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 & Green Spaces Levy identified First Hill as a priority area for development of a neighborhood park and funds were allocated for land acquisition.

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 implementation strategies to expand the public space network through right of way reallocation, private development partnership and strategic site selection for potential acquisition.

These public space strategies are included within the street concept plans for University St, 8th Ave, Terrace Ave, and Terry Ave. and are proposed for adoption into the Right of Way Improvement Manual.
# FIRST HILL PUBLIC REALM ACTION PLAN

Creating a network of parks and public spaces to enhance mobility and livability in First Hill

## PARK AND OPEN SPACE CRITERIA

<table>
<thead>
<tr>
<th>Park Types</th>
<th>Example</th>
<th>Definition</th>
<th>National Criteria</th>
<th>Local Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parklet</td>
<td><img src="image" alt="Seattle parklet" /></td>
<td>Parklets convert on-street parking spots into public spaces. Cost-effective tool for increasing our city’s public open space</td>
<td>• Permitted on streets with speed limits of 25 mph or less&lt;br&gt;• Streets with grade less than 5%&lt;br&gt;• At least 20 ft long and no wider than 6 ft&lt;br&gt;• 4 ft buffer on either side</td>
<td>• Built in lanes already with parking&lt;br&gt;• Street with grade less than 5%&lt;br&gt;• At least 20 ft long and no wider than 6 ft&lt;br&gt;• 4 ft buffer on either side</td>
</tr>
<tr>
<td>Minipark/pocket park</td>
<td><img src="image" alt="San Francisco pocket park" /></td>
<td>Miniparks/pocket parks consist of small cultural or natural areas with recreational, reflective or City beautification potential</td>
<td>• 2500 sq. ft to 1 acre&lt;br&gt;• Serve as a recreational or beautification space where acquisition of larger parks is not possible&lt;br&gt;• Linked to community pathways or sidewalks</td>
<td>• 2500 sq. ft to 10,000 of usable park area&lt;br&gt;• Surrounded by residences, small commercial and non-arterial streets&lt;br&gt;• Serves immediate neighborhood, less than ¼ mile in distance&lt;br&gt;• Between 500 - 1000 square feet&lt;br&gt;• Serves the surrounding neighborhood and also provides a network of active zone openspaces&lt;br&gt;• Provides activity to potential adjacent uses</td>
</tr>
<tr>
<td>Active Zone</td>
<td><img src="image" alt="Seattle Occidental Park" /></td>
<td>Park Active Zones in the Public Right or Way that provide areas for exercise and outdoor activity</td>
<td>No Equivalent Classification</td>
<td>No Equivalent Classification</td>
</tr>
<tr>
<td>Downtown Park</td>
<td><img src="image" alt="Seattle Downtown Park" /></td>
<td>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</td>
<td>No Equivalent Classification</td>
<td>• 4000 sq ft to 22,000 sq ft.&lt;br&gt;• Current boundaries: south lake union to international district, Elliot Bay to I5.&lt;br&gt;• Programming could include, buskers, food carts, events</td>
</tr>
<tr>
<td>Neighborhood Park</td>
<td><img src="image" alt="Seattle York Park" /></td>
<td>Larger than pocket parks and serve the surrounding neighborhoods for multiple uses</td>
<td>No Equivalent Classification</td>
<td>• Between 10,000 - 40,000 square feet&lt;br&gt;• Serves surrounding neighborhood between ¼ to ½ mile&lt;br&gt;• Multiple uses including play areas, small fields, benches, picnic tables &amp; paths</td>
</tr>
<tr>
<td>Boulevard/Green Streets (called Greenways by National Parks)</td>
<td><img src="image" alt="Seattle department of transportation" /></td>
<td>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</td>
<td>• Size varies&lt;br&gt;• Location dependent on resource&lt;br&gt;• Availability and opportunities&lt;br&gt;• Effectively tie park systems together to form a continuous park environment</td>
<td>• Size varies&lt;br&gt;• Linear parks that typically serve as an aesthetically pleasing transportation corridor&lt;br&gt;• Location along arterials roads favoring places with views</td>
</tr>
</tbody>
</table>

## PRECEDENT IMAGES

![Precendent Image 1](image)
![Precendent Image 2](image)
![Precendent Image 3](image)
ANALYSIS OF PROPOSED PUBLIC SPACES

