



First Hill Public Realm Action Plan

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Transportation Committee- March 24, 2015
Susan McLaughlin (SDOT), Don Harris (Parks)

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



Vision: a vibrant Seattle with connected people, places, and products.

Presentation overview

- Project Objectives, Approach and Deliverables
- What is a Street Concept Plan?
- Review of Public Space criteria
- Review of Opportunity Sites
- Review of Street Concepts
- Implementation Strategies
- Next steps

Project Approach

Objective

Develop implementation strategies to *expand* public space network in First Hill, while serving local mobility needs.

Approach

- Explore opportunities in ROW
- Evaluate potential for land acquisition
- Partner with private development

Who's involved

SDOT, Parks, DPD and First Hill Improvement Association

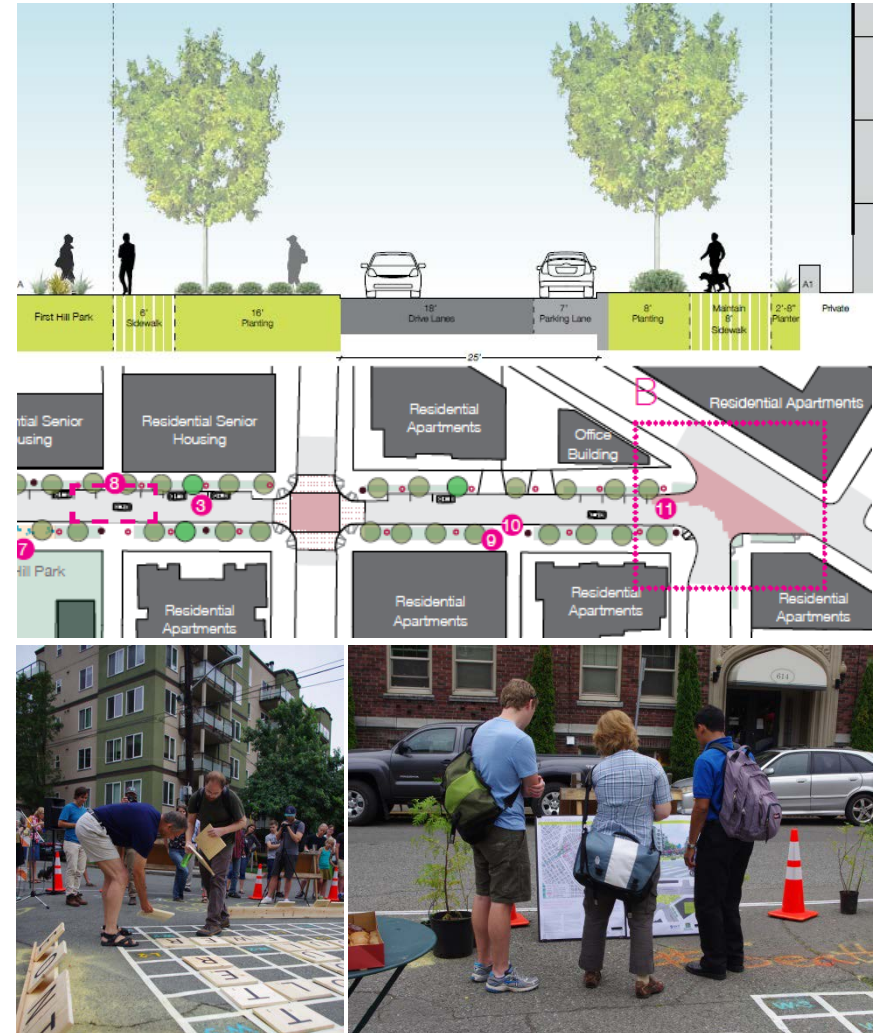


Deliverable: Street Concept Plans

Why: sets a vision for the street(s) and guides physical improvements.

Who: may be initiated by community members, neighborhood groups, property owners, or developers who would like to provide an enhanced streetscape.

