

## CITY COUNCIL AGENDA ITEM

### CITY OF SHORELINE, WASHINGTON

|                      |   |   |                                 |
|----------------------|---|---|---------------------------------|
| <b>AGENDA TITLE:</b> | Discussion of Growing Transit Communities' Regional Compact                   |   |                                 |
| <b>DEPARTMENT:</b>   | Planning & Community Development  |   |                                 |
| <b>PRESENTED BY:</b> | Sara Schott-Nikolic, Puget Sound Regional Council<br>Rachael Markle, Director |   |                                 |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance  | <input type="checkbox"/> Resolution     | <input type="checkbox"/> Motion |
|                      | <input checked="" type="checkbox"/> Discussion                                | <input type="checkbox"/> Public Hearing |                                 |

**PROBLEM/ISSUE STATEMENT:**

The City of Shoreline is a signee on the Central Puget Sound Growing Transit Communities Consortium Agreement Memorandum of Understanding. Deputy Mayor Chris Eggen serves on the Growing Transit Communities (GTC) Oversight Committee and staff has been participating on the GTC North Corridor Task Force. The Oversight Committee, Affordable Housing Steering Committee, Equity Network Steering Committee, corridor task forces and working groups have been participating with GTC staff to develop the Growing Transit Communities Strategy—a report of recommendations to advance thriving and equitable communities near the region's high capacity transit investments.

Members of the Consortium will be asked to sign the Regional Compact committing to advancing the goals of the Growing Transit Communities Strategy. This step in the process is scheduled to occur following the finalization of these documents in July 2013. The purpose of this presentation is to provide an overview of the Draft Growing Transit Communities Strategy, which includes the Regional Compact, creating an opportunity for the City Council to ask questions, make comments and gain a better understanding of these documents in advance of: 1) the Council's formal consideration to sign the Regional Compact; and 2) the finalization of the Growing Transit Communities Strategy documents. Sara Schott Nikolic, Growing Transit Communities Senior Planner, will be in attendance to provide an overview of the draft Growing Transit Communities Strategy.

**RESOURCE/FINANCIAL IMPACT:**

There are no direct budget implications. There are presumed budget implications associated with implementing the Regional Compact mainly related to funding for affordable housing and infrastructure in station areas.

**RECOMMENDATION**

No action is required. The purpose of this report is to receive a briefing the Puget Sound Regional Council's (PSRC) Draft Growing Transit Communities Strategy.

Approved By: City Manager \_\_\_\_ City Attorney \_\_\_\_

## **INTRODUCTION**

Sara Schott Nikolic, Growing Transit Communities Senior Planner, will be in attendance this evening to provide an overview of the draft Growing Transit Communities Strategy. She will be available to answer Council questions and welcomes feedback on the draft strategy.

## **BACKGROUND**

On January 28, 2013, the Council received an update on the Puget Sound Regional Council (PSRC) Growing Transit Communities (GTC) Typology Exercise and Draft Growing Transit Communities Strategy. The staff report can be found at [January 28, 2013 staff report](#).

PSRC Growing Transit Communities is funded by a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. The goal of the GTC is to help make the most of the \$15 billion investment in regional rapid transit by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. GTC is a new regional effort to break down implementation barriers to regional plans and test innovative approaches to advance equitable transit-oriented development in communities along the region's planned light rail corridors. A major product of the effort will be the Growing Transit Communities Strategy—a final report that includes the Regional Compact, an implementation typology, recommended strategies and actions, and next steps. Attachment A includes answers to the frequently asked questions about this project.

### **The Growing Transit Communities Strategy**

The draft Growing Transit Communities Strategy recommends tools that PSRC, transit agencies, local jurisdictions, affordable housing providers, and other partners can employ to attract growth (people, housing and jobs); create housing choices especially those options affordable to transit dependent households; and access to opportunity (all inclusive, transit, jobs, services, schools). A central strategy to achieve these goals will be to promote compact, equitable communities along the region's growing high-capacity transit corridors.

The Oversight Committee reviewed the Growing Transit Communities Strategy (Attachment B) at its April 19<sup>th</sup> meeting. The Oversight Committee directed staff to make minor edits to the document in advance of releasing the Strategy document for public comment and review period May 1, 2013 through June 7, 2013. At the conclusion of the comment period, GTC staff will compile and summarize comments received, and return to the Oversight Committee with the final recommended Growing Transit Communities Strategy for final action scheduled for the GTC July 19, 2013 meeting.

## **DISCUSSION**

The City's GTC North Corridor Task Force representatives have reviewed the April 2013 draft of the Regional Compact and Corridor Action Strategies. This Draft includes: the Growing Transit Communities Compact; the People + Place Typology; and Recommended Strategies and Actions.

## **Growing Transit Communities Compact**

The Growing Transit Communities Compact is a draft of the commitment the City Council will be asked to sign later this year as a GTC partner. Although not legally binding, signing the Compact would commit the City to implement the goals, strategies and actions described in the Strategy. The Preamble to the Compact does however clarify that each partner retains the “flexibility and discretion” to pursue the strategies most appropriate to its local needs and conditions.

The following bullet from page vii of the Regional Compact regarding proportionate affordable housing by range in the station area may be of concern to the Council. Shoreline’s policies point to having affordable housing dispersed throughout Shoreline. The percentages in the Regional Compact represent the statistically determined regional need, but Council may need to consider this target as it seems unobtainable without a discernable source of funding also being identified.

*“Use a full range of housing production tools and incentives to provide sufficient affordable housing choices for all economic and demographic groups within transit corridors. Strive for affordability of new housing in transit communities as a whole that is proportional to region-wide need or greater to serve transit-dependent households, as follows: at least 15% affordable to households that earn between 50% and 80% of AMI, at least 15% affordable to households that earn between 30% and 50% of AMI, and at least 20% affordable to households that earn below 30% of AMI.”*

## **People + Place Typology**

GTC has determined that Shoreline’s potential stations at 145<sup>th</sup> are typed as “Protect and Grow” and at 155<sup>th</sup> and 185<sup>th</sup> as “Build Urban Places”. The intent is to highlight strategies for stations with different existing conditions in order to be a full-service community for retail and jobs and a full range of housing choices. For Shoreline that is likely to mean improving urban infrastructure to increase access and mobility within neighborhoods, and adding more housing that is affordable to persons with low or very low incomes since we already have a market for median income housing.

“Protect and Grow” means communities with a strong real estate demand and a risk of resident displacement. They recommend city initiatives to encourage equitable growth by supporting affordable housing and existing businesses so that these residents can stay in the community. Strategies include:

- Development regulations and capital facilities to support market demand;
- Full use of affordable housing tools; and
- Target community needs assessment, investments, and small business support.

“Build Urban Places” means that the neighborhoods have weak to emerging real estate markets, low capital facilities, low risk of resident displacement, and good transit access to job centers. They have low Transit Oriented Development (TOD) potential due to their limited activity level and physical improvements. Strategies include:

- Intensify activity through planning for infill and redevelopment;
- Fund capital facilities that draw redevelopment;

- Full use of affordable housing tools; and
- Target community needs assessment and investments and small business support.

These station typologies have the potential to change if the City not only plans for change but substantially directs priorities and resources to build or require improvements and new market rate and affordable housing. PSRC is the regional administrator of potential federal funding toward projects that have the most potential to achieve their goals in the Transportation 2040 plan. PSRC will be open for amending station typologies in the Transportation 2040 plan every four years.

### **Recommended Strategies and Actions**

There are twenty-four (24) recommended strategies and actions in four groupings: Foundation Strategies; Strategies to Attract Housing and Employment Growth; Strategies to Provide Affordable Housing Choices; and Strategies to Improve Access to Opportunity. More detail regarding the four groupings include:

1. The *Foundation Strategies* state objectives to encourage local and regional partnerships as a means of creating transit supportive communities.
2. The *Strategies to Attract Housing and Employment Growth* reflect the following objectives: to make great urban places that are attractive to households and businesses; to remove barriers to development of transit supportive communities; and to support development in emerging markets.
3. The *Strategies to Provide Affordable Housing Choices* reflect the following objectives: for local jurisdictions to define and quantify housing needs for each transit community; to preserve existing and supply new housing choices in station areas; and to capitalize on the value created by the public transit and other infrastructure investments in station areas to fund affordable housing.
4. The *Strategies to Improve Access to Opportunity* reflect the following objectives: understand regional disparities and gaps along with local community needs that impact access to opportunity; identify existing and potential new resources and tools that may be used to meet community needs; and build support for equitable opportunities through education, coalitions, and leadership.

PSRC GTC staff will present this information and welcome Council questions at the May 6<sup>th</sup> meeting. Staff has submitted written comments on this draft to the GTC staff (Attachment C).

### **COUNCIL GOAL(S) ADDRESSED**

This item supports Council Goal No. 3: Prepare for two Shoreline light rail stations, and specifically the action step to actively participate in the Growing Transit Communities Task Force.

### **RESOURCE/FINANCIAL IMPACT**

There are no direct budget implications. There are presumed budget implications associated with implementing the Regional Compact mainly related to funding for affordable housing and infrastructure in station areas.

### **RECOMMENDATION**

No action is required. The purpose of this report is to receive a briefing the Puget Sound Regional Council's (PSRC) Growing Transit Communities Draft Regional Compact and Corridor Action Strategies.

### **ATTACHMENTS**

|               |   |
|---------------|---|
| Attachment A: | GTC Strategies FAQs   |
| Attachment B: | DRAFT Growing Transit Communities: A Corridor Action Strategy for the Center Puget Sound Region |
| Attachment C: | Staff Comment letter to PSRC  |



# The Growing Transit Communities Strategy

## Frequently Asked Questions

### What is the Growing Transit Communities Partnership?

The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council. The Partnership is developing recommendations for best practices and new tools and resources to address three overarching goals that advance adopted regional policy:

- *Attract more of the region's residential and employment growth near high-capacity transit*
- *Provide housing choices affordable to a full range of incomes near high-capacity transit*
- *Increase access to opportunity for existing and future community members in transit communities*

### Why equitable transit communities? Why now?

Building communities around high-capacity transit is a key strategy to promote a more sustainable, prosperous, and equitable central Puget Sound region. While the region is already a recognized national leader on planning for sustainable development, the investment of more than \$15 billion in light rail and other forms of transit requires bold, coordinated action to ensure the greatest value from these investments is realized. Success means creating a region that can compete globally for jobs and investment, and is well positioned to attract scarce state and federal funds for transportation and community development. Success also means providing the tools, resources, and public support necessary to achieve a regional vision where compact growth, improved transit connections, and a range of community investments provide benefits fairly to all.

### What is the Growing Transit Communities Strategy? How will it be implemented?

The Growing Transit Communities Strategy is a three-part implementation plan to promote thriving and equitable transit communities in the central Puget Sound region.

#### THE PLEDGE: *Regional Compact*

The **Regional Compact** affirms support for the Partnership's work and a commitment to work toward regional goals by implementing the Strategy. The Compact calls for a continuing regional effort involving the region's diverse partners. The Compact does not obligate partners to implement all recommendations, but rather to consider and adopt tools that fit best with community needs and available resources.

#### THE PLAYBOOK: *Typology & Recommendations*

The **Typology and Recommended Strategies and Actions** include 24 detailed recommendations that identify actions for public, private, and nonprofit partners. The strategies identify effective transit community development approaches, shaped by input from experts and the Partnership's corridor task forces and advisory committees. The strategies vary for different types of communities.

#### THE PLANS:

*Local Implementation Agreements*

The **Local Implementation Agreements** are local government, agency, or organization specific work plans which define short- and medium-term actions that can implement the Strategy. The nature and format of the Local Implementation Agreements will vary to reflect the diversity of public and private partners, legislative and decision making processes, and actions adopted.

### How do the Growing Transit Communities recommendations relate to state or regional policies and requirements?

The recommendations do not create new mandates for partners across the region; rather, they identify tools, resources, and incentives to help partners carry out what is already adopted regional policy in VISION 2040 and Transportation 2040, and in state requirements of the Growth Management Act. The Partnership's recommendations have been developed for regional and local governments, as well as a range of private, non-profit, and community partners. Adoption of the Partnership's recommendations will depend on appropriate legislative or board approval.

## Is this just about light rail stations?

By promoting transit ridership, sustainable patterns of development, and equitable social outcomes, the Growing Transit Communities Strategy is intended to benefit the entire region. The Partnership has focused on 74 transit communities along the region's three long-range light rail corridors identified in Transportation 2040. This includes portions of 16 cities (Everett, Lynnwood, Mountlake Terrace, Shoreline, Seattle, Mercer Island, Beaux Arts Village, Bellevue, Redmond, Tukwila, SeaTac, Kent, Des Moines, Federal Way, Fife, and Tacoma) and three counties (Snohomish, King, and Pierce). Other important transit nodes also exist throughout the region. Future work will expand the approaches developed by the Partnership to additional transit communities not in the three light rail corridors.

## What is the Transit Community Typology and how does it guide implementation?

From the outset, the Partnership recognized that one set of strategies cannot address the diversity of communities that currently exist or are planned around the region's high-capacity transit investments. For this reason, the Growing Transit Communities Partnership has developed a *People + Place Implementation Typology* to link key implementation strategies to transit communities based on characteristics of the existing community. The Typology resulted in eight different types, each with priority strategies, that demonstrate the varying needs and opportunities present in different transit communities across the region.

## Do the recommendations include updates to VISION 2040, Transportation 2040 or the Regional Economic Strategy?

The focus of the Growing Transit Communities Strategy is to develop tools and resources to help carry out existing regional policy. One first step will be integrating regional data and tools developed under this grant with the minor update to Transportation 2040 currently underway. As implementation of the Strategy proceeds in the coming years, PSRC may consider further refining or adding detail to its policies and plans to advance regional goals for transit communities. Any such amendments or policy changes will be subject to PSRC board approval.

## Will the Growing Transit Communities Strategy affect project funding or plan certification through PSRC?

Transportation project funding can be an effective tool to support transit communities in the region. The Partnership has identified key infrastructure needs as well as opportunities to reward implementation of best practices throughout the region. The Strategy suggests adding greater detail or additional points to the current funding criteria used for competitive regionally-managed transportation funds or refinements to the local comprehensive plan certification review criteria. Adoption of changes to project funding or plan certification criteria would be subject to PSRC board approval. Recommended actions that may inform project funding and plan certification criteria include adoption of:

- Station area plans consistent with regional guidance
- Housing needs assessment and a strategy to address local needs
- Community engagement strategies in public processes consistent with regional guidance
- Tools to address regulatory barriers to development

## What is the timeline for implementation?

The Partnership's Oversight Committee is expected to release the draft Growing Transit Communities Strategy for public comment in May 2013, with final adoption in summer 2013. Growing Transit Communities staff will work with Consortium Members and other regional partners on the Regional Compact and the Local Implementation Agreements through the end of 2013. Looking beyond the end of the grant period in early 2014, implementation will continue through regional and local work plans.



For more information, please contact Program Manager Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

April 9, 2013



# Growing Transit Communities: A Corridor Action Strategy for the Central Puget Sound Region

Draft, April 2013

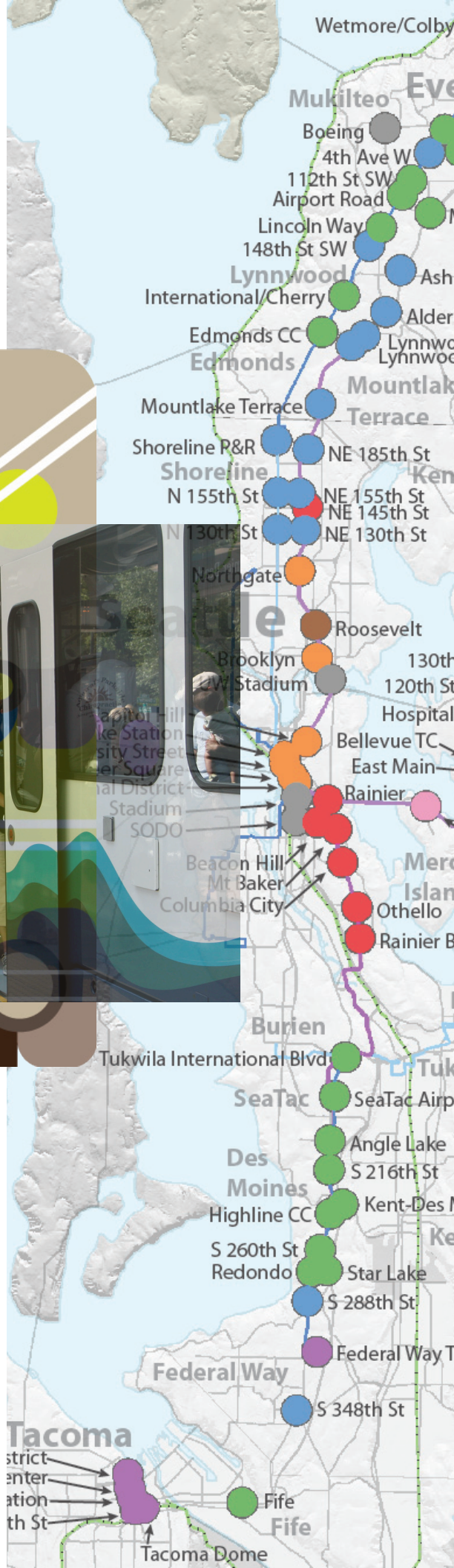


**Growing Transit Communities**

Puget Sound Regional Council

PSRC

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# **Growing Transit Communities: A Corridor Action Strategy for the Central Puget Sound Region**

The Growing Transit Communities Partnership  
Draft, April 2013



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DRAFT

# Executive Summary

Forthcoming in July 2013

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# Growing Transit Communities Compact

## Preamble

VISION 2040 was approved as the central Puget Sound region's plan for sustainable development following a broad-based, collaborative planning process. Central Puget Sound voters also approved a series of high-capacity light rail and transit projects—a commitment of approximately \$15 billion—that will serve the region's most densely populated and diverse communities for decades to come. These investments present a once-in-a-lifetime opportunity to shape the region's urban form and ensure that transportation improvements support sustainable development and foster vibrant, healthy neighborhoods for all.

