

<b>DPD</b>	<b>Director's Rule 10-2015</b>
<b>SDOT</b>	<b>Director's Rule 03-2015</b>

<b>Applicant:</b>  City of Seattle  Department of Planning and Development (DPD) Department of Transportation (SDOT)	<b>Page</b>  1 of 3	<b>Supersedes:</b>  N/A						
<b>Subject:</b>  University Street, 8 <sup>th</sup> Avenue, Terrace Street, Terry Avenue Street Design Concept Plan  Appendix N to Right-of-Way Improvements Manual*  * The Right-of-Way Improvements Manual is SDOT's Director's Rule 07-2012.	<b>Publication:</b>	<b>Effective:</b>						
	<b>Code and Section Reference:</b>  SMC Chapter 23.53							
	<b>Type of Rule:</b>  Code Interpretation							
	<b>Ordinance Authority:</b>  SMC 3.06.040 & 3.12.020							
	<table border="0"> <tr> <td><b>Approved</b></td> <td><b>Date</b></td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td colspan="2"><b>Scott Kubly, Director, SDOT</b></td> </tr> </table>		<b>Approved</b>	<b>Date</b>	<hr/>		<b>Scott Kubly, Director, SDOT</b>	
<b>Approved</b>	<b>Date</b>							
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<b>Index:</b>  Land Use Code/Technical and Procedural Requirements	<table border="0"> <tr> <td><b>Approved</b></td> <td><b>Date</b></td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td colspan="2"><b>Diane M. Sugimura, Director, DPD</b></td> </tr> </table>		<b>Approved</b>	<b>Date</b>	<hr/>		<b>Diane M. Sugimura, Director, DPD</b>	
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<b>Diane M. Sugimura, Director, DPD</b>								

## BACKGROUND

In 2014, the First Hill neighborhood, Seattle Department of Parks and Recreation, Seattle Department of Transportation and the Department of Planning and Development worked together to develop the First Hill Public Realm Action Plan. A key objective of this plan is to develop implementation strategies to expand the public space network in First Hill while continuing to service local mobility needs.

The First Hill neighborhood benefits from its close proximity to downtown Seattle and hosts some of the city's largest major institutions. The 1998 neighborhood plan

recognized the need to improve existing transportation infrastructure for car, bus, bike and pedestrian travel on First Hill and the need to increase the amount of open space. Both the 2000 Pro Parks Levy and the 2008 Parks & Open Space Levy identified First Hill as a priority area for development of a neighborhood park and funds were allocated for land acquisition. In 2005, a "First Hill Urban Village Park Plan" was developed to offer a strategic approach for identifying potential sites for a new park through the Pro Park Levy acquisition project.

Despite significant efforts in securing an appropriate site(s) for park use, land acquisition has proven challenging. A new approach has been taken to consider street right of way as a means to achieve not only connectivity, but also park space that serve the working and residential populations of First Hill. The Public Realm Action Plan includes the development of near term implementation strategies to expand the public space network through right of way reallocation, private development partnership and strategic site selection for potential acquisition. The Public Realm Action Plan also identifies a Street Design Concept Plan for University Street, 8<sup>th</sup> Avenue, Terrace Street and Terry Avenue in the First Hill neighborhood.

This street concept plan includes strategies to expand the public space network for pedestrians, a system of sidewalks, green streets, parks, and rest areas. Adopted by joint SDOT and DPD Directors Rule, these guidelines will help future development optimize open space opportunities. This street concept plan also provides greater predictability for stakeholders when making investments in City rights-of-way on streets in the study area. To create this concept plan, multiple City departments were engaged along with area stakeholders and property owners.

## **RULE**

The University Street, 8<sup>th</sup> Avenue, Terrace Street and Terry Avenue Street Design Concept Plan is incorporated into the Seattle Department of Transportation (SDOT) Right-of-Way Improvements Manual as Appendix N. The provisions of the concept plan are voluntary. However, property owners are encouraged to follow them in order to enhance the neighborhood. The concept plan has been reviewed by SDOT and the Department of Planning and Development (DPD). Therefore, applicants for Street Improvement Permits 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. Additionally, applicants for permits to DPD that follow these concept plans for major public realm design items can be assured that these elements are approvable through the Master Use Permit and Design Review processes.

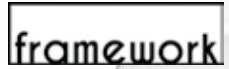
Note: Certain projects may be subject to review under City development regulations or the State Environmental Policy Act. That review could result in additional conditions relevant to the streetscape but not anticipated in the University Street, 8<sup>th</sup> Avenue, Terrace Street and Terry Avenue Street Design Concept Plan.

**REASON**

While the University Street, 8<sup>th</sup> Avenue, Terrace Street and Terry Avenue Street Design Concept Plan does not establish requirements, the conceptual design has been approved through review by SDOT and DPD. Approval of the concept plan 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.

# First Hill Public Realm Action Plan

WINTER 2015



UNIVERSITY  
STREET

8TH AVENUE

TERRACE  
STREET

TERRY  
AVENUE



# Connecting parks and public space to enhance mobility and livability in First Hill.

## WHY FIRST HILL?

The First Hill neighborhood benefits from its close proximity to downtown Seattle and hosts some of the city's largest major institutions. The 1998 neighborhood plan recognized the need to improve existing transportation infrastructure for car, bus, bike and pedestrian travel on First Hill and the need to increase the amount of open space.

Both the 2000 Pro Parks Levy and the 2008 Parks & Open Space Levy identified First Hill as a priority area for development of a neighborhood park and funds were allocated for land acquisition. In 2005, a "First Hill Urban Village Park Plan" was developed to offer a strategic approach for identifying potential sites for a new park through the Pro Park Levy acquisition project.

Despite significant efforts in securing an appropriate site(s) for park use, land acquisition has proven challenging and the Levy money remains unspent. A new approach has been taken to consider street right of way as a means to achieve not only connectivity, but also park space that serve the working and residential populations of First Hill.

The Public Realm Action Plan includes the development of near term implementation strategies to expand the public space network through right of way reallocation, private development partnership and strategic site selection for potential acquisition. This Public Realm Action Plan has identified key streets to be developed into street concept plans for adoption into the Right of Way Improvement Manual.

## WHAT IS A STREET CONCEPT PLAN

Street Concept Plans give a vision, not a complete design. There are many additional steps and further design refinements along with community input in order to bring them to implementation. There is also the additional requirement of adoption into the City of Seattle Rights of Way improvement manual to leverage the ideas into future development.

According to the Seattle Department of Transportation's Street Design Guidelines Chapter 6.1: "Concept Plans solidify a vision for the street or streets included and can tie that vision back to other planning and design documents that the neighborhood or City may have developed. Concept Plans are also useful as a vehicle for discussion between the proponent and the City about appropriate streetscape elements given the adjacent land use and the street's operational characteristics. Typically, the Concept Plan provisions are implemented over time by multiple property owners as parcels on the block re-develop. The provisions in a Concept Plan are voluntary. However, property owners are encouraged to follow them in order to achieve their intent."

For more information on Street Concept Plans, visit SDOT's website at [http://www.seattle.gov/transportation/rowmanual/manual/6\\_1.asp](http://www.seattle.gov/transportation/rowmanual/manual/6_1.asp).



# Table of Contents

<b>OPEN SPACE CRITERIA AND MATERIALS</b>	<b>6-14</b>
<ul style="list-style-type: none"><li>• Park and Open Space Criteria</li><li>• Proposed Open Space Network</li><li>• Analysis of Proposed Public Spaces</li><li>• Park and Open Space Criteria</li><li>• Typical Materials and Landscape Elements</li></ul>	
<b>UNIVERSITY STREET</b>	<b>15-33</b>
<ul style="list-style-type: none"><li>• Overall Concept Plan</li><li>• Typical Sections</li><li>• Activation 2014</li><li>• Prototype Park</li><li>• Long Term Park</li><li>• Activation</li><li>• University Street and 9th Avenue</li></ul>	
<b>8TH AVENUE</b>	<b>34-38</b>
<ul style="list-style-type: none"><li>• Overall Concept Plan</li><li>• Typical Sections</li></ul>	
<b>TERRACE STREET</b>	<b>39-42</b>
<ul style="list-style-type: none"><li>• Overall Concept Plan</li><li>• Typical Sections</li></ul>	
<b>TERRY AVENUE</b>	<b>43-53</b>
<ul style="list-style-type: none"><li>• Overall Concept Plan</li><li>• Terry / Cherry</li><li>• Terry / Madison</li></ul>	

# Context Map

## PLANNED STREET IMPROVEMENTS:

### 2015

- Broadway Streetcar
- Madison Bus Rapid Transit Concept Design Phase
- Construction start date TBD

### 2017

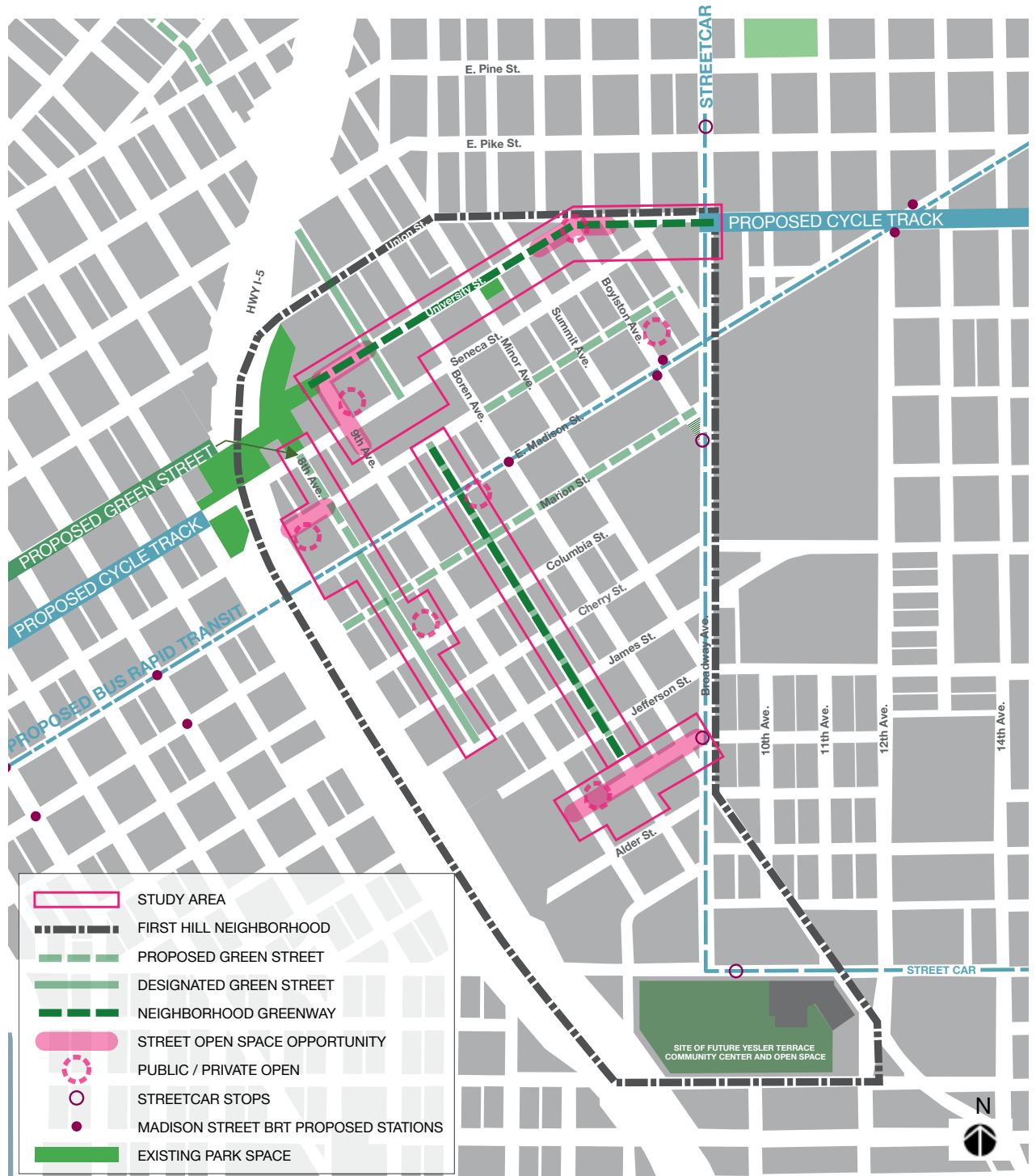
- Neighborhood Greenway - Terry Ave / Melrose Ave E / Franklin Ave E (From Broadway to Eastlake Ave E)
- Neighborhood Greenway - Union St (From Broadway to 9th Ave)

### 2018

- Neighborhood Greenway - Marion St (From 7th Ave to Broadway)

*Neighborhood greenways are a combination of small improvements that make residential streets safer and calmer for people of all ages and abilities.*

*Madison Street Bus Rapid Transit service will be fast, reliable and frequent. It will serve densely developed neighborhoods in First Hill, the Central Area, and downtown Seattle, connecting dozens of bus routes, the First Hill Streetcar, and ferry service at the Colman Dock Ferry Terminal.*





# Existing Site Photos + Character

University Street, 8th Avenue, Terrace Avenue and Terry Street are adequate streets, but with future upgrades and neighborhood development they could be a special element in the neighborhood. These streets could benefit from

upgrades to the landscape, increased pedestrian lighting for safety, narrow street width to calm traffic and consistent ADA elements.

University Street and 9th Avenue



8th Avenue



Terrace Street



Terry Avenue



# Open Space Criteria and Materials

First Hill Public Realm Action Plan

2014



# Park and Open 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"> <li>- permitted on streets with speed limits of 25 mph or less</li> <li>- streets with grade less than 5%</li> <li>- at least 20 ft long and no wider than 6 ft</li> <li>- 4 ft buffer on either side</li> </ul>	<ul style="list-style-type: none"> <li>- built in lanes already with parking</li> <li>- street with grade less than 5%</li> <li>- at least 20 ft long and no wider than 6 ft</li> <li>- 4 ft buffer on either side</li> </ul>
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"> <li>- 2500 sq. ft to 1 acre</li> <li>- serve as a recreational or beautification space where acquisition of larger parks is not possible</li> <li>- linked to community pathways or sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>- 2500 sq. ft to 10,000 of usable park area</li> <li>- surrounded by residences, small commercial and non-arterial streets</li> <li>- serves immediate neighborhood, less than 1/4 mile in distance</li> </ul>
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"> <li>- between 500 - 1000 square feet</li> <li>- serves the surrounding neighborhood and also provides a network of active zone openspaces</li> <li>- provides activity to potential adjacent uses</li> </ul>
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"> <li>- 4300 sq ft to 22,000 sq ft.</li> <li>- current boundaries : south lake union to international district, Elliot Bay to I5.</li> <li>- programming could include, buskers, food carts, events</li> </ul>
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"> <li>- between 10,000 - 40,000 square feet</li> <li>- serves surrounding neighborhood between 1/4 to 1/2 mile</li> <li>- multiple uses including play areas, small fields, benches, picnic tables &amp; paths</li> </ul>
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"> <li>- size varies</li> <li>- location dependent on resource availability and opportunities</li> <li>- effectively tie park systems together to form a continuous park environment</li> </ul>	<ul style="list-style-type: none"> <li>- size varies</li> <li>- linear parks that typically serve as an aesthetically pleasing transportation corridor</li> <li>- location along arterials roads favoring places with views</li> </ul>

# Proposed First Hill Open Space Network is a total of ~50,000 Square Feet

## Existing Open

Space 235,224 sf

- Freeway Park (226,512 sf)
- First Hill Park (8,712 sf)

## Potential Additional

Open Space

~50,000 sf



# Analysis of Proposed Public Spaces

Proposed Open Space	Size	Type	Characteristics & Connections	Evaluation Rank
<b>A</b> 9th Avenue Promenade	1,064 SF	<ul style="list-style-type: none"> <li>Active Zone</li> <li>Boulevard/ Green Street</li> </ul>	<ul style="list-style-type: none"> <li>Connection to Freeway Park</li> <li>Easy access to University green street</li> <li>Low volume vehicular traffic</li> <li>Development of Virginia Mason proposal</li> </ul>	Medium
<b>B</b> Madison and Boylston Park	TBD SF	<ul style="list-style-type: none"> <li>Neighborhood Park</li> </ul>	<ul style="list-style-type: none"> <li>New residential and commercial development</li> <li>BRT transit stop</li> </ul>	High
<b>C</b> Terry and Madison Park	TBD SF	<ul style="list-style-type: none"> <li>Pocket Park</li> </ul>	<ul style="list-style-type: none"> <li>Close to Madison BRT stop</li> <li>Larger lot of land</li> <li>Located near Terry Avenue</li> </ul>	High
<b>D</b> Terrace Street Promenade	430 SF	<ul style="list-style-type: none"> <li>Downtown Park</li> <li>Boulevard/ Green Street</li> </ul>	<ul style="list-style-type: none"> <li>Located near Harborview Plaza</li> </ul>	Medium
<b>E</b> Terry Avenue Promenade	20,000 - 40,000 SF	<ul style="list-style-type: none"> <li>Neighborhood Park</li> <li>Boulevard/ Green Street</li> </ul>	<ul style="list-style-type: none"> <li>Community desired pedestrian promenade</li> <li>Co-location with civic and cultural institutions</li> <li>Potential development</li> </ul>	Medium - Low
<b>F</b> University and Boylston Park and Plaza	4,390 SF	<ul style="list-style-type: none"> <li>Minipark/ Pocket Park</li> <li>Active Zone</li> </ul>	<ul style="list-style-type: none"> <li>Oversized intersection</li> <li>Low volume vehicular traffic</li> <li>Increased pedestrian safety</li> </ul>	High

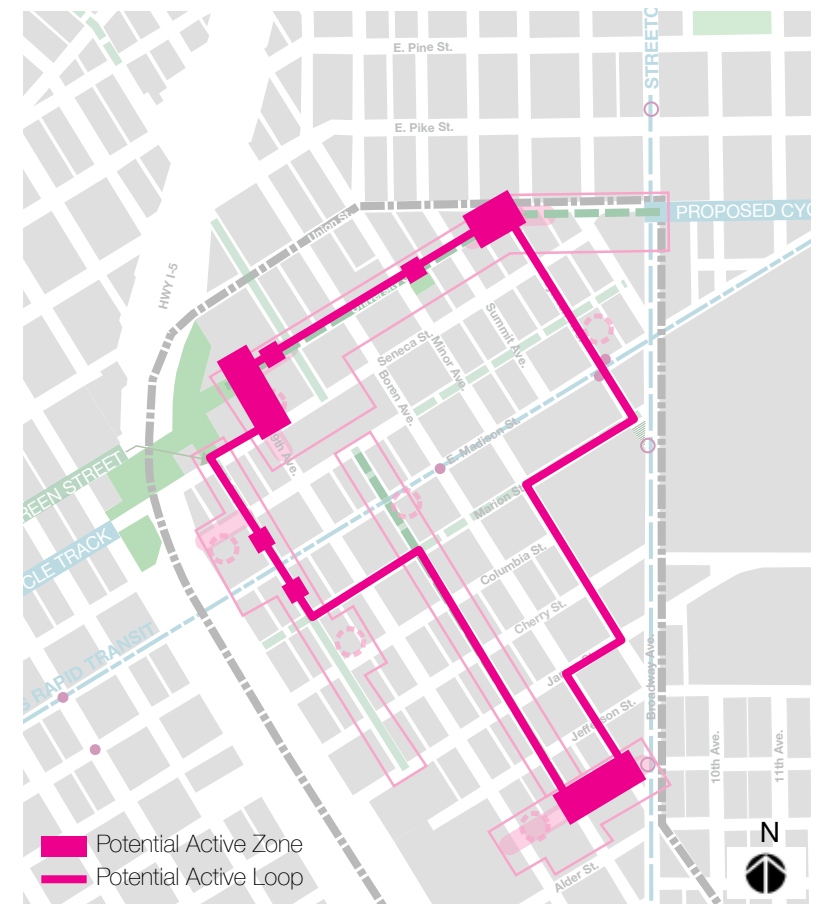
# Park and Open Space Criteria

## What is an Active Zone?

Park Active Zones are areas in the Public Right of Way that provide areas for exercise and outdoor activity. These can range from elements with prescribed uses to more flexible, open ended use design options.



Potential Active Zone Loop: 1.7 miles



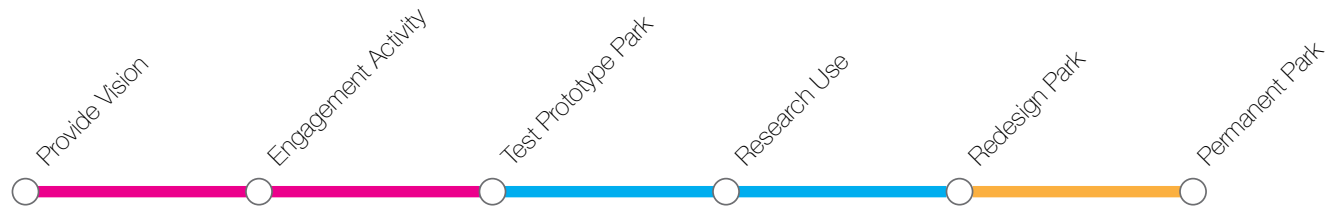


# Park and Open Space Criteria

## What is a Prototype Park?

An interim or prototype design can serve as a bridge to community, helping to build support for a project and test its functionality before going into construction. This type of pilot project would offer real-world reactions, including the level of engagement of property owners and

street users. The Prototype Park is a way to test ideas and gather research that can inform the long term thinking and strategies needed to design for the long term use.



Prototype Park: Vancouver BC - Viva Vancouver



Prototype Park: Los Angeles



Prototype Park: New York City





# Proposed Materials and Landscape Palette

University Street, 8th Avenue, Terrace Street, Terry Avenue

## Planting and vegetation



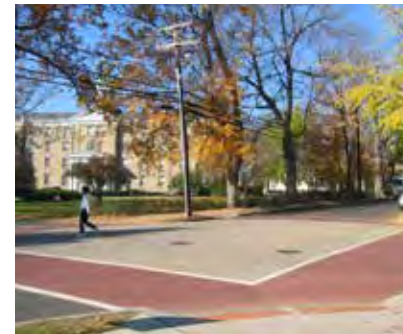
## Street Trees - Based on existing street tree species



## Active Zones



## Painted and Textured Crosswalks





# Proposed Materials and Landscape Palette

University Street, 8th Avenue, Terrace Street, Terry Avenue

Benches/ Seating



Lighting



ADA Details



# Proposed Materials and Landscape Palette

## Neighborhood Greenways

### What is a Neighborhood Greenway?

Seattle Neighborhood Greenways are residential streets generally one off of main arterials with low volumes of cars going slowly enough so that people who walk or ride bicycles feel safe and comfortable.

### Existing and Future First Hill Greenway Network



## GREENWAY DESIGN ELEMENTS

MARCH 2014

### Slow Speeds and Stop Signs

- Calm traffic entering and crossing the greenway
- Drivers better able to stop and prevent collisions



### Safer Crossings at Busy Streets

- Easier for seniors and children to cross
- Make motorists aware of people walking and biking



### Speed Humps

- Slow motorists and people riding bikes
- Reduce cut-through traffic



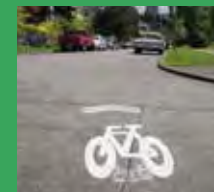
### Placemaking

- Promote the activation of public space



### Signs and Markings

- Direct people walking and biking to and along the greenway
- Help motorists know people walking and biking are present



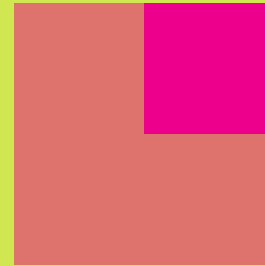
### Smooth Sidewalks and Pavement

- Safer for you and your family to walk and ride bikes
- Help people in wheelchairs or with strollers



