

The

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Washington Chapter
Making Great Communities Happen

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PUBLIC SPACE

Olympia's Percival Landing: A "Great Public Space in America"

Michael Davolio, AICP

"Long-standing commitment of city leaders and residents." "Its success as a popular public space." "It's a continuing contribution to the quality of life of Olympia's citizens and visitors."

These are just a few reasons cited by the American Planning Association when it designated Olympia's Percival Landing Boardwalk and Park as one its "10 Great Public Spaces in America for 2010."

The Great Places in America program is a keystone of APA's National Community Planning Month which it celebrates each October. Since APA began its highly-successful Great Places in America program in 2007, forty Neighborhoods, forty Streets, and thirty Public Spaces have been designated in 47 states and the District of Columbia. Percival Landing is Washington's second designated site, following the award made to Pike Place Market as a Great Neighborhood in 2007.

APA singled out Percival Landing due to the City of Olympia's investment in this prime waterfront land and its strategic partnership resulting in long term leasing with the State of Washington. The project represents 30 plus years of commitment to public process and community participation. It represents a commitment to preserving public access to its panoramic views of Puget Sound, the Olympic Mountains, and the state's capitol building.

"From its early beginnings, Olympia's shoreline has been the core of the city's identity," said Mayor Doug Mah. "A vibrant waterfront amenity that balances recreation, history and commerce makes Percival Landing a special public place in a city I am proud to call home."

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VANCOUVER

Vancouver Mayor Endorses Plan for New I-5 Bridge

Vancouver Mayor Timothy D. Leavitt gave his support to recent recommendations of the Independent Review Panel (IRP) regarding future crossing of the Columbia River, one of the most significant public infrastructure projects the Northwest has ever undertaken. The proposed project will replace the existing I-5 bridge with a newer version that will accommodate light rail, rebuild interchanges, include electronic tolling and provide wider paths for pedestrians and bicyclists.

"More jobs. More wealth for our residents. A better quality of life. That's what this project is about," Leavitt said. **"The recent actions by the Project Sponsors Council (PSC), combined with the Independent Review Panel findings and recommendations from experts across the nation, provide a roadmap for making this project a reality and ensuring major advantages for our region for generations to come."**

Both the Washington and Oregon Departments of Transportation have embraced findings of the IRP. A group of nationally known experts, each representing specific disciplines, came together to review completed efforts of the Columbia River Crossing (CRC) Team.

With agreement on important project elements, the study effort can now be directed toward completion of the environmental review and financial plan. **"We look to our State and the Federal Governments to bring as much money as possible to this interstate highway project. I encourage both State legislatures to come together and work diligently on significant funding, to minimize or eliminate the need for tolling,"** said Leavitt.

According to Leavitt, Washington and Oregon's support of the IRP finding will provide a renewed focus on identified project elements, allowing the project to continue to advance while also improving the case for securing funding at the local, state and national levels.

More information about the Review Panel's recommendations is available at the [Columbia River Crossing](http://www.columbia-bridge.com) website.



Transportation 2040: "Outstanding"

The Puget Sound Regional Council received an award for outstanding achievement for its [Transportation 2040](#) plan from the national Association of Metropolitan Planning Organizations (AMPO). AMPO honored PSRC with the [2010 Award for Outstanding Overall Achievement](#) at its annual conference in St. Louis last month.



"bringing in so many partners, not just citizens, but also the freight industry and business community in this planning process. Also, the focus on reducing vehicle miles traveled and greenhouse gases within the region is excellent and was recognized. With all those elements in place, your plan stood out as a real example for the rest of the nation."

Puget Sound Regional Council conducted extensive public outreach and involvement to develop this plan, including engagement with the freight and business communities.

Lon Wyrick, president of AMPO, said the association was "very impressed with PSRC's work."

"We recognized the extensive public outreach that you did in the development of this plan," he wrote,

Innovations and strengths of the plan highlighted by AMPO included significant innovations that use transportation to shape a livable metropolitan region. The plan directly supports the region's land use vision and it prioritizes projects serving regional centers.

Continued on [page 7](#).

