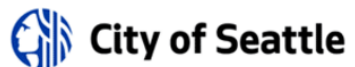


PIKE PINE RENAISSANCE: ACT ONE

SEATTLE DESIGN COMMISSION
30% DESIGN REVIEW

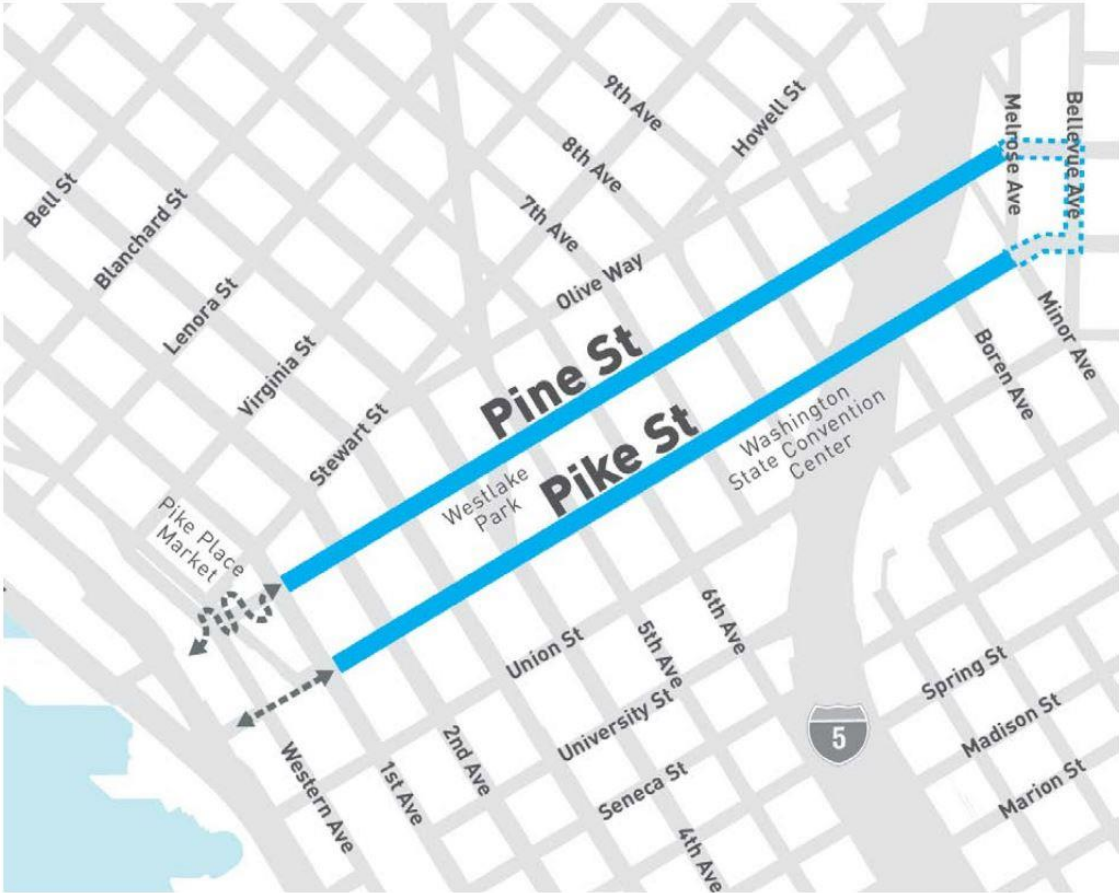
April 2020



PROJECT LEADERSHIP

- Partnership between City of Seattle Office of the Waterfront and Civic Projects, Seattle Department of Transportation (SDOT) 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

PROJECT LIMITS



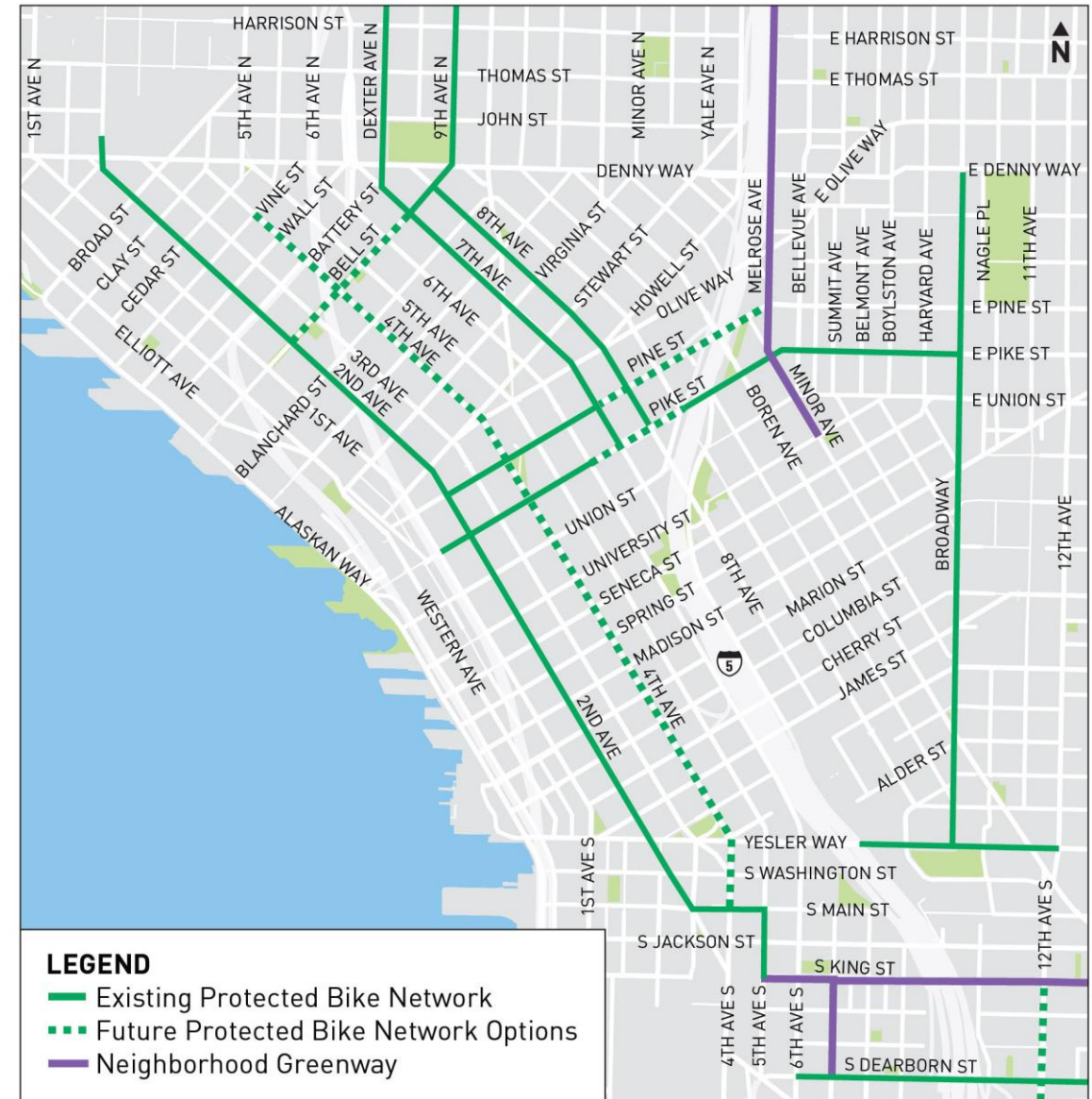
GUIDING PRINCIPLES

- 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



IMPLEMENT PROTECTED BIKE LANES

- Provide safe and attractive protected bike lanes on Pike and Pine, serving a wide range of users and making key connections in the City's bike network

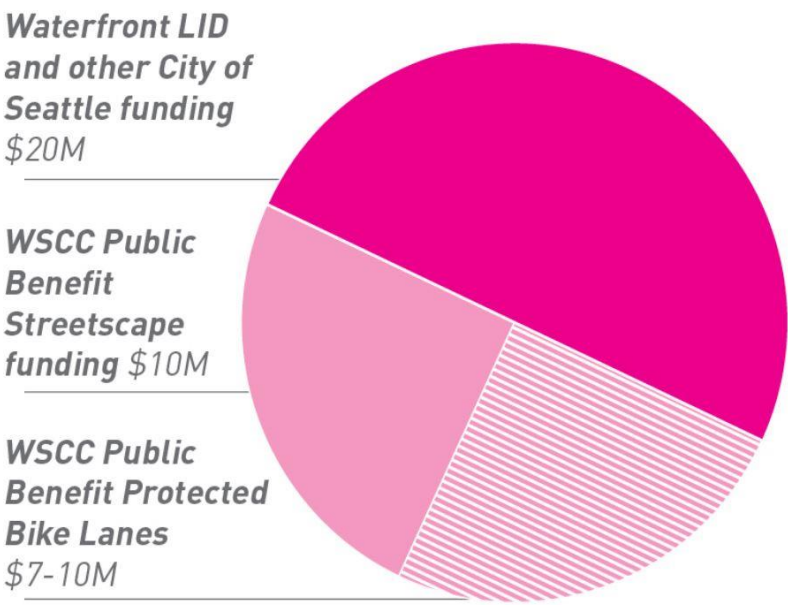


SCHEDULE

Pike Pine Renaissance Design and Construction Schedule:

- Begin 30% design phase – August 2019
- Select public artist – March 2020
- Complete 30% design and cost estimate – April 2020
- Complete environmental review – September 2020
- Complete 100% design – September 2021
- Projected construction start date – June 2022

