

FIRST HILL PUBLIC REALM ACTION PLAN

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

WHY FIRST HILL?

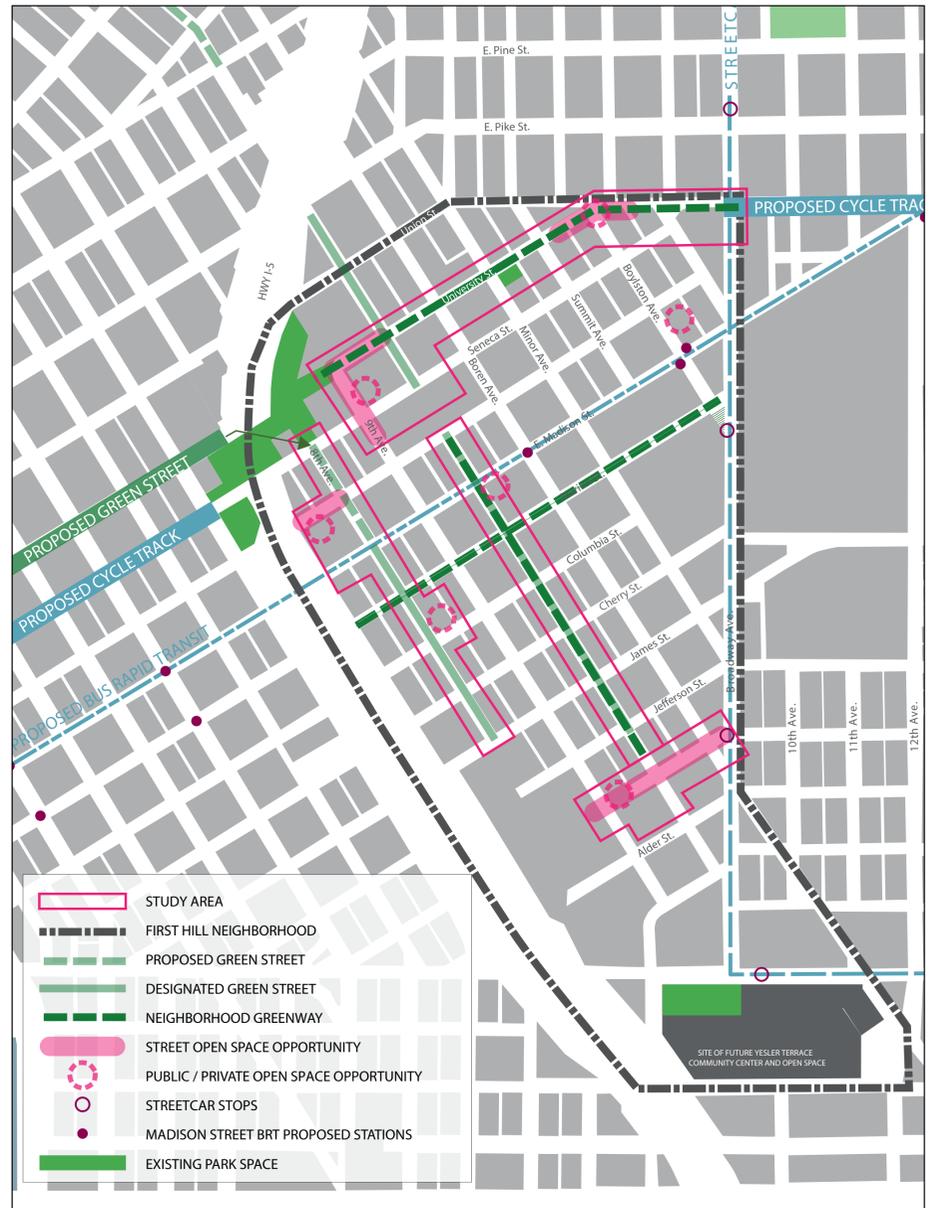
The First Hill neighborhood benefits from its close proximity to downtown Seattle and hosts some of the city's largest major institutions. The 1998 neighborhood plan recognized the need to improve existing transportation infrastructure for car, bus, bike and pedestrian travel on First Hill and the need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

Both the 2000 Pro Parks Levy and the 2008 Parks & 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.



