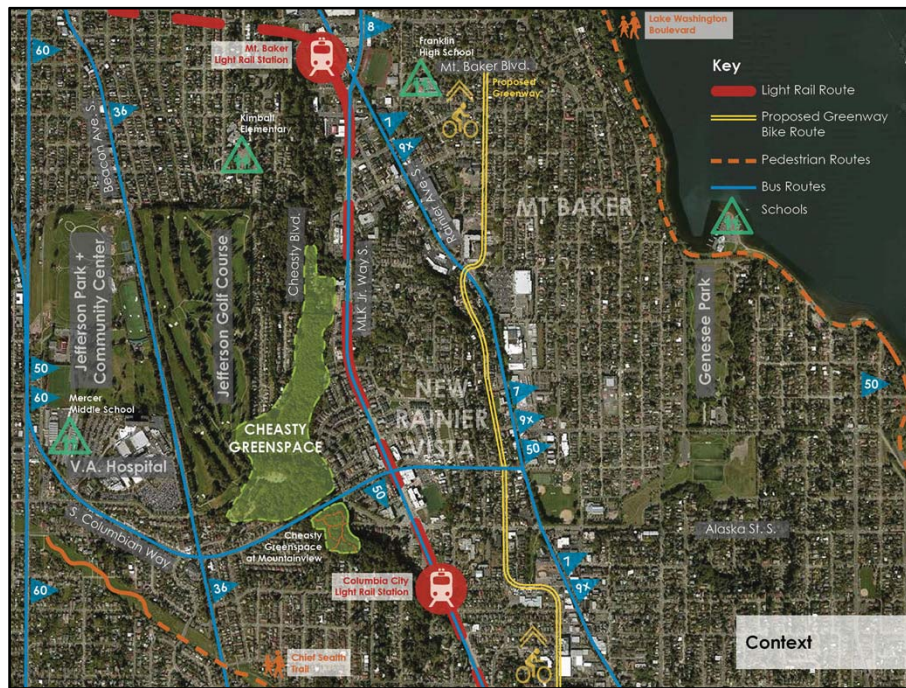




Cover

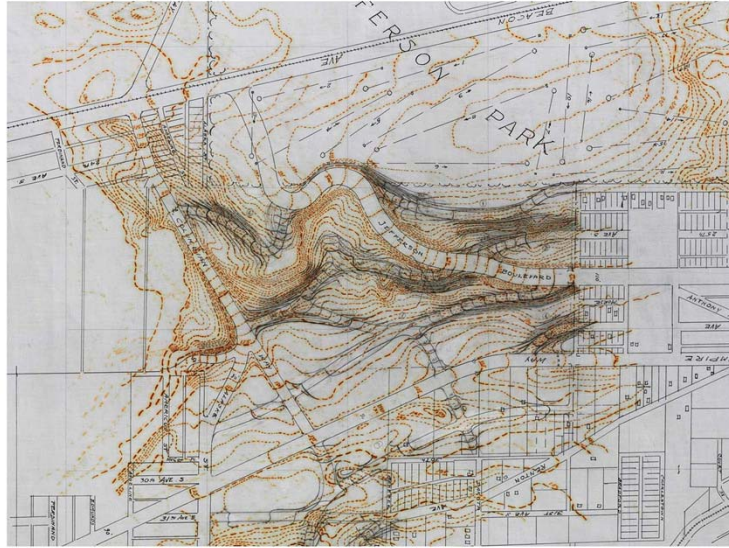




Wetlands and landslide prone areas are from current Seattle GIS mapping, plus wetlands shown in the 2003 VMP. Fence locations are approximate. Overall, the topography is a series of gentle ridges and ravines with general slopes of 30-40%, however there are more local areas that are much steeper, for instance just north of the Parks storage yard are appx 90% slopes.



Cheasty Blvd – historic landmark. Note 4' crushed rock trail along its length.



