

8. Transit Supportive Existing Land Use & Future Patterns

Note: As directed, in this section only, changes made in the text and required worksheets from the Link light rail New Starts report submitted in September, 1999 are highlighted by use of an underlined font.

Introduction

Sound Transit's Central Link Corridor (the "corridor" is defined as by a set of market segments. Market segments are areas approximately two to four square miles in size and were established based on transportation analysis zones within one-half mile of the light rail alignment. Each market segment contains one or more stations. [See the market studies enclosed with the November 1998 submittal for SeaTac and Tukwila and with this year's report for Seattle.] Link light rail investment will serve approximately 243,000 residents by the year 2020 and bring riders within walking distance to approximately 450,000 jobs. The 23.5-mile Central Link Corridor line would operate in the most densely developed urban centers in the State of Washington. Light rail is a central element in achieving the goals of the Central Puget Sound region's adopted land use plan, Vision 2020, which calls for a region of dense, pedestrian-friendly urban centers connected by a network of high capacity transit investments. As required by the State's Growth Management Act, each county within the region has adopted an Urban Growth Boundary to limit sprawl. Within that boundary, and also as required by law, the counties and the cities have each adopted Comprehensive Plans that define where growth will occur and how it will be accommodated.

The State of Washington's Expert Review Panel, which oversaw the planning for Sound Transit for seven years, commented in its final letter that the portion of Sound Transit's light rail corridor heading north from downtown Seattle, "... is among the most cost-effective unbuilt transit links in the country..." With regards to land use the panel commented, "Without the mobility alternative offered by the transit investment Vision 2020 cannot be achieved without continuing pressure on the urban growth boundary... Furthermore while the JRPC [Joint Regional Policy Committee] and RTA [Regional Transit Authority - Sound Transit] have been developing a high capacity transit plan, the counties and cities have adopted land use plans in compliance with GMA [the State's Growth Management Act]. All these plans assume implementation of the RTA and are dependent on the high capacity transit investment to realize their goals... The ability of high capacity transit to carry very high numbers of people to and from the region's major urban centers during the most congested hours will allow the region to develop in ways not otherwise achievable. The housing and employment needs of an additional million people offer opportunities to realize Vision 2020. High capacity transit connections between major centers will be critical to achieving the future land use vision and maintaining the urban growth boundary, thereby protecting agricultural and rural land from development." [Expert Review Panel letter to Governor Mike Lowry et al, October 14, 1996]

The New Starts transit oriented land use requirements are reported in the required forms below. Much of the information contained in this report is identical to information provided to the FTA in 1999. Significant changes are indicated by underline formatting. Following is a brief summary of the project and its land use context.

Link Light Rail – The Central Link Corridor Project

Location in Region: The Central Link Corridor project is a 23.5 mile light rail line that will run south from Northgate near the northern boundary of Seattle, through the district including the University of Washington campus, Capitol Hill and First Hill, downtown Seattle, and southeast Seattle, to the cities of Tukwila and SeaTac.

Transportation Linkages: The light rail line is part of a regional high capacity transit program that also includes commuter rail, express buses connected to high-occupancy-vehicle lanes with a new network of exclusive access ramps, and community connections – park-and-ride lots, transit centers and other transit-related improvements. Link light rail will also connect to three of the region's four bus operators, King

County Metro, Pierce Transit and Community Transit (Snohomish County), as well as to the Washington State Ferries, Amtrak and high-speed inter-city rail, and private ferry service serving British Columbia.

Existing Land Use: Seattle's Comprehensive Plan designated five major urban centers, as well as a number of urban villages. Link will serve four of the urban centers, as well as several urban villages. Tukwila and SeaTac are also designated urban centers in the region's Vision 2020 land use plan and the King County Countywide Planning Policies. Population and employment density in the northern portion of the corridor is extremely high. By 2020, the Capitol Hill neighborhood is projected to have 32,000 residents per square mile and downtown Seattle and the University District will both have about 16,000. Running south, Seattle's southern neighborhoods are projected to have about 2,000-7,800 residents per square mile in 2020, while Tukwila will have about 6,000, and the City of SeaTac is projected to have up to 4,800 residents per square mile. In central Seattle and along the line south to SeaTac the project serves areas with high low-income and minority populations, and currently very high per capita bus ridership.

High Trip Generators: High trip generators served by the proposed system would include the Seattle CBD, the University of Washington, First Hill and Capitol Hill residential neighborhoods (including two colleges and four major hospitals), a major regional shopping center, three sports stadiums, Sea-Tac International Airport and two suburban employment centers.

