

# Building *Transit*, Building *Opportunity*



## Transit Agencies and Equitable TOD



# Sound Transit Land Use and TOD

Brooke Belman, Land Use Planning & Development Director



# Sound Transit district

**3** counties:  
King | Pierce | Snohomish

**51** cities

**800,000**  
more people by 2040

More than  
**3 million**  
residents

**40%**  
of the state's  
population





# An Expanding System



**By 2041:**

**116+**  
miles

**80+**  
stations

**16**  
cities connected



# Early Planning





# Rainier Valley



**Minimizing acquisitions can leave  
challenging remnants**



# Beacon Hill Station



 Leasing was expensive

 Property owner motivations vary;  
don't assume redevelopment



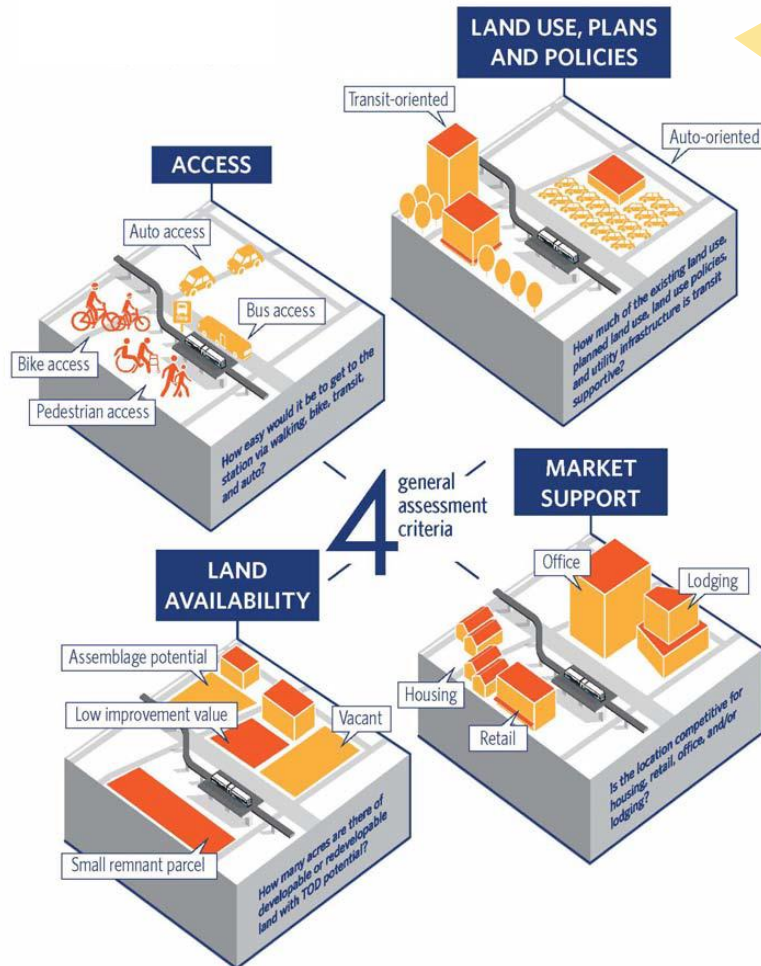
# Capitol Hill Station



- ✓ Consolidating staging provides better TOD opportunities
- ✓ Building community and city trust on TOD goals can take time
- ✓ Prescriptive planning can make for a long, expensive RFP for all



# 2012 Board Policy Framework for TOD



## “Community TOD”

Coordinate with and support planning and development activities within ½ mile of station areas.

## “Agency TOD”

Engage private, public, and non-profit partners in redevelopment of surplus Agency property or delivery of joint use facilities.