Recognizing what this unprecedented opportunity means for the region and its residents, a broad coalition of stakeholders came together to identify what will be needed to create the sustainable, equitable communities envisioned in the region's plans. The result was the Growing Transit Communities Partnership.

The Partnership produced the Growing Transit Communities Strategy, which is supported by this Compact. Its goals and recommendations are wide-ranging, developed with the recognition that some tools and approaches may work in some locations but not in others, and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. However, the envisioned outcomes require an ongoing dedicated partnership of many interests, including cities, counties, transit agencies, businesses and employers, housing authorities, public health agencies, affordable housing providers, educational institutions, community-based organizations, and development interests.

And while the Compact is not legally binding, it expresses the need for many and diverse partners to work together over time to achieve its goals, recognizing that opportunities for success cannot be achieved unless we work together.

Therefore, as signatories to the Compact, we commit ourselves to working in partnership to achieve the goals and strategies in this Compact, while respecting the diversity of interests, perspectives, and responsibilities throughout the region.

\*\*\*

**Whereas** the central Puget Sound region has adopted VISION 2040, a long-range strategy to advance the ideals of our people, our prosperity and our planet by integrating land use, economic and transportation decisions in order to meet the needs of current and future generations, achieve economic prosperity with social equity, and support a healthy environment, including addressing global climate change; and

**Whereas** the central Puget Sound region is expected to add 1.3 million people and 1.1 million jobs by the year 2040; and



**Whereas** VISION 2040 includes among its goals (1) maintaining a prosperous and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and a high quality of life, and (2) focusing growth within already urbanized areas to create walkable, compact, and transit oriented communities, and (3) meeting housing needs through preservation and expansion of a range of affordable, healthy and safe housing choices; and

**Whereas** the voters of the central Puget Sound region have committed to a \$15 billion investment in light rail, commuter rail, bus rapid transit and local streetcar service that creates a once in a lifetime opportunity to plan for and support the growth of communities near high capacity transit; and

**Whereas** in 2010 the region adopted Transportation 2040, a long range transportation plan designed to implement VISION 2040 that calls for implementation of an aggressive transit strategy to keep up with increasing population and employment growth, including completion of Sound Transit 2 projects, additional Link light rail extensions to Everett, Tacoma, and Redmond, and local transit service increases of more than 100 percent in peak periods and over 80 percent in off-peak periods; and

**Whereas** The Regional Economic Strategy recognizes that transportation investments must address the diverse needs of the region's economy and support key employment sectors, provide more convenient and varied transportation options, and improve travel reliability to maintain and enhance quality of life in the region for workers and supporting local businesses; and

**Whereas** approximately 45% of households currently residing in proximity to existing and planned light rail corridors are moderately or severely housing cost burdened; and

**Whereas** the combined cost burden of housing plus transportation can be substantially reduced by locating affordable housing opportunities in proximity to transit; and

**Whereas** the report "Equity, Opportunity, and Sustainability in the Central Puget Sound Region" identifies a widespread pattern within the region of unequal household access to educational, economic, transportation, environmental health, and neighborhood resources; and

**Whereas** many communities that are now or may be served by high capacity transit are home to low-income and minority households and small locally- and minority-owned businesses that are at a potentially higher risk of displacement; and

**Whereas** transit-oriented development is a land use pattern with many social, economic, and environmental benefits, including more sustainable and efficient use of urban land, support for regional and local economies, reduced combined housing and transportation costs per household, and improved access and mobility for residents; and

**Whereas** the Growing Transit Communities Partnership was formed as a diverse coalition of governmental and nongovernmental partners that was funded by a grant from the federal Partnership for Sustainable Communities for the express purpose of leveraging regional transit investments to create thriving and equitable

*transit communities around light rail and other high capacity transit stations; and*

**Whereas** *the Partnership defines equitable transit communities as follows:*

*Equitable transit communities are mixed-use, transit-served neighborhoods that provide housing and transportation choices and greater social and economic opportunity for current and future residents. Although defined by the half-mile walking distances around high-capacity transit stations, they exist within the context of larger neighborhoods with existing residents and businesses.*

*These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services and other amenities integrated into safe, walkable neighborhoods.*

*Successful equitable transit communities are created through inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations*

**Whereas** *Growing Transit Communities Partners recognize that transit communities throughout the region will have unique roles, functions, and opportunities, and will develop with different uses at varying intensities; and*

**Whereas** *creating vibrant transit-oriented communities can be substantially advanced through the development of additional tools and funding for infrastructure improvements in communities along transit corridors; and*

**Whereas** *Growing Transit Communities Partners believe that progress toward creating equitable transit communities will depend on active participation from a full range of partners over the long term, including transit agencies, businesses, non-profit organizations, as well as local jurisdictions and the Puget Sound Regional Council; and*

**Whereas** *the Growing Transit Communities Partnership has developed Recommended Strategies and Actions that recommend adoption of specific actions and tools by regional and local governments, by both public and private stakeholders, in order to create, grow, and enhance equitable transit communities throughout the region; and*

**Whereas** *updates to local comprehensive plans and development regulations and the refinement of regional growth and transportation plans present continuing opportunities to implement the Recommended Strategies and Actions;*

**Now, therefore, the signatories to this Regional Compact:**

*Agree that the region's long-range growth management, economic, environmental, and transportation goals depend heavily on continued investment in more and better public transportation services ; and*

Acknowledge the acute need for additional resources and tools to create and preserve affordable housing throughout the region; and

Recognize that cities and counties will require new resources to create the critical physical and social infrastructure that will support growth, including transportation, utilities, recreation, and public services; and

Agree that progress toward equitable transit communities requires a cooperative, regional approach with diverse partners across governmental and nongovernmental sectors that supports and builds upon existing and ongoing planning efforts by regional and local governments and transit agencies; and

Commit to build upon the work of the Growing Transit Communities Partnership through the promotion of equitable transit communities in light rail station areas and around other transit nodes located within the region's three long-range light rail transit corridors and in other parts of the region; and

Recognize that each corridor is at a difference stage of high capacity transit system development, and that future stations may be identified and sited that should also be considered under this Compact; and

Understand that this Compact is designed to express the intent of diverse partners to work together toward common goals, with specific actions identified by partners appropriate to their roles and responsibilities, and that any partner is free to withdraw from the Compact at any time; and

Recognize that the policies and programs promoted by the Partnership may also benefit community development around other transit investments and corridors, including but not limited to bus rapid transit, streetcar, commuter rail, intercity express bus, and ferries; and

Support a continuing process of collaboration and coordinated action to advance the development of equitable transit communities, as guided by the following goals, signatories to this Compact will strive to:

***Attract more of the region's residential and employment growth to high capacity transit communities.***

To advance the Regional Growth Strategy adopted in VISION 2040, promote economic development, and realize the multiple public benefits of compact growth around rapid transit investments, the signatories to this Compact will strive to:

- Use a full range of tools and investments to attract at least 25% of the housing growth expected in the region through the year 2040 within transit communities located along the long-range light rail transit corridors;
- Target business retention and attraction strategies to attract at least 35% of the employment growth expected in the region through the year 2040 within transit communities located along the long-range light rail transit corridors, and
- Plan for and promote residential and employment densities within transit communities that support ridership potential and contribute to accommodating growth needs within each high capacity transit corridor.

***Provide housing choices affordable to a full range of incomes near high-capacity transit.***

Adopted regional policy recognizes housing as a basic human need and calls for local policies and tools that provide for an adequate supply of housing affordable at all income levels, to meet the diverse needs of both current and future residents.

In order to meet a substantial portion of this need within walking distance of rapid transit services, the signatories to this Compact will:

- Use a full range of housing preservation tools to maintain the existing level of affordable housing within each transit community, and
- Use a full range of housing production tools and incentives to provide sufficient affordable housing choices for all economic and demographic groups within transit corridors. Strive for affordability of new housing in transit communities as a whole that is proportional to region-wide need or greater to serve transit-dependent households, as follows: at least 15% affordable to households that earn between 50% and 80% of AMI, at least 15% affordable to households that earn between 30% and 50% of AMI, and at least 20% affordable to households that earn below 30% of AMI.

***Increase access to opportunity for existing and future residents of transit communities.***

Adopted regional policy recognizes the need to address the diverse housing, transportation and economic needs of current and future residents so that all people may prosper as the region grows. This requires special attention to communities that lack access to mobility choices, quality schools, and other social and physical neighborhood components that allow community members to thrive and succeed.

In order to more equitably meet the needs of all residents of the region, the signatories to this Compact will strive to:

- Improve access to opportunity in the transit corridors through targeted investments that meet the needs of residents and businesses in communities with low access to opportunity, targeted affordable housing investments in communities with high access to opportunity, and transit connections linking high opportunity and low opportunity areas.
- Use a full range of community engagement strategies to increase the involvement of diverse and historically under-represented groups in transit community development, empower communities to influence decisions at all levels of government, and ensure opportunities for participation throughout the decision-making process.

In order to maximize this historic opportunity, show regional leadership, and act as a national model of how diverse stakeholders can make transformative decisions that advance a region's goals for its people, its prosperity, and the planet, the signatories to this Compact pledge to work individually and collaboratively toward the goals described above, and toward the implementation of the Growing Transit Communities Strategy, as appropriate to each jurisdiction and organization. PSRC will periodically convene representatives of Compact signatories as an Advisory Committee to evaluate the region's progress over time toward achieving equitable transit communities. PSRC's regional monitoring program will track progress of implementing and achieving the goals described in this compact.

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# 1. Introduction: Growing Transit Communities in the Central Puget Sound Region

The central Puget Sound is expected to grow to 5 million people by the year 2040, a 35 percent increase. To prepare for that growth, the region adopted VISION 2040 as a shared strategy for moving toward a sustainable future. One of VISION 2040's overarching goals calls for focusing growth within already urbanized areas to create walkable, compact and transit-oriented communities that maintain unique local character. These communities are the basic framework for the region's high capacity transit system, and the centerpiece of the region's growth strategy.

The Growing Transit Communities Strategy identifies the actions and tools that will be necessary to attract growth to the region's transit station areas, implement the region's plans, and build prosperous and sustainable communities that benefit all.

The Growing Transit Communities Partnership was formed in 2011 as a regional coalition of governments, non-profit organizations, business groups, and community stakeholders for the purpose of promoting the successful development of thriving and equitable communities within walking distance of current and planned public transit services in the central Puget Sound region. The Partnership has built a strong and diverse coalition of regional interests, conducted research and analysis, identified recommended best practices, and furthered development of effective tools for community building. Through this work, the Partnership developed a comprehensive, tiered approach designed for the wide range of stakeholders to effectively implement projects and programs appropriate to their specific roles. Collectively these are called the Growing Transit Communities Strategy and include:

- Regional Compact: Vision and goals and commitment by Partners to implementation
- Recommended Strategies and Actions: 24 recommended strategies and associated implementation actions, People + Place Implementation Typology, and Transit Community Profiles
- Local Implementation Plans: Individual work plans and next steps

The Strategy contains a toolbox for achieving the visions expressed through the work of the Growing Transit Communities Partnership around high capacity transit investments in the central Puget Sound Region. Combined, these are the culmination of those efforts and represent the Partnership's recommendations for key actions and priorities that achieve three main goals for transit communities:

- Attract residential and employment growth near transit
- Provide housing choices affordable to a full range of incomes
- Increase access to opportunity for existing and future transit community members



## **Growing Transit Communities Partnership Members:**

A Regional Coalition for Housing  
City of Bellevue  
Bellwether Housing  
Capitol Hill Housing  
Forterra  
Community Development  
Collaborative/Equity Partnership  
Homesight  
Impact Capital  
Community Transit  
Enterprise Community Partners, Inc.  
City of Everett  
Futurewise  
Housing Authority of Snohomish County  
Housing Development Consortium of Everett and Snohomish County  
Housing Development Consortium Seattle – King County  
King County  
King County Housing Authority  
North Seattle Community College  
City of Mountlake Terrace  
Pierce County  
Pierce County Housing Authority  
Public Health—Seattle & King County  
Puget Sound Regional Council  
Puget Sound Sage  
Quality Growth Alliance  
City of Redmond  
Refugee and Immigrant Services  
City of Seattle  
Seattle Housing Authority  
Seattle Transit Blog  
City of Shoreline  
Snohomish County  
Sound Transit  
City of Tacoma  
Tacoma Housing Authority  
Tacoma-Pierce County Affordable Housing Consortium  
Tacoma-Pierce County Health Department  
University of Washington  
ULI—Seattle District Council  
Washington Low Income Housing Alliance  
Washington State Department of Commerce  
Washington State Housing Finance Commission

With an initial focus on 74 study areas located within the region's long-range light rail corridors (see figure 1 on page 6), the work of the Partnership benefits the entire region as a critical action plan for implementing the region's growth strategy through community and economic development around these and other transit nodes.

Promoting transit communities is a key strategy to promote a more sustainable, prosperous, and equitable central Puget Sound region. While the region is already a recognized national leader on planning for sustainable development, the investment of more than \$15 billion in light rail and other forms of high-capacity transit requires bold, coordinated action to ensure the greatest value from these investments is realized. Success is a region that can compete globally for jobs and investment, and one that is well positioned to attract scarce state and federal funds for transportation and community development. Success also means providing the tools, resources, and public support necessary to achieve a regional vision where compact growth, improved transit connections, and a range of community investments provide benefits fairly to all.

## **Equitable Transit Communities**

Transit stations are critical access points to the region's transportation system, connecting residents and workers to jobs, daily activities, and services and offering access to civic and public spaces. Transit investments, in turn, can have a powerful influence on communities by increasing attractiveness to households and businesses and boosting market demand that fuels change and growth.

Adopted regional policy recognizes that transit communities can lead to a range of substantial social and environmental benefits, including the potential to:

- Promote health by encouraging walking and biking, cutting air pollution, and reducing motor vehicle accidents
- Lower household expenses for transportation
- Reduce municipal infrastructure costs
- Help meet the growing demand for "walkable communities"
- Curb land consumption and thereby help conserve farms and natural ecosystems, and protect water quality
- Cut energy consumption and greenhouse gas emissions associated with both transportation and the built environment

The benefits to residents of transit communities are many, including expanded housing choices, better access to new and existing jobs, enhanced community amenities, and accessibility to a diverse range of opportunities in the region. However, there are also potential negative impacts, including the threat of residential or commercial displacement as communities redevelop and market demand increases, which may price existing residents or business out of locations. In order to address the opportunities and challenges that major investments create, the Partnership has embraced a strong value of social equity in working toward a fair distribution of the benefits of expanding the public transit system and building transit communities, regardless of income, race, national origin, age, or disability.

To bring these values to the forefront of the Partnership, a coalition of regional and community based interests, including community development corporations, public health officials, affordable housing providers, and environmental and social justice activists came together as the Equity Network for the purposes of ensuring equitable engagement and outcomes from the work of the Growing Transit Communities Partnership. Working with the Equity Network, the Partnership has defined a vision for “equitable transit communities.”

*Equitable transit communities are mixed-use, transit-served neighborhoods that provide housing and transportation choices and greater social and economic opportunity for current and future residents. Although generally defined by a half-mile walking distance around high-capacity transit stations, they exist within the context of larger neighborhoods with existing residents and businesses.*

*These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services, and other amenities that are integrated into safe, walkable neighborhoods.*

*Successful equitable transit communities are created through inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations.*

## Federal Framework

In June 2009, the U.S. Secretary of Housing and Urban Development, U.S. Secretary of Transportation, and U.S. Environmental Protection

### The Partnership for Sustainable Communities six livability principles:

**1. Provide more transportation choices.** Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

**2. Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

**3. Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

**4. Support existing communities.** Target federal funding toward existing communities—through such strategies as transit-oriented, mixed-use development and land recycling—to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

**5. Coordinate policies and leverage investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

**6. Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban

Agency Administrator announced the formation of the interagency Partnership for Sustainable Communities. Guided by six Livability Principles (see sidebar), HUD, DOT, and EPA are coordinating investments and aligning policies to support communities that want to provide more housing choices, make transportation systems more efficient and reliable, reinforce existing investments, protect the environment, and support vibrant and healthy neighborhoods that attract businesses.

### **The Central Puget Sound Region**

The central Puget Sound region is one of the major metropolitan regions in the Pacific Northwest of the United States. It includes King, Kitsap, Pierce, and Snohomish counties and their 82 cities and towns, and tribes covering an area of nearly 6,300 square miles (16,300 square kilometers). The region's geography is diverse, and includes urban, rural, and resource lands. Numerous hills, mountains, and lakes provide significant variety to the topography of the region, which ranges in elevation from sea level at Puget Sound to over 14,000 feet (more than 4,000 meters) at Mount Rainier.

### **Washington State Growth Management Act**

In 1990, the Washington State Legislature adopted the Growth Management Act (GMA) to address uncoordinated and unplanned growth that posed a threat to the environment, sustainable economic development, and quality of life in Washington. This landmark act recognized the importance of proactively planning for population and employment growth through identifying and protecting critical areas and natural resource lands, designating urban growth areas, and preparing comprehensive plans through a decentralized framework that reflected Washington's regional diversity and strong tradition of local government control. The central Puget Sound region has a long history of citizen engagement in planning decisions, both at the regional and local levels, which has influenced adopted plans and policies to reflect regional values on way of life, the environment, and economic development.

