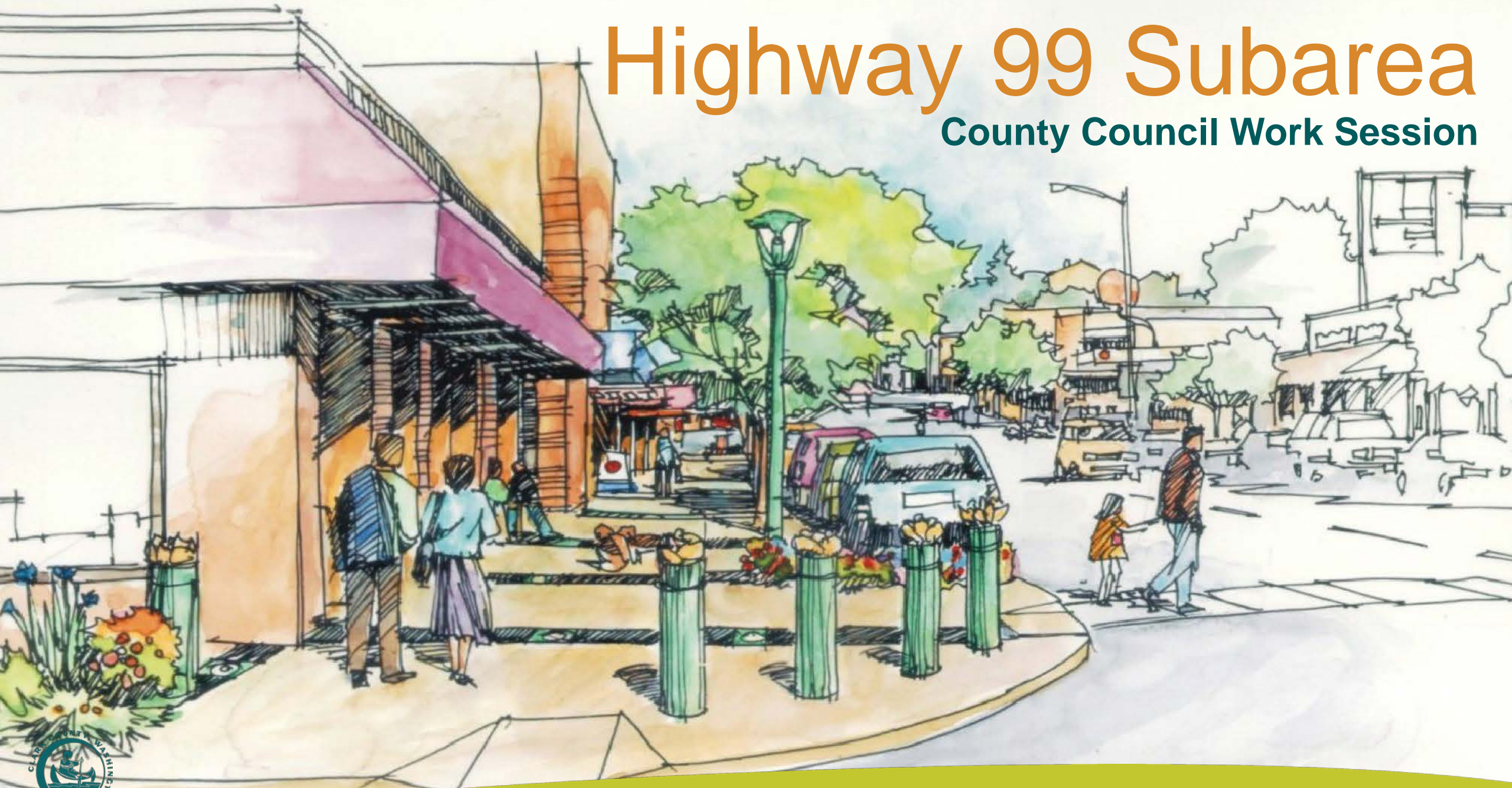


# Highway 99 Subarea

County Council Work Session



# Agenda

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- What is a subarea plan?
- What are the opportunities?
- How did we get here?
- Highway 99 Subarea Plan
- Implementation strategies
- How are we doing?

