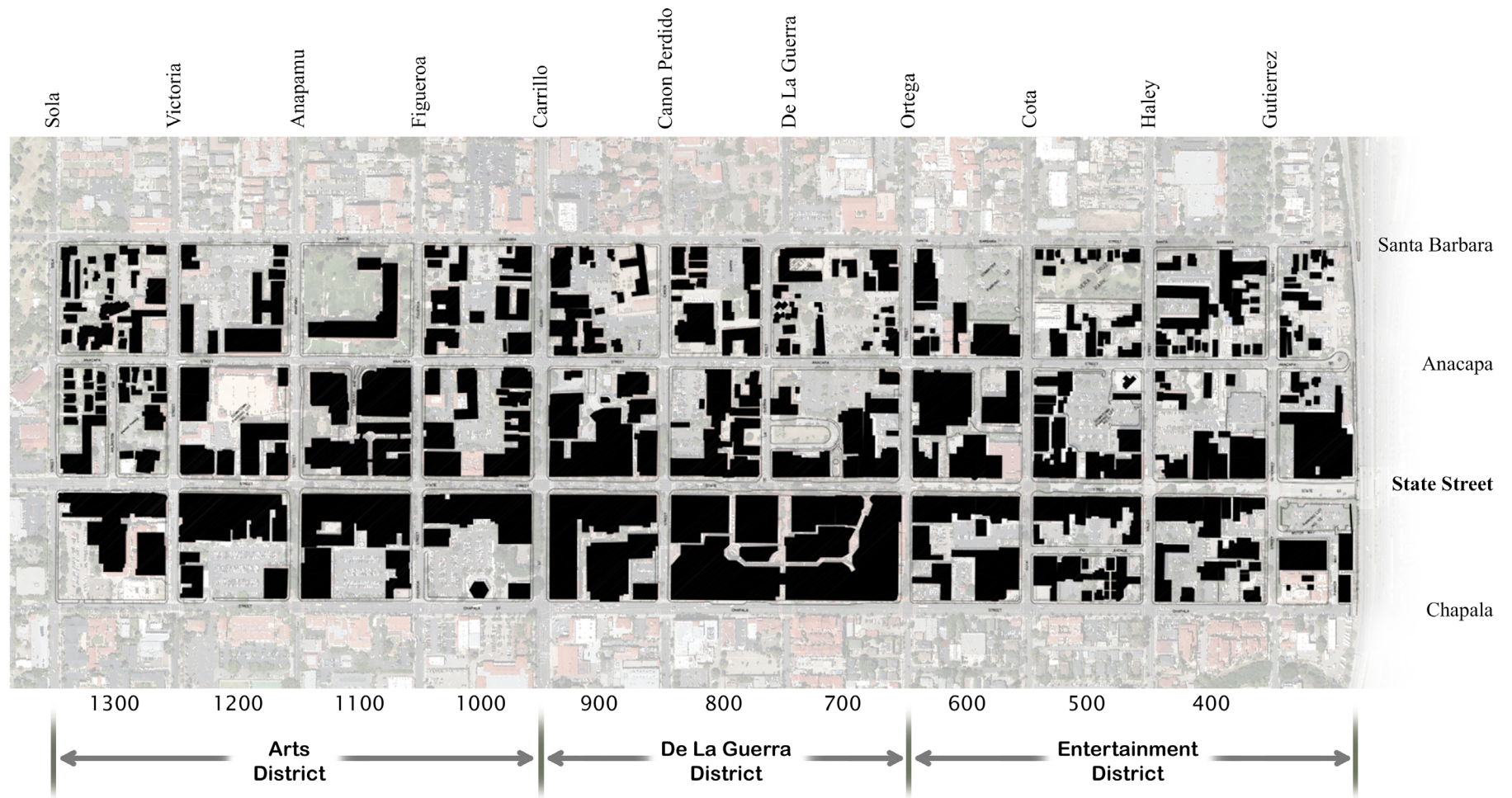


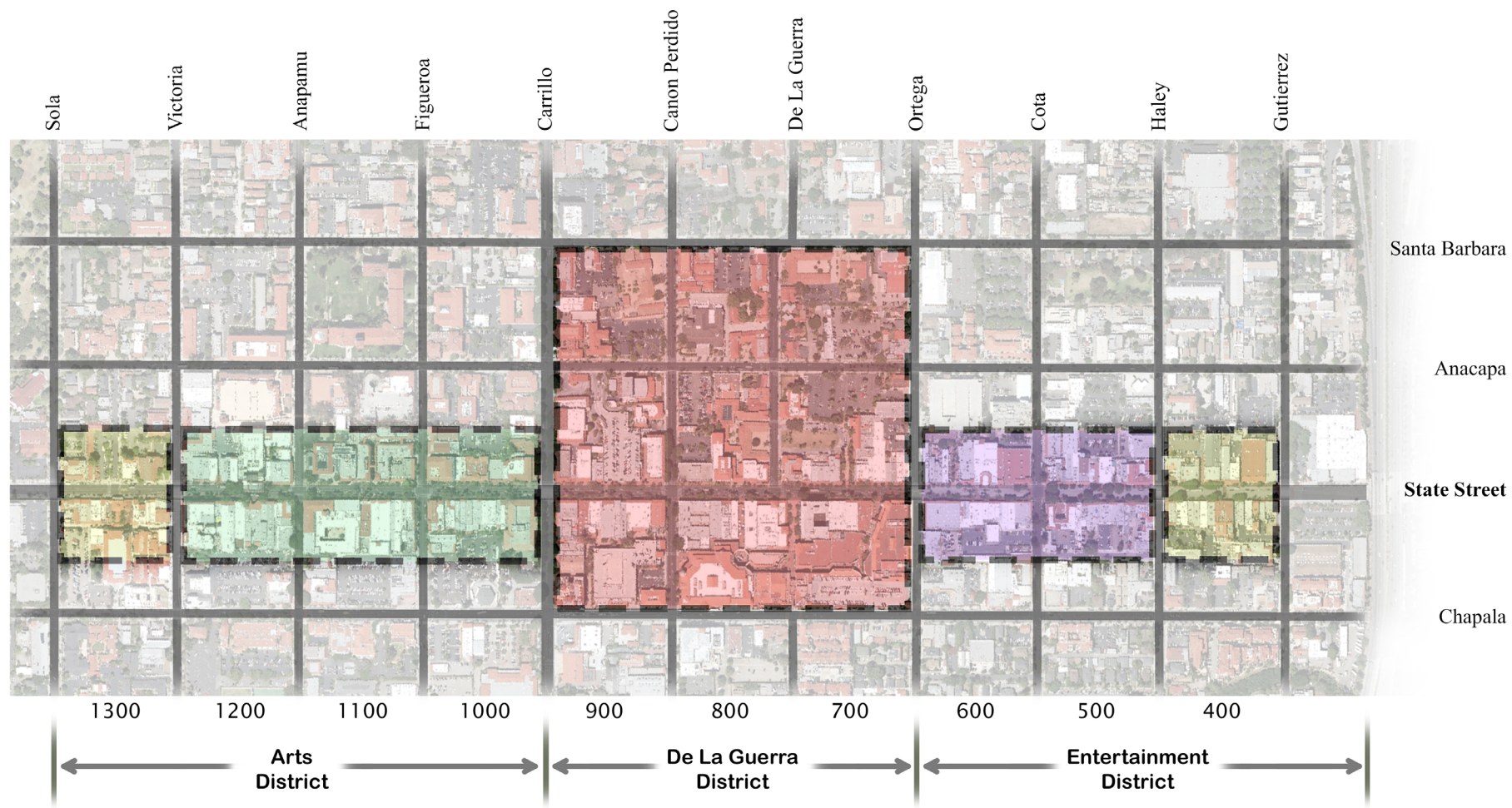
STATE STREET OVERVIEW



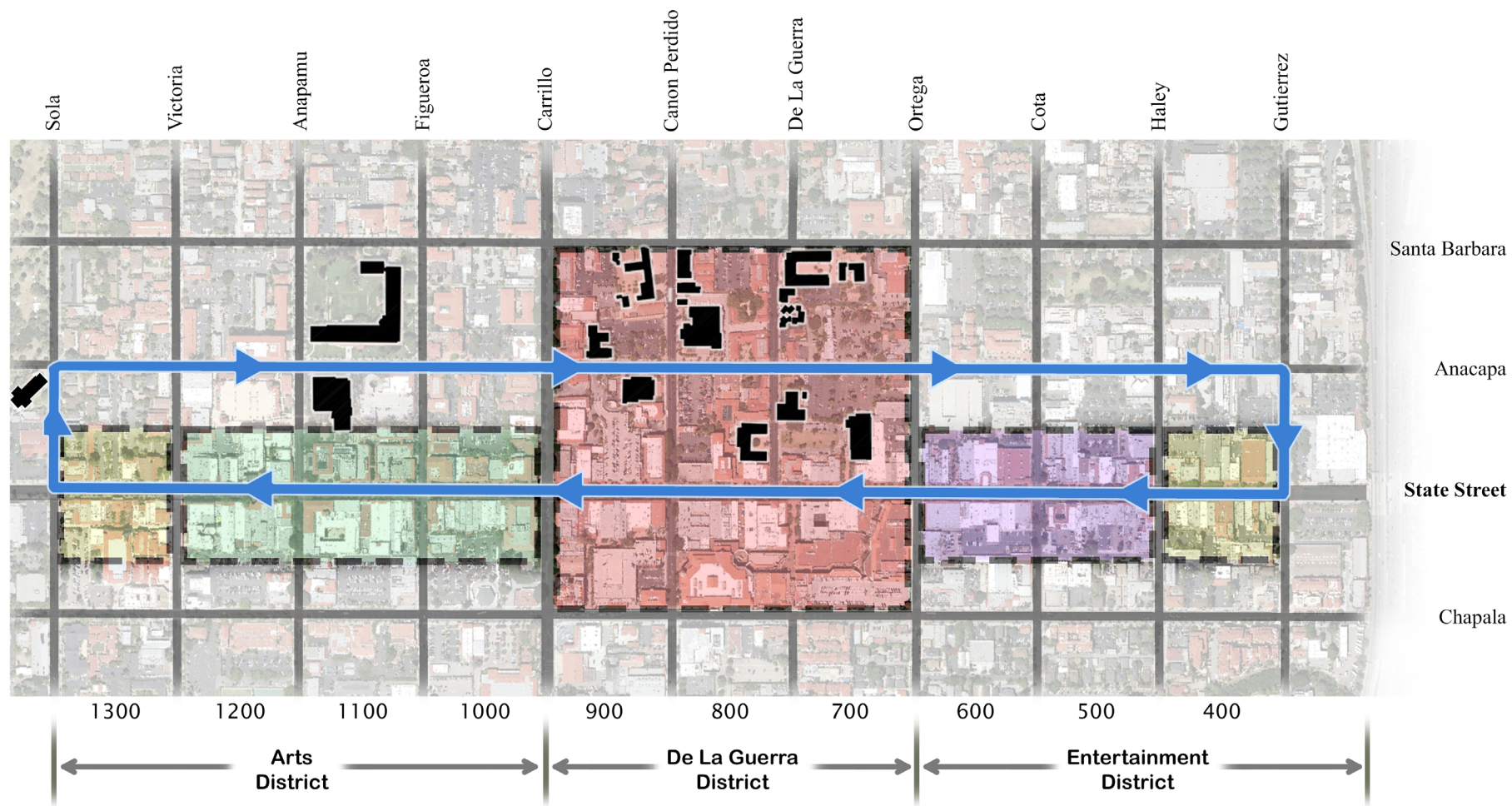
STATE STREET FIGURE-GROUND



