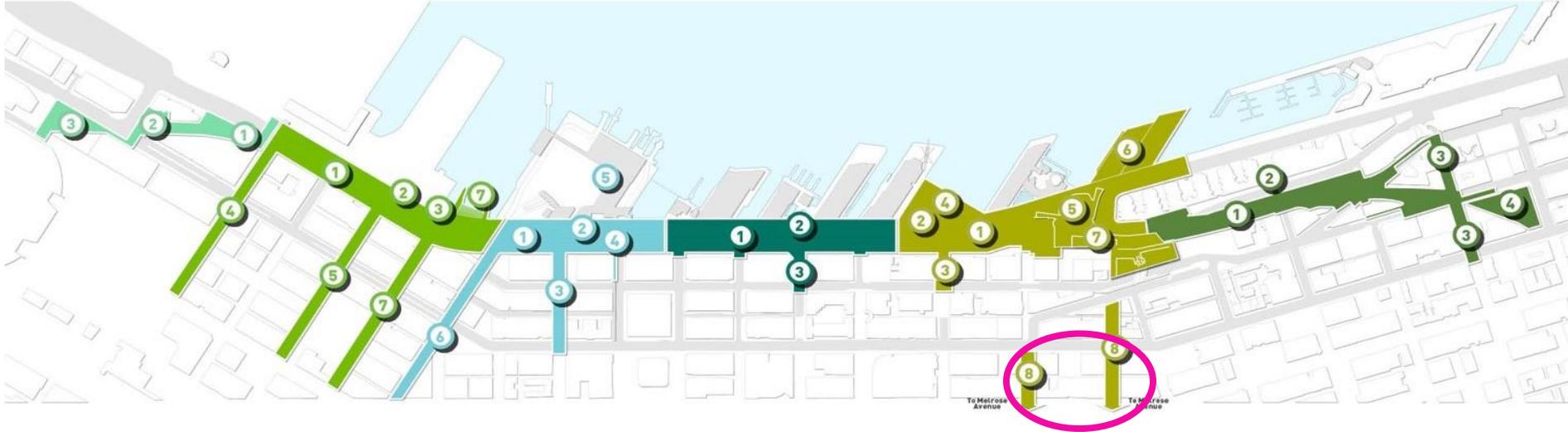


PIKE PINE RENAISSANCE: ACT ONE

October 19, 2017



WATERFRONT SEATTLE PROGRAM



RAILROAD WAY	PIONEER SQUARE	TRANSIT HUB	HISTORIC PIERS	CENTRAL PUBLIC SPACE	BELLTOWN
1 WATERFRONT	1 ALASKAN WAY	1 ALASKAN WAY	1 ALASKAN WAY	1 ELLIOTT WAY	1 ELLIOTT WAY
2 PIONEER SQUARE	2 WATERFRONT PROMENADE	2 WATERFRONT PROMENADE	2 WATERFRONT PROMENADE	2 WATERFRONT PROMENADE	2 LENORA ST. PED BRIDGE RETROFIT
3 STADIUMS	3 WASHINGTON ST. BOAT LANDING	3 COLUMBIA ST.	3 SENECA ST.	3 UNION ST.	3 BELL ST.
	4 S. KING ST.	4 MARION ST. PEDESTRIAN BRIDGE		4 WATERFRONT PARK REBUILD	4 PORTAL PARK
	5 S. MAIN ST.	5 COLMAN DOCK TERMINAL REPLACEMENT		5 OCEAN PAVILION	
	6 S. WASHINGTON ST.	6 YESLER WAY		6 PIERS 62/63 PHASE 1 REBUILD	
	7 HABITAT INTERTIDAL ZONE			7 OVERLOOK WALK	
				8 PIKE/PINE STS.	

500 ft.

PIKE PINE RENAISSANCE ACT ONE



PROJECT INTRODUCTION

- Pike and Pine streets, between First and Melrose avenues
- Pedestrian and streetscape improvements
- Budget: \$20 million (design and construction) for 1st to 9th avenues; potential for an additional \$10 million for 9th to Melrose
- Funding source: Waterfront Local Improvement District, related projects



PROJECT LEADERSHIP

- Partnership between City of Seattle Office of the Waterfront and the Downtown Seattle Association (DSA)
- Builds on DSA's 2013 Pike Pine Renaissance Design Vision
- Achieves a key Waterfront Seattle objective: improve east-west connections between the waterfront and surrounding neighborhoods
- City of Seattle will construct improvements as a part of Waterfront Seattle construction