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PUBLIC SPACE, continued

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Named after the old commercial steamship wharf operated by the Percival family at the north end of Budd Bay, the Percival Landing



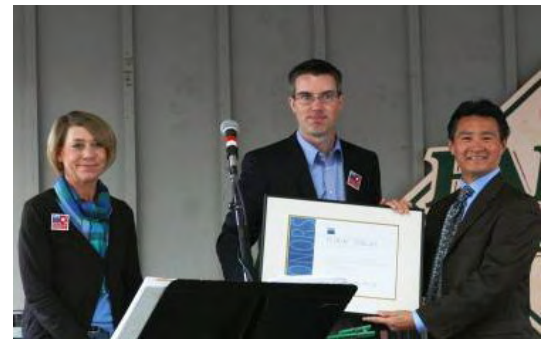
Historic Photo of Budd Inlet

boardwalk was built in phases. Olympia's waterfront was largely industrialized and privately owned by the 1950s and 1960s. Warehouses, lumber mills, dumps, and oil storage tanks blocked the waterfront from any public use. In the mid-1970s the state's Department of Natural Resources deemed a portion of the shoreline a public place, thus beginning a new era for the waterfront. Studies and plans by city officials, civic groups and an urban planning and design committee led to a boardwalk being built and dedicated

at Percival Landing in 1978. Subsequent additions were made in 1985 and 1988.

Percival Landing is a highly-valued and much-used public space. It is the host for the annual Wooden Boat Fair. On Labor Day weekend the Harbor Days Festival attracts large crowds for its tugboat races. Since the area's conversion from an industrial harbor, its redevelopment as a public open space has encouraged millions of dollars in investment as adjoining properties have become home to shops, restaurants, and offices.

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From left: Parks, Arts & Recreation Director Linda Oestreich, AICP Commission President Paul Inghram, AICP and Mayor Doug Mah

Photo by Michael Davolio

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PUBLIC SPACES, continued

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The 1.9-mile boardwalk connects the Port of Olympia Plaza to the north with Capitol Lake to the south. The 3.38-acre site also provides important habitat for juvenile salmon, seals, jellyfish, shellfish and more.

Today, Percival Landing is taking its first steps toward rebirth. In 2004, Olympia citizens approved a tax to expand the city's park system and connecting sidewalks.

Approximately \$2.5 million of the fund will be used towards a \$10.5 million Phase I reconstruction of Percival Landing, slated for completion in 2011. The project includes replacing the wooden boardwalk with ecologically sensitive materials, two large pavilions and exhibits focusing on Percival Landing's maritime history. Phase I also includes construction of a LEED Silver-certified, state-of-the-art, multi-use facility with meeting space and public restrooms. Architectural design for the new facility reflects unique local characteristics and historic influences.

Following an extensive community comment process that led to a conceptual plan, Olympia city staff and consultants encouraged

continuing citizen input throughout the design phase of Percival Landing's reconstruction. That involvement included twelve public input sessions, the use of environmental and historic focus groups, the review of over 1000 comments, coordination with the Squaxin Tribe, and continued input

throughout each phase of design.

APA's designation of Percival Landing as a Great Public Space not only recognizes and honors the past efforts of the city; it helps set

the stage for restoration that will be used and enjoyed by generations to come.

For more information about the **Percival Landing selection and APA's other "Great Public Spaces,"** as well as lists of the 2010 APA 10 Great Neighborhoods and 10 Great Streets, and designations between 2007 and 2009, visit the [APA website](#).



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SOUTH KITSAP

Bremerton Moves Forward with South Kitsap Industrial Park

The City of Bremerton is proposing to draft a subarea plan for a portion of the South Kitsap Industrial Area (SKIA).

SKIA is perhaps the most important economic development project in Kitsap County, consisting of approximately 3,400 acres near the Bremerton National Airport along State Route 3. It is the largest undeveloped industrial property in Kitsap County.

In 2008, the City of Bremerton annexed 3,250 acres. Recently the City chose Blumen Consulting Group, located in Kirkland, to provide consulting services to prepare the subarea plan and planned -action environmental review. The

project is funded through a \$400,000 Climate Showcase Communities grant from the EPA. The City is contributing an additional \$200,000 in the form of in-kind services.



SKIA Annexation Area

Photo: City of Bremerton

The proposed plan will develop policies and programs to support sustainability, reduce green house gas (GHG) emissions and integrate green/ low-impact development techniques into Bremerton’s planning process.

A market study addressing potential development opportunities within SKIA will be one of the early phases of the planning process. The study will include a site-

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PSRC, continued

Continued from [page 3](#).

Transportation 2040 calls for an increase in the use of transit, biking and walking while also improving the balance between jobs and housing. Another portion of the plan contains a specific four-part strategy to reduce greenhouse gas emissions and vehicle miles traveled. It also incorporates new technologies to improve mobility and reduce congestion in 12 smart corridors.