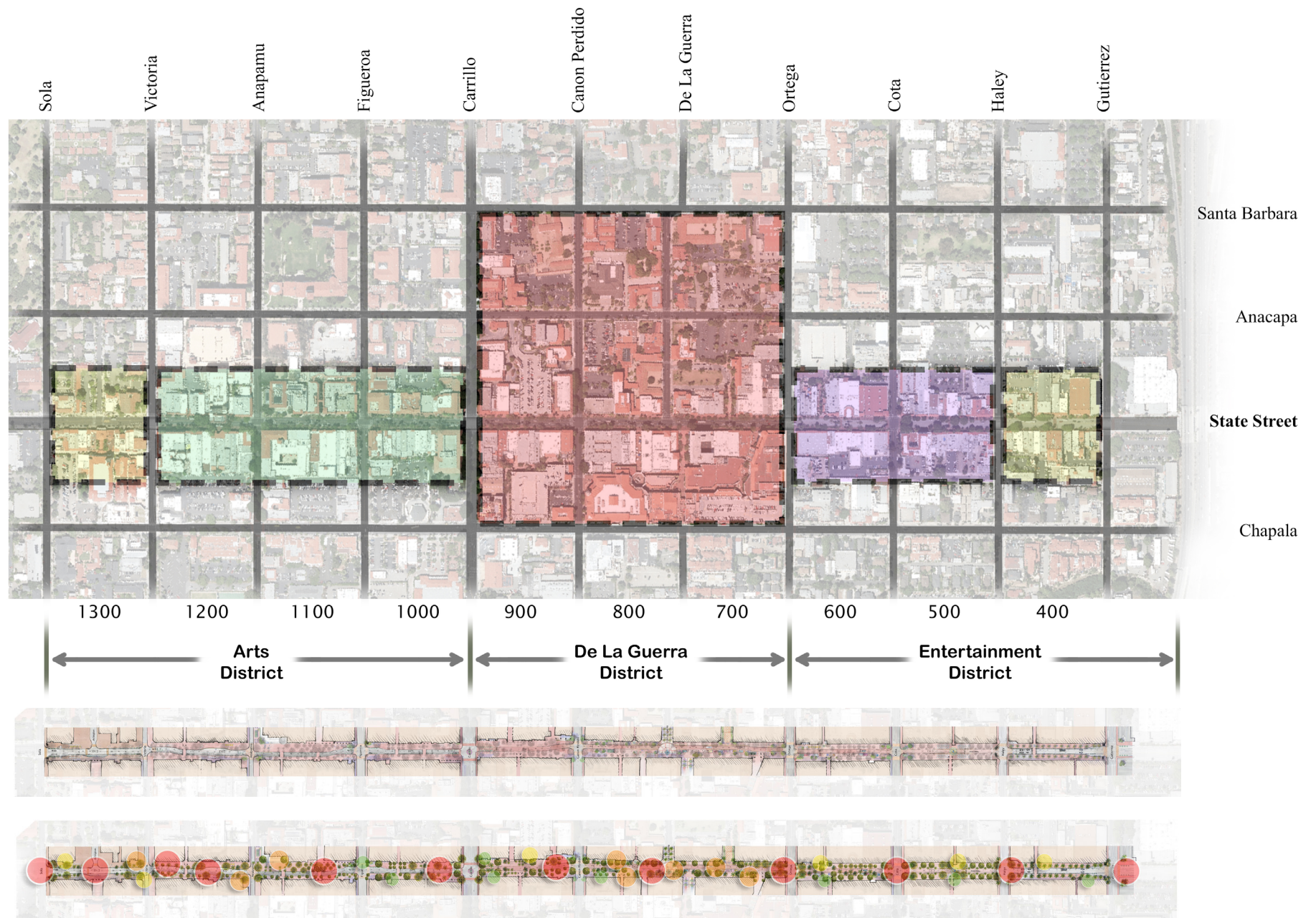
BLOCKS OF INTEREST



ZONES



EXPERIENTIAL TRANSIT PATH



DESIGN OVERVIEW



- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

400 BLOCK - LANDSCAPE



400 BLOCK - PERSPECTIVE



- Flat, flexible, and curbless
- 20 ft car-free, experiential-transit, pedestrian & bikes
- 60 ft dedicated to pedestrian, dining, and performers