In 2011, a consortium of governmental, business, affordable housing, and other non-profit stakeholders from the central Puget Sound region applied for and received a \$5 million regional planning implementation grant from the Partnership for Sustainability. The work of the Growing Transit Communities Partnership is funded by that grant.

## **State and Regional Frameworks**

As the federally designated Metropolitan Planning Organization and state designated Regional Planning Organization for the central Puget Sound region, the Puget Sound Regional Council develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Pierce, Snohomish, and Kitsap counties. PSRC's members include over 80 county, city, port, transit, tribal, and state agencies. PSRC is also the lead regional economic development planning resource and home to the Prosperity Partnership, a coalition of more than 300 government, business, labor and community organizations dedicated to improving long-term economic prosperity for the region.

VISION 2040, adopted by PSRC in 2008, is the region's long-range growth management, environmental, economic, and transportation strategy. It articulates a shared strategy for moving the central Puget Sound region toward a sustainable future through the combined efforts of individuals, governments, organizations and the private sector. VISION 2040 addresses the key question:

*"How can the region accommodate the anticipated growth that will bring it to 5 million people and 3 million jobs by 2040 while enhancing the environment and our overall quality of life?"*

As a response to this challenge, VISION 2040 builds upon regional goals that are intended to promote the ideals of

“people, prosperity, and planet,” and that are implemented through a Regional Growth Strategy and supported by Multicounty Planning Policies (MPPs). The goals, policies, and actions in VISION 2040 build upon a vision for the region as a compact urban area that is surrounded by rural and resource lands, and that is anchored by a set of defined centers that are connected by a high-capacity transit system.

Also guided by VISION 2040’s multicounty planning policies, the *Regional Economic Strategy* contains detailed action initiatives focused on strengthening the region’s leading industry clusters and rebuilding the foundations of the economy. An efficient, well-functioning transportation system that supports key employment sectors, provides more convenient and varied transportation options, and improves travel reliability to maintain and enhance quality of life in the region is critical for a strong economy.

VISION 2040 is supported by the region’s long-range transportation plan, Transportation 2040, adopted in 2010. Transportation 2040 integrates transportation and land use planning and implementation to achieve regional goals and to support the land use objectives embodied in the growth strategy and centers concept. In order to advance transit communities as part of this vision, local jurisdictions are encouraged to adopt station area plans. Transportation 2040 supports the Regional Economic Strategy through improvements to the transportation system that address the mobility of workers and goods, and access to services throughout the region, including by transit. Transportation 2040 specifically calls for \$50 billion in transit investments over the next several decades. Finally, the plan supports the people of the region and social equity goals by achieving net benefits to low-income and minority populations.

The Growing Transit Communities Strategy is intended to further all three adopted regional policy documents with a comprehensive set of effective implementation approaches that reflect the diversity of communities in the region, enriched by the shared goals and distinct perspectives of a wide range of regional and community stakeholders.

## Transit Investments

The central Puget Sound region has made an extraordinary public commitment to develop a regional high-capacity transit system. Through public votes in 1996, 2006, and 2008, the region’s voters authorized the development of Sound Transit’s existing and planned light rail lines and Sounder commuter rail, King and Snohomish counties’ Rapid Ride and Swift bus rapid transit lines. Transit communities served by these and other public transit options will be magnets to attract and accommodate sustainable population and employment growth. Combined, these public transit investments total over \$15 billion dollars, and span a time frame of over two decades, with longer-range plans identified through 2040. Large-scale transformational projects such as these have not taken place in the region since the development of the interstate highway system that began in the 1960s.

### Transit Services Types

Transportation 2040 describes three main types of transit service: Core, Community Connector, and Specialized.

Specific to Transit Communities, Core service will be the primary type that serves them. Core service is defined as: light rail, bus rapid transit, and high frequency local buses are considered core transit services.

Core services are generally routed to or through areas with higher density population and/or employment. By providing frequent and efficient service to areas with higher densities and mixed uses, core services are expected to draw high ridership. Typically running all day, core service is intended to operate at high frequency and at the higher speeds to the extent practical.



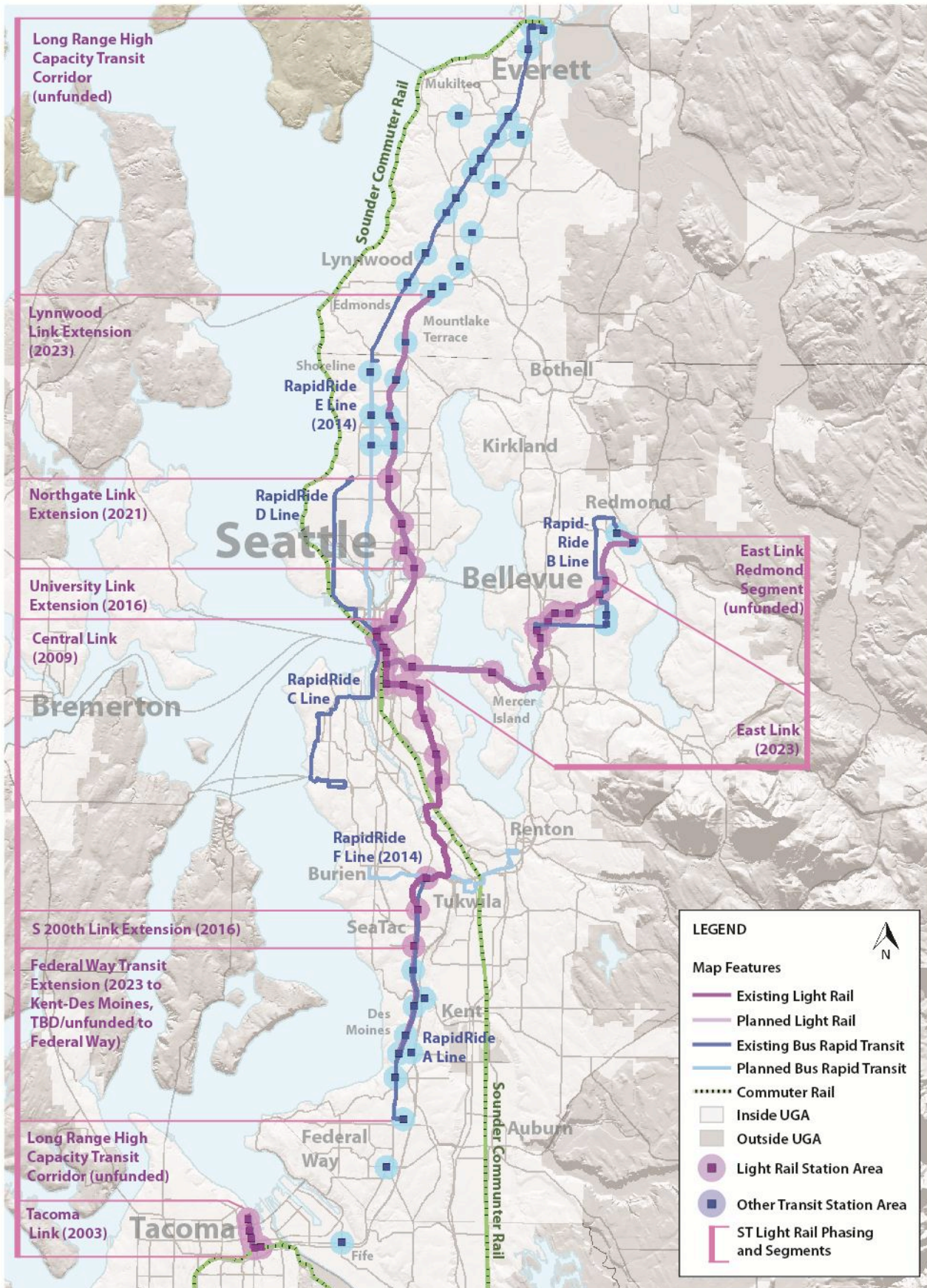


Figure 1: Regional Transit Investments and Growing Transit Communities Study Area Map

Figure 1 shows the high capacity transit investments, both existing and planned, within the three corridors on which the Partnership's initial work focused. The map shows Sound Transit's current and planned light rail lines, existing commuter rail and current and future bus rapid transit. The light rail system includes thirteen existing Central Link light rail stations extending from Downtown Seattle to SeaTac Airport and five Tacoma Link stations. The 2008 Sound Transit 2 (ST2) ballot initiative funded another 36 miles of light rail investment along three corridors: north to Lynnwood, east to Redmond (Overlake), and south to Federal Way. The ST2-funded stations will start service by 2023.

Although the funded transit networks terminate at Lynnwood, Redmond (Overlake) and Federal Way, Transportation 2040 and Sound Transit's long range plan envision three high-capacity transit corridors that extend beyond these funded investments to reach Everett to the north, downtown Redmond to the east, and Tacoma to the south. It is expected that a future Sound Transit 3 ballot initiative will provide funding for this complete system expansion. Although some preliminary planning for ST3 is underway at Sound Transit, there is currently no date for a funding initiative or a time frame for the actual system development, nor what the plan will contain.

## Local Plans

Local governments in the central Puget Sound region are required under the Washington State Growth Management Act to adopt comprehensive plans that articulate a vision for the future growth and development of the community and address a range of topics, including land use, transportation, housing, capital facilities, and critical areas. Under state law, PSRC certifies the transportation-related elements of local plans and reviews and comments on other elements as part of the adoption and update processes. PSRC also is responsible, as required by state law, to assess regional high-capacity transit investments for conformity to adopted regional plans.

The Growing Transit Communities Strategy is intended to implement VISION 2040 and support local plans through recommended strategies that promote shared goals for urban and economic development, mobility, housing, and community development and quality of life. Some of the recommendations offer refinements of existing regional or local policies and programs, and many are new. The next required updates to comprehensive plans due in 2015 and 2016 offer an opportunity for local jurisdictions to consider amendments to their policies and regulations to include elements of the Growing Transit Communities Strategy.

## Study Areas

Growing Transit Communities focused on 74 study areas that were defined by a half-mile radius around current and future Sound Transit LINK light rail stations, as well as other key transit nodes, and residential or employment centers within the three long-range high-capacity transit corridor identified in Transportation 2040. See Figure 1. While the current effort collected and analyzed data for these identified communities as a basis for the Growing Transit Communities Strategy, the recommendations are intended to provide direction on strategies applicable to the region's many other significant transit corridors and nodes, served by a variety of transit modes, including but not limited to bus rapid transit, streetcar, commuter rail, intercity express bus, and ferry station areas.

# Regional Goals for Transit Communities

The combined efforts of individuals, governments, non-governmental organizations and the private sector are needed to realize the region's vision. This includes all of the stakeholders who have been engaged in the Growing Transit Communities work, including local jurisdictions, transit agencies, public health and housing agencies, private and nonprofit housing developers, environmental and transportation advocates, and institutional and philanthropic interests.

The Partnership has articulated three goals to direct progress toward creating thriving and equitable transit communities across the region:

## **1. Attract more of the region's residential and employment growth to high capacity transit communities.**

*To advance the Regional Growth Strategy adopted in VISION 2040, promote economic development, and realize the multiple public benefits of compact growth around rapid transit investments, the signatories to this Compact will strive to:*

- *Use a full range of tools and investments to attract at least 25% of the housing growth expected in the region through the year 2040 within transit communities located along the long-range light rail transit corridors;*
- *Target business retention and attraction strategies to attract at least 35% of the employment growth expected in the region through the year 2040 within transit communities located along the long-range light rail transit corridors, and*
- *Plan for and promote residential and employment densities within transit communities that support ridership potential and contribute to accommodating growth needs within each high capacity transit corridor.*

## **2. Provide housing choices affordable to a full range of incomes near high-capacity transit.**

*Adopted regional policy recognizes housing as a basic human need and calls for local policies and tools that provide for an adequate supply of housing affordable at all income levels, to meet the diverse needs of both current and future residents.*

*In order to meet a substantial portion of this need within walking distance of rapid transit services, the signatories to this Compact will:*

- *Use a full range of housing preservation tools to maintain the existing level of affordable housing within each transit community, and*
- *Use a full range of housing production tools and incentives to provide sufficient affordable housing choices for all economic and demographic groups within transit corridors. Strive for affordability of new housing in transit communities as a whole that is proportional to region-wide need or greater to serve transit-dependent households, as follows: at least 15% affordable to households that earn*



*between 50% and 80% of AMI, at least 15% affordable to households that earn between 30% and 50% of AMI, and at least 20% affordable to households that earn below 30% of AMI.*

### **3. Increase access to opportunity for existing and future residents of transit communities.**

*Adopted regional policy recognizes the need to address the diverse housing, transportation and economic needs of current and future residents so that all people may prosper as the region grows. This requires special attention to communities that lack access to mobility choices, quality schools, and other social and physical neighborhood components that allow community members to thrive and succeed.*

*In order to more equitably meet the needs of all residents of the region, the signatories to this Compact will strive to:*

- Improve access to opportunity in the transit corridors through targeted investments that meet the needs of residents and businesses in communities with low access to opportunity, targeted affordable housing investments in communities with high access to opportunity, and transit connections linking high opportunity and low opportunity areas.*
- Use a full range of community engagement strategies to increase the involvement of diverse and historically under-represented groups in transit community development, empower communities to influence decisions at all levels of government, and ensure opportunities for participation throughout the decision-making process.*

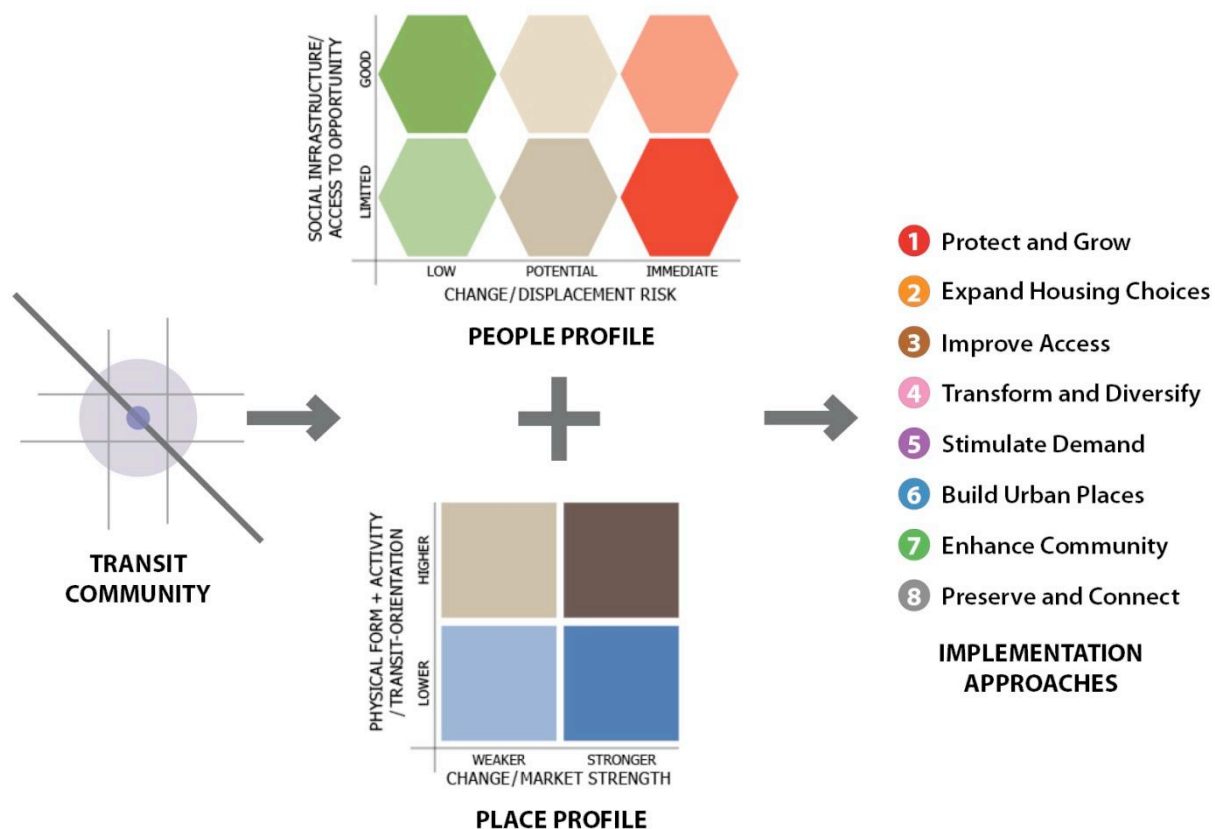
## **Using this Report**

The remainder of this document includes the following chapters and appendices. People + Place Implementation Typology describes the sorting of the 74 study areas into eight Implementation Approaches based on common priorities related to key strategies and actions to promote thriving and equitable transit communities. The Recommended Strategies and Actions section constitutes the majority of the document and cover growth, housing, opportunity, and foundational strategies. A short section on corridor specific priorities follows. Next Steps previews the process whereby Growing Transit Communities Partnership staff will work with regional and local partners to endorse the Growing Transit Communities Compact and identify work program items for inclusion in individualized local implementation agreements. Finally, appendices will include a glossary of terms, additional background information on the Partnership, complete methods and results of the typology exercise, and details Transit Community Profiles for the 74 study areas.

## 2. People + Place Implementation Typology

No two transit communities are alike. They serve different functions in the region, such as dense downtown central business districts, regional industrial job centers, smaller mixed-use neighborhood districts, and commuter stations. At the local level, these places vary in their needs for infrastructure and housing investments, just as the people who live and work in these communities differ in their access to education, employment, housing, and other amenities and services to allow them to lead a successful life. Moreover, the local visions for these communities differ greatly in terms of the amount and scale of future residential and employment growth anticipated. Accordingly, there is no one-size-fits-all approach to the strategies that will help a transit community thrive and grow with equitable outcomes for current and future community members.

