

Sound Transit TOD

PSRC Webinar

October 2026



What we do

Sound Transit's role in our region includes delivering great **transit-oriented development** alongside our transit investments.

TOD creates livable spaces around transit by supporting opportunities for development and affordable housing near our stations.

The Community Development Division at Sound Transit supports vibrant neighborhoods with direct access to transit.

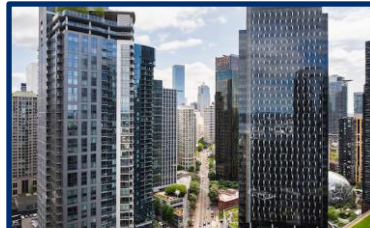


A growing portfolio

Our team implements a **diverse set of transit-oriented development programs** to foster vibrant, livable communities around transit.



**Surplus Property
Development**



**Integrated Joint
Development**



**Planning for
Community TOD**



**Retail and
Community
Activation**

Rooted in equity and affordability

80

≥80%
suitable
surplus
property
offered

80

≥80%
affordable
units

80

serve
households
earning
≤80% AMI

State-adopted RCW81.112.350

Board-adopted Equitable TOD Policy



Engage Community and
Partner Agencies



Integrate TOD Early



Intentional Affordable
Housing Discounting

Projects in construction

The Briar



**Spring District Station
Bellevue, WA**

Planned opening: 2027

Kent Multicultural Village



**Kent Des Moines Station
Kent, WA**

Planned opening: 2028

Prisma



**Overlake Village Station
Redmond, WA**

Planned opening: 2029

ST is already a national leader in TOD



3,879

total homes built or
in process



2,884

affordable homes
built or in process



30

developer &
community-based
partners



14

stations with
completed or
planned projects



...and is poised for major growth with ST3

3x

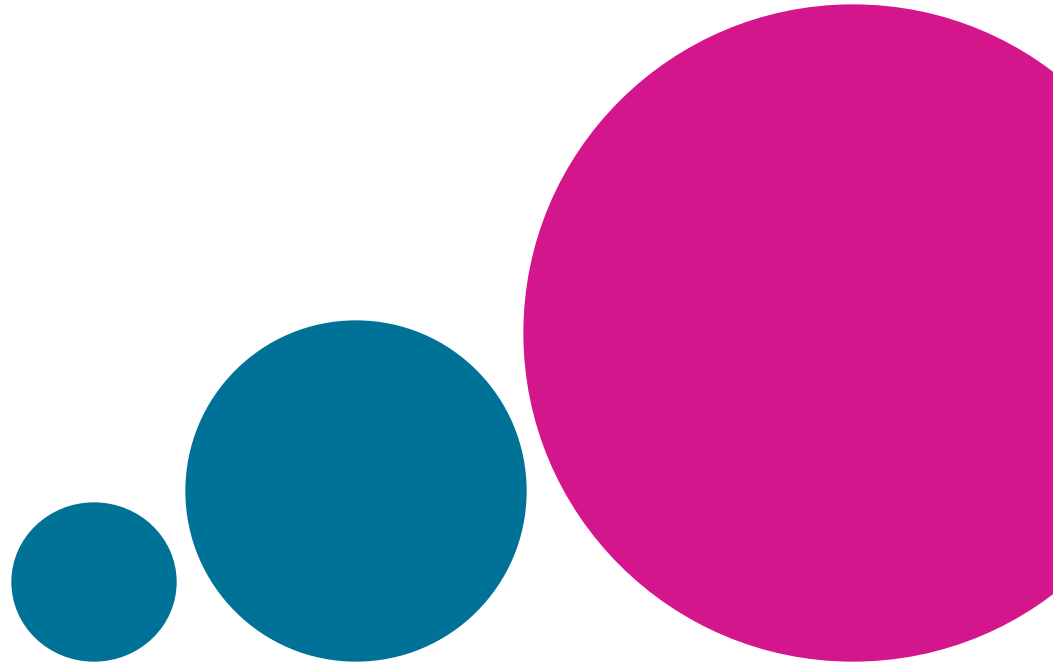
Future total sites

4x

Increase in
potential units

6-10x

Increase in
potential value
capture



Looking Ahead

TOD Strategic Plan

ST3 lays out a bold vision for TOD. The TOD strategic plan is a foundation to ensure ST delivers on that vision, working together with communities and partners to shape the path forward.

