



First Hill Public Realm Action Plan

First Hill Public Realm Action Plan – Open House
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SDOT's mission & vision

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



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

SDOT's core principles



Presentation overview

- Project objectives, approach and deliverables
- What is a street concept plan?
- Review of Parks criteria
- Review of opportunity sites
- Implementation strategies
- Audience survey
- Next steps

Project objective, deliverables, and partners

Objective

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

Deliverable

Street Concept Plans: detailed plans that illustrate operational and dimensional changes. Help facilitate implementation.

Who's involved

SDOT, Parks, Department of Planning and Development have partnered to develop the plan and implementation strategy in collaboration with First Hill Improvement Association.

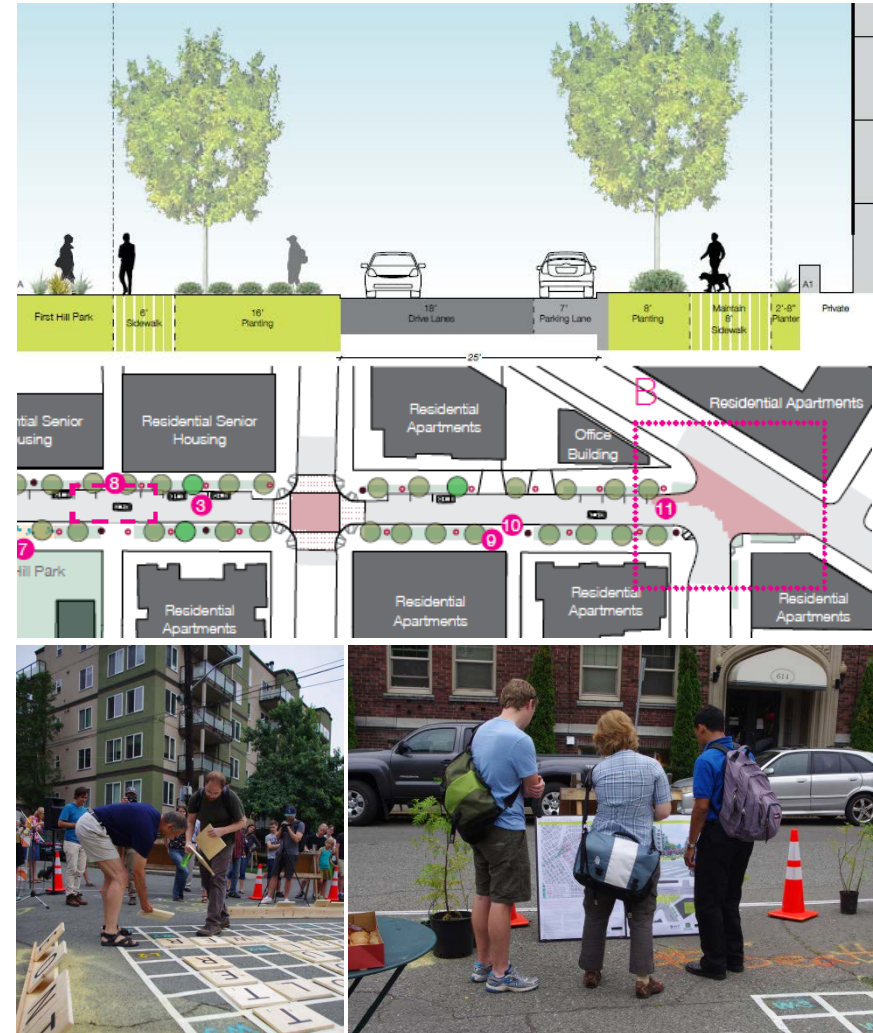


Street concept plans – a tool to get there

Why: solidify a vision for the street(s) and can help guide 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.



