

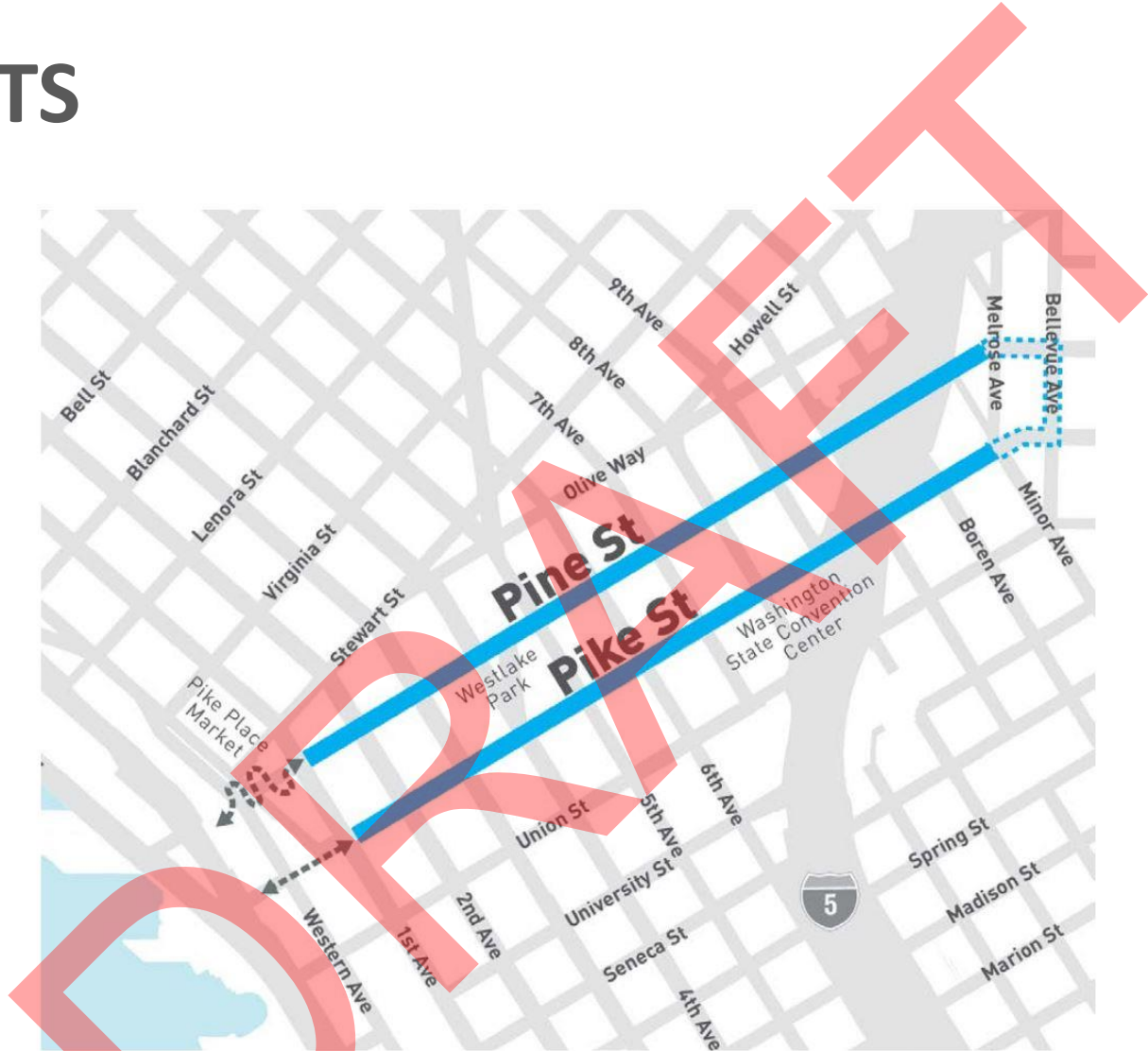
# PIKE PINE STREETSCAPE AND BICYCLE IMPROVEMENTS

SEATTLE DESIGN COMMISSION  
60% DESIGN REVIEW

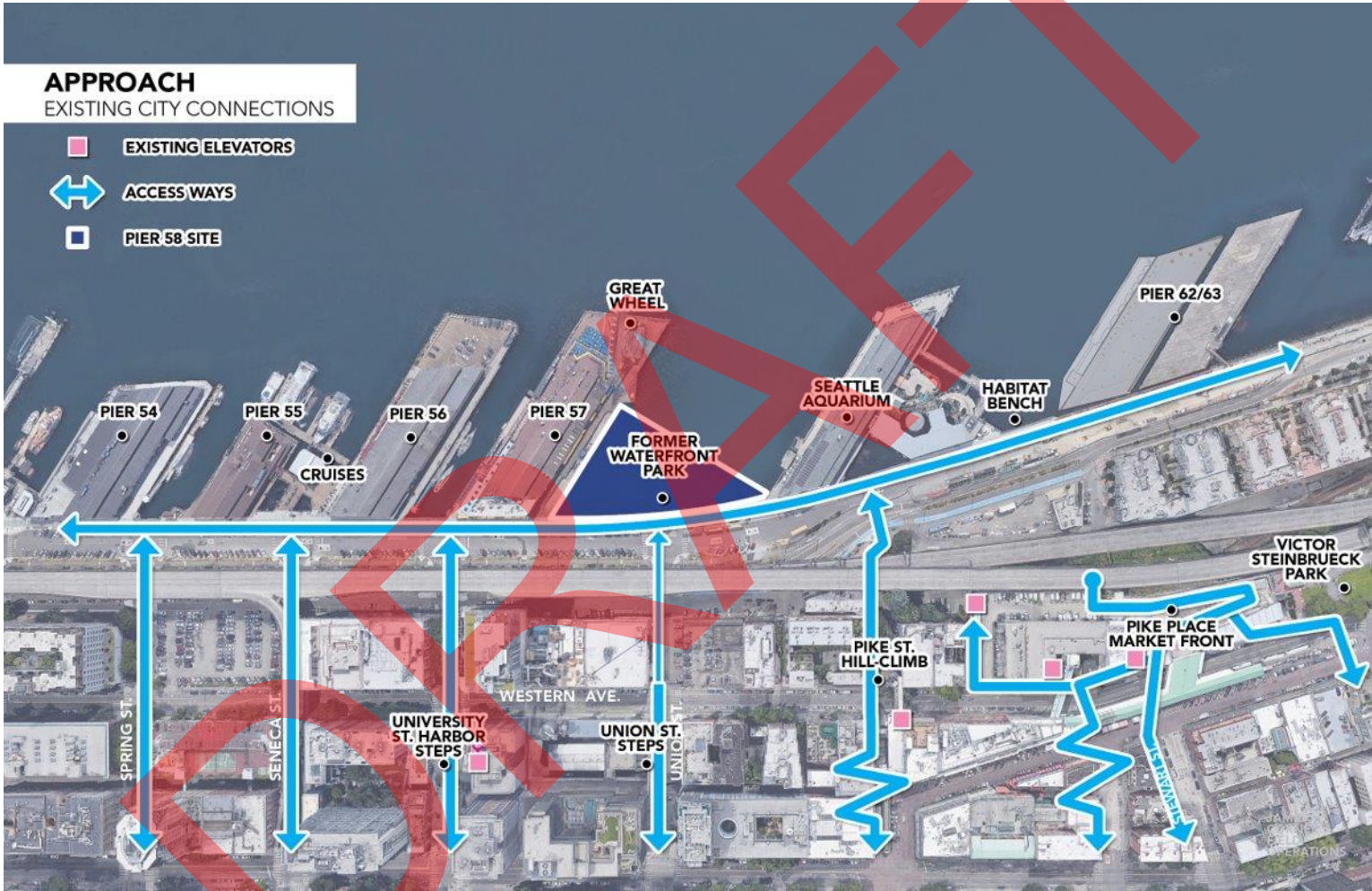
August 19, 2021



# 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





**DRAFT**

**PE & BICYCLE IMPROVEMENT**

- DRAFT**
- PE & BICYCLE IMPROVEMENT**



# 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.

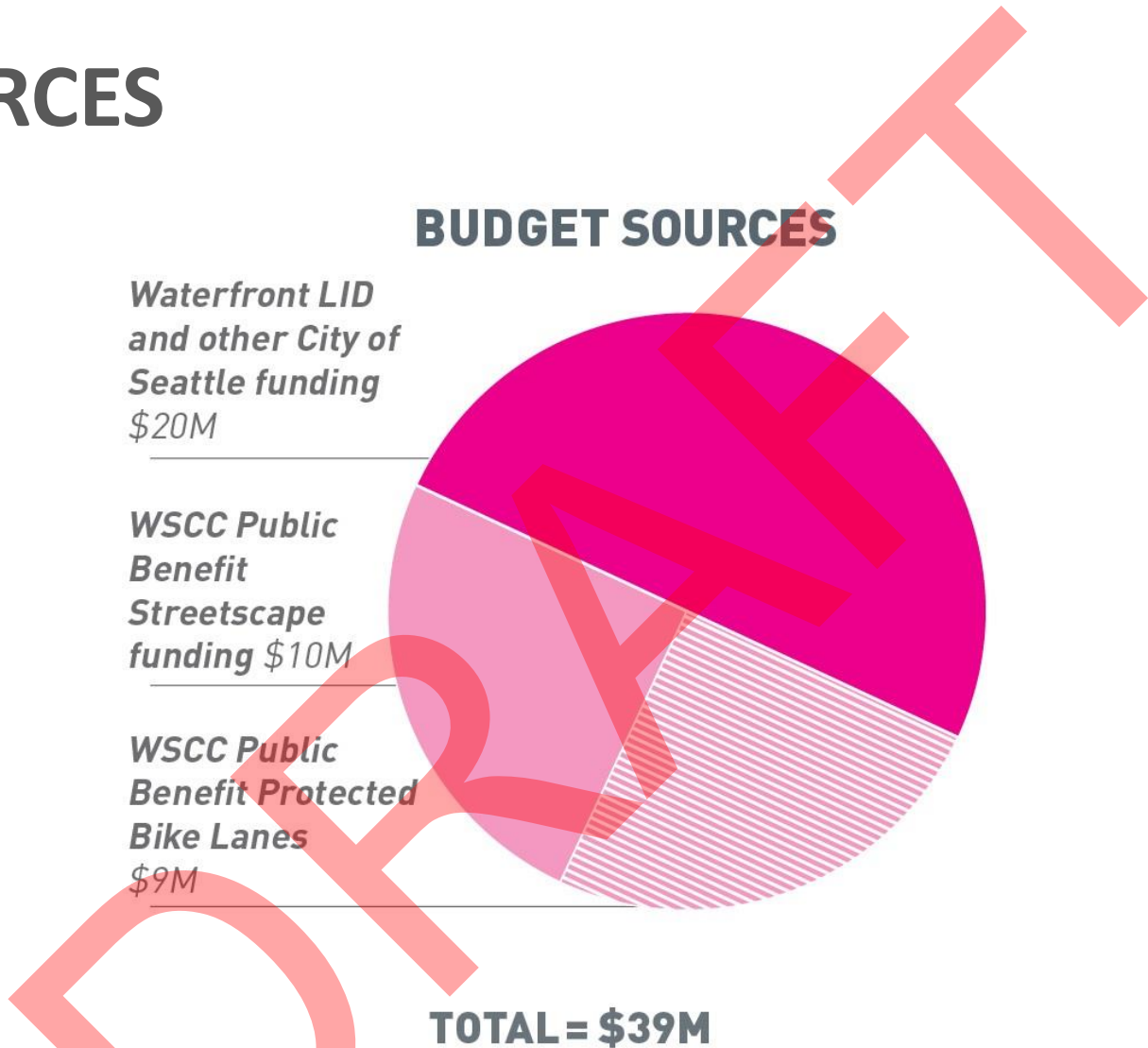
# SCHEDULE

## 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 5<sup>th</sup> 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.”

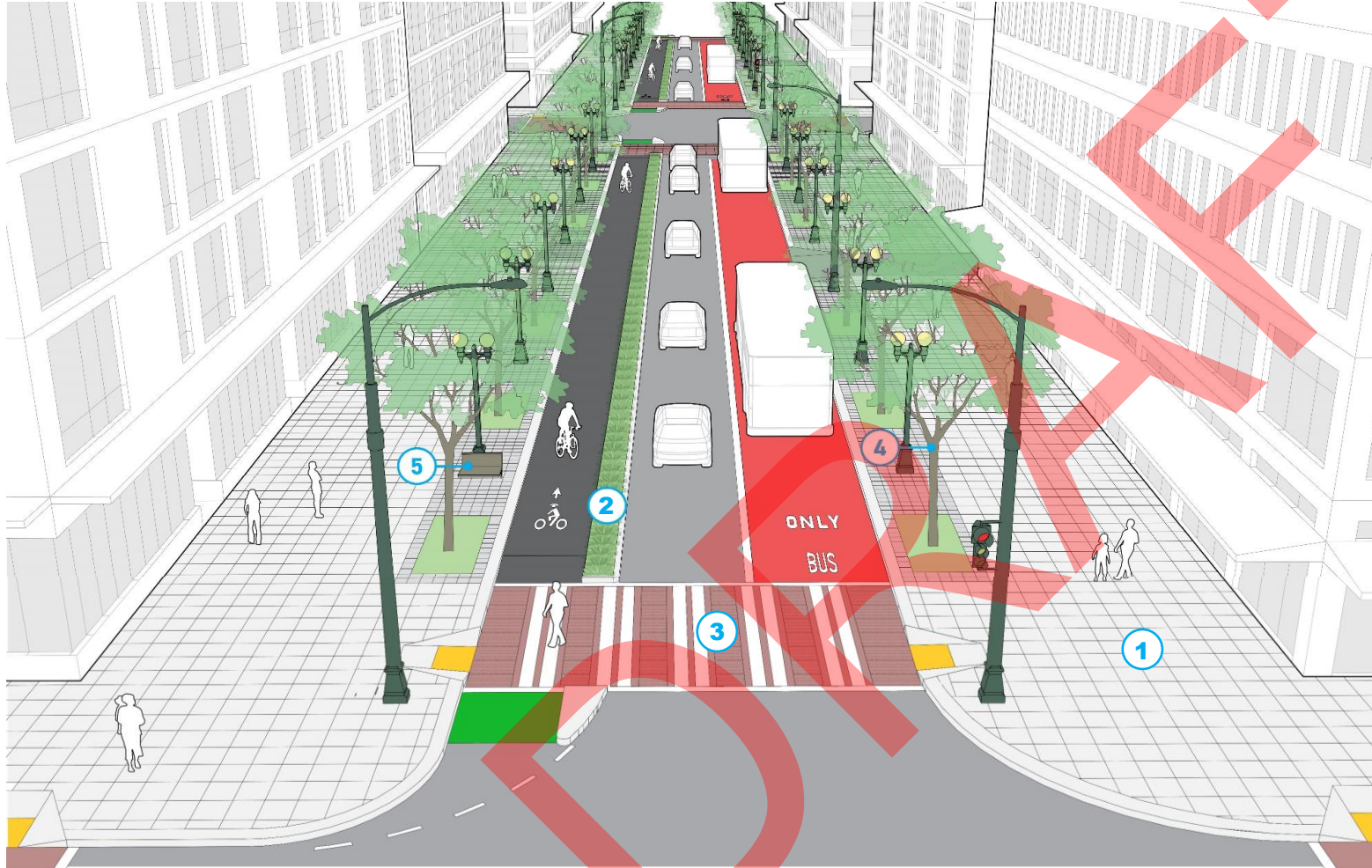
Needs accommodated:

- Add commercial and passenger load zones to serve Gilmore Apartments at 3<sup>rd</sup> 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