<table>
<thead>
<tr>
<th>Proposed Open Space</th>
<th>Size</th>
<th>Type</th>
<th>Characteristics &amp; Connections</th>
<th>Evaluation Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 9th Avenue Promenade</td>
<td>1,064 SF</td>
<td>• Active Zone</td>
<td>• Connection to Freeway Park</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Boulevard/ Green Street</td>
<td>• Easy access to University green street</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Development of Virginia Mason proposal</td>
<td></td>
</tr>
<tr>
<td>B Madison and Boylston Park</td>
<td>TBD SF</td>
<td>• Neighborhood Park</td>
<td>• New residential and commercial</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Development</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• BRT transit stop</td>
<td></td>
</tr>
<tr>
<td>C Terry and Madison Park</td>
<td>TBD SF</td>
<td>• Pocket Park</td>
<td>• Close to Madison BRT stop</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Larger lot of land</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Located near Terry Avenue</td>
<td></td>
</tr>
<tr>
<td>D Terrace Street Promenade</td>
<td>4,300 SF</td>
<td>• Boulevard/ Green Street</td>
<td>• Located near Harborview Plaza</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Connection to Broadway Streetcar</td>
<td></td>
</tr>
<tr>
<td>E Terry Avenue Promenade</td>
<td>20,000 - 40,000 SF</td>
<td>• Boulevard/ Green Street</td>
<td>• Community desired pedestrian promenade</td>
<td>Medium - Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Co-location with civic and cultural institutions</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Potential development</td>
<td></td>
</tr>
<tr>
<td>F University and Boylston Park and Plaza</td>
<td>4,390 SF</td>
<td>• Minipark/ Pocket Park</td>
<td>• Oversized intersection</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Active Zone</td>
<td>• Low volume vehicular traffic</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Improved pedestrian and bicycling safety</td>
<td></td>
</tr>
</tbody>
</table>
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
INTERIM DESIGN STRATEGIES

What is a Prototype Park?

The following goals should inform the location and installation of all interim design strategies:

SAFE – Every interim design strategy must increase or maintain an already high level of safety where installed. The primary reason for installing many such treatments is to address specific safety concerns within the right of way.

FAST – Interim strategies are “quick fixes” – relative to permanent treatments they should be easy to design and install. They should utilize simple, prefabricated, or standardized materials in order to work as modules that can be “plugged” into a site with minimal effort.

LOW-COST – Materials should be simple and of the lowest cost necessary to produce an interim treatment that is safe, functional, contextual, and appropriate to its intended lifespan. Where aesthetics are particularly important, higher-quality and -cost materials may be necessary to provide a context-sensitive solution.

BRIEF – Substantial progress toward a permanent solution should be achieved within 5 years of implementation of an interim design strategy.

EXPERIMENTAL – With a focus on flexibility, interim treatments should allow designers to test new ideas and uses for the right-of-way provided that other goals are not compromised in the process. Interim strategies can be used as pilot or demonstration facilities prior to installation in other locations.

PUBLIC – All interim strategies are intended to address the need for increased public space or public safety. They should provide universal accessibility and be available to the general public at all times regardless of age or ability.

COMMUNITY DRIVEN – Local communities should be encouraged to initiate and champion interim design strategies that address their needs. In cases where new public space is created, community partners can act as stewards by initiating, maintaining, and, programming the neighborhood space.
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UNIVERSITY STREET
Activation, Interim, and Long Term Concept

Provide Overall Vision
Activation / Engagement Activity
Prototype Park Implementation
Research Use
Redesign Park
Permanent Park

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

EXISTING INTERSECTION: 9TH AVE AND UNIVERSITY STREET

Planned Virginia Mason Open Space: exact square footage and location to be determined.
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UNIVERSITY STREET
Activation, Interim, and Long Term Concept

Provide Vision -> Engagement Activity -> Prototype Park Implementation -> Research Use -> Redesign Park -> Permanent Park

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

EXISTING INTERSECTION: UNIVERSITY, UNION AND BOYLSTON

11 tables 32 chairs
Double striped line
Extend epoxy 2 x 2 grid

Extend and enhance sidewalk planting
15 small planters
8 large planters
Bollards or planters every 6'
Umbrellas
Bicycle entry markings
FIRST HILL PUBLIC REALM ACTION PLAN
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STREET CONCEPT PLAN - PLAN VIEW

Proposed Section - University at Minor

Proposed Section - 8th Ave between Cherry & James

Proposed Section - 9th Ave between University & Seneca

Proposed Section - Terrace at Boren

University/Union/Boylston Intersection
Long term concept: Intersection closure and street space reallocated to pedestrian plaza, green space and gateway to the future neighborhood greenway.

9th Ave between University and Seneca
Long term concept: pedestrian plaza and gateway to potential future neighborhood greenway allowing seamless integration between Freeway Park and future Virginia Mason open space.
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TERRY AVENUE - SPRING TO TERRACE
Overall Concept Plan - Future Vision

PLAN VIEW

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
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

Existing Section - Terry at Columbia

Proposed Section - Terry at Columbia

PRECEDENT IMAGES