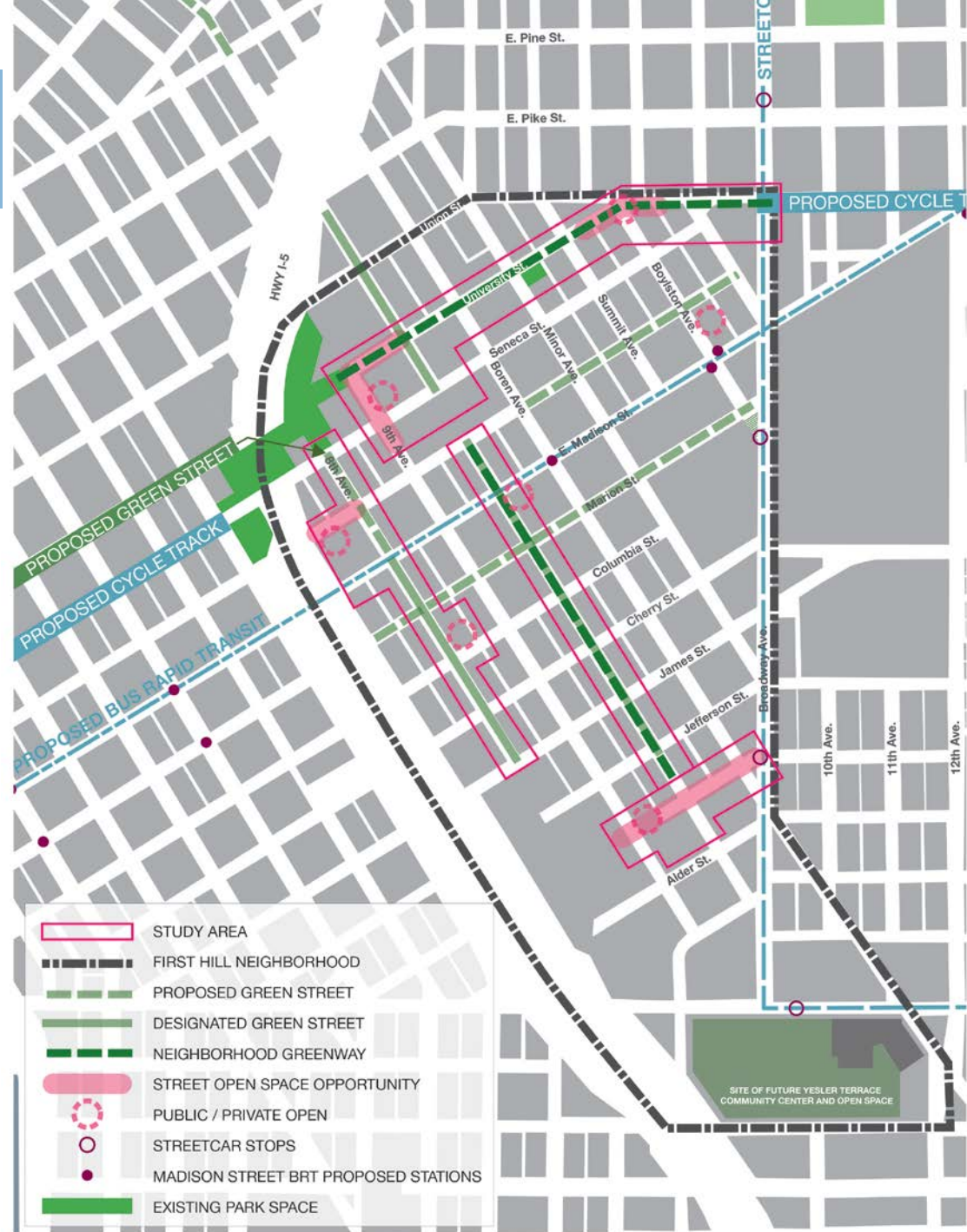
How: formally approved as a joint director's rule between city departments as necessary, and is included in the Right of Way Improvements Manual.






