raleigh, NC

- 促進社區聯繫，同時推動本地經濟
  Connects community while boosting local economy
- 透過非營利機構活化公園
  Non-profits activate park with services
- 社區運動服務
  Community exercise services

公平發展
EQUITABLE DEVELOPMENT
社區效益
COMMUNITY BENEFIT

公園 / 綠地
PARK / GREEN SPACE

20
例子 / Example: Klyde Warren Park, Dallas, TX

- 大片草坪空間和步行小徑
  Large lawn spaces and walking trails
- 公共藝術裝置
  Public art installations
- 橋上設置景觀/公共空間
  Bridge with landscape/public space on top

公共場所
PUBLIC SPACE

公共活動空間
EVENT SPACE

21
例子 / Example: Dilworth Park, Philadelphia, PA

- 利用季節性的活動活化公共空間
  Activated public space with seasonal activities
- 與社區團體合作
  Partnerships with community groups
### FEATURE CARDS 22-24

#### 22. 活跃地面商层的地区停车场

**District Parking with Active Ground Floor**

- 例：Herma Parking Building, Yongin-si, South Korea

  - 合并停车场以促进社区发展
    Consolidates parking to allow more opportunity for community development
  - 提供零售空间的地面商层
    Ground floor is active with small retail spaces

#### 23. 社区活化的历史建筑

**Community Activated Historic Building**

- 例：El Centro de la Raza, Seattle, WA

  - 从新利用历史建筑
    Adaptive reuse of a historic building
  - 社区资源和学习
    Community resources and classes
  - 社区活动
    Community events

#### 24. 社区主导的发展

**Community-Led Development**

- 例：Plaza Roberto Maestras, Seattle, WA

  - 住房类型的混合和经济实惠性
    Mix of housing types and affordability
  - 整合的可持续性和绿色空间
    Integrated sustainability and green spaces
  - 社区设施
    Community amenities

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**Community Benefit**

- **ECONOMICS**
- **HISTORY & CULTURE**
- **COMMUNITY BENEFIT**
- **EQUITABLE DEVELOPMENT**
- **COMMUNITY BENEFIT**
露天劇場
AMPHITHEATER

例子 / Example: Museum Park, Moscow, Russia

- 社交座位
  Social seating
- 表演和活動空間
  Performance and event space

活用屋頂
ACTIVATED ROOF

例子 / Example: Hypar Pavilion, NY

- 建築物頂部的公共空間
  Public space on top of building
- 目的地和視點特徵
  Destination and viewpoint feature
- 可以包括山上的連接
  Can include connections on hills

活動前公共空間
PRE-EVENT PUBLIC SPACE

例子 / Example: Target Field Station, Minneapolis, MN

- 與車站相結合的戶外座位和活動
  Outdoor seating and activity integrated with transit station
- 位於體育館旁邊以支持社區活動的小型活動空間
  Smaller event space next to an arena to support community activity
- 體育場活動的預備區
  Pre-function for stadium events
• 支援各種使用者登坡
  Support for accessibility for various users
• 陡坡上更好的連接
  Better connections on steep slopes

• 為單車和行人提供安全連接
  Safe crossing for bicyclists and pedestrians
• 獨特風格能夠豐富社區特色
  Signature style can add to community character
• 可持續結構
  Sustainable structure

例子 / Example: Gran Via, Vigo, Spain

例子 / Example: El Paso Pedestrian Pathways, El Paso, TX

例子 / Example: "Aspire" by Warren Langely, Sydney, Australia
FEATURE CARDS

- 雕塑藝術
  Sculptural
- 有助於社區特色和文化表達
  Contributes to community identity and cultural expression
- 地標
  Landmark

例子 / Example: “Beyond Reflection” by Lawrence Argent, China