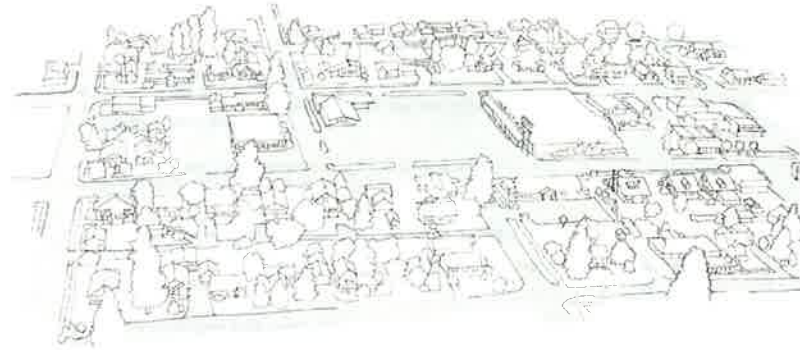


Ralph's Thriftway Area As It Is Now



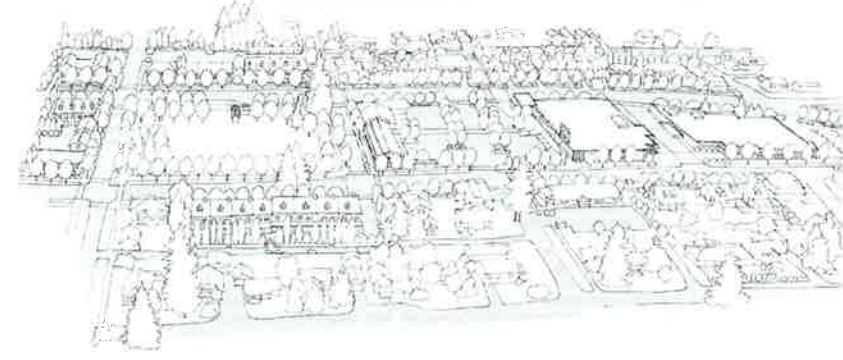
EVOLUTION OF A CORRIDOR

FROM AUTO ORIENTED ARTERIAL TO HIGH DENSITY RESIDENTIAL CORRIDOR

THE VISION OF WHAT THE CORRIDOR COULD BECOME

The corridor evolves over time into a beautiful place to live, work, walk, and travel. It provides new jobs, housing, and parks for residents and others visiting the area. Housing fits the needs of a wide variety of households. Frequent transit and maybe even trolleys link the Olympia and Lacey City Centers, providing transportation options that encourage residents to drive fewer miles. Public improvements are concentrated in "focus areas" on the corridor that have the greatest possibility for redevelopment.

Ralph's Thriftway Area As It Could Become



FOCUS AREA: Lower East Bay Drive

Area near waterfront with views of water and mountains and within easy walking distance of downtown offers good location for housing. Building design maximizes views and uses hillside to locate parking in the building • Larger Buildings Located Near Waterfront, on edge of neighborhood • 300 new housing units bring area density to 30 units per acre

FOCUS AREA: The Olympian and Hillside

Expected expansion of The Olympian, an undeveloped hillside, low density, and spectacular views of the Capitol and Black Hills make this area a focus for redevelopment.

- A Small Public Park with views is created at the base of the hill by consolidating ownerships and street right-of-way • Parking Lots are shared and terraced to decrease visual prominence • Pedestrian Path connects park, parking, The Olympian, and housing above.

- Large Residential Building located on the hilltop to capture views. Parking is underneath • 3-5 stories allowed if designed to be compatible with adjacent neighborhoods and preserve views • Hillside remains forested to prevent erosion • 143 residential units bring this area to a density of 16 units per acre.

RESIDENTIAL BUILDING DESIGN

- All buildings front on street and have street and rear entrances • First floors elevated 2-4' above grade to provide privacy
- Simple building, roof, and foundation forms contain costs and free up dollars for quality materials, design, and street trees
- Similar heights, setbacks, and building forms, unify street space.

Site Design

- Parking lots, garages, and carports located at back or under buildings • Open space provided in parks, public spaces, or in courtyards in high traffic areas.
- Stormwater detention areas placed underground to allow maximum use of the site • Shared street and alley access minimizes curb cuts that interrupt sidewalks.