Original Olmsted Brothers Plan



Seattle Parks materials storage yard



One of the “pocket neighborhoods” on the hillside between the boulevard and the golf course.



New Rainier Vista along the bottom of the Greenspace, one of Seattle's densest neighborhoods and a big immigrant population.



A series of parks and community spaces in New Rainier Vista at the foot of the Greenspace. You can see a glimpse of the 8' fence along the SHA property line blocking access between the greenspace and NRV.



Inside Cheasty Greenspace, this is an example of an area that has been restored—trash and invasives removed, replanting.



Per the Vegetation Management Plan, 10 years ago, all of Cheasty's forested areas had between 25% -75% invasive species cover. While some areas have been restored, much is still in this condition. Trash is a problem, both due to dumping and to encampments.



Seattle Parks restoration of an extensive encampment



The “Overlook”, a large flat area just below the Parks Materials Storage Yard with dried ivy piles, pulled by volunteer crews (or Parks?). There are nice views through the trees.

PAT Goal #1

Provide input to the Parks Superintendent about the use of Cheasty Greenspace as an amenity that benefits all users, especially residents in the surrounding communities.

Design Objectives

Provide pedestrian trails and amenities for everyone in the community to better enjoy Cheasty Greenspace.

Provide cross-greenbelt pedestrian connections that help resolve neighborhood connectivity issues.

To begin getting toward some preliminary design concepts, look at the Goals that were articulated by Doug.



A good example of this is Cheasty Greenspace at Mountainview, just to the south. It had a very similar “before” condition. Years of volunteer labor to remove encampments and invasive plants, and to build trails has resulted in a space where the native plants have rebounded and that neighbors enjoy.

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Another response to PAT Goal #1



Cheasty Boulevard is about 2/3 of a mile long, and in that distance, it is crossed by only one road, Della, which is a dangerous pedestrian connection. When walking along Cheasty—you can feel a little trapped, because there are so few outlets. For people who live near the golf course and want to get to the light rail stations or businesses in Rainier Valley, OR for people who live in New Rainier Vista and whose kids go to Kimball or to Mercer, Cheasty Greenspace is an obstacle. There is NO safe pedestrian route from Rainier Vista to Kimball Elementary that is reasonably direct.



Della Street has a steep, blind corner with no shoulders or sidewalks.

PAT Goal #2

Assess and provide input for a pedestrian and mountain bike trail pilot project design with the intent of attracting users from the surrounding community to take an interest in stewardship of Cheasty Greenspace and whose use will displace current negative activity.

Design Objectives

Ensure that the trail is a sustainable draw for kids and families in the neighborhoods surrounding the park.

Create the first forested mountain bike trail in Seattle.

Create trails and features that are fun and challenging for riders of all ages and skill levels.

Moving on to PAT Goal #2. Since we have just been focusing on some pedestrian goals, I'm going to start focusing more on the bike component.



The idea is to design a trail that is a local draw—within about a 5 mile radius, in which we can expect users to actually bike to the park and is suitable for families and kids as well as adults. . But it needs to provide enough interest for mountain bike riders so they will come again and again, and become invested in the health and well-being of the park itself. A questionnaire of users at parks similar to what this one might be indicates that a typical bike trail visit is less than 2 hours.

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PAT Goal #2



There are different kinds of mountain bike trails. The idea for THIS one is for a forest mountain bike trail that would look something like this. This view is of Swan Creek Bike Park in Tacoma, which is probably the most comparable mountain bike facility in the region. We are not making a proposal for a BMX park, or a technical park such as Colonnade bike park under I-5. Colonnade looks very different from what Cheasty would be, but is a good example of the partnership between bike groups who provide volunteer labor and the Parks Department

PAT Goal #2

Assess and provide input for a pedestrian and mountain bike trail pilot project design with the intent of attracting users from the surrounding community to take an interest in stewardship of Cheasty Greenspace and whose use will displace current negative activity.