*“To revitalize historic Hazel Dell as a vital, attractive, cohesive, prosperous, accessible, safe community and destination in which to work, shop, live, and play.” — Team 99*

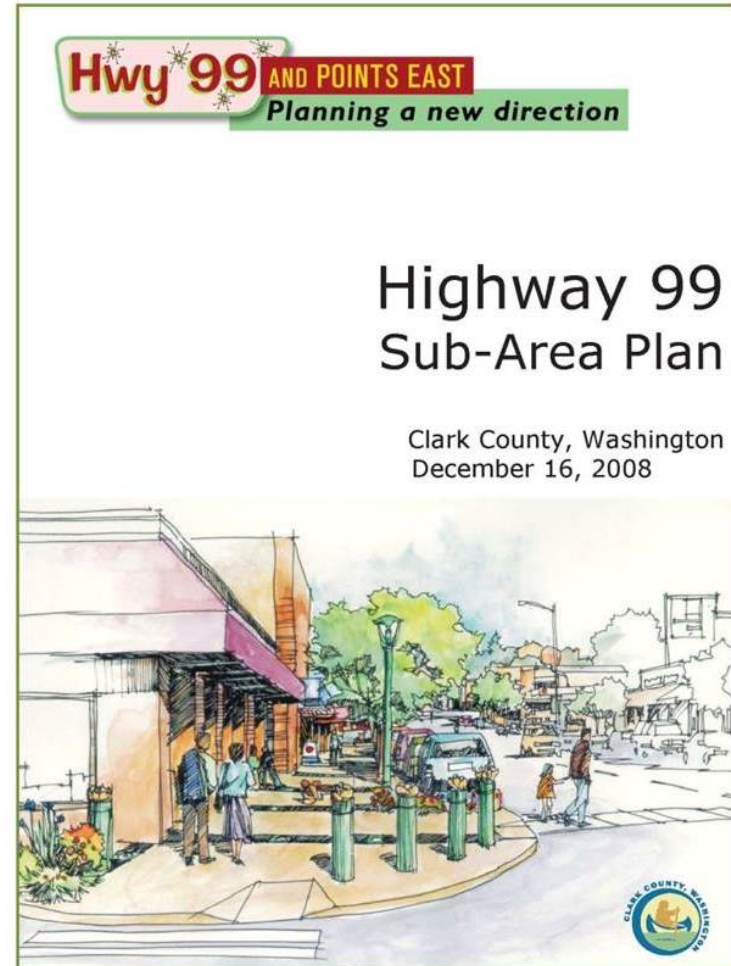




# What is a subarea plan?

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- Articulates a vision for the future
- Guides growth and redevelopment
- Provides a mechanism to coordinate public and private investment