Infill In Existing Neighborhoods

Mix housing types and income levels by providing duplex, tri-plex, townhouses, apartments, small cottages, accessory units (second homes on single lots), and buildings with courtyards

Neighborhood Streets

- Streets with transit and routes to major destinations are given priority for sidewalks and street trees

Landscaping

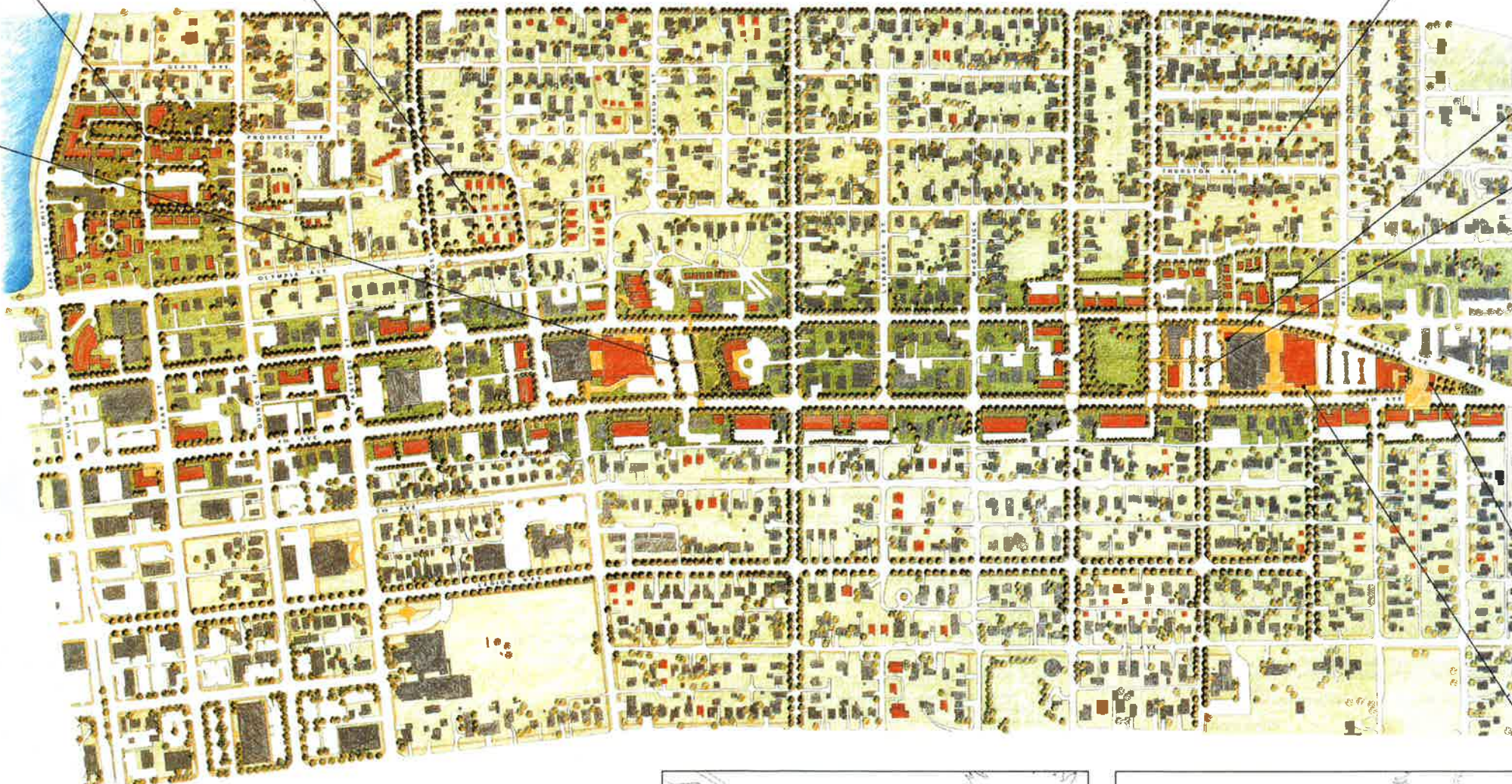
- Landscaping is consolidated to provide usable park space instead of small unusable open space on individual lots
- Landscaping focused on street trees, major commercial parking lots, and to screen parking from adjacent uses.



Accessory Unit, Garage Conversion, Dwelling Unit Upstairs



Example of Accessory Unit Built Behind Existing House, Compatible with Neighborhood Scale



FOCUS AREA: Ralph's Thriftway as Neighborhood Center

Ralph's area is developed into a neighborhood center that includes additional commercial development, high density housing, and a park. 170 new housing units bring this area to a density of 16 units per acre.

