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
By 2041:

- **116+ miles**
- **80+ stations**
- **16 cities connected**

An Expanding System
Minimizing acquisitions can leave challenging remnants
Leasing was expensive

Property owner motivations vary; don’t assume redevelopment
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
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

Mixed-use development (mid-rise)
Up to ~120,000 GSF commercial space
~200 housing units
~80 stall 1-story garage in podium

~100,000 GSF office or educational
up to ~50,000 GSF retail
~200 housing units
~80 stall 1-story garage in podium
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

- 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.
King County Equitable Transit Oriented Development Program

Gary Prince
King County Metro Transit

Building Transit, Building Opportunity
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

SUBURBAN REFORM
Transforming an intersection into a destination

181 MARKET RATE UNITS
58 AFFORDABLE UNITS
853 P&R PARKING STALLS
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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Roland Behee, Community Transit
Swift Network Development

Integrated Future Network

- Swift Blue Line
- Swift Blue Line extension (planned for 2023)
- Swift Green Line
- Swift Orange Line (planned for 2023)
- Future Swift Lines
- Transit Emphasis Corridors

- ST2 Link Light Rail (planned for 2023)
- ST3 Bus Rapid Transit (planned for 2026)
- ST4 Link Light Rail (planned for 2026)
Success Stories
Important Points

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