Public Realm Working Group

Chinatown International District

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January 4, 2018

Seattle Department of Transportation

Presentation overview

- Define Public Realm
  - Great Street Examples
  - List of elements to consider in public realm plan
- Public Life Data Protocol
- Streets Illustrated
  - Street Types
  - Street design standards
- Special Review District
- Development Activity
- Discussion about public realm elements – baseline condition and opportunities.

Define Public Realm

Examples of Great Streets

- American Planning Association recognizes "great streets" based on:
- Form and Composition
- Character and Personality
- Environment and Sustainable Practices

Portland, Maine (2014)

American Planning Association's **Great Streets**

Benjamin Franklin Parkway:
Philadelphia, Pennsylvania (2013)

South Grand Boulevard: St. Louis, Missouri (2017)

American Planning Association's **Great Streets**

South 24th Street: Omaha, Nebraska (2016)

Back Bay: Boston, Massachusetts (2010)

American Planning Association's **Great Streets**

Duval Street: Key West, Florida (2012)

Gay Street: Knoxville, Tennessee (2012)

American Planning Association's **Great Streets**

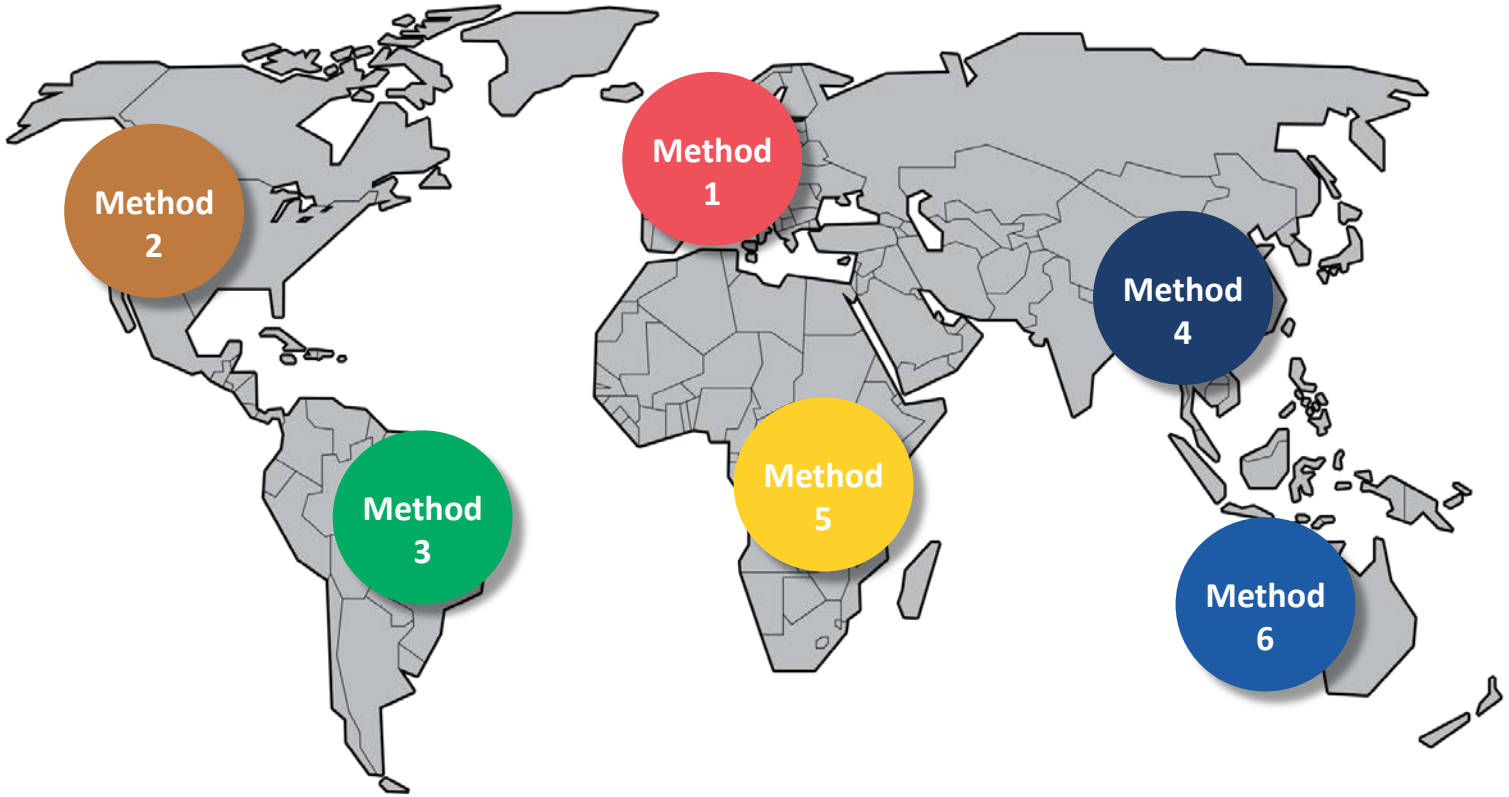
State Street: Santa Barbara, California (2014)

Pennsylvania Avenue: Washington, D.C.