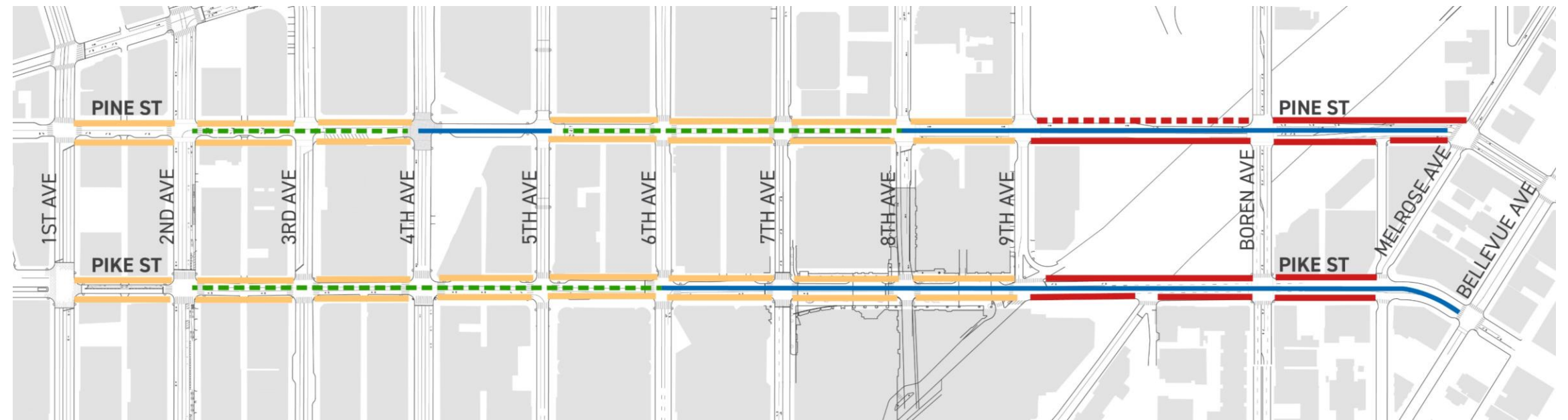
BUDGET SOURCES



TOTAL = \$37 - 40M*

**Range in values is dependent on how much of WSCC public benefits funding for bicycle improvements are allocated to permanent improvements within the project area*

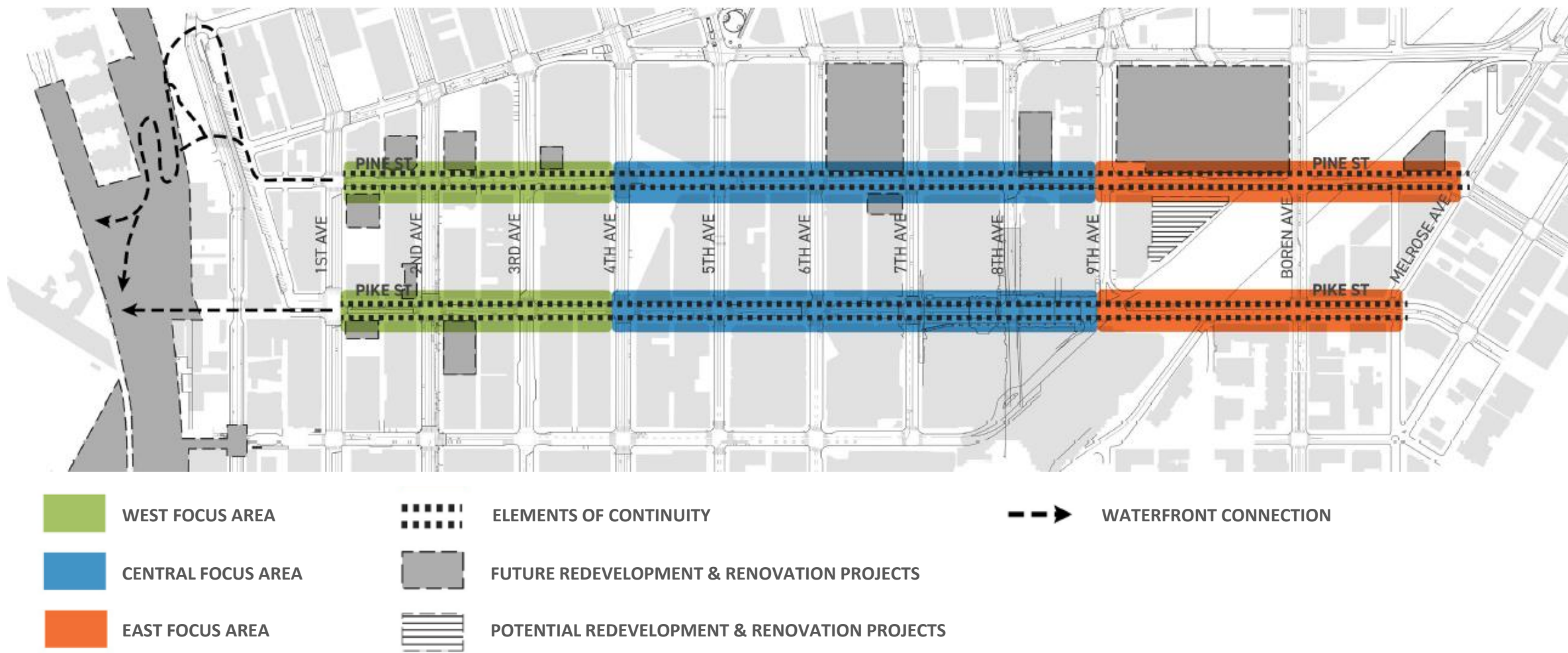
FUNDING



- 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 (SHARED FUNDING)

FOCUS AREAS



COMMUNITY FEEDBACK: KEY THEMES

- Prioritize pedestrian **comfort and safety**
- Encourage **active and transparent storefronts**
- Consider **many modes** of transportation
- Incorporate more **greenery and landscaping**
- Building 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



SDC FEEDBACK AT 10% DESIGN PHASE (2017)

- Describe interactions between mobility types on Pine Street between 3rd and 4th Avenues
- Highlight views to the Pike Place Market sign along the corridor
- Show how the design will integrate with Westlake Park
- Show how the existing WSCC can facilitate the streetscape design on Pike Street
- Provide landscape plans for the Pike and Pine Street overpasses at I-5
- Ensure the proposed guardrails on the I-5 overpasses are well-integrated
- Discuss why a one-way couplet is proposed and how it will benefit all types of mobility
- Consider the finance of long-term maintenance for the project
- Select an artist(s) for the project and identify opportunities for public art in the corridor
- Describe how cyclists and pedestrians will travel between Pike and Pine Streets

PUBLIC ART INTEGRATION

- Public artists Derek Bruno and Gage Hamilton have been selected to work on the project
- Artwork will be designed to help unify the streets and may include “gateway” elements
- Planned public art investment at the WSCC Addition will be a factor in addressing where artwork should be targeted along the corridor (see image)



Artist: Christian Moeller, images courtesy of Cath Brunner/4Culture

PUBLIC ARTISTS



Derek Bruno has a background in industrial design and investigates human perception and the cognitive visual experience. He works both as a lead artist and a design and fabrication consultant and has worked as an artist-in-residence for Facebook.



Gage Hamilton is an artist, curator and arts organizer. He was the lead artist and curator for the SODO track project, a corridor project over two miles long. He has coordinated artworks working in close collaboration with artists and community stakeholders.

“Our interest in this opportunity stems from a shared desire to effect positive change in the way we interact with the built environment; specifically reimagining public spaces with the value of an art driven vision to strengthen community.”

THE NEW PIKE 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.



