

Destination Redevelopment

Public Transportation as a Catalyst for Investment

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Energy Efficiency and Conservation Block Grant Funding

Everett – Evergreen Way BRT Corridor
Mountlake Terrace – Town Center Plan
Bellevue – 130th Station area

Spokane – Sprague Corridor Redevelopment
Tukwila – Multimodal level of service tool
Vancouver – Concurrency program and trip generation
Redmond – Transportation Element and GHG evaluation
Seattle – Bicycle parking assessment



Today's Presenters



Allan Giffen
Planning
Director
City of Everett



Shane Hope
Planning and
Development
Director
City of Mountlake
Terrace



Paul Inghram
Comprehensive
Planning Manager
City of Bellevue

Evergreen Way Revitalization Plan

Allan Giffen
Planning Director
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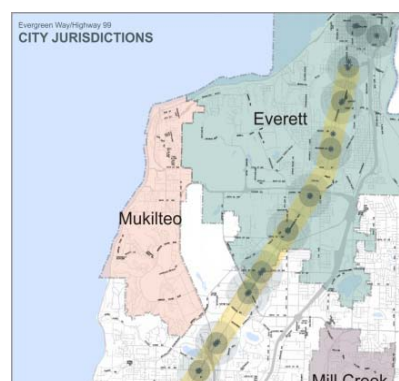
Swift BRT Line

- 17 miles – 15 stops
- 10 to 15 minute headway
- BAT lanes & priority signals
- Fast ticketing & boarding
- 45 min vs. 71 min travel time on regular transit
- \$28.5 M & 4 years to build
- Ridership exceeds projections and rising

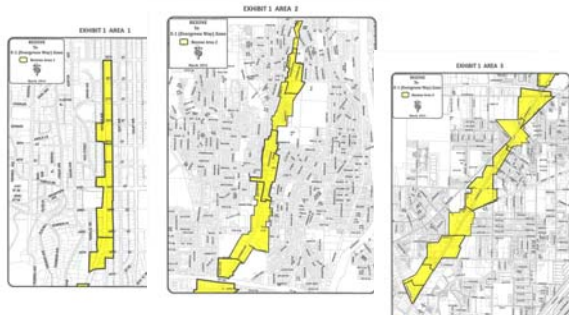


Defined project areas

- Swift Bus Rapid Transit corridor
- Swift BRT station areas
- 2 Stations south of City added



6.5 mile Commercial Strip Surrounded by Residential

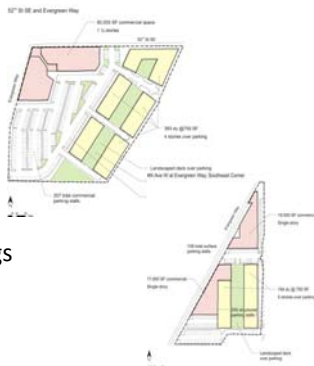


Vision Already in Comp Plan Policies

- Designated “Mixed-Use Commercial-Multi-Family”
- Redevelop with mix of commercial and high density residential uses
- Promote high density surrounding transit stations
- Adopt pedestrian oriented design standards
- Improve overall aesthetic character of corridor

Reviewed Redevelopment Opportunities

- Strip commercial = overzoned for retail
- Parking lots
- Low improvement value / land value ratio
- Small, older buildings
- Near BRT stations



Reviewed options for

- zoning overlays
- use of public space



Used innovative forms of public participation

- Saturday walk-about with neighbors
- Visual Preference Surveys
- On-line questionnaire



Coordinated with transportation providers

- From competing agencies to partners
- Planned station area siting decisions together with CT
- Advisory Committee
 - ET and CT
 - WSDOT
 - Snohomish County
 - Mukilteo



Planned for public investments in

- Localized transit-support amenities
- Bicycle and pedestrian transportation
- Vehicles and parking



Considered Incentives

- Density bonus incentives
- Multifamily property tax incentives
- Parking reductions
- Fee exemptions
- SEPA categorical exemption thresholds



Addressed

- Historical character



Lessons Learned

- Engage public early and often including business
- Communicate objectives of planning process
- Pedestrian environment key to success of TOD
- Connections to neighborhoods important
- Housing capacity in strip commercial areas
- Use incentives for greater density, height (think affordable housing, open space, streetscape)
- SEPA "urban infill" categorical exemption

BRT as Catalyst for Investment?