ZGF - DESIGN TEAM



Prior work - Portland Transit Mall and Downtown Boise

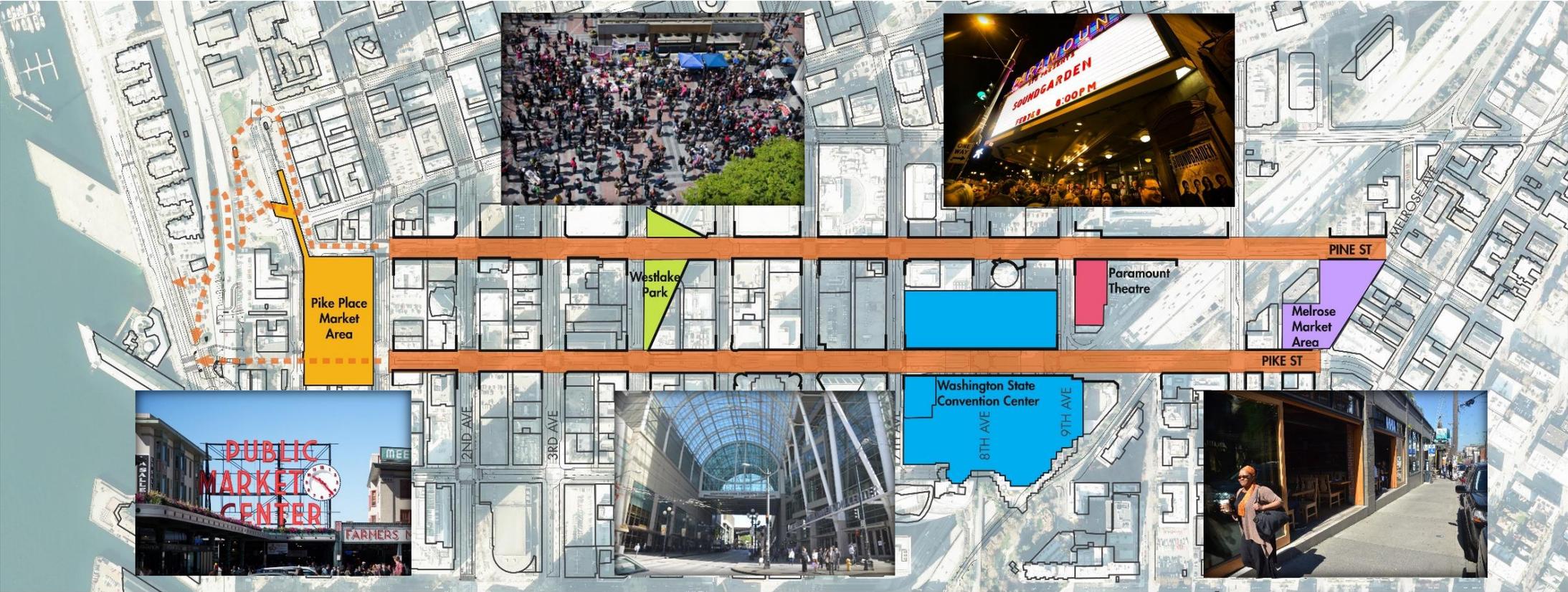
GUIDING PRINCIPLES

- Reinforce the role of Pike and Pine as **primary east-west pedestrian streets**
- Offer a **generous, safe and continuous** pedestrian experience
- Provide **places to linger** and enjoy city life
- Foster **stewardship and activation** by adjacent property owners and tenants



CONCEPT DESIGN DEVELOPMENT

URBAN DESIGN ANALYSIS

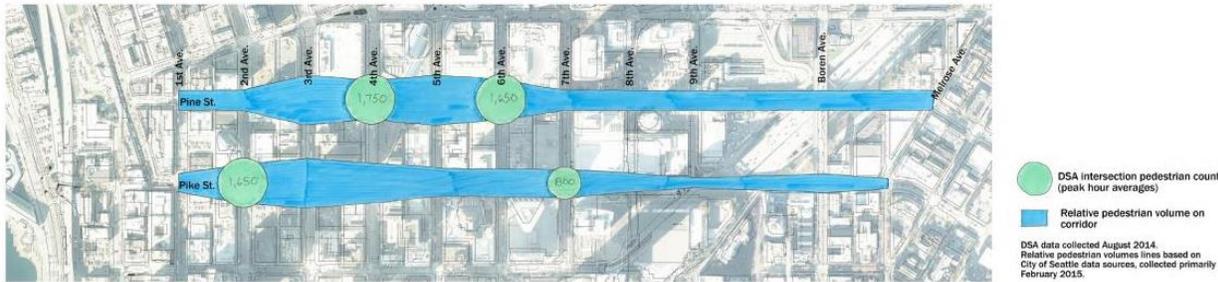
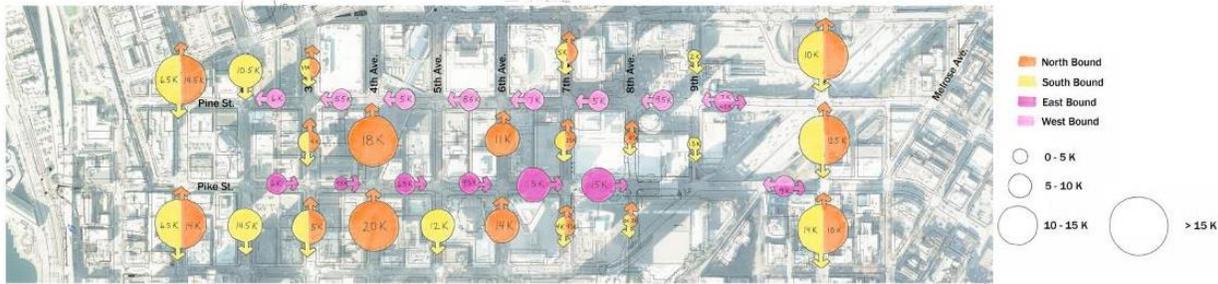
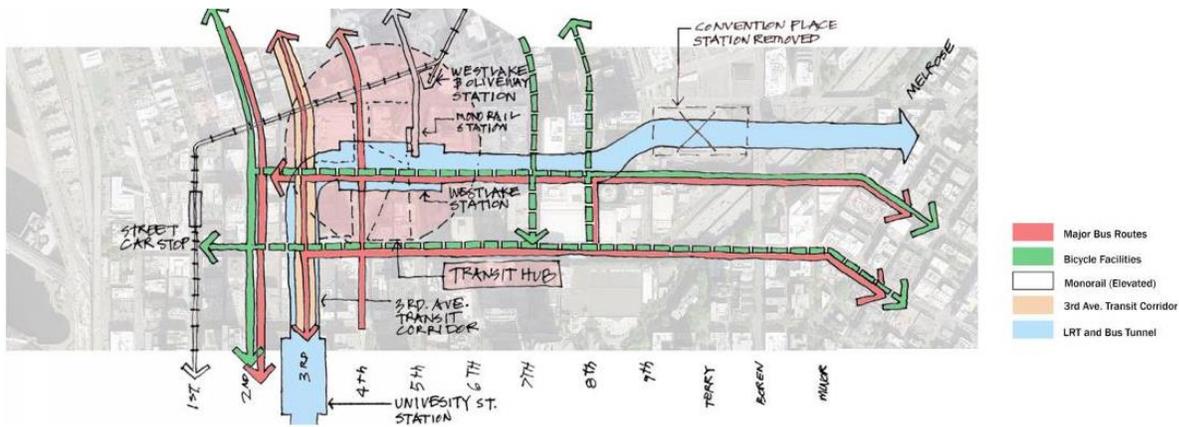


