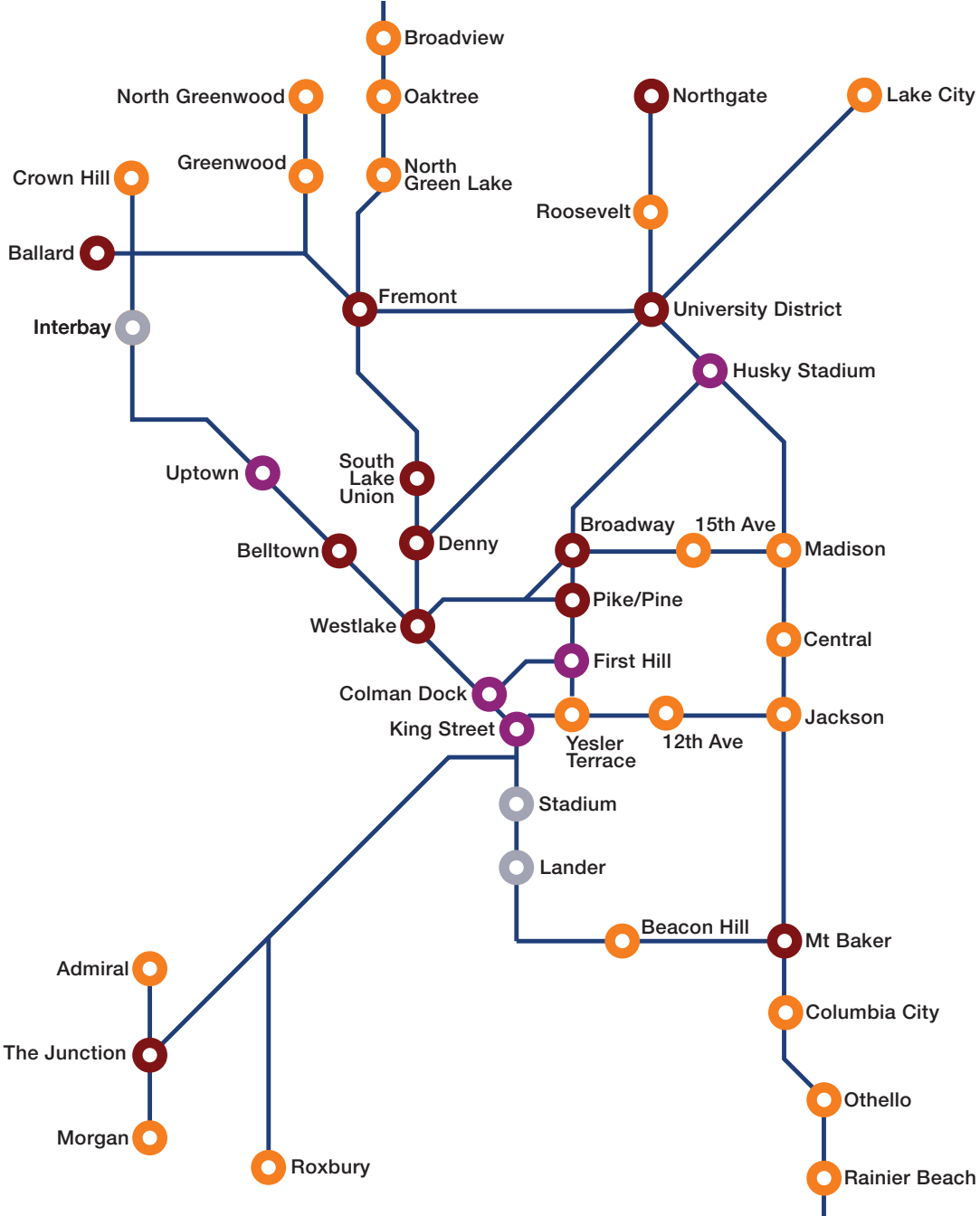


Seattle Transit Communities

Integrating Neighborhoods with Transit

A report from the Seattle Planning Commission



The Seattle Planning Commission

Working to enhance the quality of life in Seattle.



Transit is Transformational

- Optimize local and regional investment in transit.
- Create livable communities around transit connections.
- Align land use policies and capital investments.



Our Report

Provides a road map for how to create vital transit communities.



Our Report

- Describes four Seattle-specific typologies.
- Identifies the essential components of livability.
- Outlines key funding and implementation strategies.
- Recommends how to transform our communities.
- Identifies 14 near-term opportunities.



photo by Benjamin Benschneider
courtesy of Weber Thompson

Livability Elements

- parks
- plazas
- wayfinding
- libraries
- community centers
- green streets
- bike facilities



photo courtesy of Seattle Public Libraries



photo courtesy of Top Pot Doughnuts



What Makes a Successful Transit Community?

Services.



photo by Oran Viriyncy

Infrastructure.



photo courtesy of SDOT

Livability elements.



photo courtesy of HEWITT

Defining Success

- Optimize transit investments.
- Focus land use policies to maximize benefits.
- Build the livability elements.



photo courtesy of Miller Hull



photo by Keith Brofsky



photo by cashgroves



photo by Bellen Drake
courtesy of Capitol Hill Housing

Benefits of Transit Communities

- Lower overall household costs.
- Improve public health.
- Support diversity.
- Enhance local business districts.
- Reduce carbon footprint.
- Preserve regional open space and natural resource lands.