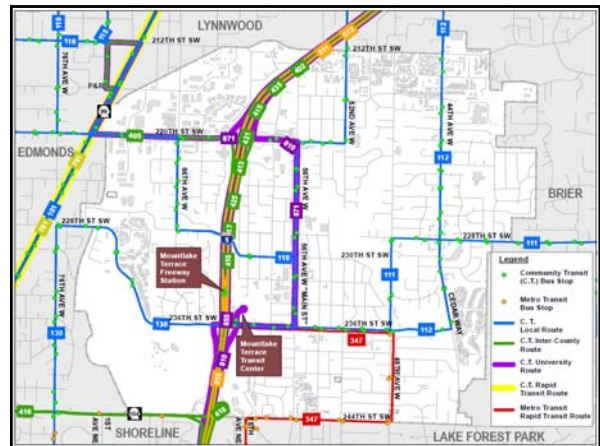
- BRT not yet proven as economic generator
- BRT stations = linear redevelopment; Light rail stations = nodal redevelopment
- Transforming the corridor one site at a time
- Funding for corridor improvement
 - LCLIP / TDR / TIF light?
 - Local Improvement District?
 - No more federal earmarks?

City of Mountlake Terrace

Shane Hope, AICP

Community and Economic
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Town Center Plan



Grant Components

- Light rail & station area planning
- Transit-oriented development study
- Preferred Bus Service Strategy
- Transportation Demand Management Strategy
- Draft multimodal concurrency standards
- Electric Vehicle Charging Strategy
- Concepts for bicycle & walking connections to Transit Center
- Transportation Element update for Comp Plan

RESULTS FOR TOD



Arbor Village

123 Residential Units with
About 10,000 sq. ft. commercial space
Ribbon Cutting January 17, 2012

Main Street Project

Design to start in 2012



Lakeview Trail Project

Design underway



Town Center Investments

More Bus Service



Future Direction

- Coordinate with ST on getting light rail built- 2023
- Encourage bus routes at key locations
- Refine codes for TOD & downtown revitalization
- Make infrastructure investments
- Take other proactive steps

Lessons Learned

- Develop community vision & stick with it
- Partner with others
- Learn about & use tools
- Improve ped/bike connectivity
- Be nimble

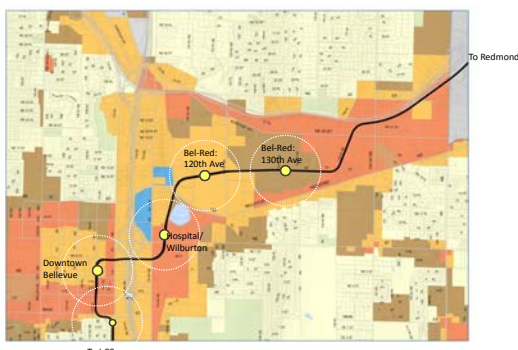


City of Bellevue 130th Avenue NE/Goff Creek Station Area Planning



Paul Inghram, AICP, Planning & Community Development Department

Bellevue light rail stations



Bel-Red Subarea Plan

Land Use Transformation:

