

TERRY AVENUE

VISIONING PLAN



FIRST HILL
IMPROVEMENT ASSOCIATION

kpff

DLR Group

PARTNERSHIP
berger



ACKNOWLEDGMENTS

Thank you to the many community members, businesses, and institutions involved with the Terry Avenue Visioning Plan!

In particular, the City of Seattle Department of Neighborhoods (DON) and the Neighborhood Matching Fund Program, the City of Seattle Department of Transportation (SDOT), the First Hill Improvement Association (FHIA), and the Terry Avenue Visioning Plan Steering Committee.

1.0 PROJECT OVERVIEW

The Terry Avenue Visioning Plan is a community-driven effort aiming to transform Terry Avenue between Cherry and Marion Streets into a pedestrian-prioritized street. Building upon work completed through the 2015 First Hill Public Realm Action Plan (PRAP), the concept design is intended to serve as a catalyst and template for the overall redesign of Terry Avenue. This document outlines the engagement and design process for realizing the community's vision.

2.0 BACKGROUND & TIMELINE

The following is a brief timeline leading up to the publishing of this document and contains excerpts from the FHIA project website.

First Hill has long been identified as a high-priority neighborhood for open space. The 1998 neighborhood plan recognized the need to improve existing transportation infrastructure for First Hill and the need to increase the amount of open space. Both the 2000 Pro Parks Levy and the 2008 Parks and Open Space Levy identified First Hill as a priority area for development of a neighborhood park, and funds were allocated for land acquisition.

In 2005, a "First Hill Urban Village Park Plan" was developed to offer a strategic approach for identifying potential sites for a new park through the Pro Park Levy acquisition project. Despite significant efforts in securing an appropriate site for park use, land acquisition has proven challenging and the Levy money remains unspent. A new approach has been taken to consider street right of way

as a means to achieve not only connectivity, but also park space that serves the working and residential populations of First Hill.

The First Hill Public Realm Action Plan (PRAP) was finalized in 2015 with the goal of expanding the total area of public space through right-of-way reallocation, private development partnerships, and site acquisition for open space. The PRAP includes the development of near-term implementation strategies to expand the public space network through right-of-way reallocation, private development partnership, and strategic site selection for potential acquisition.

The Terry Avenue Concept Plan, as identified in the PRAP, seeks to create 40,000 square feet of new open space along Terry Avenue by creating a pedestrian-priority street from Spring to Terrace Streets. Incremental development of the Terry Avenue pedestrian priority has been identified by the community and adopted into Seattle's Right-of-Way Improvement Manual. On just three blocks of Terry Avenue, over 1,100 additional residential units are being constructed. This rapid growth provides opportunities to leverage private development and meet our community's critical public open space needs through the implementation of the Terry Avenue Concept Plan.

In 2018, FHIA secured \$4 million from the City Council-approved Community Benefits Package to create a promenade on Terry Avenue between Cherry and Marion Streets. The Community Benefits Package funding for this project will be managed by Seattle Department of Transportation. The design and community engagement for this project will be managed by FHIA.

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Through a generous donation from a First Hill resident, the First Hill Improvement Association engaged with David Yeaworth of Catalyst Strategies to convene a Steering Committee for Terry Avenue in the fall of 2018. Through support from David, FHIA engaged representatives from St. James Cathedral, O'Dea High School, Skyline Senior Living Community, Old Colony Condominiums, Westbank (707 Terry), Frye Art Museum, and Bloodworks Northwest to strategize, pose questions, and plan for the future of Terry Avenue.

In 2019, FHIA secured funding through the Department Of Neighborhoods' Neighborhood Matching Fund for community engagement and a 30% architectural design. Through an RFQ process, FHIA selected the Berger Partnership, DLR Group, KPFF team to lead the engagement with the First Hill Community and develop the Visioning Plan. This process began in January 2020 and culminates in the publishing of this summary document.



The First Hill Public Realm Action Plan (PRAP) identified Terry Avenue, from Spring to Terrace, as a Pedestrian-Priority Street. As prioritized by community stakeholders, the proposed concept plan included a curbless section between Columbia and Cherry, an enhanced green streetscape, and opportunities for seating.



OUTREACH MEETING #1

Held on February 13 at the Frye Art Museum, the purpose was to identify the vision and goals by listening to initial reactions to the program and design ideas through presentation of site analysis and a visual preference survey.

DRAFT CONCEPT ALTERNATIVES

JANUARY 2020

FEBRUARY 2020

MARCH 2020

SEPTEMBER 2020

PUBLIC ENGAGEMENT PLAN

PROJECT KICK-OFF



SITE ANALYSIS

PUBLIC SURVEY FEBRUARY 13 - MARCH 3

CONCEPT DEVELOPMENT



OUTREACH MEETING #2

Held virtually on October 21, the meeting finalized the vision and goals of the community by sharing the information gathered through the visual preference survey and by offering conceptual alternatives. The goal was to elicit feedback and report work done to date.

OCTOBER 2020



FINAL REPORT

NOVEMBER 2020

DECEMBER 2020

PUBLIC ENGAGEMENT PLAN



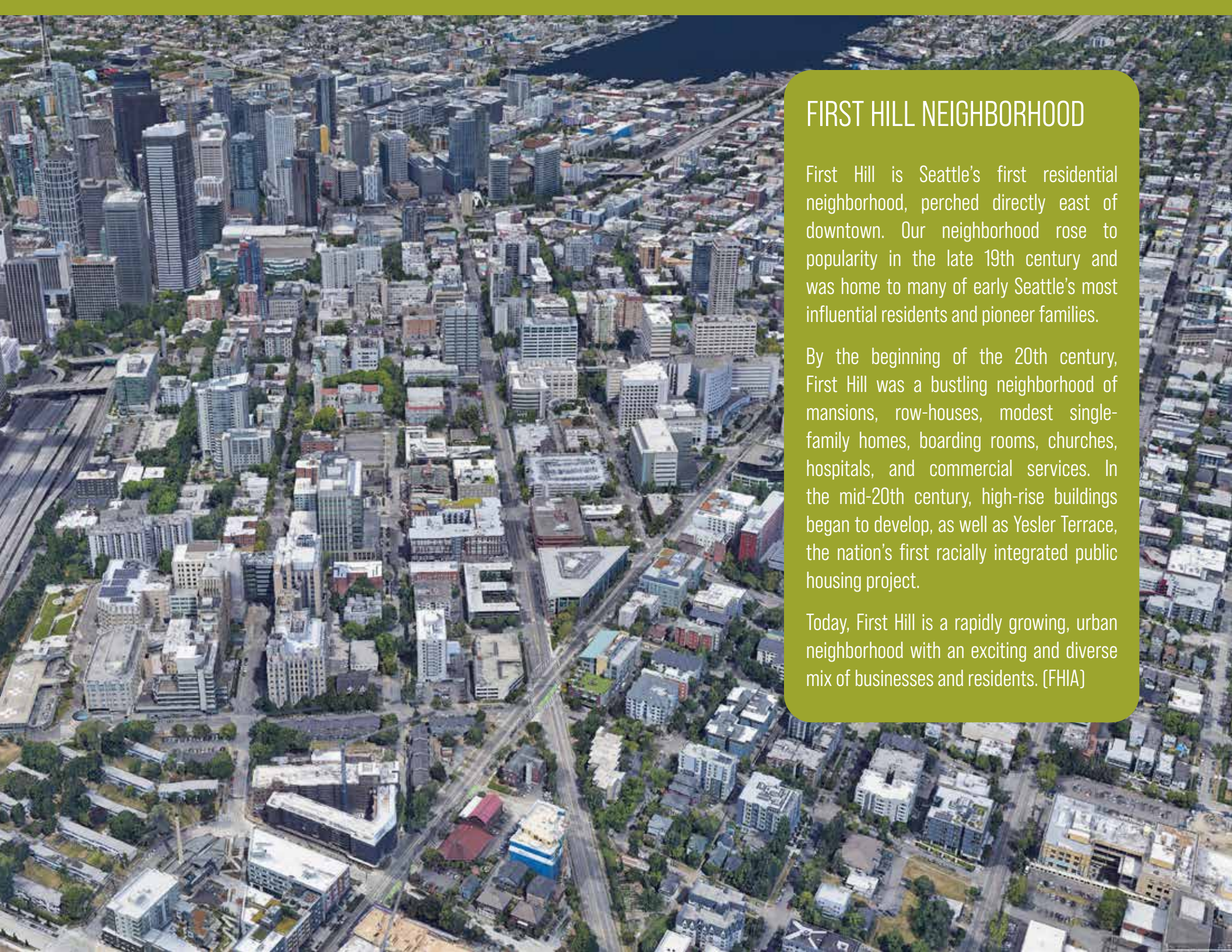
ALTERNATIVES
DEVELOPMENT

DESIGN REFINEMENT

FINALIZE DESIGN: REPORT,
GRAPHICS, PRESENTATION

FINAL DESIGN CONCEPT





FIRST HILL NEIGHBORHOOD

First Hill is Seattle's first residential neighborhood, perched directly east of downtown. Our neighborhood rose to popularity in the late 19th century and was home to many of early Seattle's most influential residents and pioneer families.

By the beginning of the 20th century, First Hill was a bustling neighborhood of mansions, row-houses, modest single-family homes, boarding rooms, churches, hospitals, and commercial services. In the mid-20th century, high-rise buildings began to develop, as well as Yesler Terrace, the nation's first racially integrated public housing project.

Today, First Hill is a rapidly growing, urban neighborhood with an exciting and diverse mix of businesses and residents. (FHIA)

3.0 SITE CONTEXT & ANALYSIS

The First Hill neighborhood is located immediately east and uphill of Downtown Seattle. Its boundaries are defined by Interstate 5 on the west, Union Street to the north, Main Street to the south, and Broadway on the east, although there are differing opinions about the eastern boundary. First Hill is home to three of the largest health care institutions (Harborview,

Swedish, and Virginia Mason Medical Centers), numerous other medical-dental offices, schools and universities, museums, religious institutions, as well as having a diverse mix of housing types.

Our two-block project area includes the following significant landmarks and institutions: St. James Cathedral is located in the northwest quadrant, O'Dea High School across the street in the northeast quadrant, the Frye Art Museum

in the southeast quadrant, and 707 Terry, a new high-rise development, will bring over 500 new residents to the block.

The following series of diagrams depict opportunities and constraints of the existing project area.



NATURAL FACTORS



PRAP BOUNDARIES



PHASE 1



SUMMER SUN (JUNE 21)



WINTER SUN (DECEMBER 21)