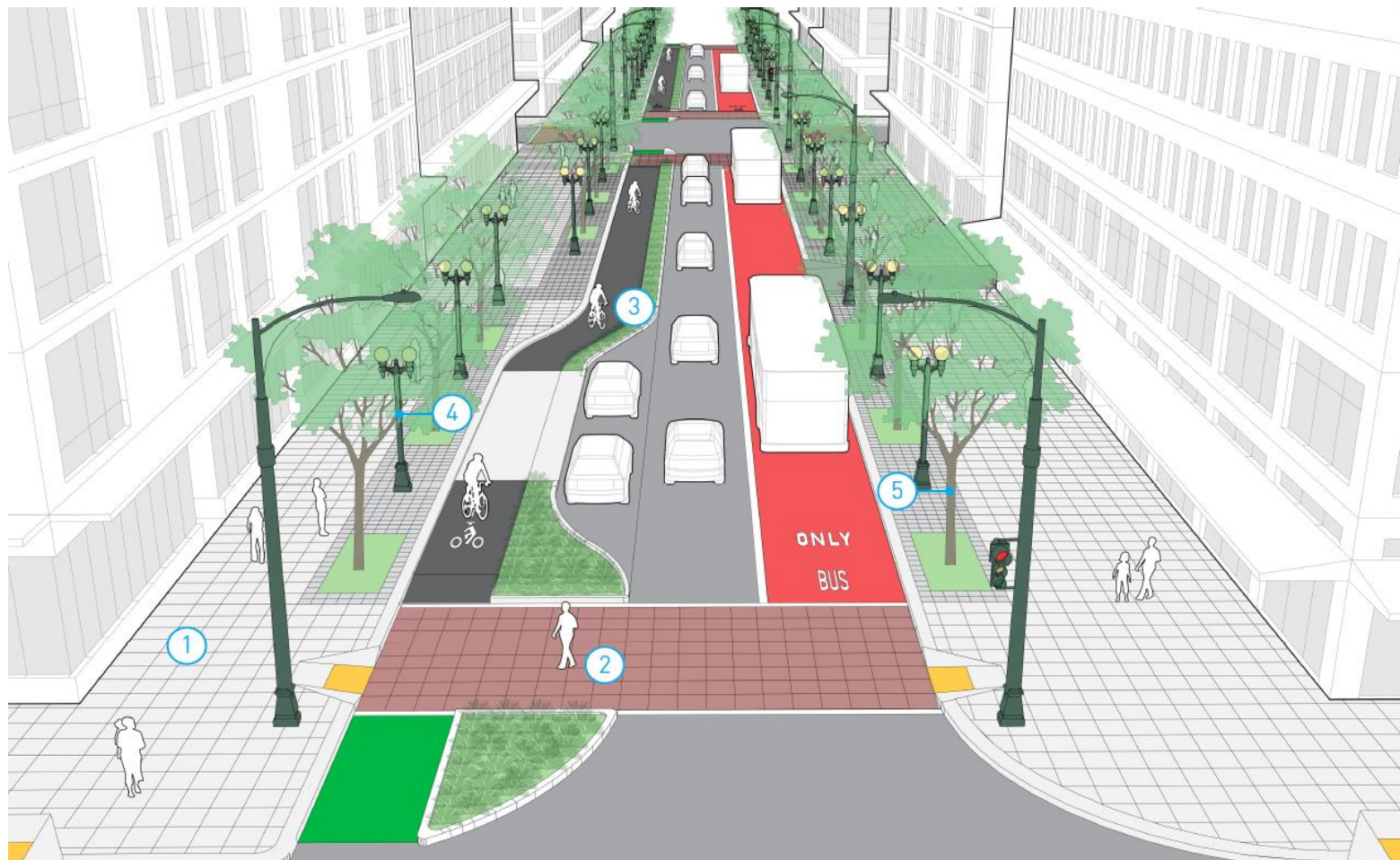
MORE DYNAMIC

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.

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

BIKE LANE BUFFER



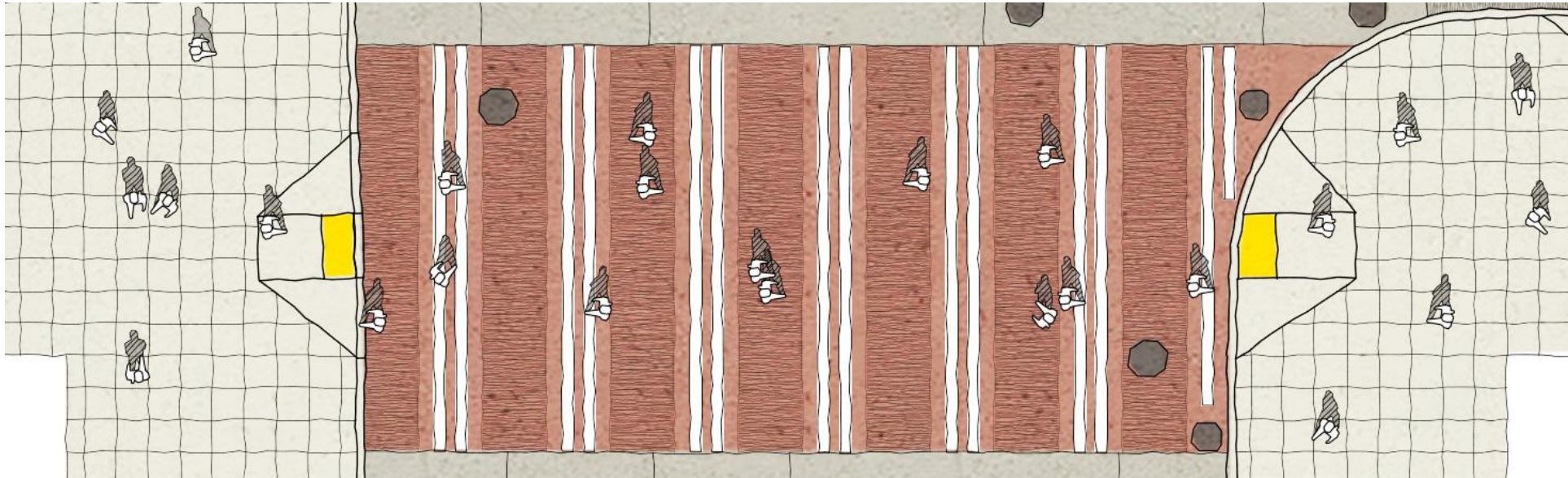
BIKE LANE BUFFER PLANTERS



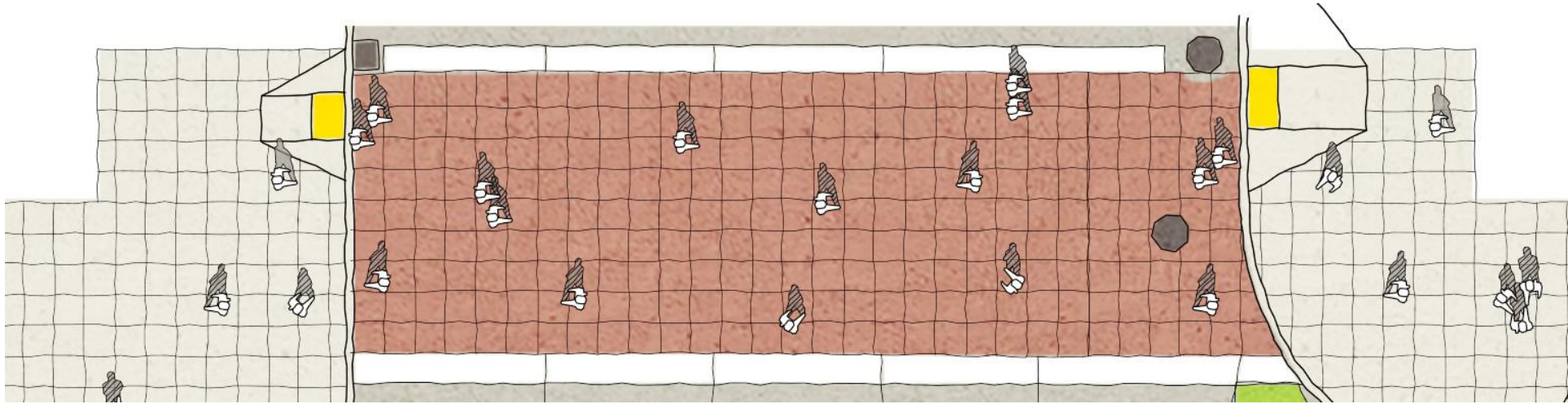
CROSSWALKS CRITERIA

- Color: Integral for durability, non-gray for contrast with surrounding pavements
- Pattern: Single color to avoid either alternating pours (expensive, results in narrow bars that crack) or use of stencils and shake-on color. Enhance texture by using alternating finishes (broom or washed finish alternating with raked-tine)
- Markings: Piano-key stripes for visibility, durability, and to compliment underlying panels of alternating finish.
- Alternative Treatment: Where conditions don't permit a new concrete slab (e.g. Pine & Boren), easy to replicate with surface-applied color.