Significant Factors: The corridor is already very densely developed with 181,000 residents and 304,000 jobs within a half-mile of station entrances. Bus ridership in the corridor today is over 100 annual rides per capita. Between Boeing Access Road and the University District, the 1992 per capita ridership rate was 177. [Source: Central Corridor Project Justification Report, November 1993] The region is experiencing very high growth with a strong, diversified economy. The State has a strong Growth Management Act and the region has enforceable Urban Growth Boundaries and Regional and countywide land use and transportation plans that focus growth in centers. The three cities along the route have Comprehensive Plans strongly supportive of transit. Adopted transportation plans at the regional and local level strongly support transit and the development of mixed-use, pedestrian oriented centers served by transit. Supplementary transit-related development and planning activities are already in progress under the leadership of the cities, neighborhoods and the Port of Seattle. Each neighborhood within the City of Seattle has adopted local area comprehensive plans. Each of those plans is highly supportive of high capacity transit. In addition, a significant station area planning process has been underway since 1999, which is jointly sponsored by Sound Transit, the City of Seattle, and local neighborhoods. Plans for station areas in SeaTac have been prepared and are expected to be adopted in December 2000.

Summary of Rating Areas

1. Existing Land Use

- **Seattle:** CBD and areas to the north have very high population and employment densities, very limited and expensive parking, and several large trip generators with very high existing transit mode splits; neighborhoods are characterized by high level of pedestrian amenities and very high pedestrian volumes. Neighborhoods to the south are lower density but because of topography and demographics currently have the highest per capita bus ridership rates in the State, and also have the greatest concentrations of seniors and children. Station-area planning concept plans for all but the potential stations in segment A were adopted by the City Council on September 5, 2000. Station area planning for the stations in Segment A (Roosevelt and Northgate) began in May, 2000. The City of Seattle has also adopted zoning restrictions in the vicinity of proposed station areas to preclude development that would be inconsistent with transit-oriented development.
- **Tukwila:** The proposed line runs through a strip commercial center on what was the major north-south highway before the I-5 freeway was constructed. The city has plans to redevelop the highway into a more pedestrian-oriented commercial environment including a town center at S. 144th Street. This proposed station area has a supermarket, a drug store, and is very close to a high school, a middle school, a library, a pool and other community services. It also has the second highest residential density south of downtown Seattle and is home to a growing immigrant population.

- SeaTac: The line serves the international airport and the City's urban center. City zoning standards provide for the development of a dense, mixed-use, pedestrian-oriented city center directly east of the airport. Efforts are underway to integrate the southern-most station with improved regional freeway access to I-5, SR 509 and a new airport access road, and to fully integrate one station into a newly expanded north-end passenger terminal at Sea-Tac International Airport. The existing land use plans and zoning for all proposed SeaTac stations support high intensity, transit-friendly development in each of the proposed station areas. The draft land use plans for all station areas further reinforce the City of SeaTac's commitment to promoting pedestrian-friendly, mixed use commercial, office and residential development around stations.

2. Containment of Sprawl

- Growth management polices are strong at all levels, from the State's Growth Management Act which requires an enforceable Urban Growth Boundary, to the region's comprehensive land use plan, VISION 2020 and the Metropolitan Transportation Plan, to the King County countywide planning policies, which designate urban centers and sets an urban growth area boundary, to each of the cities' comprehensive plans, to local neighborhood plans and project plans.
- The region is expected to grow by over one million people by 2020. This growth will be primarily contained within the urban growth boundary and much of it will be within existing and increasingly dense urban centers.

3. Transit Supportive Corridor Policies

- Dense, mixed-use transit- and pedestrian-oriented development is promoted and planned for in a wide range of land use plans for jurisdictions in the corridor.
- The first step in the station area planning process has been completed for the Seattle neighborhoods with stations (except for Segment A), with Council adoption on September 5, 2000. Emphasis will now be placed on implementation. Station area planning for Segment A began in May, 2000. Station area and neighborhood plans all along the route have incorporated light rail stations into their plans, which include increases in density, strengthening of pedestrian environments and connections, and good bus connections for light rail access.

4. Supportive Zoning Regulations Near Transit Stations

- Existing plans support dense, mixed-use development along the corridor. Because voter-approved financing of the light rail project lagged slightly behind comprehensive land use planning in each of the communities along the alignment, the station areas are largely zoned for high-density development already. The light rail system was planned to link these high-density areas.
- Densities planned for in nearly every comprehensive plan either meet or exceed densities established by previous zoning standards. In many cases, neighborhood plans call for increased densities to promote in-fill and neighborhood redevelopment. Preferred strategies for achieving these goals are identified. In some cases, rezones consistent with neighborhood plan recommendations are being done as part of implementation of station area plans.
- The City of Seattle has adopted a Station Area Interim Overlay District ordinance, which limits non-transit-oriented development in the vicinity of station areas. The ordinance includes limitations on parking expansion and provides special exceptions to existing auto-oriented development standards within ¼ mile of station locations. The interim overlay will expire in March, 2001. The City Council has begun consideration of a permanent zoning overlay which would be applied to all Seattle station areas other than Segment A. Public hearings are scheduled in September, 2000, with Council adoption expected by early 2001.

- The City of SeaTac has adopted zoning standards supportive of high-intensity development in its urban center that are supportive of transit oriented uses by discouraging establishment of low-intensity, auto-oriented land uses such as surface parking lots, and promoting high quality, pedestrian-friendly development through measures such as reduced building setbacks and dedicated pedestrian pathways.