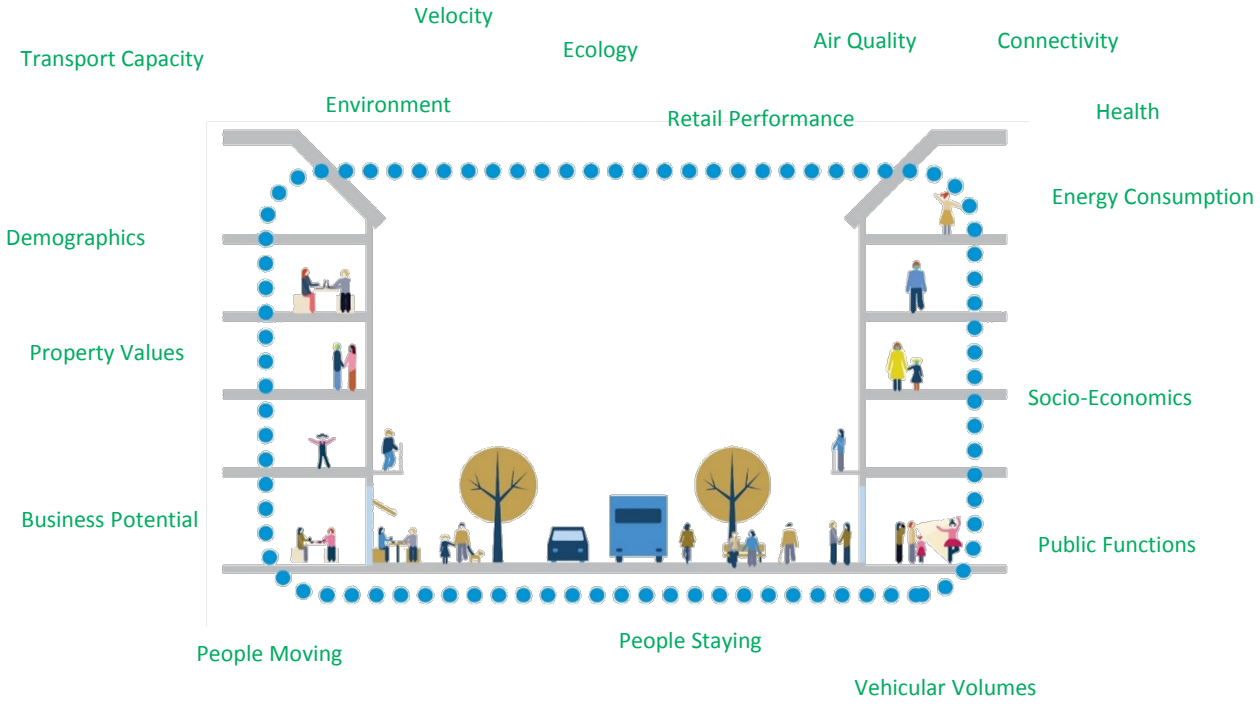
Elements that should be considered in CID public realm plan

- Condition of sidewalk (repair, material, design, width)
- Land use/building facades (active edges)
- Landscaping/street trees
- Pedestrian lighting
- Parks assessment
- Activation (sidewalk cafes, parklets, streateries, pavement to parks, festival streets, etc)
- Public art
- Seating
- Mobility
- Performance metrics
- Special Review District guidelines

Public Life Data Protocol



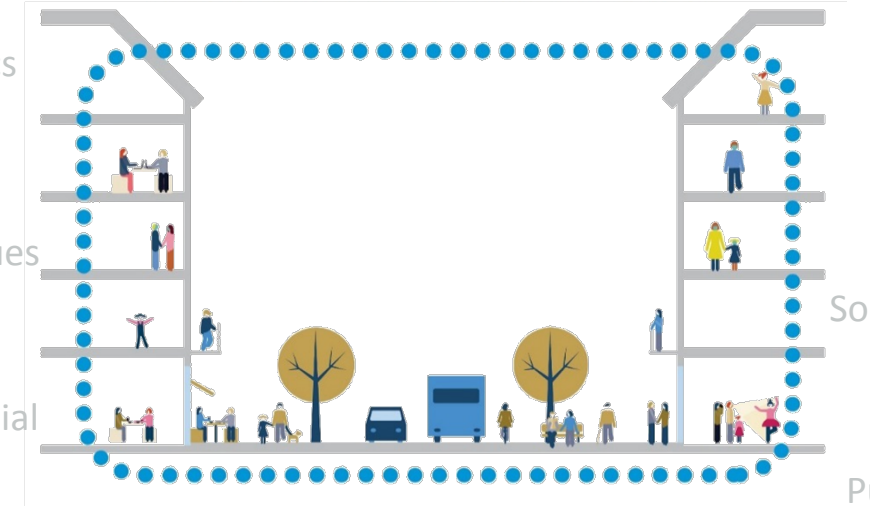
Understanding “public life” requires the analysis of many different factors



Gehl Institute

The Protocol focuses on two pieces of the puzzle: people moving and people staying

Velocity
Transport Capacity
Ecology
Air Quality
Connectivity
Environment
Retail Performance
Health
Demographics
Energy Consumption
Property Values
Socio-Economics
Business Potential
Public Functions

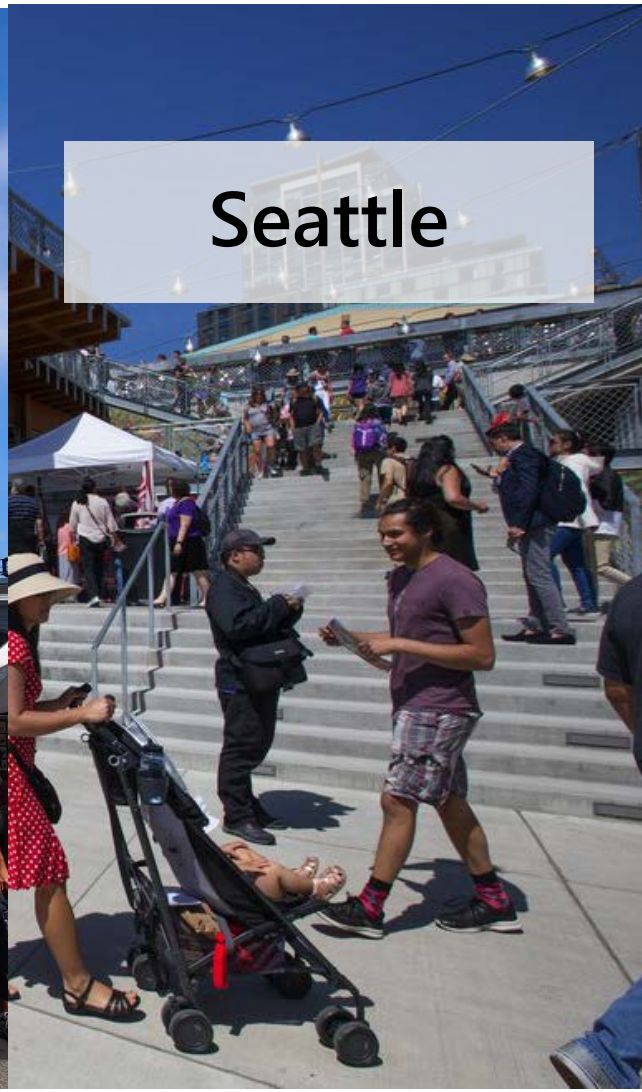


People Moving
People Staying
Vehicular Volumes

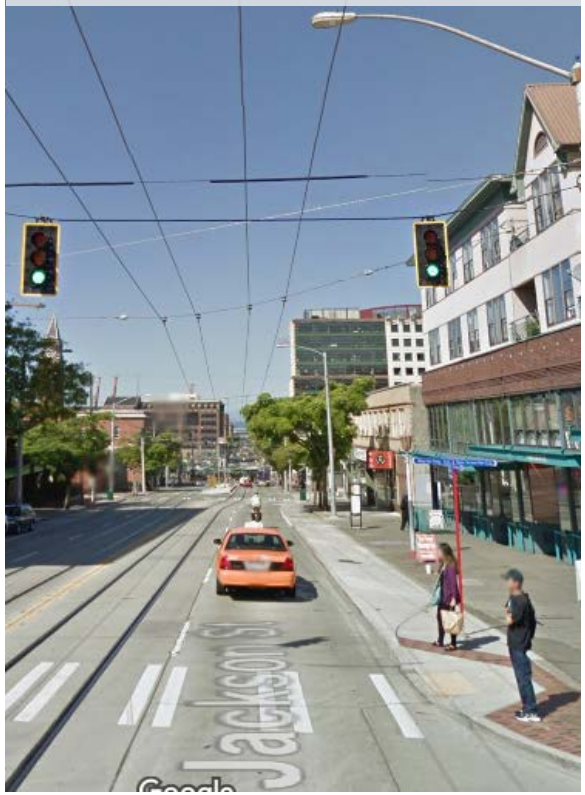
Gehl Institute

Gehl Institute
Copenhagen

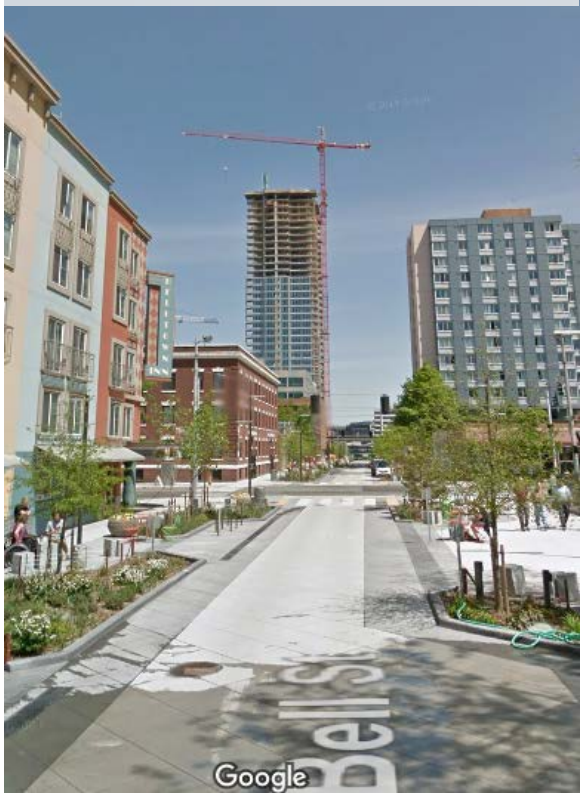
San Francisco


Seattle

Age Friendly Design



Market to MOHAI



One Center City

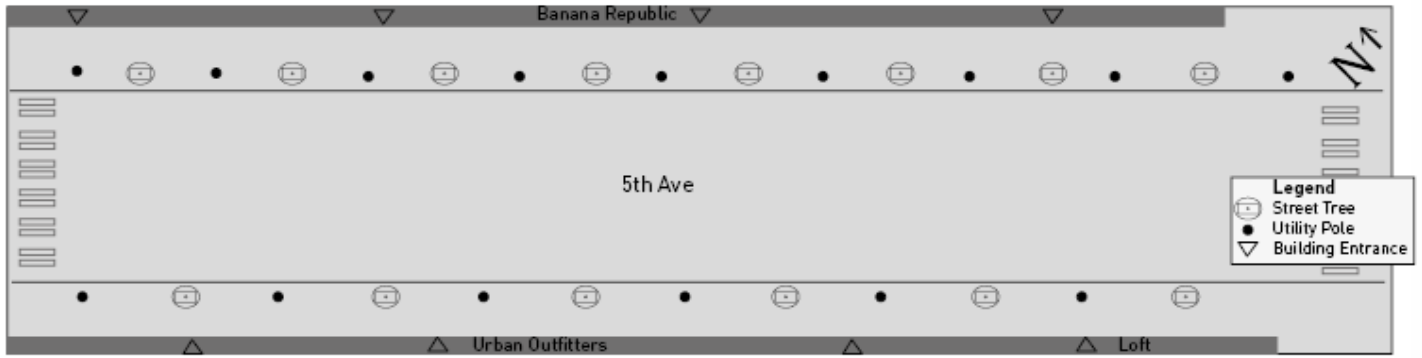
STATIONARY ACTIVITY
One Center City

5th Ave between Pine St and Pike St
WEST SIDE

Date:
Day of week:
Time:
Surveyor:

Temperature:
Weather:
public seating provided:
private seating provided:

PAGE ___ OF ___



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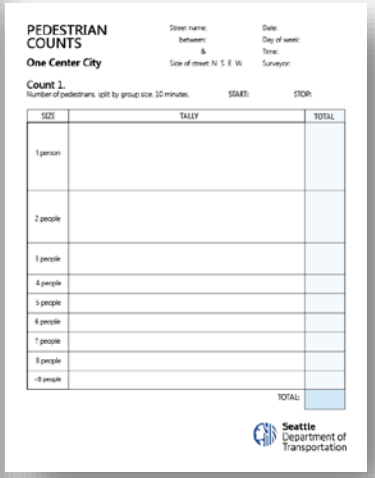
