

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

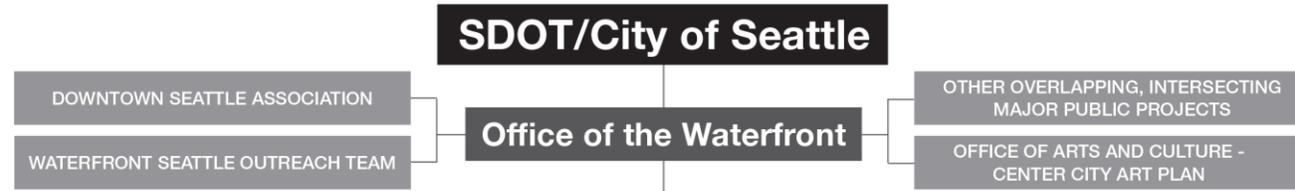


ZGF RELEVANT EXPERIENCE

Downtown Boise 1986-2016



TEAM



Pike-Pine Streetscape Improvements

PROJECT LEADERSHIP / CORE TEAM

ZGF Architects LLP
URBAN DESIGN / LANDSCAPE ARCHITECTURE

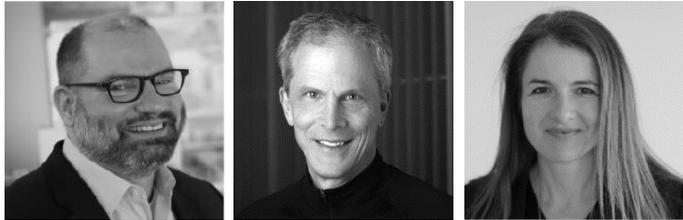
Tobin Thompson PRINCIPAL-IN-CHARGE/ PROJECT MANAGER	Brian McCarter FASLA, AICP LEAD URBAN DESIGNER	Heidi Bullinga AIA, LEED AP DEPUTY PROJECT MANAGER/ PROJECT ARCHITECT
Robert Wood ASLA SENIOR LANDSCAPE ARCHITECT	David Grant ASLA, LEED AP SENIOR LANDSCAPE ARCHITECT	

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
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RESOURCE AND SUPPORT TEAM

Chudgar Engineering Company MBE LEAD STRUCTURAL ENGINEERING AREAWAYS & SDOT	Aspect Consulting, LLC GEOTECHNICAL ENGINEERING	Project for Public Spaces PLACEMAKING & STREET ACTIVATION
Samir Chudgar PE, SE LEAD STRUCTURAL ENGINEER	Henry Haselton PE, PMP LEAD GEOTECHNICAL ENGINEER	Meg Walker AICP, RA PLACEMAKING CONSULTANT
HDR, Inc. UTILITY ENGINEERING AND STRUCTURAL SUPPORT FOR BRIDGES & WSDOT	Studio SC MBE SIGNAGE & ENVIRONMENTAL GRAPHICS	Nelson\Nygaard Consulting Associates TRANSPORTATION PLANNING
Paul Bott PE STRUCTURAL ENGINEER	Mark Sanders PRINCIPAL SIGNAGE AND ENVIRONMENTAL GRAPHICS	Jennifer Wieland TRANSPORTATION PLANNER
Brian Magee PE CIVIL ROADWAY DESIGNER	dark light design WBE LIGHTING DESIGN	
	Jill Cody LEAD LIGHTING DESIGNER	

