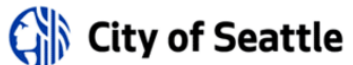


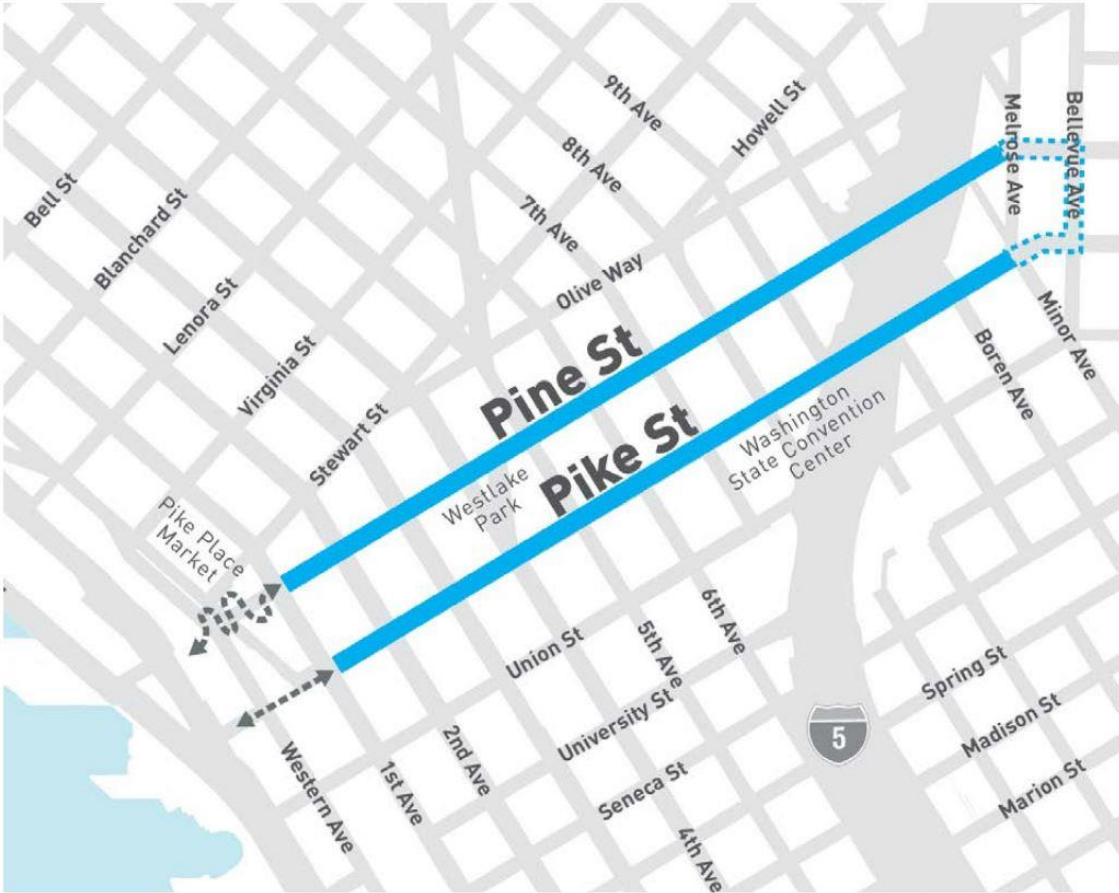
PIKE PINE STREETSCAPE AND BICYCLE IMPROVEMENTS

SEATTLE DESIGN COMMISSION
60% DESIGN REVIEW

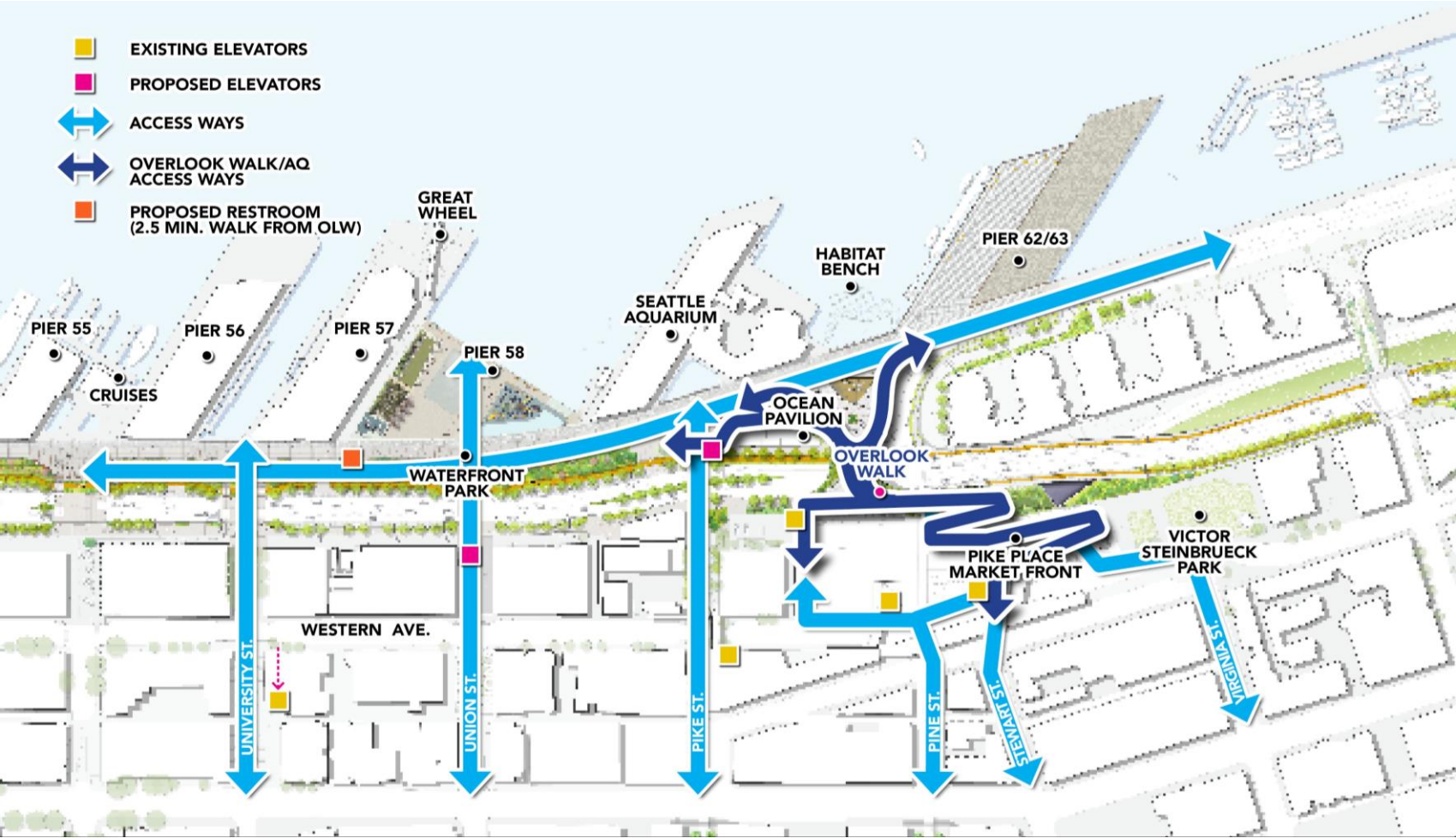
August 19, 2021



PROJECT LIMITS



WATERFRONT CONNECTIONS



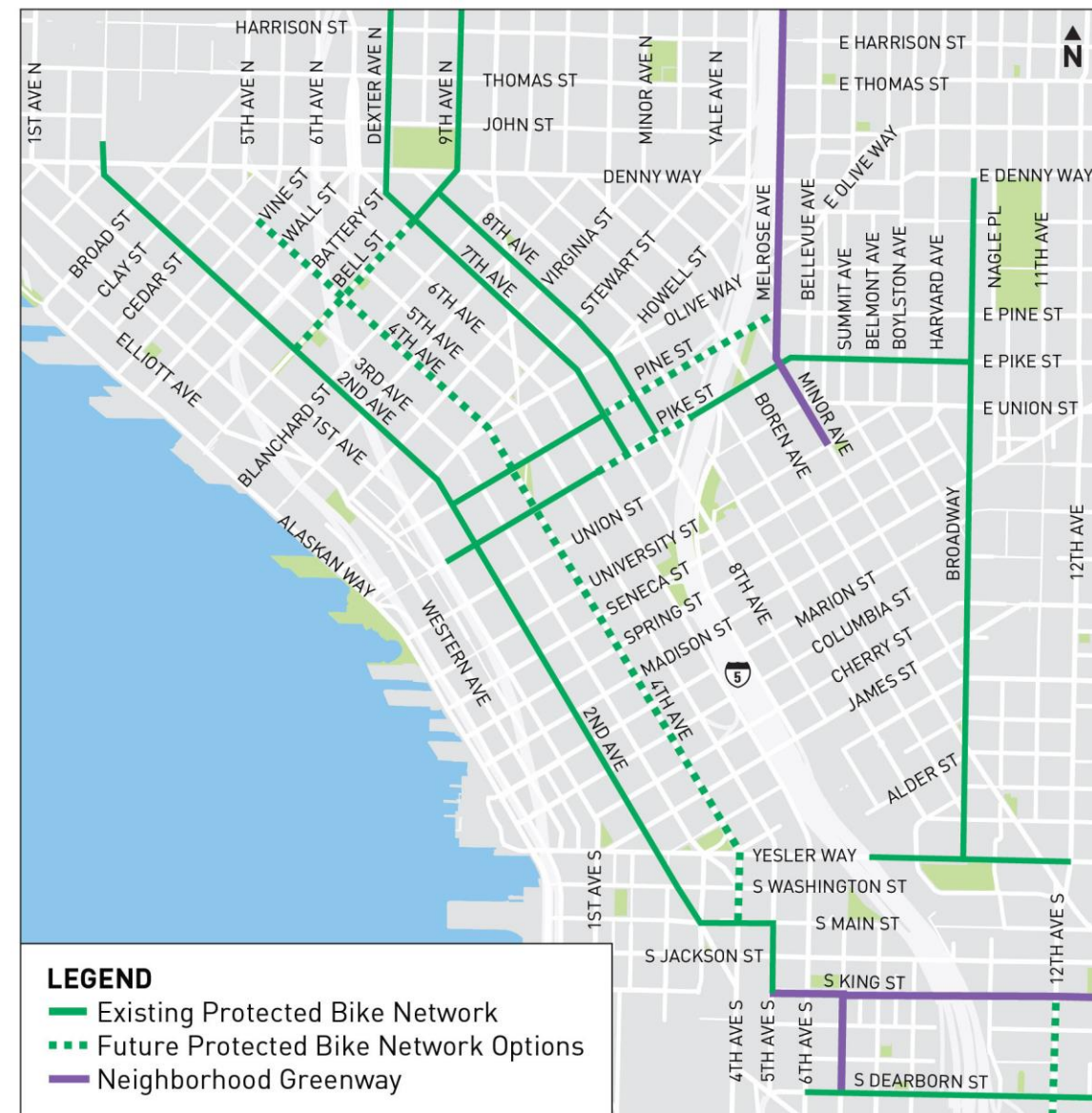
GUIDING PRINCIPLES

- 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



THE NEW PIKE PINE EXPERIENCE

SAFER

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



MORE DYNAMIC

Public seating and sidewalk cafes, more greenery, active business frontages and corridor-specific art treatments will create *places to linger and enjoy* city life.

BETTER CONNECTED

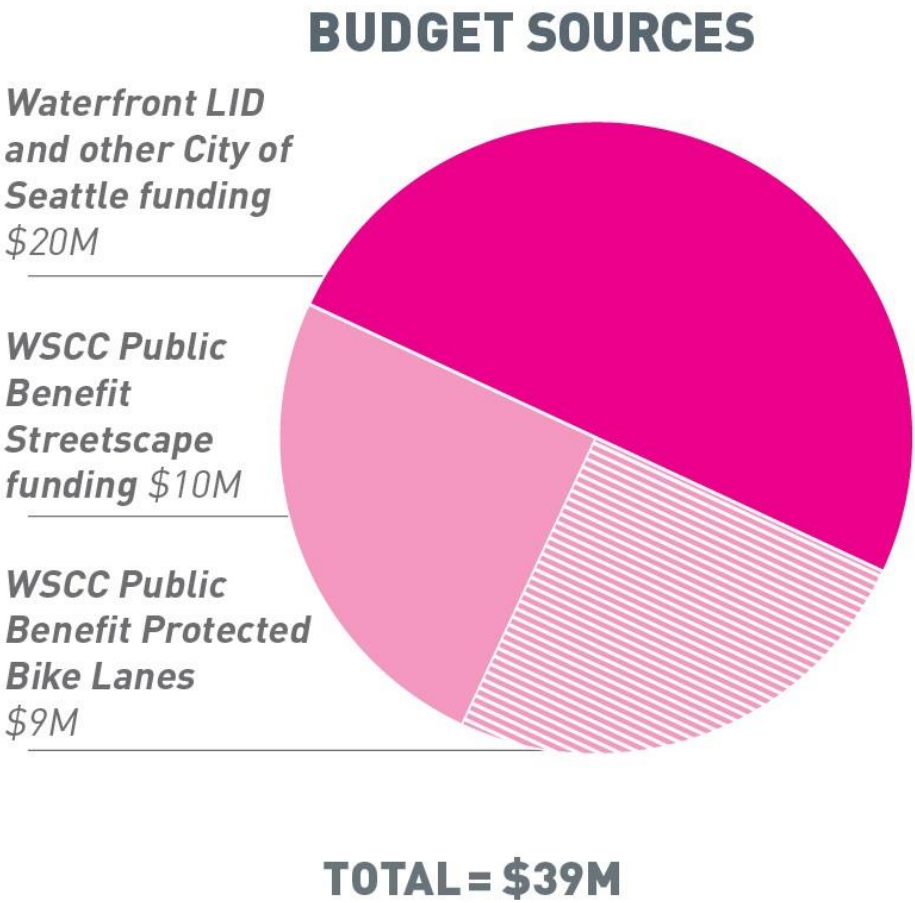
Pike and Pine will have a more *consistent character and identity* from end to end. The connection to Capitol Hill over the freeway will be more welcoming, with wider sidewalks, higher rails, greenery and pedestrian lighting. The connection to Pike Place Market will feature a curbless street to calm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

SCHEDULE

Pike Pine Streetscape and Bicycle Improvements Design and Construction Schedule:

- Begin 60% design phase – December 2020
- Complete 60% design and cost estimate – July 2021
- Complete 100% design – January 2022
- Projected construction start date – Fall 2022

BUDGET SOURCES



CHANGES SINCE 30% DESIGN

- Not shown in presentation:
 - Reduced lighting scope
 - Refined concrete sidewalk scope
- Changes shown throughout presentation:
 - Changed to concrete bike buffers, with concrete planters, east of 5th Ave.
 - 100 Pine switched from curbless to curbed
 - Reduced quantity of concrete planters
 - 300 Pine design updated to focus on generous pedestrian connection
 - Design refined at Pike Street Bridge to respond to WSDOT load criteria change
 - Began integration of art program
 - Redesigned PBL transition on Pike at Melrose/Bellevue

30% DESIGN SDC FEEDBACK SUMMARY

- SDC approve the *30% Design*, with the following condition: Show how your approach to equity is consistent with the Commissions policy including groups and audiences you are reaching out to and how their input is influencing planning and design along the corridor. Provide insight that your outreach efforts reflect the diversity of the downtown community and how their concerns and aspirations are being incorporated into the design.
- Consider structured soil at new trees
- Consider view corridor when selecting tree species
- Explore widening of bike lanes
- Consider providing more improvements at the intersections where Pike and Pine cross Boren Ave.
- Provide more information about the integration of bridge lighting
- Consider more pedestrian seating
- Provide more information on the role of entrances, gateways, pause points, and gathering spaces as activation elements.
- Improve the legibility of transit station entrances
- Explore options that exclude or re-locate the SPD mobile unit
- Consider the relationship between current indigenous pattern at Westlake and the proposed design in the central focus area.
- Provide information about art integration along the project corridor.

COMMUNITY COORDINATION DURING CONCEPT DESIGN

- Sounding board
- Briefings to stakeholder groups
- January 17, 2017 - public open house:
 - 160 estimated attendees, 77% live or work downtown
 - “Online open house” – over 100 comments
- October 23, 2017 - public open house:
 - 180 estimated attendees
 - “Online open house” – over 200 comments



COMMUNITY FEEDBACK: KEY THEMES

- Prioritize pedestrian **comfort and safety**
- Encourage **active and transparent storefronts**
- Consider **many modes** of transportation
- Incorporate more **greenery and landscaping**
- Build 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



RECENT OUTREACH AND COMMITTEE BRIEFINGS

- Downtown Seattle Association
- Pike Place Market Public Development Authority
- Tabling at Westlake Park (see image)
- Plymouth Housing
- Bellwether Housing
- Pike Place Market Social Services
- Pike Market Food Bank
- Pike Place Market Senior Center
- Accessibility Community
- Seattle Bicycle Advisory Board
- Seattle Neighborhood Greenways



RECENT OUTREACH FEEDBACK

Overriding and universal concern:

- “Make the streets safe.”