5. Tools to Implement Land Use Policies

- At the regional level, the Metropolitan Transportation Plan, adopted in 1995 and updated since then, includes light rail as a central transit investment to support the region's land use goals.
- In Seattle the existing primary tool to implement land use policies at the station area level is the Station Area Interim Overlay District ordinance adopted on March 3, 1999. The interim overlay is due to expire in March, 2001, at which time a permanent overlay is expected to be adopted by the City Council.
- Another primary means of implementing new policies is the combined Station Area and Neighborhood Planning process which were initiated in 1998 and 1995 respectively. Every neighborhood in Seattle, 37 in all, now have adopted neighborhood plans. Neighborhoods in the project vicinity are drafting specific station area proposals for new zoning and development standards for City Council consideration.
- The City of Seattle's Transportation Strategic Plan, adopted in October 1998, includes a series of strategies to support Sound Transit and to improve the pedestrian character of urban villages, reduce reliance on the auto, and increase densities to support transit.
- The Seattle Transit Initiative, a joint effort sponsored by the City of Seattle, Sound Transit, King County, the Washington State Department of Transportation, Washington State Ferries, and the Elevated Transportation Company, is working on a number of transportation initiatives, including Intermediate Capacity Transit, which is looking at transit service options to better link Seattle neighborhoods with the regional transit system.
- In Tukwila, the Pacific Highway Revitalization Plan was adopted in August 1998.
- In SeaTac, the city's Comprehensive Plan was amended in accordance with the "Transit Supportive Land Use Master Plan" (TSLUMP) that was developed to integrate light rail and other major transit investments with the city's land use plan. The City of SeaTac's Comprehensive Plan, and City Center Plan directly provide implementation tools for TOD and other light rail supportive infrastructure. The City of SeaTac's Zoning Code, including its City Center Standards, HCT Design Standards and parking standards implement policies developed in the City's Comprehensive Plan. The Zoning Code provides standards in support of Transit Oriented Development and the pedestrian environment .

6. Performance of Land Use Policies

- In downtown Seattle, a new multi-modal transit terminal is being developed at King Street Station/Union Station. Significant new office development is under construction in this area, and an additional 500 units of housing are planned for an area near the International District Station on the North Kingdome parking lot.
- Around the planned Othello light rail station, there is support for mixed use on the west side of the street. The east side of the street presents a good opportunity for TOD. The four major east-side property owners who own a total of 88,438 square feet of land, along with local business owners, have formed a partnership. The new Othello partnership was formed to be proactive in looking at ways the current property owners could influence the redevelopment of this area. The proactive collaboration envisions a TOD with the same mix of current uses with retail on the lower floor with the addition of upper floors for offices/businesses and residences.

- The City of Tukwila is working with a private developer in the vicinity of a proposed station to promote the development of a \$50 million high-density mixed-use complex.
- The City of SeaTac, the Port of Seattle and Sound Transit have been working cooperatively on planning efforts to fully integrate the light rail system with a new airport passenger terminal and around new access roadways at Sea-Tac International Airport.
- The City of SeaTac, Sound Transit and a private party are in the process of creating a parking garage with mixed use elements at the South 200th Station (southern terminus of Phase I Light Rail in the present Sound Move plan).
- The City of SeaTac has negotiated development agreements with a variety of private interests around station areas providing for improved vehicular and pedestrian access, and high intensity mixed use development.

- **Facilities of Statewide Significance**

Washington State legislation passed in the 1998 session (House Bill 1487) defined nine categories of transportation facilities and services that are declared to be of statewide significance. High capacity transit systems, defined as Sound Transit and the State HOV lanes, are one of the categories.

- **Central Puget Sound Region**

The Puget Sound Regional Council (PSRC) is the MPO for the Central Puget Sound region. It is responsible for adoption of the regional plan, and for certification that county and local comprehensive plans and Sound Transit's *Sound Move* plan are consistent with the regional vision. The PSRC has begun implementing the Transit Station Communities Project. The Transit Station Communities Project is focused on creating possibilities for more people to walk and bike to the stations by encouraging land use changes near the stations.

- **VISION 2020**

Adopted in 1990 and amended in 1993 and 1995, Vision 2020 is the Central Puget Sound region's growth strategy. The strategy's four parts are: identify and maintain urban growth areas; support compact communities; focus growth in centers; and redevelop urban transportation corridors. The regional strategy supports the development of dense, walkable, urban centers served by a network of high capacity transportation investments, contained within an Urban Growth Boundary. The Sound Transit investment is central to the achievement of VISION 2020.

- **Metropolitan Transportation Plan**

The Metropolitan Transportation Plan (MTP) adopted in 1995, is the detailed, long-range plan for transportation investments in the Central Puget Sound region to support VISION 2020. Sound Transit's *Sound Move* plan is a central element of the MTP. The region's ability to achieve its transportation goals rests heavily on the successful implementation of Sound Transit's high capacity transit investments throughout the region. Sound Transit's investments are also included in the three-year Transportation Improvement Program (TIP) prepared by the Regional Council.

