



PSS News

Puget Sound Section, Washington Chapter, American Planning Association

October - December 2003

Snohomish County Planners Get Together October 3

Snohomish County Representative, Hiller West, invites planners to the "Flying Pig" in downtown Everett starting at 5:30. Two tables accommodating 20 people are reserved for this "Cash & Carry" event.

The Flying Pig Brewing Co. is located at 2929 Colby Avenue in Everett. phone: 425-339-1393

This event will provide opportunities for planners to network, suggest future brown bag sessions and discuss the Holiday Party in December. Brown-bag coordinator Steve Ladd plans to attend.

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PSS Section Holiday Party!!!

It's that time again! The Puget Sound Section is holding its annual Holiday Party on Tuesday, December 9th at 6:30 to 9:00pm. This year's event will be held at the World Trade Center on the Seattle Waterfront adjacent to the Bell Harbor International Conference Center.



World Trade Center
2200 Alaskan Way, #410
phone: 206.441.5144
www.wtcseattle.com

The PSS Section thanks The Watershed Company for sponsorship. Please look for the banner recognizing and thanking our sponsors at the Party.

If your firm would like to help sponsor the Holiday Party, we are offering \$200 standard sponsorships which includes the next 4 newsletter ads (a \$75 value). Please contact Richard Hart at 206-236-3593 for more information.

2003 Planning and Preservation Conference

October 13-15, 2003

Planning and Preservation: Essential Tools for Economic Development — held in conjunction with the Washington Trust for Historic Preservation

Davenport Hotel, Spokane.

For more information, contact Susan Winchell, AICP, at 509-477-4237 or swinchell@spokanecounty.org.

Growing Our Communities: A Role for Public Transportation Investment



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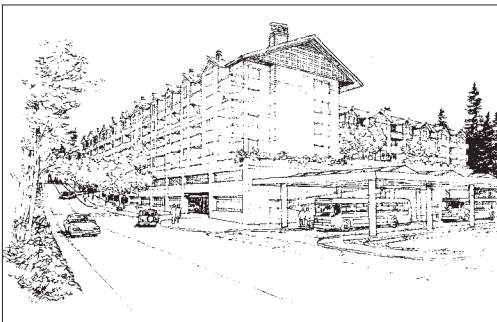
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Overlake Village - Project Concept and TOD Feasibility Study by Arai/Jackson, Final Design by Hewitt Architects

Public transportation investments are providing a catalyst for changing urban and suburban patterns in the central Puget Sound region. From Everett to Tacoma, and from the foothills of the Cascades to the eastern shores of Kitsap County new and/or up-graded public transportation services and facilities are contributing to community growth and vitality. Regional and local transit agencies, WSDOT, counties and cities are busy constructing or rebuilding transit centers, multimodal facilities, railroad stations, park and ride lots, ferry terminals, HOV or transit only lanes and direct access ramps. While improved mobility is the underlying goal of these investments, a significant by-product is new or refocused community development.

The positive benefit of public transportation investment is well documented in examples from other metropolitan areas. Much of the benefit has been the result of convergence, either planned or coincidental, of public and private goals that are complementary. Two of the best examples of strategic planning for capitalizing on transportation facility investment occur in nearby Portland where transit oriented development has been integrated with new light rail lines, and in South Florida where the regional transit agency has pursued station area development along a 70 mile commuter rail line. No similar overall strategy currently exists in the Central Puget Sound region. However there are several recent examples that may be precursors of a growing trend:

- The new Everett multi-modal center which brings together intercity bus and rail—and soon commuter rail—, regional and local transit, parking, community college classrooms and a Workforce site. The center is on the eastern edge of downtown Everett where other public and private efforts are focusing on redevelopment.
- Overlake Village, a new transit-oriented development project that incorporates multi-family housing, park-n-ride and a transit center near I-405 in eastern King County.
- Downtown Tacoma where investment in recently opened Link light rail, new housing, the Glass Museum, Tacoma Art Museum, expansion of the UW-Tacoma campus, the

(continued next page)

(“Growing Our Communities” Continued from Page Two)



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addition of commuter rail at the Tacoma Dome multimodal facility, and the now under-construction Convention Center, are all complimentary to one another.

- An expanding mix of adjacent business and nearby residential activity associated with ferry terminals at Bainbridge and Kingston where land and water transport meet.

There are other examples, too numerous to mention here, which illustrate the benefits of public transportation in development and community or neighborhood revitalization.