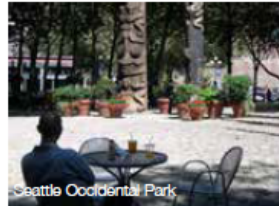


Streetscape vs. Park



Context Map



Public Space Criteria

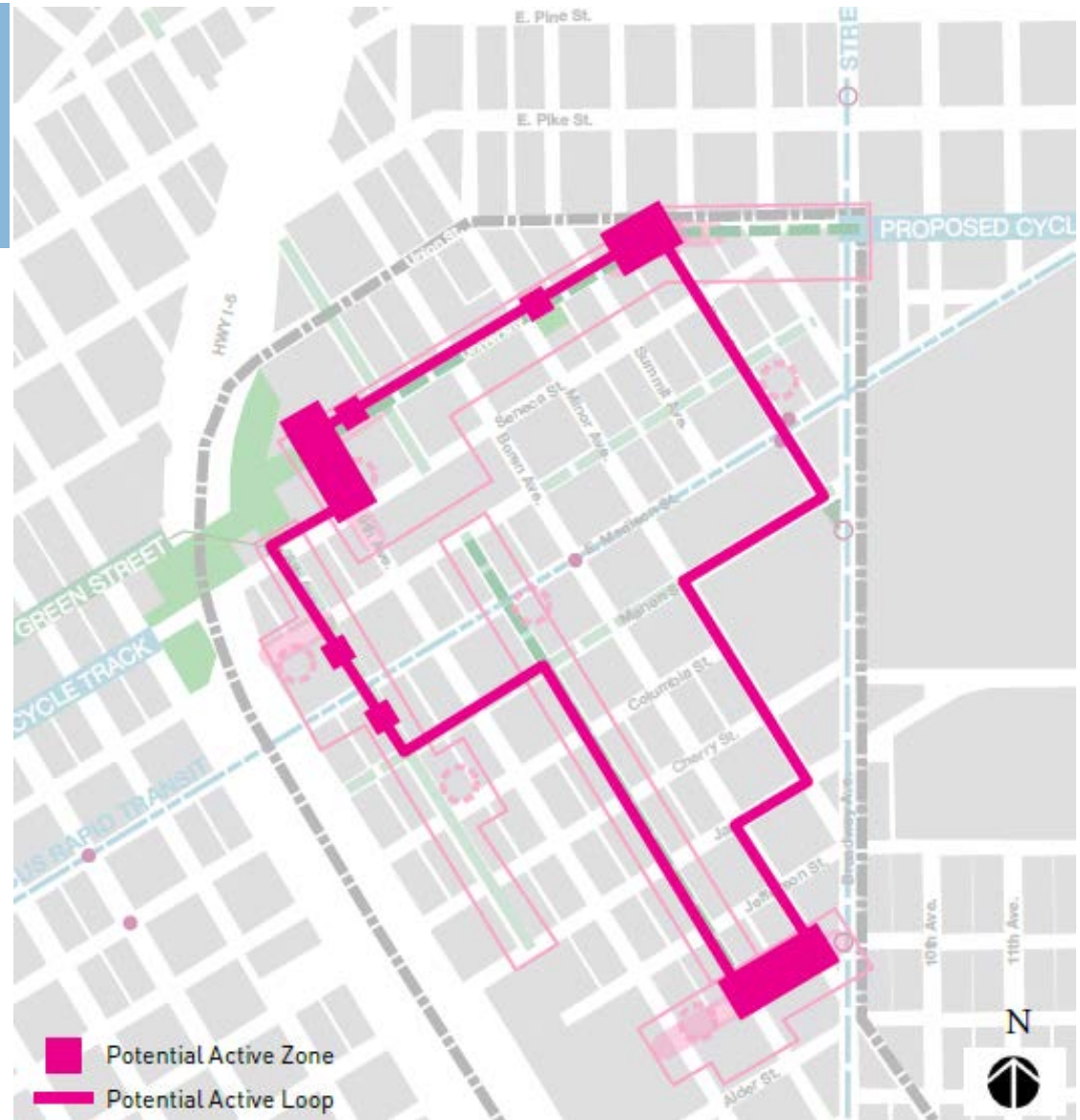
Park Types	Example	Definition	National Criteria	Local Criteria
Parklet	 Seattle parklet	Parklets convert on-street parking spots into public spaces. Cost-effective tool for increasing our city's public open space	<ul style="list-style-type: none"> - permitted on streets with speed limits of 25 mph or less - streets with grade less than 5% - at least 20 ft long and no wider than 6 ft - 4 ft buffer on either side 	<ul style="list-style-type: none"> - built in lanes already with parking - street with grade less than 5% - at least 20 ft long and no wider than 6 ft - 4 ft buffer on either side
Minipark/ pocketpark	 San Francisco pocket park	Miniparks/pocket parks consist of small cultural or natural areas with recreational, reflective or City beautification potential	<ul style="list-style-type: none"> - 2500 sq. ft to 1 acre - serve as a recreational or beautification space where acquisition of larger parks is not possible - linked to community pathways or sidewalks 	<ul style="list-style-type: none"> - 2500 sq. ft to 10,000 of usable park area - surrounded by residences, small commercial and non-arterial streets - serves immediate neighborhood, less than 1/4 mile in distance
Active Zone		Park Active Zones in the Public Right or Way that provide areas for exercise and outdoor activity	No Equivalent Classification	<ul style="list-style-type: none"> - between 500 - 1000 square feet - serves the surrounding neighborhood and also provides a network of active zone openspaces - provides activity to potential adjacent uses
Downtown Park	 Seattle Occidental Park	Small islands within the urban downtown that present opportunities to enhance the city's character. The current determined boundary and definition of "downtown" may shift as the city changes	No Equivalent Classification	<ul style="list-style-type: none"> - 4300 sq ft to 22,000 sq ft. - current boundaries : south lake union to international district, Elliot Bay to I5. - programming could include, buskers, food carts, events
Neighborhood Park	 Seattle Cal Anderson	Larger than pocket parks and serve the surrounding neighborhoods for multiple uses	No Equivalent Classification	<ul style="list-style-type: none"> - between 10,000 - 40,000 square feet - serves surrounding neighborhood between 1/4 to 1/2 mile - multiple uses including play areas, small fields, benches, picnic tables & paths
Boulevard/ Green Streets (called Greenways by National Parks)	 Seattle Bell Street	legally designated as an extension of expansion of a dedicated street with continues to serve as right-of-way in addition to being park land	<ul style="list-style-type: none"> - size varies - location dependent on resource availability and opportunities - effectively tie park systems together to form a continuous park environment 	<ul style="list-style-type: none"> - size varies - linear parks that typically serve as an aesthetically pleasing transportation corridor - location along arterials roads favoring places with views

