Pike and Pine Streetscape Project Sounding Board

OCTOBER 17, 2016
**PROJECT INTRODUCTION**

**Project Limits:** Pike and Pine streets, between First Avenue and Melrose Avenue

**Scope:** Pedestrian and streetscape improvements. Close design coordination with associated multimodal transportation improvements on Pike and Pine.

**Budget:** $20 million (all costs including design, construction, City costs)

**Funding Source:** Waterfront Local Improvement District, partner projects
Schedule:
Concept Design - May 2017
Final Design - July 2019
Construction start – September 2019

City Project Management:
Office of the Waterfront

Consultant Design Team: ZGF, Toole, Project for Public Spaces, Dark/Light, Enviroissues, others
Coordination with many other projects:

- One Center City
- Center City Connector
- Third Avenue Transit Corridor pedestrian improvements
- Westlake Park
- Washington State Convention Center expansion
- Center City Bicycle Master Plan implementation
- Center City Wayfinding
- Center City Public Art program
- SDOT Downtown streetscape standards
- Private development projects
ZGF RELEVANT EXPERIENCE

Portland Transit Mall Revitalization
ZGF RELEVANT EXPERIENCE

Downtown Boise 1986-2016
Pike-Pine Streetscape Improvements

PROJECT LEADERSHIP / CORE TEAM

ZGF Architects LLP
URBAN DESIGN / LANDSCAPE ARCHITECTURE

Tobin Thompson
PRINCIPAL-IN-CHARGE / PROJECT MANAGER

Brian McCarter
ASLA, LEED AP
LEAD URBAN DESIGNER

Heidi Bullinga
ASLA, LEED AP
DEPUTY PROJECT MANAGER / PROJECT ARCHITECT

Robert Wood
ASLA
SENIOR LANDSCAPE ARCHITECT

David Grant
ASLA, LEED AP
SENIOR LANDSCAPE ARCHITECT

Toole Design Group, LLC
CIVIL ENGINEERING, PEDESTRIAN AND BIKE TRANSPORTATION CONSULTANT

Kenneth Loen
PE, LEAD CIVIL ENGINEER

Michael Hintze
ASPE, LEED AP
PEDESTRIAN AND BIKE PLANNER

Craig Schoenberg
PE
STORMWATER SPECIALIST

RESOURCE AND SUPPORT TEAM

Chudgar Engineering Company
ME
LEAD STRUCTURAL ENGINEERING

Samir Chudgar
PE, SE
LEAD STRUCTURAL ENGINEER

HDR, Inc.
UTILITY ENGINEERING AND STRUCTURAL SUPPORT FOR BRIDGES & WISDOT

Paul Bott
STRUCTURAL ENGINEER

Brian Magee
CIVIL ROADSIDE DESIGNER

Aspect Consulting, LLC
GEOTECHNICAL ENGINEERING

Henry Haselton
PE, PMP
LEAD GEOTECHNICAL ENGINEER

Studio SC
ME
SIGNAGE & ENVIRONMENTAL GRAPHICS

Mark Sanders
PRINCIPAL, SIGNAGE AND ENVIRONMENTAL GRAPHICS

dark | light design
ME
LIGHTING DESIGN

Jill Cody
LEAD LIGHTING DESIGNER

Project for Public Spaces
PLACEMAKING & STREET ACTIVATION

Meg Walker
AICP
PLACEMAKING CONSULTANT

Nelson Wypaard Consulting Associates
TRANSPORTATION PLANNING

Jennifer Wieland
TRANSPORTATION PLANNER
CORE TEAM

Tobin Thompson
Principal-in-Charge / Project Manager

ZGF ARCHITECTS LLP
Downtown Denver Streets

Embarcadero – San Francisco

Pearl District, Portland

Howard Street - Baltimore
CORE TEAM

**Brian McCarter**  FASLA, AICP
Lead Urban Designer

ZGF ARCHITECTS LLP
CORE TEAM

David Grant  ASLA, LEED AP
Senior Landscape Architect
ZGF ARCHITECTS LLP

Robert Wood  ASLA
Senior Landscape Architect
ZGF ARCHITECTS LLP
Seattle is growing
In addition to truck, transit and pedestrian improvements, a bicycle network is part of the solution to help Seattle grow gracefully.
CORE TEAM

Jill Cody
Lead Lighting Designer

dark | light
RESOURCE TEAM

Meg Walker  AICP, RA
Placemaking Consultant

MARK FOR PUBLIC SPACES

Mark Sanders
Principal Signage and Environmental Graphics
STUDIO SC
ISSUES | OPPORTUNITIES

Light Layer: Street Life
ISSUES | OPPORTUNITIES
Light Layer: Street Life
ISSUES | OPPORTUNITIES

Light Layer : Street Life
ISSUES | OPPORTUNITIES
Medium Layer : Paving and Furnishings
ISSUES | OPPORTUNITIES
Medium Layer: Paving and Furnishings

- 6” curb/gutter: $40/LF
- 12” curb & gutter: $52/LF
- Pervious pavers in parking area: $30/SF
- Flexible-set HD brick pavers over 12” subslab: $40/SF
- Natural color scored concrete: $6.40/SF
- Bus lane PCC: 12” $19/SF
ISSUES | OPPORTUNITIES

Deep Layer : Multimodal Right-of-Way

All of downtown's streetscapes cannot be replaced at once.

Pedestrian crosswalks as flush extensions of sidewalks, to create an exceptionally comfortable and safe walking experience.

Deeper thinking is also needed for the placement of bus shelters. For many decades, the City has made bus stops the default until the space is made available. In fact, the shelters don’t even provide proper protection from the elements.

Traffic control strategies need to be directed.

Reversing the current trend in the number of traffic deaths by increasing safety for all road users. In the current modal hierarchy, you can be car-centric or you can be pedestrian- and bicycle-centric, but you cannot be both. The plan provides a vision for the City that prioritizes all users on the streets.
ISSUES | OPPORTUNITIES
Deep Layer: Multimodal Right-of-Way

Orangeline Portland - LRT, Streetcar, BRT, Peds, Bikes

Civic Center Transit District - Denver
GUIDING PRINCIPLES

Pike and Pine Streets should have a strong and distinct identity. The design choices in this project should reinforce their role as the primary east-west pedestrian streets in downtown.
GUIDING PRINCIPLES

Pike and Pine Streets should offer a generous, safe and continuous pedestrian experience from Capitol Hill to the Pike Place Market.
GUIDING PRINCIPLES

Pike and Pine Streets should provide a vibrant stage for enjoying city life, whether for getting from place to place or for staying activities such as eating, drinking and people watching.
GUIDING PRINCIPLES

Pike and Pine Streets should be addressed as a whole – the uses and facades along the street are as important to success as the design of the public realm. Design enhancements should foster stewardship and activation by adjacent uses, property owners and tenants.
KEY SUPPORTING CONSIDERATIONS

• Balance pedestrian and public realm needs with important multimodal transportation demands in the Pike and Pine rights-of-way.

• Develop a design with high quality, durability, ease of maintenance and replacement, and high value for the investment. Address needs for safety and defensibility from the beginning.

• Establish a design vision that can be implemented through a combination of this project, and by development and partner projects - - current and future, public and private.

• Ensure the project addresses the places with the most critical and immediate needs, at the same time as establishing a strong identity across the full length of the corridor.

• Invest in visible improvements that make a difference -- avoid using significant funding for improvements hidden underground or for replacing existing higher quality infrastructure.
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