

Everett Link Extension



***Puget Sound Regional Council
TOD Committee
December 20, 2024***



Voter-approved system

Link light rail 1 2 3 4 T

- Five lines
- 116 miles
- 83 stations

Sounder trains N S

- Two lines
- 91 miles
- 14 stations

Stride bus rapid transit S1 S2 S3

- Three lines
- 45 miles on I-405 and SR 522
- Serving 12 cities and connecting to light rail in Shoreline, Lynnwood, Bellevue, and Tukwila

Approved by voters



1996

Sound Move

Link light rail from Westlake to SeaTac/Airport

Sounder rail from Everett and Tacoma to Seattle

ST Express bus service



2008

ST2

Link to Angle Lake, Bellevue, Redmond, Northgate, **Lynnwood**, Federal Way

Sounder expansion to South Tacoma, Lakewood



2016

ST3

Link to Ballard, West Seattle, **Everett**, Tacoma, Kirkland, Issaquah, Downtown Redmond

3 lines of **Stride** bus rapid transit service

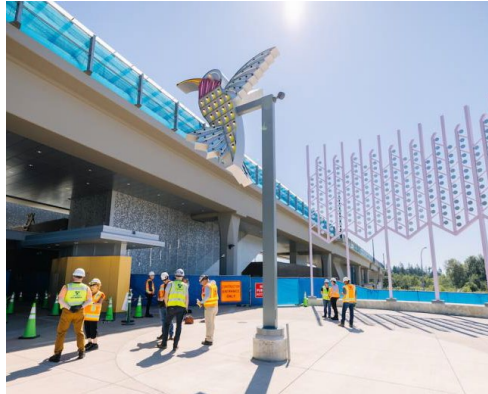
2 new **Sounder** stations, more capacity, parking and access improvements

Lynnwood Link Extension



Lynnwood service began August 30

- **Trains will run every:**
 - **8 mins** (weekday peak).
 - **10 mins** (midday & weekends).
 - **15 mins** (early morning & late night).
- **Travel time examples:**
 - **68 mins** Lynnwood – SeaTac.
 - **28 mins** Lynnwood–Westlake.
 - **10 mins** MLT–Northgate.
- 3,570 new parking stalls.
- 34,200 – 47,700 daily boardings projected by 2028.



Ribbon-Cutting



Night Markets

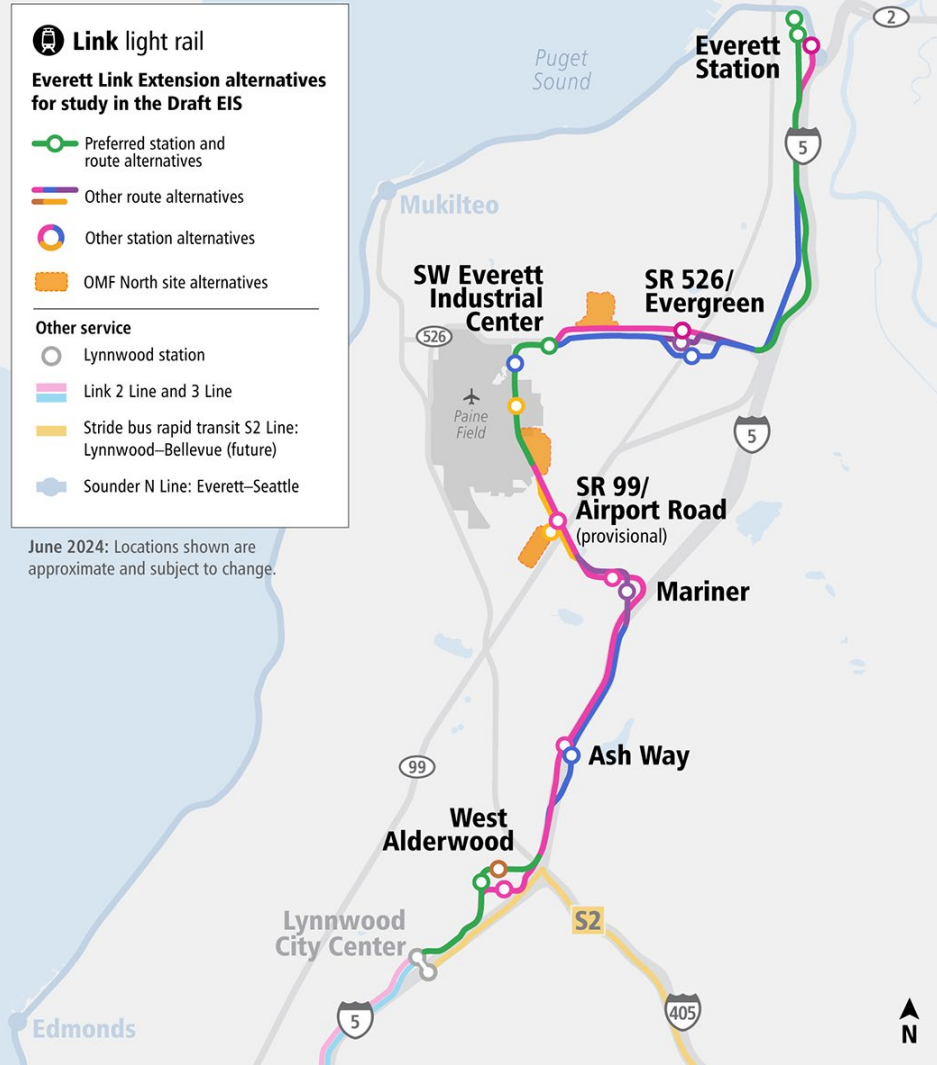


Everett Link Extension

soundtransit.org/everettlink-plan

Everett Link Extension

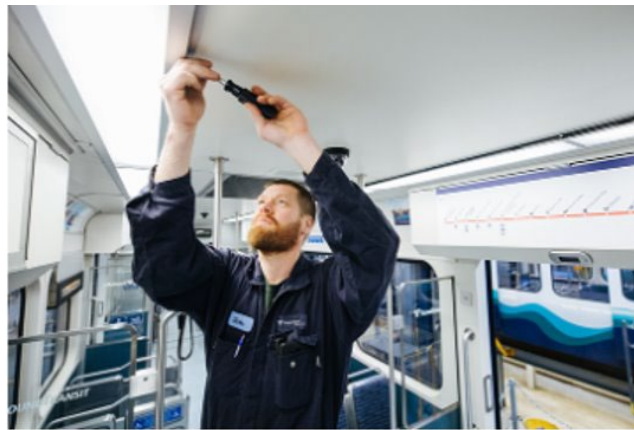
- **Length:** 16 miles
- **Stations:** six plus one provisional (unfunded) station
- **Opening service:** 2037 – 2041*
- **Operations & Maintenance Facility North** opens 2034
- **New parking** at Everett Station and Mariner opens 2046