photo by Lara Swimmer

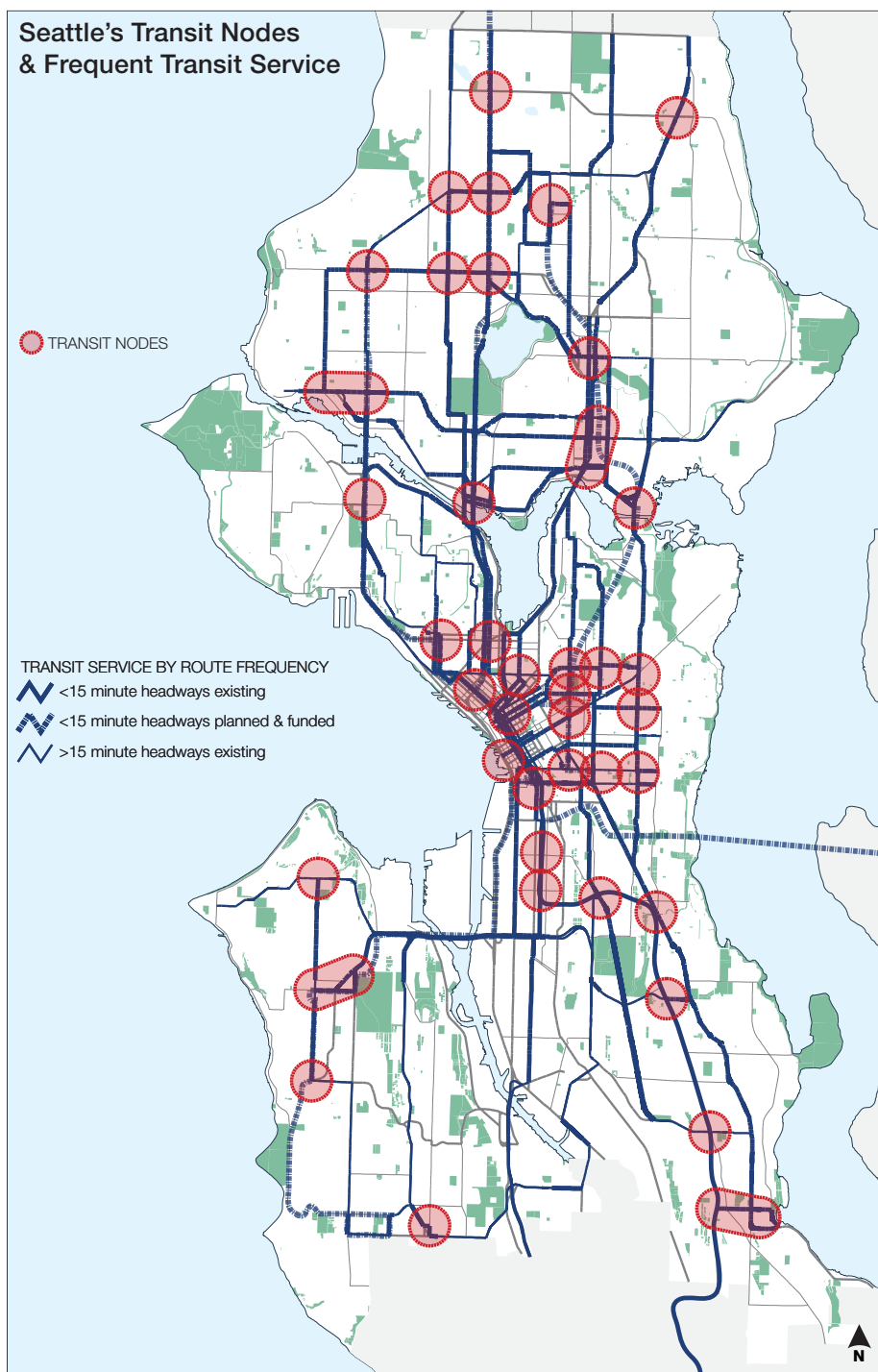
41*4*14

41 nodes

4 typologies

14 priority communities

Seattle's Transit Nodes & Frequent Transit Service



41*4*14

41 nodes

4 typologies

14 priority communities

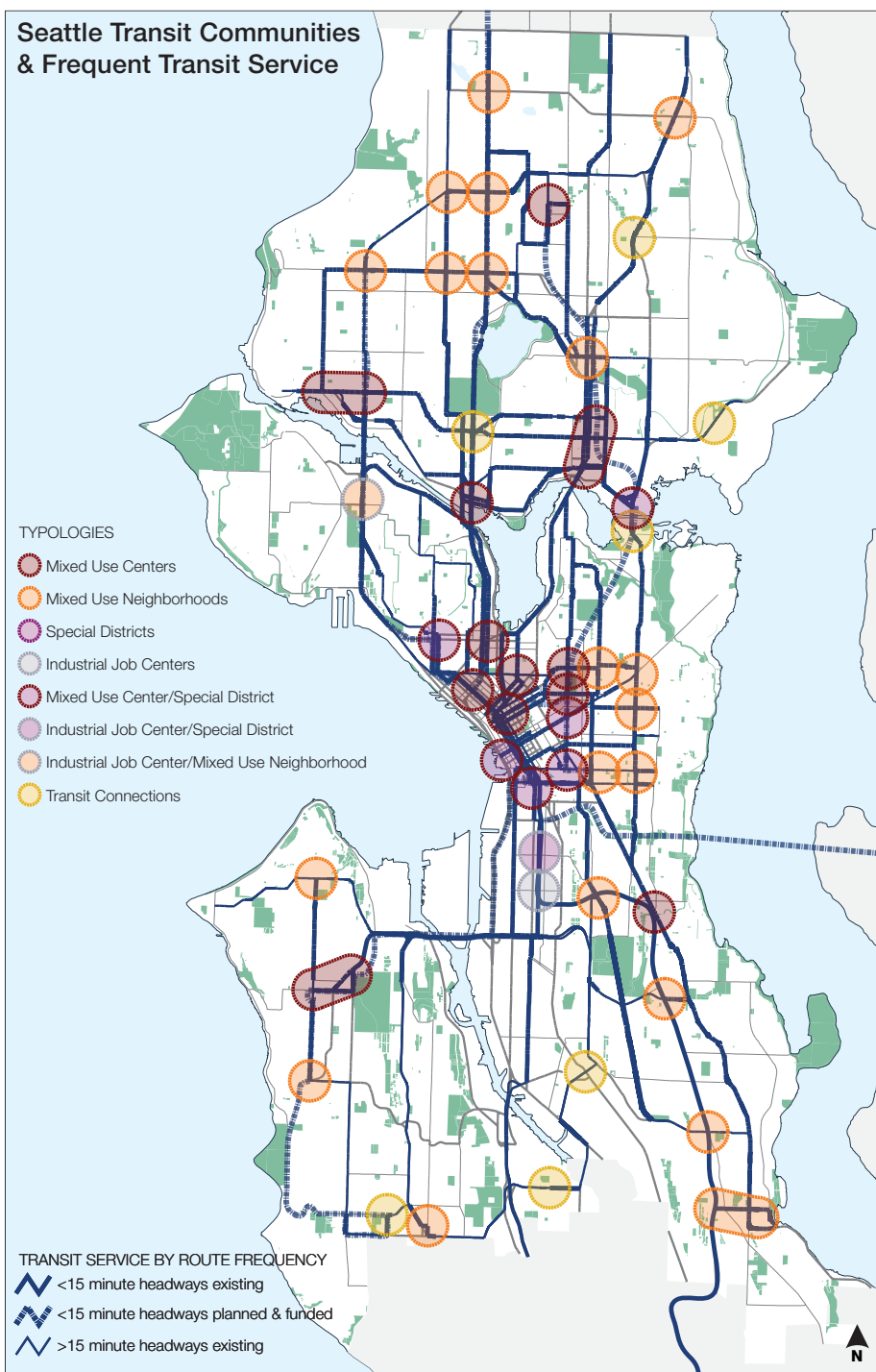
Seattle Transit Communities & Frequent Transit Service

TYOLOGIES

- Mixed Use Centers
- Mixed Use Neighborhoods
- Special Districts
- Industrial Job Centers
- Mixed Use Center/Special District
- Industrial Job Center/Special District
- Industrial Job Center/Mixed Use Neighborhood
- Transit Connections

TRANSIT SERVICE BY ROUTE FREQUENCY

- <15 minute headways existing
- <15 minute headways planned & funded
- >15 minute headways existing



41*4*14

41 nodes

4 typologies

14 priority communities

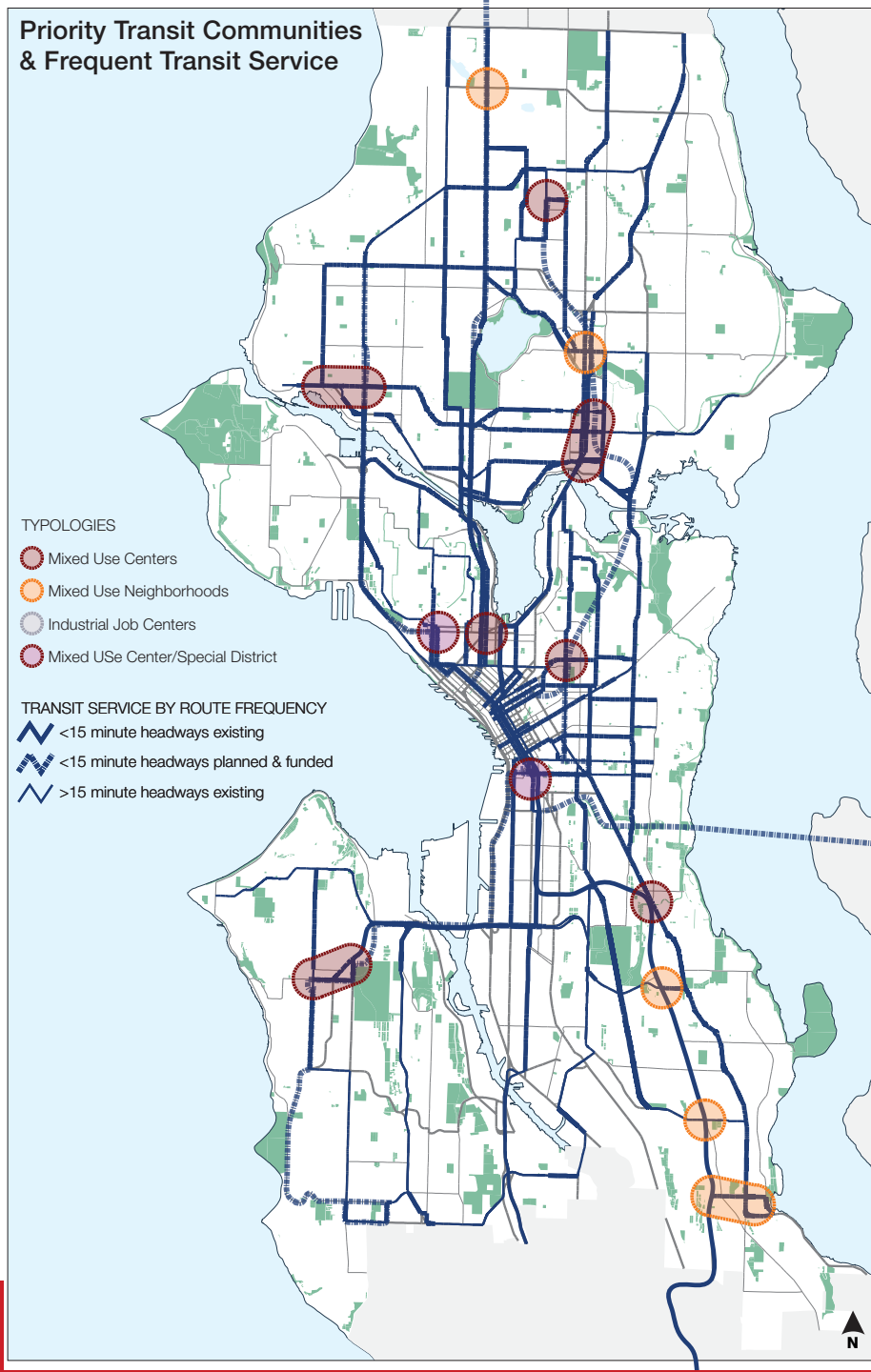
Priority Transit Communities & Frequent Transit Service