- **The Corridor**

Sound Transit's Transit Oriented Development Subcommittee

In May 1999, the Real Estate and Transit Oriented Development (TOD) Sub-committee began meeting. The purpose of this committee is to foster compact mixed-use real estate development at and near Sound Move projects, as well as promote and adopt policies that support appropriate development.

- **King County Transit Oriented Development Program**

King County's Transit Oriented Development Program was created by the King County Council as part of the 1998 adopted budget to encourage new housing and related commercial activity in joint development with transit facilities. The program focuses on opportunities in designated Urban Centers (including nine of the Link station areas), developed through innovative partnerships among King County, the cities, Washington State Department of Transportation, Sound Transit, and the private sector. The program goals include: Develop a complete mix of uses in urban centers; Eliminate barriers to transit access; Increase transit mode split; Promote more effective use of parking areas; Create an environment with viable travel options. The mode split target with Transit-Oriented-Development are 25% transit, 15% carpool, 10% other and 50% SOV. (The existing transit mode splits to downtown Seattle exceeds this today.)

- **City of SeaTac**

The City of SeaTac adopted its Comprehensive Plan in December 1994 and has subsequently updated it to incorporate provisions of its Transit Supportive Land Use Master Plan and the plan for the SeaTac City Center. The plan projected that SeaTac's 1990 population of approximately 23,000 would grow 60% to 36,000 by 2020 while its job base would grow 92% reaching 54,000 jobs. [Source: SeaTac Comprehensive Plan] SeaTac is recognized as an Urban Center in VISION 2020. The City of SeaTac also adopted City Center Standards (December, 1999) and High-Capacity-Transit Design Standards (March 1999) that are supportive of light rail.

- **City of Tukwila**

The City of Tukwila adopted its *Comprehensive Plan* in 1995. The plan recognizes Tukwila's status under VISION 2020 as including a Designated Urban Center in the Southcenter/Tukwila CBD area and a Manufacturing/Industrial Center in the Duwamish Corridor. Tukwila currently has a population of about 15,000 and is home to 47,000 jobs, anticipated to grow to 62,000 by 2010 and 74,000 by 2020. [Source: Tukwila Comprehensive Plan]

- **City of Seattle**

The City of Seattle adopted its 20-year *Comprehensive Plan* as required by the State's Growth Management Act in 1994. The plan identifies a network of Urban Centers, Hub Urban Villages, and Residential Urban Villages within which new growth in the city will be concentrated. It envisions substantial population and employment growth occurring inside the city, recognizing that the city is already densely developed. Among the land use goals of the comprehensive plan is to, "Promote densities and mixes of uses that support walking and use of public transportation." [Land Use Goal 4, City of Seattle Comprehensive Plan] The City is currently undertaking a five-year review and update of the comprehensive plan, which is anticipated to be adopted in late 2000.

The Comprehensive Plan's Transportation Element contains extremely aggressive policies to reduce the use of the auto and increase transit use. For work trips, the plan contains a policy to reduce SOV mode split from 59% to 35% while increasing transit mode split from 16% to 27%. (Because of projected increases in population, employment and so in travel, this represents a doubling of transit work trips.) For non-work trips the policy is to double transit mode split by 2010. [Note: These goals are not reflected in Sound Transit's ridership forecasts.]

Seattle's *Transportation Strategic Plan* is the implementation plan for the transportation element of the Comprehensive Plan. It was adopted in October 1998 after an intensive public review process. Key strategies in the plan include: significant improvements in facilities for walking and biking; significant improvements to bus speed and reliability; targeting Sound Transit station areas for transit-oriented housing and appropriate commercial development; supporting the development of full-service neighborhood business districts and encouraging transit and pedestrian-oriented development; evaluating changes to the city's parking requirements to make them more transit oriented; as well as major support for transit-oriented development across a number of strategies. Many of the non-motorized programs are on going and receive annual funding.

8.1 Qualitative Land Use Assessment Worksheet

Required Reporting Format - Template 6.1 Assessment of Transit-Supportive Existing Land Use and Future Patterns

| Information Requested | Reference to Local Documentation Supporting New Start Land Use Criterion |
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| 1. Existing Land Use | |
| <p>Existing corridor and station area development</p> <ul style="list-style-type: none"> ▪ Refer to Attachment C of supporting land use maps and tables, note in particular the tables and color maps of existing and future zoning near each station analyzed in the Central Link Draft EIS. ▪ Refer to Attachment D of Conceptual Station Designs over existing aerial photos of each station area. | <p>Population, housing unit and employment data: see template reporting format below.</p> <p>High trip generators: see box directly below.</p> |
| <p>Existing corridor and station area development character</p> | <p>As part of the Seattle Station Area Planning effort, the existing conditions of each potential station area along the light rail corridor were examined in detail. The attached “Background report for Light Rail Station Area Planning in Seattle” and full color copy of the “atlas” provide comprehensive information on topics including: Perspectives of Neighborhoods, Perspectives of the Development Community, Existing Conditions, Market Conditions, Market Forecasts, and Potential Development Strategies.</p> <p>Northgate: One of Seattle’s five designated Urban Centers. <u>This area is distinguish by having a large amount of vacant and underdeveloped land in proximity to the station, combined with a neighborhood plan and zoning that encourages high-density mixed use development, making Northgate one of the best opportunities for redevelopment along the entire line. There are also new public facilities including a new library and community center that are expected to be located in proximity to the station.</u> Also North Seattle Community College, medical facilities, offices, and multi-family and single-family homes.</p> <p>Roosevelt: A traditional full-service neighborhood and commercial district surrounded by medium density housing. Pedestrian environment includes urban street treatments, street trees, commercial buildings fronting sidewalks with no setbacks, and signal controlled intersections. <u>The adjoining Greenlake neighborhood also has medium density housing and a commercial district as well as a regional park.</u></p> <p><i>Note on pedestrian environment:</i> The stations between Roosevelt and downtown Seattle are all located in urban centers with traditional urban pedestrian amenities; buildings abut the sidewalk with no setbacks, sidewalk seating is commonly provided; street trees are abundant; many buildings have awnings over sidewalks to provide shelter; intersections are</p> |