PREVAILING WINDS



WALKSHED



PHASE 1



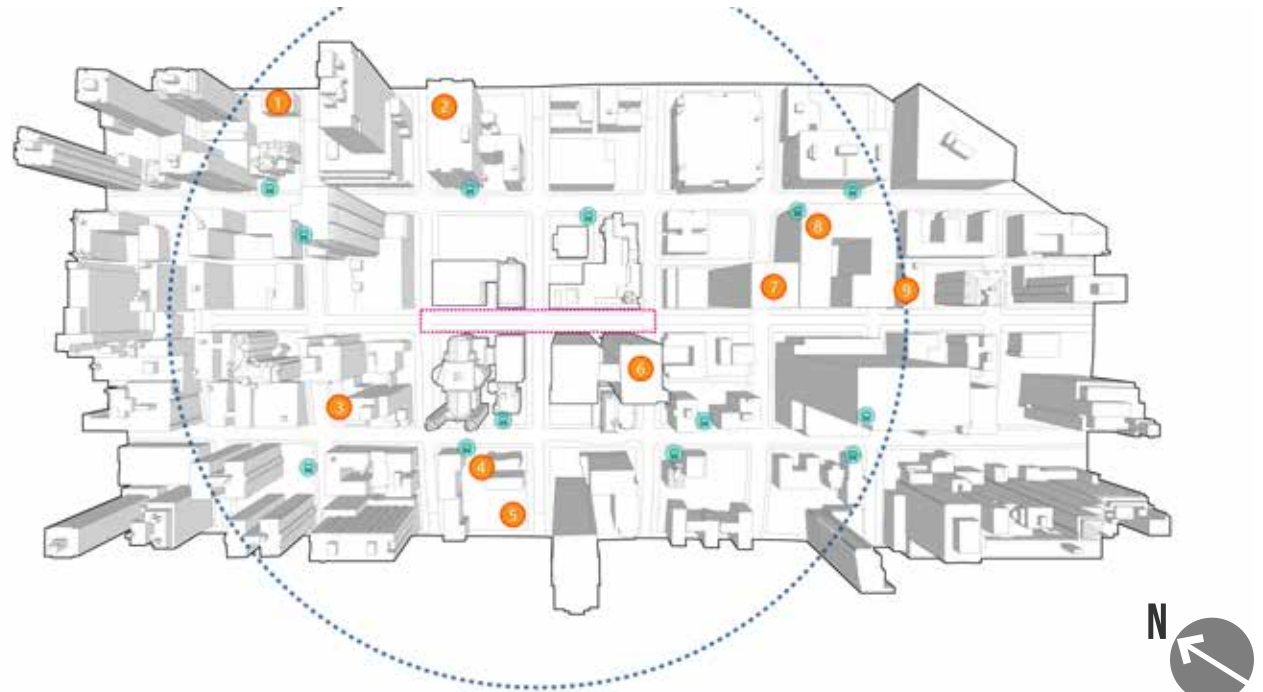
5 MINUTE WALK








FUTURE DEVELOPMENT

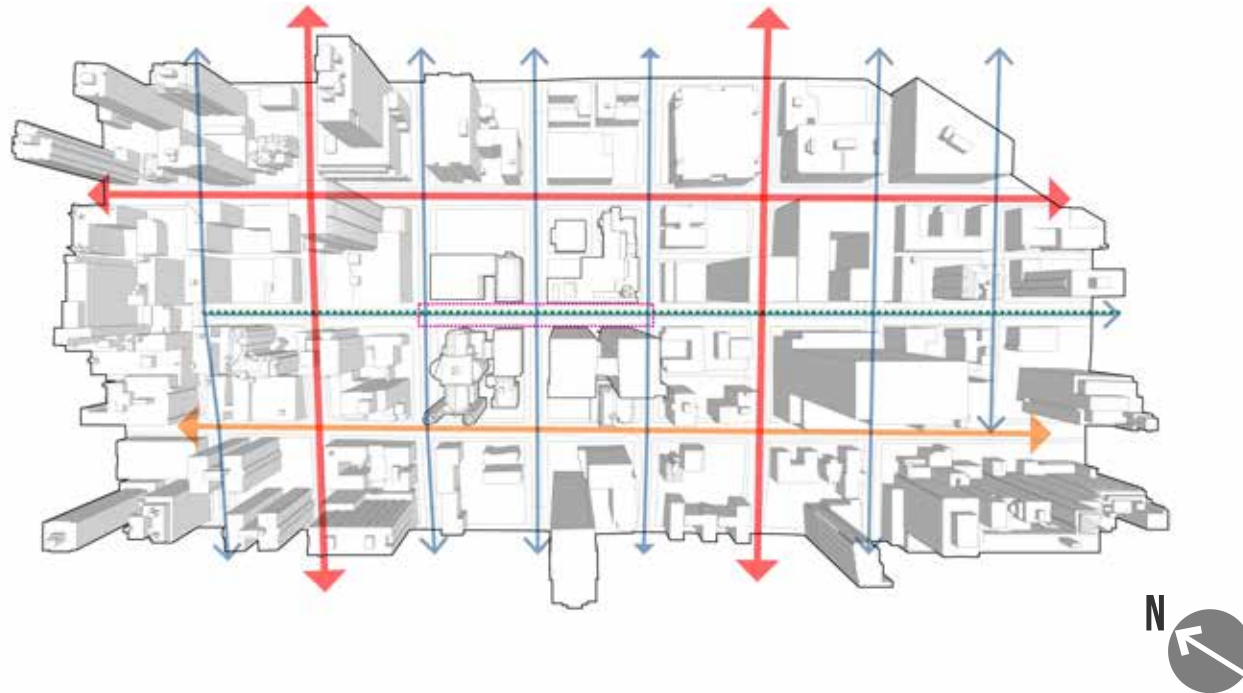


BUS STOPS



STREETS

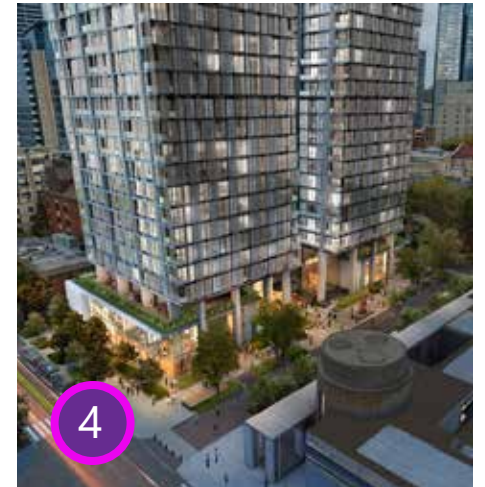
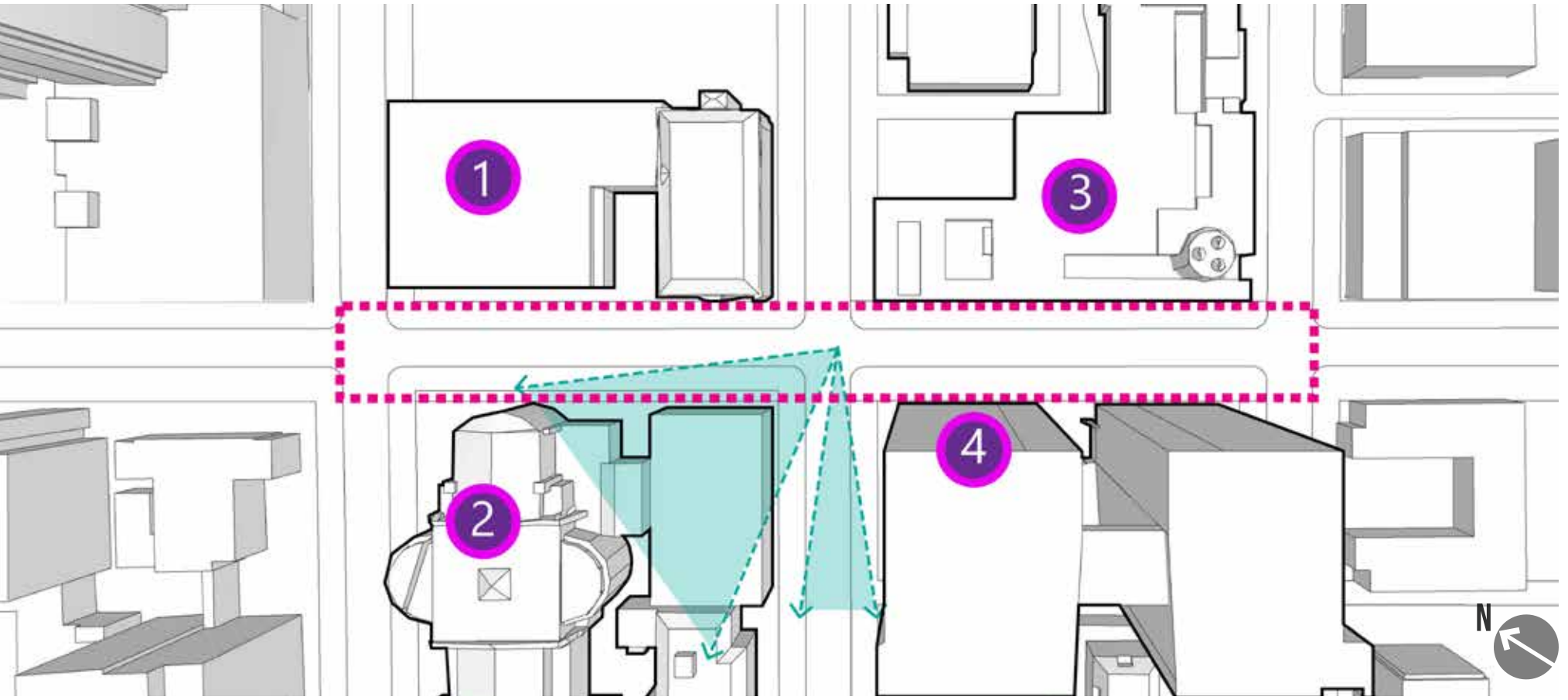
-  PHASE 1
-  PRINCIPAL ARTERIAL STREET
-  MINOR ARTERIAL STREET
-  LOCAL STREET
-  NEIGHBORHOOD GREENWAY



PARKING

-  PHASE 1
-  NO PARKING
-  RESTRICTED PARKING
-  PAID PARKING

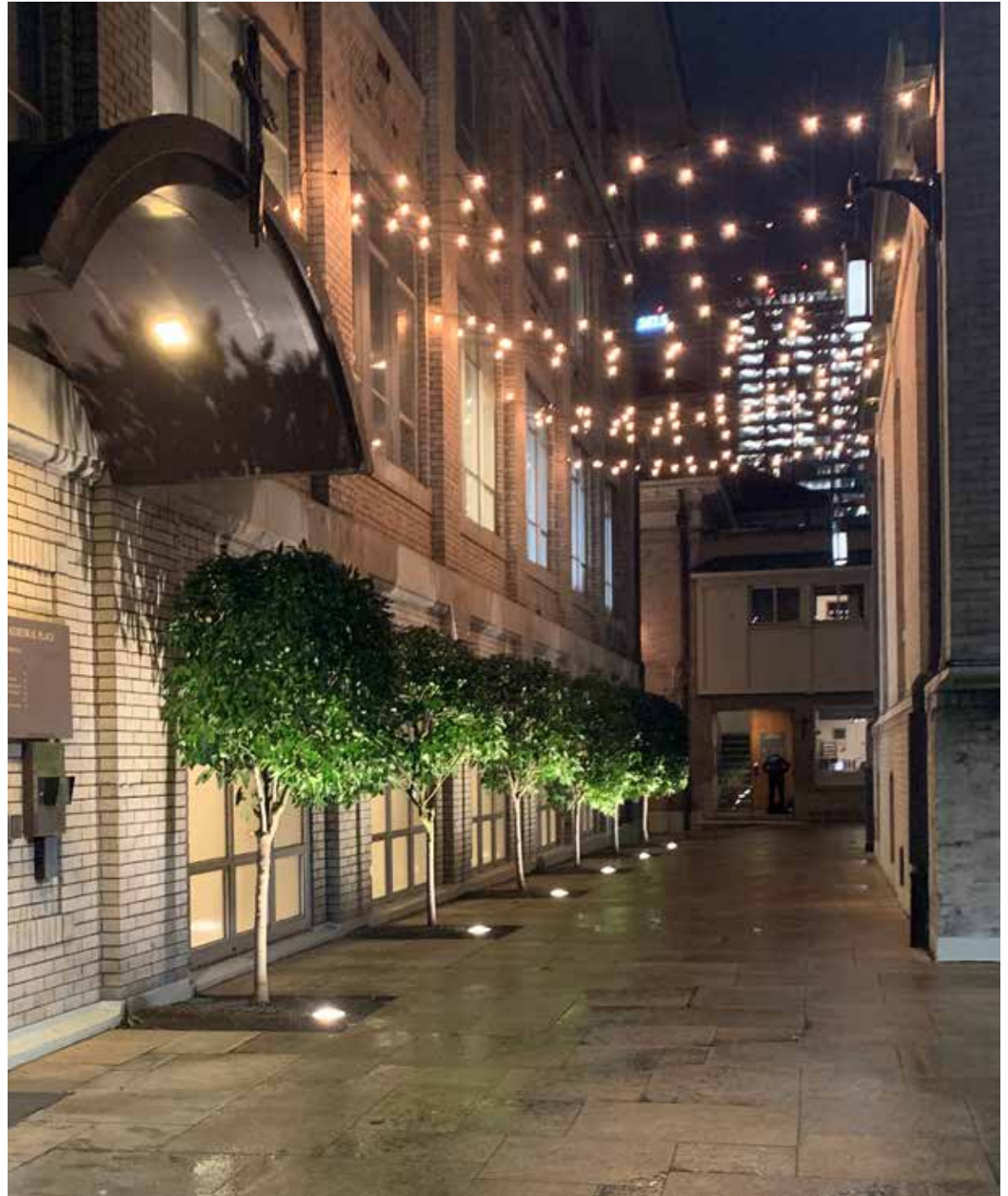




The section of Terry Avenue between Cherry and Marion Streets is uniquely positioned within the First Hill Neighborhood and has a number of notable buildings, community spaces and views that have influenced the design process. Most noteworthy is the St. James Cathedral, which sits on the west side of Terry Avenue between Columbia and Marion Streets. Originally completed in 1907, the Roman Catholic cathedral exemplifies 14th century Italian Renaissance architecture with two twin towers that float 157 feet above Terry Avenue. Between the church's buildings is a hidden walkway, which contributes to the sense of place within the neighborhood. Its affiliated school across the street, O'Dea High School, is designed with a similar aesthetic.

In addition to architecture, the stretch of Terry Avenue is home to a number of community spaces including the renowned Frye Art Museum as well as services and hubs including Solanus Casey Center and Murano Senior Living development.

The development at 707 Terry Avenue will provide additional activation with commercial/retail at the ground level.





