



capitol hill: public spaces + public life

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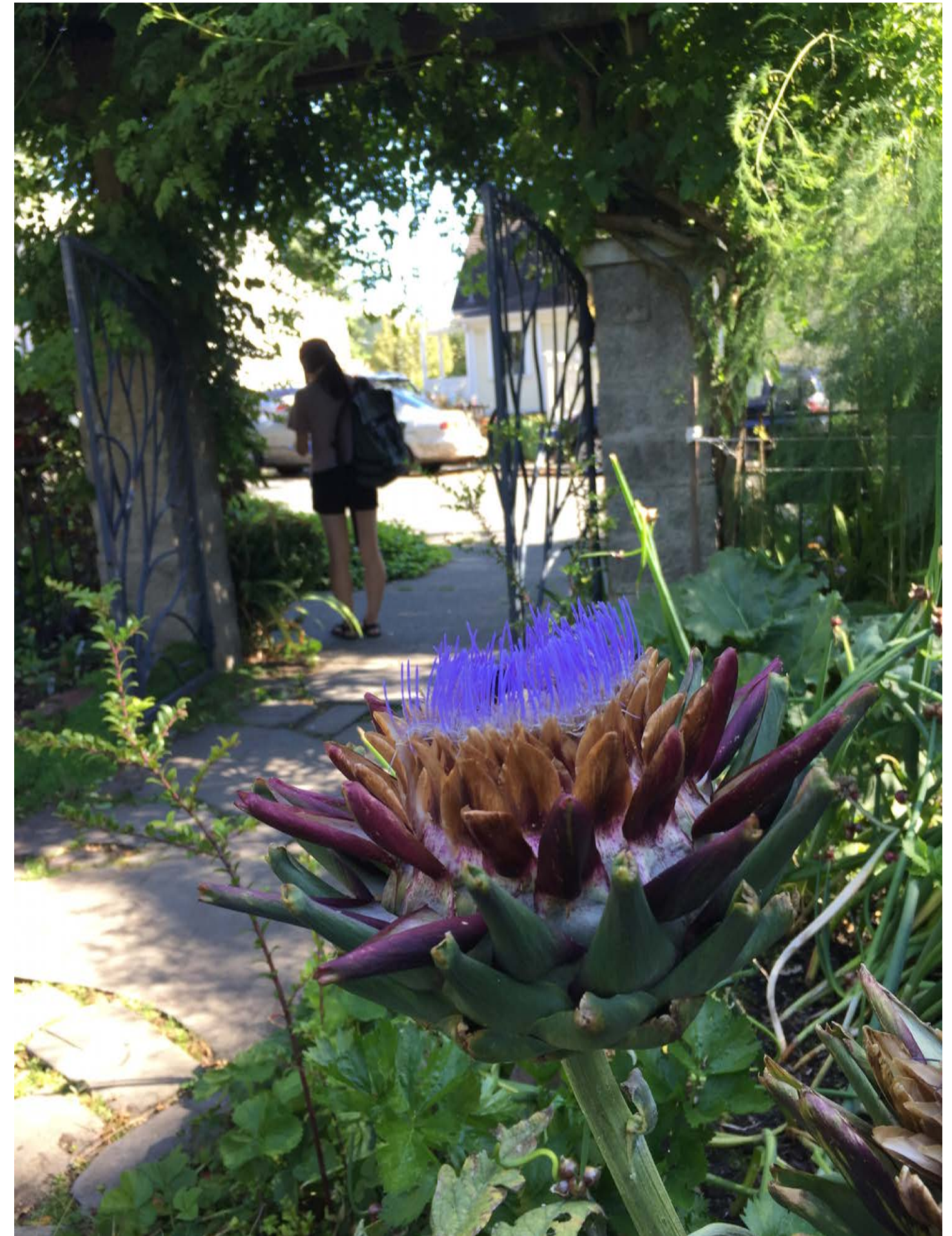


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foreword

towards a vibrant, equitable, and healthy public realm

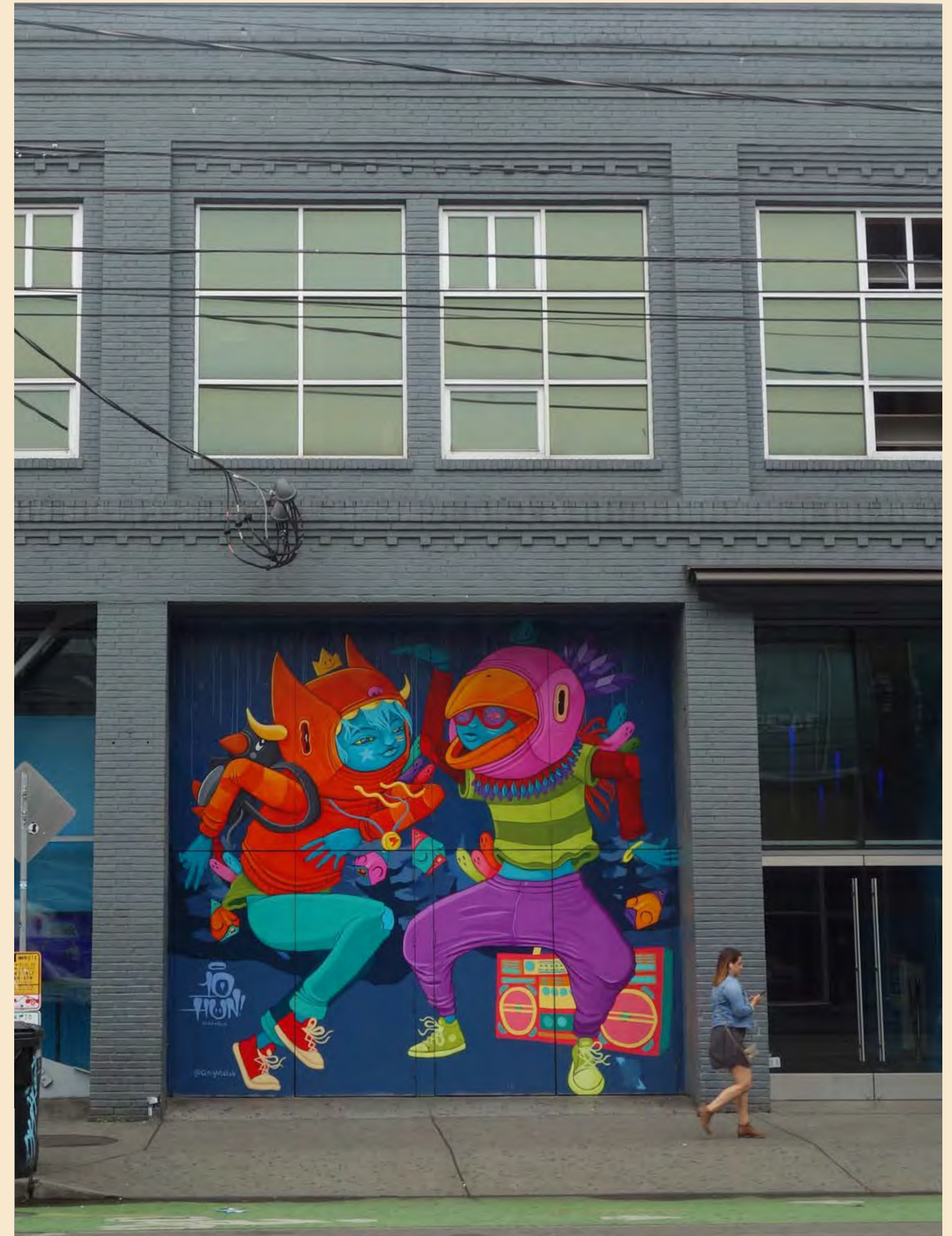
Capitol Hill's intensification has demanded additional and higher quality public space, to be achieved through a combination of public investment and private innovation. Neighborhoods are living aggregates, constantly in flux, and authentic growth towards a healthy public realm relies on an ongoing process of evaluation, design response and action. This document represents the in-depth and exceptionally careful assessment of the physical qualities of Central Capitol Hill's public realm, evaluated in Summer 2019 by UW Landscape Architecture Master's candidates Peter Samuels and Lauren Wong using internationally recognized methods and criteria. Peter's and Lauren's appraisal not only identifies gaps that are ripe for filling, but also offers a wealth of images, from Capitol Hill and other locales, illustrating how urban design interventions can help render a neighborhood more supportive of equitable public life, viable economic stability and environmental quality.

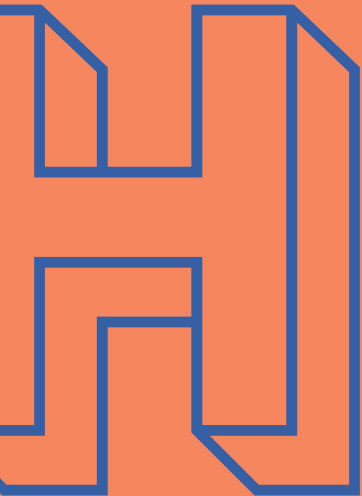
This important work has been supported by the Scan|Design Foundation of Inger and Jens Bruun, through an internship with the UW Green Futures Lab, and in collaboration with Schulze + Grassov Urban Design in Copenhagen. The work has been informed by staff at Community Roots Housing (previously Capitol Hill Housing), Capitol Hill

EcoDistrict, and the Seattle Department of Transportation; local residents and businesses; and Seattle leaders who participated in a 2019 Scan|Design-funded study tour to Copenhagen. Data from Peter and Lauren's study in turn informed urban design work in the UW's 2019 Scan|Design Master Studio wherein graduate students explored design alternatives for the District's public realm, published at <http://courses.be.uw.edu/SDMasterStudio/>. The Interns' analyses and knowledge led to a similarly useful and compelling companion document they developed while at Schulze + Grassov, *Capitol Hill: Public Space Pilots*, a guide to testing ideas for public space activation, which can be downloaded, along with this document, at: www.greenfutures.washington.edu/Publications.

Profound thanks are due to our funders, advisors, supporters and participants, and of course to Lauren and Peter. I trust that this work will provide an effective foundation and inspiration to actuate a vibrant, equitable, and healthy public realm for Capitol Hill.

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introduction

history, place, and existing efforts

Capitol Hill is a neighborhood whose varied urban character in the built environment speaks to its multi-narrative history. Its dense residential and commercial corridors were largely formed by the showrooms and repair shops of “Auto Row,” which have been split into a diverse collection of small frontages post-World War II as the neighborhood has evolved into a center of arts, nightlife, and LGBTQ culture.¹

In recent years, evolving residential and commercial uses, closings of small businesses, and claims of Broadway “losing its soul” highlight city-wide tensions

around rapid population growth, redevelopment, unaffordability, and displacement—tensions that are felt acutely on Capitol Hill given its proximity to Downtown and South Lake Union. Reported hate violence has increased dramatically in Capitol Hill since 2012, largely against LGBTQ people and people of color.² Amidst these realities, Community Roots Housing, the Capitol Hill Ecodistrict, and other stakeholder groups continue to lead efforts to support equitable futures. This document seeks to complement those past and continuing efforts to safeguard and prioritize the public realm as a place for all people.

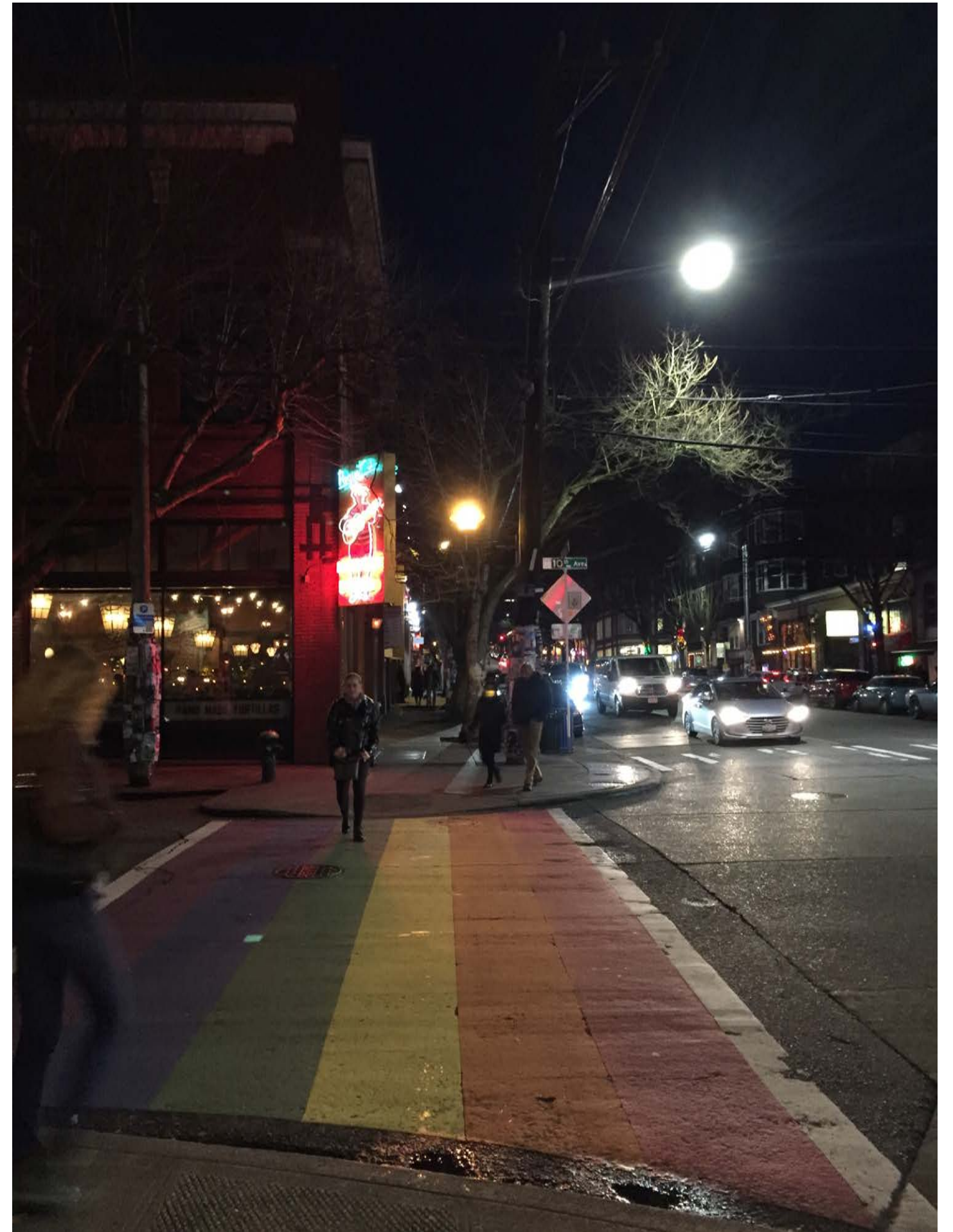


successful public life

finding inspiration in the gehl method

Since Jan Gehl first published *Life Between Buildings* in 1971, there has been a growing understanding that putting people first, not cars, is the foundation of a successful public realm. The Gehl method, developed by Gehl Architects, takes a comprehensive approach to public space and public life data collection to provide an understanding of how people experience cities at various scales.

This study documents the qualities we felt would be most essential to understanding Capitol Hill's public spaces, including data collected using tools developed by Gehl. This study especially takes cues from Gehl's 2009 document, *Downtown Seattle: Public Spaces & Public Life*, which was a collaboration with the City of Seattle, the Green Futures Lab, and the International Sustainability Institute.

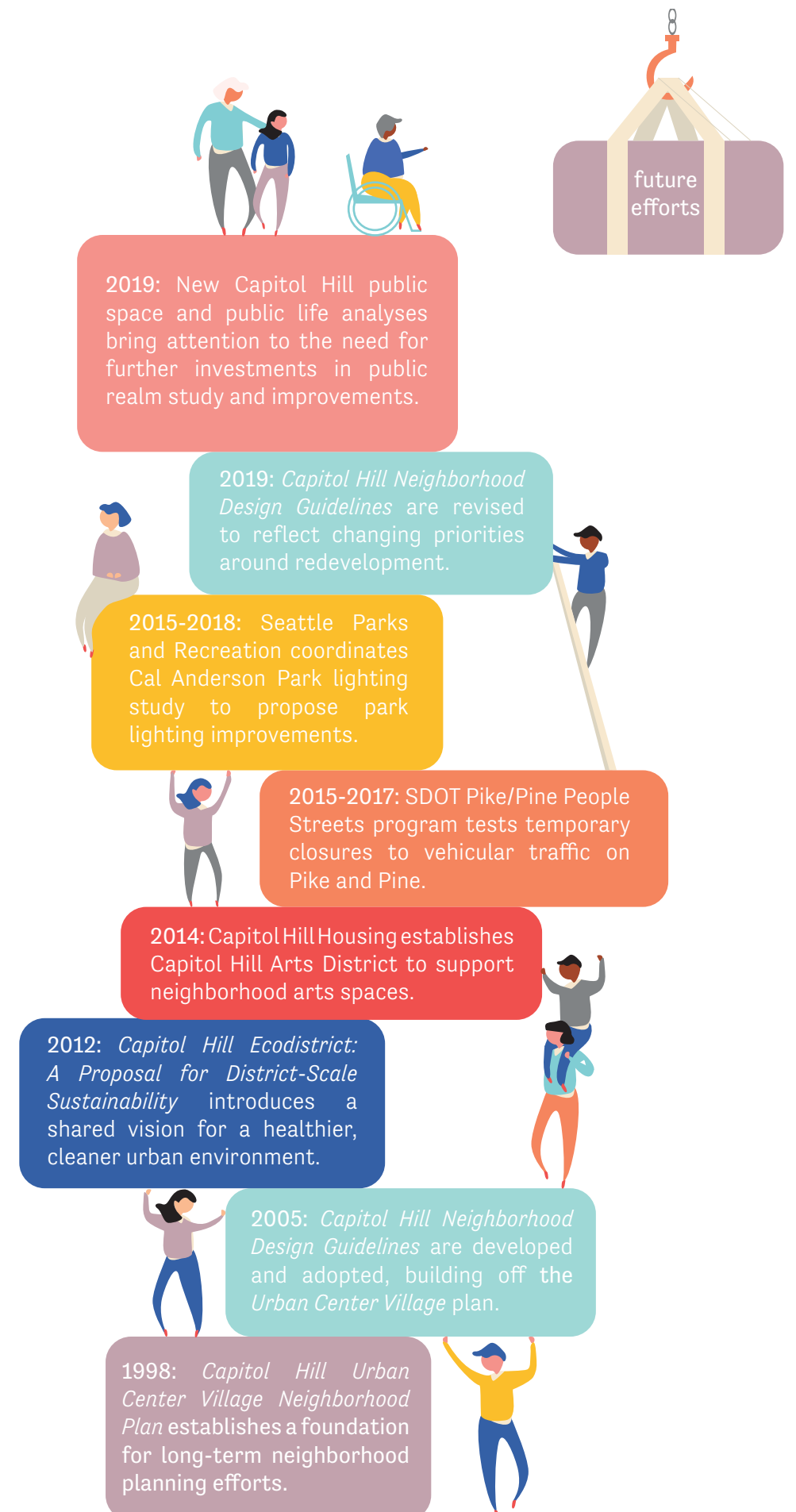


timeline

building on past efforts

This document and its companions, *Public Life! A Public Life Study on Capitol Hill* and *Capitol Hill: Public Space Pilots*, build on numerous past efforts from recent decades that have supported Capitol Hill's public realm. These efforts have emerged from a number of collaborations between Capitol Hill community groups, the City of Seattle, and design and planning firms. The *Capitol Hill Urban Center Village Neighborhood Plan*, created in 1998, is one of the

earliest guiding documents for the neighborhood. Since then, organized efforts have gathered community feedback and addressed topics such as the development of areas surrounding the Capitol Hill Light Rail station, a desire for pedestrian streets on Pike Pine, preservation of neighborhood character, and urban habitat stewardship.



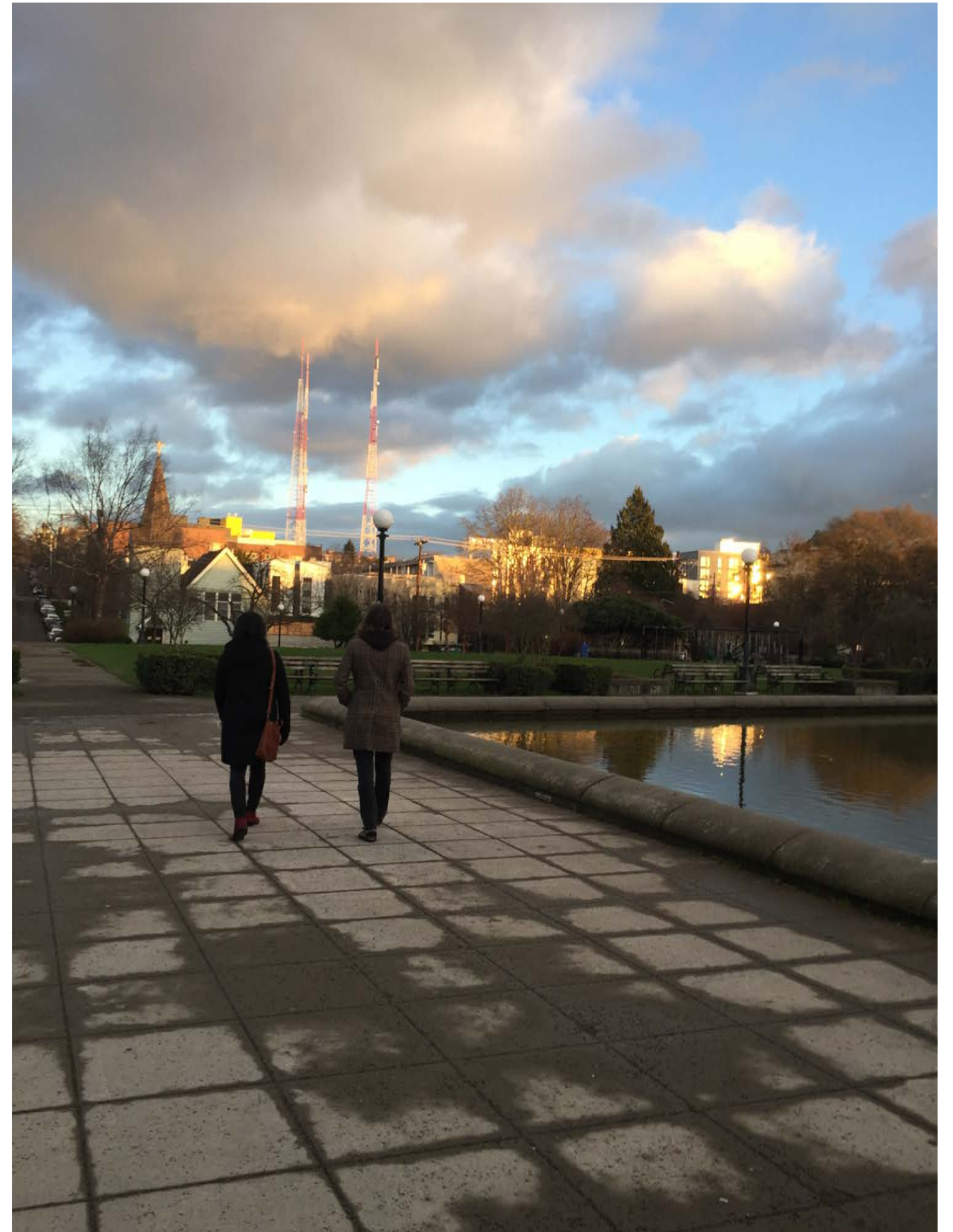
stakeholder feedback

learning about different priorities

To learn about the successes and challenges of the public realm from the perspective of neighborhood stakeholders, we attended three meetings during summer 2019: the Copenhagen Master Class Pre-Departure Orientation, an Ecodistrict Steering Committee meeting, and a Capitol Hill Renter Initiative meeting. Issues that stakeholders highlighted included transit, housing, accessibility, the aging population, preservation of existing character,

and improving connections to nature. In locating these issues in space, stakeholders discussed major corridors (Broadway, Pike Pine, Olive, Melrose, Madison), Cal Anderson Park, institutional campuses, and connections to downtown.

This feedback, in conjunction with conversations with Capitol Hill Housing staff, informed the boundaries of our project study area and our detailed look at specific corridors and public spaces.

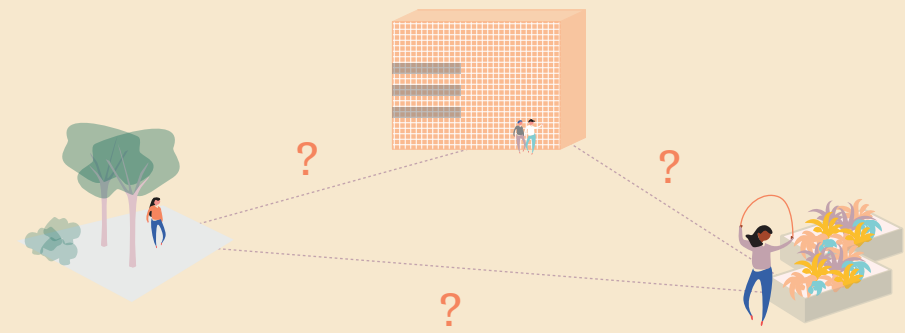


neighborhood assets and challenges

connectivity, safety, and transit

We see three key assets and challenges of Capitol Hill's public realm. Our interpretation of these assets and challenges is informed by our summer data collection, as well as feedback from Capitol Hill Ecodistrict and other stakeholders. The issues highlighted here focus

on connectivity, safety, transit, and diversity of functions, which are relevant to the public realm for the corridors and public spaces analyzed in this document.



asset
p-patches, parks, and campuses

challenge
p-patches, parks, and campuses function as isolated islands, both socially and ecologically; they lack cohesion as a network and connection to adjacencies



asset
distinct corridors of restaurants, bars, community organizations, and other small businesses; many reflect the historic role of LGBTQ culture and the arts

challenge
corridors are activated differently based on time of day, with pockets of the public realm that do not invite all people or encourage lingering



asset
availability of bus, light rail, streetcar, and bike infrastructure provides many options for navigating the neighborhood and beyond

challenge
the priority is still on cars in some areas, rather than on improved safety, access, and wayfinding for walking and biking



neighborhood

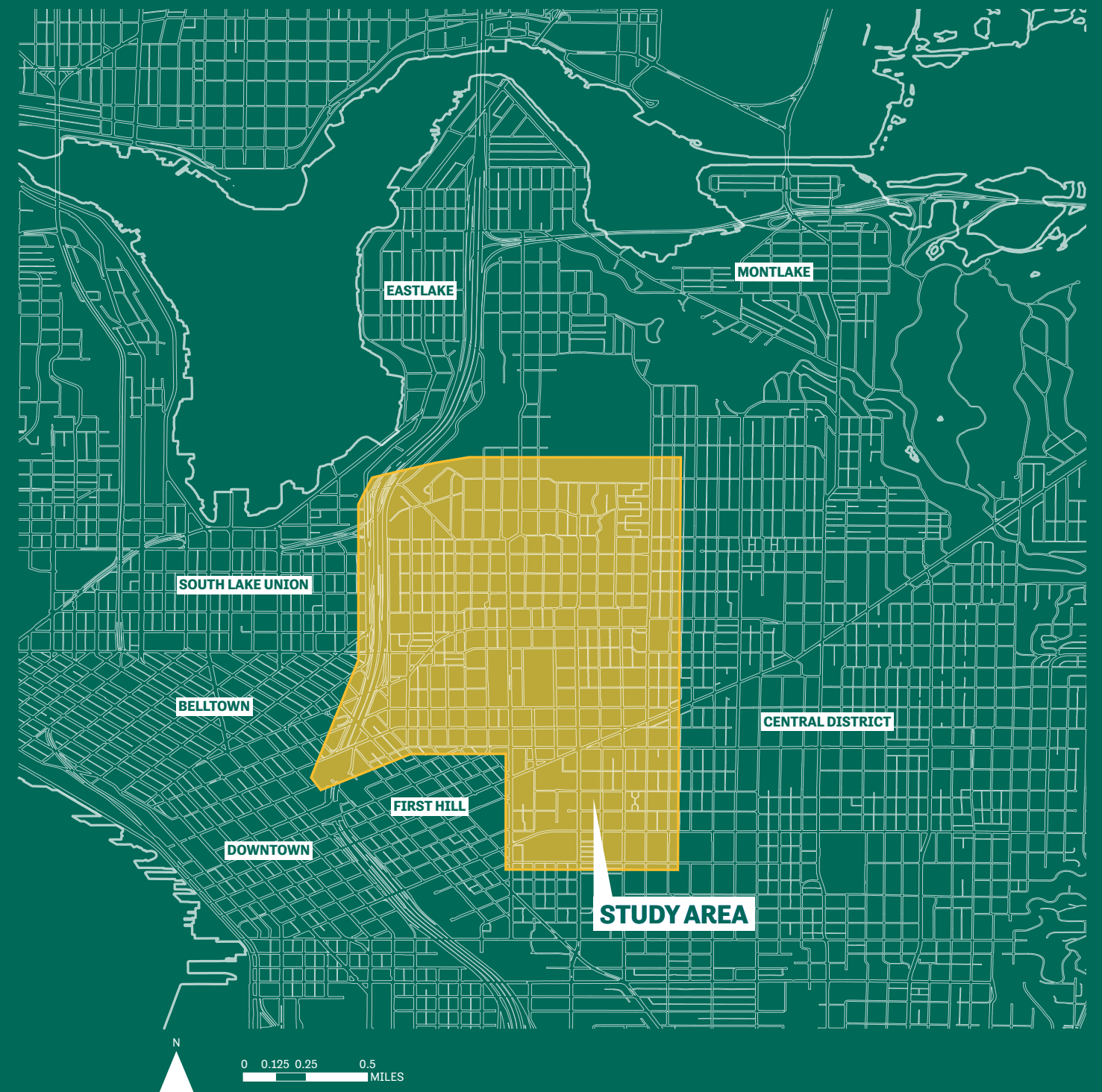
study area

a neighborhood scale approach

The study area for this document roughly reflects the combined boundaries of the Pike/Pine and Capitol Hill Urban Center villages as designated by the City of Seattle Office of Planning and Community Development, with some adjustments to include important neighborhood context such as Seattle University and the southern edge of Volunteer Park. This study area includes commercial, mixed-use, low-rise multi-family, high

density multi-family, single family, and major institution zoning.

The data visualized in this chapter is shown at this larger scale to allow for comparisons between different corridors and spaces across the neighborhood. The main themes of this chapter are mobility, neighborhood destinations, and ecological qualities.



pavement quality

neighborhood scale

Sidewalk pavement quality greatly affects the pedestrian experience in the public realm. Blocks were scored on a 5-point scale. A poor-quality block has significant accessibility issues; its surface is narrow or damaged in a way that makes walking or rolling difficult. A high-quality block is easily navigable; its surface is wide, smooth, and free of obstructions, and often incorporates interesting details.

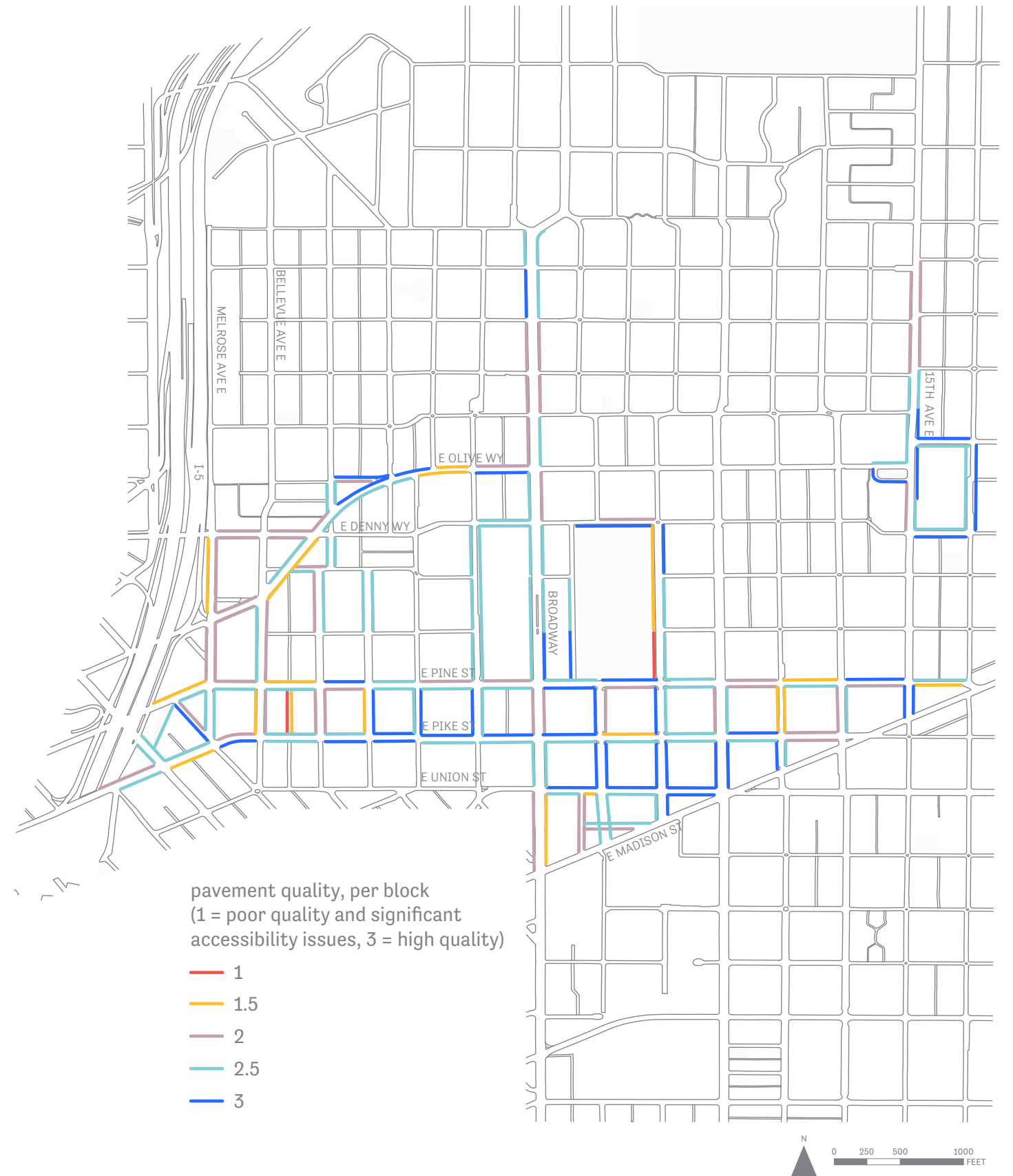
Overall, pavement quality is quite

good in the neighborhood. One area in need of improvement is the eastern edge of Cal Anderson Park, which has significant root lifts and cracks.