# University Street

First Hill Public Realm Action Plan  
2014



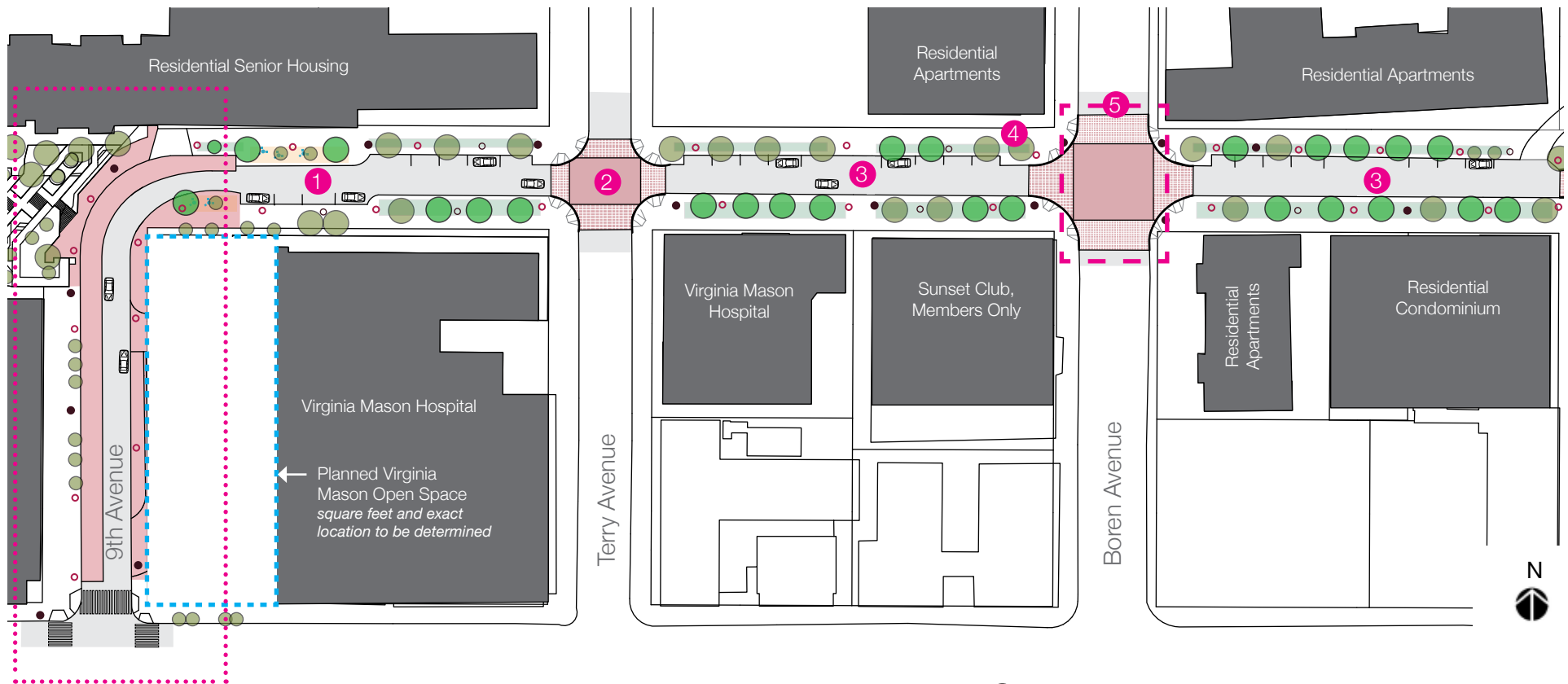
Existing Open Space: 8,712  
square feet (First Hill Park)

**New Open Space:**  
**~16,500 square feet**

# University Street

## Overall Concept Plan

- 1 25' street with 18' travel lane and 7' parking lane throughout
- 2 Painted and textured crosswalks
- 3 Traffic calming to reinforce 20 mph speed limit
- 4 Additional trees of similar species to fill canopy
- 5 Install bike and pedestrian improvements to existing signals, including curbside bike push buttons on NE/SW corners, pedestrian countdown intervals and pedestrian signal revisions



A

- Existing Street Trees
- Proposed Street Trees
- Active Zones
- Existing Streetlights
- Existing Pedestrian Streetlights
- Proposed Pedestrian Streetlights



# University Street

## Overall Concept Plan

A. 9th Avenue street end (see page 29)

B. University /Union/Boylston Intersection (see page 22)

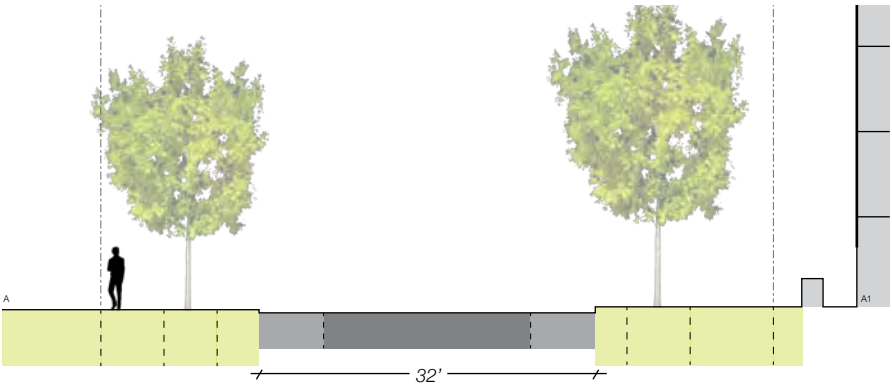
- 6 22' street at intersection throughout
- 7 Active zones, located adjacent to appropriate land use
- 8 Traffic calming to reinforce 20 mph speed limit
- 9 Enhanced landscape and extended sidewalk plantings
- 10 Pedestrian street lights, located throughout
- 11 ADA accessible elements consistent throughout street



# University Street

## Overall Concept Plan - Typical Sections

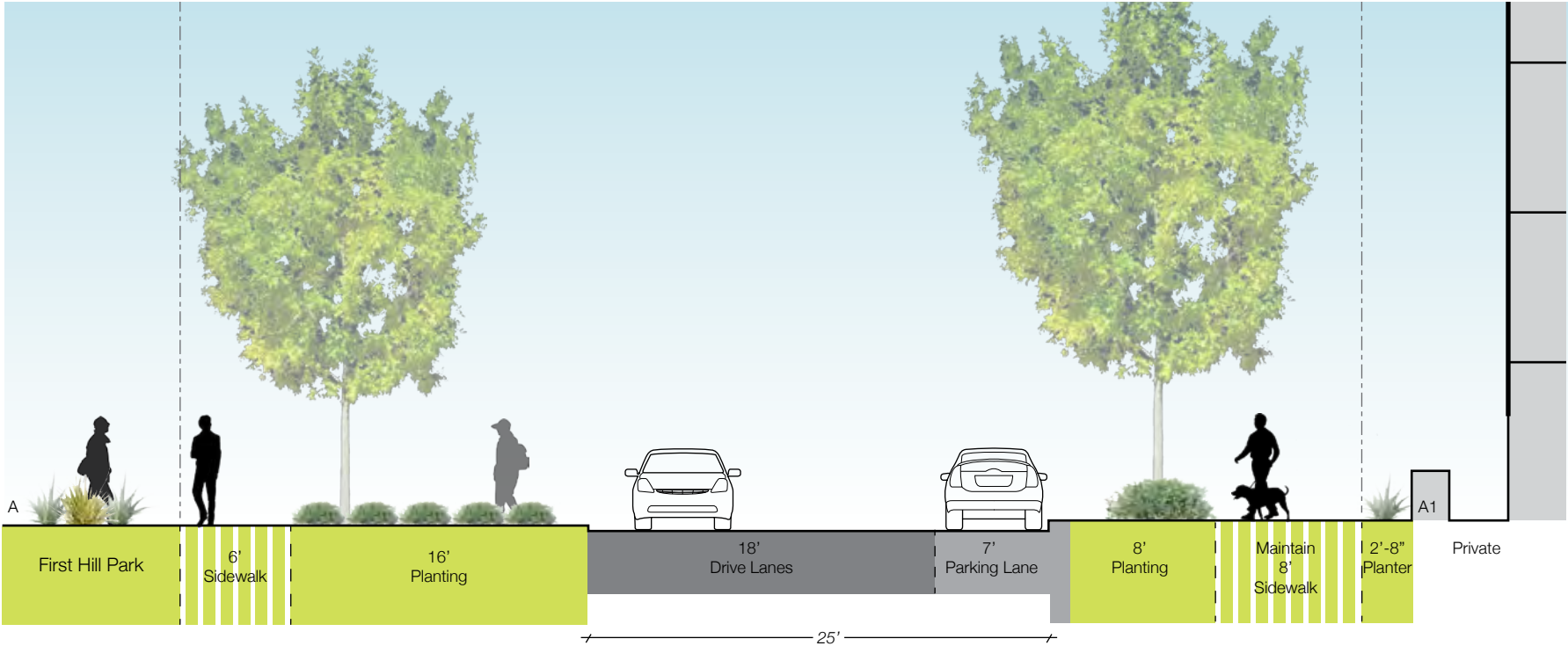
Existing Section - University at Minor



Key Plan

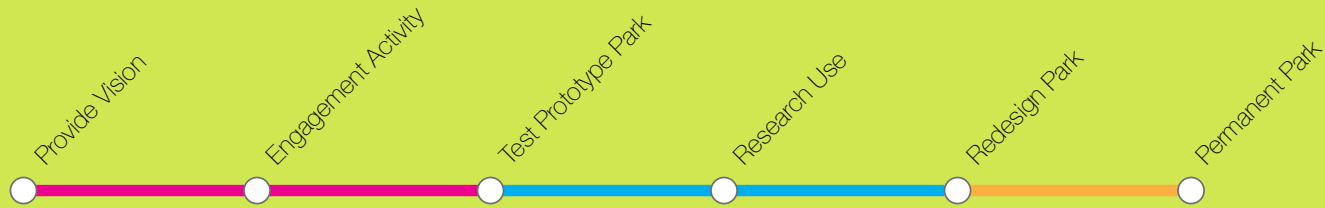


Proposed Section - University at Minor



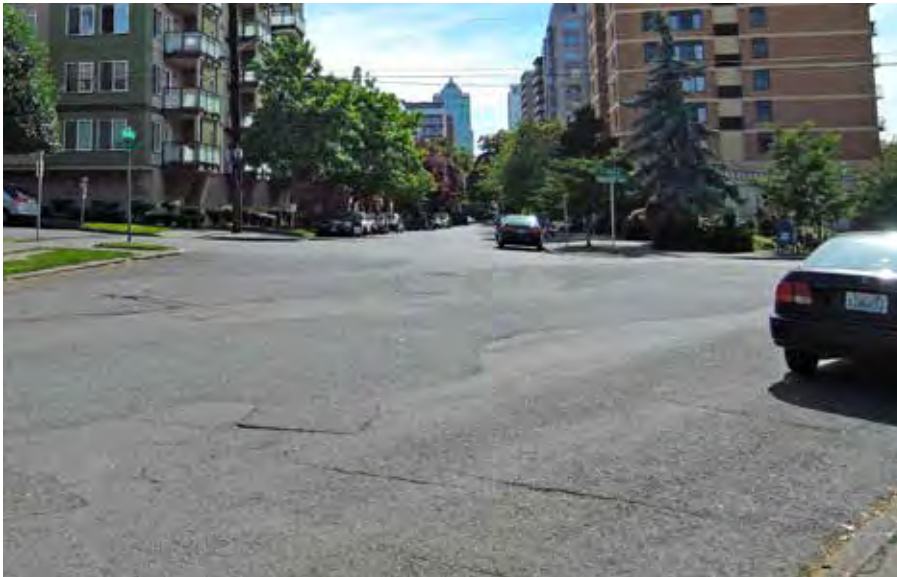
# University Street

## Activation, Interim, and Long Term Concept



The following two sites are prime candidates along University Street to create and test a prototype park. The following pages provide a initial start to this process with suggested configurations and materials. We have also provided a suggested time line of development.

Existing Intersection



University/Union/Bolyston



Scrabble Game | Fall 2014  
 Prototype Park and Research | 2015  
 Long Term Implementation | TBD

Existing Intersection



University and 9th Avenue



Scrabble Game | Spring/Summer 2015  
 Prototype Park and Research | 2015 - 2016  
 Long Term Implementation | TBD



# University / Union / Boylston Street Prototype Park

Engagement Activity - August 2014

To assist in engaging the First Hill Community in the First Hill Public Realm Action Project, Seattle Department of Transportation, Seattle Parks, Seattle Department of Planning along with the First Hill Neighborhood Association, Framework, The Better Block, and Fehr and Peers hosted a Street Scrabble Event in the intersection of Union, University and Boylston. This event created buzz in the neighborhood for the project and had an estimated 200 people in attendance throughout the night





# University / Union / Boylston Street Prototype Park

Engagement Activity - August 2014



## Street Scrabble Social Media Attention

- 51 posts for #seattlestreetscrabble on instagram  
~ 970 likes from all those photos on instagram and Facebook

## Quotes from Social Media and Surveys

"The nouns...the adjectives...the verbs and such are so intense when you put scrabble in the street. Whaaa! I love scrabble!"

"Sometimes people in Seattle get together and play a giant game of Scrabble! - Oh how cool! - Yeah it was pretty awesome!"

"I really really love my job" - First Hill Association Coordinator

"Over posting because I love that I live here and want to brag"

"I love my City! Someone set up a giant scrabble board in an intersection on capitol hill! WOW!"

"It's cool that they, the department of transportation, did it to raise awareness on lack of open space. I'd argue they should have them in a variety of neighborhoods to kick into action some park initiatives."