The corridor contains **unique attributes and landmarks** along varying segments of the corridor, but lacks **connecting elements** to create a continuous pedestrian experience.

CHALLENGES

- Budget is modest compared to length of corridor
- Inconsistent quality of pedestrian experience
- Poor connections between Downtown and Capitol Hill
- Concerns about negative activity at 3rd Ave and Pine St
- Few places to linger
- Transit station entrances are difficult to find
- Streets are not welcoming to bike riders of all ages and abilities





TRANSIT HUB

Pike and Pine are a crossroads where people walk, bike, drive, and use public transportation, including buses, light rail, streetcar, and monorail. This map illustrates current and proposed multi-modal routes through Pike and Pine.

TRAFFIC VOLUMES

Pike and Pine are important traffic and transit connectors, but do not have the traffic-carrying capacity of the north-south avenues. Vehicular movements on Pike and Pine and the north-south avenues affect the pedestrian experience, whether crossing an avenue or walking along the corridor.

PEDESTRIAN VOLUMES

Pedestrian activity contributes to, and encourages, urban street vitality. Low pedestrian activity can also indicate weak or uncomfortable streetscapes and public environments, creating an unsafe feeling. The blue lines on this map depict the relative levels of pedestrian activity within the corridor. At four select intersections, the green circles indicate the number of pedestrians using that intersection during the peak hour of the day in summer months.

OPPORTUNITIES



- Vehicle volumes are low compared to vehicle space in roadways
- Existing tree canopy and pedestrian lighting is an asset to enhance
- Opportunity to build on DSA's successful programming at Westlake Park
- Pedestrian improvements through public and private development in corridor
- Improved design through coordination with concurrent transportation projects



Two, three globe lights - defining fixtures; inconsistent pattern

Sidewalk conditions and furnishings - variable, but quality and consistency could improve

Tree conditions vary, but could become more continuous

Vertical marquees and neon signs are interesting and unique features that add character



There are episodes of flexible space with activation, but uneven

The pedestrian experience is strained by lower **street level vitality** and lower **perceptions of safety** in the east and west reaches



Pedestrian mobility challenges – Pike and 9th, the I-5 overpasses, and Boren intersections

High pedestrian volumes – challenge for creating “staying places”

Automobiles, pedestrians and transit - accommodated, not optimized; **cyclists** – limited accommodation

COMMUNITY FEEDBACK: KEY THEMES

- Prioritize pedestrian **comfort and safety**
- Encourage **active and transparent storefronts**
- Consider **many modes** of transportation
- Incorporate more **greenery and landscaping**
- Build on the **successful activation** at Westlake Park
- Corridor between **4th-9th avenues works well**; extend this success to I-5 overpasses and Pike and Pine between 1st-4th avenues



