

Pike and Pine Streetscape Project Sounding Board Meeting #3

FEBRUARY 16, 2017



ZGF
ZIMMER GUNSUL FRASCA ARCHITECTS LLP

Public Open House #1, January 17, 2017

- January 17, 5-7 PM at ACT Theatre
- 160 estimated attendees
- 140 people signed-in:
 - 98% live or work in Seattle
 - 77% live or work downtown
- “Online open house” currently live to collect feedback from people unable to attend in-person



Photo credit: DSA

Overarching themes from public feedback

1. **Safety and comfort** are a priority for improving the pedestrian experience
2. **Active and transparent storefronts** encourage a positive pedestrian experience
3. Improvements to Pike and Pine should consider **many modes**
4. Pike and Pine need **more green and landscaping**
5. Build on the successful **activation and programming** happening at Westlake Park

STREET VITALITY - Image categories with number of dots received



Active and transparent storefronts
31



Increased building lighting
18



Consistent street light fixtures
16



Pop-up retail
14



Public art
14



Human-scale facades
13



Food trucks
7











Other – in addition to dots, people posted sticky notes on the 'other' category of the visual preference survey. These comments are reflected in the "key topics" table above.

Other
5



Quick vending
4

PLACES TO LINGER - Image categories with number of dots received

 <p>Ground-level landscaping 17</p>	 <p>Shared streets 14</p>	 <p>More street trees 13</p>	 <p>Public art 10</p>
 <p>Parklets 9</p>	 <p>Free wi-fi 8</p>	 <p>Permanent seating 7</p>	 <p>Moveable seating 4</p>
 <p>Programming 3</p>	 <p>Family activities 3</p>	<p>Other – in addition to dots, people posted sticky notes on the ‘other’ category of the visual preference survey. These comments are reflected in the “key topics” table above.</p> <p>Other</p>	

One Center City



Advisory Group

January 26, 2017



PIKE PINE RENAISSANCE
ACT ONE



Downtown
Seattle
Association



City of Seattle





SURFACE STREET OPTIONS (Union, Pike, & Pine Streets)

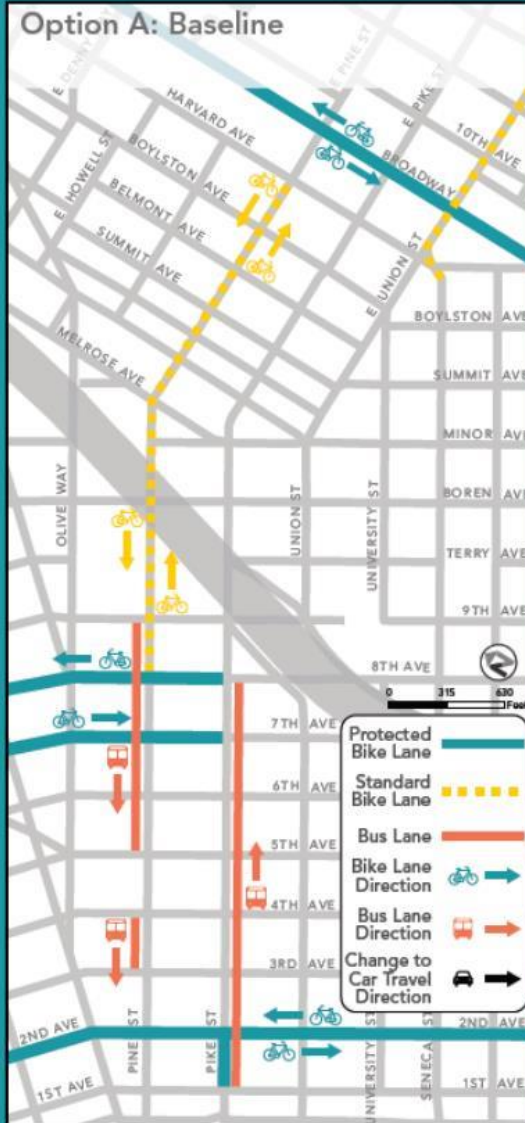
What is the Challenge and the Opportunity?

- Critical multimodal corridor connecting Capitol Hill, Westlake, Pike Place, and Seattle Waterfront
- Key Center City Bike Network Corridor with favorable grades and I-5 crossings
- Route 41 restructuring option uses Union and Pike Streets
- Planned public and private projects including Seattle Waterfront, Washington State Convention Center, Pike – Pine Streetscape, and more

32

Pike-Pine Multimodal Corridor Options

Option A: Baseline



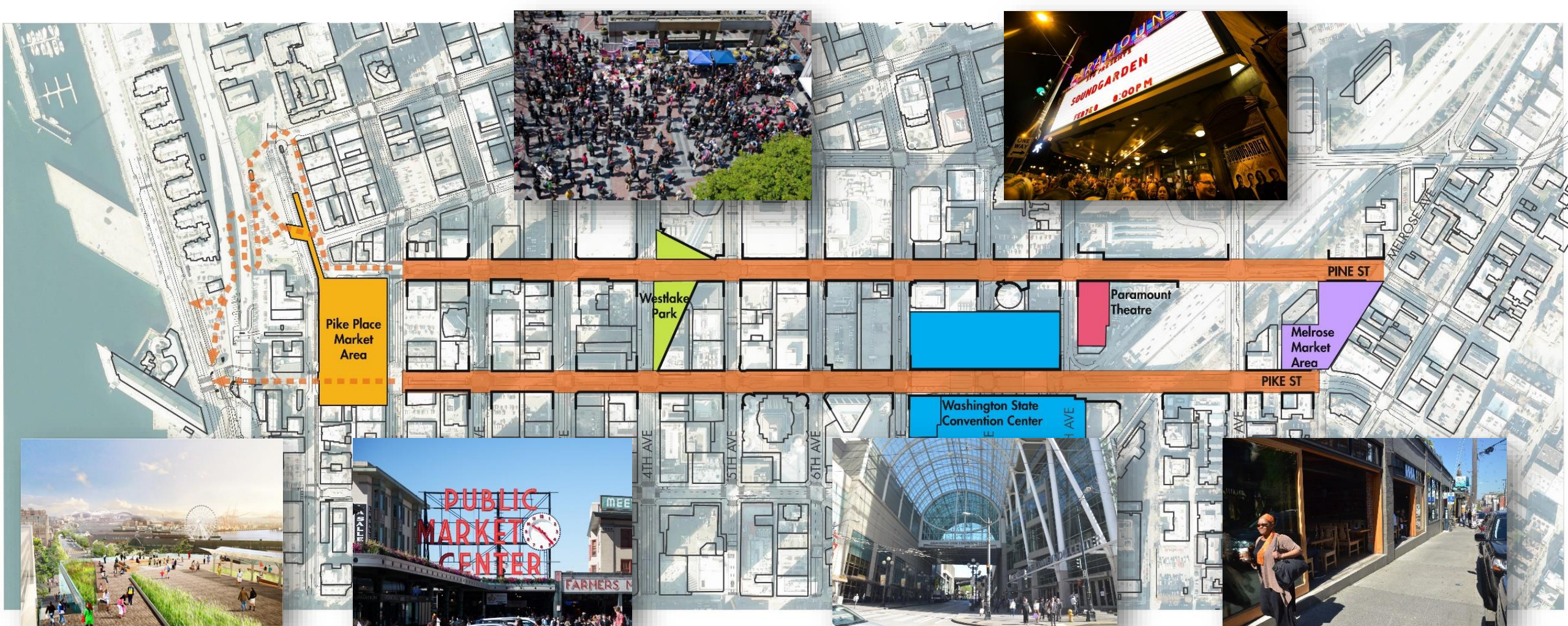
Option B: Downtown Couplet with PBL Pair on Pike East of 8th Ave



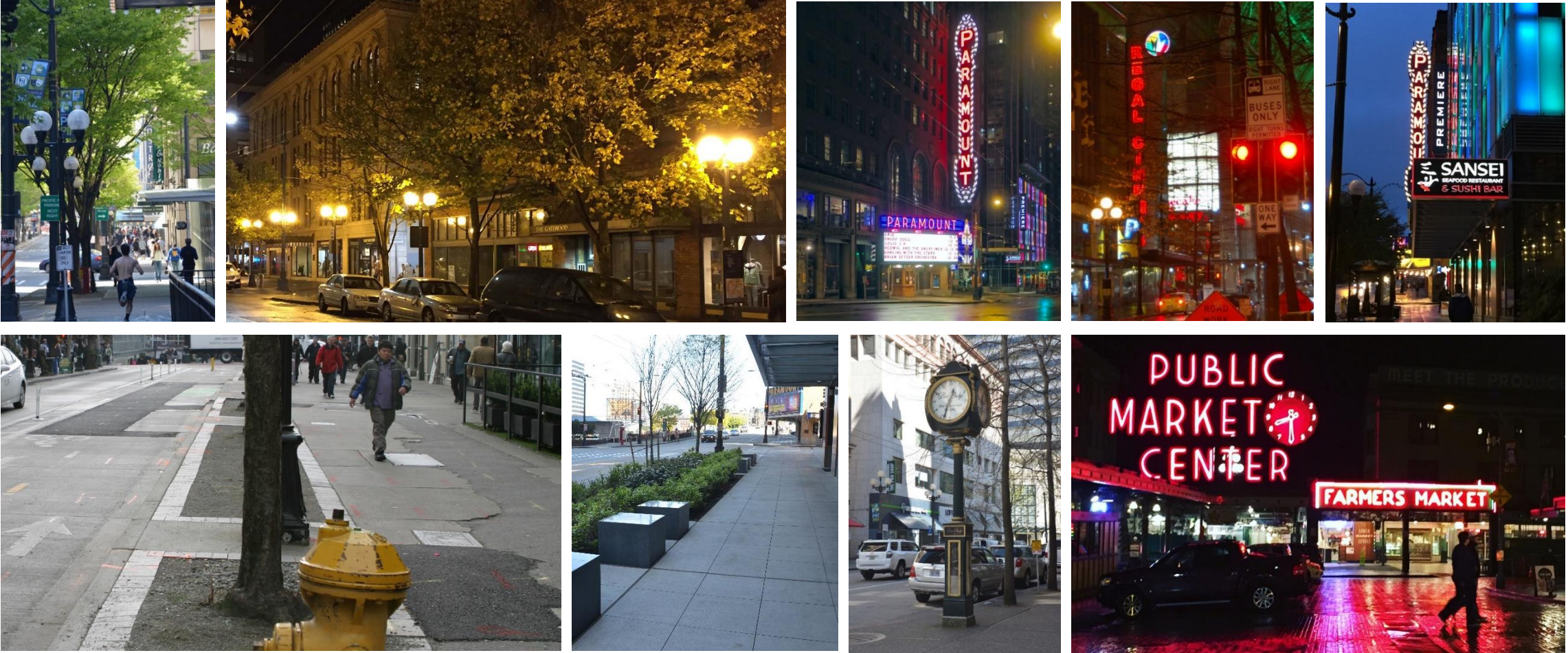
Option C: Pike and Pine One-Way Couplet



Recap – SB #2 Urban Design Analysis



The corridor contains **unique attributes and landmarks** along varying segments of the corridor, but lacks **connecting elements** to create a continuous pedestrian experience



Two, three globe lights - defining fixtures; inconsistent pattern

Sidewalk conditions and furnishings - variable, but could trend towards consistency

Tree conditions vary, but could become more continuous

Vertical marquees and neon signs are interesting and unique features that add character



There are episodes of flexible space with activation, but uneven
The pedestrian experience is strained by lower **street level vitality** and lower **perceptions of safety** in the east and west reaches



Pedestrian mobility challenges – Pike and 9th, the I-5 overpasses, and Boren intersections

High pedestrian volumes – challenge for staying places

Automobiles, pedestrians and transit - accommodated, not optimized; **cyclists** – limited accommodation



SB #2: What we heard

1. Sidewalk conditions are inconsistent, need repair
2. **Fixed seating** is hard to manage appropriate use; flexible easier to control
3. Maintain the trees in good condition
4. Lighting fixtures, color, temperature should be more consistent
5. Applaud the **SPD efforts at crime suppression**
6. **Freeway crossings** are major barrier – could they become **gateways**?
7. Consider a broader context – could **some elements be transferable** to other streets?