"I've lived in the neighborhood 20 years, its a dangerous spot, so this ideas is great"

"Can I vote yes several times!" in response to the question on if this intersection should be a park.

"Though I drive through this park often, I really endorse this concept."





# University / Union / Boylston Street Prototype Park

## Interim Concept



# University / Union / Boylston Street Prototype Park

Interim Concept





# University / Union / Boylston Street - Long Term

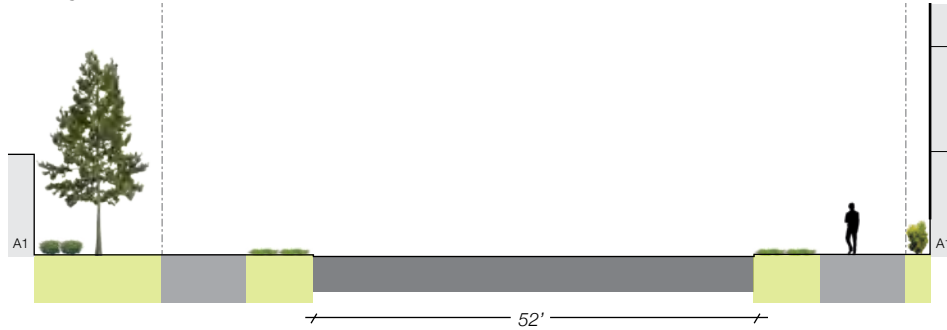
Long term concept plan for the Intersection



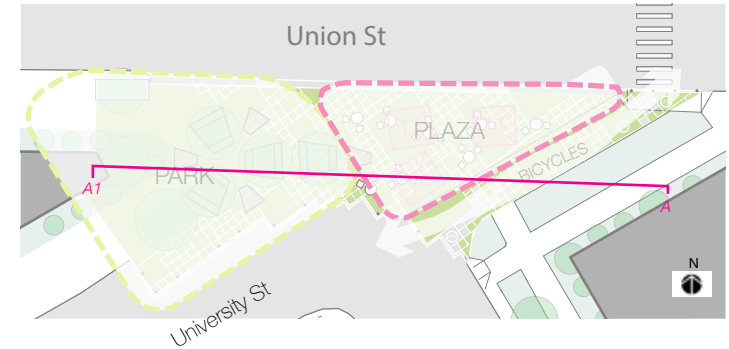
# University / Union / Boylston Street - Long Term

Long term concept plan for the Intersection - Section

Existing Section - University at Boylston



Key Plan



Proposed Section - University at Boylston





# University / Union / Boylston Street - Long Term

Long term concept plan for the Intersection- precedent images





# University Street and 9th Avenue

## Activation, Interim, and Long Term Concept

The following images representing activation ideas are suggested to engage community along this street.



Michigan, Bowling



Twister, Radford Univ. VA



Shuffleboard



Dice Darts



Exercise Equipment, Victoria BC

# University Street and 9th Avenue

## Engagement Activities - Precedents

The following images representing activation ideas are suggested to engage community along this street.



Dominos, CA



Bocce, Texas



Mini Golf, Philadelphia, PA



Oakland, Dance Lessons



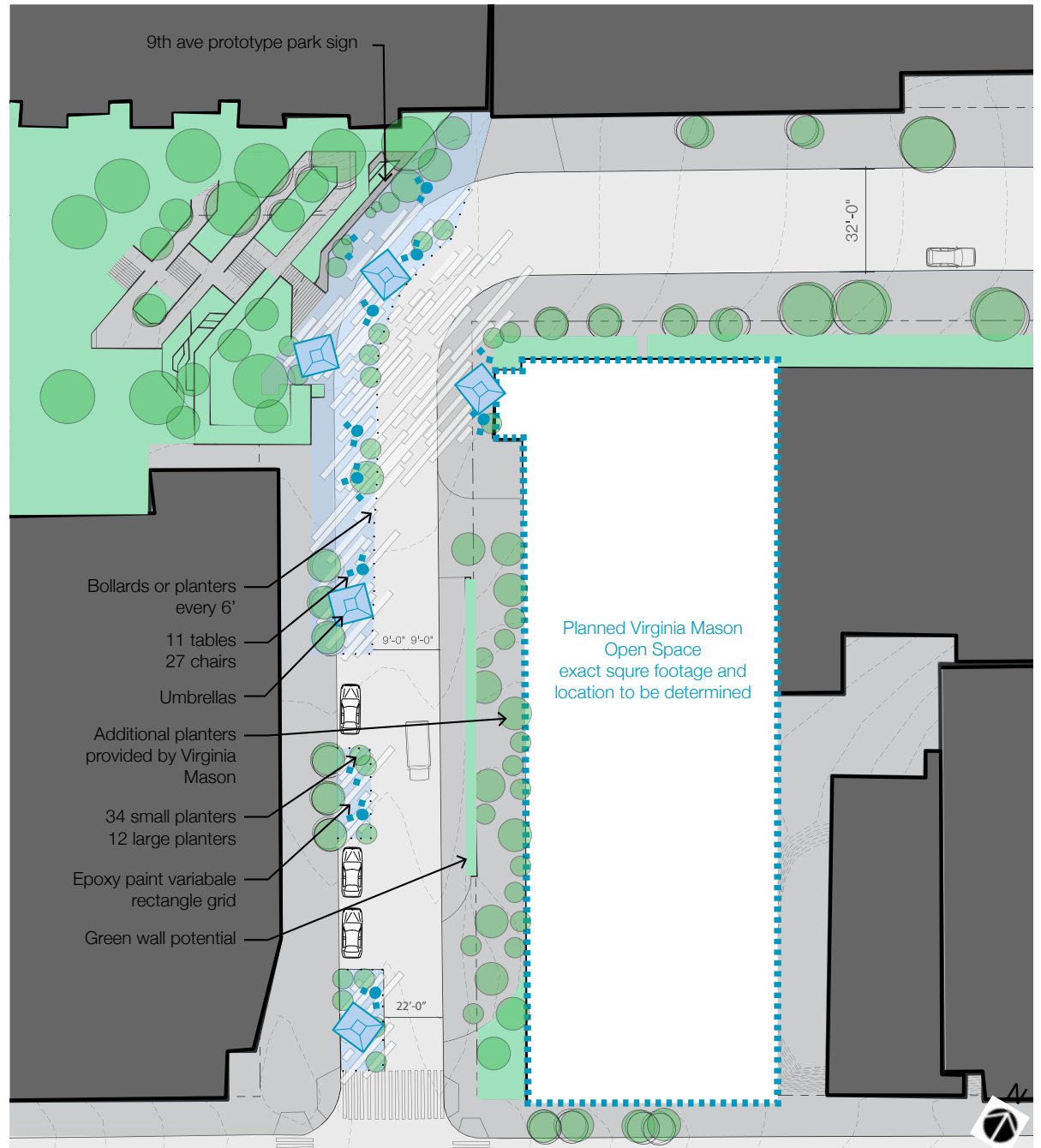
Live Music, Philadelphia, PA



Picnic, Brisbane



# University Street and 9th Avenue Interim Concept





# University Street and 9th Avenue

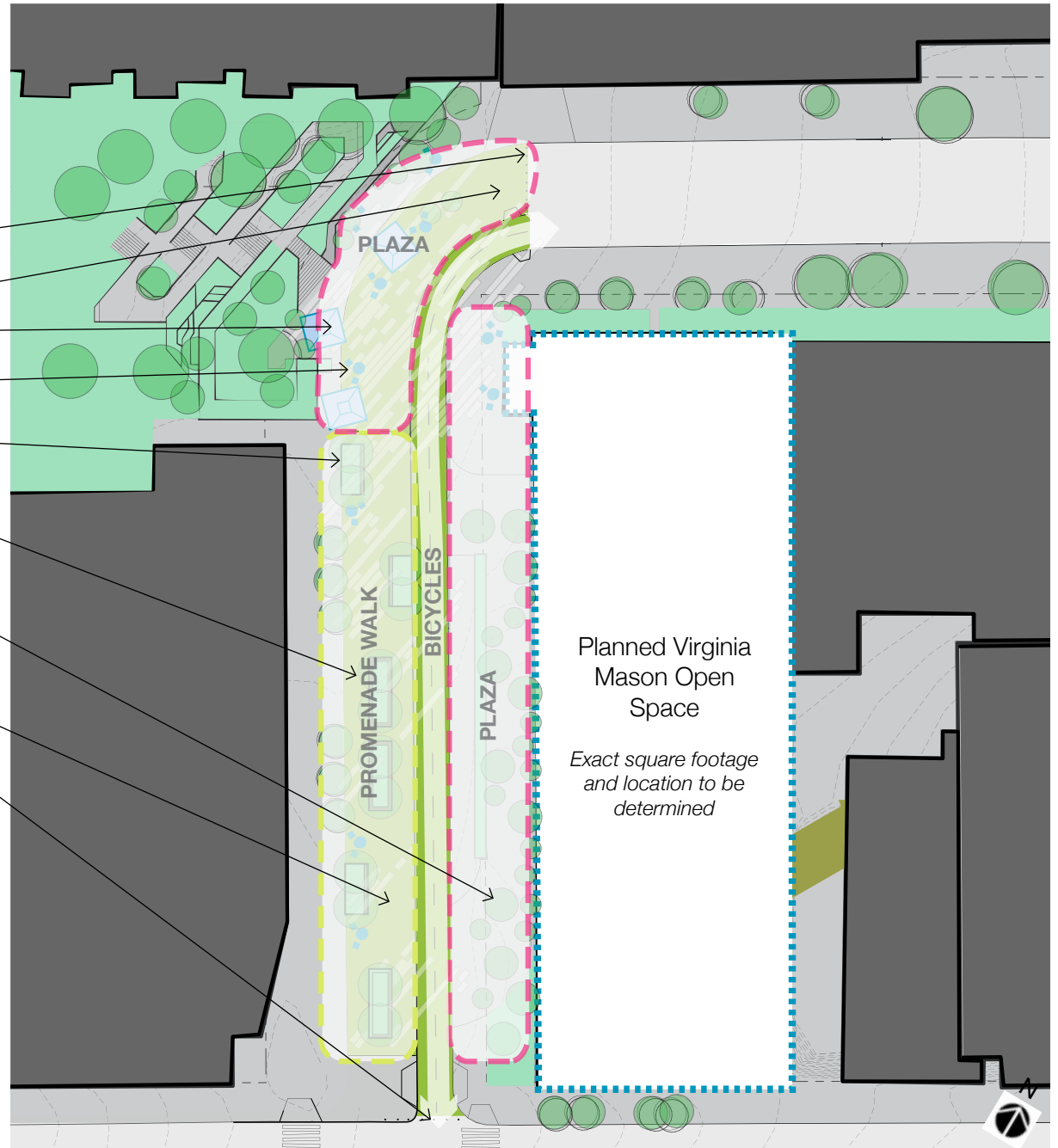
## Interim Concept



# University Street and 9th Avenue

Long term concept plan

- Bollards
- Curbless
- Umbrellas
- Tables and chairs
- Raised planters with seating along promenade
- Raised planters with seating around base
- Additional planters provided by Virginia Mason
- 9th Ave Promenade Park
- Bollards

