

# Pike Pine Renaissance

**Tim Burgess**  
Mayor

**Samuel Assefa**  
Director, OPCD

**Ross Tilghman**, Chair

**John Savo**, Vice Chair

**Lee Copeland**

**Ben de Rubertis**

**Thaddeus Egging**

**Rachel Gleeson**

**Laura Haddad**

**Brianna Holan**

**Rick Krochalis**

**Evan Fowler**

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## Commissioners Present

Ross Tilghman, Chair  
John Savo, Vice Chair  
Lee Copeland  
Rachel Gleeson  
Brianna Holan  
Ben de Rubertis  
Laura Haddad  
Rick Krochalis

## Commissioners Excused

Thaddeus Egging  
Evan Fowler

## Project Description

The City of Seattle's Office of the Waterfront and the Downtown Seattle Association are partnering to design a multi-phased streetscape plan for the Pike and Pine Street corridors between 1st Ave and Melrose Ave. The plan will focus on providing street enhancements, opportunities for activation and programming as well as improving east-west connections for pedestrians, cyclists, and vehicles. The project will be developed concurrently with other plans including the One Center City, WSCC Expansion, Third Ave Transit Corridor Improvements, Center City Connector, and Center City Bike Network. The WSCC Expansion developer is proposing to provide funding for this project between 9th Ave and Melrose Ave as one element of their street vacation public benefit package.

## Meeting Summary

This was the Seattle Design Commission's (SDC) first review of the Pike Pine Renaissance Plan. The purpose of this meeting was to review the concept design phase of this capital project. After the presentation, questions, and deliberation, the SDC voted, 8-0, to approve the concept design for the Pike Pine Renaissance Plan with several recommendations.

## Recusals and Disclosures

**Brianna Holan** disclosed that her employer, LMN Architects, is a part of the design team working on the WSCC expansion project.

**October 19, 2017****11:00 am – 12:30 pm****Type**

CIP

**Phase**

Concept Design

**Previous Reviews**

None

**Presenters****Stephen Pearce**

Office of the Waterfront

**Brian McCarter**

ZGF Architects

**Attendees****Jim Erickson**

Freeway Park Association

**Marshall Foster**

Office of the Waterfront

**David Grant**

ZGF Architects

**Matt Griffin**

Pine Street Group

**Brian Hawksford**

FAS

**Bryn Kepler**

GGN

**Jane Lewis**

Pine Street Group

**Brandon Macz**

Capitol Hill Times

**Summary of Presentation**

Stephen Pearce, of the Office of the Waterfront, and Brian McCarter, of ZGF Architects, presented the concept design phase of the Pike Pine Renaissance Plan. Stephen Pearce provided background for the Pike Pine Renaissance Plan, which is a part of Waterfront Seattle project. The Pike Pine Renaissance Plan includes a streetscape design for the Pike and Pine Street corridors between 1st Ave and Melrose Ave. The plan will reinforce the role of Pike and Pine Street in as major east-west connections, while providing a safe and continuous experience for pedestrians between the waterfront and Capitol Hill Neighborhood.

