

PIKE PINE RENAISSANCE: ACT ONE

March 14, 2017



PROJECT INTRODUCTION

- Pike and Pine streets, between First Avenue and Melrose Avenue
- Pedestrian and streetscape improvements
- Budget: \$20 million (design and construction)
- Funding source: Waterfront Local Improvement District, partner projects



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 and the waterfront.



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.



PROJECT COORDINATION

Coordination with many other projects:

- One Center City
- Center City Connector
- Third Avenue Transit Corridor
- Westlake Park
- Washington State Convention Center
- Center City Bicycle Master Plan
- Center City Wayfinding
- Center City Public Art program
- SDOT downtown streetscape standards
- Private development projects



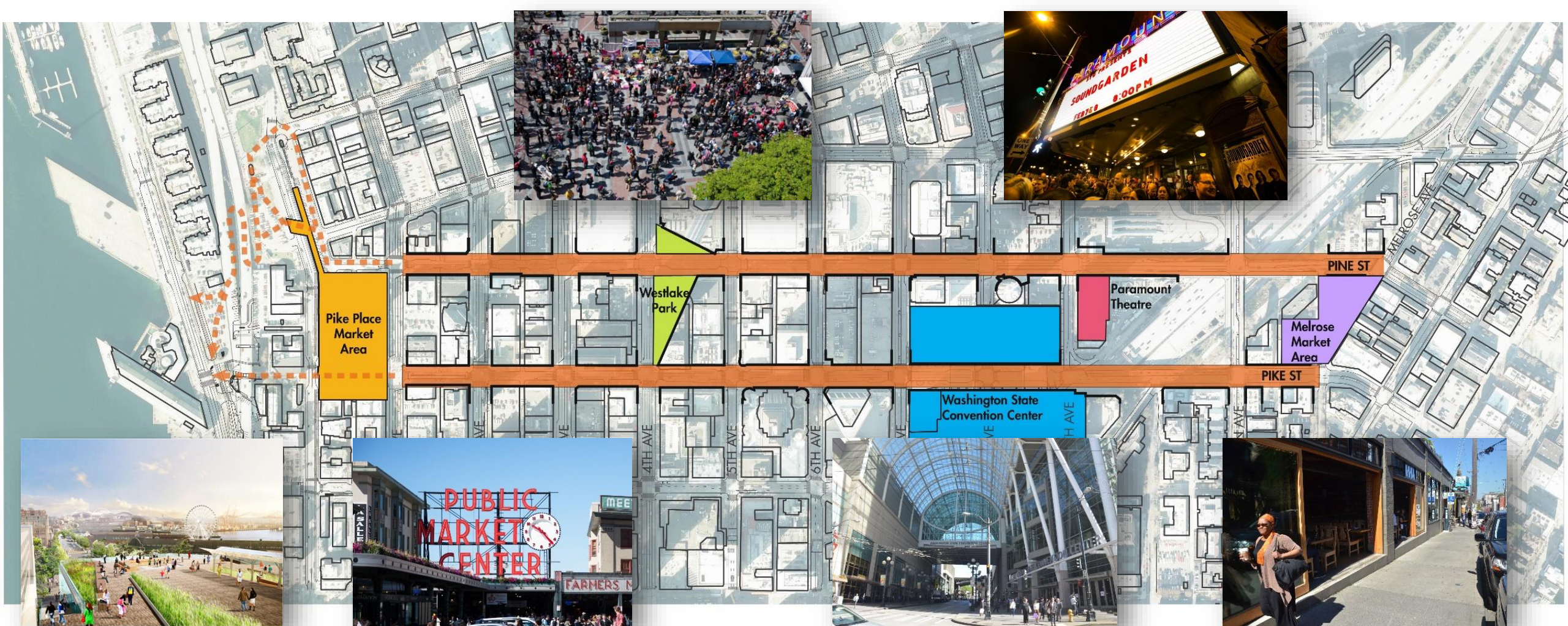
COMMUNITY COORDINATION

- Sounding board
- Briefings to stakeholder groups
- January 17 public open house:
 - 160 estimated attendees, 77% live or work downtown
 - “Online open house” – over 100 comments



OPEN HOUSE FEEDBACK: KEY THEMES

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



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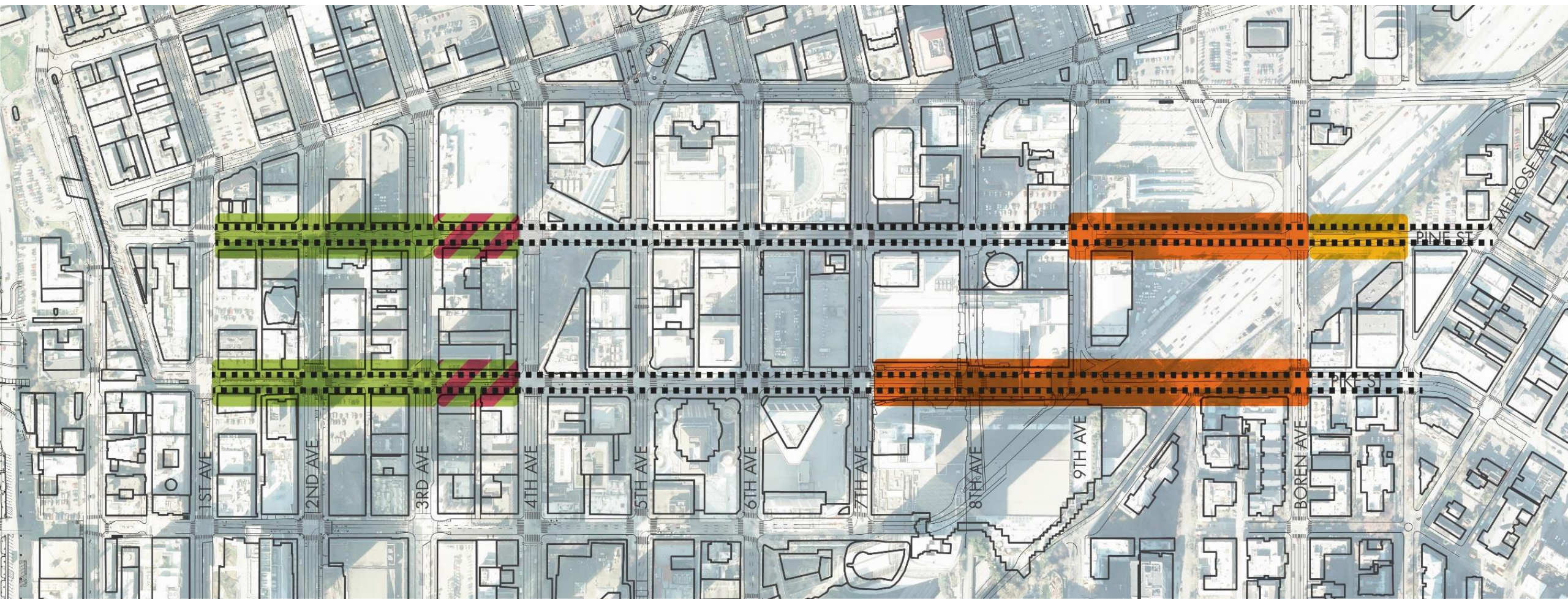


