

PROJECT HIGHLIGHTS



Federal Way Transit Center TOD

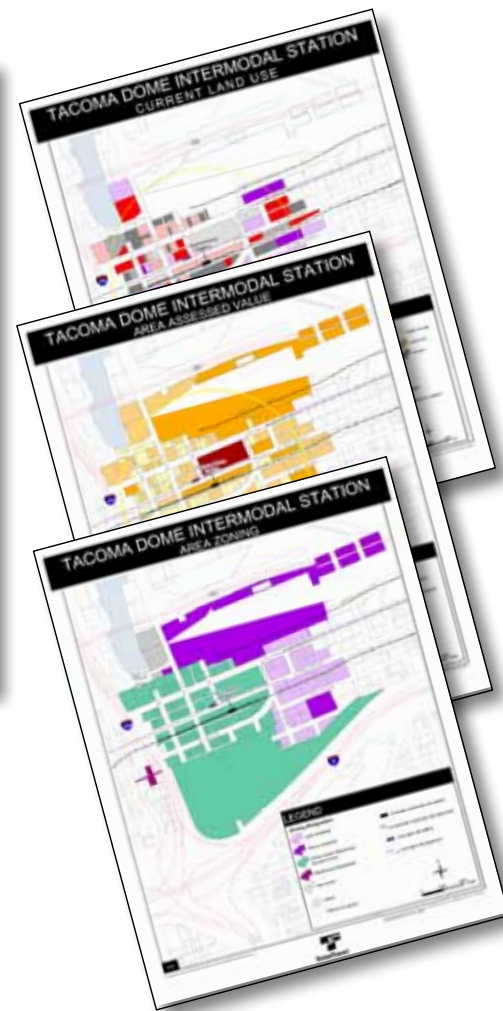
At the Federal Way Transit Center, Sound Transit created two separate parcels for transit oriented development, in cooperation with the City of Federal Way. The parcels will develop as single or mixed use projects to support the City's downtown redevelopment plan.

More than 700 buses a day serve the Transit Center, including ST Express, Metro, and Pierce Transit. Sound Transit's new direct service to Seattle has an easy Interstate 5 connection via the HOV Access Ramp. A 1,200 stall park and ride garage provides additional ridership support for this major transit facility.

Transit Facility/Station Profiles

Thirty-three station/facility profiles were completed using GIS mapping and field work to describe existing conditions within a ¼ mile radius. An original work assignment by the Board's TOD Subcommittee, the mapping includes zoning, current land use, assessed value, ownership, and an aerial photo. Each profile also contains analysis within the ¼ mile of the facility including existing conditions, population, and transit service facts and projections. Applicable profiles will be included in reports to the Federal Transit Administration. This information is available for use by citizens, local jurisdictions, real estate professionals and developers.

Access the TOD Program web page at <http://www.soundtransit.org/working/rel/tod/profiles.asp>



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ABOUT SOUND TRANSIT:

Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for Central Puget Sound.

For information about Sound Transit projects call (800) 201-4900 / (888) 713-6030 TTY.

For rider information call (888) 889-6368 / (888) 713-6030 TTY. Or visit us online at www.soundtransit.org.

SOUND TRANSIT, the CITY OF SEATTLE, and KING COUNTY METRO collaborated on a transit-oriented development definition that emphasizes locations within ¼ mile of light rail or bus stops with multiple routes and/or frequent service, land use that maximizes transit use by making the best use of the underlying zoning capacity to encourage moderate or high-density development clustered near transit, and design that encourages neighborhood and pedestrian activity on the street and connectivity to transit, decreasing dependence on driving.

WHAT IS TRANSIT ORIENTED DEVELOPMENT?

Sound Transit Board Motion 45 defines TOD as public and private development supporting transit use by emphasizing pedestrian and transit access, clustering development, and mixing land uses and activities.

Transit agencies across the country are seeking to combine the goal of increased ridership with SMART GROWTH principles of efficient land use and reduced reliance on the automobile. This national trend has local application through the implementation of *Sound Move*, the region's transit plan and the State Growth Management Act. The Puget Sound Regional Council's *Creating Transit Station Communities* workbook stresses that "Transit-oriented development principles are achieved by coordinating several developments and public investments... Coordination between the various activities is most important."