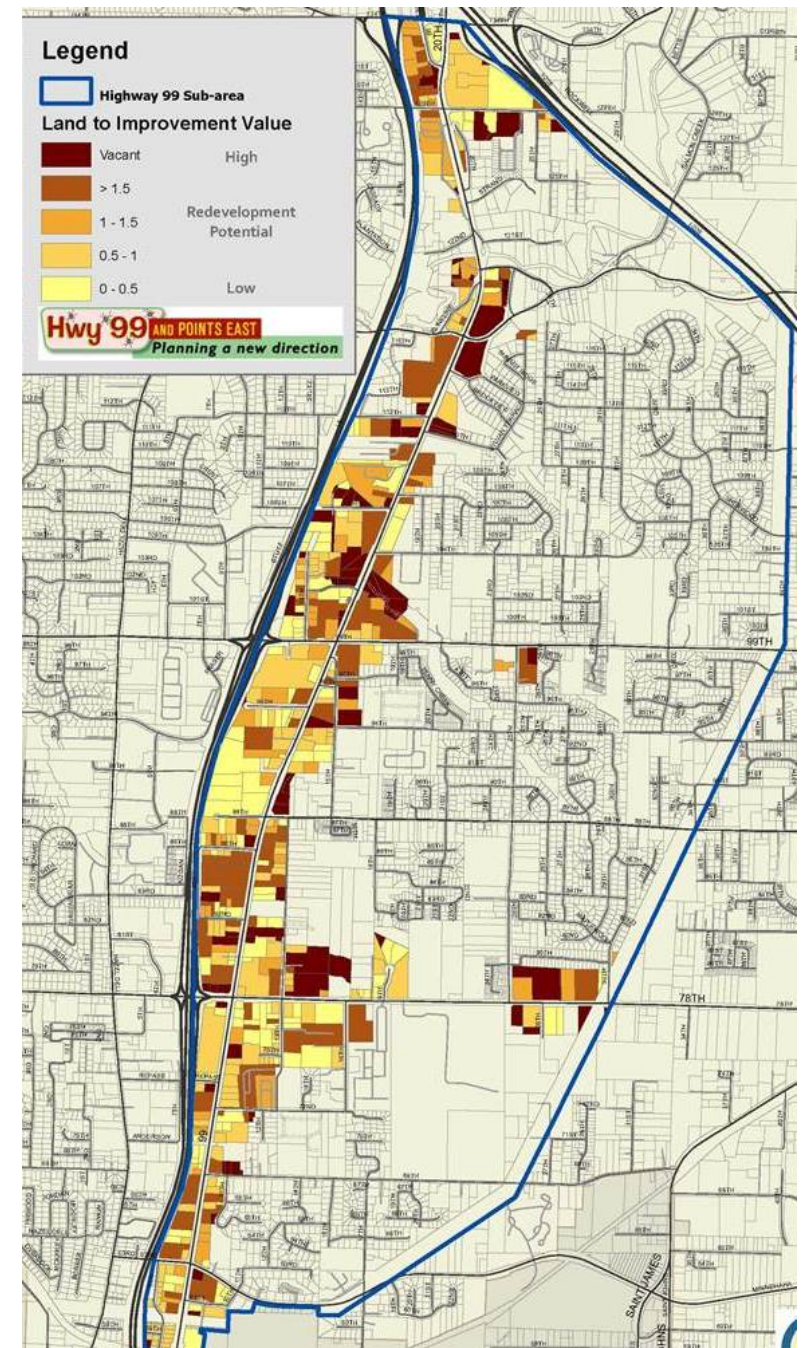


# What are the opportunities?



*“Today we begin an adventure that is more than roads and cars, but will determine what our community will look like in 20, 30, 40, and more years.”*

— Commissioner Betty Sue Morris, 2007





# How did we get here?

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## Team 99 – Revitalization Effort

- Hazel Dell/Salmon Creek Business Association
- Property owners
- Clark County Fire District 6
- Clark Regional Wastewater
- Clark County
- Neighborhood associations



# How did we get here?

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## Planning History

- 2001 Riley survey
- 2002 Stakeholder interviews
- 2004 Action plan
- 2005 Walkable Communities workshop
- 2006 Highway 99 Concept Plan
- 2007 Community Design Forum
- **2008 Highway 99 Subarea Plan**
- **2009 Title 40 Appendix F**
- **2010 Transportation Impact Fee incentives**
- **2010 SEPA Planned Action**
- 2010 Heritage Farm Master Plan



# Highway 99 Subarea Plan

- Highway 99 was the first subarea plan within the Three Creeks Special Planning Area
- Focused public investment area
- Result of nine years of community planning



# Highway 99 Subarea Plan

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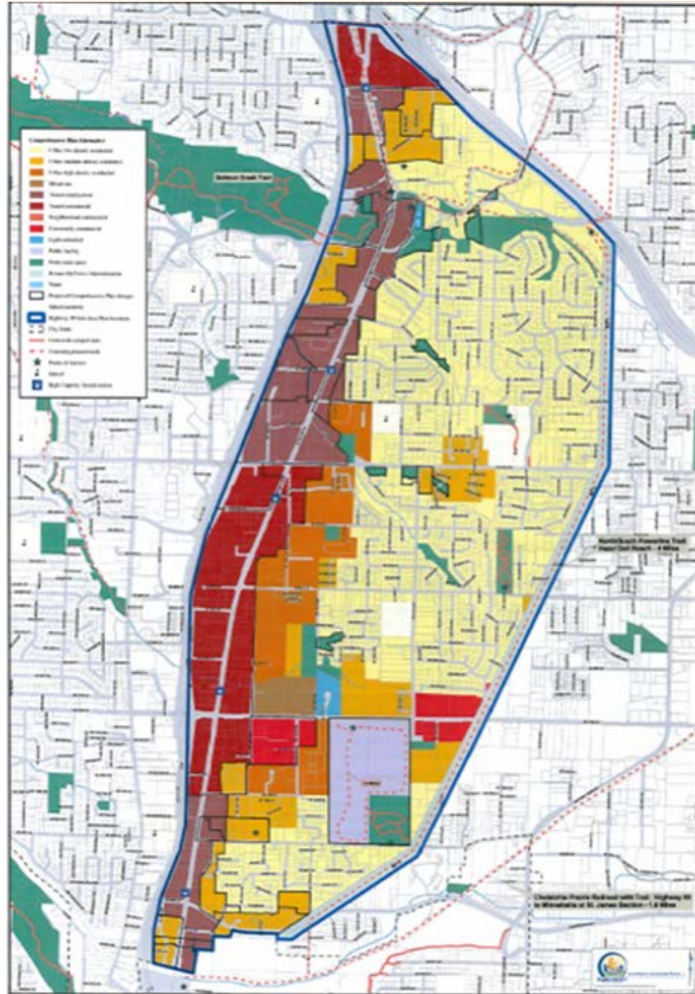
## Focused look