Downtown
Seattle
Association



City of Seattle





TARGETED ZONES & ALLOCATION OF RESOURCES

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

1ST TO 4TH AVENUES

PIKE PLACE MARKETFRONT



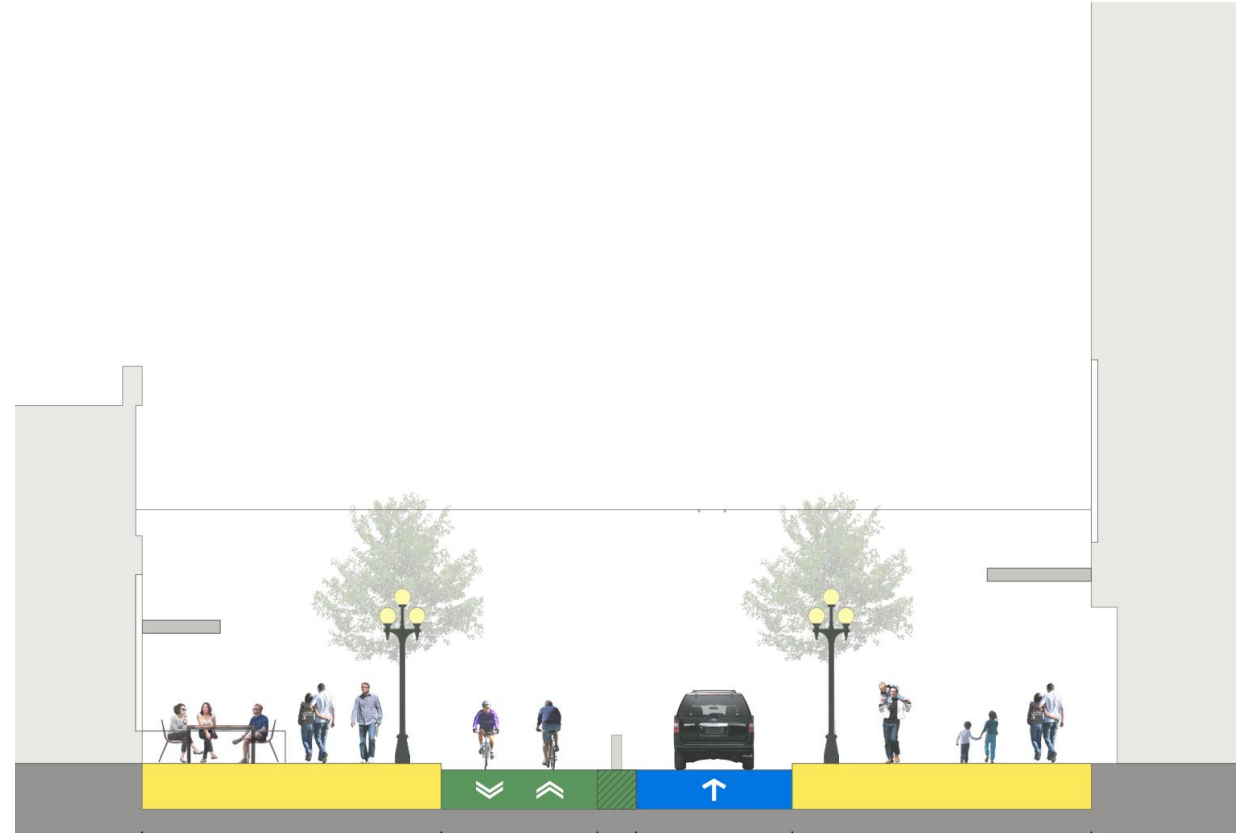
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1ST TO 2ND AVENUES



Existing Pike St from 1st to 2nd



SHARED STREETS



Calgary: 6pm – 6am



Calgary: 6am – 6pm



Bell Street, Seattle



Occidental Ave, Seattle

(photo credit: DSA)

