



# CARNATION CITY COUNCIL PRESENTATION



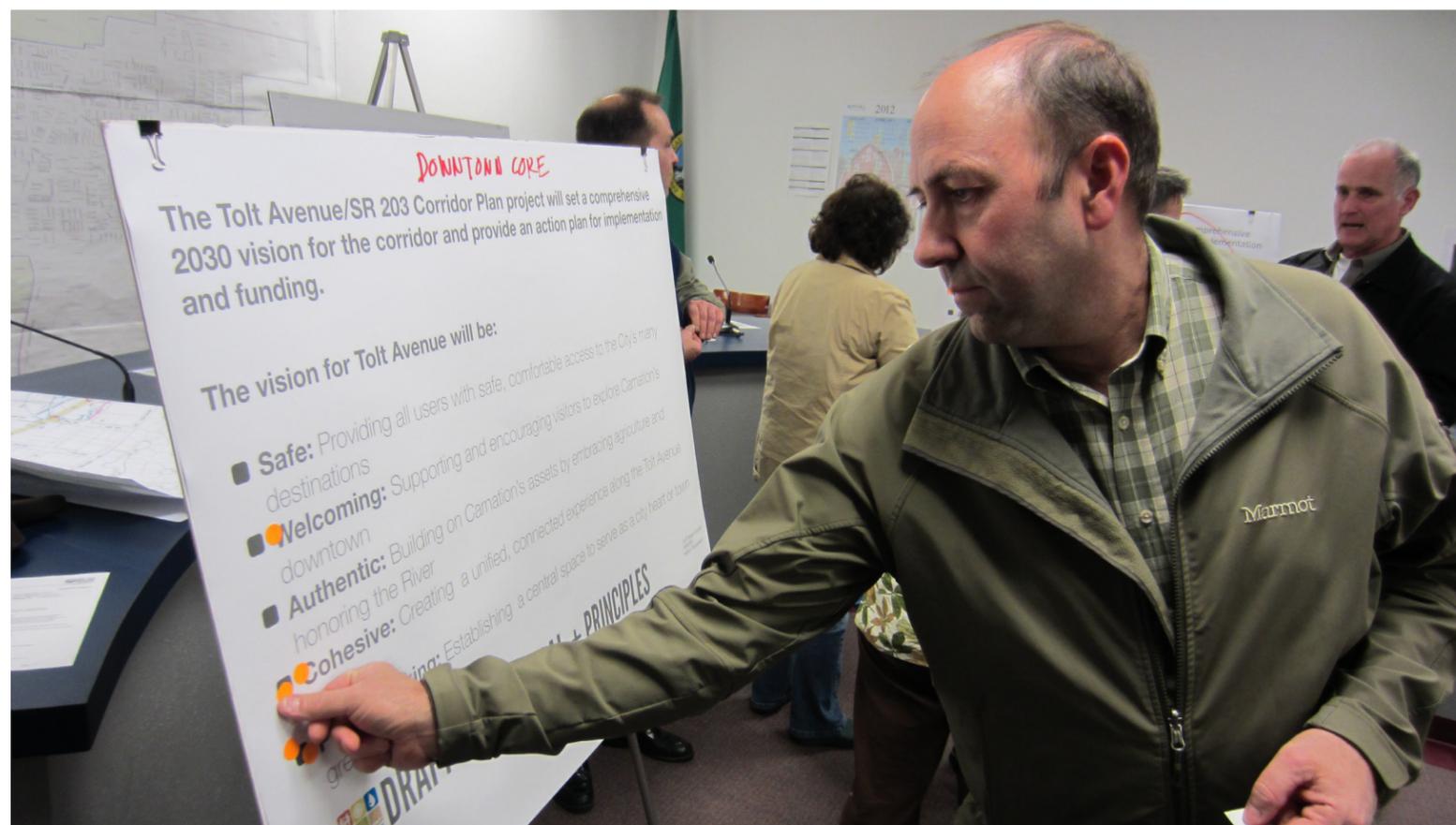
# TOLT AVENUE/SR 203 VISIONING

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MAKERS  
Heffron Transportation  
June 12, 2012

**1. What is Carnation?**

**2. What is Tolt Avenue to the city?**

**3. What can Tolt Avenue become for the city?**



**YOU'VE BEEN PROVIDING ANSWERS**

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celebrate



exchange



grow



move



# CARNATION IS A COMMUNITY

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# CARNATION IS DEFINED BY NATURE

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Image via snoqualmie tribe



# CARNATION'S PAST IS ALIVE

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# CARNATION IS LOOKING TO THE FUTURE

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# CARNATION IS A DESTINATION



anacortes | san juans



walla walla | eastern wa



chelan | n. cascades



roslyn | central cascades



# DESTINATION COMMUNITIES

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agriculture



recreation



food



relaxation



**ARTERY  
ECONOMIC ENGINE  
COMMUNITY LIFELINE  
MARKETPLACE**



# WHAT CAN IT BECOME? SAFE



# WHAT CAN IT BECOME? WELCOMING

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# WHAT CAN IT BECOME? AUTHENTIC



# WHAT CAN IT BECOME? PLACE-MAKING

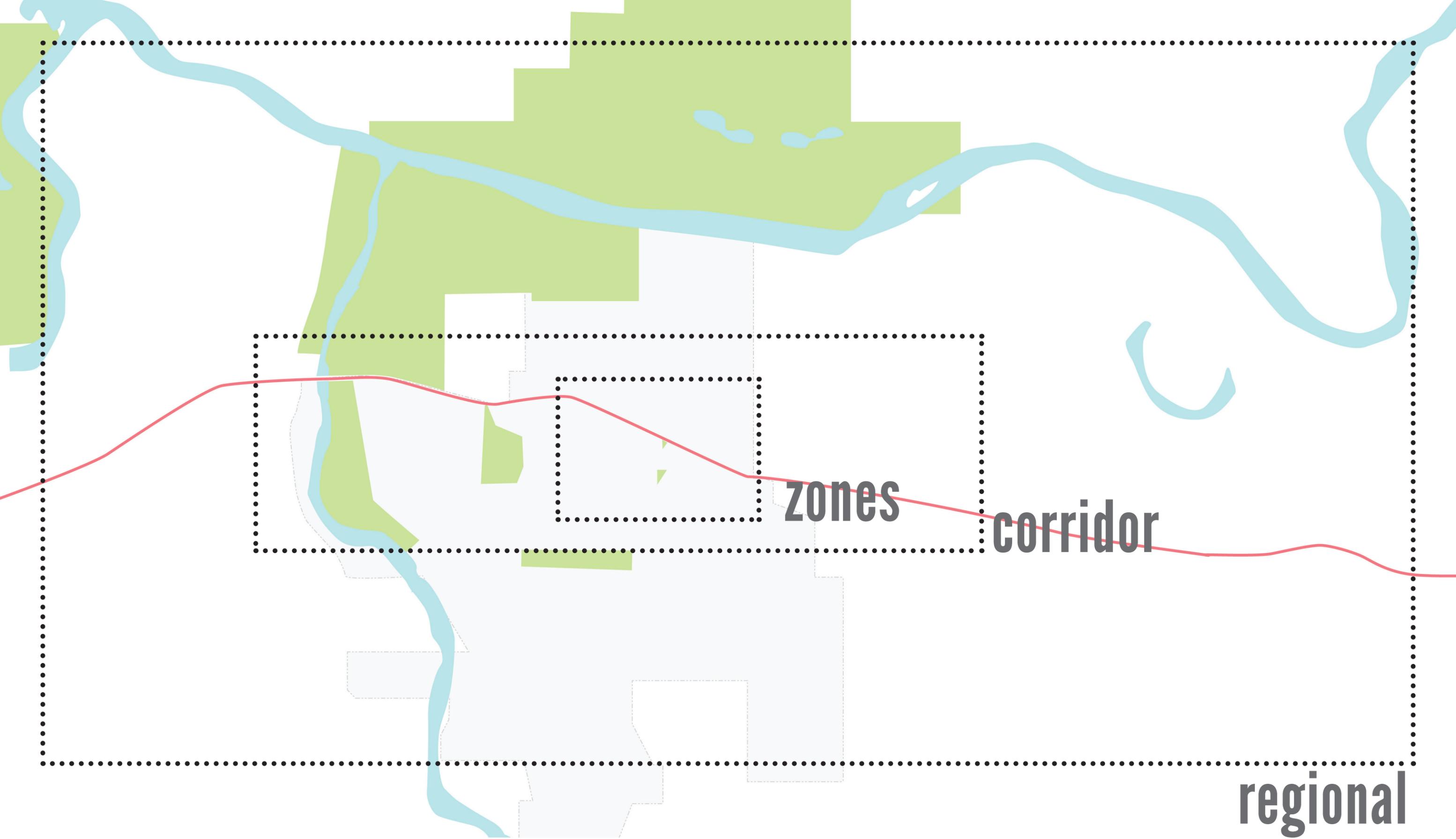


# WHAT CAN IT BECOME? COHESIVE

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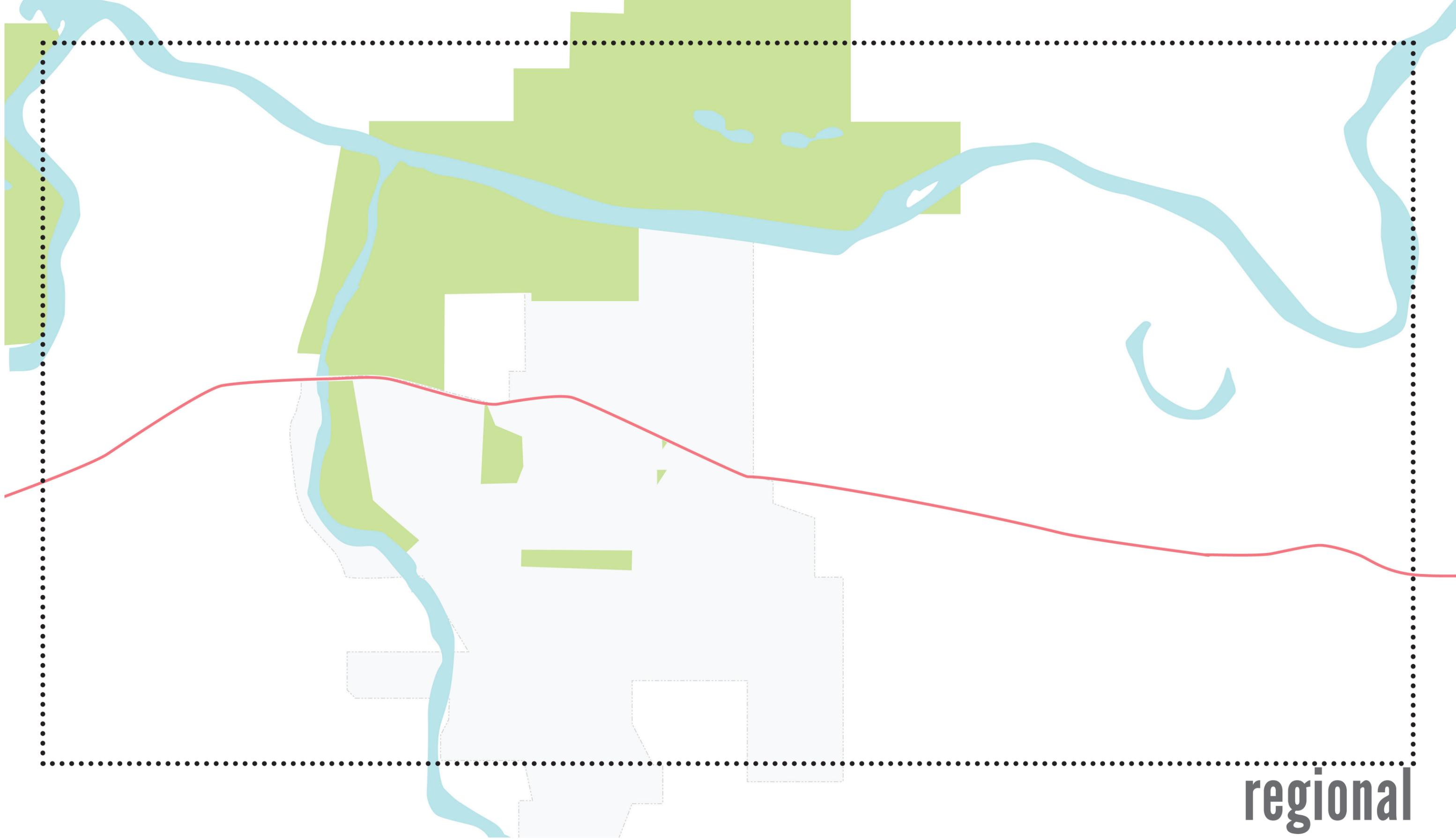