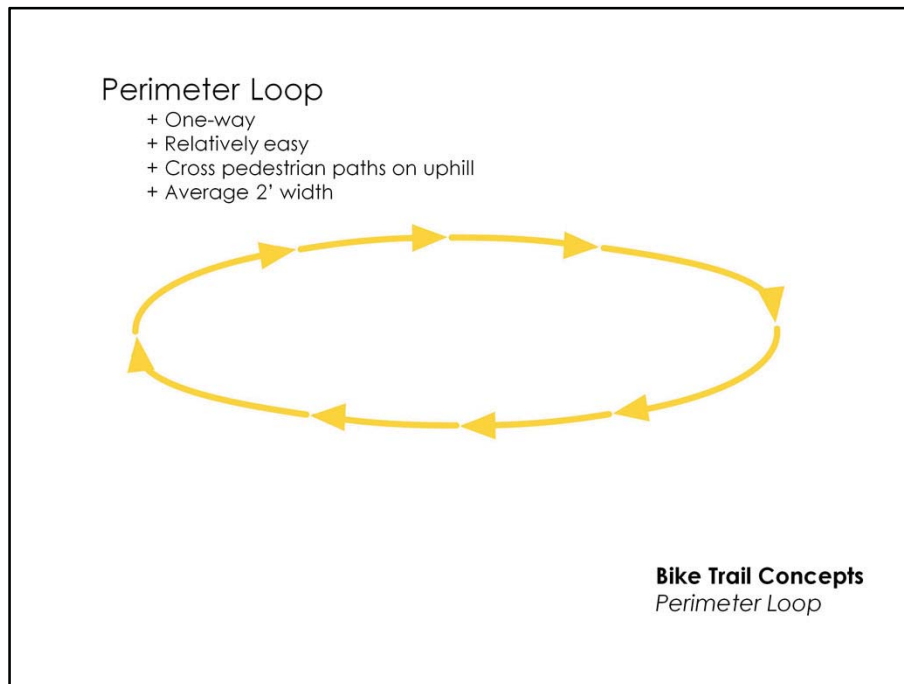
Design Objectives

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Create trails and features that are fun and challenging for riders of all ages and skill levels.

The idea here is that for the bike trail to be successful, it must provide a range of challenges for bikers to stay engaged as they become increasingly skilled. Success means that they will return to the park again and again, and become invested in the health and well-being of the park and trails.

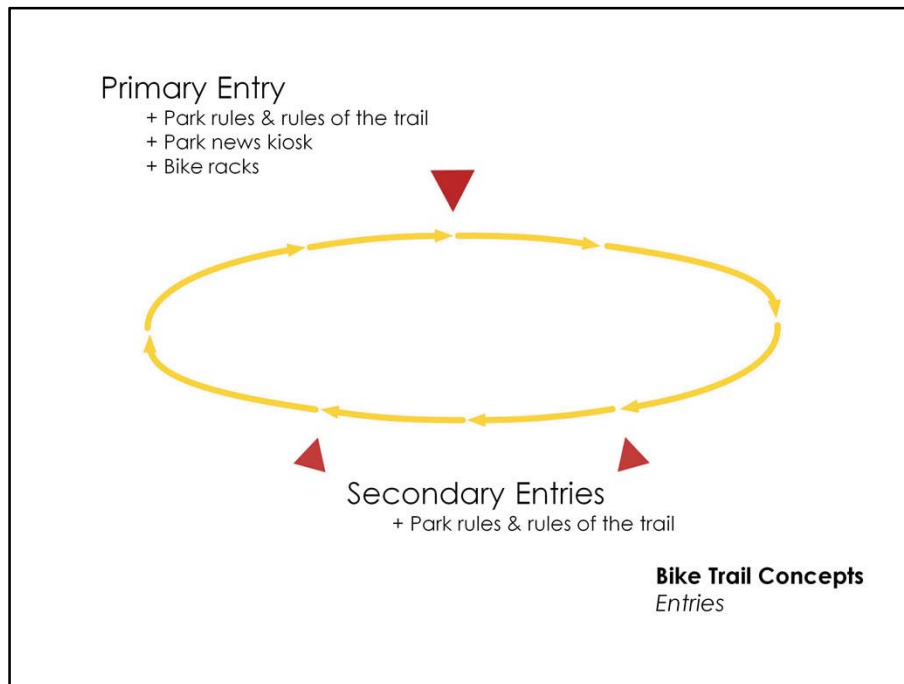


Let me take a few moments to show you the basic elements of a bike trail like this might look like.