UNIVERSITY STREET AND 9TH AVENUE



8TH AVENUE



TERRACE STREET



TERRY AVENUE



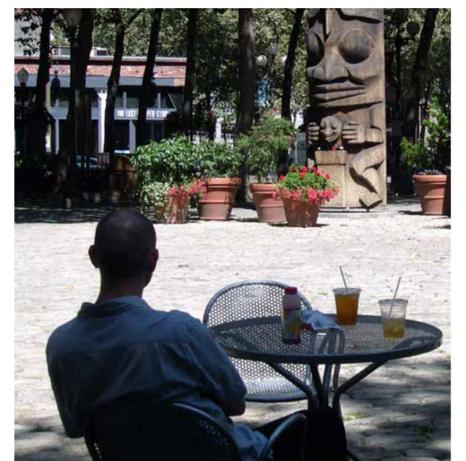
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PARK AND OPEN SPACE CRITERIA

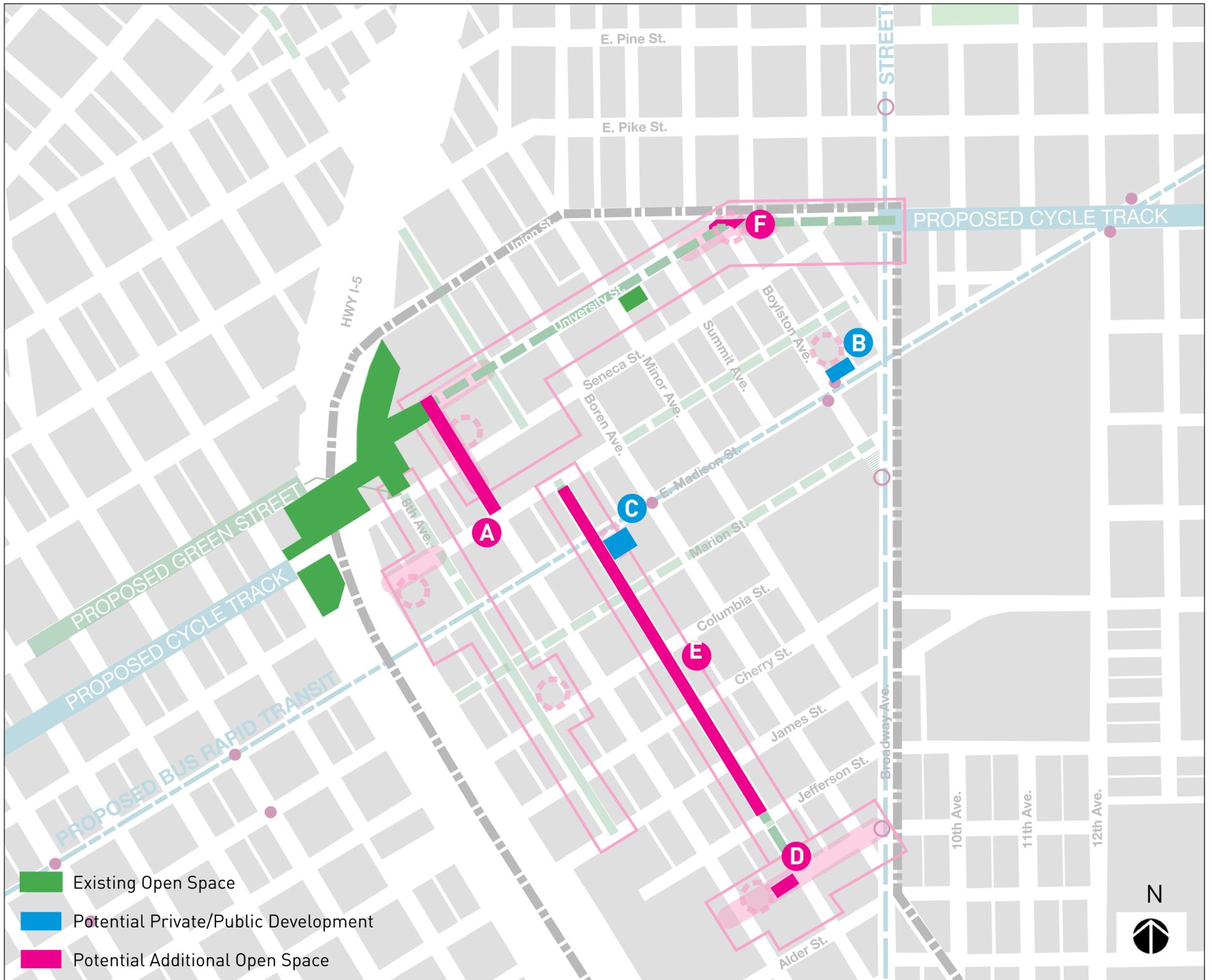
Park Types	Example	Definition	National Criteria	Local Criteria
Parklet	 <small>Seattle parklet</small>	Parklets convert on-street parking spots into public spaces. Cost-effective tool for increasing our city's public open space	<ul style="list-style-type: none"> Permitted on streets with speed limits 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	 <small>San Francisco pocket park</small>	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	 <small>Seattle Occidental Park</small>	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	 <small>Seattle York Park</small>	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)		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