500-600 BLOCK



- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

500-600 BLOCK - LANDSCAPE



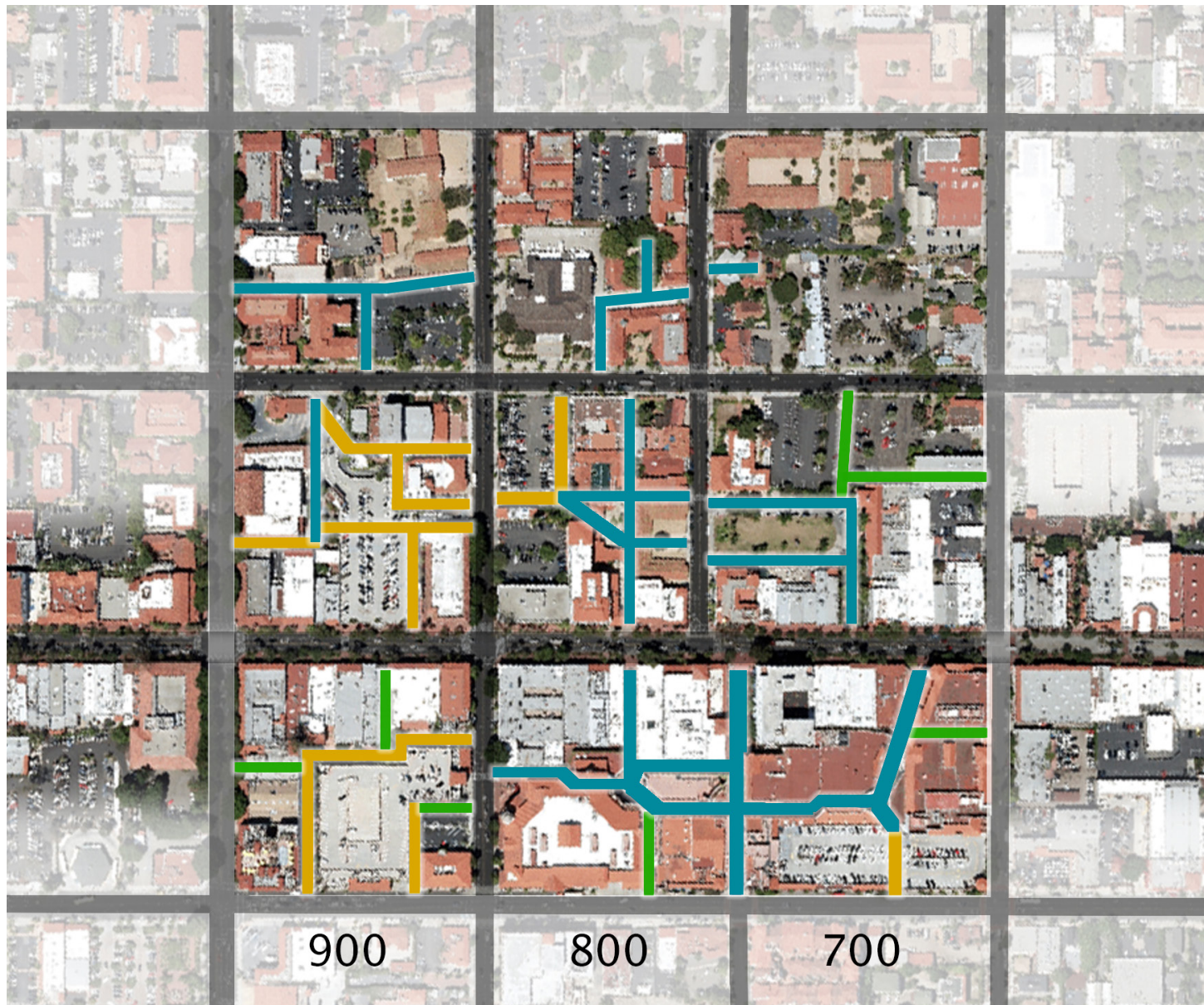
500 BLOCK - PERSPECTIVE



600 BLOCK - PERSPECTIVE

