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 trolley lines 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.

FOCUS AREA: Ralph’s Thriftway as Neighborhood Center

Ralph’s area is a traditional neighborhood center that includes additional commercial development, high density housing, and a park. 170 new housing units bring over 500 new people into the area, or a density of 18 units per acre.

Pedestrian and Transit Amenities
- Frequent transite/hivals serve the corridor
- Bike lanes are provided
- Streets and streets on both sides of 6th and main streets to provide for pedestrian movement
- Transit stops on main streets to provide for pedestrian movement
- Increased safety for pedestrians
- Pedestrian crossings alert drivers to pedestrian activity.

Village Park to southeast of Ralph’s

Commerical Building Design
- All commercial buildings front on W 2nd and W 3rd streets and are connected through pedestrian bridges.
- Streets and sidewalks are provided for pedestrian movement.
- Pedestrian crossings alert drivers to pedestrian activity.

Corridor Streets
- Beautiful streets attract people and businesses
- Trees shade streets
- Sidewalks are wide and pedestrian friendly
- Streets are lined with trees
- Streets are lined with trees
- Trees provide shade and are pedestrian friendly
- Pedestrian crossings alert drivers to pedestrian activity.
OBLASTS TO CORRIDOR DEVELOPMENT AND WHAT CAN BE DONE TO OVERCOME THEM

**Oblasts**

*People can’t imagine wanting to live on any of the corridors.*

**What Can Be Done?**

Prepare design and master plans that show how these areas can become.

* Streets aren’t pleasant for pedestrians and don’t meet the needs of riders and skaters.*

**What Can Be Done?**

Add sidewalks, planting and bike lanes to streets so they create an inviting and safe atmosphere for bike use as well as reduce accidents.

*Too many people (living within walking distance (0.4 miles or 0.6 for 1 mile) for the major transit routes, reaching to live in few years.*

**What Can Be Done?**

Allow higher density living within 1.5 mile of the major corridors. Encourage sensitively designed infill and rejuvenate to increase density.

*Zoning limits don’t allow or encourage higher density housing in these areas.*

**What Can Be Done?**

Make sure Comprehensive Plan policies, Capital Center Plan policies and zoning regulations allow and encourage the High Density Residential Corridor to develop. Identify other incentives that the protections can provide to make sure above ground building is.

**Obstacles**

*Citizens feel increased density.*

**What Can Be Done?**

Provide examples of high density quality: Walkable neighborhood streets and open space accommodate high density. Include pictures of the kind of development wanted in plans and encourage to make sure city markets between the buildings.

**Obstacles**

*Concerned citizens of the Thurston County region recently helped prepare a new Regional Transportation Plan. This Plan was adopted in 1996 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 share drive trips from the current 86% in 1990 to 30%. As more people are to walk, ride their bikes, use transit and share rides, more effort and dollars must go to safe streets.مَعْطَأَتُ الْكُلِّ _

**Obstacles**

*Citizens will be concerned about more cars and traffic in the neighborhoods.*

**What Can Be Done?**

Provide transportation alternatives in the area, such as transit/bicycle service, bike racks and good sidewalks. Provide information on how people prefer to walk the development corridor and connect to the development centers.

**Obstacles**

*Developers and bankers won’t be attracted to these areas and everyone else are sure what kind of development is proper at this time.*

**What Can Be Done?**

Use incentives to attract a mix of housing and services. Whatever the area to property owners, real estate professionals, developers and lenders. Allow greater lot coverage, urban conditions that limit for low income housing development (like parking). Provide incentives for land use changes.

**What Can Be Done?**

Flexible permitting is difficult and time consuming and therefore requires specific, obtaining the facilities for the proposed project.

**What Can Be Done?**

Prepare master plans for future areas where an urban area is allowed, and fund more projects for higher density development that can serve this corridor to the best of the development policies and services to residents and supported and implemented plans.

**Obstacles**

*Citizens won’t pay the costs for the necessary incentives.*

**What Can Be Done?**

Identify funding sources for instruments during the master plan process. Plan for capital improvements over time. Provide information about the costs of continued high dependence on car and the potential need for future development and transportation plan.

**Steps to Take for High Density Residential Corridor Development**

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

1. **Pick a Corridor as a beginning point for Focus**. Choose a corridor that illustrates the pros and cons to other corridors and gives the corridor a place in the Capital System. This corridor falls within the City center.

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 Guidelines:

   - Location, size, and type of land use
   - Targeted residential districts
   - Street improvements
   - Parks and open space
   - Public transportation for transit in focus areas
   - Parks and open space
   - Planning for bi-level improvements Use site plans, earth level and aerial perspectives, street sections, elevations, and views to illustrate key concepts.

3. **FOCUS AREAS**

   - Build on existing strengths (such as views and urban parks) (such as the 40th/Lakeside corridor, or cousins of the area)
   - Group new developments to get maximum benefits from public and private improvements and transportation.
   - Prioritize areas for street improvements and other capital projects.

4. **REVIEW COMPREHENSIVE PLANS, ZONING, DEVELOPMENT STANDARDS, AND DESIGN GUIDELINES**

   - Review and encourage corridor development. Comprehensive Plans should place priority on corridors of development. Work with citizens and the development community to produce clear, concise language and graphics which describe the desired outcomes. Zone for limited use and use simple design guidelines to achieve desired building forms and patterns.

5. **PERSONAL INTERESTS**

   - Protect site plans for focus areas which specify, design, development, and design improvements that are being developed. Encourage them to do more than just technical improvements. Use site plans, earth level and aerial perspectives, street sections, elevations, and views to illustrate key concepts.

6. **MARKET MASTER PLANS AND FOCUS AREAS TO THE DEVELOPMENT COMMUNITY**

   - Experience from other successful corridor managers that supports building of focus areas by professionals and individuals for a corridor to develop. Help make the process smooth so that the maximum amount of funds can be used on the project and not the process. The city and master planning process has been complete with interest group development of the corridor (area) should already been arrived at.

**Financing Options for Public Improvements**

**Local Improvement Districts**

Property owners in an area receiving improvements agree to pay for a portion of the improvements. Consistent improvements in focus areas the corridor’s entire reliable and effort would share the costs.

**Impact Fees**

This is the improved new development will be collected on streets, parks, schools and fire protection districts. Find does not have to be the cost of the buildings. Collection is deferred to the end of the development process rather than the time of the project approach in order to increase development cost. Income tax law or “type of public purposes buildings” can cover the impact fees cost collected for the corridor construction. While there is not cost to the other off off roads.

**Public/Private Partnerships**

The combination of public and private development contributions could pay for land acquisition, low income housing, parking lots or parks, and land development costs. Includes plans for the corridor to develop in a corridor to develop. Public improvements need to be an off of other roads.

**Targeted Capital Facilities Fund**

A Priority for funding improvements in the area (city to corridor area) boundaries is in the Capital Facilities Plans. Important facilities can be funded parallel to the development approach in order to increase development cost. Income tax law or “type of public purposes buildings” can cover the impact fees cost collected for the corridor construction. While there is not cost to the other off off roads.

**Community Redevelopment Financing**

State and federal loans are generally intended to provide both physical improvement of neighborhoods and investment in an area. Some loans are for the corridor to develop in a corridor to develop. Public improvements need to be an off of other roads.

These are a few options to consider in financing the corridor's development.