

SOUND TRANSIT TOD PROGRAM

Strategic Plan



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Introduction

Strategic Plan Overview & Purpose

This plan describes Sound Transit’s vision, goals and strategy for creating transit-oriented development (TOD) on and around its stations, transit centers and park-and-ride lots. TOD is compact public and private development that supports transit use by emphasizing pedestrian and transit access, such as the clustering of development and mixing land uses and activities at and around transit facilities.

Sound Transit, as a regional transit provider, builds and operates high capacity transit (HCT), as distinguished from local transit services. Sound Transit provides regional transit services that connect urban centers: commuter rail, light rail and express bus. Implementation of the Strategic Plan occurs in the context of Sound Move projects completed and under design and construction, and ST2 projects being planned. Sound Transit will implement TOD on its own properties, including forming development partnerships that increase ridership and enhance communities

Generally, the public purpose of this strategy is to assist in integrating land use and transit in an environmentally responsible way. Specifically, this Plan outlines an implementation strategy for Sound Transit’s TOD Program, recognizing that inter-agency, intra-agency, and public collaboration and support are critical factors in the achievement of Sound Transit’s transit-oriented development policies. Of particular importance is the transformation of high capacity transit station areas into livable transit communities.

The Plan is intended for use internally by the Board of Directors and project staff in the analysis, creation, and implementation of TOD projects. TOD Program activity areas include agency roles and responsibilities, as well as methods for evaluating and monitoring plans and projects. Adopted policies and guidance are referenced to reinforce the activities that make up the TOD work program. The Plan also provides local jurisdictions insight into Sound Transit’s work to reinforce urban centers, livable communities, and agency TOD projects.

This Strategic Plan introduces the adopted policy framework which provides focus to the TOD work program within the larger context of the agency’s mission, the implementation of Sound Move beginning in 1996, and ST2, the high capacity transit project adopted in 2008.

Sound Transit was created by voters in 1996 to plan, build and operate safe and reliable regional train and bus service;

Transit-Oriented Development (TOD) is compact public and private development that supports transit use by emphasizing pedestrian and transit access, such as by clustering development and mixing land uses and activities at and around transit facilities.

Joint Development is a subset of TOD that enhances economic development or incorporates private investment.

TOD Strategic Vision & Goals

Sound Transit’s transit-oriented development vision and goals, outlined below, form an integral framework that underlies all TOD projects carried out by Sound Transit agency-wide. Potentially included are Joint Development projects, a specific federal category of TOD, which typically occur as public/private partnerships. The more general practice of forming public or private partnerships, will be referred to as development partnerships.

TOD STRATEGIC VISION Federal, state, regional and local governments set forth a consistent vision for land use and transit integration in the Central Puget Sound. This vision includes:

Compact, walkable, urban centers linked by fast and frequent high capacity transit service, which promote economic and environmental vitality, increase personal mobility and improve public health.¹

TOD STRATEGIC GOALS Sound Transit’s adoption of *Sound Move: the Regional Transit System Plan*, on May 31, 1996, made policy commitments to link land use and transit planning, design and implementation; these commitments were reiterated in Sound Transit 2 (ST2), adopted by the Board of Directors in June 2008. These voter-adopted plans, along with Sound Transit Board actions and state requirements, present the following goals for transit-oriented development²:

- Improve mobility and accessibility.
- Limit sprawl and enhance the regional growth centers strategy.
- Aid economic development.
- Preserve, enhance and create livable communities.
- Improve quality of life.
- Preserve open space, natural resources and the environment.

By implementing TOD and development partnerships at or near its stations, Sound Transit supports these local and regional development goals, while increasing transit system ridership, generating revenue for the system and providing cost-sharing opportunities.³

Implementation of this Plan to integrate land use and transit requires advancing three strategic priorities in the ST2 project development work:

1. Directly influence regional land use.⁴
2. Shape station area plans by preserving options.⁵
3. Implement TOD projects and/or development partnerships.⁶

The intent of this approach is to increase Sound Transit’s effectiveness in promoting land use and transit integration in order to achieve the strategic priorities. This

High Capacity Transit System RCW 81.104.015
“High-capacity transportation system” means a system of public transportation services within an urbanized region operating principally on exclusive rights of way, and the supporting services and facilities necessary to implement such a system, including interim express services and high occupancy vehicle lanes, which taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways.

approach embraces an effort to identify more efficient land uses, serve livable communities, and expand transit choices to accomplish the combined vision of Sound Transit’s Long Range Plan and VISION 2040. The Strategic Plan applies to ST2 planning and implementation, as well as to future Sound Move system access evaluations, station and facilities improvements, surplus dispositions for TOD projects and on-going agency station area involvement.

TOD Program Overview

Sound Transit Board of Directors adopted policies and guidelines form the basis of this strategy and TOD Program implementation. Sound Transit’s TOD Program was established by Board action in 2000, based on prior TOD policies.

Beginning in 1997, the Board created a set of policies, procedures and guidelines that influence agency real property acquisition, disposition, station planning and site development. Sound Transit capital projects implement agency transit operations through the construction of bus and rail facilities. Board policy recommends that TOD concepts be considered in the development of each station, transit center and park-and-ride facility, with the potential of using Sound Transit funds to leverage additional funding from available grant resources.⁷

The Program scope and purpose are further defined by a hierarchy of federal, state and regional regulations, resolutions, motions and plans, as outlined below. Specific work program activities carried out by the TOD Program result from Sound Transit’s voter-adopted plans, tailored to market-supported transit alignments and station opportunities.



FEDERAL WAY TRANSIT CENTER TOD

Senior City, the Korean Women’s Association completed its 61-unit housing project at Sound Transit’s Federal Way Transit Center in 2010. KWA successfully responded to the agency’s first surplus property disposition, proposing to build the first mixed use project in Federal Way’s downtown. Funding partners included the U.S. Department of Housing and Urban Development, King County, the State of Washington, Sound Transit and the City of Federal Way, and private contributions. The project has limited underground parking due to its adjacency to the Transit Center providing over 1,000 weekly trips through-out the region. Senior City was a finalist for the “National Best Award” by Affordable Housing Finance magazine, and was awarded King County’s Green Globe Award for environmental stewardship.

Transit-Oriented Development Principles

(1) Sound Transit will promote and encourage transit-friendly, transit-oriented development, joint development and quality public and private projects at and around Sound Transit passenger facilities to enhance communities, build transit ridership and aid economic development.

(2) Sound Transit acknowledges the authority of local jurisdictions to conduct and implement station area planning around Sound Transit stations.

(3) Sound Transit’s authority extends to planning and implementing high capacity transit services and facilities, and encouraging and participating in joint development at Sound Transit stations.

(4) Sound Transit will support and work collaboratively with local jurisdictions and the private sector ensure to quality transit-oriented development around Sound Transit facilities.

Sound Transit will negotiate agreements and contracts with local jurisdictions with TOD principles in mind and will use them when coordinating its station work with local jurisdictions. (Adopted Nov. 13, 1997)

Sound Transit's near term TOD implementation methods and standards are organized in seven activity areas:

- TOD Negotiations & Agreements
- Market Assessment and Site Evaluation
- Station Area Planning
- Surplus Property Disposition Planning
- Adjacent Development Plan Review
- Community Forums and TOD Outreach
- Livable Transit Communities

The activity areas and their application to the agency's TOD work are discussed in detail within this Plan. The work occurs in two primary ways: planned and incorporated into new transit projects or subsequent in-fill projects on TOD properties at or adjacent to stations and facilities.

In theory, TOD and development partnerships can be incorporated into agency transit projects, provided project scope, schedule and budget are not compromised. In some cases, by including TOD and development partnership concepts in initial planning, cost structure advantages and other benefits may be achieved because integrated projects can provide the opportunity to achieve multiple objectives, as addressed in this Plan.

This Strategic Plan incorporates the agency's Sustainability Initiative and the ST2-funded Systems Access Program. Both will be coordinated with the work in the afore-mentioned Plan activity areas, as well as implemented through TOD and development partnership projects involving Sound Transit surplus properties.



TRANSIT CENTER AT OVERLAKE MEDICAL CENTER

Sound Transit's Sound Move project for the Totem Lake area planned to connect local bus service to the regional transit system, creating a unique opportunity for a public-public partnership between the agency and the Medical Center. This joint development, merging a needed at-grade transit facility with a new hospital building as part of the hospital campus expansion made an important transit and employment connection. Though innovative land use incentives, the City of Kirkland encouraged the coming together of this facility.

TOD Policy Framework

Sound Transit support for transit-oriented development is provided by a hierarchy of goals, policies and regulations established by federal, state, regional and local governments. TOD is expected to contribute to the larger context of integrating regional land use patterns with transit service, specifically within individual station areas. TOD includes investment strategies intended to create compact, livable neighborhoods near transit stations, capitalizing on opportunities which improve travel demand efficiencies, expand consumer choice, and contribute to environmentally enhanced communities.

TOD Policies and Guidelines

In 1996, Sound Transit's Board of Directors identified the importance of TOD, creating a robust set of TOD, property acquisition, and surplus property policies by the end of the decade. Those motions and resolutions further define the Board of Director's intentions for a TOD Program emphasis on the development of Sound Transit properties to promote and achieve TOD principles.

In addition, specific detailed guidance was adopted for the agency's real property disposition planning, as well as identifying the inclusion of TOD and development partnership possibilities through right-of-way acquisition. Early identification of potential opportunities was noted as a key to successful TOD.

The Federal Transit Administration (FTA) provides regulatory requirements for federally-assisted acquisitions used for TOD and Joint Development. The Washington State Constitution and municipal law also regulate aspects of the surplus land disposition or use for development purposes.

Additional state statutory authority occurs at RCW 81.112 which provides for the contracting with public or private entities for the provision or receipt of services, facilities, or property rights to provide revenues for the system.

Central to successful implementation of TOD, development partnerships, and livable transit communities are the following excerpts from key Sound Transit Board of Directors' adopted TOD & Joint Development policies:

*"The Project will include transit supportive and transit-oriented development undertaken by [Sound Transit] consistent with the [Sound Transit] Board's adopted guidelines for transit-oriented development."*⁸

*"Sound Transit should use all its own sites to demonstrate good transit-oriented design and land use mixes that are appropriate to their setting, transit mode and market conditions."*⁹

*"Utilize the disposition of Sound Transit Real Property to encourage transit-oriented development, joint development and public and private projects at and around Sound Transit facilities to build transit ridership, enhance communities and aid economic development."*¹⁰

Sustainability Initiative & Executive Order

Inherent in Sound Transit’s approach to TOD is the vision of transit as a means to move people and also as a way to assist in building livable communities.

Several Board-adopted policies provide that public transit, Sound Transit’s core mission, helps protect the environment by providing alternatives to automobile travel, by helping to reduce the number of vehicle miles traveled, and by encouraging compact, urban development at regional centers consistent with the Growth Management Act.

Sound Transit’s Code of Ethics (Resolution 20) requires Board members, officers, and employees to devote their best efforts and attention to managing environmental resources for the benefit and enjoyment of both current and future generations.

The Environmental Policy (Resolution No. R2004-06) adopted in 2004, lays out the agency’s commitment for being a leader in the Puget Sound region’s efforts to create healthy, sustainable ways of life for people and the environment.

The Resolution on sustainability (Resolution No. R2007-12) directs the CEO to integrate sustainable business practices and strategies throughout the agency, including establishing measurable targets and reporting. A subsequent Executive Order provides implementation direction, and combined these actions constitute Sound Transit’s Sustainability Initiative.

Land Use & Transportation Integration

Land use and transportation integration is a public policy intended to create more efficient land use patterns, reduce suburban and urban sprawl, and concentrate housing units and employment opportunities near transportation corridors and public transit service. Furthermore, land use planning that supports transit is critical to the success of the regional transit system. The creation of transit-oriented development within station areas is one of several land use and economic development strategies that help to integrate land use with transportation and public transit.

State statute (RCW 81.104.080) requires that “regional transportation plans and local comprehensive plans ... address the relationship between urban growth and an effective high capacity transportation system plan”, calling for cooperation between local jurisdictions and transit agencies. Such cooperation requires that:

- (2) Interlocal agreements between transit authorities, cities, and counties shall set forth conditions for assuring land uses compatible with development of high capacity transportation systems. These include developing sufficient land use densities through local actions in high capacity transportation corridors and near passenger stations, preserving transit rights of way, and protecting the region’s environmental quality.

The statute indicates that “the implementation program for high capacity transportation systems shall favor cities and counties with supportive land use plans.” In addition, agencies providing high capacity transportation services are to promote transit-compatible land uses and cooperate with public and private interests for development, “which includes joint development”.

Land use planning required by the Washington State Growth Management Act is to further integrate with regional transportation planning according to RCW 81.104.080(3), stating

“Interlocal agreements shall be consistent with state planning goals as set forth in chapter 36.70A RCW. Agreements shall also include plans for concentrated employment centers, mixed-use development, and housing densities that support high capacity transportation systems.”

Federal transportation policy, specifically New Starts funding for light rail and bus, is explicit in its expectation that land use be a primary consideration in making grants for transit systems. Evolving federal policy intends to strengthen the relationships between transit, housing, and the environment in support of transit communities.



ASH WAY PARK & RIDE

NEWBERRY SQUARE TOD PARTNERSHIP – 2004

The program negotiated a partnership with Newberry Square's developer of Snohomish County's first TOD project, the county of Snohomish and Community Transit to fund the installation of pedestrian activated traffic signals between the mixed use project and the Ash Way park & ride.

TOD Implementation Strategy

ST2, the subsequent High Capacity Transit (HCT) plan, intends that the regional growth management strategy originally outlined in Puget Sound Regional Council’s Vision 2020 be based on

“...defining urban growth boundaries, containing growth within those boundaries, and concentrating new development in multiple centers linked by a high quality transportation network, including high-capacity transit in major corridors.”

ST2 includes new light rail stations and new or improved Sounder commuter rail stations to be developed over the next two decades. Opportunities for TOD will emerge as system expansion is planned and implemented. Current and future TOD and development partnerships that will occur on Sound Move surplus properties are identified in the 2012 – 2025 Work Program, Table 4 (and in the Appendices) of this Strategic Plan. This Plan identifies the ways Sound Transit will work with local jurisdictions, partner agencies and private interests to encourage and create mixed-use, pedestrian-oriented development around stations that contributes to livable transit communities.

Sound Transit’s TOD implementation strategy suggests methods for analyzing and evaluating future alignments and station locations, analyzing ways to improve existing station areas, and using property acquisition and disposition to create opportunities which result in increased station area densities, more vibrant communities and local economic development.

Sound Transit’s approach to implementing its TOD activities includes collaborating with a variety of public, not-for-profit and private partners to concentrate resources where they can be most effective in implementing the Program’s strategic vision and goals. In doing so, the TOD Program will focus on effective ways to integrate land use, public transit and livable communities. Those opportunities with the most promise will receive priority attention.

