

Annual TOD Report

Citizen Oversight Panel

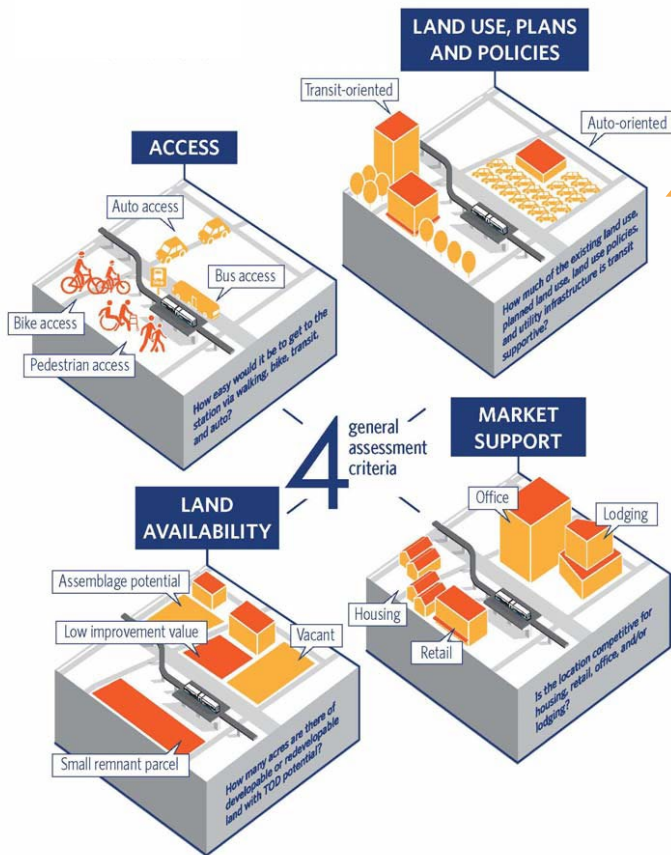
3/17/2021

Sound Transit supports TOD near stations to help create vibrant neighborhoods and support transit ridership.



Mercy Othello Plaza (Othello station)

Types of 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 joint development with transit facilities.



Where are TOD Opportunities?

OPERATIONS FOOTPRINT

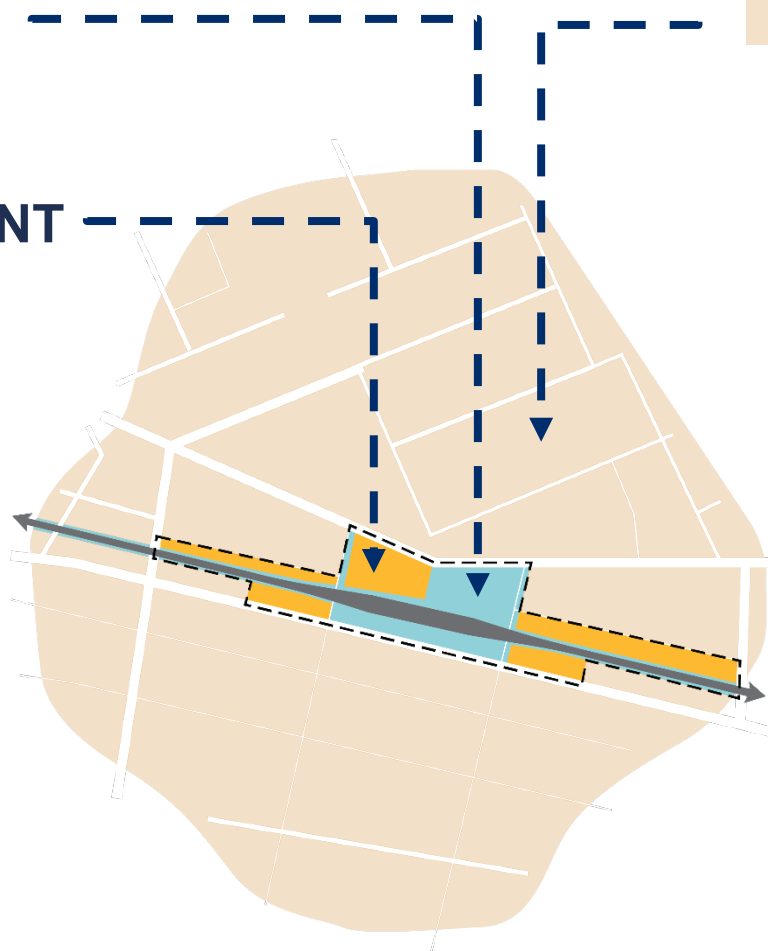
Permanent transit uses and potential joint development

CONSTRUCTION FOOTPRINT

Construction staging may be redeveloped after transit purpose as Agency TOD

COMMUNITY TOD

Area within comfortable walking distance to station (10-15 minutes)



