

WELCOME

Meeting 5–7 p.m.

At this open house, you can:

- Learn about the project and meet the project team
- Tell us what you want to see on Pike and Pine
- Explore related projects



INTRODUCTION

PROJECT OVERVIEW



Pike Pine Renaissance: Act One will design pedestrian improvements to create a better walking and gathering experience along Pike and Pine streets between First Ave and Melrose St in downtown Seattle. The City of Seattle will construct these improvements as a part of the Waterfront Seattle Program – creating a “waterfront for all” that is seamlessly connected to the core of our downtown.

LEADERSHIP

Pike Pine Renaissance: Act One is led by the City of Seattle's Office of the Waterfront and the Downtown Seattle Association (DSA). The City will construct these improvements as a part of the Waterfront Seattle Program. Waterfront Seattle will build 20 acres of parks, trails, and sidewalk and street improvements along Seattle's waterfront – creating a “waterfront for all” that is seamlessly connected to the core of our downtown.

PROJECT BACKGROUND

In 2013, DSA worked with the City and community to create the Pike Pine Renaissance Design Vision. The effort engaged voices of property owners, businesses, residents, and downtown organizations and resulted in a broad design framework for public realm investments in the downtown retail core.

Now, the City of Seattle and DSA will design the first phase (Act One) of this vision for high-quality pedestrian improvements.

Pike Pine Renaissance: Act One will capture the spirit of the Pike Pine Renaissance Design Vision. It will also achieve a key objective of Waterfront Seattle: to improve east-west connections between the waterfront and surrounding neighborhoods.



Design rendering of Waterfront Seattle improvements



Photo credit: DSA

GUIDING PRINCIPLES



Photo credit: DSA

- Pike and Pine 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.
- Pike and Pine should offer a generous, safe and continuous pedestrian experience from Capitol Hill to Pike Place Market and the waterfront.
- Pike and Pine 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.
- Pike and Pine 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 users, property owners and tenants. Pedestrian improvements should also complement elements of related corridor projects, such as transit and bicycle infrastructure.



RELATED PROJECTS

Act One of the Pike Pine Renaissance is just one of the many transportation and place-making improvements coming to downtown Seattle. As we focus on the pedestrian walking and gathering experience, we will be collaborating with nearby projects to achieve seamless results.

ONE CENTER CITY

One Center City will create a 20-year plan for how to move through, connect to, and experience Seattle's Center City neighborhoods. It is a public/private partnership between the City of Seattle, King County, Sound Transit, and the Downtown Seattle Association. In 2017, One Center City will set priorities for how we use our streets, make sure that all the pieces of the transportation system work together, and identify opportunities to enhance the public realm.



Photo credit: DSA

WASHINGTON STATE CONVENTION CENTER (WSCC) ADDITION

The WSCC Addition – expected to open for business in 2020 – will expand the capacity of Seattle's convention center by developing a large site bordered by Pine St, Howell St, Ninth Ave and Boren Ave. Along with extensive new exhibition, meeting room and ballroom space, the project will enhance pedestrian connections from downtown to Capitol Hill, including sidewalk improvements, landscaping and lighting.

THIRD AVENUE TRANSIT CORRIDOR IMPROVEMENTS

The Third Avenue Transit Corridor Improvements will improve transit function and create a more welcoming urban environment along the corridor between Denny Way and Jackson St. The Seattle Department of Transportation and King County Metro are working together to make Third Ave a more inviting, accommodating, and attractive place for transit users, pedestrians and visitors.

RELATED PROJECTS

CENTER CITY CONNECTOR

The Center City Connector will join the existing South Lake Union and the First Hill Streetcar lines, creating new north-south connections from Stewart St to Jackson St. This new streetcar connection is expected to open for riders in 2020, adding five miles and 23 stations of convenient streetcar service near hundreds of key destinations, including Pike Place Market, Colman Dock, Link light rail at Westlake, and the Third Ave transit corridor.

CENTER CITY BIKE NETWORK

The Seattle Department of Transportation is continuing to study, prioritize and begin implementing projects that will create a downtown protected bicycle lane network, building on outreach and data collected as part of the 2014 Bicycle Master Plan. Projects in progress include extending the Second Ave protected bike lane from Pike St to Denny Way and adding a protected bike lane on Seventh Ave from Pike St to Virginia St.

PIKE PLACE MARKETFRONT

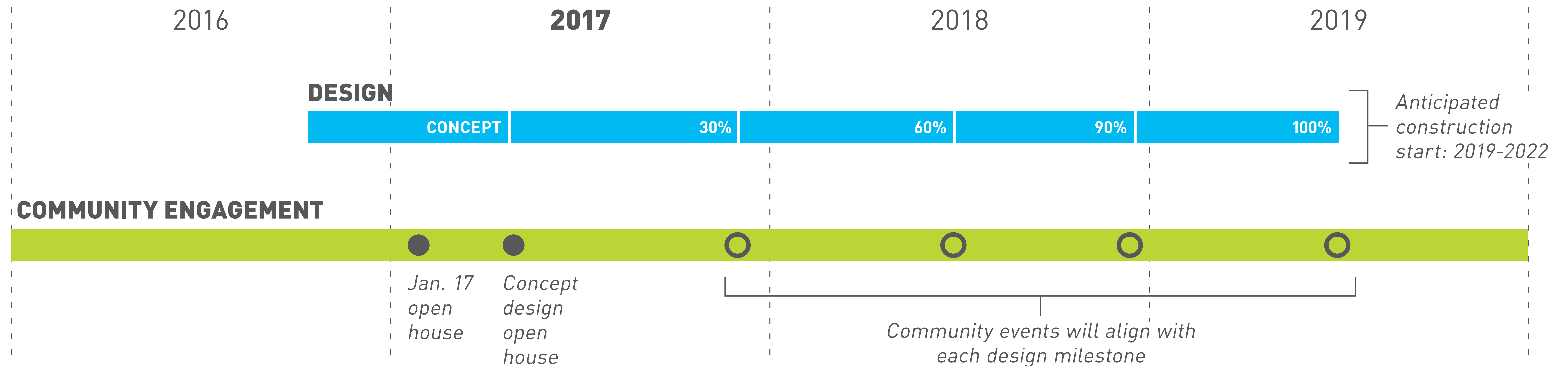
For the first time in 40 years, Pike Place Market is growing with the “MarketFront.” The Market-centric expansion is reclaiming a former surface parking lot on Western Ave, and creating a dynamic public plaza with views of Puget Sound and the Olympic Mountains, table space for farmers, craftspeople and artisan purveyors, retail space, low-income housing, a neighborhood center, and parking. The expansion, designed by The Miller Hull Partnership, is anticipated to open the summer of 2017.

WESTLAKE PARK ACTIVATION

Westlake Park lies in the heart of Downtown Seattle’s retail core. The park’s centralized location attracts thousands of people each day, and the Downtown Seattle Association programs the area daily with activities for children and adults alike. Westlake is a welcoming and vibrant relaxation spot with daily food trucks, a play structure and access to foosball, ping-pong, a reading room and more.

SCHEDULE

The process of designing pedestrian improvements for Pike and Pine began in late 2016 and will continue into mid-2019. We are currently in the concept design phase.



BUDGET

Pike Pine Renaissance: Act One has a total budget of \$20 million for both design and construction. We anticipate the project will be funded by the Waterfront Local Improvement District. The project is managed by the Office of the Waterfront as one of several important east-west pedestrian connections to the new waterfront.

PUBLIC ENGAGEMENT

Your feedback tonight will help shape the concept design. To ensure the project is informed by community input throughout the design process, we will continue to invite the community to participate throughout design and construction, including public meetings and pop-up events at public spaces along Pike and Pine. These events are free and open to all.

SOUNDING BOARD

In late 2016, we formed a project sounding board. Sounding board participants represent a broad constituency of Pike and Pine stakeholders – including property owners, residents, business owners, urban designers and community leaders – many of whom participated in the Pike Pine Renaissance Streetscape Design Vision in 2013. The sounding board provides feedback and advice on elements of the design and, along with input from the entire community, will help prioritize improvements.



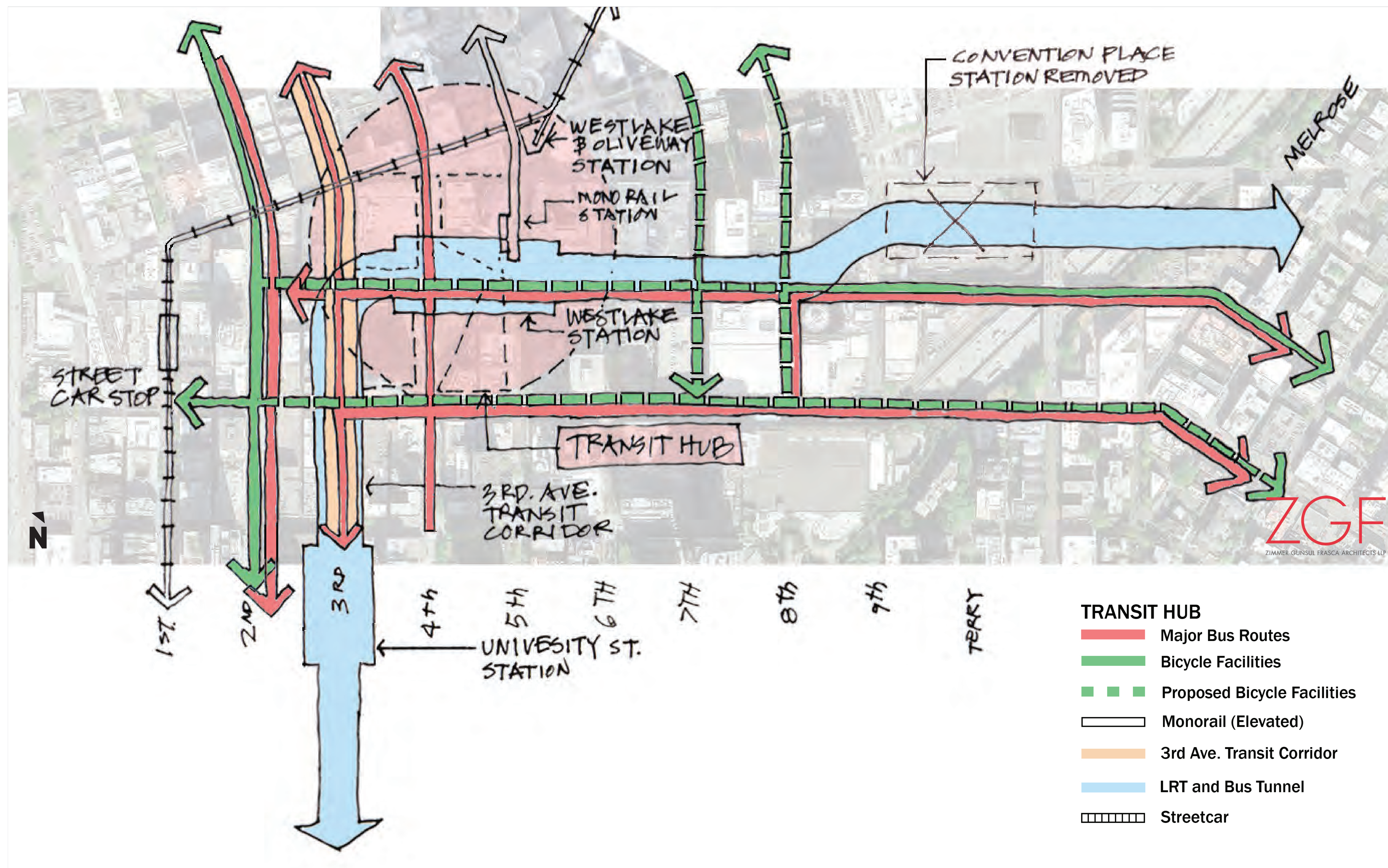
*Sounding board members
tour Pike and Pine*

PEDESTRIAN MOBILITY

Our project will design and build improvements to the pedestrian experience on Pike and Pine. While we won't make changes to the roadway or other modes of transportation, understanding the many different modes, traffic volumes, and how pedestrians interact with the roadway and buildings is important to improving pedestrian mobility and comfort.

