Growing Transit Communities on the Eastside

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Session Presenters and Topics

Moderator: Mandi Roberts, Principal, Otak, Inc.

Speakers:
- Mary Pat Lawlor, Principal Planner, PSRC
- Lori Peckol, Manager for the City of Redmond Long Range Planning Team
- Paul Inghram, Comprehensive Planning Manager for the City of Bellevue

East Corridor Context

Mary Pat Lawlor, PSRC

...on the Eastside

What is the Puget Sound Regional Council?

Central Puget Sound Region:
- 3.8 million population
- 4 counties
- 82 cities & towns
- Urban & rural areas

PSRC Mission:
Ensure a thriving central Puget Sound now and into the future through planning for regional transportation, growth management, and economic development.

A Shared Regional Vision

Supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and a high quality of life...

Focusing growth within already urbanized areas to create walkable, compact, and transit oriented communities...

Meeting housing needs through preservation and expansion of a range of affordable, healthy and safe housing choices...
**Integrated Plan for Sustainable Development**

**Transportation Planning**

**Vision 2040**
- Maximizing Planning Policies
- Regional Growth Strategy
- Metropolitan Planning Commission
- Metropolitan Transportation Joint Public Authority

**Regional Economic Strategy**

**Why Now?**

- **$15+ Billion transit investments**
- Regional and local plan updates and implementation
- Growing interest and support for equitable transit communities
- Once-in-a-lifetime opportunity to support great communities for people to live and work

**Why Now?**

- High Capacity Transit and Centers
  - One transit station can serve an area of about one square mile.
  - Long half mile walking radius. To support the use of such a station, a maximum of 25,000 and 25,000 activity units (some combination of employees and residents) within one square mile is needed (or 30 to 50 activity units per acre).

**Integrated Plan for Sustainable Development**

**Housing**

- **Overarching Goal:** The region will enhance, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices for residents. The region will continue to promote fair and equitable access to housing for all people.

- **Housing diversity and affordability:**
  - MPP-1: Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups in the region.
  - MPP-2: Affordable housing — through preservation, rehabilitation, and new development — a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is accessible and available throughout the region.

- **Regional Housing Strategy:**
  - The Puget Sound Regional Council, together with its member jurisdictions, housing interest groups, and housing professionals, will develop a comprehensive regional housing strategy. The housing strategy will provide the framework for a regional housing program (see Section 2) that will include the following components:
    - Strategies to promote and address housing diversity, housing affordability, special needs housing, centers and corridors, housing innovation, and affordable housing preservation and protection.
    - Coordination with the regional and local housing efforts.

**Economy**

- **Overarching Goal:** The region will focus on a prosperous and sustainable regional economy by supporting businesses and job locations, investing in all sectors, sustaining environmental quality, and creating green coastal places, diverse communities, and high quality of life.

- **People Goals and Policies:**
  - **Goal:** The region’s economy prosper by investing in all its people.
  - **Places Goals and Policies:**
    - **Goal:** The region’s economy prospers through the creation of great central places, diverse communities, and high-quality life that integrates transportation, the economy, and the environment.

- **Why Now?**
  - **Sustainable Communities:**
    - **Vision 2040**
    - **Regional Planning**
    - **Metropolitan Planning**
    - **Regional Transportation**
    - **Regional Economic Development**

- **Transit-Oriented Communities**
  - Transportation 2040 supports the development of transit-oriented communities in conjunction with implementation of the region’s transit system.

- **Station Area Planning:**
  - Local jurisdictions, in collaboration with regional transit agencies and PSRC, are encouraged to conduct comprehensive sub-area planning for high-capacity transit stations areas.
Initiatives throughout federal administration to work toward common principles, fundamentally change current processes

Partnership for Sustainable Communities

Livability Principles
- Provide transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies & leverage investment
- Value communities and neighborhoods

Why a Regional TOD Strategy?