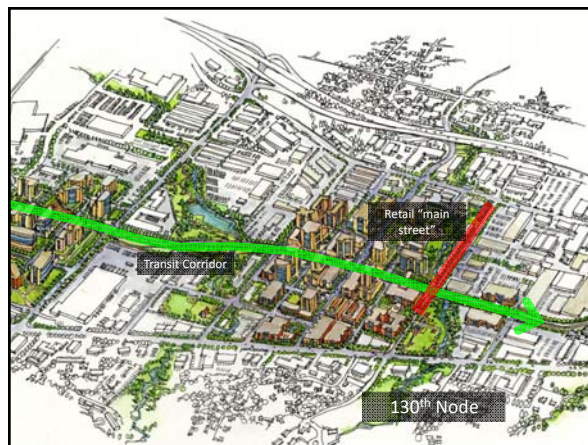
Gray to Green



Light industrial/commercial



High-density, mixed use neighborhoods centered around light rail station



Subarea Plan Adopted in 2009

130th/Goff Creek Station Area

- A new neighborhood with a mix of housing, retail and services; focus on residential component and new retail street on 130th Avenue NE
- 2030 Forecast for area around 130th Avenue NE station:
 - 1,800 housing units
 - 250,000 sq ft new retail and
 - 200,000 sq ft office
- Building heights up to 150'
- FAR incentive system
- Future plaza
- New parks and open spaces
- Stream restoration



130th/Goff Creek Station Area Plng

Why now?

- Zoning in place
- Light rail station location, alignment set
- Needed to address culvert location, stream restoration
- Ability to influence station design integration with neighborhood
- Opportunity to better define neighborhood plan, including parks
- Better understand development opportunities
- Look for "three-fers"
- Grant funding
 - American Recovery and Reinvestment Act 2009, thru Washington Department of Commerce



Public involvement

130th Avenue NE Stakeholders

- Business owners
- Property owners

Community Meetings/Open Houses

Sound Transit

- Staff coordination with engineering and station design

Boards and Commissions

- Transportation Commission and Planning Commission briefings

<http://www.bellevuewa.gov/130th-station.htm>

Key Elements

From the 130th/Goff Creek Station Area Planning

- Great Streams Strategy
- New neighborhood parks
- Getting people to the station
- Propensity for redevelopment

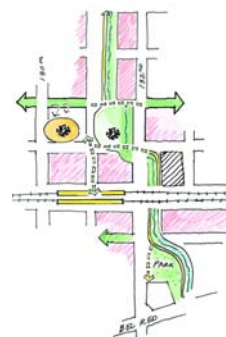
Great Streams Strategy

- Improve ecological function
- Create wider riparian corridors
- More “place-making” with streams
- Co-locate parks, trails, bike paths, stormwater facilities within stream corridors
- Integrate ecological improvements in public & private projects



Goff Creek...restoration

...alignment and restoration concepts



Goff Creek...existing

...constrained by urban development



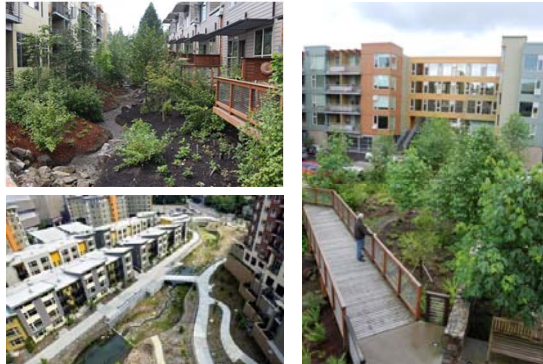
Goff Creek...vision

...integrated with urban redevelopment



Creek interface examples

Create value for community – Asset for development



Goff Creek...restoration

...stream corridor concept



Examples of stream crossings



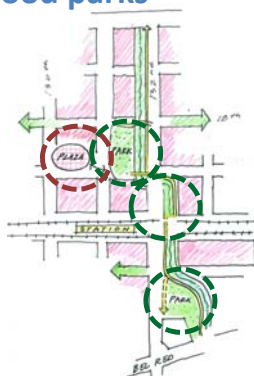
New neighborhood parks

Bel-Red Subarea Plan - To create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs of Bel-Red and the broader community, and that connects with and complements the larger Bellevue parks and open space system.