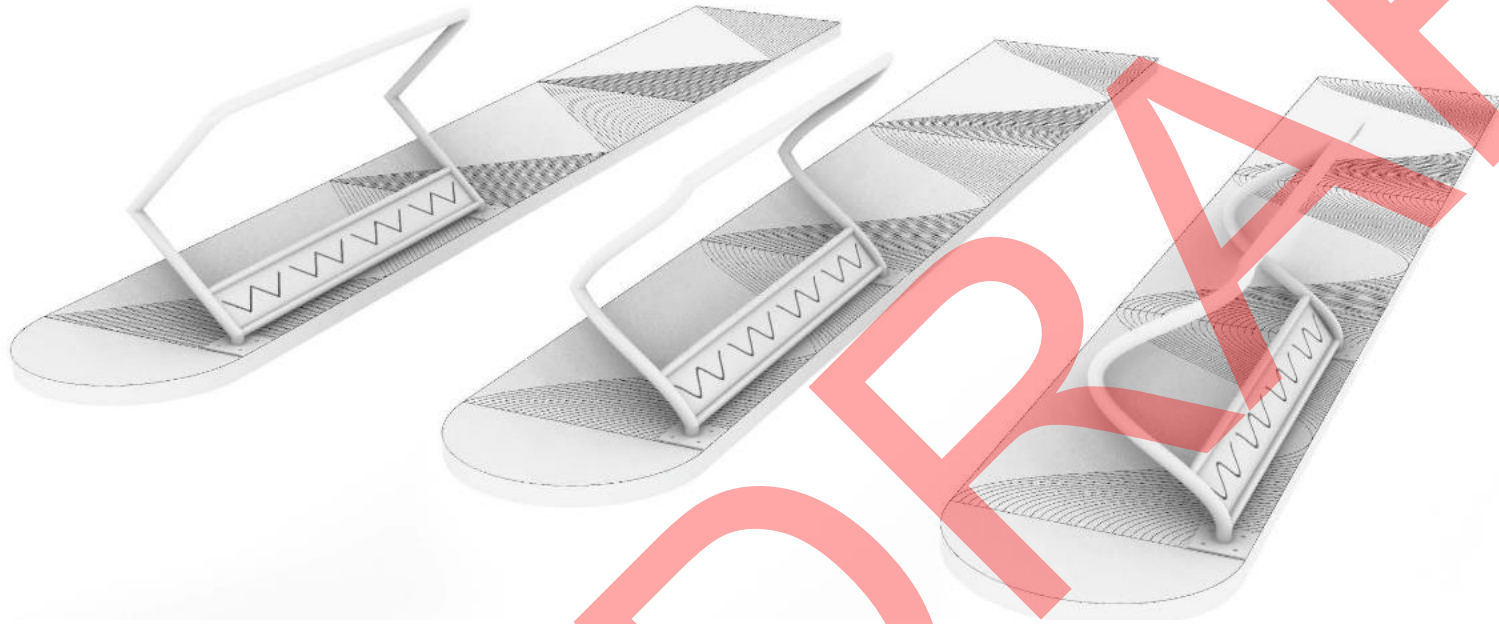
# ART INTEGRATION



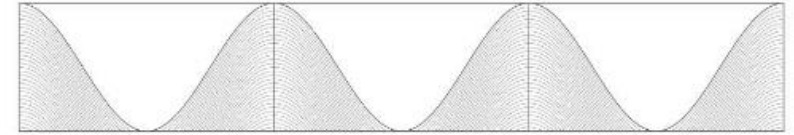


# CONCRETE BIKE LANE BUFFER

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



Pattern language on new bike lean rails



Pattern stamped on concrete buffer



# PLANTED BIKE LANE BUFFER WEST OF 5<sup>TH</sup> AVE

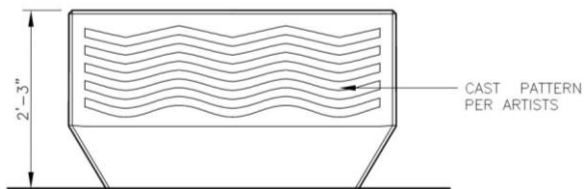




# RAISED PLANTERS ON PINE BRIDGE & AT BIKE STOP ZONES



Artist pattern - as planter form

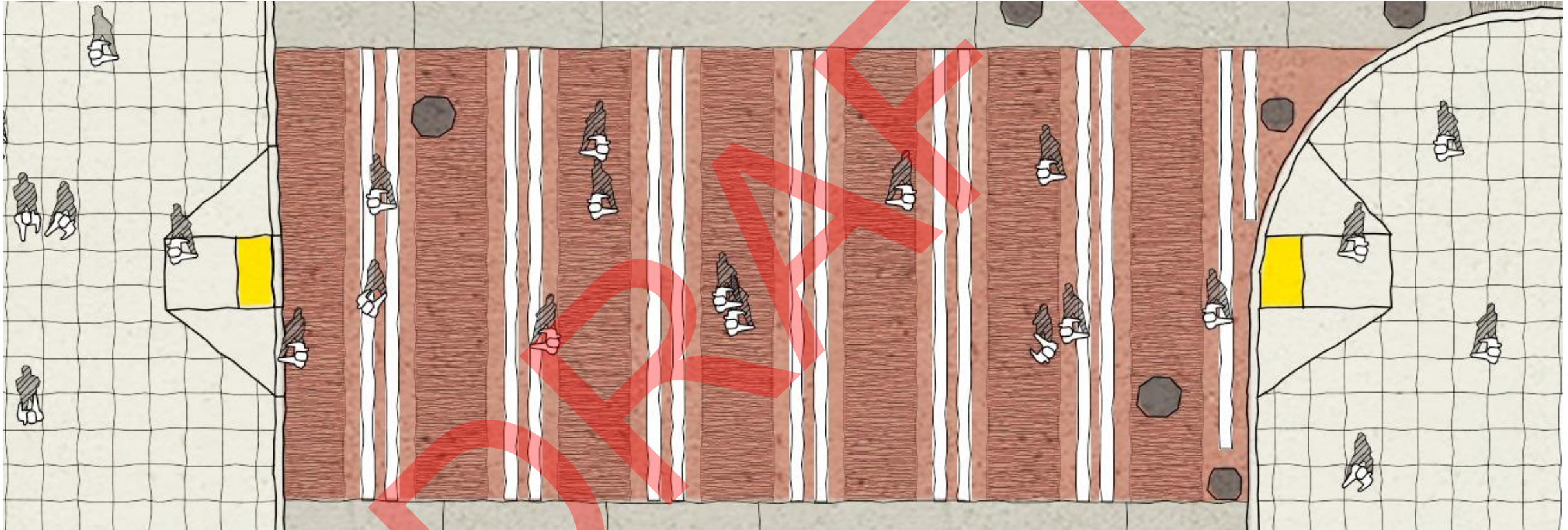


Artist pattern - surface applied





# 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.





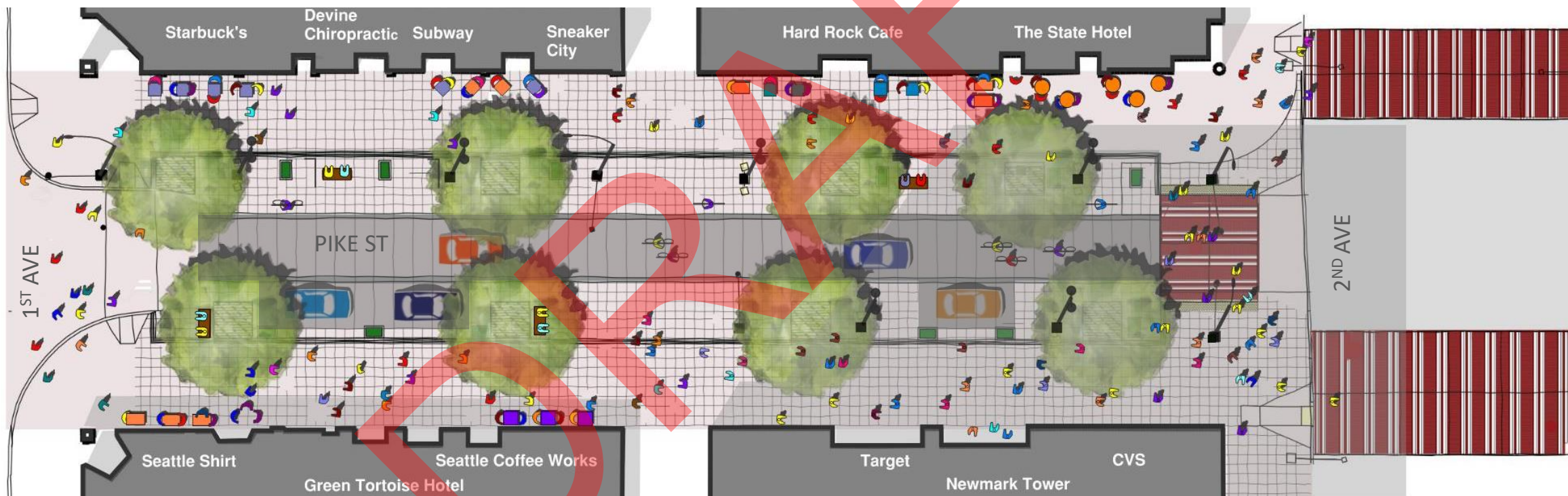
100 PIKE EXISTING



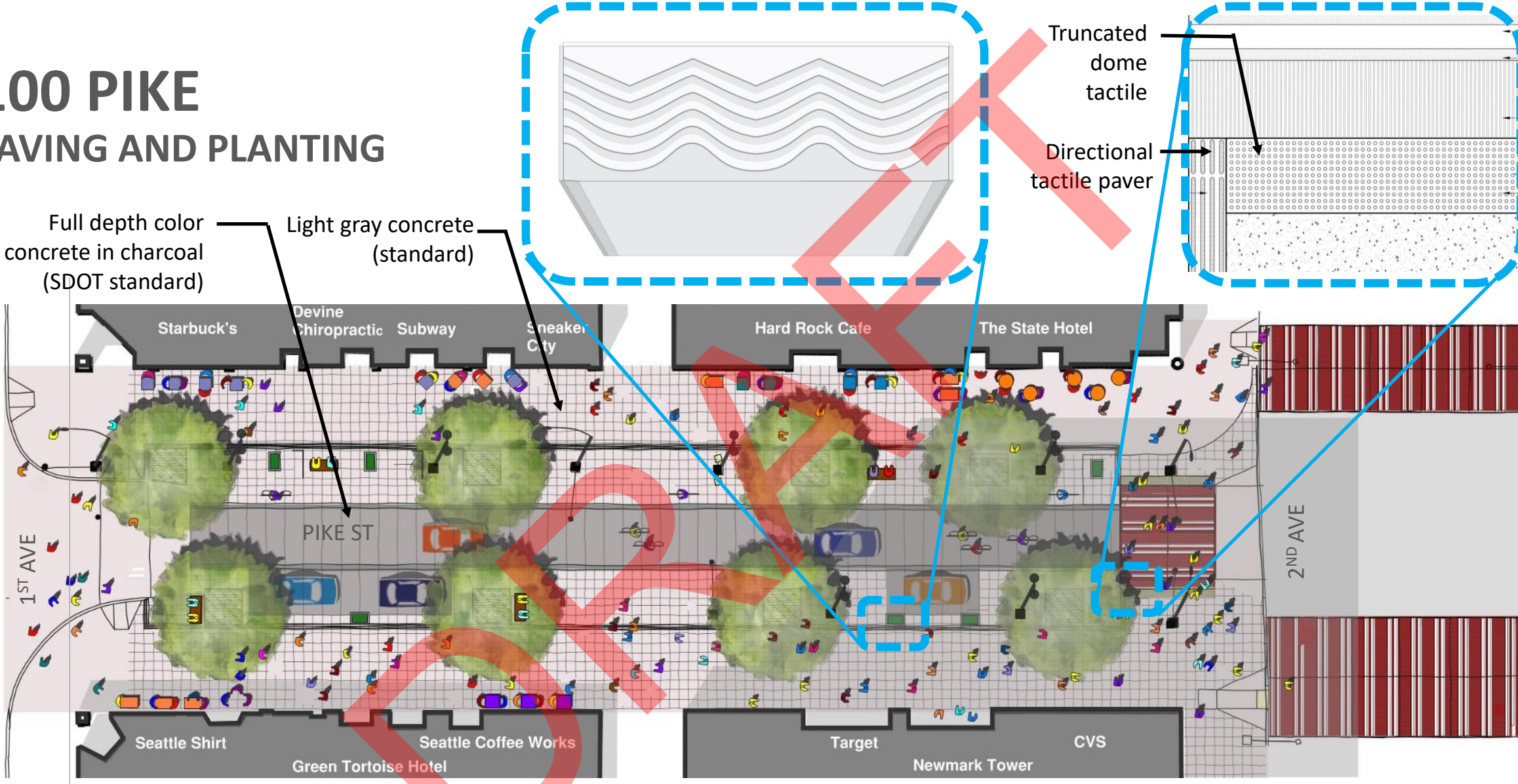


# 100 PIKE

## CURBLESS BLOCK



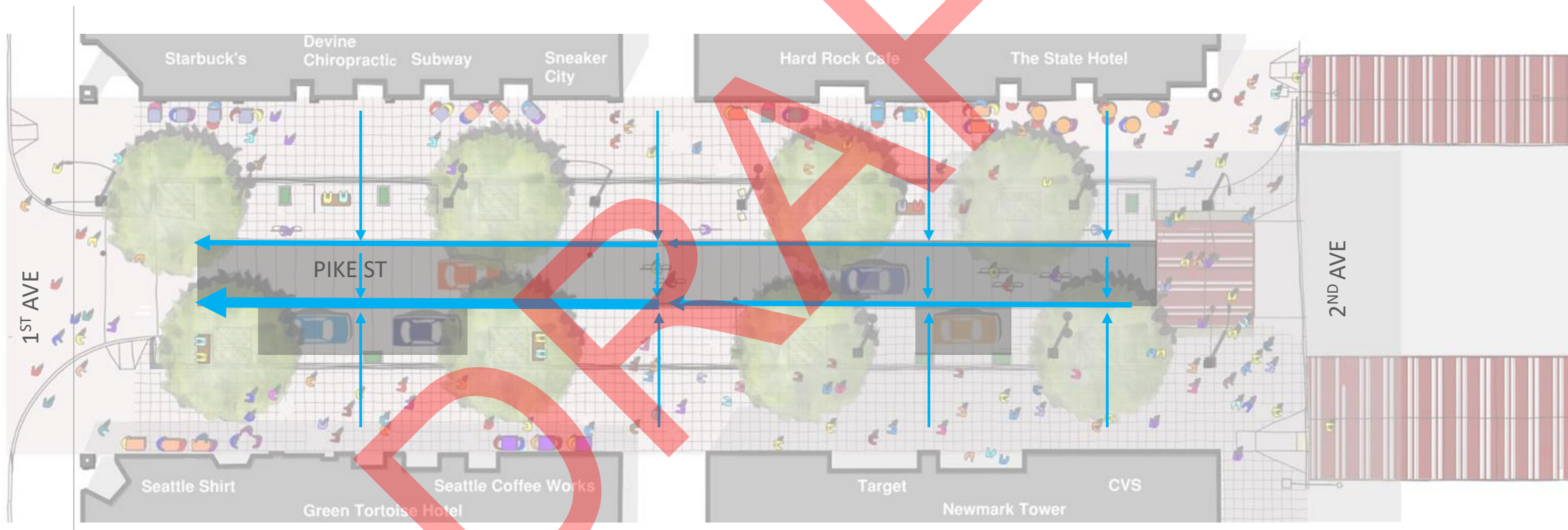
# 100 PIKE PAVING AND PLANTING





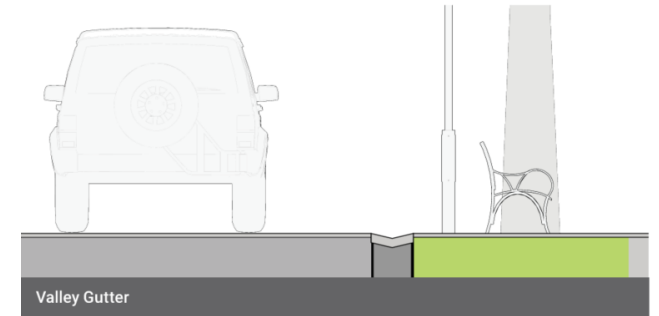
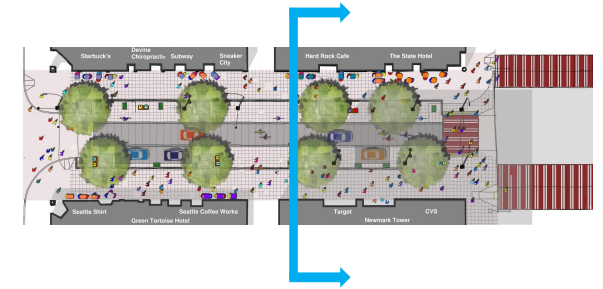
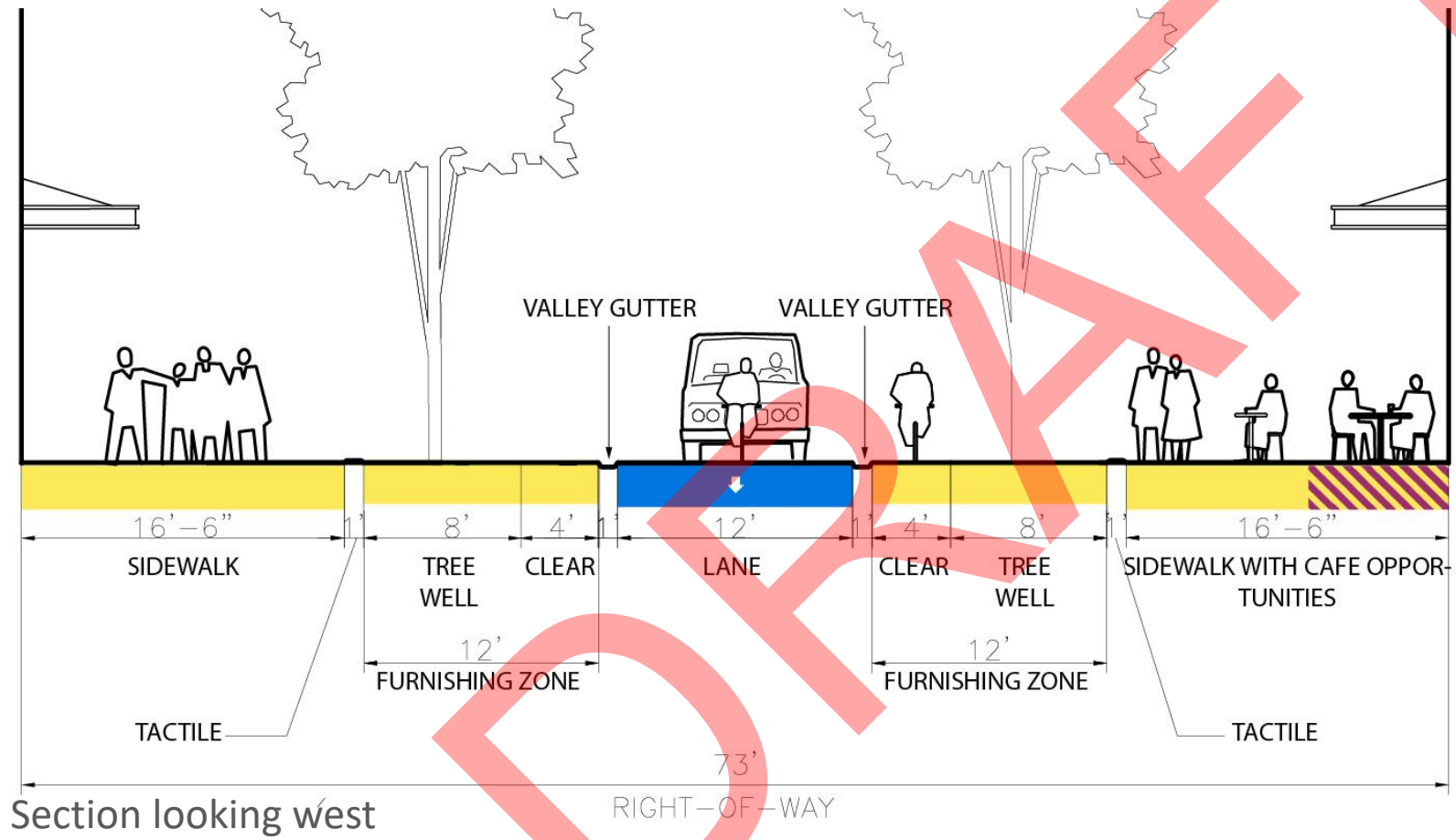
# 100 PIKE