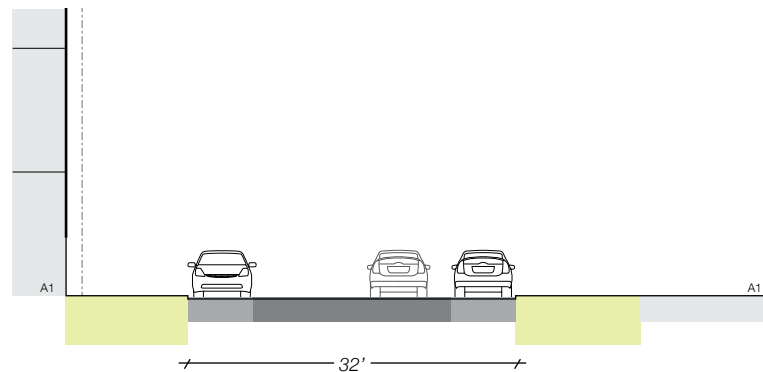




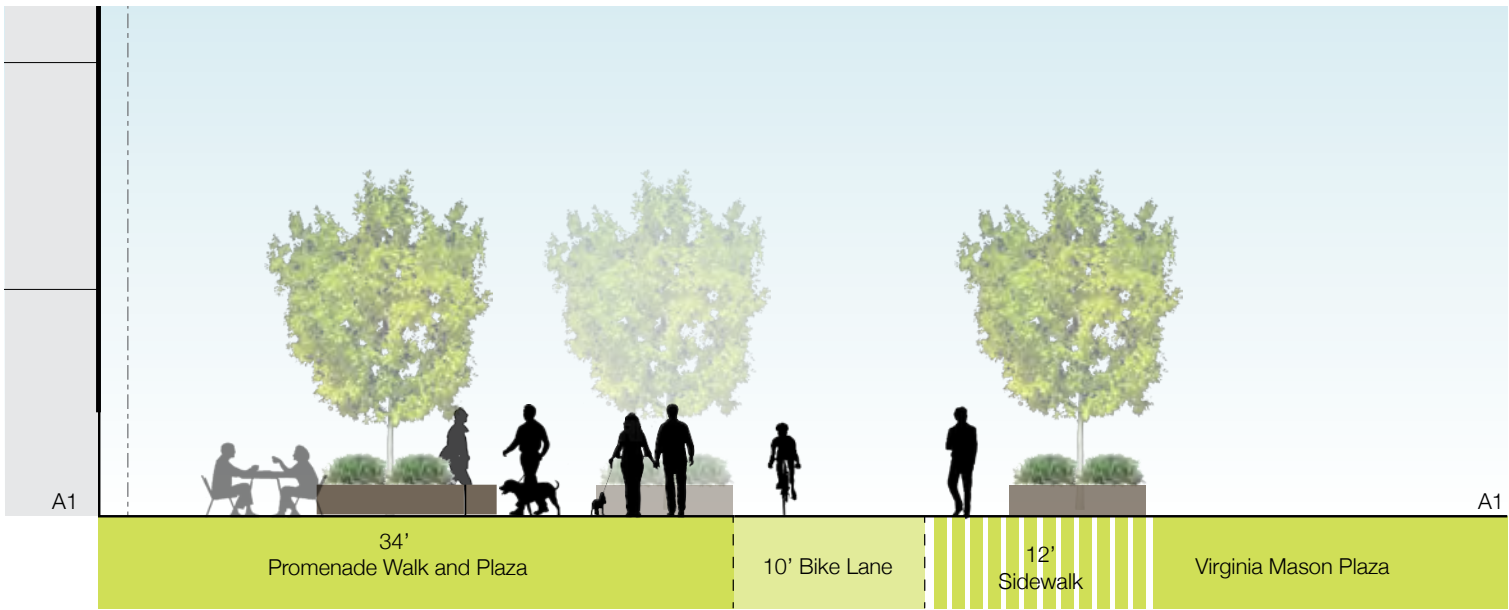
# University Street and 9th Avenue

Long term concept plan for the Intersection - Section

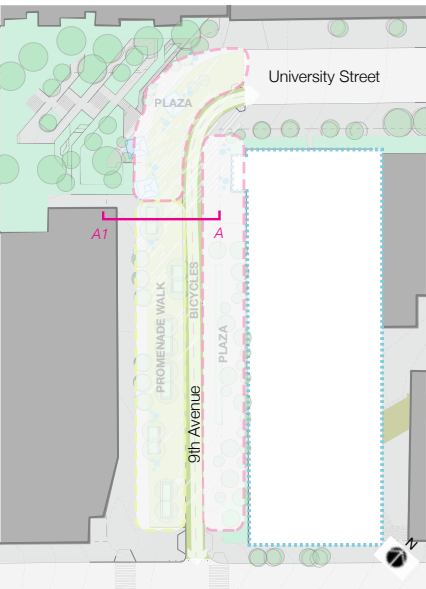
Existing Section - 9th Avenue between University and Seneca



Proposed Section - 9th Avenue between University and Seneca



Key Plan



# 9th Avenue Park

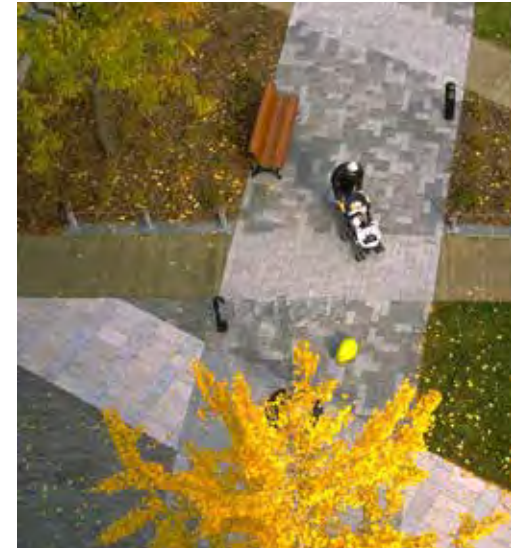
Long term concept plan for a park - Precedents