This Plan is intended to provide a context for the numerous ways in which the strategic vision and goals can be accomplished. In some cases, opportunities will only be possible through careful purchasing of property and attention paid to station design and location choices. In other cases, this Plan provides guidance to project staff for ways that Sound Transit interests may be represented following the alignment and station siting process, such as TOD in-fill activities. Understanding commercial real estate practices are key to TOD implementation.

Success for specific TOD projects requires intra-agency collaboration and support—in coordination with federal, state and regional initiatives—to achieve Sound Transit Board policies for TOD, federal Joint Development, and development partnerships. It is important to recognize that for a variety of reasons, not all station areas are candidates

ST2 Project Evaluation Criteria

A range of factors must be considered when making a choice among competing transportation technologies. Some are fairly quantitative—such as cost and ridership—but other criteria are more subjective, relating to critical policy decisions about the Puget Sound region and how we want to handle growth. Some risk factors cannot be fully calculated, but only acknowledged. And some are subjective, like what do people generally prefer? The Sound Transit Board is using the following criteria as it decides among competing transit technologies:

Ridership

How many riders do the models predict at a given point in the future, e.g., 2030? Are there other factors to consider that transit ridership models do not address?

Travel Time and Reliability

How long does it take to carry people between the urban centers it connects? Is it in exclusive right-of-way? Will the transit be insulated from the risks of congestion in the general traffic right-of-way? Will travel times be reliable and predictable?

in the near-term for the compact, mixed use, pedestrian- oriented form associated with TOD. Appropriate timing of public planning and policy changes is crucial to creating a supportive development climate that promotes density.

The Strategic Plan outlines a work program of active and programmed projects, intended to forecast annual budget allocations to create and respond to TOD opportunities. The range of TOD Program activities is informed by national best practices, local circumstances and Board-adopted policies and guidelines.

TOD & ST2 Project Development

Sound Transit will play a role in the regional implementation of land use and transit integration by using a new approach to support VISION 2040, the Growth Management Act and the agency’s Long Range Plan. The agency’s HCT project development will be guided in part by this Strategic Plan, providing an early opportunity in the project development process to define Sound Transit’s interests.

This plan’s approach seeks to have the greatest strategic influence on corridor development by early identification of land use and transit integration when selecting new service alignments and station locations or improving existing transit facilities. This will require Sound Transit to work more assertively with its partners to achieve adopted regional goals. This plan also advocates station location criteria to assist analysis ahead of potential alignment considerations. This will allow a better understanding of the influences of local real estate markets and community development conditions on transit ridership and the potential for transit-oriented development.

Sound Transit will balance the regional land use and transit integration process with ridership and project budget considerations, taking into account community and economic development considerations, where possible.

For the ST2 HCT project development process to directly influence regional land use, and shape station areas and implement future TOD projects, explicit transit outcomes must be identified in support of the TOD and development partnership process. The TOD Program will provide expertise to HCT corridor work, as requested.

For regional land use to be most affected, HCT alignment and station choices must be evaluated against a specific set of opportunities that balance regional perspectives with local interests, including the selection of each station location. The efficiency and purpose of providing high capacity transit cannot be minimized by those choices.

Table 1 outlines the application of the factors necessary to integrate HCT alignment planning with TOD and potential development partnership opportunities. Existing environmental factors, local jurisdictional issues, and the impact or benefit of potential station locations must be accounted for to ensure that Sound Transit policies and guidelines are sufficiently followed. The table provides a model for organizing the agency’s work when considering transit expansion.

Connectivity and Mobility

How well does the transit system connect our urban centers? How well does the transit system connect with major places of employment, educational facilities, medical facilities, shopping hubs, sporting venues, and other places where people go to work, shop, and play? How effectively does it move people — are they forced to transfer and could the transfer be avoided? Does the system affect the mobility of other kinds of travel?

System Integration

How well does the transit system integrate with other components of the regional transit system and build on the services started in Sound Move? Does the project extend Sound Move services in logical ways?

TABLE 1
INTEGRATION OF TOD WITH HCT PROJECT PLANNING AND DESIGN

	PRE-PHASE 1	PHASE 1	PHASE 2	PHASE 3	PHASE 4
PROJECT DEVELOPMENT PROCESS	Station & Alignment Evaluations (Including real property analysis – internal & Conceptual Engineering)	Environmental Documentation (Including Alternatives Analysis & Conceptual Engineering)	Environmental Documentation Environmental Decision Document	Property Acquisition Final Design/ Construction	Operations
TOD & JOINT DEVELOPMENT PROCESSES	Evaluate potential public/private & public/public partnership (PPP) projects; Area market analyses for TOD/Path of development opportunities	Evaluation of Project PPP Coordination of Station Area Plans and Regulations Station area evaluations (internal)	Station area evaluation & planning (external)	Influence station area plans & overlay zoning	Post-Project property disposition Creation of Post-Project PPPs

This strategic approach identifies six key factors that must be accounted for as early as possible in the HCT planning process. While not all are TOD Program responsibilities, they are central to evaluating the potential for TOD at station locations. Being clear on the effects of alignment options, station locations and local market conditions allows for a more informed decision-making process in support of TOD implementation. The six analytic factors included in Table 1’s approach are:

- Preliminary corridor and station location evaluations
- Real estate acquisition planning including partnership potential
- Alignment analyses based on maximizing ridership
- Environmental baseline information
- Project preliminary budget, scope and schedule
- Community context, including values and supportive public policies

As depicted in Table 1, Pre-Phase 1 analyses must take into account existing real estate development patterns and land values, identifying “path of development” trends and understanding the current and near-term market influences that create urban development. The potential effects of HCT service on real estate development patterns should be analyzed and evaluated as part of alignment and station identification, and not left to speculative assumptions or wishful thinking.

Land Use and Development

How does the transit system support local land use or transit oriented development? Does the transit system support local economic development? Are there other economic benefits, such as freight mobility?

Customer Experience

Is it safe? Comfortable? Convenient? Easy to use?

Environmental Benefit

What are the environmental or public health benefits of expanding the transit system (e.g. air quality)?

This information is necessary to accurately select new fixed guideway alignments and potential station locations or existing facility enhancements. Doing so will present clear choices for moving the greatest number of transit riders within the context of current land use patterns, with the potential to achieve future increased residential and employment densities. These analyses are the basis for documenting the choices for improving land use-transit connectivity.

During Phase 1 sufficient information must be analyzed to demonstrate the effects of project development choices, making clear the intended effect regional land use patterns, including supporting the growth of urban centers. Alternatives analyses and conceptual engineering decisions should be influenced by the existing environmental record and the analyses performed in the Pre-Phase 1 effort. By combining the analyses of the two phases, the intended effect on land use should be explicit, including providing the rationale for the most efficient and economic provision of HCT service, thereby providing guidance for right-of-way, specific property acquisitions or appropriate sizing of facilities.

From the Pre-Phase 1 and Phase 1 processes, Phase 2 will have sufficient documentation to support the intended outcomes of the land use component of the locational decision, intentionally focused on potential increased density at the most promising urban centers, where possible. The analyses leading up to the environmental decision will make clear the realities of having to trade off competing objectives for the purpose of moving the most riders between existing urban centers.

Implementation of the factors in the sequence presented in Table 1 provides a complementary approach integrating HCT project planing and design process with those of the TOD development partnership process. The timing and consideration of alignment options is key to understanding TOD and development partnership opportunities. Adopted TOD and Real Property motions and resolutions reinforce the necessity to comprehensively analyze market place and local community factors along with HCT considerations.

Other project development activities are intended to be affected by this Plan. As a practical matter, Sound Transit's services and facilities are an integral part of the communities served. Re-engagement over time with local jurisdictions in some cases will include topics such as centers development, place-making, systems access and TOD project opportunities at existing agency facilities.

TOD and Livable Transit Communities

Sound Transit promotes livable communities through the integration of the TOD Strategic Plan and the agency's Sustainability Strategic Plan.

Livable communities are characterized by an ideal set of attributes including walkable, bicycle-friendly places served by high-capacity transit; a jobs-to-housing balance that includes a mix of uses and incomes; open space and green infrastructure; and development density and affordability responsive to local needs.

The Sound Transit Board of Directors approved Resolution R2007-12, finding that sustainability measures are in the public interest and directing the CEO to integrate sustainable business practices and strategies throughout the agency. It also identifies some areas of focus and requires that the agency establish measurable targets and report back to the Board on progress. Executive Order No. 1 followed, providing more information about how to implement the Board Resolution. Together, the Board Resolution and Executive Order No. 1 constitute Sound Transit's Sustainability Initiative, leading to the creation of the Sustainability Strategic Plan.

Sound Transit's Sustainability Strategic Plan confirms the agency's vision and identifies goals and performance measures. The TOD Strategic Plan and Sustainability Strategic Plan are designed to be consistent and complementary. Relevant TOD activities are defined and measured under the Livable Transit Communities goal in the Sustainability Strategic Plan; however, that plan also acknowledges that activities beyond TOD are needed to create livable transit communities.

For example, current goals include helping to create livable communities by encouraging diverse and vibrant pedestrian oriented development around transit nodes to support local, healthy community development; using integrated design approaches to maximize site, building infrastructure and landscape sustainability opportunities; and developing creative partnerships that leverage Sound Transit's Sustainability Program with other entities.

Where TOD occurs around stations within existing communities, there is the potential to create long-lasting benefits such as improved mobility and economic savings by reducing dependence on automobile travel. Furthermore, Sound Transit's TOD Program integrates sustainability best practices into the design, construction and operation of TOD projects constructed on the agency's surplus properties.

System Access to Stations & Facilities

Transit ridership is facilitated and enhanced when convenient and efficient access to the transit system is provided for riders. Providing systems access is a important component in the success of station areas and transit-oriented development.

The ST2 Plan recognizes the importance of understanding and providing systems access and anticipates that new project elements may include pedestrian and bicycle facilities, additional bus bays for expanding connecting bus service, capital improvements that



positively impact bus speed and reliability along routes connecting to stations, and improve passenger drop-off/pick-up facilities at stations.

The TOD Program will promote transit accessibility for new and existing stations and facilities through its technical assistance work within the agency and with external partners. Applying system access principles and perspectives will help create improved environments in station areas and support Sound Transit and others' TOD project implementation. The following are guidelines, to be considered:

- **Accessibility:** All individuals, regardless of physical ability, should be able to easily and safely access transit services without any significant and unavoidable impediments or barriers.
- **Walkability:** All transit riders are pedestrians before and after their transit trips, and should be able to comfortably access transit facilities and surrounding communities.
- **Connectivity:** Transit needs to be part of a network of travel options that allow riders to meet everyday needs, both locally and within the region.
- **Adaptability:** Transit facilities should include flexibility to respond to changing demand and conditions over time while still investing in long-lasting materials and infrastructure.
- **Comfort:** Transit facilities and the surrounding communities should be pleasant, inviting places that encourage the use of available services.
- **Safety:** Transit facilities and the surrounding communities should provide for users' physical safety by addressing points of conflict and safety for riders using all access modes.
- **Security:** Transit facilities and surrounding communities should utilize crime prevention through environ design (CPTED) techniques to address the security of all users.
- **Legibility:** Transit facilities and communities should be understandable to users and should help users orient themselves.¹¹

TOD Program Activities

The Program works to achieve Sound Transit's TOD vision and goals by focusing on the three aforementioned strategic priorities when carrying out the seven program activities. To implement this Strategic Plan, the TOD Program shares responsibility for several of the activity areas with the Office of Light Rail Project Development and the Office of Planning and Development of the Planning, Environment and Project Development Department. The Program also has a long standing client relationship with the Department of Design, Engineering and Construction Management (DECM, formerly the Link Light Rail Department, and the Capital Projects Department) in assisting with evaluating transit projects and TOD planning.

The TOD Program’s seven activity areas listed in the Program Overview section are organized in Table 3, depicting ways in which project development activities require integration with TOD activities, including the HCT alignment and alternative analysis work previously described by Table 1. This integration requires working with local jurisdictions to implement the agency’s guidance for TOD and creating development partnerships as outlined in this Plan.

By established practice, Sound Transit conducts its work as a “matrix” organization. The work necessary to implement this plan requires the active engagement of numerous groups across departmental lines. Sound Transit’s traditional approach to defining its project development planning and design requires the consideration of potential project attributes, such as TOD or development partnerships early in the conceptualization process. These considerations are most efficiently explored prior to the conclusion of a project’s design to the 30% completion stage. After that, a transit facility project’s budget, scope and schedule must be sufficiently committed to in order to advance to final design and construction.

Table 3 demonstrates the intricacy of the inter- and intra-departmental interactions and the coordination necessary to match the TOD program activities with the Strategic Plan’s three goals. Organizing capital project development work around these roles and responsibilities adds a level of complexity to the agency’s capital projects process. The matrix’s purpose is to reinforce the interactions that must occur within the agency to identify and implement TOD and development partnerships.

The seven TOD Program activities are described below in the context of the strategic policies, with explicit references to adopted policies and guidance. The activities address the several ways TOD can be implemented, through agency initiative and with a variety of partners.

Following each program activity are associated implementation methods and performance standards to guide achievement of the plan’s strategic vision and goals.

TABLE 3
TOD ACTIVITY AREAS ROLES & RESPONSIBILITIES

TOD ACTIVITY AREAS	INFLUENCE REGIONAL LAND USE	SHAPE STATION AREAS	IMPLEMENT TOD PROJECTS
TOD Negotiations & Agreements	OPD/OLRPD	OLRPD/TOD	TOD/DECM
Market Assessment and Site Evaluation	OLRPD	OPD/TOD	TOD
Station Area Planning	OLRPD	OLRPD/OPD/TOD	TOD
Surplus Property Disposition Planning	OLRPD/DECM/TOD	DECM/TOD	DECM/TOD
Adjacent Development Plan Review	PEPD	PEPD	TOD
TOD Community Forums and Outreach	OLRPD/OPD/TOD	OLRPD/DECM/TOD	TOD/DECM
Sustainable Transit Communities	PEPD	PEPD	TOD

[Key: OPD: Office of Planning & Development; OLRPD Office of Light Rail Project Development; TOD: TOD Program; PEPD: Planning, Environment & Project Development Dept.]

Each Program activity contributes to advancing Sound Transit’s TOD vision and goals, whether by implementation of policies, plans or projects on Sound Transit’s surplus properties or by collaborating with local governments within station areas.

Implementation and performance can be evaluated for each Program activity, using the below methods and standards. They are taken from Sound Transit policy and program guidelines, state and regional direction, and recognized best practices.

TOD Negotiations & Agreements

TO DIRECTLY INFLUENCE REGIONAL LAND USE, the Office of Planning and

Sound Transit will negotiate agreements and contracts with local jurisdictions with these principles in mind and will use them when coordinating its station work with local jurisdictions. (Transit-Oriented Development Principles 1-4, adopted Nov. 13, 1997)

Development (OPD) which includes the TOD Program, will support the Executive in working with regional partners to craft and implement a transit-oriented development compact among jurisdictions, agencies and partners affected by and benefiting from HCT implementation. The Office of Light Rail Project Development (OLRPD) will identify and draft TOD negotiations and agreements necessary for implementation of the Strategic Plan through its HCT project development work.