Ralph's Building Remains Key Store in area • Reconfigured front entrance and possible windows on street sides increase pedestrian interest • Norge building houses some new uses such as garden, retail, child care, or others

Ralph's Parking Lot Reconfigured (25% reduced) • Intensive landscaping and brick path added at crosswalks to provide strong pedestrian connection to park • New small 2 story commercial building (restaurant, retail) and small newsstand and coffee shop added to former parking area to increase services, provide more buildings on street edge, and provide views into park • All uses on Ralph's site share parking. Additional parking on the street between Ralph's and the park.

New Major Commercial Building (30,000 square feet) next to Ralph's could be expansion of Ralph's or a compatible new retail store placed close to the street • Loading dock and truck area is shared with Ralph's • Parking and access shared with adjacent housing

Pedestrian and Transit Amenities

- Frequent transit/trolleys serve the corridor
- Bike lanes encourage riders • Sidewalks and street trees on both sides of 4th and State streets with priority for improvements given to transit route streets • Transit pull outs, shelters, waiting areas and bike racks are provided at major destinations • Sidewalks, street trees and brick crosswalks at major pedestrian crossings alert drivers to pedestrian activity.

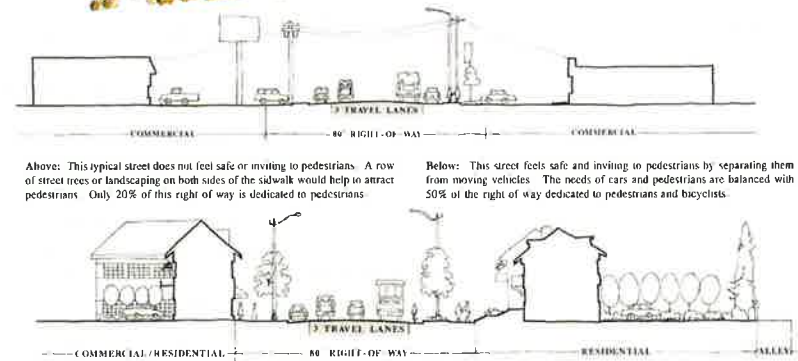
Trolley Turn Around Park is terminus and turnaround point for fixed route transit or trolley to and from downtown. Shelter and waiting area accommodates transit users, and brick pavers alert drivers to the pedestrian nature of area

Commercial Building Design

- All commercial buildings front on the street • Break large facades into smaller elements and use human-scaled detailing (doors, windows and awnings on the street facade) • Parking placed at the rear and shared where possible • Multiple story buildings and mix of uses maximizes the number of jobs, housing, and services along corridors.

Corridor Streets

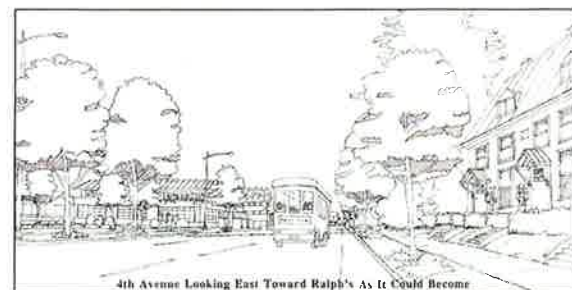
- Beautiful streets attract people and investors • Tree-lined streets provide safety by separating cars, bicycles, and pedestrians
- Street trees unify and soften the street space creating a linear landscaped street edge that is inviting to those who live, work, and travel in the area • Brick crosswalks alert drivers to pedestrian crossings • Decorative lighting and underground wires help unify street space, making them inviting to pedestrians.



Above: This typical street does not feel safe or inviting to pedestrians. A row of street trees or landscaping on both sides of the sidewalk would help to attract pedestrians. Only 20% of this right of way is dedicated to pedestrians. Below: This street feels safe and inviting to pedestrians by separating them from moving vehicles. The needs of cars and pedestrians are balanced with 50% of the right of way dedicated to pedestrians and bicyclists.



4th Avenue Looking East Toward Ralph's Now



4th Avenue Looking East Toward Ralph's As It Could Become

Rebuilding streets to improve pedestrian, transit, and bicycle facilities is the highest public financing priority for the redevelopment of the corridors into residential streets. Construction of pedestrian facilities would have the greatest impact in the transformation of the corridor to a pleasant place to live and walk.

