

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Adoption of Proposed Resolution No. 357 - Growing Transit Communities Regional Compact
<b>DEPARTMENT:</b>	Planning and Community Development
<b>PRESENTED BY:</b>	Rachael Markle, Director of Planning and Community Development
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

The Growing Transit Communities (GTC) Oversight Committee approved the GTC Strategy in October 2013. All partners, including the City of Shoreline, have been invited to sign a Compact as the next step toward implementation of the GTC Strategy. Adoption of proposed Resolution No. 357 serves as the Council action needed to sign onto the Compact.

**RESOURCE/FINANCIAL IMPACT:**

There is no direct financial impact to signing the GTC Compact. Signing the Compact only commits the City to implement and fund those GTC Strategies the City finds applicable to local conditions. In addition, there may be future funding available regionally to implement the GTC Strategies. The City may be eligible for these funds by signing the Compact.

**RECOMMENDATION**

Staff recommends that Council adopt proposed Resolution No. 357, which authorizes the Growing Transit Communities Regional Compact and commits the City to the regional goals and strategies embodied in the Growing Transit Communities Strategy; and appoints two Council members to serve as a boardmember and alternate for the Puget Sound Regional Council Transit-Oriented Development Advisory Board

Approved By:            City Manager **DT**    City Attorney **IS**

## **BACKGROUND**

The Growing Transit Communities (GTC) Partnership, a broad coalition of stakeholders from the public, private and nonprofit sectors, including representatives from the City of Shoreline, identified ways to create the sustainable, equitable communities envisioned in adopted regional plans and supported by the region's commitment of nearly \$20 billion in high-capacity transit investments. These plans and investments present a once-in-a-lifetime opportunity to shape the region and ensure that transportation improvements support sustainable development and foster vibrant, healthy neighborhoods for all.

The City Council last discussed the GTC Strategy at the May 6, 2013 Council Meeting. Sara (Schott-Nikolic) Maxana from the PSRC Growing Transit Communities program came to that meeting to discuss the draft Strategy with the Council. To view the staff report for this Council discussion, please click on the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport050613-8a.pdf>. Following an extensive 18-month collaborative process, the GTC Partnership adopted the GTC Strategy in October 2013.

The purpose of the GTC Strategy "is to present consensus approaches for developing thriving neighborhoods around high-capacity transit areas, and to provide tools and resources to implement adopted regional and local plans". The overarching goals of the Strategy are to:

- 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; and
- Increase access to opportunity for existing and future community members in transit communities.

The goals and recommendations in the GTC Strategy are wide-ranging, developed with the recognition that some approaches may work in some locations but not in others, and that each partner retains flexibility to pursue the actions most appropriate to local needs and conditions.

Attachment A to this staff report is the Executive Summary of the GTC Strategy. The following is a link to the GTC Strategy in its entirety -

<http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/read-the-full-growing-transit-communities-strategy/>

## **DISCUSSION**

Now, the GTC Partnership has invited the City to sign on as a partner to implement the approved GTC Strategy through the GTC Regional Compact (Attachment B). By signing the GTC Regional Compact, the City would be committing to work in partnership with other jurisdictions, agencies and organizations throughout the state and nation to implement the GTC goals and strategies as appropriate for Shoreline. These goals and most of the strategies contained in the GTC Strategy mirror the City's own Comprehensive Plan goals and policies for the light rail station areas and other parts of

the City well served by transit. Adoption of proposed Resolution No. 357 (Attachment C) serves as the Council action needed to sign onto the Compact.

As of April 2014, the following 27 jurisdictions, agencies and organizations have signed on to the Regional Compact:

**Local Jurisdictions**

Everett  
Kirkland  
Mercer Island  
Mountlake Terrace  
Redmond  
SeaTac  
Seattle  
Snohomish County  
Tacoma  
Tukwila

**Other Public Agencies**

Puget Sound Regional Council  
King County Housing Authority  
Sound Transit  
Tacoma Housing Authority  
University of Washington

**Non-Governmental Organizations**

Affordable Housing Consortium of Tacoma-Pierce County  
Bellwether  
Enterprise Community Partners  
FeetFirst  
Forterra  
Futurewise  
HomeSight  
Housing Consortium – Everett and Snohomish County  
Housing Development Consortium – Seattle and King County  
Impact Capital  
Puget Sound SAGE  
Quality Growth Alliance

While signing onto the Compact is not required, there are some benefits of doing so, including:

- Serves as a tangible reminder of Shoreline’s intent to encourage transit-oriented development (TOD) within the City’s light rail station areas and other areas within the City that are served well by transit such as Aurora Avenue North;
- Indicates Shoreline’s willingness to work with other partners to support key regional goals; and
- May help in seeking grants for infrastructure that supports access to transit and transit-oriented development.