TO SHAPE STATION PLANS, including preserving options, OLRPD will include analyses in its HCT work addressing the ability of local jurisdictions ability to create transit-oriented plans, programs and development regulations to support regional plans and policies. The TOD Program will provide technical assistance to OLRPD including applying this Strategic Plan, PSRC documents and best practices to encourage and support station area plan development and implementation.



FIRESTONE AUTO SERVICE TO MOUNT BAKER LOFTS

Acquired for the Central Link Light Rail Project at Mount Baker Station, the Firestone Auto Service Retail store required relocation, which the TOD program facilitated to a nearby location, preserving local jobs and tax base. Through a competitive process, Artspace USA acquired the property for a 51-unit mixed use building. Ground floor retail and offices enliven the streetscape, with high-ceiling life/work residential units which support working families, with light rail and bus transit choices immediately adjacent. The project has no on-site residential or commercial parking.

TO IMPLEMENT TOD AND/OR DEVELOPMENT PARTNERSHIPS, the TOD Program will enter into direct negotiations, competitive negotiations, and real estate transaction agreements with third parties to create single or mixed use TOD projects on Sound Transit properties. Coordination with the **Design Engineering and Construction Management Department (DECM)** is facilitated through existing policies and guidelines and collaborative on-going project development.

Typically, other Sound Transit staff members participate and assist in these negotiations including Real Estate, Property Management, Legal, Grants, Contracts, Finance, DECM, and Risk Management staff. If the proposal affects Operations or capital construction, appropriate staff involvement as necessary. Creating partnerships requires formal and informal arrangements. For formal and public agreements, such as a Memorandum of Agreement or a Real Estate Purchase and Sale Agreement, a variety of resources and participants are required, including action by the Sound Transit Board of Directors. For TOD and development partnership projects, the TOD Program implements negotiations and agreements for specific surplus properties.

For projects involving federally-assisted property acquisitions, or a Federal grant, the Federal Transit Administration or other agencies must be involved for review and concurrence. Explicitly defined processes will be used for negotiating TOD and development partnership projects, including Board adopted policies and FTA regulations. In many cases, pre-existing agreements with Sound Transit’s regional partners will guide the negotiations and considerations (such as the Good Neighbor Policy) as well as other precedents and state law. Public processes include timely communications with the local jurisdiction where a TOD project is planned.

TOD NEGOTIATIONS & AGREEMENTS	
IMPLEMENTATION METHODS	
<input type="checkbox"/>	Negotiate memorandums of agreement (MOU's) with local jurisdictions for the adoption of model land use plans, policies, and regulations. ¹²
<input type="checkbox"/>	Create real estate transaction documents for TOD and joint development projects.
<input type="checkbox"/>	Negotiate development agreements for public-private or public-public partnerships to implement transit-oriented development on and near Sound Transit properties. ¹³
<input type="checkbox"/>	Facilitate TOD and joint development agreements that promote physical and functional relationships with transit. ¹⁴
<input type="checkbox"/>	Assist in creating TOD and joint development that create economic development and private investment. ¹⁵
PERFORMANCE STANDARDS	
<input type="checkbox"/>	Local plans and regulations adopted per negotiated agreements.
<input type="checkbox"/>	Local plan implementation promotes construction of pedestrian-friendly, transit-oriented development projects at or near Sound Transit stations.
<input type="checkbox"/>	Agency cost-sharing opportunities achieved for plan creation and implementation by local jurisdictions.
<input type="checkbox"/>	Increased employment, residential densities and a mix of uses around stations.

Market Assessment & Site Evaluation

(1) Sound Transit will promote and encourage transit-friendly, transit-oriented development, joint development and quality public and private projects at and around Sound Transit passenger facilities to enhance communities, build transit ridership and aid economic development. (Transit-Oriented Development Principles 1-4, adopted Nov. 13, 1997)

TO DIRECTLY INFLUENCE REGIONAL LAND USE, OLRPD will conduct real estate market assessments and evaluate potential right-of-way alignments and station sites as part of Pre-Phase 1 work in consultation with jurisdictions and agencies affected by future alignment and alternatives analyses.

TO SHAPE STATION PLANS, including preserving options, OPD and the TOD Program will evaluate potential station locations analyzing existing market conditions to evaluate the future impact of transit on the area and the area’s real estate market potential for TOD and joint development or partnership opportunities, including the local jurisdiction’s financial capacity to maximize the local transit investment made by Sound Transit.

TO IMPLEMENT TOD AND/OR PUBLIC-PRIVATE DEVELOPMENT PARTNERSHIPS, the TOD Program will follow procedural guidance in Motion M99-60 and Resolution R99-35 to assess and evaluate the market potential for TOD projects on Sound Transit surplus properties.

Market assessments and site evaluations occur as several elements of this activity, including responding to ST2 opportunities as outlined in Table 3:

1. Pre-Phase 1 initial station and alignment evaluations in advance of Phases 1 and 2 of the formal Project Development process.

Initial analysis will include a cursory evaluation of real estate properties and market conditions of potential station sites, an evaluation of development trends within the potential station areas, and an understanding of the regulatory climate within the jurisdiction, including its “readiness” to capitalize on a major transit investment such as a station or facility. Understanding these conditions is essential to understanding whether Sound Transit’s and the jurisdictions’ expectations of TOD benefits are realistic in terms of timing and market conditions.

Pre-Phase 1 evaluations will be incorporated into the OLRPD’s HCT work programs. As a result, Sound Transit staff and local jurisdictions will be better informed of “best case” development opportunities for a range of potential locations. This approach will also inform the potential of Joint Development opportunities that could include federal grant funding that could be combined with strategic property acquisition choices.

Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (July 2002)

2. PURPOSE, “These Procedures are to be carried out such that the RTA’s program of acquisition of real property for... a high capacity transit system...(the “Project”) ...will include transit supportive and transit oriented development undertaken by the RTA consistent with the RTA Board’s adopted guidelines for transit oriented development.”

2. Internal Technical Assistance for Project Development & DECM.

Real estate evaluations including feasibility studies, valuation assessments, and cost-benefit and sensitivity analyses are provided for internal planning and decision-making by managers of capital projects, frequently in response to requests for “betterments” by local jurisdictions. Third party technical assistance provides factual bases for the agency to consider possible impacts to project scope, schedule and budget, while incorporating the vision and goals of this Plan.

3. Evaluation of Sound Transit properties no longer needed for Project purposes to determine market-feasible uses.

The TOD Program conducts market assessments and site evaluations to determine the best future use and fair market value of Sound Transit’s surplus real property. Resolution No. R99-35 provides a detailed list of considerations for evaluating surplus property, as does Motion No. M99-60. Further guidance is provided by Motion No. M98-25 and Final Guidance Circular for Joint Development Projects issued by the FTA. An appropriate level of pre-planning work is conducted in anticipation of property disposition decisions.

4. Technical assistance to adjacent property owners.

While Sound Transit is precluded from providing financial assistance to private parties, the TOD Program will share publicly available information, as appropriate. In addition, targeted assistance to not-for-profit or public agencies lacking TOD or development partnership expertise will be provided on a case-by-case basis, subject to resource and scheduling limitations.

MARKET ASSESSMENT & SITE EVALUATION	
IMPLEMENTATION METHODS	
<input type="checkbox"/>	Pre-scope and analyze potential station areas for real estate feasibility, including “path of development” characteristics.
<input type="checkbox"/>	Ensure that TOD and joint development opportunities are explicitly accounted for when Sound Transit develops its Project site plans. ¹⁶
<input type="checkbox"/>	Ensure that TOD and joint development opportunities are explicitly accounted for when Sound Transit acquires new properties. ¹⁷
<input type="checkbox"/>	Ensure that strategic acquisition opportunities are thoroughly evaluated against commercial real estate criteria for TOD and joint development potential.
PERFORMANCE STANDARDS	
<input type="checkbox"/>	TOD options are evaluated during station siting.
<input type="checkbox"/>	Potential cost-sharing opportunities are identified during site evaluation.
<input type="checkbox"/>	TOD opportunities are evaluated during property acquisition.

Station Area Planning

(2) Sound Transit acknowledges the authority of local jurisdictions to conduct and implement station area planning around Sound Transit stations. (3) Sound Transit’s authority extends to planning and implementing high capacity transit services and facilities, and to encourage and jointly develop Sound Transit stations. (Transit-Oriented Development Principles 1-4, adopted Nov. 13, 1997)

ST 2 states that “as Sound Transit evaluates potential locations for rail stations and other facilities, consideration will be given to whether there are transit-oriented development opportunities at each potential station location that facilitate increased ridership. Sound Transit will also evaluate the extent to which local jurisdictions are encouraging and supporting transit-oriented development”

TO DIRECTLY INFLUENCE REGIONAL LAND USE, OLRPD will select alignments and station locations, when possible, that implement regional planning goals, including the PSRC’s Urban Centers criteria in Vision 2040. OPD will initiate or participate in regional activities and studies that inform land use and transit connectivity.

TO SHAPE STATION PLANS, including preserving options, OLRPD and the **TOD Program** will “become more substantially involved” with local jurisdictions to influence station area plans, regulations and project reviews “where access and land use issues will significantly affect system operations.” (Motion M98-25, TOD Policies, Attachment A, I. C.1., adopted April 9, 1998).

TO IMPLEMENT TOD AND/OR PUBLIC-PRIVATE DEVELOPMENT PARTNERSHIPS, the **TOD Program** will participate in station area planning activities associated with its facilities, collaborating with public and private partners to ensure that opportunities for transit-oriented development are identified, preserved and implemented.

Station area planning has four program components, administered on the basis of the status of HCT Project planning and implementation phases:

1. Planning for new station locations with local stakeholders, including documenting existing market conditions to evaluate the future impact of transit on the area and the area’s real estate market on TOD, Joint Development, or development partnership opportunities.

Activities include formally building on the Pre-Phase 1 analysis of potential station siting options within selected station areas, including creating station area plans, and their adoption by local jurisdictions. If local plans have been adopted, Sound Transit will evaluate their adequacy against agency policies and best practices. For new initiatives, Sound Transit will actively collaborate in the development of local jurisdictions’ station area plans (including station area visioning and necessary modifications to zoning designations).

Local jurisdictions are financially responsible for developing station area plans and regulatory changes needed to support HCT, transit facilities and TOD. It is in Sound Transit's interest that local adoption of public policies explicitly benefit transit, funding mechanisms, and incentive programs so as to facilitate future station development and TOD. Sound Transit's primary activity will be advocacy at the local level for the inclusion of principles supported by agency policies that create the greatest opportunity for ridership and livable transit communities.

2. Evaluation of existing station areas on the basis of best practices over time to understand the effects of market and TOD regulations in improving the community, and advocating for changes on such bases as necessary.

Sound Transit's TOD policy (M98-25) directs that existing stations and facilities be evaluated over time for their functionality and possible improvement. This includes the potential for redevelopment and the possibility of Joint Development on development partnerships on agency real property.

This program component recognizes that Sound Transit stations must function within the existing fabric of the immediate community. Analysis over time provides insights into the effectiveness of the regulatory and incentive structure created by the local jurisdiction, and the private market's response. Information about changes to local conditions, coupled with best practices, will provide insights for improving future station planning and implementation.

3. Evaluating the financial capacity of local jurisdictions as potential partners to maximize the local transit investment made by Sound Transit.

Regional policies encourage cities and Sound Transit to work together to connect transit with housing, jobs and educational institutions. To be effective, new station area plans must be grounded by local financial capacity to ensure implementation takes advantage of the transit investment.

Sound Transit will analyze local programs, such as a city's capital improvement program, to understand where investments are being made and evaluate how Sound Transit's capital project could be assisted by the State of Washington Local Revitalization Program, as well as Transportation Benefit Districts and Local Improvement Districts.

4. Coordination with Sound Transit’s capital, operations and facilities programs to contribute to improved station design and accessibility.

The TOD Program will contribute to system access evaluations and advocacy in assessing performance of multimodal trip-making including bicycles, transit patron accessibility, way-finding, shared parking, circulation improvements and incidental uses of agency property, including Sound Move facilities and in conjunction with surplus real property disposition planning.

STATION AREA PLANNING	
IMPLEMENTATION METHODS	
<input type="checkbox"/>	Identify and evaluate potential station locations in advance of the formal Project Development process.
<input type="checkbox"/>	Sound Transit will prioritize efforts in communities that are already encouraging increased density through locally developed zoning and comprehensive plans. ¹⁸
<input type="checkbox"/>	Ensure that Sound Transit station and alignment Project decisions include provisions for TOD and joint development opportunities.
<input type="checkbox"/>	Encourage local station area plans and regulations that include implementation measures, such as TOD best practices, transit overlay zones, and Planned Action SEPA, that reinforce regional land use and density guidance.
<input type="checkbox"/>	Promote local jurisdictions’ adoption of exemplary land use and transit integration strategies based on cost-sharing principles. ¹⁹
PERFORMANCE STANDARDS	
<input type="checkbox"/>	Station locations are selected to maximize transit ridership.
<input type="checkbox"/>	Station locations support local and regional development goals.
<input type="checkbox"/>	TOD options are preserved through station area planning. ²⁰
<input type="checkbox"/>	Station area plans include land use designations and policies that support pedestrian-friendly development.
<input type="checkbox"/>	Station area plans include land use designations that support higher density housing and employment opportunities.
<input type="checkbox"/>	Station area plans include policies for promoting TOD implementation, such as higher density zoning, design standards and parking policies.
<input type="checkbox"/>	Local and regional development goals are incorporated into station area plans.
<input type="checkbox"/>	Multimodal connections to stations are considered in station area plans.
<input type="checkbox"/>	Single-occupancy vehicle parking and trip demand from adjacent developments are reduced in proposed projects. ²¹

Real Estate Disposition Planning

7. Disposition Planning. Sound Transit shall use its best efforts to accomplish the goals set out in Section 1 of these policies by consciously planning for disposition of Real Property at the time it acquires Real Property. (Real Property Disposition Policies, Procedures and Guidelines, adopted January 13, 2000)

TO DIRECTLY INFLUENCE REGIONAL LAND USE, the **TOD Program** will work with **OLRPD** and **DECM** to implement Board policy that encourages appropriate evaluations be done prior to right-of-way acquisition to ensure that “these Procedures are to be carried out such that the RTA’s program of acquisition of real property for... a high capacity transit system...(the “Project”) ...will include transit supportive and transit oriented development undertaken by the RTA consistent with the RTA Board’s adopted guidelines for transit oriented development.” (2. PURPOSE, Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (July 2002)

TO SHAPE STATION PLANS, the **TOD Program** will work with **DECM** to apply Motion M98-25 which states: “Where local jurisdictions’ station area plans and market analyses indicate that such development would be appropriate, Sound Transit should, at a minimum, preserve options for future TOD projects in its facility plans and environmental work. Where there is the greatest potential for such development, additional resources should be focused to determine what TOD projects would bring the greatest return to Sound Transit and the community.” (TOD Policies, Motion M98-25, Attachment A, I.A.1., adopted April 9, 1998)

TO IMPLEMENT TOD AND/OR PUBLIC-PRIVATE DEVELOPMENT PARTNERSHIPS, the **TOD Program** and **DECM** will work to ensure that “Sound Transit should use all its own sites to demonstrate good transit-oriented design and land use mixes that are appropriate to their setting, transit mode, and market conditions.” (Motion M98-25, TOD Policies, Attachment A, I. Transit-Oriented Development on Sound Transit Property, adopted April 9, 1998)

This program activity focuses on the sale, transfer, trade or lease of Sound Transit real property, including air rights. Outcomes include transit-oriented development on sites sold or owned by Sound Transit and Joint Development partnerships in advance of, or following, the design of Project facilities to increase density and ridership within station areas. The TOD Program follows procedural guidance in Motion M99-60 to create “the best possible examples” and Resolution R99-35 “to build ridership, enhance communities and aid economic development” via TOD projects on Sound Transit surplus properties.