3RD TO 4TH AVENUES



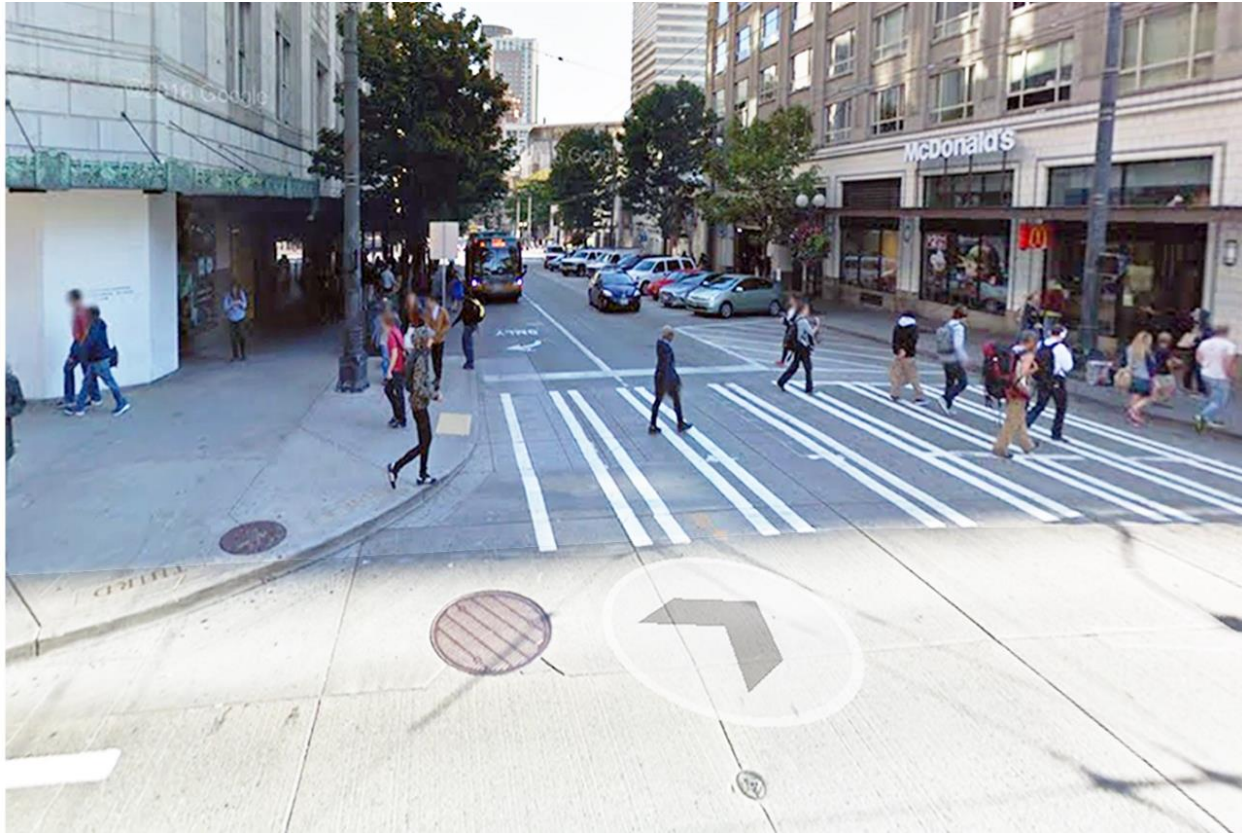
Existing Pike St from 3rd to 4th



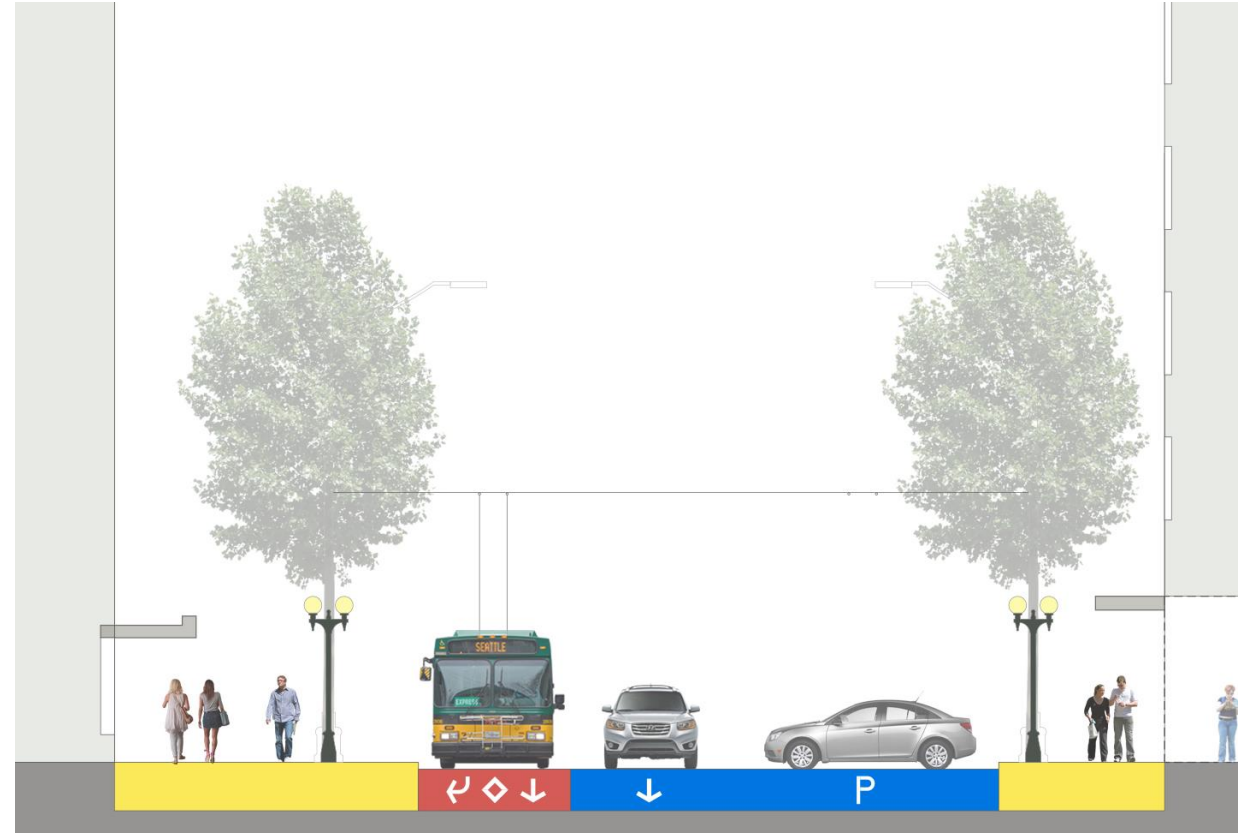
TRANSPARENT, OPEN TRANSIT STOPS



3RD TO 4TH AVENUES



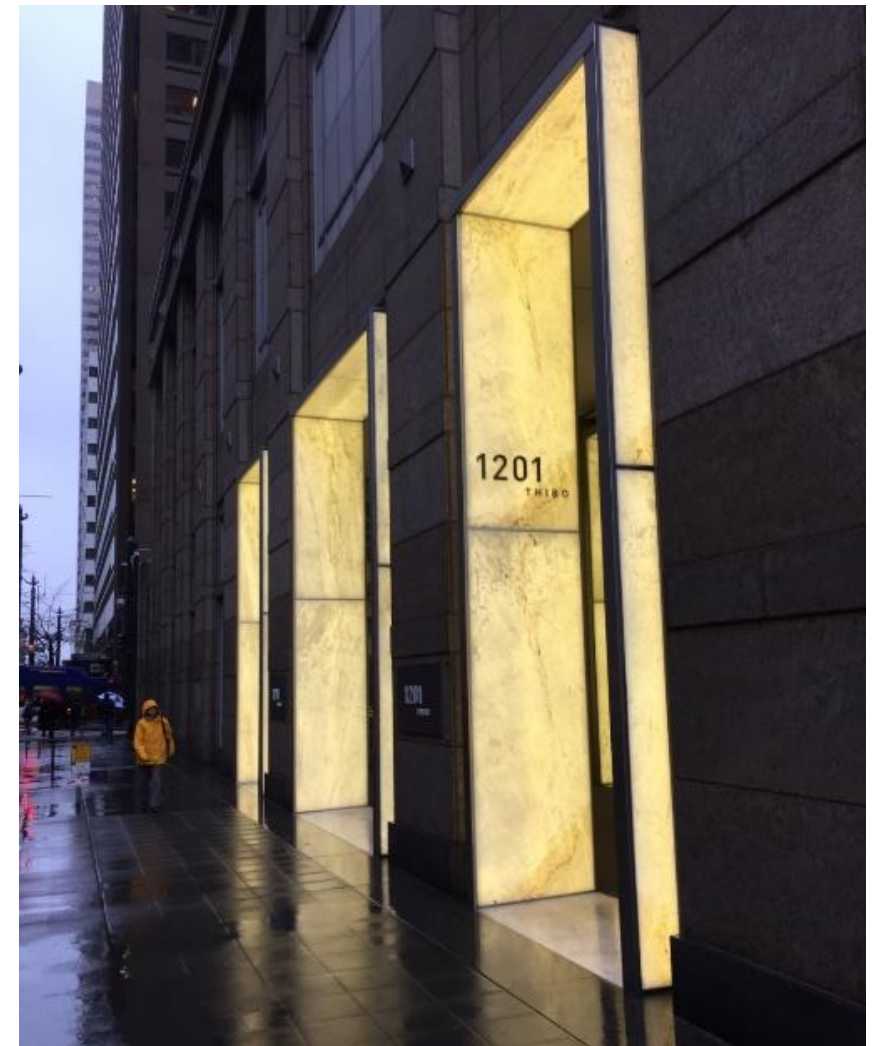
Existing Pine St from 3rd to 4th



ACTIVATION AND VISIBILITY



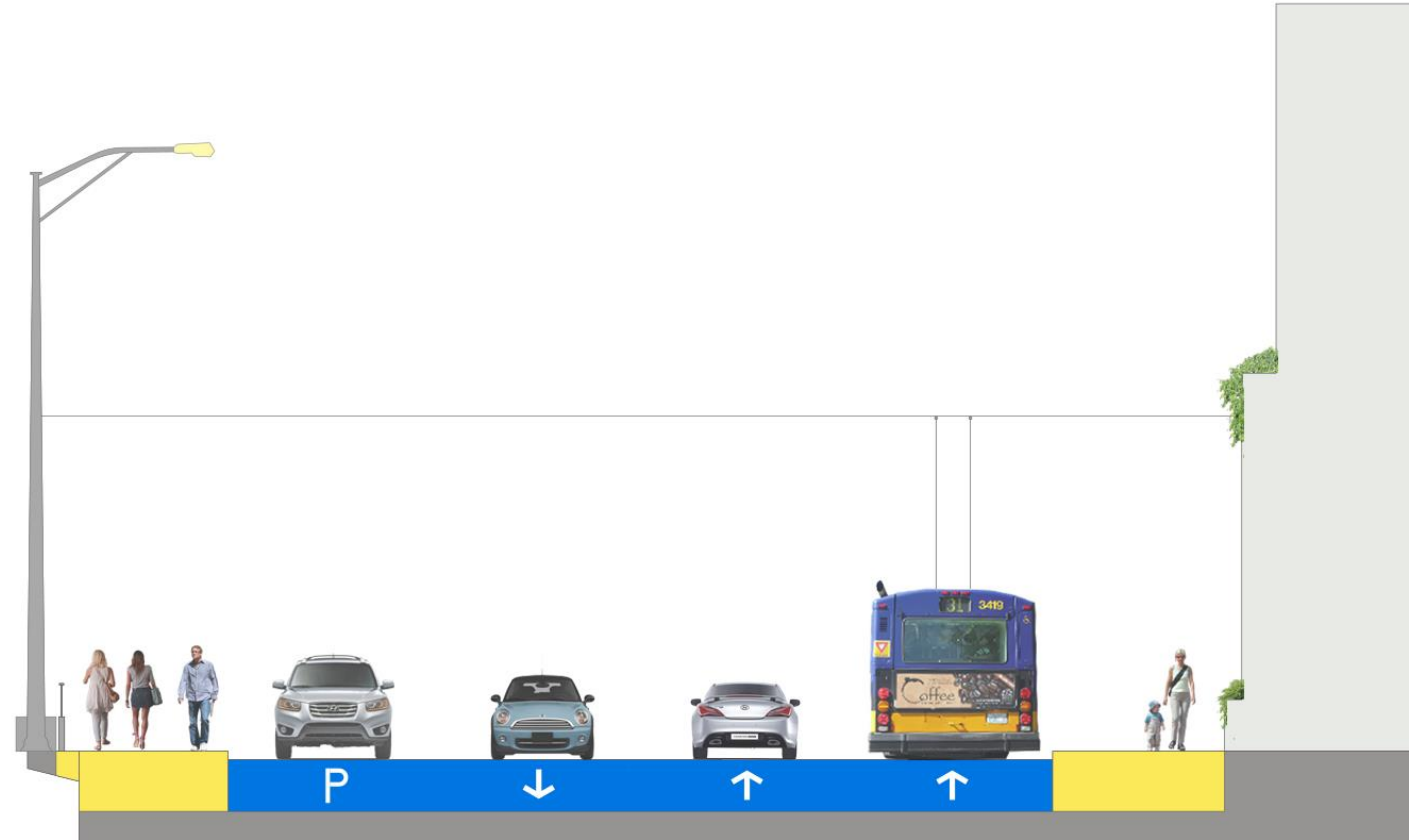
Westlake Park food trucks and moveable furniture
(photo credit: DSA)