The Growing Transit Communities Partnership recognized this need to tailor implementation approaches to different types of communities. The resulting typology provides guidance on strategies for different transit community types based on current characteristics of the place and the people who live and work there. Many station area typologies developed in other regions have described the current or aspirational physical characteristics of different transit communities. An *implementation* typology, on the other hand, classifies transit communities according to the types of strategies that will be most meaningful to help achieve desired outcomes. The Growing Transit Communities Partnership developed the implementation typology to connect strategies to the three overarching program goals: attract residential and employment growth, provide affordable housing choices, and increase equitable access to opportunity.

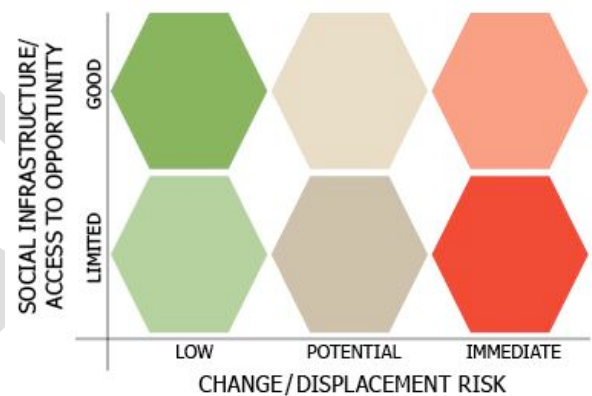


The Partnership felt that it was insufficient to only examine physical aspects of communities; and that only a more holistic study of both “place” and “people” characteristics would fully inform strategies to bring about thriving and equitable transit communities. The typology uses a two-matrix “People + Place” framework. Each matrix shows the intersection of two types of measures: existing community strengths versus likelihood of change. The People Profile assesses residents’ access to social, physical and economic opportunity, compared to the degree to which the households and businesses are at risk of displacement as neighborhood change occurs over time. The Place Profile examines aspects of a community’s physical form and activity level, compared to the degree to which physical characteristics may change due to real estate market strength.

The results of the People and Place Profiles suggest a framework of eight Implementation Approaches, each associated with key strategies and investments tailored to meet the needs and opportunities in different communities, while also advancing regional and corridor-wide goals.

## Transit Community People Profile

The People Profile includes a *Social Infrastructure / Access to Opportunity* index that measures the degree to which a transit community provides residents with access to the resources they need to succeed and thrive. A *Change / Displacement Risk* classification indicates the likelihood that growth pressures will present a risk of displacement. Together, the People Profile informs regional and local implementation by showing where strategies such as targeted community investments, affordable housing preservation and production, and community stabilization and revitalization are most needed.



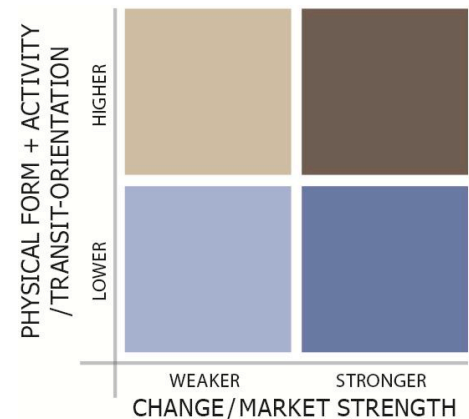
The *Social Infrastructure / Access to Opportunity* index is based on the regional Opportunity Mapping exercise carried out by Growing Transit Communities and the Kirwan Institute in 2011-2012. The Opportunity Mapping analysis produced a range of scores based on five sub-measures: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. For the purposes of the typology, performance on *Social Infrastructure / Access to Opportunity* is either *Limited* or *Good*.

*Change / Displacement Risk* indicates the risk of displacement based on data that show recent neighborhood change, current community risk factors, and market pressure. Data used to quantify these factors included current and recent changes to residents’ income, education, race and ethnicity, household type, housing tenure, and residential market strength. Based on these data, transit communities were classified as *Low Risk*, *Potential Risk*, or *Immediate Risk* for displacement. Low risk communities tend to be moderate to higher income communities or communities with lower market pressures. Immediate risk communities have indications that displacement of lower income populations is underway, higher current market strength, or high number of community risk factors. Potential risk communities are those that have weak market strength and therefore do not face imminent displacement risk. However, many also exhibit significant community risk factors that suggest needs for community stabilization efforts to avoid future displacement risk should market forces change.



# Transit Community Place Profile

The Place Profile includes a *Physical Form + Activity / Transit-Orientation* index that measures the degree to which a location's current physical form and activity levels support transit-oriented development. A *Change / Market Strength* measure indicates the likelihood that the community will change due to real estate market demand. Together, the Place Profile informs implementation strategies by showing recommended locations for long-range planning, market catalyst strategies, and policies and investments to support density, walkability, and a high quality public realm.



The *Physical Form + Activity / Transit-Orientation* index measures the degree to which a community's physical form and activity level support a dense and walkable community served by high-capacity transit. The composite index includes data on five sub-measures: pedestrian infrastructure, transit performance, physical form, population, and proximity to a mix of uses. For the purposes of the typology, performance on *Physical Form + Activity / Transit-Orientation* is either *Lower* or *Higher*.

*Change / Market Strength* indicates the strength of the residential TOD demand. The index, which evaluates the potential demand for residential transit-oriented development, includes measures of local real estate market value and activity, employment patterns, density, and household income and size. Performance on *Change / Market Strength* is classified as either *Weaker* or *Stronger*.

## Implementation Approaches

The typology exercise resulted in fourteen People + Place combinations, which were further grouped into eight Implementation Approaches. Each approach connects a set of shared community characteristics and needs to a different toolbox of recommended strategies and actions. Whether and how those strategies apply to any individual transit community will depend on local plans and policies and will be tailored to the opportunities and constraints present in each location. The eight Implementation Approaches are:

- 1 Protect and Grow
- 2 Expand Housing Choices
- 3 Improve Access
- 4 Transform and Diversify
- 5 Stimulate Demand
- 6 Build Urban Places
- 7 Enhance Community
- 8 Preserve and Connect

The first four Implementation Approaches (*Protect and Grow*, *Expand Housing Choices*, *Improve Access*, and *Transform and Diversity*) include transit communities in areas with emerging or strong real estate demand. These approaches capitalize on the potential for investment in housing, employment, and public amenities in a manner that increases equity and opportunity for both current and future community members. The next three Implementation Approaches (*Stimulate Demand*, *Build Urban Places*, and *Enhance Community*) include communities with medium- to long-term growth potential based on current market demand. Priority strategies focus on market catalysts, long-range planning, and economic and community development. Finally, *Preserve and Connect* transit communities are regional job centers for which residential growth is either limited or not appropriate, but transit access improvements to jobs is paramount.

The Implementation Approaches and typology analysis are intended to complement and inform existing regional and, especially, local plans as they are implemented, evaluated, and refined in the coming years. Reducing dozens of transit communities to eight approaches will help both regional and local decision makers evaluate appropriate policies and investments. Decisions on how best to use this work rest with governing boards of regional agencies, such as the PSRC, which administers federal transportation funds, and local councils of cities and counties, which have jurisdiction for land use and zoning. The result should be better informed and more regionally coordinated efforts to nurture thriving and equitable transit communities.

Within each Implementation Approach grouping, there are significant differences among the transit communities. For example, communities in the *Improve Access* approach are similar in being highly desirable opportunity-rich places that lack housing affordable at low and moderate incomes. Recommended tools would increase housing choices and connectivity to other communities. However, the type and scale of tools used should reflect that these are also extremely different places, ranging from Downtown Bellevue, a major regional center of commercial and residential activity, to the Hospital station, dominated by a large medical services complex, to South Bellevue, a single-family neighborhood and sensitive environmental area where no new growth is planned.

Figure 3 maps the eight Implementation Approaches for the 74 transit communities studied in Growing Transit Communities. It is followed by detailed descriptions of each of the Approaches. Each description includes five elements: a narrative description, a list of the specific transit communities in the Approach, two graphics that show the People and Place Profile results, and a list of key implementation strategies. The key strategies highlight the types of actions that are most important to pursue in the short to medium term to help these transit communities thrive and contribute to local and regional goals. The lists are not exhaustive, and there are other tools and investments that are needed to support any specific community. Furthermore, local plans, opportunities, and constraints will influence the appropriate scale of implementation of each key strategy.

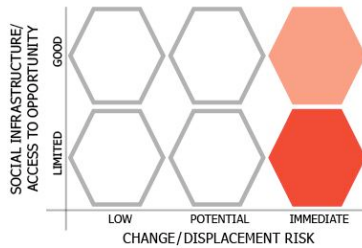


Figure 3: People + Place Implementation Approaches



# 1 Protect and Grow

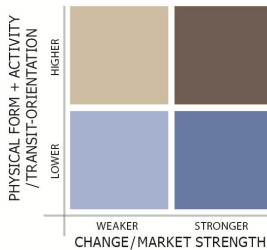
## People Profile



## Description

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

## Place Profile



## Transit Communities

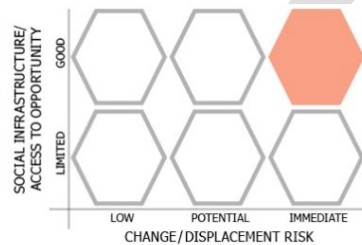
East: Rainier, NE 15<sup>th</sup> St, NE 10<sup>th</sup> St; North: NE 145<sup>th</sup> St; South: Beacon Hill, Mount Baker, Columbia City, Othello, Rainier Beach

## Key Strategies\*

- Development regulations and capital facilities investments that support market demand (7, 9-10)
- Full range of tools for new and preserved affordable housing (11-16)
- Community needs assessment and targeted community investments (19- 24)
- Targeted small business support (21)

# 2 Expand Housing Choices

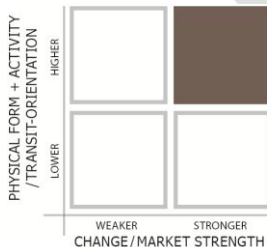
## People Profile



## Description

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerging to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations' desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

## Place Profile



## Transit Communities

Central Seattle: Westlake, University St, Pioneer Square, International District; North: Capitol Hill, Brooklyn, Northgate

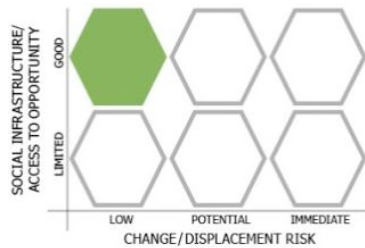
## Key Strategies\*

- Support potential to increase market rate housing supply and affordability (7, 9)
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock (12, 13)
- Leverage public and private assets and market demand to meet demand for workforce housing (11, 16-17)

\* Key Strategies refer to numbered strategies found in the Recommended Actions on pages 19-46 of this report. The key strategies highlight the types of actions that are most important to pursue in the short to medium term to help these transit communities thrive and contribute to local and regional goals. The lists are not exhaustive, and there are other tools and investments that are needed to support any specific community.

### 3 Improve Access

#### People Profile



#### Place Profile



#### Description

Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail stations).

#### Transit Communities

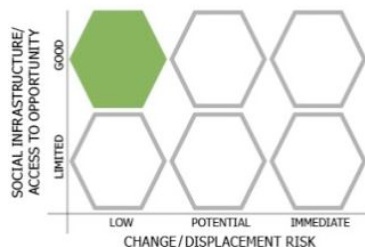
East: South Bellevue, East Main, Bellevue Transit Center, Hospital, Downtown Redmond; North: Roosevelt

#### Key Strategies\*

- Ensure accessibility through multiple modes of transportation (8, 10)
- Adopt tools to increase affordable housing choices, as appropriate to community scale (11, 13-17)
- Connect transit dependent populations to transit and community resources (22)

### 4 Transform and Diversify

#### People Profile



#### Place Profile



#### Description

Transform and Diversify transit communities are neighborhoods or centers poised for transformation good access to opportunity and strong real estate markets, together with recent planning efforts. However, many lack the sufficient physical form and activity levels to fully support future transit oriented growth. Key strategies leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).

#### Transit Communities

East: Mercer Island, 120<sup>th</sup> Station, 130<sup>th</sup> Station, Overlake Transit Center, Overlake Village, SE Redmond

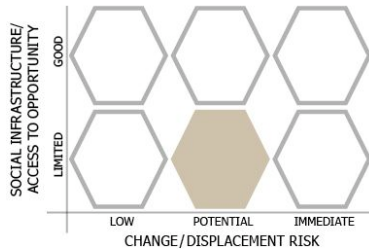
#### Key Strategies\*

- Intensify activity with transformative plans for mixed use infill and redevelopment (6-9)
- Invest in basic infrastructure and public realm to support phased growth (10)
- Full range of tools for new affordable housing production (11, 13-17)
- Targeted small business support (21)

\* Key Strategies refer to numbered strategies found in the Recommended Actions on pages 19-46 of this report. The key strategies highlight the types of actions that are most important to pursue in the short to medium term to help these transit communities thrive and contribute to local and regional goals. The lists are not exhaustive, and there are other tools and investments that are needed to support any specific community.

## 5 Stimulate Demand

### People Profile



### Place Profile



### Description

Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

### Transit Communities

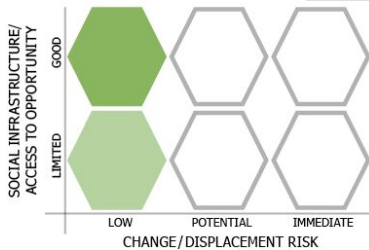
North: Wetmore/Colby, Everett Station; South: Federal Way TC, Tacoma Dome, S 25<sup>th</sup> St, Union Station, Convention Center Tacoma, Theater District

### Key Strategies\*

- Promote economic development to retain and expand job base (21)
- Long-range capital facilities plan with phased infrastructure and public realm investments (6, 10)
- Affordable housing assessment and preservation (11, 12)
- Community needs assessment and targeted investments (19-24)

## 6 Build Urban Places

### People Profile



### Place Profile



### Description

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

### Transit Communities

North: N 130<sup>th</sup> St, NE 130<sup>th</sup> St, N 155<sup>th</sup> St, NE 155<sup>th</sup> St, NE 185<sup>th</sup> St, Shoreline P&R, Mountlake Terrace, Lynnwood Urban Center, Lynnwood Transit Center, 4<sup>th</sup> Ave SW, Alderwood Mall, Ash Way, 148<sup>th</sup> St SW; South: S 288<sup>th</sup> St, S 348<sup>th</sup> St

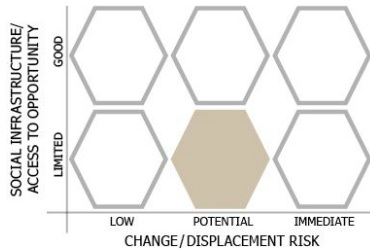
### Key Strategies\*

- Intensify activity with transformative plans for infill and redevelopment (6-9)
- Identify and fund catalytic capital facilities investments (10)
- Full range of tools for new affordable housing production (11, 14-17)
- Community needs assessment and targeted investments (19-24)

\* Key Strategies refer to numbered strategies found in the Recommended Actions on pages 19-46 of this report. The key strategies highlight the types of actions that are most important to pursue in the short to medium term to help these transit communities thrive and contribute to local and regional goals. The lists are not exhaustive, and there are other tools and investments that are needed to support any specific community.

## 7 Enhance Community

### People Profile



### Place Profile



### Description

Enhance Community transit communities are neighborhoods or smaller centers found in the South and North corridors. Recent and anticipated transit investments have the potential to catalyze considerable community development. However, many will face challenges to implementing TOD given auto-oriented environments, weak market demand, and limited access to opportunity. Key strategies focus in the short term on community development to expand opportunity and social activity, and in the long term on building a physical and social fabric that will attract new investment. Nineteen transit communities, more than any other of the other Implementation Approaches, are categorized as Enhance Community.

### Transit Communities

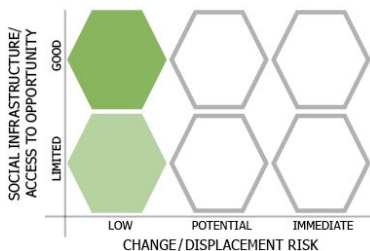
North: Edmonds Community College, International/Cherry, Lincoln Way, Airport Road, 112 St SW, Casino Road, 41<sup>st</sup> St SW, Mariner, Everett Mall; South: Tukwila International Blvd, SeaTac Airport; S 200<sup>th</sup> St, S 216<sup>th</sup> St, Kent-Des Moines, Highline Community College, S 260<sup>th</sup> St, Redondo, Star Lake, Fife

### Key Strategies\*

- Station area planning, focus on long-range vision and transitional uses (6, 8)
- Long-range capital facilities plan with phased infrastructure and public realm investments (6, 10)
- Community needs assessment and targeted investments (19-24)
- Affordable housing preservation (11, 12)

## 8 Preserve and Connect

### People Profile



### Place Profile



### Description

Preserve and Connect transit communities are regional industrial or institutional employment centers that play a vital role in the region's economy. While People and Place characteristics vary greatly across the transit communities in this approach, they are similar in the overarching importance of preserving and expanding the job base. Transit access improvements are needed where appropriate to support commuting. The introduction of housing in these areas may harm job opportunity and is not recommended. Four study areas, including two current stations, are categorized as Preserve and Connect.

