

Growing Transit Communities in Suburban South King County



Existing Conditions

Transit oriented development in Federal
Way

What do we have?



There's not much





* “The-much-in-need-of-city-planning-city-of-Federal Way”

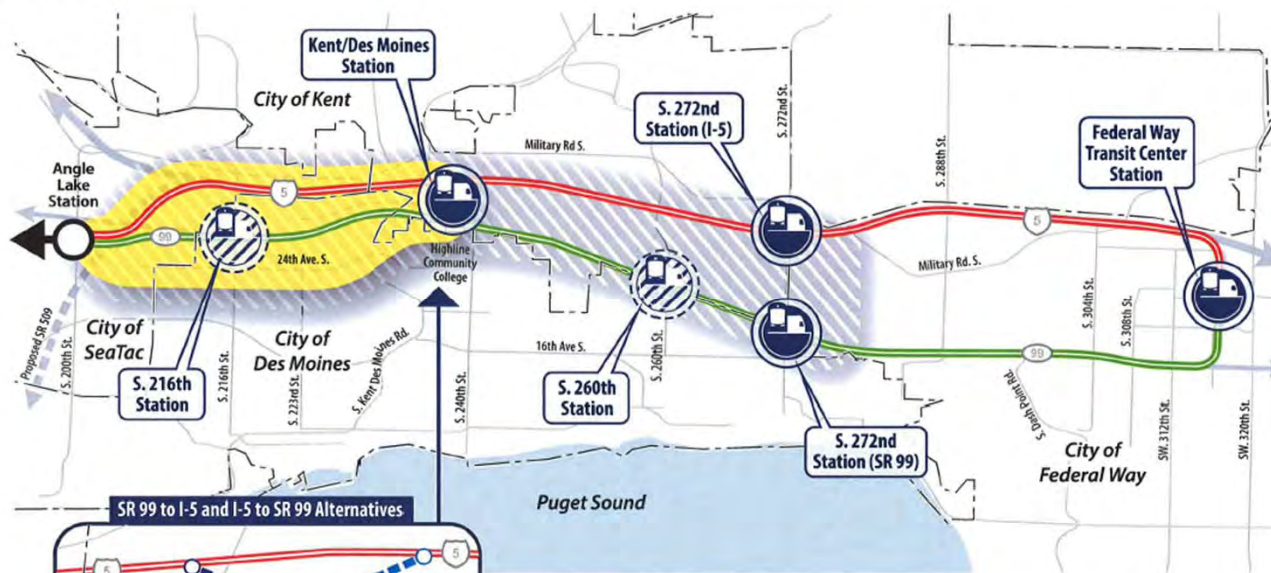
Light Rail Planned to FW City Center

Federal Way Link Extension Draft EIS Alternatives

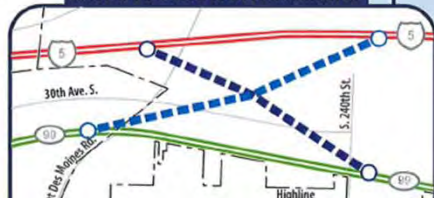


June 2014

Project Overview



SR 99 to I-5 and I-5 to SR 99 Alternatives



Legend

- Station
- I-5 Corridor
- SR 99 Corridor
- Potential Additional Station
- ST2 Authorized for Construction
- Currently Funded for Construction

Not to Scale

5
Alignment
R-99
Alignment
Crossover
Options

Planning for TOD

- * Zoning
- * Incentives
- * Public Investment
- * Public/Private Partnerships
- * Temporary/Transitional Uses

Zoning

Height

- * No height limit

Density

- * No max density



Incentives

Multi-Family Housing Tax Exemption

- * 8 -12 Years
- * Value of residential improvements
- * Affordable housing
 - * 20% of units affordable

3-5 Program

Community Center Planned Action SEPA

Investment

- * Performing Arts & Conference Center
 - * 700 seat performance venue
 - * Conference seating - 400
 - * \$32,000,000 Investment

Investment



Public/Private Partnerships

City Purchased 8
acres in City
center

- * 4 acre Town Square Park site
- * RFP for mixed-use TOD development



Transitional/Temp Uses



- * Activate city center
- * Inexpensive

Proposed Projects

Symphony Project



- * 2006 timeframe
- * 200 feet in height
- * 900 residential units
- * 60,000 sf of retail/office

Twin Development



- * 2008 timeframe
- * 400 feet in height!
- * 400 residential units
- * 35,000 sf of retail

Crystal Palace



- 2011
timeframe
- Under 200-
feet in height
- 500
residential
units
- 60,000 sf of
retail
- 75,000 sf
convention
space

TOD Planning Challenges

Market

Timing/Uncertainty of alignment

Impact of transit improvements

Market

It's the economy, stupid"

Soft market demand in S. King Co.

