

Pike and Pine Streetscape Project Sounding Board

OCTOBER 17, 2016



ZGF
ZIMMER GUNSUL FRASCA ARCHITECTS LLP

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



PROJECT INTRODUCTION

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



PROJECT INTRODUCTION

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

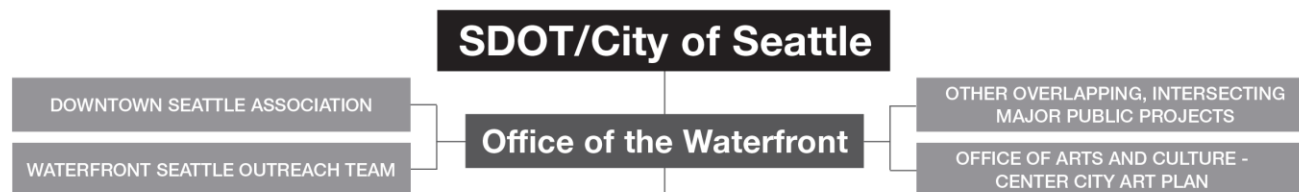


ZGF RELEVANT EXPERIENCE

Downtown Boise 1986-2016



TEAM



Pike-Pine Streetscape Improvements

PROJECT LEADERSHIP / CORE TEAM

ZGF Architects LLP

URBAN DESIGN / LANDSCAPE ARCHITECTURE

Tobin Thompson

PRINCIPAL-IN-CHARGE/
PROJECT MANAGER

Brian McCarter

FASLA, AICP
LEAD URBAN DESIGNER

Heidi Bullinga

AIA, 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

WBE

CIVIL ENGINEERING, PEDESTRIAN AND BIKE TRANSPORTATION CONSULTANT

Kenneth Loen

PE
LEAD CIVIL ENGINEER

Michael Hintze

AICP, LEED AP
PEDESTRIAN AND BIKE PLANNER

Craig Schoenberg

PE
CIVIL ENGINEER/
STORMWATER SPECIALIST

RESOURCE AND SUPPORT TEAM

Chudgar Engineering Company

MBE
LEAD STRUCTURAL ENGINEERING
AREAWAYS & SDOT

Samir Chudgar

PE, SE
LEAD STRUCTURAL ENGINEER

HDR, Inc.