*Agency TOD Example:
Artspace Mount Baker Lofts*



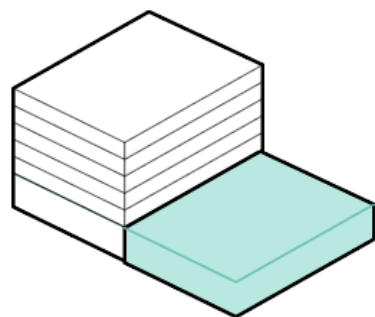
Photo: Artspace

*Community TOD Example:
Mercy Housing Gardner House*



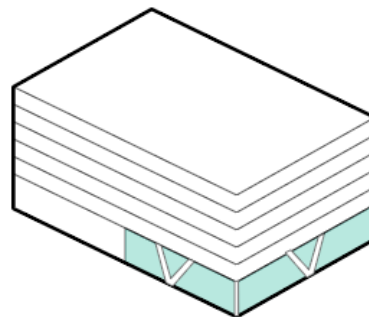
Differentiating Types of Agency TOD

Increasing complexity and interface with project design/delivery decisions



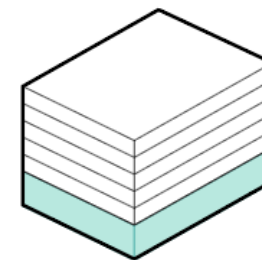
Adjacent

Development next to station; potentially with direct access into station. *Most ST Agency TOD projects are in this category.*



Air Rights

Development that occurs within air rights of station; potentially structurally independent. *Downtown Transit Tunnel Stations exemplify this.*



Integrated

Development over station; difficult to deliver without structural integration. *Only example in ST system is U District Station.*

ST's Equitable TOD Policy

Goals:

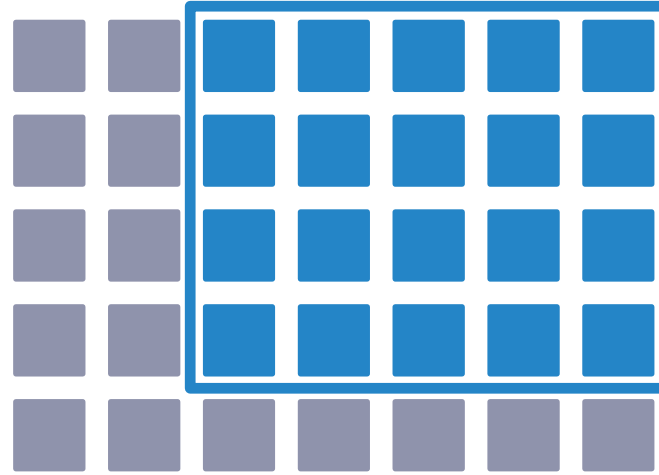
- *Increase ridership*
- *Support growth plans*
- *Engage communities*
- *Integrate TOD into transit planning*
- *Create housing, especially affordable housing*
- *Encourage safe and easy access to transit*



