Getting to YIMBY: Building Support for Livable Communities

Environmental Benefit Statements (EBS) for Transit-Oriented Communities (TOC)

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GGLO
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Disciplines: Urban Design, Architecture, Landscape Architecture, Interior Design

Expertise: TOD, Mixed Use, Urban Infill, Affordable Housing, Suburban Town Centers, Research in Sustainable Urbanism and Building Performance

ASA ∙ Portland OR

Mt. Baker Station ∙ Seattle
Project Areas

Mt. Baker Station ∙ Seattle

Mt. Baker Station Area Workshop
Mt. Baker Station Area

65'

125'

Mt. Baker Station Area

Mt. Baker Station

Northgate
Roosevelt
University of Washington
South Lake Union
Westlake
Capitol Hill
Pioneer Square
Beacon Hill
Columbia City
Othello
Rainier Beach
SeaTac Airport
Roosevelt TOC

Station Scheduled to open 2020

- Roosevelt to Northgate Station: 3.5 minutes
- Roosevelt to Brooklyn Station: 2 minutes
- Roosevelt to Westlake Station: 10.5 minutes
- Roosevelt to SeaTac: 45 minutes
Roosevelt TOC

Existing Zoning
Roosevelt Station
Roosevelt Station
Roosevelt Station
Roosevelt Station
Roosevelt Station
Roosevelt Station
Roosevelt Station
Roosevelt Station
Roosevelt TOC

65’ or higher
Regional Context

“The Central Puget Sound region is projected to grow by 1.7 million people and 1.2 million jobs by 2040.”
Roosevelt EBS

TOC + Economics

TOC + Climate Change

Chart based on a model developed by the Center for Neighborhood Technology. The Pike/Pine neighborhood has higher residential density and more transit access than Roosevelt. Source: http://htaindex.cnt.org
Roosevelt EBS

TOC + Climate Change in Seattle

2010 Seattle City Council:
Set priority to be a **carbon neutral city by 2030**

2006 *Seattle Climate Action Plan*
“expand efforts to create **compact, green** urban neighborhoods.”

2009 *Climate Protection Initiative Progress Report* “combined challenges of accommodating growth and stopping climate change means we need to provide people with **real alternatives to driving.**”

2008 *Mitigating & Adapting to Climate Change* “...density-promoting measures are appropriate. Early targets include neighborhoods just outside of downtown... and within the urban villages.”

2007 *City Ordinance* - goal “reduce emissions of... greenhouse gases in Seattle to 30% of 1990 levels by 2024, and by 80% of 1990 levels by 2050... “Promote **densities, mixes of uses, and transportation improvements that support walking, and use of public transportation”**

**SDOT Strategic Plan**
“SDOT is shifting focus from an auto-oriented approach to one that **emphasizes walking, biking, and transit.**”

source: [http://htaindex.cnt.org](http://htaindex.cnt.org)
SEVEN TOC PERFORMANCE MEASURES

Residential density: This is the most important measure, because the number of people living near the transit station is the chief determinant of ridership. Goal: 15,000 housing units (average gross density of 30 units per acre).

Mix of uses: A complete community requires a balanced range of uses, and in particular, employment should not supplant housing. Goal: At least one housing unit for each employment unit.

Pedestrian and bicycle connectivity: Station area infrastructure should facilitate non-motorized transportation modes. Goals: High street network density; “complete streets” for all modes and abilities.

Housing affordability: The affordable access provided by transit should be available to all incomes. Goal: 25% of housing units affordable to households earning 80% of area median income (AMI); 10% of housing units affordable to households earning 50% of AMI.

Open space and green infrastructure: Preserving livability at higher densities requires ample open space and recreational areas, and ideally these amenities should strengthen the functioning of natural systems. Goals: Planning and funding for open space; low-impact development to minimize stormwater runoff.

Parking: Excess surface parking compromises urban design and degrades the pedestrian realm. Goals: Eliminate parking minimums; establish parking maximums where appropriate; prohibit surface parking lots.

Urban design: Thoughtfully designed buildings, streetscapes, and public spaces are essential for livable neighborhoods and preserving local character. Goal: Establish community-created design guidelines and standards for buildings and the public realm.
Roosevelt EBS · Density & Livability

These townhouses at the Rainier Vista mixed-use development in Seattle provide eight low and moderate-income homes on 0.5 acres for a net density of 14 units per acre.

The Salmon Creek mixed-use project at the Greenbridge development in White Center provides 34 low-income homes on 1.3 acres for a net density of 26 units per acre.

The Nia Apartments at the Greenbridge mixed-use development in White Center provide 82 low-income apartments on 1.39 acres for a net density of 59 units per acre.

The Stone Way Apartments mixed-use development in Seattle's Wallingford neighborhood provides 70 low-income apartments on 0.71 acres for a net density of 98 units per acre.

The Alcyone mixed-use development in Seattle's South Lake Union neighborhood provides 161 mixed-income apartments on 0.83 acres for a net density of 194 units per acre.

207 units/acre

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TOC = Leveraging Public $$$

Benefits of TOC Development

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<tr>
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<th>NC3-65</th>
<th>NC3-85</th>
<th>NC3-125</th>
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</thead>
<tbody>
<tr>
<td>Residential Units</td>
<td>344</td>
<td>457</td>
<td>459</td>
</tr>
<tr>
<td>Net Density (units/ac)</td>
<td>172</td>
<td>229</td>
<td>229</td>
</tr>
<tr>
<td>Av. Floor Plate (sf)</td>
<td>29,350</td>
<td>27,813</td>
<td>19,121</td>
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<tr>
<td>Floor-Area Ratio</td>
<td>4.7</td>
<td>5.8</td>
<td>5.8</td>
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<tr>
<td>Public Open Space (sf)</td>
<td>3,150</td>
<td>10,204</td>
<td>16,550</td>
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Raising building height limits enables the provision of more public open space.

The region is investing $120,000 per station-area household to bring light rail service to Roosevelt.
TRANSPORT-OrientED COMMUNITIES: A BLUEPRINT FOR WASHINGTON STATE

Futurewise | GGLO | Transportation Choices Coalition
The **CONTEXT** section outlines the political and policy context for planning for TOC, analyzes current population growth trends, and discusses new opportunities for rethinking station area planning.

The **EVIDENCE** section presents scientific evidence to support the linkages of social and environmental benefits to TOC, with a focus on cost of living and greenhouse gas emission reductions.

The **TYPOLOGY** section introduces a typology of station areas in the central Puget Sound region in order to analyze which stations are most likely to function as high-performing TOC, providing the greatest social and environmental benefits for their residents and the region.

The **MEASURES** section articulates performance goals and measures to create high-performing TOC capable of maximizing the potential for social and environmental benefit.

The **ACTION** section lays out specific policy actions that are needed at the local, regional, state and federal level to support the creation of more high-performing TOC.

Finally, the **APPENDICES** provide a description of data assumptions used in this report and a glossary of key terms and acronyms.
Resources

Transit-Oriented Communities: A Blueprint for Washington State
www.gglo.com/insight/blueprint.aspx
10 MB download

Roosevelt TOC · EBS
request copy here: www.gglo.com/insight/ebs.aspx
or contact: Don Vehige · dvehige@gglo.com · 206.902.5484

South Lake Union Urban Center · EBS
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