4.0 PUBLIC ENGAGEMENT PLAN

Terry Avenue is a community driven effort. As such, public input played a significant role in vision and concept development. The project team employed a variety of strategies to gather diverse and quality input from the community about their views on the future of Terry Avenue. These included public meetings, project flyers, and online surveys, although proposed venues and outreach strategies were re-evaluated within the pandemic context. Over the course of the project, these strategies yielded a vast amount of data that the design team channeled to create the design vision for Terry Avenue.

The primary venues for public input were two public meetings—one in-person and one virtual—an online survey, and several meetings with the FHIA Steering Committee and stakeholders including the Seattle Department of Transportation.



COMMUNITY MEETING #1

WHEN: FEBRUARY 2020
 WHERE: FRYE ART MUSEUM
 # OF ATTENDEES: 40+



Places to Sit and Rest [1-5 people]



Places to Gather [5 - 15 people]



Places to Celebrate (Festival Street)





Shared Street / Woonerf



Enhanced Green Space / Planting



Enhanced Lighting



Public Art / Community Identity



Interactive Elements



SURVEY RESPONSE

470 RESPONSES

445 ONLINE + 25 HARD COPY

←----- FEBRUARY 13 - MARCH 3RD ----->

You're invited,

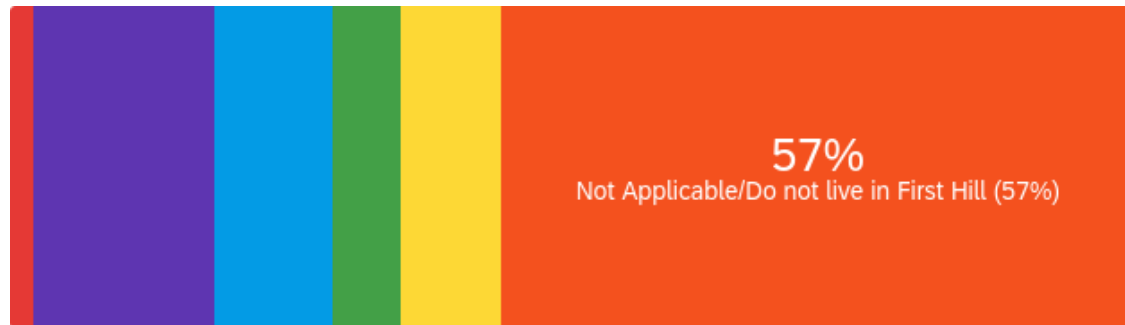
to take part in the ongoing design process for Terry Avenue - Phase 1, and to learn more about the different stakeholders and the project.

Join us to brainstorm what should happen in re-imagining the public realm in your neighborhood.

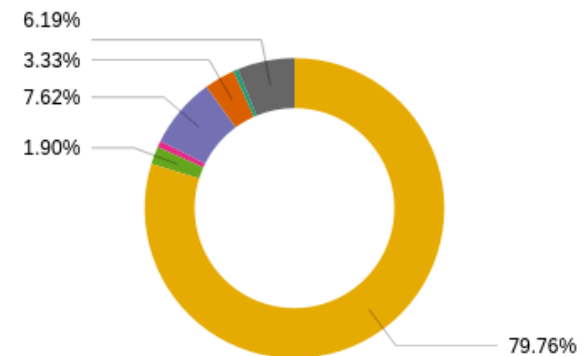
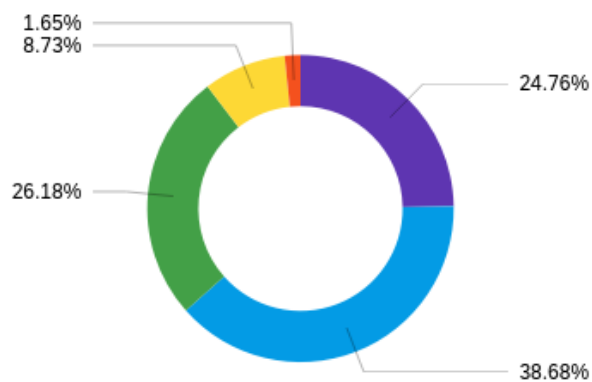
Learn & Discuss:

- How will this project transform First Hill Neighborhood?
- How will this project carry forward the vision from the First Hill Public Realm Action Plan?
- How will the process engage the community and different stakeholders?
- How will the new Terry Avenue integrate into the neighborhood and the community?
- The next steps in the process.

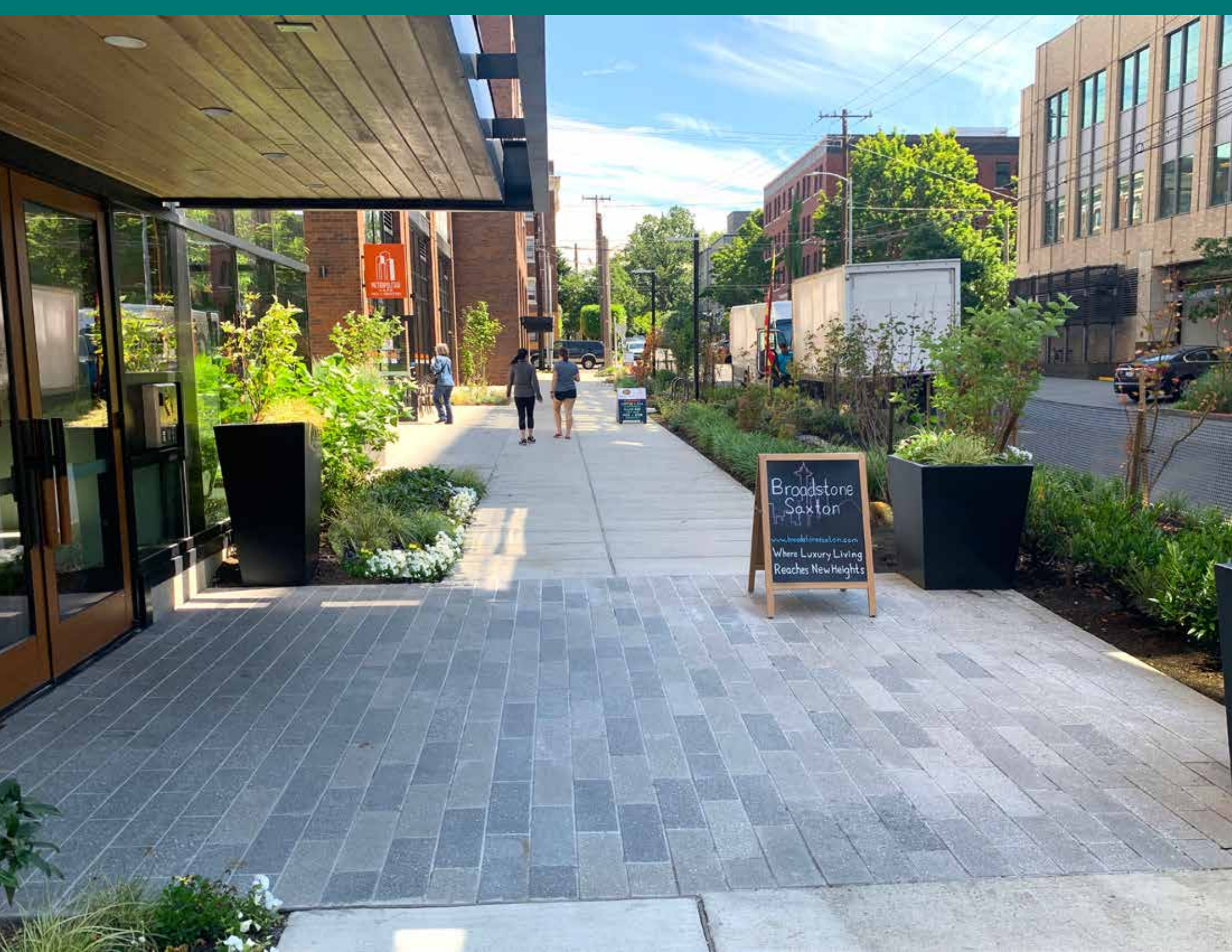
Demographics of Respondents



■ I just moved here. (2%)
 ■ 1 - 5 years (16%)
 ■ 6 - 10 years (10%)
■ 11 - 15 years (6%)
 ■ 16+ years (9%)
 ■ Not Applicable/Do not live in First Hill (57%)



■ Under 18
 ■ 18 - 34
 ■ 35 - 54
 ■ 55 - 74
 ■ 75 or older
 ■ Prefer not to answer
 ■ White/Caucasian
 ■ Black or African American
 ■ American Indian or Alaska Native
 ■ Asia
■ Hispanic or Latino
 ■ Native Hawaiian or Pacific Islander
 ■ Not Listed



Broadstone
Saxton
www.broadstonesaxton.com
Where Luxury Living
Reaches New Heights

What about First Hill neighborhood make you most excited about living, working, or visiting?
 (i.e. the people, tree-lined streets, good schools, restaurants/bars, proximity to downtown)



SELECT RESPONSES:

- Volunteer park arboretum Japanese garden pocket park in pioneer square with waterfall Seward park area near Elliot Bay Bookstore
- Cal Anderson park central coop first hill park make it larger they did on bell street park not enough benches pike market water front
- Downtown shopping for specific things-usually handmade stuff, waterfront, natural areas: Magnuson, discovery, Jackson park, green lake, etc.
- Fremont basically anywhere. Greenwood basically anywhere. Ballard basically anywhere.
- Freeway Park, Pike Place Market, Waterfront Parks, Queen Anne farmers market, chuilly gardens, waterfront
- Ballard, U Village
- Ballard Farmer's Market, Ballard Locks, Discovery Park
- Myrtle Edwards Park, Seattle Waterfront, Golden Gardens, Burke Gilman Trail, Gas Works Park, Ballard Market, Pike Place, Woodland Park Rose Garden Sensory Garden
- The Piers, kid play spaces, music venues.
- Gasworks, SLU, Bell Town pedestrian street/alley
- Olympic Sculpture Park, Central Library, Volunteer Park, International District
- Seattle Center, Sculpture Garden, Waterfront
- Lincoln park, Ballard locks, Madison beach

How do you currently use Terry Avenue? (i.e. casual stroll through neighborhood, pass through walking to work, driving along, etc.)



SELECT RESPONSES:

- Pass through walking to frye, st james, yesler terrace
- Casual stroll and way to go where I volunteer
- I am frequently walking on this part of terry ave from home to medical, drug store, shops, church, museum, and dog walking. (ie few times a week)
- Casual stroller, sometimes health care
- Walking to work from parking lot. Going to appointments at Lindeman pavilion.
- We walk on it to get to St. James. We sometimes sit behind the cathedral and have coffee under the trees. Also drive down it to get around the neighborhood when the main streets are full of cars.
- Pass through walking from bus stop to work
- Avoid it completely unless I have to walk through to get to a destination.
- I generally start my daily walks in the neighborhood on this route, I use it to go to the closest, post box, and since it is a beautiful street with many large trees I use it to get to Madison and points north of Cherry. I do use it when driving from my home to my parking garage since it is the shortest distance between the 2.
- Pass through walking to work
- Walking to church Donating blood at Blood Works

In your opinion, what currently works?



