Regional Transit-Oriented Development Advisory Committee

Friday, September 21, 2018 | 10:00 – 11:30 a.m.

10:00 1. Call to Order – Committee Co-Chair
2. Introductions – Committee Members
3. Report of the Co-Chair
4. Communications and Public Comment
5. Staff Report

   • Report out on the Growth Management Policy Board’s work on the Regional Growth Strategy
     alternatives to date
   • Group discussion – How should growth be distributed around the region? What does this mean for TOD
     and the GTC Strategy?

10:50 7. Discussion Item: Featured E-TOD Tool: Parking Strategies – Maggie Moore, PSRC; Alex Brennan, Capitol
   Hill Housing; Robert Pantley and Angela Rozmyn, Natural and Built Environments, LLC
   • Overview of parking in the GTC Strategy
   • Capitol Hill Housing Ecodistrict shared parking program
   • Reduced parking in Kirkland multifamily development

11:25 8. Next meeting: November 30, 2018 – Focus on Access to Opportunity – NOTE NEW MEETING DATE
   • VISION 2050 and GTC: Social Equity
   • Featured ETOD tool: Displacement Risk Analysis
   • GTC Monitoring Report – 2018 Update

11:30 9. Adjourn Meeting

It is requested that Public Comments be limited to two minutes and relate to topics on today’s agenda. Committee members please submit proposed
amendments and other materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Laura
Benjamin at lbenjamin@psrc.org, fax 206-464-7134, or mail.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.
DATE: September 21, 2018

TO: Regional TOD Advisory Committee

FROM: Liz Underwood-Bultmann, Principal Planner, Puget Sound Regional Council

SUBJECT: VISION 2050 Regional Growth Strategy

IN BRIEF
Staff will brief the committee on the Regional Growth Strategy and seek feedback on a regional growth goal for transit station areas.

DISCUSSION
VISION 2040 is the existing long-term plan for growth in the central Puget Sound region. With an integrated approach, VISION 2040 addresses land use, transportation, economic prosperity, and the environment. Focusing growth around transit investments in regional, countywide, and local centers is a centerpiece of the approach to managing growth in the region. PSRC is currently working to update VISION 2040 to extend to the year 2050.

At the heart of VISION 2040 is a shared vision of how and where the region should grow. The Regional Growth Strategy provides a description of an overall development pattern that the central Puget Sound region should assume over time. It also provides guidance for how counties, cities and towns can contribute to achieving that preferred pattern while minimizing the environmental impacts of growth and making efficient use of existing infrastructure and investments. The overall strategy for accommodating growth is organized around the state Growth Management Act's (GMA) concepts of urban, rural, natural resource areas.

The Growing Transit Communities Strategy includes goals to attract more of the region's residential and employment growth to high capacity transit communities. The Growing Transit Communities Strategy calls for 25% of housing and 35% of employment growth to be accommodated in high-capacity transit station areas in the three-county Sound Transit region, namely future light rail station locations. As of 2017, including some updated station locations, the region was exceeding the goal for employment growth, and nearly achieving the housing growth goal. Meanwhile, the region has seen continued work developing transit, including long-range transit plans by each of the major transit providers that include Bus Rapid Transit (BRT) service, Sound Transit’s ST3 routes, and voter approval of new high-speed ferry routes. VISION 2050 is an opportunity to consider these additional transit communities beyond the light rail corridors studied in Growing Transit Communities and consider broader growth goals around transit-served areas.

The Growing Transit Communities Strategy also calls for VISION to establish transit communities as a key element of the Regional Growth Strategy:

6.1. Amend plans and policies to establish transit communities as a key element of the regional growth strategy to concentrate new population and employment within urban areas in centers linked by a high capacity transit network.
VISION 2050 will include an extension of the Regional Growth Strategy out another decade beyond 2040 to 2050. This extension is an opportunity to incorporate lessons learned from efforts to implement the existing strategy and may result in changes to the growth strategy and development of a new alternative(s).

Several preliminary growth concepts were presented to the Growth Management Policy Board at its September meeting. These scenarios will help identify two or three alternatives for study in the Draft Supplemental EIS. These scenarios include:

- **Stay the Course.** Extends VISION 2040 growth assumptions to 2050
- **Forward from 2017.** Resets VISION 2040 growth assumptions to 2017
- **Dispersed Urban Growth.** Distributes growth broadly across urban growth area
- **Transit Focused Growth.** Focuses more growth around high capacity transit station areas

The Growth Management Policy board has expressed support for including an ambitious growth goal for TOD in the Transit Focused Growth scenario. PSRC staff will provide an overview of the Regional Growth Strategy and seek input from the committee on the update and assumptions for transit-oriented development in the growth scenarios.

