PROJECT LEADERSHIP

• Partnership between City of Seattle Office of the Waterfront and Civic Projects, Seattle Department of Transportation (SDOT) and the Downtown Seattle Association (DSA)

• Builds on DSA’s 2013 Pike Pine Renaissance Design Vision

• Achieves a key Waterfront Seattle objective: improve east-west connections between the waterfront and surrounding neighborhoods

• City of Seattle will construct improvements as a part of Waterfront Seattle construction
GUIDING PRINCIPLES

• Reinforce the role of Pike and Pine as primary east-west pedestrian streets
• Offer a generous, safe and continuous pedestrian experience
• Provide places to linger and enjoy city life
• Foster stewardship and activation by adjacent property owners and tenants
Pike Pine Renaissance Design and Construction Schedule:

• Begin 30% design phase – August 2019
• Select public artist – March 2020
• Complete 30% design and cost estimate – April 2020
• Complete environmental review – September 2020
• Complete 100% design – September 2021
• Projected construction start date – June 2022
BUDGET SOURCES

- **Waterfront LID and other City of Seattle funding**: $20M
- **WSCC Public Benefit Streetscape funding**: $10M
- **WSCC Public Benefit Protected Bike Lanes**: $7-10M

**TOTAL = $37 - 40M**

*Range in values is dependent on how much of WSCC public benefits funding for bicycle improvements are allocated to permanent improvements within the project area.*
FUNDING

STREETSCAPE: WEST FOCUS AREA AND CENTRAL FOCUS AREA (FUNDING FROM WATERFRONT LID)

STREETSCAPE: EAST FOCUS AREA (FUNDING FROM WSCC STREET VACATION PUBLIC BENEFIT PACKAGE)

STREETSCAPE: WSCC ON-SITE IMPROVEMENTS

ADD PROTECTED BIKE LANES (FUNDING FROM WSCC STREET VACATION PUBLIC BENEFIT PACKAGE)

ENHANCE PROTECTED BIKE LANES (SHARED FUNDING)
FOCUS AREAS

WEST FOCUS AREA

CENTRAL FOCUS AREA

EAST FOCUS AREA

ELEMENTS OF CONTINUITY

FUTURE REDEVELOPMENT & RENOVATION PROJECTS

POTENTIAL REDEVELOPMENT & RENOVATION PROJECTS

WATERFRONT CONNECTION
COMMUNITY FEEDBACK: KEY THEMES

- Prioritize pedestrian comfort and safety
- Encourage active and transparent storefronts
- Consider many modes of transportation
- Incorporate more greenery and landscaping
- Building on the successful activation at Westlake Park
- Corridor between 4th – 9th Avenues works well; extend this success to I-5 overpasses and Pike and Pine between 1st – 4th Avenues
Public artists Derek Bruno and Gage Hamilton have been selected to work on the project.

Artwork will be designed to help unify the streets and may include “gateway” elements.

Planned public art investment at the WSCC Addition will be a factor in addressing where artwork should be targeted along the corridor (see image).

**PUBLIC ART INTEGRATION**

Artist: Christian Moeller, images courtesy of Cath Brunner/4Culture
“Our interest in this opportunity stems from a shared desire to effect positive change in the way we interact with the built environment; specifically reimagining public spaces with the value of an art driven vision to strengthen community.”
THE NEW PIKE PINE EXPERIENCE

SAFER
Pike and Pine will be comfortable and predictable for all users, with shorter, more visible crosswalks, wider sidewalks, uniform light levels, protected bike lanes and positive street activity.

MORE DYNAMIC
Public seating and sidewalk cafes, plus programming, more greenery, active business frontages and iconic lighting will create places to linger and enjoy city life.

BETTER CONNECTED
Pike and Pine will have a more consistent character and identity from end to end. The connection to Capitol Hill over the freeway will be more welcoming, with wider sidewalks, higher rails, greenery and pedestrian lighting. The connection to Pike Place Market will feature curbless streets to calm traffic and welcome pedestrians.
ELEMENTS OF CONTINUITY

PROPOSED STANDARD BLOCK

1. Consistent quality of sidewalk paving
2. Signature crosswalk design
3. Protected bike lane and vegetated buffer
4. Two-globe pedestrian lighting
5. Enhanced tree canopy
BIKE LANE BUFFER
INTEGRALLY COLORED CONCRETE WITH ALTERNATING TEXTURE BANDS AND PIANO STRIPING
ALTERNATE: INTEGRALLY COLORED CONCRETE WITH 2X2 SCORING AND WHITE BORDER STRIPING
TREES

Existing Trees
New Trees, Existing Location
New Trees, New Location
New Trees, Not In Contract
Removed Trees

PIKE PINE RENAISSANCE
ACT ONE
WEST FOCUS AREA: 1ST – 4TH AVENUES

Curbless shared streets near Pike Place Market

Repaved sidewalks and crosswalks

Increased legibility at transit station entrances

Space for activation
100 PIKE EXISTING
100 PIKE PROPOSED

PIKE PINE RENAISSANCE
ACT ONE
100 PIKE PROPOSED

Section looking east

27'-6" SIDEWALK
18' SHARED LANE
8' LOADING
19'-6" SIDEWALK
73' RIGHT-OF-WAY
100 PINE EXISTING
100 PINE PROPOSED
100 PINE PROPOSED
100 PINE PROPOSED

Section looking east
300 PINE EXISTING
300 PINE PROPOSED
300 PINE PROPOSED
Section looking east
CENTRAL FOCUS AREA: 4TH – 9TH AVENUES

- Enhance paving and crosswalks
- Lighting and landscaping to tie to full corridor
- Infill missing trees and prune existing trees
- Build on successful activation and programming
EAST FOCUS AREA: 9TH – MELROSE AVENUES

- Higher overpass railings with integrated lighting
- Increased landscaping
- Wider sidewalks, buffering pedestrians from road
- Gateway markers
PIKE BRIDGE (2017)
PIKE BRIDGE PROPOSED
PIKE BRIDGE PROPOSED
PIKE BRIDGE PROPOSED

Section looking east
PINE BRIDGE EXISTING
PINE BRIDGE PROPOSED
PINE BRIDGE PROPOSED
PINE BRIDGE

Section looking east
QUESTIONS?