INTEGRALLY COLORED CONCRETE WITH ALTERNATING TEXTURE BANDS AND PIANO STRIPING



ALTERNATE: INTEGRALLY COLORED CONCRETE WITH 2X2 SCORING AND WHITE BORDER STRIPING

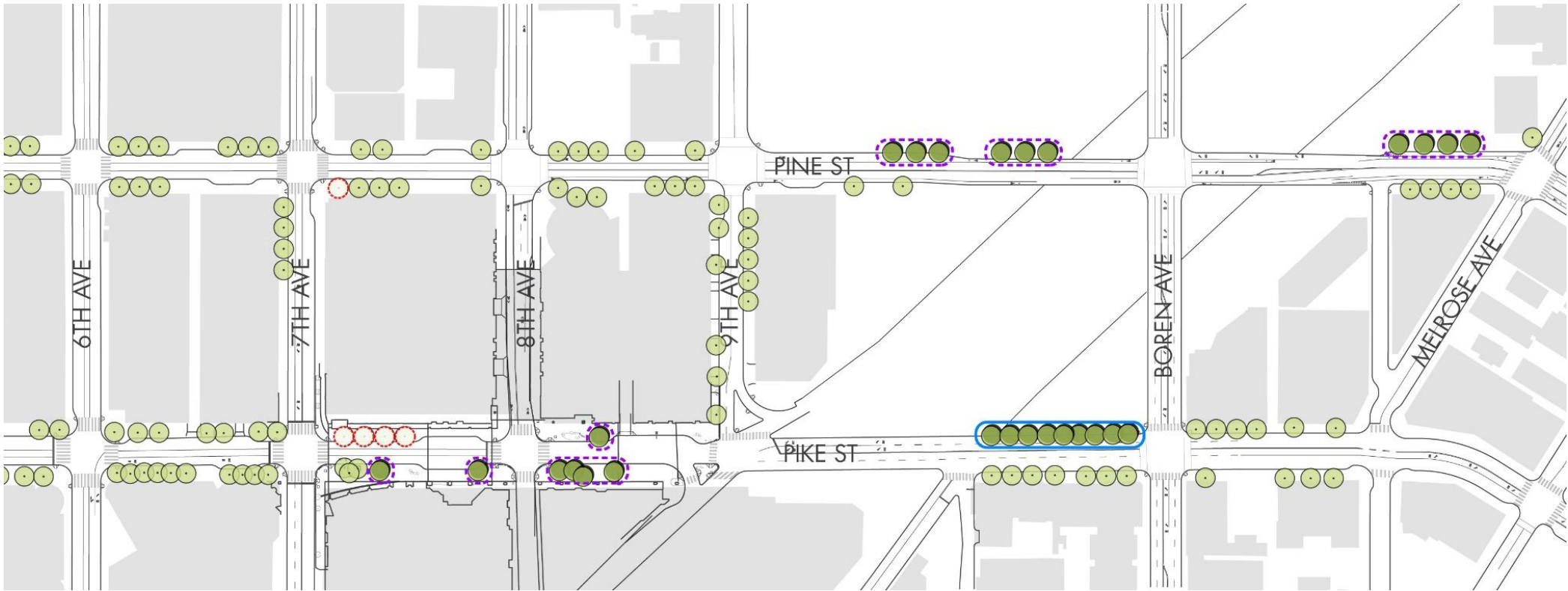


TREES



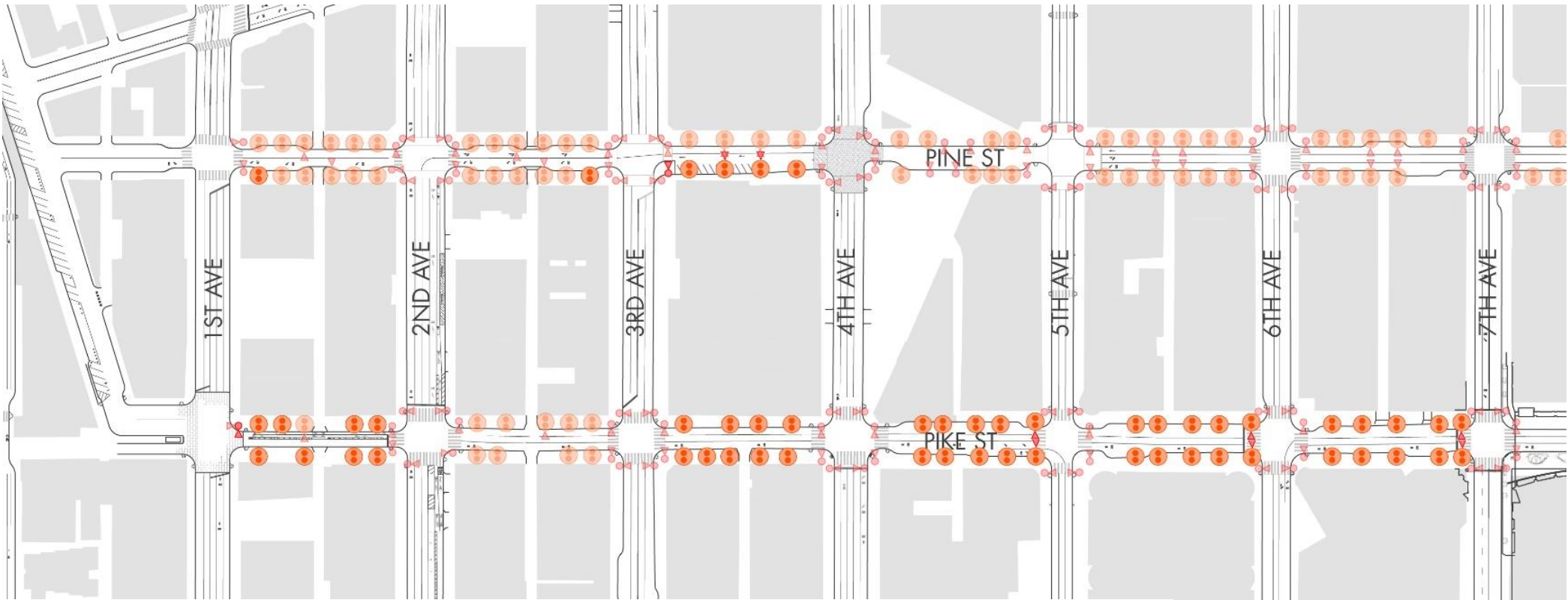
- Existing Trees
- New Trees, Existing Location
- New Trees, New Location
- New Trees, Not In Contract
- Removed Trees

TREES



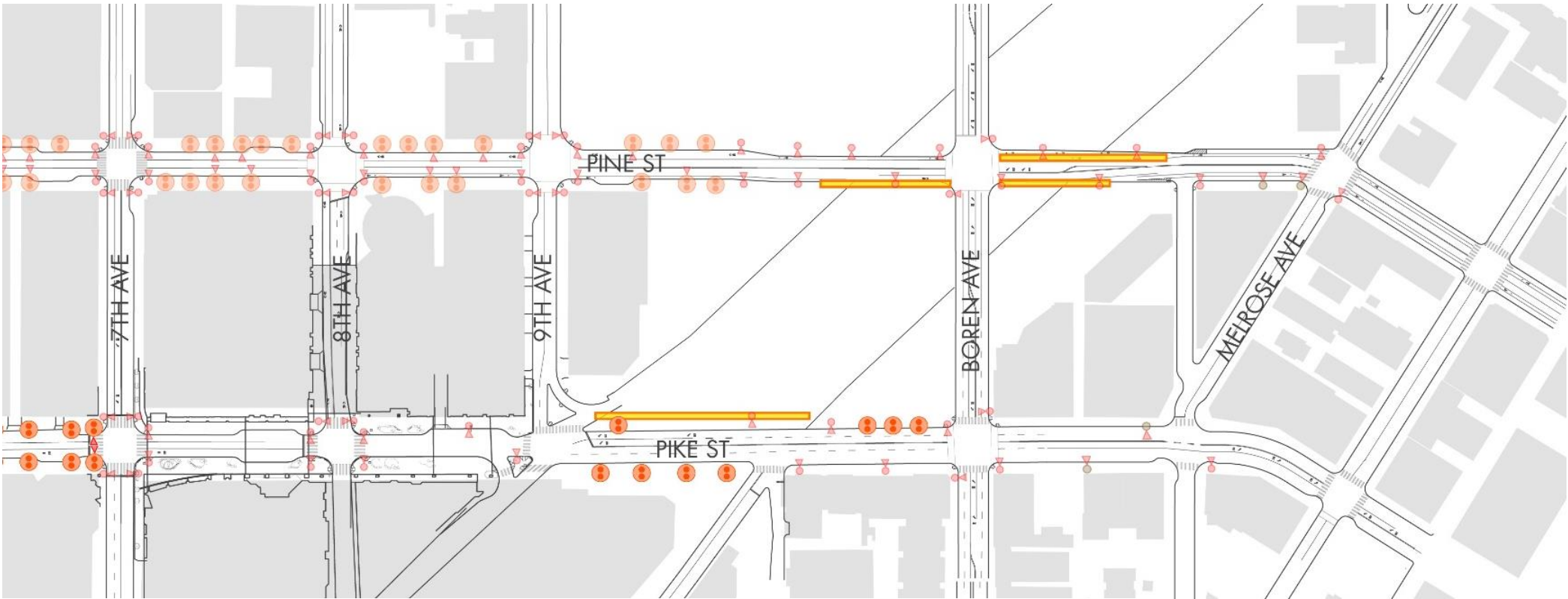
- Existing Trees
- New Trees, Existing Location
- New Trees, New Location
- New Trees, Not In Contract
- Removed Trees

LIGHTING



- Proposed or Replacement Two-Globe Pedestrian Pole
- Existing Two-Globe Pedestrian Pole
- Proposed Two-Globe + Cobra Head Street Light
- Existing Two-Globe + Cobra Head Street Light
- Proposed Cobra Head Street Light, Chief Seattle Pole
- Existing Cobra Head Street Light, Chief Seattle Pole
- Proposed Bridge Mounted Lighting
- Existing Cobra Head Street Light, Utility Pole

LIGHTING



- Proposed or Replacement Two-Globe Pedestrian Pole
- Proposed Two-Globe + Cobra Head Street Light
- Proposed Cobra Head Street Light, Chief Seattle Pole
- Proposed Bridge Mounted Lighting
- Existing Two-Globe Pedestrian Pole
- Existing Two-Globe + Cobra Head Street Light
- Existing Cobra Head Street Light, Chief Seattle Pole
- Existing Cobra Head Street Light, Utility Pole