# Othello Station TOD



 Aligning funding with RFP

 Simple RFP saved time



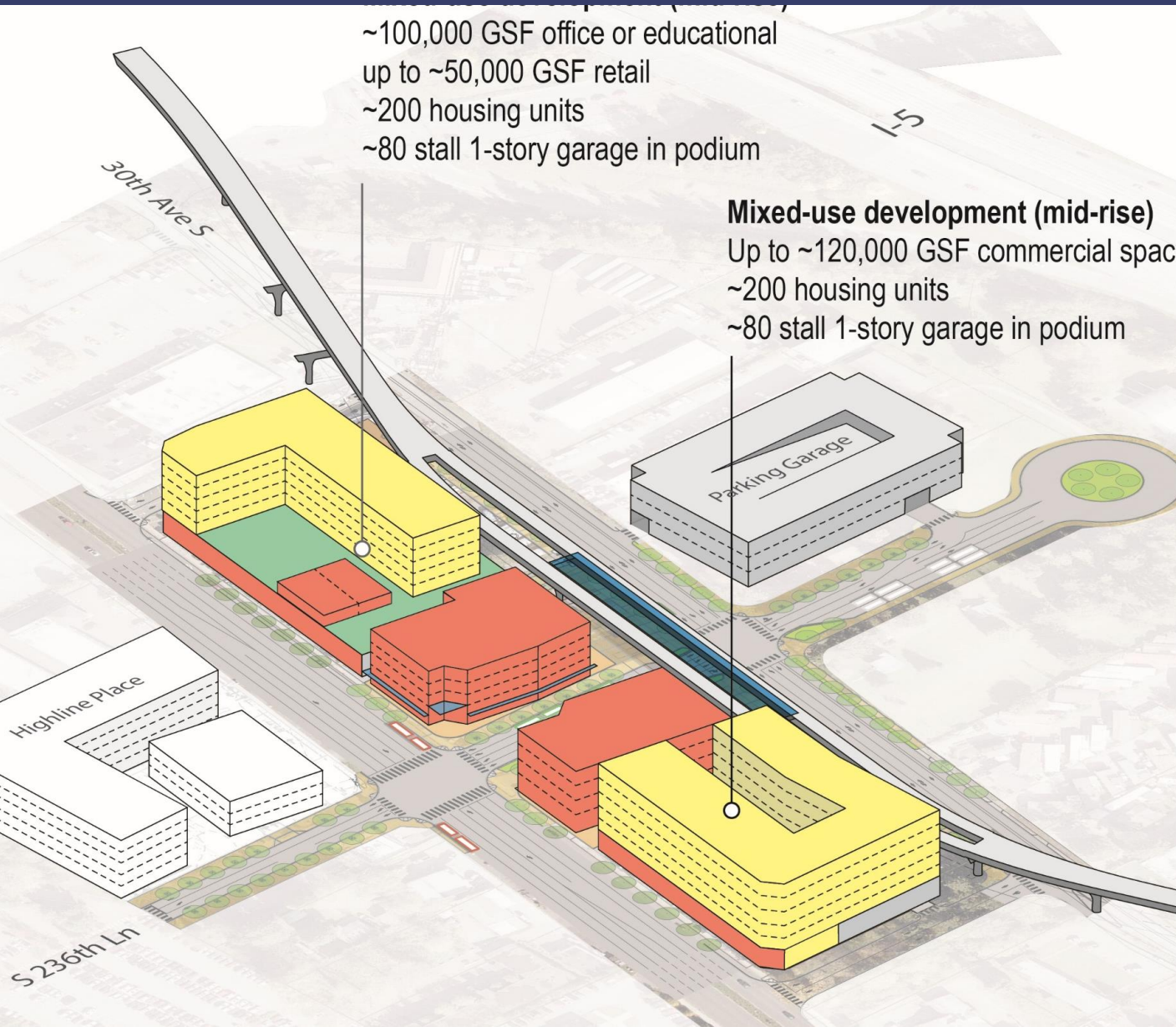
# Roosevelt Station



✓ Strategic staging provides options

✓ Focused community engagement

# Federal Way Link Extension



✓ **Optimizing station design to support TOD**

✓ **Exploring TOD implementation approaches**

✓ **Considering TOD when evaluating construction staging needs**



# The TOD Mission in ST3

Implement an Equitable TOD Strategy to create diverse, vibrant, mixed use and mixed income communities adjacent to Sound Transit Stations