## DRAINAGE - SCHEMATIC





## SECTION - CURBLESS BLOCK

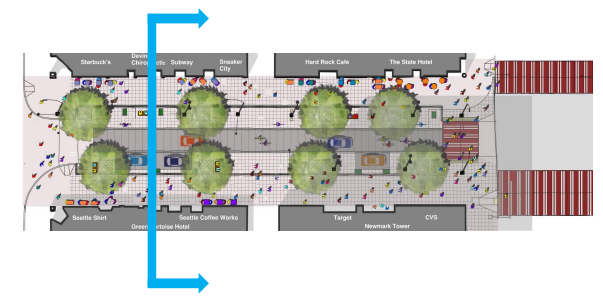
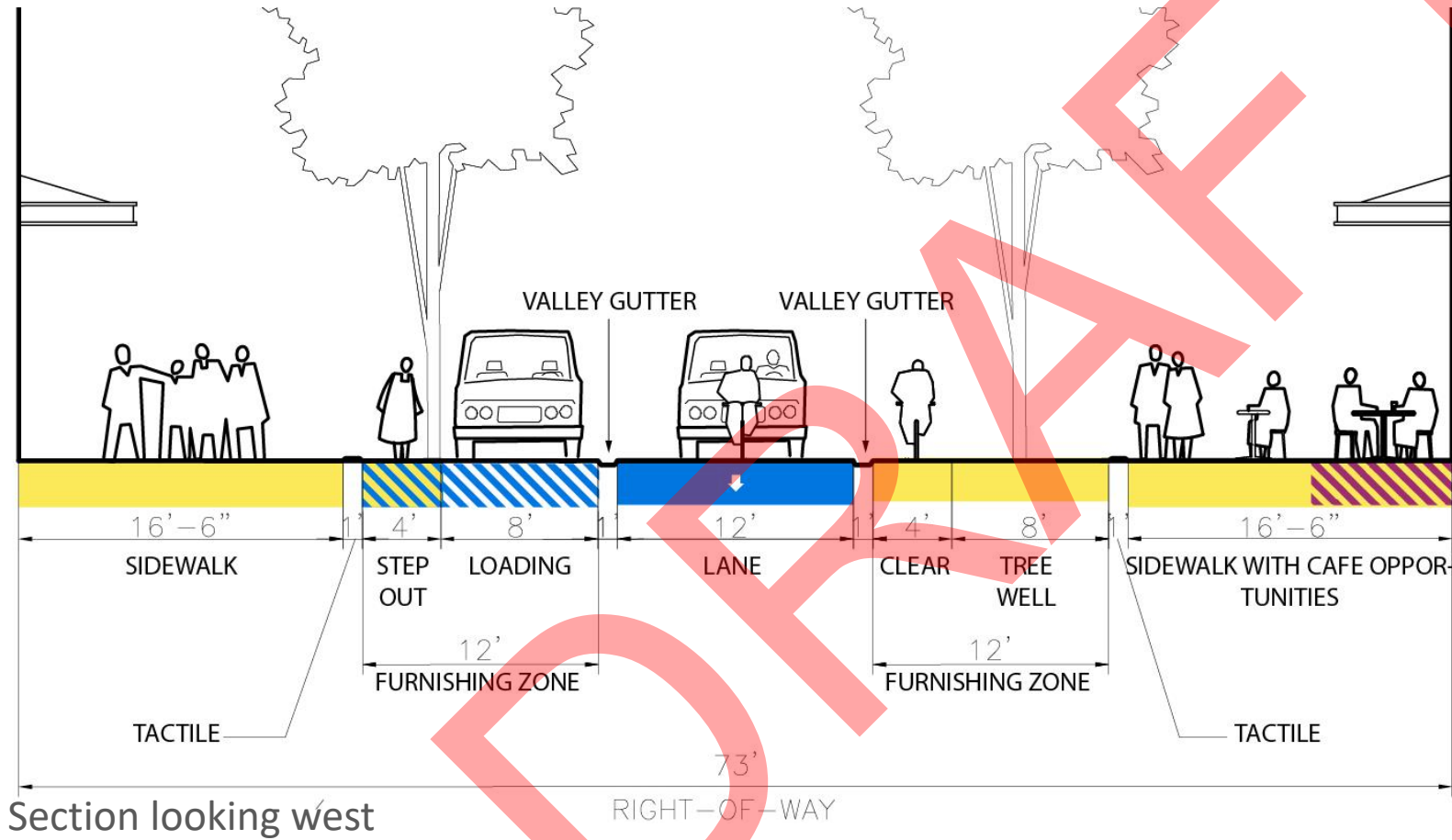


Reference: USDOT, FHA  
Accessible Shared Streets

## Valley Gutter

# 100 PIKE

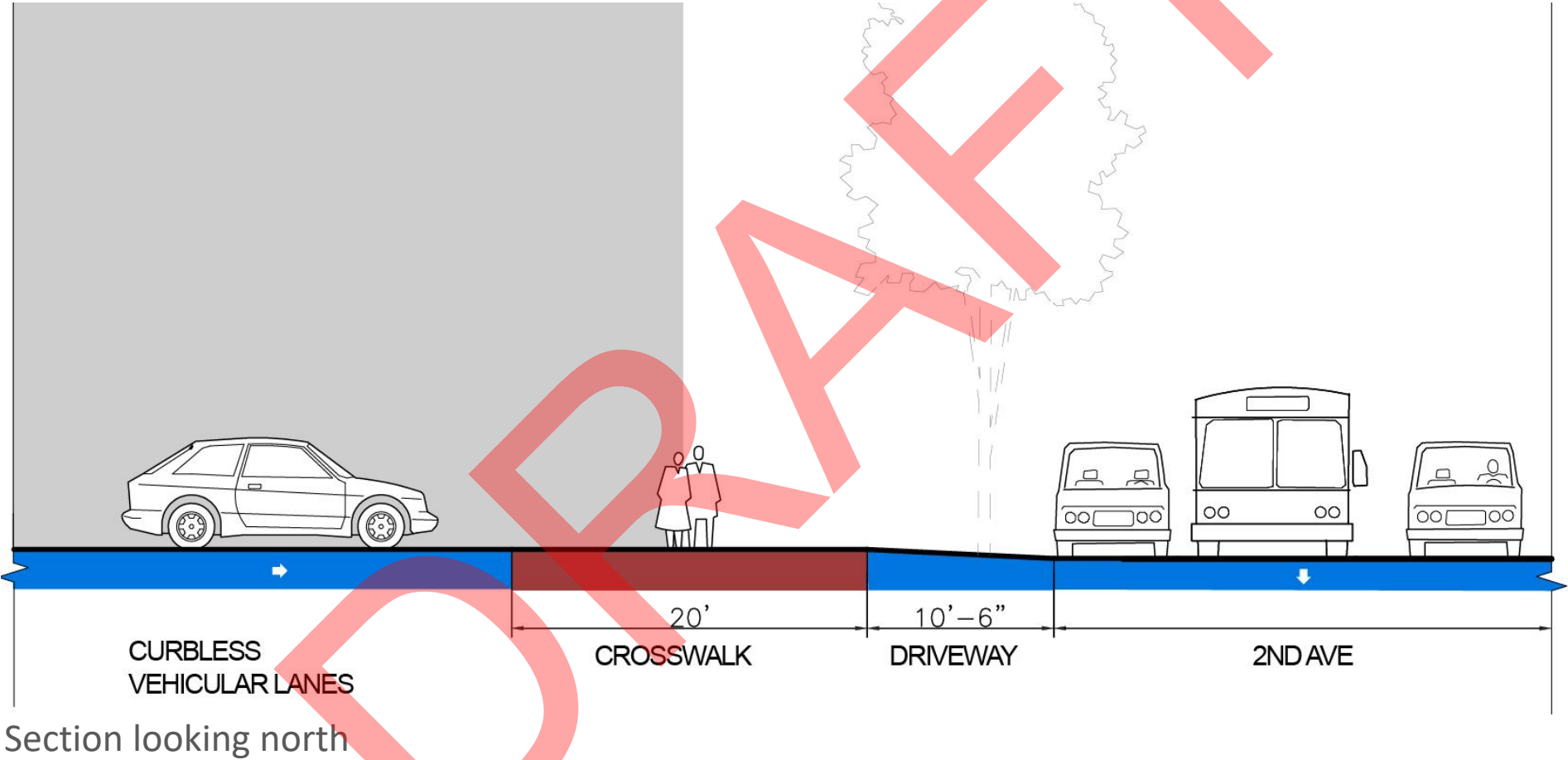
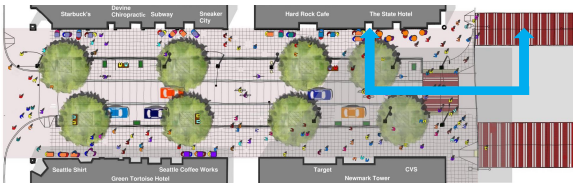
## SECTION - CURBLESS BLOCK