BOARD ADOPTED TOD POLICIES & GUIDELINES

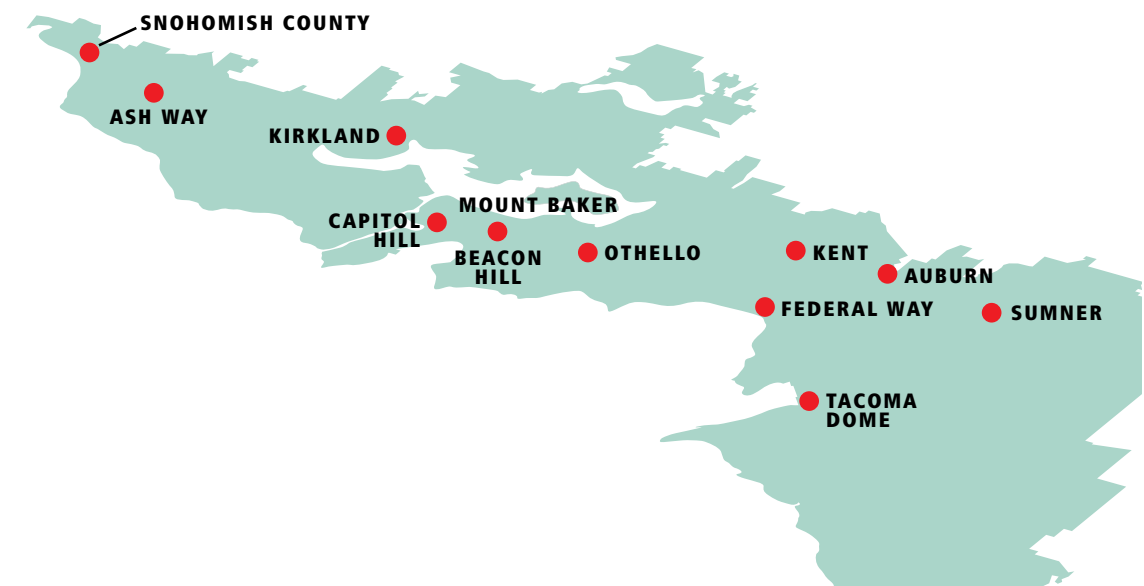
TOD policies and guidelines were first adopted by the Sound Transit Board of Directors in 1997. Subsequent Board motions and resolutions have added definition and depth to Sound Transit's evolving TOD

Program. Central to the implementation of *Sound Move* is the weaving together of land use and transit decisions that will increase ridership and create livable communities. The program's direction includes the following:

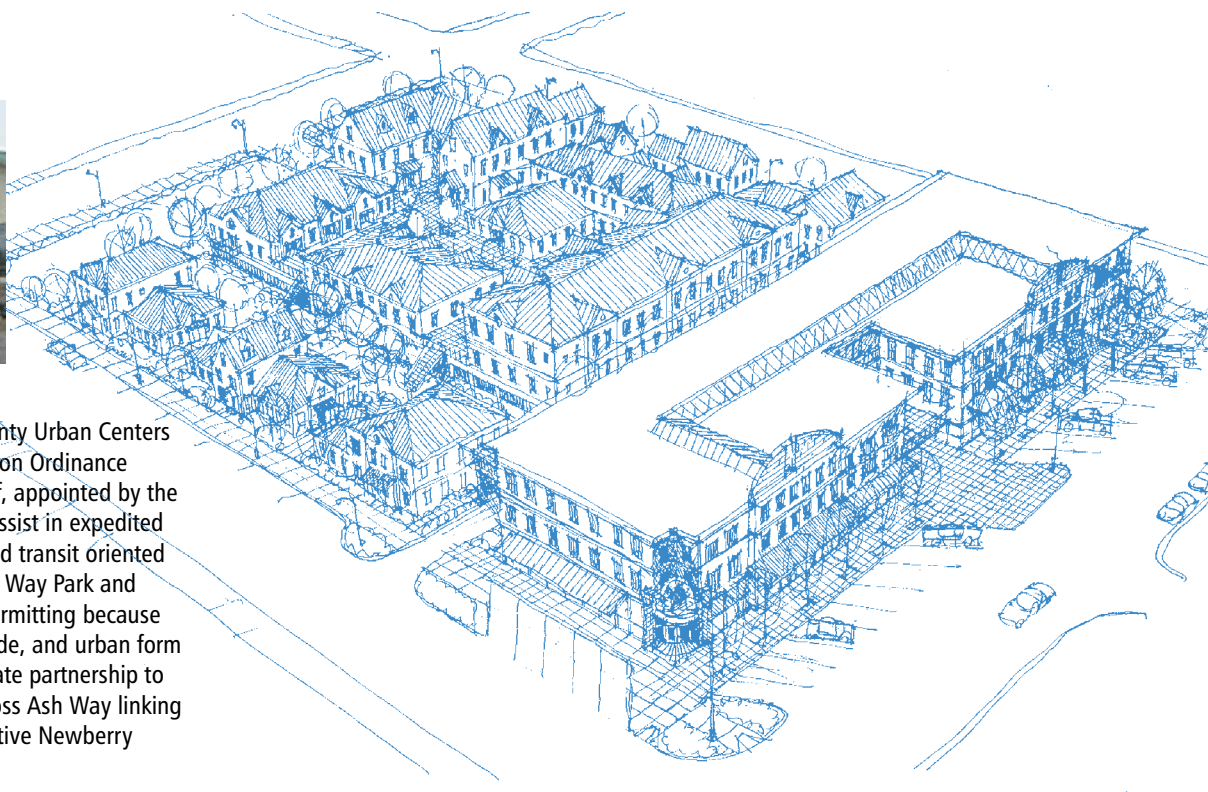
- Preserving development opportunities on Sound Transit property
- Promoting TOD in the acquisition, use or disposition of excess land
- Preserving options through local station area plan and project reviews, and
- Providing TOD technical support programs to *Sound Move* jurisdictions.

The TOD Program operates with two guiding principles: First, the Program is only involved with projects or in jurisdictions based on invitation. Second, the budget, scope and schedule of capital projects take precedence over potential TOD opportunities. This report provides examples of recent activities and accomplishments throughout the three-county region.

TOD BY JOINT DEVELOPMENT PROJECT LOCATIONS



PROJECT HIGHLIGHTS



Sumner Town Center

Since 2002, the TOD Program has supported and participated in the Sumner Town Center Plan process. The plan includes the bus and Sounder rail station adjacent to downtown. It also incorporates transit-oriented development concepts with broader urban design and economic development goals. This combined vision has encouraged the City to invest in a bold plan focusing on increased housing opportunities, while maintaining Sumner's small town charm.

The TOD staff and Ravenhurst Development created an in-fill mixed use concept for the City's "Red Apple" property in the downtown. The concept features senior units and ownership housing, a new grocery store, and additional retail. This site is two blocks from the high demand Sounder park-and-ride lot.

Substantial citizen support was expressed for the adoption of the Town Center Plan as an element of the City's Comprehensive Plan. Sound Transit is continuing to work with the City to help implement the plan, the purpose of which includes revitalizing downtown and providing residential choices in proximity to the rail station.