Streets as Places



Offer a Variety of Attractions and Destinations:

- Choice of things to do EVERY DAY
- Diverse activities for all ages
- A “continuous variety” of commercial uses



Use events to create energy:

- Seasonal activities and cultural celebrations

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City of Seattle





Entice with comfortable and fun amenities

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Activate the edges:

- Encourage active and transparent ground floors
- Bring the inside out



Energize blank walls

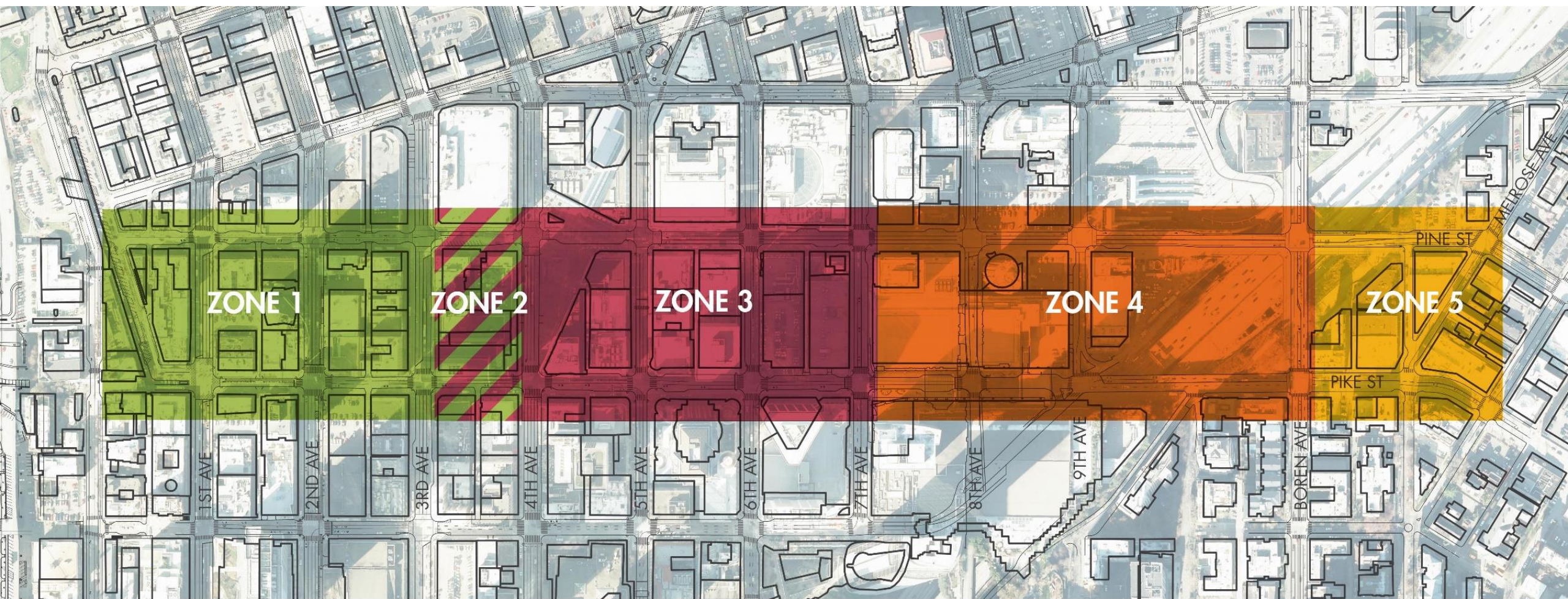


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Develop a unique identity and image


- Showcase local assets
- Emphasize historic character



ZONES DEFINED BY USES/CHARACTER, ACTIVATION/PLACEMAKING STRATEGIES

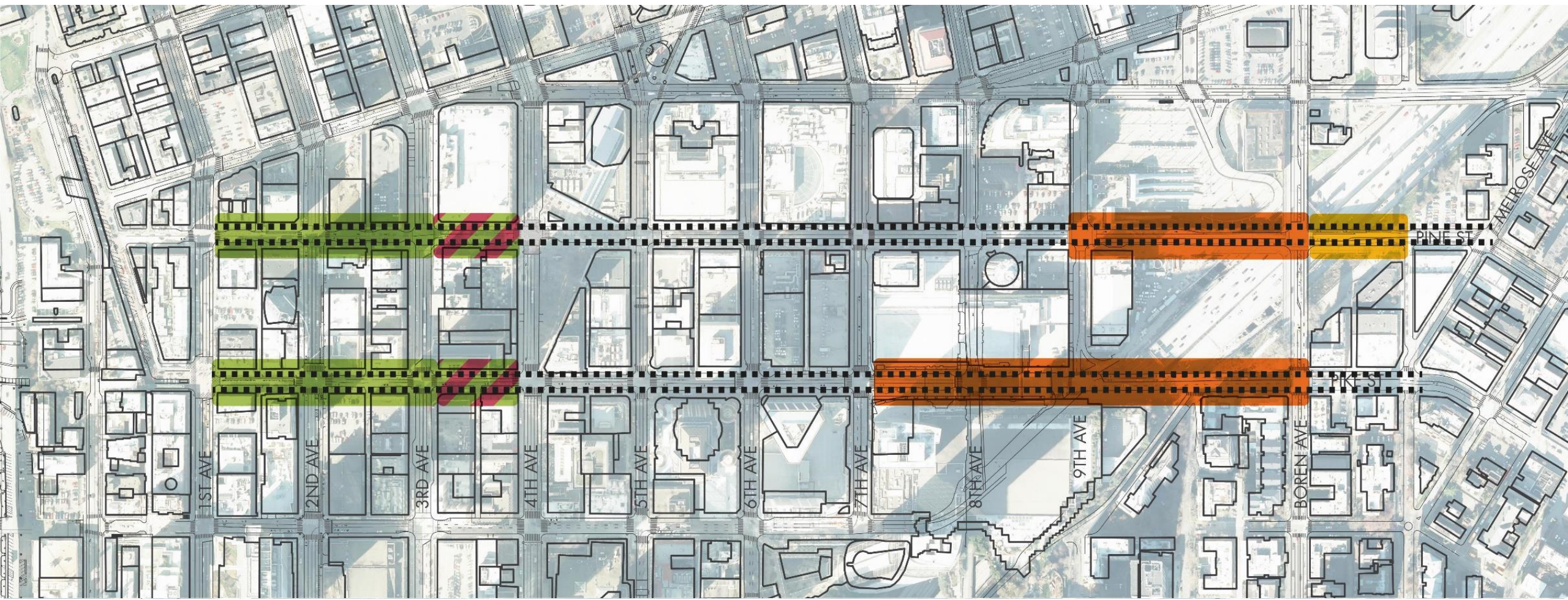
 Zone 1: Market, local retail, food innovation, tourism

 Zone 2 : Transitional

 Zone 3: Retail core, national retailers

 Zone 4: Convention, hospitality, entertainment

 Zone 5: Melrose Market, Capitol Hill gateway



TARGETED ZONES & ALLOCATION OF RESOURCES

- | | |
|--|---|
|  Zone 1 |  Zone 5 |
|  Zone 2 |  Connecting Elements |
|  Zone 4 | |

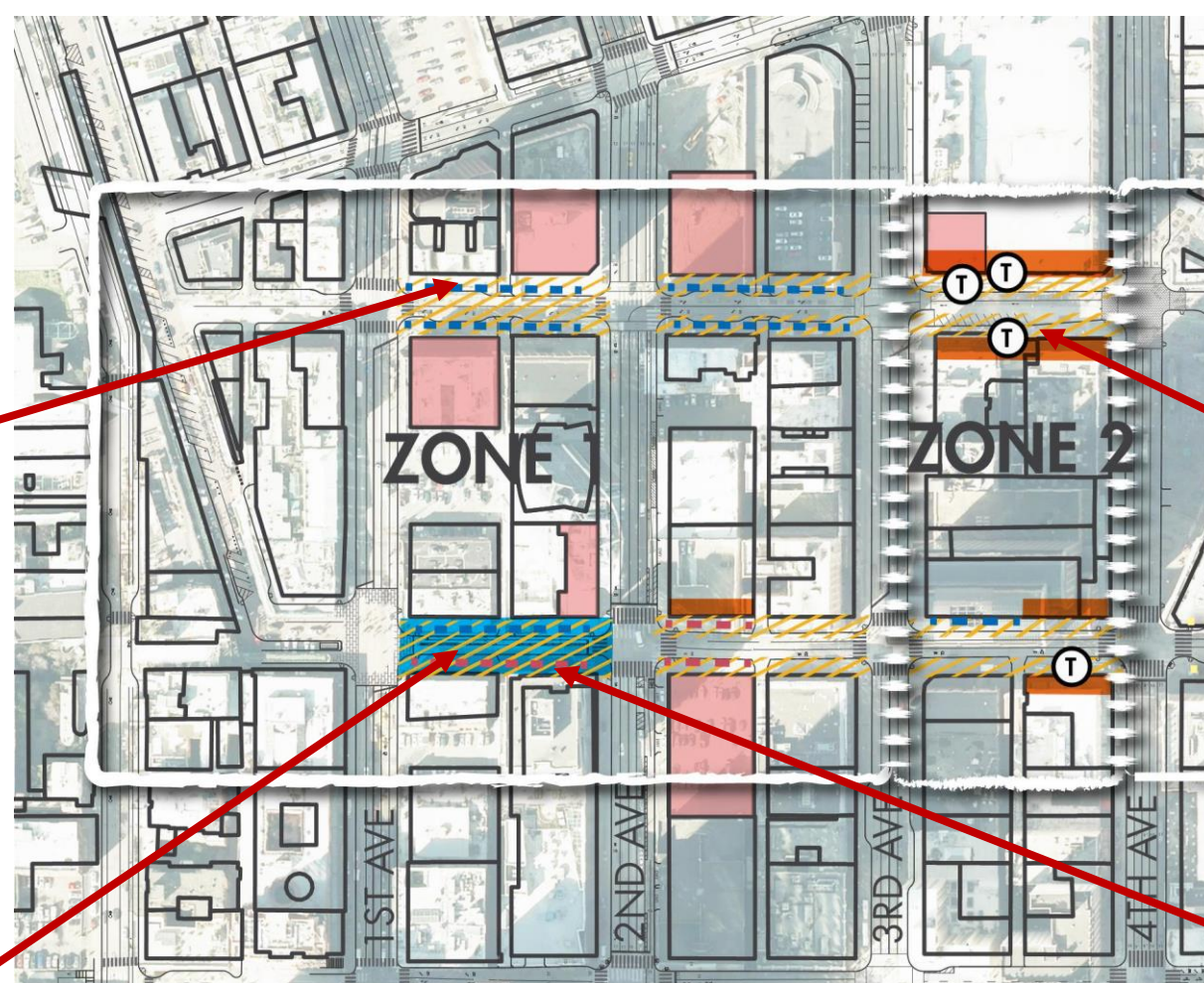
Concept: Reaches



Outdoor dining



Shared street



ACTIVATION & PLACEMAKING OPPORTUNITIES

- | | | |
|---|--|---|
|  Potential shared street |  Ground floor activation needed |  Future Redevelopment and Renovation Projects |
|  Zone-based activation |  Outdoor dining |  Potential Redevelopment and Renovation Projects |
|  Transit stop/entrance |  Food vendors | |