Public Space Analysis



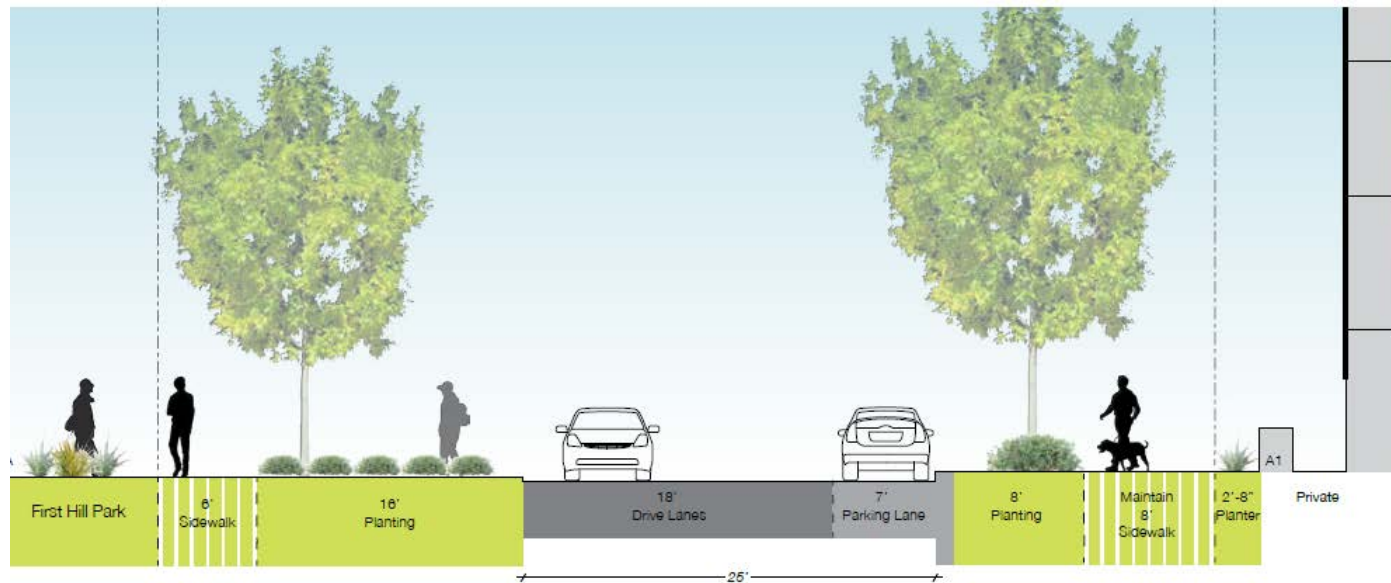
Proposed Open Space	Size	Type	Characteristics & Connections	Evaluation Rank
A 9th Avenue Promenade	1,064 SF	<ul style="list-style-type: none"> Active Zone Boulevard/ Green Street 	<ul style="list-style-type: none"> Connection to Freeway Park Easy access to University green street Low volume vehicular traffic Development of Virginia Mason proposal 	Medium
B Madison and Boylston Park	TBD SF	<ul style="list-style-type: none"> Neighborhood Park 	<ul style="list-style-type: none"> New residential and commercial development BRT transit stop 	High
C Terry and Madison Park	TBD SF	<ul style="list-style-type: none"> Pocket Park 	<ul style="list-style-type: none"> Close to Madison BRT stop Larger lot of land Located near Terry Avenue 	High
D Terrace Street Promenade	4,300 SF	<ul style="list-style-type: none"> Downtown Park Boulevard/ Green Street 	<ul style="list-style-type: none"> Located near Harborview Plaza Connection to Broadway Streetcar 	Medium
E Terry Avenue Promenade	20,000 - 40,000 SF	<ul style="list-style-type: none"> Neighborhood Park Boulevard/ Green Street 	<ul style="list-style-type: none"> Community desired pedestrian promenade Co-location with civic and cultural institutions Potential development 	Medium - Low
F University and Boylston Park and Plaza	4,390 SF	<ul style="list-style-type: none"> Minipark/ Pocket Park Active Zone 	<ul style="list-style-type: none"> Oversized intersection Low volume vehicular traffic Improved pedestrian and bicycling safety 	High