UTILITY ENGINEERING AND
STRUCTURAL SUPPORT FOR
BRIDGES & WSDOT

Paul Bott

PE
STRUCTURAL ENGINEER

Brian Magee

PE
CIVIL ROADWAY DESIGNER

Aspect Consulting, LLC

GEOTECHNICAL ENGINEERING

Henry Haselton

PE, PMP
LEAD GEOTECHNICAL ENGINEER

Studio SC

MBE
SIGNAGE & ENVIRONMENTAL GRAPHICS

Mark Sanders

PRINCIPAL SIGNAGE AND
ENVIRONMENTAL GRAPHICS

dark | light design

WBE
LIGHTING DESIGN

Jill Cody

LEAD LIGHTING DESIGNER

Project for Public Spaces

PLACEMAKING & STREET ACTIVATION

Meg Walker

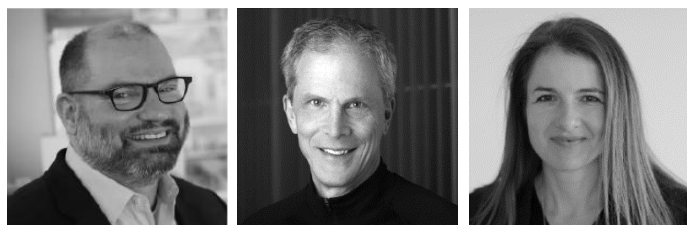
AICP, RA
PLACEMAKING CONSULTANT

Nelson\Nygaard Consulting Associates

TRANSPORTATION PLANNING

Jennifer Wieland

TRANSPORTATION PLANNER



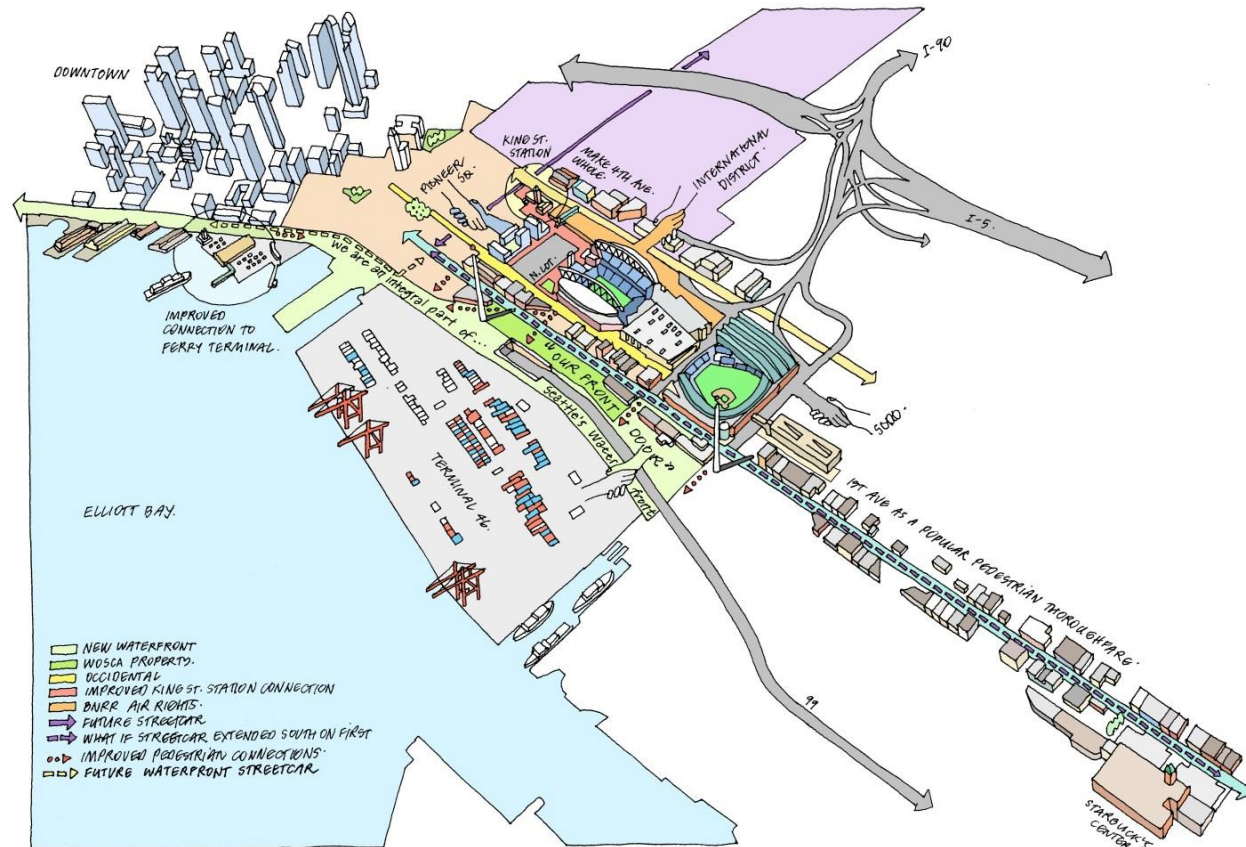
CORE TEAM



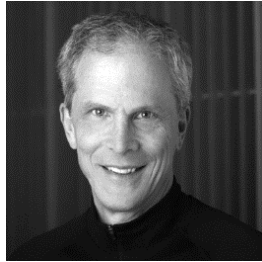
Tobin Thompson

Principal-in-Charge / Project Manager

ZGF ARCHITECTS LLP



CORE TEAM



Brian McCarter FASLA, AICP
Lead Urban Designer

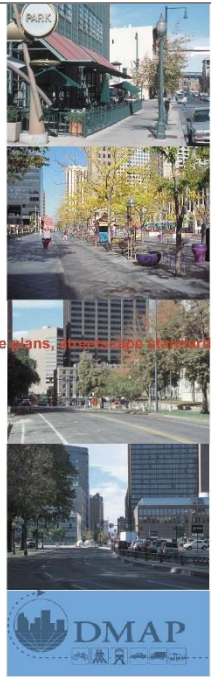
ZGF ARCHITECTS LLP

Downtown Denver Streets

downtown streetscape plan
master plan, design guidelines, prototype plans, streetscape standards

Revised
June 15, 2004

Prepared for:
City and County of Denver
Regional Transportation District
Colorado Department of Transportation