SELECT RESPONSES:

- Plaza outside murano water feature entrance to frye chain of st james and o'dea upper stairs (if we think to look up)
- Trees and pedestrian friendly building, pleasant plantings as you walk by
- Trees. Reduced "through" traffic.
- There are some beautiful trees by the Cathedral.
- It's semi safe, semi scenic. (from convention place to VM)
- Trees, lighting, architectural beauty
- All the new construction is great. I think making the area more developed and safer.
- The tree-lined feel from Columbia St to Madison St is very unique, and serves as a human scale is special for the neighborhood. Based on the current amount of traffic, stop signs are working well, but could change as more high-rises emerge along Terry Ave.
- Plenty of pedestrian crossings, lovely trees, beautiful historic houses and buildings eg the cathedral.
- I enjoy the Farmer's market and that it can be closed off on one end for events.
- It's clean, pretty, low traffic
- Wide sidewalks, dog-friendly, aesthetically pleasing visuals such as murals, utility wraps and free little libraries

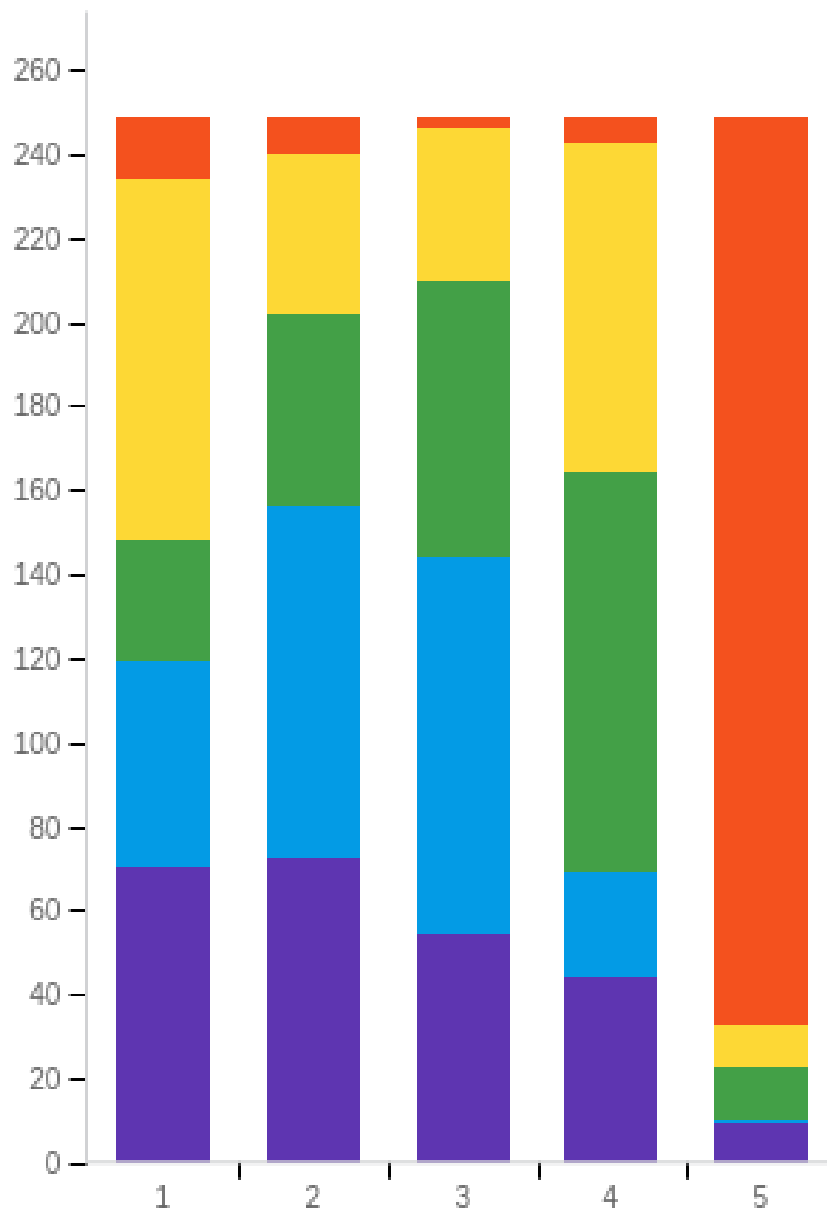
What are some of the existing challenges on the street?



SELECT RESPONSES:

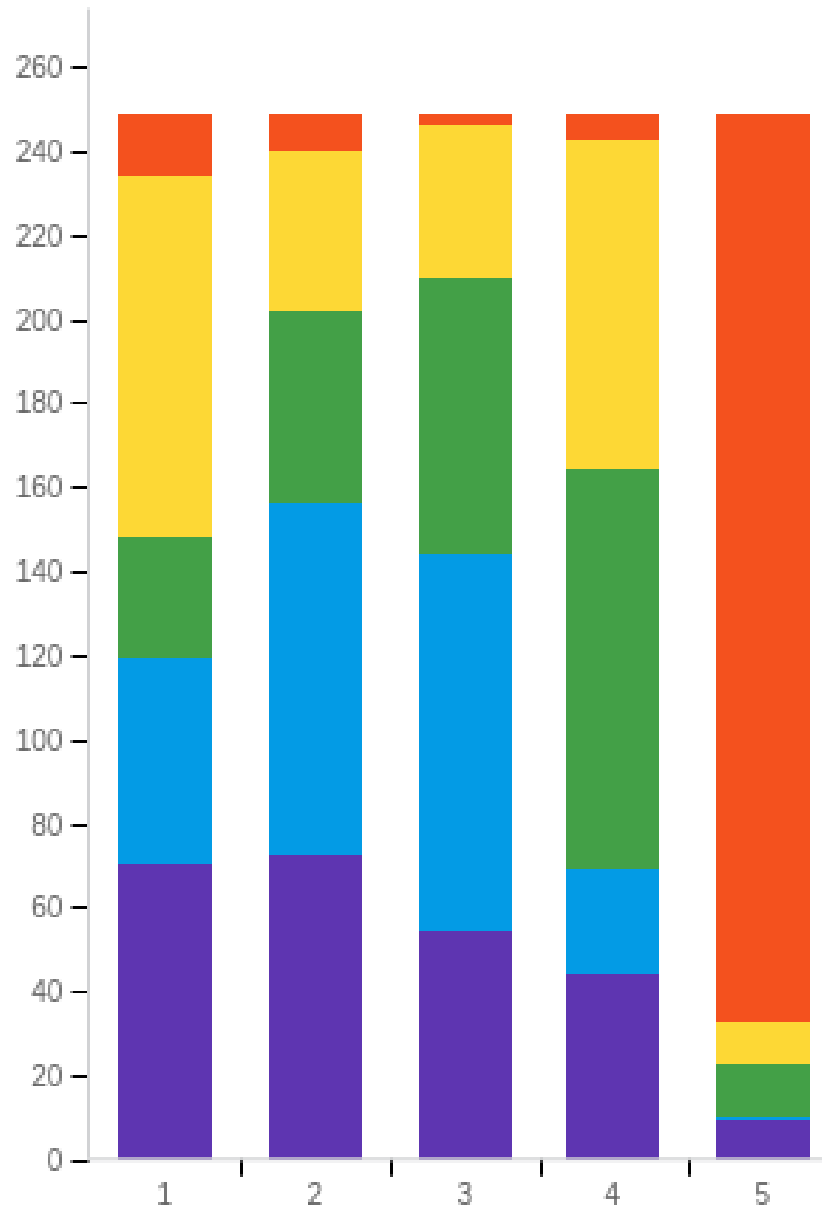
- Uneven sidewalks 4 way traffic stops where traffic doesn't stop
- Steep hills, really dreary and dark on cloudy days
- Rough pavement, clogged traffic is a major issue 25 speed limit need on boren we need more seating and trash cans, more trees and flowers
- Please finish the sidewalk on terry connecting it to the top of Union Steps. as it is now, you have to walk into traffic for that half of a block. very unsafe
- Parking; lack of open space
- Needles, trash, dog poop. drug addicts. crime.
- need more green space, trees, benches, flower boxes
- increasing homelessness
- increase street lights for safety
- dead ends near VMMC; very hilly neighborhood makes it difficult to walk
- construction at Frye, of course. unsightly small lot at north end, top of hill down to Pike St.
- When cars are parked on both sides of the street, traffic gets congested. Sometimes cars travel too fast.
- The street cuts through a number of vital cultural community gathering spaces including a museum, church, school etc.
- Safety. It is not a street I walk down alone in the dark.
-

Prioritize the following amenities you would like to see on Terry Avenue.



Total Count: 249

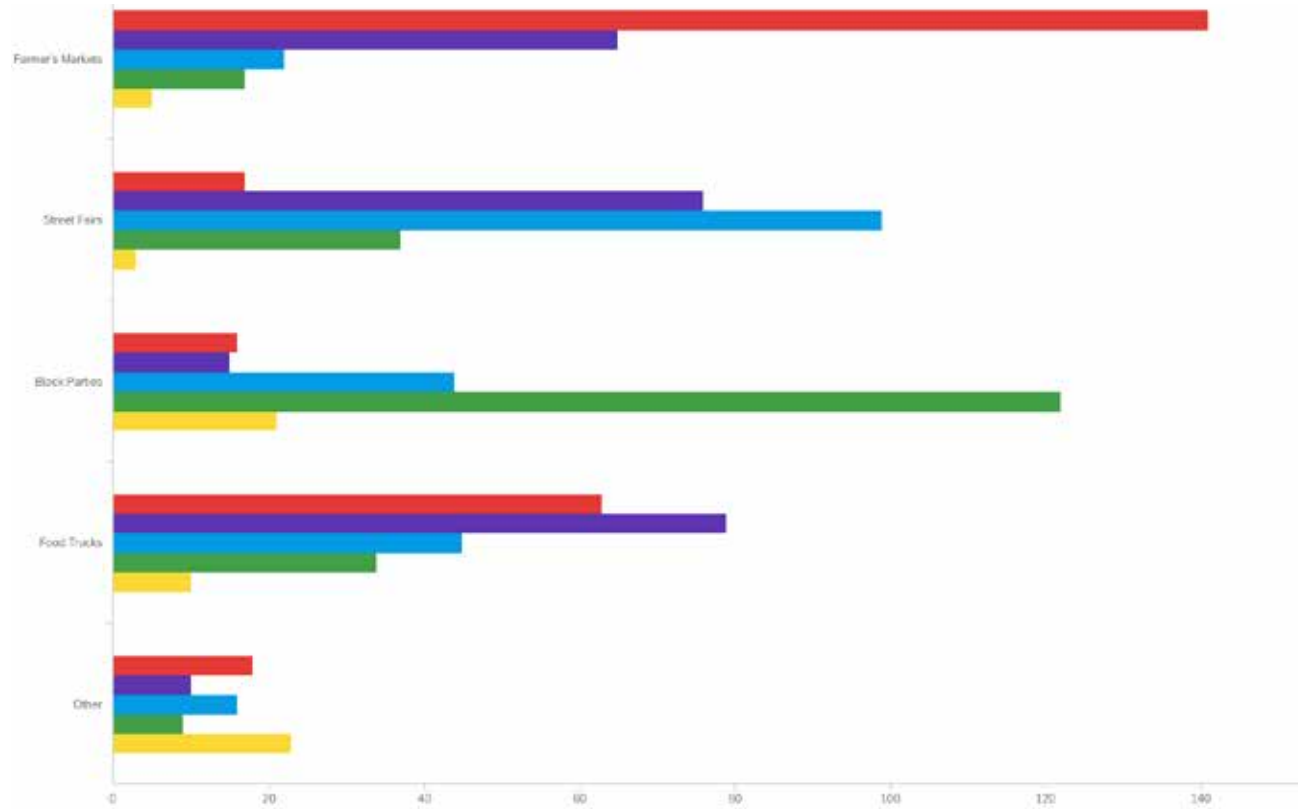
Prioritize the following amenities you would like to see on Terry Avenue.



	1	2	3	4	5
Places to Sit and Rest (1-5 people)	28.1% (70)	28.9% (72)	21.7% (54)	17.7% (44)	3.6% (9)
Places to Gather (5-15 people)	19.7% (49)	33.7% (84)	36.1% (90)	10.0% (25)	0.4% (1)
Places to Celebrate (15-30+ people)	11.6% (29)	18.5% (46)	26.5% (66)	38.2% (95)	5.2% (13)
Shared Street (for pedestrians, cyclists, and vehicles)	34.5% (86)	15.3% (70)	14.5% (36)	31.7% (79)	4.0% (70)
Other	6.0% (15)	3.6% (9)	1.2% (3)	2.4% (6)	86.7% (216)

Total Count: 249

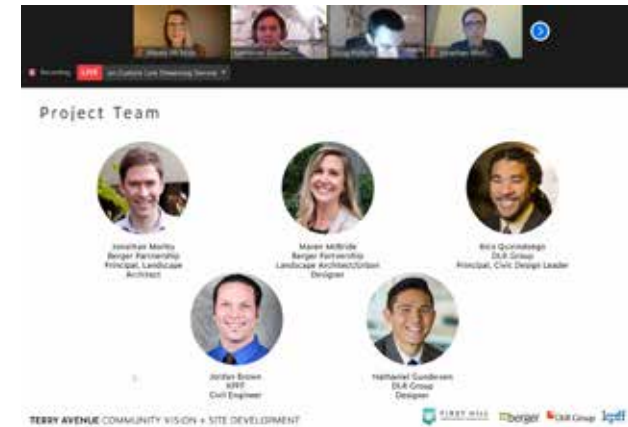
Prioritize additional activities you would like to see on Terry Avenue? (1 most preferred to 5 least preferred)



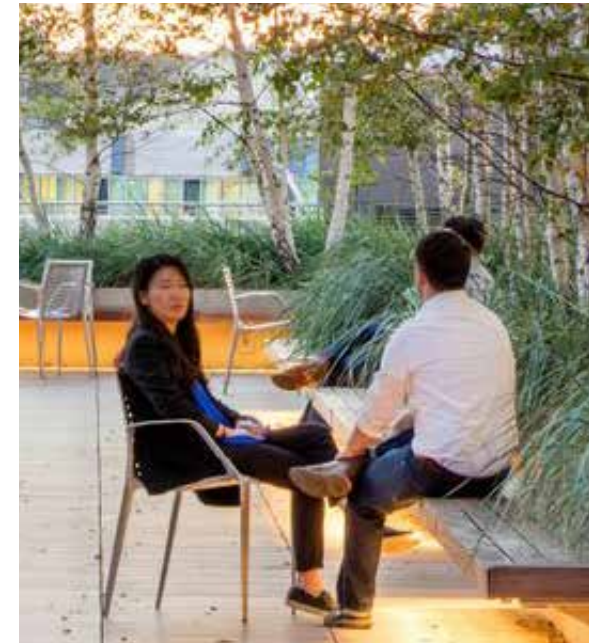
	1	2	3	4	5	Total Count
Farmer's Markets	56.4% (141)	26.0% (65)	8.8% (22)	6.8% (17)	2.0% (5)	250
Street Fairs	7.3% (17)	32.8% (76)	42.7% (99)	15.9% (37)	1.3% (3)	232
Block Parties	7.3% (16)	6.9% (15)	20.2% (44)	56.0% (122)	9.6% (21)	218
Food Trucks	27.3% (63)	34.2% (79)	19.5% (45)	14.7% (34)	4.3% (10)	231
Other	23.7% (18)	13.2% (10)	21.1% (16)	11.8% (9)	30.3% (23)	76

COMMUNITY MEETING #2

WHEN: OCTOBER 20, 2020
 WHERE: VIRTUAL!
 # OF ATTENDEES: 60+



WHAT SPECIFIC DESIGN ELEMENTS DO YOU WANT TO SEE ON TERRY?