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As Sound Transit, King County Metro, Community Transit, Everett Transit, Pierce Transit, the Seattle Monorail Project, WSDOT’s highway, Amtrak Cascades, and state ferry programs, move to implement their investment plans in the coming years, there are exciting opportunities to work with local governments and the private sector to pursue new projects. Opportunities that come to mind where tracts of land exist adjacent to public transportation include:

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- The Tukwila Amtrak/Sounder railroad station surrounded by over 50 acres of public and private land on the boundary between Tukwila and Renton, with good access to I-405 and nearby South Center Mall.
- The planned Edmonds Crossing relocation site for a new Washington State Ferries terminal, parking facilities, Amtrak and Sounder trains and regional and local transit services on a 42 acre site that was a former tanks farm.
- The north lot in Seattle’s downtown, adjacent to Seahawk’s Stadium and to King Street Station, other transit services and a future monorail station.

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But these are only the tip of the iceberg. As each new project comes on line the excitement will grow as planners and the public will speculate about what is next!



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City of Monroe leads public-private partnership for future development of the North Kelsey Commercial Area

In 2000, the City of Monroe Planning Commission began discussion on the future development of an area under City and County ownership, located north of the Kelsey Street / SR-2 intersection, totaling approximately eighty acres in size. Surface mining operations had been conducted for many years within this area, but it was anticipated that those operations would end within a year, and that future development of the area would include commercial and potentially some public uses.

In 1999, the City had leased nine acres within this area to the Galaxy Theatres chain, which constructed and opened a theatre multiplex. This project was a portent of future development to come. In early 2001, the City Council adopted as its preferred location for the future City Public Works offices and maintenance yard a site about eight acres in size on the north edge of the plan area.

The City hired Makers Architects, Inc. to provide assistance with preparation of a conceptual plan for the North Kelsey area, design guidelines for future development, and a market analysis. Over a period of fifteen months, involving several public workshops and open houses, a draft plan and design guidelines were developed then forwarded to the City Council for adoption. The market analysis identified several market sectors that are currently underserved in Monroe, and projected a demand for approximately 950,000 square feet of retail space by the year 2020.

In partnership with Snohomish County and Lakeside Industries, which is planning to relocate an existing asphalt plant, a draft Supplemental Environmental Impact Statement (SEIS) was issued by the City of Monroe. The SEIS analyzes two action alternatives and a no-action alternative, providing different scenarios of future development within the North Kelsey Area. The public comment period ends in early October, and a Final SEIS document will be issued in November, 2003.

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(“Monroe public-private partnership” Continued from Page Four)

Upon issuance of the Final SEIS, a Planned Action Ordinance will be provided to the City Council for adoption. The ordinance will identify the types of development for which no further environmental review will be necessary within the North Kelsey area, and will adopt the mitigation measures for traffic, stormwater management, and other environmental impacts identified in the SEIS.

Throughout the planning process, City and County representatives have met with developers and commercial brokers, both individually and in groups, to assess the current market for mixed-use development and the level of interest in commercial development in Monroe. The City and County have agreed to move forward with issuance of a request for proposals (RFP) and conduct a marketing process towards the end of 2003. This will be followed by selection of one or two proposals and negotiations with the parties representing the winning proposals.

The North Kelsey Planning project has been unique in that it has involved two public entities and a private corporation in the development of a conceptual plan and preparation of environmental documents. Development of the North Kelsey Area, beginning in 2004, will include a mixture of retail commercial, industrial and public uses in a rapidly growing community.

For further information, contact Hiller West, AICP at (360) 863-4531 or at hwest@ci.monroe.wa.us.

RECAPS OF SUMMER '03 BROWN BAGS

by Brown Bag Coordinator Steve Ladd AICP

Matching *the Real* Housing Demand to *the Real* Land Supply July 23

The cities say, “We don’t build housing.” The builders and buyers say, “It’s not our job to implement the Growth Management Act.” The result is what Michael Luis calls “the GMA accountability conundrum,” wherein it’s nobody’s job to satisfy GMA’s requirement that urban population growth be accommodated in the real world of markets, as opposed to the theoretical world of comprehensive plans and buildable lands the issue. Michael displayed supply-and-demand data of the sort residential developers pay a lot of money

(Continued next page)

("Brownbag Recaps- Matching the Real Housing Demand to the Real Land Supply" Continued from Page Five)

for. He explained the results through his classification of home-buyers/renters according to which of three features they choose to sacrifice given limited means: 1) proximity to Seattle/East Side jobs, 2) new construction, or 3) large lot size. He showed pictures of homes currently on the market that exemplify the three choices. Due to demographic change, the group willing to sacrifice large lot size (the "down-sizers") is growing the fastest, yet is least served by the market. The greatest deficits occur in the 6-to-25-units-per-acre density range. Why? Minimum-lot-size zoning limits small-lot development. The condominium insurance problem limits condos. The high cost of structured parking limits redevelopment options. Wanted: a brown bag topic offering solutions to these problems.