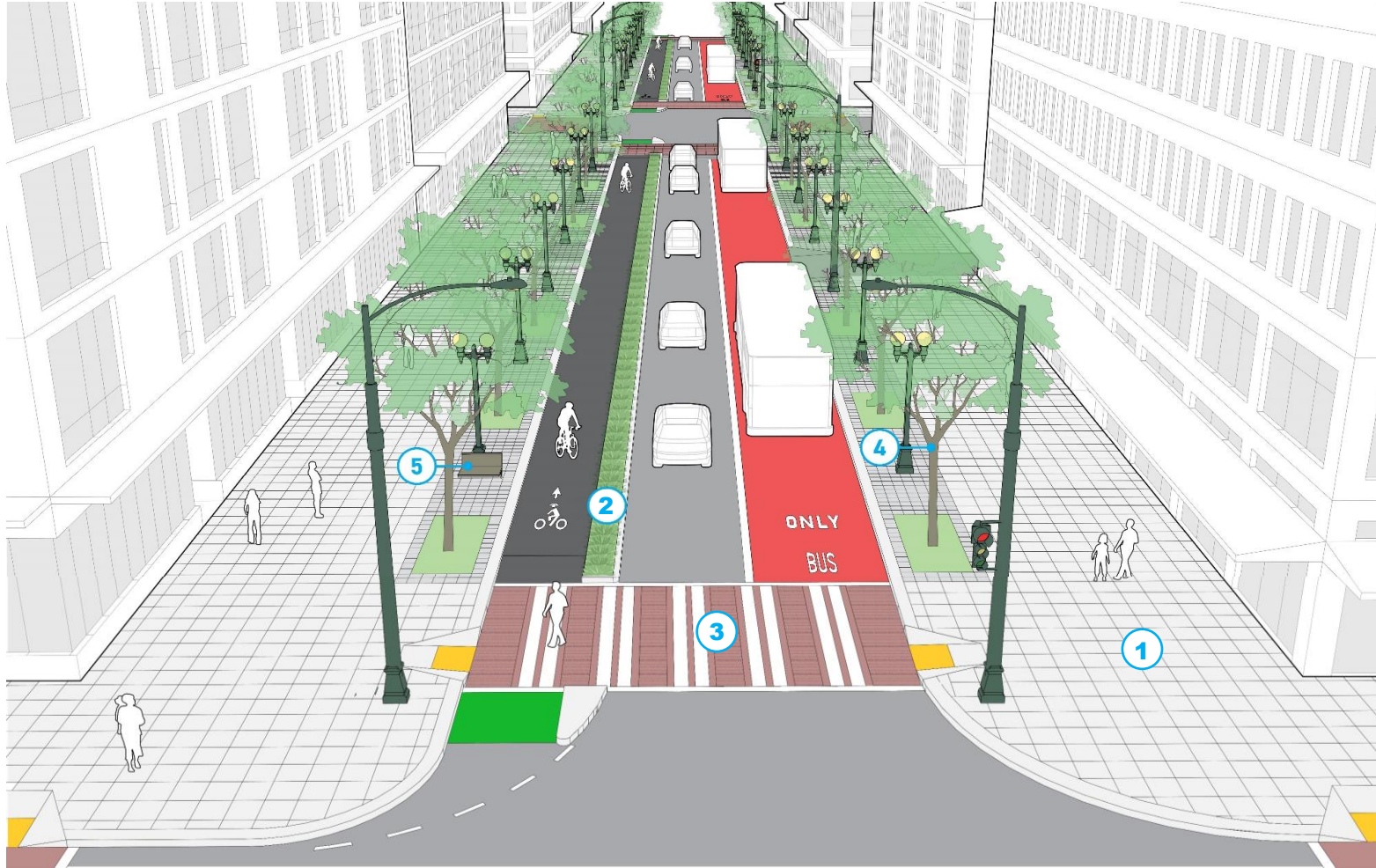
Needs accommodated:

- Add commercial and passenger load zones to serve Gilmore Apartments at 3rd and Pine
- Add bench seating for folks who are older or less mobile

Needs referred:

- Public restrooms. Restrooms are not within our scope and budget – will communicate need to relevant City departments

ELEMENTS OF CONTINUITY



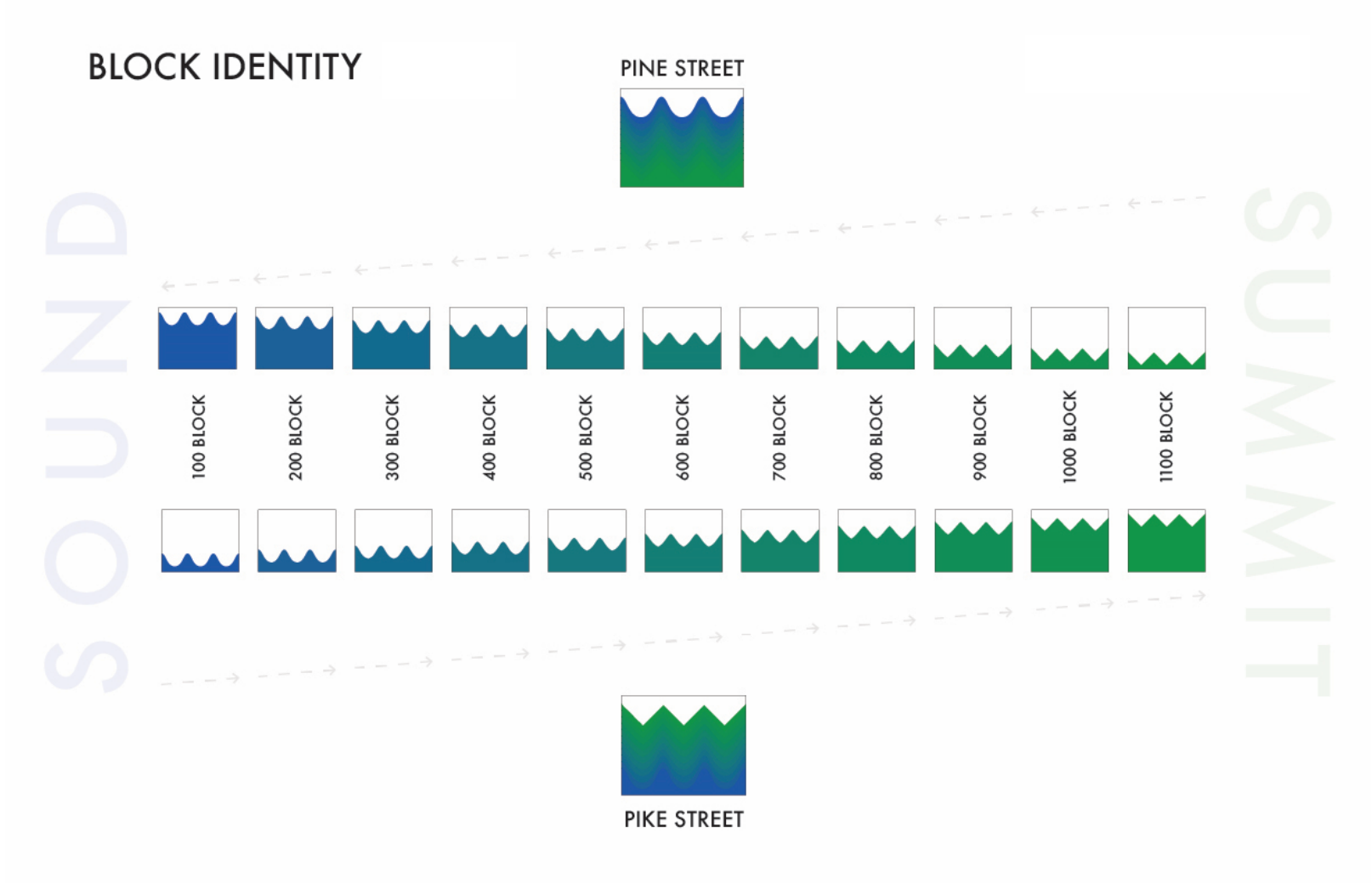
PROPOSED STANDARD BLOCK

Public art (throughout)

- ① Consistent quality of sidewalk paving
- ② Protected bike lane + planted or curbed buffer
- ③ Signature crosswalk design
- ④ Enhanced tree canopy
- ⑤ Seating (public + private)

Corridor Cleanup (throughout):
Refresh/clean/paint/remove redundant
street furniture

ART INTEGRATION

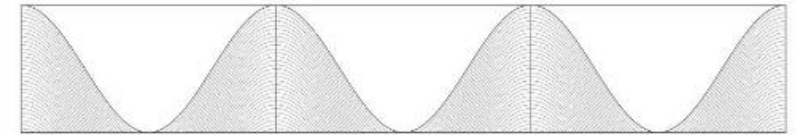


CONCRETE BIKE LANE BUFFER

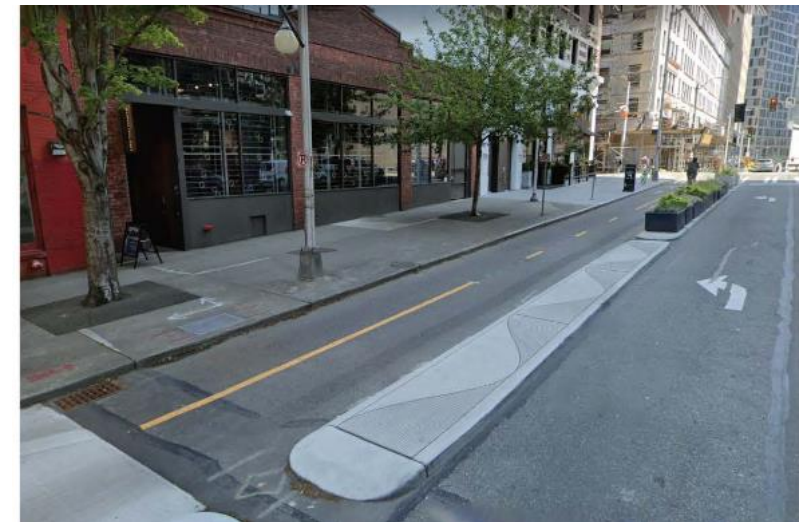
- Artist applied patterns are an element of continuity that appear on various surfaces throughout the corridor



Pattern language on new bike lane rails



100 BLOCK



Pattern stamped on concrete buffer

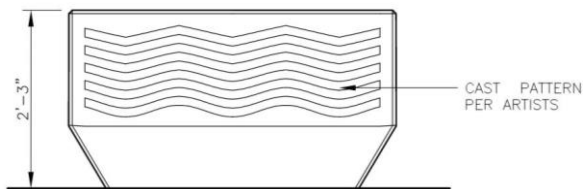
PLANTED BIKE LANE BUFFER WEST OF 5TH AVE



RAISED PLANTERS ON PINE BRIDGE & AT BIKE STOP ZONES



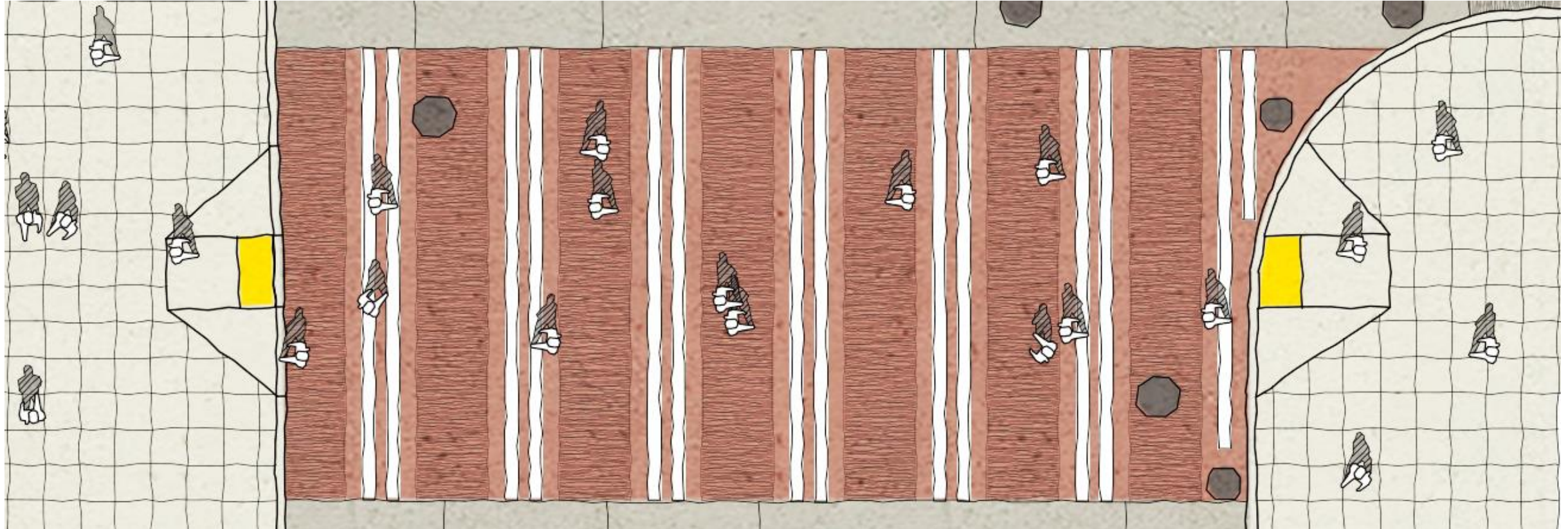
Artist pattern - as planter form



Artist pattern - surface applied



CROSSWALK DESIGN



Crosswalk Design with alternating smooth and raked finish

CROSSWALK DESIGN



Westlake Pavers



Pike Place Brick



Colors review in progress



Raked tine concrete finish



SEATING

- Seating locations throughout the corridor have been identified by the design team based on:
 - Street vitality and active store frontages
 - Visibility and safety
 - Providing places of rest during the climb to Capitol Hill
 - Easily relocated as necessary
- Backless and backed seat options are being selected. Images to the right are not final selections.

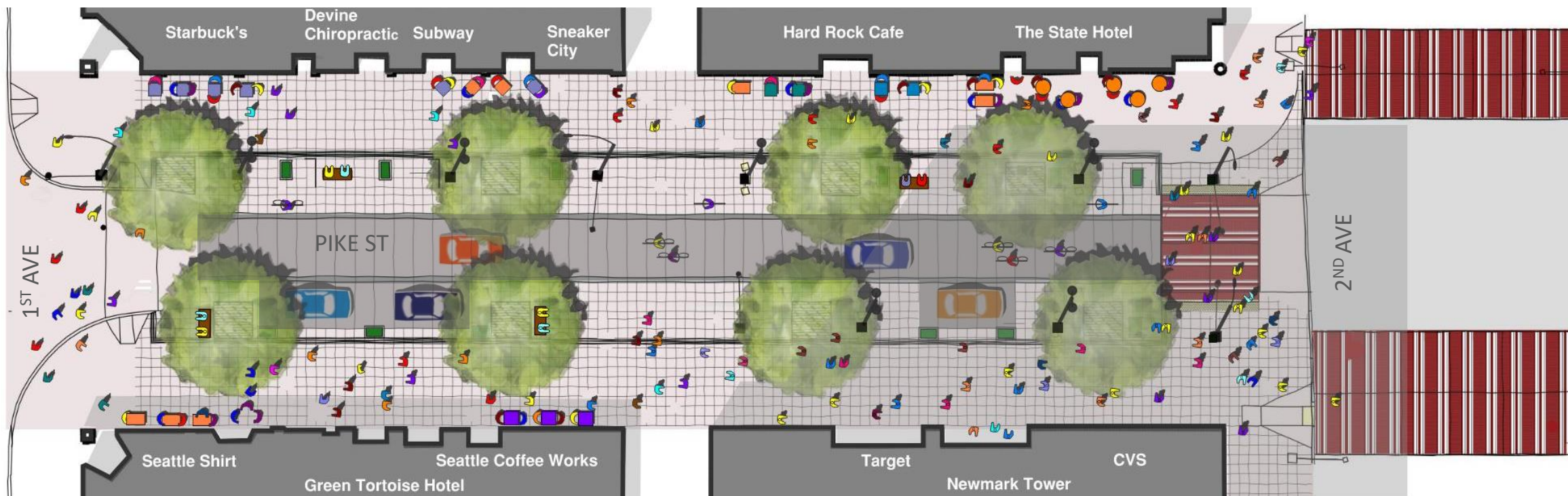


100 PIKE EXISTING



100 PIKE

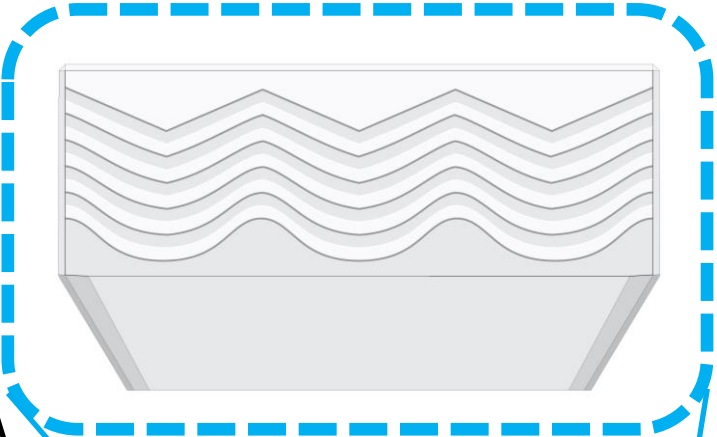
CURBLESS BLOCK



100 PIKE PAVING AND PLANTING

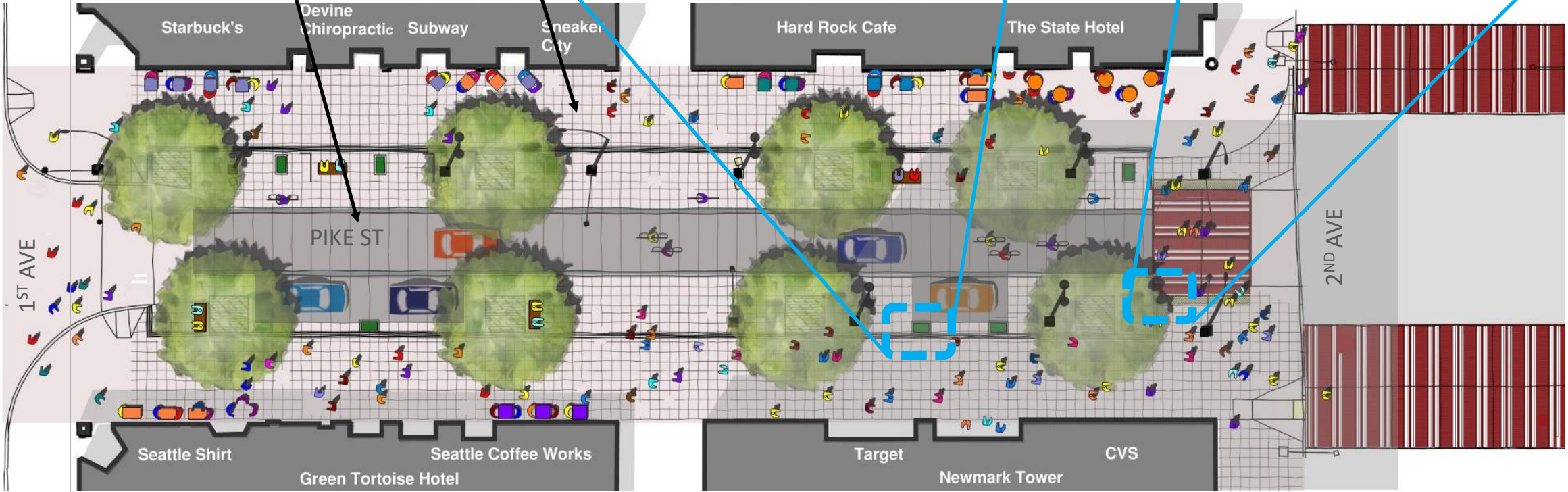
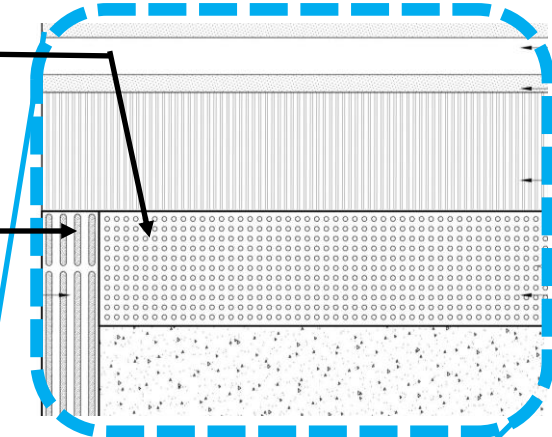
Full depth color
concrete in charcoal
(SDOT standard)