- Land use and zoning
- Design standards
- Historical and cultural resources
- Recreational opportunities
- Redevelopment incentives
- Transportation facilities, access and circulation
- Infrastructure and funding





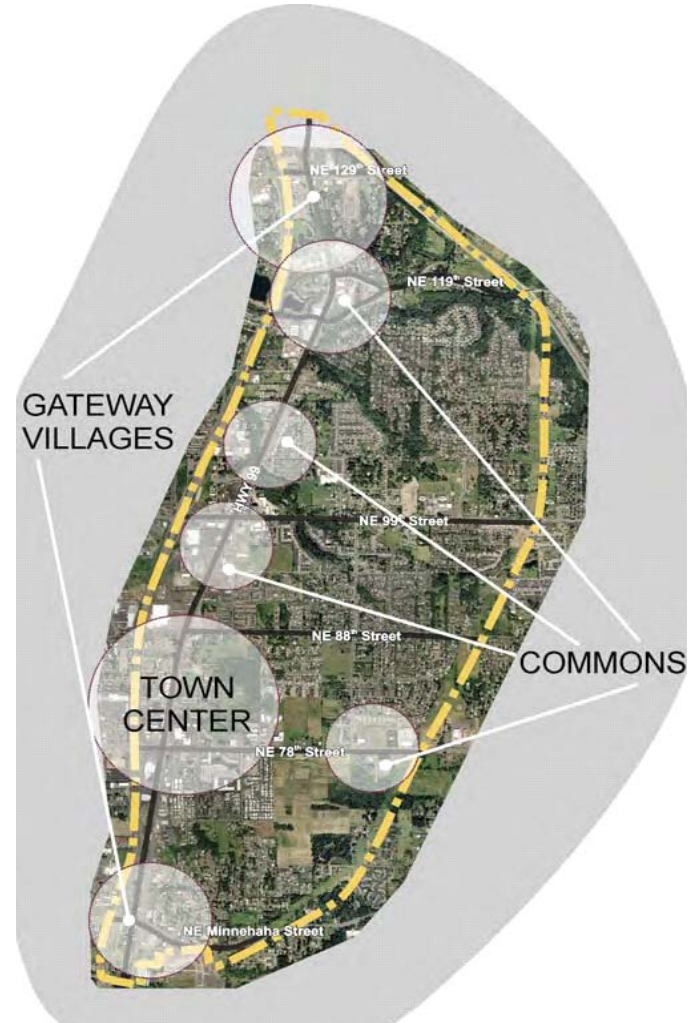
# Highway 99 Subarea Plan



**Planning elements**

- Building design standards
- Parking standards
- Courty/WSU site improvements
- Supports high capacity transit
- Pedestrian/bike circulation and investment
- Park and trail investment
- Heritage trails
- Gateway-entry features
- Highway 99 Improvements (Rosa to 129th St.)
- Comprehensive Growth Plan changes

— none ○ light ◐ medium ● complete



# Implementation strategies

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- Comprehensive Plan – Subarea Plan
- Development incentives
  - Transportation impact fee incentives
  - Planned Action Ordinance – SEPA
- Form-based design approach – Title 40 Appendix F
- Capital Facility Plans – parks, roads, bikes, pedestrian
- Heritage Farm Master Plan



# How are we doing?

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## Transportation impact fee incentives

1. 10 percent average daily trip reduction for locating development within half-mile of transit stop with frequency of 30 minutes or better during peak hours
2. Up to \$1,500 TIF credit per approved/installed amenity
  - Pedestrian furniture
  - Bicycle racks
  - Pedestrian-scaled lighting
  - Informational kiosks
  - Transit shelters





# How are we doing?

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## Transportation impact fee incentives, cont.