Westlake Park Activities



Mobile food vendors



Connecting Waterfront to Pike Place Market and beyond

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Pike/1st to 2nd: existing

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Downtown
Seattle
Association



City of Seattle





Calgary: 6pm – 6am



Calgary: 6am – 6pm

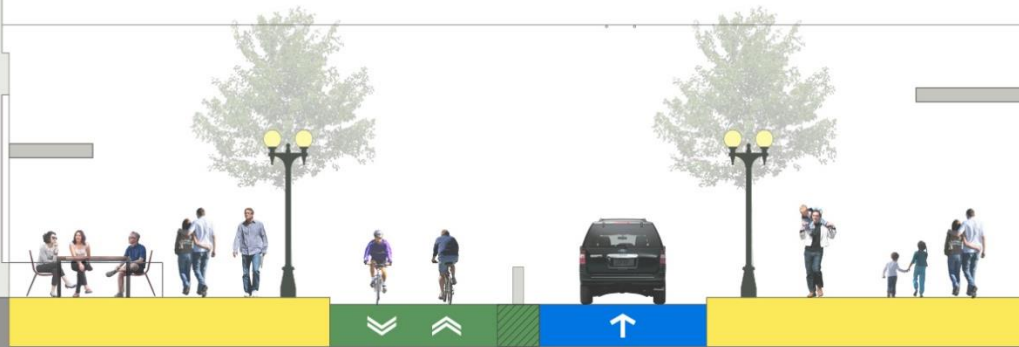


Bell Street, Seattle



Occidental Ave, Seattle (photo credit: DSA)

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Existing Pike/1st to 2nd
(facing east)



Potential Shared Space
Street (facing east)

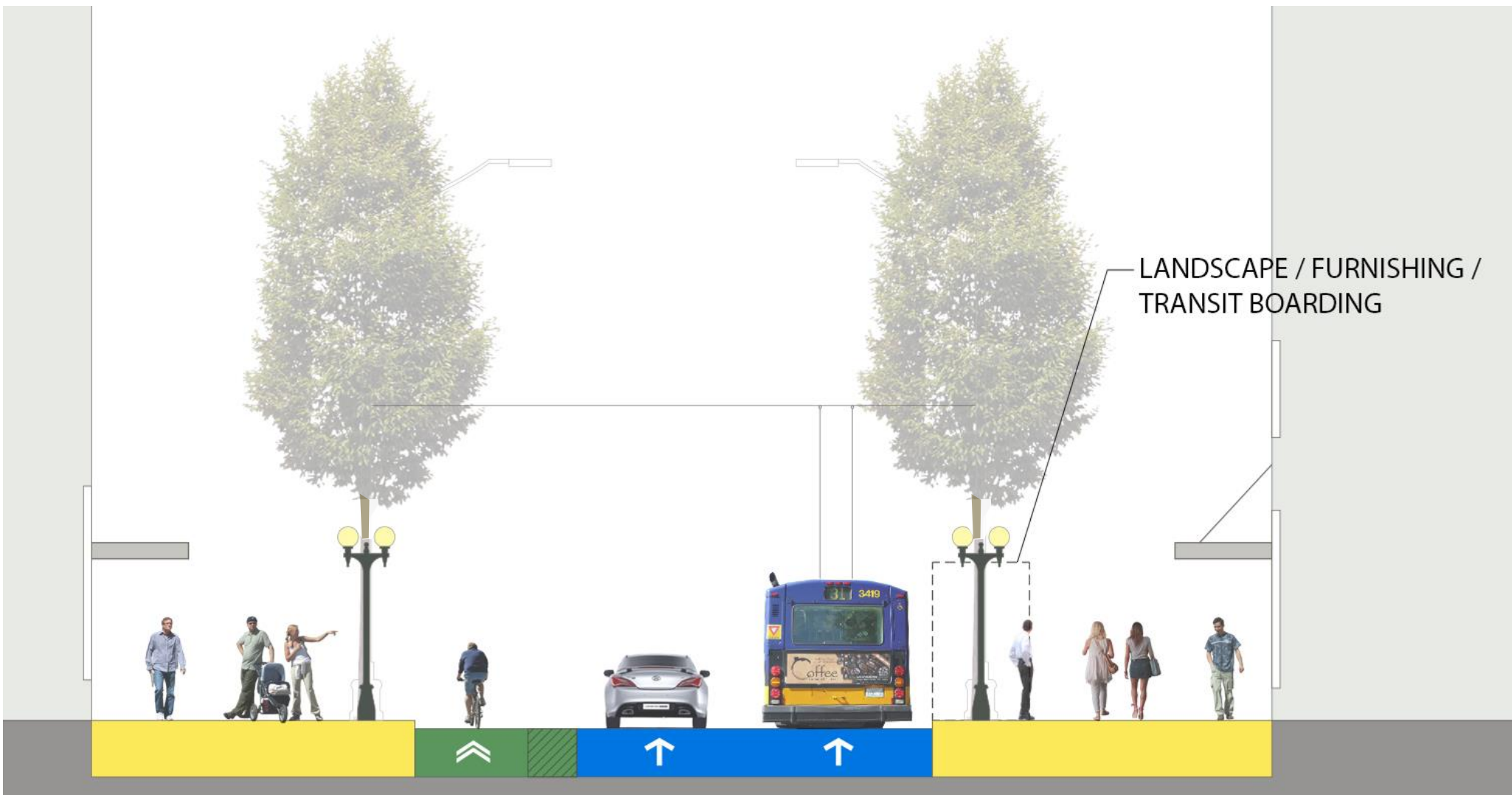




Existing Pike/2nd to 3rd: bus layover

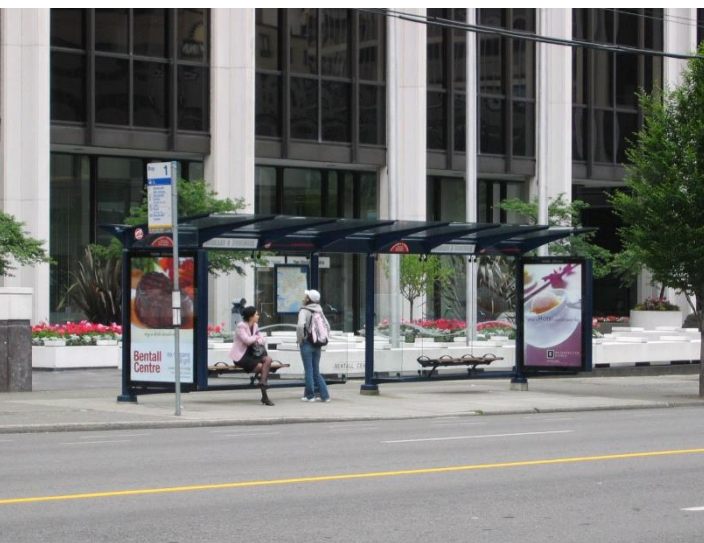


Existing Pike/3rd to 4th: Bus stop



LANDSCAPE / FURNISHING /
TRANSIT BOARDING

Pike – 3rd – 4th (facing east)



Vancouver, BC



Portland



Portland

Transparent, open bus stops

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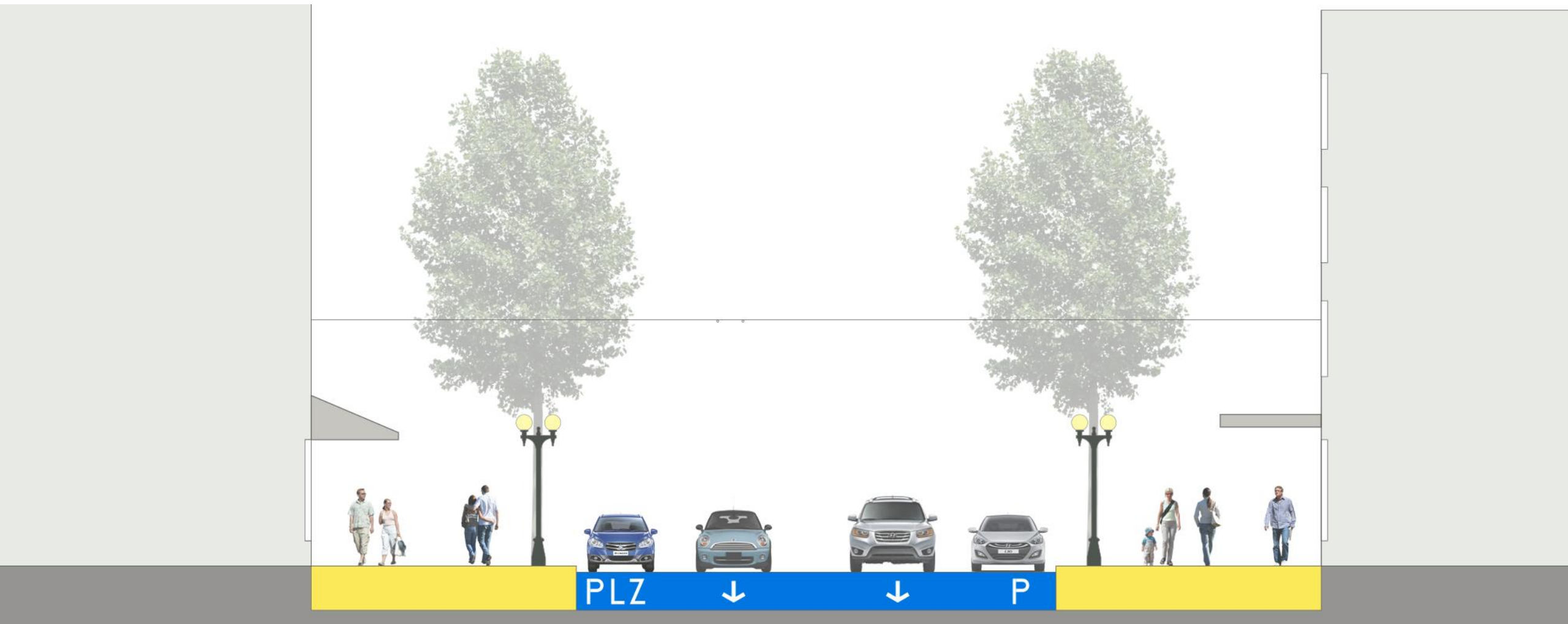