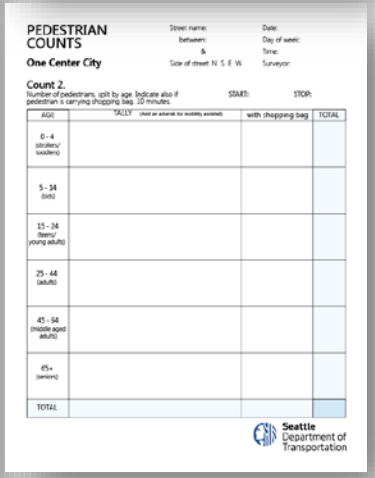


PEDESTRIAN COUNTS
One Center City
Count 1.
Seattle Department of Transportation



PEDESTRIAN COUNTS
One Center City
Count 2.
Seattle Department of Transportation

Study Locations

Westlake (Mercer & Republican)
Westlake (Thomas & John)
Bell (2nd & 3rd)
Bell (3rd & 4th)

5th Ave (Pike & Pine)
3rd Ave (Pike & Union)

S Jackson St (7th & 8th)
S Jackson st (6th & Maynard)
S Weller St (7th & 8th)
S Weller St (6th & Maynard)

CID Public Life Study Objectives

Study:

- Amount, type of activity
- How activity aligns with pedestrian infrastructure provided
- Relationship to retail activity/active uses