*London*



*San Francisco*



*Montreal*



*Seattle*



*Belgium*



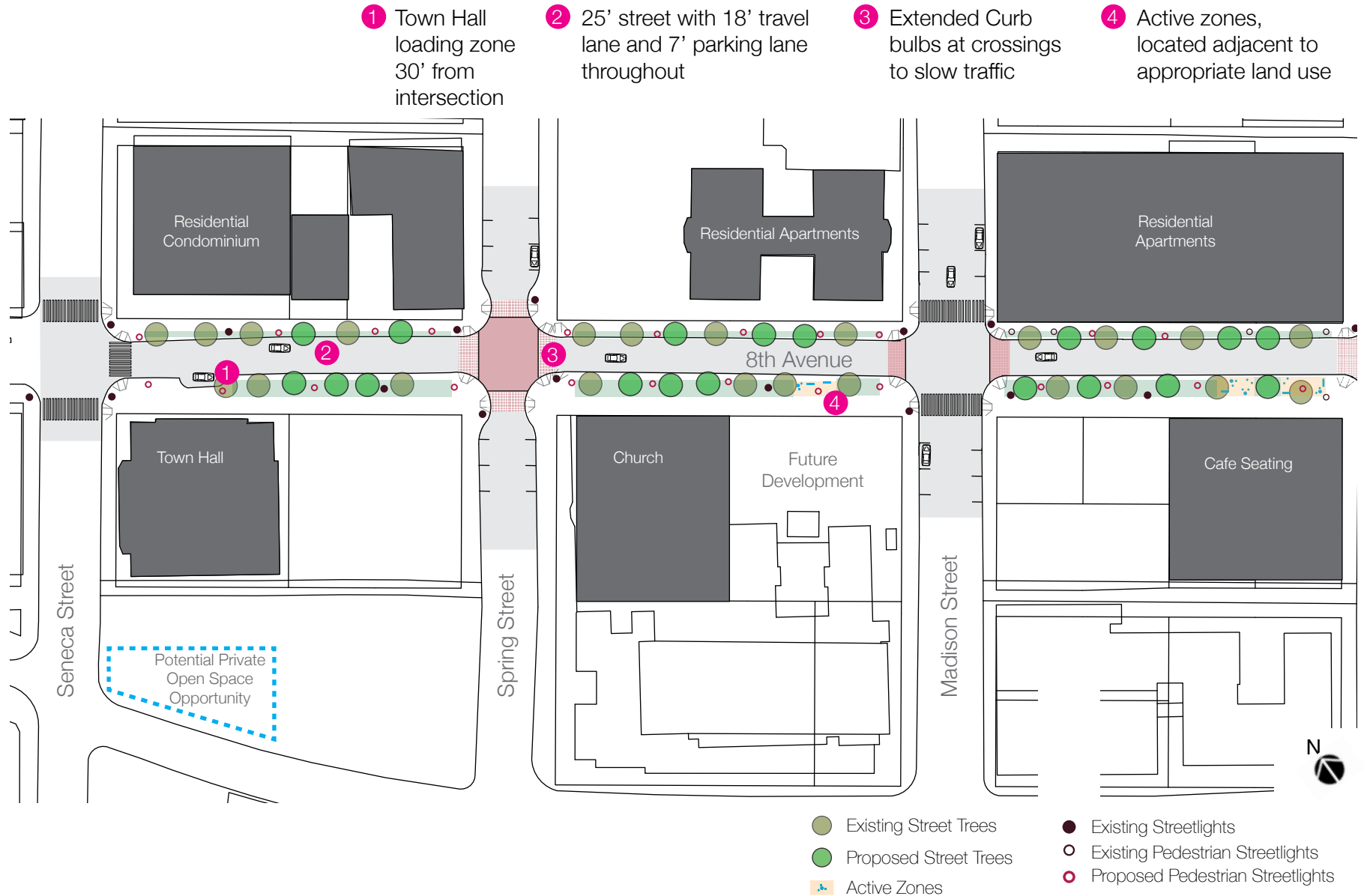
*San Francisco*





# 8th Avenue

## Overall Concept Plan



# 8th Avenue

## Overall Concept Plan

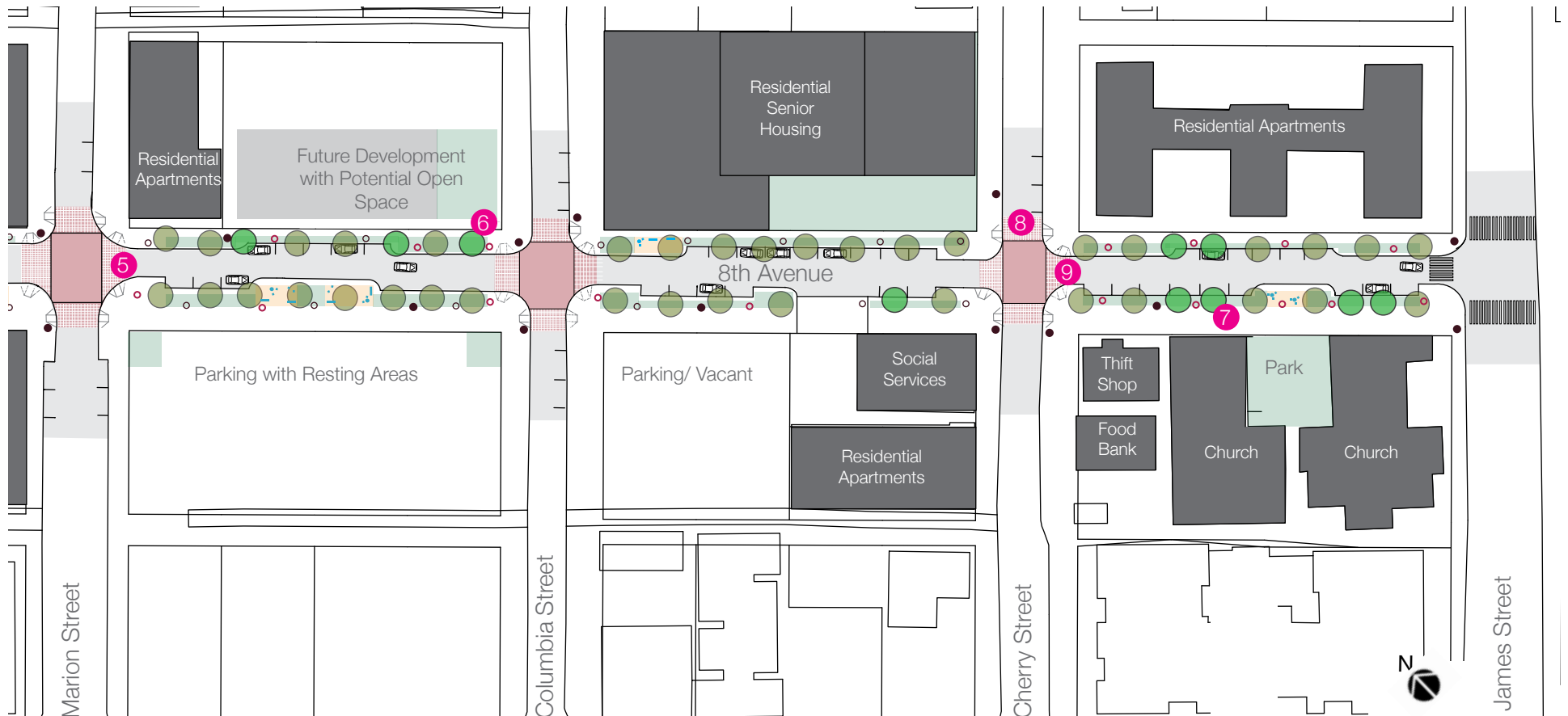
5 22' street at intersection throughout

6 Enhanced landscape and extended sidewalk plantings

7 Additional trees of similar species to fill canopy

8 Painted and textured crosswalks and ADA ramps at all intersections

9 ADA accessible elements consistent throughout street

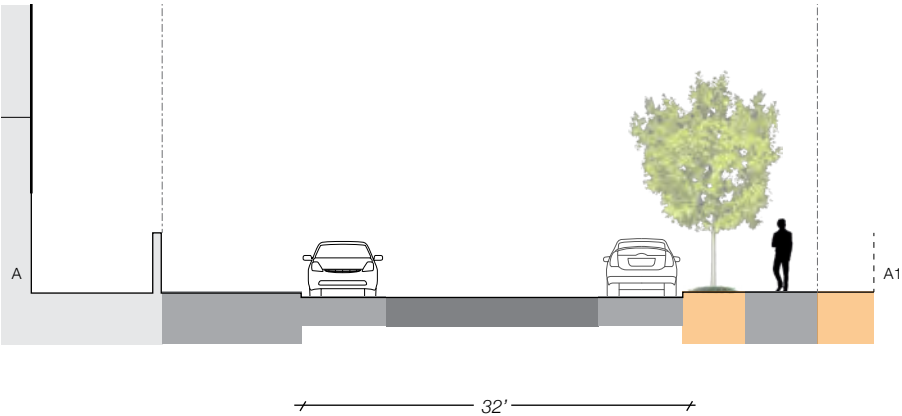




# 8th Avenue

## Overall Concept Plan - Typical Sections

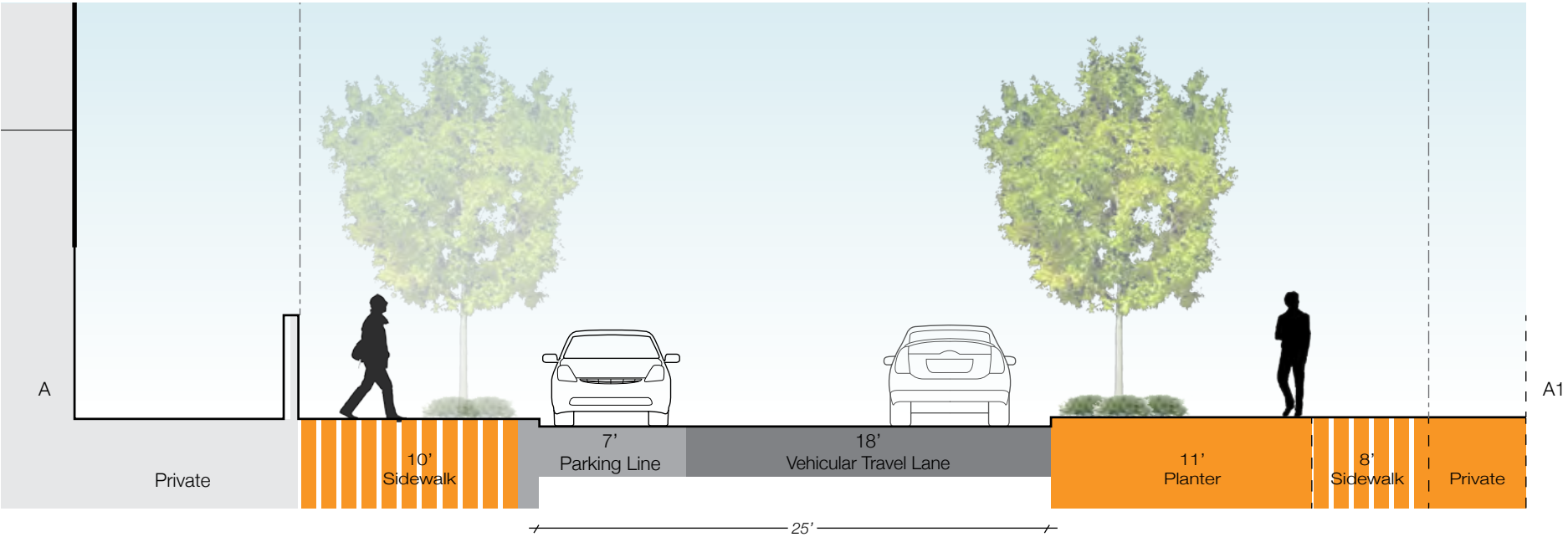
Existing Section - 8th Avenue between Cherry and James



Key Plan



Proposed Section - 8th Avenue between Cherry and James



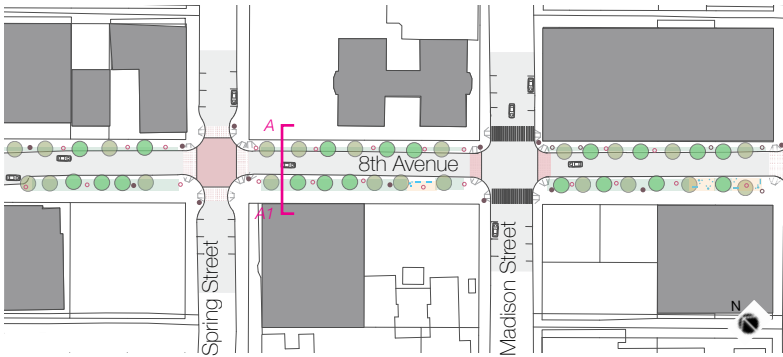
# 8th Avenue

## Overall Concept Plan - Typical Section

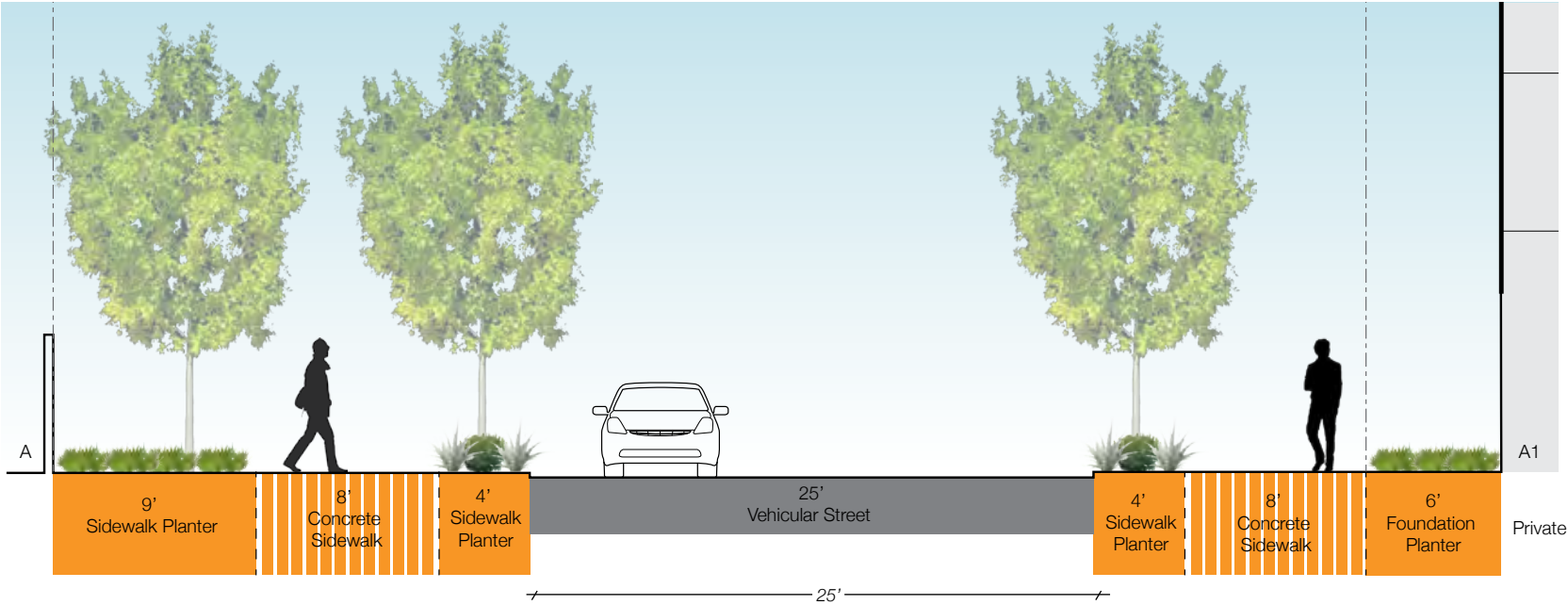
Existing Section - 8th Avenue between Spring and Madison



Key Plan

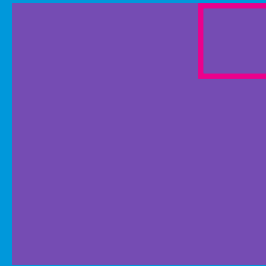


Proposed Section - 8th Avenue between Spring and Madison



# Terrace Street

First Hill Public Realm Action Plan  
2014



Existing Open Space:  
0 square feet

New Open Space:  
~4,000 square feet



# Terrace Street

## Overall Concept Plan

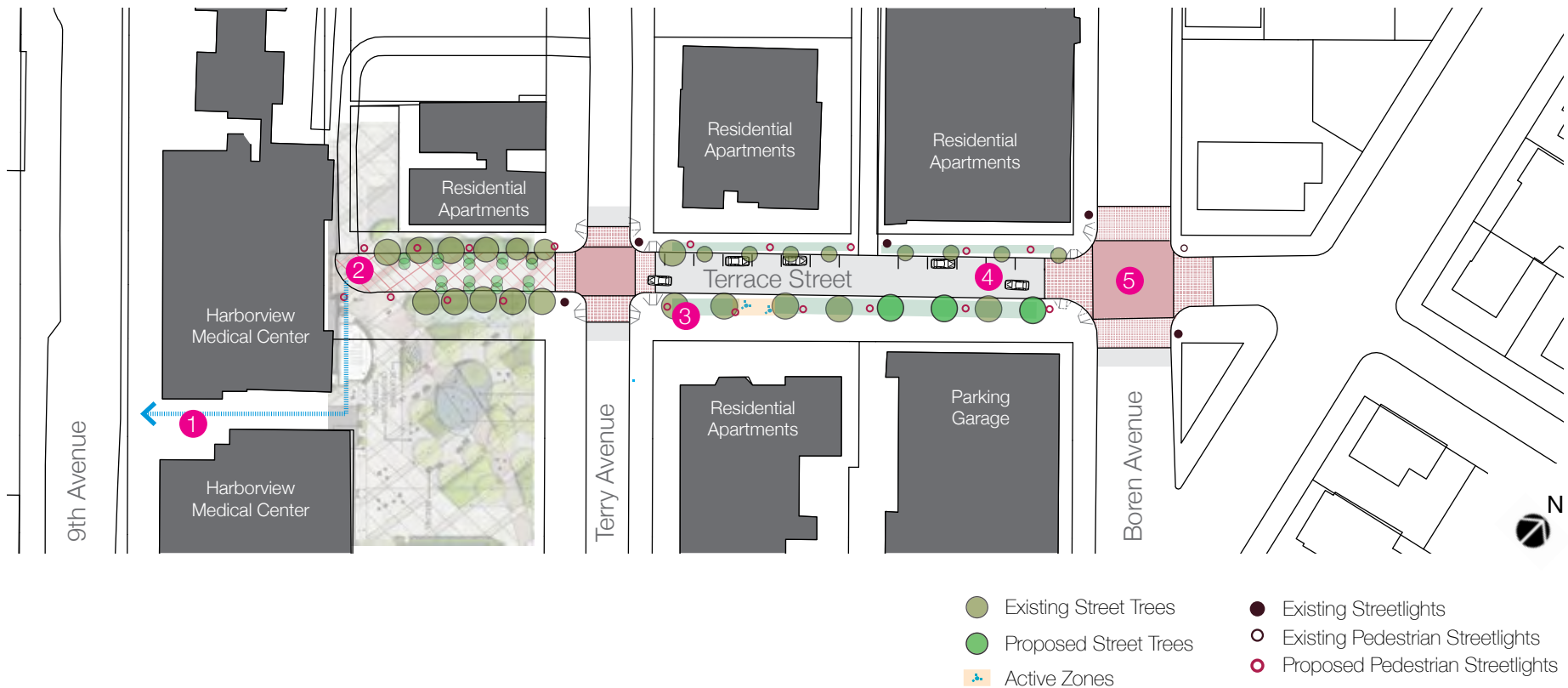
1 Access to 9th Ave

2 Pedestrian Street advanced from the Harborview plaza concept

3 Additional trees to fill canopy, landscape pockets and active areas enhance the street

4 25' street with 18' travel lane and 7' parking throughout

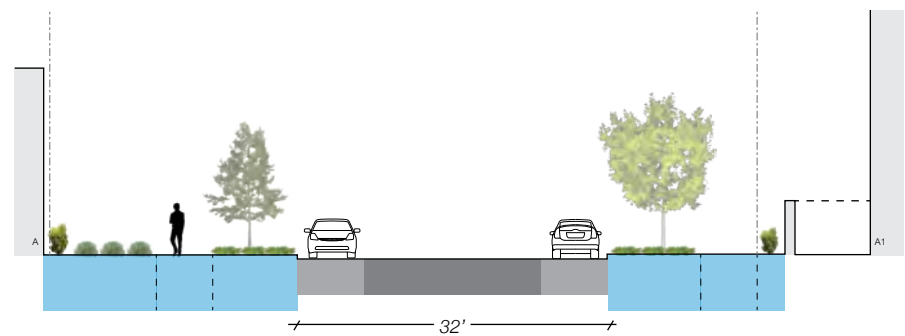
5 Painted and textured intersections at crossings to slow traffic with existing pedestrian beacon