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

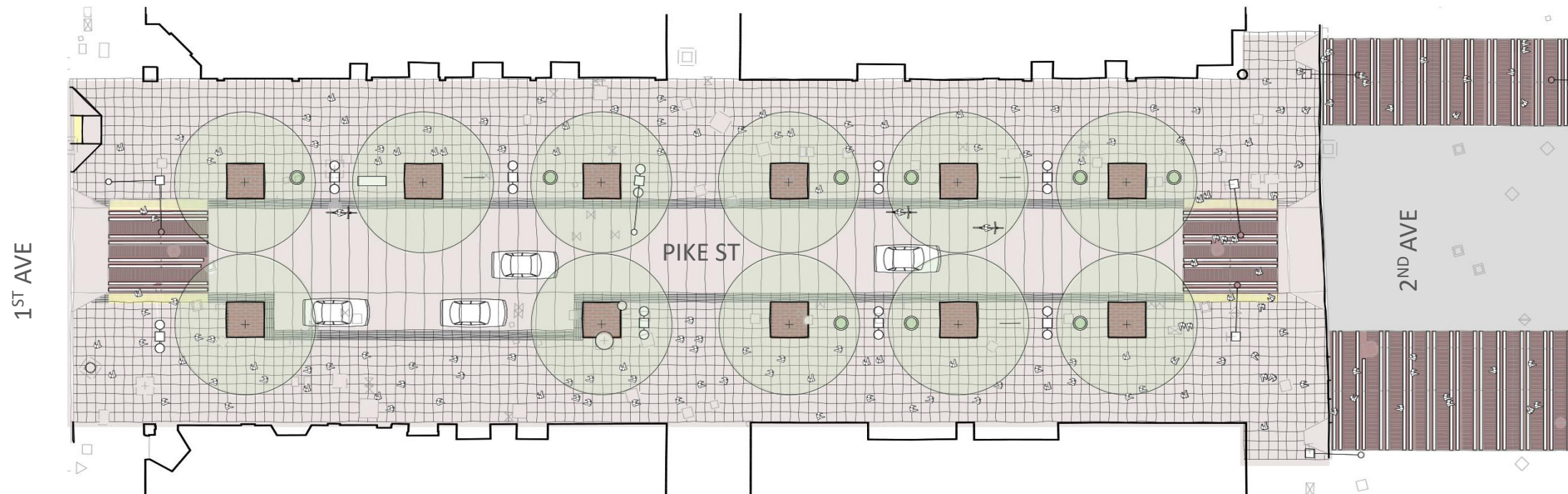
100 PIKE EXISTING



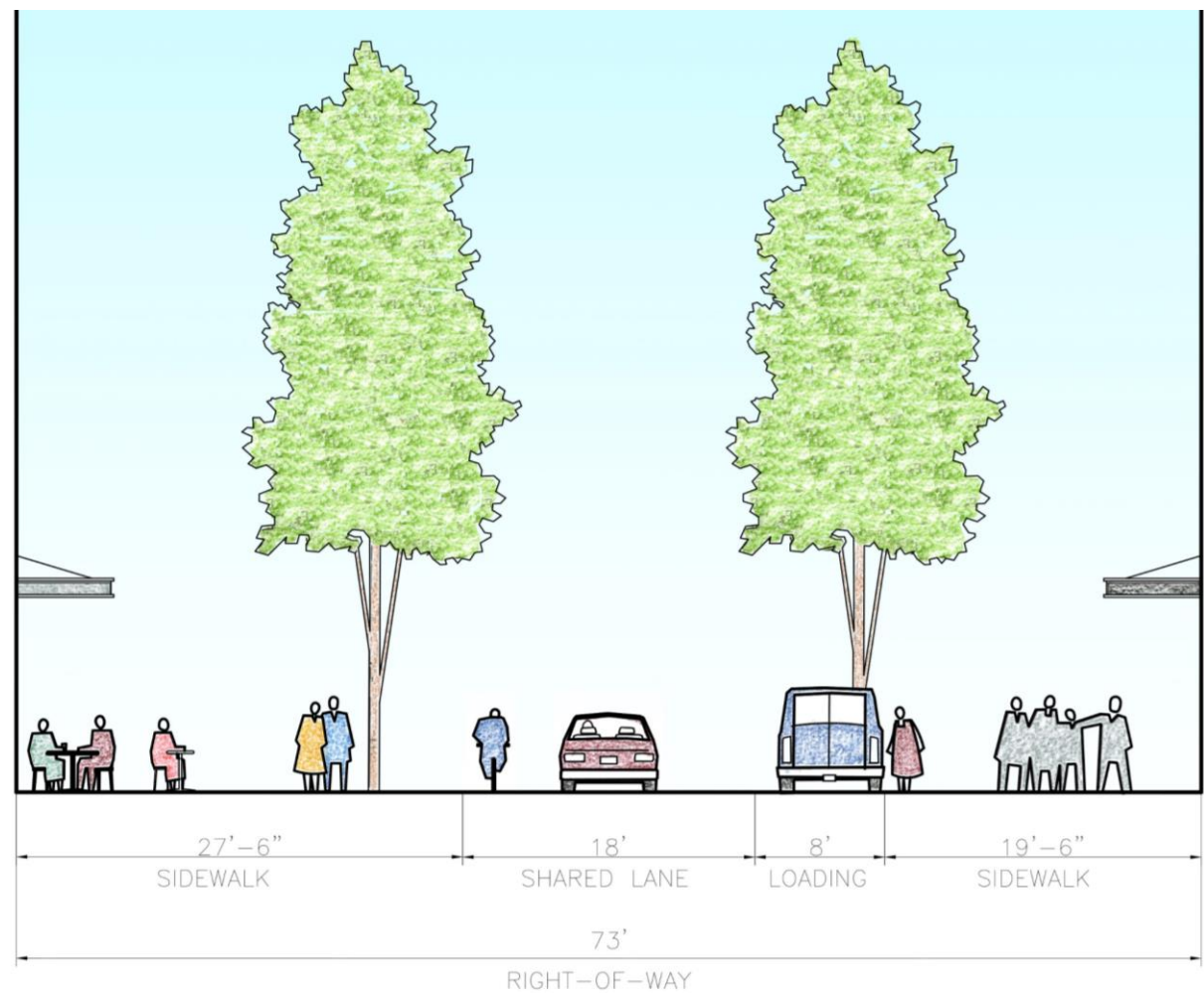
100 PIKE PROPOSED



100 PIKE PROPOSED



100 PIKE PROPOSED



Section looking east

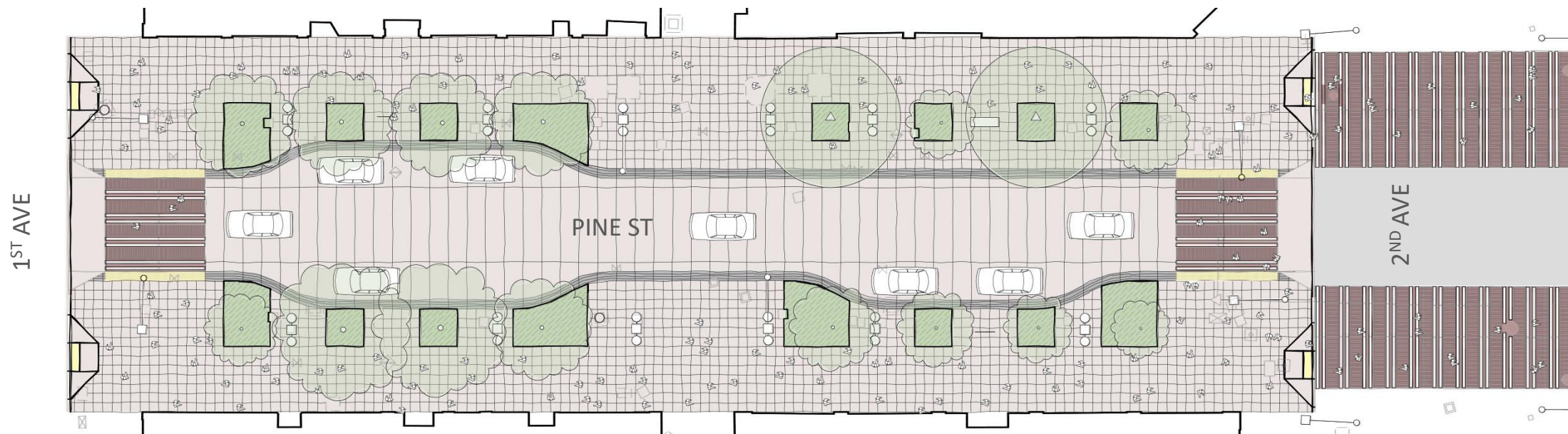
100 PINE EXISTING



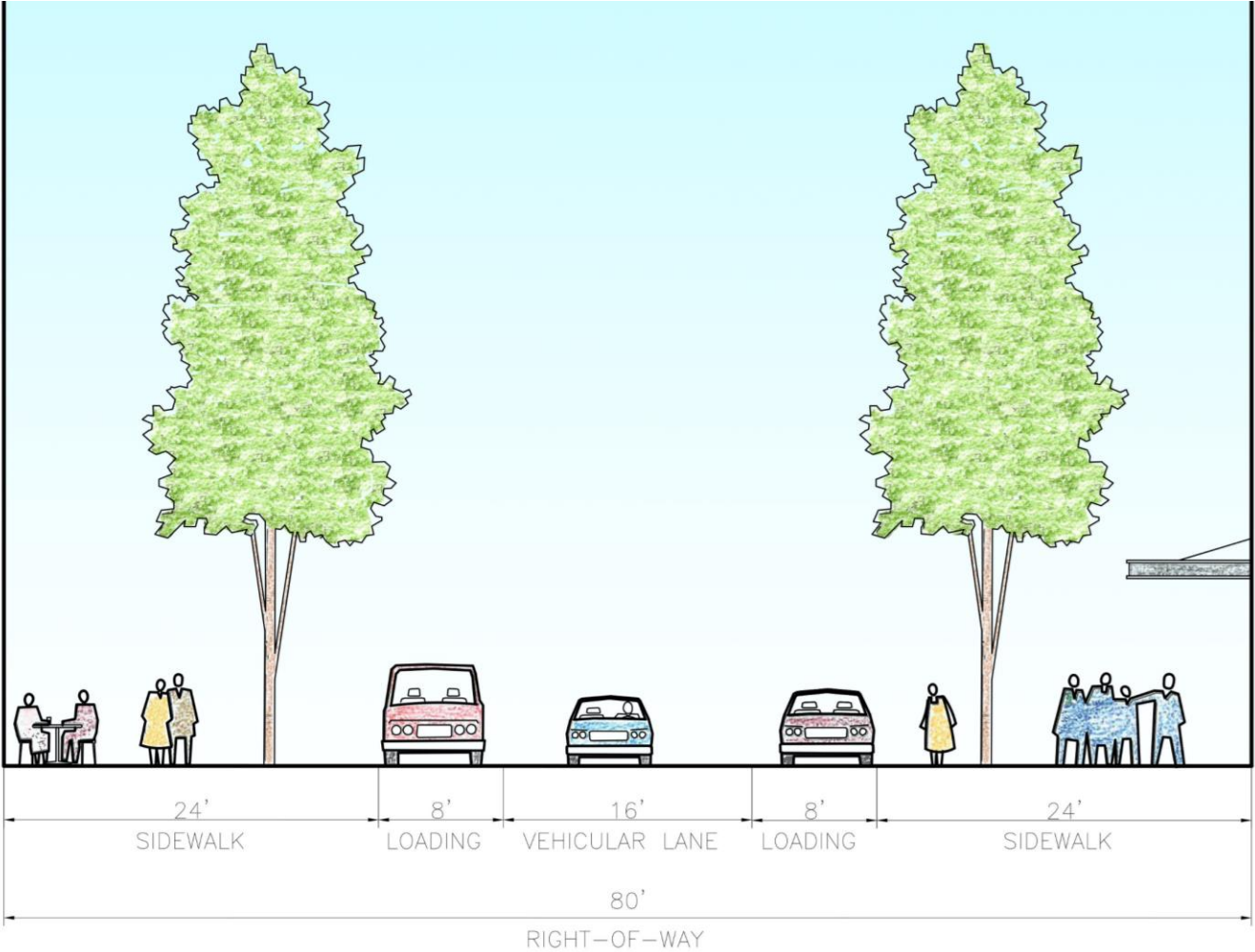
