



**Growing Transit Communities on the Eastside**

Washington APA Conference  
October 2, 2013

Puget Sound Regional Council  
PSRC



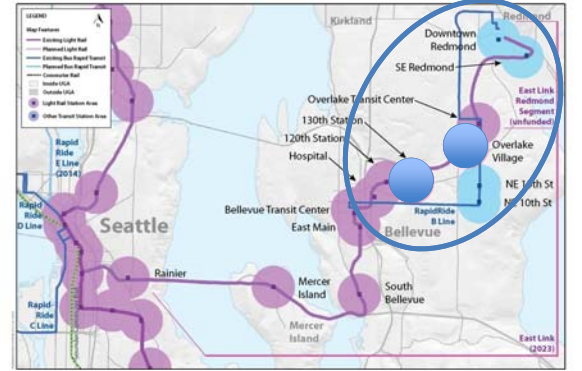

**Session Presenters and Topics**

**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

## Integrated Plan for Sustainable Development

### Development Patterns: Land Use, Orderly Development and Design

*Overarching Goal: The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.*

**High-Capacity Transit and Centers**  
 One transit station can serve an area of about one square mile (640 acres), or a half-mile walking radius. To support the use of such a station, a minimum of between 20,000 and 25,000 activity units (some combination of employees and residents) within the square mile is needed (or 30 to 50 activity units per acre).

## Integrated Plan for Sustainable Development

### Housing

*Overarching Goal: The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.*

**Housing diversity and affordability:**

**MPP-H-1:** Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.

**MPP-H-2:** Achieve and sustain — 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 equitably and rationally distributed throughout the region.

**Regional Housing Strategy: H-Action-1**  
 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 H-Action-2, below) and shall include the following components:

1. A regional housing needs assessment
2. Strategies to promote and/or address: housing diversity, housing affordability, special needs housing, centers and workforce housing, innovative techniques, and best local housing planning practices
3. Coordination with other regional and local housing efforts

## Integrated Plan for Sustainable Development

### Economy

*Overarching Goal: The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.*

**PEOPLE GOAL AND POLICIES**  
**Goal:** The region's economy prospers by investing in all of its people.

**PLACES GOAL AND POLICIES**  
**Goal:** The region's economy prospers through the creation of great central places, diverse communities, and high quality of life that integrates transportation, the economy, and the environment.

**GOAL**  
 Advance the region's infrastructure to meet the demands of a globally connected modern economy. Efficient transit, roadways and ferries and sufficient public and private broadband capacity cannot be taken for granted. Even when these are adequate, the region needs to anticipate future growth and future business

## Integrated Plan for Sustainable Development

### Transportation

*Overarching Goal: The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality and better public health.*

**Centers and Compact Communities**  
**MPP-T-11:** Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and 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 station areas,

## 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**

## Partnership for Sustainable Communities

U. S. Department of Housing and Urban Development  
 U. S. Department of Transportation  
 U. S. Environmental Protection Agency