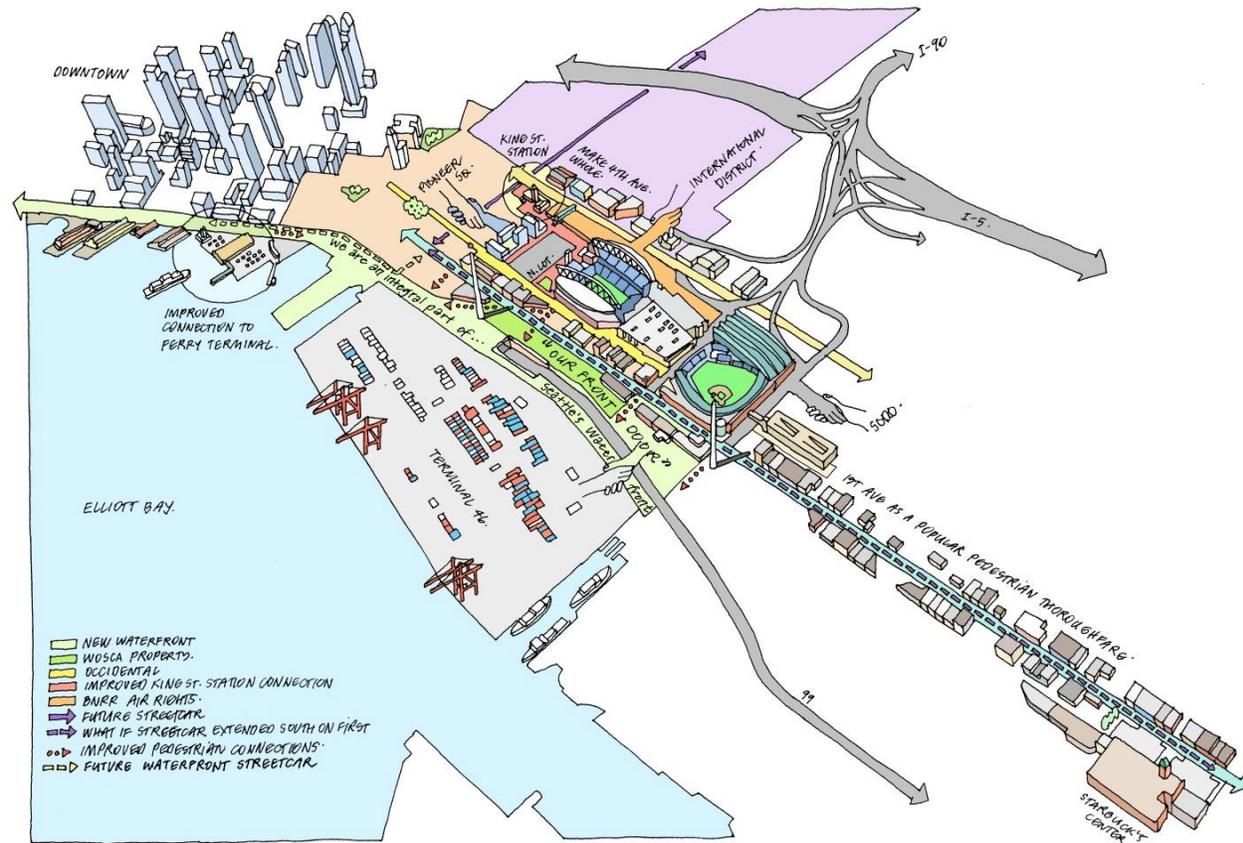


CORE TEAM

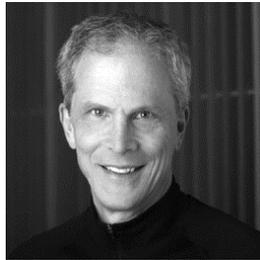


Tobin Thompson
Principal-in-Charge / Project Manager

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



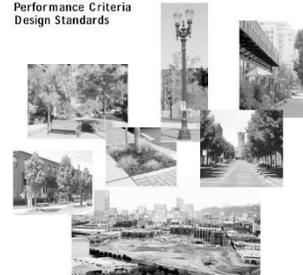
Embarcadero – San Francisco



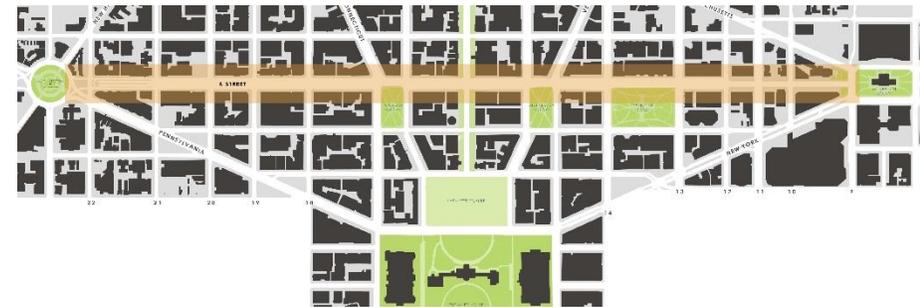
Pearl District, Portland