100 PINE PROPOSED



100 PINE PROPOSED



100 PINE PROPOSED



Section looking east

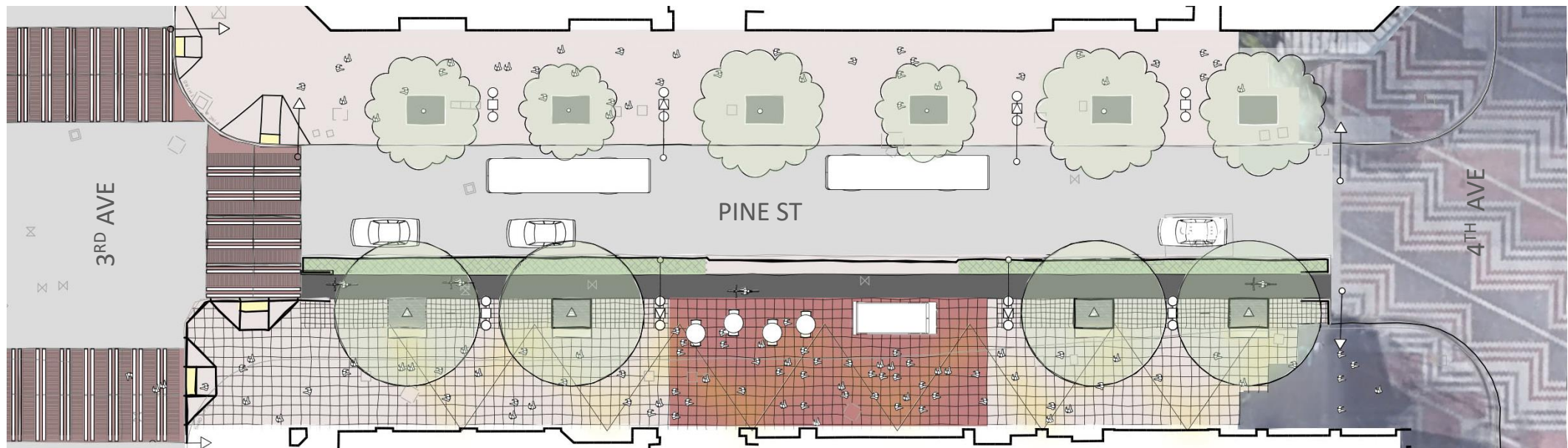
300 PINE EXISTING



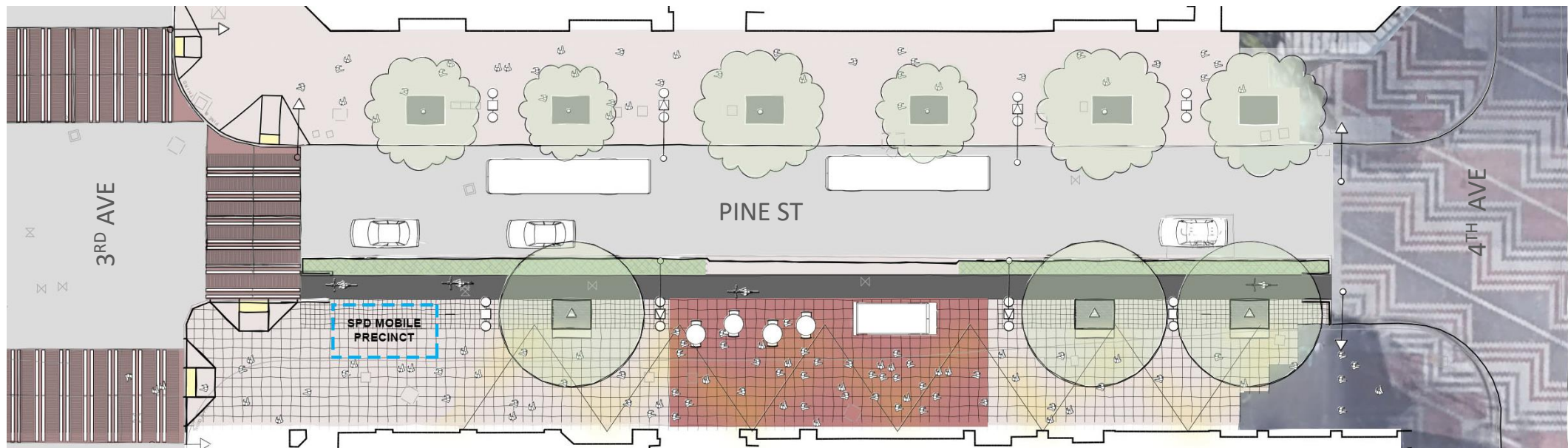
300 PINE PROPOSED



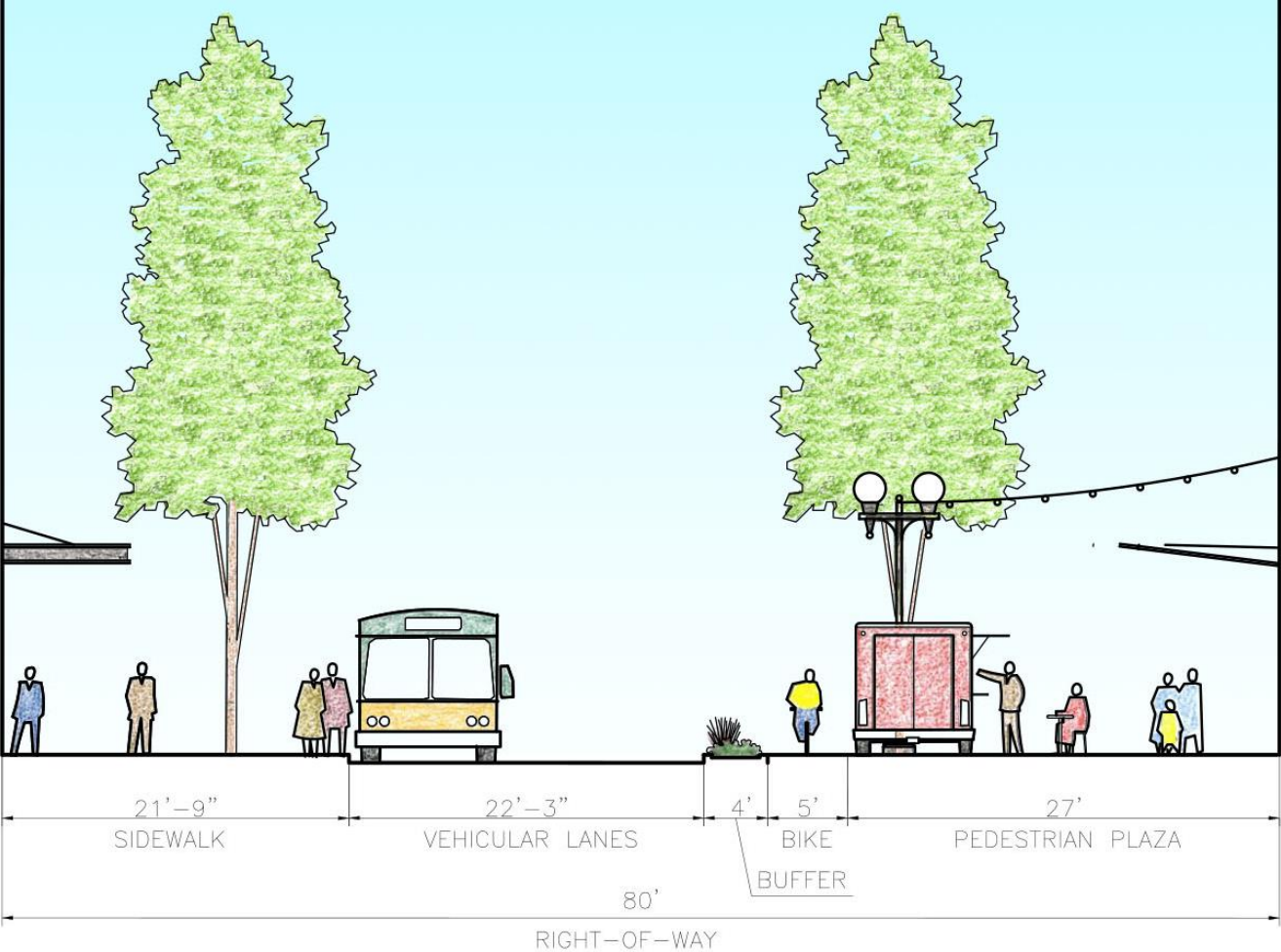
300 PINE PROPOSED



300 PINE PROPOSED



300 PINE PROPOSED



Section looking east