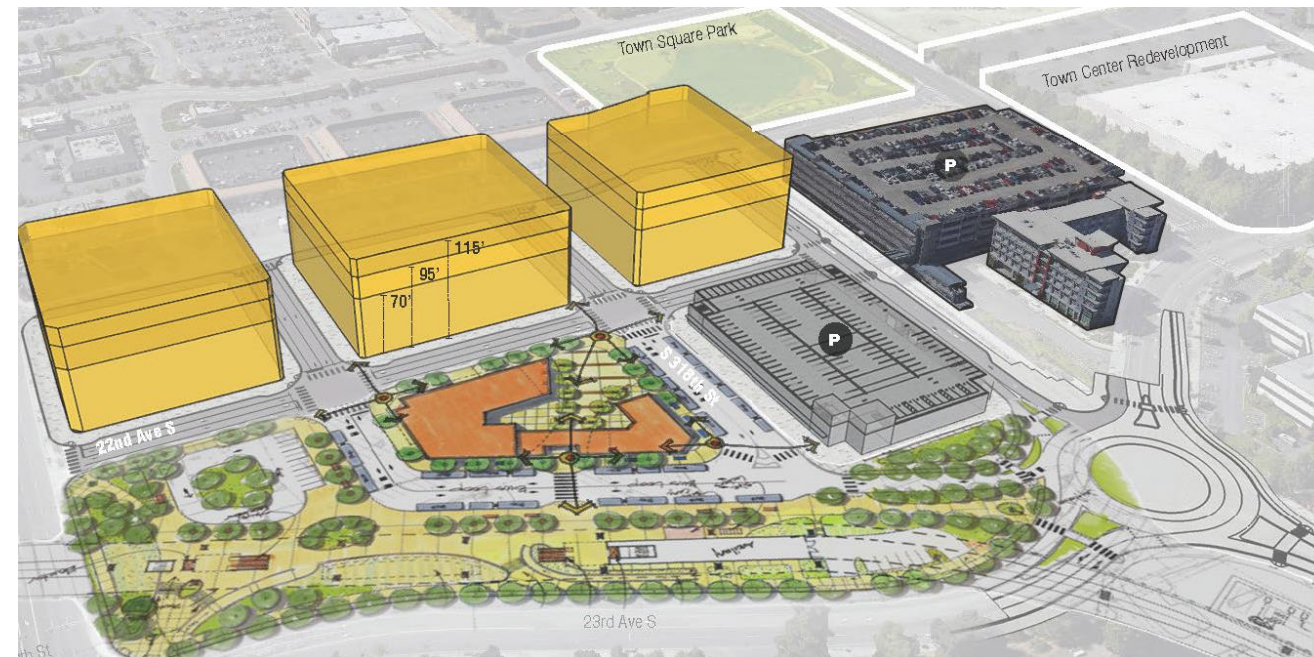
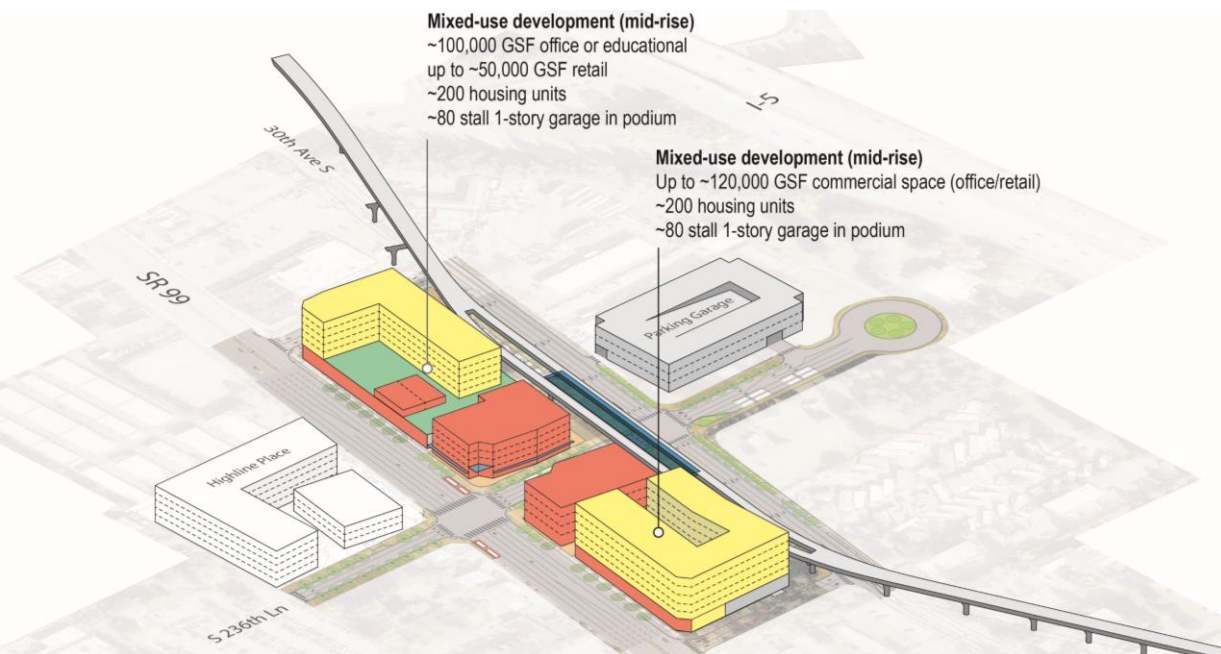
# 2017 TOD Work Program Elements

- ST3 Passed **with big plans for TOD ...** Now we **get to work**
- Integrate Land Use Planning and TOD into early project development
- RCW has new requirements regarding affordable housing
- ST3 Plan also has requirements, including a timeline for Board to update policy/procedures, and articulate equitable TOD strategy
- 6 transactions working through 2017 pipeline



