

# Pike and Pine Streetscape Project Sounding Board Meeting #2

NOVEMBER 29, 2016



ZGF  
ZIMMER GUNSUL FRASCA ARCHITECTS LLP



# Pike-Pine Grid

## Connecting Downtown Destinations

### WATERFRONT MARKET AND RETAIL

- 1ST AVE. STREET CAR
- 2ND AVE. BUS ROUTE BIKE LANES
- 3RD AVE. TRANSIT CORRIDOR

### RETAIL CORE

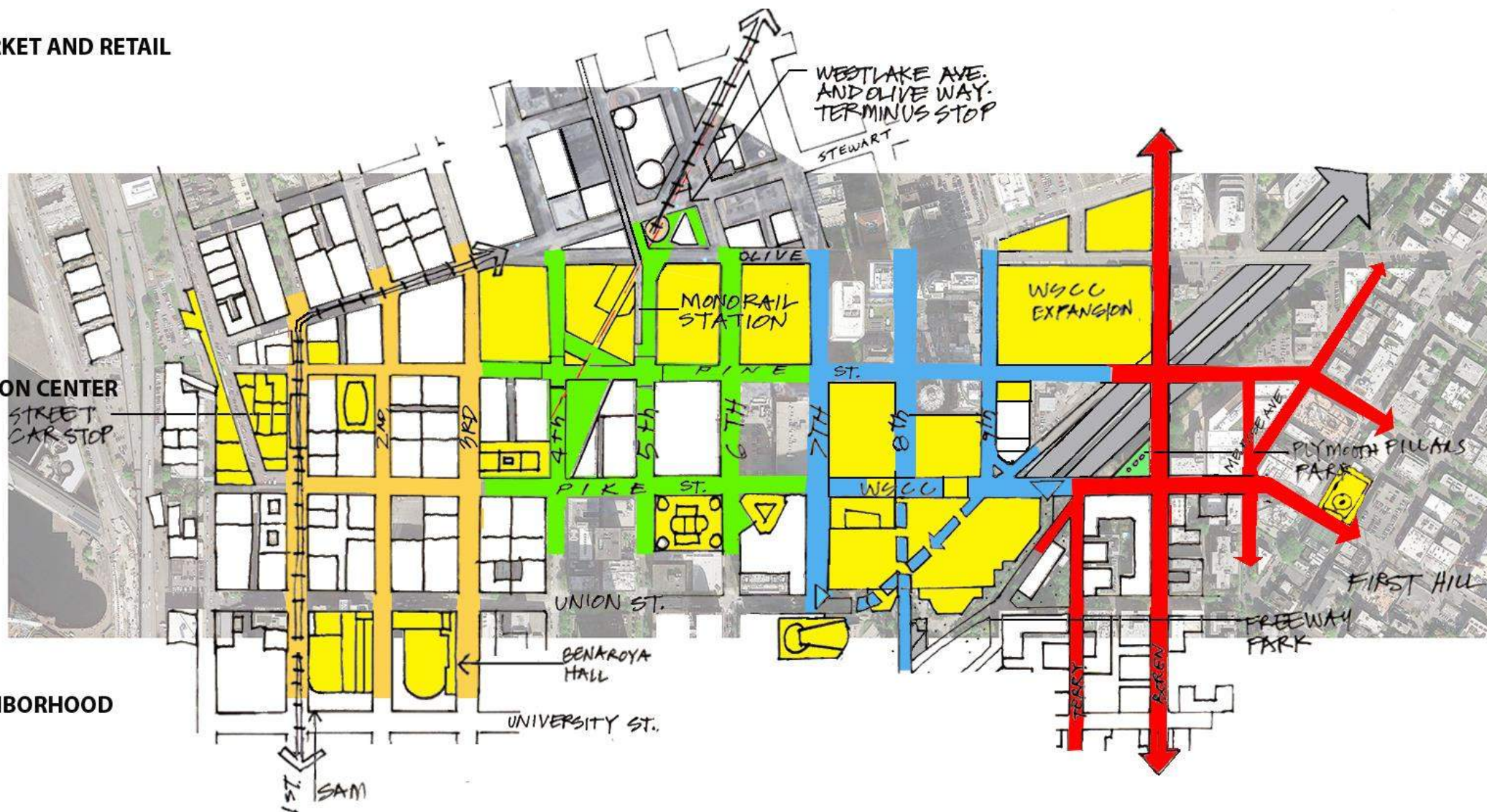
- 5TH AVE. CONNECTION TO LRT AND MONORAIL STATION(S)

### HOTEL/CONVENTION CENTER

- 7TH AVE. BIKE ROUTE COUPLED WITH BUS ROUTE ON 8TH AVE
- PEDESTRIAN ENTRY TO FREEWAY PARK 6TH, 7TH AND PIKE AT TERRY AVE.
- 9TH AVE. DEVELOP FESTIVAL ST. FROM WSCC EXPANSION TO PIKE ST.

### FIRST HILL NEIGHBORHOOD

- BORN AVE. FAST 4 LANE SURFACE ARTERIAL BARRIER FOR PED. ON PIKE AND PINE.



# 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

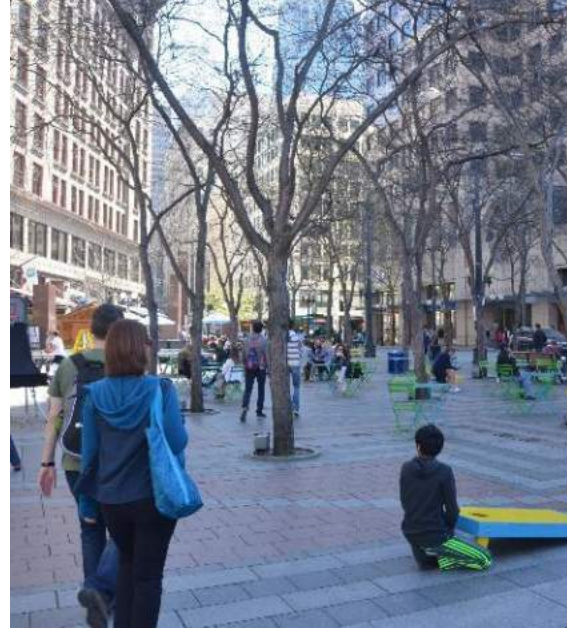


# Sidewalk Pavement Conditions

## Areas with Special Paving



5<sup>th</sup> Avenue



Westlake Park



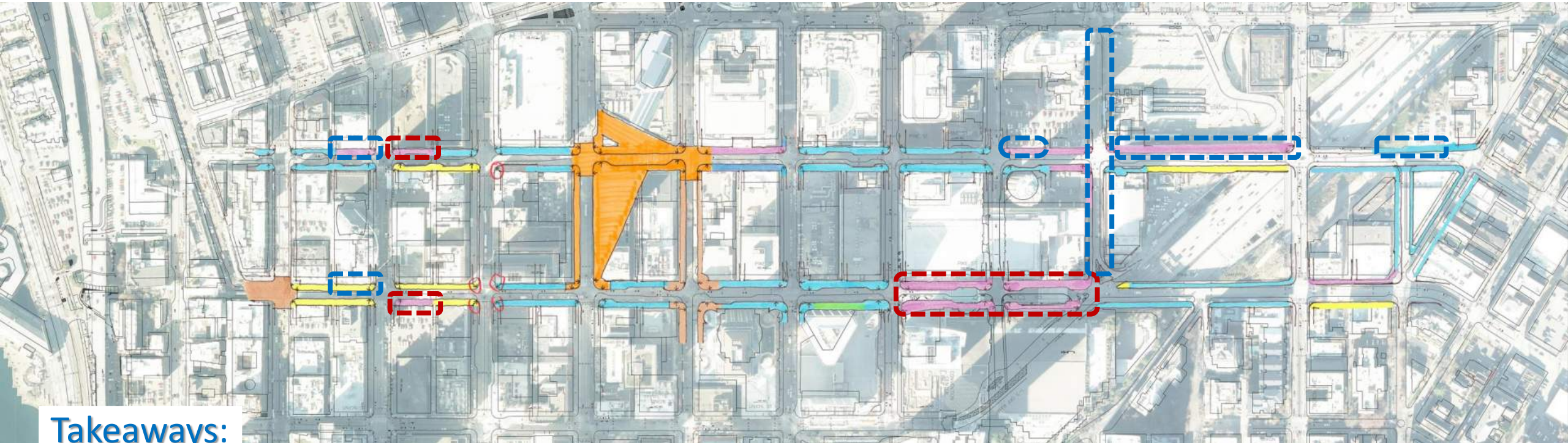
Pike Place Market



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?