Context Map

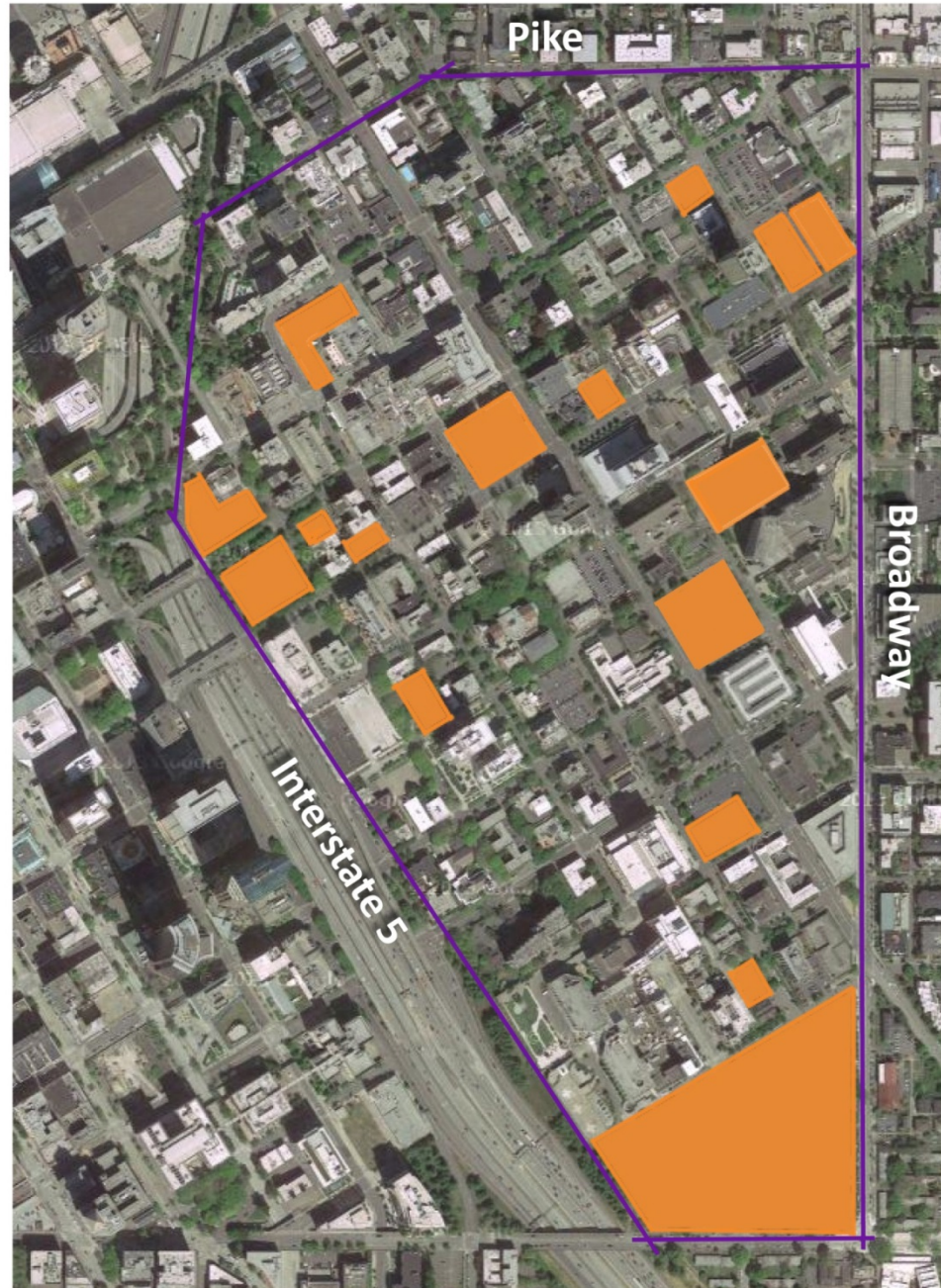
Neighborhood context – streetscape






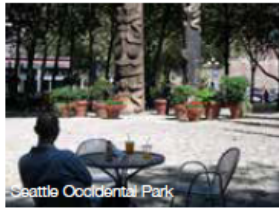


Precedent image – parks



Development Activity



Parks 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"> - 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 |

