Decision-making, Transportation Processes, and Outcomes For Walkable Communities

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The Vision
Old to New

- 120-acre mixed income housing redevelopment
- New Urbanist principles
- Neighborhood based natural drainage systems
- 34 blocks of new streets with new utilities, street trees, sidewalks, parks and open space
- 1,700 housing units, neighborhood center, library, and mixed-use complex
- Density ranges from 16 units/acre to 28 units/acre of ground-related housing
Context within Era
Housing & Transportation
1940’s to today
HUD Hope VI
Core CSS principles

Apply to transportation processes, outcomes, and decision-making:

1) Strive towards a **shared stakeholder vision** to provide a basis for decisions
2) **Demonstrate** a comprehensive understanding of contexts
3) Foster continuing **communication and collaboration** to achieve consensus
4) **Exercise flexibility and creativity** to shape effective transportation solutions, while preserving and enhancing community and natural environments.
Team: Interdisciplinary

CSS Core Principle #1 Stakeholder Vision

Owner:
Seattle Housing Authority

Other agencies:
US Dept of Housing and Urban Development
Washington State Department of Ecology
Seattle Department of Planning and Development
Seattle Department of Transportation
Seattle Public Utilities
Seattle City Light
Seattle Parks Department
Seattle School District
Seattle Fire Department
Seattle Office of Housing
Seattle Design Commission and Design Review
Seattle/King County Health Department

Citizen Groups
High Point Citizens Review Committee
West Seattle Chamber of commerce

Integrated Consultant Team:
Mithun Architects, Planners, Landscape Architects
Design Team Lead
SvR Design Company Civil Engineers & Landscape Architects
Infrastructure, Natural Systems, ROW Landscape and Site civil

Artist: Myersculpture

Resource consultants:
Shannon and Wilson- Geotechnical
McCoullough Hill PS- Land Use Attorney
Bush Roed Hitching - Survey
Stoneway Concrete
NW Chapter ACPA
Cedar Grove Composting
Concrete Specifications Council
Nakano Associates- Rental Landscape Design
Urban Forestry Resources
RW Beck- Hydrologic Modeling
Herrera-Hydrological Modeling
PRR- Public Outreach
Fusion-Branding

Infrastructure Contractors:
Gary Merlino Construction Company – Ph I
T. Yorozu Gardening Co. – Phase I & II
TriState Construction – Phase II
CSS Core Principle #2 Demonstrate a comprehensive understanding of contexts.

Old: spaghetti streets

New: (red) grid connects to adjacent neighborhood
CSS Core Principles

- **#3 Foster Continuing communication and collaboration to achieve consensus**
  - Interagency Team meetings: 2000-2007
  - Newsletters and Web site: Ongoing
  - Direct visits with residents: 2002-2006

- **#4 Exercise flexibility and creativity to shape effective transportation solutions while preserving and enhancing community and natural environments**
  - Trees, Views, Creek
  - Fire Department
  - Arterial Redesign
  - Integrated Natural Drainage Systems
    - Integrated public art
Design Principles

- Views/Trees/Alley Access framed the circulation
- Infrastructure Grid / Natural Drainage
- Walkability
- Front Door
- Connectivity within and between
- Integrated Parks and Open Space
- Mobility/ Speed Control
- Attention to Details
Views for All — Downtown & Elliot Bay, Puget Sound, and Olympic and Cascade Mountain Ranges

- Key view points
- 107 Preserved Trees
Plan View
Trees and Alley access

- 107 mature trees saved
- 3,000 new trees planted
Tree Preservation

Context and Scale
Front Doors -
“Eyes on the Street”
The cross sections for the NDS swales were developed through discussions with various City of Seattle departments (decisions by inches)

- Street widths: 25 feet/56 right of way; 28 feet/56 ft rw; 32 feet/60 ft rw
- Curb height, swale width, street tree locations, berm locations, side slopes, bottom width, etc. were established
- Porous sidewalks on the swale side (12,650 lf, 5’ wide)
Emergency Access
Discuss issues – solve
Intersections – Curb Ramps

Arterial scale

Residential scale
Context Sensitive to Complete Streets

Ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for drivers, transit users and vehicles, freight, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.
Arterial Design within a Neighborhood:
SW Morgan/Sylvan Way – Connector to State Highway
Arterial Design within a Neighborhood: Morgan/Sylvan Way Before:

- visibility and speed issues
- arterial bisects housing, senior housing and neighborhood center on the north from housing, elementary school, community center and regional sport fields to the south
Posted Speed: 25mph
Average speed: 35mph
Poor Visibility
No pedestrian buffer
Drainage problems
- Dedicated additional right of way (from 54’ to 76’)
- Negotiated parking locations and width (7’ parking lane)
- Center planted median (6’) and crossing curb bulbs
- Traffic Signal at primary pedestrian crossing
- Freight and Transit lanes (11’) with sharrow designation for bikes
- Bus stops (20’ lane width)
- Saved mature trees
- 388’ road curvature (significantly improved sight distance)
Morgan/Sylvan Way - Improved Visibility

Future
For Sale
Morgan/Sylvan Way
Morgan Sylvan Corridor
Complete Street +
High Point: A Walkable Urban Community
<table>
<thead>
<tr>
<th>Core CSS Principles</th>
<th>Complete Streets Outcomes</th>
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<tbody>
<tr>
<td>Both Apply to transportation policies, processes, outcomes, and decision-making</td>
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<td>• <strong>Balances safety and convenience</strong> for everyone using the road</td>
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<td>• Requires <strong>attention to intersection</strong> details</td>
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<td>• Pedestrian friendly design <strong>improves local economic vitality</strong></td>
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SvR’s Design Approach

Habitat

Water

Community

Mobility

Energy
Context Sensitive Solutions
National Dialog

Webcast

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HOW HIGH POINT DRAINAGE WORKS TO RECHARGE OUR GROUNDWATER AND PROTECT THE CREEK

HOUSES use different strategies to collect, infiltrate, and cleanse rainwater:
- splashblocks
- rocks
- furrows or channels
- stormwater pop-ups
- planted depressions (raingardens)
- yard drains

STREETS slope to one side and cut in curb direct rainwater into planted and grass swales.

SWALES collect, absorb, and filter rainwater from streets and houses into the ground before going into the city storm drain.

CONVEYANCE FURROWS direct water away from the house via a path of gravel and crushed rock.

stormwater pop-ups release water into the yard

swales are designed with crossing points.

32nd Street north of Raymond Street is porous concrete to allow water to pass through into the ground before it goes to the swale.

city storm drain to carry bigger rainstorms to the large pond which slowly releases cleaner stormwater to Longfellow Creek.

porous concrete sidewalks allow water to pass through into the ground.

slotted pipes enable water to seep into the ground while moving away from the house and into the yard garden

filter soil mix

slotted pipe (underdrain)

rocky soil holds water until it seeps into the pipe.

yard drains direct rainwater to swales or a pipe.

splash blocks slow and direct water away from the house and should be kept clean of leaves.