# WHAT CAN IT BECOME? MAINTAINABLE

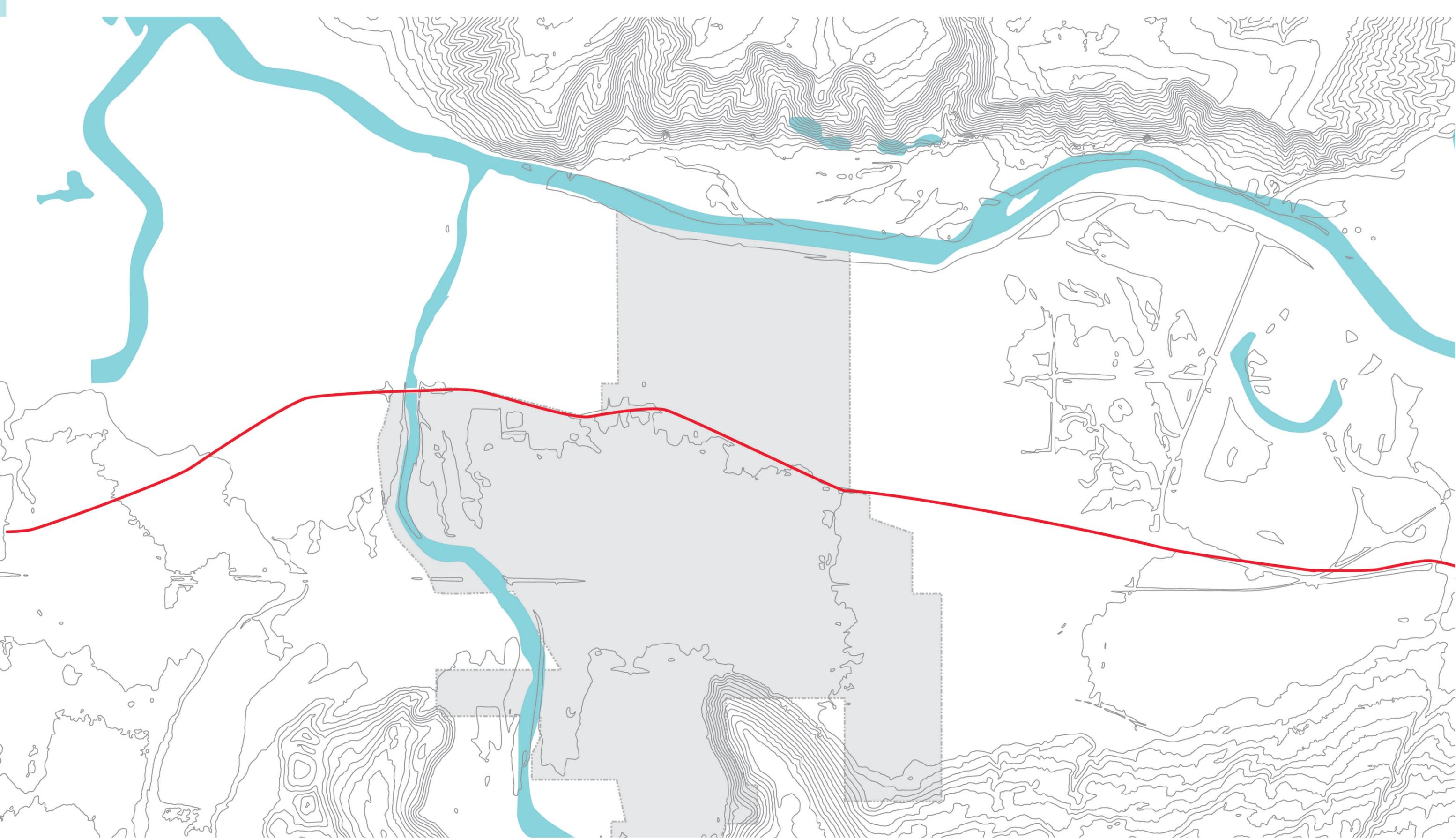


# THREE SCALES OF ANALYSIS

**regional**



regional

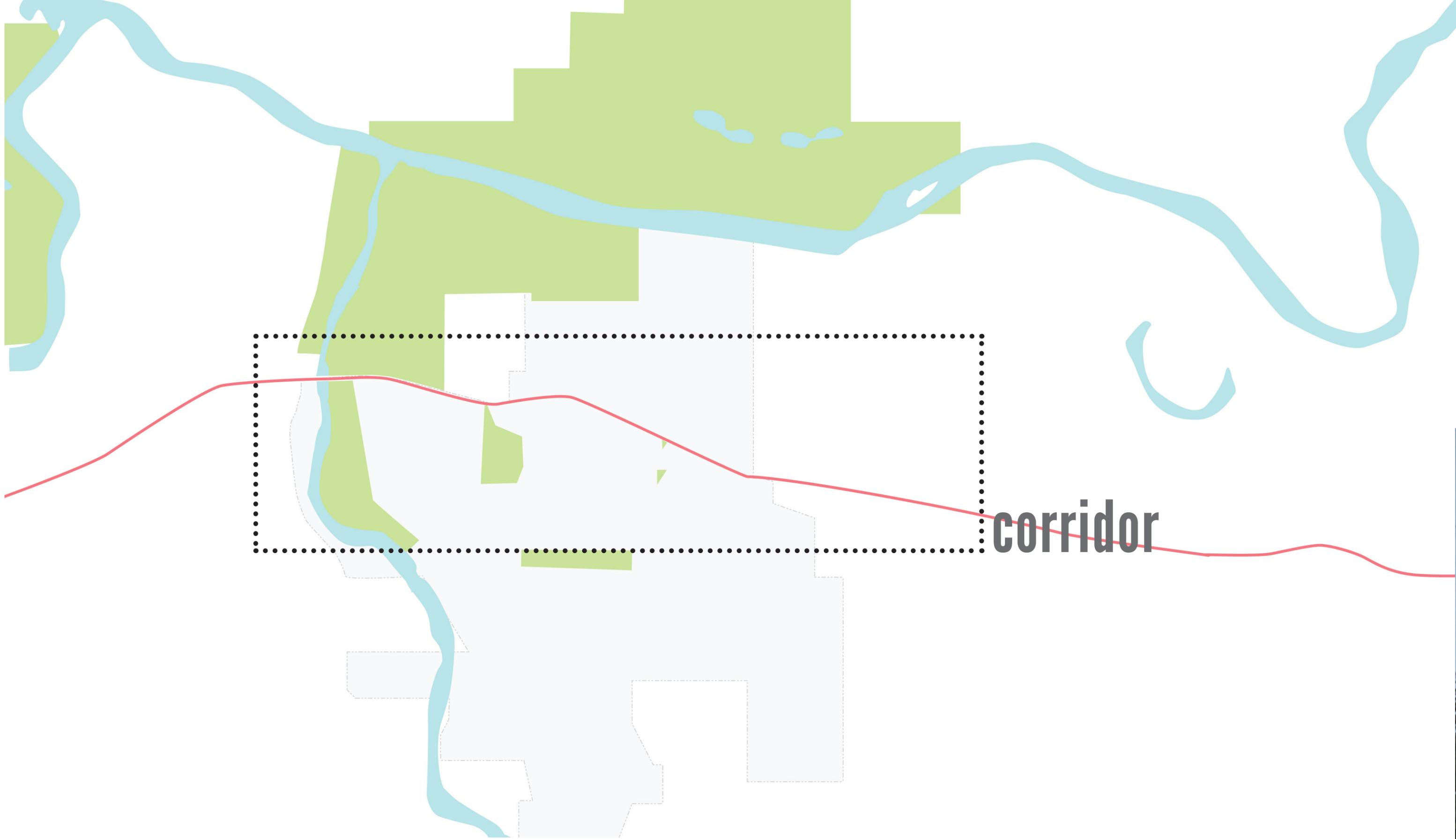


# TOPOGRAPHIC

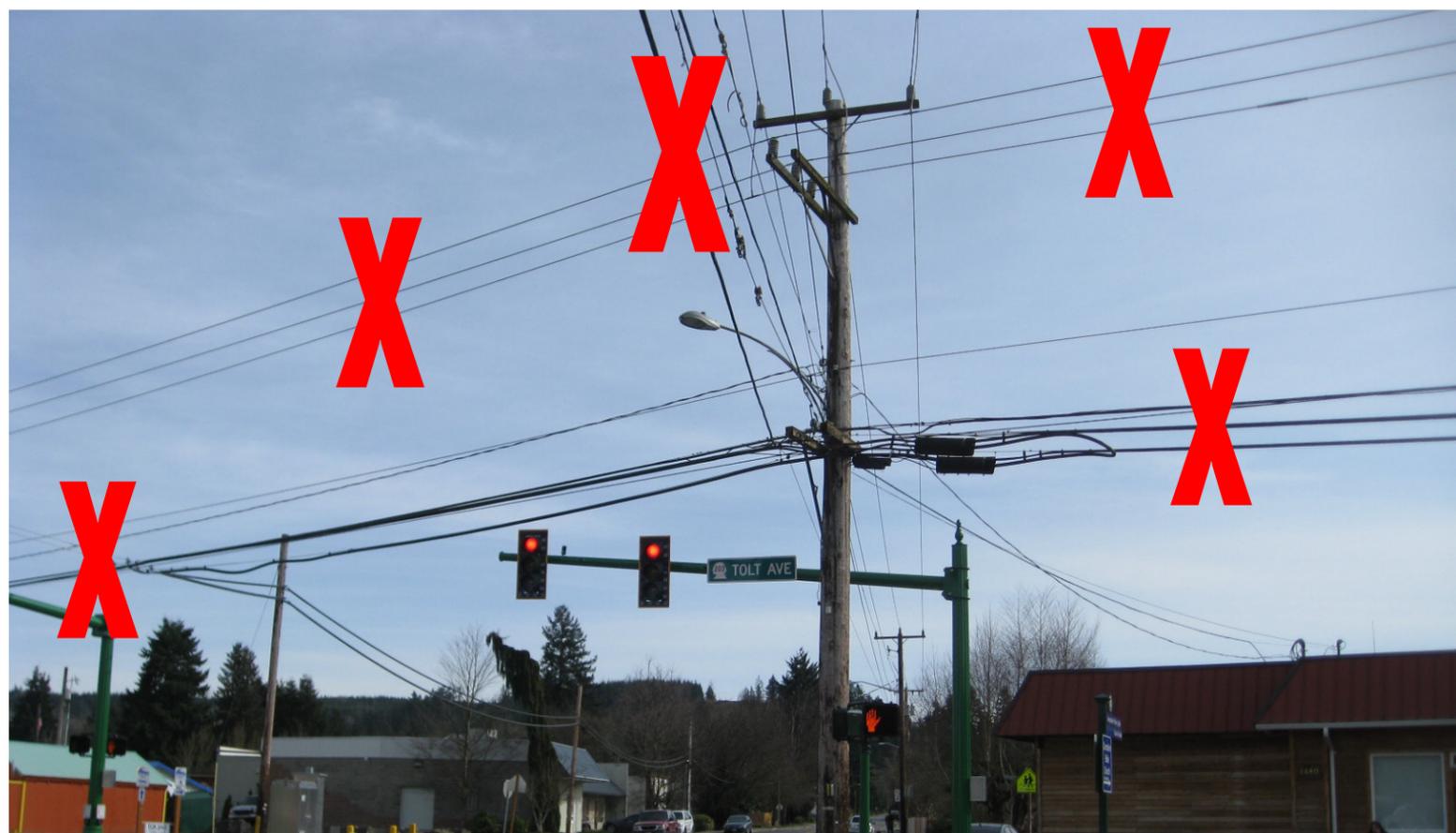
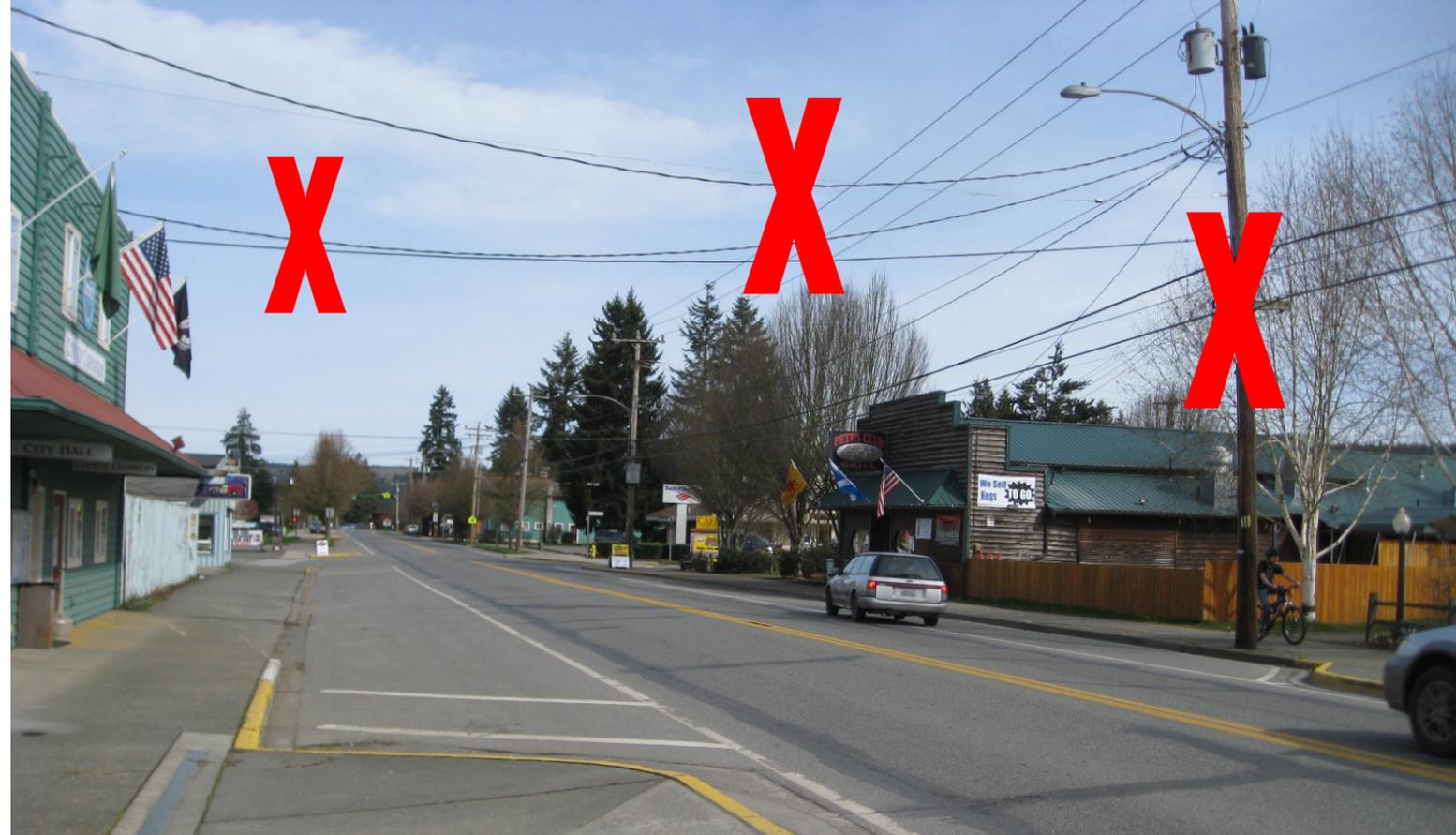