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 Implement Region's Plans

### 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**

## 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

## Regional Consortium: A Big Tent

<p><b>Cities</b></p> <ul style="list-style-type: none"> <li>• City of Bellevue</li> <li>• City of Everett</li> <li>• City of Mountlake Terrace</li> <li>• City of Redmond</li> <li>• City of Seattle</li> <li>• City of Shoreline</li> <li>• City of Tacoma</li> </ul>	<p><b>Counties</b></p> <ul style="list-style-type: none"> <li>• King County</li> <li>• Pierce County</li> <li>• Snohomish County</li> </ul>	<p><b>Non-Profit Developers</b></p> <ul style="list-style-type: none"> <li>• Belwether Housing</li> <li>• Capitol Hill Housing</li> <li>• Community Development Collaborative</li> </ul>
<p><b>Transit Agencies</b></p> <ul style="list-style-type: none"> <li>• Sound Transit</li> <li>• King County Metro Transit</li> <li>• Community Transit</li> </ul>	<p><b>Public Health &amp; Human Services</b></p> <ul style="list-style-type: none"> <li>• Public Health—Seattle &amp; King County</li> <li>• Snohomish County Human Services</li> <li>• Tacoma-Pierce County Health Department</li> </ul>	<p><b>For-Profit Developers</b></p> <ul style="list-style-type: none"> <li>• Urban Land Institute—Seattle District Council</li> </ul>
<p><b>Public Housing Authorities</b></p> <ul style="list-style-type: none"> <li>• King County Housing Authority</li> <li>• Pierce County Housing Authority</li> <li>• Seattle Housing Authority</li> <li>• Snohomish County Housing Authority</li> <li>• Tacoma Housing Authority</li> </ul>	<p><b>Educational Institutions</b></p> <ul style="list-style-type: none"> <li>• North Seattle Community College</li> <li>• UW-Runstad Center for Real Estate Studies</li> </ul>	<p><b>Regional Groups</b></p> <ul style="list-style-type: none"> <li>• A Regional Coalition for Housing</li> <li>• Community Development Collaborative</li> <li>• The Equity Partnership</li> <li>• Puget Sound Regional Council</li> <li>• Quality Growth Alliance</li> </ul>
<p><b>Funding Institutions</b></p> <ul style="list-style-type: none"> <li>• Enterprise Community Partners</li> <li>• Impact Capital (LISC)</li> </ul>	<p><b>Environmental &amp; Transportation Advocates</b></p> <ul style="list-style-type: none"> <li>• Forterra (CLC)</li> <li>• Futurewise</li> <li>• Seattle Transit Blog</li> </ul>	<p><b>Housing &amp; Community Advocates</b></p> <ul style="list-style-type: none"> <li>• Affordable Housing Consortium of Tacoma-Pierce County</li> <li>• Housing Consortium of Everett and Snohomish County</li> <li>• Housing Development Consortium Seattle-King County</li> <li>• Puget Sound SAGE</li> <li>• Refugee and Immigrant Services Northwest</li> <li>• Washington Low Income Housing Alliance</li> </ul>

## 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

**Growing Transit Communities Compact**

*Provision*

2010-2011 was approved in the United High-Speed Rail Act to establish a national framework for... (text continues)

## Toolkit of Strategies and Actions

 <p><b>Foundation Strategies</b></p> <ol style="list-style-type: none"> <li>1. Continuing regional program</li> <li>2. Partnerships and collaboration</li> <li>3. Community and stakeholder engagement</li> <li>4. Build community capacity</li> <li>5. Evaluation and monitoring</li> </ol>	 <p><b>Attract Growth</b></p> <ol style="list-style-type: none"> <li>6. Station area plans</li> <li>7. Efficient use of land</li> <li>8. Transit system design</li> <li>9. Innovative Parking Tools</li> <li>10. Infrastructure and public realm investments</li> </ol>	 <p><b>Housing Choices</b></p> <ol style="list-style-type: none"> <li>11. Housing needs assessment</li> <li>12. Preservation and replacement</li> <li>13. Housing investments in transit communities</li> <li>14. TOD property acquisition fund</li> <li>15. Value capture financing</li> <li>16. Surplus public lands</li> <li>17. Incentives</li> <li>18. Fair housing</li> </ol>	 <p><b>Access to Opportunity</b></p> <ol style="list-style-type: none"> <li>19. Community needs assessment</li> <li>20. Environment and public health</li> <li>21. Economic vitality and opportunity</li> <li>22. Mobility</li> <li>23. Education</li> <li>24. Neighborhood safety</li> </ol>
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## 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**

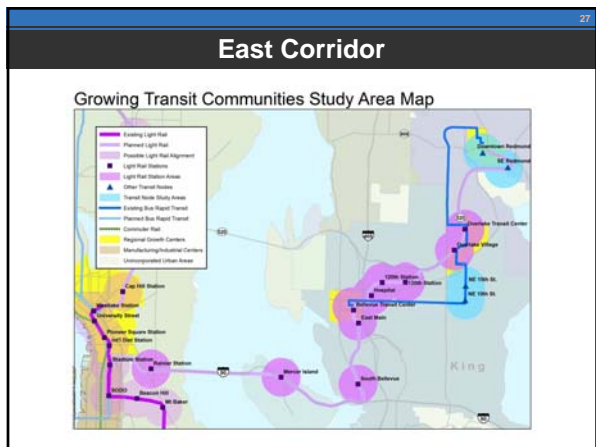
- Station area plan implementation grants
- Funding criteria for infrastructure
- Financing options for affordable housing

**More and better tools**

- Regional guidance and technical assistance
- Clearinghouse for local innovations