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

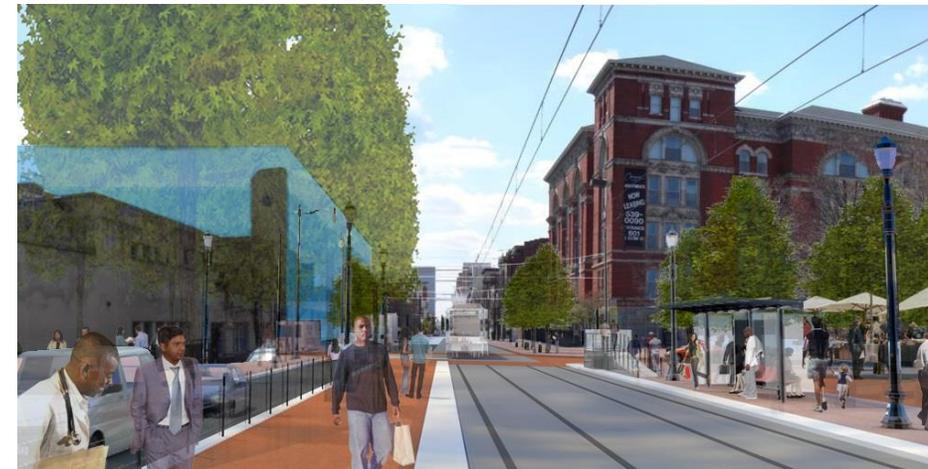
Framework Plans
Performance Criteria
Design Standards



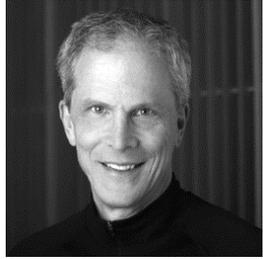
K Street - DC



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



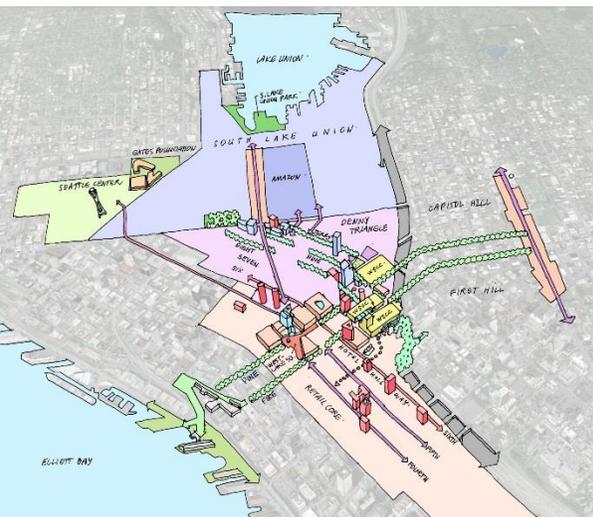
David Grant ASLA, LEED AP
Senior Landscape Architect