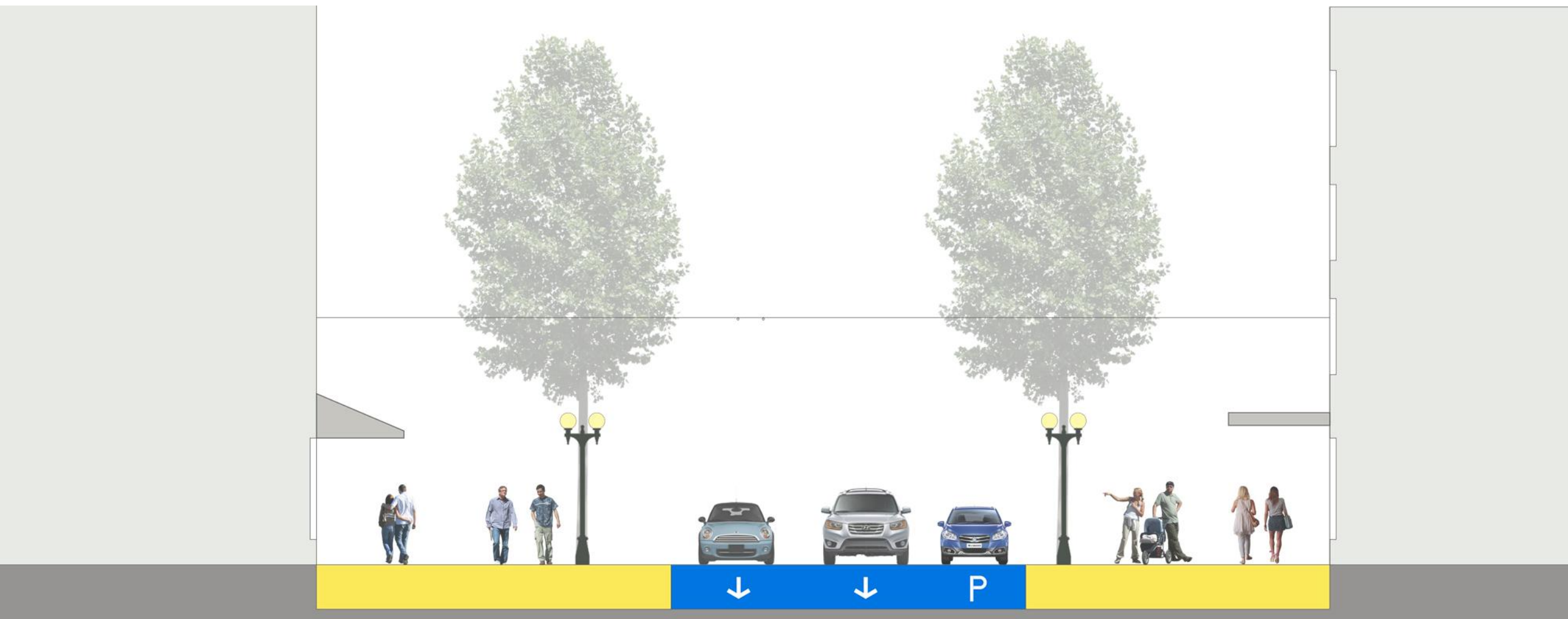
Pine: 1st – 2nd

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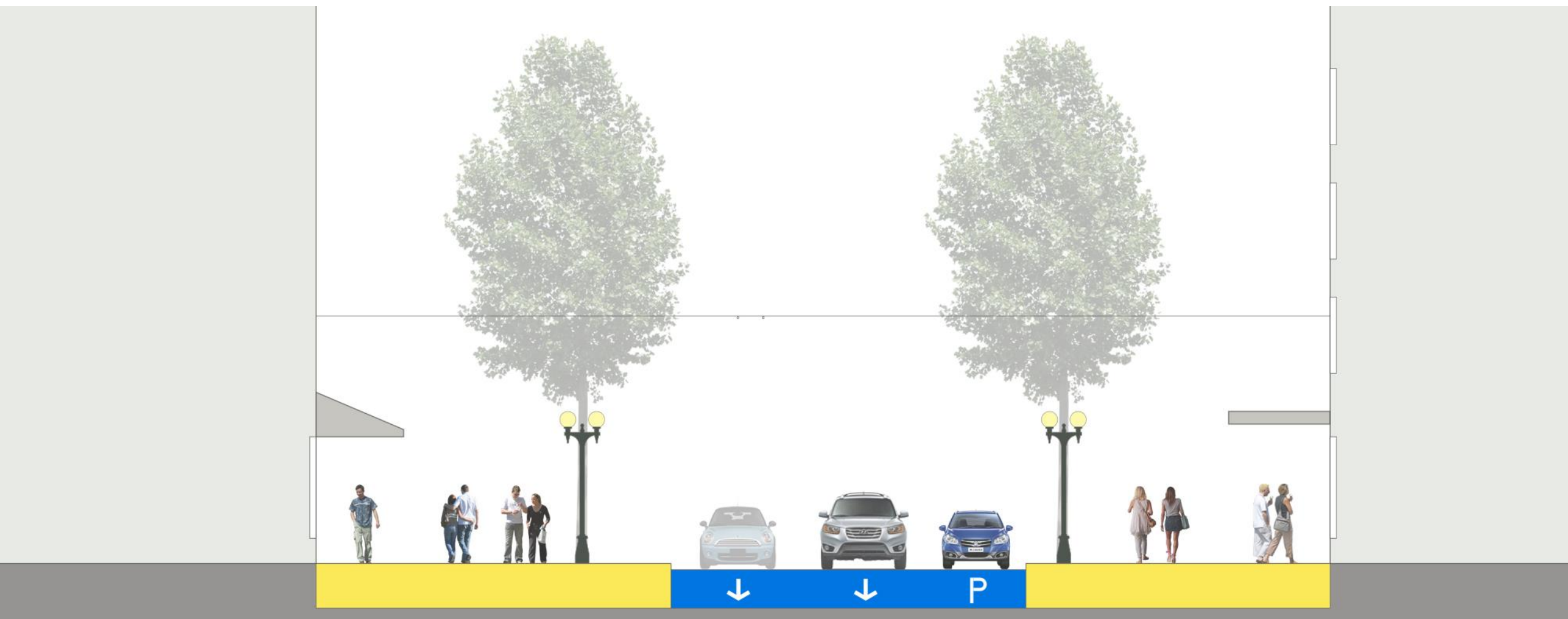




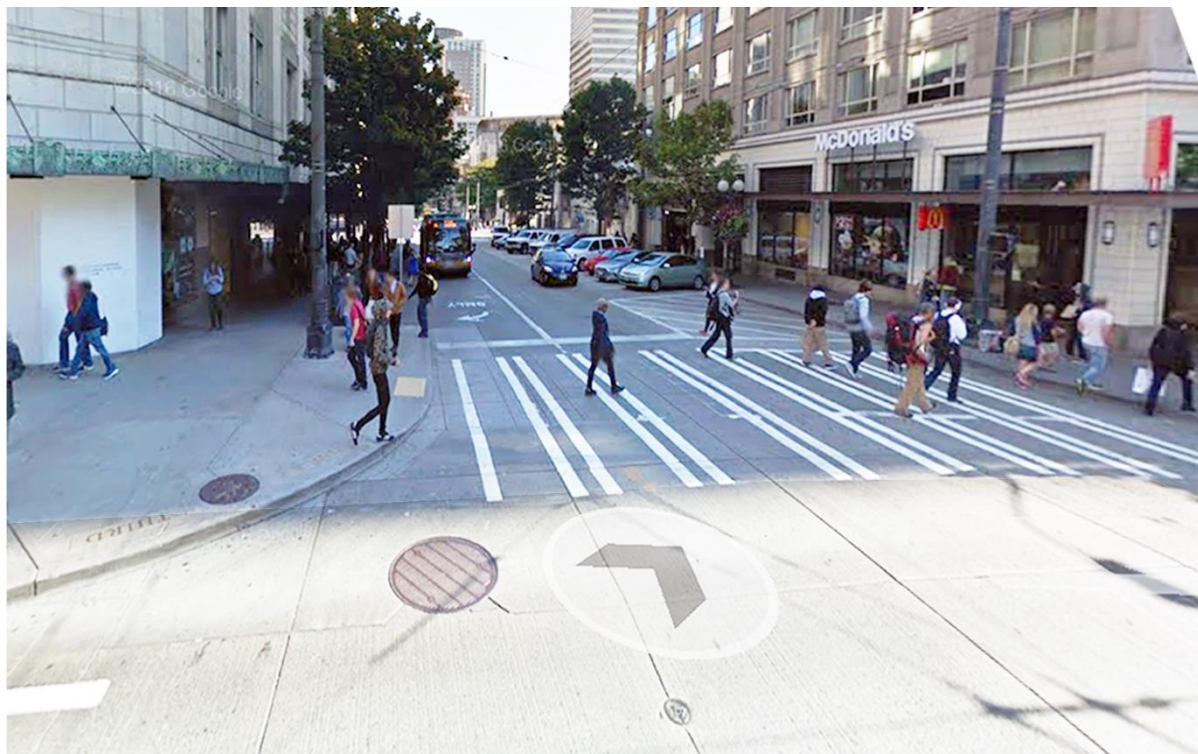
Pine: 1st – 2nd – existing (facing east)



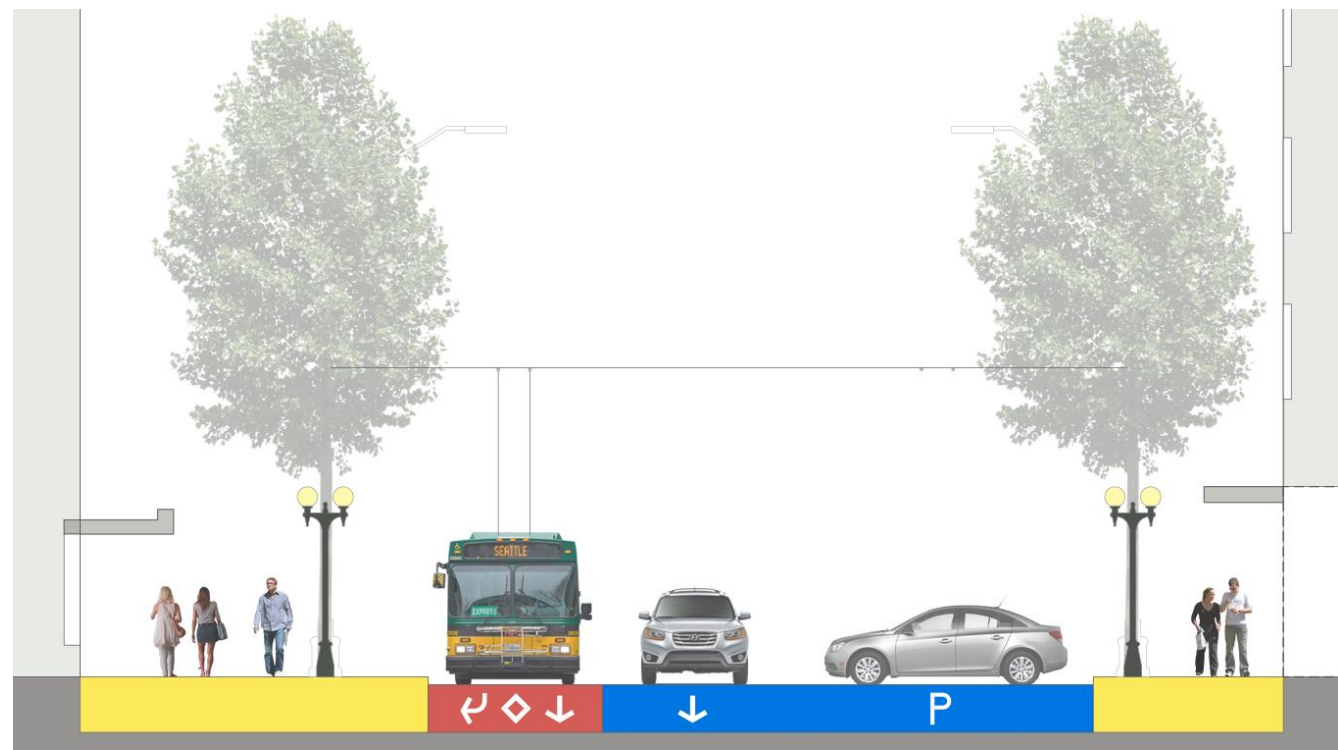
Pine: 1st – 2nd – potential enhanced pedestrian zones, curbless (facing east)



Pine: 1st – 2nd – potential enhanced pedestrian zones, curbed (facing east)



Pine: 3rd – 4th – existing (facing east)