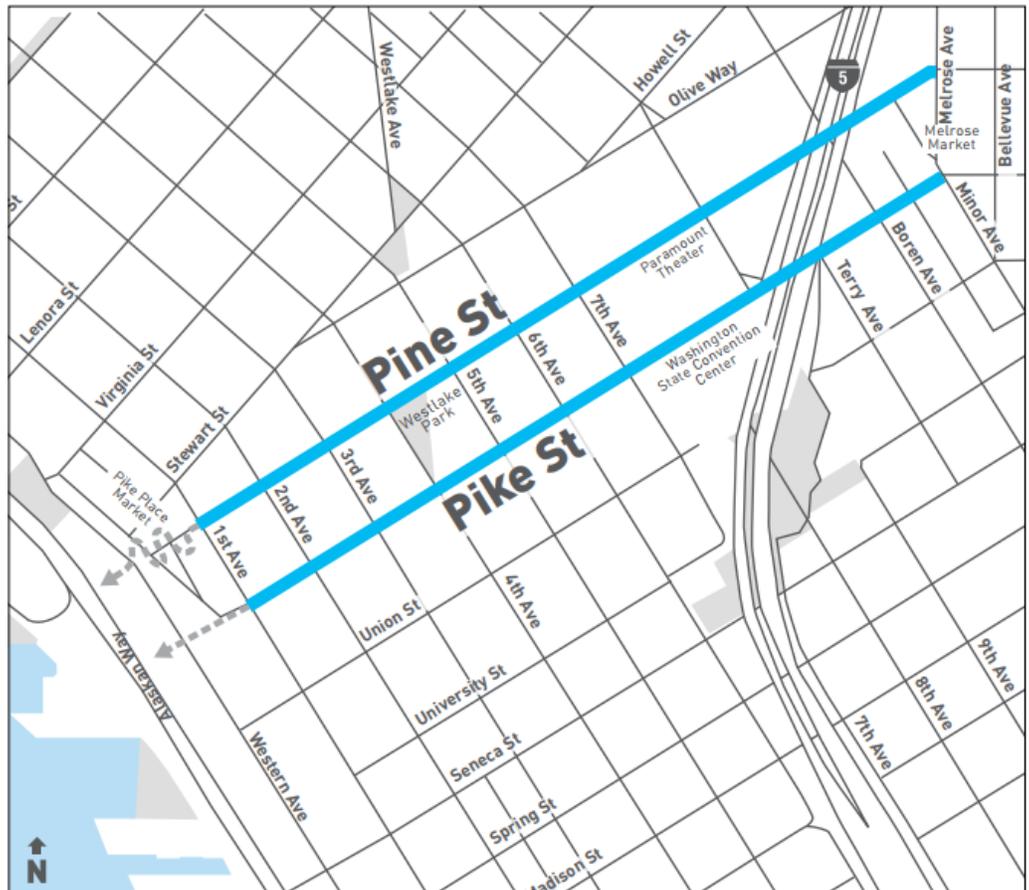
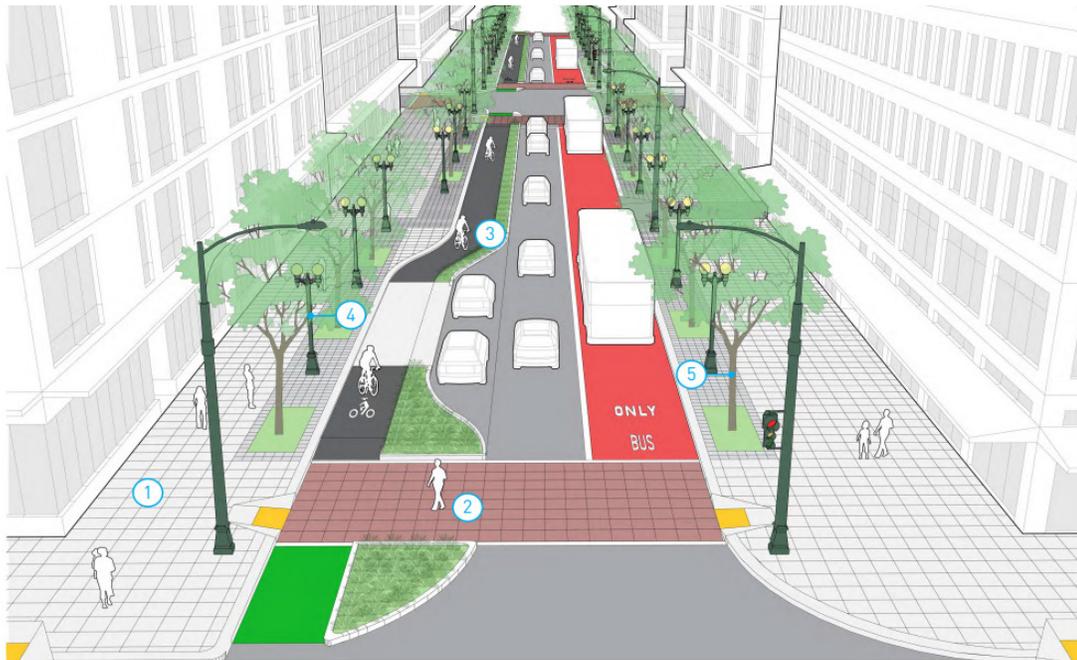