## SIDEWALK PAVEMENT

	GOOD/RELEVANT/NEW		WESTLAKE PAVING
	FAIR		5th AVENUE PAVING
	REPLACE		
	UNDER CONSTRUCTION		
	IN PLANNING		



# Furnishings

## Existing Conditions – Varied Typologies



Downtown Informational Sign



Attractions in Seattle  
Map



Wayfinding signage



Plymouth Pillars Park tables  
and chairs



Starbucks café seating

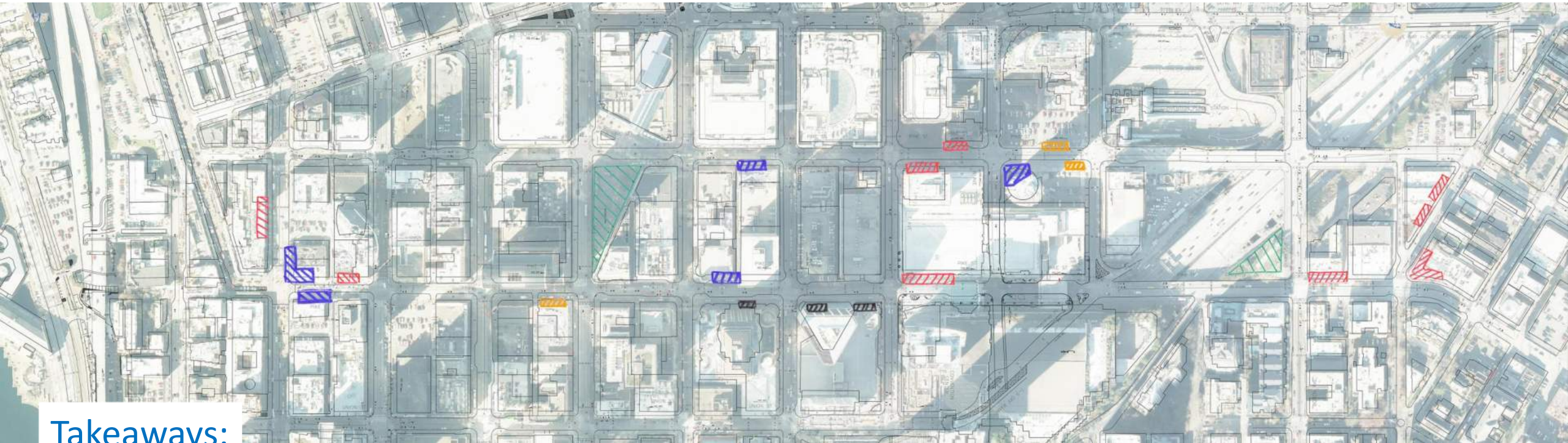


Taylor Shellfish outdoor seating



# 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

#### SEATING AREAS ASSOCIATED WITH:

 RESTAURANTS

 COFFEE SHOPS

 PARKS

 TRANSIT STOPS

 NO STOREFRONT

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



# Furnishings

## Seating Areas



### SEATING AREAS ASSOCIATED WITH:

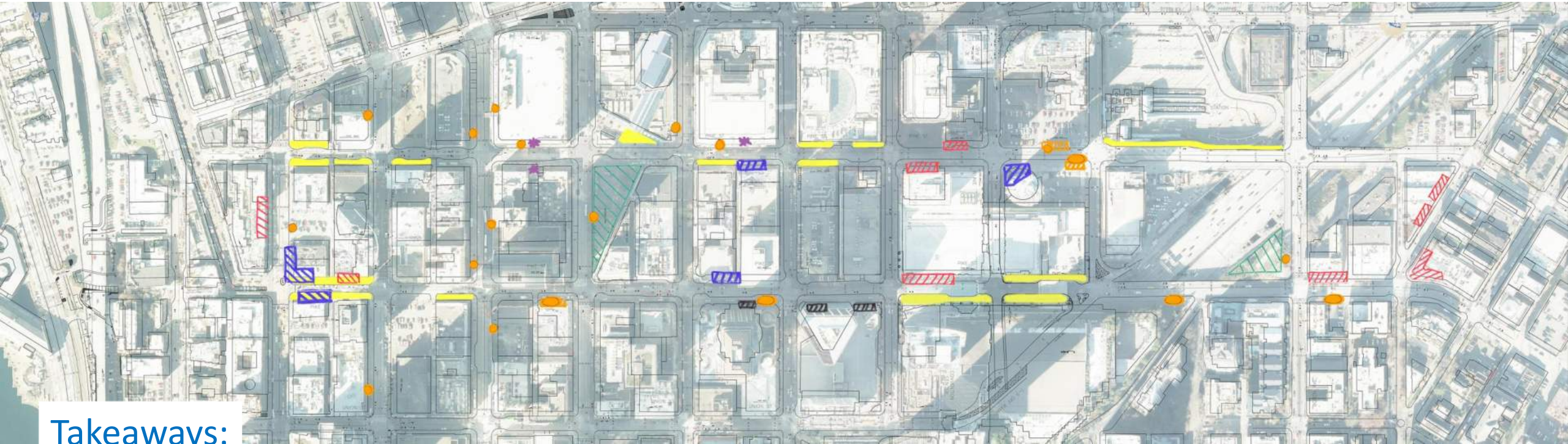
- |   |  |   |               |
|---|--|---|---------------|
|  | BUS STOP                                 |  | RESTAURANTS   |
|  | "WAITING" BUS STOP<br>ALONG THE CORRIDOR |  | COFFEE SHOPS  |
|  | LIGHT RAIL<br>TUNNEL PORTAL              |  | PARKS         |
|   |  |  | TRANSIT STOPS |
|   |  |  | NO STOREFRONT |

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



# Furnishings

## Seating Areas



### Takeaways:

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

- BUS STOP
- "WAITING" BUS STOP  
ALONG THE CORRIDOR
- LIGHT RAIL  
TUNNEL PORTAL
- SEATING  
OPPORTUNITY AREAS

### SEATING AREAS ASSOCIATED WITH:

- RESTAURANTS
- COFFEE SHOPS
- PARKS
- TRANSIT STOPS
- NO STOREFRONT

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

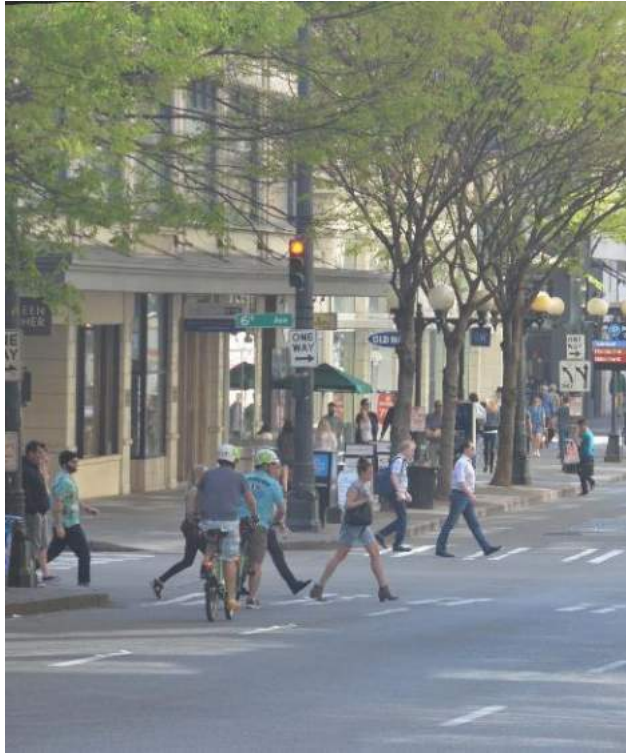


# Tree Assessment

## Existing Conditions



5<sup>th</sup> Avenue –Norway  
Maples



Pine Street btw 5<sup>th</sup> & 6<sup>th</sup> -  
Zelkova



Trees not limbed up and  
blocking light fixtures



Honey Locusts: wrong  
species for location



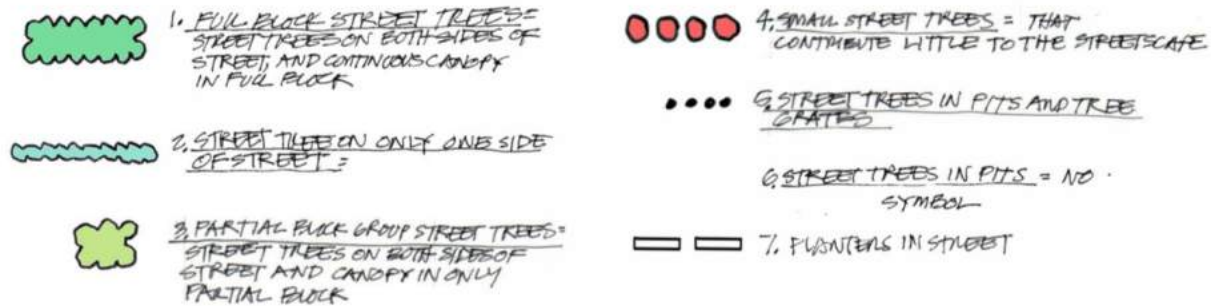
# Tree Assessment

## Major Groupings



### Takeaways:

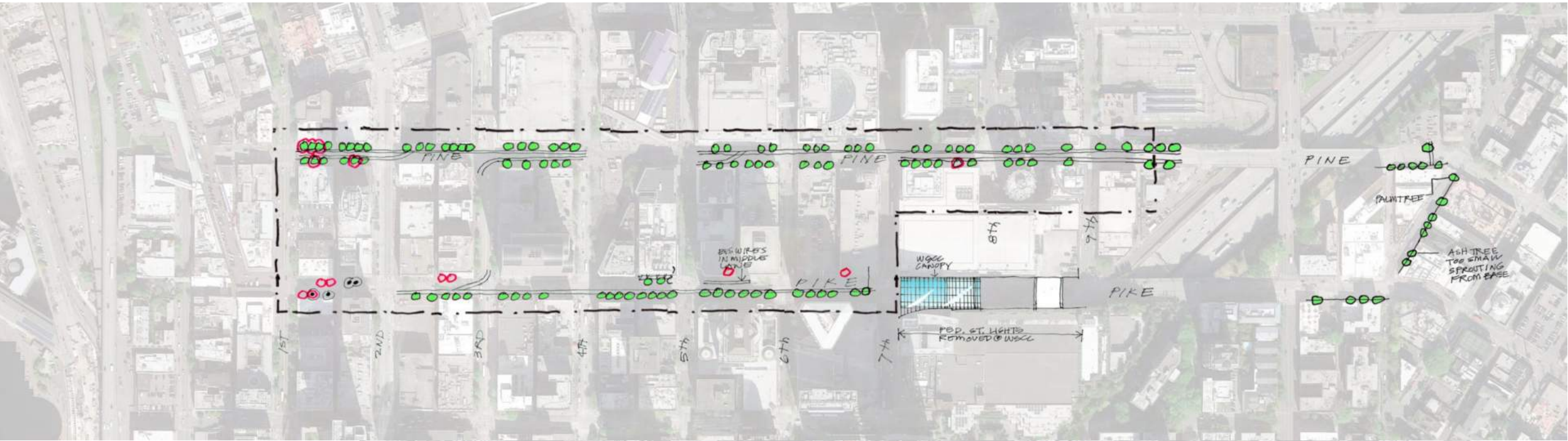
- Urban matched groves are most consistent on Pine and cross streets
- Some blank blocks
- Some species are thriving while others should be removed
- Additional plantings could be added or others removed to gain consistency of design and identity
- Species need to be appropriate for the conditions





# Tree Assessment

## Species and Health Analysis



### Takeaways:

- Some species are thriving while others should be removed

### TREE CONDITIONS



TREE CANOPIES INTERFERE WITH PEDESTRIAN ST. LIGHTS



TREE CANOPIES INTERFERE WITH TRANSIT WIRES



TREE CANOPIES INTERFERE WITH BLDG CANOPIES



TRANSIT LINES FOR BUSES ARE @ CURB LANES ADJACENT TO ST. TREE CANOPIES



CORRIDOR AREA WITH PEDESTRIAN ST. LIGHTS



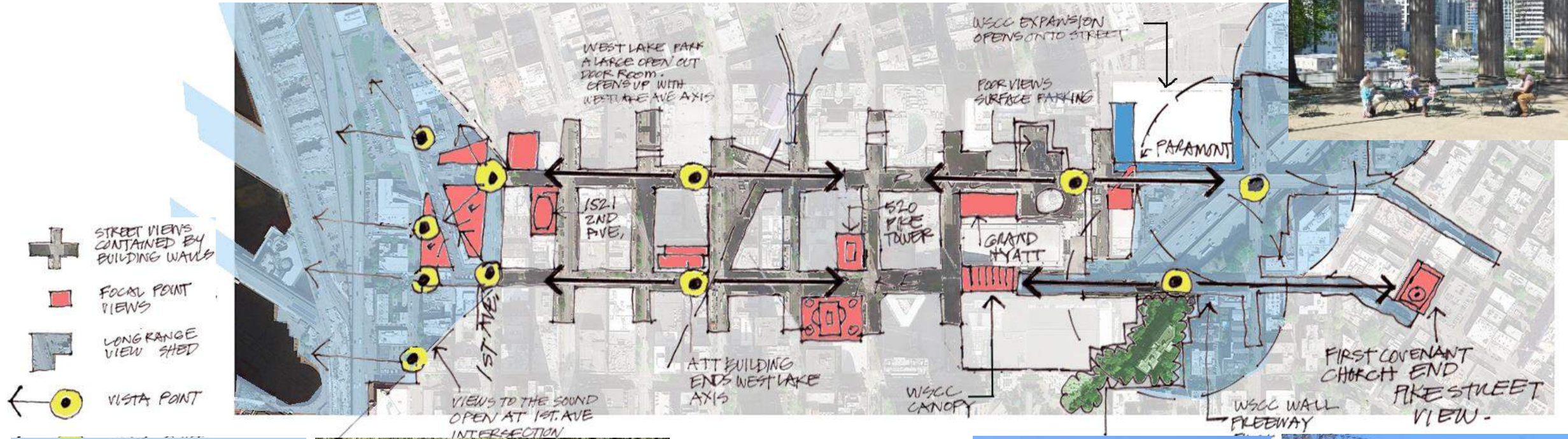
TREE CANOPIES IN POWER LINES. POWER LINES PRECLUDE PLANTING LARGER TREES



CHERRY TREES HAVE ENLARGED TRUNKS AND POOR BRANCHING



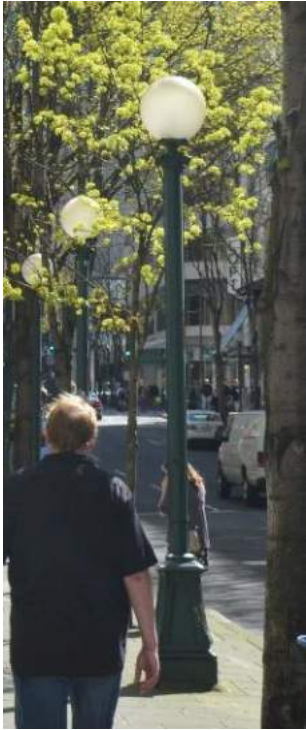
# Visual assets



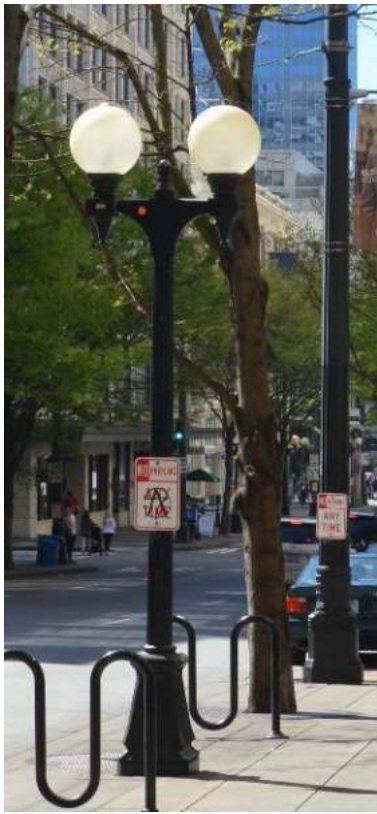


# Lighting

## Existing Fixtures



One Globe



Two Globe



Three Globe



Cobrahead with  
Chief Seattle Base



Two Globe fixtures on Pine



# Pedestrian Lighting



## Takeaways:

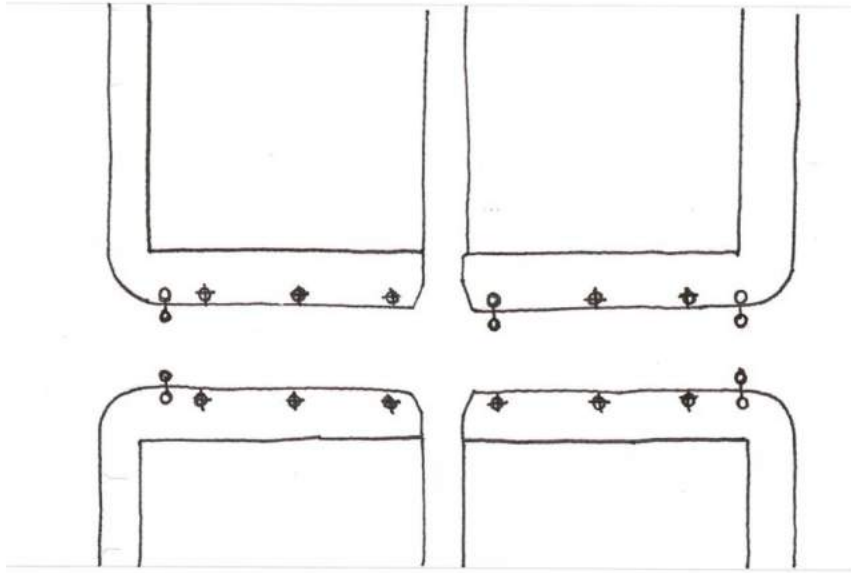
- Consistent fixture type and spacing on Pine, not on Pike
- Enough blocks to justify retrofitting Pike and relate to Pine; could give Pike Pine a distinct image at night
- All existing fixtures to be retrofitted with LED – over time; color and wattage to be monitored
- Lighting mood of Pike Pine is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

## AREAS WITH CONSISTENT PEDESTRIAN LIGHTING STANDARDS

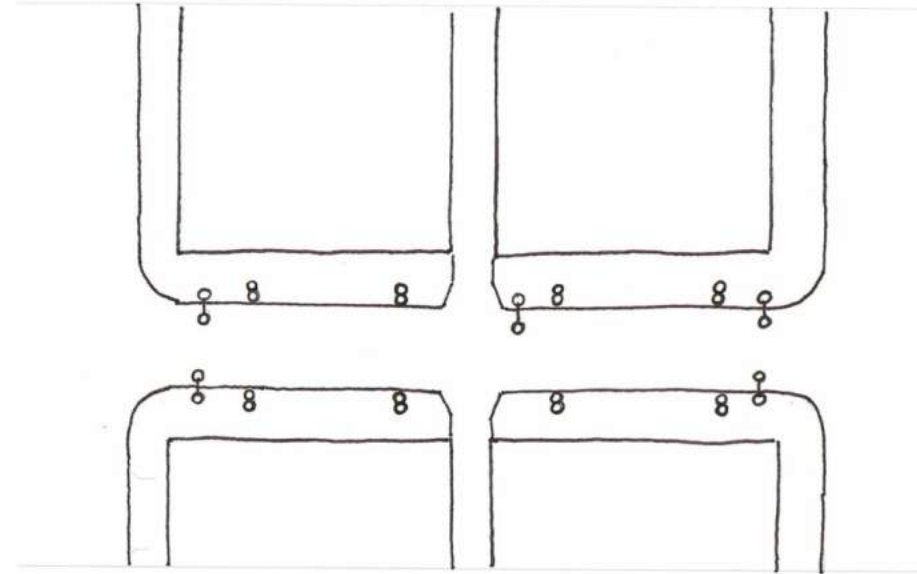




# Lighting



Retro-fitted Cobras + New LED Ped Lights



Retro-fitted Cobras + Retro-fitted Globe LED Ped Lights

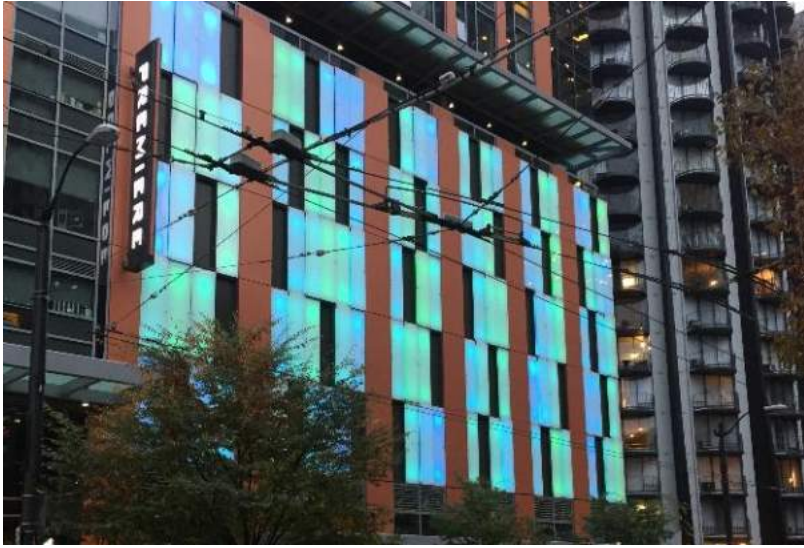
## Takeaways:

- 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



Bus Only Lane on Pike



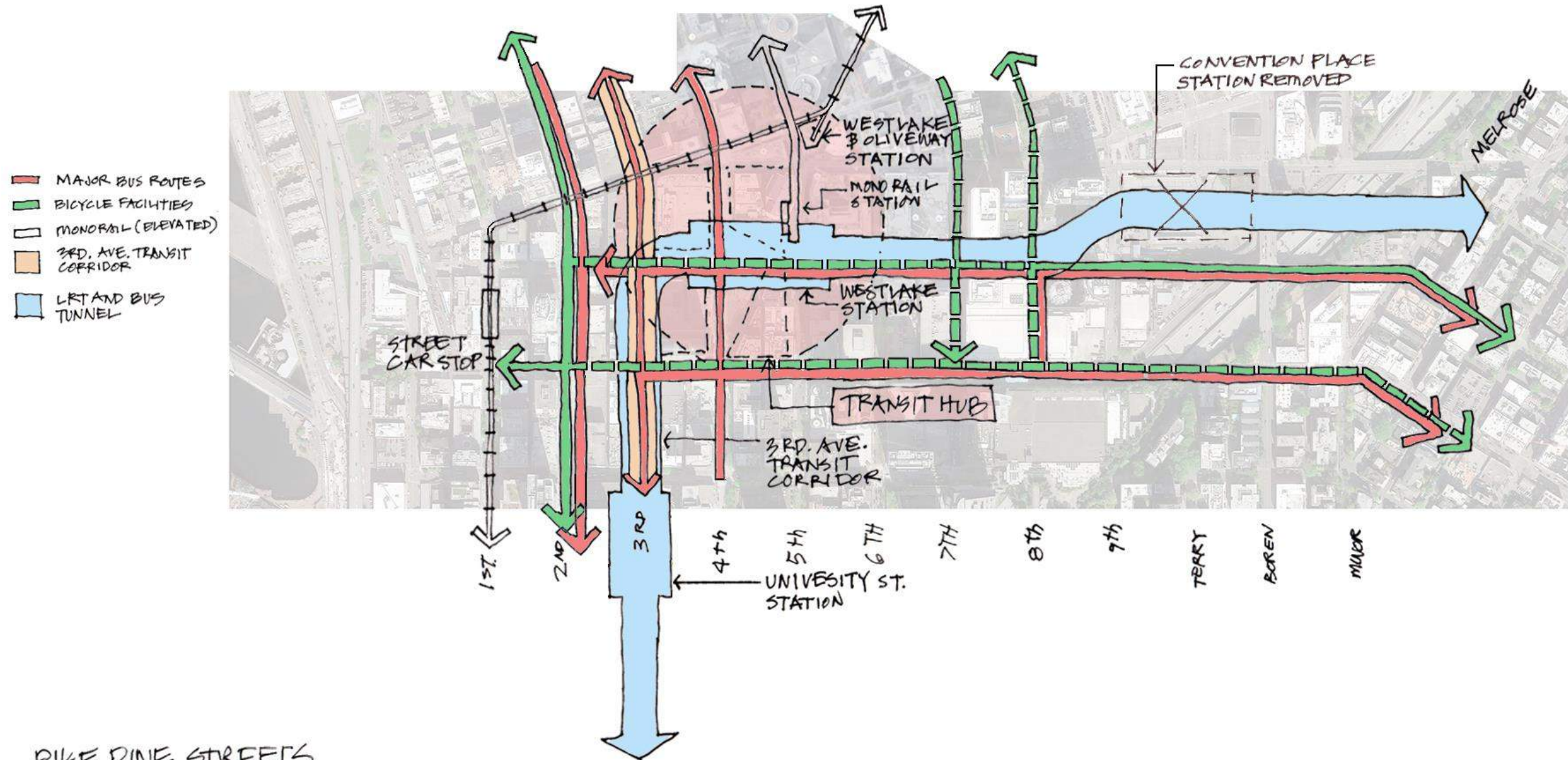
Pedestrian activity along Pine



South Lake Union Streetcar



# Mobility

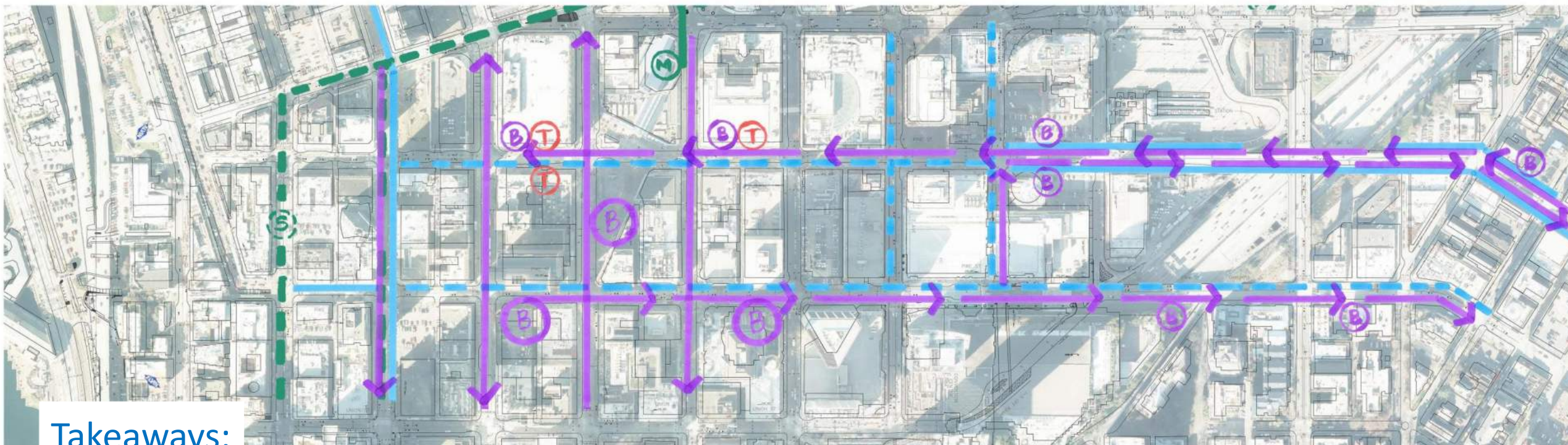


PIKE PINE STREETS  
TRANSIT HUB



# Mobility

## Transit and Bicycle



### 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<sup>st</sup> and 2<sup>nd</sup> – an opportunity

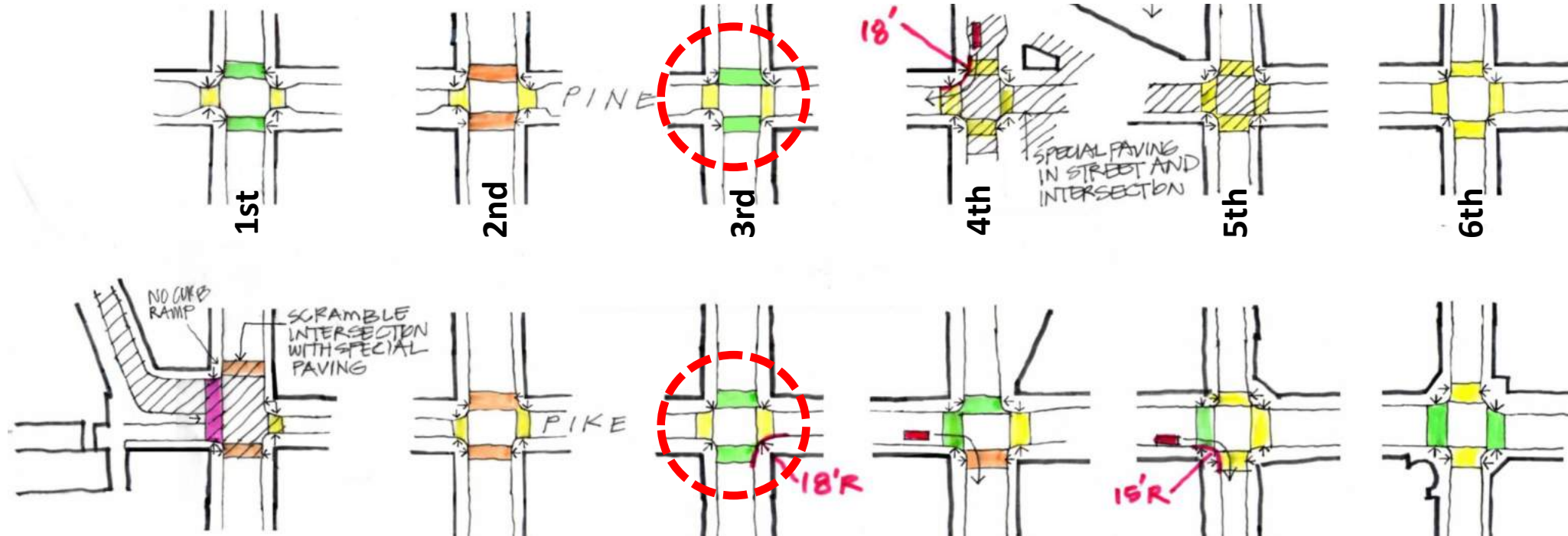
### TRANSIT & BICYCLE

- BUS STOPS + ROUTE
- TRANSIT TUNNEL ENTRANCES
- STREETCAR/MONORAIL STOPS + ROUTE
- BICYCLE FACILITIES
- DASHED LINES INDICATE POTENTIAL FUTURE ROUTES
- LARGE BUS STOP SYMBOLS INDICATE MAJOR WAITING AREAS



# Mobility

## Intersection Crossings



### Takeaways:

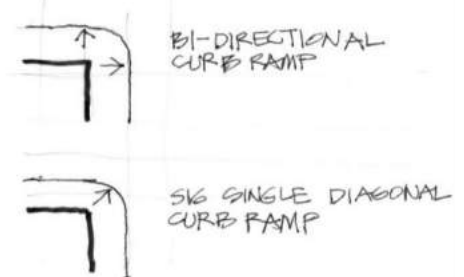
- Crossing challenges are:
  - Length, large radius
  - Mis-alignment
  - Volume and speed of cross traffic
  - Type of cross traffic
  - Heavy turn movements
  - Original single curb ramps

#### CROSSWALK LENGTH

	24' OR LESS
	25' TO 30'
	32' TO 39'
	45' *NOTE PED. REFUGE REDUCES CROSSING LENGTH

#### CURB RADIUS

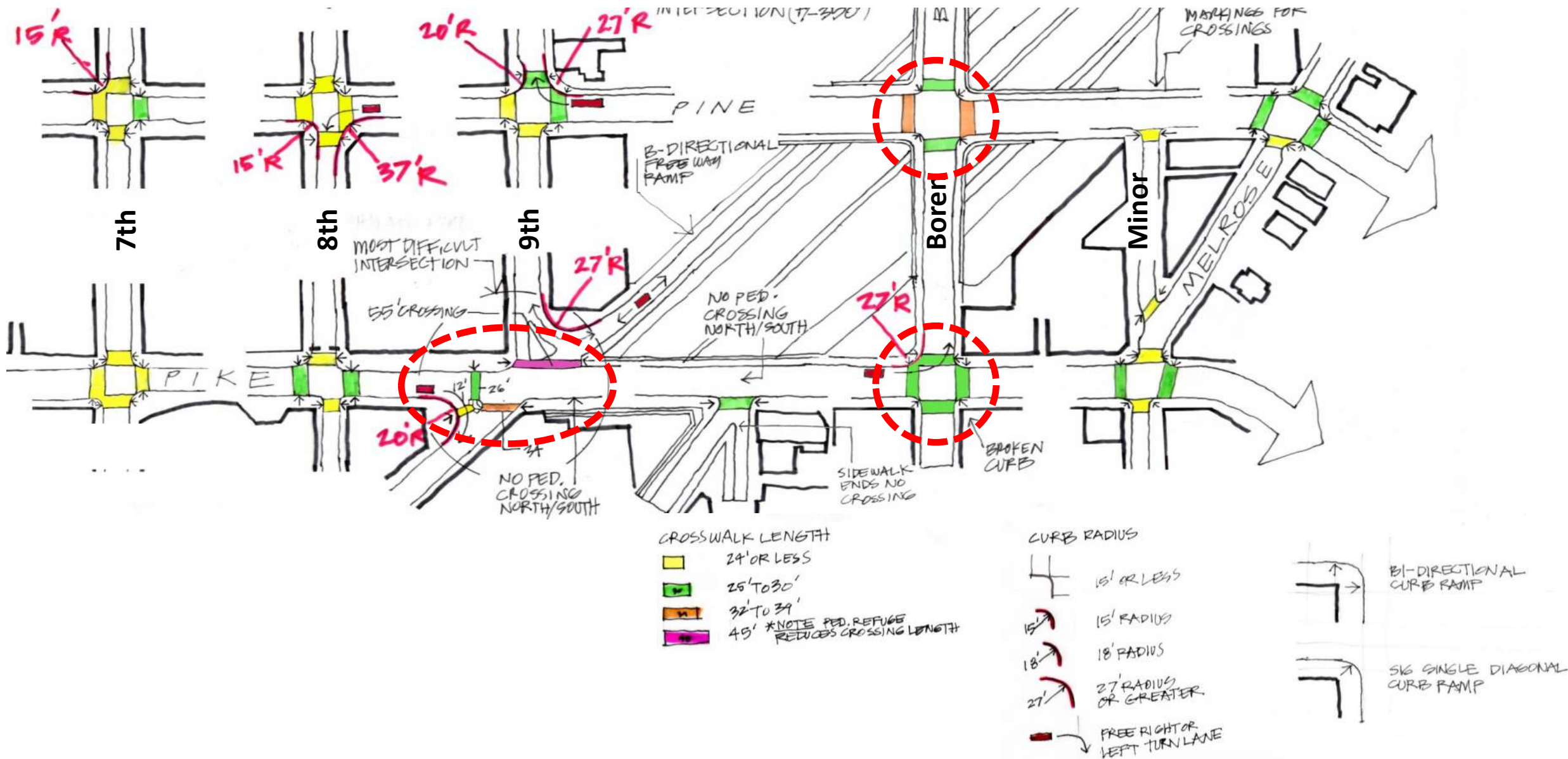
	15' OR LESS
	15' RADIUS
	18' RADIUS
	27' RADIUS OR GREATER
	FREE RIGHT OR LEFT TURN LANE





# Mobility

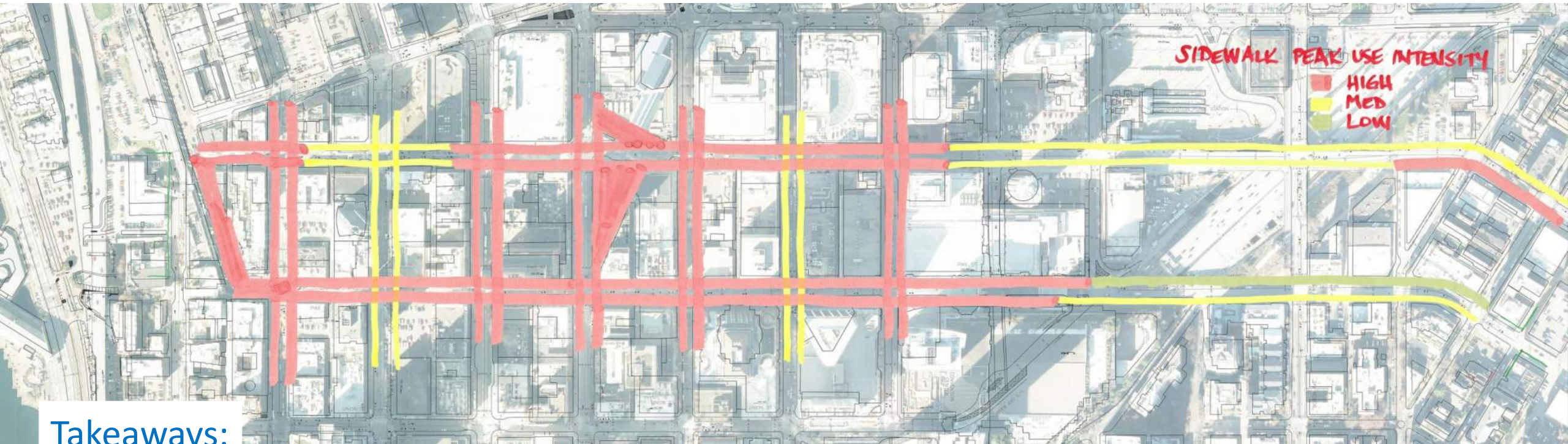
## Intersection Crossings





# Mobility

## Sidewalk – Peak Volumes

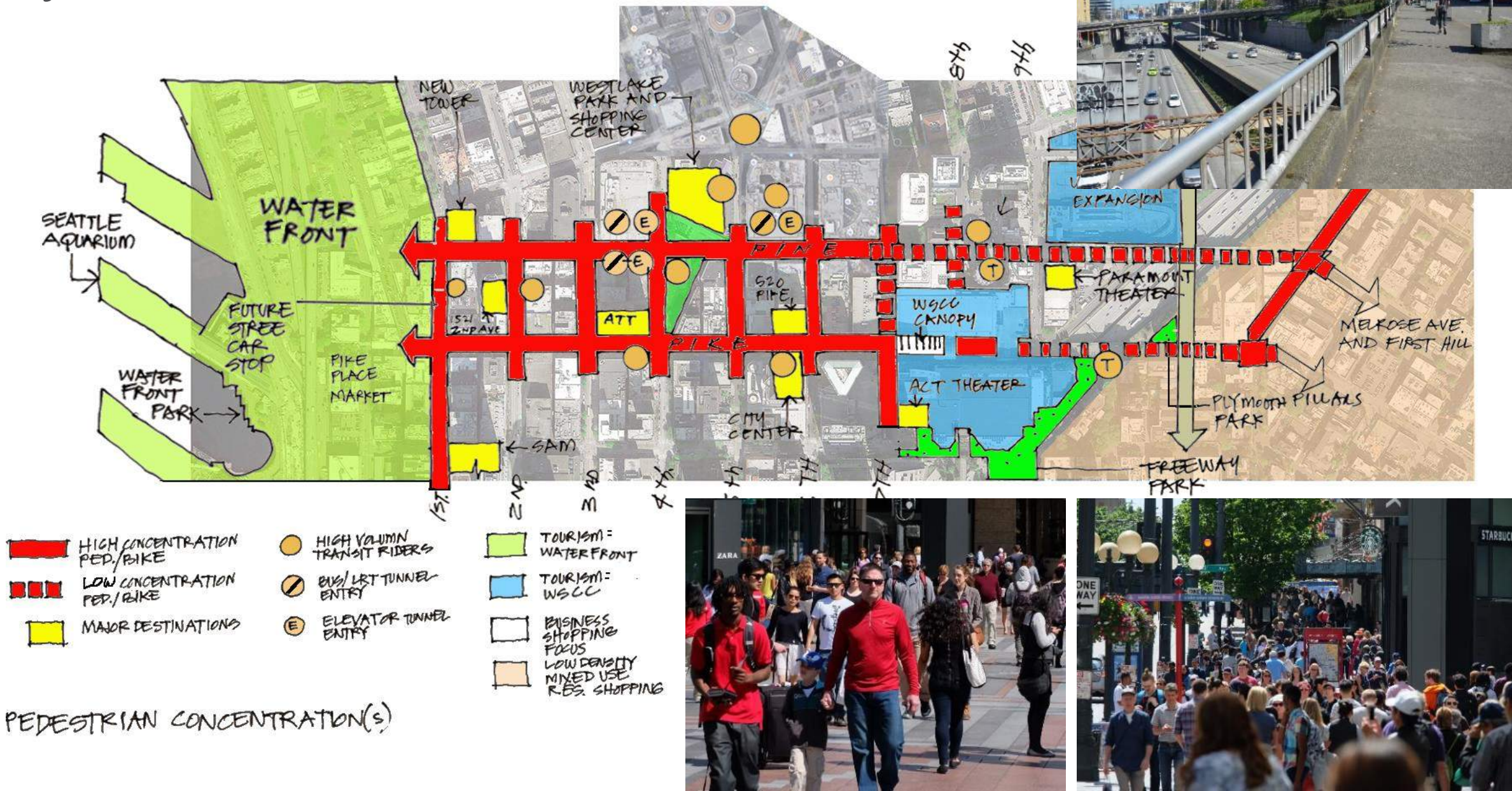


### Takeaways:

- 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



# Synthesis – Pedestrian Realm





# 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



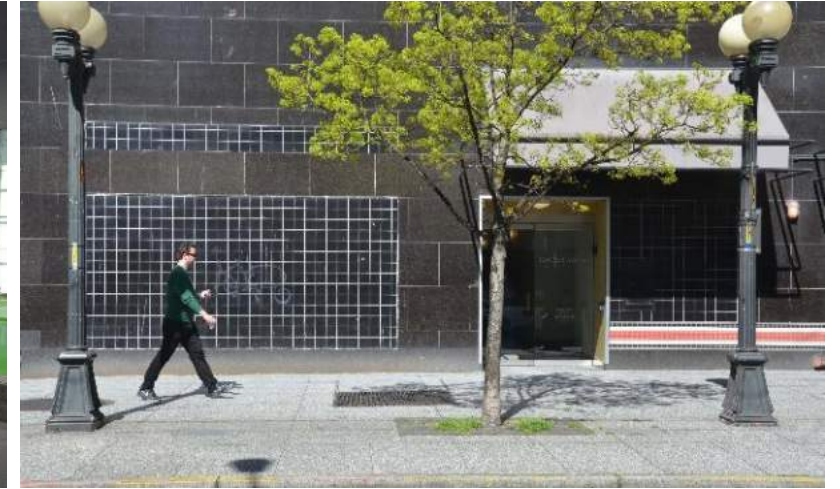
- Human scale architecture at street level
- Awnings or not
- Moderate % transparency; vinyl advertising
- Less visibility into store
- Less entrances