Walking flow in the neighborhood is generally good as well. Test walk data for all corridors showed that wait times at intersections accounted for 10% or less of total walking time in both directions (See Appendix C).

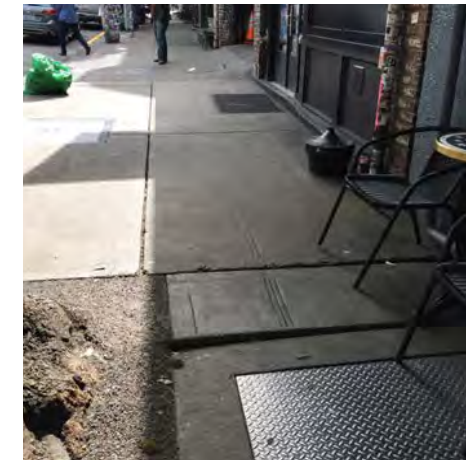
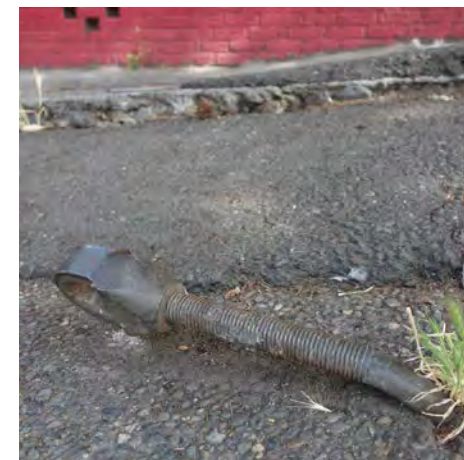
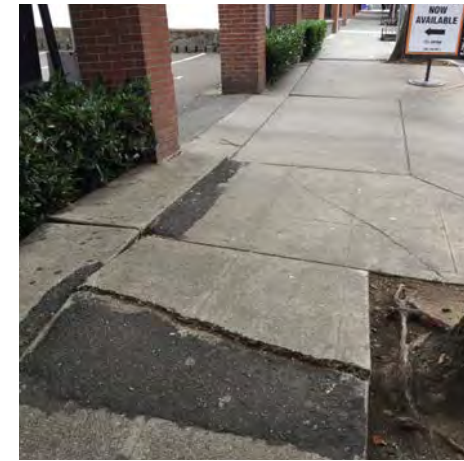


Pavement quality was rated and visualized based on accessibility issues but is also informed by aesthetic qualities.





Modest variation in materials and paving colors can emphasize important neighborhood identities.



Paving quality can enhance or detract from a block's sense of cohesion as well as its accessibility.



City-operated and owned lighting mapped here is mostly comprised of lampposts. Lampposts, as well as lighting on business facades, are instrumental in providing sense of comfort and safety in evening hours.



lighting

neighborhood scale

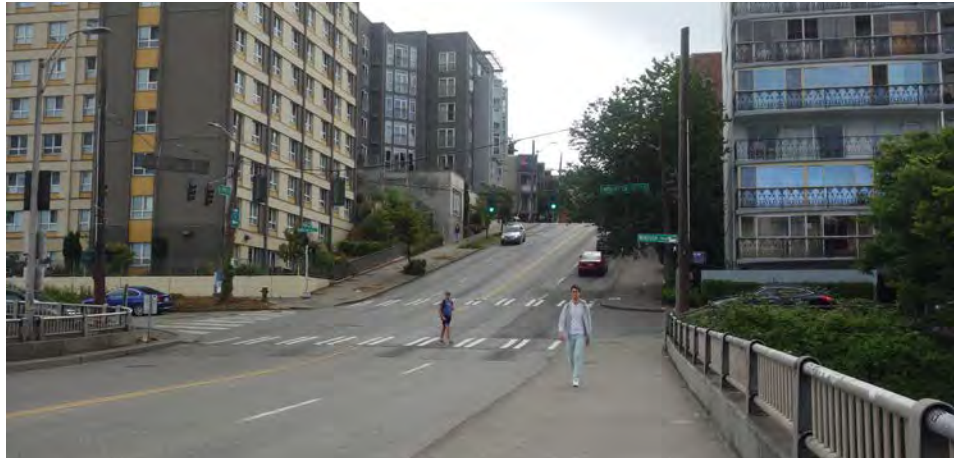
Pedestrian scale lighting is a crucial component of the public realm, aiding with wayfinding and helping to establish feelings of safety and scale. Areas in the neighborhood with ample pedestrian scale lighting include significant portions of Broadway and 12th Avenue. There are gaps around Cal Anderson Park, in the transition between downtown and Pike Pine, and in the cross streets between Pike Pine. These cross streets hold

together the identity of Pike Pine as a concentrated corridor; increasing pedestrian scale lighting in this area could have a significant impact.

It is important to note that this map does not include pedestrian scale lighting managed by entities other than SDOT and Seattle City Light. Illuminated awnings, neon signs, and other items also contribute to feelings of safety, scale, and wayfinding in the public realm.



Source: City of Seattle, SDOT



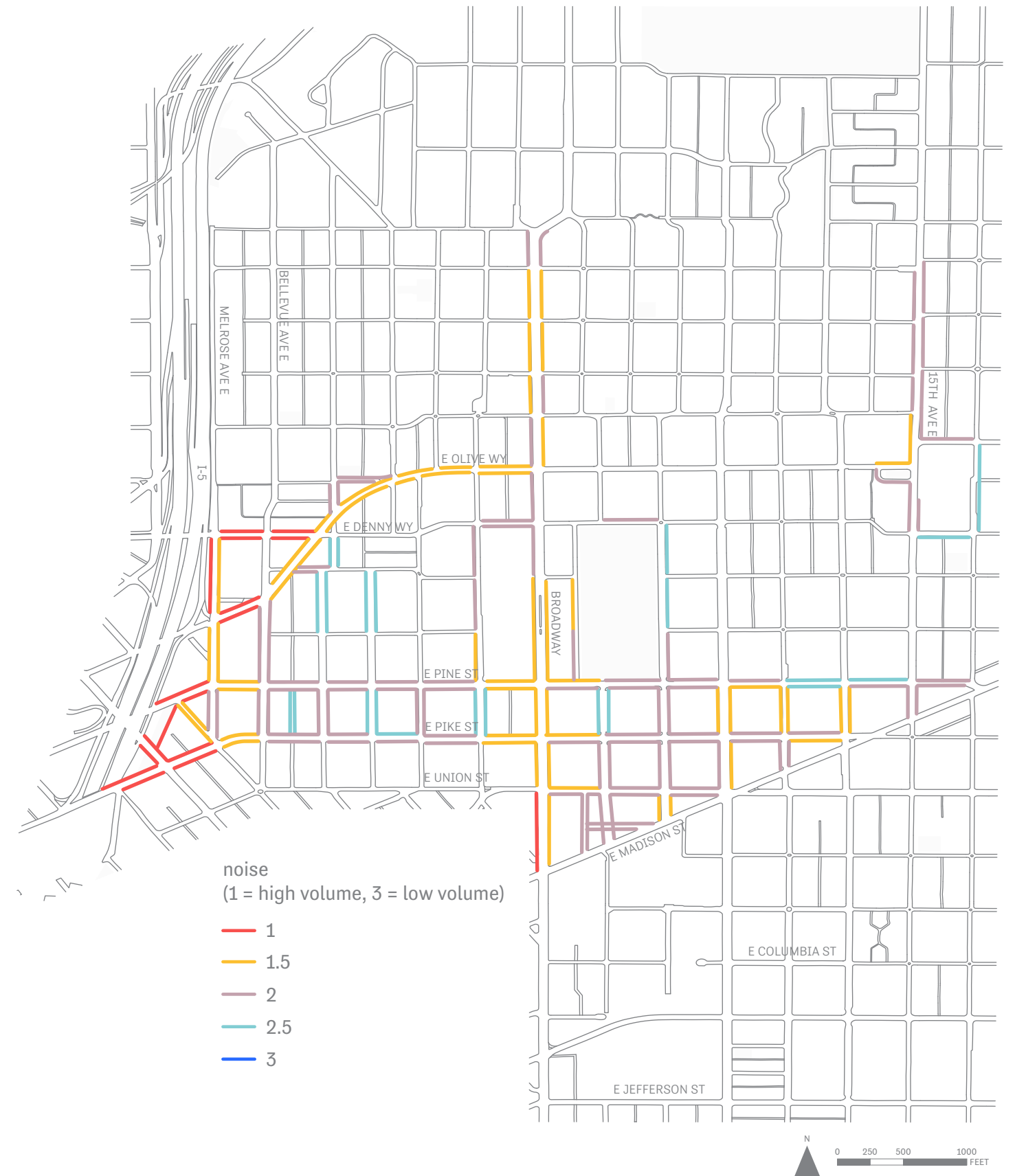
Noise was highest nearest the interstate, such as the blocks near Melrose Ave and Denny Way.

noise

neighborhood scale

Noise pollution is a persistent issue in parts of the Capitol Hill neighborhood, especially near I-5 and on the blocks of Broadway and Olive Way that experience high volumes of car and bus traffic. The noise data included on this map is based on qualitative assessments by

block, excluding some blocks in the vicinity of the Capitol Hill light rail station, where there was significant construction. Most other areas of the study area were rated as having moderate to low noise, with generally low speeds of vehicles and light traffic.





The Broadway protected bike lane creates a safe environment for cyclists. Image: Seattle Bike Blog

cycling network and facilities

neighborhood scale

Planned improvements (legend on opposite page):



Capitol Hill has a robust network of bicycle mobility infrastructures. A new protected bike lane was added to Pike Street in September 2019 as part of larger Pike Pine mobility improvements, slated to be completed in 2021.¹ These improvements aim to provide safer cycling routes between Capitol Hill and downtown.

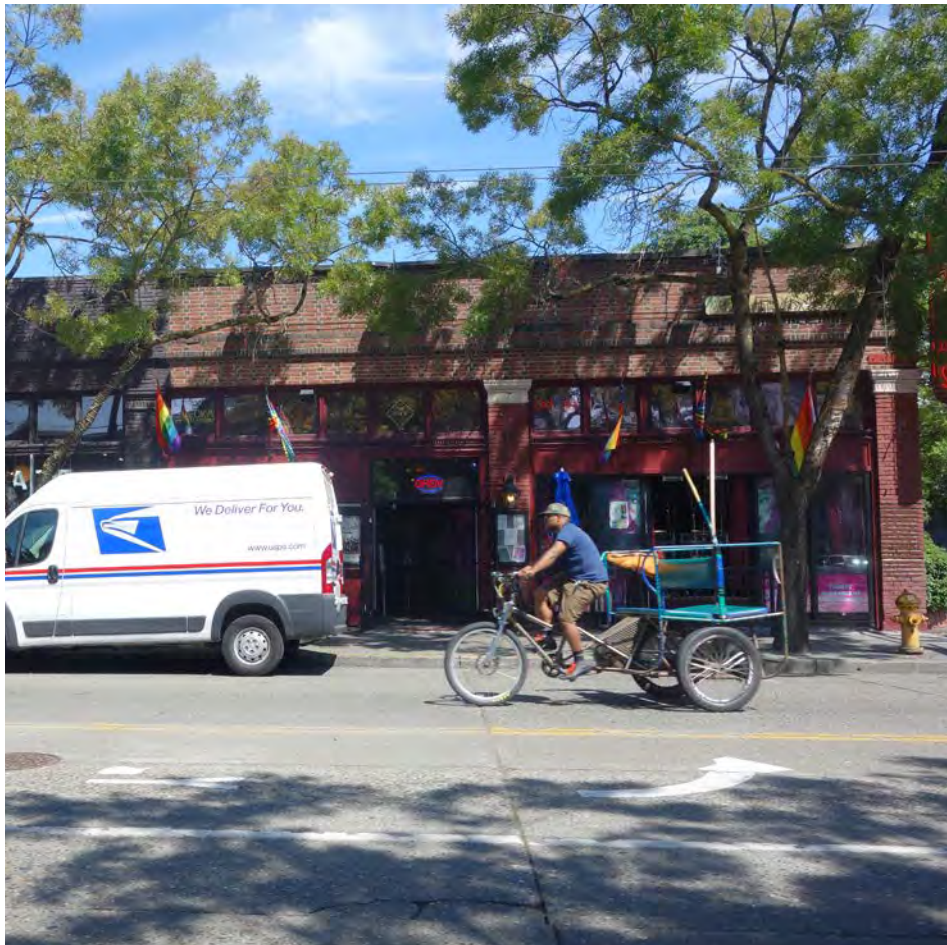
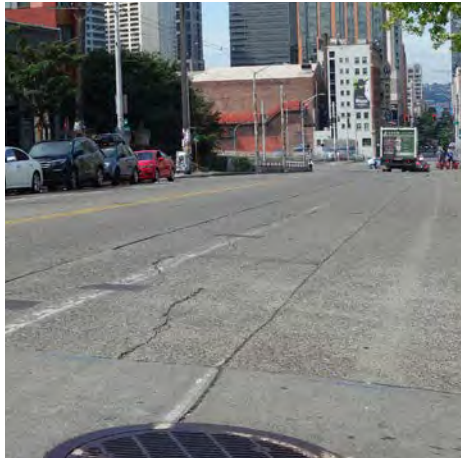
Within the neighborhood, the Broadway protected bike lane, intersection bike boxes, and

dedicated traffic signals all provide much needed safety for cyclists in comparison to unprotected bike lanes and sharrows (see collisions data, pp. 40-41). Visibility of unprotected lanes and sharrows could be improved, as well as transitions between typologies.

Bike parking is plentiful along most high commercial activity blocks. The neighborhood's parks would benefit from more bike parking, especially around Cal Anderson Park.



Source: City of Seattle, SDOT Bicycle Master Plan

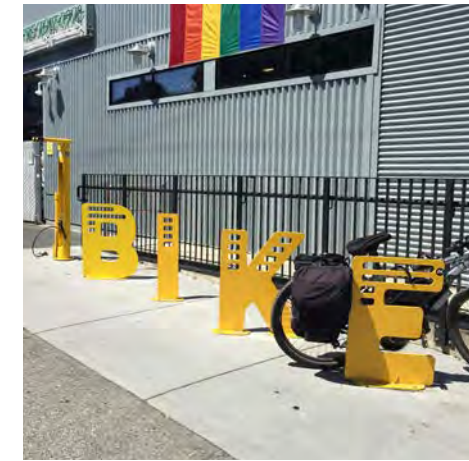
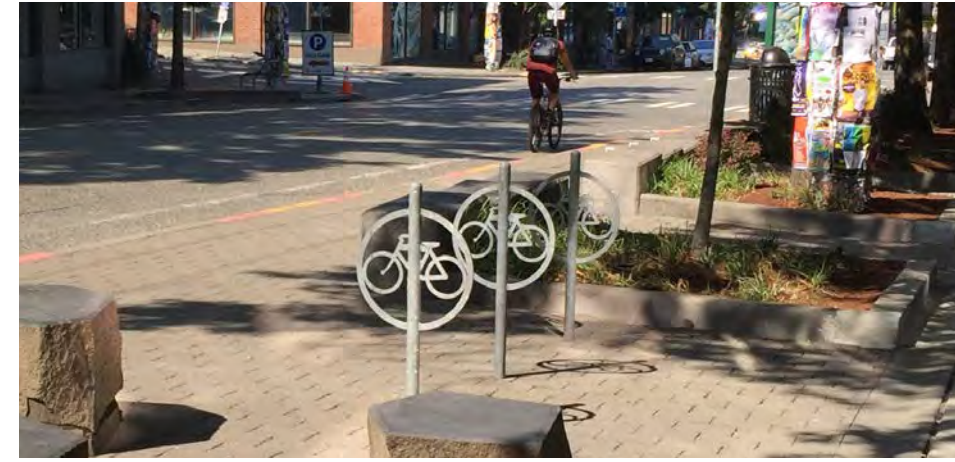


Top left: This unprotected bike lane on Pine provides modest priority to cyclists but little protection.

Top right: The protected bike lane on Broadway provides protection, including dedicated markings across intersections.

Middle left: Bike boxes provide priority and visibility to bikes waiting at stoplights.

Lower left: The transition on Broadway from protected bike lane to sharrows is abrupt and forces bikes and cars to share a busy lane.

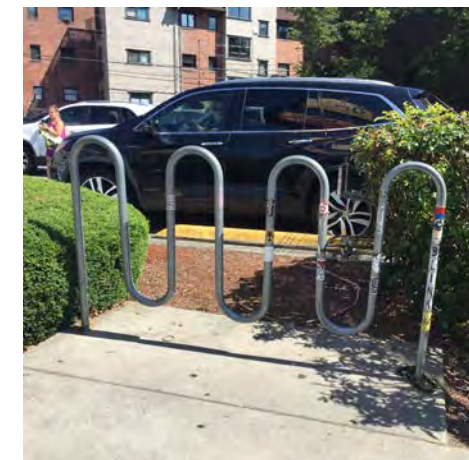


Bike racks are found in many configurations in the neighborhood, both on the sidewalk and in the street (in place of car parking). Left: SDOT single bike racks on Pine.

Groups of single bike racks: on-street racks on 15th Avenue (left) and colorful single racks on the sidewalk outside Uncle Ike's (right).



A large on-street cluster bike rack on 12th Avenue minimizes disruption to pedestrian walking flow.



Left: On-street bike parking is part of an SDOT "Streatery" parklet on 15th Avenue.

Right: Cluster bike racks maximize capacity in a small space but do not always accommodate as many bikes as they are designed to fit.



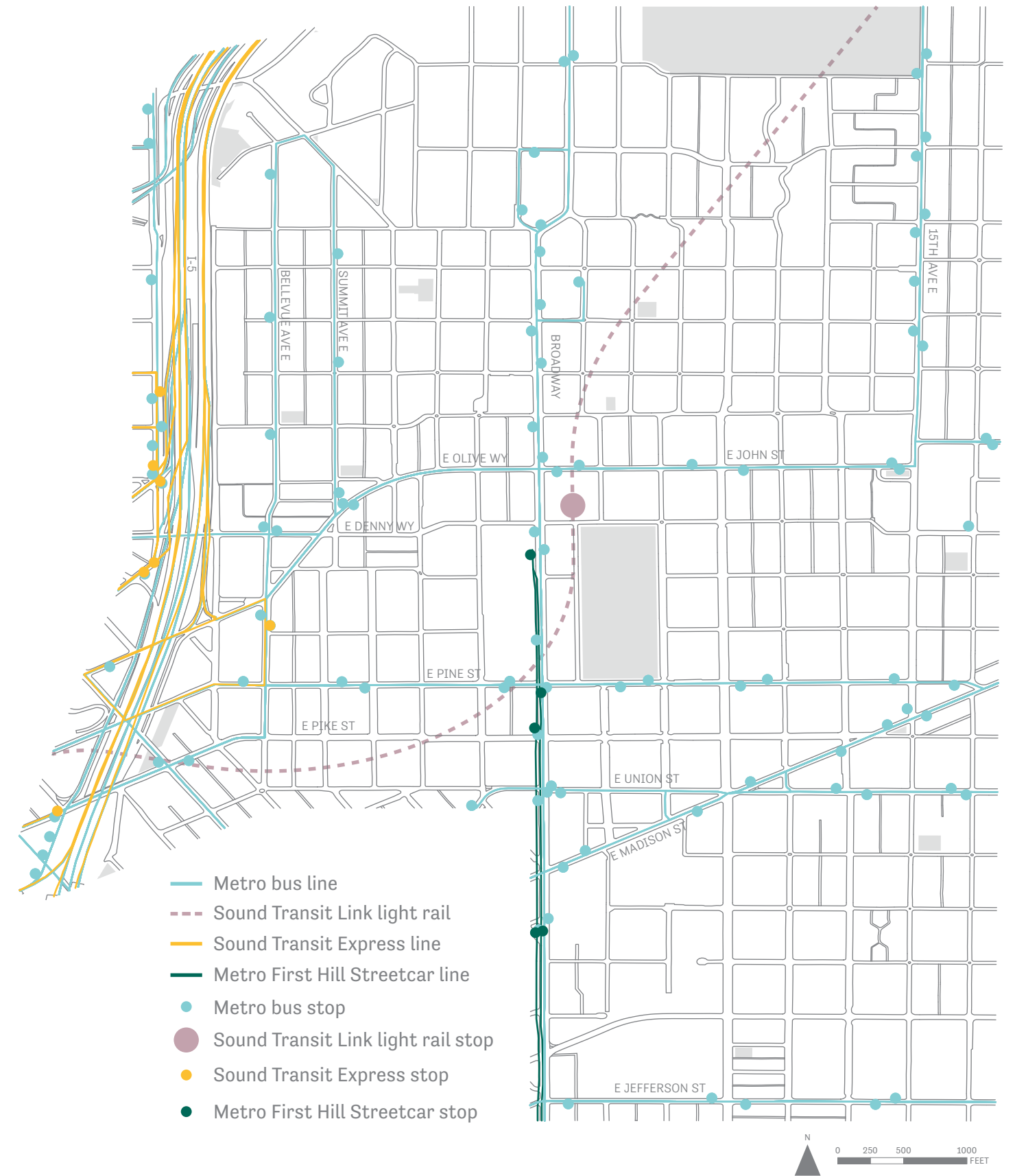
Public transit stops separated from pedestrian traffic make streetcar and bus options more inviting.

public transit

neighborhood scale

Capitol Hill is home to many options for public transit. The presence of Metro buses, Sound Transit Express buses, light rail, and streetcar make it possible to reach destinations both near and far. There are a number of east-west routes in the neighborhood and a prominent north-south connection on Broadway, but a lack of additional

north-south routes. Capitol Hill is connected to downtown via light rail and multiple metro bus routes (2, 10, 11, 12, 49); routes 11 and 49 also include Night Owl bus service, running between midnight and 5am daily.²



Source: City of Seattle, SDOT



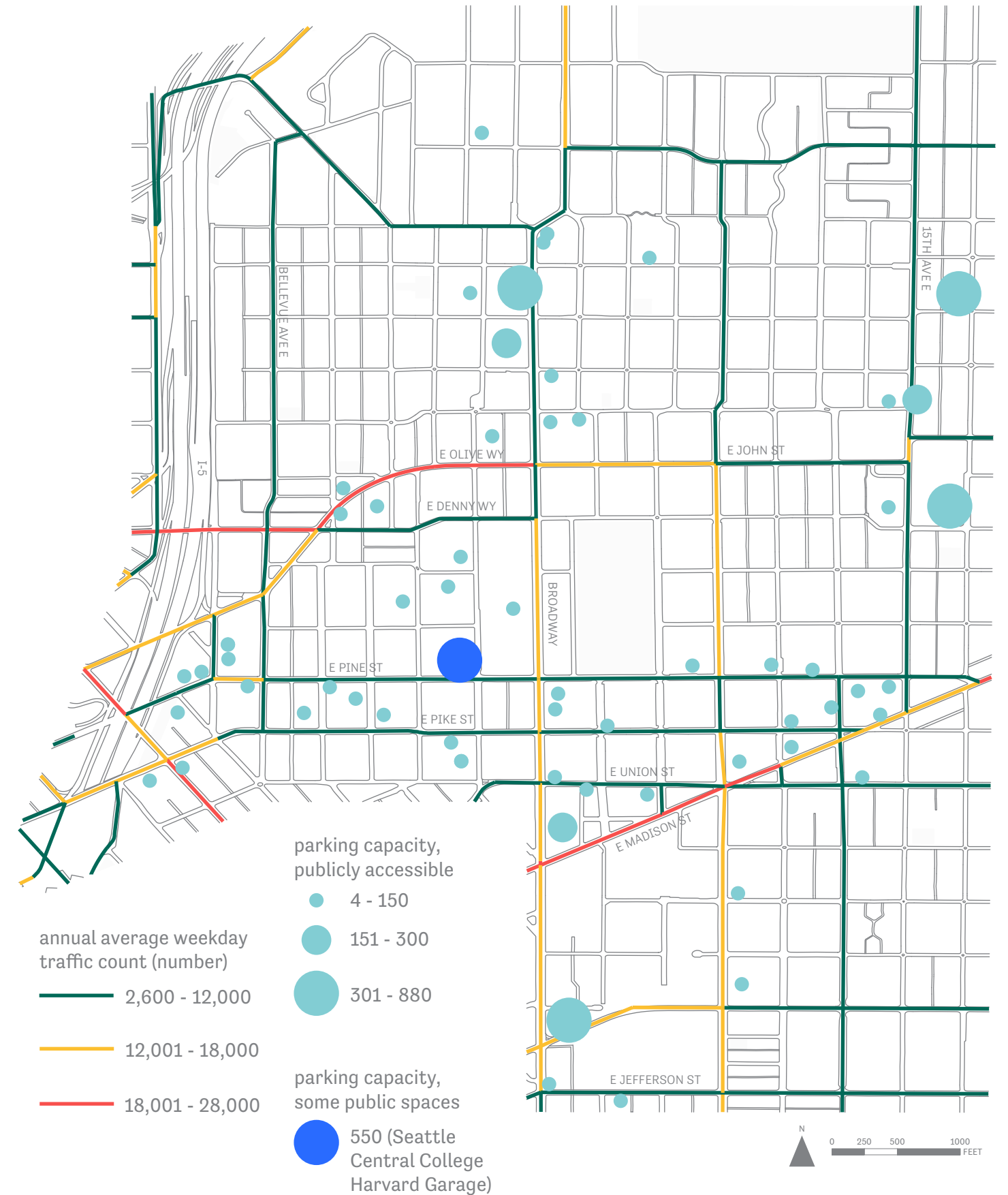
Clockwise from top left: small surface parking lots are common in the neighborhood; several large parking garages have a significant presence; Olive Way, one of several east-west routes that cross the neighborhood from downtown.

vehicular traffic + parking

neighborhood scale

The presence of surface vehicular traffic remains moderate to high throughout Capitol Hill's most active pedestrian streets. The east-west roads that cross I-5—Madison, Pike, Pine, Olive, and Denny—continue to serve as important conduits for vehicles traversing the neighborhood. Olive experiences especially high traffic volumes while also supporting active dining and nightlife.

Parking is a less visible but ever-present challenge given that many residents and visitors still arrive by car. Public parking is mostly concentrated in small surface lots accessed from lightly trafficked streets. There are some multi-story garage structures, which in some cases have a dominant presence in the streetscape.



Source: City of Seattle, SDOT



Left: Dedicated bicycle traffic signals and ground plane painting increase cyclist safety.

Right: Enhanced visibility of crosswalks lowers probability of collisions between pedestrians and cars.

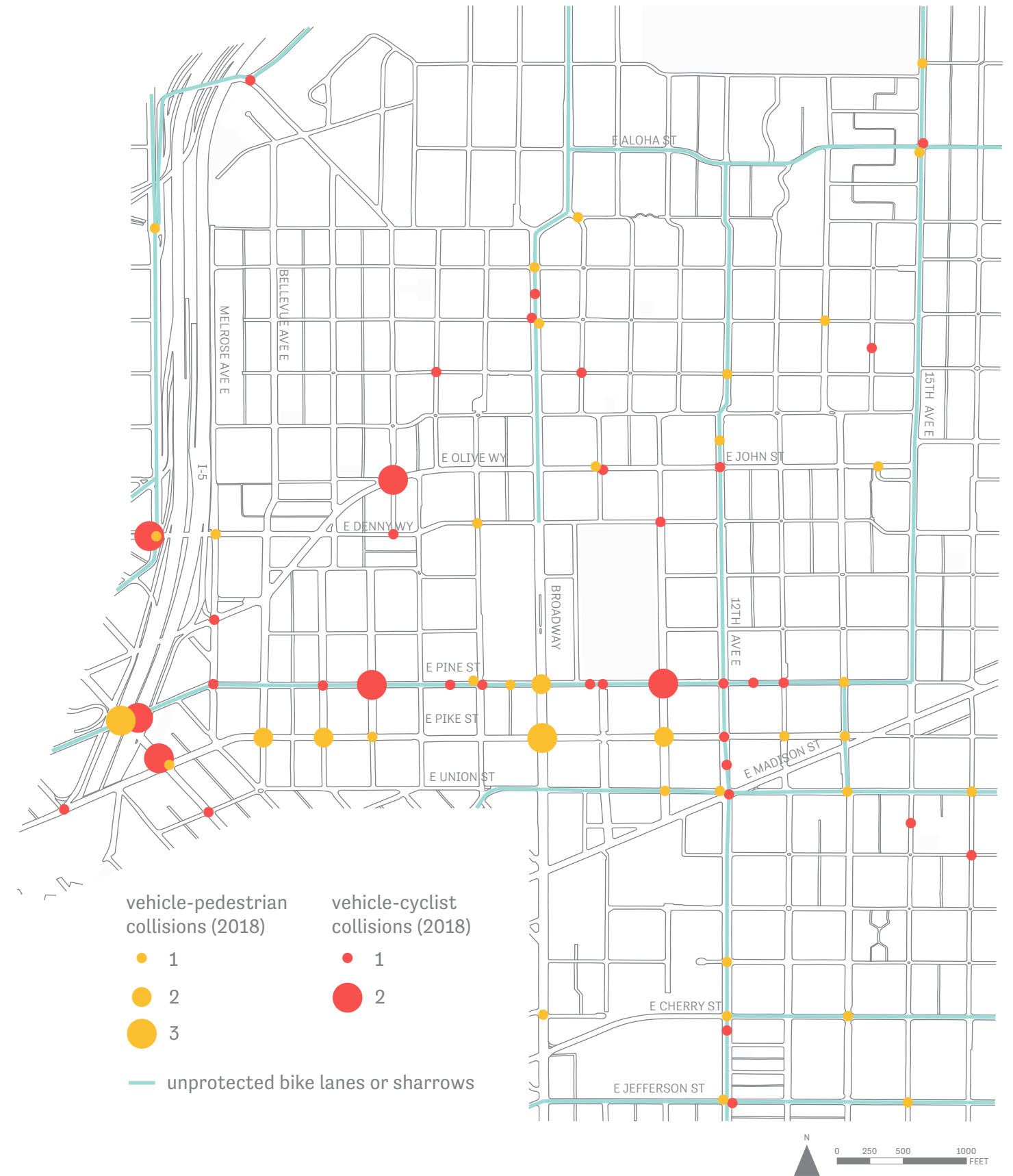
collisions

neighborhood scale

Vehicle collisions with pedestrians and cyclists can occur if pedestrians and cyclists lack priority and visibility. This map of data from 2018 shows that even on streets with high pedestrian activity like Pike, vehicles struck pedestrians, most often at intersections. This underscores the need for measures that increase pedestrian safety at intersections.

The data also suggest the value of providing dedicated bicycle infrastructure. There was a high

incidence of collisions between vehicles and cyclists on streets with unprotected bike lanes or sharrows, and at intersections lacking measures to increase cyclist visibility (like bike boxes). Meanwhile, there were zero collisions between cyclists and motorists within the protected bike lane portion of Broadway, as well as where there are bike boxes and dedicated bike traffic signals.



