



PILCHUCK DISTRICT

Public Realm Concept Plan

DRAFT 10.20.09





Overview

Building on recent efforts, including *Imagine Snohomish*, the City proposes to refine the vision for this area through a planning process that will support a walkable neighborhood, attract the right type of private investment, support residential growth, and encourage local-serving businesses.

Fundamental to this vision is the idea that the community should connect through a network of streets and public spaces. In its most literal form, this means making it easy to get around, taming traffic flow, promoting access, and supporting walkability. It also applies to visual relationships, such as taking advantage of important views. And it means making connections both within the neighborhood and to surrounding areas. Improving connections to downtown is a priority.

As part of the broader sub-area plan, the public realm concepts on the following pages will help reinvigorate the streets and public spaces of the District. The plan contains a set of guiding principles that will help evaluate public and private investments that affect the public realm. The plan also includes a proposed Street Network containing several street typologies appropriate for specific locations. A series of potential large and small public spaces are suggested to enhance certain locations currently being studied for civic facilities, including the Centennial Trail and the Aquatic Center. Finally, improving Second Street intersections is a key strategy identified in previous planning work to improve pedestrian safety and comfort. This report includes several concepts addressing this issue at various locations.



Public Realm Guiding Principles

These Principles are a guide to public realm improvements throughout the District and are intended to address the scale of the community, the street, the block, and the site. They are written to promote desirable qualities, and they should establish a dialogue among the City, designers, developers, and the local community.

1. Calm the traffic.
2. Connect with downtown.
3. Create successful public spaces - both big and small.
4. Provide multiple choices for traveling within, to, and from the District.
5. Design streets that support a livable neighborhood.

Conceptual Street Network

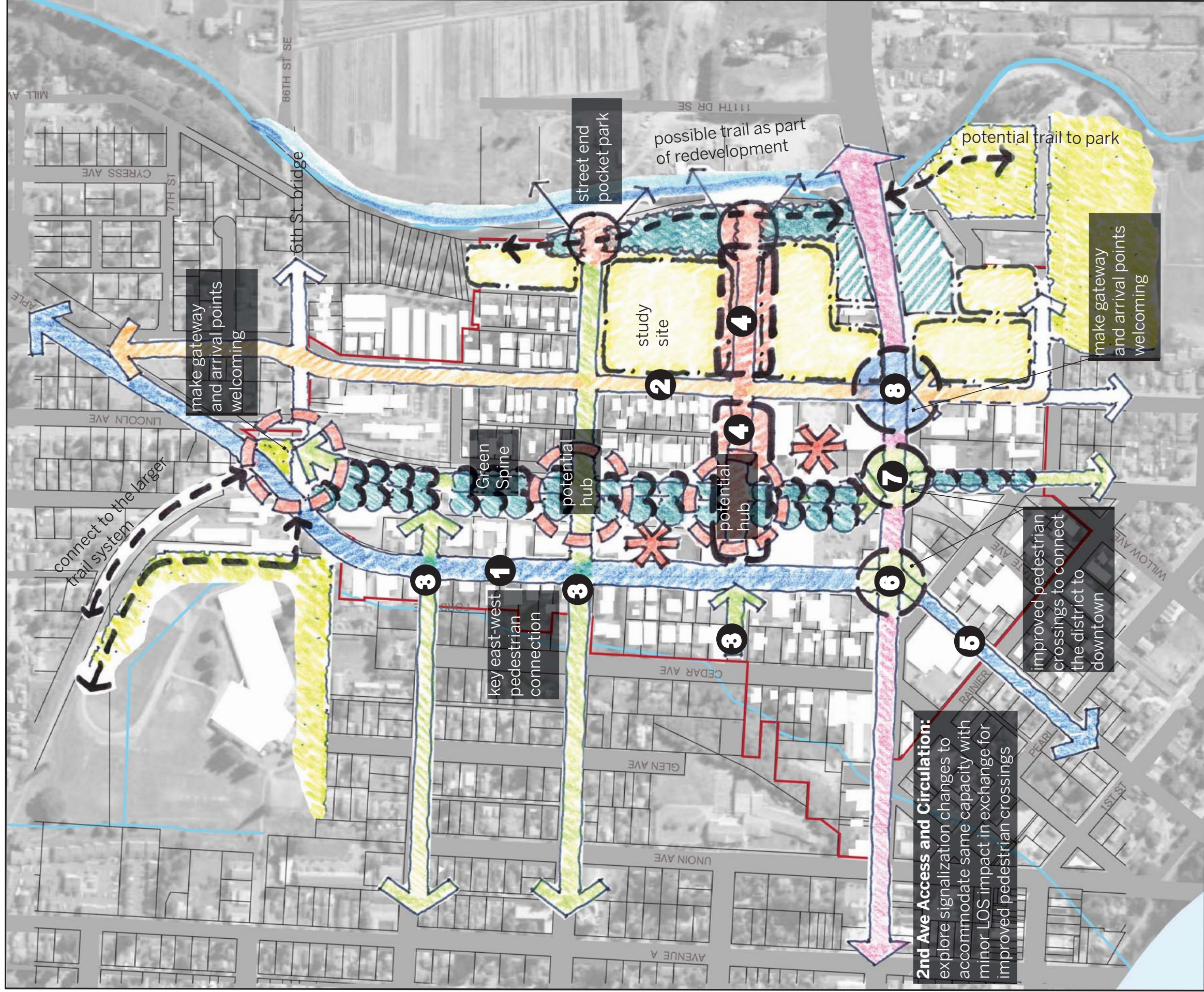
Streets tend to be broadly classified by design and operational characteristics that relate primarily to the movement of vehicles. As a consequence, street design is often less sensitive to the needs of other modes - walking, cycling, and transit. The following street types, and proposed designation of these types to specific streets in the District, takes a different approach, prioritizing various roadway elements by looking at factors related to adjacent land uses, truck route designations and other considerations. The result is that some streets have a greater pedestrian emphasis, however, all streets in the District would support safe and comfortable pedestrian movement. The Illustrative Plan on the following page shows the possible locations of the street types listed below.