ZGF ARCHITECTS LLP



Robert Wood ASLA
Senior Landscape Architect

ZGF ARCHITECTS LLP

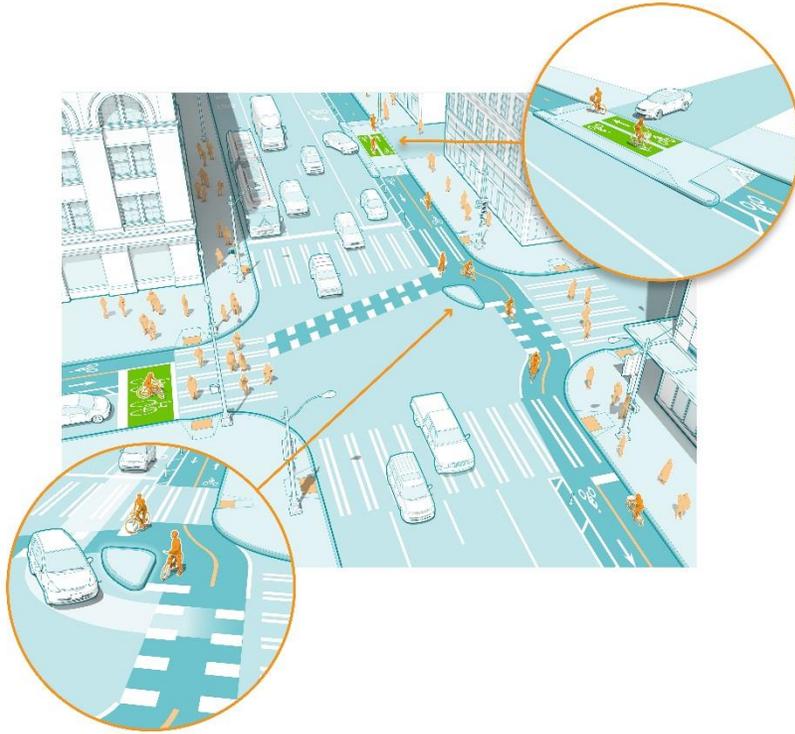


CORE TEAM



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

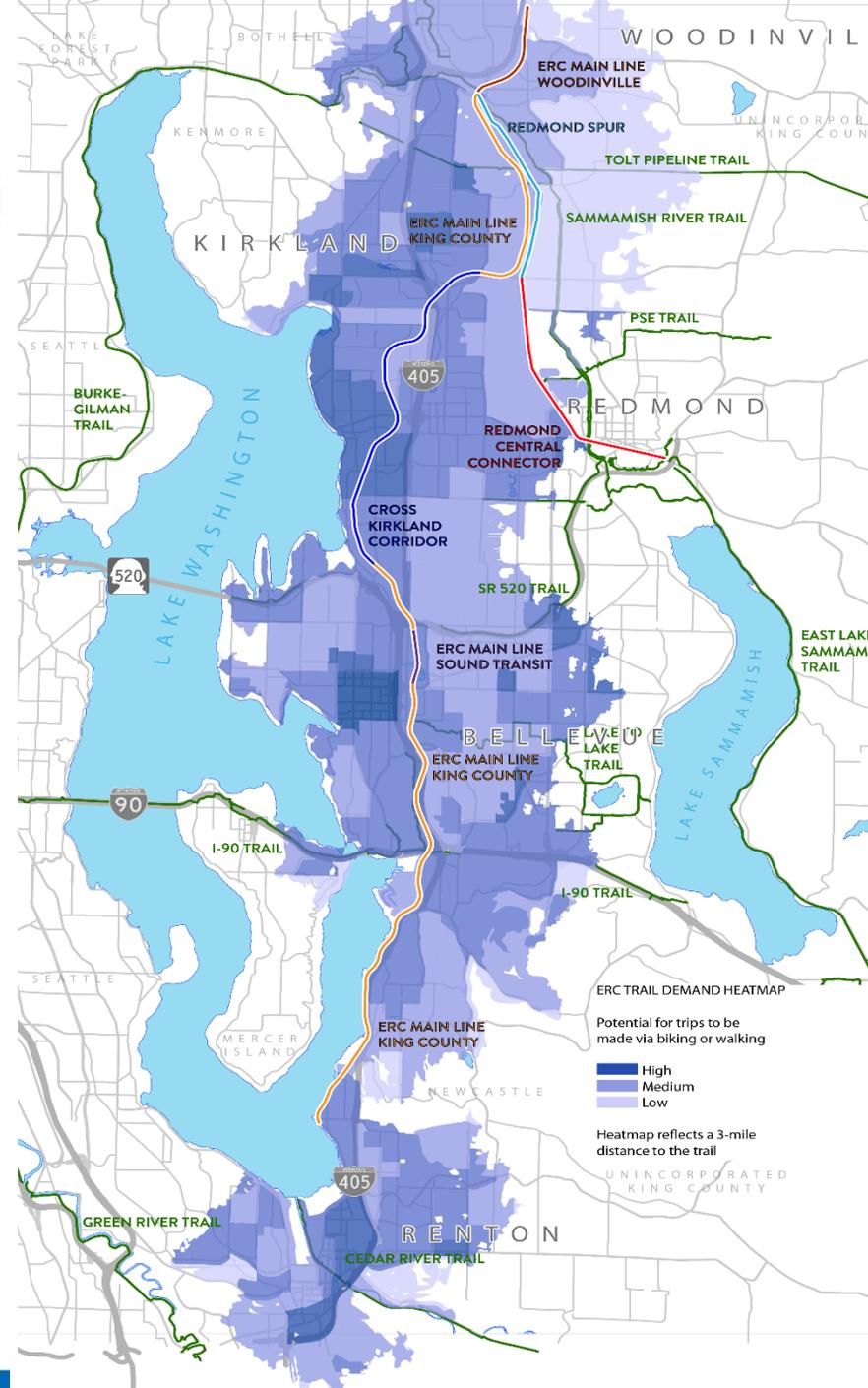


MEET GROWING DEMAND
Weekday bike volume at the Fremont Bridge was **up 10%** in 2014 compared to 2013
Source: City of Seattle permanent bike counter