Figure 1: Project location

The presentation divided the plan into three segments – 1st to 4th Ave, 4th to 9th Ave, and 9th to Melrose Ave. Between 1st and 4th Ave, the proposed plan includes sidewalk improvements, opportunities for programming, pedestrian scaled paving, enhanced crosswalk designs, on-street parking, improved bus stops and additional street trees and landscape enhancements. Pine St is proposed to include a curbsless street design between 1st and 3rd Ave, while Pike St will include a curbsless street design between 1st and 2nd Ave.

The streetscape design between 4th and 9th Ave will include sidewalk improvements, enhanced crosswalk designs, enhanced pedestrian lighting, protected bicycle lanes and opportunities for activation and programming. The existing streetscape between 4th and 5th Ave along Pine St will not be updated through the design proposal.

The proposed design concept includes extending the one-way vehicular traffic flow along Pike and Pine St from 9th Ave to Melrose Ave (both are currently one-way streets between 1st and 9th Ave.) The proposal between 9th Ave and Melrose Ave also includes reducing the number of vehicular lanes from 5 to 2, while adding turn lane pockets, protected bicycle lanes, crosswalks, and a landscape buffer between the street and sidewalk.



## PROPOSED STANDARD BLOCK

### Continuity elements to extend through corridor

- ① Consistent sidewalk paving
- ② Signature crosswalk design
- ③ Protected bike lane and vegetated buffer
- ④ Two-globe pedestrian lighting
- ⑤ Enhanced tree canopy

Figure 2: Elements of continuity

The plan will receive funding from city department and private agencies. The WSCC expansion team is working with the City to provide funding for the design proposal for the segment of Pike and Pine between 9th Ave and Melrose Ave as a part of their public benefit package. Although funding for individual pieces of the plan will be secured separately, the entire project will be designed and constructed at one time.

### Agency Comments

**Mark Bandy**, of SDOT, reminded the SDC that the project team will lead community outreach efforts that will address next phases of the project. Mr. Bandy stated that the project team needed to maintain a level of flexibility with proposed expenditures for the re-allocation of uses on Pike and Pine Streets, which have yet to be designed. Mr. Bandy then stated associated project teams will return to the SDC jointly for subsequent reviews.

### Public Comments

None.

### Summary of Discussion

The Commission organized its discussion around the following issues:

- West segment
- 4th Ave to 9th Ave segment
- East segment
- Elements of continuity
- Bicycle mobility

#### *West segment*

The SDC highly recommended the project team provide more information about potential interactions between different mobility types between 3rd Ave and 4th Ave. Specifically, commissioners requested clarity on interactions between transit users queuing and waiting at the bus stop and how they will connect with the bus across the protected bicycle lane. The commission, concerned proposed street trees will block views to the public market sign, recommended that views to the public market sign along the corridor be highlighted as much as possible.

The SDC appreciated that the design proposal becomes increasingly oriented towards pedestrians as Pike and Pine Street approach 1st Ave and the Public Market. Several commissioners encouraged the design team to consider removing lane striping on the block between 1st and 2nd Ave as a way to prioritize pedestrian movement. Other commissioners agreed, but recommended the project team review existing and projected traffic patterns prior to making a decision. Commissioners then agreed the success of this area will also depend on how loading and service

programming for surrounding businesses are handled.

The Commission recognized the Public Market entrance as a unique feature and cautioned the design team from extending materials used for the Public Market entrance across 1st Ave as a way to prioritize pedestrian movement.