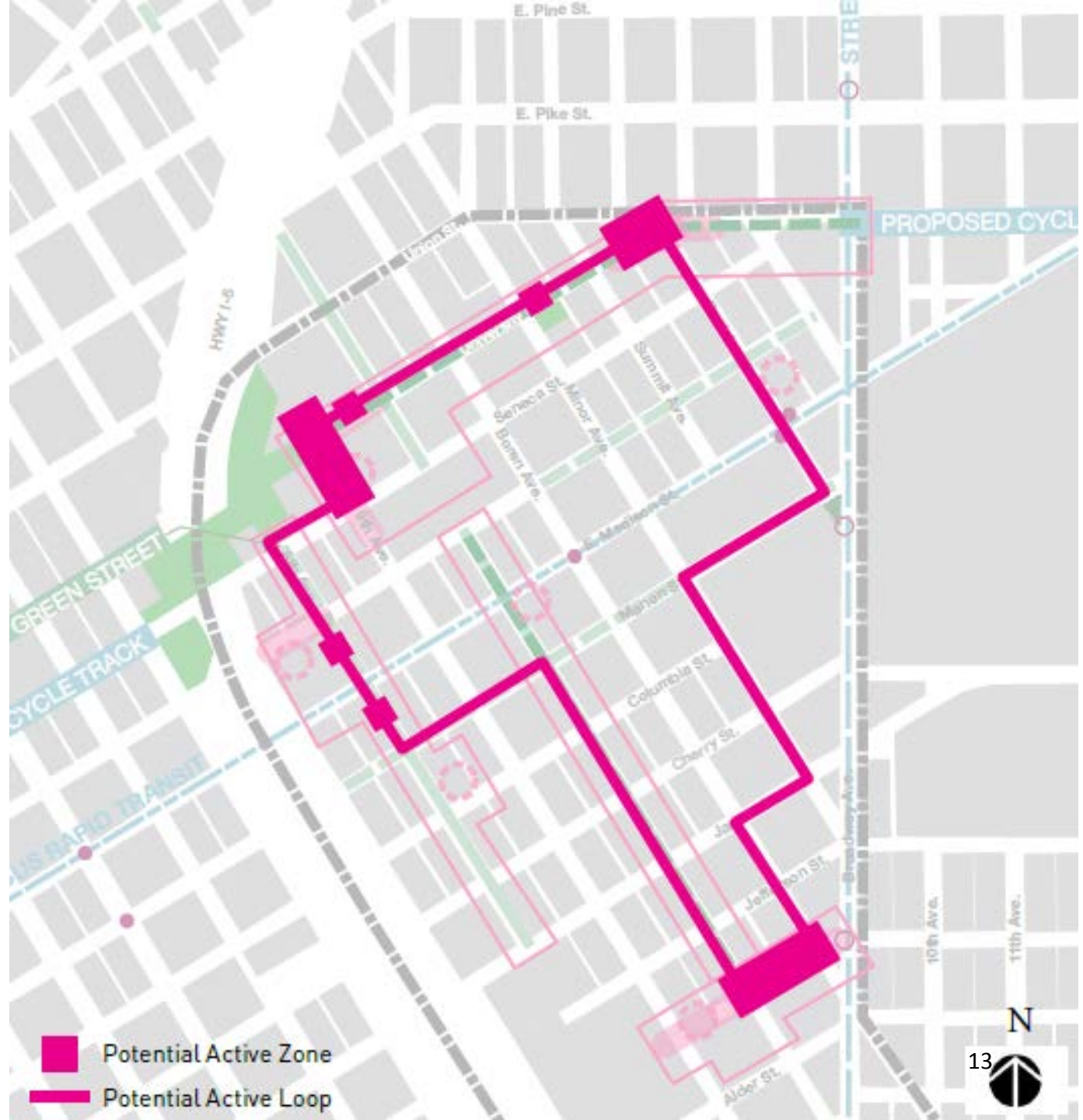
Parks and open space analysis



| 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 |

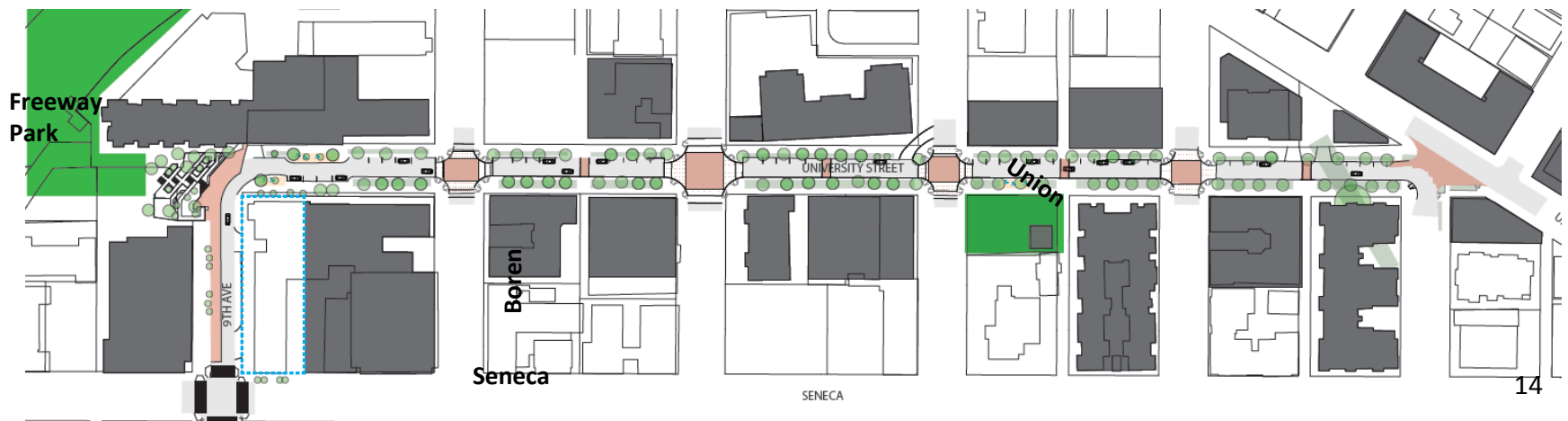
Active zones:

1.7 mile Loop



University Street opportunities

- Designated as neighborhood greenway in Bicycle Master Plan, connecting to future buffered bike lane on Union and Seneca
- Low volume, east/west connection through neighborhood
- Connects to Broadway Streetcar on east
- Connects to Freeway Park on west
- First Hill Park is located on this segment
- Integrate with future Virginia Mason open space at 9th and University