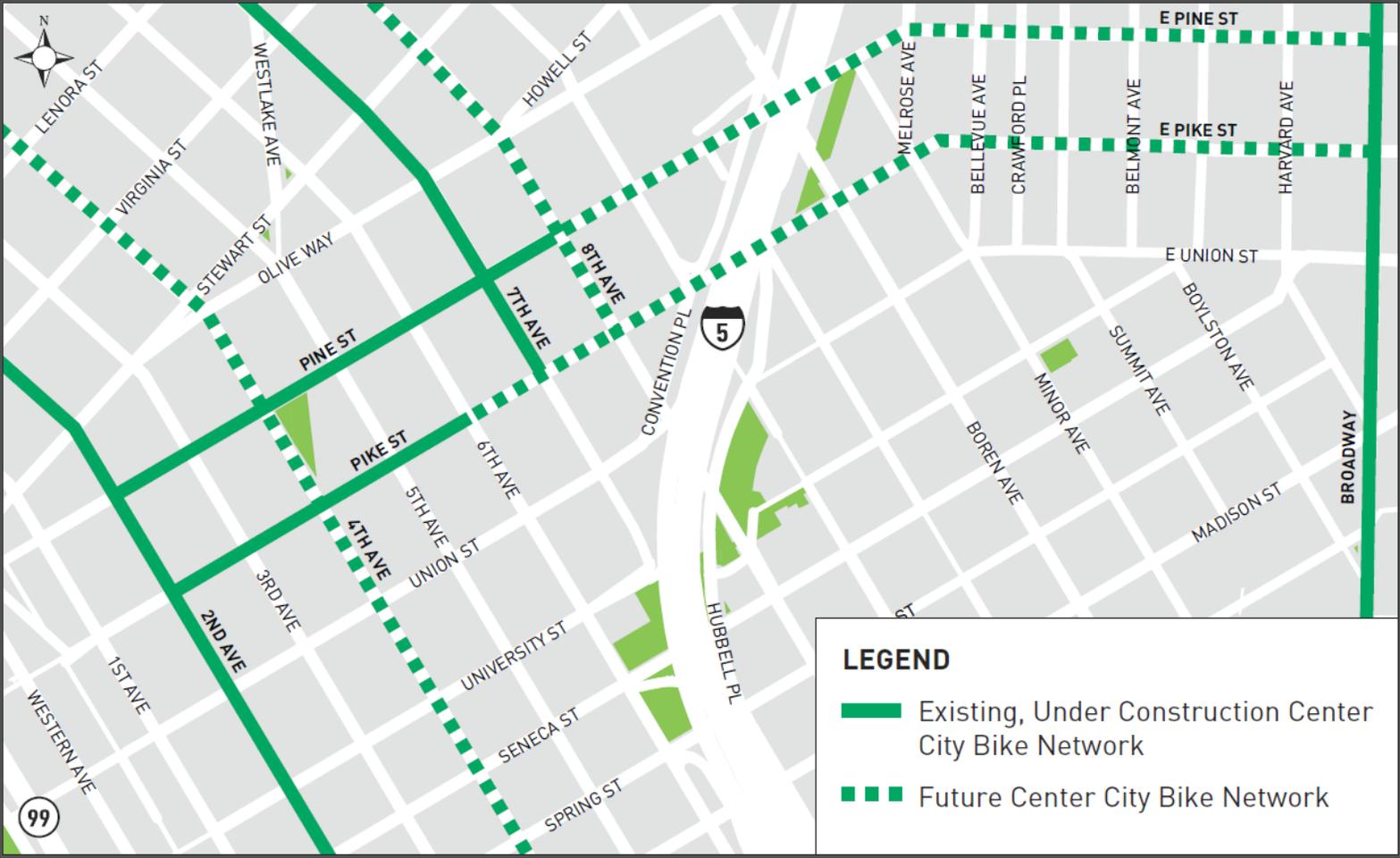
PROJECT COORDINATION

Coordination with many other projects:

- One Center City
- Center City Connector
- Third Avenue Transit Corridor
- Westlake Park
- Washington State Convention Center
- Center City Bicycle Master Plan
- Center City Wayfinding
- Center City Public Art program
- SDOT downtown streetscape standards
- Private development projects



CENTER CITY BIKE CONNECTIONS



THE NEW PIKE AND PINE EXPERIENCE

SAFER

Pike and Pine will be comfortable and predictable for all users, with shorter, more visible crosswalks, wider sidewalks, uniform light levels, protected bike lanes and positive street activity.



MORE DYNAMIC

Public seating and sidewalk cafes, plus programming, more greenery, active business frontages and iconic lighting will create places to linger and enjoy city life.

BETTER CONNECTED

Pike and Pine will have a more consistent character and identity from end to end. The connection to Capitol Hill over the freeway will be more welcoming, with wider sidewalks, higher rails, greenery and pedestrian lighting. The connection to Pike Place Market will feature curbless streets to calm traffic and welcome pedestrians.