The plan builds on current efforts to protect natural areas and focus growth within livable communities.

The plan's financial strategy relies on traditional funding sources in early years and transitions over time to a new funding structure based on user fees and other pricing approaches that replace the gas tax.

Implementation of *Transportation 2040* will ensure the region's communities are more sustainable and truly provide opportunities for improved quality of life.

SOUTH KITSAP, continued

Continued from [page 6](#).

suitability analysis in which various environmental constraints will be identified.

All of this information will be used to fulfill SEPA requirements for a planned -action environmental review that may result in the City of Bremerton electing to adopt a planned action ordinance. This ordinance would exempt specific types of development from further environmental review. Planned-action ordinances have been found to expedite the development process and reduce costs.

Kitsap County adopted the SKIA Subarea Plan in 2003. It is an ambitious plan that proposes to generate nearly 10,000 jobs.

Numerous proposals have come and gone, from the NASCAR proposal to a high-tech business park known as the SEED project; however, nothing yet has come along to fully implement the subarea plan.

The City of Bremerton plans to move forward with the Puget Sound **Regional Council's 2040 vision** in which SKIA will be a regional manufacturing and industrial center. **The "centers concept" is at the core of PSRC's VISION 2040, which includes** manufacturing and industrial centers serving as regional job hubs. In addition, these sites also will receive infrastructure and services necessary to support identified activities.

MOUNT VERNON

FEMA Approves Mount Vernon's Proposed Downtown Flood Protection Project

Mt. Vernon's Mayor Bud Norris believes FEMA's approval is a turning point in the City's effort to increase public safety and attract re-development in its downtown.



2003 Mt. Vernon Flood
(Archive Photo, *Skagit Valley Herald*)

"This is monumental news for the City and represents a milestone in accomplishing our goal of better flood protection for downtown Mount Vernon. This project, and its success, is a critical component to the City's ongoing efforts to reduce the dangers that flooding presents to Mount

Vernon citizens and visitors every year."

Mayor Norris goes on to say, "The success is key to creating a vibrant, beautiful downtown that will attract long term commercial investment and as a result enhance quality of life for Mount Vernon, its citizens and visitors to the area."

For five years Mount Vernon has worked diligently on designing a project to protect its downtown core from flooding and allow for the historic downtown to be revitalized. Their work includes an exhaustive public process providing for local input. They evaluated environmental and flood related impacts. They coordinated their work with local, state and federal agencies.

The result is a project that includes a 1.75 mile river promenade and riverfront park enhancing public river access and providing more public open

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Shoreline Receives \$1.9 million for the Aurora Corridor Project

The Puget Sound Regional Council (PSRC) awarded Shoreline the remaining \$1.9 million of the City's \$7.4 million request it made in 2009 for funds from the federal government's Congestion Mitigation and Air Quality (CMAQ) program.

PSRC awarded \$5.5 million to the City last year and the remaining \$1.9 million was placed on a contingency list of projects to receive funds as they became available. The money is for the final segment of the Aurora Corridor Project running from N 192nd Street to N 205th Street.

Every two years, the PSRC is responsible for distributing federal highway and transit funds under the CMAQ program. These funds are distributed through a competitive process. CMAQ funds are available for

specific categories of transportation projects and programs that improve air quality.

To date, Shoreline has received approximately \$7 million in local, state and federal grants for the final

segment of the Aurora Corridor Project running from N 192nd Street to N 205th Street. The total estimated cost to complete this segment ranges between \$ 24 and \$31 million.



The Aurora Corridor Project is the City of Shoreline's plan to redesign and redevelop the three miles of Aurora Avenue North (State Route 99) that run through Shoreline. This section of Highway 99 carries about 40,000 vehicles per day and is a major transit route.

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MOUNTLAKE TERRACE

Mountlake Terrace City Council Adopts Electric Vehicle Charging Standards

An Electric Vehicle Infrastructure Ordinance—the first in Snohomish County--was adopted by the City Council after a public hearing on November 1.

“This ordinance helps reduce our dependence on foreign oil,” said Mayor Pro Tem Laura Sonmore, “and makes it easier for people to use clean electric vehicles. It puts Mountlake Terrace ahead of the curve.”

The new ordinance allows electric vehicle stations in every zone of the city, subject to installation safety standards. Some new development would be required to install charging stations or the necessary wiring.

The Council’s action follows up on a state law adopted last year requiring most cities on major freeways to allow electric vehicle capability. The law was aimed at providing places to plug in electric vehicles, especially since new electric vehicles are coming on the market soon.