**Regional coalition for transit communities**



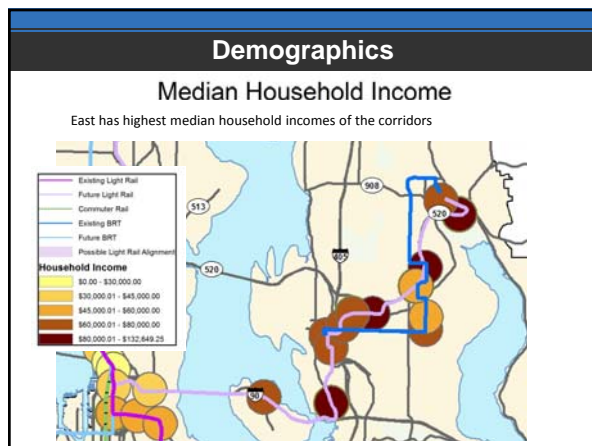
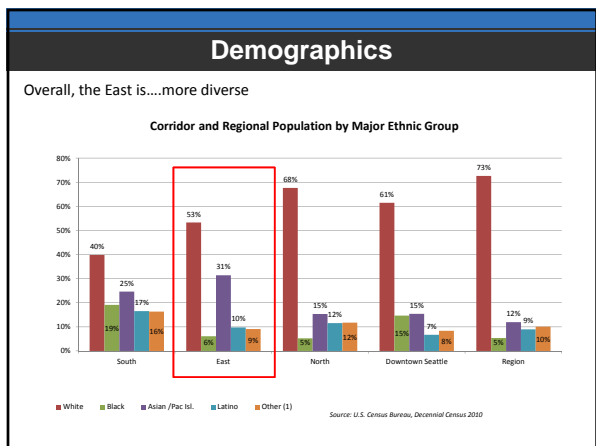
- Build on the Growing Transit Communities Partnership
- Oversight for implementation of GTC Strategy
- Effective advocacy for state/federal support

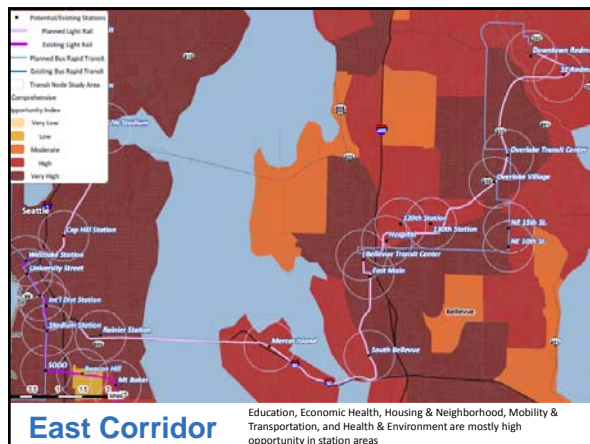
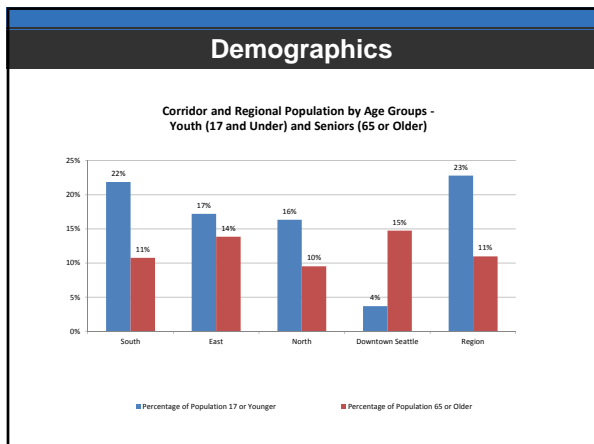



### East Corridor Task Force

- Cities
- King County Metro and Sound Transit
- Advocacy groups
- Community Representatives
- Affordable Housing representatives
- Major Employers

Task Force would identify what to focus on and build on decisions already made by the cities and transit agencies