### Transit Communities

North: Boeing, UW Stadium; South: Stadium, SODO

### Key Strategies\*

- Ensure accessibility by multiple modes of transportation (8, 10)
- Connect transit dependent populations to transit and other community resources (22)

\* Key Strategies refer to numbered strategies found in the Recommended Actions on pages 19-46 of this report. The key strategies highlight the types of actions that are most important to pursue in the short to medium term to help these transit communities thrive and contribute to local and regional goals. The lists are not exhaustive, and there are other tools and investments that are needed to support any specific community.

### 3. Recommended Strategies and Actions

The following 24 strategies and associated actions are the primary recommendations of the Growing Transit Communities Partnership. They result from an 18-month process informed by research, analysis, and deliberation. The strategies address three main regional goals for transit communities: attract more of the region's residential and employment growth near high capacity transit, provide housing choices affordable to a full range of incomes, and increase access to opportunity for existing and future transit community member.

As a whole, these strategies are a call to action for partners across the region to redouble efforts to create great urban places and build equitable communities around transit. Fully recognizing the strong policy foundation embodied in regional and local plans, as well as the innovative work in implementing those plans to date, the Partnership makes these recommendations as a challenge to do more than is being doing today.

The Recommended Strategies and Actions are also a call for more effective implementation through collaboration among governments, major stakeholders, and community members. There are roles for many different regional and local partners, each with a distinct jurisdiction, authority, and mission. Consistent with those roles, all are asked use the Strategies as a “playbook” for taking action to advance the regional vision of thriving and equitable transit communities in a manner that is a best fit to each community.

The Partnership's goals are ambitious and set the bar high for all. There is need for new tools and resources to achieve these goals. The powerful regional coalition assembled for this effort should continue to work together to support legislative changes and new resources that expand the toolbox. Several strategies point to the need to amend state law to provide more options for public agencies. Others point to the need for funding, including for sustaining and expanding transit systems, for infrastructure, expanded and more effective subsidies for affordable housing, and resources to provide for community needs equitably throughout the region. Continued leadership and collaboration on these priorities is vital for this effort to succeed.



#### Foundation Strategies

The first five Foundation Strategies recommend a regional and local framework for ongoing work to support transit communities. Modeled on the relationships and values at the heart of the Growing Transit Communities Partnership, these strategies envision an ongoing regional effort involving diverse partners and community members in decision making and implementation at all levels. They direct the region to use evaluation and monitoring tools that support an evolving strategy for transit communities that is both effective and equitable. As an overarching set of recommendations, they apply across the board to other actions in other sections.

For example, engaging community stakeholders (Strategy 3) is a priority wherever needs assessments, station area planning, and implementing regulations and programs are under consideration. These Foundation Strategies are therefore critical to implementing specific recommendations, as well as the broader goal of achieving thriving and equitable transit communities.





## Strategy 1: Establish a Regional Program to Support Thriving and Equitable Transit Communities

In order to carry out the goals and strategies envisioned by the Growing Transit Communities Partnership, a continued regional effort, based within PSRC and guided by an ongoing coalition of regional stakeholders, is needed to promote thriving and equitable transit communities in the region. This effort should be expanded beyond the light rail corridors that are the focus of the Partnership's work to include other high-capacity transit nodes in the region and to involve new partners across

multiple sectors.

### Recommended Actions

#### Puget Sound Regional Council

- 1.1. Provide staff support for the work of a Growing Transit Communities Partnership beyond the term of the current Sustainable Communities grant, with guidance from an advisory committee of diverse public and private stakeholders.
- 1.2. Create a regional transit oriented development implementation program at PSRC with sufficient staffing and work plan to further these Corridor Action Strategies and including actions in the areas of attracting growth, providing affordable housing, and improving equitable engagement and access to opportunity within transit communities.
- 1.3. Build on the foundation established through the GTC Affordable Housing Action Strategy and the PSRC's Housing Innovations Program with ongoing staffing of a regional housing affordability initiative focused on meeting the needs for housing in regional centers and other transit communities.
- 1.4. Expand the geographic scope of the Partnership through implementation of the Corridor Action Strategies beyond the three long-range light rail corridors to also include current and planned transit communities around stations for commuter rail, bus rapid transit, streetcar, and other high capacity transit investments in the region.
- 1.5. Collaborate with local governments and other stakeholders to explore options for regional designation of selected transit communities based on their potential to provide regional benefits and alignment with the Corridor Action Strategies.
- 1.6. Establish a regional peer networking exchange for staff at cities, other public agencies, and relevant non-governmental organizations working on transit community development.

#### Transit Agencies

- 1.7. Participate as a member of a regional TOD implementation program advisory committee.
- 1.8. Continue to strengthen agency partnerships, policies, programs and plans to support thriving and equitable transit communities.

#### Local Governments

- 1.9. Participate as a member of a regional TOD implementation program advisory committee.
- 1.10. Continue to strengthen local partnerships, policies, programs, and plans to support thriving and equitable transit communities.

#### Other Partners

- 1.11. Support and participate in an ongoing regional coalition for thriving and equitable transit communities, where applicable as a member of a regional TOD implementation program advisory committee.
- 1.12. Continue to strengthen partnerships, policies, programs and plans to support thriving and equitable transit communities.

### Priority Transit Communities for this Strategy

- Regional programs and initiatives would apply to all current and potential transit communities around multiple modes of high capacity transit in the region.



## Strategy 2: Build Partnerships and Promote Collaboration

Partnerships throughout the region and across sectors will be critical to implementing the Corridor Action Strategies. The Growing Transit Communities Partnership made progress toward bringing diverse players in the region together around common objectives. As the regional effort continues, this partnership should be strengthened through stronger collaboration between existing members and the inclusion of new partners, such as the private sector, economic development, and education interests, and from historically underrepresented populations.

### Puget Sound Regional Council

- 2.1 Implement a regional TOD program as a collaboration involving growth management, transportation, economic development, and technical staff and resources at the regional council. Continue to build on an integrated planning model for transit community development as a model for other agencies in the region.
- 2.2 Provide a forum for coalitions of diverse stakeholders from throughout the region to work collaboratively toward implementation of the Corridor Action Strategies.
- 2.3 Conduct outreach to new partners and sectors in order to:
  - Raise awareness of regional and local benefits of TOD and equitable community development
  - Encourage contributions of new partners to successful implementation of Corridor Action Strategies
  - Reach out to local governments with jurisdiction in additional high capacity transit corridors
  - Focus on private sectors that have been underrepresented in the work of Growing Transit Communities, such as businesses and major employers, developers and land owners
- 2.4 Adapt for regional application the lessons learned on the topic of partnerships from the Growing Transit Communities demonstration projects at Northgate, Tacoma, and the Bel-Red Corridor.

### Transit Agencies

- 2.5 Continue and seek ways to improve collaboration with local governments, PSRC, and other transit agencies around system planning, development, and operations.
- 2.6 Explore options for public-private partnerships that result in development on agency-owned properties, including options that encourage density and affordability in transit communities.

### Local Governments

- 2.7 Build on the work of the GTC corridor task forces with continued collaboration among local governments and stakeholders in each transit corridor around promotion of equitable TOD.
- 2.8 Implement station area TOD strategies through interdepartmental collaboration. Weave TOD strategies into elements of comprehensive planning, capital facilities, and code development. Identify and eliminate barriers to implementation in existing processes and organizational structures.
- 2.9 Identify opportunities for public-private partnerships that further equitable TOD, using tools such as development agreements, transportation benefit districts, and community renewal.

### Equity Network

- 2.10 Continue and expand the work of the Equity Network to include new partners in a broad coalition from across the region around a shared vision of equitable transit community development.

### Foundations

- 2.11 Continue and expand the work of the Funders Collaborative to include new partners and strengthen coordinated investments in programs and strategies to support thriving and equitable transit communities.

### Other Partners

- 2.12 Build upon the success of coalitions, such as the Equity Network and the Funders Collaborative, to form new coalitions among key regional stakeholder groups. Potential coalitions include business community initiatives to foster place-based economic development in the transit corridors, and the education community convening in support of equitable access to quality education across the region.

### Priority Transit Communities for this Strategy

- The need to build partnerships and promote collaboration applies to all transit communities region-wide.



## Strategy 3: Engage Effectively with Community Stakeholders

Community engagement is an integral part of the way public agencies make and implement policies in our region. The Growing Transit Communities Partnership and the Equity Network have taken important steps to explore and apply innovative community engagement strategies to improve and expand those practices to more effectively include historically underrepresented populations, including low-income households and persons of color, in the planning process. This work has

identified a toolbox of innovative and effective techniques that include:

- Multilingual outreach and engagement
- Outreach through existing community groups and organizations
- Direct person-to-person outreach where people live and do business
- Support for meeting participation, such as childcare, refreshments, and convenient scheduling and locations
- Clarity of communications on scope and focus of engagement, expectations and process
- Visualization tools and other multi-media approaches
- Innovative models for effective engagement and long-term relationship building, such as trusted advocate and public outreach liaisons
- Building capacity within organizations, such as through training and recruitment, in order to engage effectively with diverse constituencies

Successful implementation of the Corridor Action Strategies will depend on effective engagement with as broad a range of community members and stakeholders as possible.

### Puget Sound Regional Council

- 3.1 Present the work of the Growing Transit Communities Partnership to both regional stakeholders and the public in a manner that is clear, concise, and free of excessive jargon. Emphasize major goals, actions, and benefits to the region and local communities.
- 3.2 Collaborate with a broad range of regional and community stakeholders to develop and disseminate guidance and provide technical support on best practices in equitable community engagement, incorporating lessons learned from the Growing Transit Communities Equity Grants Program.
- 3.3 Continue to develop and apply equitable community engagement strategies as part of regional policy development and implementation activities, including future updates to the PSRC public participation plan.
- 3.4 Explore and improve methods for direct citizen engagement in regional policy and planning processes, such as community advisory boards, working groups, focus groups, and roundtables.

### Transit Agencies

- 3.5 Continue to develop and apply equitable community engagement strategies as part of capital investment and service planning.

### Local Governments

- 3.6 Continue to develop and apply equitable community engagement strategies as part of local comprehensive and station area planning and other decision making affecting transit communities.

### Equity Network

- 3.7 Collaborate with the PSRC and other agencies on a regional guidance document and toolbox for equitable community engagement.

### Priority Transit Communities for this Strategy

- The need for effective and complete community and stakeholder engagement applies across the region, especially in transit communities with concentrations of low-income households, persons of color, or other historically underrepresented groups.



## Strategy 4: Build Capacity for Community Engagement

Capacity building means providing community members with the knowledge, tools, and relationships to be able to participate effectively in public agency decision making. The Growing Transit Communities Partnership's Equity Network Grant Program represents an innovative model to build the capacity of community based organizations to participate in planning processes and decision making on behalf of their communities. Understanding and expanding upon the lessons learned from this program will facilitate the implementation of and build community support for the Corridor Action Strategies.

### Recommended Actions

#### Puget Sound Regional Council

- 4.1 Collaborate with foundations and governmental agencies to identify potential sources of funds for ongoing capacity building grants to community groups.
- 4.2 Continue to provide technical assistance, data, and information on current policy as a resource for community groups to effectively engage in regional and local policy decision making. Incorporate lessons learned and tools developed by the GTC Equity Grants projects.
- 4.3 Provide a forum for ongoing regional coalitions, such as the Equity Network, to build capacity around regional equity issues, with a focus on non-governmental organizations and public-private partnerships.

#### Foundations

- 4.4 Provide small grants to community groups and other non-profits to build capacity within transit communities through community organizing, training, data, and networking opportunities.
- 4.5 Collaborate with PSRC and others to develop support systems, such as a regional information commons, for use by community groups as they engage in public policy processes.

#### Equity Network

- 4.6 Evaluate the long-term success of the Equity Grant Program in increasing capacity of community based organizations to be involved in planning processes and decision making.

#### Priority Transit Communities for this Strategy

- The need for effective and complete community and stakeholder engagement applies across the region, especially in transit communities with concentrations of low-income households, persons of color, or other historically underrepresented groups.



## Strategy 5: Evaluate and Monitor Impacts and Outcomes

The success of the Corridor Action Strategies in supporting thriving and equitable transit communities will be realized over the long-term, underscoring the need to evaluate tools as they are implemented and monitor outcomes as they are realized in order to modify the strategies and strengthen success over time. Evaluation and monitoring efforts should focus on the three goal areas of the Corridor Action Strategies: attract housing and employment growth, provide affordable housing choices, and increase equitable access to opportunity. As a complement to the monitoring efforts, public agencies should evaluate the equity impacts of policies and investments before they are implemented in transit communities.

### Recommended Actions

#### Puget Sound Regional Council

- 5.1 Develop a long-term work program to measure and evaluate the successes, impacts, and outcomes of the Corridor Action Strategies in transit communities throughout the region. Leverage and build upon existing monitoring efforts, such as VISION 2040 monitoring and updated Regional Centers report.
- 5.2 Define a transit communities geography, and develop and monitor indicators of progress toward achieving transit community goals, such as housing and employment growth, housing affordability trends, and Opportunity Mapping measures.
- 5.3 Establish a schedule for regular reporting and engagement of regional partners in reviewing and responding to findings through refinements to the Corridor Action Strategies, as appropriate.
- 5.4 Update the Transit Community Typology to align with periodic required updates to local comprehensive plans.
- 5.5 Work with the Equity Network and other community stakeholders to develop a Social Equity Evaluation Tool to be available for use by public agencies throughout the region to measure the expected social equity impacts of proposed policies, programs, and investments. Use existing tools, such the Racial Equity Toolkit developed and used by the City of Seattle or the Equity Impact Review tools used by King County, as possible models for a regional tool.
- 5.6 Evaluate social equity impacts when considering new or updated regional policies and programs.

#### Transit Agencies

- 5.2 Monitor outcomes of transit investments and TOD-related programs, including transit system use and performance, and contribute relevant data to regional transit community monitoring.
- 5.3 Evaluate social equity impacts when considering new or updated policies and programs.

#### Local Governments

- 5.4 Monitor indicators of progress toward local goals for transit communities and contribute relevant data to regional TOD monitoring.
- 5.5 Evaluate social equity impacts when considering new or updated policies and programs.

#### Equity Network

- 5.6 Provide assistance in the development of evaluation and monitoring tools, including the Social Equity Evaluation Tool.

### Priority Transit Communities for this Action Area

- The need for evaluation and monitoring of impacts and outcomes applies across the region.



## Strategies to Attract Housing and Employment Growth

**Goal: Attract more of the region's residential and employment growth to high capacity transit communities.**

To advance the Regional Growth Strategy adopted in VISION 2040, promote economic development, and realize the multiple public benefits of compact growth around rapid transit investments, the signatories to this Compact will strive to:

- Use a full range of tools and investments to attract at least 25% of the housing growth expected in the region through the year 2040 within transit communities located along the long-range light rail transit corridors;
- Target business retention and attraction strategies to attract at least 35% of the employment growth expected in the region through the year 2040 within transit communities located along the long-range light rail transit corridors, and
- Plan for and promote residential and employment densities within transit communities that support ridership potential and contribute to accommodating growth needs within each high capacity transit corridor.

### Overview of Action Strategies

Recommended action strategies to attract housing and employment growth to transit communities reflect three overarching objectives:

**Make great urban places that are attractive to households and businesses.** The region can achieve the goal of attracting transit supportive development to station areas with a focus on building neighborhoods that offer safe, high quality urban living, including a critical mass of residential and commercial activity, easy access to local and regional jobs and opportunities, and a rich public realm. Tools to make this happen include not only traditional land use approaches, but also heightened integration of land use with transit and active transportation and targeted investments in a range of public assets that meet the needs of current and future residents and businesses.

**Remove barriers to development.** Regional market analysis has shown that demand for housing and commercial space located near rapid transit stations exists in all three light rail corridors. However, existing conditions in some locations are potential barriers to new market development, and include restrictive zoning capacity and other regulatory barriers (e.g., excessive parking requirements), and lack of essential public infrastructure. Removing regulatory barriers through regulatory review and local and regional tools to fund the most pressing infrastructure needs, is important in all transit communities regardless of market conditions, but particularly critical in those with emerging or strong markets.

**Support development in emerging markets.** Market analysis also shows that the light rail corridors include a large number of locations with weaker market conditions where regional accessibility by high capacity transit service may not alone be sufficient to attract new development. This represents a significant challenge for both local jurisdictions and the region. New development in emerging markets should be supported by tools and investments that increase value, reduce costs, and build on existing community assets and market potential.





## Strategy 6: Conduct Station Area Planning

Station area planning is the process whereby local jurisdictions engage broad community interests to produce a unique vision for a transit community and a blueprint for regulations and investments that successfully attract residential and employment growth consistent with that vision. Each high capacity transit station area should have a dedicated plan, or policies within an existing plan, addressing a comprehensive range of topic areas, including many of the recommendations in the Corridor Action Strategies.

### Recommended Actions

#### Puget Sound Regional Council

- 6.1. Amend plans and policies to establish transit communities as a key element of the regional growth strategy to concentrate new population and employment within urban areas in centers linked by a high capacity transit network.
- 6.2. Develop regional guidelines on best practice in station area planning.
- 6.3. Amend the PSRC policy and plan review process to include guidance on station area planning.
- 6.4. Provide technical assistance to local jurisdictions and other agencies to support station area planning.
- 6.5. Create a competitive grant program to fund transit community implementation activities such as strategic planning, code development, feasibility analyses, or predevelopment design.
- 6.6. Adopt criteria for transportation project funding that incentivize local adoption of station area plans that are consistent with regional guidance.