Source: City of Seattle, SDOT



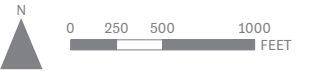
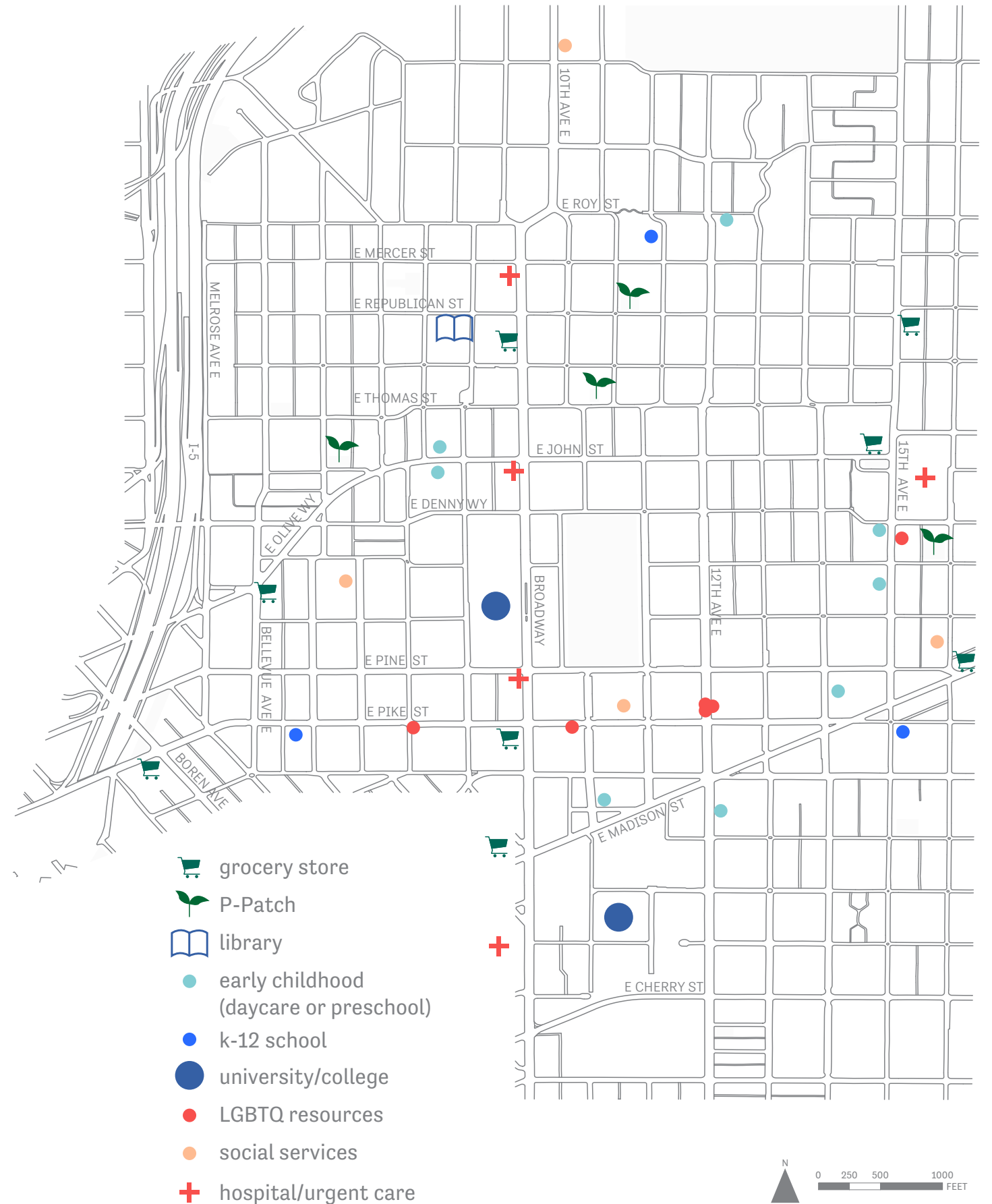
Clockwise from top left: The Seattle Public Library Capitol Hill branch, City Market grocery store at Olive and Bellevue, Gay City on Pike. Top left image credit: Seattle Public Library

resources + amenities

neighborhood scale

Capitol Hill has a wide variety of uses, owing to the commercial-residential mix of the built environment and the diversity of its resident and workforce populations. Numerous LGBTQ organizations, such as Gay City and Lambert House, reflect the long history of LGBTQ community presence in Capitol Hill. Seattle Central College and Seattle University are the most visible educational institutions, but there are also many early childhood

education centers. Multiple p-patch gardens dot the neighborhood, but long waitlists demonstrate a continued demand for community gardening space.³ Hospitals, social services, and a public library are also located in the neighborhood. Restaurant, bar, and other nightlife activities are reflected in the Evening Activities maps for each corridor.





Top Left: Seven Hills Park



Top Right: Seattle Central College South Lawn



Bottom Right: Bobby Morris Playfield at Cal Anderson Park

open spaces

neighborhood scale

Capitol Hill's parks are important places for neighborhood residents and visitors to gather, be active, and support a sense of community. Both large parks and smaller pocket parks are well used. These parks would benefit from establishing a more legible sense of network that connects these spaces to their

surroundings and each other. See Chapter 7 for assessments of the pocket parks that form much of this network. The neighborhood also includes several semi-public open spaces, including the main plaza and lawn at the southeastern corner of the Seattle Central College campus.





Various public artworks enliven the sidewalks and spaces along Broadway.

public art

neighborhood scale

Public art in the neighborhood is currently clustered along Broadway, with highly visible works such as the Jimi Hendrix statue by Daryl Smith at Broadway and Pine Street. “Dancer’s Series: Steps” by Jack Mackie and Charles Greening is a series of interactive bronze sculptures inlaid in the sidewalk on multiple blocks of Broadway, contributing to a sense of continuity along this corridor. Several works by Claudia Fitch, including beaded poles and traffic bollards,

relate to the streetcar route. In Cal Anderson, the “Waterworks” sculptural fountain by Douglas Hollis is another iconic artwork, speaking to the subsurface Lincoln Reservoir.⁴ In 2014, the Capitol Hill Arts District was established to keep art essential to Capitol Hill’s identity and ensure that existing arts organizations can stay in place amidst redevelopment.^{5,6}



Source: City of Seattle

trees

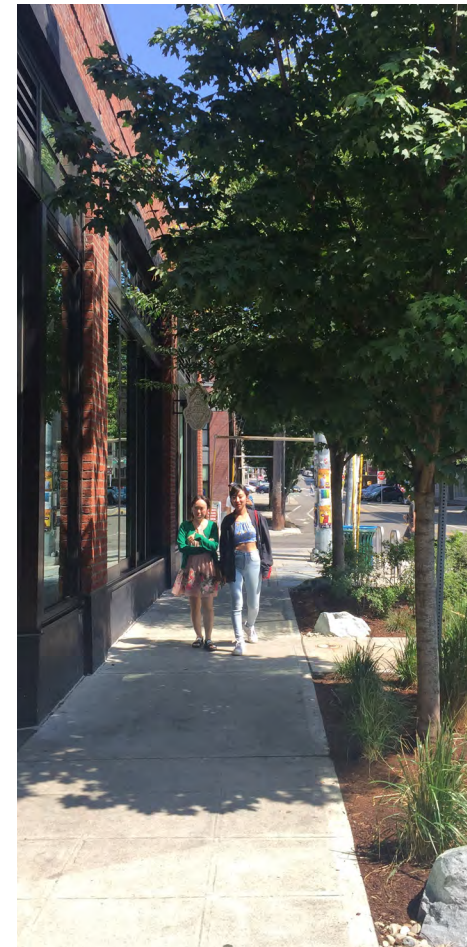
neighborhood scale

The experience of the street tree canopy in Capitol Hill varies widely in terms of tree maturity, tree health, and planting density. This has significant impacts given the ecological and human health benefits that trees provide. The area most lacking in presence of street trees are blocks between Olive and Pine.

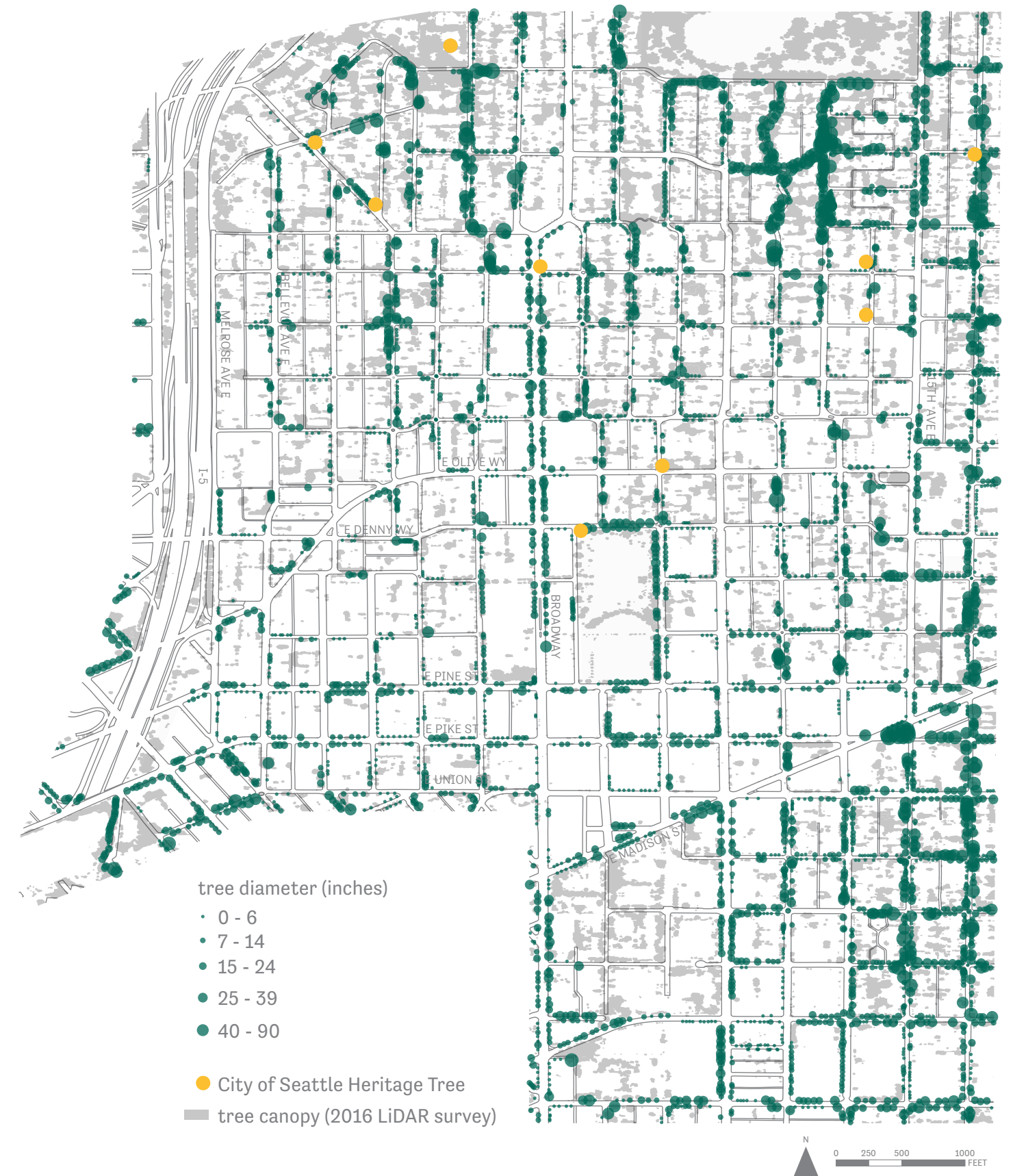
Measures to protect root zones of trees also vary across the study area. This is especially a concern where trees are less mature on average,

like in the Pike Pine and Olive Denny corridors.

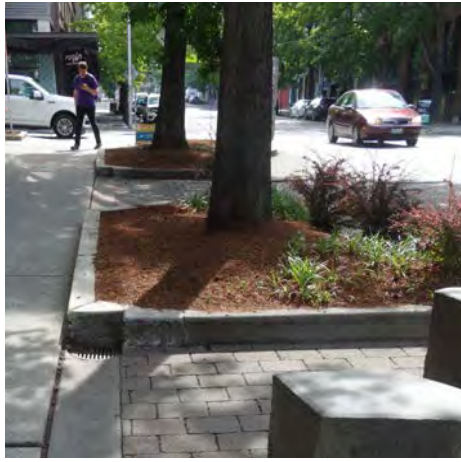
The city's Heritage Trees Program is a joint venture between the City of Seattle and Plant Amnesty that recognizes exceptional trees through an open nomination process.⁷ There are currently nine heritage trees in the study area.



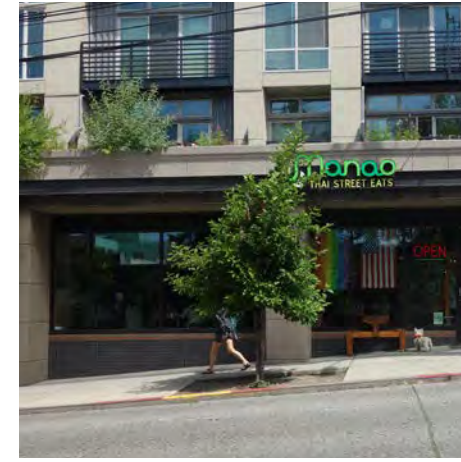
Street trees provide a sense of human scale, reduce urban heat island effects, and clean air and stormwater.



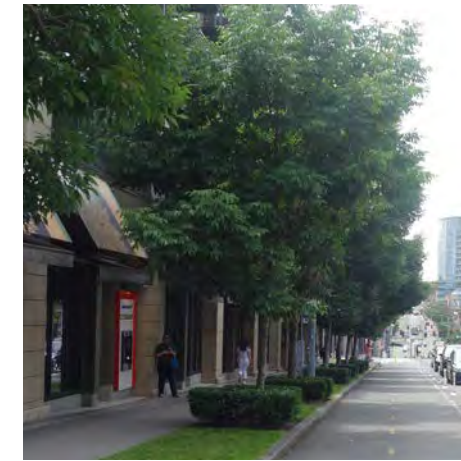
Source: City of Seattle



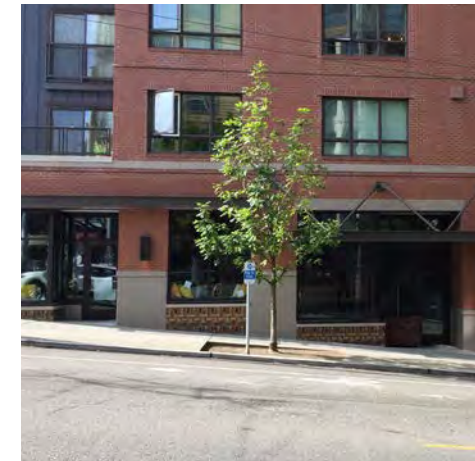
The four images on the left illustrate different types of tree well construction, which afford different levels of protection to roots.



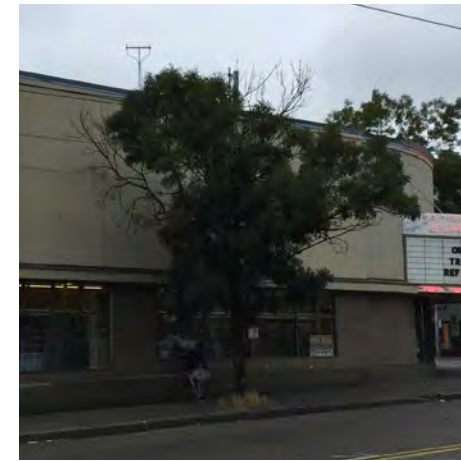
Pike Pine has a variable presence of trees across the corridor, with many small to medium trees. Protecting the root zones of these trees can provide aesthetic and ecological value.



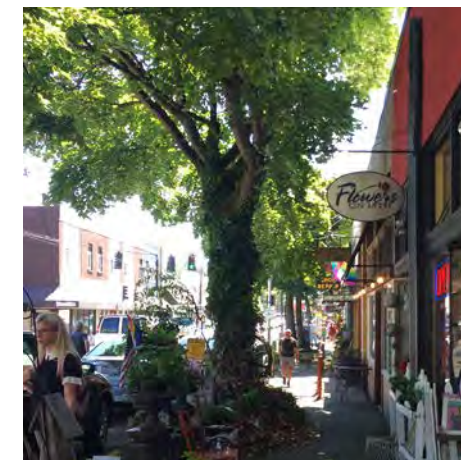
Broadway has a strong presence of street trees north of Pine, including many mature trees. In some places, more growth space and protection could be afforded.



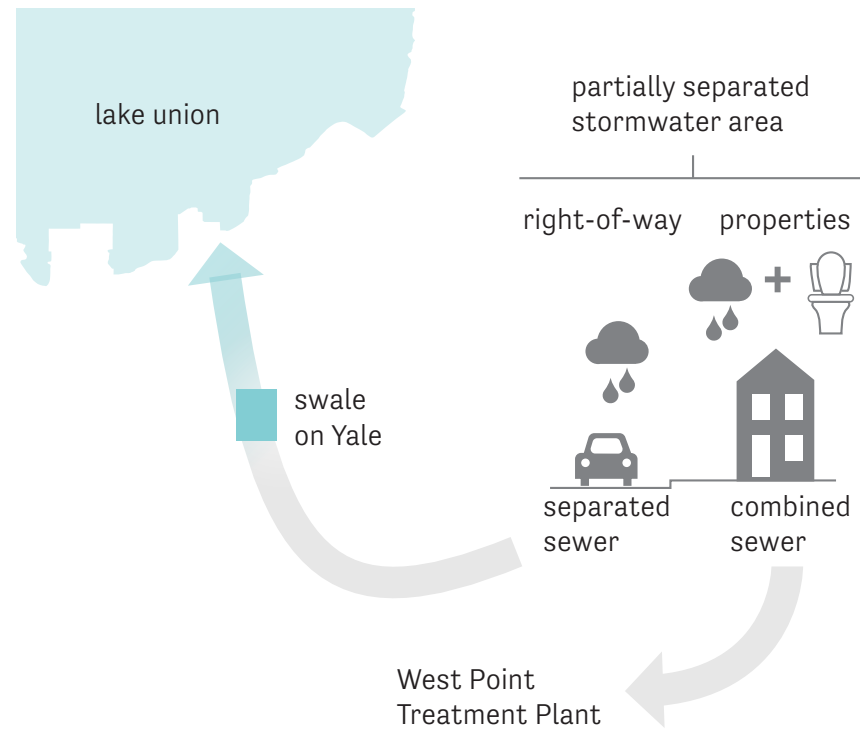
Capitol Hill is home to trees of many ages, all of which are integral to structuring public space.



Olive Denny has a relatively low presence of trees. The health of existing trees is varied, as are measures to protect their root zones.



15th Avenue has a variable presence of street tree canopy. The street trees on the west side of the block between Republican and Mercer are well developed and protected.

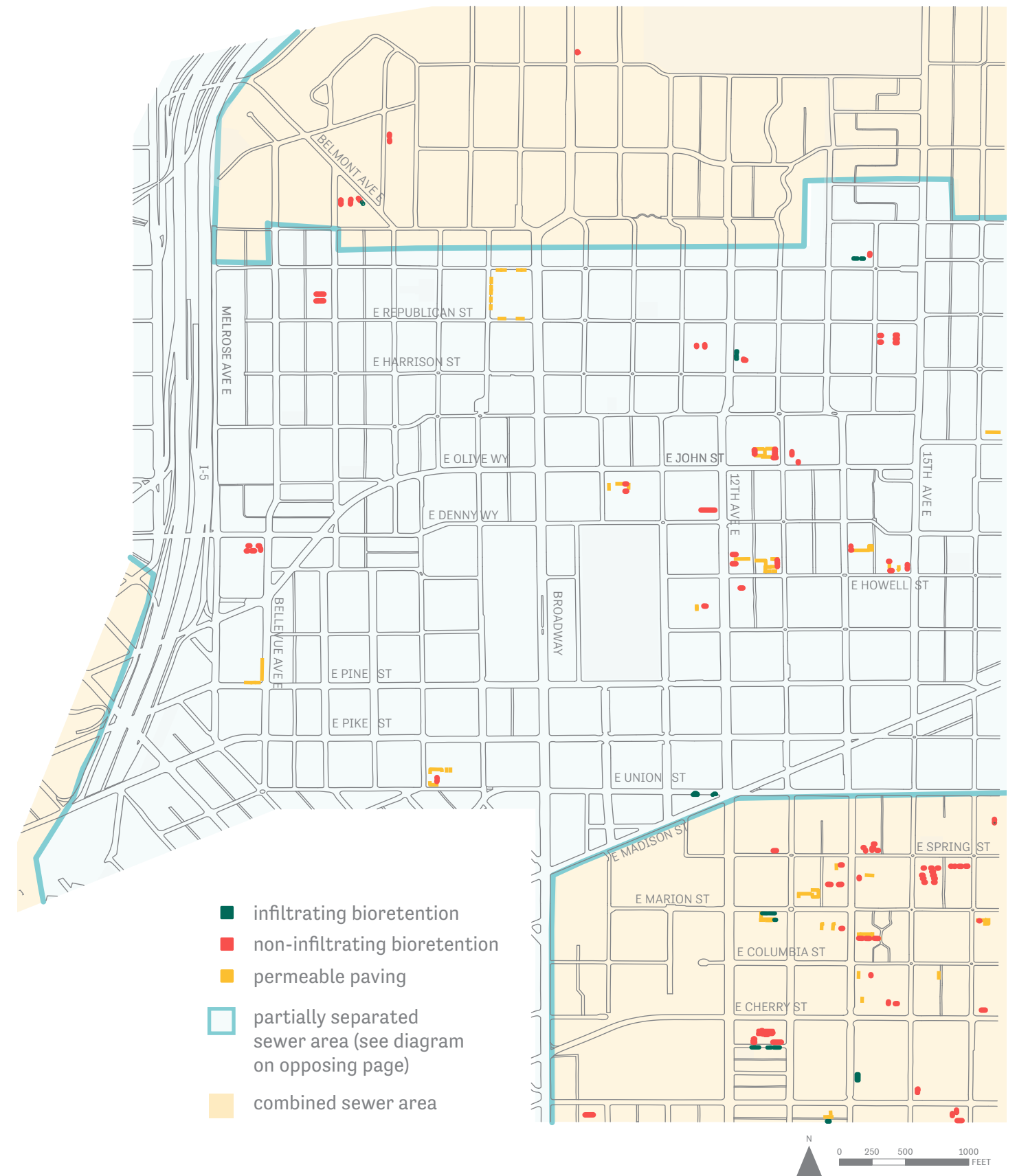


stormwater management

neighborhood scale

Most of the Capitol Hill study area is part of a partially separated sewer system. Stormwater in the right-of-way flows into a separated stormwater drainage that flows into Lake Union via biofiltration in the Swale on Yale. Stormwater falling outside the right-of-way joins a combined sewer system that flows to West Point Treatment Plant. Upstream of those endpoints, smaller-scale green stormwater infrastructure, which is mapped

here, helps to greatly reduce quantities of pollutants flowing into stormwater sewers. For more in-depth analyses of stormwater management across the neighborhood, please reference the work of the 2019 UW College of Built Environments Scan|Design Master Studio, *Porous Public Space: Climate Adaptation through Public Space Design for Capitol Hill*, published at <http://courses.be.uw.edu/SDMasterStudio/>.



Source: City of Seattle

P



pike pine



broadway

B

D



olive denny



15th avenue

15

corridors + major public spaces

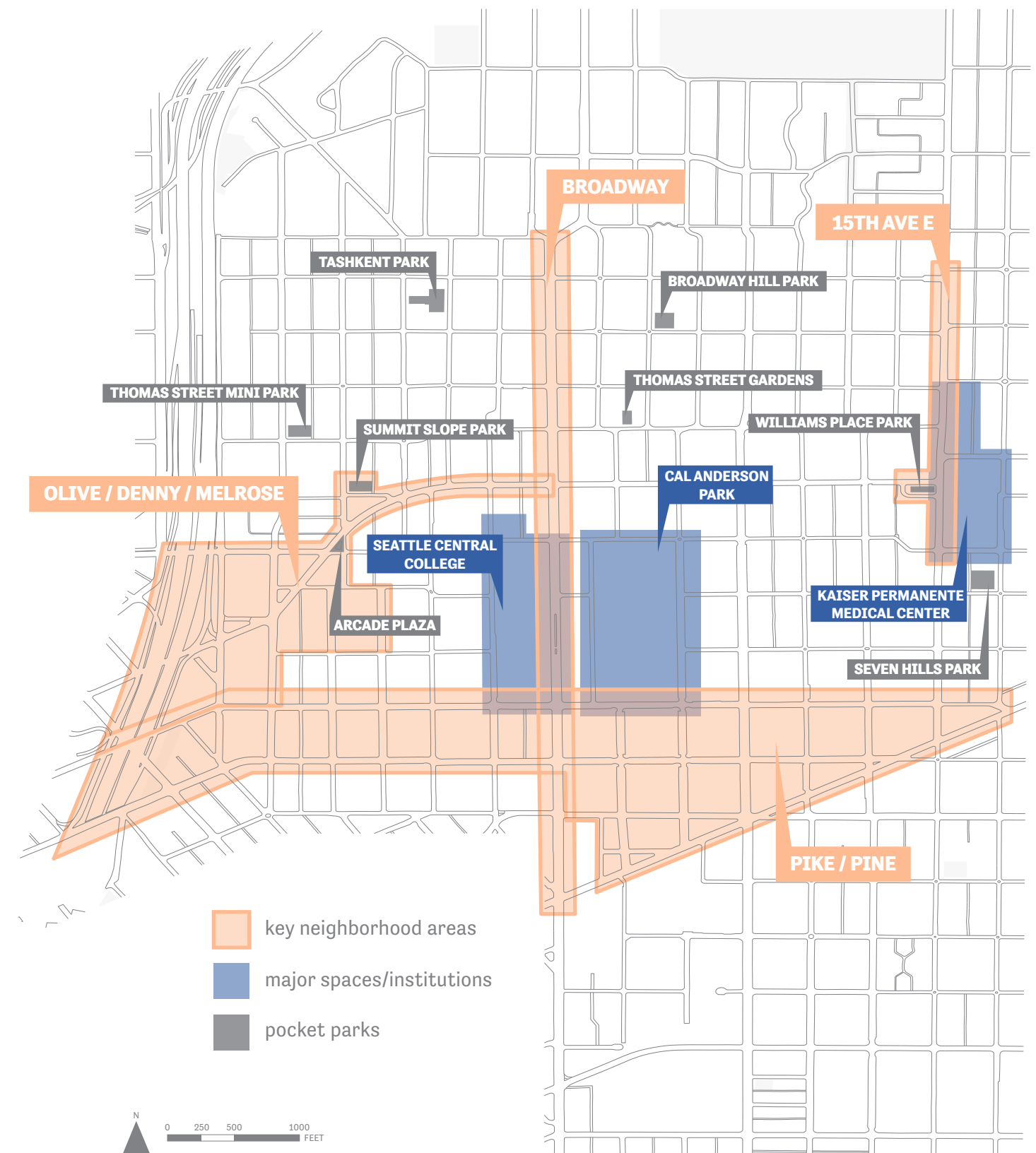
key neighborhood areas

introducing our study corridors + spaces

In Capitol Hill, public life occurs in open spaces and in the streetscapes of its major corridors. The following four chapters provide deeper dives into Capitol Hill's key corridors—Pike Pine, Broadway, Olive Denny, and 15th Avenue—and their adjacent open spaces and major institutions. Each area has distinct histories and built environments that affect their overall character.

Chapter 3 (Pike Pine) focuses on Pike, Pine, their cross streets, and

the Union-Madison triangle. Chapter 4 (Broadway) documents the blocks of Broadway between Madison and Roy, and also includes in-depth analyses of Seattle Central College and Cal Anderson Park, with a focus on how the edges of these spaces meet the neighborhood. Chapter 5 (Olive Denny) focuses on blocks of Olive, Denny, and Melrose. Chapter 6 (15th Ave) includes analyses of the Kaiser Permanente Medical Center campus.



introducing quality criteria

evaluating experience of streetscapes

The 12 Quality Criteria is a tool developed by Gehl Architects that quantifies distinct physical qualities of the streetscape in order to evaluate pedestrian and cyclist experience. Their 12 qualities of good public space fall under three general categories, where each influences whether people will spend time there: protection, comfort, and enjoyment.

For this study, overall scores for the 12 Quality Criteria are mapped

in each key corridor's respective chapter. Scores were assessed at the scale of individual blocks, and ranged from one to three in half-point increments, where one was the lowest rating. Data for each block is visualized as a sum of all individual ratings. See Appendix A (pp. 154-165) for individual category-by-category scores.





pike pine

Capitol Hill's beating heart of culture, arts, and nightlife

Pike Pine's urban history has left varied imprints on its public spaces. The early 1900s saw the rise of "Auto Row" and the accompanying showroom and garage architecture that lives on today.¹ Since the 1960s, the area has been one of Seattle's liveliest areas, and is a center for Seattle's arts culture and LGBTQ life.² It is home to small businesses and organizations of many types, including an especially high presence of cafes, restaurants, bars, and

clubs. Some blocks with industrial buildings remain oriented more toward cars than pedestrians.

Pike Pine provides critical pedestrian connections to downtown and serves as a gateway to Cal Anderson Park, a major neighborhood destination. The Pike Pine area also has a strong presence of unsheltered community members whose presence and needs should be affirmed in public realm planning.



Small frontages, preservation of historic architecture, and a spirit of tolerance have fostered active pedestrian life throughout Pike Pine.



Left: Many low scoring block faces have long stretches of inactivated facades and lack streetscape features that provide a sense of human scale.

Right: With its small frontages and diverse functions and opportunities to linger, Pike Pine has some of the highest scoring block faces in the entire study area.

quality criteria

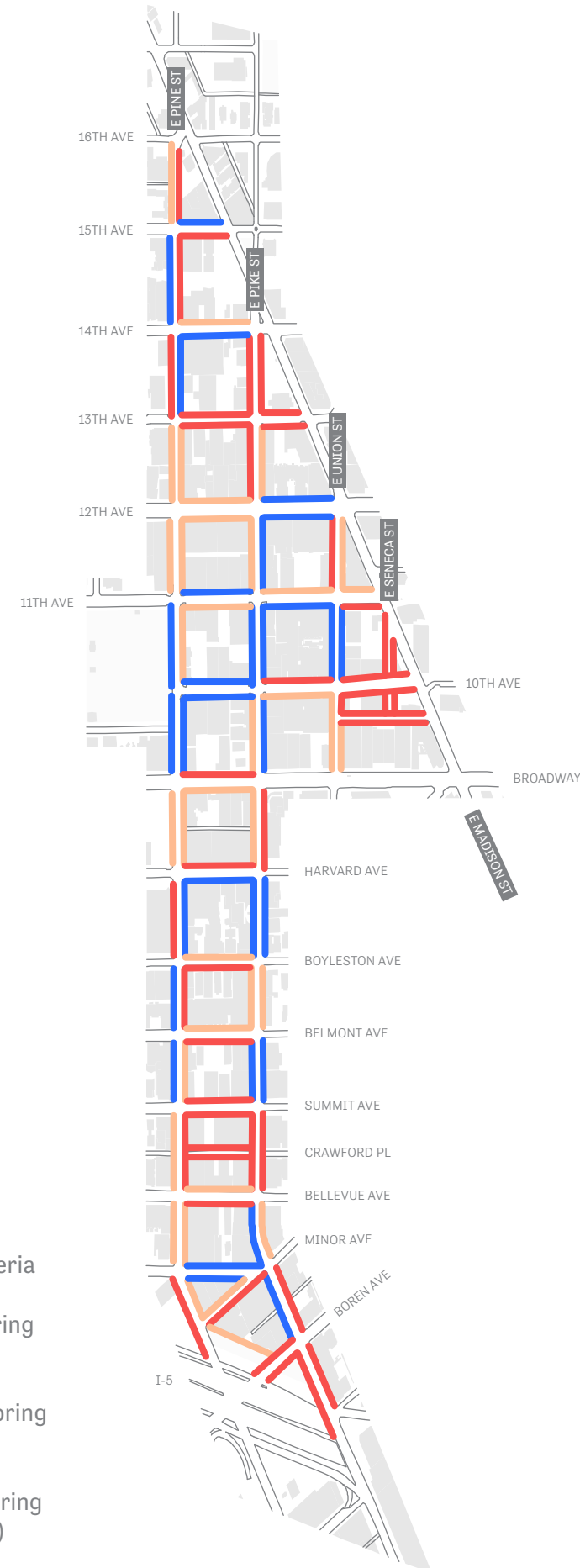
Pike Pine

Quality criteria scores varied greatly within Pike Pine compared to other areas, reflecting the diverse urban contexts across the corridor from I-5 to the top of the hill. This includes many high scoring block faces with high levels of activity, good visibility, small frontages, and diverse functions and use of materials.

Block face scores vary greatly between I-5 and Broadway. Low scoring block faces often have some

combination of inactive facades, high presence of traffic, and low presence of vegetation. This stands in contrast to the heart of Pike Pine, between Broadway and 12th Ave.

Another area receiving low scores was the rapidly changing Union Madison triangle, which still has a largely industrial character, including a low presence of trees and few opportunities to linger or enjoy positive aspects of climate in public space.





Top left: Eye-catching planter with colorful and diverse plantings.



Top right: Planted barrier between cars and sidewalk.



Bottom right: Planters lacking clear signs of care.