Active Zones: 1.7 Mile Loop



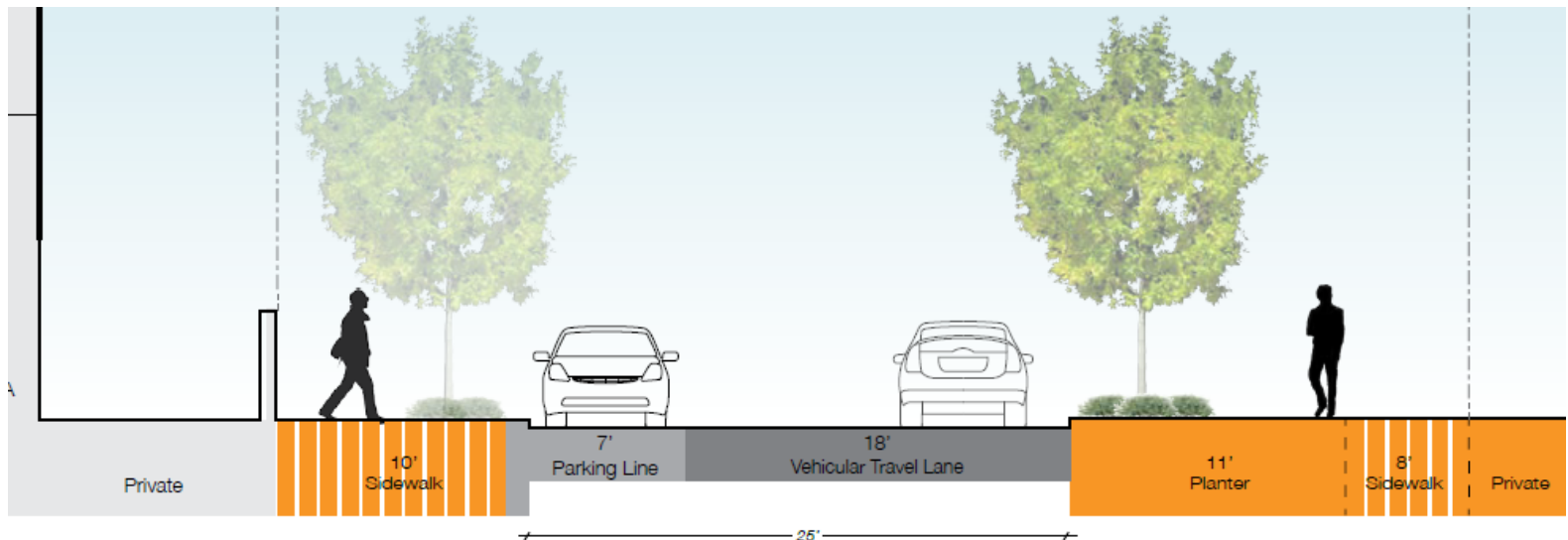
University Street – key street elements

- Reallocate street space at University, Union, Boylston intersection to create new public space and gateway to future neighborhood greenway
- Incorporate Neighborhood Greenway elements along the route
- Reallocate street space on 9th Ave between Seneca and University to expand pedestrian realm along Freeway park frontage
- Expand pedestrian realm in strategic locations to create active zone pockets



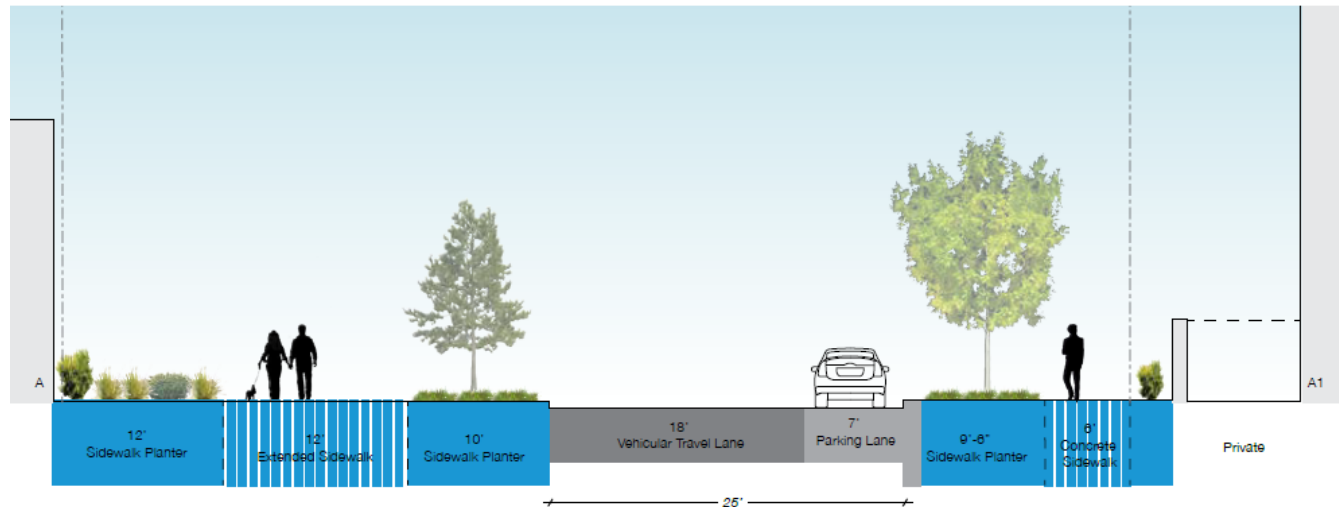
8th Avenue – key street concepts

- Leverage green street incentives in Land Use code to implement plan
- Work with private development to provide additional public space (7th & Spring and 8th & Columbia)
- Expand pedestrian realm in strategic locations to create active zone pockets
- Install curb bulbs at key intersections to increase visibility of pedestrians and to reduce crossing distances
- Plant additional trees and landscape to fill in gaps in the existing canopy



Terrace Ave - key street concepts

- Improve connectivity to new streetcar station at Broadway and pedestrian connection to 9th Ave
- Integrate with new public plaza proposed at Harborview (Harborview Hall)
- Recommend curbless, pedestrian plaza from Terry to Harborview
- Expand and enhance pedestrian realm from Terry and Boren by narrowing roadway and adding landscape/active zones