#### Transit Agencies

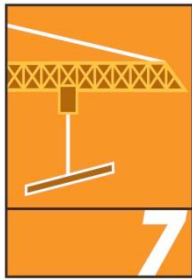
- 6.7. Participate in local station area planning as an active partner with local jurisdictions and other public agencies and in conjunction with ongoing transit service planning.
- 6.8. Contribute agency resources, where feasible and appropriate, to station area planning efforts.
- 6.9. Implement a TOD strategy that addresses long-range system expansion and service provision, station design and access, property acquisition and disposition, partnerships with other agencies and local government, and transit-supportive uses and densities.

#### Local Governments

- 6.10. Review existing plans and policies, when they are considered for periodic update, for consistency with regional guidance on station area planning and recommendations contained in the Corridor Action Strategies and adopt amendments to address any inconsistencies.
- 6.11. Adopt station area plans and/or policies for all high capacity transit communities which are expected to attract significant new population or employment growth
- 6.12. Use the plan development and update process to identify and address potential regulatory barriers to equitable transit community development.

#### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities



## Strategy 7: Use Land Efficiently in Transit Communities

Transit communities contain a limited amount of land to accommodate housing, workplaces, retail and services, open space and other public amenities. Attracting growth to transit communities starts with policies and regulations that use that resource wisely and allow sufficient compact development to meet growth and ridership goals along with public and private actions to support those investments.

### Recommended Actions

#### Puget Sound Regional Council

- 7.1 Amend plans and policies to include detailed guidance on transit supportive densities and uses, including recommended density ranges for each transit community type. Density guidance should be consistent with the Regional Growth Strategy and with ridership potential for the transit modes in each location and also reflect local land use and market characteristics.
- 7.2 Refine criteria for transportation project funding and station area plan implementation grants that incentivize zoning for achievement of transit supportive densities that are consistent with regional guidance.
- 7.3 Maintain a regional inventory of developable public lands located within transit communities and provide technical assistance to other public agencies in identifying opportunity sites for TOD.
- 7.4 Leverage existing agency resources to support ongoing evaluation of the supply and demand for residential and commercial development in transit communities.
- 7.5 Collaborate with transit agencies and local governments on continued development and regional implementation of the Transit Service Overlay Zone concept to support and complement these Corridor Action Strategies.

#### Transit Agencies

- 7.6 Provide input to regional and local governments on appropriate density thresholds for transit communities within each high-capacity transit corridor based on regional and local plans and expected levels of service by transit mode and ridership potential.
- 7.7 Adopt land acquisition policies that support TOD potential. Conduct analyses of TOD potential for properties under consideration for agency acquisition within transit communities.
- 7.8 Adopt land disposition policies and procedures that leverage agency property assets in order to support transit supportive densities and affordability in transit communities, such as through sale or joint development.
- 7.9 Identify agency owned opportunity sites for joint development and land assembly in transit communities.

#### Local Governments

- 7.10 Adopt land use plans and zoning regulations that accommodate and promote transit supportive uses and densities that are consistent with regional guidelines.
- 7.11 Align surplus lands disposition policies with local and regional TOD objectives.
- 7.12 Identify city or county owned sites with potential for joint development and land assembly for TOD projects.
- 7.13 Conduct a land supply and capacity analysis for each high capacity transit station area. Build upon existing work and resources, such as periodic *Buildable Lands* evaluations.

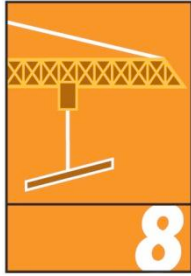
#### State

- 7.14 Adopt legislation to give public agencies greater flexibility in disposing of surplus lands for the purposes of transit oriented development in station areas, including the ability to discount property sale price where long-term housing affordability is provided.

#### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities





## Strategy 8: Locate, Design, and Provide Access to Transit Stations to Support TOD

Decisions about the siting and design of transit facilities can have a significant impact on the potential for building transit communities within a given corridor. Current and future community members are best served and ridership potential is best supported where transit systems are designed to foster long-term TOD potential and connectivity to surrounding neighborhoods and communities.

### Recommended Actions

#### Puget Sound Regional Council

- 8.1 Consistent with existing regional policies and plans that call for integrating land use and transportation investments, refine regional policy guidance to clarify that, where possible, transit alignments and station location and design choices should promote TOD throughout the region, including in designated regional centers and other locations with potential for concentrated residential and/or employment uses.

#### Transit Agencies

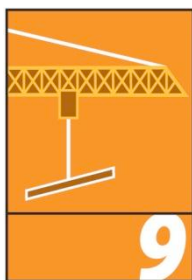
- 8.2 Strengthen criteria for selecting transit alignments and station locations to include TOD potential alongside other criteria such as environmental impacts, costs, and ridership potential. TOD potential should both existing and planned uses and densities within transit station areas.
- 8.3 Design and develop stations to include joint development, where feasible, with market rate and affordable residential, commercial, or civic and other public uses.
- 8.4 Design stations to provide multimodal access to transit, including on foot, bicycle, and via connections with other transit services.
- 8.5 Adopt transit access and parking management strategies that accommodate and encourage multiple modes of travel to the transit system. Give priority to alternatives to automobile travel through approaches, such as: transit connections to surrounding neighborhoods, bicycle and pedestrian connections, and demand management strategies (e.g., parking fees).
- 8.6 Where parking at transit stations is needed, minimize conflicts with TOD potential through tools such as parking structure siting and design that complements walkable and active streets and public spaces, interim parking strategies including facilities that can be redeveloped with residential or commercial uses in the future, and shared parking with nearby uses.
- 8.7 Coordinate planning and capital investment activities with those of other public agencies, including other transit agencies, local governments, and state agencies such as WSDOT.

#### Local Governments

- 8.8 Partner with transit agencies on alignment of new transit facilities, station siting and design, and system access planning.
- 8.9 Adopt land use regulations and capital improvement plans that are consistent with and support transit corridor access strategies, to include zoning for transit supportive densities and funding for bicycle and pedestrian improvements.

#### Priority Transit Communities for this Strategy

- Communities with fixed guideway transit, such as light rail, streetcar, commuter rail
- Communities with multimodal transit centers
- Communities undergoing planning and implementation of new transit investments



## Strategy 9: Adopt Innovative Parking Tools

Frequent and reliable transit service within walking distance of housing and commercial uses reduces the amount of parking needed as part of new development. Requirements for parking that are inflexible and exceed demand can drive up development costs and resulting prices and rents, and may render new development infeasible. A range of innovative parking tools are available for use in transit communities that are effective in supporting TOD while meeting the limited parking needs of a transit rich environment.

### Recommended Actions

#### Puget Sound Regional Council

- 9.1 Amend PSRC policy and plan review process to include guidance on parking best practices and innovative tools for use in transit station areas.
- 9.2 Collaborate with King County to further develop the data and tools included in the Right Size Parking project for application in transit communities throughout the region.
- 9.3 Establish criteria for transportation project funding that incentivize local adoption of comprehensive parking management strategies and innovative best practices (see 9.6).

#### Transit Agencies

- 9.4 Work with local governments to coordinate implementation of access plans for transit stations and parking management strategies for station areas.

#### Local Governments

- 9.5 Adopt a district-wide management strategy for both on- and off-street parking as part of the station area plan or policies.
- 9.6 Adopt, where appropriate, innovative off-street parking management tools, such as:
  - Flexible or market-driven parking regulations
  - Reduced or eliminated parking requirements for special populations and locations with access to frequent transit
  - Limits on the maximum amount of parking that can be included in a development,
  - “Unbundling” the cost of parking from housing unit prices/rents
  - Shared parking facilities
  - Support for car sharing options
  - Transportation demand management
- 9.7 Where parking demand is high, adopt on-street parking management strategies, such as metered parking and residential parking zones.

#### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities



## Strategy 10: Invest in Infrastructure and Public Realm Improvements

Local governments and private developers have identified insufficient infrastructure and community amenities as major barriers to new residential and commercial development in transit communities. For example, data indicate that many current and potential station areas within the light rail corridors lack the street networks, sidewalks, parks, and other public facilities desired for livable transit communities. A regional strategy to provide sufficient infrastructure and enhance the public realm includes creating new funding tools and targeting existing funds for maximum benefit.

### Recommended Actions

#### Puget Sound Regional Council

- 10.1 In awarding regional transportation funding, give preference to projects located in or serving transit communities. In order to leverage existing and potential market demand for TOD, give priority to 1) projects located where current TOD orientation is low and market demand is transitional to very strong, and 2) projects located where current TOD orientation is high and current market demand is weak to moderate.
- 10.2 Fund transportation improvements that enhance the TOD orientation of existing and future transit communities, such as bicycle and pedestrian facilities, street improvements that accommodate multiple modes and users, and projects that improve connectivity within a transit community.
- 10.3 Provide regional guidance on street design and public realm improvements in transit communities.
- 10.4 Continue to convene and support regional coalitions of public and private stakeholders to develop new and expanded financing tools for infrastructure and other public investments.

#### Transit Agencies

- 10.5 Collaborate with local governments, transit providers, and other public agencies to evaluate transit access and connectivity needs early in the planning and design process and to identify and fund priority station area infrastructure improvements.
- 10.6 Develop projects to connect to and enhance the public realm in transit communities.

#### Local Governments

- 10.7 Encourage new development through integrated capital facilities, land use, and economic development and investments.
- 10.8 Utilize, where appropriate, existing tools to fund infrastructure improvements, including value capture tools, local improvement districts, and local taxing authority.
- 10.9 Identify priority public improvements needed in transit communities, including transportation infrastructure, civic facilities, parks and open space, and other public realm enhancements.
- 10.10 Explore options for dedicated funding for improvements to the public realm in transit communities.

#### State

- 10.11 Adopt legislation authorizing new value capture financing tools for use by local jurisdictions to fund infrastructure improvements and affordable housing in transit communities.

### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities



## Strategies to Provide Affordable Housing Choices

**Goal: Provide housing choices affordable to a full range of incomes near high-capacity transit.**

Adopted regional policy recognizes housing as a basic human need and calls for local policies and tools that provide for an adequate supply of housing affordable at all income levels, to meet the diverse needs of both current and future residents.

In order to meet a substantial portion of this need within walking distance of rapid transit services, the signatories to this Compact will:

- Use a full range of housing preservation tools to maintain the existing level of affordable housing within each transit community, and
- Use a full range of housing production tools and incentives to provide sufficient affordable housing choices for all economic and demographic groups within transit corridors. Strive for affordability of new housing in transit communities as a whole that is proportional to region-wide need or greater to serve transit-dependent households, as follows: at least 15% affordable to households that earn between 50% and 80% of AMI, at least 15% affordable to households that earn between 30% and 50% of AMI, and at least 20% affordable to households that earn below 30% of AMI.

These affordable housing goals are based on regional income data and forecasts of TOD demand produced for GTC by the Center for Transit Oriented Development. While the action strategies reinforce and expand upon existing tools and resources, housing goals for transit communities will not be fully attainable by governments and housing providers in our region without an increase in the total amount of subsidy available for production and preservation of below market cost housing.

### Overview of Action Strategies

Recommended action strategies to provide housing choices reflect three overarching objectives. First, local jurisdictions should define and quantify housing needs for each transit community. Understanding housing needs for all income levels and demographic groups identified in VISION 2040 is a necessary starting point for adopting the appropriate mix and scale of public and private sector tools. Second, with the paramount importance of preserving existing and supplying new housing choices in proximity to transit investments, a full range of resources should be made available, and in fact targeted, to transit communities. The toolbox includes regulations, incentives, requirements, subsidies, and other programs. Finally, the overall housing strategy should to the extent possible capitalize on the value created by the private market, enhanced by transit investments, in order to achieve the broadest range of affordability in market rate housing and additional below market rate units.

Appropriate strategies and tools for particular transit communities may vary and should be informed by the local housing needs assessment and the transit community typology. For example, transit communities with high current levels of affordability may focus on maintaining housing choices through preservation. In communities with less current affordability, appropriate tools may focus more on new affordable housing production. In all cases, attention should be paid to encourage housing that is not only affordable, but also healthy and safe.

For the purposes of these strategies, “affordable housing” includes subsidized and market-rate housing affordable to lower income households at various income levels, including 0%-30% of AMI, 30%-50% of AMI and 50%-80% of AMI, unless defined by a local jurisdiction’s housing needs assessment to also include housing affordable to higher incomes.



## Strategy 11: Assess Current and Future Housing Needs in Transit Communities

A transit community housing needs assessment determines the current and future demand for housing affordable to different income groups and provides the context for appropriate tools and programs to meet the housing needs. The assessment would be triggered by larger planning efforts, such as station area, subarea, or comprehensive planning. Housing needs assessments would be informed by regional and countywide guidance and technical assistance, and would in turn inform locally determined housing goals and strategies. The assessments should address, at minimum, housing needs for lower income households at various income levels, including 0%-30% of AMI, 30%-50% of AMI and 50%-80% of AMI.

### Recommended Actions

#### Puget Sound Regional Council

- 11.1. Develop regional guidance on best practice in conducting a transit community housing needs assessment. The assessment should address housing supply and demand for households at all income levels identified in VISION 2040 as well as housing needs related to demographic groups, special needs populations, and workers at all income levels.
- 11.2. Provide data and support coordination among jurisdictions to ensure that housing goals and strategies complement one another and address cumulatively the regional housing goals for transit communities.
- 11.3. Amend PSRC policy and plan review process to include guidance on the recommended format and content for a transit community housing needs assessment and plan.
- 11.4. Amend transportation funding criteria to provide incentives for adoption of transit community affordable housing assessments, plans, and implementation tools.
- 11.5. Carry out VISION 2040 H-action-1, the development of a Regional Housing Strategy. As part of the strategy, specifically address housing supply and demand in transit communities.
- 11.6. Build on the existing Housing Innovations Program (HIP) website to include resources and models for affordable housing assessment, station area plans, and tools appropriate to preserve and increase affordable housing supply in transit communities.

#### Transit Agencies

- 11.7. Incorporate results of housing needs assessments in TOD related decisions, including the acquisition and disposition of properties.

#### Local Governments

- 11.8. Conduct a transit community housing needs assessment consistent with regional guidance.
- 11.9. Conduct an inventory of existing affordable housing, including the cost, size, and condition of existing units, as part of the housing needs assessment and use this information to identify potential sites for preservation and/or replacement.
- 11.10. Based on the findings of the housing needs assessment, and consistent with Countywide Planning Policies, adopt quantitative and qualitative affordable housing goals for lower income households at various income levels, including 0%-30% of AMI, 30%-50% of AMI and 50%-80% of AMI and a strategy to achieve goals as the transit community grows.
- 11.11. Plan for, preserve, and encourage the development of affordable housing in transit communities consistent with the housing element in the jurisdiction's comprehensive plan.
- 11.12. Plan for and encourage a range of housing types, designs, and tenure to meet the needs of a full range of demographic and household profiles. This may include rental and ownership housing, housing with universal design, higher density housing types, mid-density housing types (e.g., cottage, accessory dwelling units, and townhomes), housing units with two or more bedrooms to meet the needs of families.

#### Affordable Housing Providers

- 11.13. Contribute to housing needs assessments through data sharing and technical review.

#### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities
- Any transit community undergoing station area or subarea planning



## Strategy 12: Minimize Displacement through Affordable Housing Preservation and Replacement

Many transit communities are home to existing low- and moderate-income households at potential risk of displacement due to increased market strength and gentrification that may accompany transit system development. Strategies to preserve the existing affordable housing stock in good condition or to replace affordable housing demolished due to new development can help minimize these displacement risks. Although preservation and replacement strategies were not a central component

of the Growing Transit Communities Partnership work program, they are critical to the long-term success of these communities and should be a focus area for future work.

### Recommended Actions

#### Puget Sound Regional Council

- 12.1. Expand the existing Housing Innovations Program to provide more detailed guidance and technical assistance to local governments and other regional partners on affordable housing preservation tools which can be used in transit communities.
- 12.2. Work with regional partners to develop data and methods to provide for an “early warning system” to identify properties in transit communities that contain affordable units that are at risk of displacement or conversion.
- 12.3. Work with local governments and housing providers to maintain a regional database of publicly subsidized housing stock.

#### Transit Agencies

- 12.4. Assist where feasible in the preservation or replacement of housing lost on agency-owned properties due to construction related activities.

#### Local Governments

- 12.5. Conduct an inventory of existing affordable housing as part of the housing needs assessment and use this information to identify potential sites for preservation and/or replacement.
- 12.6. Use available tools and resources to encourage that affordable units lost due to redevelopment in a transit community are replaced with units at the same affordability level within that transit community.
- 12.7. Use incentive programs for developers to preserve or replace affordable units. (See Strategy 17)

#### Affordable Housing Developers, Financiers, and Community Organizations

- 12.8. Adopt funding policies and criteria that support and encourage both development and preservation of affordable housing in transit communities, where mobility and access to jobs and services is higher. Work with regional partners to identify and advocate for new dedicated funds and tools to support affordable housing preservation.
- 12.9. Pursue funding for rehabilitation of affordable housing stock, such as the Neighborhood Stabilization Program and the Weatherization Assistance Program.
- 12.10. Create the capacity to acquire and hold land and buildings for future affordable housing development that includes preservation, using tools such as a regional TOD property acquisition fund (Strategy 14).

#### Priority Transit Communities for this Strategy

- Transit communities with potential or immediate risk of displacement
- Transit communities with existing affordable housing stock





## Strategy 13: Direct Housing Resources to Support Transit-Dependent Populations

There are currently several sources for affordable housing subsidy at the local, regional, and state levels. Targeting a portion of those funds to projects in transit communities can be a way to produce more affordable housing for transit-dependent populations. In addition, using tools such as Opportunity Mapping to inform housing subsidy allocations can help create greater access to high-opportunity neighborhoods for low-income households. The following actions will be most effective in conjunction with strategies to grow the overall amount of available resources for affordable housing, such as through housing levies or similar funding, value capture financing, and a TOD property acquisition fund.