Tunnel entrance, 3rd Ave, Seattle

CONVENTION CENTER AND I-5 OVERPASS

EXISTING CONDITIONS



Existing Pike St I-5 overpass (facing east)

CONVENTION CENTER EXPANSION



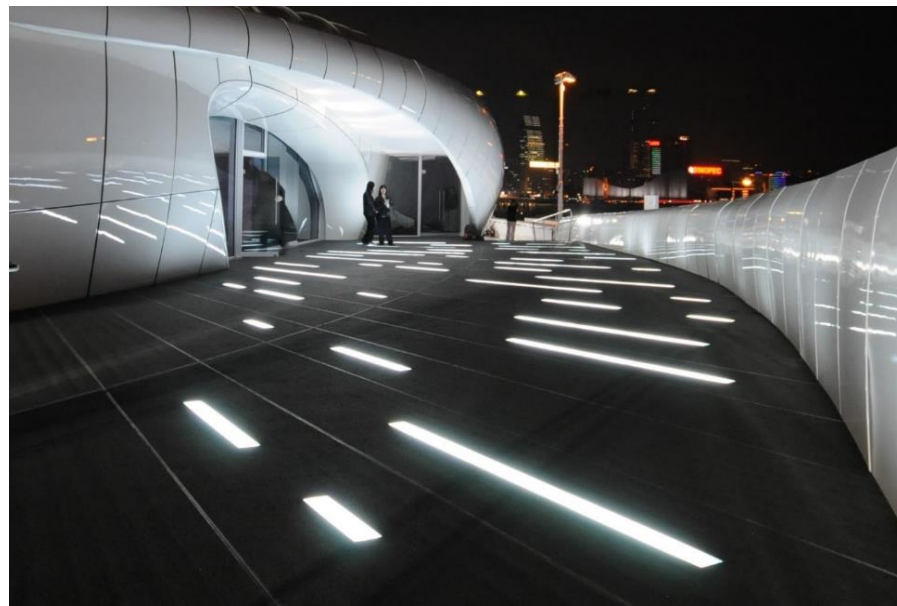
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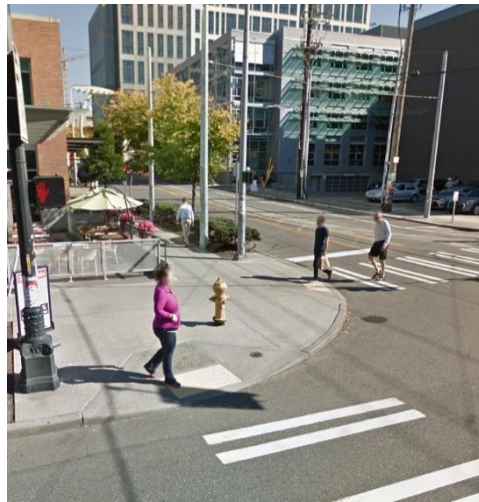
OVERPASS IMPROVEMENTS



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ELEMENTS TO CREATE CONTINUITY



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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NEXT STEPS

- Work with One Center City and Convention Center public benefits to optimize opportunities
- Work with DSA to identify activation programming and property enhancements
- Design input through sounding board
- Public open house in late spring 2017
- Final design in summer 2019; Construction 2020

QUESTIONS?

BACK POCKET

STREET VITALITY - Image categories with number of dots received

Active and
transparent storefronts
73



Increased building
lighting
47



Consistent street light fixtures
44



Pop-up retail
27



Public art
49



Human-scale facades
44



Food trucks 32











Quick vending
22

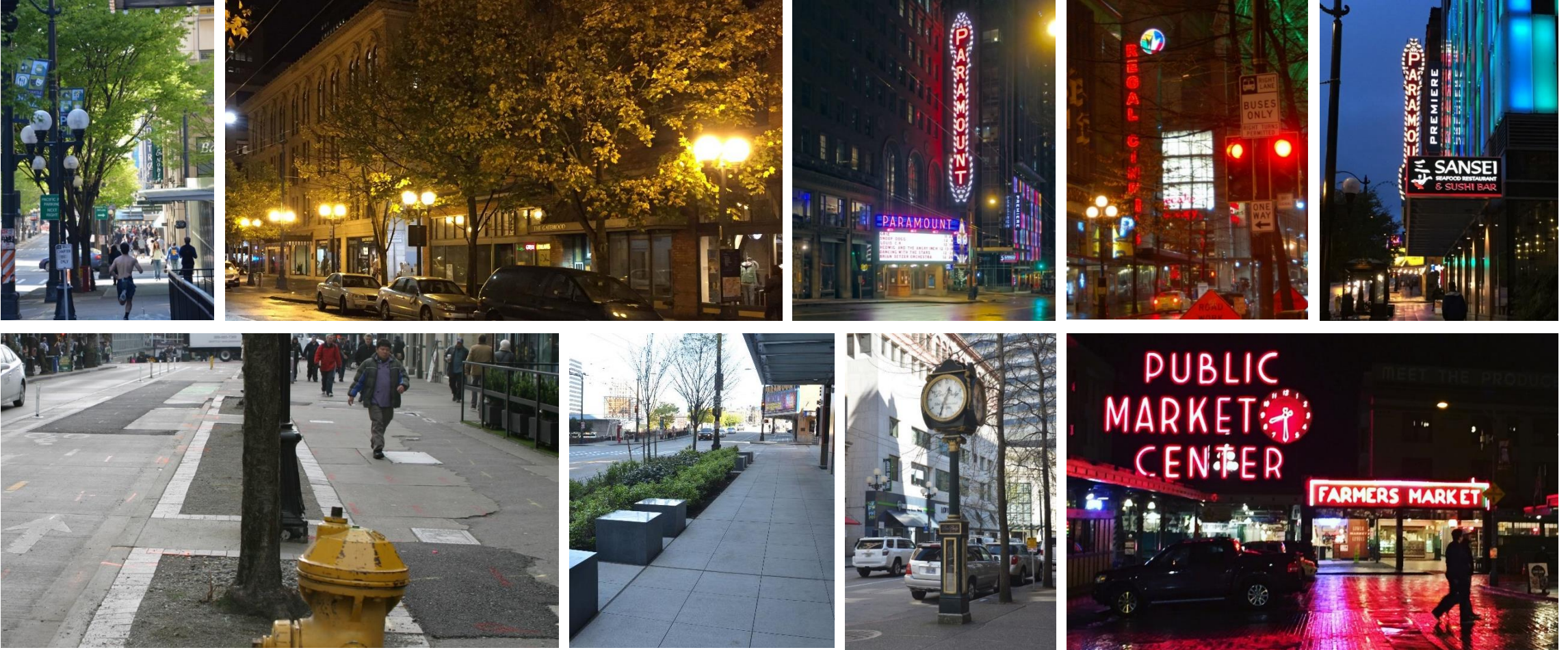


PLACES TO LINGER - Image categories with number of dots received

 <p>Shared streets 49</p>	 <p>More street trees 42</p>	 <p>Parklets 35</p>	 <p>Public art 29</p>
 <p>Permanent seating 29</p>	 <p>Free wi-fi 23</p>	 <p>Programming 21</p>	 <p>Moveable seating 14</p>
 <p>Ground-level landscaping 17</p>	 <p>Family activities 12</p>		