<table>
<thead>
<tr>
<th>Growth in Transit Station Areas</th>
<th>Current Conditions</th>
<th>No Action Alternative (Stay the Course) 2017-50</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>19%</td>
<td>44%</td>
</tr>
<tr>
<td>Employment</td>
<td>47%</td>
<td>60%</td>
</tr>
</tbody>
</table>

**NEXT STEPS**
Feedback from the committee will be shared with the Growth Management Policy Board, and staff will continue to work on refinements to the growth scenarios. The Growth Management Policy Board is expected to select alternatives for environmental review at their November meeting.

**STAFF CONTACT**
For more information, please contact Liz Underwood-Bultmann at 206-464-6174 or LUnderwood-Bultmann@psrc.org.

Attachment A: Map of Draft Revised Regional Geographies and Transit Station Areas
Attachment A: Draft Revised Regional Geographies and Transit Station Areas
DATE: September 21, 2018

TO: Regional TOD Advisory Committee

FROM: Maggie Moore, Associate Planner, Puget Sound Regional Council

SUBJECT: Featured E-TOD Tool: Parking Strategies

IN BRIEF
The Committee will be provided an overview of parking in the GTC strategy and hear case studies on innovative parking management from the Capitol Hill Housing Ecodistrict and the Arete multifamily development in Kirkland.

BACKGROUND
Building on the GTC monitoring work completed in 2017, Committee meetings will include a “Featured Equitable TOD Tool” as a standing agenda item for 2018. Each featured tool will present more in-depth information, including best practices, lessons learned, and regional case studies, on a specific tool or subset of tools from the GTC Strategy. The featured tools are intended to provide timely and transferable information that can be applied to a wide range of transit communities with varying land use, infrastructure, and market conditions.

DISCUSSION
This month the Committee will focus on parking strategies, specifically GTC Strategy 9: Adopt innovative parking tools (see attachment A). Parking requirements that are inflexible and often exceed demand can drive up development costs and resulting prices and rents, and may render new development infeasible. Innovative parking tools can be effective in supporting TOD while meeting the limited parking needs of transit rich communities.

Alex Brennan, Senior Planner at Capitol Hill Housing, will share information on research collected and recommendations made on shared parking in the Capitol Hill neighborhood of Seattle. Robert Pantley and Angela Rozmyn of Natural and Built Environments, LLC, will discuss their work developing in Kirkland and Redmond with lowered parking requirements.

STAFF CONTACT
For more information, please contact Laura Benjamin at 206-464-7143 or LBenjamin@psrc.org, or Maggie Moore at 206-464-6171 or MMoore@psrc.org.

ATTACHMENT: A) GTC Strategy 9: Adopt Innovative Parking Tools
Strategy 9: Adopt Innovative Parking Tools

Frequent and reliable transit service within walking distance of housing and commercial uses reduces the amount of parking needed as part of new development. Requirements for parking that are inflexible and exceed demand can drive up development costs and resulting prices and rents, and may render new development infeasible. A range of innovative parking tools are available for use in transit communities that are effective in supporting TOD while meeting the limited parking needs of a transit rich environment.

Puget Sound Regional Council

9.1 Develop guidance on parking management best practices and innovative tools for use in transit station areas. Disseminate guidance on parking management through PSRC policy and plan review processes.
9.2 Collaborate with King County to further develop the data and tools included in the Right Size Parking project for application in transit communities throughout the region.
9.3 Establish criteria for transportation project funding that incentivize local adoption of comprehensive parking management strategies and innovative best practices (see 9.6).

Transit Agencies

9.4 Work with local governments and other transit agencies to coordinate implementation of access plans for transit stations and parking management strategies for station areas.

Local Governments

9.5 Adopt a district-wide management strategy for both on- and off-street parking as part of the station area plan or policies.
9.6 Adopt, where appropriate, innovative off-street parking management tools, such as:
   - Flexible or market-driven parking regulations
   - Reduced or eliminated parking requirements for special populations, such as seniors, and in locations with access to frequent transit
   - Limits on the maximum amount of parking that can be included in a development,
   - “Unbundling” the cost of parking from housing unit prices/rents
   - Shared parking facilities
   - Support for car sharing options
   - Transportation demand management

9.7 Where parking demand is high, adopt on-street parking management strategies, such as metered parking and residential parking zones.

Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities