What is a Transit Oriented Community (TOC)

a Transit Oriented Community (TOC) is a place that by design allows people to drive less and access transit more.

TOCs promote equity and sustainably living by:

(a) offering a mix of uses that supports transit ridership by all income levels. Paying special attention to the impacts of gentrification and associated displacement.

(b) Ensuring appropriate building densities, parking policies and urban design that creates and supports accessible neighborhoods connected by multi-modal transit

(c) Elevating vulnerable users and their safety through design

(d) Ensuring TOC investments provide equitable benefits that serve local, disadvantaged and underrepresented communities.
Why TOC rather than TOD?

A TOC policy allows the county to deploy a broader set of strategies that extend beyond a single development.

Folds in first-last mile considerations and addresses equity more holistically.

Metro provides transit service to many communities where we don’t own property, but have a stake in transit supportive land use.
Important Agency Context

There is inherent tension between transit and affordable housing, because they both are essential, and they both require public subsidy.

- Most bus systems operate with a fare box recovery in the 20-30% range. Operating dollars are always hard to come by.
- Metro has an expansion plan (Metro Connects) that is largely unfunded
- Metro does not yet have the ability to discount land for affordable housing and has substantial legal hurdles to get there.

HOWEVER......

We recognize that land use and transit are tied and that the provision of affordable housing near good transit service is an important strategy to best meet the housing needs of the region and grow equitably
Peer Policies to Examine
LA Metro has two separate policies:
1) A Joint Development Policy
2) A Transit Oriented Communities Policy

TOC Policy Goals:
1. Increase Transportation ridership and choice
2. Stabilize and Enhance Communities Surrounding Transit
3. Engage organizations, jurisdictions and the public
4. Distribute transit benefits to all
5. Capture Value Created by transit
What do other transit agencies do?

LA Metro’s Joint Development Policy
Sets a portfolio-wide goal of developing 35% of its properties for affordable housing.

Outlines how developer’s seeking to deliver affordable housing can qualify to pay a reduced price for the land

Caps the discount and links the level of discount to performance of affordable housing. Up to 35% discount based on performance of % of affordable units.
Sound Transit has an Equitable TOD policy that:

• Imbeds TOD into the project delivery process – links transit planning and land use considerations
• Emphasizes Partnerships
• Commits ST to transparent engagement
• Sets performance metrics

Policy Priorities:
1. Affordable housing development
2. Engagement
3. Fiscal responsibility
4. Flexibility
5. Integrated Project Delivery

What do other transit agencies do?
What do other transit agencies do?

**BART** has 6 goals:

1. **Complete Communities:** contribute to neighborhood vitality, create places that offer a mix of uses and amenities

2. **Sustainable Communities Strategy:** Lead in the delivery of the region’s transportation vision to achieve quality of life, economic and GHG reduction goals

3. **Ridership:** Increase ridership, particularly where the system has capacity

4. **Value Creation and Value Capture:** Enhance the stability of BART’s financial base.

5. **Transportation Choice:** leverage land use and urban design to encourage non-auto transportation choices.

6. **Affordability:** serve HHs of all incomes

Includes metrics:

- 20k units and 4.5M sq/ft of commercial by 2040
- **35% units affordable, a minimum of 20% of every station where there is residential.**
What do other transit agencies do?

The Twin City Metropolitan Council is the regional policy-making body, planning agency, and transit provider for the Twin Cities metropolitan region. Their priorities are:

• Create a financially sustainable 21st century transportation system
• Promote housing opportunities for all
• Invest in infrastructure that supports economic development.

Their TOD policy advances four goals:

1. Maximize the development impact of transit investments by integrating transportation, jobs and housing.
2. Support regional economic competitiveness by leveraging private investment.
3. Advance equity by improving multimodal access to opportunity for all.
4. Support a 21st century transportation system through increased ridership and revenues.
What do other transit agencies do?

Major Themes:

1. Growing ridership is shared goal, acknowledging that land use and ridership are linked.
2. Agencies are using revenue from TOD to support operating their systems
3. Affordable housing is key component of these policies or has its own stand-alone policy
4. Partnerships are key
5. Taking a community-scale approach allows the transit agency to play multiple roles and have a broader impact
6. Reduction of greenhouse gas and integration of sustainability measures is a best practice – TOD as a climate strategy
7. The level of specificity in the policy and metrics vary
Metro’s Policy-scape
ETOD/TOC is a cross-disciplinary strategy that advances equity, responsibly manages agency assets (land and service) and advances a sustainable environment by providing housing and commercial space close to high quality transit service, supporting land uses that can be better served by transit and by developing projects that through their design reduce the need for SOVs.
What do Metro Policies say about TOD?

