Growing Transit Communities in Suburban South King County
Existing Conditions

Transit oriented development in Federal Way

What do we have?
There’s not much
Light Rail Planned to FW City Center

Federal Way Link Extension
Draft EIS Alternatives

Project Overview

Legend:
- Station
- I-5 Corridor
- ST2 Authorized for Construction
- SR-99 Corridor
- Currently Funded for Construction
- Potential Additional Station
- SR-99 to I-5 and I-5 to SR-99 Alternatives
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

8-5 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

Uncertainty of alignment

Impact of transit improvements
“It’s the economy, stupid”

Soft market demand in S. King Co. 

How were expectations?
Light rail 20+ years away
Alignment/station locations not set challenging for potential developers
Impact of Improvements

Ichotomy:

* 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
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

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

SeaTac's Designated Urban Center (or spine)

3 Station Areas

S. 154th St. Station Area

154th Street Station Area
Pity the pedestrian.....

S. 154th St. Concept Plan

SeaTac/Airport Station Area

SeaTac/Airport Station Area Concept Plan
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

Heading on down the road....
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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

Projected Employment Growth in Knowledge based Sectors

Almost ½ 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 already developed areas
14. TOD property acquisition
15. Value capture financing
16. Balanced public needs
17. Fair housing
18. Community needs
19. Environmental and public health
20. Economic vitality and opportunity
21. Education
22. Neighborhood safety
74 study areas
• Current and future light rail station areas
• Select RapidRide and Swift BRT station areas
• Other major transit nodes

Diverse places with diverse challenges and opportunities

Residential market strength rated “Weak” or “Moderate”
- Strategic Economics 2012

“Place” changes due to real estate market

“People” changes due to displacement risk


Regional inequities
• Education
• Employment
• Mobility
• Health
• Neighborhood safety

Transit communities focal points for achieving equity
Changing demographics of suburbs

M+T

Densities that support transit

GTC strategies that apply to suburban areas, particularly SRK.

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


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