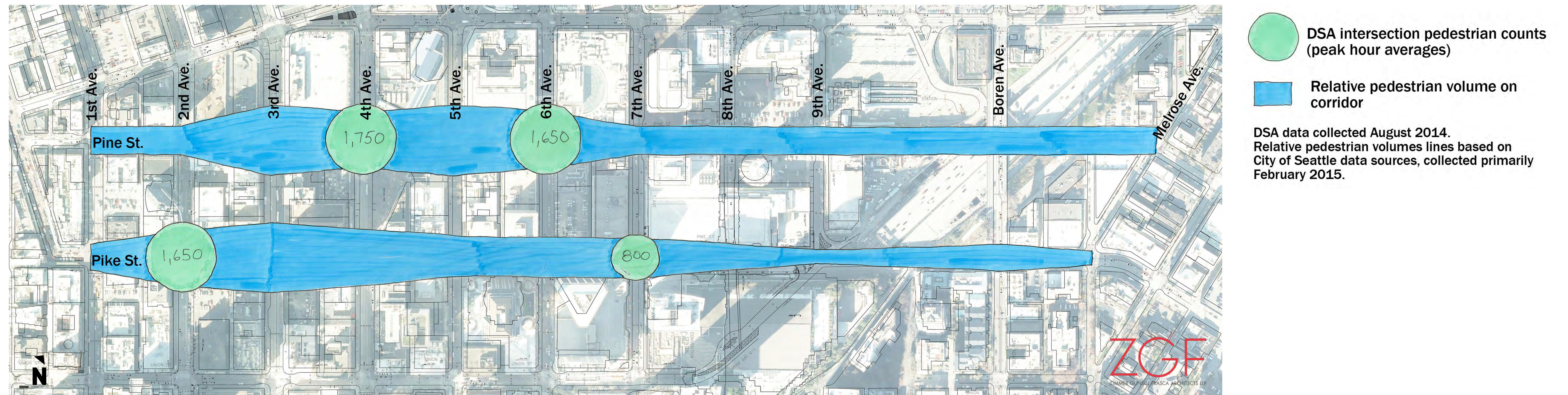
MOBILITY HUB

Pike and Pine is a crossroads where people walk, bike, drive, and use public transportation, including buses, light rail, the streetcar and the monorail. This map illustrates current and proposed multimodal routes through Pike and Pine.

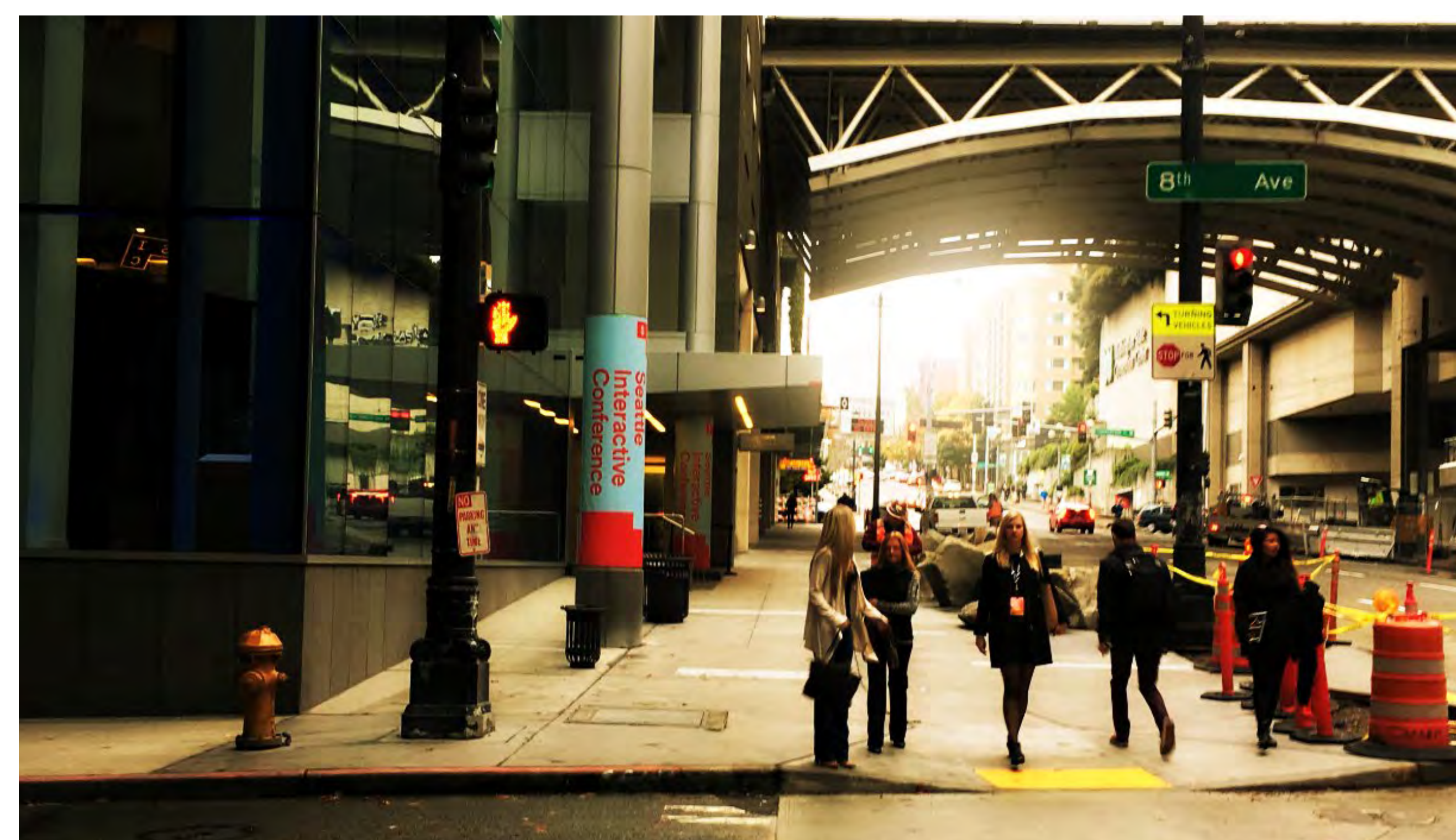


PEDESTRIAN VOLUMES

Pedestrian activity both expresses and encourages urban street vitality. Low pedestrian activity can also indicate weak or uncomfortable streetscapes and public environments. The blue lines on this map depict the relative levels of pedestrian activity within the corridor. At four select intersections, the green circles indicate the number of pedestrians using that intersection during the peak hour of the day (during summer).



DSA data collected August 2014. Relative pedestrian volume lines based on City of Seattle data sources, collected primarily February 2015.



TRAFFIC VOLUMES

This map of daily vehicle volumes reveals that Pike and Pine are important traffic and transit connectors, but do not have the traffic-carrying responsibility of several of the north-south avenues. Vehicular movements on Pike and Pine and the north-south avenues affect the pedestrian experience, whether crossing a street or walking along the corridor.

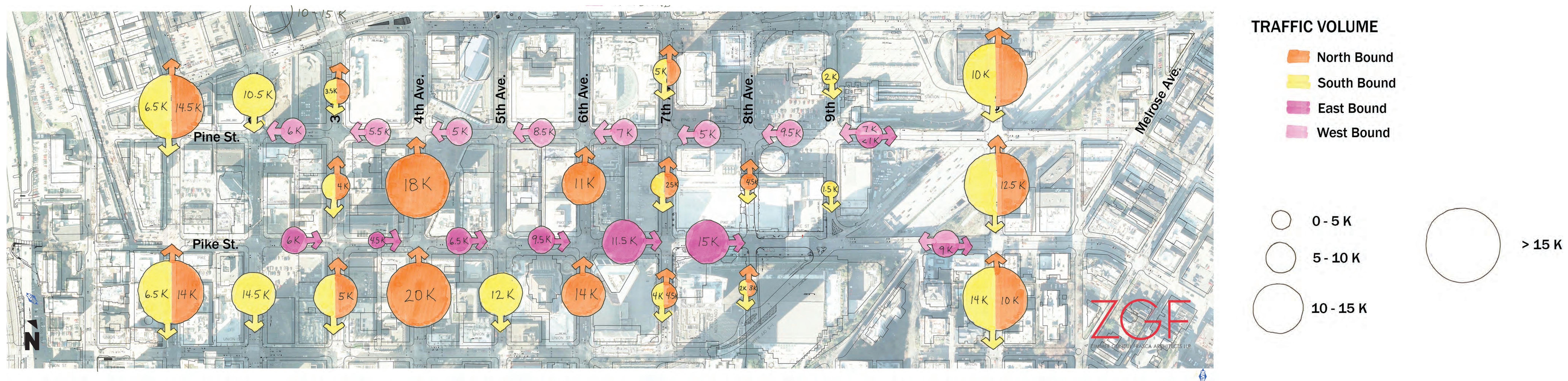


Photo credit: DSA

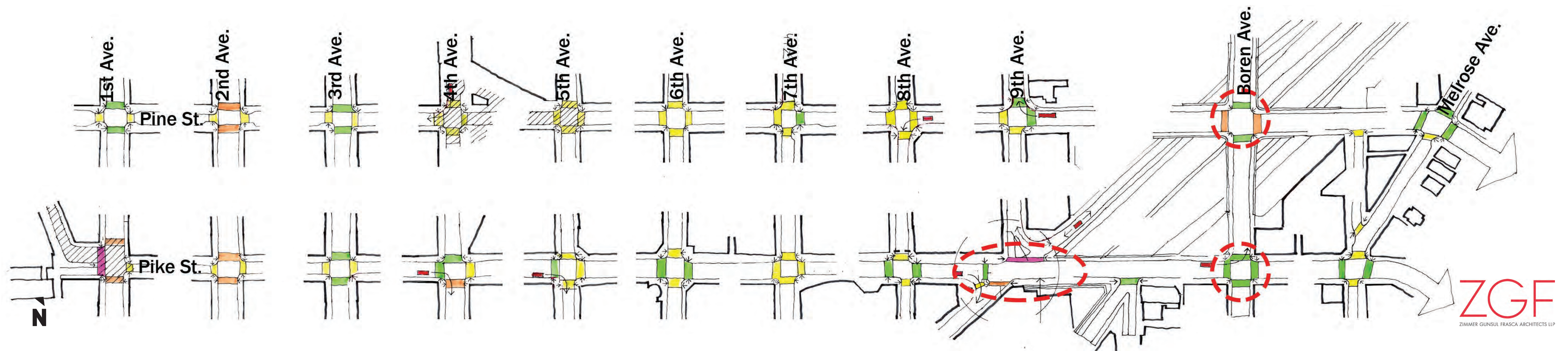


INTERSECTIONS

The relative ease or challenge of crossing the street at an intersection is a major component of the pedestrian experience, and can be affected by the following factors:

- Crosswalk length
- Amount of sidewalk space while you wait to cross the street (curb radius)
- Volume, speed and type of cross-traffic
- Position of curb ramp (single vs. bi-directional)

We have identified three intersections in the project area that are especially challenging for pedestrians.