### East Corridor Implementation Support

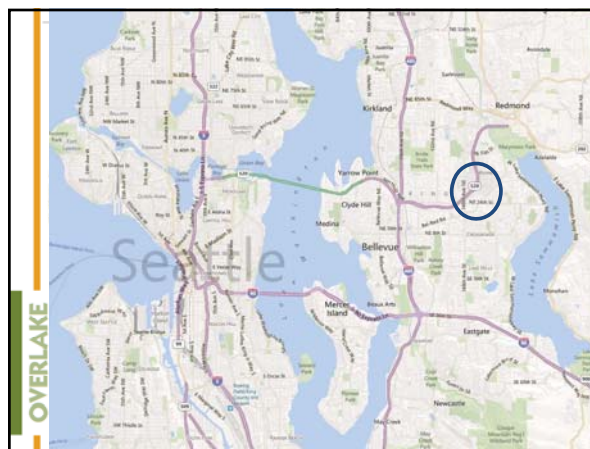
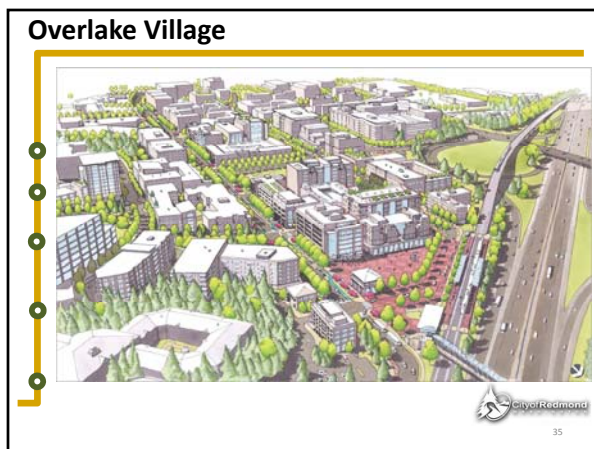
- Help East Corridor cities to get ready for future light rail and rapid transit stations
- Builds on planning already completed by Bellevue and Redmond
- Focuses on Bellevue's and Redmond's high-capacity transit station areas
  - ✓ Affordable Housing
  - ✓ Public and Private Partnerships
  - ✓ Business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

PSRC

**Lori Peckol, City of Redmond**

**Growing Transit Communities**

...on the Eastside





- Regional growth center
- Transit-oriented district
- 5,000 new homes
- 25,000 new jobs (Overlake wide)



### Key Plan Elements

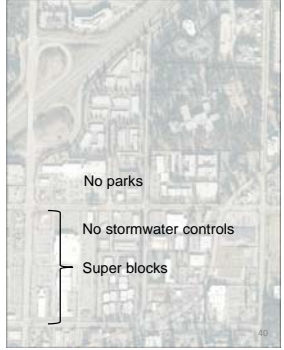
- Height: up to 9 to 12 stories
- FAR: up to 4.0 residential, 0.55+ commercial
- Master plans required: 3+ acre sites
- SEPA: Planned Action
- Incentive program
  - Stormwater
  - Park, plazas
  - Green building
  - Parking
  - Affordable housing



OVERLAKE

### Today

- Urban vision
 
- Suburban infrastructure
 



No parks


No stormwater controls

Super blocks

OVERLAKE

### Today

- Urban vision, suburban infrastructure
- Large job center, housing deficit



**46,000 jobs**


●●●


3,000 homes

OVERLAKE

### Today

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





OVERLAKE

### Today


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



OVERLAKE

### Today



- Urban vision, suburban infrastructure
- Large job center, housing deficit
- Business diversity, access to services
- Access to transit
- Consolidated property ownership



OVERLAKE

### Strategies – Access, Connectivity



- Underway
  - Expanding the grid
  - Urban street amenities

OVERLAKE

### Strategies – Access, Connectivity



- Underway
  - Better intra-neighborhood connections
- Challenges
  - Interim light rail terminus
  - Connections between neighborhoods

OVERLAKE

### Strategies – Stormwater and Parks

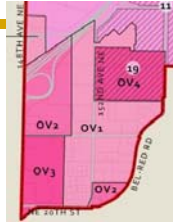

- District scale
- Co-locate with other facilities
- City led

OVERLAKE

### 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

OVERLAKE



### Strategies – Private Investment

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



OVERLAKE

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### 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




OVERLAKE

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### Strategies – Expand the Tent

- Engagement
- Awareness
- Participation





See what's happening in Overlake




Lori Peckol, [lpeckol@redmond.gov](mailto:lpeckol@redmond.gov), 425-556-2411

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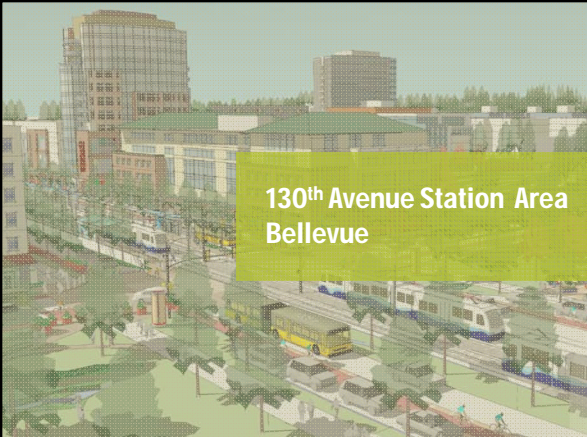
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Paul Inghram, City of Bellevue




...on the Eastside



**130th Avenue Station Area  
Bellevue**

### 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



This "Bel-Red Corridor" plan is a perfect example of the type of comprehensive approach to sustainable, environmentally-conscious development we are trying to encourage with the Sustainable Communities initiative. A plan that melds housing, transportation and investments—to support economic growth and job creation.