DIVERSITY OF AGES

15% of pedestrians 65+ years old

5% of pedestrians <15 years old

FEW PLACES FOR STAYING

96% standing

1% using assistance devices

SOCIAL ENVIRONMENT

38% talking to others

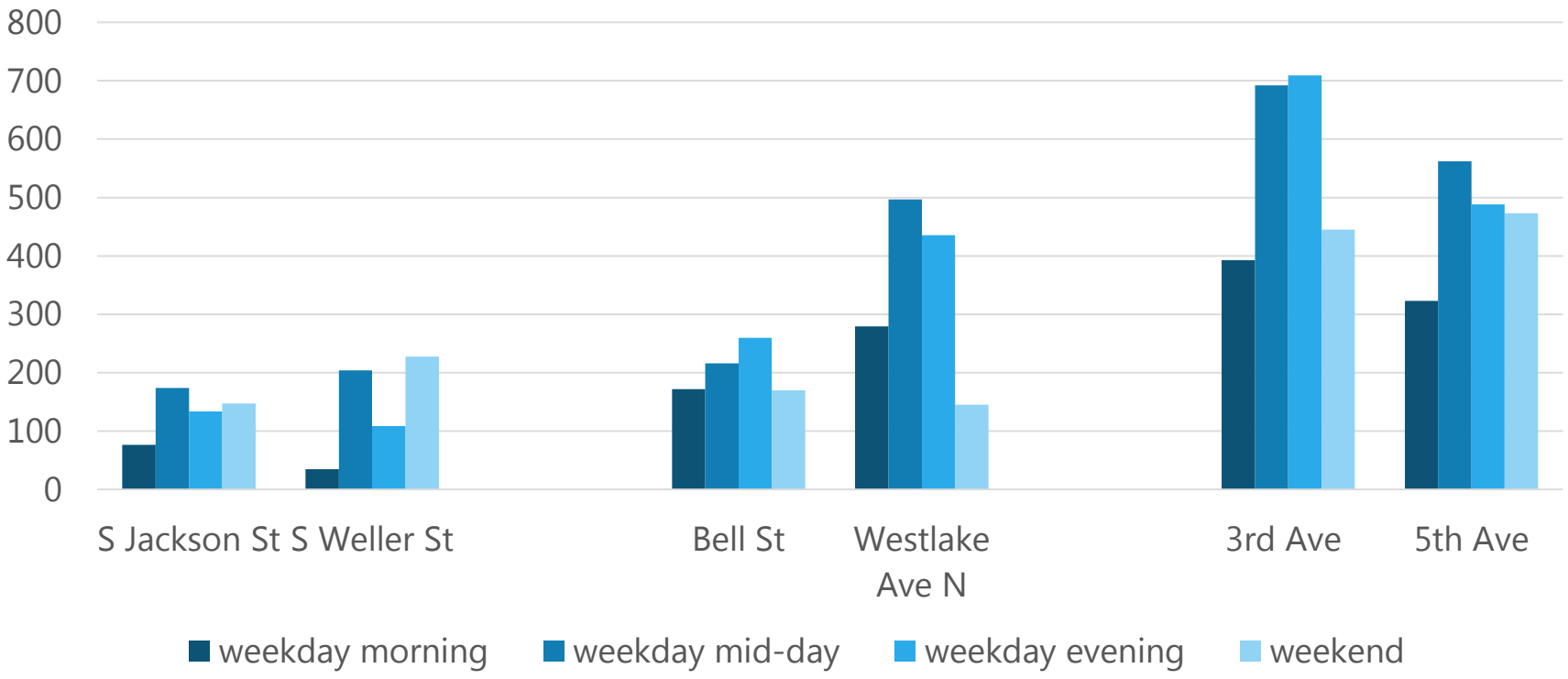
44% of pedestrians travel in groups

RETAIL ENGAGEMENT

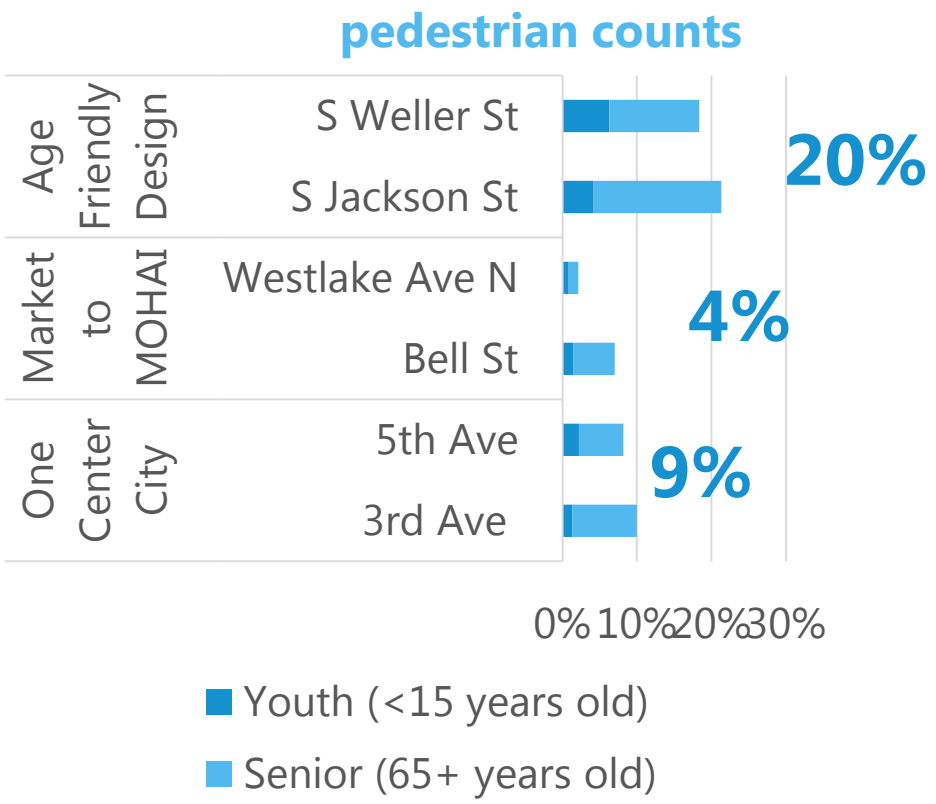
26% buying or window shopping

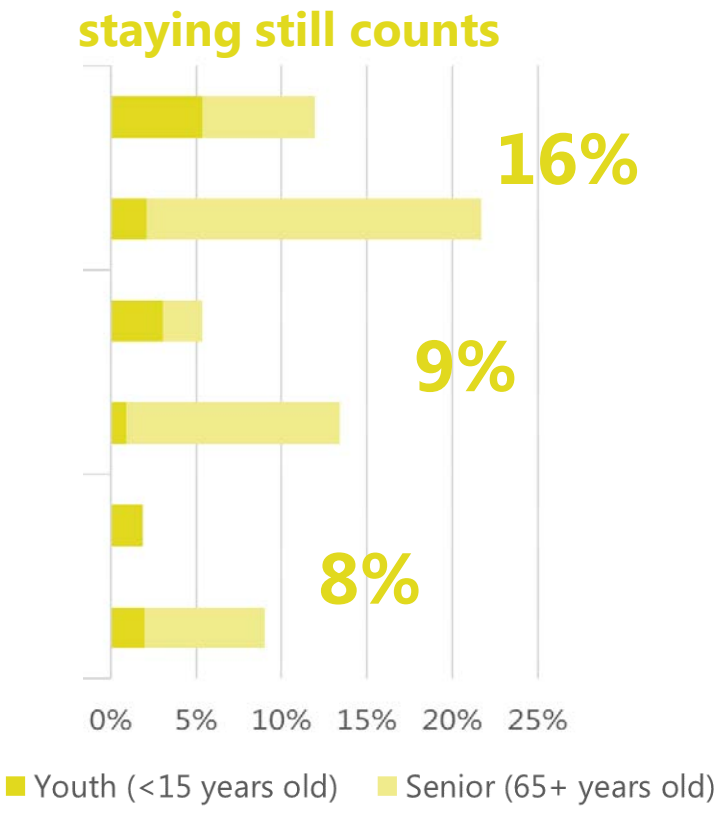
9% with shopping bag