# DESTINATIONS WITHIN 5 MILES



**corridor**





- Tolt Avenue
- Arterials
- - - Collectors
- Local Streets

# VEHICULAR CIRCULATION

55

30

20

30

20

30

40

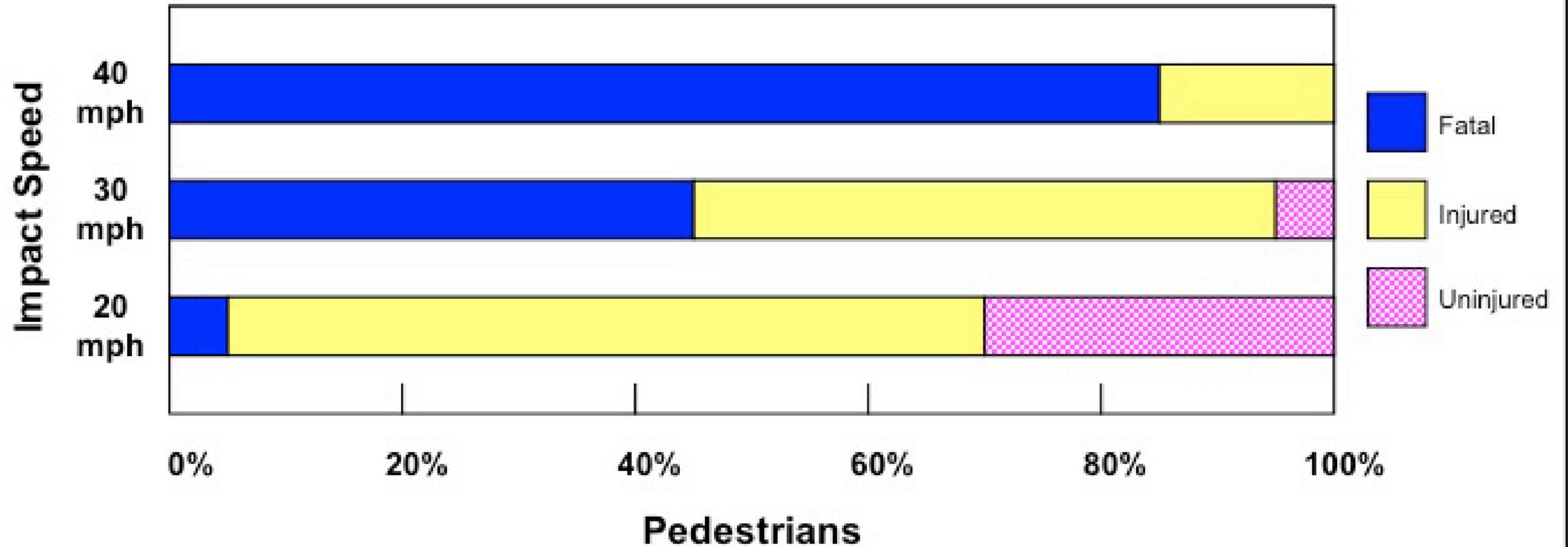
school

school



# SPEED LIMITS

## Vehicle Impact Speed Affects Pedestrian Injury Severity





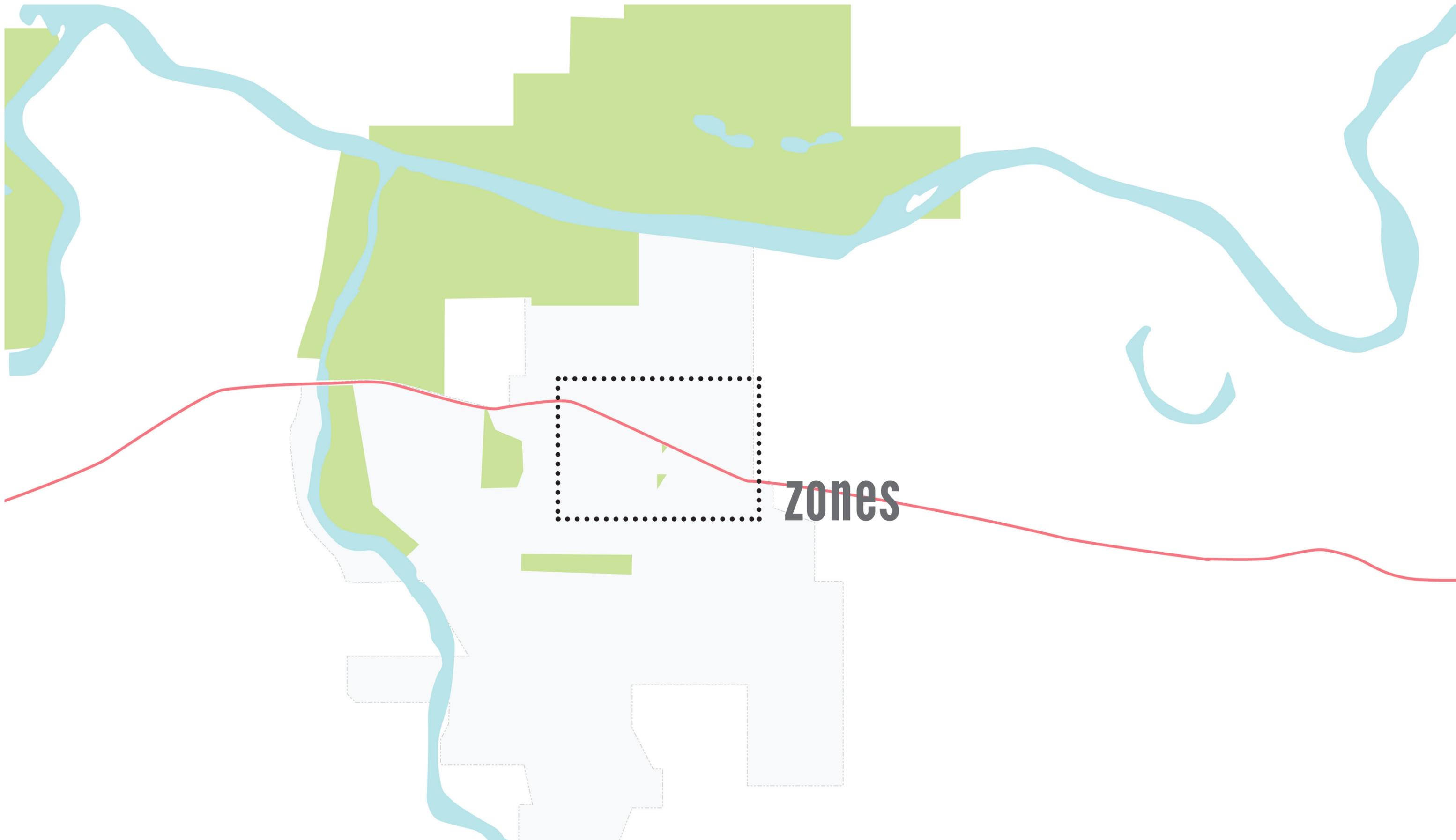
# PED/BIKE CIRCULATION

south entry

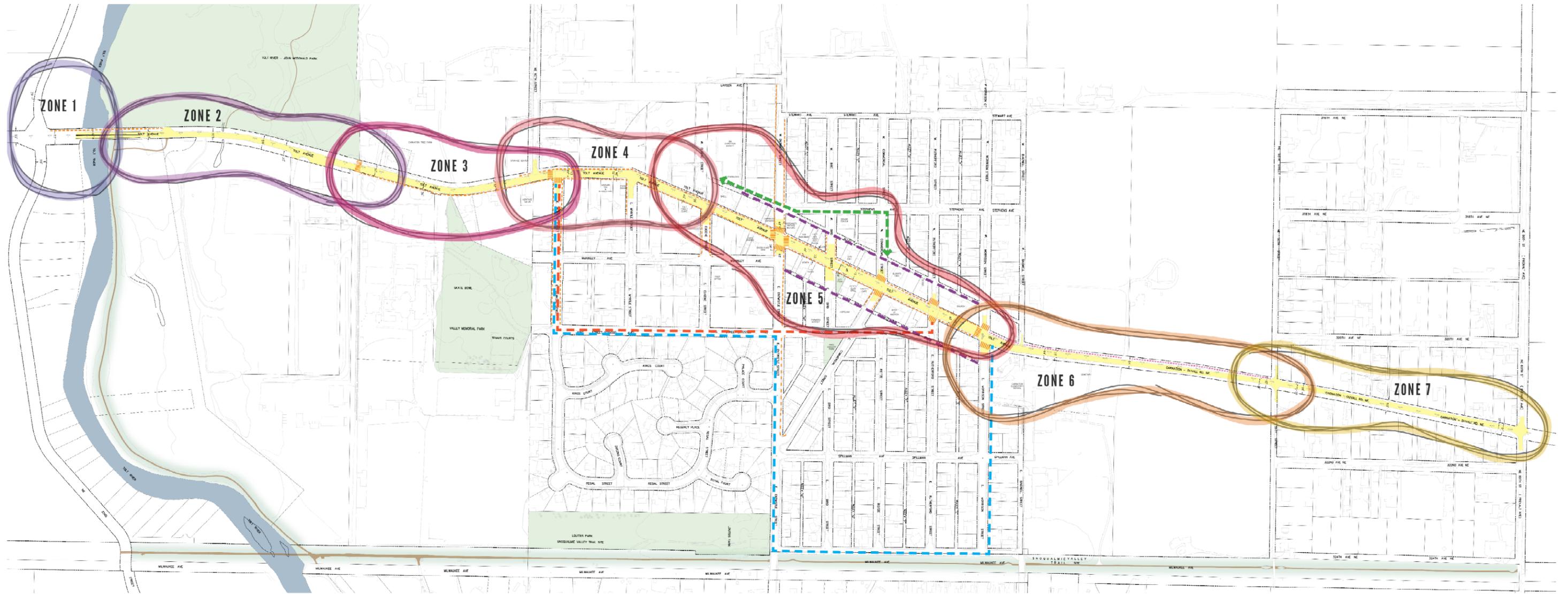
core

north entry





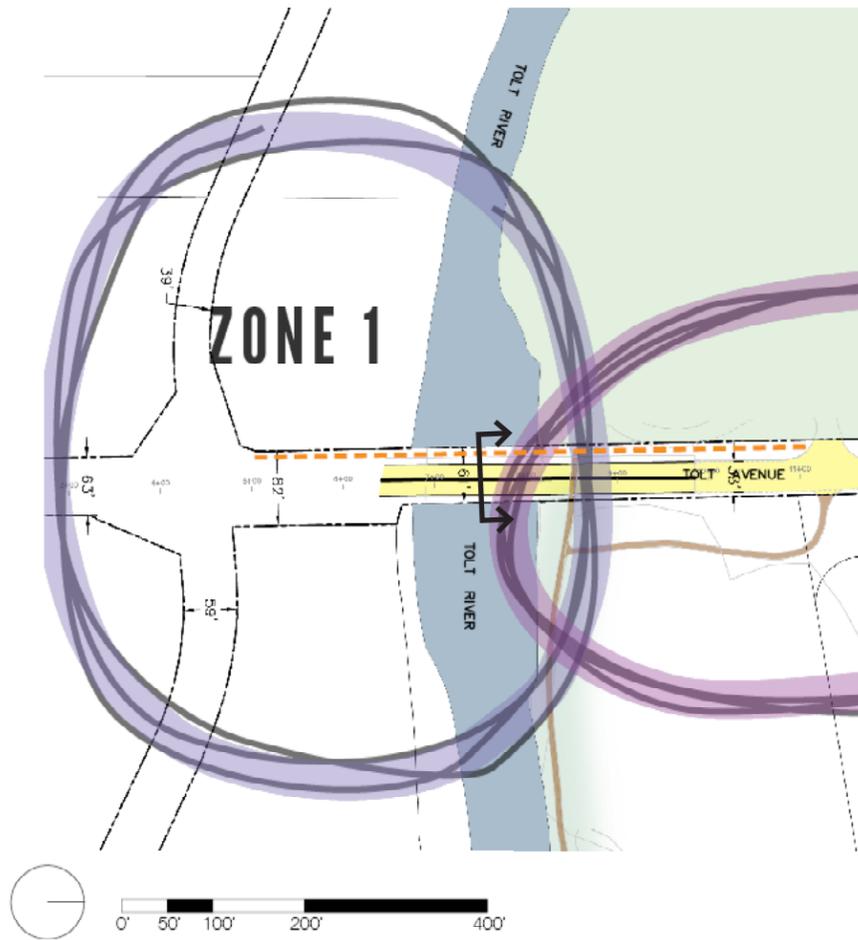
**zones**



**LEGEND**

-  Analysis Zones
-  Sidewalks and Crosswalks
-  Informal Sidewalks
-  Fourth of July Parade Rte.
-  Informal Vehicular Detour
-  Truck Delivery Route
-  Alley (parallel to Tolt)

# EX. CONDITIONS/ ANALYSIS ZONES MAP



**LEGEND**

- Analysis Zones
- Sidewalks and Crosswalks
- Informal Sidewalks
- Fourth of July Parade Route
- Informal Vehicular Detour
- Truck Delivery Route
- Alley (parallel to Tolt)

**ZONE 1 QUESTION**

- What is most important for this zone?
1. Improving aesthetics
  2. Intersection improvements at Tolt Hill Road
  3. Wayfinding
  4. Making the bridge a prominent gateway

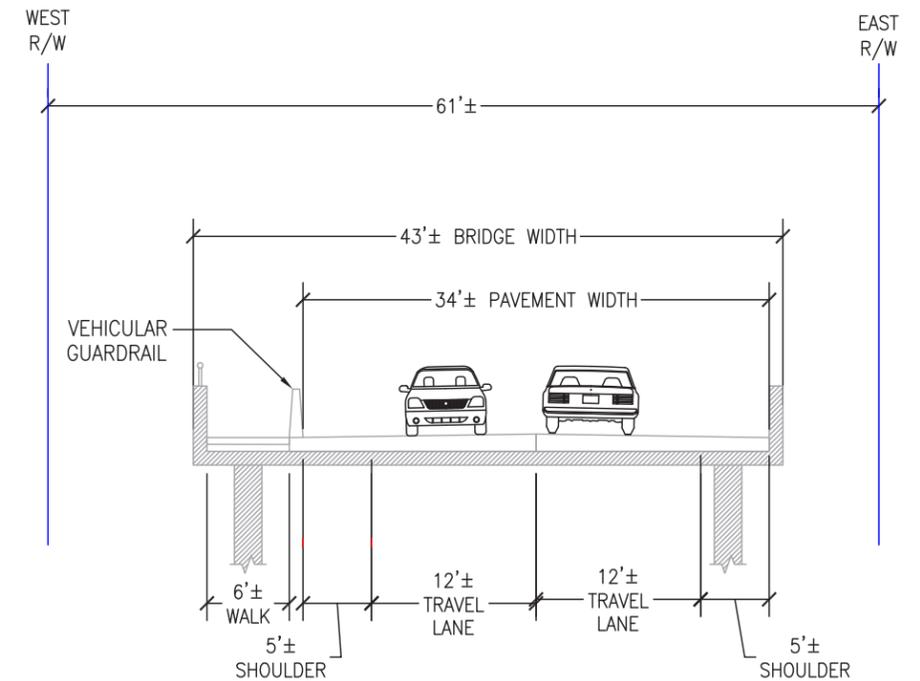
**Intersection of Tolt Hill Road/SR 203 and Bridge**

**Constraints and Issues**

- Difficult to make left hand turn north from Tolt Hill Road. Difficult Visibility
- Sight distance limitations with vertical curves at east and west leg of intersection.
- Remlinger's sign dwarfs any city sign.
- Bridge only has sidewalk on west side. Unpleasant to walk along.
- Narrow bridge is difficult.

**Opportunities**

- Bridge offers large scale gateway opportunity.
- Tolt River offers natural transition.
- Round-about potential if moved a bit south (would require purchase of land).
- Re-allocation of pavement on bridge (34' pavement width).