Priorities for Street Improvement

1. Separate sidewalk from the curb with planting and street trees
2. Build crosswalks
3. Provide transit stops and bicycle lanes
4. Consolidate traffic and directional signs.
5. Place wires underground

EVOLUTION OF A HIGH DENSITY RESIDENTIAL CORRIDOR

THIS PROJECT SHOWS HOW AN AUTO-ORIENTED CORRIDOR CAN EVOLVE INTO A RESIDENTIAL STREET WHERE PEOPLE WANT TO BE, AND LIVE, AS WELL AS TO TRAVEL

IF PEOPLE ARE GOING TO WALK ALONG STREETS, USE TRANSIT AND RIDE BICYCLES THEN STREETS MUST BE BUILT AND LAND DEVELOPED TO ACCOMMODATE THEM

THIS PROJECT SHOWS HOW PEOPLE CAN GET MORE OF WHAT THEY SAY THEY WANT

People say that they want to PREVENT SPRAWL

This project shows the opportunity for siting more housing, jobs and services in the urban areas.

People say they want to STOP DETERIORATING AIR AND WATER QUALITY, INCREASING TRAFFIC CONGESTION, AND DEPENDENCE ON CARS.

This project shows how to create great streets and neighborhoods that are so inviting that people will want to live and work close by and where convenient shopping and travel on foot, by bike or on transit is possible.

People say they want MORE TRANSPORTATION ALTERNATIVES

This project shows how to enable enough people to live in some areas so that a greater pool of residents can use the excellent transit service provided. It shows how to design streets and buildings that are inviting to people walking, or traveling by transit or bicycle.

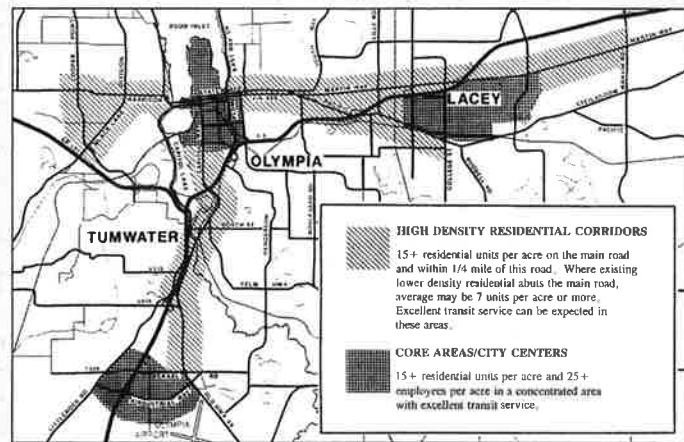
People say they want MORE HOUSING CHOICES

This project shows how to accommodate a wide range of housing types and sizes, and allow more home ownership and less car ownership.

People say they want VITAL CITIES

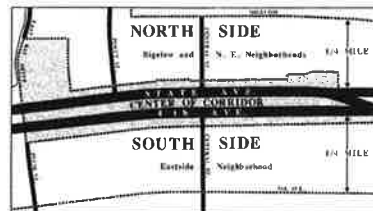
This project shows how the major links between the city centers of Lacey, Olympia and Tumwater can develop in a way that will support vitality in the city centers and mobility between them.

Concerned citizens in the Thurston County region recently helped prepare a new Regional Transportation Plan. This Plan was adopted in 1993 by the Thurston Regional Planning Council (which is responsible for regional transportation planning in this area). A major goal of the Plan is to reduce drive alone work trips from the current 85% to 60% in 20 years. If more people are to walk, ride their bicycles, use transit and share rides, more effort and dollars must go into street connections, higher quality streets that work for people not just for cars, and more opportunities for people to live near key travel routes.



THE VISION OF THE REGIONAL TRANSPORTATION PLAN is to focus the development of jobs, housing, shopping and recreation opportunities in our city centers and the main travel routes between them. Some work has already been done to explore how city centers can develop around the planned State office sites in Lacey, Olympia and Tumwater. This brochure shows how one of the High Density Residential Corridors might develop over time. Citizens, builders, lenders, real estate professionals and planners need a clear picture of how this corridor can evolve and what can be done to help make it happen.

The 4th and State corridor was chosen for this model project because it illustrates many of the circumstances that occur along other High Density Residential Corridors in the Regional Transportation Plan.