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

EAST FOCUS AREA: 9TH – MELROSE AVENUES



Higher overpass railings with integrated lighting



Wider sidewalks, buffering pedestrians from road

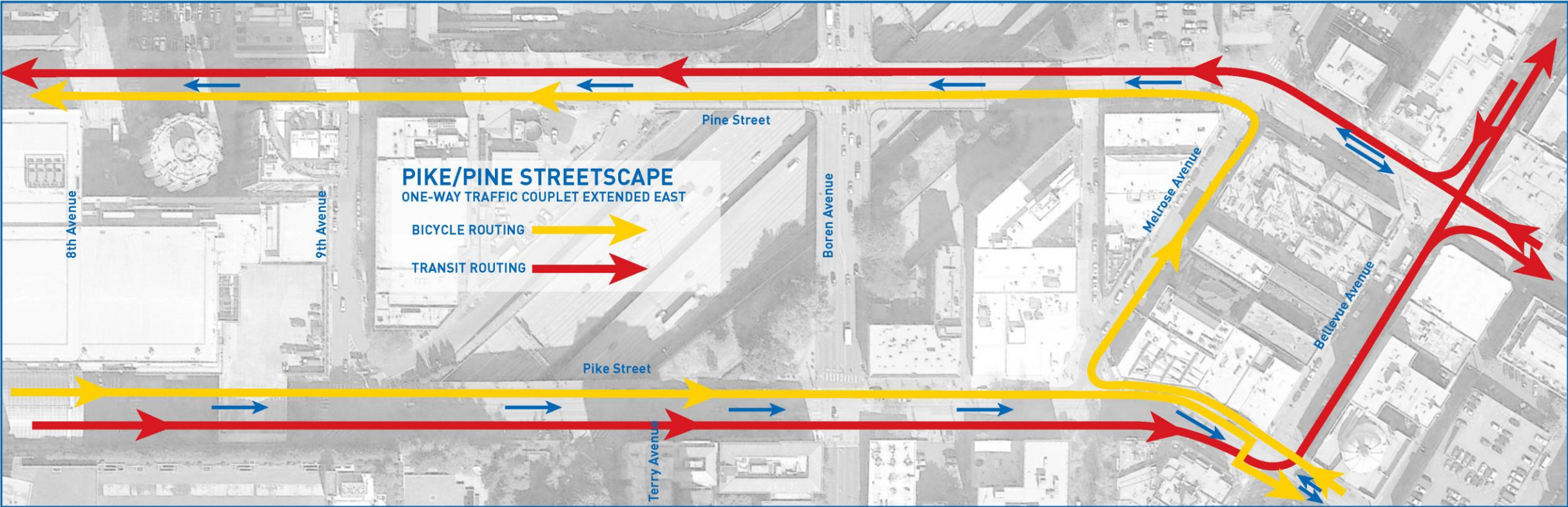


Increased landscaping



Gateway markers

IMPLEMENT THE ONE-WAY COUPLET



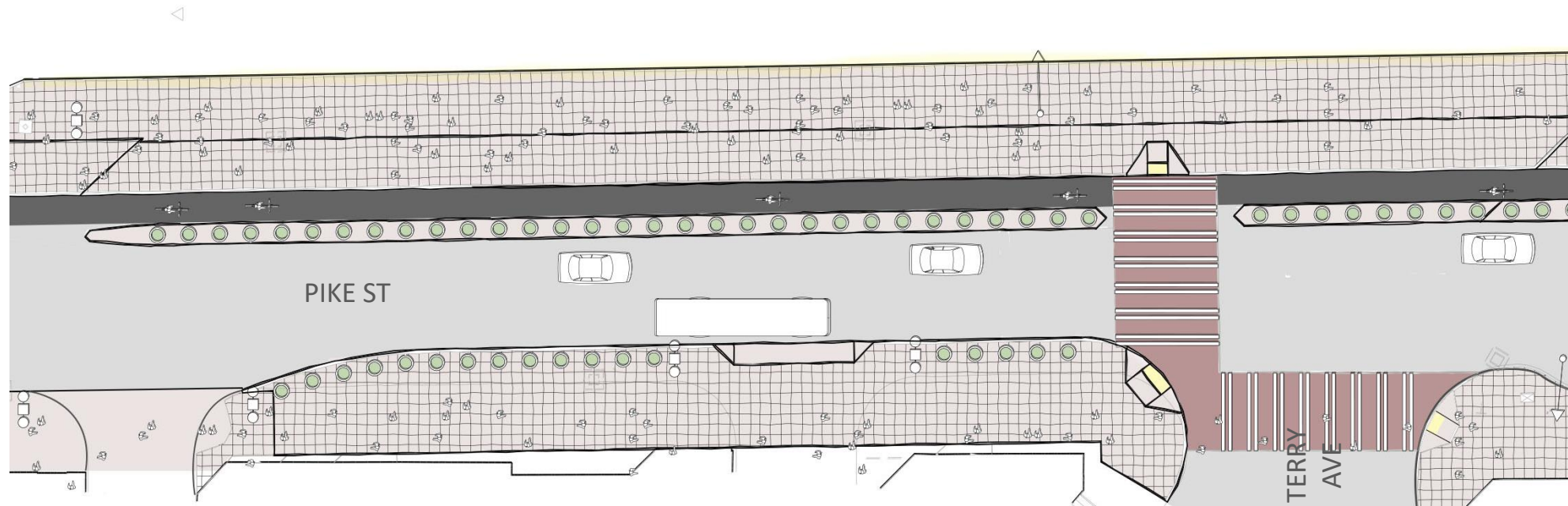
PIKE BRIDGE (2017)