Also by signing the Compact, the City has a seat on the Puget Sound Regional Council (PSRC) TOD Advisory Committee. The purpose of the Advisory Committee is to advance the GTC Strategy through guidance to PSRC and other agencies and organizations on implementation, coalition building, and support for state and federal legislation and funding needed to create and sustain equitable transit communities. Each signatory may designate one representative and one alternate to serve on the Advisory Committee. The Committee will meet at least four times a year, with the meetings beginning in June 2014. The other Compact cities have appointed elected officials to the Committee. If Council does decide to sign the Compact through adoption of proposed Resolution No. 357, then a decision regarding membership on the TOD Advisory Committee should also be discussed.

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

The item addresses Council Goal No. 3: Prepare for two Shoreline light rail stations.

### **RESOURCE/FINANCIAL IMPACT**

There is no direct financial impact to signing the GTC Compact. Signing the Compact only commits the City to implement and fund those GTC Strategies the City finds applicable to local conditions. In addition, there may be future funding available regionally to implement the GTC Strategies. The City may be eligible for these funds by signing the Compact.

### **RECOMMENDATION**

Staff recommends that Council adopt proposed Resolution No. 357, which authorizes the Growing Transit Communities Regional Compact and commits the City to the regional goals and strategies embodied in the Growing Transit Communities Strategy; and appoints two Council members to serve as a boardmember and alternate for the Puget Sound Regional Council Transit-Oriented Development Advisory Board

### **ATTACHMENTS**

Attachment A: Growing Transit Communities Strategy Executive Summary  
Attachment B: Growing Transit Communities Regional Compact  
Attachment C: Proposed Resolution No. 357



# Growing Transit Communities Strategy

## Executive Summary

Our region has a shared vision for a sustainable future that will benefit our people, our prosperity, and our planet. VISION 2040, the central Puget Sound region's long-range plan for growth, transportation, and economic development, describes the commitments, actions, and stewardship needed over many decades by many stakeholders to achieve far-reaching goals. As the region grows to 5 million people—a more than 30 percent increase—by the year 2040, a key goal calls for growth within existing urban areas and especially in compact, walkable communities that are linked by transit.

The region's recent commitments to invest over \$15 billion in high-capacity transit (light rail, bus rapid transit, express bus, streetcar, and commuter rail) present an once-in-a-lifetime opportunity to locate housing, jobs, and services close to these transit investments, and to do so in a way that benefits surrounding communities. A region-wide coalition of businesses, developers, local governments, transit agencies, and nonprofit organizations—the Growing Transit Communities Partnership—spent three years working together to create solutions that will encourage high-quality, equitable development around rapid transit.

### The Challenges

Growth, as envisioned in VISION 2040, should benefit all people by increasing economic development and access to jobs, expanding housing and transportation choices, promoting neighborhood character and vitality, and improving public health and environmental quality. But, this is easier said than done. In particular, this growth may magnify several challenges currently facing the region:



**Living in and working in walkable, transit-served communities.** Recent market studies show that there is significant unmet demand for housing and jobs located within walking distance of transit. Many people want to live and work in compact, complete, and connected communities, but investments in transit and in transit station areas have fallen behind. Attracting growth to transit communities will require policies to encourage more housing and jobs near transit along with investments in the infrastructure and services for a growing population.



**Housing choices for low and moderate income households near transit.** Forty-three percent of the region's households make less than 80 percent of the area median income. However, most new market-rate housing that is accessible to transit is unaffordable to these households. With new investment in transit communities, many lower-cost units are at risk of displacement. For the lowest income households, many of whom are transit dependent, the supply of subsidized housing is far short of the need. Building mixed-income communities that meet these needs will require improved strategies to minimize displacement, and preserve and produce diverse housing types affordable to a full range of incomes.