University Street – key street elements

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

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



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 |



Interim design strategies



Interim

Quick: Months

Low-Cost: \$00,000s

Fewer Approvals

Limited Design Options

Short/Medium-Term Impact

Construction

Slow: Years

Costly: \$000,000s+

More Approvals

Unlimited Design Options

Long-Term Impact



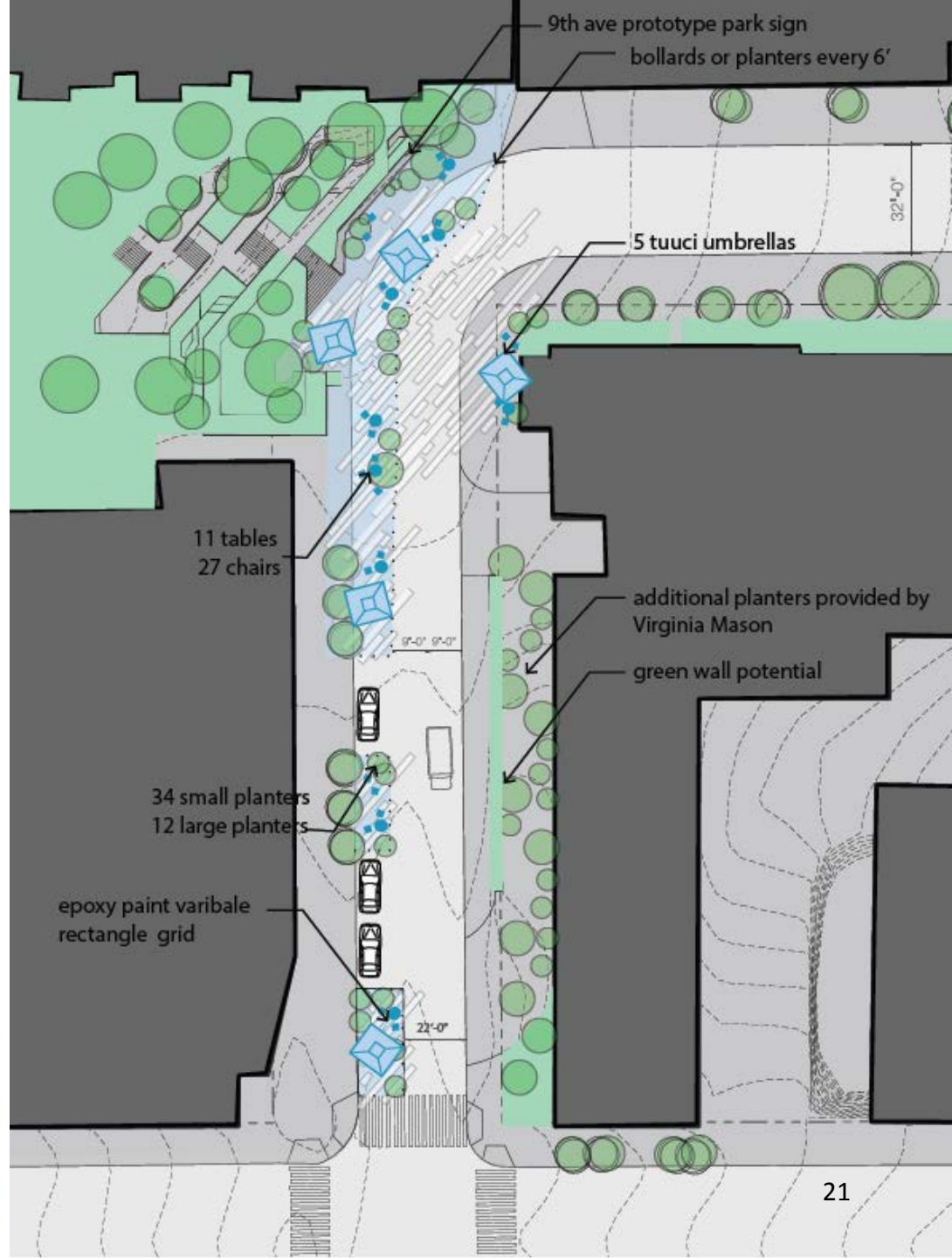
University Street – 9th Ave to Union

Prototype park interim design strategy





