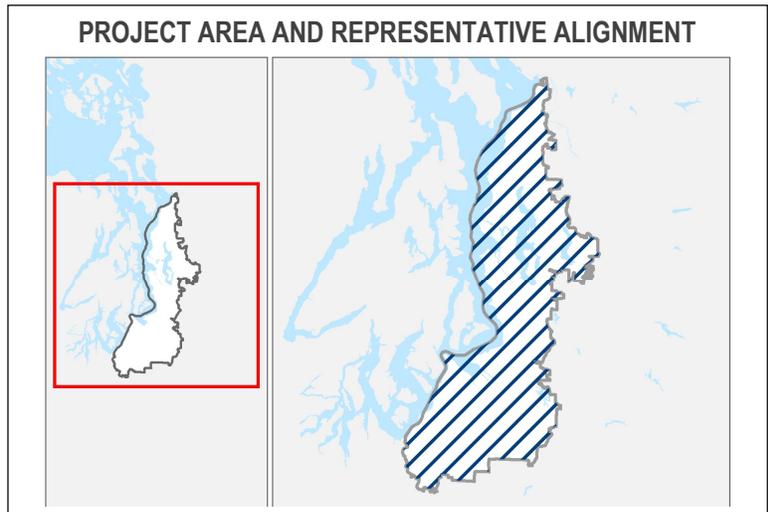


Transit-Oriented Development Planning Program

Subarea	Systemwide
Primary Mode	N/A
Facility Type	N/A
Length	N/A
Date Last Modified	July 1, 2016



SHORT PROJECT DESCRIPTION

This program would fund TOD analysis and support beyond the planning phase of transit capital project development in anticipation of sale, lease, or transfer of surplus properties or air rights to third parties.

All analysis and property disposition would be conducted in accordance with the TOD Policy (Resolution No. R2012-14).

KEY ATTRIBUTES	
REGIONAL LIGHT RAIL SPINE <i>Does this project help complete the light rail spine?</i>	N/A
CAPITAL COST <i>Cost in Millions of 2014 \$</i>	\$20
RIDERSHIP <i>2040 daily project riders</i>	N/A
PROJECT ELEMENTS	<ul style="list-style-type: none"> • TOD envelope definition and physical form alternatives • Civil engineering analysis necessary for property disposition • Housing suitability analysis • Market analysis, financial feasibility, and timing/phasing • Determination of highest and best uses and establishment of Fair Market Value • Identification of concepts for development on specific TOD parcels • Community outreach and engagement associated with a specific TOD project • Agency TOD staff time involved in early planning and predevelopment activities • Development of TOD educational tools targeted to other government institutions and non-profits <p><i>See page two for additional representative project elements</i></p>
NOT INCLUDED	<ul style="list-style-type: none"> • Consultant efforts for TOD analysis for early planning and project development are covered within the individual ST3 projects' scopes and budgets and are excluded from this program budget • Community TOD planning and policy assistance to facilitate community readiness to identify appropriate development near transit facilities
ISSUES & RISKS	<ul style="list-style-type: none"> • Readiness of local jurisdictions for TOD • Availability of partners and adequacy of matching funding sources • Potential conflicts between local, regional, and agency priorities for the project sites • Community TOD depends, in part, on the ability of local jurisdictions and other potential partners to dedicate capital funds to a project • Projects may benefit from a shared understanding, during all phases, of the appropriate and/or legal roles of various partners in TOD

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Sound Transit developed a conceptual scope of work for this project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information was developed to assist the Sound Transit Board as it developed the ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

Long Description:

This program supports analysis of opportunities for development around Sound Transit facilities (Community TOD) and on properties owned by Sound Transit and no longer needed for a transit purpose (Agency TOD). The primary responsibility of Sound Transit is to complete and expand regional high-capacity transit systems to deliver fast, frequent services, greater capacity, and improved mobility. This program fund enhances Sound Transit's mission by supporting transit communities and transit-oriented development that can increase ridership. The goal of the Agency TOD effort is to foster redevelopment of properties used for new facility construction that are no longer needed for further construction, operations, or other ongoing transit purposes. Properties may be disposed through sale, lease, or transfer of land or air rights. Where properties are suitable for housing, affordable housing will be considered a priority use.