The greater Seattle area is targeted for early release of an all-electric car, the Nissan Leaf. Another electric car, the Chevrolet Volt, is also due for release soon. As part of its adopted Sustainability Strategy, Mountlake Terrace is promoting environmentally-friendly transportation, including electric vehicles.

For more information on the Electric Vehicle Infrastructure Ordinance, please call the Community and Economic Development Department at (425) 744-6266.



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MOUNT VERNON

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space downtown near the river. It is anticipated that the combination of increased flood protection and riverfront amenities will attract mixed use re-development, generate jobs and increase housing resulting in a larger commercial tax base while preserving Mount Vernon's downtown character. The project is fully permitted, designed and ready for construction with the first phase between Lion's Park and the Division Street Bridge already under construction and scheduled to be completed in September.

The engineering firm Pacific International Engineering (PLLC) designed and provided the engineering studies which formed the basis of FEMA's approval.

Mayor Norris acknowledged the help received from others. He thanked Dike District 3 for its cooperation and financial support. He also acknowledges the support and participation of the Mount Vernon School District, Skagit Valley Hospital, Skagit Valley College, Skagit County, Mount Vernon Chamber of Commerce, Economic Development Association of Skagit County, as well as the cities of Burlington, Sedro- Woolley, town of La Conner and the Port of Skagit."

SHORELINE

Continued from [page 9](#).

The goal of the plan is to improve pedestrian and vehicle safety, pedestrian and disabled access, vehicular capacity, traffic flow, transit speed and reliability, nighttime visibility and safety, storm water quality, economic investment potential and streetscape amenities.

Improving Aurora has been a community goal since the City of Shoreline incorporated in 1995. Shoreline completed the first mile of the Aurora Corridor Project, N 145th to N 165th Streets, including the Interurban Trail Pedestrian Bridges in 2007. Construction on the second mile from N 165th to N 185th Streets

began in January of this year and will be completed during the summer of 2011. The section between N 185th and N 192nd is scheduled to begin construction in early 2011.

For more information, visit the [Aurora project page](#) or [e-mail](#) Transportation Services Manager Kirk McKinley.

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CORRECTION: Pike/Pine Urban Village

An error was made in last month's headline regarding the design guidelines for the Pike/Pine Urban Center Village. This neighborhood is not located near Pike Place Market as indicated in the headline. It is actually quite some distance away. To learn how far away, and to learn more about Seattle's design guidelines; check out the [City of Seattle's website](#).

BELLEVUE

Bellevue Reopens Search for Planning Director

In September, four finalists were chosen to be interviewed for the Planning and Community Director opening at the City of Bellevue. During the interview process residents had an opportunity to meet the candidates during a public reception.

Following the interview process, however, City Manager Steve Sarkozy decided to reopen the search. While the finalists had excellent backgrounds and experiences, the city manager said he is searching for candidates with a blend of planning

and economic development backgrounds better suited to the City of Bellevue and more management experience suitable for internal staff.

A second interview process is planned for Jan. 27 and 28. At that time, the public will again have the opportunity to join businesses and other community leaders to meet and speak with the candidates as well as provide their feedback to the City. As the second interview date nears, an announcement will be issued with details about the public reception.

EMPLOYMENT

Job Opportunities Found on the APA-Washington Website

<http://www.washington-apa.org/>

Location	Job Title	Closing Date
Federal Way	Director of Community	Until Filled.
Burien	Senior Planner	Until Filled.
Sea-Tac	Program Manager	Until Filled.
Lewis County	Mid-Level Planner	Until Filled.
Woodland	Community Development	Until Filled.

CALENDAR

Upcoming Events

December

- 2 Seattle, WA [Puget Sound Section Annual Holiday Party](#)
- 3 Seattle, WA [Issues in Condemnation](#) (CM 6.25)
- 8 Mt. Vernon, WA [How to Use Wetland Bank Credits for Mitigation](#) (CM 6)
- 8 Seattle, WA [Now Urbanism: Ecological Design for Healthy Cities](#)
- 9 Seattle, WA [Now Urbanism: America's War on Immigrants](#)
- 9 & 10 Portland, OR [14th Annual Oregon Land Use Law Conference](#) (multipart)
- 13 Seattle, WA [Integrated Project Delivery | Making It Work For You](#)

January

- 10 Olympia, WA [Start of the 2011 Legislative Session](#)



Photo credit: MAKERS Architecture & Urban Design