signal controlled.

NE 45th Street: Located within the University Community Urban Center, one of Seattle's five Urban Centers (with Pacific Street station, below). Second largest transit destination in the region. U-Pass holders account for 10% of King County Metro's current bus ridership. Land uses include the University of Washington, a dense, mixed-use commercial district, high density housing, and some office uses. The pedestrian environment is similar to Roosevelt but with extremely high pedestrian volumes. The City is currently designing improvements to the main retail street to improve pedestrian and transit access. The improvements should be completed prior to light rail opening. The UW campus provides very significant pedestrian-only areas.

Pacific Street: University of Washington campus, UW Medical Center and Hospital, University football stadium and basketball arena, high-density housing. The station area is adjacent to the Burke-Gilman Trail, a major pedestrian/bike trail extending from north Lake Washington, through Seattle, along the ship canal and to Ballard.

Capitol Hill: Located in the Capitol Hill/First Hill Urban Center, One of Seattle's five major Urban Centers (with First Hill, below). Seattle Central Community College (currently 3,000 people arrive by bus daily); very high density residential and commercial district; Group Health Hospital. Pedestrian environment is fully developed urban village with majority of trips on foot, bike or transit. Tree-lined sidewalks accommodate sidewalk cafe and restaurant seating; very high pedestrian volumes.

First Hill: Seattle University; Swedish Hospital; Virginia Mason Hospital; Harborview Hospital; very high density residential. Pedestrian environment similar to Capitol Hill; many of the newer buildings on the south side of the main commercial street have been designed with wide sidewalks with outdoor seating.

Note: Total college/university enrollment served by above stations is 48,000 students.

Downtown Seattle stations (Westlake, University St., Pioneer Sq, International District): Seattle's Major Urban Center, state's central city; high density employment; major retail; the Belltown area contains very high density residential and has many pedestrian-oriented retail streets ; the Center City area has the art museum and symphony hall and the nationally known Pike Place Market. The Pioneer Square area is a center for art galleries and music venues and also has the regional ferry terminal. The International District has high density housing and retail and is a social and cultural center for Seattle's Asian American citizens. All areas of downtown have extremely high pedestrian volumes.

Royal Brougham: Football and baseball stadiums; one of two designated manufacturing and industrial centers in Seattle. Pedestrian connections will be constructed to stadiums.