Resources & Capacity



Increasing our output and planning for 5-year portfolio tranches

Preparing for Integrated Joint Dev.



Continuing to discount to maximize affordable housing, while creating flexibility for IJD

Policy & Program Recommendations



Proposals for value capture and other changes that create new opportunities

Preparing new offerings

Affordable Homeownership



Mt. Baker A & Roosevelt C
Seattle, WA
Planned transfer: 2027

Mt. Baker



Mt. Baker Site B
Seattle, WA
Planned offering: 2027-2028

Marymoor Village



Marymoor Village Station
Redmond, WA
Planned offering: 2028

Activating stations



An emerging retail strategy



World Cup pilot opportunities



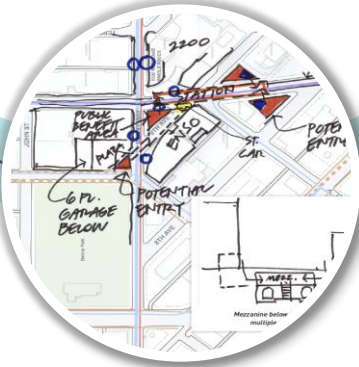
Hot dog vendor in Federal Way

Planning for future TOD sites



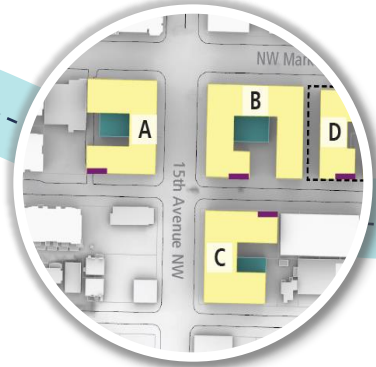
Phase 1:
Development propensity analysis
informs station location

Phase 1 & 2:
Initial station planning and urban design concept
informs station footprint



Phase 2 & 3:
Station design and footprint defines
potential TOD opportunity sites

Phase 2 & 3:
Feasibility and test fit
on potential TOD opportunity sites



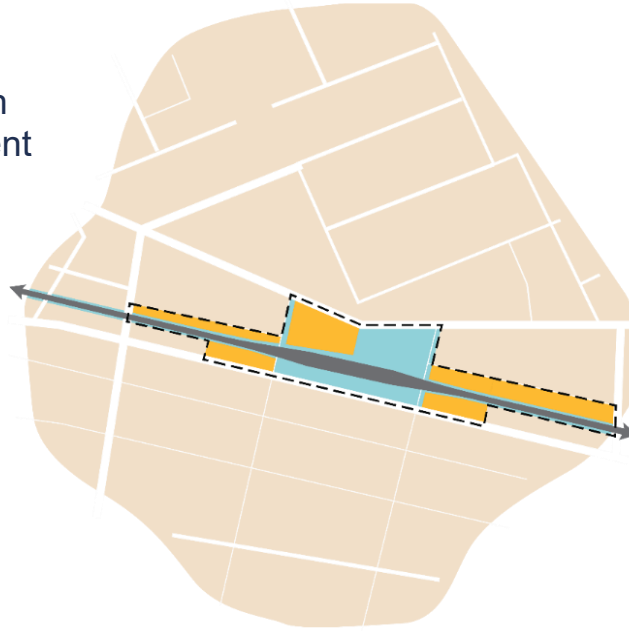
Planning for Community TOD

Development types around station areas

Integrated Development
Station overbuilds including through air rights and integrated development

Surplus Sites Development
Surplus sites may be redeveloped after construction needs are done

Surrounding Area Development
Area within 10 -15 minutes walking distance to station



Artspace Mount Baker Lofts



Photo: Artspace

Mercy Housing Gardner House



Early Planning for TOD



Sound Transit collaborates with **jurisdictional partners** to encourage best practices that **maximize TOD potential**.