Terry Avenue- key street concepts

- Strengthen connection to arts, transit, education, places of worship and health on First Hill
- Curb-less design for Phase I focus points
- Integration with potential BRT station location at Terry & Madison
- Partner with private development at key focus points (Sorrento and Frye Museum) to develop additional public open space
- Evaluate traffic light at James & Terry
- Adaptive parking lane to accommodate pedestrian/ active zones



Terry Avenue Design



Terry at Madison



Terry – between Columbia and Cherry

Activation

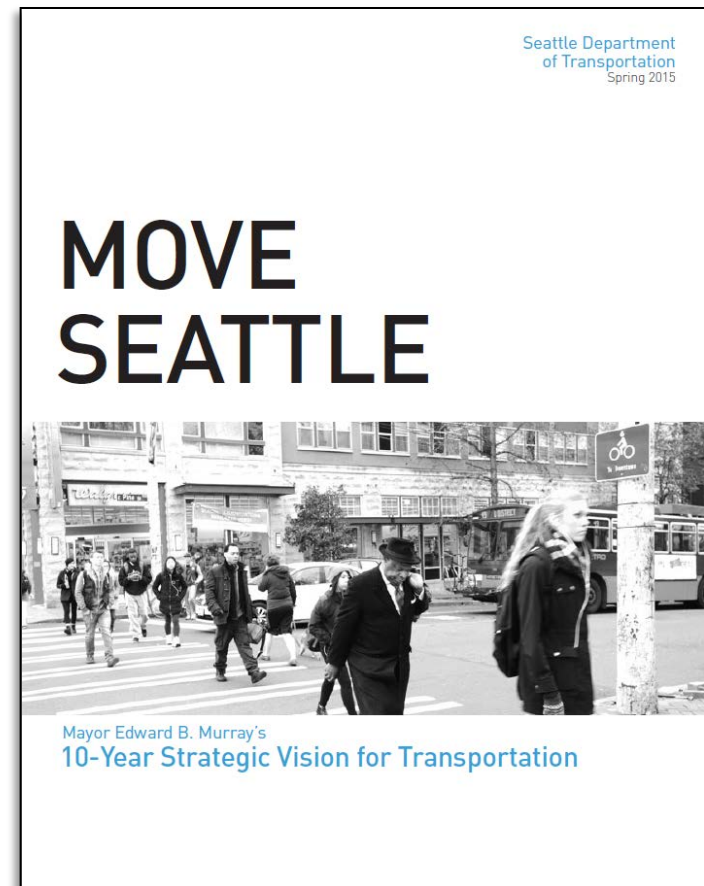


Interim design strategies

"...can serve as a bridge to the community, helping to build support for a project and test its functionality before going into construction"

- National Association of City Transportation Officials, *Urban Street Design Guide*

	CONVENTIONAL PROJECT DEVELOPMENT	PHASED/INTERIM DESIGN STRATEGY
Year 1	Concept	Concept
	Plan/Outreach	Plan/Outreach
Year 2		Interim Installation
		Impacts Analysis
Year 3	Design	Design
Year 4		
Year 5	Construction	Construction





University Street – 9th Ave to Union

Prototype park interim design strategy





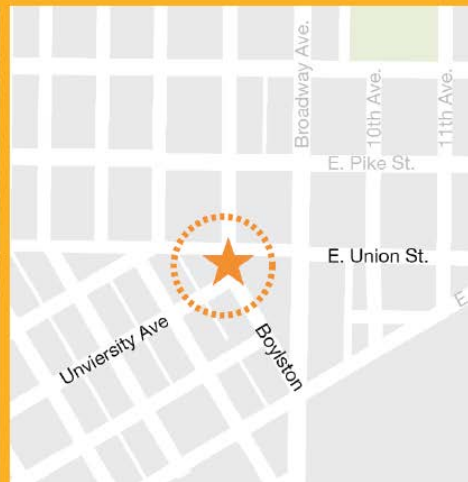
Let's test it!

First Hill Street Scrabble Tournament!