Light gray concrete
(standard)



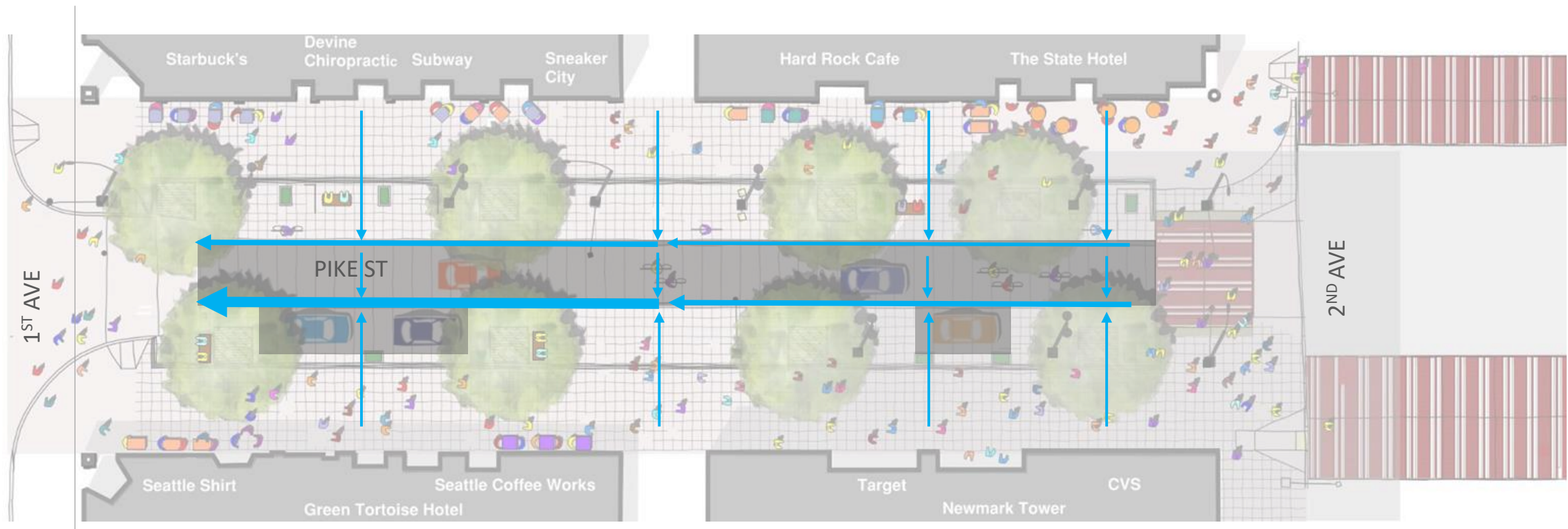
Truncated
dome
tactile

Directional
tactile paver



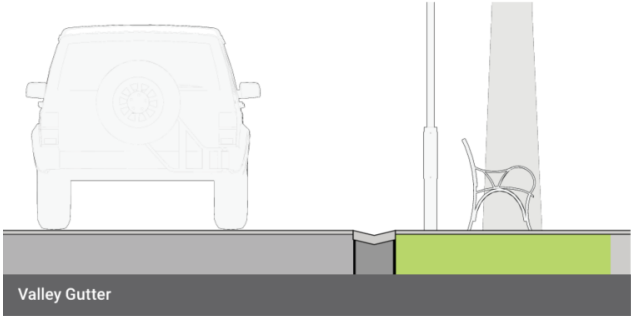
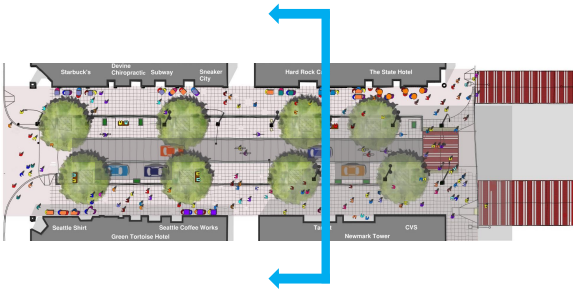
100 PIKE

DRAINAGE - SCHEMATIC



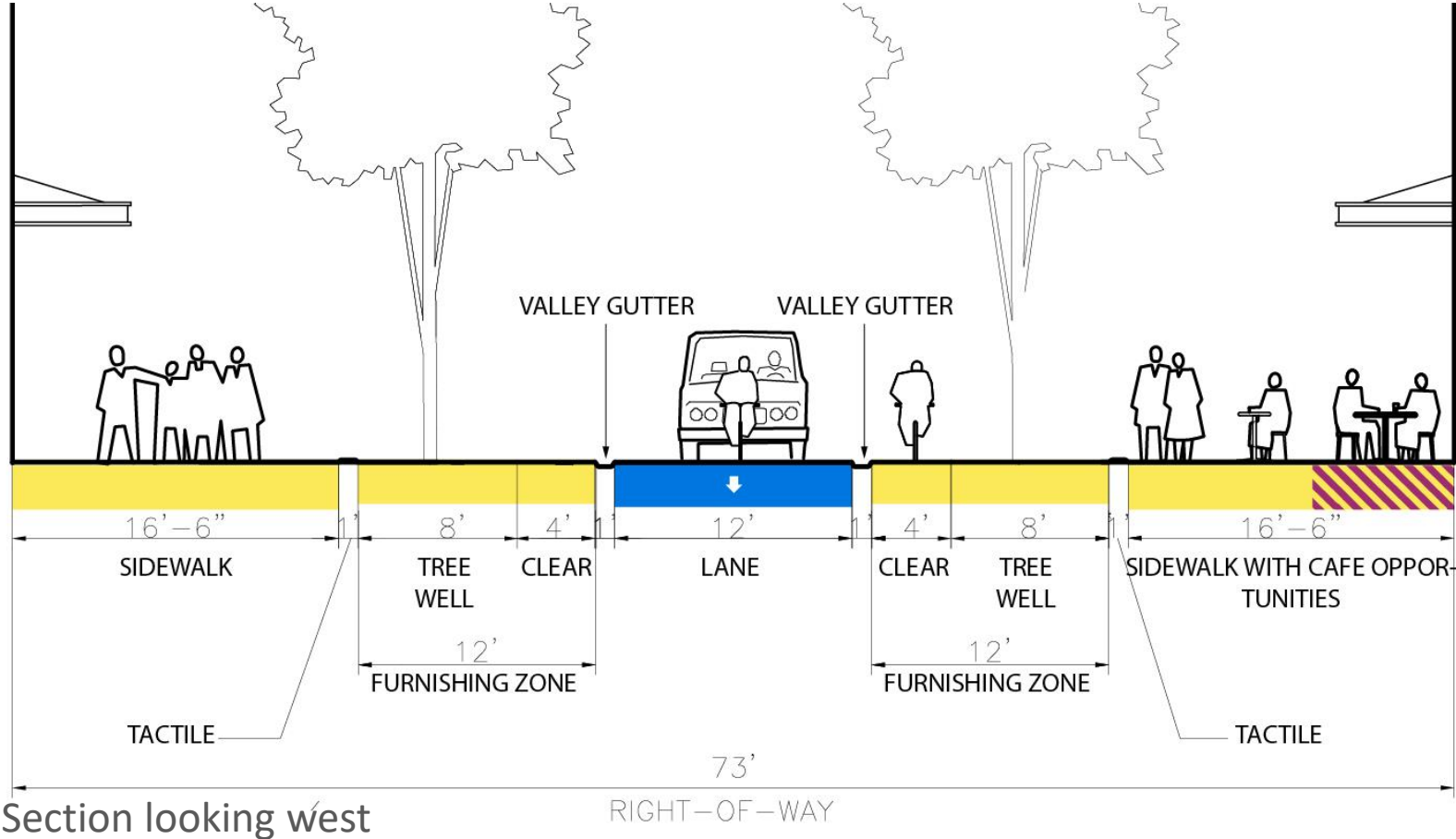
100 PIKE

SECTION - CURBLESS BLOCK



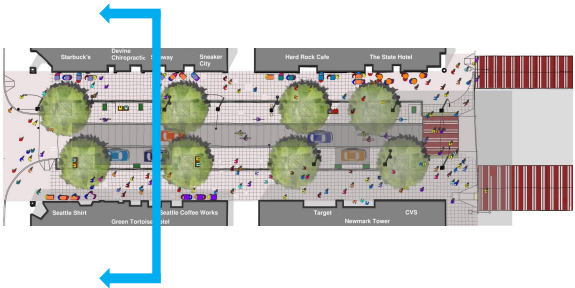
Reference: USDOT, FHA
Accessible Shared Streets

Valley Gutter

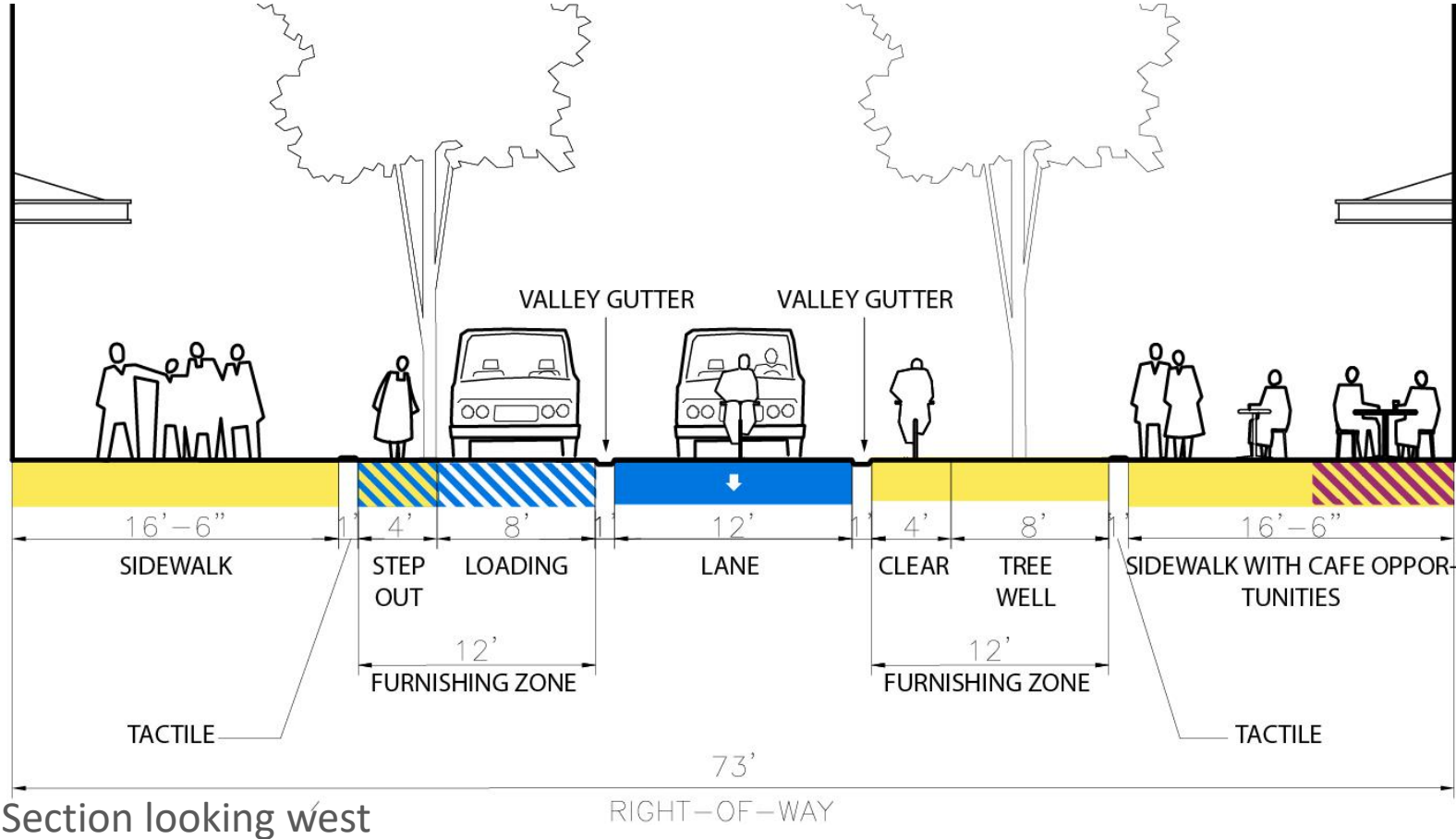


100 PIKE

SECTION - CURBLESS BLOCK

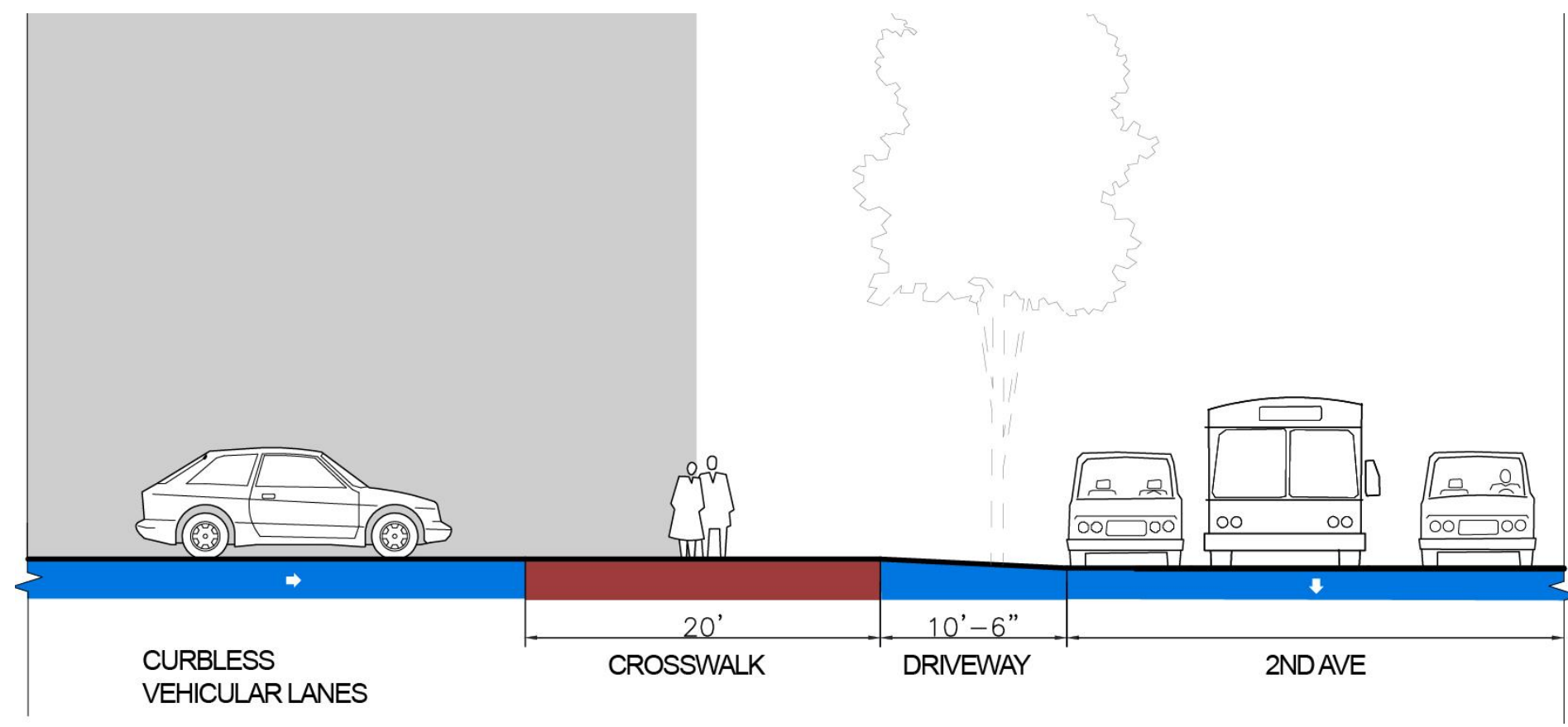
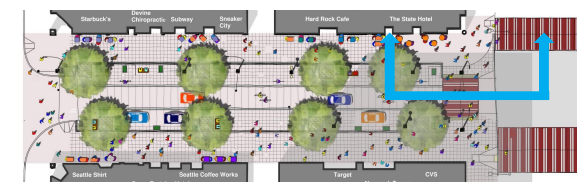