Operations and Maintenance Facility North

Facility supports EVLE and system-wide expansion needs

- **Capacity:**
 - Store, maintain, and repair vehicles
 - 150+ light rail vehicles
 - 450+ high skilled, living wage jobs
 - Facility requires 80-100 acres
- **Affordable and Target Schedules:** 2034

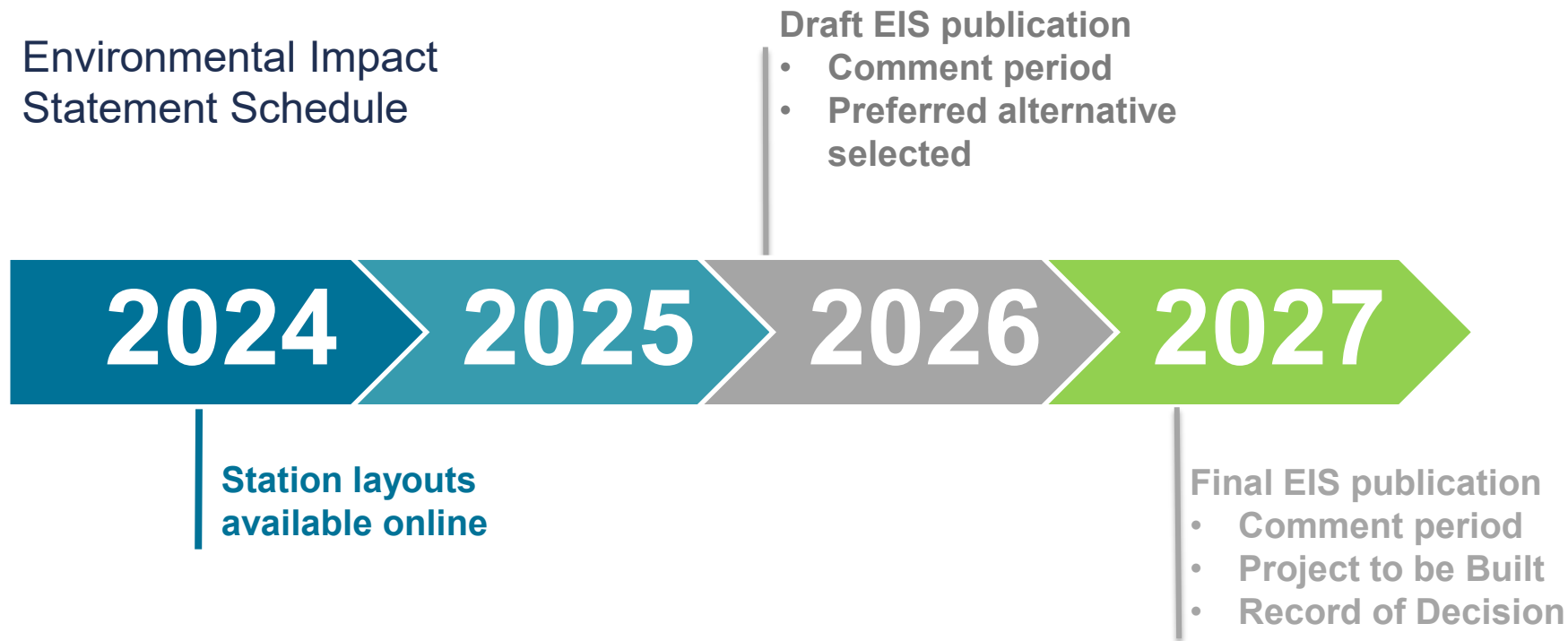


EVLE Project Phases



Everett Link Extension

Environmental Impact
Statement Schedule



MCP Scope and Schedule

FTA TOD Pilot Program Grant

\$2M Grant Awarded in December 2020

To support corridor-wide adoption of model regulatory language for:

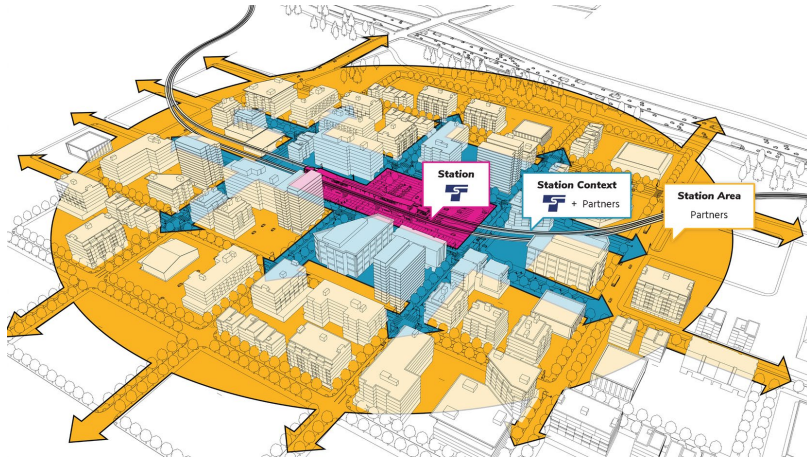
- Transit-Oriented Development
- Multi-modal connectivity
- Public-private partnerships
- Economic development
- Affordable housing



Station Environments

Zones of responsibility

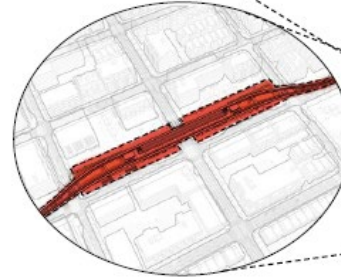
- Station (ST)
- Station Context (ST & Partners)
- Station Area (Partners)