When // Tuesday, August 12th | Food + Fun : 4pm
Tournament: 5pm - 7pm

Where // intersection of University, Union, and Boylston

How // sign up at streetscrabble@gmail.com



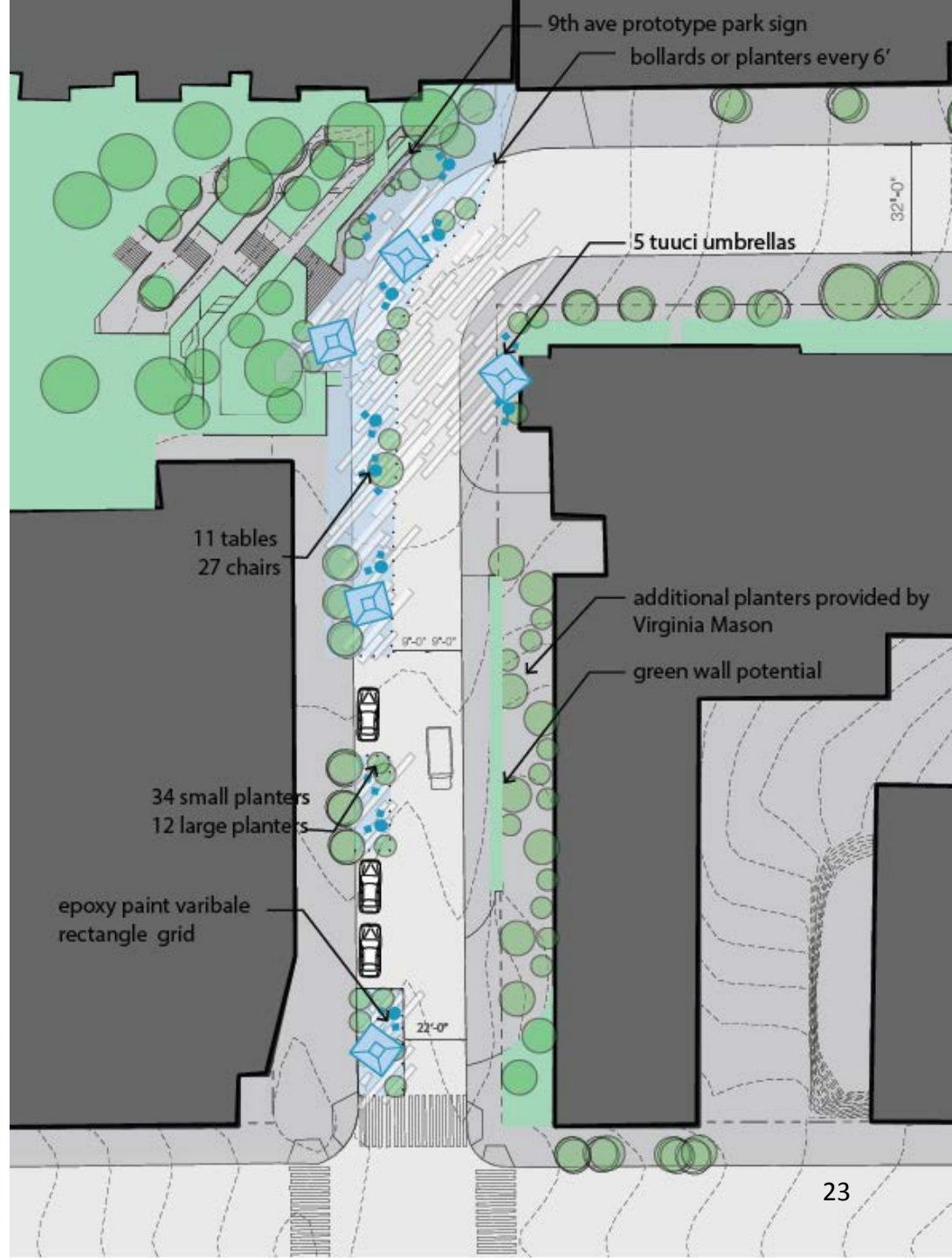
Street Closure



The Tournament



9th Avenue interim design strategy





Milestones & Next Steps

Jan 2015	Public open house – vote of support
March 2015	Adopt street concept plans into ROWIM
Jan- April	Secure funding and partnerships for interim designs
March - May	Develop performance metrics
March-May	Finalize maintenance and programming plan
July-August	Installation of two prototype parks on University Street.

Thanks!

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<http://www.seattle.gov/transportation>