**STATION 7+50  
TOLT RIVER BRIDGE**



Tolt Hill Road - Looking East



Tolt Avenue - Looking South



Tolt Avenue Bridge/ Pedestrian Walkway - Looking South



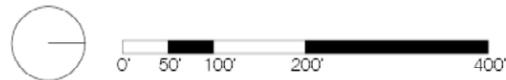
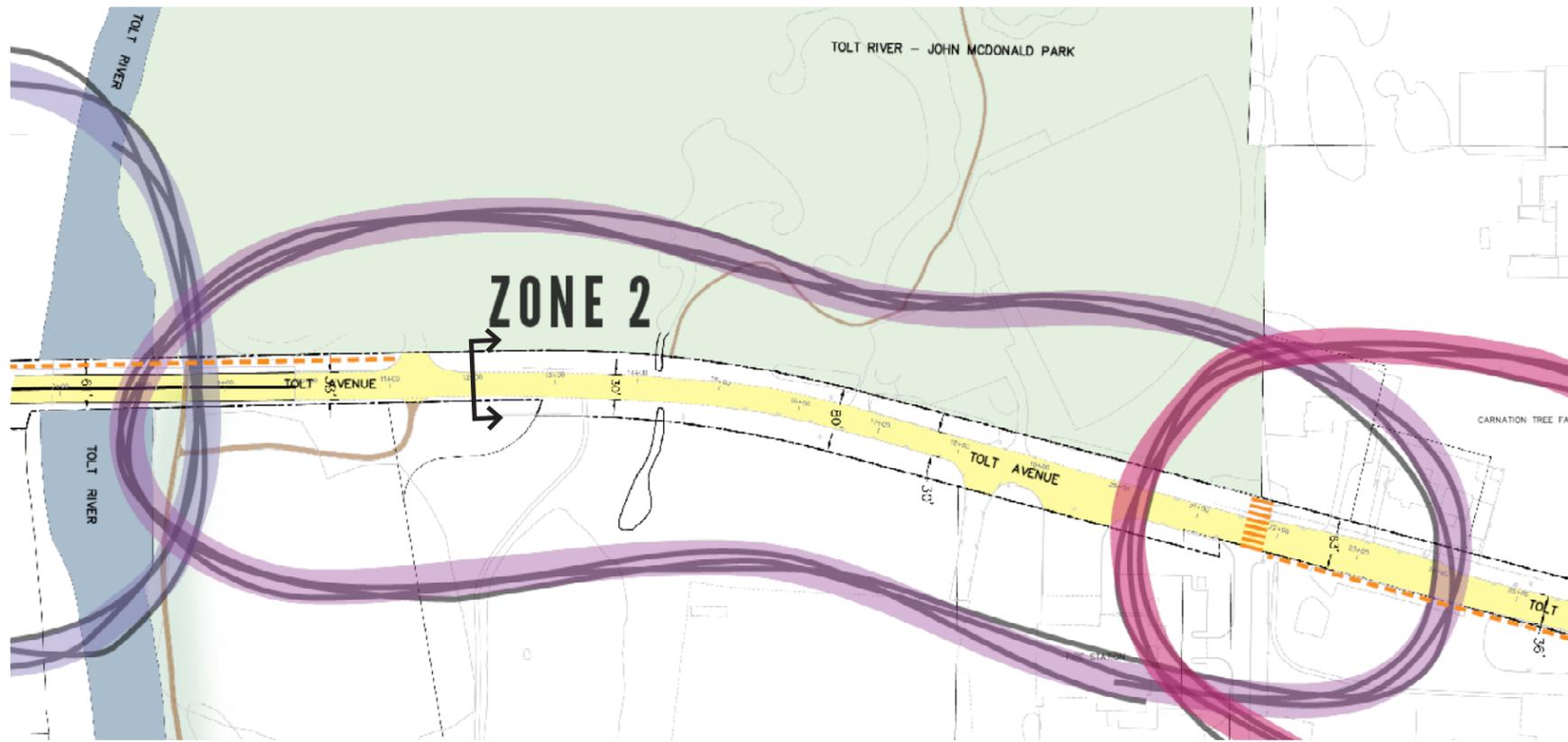
Tolt Avenue Bridge - Looking North



Tolt Avenue Bridge/ Pedestrian Walkway - Looking North



King County Pedestrian Path Under Bridge



**LEGEND**

- Analysis Zones
- Sidewalks and Crosswalks
- Informal Sidewalks
- Fourth of July Parade Route
- Informal Vehicular Detour
- Truck Delivery Route
- Alley (parallel to Tolt)

**ZONE 2 QUESTION**

- What is most important for this zone?
1. Pedestrian and bicycle connection to downtown
  2. Slowing cars down
  3. Wayfinding

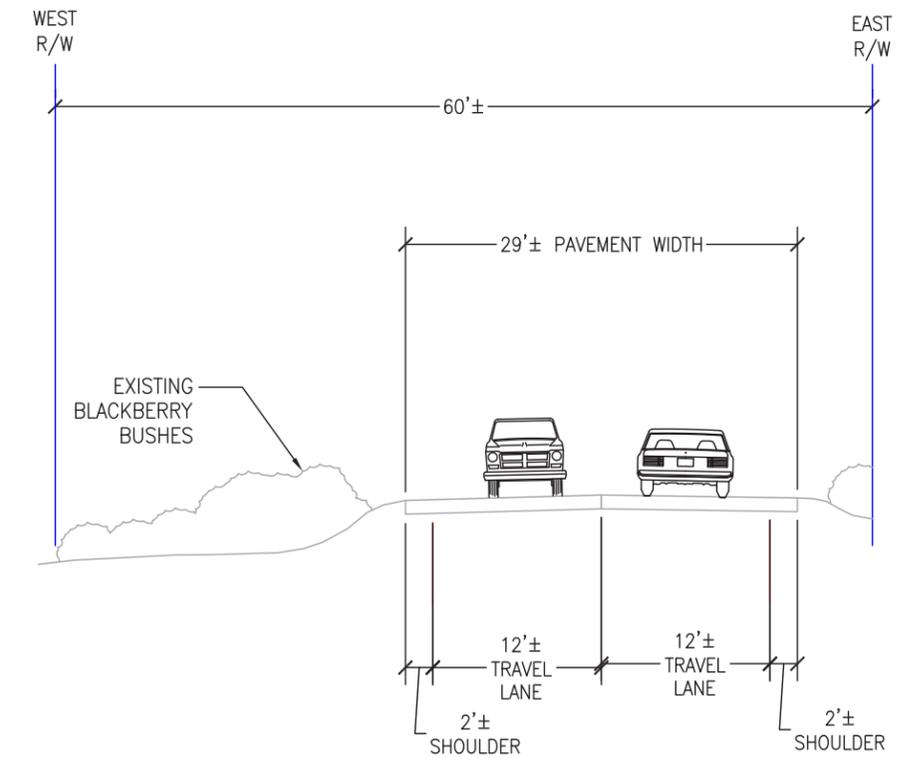
**Bridge to Tolt Middle School**

**Constraints and Issues:**

- Potential wetlands/localized ponding.
- Small to no shoulder width at road and slopes to match adjacent grade.
- No sidewalks.
- City if Carnation Signage not visible enough.
- Existing wide driveway creates wide gap in potential pedestrian connections.
- Poorly marked street crossing at school.

**Opportunities:**

- Wide ROW.
- Adjacent Tolt Park provides public open space and protects views to hills to the west.
- Existing trees along the road provide definition, slow traffic.
- Newly purchased gravel site by tribe may provide upgrades to streetscape and sidewalk connection, as well as increased visitor traffic and community facilities.
- Storm water receiving area potential on east side of the road in public open space that parallels Tolt River.
- Trail connection in Tolt Park; provides alternate pedestrian connection away from roadway.



**STATION 12+00**  
**BRIDGE TO PARK ENTRANCE**



Tolt Avenue - Looking Northwest to Tolt/Mac Park



Tolt Avenue - Looking North



Tolt Avenue - Ponding on West Side



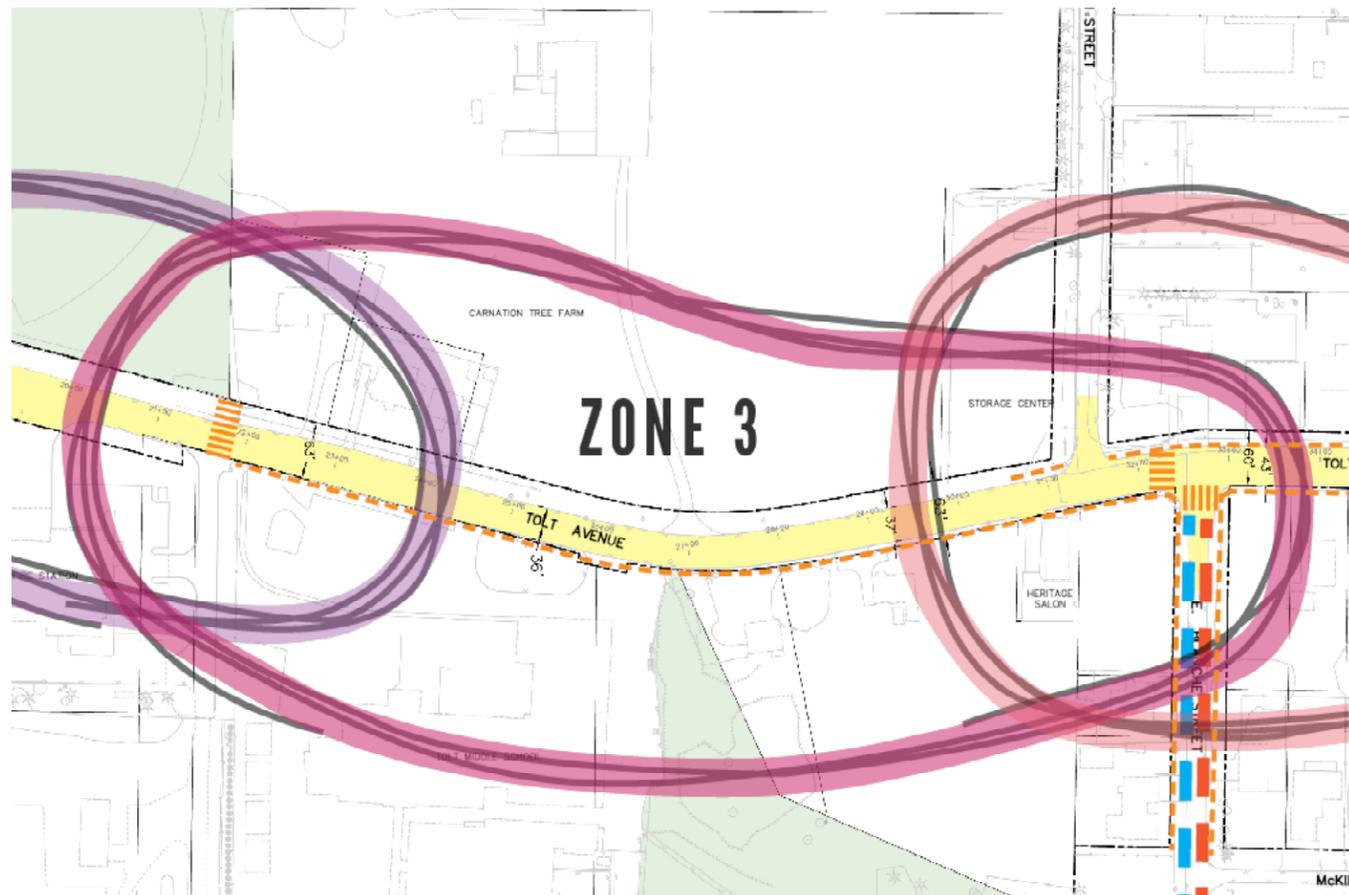
Tolt Avenue - Looking North at Tolt/Mac Park



Tolt Avenue - Looking North from Tolt/Mac Park to Fire Station & Middle School



Tolt Avenue - Pedestrian Crossing between Tolt/Mac Park & Middle School



### Tolt Middle School to 40th Street

#### Constraints and Issues:

- Parents park on the west side of the road during school events.
- No sidewalk on west side of the street.
- Very narrow secondary access to Valley Memorial Park.
- Drive at Christmas tree farm is very busy and difficult to exit during the season.
- 40th Street intersection (leading to Tolt Park) is difficult to exit on during soccer/sports season and weekends with Tolt Park use.
- WSDOT has indicated that a traffic signal at this location is unlikely.
- 40th Street has not sidewalks or street improvements into the Tolt Park.
- 40th Street also connects to industrial zoned area