TYPOLOGIES

- Mixed Use Centers
- Mixed Use Neighborhoods
- Industrial Job Centers
- Mixed Use Center/Special District

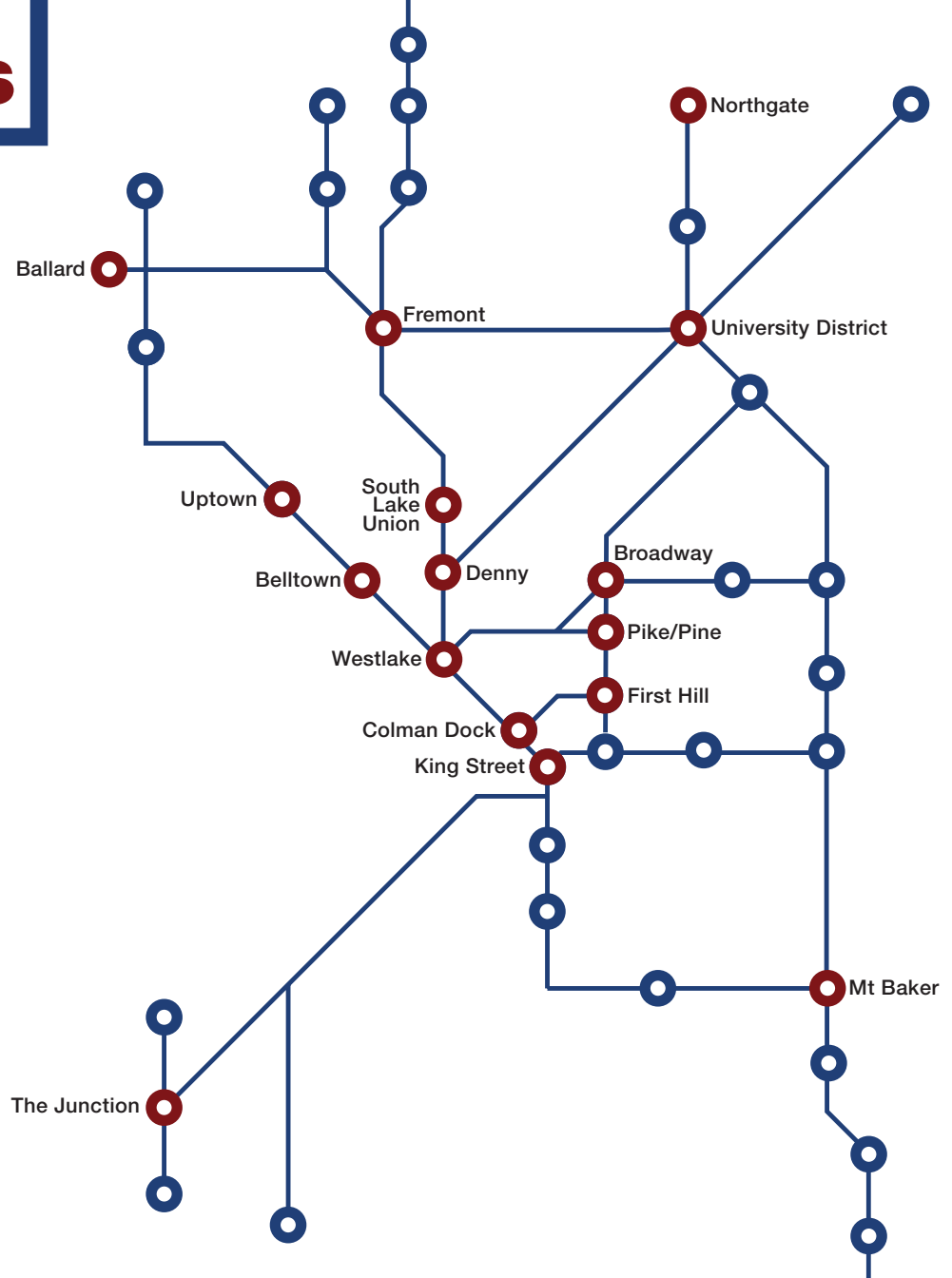
TRANSIT SERVICE BY ROUTE FREQUENCY

- <15 minute headways existing
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- >15 minute headways existing



Mixed Use Centers

- mixed use center
- mixed use neighborhood
- special district
- industrial job center



Mixed Use Centers

- A local or regional hub with jobs, residents, and services.
- A variety of retail and commercial activities.
- Civic and recreational amenities.