Pike St and Ninth Ave is an example of a challenging intersection for pedestrians.

PEDESTRIAN CIRCULATION AT INTERSECTIONS

Crosswalk Length

Yellow	24' or less
Green	25' to 30'
Orange	32' to 34'
Pink	45'

*NOTE: pedestrian refuge reduces crossing length

Curb Radius

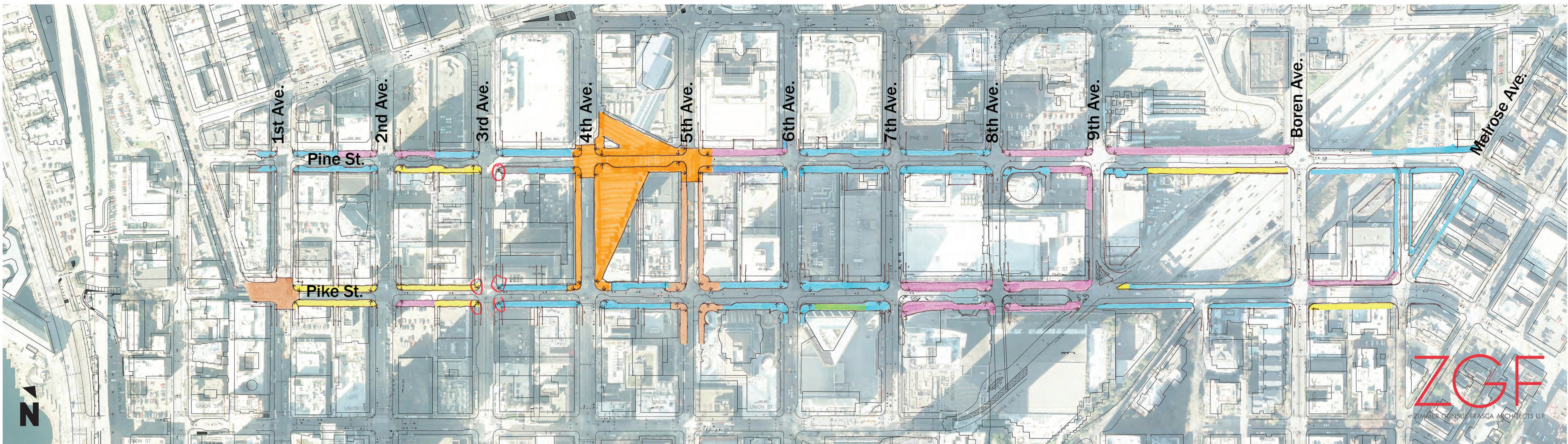
15' or less
15' radius
18' radius
27' radius or greater
Free right or left turn lane

Bi-Directional curb ramp
Single diagonal curb ramp

Challenging intersection crossing

SIDEWALK PAVEMENT CONDITIONS

The condition of pedestrian paving contributes to ease and safety of walking and gives an impression about quality of the pedestrian environment. Paving conditions vary along Pike and Pine; for example, where recent or new development has occurred, sidewalks are generally in good condition.



- SIDEWALK PAVEMENT**
- Good / Recent / New
 - Fair
 - Replace
 - Westlake paving
 - 5th Avenue paving