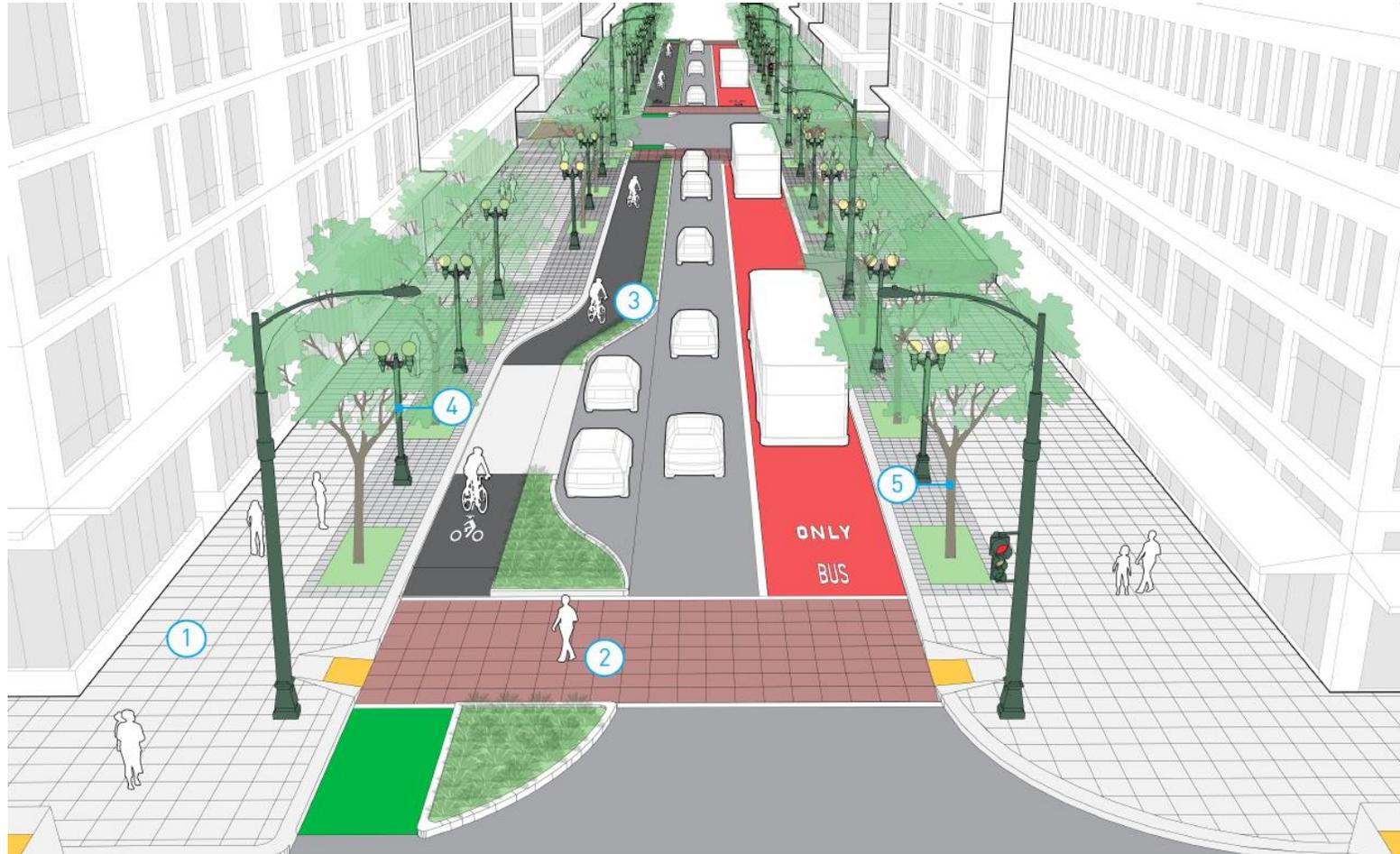
FOCUS AREAS



-  WEST FOCUS AREA
-  ELEMENTS OF CONTINUITY
-  WATERFRONT CONNECTION
-  CENTRAL FOCUS AREA
-  FUTURE REDEVELOPMENT & RENOVATION PROJECTS
-  EAST FOCUS AREA
-  POTENTIAL REDEVELOPMENT & RENOVATION PROJECTS

ELEMENTS OF CONTINUITY

ELEMENTS OF CONTINUITY



PROPOSED STANDARD BLOCK

- 1 Consistent quality of sidewalk paving
- 2 Signature crosswalk design
- 3 Protected bike lane and vegetated buffer
- 4 Two-globe pedestrian lighting
- 5 Enhanced tree canopy

PAVING AND CROSSWALKS



2x2 concrete crosswalk



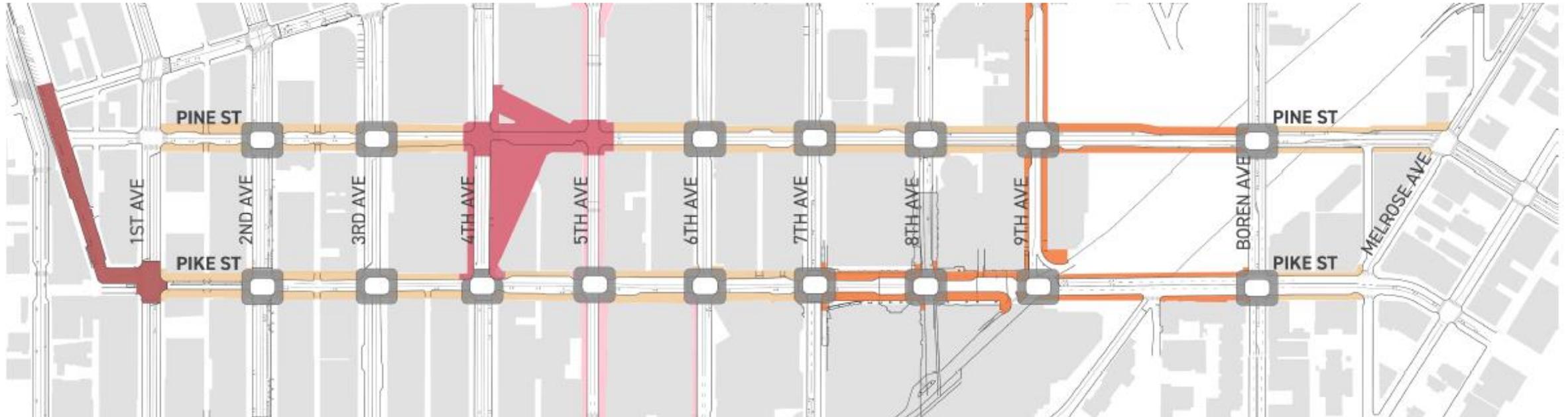
Standard paving



Plank paving

PAVING AND CROSSWALKS

PROPOSED PAVING PLAN



- | | | | |
|--|--|---|--|
|  | 2'X2' SCORED CONCRETE PAVING (CITY STANDARD) |  | LONDON BLOCKS |
|  | 1'X4' PLANK PAVING |  | PIKE PLACE MARKET BRICK |
|  | WESTLAKE PAVING |  | 2'X2' SCORED CONCRETE CROSSWALK PAVING |