photo by Benjamin Benschneider
courtesy of Weber Thompson



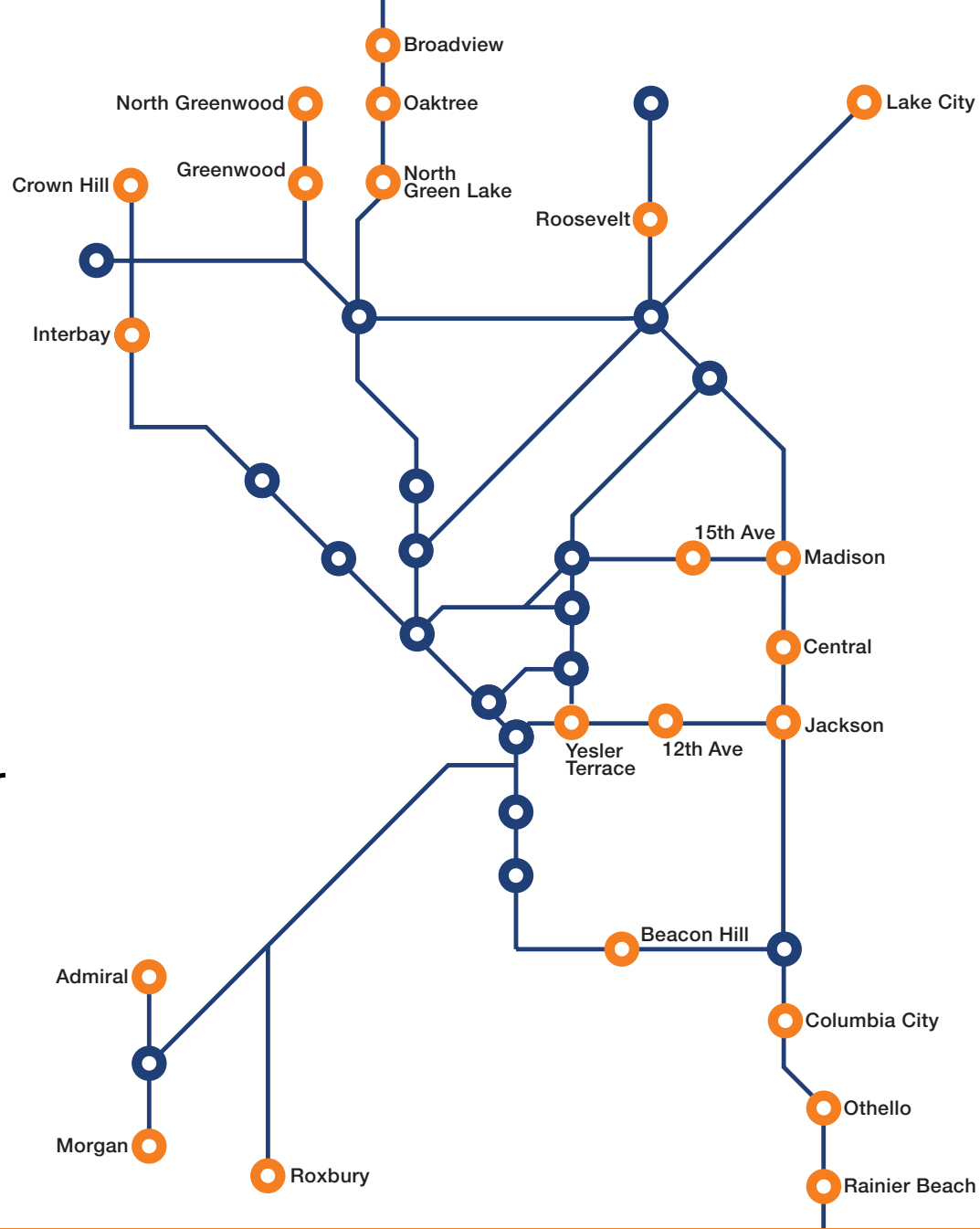
photo by Oran Viriyincy



courtesy of Capitol Hill Housing

Mixed Use Neighborhoods

- mixed use center
- mixed use neighborhood
- special district
- industrial job center



Mixed Use Neighborhoods

- Shopping, dining, and recreation mostly attract locals.
- Most residents work in other neighborhoods.
- Schools, libraries, and community centers are prominent.



photo courtesy of Top Pot Doughnuts



artwork by Augusta Asberry
photo courtesy of HBB
Landscape Architecture



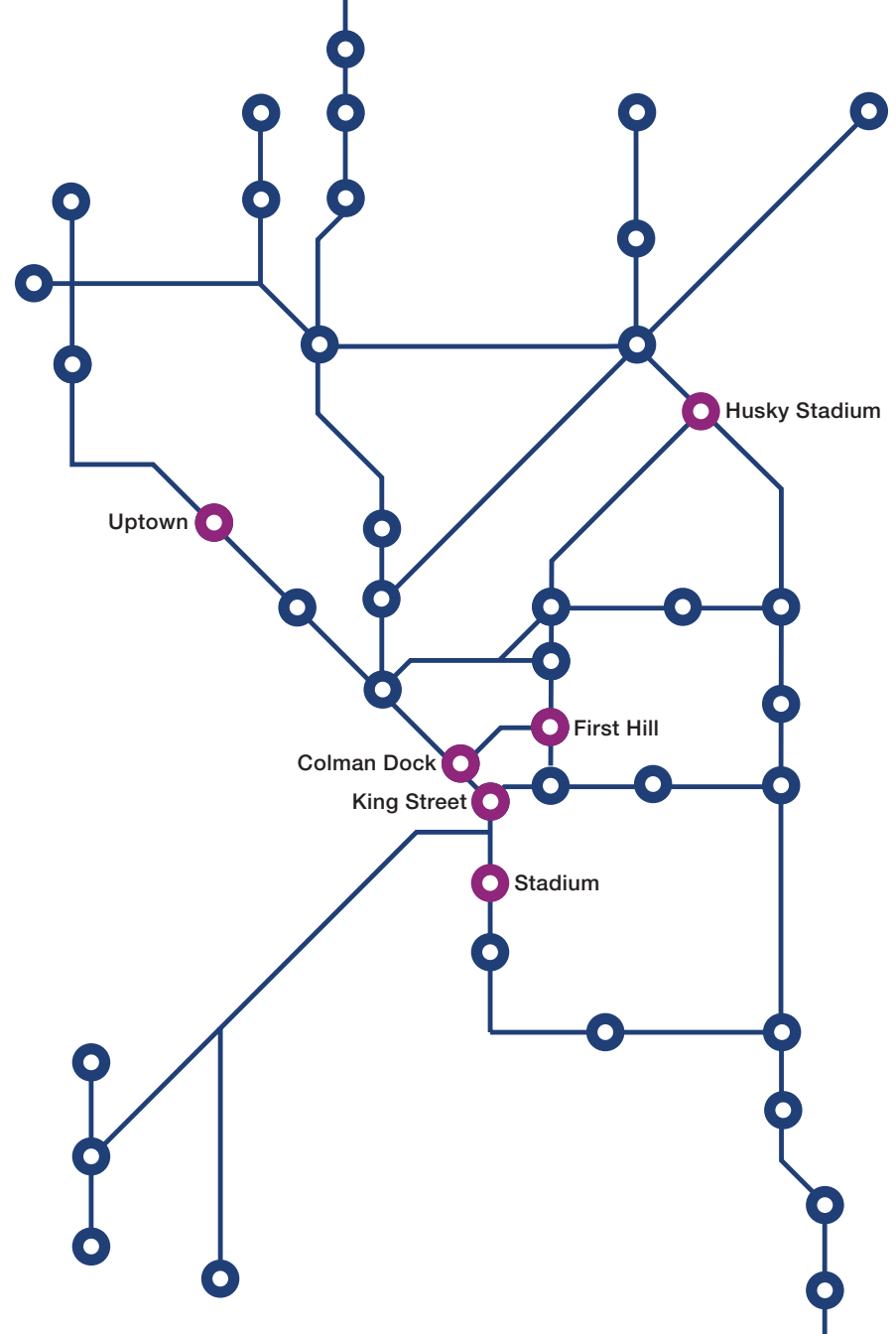
photo courtesy of Seattle Public Libraries



photo by Oran Viriyincy

Special Districts

- mixed use center
- mixed use neighborhood
- special district
- industrial job center



Special Districts

- Major institutions, entertainment districts, sports arenas, or multimodal hubs.
- Large groups of people move in and out of the area during peak activities.
- Wayfinding is critical.