Pedestrian counts at different times

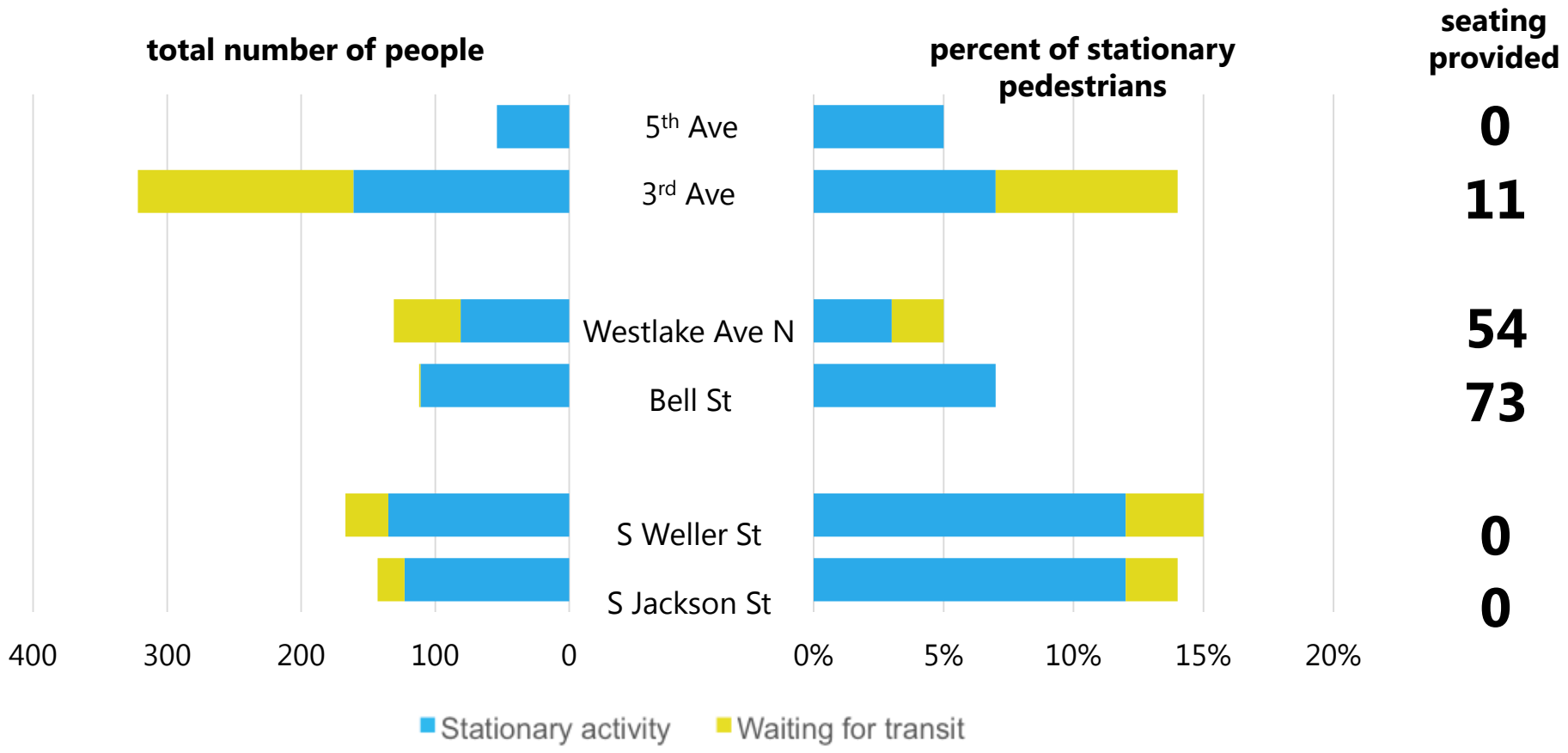


Indicator: age

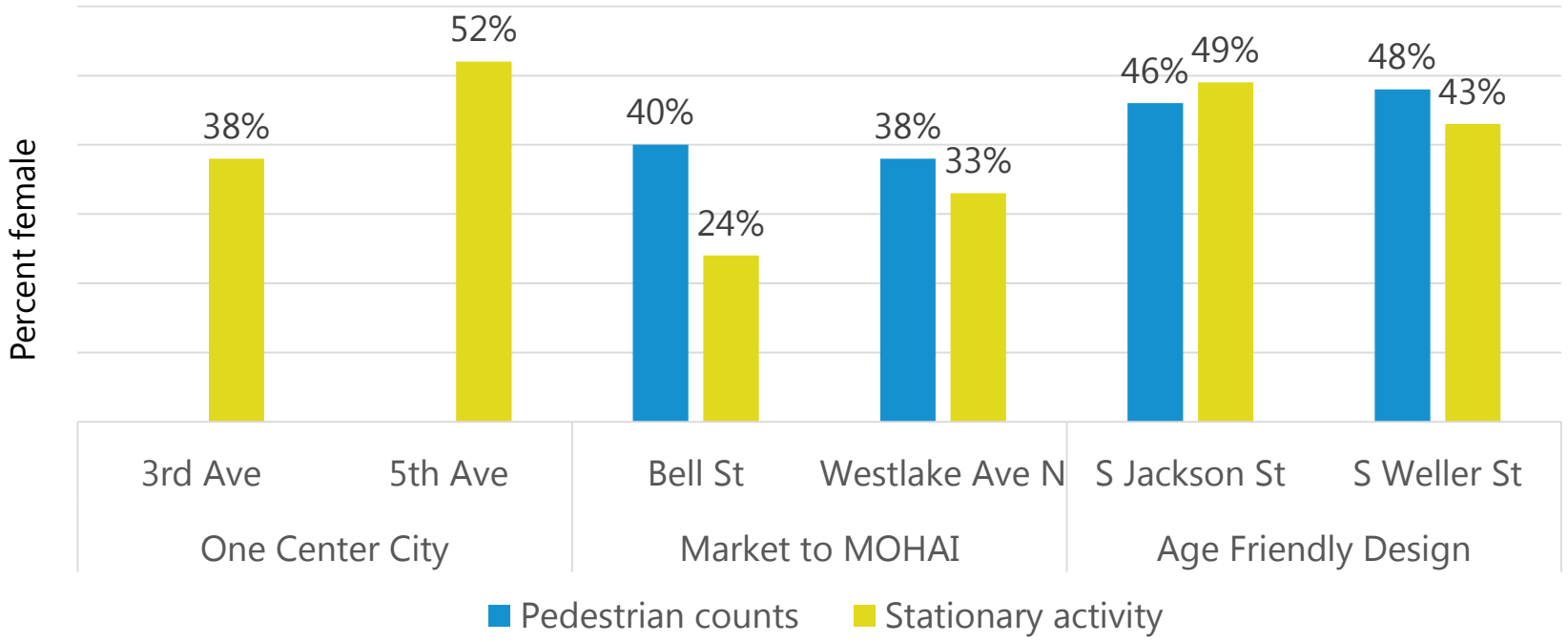


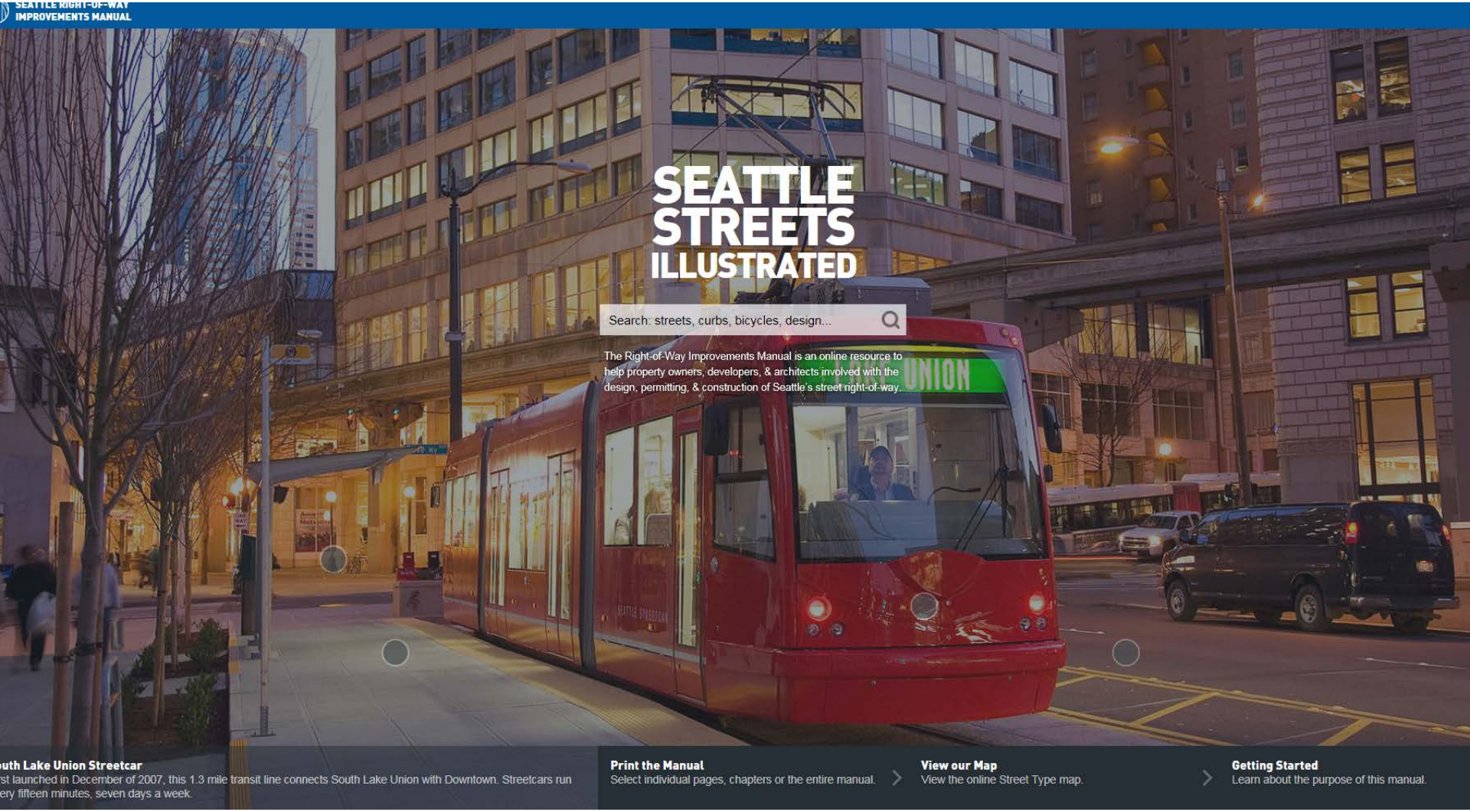


People staying still



Indicator: gender




SEATTLE RIGHT-OF-WAY
IMPROVEMENTS MANUAL
SEATTLE
STREETS
ILLUSTRATED
Search: streets, curbs, bicycles, design...
The Right-of-Way Improvements Manual is an online resource to help property owners, developers, & architects involved with the design, permitting, & construction of Seattle's street right-of-way.
UNION
uth Lake Union Streetcar
st launched in December of 2007, this 1.3 mile transit line connects South Lake Union with Downtown. Streetcars run
ery fifteen minutes, seven days a week.
Print the Manual
Select individual pages, chapters or the entire manual.
View our Map
View the online Street Type map.
Getting Started
Learn about the purpose of this manual.