Street Typologies

1. Community Boulevard
2. Access Street
3. Residential Emphasis Street
4. Woonerf (Pedestrian Dominant Street)
5. 60 ft. r-o-w Street

Intersection Improvements

6. Second Street & Maple Avenue Improvement Concept
7. Second Street & Lincoln Avenue Improvement Concepts
8. Second Street & Pine Avenue Improvement Concept



illustrative concept plan



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2nd Ave Access and Circulation:
 explore signalization changes to accommodate same capacity with minor LOS impact in exchange for improved pedestrian crossings

improved pedestrian crossings to connect the district to downtown

make gateway and arrival points welcoming

make gateway and arrival points welcoming

key east-west pedestrian connection

street end pocket park

possible trail as part of redevelopment

potential trail to park

study site

Green Spine

potential hub

potential hub

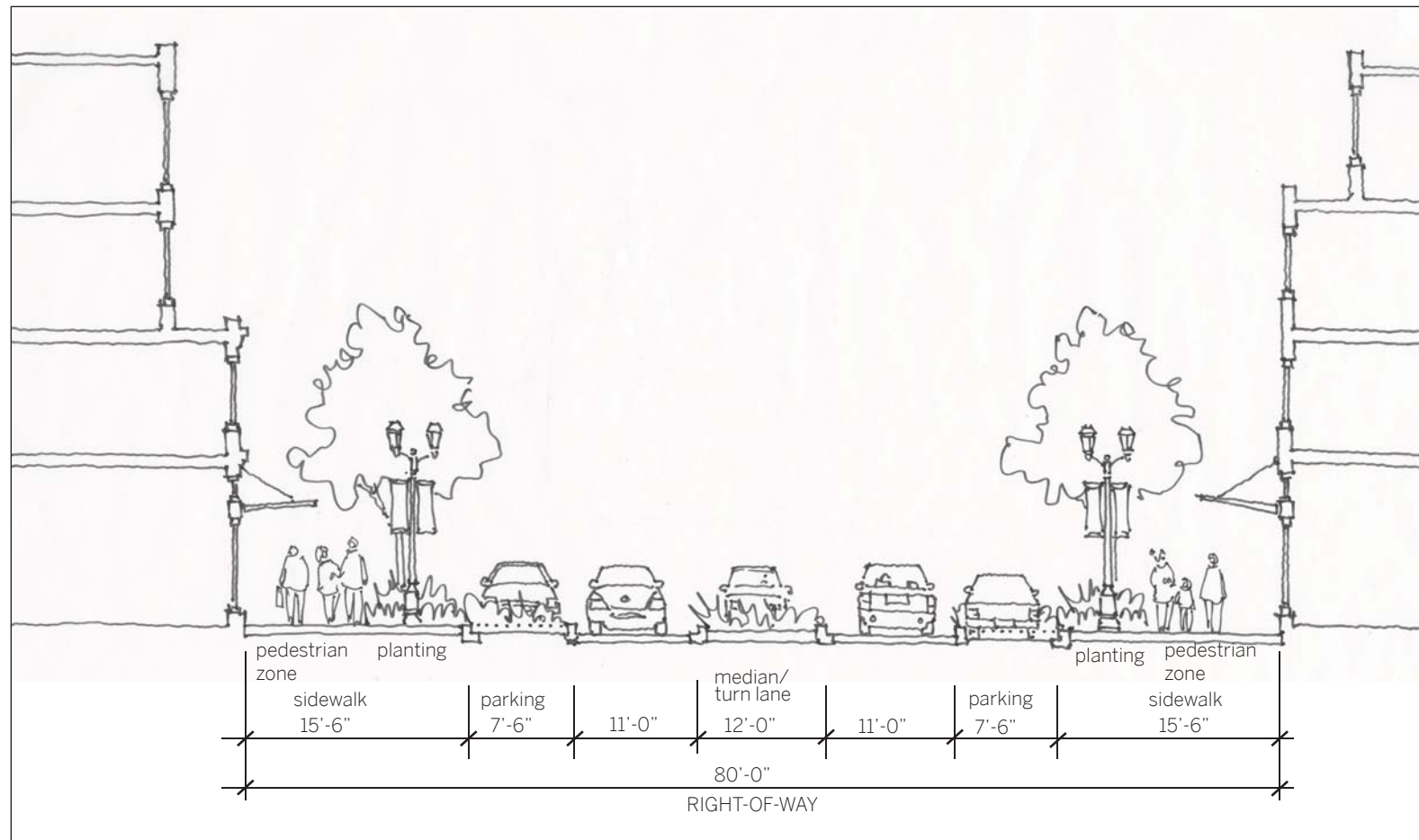
connect to the larger trail system

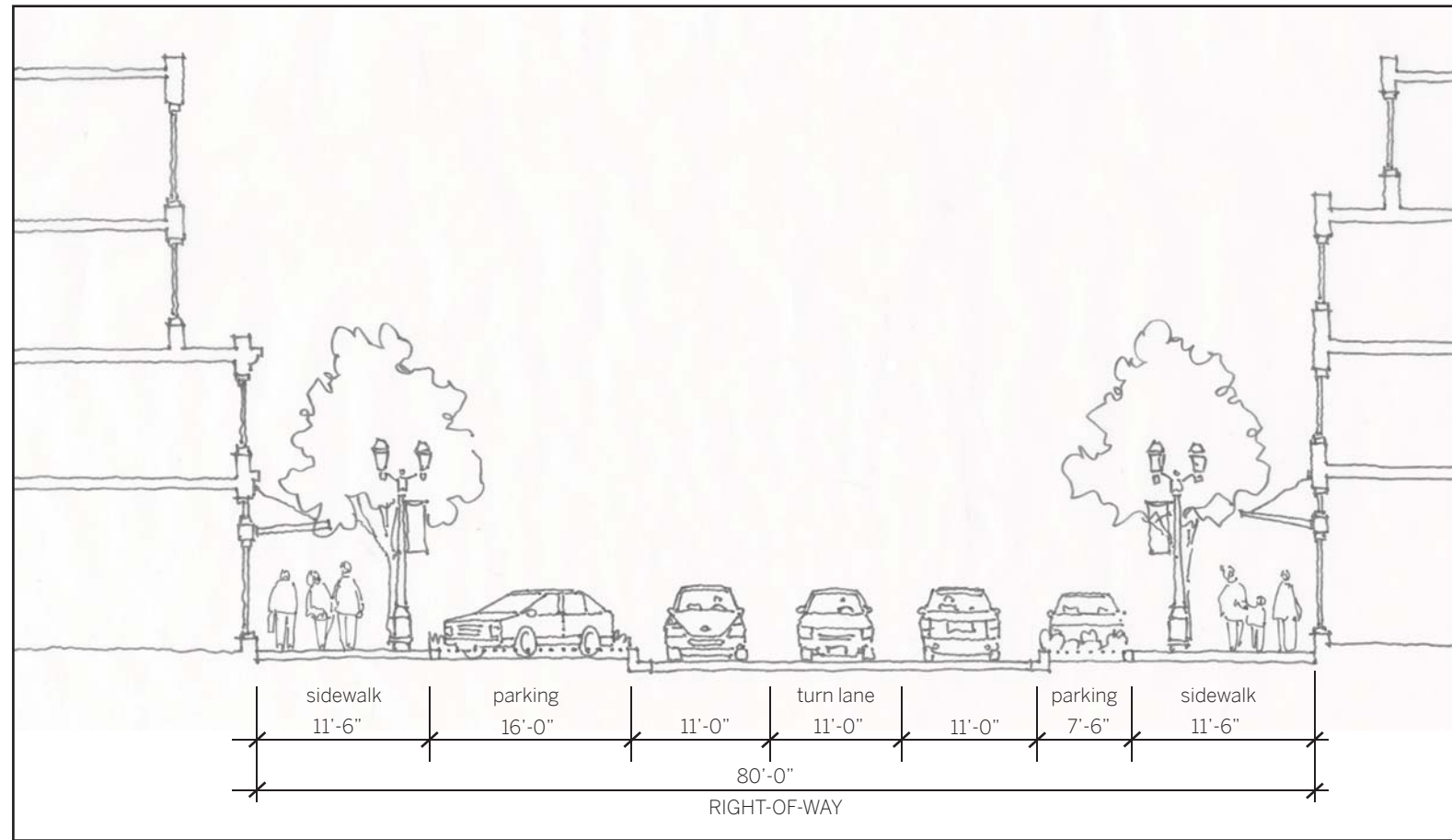