Tactile Wayfinding Paver



100 PIKE

SECTION – DRIVEWAY-STYLE TRANSITIONS



Section looking north

100 PIKE PROPOSED YOUNG TREES



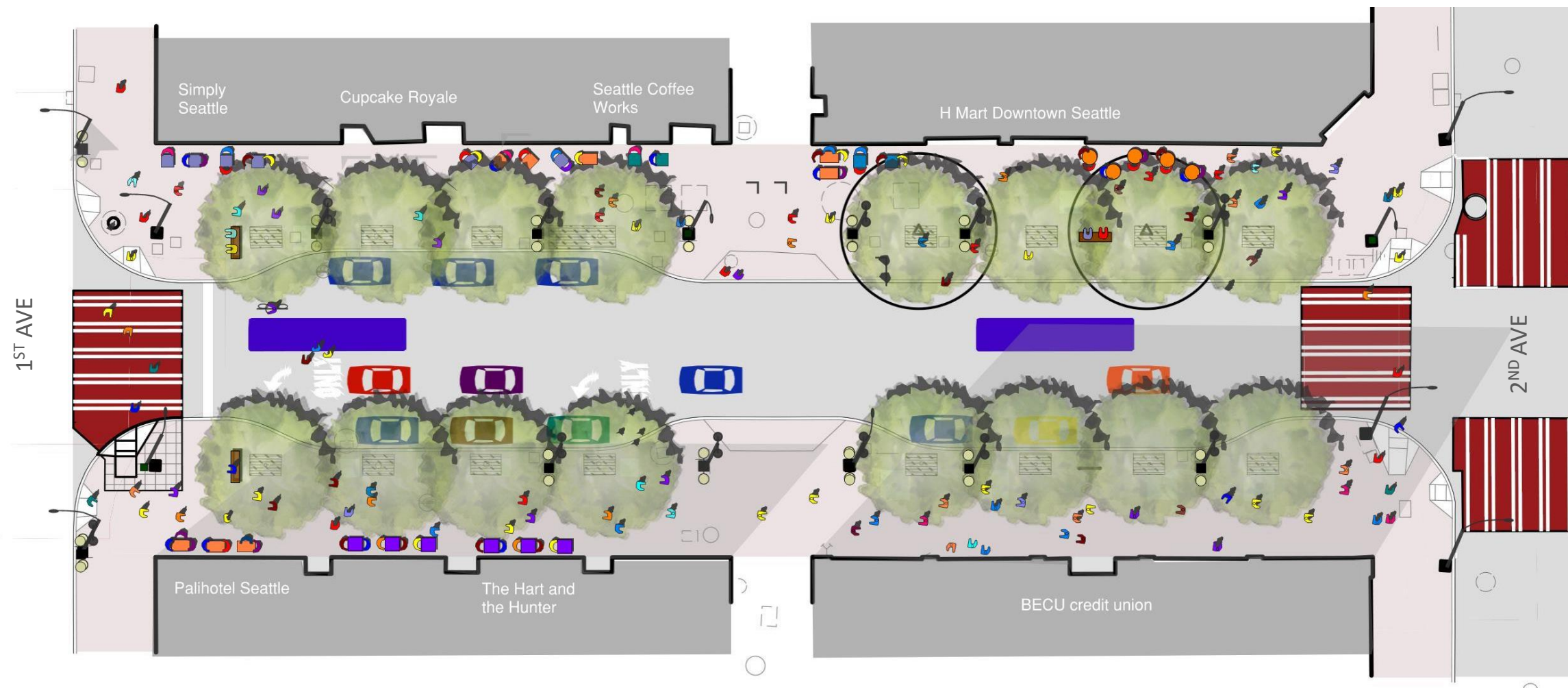
100 PIKE PROPOSED



100 PINE EXISTING



100 PINE UPDATE



100 PINE UPDATE

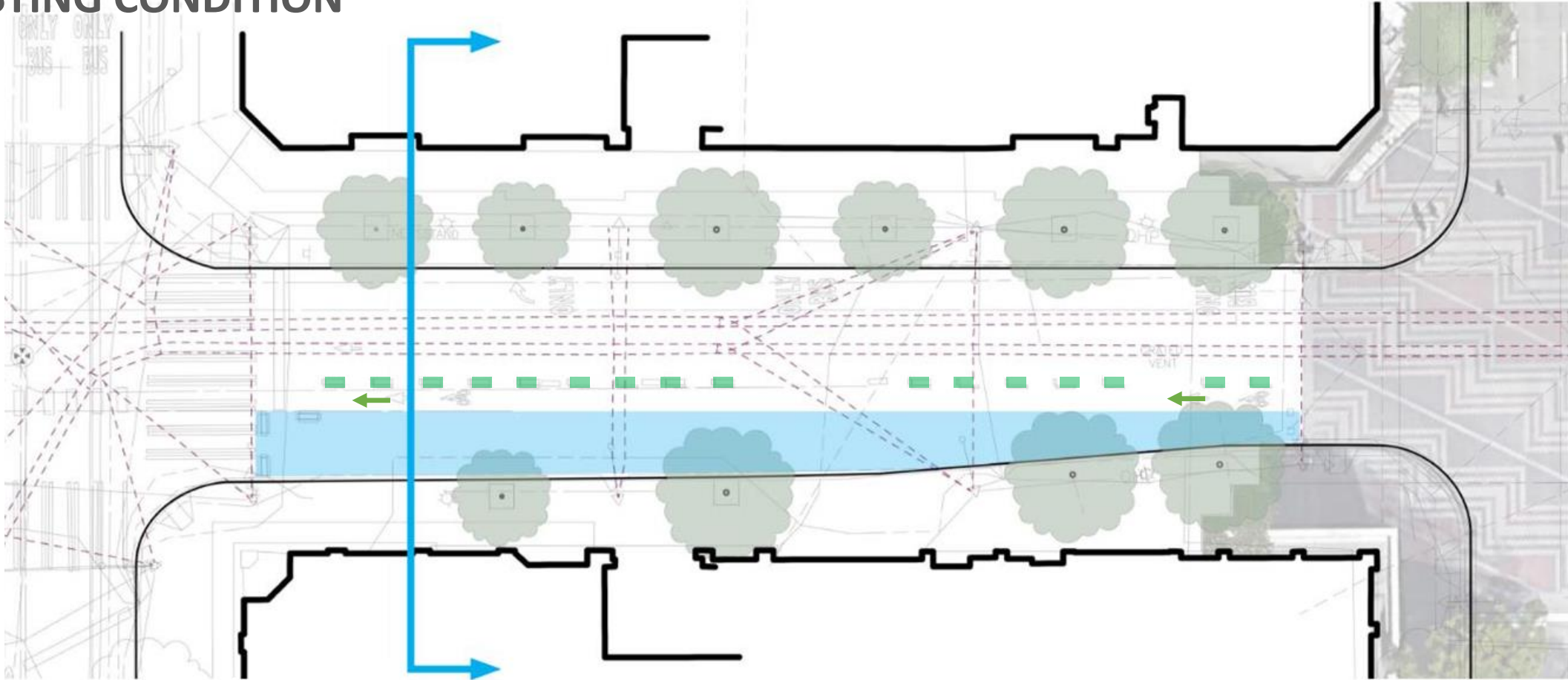
- Retain existing curbs, healthy trees, and light fixtures
- Infill missing trees
- Expanded tree wells with enhanced flexible porous pavement
- New north-south crosswalks
- New east-west crosswalks at 2nd
- New benches
- Sidewalk paving repairs as needed

300 PINE EXISTING

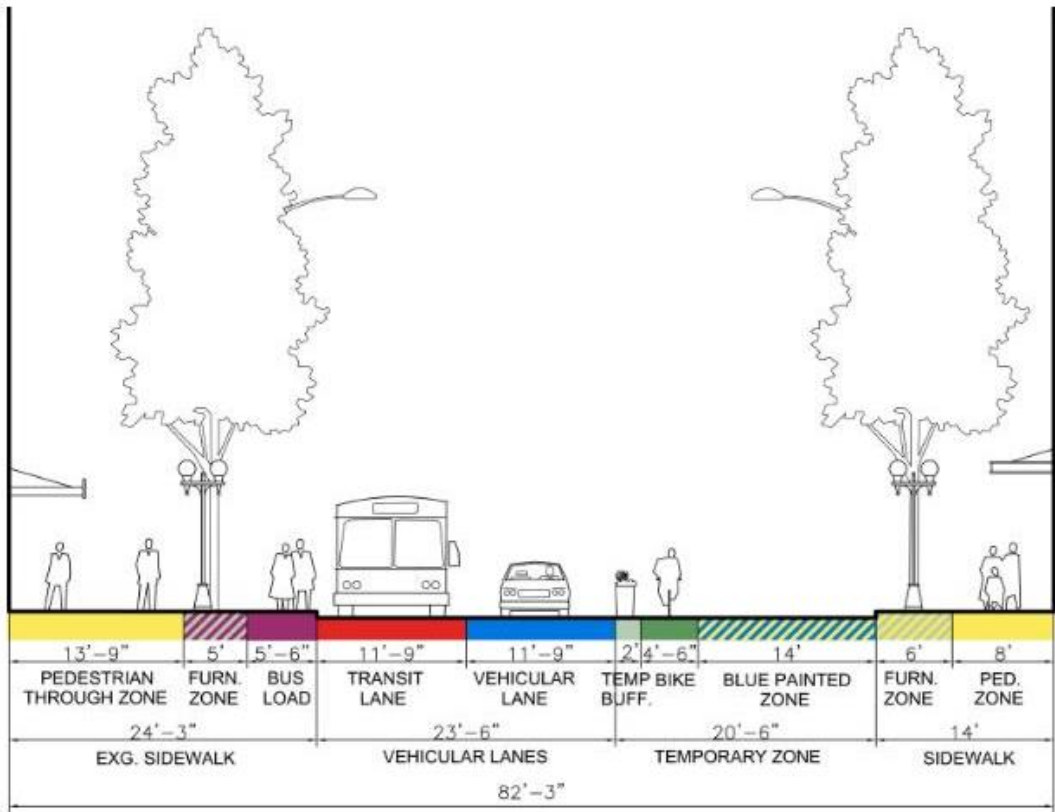


300 PINE DESIGN EVOLUTION

EXISTING CONDITION



300 PINE DESIGN EVOLUTION



Existing - Section looking east



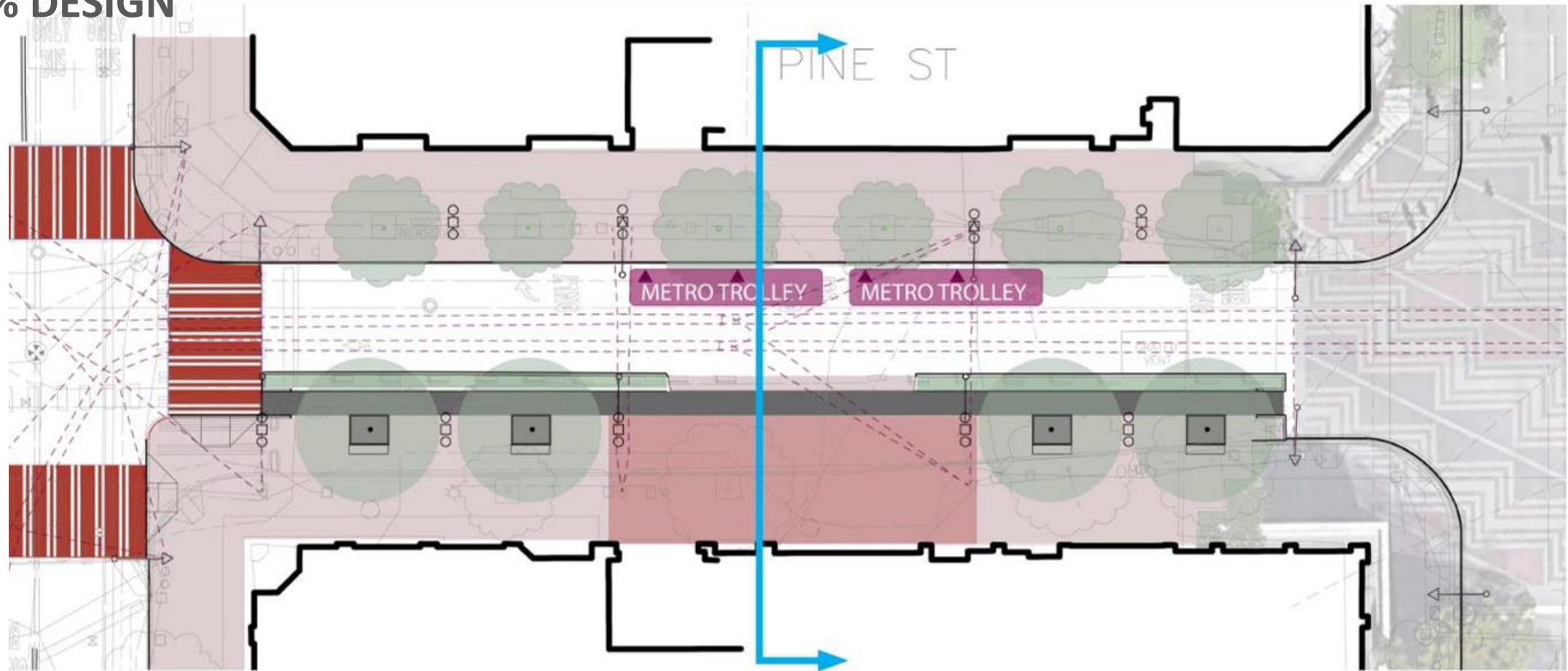
DSA Programming, 2019



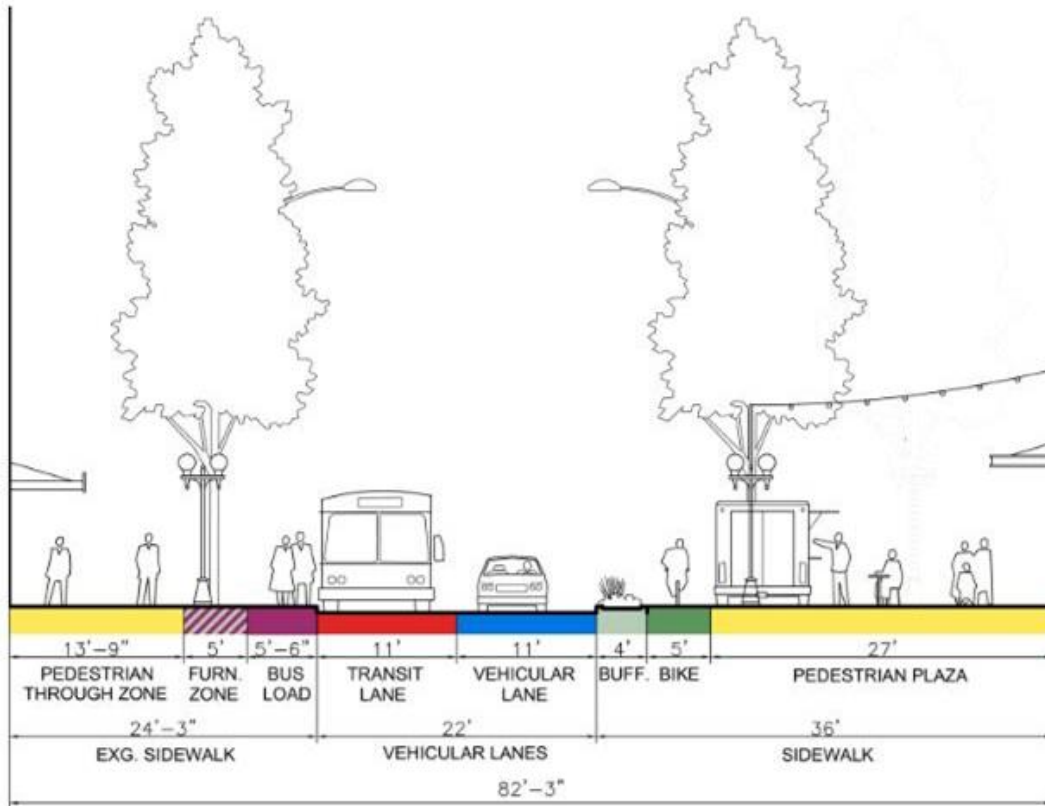
Existing Conditions

300 PINE DESIGN EVOLUTION

30% DESIGN



300 PINE DESIGN EVOLUTION



30% Design Section looking east

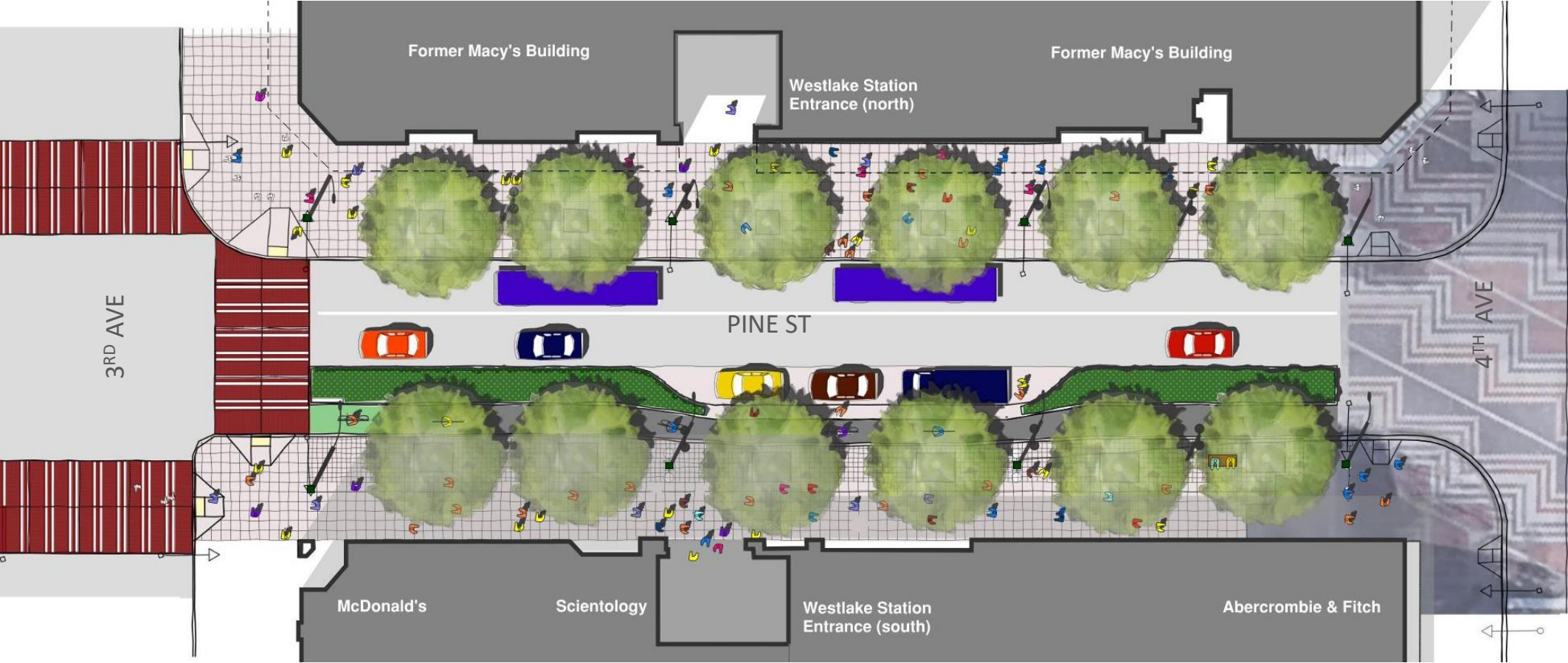


30% Design Rendering

CHANGED CONTEXT SINCE 30% DESIGN:

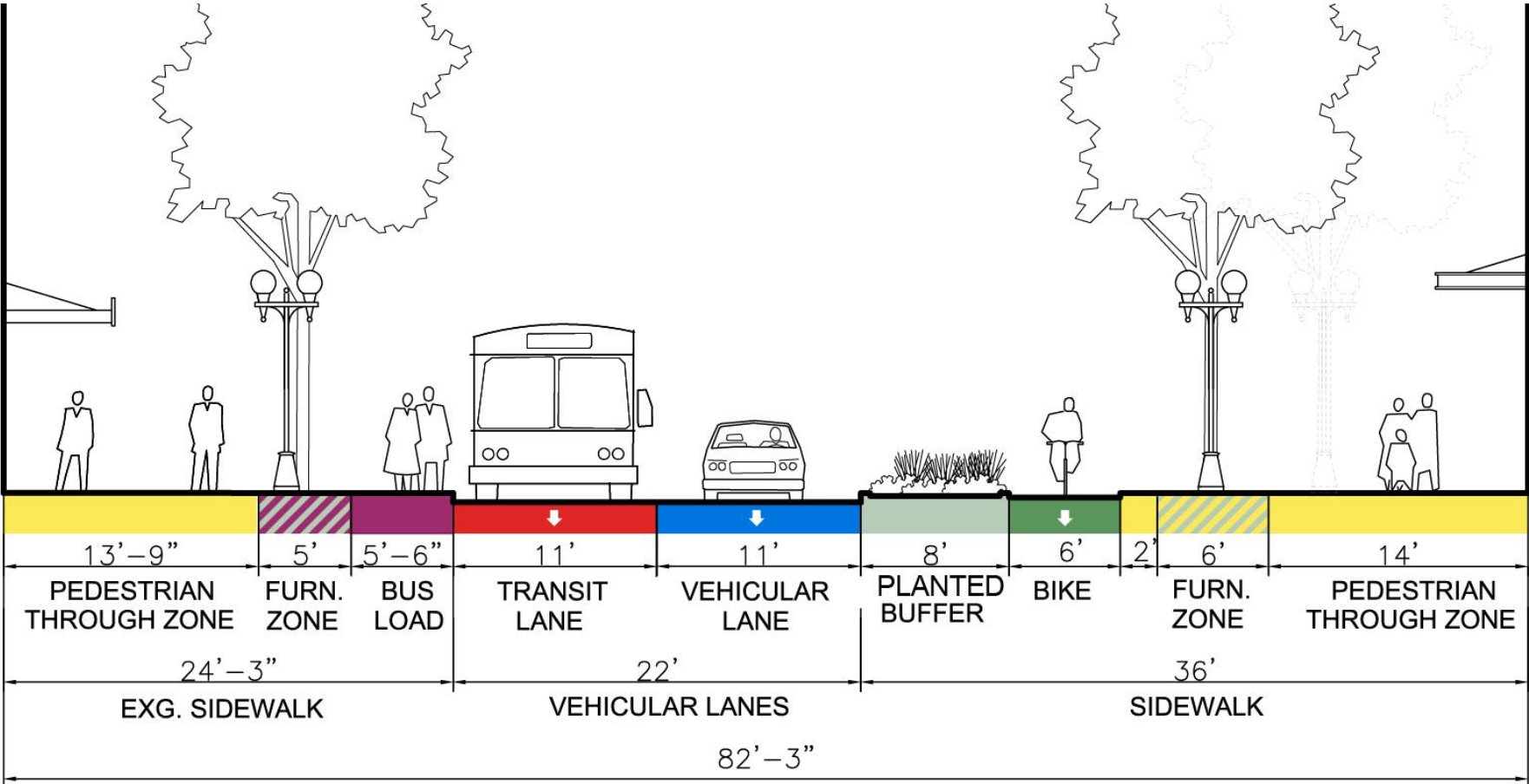
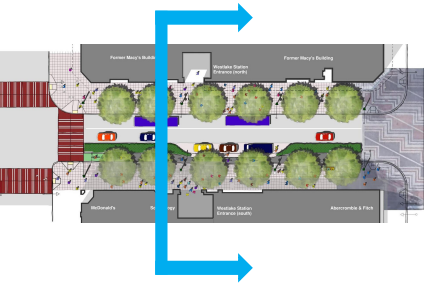
- 3rd and Pine shooting – concerns about personal safety and illegal activity
- COVID 19 Pandemic and effects on downtown economy and street activity
- Interim public space effectiveness challenged by odd shape, weak fronting uses, need for programming, illegal activity, and confusion about purpose of space
- DSA concerns about cost and effectiveness of programming a public space in this location
- Request for loading zones for adjacent affordable housing and light rail tunnel entrance
- Future new tenants in Macy's building may improve activation on north side of street

300 PINE PROPOSED



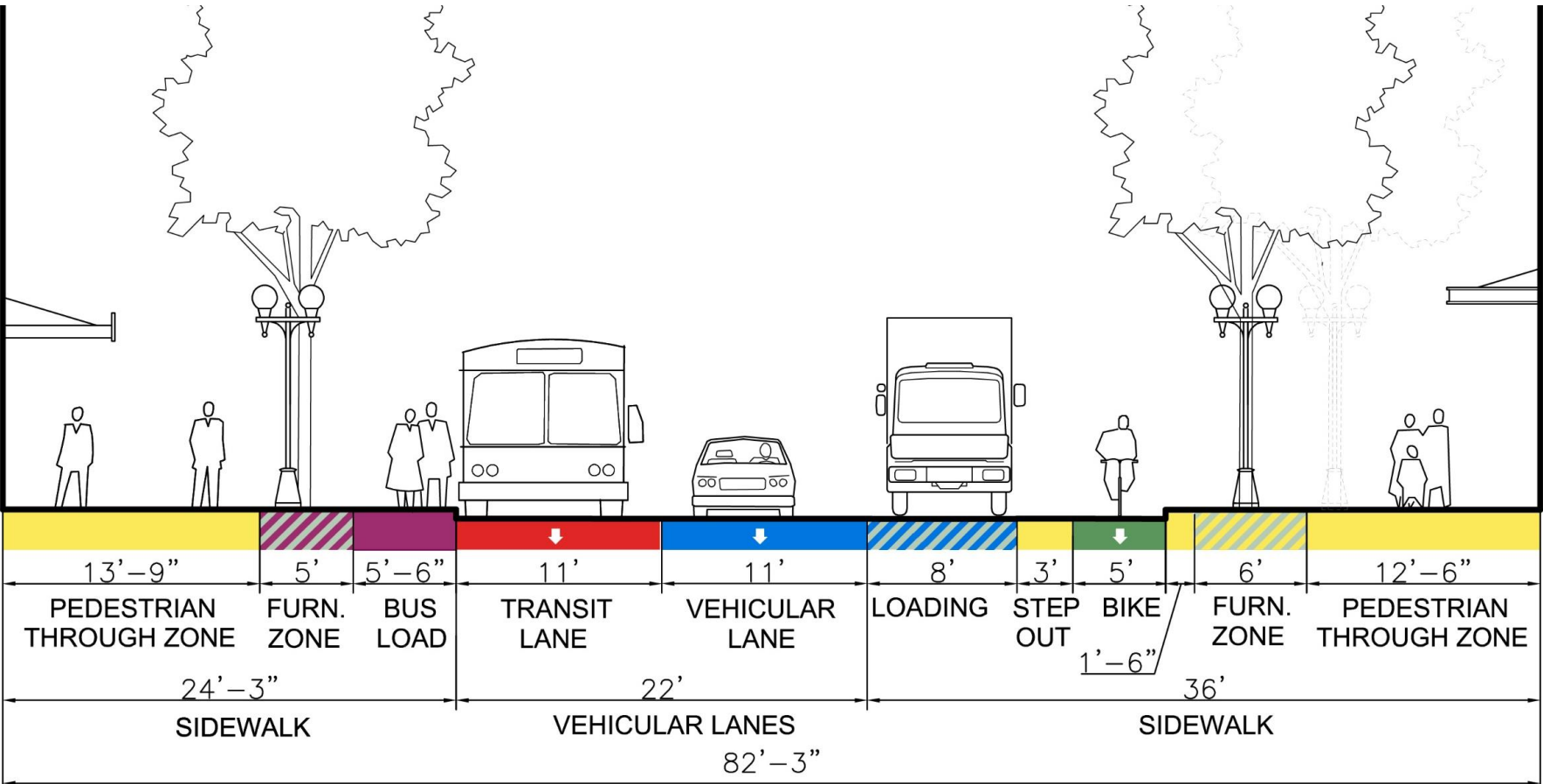
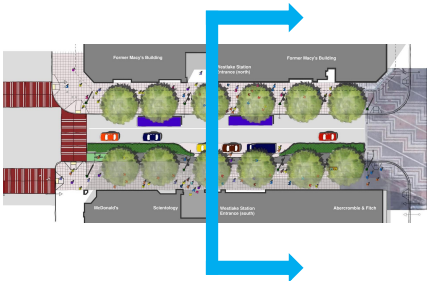
300 PINE