PRECEDENT IMAGES



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ANALYSIS OF PROPOSED PUBLIC SPACES

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"> 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"> 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

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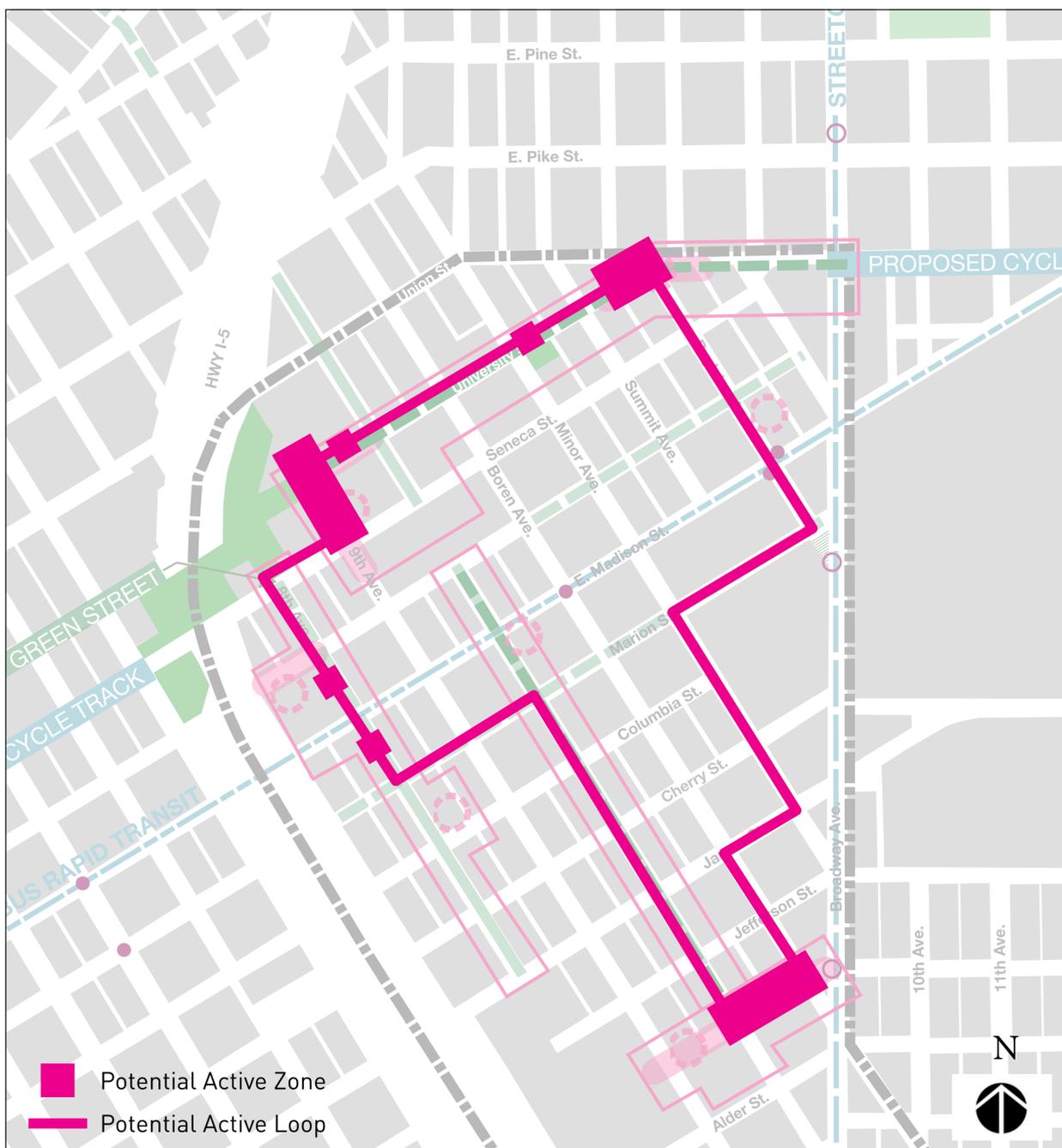
PARK AND OPEN SPACE CRITERIA