6th St. bridge

1. Community Boulevard

The Community Boulevard would provide an attractive gateway into the Pilchuck District. As the setting for the city's Library and a mix of other uses, Maple Avenue could serve as a civic-scaled boulevard that enables and celebrates the connection to downtown and as a "first impression" of the city for many traveling from the north.

Generous sidewalks and a planted median provide ample space for street trees, landscaping and lighting. A wide pedestrian zone and planted median providing dedicated left turns and a refuge at pedestrian crossings facilitate safe and comfortable pedestrian movement.





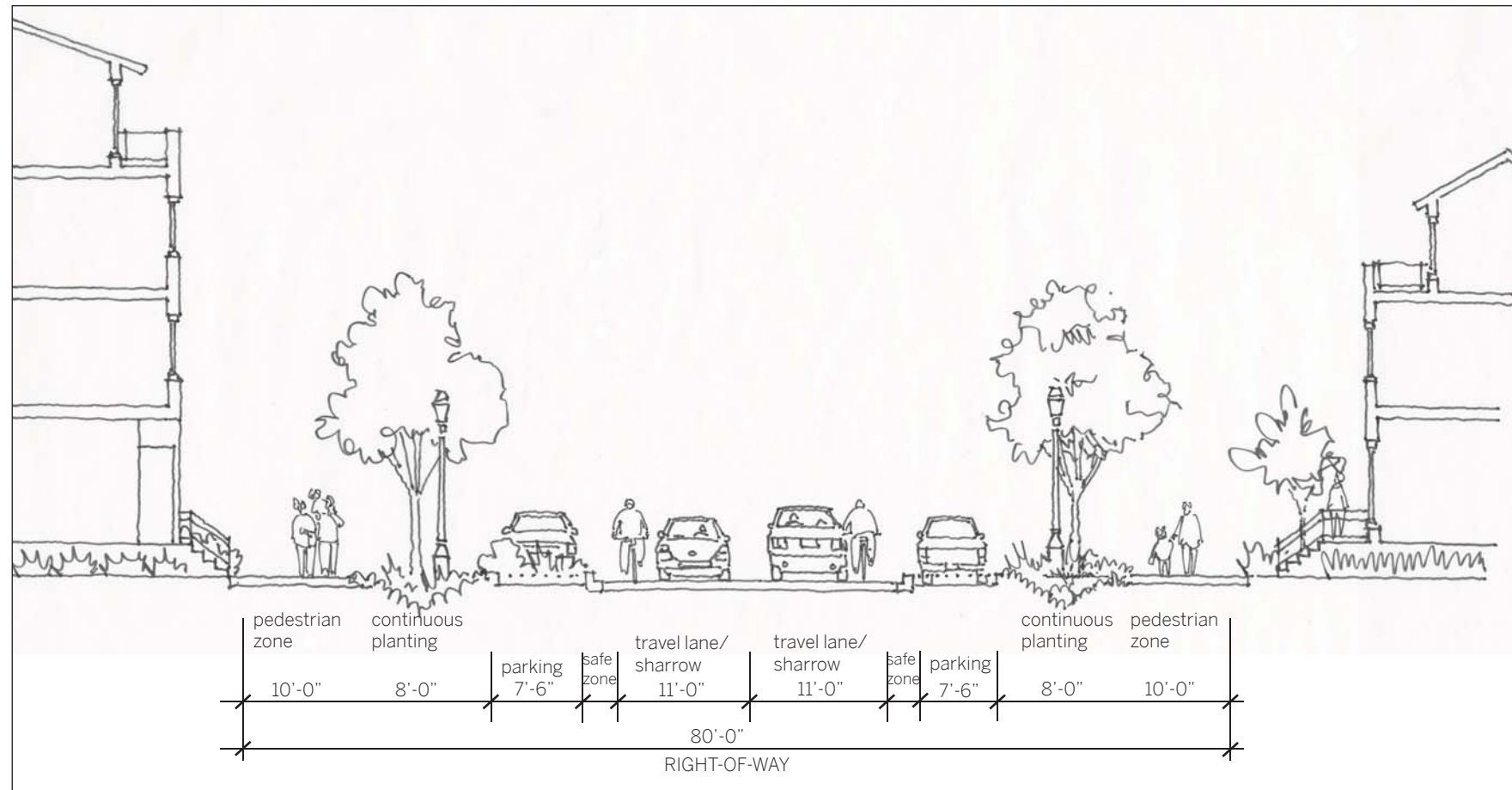
2. Access Street

This three lane street is intended to emphasize mobility and connections *within* the district, rather than cut-through traffic, to access the variety of housing, commercial, and civic uses it serves. The center lane may allow dedicated left turns, occasional landscaped medians and/or mid-block turns into driveways.