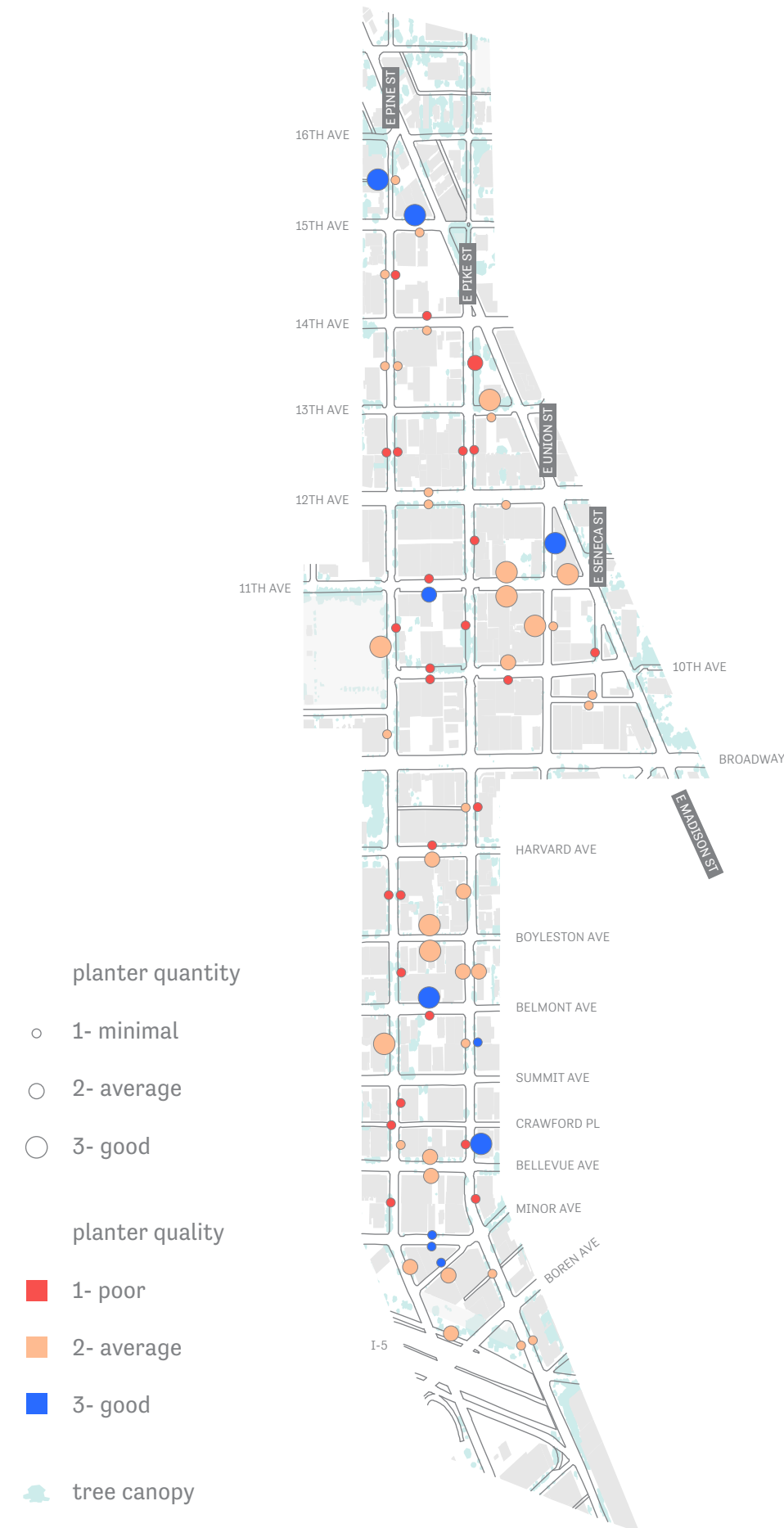
street plantings

Pike Pine

In addition to street trees, the presence of other plants in the public realm contributes to the overall lushness and sense of care that can be felt along a block. Each block face was assigned two overall scores for vegetation: one for quantity and one for quality. Scores of 1 indicate few plants, or plants that lack clear signs of maintenance. Scores of 3 indicate many plants, or plants with a sense of lushness via texture and variety. Planters along Broadway, to

be discussed in the next chapter, are not included on this map.

In Pike Pine, the majority of blocks have some presence of non-tree plantings. Blocks with high quantities of plantings are largely on Pike Pine cross streets. Tree canopy cover is inconsistent. Blocks of Union, from Broadway to Madison, have very few street trees compared to Pike, just one block north.





Sandwich boards are highly visual reminders of commercial activity, clustered on blocks of 11th Ave and 12th Ave and consistently along Pike and Pine.

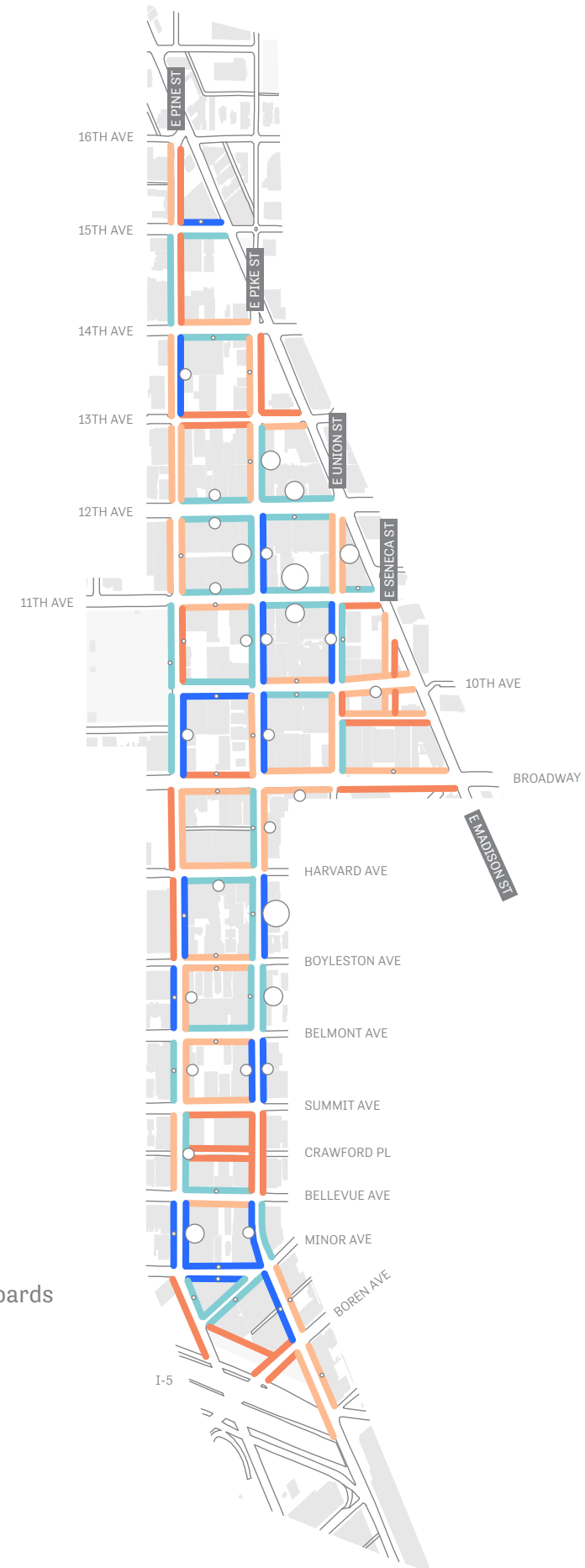
frontage attractivity + sandwich boards

Pike Pine

Many factors contribute to the attractiveness of a street frontage. **Active** frontages have small units with many different functions and quality materials. **Pleasant** frontages have some diversity of functions and good details. **Somewhere in-between** frontages have a mix of small and large units with some diversity of functions, inactive units, and unengaging design. **Dull** frontages have larger units with limited diversity of functions, many

inactive units, and unattractive frontages with few details.

Pike Pine has many active and pleasant blocks with a high variety of small scale uses, particularly along Pike and its cross streets between Broadway and 12th Ave. Blocks in the Union Madison triangle mostly earned somewhere in-between and dull ratings, given the area's dominance of hardscape and limited functions with human-scaled elements.





A parking lot with an unengaging facade dominates the block.



An eye-catching building has unique colors and distinctive type.



Small units offer different functions but lack diverse materials or interesting details.



Bright facade painting adds visual interest up close and far away.



Small units offer some different functions and some diverse materials.



Large windows and ground floor window openings create porosity.



Attractive small units offer varying functions, diverse materials, and interesting details.



Prominent seating area, human-scaled lighting, and colorful details are inviting.

seating + awnings

Pike Pine

Awnings and seating provide an important sense of human scale and opportunities to stop, find shelter, and enjoy public life on streets. Within study corridors, we recorded the portion of each block face with awning coverage. For seating, we collected data on public benches and cafe seating, which we defined as dining-associated seating in the right-of-way. Cafe seating data is visualized as total seats per block. Given the high presence of bars in

Capitol Hill, outdoor standing areas are similarly visualized.

Pike Pine is the heart of dining opportunities in Capitol Hill. Most block faces have at least one restaurant, cafe, or bar with an outdoor seating or standing area. However, public seating options are very limited. Awning coverage is variable in the corridor, but hanging signs establish human scale and visual interest.

- 2-8 seats
 - 9-18 seats
 - 19-35 seats
 - 36-64 seats
-
- 8-19 people
 - 20-29 people
 - 30-40 people
 - public bench



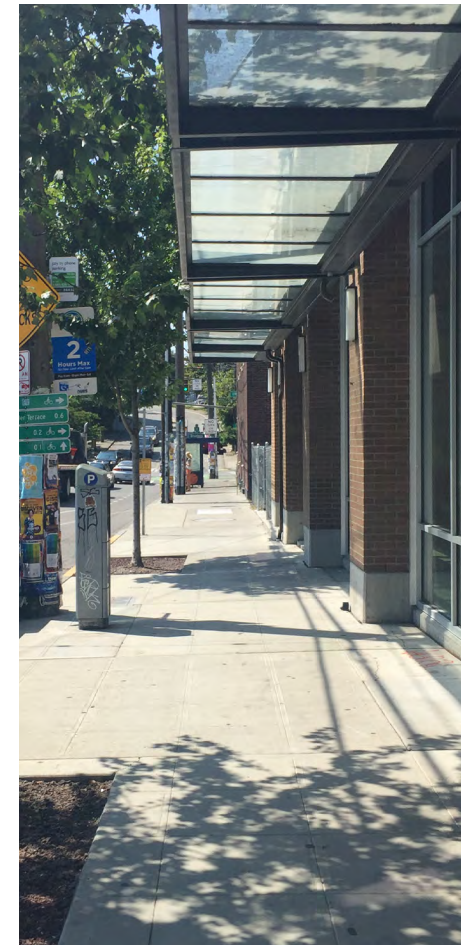


Top: This uncomfortable public seating on Pine is infrequently occupied.

Second from top: Messaging affects seating that would otherwise feel semi-public.

Bottom left: Awning coverage and materials vary highly within Pike Pine.

Bottom right: Benches associated with dining can feel semi-public and welcoming because of bright colors or a streetside location.



Top left: Some business-associated seating feels semi-public.

Top right: Most cafe seating areas in Pike Pine create separation from pedestrians with a railing, especially in busy areas.

Bottom right: Some seating areas provide options for patrons, but poor scaling creates a sense of inactivity.

Bottom left: Sidewalk cafe seating that lacks separation from pedestrians contributes to a sense of public life.





Outdoor seating area at Mamnoon on Melrose with string lights is lively at dusk.

experience at night

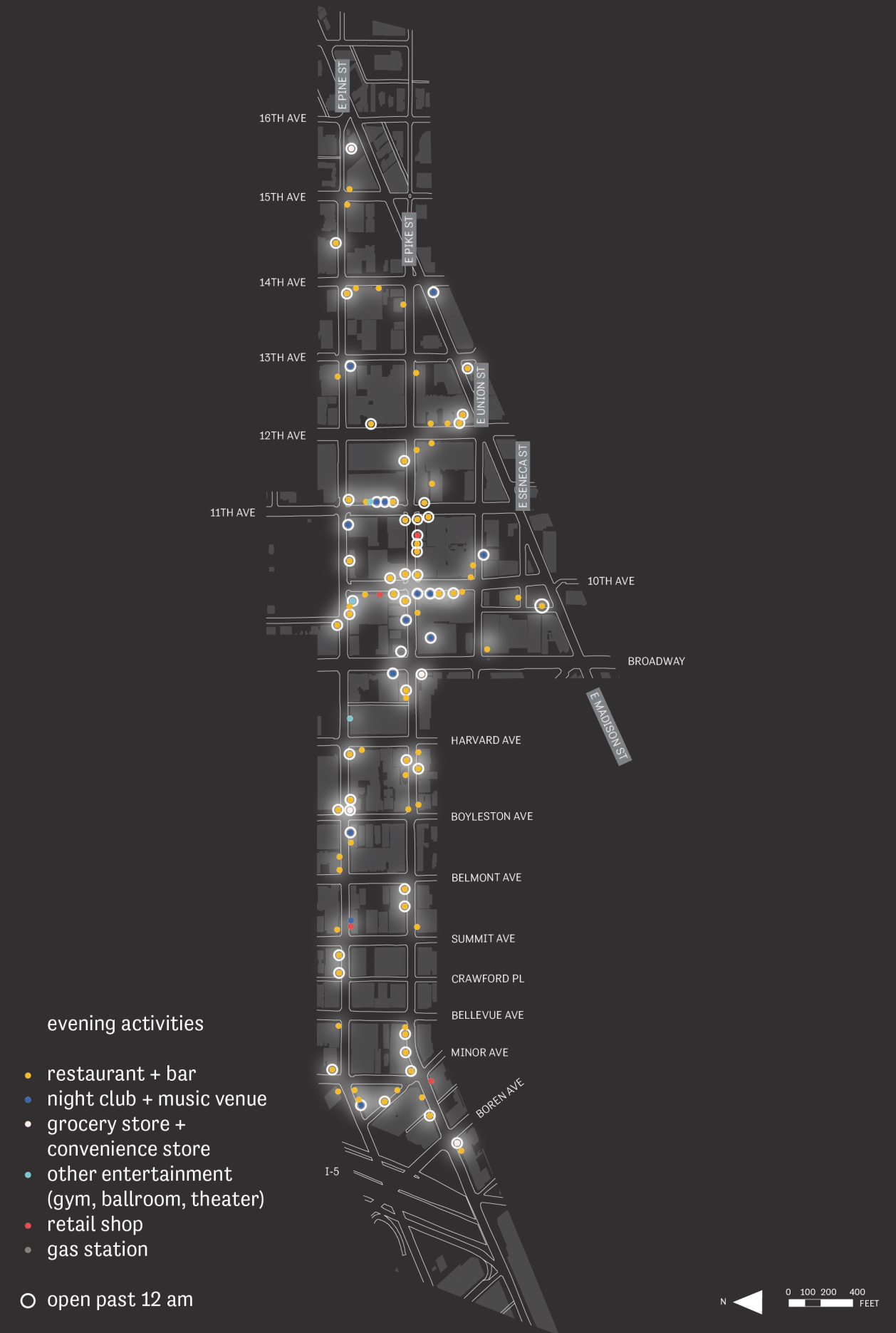
Pike Pine

Pike Pine has a large variety of evening offerings that contribute to the activation of the public realm. Wanting to capture this spread, the map depicts businesses closing in the window of 11 PM to midnight, as well as businesses that stay open past midnight. A combination of Google and Yelp searches were used to glean this information.

Nearly all blocks of Pike and Pine have at least one business closing between 11 PM and midnight. There

are many restaurants, bars, night clubs, and music venues distributed throughout the corridor, but particularly on Pike and Pine between Broadway and 12th. Grocery stores, convenience stores, retail shops, and other forms of entertainment are also present.

A number of blocks do not have any businesses open past 11 PM. Many of these are on cross streets between Pike and Pine.



broadway

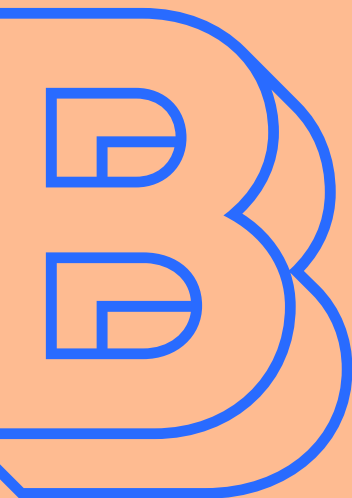
an evolving mix of commercial and residential activity

Broadway is a neighborhood hub for a wide variety of activities. Interspersed local businesses, chain stores, family-owned restaurants, large grocers, and long-standing community institutions are all located along this central thoroughfare. Adjacent to Broadway, near the heart of Pike Pine, are Seattle Central College and Cal Anderson Park, two of the largest open spaces in Capitol Hill.

Broadway forms a central public transit spine for north-south connection to the rest of the city. Numerous Metro bus routes, the First Hill Streetcar, and now the Capitol Hill Light Rail Station bring thousands to and from the area daily. Transit-oriented housing and retail developments around the station will continue to shape Broadway's evolution.



Mid-morning, a bustling block between Thomas and John.





Two blocks of Broadway differ in their pedestrian presence, invitations to linger, facade attractivity, signage, and street plantings.

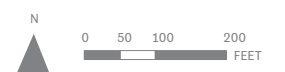
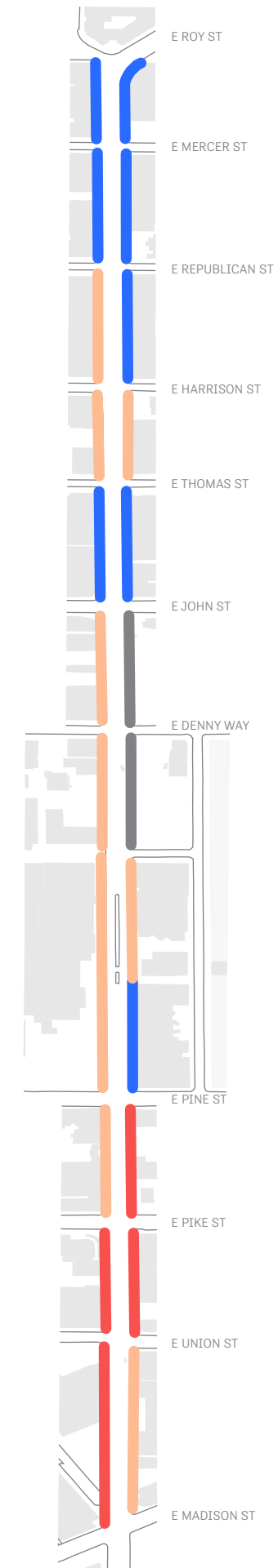
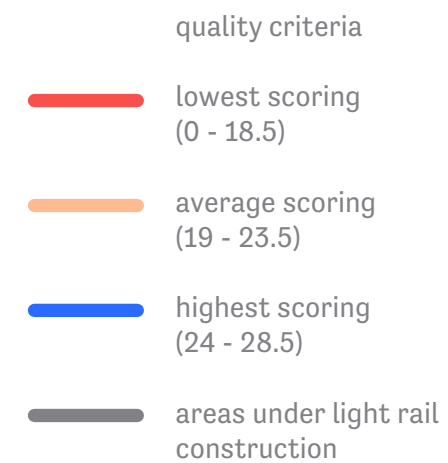
quality criteria

Broadway

On Broadway, block faces receiving lower scores are between Pine and Madison; many have inactive or unengaging facades and parking lots, with limited opportunities to stop and stay. Block faces receiving average scores are distributed throughout the corridor; some have pockets of inactive facades, while others have opportunities to linger but lack awning cover or other human-scaled details. Highest scoring block faces are largely north

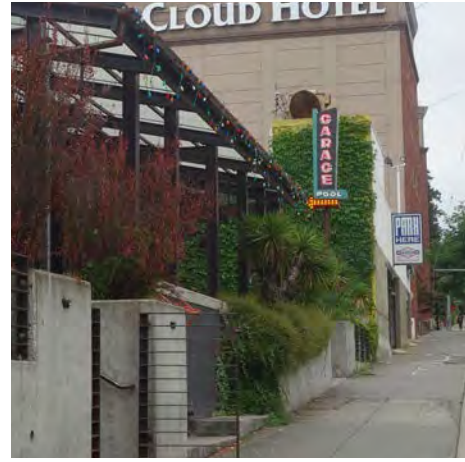
of John, as well as the east block face between Pine and Olive. Many of these blocks have human-scaled facades with a diversity of materials, uses, and invitations to linger.

Areas under construction near the light rail station were excluded from quality criteria scores, given that they currently lack commercial and residential activity.





Top left: A distinctive planter, found along many blocks of Broadway.



Top right: Garage's lush corner enlivens a block that is otherwise dominated by hardscape.



Bottom right: Shrubs lack variety but are clearly maintained.

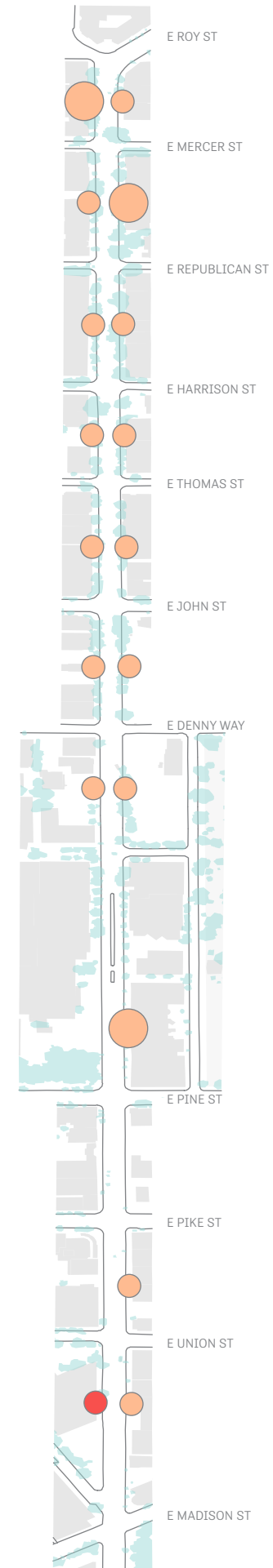
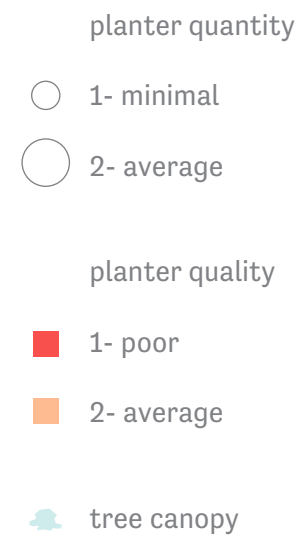
street plantings

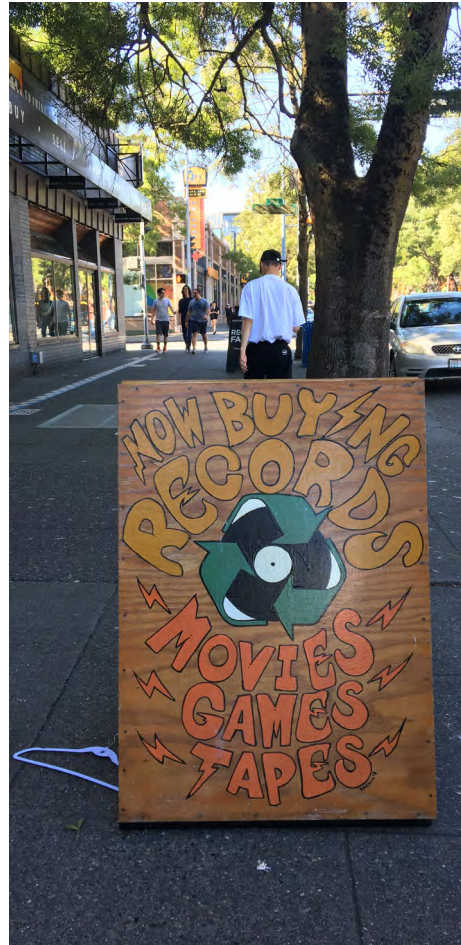
Broadway

The majority of blocks on Broadway have some presence of plantings other than street trees, though it is fairly minimal across the corridor. Options range from planter strips to decorative hanging planters. Some blocks have planters that are not directly in the right-of-way but still contribute to the overall sense of green (pictured above, adjacent to Garage).

Blocks between Pine and Union do not have any planters, contributing

to a noticeably different pedestrian experience than on northern blocks of Broadway. Likewise, tree canopy on Broadway is consistent north of Pine, but sparse between Pine and Madison.





Sandwich boards are a significant visual feature in Broadway's streetscape, especially in the northern half of the corridor.

frontage attractivity + sandwich boards

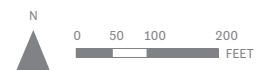
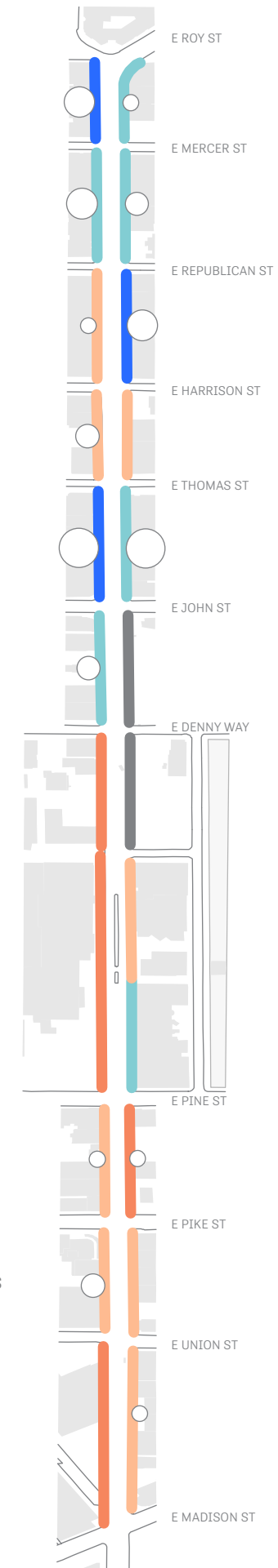
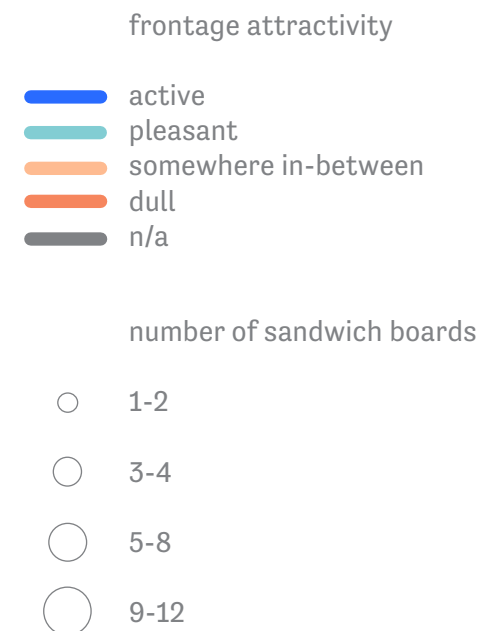
Broadway

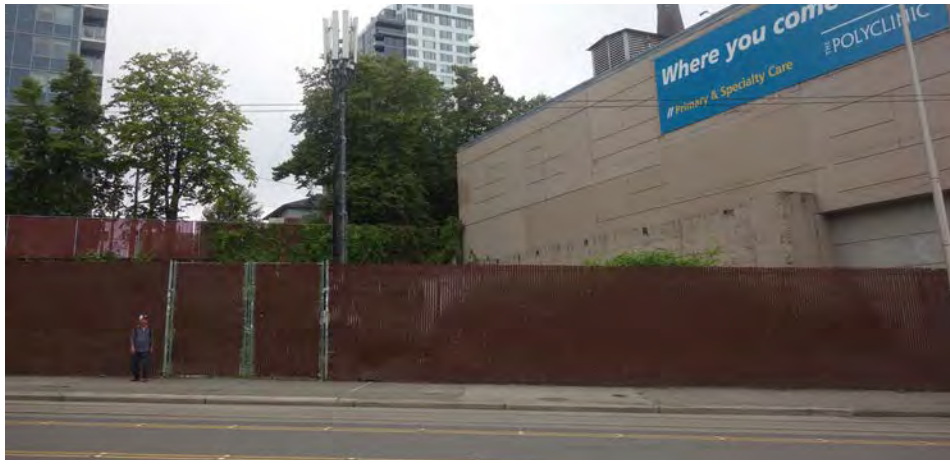
Active and pleasant frontages are concentrated in the northern half of Broadway. This portion of the corridor has a variety of facade materials and details, small units, and diverse functions, with a high number of small dining and retail businesses. The highest scoring blocks in many cases have the greatest use of materials and scaling characteristic of the corridor, though some newer developments received high scores.

The southern half of the corridor

lacks human scaling and diversity in uses, with some blocks lacking any variety in functions. In some cases, vehicle-oriented uses dictate the form of low-scoring frontages, such as parking lots, garage entrances, and gas stations.

As with quality criteria, block faces with active construction surrounding the light rail station were not assessed due to their transitional nature.





This vacant lot at the southern end of the Broadway corridor is bordered by an inactive fence edge that detracts from the pedestrian experience.



Buildings under construction in the area of the Capitol Hill light rail station will redefine the pedestrian experience of these block faces, which were not rated for frontage attractiveness.



This facade lacks elements that engage pedestrians at eye level, such as awnings. Aesthetic qualities of materials are fairly low.



This building has small units, a variety of functions, and consistent awning coverage that establishes human scale and aesthetic continuity between businesses.



This block face has a variety of functions and use of materials. Quality and maintenance of materials vary, leading to a somewhere in-between score.



This highly rated block face has facades with a variety of engaging and high quality materials. Entryways, awnings, and signage all contribute to a sense of human scale.



Despite the presence of cars, this block face scored highly for its distinctive functions, scaling, and use of materials.



A newer mixed-use development is less successful in scale than the two examples above. This block face still received a pleasant rating because units are fairly small and varied in functions, and quality of materials was high.

seating + awnings

Broadway

Cafe seats have a significant presence north of Olive/John, where small frontages dominate. The less pedestrian friendly southern half of Broadway has few cafe seats, though Neighbours Nightclub between Pike and Pine has a significant evening presence. Across the entire corridor, there are few public sidewalk seating options.

Awning coverage is generally high on the block faces with significant presence of commercial functions.

The absence of awnings or signs at eye level detracts from a sense of human scale in some places, such as the block of Broadway between Pike and Union.

number of cafe seats

- 1-6 seats
- 7-15 seats
- 16-20 seats
- 21-36 seats

standing area capacity

- 1-6 people
- 7-15 people
- 16-20 people
- public bench



awning coverage



Fenced-in cafe seating areas feel well connected with the sidewalk when they have porosity.



This bus stop seating area is clearly public and provides protection from rain and sun, but is not necessarily inviting.



Above: Cafe seating that is open to the public, like this area between Mercer and Roy, allows for a more dynamic feeling of closeness between cafe patrons and pedestrians.

Right: These benches at the bus stop just south of Broadway and Pike are functional but lack overhead coverage and are not inviting.



Top left: Awning materials vary in the amount of light that can filter through.



Top right: This seating area is well used and open to passersby.



Bottom right: Low, large awnings establish human scale and a connection between seating and pedestrians.



Bottom left: Public seating is more inviting when combined with plantings.

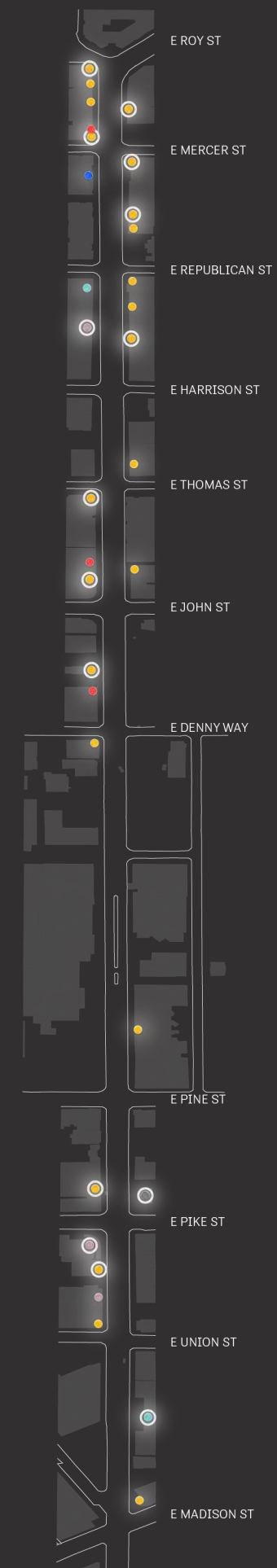
experience at night

Broadway

Most blocks of Broadway have at least one business closing between 11 PM and midnight. Restaurants and bars are the most prominent institutions open at this hour and are distributed throughout the corridor, with a relatively high concentration on blocks between Roy and Harrison. Grocery stores, drug stores, retail shops, entertainment, and medical services also have a presence. A number of businesses are open past midnight. The gas station

at Broadway and Pine is open 24 hours, providing potential activation for this corner at all times of day. Some block faces do not have any businesses open after 11 PM, largely between John and Pine but also between Harrison and Thomas, and Pike and Madison.

- evening activities
- restaurant + bar
 - grocery store + drug store
 - entertainment
 - retail shop
 - medical services
 - gas station
- open past 12 am



analyzing spaces

utilizing gehl's place inventory tool

The Place Inventory tool by Gehl Architects is oriented toward evaluating the built environment of spaces, rather than urban streetscapes. Like the 12 Quality Criteria, the Place Inventory tool aims to document sense of safety, opportunities to stop and stay, and overall aesthetic and sensory experience of a place.

Building on the existing tool, we created a list of additional questions that would help us understand

Capitol Hill's park and campus spaces. These included items like the presence of signage indicating whether the space is public, and the sense of invitation communicated by the design and maintenance of entrances. We also expanded upon some of the tool's questions about aesthetic experience by documenting the presence of specific contributing elements such as public art, water features, and interesting views.



cal anderson park

capitol hill's central green space

Cal Anderson Park is an 11-acre open space, centrally located in Capitol Hill atop the Lincoln Reservoir. It was designated as a Seattle Historic Landmark site in 1999 and is also home to a designated Seattle Heritage Tree.¹ There are many activity options, as the park includes the Shelterhouse community space, open lawn areas, playground, water feature, tennis and basketball courts, and Bobby Morris Playfield.