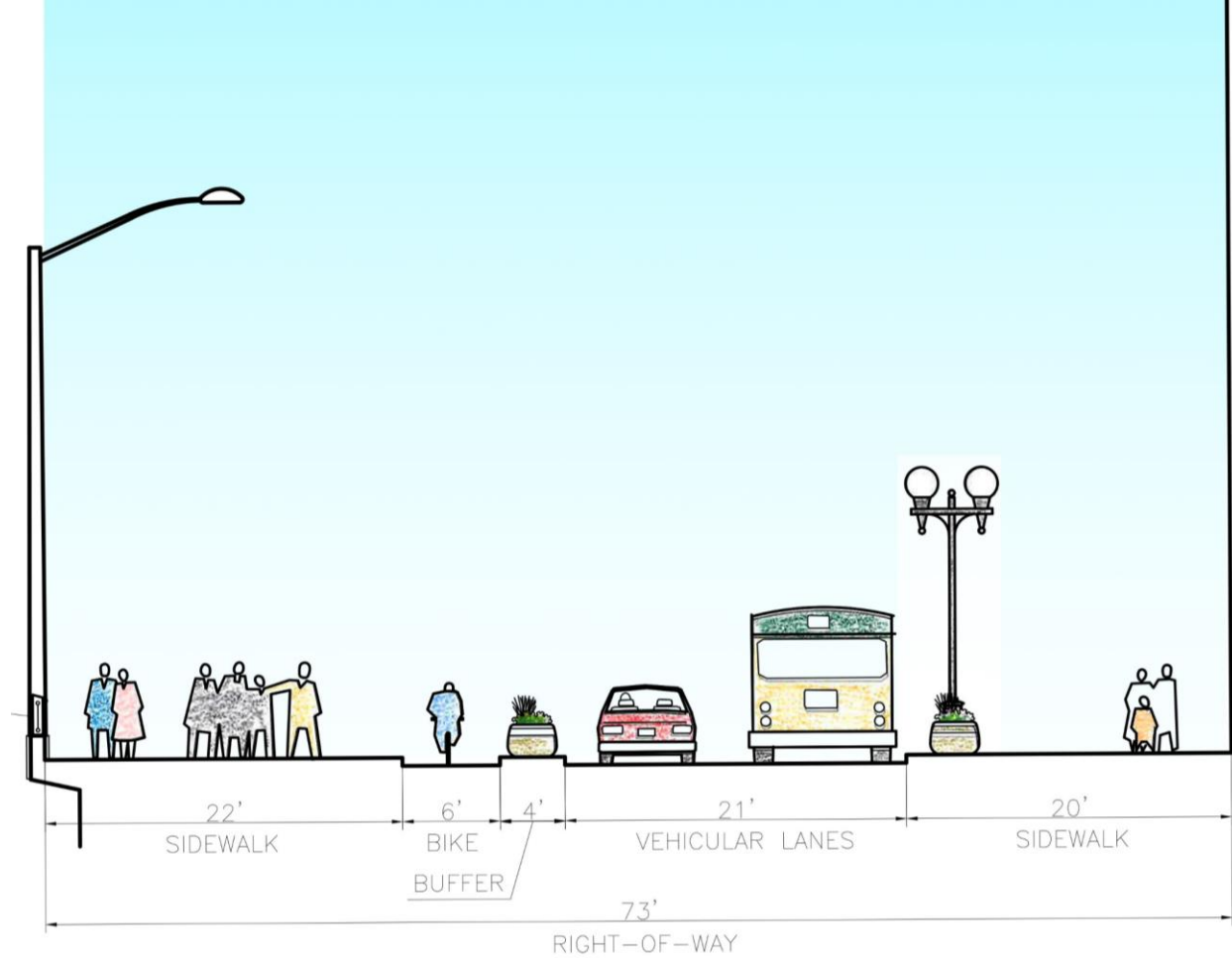
PIKE BRIDGE PROPOSED



PIKE BRIDGE PROPOSED



PIKE BRIDGE PROPOSED



Section looking east

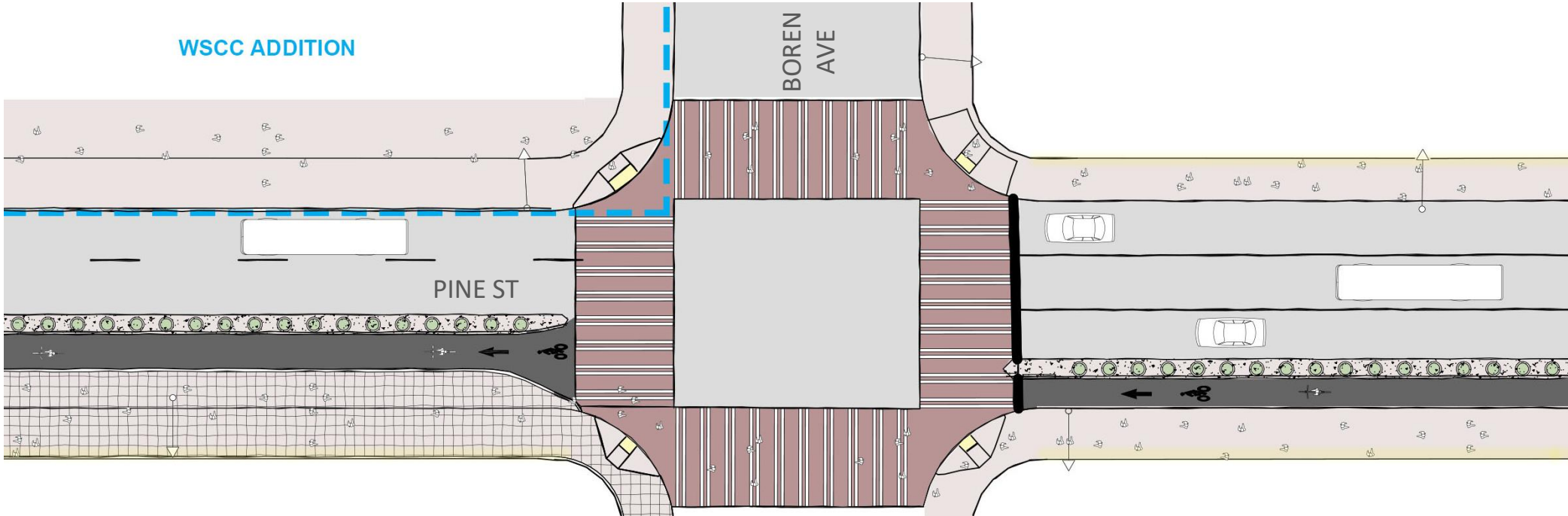
PINE BRIDGE EXISTING



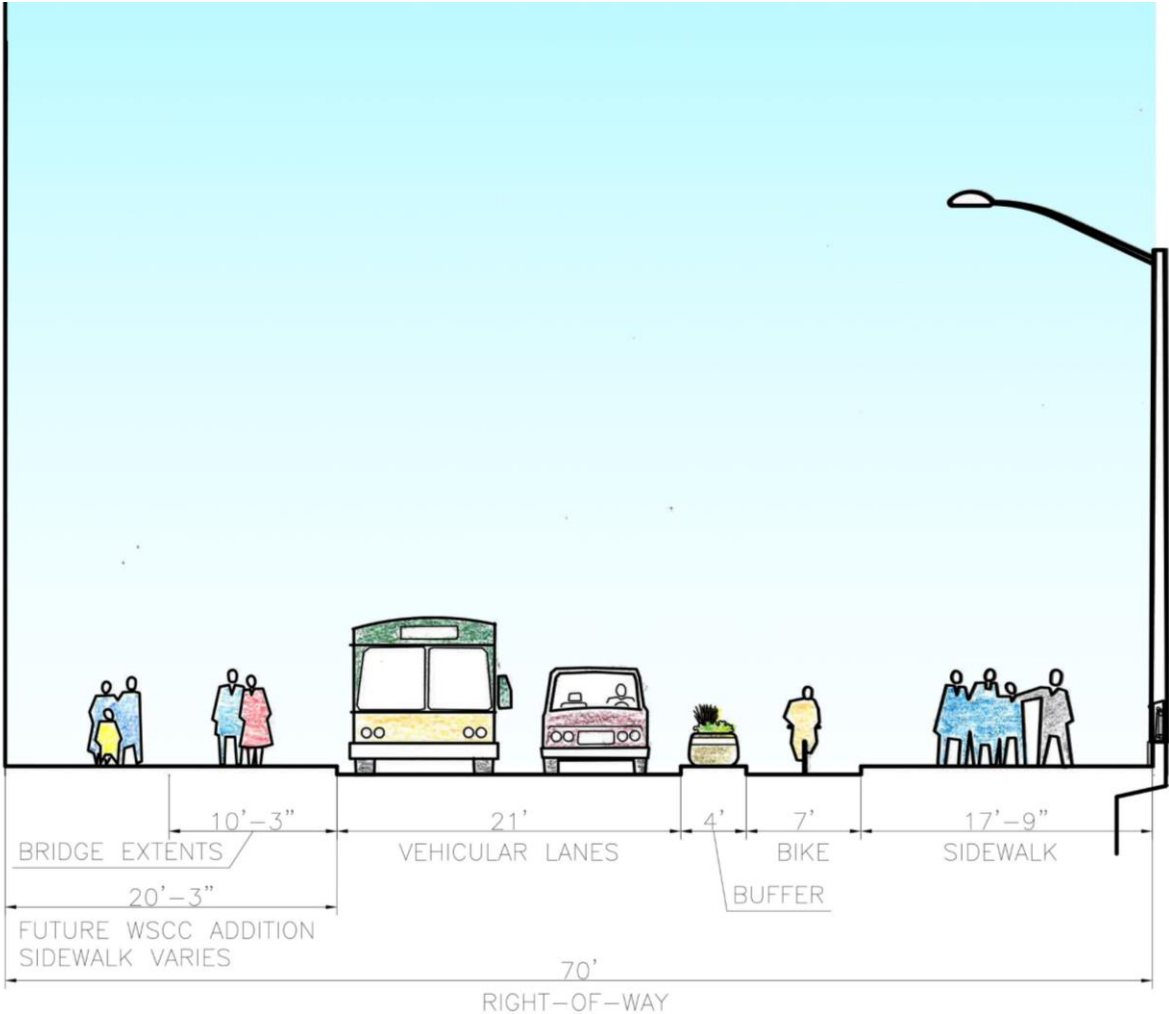
PINE BRIDGE PROPOSED



PINE BRIDGE PROPOSED

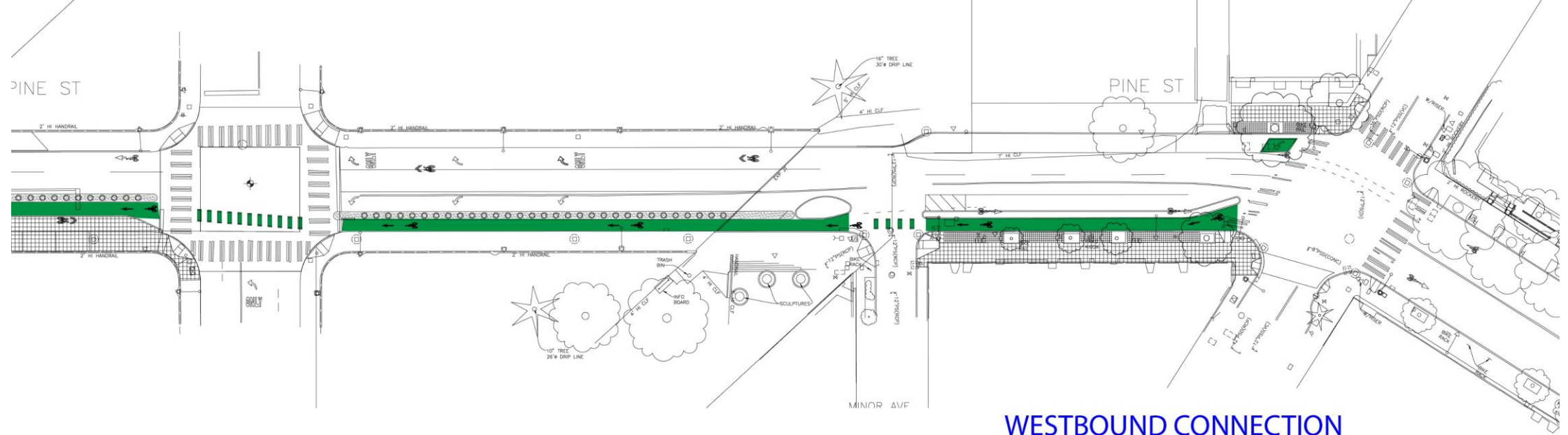


PINE BRIDGE



Section looking east

QUESTIONS?



WESTBOUND CONNECTION
USES FUTURE MELROSE
PROMENADE
IMPROVEMENTS BETWEEN
PIKE AND PINE