Activities include participation in preparation of the agency’s biennial surplus real property inventory and utilization plan intended to guide surplus real property transactions, including preserving future TOD opportunity sites.

Surplus Property means real property that Sound Transit determines is no longer currently required and is not likely in the future to be required for its needs or fulfillment of its responsibilities under an FTA-assisted grant or its high capacity transportation or other authorized purposes.

Fair Market Value means an amount in an open and competitive market that a well-informed, willing seller, who desires but is not required to sell, would accept, and that a well-informed, willing buyer, who desires but is not required to buy, would pay for real property after due consideration of all the elements affecting value.

An emphasis will be on implementing Sound Transit policies that encourage analyzing opportunities for TOD and Joint Development prior to acquisition, as well as planning for the disposition of property at the time it is acquired, per Resolution R99-35. The TOD Program will work closely with OLRPD and DECM to identify potential opportunities.

Sound Transit acquires real property for right-of-way, facilities and stations using transit district local funding or in FTA-funded projects, federal assistance for a portion of property costs. State and federal requirements directly affect the ultimate use of agency-owned property. Surplus property sales, Joint Development by way of lease or transfer of rights, and development on Sound Transit-owned property will occur through a public competitive procedure such as sealed bid or Requests for Qualifications (RFQ), Requests for Proposals (RFP) or through a direct negotiation process.

Board policy encourages creative reuse of agency surplus real estate. A potentially cost-effective way of utilizing existing real estate is to analyze the financial feasibility of using it for continuing Project purposes, such as office space which can be incorporated into most TOD or Joint Development. Use of real property in this way can create an equity position in commercial real estate, providing for long-term asset management for Sound Transit.

Real Property Disposition Planning includes four approaches to creating TOD and Joint Development on or with agency properties:

1. Agency capital projects designed to integrate TOD or Joint Development into the Project budget, scope and schedule.

For federally-assisted properties, FTA policy encourages a forward-looking approach to determine if Joint Development can occur through the selection of right-of-way, station design and by creating partnerships with existing property owners. FTA-approved Joint Development use of federally assisted property may also occur following completion of the Project if new federal funding is used to create revenue for the transit agency, to stimulate private investment, or to facilitate local economic development.

Sound Transit will evaluate the potential for such projects by utilizing the Pre-Phase 1 approach described for Station Area Planning, conferring with the agency's Real Property and Project staff, and conducting feasibility and market analyses by consulting real estate and construction expertise.

2. Strategic acquisition of TOD/Joint Development property.

Board policies anticipate entrepreneurial efforts by Sound Transit to create TOD and federal Joint Development opportunities. Such purchases might be in partnership with others to create additional transit benefits, or for acquisition of a transit asset owned by a partner agency that lacks the resources to implement TOD or development partnerships. Participation by Sound Transit would follow agency and FTA guidelines, as necessary.

3. Agency disposition of real property.

The agency’s surplus real property utilization plan sets the timing for disposition and surplus activities for Project properties. When a property is no longer required for a Project purpose, it is subject to disposition planning.

Explicit agency guidelines direct the type of change of use analyses to be performed, focusing on TOD or partnership potential. A key aspect of this activity is conducting the appropriate due diligence in preparation for, timing the market for optimum opportunities whether issuing Requests for Qualifications, Requests for Proposals or creating direct negotiation partnerships with adjacent property owners.

4. Participating in/Creating TOD/Development Partnerships Following Facility Completion.

Following construction, Sound Transit facilities and adjacent surplus properties may provide opportunities for redevelopment in support of the transit system and surrounding transit community. FTA guidance and Sound Transit Board policies support after-the-fact TOD and public or private development partnerships using agency assets. In some instances an adjacent property owner may propose a development concept that leads to a property transaction. In other cases, Sound Transit’s property ownership may be key to achieving site redevelopment due to the location or features of agency property. In such cases where interested parties are adjacent, the agency may enter into direct negotiations, forgoing the typical competitive RFQ/RFP process.

REAL ESTATE DISPOSITION PLANNING	
IMPLEMENTATION METHODS	
<input type="checkbox"/>	Plan for TOD and joint development on surplus land disposition, including conducting due diligence, seeking appropriate development regulations, and using market-based judgments to guide decisions. ²²
<input type="checkbox"/>	Identify potential public or private partnerships to achieve Program goals.
<input type="checkbox"/>	Support the retention of existing businesses in their current neighborhoods through strategic relocation activities. ²³
<input type="checkbox"/>	Re-evaluate the development potential at Sound Transit facilities as the system develops and development conditions change. ²⁴
<input type="checkbox"/>	Utilize the evaluative criteria for analyzing surplus property as outlined in Resolution No. R99-35 and Motion No. M99-60. ²⁵
PERFORMANCE STANDARDS	
<input type="checkbox"/>	Project or surplus real property is used to build transit ridership, enhance communities and aid economic development. ²⁶
<input type="checkbox"/>	Develop Sound Transit surplus properties to build transit ridership, enhance communities, and aid economic development.
<input type="checkbox"/>	Generate system revenue through disposition or use of surplus property.
<input type="checkbox"/>	Preserve development opportunities on Sound Transit property by way of facility planning, land banking, and environmental work. ²⁷
<input type="checkbox"/>	Evaluate disposition opportunities according to the criteria outlined in Resolution No. R99-35 and Motion No. M99-60.

Adjacent Development Plan Review

(4) Sound Transit will support and work collaboratively with local jurisdictions and the private sector committed to quality transit-oriented development around Sound Transit facilities. (Transit-Oriented Development Principles 1-4, adopted Nov. 13, 1997)

TO DIRECTLY INFLUENCE REGIONAL LAND USE, the **Planning Environment and Project Development Department (PEPD)** will work cooperatively with local governments within the Sound Transit district to adopt similar and consistent land use and development regulations to implement Vision 2040 within Urban Centers and within station areas.

TO SHAPE STATION PLANS, the **PEPD** will ensure that “in addition to the station area support provided via its current interlocal agreements, Sound Transit should become more substantially involved with station area plan and project reviews at key facilities where access and land use issues will significantly affect system operations.” (TOD Policies, Motion M98-25, Attachment A, I.C.2., adopted April 9, 1998)

TO IMPLEMENT TOD AND/OR PUBLIC-PRIVATE DEVELOPMENT PARTNERSHIPS, the **TOD Program** will work collaboratively with adjacent property owners to assist in improving the quality and functionality of adjacent uses, and with local jurisdictions during the development review process to understand issues of concern to Sound Transit.

This program activity intends to ensure that:

1. New development and re-development of properties immediately adjacent to Sound Transit stations and facilities are consistent with its TOD vision and goals; and
2. High Capacity Transit corridor rights-of-way are preserved. Sound Transit will provide design and systems access guidelines to local jurisdictions to use in their permitting decisions for properties adjacent to stations and facilities. Sound Transit will protect its public investments by fully exercising its property rights to ensure compatible adjacent uses, including SEPA comments and appeals, and other public due processes.

For right-of-way protection, the State Regional Transportation Planning statute (RCW 81.104.080) directs:

(5) Cities and counties along corridors designated in a high capacity transportation system plan shall enter into agreements with their designated

regional transportation planning organizations, for the purpose of participating in a right of way preservation review process which includes activities to promote the preservation of the high capacity transportation rights of way. The regional transportation planning organization shall serve as the coordinator of the review process.

(a) Cities and counties shall forward all development proposals for projects within and adjoining to the rights of way proposed for preservation to the designated regional transportation planning organizations, which shall distribute the proposals for review by parties to the right of way preservation review process.

(b) The regional transportation planning organizations shall also review proposals for conformance with the regional transportation plan and associated regional development strategies. The designated regional transportation planning organization shall within ninety days compile local and regional agency comments and communicate the same to the originating jurisdiction and the joint regional policy committee.

ADJACENT DEVELOPMENT PLAN REVIEW	
IMPLEMENTATION METHODS	
<input type="checkbox"/>	Review development applications adjacent to stations to ensure that proposed developments do not adversely impact station access or transit system operation. ²⁸
<input type="checkbox"/>	Review local jurisdiction Capital Improvement Programs for projects that will support station area development.
<input type="checkbox"/>	Review comprehensive plan and zoning amendments affecting future land use decisions within station areas.
<input type="checkbox"/>	Review SEPA declarations for proposed projects or actions within a quarter-mile of stations.
PERFORMANCE STANDARDS	
<input type="checkbox"/>	New development and re-development of properties adjacent to Sound Transit stations are pedestrian-friendly and improve multimodal connections.
<input type="checkbox"/>	New development and re-development of properties adjacent to Sound Transit stations that maintain or enhance facility access.
<input type="checkbox"/>	Transit operations functionality is maintained or improved.
<input type="checkbox"/>	TOD options on Sound Transit properties are not hindered by new developments and re-development of properties adjacent to stations. ²⁹

TOD Community Forums & Outreach

Sound Transit should participate with representatives of TOD interests to address TOD legal issues that specifically affect Sound Transit system operations and goals, prepare a TOD-supportive legislative agenda, and as a member of this coalition, encourage its passage in a future legislative session. (Motion M98-25, TOD Policies, Attachment A, II. Transit-Oriented Development Technical Support, adopted April 9, 1998)

TO DIRECTLY INFLUENCE REGIONAL LAND USE, OPD, the TOD Program, and OLRPD will work with external partners, including the state legislature, to raise awareness of regional transit’s role in achieving improved land use-transit connectivity, increasing residential and employment concentrations, and meeting State-mandated GHG targets.

TO SHAPE STATION PLANS, OLRPD, the TOD Program and DECM will work with local jurisdictions and partners to influence station area planning and TOD overlay zoning supportive of TOD Program goals, and will provide technical assistance when appropriate. “This level of involvement should reflect the local community’s participation, its needs and interests, as well as Sound Transit’s own priorities and resource availability.” (Motion M98-25, TOD Policies, Attachment A, I.C., adopted April 9, 1998)

TO IMPLEMENT TOD AND/OR PUBLIC-PRIVATE DEVELOPMENT PARTNERSHIPS, the **TOD Program** and **DECM** will meet with local jurisdictions, interest groups, and adjoining property owners to explain development plans for TOD surplus properties. Public education of and involvement in the wide variety of issues that involve TOD requires outreach to all levels of government, interested parties and communities adjacent to Sound Transit stations and facilities.



OTHELLO STATION

Surplus property at the North end of Othello Station passenger platform provides a future TOD opportunity that will include a mixed use, multistory building. Seattle Housing Authority’s completion of their Othello Station Hope VI project has provided a significant investment in the station area. New private investment, including a market rate residential will add riders and contribute to place-making. Sound Transit’s surplus properties will be analyzed and made available based on market conditions.

Expertise gained from working throughout the region on TOD and development partnerships projects will be shared, as requested. Where possible, the TOD Program will participate in

- Co-sponsorships with interest-based groups promoting compact, sustainable communities;
- Legislative initiatives for compatible changes to statutes and regulations in support of TOD, and
- Proposals for creating local funding strategies and incentives.

In certain situations, the agency may play a catalyst or broker role in encouraging parties to cooperate in property development by helping to create a shared vision for a potential project, or by advocating for an appropriate real estate project within a station area when Sound Transit property is not involved.

TOD COMMUNITY FORUMS & OUTREACH	
IMPLEMENTATION METHODS	
<input type="checkbox"/>	Address community values when implementing TOD and joint development projects. ³⁰
<input type="checkbox"/>	Conduct transparent project planning and disposition activities. ³¹
<input type="checkbox"/>	Provide accurate information within professionally established guidelines.
<input type="checkbox"/>	Advocate for transit-supportive land use policies and regulations at the local, regional, state and federal levels. ³²
PERFORMANCE STANDARDS	
<input type="checkbox"/>	Sound Transit's TOD projects have community support.
<input type="checkbox"/>	Community outreach and education programs and materials promote transit-oriented development.
<input type="checkbox"/>	TOD legal issues that prevent the development of transit supportive projects are addressed through Sound Transit's legislative advocacy. ³³

Livable Transit Communities

Land use and transit connectivity occur within the context of working and residential communities, made more efficient, convenient and environmentally sustainable because of public transit service. Board Resolution R2004-06, the Environmental Policy and the Sustainability Policy (R2007-12) and Executive Order No. 1 integrate sustainable business practices and strategies throughout the agency, including TOD activities.

TO DIRECTLY INFLUENCE REGIONAL LAND USE, the PEPD will work with partners to encourage and create incentives to achieve greater sustainability throughout the region, including setting implementation targets for Urban Centers to reduce GHG emissions and VMT, while supporting integrated concepts recommended by this Plan and the Office of Environment's Strategic Plan.

TO SHAPE STATION PLANS, the PEPD will investigate opportunities to make transit communities self-supporting by analyzing energy efficiency methods such as Neighborhood Energy Districts and reduced VMT methods such as improved pedestrian and bicycle connections, including Zip Car locations and secure bike storage facilities.

TO IMPLEMENT TOD AND/OR PUBLIC-PRIVATE DEVELOPMENT PARTNERSHIPS, the TOD Program will encumber real property disposition transactions for TOD with sustainability requirements that meet or exceed industry standards.

In order to achieve environmental goals such as reduced GHG emissions levels called for by state law, substantial changes in public and private behavior will be necessary. Key to a substantial change is the reduction of single occupancy trips (VMT) and the pollution attributable to those trips. Increased densities, where employment and housing are proximate to services, entertainment, and shopping are one way, at the local level, to have a positive effect on climate change.

Through the TOD and sustainability strategic plans, Sound Transit’s recognizes its role in shaping the communities it serves. Focusing on existing policies, implementation of this TOD Strategic Plan can provide significant guidance in contributing to reducing GHG emissions, lowering VMT, and helping to build livable transit communities.