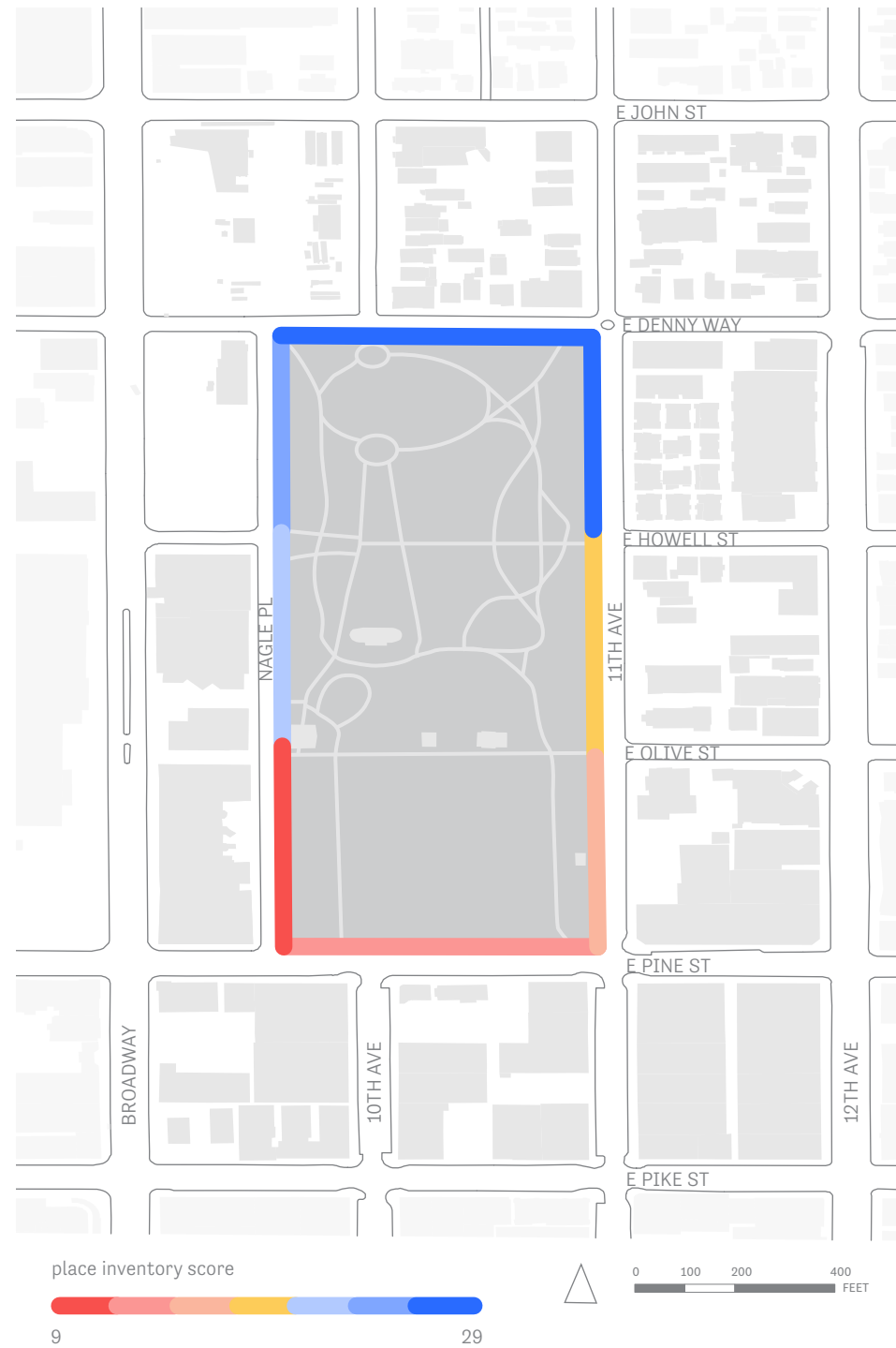
Given the park's history and status as a prominent community asset, it warranted a closer look in our public realm study. Some strengths include the presence of mature trees and lush canopy, activities for different age groups, flexible spaces, and an iconic water feature. Some

challenges include visibility into the park from the sidewalk due to topography and presence of trees, especially after dark.

Rather than analyze the park as a whole, we focused on its edges to learn about the threshold spaces where the park meets the street. Understanding how the interior spaces function is a separate task, better amplified by public life counts to provide data on how people are using the space.



A large open space like Cal Anderson Park provides many opportunities to enjoy the neighborhood.



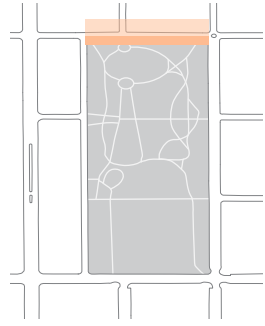
evaluating edges

Using Gehl's Place Inventory tool, we evaluated each edge of Cal Anderson to better understand their unique strengths and challenges. Pine and Denny each received a single evaluation, while Nagle and 11th Ave were divided into three evaluation zones to capture the varied character and pedestrian experience as you move through

them. Nagle between Pine and Olive was the lowest scoring edge of the park, due to its car prioritization and minimal vegetation. Denny, as well as 11th Ave between Howell and Denny, scored the highest for their ample opportunities to sit and stay, lush plantings, and well-maintained entrances.



Cal Anderson is bordered by a mix of residential, commercial, and educational uses.



northern entrance

Denny Avenue

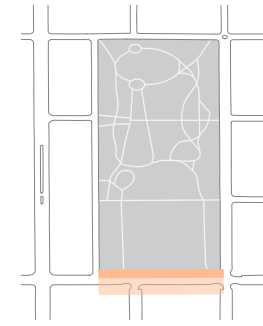


Denny received a high score for its lush plantings and trees, multiple inviting entrances, clear views into the park, opportunities to sit, low car traffic, and accessible paths. However, this edge lacks signage identifying the park as public.



Left: Lush plantings and smooth sidewalks frame this clear entrance to the park.

Right: The entrance off Denny is near the light rail station, with a view of the fountain.



southern entrance

Pine Street

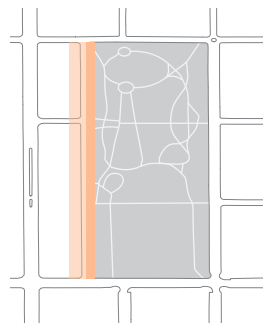


Ample street trees and additional plantings create a shaded edge. The sidewalk is clear and unobstructed. The bus stop on the corner of Pike and 11th Ave is the only formal seating opportunity here. This edge lacks signage identifying the park as public.



Left: A prominent entrance is near the mid-block pedestrian crossing on Pine.

Right: The playfield fence constrains access to the park outside of formal entrances.

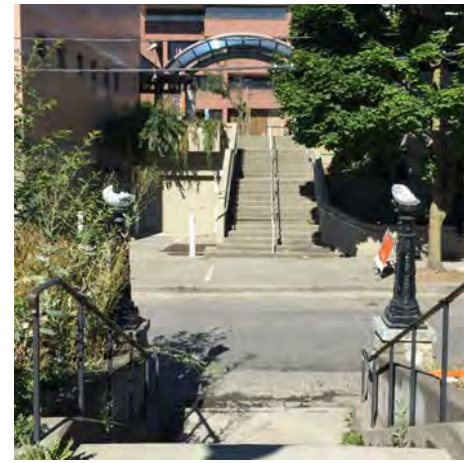


an edge in transition

Nagle Place

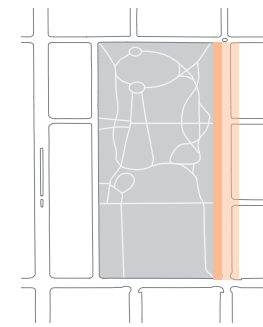


Nagle received a mix of scores across its three zones. Between Pine and Olive, there are minimal plantings as well as a prioritization of cars. North of Olive, there is an increase in trees and other plantings, visible entrances, and opportunities to sit or be active. This edge lacks signage identifying the park as public.



Left: There is no sidewalk along the tennis court edge, reinforcing car prioritization.

Right: A prominent entrance provides views to Broadway, but two broken lights highlight maintenance issues.



residential interface

11th Avenue



Like Nagle, 11th Ave received different scores across its three zones. From Pine to Olive there are sidewalk accessibility issues due to root uplift. Visibility is a challenge, as parked cars and mature street trees affect views into the park. From Howell to Denny, there is a more fluid transition from park lawn to sidewalk. On 11th Ave, there are more residential uses directly across from the park, contributing to a differently activated edge with less



consistent pedestrian presence. There is signage identifying the park as public.

Left: Pedestrians walk between the playfield fence and parked cars.

Right: Lush trees and varied topography create a more dynamic landscape but also affect visibility into the park from the sidewalk.

seattle central college

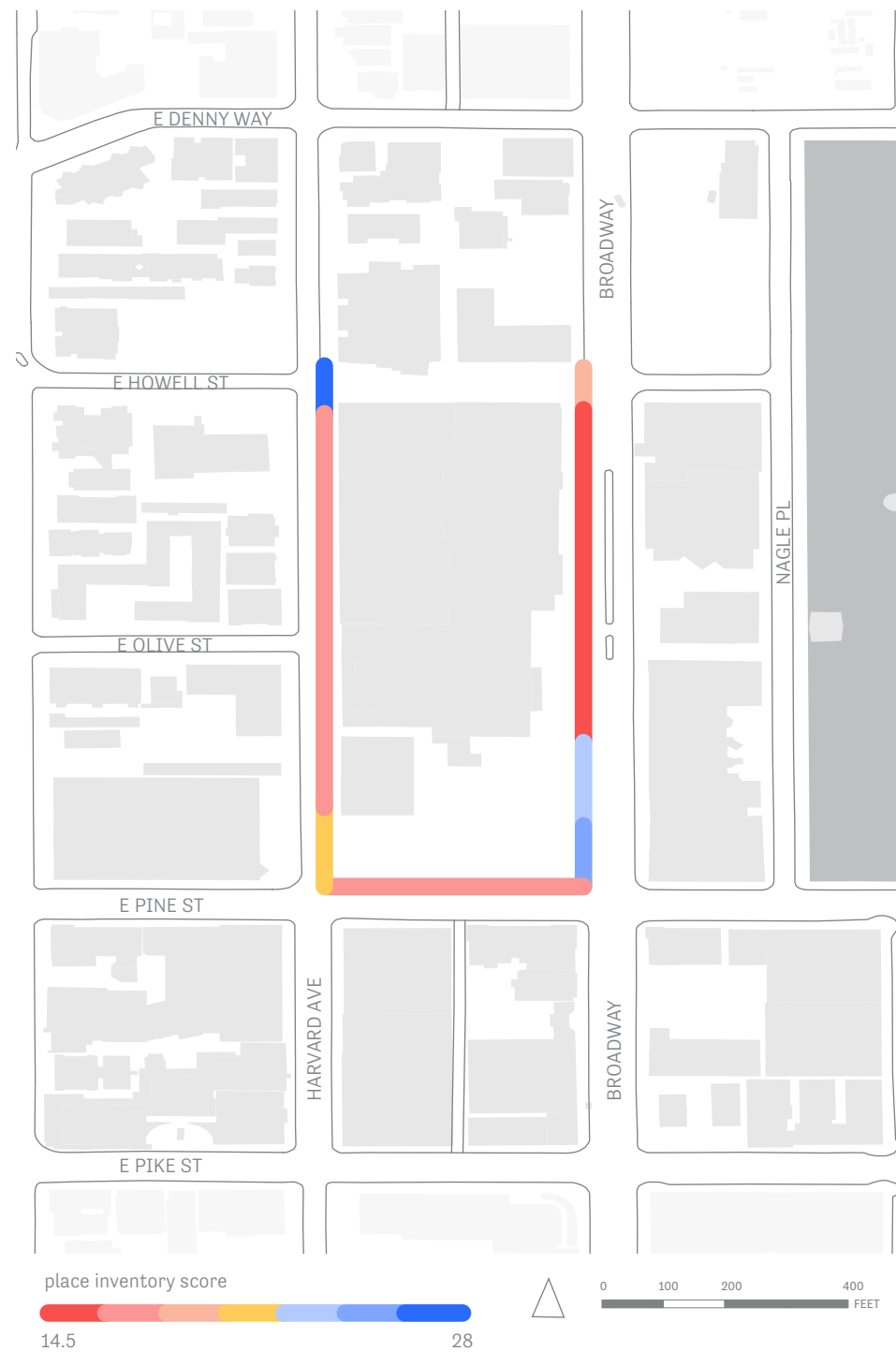
capitol hill's community college:
an anchor educational institution

Seattle Central College (SCC) is a major community college whose campus occupies 10 buildings and 15 acres in the heart of the neighborhood. It also borders Cal Anderson Park and spans both sides of Broadway between Pine and Denny.² This includes significant open spaces at both the southern and northern ends of the campus. The southern plaza currently hosts the Capitol Hill Farmers Market year round on Sundays.

Founded in 1966, SCC has a long history of offering students a variety of degree options, including associate, bachelor, and GED programs. In 2016-2017, the college had an enrollment of 15,704, with 46.8% identifying as students of color.³ The college is currently undergoing a strategic planning process, with goals around student success, equity, diversity, inclusion, organizational excellence, and building high-quality partnerships.⁴



Low brick walls outside Seattle Central College create informal seating opportunities.

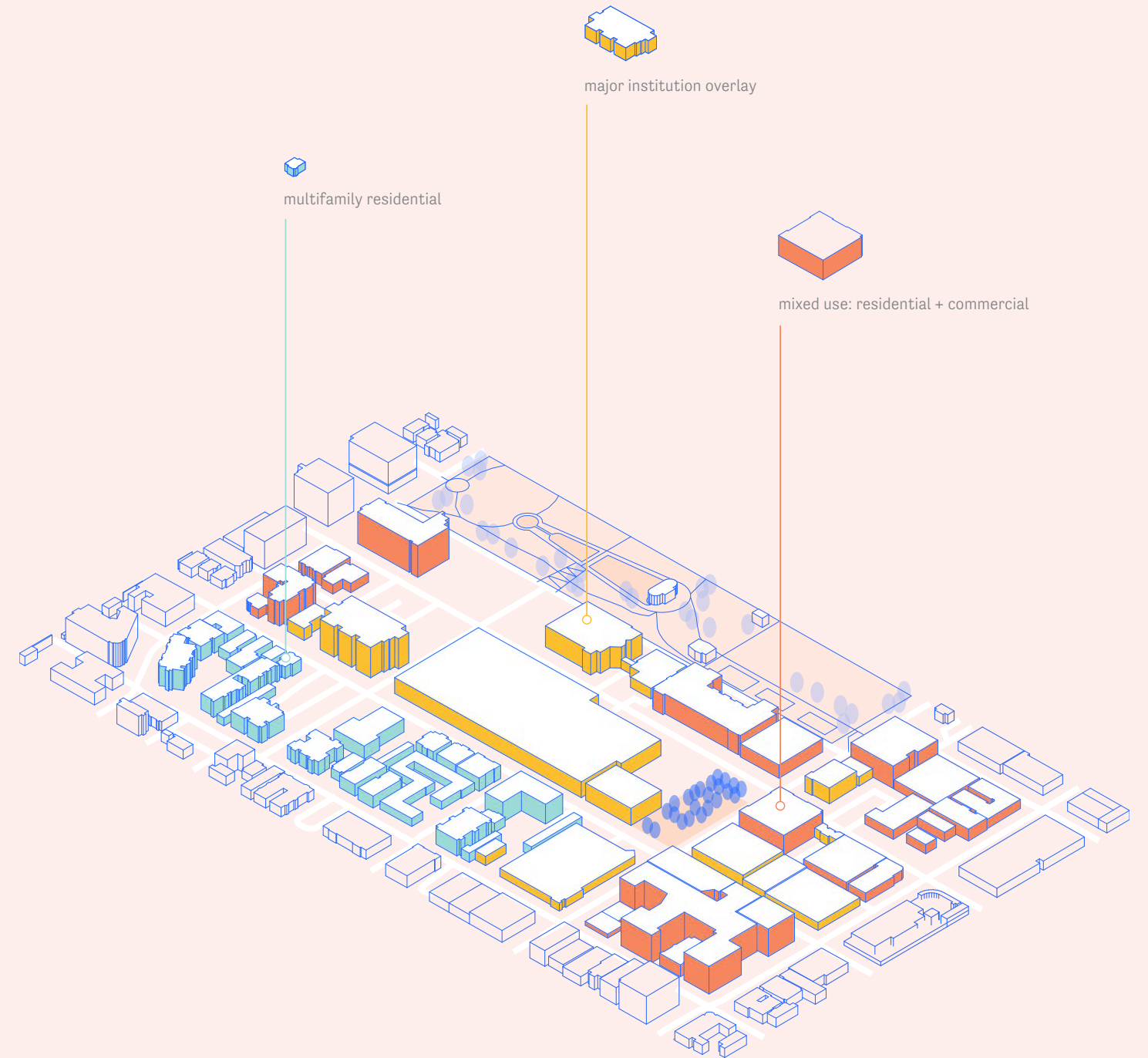


evaluating edges

We used the Place Inventory tool to evaluate edges for the main portion of SCC's campus, west of Broadway. We tallied high scores where Broadway borders the college's southern open space, which was inviting and visually rich. However, the southern and western edges of this open space earned lower scores for lack of accessibility and visual

interest.

The long facades of SCC's main academic building on Broadway and Harvard are relatively inactivated, not very open to the public, and lack opportunities to enjoy good weather or find shelter. All edges of the campus lack clear signage indicating that spaces are public.



Seattle Central College's campus sits at the nexus of Broadway, Pike Pine, Cal Anderson Park, and Capitol Hill's light rail station. This is an area of rapid development, especially around the light rail station.



campus front porch

Broadway



North of the main plaza along this prominent edge, Place Inventory scores were low. The long building facade is not visually inviting and offers few opportunities to linger or find shelter, despite having ample space. The plaza and lawn areas received high scores. These edges were open and inviting, though their status as public open spaces could be made clearer with signage. The brick plaza edge and internal space lack seating options.

Top: Ledges along this long facade might accommodate sitting but are sloped, and signs discourage it.

Middle left: There are few formal seating options aside from this bus stop.

Middle right: The brick plaza lacks invitations to stay.

Bottom: This edge offers few opportunities to enjoy sun or shade.



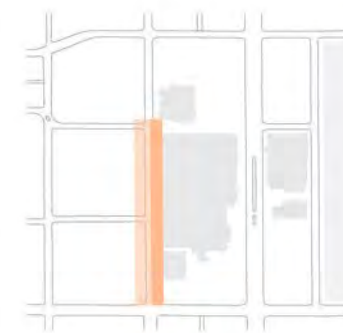
a walled edge

Pine Street



This edge received a low score. The natural topography of this block prevents views into campus but there are nevertheless few visual invitations into the open space or the rest of campus. There are few efforts to soften the edge along the retaining wall or to shade the sidewalk for pedestrians and bus stop users.

The retaining wall and steep grassy edge form a barrier lacking seating or visually interesting elements.



residential interface

Harvard Avenue



The edge along the building face received a low score. It has a well developed tree canopy and low street noise but the building facade is visually repetitive and there are few opportunities to sit. The western entrance to the northern open space felt open and inviting, and received a high score.

SCC's building on Harvard lacks activation, but existing trees are a significant asset. Higher quality lighting would improve sense of safety in evening hours.

olive denny

key connections between capitol hill and downtown

Olive, Denny, and Melrose have a mix of high-density residential and commercial uses, with a highly variable pedestrian experience. Some blocks offer human-scaled facades and pedestrian amenities, while others suffer from significant pedestrian crossing and sidewalk accessibility issues. Blocks closest to I-5 are affected by high traffic volumes and noise, which reinforces car priority.

At the encouragement of

Community Roots Housing, we also included two blocks of Summit and Belmont that are close to commercial activity on Olive. These are residential streets with townhouses and apartments, some of which are transitional living homes. Documenting the qualities of the built environment on these streets revealed the lack of street plantings and human-scaled elements that are present on many other residential streets in the neighborhood.



On Olive, there is a mix of high density residential and commercial uses with views of downtown.



Top: Small units, awnings with pedestrian-scale lighting, and seating opportunities contribute to an inviting block.

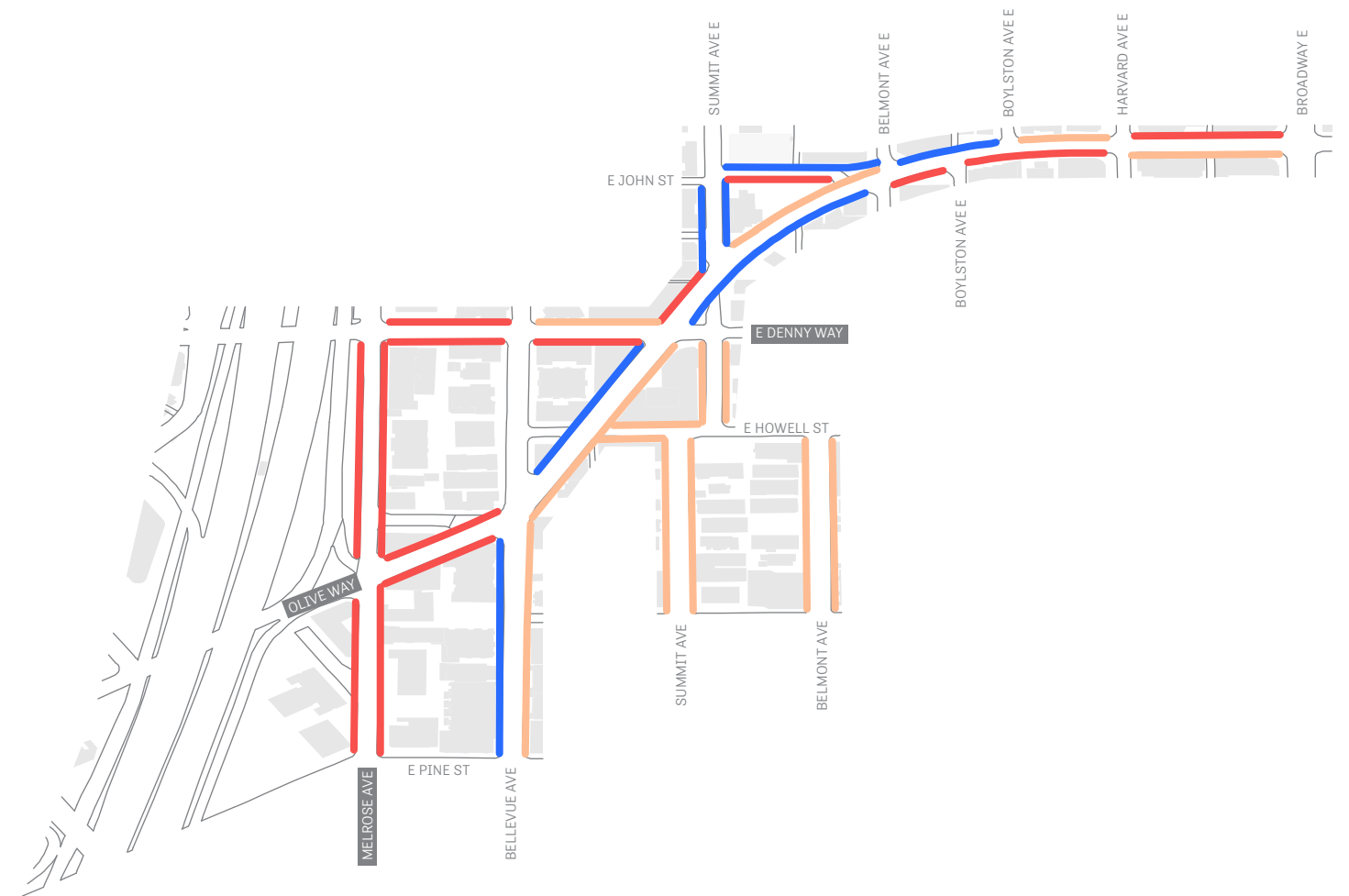
Bottom: Jeepney provides a colorful restaurant window on a block with limited uses and otherwise unengaging facade.

quality criteria

Olive Denny

Highest scoring blocks are largely on Olive, with diverse uses in small units, human-scaled details, and seating opportunities. Average scoring blocks are distributed throughout the corridor, with

some inactive facades and few opportunities to linger. Blocks close to I-5 received the lowest scores, due to a combination of traffic volumes and noise, inactive facades, and limited street plantings.



quality criteria

- lowest scoring (14 - 18)
- average scoring (18.5 - 21)
- highest scoring (21.5 - 25)





Top left: Plantings lack signs of care.



Top right: Shrubs soften the transition from sidewalk to fence.



A planter strip with multiple textures and colors provides a comfortable buffer between cars and sidewalk.

street plantings

Olive Denny

Most blocks of Olive Denny have some presence of plantings other than street trees. Areas with the greatest number of plantings are on Olive, between Summit and Boylston. Summit from Olive to John is a strong block, with attractive and well-maintained plantings that contribute to a sense of lushness along the block. Many blocks closer to I-5 have lower quality plantings that are less visually inviting and lack clear signs of care.

Tree canopy varies throughout the area, with some areas well shaded while others are noticeably sparse. Central blocks of Olive and residential blocks of Summit and Belmont are lacking in consistent canopy.



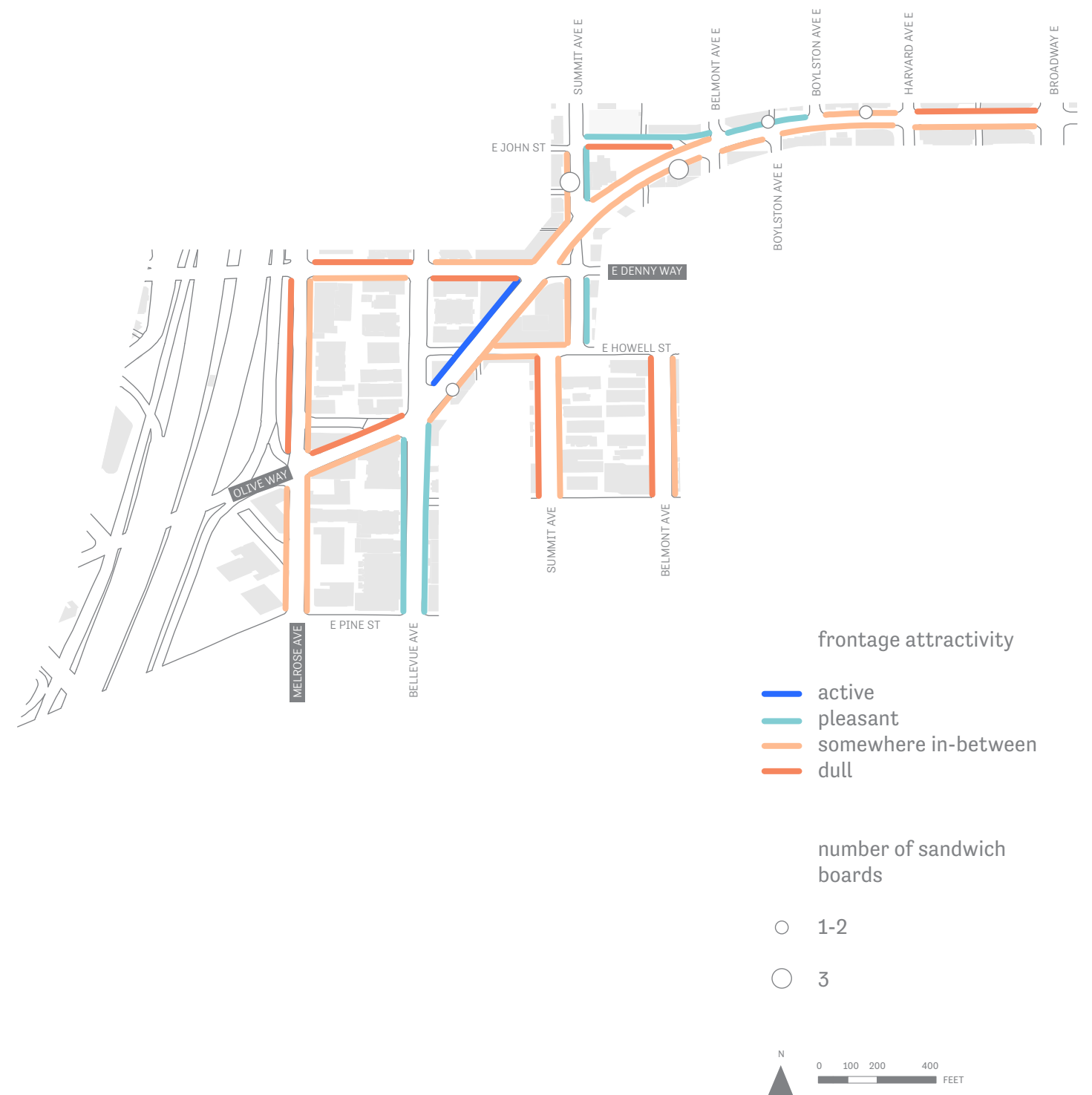
frontage attractivity + sandwich boards

Olive Denny

Frontage attractivity ratings varied for the entire area. Architectural styles, building heights, and use of materials vary highly, reflecting the area's distinct mix of residential and commercial uses.

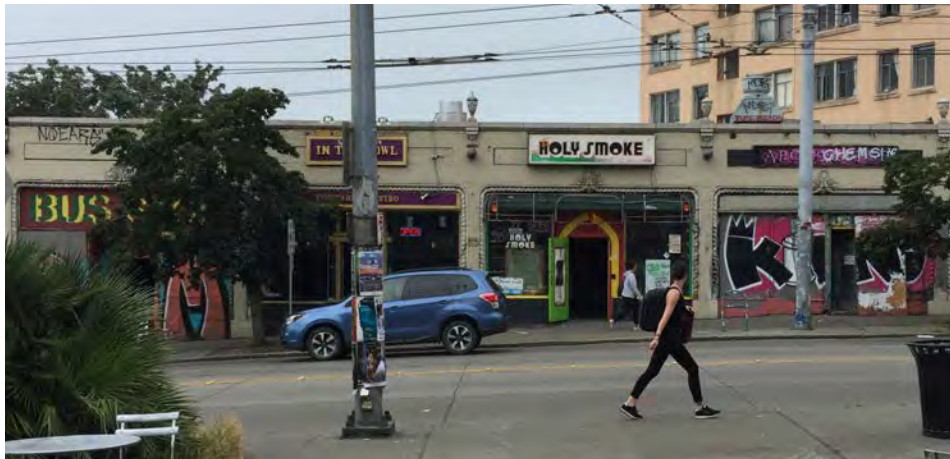
The highest scoring block is the northern side of Olive between Denny and Howell, where there are diverse functions, small units, and a consistent use of high quality brick. Low scoring blocks are concentrated near I-5 and Broadway, where there

is more variation in scale, materials, and engagement of frontages with the sidewalk, as well as less consistent presence of awnings. Some blocks, like the southern side of Olive between Melrose and Bellevue, have both attractive and dull facades, resulting in a *somewhere in-between* overall rating.





This frontage on the steep slope of Denny has ground floor retail but only modest activation. Awnings are not at eye level. Seating options are lacking.



This block face has varied retail functions but several vacant storefronts. Material condition and awnings are lacking.



Eye-catching artwork on a prominent corner provides visual interest to an otherwise blank facade.



This brick building is well maintained and expressive of the character of the area. Small units and low awnings provide visual interest at eye level.



Facades of residential buildings in Olive Denny vary in scale, architectural style, and materials.

Top: Awning and plantings foster a sense of human scale.

Second from top: Parking in the front of the building is not attractive or inviting.



Small ground floor retail also varies in form.

Second from bottom: Laundry and grocery stores share awnings and large windows that create visual interest at eye level.

Bottom: Facade materials and details are attractive at ground level, and the upper level setback and seating deck add an additional sense of use.



seating + awnings

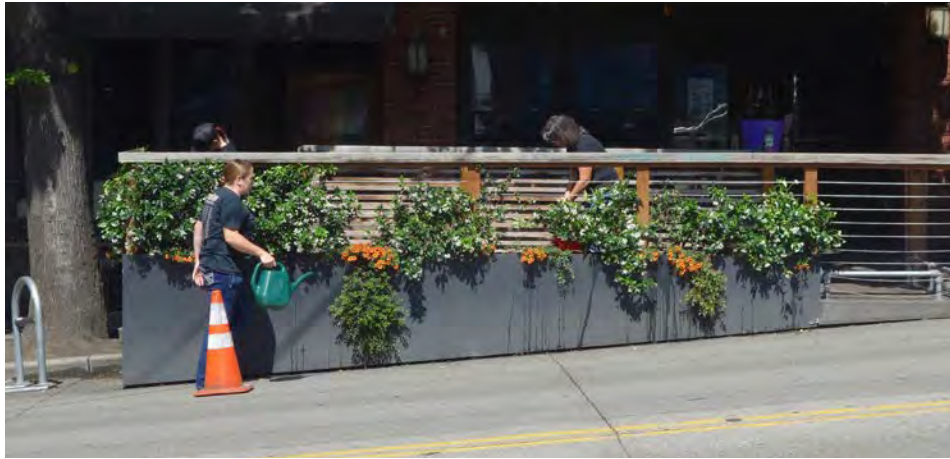
Olive Denny

Cafe seating and outdoor standing areas have a fairly low presence in Olive Denny despite the many restaurants and bars in the area. The area's narrow sidewalks, low presence of street trees, and high volumes of car traffic can deter the introduction of new sidewalk seating areas. There is a considerable presence of standing bar areas on the block of Olive between Denny and Howell, including the SDOT "streatery" standing area

outside Montana Bar. The most significant seating area is the large outdoor patio at Starbucks, but it is elevated above street level and thus inaccessible to pedestrians on the sidewalk. Aside from bus stops and benches at pocket parks, there is no public seating in the Olive Denny area.