3. TIF credits for signalization improvements
4. Additional 5 percent business enhancement factor for under-represented uses
5. Additional 10 percent average daily trip reduction for all development located in an activity center

ORD 2010-07-07



# How are we doing?

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## Planned Action under SEPA

- Streamlines the review process – SEPA is satisfied
- Combines environmental analysis with land use planning
- Saves time and fees

ORD 2010-07-16



# How are we doing?

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## General principles

- More choices
- Balance residential products
- Compact development
- Unique attributes
- Easy walking distance
- Open spaces
- Public spaces
- Sustainability

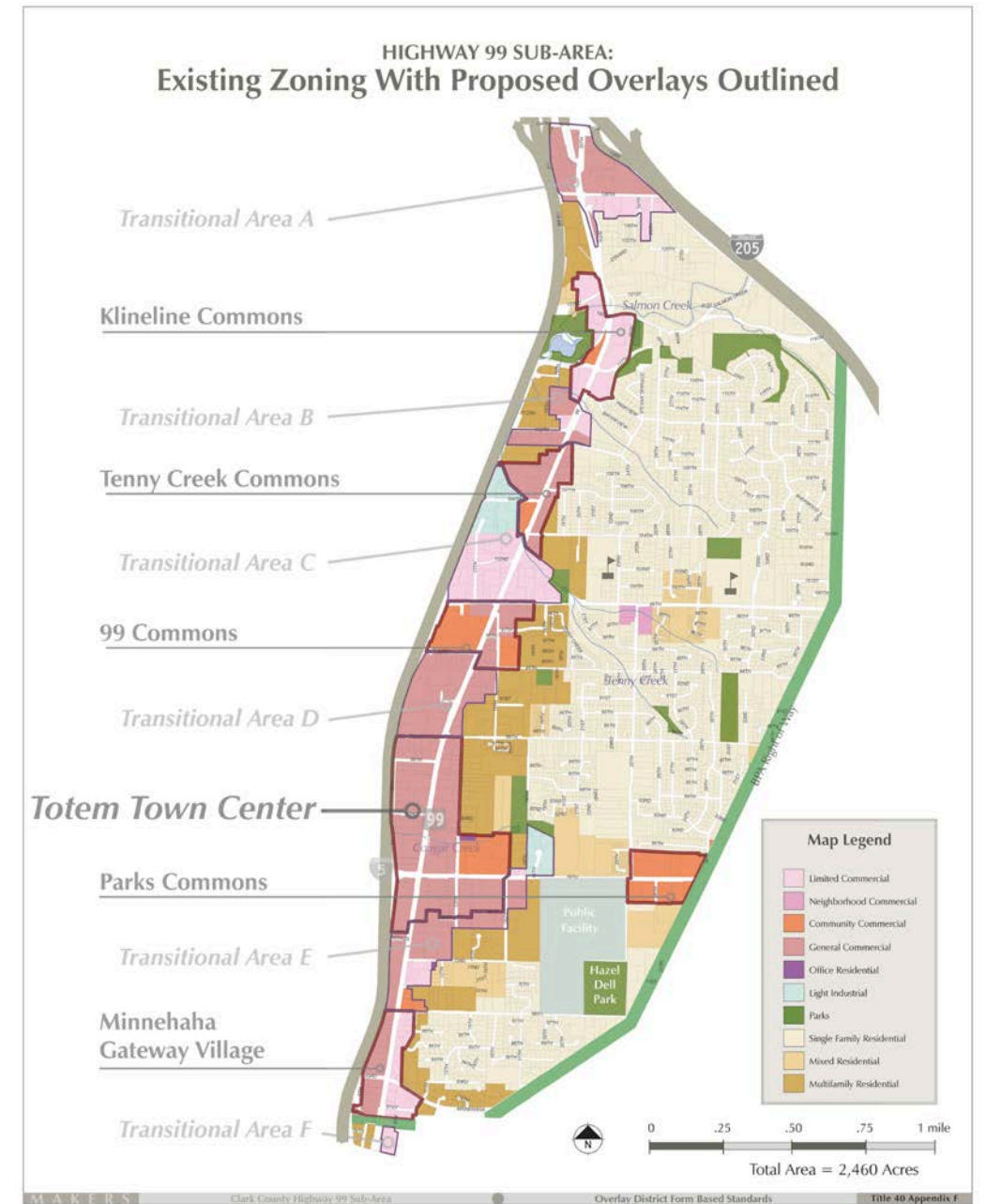
Title 40 Appendix F - ORD 2009-12-16





# How are we doing?

- Activity centers
- Transitional areas
- Residential areas
- Heritage Farm
- Site, signs, streets and trails