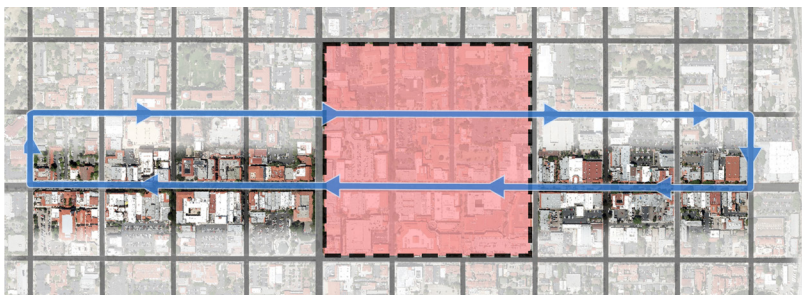
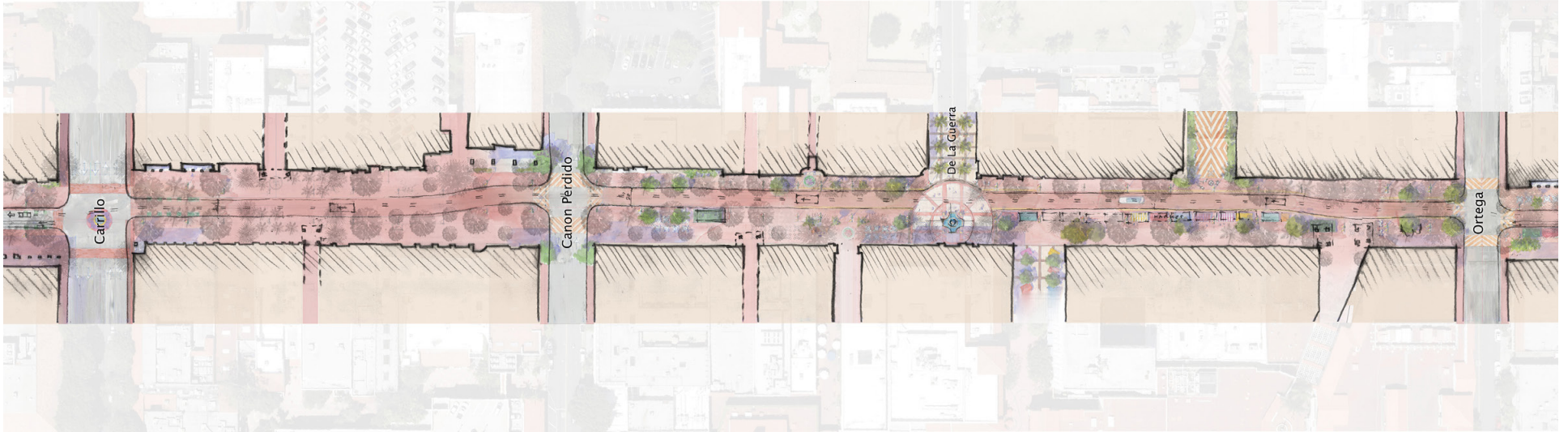


500-600 BLOCK - ALTERNATE



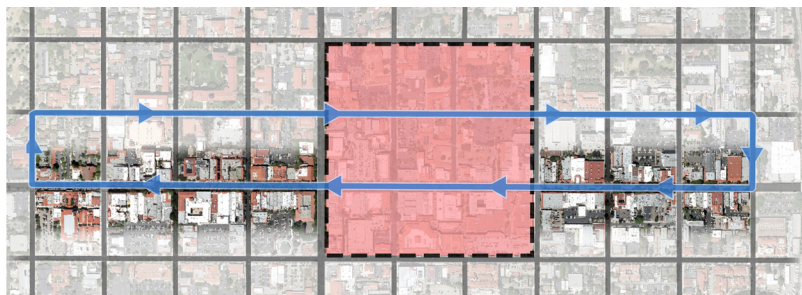
- Existing paseo
- Potential paseo
- Weak paseo