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



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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.

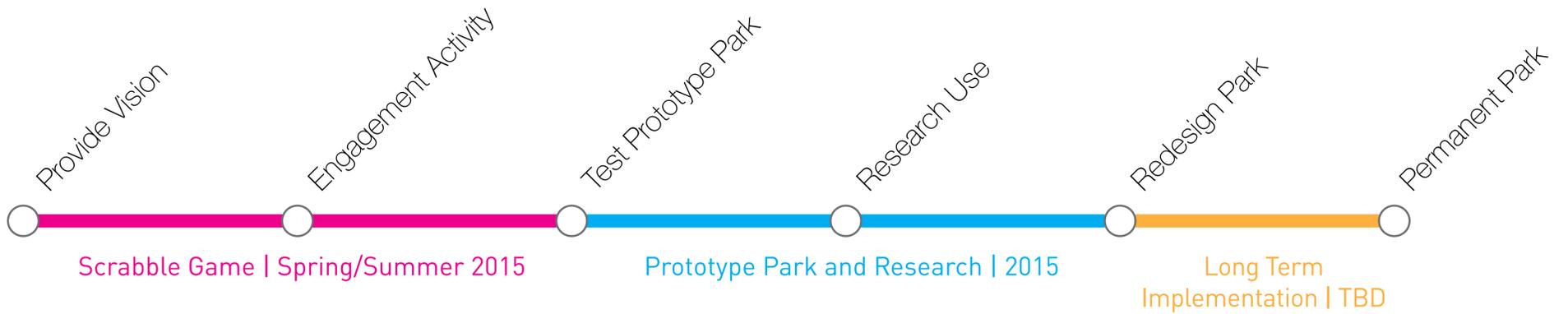


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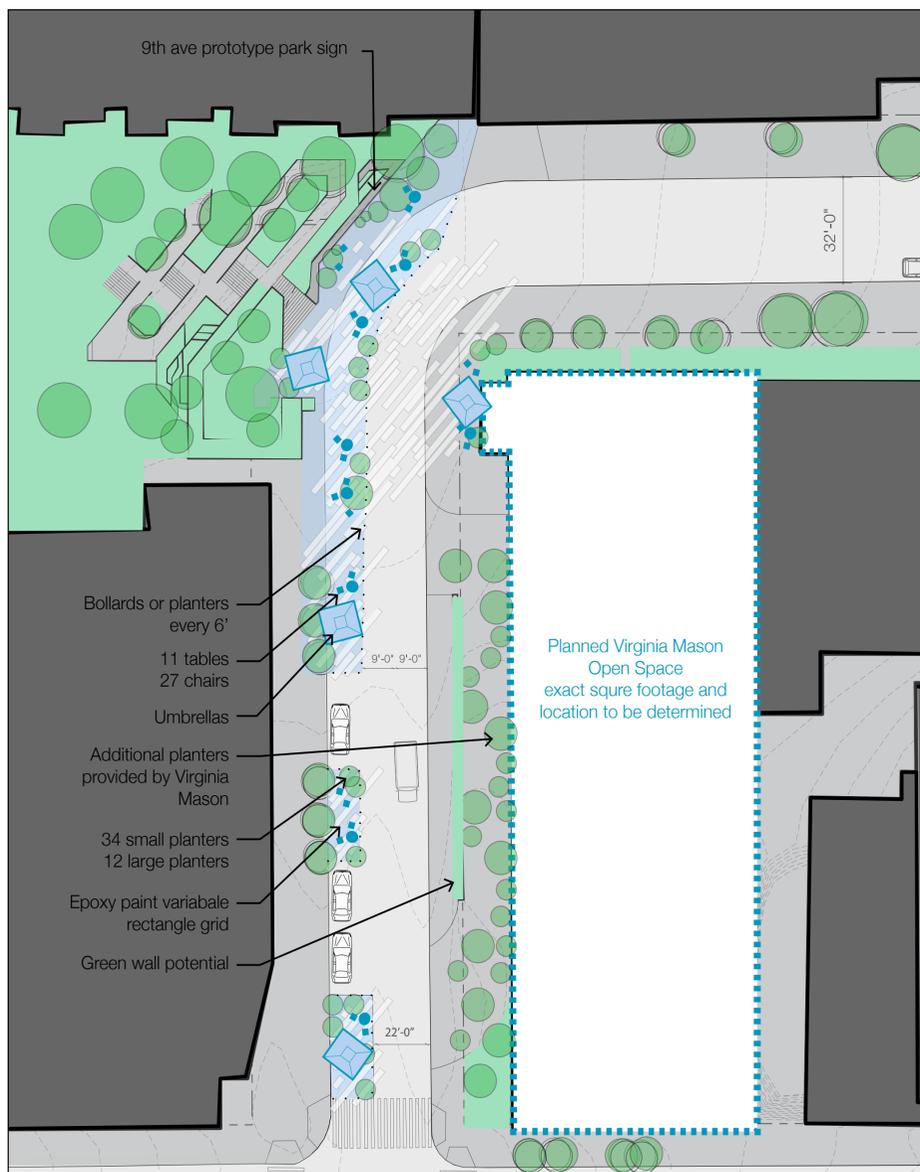
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UNIVERSITY STREET