# Development Example: TOTEM TOWN CENTER



DEVELOPMENT EXAMPLE 3-D VIEW



EXISTING CONDITIONS AND WETLAND/BUFFER BOUNDARY

This is just an EXAMPLE and intended to illustrate what the area might look like in 20 years if developed consistent with the proposed development standards (with a few adjustments).  
It is assumed in this example scenario that the area would be redeveloped in phases, with multi-story mixed-use buildings constructed in later phases.

Wide, tree-lined sidewalks, with storefront retail



Creation of a new and lively Storefront Street makes up for the large parking area along NE 78th Street



Mixed-use development with retail on ground floor and residential or office above



Development configured to use wetland as an amenity; locate trail along edge



Townhouses fronting on internal street



Private internal access road designed to look like a public street



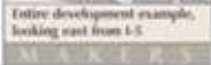
Pedestrian-oriented space integrated with development



Distinctive building corners



Attractive pathways and landscaping in large parking lots





# How are we doing?

### Façade Articulation

**Commercial**

**INTENTION:** To reduce the scale of large buildings and add visual interest.

**Commercial Façades:** Incorporate 2 or 3 articulation features from a list of options at no more than 40' intervals (Storefronts) and 60' intervals for all other façades. See page 76-77 for details.

**Multifamily Façades:** Include 3 articulation features from a list of options at no more than 30' intervals. See page 79 for details.

**Multifamily**

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### Maximum Façade Width Checklist

**INTENTION:** To break up massing of large-scale building and add visual interest.

Façades wider than 120 feet shall incorporate at least one of three design features to meet the standards. See page 81 for details.

**Building Details**

**INTENTION:** To encourage the incorporation of design details and small-scale elements into building façades that are attractive at a pedestrian scale.

The façades of non-residential and mixed-use buildings shall employ at least one detail element from each of three categories for each façade facing a street and containing a public entry:

- Window and/or entry treatment
- Building elements and facade details
- Building materials and other facade elements

See page 83-85 for details.

### Principal Arterial Street Design

**OBJECTIVE:** To upgrade Highway 99 and NE 78th Street as attractive and tree-lined boulevards that safely accommodate multiple modes of travel and feature comfortable sidewalks buffered from vehicular traffic.

Four optional sidewalk planting designs:

**Desirable boulevards and examples:**

**Minor Arterial Street Design**

**OBJECTIVE:** To provide for attractive, tree-lined multi-modal street design that accommodates vehicular, transit, bicycle, and pedestrian traffic.

- Sidewalks are 8' wide in Activity Centers and Multifamily areas and 6' elsewhere.
- In storefront settings, planting steps could be exchanged for wider trees placed in grass.
- Median and low-lane pocket locations to be planned on a case-by-case basis and coordinated with local property and business owners.

(See Chapter 9.4 in Draft Standards)

Trail	Trail Design	Trail Intent, Description
<b>Heritage Trails and other on-street trail routes</b>	Trail will design per applicable street design standards.	Existing paths that highlight area history and unique features.
1. Salmon Creek Trails	Proposed shared use path.	Part of a regional trail that connects several parks and neighborhoods with the office campus, East House & Ballpark.
2. SPA ROW Trail	Proposed shared use path.	This could become a regional trail that extends the entire length of the sub-area & beyond.
3. Tenny Creek West Trails	Existing path, trail widening, or flexible trail, depending on site use and program design.	intended for a series of trails built along the edge of Tenny Creek, primarily on the east side of the sub-area to connect to other developments in the area.
4. Tenny Creek East Trails	Existing path, trail widening, or flexible trail, depending on site use and program design.	intended for a series of trails built along the edge of Tenny Creek, primarily on the east side of the sub-area to connect to other developments in the area.
5. Coogor Creek Trails	Shared use path.	intended for a series of trails built along the edge of Coogor Creek, primarily on the east side of the sub-area to connect to other developments in the area.
6. Public Facility Trails	Proposed shared use path.	Trail will serve as a recreational amenity and provide a pedestrian connection between SPA and SPA.