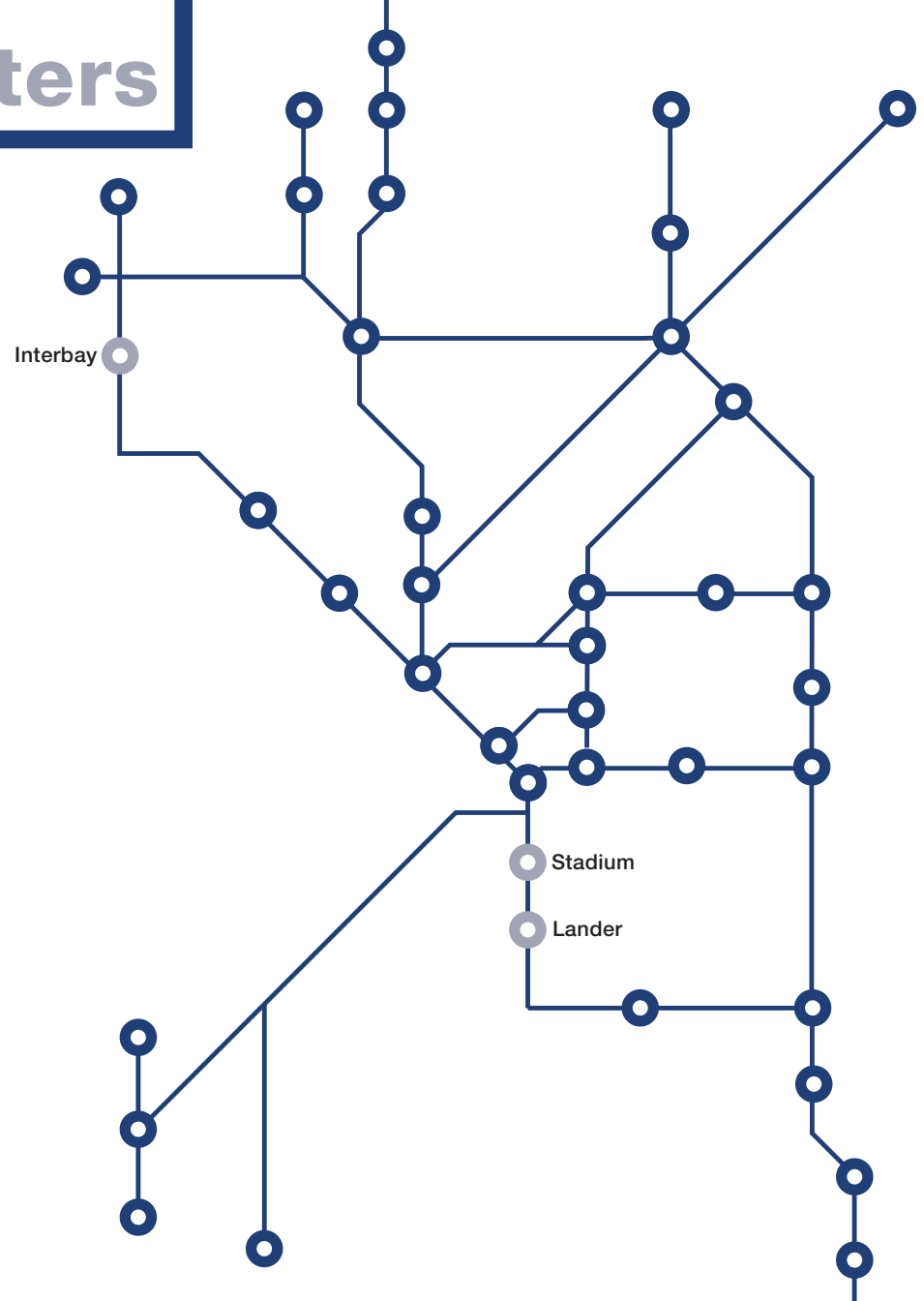
photo by brand0con



photo by camknows

Industrial Jobs Centers

- mixed use center
- mixed use neighborhood
- special district
- industrial job centers



Industrial Jobs Centers

- Large and small industrial businesses often operate 24 hours per day.
- Residential uses prohibited; non-industrial uses discouraged.
- Balance pedestrian and bike connections with freight mobility.



photo by Z T Jackson

Prioritization

Land use readiness.



Transit readiness.



Geographic and social equity.



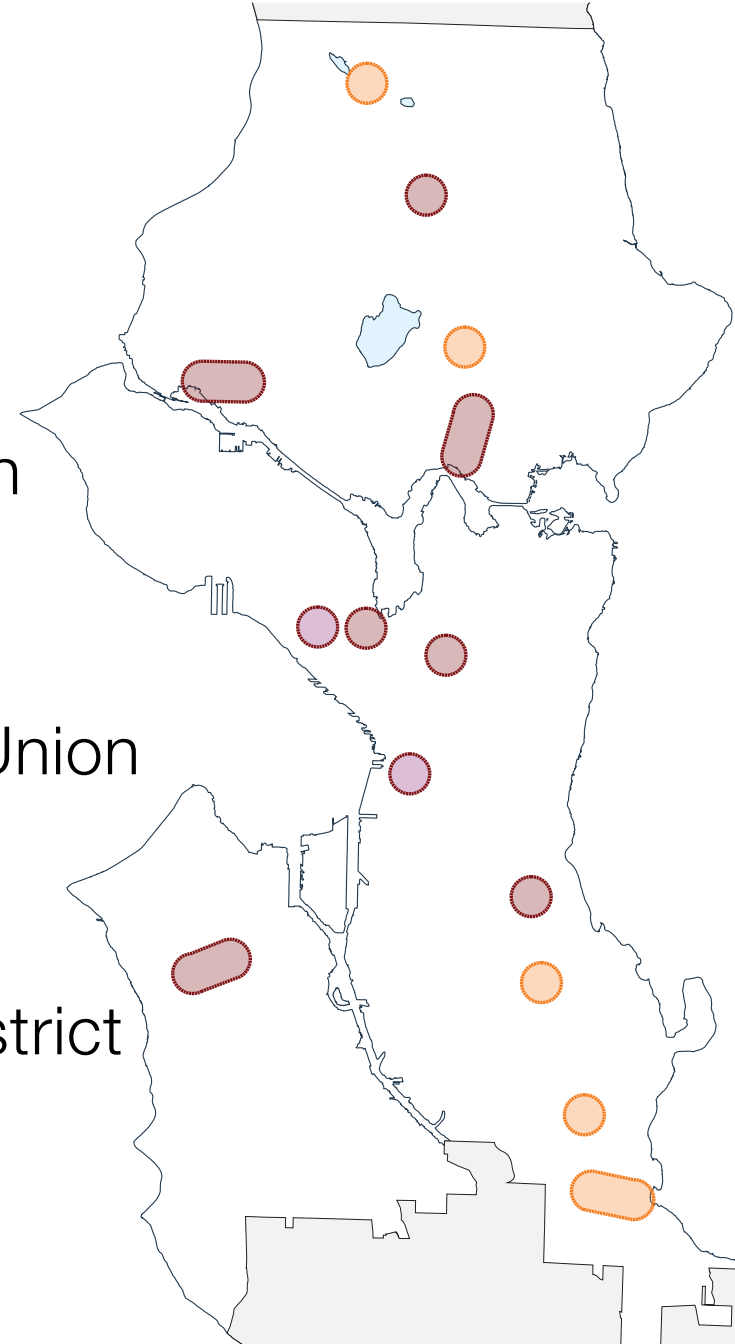
photo courtesy of Weber Thompson



photo by Liz Martini

14 Priority Communities

- Ballard
- Broadway
- Broadview
- Columbia City
- King Street Station
- Mt. Baker
- Northgate
- Othello
- Rainier Beach
- Roosevelt
- South Lake Union
- The Junction
- University District
- Uptown



Recommendations

- Strengthen Comprehensive Plan policies.
- Revise zoning.
- Update the land use code.
- Improve access to transit.
- Encourage diverse households.
- Support carbon neutrality.
- Leverage funding and collaboration.
- Prioritize greatest near-term priorities.






Broadway mixed use center

LEGEND

-  key transit station
-  gateways / opportunities
-  bike connections
-  pedestrian connections
-  key pedestrian frontage
-  key potential redevelopment
-  key intersection