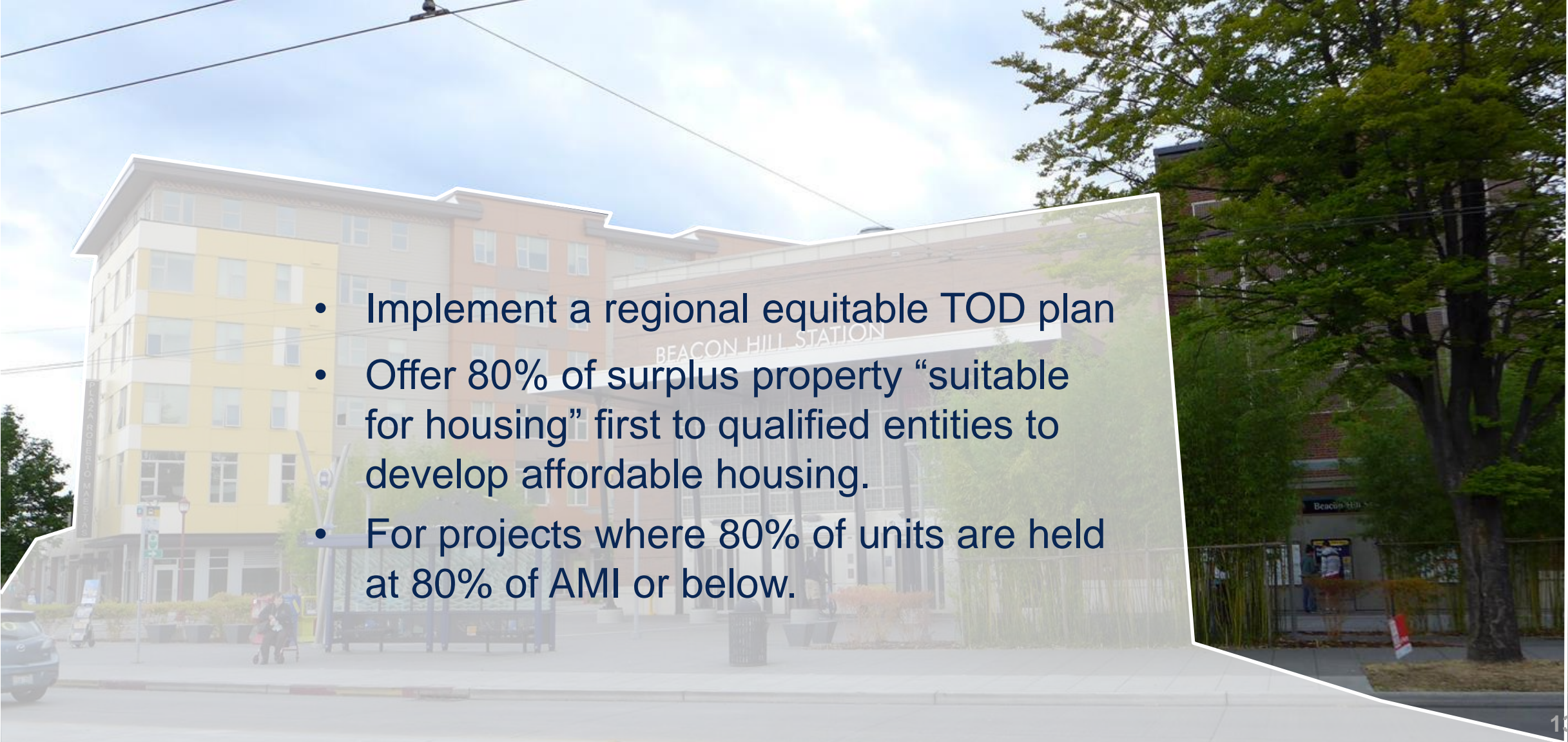
# ST3 Transit planning and project development

- + Corridor planning will consider TOD in alignments
- + Acquisitions for transit will consider TOD
- + Station layouts will be optimized for TOD where possible
- + TOD funds to support these activities are assumed in each capital project (\$12 million)





# The TOD Mission in ST3

- 
- The background image shows a multi-story residential building with yellow and orange facades, identified as Beacon Hill Station. A semi-transparent white box containing a bulleted list is overlaid on the center of the image. To the right, a large green tree stands in front of another building.
- Implement a regional equitable TOD plan
  - Offer 80% of surplus property “suitable for housing” first to qualified entities to develop affordable housing.
  - For projects where 80% of units are held at 80% of AMI or below.





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# King County Equitable Transit Oriented Development Program