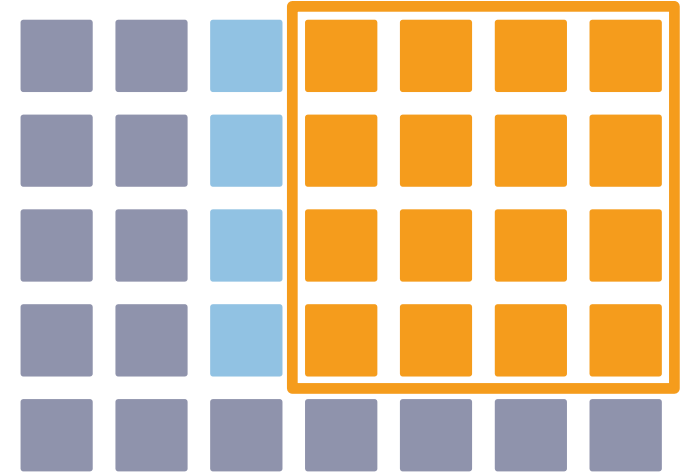
State statute on surplus property



All applicable surplus property



Those determined as suitable for housing

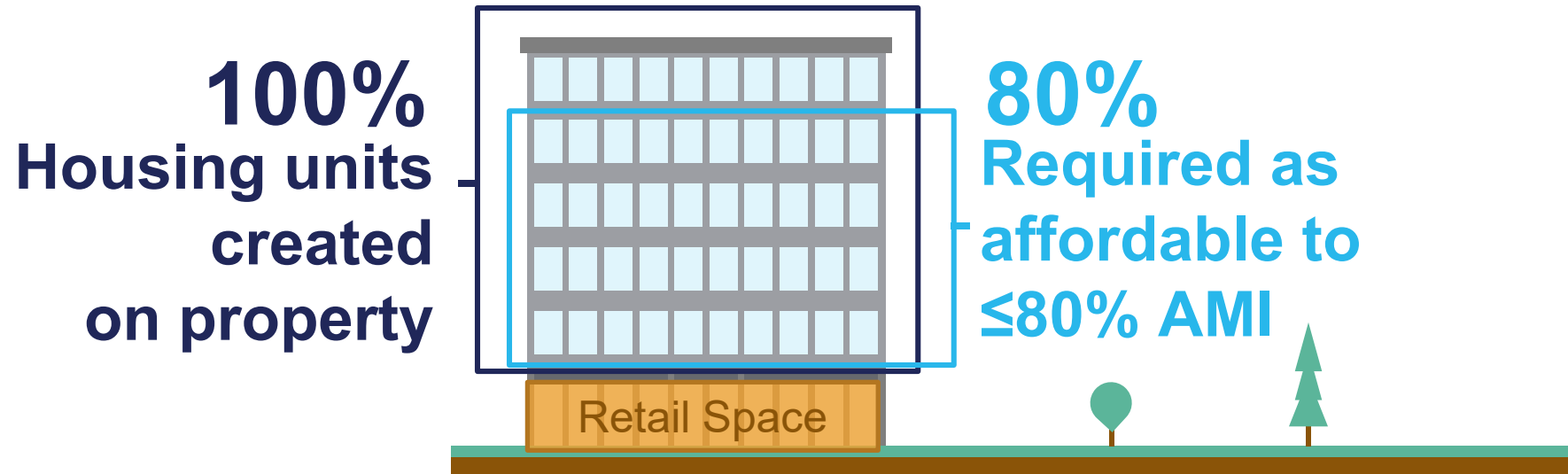


At least 80% of those suitable for housing must be offered to qualified entities for affordable housing

Conceptual depiction

State statute on surplus property

- If a qualified entity receives surplus property through the first offer, then a minimum of 80% of the housing units constructed on that property must be dedicated to affordable housing