LIVABLE TRANSIT COMMUNITIES	
IMPLEMENTATION METHODS	
<input type="checkbox"/>	Plan and incorporate Green Building technologies, open space, and green infrastructure.
<input type="checkbox"/>	Use recycled and local materials for new construction and innovative site mitigation, minimizing transport energy expenditure.
<input type="checkbox"/>	Assist in providing access to community-based, locally-grown food sourcing.
<input type="checkbox"/>	Use Sound Transit resources to create walkable, bike-friendly, transit-supported neighborhoods, including a mix of housing uses and incomes.
PERFORMANCE STANDARDS	
<input type="checkbox"/>	Make uneconomic remnant parcels available for green “verges”, urban forestry, and pocket parks.
<input type="checkbox"/>	Require all demolition on ST properties comply with recycle recovery best practices; require new construction on ST properties to conform to ST Sustainability Attributes.
<input type="checkbox"/>	Require sustainability/life cycle technology such as LEED or equivalent for all ST properties, including innovative and cooperative approaches for co-generation or community energy district projects, wastewater conservation, and strive for carbon neutrality.

Continuous Monitoring and Evaluation

It is essential to monitor and evaluate the program activities' implementation and performance in simple and specific ways. The practice of using a clear evaluative methodology allows checking progress against desired outcomes, and when necessary, recalibrating, to ensure that the TOD Program's priorities and activities are aligned with the TOD vision and strategic goals of this plan.

Best practices are essential to informed evaluation. Several local sources include these Puget Sound Regional Council documents:

- Creating Transit Station Communities in the Central Puget Sound Region, A Transit-Oriented Development Workbook (June 1999)
http://www.psrc.org/assets/3463/_99-09_todreport.pdf
- Design Guidelines Manual – Destination 2030 Physical Design Guidelines (Summer 2003)
<http://www.psrc.org/assets/254/designmanual.pdf>
- Vision 2040 Checklist for Center Plans (Center Planning Policies)
<http://www.psrc.org/growth/planreview/reporting-tools/checklist-centers/>

Work Program Projects (2012–2025)

The TOD Work Program is organized around the seven activity areas previously described. Much of this work has a sequence and continuity that requires multi-year involvement by South Transit staff.

The evolution of the Sound Move-driven work program is directly related to the scheduled availability of surplus properties identified for TOD. As ST2 work progresses, more explicit TOD opportunities will emerge. Work activities across the spectrum of place-making, community and economic development will occur in pursuit of supporting an efficient regional high capacity transit system. The following are projects and activities, by year and activity area, for the life of the Plan. The Plan will be adjusted semi-annually based on the needs and resources of the agency. Table 4 outlines the current and future work; TOD project development sheets follow, providing a visual representation of agency-owned sites.

TABLE 4 SOUND TRANSIT TOD PROGRAM - WORK PROGRAM 2012-2025	
PROPERTY	ACTION
2012	
Capitol Hill	Complete Capitol Hill TOD project pre-development work, including NPE/P design, NPE/P business plan, building design standards, negotiate outstanding project issues with City and/or CHHIP via Development Agmt
Capitol Hill	Issue RFQ's for Capitol Hill Station TOD parcels, shortlist developers for RFP competition
Firestone/MBLofts	Complete demolition of Firestone building
Mount Baker Lofts	Monitor Artspace Mt. Baker Lofts construction process
Orcas	Resolve alley issues w/ adjacent Orcas property owners
Orcas	Execute PSA for Orcas family housing joint development project with Catholic Housing Services
Orcas	Monitor Orcas family housing permitting process
Beacon Hill	Negotiate potential joint development with Lee and Tucci at Beacon Hill Station
Mt. Baker Triangle	Complete affordable housing analysis for Kremeworks/Victory joint development project
Mt. Baker Triangle	Negotiate Kremeworks/Victory joint development affordable housing project
2013	
Capitol Hill	Complete Capitol Hill RFP process, negotiate PSA's with Capitol Hill developers and advance PSA's for Board approval
Mt. Baker Triangle	Select Kremeworks/Victory joint development housing project sponsor
Orcas	Monitor Orcas family housing permitting process
Orcas	Monitor Orcas family housing construction process
Beacon Hill	Negotiate potential joint development with Lee and Tucci at Beacon Hill Station

2013 Continued	
Mt.Baker	Monitor Artspace Mt. Baker Lofts construction process
East Portal	Begin Mt Baker hillside parcel (RV001-001.3) due diligence
Columbia City A-D	Begin neighborhood engagement process
2014	
Capitol Hill	Monitor Capitol Hill TOD developers' design development processes
Mt.Baker Triangle	Monitor Kremeworks/Victory housing funding process
Orcas	Monitor Orcas family housing construction process
Beacon Hill	Negotiate potential joint development with Lee and Tucci at Beacon Hill Station
East Portal	Begin concept development/master planning
Othello 1	Issue Othello Station parcels (RV201-203)RFP and negotiate PSA
Columbia City A-D	Perform due diligence work in advance of issuing RFP
Columbia City A-D	Issue Columbia City Station parcels RFP and negotiate PSA
2015	
Capitol Hill	Monitor Capitol Hill TOD developers' permitting processes
Mt.Baker Triangle	Monitor Kremeworks/Victory design development process
East Portal	Complete concept development/master planning
Othello 2	Initiate joint development discussion with property owner adjacent RV192
Othello 1	Monitor Othello Station parcels design and development process
Columbia City A-D	Monitor Columbia City design development process
First Hill	Begin First Hill (CP004-005) concept development
2016	
Capitol Hill	Monitor Capitol Hill TOD developers' construction processes
Mt.Baker Triangle	Monitor Kremeworks/Victory permitting process
Beacon Hill	Monitor Beacon Hill design development process
East Portal	Issue RFP and/or adjacent property owner development agreement
Othello 2	issue RFP and negotiate PSA
Othello 1	Monitor Othello Station parcels construction process
Columbia City A-D	Monitor Columbia City permitting process
First Hill	Complete First Hill concept development and issue RFP and negotiate PSA
2017	
Mt.Baker Triangle	Monitor Kremeworks/ Victory construction process
Beacon Hill	Monitor Beacon Hill permit process
East Portal	Complete property transaction, monitor permit process
Othello 2	Monitor design and development process
Columbia City A-D	Monitor Columbia City construction process
Rainier Beach	Perform all Rainier Beach parcels due diligence
First Hill	Monitor First Hill design development process
2018	
Beacon Hill	Monitor Beacon Hill construction process
East Portal	Construction permits issued, property transfers
Othello 2	Monitor permitting process
First Hill	Monitor First Hill permitting process

2018 Continued	
Howell Street	Perform all Howell Street due diligence
Rainier Beach	Issue Rainier Beach RFP and negotiate PSA
Paramount	Paramount due diligence
2019	
Othello 2	Monitor construction process
First Hill	Monitor First Hill construction process
Rainier Beach	Monitor design development process
Howell Street	Issue Howell Street RFP/RFQ
Paramount	Issue RFQ/RFP and negotiate PSA or development agreement
2020	
Brooklyn East	Begin necessary due diligence
Roosevelt	Begin necessary due diligence
Rainier Beach	Monitor permitting process
Howell Street	Negotiate PSA
Paramount	Monitor design and development process
NE 45th Street	Perform identified environmental remediation
2021	
Rainier Beach	Monitor construction process
Brooklyn East	Issue RFP and negotiate PSA
Roosevelt	Issue RFP and negotiate PSA
Howell Street	Monitor design development process
NE 45th Street	Perform all due diligence
Paramount	Monitor permitting process
2022	
Brooklyn East	Monitor permitting process
Roosevelt	Monitor permitting process
Howell Street	Monitor permitting process
NE 45th Street	Issue RFP negotiate PSA
Brooklyn West	Brooklyn West due diligence
Paramount	Monitor construction process
2023	
Brooklyn East	Monitor construction process
Roosevelt	Monitor construction process
Howell Street	Monitor construction process
NE 45th Street	Monitor design development process
Brooklyn West	Issue RFP and negotiate PSA
2024	
NE 45th Street	Monitor permitting process
Brooklyn West	Monitor design development process
2025	
NE 45th Street	Monitor construction process
Brooklyn West	Monitor permitting process
Brooklyn West	Monitor Construction process

Appendices

- Glossary of Terms
- TOD/Joint Development Real Property Sites
- Map: Regional Transit System Plan
- Motion No. M98-25
- Motion No. M99-60

Glossary of Terms

Air Rights means the space location above, at or below (subterranean) the surface of the ground, lying within a project's Real Property limits.

Fair Market Value means an amount in an open and competitive market that a well-informed, willing seller, who desires but is not required to sell, would accept, and that a well-informed willing buyer, who desires but is not required to buy, would pay for Real Property after due consideration of all the elements affecting value.

FTA means the Federal Transit Administration of the United States Department of Transportation.

High Capacity Transportation (HCT) means a system of public transportation services within an urbanized region operating principally on exclusive rights of way, and the supporting services and facilities necessary to implement such a system, including interim express services and high occupancy vehicle lanes, which taken as a whole, provides a substantially higher level of passenger capacity, speed and service frequency than traditional public transportation systems operating principally in general purpose roadways.

Joint Development means a transportation project that enhances economic development or incorporates private investment including commercial and/or residential development, pedestrian and bicycle access to a mass transportation facility, and/or the renovation and improvement of historic transportation facilities, because the project: (1) enhances the effectiveness of a mass transit project, and is related physically and functionally to that mass transit project; or (2) establishes new or enhanced coordination between mass transportation and other transportation; and, (3) provides a fair share of revenue for mass transportation use, all as more fully defined in the FTA Joint Development Rules (Appendix B of FTA Circular 9300.1A; FTA "Policy on Transit Joint Development," 62 Federal Register, Number 50, March 14, 1997, pages 122266-122269; and the "Joint Development" Appendix of FTA Circular 5010.1C dated October 1, 1998).

Real Property means land, including affixed land improvements, structures and appurtenances, and including fee estates, leaseholds, easements, vested reversionary interests, future interests and other real property interests, but not including movable machinery and equipment.

Surplus Property means Real Property that Sound Transit determines, in the manner described in Resolution No. R99-35, is no longer currently required and is not likely in the future to be required for its needs or fulfillment of its responsibilities under an FTA-assisted grant or its high capacity transportation or other authorized purposes.

Transit-Oriented Development (TOD) means compact public and private development that supports transit use by emphasizing pedestrian and transit access, such as by clustering development and mixing land uses and activities at or around transit facilities. Joint Development is a subset of Transit-Oriented Development.

Regional Transit System Plan Map



Link Light Rail Alignment & Stations



Notes

¹ Washington State's Growth Management Act establishes a mandate for land use and transit integration and serves as the basis of support for transit-oriented development (RCW 36.70A). Regionally, this vision for land use-transit integration is embodied in Puget Sound Regional Council's VISION 2040 (2008) and is supported by Sound Transit in Appendix D of Sound Move (1995), its Long-range Plan (2005) and Appendix D of Sound Transit 2 (2008).

² See Appendix D of Sound Move and ST 2; Sound Transit Board Motions No. M98-25 and M99-60, and Resolution No. R99-35; and RCW 81.112.

³ Motion No. M98-25, which established Sound Transit's TOD policies, explains that "TOD is important to Sound Transit for four major reasons....this type of development can increase system ridership, help generate revenues for the system, provide potential cost-sharing opportunities, and support local and regional development goals" (Sound Transit, M98-25, "Background Report," 1998, 1).

⁴ The SEIS for Sound Transit's long-range plan explains the basis for this strategic priority, noting that there is "a long-standing strategy to focus growth in urban areas connected by high-quality transportation.... The region has repeatedly affirmed this strategy in its adopted regional, county and city comprehensive plans" (Sound Transit, Long-range Plan SEIS, 2005, 2-2).

⁵ State regulations and Sound Transit voter-adopted plans establish the importance of Sound Transit's participation in station area planning efforts. State enabling legislation for Sound Transit dictates that, "Interlocal agreements between transit authorities, cities and counties shall set forth conditions for assuring land uses compatible with development of high capacity transportation systems. These include developing sufficient land use densities..., preserving transit rights-of-way, and protecting the region's environmental quality." Furthermore, state law notes that these "agreements shall also include plans for concentrated employment centers, mixed-use development, and housing densities that support high capacity transportation systems" (RCW 81.104.080). The importance of this strategic priority was reiterated by Sound Transit in ST 2, which states, "Sound Transit will work with local jurisdictions, partner with agencies and private interests to encourage mixed-used pedestrian oriented development around stations" (Sound Transit, ST 2, D-13).

⁶ State regulations and voter-adopted plans also direct Sound Transit to implement TOD projects. Washington's High Capacity Transit Systems Act states, "Agencies providing high capacity transportation services, in cooperation with public and private interests, shall promote transit-compatible land uses and development which includes joint development" (RCW 81.104.080(2)). In describing Sound Transit's TOD program, ST 2 states that "Sound Transit will also seek public-private partnerships, especially those that include or promote transit-oriented development as a feature of transit stations. Even where a partnership cannot be achieved Sound Transit will, to the extent practicable, facilitate transit-oriented development opportunities in and around its stations" (Sound Transit, ST 2, 19).

⁷ Motion No. M98-25 states, "It is recommended that TOD work be integral to the development of each station, transit center, and park-and-ride lot facility using Sound Transit funds to leverage additional funds that may be available through various available grant resources" (Sound Transit, M98-25, 1998, 2).

⁸ Central Puget Sound Regional Transit Authority, Real Property Acquisition and Relocation Policy, Procedures and Guidelines, "Purpose," 2002, 6.

⁹ Sound Transit, M98-25, “Attachment A,” 1998.

¹⁰ Sound Transit, R99-35, “Goal Statement,” 1999.

¹¹ Forming Partnerships to Promote Transit-Oriented Development and Joint Development, APTA-SUDS-UD-RP-002-09 (American Public Transportation Association, 2009)

¹² Washington State enabling legislation for Sound Transit states that, “interlocal agreements between transit authorities, cities and counties shall set forth conditions for assuring land uses compatible with development of high capacity transportation systems. These include developing sufficient land use densities through local actions in high capacity transportation corridors and near passenger stations, preserving transit rights-of-way, and protecting the region’s environmental quality” (RCW 81.104.080(2)).

¹³ ST 2 directs that “Sound Transit will also seek public-private partnerships, especially those that include or promote transit-oriented development as a feature of transit stations. Even where a partnership cannot be achieved Sound Transit will, to the extent practicable, facilitate transit-oriented development opportunities in and around its stations” (Sound Transit, Sound Transit 2, 2007, 19).

¹⁴ Motion No. M99-60 establishes primary criteria to be used in the assessment of potential development opportunities for a given project area. These criteria include, “the proposed development must demonstrate a physical and functional link with the transit system” (Sound Transit, M99-60, 1999, 2).

¹⁵ Resolution No. R99-35 regarding the disposition of surplus property directs Sound Transit to “utilize the disposition of Sound Transit Real Property to encourage Transit-Oriented Development; Joint Development and public and private projects at and around Sound Transit facilities to... aid economic development” (Sound Transit, R99-35, 1999, 1). Furthermore, Appendix D of ST 2 states that Sound Transit’s “TOD Program will promote development resulting in... more diversity in the economic bases of communities near stations,” among other outcomes (Sound Transit, Sound Transit 2, 2008, D-13).

¹⁶ Policy IC in Motion No. M98-25 directs Sound Transit to “consider the potential for TOD as it acquires land and develops its site plans” (Sound Transit, M98-25, “Attachment A,” 1998, 1).