SECTION THROUGH PLANTED BUFFER



300 PINE

SECTION THROUGH LOADING ZONE



Section looking east

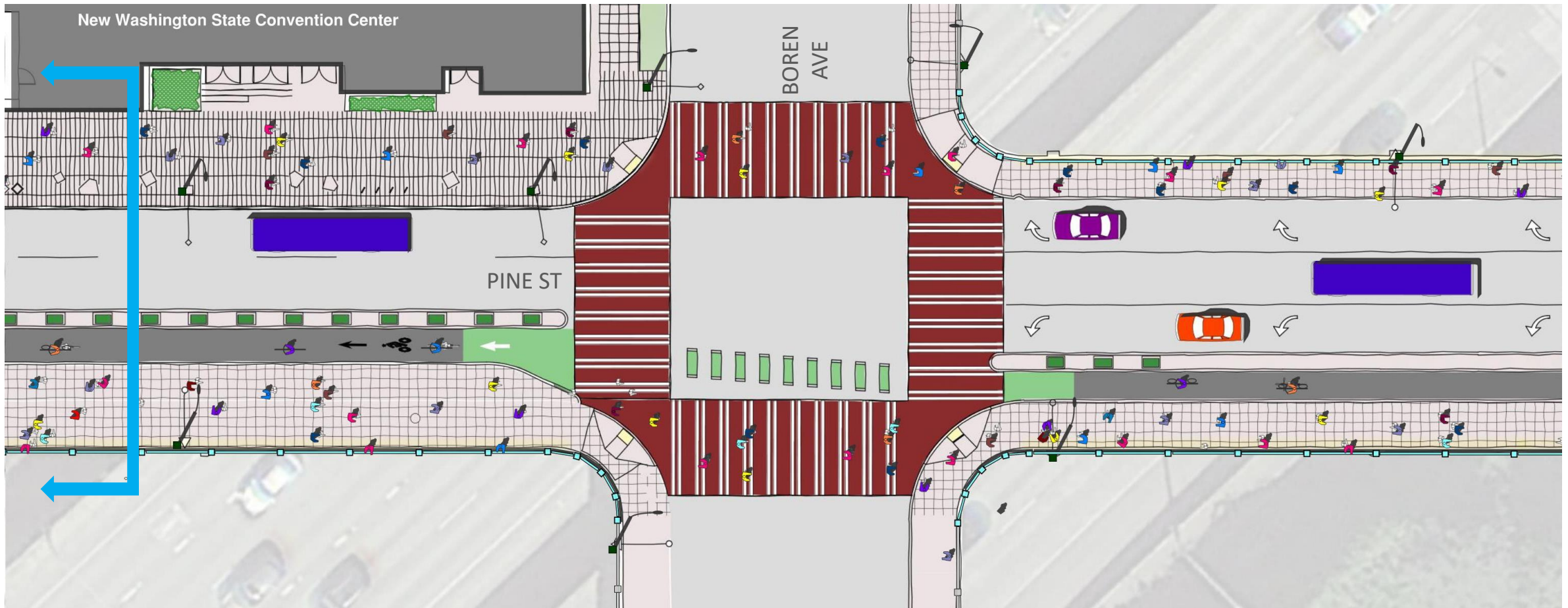
300 PINE



PINE BRIDGE EXISTING

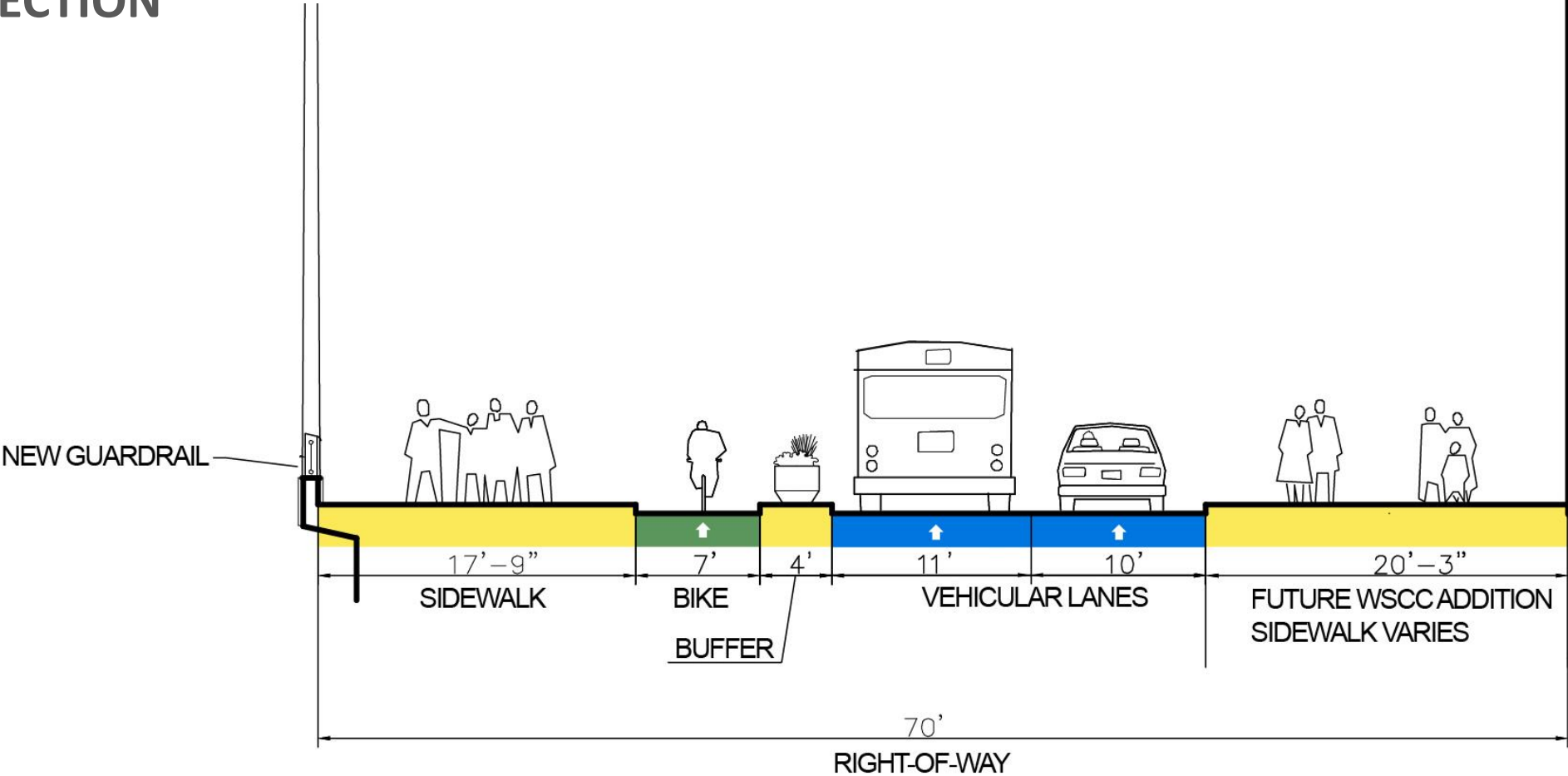


PINE BRIDGE PLAN



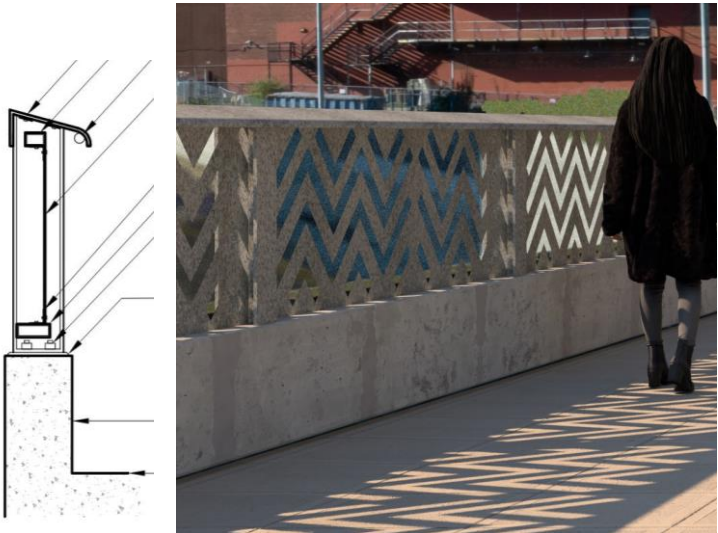
PINE BRIDGE

SECTION

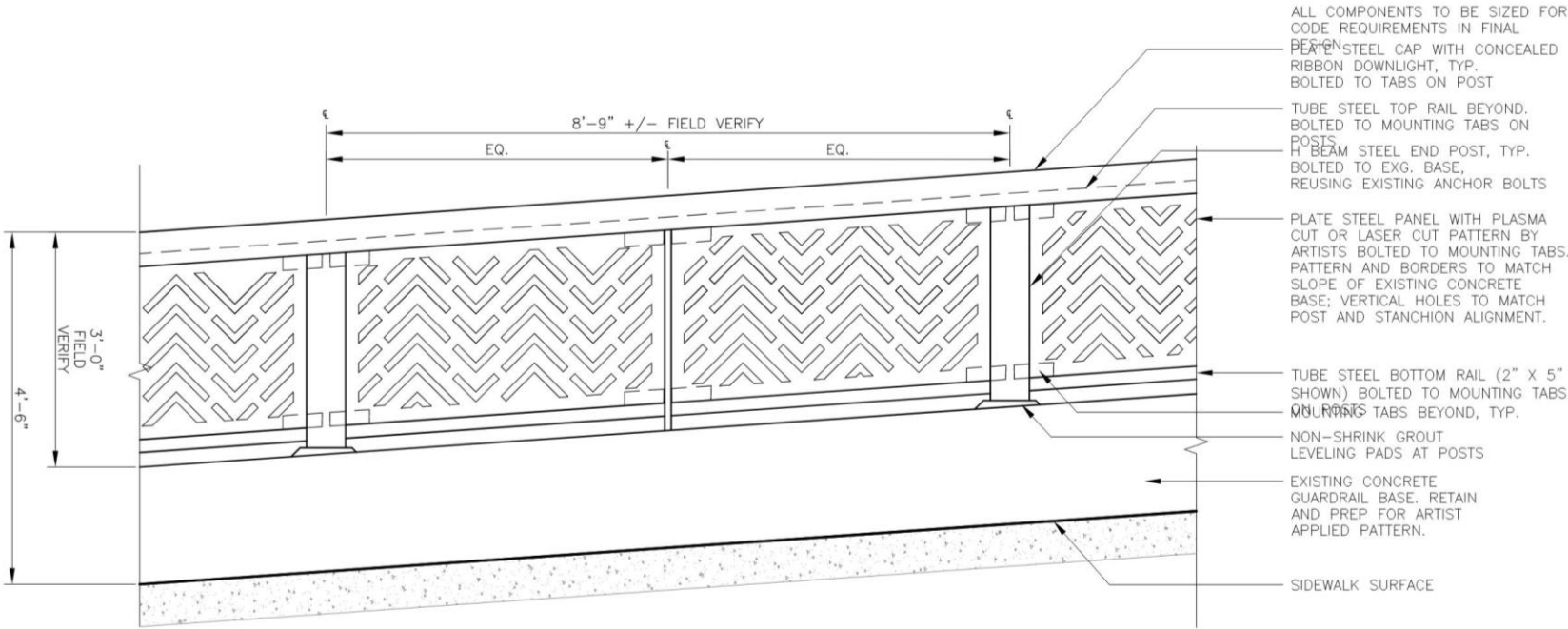


Section looking west

RAILING AT I-5 BRIDGES



Section Rendered Railing



Elevation

PINE BRIDGE PROPOSED

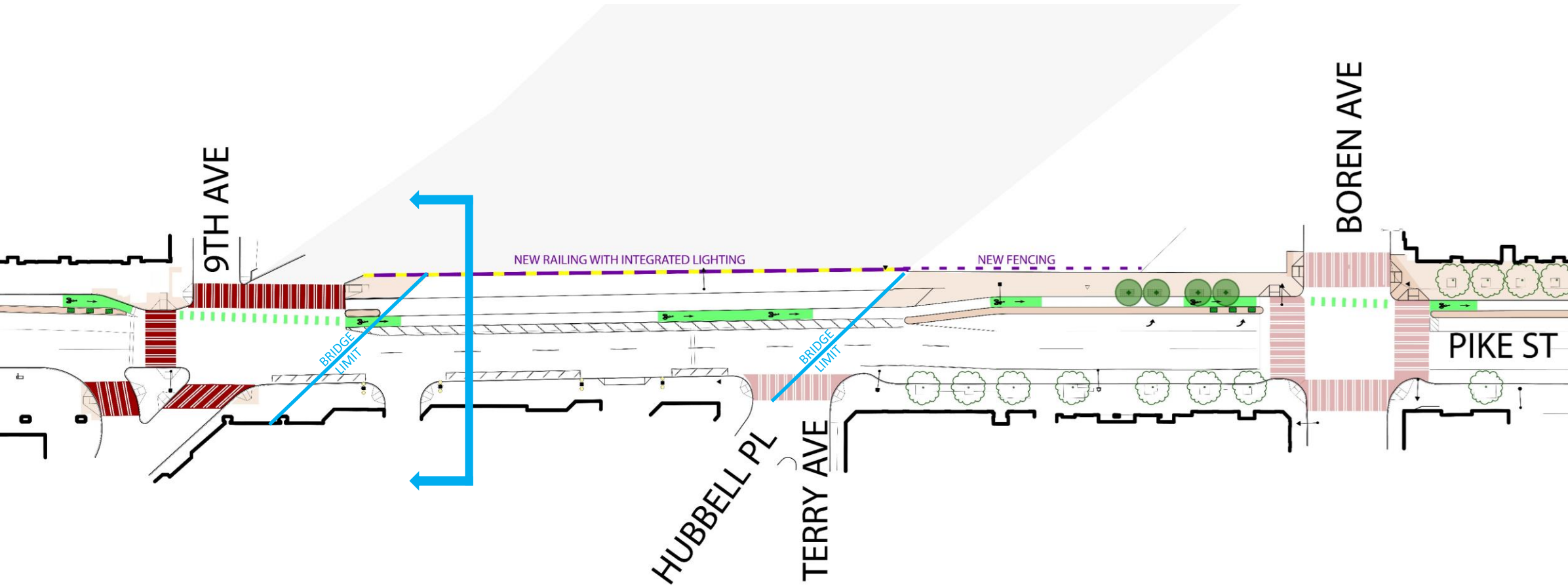


Image courtesy of
ZGF Architects in
collaboration with
LMN Architects.
WSCCA likeness
produced in
collaboration with
LMN Architects.