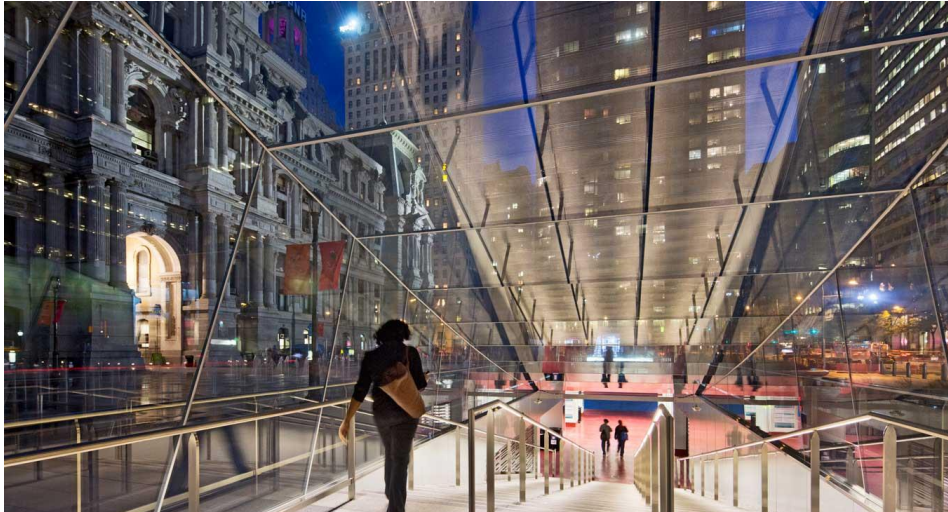




Mobile Food Truck & Seating
Westlake Park, Seattle (photo credit: DSA)



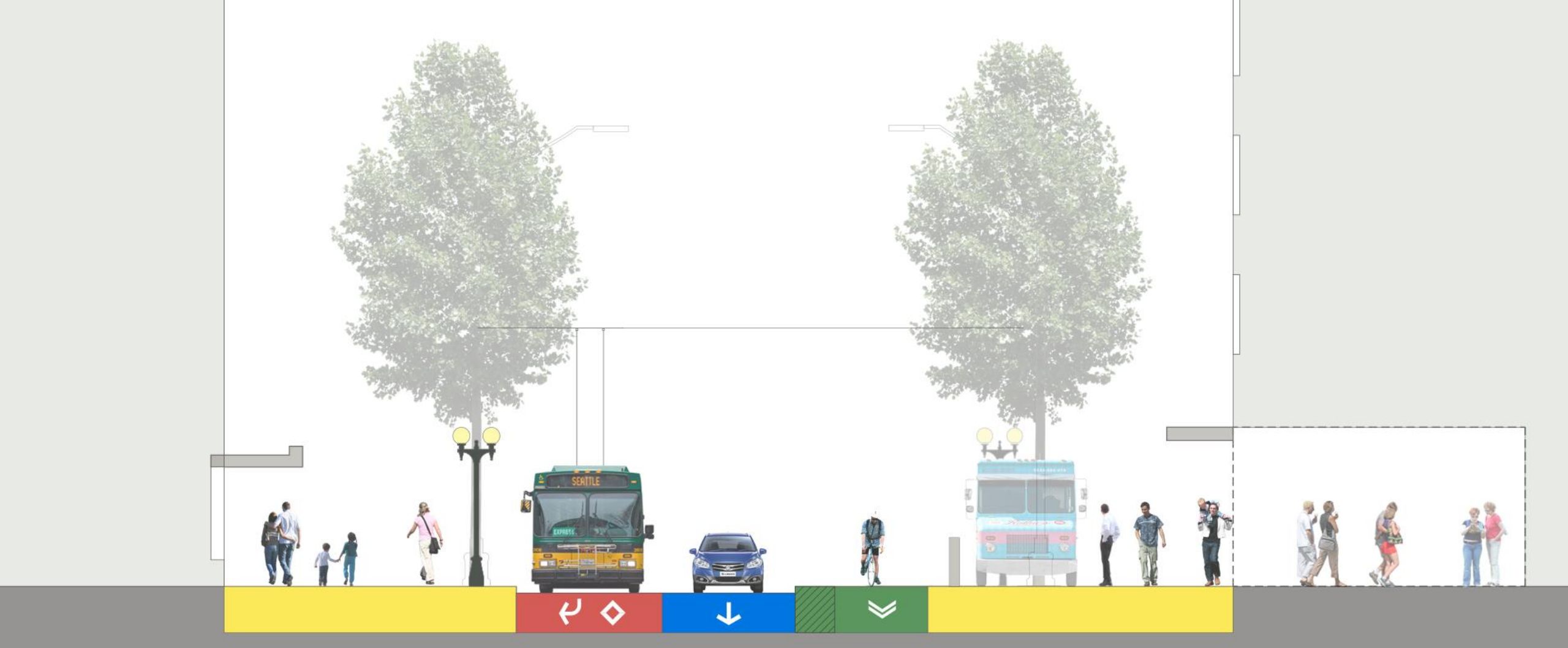
Foosball Table
Westlake Park, Seattle (photo credit: DSA)



Glazed Tunnel Station Entrance
Dilworth Park, Philadelphia



Integral Lighting Tunnel Entrance
3rd Ave, Seattle



Pine: 3rd – 4th – potential street (facing east)

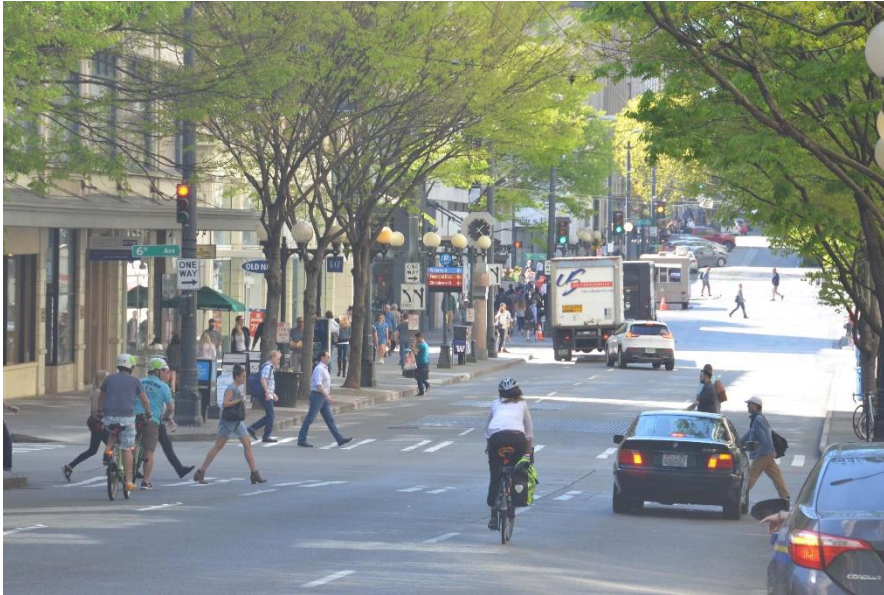


Photo credit: DSA

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ACT ONE

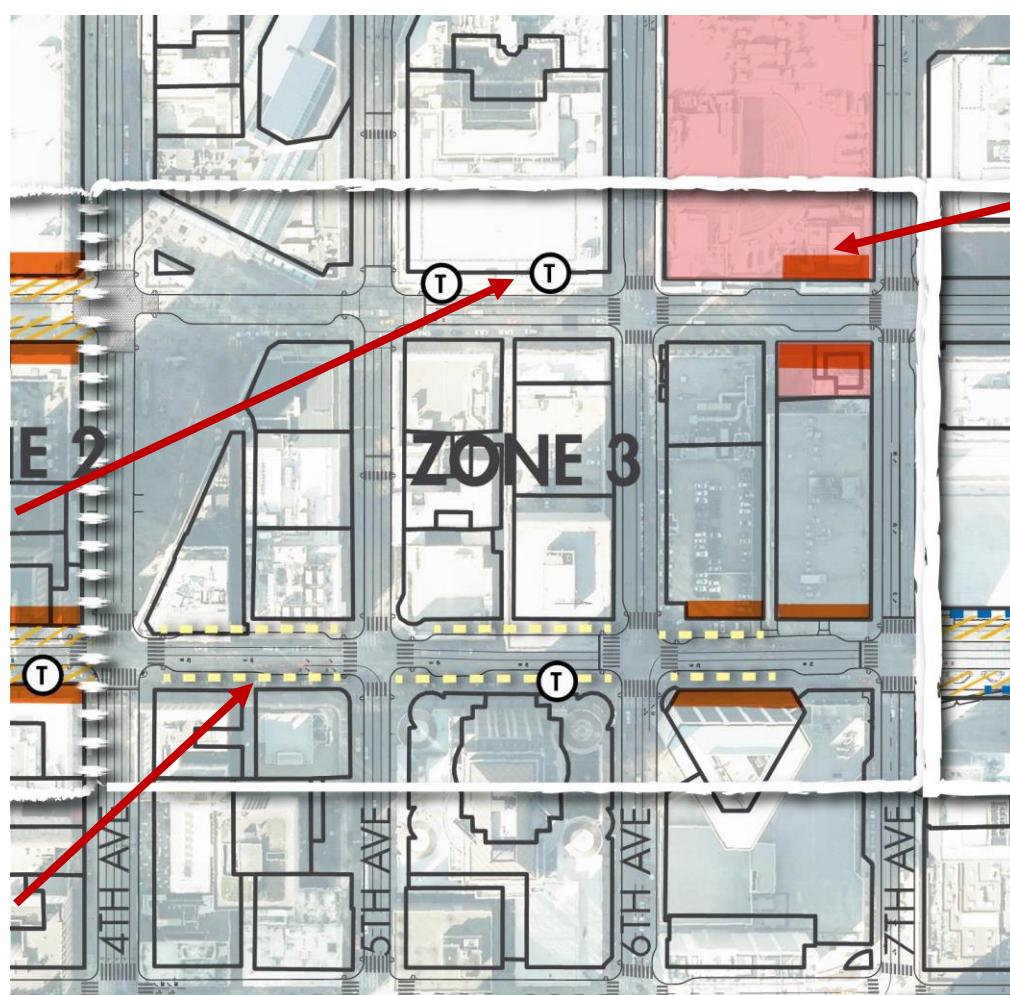




Retail Display



Retail Kiosk



ACTIVATION & PLACEMAKING OPPORTUNITIES

- Ground floor activation needed
- Future Redevelopment and Renovation Projects
- Retail kiosks
- Potential Redevelopment and Renovation Projects
- T Transit stop/entrance