**Trail Examples**

**Map Legend:**

- Existing Trails (dashed line)
- Designated Heritage Trail Routes (dotted line)
- Proposed Trails (solid line)
- Creeks
- Bodies of Water
- Parks
- Other Public Open Space
- Activity Center Overlay

10 minute walk, 1/4 mile







Chuck's Produce









McDonald's, LLC.





Chuck's Produce







# How are we doing?

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## Public improvements

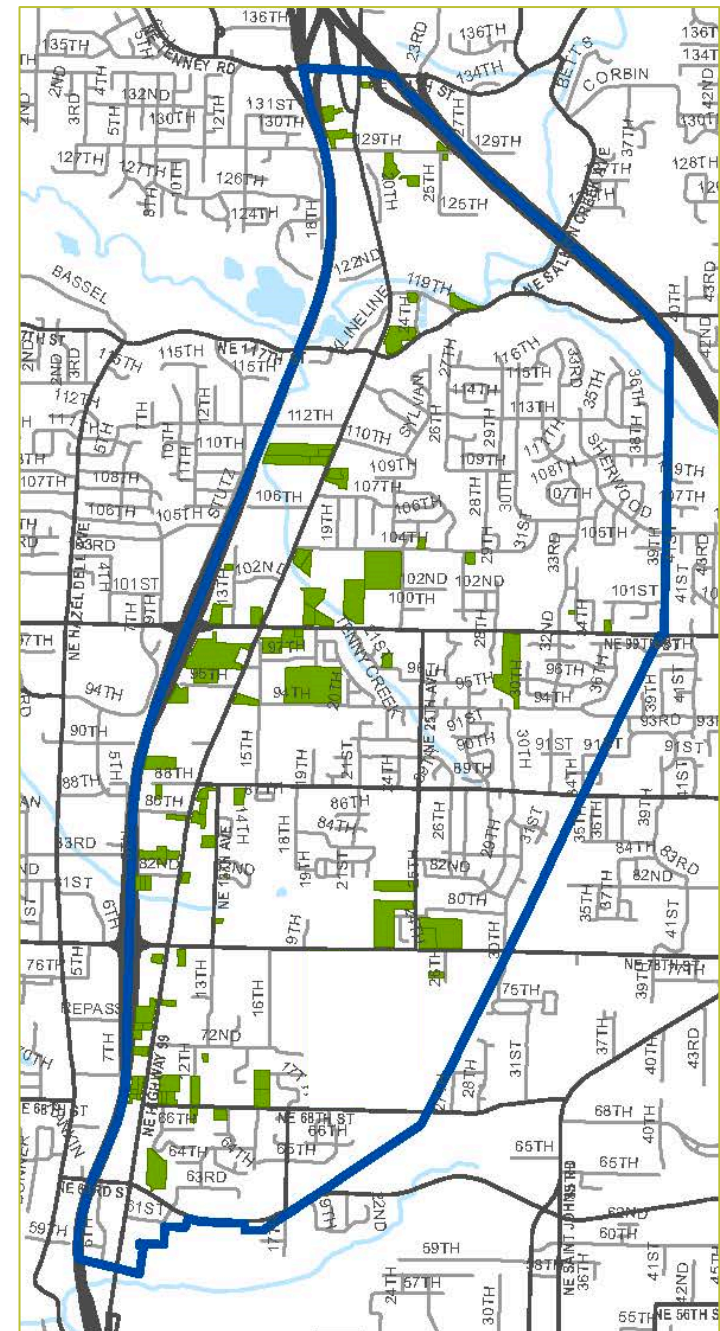
- 2008 Tenny Creek Park
- 2008 Kline/Salmon Creek Bridge
- 2011 Northeast 88<sup>th</sup> St. improvement project
- 2011 LaLonde Neighborhood Park
- 2012-16 Highway 99 VAST Program
- 2012-16 Heritage Farm improvements
- 2014-17 Highway 99 safety improvement projects





# How are we doing?

## Private investments





# Thank you!

## Comments and questions

Clark County Public Service Center  
1300 Franklin Street • PO Box 5000  
Vancouver, WA 98666-5000