Embarcadero – San Francisco



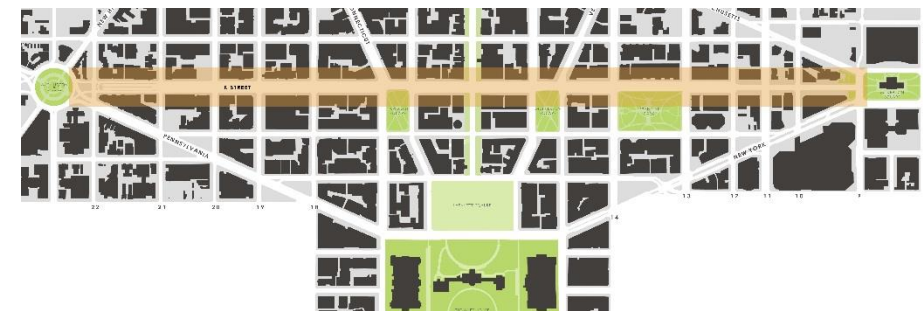
Pearl District, Portland

UPDATED
**RIVER DISTRICT
RIGHT-OF-WAY STANDARDS**

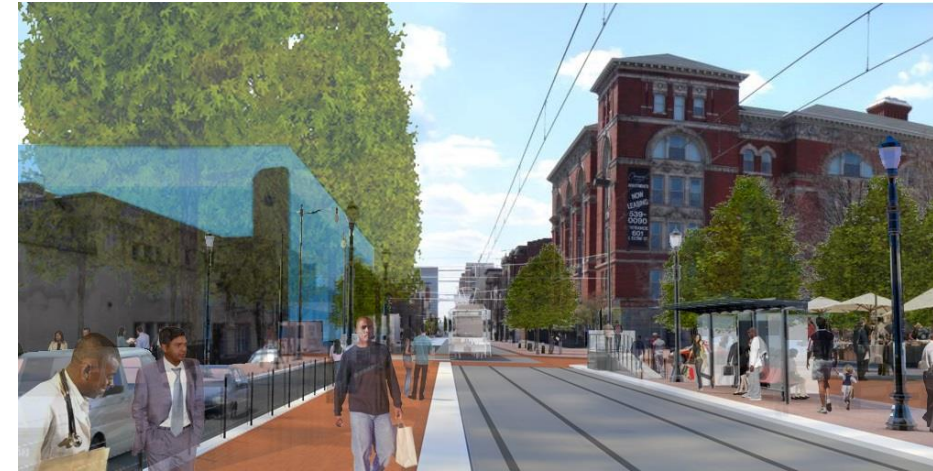
Framework Plans
Performance Criteria
Design Standards



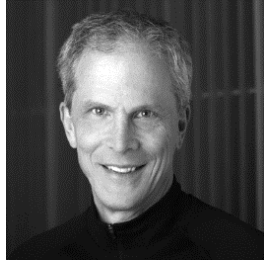
K Street - DC



Howard Street - Baltimore



CORE TEAM



Brian McCarter FASLA, AICP
Lead Urban Designer

ZGF ARCHITECTS LLP



CORE TEAM



Heidi Bullinga AIA, LEED AP
Deputy Project Manager / Project Architect

ZGF ARCHITECTS LLP



CORE TEAM



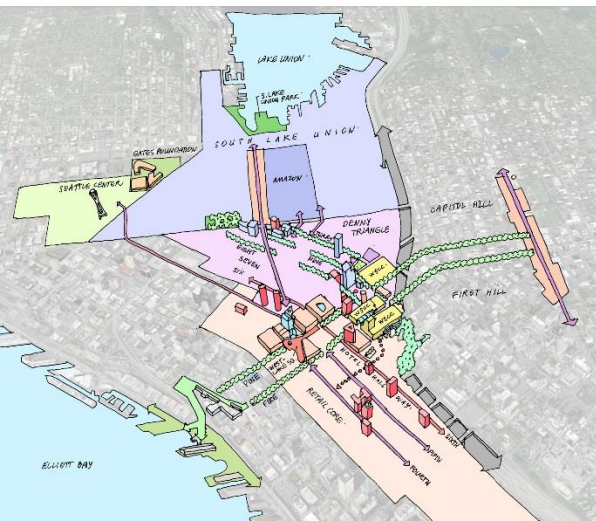
David Grant ASLA, LEED AP
Senior Landscape Architect