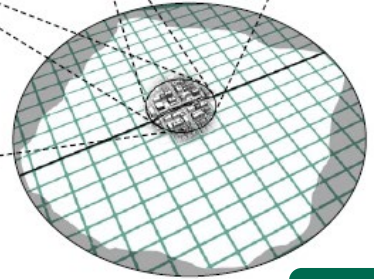
Station Access



Station Context

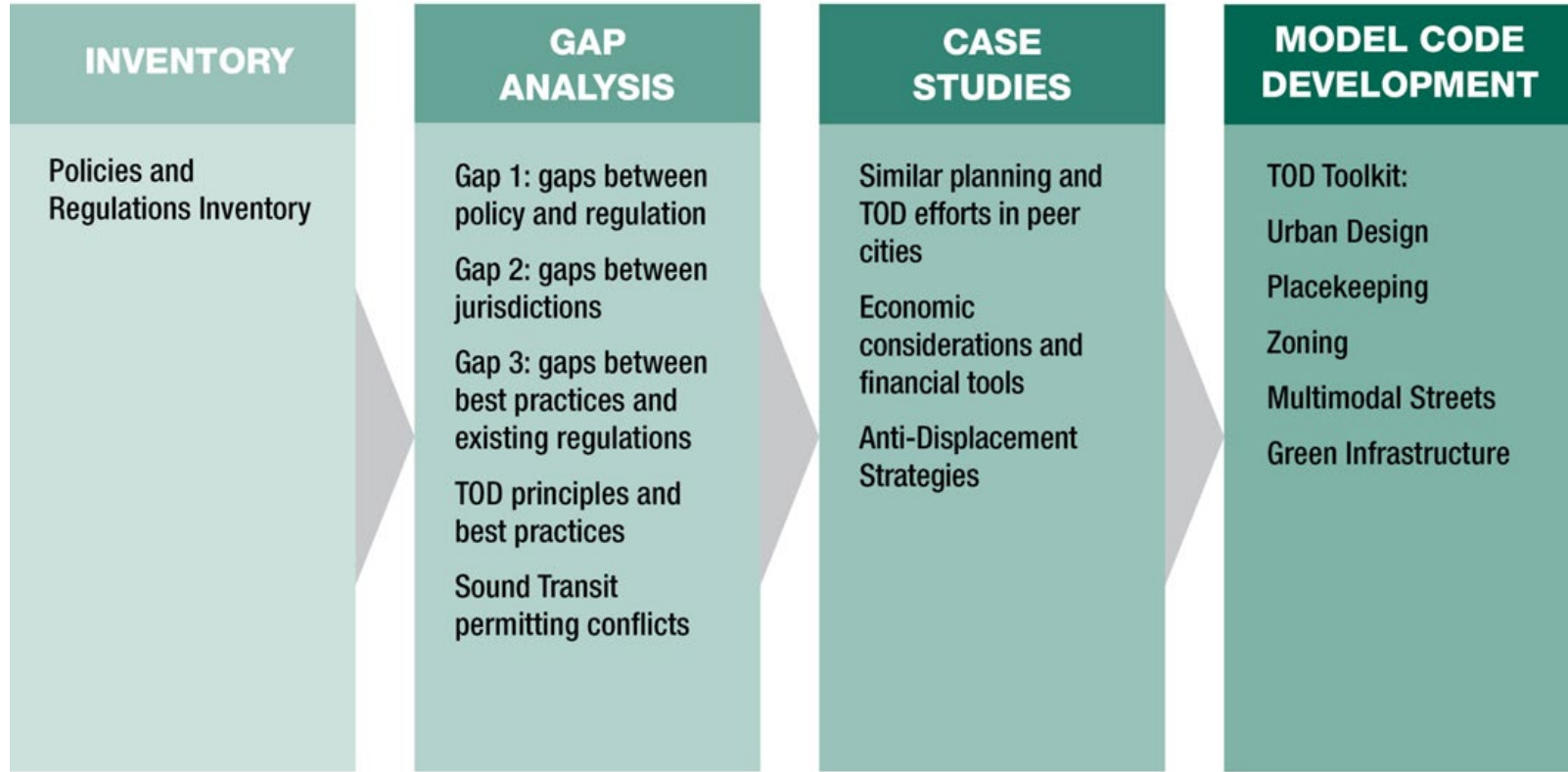


The Station



Station Area

Model Code Elements



TOD Principles

- 1. Urban Form, Uses and Development Intensity**
- 2. Multimodal Access to Transit**
- 3. Infrastructure Needs to Support TOD**
- 4. Public Realm to Support TOD**
- 5. Affordable Housing and Equitable TOD**



Comprehensive Plan Elements

Land Use

- Zoning (e.g. intensity, uses, design considerations), TOD...

Housing

- Choice and affordability, incentives (e.g. MFTE) and mandates (e.g. inclusionary zoning), residential anti-displacement strategies...

Transportation

- Multimodal infrastructure, Complete Streets, street classifications and cross-sections, right-sized parking...

Capital Facilities and Utilities

- Innovative solutions for stormwater, water and sewer; public-private partnerships and other funding mechanisms...

Comprehensive Plan Elements

Economic Development

- Support for neighborhood-serving businesses, business incubators, commercial anti-displacement strategies, creative class...

Parks and Recreation

- Impacts/mitigations for growth and strategies for funding (e.g. impact fees), public art...

Natural Environment / Sustainability

- Critical areas and climate action (e.g. combined heat and power, LID, green building)...

Community Character / Urban Design

- Transitions, design standards, partnerships and services...