$5 million, 3-year effort

Corridor-based Planning
- Initial focus on light rail corridors
- Recommendations for all region’s high capacity transit corridors

Regional Equity Network
- Building capacity and engagement
- Regional coalition, local grants

Affordable Housing Strategy
- Financial tools, data, best practices

Demonstration Projects
- Decision Commons, Tacoma, Northgate
- Bel-Red Corridor

Regional Consortium: A Big Tent

Study Areas

74 study areas in 16 cities:
- Current and future light rail station areas
- Select RapidRide and Swift BRT station areas
- Other major transit nodes

Cities
- City of Bellevue
- City of Everett
- City of Issaquah
- City of Kirkland
- City of Kent
- City of Kirkland
- City of Monroe
- Seattle

Counties
- King County
- Pierce County
- Snohomish County

Transit Agencies
- Sound Transit
- King County Metro Transit
- Community Transit

Public Health & Human Services
- Public Health - Seattle & King County
- King County Human Services
- Fraser Health Authority

Public Housing Authorities
- King County Housing Authority
- Pierce County Housing Authority
- Seattle Housing Authority
- Snohomish County Housing Authority

Funding Institutions
- Housing Development Corporation
- Sound Transit
- Federal Home Loan Bank

Non-Profit Developers
- Bellwether Housing
- Capitol Hill Housing
- Community Development Collaborative

For-Profit Developers
- Urban Development
- Community Development Collaborative

Regional Groups
- A Regional Coalition for Housing
- Community Development Collaborative
- The Equity Partnership
- Puget Sound Regional Council
- Equity Board Alliance

Educational Institutions
- North Seattle Community College
- UW-Mukilteo Center for Real Estate Studies

Environmental & Transportation Advocates
- PathMobile
- Seattle Transit Blog

Housing & Community Advocates
- Affordable Housing Connections of Seattle/Everett
- Housing Development Corporation of Snohomish County
- Housing Development Corporation of King County
- South King Housing

Funders
- HUD
- State of Washington
- Federal Home Loan Bank
- Washington Low Income Housing Alliance
Corridor-Based Planning

- 3 High-capacity transit corridors—north, east, south
- Diverse stakeholder task forces

18-month planning process
- Analyzed existing conditions
- Recommended strategies and actions

Growing Transit Communities—Goals

- Attract more of the region’s residential and employment growth near high-capacity transit
- Provide housing choices affordable to a full range of incomes near high-capacity transit
- Increase access to opportunity for existing and future community members in transit communities

Growing Transit Communities Strategy

- THE PLEDGE: Regional Compact
- THE PLAYBOOK: Recommendations & Typology
- THE PLANS: Individual Work Plans

Regional Transit Communities Compact

- Non-binding, voluntary agreement
- Problem statement
- Vision statement
- Aspirational Goals:
  - Attract growth
  - Affordable housing choices
  - Access to opportunity
- Consider toolkit of strategies
- Ongoing regional process
- Commitment to next steps

Toolkit of Strategies and Actions

1. Continuing regional program
2. Partnerships and collaboration
3. Community assignment
4. Stakeholder engagement
5. Evaluation and monitoring
6. Station area plans
7. Transit system design
8. Innovative Parking Tools
9. Infrastructure and public needs investments
10. Housing needs assessment
11. Affordable housing
12. Housing assistance and replacement
13. Housing investments in transit communities
14. TOD property acquisition fund
15. Value capture financing
16. Surplus public lands
17. Community land trust
18. Environmental and public health
19. Economic vitality and opportunity
20. Education
21. Neighborhood revitalization

Implementation by PSRC

Planning
- T2040 Minor Update (2014) & 2018 Major Update
- Future updates to VISION 2040 & RES
- Local plan and policy review

Funding
- Station area plan implementation grants
- Refine funding criteria to better support transit communities
- Regional TOD property acquisition fund

Tools
- Assessment tools and guidance documents
- Regional data and technical assistance

Partnerships
- Support ongoing broad-based GTC coalition
Implementation by Other Partners

Local Jurisdictions
- Comprehensive Plan updates (2015/16)
- Development regulations and incentives
- Capital facilities investments

Transit Agencies
- Capital and service planning and design
- Public and private partnerships for TOD

Other Agencies and Organizations
- Legislation
- Funding
- Community organizing
- Outreach and advocacy
- Data and technical assistance

Successful Implementation Means...