Awning coverage varies throughout the area, reflecting the scattered distribution of commercial frontages.





Top: This restaurant-associated bench adjacent to the sidewalk feels semi-public.

Middle row: This “streatery” standing area parklet in front of the Montana Bar provides a public amenity and adds visual signals of investment in public space.

Bottom: Arcade Plaza at Denny and Olive lacks seating.



Small business-associated seating on the sidewalk brings life into the pedestrian realm. These examples are from Olive (top left and top right) and Bellevue (bottom left).



Evening parklet dining creates a sense of activity on Olive.

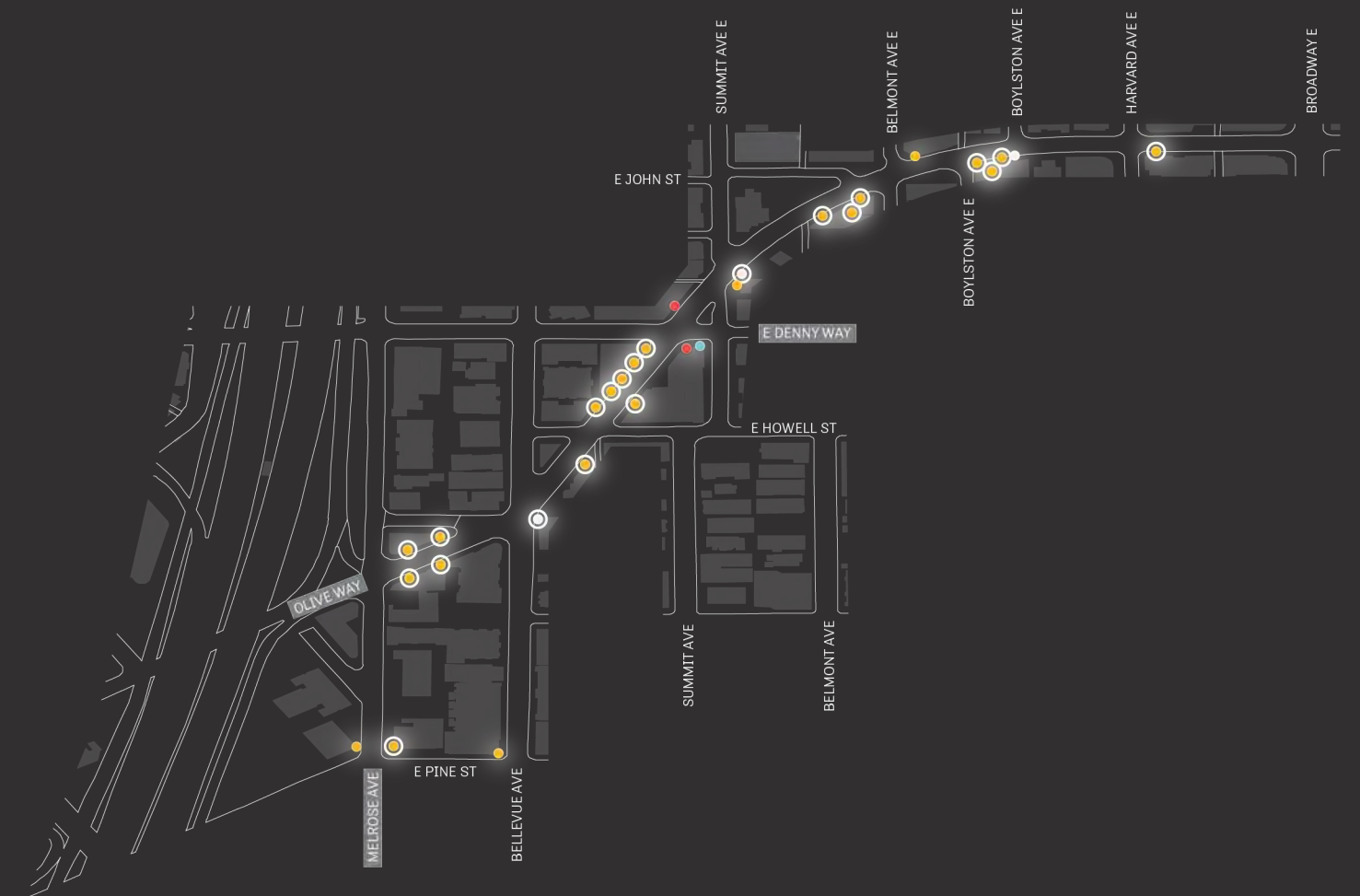
experience at night

Olive Denny

Many blocks of Olive have at least one restaurant or bar open during evening hours. Nearly all are open past midnight, creating opportunities for public realm activation. Glo's on Olive is open from midnight to 4 PM on Fridays and Saturdays, and provides ambient lighting and sidewalk seating opportunities on a block that might otherwise be dark and inactive at very early hours. A string of restaurants and bars on Olive, between Denny and Howell,

also contributes to an active and illuminated public realm at night.

In addition to restaurants and bars, there are also a number of grocery and convenience stores that are open past midnight.

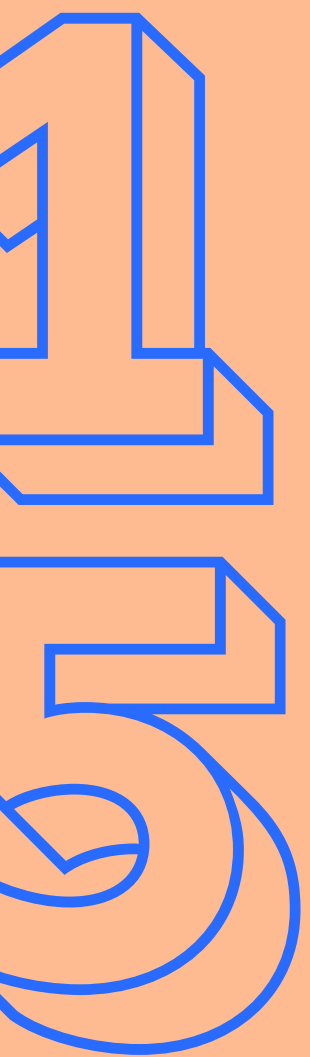


evening activities

- restaurant + bar
- grocery store + convenience store
- retail shop
- ATM

- open past 12 am





15th avenue

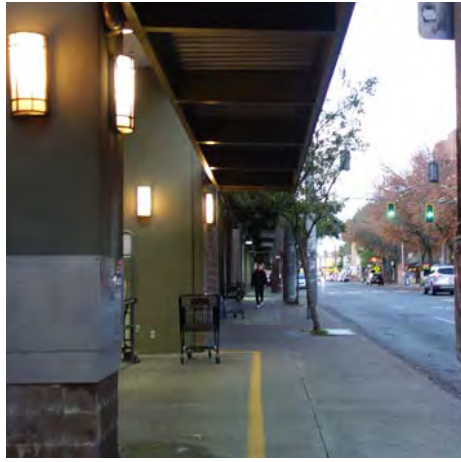
an intimately scaled commercial district

15th Avenue has been one of Capitol Hill's key business districts since the late 1800s. Beginning in 1901, a trolley line connected 15th Avenue to Pike Street, another burgeoning center of commercial activity.¹ In 1960, Group Health Cooperative expanded on the site of today's Kaiser Permanente campus. Lambert House, which continues to serve as an important center for LGBTQ and questioning youth, opened its doors on 15th Ave in 1991.²

15th Ave continues to be one of the most active commercial corridors on Capitol Hill, including several blocks of particularly active, low-rise retail and dining. Future additions of multi-story developments have the potential to affect this area's character and intimate scaling. While the pedestrian experience on 15th Ave is strong, strengthening pedestrian and bike connections between 15th Ave and the rest of Capitol Hill remains a challenge.



Small, single story frontages, many of which have long-standing local small business tenants, are the hallmark of 15th Ave. (Photo: Jennifer Kriegel)



Long facades lacking activation or seating opportunities contributed to low scores.



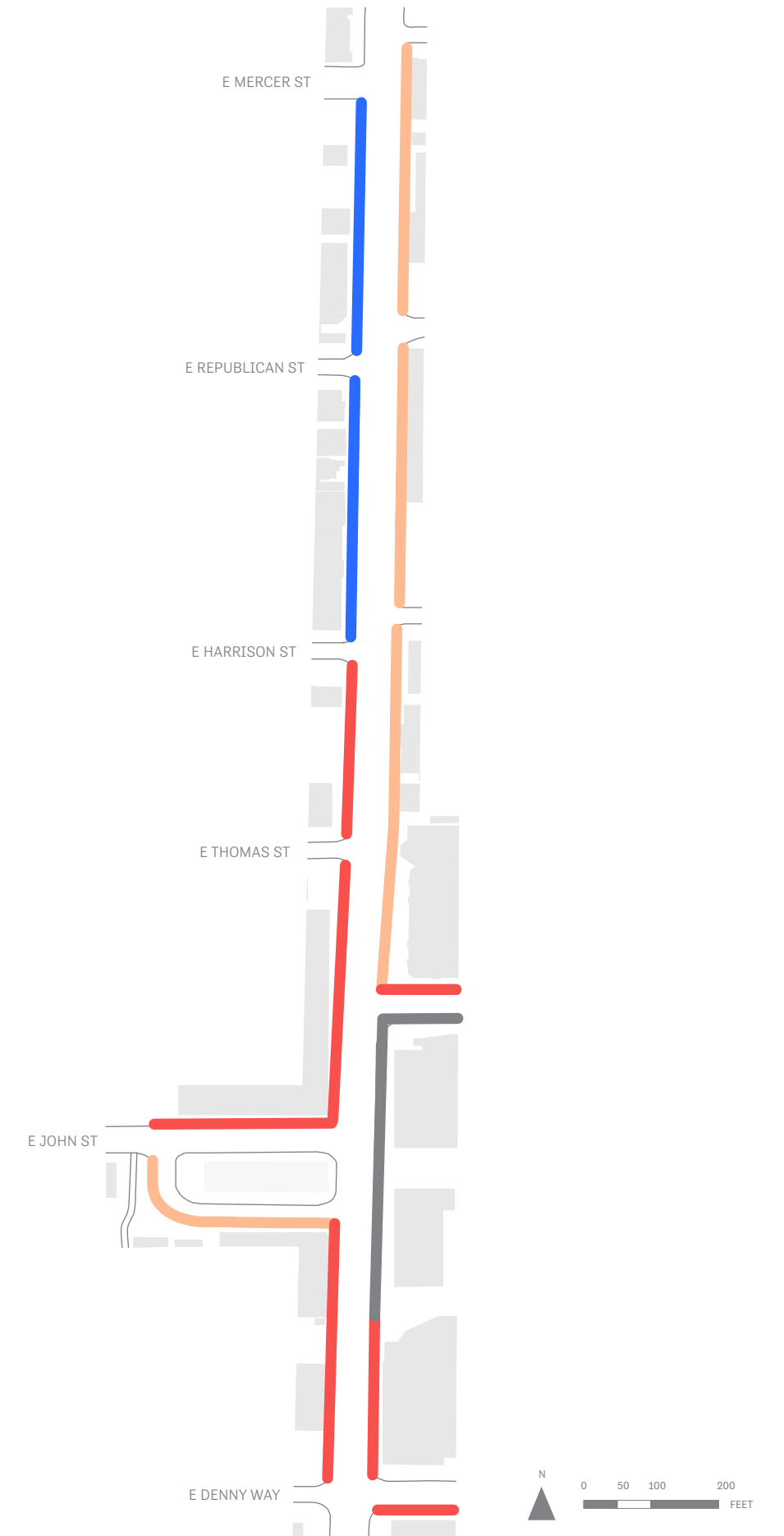
Active and varied single story frontages create pleasurable scale even in the absence of awnings and street trees.

quality criteria

15th Avenue

High quality criteria scores clustered in the northern portion of the corridor. The western side of 15th Ave between Harrison and Mercer has small, visually interesting one-story frontages with varied functions, and these blocks provide many opportunities to linger and enjoy the area. The east side of the street in this area received slightly lower scores due to several large, inactive facades and presence of significant parking lots.

The southern half of the corridor received lower scores. Frontages on the west side of the street from Harrison to John are especially inactive and poorly scaled, creating a gap in pedestrian experience between the heart of the commercial district and the main crossover point for public transit, at 15th Ave and East John. This important intersection is also the location of Williams Place Park and Kaiser Permanente's main pedestrian entrance.





Top left: Seating around street trees maximizes space.



Top right: Some tree pits, while showing signs of efforts to beautify them, need maintenance.



Potted plantings can help enliven areas that lack street trees and street-level understory plantings.

street plantings

15th Avenue

On 15th Ave, northern blocks have greater numbers of planters than southern blocks. However, street plantings are still fairly minimal across the corridor. Small decorative planters outside of restaurants and shops are the most common finding. Plantings surrounding Kaiser are not included on this map, given the in-depth analysis of Kaiser on page 136.

Tree canopy cover is quite good around Kaiser, and on the block between Mercer and Republican.

In contrast, there are very limited street trees on blocks between Republican and Thomas.

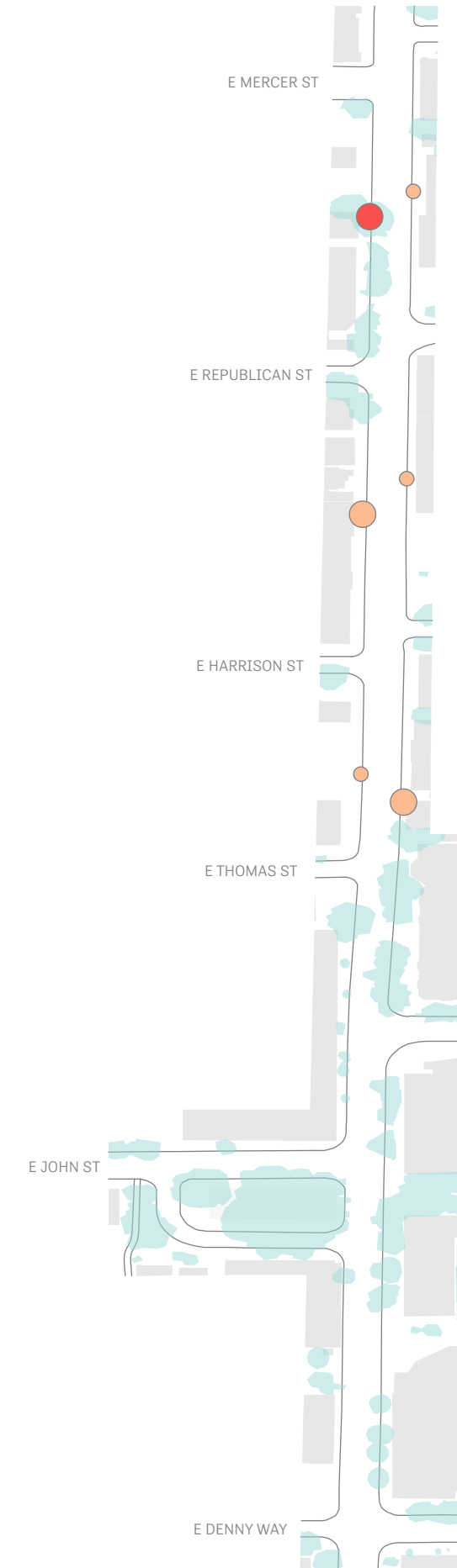
planter quantity

- 1- minimal
- 2- average

planter quality

- 1- poor
- 2- average

tree canopy



frontage attractivity + sandwich boards

15th Avenue

Western blocks between Mercer and Harrison have active frontages, due to their abundant invitations to linger, human-scaled facades, and use of high quality materials. Pleasant frontages are distributed throughout the corridor, with many small ground floor units and different functions. Blocks with large chain grocery stores received lower attractivity ratings due to their long, largely blank facades and minimal street plantings.

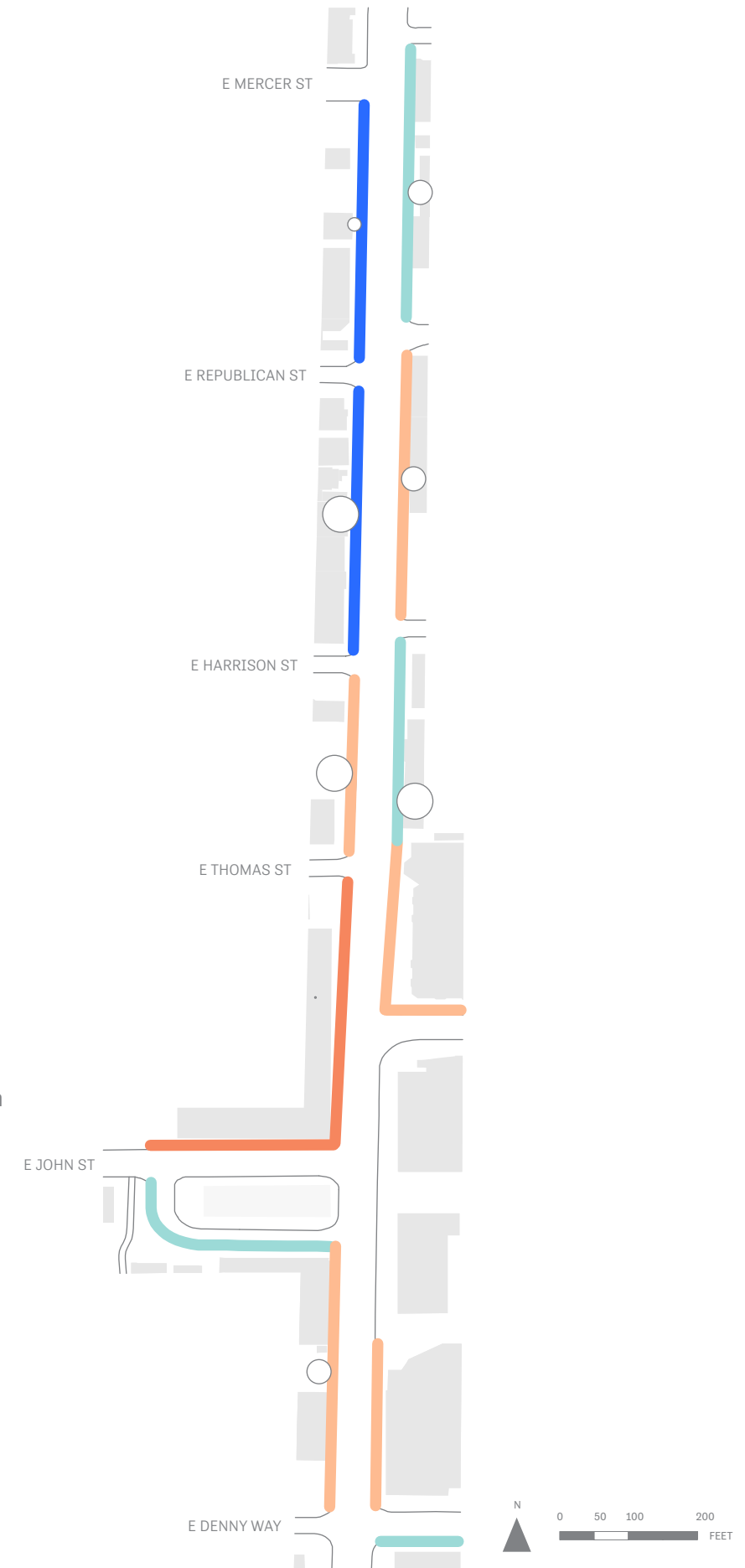
Sandwich boards, clustered on blocks between Mercer and Thomas, reinforce the commercial presence on 15th Ave.



Sandwich boards help draw attention to sidewalk cafes at the northern end of 15th Ave, where pedestrian traffic may be lower.

- frontage attractivity
- █ active
 - █ pleasant
 - █ somewhere in-between
 - █ dull

- number of sandwich boards
- 1
 - 2-3
 - 4-6





Frontages between Harrison and Mercer on the west side of 15th Ave have a variety of high quality materials and a diversity of functions.



Another one-story frontage offers a strong sense of activity and care that extends into the street.



Fire Station 7 is a historic, preserved building with contemporary uses.



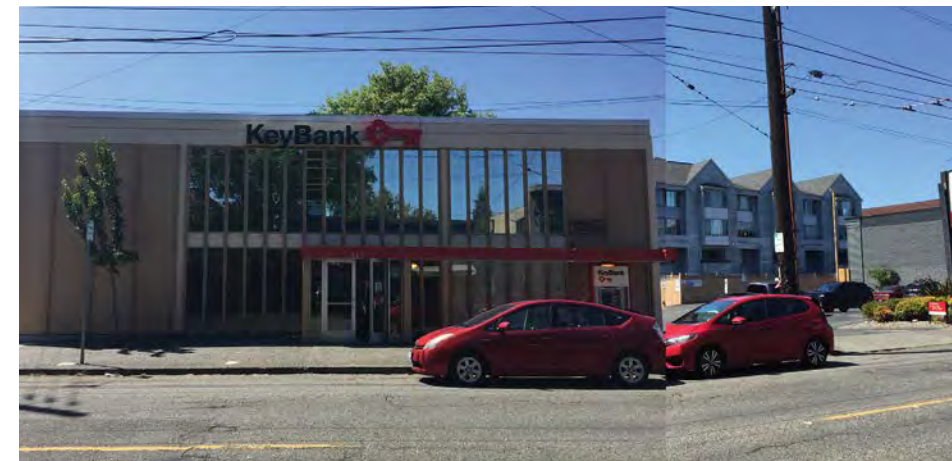
Material quality and a cohesive aesthetic contribute to high quality of frontages.



Setbacks to multi-story buildings and maintenance of small ground floor units contribute to the sense of human scale.



While the southern end of the corridor has many multi-story buildings, shared materials and small storefronts contribute to a sense of diversity and cohesion.



In a densifying corridor, stand-alone frontages with low quality materials and poor scaling received low scores.



Frontages lacking activation and engaging materials received a low score.

seating + awnings

15th Avenue

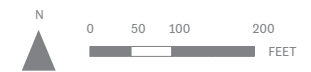
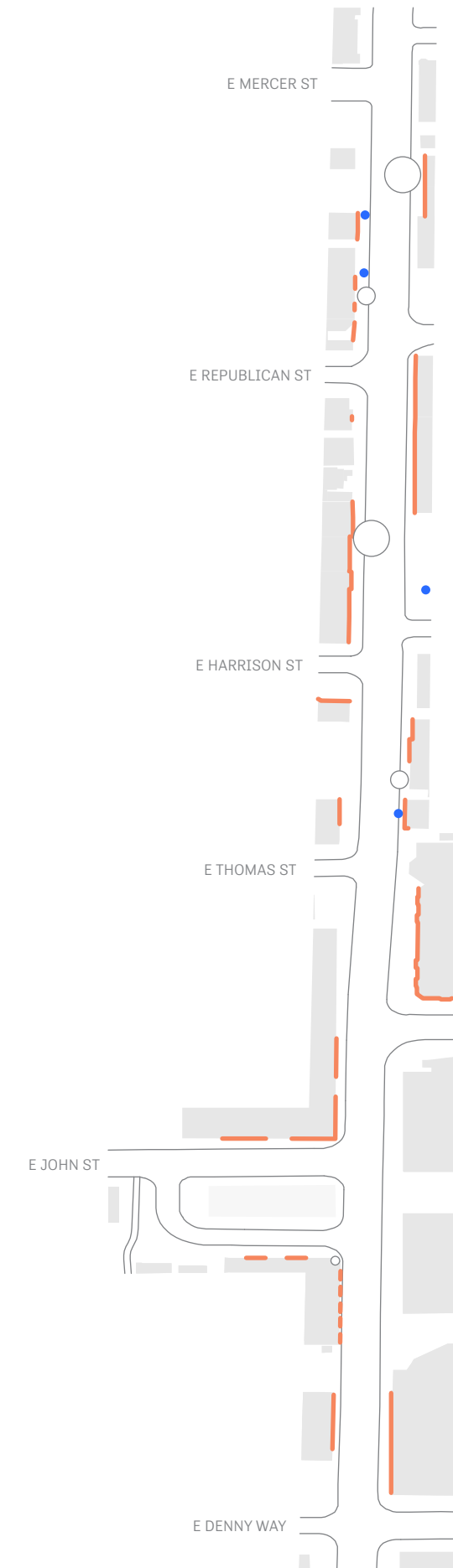
Cafe seating has a significant presence on 15th Ave, especially in the northern portion of the corridor. On the two blocks with the highest totals, seating areas for multiple businesses are clustered under shared awning structures.

Public benches have a strong presence on 15th Ave compared to the other corridors in this document. The western block between Republican and Mercer is the most inviting, where the seating is shaded

by significant street trees.

Awnings have a strong presence throughout the corridor, which contributes to the area's intimate human scaling. Awnings with high clearances, such as those on the western block between Thomas and John, provide shelter but contribute less to sense of human scale.

- 4-11 seats
- 12-19 seats
- 20-37 seats
- public bench
- awning



Top row: Seating is less likely to be used if it is unclear whether it is public. The sign for this privately owned public space is nearly invisible from the sidewalk.



Middle right: SDOT "streatery" parklet and benches by tree pits provide seating without obstructing the sidewalk.

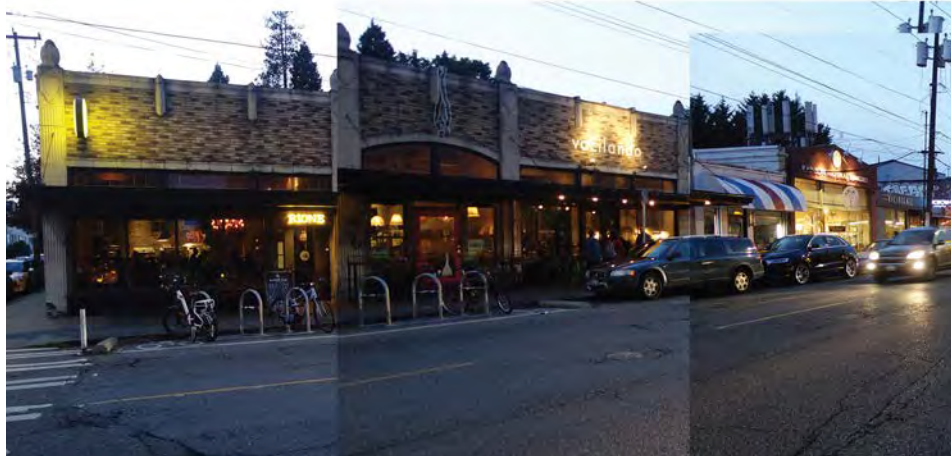


Lower left: Low awnings provide a sense of human scale and protection from sun and rain on the block between Harrison and Republican.

Lower right: Some areas of 15th Ave have limited options for overhead shelter or public seating.

Sidewalk cafes with minimal separation between pedestrians and diners create a sense of life on the street, using either sidewalk or corner entryway space.





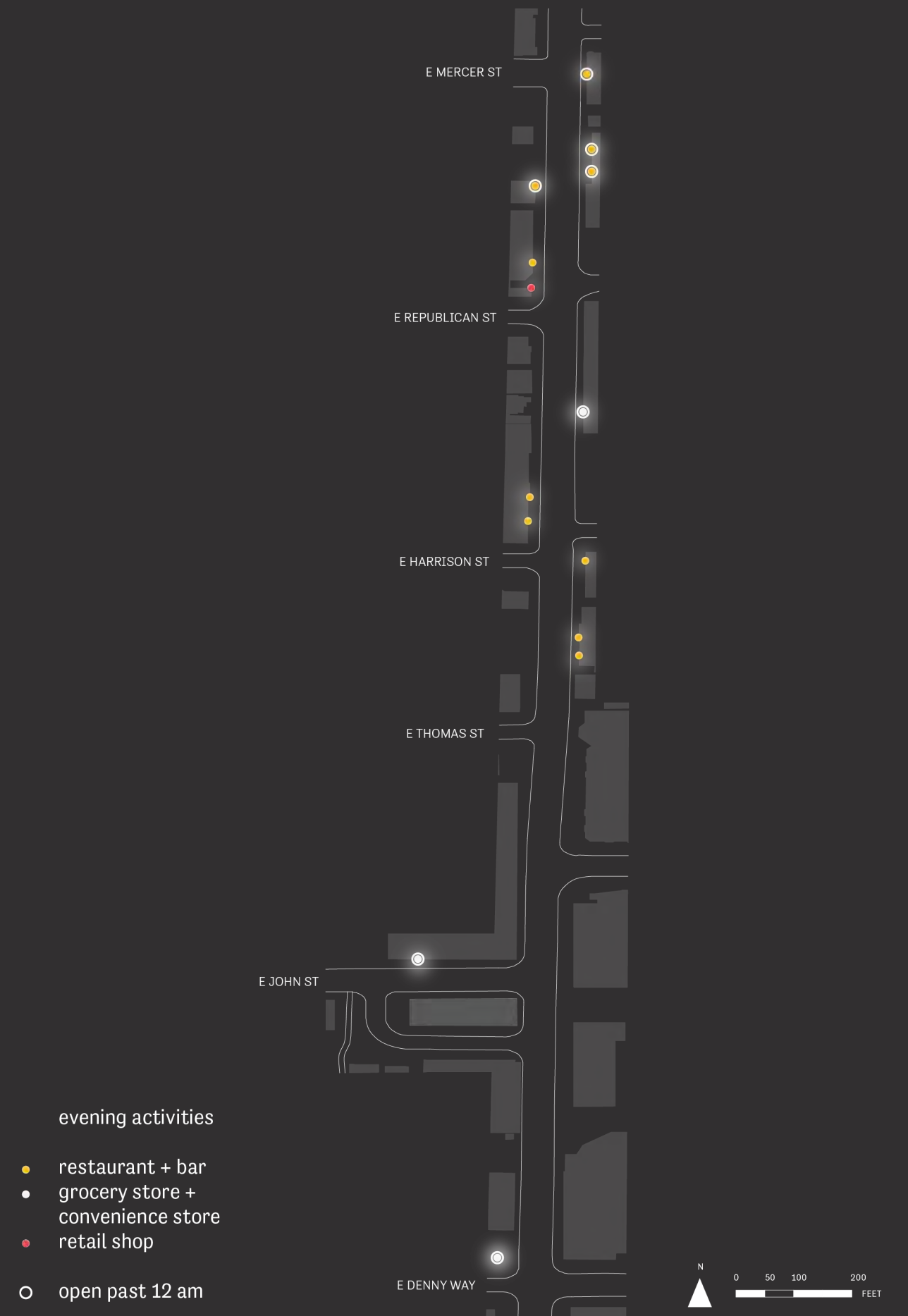
The block of 15th Ave between Harrison and Republican has a diversity of functions that extend well into the evening.

experience at night

15th Avenue

15th Ave has a number of restaurants and bars open until 11 PM or later, in addition to groceries, convenience stores, and one retail shop. Most of these businesses are concentrated on the three blocks north of Thomas, creating a

continuous line of potential public realm activation at these hours. Some blocks do not have any businesses open after 11 PM, which contributes to a feeling of inactive



kaiser permanente

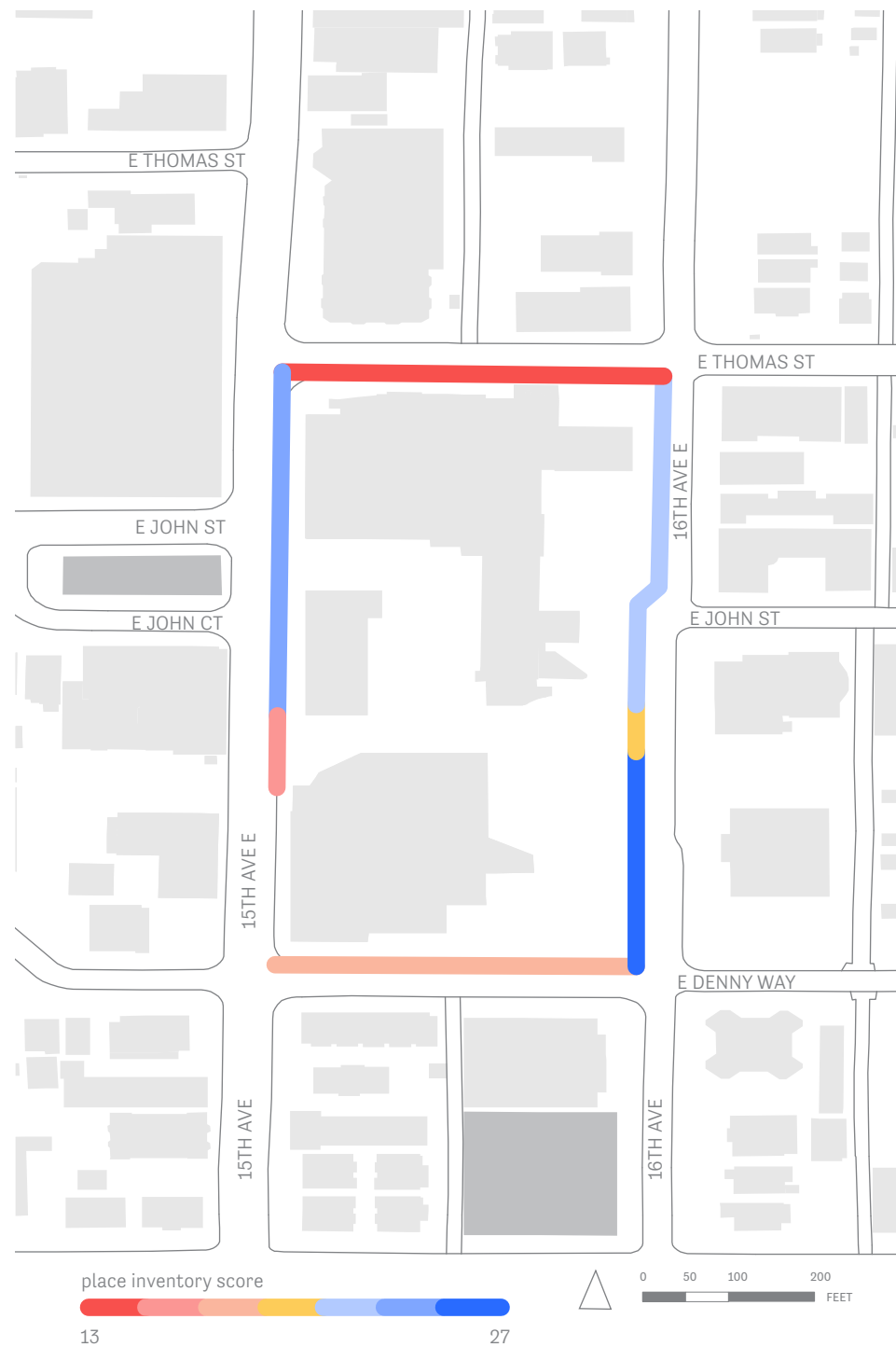
hospital as part of a larger community fabric

Kaiser Permanente's Capitol Hill Campus offers a range of primary and specialty care services in addition to an urgent care center and pharmacy. The campus spans two blocks of 15th Ave and has a significant presence on several streets that offer a mix of residential and commercial uses. Kaiser operates its Downtown Seattle Medical Center

and has multiple additional locations throughout the city, but the Capitol Hill Campus is the largest Kaiser entity in Seattle.