Sound Transit is a growing resource for implementing TOD, including:

- **Model Code Partnership with local governments**
- **Anti-displacement strategies**
- **Expanding financing tools for early acquisitions**

TOD Toolkit



FTA Transit-Oriented Development Pilot Program Grant

Model Code Partnership

**To support corridor-wide adoption of
best practices for:**

- Transit-oriented development
- Multi-modal connectivity
- Public-private partnerships
- Economic development
- Affordable housing

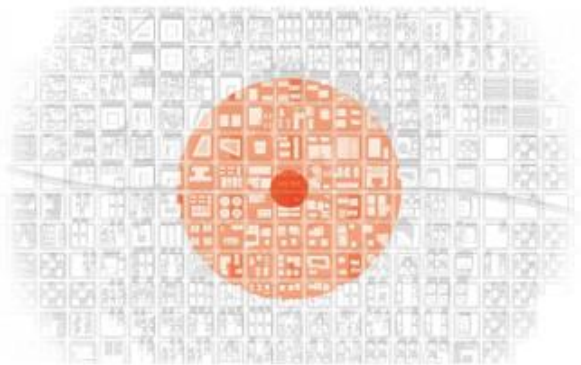


Document Organization and Flow

- 1. Purpose and Introduction**
 - 2. Urban Design and Placekeeping**
 - 3. Station Area Land Use and Built Form**
 - Zoning, Parking, Transportation Demand Management, and Anti-Displacement Strategies
 - 4. Multimodal Streets**
 - 5. Resilient Infrastructure and Green Building**
- Engagement Resources Throughout*
- Appendix with Implementing Regulations*

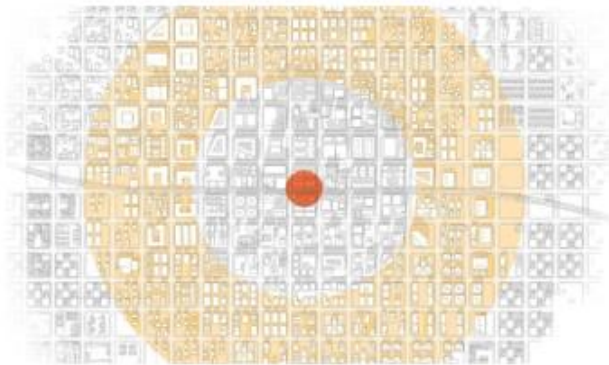


Land Use and Built Form: TOD Zones



Center Core

Mixed-Use, High-Rise
¼ mile from station



Outer Core

Mixed-Use, Mid-Rise
Between ¼ and ½ mile
from station



Transitional

Mixed-Use, Low-Rise
Outer edge of station
area



Engagement Resources

- ☐ What is **transit-oriented development**?
- ☐ How does **stormwater** work?
- ☐ How does growth management work in Washington (**GMA and growth targets**)?
- ☐ What is **placemaking/placekeeping**? How does this approach improve **livability** and **quality of life** in communities?
- ☐ How do **sidewalks** get built?
- ☐ How do we **design for safety** and crime prevention (**CPTED**)?
- ☐ What are **road diets** and why do they work?
- ☐ What are benefits of **multi-modal** transportation networks and **complete streets**?
- ☐ How can we make streets **safer** for **pedestrians**?

Transit-Oriented Development

- TOD is the creation of compact, walkable neighborhoods centered around transit.
- TOD encourages a variety of land uses, especially housing and neighborhood-serving businesses.
- Locating homes, businesses, and services close to transit is beneficial because it can lower household transportation costs, traffic, and pollution.



[Video reference: "A partnership for good: Cedar Crossing"](#)

Thank you.



 [*soundtransit.org*](https://soundtransit.org)