***Gary Prince***

***King County Metro Transit***

**Building Transit, Building Opportunity**



King County  
**METRO**

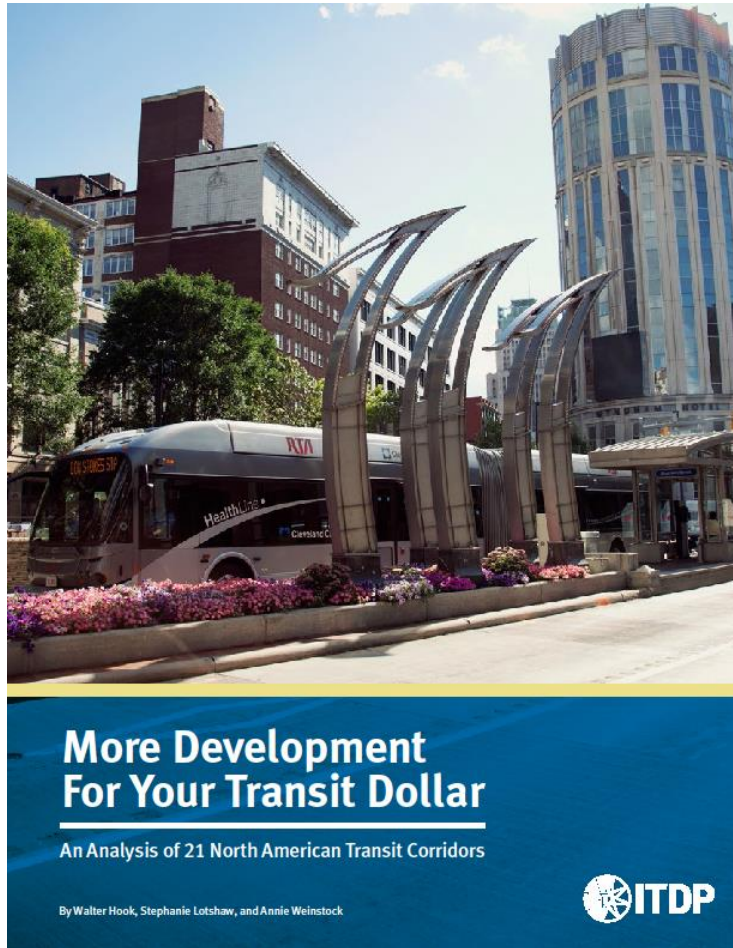
***We'll Get You There.***



# Presentation Outline

- Metro Connects
- How King County approaches ETOD
- What we've learned

# Bus Based TOD Programs



- Metro Transit TOD program one of few bus based programs
- ITDP Report:
  - Per dollar of transit investment, and under similar conditions, Bus Rapid Transit leverages more transit-oriented development investment than Light Rail Transit or streetcars.
  - Government support for TOD is the strongest predictor of success.
  - Both BRT and LRT can leverage many times more TOD investment than they cost.





- Major expansion of Metro Service – Linked to ST3
- \$11 billion capital program
- Construction or expansion of transfer hubs and parking
- Regional opportunity to link TOD with transit expansion

# How King County Approaches ETOD

- King County is general purpose government.
- Multi-departmental effort can leverage investments for bigger bang
- Create places not just transit facilities

## King County

- Metro Transit
- Affordable Housing
- Trails, Parks and Open Space
- Climate/Sustainability
- Community Outreach
- Planning & Zoning
- Land owner



# Overlake TOD – Affordable Housing



- 308 affordable units
- Bus transit center
- 250 park and ride stalls with shared parking
- Free bus pass for 2 yrs to all residents. Discount program continued by KCHA.



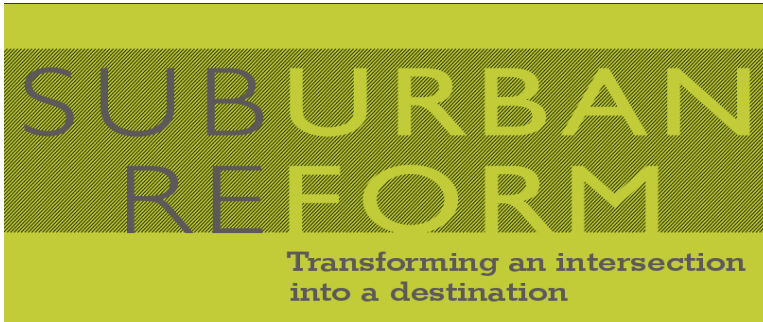


# Redmond TOD – Fostering the downtown





# South Kirkland TOD



<b>181</b>
MARKET RATE UNITS
<b>58</b>
AFFORDABLE UNITS
<b>853</b>
P&R PARKING STALLS







255

VIA  
KIRKLAND

6991

KIRKLAND CROSSING















# Northgate Mall – Creating a Place



- Sold P & R to become a park
- Invested in two shared garage leases
- Created a new street