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| | <p>Lander: Also located in a manufacturing and industrial center; sidewalks in most areas.</p> <p>Beacon Hill: Medium density residential and neighborhood Commercial surrounded by solid single family neighborhood; designated Urban Village in Comprehensive Plan. High and low-income and minority. Pedestrian environment is similar to Roosevelt District.</p> <p>Rainier Valley Stations (McClellan, Edmunds/Columbia City, Othello, Henderson): Predominantly residential with multiple commercial districts around stations and along major arterials; now served by the highest ridership route in the King Count Metro system; highest concentration of seniors, children, minority and low-income residents; station areas designated as Urban Villages in Comprehensive Plan. The Edmunds Station is located near Columbia City, an historic business district with wide sidewalks, street trees and street furniture, and a pleasant pedestrian environment. Other stations are on a major arterial with sidewalks, intermittent street trees, and a mix of street-frontage pedestrian-oriented development and auto-oriented development (predominantly the latter).</p> <p>Boeing Access Road: Industrial area; relatively high ridership comes from connection to Sounder Commuter Rail, and small park-and-ride. This station is not and will not be in a pedestrian-oriented environment.</p> <p>Tukwila: Existing strip commercial planned to be redeveloped and revitalized into a pedestrian-friendly business district (see attached); station area includes major supermarket, drug store, high school, library, churches, hospital, high density residential and community services; high concentration of minority and low income residents. Current pedestrian environment lacks sidewalks and is auto-oriented; planned redevelopment will have sidewalks, buildings fronting the street, and other pedestrian-oriented urban design treatments.</p> <p>North SeaTac: The northern neighborhood of SeaTac, with a commercial complex at the station location. Several multifamily complexes are in the vicinity. The City's Comprehensive Plan designates this area for future redevelopment with higher density multifamily and mixed-use commercial. Areas east of International Boulevard at this location are within the City of Tukwila. Development in this area consists of a major commercial parking facility and one story auto-oriented development. It is zoned for medium density mixed use development and pedestrian-oriented design.</p> <p>North Central SeaTac: Major International Airport with adjacent Hotels and commercial activities. Station will be integrated into a new passenger terminal at the airport. Nearby City Corridor (International Blvd.) includes full street improvements with wide sidewalks. A new Commercial park-and-ride, with a major consolidation of properties under one ownership. Future plans for this major piece of property is consistent with the City's City Center Plan and Standards, which call for mixed-use and</p> |
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| | <p>pedestrian oriented development/access.</p> <p>South SeaTac: Two blocks away the fringe of a large Multifamily area consisting of five complexes. Large tracts of vacant property controlled by the Port of Seattle and private property owners. A parking garage and mixed-use development is proposed directly south of the planned station, providing the minimum amount of parking required. Auto oriented businesses and small retail shops currently exist in the immediate area.</p> |
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| <p>Existing corridor and station area parking supply and existing regional parking policies</p> | <p>Parking supply varies greatly throughout the corridor. Starting from the north: Customer parking is available at Northgate shopping center, however on-street parking is fully utilized. In the Roosevelt and Greenlake neighborhoods, adequate parking is provided in the business district but generally it is metered and time-limited and some of the surrounding residential areas require paid residential parking permits. In the University District, most public surface lots or on-street parking is tight and almost entirely paid ; there are nearby residential parking requires paid permits .<u>In the Capitol Hill and First Hill area, on-street parking is also tight, although off-street paid parking is generally available. There are also restricted residential paid permit areas. Some of the tight parking conditions are due in part to older residential and commercial development built with no on-site parking.</u></p> <p>In Seattle’s central business district, there are over 54,000 mostly paid parking spaces, both metered and time-controlled on-street and in private or public garages. Rates range from \$16 to \$18/ day or upwards of \$200/ month. Parking on the edges of central downtown is at lower cost. The City of Seattle provides free on-street parking in designated areas for registered carpools with permits.</p> <p>In Southeast Seattle, parking for residents and businesses is generally available. There is concern in most neighborhoods along the corridor that light rail will result in hide-and-ride parking on residential streets; Sound Transit and the City of Seattle intend to monitor this situation closely and will propose implementation of residential parking permit zones or other measures where necessary.</p> <p>In Tukwila the station is planned along a major commercial strip with adequate parking for customers. In SeaTac there is abundant long-term paid parking, primarily in privately-operated outlying lots, associated with the airport, and also an airport parking garage.</p> <p>In SeaTac there is significant commercial parking. However, the City’s City Center Plan and Standards support conversion of those parking areas in the long term to mixed-use development with transit-friendly design features. Additionally, in preliminary findings of the Joint Transportation Study, the City of SeaTac and Port of Seattle have identified the need to increase the parking supply to meet Port and City expansion in the future. This expansion of parking will occur largely on Port property.</p> <p>Parking Utilization is on average generally greater than 75% at Northgate, University District, Capitol Hill, First Hill, and in the downtown Seattle area. Parking utilization is lower at all other stations.</p> <p>Parking Policies, general: have been adopted as part of the City of Seattle Comprehensive Plan and the 1998 Transportation Strategic Plan (TSP) (see attached). <u>The City’s parking policy is generally to encourage parking for short-term retail customers and long-term residential car storage, while discouraging long-term</u></p> |
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| | <p><u>employee commuting. The TSP contains a wide-variety of parking strategies to accomplish this policy statement, including programs to provide subsidized transit passes, carpool/vanpool discounts, bicycle facilities, and other transportation demand management tools to neighborhood business districts and large employers in Seattle.</u></p> <p>In March 1999 the Seattle City Council adopted a Station Area Interim Overlay District ordinance. This ordinance restricts the development of new primary parking facilities and provides other restrictions on the location and access to parking in an area ¼ mile around proposed station areas (see attached).</p> <p>Parking policies, specific:</p> <p>Northgate: Parking maximums in force. Special provisions apply to sites along designated major pedestrian routes to improve pedestrian environment; development of large sites subject to General Development Plan review to ensure integration with area circulation and enhanced pedestrian environment.</p> <p>Downtown Seattle: Downtown zones at existing bus transit stations allow highest densities of development in region. No parking required for residential uses, no parking required for up to 30,000 sq. ft. of retail/service uses in areas with high transit access.</p> <p>Other Seattle: Specified commercial districts (Capitol Hill, University District, Roosevelt) include exemptions from parking requirement for pedestrian-oriented retail/service uses. In Neighborhood Commercial Zones, parking is required to be behind or within structures. Commercial zones allow higher development densities for pedestrian-friendly projects.</p> <p>SeaTac: The City of SeaTac has adopted parking standards, specifically in the City Center area, that require limitations on surface parking and the construction of parking structures in support of high density commercial/mixed use projects.</p> |
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| Information Requested | Reference to Local Documentation Supporting New Start Land Use Criterion |
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| 2. Containment of Sprawl | |
| Planned density and market trends for development within corridor and region | <p>Population and Employment information: See template above</p> <p>Density: The light rail line travels through the most densely developed corridor in Washington State. The region's comprehensive plan and local comprehensive plans project even greater densities (see template above and Growth Management Policies Discussion, below). Capitol Hill has an existing floor-area-ratio (FAR of 0.97; First Hill's is 2.33; downtown Seattle at the densest station is 8.15.)</p> <p>Opportunity Sites: The City of Seattle has identified transit-</p> |

oriented-development opportunity sites in each station area ranging from a high of 42 acres at Northgate to a low of 0 acres at Pacific Street (where there are currently active commercial building permits for 550,000 square feet).