The access street could apply to Pine Avenue given the diversity of land uses on this north south street. As a designated truck route, eleven-foot travel lanes and multiple left turn lanes to prevent queues in the travel lanes should accommodate this type of movement while still creating a pedestrian-friendly street.

A combination of parallel and angled on-street parking can serve existing and new retail/commercial in the area, as well as community facilities nearby. Angled parking is especially convenient and conducive for retail and civic users, providing easy head-in parking and more stalls. Curb bulb outs at these locations provide opportunities for enhanced landscaping, seating and special features such as public art.





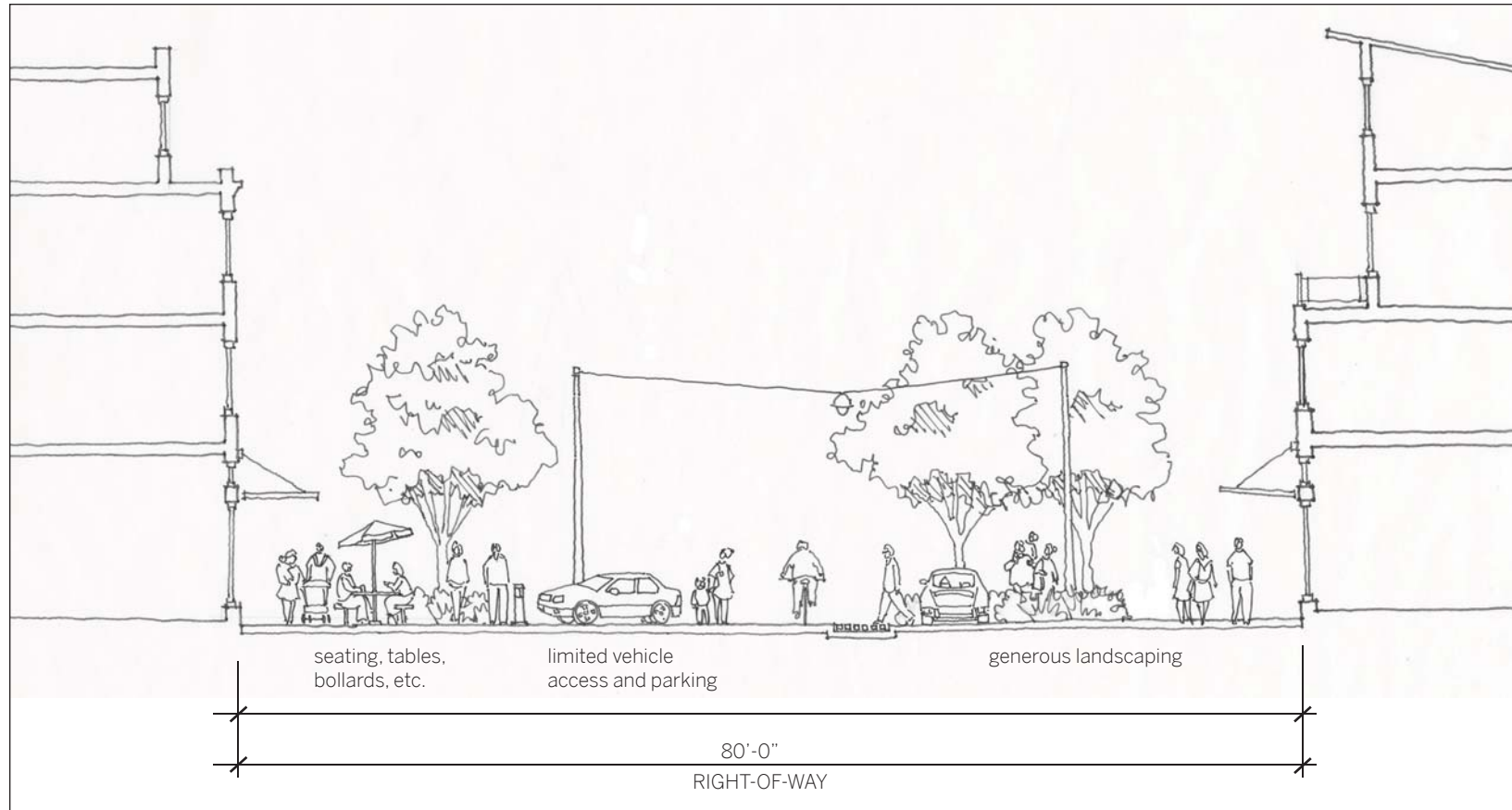
3. Local Residential

As collectors and local streets, residential streets in the District can be designed to emphasize walking, bicycling and residents' access over auto mobility. Generous plantings, street trees, on-street parking, and "sharrow" lanes contribute to the pedestrian-oriented environment. These are lanes that are shared by both cars and bicycles. The lanes have special arrow markings (see plan drawing below) to help alert cars to take caution and allow cyclists to safely travel in these lanes

Eight-foot continuous planting strips plus curb bulb outs allow for rain gardens and other innovative landscape elements. Sharrow on these east-west streets provide safe and convenient bicycle access to the Centennial Trail.

Shallow front setbacks for residential streets provide spaces for porches, stoops, and garden space for ground-level units to allow for both privacy and visual interaction with the street.