Poor condition

Cracked, uneven, patched, poor drainage



Moderate condition

Even surface, some patching, maintained joints



Good condition

Good condition: newer sidewalk, quality joints, smooth surface

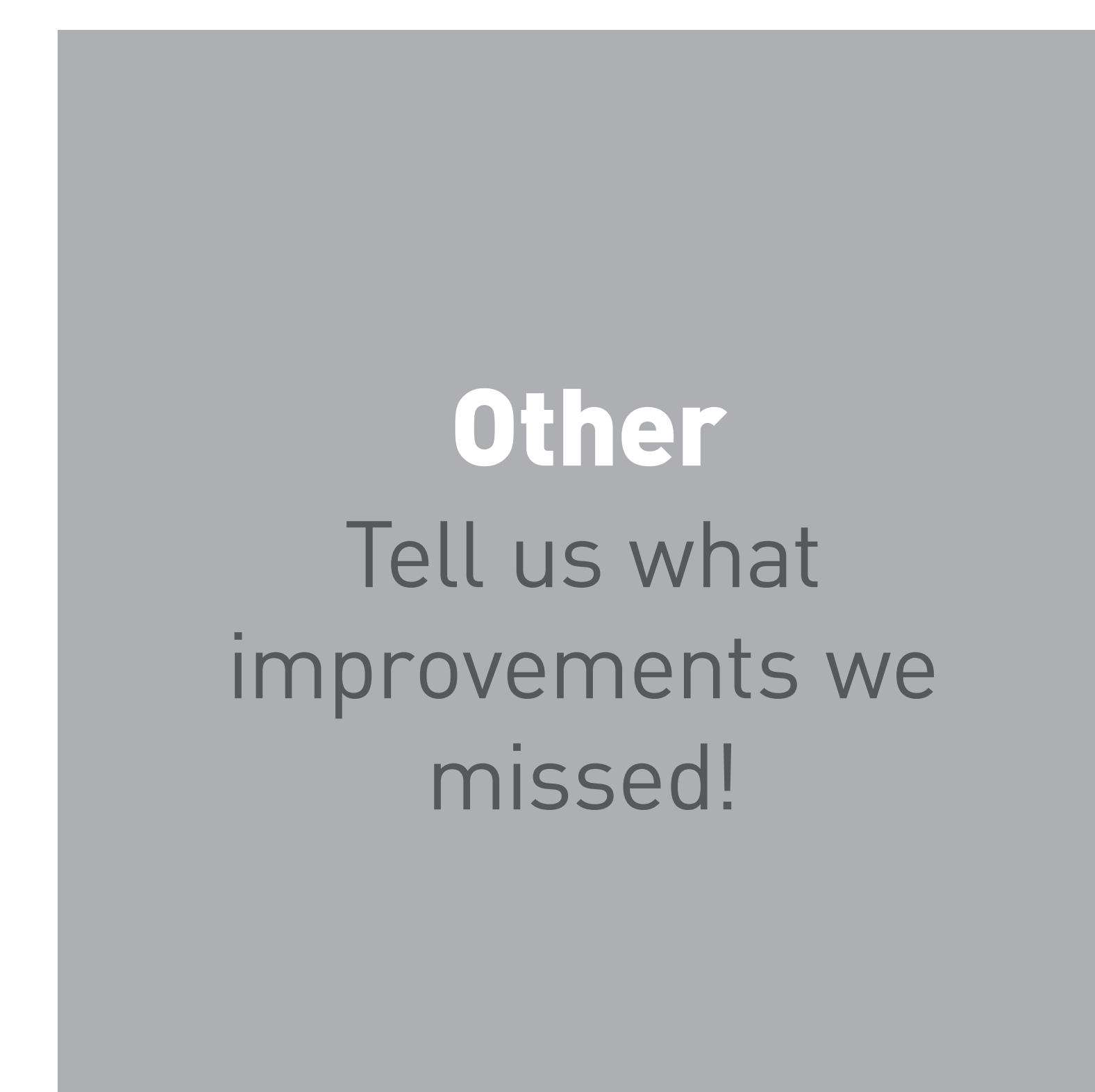
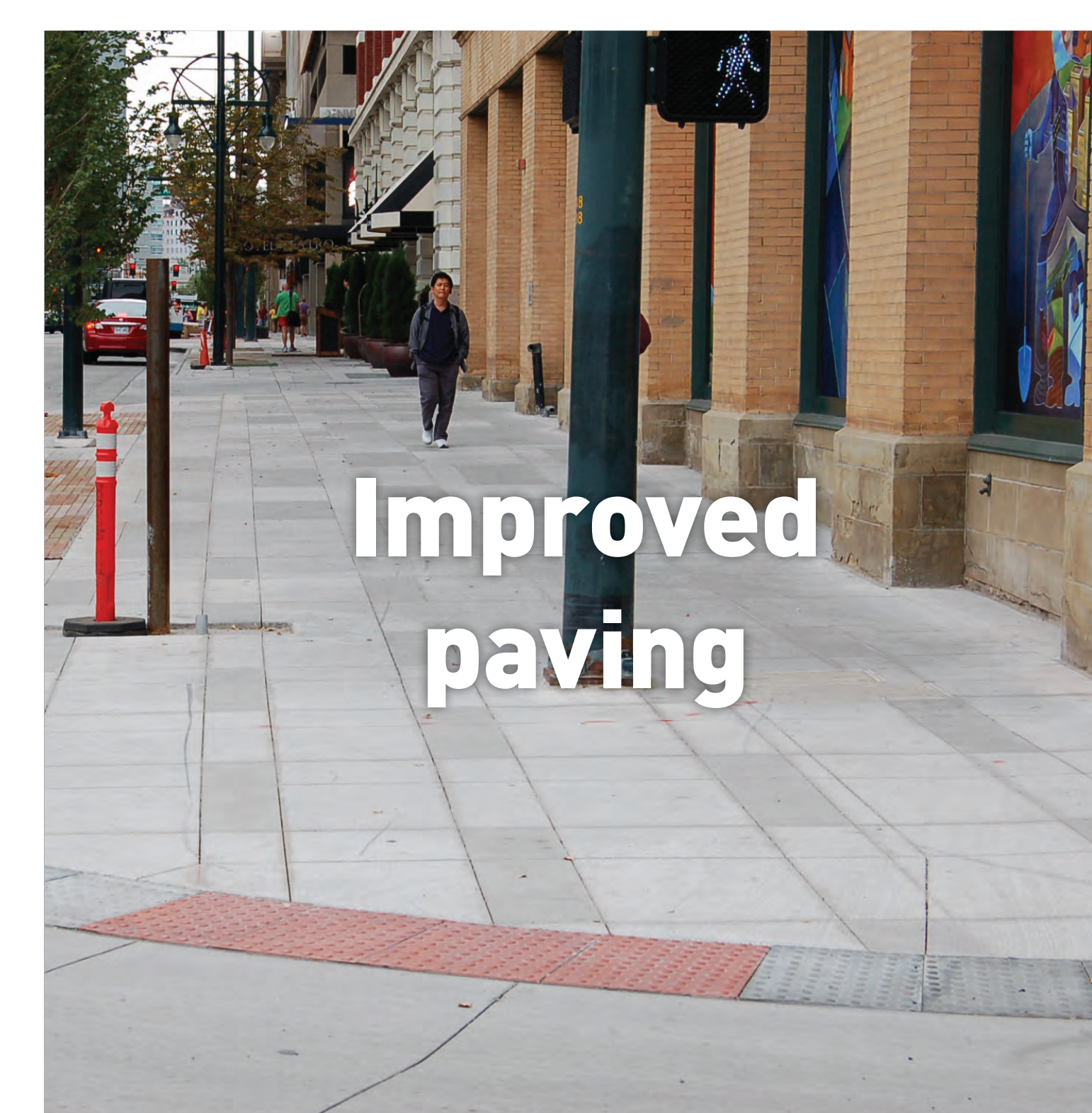
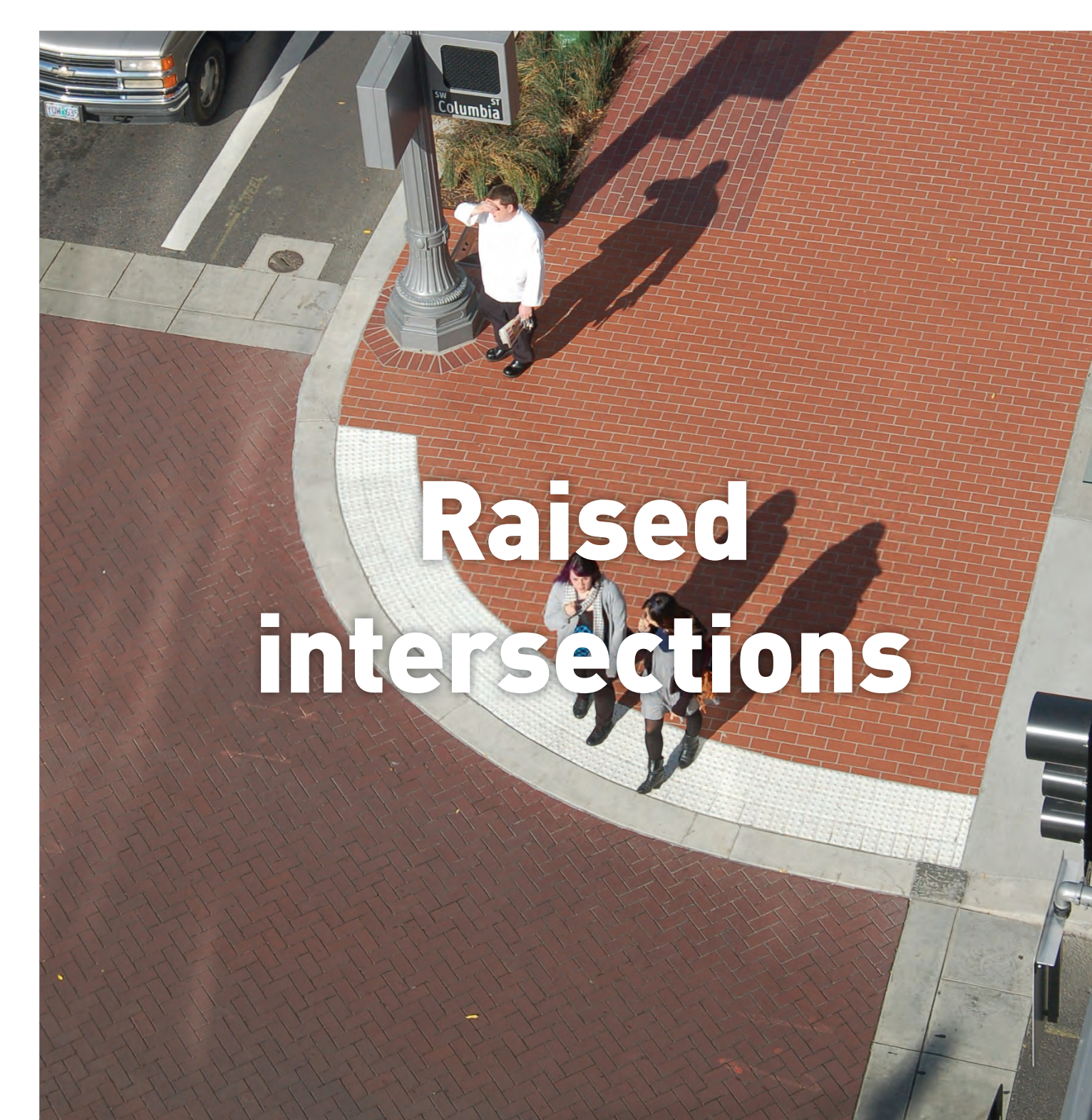
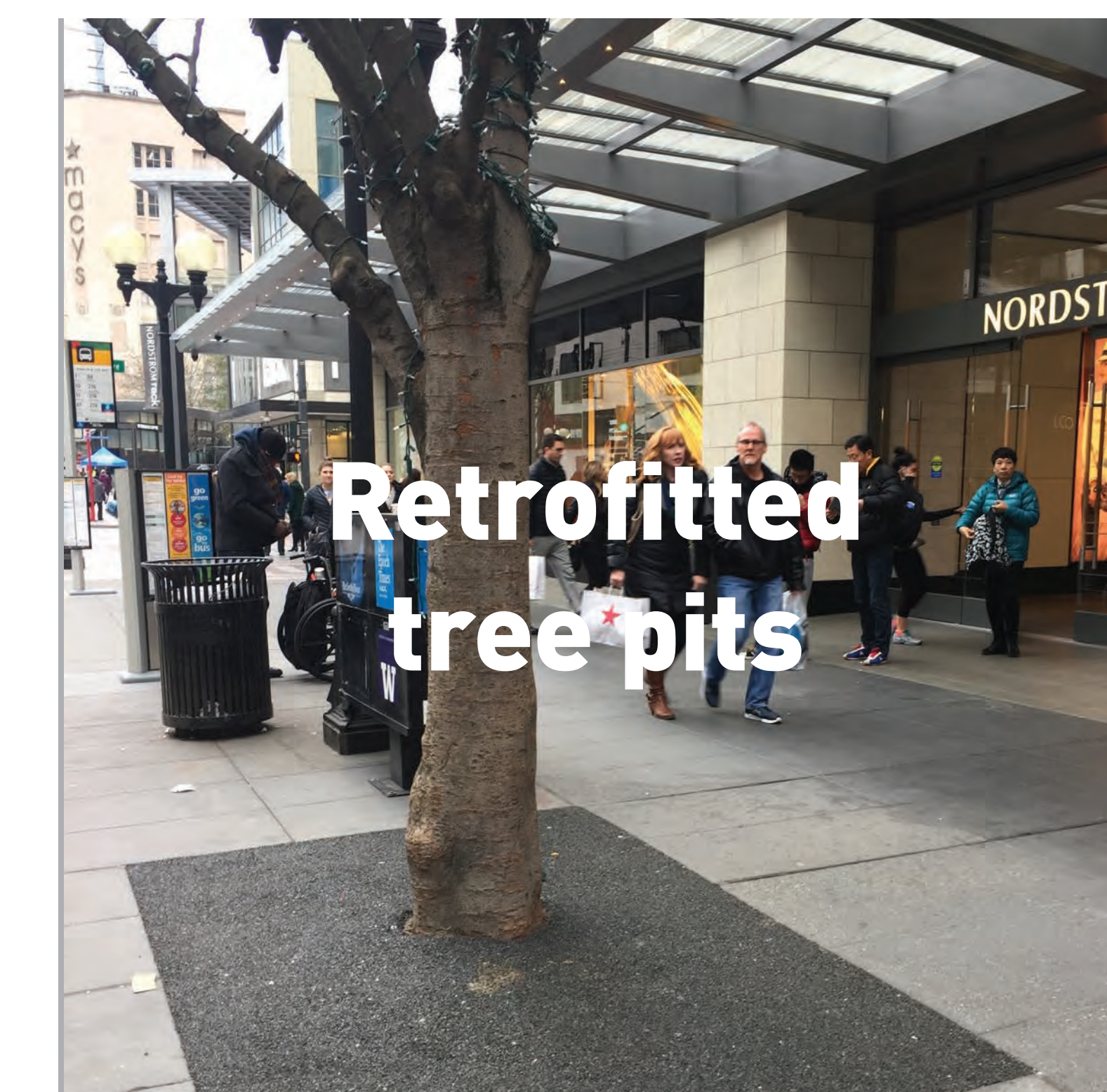
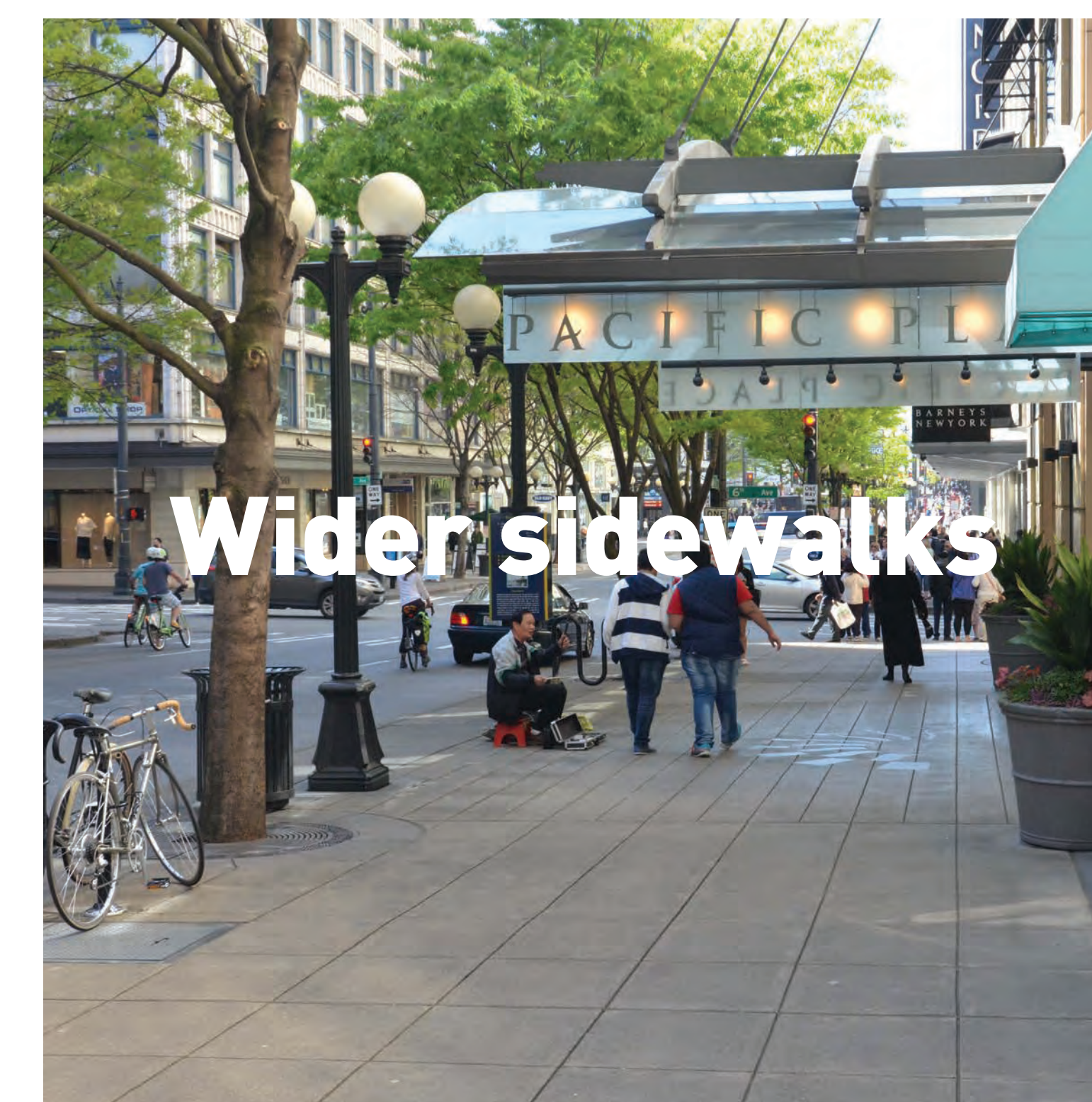
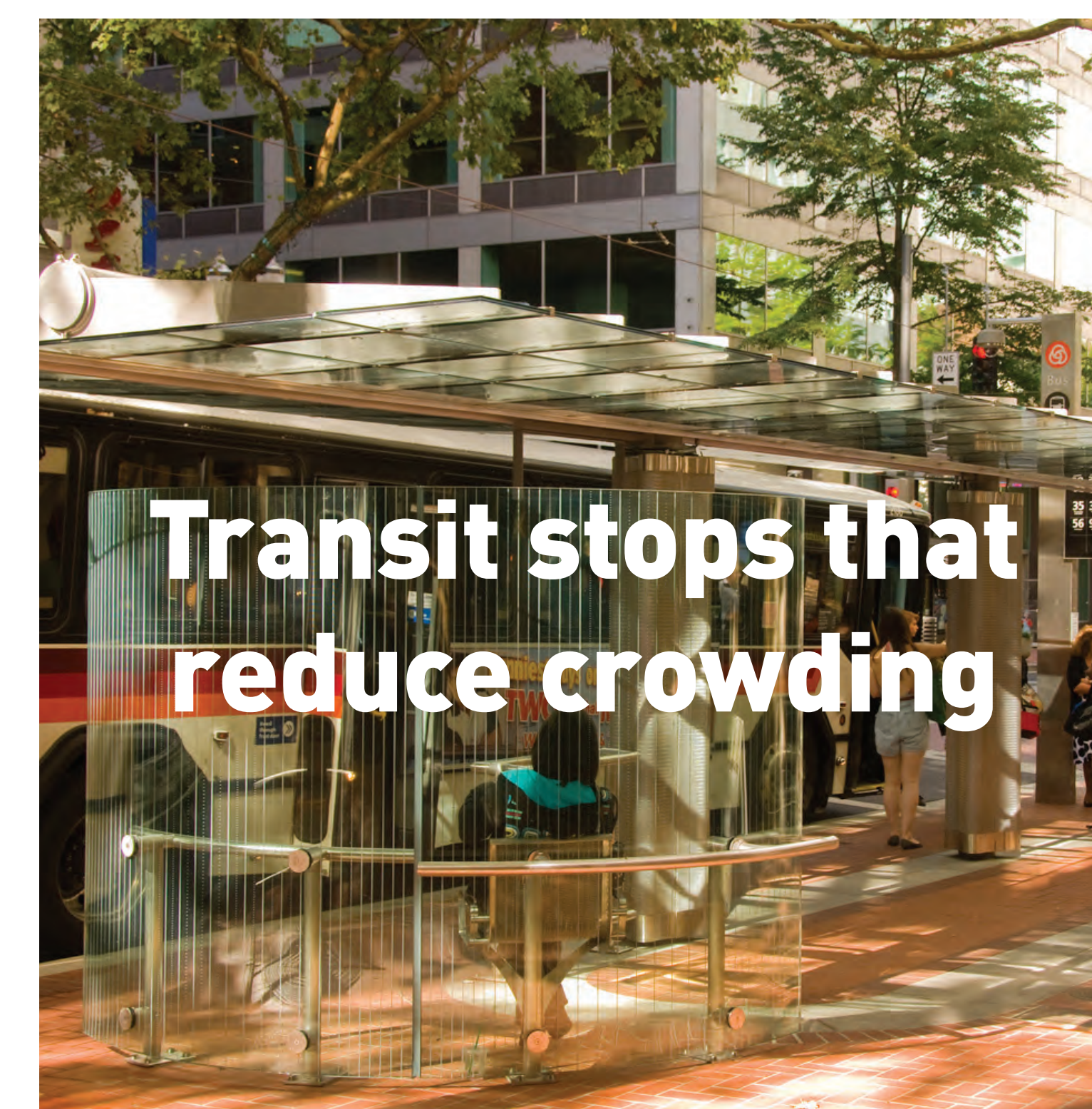