¹⁷ Resolution No. R99-35 regarding surplus property disposition states that “The Real Estate Division should consider the Transit-Oriented Development, Joint Development and strategic relocation possibilities of alternate Real Property acquisitions at the time of the initial Real Property acquisition” (Sound Transit, R99-35, 1999, 12).

¹⁸ Washington State enabling legislation for Sound Transit requires that, “the implementation program for high capacity transportation systems shall favor cities and counties with supportive land use plans” (RCW 81.104.080(2)). Furthermore, ST 2 states that “as Sound Transit evaluates potential locations for rail stations and other facilities, consideration will be given to whether there are transit-oriented development opportunities at each potential station location that facilitate increased ridership. Sound Transit will also evaluate the extent to which local jurisdictions are encouraging and supporting transit-oriented development” (Sound Transit, ST 2, 2007, 19). In addition, Appendix D of ST 2 explains that “Sound Transit will prioritize efforts in communities that are already encouraging increased density through locally developed zoning and comprehensive plans” (Sound Transit, ST 2, 2008, D-13).

¹⁹ Washington State enabling legislation for Sound Transit states that, “interlocal agreements between transit authorities, cities and counties shall set forth conditions for assuring land uses compatible

with development of high capacity transportation systems. These include developing sufficient land use densities through local actions in high capacity transportation corridors and near passenger stations, preserving transit rights-of-way, and protecting the region's environmental quality. The implementation program for high capacity transportation systems shall favor cities and counties with supportive land use plans" (RCW 81.104.080(2)).

²⁰ Policy IC adopted in Motion No. M98-25 directs Sound Transit to "Preserve options through local station area plan and project reviews" (Sound Transit, M98-25, "Attachment A," 1998, 1).

²¹ Appendix D of ST 2 states that Sound Transit's "TOD Program will promote development resulting in: reduced automobile use made possible by a shift from cars to walking and transit," among other outcomes (Sound Transit, Sound Transit 2, 2008, D-13).

²² Resolution No. R99-35 regarding the disposition of surplus property directs Sound Transit to "utilize the disposition of Sound Transit Real Property to encourage Transit-Oriented Development, Joint Development and public and private projects at and around Sound Transit facilities...." (Sound Transit, R99-35, 1999, 1).

²³ Policy IB adopted in Motion No. M98-25 directs Sound Transit to "promote TOD in the acquisition/use/disposition of excess land" (Sound Transit, M98-25, "Attachment A," 1998, 1). Additionally, R99-35 regarding surplus property disposition directs Sound Transit to "utilize the disposition of Sound Transit Real Property to support the retention of existing businesses in their current neighborhoods through strategic relocation activities" (Sound Transit, R99-35, 1999, 1).

²⁴ Policy IA adopted in Motion No. M98-25 directs Sound Transit to "re-evaluate the development potential at its facilities as the system develops and development conditions change" (Sound Transit, M98-25, "Attachment A," 1998, 1).

²⁵ Resolution, R99-35 regarding the disposition of surplus property directs that "The Real Estate Divisions shall assist the Sound Transit Departments in capital facilities planning and investigate the feasibility of, and when feasible, facilitate Transit-Oriented Development, Joint Development, strategic relocation and public-private partnerships in the use of Sound Transit Real Property. These investigations shall utilize the Transit-Oriented Development policies, processes and evaluation criteria adopted by the Board through Motions M98-25 and M99-60..." (Sound Transit, R99-35, 1999, 13).

²⁶ Resolution No. R99-35 regarding the disposition of surplus property directs Sound Transit to "utilize the disposition of Sound Transit Real Property to encourage Transit-Oriented Development; Joint Development and public and private projects at and around Sound Transit facilities to build transit ridership, enhance communities and aid economic development" (Sound Transit, R99-35, 1999, 1).

²⁷ Policy IA adopted in Motion No. M98-25 directs Sound Transit to "at a minimum, preserve development opportunities on Sound Transit property in its facility plans and environmental work" (Sound Transit, M98-25, "Attachment A," 1998, 1).

²⁸ Policy IC adopted in Motion No. M98-25 states that "Sound Transit should become more substantially involved with... project reviews at key facilities where access and land use issues will significantly affect system operations. This level of involvement should reflect the local community's

participation, its needs and interests, as well as Sound Transit’s own priorities and resource availability” (Sound Transit, M98-25, “Attachment A,” 1998, 1).

²⁹ Policy IC adopted in Motion No. M98-25 directs Sound Transit to “Preserve options through local station area plan and project reviews” (Sound Transit, M98-25, “Attachment A,” 1998, 1).

³⁰ Motion No. M99-60 establishes secondary criteria to be used in the evaluation of development proposals. These criteria include “the proposed development reflects the values of the community and encourages community participation” (Sound Transit, M99-60, 1999, 3).

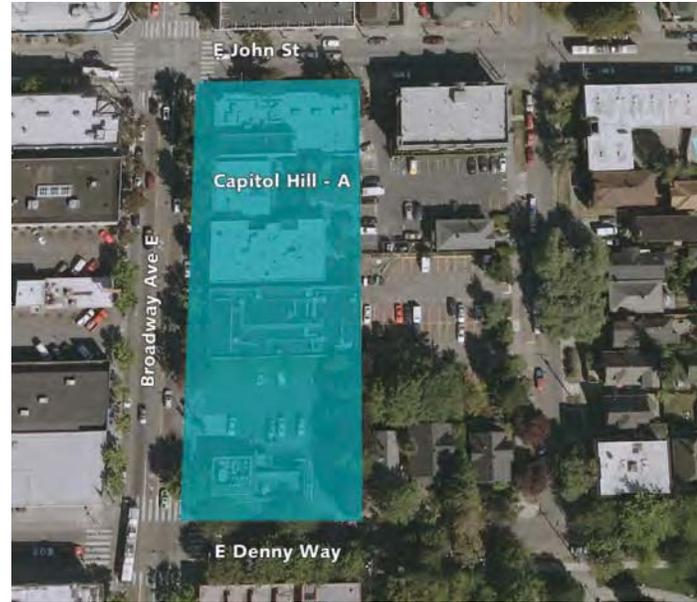
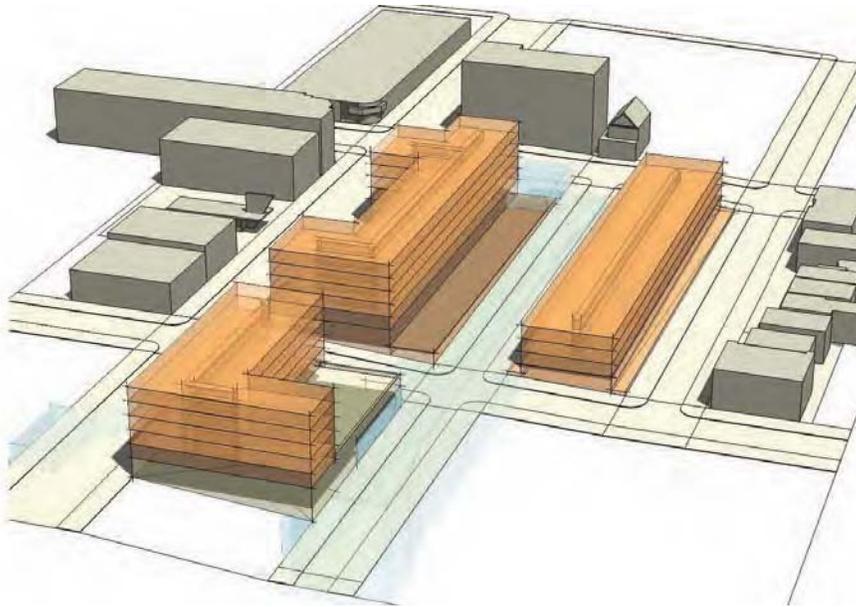
³¹ Washington state law regarding the planning process for high capacity transportation systems mandates that “the local transit agency shall maintain a continuous public involvement program and seek involvement of other government agencies” (RCW 81.104.100(3)).

³² Policy IIB adopted in Motion No. M98-25 provides the following Program direction: “Sound Transit should participate with representatives of TOD interests to address TOD legal issues that specifically affect Sound Transit system operations and goals, prepare a TOD-supportive legislative agenda, and as a member of this coalition, encourage the passage in a future legislative session.”

³³ Ibid.

Capitol Hill - A

CAPITOL HILL STATION



PROPERTY INFORMATION

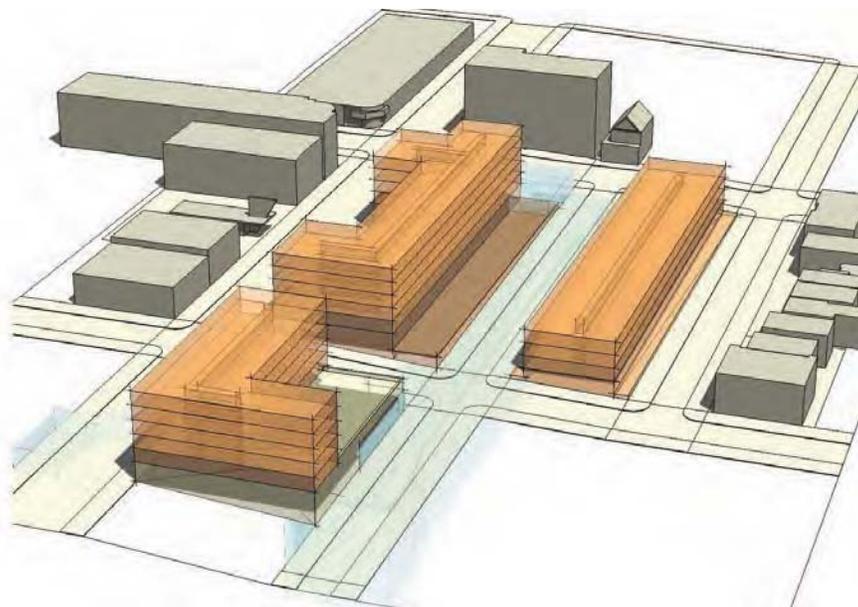
**100 Broadway East
Seattle, WA 98102**

- Approximate Lot Size (Preliminary SF/acres): 46,080/1.06
- Base Zoning/Overlays: Mixed Use - Low Rise/
CH Station Area; CH Urban Center Village
- Station Area: Capitol Hill Station
- Target Development Date: 2012
- APN: Block 46/ Lots 1-6/Nagles Addition



Capitol Hill - B

CAPITOL HILL STATION



PROPERTY INFORMATION

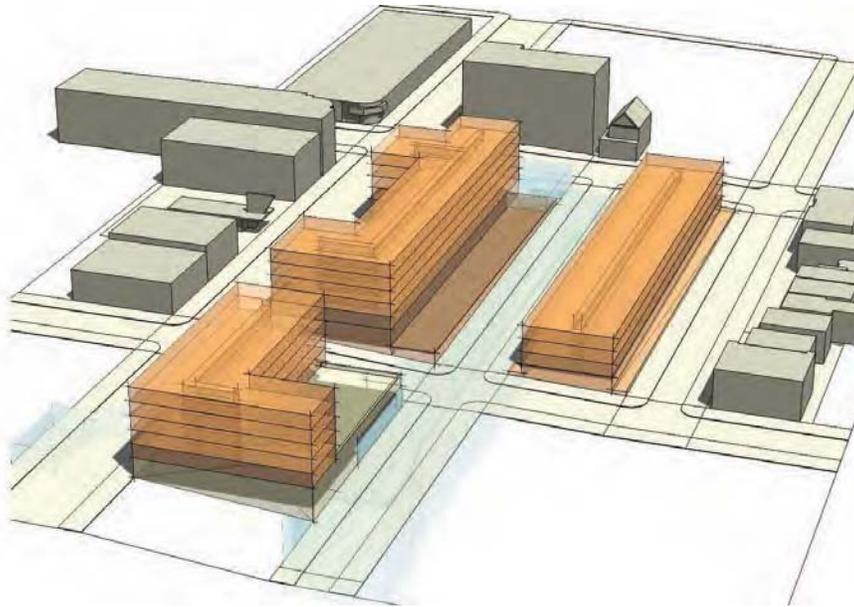
**918 E Denny Way
Seattle, WA 98122**

- Approximate Lot Size (Preliminary SF/acres): 46,080/1.06
- Base Zoning/Overlays: Mixed Use - Low Rise/
CH Station Area; CH Urban Center Village
- Station Area: Capitol Hill Station
- Target Development Date: 2012
- APN: Block 46/ Lots7-12/Nagles Addition 02



Capitol Hill - C

CAPITOL HILL STATION



PROPERTY INFORMATION

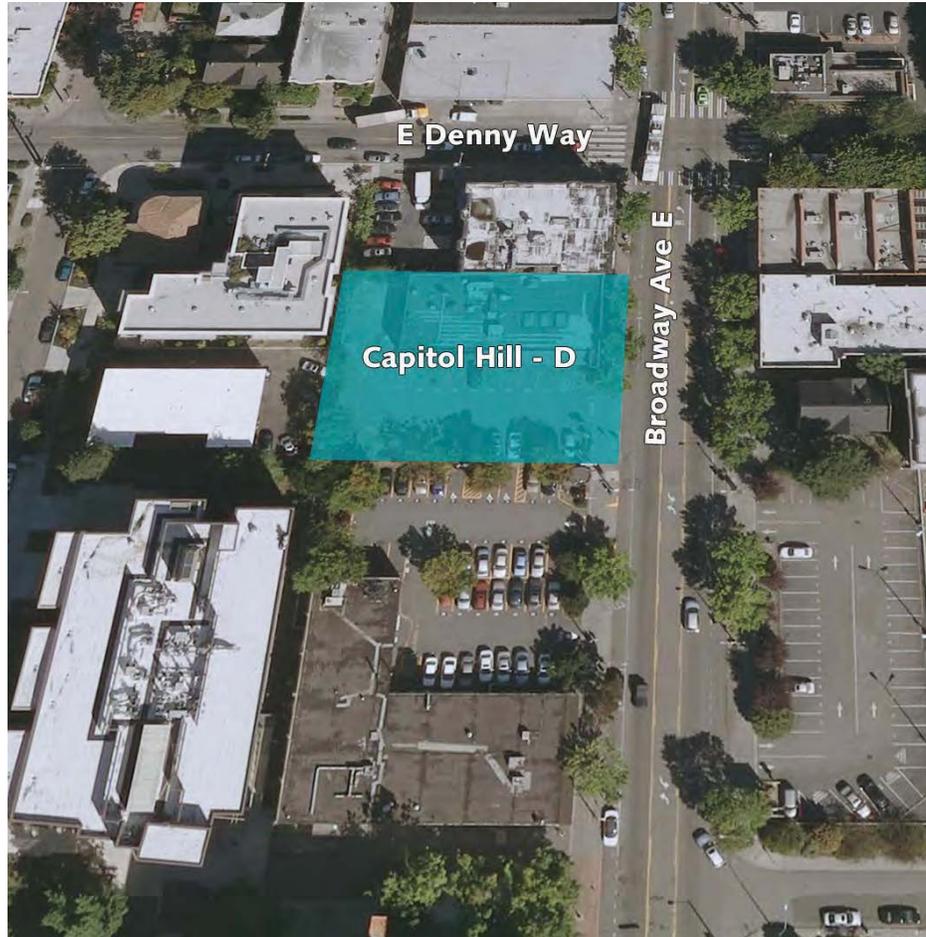
**1825 Nagle Pl
Seattle, WA 98122**

- Approximate Lot Size (Preliminary SF/acres): 23,040/0.53
- Base Zoning/Overlays: Mixed Use - Low Rise/
CH Station Area; CH Urban Center Village
- Station Area: Capitol Hill Station
- Target Development Date: 2012
- APN: Block 35/ Lots 4-6/Nagles Addition