Tactile Wayfinding Paver

# 100 PIKE

## SECTION – DRIVEWAY-STYLE TRANSITIONS





# 100 PIKE PROPOSED YOUNG TREES





100 PIKE PROPOSED



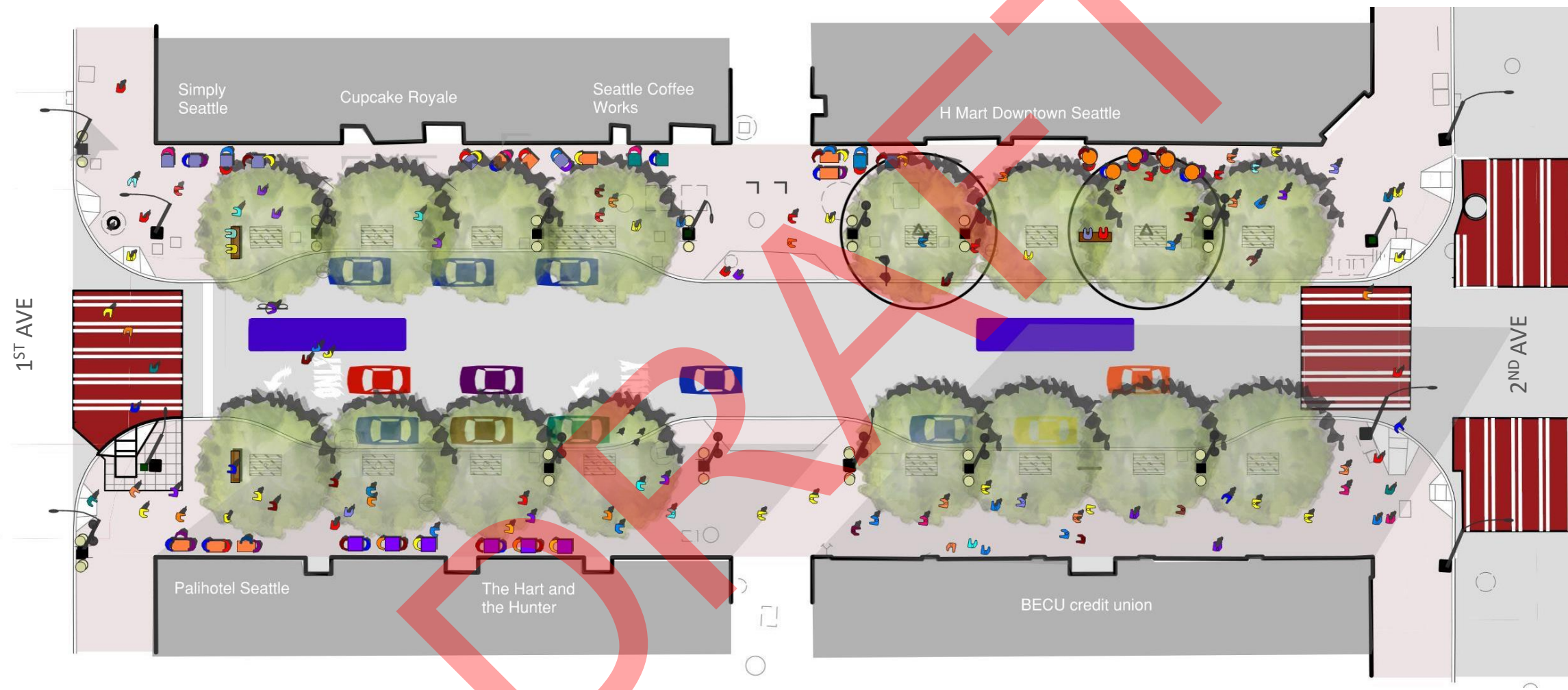


100 PINE EXISTING





# 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



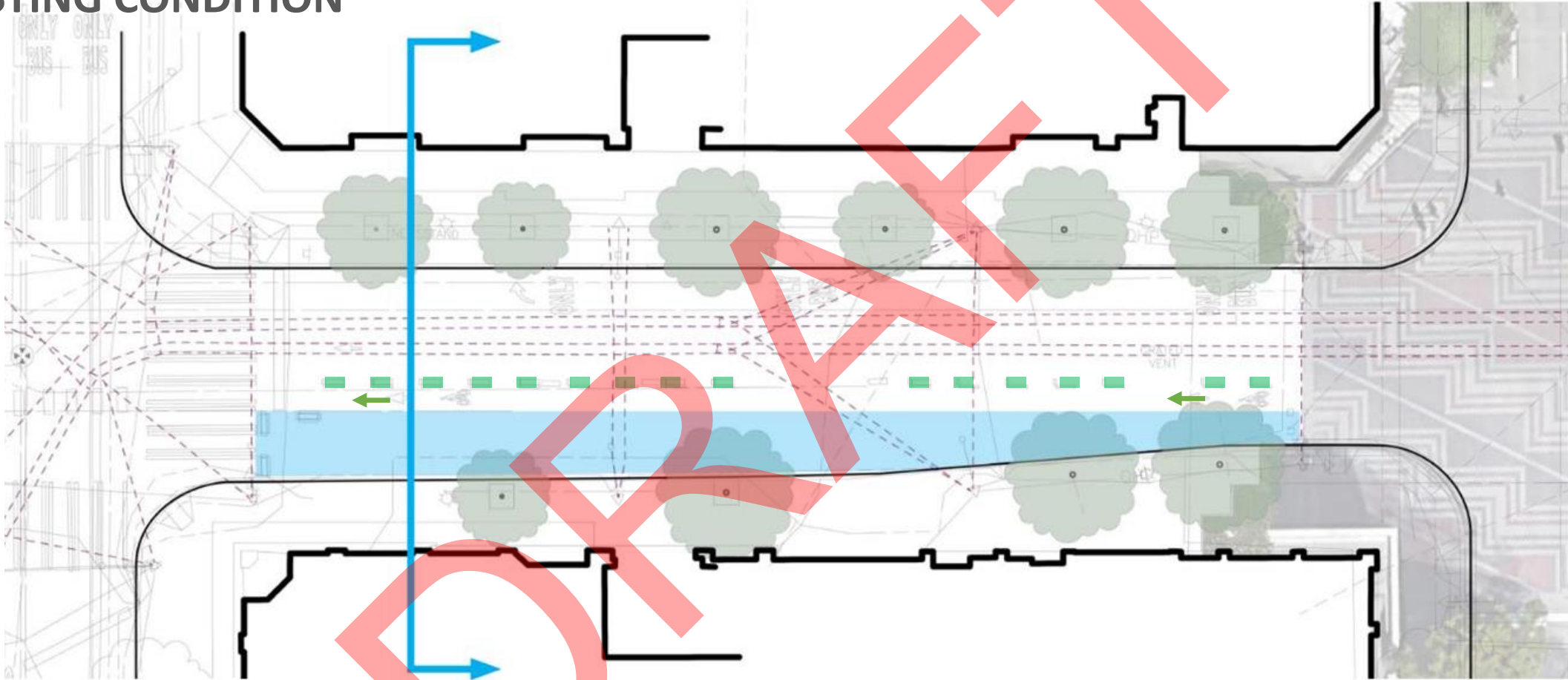
300 PINE EXISTING



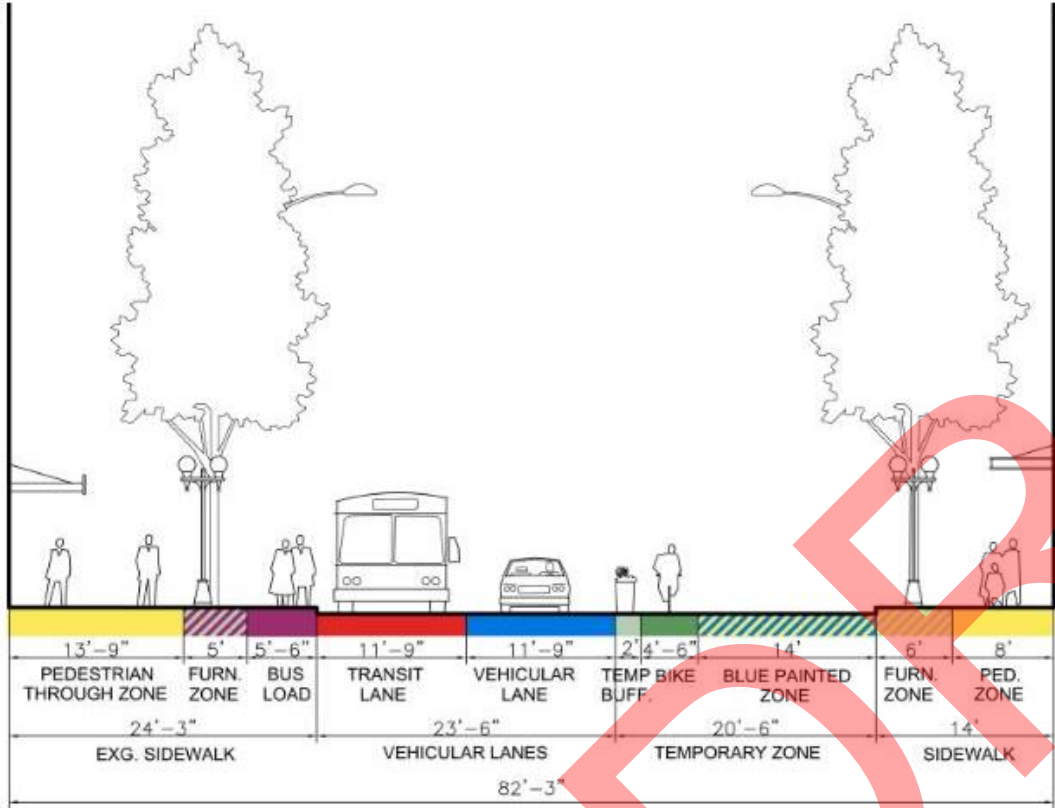


# 300 PINE DESIGN EVOLUTION

## EXISTING CONDITION



# 300 PINE DESIGN EVOLUTION



Existing - Section looking east



DSA Programming, 2019

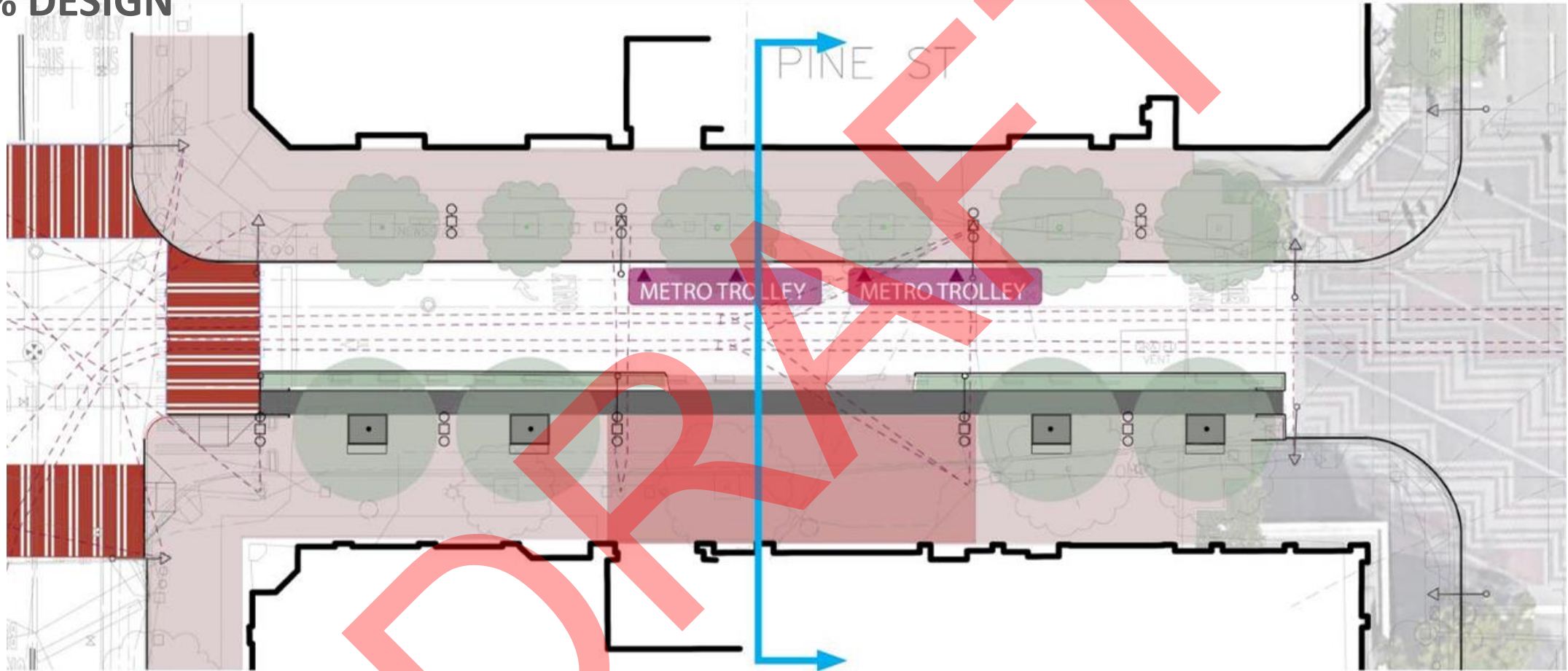


Existing Conditions

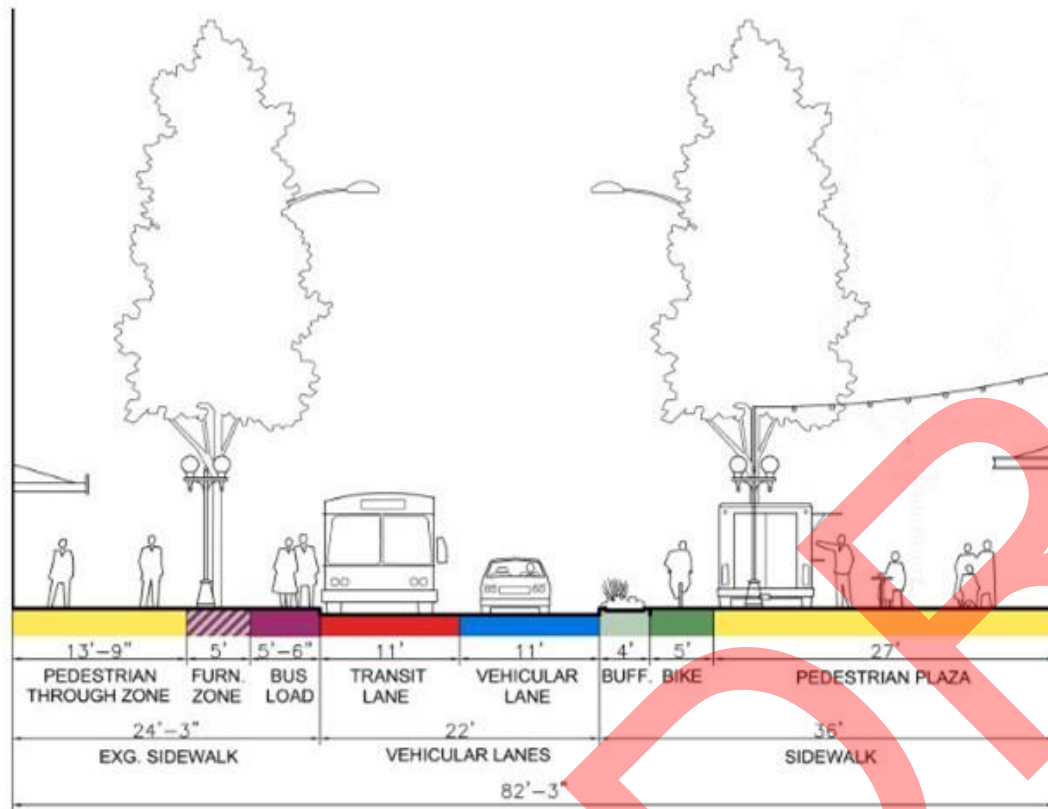


# 300 PINE DESIGN EVOLUTION

30% DESIGN



# 300 PINE DESIGN EVOLUTION



30% Design Section looking east



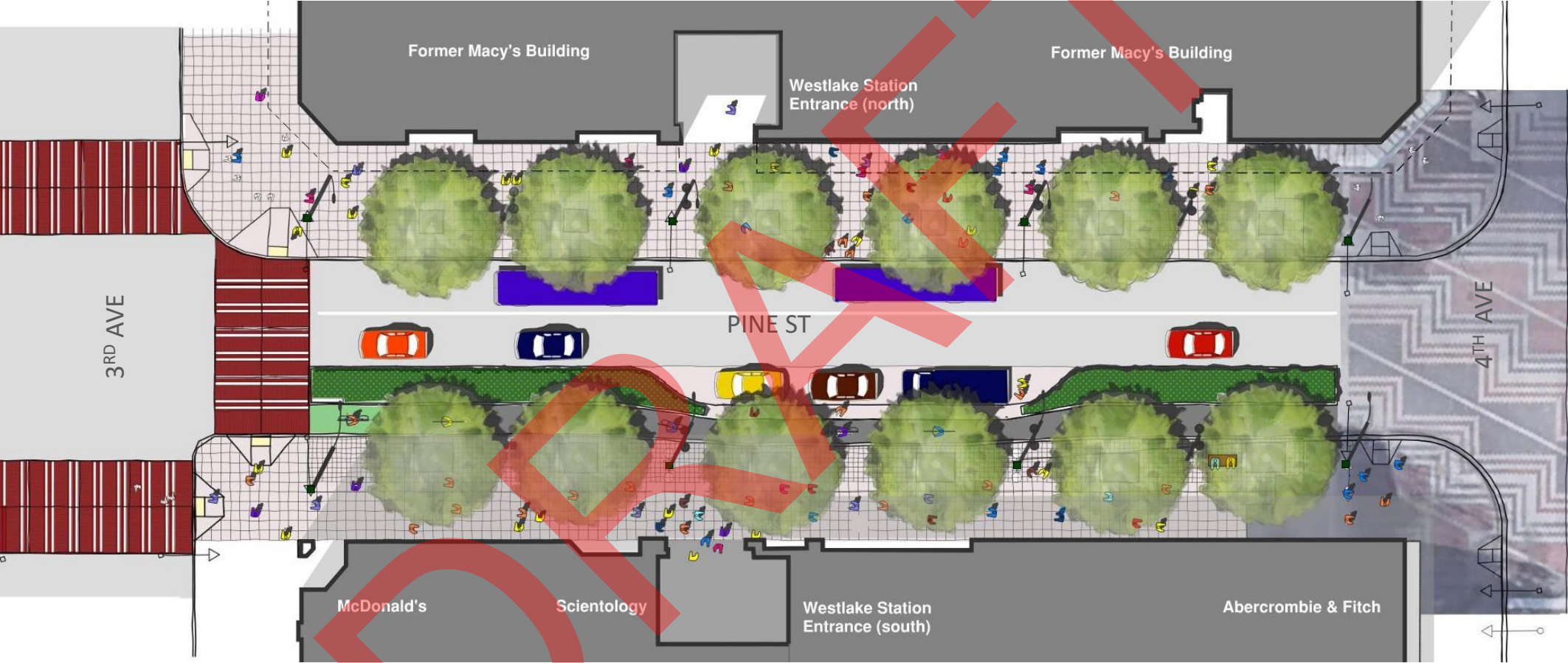
30% Design Rendering

## 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

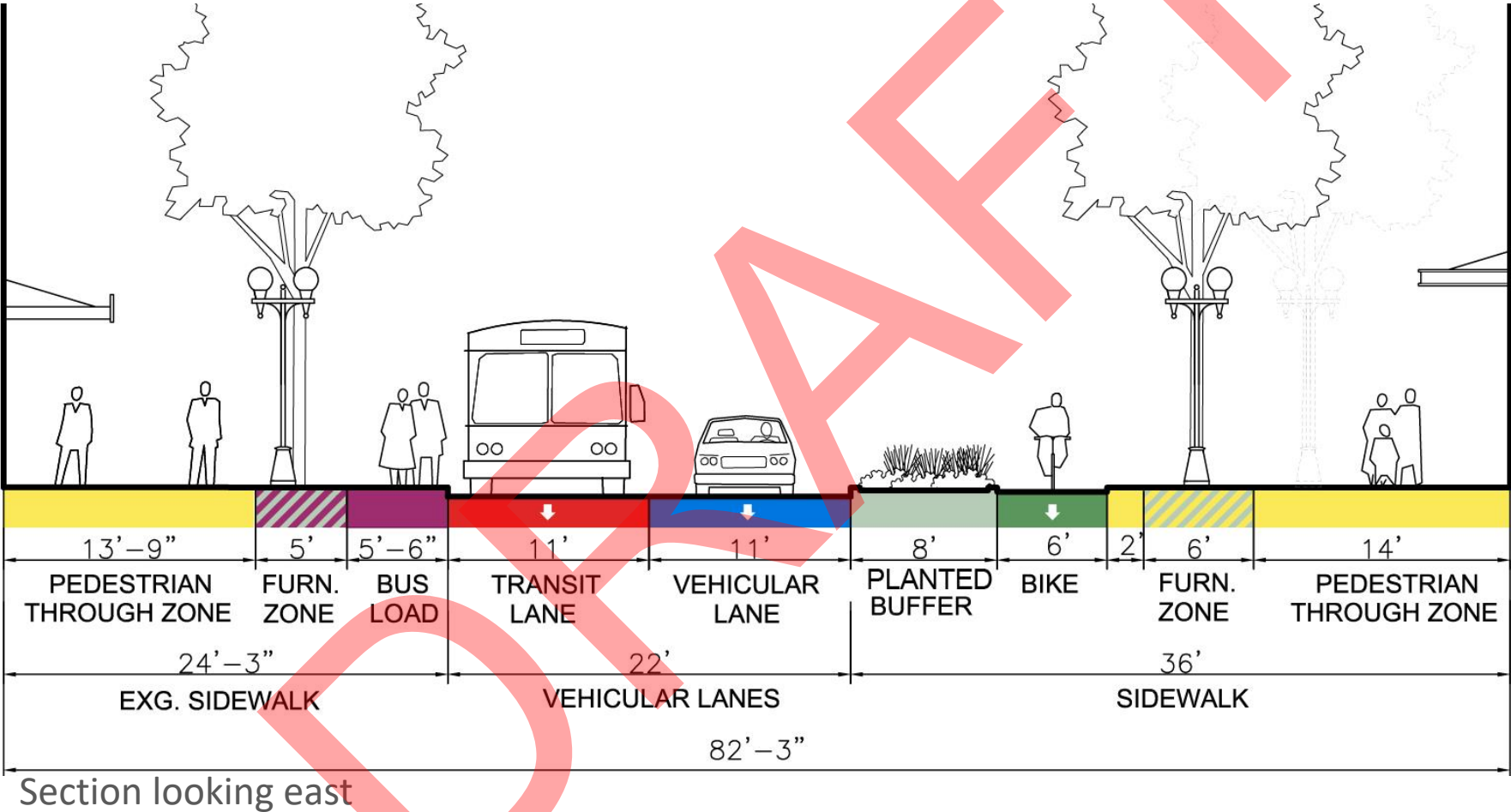
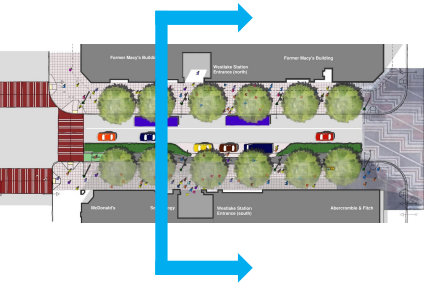