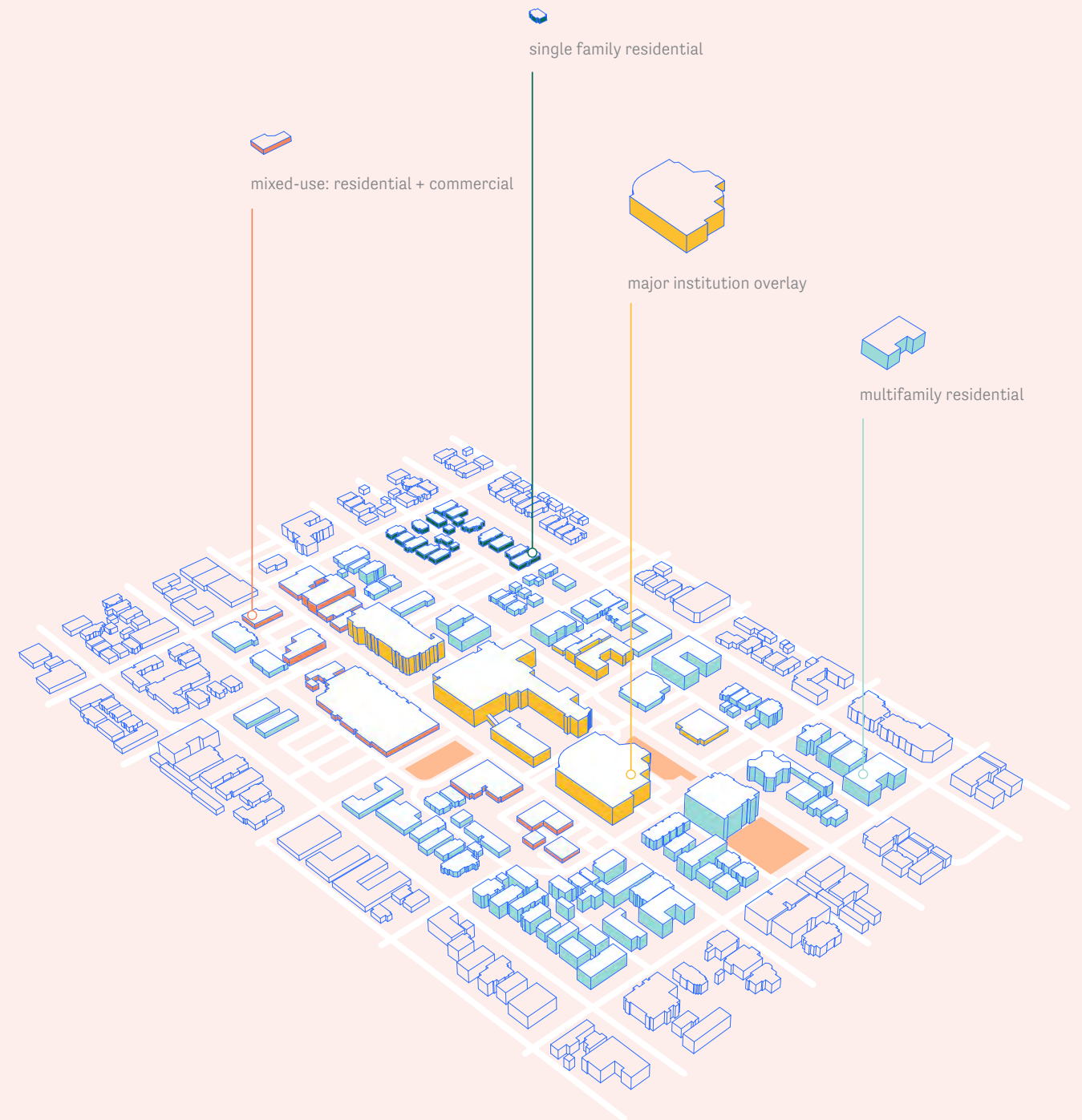
A pedestrian walkway leads into Kaiser's central garden space.



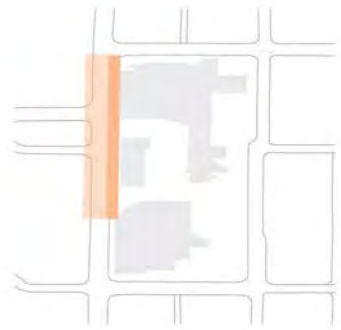
evaluating edges

Among Kaiser's edges, Thomas earned the lowest score for its largely inactive facade, minimal plantings, and lack of pedestrian prioritization over cars. The northern section of 15th Ave and the majority of 16th Ave earned the highest scores for their ample street trees and plantings that created an inviting atmosphere. Other edges received middle-ground

scores for their blank facades and lack of human-scaled elements.



Kaiser is surrounded by a mix of residential and commercial uses. Its east facade mostly faces apartments. Also adjacent are two pocket parks, Williams Place Park and Seven Hills Park.

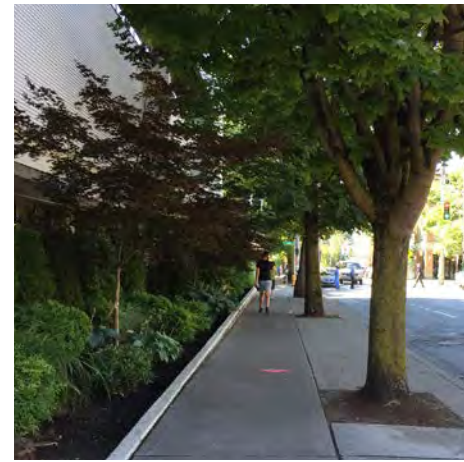


neighborhood edge

15th Avenue



This block scored highly for its high presence of vegetation, but opportunities for seating and other activities are very limited. One entrance is labeled as a public walkway. The crossing into campus on John Street does not feel inviting.



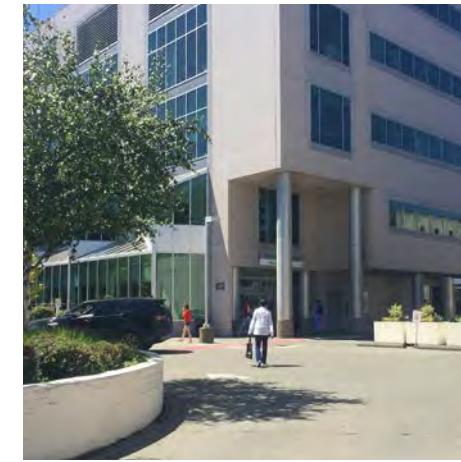
Left: The main pedestrian entrance into campus appears open and inviting.

Right: Plantings help soften the western edge along 15th Ave. There is no public seating.

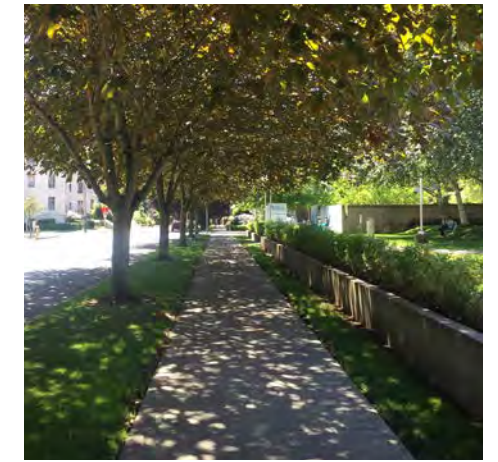


green neighborhood interface

16th Avenue



This edge scored highly for the high presence of vegetation, low presence of traffic, and generally welcoming visual presence. Despite these assets, the routes into campus from here do not provide clear visual guidance to pedestrians. There is no seating along the sidewalk.



Left: Pedestrian routes and wayfinding within the western entrance could be strengthened.

Right: Trees and other plantings along 16th Ave are assets that can be leveraged for better connection between the campus and the street.

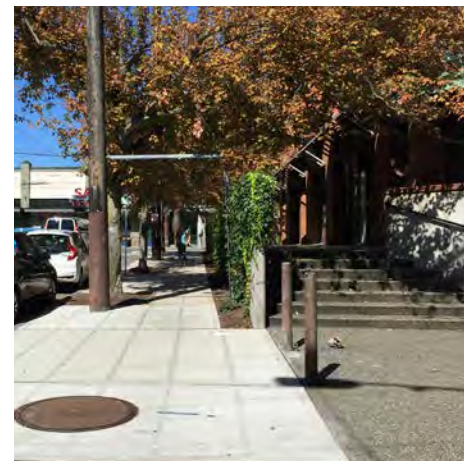


mid-campus dividing line

Thomas Avenue



This edge earned a low score. It lacked street trees or other plantings, and the building entryway on the south side of Thomas is not inviting. The north side of the street lacks activation. There is a curb cut at 16th Ave directed across Thomas, but no crosswalk.



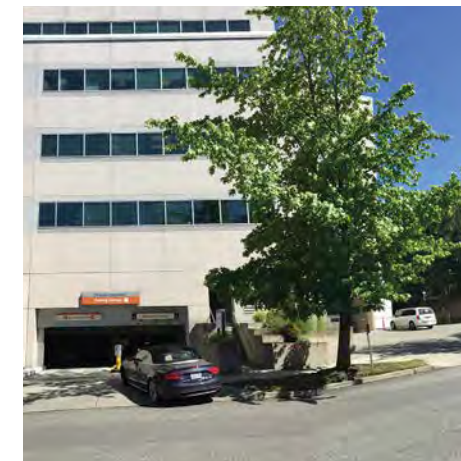
Left: This entrance to urgent care is not very inviting in its scaling or materials.

Right: A wall between the edge of the Kaiser North building and the sidewalk on Thomas Street creates an unnecessary barrier for pedestrians.



services and parking

Denny Avenue



Denny earned a fairly low score for its lack of shelter, seating, or other elements that make for a more pleasant pedestrian environment. A blank facade, parking infrastructure, and an entrance for deliveries and waste disposal dominate the visual environment. Some areas feature plantings.



Left: The entrance to parking and waste pickup dominates the southern campus edge.

Right: The southwestern corner of Kaiser's campus is softened by plantings but does not include any public seating.



pocket parks

introduction to pocket parks

neighborhood spaces for public enjoyment

Cal Anderson Park is the largest, most centrally-located park in the study area, but it is not the only neighborhood green space warranting study. Recognizing that a small park can have a large impact, we once more used Gehl's Place Inventory tool to evaluate eight public pocket parks distributed throughout the neighborhood. Each pocket park occupies only a portion of one city block. Some have a stronger residential context than

others, but all are largely located 1-3 blocks from a major commercial corridor.

In summary, highest scoring pocket parks included Seven Hills Park, Summit Slope park, Broadway Hill Park, and Thomas Street Gardens. Lowest scoring pocket parks included Tashkent Park, Thomas Street Mini Park, Williams Place Park, and Arcade Plaza (an SDOT Pavement to Parks project).



seven hills park summit slope park



Seven Hills Park and Summit Slope Park are the highest scoring parks in our survey. They share a similar program of open space paired with P-Patch community garden, in addition to elements such as benches, tables, skate area, art, and BBQ. Given that P-Patch community gardens are tended by individuals in the community, there is a strong sense of investment and ownership in the space, which positively affects the experience of the park as a whole.

Both parks have clear and visible signage identifying that the space can be used by the public. There are ample opportunities to rest, be active, and have conversation in the sun and in the shade. High presence of trees, plantings, and quality materials create a beautiful visual environment. Nearby traffic is low, helping street crossing to the park feel safer.

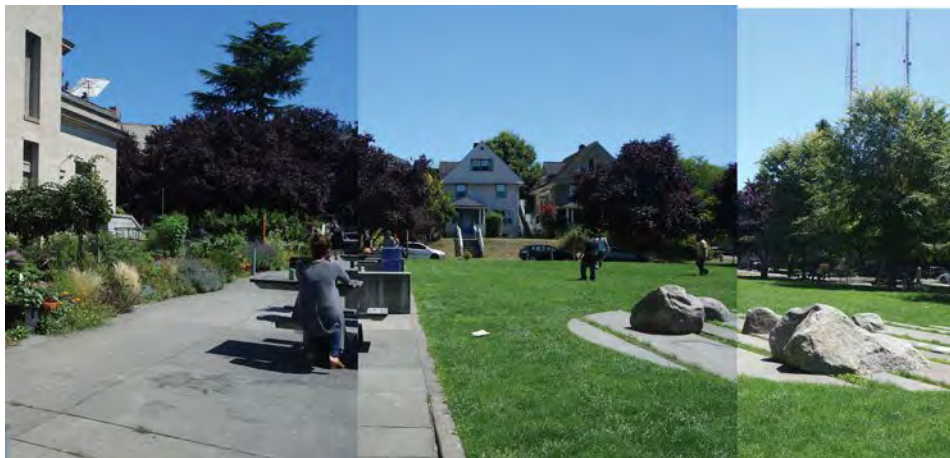
In both parks, some but not all areas are accessible by wheelchair.



Top: Summit Slope Park is filled with lush and diverse plantings.

Middle: Many P-Patch plots are well maintained, including this gardener's.

Bottom: Seven Hills Park contains a mix of program options.



thomas street gardens broadway hill park



Though earning similar scores, these two parks are quite distinct in their scale and programming. Broadway Hill is similar to Seven Hills and Summit Slope parks in size and programming, with an open lawn, a P-Patch, and other amenities like benches and BBQ. Thomas Street Gardens serves primarily as a P-Patch community garden, with just two small benches and one narrow primary walking path. In both parks, some but not all areas are accessible by wheelchair.

Thomas Street Gardens earned high scores for its welcoming entrance and lush environment. It lacks formal shelter structures.

Broadway Hill earned high scores for its diversity of programming and its open layout that includes good sightlines. The P-Patch appeared well cared for, but maintenance was an issue for the lawn. Its edges did not feel as open and inviting as compared to Seven Hills Park and Summit Slope Park.

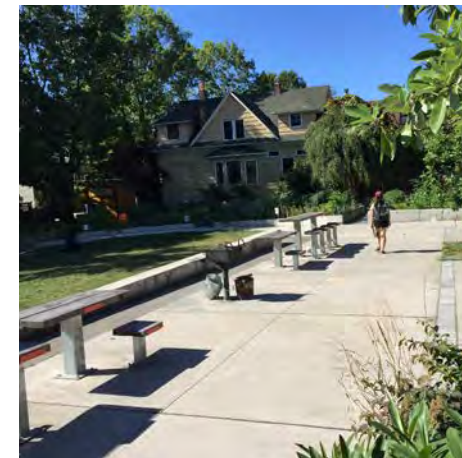


Top: Small details at Thomas Street Gardens foster a sense of community stewardship.

Middle: Well-tended P-Patch plots frame the primary walking path at Thomas Street Gardens.

Bottom Left: Broadway Hill Park's P-Patch introduces color, texture, and personality to the edge of the park.

Bottom Right: Seating and BBQ areas form the uphill edge of Broadway Hill Park.



tashkent park
thomas street mini park



Tashkent Park and Thomas Street Mini Park received lower scores, but have the potential to be active public destinations. Both have limited program options, with lawn, patio areas, and some seating. However, there are opportunities to be in the sun, with some areas to rest or be active. Both parks have clear and visible signage identifying the space can be used by the public.

Challenges for both parks include low to medium presence of vegetation; there are very few additional plantings other than trees and lawn that contribute to a feeling of lushness and visual interest. While both parks appear to be somewhat maintained (i.e., lacking trash), it is not abundantly clear that there is a larger sense of care and ownership here.

Tashkent Park received a lower safety rating than Thomas Street Mini Park for its lack of pedestrian scale lighting, activating features, or feeling of eyes on the space.



Top: This patio and seating area at Tashkent Park is well shaded.

Middle: Significant areas of Tashkent have ample tree cover but few invitations to stay.

Bottom left: Thomas Street Mini Park has seating options.

Bottom right: The border of Thomas Street Mini Park is heavily shaded, while the park's middle area is open and sunny.

williams place park
arcade plaza



Both of these low scoring parks sit at intersections with moderately high vehicular traffic, busy bus stops, and relatively high pedestrian traffic, and therefore have potential to serve as well-used spaces. Both parks have significant maintenance challenges.

Arcade Plaza was the lowest scoring park. It lacks sufficient plantings, structures that might provide shelter, seating, and indication of general maintenance. Protection from high levels of street noise is also lacking. It is wheelchair accessible.

Williams Place Park's assets include a mature tree canopy and places to linger, but the maintenance of pathways and seating is limited. Lighting and general visibility into the park from across the street is poor as well. The park lacks plantings aside from its dense tree canopy. Some areas are wheelchair accessible.



Top and Middle: Limited plantings are not sufficient to buffer Arcade Plaza from traffic on Olive and Denny.

Bottom: The well-developed tree canopy provides needed shade, but pathways need repairs.

conclusions

bridging past efforts and future initiatives

In this document, we have analyzed Capitol Hill's public realm from the perspective of the neighborhood, the blocks of its key corridors, and several major public spaces. Amidst a period of rapid growth and development pressures, we have observed a built environment where there are many signs of efforts to support pedestrians, cyclists, and long-standing cultural assets.

This analysis is part of a larger, multi-step process for Community

Roots Housing and other engaged stakeholders to support future efforts for planning a better public realm. *Capitol Hill: Public Space Pilots* builds on these analyses, and suggests ways of testing how to activate public spaces with great potential. Together with *Public Life! A Public Life Study on Capitol Hill*, these documents provide critical data on the neighborhood's built environment that stakeholders can use to support future initiatives.



endnotes

chapter 1: foundations

- 1 Caldbick, J. (2011, June 3). *Seattle Neighborhoods: Capitol Hill, Part 2 — Thumbnail History*. HistoryLink. <https://historylink.org/File/9841>
- 2 jseattle. (2019, May 13). *Inside Seattle's continued rise in hate crime reports, Capitol Hill and borders of 'racially diverse' neighborhoods are hot spots*. Capitol Hill Seattle Blog. <https://www.capitolhillseattle.com/2019/05/inside-seattles-continued-rise-in-hate-crime-reports-capitol-hill-and-borders-of-racially-diverse-neighborhoods-are-hot-spots/>

chapter 2: neighborhood

- 1 Seattle Central Greenways. (2019, May 16). *Pike/Pine Protected Bike Lanes Outreach Summary and Recommendations*. <http://centralseattlegreenways.com/wp-content/uploads/2019/05/Pike-Pine-outreach-and-recommendations.pdf>
- 2 *Night Owl Bus Service*. King County Metro. <https://www.kingcounty.gov/depts/transportation/metro/travel-options/bus/night-owl.aspx>
- 3 *P-Patch Community Gardening*. Seattle Department of Neighborhoods. <https://www.seattle.gov/neighborhoods/programs-and-services/p-patch-community-gardening>
- 4 Childress, T. (2013, February 8). *Weekly Art Hit: 'Waterworks' by Douglas Hollis*. Seattle.gov Art Beat Blog. <https://artbeat.seattle.gov/2013/02/08/weekly-art-hit-waterworks-by-douglas-hollis/>
- 5 Machkovech, S. (2014, June 24). *Capitol Hill Becomes an Arts District*. CityArts. <https://www.cityartsmagazine.com/capitol-hill-becomes-arts-district/>
- 6 *Capitol Hill Arts District*. Capitol Hill EcoDistrict. <https://capitolhillecodistrict.org/projects/capitol-hill-arts-district/>
- 7 *Heritage Tree Program*. Seattle Department of Transportation. <https://www.seattle.gov/transportation/projects-and-programs/programs/trees-and-landscaping-program/heritage-tree-program>

chapter 3: pike pine

- 1 Caldbick, J. (2018, September 10). *Pike/Pine Auto Row (Seattle)*. HistoryLink. <https://historylink.org/File/20630>
- 2 jseattle. (2018, February 28). *Finding 'Seattle's Shifting Queer Geographies' in the more recent history of Capitol Hill*. <https://www.capitolhillseattle.com/2018/02/a-look-at-the-more-recent-history-of-capitol-hill-reveals-seattles-shifting-queer-geographies/>

chapter 4: broadway

- 1 *About The Park*. Cal Anderson Park Alliance. <https://www.calandersonpark.org/about-the-park/>
- 2 *Seattle Central College*. (2019, October 18). Wikipedia. https://en.wikipedia.org/wiki/Seattle_Central_College
- 3 *Facts and Figures*. Seattle Central College. <https://seattlecentral.edu/about/who-we-are/facts-and-figures>
- 4 *Seattle Central College Operational Plan*. Seattle Central College. <https://seattlecentral.edu/about/who-we-are/strategic-plan>

chapter 6: 15th avenue

- 1 Dorpat, P. (2001, May 7). *Seattle Neighborhoods: Capitol Hill, Part 1 — Thumbnail History*. HistoryLink. <https://historylink.org/File/3188>
- 2 Caldbick, J. (2011, June 3). *Seattle Neighborhoods: Capitol Hill, Part 2 — Thumbnail History*. HistoryLink. <https://historylink.org/File/9841>

Base layers of maps throughout document were created using City of Seattle GIS Data obtained from the City of Seattle Open Data portal. Additional sources of GIS data are indicated on maps in Chapter 2.

appendix a

gehl institute's 12 urban quality criteria

TWELVE URBAN QUALITY CRITERIA

LOCATION:

3 = YES
 2 = IN BETWEEN
 1 = NO

Protection	<p>Protection against traffic and accidents. Do groups across age and ability experience traffic safety in the public space? Can one safely bike and walk without fear of being hit by a driver?</p>	<p>Protection against harm by others. Is the public space perceived to be safe both day and night? Are there people and activities at all hours of the day because the area has, for example, both residents and offices? Does the lighting provide safety at night as well as a good atmosphere?</p>	<p>Protection against unpleasant sensory experience. Are there noises, dust, smells, or other pollution? Does the public space function well when it's windy? Is there shelter from strong sun, rain, or minor flooding?</p>
	<p>Options for mobility. Is this space accessible? Are there physical elements that might limit or enhance personal mobility in the forms of walking, using of a wheelchair, or pushing a stroller? Is it evident how to move through the space without having to take an illogical detour?</p>	<p>Options to stand and linger. Does the place have features you can stay and lean on, like a façade that invites one to spend time next to it, a bus stop, a bench, a tree, or a small ledge or niche?</p>	<p>Options for sitting. Are there good primary seating options such as benches or chairs? Or is there only secondary seating such as a stair, seat wall, or the edge of a fountain? Are there adequate non-commercial seating options so that sitting does not require spending money?</p>
	<p>Options for seeing. Are seating options placed so there are interesting things to look at?</p>	<p>Options for talking and listening/hearing. Is it possible to have a conversation here? Is it evident that you have the option to sit together and have a conversation?</p>	<p>Options for play, exercise, and activities. Are there options to be active at multiple times of the day and year?</p>
Enjoyment	<p>Scale. Is the public space and the building that surrounds it at a human scale? If people are at the edges of the space, can we still relate to them as people or are they lost in their surroundings?</p>	<p>Opportunities to enjoy the positive aspects of climate. Are local climatic aspects such as wind and sun taken into account? Are there varied conditions for spending time in public spaces at different times of year? With this in mind, where are the seating options placed? Are they located entirely in the shadows or the sun? And how are they oriented/placed in relation to wind? Are they protected?</p>	<p>Experience of aesthetic qualities and positive sensory experiences. Is the public space beautiful? Is it evident that there is good design both in terms of how things are shaped, as well as their durability?</p>

Focus Area/Corridor	Study Street	Cross Street 1	Cross Street 2	Block Face (N/S/E/W)	Protection		
					Traffic / Accidents- Feeling Safe	Crime & Violence- Feeling Secure	Protection against unpleasant experiences
Pike/Pine	Pike	Terry	Boren	N	2	1.5	1.5
Pike/Pine	Pike	Terry	Boren	S	2	1.5	2
Pike/Pine	Pike	Boren	Minor/Melrose	N	2	2	2
Pike/Pine	Pike	Boren	Minor/Melrose	S	1.5	1.5	1.5
Pike/Pine	Pike	Minor/Melrose	Bellevue	N	2	2.5	2
Pike/Pine	Pike	Minor/Melrose	Bellevue	S	2	2	2.5
Pike/Pine	Pike	Bellevue	Summit	N	2	2	1.5
Pike/Pine	Pike	Bellevue	Summit	S	1.5	1.5	1.5
Pike/Pine	Pike	Summit	Belmont	N	2	2.5	2
Pike/Pine	Pike	Summit	Belmont	S	2	2.5	1.5
Pike/Pine	Pike	Belmont	Boylston	N	2	2	2
Pike/Pine	Pike	Belmont	Boylston	S	2	2.5	2.5
Pike/Pine	Pike	Boylston	Harvard	N	2.5	3	3
Pike/Pine	Pike	Boylston	Harvard	S	2.5	3	2
Pike/Pine	Pike	Harvard	Broadway	N	2	2	1.5
Pike/Pine	Pike	Harvard	Broadway	S	2.5	2	1.5
Pike/Pine	Pike	Broadway	10th	N	2	2	1.5
Pike/Pine	Pike	Broadway	10th	S	2.5	2.5	1.5
Pike/Pine	Pike	10th	11th	N	3	3	2.5
Pike/Pine	Pike	10th	11th	S	3	3	3
Pike/Pine	Pike	11th	12th	N	2.5	2	2
Pike/Pine	Pike	11th	12th	S	2.5	2.5	2.5
Pike/Pine	Pike	12th	13th	N	2	2	1.5
Pike/Pine	Pike	12th	13th	S	2	2.5	1.5
Pike/Pine	Pike	13th	14th	N	2	1.5	1.5
Pike/Pine	Pike	13th	14th	S	1.5	1.5	1.5
Pike/Pine	Pine	Minor	Melrose	N	1.5	1.5	1
Pike/Pine	Pine	Minor	Melrose	S	2	2	2
Pike/Pine	Pine	Melrose	Bellevue	N	2	2	2.5
Pike/Pine	Pine	Melrose	Bellevue	S	2.5	2.5	1.5
Pike/Pine	Pine	Bellevue	Summit	N	2	1.5	1.5
Pike/Pine	Pine	Bellevue	Summit	S	1.5	1.5	1.5
Pike/Pine	Pine	Summit	Belmont	N	2.5	2.5	2
Pike/Pine	Pine	Summit	Belmont	S	2	1.5	1.5
Pike/Pine	Pine	Belmont	Boylston	N	2.5	2.5	2
Pike/Pine	Pine	Belmont	Boylston	S	2.5	1.5	1.5
Pike/Pine	Pine	Boylston	Harvard	N	2	2	2
Pike/Pine	Pine	Boylston	Harvard	S	2.5	2.5	2.5
Pike/Pine	Pine	Harvard	Broadway	N	2.5	1.5	1.5
Pike/Pine	Pine	Harvard	Broadway	S	2	1.5	2.5
Pike/Pine	Pine	Broadway	10th	N	2.5	2.5	1.5
Pike/Pine	Pine	Broadway	10th	S	2.5	3	2
Pike/Pine	Pine	10th	11th	N	3	2.5	1.5
Pike/Pine	Pine	10th	11th	S	2.5	2.5	1.5
Pike/Pine	Pine	11th	12th	N	2.5	2.5	1.5
Pike/Pine	Pine	11th	12th	S	2.5	2.5	1.5
Pike/Pine	Pine	12th	13th	N	2	2	2.5
Pike/Pine	Pine	12th	13th	S	2	2	2
Pike/Pine	Pine	13th	14th	N	2	2	1

Opportunities to walk/cycle	Opportunities to stop and stay	Opportunities to sit	Opportunities to see	Opportunities to talk and listen	Opportunities for play and exercise	Dimensioned at human scale	Enjoyment		Total score
							Opportunities to enjoy the positive aspects of climate	Aesthetic qualities and positive sensory experiences	
2	2	1.5	1.5	1.5	1	1.5	1.5	1.5	19
1.5	1.5	1	1.5	1	1	1.5	1.5	1.5	17.5
2	2.5	1.5	2	2	1	2.5	2.5	2.5	24.5
1.5	1.5	1.5	1.5	1.5	1	1.5	1.5	1.5	17.5
2	3	1.5	2	2	1	3	2.5	3	26.5
2.5	2	1	2.5	1.5	1	2	2	2	23
2	1	1	2	1	1	1.5	1.5	1.5	18
1.5	1	1	2	1	1	2	1	1.5	16.5
2	3	1.5	2.5	2	1	3	2.5	3	27
2.5	2.5	1.5	2.5	2	1	2.5	2	2.5	25
2	1	1	2	1.5	1	2	2	2	20.5
2.5	2.5	1	2	1.5	1	2.5	2	2	24
3	2	1.5	3	2	1	2.5	2.5	3	29
3	2	1	3	1.5	1	3	2	3	27
2	2	1.5	2	2	1	2	2	2	22
2	1.5	1	2	1	1	1.5	1.5	2	19.5
2	1.5	1	2	1.5	1.5	2	1.5	2	20.5
2.5	2	2	2.5	2	1.5	2.5	2	2.5	26
2	2.5	1.5	2.5	2	2	2.5	2.5	2.5	28.5
2.5	3	2.5	3	2.5	2	3	3	3	33.5
2	2.5	1	2	1.5	1	2	1.5	2	22
2.5	2.5	2.5	2.5	2.5	1	2.5	2.5	2.5	28.5
1.5	1.5	1	2	1	1	1.5	1	1.5	17.5
2.5	2	1	2.5	1.5	1	2	1.5	2	22
2	1.5	1.5	1.5	1.5	1	2	1.5	1.5	19
1.5	1	1	1.5	1	1	1.5	1	1.5	15.5
1.5	1.5	1.5	1.5	1	1	1.5	1.5	1	16
2.5	2.5	1	2	1.5	1	2.5	1.5	2	22.5
2	2	1.5	2.5	2	1	2	2	2	23.5
2.5	2	1	2.5	1.5	1	2	1.5	2.5	23
2	2	1	2	1.5	1	2	1.5	2	20
2	1.5	1	2	1.5	1	2	1.5	2	19
2.5	2	3	2.5	2.5	1	2.5	2.5	2.5	28
2	1.5	2	2	2	1	1.5	2	1.5	20.5
2	3	1.5	2.5	2.5	1	3	2.5	2.5	27.5
2	1.5	1	2	1.5	1	1.5	1.5	1.5	19
2	1	1	2	1.5	1	1.5	1.5	1.5	19
2.5	1.5	2	2.5	2.5	1	2.5	2	2.5	26.5
2	1.5	1.5	2	1.5	1.5	2	2	1.5	21
2	1.5	1	2	1.5	1	2	2	2	21
2.5	2	1.5	3	2	1.5	2	1.5	2.5	25
2.5	2.5	2	3	2.5	1	2.5	2	2.5	28
2.5	1.5	2	2.5	2	1	2.5	2	2.5	25.5
2.5	1.5	1.5	2.5	1.5	1	2	1.5	2	22.5
2.5	1	1	2	1	1	2	1	2	20
2.5	2	1.5	2.5	1.5	1	2	1.5	2	23
2	2	1.5	2	2	1	2	2	2	23
2	1.5	1	2	1.5	1	2	1.5	2	20.5
2	1.5	1.5	2	1.5	1	2	1	2	19.5