5.0 DRAFT ALTERNATIVES

Initial goals established for the Visioning Plan included:

- Meet open space needs and a support growing population
- Create a shared-use, pedestrian-priority street with the following characteristics:
 - Conveys a strong identity and active edges
 - A place that encourages exploration
 - A destination and setting for social interactions
 - Be flexible to allow range of activities to occur
 - Exhibit a cohesive, high-quality expression of materials
 - Create pleasant places to...
 - Sit and spend time
 - Talk to a neighbor
 - Play a game
 - Gather for an event

As the survey data and site information was being analyzed, several guiding principles emerged that became the basis of the design and informed the draft design alternatives.

- Existing mature trees shall be retained.
- Two-way vehicular traffic should remain.
- The street would remain open to vehicular traffic.
- Street closures would only occur on a temporary basis for events and gatherings.
- Traffic-calming measures should be incorporated.
- Frontage of 707 Terry (Westbank development) is already permitted and under construction, so no major changes are proposed along that portion of the block.

The subsequent alternatives present flexible interventions ranging from minimal to more ambitious modifications to the roadway and pedestrian realm.

Alternative 1: Edges

- Stop signs at all roadway intersections.
- Modified curb line captures underutilized roadway areas by narrowing the street in places and contributes to traffic calming.
- New curb bulbs can be utilized for additional vegetation and seating areas.
- At-grade crosswalks provide opportunities for community identity/artwork at each intersection.

Alternative 2: Connected

All the characteristics of Alternative 1, plus the following:

- Grade of the Terry-Columbia intersection is raised so that the roadway is the same elevation as sidewalk.
- Paving material of the raised intersection is higher quality than existing roadway.

Alternative 3: Elevated

All the characteristics of Alternative 1, plus the following:

- Grade of Terry Avenue between Cherry and Columbia is raised so that the entire block is the same elevation as the sidewalk and is curbless.
- Paving material of the block related to pedestrian realm paving is higher quality than existing roadway.
- Tactile warning in the paving defines boundary between vehicular and pedestrian realm.

LEVEL OF INTERVENTION



ALTERNATIVE 1: EDGES

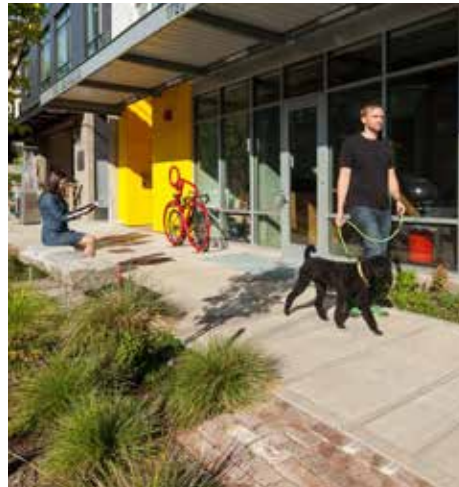
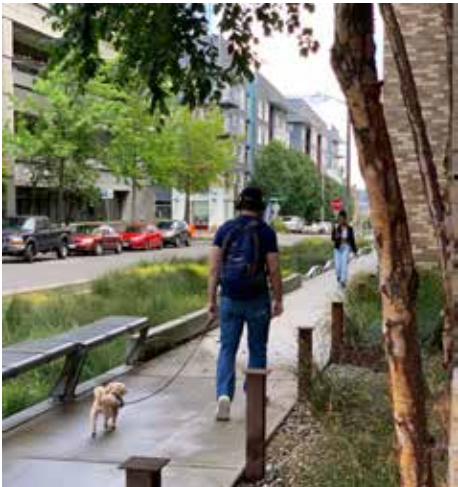
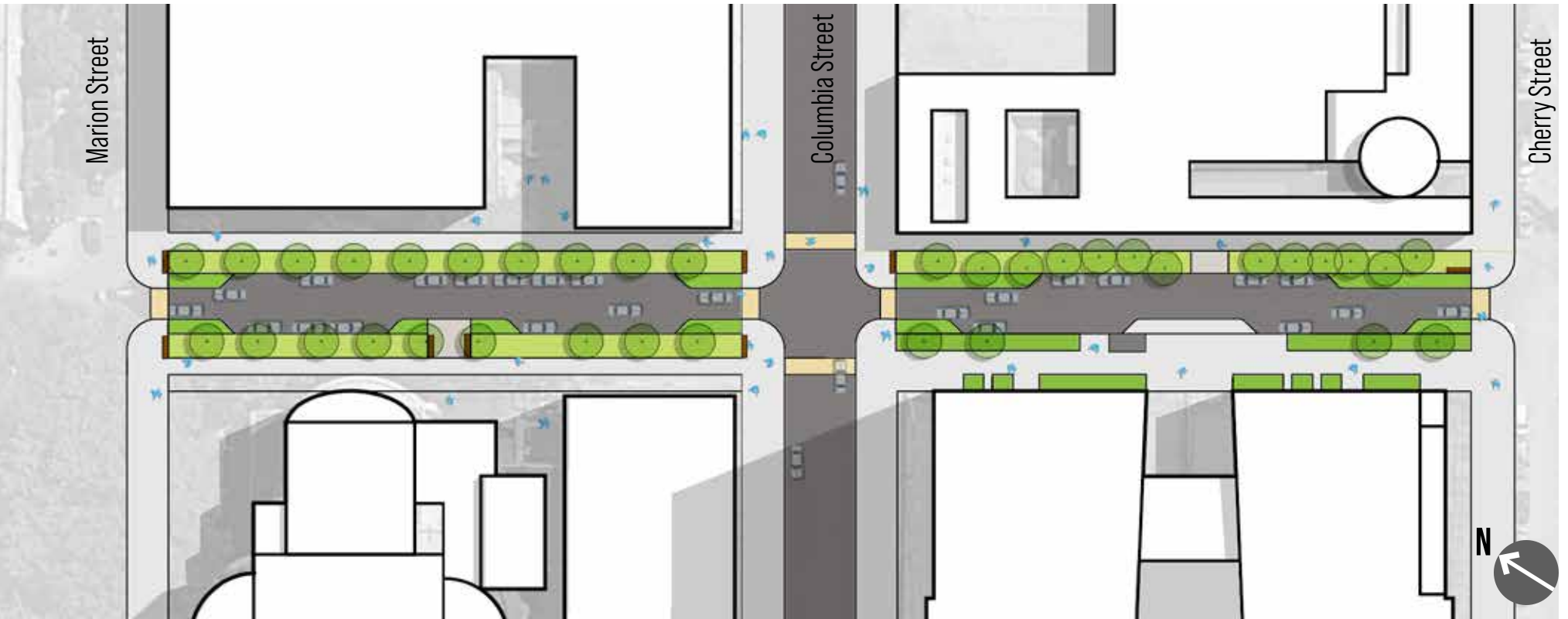