State statute on surplus property

80

≥80% of suitable property must be first offered for affordable housing creation

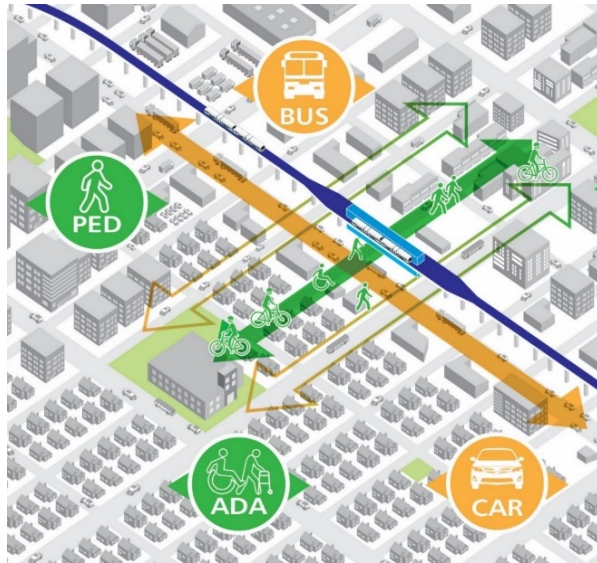
80

≥80% of created units must be affordable

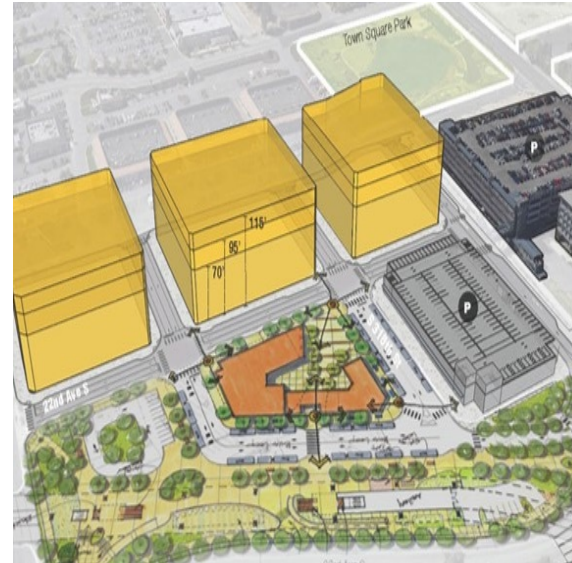
80

Units must serve those earning ≤80% of area median income

Major Phases of ST TOD



**Station
Planning**



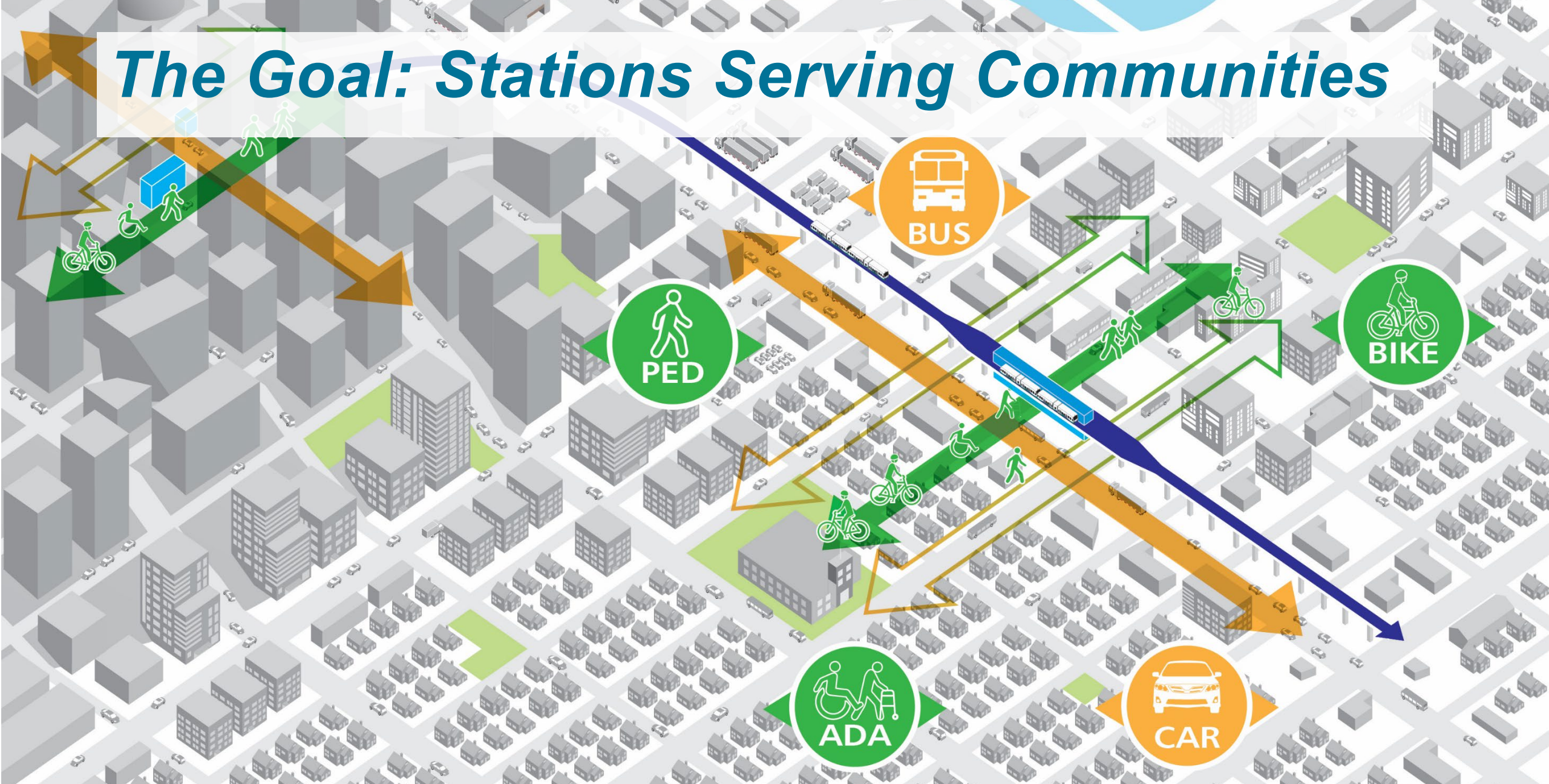
**Explore
Opportunities**



**TOD
Implementation**

Land Use Planning

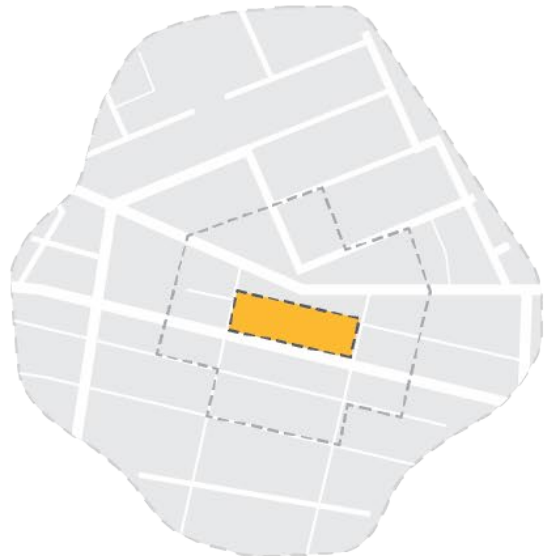
The Goal: Stations Serving Communities