LIGHTING



Two-globe street lighting



Existing iconic lighting



Bridge mounted lighting

LIGHTING

PROPOSED STREET AND PEDESTRIAN LIGHTING PLAN



-  TWO-GLOBE PEDESTRIAN POLE
-  TRI-GLOBE PEDESTRIAN POLE
-  COBRA HEAD STREET LIGHT
-  TWO-GLOBE + COBRA HEAD
-  COBRA HEAD STREET LIGHT, UTILITY POLE
-  EXISTING BUILDING-MOUNTED LUMINAIRES
-  BRIDGE-MOUNTED LIGHTING
-  NEW CITY STANDARD FIXTURE

TREES AND LANDSCAPING



Vegetated bike lane buffer



Landscape elements on overpass



Enhance existing tree canopy

TREES AND LANDSCAPING

PROPOSED TREES AND LANDSCAPING PLAN



-  EXISTING TREES OR LANDSCAPE
-  PROPOSED TREES OR LANDSCAPE
-  NEW TREE INFILL
-  TREE REPLACEMENTS
-  FREEWAY LANDSCAPE IMPROVEMENTS
-  REHAB VERTICAL LANDSCAPE
-  VEGETATED BIKE LANE BUFFER

PROTECTED BIKE LANE

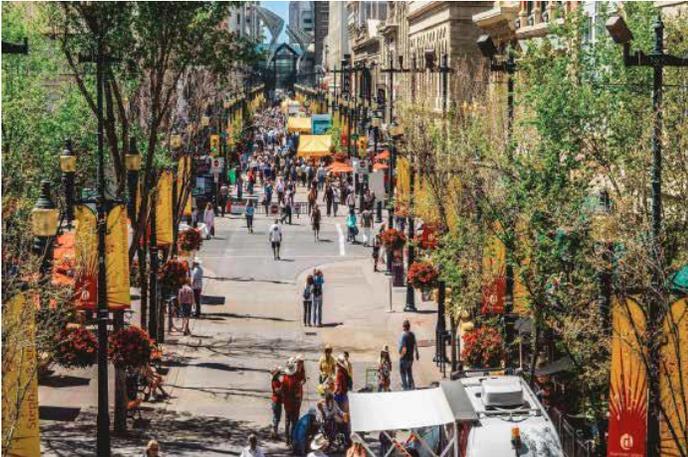


Raised protected bike lane



FOCUS AREAS

WEST FOCUS AREA: 1ST – 4TH AVENUES



Curbless shared streets near Pike Place Market



Increased legibility at transit station entrances