ALTERNATIVE 2: CONNECTED

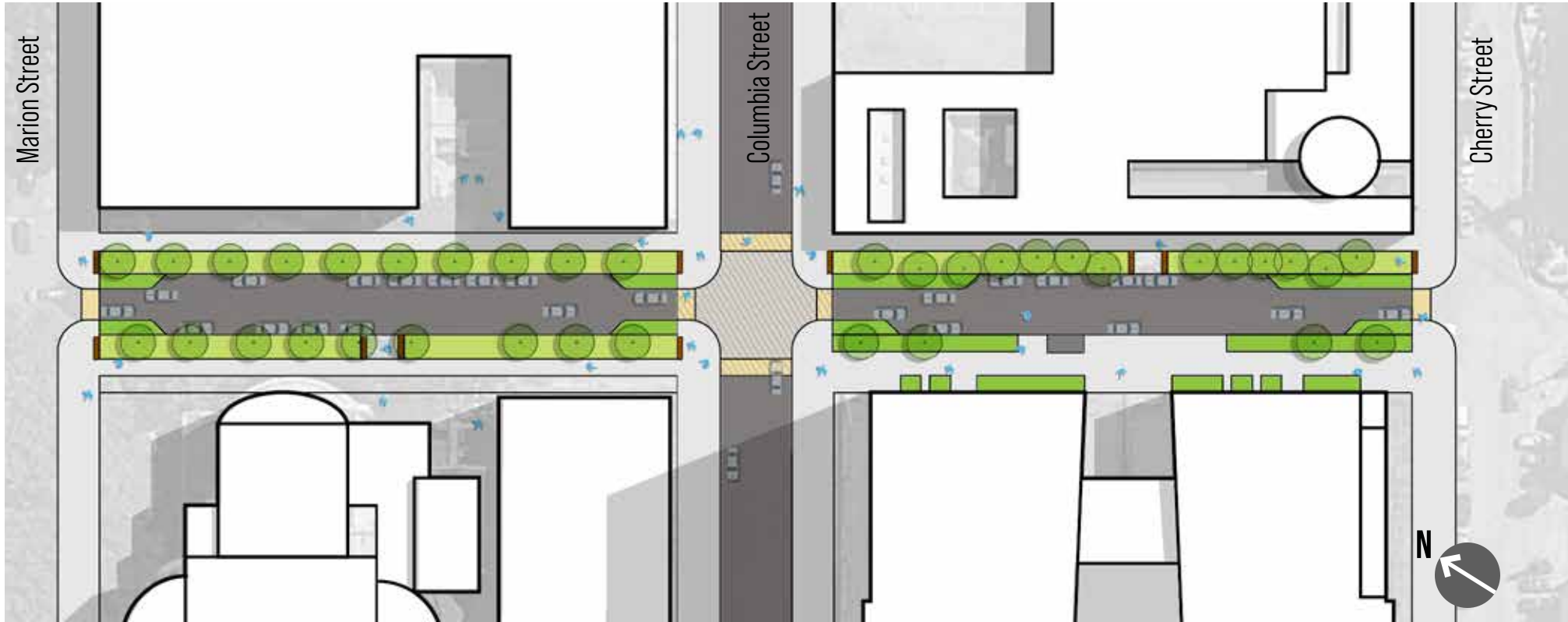


ALTERNATIVE 3: ELEVATED

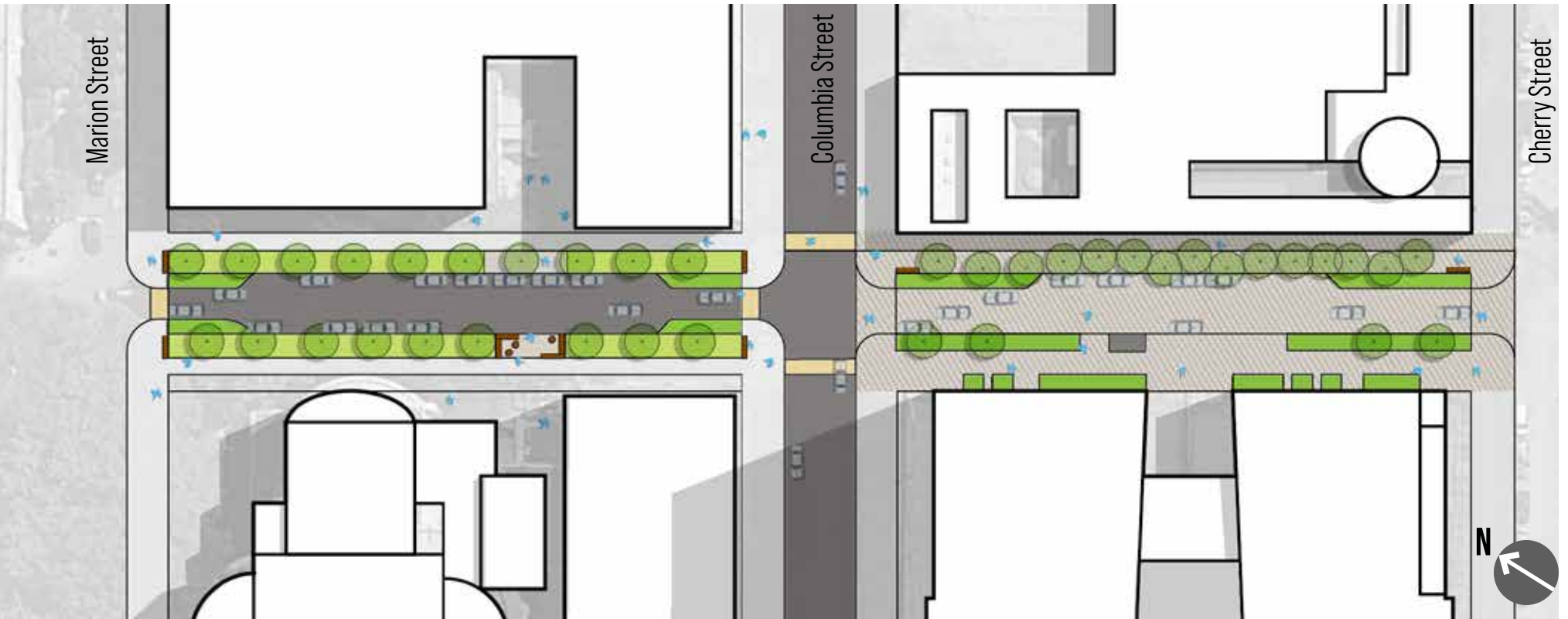
ALTERNATIVE 1: EDGES



ALTERNATIVE 2: CONNECTED

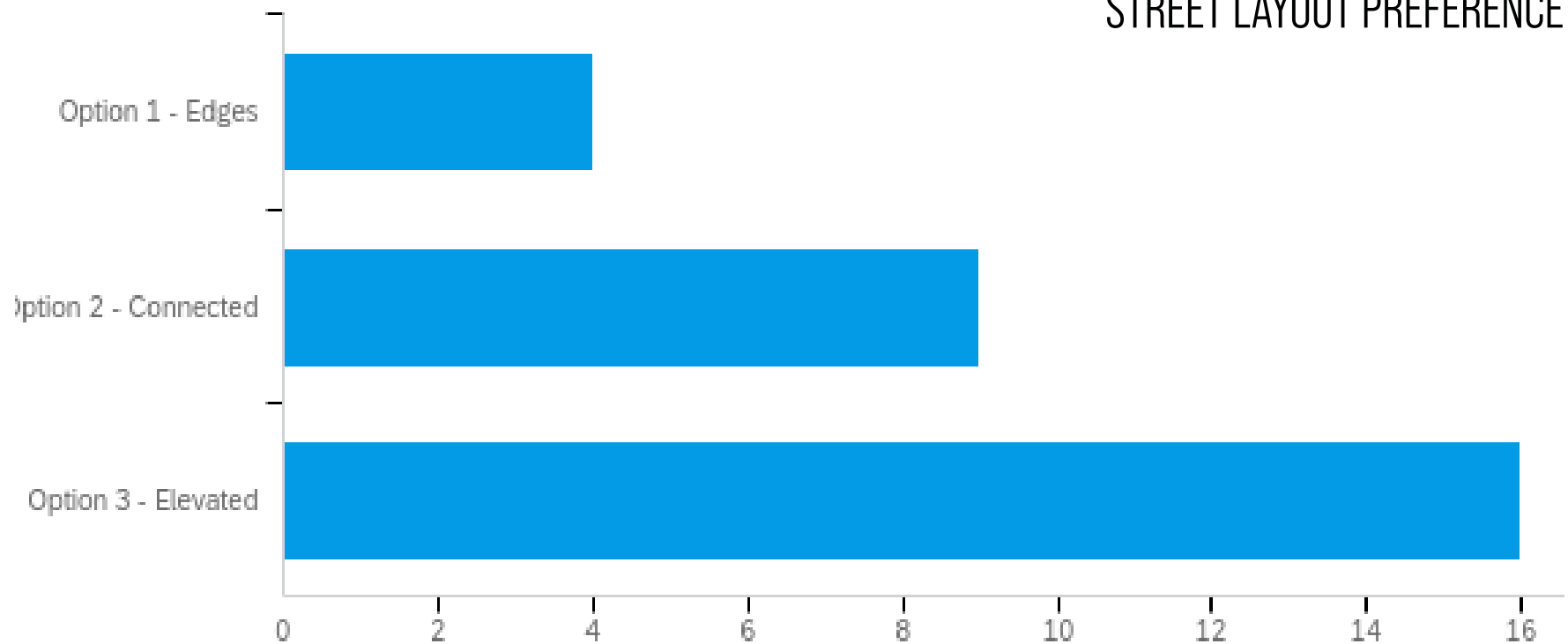


ALTERNATIVE 3: ELEVATED

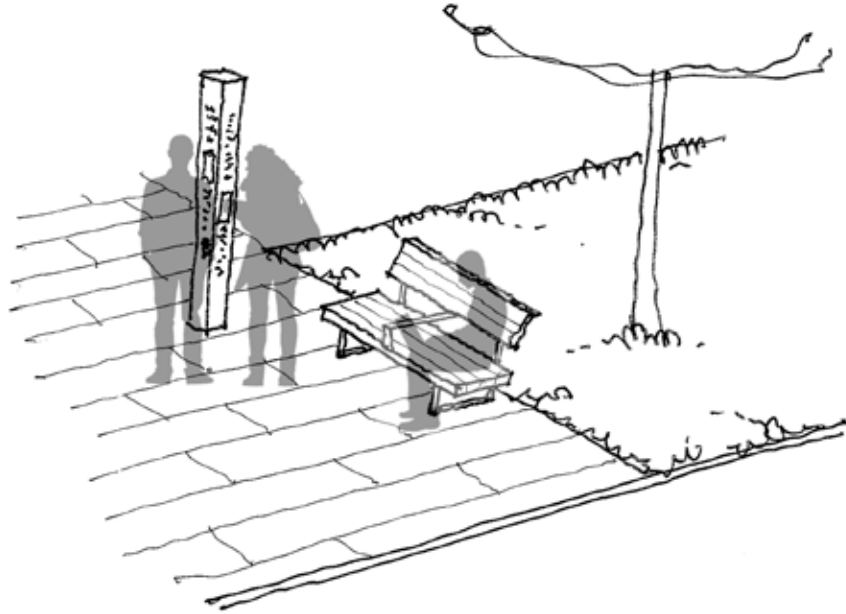


FEEDBACK

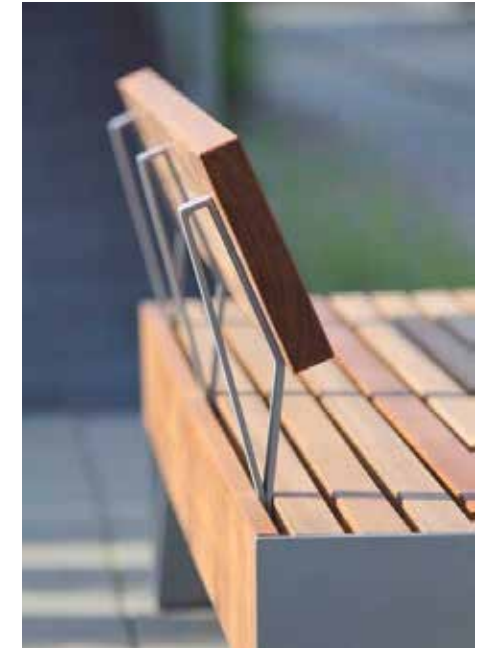
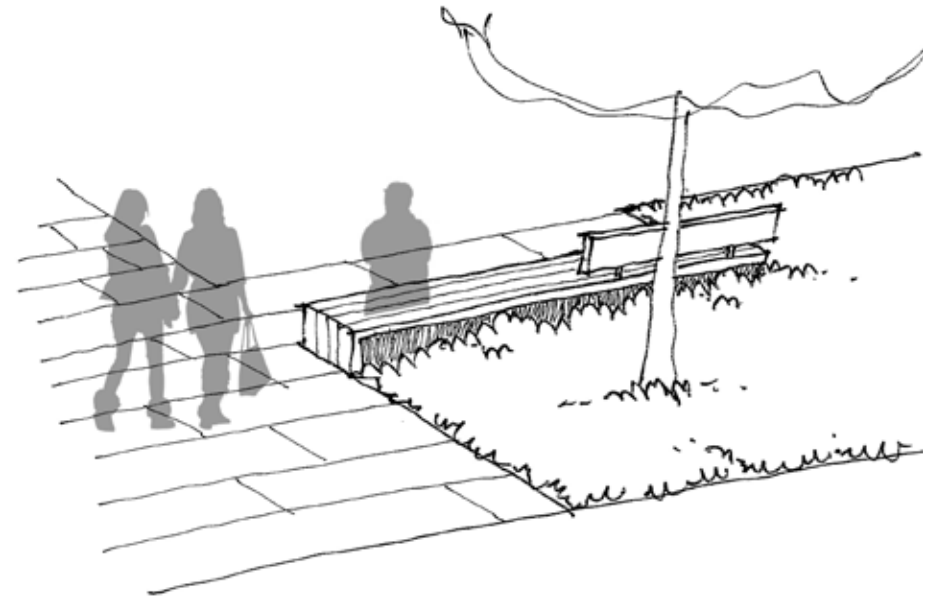
Since the October 2020 meeting was held virtually, the team utilized a platform that enabled live-polling of attendees. The intent was to gauge the level of receptivity to the draft concepts being presented. In addition to the live-polling, attendees had the ability to submit questions during the entire presentation. The team monitored questions as they came in throughout the presentation and either discussed live or responded via the chat function. The collective feedback received that evening and subsequent posting of the presentation informed the preferred concept vision.