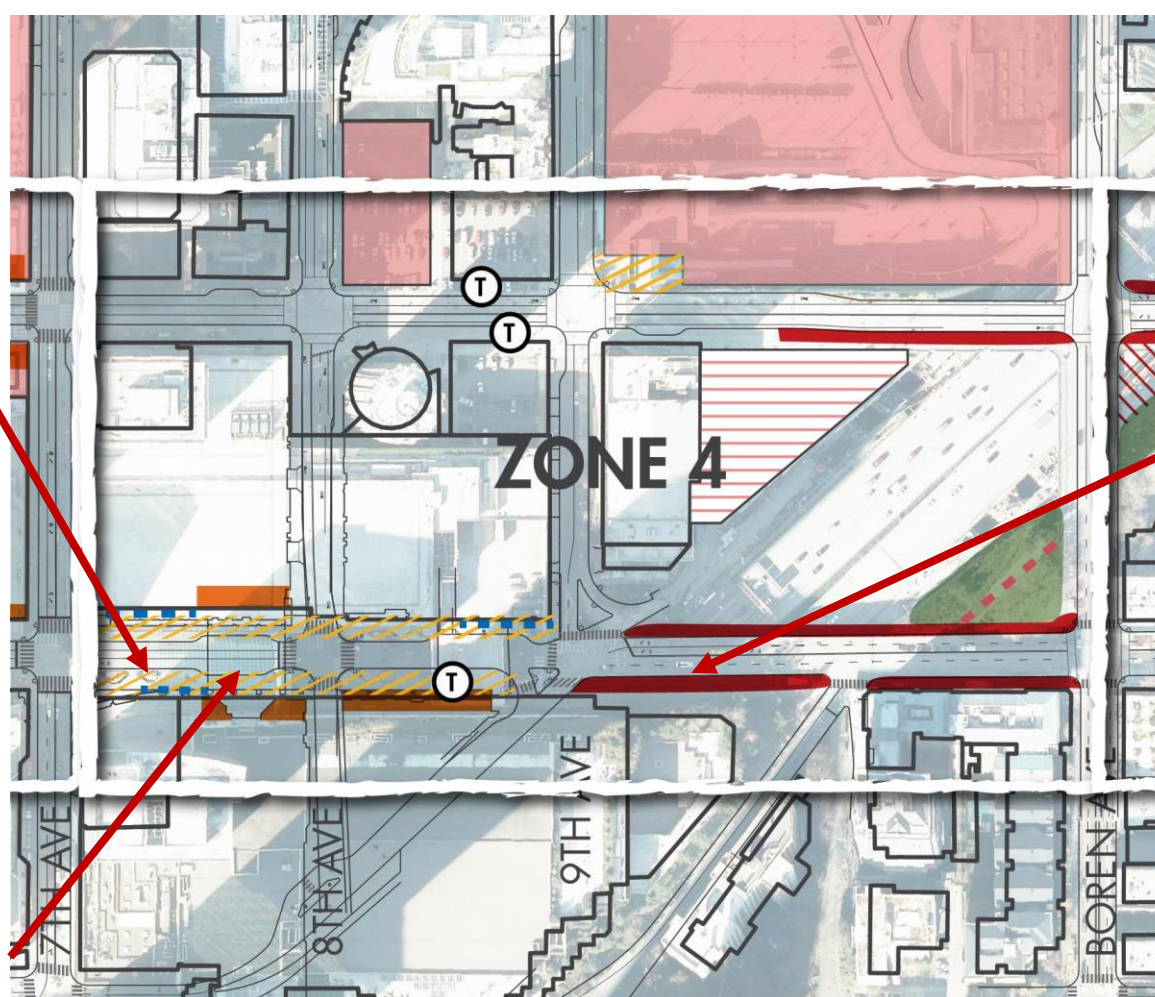
Retail Display



Street Lounges



Sidewalk entertainment



ACTIVATION & PLACEMAKING OPPORTUNITIES

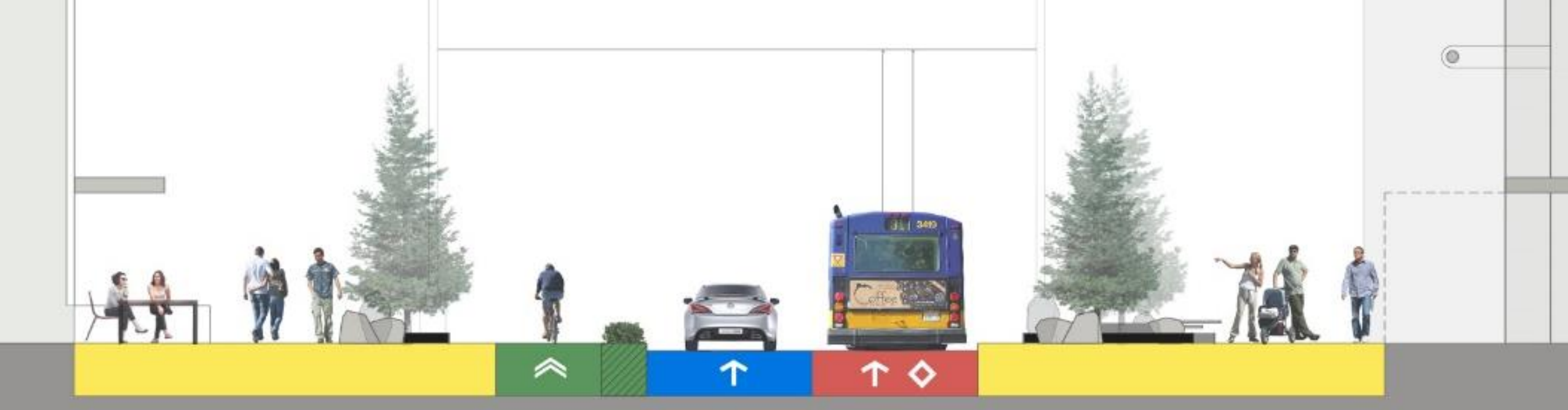
- | | | |
|--|---|---|
|  Zone-based activation |  Transit stop/entrance |  Future Redevelopment and Renovation Projects |
|  Ground floor activation needed |  Outdoor dining |  Potential Redevelopment and Renovation Projects |
|  Mural art/Bridge treatment |  Food vendors | |



Projected murals



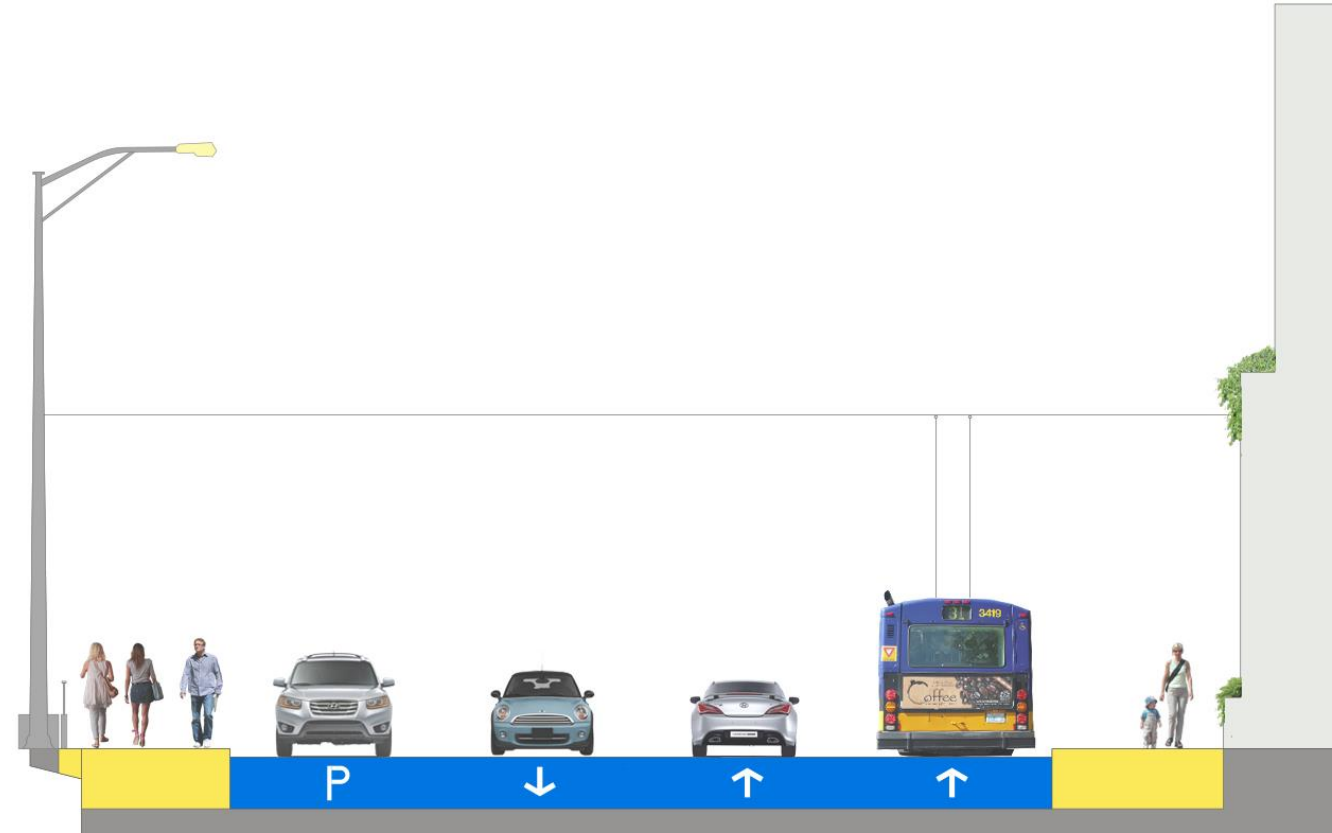
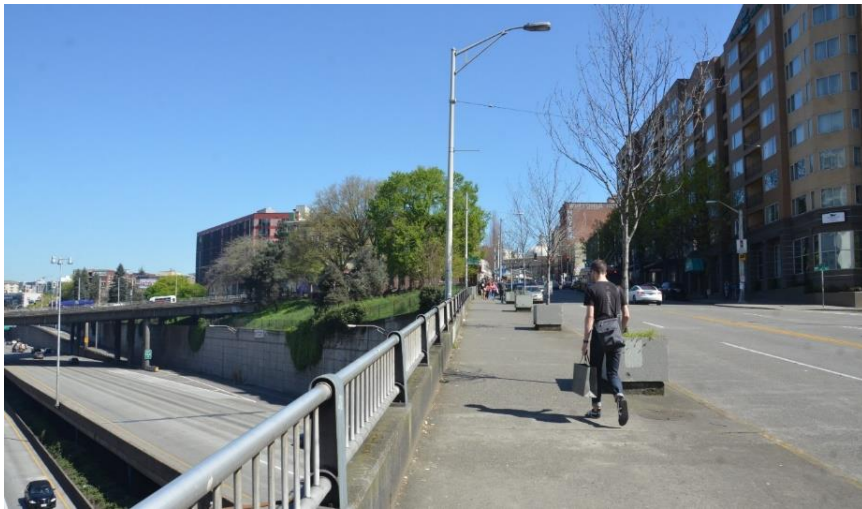
Street Lounges



Pike: 7th – 8th – 1 way traffic/1 way bike (facing east)

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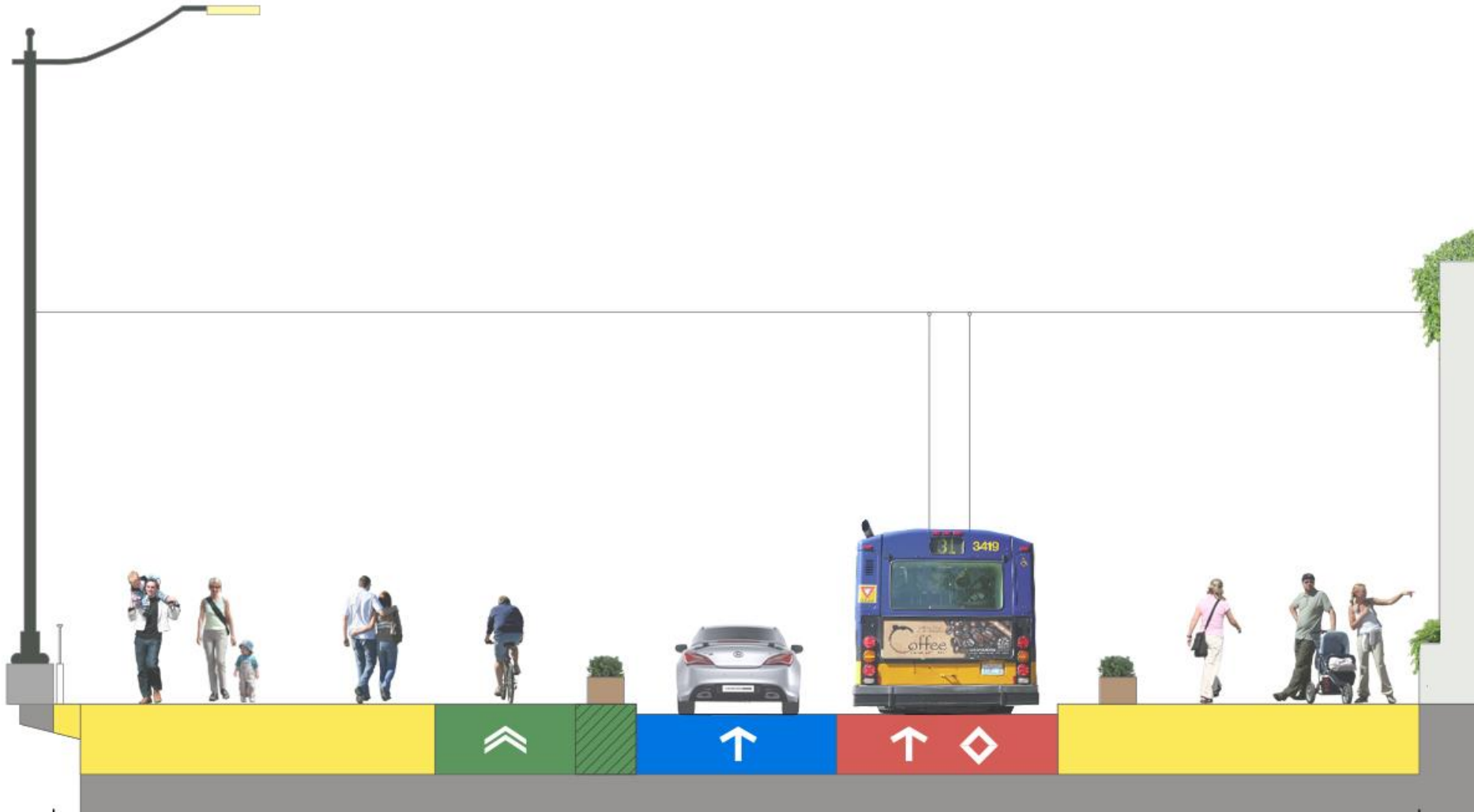