#### Opportunities:

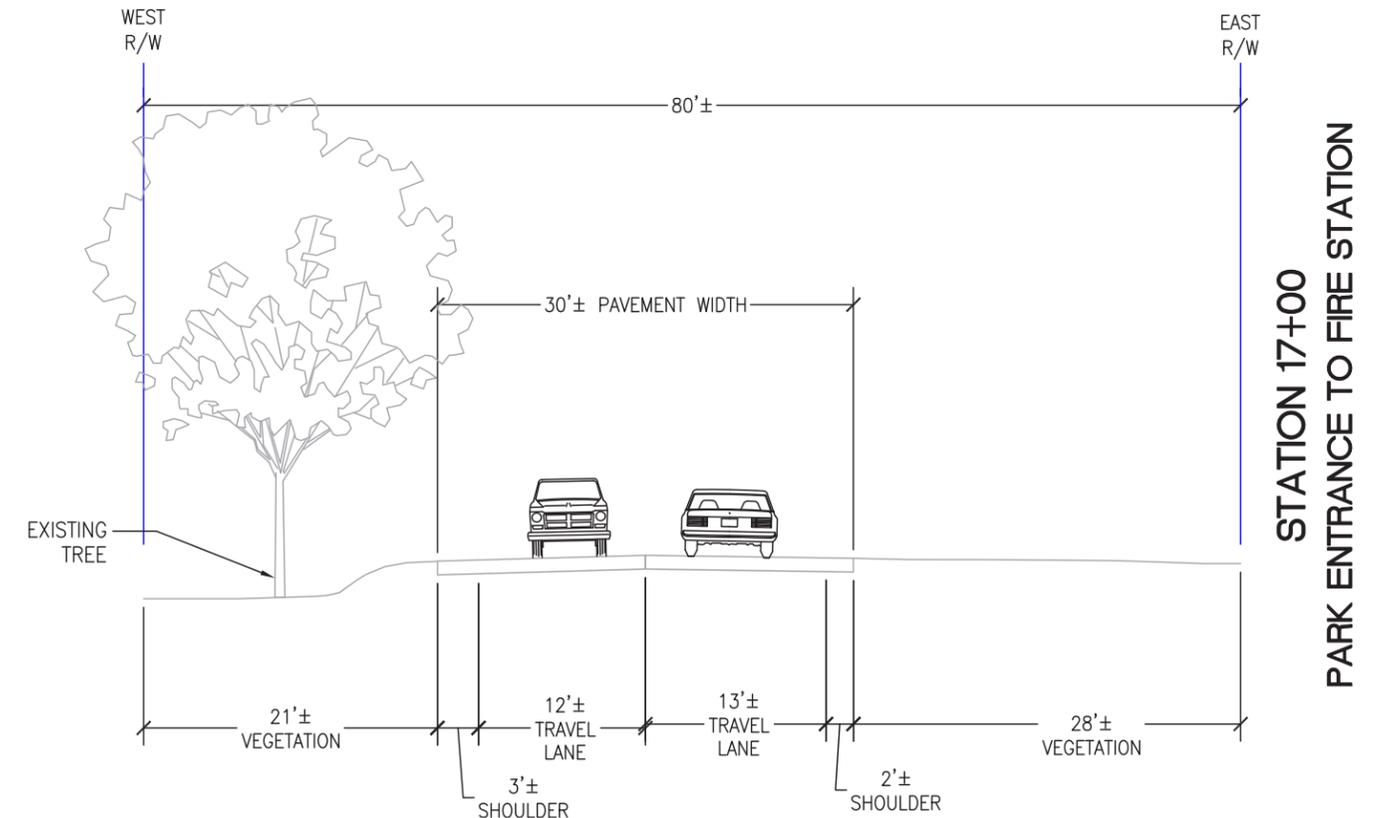
- Sidewalk on east side of the street connecting with crosswalk to Tolt Park.
- Seldom used parking lane on east side of the street in front of mobile homes could be used to provide planted buffer between sidewalk and road and narrow road.
- Trees in front of school and across the street provide create friction and slow traffic.
- ROW on west side of road.
- Stone pillar marks entry into downtown and provides historical context.
- Christmas tree farm provides open space and views to the west.
- Significant deciduous tree on east side of the street in front of mobile home site provides scale and identity.
- Development of ROW on east side could be widened to provide sidewalk and plantings.
- Heritage Building provides historical context.

#### LEGEND

- Analysis Zones
- Sidewalks and Crosswalks
- Informal Sidewalks
- Fourth of July Parade Route
- Informal Vehicular Detour
- Truck Delivery Route
- Alley (parallel to Tolt)

#### ZONE 3 QUESTION

Are stronger connections needed on both sides of the street between the middle school and nearby parks (Tolt-MacDonald, Valley Memorial)?





Tolt Avenue - Looking North from South School Entrance



Tolt Avenue - Looking Northeast to School



Tolt Avenue - Looking West to Carnation Tree Farm



Tolt Avenue - Looking East to Valley Memorial Park Entry



Tolt Avenue - Looking Northwest to Carnation Tree Farm

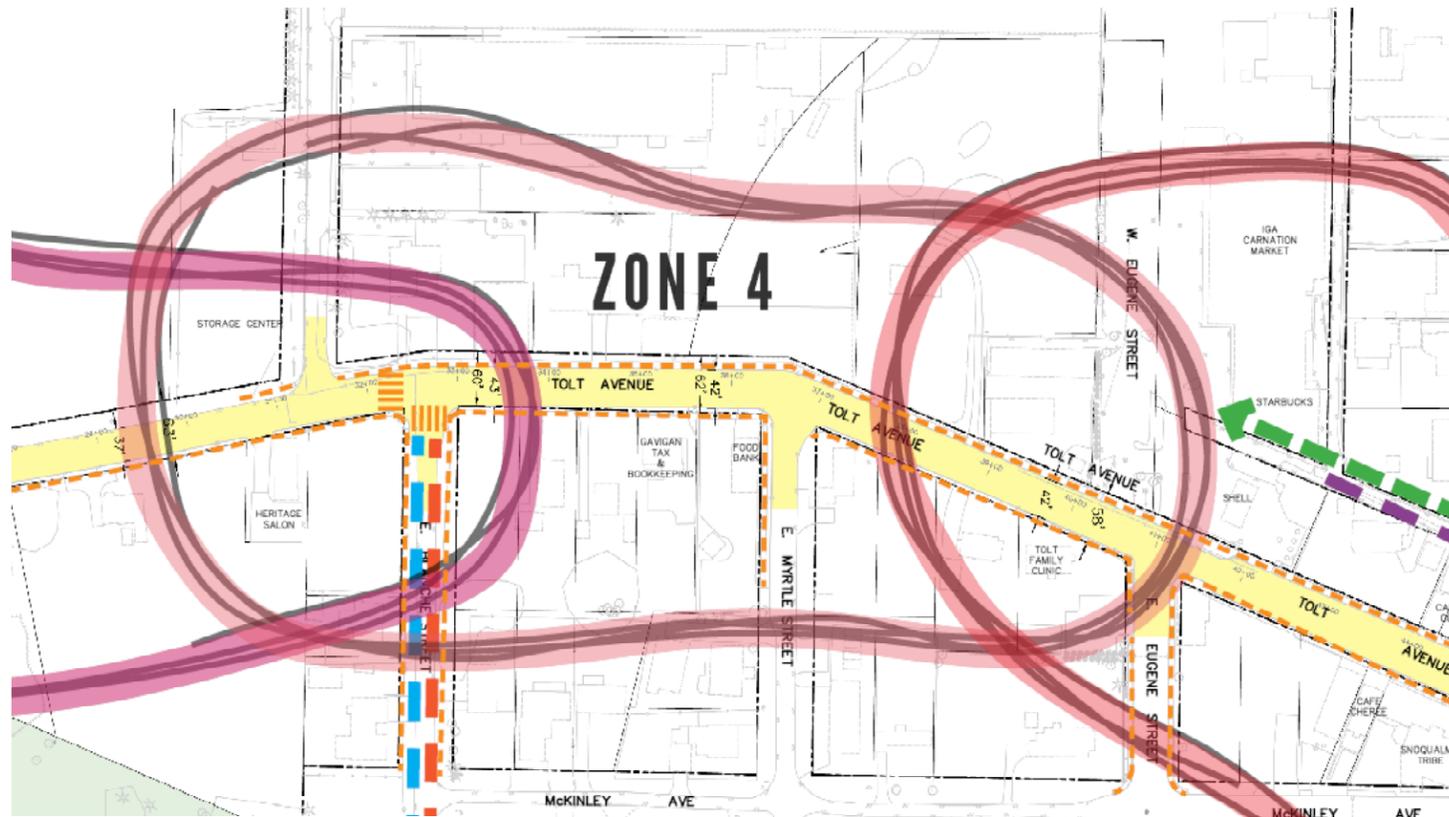


Tolt Avenue - Looking Northeast to Heritage Building

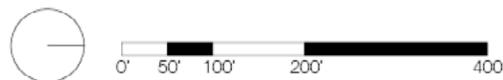


# EX. CONDITIONS/ ANALYSIS ZONE 3

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# ZONE 4



## LEGEND

- Analysis Zones
- Sidewalks and Crosswalks
- Informal Sidewalks
- Fourth of July Parade Route
- Informal Vehicular Detour
- Truck Delivery Route
- Alley (parallel to Tolt)

## ZONE 4 QUESTION

Does this zone feel more a part of the downtown core or the last step in an entry sequence into town?

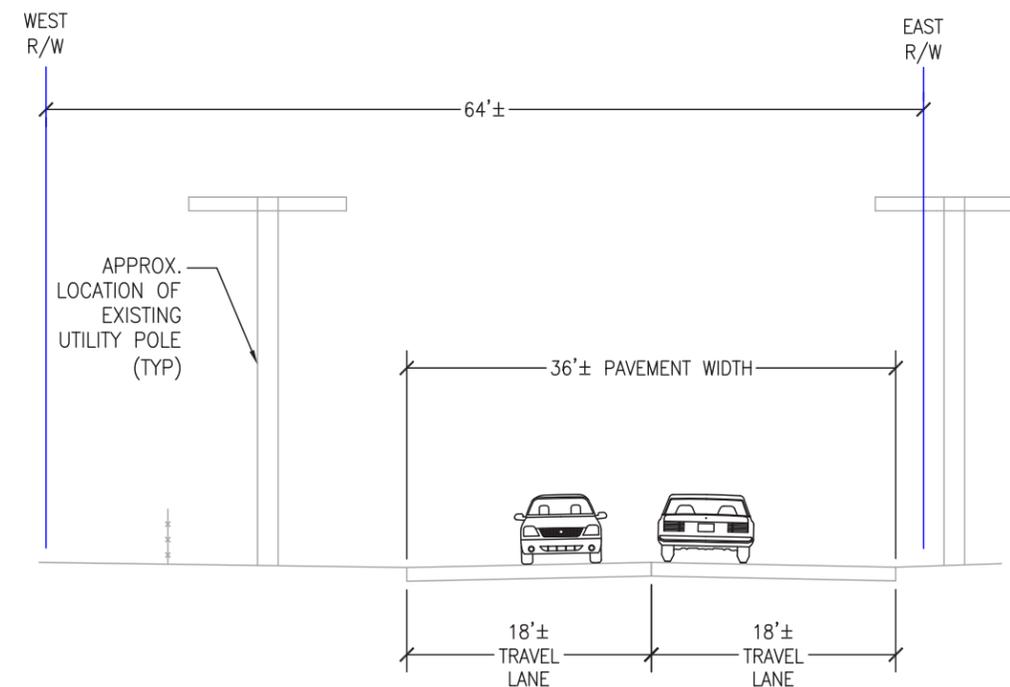
## 40th Street to Eugene Street

### Constraints and Issues

- Wide road; lots of pavement.
- Close proximity of 40th and Blanche intersection creates potential traffic conflicts.
- New streetscape along Blanche has wide uninterrupted area of road and sidewalk paving.
- Difficult site clearance at intersection of Tolt and Myrtle creates dangerous traffic condition.
- Fencing in front of business opposite of Myrtle is visitor's first view of approaching downtown city core.

### Opportunities

- Sidewalk on both east and west side of the street.
- Blanche streetscape newly installed with sidewalks, pedestrian lighting, and parallel parking on both sides of street.
- New ramps and crosswalk provide access across Tolt between 40th and Blanche.
- Blanche provides parade detour route on July 4th and informal detour to avoid traffic lights through city.
- Change of road alignment at Myrtle could slow traffic and signal approach to downtown core.
- Potential undergrounding of power through downtown core.



STATION 25+00  
FIRE STATION TO NE 40TH STREET



Tolt Avenue - Looking North to 40th Street Intersection



Tolt Avenue - NE 40th Street Intersection



NE 40th Street - Looking West



E Blanch Street - Looking East



Tolt Avenue - Looking North

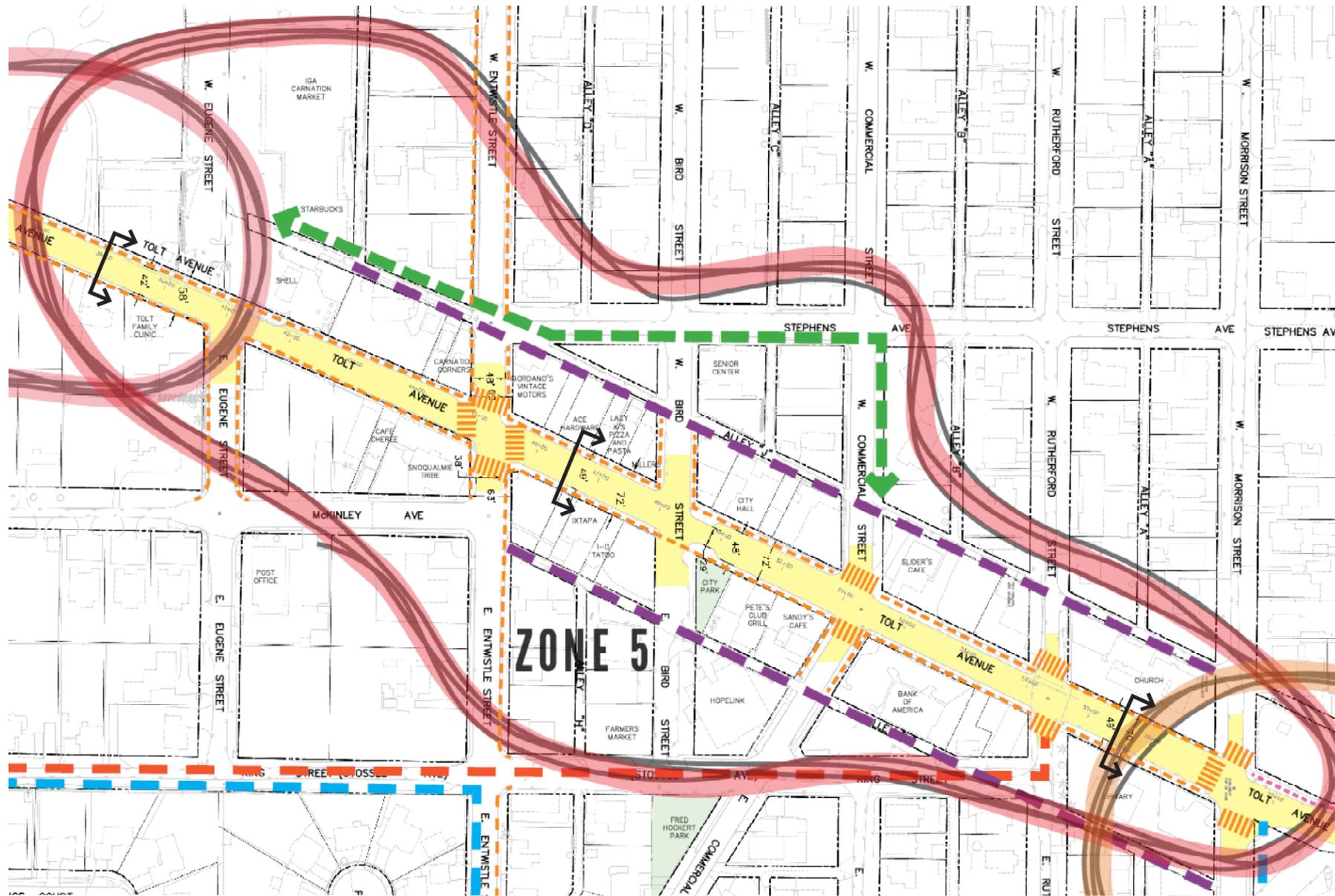


Tolt Avenue - Looking South



# EX. CONDITIONS/ ANALYSIS ZONE 4

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**LEGEND**

-  Analysis Zones
-  Fourth of July Parade Route
-  Informal Vehicular Detour
-  Truck Delivery Route
-  Alley (parallel to Tolt)
-  Sidewalks and Crosswalks
-  Informal Sidewalks

**ZONE 5 QUESTION**

Would shifting some on-street parking from Tolt Avenue to the side streets to create a more pedestrian oriented streetscape be beneficial for achieving community goals?

