

SDOT	Director's Rule 03-08
DPD	Director's Rule 20-2008
SPU	Director's Rule 06-2008
SCL	Director's Rule 01

Applicant: City of Seattle Dept. of Transportation (SDOT) Dept. of Planning & Development (DPD) Seattle Public Utilities (SPU) Seattle City Light (SCL)	Page	Supersedes:
	1 of 2	N/A
	Publication: 1/26/09	Effective: 5/5/09
Subject: Pike & Pine Streetscape Conceptual Design Appendix D to Right of Way Improvements Manual*		Code and Section Reference: SMC Chapter 23.53
		Type of Rule: Code Interpretation
		Ordinance Authority: SMC 3.06.040 & 3.12.020
		Approved Date
		(Signature on file) <u>1/6/09</u> Grace Crunican, Director, Seattle Transportation
		Approved Date
		(Signature on file) <u>5/1/09</u> Diane M. Sugimura, Director, Planning & Development
Index: Land Use Code/Technical and Procedural Requirements		Approved Date
		(Signature on file) <u>1/5/09</u> Chuck Clarke, Director, Seattle Public Utilities
		Approved Date
		(Signature on file) <u>5/1/09</u> Jorge Carrasco, Superintendant, Seattle City Light

I. Background

The Pike & Pine Corridor from First to Fourth Avenues is a top priority area for a high quality public space in downtown Seattle for a number of reasons. It is at the center of the City's downtown retail core and is adjacent to Pike Place Market. This area of the central business district has been the focus of several past efforts and plans, which have given focused urban design attention to the Pike & Pine Corridor including: the 1995 Pine Street Advisory Task Force, the 1997 Pike Street Improvement Project, as well as the legacy of past improvement projects including the Pike Place Market, Pike Local Improvement District (LID), Westlake Park, and the Pine Street Improvements.

In 2008, the City funded several conceptual center city streetscape design documents for use by stakeholders, as a part of a greater Center City Strategy. The Pike & Pine Street Conceptual Design Plan from First through Fourth Avenues is the first of these documents. The Conceptual Design Plan provides greater predictability for stakeholders when making investments in City rights-of-way. The conceptual design establishes a consistent design framework and identifies elements, balancing the needs of pedestrians, motorists and services in the Pike & Pine Corridor from First to Fourth Avenues. To create this conceptual design plan, multiple City departments and Metro Transit were engaged, along with area stakeholders and property owners.

II. Rule

The Pike & Pine Streetscape Conceptual Design is incorporated into the Seattle Department of Transportation Right-of-Way Improvements Manual as Appendix D. The provisions of the Pike & Pine Streetscape Conceptual Design are voluntary. However, property owners are encouraged to follow them in order to achieve their intent.

The conceptual design has been pre-approved by the Seattle Department of Transportation (SDOT). Therefore, Street Use Permit submittals that follow these concept plans can be assured that the major design elements contained in their plans meet or exceed the requirements described in the Right-of-Way Improvements Manual. The Right-of Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for private contracts. The conceptual design is also pre-approved by Seattle Public Utilities (SPU) and Seattle City Light (SCL), and required permit submittals for items relevant to these agencies can be assured that the major design elements contained meet agency requirements.

III. Reason

While the Pike & Pine Conceptual Design does not establish requirements, the conceptual design has been approved through an intensive review by SDOT, SPU, and SCL. Adopting the conceptual design as an Appendix to the Right-of-Way Improvements Manual provides recognition of the design and gives clear guidance to property owners who wish to follow these plans.

Note: Ctrl + Click to follow link to the Pike & Pine Streetscape Conceptual Design.

http://www.seattle.gov/Transportation/rowmanual/manual/6_1.asp#618