**Equitable access to opportunity for all the region's residents.** Analysis of indicators across the region reveals that too many people do not have access to education, employment, mobility, health, and neighborhood services and amenities. These community resources are the building blocks that create the opportunity to succeed and thrive in life. Transit communities, with their access to the region's jobs, institutions, and services are critical focal points for achieving greater equity for the region's diverse residents. As these communities grow through public and private investment, equitable development will require targeted community improvements and strategies to connect existing and future residents to greater regional resources.

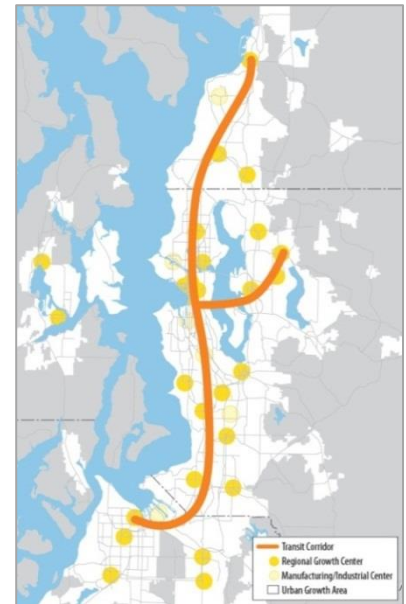
## Why Now?

In the last decade, central Puget Sound voters have approved a series of high-capacity light rail and other transit investments—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 an once-in-a-lifetime opportunity to support and improve existing communities and meet regional goals through strategies to make great places for people to live and work. In order to do this, the region must:

**Leverage transit investment to build sustainable communities.** Transit investments, such as light rail, streetcars, commuter rail, and bus rapid transit, create value by connecting communities to the larger region. Transit communities are the best opportunity for the region to become more sustainable, prosperous, and equitable.

**Create new resources and tools.** Current resources available to governmental and non-governmental agencies alike are not enough. New tools and funding sources will be necessary to meet infrastructure, economic development, housing, and other community needs.

**Work together across the region and across sectors.** It will take collaboration among a wide spectrum of public, private, and nonprofit agencies and organizations working together to promote thriving and equitable transit communities. There are roles for everyone in this process.



## The Strategy

How will this all be accomplished? The Growing Transit Communities Strategy calls for regional and local actions that respond to the challenges and opportunities in transit communities and represent major steps toward implementing the growth strategy in VISION 2040. The Strategy was developed by the Growing Transit Communities Partnership, an advisory body of various public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Growing Transit Communities Partnership, funded by a three-year grant from the federal Partnership for Sustainable Communities and housed at the Puget Sound Regional Council, established three main goals for the Strategy:

- *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*

### *Toolkit of Strategies and Actions*

Twenty-four strategies, guided by a People + Place Implementation Typology, constitute the “playbook” for the Growing Transit Communities Strategy. From overarching regional approaches to local and individual actions, together these provide a set of coordinated steps toward ensuring a prosperous, sustainable, and equitable future.

The Strategy presents 24 strategies recommended by the Growing Transit Communities Partnership and includes specific actions for PSRC, transit agencies, local governments, and other regional partners. The recommendations address the three main goals for transit communities. As a whole, the 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 Toolkit of Strategies and Actions fall into four groupings:

The **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 a variety of partners and community members in decision making and implementation at all levels.

The **Strategies to Attract Housing and Employment Growth** recommend actions to make great urban places that are attractive to households and businesses, remove barriers to development, and support development in emerging markets.

The **Strategies to Provide Affordable Housing Choices** recommended actions to define and quantify housing needs, preserve existing affordable housing and supply new housing choices, and capitalize on the value created by the private market—enhanced by transit investments—in order to achieve the broadest range of affordability in transit communities.

The **Strategies to Increase Access to Opportunity** recommend actions to understand regional disparities in access to opportunity, identify existing and potential new resources and tools to meet community needs, and build support for equitable opportunities through education, coalitions, and leadership.