TOD Case Studies

soundtransit.org/mcp

Focus of Case Studies

- **Corridor-based**
- **Station-specific**
 - Freeway Adjacent & Suburban
- **Thematic Vignettes**



Corridor-based Case Studies

- *Honolulu Rapid Transit; Honolulu, HI*
- *BART Phase II; San José, CA*
- *Central Corridor; Saint Paul, MN*

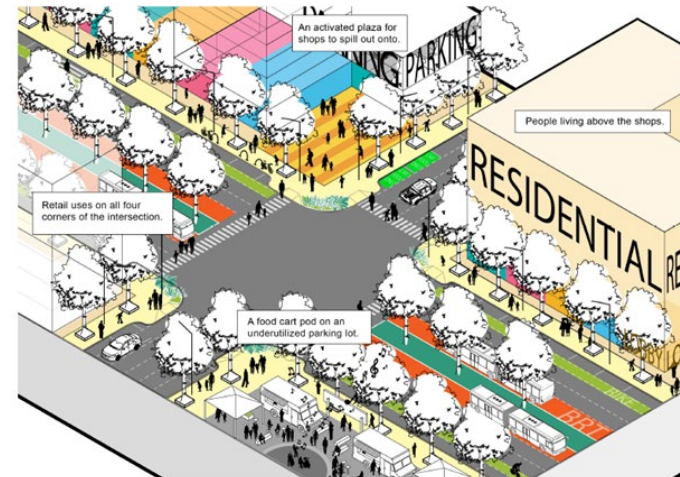
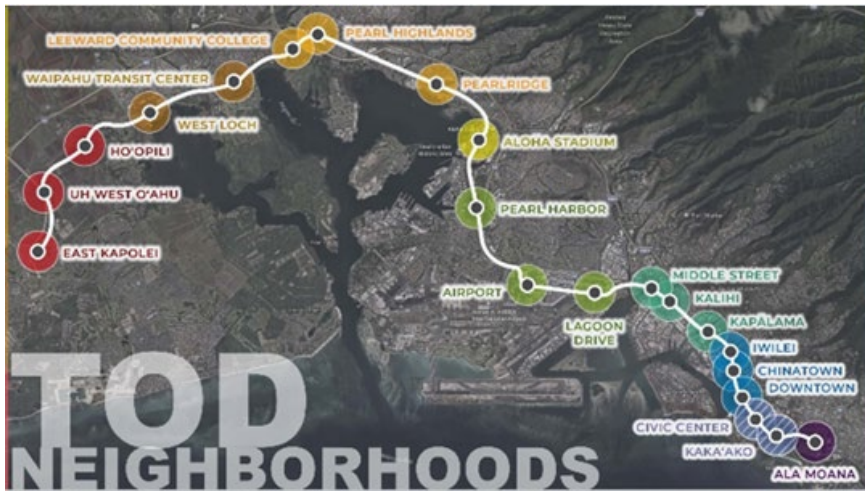


Diagram of a distinct retail destination

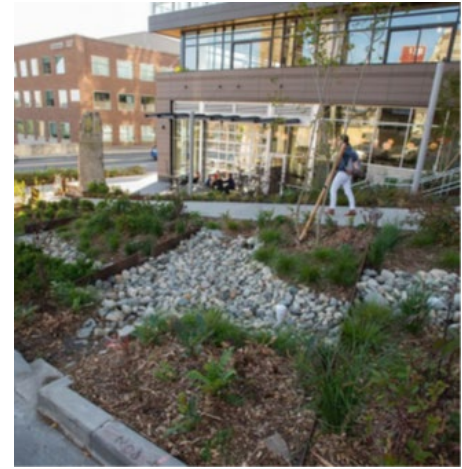
Station-specific Case Studies

- *Pleasant Hill BART; Contra Costa, CA*
- *Alameda Station; Denver, CO*
- *Orenco Station; Hillsboro, OR*



Thematic Vignettes









- *Privately Owned Public Spaces (POPS)*
- *Complete Streets*
- *Stormwater Parks*
- *Swales*
- *Shared Stacked Green Infrastructure*
- *District Energy*



Economic Development & Financial Tools

Current Financial Tools: Everett

In Use

- Affordable Housing Trust Fund 
- Business Improvement District  
- MFTE/Low Income Housing Tax Credit  
- Transportation Impact Fee reduction 
- New Jobs Tax Credit 
- CBDG/HOME 

Exploring

- Impact fee deferral
- Utility Connection fee reduction
- Low interest loans for façade improvements/preservation
- Community Renewal Area

	Transportation Facilities/Amenities
	Infrastructure Development
	Housing
	Commercial Development
	Green Building/Infrastructure

Potential Funding Mechanisms

- Regional Equitable Development Initiative Fund 
- Business improvement district   
- Tax increment financing     
- Infrastructure investment funds   
- Housing benefit districts  
- Special assessment districts*
- Redevelopment agencies/districts*
- Value capture through district parking   

*= not in place at this time

	Transportation Facilities/Amenities
	Infrastructure Development
	Housing
	Commercial Development
	Green Building/Infrastructure

Anti-Displacement Strategies

Placemaking

Coined by urbanist Fred Kent

“a process of community development that leverages outside public, private, and nonprofit funding to strategically shape and change the physical and social character of a neighborhood using arts and cultural activities.”

While there are ample examples of Placemaking activities resulting in positive change, some Placemaking activities can also support gentrification, racism, real estate speculation, displacement, all in the name of “neighborhood revitalization.”

Placekeeping

Coined by Roberto Bedoya

“the active engagement of bringing together diverse people, who live and work there, to shape, maintain and take care of a place.”

It involves fostering a sense of connection to local knowledge, stories, and traditions in aims to empower communities to have a voice in decisions that affect their built and natural environments.

PROJECT-ACTIVATED

Based on requirements of Federal Uniform Relocation Act

Direct / Acquisition

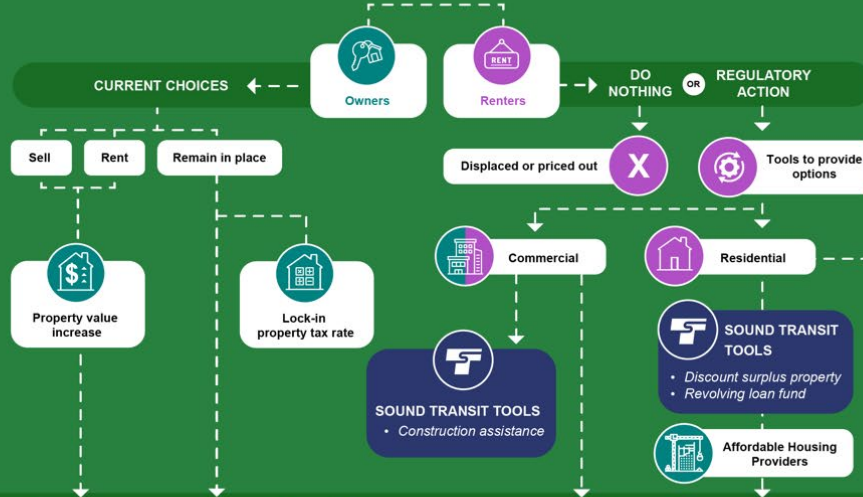
When a public agency needs to purchase land to begin a project