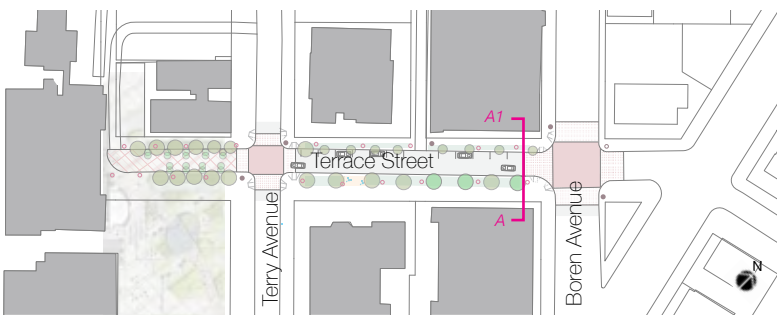
# Terrace Street

## Overall Concept Plan - Terrace and Boren

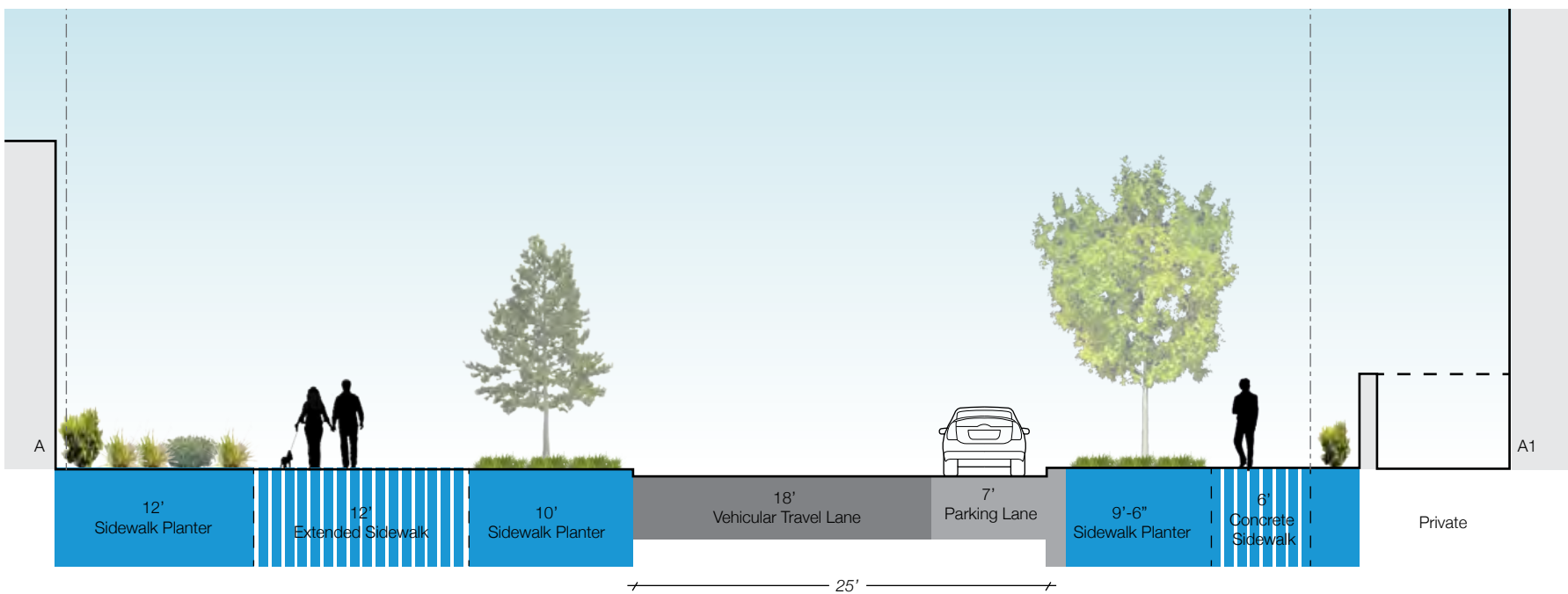
Existing Section - Terrace at Boren



Key Plan



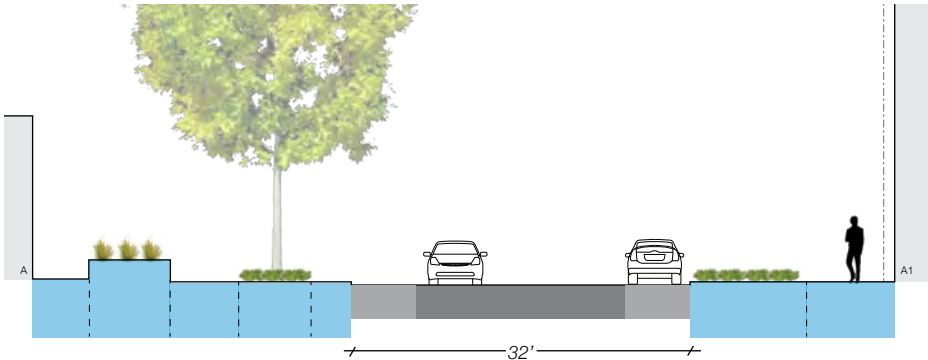
Proposed Section - Terrace at Boren



# Terrace Street

## Overall Concept Plan - Harborview

Existing Section - Terrace at Harborview



Key Plan

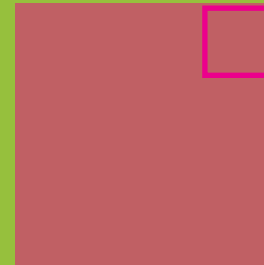


Proposed Section - Terrace at Harborview



# Terry Avenue - Spring to Terrace

First Hill Public Realm Action Plan  
2014



Existing Open Space:  
0 square feet

New Open Space:  
~40,000 square feet  
dependent on desired  
options



# Terry Avenue - Spring to Terrace

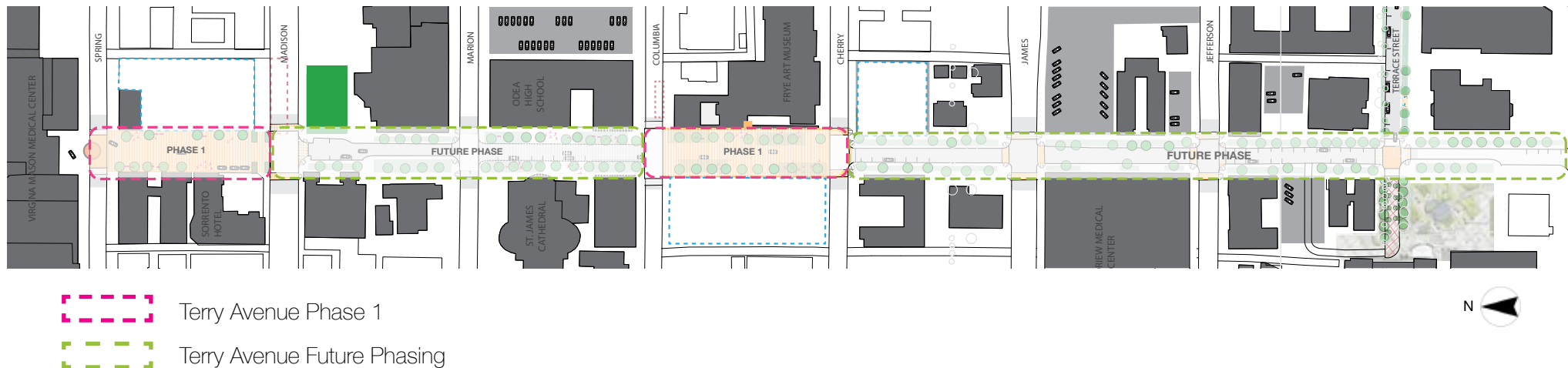
## Approach to Pedestrian Priority Street

The goals of Terry Avenue heard from the community stakeholder group include:

- A multi-use street with primarily pedestrian focus
- A green, lush environment in the streetscape
- Moments to sit and enjoy be an active participant in the public realm
- Safety throughout the street and intersections
- Leverage special blocks for redevelopment
- A complete full street focused on pedestrian as a grand gesture along Terry from Yesler Terrace to Pine St.

Block locations titled Phase 1 references areas that have the potential to be developed sooner in the future. These blocks are referenced as focal areas for Terry Avenue in this document

### Terry Avenue Phasing Map and Diagram



# Terry Avenue - Spring to Terrace

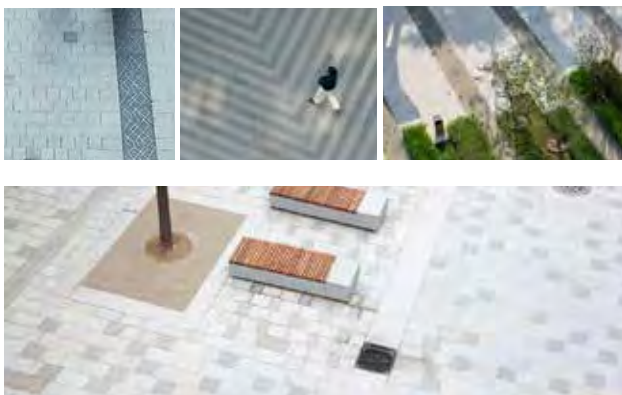
## Approach to Pedestrian Priority Street

Two design options are provided for incremental development along Terry Avenue including pedestrian pockets and parking pockets with up to 12 stalls per block. This pocket approach will allow development to occur in response to adjacent land use and desires, incrementally leading to the whole community vision of this street.

The community goals for the vision of Terry include:

- Shared-use street with focus on pedestrian experience
- Street zoned for continuity of emergency access with flex zone for contextual response
- Material selection to be consistent to create cohesive pedestrian experience
- A material palette of simple hardscape, an abundance of plantings, unique paving binding together both sides of the street, and the possibility to close off portions of the street for special occasions.