THE CORRIDOR NOW

The adjacent neighborhoods within 1/4 mile of 4th and State have:

- Good street connections, with lots of options for travelers
- Small blocks (approx. 250 ft. square) good for people-scale development
- Overall density of 6 units per acre

On the north side of the corridor:

- Established neighborhood is mostly single family, with some multi-family (density now is 7 units per acre)
- Historic neighborhood (like the South Capitol corridor)
- Existing zoning allows single family, duplex, and townhouses

The center of the corridor:

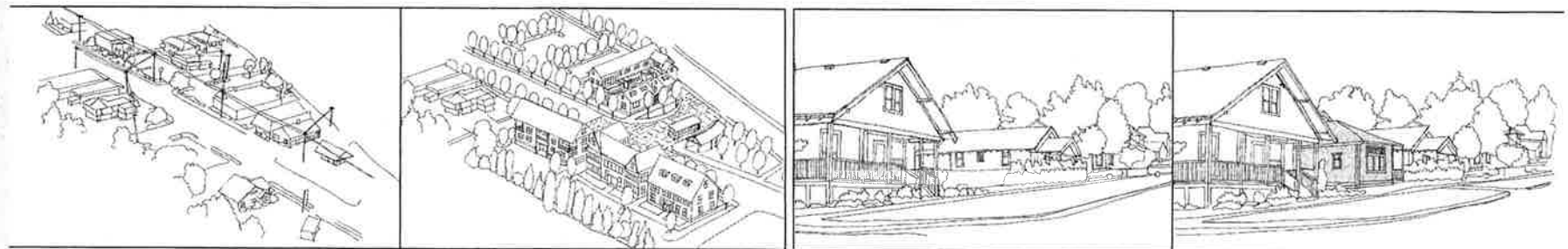
- Auto-oriented with a mix of small office, strip commercial and houses (similar to Harrison, Martin Way, Pacific and the southern portion of Capitol Way corridors)
- Low density residential (4 units per acre), mostly older homes or small multifamily
- Few good sidewalks and very little street landscaping
- Some hilltop views (similar to parts of Harrison and Black Lake corridors)
- Existing zoning allows up to 3 stories, small offices, apartments, no retail. Site coverage is limited and lots of parking is required. Only commercial development is occurring

On the south side of the corridor:

- Established neighborhood is mostly single family, with some duplexes and fourplexes (density is 5 units per acre)
- Great street trees line Legion Way
- Existing zoning allows single family and townhouses

OBSTACLES TO CORRIDOR DEVELOPMENT AND WHAT CAN BE DONE TO OVERCOME THEM

Obstacle: People can't imagine wanting to live on one of the corridors	What Can Be Done: Prepare designs and master plans that show what these areas can become
Obstacle: Streets aren't pleasant for pedestrians and don't meet the needs of bike riders and transit riders	What Can Be Done: Add sidewalks, plantings and bicycle lanes to streets to create an inviting and safe atmosphere for those not in moving vehicles
Obstacle: Too few people live within walking distance (1/4 mile or 3 or 4 blocks) of the major transit routes, resulting in too few riders	What Can Be Done: Allow higher density housing within 1/4 mile of the major corridors • Encourage sensitively designed infill and redevelopment to increase density
Obstacle: Zoning doesn't allow or encourage higher density housing in these areas	What Can Be Done: Make sure Comprehensive Plan policies, Capital Facilities Plans and zoning regulations allow and encourage the High Density Residential Corridors to develop • Identify other incentives that the jurisdictions can provide to make sure housing gets built
Obstacle: Citizens fight increased density	What Can Be Done: Provide examples of high quality density • Make sure sidewalks and street trees accompany high density • Include pictures of the kind of development wanted in plans and ordinances to create more certainty for both the development community and concerned citizens
Obstacle: Citizens will be concerned about more traffic and cars in the neighborhood	What Can Be Done: • Provide transportation alternatives in the area, such as transit/trolley service, bike racks and good sidewalks • Provide information about the benefits to people and the environment if people live closer to jobs and services
Obstacle: Developers and bankers won't be attracted to these areas and aren't sure about what kind of commitment there is to residential development in the area	What Can Be Done: Use incentives to attract a mix of housing and services • Market the area to property owners, real estate professionals, developers and lenders • Allow greater lot coverage • Waive or share impact fees for low income housing development • Provide and manage parking
Obstacle: Permit processing is difficult and time consuming and therefore expensive, detracting from the funds available for a proposed project	What Can Be Done: Prepare master plans for focus areas where development is wanted first • Answer the policy, environmental and capital improvement issues up front to ensure smooth permit processing in focus areas • Streamline the permit process and make regulations clear
Obstacle: People won't want to pay for the necessary incentives	What Can Be Done: Identify funding sources for improvements during the master plan process • Phase capital improvements over time • Provide information about the costs of continued high dependence on cars • Compare the future costs of not developing these corridors to the cost of providing public facilities and services to support residential and employment sprawl