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Transportation Choices: How Would You Spend \$15 Billion?
 July 30

The legislature recently passed a 5-cent gas tax increase to relieve traffic congestion. Less publicized, but potentially more significant, they also authorized Regional Transportation Improvement Districts (RTID)s. If the voters approve it, the proposed King-Snohomish-Pierce RTID would raise \$15 billion through a variety of local taxes and cost the average family \$350 per year. It would fund the largest private or public building program in the state's history. The project list includes fixes to a long list of highways and interstates, mostly by building additional general-purpose driving lanes. Transportation Choices Coalition Executive Director Peter Hurley thinks more of the money should be earmarked for alternatives to the single-occupancy vehicle, such as buses, HOV lanes, light rail, and commuter rail. The Coalition has an alternative spending proposal, which they feel will provide more choice, cause less pollution, and more efficiently relieve congestion. Also, their proposal would manage demand by "pricing new capacity" (putting tolls on new lanes). The RTID funding/spending plan is due to be finalized on October 9 and voted upon sometime thereafter. It's not too late to lobby for a proposal more favorable to your community. To learn more contact Peter at peterh@transportationchoices.org.

Orthophotography, LiDAR, and Satellite Imagery
 August 6

Of the data types generated from sensors above the earth's surface, most planners need only the seamless orthophotos, planimetry (measurement of surface features), and terrain models now common to GIS. Accuracy of such data continues to improve and costs continue to drop. Dave Brown's Triathlon Inc. supplies such data, and more specialized data as well. LiDAR is data from airborne laser pulses that penetrate vegetation to create incredibly accurate models of terrain and buildings. Geologists use LiDAR to detect the hairline cracks that indicate faults. They recently discov-

(Continued next page)

("Brownbag Recaps - Orthophotography, LiDAR, and Satellite Imagery" Continued from Page Six)

ered a new Puget Sound fault by this method! And LiDAR can "see" through clouds, night darkness, and even water. King County is using it to map the bed of the near-shore Puget Sound. The Puget Sound LiDAR Consortium (www.pugetsoundlidar.org) has assembled freely accessible data covering most of the Puget Sound, but the data sets are huge and require sophisticated manipulation. Satellite imagery continues to progress as well. Being multispectral (blue, green, red, and infrared) and more sophisticated in how it captures data (for example by precisely aiming the sensor), such data yields knowledge limited only by human ingenuity. The "eye in the sky" can now discern marijuana fields from corn, and detect likely places to find oil and gold. Of more interest to planners, it discerns impermeable surfaces, so your stormwater utility can more efficiently bill its customers. Unfortunately, satellite imagery's mind-boggling capabilities come with a hefty price tag.

How Bellevue Balances Urban Design and Transportation in Its Downtown

August 13

Downtown Bellevue was built in 600-foot-long super-blocks, so it has only half the acreage of street right-of-way per square mile of a conventional downtown. That precious right-of-way must be wisely managed if Downtown Bellevue is to realize its destiny as a great urban place. The streets must move rivers of cars yet nurture a rich pedestrian life. Some are auto-oriented, with 7 or 8 lanes. Others are pedestrian-oriented, with two lanes, on-street parking, and room for bicyclists. The City is trying to get businesses to pool their parking so shoppers can "park once" and shop the entire retail core. Off-peak-only on-street parking is being studied. To overcome the large blocks, the City is putting in mid-block crosswalks, through-block pedestrian corridors, and pedestrian overpasses. "Signature streets" cater to entertainment, or shopping, or office space for the white-collar masses. An east-west one-way couplet was rejected, but a north-south one may go forward. They want transit use to triple by 2020. A great American city is being erected in our lifetimes, and its lifeblood flows through streets closely managed by our speakers and their departments: Dan Stroh and Emil King of Bellevue Planning and Kris Liljebld of Bellevue Transportation.

Urban Design and the Seattle Waterfront

August 20

Seattle's Strategic Planning Office has been disbanded. A Department of Planning and Development will house its function, along with those of DCLU and CityDesign. The latter will retain its functions of reviewing City construction projects, coordinating the neighborhood review boards, and participation in both large-scale and detailed planning studies. With graphics worthy of a world-class city, Executive Director John Rahaim presented CityDesign's work, emphasizing plans for the Central Waterfront, where so many uses and transportation modes compete for space. The Alaskan Way Viaduct will probably come down within 20 years. Whatever replaces it (perhaps a tunnel) will offer great opportunities for transformation. The ferry dock will expand. The monorail expansion and regional light rail will both crowd into the area as well. The Port's Terminal 46, at the south end of the Central Waterfront, will change use. In the larger Downtown context, CityDesign has identified pockets of underutilization and disinvestment which will be incorporated in a proposed ring of "Blue Ring" of open space that circles Downtown, one anchor being parks at South Lake Union. The City may even lid over more of I-5. We live in exciting times.