# Northgate Transformation



Northgate Station

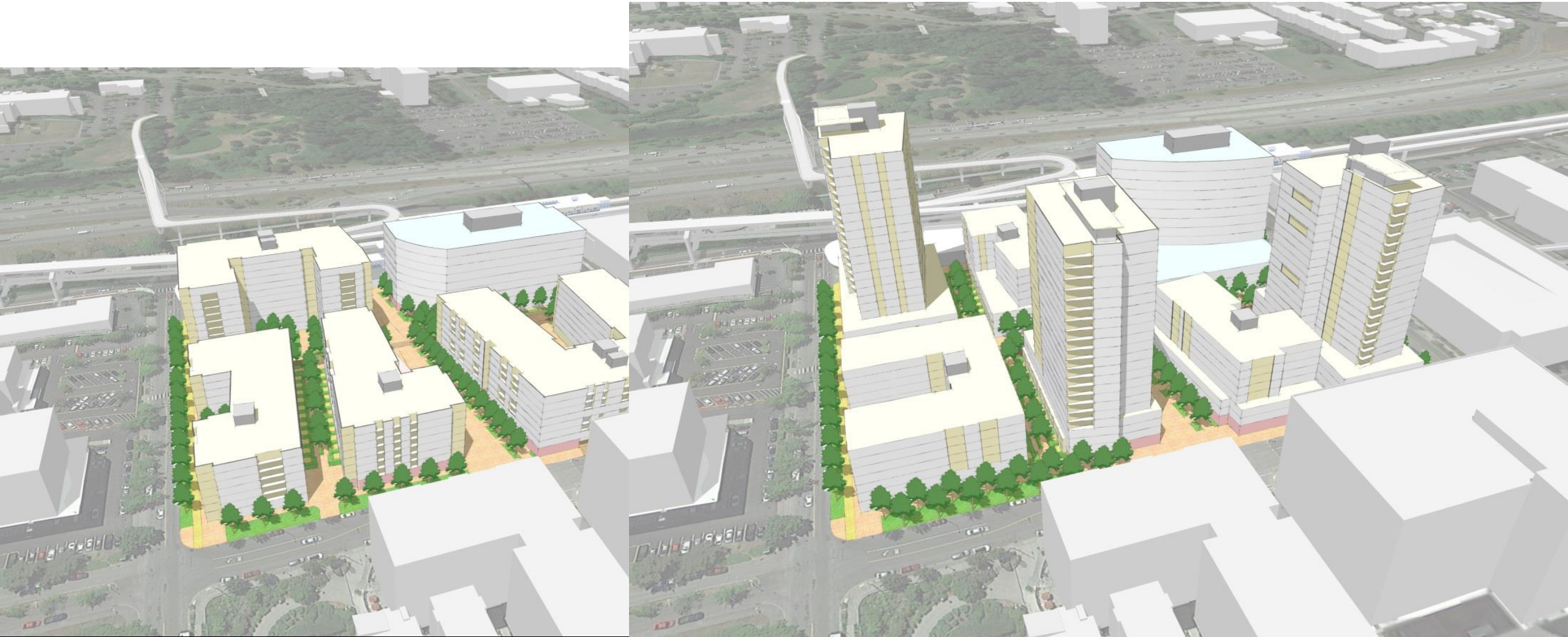


# Northgate Today





# The future at Northgate?





# What we've learned

- Bus Based TOD serves many locations in King County
- King County brings broad set of goals to TOD projects
- TOD projects can serve as a catalyst to development, and can provide affordable housing, reduce parking footprint and lower agency costs