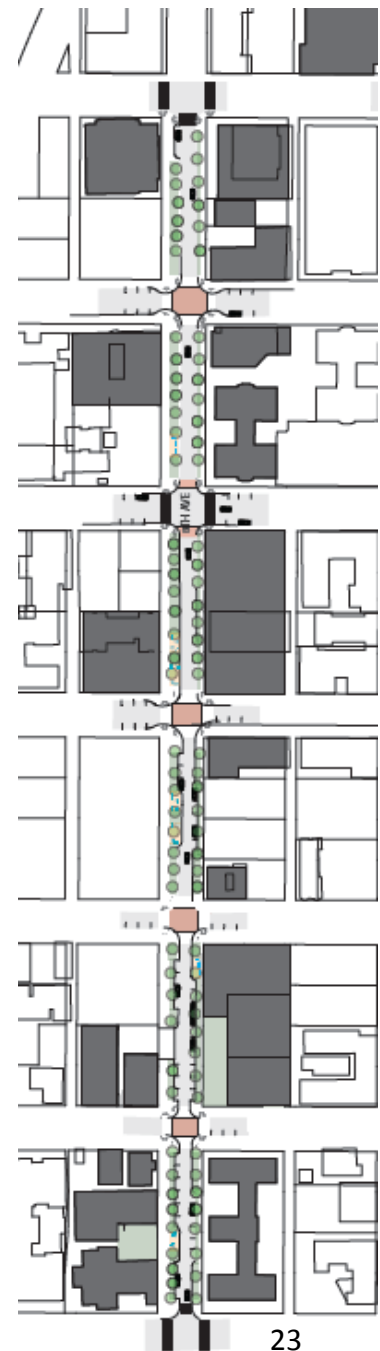
9th Avenue interim design strategy





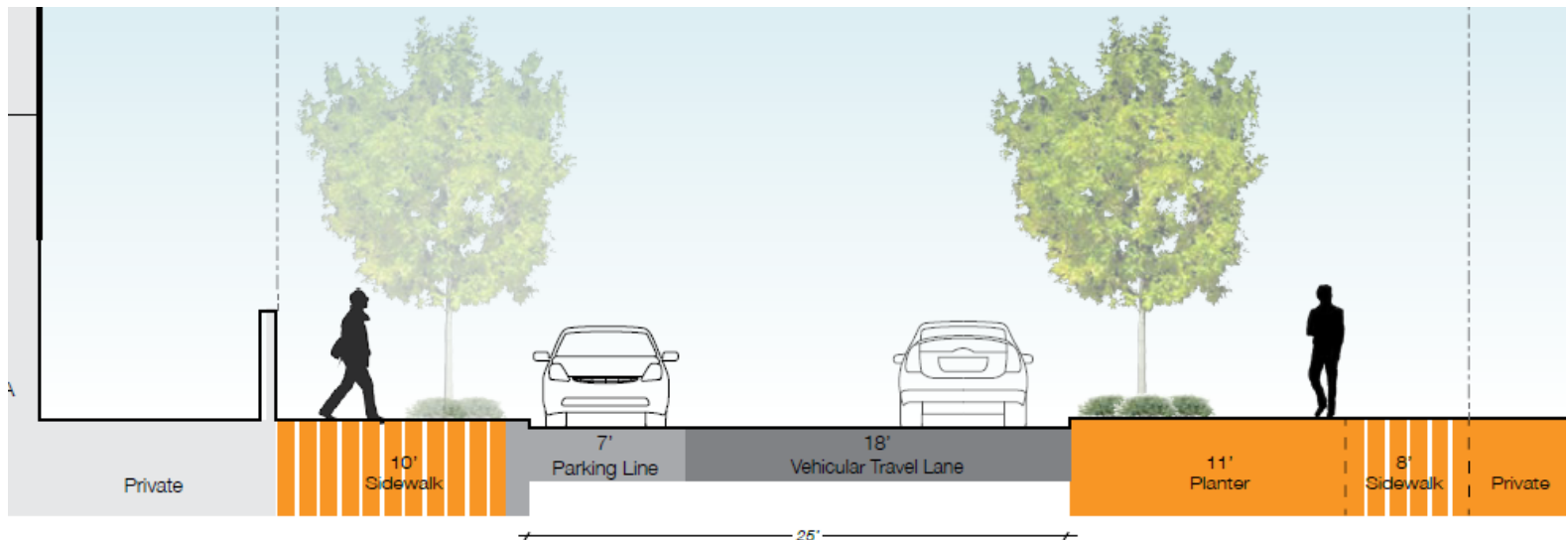
8th Avenue opportunities

- Partner with private development to develop additional public open space
- Street Concept Plan builds off existing 'Green Street' design features to enhance pedestrian experience
- South of Madison to James designated as Neighborhood Green Street and private developments are able to achieve Bonus Floor Area by providing additional public space at their frontage (but not in right of way)