700-900 BLOCK - PASEO PLAN



- Pedestrian-prioritized flat, flexible, and curbless for all 80 ft
- Loading and delivery at early hours
- ‘Walk-your-wheels’ options for certain times of week/year

700-900 BLOCK



- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

700-900 BLOCK - LANDSCAPE



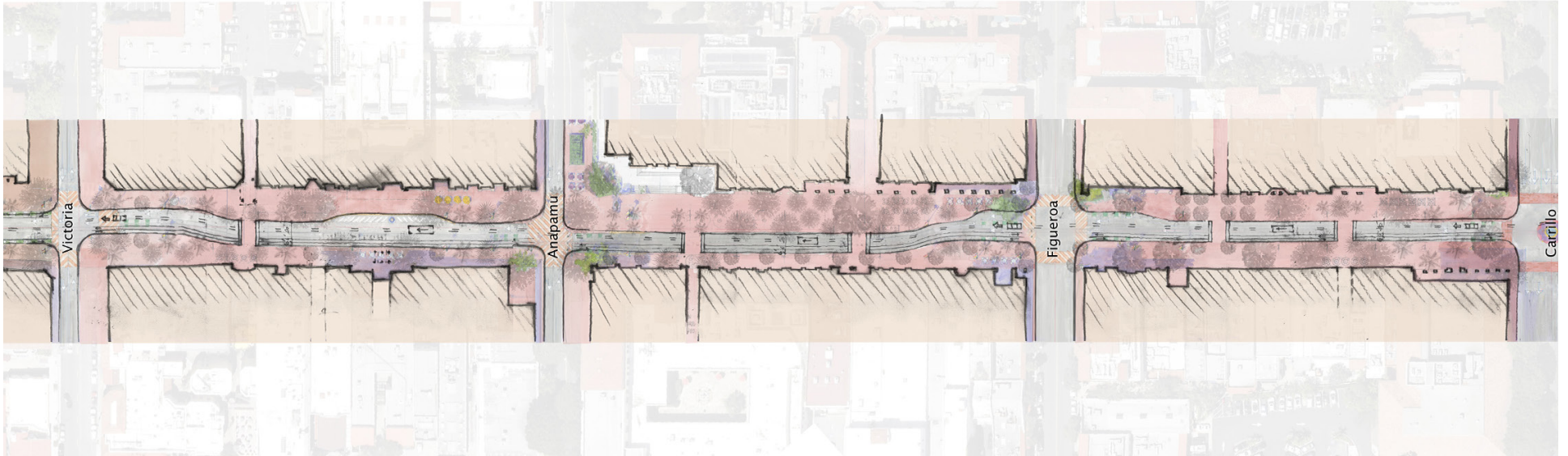
700 BLOCK - PERSPECTIVE



800 BLOCK - PERSPECTIVE

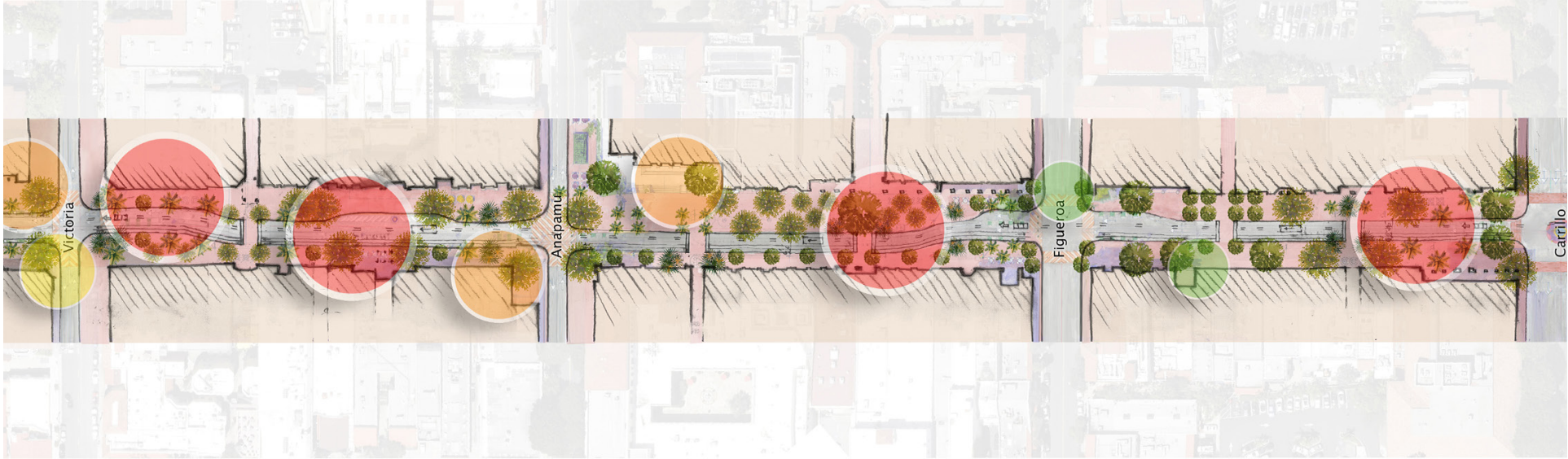


900 BLOCK - PERSPECTIVE



- Increased pedestrian sidewalk for exhibit space and dining
- One way car lane allows theater drop-offs and two-way bike lanes