Activation, Interim, and Long Term Concept



EXISTING INTERSECTION: 9TH AVE AND UNIVERSITY STREET

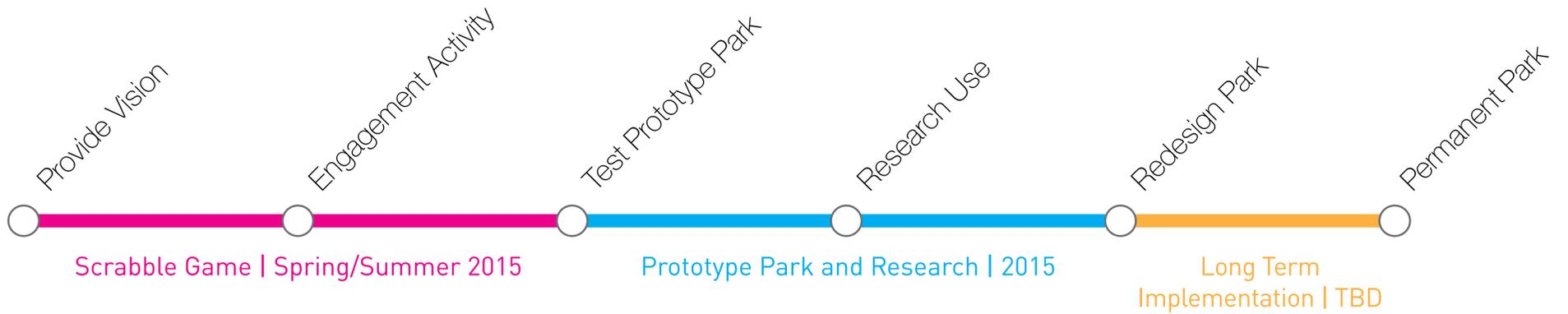


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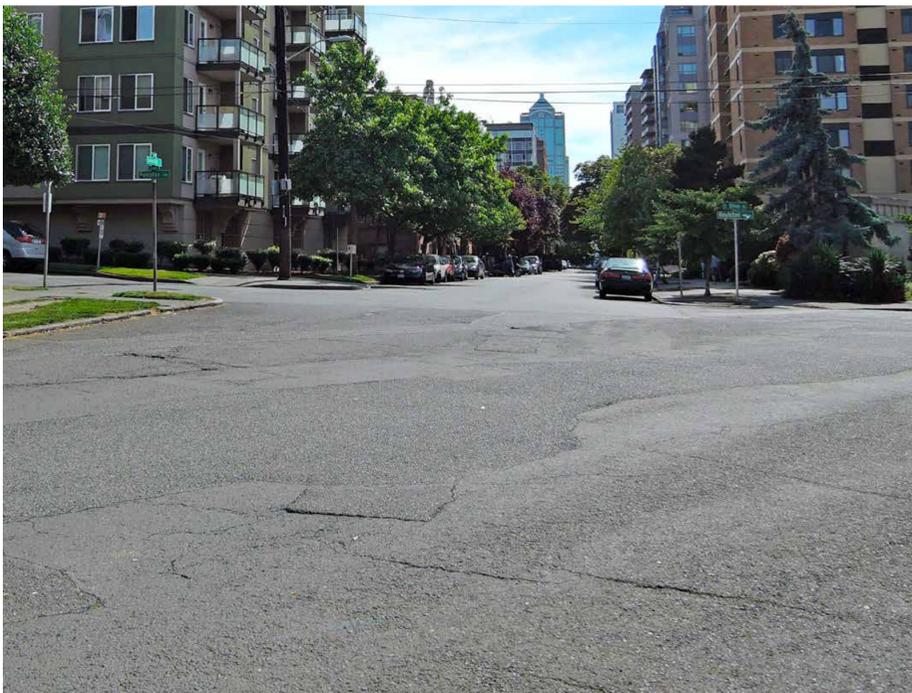
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UNIVERSITY STREET