Focus Area/Corridor	Study Street	Cross Street 1	Cross Street 2	Block Face (N/S/E/W)	Protection		
					Traffic / Accidents- Feeling Safe	Crime & Violence- Feeling Secure	Protection against unpleasant experiences
Pike/Pine	Pine	13th	14th	S	2.5	2.5	2
Pike/Pine	Pine	14th	15th	N	2.5	2.5	3
Pike/Pine	Pine	14th	15th	S	2.5	2	1.5
Pike/Pine	Pine	15th	16th	N	2.5	2.5	2
Pike/Pine	Pine	15th	16th	S	2	2	2
Pike/Pine	Union	Broadway	10th	N	2.5	1.5	2
Pike/Pine	Union	Broadway	Broadway Court	S	2.5	2	1.5
Pike/Pine	Union	Broadway Court	10th	S	2.5	1.5	1
Pike/Pine	Union	10th	11th	N	2.5	2.5	1.5
Pike/Pine	Union	10th	11th	S	2.5	2	1.5
Pike/Pine	Union	11th	12th	N	2.5	1.5	2
Pike/Pine	Union	11th	12th	S	2	2	2.5
Pike/Pine	Seneca	Broadway Court	Madison	N	2	2	1.5
Pike/Pine	Seneca	Broadway Court	Madison	S	2	1.5	1
Pike/Pine	15th	Pine	Madison	E	2	2.5	2.5
Pike/Pine	15th	Pine	Madison	W	2	2	1.5
Pike/Pine	14th	Pine	Pike	E	2.5	2.5	1.5
Pike/Pine	14th	Pine	Pike	W	2.5	2	2
Pike/Pine	13th	Pine	Pike	E	1.5	1.5	1
Pike/Pine	13th	Pine	Pike	W	1.5	1.5	1.5
Pike/Pine	12th	Pine	Pike	E	2	2.5	2
Pike/Pine	12th	Pine	Pike	W	2	2.5	2
Pike/Pine	11th	Pine	Pike	E	2.5	2.5	2
Pike/Pine	11th	Pine	Pike	W	2.5	2.5	1.5
Pike/Pine	10th	Pine	Pike	E	2	2.5	2
Pike/Pine	10th	Pine	Pike	W	2.5	2.5	2.5
Pike/Pine	Broadway	Pine	Pike	E	1.5	1.5	1.5
Pike/Pine	Broadway	Pine	Pike	W	2	2	2
Pike/Pine	Harvard	Pine	Pike	E	2.5	2	1.5
Pike/Pine	Harvard	Pine	Pike	W	2.5	2.5	2.5
Pike/Pine	Boylston	Pine	Pike	E	2	2	2
Pike/Pine	Boylston	Pine	Pike	W	2	2	1.5
Pike/Pine	Belmont	Pine	Pike	E	2.5	2.5	2
Pike/Pine	Belmont	Pine	Pike	W	2	2	1.5
Pike/Pine	Summit	Pine	Pike	E	2	2	1.5
Pike/Pine	Summit	Pine	Pike	W	1.5	1.5	1
Pike/Pine	Crawford	Pine	Pike	E	1.5	1.5	1
Pike/Pine	Crawford	Pine	Pike	W	2	1.5	1
Pike/Pine	Bellevue	Pine	Pike	E	2	2.5	2
Pike/Pine	Bellevue	Pine	Pike	W	2	2	1.5
Pike/Pine	Melrose	Pine	Pike	E	2	2.5	2
Pike/Pine	Melrose	Pine	Pike	W	2	2.5	1.5
Pike/Pine	Minor	Pine	Pike	E	2	2	1.5
Pike/Pine	Minor	Pine	Pike	W	2	2	1.5
Pike/Pine	Boren	Pine	Pike	E	1.5	1.5	1
Pike/Pine	Boren	Pine	Pike	W	1	1	1
Pike/Pine	Dog Park east edge	Boren	Pine	E	2.5	2	2
Pike/Pine	Broadway Court	Union	Madison	E	2	1.5	1
Pike/Pine	Broadway Court	Union	Madison	W	2	1.5	1

Comfort						Enjoyment			Total score
Opportunities to walk/cycle	Opportunities to stop and stay	Opportunities to sit	Opportunities to see	Opportunities to talk and listen	Opportunities for play and exercise	Dimensioned at human scale	Opportunities to enjoy the positive aspects of climate	Aesthetic qualities and positive sensory experiences	
2.5	2	1.5	2	2	1	2.5	2	2.5	25
3	2	1.5	2.5	1.5	1	2	2	2	25.5
2.5	1.5	1	2	1	1	1.5	1.5	1.5	19.5
2	1.5	1.5	2.5	1.5	1	2	1.5	1.5	22
1.5	1.5	1	2	1.5	1	1.5	1.5	1.5	19
2.5	1.5	1.5	2	1.5	1	1.5	1.5	1.5	20.5
2.5	2	1	2	1.5	1	2	1	2	21
2	1	1	2	1	1	1	1	1	16
2.5	2.5	1.5	2.5	2	1	2	2	2.5	25
2.5	2.5	1.5	2.5	2.5	1	2	2	2	24.5
2.5	1	1	2	1	1	1.5	1.5	1.5	19
2.5	1.5	2	2	2	1	1.5	2	2	23
2	1.5	1.5	1.5	1.5	1	1.5	1.5	2	19.5
2	1.5	1	1.5	1	1	1	1	1	15.5
2	3	1.5	2.5	2.5	1	2.5	2.5	2.5	27
2	1.5	1	2	1	1	2	1	2	19
2.5	1.5	1	2	1.5	1	2	1.5	2	21.5
2.5	2.5	1.5	2	2.5	1	2.5	2	2	25
1.5	1	1	1.5	1	1	1	1	1	14
1.5	1.5	1	1.5	1	1	1.5	1.5	1.5	16.5
2.5	2.5	1.5	2	1.5	1	2	2	2	23.5
2	2.5	1.5	2.5	2	1	2	2	2	24
2.5	2.5	1.5	2	2	1	2.5	2	2.5	25.5
2.5	2	1	2	1.5	1	2	1.5	2	22
2.5	2.5	1	2.5	2	1	2.5	2	2.5	25
2.5	3	1.5	3	2.5	1	3	2.5	3	29.5
2.5	1.5	1	2	1	1	1.5	1	1.5	17.5
2.5	2	1	2	2	1	2	1.5	2	22
2.5	1	1	2	1.5	1	1.5	1	2	19.5
2.5	2.5	2	2	2	1	2.5	2	2.5	26.5
2	2	1.5	2	2	1	2	2	2.5	23
2	1	1	2	1.5	1	2	1.5	2	19.5
2.5	2	1	2	1.5	1	2	1.5	2.5	23
1.5	1	1	2	1	1	2	1	1.5	17.5
2	1.5	1	2	1	1	2	1.5	1.5	19
2	1	1	2	1	1	1.5	1	1	15.5
1.5	1	1	1.5	1	1	1.5	1	1.5	15
1.5	1	1	1.5	1	1	1.5	1	1.5	15.5
2	2	1	2	2	1	2.5	2	2.5	23.5
1.5	1.5	1	2.5	1.5	1	1.5	1.5	2	19.5
2	2.5	2	3	2.5	1	2.5	2.5	2.5	27
1.5	3	2	3	2.5	1	3	2.5	2.5	27
2	2	1	2	1	1	2.5	1	2	20
2	1.5	1	2	1	1	2	1	2	19
1.5	1.5	1	1.5	1.5	1	1	1.5	1	15.5
1.5	1.5	1.5	1.5	1.5	1	1	1.5	1	15
2.5	2	2	2	2	2	1.5	2	1.5	24
2	1.5	1	1.5	1.5	1	1.5	1	1.5	17
2	1	1	1.5	1	1	1	1	1	15

Focus Area/Corridor	Study Street	Cross Street 1	Cross Street 2	Block Face (N/S/E/W)	Protection		
					Traffic / Accidents- Feeling Safe	Crime & Violence- Feeling Secure	Protection against unpleasant experiences
Pike/Pine	10th	Pike	Union	E	2	1.5	1.5
Pike/Pine	10th	Pike	Union	W	2.5	2	1.5
Pike/Pine	10th	Union	Madison	E	2	1.5	1
Pike/Pine	10th	Union	Madison	W	2	1.5	1.5
Pike/Pine	11th	Pike	Union	E	2.5	2	1.5
Pike/Pine	11th	Pike	Union	W	2.5	2	1.5
Pike/Pine	11th	Union	Madison	E	2.5	2	2
Pike/Pine	11th	Union	Madison	W	2	1	1
Pike/Pine	12th	Pike	Union	E	1.5	2.5	2
Pike/Pine	12th	Pike	Union	W	1.5	2.5	1.5
Pike/Pine	13th	Pike	Madison	E	2	1.5	1.5
Pike/Pine	13th	Pike	Madison	W	2	1.5	1.5
Broadway	Broadway	Madison	Union	E	2	2	1.5
Broadway	Broadway	Madison	Union	W	2	1	1.5
Broadway	Broadway	Union	Pike	E	1.5	1.5	1.5
Broadway	Broadway	Union	Pike	W	2	1.5	1.5
Broadway	Broadway	Pine	Olive St Walkway	E	3	2.5	2.5
Broadway	Broadway	Olive St Walkway	Howell	E	3	1.5	2
Broadway	Broadway	Pine	Howell	W	3	1.5	1.5
Broadway	Broadway	Howell	Denny	E	0	0	0
Broadway	Broadway	Howell	Denny	W	2.5	1.5	1.5
Broadway	Broadway	Denny	Olive Wy/John	E	0	0	0
Broadway	Broadway	Denny	Olive Wy/John	W	1.5	2.5	2
Broadway	Broadway	Olive Wy/John	E Thomas	E	2	2.5	2.5
Broadway	Broadway	Olive Wy/John	E Thomas	W	2	2.5	2
Broadway	Broadway	E Thomas	E Harrison	E	2	2	2
Broadway	Broadway	E Thomas	E Harrison	W	2	2	1.5
Broadway	Broadway	E Harrison	E Republican	E	2	3	2.5
Broadway	Broadway	E Harrison	E Republican	W	2	2	1.5
Broadway	Broadway	E Republican	E Mercer	E	2	3	2.5
Broadway	Broadway	E Republican	E Mercer	W	2	2.5	3
Broadway	Broadway	E Mercer	E Roy	E	2	2.5	2
Broadway	Broadway	E Mercer	E Roy	W	2	3	2.5
Olive/Denny/Melrose	Olive	Broadway	Harvard	N	1.5	1.5	1.5
Olive/Denny/Melrose	Olive	Broadway	Harvard	S	2	2	2
Olive/Denny/Melrose	Olive	Harvard	Boylston	N	2	2	1.5
Olive/Denny/Melrose	Olive	Harvard	Boylston	S	2	2	1.5
Olive/Denny/Melrose	Olive	Boylston	Belmont	N	2	2.5	2.5
Olive/Denny/Melrose	Olive	Boylston	Belmont	S	2	1.5	1.5
Olive/Denny/Melrose	Olive	Belmont	Summit	N	1.5	2	1.5
Olive/Denny/Melrose	Olive	Summit	Denny	N	2	1.5	1
Olive/Denny/Melrose	Olive	Belmont	Denny	S	2	2	1.5
Olive/Denny/Melrose	Olive	Denny	Bellevue	N	2	2.5	2
Olive/Denny/Melrose	Olive	Denny	Bellevue	S	2	2	1.5
Olive/Denny/Melrose	Olive	Bellevue	Melrose	N	1	1.5	1
Olive/Denny/Melrose	Olive	Bellevue	Melrose	S	1.5	1.5	1.5
Olive/Denny/Melrose	Denny	Olive	Bellevue	N	2	1.5	1.5
Olive/Denny/Melrose	Denny	Olive	Bellevue	S	2	1.5	1.51
Olive/Denny/Melrose	Denny	Bellevue	Melrose	N	2	2	1.5

Opportunities to walk/cycle	Opportunities to stop and stay	Opportunities to sit	Opportunities to see	Opportunities to talk and listen	Opportunities for play and exercise	Enjoyment			Total score
						Dimensioned at human scale	Opportunities to enjoy the positive aspects of climate	Aesthetic qualities and positive sensory experiences	
2	1.5	1	2	1.5	1	1.5	1.5	2	19
2	2.5	1	2	1.5	1	2.5	1.5	2	22
2	1	1	1.5	1	1	1	1	1.5	15.5
2	2	1.5	1.5	1.5	1	1.5	1.5	1.5	19
2.5	2.5	1.5	2	2	1	2	2	2	23.5
2.5	2	2.5	2	2.5	1	2.5	2.5	2.5	26
2.5	2	1.5	1.5	1.5	1	2	1.5	2	22
2	1	1	1.5	1	1	1.5	1	1	15
2	2.5	2.5	2.5	2	1	2	2	2	24.5
2	2.5	2.5	2	2.5	1	2	2.5	2	24.5
2	1	1	2	1	1	1.5	1.5	2	18
2	1.5	1	2	1.5	1	1.5	1.5	2	19
2	2	1.5	1.5	2	1	1.5	2	1.5	20.5
2	1.5	1.5	2	1.5	1	1	1.5	1	17.5
2	1	1	1.5	1	1	1.5	1	1.5	16
2	2	1	2	1	1	1.5	1.5	1.5	18.5
3	2.5	1	2.5	2	1	2.5	2	2	26.5
3	2	1.5	2	1.5	1.5	2	2	1.5	23.5
3	2	2	2.5	1.5	1.5	1.5	1.5	1.5	23
0	0	0	0	0	0	0	0	0	0
2.5	2	1	2	1.5	1	1.5	1.5	1.5	20
0	0	0	0	0	0	0	0	0	0
2	2.5	1	2	2	1	2	2	2	22.5
2	2	1	2.5	2	1	2.5	2	2.5	24.5
2	2.5	1.5	2	2	1	3	2	2.5	25
2	2	1.5	2	1.5	1	2.5	2	2	22.5
2	2	1.5	2	2	1	2	2	2	22
2	3	2	2.5	2.5	1	3	2.5	2.5	28.5
2	1.5	1	2.5	1.5	1	2	1.5	1.5	20
2	3	1.5	2.5	2.5	1	2.5	2.5	2.5	27.5
2	2.5	1.5	2.5	2	1	2	2	2.5	25.5
2	2.5	1.5	2.5	2	1	2.5	2	2	24.5
2	3	1.5	2	2.5	1	3	2.5	2.5	27.5
1.5	1	1	2	1	1	1.5	1.5	1.5	16.5
2	1.5	1	1.5	1	1	2	1.5	2	19.5
2	1	1	2	1	1	2	1.5	1	18
2	2	1.5	2	1.5	1	2	1.5	2.5	23
2	1	1	2	1	1	1.5	1	1.5	17
1.5	2	1.5	2	2	1	1.5	2	2	20.5
2	1.5	1	2	1	1	1.5	1	1.5	17
2	2.5	1.5	2	2	1	2	2	2	22.5
2	2.5	2	2	2	1	2.5	2	2.5	25
2	2	1	2	1.5	1	1.5	1.5	1.5	19.5
1	1.5	1	1.5	1	1	1.5	1	1.5	14.5
1.5	1.5	1	1.5	1	1	1.5	1.5	1.5	16.5
2	1.5	1.5	2	1	1	1.5	1.5	1.5	18.5
2	1	1	2	1	1	1.5	1.5	1.5	17.51
2	1	1	2	1	1	1.5	1.5	1.5	18

Focus Area/Corridor	Study Street	Cross Street 1	Cross Street 2	Block Face (N/S/E/W)	Protection		
					Traffic / Accidents- Feeling Safe	Crime & Violence- Feeling Secure	Protection against unpleasant experiences
Olive/Denny/Melrose	Denny	Bellevue	Melrose	S	2	1.5	1.5
Olive/Denny/Melrose	Melrose	Denny	Olive	E	2	1.5	1.5
Olive/Denny/Melrose	Melrose	Denny	Olive	W	1	1	1.5
Olive/Denny/Melrose	Melrose	Olive	Pine	E	1.5	1.5	1.5
Olive/Denny/Melrose	Melrose	Olive	Pine	W	2	2	1.5
Olive/Denny/Melrose	Summit	Denny	Howell	E	2.5	2	2
Olive/Denny/Melrose	Summit	Denny	Howell	W	2.5	2	1.5
Olive/Denny/Melrose	Howell	Olive	Summit	N	2.5	2	1.5
Olive/Denny/Melrose	Howell	Olive	Summit	S	2.5	2	1.5
Olive/Denny/Melrose	Summit	Howell	Olive St	E	2.5	2	1.5
Olive/Denny/Melrose	Summit	Howell	Olive St	W	2.5	1.5	1.5
Olive/Denny/Melrose	Belmont	Howell	Olive St	E	2.5	2	1.5
Olive/Denny/Melrose	Belmont	Howell	Olive St	W	2.5	2	1.5
Olive/Denny/Melrose	Bellevue	Olive	Pine	E	2	2	2
Olive/Denny/Melrose	Bellevue	Olive	Pine	W	2	2.5	2
Olive/Denny/Melrose	Summit	Olive	John	E	2.5	2	1
Olive/Denny/Melrose	Summit	Olive	John	W	2.5	2.5	1.5
Olive/Denny/Melrose	E John St	Olive	Summit	N	2	2	1.5
Olive/Denny/Melrose	E John St	Olive	Summit	S	1.5	1.5	1
Cal Anderson	11th	Pine	Olive St	E	2	1.5	2
Cal Anderson	11th	Olive St	Howell	E	2	1.5	1.5
Cal Anderson	11th	Howell	Denny	E	2	2	1.5
Cal Anderson	Denny	10th	11th	N	2	1.5	1.5
Cal Anderson	Nagle Pl	Pine	Olive St	W	2	1.5	1.5
Cal Anderson	Nagle Pl	Olive St	Howell	W	1.5	1	1.5
Cal Anderson	Nagle Pl	Howell	Denny	W	0	0	0
Seattle Central Commu	Denny	Harvard	Broadway	N	2	1.5	2
Seattle Central Commu	Denny	Harvard	Broadway	S	2	2	1.5
Seattle Central Commu	Harvard	Denny	Howell	W	2	2	1.5
Seattle Central Commu	Harvard	Howell	Olive St	W	2	2	2
Seattle Central Commu	Harvard	Olive St	Pine	W	2	1.5	1.5
15th/Williams Place Pa	John Ct	15th	E John	S	2.5	2	1.5
15th/Williams Place Pa	E John	John Ct	15th	N	1.5	2	2
15th/Kaiser Campus	15th	E John	E Thomas	W	2	1.5	2
15th/Kaiser Campus	15th	E Denny	John Ct	W	2	1.5	2
15th/Kaiser Campus	15th	E Denny	Parking Entrance	E	2	1.5	2
15th/Kaiser Campus	15th	E Thomas	E Thomas	E	2	2	2
Kaiser Campus	E Thomas	15th	16th	N	2	2	1.5
Kaiser Campus	16th	Thomas	Denny	E	2.5	2.5	2
Kaiser Campus	Denny	15th	16th	S	2	2	1.5
15th	15th	E Thomas	E Harrison	E	2.5	2.5	1.5
15th	15th	E Thomas	E Harrison	W	2	2	1.5
15th	15th	E Harrison	E Republican	E	2	2	2
15th	15th	E Harrison	E Republican	W	2.5	3	2
15th	15th	E Republican	E Mercer	E	2	2	1.5
15th	15th	E Republican	E Mercer	W	2	2.5	2

Opportunities to walk/cycle	Opportunities to stop and stay	Opportunities to sit	Opportunities to see	Opportunities to talk and listen	Opportunities for play and exercise	Enjoyment			Total score
						Dimensioned at human scale	Opportunities to enjoy the positive aspects of climate	Aesthetic qualities and positive sensory experiences	
2	1	1	2	1	1	1.5	1.5	1.5	17.5
2	1	1	1	1	1	1.5	1.5	1.5	16.5
1.5	1	1	1.5	1	1	1	1.5	1	14
2	1.5	1	2	1	1	1.5	1.5	1.5	17.5
1.5	1.5	1	1.5	1	1	1.5	1.5	2	18
2	1	1	2	1	1	1.5	1.5	2	19.5
2	1	1	2	1	1	2	1.5	1.5	19
2	1.5	1	2	1	1	2	1.5	1.5	19.5
2	1	1	2	1	1	1.5	1.5	1.5	18.5
2.5	1	1	2	1.5	1	2	1.5	2	20.5
2.5	1	1	2	1.5	1	1.5	1.5	2	19.5
2.5	1	1	2	1.5	1	2	1.5	2	20.5
2.5	1	1	2	1.5	1	2	1.5	2	20.5
2	1.5	1.5	2	1.5	1	2	1.5	2	21
2	2	1.5	2	2	1	2	2	2	23
2.5	2	1.5	2.5	1.5	1	2	1.5	2	22
2.5	2	1	2	1.5	1	2	1.5	2.5	22.5
2	2	2	2	2	2	2	2	2	24
1.5	2	1	2	1	1	1.5	1	1.5	16.5
2	1.5	2	2	2	1	2	2	2	22
2	1.5	1	2	1.5	1	2	1.5	1.5	19
2	1	1	2	2	1	2.5	2	2.5	21.5
2	1	1	2	1.5	1	2	1.5	2	19
1.5	2	1	1.5	1.5	1	2	2	2	19.5
1.5	1	1	1.5	1	1	1	1	1	14
0	0	0	0	0	0	0	0	0	0
2	2	2	2	2	1	2	2	2	22.5
2	1.5	1	2	1.5	1	2	1.5	2	20
2	1.5	1	2	1.5	1	2	1.5	2.5	20.5
2	1	1.5	1.5	1.5	1	2.5	2	2.5	21.5
2	1.5	1.5	2	1.5	1	1.5	1.5	1.5	19
2	1.5	1.5	2	2	1	2	1.5	2	21.5
2	1.5	1	2	1	1	1	1.5	1.5	18
2	2	1.5	2	1.5	1	1.5	1.5	2	20.5
2	1.5	1	1.5	1.5	1	1.5	1.5	2	19
2	2	1.5	1.5	1.5	1	2	2	2	22
2	1.5	1.5	1.5	1.5	1	2	1.5	2	20
2.5	1	1	2	1.5	1	2.5	1.5	2.5	22.5
2	1	1	1.5	1.5	1	2	1.5	2.5	19.5
2	2.5	2	2	2	1	2.5	2	2	24.5
2	2	1	2.5	1.5	1	1.5	1.5	1.5	20
2	1.5	1.5	2.5	1.5	1	2	1.5	2	21.5
2	3	2.5	2.5	2.5	1	3	2	2.5	28.5
2	2	1.5	2.5	2.5	1	2	2	2	23
2	2.5	2.5	2.5	2.5	1	2.5	2.5	2.5	27

appendix b

gehl institute's place inventory tool

EXPERIENCE

Answer the following questions about the place you are studying. Consider your gut reaction, but also how others (such as children) might feel.

1 Does the space have areas that provide shade/shelter?

— — —

No Mostly No Mostly Yes Absolutely

2 Does the space have areas to stay in the sun during cooler weather conditions?

— — —

No Mostly No Mostly Yes Absolutely

3 Does the space have areas to spend time/sit and rest?

— — —

No Mostly No Mostly Yes Absolutely

4 Does the space have areas to be active/play?

— — —

No Mostly No Mostly Yes Absolutely

5 Can you comfortably have a conversation with another person in the space?

— — —

No Mostly No Mostly Yes Absolutely

6 How strong is the presence of vegetation? (trees, plantings, etc.)

— —

Low Medium High

7 How would you rate the visual environment?

— — —

Ugly Unattractive Attractive Beautiful

COMMENTS:

8 Does the space appear to be well-lit at night?

— — —

No Somewhat Yes Not Sure

9 Do you feel safe in the space, overall?

— — —

No Mostly No Mostly Yes Absolutely

10 If you do not feel safe in the space, why? (check all that apply)

- Dominated by vehicular traffic
- Other people
- Lack of other people
- Lack of lighting
- State of cleanliness
- Other: _____

11 Could someone access this space using a wheelchair?

— — —

No Some Areas Most Areas Yes

12 If the space has physical boundaries, can you... (check all that apply)

- See through or over them
- Sit on them
- Climb over them
- Walk around them

13 If there is moving vehicular traffic nearby, please indicate the approximate amount of traffic.

— —

Low Medium High

14 Do you feel safe crossing the street?

— — —

No Mostly No Mostly Yes Absolutely

Additional Assessment Items:

0. Does signage clearly and visibly identify that the space can be used by the public?

- a. Yes
- b. No

7.2 Why (did it earn this rating for the visual environment?)

- a. Public art
- b. Trees
- c. Other plantings
- d. Water feature(s)
- e. Quality/diversity of materials
- f. Fine views/vistas
- g. Other: _____

Additional Comments:

12.2: Is the space clearly visible and welcoming from the adjacent sidewalk or street?

- a. No
- b. Mostly No
- c. Mostly Yes
- d. Absolutely

12.3: Is the space clearly visible and welcoming as you enter (through formalized points of entry)?

- a. No
- b. Mostly No
- c. Mostly Yes
- d. Absolutely

15. Does the space appear to be well maintained:

- a. No
- b. Somewhat
- c. Yes
- d. Not Sure

Site	Study Street	Cross Street 1	Cross Street 2	0. Signage	1. Shade Shelter	2. Sun	3. Spend Time	4. Active Play	5. Conversation	6. Vegetation	7. Visual Environment
Seven Hills Park	n/a	n/a	n/a	1	1	3	3	3	3	2	3
Williams Place Park	n/a	n/a	n/a	1	3	2	3	3	2	1	1
Broadway Hill Park	n/a	n/a	n/a	1	1	3	3	3	3	2	2
Thomas Street Gardens	n/a	n/a	n/a	1	1	3	3	1	3	2	3
Summit Slope Park	n/a	n/a	n/a	1	0	3	3	3	3	2	3
Thomas Street Mini Park	n/a	n/a	n/a	1	1	3	3	2	3	0	1
Pavement to Parks	n/a	n/a	n/a	0	0	3	1	2	1	0	1
Tashkent Park	n/a	n/a	n/a	1	1	3	2	2	3	1	1
Cal Anderson	Pine	Nagle	11th	0	1	1	1	0	2	1	1
Cal Anderson	Nagle	Pine	Olive	0	0	0	0	0	0	0	0
Cal Anderson	Nagle	Olive	Howell	0	1	2	2	2	2	1	2
Cal Anderson	Nagle	Howell	Denny	0	2	2	2	2	2	1	2
Cal Anderson	Denny	Nagle	11th	0	2	2	2	2	2	2	2
Cal Anderson	11th	Howell	Denny	0	2	2	2	2	2	2	2
Cal Anderson	11th	Olive	Howell	0	2	1	1	1	2	2	2
Cal Anderson	11th	Pine	Olive	1	2	1	1	0	2	1	1

7.2. V.E. Detail	9. Safety	10. Not Safe	11. Wheelchair Access	12. Physical Boundaries	12.2. View from Sidewalk	12.3. View from Entrances	13. Traffic	14. Street Crossing	15. Maintenance	Total
b, c, e	2	n/a	1	n/a	3	3	3	2	2	35
b	1	d	1	n/a	2	1	1	2	1	25
b, c	2	n/a	1	n/a	2	2	3	2	1	31
b, c, e	2	n/a	1	a	3	3	2	2	2	32
c, e	2	n/a	1	a, d	3	3	3	3	2	35
b	2	n/a	1	n/a	2	2	3	2	1	27
a	1	c, d, e, f (lack of activating features)	3	a, d	1	1	1	2	0	17
a, b	1	c, d, f (lack of activating features or feeling of eyes on the space)	2	n/a	2	2	3	2	1	27
b, c	2	n/a	2	a, d	1	1	2	2	1	18
n/a	1	c, e, f (lack of protection from cars; unclear that this is a pedestrian realm)	1	a, d	1	1	3	2	0	9
b	1	a, c, d	1	a, b, c, d	2	2	3	2	2	25
b, f	1	a, c, d, f (retaining wall affects visibility; area is dominated by light rail construction)	1	a, b, c, d	2	2	3	2	2	26
b, c	2	n/a	2	n/a	2	2	3	2	2	29
b, c, f	2	n/a	2	n/a	2	2	3	2	2	29
b, c	1	c, f (sightlines affected by topography and trees)	1	b	1	1	3	2	1	21
b	1	f (narrowed path creates space constraints, affected sightlines)	1	a, b, d	1	2	3	2	0.5	19.5

Site	Study Street	Cross Street 1	Cross Street 2	0. Signage	1. Shade Shelter	2. Sun	3. Spend Time	4. Active Play	5. Conversation	6. Vegetation	7. Visual Environment
Seattle Central	Pine	Harvard	Broadway	0	1	2	2	1	1	0	1
Seattle Central	Harvard	Pine	[Grassy slope edge]	0	2	2	2	1	2	0	1
Seattle Central	Harvard	[Grassy slope edge]	Howell	0	2	1	0	0	2	0	1
Seattle Central	Harvard	Howell	[Science building]	0	2	2	2	1	3	1	2
Seattle Central	Broadway	[Gravel pit]	Howell	0	2	1	1	1	2	0	0
Seattle Central	Broadway	Howell	[Main building edge]	0	1	1	1	0	2	0	0
Seattle Central	Broadway	[Main building edge]	[S edge of plaza]	0	0	2	1	1	2	0	1
Seattle Central	Broadway	[S edge of plaza]	Pine	0	3	1	3	2	3	2	2
Kaiser (central seating area)	n/a	n/a	n/a	0	2	3	3	1	3	2	2
Kaiser	15th	[S edge of parking]	[N edge of parking]	0	1	1	1	0	2	0	1
Kaiser	15th	[Public walkway]	Thomas	0	2	1	1	0	2	2	2

7.2. V.E. Detail	9. Safety	10. Not Safe	11. Wheelchair Access	12. Physical Boundaries	12.2. View from Sidewalk	12.3. View from Entrances	13. Traffic	14. Street Crossing	15. Maintenance	Total
b	1	a, c, f (lack of activating features and active facades towards the space)	0	c, d	1	1	1	2	1	15
b	1	c, d, f (lack of activating features; orientation away from Pine--busier corridor)	0	a, b, c	1	1	2	2	1	18
b	1	c, d, f (lack of activating features)	3	n/a	0	0	3	2	0.5	15.5
b, c	2	n/a	3	n/a	2	2	3	2	1	28
b	1	f (lack of activating features; sightlines through the Howell not clear)	3	n/a	1	1	1	2	0.5	16.5
	1	f (inactive facade; building heights cast shadow over sidewalk)	3	n/a	1	1	1	2	0.5	14.5
a	2	n/a	3	n/a	2	2	1	2	0.5	19.5
a	2	n/a	1	n/a	2	2	1	2	1	27
a, b, c, d	2	n/a	3	n/a	2	2	n/a	n/a	2	27
c	1	a, c, f (inactive facade)	2	n/a	1	1	1	2	1	15
b, c	2	n/a	3	n/a	2	3	1	2	2	25

Site	Study Street	Cross Street 1	Cross Street 2	0. Signage	1. Shade Shelter	2. Sun	3. Spend Time	4. Active Play	5. Conversation	6. Vegetation	7. Visual Environment
Kaiser	Thomas	15th	16th	0	1	0	0	0	2	0	1
Kaiser	16th	Thomas	[S edge of main entrance]	0	1	1	1	1	3	1	1
Kaiser	16th	[S edge of main entrance]	[S edge of car zone]	0	1	1	1	0	2	0	1
Kaiser	16th	[S edge of car zone]	Denny	0	2	1	1	0	3	2	2
Kaiser	Denny	15th	16th	0	2	0	0	0	2	1	1

7.2. V.E. Detail	9. Safety	10. Not Safe	11. Wheelchair Access	12. Physical Boundaries	12.2. View from Sidewalk	12.3. View from Entrances	13. Traffic	14. Street Crossing	15. Maintenance	Total
b, c	1	a, c, d, f (blank facades)	3	n/a	0	0	2	2	1	13
b, c	2	n/a	3	n/a	1	2	3	2	2	24
c	2	n/a	3	n/a	1	1	2	2	2	19
b, c	2	n/a	3	a, d	2	2	3	2	2	27
c	1	a, c, d, f (blank/inactive facades)	3	a, d	1	1	2	2	2	18

appendix c

test walks

Focus Area	Study Street	Cross Street 1	Cross Street 2	Block Face (N/S/E/W)
Pike/Pine	Pine	16th	I5	N
Pike/Pine	Pine	I5	16th	S
Pike/Pine	Pike	14th	Terry	N
Pike/Pine	Pike	Terry	14th	S
15th	15th	Thomas	Mercer	W
15th	15th	Mercer	Thomas	E
Olive	Olive	Broadway	I5	N
Olive	Olive	I5	Broadway	S
Broadway	Broadway	Madison	Roy	W
Broadway	Broadway	Roy	Madison	E

Direction of walk	Total Time	Time Walking (min)	Time Waiting (min)	Ratio 1 (walking/waiting)	Ratio 2 (Waiting/Total Time)	Notes
W	17.71	14.65	3.07	4.77	0.17	2:21 wait at Broadway intersection
E	17.79	17.09	0.7	24.41	0.04	
W	16.39	14.92	1.47	10.15	0.09	
E	15.35	14.83	0.5	29.66	0.03	did not wait at Broadway
N	8.53	8.05	0.48	16.77	0.06	
S	8.48	7.85	0.63	12.46	0.07	
W	9.33	9.08	0.25	36.32	0.03	
E	10.37	9.25	1.12	8.26	0.11	
N	19.89	18.89	1	18.89	0.05	
S	20.13	18.09	2.04	8.87	0.10	

This data assesses traveling time by foot in Capitol Hill's major corridors. We used ordinary walking speed and recorded the walking and waiting time at traffic intersections.



“To be able to move about easily and confidently, to be able to linger in cities and residential areas, to be able to take pleasure in spaces, buildings, and city life, and to be able to meet and get together with other people—informally or in more organized fashion—these are fundamental to good cities and good building projects today, as in the past.”

-Jan Gehl, *Life Between Buildings*

