PIKE PINE RENAISSANCE: ACT ONE
SEATTLE DESIGN COMMISSION
30% DESIGN REVIEW

April 2020
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
PROJECT LIMITS

PIKE PINE RENAISSANCE
ACT ONE
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
IMPLEMENT PROTECTED BIKE LANES

• Provide safe and attractive protected bike lanes on Pike and Pine, serving a wide range of users and making key connections in the City’s bike network
SCHEDULE

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

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)

PIKE PINE RENAISSANCE
ACT ONE
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
• Describe interactions between mobility types on Pine Street between 3rd and 4th Avenues
• Highlight views to the Pike Place Market sign along the corridor
• Show how the design will integrate with Westlake Park
• Show how the existing WSCC can facilitate the streetscape design on Pike Street
• Provide landscape plans for the Pike and Pine Street overpasses at I-5
• Ensure the proposed guardrails on the I-5 overpasses are well-integrated
• Discuss why a one-way couplet is proposed and how it will benefit all types of mobility
• Consider the finance of long-term maintenance for the project
• Select an artist(s) for the project and identify opportunities for public art in the corridor
• Describe how cyclists and pedestrians will travel between Pike and Pine Streets
PUBLIC ART INTEGRATION

• 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)
“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
CROSSWALKS CRITERIA

- Color: Integral for durability, non-gray for contrast with surrounding pavements
- Pattern: Single color to avoid either alternating pours (expensive, results in narrow bars that crack) or use of stencils and shake-on color. Enhance texture by using alternating finishes (broom or washed finish alternating with raked-tine)
- Markings: Piano-key stripes for visibility, durability, and to compliment underlying panels of alternating finish.
- Alternative Treatment: Where conditions don’t permit a new concrete slab (e.g. Pine & Boren), easy to replicate with surface-applied color.
INTEGRALLY COLORED CONCRETE WITH ALTERNATING TEXTURE BANDS AND PIANO STRIPING
ALTERNATE: INTEGRALLY COLORED CONCRETE WITH 2X2 SCORING AND WHITE BORDER STRIPING
LIGHTING
LIGHTING

- Proposed or Replacement Two-Globe Pedestrian Pole
- Proposed Two-Globe + Cobra Head Street Light
- Proposed Cobra Head Street Light, Chief Seattle Pole
- Proposed Bridge Mounted Lighting
- Existing Two-Globe Pedestrian Pole
- Existing Two-Globe + Cobra Head Street Light
- Existing Cobra Head Street Light, Chief Seattle Pole
- Existing Cobra Head Street Light, Utility Pole

PIKE PINE RENAISSANCE
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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
100 PIKE PROPOSED

Section looking east
100 PINE EXISTING
100 PINE PROPOSED
100 PINE PROPOSED
100 PINE PROPOSED

Section looking east
300 PINE EXISTING
300 PINE PROPOSED
300 PINE PROPOSED
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
IMPLEMENT THE ONE-WAY COUPLET
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?
WESTBOUND CONNECTION
USES FUTURE MELROSE
PROMENADE
IMPROVEMENTS BETWEEN
PIKE AND PINE