Activation, Interim, and Long Term Concept



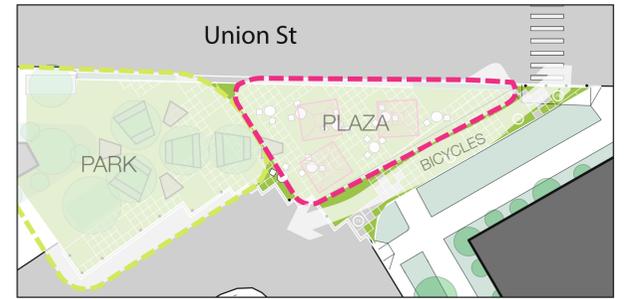
EXISTING INTERSECTION: UNIVERSITY, UNION AND BOYLSTON



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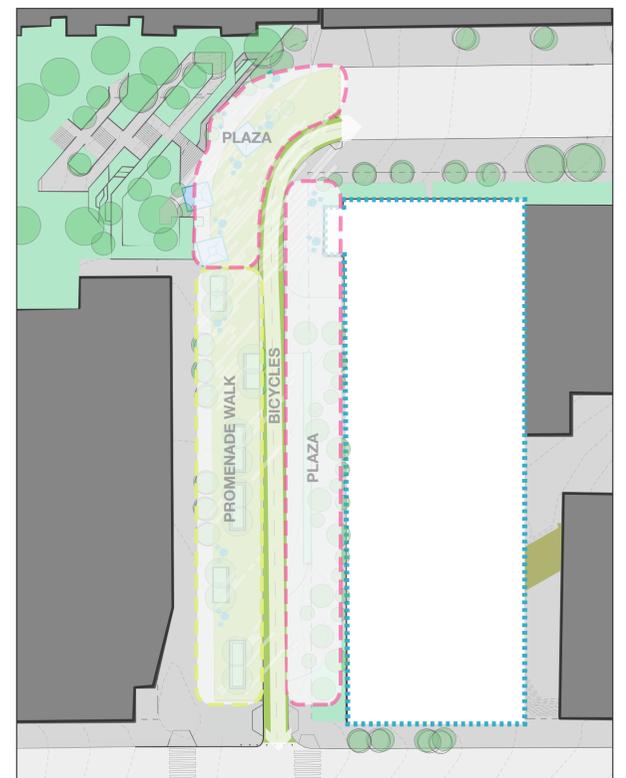
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STREET CONCEPT PLAN- PLAN VIEW