MARKET-ACTIVATED

Indirect / Gentrification

When neighborhood redevelopment and amenities increase market value



Maximize Development Capacity

- Infill, including accessory dwelling units
- Short-term rentals, AirBnB or VRBO

Economic Development Initiatives

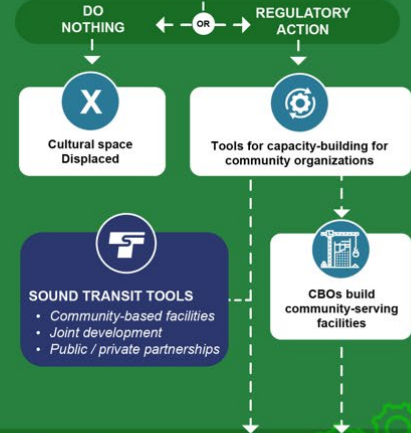
- Business incubators
- Mixed-Use Zoning
- Live/work units
- Establish funding source to support small businesses

Housing Choice and Affordability

- Inclusionary zoning
- Multi-family property tax exemption
- Housing benefits district
- Establish funding source to support non-profit housing providers, land banking, etc.

Cultural / Community

When neighborhood or culture changes due to influx of new residents



Capacity-building Tools for Community Organizations

- Community and commercial land trusts
- Community/cultural spaces within TOD
- Mission-based affordable housing
- Establish funding source to support community organizations

Potential Tools Available to Local Governments

To be considered through Model Code Partnership

Partnership in Prosperity- Commercial Land Trust, Minneapolis

Overview

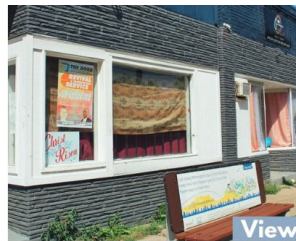
- Assists with access to affordable commercial space for small business owners
- Prioritizes BIPOC small business owners from the neighborhood at risk of displacement

How was it built

- Utilizes Community Land Trust
 - Funders include Hennepin County and City of Minneapolis among others



35TH AND PENN AVE N



35TH AND PENN AVE N



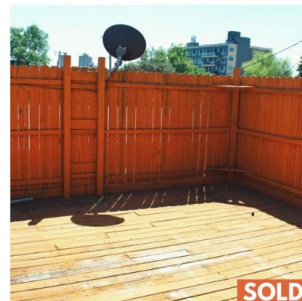
35TH AND PENN AVE N



1819 LOWRY



19 E 26TH ST



19 E 26TH ST

TOD Toolkit

Document Organization and Flow

- 1. Purpose and Introduction***
- 2. Urban Design and Placekeeping***
- 3. Station Area Land Use, Zoning, and Built Form***
- 4. Multimodal Streets***
- 5. Parking and Transportation Demand Management***
- 6. Resilient Infrastructure and Green Building***
- 7. Implementation Guidance***
- 8. Educational Resources***