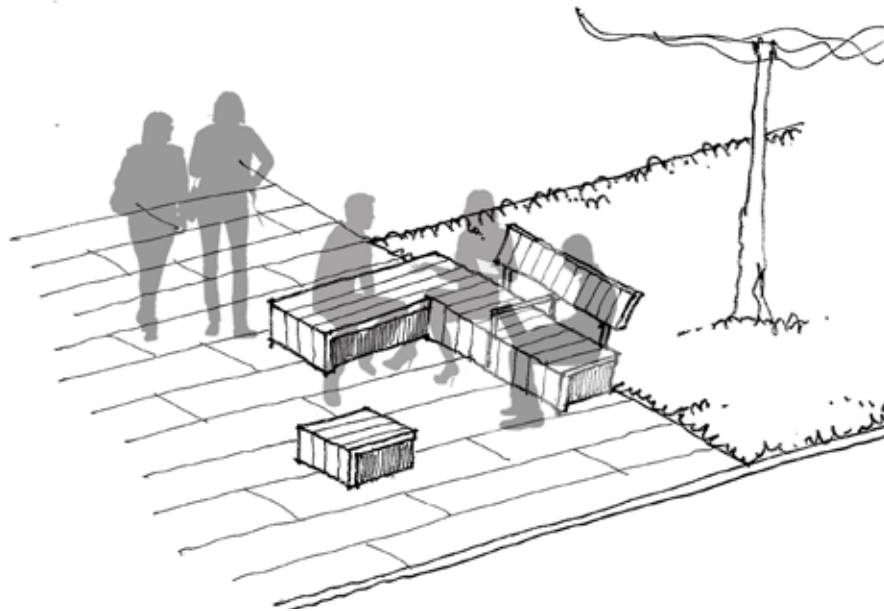
SOCIAL HUB OPTION 1: FIXED AT CORNER



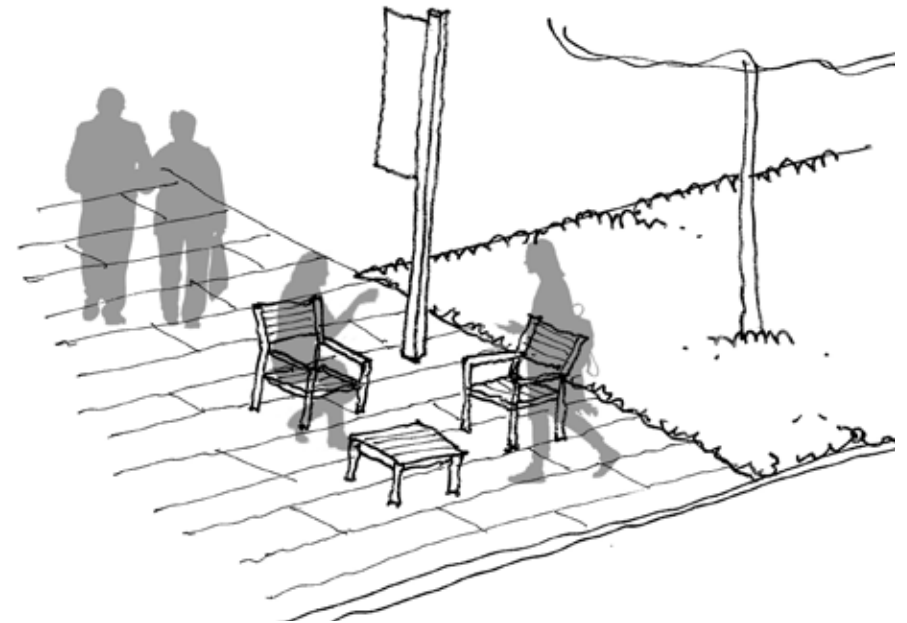
SOCIAL HUB OPTION 2: FIXED LINEAR



SOCIAL HUB OPTION 3: FIXED BUT FLEXIBLE



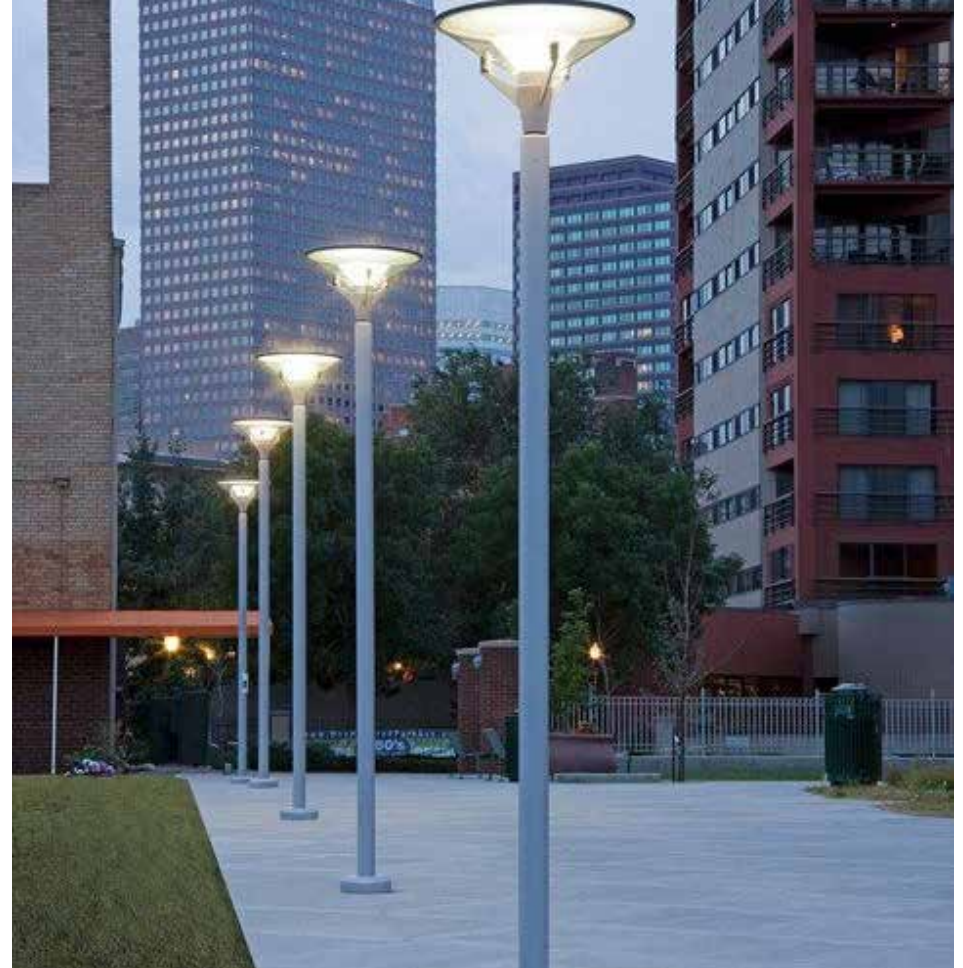
SOCIAL NODE OPTION: MOVABLE AND/OR INDIVIDUAL



LIGHTING OPTION 1: INTEGRATED WITH ELEMENTS



LIGHTING OPTION 2: PEDESTRIAN LIGHT POLES



GREEN SPACE OPTION 1:
SEASONAL INTEREST



GREEN SPACE OPTION 2:
STORMWATER

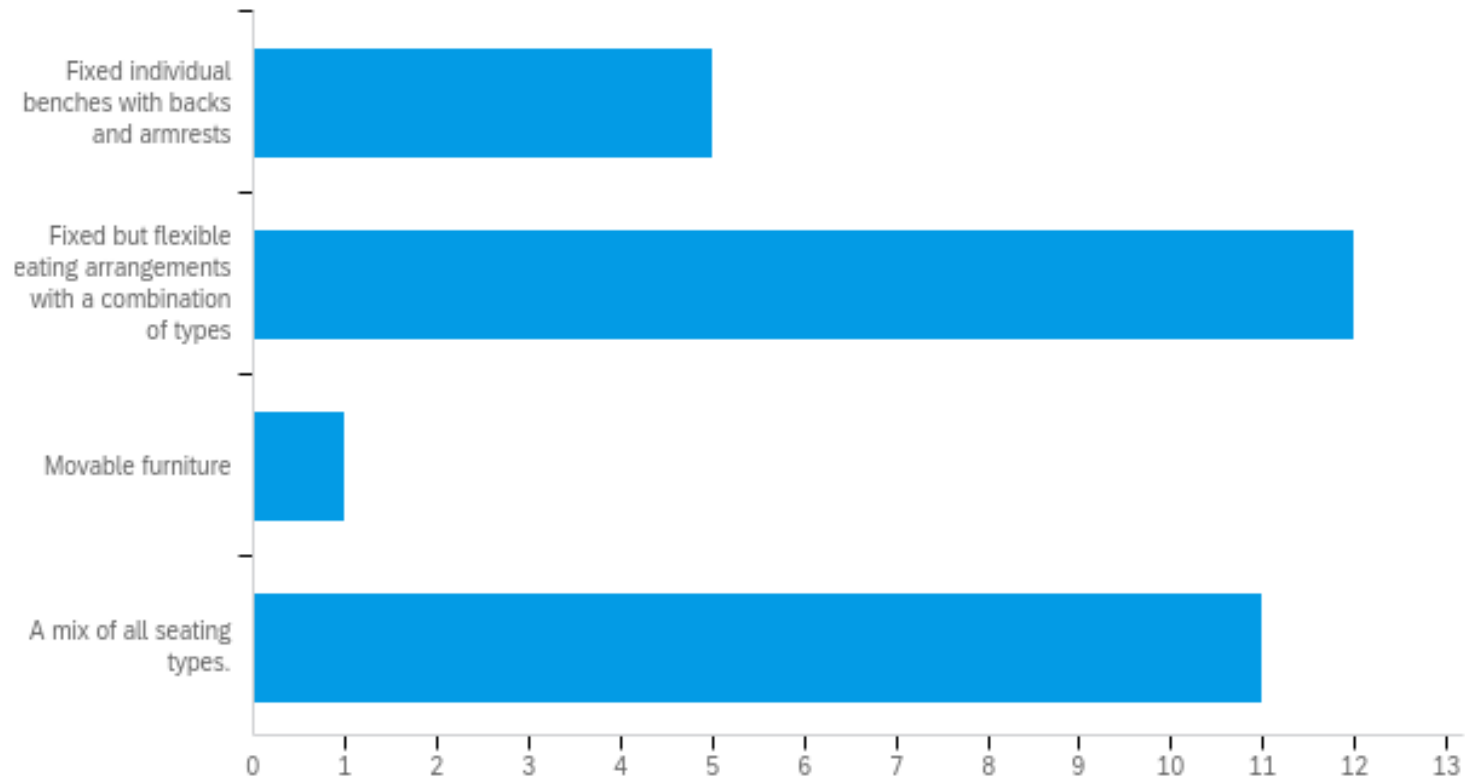


GREEN SPACE OPTION 3:
MOSTLY HARDSCAPE



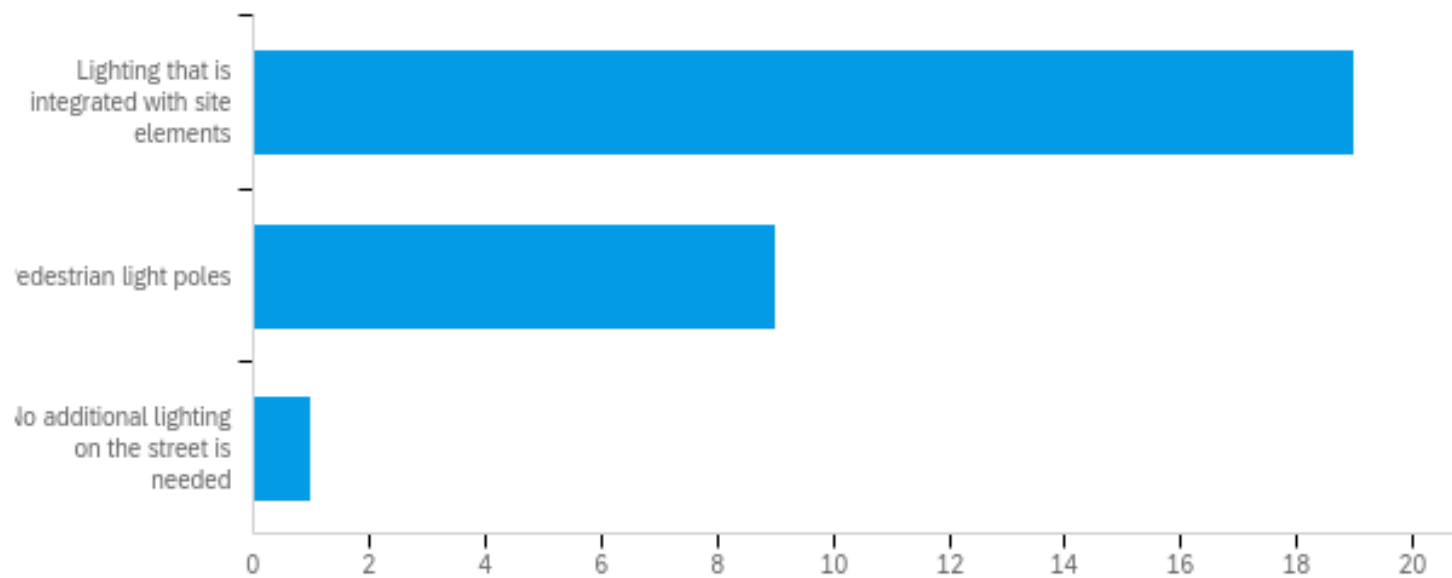
GREEN SPACE OPTION 4:
COMBINATION



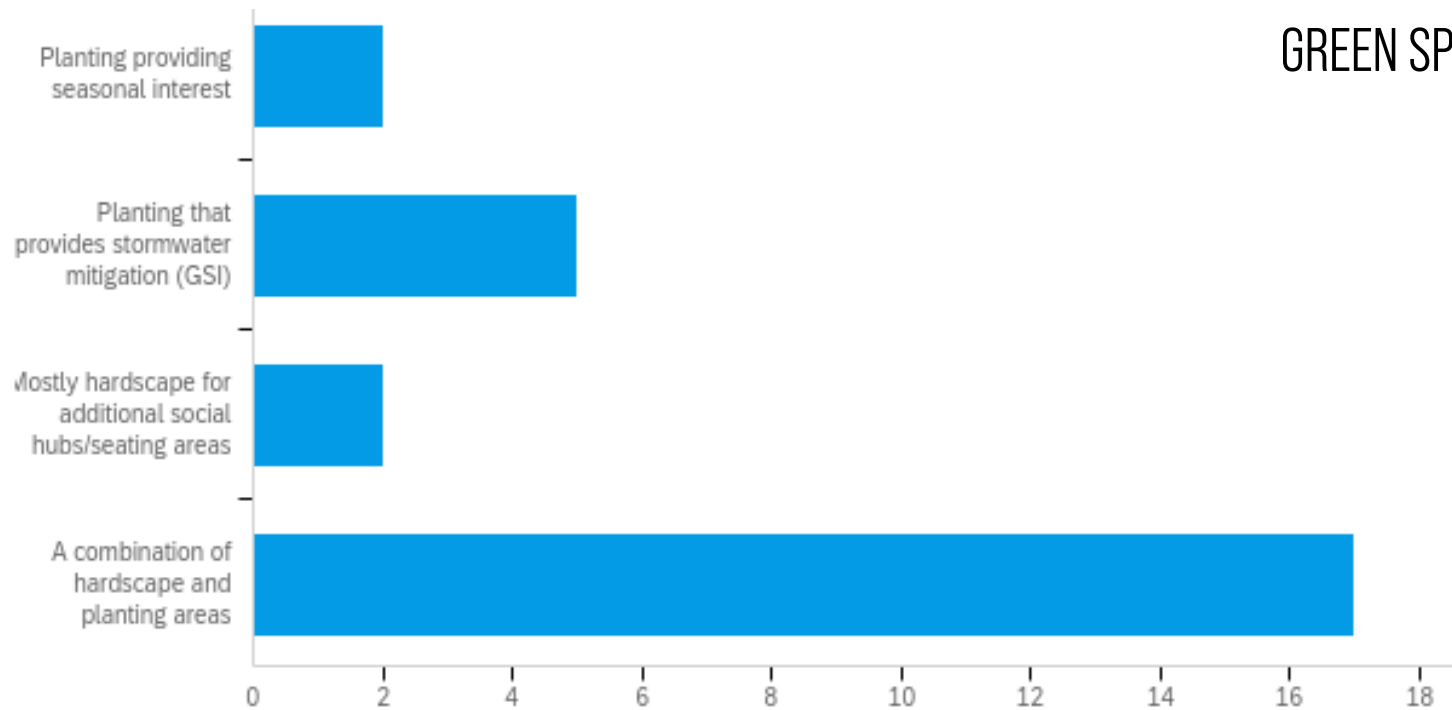


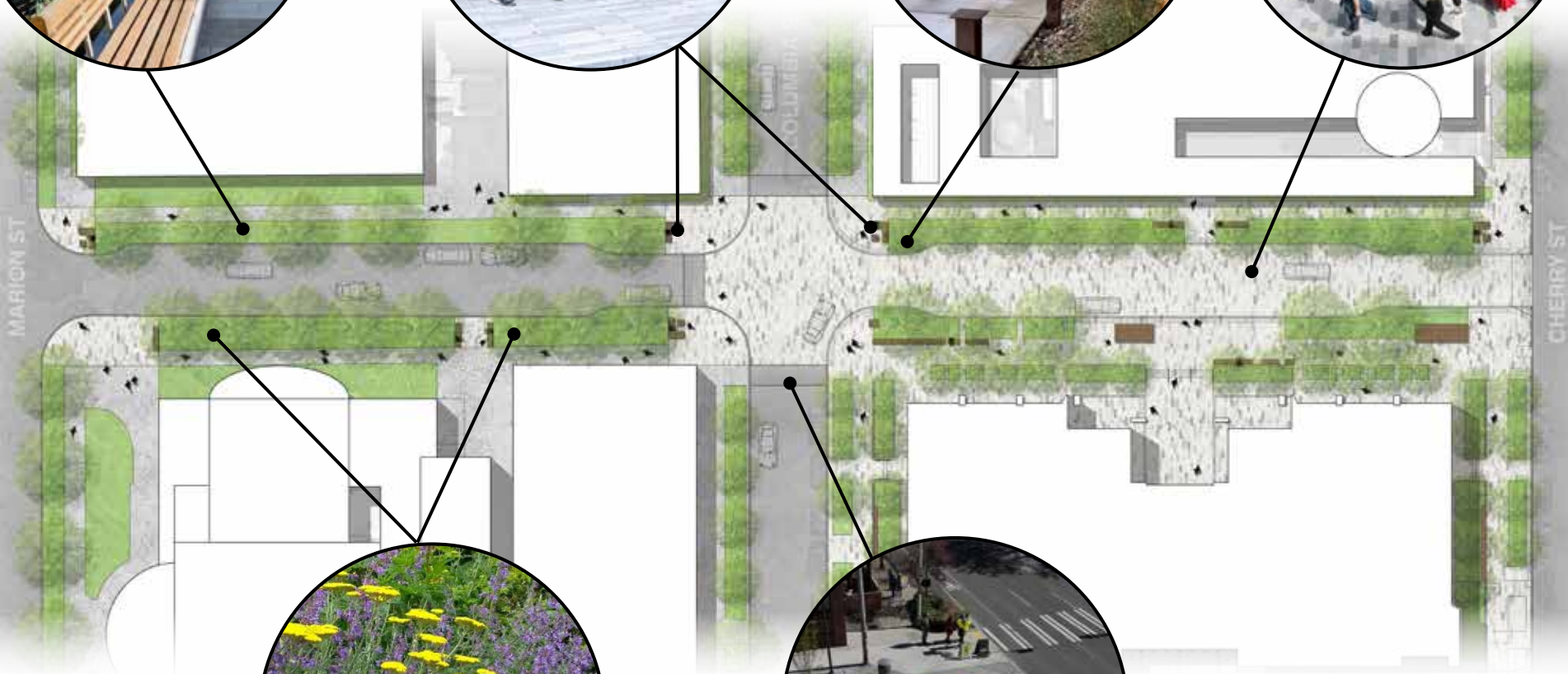
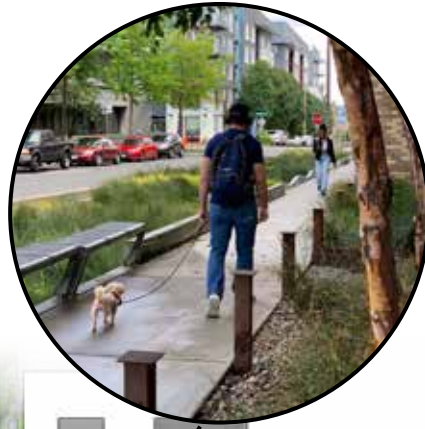
SOCIAL HUBS

LIGHTING



GREEN SPACE / CURB BULBS





6.0 CONCEPT VISION

The preferred concept is a distillation of the feedback received at the October 2020 meeting as well as throughout the visioning process.

The concept is a hybrid of the alternatives titled Connected and Elevated, and here are the highlights:

- The grade between Terry Avenue between Cherry and Columbia is raised so that the entire block is the same elevation as the sidewalk and is curbsless. In addition, the Terry-Columbia intersection is also raised.
- Paving in the raised and curbsless zones is of higher quality than standard cast-in-place concrete sidewalk and distinct from the standard 2x2 pattern typically used. The intent is to extend the higher quality material of the pedestrian realm into the raised vehicular areas. This approach aids in overall cohesiveness of these sections of Terry Avenue, brings a pedestrian-scaled material into the street that can be closed for events, including farmer's markets and aids in traffic calming when

the street is open to vehicles the majority of the time. A band of tactile warning texture per City of Seattle standards, and potentially bollards as well, would be located at all flush conditions to give cues to pedestrians and drivers as to where the dividing line is between those zones.

- Social hubs (seating areas) are distributed throughout the two blocks and reflect feedback received during the October meeting. The hubs are located at key intersections and create a handful of focused areas for social interactions on a daily basis. The seating blocks can also act as small platforms for buskers or a stage when the street is in event mode.