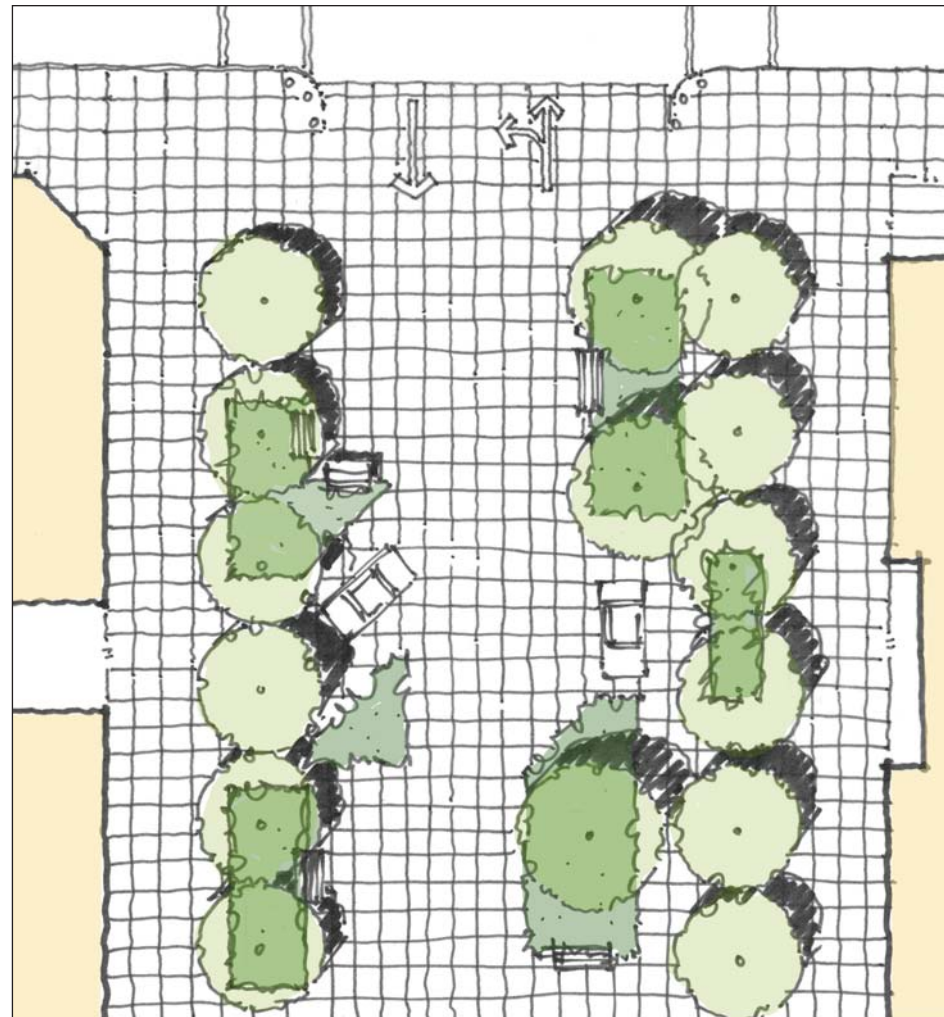


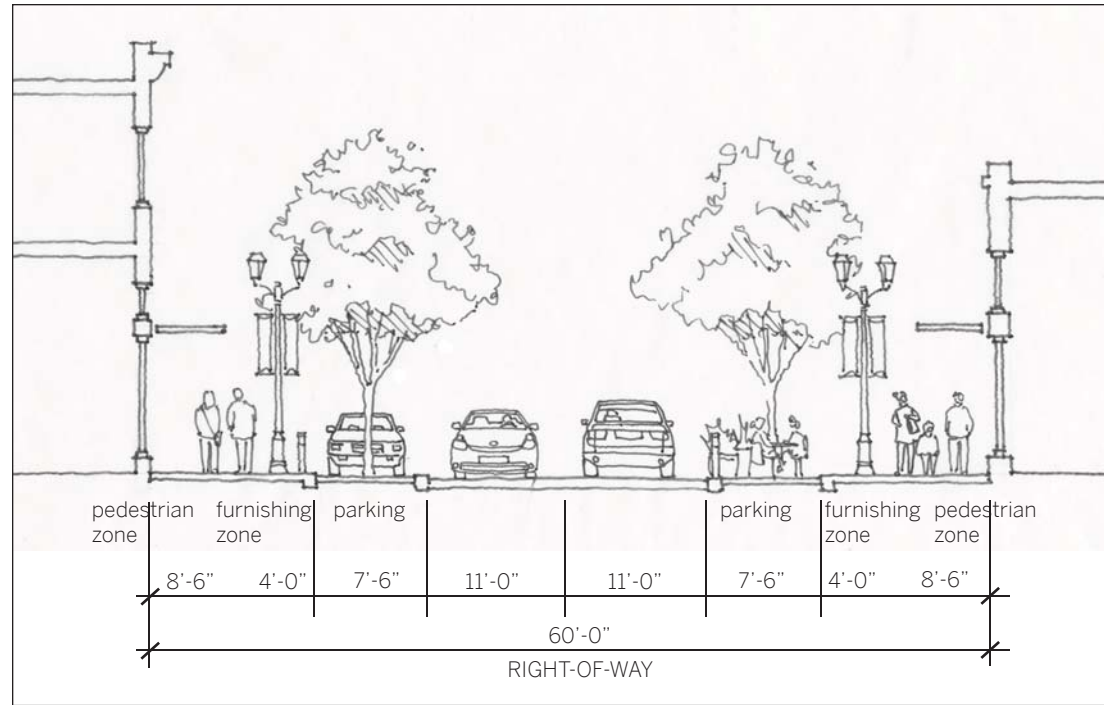
4. Woonerf (Pedestrian Dominant Street)

Explore the potential of a “woonerf” design for Third Street between Lincoln and Cyress Avenues. Translated from the Dutch term to mean “streets for living”, this street type mixes pedestrian, bicycle, and vehicle traffic in a shared space with few specific boundaries for separating modes of traffic. Special types of pavement and landscaping would be used rather than curbs and painted lines to define the space and create an intensely pedestrian atmosphere that warns drivers they are approaching a very, very low speed zone.

As the heart of the district, the woonerf meets the Centennial Trail, providing a focal point and community gathering space for the neighborhood. Pavements can facilitate drainage of storm water to landscaped swales and runnels. This system can be used in combination with conventional storm water drainage systems to reduce run-off.

The design should successfully integrate the intersection of a conventional street to allow traffic flow while maintaining the safety and aesthetic elements of the woonerf street.