Special paving condition

An example of special paving near the Washington State Convention Center

PEDESTRIAN MOBILITY TOOLBOX

These are examples of design improvements that could enhance pedestrian mobility on Pike and Pine.

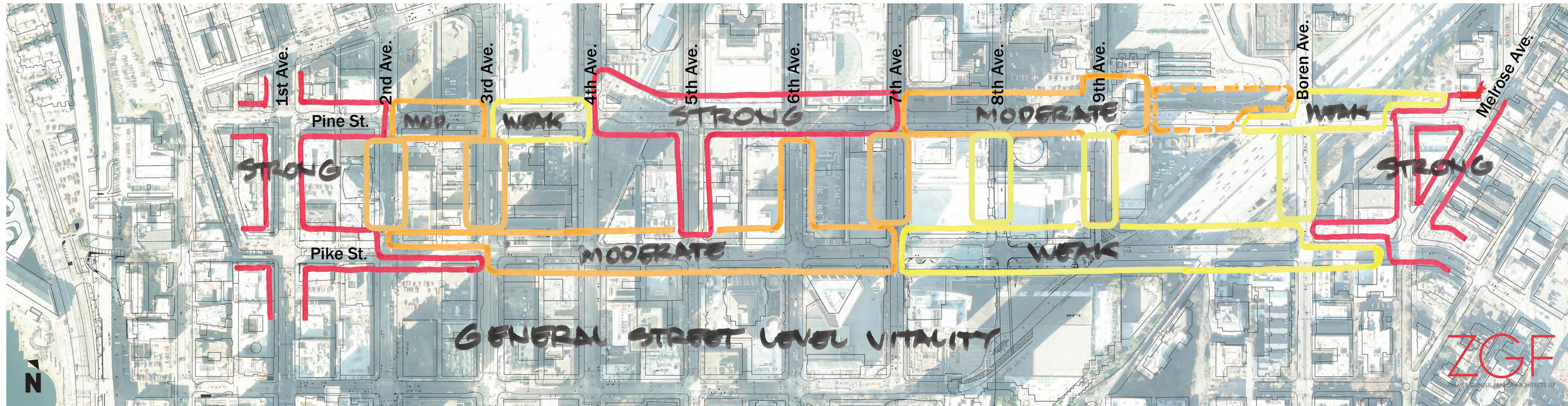


STREET VITALITY

Design elements contribute to fostering lively and engaging streets that are fun to walk along. Learn about existing conditions and tell us what improvements you think would increase vitality on Pike and Pine.

STREET VITALITY

Sidewalk design, together with ground floor activity, transparent facades, and high-quality storefront design combine to shape the way we feel about place. Vital streets are areas with high levels of activity and are often great places for people to stroll, shop, and encounter friends.



High Vitality

- Human-scale architecture at street level
- Awnings over buildings
- Transparent windows at street level
- Multiple building entrances on each block
- Sidewalk cafes
- Seeing people inside and outside of buildings
- Retail lighting that projects out of the businesses at night

Moderate Vitality

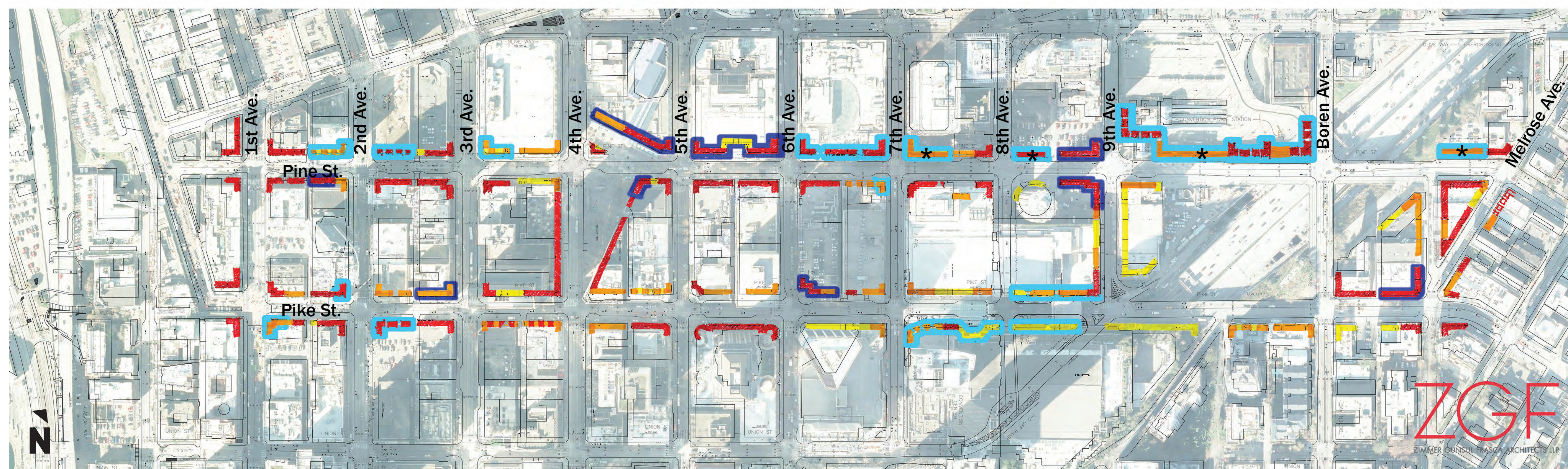
- Human scale architecture at street level
- Moderately transparent windows at street level
- Less visibility into stores
- Fewer building entrances on each block