Capitol Hill - D

CAPITOL HILL STATION



PROPERTY INFORMATION

1827 Broadway
Seattle, WA 98122

- Approximate Lot Size (Preliminary SF/acres): 15,360/0.35
- Base Zoning/Overlays: Mixed Use - Mid Rise/ MIO 105; CH Station Area; CH Urban Center Village
- Station Area: Capitol Hill Station
- Target Development Date: 2012
- APN: Block 34/ Lots 8-9/Nagles Addition



Mt Baker Triangle

MT BAKER STATION



PROPERTY INFORMATION

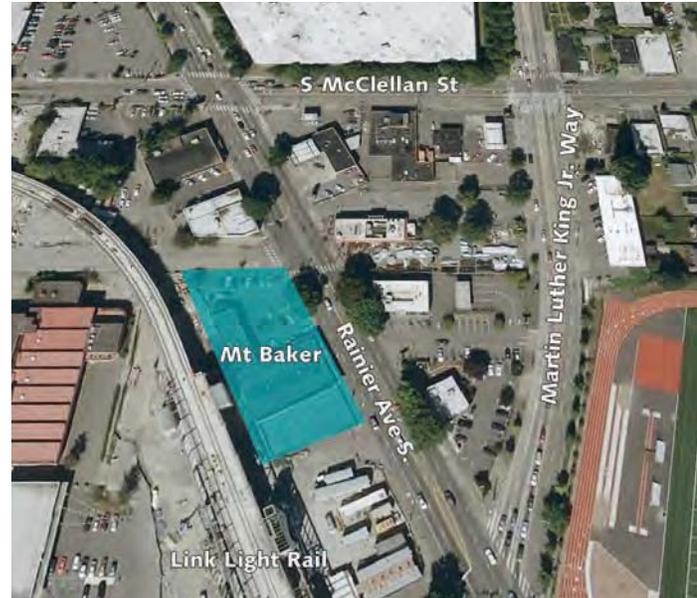
**2824 Rainier Avenue S
Seattle, WA 98144**

- Approximate Lot Size (SF/acres): 55,092/1.26
- Base Zoning/Overlays: Mixed Use - Mid Rise/
MC Station Area; SE Seattle Reinvestment Area; N
Rainier Hub Urban Village
- Station Area: Mt Baker Station
- Target Development Date: 2012
- APN: 0003600062; 0003600063



Mt Baker

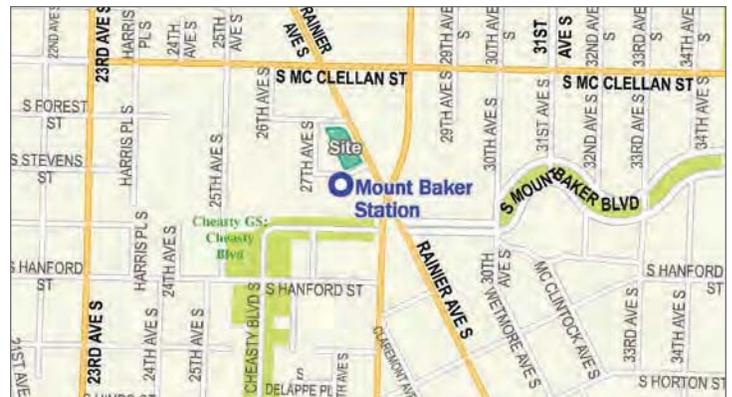
MT BAKER STATION



PROPERTY INFORMATION

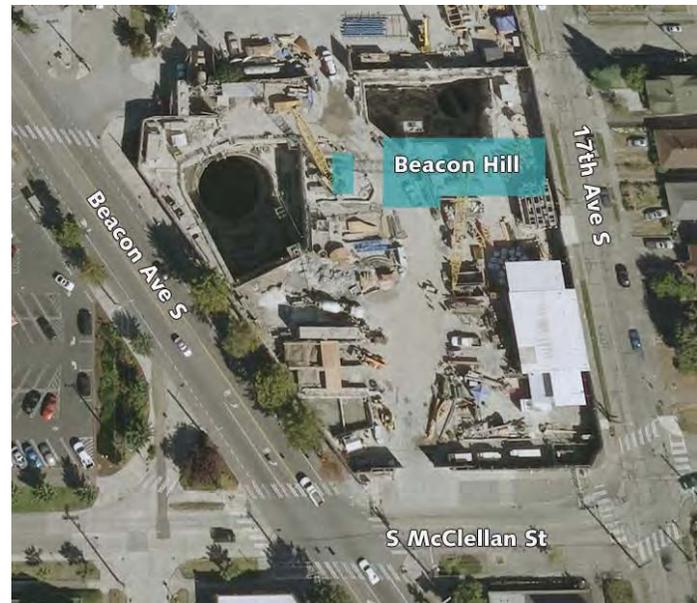
**2921 Rainier Avenue S
Seattle, WA 98144**

- Approximate Lot Size (SF/acres): 23,369/0.54
- Zoning/Overlay: Mixed Use - Mid Rise/MC Station Area; SE Seattle Reinvestment Area; N Rainier Hub Urban Village
- Station Area: Mt Baker Station
- Target Development Date: 2012
- APN: 7138800010; 0003600056



Beacon Hill

BEACON HILL STATION



PROPERTY INFORMATION

Beacon Avenue S and S Lander Street Seattle, WA 98144

- Approximate Lot Size (SF/acres): 2,238/0.05
- Base Zoning/Overlays: Mixed Use - Low Rise/BH Station Area; N BH Residential Urban Village
- Station Area: Beacon Hill Station
- Target Development Date: 2012
- APN: 3086003240, 3086003245, 3086003246, 3086003252



East Portal

MT BAKER STATION



PROPERTY INFORMATION

26th Avenue S & Forest Street
Seattle, WA 98144

- Approximate Lot Size (SF/acres): 77,366/1.78
- Base Zoning/Overlays: Residential Low Rise/ MC Station Area; SE Seattle Reinvestment Area; N Rainier Hub Urban Village
- Station Area: Mt Baker Station
- Target Development Date: 2013
- APN: 3085002085



Columbia City - B

COLUMBIA CITY STATION



PROPERTY INFORMATION

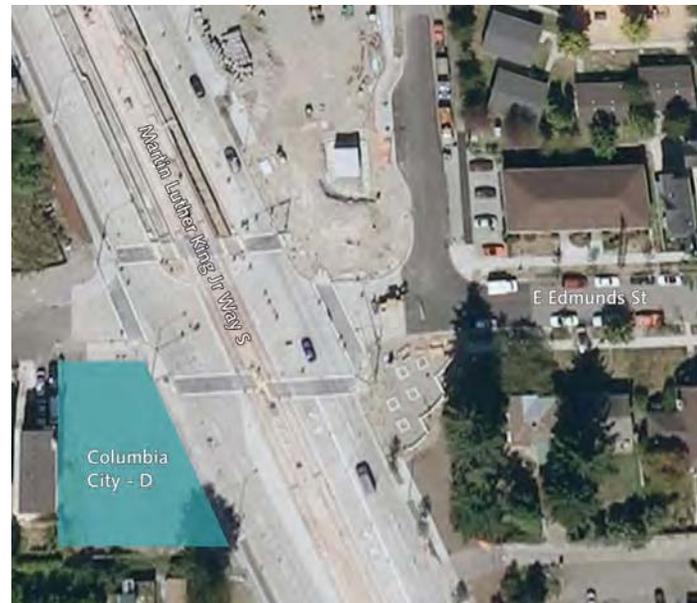
**4742 Martin Luther King Jr Way S
Seattle, WA 98108**

- Approximate Lot Size (SF/acres): 8,201/0.19
- Base Zoning/Overlays: Low Rise - Apartments or Townhouses / Light Rail ED; Columbia City Residential Urban Village
- Station Area: Columbia City
- Target Development Date: 2013
- APN: 5414100090; 5414100095; 5414100100



Columbia City - D

COLUMBIA CITY STATION



PROPERTY INFORMATION

**4815 Martin Luther King Jr Way S
Seattle, WA 98108**

- Approximate Lot Size (SF/acres): 13,314/0.31
- Base Zoning/Overlays: Townhouse/ Light Rail ED
- Station Area: Columbia City
- Target Development Date: 2013
- APN: 1756700005; 1756700010; 1756700015



Othello One

OTHELLO STATION



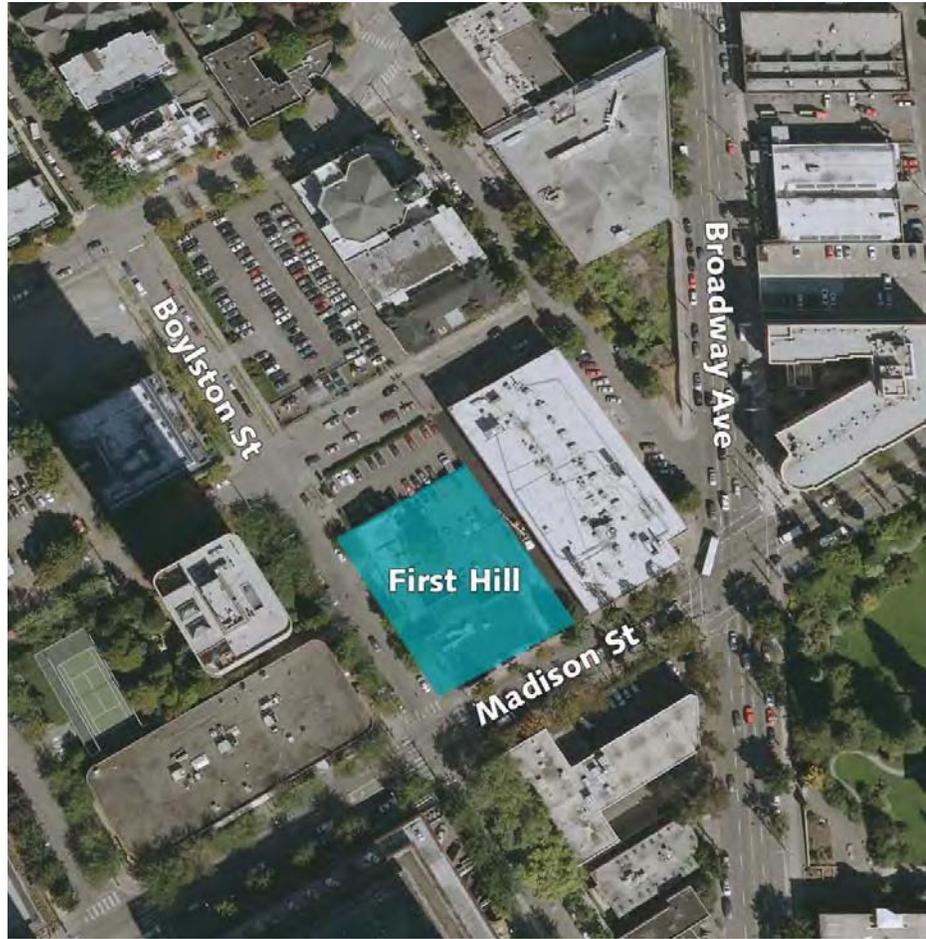
PROPERTY INFORMATION

**6956 Martin Luther King Jr Way S
Seattle, WA 98118**

- Approximate Lot Size (SF/acres): 39,555/0.91
- Base Zoning/Overlays: Mixed Use - Mid Rise/
Othello Station Area; SE Seattle Reinvestment Area;
MLK at Holly St Residential Urban Village
- Station Area: Othello Station
- Target Development Date: 2014
- APN: 3333002910; 3333002920



First Hill



PROPERTY INFORMATION

1014 Boylston Ave
Seattle, WA 98104

- Approximate Lot Size (SF/acres): 21,600/0.50
- Base Zoning/Overlays: Mixed Use - High Rise/
First Hill Urban Center Village
- Target Development Date: 2015
- APN: 1978201160; 1978201155



Rainier Beach South

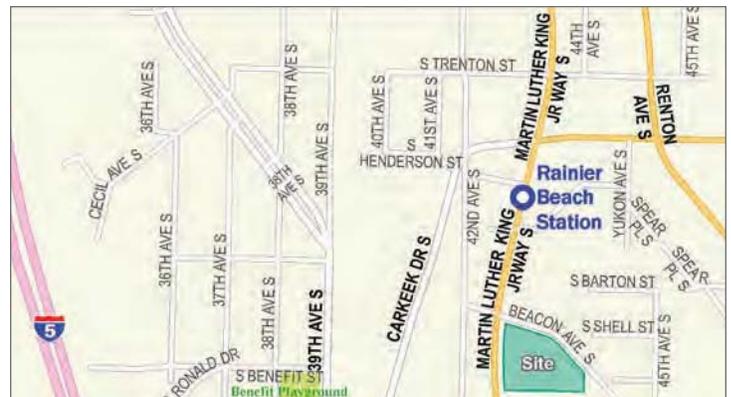
RAINIER BEACH STATION



PROPERTY INFORMATION

**9228 Martin Luther King Jr Way S
Seattle, WA 98118**

- Approximate Lot Size (SF/acres): 117,504/2.70
- Base Zoning: Commercial Mid Rise (residential allowed through conditional use only)
- Station Area: Rainier Beach Station
- Target Development Date: 2017
- APN: 8072000047; 8072000049