Stronger plans
- Regional framework for TOD
- Local adoption of best practices in station areas

New resources and targeted investments
- Station area plan implementation grants
- Funding criteria for infrastructure
- Financing options for affordable housing

More and better tools
- Regional guidance and technical assistance
- Clearinghouse for local innovations

Regional coalition for transit communities
- Build on the Growing Transit Communities Partnership
- Oversight for implementation of GTC Strategy
- Effective advocacy for state/federal support

East Corridor

Growing Transit Communities Study Area Map

Demographics

Overall, the East is...more diverse

Corridor and Regional Population by Major Ethnic Group

Median Household Income

East has highest median household incomes of the corridors

Demographics
**Demographics**

Corridor and Regional Population by Age Groups - Youth (17 and Under) and Seniors (65 or Older)

<table>
<thead>
<tr>
<th></th>
<th>South</th>
<th>East</th>
<th>North</th>
<th>Downtown Seattle</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Youth (17 and Under)</td>
<td>25%</td>
<td>17%</td>
<td>14%</td>
<td>13%</td>
<td>15%</td>
</tr>
<tr>
<td>Seniors (65 or Older)</td>
<td>6%</td>
<td>8%</td>
<td>10%</td>
<td>11%</td>
<td>11%</td>
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- Percentage of Population 17 or Younger
- Percentage of Population 65 or Older

**East Corridor Implementation Support**

- Help East Corridor cities to get ready for future light rail and rapid transit stations
- Builds on planning already completed by Bellevue and Redmond
- Focuses on Bellevue’s and Redmond’s high-capacity transit station areas
  - Affordable Housing
  - Public and Private Partnerships
  - Business Retention and Attraction
  - Transportation Connectivity

**Overlake Village**

**East Corridor**

- Education, Economic Health, Housing & Neighborhood, Mobility & Transportation, and Health & Environment are mostly high opportunity in station areas.

**Lori Peckol, City of Redmond**

...on the Eastside
Key Plan Elements
- Height: up to 9 to 12 stories
- FAR: up to 4.0 residential, 0.55+ commercial
- Master plans required: 3+ acre sites
- SEPA: Planned Action
- Incentive program
  - Stormwater
  - Park, plazas
  - Green building
  - Parking
  - Affordable housing

Today
- Urban vision
- Suburban infrastructure

Today
- Urban vision, suburban infrastructure
- Large job center, housing deficit
- Business diversity, access to services

Vision
- Regional growth center
- Transit-oriented district
- 5,000 new homes
- 25,000 new jobs (Overlake wide)
Today
- Urban vision, suburban infrastructure
- Large job center, housing deficit
- Business diversity, access to services
- Transit access and ridership

Strategies – Access, Connectivity
- Underway
  - Expanding the grid
  - Urban street amenities

Strategies – Stormwater and Parks
- District scale
- Co-locate with other facilities
- City led

Strategies – Access, Connectivity
- Underway
  - Better intra-neighborhood connections

Challenges
- Interim light rail terminus
- Connections between neighborhoods

Strategies – Housing Choices
- Underway
  - Housing required
    - Inclusionary program
    - Incentives for more affordable homes
    - ARCH (A Regional Coalition for Housing), Housing Trust Fund

Challenges
- Creating neighborhood for all ages, family sizes
- Achieving greater affordability
Strategies – Private Investment

- Catalyst site: Former Group Health Campus
- 28 acres
- Impacts of Great Recession
- Shared commitment to vision