# 300 PINE PROPOSED



# 300 PINE

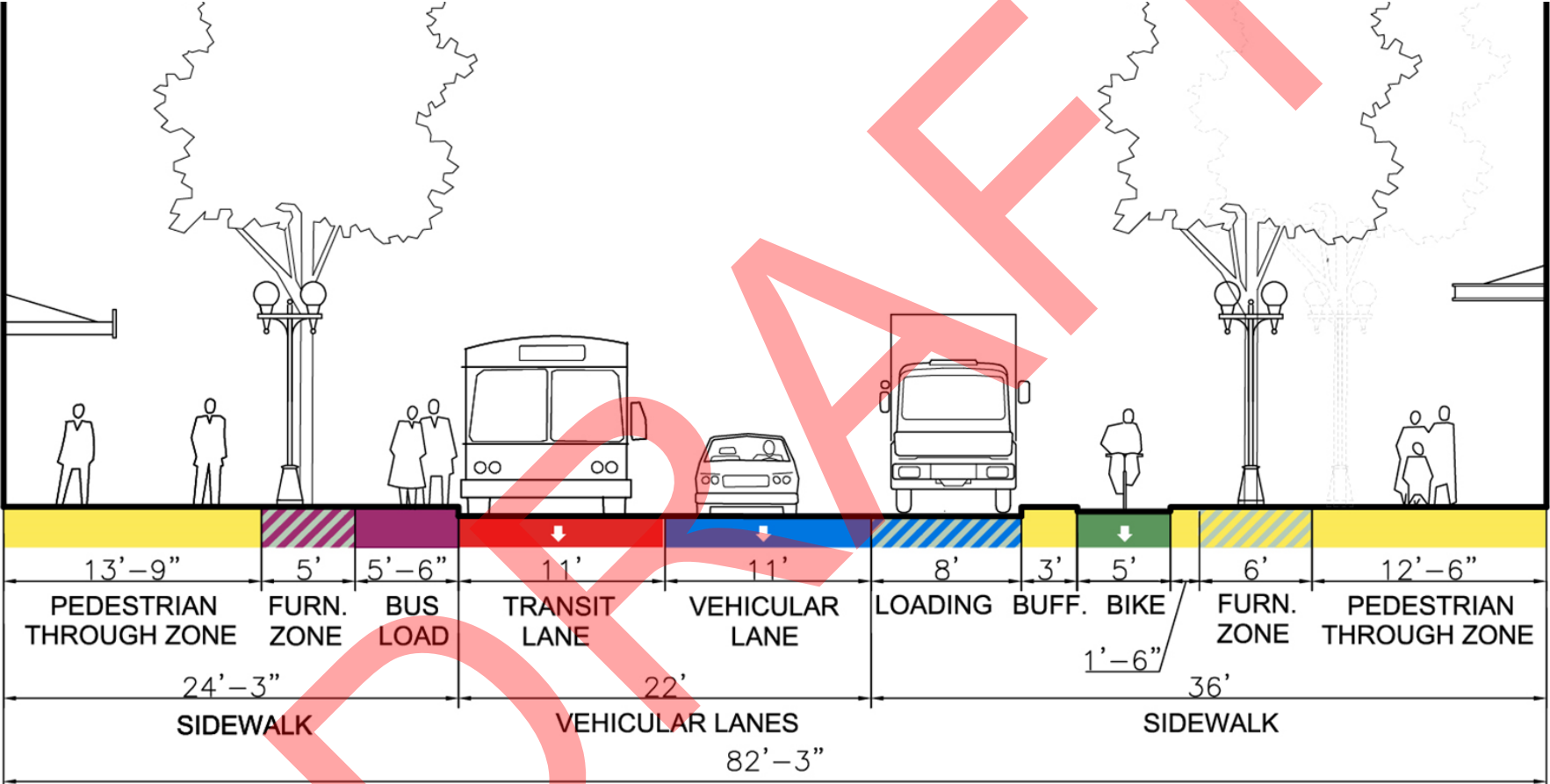
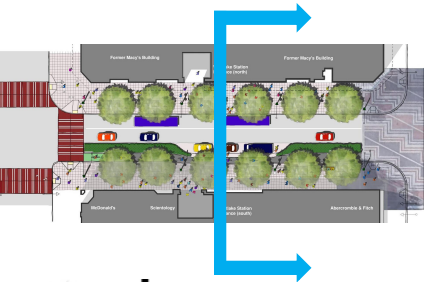
## SECTION THROUGH PLANTED BUFFER