Special Review District

A. Reestablishing the District as a stable residential neighborhood with a mixture of housing types;

B. Encouraging the use of street-level spaces for pedestrian-oriented retail specialty shops with colorful and interesting displays;

C. Protecting the area and its periphery from the proliferation of parking lots and other automobile-oriented uses;

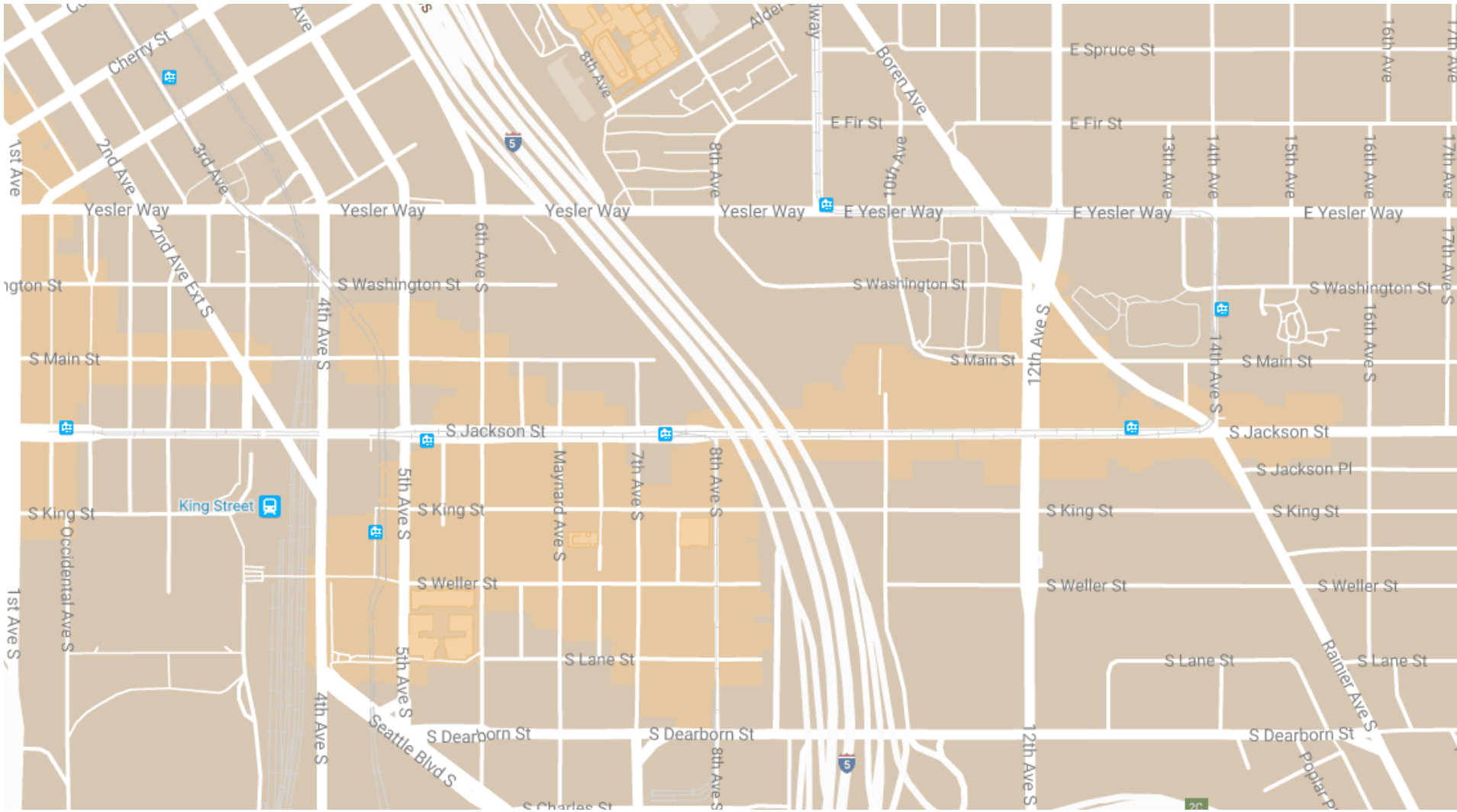
D. Encouraging the rehabilitation of existing structures;

E. Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces and public improvements within the International District;

F. Exercising a reasonable degree of control over site development and the location of off-street parking and other automobile-oriented uses; and

G. Discouraging traffic and parking resulting from athletic stadium events and commuters working outside the District.

Discussion


Cherry St
1st Ave
2nd Ave
3rd Ave
Yesler Way
2nd Ave Ext S
S Washington St
S Main St
S Jackson St
S King St
King Street
Occidental Ave S
4th Ave S
5th Ave S
6th Ave S
Maynard Ave S
7th Ave S
8th Ave S
Seattle Blvd S
S Dearborn St
S Charles St
8th Ave
Aloha St
Boren Ave
10th Ave
E Spruce St
E Fir St
E Yesler Way
12th Ave S
13th Ave
14th Ave
14th Ave S
15th Ave
16th Ave
16th Ave S
17th Ave
17th Ave S
S Jackson Pl
S Weller St
S Lane St
Rainier Ave S
Poplar Pl

Questions?

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