Pike: I-5 – existing (facing east)



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Pike: I-5 – 1 way traffic/bus lane/1 way bike (facing east)

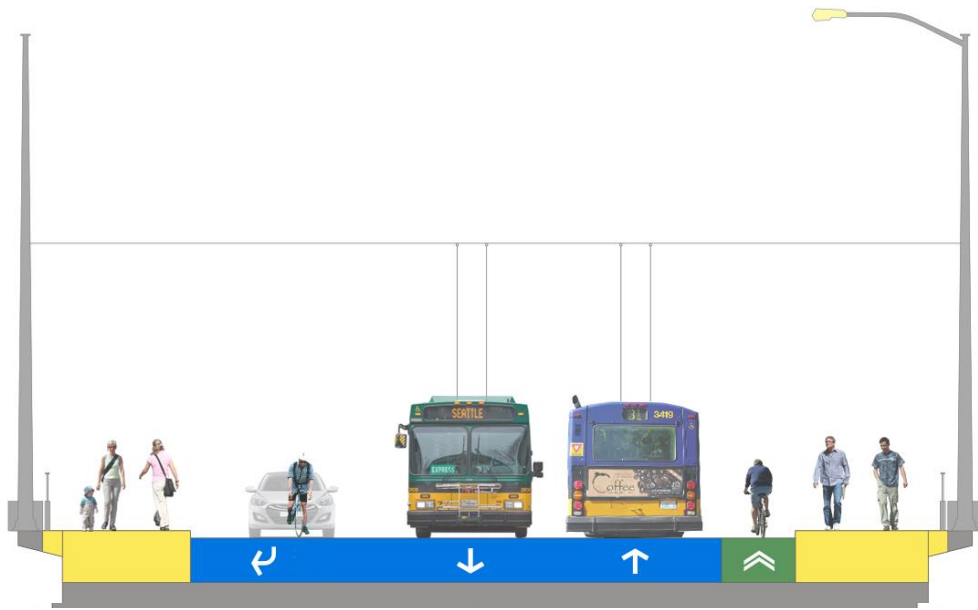


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Simulation: WSCC Expansion on Pike, view north on Boren

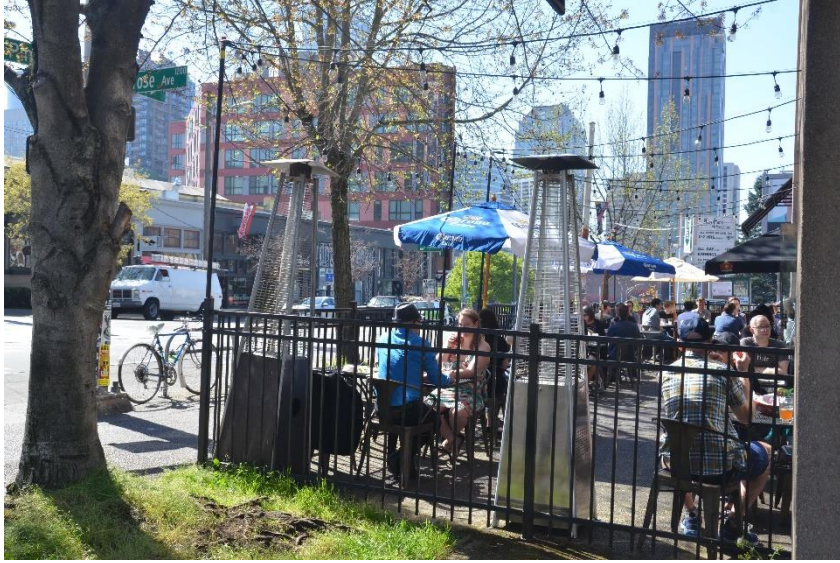


Pine: I-5 – existing (facing east)

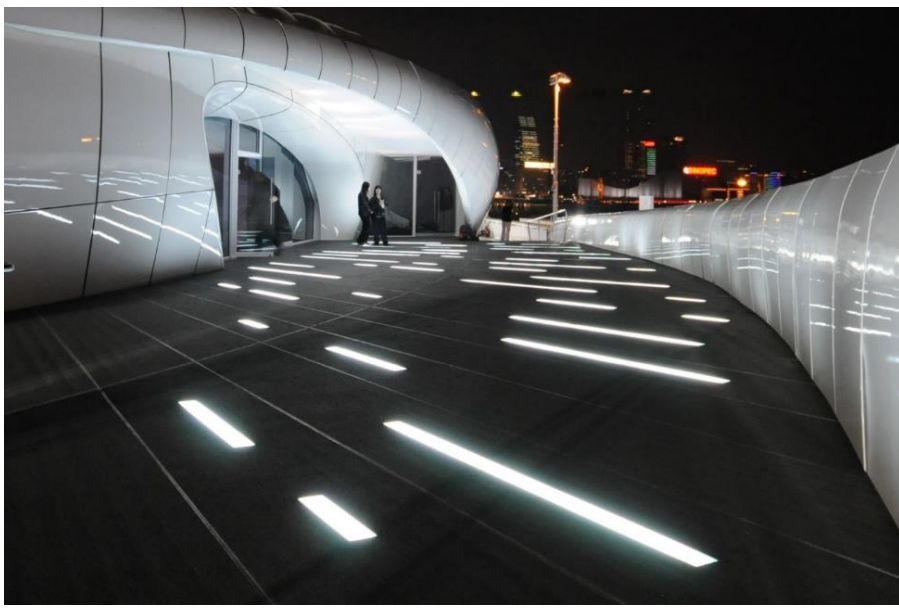
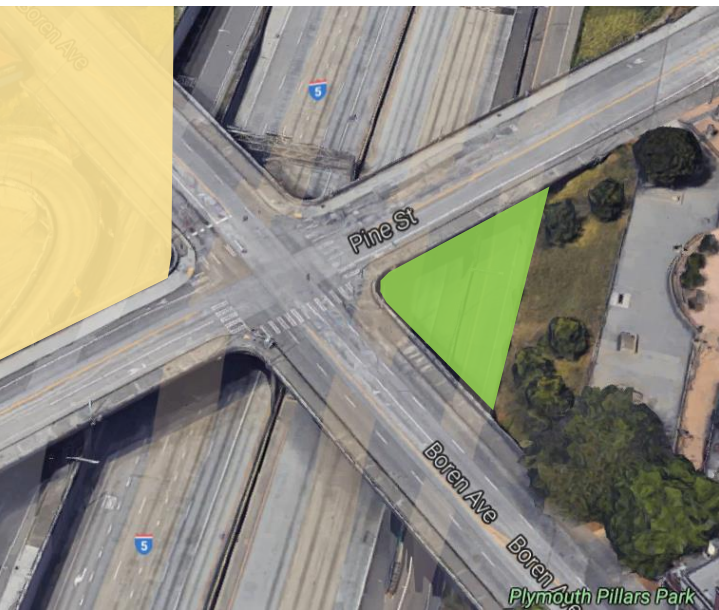


ACTIVATION & PLACEMAKING OPPORTUNITIES

- Mural art/ Bridge treatment
- Future Redevelopment and Renovation Projects
- Potential freeway lid
- Potential Redevelopment and Renovation Projects
- Transit stop/entrance