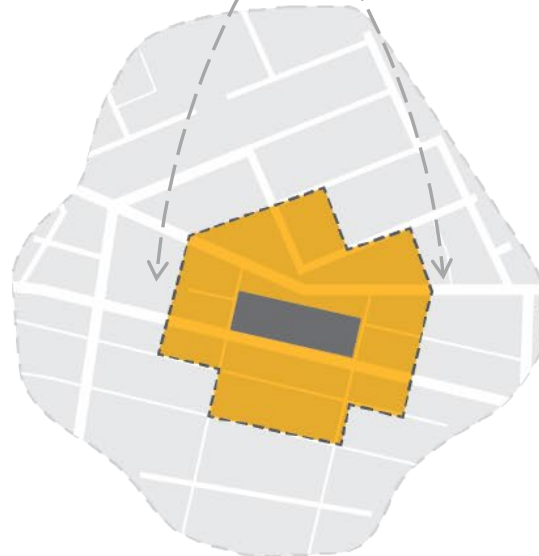
Zones of Responsibility



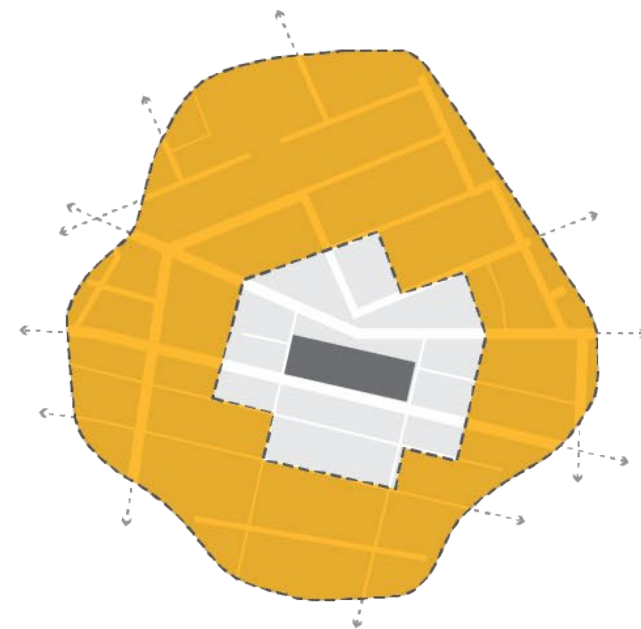
Cities



Station



Station context



Station area

Land Use Planning approaches – part 1

<i>Approach</i>	<i>Description</i>	<i>Timing</i>
Development propensity and alternatives screening	Evaluates propensity of different alignments and station locations to support TOD	Alternatives Development
Future Land Use and TOD Analysis	Analyzes potential for joint development and TOD on specific parcels identified as potential acquisition needs for project	Early in Environmental

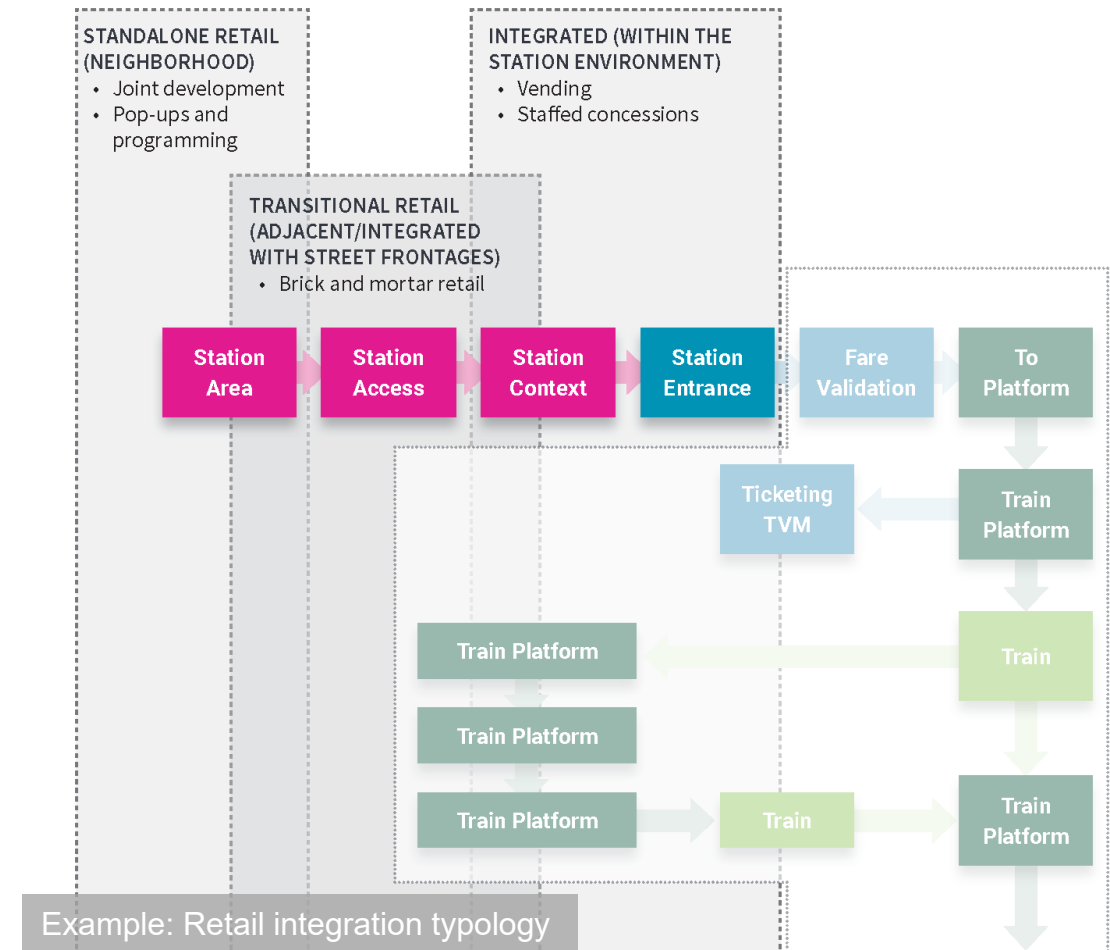
Land Use Planning approaches – part 2

<i>Approach</i>	<i>Description</i>	<i>Timing</i>
Station Context Framework	Establishes a framework for physical development of station and immediate context	Throughout Environmental
Joint Development Master Planning	Develops a specific plan for physical development of transit facilities with other development	Late Environmental into Final Design

2020 Land Use Planning highlights

Program

- Co-developed outline for station experience design guidelines
- Began study of integrated retail in transit facilities
- Began study of joint development strategies for parking facilities



2020 Land Use Planning highlights

Projects

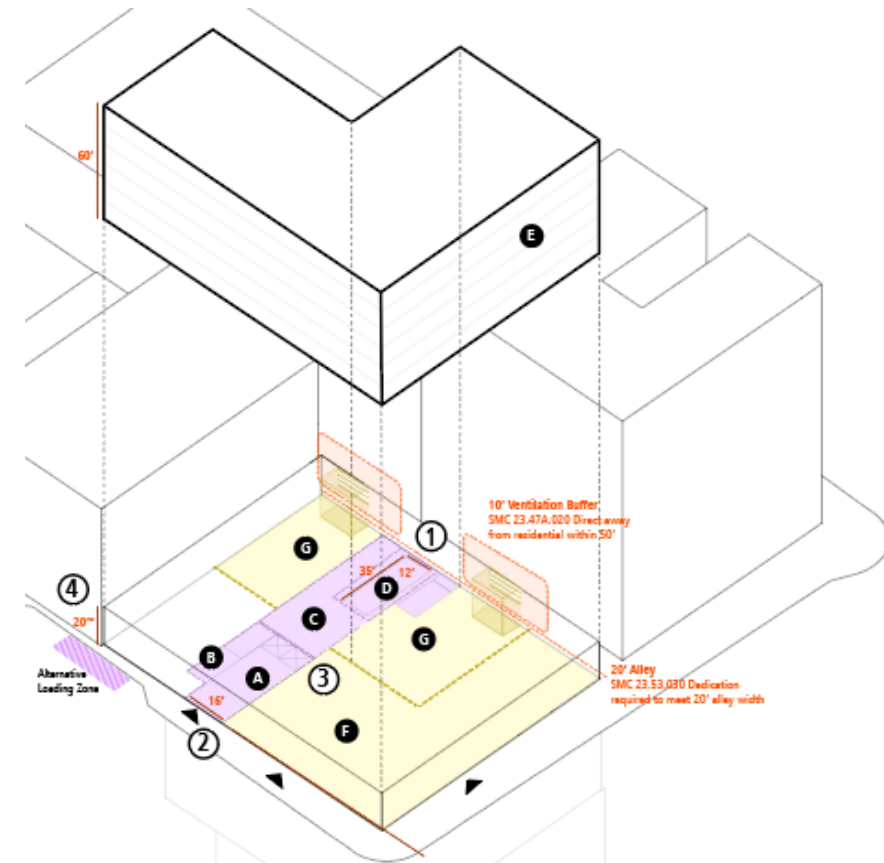
- Station co-planning and joint development assessments on West Seattle and Ballard, Tacoma Dome Link
- Completed joint development assessments on BRT projects, and transitioned into partnering negotiations



2021 Land Use Planning preview

Program

- Complete Station Experience Design Guidelines
- Improve agency's ability to evaluate and make decisions about joint development and integrated retail

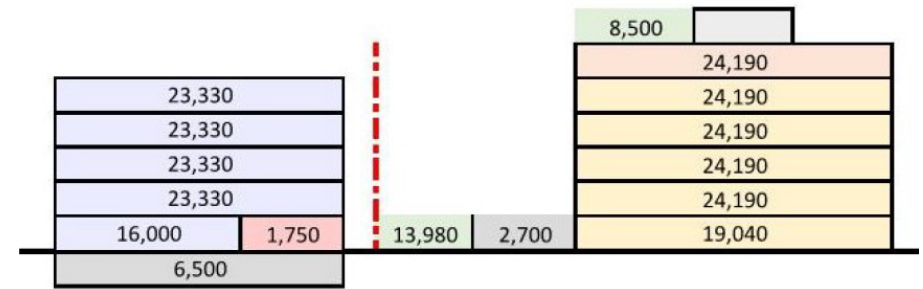
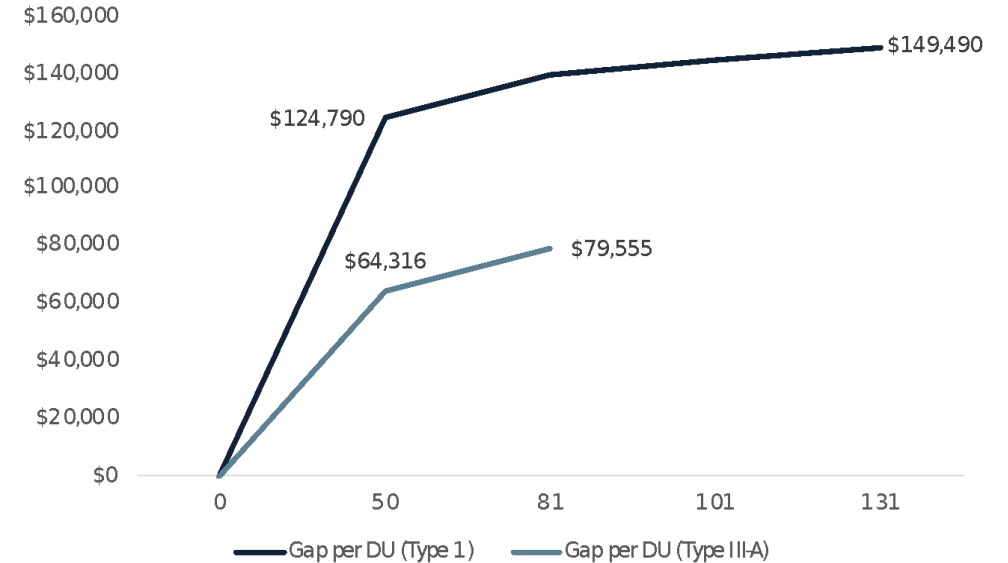


Example: Design considerations for joint development interface

2021 Land Use Planning preview

Projects

- Advance early station planning on Everett Link
- Publish station co-planning and joint development assessments on West Seattle and Ballard, Tacoma Dome Link
- Continue partnering on potential BRT joint development sites



Example: Joint development assessment

Land Use Planning opportunities/risks

Opportunities

- Joint development as a cost-saving delivery strategy for parking and station facilities in some station areas
- Potential for long-term value capture from integrated joint developments

Risks

- Alignment between transit project scope/schedule and market readiness for joint development
- Timing of local jurisdiction and partner planning efforts relative to Sound Transit project milestones

Development

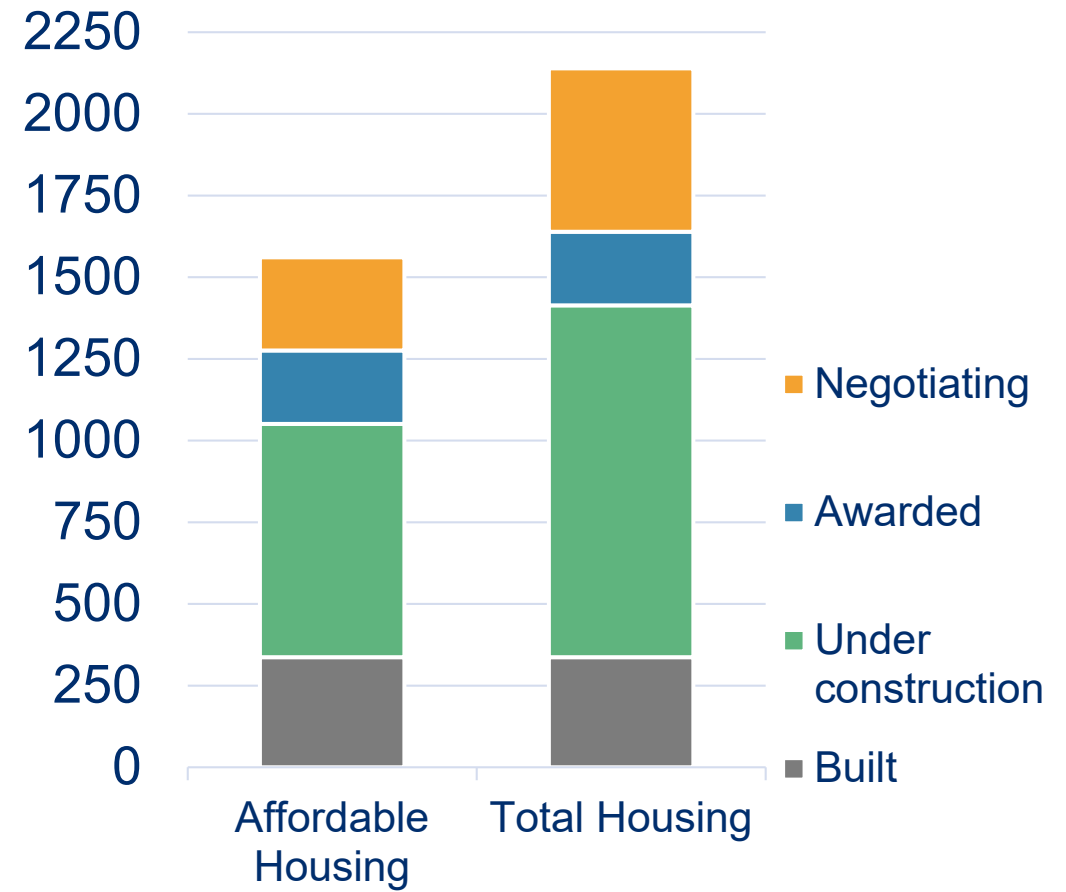
Development highlights

2,100 
Homes built or in process

\$1.1
BILLION 
Total public and private investment in projects built or in process