1. Establish a regional program to support thriving and equitable transit communities
2. Build partnerships and promote collaboration
3. Engage effectively with community stakeholders
4. Build capacity for community engagement
5. Evaluate and monitor impacts and outcomes



6. Conduct station area planning
7. Use land efficiently in transit communities
8. Locate, design, and provide access to transit stations to support TOD
9. Adopt innovative parking tools
10. Invest in infrastructure and public realm improvements



11. Assess current and future housing needs in transit communities
12. Minimize displacement through preservation and replacement
13. Increase housing support transit-dependent populations
14. Implement a TOD property acquisition fund
15. Expand value capture financing as a tool for infrastructure and affordable housing
16. Make surplus public lands available for affordable housing
17. Leverage market value through incentives
18. Implement regional fair housing assessment



19. Assess community needs
20. Invest in environmental and public health
21. Invest in economic vitality and opportunity
22. Invest in equitable mobility options
23. Invest in equitable access to high quality education
24. Invest in public safety in transit communities

Successful implementation will require shared commitment and 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 to use the Toolkit of Strategies and Actions as a “playbook”

for taking action to advance the regional vision of creating thriving and equitable transit communities in a manner that is a best fit to each community.

### *People + Place Implementation Typology*

No two transit communities are alike. 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 Strategy presents the People + Place Implementation Typology as a regional framework for local implementation. Working with stakeholders from each of three major light rail corridors, the Growing Transit Communities Partnership analyzed conditions in 74 study areas as a basis for a set of locally tailored recommendations. Based on indicators of the physical, economic, and social conditions in each transit community, the results of this typology analysis suggest eight Implementation Approaches. Key strategies and investments



address the needs and opportunities in different communities, while also advancing regional and corridor-wide goals. 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.

## The Next Steps

The Growing Transit Communities Strategy includes a three-part implementation plan to promote thriving and equitable transit communities in the central Puget Sound region. The **Regional Compact** affirms the support of a variety of partners from throughout the region for the Partnership's work and a commitment to work toward regional goals by implementing the Strategy. The **Toolkit of Strategies and Actions** and the **People + Place Implementation Typology**, as described above and detailed in the body of this report, include 24 recommended strategies, eight implementation approaches, and corridor specific priorities that will guide an evolving approach to transit communities. The **Individual Work Plans** are local government, agency, or organization specific work plans, to be developed individually and in consultation with PSRC staff, which define short- and medium-term actions that can implement the Strategy. The nature and format of the Individual Work Plans will vary to reflect the diversity of public and private partners, legislative and decision-making processes, and actions adopted.



By working together, the central Puget Sound region can achieve its vision for a sustainable future that advances our people, our prosperity, and our planet. The Growing Transit Communities Strategy lays out essential tools and actions to get us there.



September 2013. For more information on the Growing Transit Communities Strategy, please visit [www.psrc.org](http://www.psrc.org).





# 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 region 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 Growing Transit Communities Partnership produced the Growing Transit Communities Strategy as a tool to implement VISION 2040 and local comprehensive plans adopted under the state Growth Management Act, and 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, consistent with VISION 2040, 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 and does not mandate adoption of any particular policies or actions, 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.

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**Whereas** the central Puget Sound region has adopted VISION 2040, with the following vision statement:

*Our vision for the future advances the ideals of our people, our prosperity, and our planet. As we work toward achieving the region's vision, we must protect the environment, support and create vibrant, livable, and healthy communities, offer economic opportunities for all, provide safe and efficient mobility, and use our resources wisely and efficiently. Land use, economic, and transportation decisions will be integrated in a manner that supports a healthy environment, addresses global climate change, achieves social equity, and is attentive to the needs of future generations.*

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 support 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** current income distribution for the region shows 13% of households earn between 0-30% of the area median income, 12% of households earn between 30-50% of the area median income, and 18% of households earn between 50-80% of the area median income; and

**Whereas** new market-rate housing trends and subsidized housing resources are not providing sufficient housing choices in transit communities for households earning under 80% of the area median income; 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 due to a range of factors; 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, a diverse coalition of governmental and nongovernmental partners, was funded by a grant from the federal Partnership for Sustainable Communities for the express purpose of helping to implement VISION 2040 by leveraging regional transit investments to create thriving and equitable transit communities around light rail and other high-capacity transit stations; and