1. **Integrate Transit Oriented Development planning** into the planning of King County Projects

2. The **production and inclusion of affordable housing is an integral** component of transit oriented development projects particularly those performed on King County properties.

3. **Seek partnerships** to deliver transit oriented development projects with the greatest impact

4. Collaborate with local jurisdictions and community based organizations to **develop, support and advance equitable engagement practices** around ETOD projects.

5. Seek development projects and strategies that **reduce green house gas emissions** and advance sustainable development practices.

6. **Prioritize** the **development** of County owned properties **within a ½ mile** of high frequency transit stops/stations

7. **Collaborate across departments** and with partners **to leverage funds** available to deliver transit oriented development projects.

8. King County **Metro can and should have** a number of possible roles in ETOD projects.
Metro’s Mobility Framework – Centering Equity and Sustainability in our work

**INTRODUCTION.** Metro’s Mobility Framework will respond to King County’s changing demographics, climate goals, and the many recent technological innovations in mobility services. It will provide overarching recommendations to guide updates to Metro’s adopted policies, as well as Metro’s budget and capital plan.

The Framework has been co-created with an Equity Cabinet of 23 community members to ensure that its recommendations are centered on equity and sustainability. The Equity Cabinet developed 10 guiding principles, which it then organized into five thematic areas. Equity Cabinet subcommittees then developed recommendations in each area.

**GUIDING PRINCIPLES**

1. Invest where needs are greatest
2. Address climate crisis & environmental justice
3. Innovate equitably & sustainably
4. Ensure safety
5. Encourage dense, affordable housing in urban areas near transit
6. Improve access to mobility
7. Provide fast, reliable, integrated mobility services
8. Support our workforce
9. Align our investments with equity, sustainability, and financial responsibility
10. Engage deliberately & transparently

**THEME AREAS**

1. **Investments**
   - Guiding Principles: 1, 4, 9
   - **Metro’s financial support for transit service, new mobility services, fares, capital**

2. **Surrounding Land Use**
   - Guiding Principles: 2, 5, 6
   - **Support for dense, mixed-use, high-quality neighborhood near transit, affordable housing, better access to transit**

3. **Innovation**
   - Guiding Principles: 3, 7
   - **Metro’s role in regional, integrated network (new technology and services) + role with private providers**

4. **Workforce**
   - Guiding Principles: 8
   - **Metro’s role with Metro & contractor employees & influence on treatment of private providers’ workforce**

5. **Engagement**
   - Guiding Principles: 10
   - **Metro’s policies for how it engages with the community regarding mobility investments**
What about the Mobility Framework?

**Equity Cabinet Recommendations**

1) **Increase dense, mixed use zoning, affordable housing, and reduced parking requirements in urban areas near transit** through the Growth Management Planning Council, by developing a King County Transit-oriented Development policy, and by updating Metro’s adopted policies to provide incentives for jurisdictions that provide increased density and/or affordable housing.

2) **Develop station area and right-of-way guidelines** that prioritize transit use and access for people who walk, bike, or roll to the station.

3) **Develop people-friendly street designs near transit**, including traffic-calming measures and ways to make bus stops safe for all ages, genders, and abilities.

4) **Meet King County’s climate goals by reducing car use**, developing clean infrastructure, promoting climate justice, and by prioritizing ways to make transit convenient and accessible.
TOD is not new to Metro

Transit Oriented Development began at King County in 1999.
The Draft Policy
What is the Policy’s Intent?

1. To summarize and respond to existing direction from a variety of sources creating a single comprehensive policy document that is transit specific.
2. To nest within the upcoming Countywide ETOD policy
3. To provide high-level direction to staff that articulates Metro’s overarching values and approved approaches to support and deliver equitable TOCs
4. To articulate Metro’s roles for both internal and external audiences
5. To provide a foundation of support and direction for this body of work that allows Metro to develop a robust and strategic program
The continuum of specificity (COS)

This policy is the **WHAT**, not the **HOW**

The **HOW** will be detailed in a strategic plan or implementation plan.

This policy needs to be specific enough to clearly state Metro’s values, but flexible enough to accommodate iterations and new ideas to achieve best outcomes without needing to revisit the policy.
It says that Metro has a stake in Land use and the policy calls out and defines TWO distinct roles Metro plays:

1) **As a property owner:** on property we own we are responsible for realizing equitable transit oriented development

2) **As a transit provider:** in communities we serve with transit, but where we do not own property, our roles include: advocate, partner and resource in support of transit-oriented communities
Policy Goals

In both roles, Metro’s ETOC policy seeks to accomplish the following goals:

1. Improve regional mobility
2. Prioritize Affordability
3. Consider Transit-Supportive land Use
4. Advance regional sustainability practices
5. Seek equitable outcomes on Metro-owned property and in communities served by transit
Policy Strategies
How should Metro realize its goals in both roles?

