

DRAFT
MINUTES OF THE MEETING

Jenny A. Durkan
Mayor

Rico Quirindongo
Interim Director, OPCD

Justin Clark, Chair

Vinita Sidhu, Vice Chair

Kim Baker

Adam Amrhein

Jill Crary

Elizabeth Conner

Azzurra Cox

Mark Johnson

Amalia Leighton

Elaine Wine

Michael Jenkins
Executive Director

Valerie Kinast
Coordinator

Aaron Hursey
Planner

Juliet Acevedo
Administrative Staff

**Office of Planning and Community
Development**

600 4th Avenue, Floor 5
PO Box 94788
Seattle, WA 98124-4019

TEL 206-615-1349
FAX 206-233-7883
seattle.gov/opcd

August 19, 2021

Convened 8:30 am

Adjourned 3:30 pm

Projects Reviewed

3rd Ave W Pedestrian Bridge

Georgetown to South Park Connection

Pike Pine Streetscape and Bicycle Improvements

Commissioners Present

Justin Clark, Chair

Vinita Sidhu, Vice Chair

Adam Amrhein

Kim Baker

Elizabeth Conner

Azzurra Cox

Commissioners Excused

Jill Crary

Mark Johnson

Amalia Leighton Cody

Elaine Wine

Staff Present

Michael Jenkins

Valerie Kinast

Aaron Hursey



August 19, 2021
1:30 – 3:30 pm

Project: Pike Pine Streetscape and Bicycle Improvements
Type: CIP
Phase: Concept Design
Previous Reviews: 5/7/20, 12/19/19, etc.
Presenters: Therese Casper, SDOT
Steve Pearce, SDOT
David Grant, ZGF
Kenneth Loen, Toole

Attendees: Christopher Burno, Artist
Wayne Flowers, Enviroissues
Gage Hamilton, Artist
Bruno Lambert
Molly Spetalnick, ZGF
Ruri Yampolsky, SDOT

Recusals and Disclosures:

Amalia Leighton is recused from the project review

Project Description

The City of Seattle's Office of the Waterfront is designing and implementing a multi-phased streetscape plan for the Pike and Pine Street corridors in Downtown Seattle between 1st Ave near Pike Place Market, and Bellevue Ave, located on the west side of the Capitol Hill neighborhood. This project will achieve a key objective of Waterfront Seattle: to improve east-west connections between the waterfront and surrounding neighborhoods. The plan and its implementation will focus on providing street enhancements, opportunities for activation and programming, and improve east-west connections for pedestrians, cyclists, and vehicles. The plan will be implemented concurrent with other City sponsored projects including the One Center City, Third Ave Transit Corridor Improvements, Center City Connector, and Center City Bike Network. The WSCC Expansion project will also participate in this project through a \$10M contribution to fund the plan and its implementation as part of its public benefit obligations related to the vacation of several streets and alleys at and near their project.

Meeting Summary

This was the Seattle Design Commission's (SDC) fourth review of the Pike Pine Renaissance Project. The purpose of this meeting was to review the schematic design phase (60% design phase) for the project. After the presentation and discussion, the SDC voted 6-0, to approve the concept design for the Pike Pine Renaissance Project with several recommendations.

Summary of Presentation

The presentation was led by Therese Casper from Office of the Waterfront, with assistance from Steve Pearce, Office of the Waterfront, David Grant of ZGF, and Kenneth Loen, Toole and Associates. The presentation provided an overview of how overall design concepts, along with specific design features, have been refined since the previous commission meeting. The presentation included information on

- Changes since the Commission's review of 30% design
- The ongoing community engagement process including its role in advancing design elements related to public safety, storefront activation, modal transfers, and activation at Westlake Park
- An overview of the elements of continuity provided throughout the project area including approach towards public art, planting areas, updated concrete barriers to divide bicycles from automobile movements, seating features, and other similar design solutions
- A block-by-block study of how the various design elements have been applied and advanced
- Sustainability goals applied to the project.

Agency Comments

None

Public Comments

None

Summary of Discussion

The Commission organized its discussion around the following issues:

- Overall
- Art program
- Materials
- Legibility
- Infrastructure
- Outreach

Overall

The shift of the bike resource from Bellevue to Melrose is a positive move, as it aligns with the overall Melrose trail project. The outreach on issues with accessibility, and its results, are a positive move for the project.

Art program

The strength of the art program is that it is a system along the corridor. Commissioners indicated concerns that the strength of this concept may be lost due to a lack of overall legibility by the public. The team should consider and implement options that strengthen the message of the art and its role for the space. Commissioners also challenged the project team to advance the overall concept to create specific locations where art is used to create places of distinction to offset the linear nature of the art program. Creating moments of distinction and moments of continuity will advance and strengthen the program.

Materials

The cost savings of not having to replace sidewalks is an important development, as well as the approach to the Boren Avenue crossings and the bicycle section at Westlake Park. Commissioners also understood and appreciated the approach to paving materials and color. However, consideration should be paid to coordination between colors of crosswalks and nearby art program elements to maximize the visibility of the crosswalks. Commissioners also support and appreciate the choices of street furniture, in particular the use and distribution of seating and its design for all ages and users.

The team should make sure that the use of metal materials promotes sustainability goals by reducing potential toxins that could leach into stormwater systems.

Legibility

Commissioners understand and appreciate efforts made by the design team to promote and enhance urban design solutions within the corridor. Commissioners encourage the team to work with Sound Transit designers to align station entrances and identity with goals for Pike Pine corridor. Commissioners also support the continued work with WSDOT to look for opportunities to enhance and increase sidewalk and bicycle infrastructure on Pine Street bridge.

Outreach

Commissioners appreciated and understood the approach to public outreach and the need to address public safety concerns expressed in the outreach. Commissioners believe that creating mobile resource centers as opposed to mobile centers dedicated to Seattle Police Department services would produce better community-based outcomes.

Action

The Commission thanked the project team for their presentation of the schematic design phase for the Pike Pine Streetscape and Bicycle Improvements project. Overall, The Commission appreciated thoroughness of presentation, the ongoing development of the art program, continued community engagement, and the development of seating, paving, and other materials and how they are working together to provide consistency along corridor.

The Commission recommended the team better understand which mobile services could be provided to enhance the corridor for residents, workers, and visitors. Commissioners then stated that the condition of approval from the previous meeting held on May 7th, 2020, had been met. The then voted 6-0 to approve the

schematic design for the Pike Pine Streetscape and Bicycle Improvements project with the following recommendations:

1. Further develop Art program to refine linear nature of the program along with providing opportunities for distinct place-based artistic interventions
2. Continue to refine seating options to create individual places and seating groupings
3. Continue to evaluate how east-west travel (Summit to Sea) can inform design motifs carried out through paving, street furniture, and other key project features.
4. Continue to coordinate with ST and WSDOT to make sure Pike Pine program aligns with their respective agencies' goals and outcomes
5. Understanding that a police presence will always be present and be needed for public safety but recommend keeping the mobile SPD unit out of the public realm design, and potentially looking at other services like a Mobile Resource Center.
6. Recommend continuing engagement and discussion with WSDOT on the Pike bridge enhancements to understand what would be allowable within their "Do No Harm" policy. The recessed ped zone currently proposed is a major downgrade in the pedestrian and bicycle experience along this very important stretch of the corridor, so finding a potential way to enhance either the sidewalk or the bike buffer beyond the typical paint and post approach that still fits within WSDOT's acceptance is worth pursuing.