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



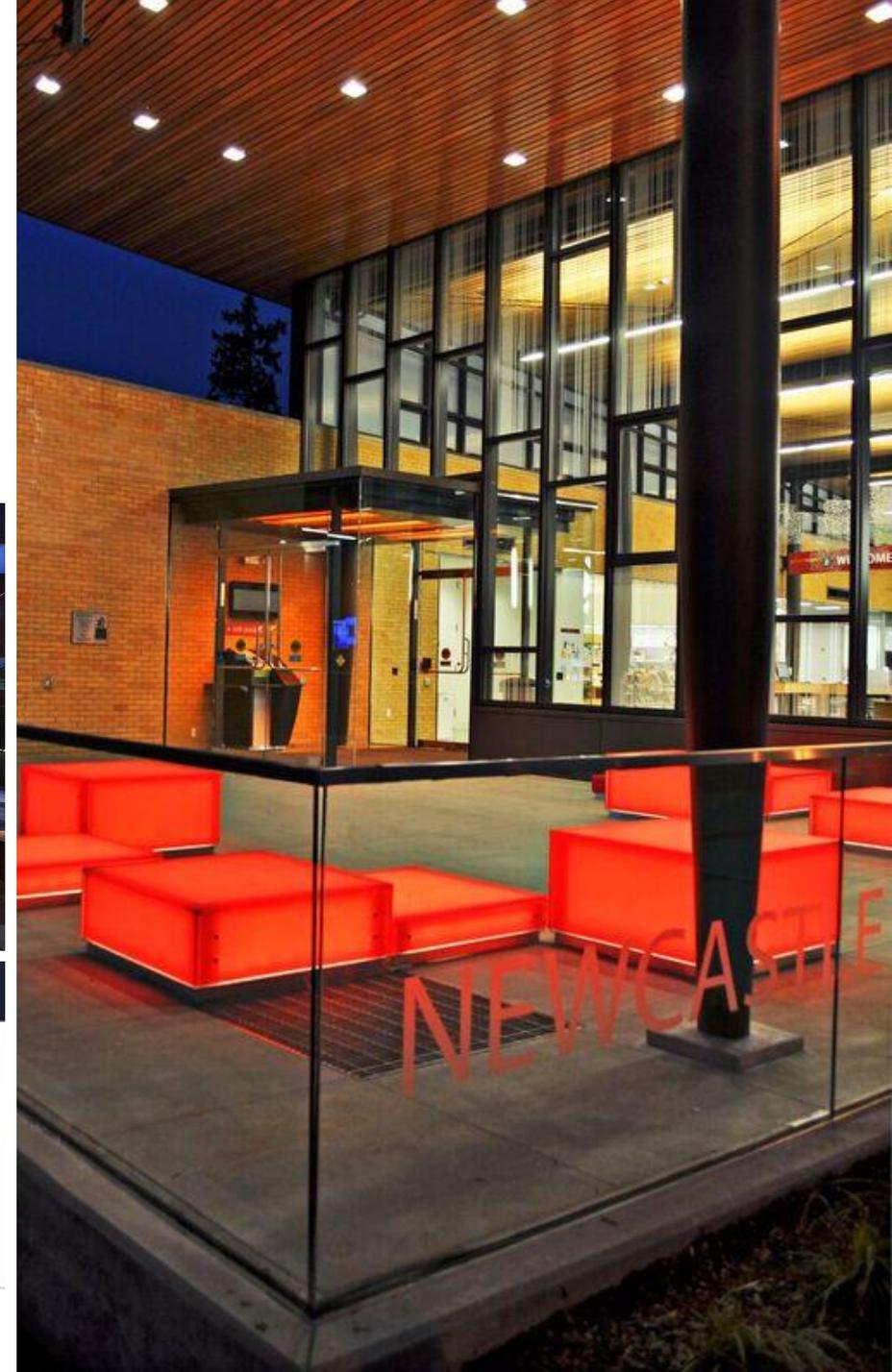
CORE TEAM



Jill Cody

Lead Lighting Designer

dark | light



RESOURCE TEAM

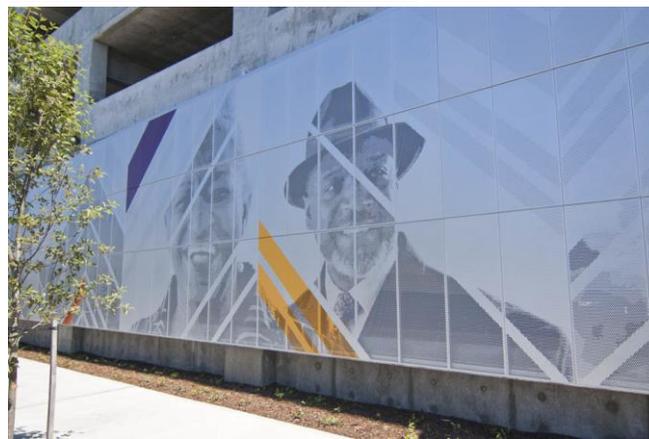
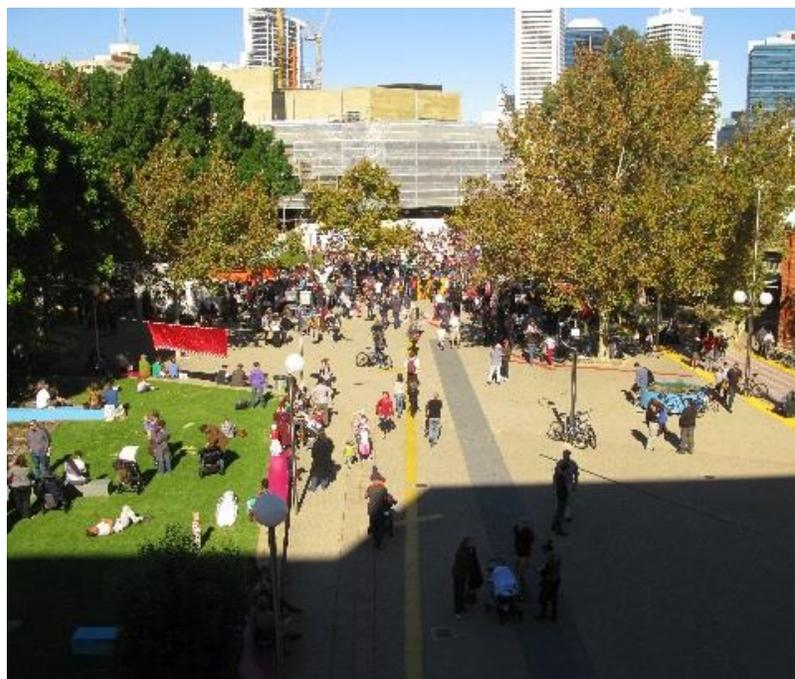
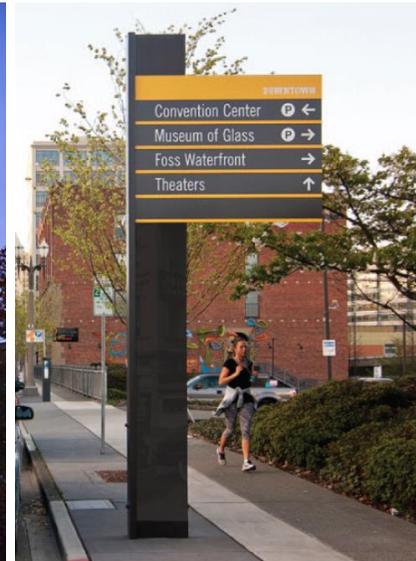


Meg Walker AICP, RA
Placemaking Consultant

PROJECT FOR PUBLIC SPACES



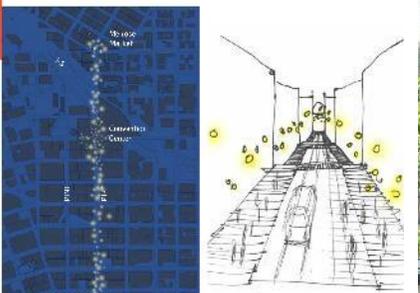
Mark Sanders
Principal Signage and
Environmental Graphics
STUDIO SC



ISSUES | OPPORTUNITIES

Light Layer : Street Life

② Pike Street Light Installation



The diagram shows a street layout with yellow circles indicating light pole locations. The map on the left shows the street grid with Pike Street highlighted.