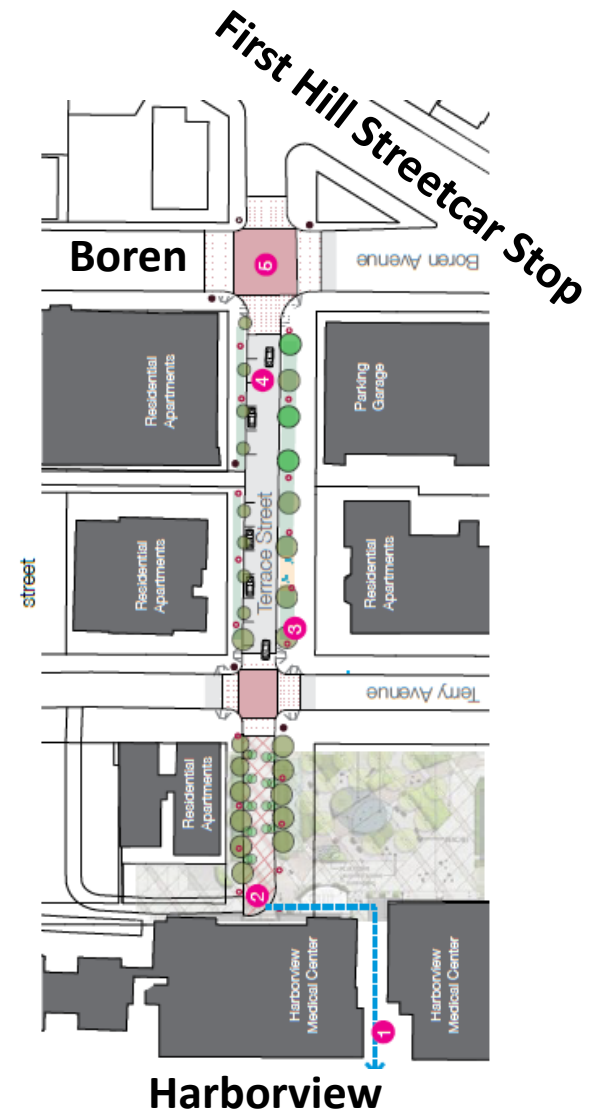
8th Avenue – key street concepts

- 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



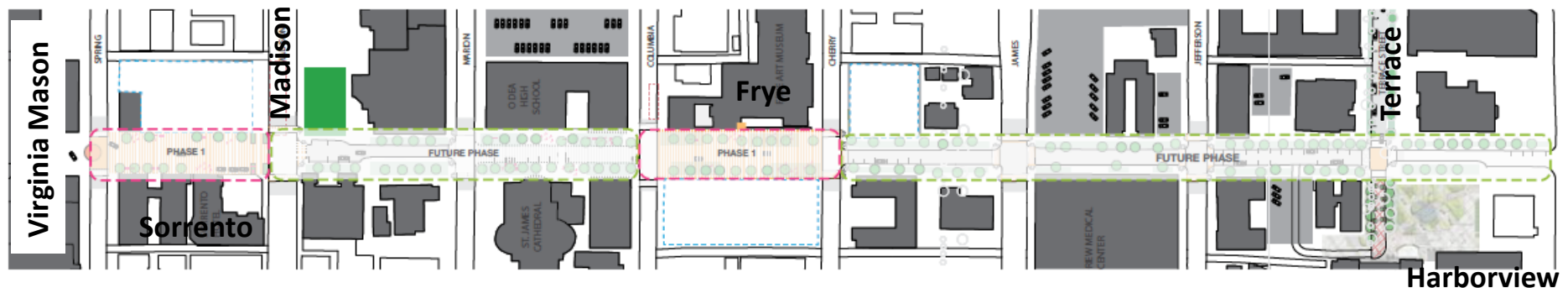
Terrace Ave opportunities & street concepts

- 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 opportunities

- Strengthen connection to arts, transit, education and health on First Hill
- Street concept plan builds off existing 'Green Street' design features to enhance pedestrian experience
- Partner with private development at key focus points (Sorrento and Frye Museum) to develop additional public open space



Terry Avenue street concepts

- Shared use street with focus on pedestrian experience
- Curb-less design for Phase I focus points
- Integration with potential BRT station location at Terry & Madison
- Evaluate traffic light at James & Terry
- Adaptive parking lane to accommodate pedestrian pockets/ active zones



Terry Avenue Design



Terry at Madison



Terry – between Columbia and Cherry

Activation



Next steps

| | |
|-------------------|---|
| Jan 2015 | Public open house |
| Jan-February 2015 | Adopt street concept plans into ROWIM |
| Jan- April | Secure funding and partnerships for interim designs |
| March - April | Develop performance metrics |
| March-April | Finalize maintenance and programming plan |
| May-August | Potential installation of interim design strategies |

Thanks!

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