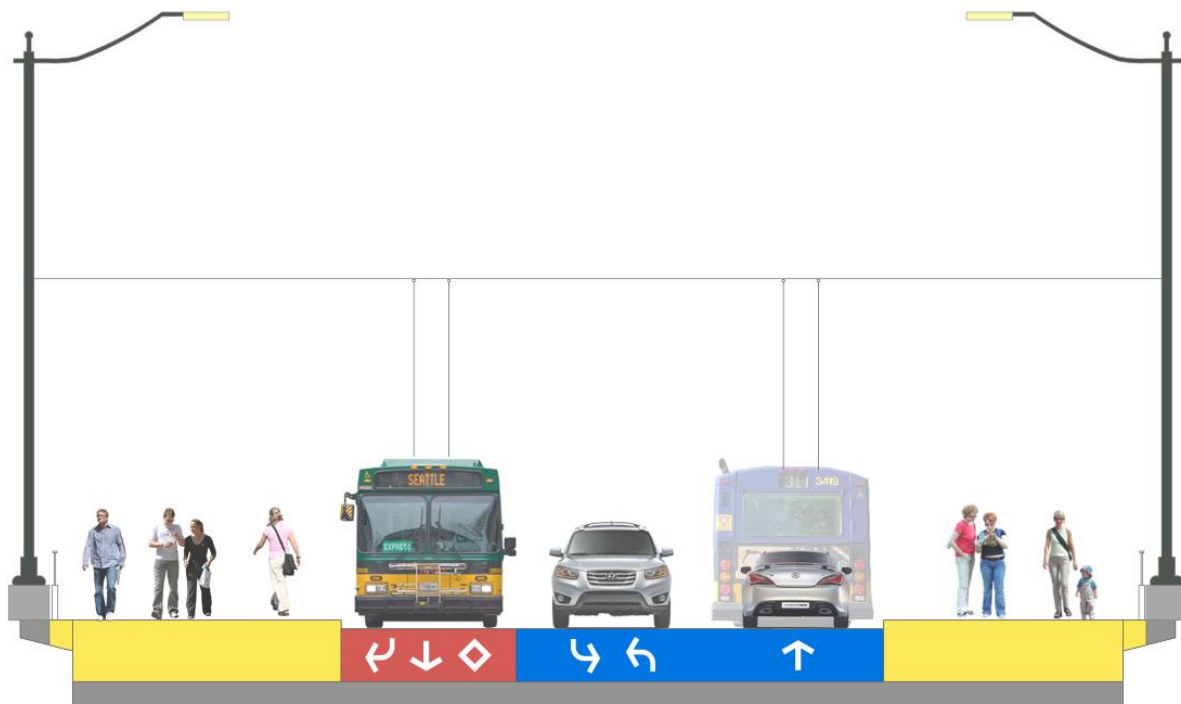


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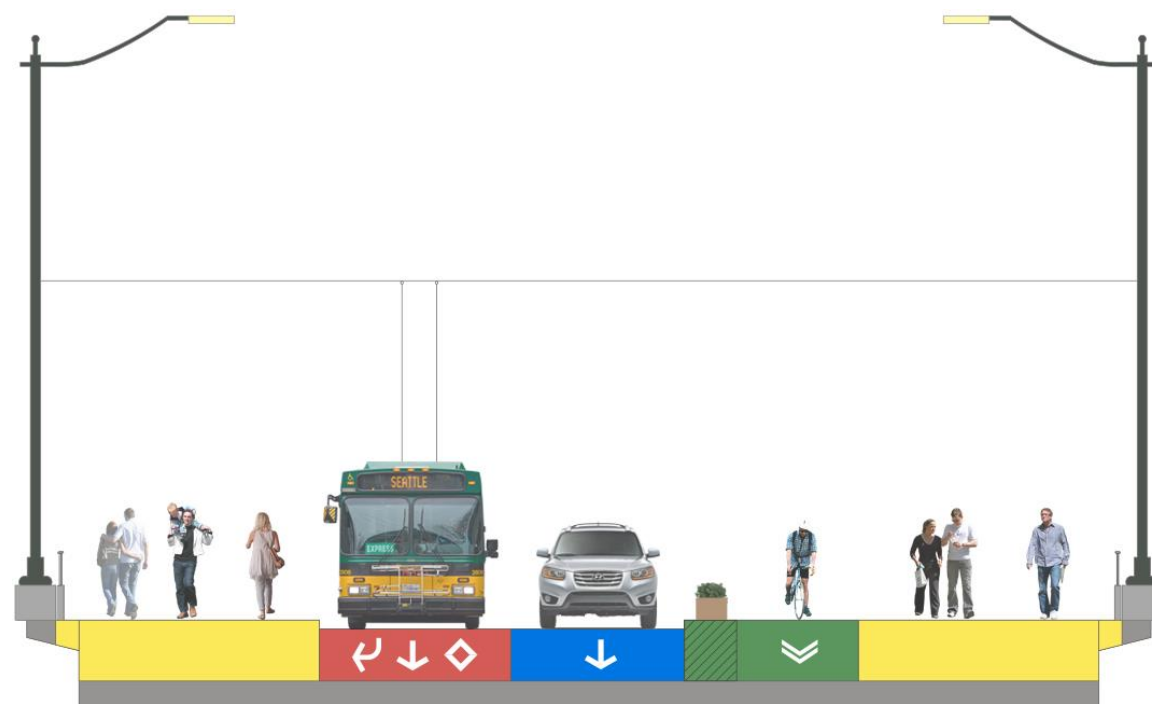


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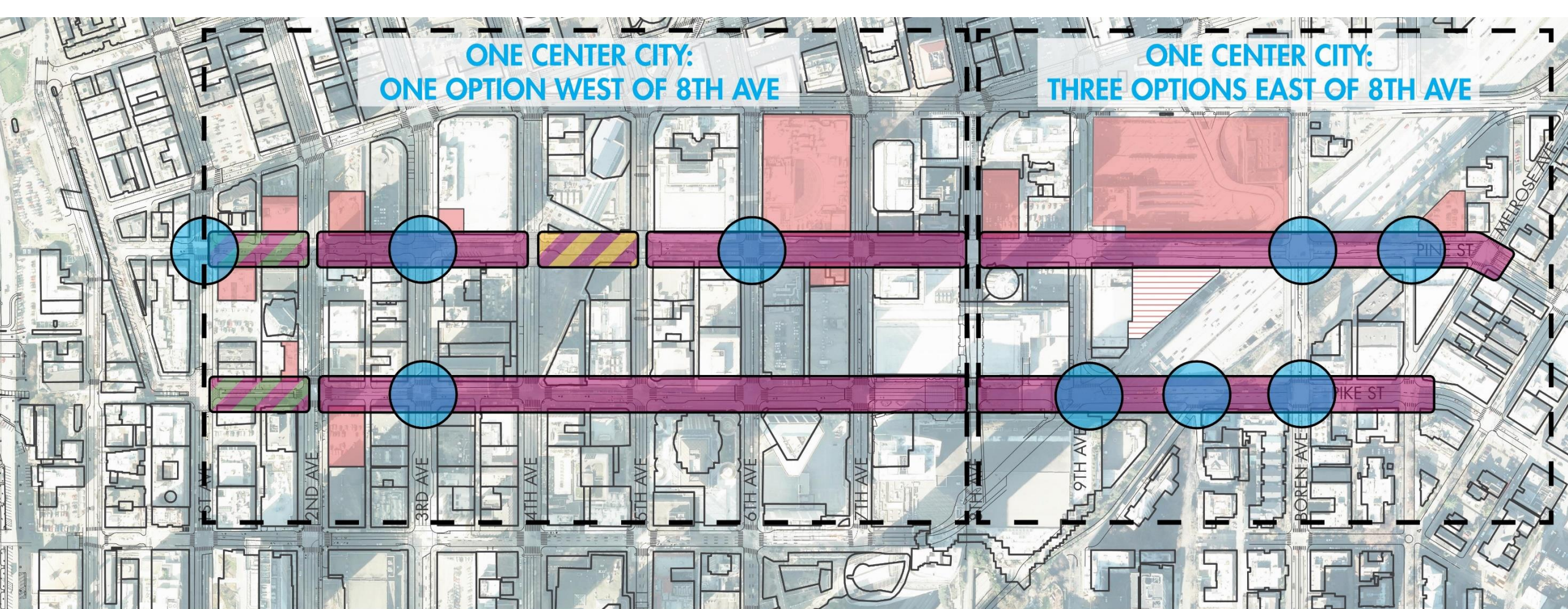




Pine/I-5: 2 way traffic, lefts, no bikes option
(facing east)






1 way traffic/bus lane/1 way bike lane option
(facing east)



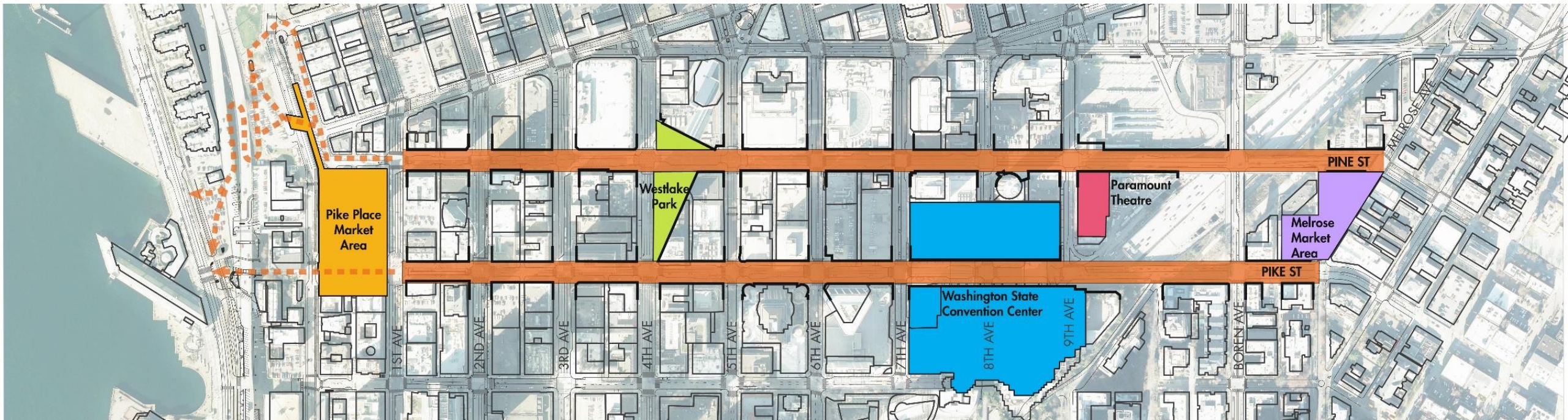
ONE CENTER CITY:
ONE OPTION WEST OF 8TH AVE

ONE CENTER CITY:
THREE OPTIONS EAST OF 8TH AVE

MOBILITY

-  Potential Curbless Street
-  Existing Plaza Street
-  One Center City Mobility Revisions

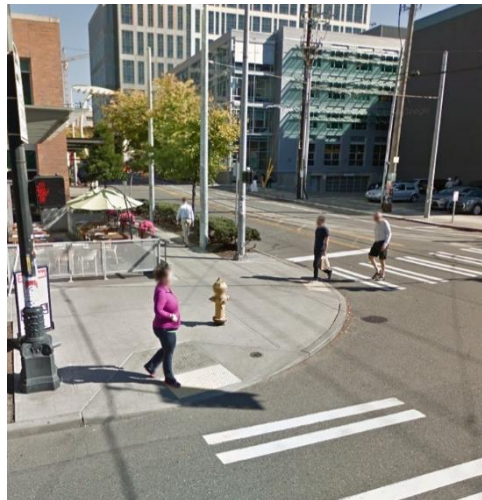
-  Pedestrian Crossing Improvements
-  Future Redevelopment and Renovation Projects
-  Potential Redevelopment and Renovation Projects



Concept Framework: Pike Pine Continuity and Signature elements

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Continuity: Lighting, trees, ground landscape, crossing treatments

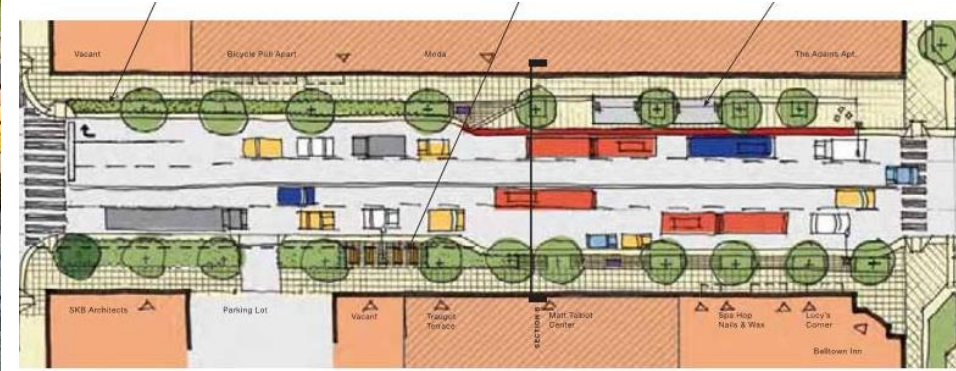


Signature: Neon marquis lighting, clocks, special paving, special furnishings, banners, bridge treatments, place-enhancing lighting

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Comparable Order of Magnitude Costs



Bell Street: 2013
 Complete street re-construction
 230' block lengths
Fully-loaded cost: \$1 million per block

Seattle Waterfront Promenade: 2020+
 Widened pedestrian/bicycle zone:
 Cost per SF: \$106
 Typical Pike Pine block: 12,500 SF
Cost of a typical Pike Pine block @ \$106/SF: \$1.3 million per block

3rd Avenue Improvements
 Sidewalk reconstruction
 Cost per block: \$1 - \$1.5 million
 Cost per SF: \$66 - \$100
 Typical Pike Pine block: 12,500 SF
Cost of a typical Pike Pine block @ \$66 - \$100/SF: \$825,000 – \$1.25 million per block

Conclusion:

- **Activation and placemaking as Reaches**
- **2 targeted areas – West and East**
- **Work towards continuity with background elements**
- **Reinforce or add Pike Pine signature elements**
- **Work with OCC Mobility and WSCC Public Benefits to optimize opportunities**
- **Work with DSA to continue activation programming and property enhancements**

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