frequency of transit service

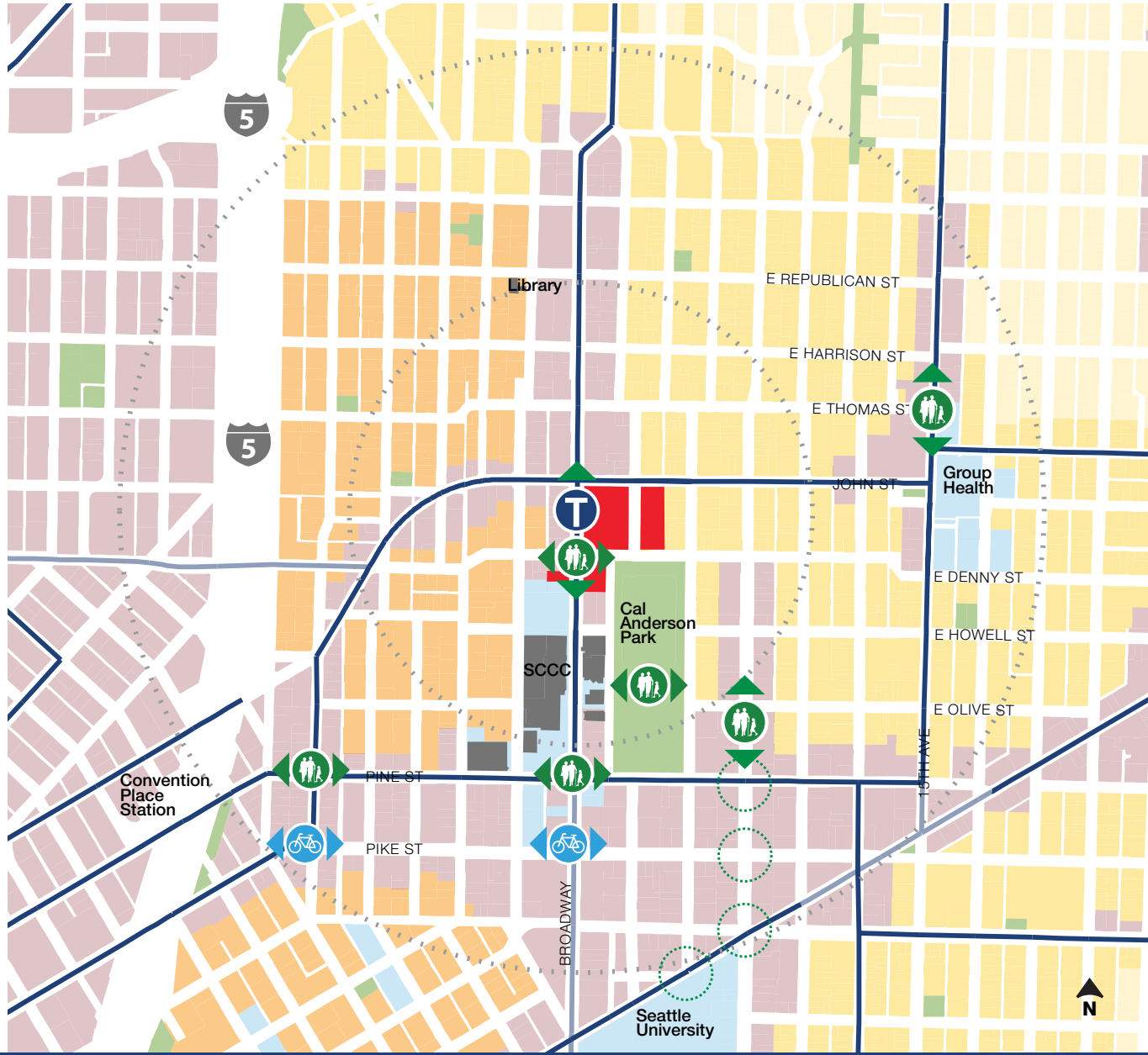
-  <15 min. existing
-  <15 min. planned
-  >15 min. existing



approximate walkshed
(in minutes)

zoning & land uses

-  single family
-  multifamily: lowrise
-  multifamily: mid/highrise
-  mixed use
-  commercial
-  institutional
-  industrial
-  civic buildings
-  open space
-  waterbodies



Broadway

Mixed use center:
needs station area/
implementation plan.



photo by ageing accozzaglia



photo courtesy of Capitol Hill Housing

Build on existing
planning efforts.



photo by Benjamin Benschneider



photo by cashgroves

Change land use
policies to optimize
transit investment.

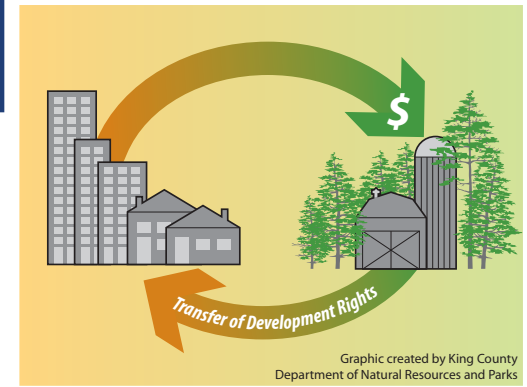


photo courtesy of SDOT



Funding and Implementation

Online toolkit highlights funding and implementation strategies for public and private sectors.



graphic courtesy of King County.



photo courtesy of SvR Design Company



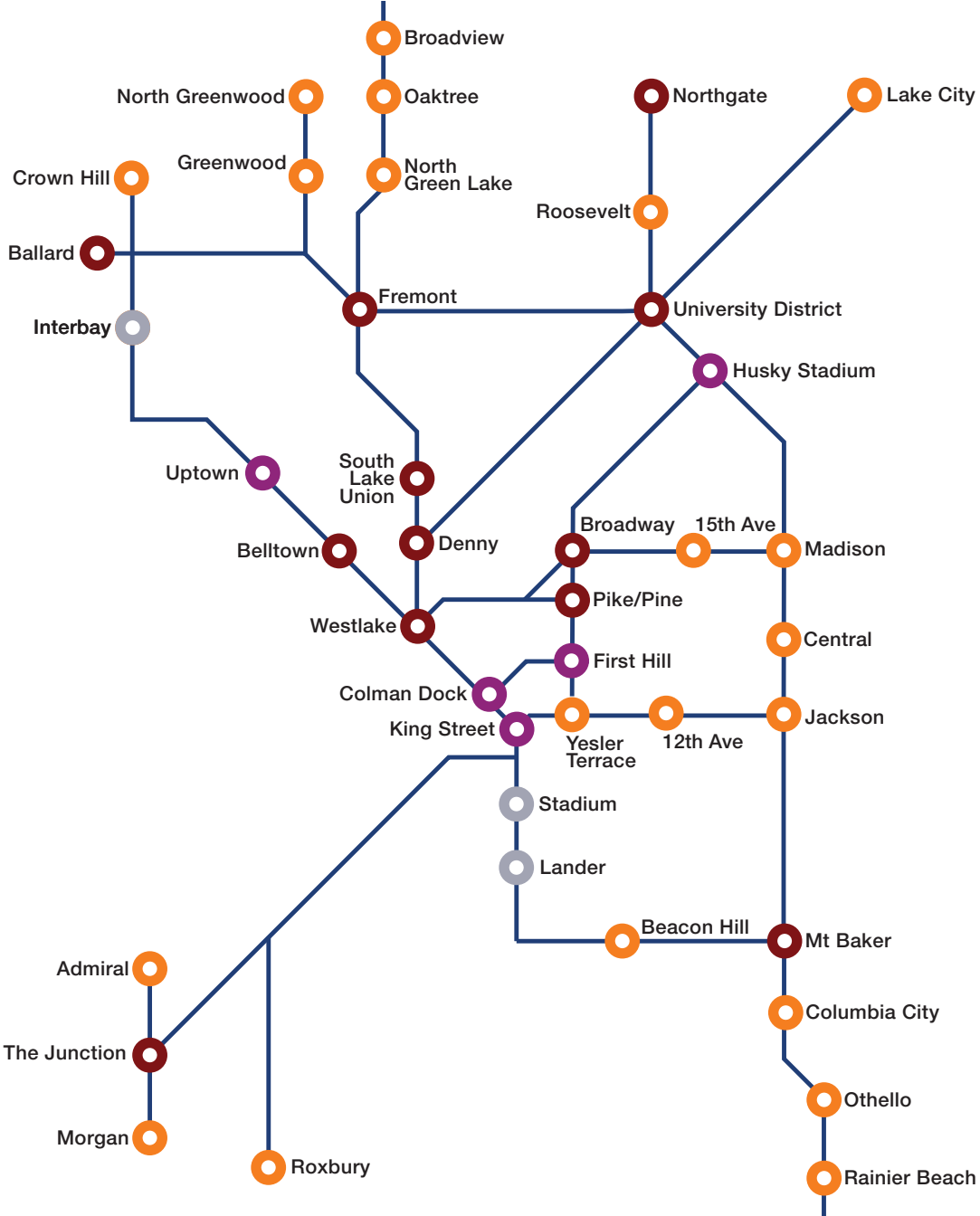
artwork by Augusta Asberry
photo courtesy of HBB
Landscape Architecture




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Place Typology, TOD, and Transportation Planning

Oregon Washington APA Conference


October 20, 2011
Presented by:
Tom Brennan



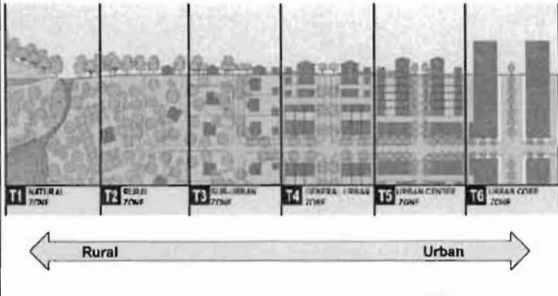

ty • pol • ogy

taxonomic classification based on one or set of characteristics



usually based on physical characteristics, but can be used to describe market, form, or functional characteristics of a current or future place



new urban roots






building typology



why categorize places?