ZGF ARCHITECTS LLP

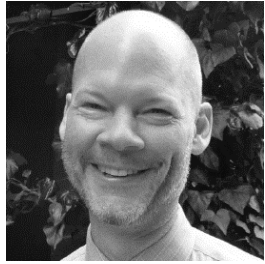


Robert Wood ASLA
Senior Landscape Architect

ZGF ARCHITECTS LLP

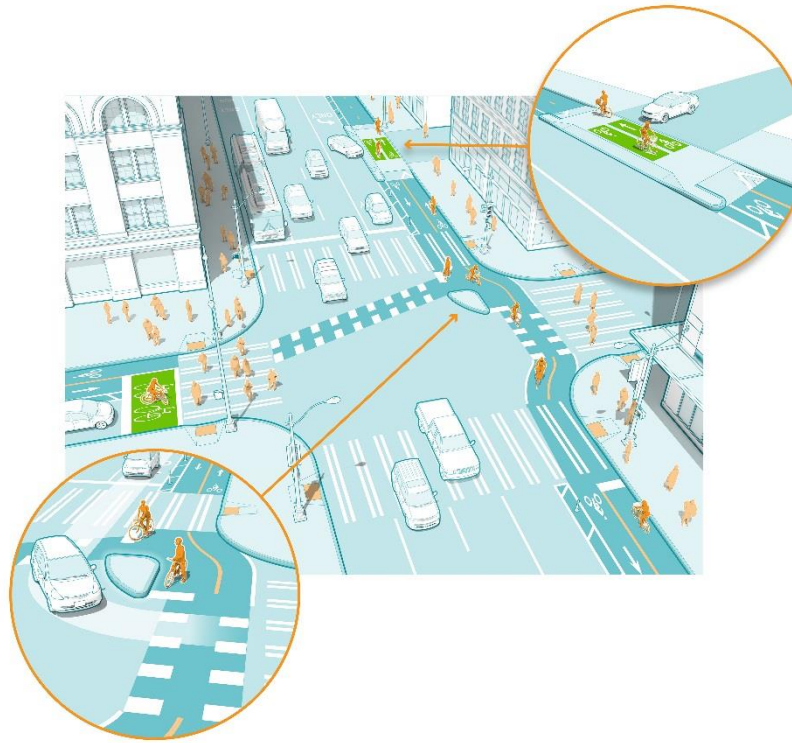


CORE TEAM



Kenneth Loen PE
Lead Civil Engineer

TOOLE DESIGN GROUP LLC



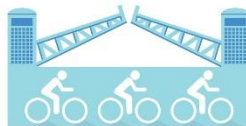
Seattle is growing

In addition to truck, transit and pedestrian improvements, a bicycle network is part of the solution to help Seattle grow gracefully



INCREASE TRAVEL OPTIONS

69% of people commute downtown by transit, carpooling, biking, and walking.
Source: Commute Seattle Mode Split Survey