# 300 PINE

## SECTION THROUGH LOADING ZONE



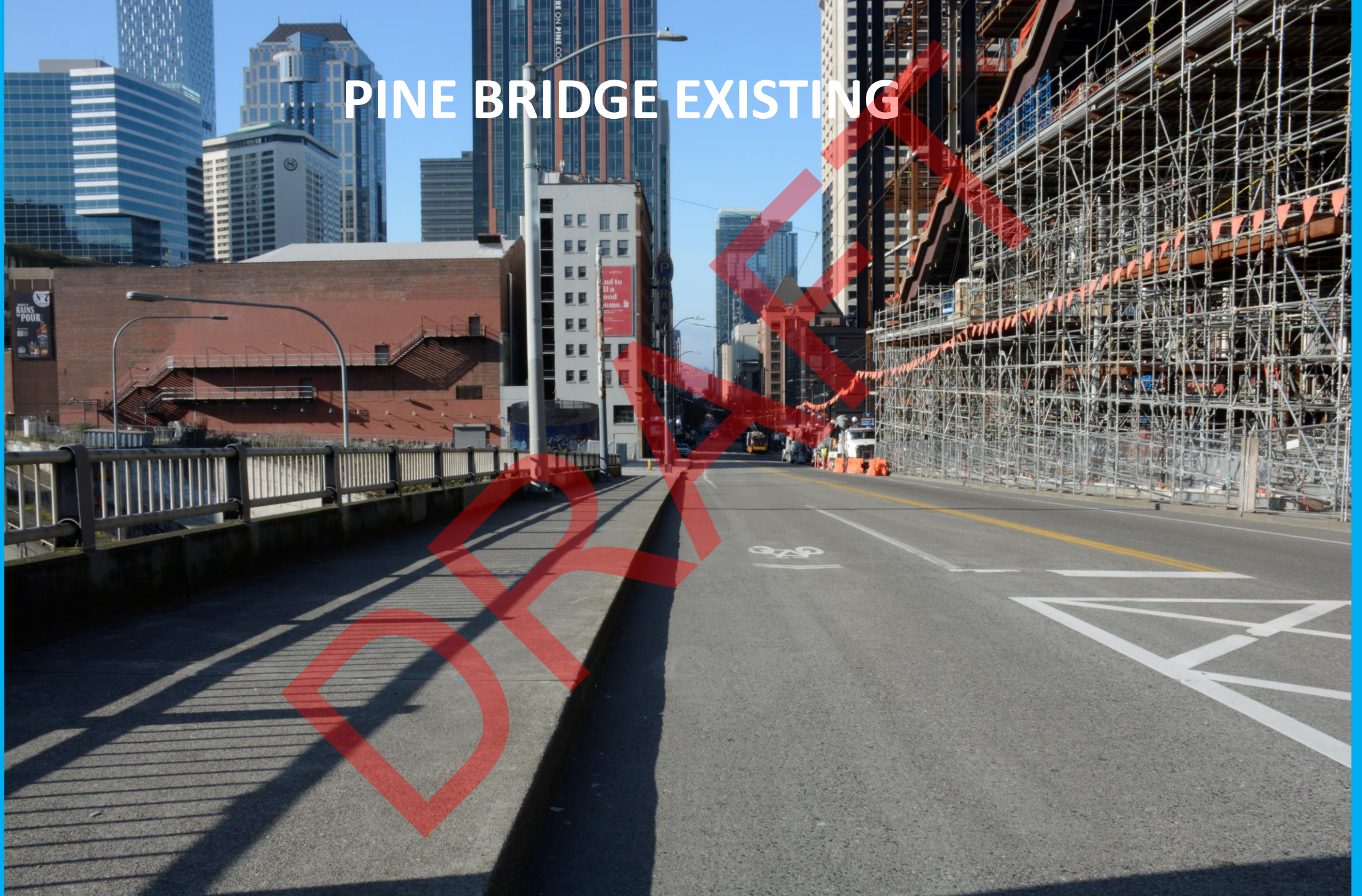


300 PINE



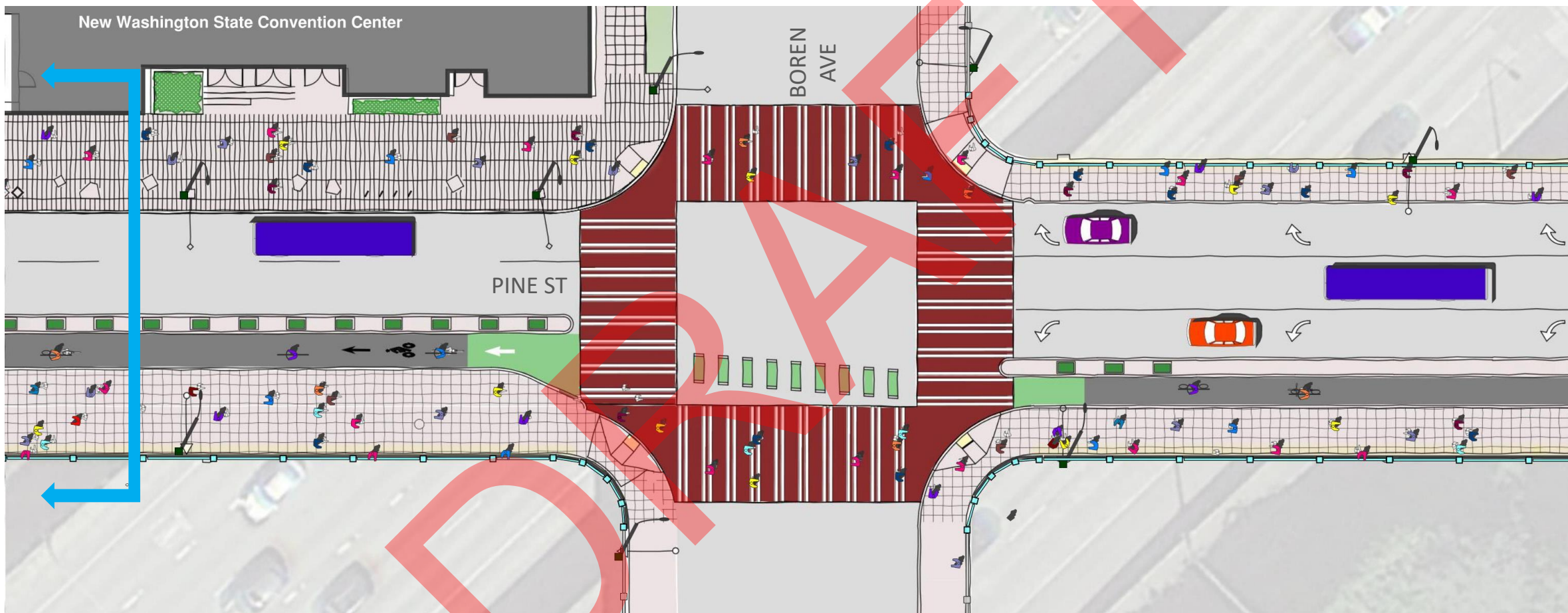


# PINE BRIDGE EXISTING





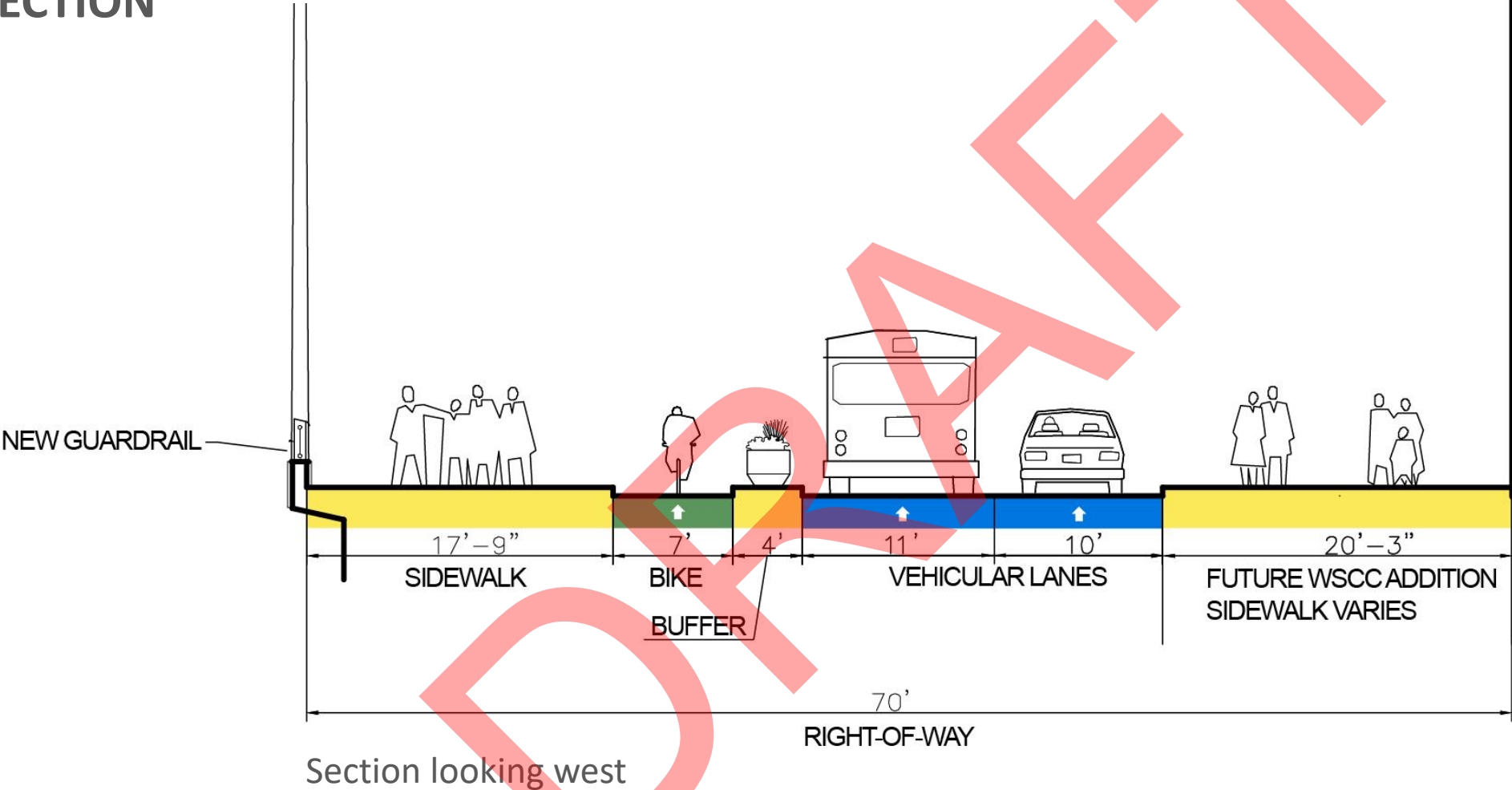
# PINE BRIDGE PLAN





# PINE BRIDGE

## SECTION





# PINE BRIDGE PROPOSED



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

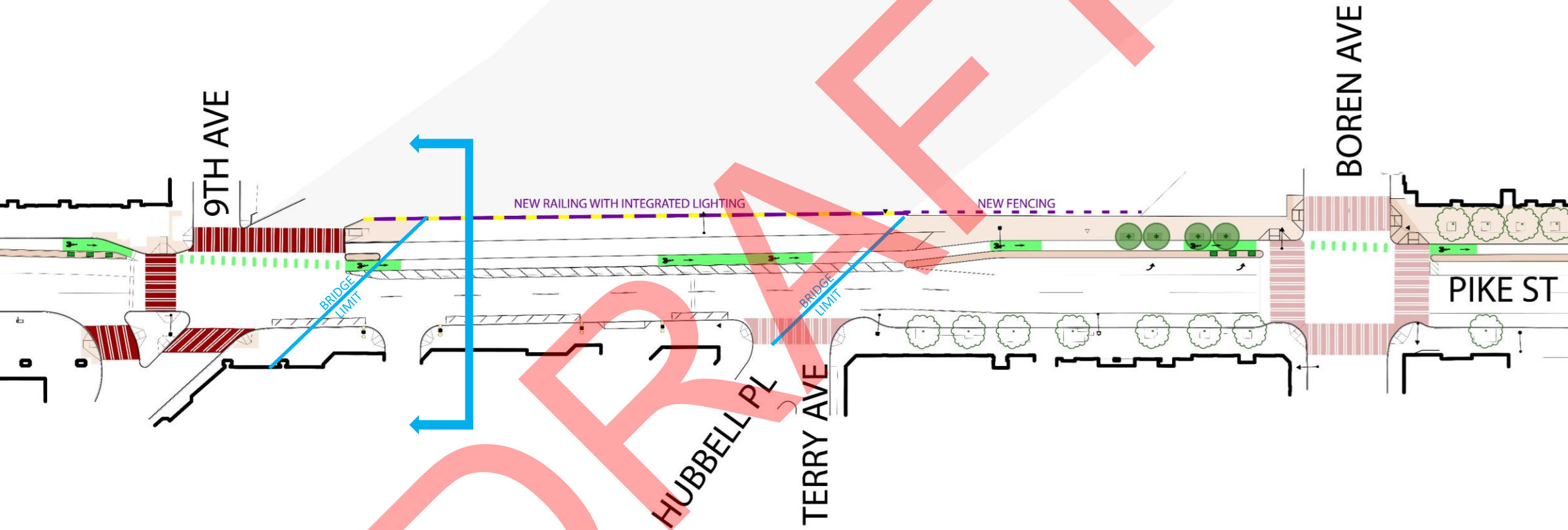


PIKE BRIDGE EXISTING





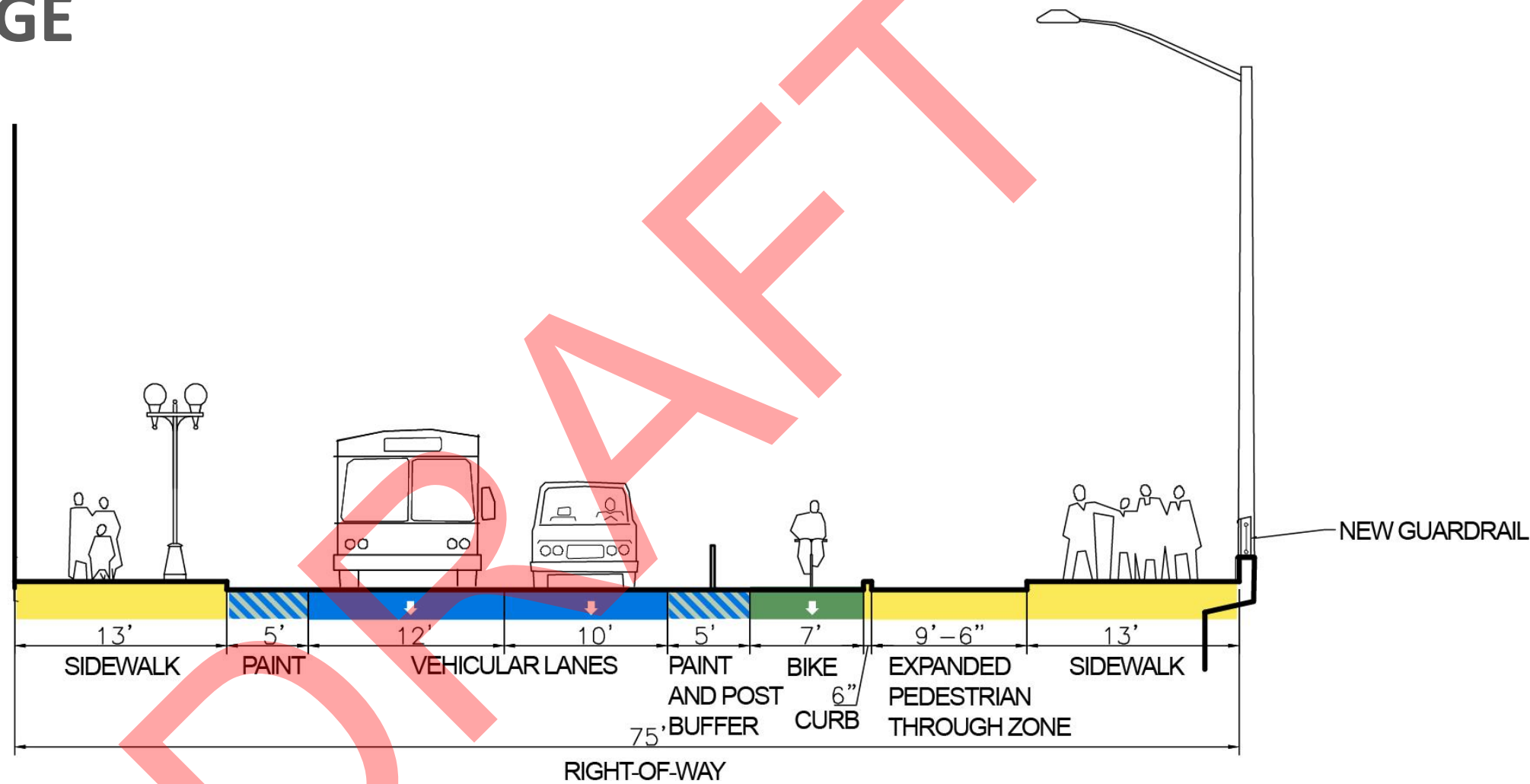
# PIKE BRIDGE





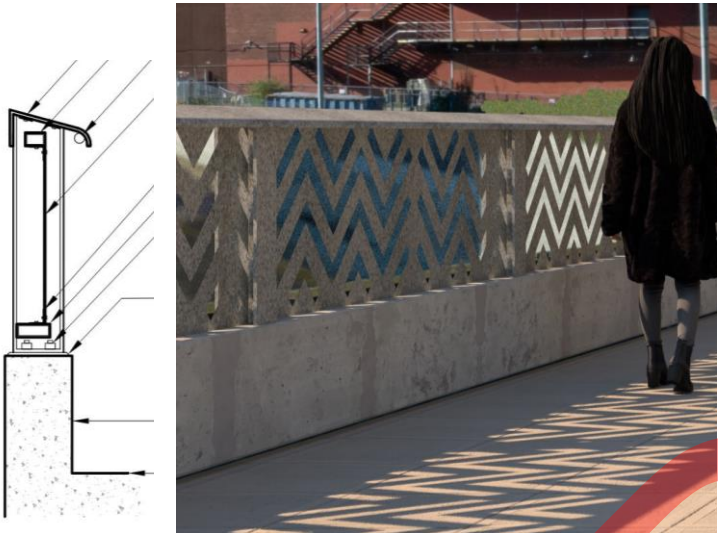
# PIKE BRIDGE

## SECTION

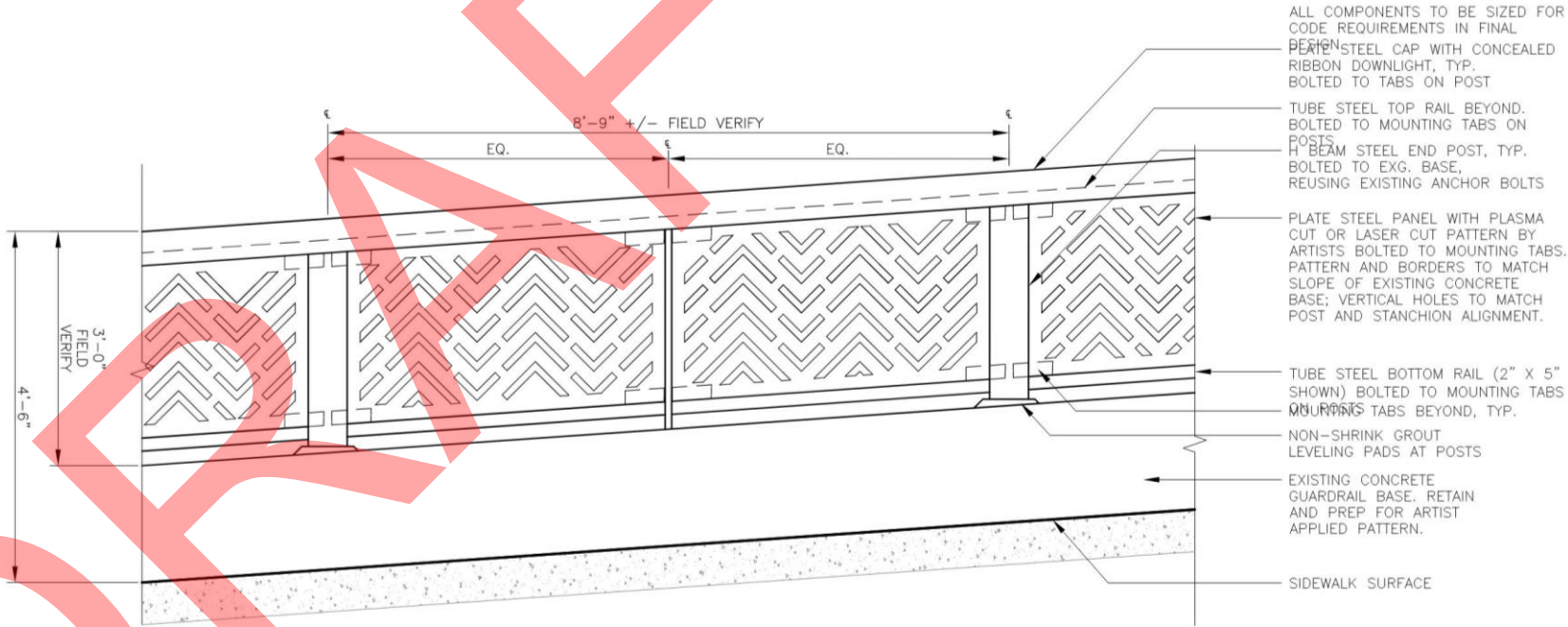


Section looking west

# RAILING AT I-5 BRIDGES



Section    Rendered Railing



Elevation

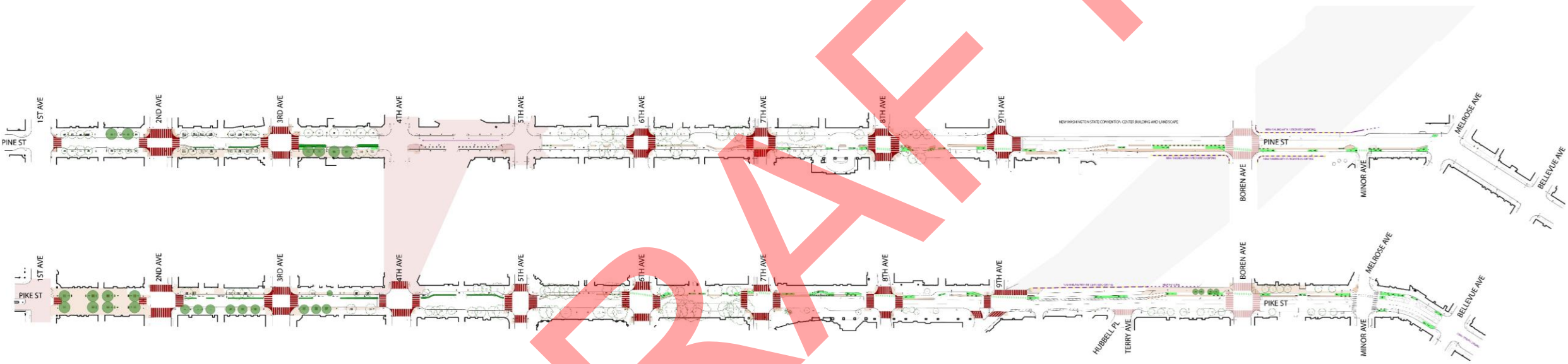


# PIKE BRIDGE ART AS PLACEMAKING



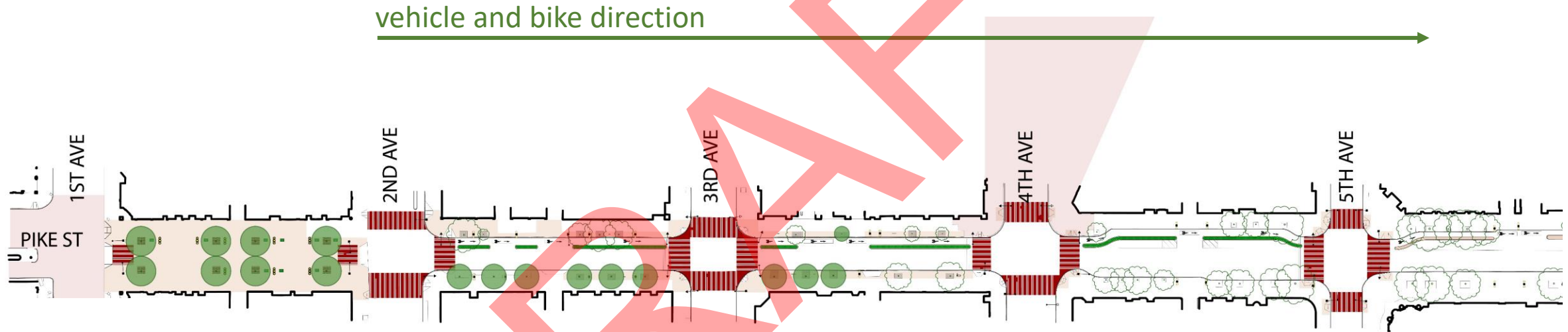


# CORRIDOR VIEW – IMPROVEMENTS



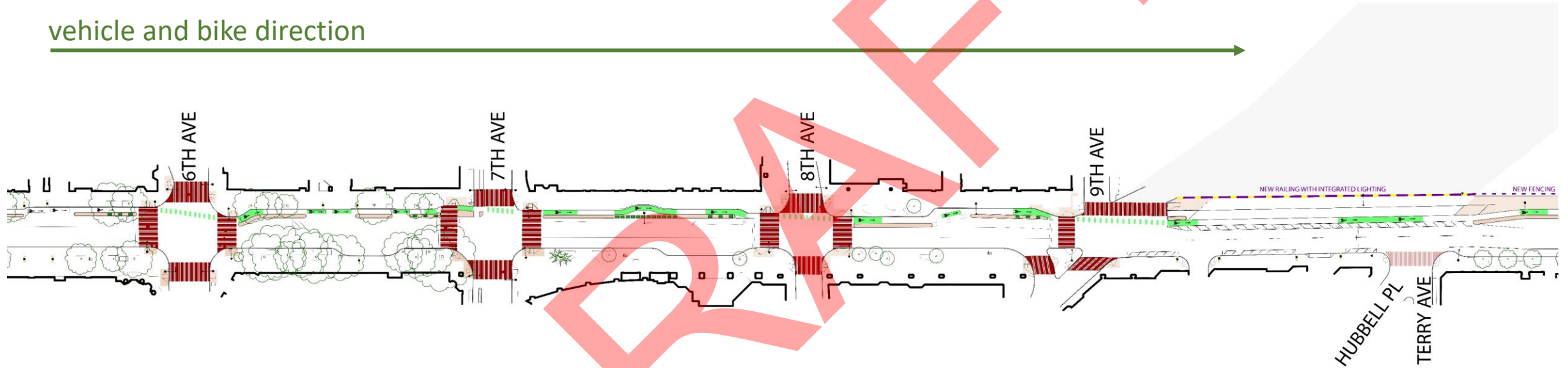


# PIKE 1<sup>ST</sup> AVE - 5<sup>TH</sup> AVE



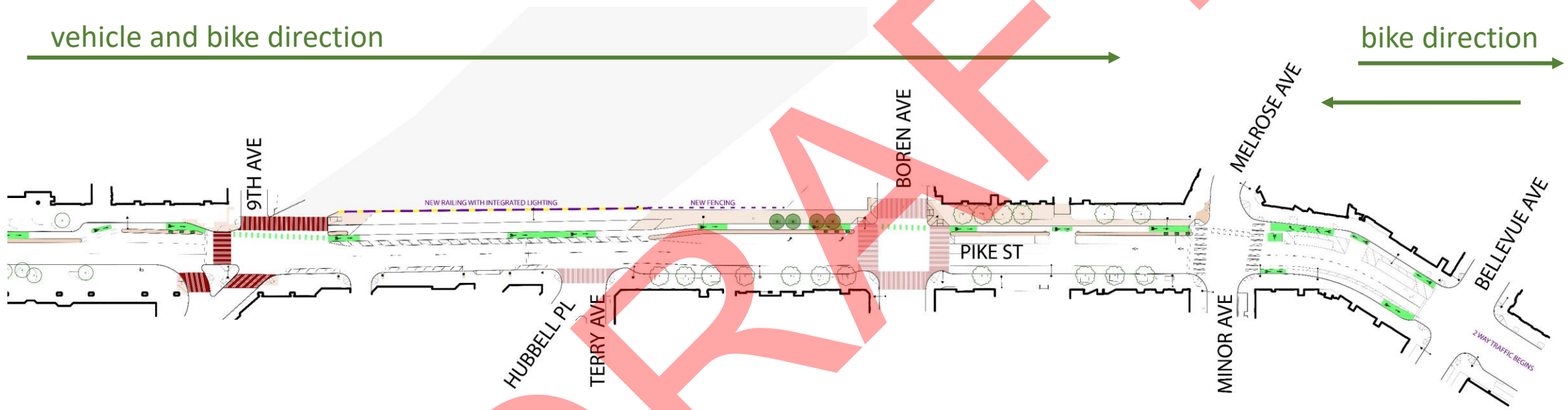
# PIKE 6<sup>TH</sup> AVE – 9<sup>TH</sup> AVE