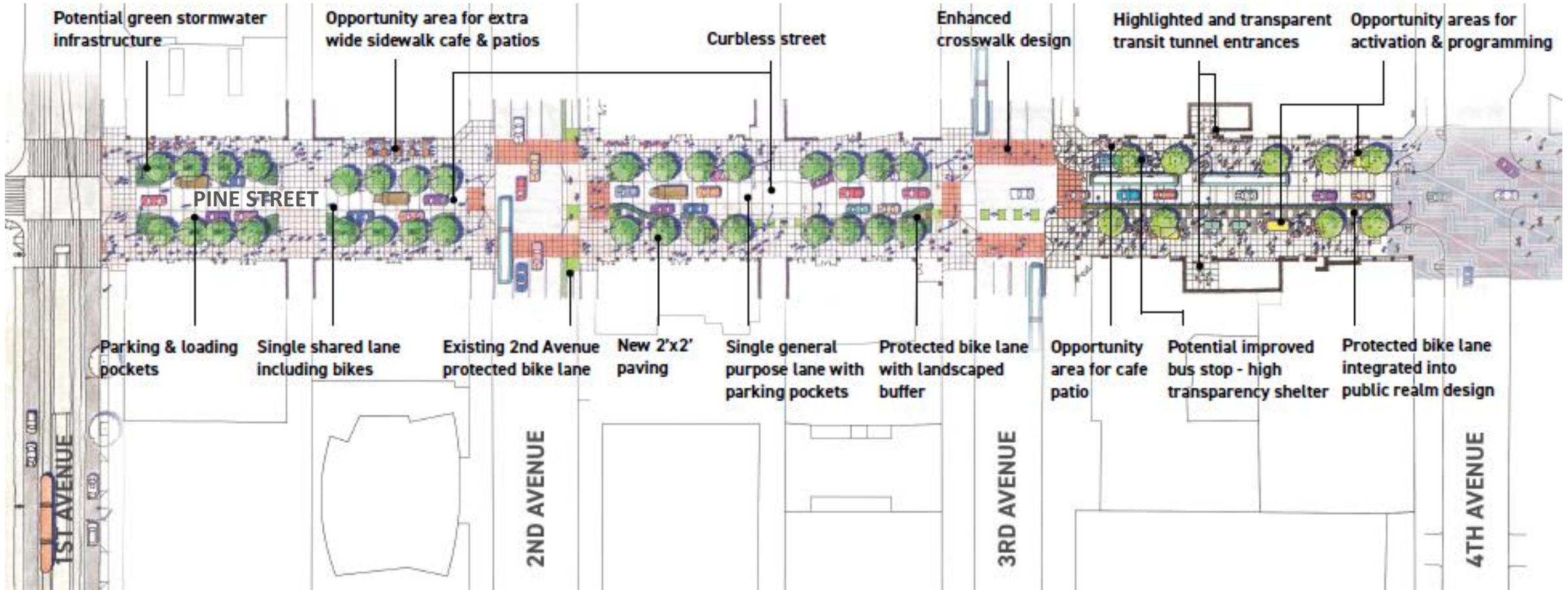


Repaved sidewalks and crosswalks



Space for activation

WEST FOCUS AREA: PINE 1ST – 4TH



WEST FOCUS AREA: PINE 1ST – 4TH

Pine facing east from 3rd Avenue

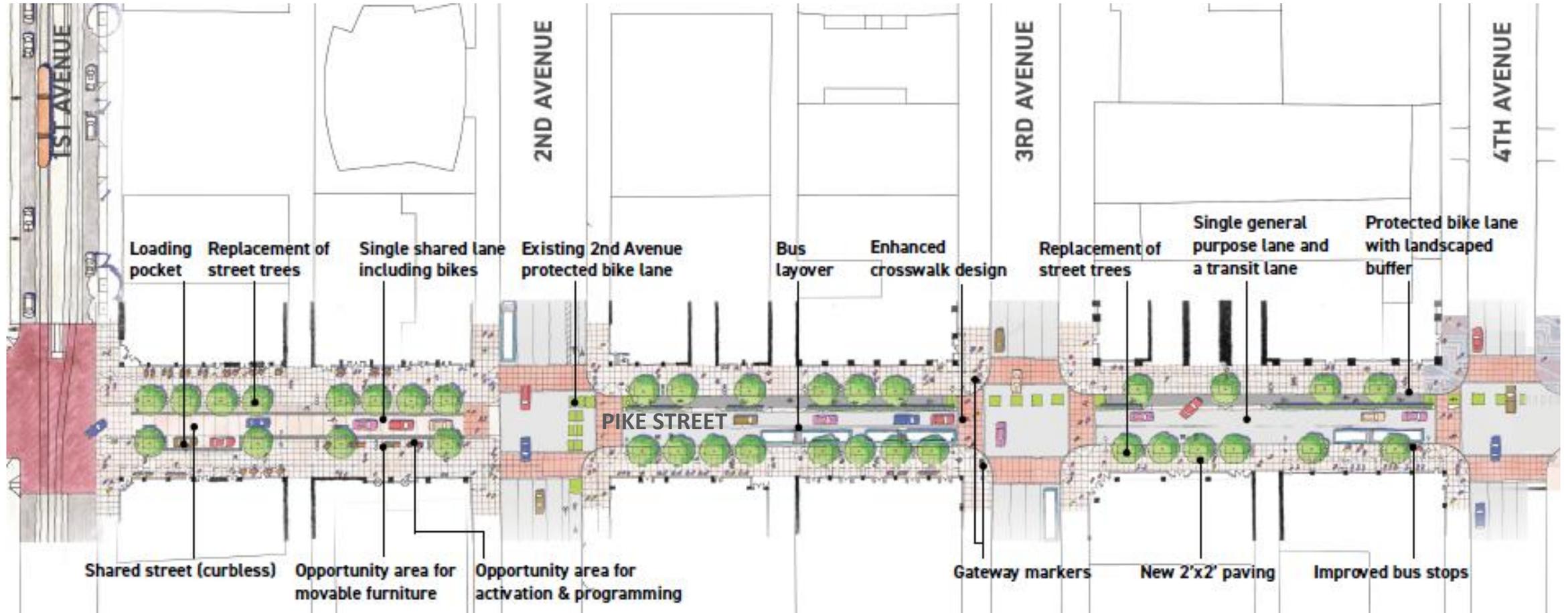


Existing



Proposed

WEST FOCUS AREA: PIKE 1ST – 4TH



WEST FOCUS AREA: PIKE 1ST – 4TH

Pike facing west from 2nd Ave



Existing



Proposed

CENTRAL FOCUS AREA: 4TH – 9TH AVENUES



Enhance paving and crosswalks



Infill missing trees and prune existing trees



Lighting and landscaping to tie to full corridor



Build on successful activation and programming

CENTRAL FOCUS AREA: PIKE 4TH – 9TH



EAST FOCUS AREA: 9TH – MELROSE AVENUES



Higher overpass railings with integrated lighting



Wider sidewalks, buffering pedestrians from road

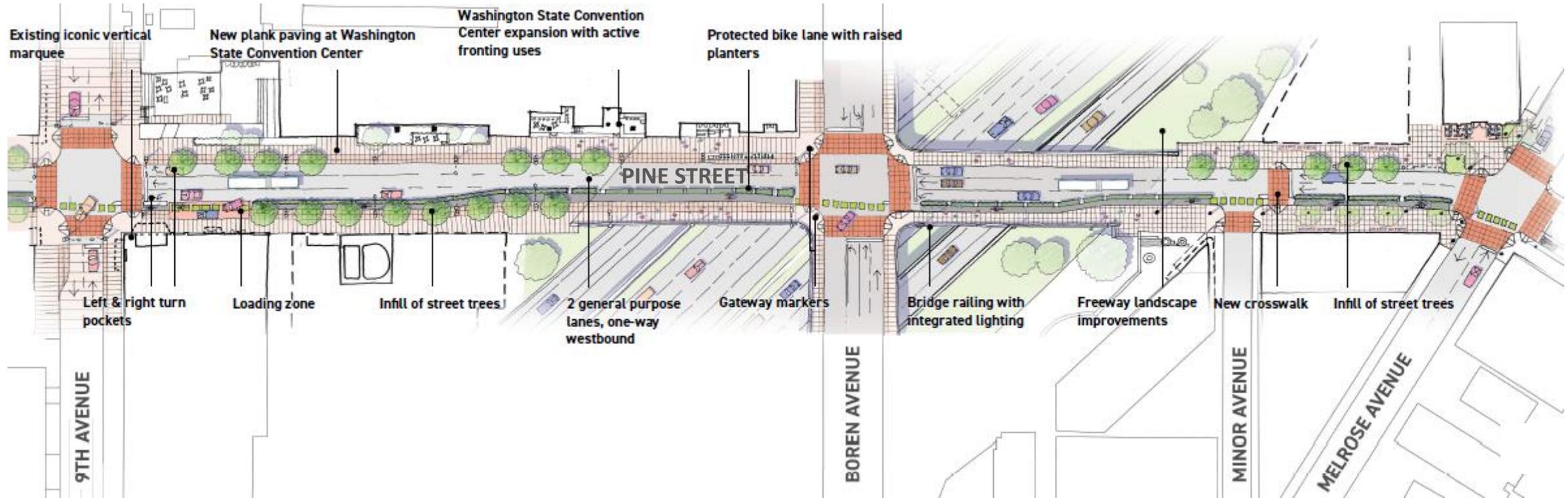


Increased landscaping



Gateway markers

EAST FOCUS AREA: PINE 9TH – MELROSE



EAST FOCUS AREA: PINE 9TH – MELROSE

Pine facing east from 9th Avenue