# Questions?

## For more information

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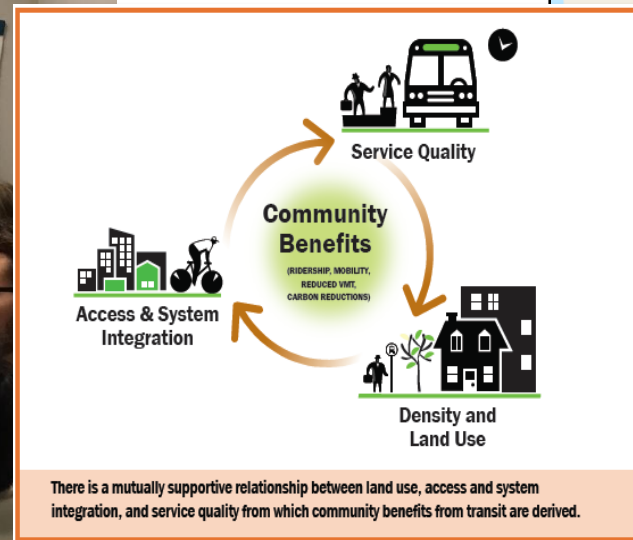
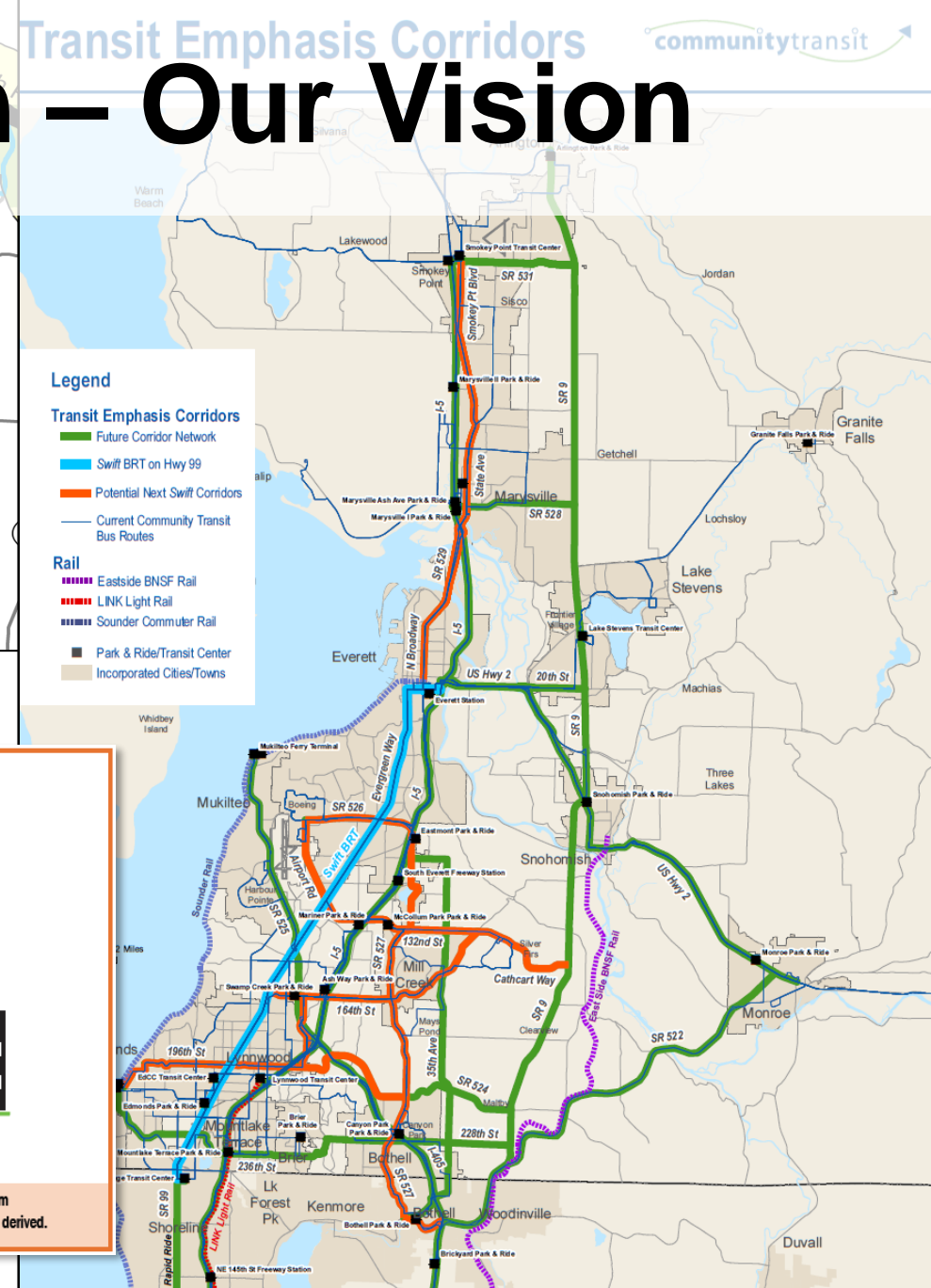
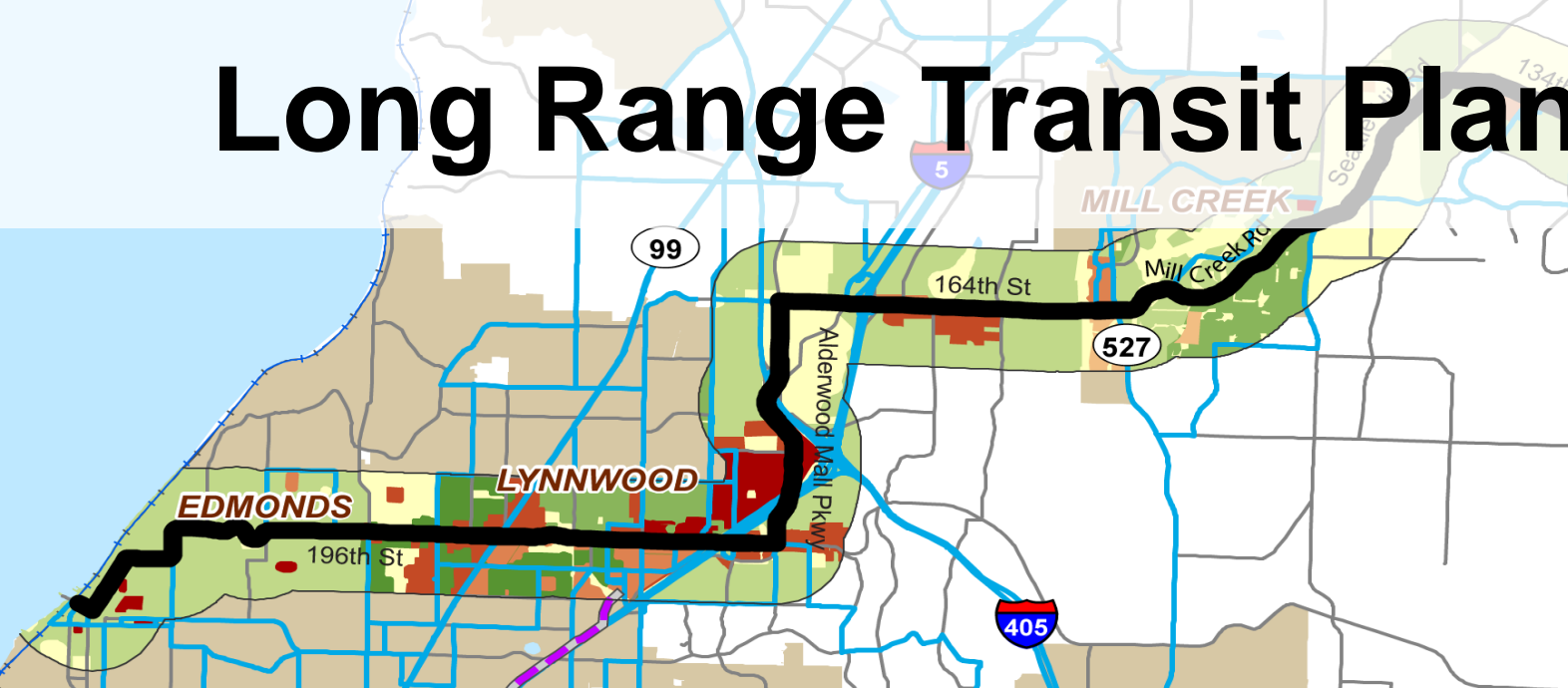
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Roland Behee, Community Transit