University/Union/Boylston Intersection

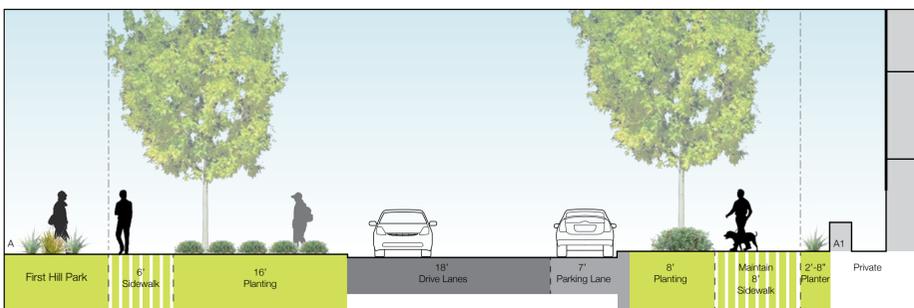
Long term concept: Intersection closure and street space reallocated to pedestrian plaza, green space and gateway to the future neighborhood greenway.



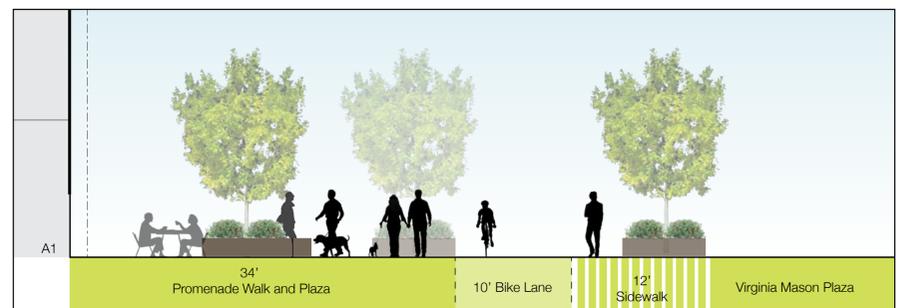
9th Ave between University and Seneca

Long term concept: pedestrian plaza and gateway to potential future neighborhood greenway allowing seamless integration between Freeway Park and future Virginia Mason open space.