Urban Design Guideline Approaches

Building Design and Standards

Orientation to the Street

Massing/Articulation

Façade Modulation

Parking Garages

Blank Wall Treatments

Signage, Lighting & Art

Green Factor

Encourage High-Quality Design

Architectural Style

Site / Streetscape

Streetscape

Public Spaces

Screening of Trash and Service Areas

Parking and driveways

Pedestrian Connections

Wayfinding & Art

Signage

Street Lighting

Pedestrian Pavements

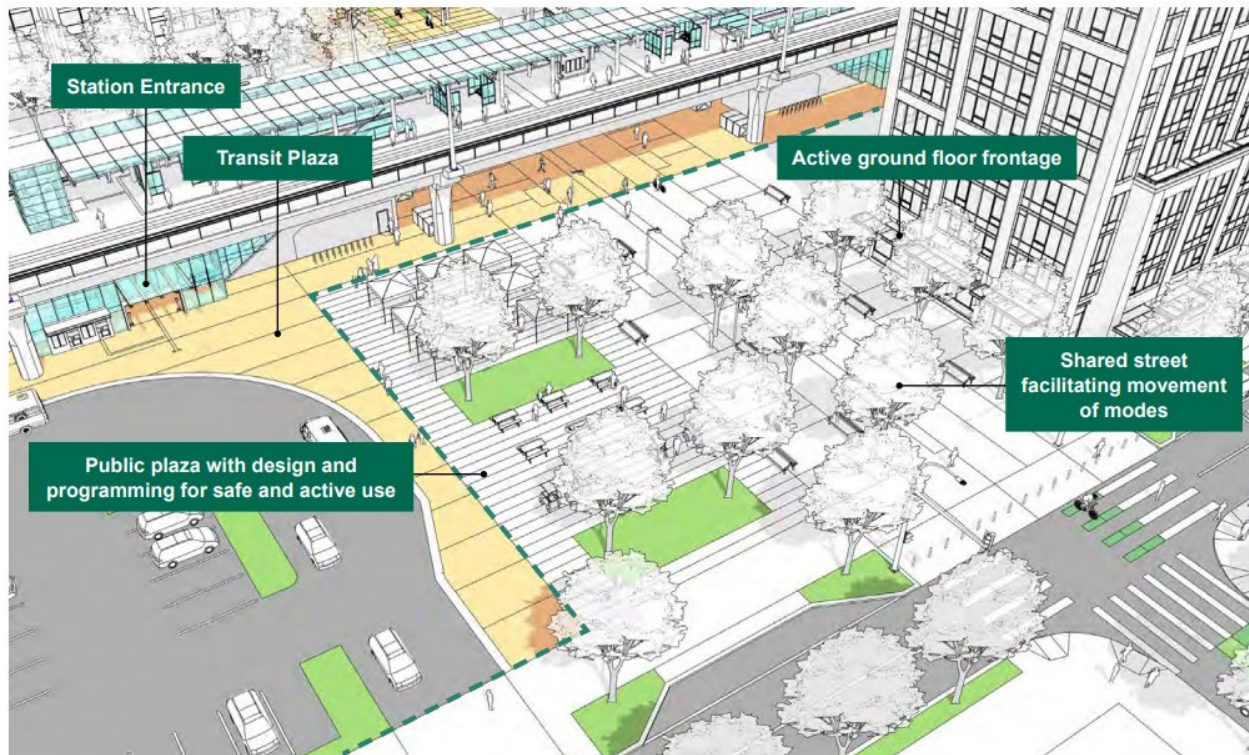
Streetscape Amenities & Furnishing

Bicycle parking and transit integration

Landscape & Green Infrastructure



Characteristics of Publicly or Privately Owned Plaza Adjacent to Station

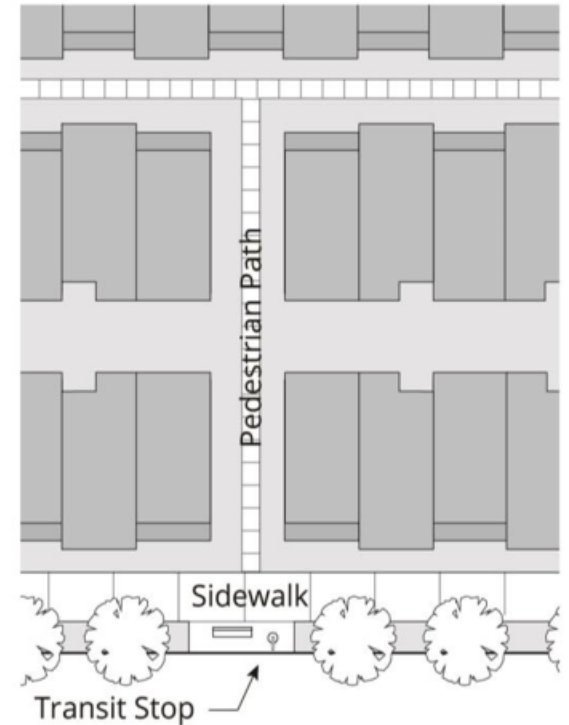
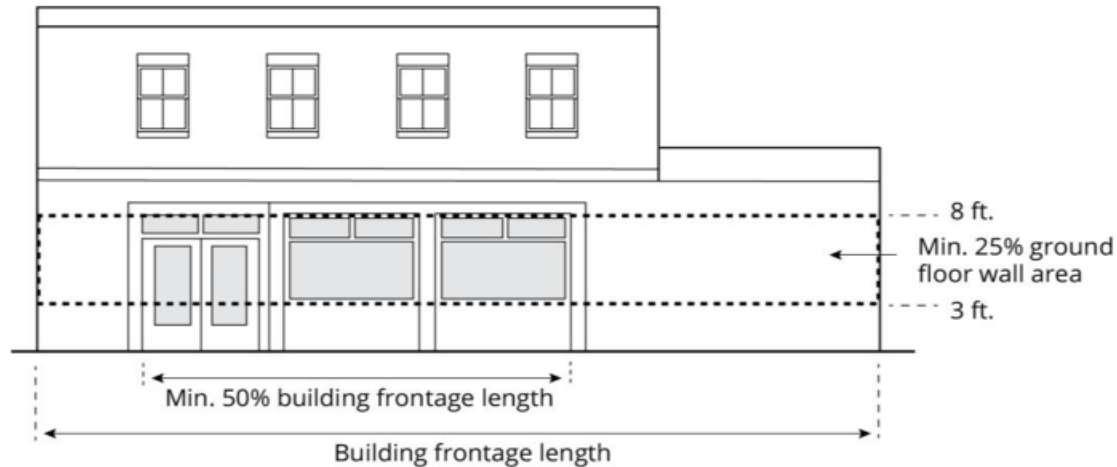


Example Content

Building Façade Guidance

Figure 3.X. Ground Floor Windows

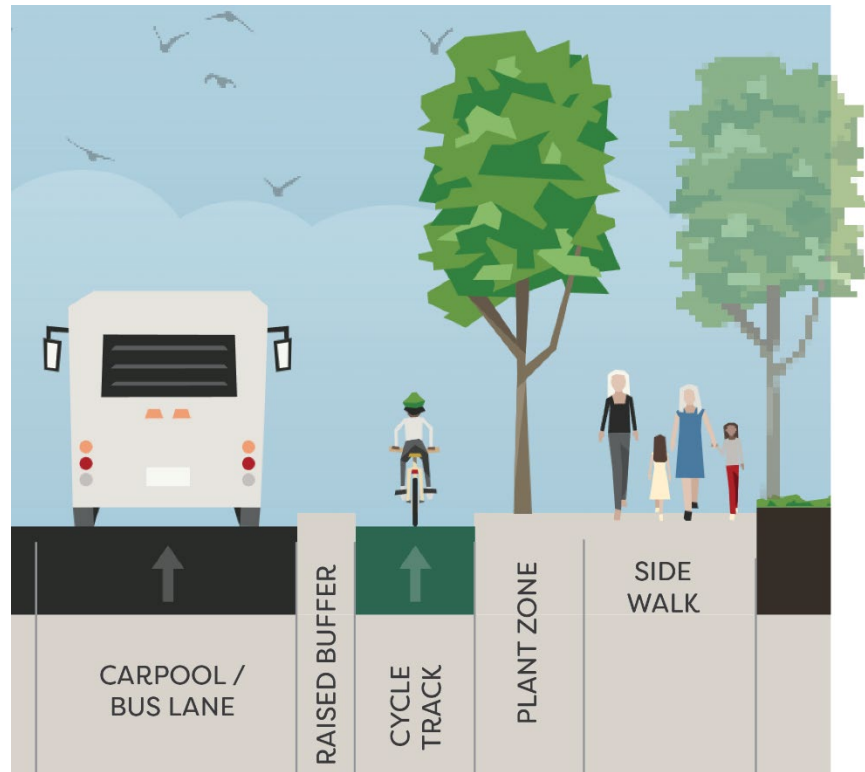
Required *ground floor windows* shall be transparent to allow views from outside the building into the working areas, lobbies, and pedestrian entrances, or shall be display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows shall be no more than three (3) feet above the adjacent finish grade or public sidewalk.