Lowered expectations?

Timing/Uncertainty of Alignment

Light rail 20+ years away

Alignment/station locations not set

Challenging for potential developers

Impact of Improvements

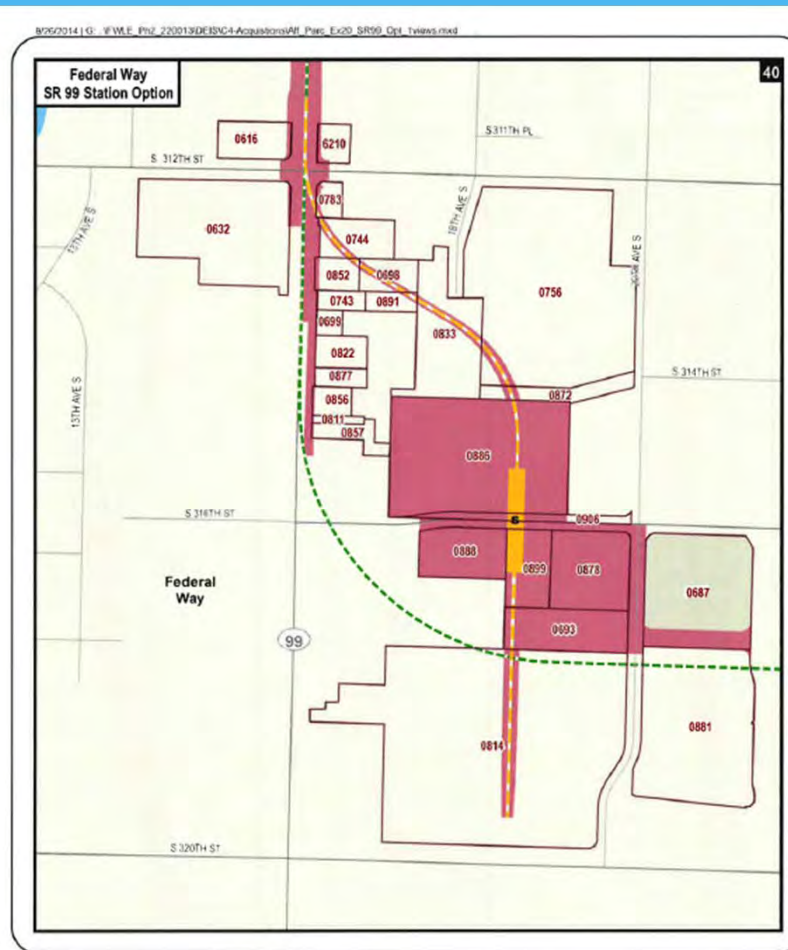
chotomy:

- * Economic stimulation around stations
- * Fixed guide way systems can be destructive to surrounding neighborhood

Re-creation showing: likely
devastation caused by light
rail.....