- Lighting design strategy is a combination of fixtures integrated into site furnishings, as well as light pole standards. As more detailed design progresses, fixtures would be selected to have shield light to minimize glare, while also providing a high-quality nighttime experience for pedestrians.

- Whether flush with sidewalks or at-grade in the street, each crosswalk could be an opportunity for an artist-designed piece that could be administered through the City's Community Crosswalk program. Each crosswalk could be completely unique or be relatives of one another in a series developed for the two-block project area or the entirety of Terry Avenue.
- New vegetation will strive to balance the function stormwater needs and provide interest throughout the seasons.
- The concept minimizes parking impacts along Terry Avenue through targeted curb bulb placement. In addition, school drop-off and parking functions are maintained, including funeral accommodations at the SW corner of Marion Street and Terry Avenue.
- Existing trees along Terry Avenue have been considered and will continue to be monitored for health by SDOT and Urban Forestry. Any updates and/or replacement based on those evaluations will be incorporated as part of future design efforts.



SOCIAL HUB AT SE CORNER OF TERRY & COLUMBIA - LOOKING SOUTH (OPEN STREET)

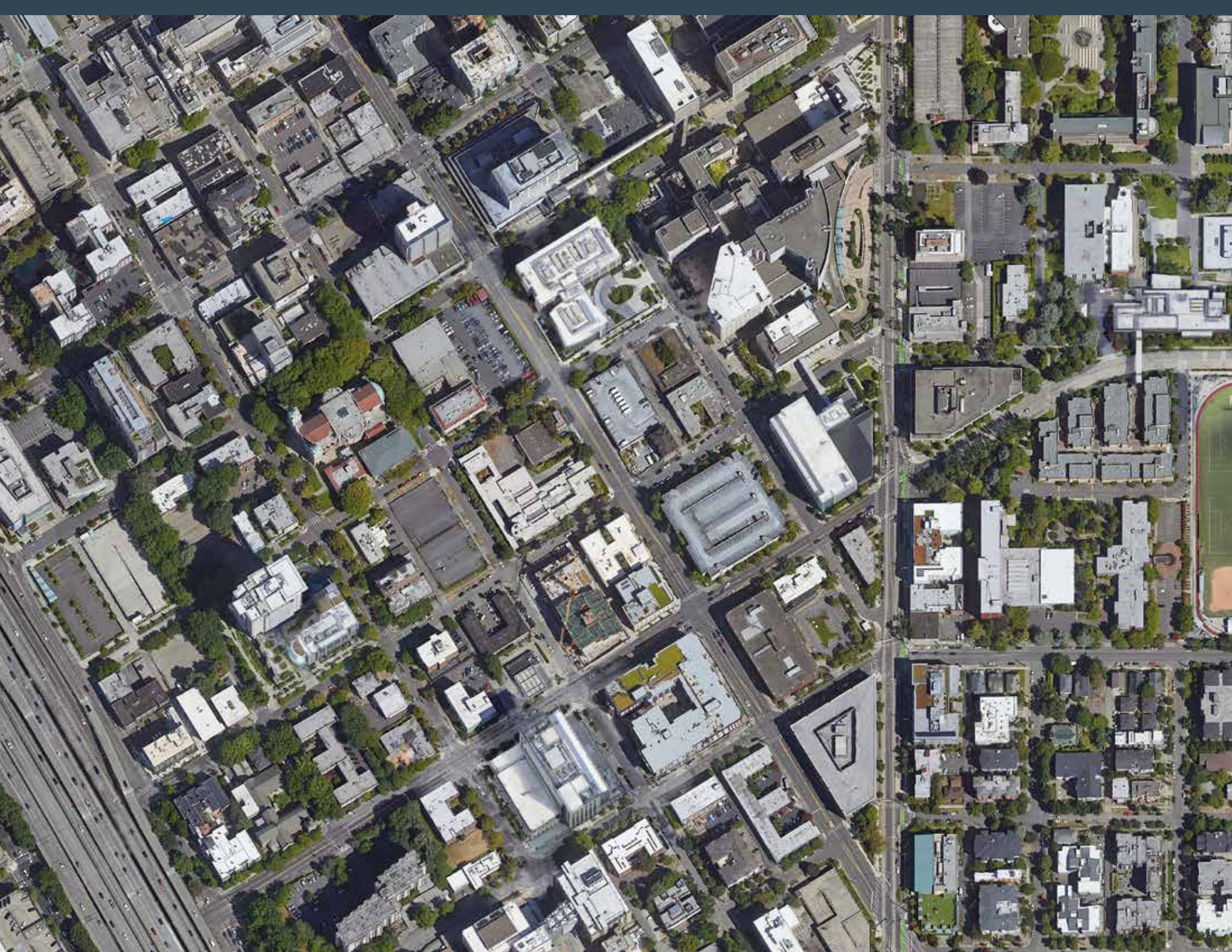




SOCIAL HUB AT SE CORNER OF TERRY & COLUMBIA - LOOKING SOUTH (CLOSED STREET)







7.0 NEXT STEPS

The Terry Avenue Vision Plan presents a preferred direction that anticipates a variety of public and private actions, both big and small, to be realized. There is recognition that this transformation takes time and sustained advocacy from the community, continued support from property owners, and additional funding from a range of public and private sources. Completion of this study, which builds on the work of the PRAP, is an exciting step toward realizing the vision.

The immediate path forward will be to get clarification from our partners at the Washington State Convention Center regarding how their project's funding gap from COVID-19 impacts the public benefits associated with Terry Avenue improvements. Depending on their updated information, a new timeline for completion and funding of Terry Avenue may need to be explored. The Terry Avenue Steering Committee will reconvene and decide whether to continue moving the design process forward in the upcoming year through applying for an additional Department of Neighborhoods grant or identify alternatives.

Updates will continue to be posted at:
<https://www.firsthill.org/terry-avenue>

If you're interested in getting involved, please get in touch!