Existing



Proposed

EAST FOCUS AREA: PIKE 9TH – MELROSE



EAST FOCUS AREA: PIKE 9TH – MELROSE

Pike facing east from 9th Avenue



Existing



Proposed

ACTIVATION

ACTIVATION

West: 1st – 4th



Shared street as gateway to Pike Place Market

Central: 4th – 9th



Transparent storefronts

East: 9th – Melrose



Activate blank walls

Throughout



Space for sidewalk cafes



Extend Westlake Park activation to 3rd and Pine



Active frontages
(Photo credit: © Kevin Scott)



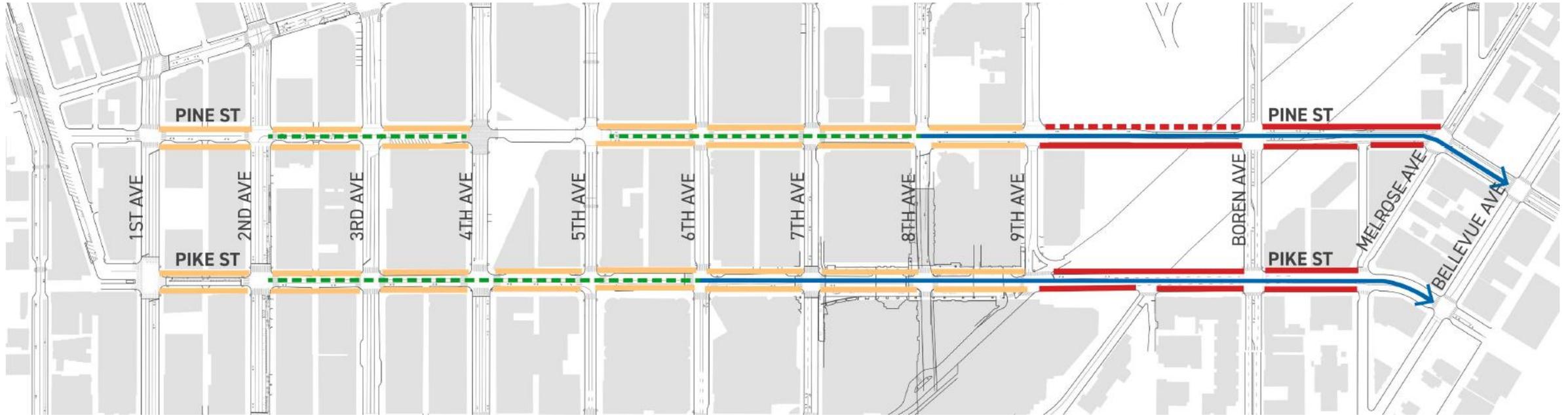
Street level retail



Movable furniture

(All photos, unless otherwise indicated, courtesy of DSA)

FUNDING



- STREETScape: WEST FOCUS AREA AND CENTRAL FOCUS AREA (FUNDING FROM WATERFRONT LID)
- STREETScape: EAST FOCUS AREA (FUNDING FROM WSCC STREET VACATION PUBLIC BENEFIT PACKAGE)
- STREETScape: WSCC ON-SITE IMPROVEMENTS
- ADD PROTECTED BIKE LANES (FUNDING FROM WSCC STREET VACATION PUBLIC BENEFIT PACKAGE)
- ENHANCE PROTECTED BIKE LANES (FUNDING FROM SOURCE TBD)

QUESTIONS?