Pedestrian Permeability and Access to Transit

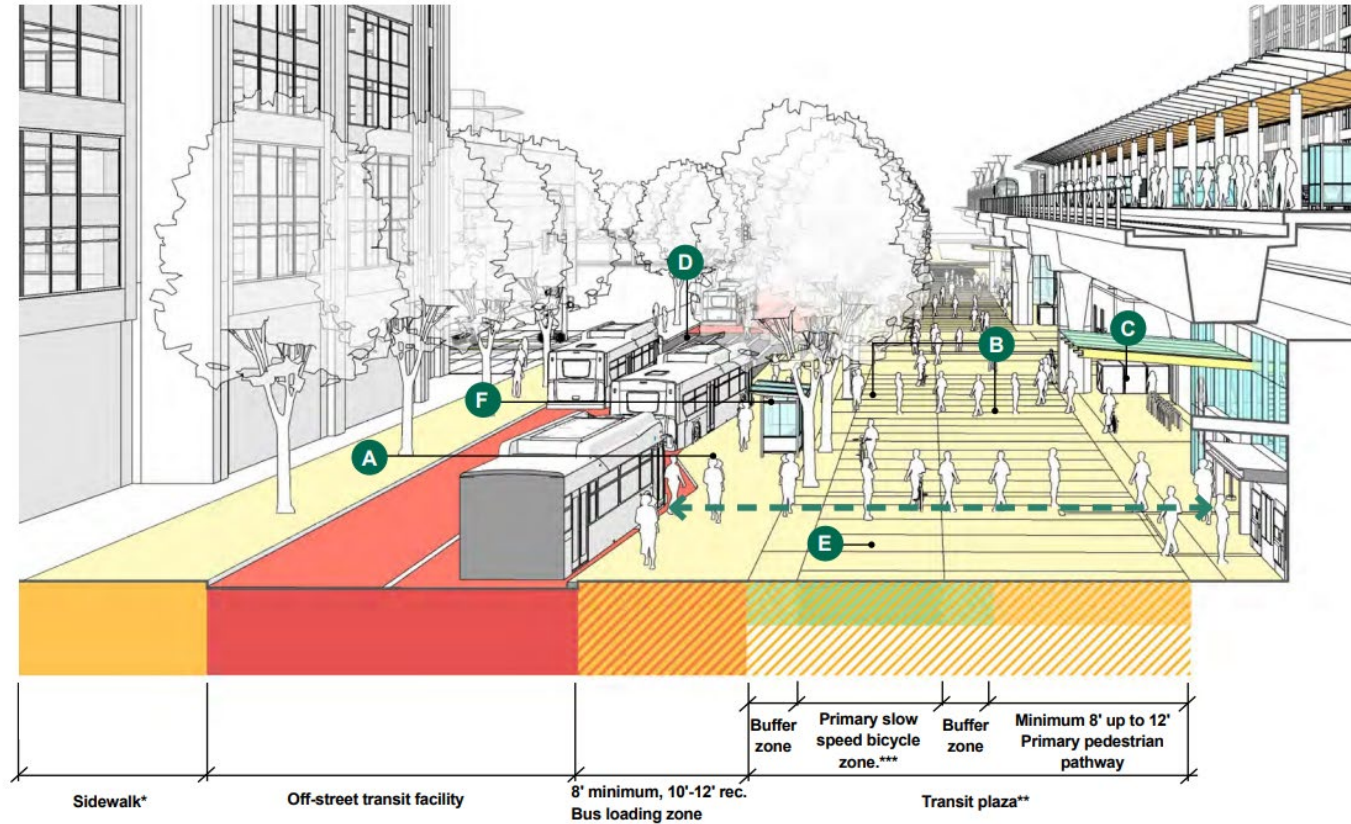
Flexible Components in Streets:

- On-Street Parking (Yes/No)
- Configuration of On-Street Parking
- Bicycle Facilities/Type
- Shared Use Paths
- Sidewalks—Separated or Not
- Planting Zone/Widths
- Medians
- Travel Lane Uses



Station Experience Design Guidelines

Multimodal Access Typology Street Section



Transportation Demand Management

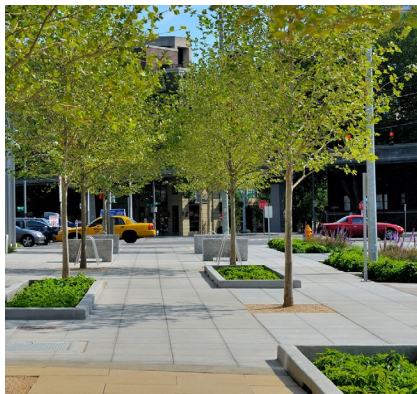
Menu of Options

- Bike parking
- Car share parking
- ORCA cards for residents
- Shared parking agreement
- Ped/bike connection improvements
- Electric vehicle charging stations
- Proximity to high-capacity transit

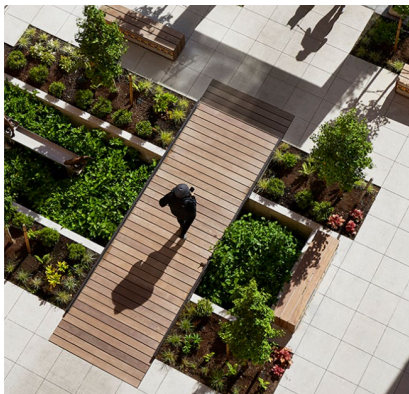
Figure 1 TDM Toolkit, Applicable Land Use Groups, and Associated Points

Category	Strategy	Land Use Group			Recommended Points
		Residential	Office	Retail, Community	
Active-1	Bicycle Parking	X	X	X	1 - 4 ●●●●
Active-2	Bicycle Repair Station	X	X	X	1 ●
Active-3	Bicycle Maintenance Services	X	X	X	1 ●
Active-4	Showers and Changing Facilities Lockers		X	X	1 ●
Active-5	Bike Valet			X	1 ●

Green Infrastructure Systems



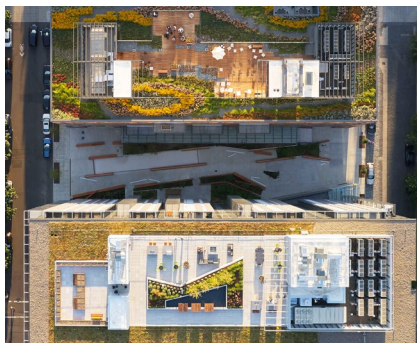
Urban/ROW rain gardens & urban tree canopy