**Eugene St. to Morrison St. (Downtown Core)**

**Constraints and Issues:**

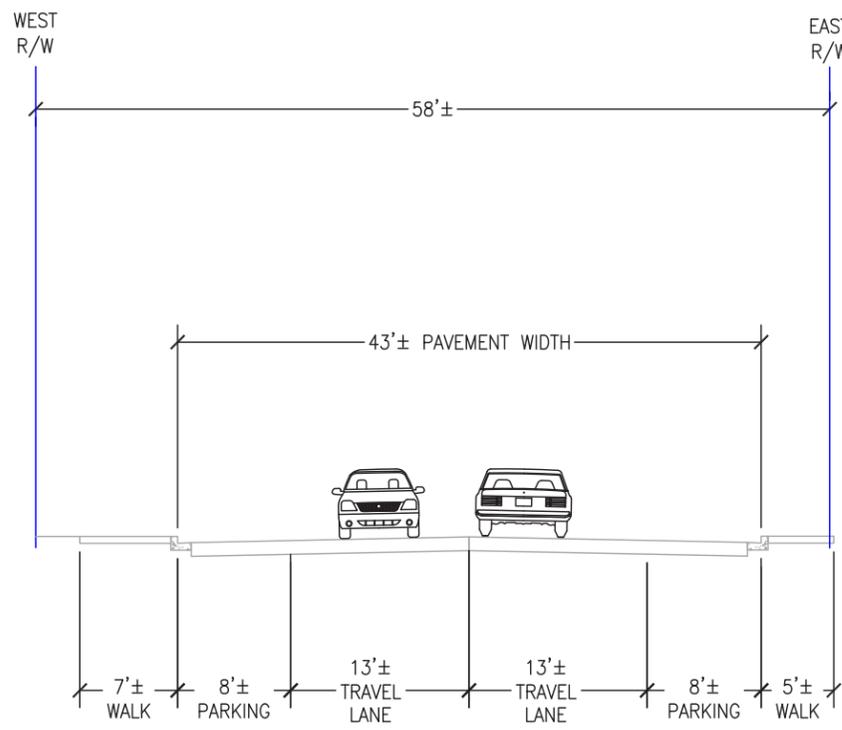
- Area in front of IGA Market and gas station is dominated by vehicular traffic areas and feels like a “free for all”.
- New curb bulbs are not connected with pedestrian crosswalks, create a hazard for bicyclists to due width, and lack plantings to help define ramp areas and soften streetscape.
- Street parking needs to be maximized in the downtown core area.
- Bird and Stossel provide parking for businesses in the area but also can allow parking to dominate area; much of this parking closes during events that setup in this area.
- Veterans building does not clearly fit into the identity of the Town Core.
- Long distances required to cross Morrison and Tolt Ave adjacent to the elementary school.

**Opportunities:**

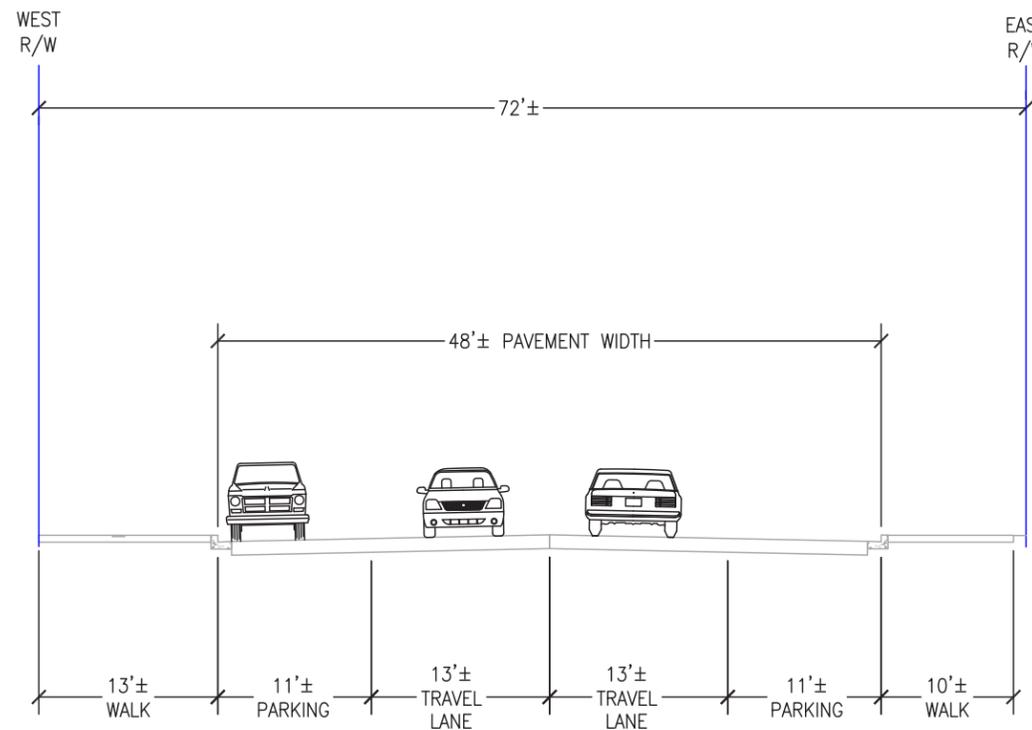
- IGA Carnation Market area, Post office and Tolt Family Clinic mark the beginning of Central Business District.
- Eugene has sidewalks (and parking ???) on both sides of the street and left hand turn lane.
- Existing storefronts start to orient to the sidewalk.
- New signal at Entwistle enables safe pedestrian crossings and slows traffic.
- Entwistle provides bicycle and pedestrian connections to regional trail and Tolt Park including sidewalks and gravel pedestrian path.
- Alley “X” west of Tolt offers truck delivery access to businesses. Alley “K” east of offers truck and delivery access to businesses, farmer’s market and “Town Core” area.
- Bird Street creates central axis for “Town Core”.
- Property at SE corner of Bird and Tolt could become extension of public open space.
- Fred Hockett play park could become more of an extension of the Town Core (but traffic on Stossel/King St. would need to be addressed)
- Commercial St. provides newly established truck route to IGA market.
- Plantings in front of Sandy’s café, and in block between Commercial and Rutherford soften streetscape and slow traffic.
- Trees in gravel in front of library soften streetscape, slow traffic and provide unique identity.
- Pedestrian signal, refuge islands and crosswalks at Morrison and Tolt can provide safe crossings and slow traffic and create a safe zone for children at library and Carnation Elementary School.