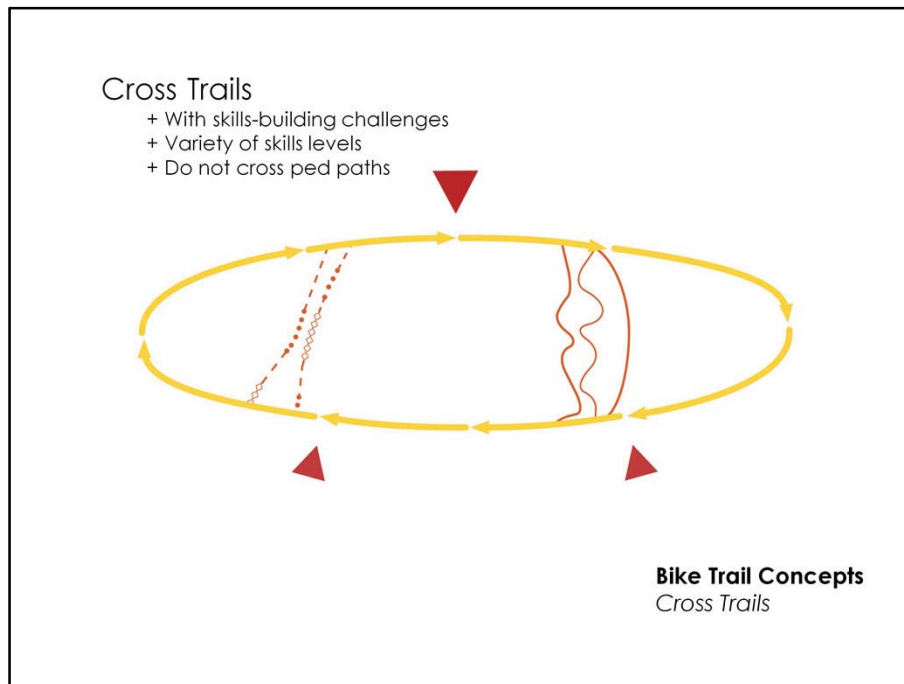
The organizational component is a perimeter loop. Bikers always ride it in one direction, ..