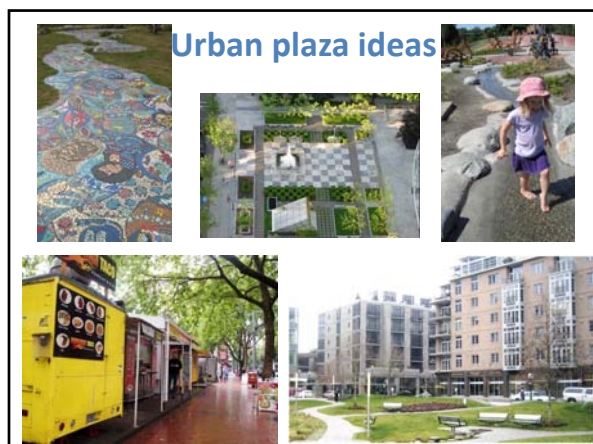
New neighborhood parks

- Serve neighborhood residents and visitors
- Create value and support redevelopment
- Accommodate a variety of programming and activities
- Integrate with habitat enhancements along Goff Creek
- Integrate with new urban development in the neighborhood



Neighborhood park ideas





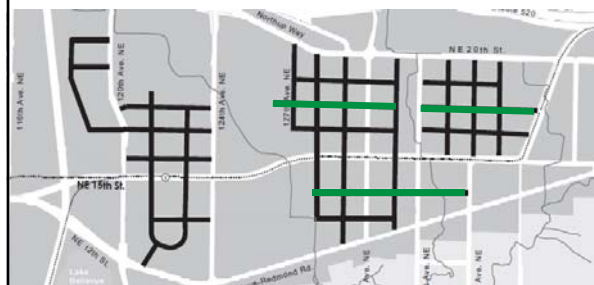
Getting people to the station

Integrate light rail station into the neighborhood with convenient pedestrian and bicycle access



New Street Network

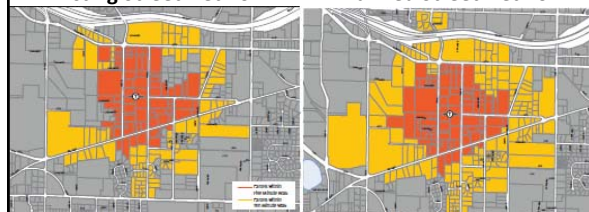
Required local streets and "green streets"