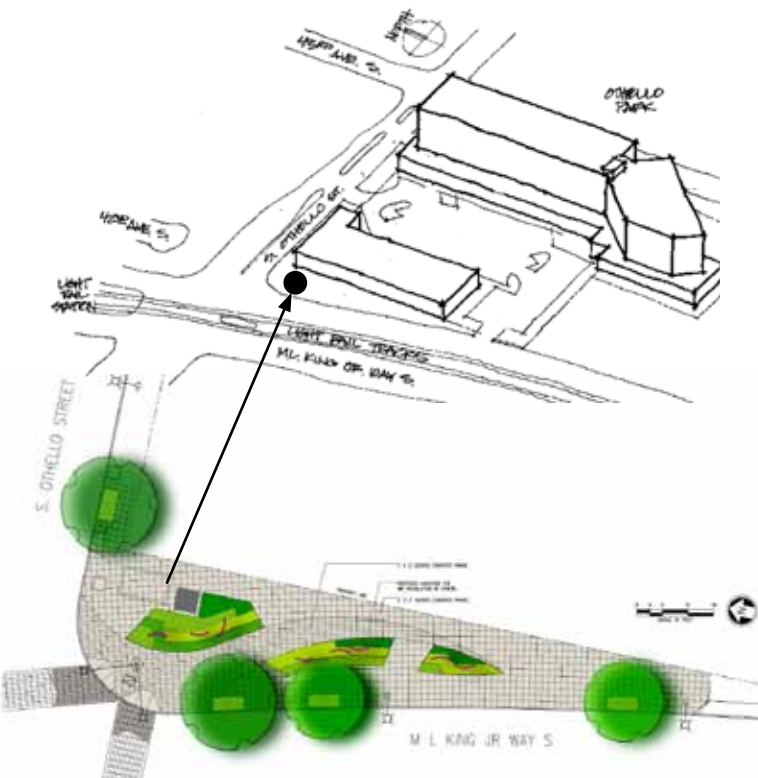
Ash Way Facility Enhancement

The TOD Program's support of the Snohomish County Urban Centers Program includes participation on the Demonstration Ordinance Review Committee. This group of citizens and staff, appointed by the county council, reviews prospective proposals to assist in expedited permit reviews of projects that meet pedestrian and transit oriented objectives. Newberry Square, across from the Ash Way Park and Ride lot (I-5 and SW 164th), received expedited permitting because of its housing density, proximity to the park-and-ride, and urban form characteristics. The TOD program led a public/private partnership to jointly fund a pedestrian signal and crosswalk across Ash Way linking the Ash Way Park-and-Ride and the transit-supportive Newberry Square project.

Othello Station

At a prominent site at the intersection of Martin Luther King Jr. Way South and South Othello Street, the program worked with Nicholson Development, a fee developer and the not-for-profit Mount Baker Housing Association to incorporate transit-oriented development principles into their project planning. The TOD Fund contributed to the initial conceptual design by GGLO Architects. The retail/housing proposal recently sought Early Design Guidance by the City, for which there was strong support from local citizens. The project has received a \$75,000 predevelopment loan from Impact Capital for further design and feasibility work.

While assisting the fee developer to understand future Link Light Rail construction plans, the TOD Program identified a needed pedestrian link along MLK, fronting the proposed retail/housing project. A new plaza compatible with the featured art piece *The Dancing Ladies*, required coordinating with the City's Light Rail Review Panel, Link Civil and Architectural design, and the STart Program. The new plaza design by Murase Associates Landscape Design will be built by RCI during light rail construction.



Tacoma Dome District Place-Making

Tacoma Link light rail, Sounder commuter rail, ST Express regional bus, Pierce Transit, Greyhound and Amtrak converge at the Tacoma Dome Station, one of the flagship "multi-modal" transit facilities in the regional mass transit system Sound Transit is building. The facility's transit services as well as parking garages with 2,400 stalls and retail amenities at Freighthouse Square make this underdeveloped station area an evolving opportunity for transit-oriented development. The TOD Program, at the request of the Dome District Business District, is looking at strategies for implementing the City's Dome Area Plan.

TOD Program staff and GVA Kidder Mathews researched commercial and residential redevelopment opportunities for the District, a former working class neighborhood. Among the potential public-private, mixed-use partnerships investigated are residential, single purpose retail, and new entertainment venues. This effort, funded by the Puget Sound Regional Council, identifies concepts with the potential to provide services to the local population, while also creating a destination attraction immediately adjacent the Dome station. The report, titled *Tacoma Dome Place-Making and Catalyst Development Analysis* draws from previous Pierce Transit and City efforts which defined and set goals for the District, subsequently adopted as an element of the Tacoma Comprehensive Plan.

