Pike-Pine Grid
Connecting Downtown Destinations
Site Reconnaissance

1.) Sidewalk Pavement Conditions
2.) Furnishings
3.) Tree Assessment
4.) Lighting
5.) Mobility
6.) Street-level Vitality
7.) CPTED
8.) Placemaking / Activation
9.) Synthesis
Sidewalk Pavement Conditions

**Poor Conditions:**
Cracked, uneven, patched, poor drainage

**Moderate Conditions:**
Even surface, some patching, maintained joints

**Good Conditions:**
Newer sidewalk, quality joints, smooth surface
Sidewalk Pavement Conditions

Areas with Special Paving

5th Avenue  Westlake Park  Pike Place Market  WSCC
Sidewalk Pavement Conditions

**Takeaways:**

- Pavement in the retail core is generally in better condition.
- Generally, the worst pavement is in the west end.
- Several new projects will come on line and replace poor conditions.
- Some upgrades to curb ramps remain to be completed.
- Special paving should remain as placemaking feature.
- Can projects in planning be persuaded to adopt a new paving pattern?
Furnishings

Existing Conditions – Varied Typologies

Downtown Informational Sign

Attractions in Seattle Map

Wayfinding signage

Plymouth Pillars Park tables and chairs

Starbucks café seating

Taylor Shellfish outdoor seating
Furnishings
Seating Areas

Takeaways:

• Majority of the seating along the corridor is anchored by restaurants or coffee shops.
• Small amount of fixed seating, such as benches and seat walls. Need to be conscious as to where the corridor can support benches that promote desirable activity.
• Existing palette of furnishings is inconsistent. There are pros and cons to consistency.
• Any new furnishings must coordinate with new Center City Streetscape standards.

NOTE: Seating areas defined as benches, fixed seat walls or café seating.
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Takeaways:

- Important factors for opportunity areas:
  - Sidewalk width
  - Views
  - Façade transparency
  - Sidewalk traffic
  - Proximity to transit
  - Proximity to successful seating areas

NOTE: Seating areas defined as benches, fixed seat walls or café seating.
Tree Assessment
Existing Conditions

5th Avenue – Norway Maples

Pine Street btw 5th & 6th - Zelkova

Trees not limbed up and blocking light fixtures

Honey Locusts: wrong species for location
Tree Assessment

Major Groupings

Takeaways:

• Urban matched groves are most consistent on Pine and cross streets
• Some blank blocks
• Some species are thriving while others should be removed
• Additional plantings could be added or others removed to gain consistency of design and identity
• Species need to be appropriate for the conditions
Tree Assessment
Species and Health Analysis

Takeaways:
• Some species are thriving while others should be removed
Visual assets
Lighting
Existing Fixtures

One Globe
Two Globe
Three Globe
Cobrahead with Chief Seattle Base
Two Globe fixtures on Pine
Pedestrian Lighting

Takeaways:

• Consistent fixture type and spacing on Pine, not on Pike
• Enough blocks to justify retrofitting Pike and relate to Pine; could give Pike Pine a distinct image at night
• All existing fixtures to be retrofitted with LED – over time; color and wattage to be monitored
• Lighting mood of Pike Pine is enhanced by ancillary light
Takeaways:

- Consistent fixture type and spacing on Pine, not on Pike
- Enough blocks to justify retrofitting Pike and relate to Pine; could give Pike Pine a distinct image at night
- All existing fixtures to be retrofitted – over time
- 2700K – 3000K light temperature is a point of discussion
- Special lighting over freeway bridges?
- Encourage special neon light corridor?
Lighting
Building facades and storefronts
Lighting
Neon Signs & Vertical Marquees

Pike Place Market sign
The Carlile Room signage
Regal Cinemas signage
Paramount & Premiere signage
Mobility
Existing Conditions

Bicycle lane on Pine

Westlake Station entrance

Pedestrian activity along Pine

Bus Only Lane on Pike

South Lake Union Streetcar
Takeaways:

• Bus service and stops – manage the short term fluctuation; integrate with streetlife
• Anticipate greater pedestrian intensity from station portals when all of North link is complete
• Stay coordinated with Center City Mobility Plan as bike and transit concepts are evaluated
• Mobility demands between 1\textsuperscript{st} and 2\textsuperscript{nd} – an opportunity
Mobility

Intersection Crossings

Takeaways:

- Crossing challenges are:
  - Length, large radius
  - Mis-alignment
  - Volume and speed of cross traffic
  - Type of cross traffic
  - Heavy turn movements
  - Original single curb ramps
Mobility
Intersection Crossings

7th
8th
9th

Boren
Minor

7th
8th
9th

15'R
20'R
27'R

15'R
37'R

MOBILE INTERSECTION

INTERSECTION (7-240)

PINE

E-DIRECTIONAL
FREEWAY RAMP

MOST DIFFICULT
INTERSECTION

5'5 CROSSING

NO PED. CROSSING
NORTH/SOUTH

SIDEWALK ENDS NO
CROSSING

CROSSWALK LENGTH

24" OR LESS

25' TO 30'

32' TO 34'

49' AND UP

CURB RADIUS

18" OR LESS

18'

27'

27' OR GREATER

FREE RIGHT OR
LEFT TURN LANE
Mobility
Sidewalk – Peak Volumes

Takeaways:
• Bus service and stops – manage the short term fluctuation; integrate with streetlife
• High ped use is typically a positive with more eyes on the street; intensity can support activation and placemaking
• Convention center blockfaces are less active, need to be more inviting
• Overpasses are a passage to endure and increase the perception of distance negatively
Street-level Vitality
Existing Conditions – High Vitality

- Human scale architecture at street level
- Awnings
- High % transparency
- Visibility into store
- Multiple entrances

- Spill out or take out business
- Sidewalk café
- Roll open window walls
- Seeing people inside and outside
- Retail lighting projecting out
Street-level Vitality

Existing Conditions – Moderate Vitality

- Human scale architecture at street level
- Awnings or not
- Moderate % transparency; vinyl advertising
- Less visibility into store
- Less entrances
Street-level Vitality
Existing Conditions – Low Vitality

- Variable architecture at street level
- Inactive use
- Awnings or not
- Minimal % transparency; blank walls
- Minimal visibility into store
- Minimal or no entrances
Street-level Vitality

- High
- Moderate
- Low
Street-level Vitality

Takeaways:

• Retail core has strongest frontage, mostly high and moderate vitality
• Convention center frontages are a weak link
• * High activity levels but not positive
Crime Prevention Through Environmental Design
DOWNTOWN SEATTLE STOREFRONT HOURS MAP
Takeaways:

- Areas that feel safe personally – active, great lighting and transparency, open field of view
- 3rd Ave - active but crowded and conceals negative activities
- Areas that feel less safe personally – inactive, poor transparency and eyes on the street, places obscured from view, poor light levels
Takeaways:

• Safety perception, although, doesn’t always match crime stats
Crime Statistics
January 1, 2016 – September 9, 2016

- Shoplifting
- Narcotics
- Assault
Seattle Mayor Ed Murray and other local officials will soon launch a new “9½ Block Strategy” to address drug dealing and other street disorder in the heart of downtown. As part of the strategy, the officials are restricting access to alleys, fencing off a parking lot, moving bus stops, temporarily removing some newspaper boxes, taking away outdoor seating and opening a storefront operations center for anti-crime efforts.
Placemaking / Activation
Challenged Public Space / Frontages

Takeaways:
• Self-evident from previous topics
Placemaking / Activation

Existing Conditions

Pike Place Market

Westlake Park

Plymouth Pillars Park

Paramount and 9th Ave. opportunity
Placemaking / Activation
Existing Destinations and Opportunity Areas

Takeaways:
- Pike and Pine have some of Seattle’s most memorable places and destinations, dispersed along the corridor
Takeaways:

- One way to start thinking about placemaking and activation is to play on the strengths of existing, distinct activity segments as concepts for further exploration.
Placemaking / Activation
Identity Zones
Placemaking / Activation
Identity Zones
Synthesis

Priorities

- Variable street level vitality
- More consistent tree canopy
- Poor pavement conditions
- Consistent lighting plan
- Inconsistent lighting plans
- Personal safety perception
- Potential market/road theme
Synthesis

Priorities

- Moderate to high street level vitality
- High intensity pedestrian flow
- Westlake Station destination
- More consistent lighting, trees on p give
- Multiple transit station arrival points
- Connection to street promenade
Synthesis

Priorities

- Innovative/low street level vitality-bulkfrontages
- Inconsistent trees, lighting, furnishings
- Several access points from tunnel streets
- I-5 Entry to pedestrian experience
- Challenges integration of 1st/5th
Synthesis
Priorities
Pike and Pine Streetscape Project Sounding Board Meeting #2

NOVEMBER 29, 2016