Pedestrian Access

Walkshed Analysis
Existing Street Network

Walkshed Analysis
Planned Street Network



Build a high quality and accessible pedestrian environment

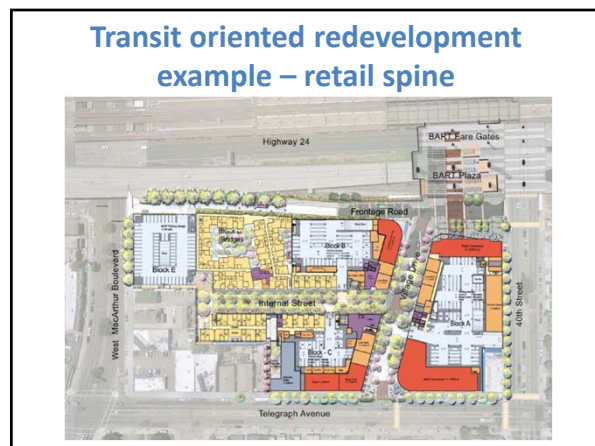
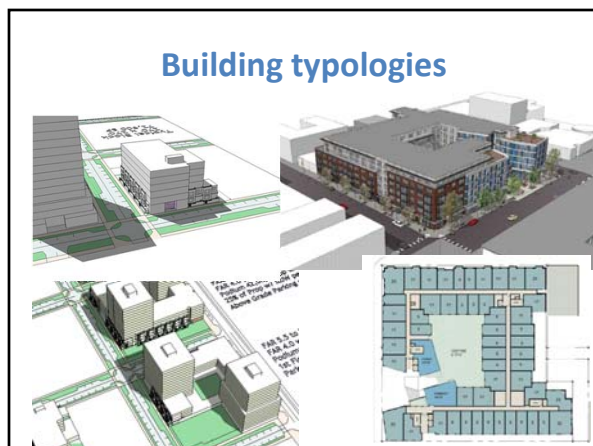
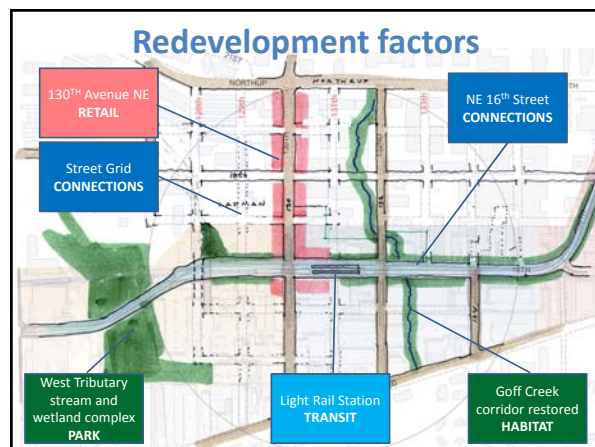
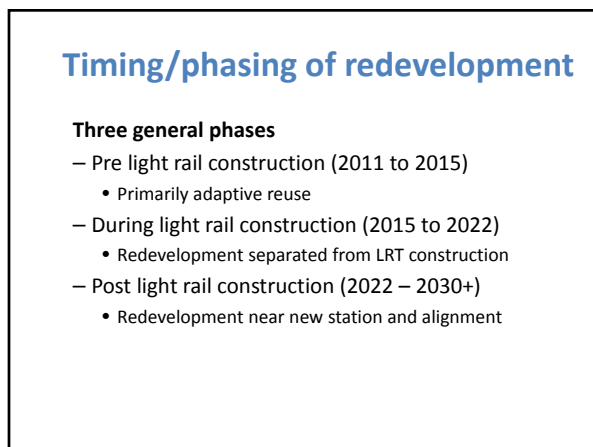
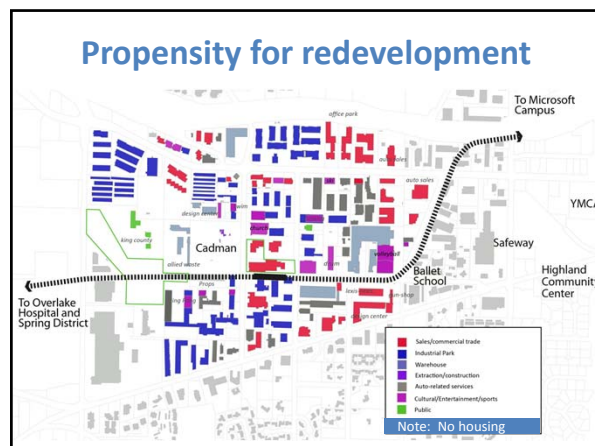
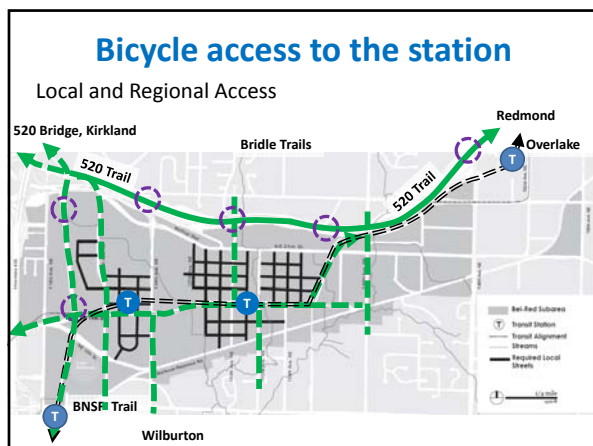
Bel-Red Subarea street standards

Design Standards



NE 16th Street @ 130th Ave NE Station





Redevelopment examples



Lessons learned

- Timing challenge with light rail
 - Need to plan early, but won't be operational until 2023
- Existing property/business owners focused on current operations
- Developers look for 5-year return on investment
- Future developers likely to be from outside the area
- Challenge of transitioning to future vision
- Need to demonstrate city commitment
- Opportunity to use affordable housing, parks, and stream restoration to attract new development

For more information:

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