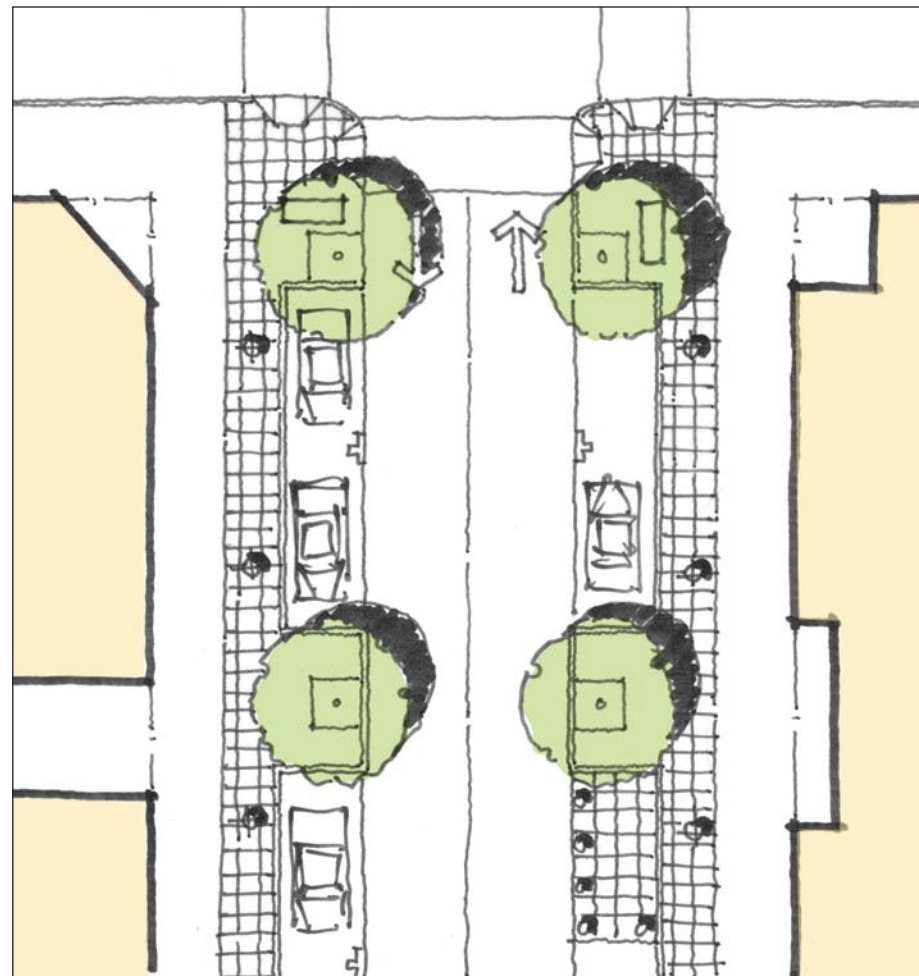




5. 60 ft. Right-of-Way

Located primarily south of 2nd Avenue abutting the Historic District, these streets can serve a high intensity of retail and are designed with two travel lanes, on-street parking, furnishing zone and pedestrian movement zone.

Street trees could be planted in the furnishing zone, or in the on-street parking area as shown. Some spaces could also be used for sidewalk cafes.



6. Second Street & Maple Ave

- Curb bulb-outs at the intersection narrow the street and shorten crossing distance for pedestrians, improving the connection between the Pilchuck District and Downtown across Second Street.
- Landscaping in curb bulb-outs improves the appearance of the streetscape at a key location.
- On-street parking serves quick stop retail customers and provides a barrier between sidewalk and travel lanes for pedestrian safety.
- Travel lanes and left turn lane maintain traffic flow on Second; combined with new channelization, curb bulb-outs, landscaping, special paving in crosswalks and on-street parking, these intersection improvements balance vehicle and pedestrian needs.



Maple as a three-lane boulevard with left turn lane

re-align curb to allow southbound through- traffic from right lane

Explore the possibility of converting this street to one-way, narrowing the street to facilitate safer and more comfortable pedestrian movement on 2nd

7. Second Street & Lincoln Ave

Concept One: A Trail Runs Through It

- Current trail alignment is maintained.
- Trail users cross Second Street on trail instead of at a conventional crosswalk. Signs and in-ground flashers alert drivers to this crossing.
- Trail in r-o-w, decorative pavement at intersection, and generous landscaping provide place-making features at this intersection.
- No left turn for eastbound vehicles at this location.

Concept Two: Trail Becomes the Sidewalk

- Current trail alignment is maintained.
- Trail users connect to the sidewalk on 2nd Street and directed to the crosswalk at the signalized intersection for safe crossing.
- All turning movements are maintained.

landscaped median with pedestrian refuge at trail crossing

right-in/right-out turn

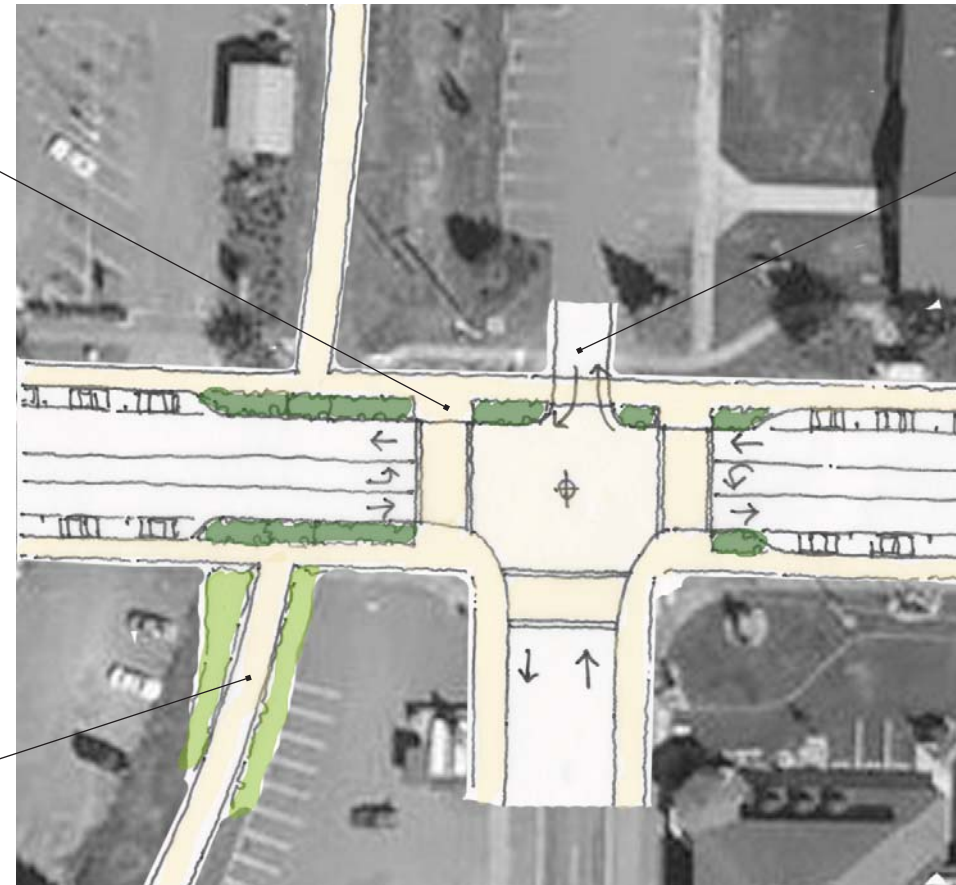


maintain trail alignment

Concept One: non-signalized intersection

trail users are directed to the crosswalk at intersection to cross Second St.