Station redevelopment plans: The following is a sample of specific station area and redevelopment plans along the light rail corridor.

Northgate: Metro King County, Sound Transit and the City of Seattle are all cooperating in facilitating a public process to work with the community on preparing design concepts to better coordinate public and private development in the Northgate core area, in close proximity to the light rail station. This presents one of the most immediate and largest redevelopment opportunities along the light rail line.

University District: Over the next ten years, the University Community Urban Center -- one of Seattle's five urban centers, will become home to growing numbers of people as well as increased employment opportunities.

Although recent budget cut backs have stalled this project, King County Metro has completed in-depth analysis supporting their participation in a transit-oriented development as part of a new bus layover facility near NE 47th Street and Brooklyn Avenue in the University District. Initial market analysis has shown potential for including office, residential (both rental and ownership), and retail (new supermarket and convenience services that would not conflict with specialty retailing on The Ave).

Several churches in the vicinity of the planned NE 45th light rail station own a sizable amount of developable land. University Congregational recently built 16 units of low-income housing and is considering other office and housing development. The city of Seattle and Sound Transit plan to facilitate a church development roundtable to provide a forum for discussing shared development objectives and coordinating plans.

The University Bookstore, The Ave's commercial anchor, is the state's largest independent bookstore and is located between NE 45th and NE 43rd Streets. They have 8,600 ft² of parking that they are considering redeveloping in the next ten years.

The Greater University Chamber of Commerce, along with community members, business owners, design consultants, and city and Metro staff has developed a plan to revitalize the main pedestrian retail street, University Way (known as "The Ave") by making it more pedestrian-friendly. Wider sidewalks, improved bus stops, safer intersections and pedestrian crossings, and character amenities such as lighting and art are the main components of the plan. Connecting the light rail station entrances to activities on The Ave is critical to the vitality of area businesses. In response to business and community interests expressed this spring, Sound Transit has committed approximately \$500,000 to construct pedestrian enhancements on NE 43rd St to create a strong

link between the Ave and the station entrance at NE 43rd Street.

Capitol Hill: As part of the light rail project, Sound Transit will support neighborhood plans to enhance the pedestrian route along East Howell Street to the new Cal Anderson park (redevelopment of the Lincoln Reservoir) and improve access to the southern light rail station entrance.

First Hill: Banks currently occupy the two proposed station entrances. Those sites, as well as the adjacent proposed staging areas are high priority areas among community members for redevelopment. Developers have already approached Sound Transit about future development opportunities in that location. The City of Seattle is also engaged in a First Hill Housing Action Plan to develop housing on viable sites throughout the station area. The major institutions (especially Harborview and St. James Cathedral), and community representatives are working with the City on the Action Plan and are looking for options to replace existing affordable housing that is being impacted by institutional expansion. Five new developments (high density housing over retail or high density housing only) have been permitted in the First Hill station area this past year. There are at least three other housing and retail projects at the predevelopment stage.

City Council is considering a proposal to extend the existing Pedestrian Overlay zone on Madison St. to the eastern boundary of the station area.

Downtown: See the discussion of redevelopment activity under item six.

CPS - The King County Department Transportation Metro Transit is investigating a public/private partnership to integrate the need for transit facilities with a transit oriented mixed use development. The site would include transit layover space, transit access to the I-5 reversible lanes and space to layover light rail trains. A preliminary market analysis indicates that a commercial mixed-use project with office, retail, hotel and residential development is appropriate for this location.

Pioneer Square Station - The City of Seattle Civic Campus Plan includes concepts that would modify the entrance to the downtown tunnel to be better integrated into the new Civic Center development. The City of Seattle and King County have recently put three buildings on the surplus list and are in the process of hiring developers to convert the buildings to housing.

IDS - A number of new housing and office developments are completed or in the final phases of construction throughout the International District station area. The Uwajimaya Asian-American specialty grocery store is a regional and local attraction and is building a new building with housing above. The grocery store is located across the street from the light rail station. King County/Metro will expand bus service in the neighborhood and is adding a new bus stop on the light rail station entrance plaza. The Wing Luke Asian Museum is still

looking for a new site and still considering building a new museum over the existing International District Station adjacent to the Sound Transit's new headquarters in Union Station.

Beacon Hill - There are potential opportunities to incorporate joint commercial/residential developments with one or both of the station entrances. The new Beacon Hill Library branch will be built two blocks south of the station entrances. . A number of rezones are being considered by City Council for the Beacon Hill station area. The rezones will change single family or lowrise residential zoning to higher density neighborhood commercial zoning that encourages housing over retail uses.