Source: Puget Sound, Transportation, Housing and Urban Development, and Related Agencies Subcommittees hearing records, May 6, 2008.

East Corridor Implementation Support


### Bel-Red Today



East Corridor Implementation Support

### 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



East Corridor Implementation Support

### Livable Neighborhoods

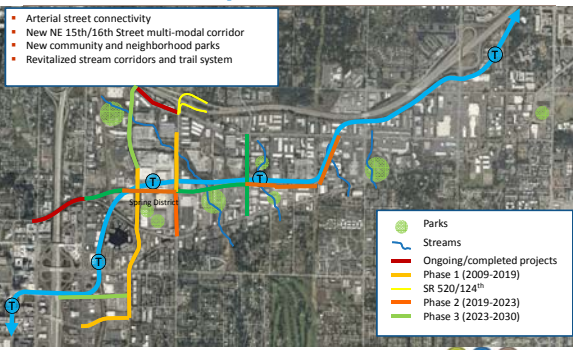
- New residential neighborhoods
- Range of housing types and prices
- New parks and open space
- “Great Streams” restoration strategy
- Street grid
- Walkability



East Corridor Implementation Support

### Infrastructure Implementation

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



East Corridor Implementation Support

### New Development

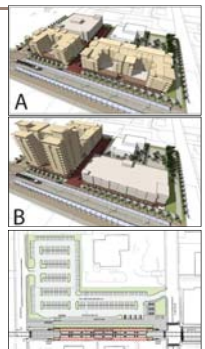
- Children’s Hospital built in 2009
- Spring District Master Plan approved in 2012
- Pine Forest Master Plan at 120<sup>th</sup> Avenue
- Goodman RE residential project at 156<sup>th</sup> Avenue
- Adaptive reuse
- Bellevue Brewing at 130<sup>th</sup> station area



East Corridor Implementation Support

### 130<sup>th</sup> 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




East Corridor Implementation Support

## 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

East Corridor Implementation Support



**Mandi Roberts, Otak, Inc.**

**Growing Transit Communities**

...on the Eastside

## East Corridor Implementation Support

Phase 1 = Best Practices Research Focused on:


- Business Retention and Attraction
- Housing Affordability
- Transportation Accessibility and Connectivity
- Partnerships




<http://www.psrc.org/assets/9341/EastCorridorBestPracticesPhase1.pdf>

East Corridor Implementation Support

## Station Area Profiles



**OVERLAKE VILLAGE STATION REDMOND**



**130<sup>th</sup> AVE NE STATION BELLEVUE**

East Corridor Implementation Support

## East Corridor Implementation Support


Phase 2 Focus:

- Specific strategies for two key station areas (Overlake Village in Redmond and 130<sup>th</sup> 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

East Corridor Implementation Support

## Housing and Job Demand

- **East Corridor TOD Demand Estimates**
  - ~17,000 housing units
  - ~80,000 jobs
- **Creating Family Friendly Neighborhoods Attractive to All Ages**



East Corridor Implementation Support

### East Corridor Implementation Support

Phase 2 Focus:

- Vibrant Urban Neighborhoods Survey and Outreach Efforts

East Corridor Implementation Support

### East Corridor Implementation Support

Phase 2 Focus:

- Vibrant Urban Neighborhoods Survey and Outreach Efforts

PLAYSPACES FARMERS MARKETS  
HOUSING CHOICES COMPLETE STREETS BIKE LANES  
COMMUNITY GARDENS PUBLIC LIBRARIES  
**VIBRANT URBAN NEIGHBORHOODS**  
RETAIL SPACES DAYCARE  
SCHOOLS SENIOR CENTERS PLAZAS  
RECREATION SAFE SIDEWALKS RESTAURANTS

- Grab a Bookmark and/or Go Online to:  
[www.surveymonkey.com/s/vibrantneighborhoods](http://www.surveymonkey.com/s/vibrantneighborhoods)

East Corridor Implementation Support

## For More Information

Project Website  
<http://www.psrc.org/growth/growing-transit-communities>

Puget Sound Regional Council  
PSRC