Bioretention facility in plaza / open space



Bioswale



Green Roofs

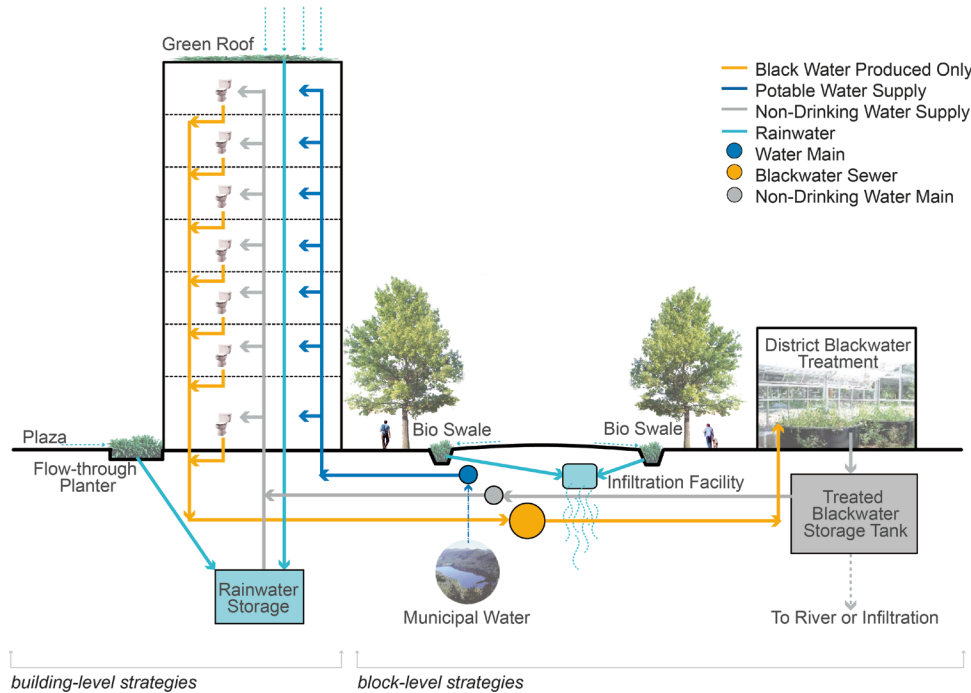


Permeable Pavement



Rain garden with native plants

Integrated District Water System



Hasslo on Eighth Development and onsite wastewater treatment and recycling plant in the Lloyd District, 2015

Lloyd Crossing Sustainable Urban Design Plan, Portland, OR 2005

What questions are you hearing from your community?

- ☐ 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

Key Messages

- TOD is the creation of compact, walkable neighborhoods that are 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"](#)

What's Next?

TOD Toolkit Process and Timeline

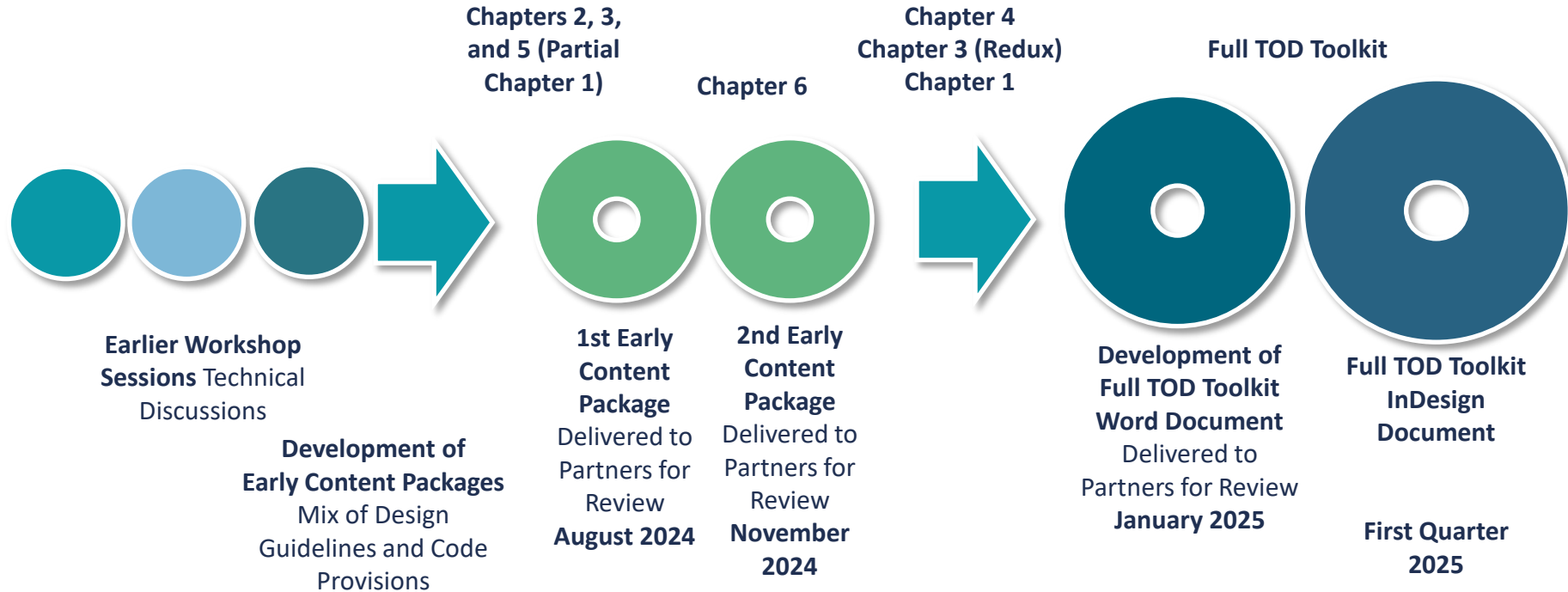
Fall 2023-Spring 2024

Spring-Summer 2024

Summer to Fall 2024

January 2025

Early 2025



Thank you

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soundtransit.org/mcp*

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