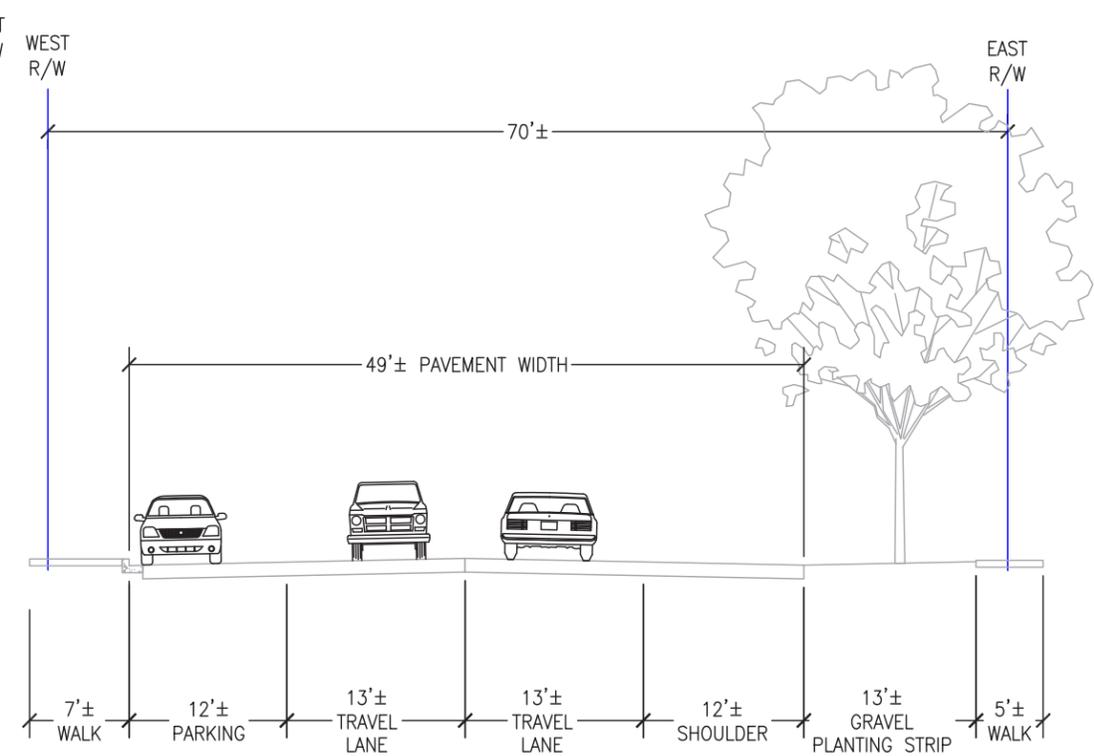
# EX. CONDITIONS/ ANALYSIS ZONE 5



**STATION 39+00**  
MYRTLE STREET TO ENTWISTLE STREET



**STATION 46+50**  
ENTWISTLE STREET TO COMMERCIAL STREET



**STATION 55+50**  
RUTHERFROD STREET TO MORRISON STREET



Tolt Avenue - Looking North to IGA



Tolt Avenue - Looking North near Myrtle Street Intersection



Tolt Avenue - Looking North from IGA



Tolt Avenue - Looking Northeast to Entwistle



Tolt Avenue - Looking North from Entwistle



Tolt Avenue - Looking North from Ace Hardware



W Bird Street - Looking West to Senior Center



E Bird Street - Looking East to Farmers Market



Tolt Avenue - Looking North from Commercial Street



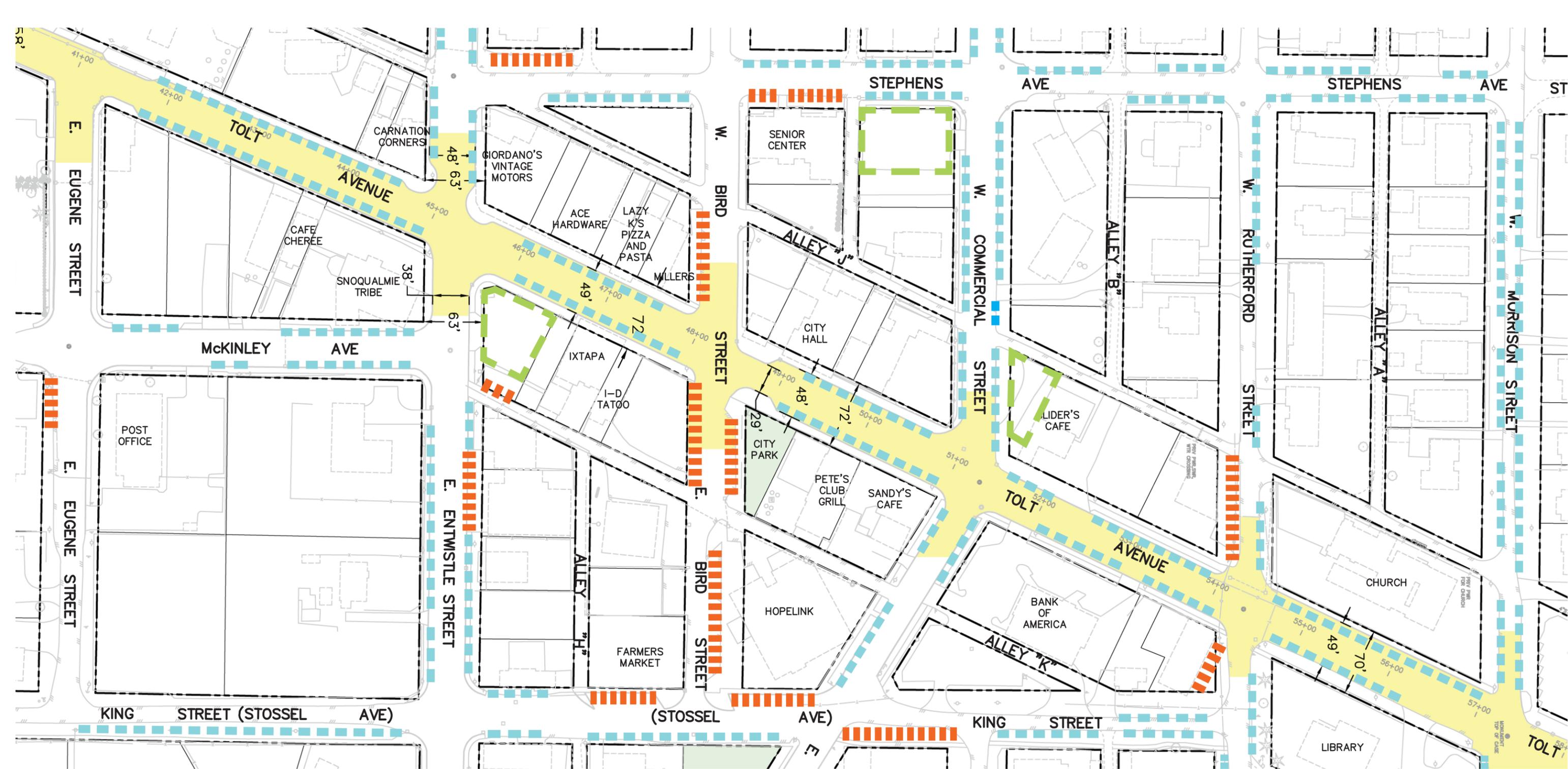
Tolt Avenue - Looking North to Library



Tolt Avenue - Looking North from Rutherford Street



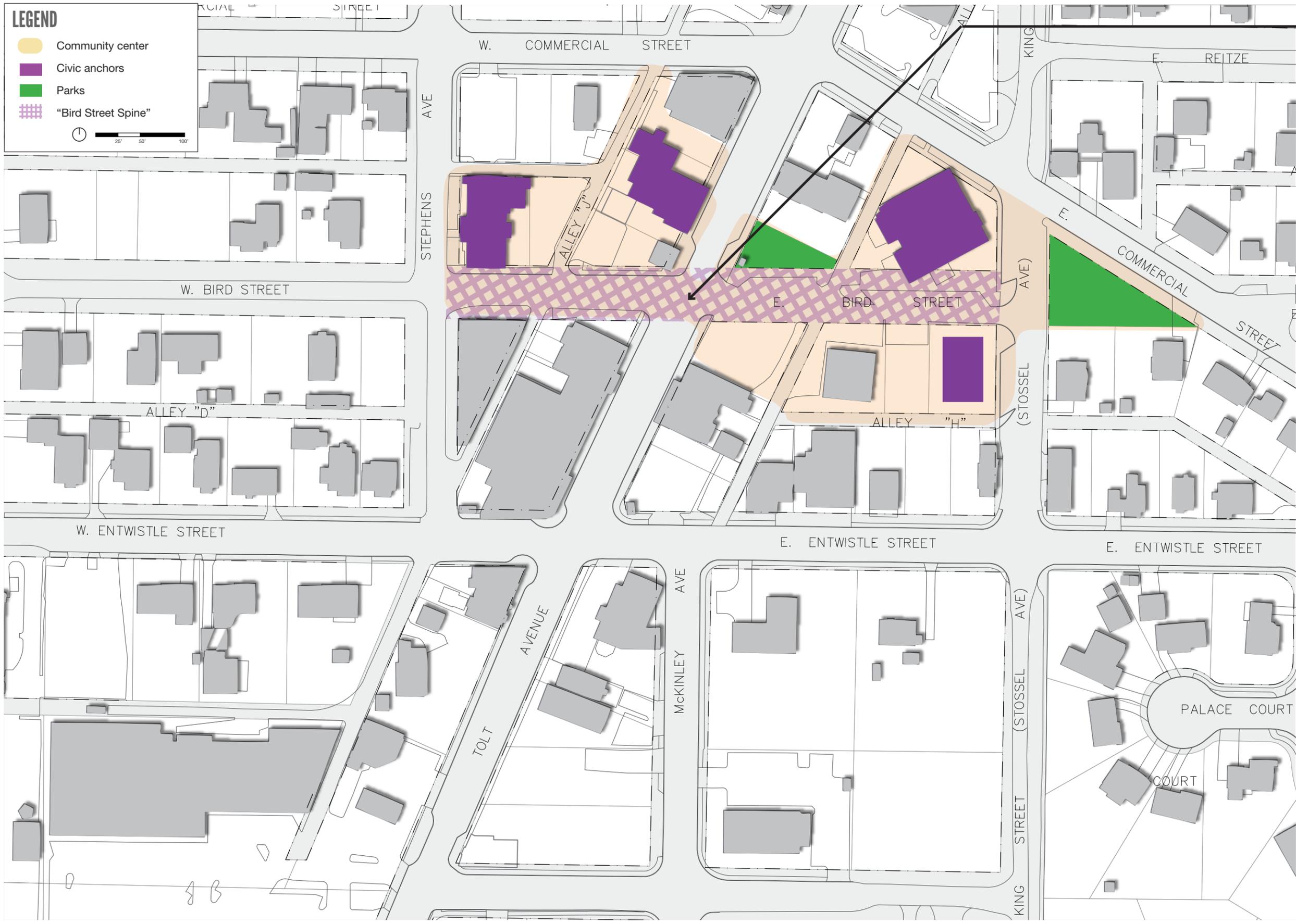
Tolt Avenue - Looking North from Morrison Street



**LEGEND**

-  Parallel Parking
-  Angle Parking
-  Surface Parking Lot

# EXISTING PARKING



The "Bird Street Spine" offers a unique opportunity to create a focused Town Center

There are numerous options for development of civic buildings, open spaces for events, private buildings, etc. The Key is to:

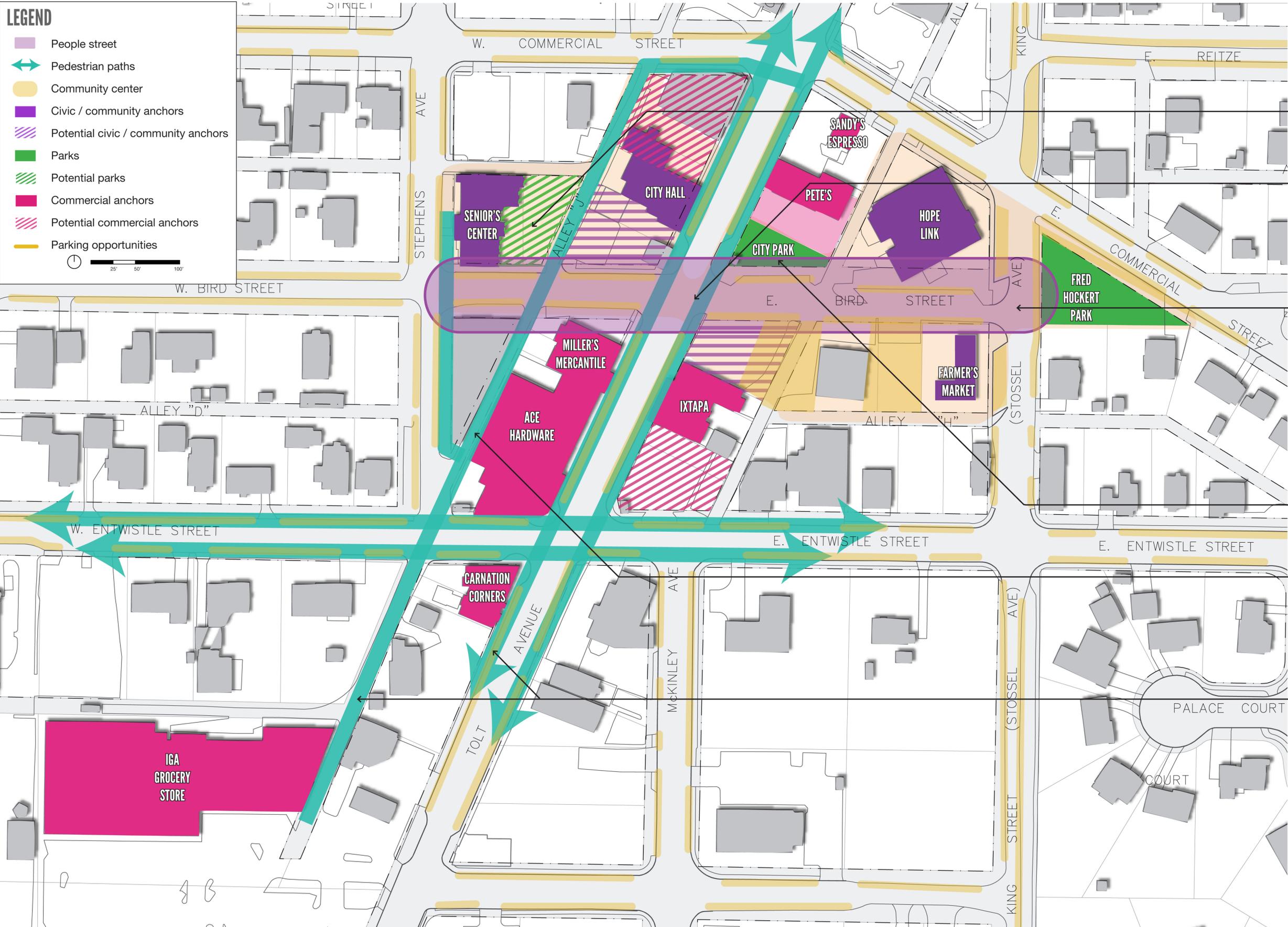
- Maintain pedestrian links
- Preserve flexibility on Bird Street right of way
- Design public spaces for multiple activities
- Minimize parking impacts
- Develop buildings with pedestrian orientation or corner open spaces on promient

# CIVIC ACTIVITIES AT TOWN CENTER

**LEGEND**

- People street
- Pedestrian paths
- Community center
- Civic / community anchors
- Potential civic / community anchors
- Parks
- Potential parks
- Commercial anchors
- Potential commercial anchors
- Parking opportunities

Scale: 0 25' 50' 100'

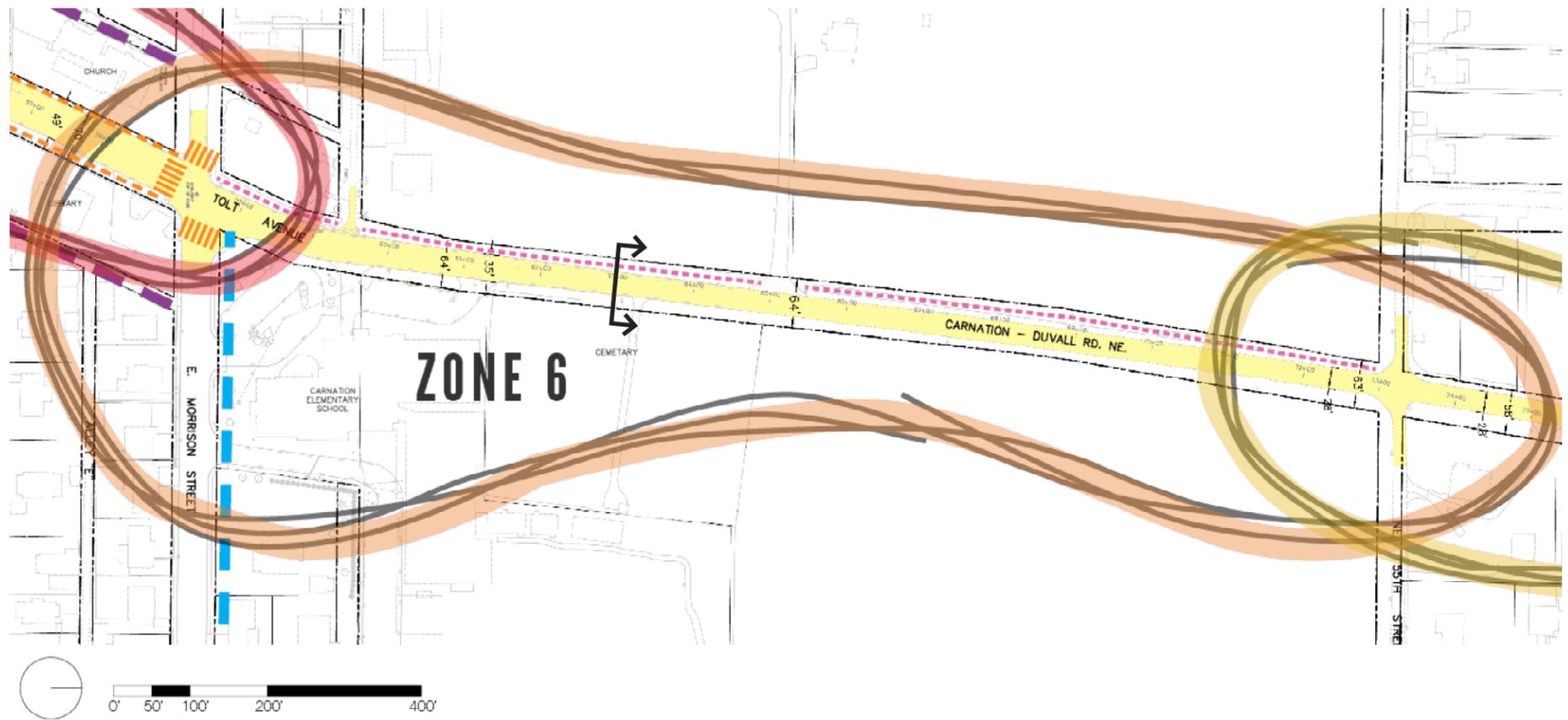


- Strengthen Tolt Avenue business core with new public and private development [ / + / ]
- Consider best use opportunities for the open space at the senior center
- A variety of options for public and private development exist along Bird Street. Make sure they are all "pedestrian friendly" and contribute to the Town Center
- Design the "Bird Street Spine" as a "people street" that flexibly accommodates a variety of functions, such as:
  - Pedestrian movement
  - Parking
  - Events
 Consider curbside "festival street" or "woonerf" concepts
- Consider how to make maximum use of open spaces
- Use the alley as a connector. Maybe some restaurants and the senior center could feature outdoor seating, gardens, or other amenities along the alley
- A pleasant connection to the grocery store is important



# OPPORTUNITIES AROUND TOWN CENTER

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**LEGEND**

- Analysis Zones
- Sidewalks and Crosswalks
- Informal Sidewalks
- Fourth of July Parade Route
- Informal Vehicular Detour
- Truck Delivery Route
- Alley (parallel to Tolt)

**ZONE 6 QUESTION**

Should the final Action Plan try to anticipate and address issues of future development in this zone?

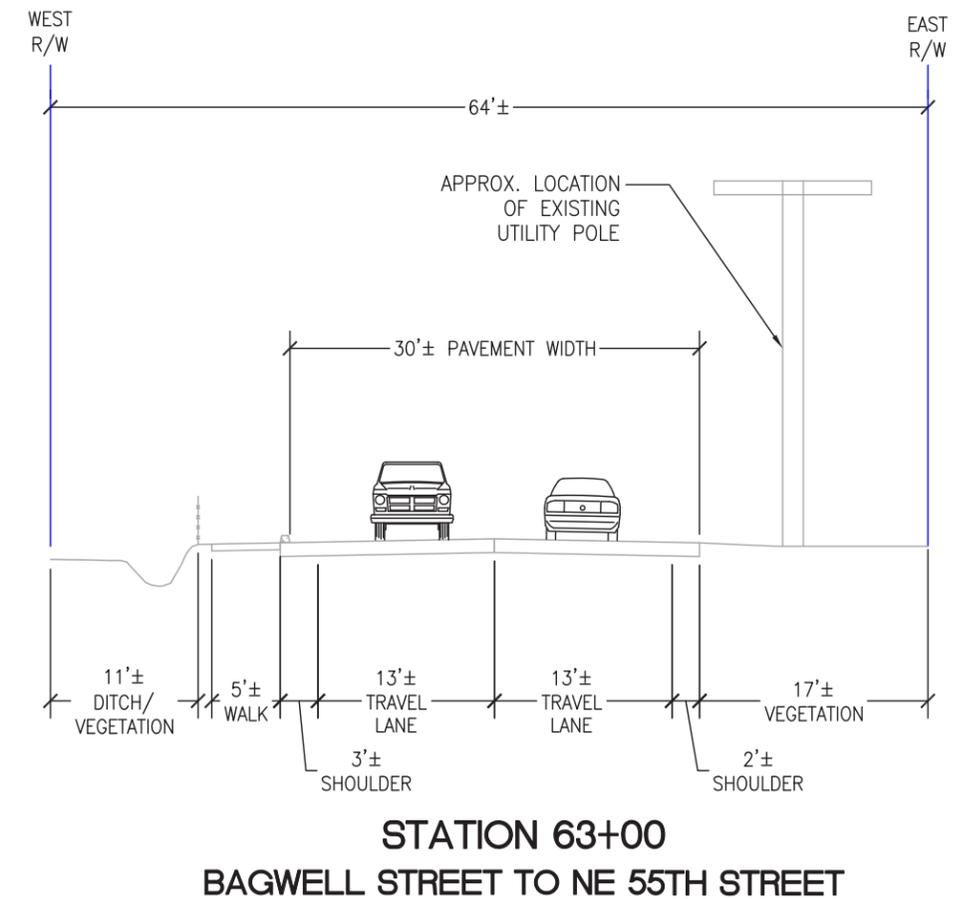
**Morrison St to 55th St.**

**Constraints and Issues:**

- Raised sidewalks end at Morrison on the west and east sides of Tolt. An at-road grade sidewalk continues along the west side to 55th.
- Area along road is zoned for Mixed Use. Consider open views.