Low Vitality

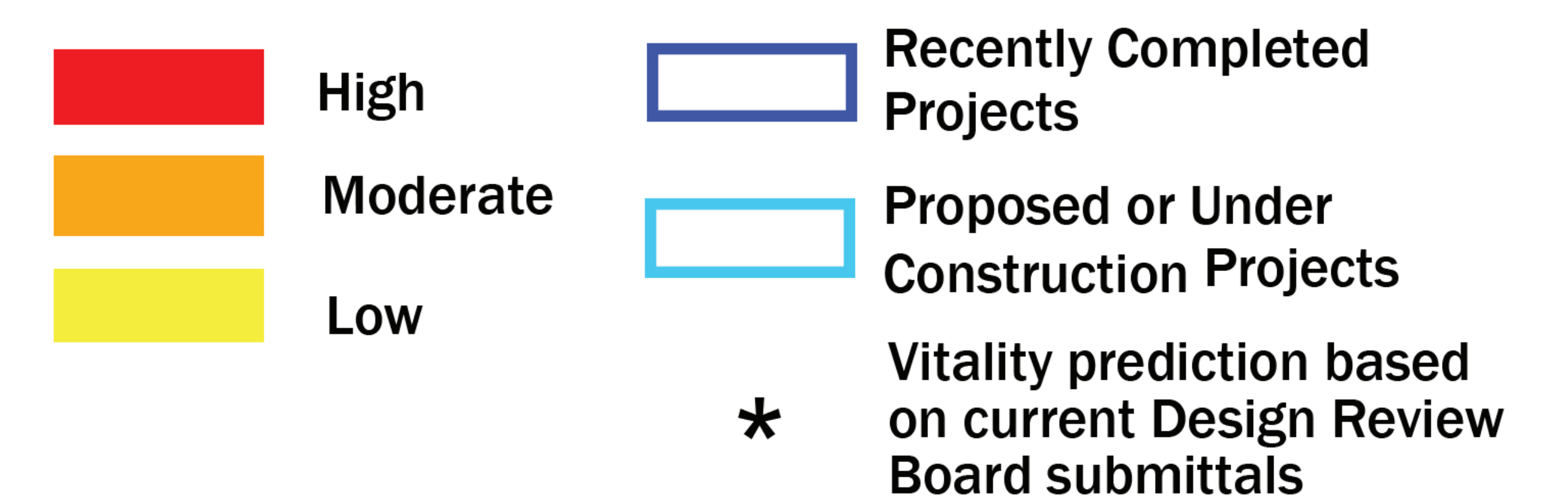
- Variable architecture at street level
- Inactive uses
- Limited visibility into stores
- Blank walls
- Few or no entrances on each block

STREET VITALITY AND DEVELOPMENT PROJECTS

Tenants and property owners are making a broad array of investments on Pike and Pine. Facade improvements, new retail and restaurants, and development projects affect the look and feel of the area. This map overlays existing private investment projects and street vitality.



STREET-LEVEL VITALITY



Investments include facade improvements, new developments, redevelopments, retail, and restaurants.



Recent private investment on Pike and Pine.



STREET VITALITY: SHARE YOUR THOUGHTS

What improvements are needed to increase vitality on Pike and Pine?
Place a dot on the improvements you like. If you have a specific comment,
write it on a sticky note.



Human-scale facades



Pop-up retail



Active and transparent storefronts



Consistent street light fixtures



Increased building lighting



Public art



Quick vending



Food trucks



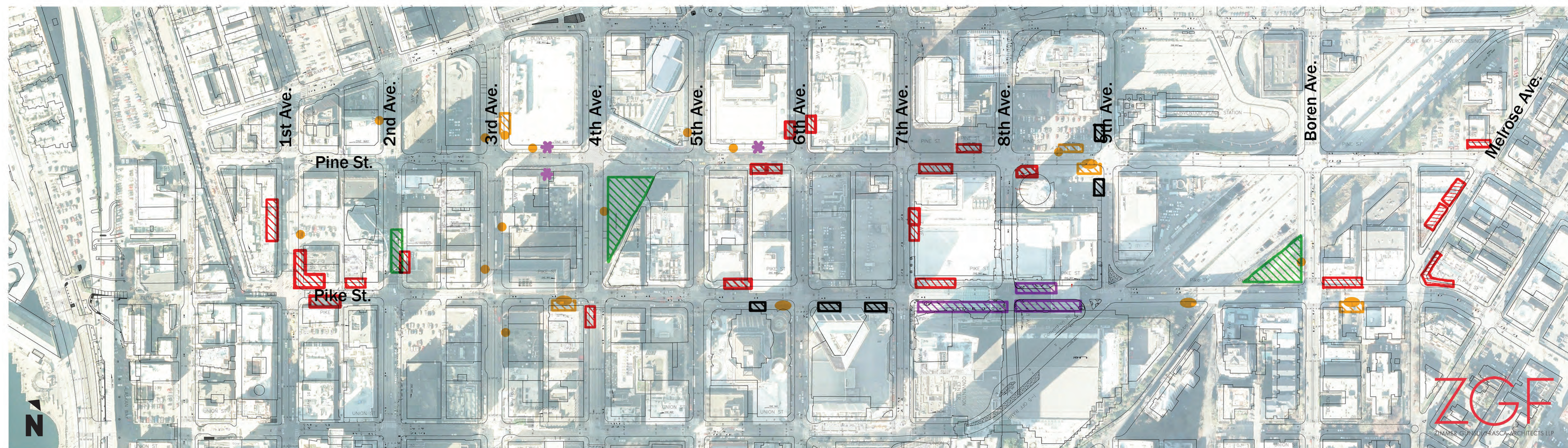
Tell us what improvements we missed!

PLACES TO LINGER

Stopping to linger, socialize, relax and play helps to create a pleasant pedestrian experience. Many design factors – from landscaping to attractive seating – help create good gathering spaces. Explore the existing conditions and tell us what improvements would make you want to stop and linger on Pike and Pine.

SEATING AREAS

Spending time on Pike and Pine often involves sitting for an activity – like having a coffee, eating a meal, or waiting for transit. Sometimes a place can be comfortable to read, people-watch or chat with a friend. Different types of seating support these different activities.



SEATING

- Bus stops
- Waiting bus stops
- ✱ Light rail entrance

Seating areas associated with:

- Sidewalk cafes (restaurants and coffee shops)
- Parks and Parklets
- Transit stops
- Convention Center
- No storefront

Note: seating areas defined as benches, fixed seats, or cafe seating.



Photo credit: DSA

Public seating in parks



Fixed public seating



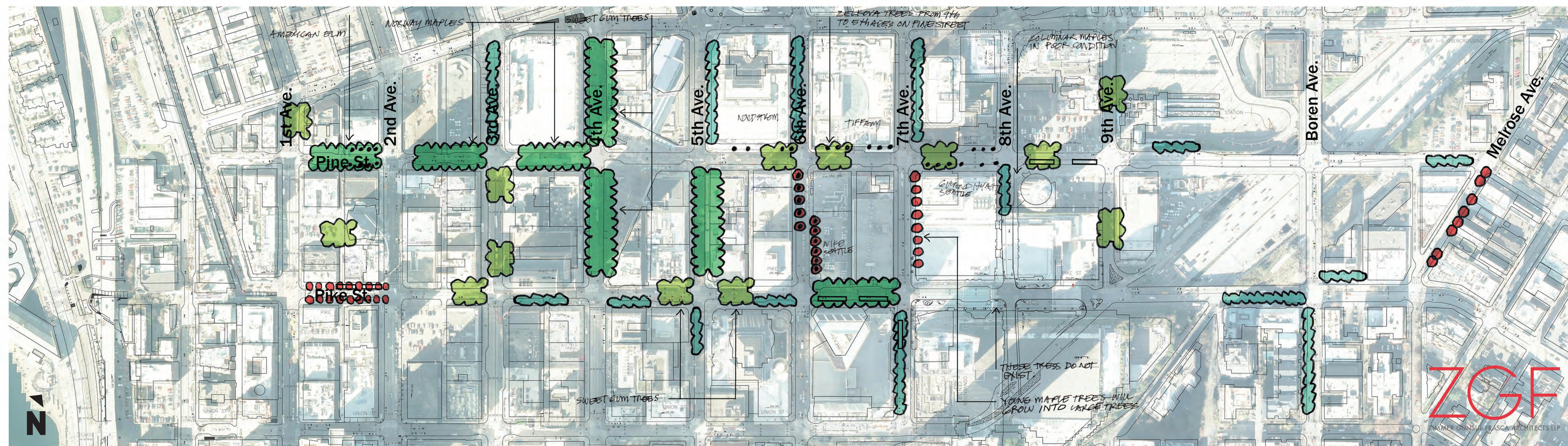
Movable public seating










Sidewalk cafe seating

STREET TREES

Street trees are highly variable on Pike and Pine. Some blocks have intact, well-maintained groves while others have sparse coverage, or several trees in very poor condition. City policy is to plant street trees on all downtown streets.



TREES

-  1. Full block street trees:
street trees on both sides of the street,
and continuous canopy in full block
-  2. Street trees on only one side
of the street
-  3. Partial block group street trees:
street trees on both sides of the street,
and canopy in only partial block
-  4. Small street trees:
contribute little to the streetscape
-  5. Street trees in pits and tree grates
-  6. Street trees in pits:
no symbol
-  7. Planters in street

Certain species thrive better than others in urban environments. These types of trees grow well on Pike and Pine:



Maple



Oak



Zelkova

PLACES TO LINGER: SHARE YOUR THOUGHTS

What elements would make you want to stop and stay awhile on Pike and Pine?
Place dots on up to three of the corresponding images.



Programming



Family activities



Parklets



Public art



Free wi-fi



Permanent seating



Moveable seating



More street trees



Ground-level landscaping



Shared streets



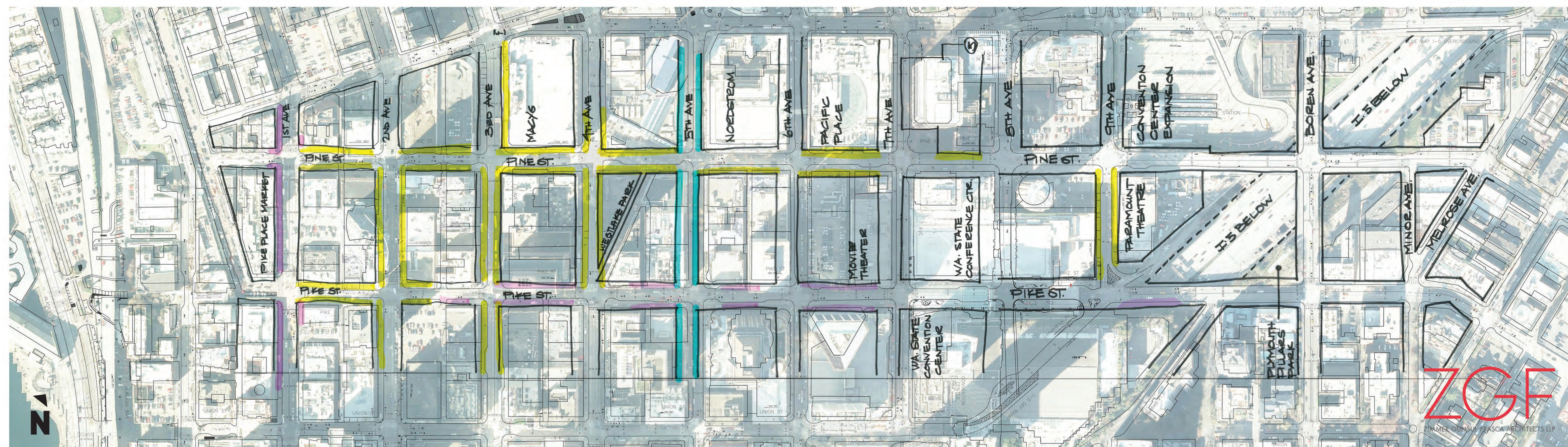
Tell us what improvements we missed!