- Visioning
- Comprehensive Planning and Growth Management
- Corridor Planning
- Comparative Analysis of Urban Form or Function
- Performance Measurement and Investment Prioritization



place typology - dimensionality

- Character
- Diversity
- Accessibility
- Fit & function
- Consistency & variety
- Legibility
- Structure
- Features
- Social Fabric
- Sustainability


place typology - dimensionality

- Character
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- Features
- Social Fabric
- Sustainability






Typology applications

- Transit Oriented Developments
- Urban Streets



typology in TOD planning

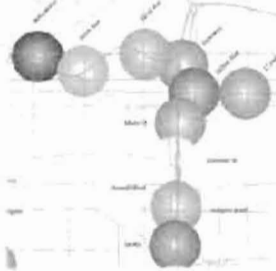

Denver

Station Area Typology




Portland Metro TOD Strategic Plan

- Strategically target TOD investments
- Respond to market fluctuations
- Build partnerships





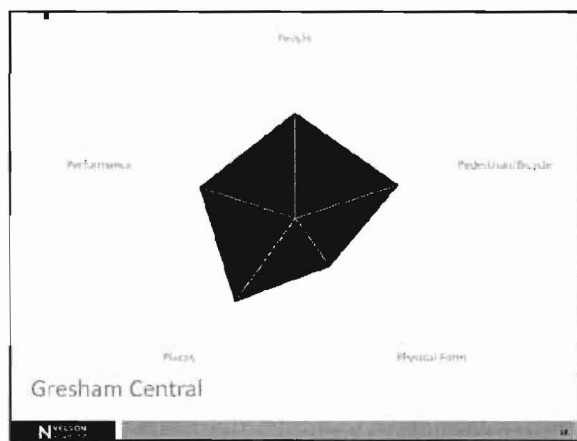
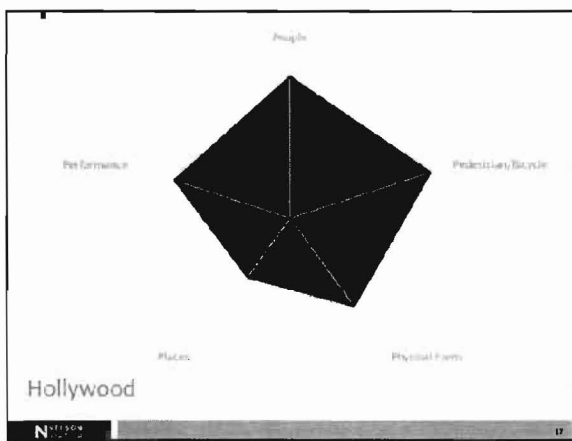
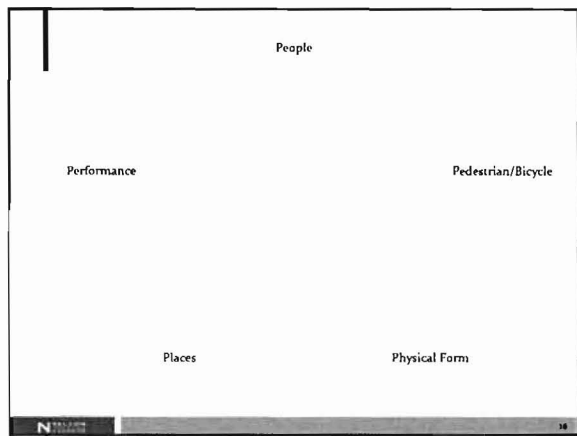
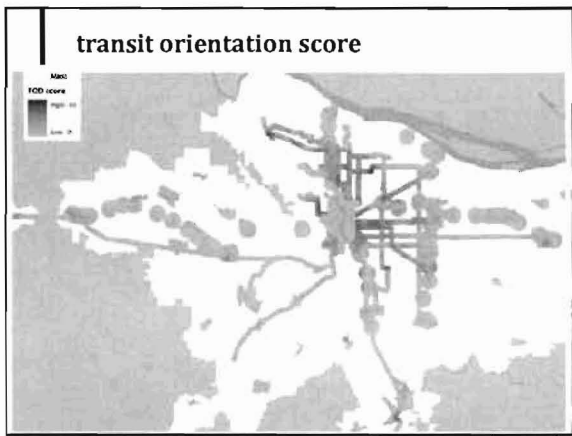
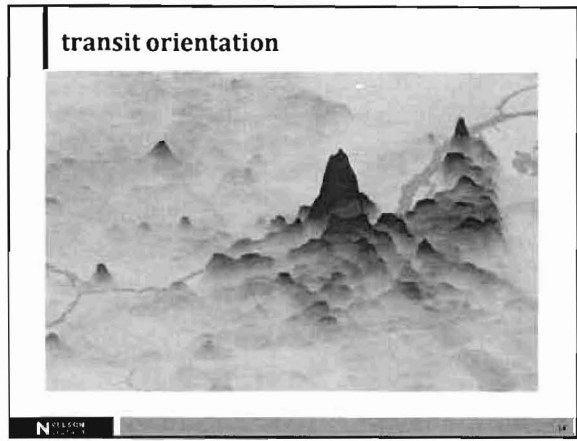
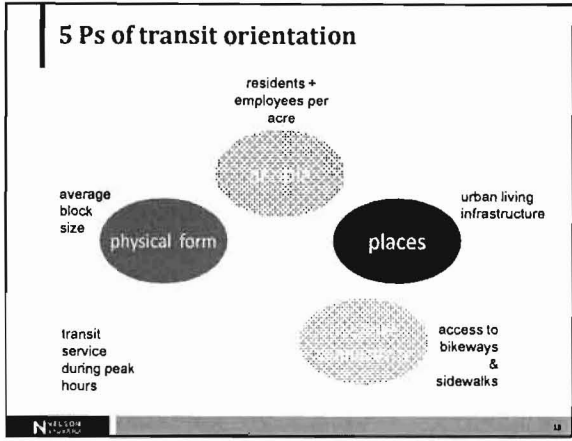
building the typology