Example of what a perimeter loop might look like



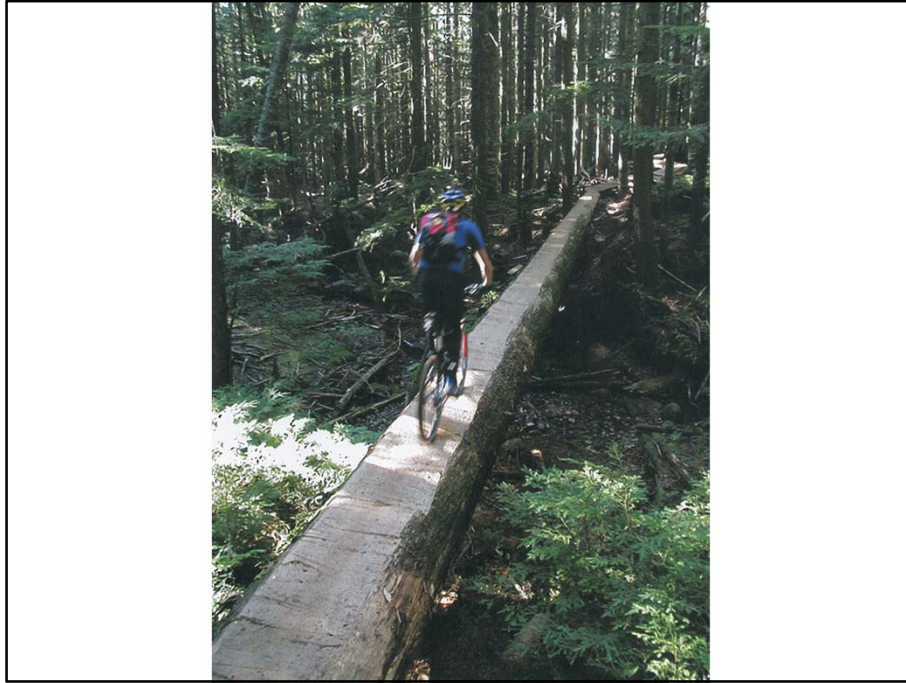
Entries



There would be cross trails. Cross trails have features that challenge bikers at different skill levels. Generally, these would not cross pedestrian paths. What are these features?