Impact of Improvements



LEGEND
 SR 99 Alternative --- City Boundary Operational Footprint

LEGEND
 SR 99 Alternative Options --- City Boundary Operational Footprint

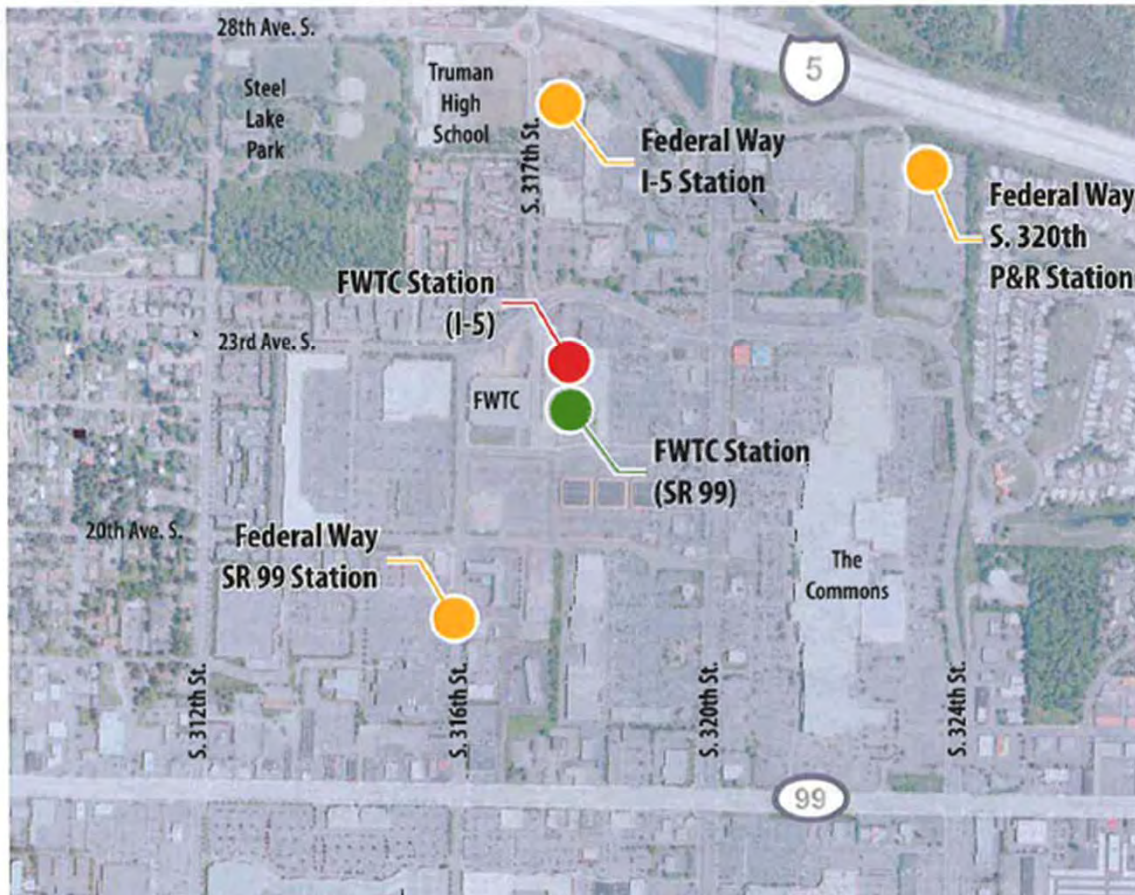
Conclusions

- * Definitely Plan for TOD
- * Create conducive environment to the best of our ability
- * Utilize appropriate incentives
- * Realistic expectations
- * Evolution of urban form
- * Thoughtful on station locations

Potential Light Rail Station Locations

- I-5 Station
- SR 99 Station
- SR 99 to I-5 K-DM Station
- I-5 to SR 99 K-DM Station
- Station Option
- Potential Additional Station

4 Federal Way Transit Center Station Options



Growing Transit Communities in South King County



City of SeaTac
everywhere's possible

2014 Washington APA Conference
October 17, 2014


Plan for the Long-term Future



Make No Little Plans

2

SeaTac's Designated Urban Center (or spine)



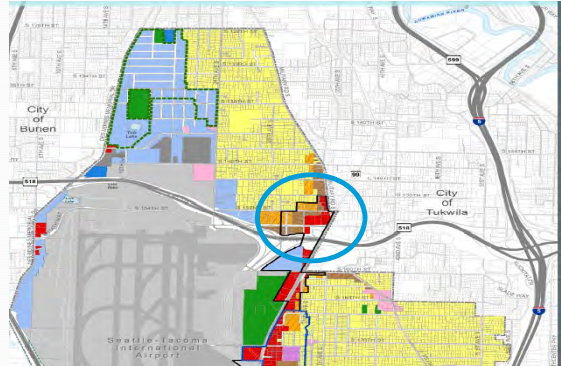
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3 Station Areas