### Recommended Actions

#### Puget Sound Regional Council

- 13.1 Amend plans and policies to call for investment of housing resources that support and encourage the development and preservation of affordable housing in transit communities.
- 13.2 Provide technical support to housing funders and developers in defining transit community nodes and boundaries for the purposes of making funding and programmatic decisions.

#### Local Governments

- 13.3 Adopt policies that support and encourage funding for the development and preservation of affordable housing in transit communities.
- 13.4 Expand the capacity of locally-generated housing funds, such as through support for development and passage of a local, sub-regional, or regional housing funding source.

#### Affordable Housing Funders and Developers

- 13.5 Adopt funding policies and criteria that support and encourage the development and preservation of affordable housing in transit communities, where mobility and access to jobs and services is higher.
- 13.6 Consider the GTC transit community typology and Opportunity Mapping data when identifying locations within the region for new production and preservation investments.

#### Affordable Housing Advocacy Organizations

- 13.7 Build on the Growing Transit Communities Partnership to convene a regional coalition to call for new and expanded sources of housing subsidy beyond what is currently available from government and non-governmental sources.

### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities
- Transit communities with limited stock of affordable units



## Strategy 14: Implement a TOD Property Acquisition Fund

A TOD Property Acquisition Fund is a tool that has been used with success in other regions to provide financing for the purchase of properties within transit communities before increased land values make affordable housing development prohibitively difficult. There is strong and ongoing regional cross-sector support for establishing a fund in the central Puget Sound region. Developing and managing such a fund will require significant commitments from the public sector, as well as private foundations and housing development funders. The TOD Fund strategy was a central component of the Growing Transit Communities Partnership work program and is a high priority for implementation.

### Recommended Actions

#### Puget Sound Regional Council

- 14.1 Coordinate with and support the identified manager of a regional fund to provide a revolving source of capital available to developers of affordable housing in transit communities.
- 14.2 Explore options for using a portion of PSRC regionally managed funds to contribute public sector catalyst investments in a TOD property acquisition fund.

#### Transit Agencies

- 14.3 Explore options to contribute to public sector catalyst investments in a TOD property acquisition fund.

#### Local Governments

- 14.4 Explore options for contributing local funds as a portion of regional public sector catalyst investment in a TOD property acquisition fund.

#### TOD Fund Manager

- 14.5 Identify and recruit a broad range of potential contributors of startup capital to the TOD property acquisition fund.
- 14.6 Structure fund governance to maximize input and oversight from regional stakeholders.
- 14.7 Work with PSRC, transit agencies, and local governments to identify target locations and a range of loan products designed to meet the needs for capital in various phases of housing development.

#### Housing authorities, WSHFC

- 14.8 Explore options for contributing capital to the TOD property acquisition fund.

#### Local and National Foundations and Philanthropies

- 14.9 Explore options for contributing capital to the TOD property acquisition fund.

#### CDFIs and other private sector funders

- 14.10 Explore options for contributing capital to the TOD property acquisition fund.

### Priority Transit Communities for this Strategy

- Transit communities with limited stock of affordable units
- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities





## Strategy 15: Expand Value Capture Financing as a Tool for Infrastructure and Affordable Housing

Public transit improvements increase the value of nearby properties. A portion of that added value may be captured to finance further public improvements. Developing such value capture financing strategies is a central component of the Growing Transit Communities Partnership work program and is a high priority for implementation in the region and across the state. In addition to various value capture tools currently available in the state, new tools should be considered to ensure that the potential displacement risk to low income households from rising property values is mitigated. Stakeholders should consider the potential benefits of new tools and target currently available tools for use in providing infrastructure and affordable housing in transit station areas.

### Recommended Actions

#### Puget Sound Regional Council

- 15.1 Provide regional guidance on best practices and technical assistance to local jurisdictions on the establishment and administration of value capture tools.
- 15.2 Include in a regional station area plan implementation grant program the option of funding selected feasibility studies for local implementation of value capture financing.
- 15.3 Continue to provide a forum for a coalition of regional stakeholders to advance new and expanded value capture tools in Washington State.

#### Transit Agencies

- 15.4 Support the development and use of value capture financing tools in order to increase transit ridership potential through new development.

#### Local Governments

- 15.5 Support affordable housing development in station areas through the use of existing tools for value capture financing that are authorized under Washington State law, including Community Revitalization Financing, Local Infrastructure Financing Tool, Local Revitalization Financing, Landscape Conservation and Local Infrastructure Program, and Local Improvement District.
- 15.6 Work with property owners and other stakeholders to explore value capture financing tools, as authorized by any future legislation, and where market strength and property owner support exists and major infrastructure projects and housing needs have been identified.

#### State

- 15.7 Adopt legislation authorizing new and expanded value capture financing tools that can be used to generate revenue for affordable housing and infrastructure investments in transit station areas.

### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities



## Strategy 16: Make Surplus Public Lands Available for Affordable Housing

Programming the future use of developable publicly owned surplus properties creates a unique opportunity to improve housing options for low income residents and improve transit ridership. Best practices for the use of public lands for affordable housing include joint development, discount sale, public-private land assembly, and the use of air rights above stations. Expanding state law and removing other legal or programmatic obstacles may facilitate broader use of these tools. A surplus

public lands strategy was a central component of the Growing Transit Communities Partnership work program and is a high priority for implementation.

### Recommended Actions

#### Puget Sound Regional Council

- 16.1 Provide guidance on best practices and technical assistance to public agencies and potential private sector development partners.
- 16.2 Maintain a regional inventory of developable public lands in transit communities.

#### Transit Agencies

- 16.3 Develop policies and practices related to the acquisition and disposition of properties that support affordable housing production or preservation on surplus sites.
- 16.4 Evaluate and employ best practices to make surplus property available for new developments that include affordable housing.
- 16.5 Conduct analysis of TOD potential and feasibility study for all properties that are candidates for acquisition (See Strategy 7.7).

#### Local Governments

- 16.6 Develop policies and practices related to the acquisition and disposition of properties that support affordable housing on surplus sites.
- 16.7 Evaluate and employ best practices to make surplus property available for new developments that include affordable housing.

#### State

- 16.8 Adopt legislation that gives public agencies more flexibility in the disposition of public lands for the public purpose of providing increased affordable housing opportunities in transit station areas, such as through discounted sale, joint development, or other mechanisms.

### Priority Transit Communities for this Strategy

- Transit communities under any stage of light rail system development
- Transit communities with any other identified opportunities for development of surplus lands



## Strategy 17: Leverage Market Value through Incentives for Affordability

Incentives help achieve affordability in rental and ownership housing development, in both multi-family and single-family projects. Statute allows jurisdictions to create required or optional incentive zoning programs for affordable housing when additional development capacity is provided through zoning changes or density bonus programs, thereby ensuring that new development contributes to maintaining and expanding the supply of affordable units. Additionally, other voluntary incentives, such as multi-family tax exemption or fee waivers, may also be used to encourage affordable housing production and preservation. Although these incentive strategies were not a central component of the Growing Transit Communities Partnership work program, they are critical to the long-term success of these communities and should be a focus area for future work.

### Recommended Actions

#### Puget Sound Regional Council

- 17.1 Provide guidance and technical assistance to support adoption, where appropriate, of incentives for affordable housing in transit communities. Provide ongoing staff support to a broad stakeholder effort to further develop tools for the effective use of required and optional incentive programs tied to an increase in development capacity, through research, education, and state and local statutory changes.
- 17.2 Include in a regional station area plan implementation grant program the option of funding selected feasibility studies for local implementation of required and optional incentive programs for affordable housing.

#### Local Governments

- 17.3 Conduct a feasibility study to evaluate the costs and benefits of potential land use actions and incentives. Based on the feasibility study, adopt regulations that leverage the provision of additional development capacity, such as density or height, to produce and preserve affordable housing units. There are a range of ways to implement such provisions that are sensitive to local conditions and markets. For example, requiring affordability in all developments when increased development capacity is granted outright, or voluntary provisions where additional development capacity is gained in exchange for providing affordable housing.
- 17.4 In all transit communities planning for residential growth, adopt additional incentives for private developers to include affordable units in new residential projects. In determining the appropriate mix of incentives for each community, consider market conditions, housing needs, and existing regulations. Incentives that should be considered for adoption in all transit communities include:
  - Reduced parking requirements for projects that include affordable units
  - Impact or permit fee waivers for projects that include affordable units
  - Use of multifamily tax exemption conditioned to provision of long-term affordability
  - Expedited permitting for projects that include affordable units

#### Developers and Financiers

- 17.5 Contribute industry knowledge to the analysis and design of inclusionary and incentive tools by local jurisdictions.

### Priority Transit Communities for this Strategy

- Required or optional incentive zoning programs can be effective in transit communities undergoing updates to plans or regulations which result in added development capacity, especially in transit communities where market strength for TOD is emerging or strong. Additionally, incentive zoning programs may be more appropriate at a larger scale than the half-mile station area.
- Voluntary incentives can be effective in all transit communities where jurisdictions seek to attract residential growth to accompany existing or future high capacity transit service.



## Strategy 18: Implement Recommendations of Regional Fair Housing Assessment

Fair housing is housing that is available to anyone, regardless of race, color, religion, sex, family status, disability, or national origin, and free of barriers to housing choice in communities throughout the region. In order to foster compliance with the federal Fair Housing Act, communities receiving support from the U.S. Department of Housing and Urban Development (HUD) community planning and development programs are obligated to affirmatively further fair housing. This means identifying

barriers to fair housing choice and carrying out action plans to overcome the effects of these impediments. The objective is to eliminate housing discrimination and provide opportunities for inclusive patterns of housing occupancy. Communities must address fair housing for the “protected classes” listed above, and can choose to add in additional ones to this list and many corridor communities have chosen to do so. These policies need not be restricted to HUD assisted communities, but should be focused in all transit station areas where diversity and inclusiveness are vital.

PSRC has developed a Regional Fair Housing Group that is working with HUD’s guidance to conduct a Fair Housing Equity Assessment (FHEA) across the region. The FHEA will identify barriers to fair housing choice that reach across jurisdictional lines, and will identify areas of increasing segregation and racially/ethnically concentrated areas of poverty. The FHEA will highlight disparities in access to opportunity across the region and evaluate the equity of transit improvements across the region. Trends in discrimination cases, fair housing testing, mortgage lending practices, and capacity of fair housing enforcement agencies will be assessed. Action strategies of the FHEA will outline how different governmental and non-governmental partners can work across the region to remove barriers to fair housing. Tools to promote fair housing may include fair housing legislation, fair housing enforcement, mobility improvements, and zoning codes.

### Recommended Actions

#### Puget Sound Regional Council

18.1 Work with regional partners to identify barriers to fair housing choice, develop actions to address barriers, and implement recommendations of the FHEA.

#### Transit Agencies

18.2 Participate in the development of the FHEA and its final implementation recommendations.

#### Local Governments

18.3 Adopt policies to address universal design principles to ensure that development and public spaces are accessible to people with disabilities.

18.4 Promote fair housing practices in station areas through actions such as targeting fair housing outreach and educational resources to these areas, and building capacity of community groups to do outreach and education.

18.5 Participate in the development of the FHEA and its final implementation recommendations.

#### State

18.6 Adopt state legislation that prohibits housing discrimination against rental subsidy holders.

#### Housing Enforcement Agencies

18.7 Support fair housing planning in station areas with focused fair housing testing, enforcement, and education and outreach strategies in these areas

### Priority Transit Communities for this Strategy

- Fair housing strategies are applicable to all transit communities in the region.



## Strategies to Improve Access to Opportunity

**Goal: Increase access to opportunity for existing and future residents of transit communities.**

Adopted regional policy recognizes the need to address the diverse housing, transportation and economic needs of current and future residents so that all people may prosper as the region grows. This requires special attention to communities that lack access to mobility choices, quality schools, and other social and physical neighborhood components that allow community members to thrive and succeed.

In order to more equitably meet the needs of all residents of the region, the signatories to this Compact will strive to:

- Improve access to opportunity in the transit corridors through targeted investments that meet the needs of residents and businesses in communities with low access to opportunity, targeted affordable housing investments in communities with high access to opportunity, and transit connections linking high opportunity and low opportunity areas.
- Use a full range of community engagement strategies to increase the involvement of diverse and historically under-represented groups in transit community development, empower communities to influence decisions at all levels of government, and ensure opportunities for participation throughout the decision-making process.

### Overview of Action Strategies

Recommended action strategies to increase access to opportunity reflect three overarching objectives:

**Understand regional disparities and gaps along with local community needs that impact access to opportunity.** The opportunity mapping analysis conducted by PSRC in consultation with the Kirwan Institute has revealed a widespread pattern within the region of inequitable access to educational, economic, transportation, environmental health, and neighborhood resources. While the overall opportunity score informs regional priorities and approaches, additional local analysis is needed in order to show which programs and investments should be targeted to each location.

**Identify existing and potential new resources and tools that may be used to meet community needs.** Each of the five opportunity areas identified in these strategies may be addressed by general purpose government, special purpose public agencies, non-profits, foundation support, and through other private sector investment. Effective approaches will leverage the potential for partnerships across sectors. Success will depend as well on balancing strategies to address overall community needs with place-based strategies that focus specifically on transit communities. By advancing work to define and measure equity within the region, the Growing Transit Communities Partnership has provided a foundation for these efforts.

**Build support for equitable opportunities through education, coalitions, and leadership.** In an era of limited resources, both public and private entities must demonstrate that their investments effectively meet the most pressing community needs. The commitment to invest in our communities can be bolstered first by raising awareness of regional disparities and the link between social equity and regional prosperity. Political support is built and sustained through broad-based coalitions, such as that assembled for the Equity Network, and also by policy makers and community leaders championing a regional vision of equity and equitable transit community development.



## Strategy 19: Assess Community Needs

The Puget Sound Regional Council has developed a framework and technical approach to measuring equitable access to opportunity within the region: Opportunity Mapping. Application of this tool to the region as a whole, including identification of many locations with an overall low level of opportunity across a spectrum of community needs, shows that more detailed analysis is warranted in many transit communities as a basis for making informed community investment decisions. Communities with a very low, low or moderate access to opportunity, as indicated on the Opportunity Mapping exercise, should develop a community needs assessment as part of larger planning processes, such as station area, subarea, or comprehensive planning. Community needs assessments would be informed by regional guidance and technical assistance, and would in turn inform goals and strategies to improve local access to opportunity and other social equity outcomes.

### Recommended Actions

#### Puget Sound Regional Council

- 19.1. Work with local jurisdictions to use the opportunity mapping score to identify neighborhoods needing further assessment at a local scale.
- 19.2. Maintain and make available the Opportunity Mapping database as a regional resource for community development planning and investment.
- 19.3. Work with local jurisdictions to use the opportunity mapping score to identify neighborhoods needing further assessment at a local scale.
- 19.4. Collaborate with other agencies and the regional Equity Network or its successor to develop and make available to local governments a toolkit for community needs assessment that addresses the six opportunity areas of environmental and public health, economic vitality, mobility, education, and neighborhood quality of life.
- 19.5. Adopt guidelines for local station area planning that address access to opportunity and the potential need to conduct a community needs assessment.

#### Transit Agencies

- 19.6. Include the results of community needs assessments and Opportunity Mapping in station area evaluation and investment decisions, including system development and long-range planning processes.

#### Local Governments

- 19.7. Incorporate the results of the regional Opportunity Mapping in local station area planning, and, where indicated, conduct a more detailed local assessment of community needs.
- 19.8. Involve community members in developing a profile of community assets and needs around transit stations.
- 19.9. Incorporate into local practice lessons learned and models for community needs assessment developed through the GTC equity grants.
- 19.10. Inventory, and explore tools to create, maintain, and protect community anchors and gathering spaces, such as community centers, cultural centers, event spaces, and others, that nurture civic and social engagement.

#### Regional Equity Network and Advocacy Organizations

- 19.11. Collaborate with PSRC and other agencies in developing and disseminating community needs assessment tools for use by public and private sector.

#### Foundations and Social and Community Service Agencies

- 19.12. Utilize Opportunity Mapping and local community needs assessment findings in philanthropic strategies and service programming within the region.

### Priority Transit Communities for this Strategy

- Very low, Low or Moderate access to opportunity per the Opportunity Mapping exercise
- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities





## Strategy 20: Invest in Environmental and Public Health

How we design our cities has an immense impact on community health. Healthy communities include safe and healthy housing, opportunities for active transportation and recreation, and are free from environmental or other negative health hazards. Evidence increasingly shows that land use and transportation planning decisions impact whether people can easily choose to be physically active, eat nutritious food, and live in safe places. Bringing public health into planning decisions is also a strategy for ensuring that all people and communities have the opportunities to make healthy choices regardless of their income, education or ethnic background. In addition, accommodating more of the region's population growth in compact, complete and connected communities helps protect rural lands, farms, forests and wildlife habitat from urban development, thereby preserving access to open space and a higher quality of life for the entire region.

### Puget Sound Regional Council

- 20.1 Strengthen public health benefits as a criterion for promoting funding for projects in transit communities that enhance active transportation options, such as walking and bicycling.
- 20.2 Collaborate with public health agencies in the region to develop and disseminate Healthy Transit Community Principles as an assessment and planning tool for local governments. The Northgate Healthy Community Principles may provide a model for a regional tool.

### Transit Agencies

- 20.3 Encourage active transportation by strengthening policies to encourage and fund non-motorized access to transit.