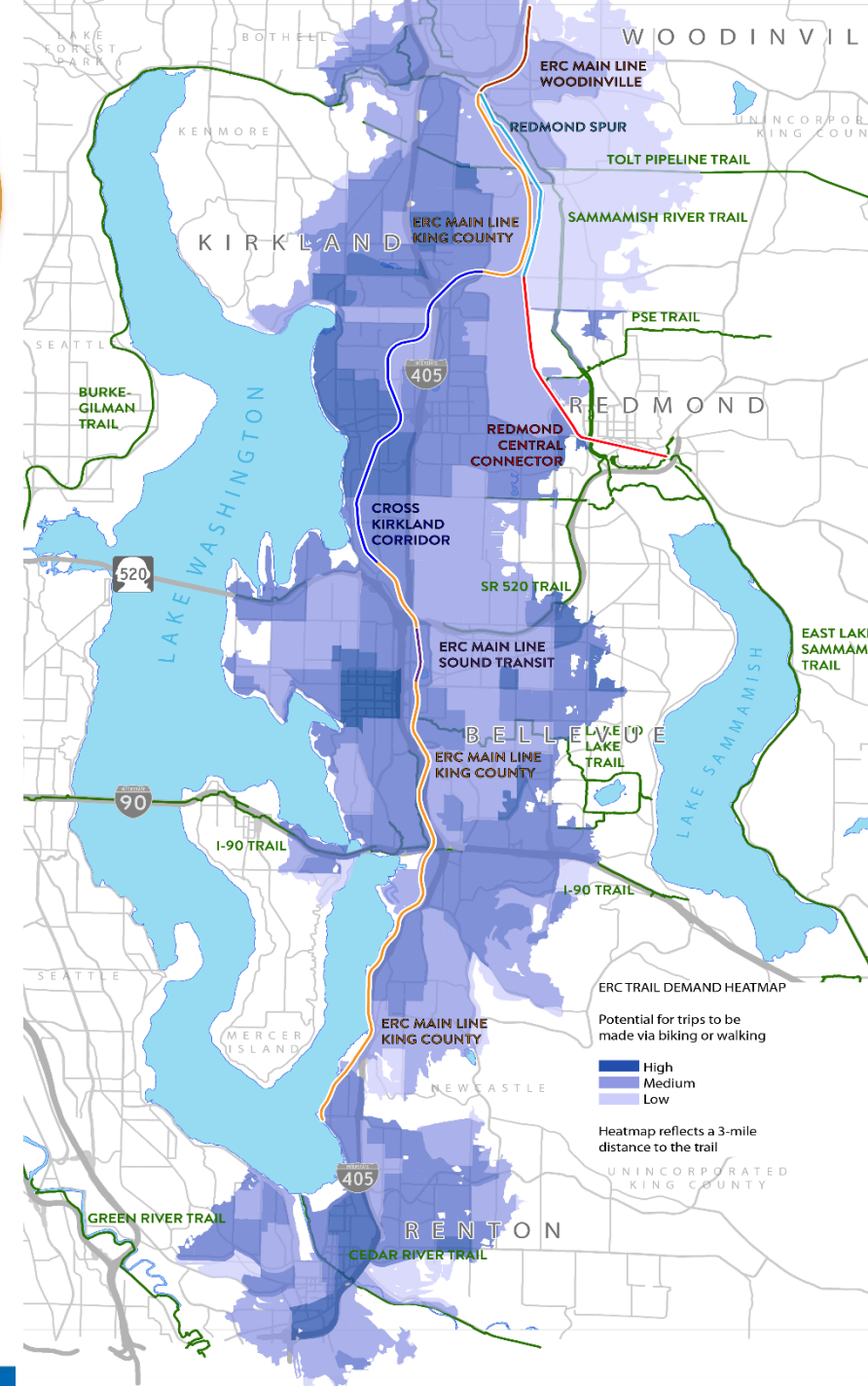


MEET GROWING DEMAND
Weekday bike volume at the Fremont Bridge was **up 10%** in 2014 compared to 2013
Source: City of Seattle permanent bike counter



SUPPORT A GROWING CENTER CITY

65,000 people live here and **25** new jobs a day are being added
Source: 2015 State of Downtown Economic Report