4

S. 154th St. Station Area

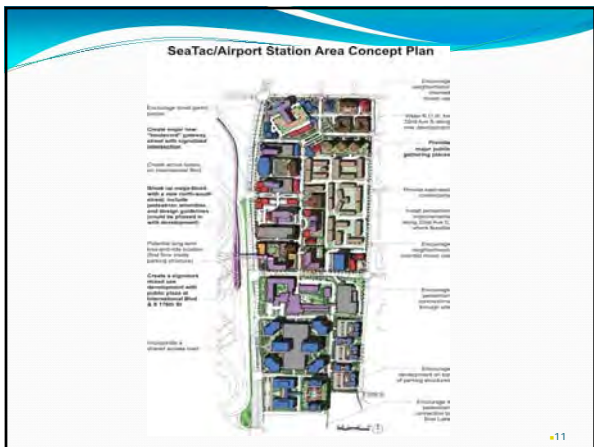


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154th Street Station Area



6

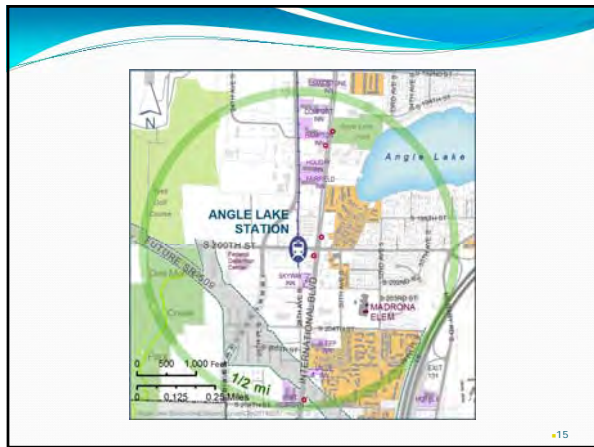




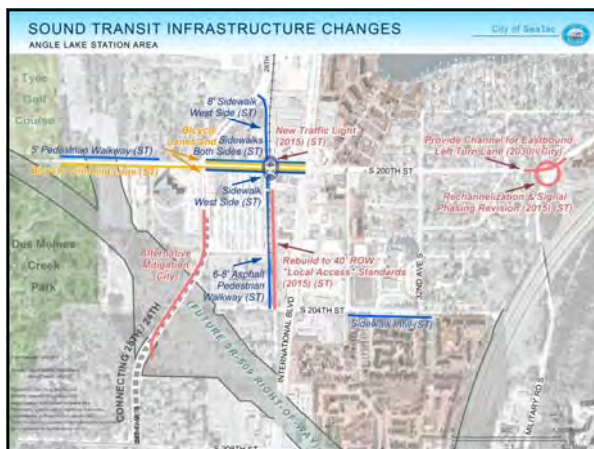
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14



15



18

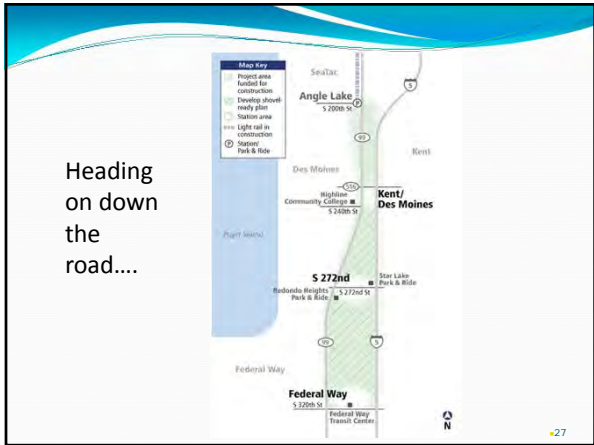




Take-aways:

- Station area development will take time
- Parcel sizes and current use a factor
- Challenge to balance commuter traffic & TOD
- Interim vs. long-range parking needs
- Need to address possible gentrification in station areas
- Dealing with a large transit agency takes considerable staff time & resources

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-27



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Washington APA Conference
October 17, 2014


Puget Sound Regional Council
PSRC





Regional Policy Framework for Transit Oriented Development

VISION 2040

Build and sustain vibrant cities, centers, and compact communities linked with fast and frequent public transportation




Transportation 2040


Planned Transit Investments

- \$80 billion in new and expanded transit
- Bus transit increases between 80% and 100%
- 68 new miles of light rail for 86 mile total system


