



Transit-Oriented Development: Station Planning in ST3 & 2019 Workplan

Citizens Oversight Panel | May 2, 2019

TOD Overview

Transit-Oriented Development (TOD)

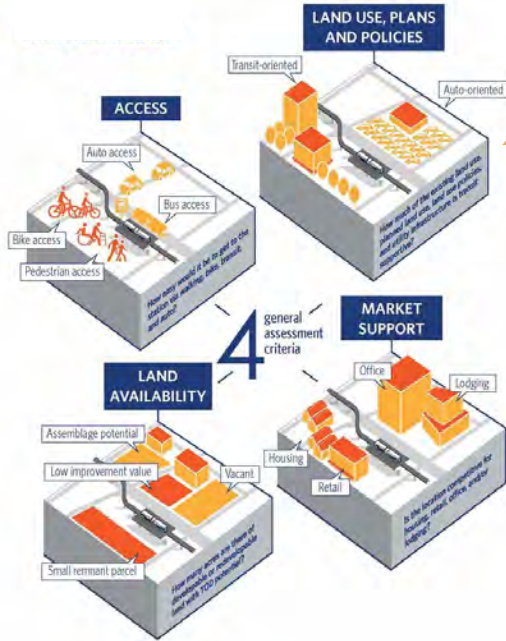


Spring District, Developer rendering

TOD promotes ridership by **integrating land use** and **transit**.

TOD strategies **target** urban **growth** around transit facilities and **leverage transit investments** to help produce regional and local benefits.

TOD at Sound Transit



“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.



Evolution of TOD Thinking

2000-2012

First strides in TOD

First light rail segment designed & constructed; TOD projects initiated after or during project delivery

- Korean Women's Association Project in Federal Way
- Capitol Hill station planning and Urban Design Framework

2012-2015

TOD matures

2012 Board Policy developed to guide Agency's role in TOD; TOD thinking advanced earlier in project development

- Offerings at Mount Baker (Artspace), Othello (Mercy), Capitol Hill (Gerding Edlen)
- Planning for Kent-Des Moines

2016-Present

New role for TOD

New RCW language (81.112.350) and ST3 plan create robust mandate and funding for TOD

- TOD strategies embedded in project development
- Equitable TOD Policy updated in April 2018

Developing a New Approach to TOD



1. TOD as core value in project delivery

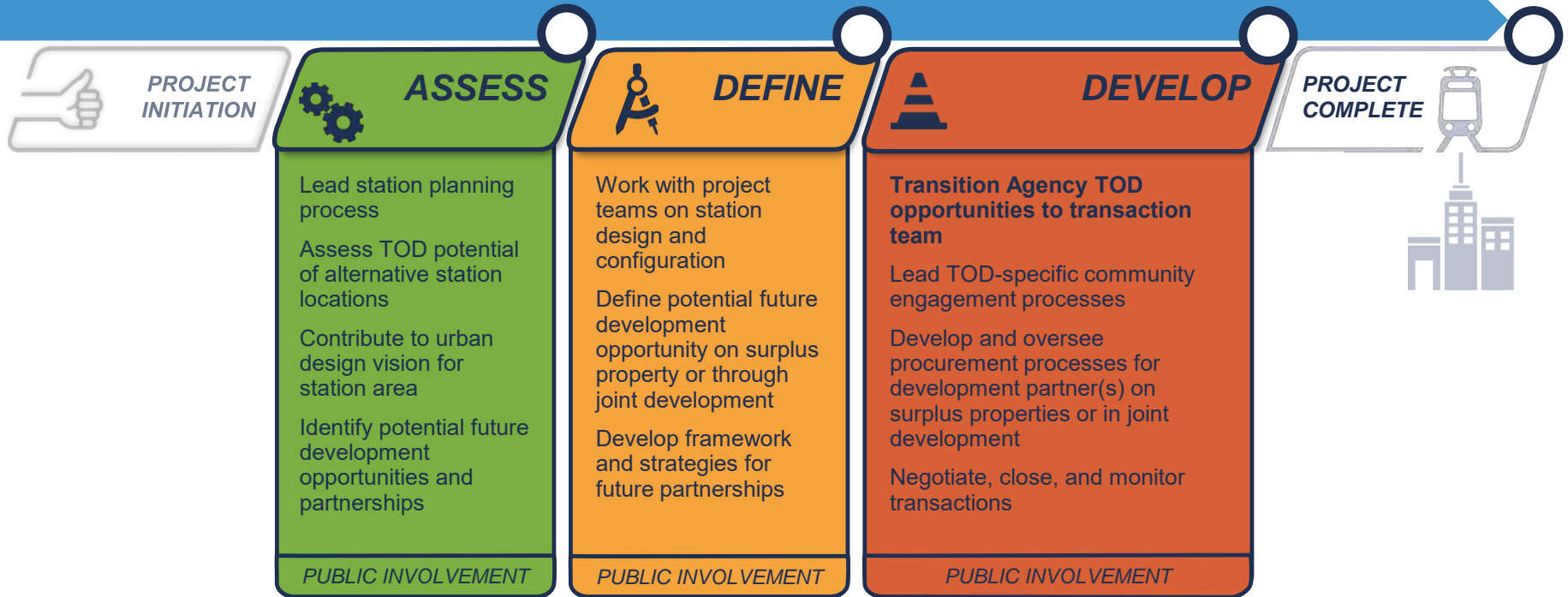


2. Affordable Housing priority & emphasis on partnerships



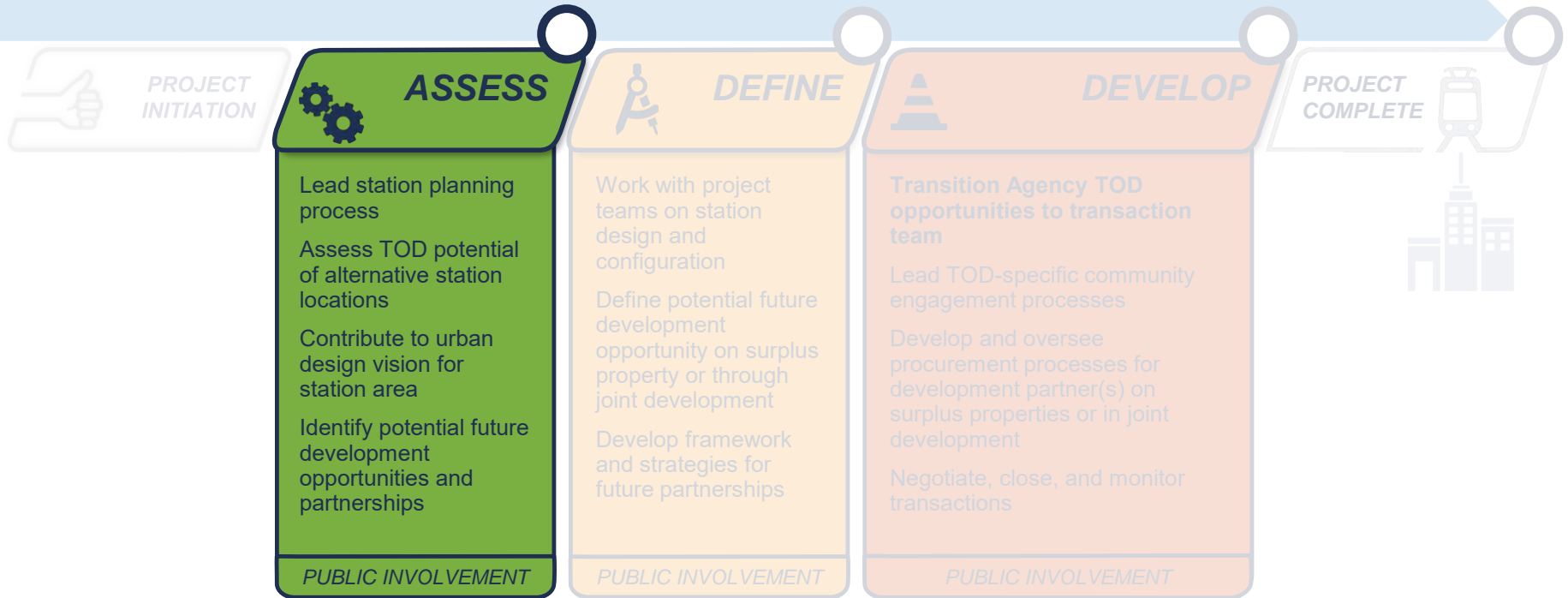
3. Joint or Co-development opportunities

Enacting the New Approach to TOD

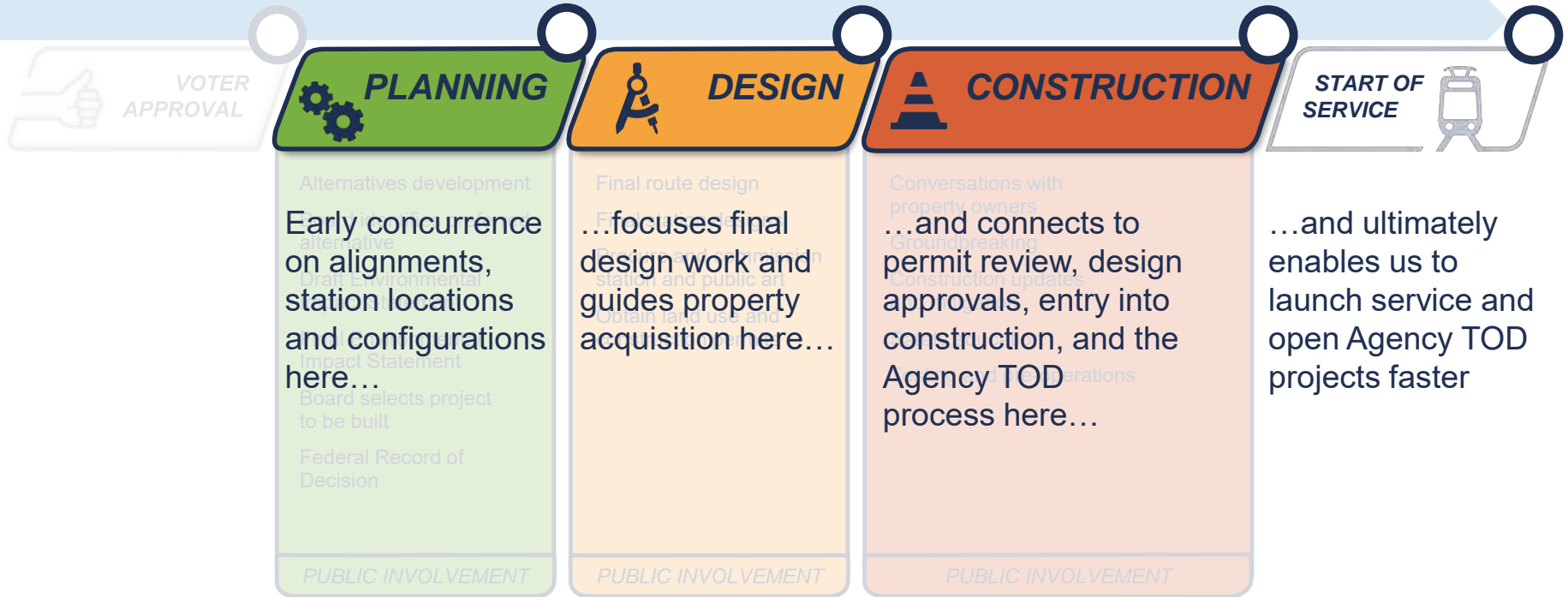


***Integrating Transit & Land Use:
Station Planning in ST3***

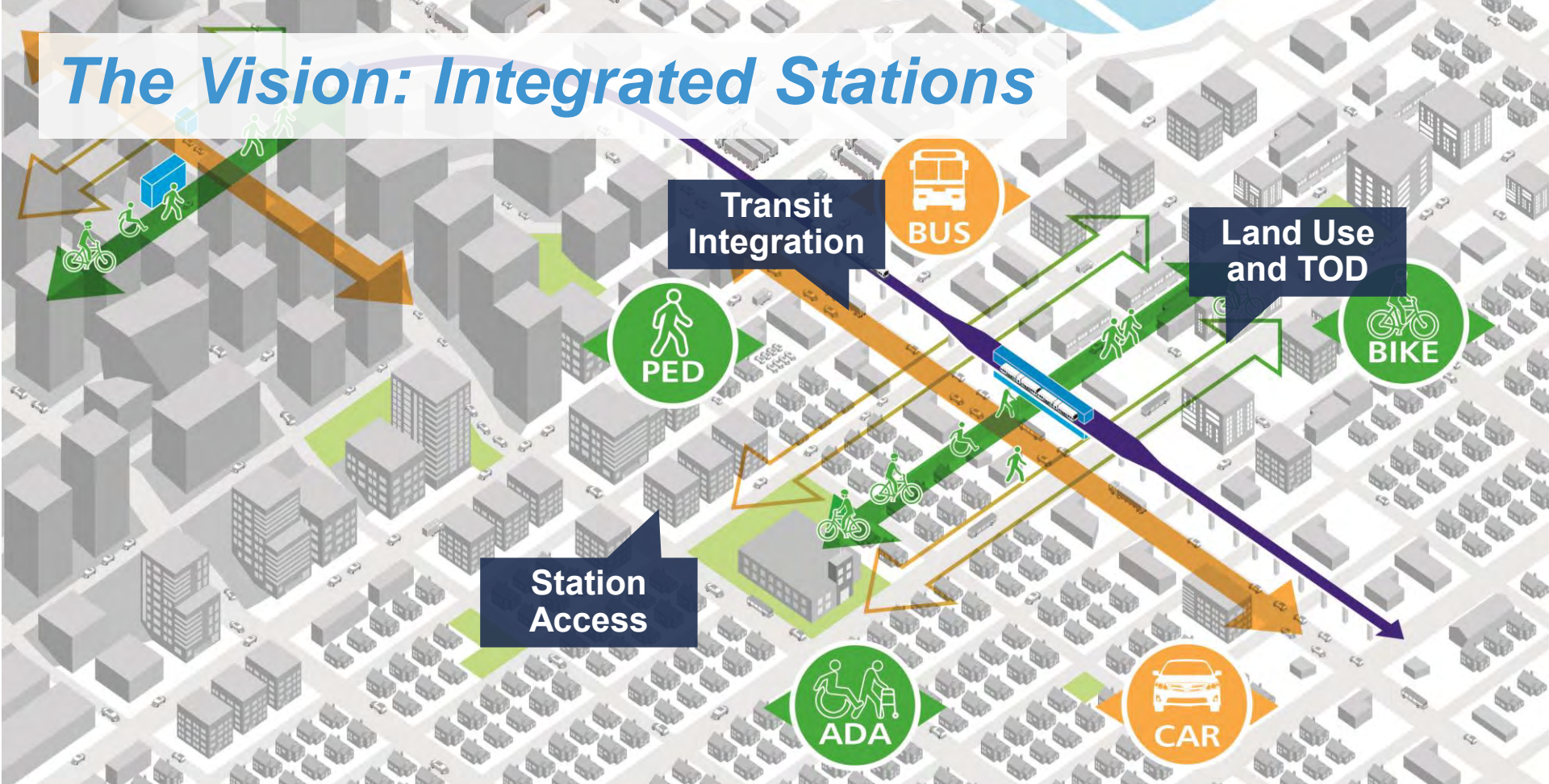
Enacting the New Approach to TOD



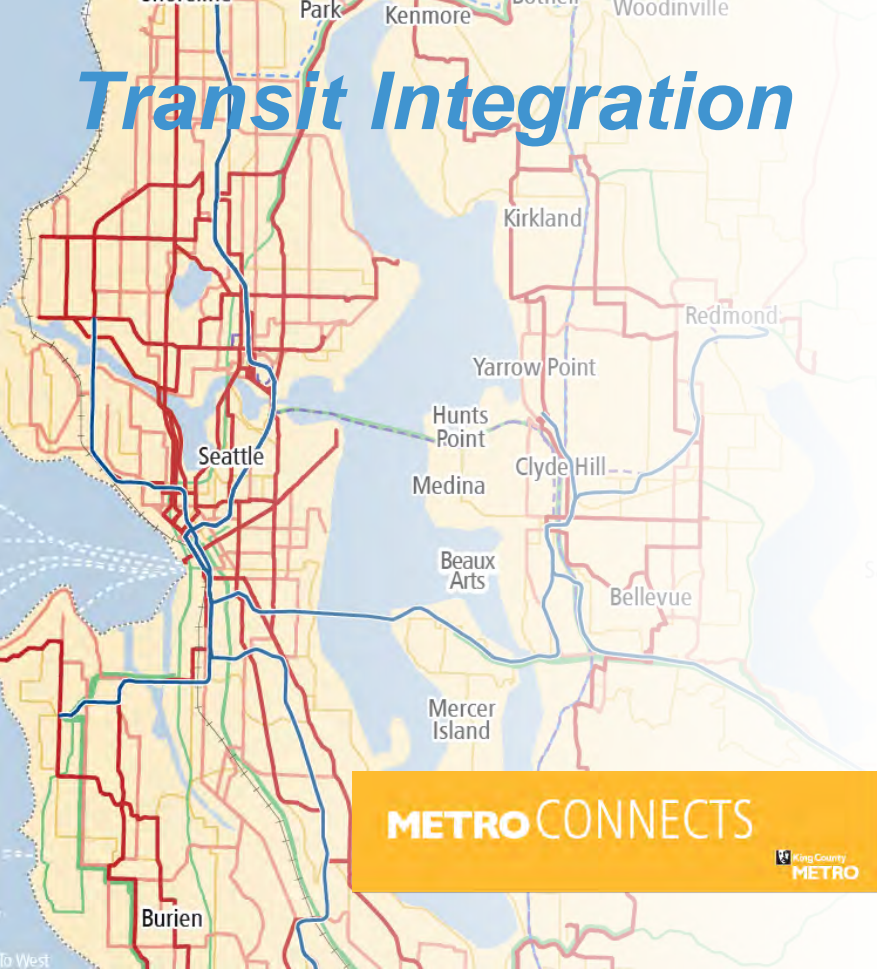
The Value of Station Planning



The Vision: Integrated Stations



Transit Integration



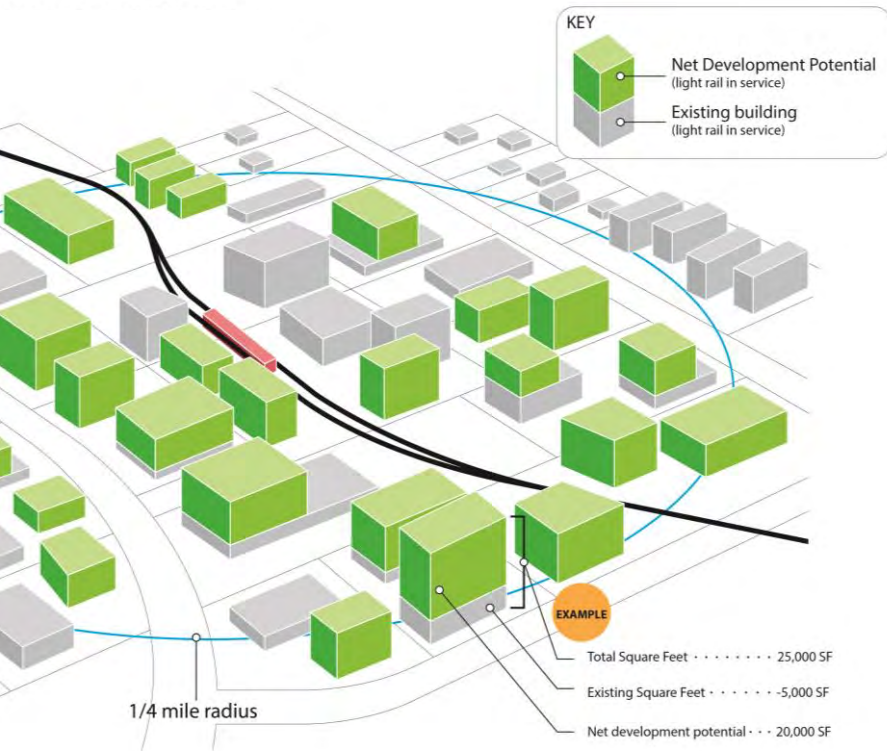
- ✓ Collaborate with peer transit agencies to align future service network and optimize transfers
- ✓ Identify transfer and integration typologies
- ✓ Align facility capital development programs

Station Access

- ✓ Facilitate access by all modes, with focus on walk, bike, and transit, in siting and planning stations
- ✓ Invest in access improvements in immediate vicinity of station
- ✓ Leverage third party plans and funding to enhance access infrastructure in larger travel shed

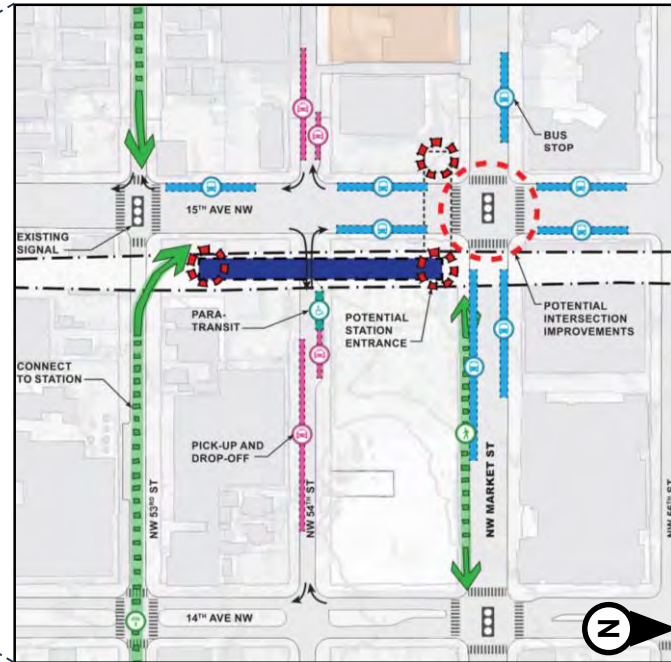
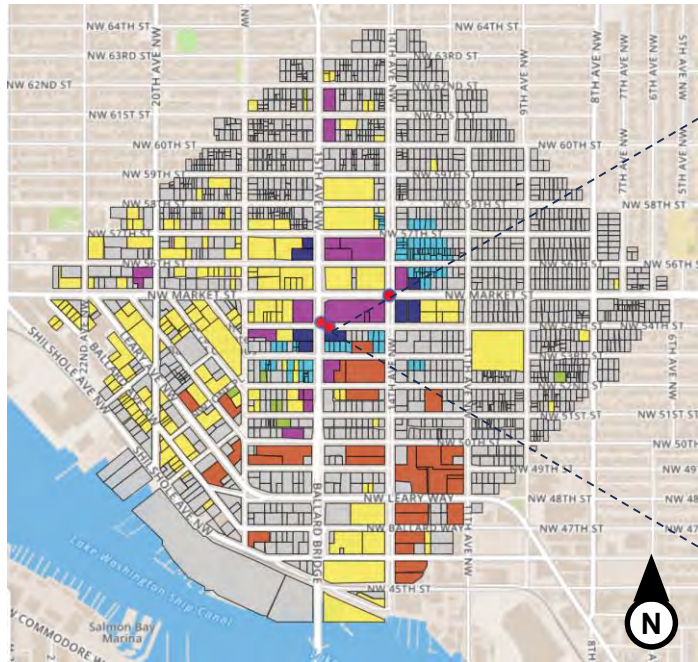


Land Use and TOD



- ✓ Evaluate development potential and propensity when considering alignments and station locations
- ✓ Optimize station footprints for good urban design and development outcomes after construction
- ✓ Partner with jurisdictions, housing funders and developers to achieve equitable and sustainable growth in station areas

Case Study: Early Station Planning



Ballard Station site and alignment alternatives

Engagement and Collaboration

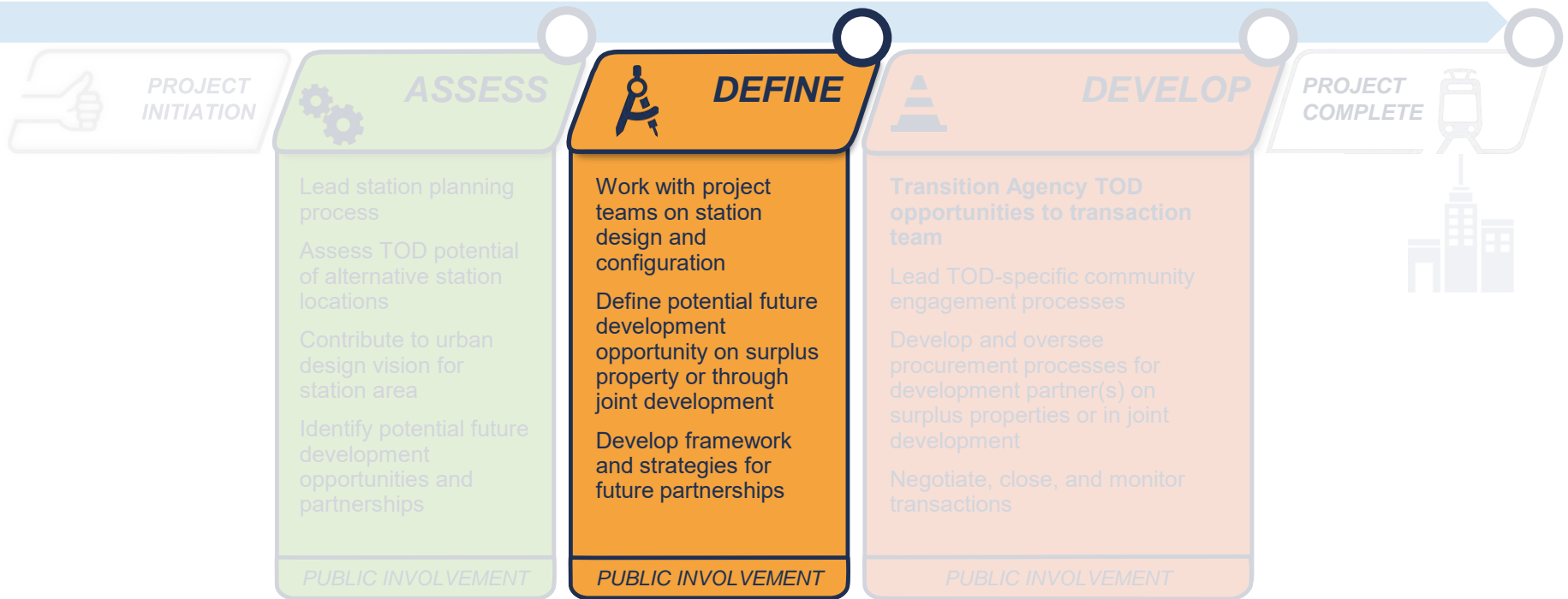


- ✓ **Agency Workshops** – collaborative design sessions with city, transit agency, and other public partners
- ✓ **Community Charrettes** – collaborative design sessions with agency partners, community-based stakeholders

By the numbers: Engagement in “Assess” Phase (2018)

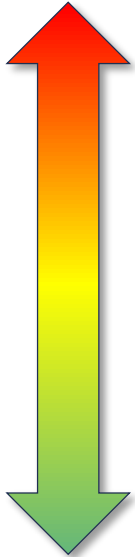
I 405 and SR 522 BRT	5
Tacoma Dome Link	4
West Seattle and Ballard Link	13
Total	22

Enacting the New Approach to TOD



Defining a Work Program

Coordinated work
between ST and
city/agency
partners



Independent
work led by
city/agency
partners

Station Urban Design Framework

Masterplan encompassing station footprint and immediately adjacent environs that guides design of the public realm, building frontage zones, street/ROW use and design, and multimodal access and circulation

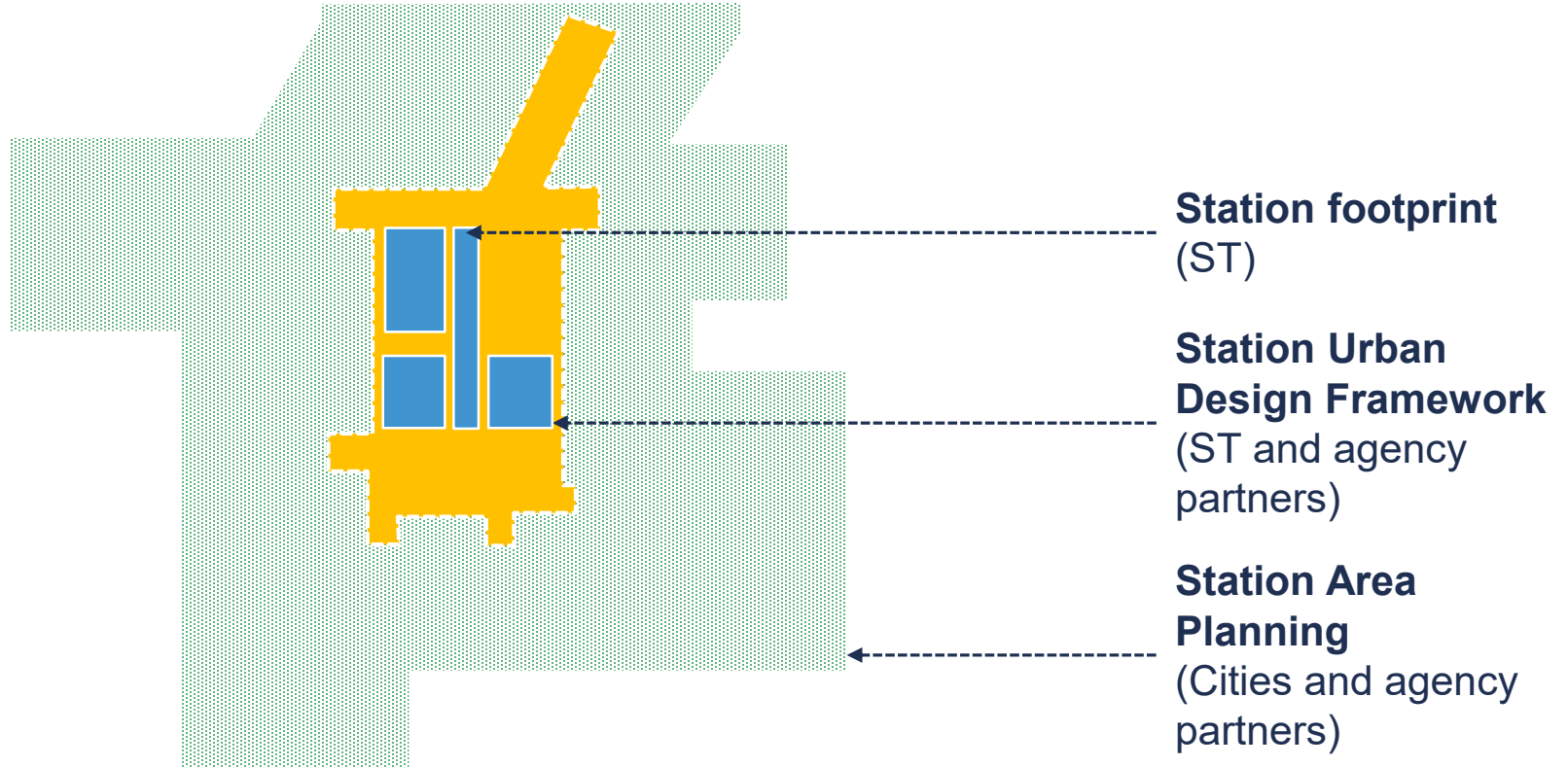
Station Area Planning

Broader subarea planning for 10 minute walkshed and beyond addressing land use and development goals, public development strategies and sites, street network, overall ROW use, multimodal access and circulation

Zoning and Project Implementation

Specific administrative and political processes to program and implement outputs of station area planning, and deliver supporting infrastructure in station area

Defining Zones of Responsibility



Urban Design Framework

Content

- › **Bus stop and layover zones**
- › **Drop-off zones (kiss-n-ride)**
- › **Standard ROW cross-section and modal assignment**
- › **Streetscape standards, including:**
 - Sidewalk widths
 - Building frontages and setbacks
 - Landscaping and stormwater
- › **Intersection treatments**
- › **Public space and placemaking standards**
- › **Access and circulation movements**
 - Ped and bike
 - Transit and paratransit
 - Service
 - General traffic



Downtown Redmond Station

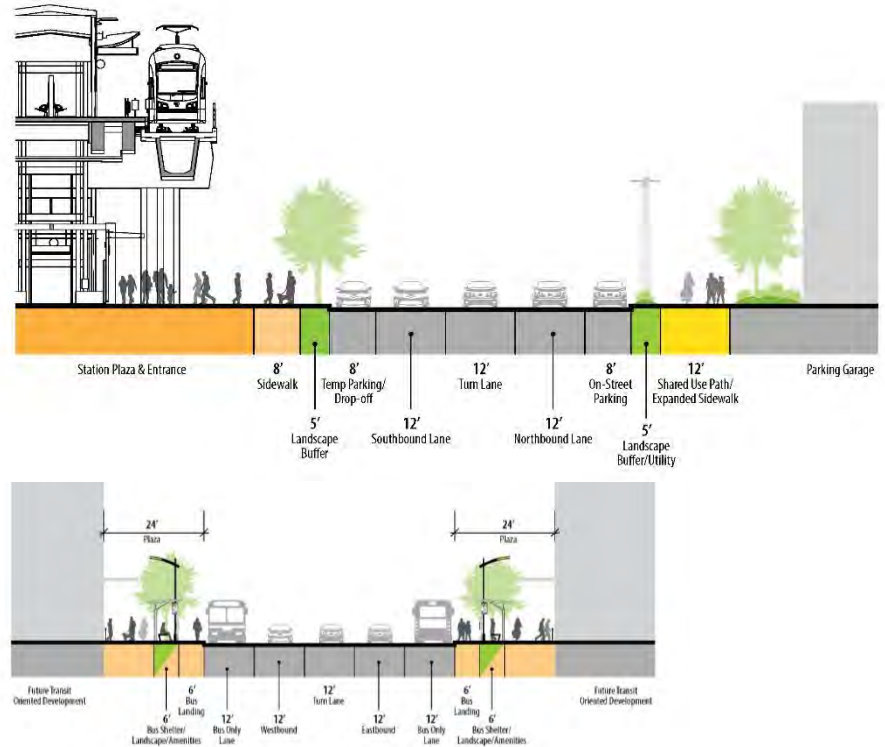
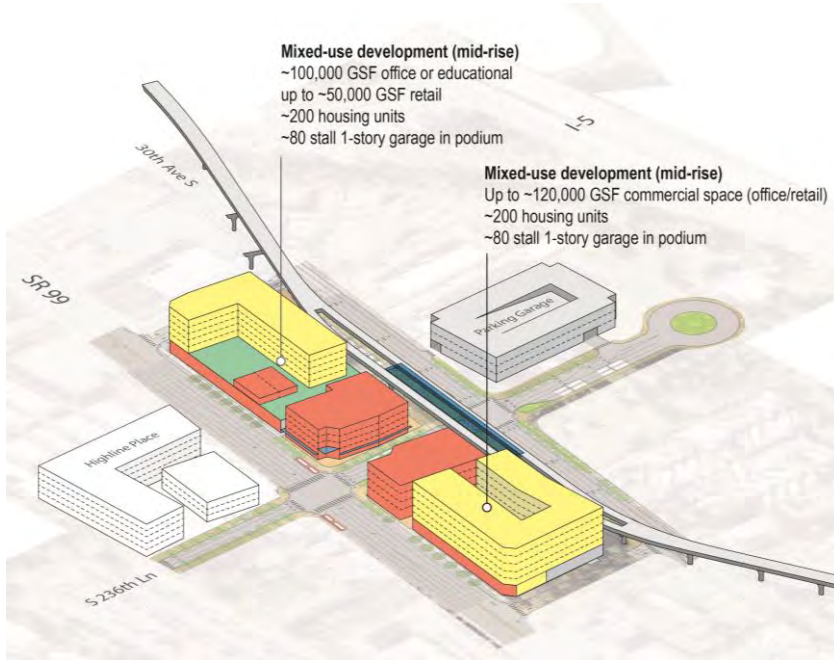


DOWNTOWN REDMOND STATION AERIAL VIEW

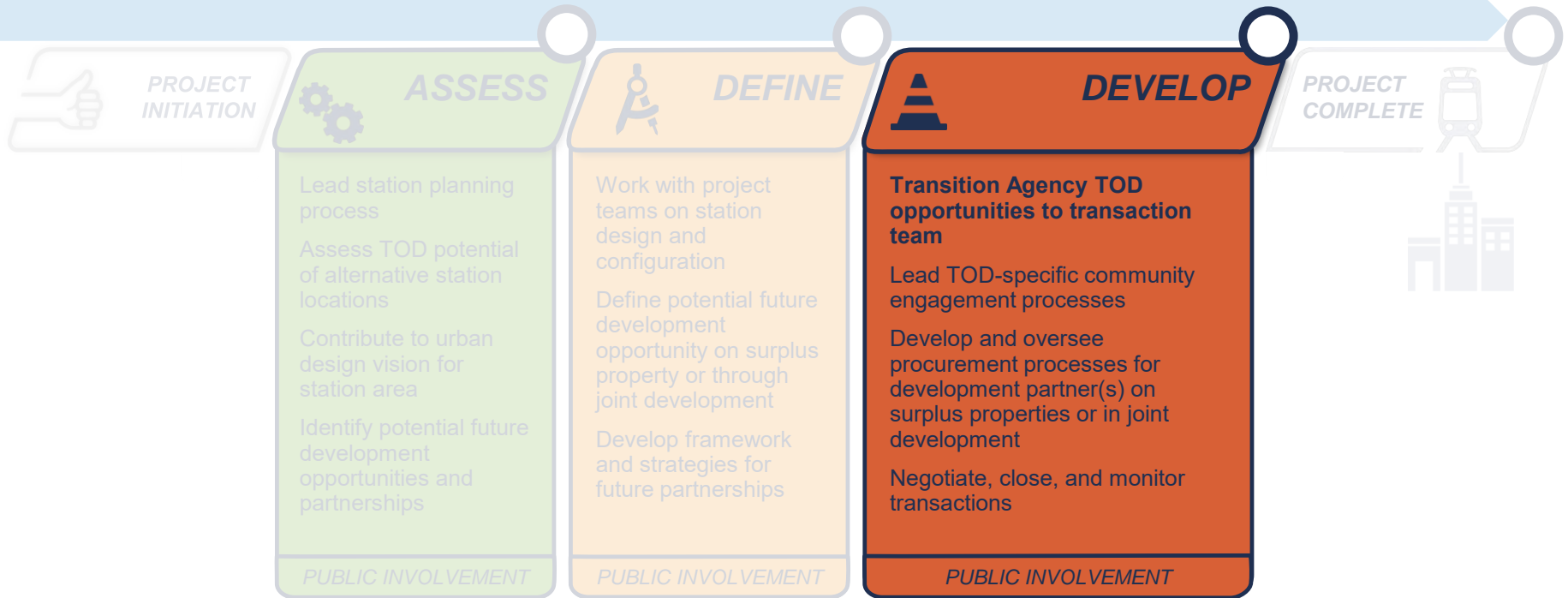


Case Study: Urban Design Framework

Kent-Des Moines Station Urban Design



Enacting the New Approach to TOD



Case Study: Roosevelt TOD



Timeline	<ul style="list-style-type: none">• 2010-2016 station area planning and final design• 2016-2017 community engagement and RFP• 2017-2019 negotiations
Status	In permitting; construction begins in 2020
Developer	Bellwether Housing and Mercy Housing NW
Program	<ul style="list-style-type: none">• +/- 245 housing units• 100% affordable at or below 60% AMI• Street-level commercial space and daycare
Site Area	+/- 1.2 acres

2019 Work Plan

2019 TOD Work Program

Programmatic Work Plan

- Revolving Loan Fund
- Land Use Planning & TOD Implementation Guidelines
- Regional Equitable TOD Strategic Plan

Corridor Planning

- Station Planning
- Explore Partnerships

Advance TOD Project Implementation

- Existing Transactions
- 2019 TOD Projects

Existing Transactions

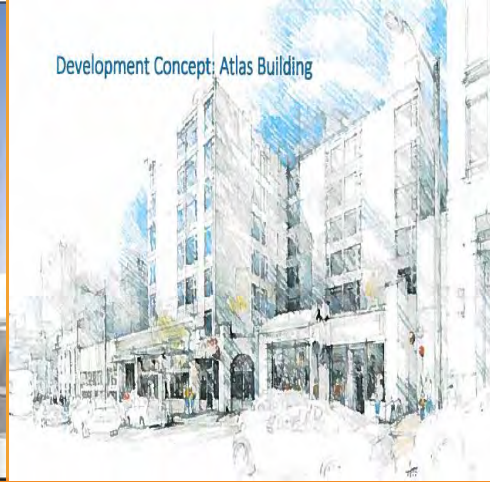
Roosevelt



First Hill



Capitol Hill Site D



Beacon Hill



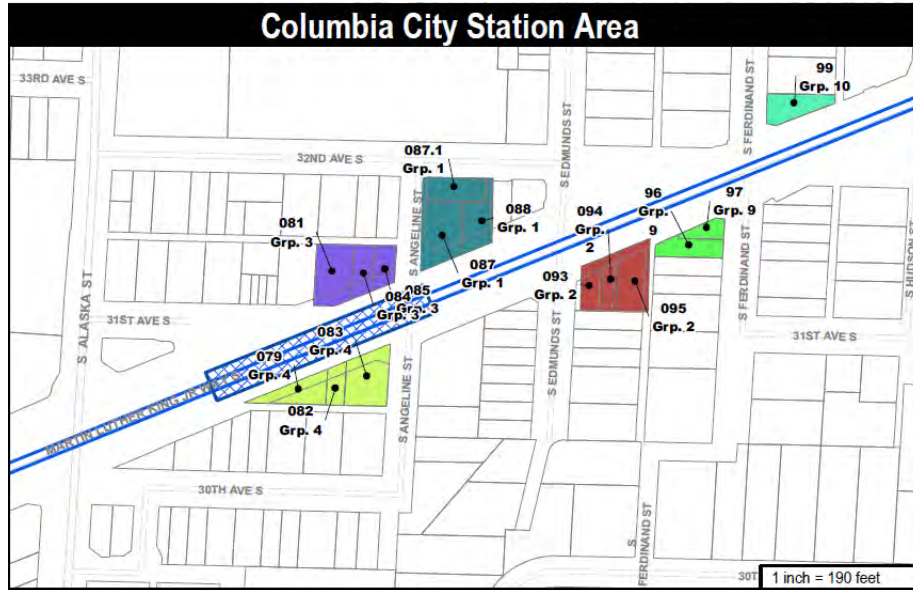
Operations Maintenance Facility East TOD



Location	Spring District/120th Station
Status	Suitability & offering strategy and RFP in 2019
Program	TBD through RFP; Approved master plan: <ul style="list-style-type: none">• 1.1+ million SF development• 500+ housing units• 650,000+ SF of office
Site Area	+/- 6.5 acres

Affordable Home Ownership Program

Rainier Valley Properties



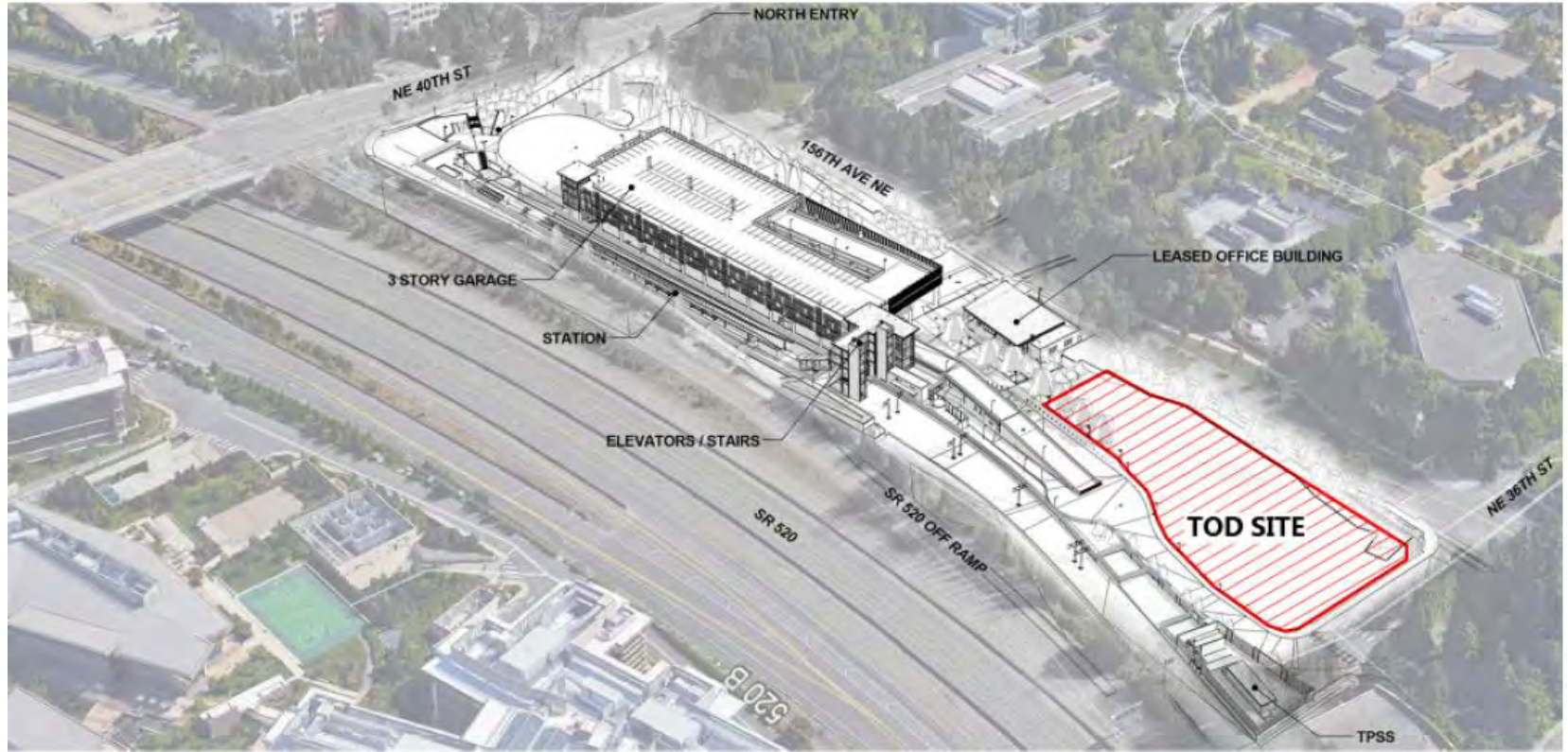
Angle Lake Station TOD



Property	SL135
Zoning	RBX - 5.75 FAR
Size	± 33,529 sf
Federal participation	80.0%

Property	SL151
Zoning	UL-7200
Size	± 27,507 sf
Federal participation	86.5%

Redmond Technology Station TOD





SOUND TRANSIT

153B

Link

SOUND TRANSIT

 **SOUNDTRANSIT**
RIDE THE WAVE

Thank You!

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