Suburban Place-Making

August 27

Stand-alone commercial strips are vulnerable to abandonment. Many communities' attempts to co-locate their shopping with other facets of public life have failed. One sees empty commercial space surrounded by new public investment. Citizens groups say they want a grocery store and book store, and sites are zoned accordingly, but nothing is built because the market's not there. Mixed use development is tantalizing yet hard to achieve. And in economic down-turns, short-sighted elected officials may jettison their long-term plans to accommodate single-purpose development. But EDAW's Jill Sterrett spoke of a shopping mall in Colorado that had been converted into a town center, and of suburban commercial strips that had been reinvented with public activities that leave the visitor with memorable experiences. The success stories prove it can be done. To remake suburbia as unique places requires the usual nuts-and-bolts: public-private partnership, plans, and processes. But increasingly it also requires that you know the market. It requires an original yet realistic vision, and the commitment of wise developers and civic leaders.

announcing the
Puget Sound Section APA

FALL '03 BROWN BAG SERIES

Print this schedule! Come to the FREE session you need to do your job better. All events go until about 1:15. RSVP Steve Ladd at sgl@eskimo.com or (360) 802-2276.

Great speakers

Topic	Time	Place	Speakers
Governance of Newly Annexed Areas Experts discuss how to process annexations, satisfy inter-jurisdictional fiscal concerns, and smoothly transfer permitting authority, assets, and service provisions.	Noon, Wed., Oct. 22		- Michael Thomas, King County Office of Mgt. & Budget - Shannon Mayfield-Porter, City of Bonney Lake
OK, I shrank the lot. Now what do I do? The market wants small-lot housing, but you can't just shrink everything! Learn about the radical surgery most codes will need (parking, setbacks, streets, etc.) to ensure attractive, functional neighborhoods.	Noon, Wed., Oct. 29	Renton City Hall, 7 th floor, 1055 S. Grady Way	Mike Luis, Manager, The Housing Partnership
Land Use, Salmon Habitat, and the ESA Drafters of the Salmon Conservation Plans for Lake WA/Cedar/Sammamish (WRIA 8) and Green/Duwamish/Central Puget Sound (WRIA 9) discuss the role of critical area ordinances, stormwater programs, shoreline master programs, and incentives in protecting/preserving salmon habitat.	Noon, Wed., Nov. 5	(see below for directions)	Sally King, Land Use Coordinator, WRIA 8
Regional Growth Centers The PSRC is implementing a centers strategy that will affect the transportation funds going to local governments. Learn about the new criteria for designating centers and how the issue figures in the PSRC's TIP spending plan and Vision 2020 update.	Noon, Wed., Nov. 12	PSRC 1011 Western Ave., Seattle, 5 th floor	Ivan Miller, PSRC
Science + Citizens = Critical Area Ordinance Natives restless? "Best available science" fuzzy and hard to communicate? Fear not! Learn how to combine scientific inquiry, public education, and citizen involvement to successfully update your critical area ordinance.	Noon, Wed., Nov. 19	Bellevue City Council Chambers	- Kevin McDonald, City of Bellevue - David Wortman, Adolfson & Assoc. - Susan Oxholm, King County DNR
Students and Professional Round Table Discussion of current student work as well as recent student graduate theses.	Noon, Wed., Dec. 3	Gould Hall Atrium	- University of Washington Students and recent Alumni

Directions to Renton City Hall from I-405: Take the downtown/SR167 exit, go north on Rainier Ave. to Grady Way, go east on Grady 1/2 mile to the new 7-story City Hall on the right, at 1055 S. Grady Way. Drive up to the free parking terrace.

One Year Later and On Schedule – It’s Decision Time for Seattle’s New Monorail

Last year Seattle voters approved a better way to get around the city. Since then you’ve helped shape plans for the new Monorail on everything from station designs to bike access. Now it’s time to make final decisions on Green Line station locations and alignment.

All-City Forums Scheduled
November 18 and 19, 2003*
5:30 – 9 p.m.
Seahawks Stadium West Club Lounge
800 Occidental Ave. S.
Seattle, WA

*The same Project information will be presented both nights.

At the forums we will be presenting our initial recommendations on where the Green Line should run and station locations. This a very important

time for the Project, final decisions will be made by the Monorail Board in February and your feedback will help guide our recommendations.

We’ll also provide updates on Monorail accessibility, connections and steps to protect the environment.

Child care will be provided. Meeting facilities are ADA accessible. This notice is available in alternative formats for individuals with disabilities upon request, by calling (206) 382-1220.

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