# Street-level Vitality

## Existing Conditions – Low Vitality

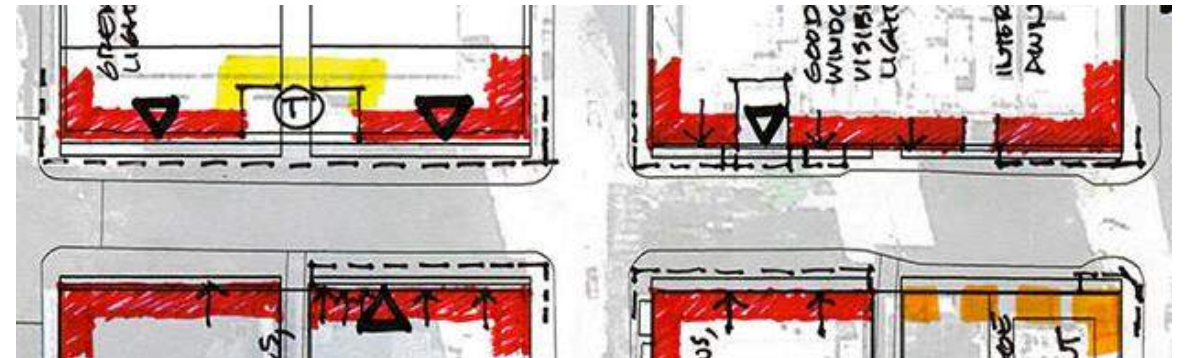
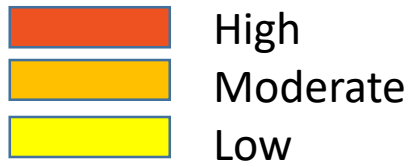


- Variable architecture at street level
- Inactive use
- Awnings or not
- Minimal % transparency; blank walls
- Minimal visibility into store
- Minimal or no entrances



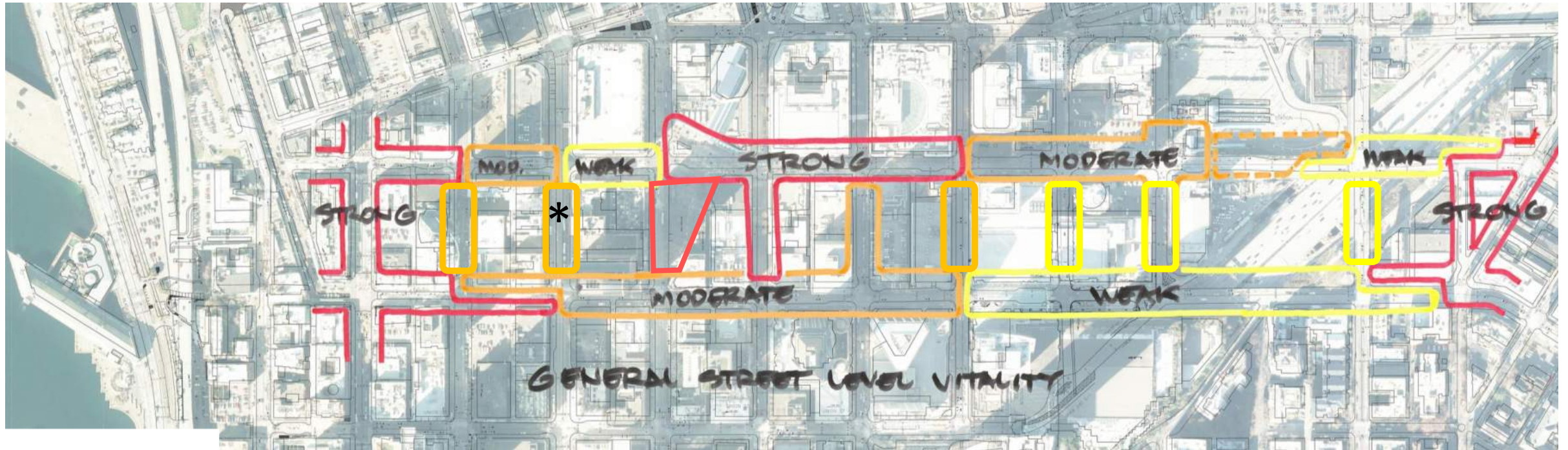


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# Street-level Vitality



## Takeaways:

- Retail core has strongest frontage, mostly high and moderate vitality
- Convention center frontages are a weak link
- \* High activity levels but not positive

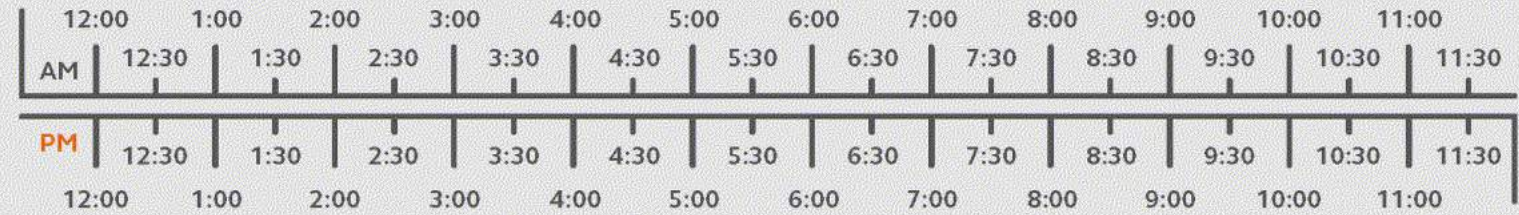


# Crime Prevention Through Environmental Design





## DOWNTOWN SEATTLE STOREFRONT HOURS MAP





# CPTED



## Takeaways:

- Areas that feel safe personally – active, great lighting and transparency, open field of view
- 3<sup>rd</sup> 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

# VISIBILITY

- BAD VISIBILITY
  - WALLS
  - SET BACKS
  - RECESSED ENTRANCES
- NOT SO BAD VISIBILITY
  - VINYL DISPLAYS
  - CLUTTER
- GOOD VISIBILITY
  - TRANSPARENT
  - GOOD LIGHTING





- Safety perception, although, doesn't always match crime stats

CPTED

AREAS THAT FEEL SAFE

■ AREAS THAT FEEL LESS SAFE



# Crime Statistics

January 1, 2016 – September 9, 2016



Shoplifting

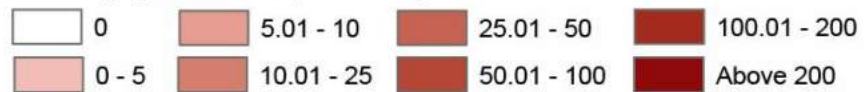


Narcotics



Assault

Density (incidents per acre)