right-in/right-out turn



maintain trail alignment

Concept Two: signalized intersection

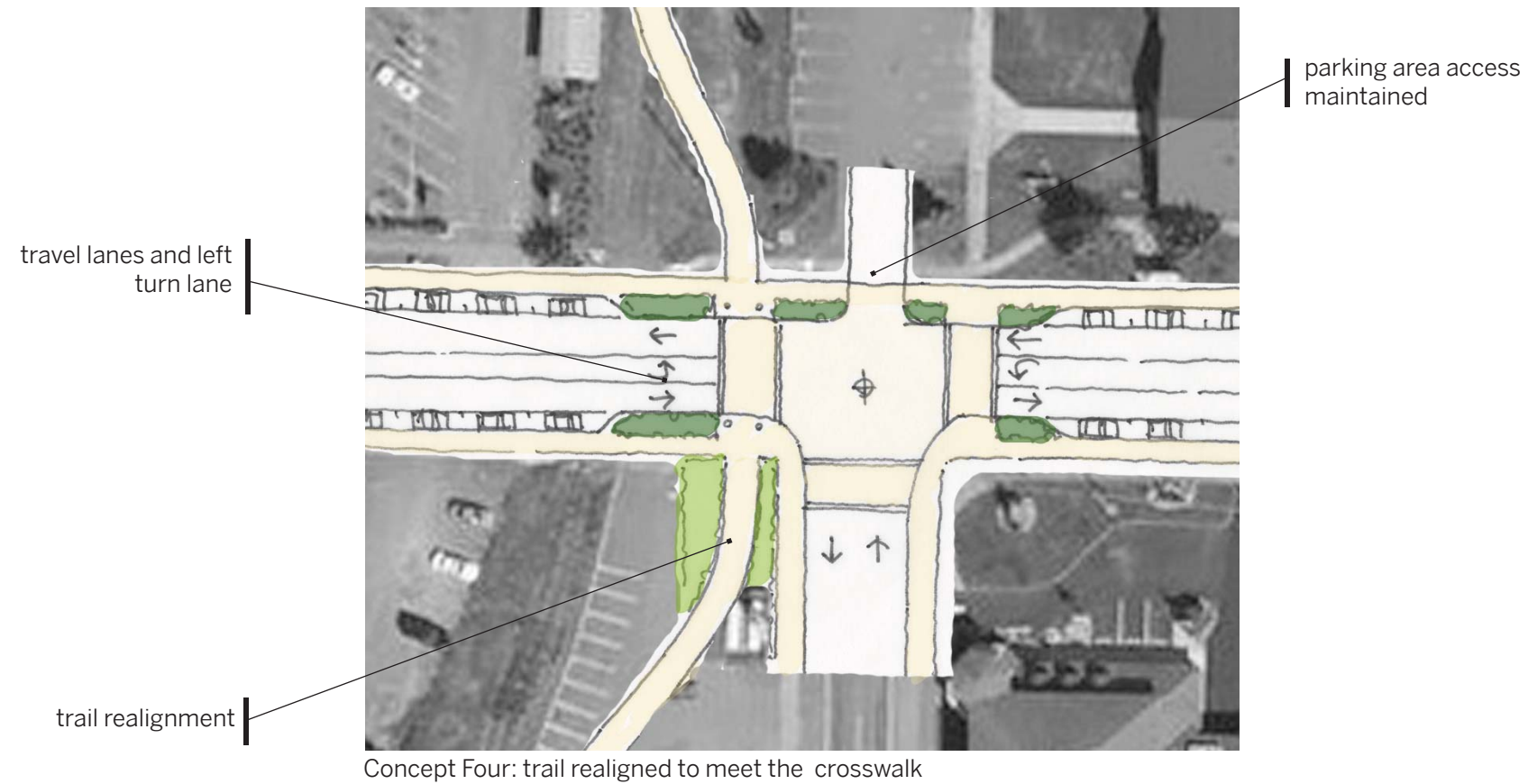
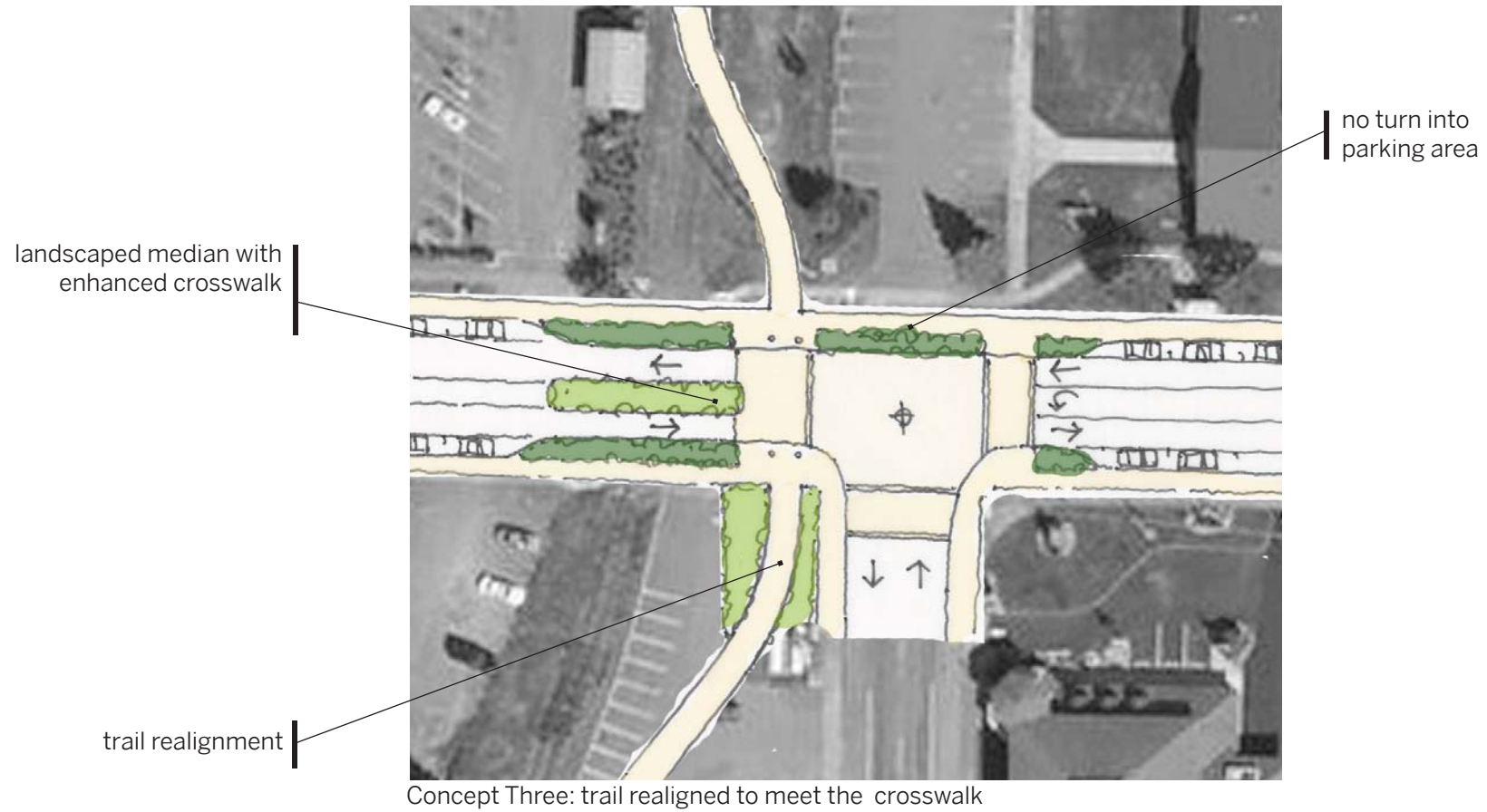
7. Second Street & Lincoln Ave