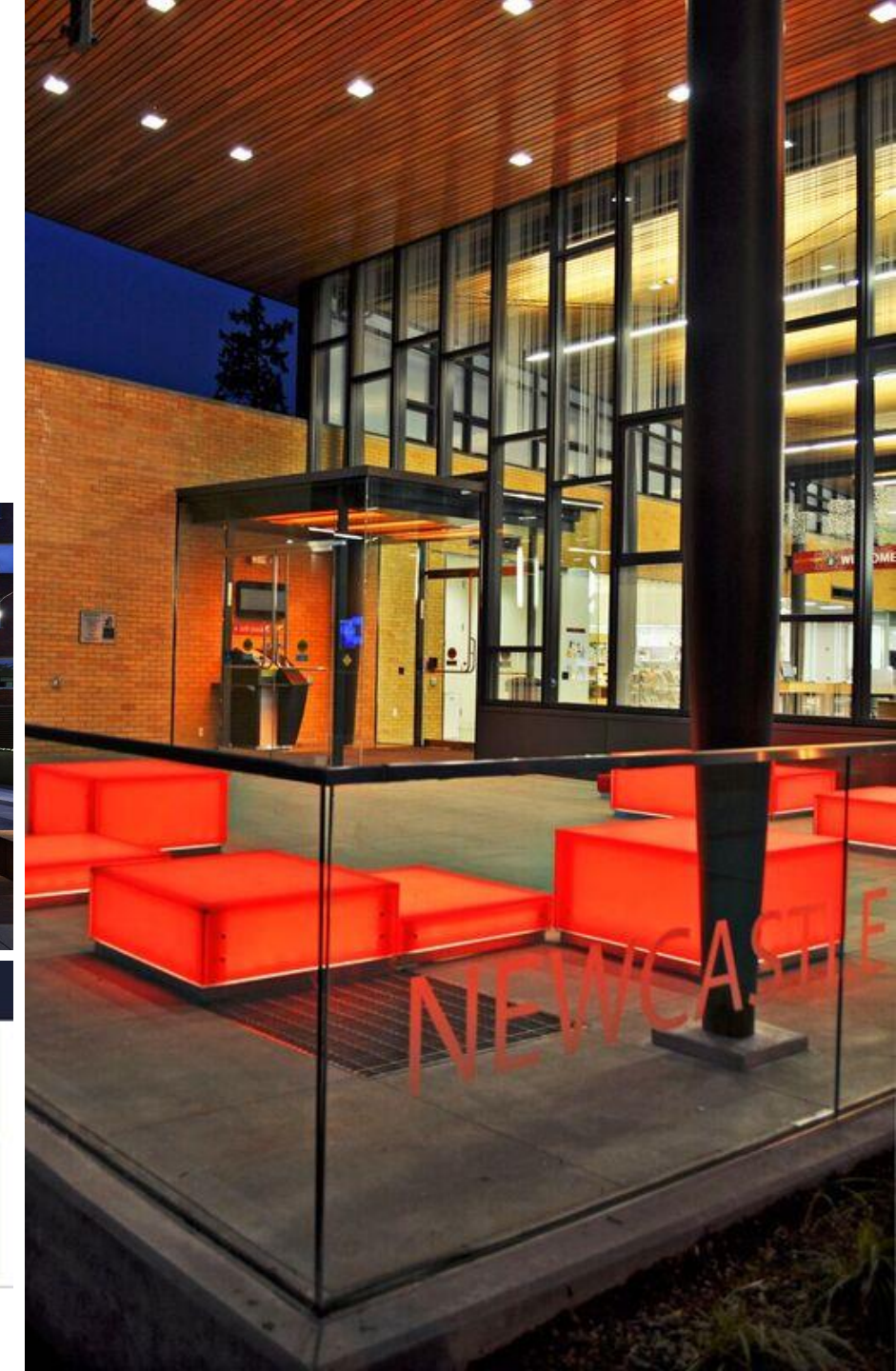
CORE TEAM



Jill Cody

Lead Lighting Designer

dark | light



RESOURCE TEAM

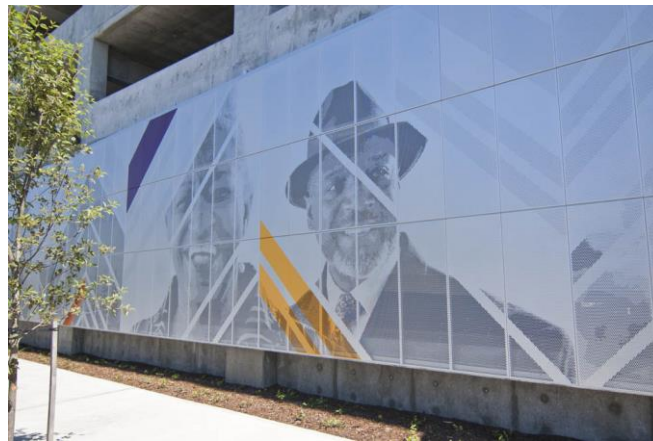


Meg Walker AICP, RA
Placemaking Consultant

PROJECT FOR PUBLIC SPACES



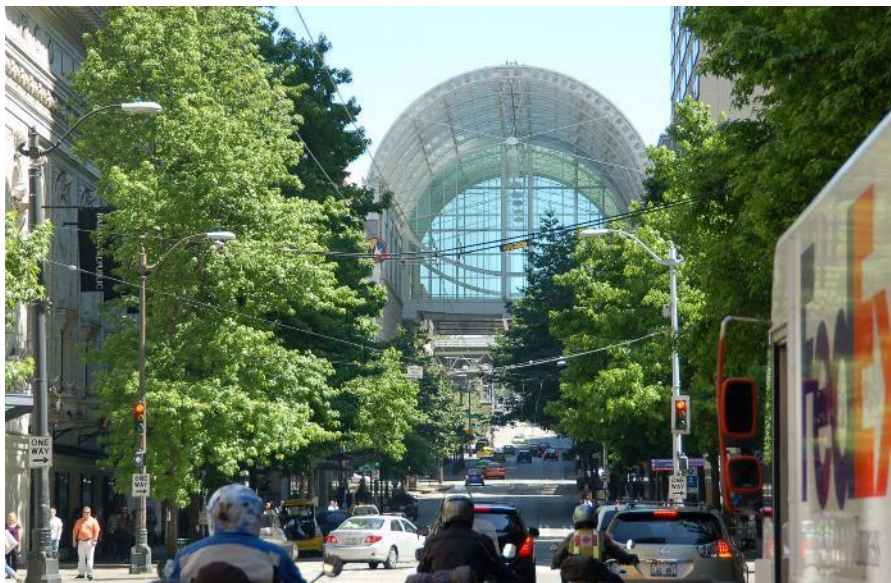
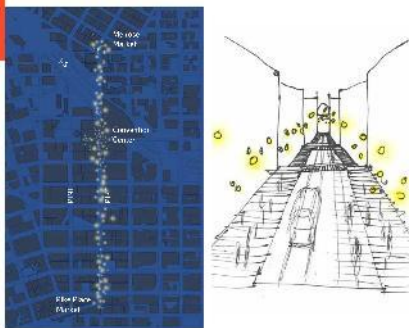
Mark Sanders
Principal Signage and
Environmental Graphics
STUDIO SC