PIKE BRIDGE EXISTING

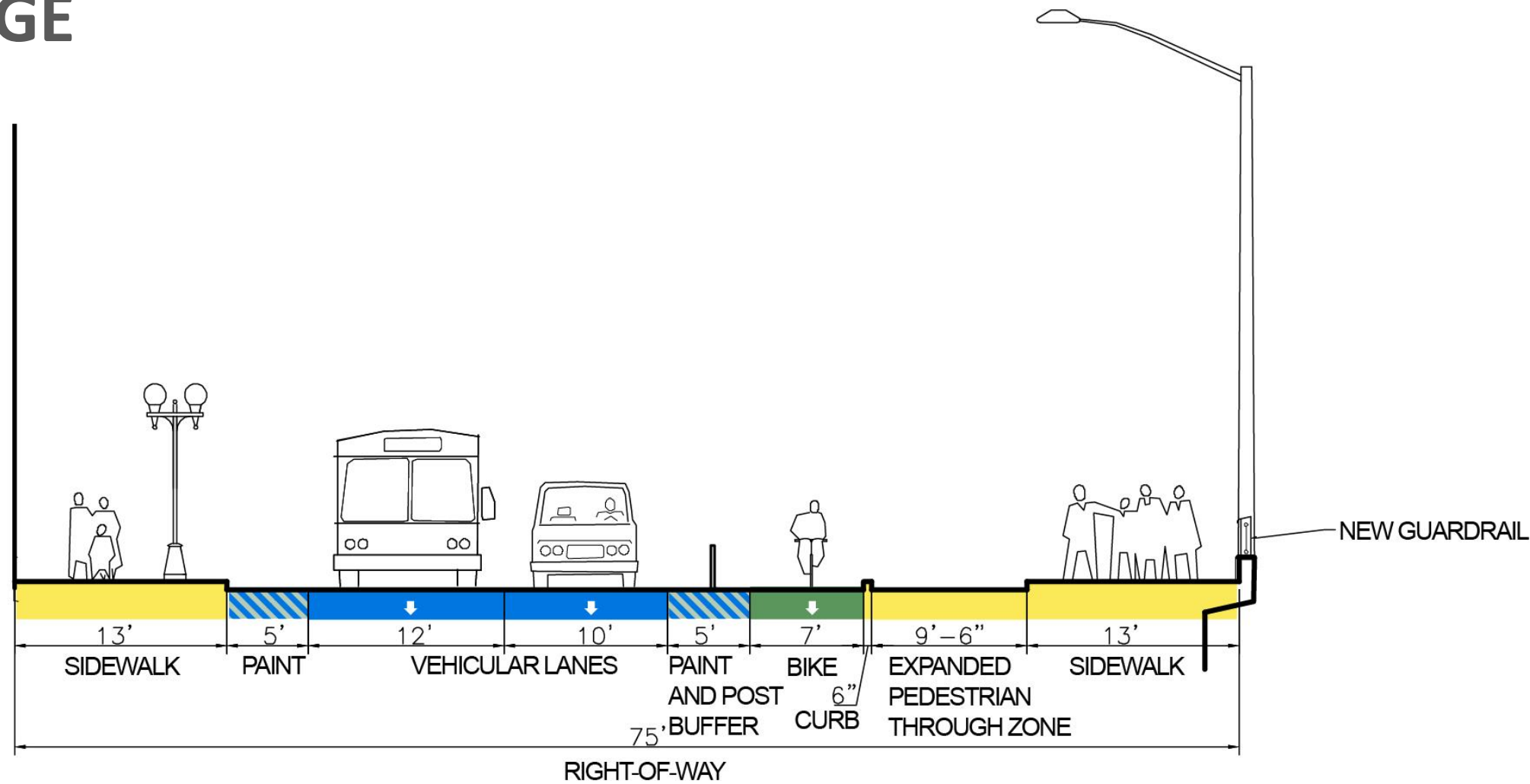


PIKE BRIDGE



PIKE BRIDGE

SECTION

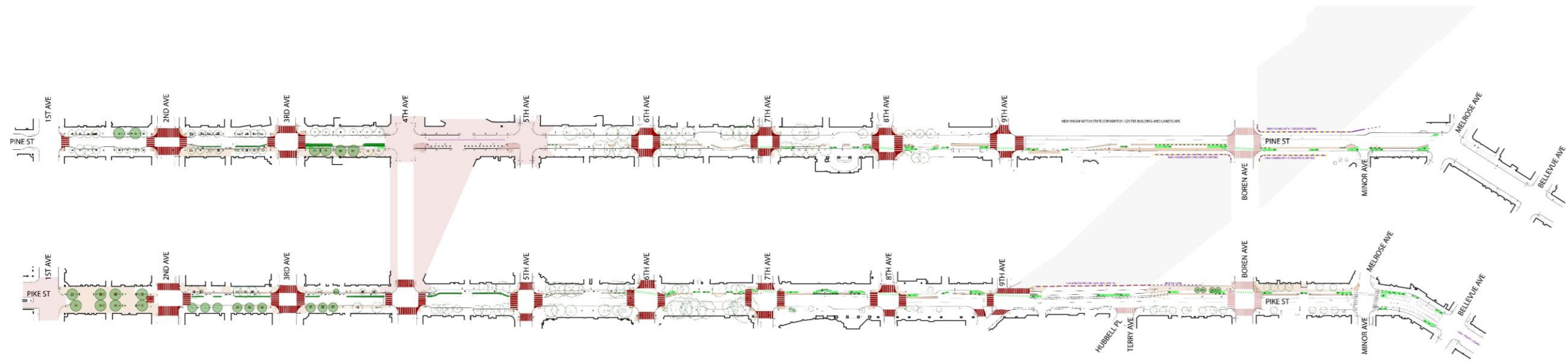


Section looking west

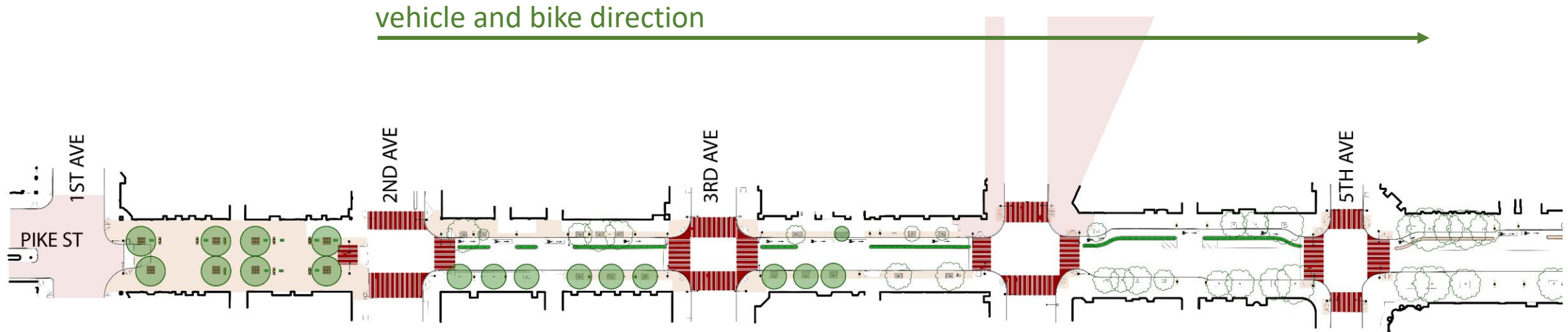
PIKE BRIDGE ART AS PLACEMAKING



CORRIDOR VIEW – IMPROVEMENTS

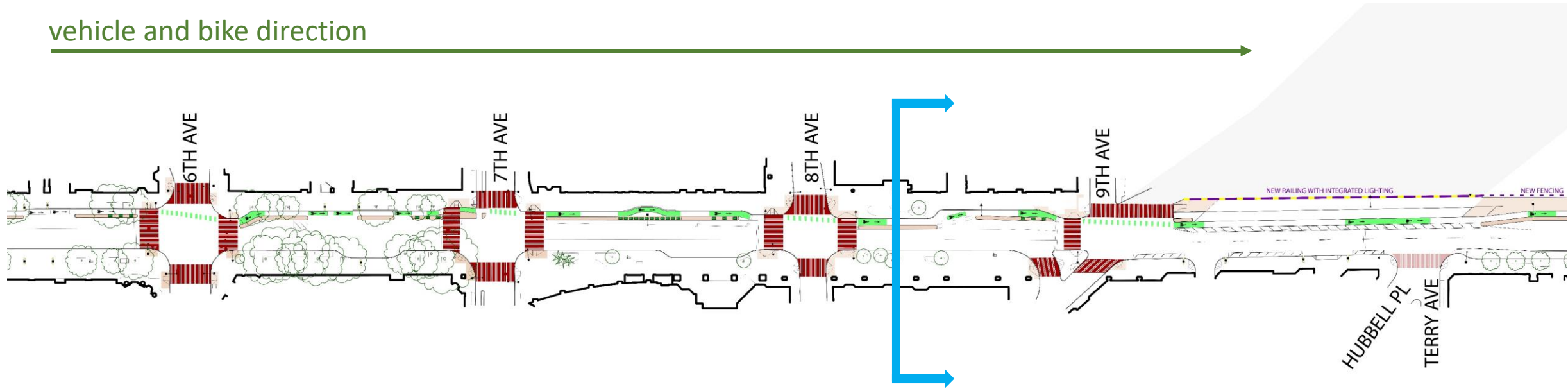


PIKE 1ST AVE - 5TH AVE



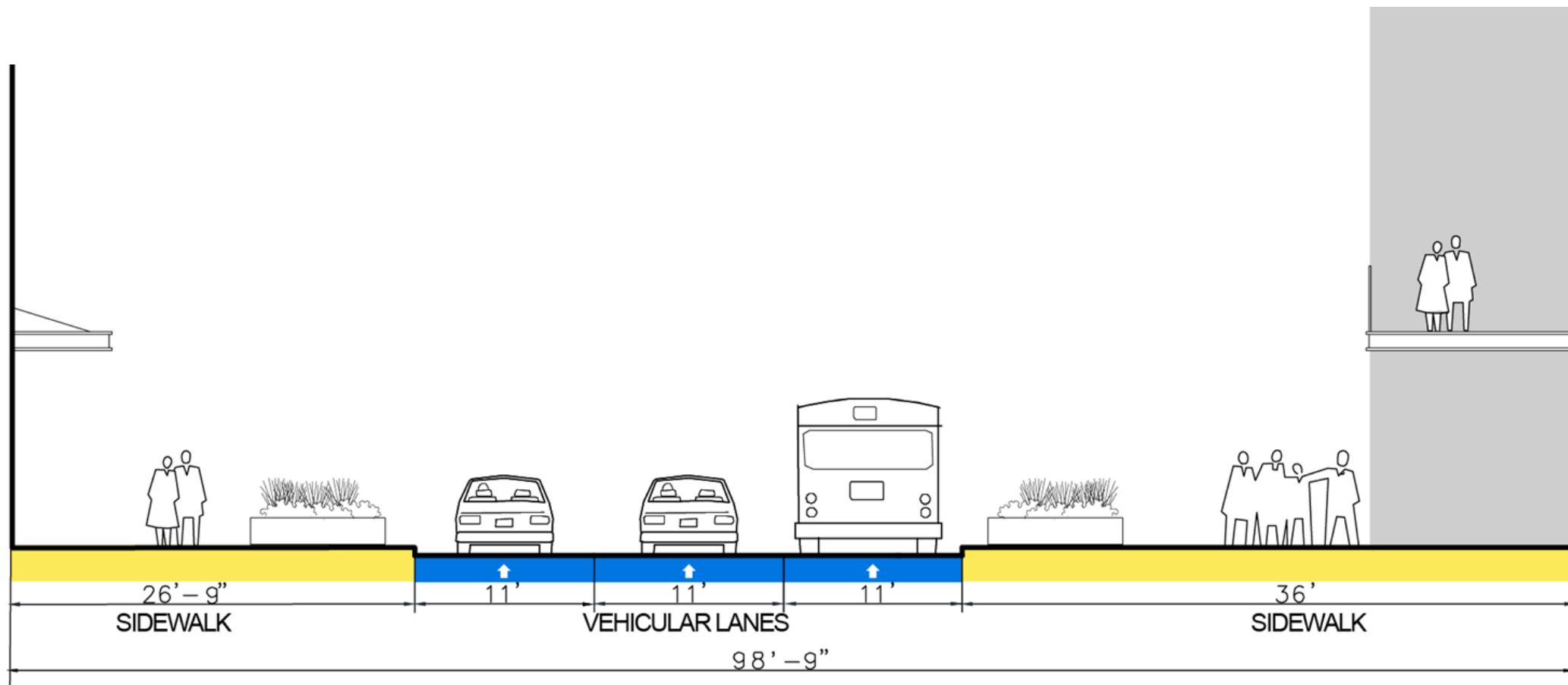
PIKE 6TH AVE – 9TH AVE

vehicle and bike direction



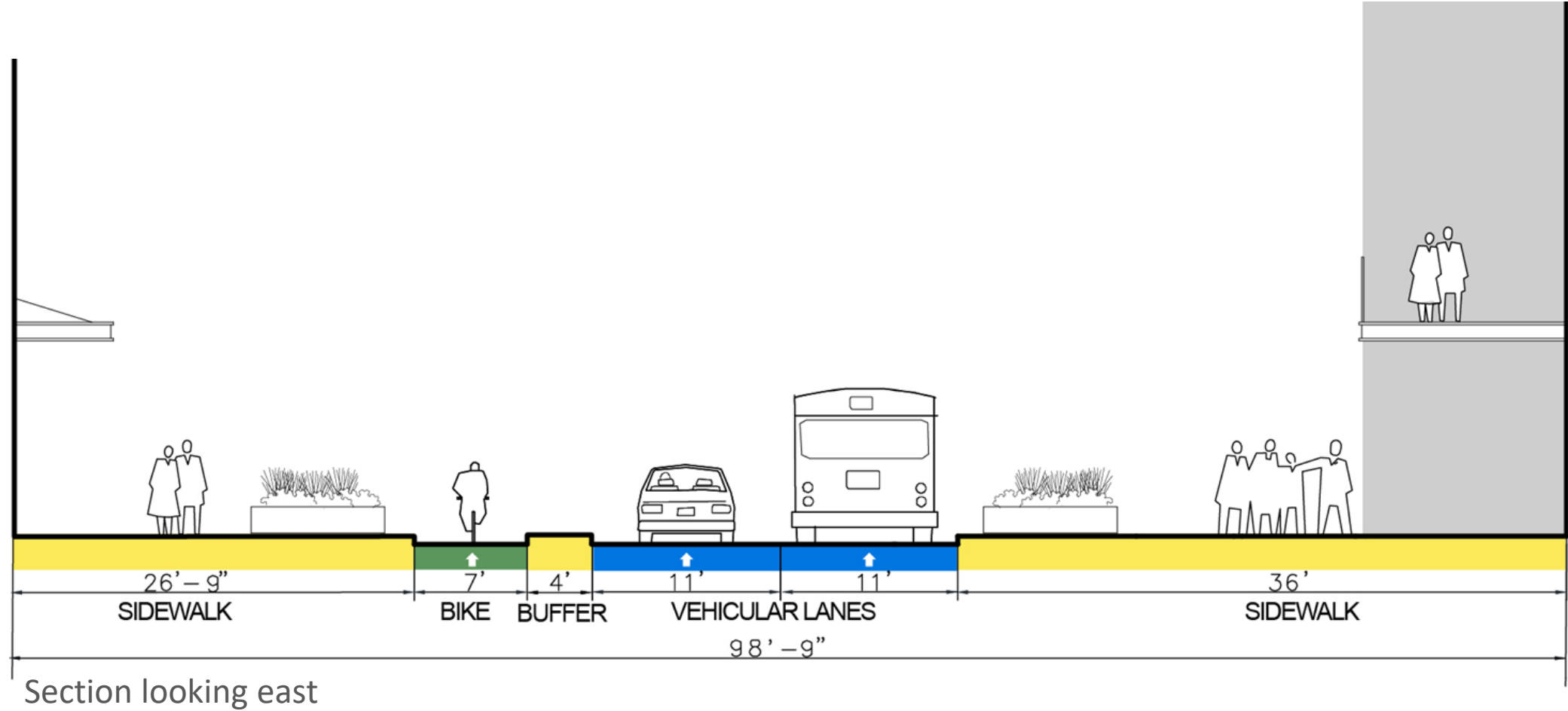
800 PIKE

SECTION – EXISTING

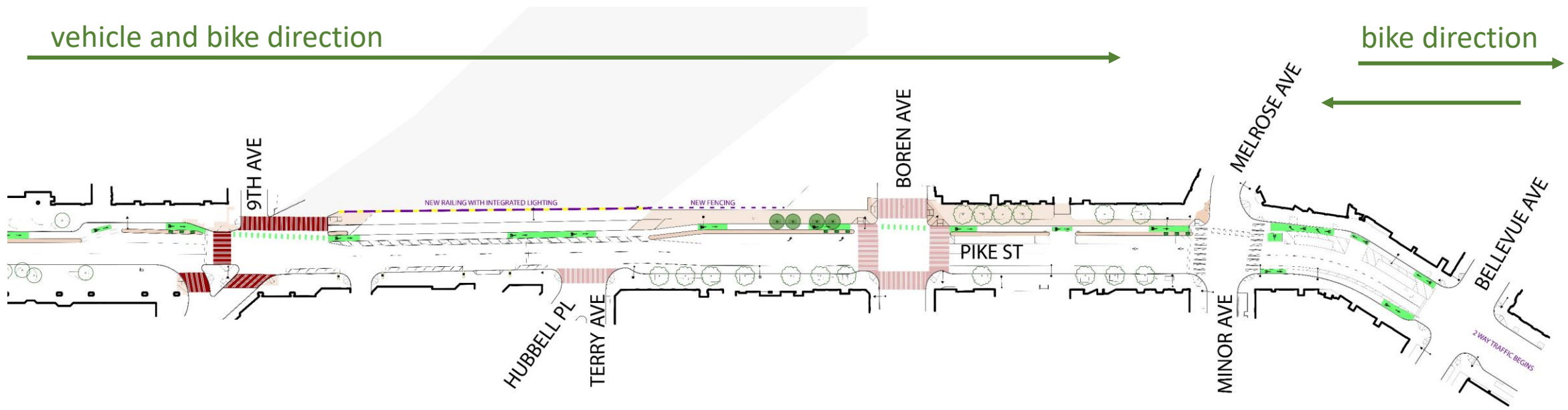


Section looking east

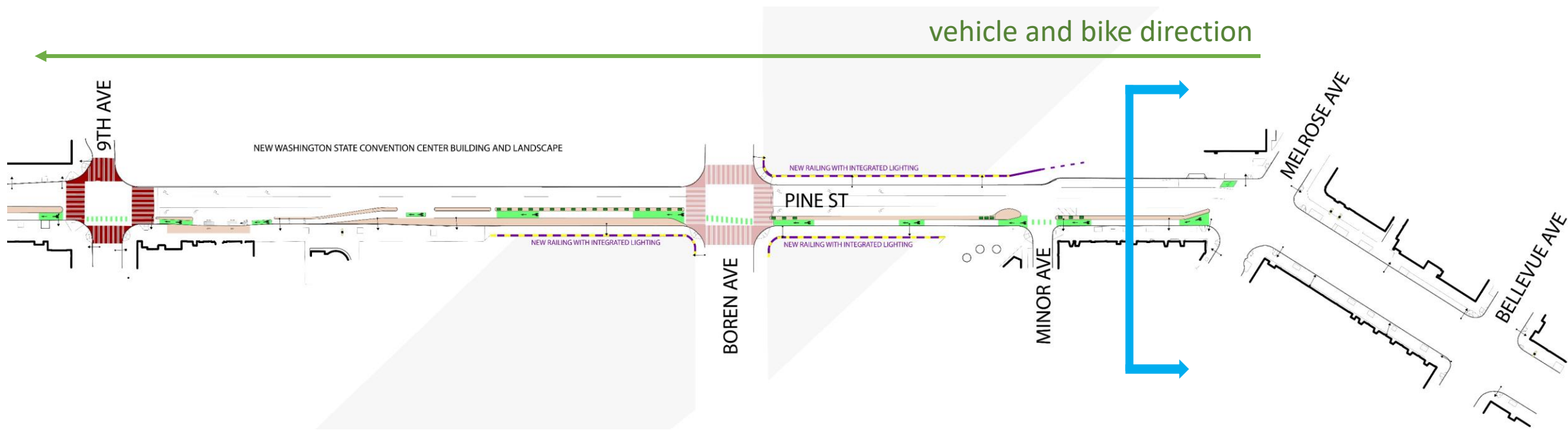
800 PIKE SECTION



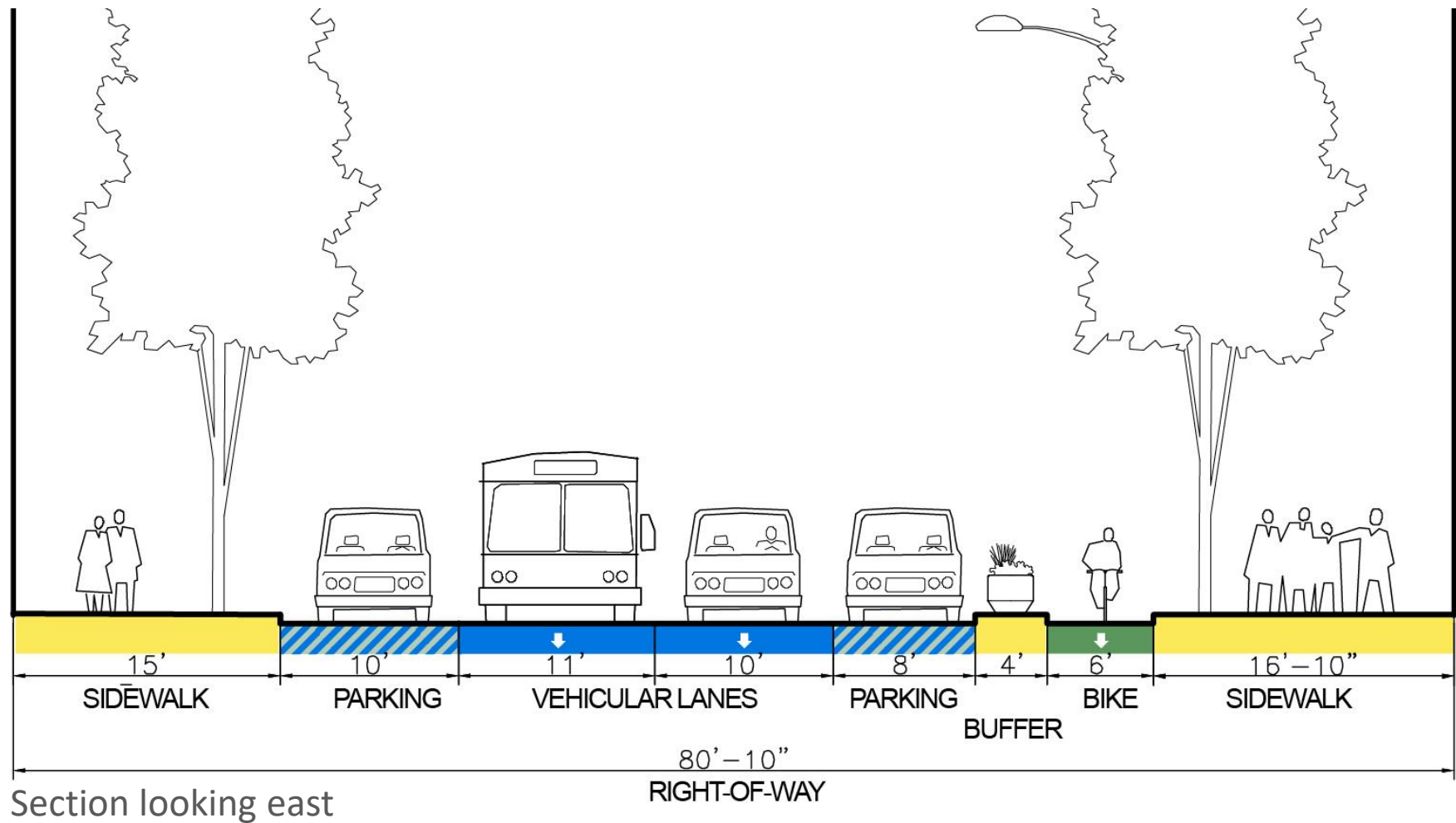
PIKE 9TH AVE - BELLEVUE AVE



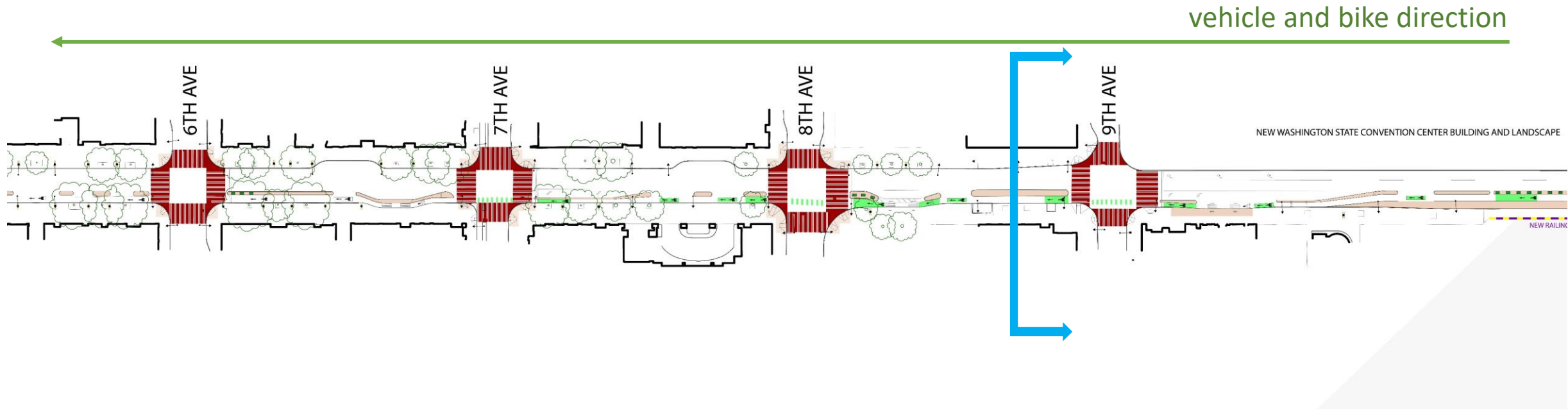
PINE 9TH AVE - BELLEVUE AVE



PINE AND MELROSE SECTION

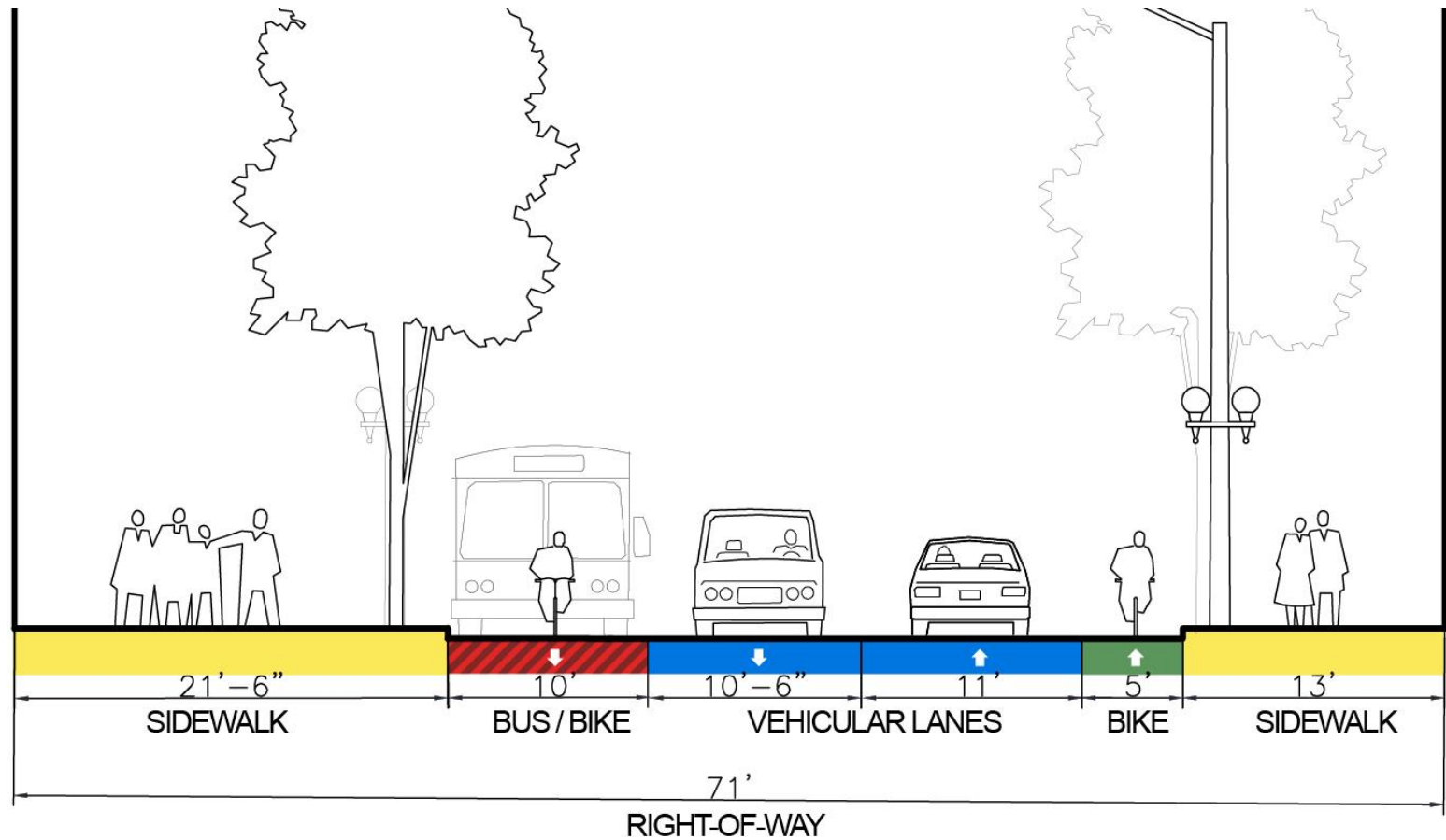


PINE 6TH AVE – 9TH AVE



PINE AND 8TH

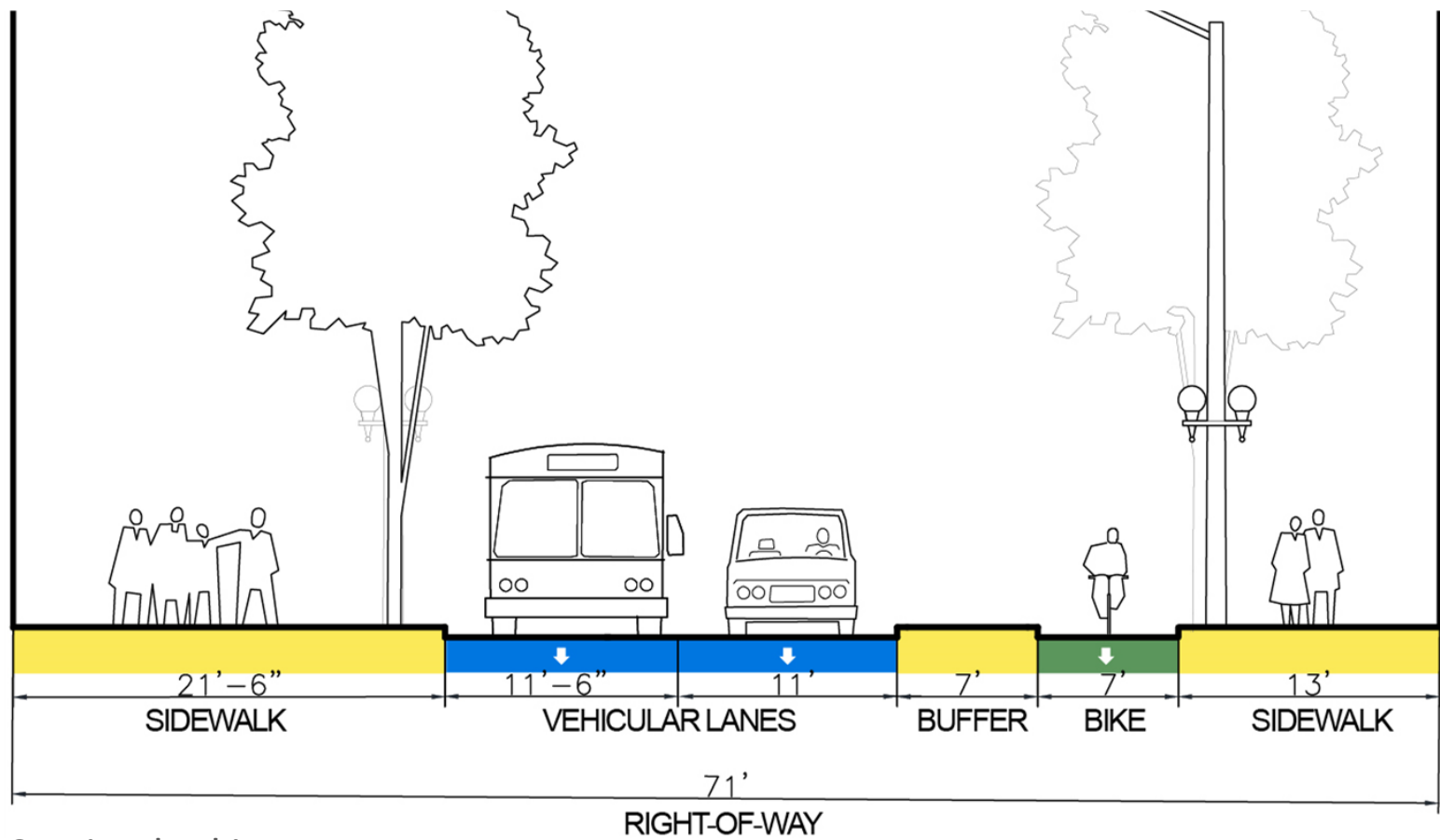
SECTION - EXISTING CONDITIONS



Section looking east

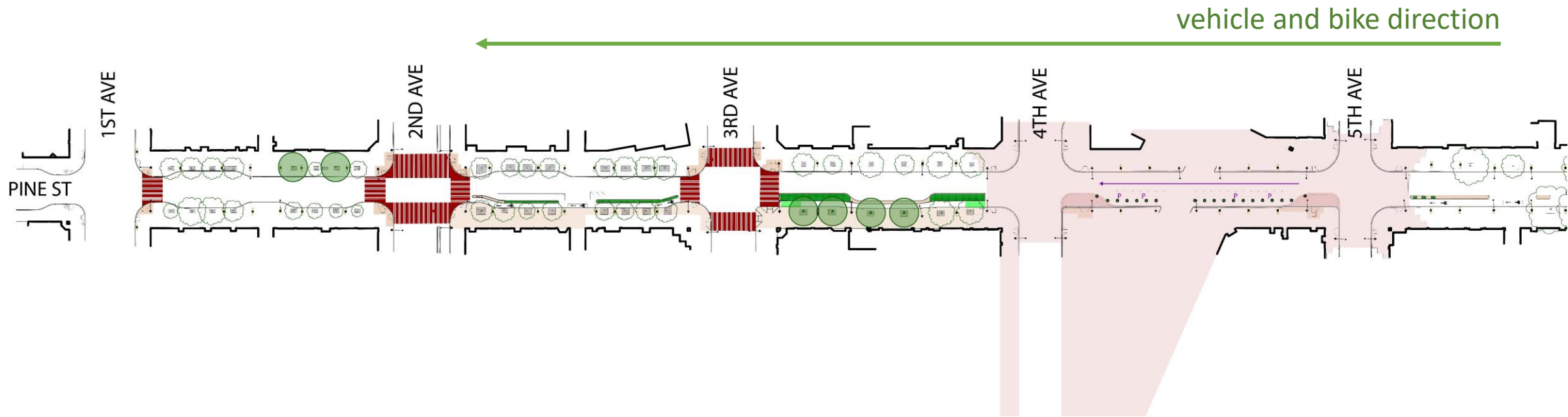
PINE AND 8TH

SECTION

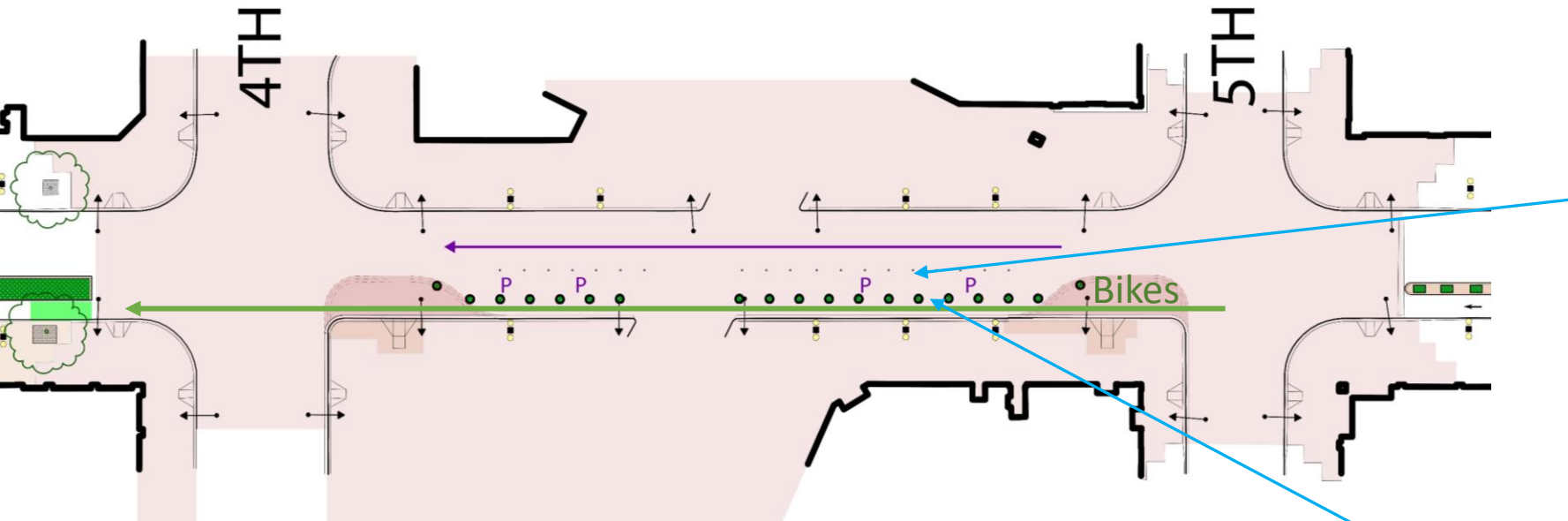


Section looking east

PINE 1ST AVE - 5TH AVE



WESTLAKE PARK



Buttons