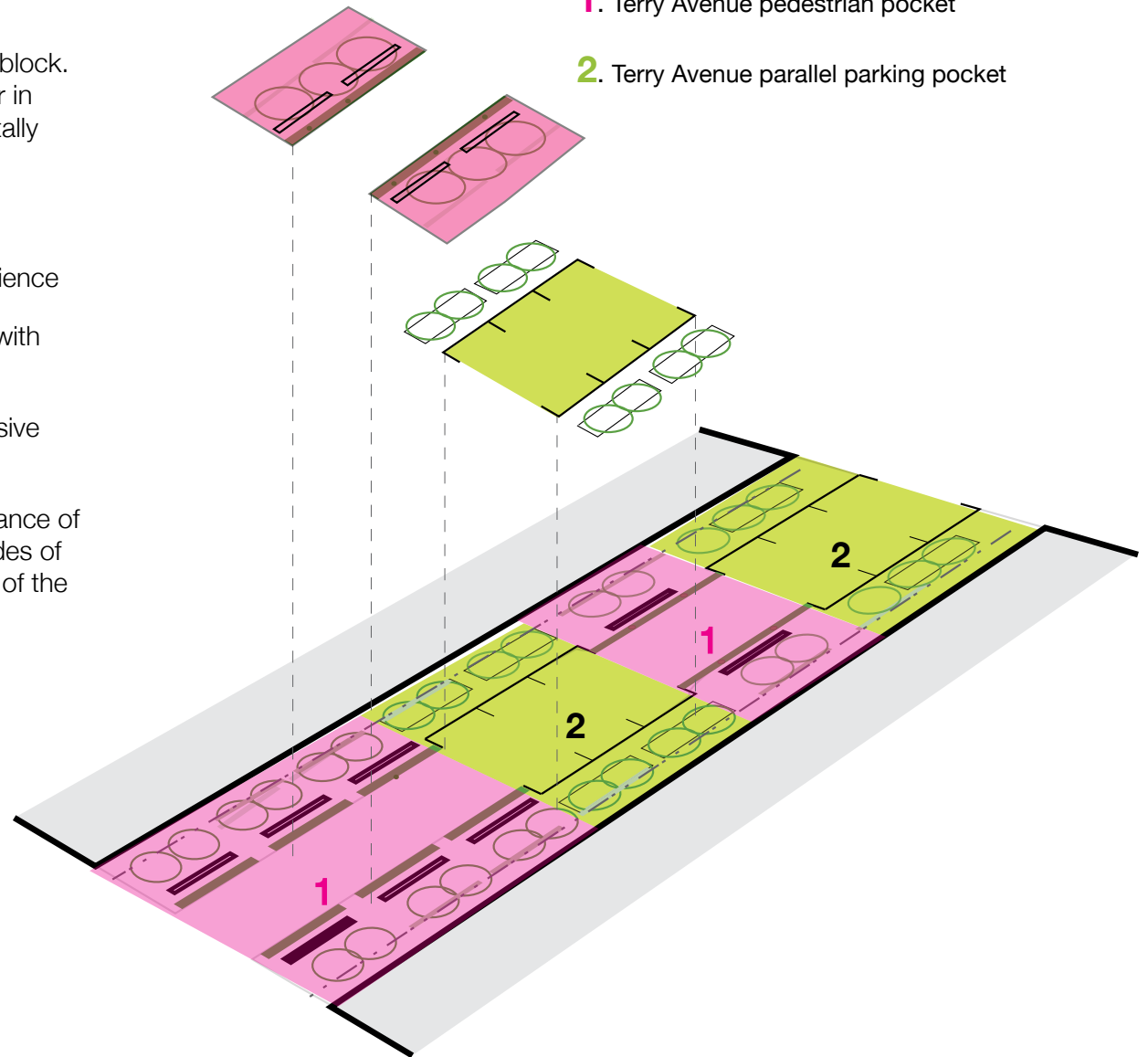
### Typical Material Examples



### Example Diagram of Terry Avenue Phased Implementations:

1. Terry Avenue pedestrian pocket

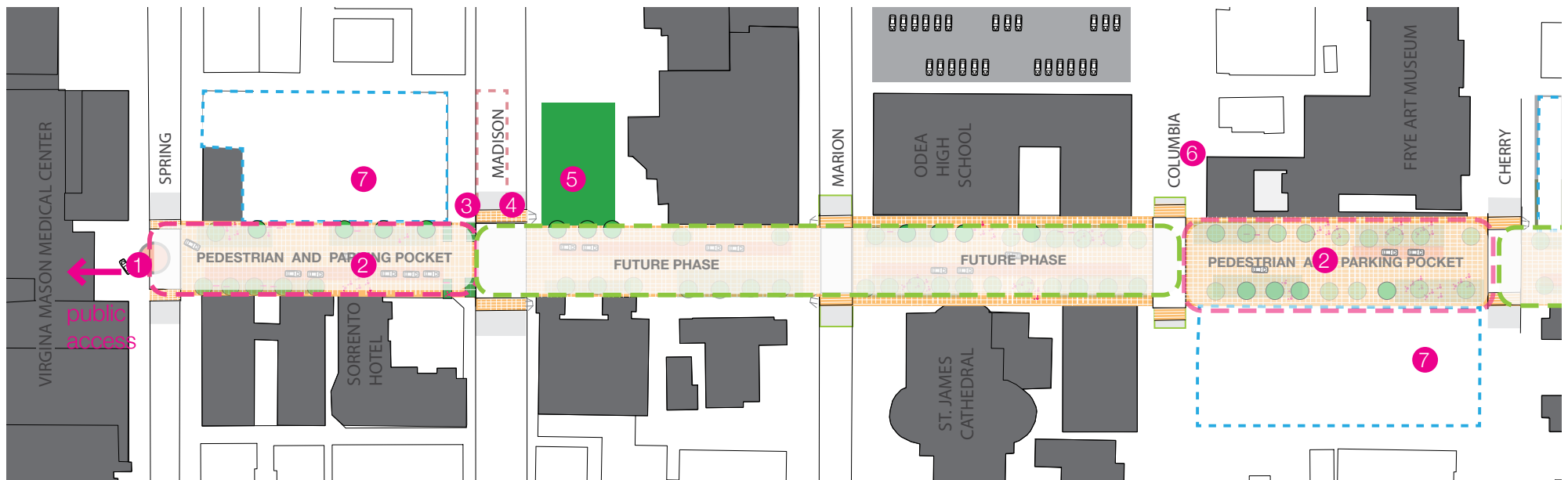
2. Terry Avenue parallel parking pocket



# Terry Avenue - Spring to Terrace

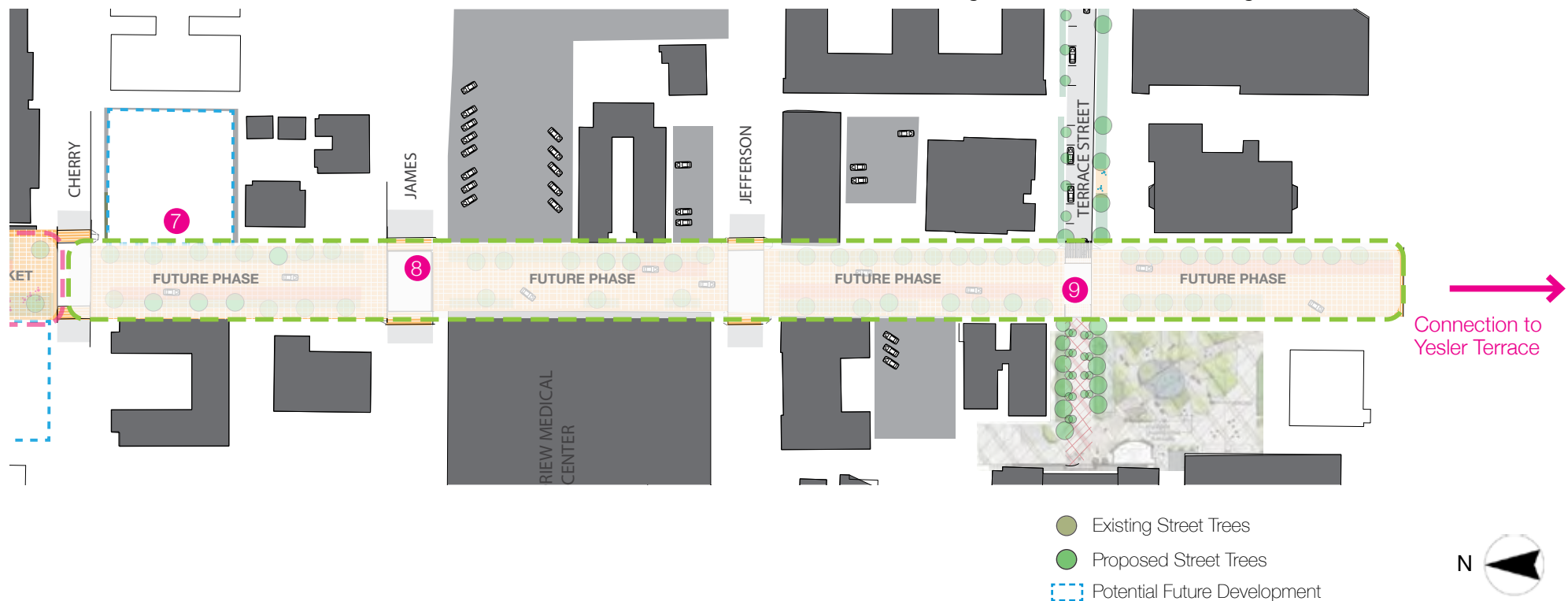
## Overall Concept Plan - Future Vision

- 1 Turnaround and Vista
- 2 Curbless, Pedestrian Street (Phase 1)
- 3 18' setback at potential future BRT station stop
- 4 BRT development, options : stop along curb or center street stop
- 5 Potential Future Open space
- 6 Move bike share to Columbia





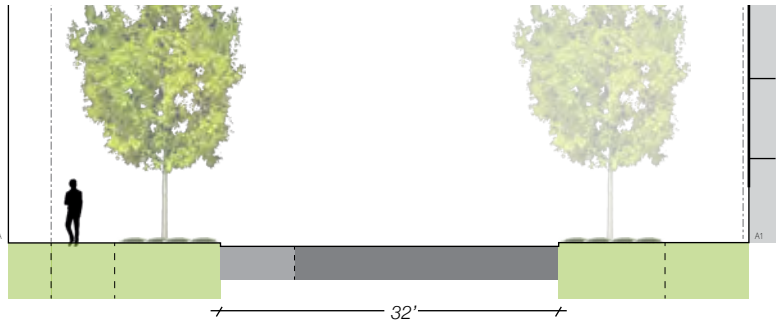
- 7 Potential future development
- 8 Safe crossing with traffic light
- 9 Open space at Terrace Street
- Crosswalks and ADA ramps at all intersections throughout
- Maintain access for service and loading in drop-off and temporary parking lane along corridor; denote with special paving throughout
- Install removable bollards for temporary street closures for community events in phase 1 and throughout



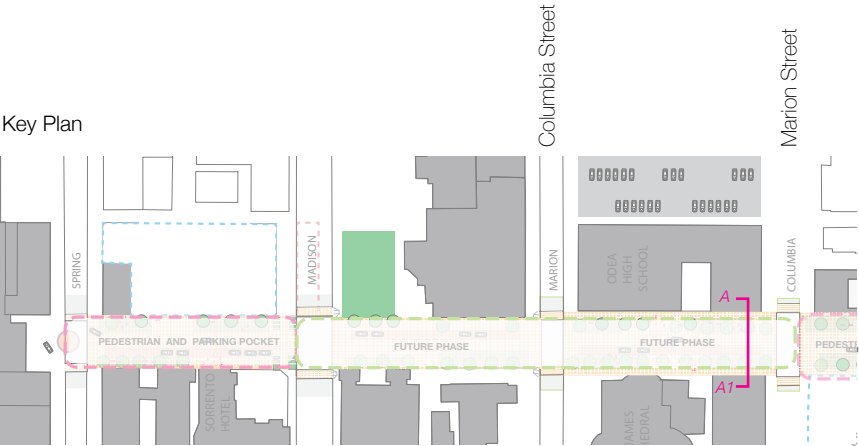
# Terry Avenue - Spring to Terrace

## Overall Concept Plan - Future Vision Section

Existing Section - Terrace at Boren



Key Plan

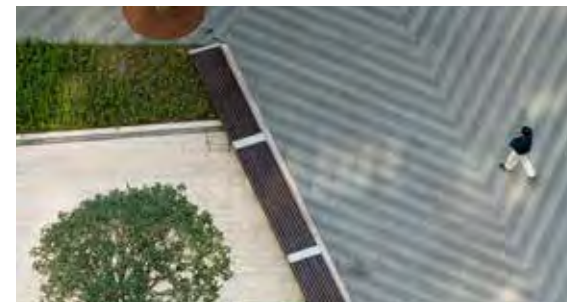


Proposed Section - Terrace at Boren



# Terry Avenue - Spring to Terrace

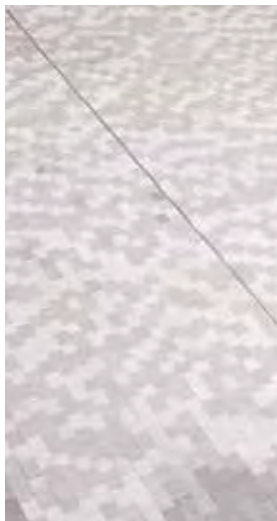
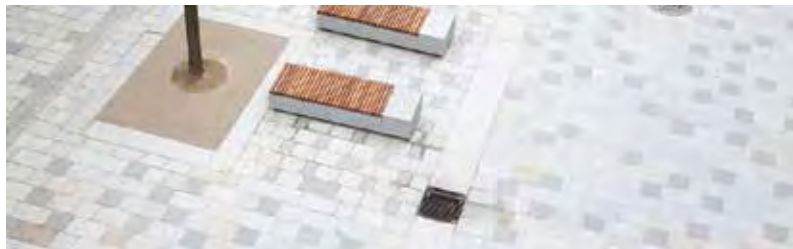
## Pedestrian Priority Street and Bus Rapid Transit Intersection Examples





# Terry Avenue - Spring to Terrace

Examples Materials for Terry Street Pedestrian Zones and Drop off Zones





# Terry Avenue - Spring to Madison Street

Focal Area Proposed





# Terry Avenue - Columbia to Cherry Street

Focal Area Proposed





# Terry Avenue - Activation Ideas

## Engagement Activities Examples

The following images representing activation ideas are suggested to engage community along this street.



Community Street Picnic



Terry Avenue Music Concert



Mini Golf



First Hill Fashion Show

FIRST HILL PUBLIC REALM ACTION PLAN

TERRY AVENUE