Strategies – Private Investment

- Underway
  - Capstone Site
    - 1,400 MF homes
    - 1.2 msf commercial plus hotel
    - 2 acre park
    - Infrastructure: 2013-14
    - Phase 1 buildings: 2014-15
  - Limited Edition Site – Master Plan
    - 700 MF homes, 280,000 SF commercial plus hotel

Challenges

- Shift in mindset

Strategies – Expand the Tent

- Engagement
- Awareness
- Participation

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Paul Inghram, City of Bellevue

Growing Transit Communities

...on the Eastside

The Bel-Red Corridor Vision

- Transform an aging light industrial and commercial area
- Model for growth management and sustainable development
- Integrate land use and transportation planning
- Leverage regional light rail investment
- Efficiently use urban land

130th Avenue Station Area Bellevue

The Bel-Red Corridor – growth to provide manage all the types of increases. Another approach is sustainable, environmentally conscious urbanization. We are working to encourage the Sustainabilty Communities Initiative – a plan that meets transit, environmental, and social needs to support economic growth and jobs increased.

130th Avenue Station Area Bellevue

120th Ave NE

35th Ave NE
Bel-Red Today

Bel-Red Transit-Oriented Communities

- 2009 adoption of plan and zoning supports higher density housing and jobs, mixed-use development focused at transit stations
- 150/125 ft heights; up to 4.0 FAR near stations
- Range of allowed uses; continuation of commercial uses outside of station areas, along NE 20th

Livable Neighborhoods

- New residential neighborhoods
- Range of housing types and prices
- New parks and open space
- “Great Streams” restoration strategy
- Street grid
- Walkability

Infrastructure Implementation

- Arterial street connectivity
- New NE 15th/16th Street multi-modal corridor
- New community and neighborhood parks
- Revitalized stream corridors and trail system

New Development

- Children’s Hospital built in 2009
- Spring District Master Plan approved in 2012
- Pine Forest Master Plan at 120th Avenue
- Goodman RE residential project at 156th Avenue
- Adaptive reuse
- Bellevue Brewing at 130th station area

130th Station Area TOD Study

- 3 parcel site identified for light rail staging and 300 car park-and-ride
- Shared interest in increasing ridership, making TOD successful
- Challenge of timing, staging and having parking available on day of opening
- Opportunity to be a catalyst and spur additional adjacent development and to provide affordable housing
- Studying conceptual development scenarios through GTC program
**Applying GTC**

**Business outreach**
- Outreach meetings
- Challenge of diverse business group
- Transitioning business interest

**Affordable housing**
- Few easy opportunities on the Eastside
- Opportunity to invest before light rail

**Community equity**
- Very diverse community
- Network less robust on Eastside
- Challenge in identifying and reaching out to segments of the community
- Efforts by Hopelink

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**East Corridor Implementation Support**

**Phase 1 = Best Practices Research**
Focused on:
- Business Retention and Attraction
- Housing Affordability
- Transportation Accessibility and Connectivity
- Partnerships


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**Station Area Profiles**

- **OVERLAKE VILLAGE**
- **STATION REDMOND**
- **130th AVE NE STATION**
- **BELLEVUE**

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**East Corridor Implementation Support**

**Phase 2 Focus:**
- Specific strategies for two key station areas (Overlake Village in Redmond and 130th in Bellevue)
- District energy analysis
- TOD opportunity study
- Local and regional transit integration
- Parking strategies and best practices
- Affordable housing strategies and financing tool
- Infrastructure funding strategies/options

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**Housing and Job Demand**

- **East Corridor TOD Demand Estimates**
  - ~17,000 housing units
  - ~80,000 jobs

- **Creating Family Friendly Neighborhoods Attractive to All Ages**
Phase 2 Focus:
- Vibrant Urban Neighborhoods Survey and Outreach

Grab a Bookmark and/or Go Online to:
www.surveymonkey.com/s/vibrantneighborhoods

For More Information
Project Website
http://www.psrc.org/growth/growing-transit-communities