vehicle and bike direction

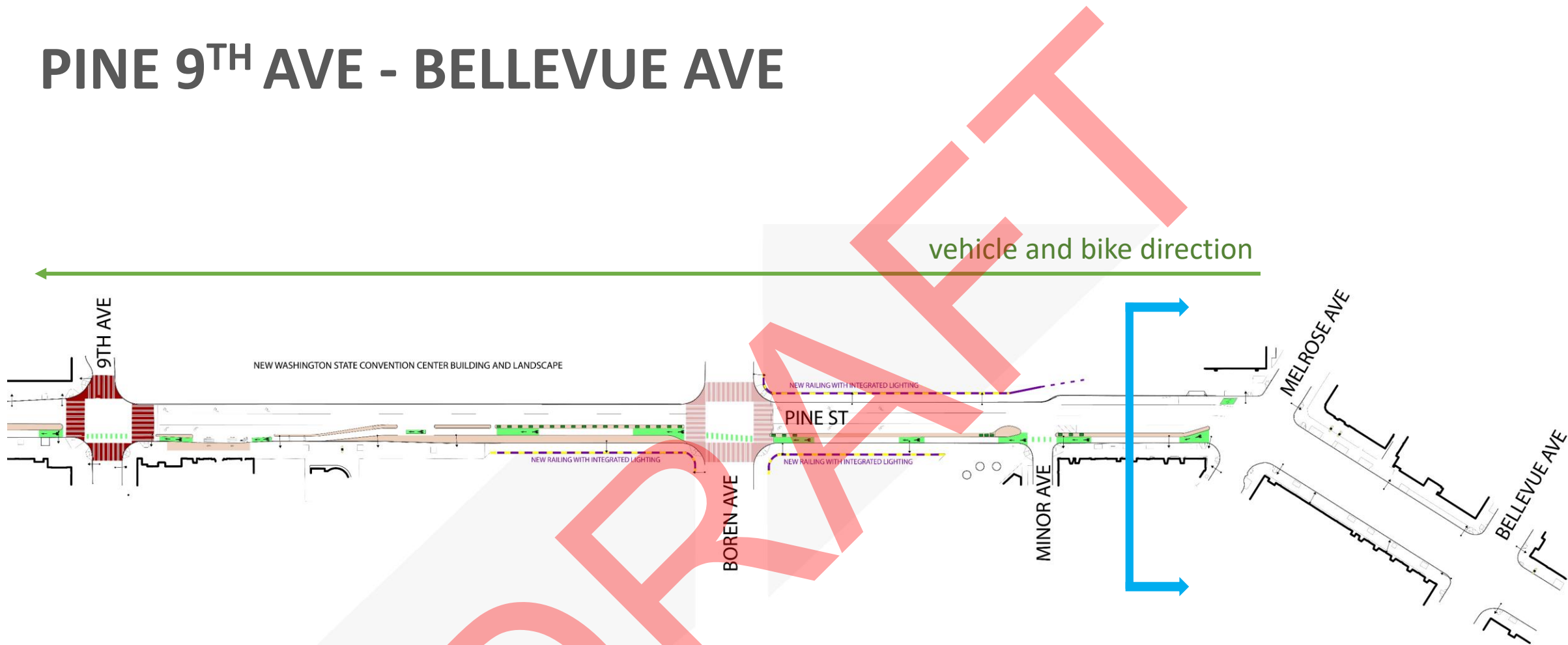




# PIKE 9<sup>TH</sup> AVE - BELLEVUE AVE

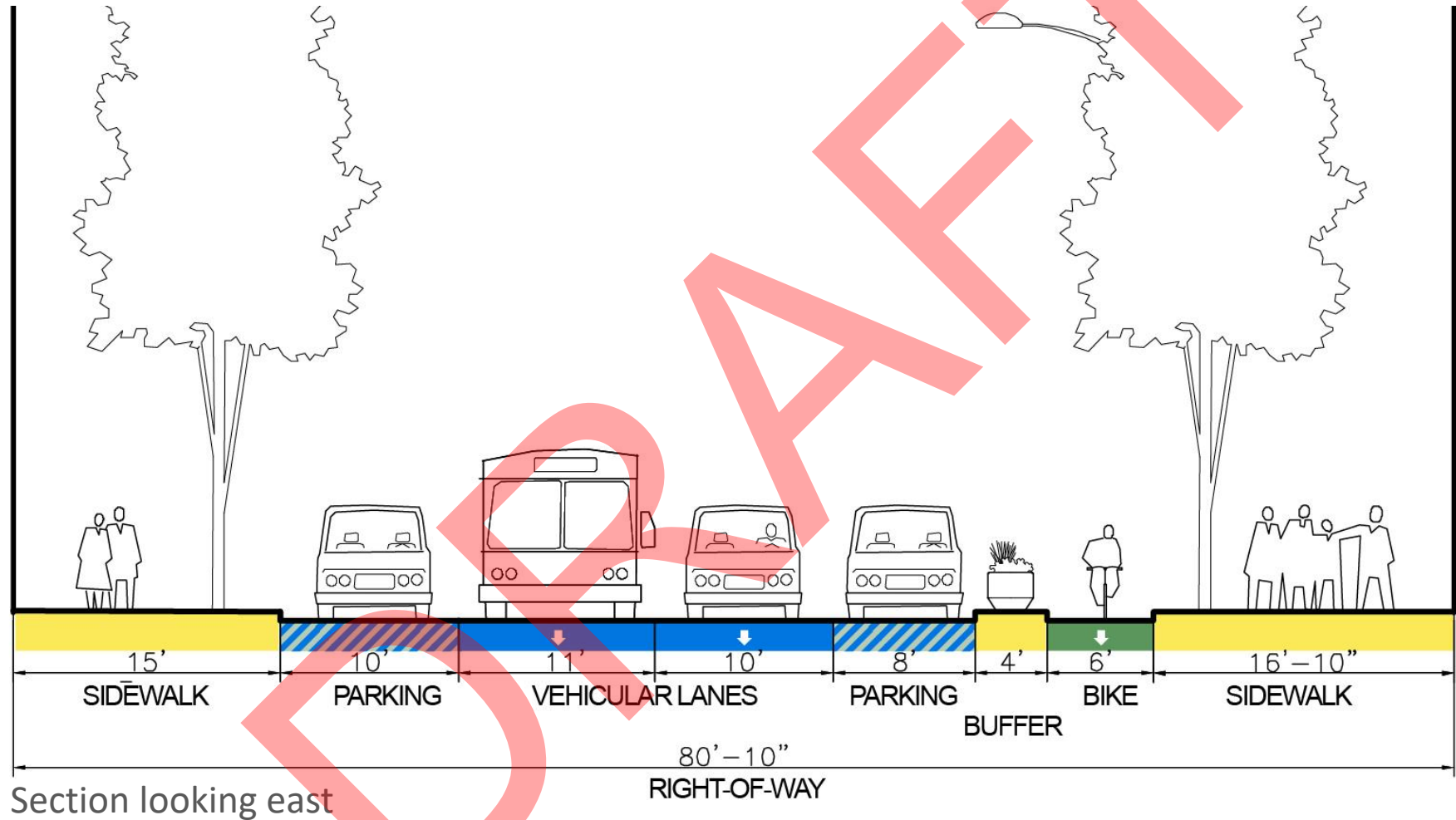


# PINE 9<sup>TH</sup> AVE - BELLEVUE AVE

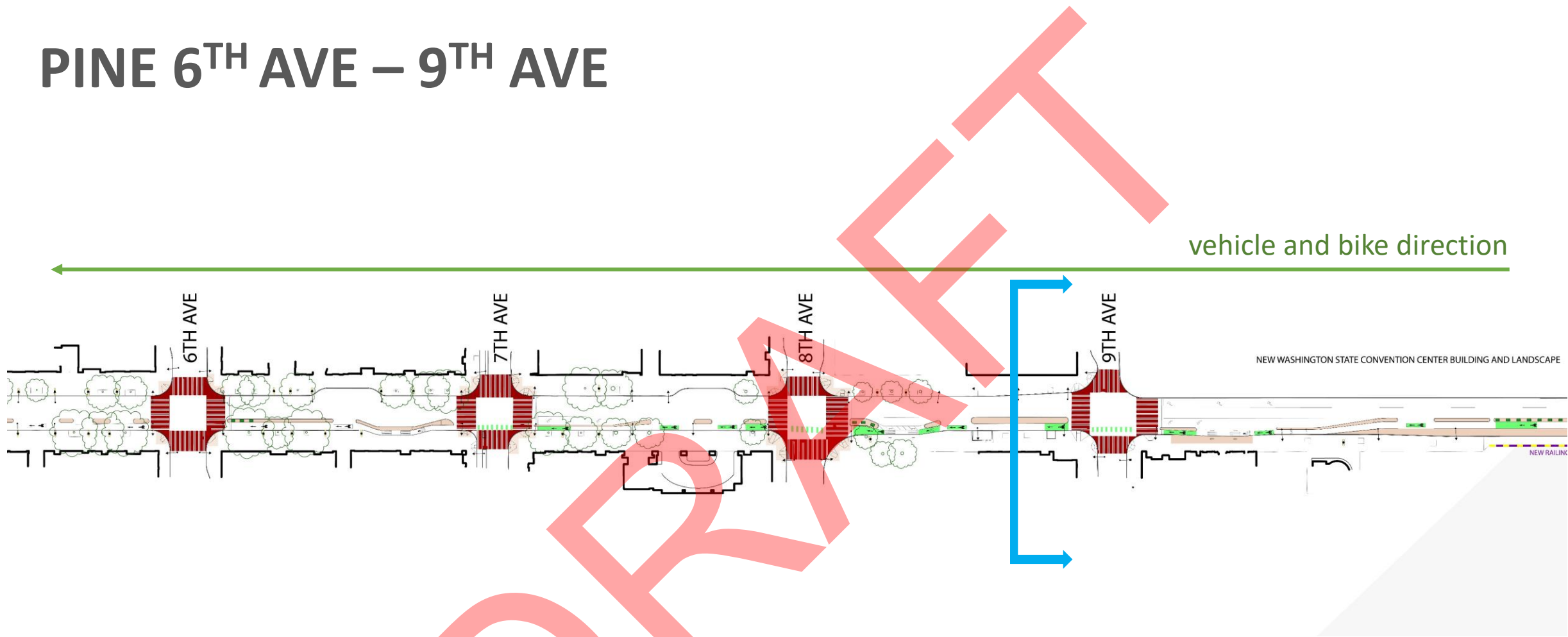




# PINE AND MELROSE SECTION



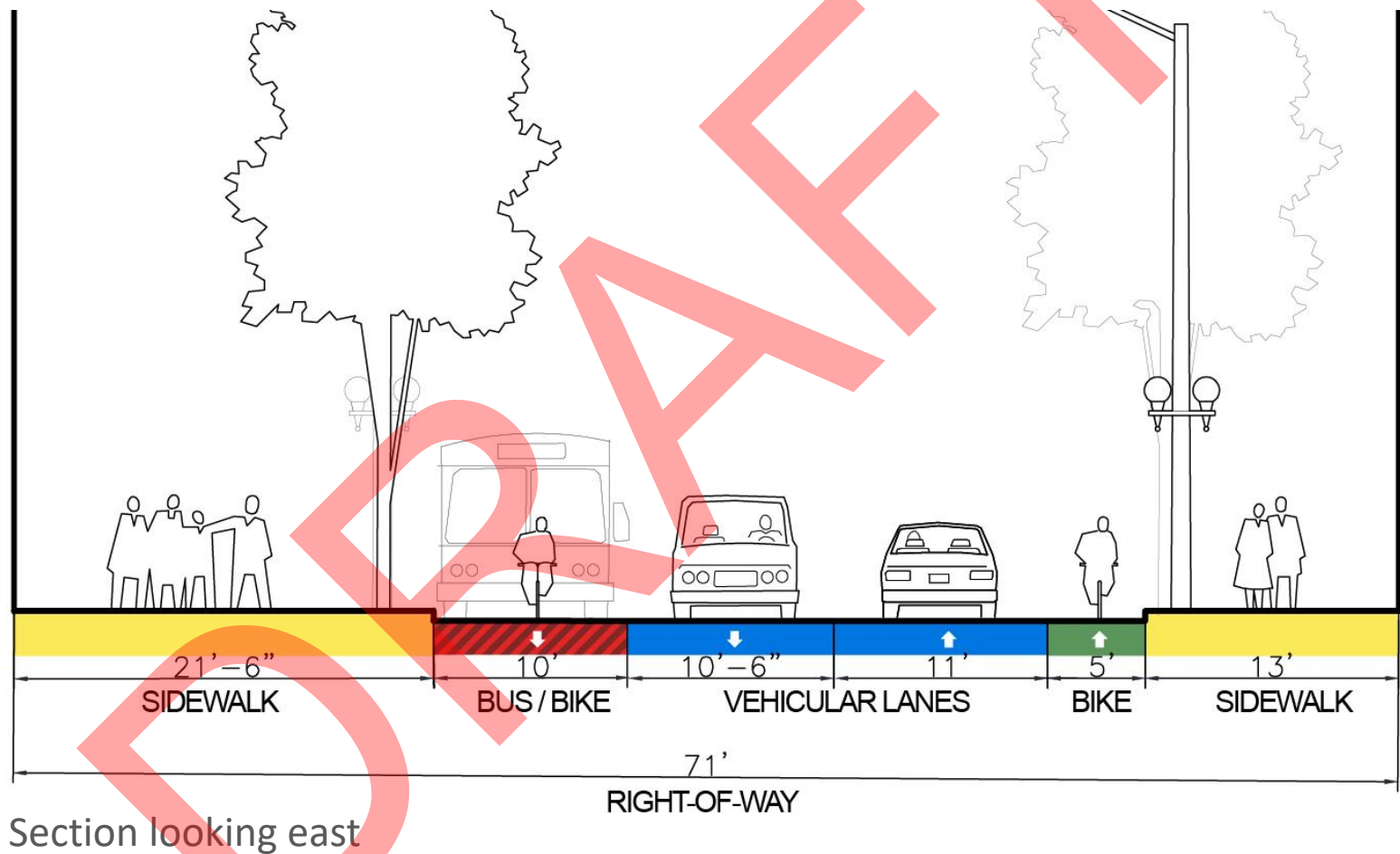
# PINE 6<sup>TH</sup> AVE – 9<sup>TH</sup> AVE