TO: 086-2-086-01-188-18101



ISSUES | OPPORTUNITIES

Light Layer : Street Life

② Pike Street Light Installation



This coverage of Seattle's street life comes with a contemporary and a classic perspective. About half of this street is now people are views and above the hill. The light installation will be a new urban space in central corridor between the north end and Central Hill, through the heart of downtown. This approach also is a light walk with some of the Convention Center by or being through it beyond the car stops and overpass.



ISSUES | OPPORTUNITIES

Light Layer : Street Life

①

"Market-to-Market" Scramble

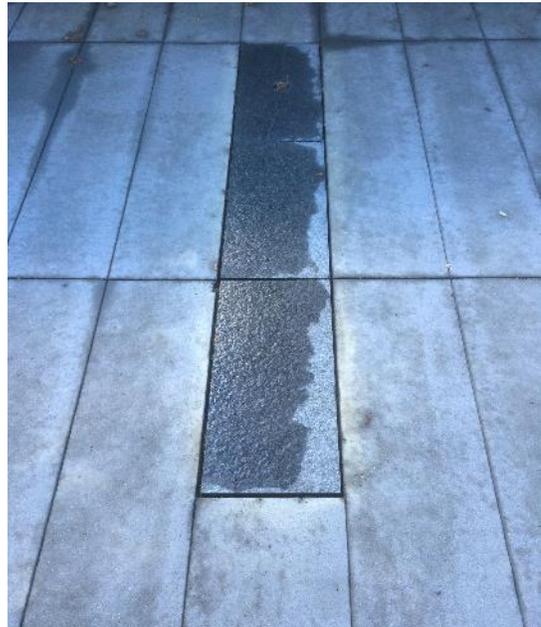
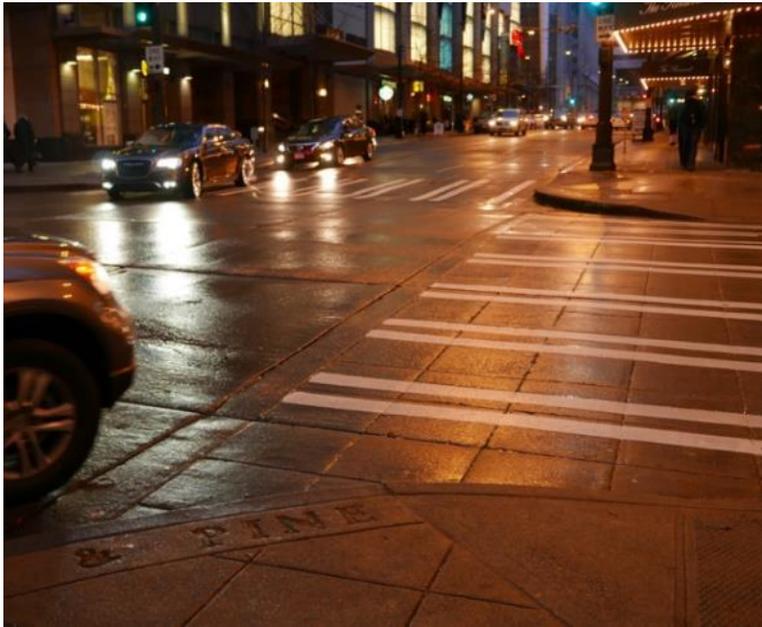


The Market-to-Market Scramble is a triathlon race on Pine and First Streets between Pine Place Market and Market Street. It helps build the local and brings together triathletes, as well as other people in the neighborhood with it. It helps connect and connect of the adjacent core and Pine Place Market.



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

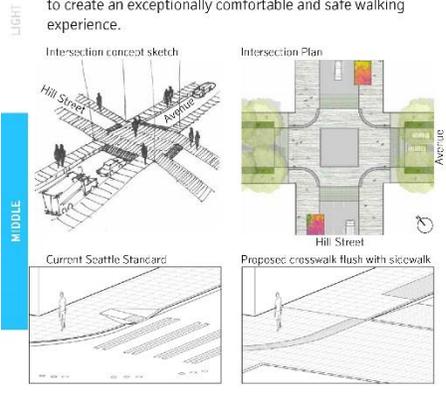
All of downtown's streetscapes cannot be replaced at once.