1000-1200 BLOCK



- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

1000-1200 BLOCK - LANDSCAPE



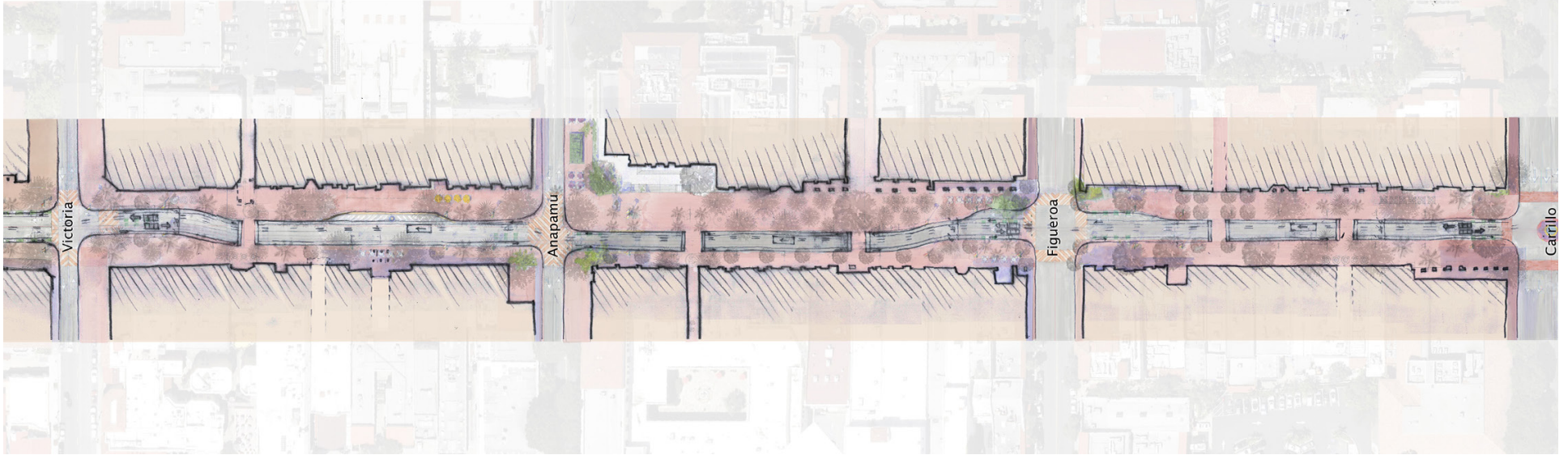
1000 BLOCK - PERSPECTIVE



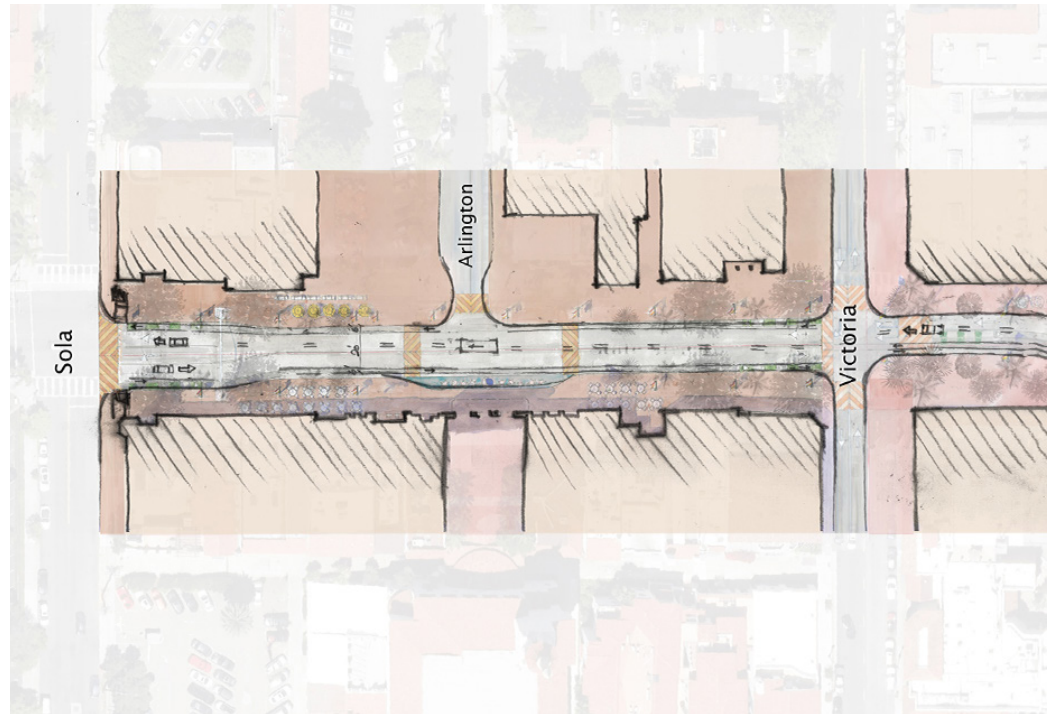
1100 BLOCK - PERSPECTIVE



1200 BLOCK - PERSPECTIVE



1000-1200 BLOCK - ALTERNATE