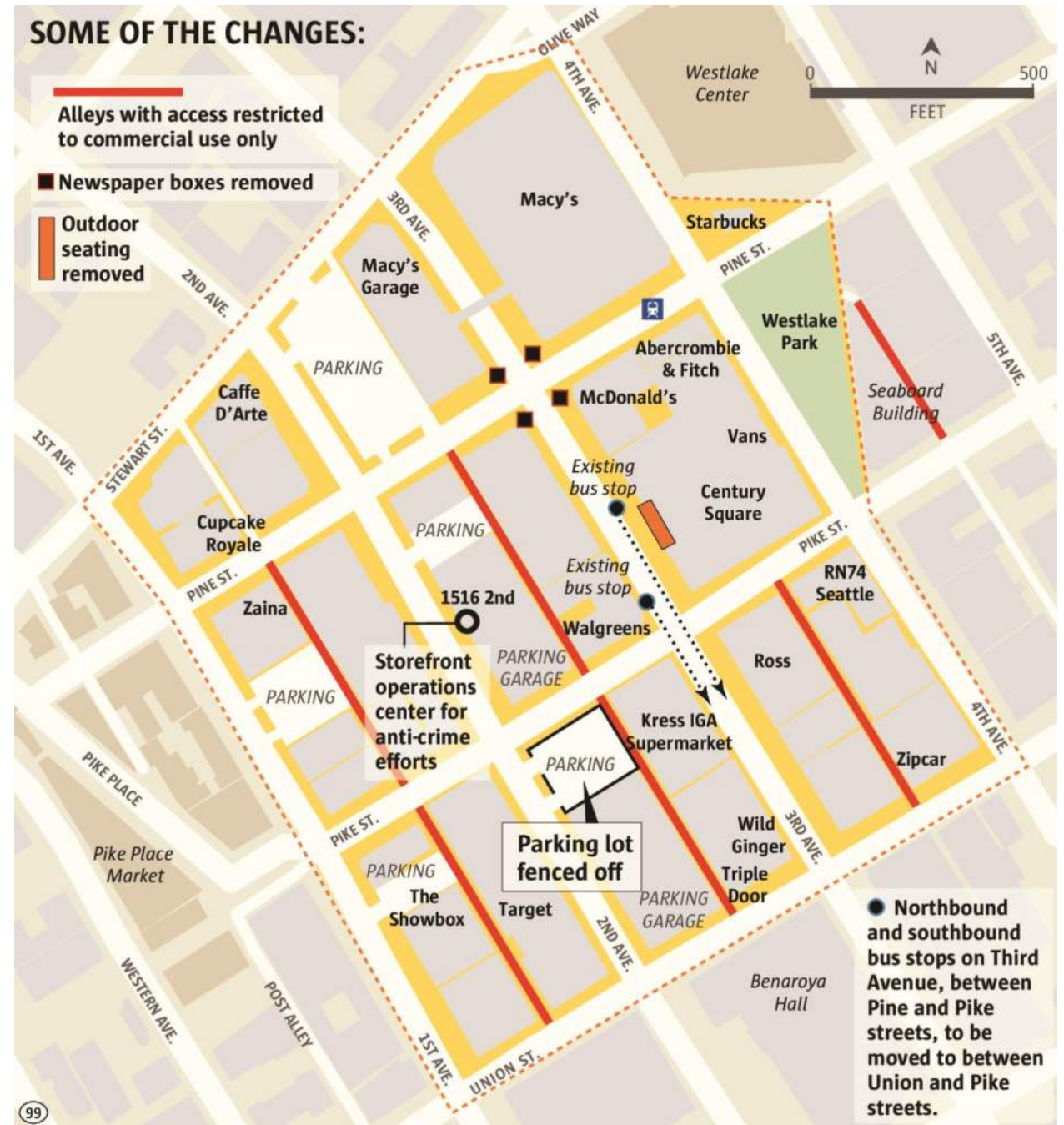




# 9 ½ Block Strategy

## to battle downtown Seattle crime, May 2015

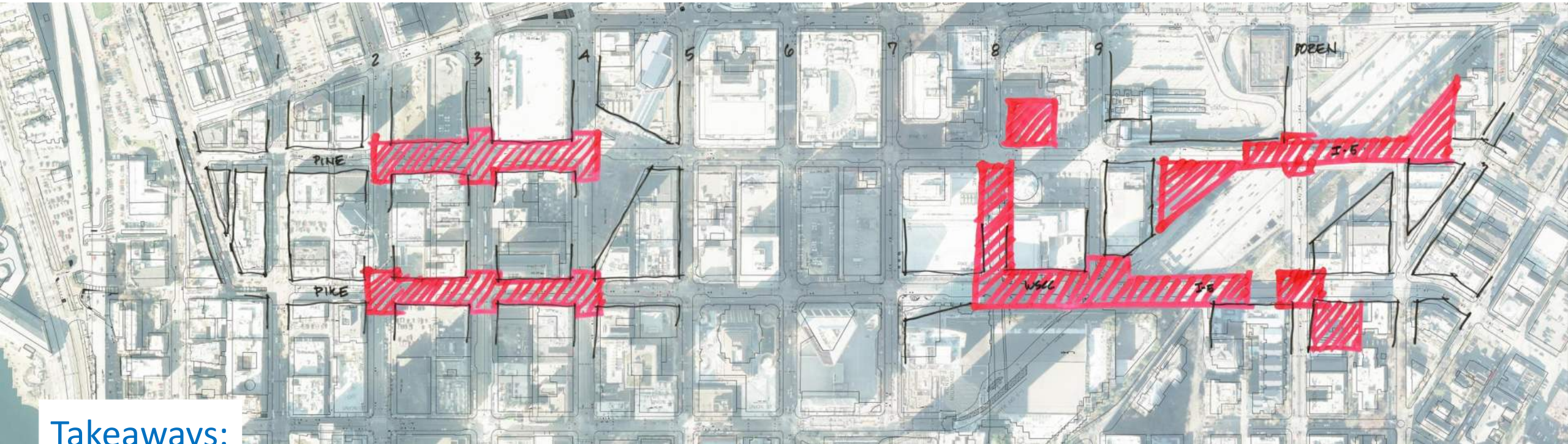
Seattle Mayor Ed Murray and other local officials will soon launch a new “9½ Block Strategy” to address drug dealing and other street disorder in the heart of downtown. As part of the strategy, the officials are restricting access to alleys, fencing off a parking lot, moving bus stops, temporarily removing 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



Challenged  
Public Space /  
Frontages



# Placemaking / Activation

## Existing Conditions



Pike Place Market



Westlake Park



Plymouth Pillars Park



Paramount and 9<sup>th</sup> 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





# Placemaking / Activation

## Identity Zones



### 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

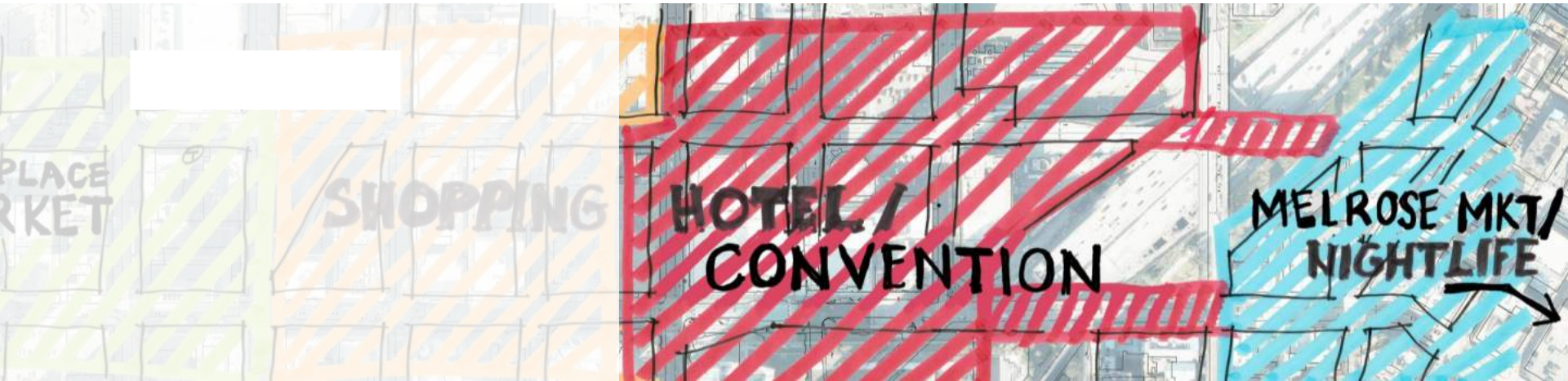
## Identity Zones





# Placemaking / Activation

## Identity Zones

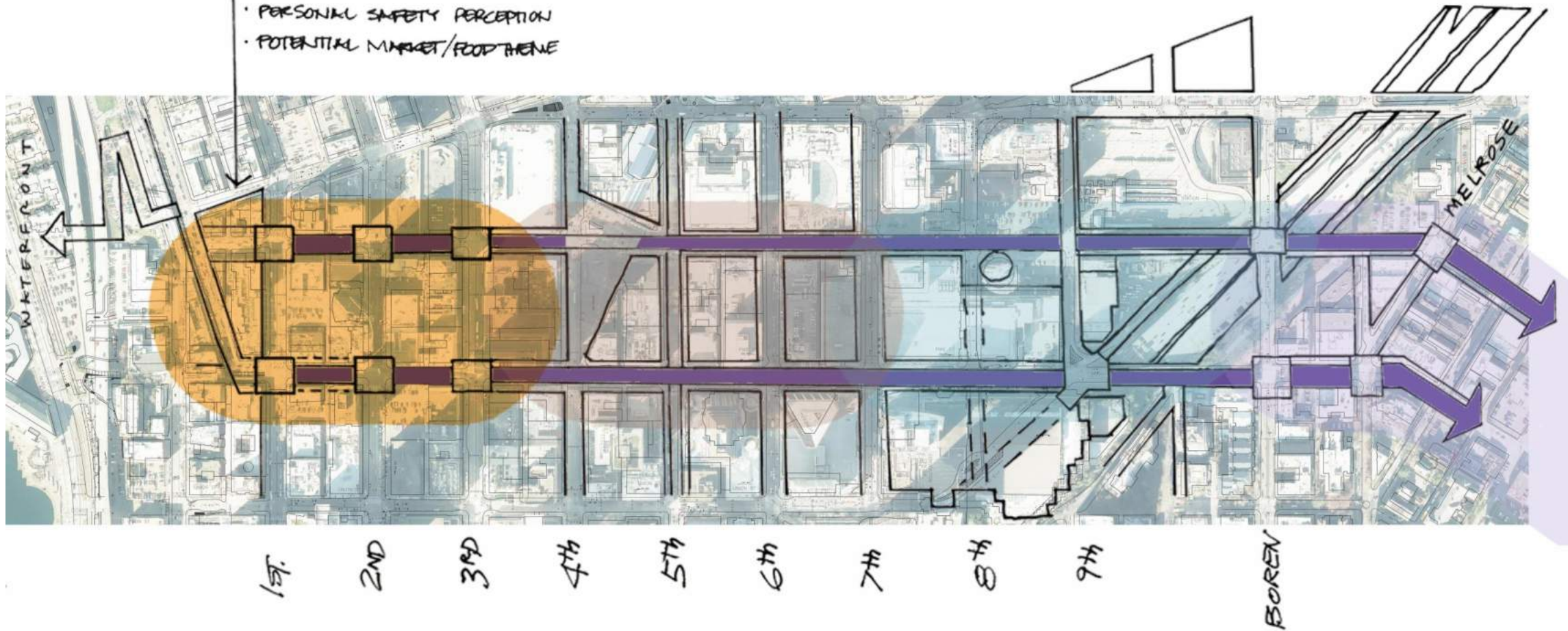




# Synthesis Priorities

## MARKET/RETAIL TRANSITION

- VARIABLE STREET LEVEL VITALITY
- MORE CONSISTENT TREE CANOPY
- POOR PAVEMENT CONDITIONS
- CONSISTENT LIGHTING-PIKE
- INCONSISTENT LIGHTING-PIKE
- PERSONAL SAFETY PERCEPTION
- POTENTIAL MARKET/FOOD THEME