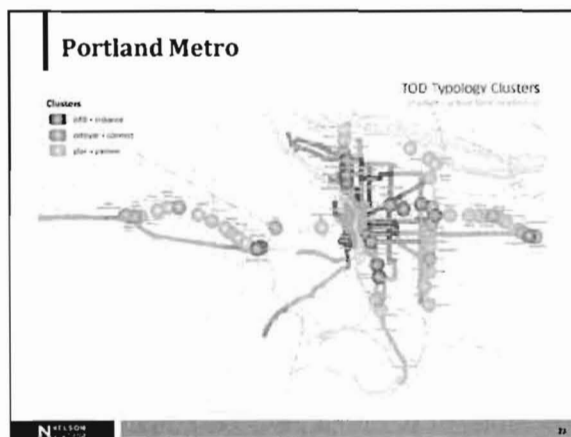
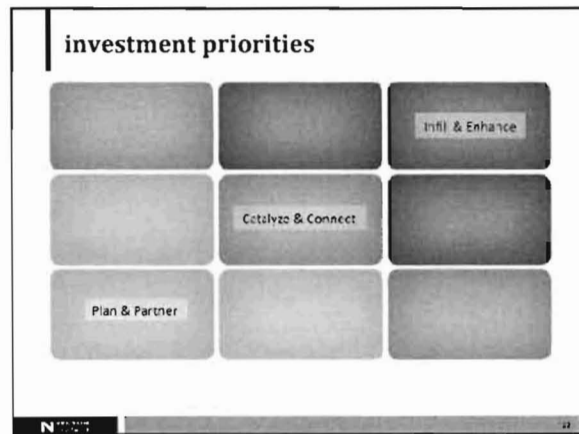
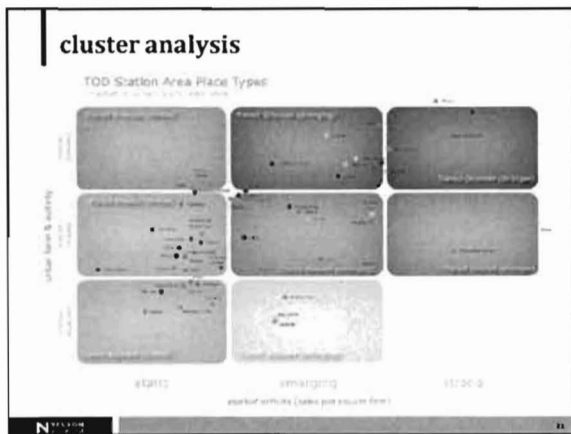
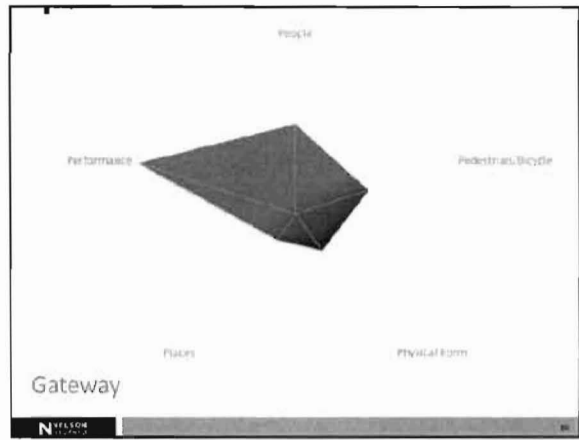
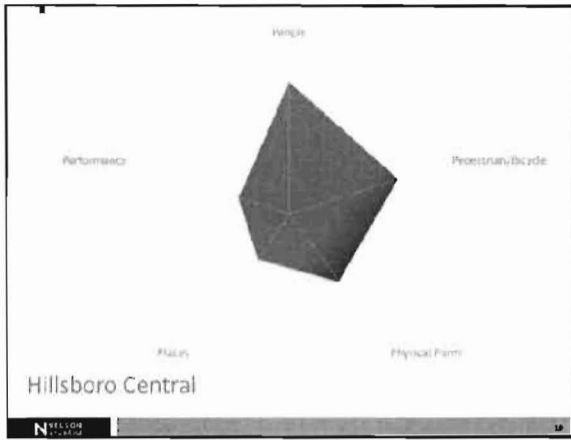
- Market Activity: sales per sq foot demonstrates achievable development types

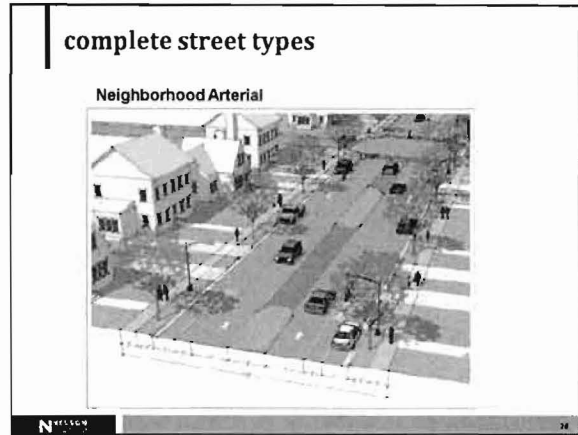
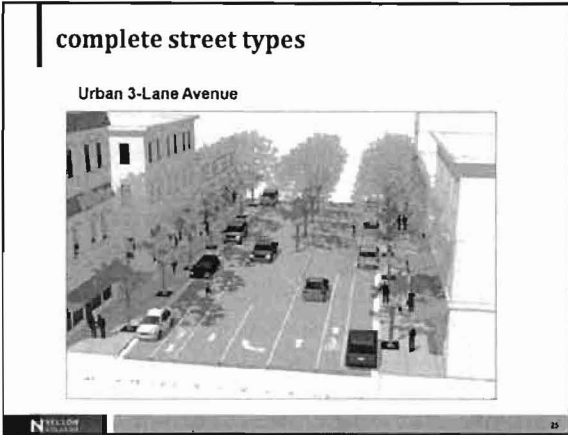
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- Urban Form + Activity (TOD Score): composite index of the existing population base and physical and transit infrastructure









Seattle context

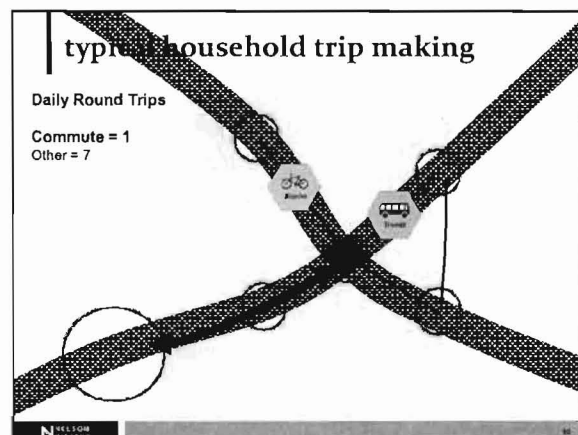
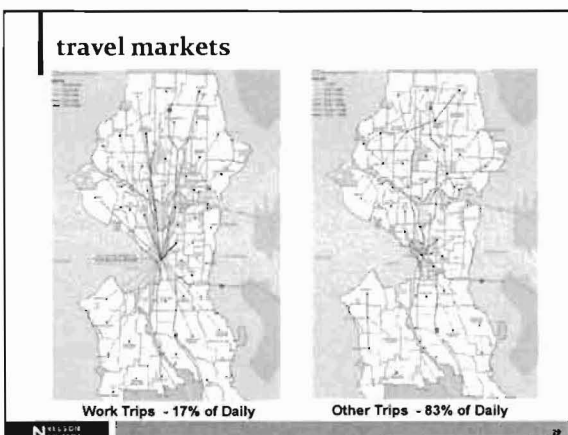
- Physically constrained region
 - Puget Sound & Lake Washington
 - Limited highway & bridge ROW
 - Limited budget for infrastructure
- Interest in smart growth
 - Minimization of traffic & impacts
 - Optimization of urban efficiency
 - Frequent Transit Network

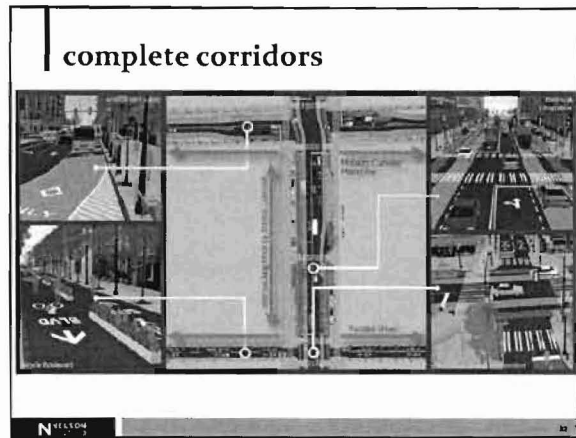
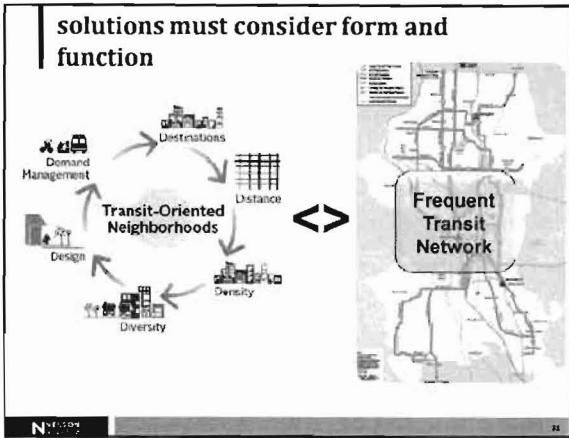
N NELSON

the problems

- Focus on automobile has resulted in declining **person** network capacity
- Increased pressure for more road space by pedestrians, bicyclists, transit users
- Engineers have limited tools for evaluating reallocations
- Result:** Decisions are political, informed only by who screams the loudest
- Result:** Slow and unpredictable process. No comprehensive evaluation. Backlash. Nervous politicians.

N NELSON





- ### Typology Take Aways
- Powerful visioning tool
 - Can be confusing if purpose is not clear
 - One tool within effective system planning constructs
 - Merge with system planning

Thank You

Thomas Brennan
Principal

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