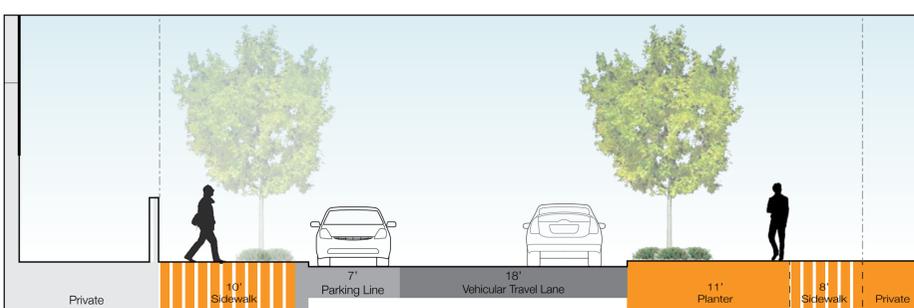
Proposed Section - University at Minor



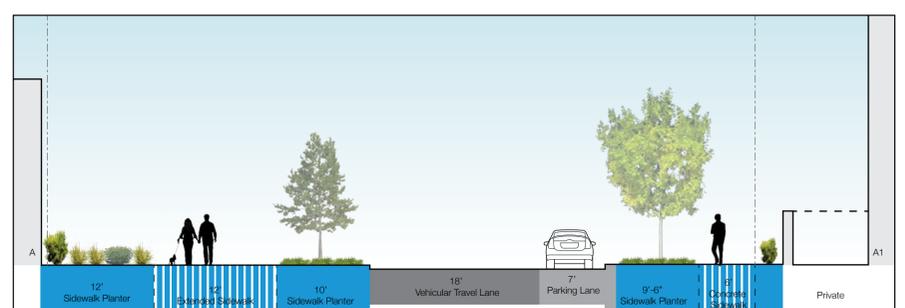
Proposed Section - 9th Ave between University & Seneca



Proposed Section - 8th Ave between Cherry & James



Proposed Section- Terrace at Boren



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TERRY AVENUE - SPRING TO TERRACE

Overall Concept Plan - Future Vision



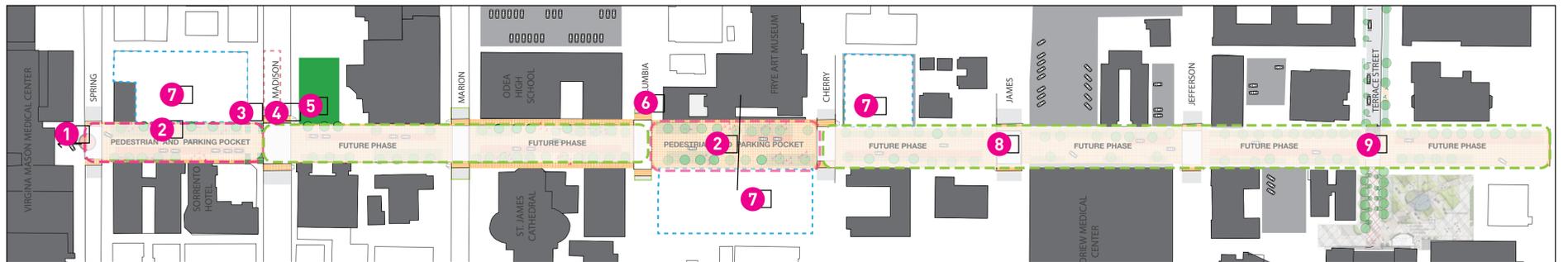
Photo Rendering - Madison Ave at Terry



Photo Rendering - Terry Ave between Columbia and Cherry

PLAN VIEW

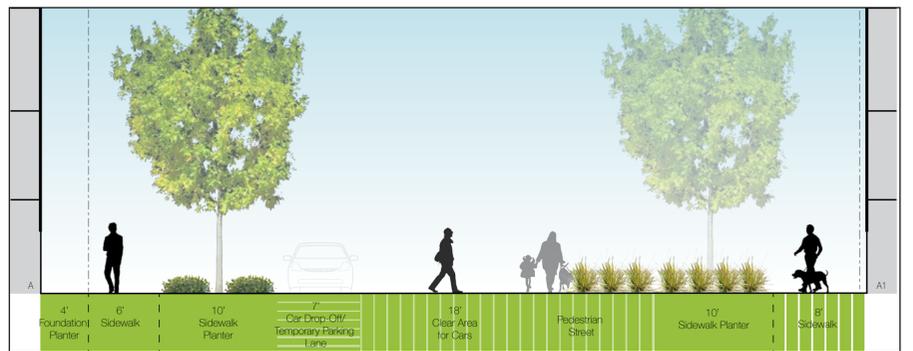
- 1 Turnaround and Vista
- 2 Curbless, Pedestrian Street (Phase 1)
- 3 18' setback at potential future BRT station stop
- 4 BRT development, options: stop along curb or center street
- 5 Potential Future Open space
- 6 Move bike share to Columbia
- 7 Potential future development
- 8 Safe crossing with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



Existing Section - Terry at Columbia



Proposed Section - Terry at Columbia



PRECEDENT IMAGES