NIGHTTIME EXPERIENCE - Image categories with number of dots received

Active storefronts 76		Consistent light levels 56		Festival lighting 47	
Facade lighting 34		Evening programming 40		Character lighting 31	
Accent lighting 25		Greater storefront visibility 14			



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

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There are episodes of flexible space with activation, but uneven

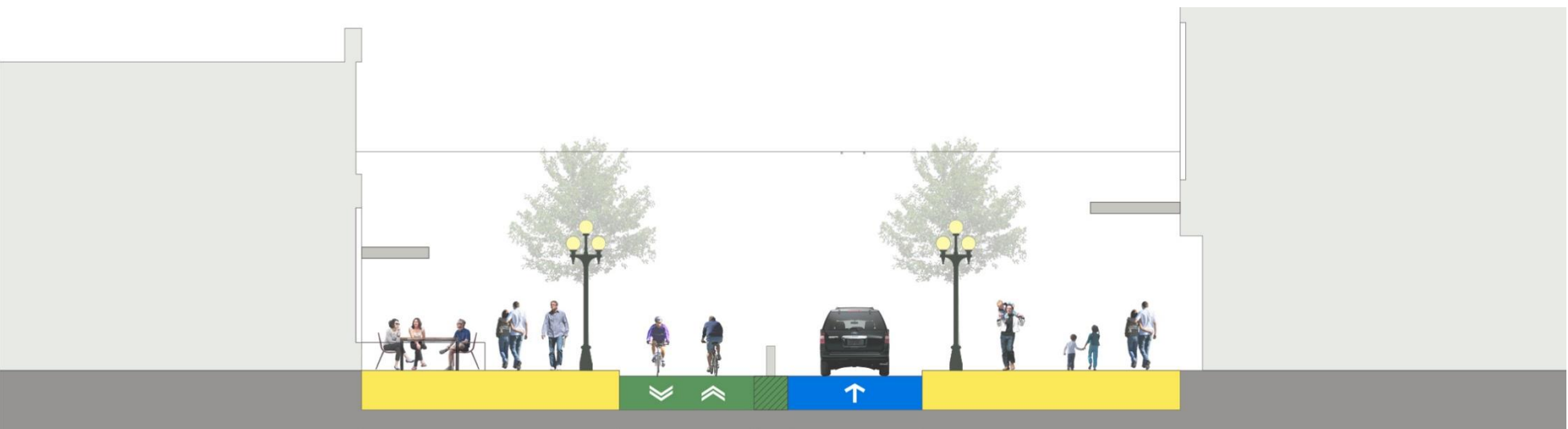
The pedestrian experience is strained by lower [street level vitality](#) and lower [perceptions of safety](#) in the east and west reaches



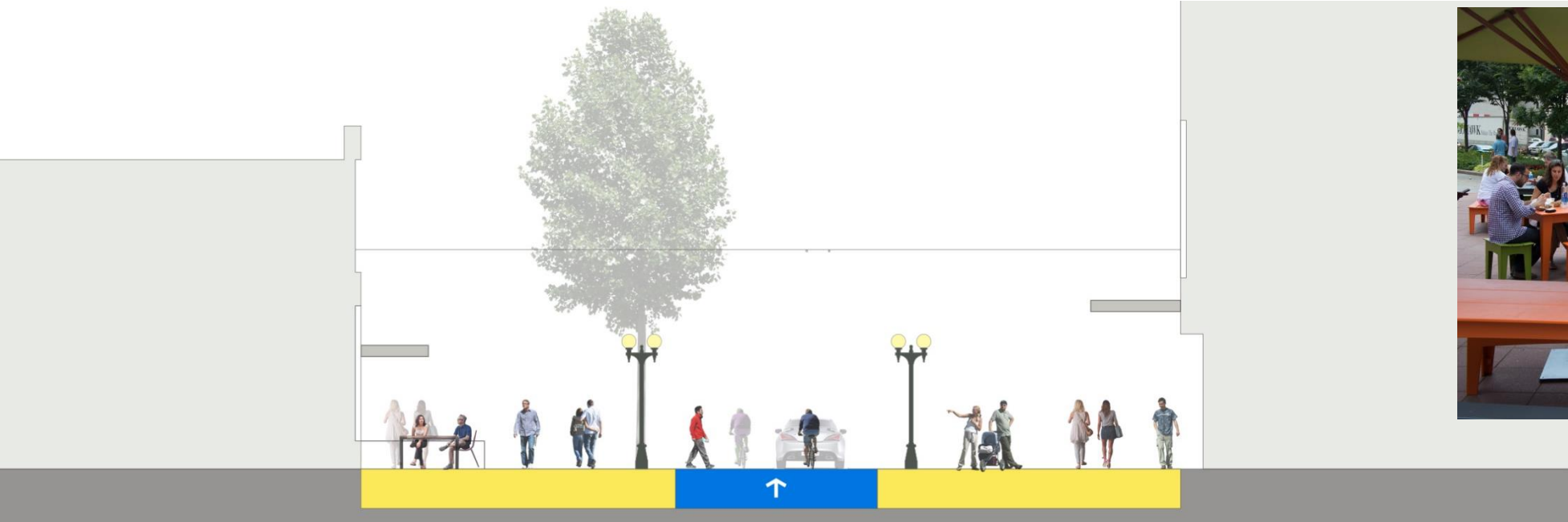
Pedestrian mobility challenges – Pike and 9th, the I-5 overpasses, and Boren intersections