- Two way car lanes and two-way bike lanes allows access and helps with public safety
- Gateway between Upper State and downtown core

1300 BLOCK

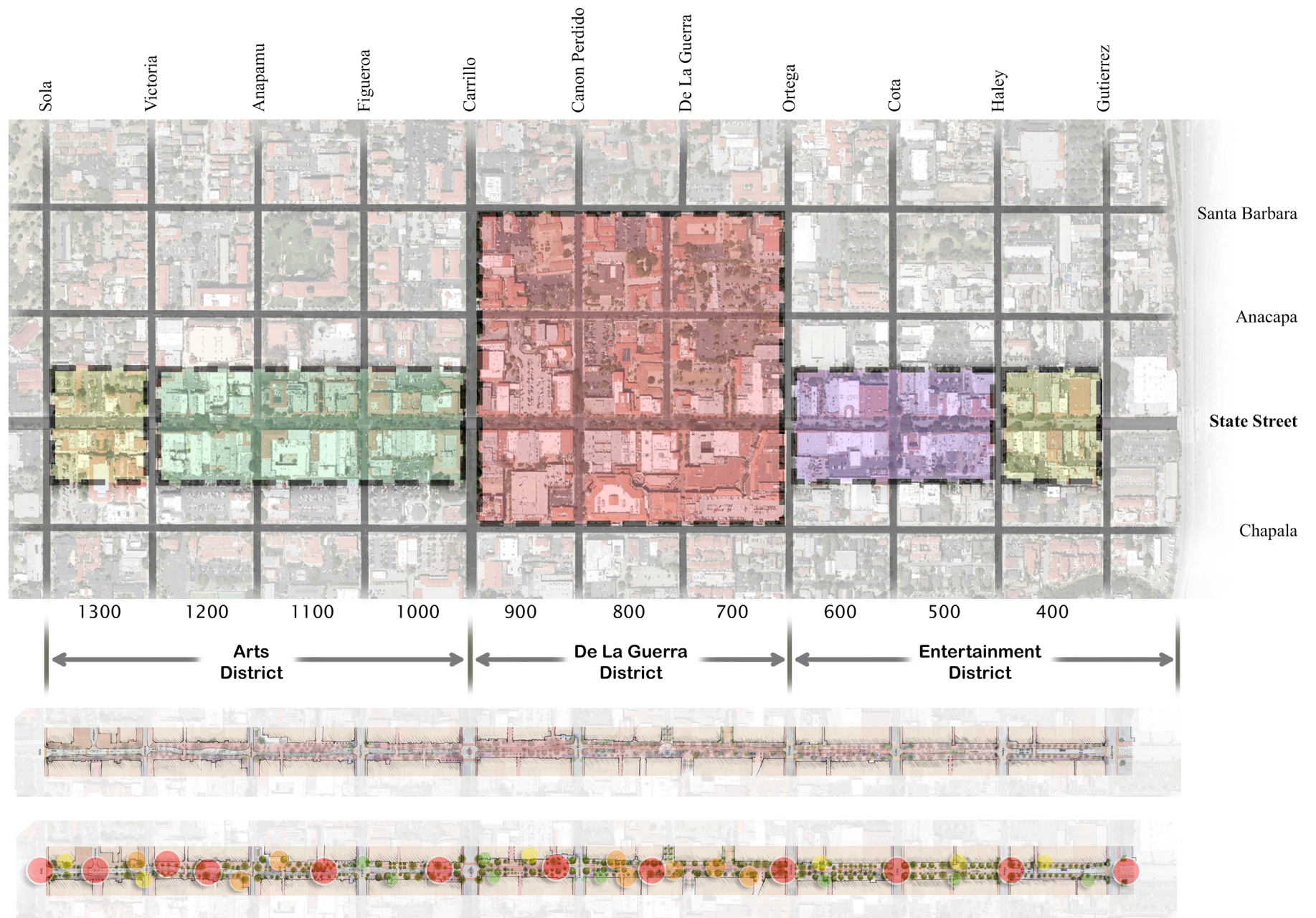


- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

1300 BLOCK - LANDSCAPE



1300 BLOCK - PERSPECTIVE



DESIGN OVERVIEW