The SDC then requested information about how the proposed plan will address illegal activity along 3rd Ave.

#### *4th Ave to 9th Ave segment*

The SDC highly recommended the project team show how the proposed design will integrate with Westlake Park. Commissioners encouraged the design team to think about the future of Westlake Park as a public space that will connect Pike and Pine Streets. The Commission then encouraged the project team to address how the proposed plan can provide incentives for private businesses to include interactive street level facades and design treatments along the corridor.

Commissioners encouraged the WSCC team to consider addressing the existing streetscape design of Pike Street between 8th Ave and 9th Ave, which currently serves as an impediment in connecting Downtown with the Capitol Hill Neighborhood. Commissioners also recommended the WSCC team understand how they can help better facilitate the proposed plan, due to having entrances and façade along Pike St.

The commission appreciated and supported the design of transparent entries to Westlake Light Rail Station.

#### *East segment*

The SDC recommended the project team provide a landscape plan for both the north and south edge of the I-5 overpass on Pike St. and the north edge of the I-5 overpass on Pine St. If possible, the commission encouraged the design team to consider providing landscape screening below the northeastern edge of the I-5 overpass along Pine St rather than on the overpass itself. Commissioners also recommended the project team pay attention to design details of the proposed railings on the I-5 overpasses to ensure the railings are well integrated from all approaches.

The Commission then discussed the proposed one-way couplets along Pike and Pine Streets east of 9th Ave. Although several commissioners have reservations about one-way couplets, they agreed that one-way couplet designs might work well. The commission requested more information as to why the project team is proposing a one-way couplet along this section of Pike and Pine St and how the proposed design will benefit all types of mobility.

The SDC commended the project team for using a 2 ft. by 2 ft. square design for pedestrian crosswalks. Commissioners encouraged the design team to use durable materials so the crosswalks will not deteriorate.

#### *Elements of continuity*

The SDC commended the collaboration between the Office of the Waterfront, WSCC expansion project team, and other city agencies to extend the initial scope of the corridor design from 9th Ave further west into the Capitol Hill Neighborhood. The Commission is very concerned with the lack of information for funding of long-term maintenance. Commissioners highly recommended that the project team provide funding for long term maintenance of the project. The Commission also recommended an artist join the project team so to identify opportunities for public artwork as soon as possible. Commissioners suggested that artwork be an element of continuity throughout the corridor.

#### *Bicycle mobility*

The SDC voiced their concern with the lack of bicycle connectivity between Pike and Pine Street. If Pike and Pine Street become one-way couplets, the commission strongly recommended that the design team clarify how cyclists, and other users, will travel between Pike and Pine Street.

### **Action**

The SDC thanked the project team for the presentation of the concept design phase for the Pike Pine Renaissance plan. Overall, the Commission appreciated the continuity of the design as well as the attention to detail and improvement to the public realm. The SDC voted, 8-0, to approve the concept design phase of the Pike Pine Renaissance project with the following recommendations:

1. Provide more information about potential interactions between different mobility types between 3rd Ave and 4th Ave. Show specifically how the design addresses interactions between transit users queuing and waiting at the bus stop.
2. Consider highlighting views to the Pike Place Market sign along the corridor
3. Show how the proposed design will integrate with Westlake Park
4. Show how the existing WSCC facility can help better facilitate the proposed plan with its streetscape design along Pike St.
5. Provide a landscape plan for both the north and south edge of the I-5 overpass on Pike St. and the north edge of the I-5 overpass on Pine St
6. Pay attention to design details of the proposed railings on the I-5 overpasses to ensure the railings are well integrated from all approaches
7. Provide information as to why the project team is proposing a one-way couplet along this section of Pike and Pine St and how the proposed design will benefit all types of mobility
8. Consider a plan for financing long term maintenance of the project
9. Select an artist soon to be a part of the project team and identify opportunities for public artwork along the project corridor
10. Consider providing information as to how cyclists and pedestrians will travel between Pike and Pine Street