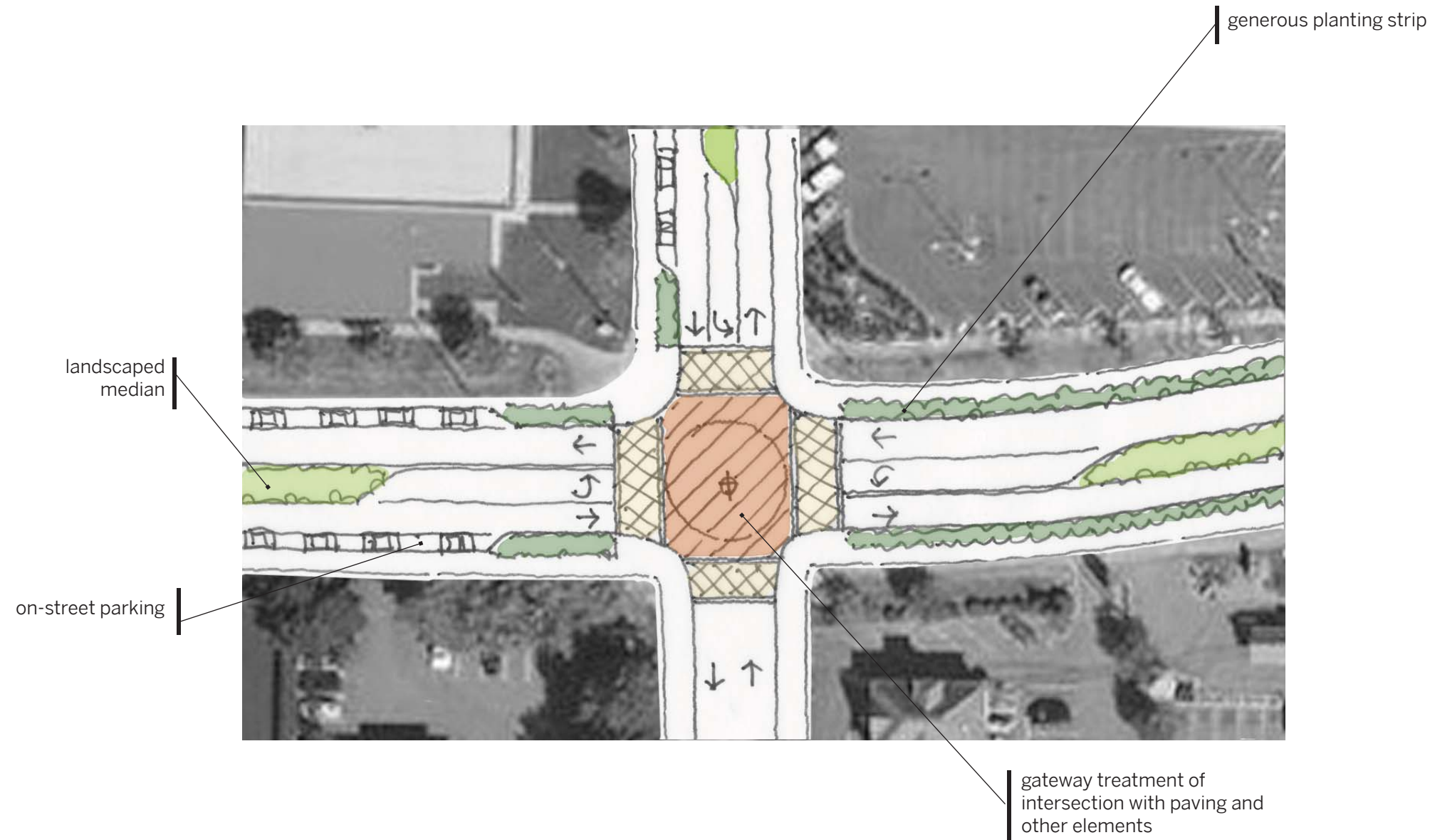
Concept Three: Trail meets Crosswalk (A)

- Trail is realigned to connect directly with the crosswalk at the signalized intersection.
- Landscaped median and landscaped curb bulb-outs narrow the street to calm the traffic at this important pedestrian connection.
- No access to parking lot with the no left turn in this scenario.
- Additional landscaping and other streetscape features possible adjacent to the parking area to further support and strengthen the pedestrian environment.

Concept Four: Trail meets Crosswalk (B)

- Trail is realigned to connect directly with the crosswalk at the signalized intersection.
- Travel lanes and left turn lane maintain traffic flow on Second.





8. Second Street & Pine Ave

- Make this gateway and arrival point into the city attractive and welcoming - new landscaping, decorative hardscape, signage and eventually infill development to create a unique arrival experience from the surrounding areas.
- Landscaped median and generous understory and planting in wider planting strips could create a Green Gateway. No on-street parking on Second east of Pine to accommodate wider planting strip and landscaping.
- On-street parking on Second west of Pine to serve retail and provide pedestrian safety from travel lanes.
- Travel lanes and left turn lane maintain traffic flow on Second.