- Improve Regional Mobility
- Prioritize Affordability
- Consider Transit – Supportive Land uses
- Advance Regional Sustainability Practices
- Seek Equitable Outcomes
Policy Strategies: Improve Regional Mobility

As a Property Owner:
- Provide flexibility to developers to address access improvements holistically and suggest innovative parking solutions
- Focus on high quality urban design to address first-last mile integration and create people-oriented places
- Seek reduced parking requirements

As a Transit Provider:
- Consider the existing regulatory environment development densities, multi-modal connections, existing land uses and market conditions when designing transit services
- Provide transportation choices
- Work to identify and reduce barriers to transit
Policy Strategies: Prioritize Affordability

As a Property Owner:
• Set a performance goal for Metro’s portfolio
• Seek partnerships to streamline delivery of affordable housing
• Prioritize the delivery of housing affordable to HHs making 50-80% of AMI
• Provide flexibility to allow creative solutions to increase the supply and depth of long-term affordable housing

As a Transit Provider:
• Support the creation of inclusionary housing policies in transit corridors, particularly those served by high-frequency service
• Consider inclusionary housing policies as a piece of overall regulatory readiness when planning high-frequency service
Policy Strategies: Consider Transit-Supportive Land Use

As a Property Owner:
- Work with jurisdictions to maximize development capacity and reduce parking requirements on county property
- Streamline land use entitlements when possible

As a Transit Provider:
- Conduct predevelopment analysis to inform route, facility and service planning for high-frequency transit service in support and strengthen transit oriented communities
- Evaluate the transit-supportive nature of land use policies in communities when considering service, particularly high-frequency service.
- Advocate for low parking ratios near high-frequency transit service and multi-modal access networks.
- Partner to align resources needed to support improvements to enhance land use patterns and the physical environment near transit
As a Property Owner:

- Require LEED platinum or the Evergreen Standard in all county TOD projects;
- Allow flexibility to pilot new technologies and/or processes to advance environmental sustainability when possible;
- Work with regulators to allow the use of cutting edge green building technologies and practices when possible;
- Include amenities for non-motorized access modes

As a Transit Provider:

- Include safe multi-modal access improvements as part of transit corridor projects.
- Provide flexibility around parking requirements and support for lower parking requirements
- Seek to reduce GHG gas emissions by lowering overall parking supply in favor of other non-motorized improvements;
Policy Strategies: Seek Equitable Outcomes

As a Property Owner:

- Partner with local communities to develop shared project specific development goals that benefit and honor existing communities;
- Provide flexibility to allow for creative outcome-oriented project delivery methods;
- Work with community groups to build capacity and aid with outreach;
- Identify and include measures that advance long-term community stability, including instruments such as community preference agreements, as desired.

As a Transit Provider:

- Advocate for inclusionary zoning requirements;
- Prioritize providing transit to affordable developments and areas where there is a high concentration of underserved populations;
- Consider stabilization measures when providing new high-frequency transit service.
Other Policy Strategies

As a Property Owner:

• Actively manage our real property portfolio to identify opportunities for equitable transit oriented development and create procedures to pursue ETOD when possible;
• State a preference for ground leases;
• Seek partnerships to leverage our investments in transit oriented development projects;

As a Transit Provider:

• Consider the integral relationship between land use and transit when planning for our service and partner with jurisdictions in support of transit-oriented communities; advocating for policies that advance the goals of this policy county-wide
• Consider the timing of regional transit projects to be best align delivery of ETOC in transit corridors where Metro provides service
Metrics

Part of making a policy meaningful is measuring its success

We will do that by:

• Setting an affordable housing goal: 40% of all Metro properties will include affordable housing

• Evaluate Metro’s property portfolio biannually, identifying new opportunities for ETOD;

• Publish annual program progress reports and develop two-year work plans for TOD, with the intent of aligning our projects with available funding resources.
Policy Development Process

May | June | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | April | May

Draft content creation with internal Staff group direction

Engagement Planning | Internal Engagement | External engagement

PSRC

Transmit to council

Staff workgroup kickoff
Framing Questions

Take a few minutes to read the draft policy with these questions in mind:

1. Does the policy go far enough?
2. Does anything give you pause?
3. Does this policy communicate Metro is a good partner?
4. What’s missing?
Next steps

We’re concluding our external feedback shortly. Initial feedback is due by **March 27th**

We plan to finalize our policy document by the end of March and transmit to Council by Mid-May.

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**Thank You!**