THE CORRIDOR AS IT COULD BECOME

- Beautiful landscaped streets and good sidewalks encourage walkers, bike and transit riders (priority for street improvements given to transit routes)
- Overall density increases through building on vacant lots, second units on some existing lots or in existing houses and redevelopment in the focus areas
- Many residents live within walking distance of shopping. Frequent transit or trolley connections to all the city centers

The center of the Corridor has evolved from strip commercial into a people friendly commercial and residential area with a neighborhood center and small parks

- Landscaping consolidated in the public right of way and in small parks
- New buildings frame an interesting and human scale street
- Reduced parking requirements, parking under some buildings and shared driveways and parking lots allows increased development intensity
- Human-scale design precludes an abrupt change in scale from the higher density corridor area to the existing neighborhoods
- Density in the redeveloped focus areas shown reaches 15 units per acre or higher (predominantly 2 and 3 stories)
- Zoning changes allow higher density, greater lot coverage, and mixing of uses, and include new landscaping, parking, street and building standards (design guidelines and master plans ensure appropriate and integrated development)

On the north side and south sides of the corridor:

- Accessory units (small second homes) built on existing larger lots that meet recommended minimum standards (20 possible lots in this Corridor area)
- Infill in neighborhoods preserves neighborhood scale and takes design cues from surrounding historic houses (94 unbuild lots in the study area)
- Density on the north side of the corridor could reach 9 units per acre with 80% vacant single family lots built and 25% of possible accessory units built
- Density on the south side of the corridor could reach 6 units per acre with 80% of vacant single family lots built and 25% of possible accessory units built
- Average density for both neighborhood areas combined is 7.5 units per acre. Higher density could be reached if some new houses built on vacant lots were more than single family units, or if a larger percentage of accessory units were built
- Zoning changes include building design standards for accessory units, multifamily units, and second units in existing houses; and street standards, especially along transit routes

Steps to Take for High Density Residential Corridor Development

It is essential to provide a clear vision and outline steps to follow to make corridor development happen. Use of a physical design approach is crucial to show people the possibilities.

1. PICK A CORRIDOR AS A BEGINNING POINT FOR FOCUS. Choose a corridor that illustrates points that can be applied to other corridors, and which has good redevelopment potential. This brochure accomplishes Step 1.

2. PREPARE A MASTER PLAN FOR THE CORRIDOR. A MASTER PLAN MAY COVER THE ENTIRE CORRIDOR. MORE LIKELY WILL BE MASTER PLANNING FOR FOCUS AREAS. A MASTER PLAN SHOULD INCLUDE:

- Location, size, and type of land use
- Targeted residential densities
- Street improvements
- Location and amounts of off-street parking
- Public incentives for development in focus areas
- Parks and open spaces
- Phasing plan for capital improvements

Use site plans, eye level and aerial perspectives, street sections, elevations, and words to illustrate key concepts.

FOCUS AREAS

- Build on existing strengths (such as views) and magnets (such as Ralph's on the 4th/State corridor), or create new ones
- Group new development to get maximum benefit from public and private improvements and investment.
- Focus areas are a priority for street improvements and other capital facilities.

3. REVISE COMPREHENSIVE PLANS, ZONING, DEVELOPMENT STANDARDS, AND DESIGN GUIDELINES to allow and encourage corridor development. Comprehensive Plans should place priority on corridor development and capital improvements in the Capital Facilities Plans. Work with citizens and the development community to produce clear, concise language and graphics which describe the desired outcome. Zone for mixed use and use simple design guidelines to achieve desired building forms and patterns.

4. PLAN FOR THE USE AND TIMING OF PUBLIC INCENTIVES IN FOCUS AREAS. The suggested order is:

- Prepare site plans for focus areas which specify uses, development patterns and improvements so that development can be expedited.
- Identify, prioritize, and phase specific public street improvements in the Capital Facilities Plan.
- Conduct environmental review for focus areas so issues are resolved and individual development permits can go forward more quickly.
- Acquire parks and open space (if included).
- Build transit improvements.
- Waive or share impact fees for low income residential development.

5. MARKET MASTER PLANS AND FOCUS AREAS TO THE DEVELOPMENT COMMUNITY. Experiences from other successful communities suggest that aggressive marketing of focus areas by jurisdictions is needed for areas to redevelop as envisioned. Help make the process smooth so that the maximum amount of funds can be used on the project and not the process. If the zoning and master planning process has been completed with interest group involvement many of the concerns about development in the area should have already been answered.

Financing Options for Public Improvements

Local Improvement Districts • Property owners in an area receiving improvements agree to pay for a portion of the improvements. Concentrate improvements in focus areas of the corridor where intense residential, retail and office would share the costs.