\$ 63
MILLION 
Total revenue for transit from projects built or in process

Forecasted housing production on Sound Transit property*



State statute compliance

86%

of property suitable for housing first offered to Qualified Entities

100%

of homes on property transferred to Qualified Entities are affordable

619



Number of homes by income levels served in projects*



2020 Development highlights

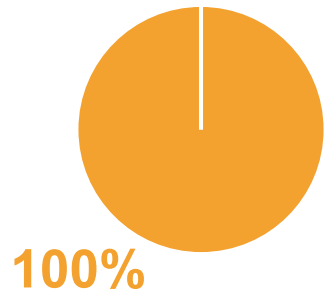
Program

- Completed a needs assessment and evaluated potential approaches towards the affordable housing revolving loan fund
- Began a property portfolio evaluation to inform a TOD pipeline work plan
- Refreshed processes for TOD design review and construction oversight
- Established planning approaches with jurisdictions for next batch of Agency TOD opportunities in Kent, Federal Way, Redmond, and Lynnwood

2020 Development highlights (cont.)

Projects that opened in 2020

110 
Homes opened



- Long-term affordable
- Other affordable
- Market rate



2020 Development highlights (cont.)

Projects that broke ground in 2020

619  Homes starting construction



Roosevelt Central

254 units **100%** Affordable* **2023** opens



First Hill

365 units **100%** Affordable* **2023** opens

2020 Development highlights (cont.)

Project development milestones

- Began negotiations at OMF East TOD site
- Received FTA disposition approval for 12 small sites in Rainier Valley for affordable housing
- Board approved development strategies at Angle Lake and 10 small surplus sites in Rainier Valley

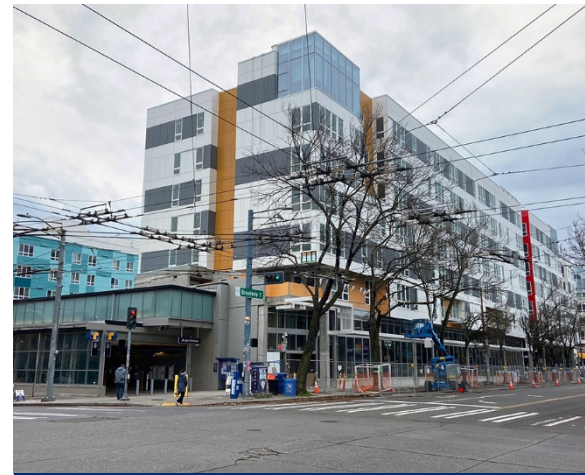
Conceptual Site Plan



2021 Development preview

Projects anticipated to open in 2021

458 
Homes opening



Capitol Hill A, B-S, C

319 units **21%** affordable **2021** opens



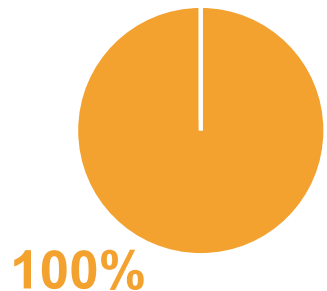
Beacon Hill

139 units **20%** affordable **2021** opens

2021 Development preview (cont.)

Projects expected to be ready to break ground in 2021

118 
Home starting construction



- Long-term affordable
- Other affordable
- Market rate



Capitol Hill Atlas site

118 units	100% affordable	2023 opens
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2021 Development preview (cont.)

Advancing specific projects

- Releasing Angle Lake TOD Site RFPs in SeaTac
- Finalizing OMF East TOD site terms with developer

Active planning for TOD sites

- Federal Way Transit Center in Federal Way
- Kent/Des Moines Station in Kent
- Overlake Village in Redmond
- Lynnwood City Center in Lynnwood
- U District TOD and Mount Baker Station East Portal sites in Seattle

Development opportunities/risks

Opportunities

- Partnering with other public agencies on aligning public resources
- Strong alignment between stakeholders on public policy outcomes
- Upcoming larger TOD opportunities better support mixed-use, mixed-income projects, which may be more responsive to needs

Risks

- Recession impacts on projects, especially on market-rate projects
- Low Income Housing Tax Credit programs are oversubscribed; may delay or impact affordable housing projects on ST land
- Internal and external capacity

Thank you.



 soundtransit.org/wsblink