### Local Governments

- 20.4 Use Healthy Transit Community Principles as foundational element in station area planning and implementation.
- 20.5 Invest in the infrastructure for active transportation, to include sidewalks, trails, bicycle facilities, and safety features for both pedestrians and bicyclists.
- 20.6 Provide sufficient parks and open spaces that are accessible to and meet the needs of current and anticipated future transit community members.
- 20.7 Identify and address areas that lack access to affordable healthy foods, including through land use and economic development strategies.
- 20.8 Promote healthy housing by mitigating the potential noise and air quality impacts of proximity to busy roadways, such as freeways, such as through proactive land use regulations and building codes.

### Public Health Agencies

- 20.9 Improve access to public health and human services to all residents of transit corridors, with facilities sited within transit communities or within easy transit distance.

### Regional Equity Network and Advocacy Organizations

- 20.10 Engage community members on the benefits of active transportation in coordination with local planning efforts and funding decisions.
- 20.11 Identify and advocate for strategic investments in transit communities that can protect and improve community and regional public health and the environment.

### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities
- Communities that score low on the Opportunity Mapping Health and Environment index





## Strategy 21: Invest in Economic Vitality and Opportunity

Stakeholders across sectors call for greater coordination of economic development with high-capacity transit investments. While the economic development inherent to attracting growth will help support vibrant transit communities, additional strategies are needed to attract and retain existing and locally-owned businesses and to link transit community residents to family wage jobs. Although these economic development strategies were not a central component of the Growing Transit Communities

work program, they are critical to the long-term success of these communities and should be a focus area for future work.

### Recommended Actions

#### Puget Sound Regional Council

- 21.1 Use the Opportunity Mapping exercise to guide implementation of the Regional Economic Strategy wherever appropriate. For example, actions to promote workforce development related to job training and education could be targeted to areas with low access to opportunity.
- 21.2 Target outreach efforts for the planned Action Plan for women and minority-owned businesses to include the Equity Network and businesses within current and planned light rail station areas.
- 21.3 Promote greater representation of small, locally- and minority-owned businesses on the Prosperity Partnership.
- 21.4 Promote better integration with VISION 2040 and Transportation 2040 in the next update to the Regional Economic Strategy by encouraging place-based strategies to locate jobs in transit communities, to include regional and sub-regional centers.
- 21.5 Highlight in the next update to the Regional Economic Strategy the need to improve transit access to employment as a means to achieve both economic development and equity objectives.
- 21.6 Adapt for regional application the lessons learned and recommendations from the work on small business retention conducted for the East Corridor Demonstration Project.
- 21.7 Work with local jurisdictions and appropriate stakeholders to explore tools to increase access to family wage jobs, such as through economic development, community benefits agreements, living wage ordinances, and other innovative approaches.

#### Transit Agencies

- 21.8 Work with local jurisdictions to identify business types or districts within transit communities that may be at risk of adverse impacts from transit facility development or from subsequent land use and market changes.
- 21.9 Strengthen policies to encourage local hiring and outreach to women and minority-owned businesses in bidding processes.
- 21.10 Expand construction mitigation to promote small business retention in light rail station areas by including business planning and technical assistance to impacted community businesses to the extent allowed under adopted laws and labor practices.

#### Local Governments

- 21.11 Work with transit agencies to identify business types or districts within transit communities that may be at risk of adverse impacts from transit facility development or from subsequent land use and market changes.
- 21.12 Adopt economic development strategies to support small businesses around transit, to include business planning and technical assistance as well as seeking funds for business attraction, retention and stabilization.
- 21.13 Promote greater commercial diversity and employment opportunities by implementing innovative zoning policies to encourage flexibility in commercial uses in mixed-use zones.

#### Local chamber of commerce and business associations

- 21.14 Provide proactive technical assistance and collaborate with public sector agencies to develop community-based strategies to support business attraction and retention in transit station areas.

### Priority Transit Communities for this Strategy

- Current and planned light rail station areas or other regionally significant transit communities in need of strategies to promote business retention.
- Communities that score low on the Opportunity Mapping Economic Health index



## Strategy 22: Invest in Equitable Mobility Options

While high-capacity transit permits greater connectivity between the region's centers and transit nodes, there remains tremendous need to increase access to the high capacity transit system for community residents and improve other mobility modes—such as local transit service, and bicycle and pedestrian infrastructure—within transit communities. The community engagement in current light rail station areas reveals that areas with greater immigrant populations have greater impediments to accessing transit and the Opportunity Mapping exercise demonstrates that lower-income communities are correlated with needs for more mobility infrastructure investments.

Improving mobility in these communities will open up greater access to education and employment, promote public health, and reduce transportation related household expenses.

### Puget Sound Regional Council

- 22.1 Ensure that regional transportation policies, plans, and funding criteria address social equity and the needs of transit dependent populations.
- 22.2 Use opportunity mapping to prioritize transportation infrastructure improvements to improve connectivity between residents of low-opportunity communities and locations with relatively high levels of employment, educational, and social opportunity.

### Transit Agencies

- 22.3 Adopt transit fares and programs that provide affordable access to residents at all income levels.
- 22.4 Adopt programs and practices that make transit more accessible and understandable to culturally and linguistically diverse communities.
- 22.5 Improve transit access for transit dependent populations, where funding permits and where supported by land uses, including frequent all-day service, bus service to fill service gaps that may be created between rail transit stops, and expanded local transit access to regional high-capacity transit.
- 22.6 Use opportunity mapping, or similar analysis, in transit service planning to provide enhanced transit connectivity between high opportunity locations within the region and residents of low opportunity areas.

### Local Governments

- 22.7 Invest in pedestrian and bicycle facilities that increase connectivity and safety within transit communities, especially to transit stops and destinations frequented by communities of color, low-income residents, seniors, children, and disabled people.
- 22.8 Invest in programs that encourage residents of low opportunity areas to engage in active transportation, such as bicycle commute programs, neighborhood walking maps, and safe routes to school efforts.

### State

- 22.9 Adopt legislation providing greater options for local and regional governments to raise revenues for transit service.

### Regional Equity Network and Advocacy Organizations

- 22.10 Build and maintain coalition to advocate for state, regional, and local actions to increase funding for transit service in the region.

## Recommended Actions

### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities
- Communities that score low on the Opportunity Mapping Equitable Mobility index



## Strategy 23: Invest in Equitable Access to High Quality Education

Access to a quality education is a critical building block to a thriving and successful life. Currently there is established disparity in access to quality K-12 schools and higher education opportunities across the region's communities, both in terms of physical access to educational institutions and the education quality of the institutions themselves. The recommended actions in this strategy focus on the former: land use and transportation investments that improve physical access to education

institutions.

Identifying solutions to education quality barriers will require coordination and action across jurisdictions and sectors. Although these education quality strategies were not a central component of the Growing Transit Communities Partnership work program and are not addressed directly in the Corridor Action Strategies, they are critical to the long-term success of these communities. Future work in this area will need to involve stakeholders that include a broad spectrum of educational providers and community representatives.

### Recommended Actions

#### Puget Sound Regional Council

- 23.1 As part of the planned convening of higher education leaders to discuss whether higher education should be an identified industry cluster in the next update to the Regional Economic Strategy, address issues related to equitable access to higher education within the region.
- 23.2 Consider geographic targeting of job training programs and other vocational programs to communities with low access to opportunity areas as part of implementation of the Regional Economic Strategy.

#### Transit Agencies

- 23.3 Prioritize, where appropriate, transit access to schools to meet the mobility needs of both students and staff, particularly for higher education institutions.

#### Local Governments

- 23.4 Coordinate growth planning with education providers to promote the location of schools in proximity to transit and additional or expanded facilities in communities where new residential growth, especially households with children, is anticipated.

#### School Districts

- 23.5 Adopt policies and criteria that encourage new and expanded facilities in locations with a high level of transit service or planned for high capacity transit in the future.
- 23.6 Incorporate local and regional growth plans and forecasts in facilities planning, including identifying potential school needs in transit communities.

### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities
- Communities that score low on the Opportunity Mapping Access to Quality Education index



## Strategy 24: Invest in Public Safety in Transit Communities

Many stakeholders have identified public safety as a critical component of successful transit communities. A sense of public safety results from many factors, including real or perceived safety risk, quality and design of active and well-lit public spaces, and age and condition of buildings and housing stock. The recommended actions in this strategy focus on land use and transportation policies and investments that may enhance activity in public spaces and improve public safety. Such strategic community investments may help reduce neighborhood crime and increase community engagement. Although these strategies were not a central component of the Growing Transit Communities Partnership work program, they are critical to the long-term success of these communities and should be a focus area for future work.

### Recommended Actions

#### Puget Sound Regional Council

24.1 Provide technical assistance and data where applicable to support local efforts to enhance neighborhood quality of life in transit communities.

#### Transit Agencies

24.2 Design transit stations as safe and inviting public spaces.

24.3 Provide for community safety through effective transit system policing.

24.4 Partner with community members and local public safety providers in the allocation of transit security resources.

#### Local Governments

24.5 Incorporate design principles for improving activity and safety in public spaces, such as the revised Crime Prevention Through Environmental Design (CEPTED), into land use codes and design guidelines for new transit community development.

24.6 Prioritize effective public safety patrols and response to transit communities with identified public safety needs to ensure the safety of both community residents and other transit station patrons.

#### Community and Cultural Organizations

24.7 Work with local governments and transit agencies to highlight community and enhancement opportunities and public safety needs.

### Priority Transit Communities for this Strategy

- Transit communities with current high capacity transit service or expected within 10 years, and other regionally significant transit communities
- Communities that score low on the Opportunity Mapping Neighborhood and Housing Quality index

# Corridor Specific Implementation Priorities

Forthcoming in July 2013

DRAFT

## 4. Next Steps

Forthcoming in May 2013



## 5. Glossary

Forthcoming in May 2013

DRAFT

## 6. Appendices

Forthcoming in May and July 2013

- A: Transit Community Profiles
- B: Growing Transit Communities Partnership Organizational Framework and Process
- C: Growing Transit Communities Partnership Products and Publications
- D: People + Place Implementation Typology Full Methods and Results

For more information on The Growing Transit Communities Partnership or The Corridor Action Strategy, please contact:

Program Manager Ben Bakkenta, Puget Sound Regional Council  
[bbakkenta@psrc.org](mailto:bbakkenta@psrc.org), 206-971-3286

Or visit: <http://www.psrc.org/growth/growing-transit-communities/>





## *Planning & Community Development*

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April 23, 2013

Ms. Sara Schott Nikolic  
Puget Sound Regional Council  
Growing Transit Communities Program  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

Re: City of Shoreline Staff Comments on Draft Corridor Action Strategies

Dear Sara:

Shoreline's staff are grateful to have gained a broader understanding of the principles for Transit Oriented Communities and in particular the importance of equity in transit communities through involvement with Puget Sound Regional Council's (PSRC) Growing Transit Communities (GTC) project. Shoreline's Vision 2029 and Comprehensive Plan embrace the three main goals of GTC.

These comments are intended to edit the strategies for local government partners in a way that ensures successful implementation based on experience implementing local plans and developing regulations. The following are comments from Shoreline staff regarding the Compact and several of the strategies:

### **Growing Transit Communities Compact**

The preamble to the Regional Compact seems to be key to obtaining local government's continued participation in the Growing Transit Communities program. However on page vii of the Regional Compact, we are not at ease with the following bullet regarding proportionate affordable housing by range in the station area. Shoreline's policies point to having affordable housing dispersed throughout our City. We realize these percentages represent the statistically determined need; this does not seem possible to accomplish without a discernable, legally tested source of funding also being identified.

*Use a full range of housing production tools and incentives to provide sufficient affordable housing choices for all economic and demographic groups within transit corridors. Strive for affordability of new housing in transit communities as a whole that is proportional to region-wide need or greater to serve transit-dependent households, as follows: at least 15% affordable to households that earn between 50% and 80% of AMI, at least 15% affordable to households that earn between 30% and 50% of AMI, and at least 20% affordable to households that earn below 30% of AMI.*

## **Introduction & Foundation Action Strategies**

Please add more qualifying language to articulate that Consortium partners will be at different stages in the creation of transit oriented communities and therefore jurisdictions are only expected to implement those strategies that are relevant to that jurisdiction within the local timeline.

### **Strategy 1: Establish a Regional Program to Support Equitable Transit Communities**

Based on our experience with the GTC process and deliverables, I am not sure that a continued regional effort beyond the subsequent local efforts would yield a discernable benefit. Participating through PSRC in an ongoing coalition as described in this strategy could create a need for staffing without funding.

### **Strategy 6: Conduct Station Area Planning**

This strategy includes establishing a funding pool for station area planning. If such a pool were created in the next few years Shoreline could be the beneficiary. Therefore, staff will be advising our Council to support this strategy in particular. We feel it important to reiterate that not all of the Corridor Action Strategies are appropriate or applicable at this time for all transit communities in the region or in Shoreline. However, our current understanding is that by signing the Compact a partner is not obligated to implement all of the strategies. In addition, we hope that PSRC will work with local jurisdiction staff when reviewing Comprehensive Plans to understand why we have perhaps not planned to use a particular strategy should that be the case.

### **Strategy 7: Use Land Efficiently in Transit Communities**

In regards to Action 7.5, Transit Service Overlay Zone is not the only tool that can be used to achieve this end. Our preferred method of zoning is to require standards as part of the zone - not an overlay. Overlays do not show up on real estate inventories, just the underlying zone. People should be able to look at the zoning designation on a parcel and research the Development Code to what it means and allows.

We appreciate the City of Lynnwood staff edit on Action 7.11: "Align surplus disposition policies with local and regional TOD objectives where feasible and appropriate." We can think of many situations where application of this policy would not make sense.

### **Strategy 8: Locate, Design, and Provide Access to Transit Stations to Support TOD**

Shoreline implements Actions 8.8 and 8.9. through the Comprehensive Plan's Station Area and Transportation policies. However, a suggested modification is as follows:

- Item 8.9 – Adopt land use regulations and capital improvement plans that are consistent with and support transit corridor access strategies, to include zoning for transit supportive densities and funding for bicycle and pedestrian improvements...and at the end add: "and funding for road improvements where necessary to enhance transit connectivity".

### **Strategy 10: Invest in Infrastructure and Public Realm Improvements**

We believe our City Council is in support of policies to direct funding to our future transit communities for infrastructure. However, there are limited funds and competing priorities that may necessitate the City to invest within other areas of the City as well. We also have policies that will guide infrastructure funding that may not appear on the surface related to transit communities but are flexible to include these communities as they slowly develop.

In addition, a suggested modification is as follows:

- Item 10.9 – Identify priority public improvements needed in transit communities, including transportation infrastructure, civic facilities, parks and open space, and other public realm enhancements... and add at the end the following: "including protection for streams and steep slopes where present."

### **Strategies 11 through 18: Affordable Housing**

A major emphasis of GTC is affordable housing as a major component of station areas. These strategies suggest that local governments need to assess and monitor, direct resources toward, and plan for affordable housing which all seem to indicate that a local jurisdiction may also need to create a housing authority. Traditionally, smaller cities have relied on county, regional services, and housing consortiums to monitor and access, and acquire property for affordable housing.

Most smaller jurisdictions do not require development to build or fund affordable housing. These strategies shift these roles and costs to local jurisdictions, which will be difficult and costly, while at the same time important. This is an area we need funding and tools to be successful. Without public funding to build affordable housing the City needs to encourage development in general before we can implement or leverage an affordable component. For example, Seattle has tried to mandate 5% affordable housing in market rate housing through height bonuses in private development. However, 5% does not make affordable units a major housing component. The goals of GTC are laudable but will be unrealistic without major public funding. The creation of transit supportive and affordable housing will be aided by the creation of the regional TOD property acquisition fund as also contemplated by this strategy.

- Strategy 13: Direct Housing Resources to Support Transit-Dependent Populations
  - Note: Item 13.4 - there is a missing word or words after "such as".

### **Strategy 21: Invest in Economic Vitality and Opportunity**

Economic development is essential to successfully developing a vital community around any station area. It is essential to infrastructure, housing, and most other things. This strategy should be an early strategy and place forward.

### **CONCLUSION**

PSRC should consider reducing the length of the document and translating the content to be readily comprehended by the public or elected officials. Professional planners that have been asked to read the document are also experiencing some difficulty comprehending the material. As a suggestions, all of the dozens of actions that equate to "we should keep working together and planning" could be combined into one concise statement. Implementation of the strategies by elected bodies may be more successful if they are condensed into one or two pages with three or four actions and the supporting rationale.

In general, the strategies should put more focus on attracting more of the region's growth near high capacity transit as a catalyst for revenues and infrastructure investments. Many of the strategies with equity goals are laudable but are out of reach, at this time, for most small cities and overwhelm the more basic strategies that most communities might be able to focus on.

The City has city-wide policies to support the proposed GTC station area strategies. It would be in accordance with Shoreline's adopted policies to employ many of the strategies, but perhaps not all. With the arrival of light rail station in 2023 the City has time to anticipate the station area needs to be equitable transit communities and the time to build its development and economic



driven revenue to initiate standards, projects, and programs to implement strategies in partnership with other public agencies.

We realize these comments were not prepared to timely include into the North Corridor Task Force's final recommendation, however most if not all of these sentiments were brought up during the North Corridor Task Force meetings. These comments will be provided to our Oversight Committee Representative, Deputy Mayor Chris Eggen and the Shoreline City Council for consideration as they continue to participate as a consortium partner. We look forward to hearing your presentation at the May 6<sup>th</sup> City Council Meeting. Please do not hesitate contacting us if you would like to discuss any of our comments.

Sincerely,



Rachael Markle  
City of Shoreline  
Director, Planning and Community Development

cc: Mayor Keith McGlashan  
Deputy Mayor and Oversight Committee Member Chris Eggen  
City Council members  
Julie Underwood, City Manager  
Paul Cohen, Planning Manager and North Corridor Task Force Alternate