High pedestrian volumes – challenge for staying places

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

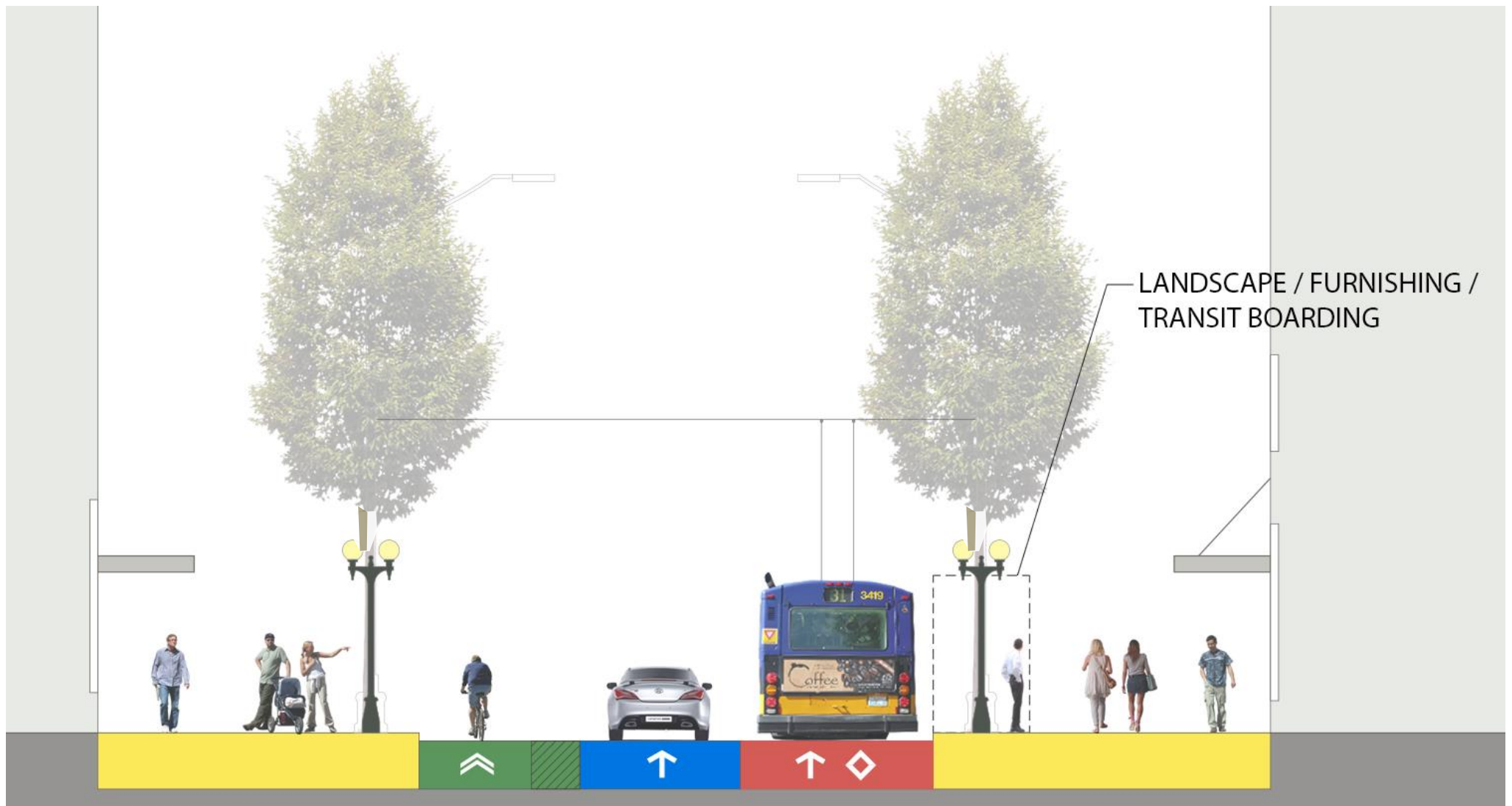


Existing Pike/1st to 2nd
(facing east)

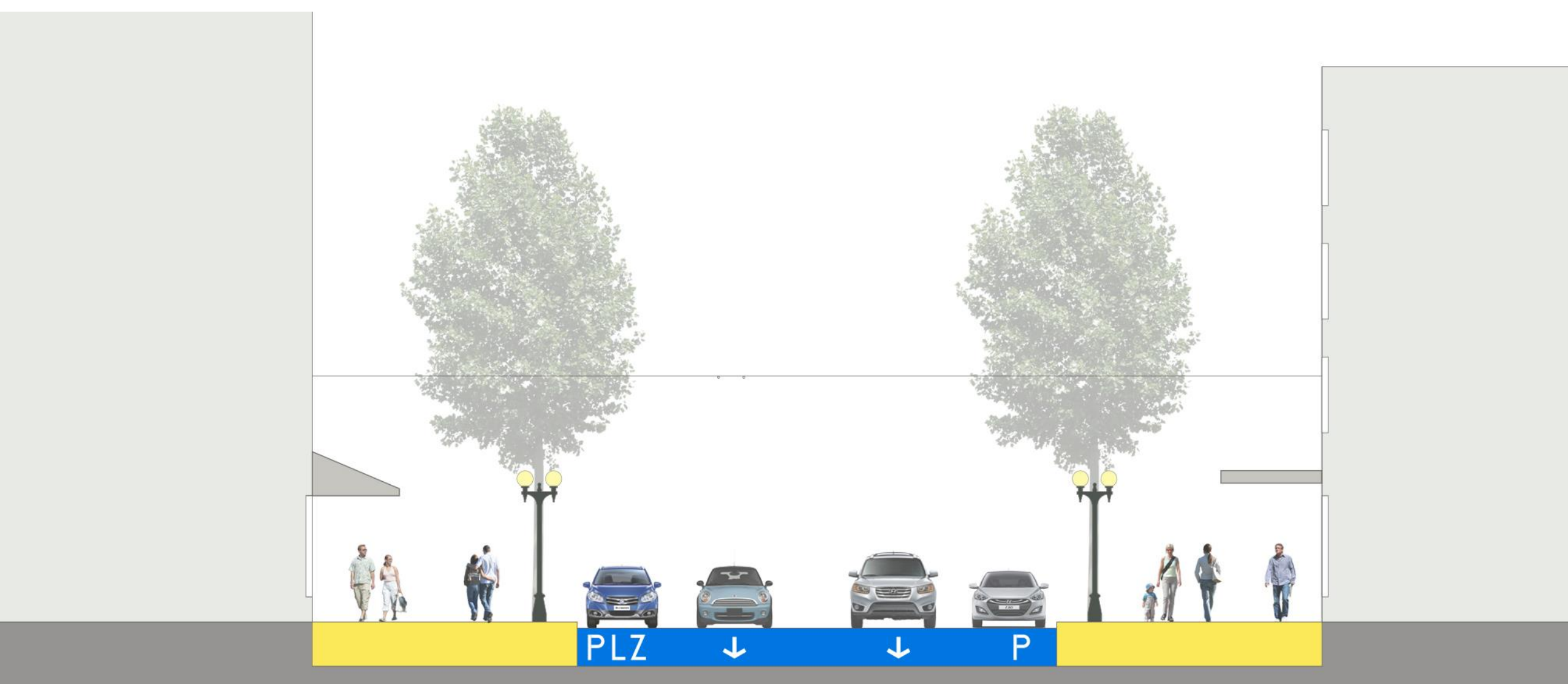


Potential Shared Space
Street (facing east)