**Opportunities:**

- Bend in road creates natural transition to downtown core. View of library when traveling south creates a landmark entry experience.
- Cemetery adds to bucolic feel of this area and preserves views to the east.
- Existing fields strengthen agricultural context.
- Stone historical pillar marks north entry to city.
- Area along road is zoned for Mixed Use. Opportunity to create sidewalk and strengthen store front character. And transition to City entry.
- 55th is backdoor entry to equestrian event. Opportunity to connect to downtown via 316th St. and Stewart.



# EX. CONDITIONS/ ANALYSIS ZONE 6



Tolt Avenue - Looking North at West Side Pedestrian Path



Tolt Avenue - Looking North to W Morrison Street Intersection



Tolt Avenue - Looking North at Carnation Elementary School



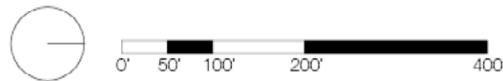
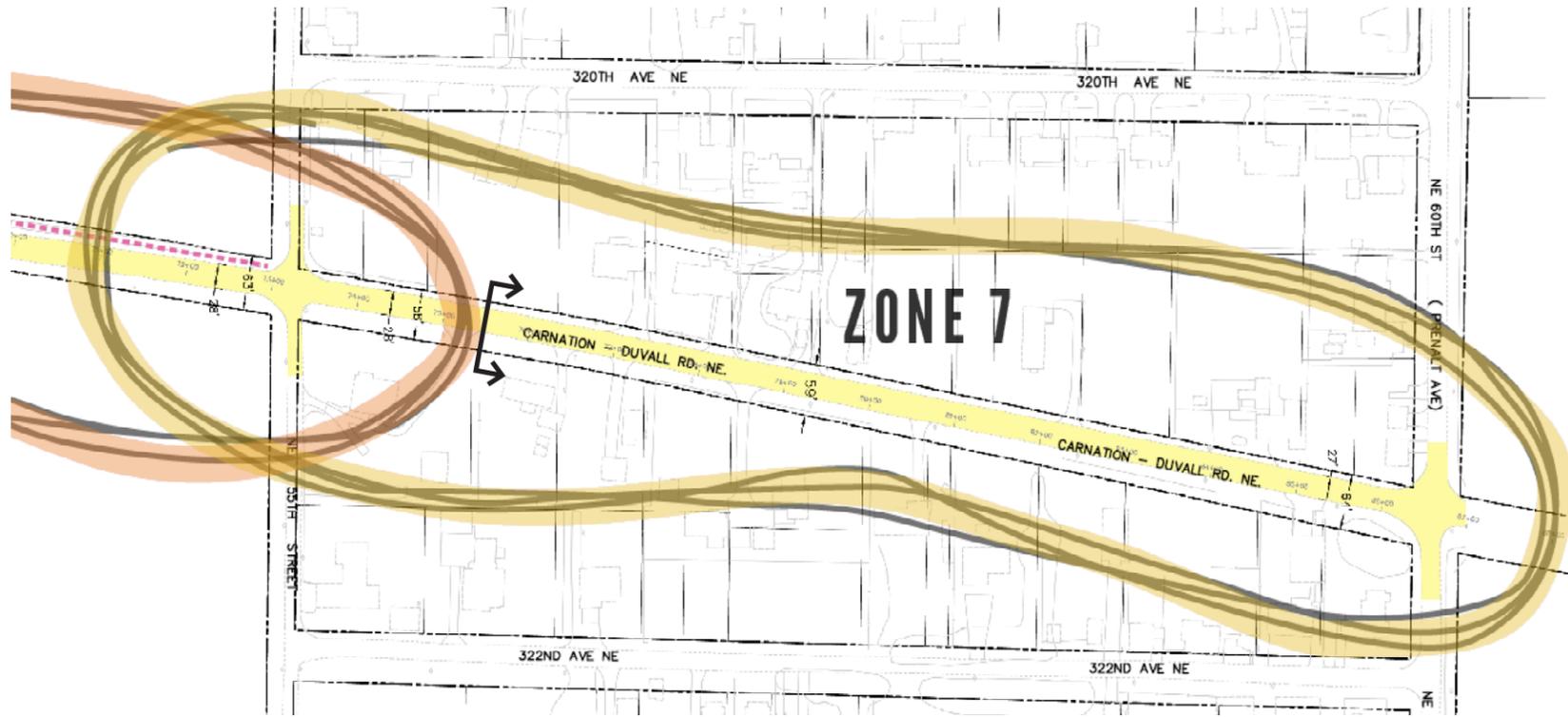
Tolt Avenue - Looking South



Tolt Avenue - Looking Northwest



Tolt Avenue - Looking Northeast at Cemetary



**LEGEND**

-  Analysis Zones
-  Sidewalks and Crosswalks
-  Informal Sidewalks
-  Fourth of July Parade Route
-  Informal Vehicular Detour
-  Truck Delivery Route
-  Alley (parallel to Tolt)

**ZONE 7 QUESTION**

Should this zone feel like part of the cohesive corridor or should it feel somehow separate?

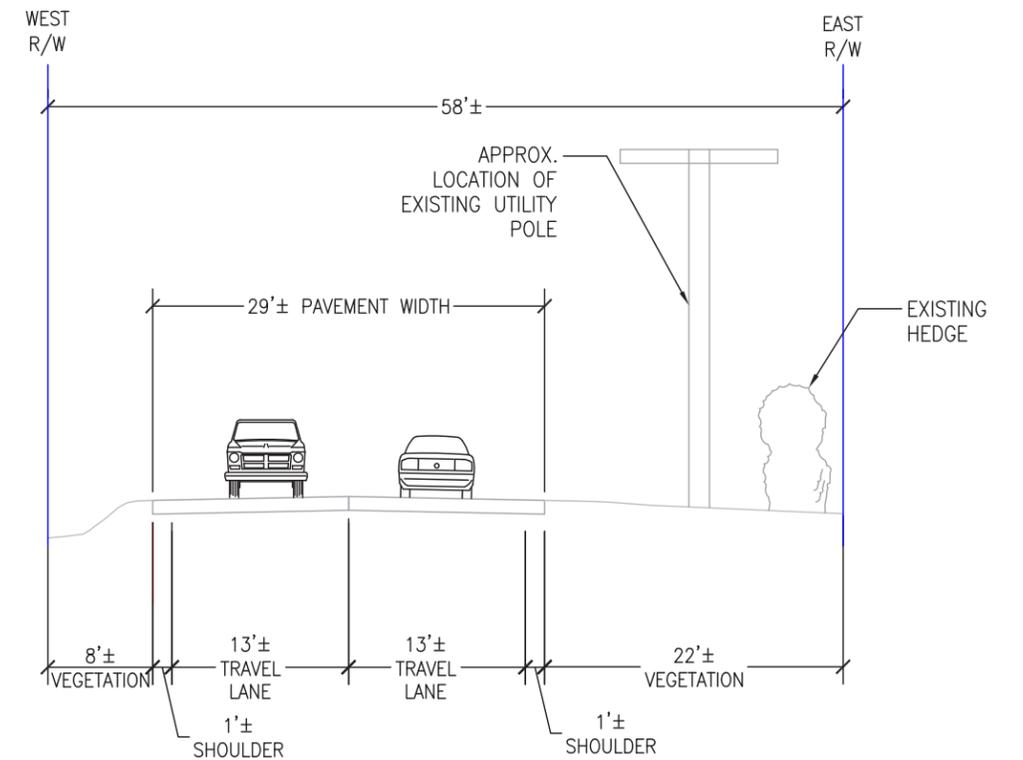
**55th St to 60th Street**

**Constraints and Issues:**

- Existing single family homes setback from road with vegetation along road limit views to east and west.

**Opportunities**

- Existing single family homes setback from road with vegetation along road create "friction" and slow traffic and accentuate reopening of views with approach to city.



**STATION 75+50**  
NE 55TH STREET TO NE 60TH STREET



Tolt Avenue - Looking North from NW 55th Street



Tolt Avenue - Looking North



Tolt Avenue - Looking North



Tolt Avenue - Looking North at NE 60th Street Intersection



NE 60th Street - Looking West



NE 60th Street - Looking East



# EX. CONDITIONS/ ANALYSIS ZONE 7

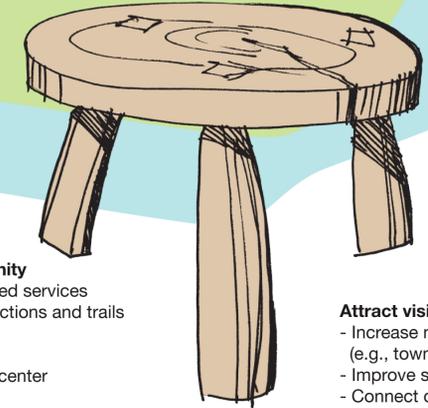
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**LEGEND**

- Congestion
- Bicycle and pedestrian route
- Civic building
- Entry
- Sequential entry
- View corridor
- Wayfinding

Scale: 100' 500' 1000'

**THREE WAYS PUBLIC IMPROVEMENTS SUPPORT CARNATION'S COMMUNITY AND ECONOMIC DEVELOPMENT OBJECTIVES**



**Build a strong, full service community**

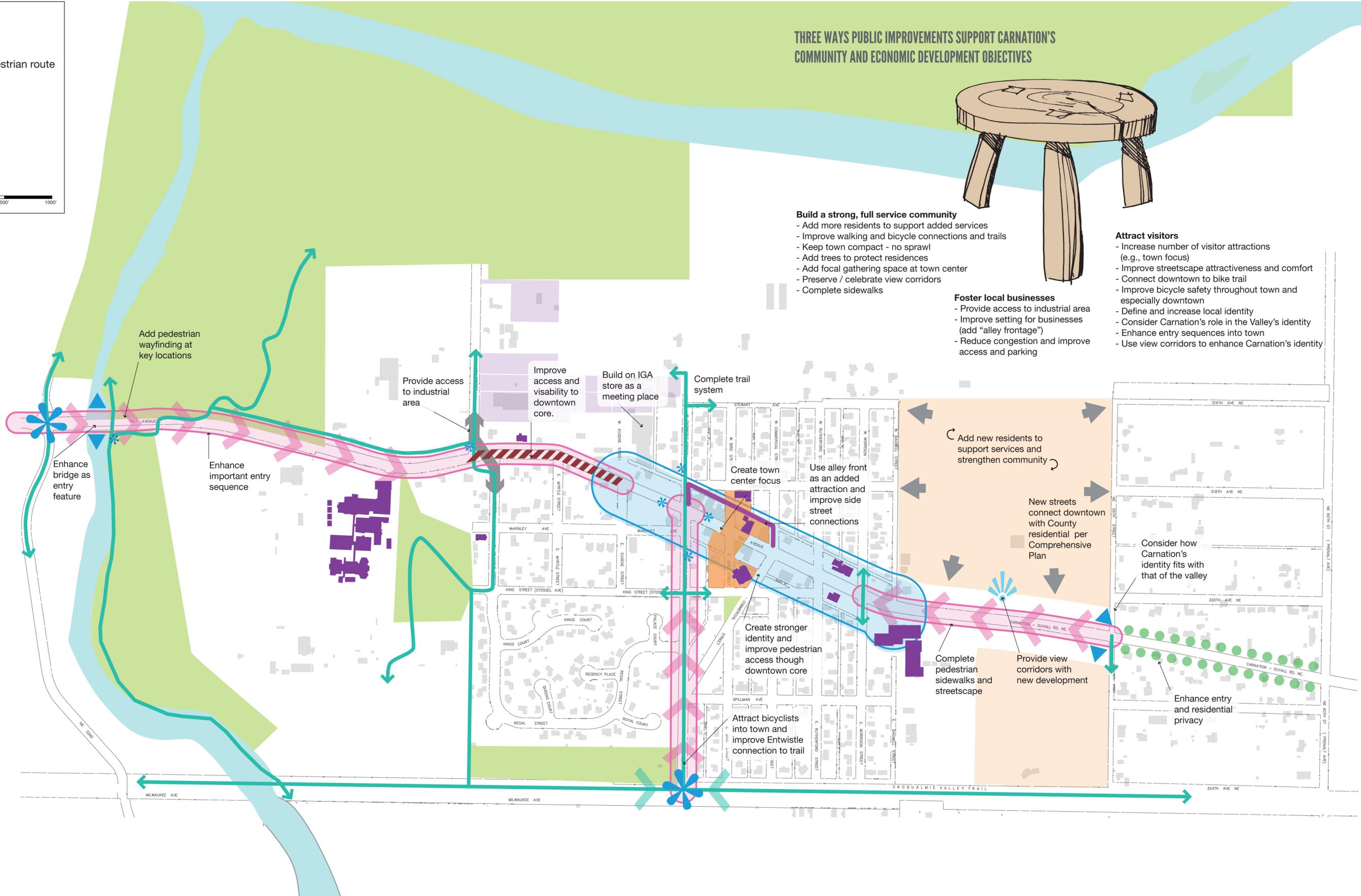
- Add more residents to support added services
- Improve walking and bicycle connections and trails
- Keep town compact - no sprawl
- Add trees to protect residences
- Add focal gathering space at town center
- Preserve / celebrate view corridors
- Complete sidewalks

**Foster local businesses**

- Provide access to industrial area
- Improve setting for businesses (add "alley frontage")
- Reduce congestion and improve access and parking

**Attract visitors**

- Increase number of visitor attractions (e.g., town focus)
- Improve streetscape attractiveness and comfort
- Connect downtown to bike trail
- Improve bicycle safety throughout town and especially downtown
- Define and increase local identity
- Consider Carnation's role in the Valley's identity
- Enhance entry sequences into town
- Use view corridors to enhance Carnation's identity



# COMMUNITY DEVELOPMENT