Sidewalk in good condition that complies with SDOT standards

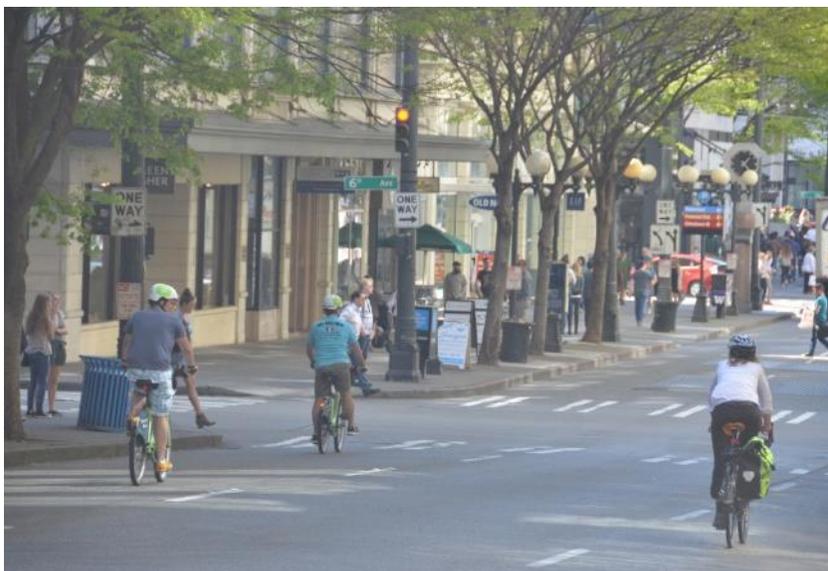


④

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



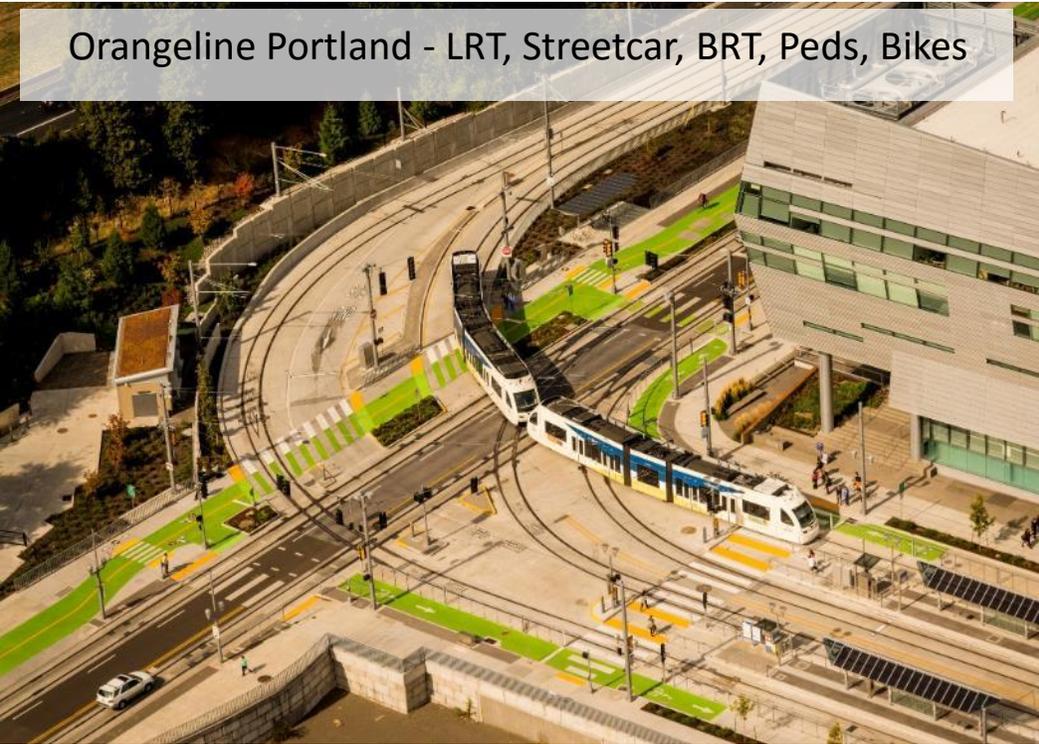
Raised intersections can create a crosswalk, level and surface that is more accessible. It also has the potential to create a more progressive streetscape relative to other urban areas. However, this could become a liability if it is not done properly. Consider the impact of the proposed sidewalk to ensure it will comply with all codes.



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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