Rainier Beach North

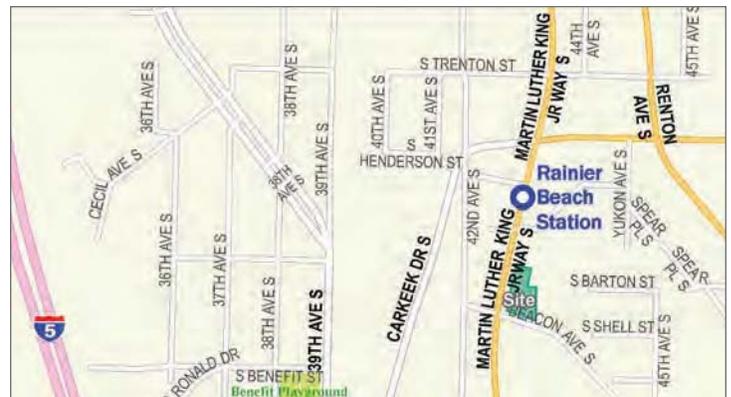
RAINIER BEACH STATION



PROPERTY INFORMATION

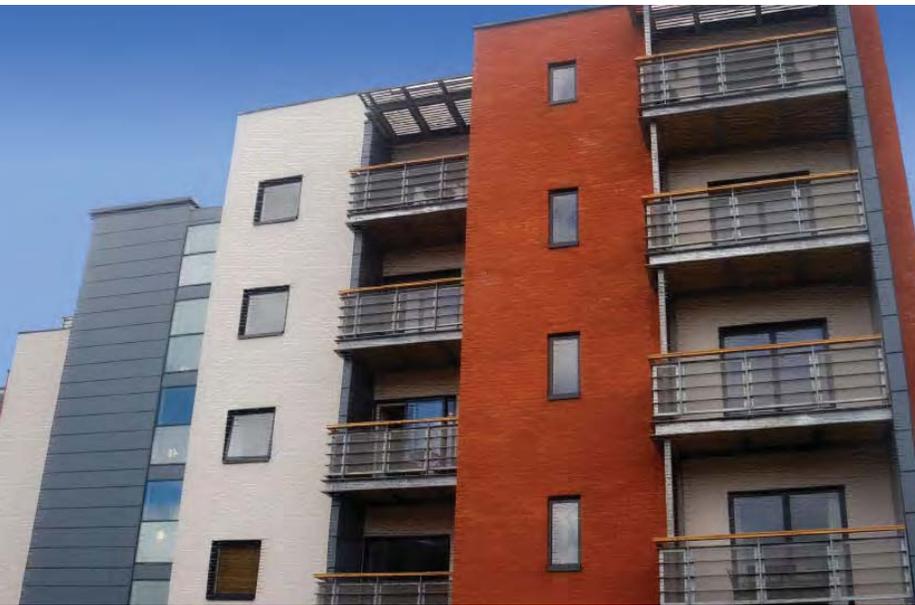
**9142 Martin Luther King Jr Way S
Seattle, WA 98118**

- Approximate Lot Size (SF/acres): 29,747/0.68
- Base Zoning/Overlays: Mid Rise - Commercial or Residential/HN Station Area
- Station Area: Rainier Beach Station
- Target Development Date: 2017
- APN: 8072000025



Rainier Beach West

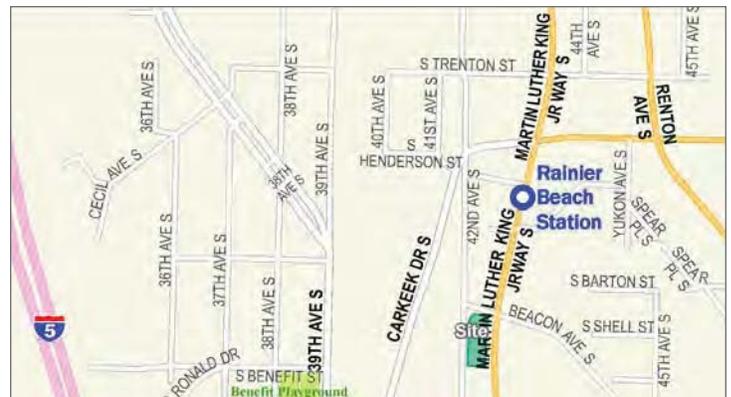
RAINIER BEACH STATION



PROPERTY INFORMATION

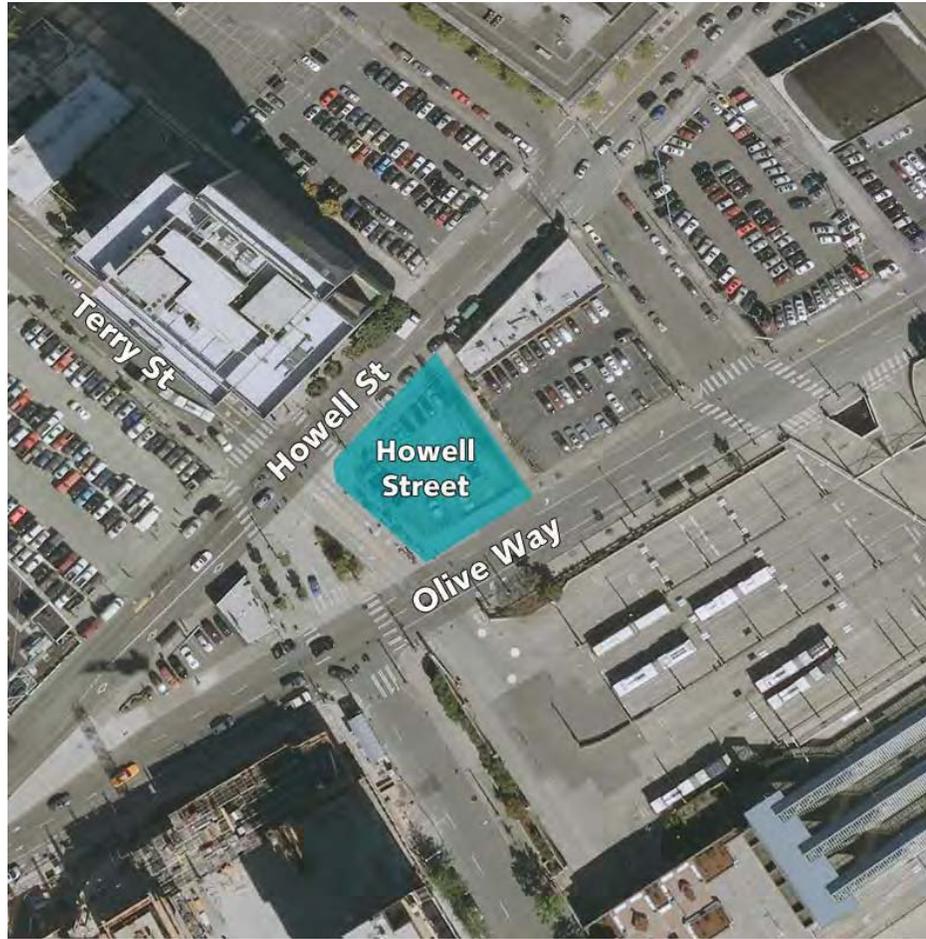
**9216 Martin Luther King Jr Way S
Seattle, WA 98118**

- Approximate Lot Size (SF/acres): 27,776/0.64
- Base Zoning: Commercial Mid Rise (residential allowed through conditional use only)
- Station Area: Rainier Beach Station
- Target Development Date: 2017
- APN: 8072000045



Howell Street

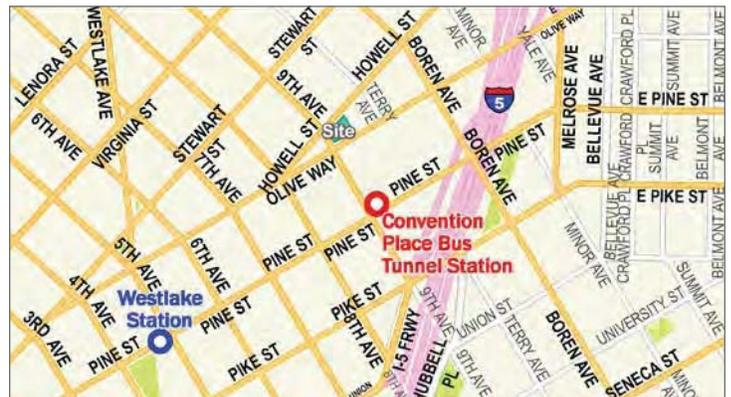
CONVENTION PLACE STATION



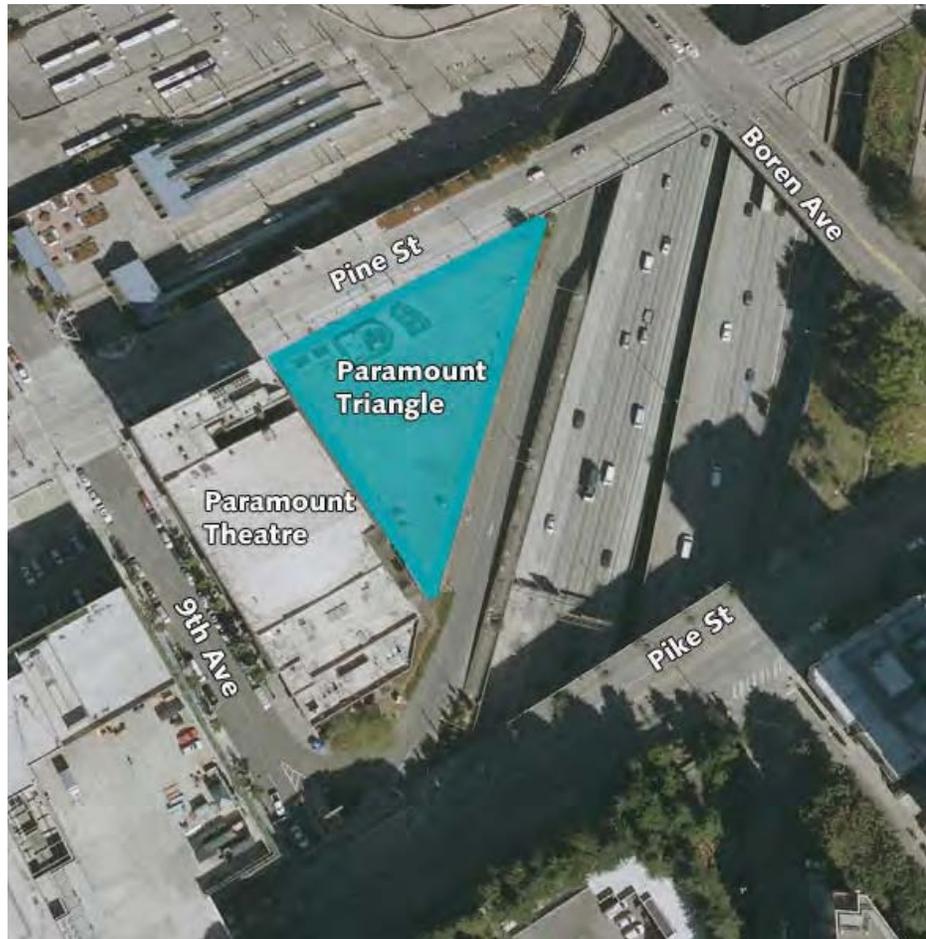
PROPERTY INFORMATION

902 Howell Street
Seattle, WA 98101

- Approximate Lot Size (SF/acres): 9,456/0.22
- Base Zoning/Overlays: Downtown Mixed Commercial - High Rise/Denny Triangle Urban Center Village
- Station Area: Convention Place Station
- Target Development Date: 2018
- APN: 0660001095



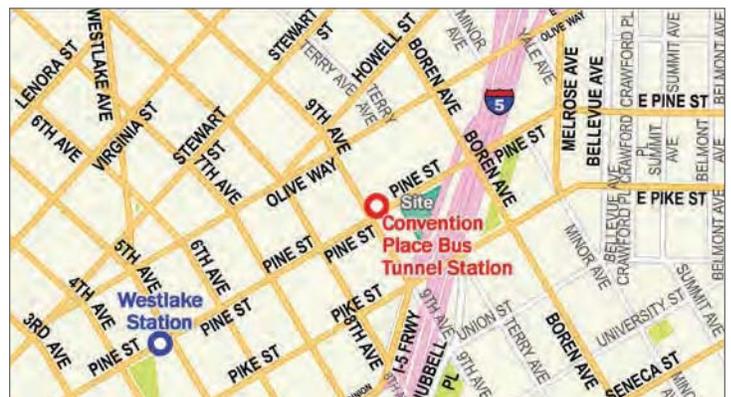
Paramount Triangle CONVENTION PLACE STATION



PROPERTY INFORMATION

919 Pine Street
Seattle, WA 98101

- Approximate Lot Size (SF/acres): 20,696/0.48
- Base Zoning/Overlays: Downtown Mixed Use - Commercial High Rise/Denny Triangle Urban Center Village
- Station Area: Convention Place Station
- Target Development Date: 2018
- APN: 0660000975



Brooklyn East

BROOKLYN STATION



PROPERTY INFORMATION

**4332 Brooklyn Ave NE
Seattle, WA 98105**

- Approximate Lot Size (SF/acres): 37,080/0.85
- Base Zoning/Overlays: Mixed Use - Mid Rise/
NE 45th St. Station Area; University District NW
Urban Center Village
- Station Area: Brooklyn Station
- Target Development Date: 2020
- APN: 1142000185; 1142000225



Roosevelt

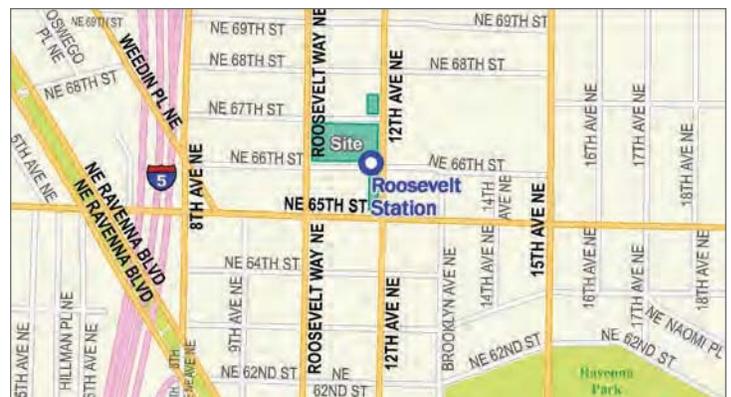
ROOSEVELT STATION



PROPERTY INFORMATION

**6600 Roosevelt Way NE
Seattle, WA 98115**

- Approximate Lot Size (SF/acres): 79,560/1.83
- Base Zoning/Overlays: Mixed Use - Mid Rise/
Roosevelt Residential Urban Village
- Station Area: Roosevelt Station
- Target Development Date: 2020
- APN: 3658700135; 3658700360; 3658700355;
3658700005; 3658700006; 3658700115



NE 45th Street

BROOKLYN STATION



PROPERTY INFORMATION

**4500 Roosevelt Way NE
Seattle, WA 98105**

- Approximate Lot Size (SF/acres): 18,034/0.41
- Base Zoning/Overlays: Mixed Use - Mid Rise/ NE 45th Station Area; University District NW Urban Center Village
- Station Area: Brooklyn Station
- Target Development Date: 2020
- APN: 7733600155



Brooklyn West

BROOKLYN STATION



PROPERTY INFORMATION

**4302 Brooklyn Ave NE
Seattle, WA 98105**

- Approximate Lot Size (SF/acres): 8,800/0.20
- Base Zoning/Overlays: Mixed Use - Mid Rise/
NE 45th St. Station Area; University District NW
Urban Center Village
- Station Area: Brooklyn Station
- Target Development Date: 2022
- APN: 1142000300



SOUND TRANSIT MISSION STATEMENT:

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

CONTACT INFORMATION:

For information about Sound Transit projects or services, visit us online at www.soundtransit.org or call 1-800-201-4900 / 1-888-713-6030 TTY.



SOUND TRANSIT

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