Impact Fees • This fee imposed on new development can be collected and spent on roads, parks, schools and fire protection facilities. Fees to help pay for the cost of city facilities needed by new development. Collection of fees can be deferred to the end of the development process rather than at the point of project approval in order to decrease developer finance cost. Low income housing or "other types of public purpose buildings" can be exempt but the impact fees not collected for the exempt construction would have to be paid out of other funds.

Public/Private Partnerships • Combination of public funds and private development contributions could pay for: landscaping for low income housing, parking lots or garages, purchase and landscaping of park areas, planting of street trees and parking strips, transit shelters and bike racks.

Targeted Capital Facility Funds • Priority for funding improvements in the areas identified in master plans and target areas would be identified in the Capital Facilities Plans. Jurisdiction Capital Facilities Plans can give funding priority to projects in focus areas that they want to develop first.

Housing Funds • Using available federal, state, and local housing funds to encourage development of low and moderate income housing in corridor areas could provide needed housing in areas where there is easy access to jobs and services and where excellent transportation options decrease the need for car ownership. Programs that support and encourage affordable housing supply and ownership can be established, such as lease-purchase programs, public/private not for profit partnerships, and local housing finance programs.

Community Redevelopment Financing • Seattle and Spokane are pursuing in count the legality of this financing method. The idea is to use bonds to finance proposed improvements. As property values rise, due to new development spurred by improvements, the taxes collected on the difference between the value before improvements and the higher value are used to pay off the bonds.

This poster was produced by the Thurston Regional Planning Council through a grant from the Washington State Department of Transportation. The Thurston Regional Planning Council is a 15 member intergovernmental board made up of the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm, the towns of Bacoah and Rainier, Thurston County, the Port of Olympia, Intercity Transit, the Griffin, North Thurston, Olympia, and Tumwater school districts and the Washington State Capitol Committee. The TRPC mission is to "Provide Visionary Leadership on Regional Plans, Policies, and Issues." The primary functions of TRPC are to develop regional plans and policies for transportation, growth management, environmental quality and other topics determined by the Council.



5 ELEMENTS OF A WALKABLE URBAN CENTER



PEOPLE

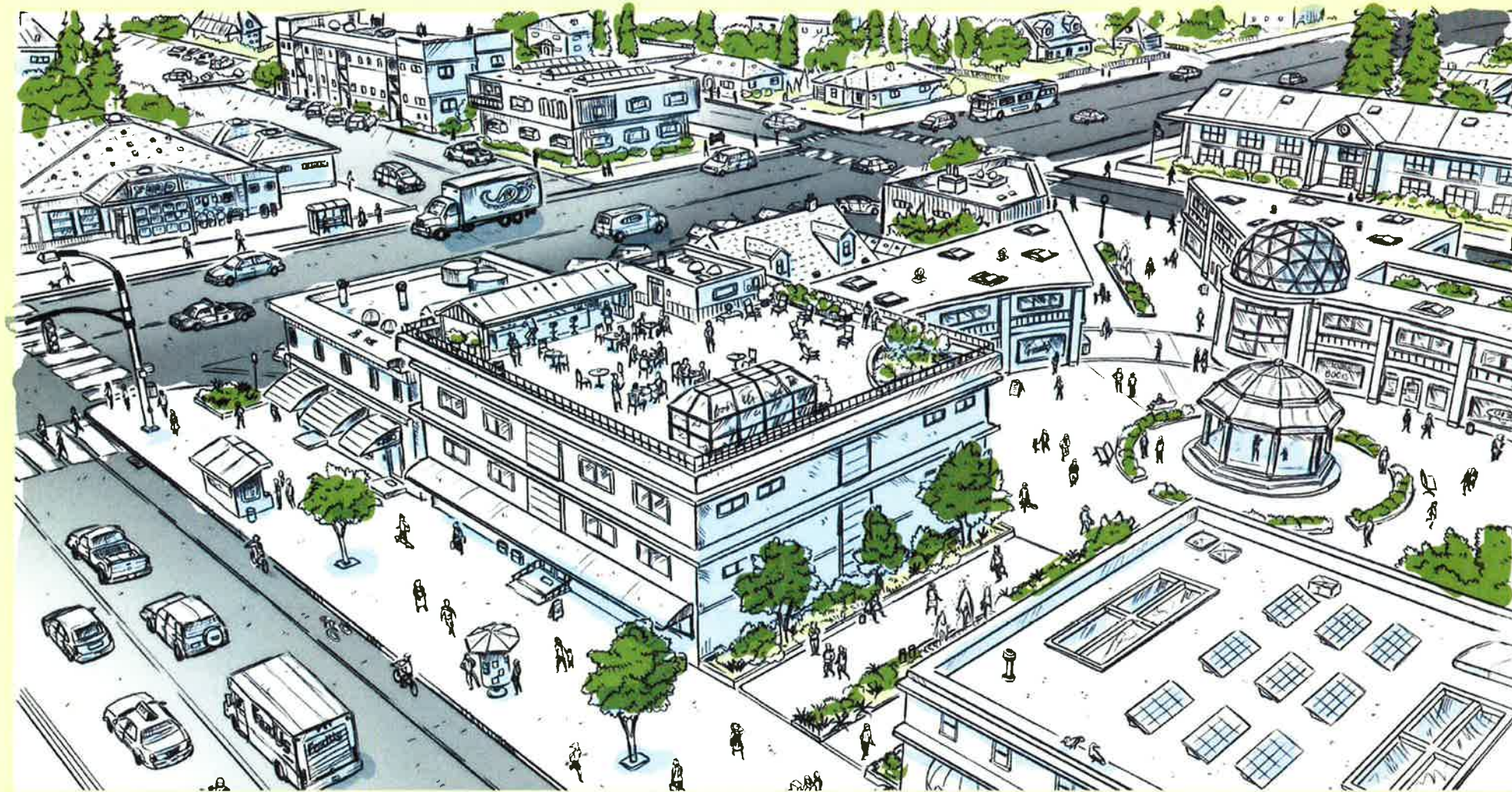
People living, working, shopping, and recreating in compact centers are an indicator of walkable urban places. People add vibrancy and liveliness to city streets, generating walk-up customers for local businesses and growing the market for more walkable urban development. It takes a concentration of people in a compact area to support the kind of activities that define a walkable urban center.