NIGHTTIME EXPERIENCE

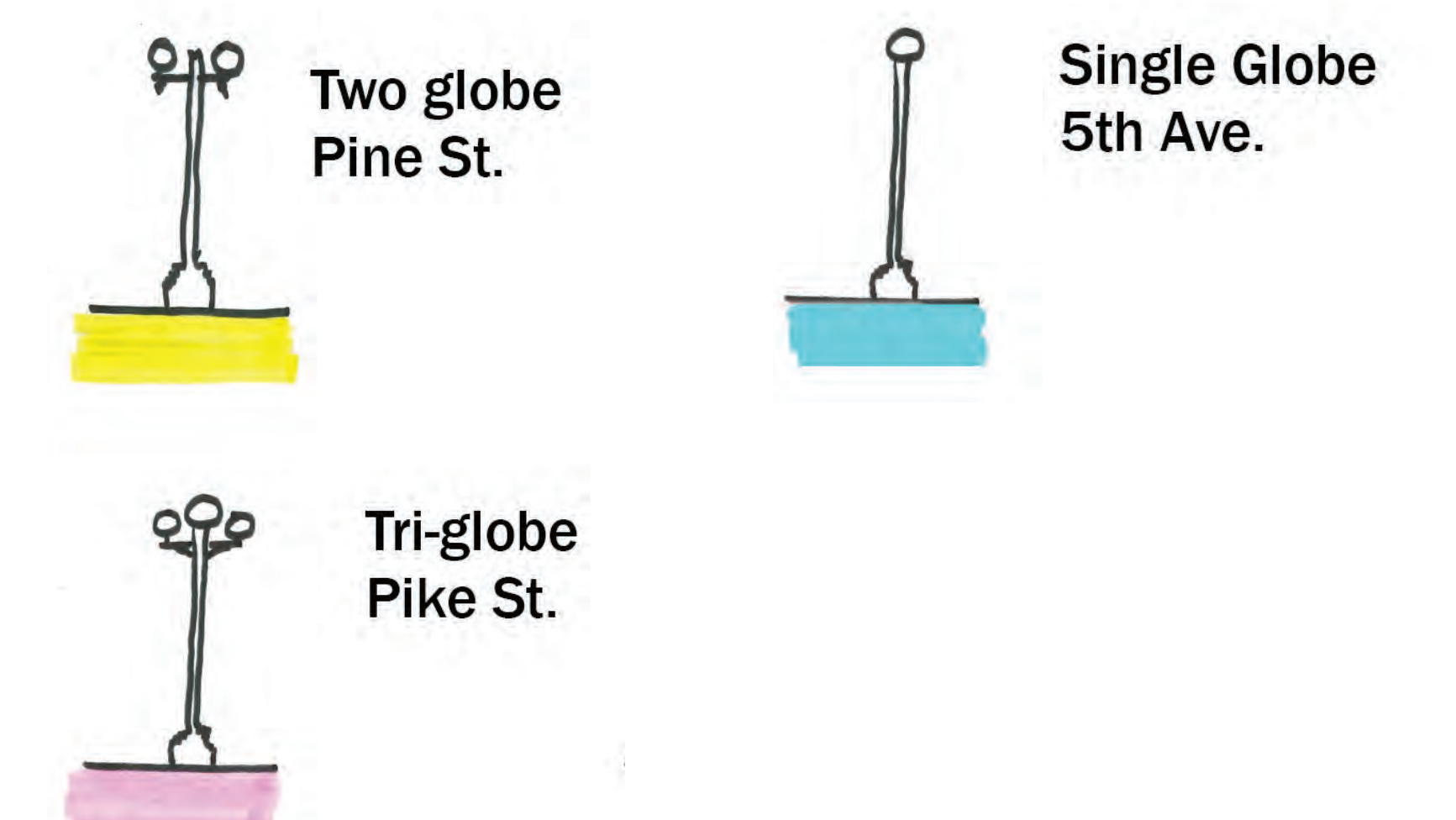
Feeling welcome walking at night is an important part of the pedestrian experience. Design elements can have a major impact on both perceived and real safety and comfort at night. Explore existing conditions and share your own feedback about what would make you feel more welcome when walking at night on Pike and Pine.

LIGHTING

Lighting levels and locations vary significantly between blocks. Consistent light levels, minimal glare, and the ability to recognize faces are considered best practices for urban space lighting. Supplementary light elements like signage, awning lights, storefront lights, and festival lights – along with later business hours – can contribute to a greater sense of a comfort at night. This map depicts the different types of globe fixtures that define pedestrian lighting along Pike and Pine.



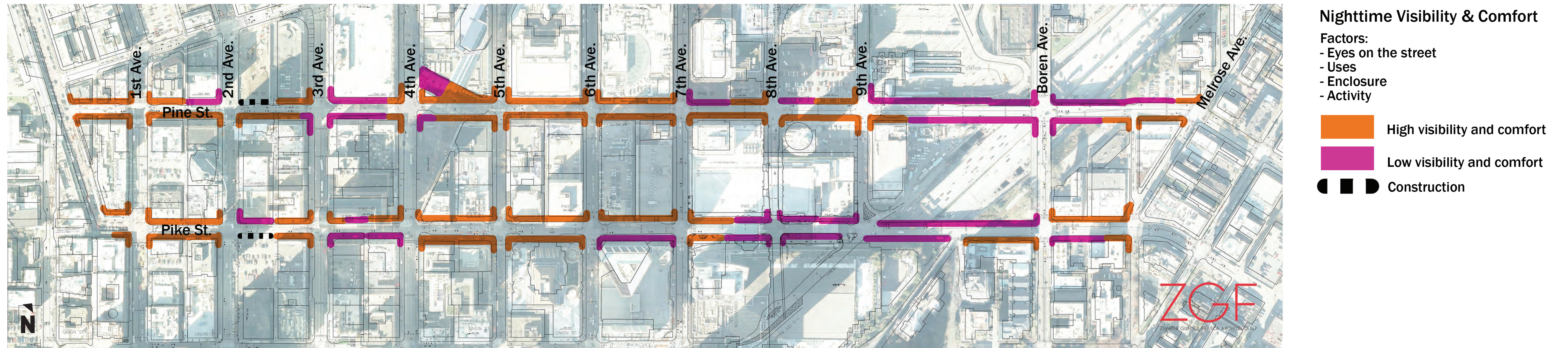
AREAS WITH CONSISTENT PEDESTRIAN LIGHTING STANDARDS



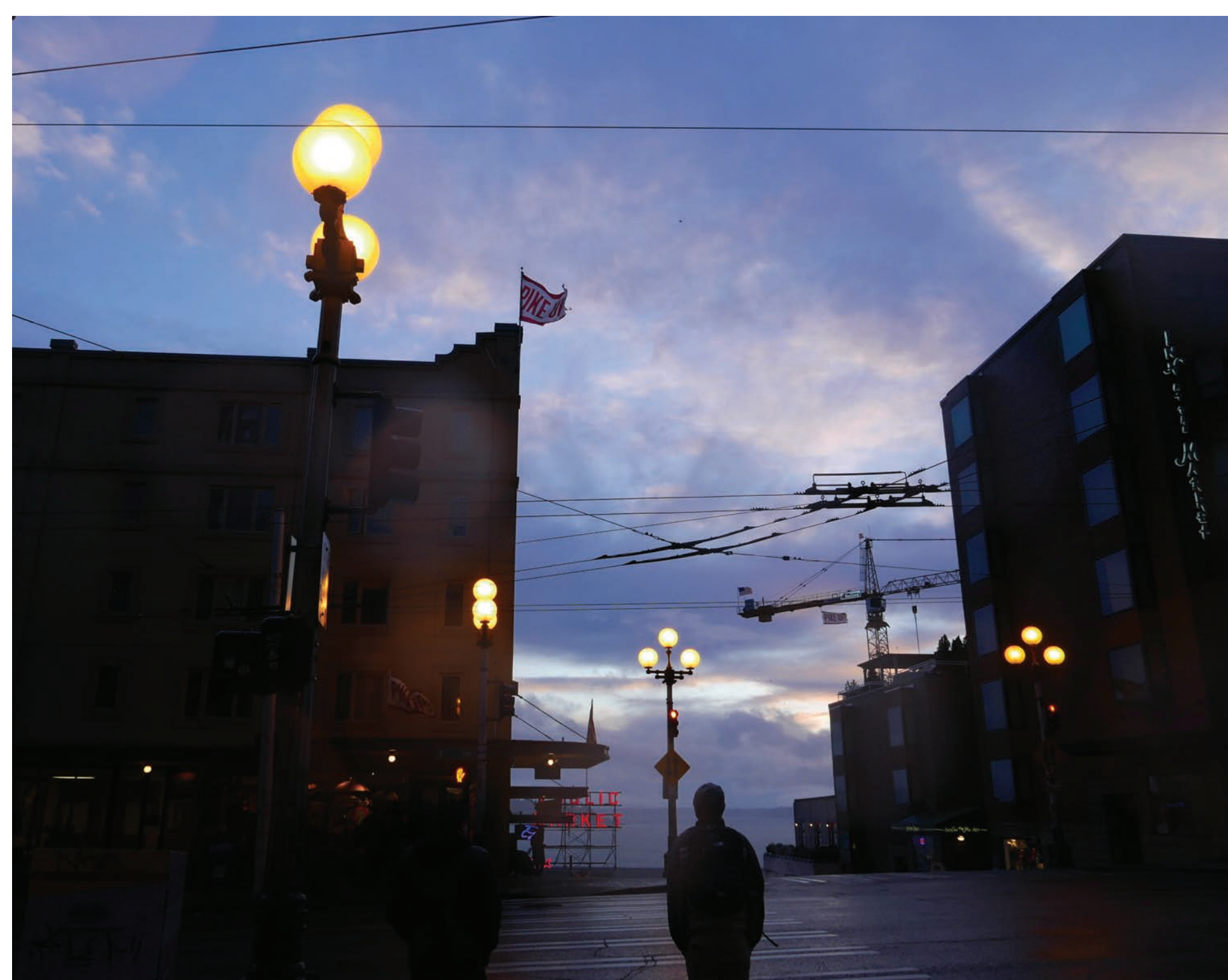
An area with consistent globe lights.

VISIBILITY

Visibility is important for feeling safe and welcome as a pedestrian, especially at night. Features such as highly transparent storefronts, open facades without alcoves, and consistent lighting all contribute to an inviting nighttime experience.