Program funds will support staff work with local and regional partners on identifying and facilitating TOD, as well as due diligence activities.

Program elements include but are not limited to:

- TOD envelope definition and physical form alternatives
- Civil engineering analysis necessary for property disposition
- Environmental analysis and remediation recommendations to identify potential impediments to project delivery
- Housing suitability analysis
- Market analysis, financial feasibility, and timing/phasing
- Determination of highest and best uses and establishment of Fair Market Value
- Property valuation analysis, including appraisals
- Identification of concepts for development on specific TOD parcels
- Community outreach and engagement associated with a specific TOD project
- TOD project team execution of RFQ/RFP process and selection of development team
- Update and maintenance of database tracking property status
- Revision and further development of procedures and for the TOD program
- Internal and external reporting on program goals, activities, and priorities, including the annual TOD report to the Board of Directors
- Development of TOD educational tools targeted to other government institutions and non-profits

Assumptions:

- All work will be conducted in accordance with the TOD Policy (Resolution No. R2012-14), as well as other existing Sound Transit policies and programs such as the System Access Policy, Sustainability Program, and Scope Control Policy
- Existing Sound Transit policies will be updated to become compliant with revised RCW 81.112.350
- To the extent possible, all work will be coordinated and integrated with efforts by partner agencies and organizations

Environmental:

Sound Transit or a 3rd Party will complete all required plan-level or project-level environmental reviews necessary to support the TOD program. In addition, Sound Transit or a 3rd Party will obtain and meet the conditions of all required local, state, and federal permits and approvals.

Utilities:

N/A

Right-of-Way and Property Acquisition:

N/A

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Potential Permits/Approvals Needed:

N/A

Project Dependencies:

- Depends on individual ST3 projects
- This program will also depend on municipal "readiness" to develop TOD within their jurisdictions. Local and regional support for TOD plans and policies will affect the execution of TOD projects
- Actual TOD will be developed by other parties (public, private, or partnerships), so the timing of TOD is dependent on upon the real estate market and background business cycles

Potential Project Partners:

TOD Policy specifies that Sound Transit will "coordinate, cooperate and consider partnerships with public and private interests to identify and achieve Agency and Community TOD strategies." These partners will vary depending on the location of the transit project and station area context.

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Cost:
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In Millions of 2014\$

ITEM	COST
Agency Administration	\$4.03
Preliminary Engineering & Environmental Review	\$14.15
Final Design & Specifications	
Property Acquisition & Permits	
Construction	
Construction Management	
Third Parties	
Vehicles	
Contingency	\$1.82
Total	\$20.00

Design Basis:

Transit-Oriented Development Planning Program

Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i>	N/A	
 Ridership <i>2040 daily project riders</i>	N/A	
 Capital Cost <i>Cost in Millions of 2014 \$</i>	\$20	
 Annual O&M Cost <i>Cost in Millions of 2014 \$</i>	N/A	
 Travel Time <i>In-vehicle travel time along the project (segment)</i>	N/A	
 Reliability <i>Percentage of alignment/route in exclusive right-of-way</i>	N/A	
 System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus service</i>	N/A	
	Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	N/A
	Percent of Non-motorized Access <i>Percentage of daily boardings</i>	N/A
 Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	N/A	
	Land Use and Development/TOD Potential <i>Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i>	N/A
	<i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i>	N/A
	<i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</i>	N/A
	Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential stations</i>	N/A
	<i>2014 and 2040 population within 0.5 mile of potential stations</i>	N/A
	<i>2014 and 2040 employment within 0.5 mile of potential stations</i>	N/A

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>