Might be a log bridge



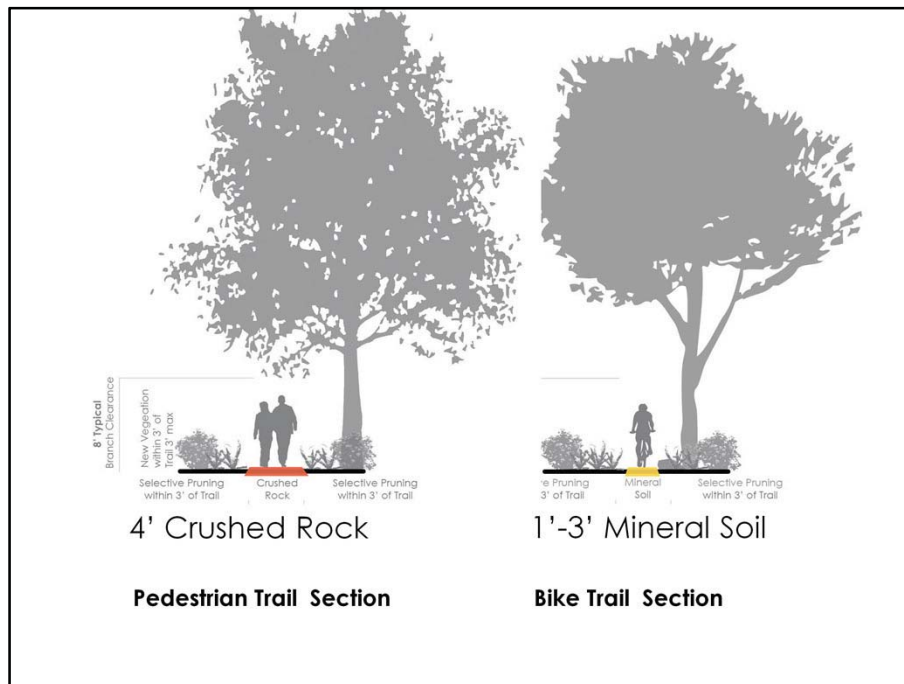
Or just a log



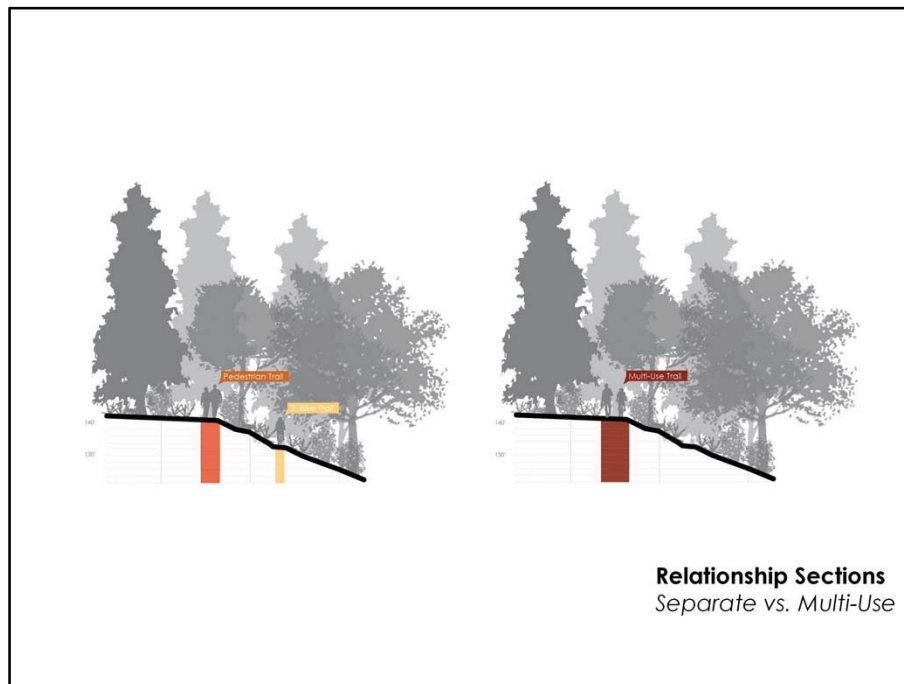
A technique for “hardening” the trail in areas that are more erosive doubles as a skills challenge. There is a whole body of expertise around designing trails so that they have minimal impact on the surrounding landscape and are sustainable as bike trails.



Some cross trails are more about flowing on downhill trails.



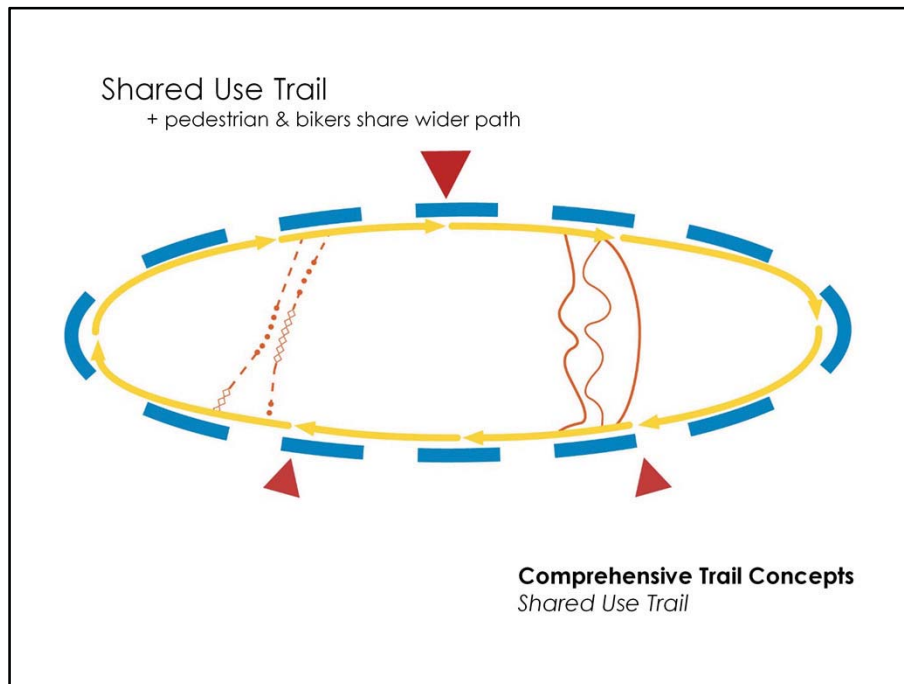
Here is a basic cross section of a pedestrian trail and a bike trail. The Seattle Parks standard for a Ped Trail is a 4' wide trail made of crushed rock. A forest bike trail is narrower—from 1' – 3' wide, and a basic trail is built on more of a forest service specification, where you remove the organic layer of leaves and duff and the surface of the trail is native mineral soil, except where different surfaces or features have been used for skills building or to stabilize the trail and..



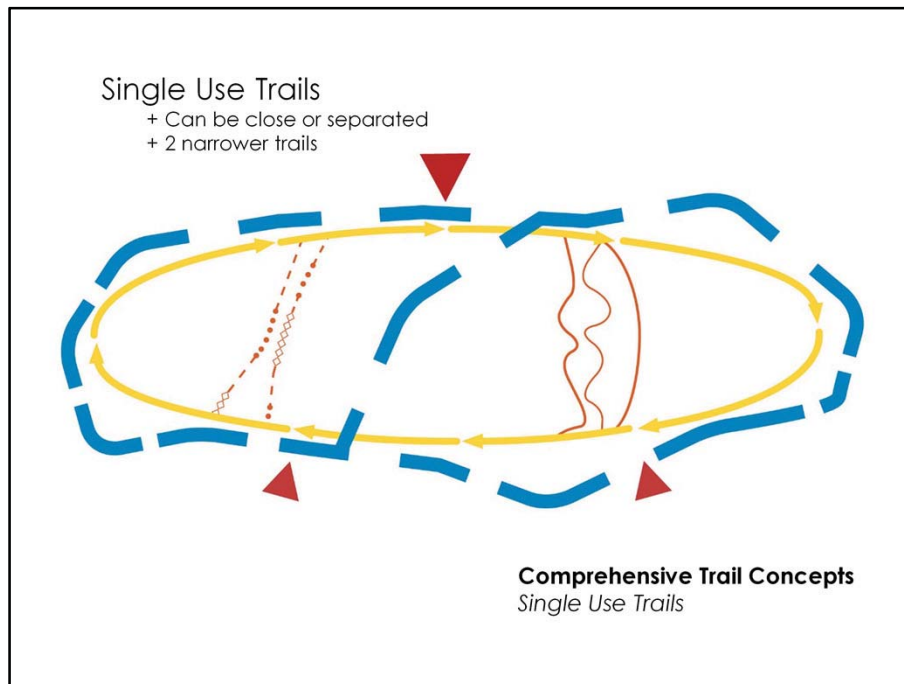
So how will the pedestrian and bike trails work together at Cheasty. Pedestrians and Bikers could share a wider path.
Or there could be separate single use paths



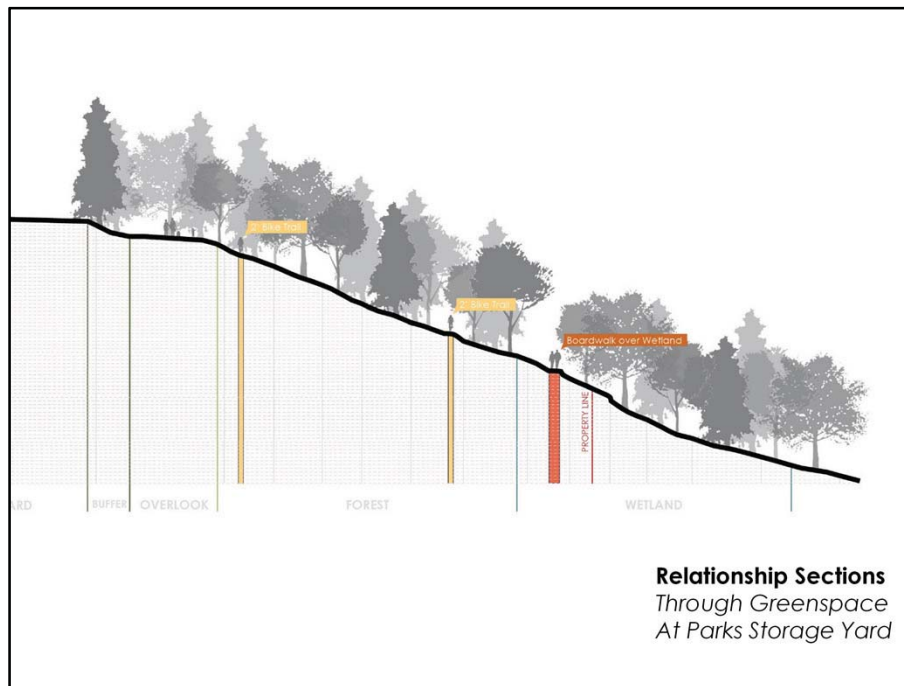
You can see why a very narrow trail is an advantage for steep slopes—it has less impact than excavating for a wider trail.



On a shared use trail pedestrians and bikers share a path, and we need to work out the proper width and surface materials that will work to accommodate both.



2 single use paths may allow each type of user to have a better experience, and allows the trails to diverge, for instance, on a slope that can handle a 1' path, but not a 4' path, the wider pedestrian path can take a route that is flatter.



Here is a cross-section through the greenspace, through the Parks storage yard at the top and New Rainier Vista at the bottom. It shows the actual slope in this location and the general scale of trees, and how big paths would look in context.

PAT Goal #3

Achieve overall improvement of habitat quality in Cheasty Greenspace.

Design Objectives

Pair trail development with habitat restoration.

Minimize habitat impacts by responding to natural features such as steep slopes and wetlands by routing trails around them or by using details and methods that minimize impacts and by keeping trail density light compared to the size of the space.

Use trail design, signage and enforcement to encourage all users to stay on established trails.

I will cover the design objectives that are responses to PAT Goal #3 in the following slides.



Pair trail development with habitat restoration.

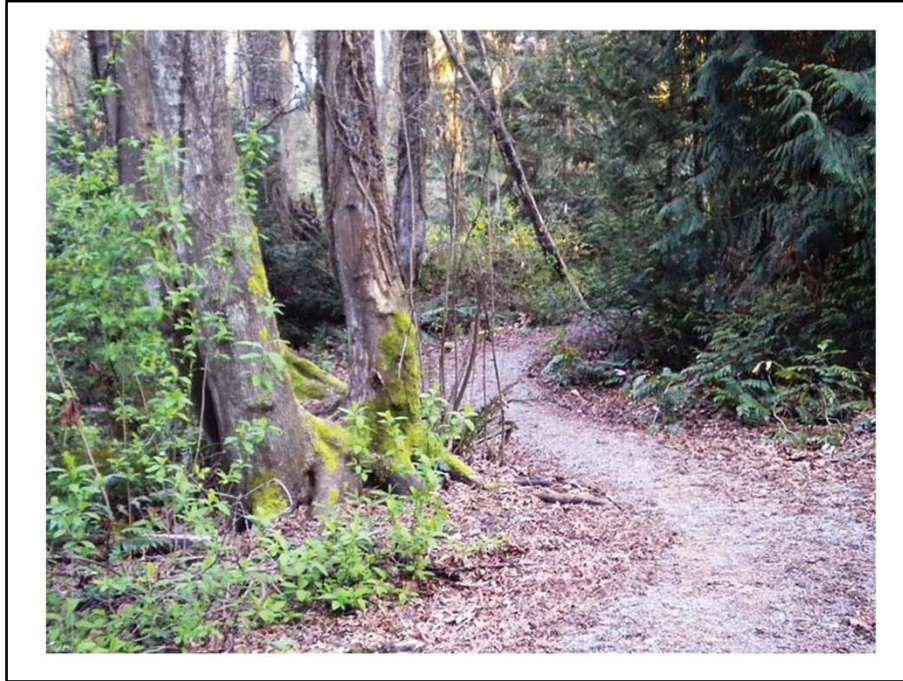


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/Rough surfaces and boulders that create pinch points slow bikers down



I will turn the program back to Margaret who will facilitate discussion.

discussion