**Whereas** the Equity Network Steering Committee has defined equity to mean that all people can attain the resources and opportunities that improve their quality of life and enable them to reach their full potential; and

**Whereas** the Growing Transit Communities 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 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 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 a Toolkit of 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, transit agency plans, and the refinement of regional growth and transportation plans present continuing opportunities to implement the Toolkit of 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 transit nodes located within the region's three long-range light rail transit corridors, and around transit nodes outside these corridors in other parts of the region; and

Recognize that each corridor is at a different 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

Recognize that the policies and programs promoted by the Growing Transit Communities 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.***

VISION 2040 calls for a compact pattern of growth within the Urban Growth Area, particularly in regional and subregional centers served by high capacity transit. The Growing Transit Communities work program has demonstrated that the region's light rail corridors alone have the potential to support this vision by attracting at least 25% of the housing growth and 35% of the employment growth expected in the region through the year 2040. Attracting additional TOD market demand to other regional corridors that are served by other types of high capacity transit is also essential. 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, investments, and economic development strategies, to attract the potential demand for residential and commercial transit oriented development within transit communities consistent with and in furtherance of regional policies and plans, 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.

Additional transit communities along the region's other high-capacity transit mode corridors will also attract significant portions of future residential and employment growth.

***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. Region-wide, affordable housing need is defined by current household incomes, where 18% of households earn between 50% and 80% of AMI, 12% earn between 30% and 50% of AMI, and 13% earn less than 30% of AMI. In transit communities, projected need for affordable housing is higher, especially for households in the lowest income range due to their greater reliance on transit. Depending on local market conditions, efforts to meet that need will focus on new housing, housing preservation, or combined strategies.

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

- 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, including-new housing in the region's transit communities collectively that is proportional to region-wide need or greater to serve transit-dependent households.

These goals apply to the region's transit corridors collectively, and do not suggest a specific desired outcome for any individual transit community. Further, fully attaining these goals will require new tools, resources, and subsidies beyond those that exist today.

***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 transportation 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 limited access to opportunity, targeted affordable housing investments in communities with good access to opportunity, and transit connections linking areas with good access to opportunity and areas with limited access to opportunity.
- 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 decision-making processes.

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.

# Signatories to the Growing Transit Communities Compact

_____ Name, Title, Organization	_____ Date
_____ Name, Title, Organization	_____ Date
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_____ Name, Title, Organization	_____ Date
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For more information on the Growing Transit Communities Partnership, please contact Program Manager Ben Bakkenta ([bbakkenta@psrc.org](mailto:bbakkenta@psrc.org) or 206-971-3286) or visit the Growing Transit Communities website at <http://www.psrc.org/growth/growing-transit-communities/>

**RESOLUTION NO. 357**

**A RESOLUTION OF THE CITY COUNCIL, CITY OF SHORELINE, WASHINGTON, TO SIGN THE GROWING TRANSIT COMMUNITIES REGIONAL COMPACT AGREEING TO BE A REGIONAL PARTNER IN IMPLEMENTING THE GROWING TRANSIT COMMUNITIES STRATEGY**

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, 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 \$25 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, 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, 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 the Growing Transit Communities Strategy that recommends 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, it is in the interest of elected officials, public agencies, leaders of and for affordable housing, communities and neighborhoods, business, education, the environment, philanthropy, finance, real estate, and transportation to cooperatively engage in the work related to the *Growing Transit Communities Strategy* for its successful completion; and

WHEREAS, the *Growing Transit Communities Strategy* will be managed by the Puget Sound Regional Council; now therefore

**THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON  
HEREBY RESOLVES:**

That the City Council of the City of Shoreline acknowledges its support of and the need for coordinating efforts to successfully implement the *Growing Transit Communities Strategy*, and authorizes execution of the *Growing Transit Communities Compact* on behalf of the City of Shoreline.

**ADOPTED BY THE CITY COUNCIL ON MAY 12, 2014.**

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Shari Winstead, Mayor

**ATTEST:**

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Jessica Simulcik Smith  
City Clerk