Market Trends Driving Development Near Transit




76 Million Baby Boomers




75-80 Million Millennials



Projected Employment Growth in Knowledge based Sectors



Almost 1/2 of All Households are Single People



Increasing Gas Prices

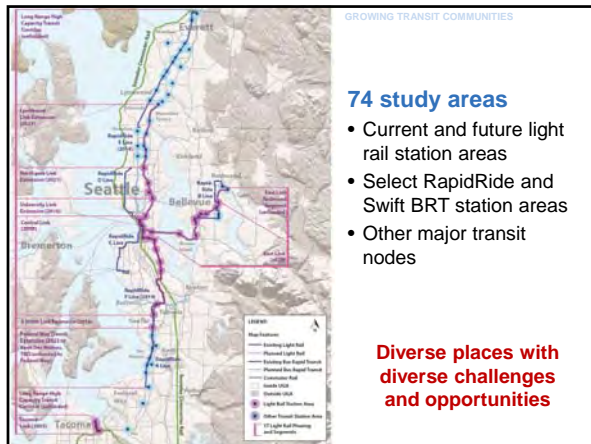
Growing Transit Communities Strategy




Recommended Strategies and Actions



1. Continuing regional program
2. Partnerships and collaboration
3. Community and stakeholder engagement
4. Build community capacity
5. Evaluation and monitoring
6. Station area plans
7. Efficient use of land
8. Transit system design
9. Innovative Parking Tools
10. Infrastructure and public realm investments
11. Housing needs assessment
12. Preservation and replacement
13. Housing investments in transit communities
14. TOD property acquisition fund
15. Value capture financing
16. Surplus public lands
17. Incentives
18. Fair housing
19. Community needs assessment
20. Environment and public health
21. Economic vitality and opportunity
22. Mobility
23. Education
24. Neighborhood safety

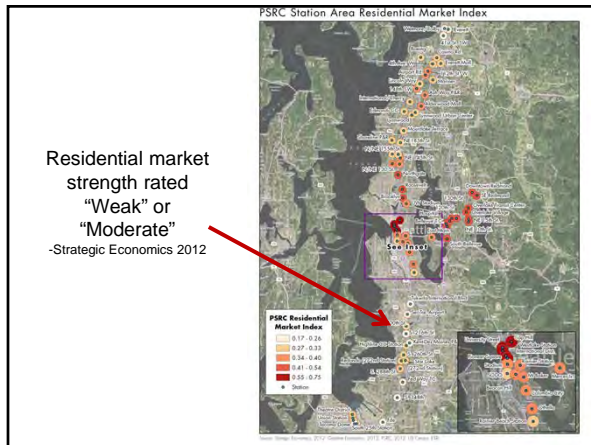


place

physical form + activity

density urban form transit ped network uses

“Place” changes due to real estate market

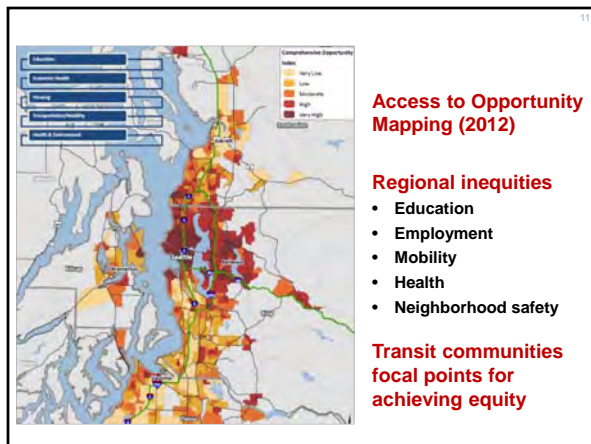


people

access to opportunity

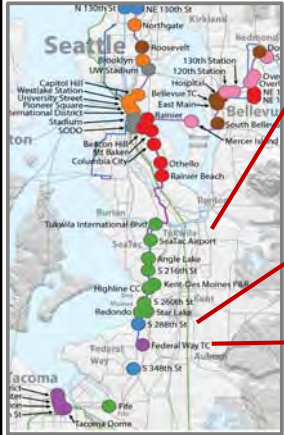
health jobs education mobility safety

“People” changes due to displacement risk



8 implementation approaches

- 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



7 Enhance Community


- Plan for both long-range vision and transitional uses
- Strategic investments in capital facilities and public realm
- Community needs assessment and investments
- Affordable housing preservation

6 Build Urban Places

- Catalytic infrastructure and public realm improvements
- Affordable housing needs

5 Stimulate Demand


- Economic development
- Infrastructure and public realm investments



For More Information

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Puget Sound Regional Council
 PSRC



Changing demographics of suburbs

H+T

Densities that support transit

GTC strategies that apply to suburban areas, particularly SKC

<http://www.cnt.org/media/Making-Smart-Choices-TOD-Selector-Analysis-of-South-Suburban-Corridors.pdf>

<http://suburbanconversionnow.blogspot.com/2013/07/tod-investments-spur-economic.html>

<http://bettercities.net/article/major-transit-oriented-project-begins-suburban-long-island-20346>

<http://www.crcog.org/publications/TransportationDocs/NBH-Busway/2010/BRT-TOD-Report.pdf>

<http://www.goodyclancyplanning.com/suburban-swap-and-living-the-dream-in-collingswood-nj/>

Portrait of south King County

New and anticipated regional connectivity, transit modes and timing of investment

Map

Auto-oriented commercial corridor

Map and pictures

Weaker real estate market

Map and stats

Relatively affordable housing

Low access to opportunity

Map and factors

Highlight investments and plans too!