PUBLIC AMENITIES

Public investment in well-designed streets and sidewalks, parks and plazas, public buildings and civic institutions are key to the viability of walkable centers. The most urban of these walkable centers feature a prominent role for public transportation and station areas that enhance the public realm.

PARKING POLICY

Parking is a necessary part of walkable centers, but effective policies guide the price, supply, and design so that parking does not undermine an area's walkability. Free parking is minimized, parking supply requirements emphasize "maximum amounts" instead of "minimum amounts", and design standards locate parking behind buildings or within structures.



Why are we so interested in Walkable Urban Centers?

Walkable urban centers offer people a lifestyle option that is different than that offered elsewhere in our cities, suburbs, and rural communities. Walkable urban centers provide people with the opportunity to live, work, shop, and play without having to rely on driving to meet every daily need. Walkable urban centers attract 21st century jobs, and nurture innovation and social exchange. They are fertile ground for local businesses, artists, and other entrepreneurs. The array of housing choices offered

in these places meet the needs of many people in different stages of life, from the Millennial Generation to retired Boomers. Walkable urban centers are inherently more energy efficient than any other community development pattern, which is good for the environment and for household budgets. They offer an array of viable, active travel choices for people of all abilities and incomes, travel choices that reinforce healthy lifestyles and enable independence for those who don't drive.

Despite their benefits, walkable urban centers are not easy to create. Obstacles include high land prices and construction costs, difficult financing and fees, and cumbersome regulatory processes. Alignment of rent structures and other market forces is more difficult than it is for typical neighborhood and suburban development. Studies indicate, though, that there is pent-up demand for walkable urban lifestyle choices in the Thurston region, which is why cities continue to work to overcome these obstacles and increase this opportunity for area residents and businesses.

PROXIMITY

Walkable centers need a diversity of destinations and activities that are within walking distance of each other to support the needs of people who live and work there. This includes grocery stores and pharmacies, retail and services, entertainment venues and restaurants, parks and recreational opportunities, in addition to housing. Larger centers with a diversity of destinations and activities in close proximity allow more people to live a "car-lite lifestyle", offering a range of viable travel choices.

PHYSICAL FORM

Both public and private realms in successful walkable centers have physical forms that make walking a pleasant, safe, and convenient alternative to driving. Carefully designed sidewalks, transit stations, parks and streets are built on well-connected grids of short city blocks. Distinctive architectural details like windows, doors, awnings, and step-backs characterize buildings – most of which are multi-story with ground-floor uses oriented around retail or services. The public and private realms come together in walkable centers to create places that are welcoming to pedestrians and supportive of business and the local economy.