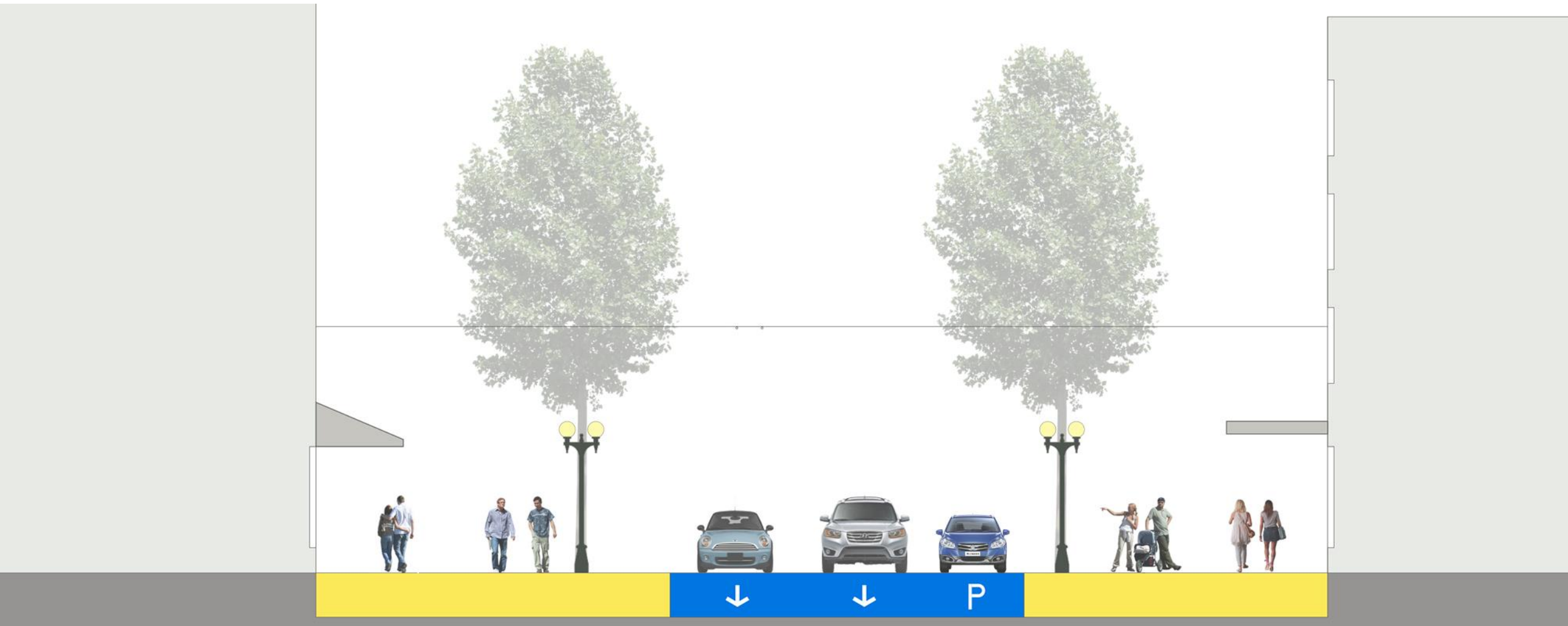




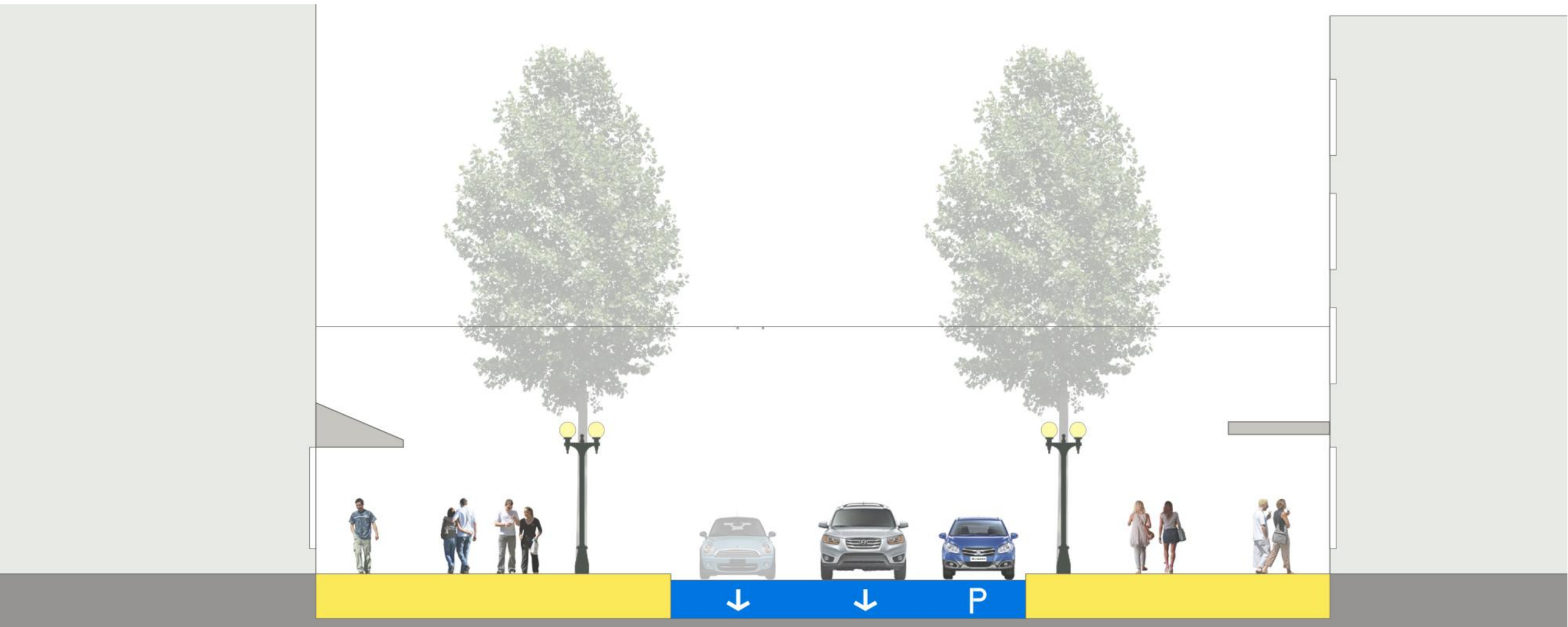
Pike – 3rd – 4th (facing east)



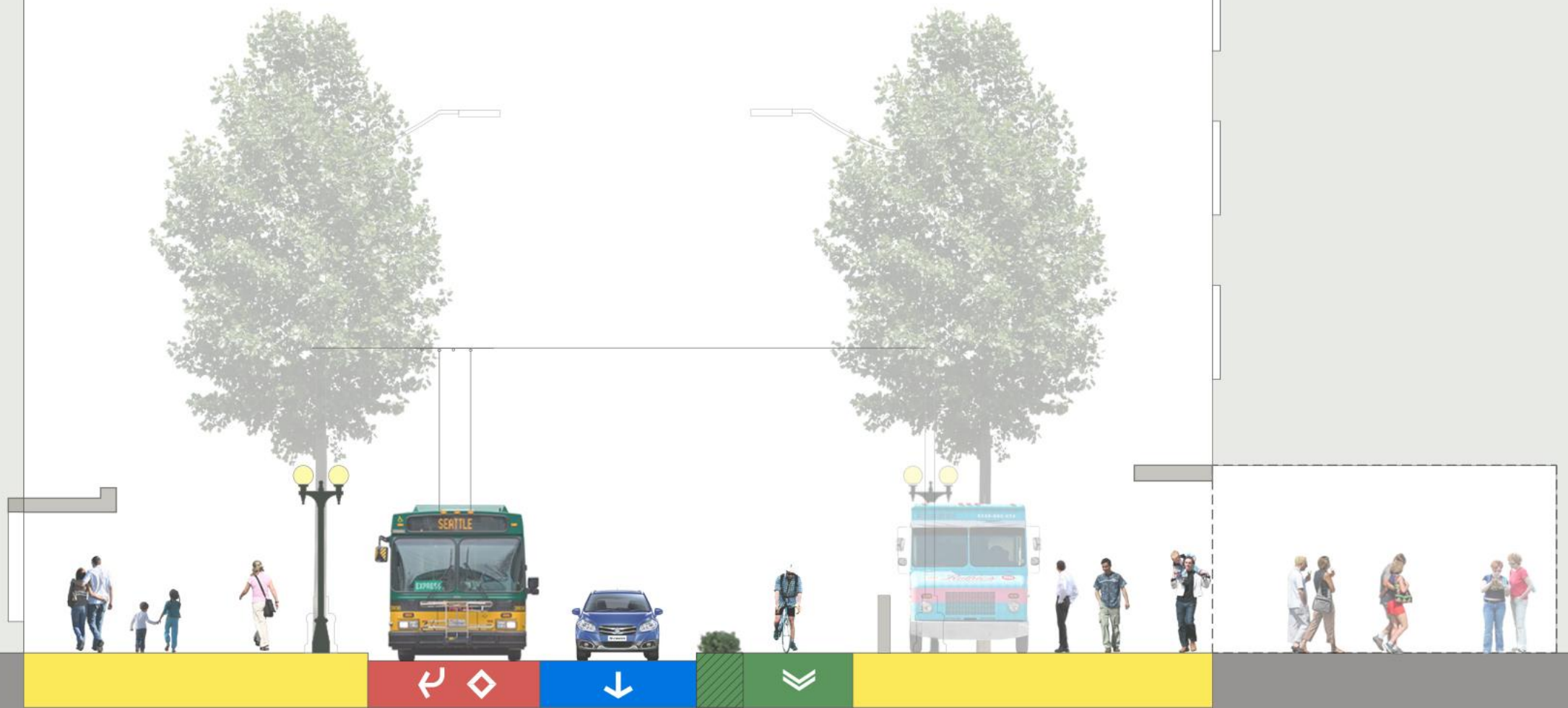
Pine: 1st – 2nd – existing (facing east)