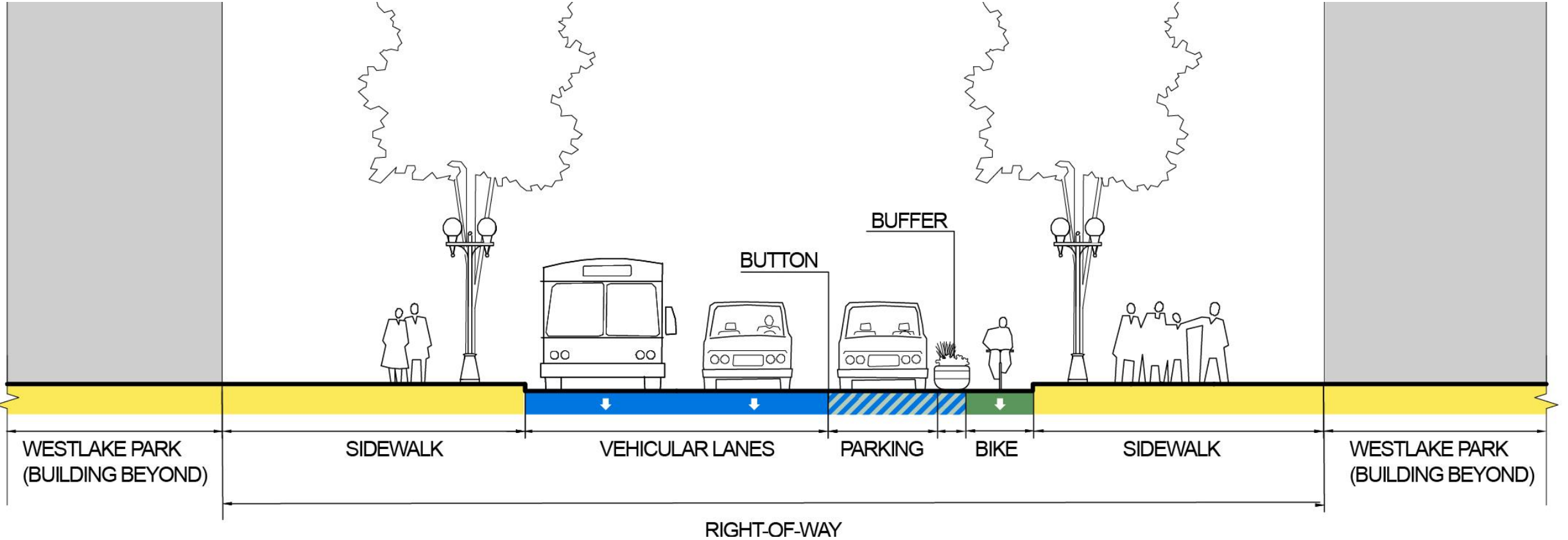
Existing condition



Planters

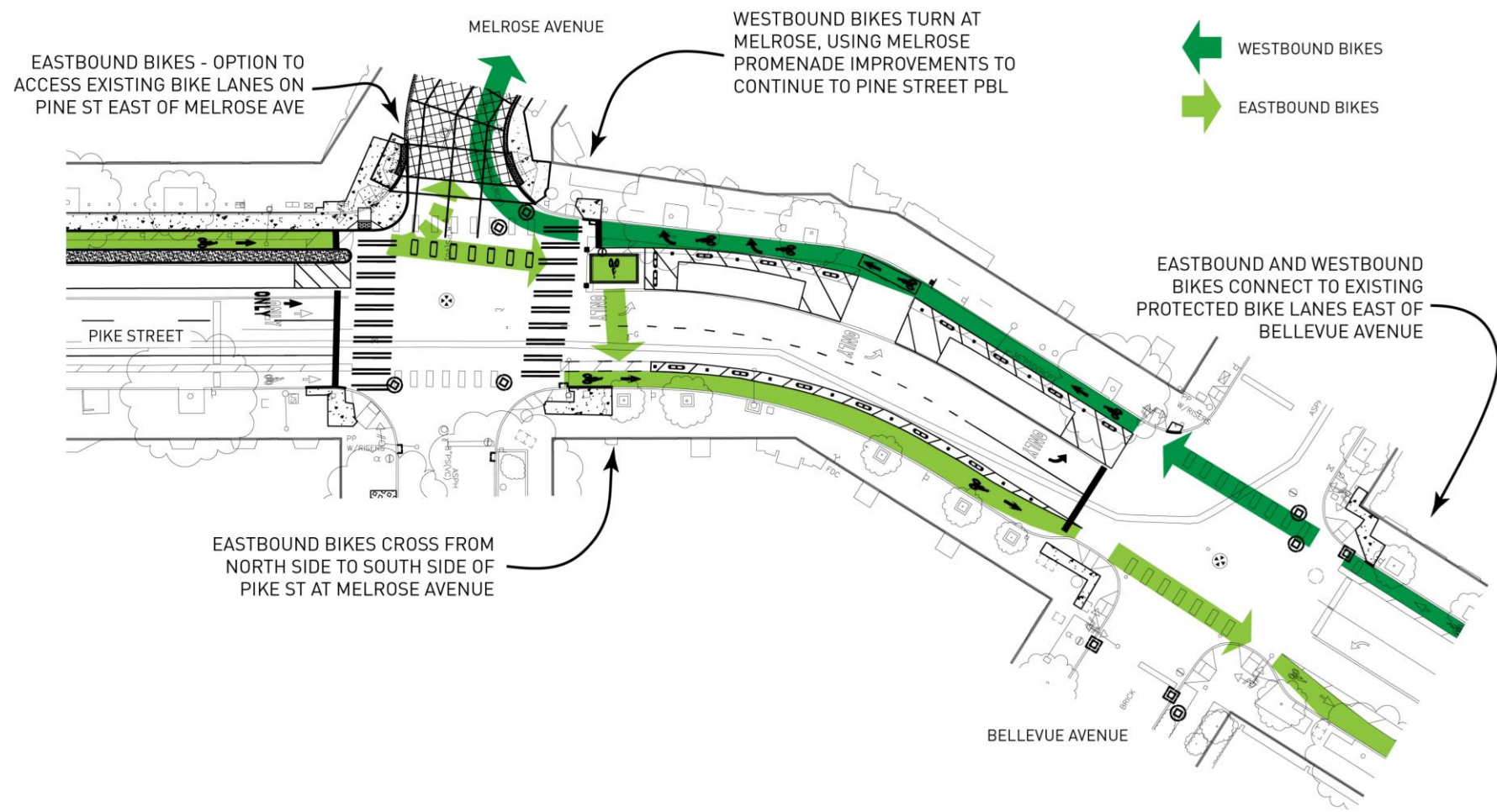
PINE AT WESTLAKE

SECTION



Section looking east

COUPLET TRANSITION AT BELLEVUE AVE.



SUSTAINABILITY

- Eliminates gaps in the protected bike lane network and encourages cyclist trips to and through the corridor
- Supports transit (dedicated lane, improved transit speed and reliability)
- Provides trees and vegetative buffer to reduce heat island effect and sequester carbon
- Creates an enhanced pedestrian environment to promotes walking
- Increasing space for pedestrians and bicyclists encourages active modes of transportation
- Adjacency of pedestrian and bike infrastructure to BRT, bus, and light rail options increases potential for multimodal trips
- Reuse of materials, such as the Westlake Pavers, is being considered where possible
- Fosters public life in downtown, encouraging individuals to choose to live adjacent to these amenities.

“Cities offer a high proportion of multiple-family housing, which reduces per capita consumption of land, infrastructure and just about everything else.”
-Scientific American

QUESTIONS?