# Long Range Transit Plan – Our Vision



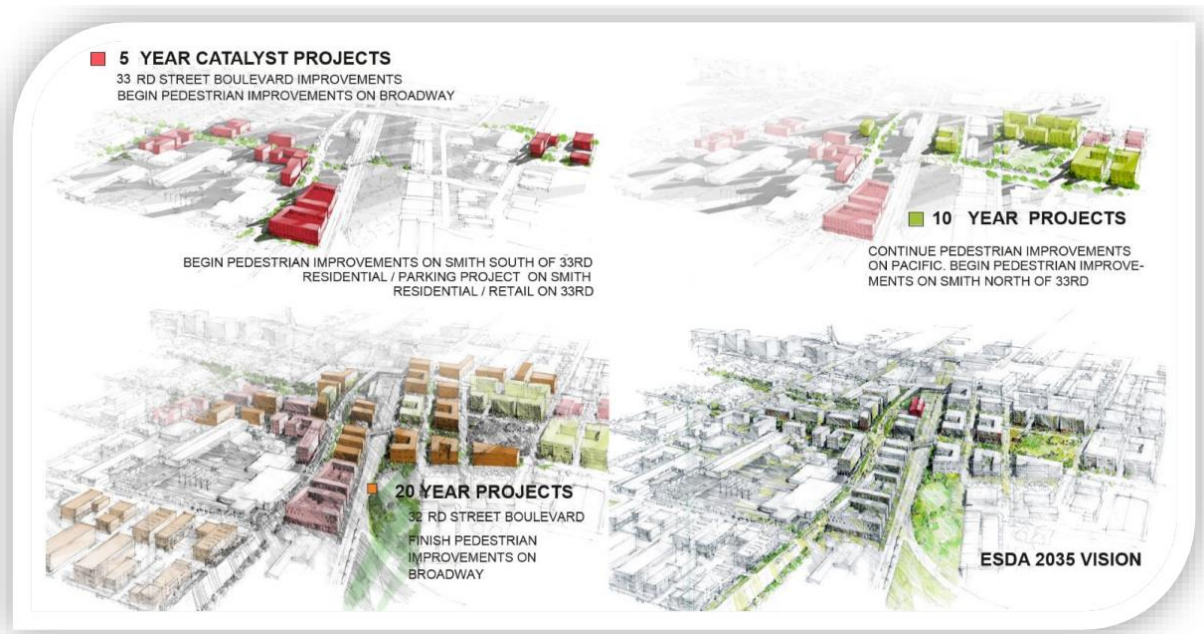


# Swift Network Development

## Integrated Future Network









# Important Points

- Integration: early planning with partners
- Lead time: long-term corridor commitments
- Customer focus: appealing options, seamless connections
- Investment: service and capital





**Questions?**