ISSUES | OPPORTUNITIES

Light Layer : Street Life

②
Pike Street Light Installation

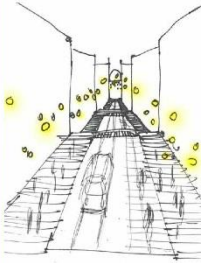
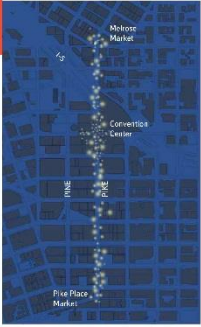


ISSUES | OPPORTUNITIES

Light Layer : Street Life

②

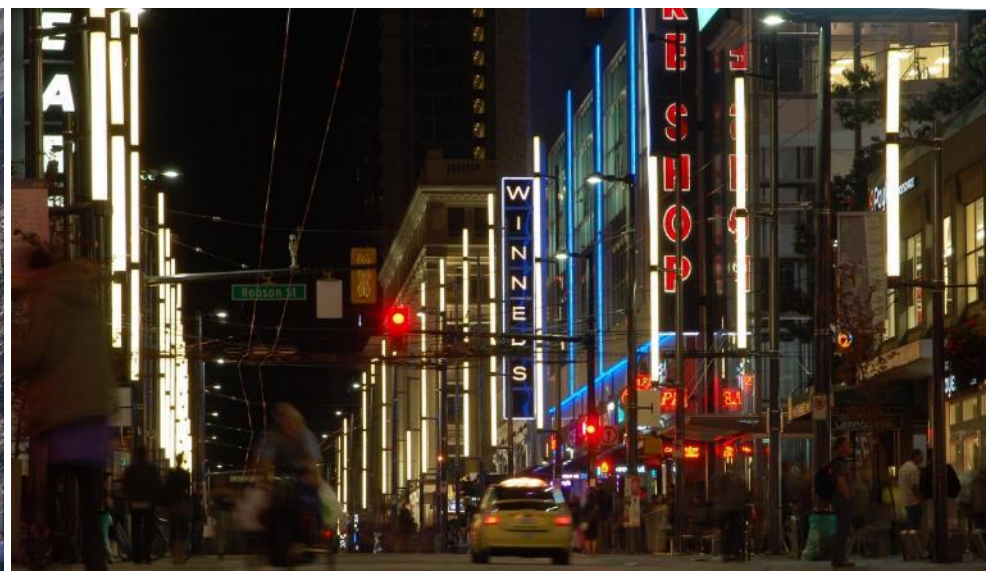
Pike Street Light Installation



This coverage of Seattle's street life comes with a new perspective on the city's urban landscape. The light installation is a key element of the city's urban design, and it is a key element of the city's urban design. The light installation is a key element of the city's urban design, and it is a key element of the city's urban design.