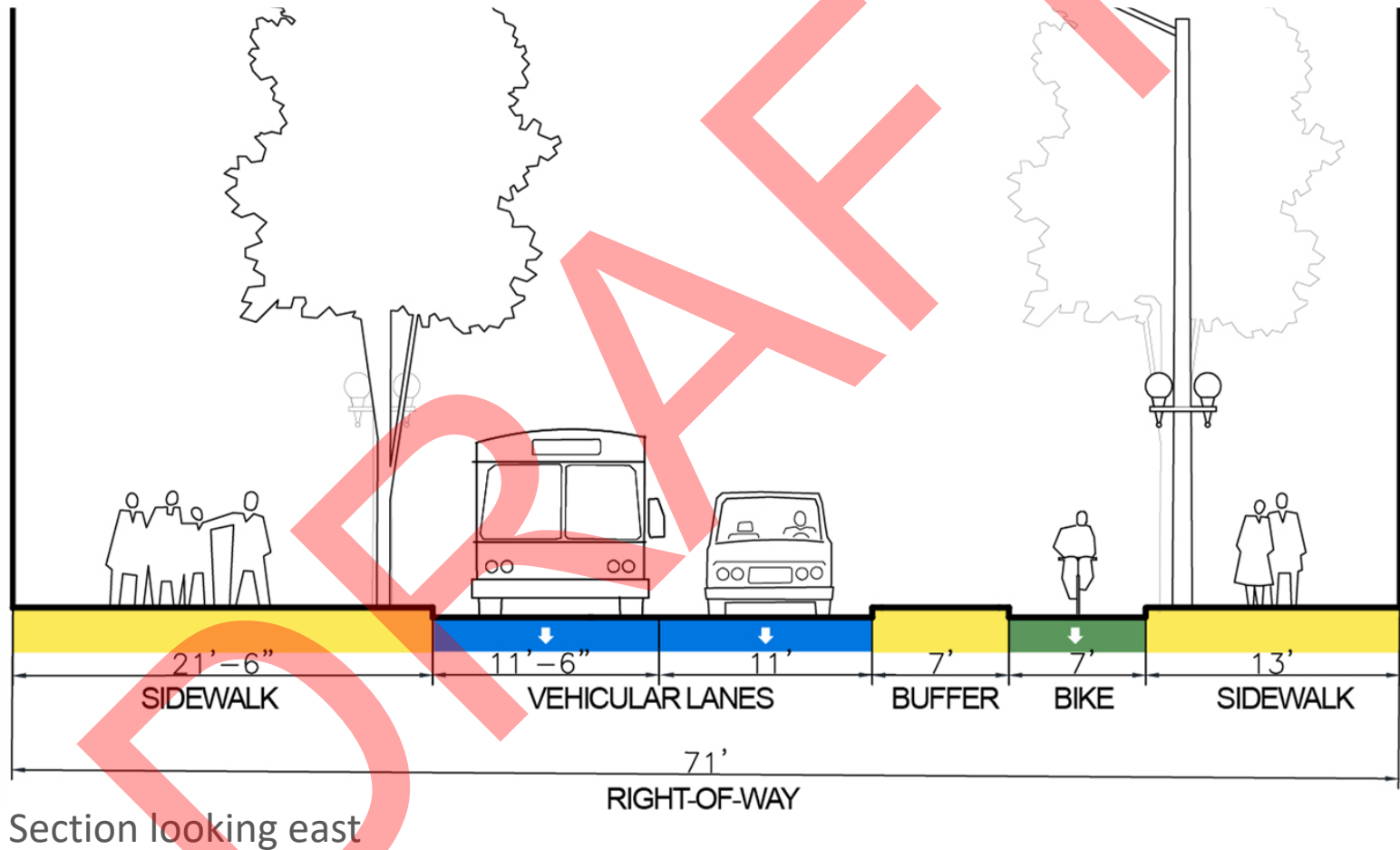


# PINE AND 8<sup>TH</sup>

## SECTION - EXISTING CONDITIONS

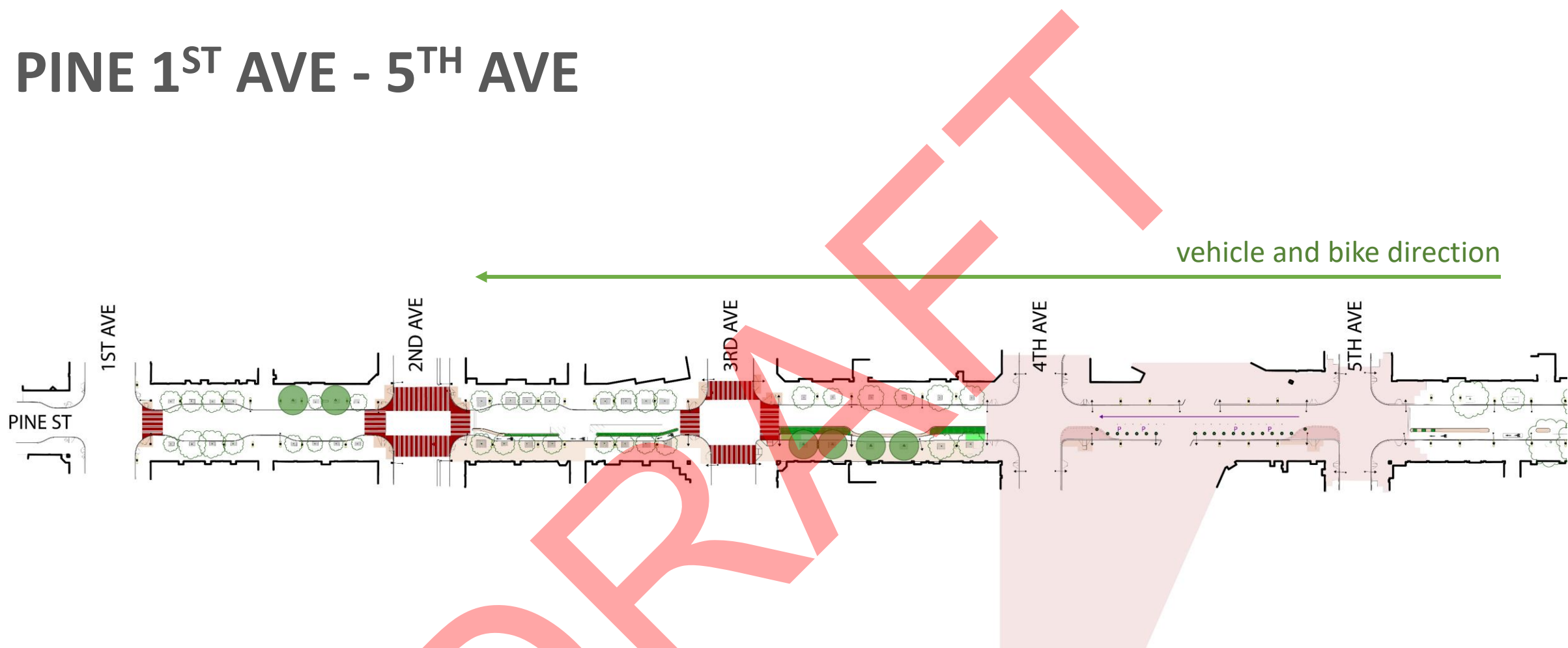


# PINE AND 8<sup>TH</sup> SECTION

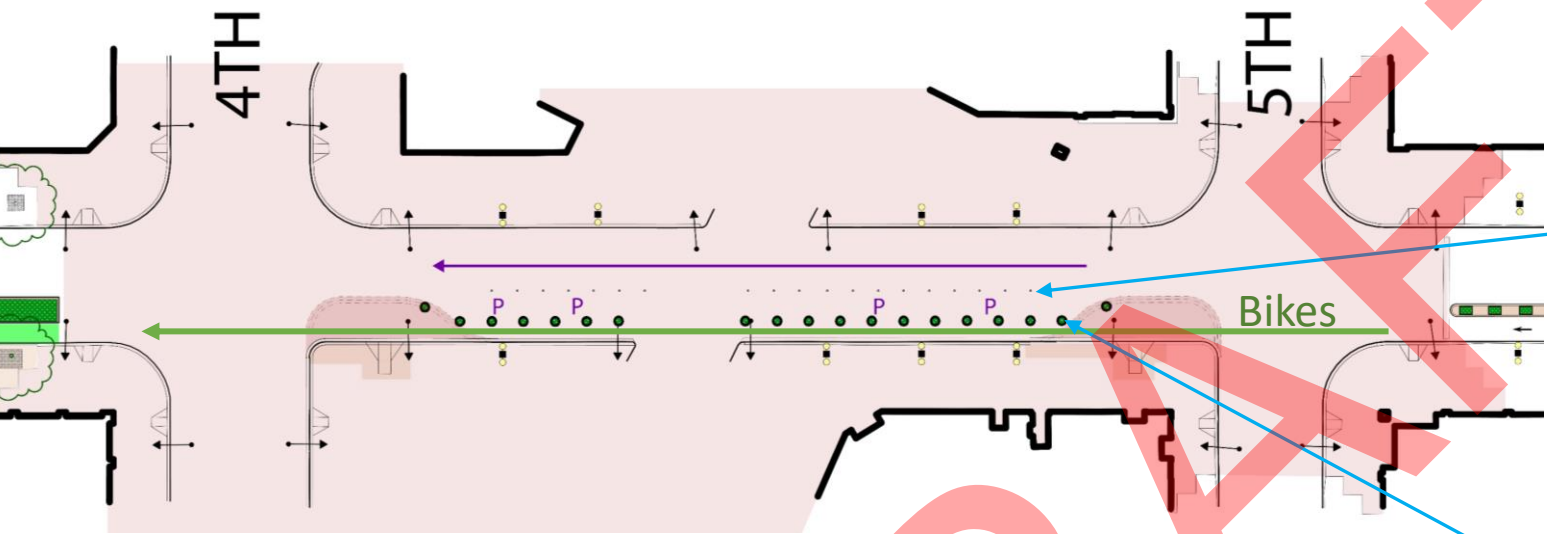




# PINE 1<sup>ST</sup> AVE - 5<sup>TH</sup> AVE



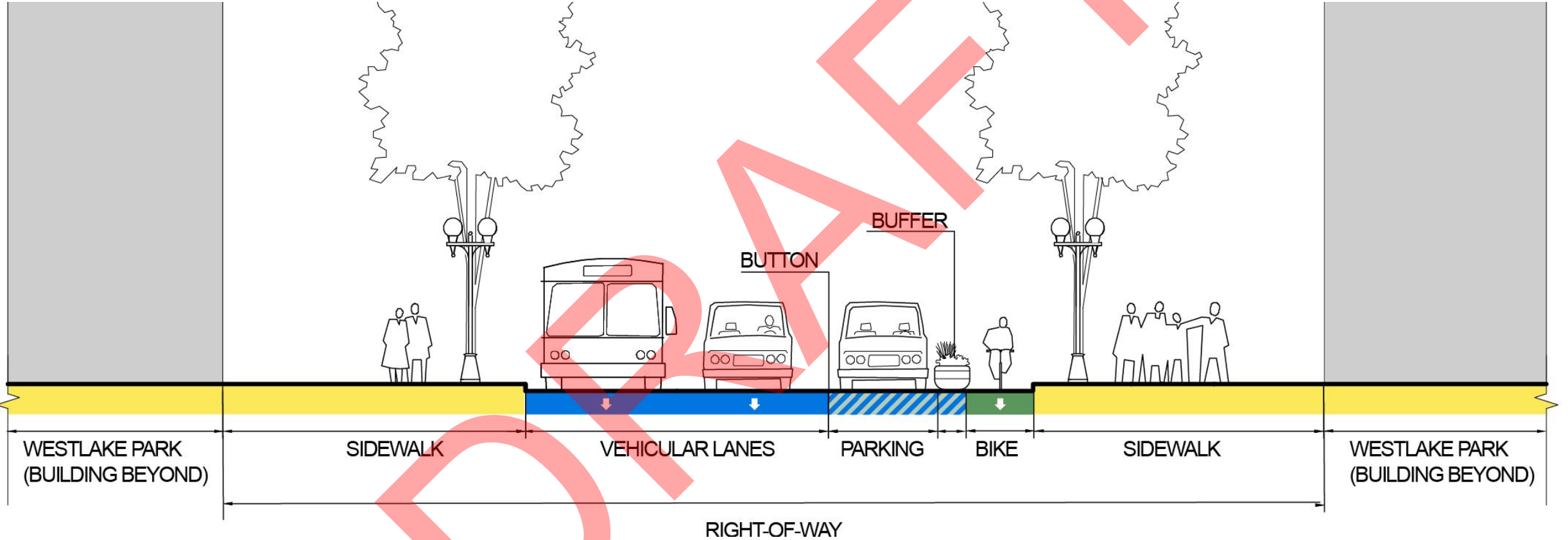
# WESTLAKE PARK





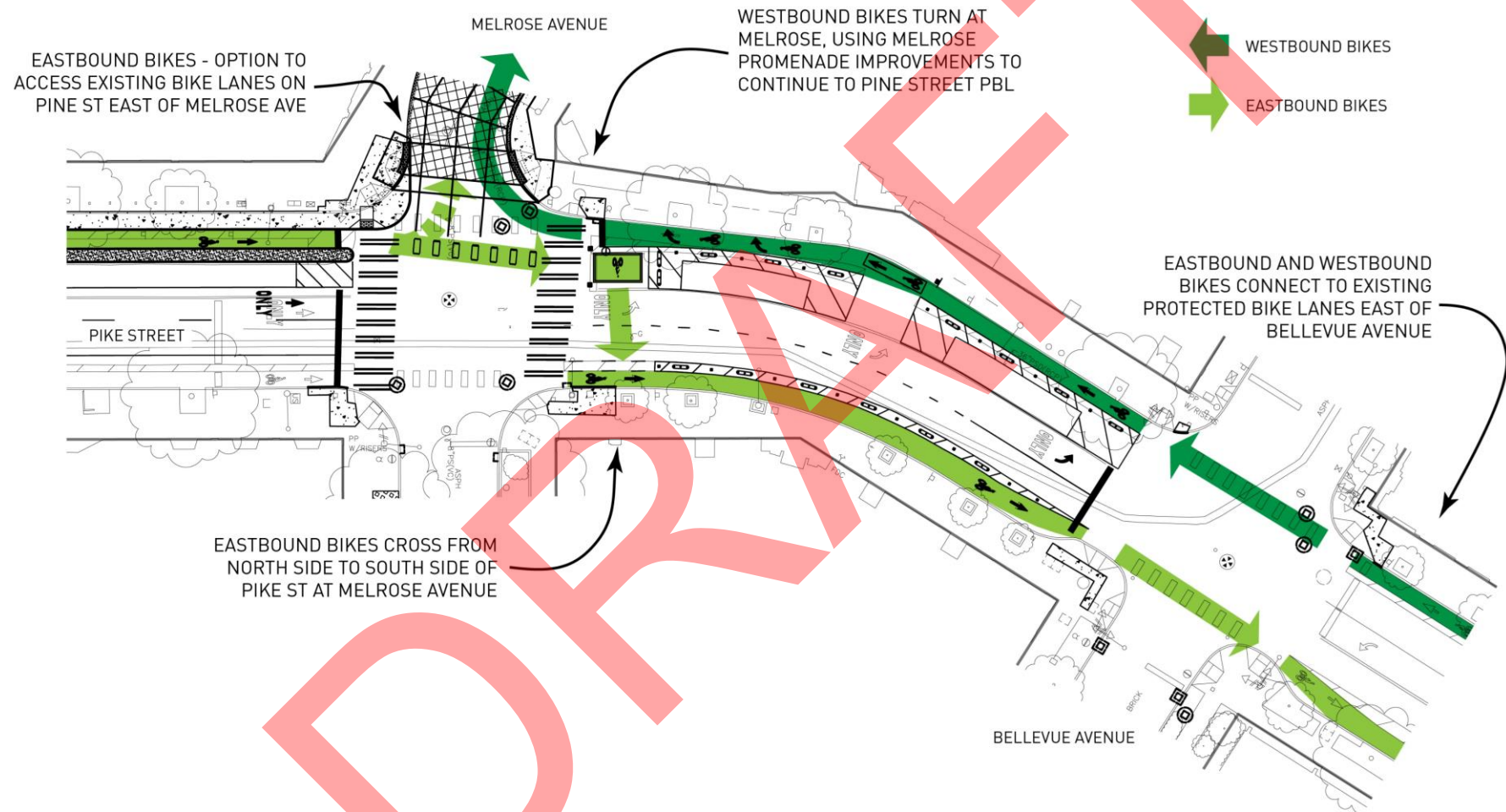
# PINE AT WESTLAKE

## SECTION



Section looking east

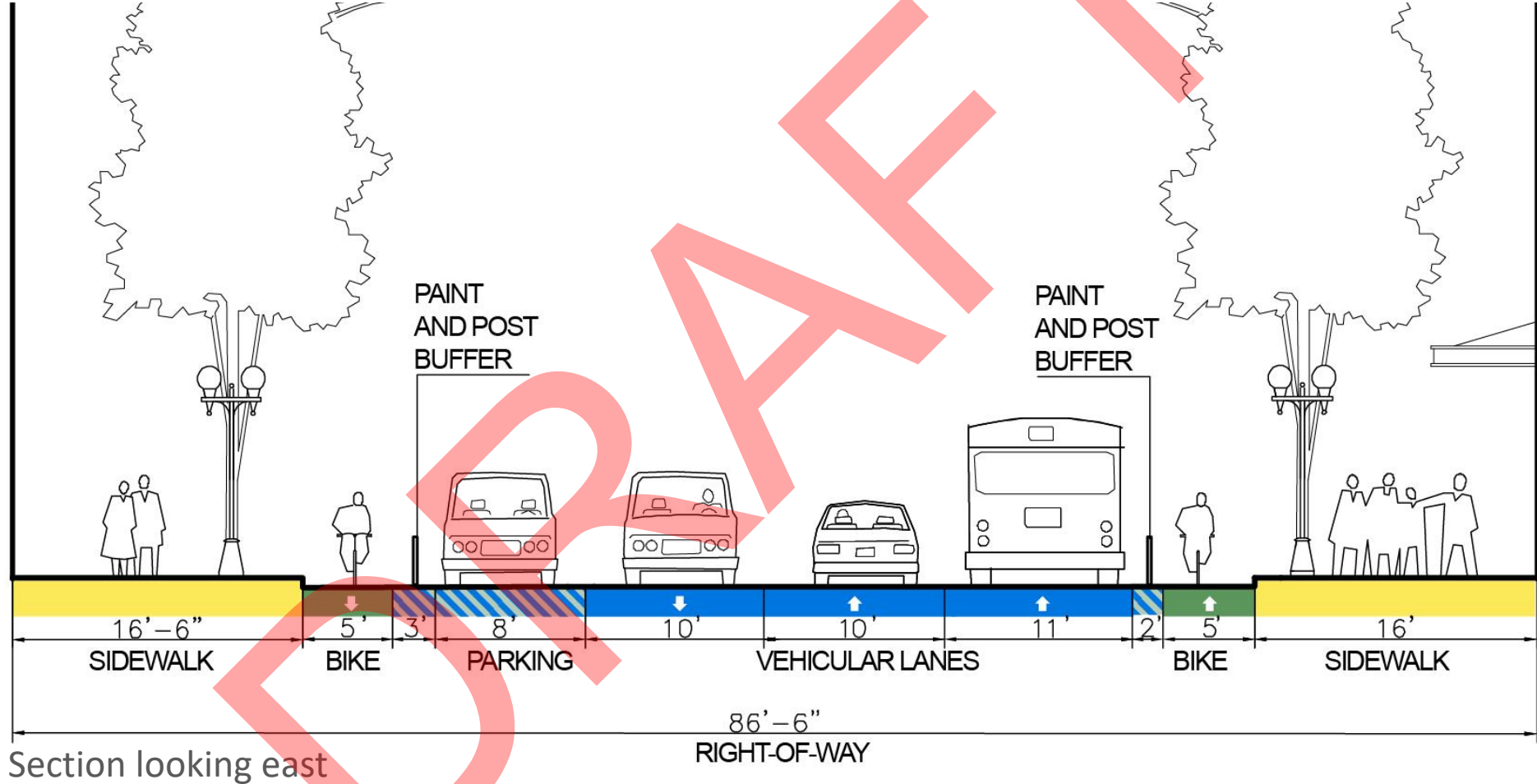
# COUPLET TRANSITION AT BELLEVUE AVE.





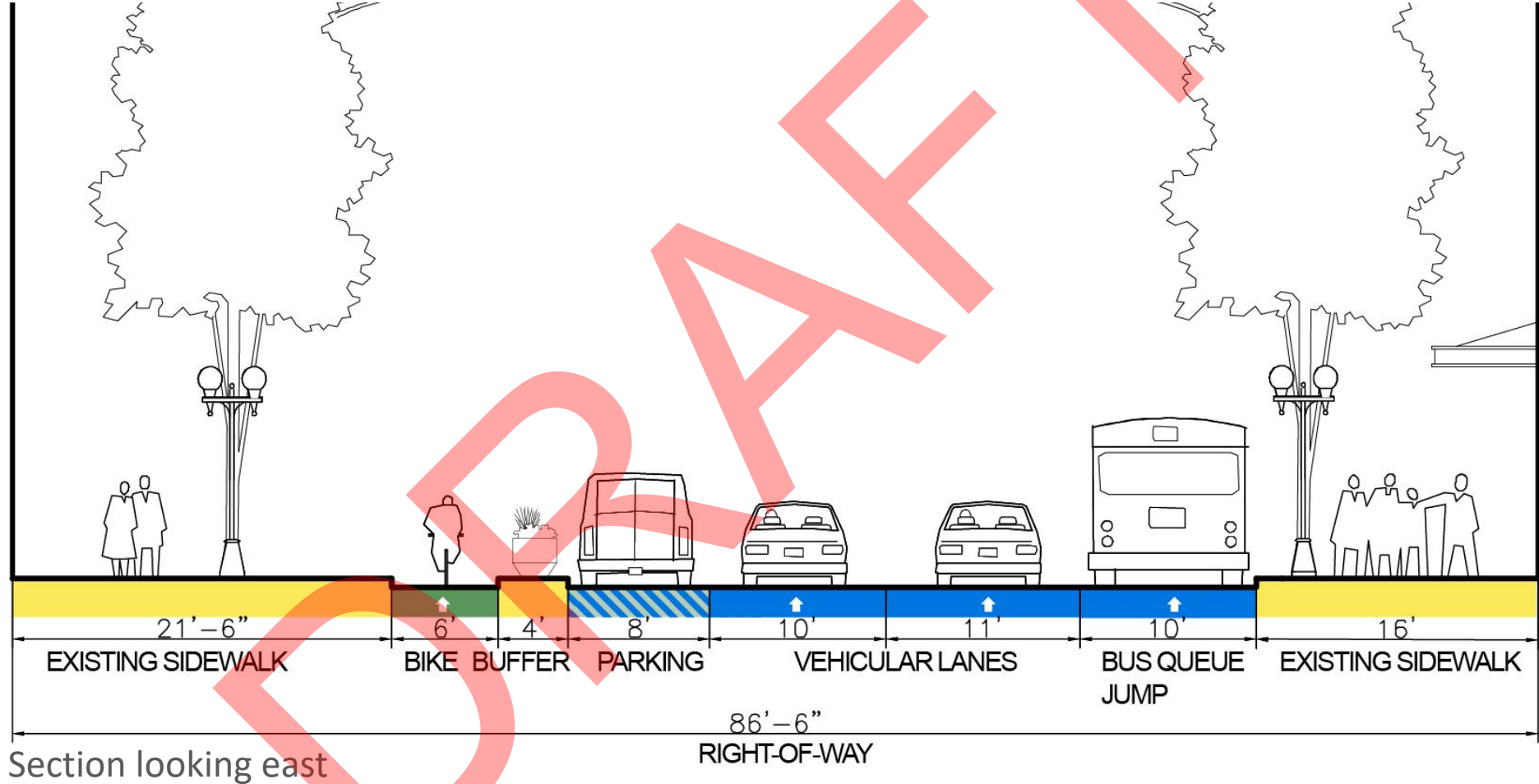
# PIKE AND MELROSE

## SECTION – EXISTING CONDITIONS



# PIKE AND MELROSE

## SECTION





# SUSTAINABILITY

- Eliminating gaps in the protected bike lane network encourages cyclist trips to and through the corridor
- Support transit (dedicated lane, improve transit speed and reliability)
- Trees and vegetative buffer reduce heat island effect and sequester carbon.
- The enhanced pedestrian environment promotes walking
- Increased space for pedestrians and bicyclists encourages active modes of transportation
- Adjacency of pedestrian and bike infrastructure to BRT, bus, and light rail options increase potential for multimodal trips
- Reuse of materials, such as the Westlake Pavers, are being reviewed where possible.
- Fostering public life in dense downtowns encourages 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?**