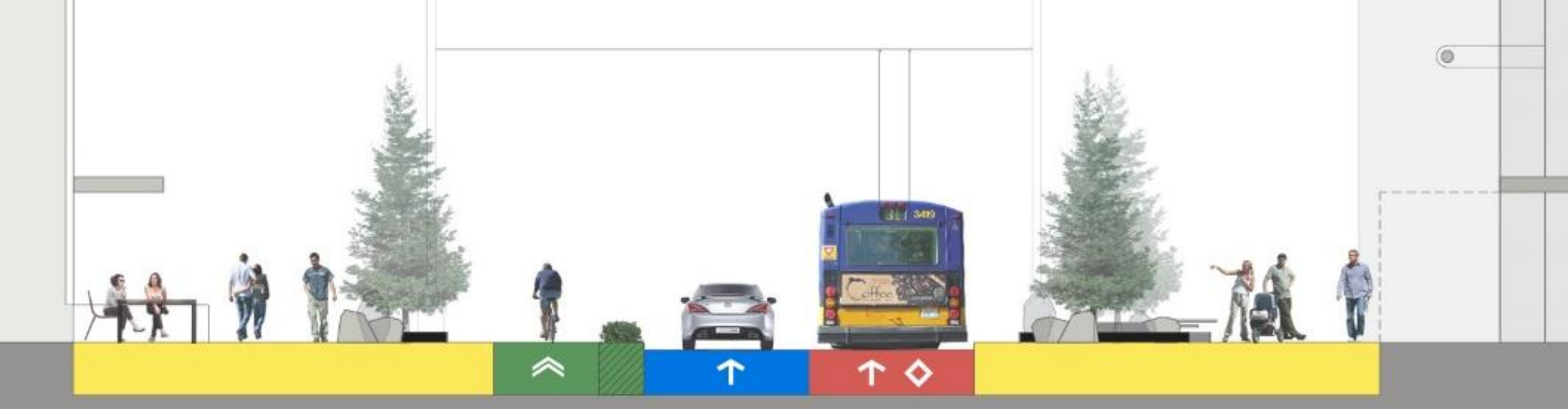
Pine: 1st – 2nd – potential enhanced pedestrian zones, curbless (facing east)



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



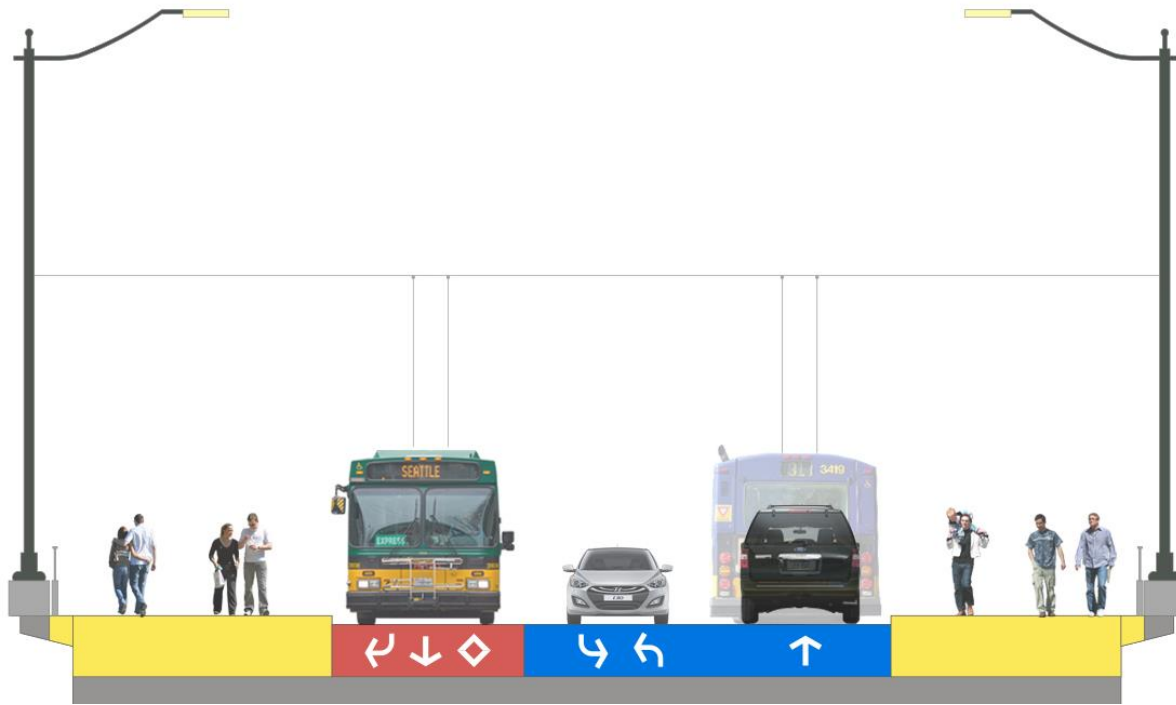
Pine: 3rd – 4th – potential street (facing east)



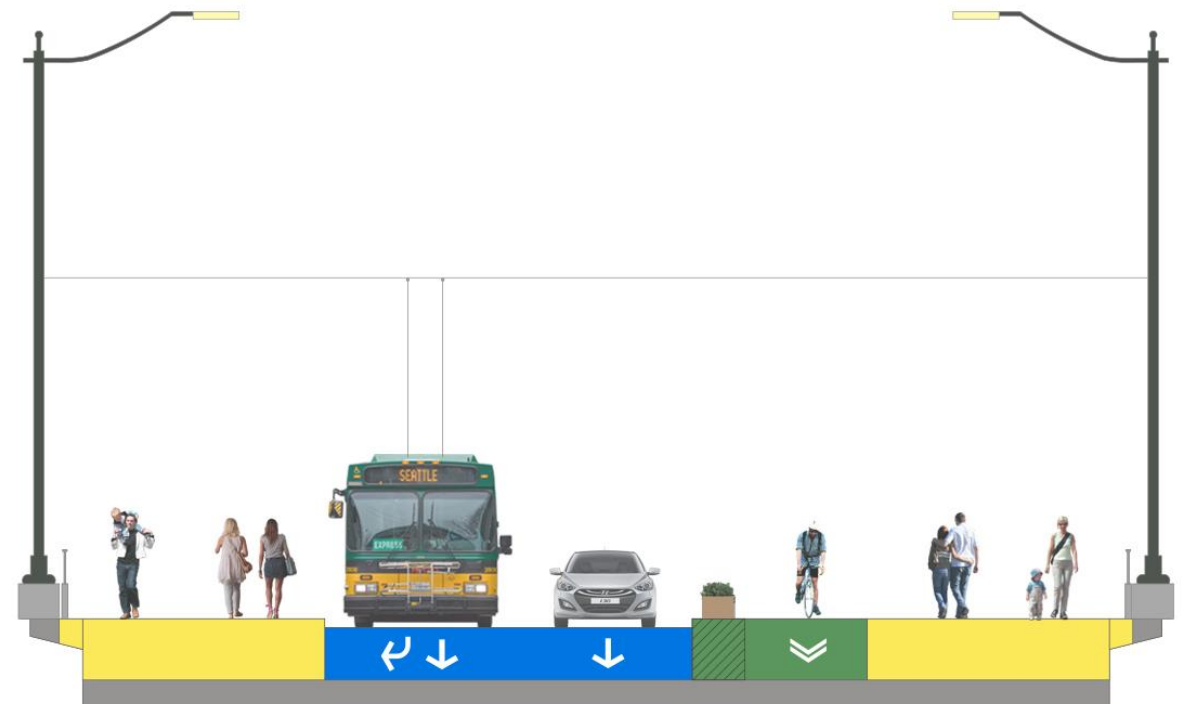
Pike: 7th – 8th – 1 way traffic/1 way bike (facing east)

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



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