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OUTFASHION DURING NIGHT



ISSUES | OPPORTUNITIES

Light Layer : Street Life

①

"Market-to-Market" Scramble



ISSUES | OPPORTUNITIES

Medium Layer : Paving and Furnishings



ISSUES | OPPORTUNITIES

Medium Layer : Paving and Furnishings



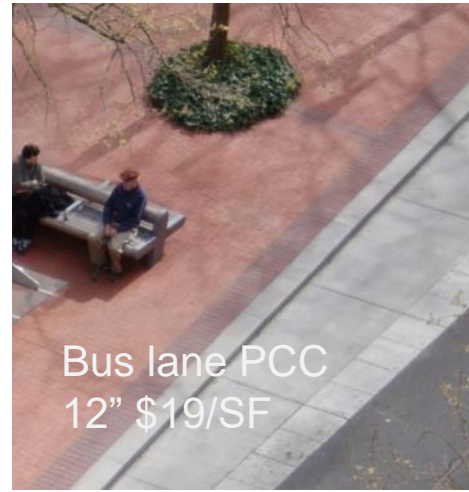
6" curb/gutter
\$40/LF



12" curb &
gutter \$ 52/LF



Pervious pavers in
parking area \$30/SF



Bus lane PCC
12" \$19/SF



Flexible-set HD brick
pavers over 12"
subslab \$40/SF



Natural color scored
concrete \$6.40/SF

ISSUES | OPPORTUNITIES

Deep Layer : Multimodal Right-of-Way

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

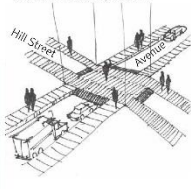
Sidewalk in good condition that complies with SDOT standards



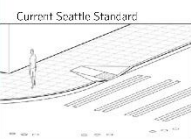
2+2 standard sidewalk in good condition
Projected future development

- ④ Prioritize crosswalks as flush extensions of sidewalks, to create an exceptionally comfortable and safe walking experience.

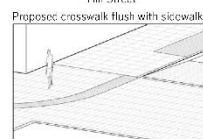
Intersection concept sketch



Intersection Plan

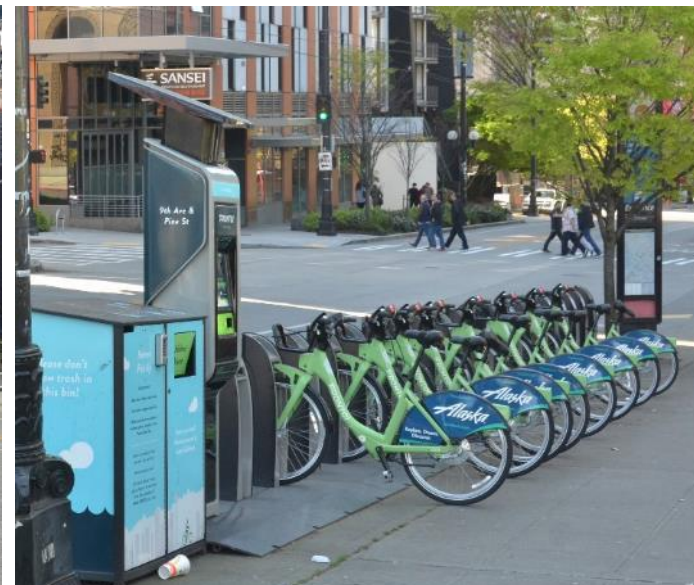
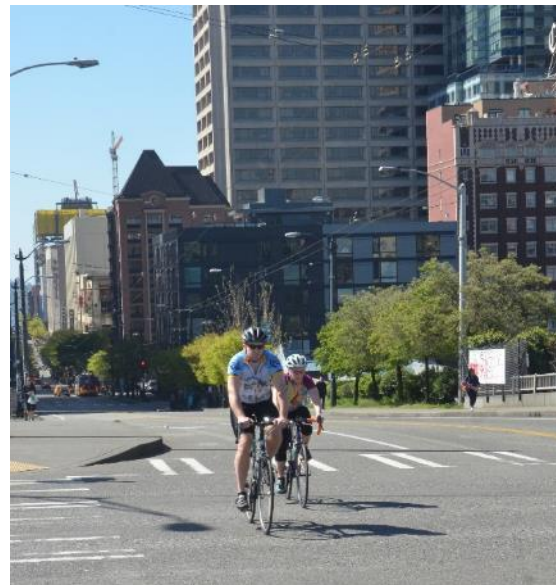


Current Seattle Standard



Proposed crosswalk flush with sidewalk

Today's intersections carry a crosswalk, curb and gutter design, but the gutter and curb are not at the level of the sidewalk, so that people have to move up or down to cross the street. This creates a barrier to entry for people with strollers, wheelchairs, or those who are simply carrying a bag or a box. The proposed design would be a flush crosswalk, so that people can move up or down to cross the street. This creates a barrier to entry for people with strollers, wheelchairs, or those who are simply carrying a bag or a box. The proposed design would be a flush crosswalk, so that people can move up or down to cross the street.



ISSUES | OPPORTUNITIES

Deep Layer : Multimodal Right-of-Way

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



Civic Center Transit District - Denver



Broadway-Lincoln Cycle Track Option B1: Two-Way Protected Bike Lane on Broadway

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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