Examples of low nighttime visibility



Minimal street lighting



Opaque walls and corners

Examples of high nighttime visibility



Eyes on the street and plenty of lighting



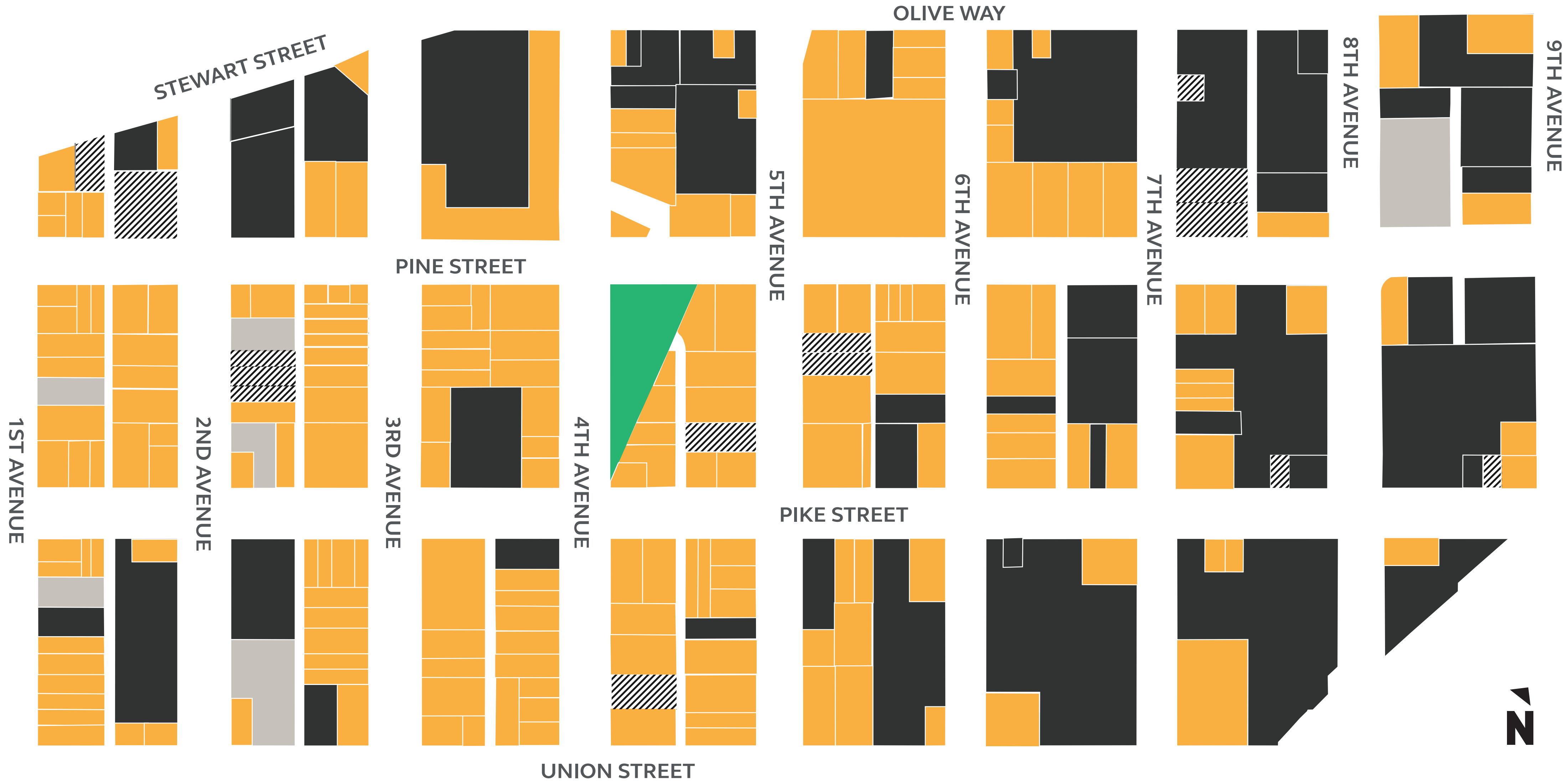
Transparent and well-lit storefront

STOREFRONT HOURS

These maps indicate the geographic extent of businesses open and closed during daytime and nighttime on Pike and Pine. Note how some blocks of Pike and Pine change from feeling open, busy and lighted to closed, not busy and, in many cases, not lighted. These lighting factors contribute to whether people decide to use Pike and Pine at night.

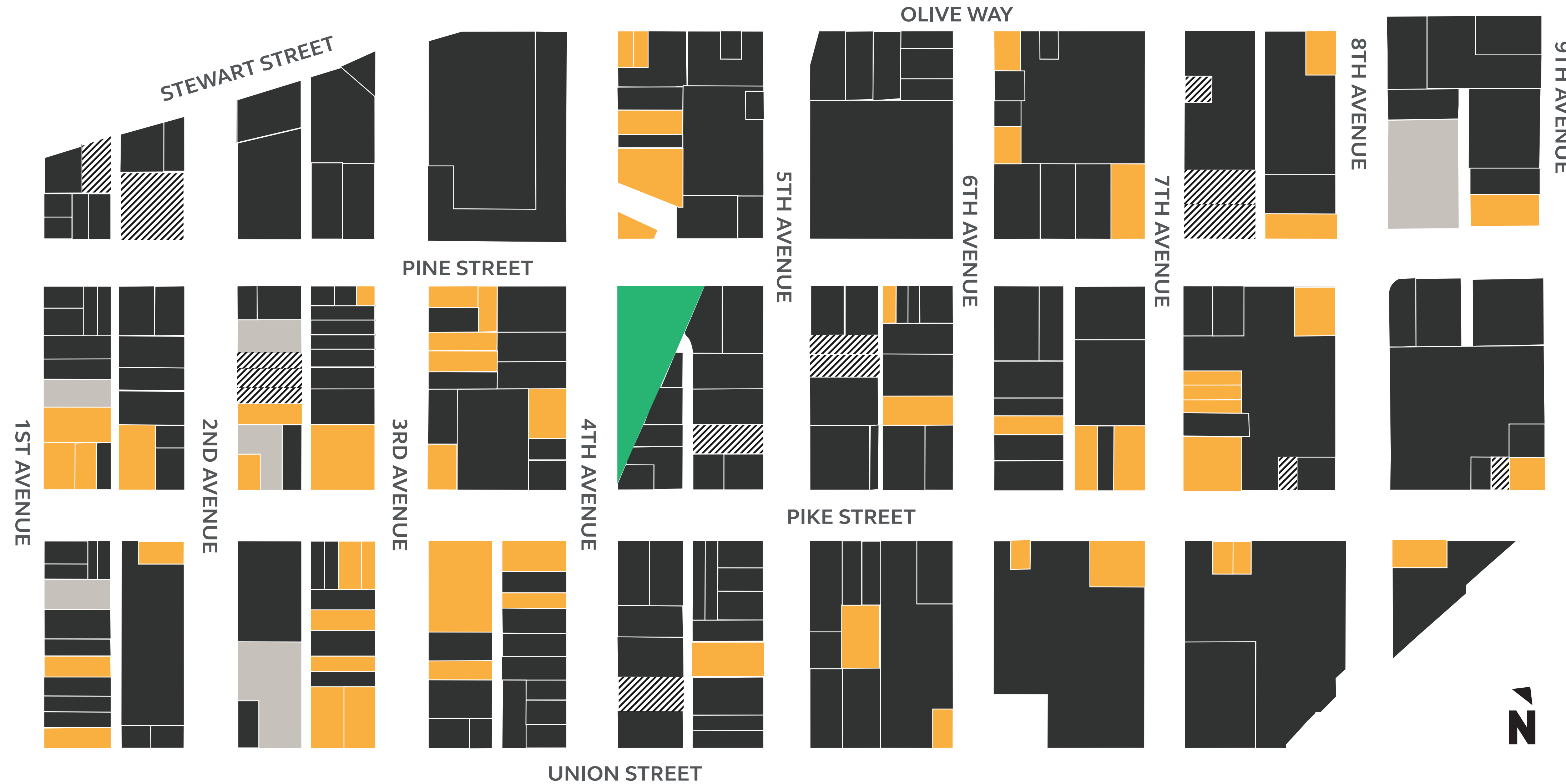
3:00 p.m.

- OPEN
- VACANCY
- CLOSED/ INACTIVE FAÇADE
NON-RETAIL USE
- PARKING
- PARK







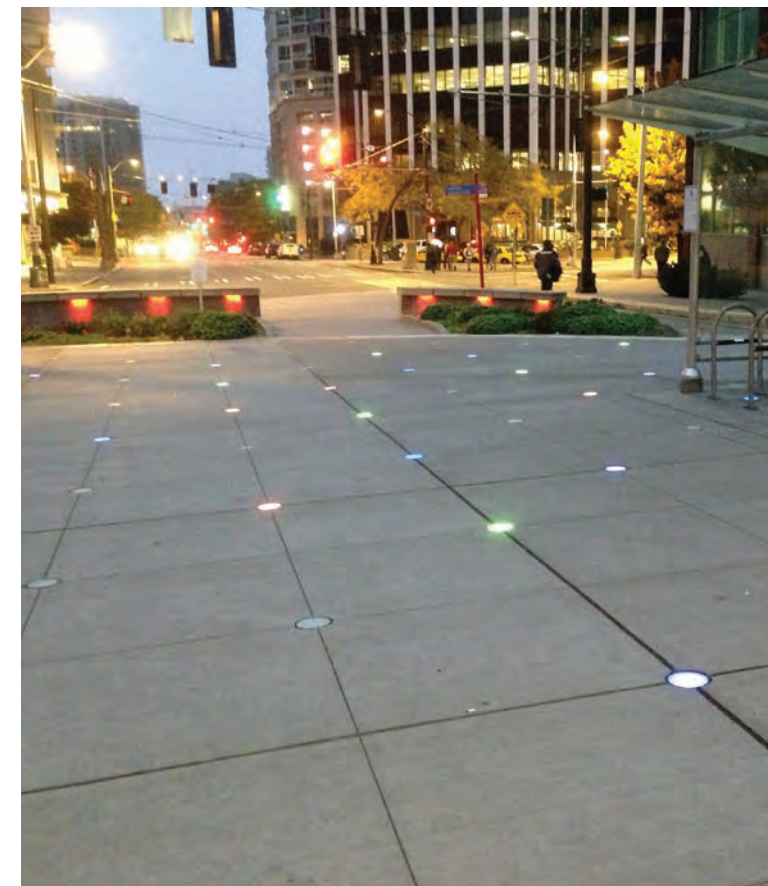



9:00 p.m.

- OPEN
- VACANCY
- CLOSED/ INACTIVE FAÇADE
NON-RETAIL USE
- PARKING
- PARK



NIGHTTIME EXPERIENCE: SHARE YOUR THOUGHTS

What would help you feel more welcome when out at night on Pike and Pine?
Place dots on up to three of the corresponding images.

LIGHTING IMPROVEMENTS		OTHER IMPROVEMENTS
<div>Character lighting</div> <div></div>	<div>Consistent light levels</div> <div></div>	<div>Active storefronts</div> <div><p><small>Photo credit: Renato Lorini</small></p></div>
<div>Festival lighting</div> <div></div>	<div>Accent lighting</div> <div></div>	<div>Greater storefront visibility</div> <div></div>
<div>Facade lighting</div> <div></div>	<div>Other</div> <div><p>Tell us what improvements we missed!</p></div>	<div>Evening programming</div> <div><p><small>Photo credit: DSA</small></p></div>

**SHARE YOUR
FEEDBACK**

COMMENT STATION