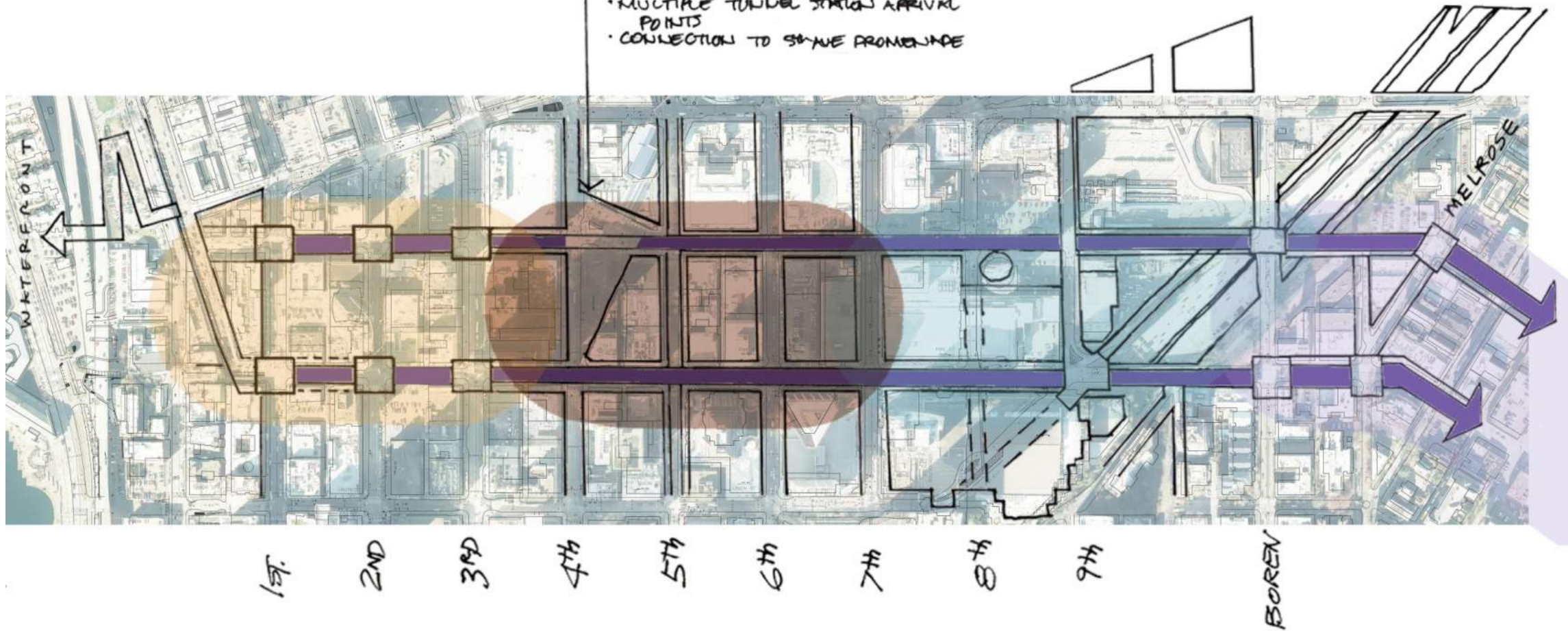


# Synthesis

## Priorities

### RETAIL CORE

- MODERATE TO HIGH STREET LEVEL VITALITY
- HIGH INTENSITY PEDESTRIAN FLOW
- WESTLAW QUICK DESTINATION
- MORE CONSISTENT LIGHTING, TREES ON PINE
- MULTIPLE TUNNEL STATION ARRIVAL POINTS
- CONNECTION TO 50th PROMENADE

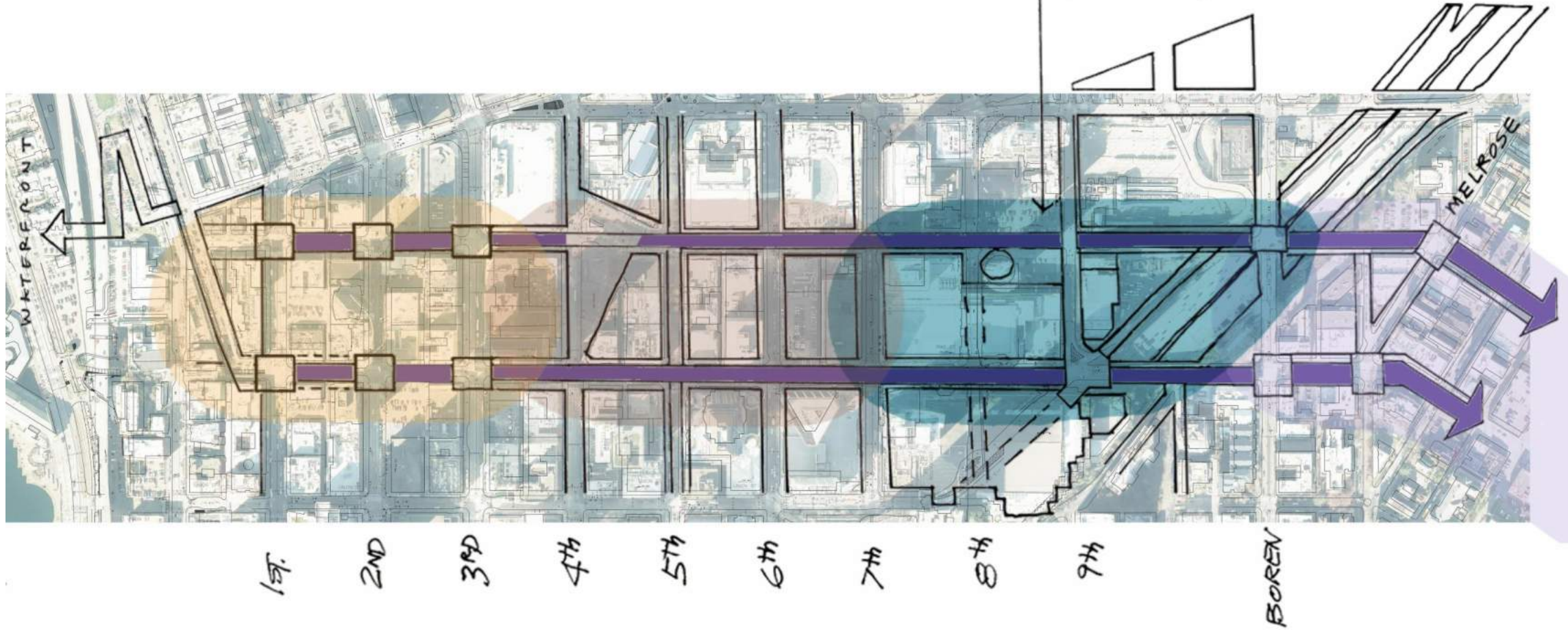




# Synthesis

## Priorities

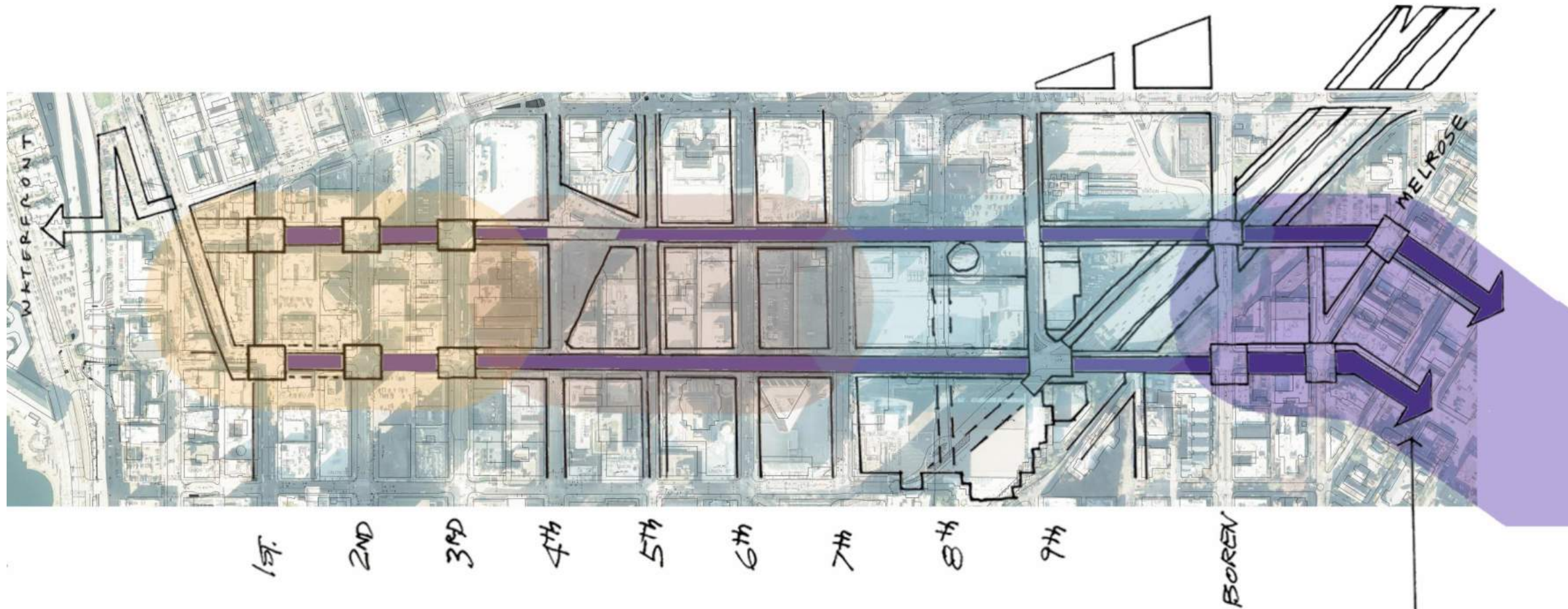
- HOTEL/CONVENTION/ENTERTAINMENT
- INNOVATIVE/LOW STREET LEVEL VITALITY-BLANK FRONTAGES
  - INCONSISTENT TREES, LIGHTING, FURNISHINGS
  - SEVERAL ACCESS POINTS FROM TUNNEL STREETS
  - I-5 GAP TO PEDESTRIAN EXPERIENCE
  - CHALLENGED INTERSECTION @ 4TH/PIKE





# Synthesis

## Priorities



### NEIGHBORHOOD/FOOD/LIFESTYLE

- MODERATE TO HIGH STREET LEVEL VITALITY
- INCONSISTENT LIGHTING, PAVING, FURNISHINGS, TREE CANOPY
- BOREN INTERSECTIONS - BARRIER
- GREAT TOWNHOMES ARCHITECTURE, STREETSCAPE



# Pike and Pine Streetscape Project Sounding Board Meeting #2

NOVEMBER 29, 2016



ZGF  
ZIMMER GUNSUL FRASCA ARCHITECTS LLP