Southeast Corridor: Building on a market analysis performed as part of the Background Report for Light Rail Station Area Planning in Seattle, the City engaged another consultant to conduct a refined analysis of the potential for new development around the stations in Southeast Seattle. This refined analysis assesses the potential for six transit-supportive land uses (retail, office, multi-family residential, entertainment, education and civic/arts) around the Southeast Seattle stations.

McClellan Station: The area around this station was identified as the location for a future mixed use town center in the Neighborhood Plan. Station Area Planning is working with a team of market analysts, urban designers and transportation consultants to determine the feasibility of integrating mixed use development, including a substantial amount of new housing, adjacent to and in the vicinity of the light rail station.

Edmunds Station: Just north of the Edmunds station area is a Seattle Housing Authority (SHA) property called Rainier Vista. Rainier Vista has recently received a Hope VI grant in the amount of \$35 million. Seattle Housing Authority, working with Sound Transit project development staff have included the following in the redevelopment plans: New community facilities, parks, gardens and 20,000 square feet of retail space in close proximity of the proposed light rail station; 200 affordable for-sale homes for low-income working families; 100-units for very low-income elderly; 250-public housing units for very low-income people; 300-homes for sale to the general public; and 131 off-site rental units for very low-income people. SHA will continue to work with the City of Seattle Station Area Planning and Sound Transit Project Development staff to integrate light rail with the Rainier Vista redevelopment. Construction is planned to occur in about two years and be completed in about five years, similar to light rail development.

Othello Station: Around the planned Othello light rail station, there is support for mixed use on the west side of the street. The east side of the street presents a good opportunity for TOD. The four major east-side property owners who own a total of 88,438 square feet of land, along with local business owners, have formed a partnership. The new Othello partnership was formed to be proactive in looking at ways the current property

owners could influence the redevelopment of this area. The proactive collaboration envisions a TOD with the same mix of current uses with retail on the lower floor with the addition of upper floors for offices/businesses and residences. The Seattle Housing Authority also owns a very large amount of land in the station area that will be redeveloped similar to the Rainier Vista project near the Edmunds Station. Part of this area is currently under construction for new mixed income single- and multi-family housing. Another portion of their property is in the design phase and will include opportunities for retail and commercial development as well as live-work and a variety of housing types.

Henderson Station: A community organization displaced by light rail near the Othello Station is interested in relocating their existing services and expanding a significant program for new housing near the Henderson Station. Their proposal will include retail development, senior housing and a variety of new community services particularly for youth and seniors.

Tukwila: See the discussion of redevelopment activity under item six.

North SeaTac (S.154th St): Improvements of the interchange of SR 518 and International Boulevard (SR 99) are proposed in this area. Properties immediately adjacent to the proposed station locations are proposed to be redeveloped to increase development intensity.

North Central SeaTac (Airport): Plans to improve passenger and air freight services at Seattle-Tacoma international Airport will cause the area to the west of this station to increase in intensity. Rail passengers from the City of SeaTac using this station will access this station through the Airport's Intermodal Center at S. 170th Street. A development agreement with private properties adjacent to the Intermodal Center provide for increasing land use intensities in response to airport and rail service including the conversion of surface parking lots into hotels and parking structures.

South SeaTac (S.200th St.): A parking structure with mixed-use elements and adjacent re-developable lands for hotels and transit-oriented development is proposed in this area. This will be done through a public-private partnership or through private funding. This will increase the density near the Southern Terminus of the light rail system and maintain density within the City's Urban Center.

Areas with existing transit, trends: See discussion above; all of the areas in this corridor are served by existing transit; current annual transit ridership in the corridor is over 100 rides per capita, and in the most dense portion is over 175 annual rides per capita. Implementation of the light rail project is expected to 'free up' Metro bus hours for redeployment by King County. Regional redeployment policies and an implementation schedule have been outlined (see attachment). Major intermodal bus-rail connections

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| | <p>are being designed as part of the project at: Pacific, Royal Brougham, McClellan, Henderson, Boeing Access, North Central SeaTac (Airport), and South SeaTac (200th) stations.</p> <p>Major employment center locations and growth: See template reporting format. Major employment centers include: Northgate, the University District, Capitol Hill, First Hill, Downtown Seattle, Royal Brougham/Lander, North Rainier/Beacon Hill/McClellan, and the SeaTac Urban Center. SeaTac's urban center, which is linear and takes in the City Center area as well as all other areas in which transit stations are to be sited, is zoned for the type of mixed use and land use densities supportive of transit-oriented development. Job growth in the urban center is projected to be 234% by year 2012. (Source: Urban Centers in the Central Puget Sound Region, A Baseline Summary and Comparison, Winter 1996-97 PSRC)_Growth projections are reported in the template format.</p> |
| <p>Growth management policies</p> | <p>See the discussion at the beginning of this section for detail concerning the regional framework for growth management.</p> <p>Briefly: The State of Washington's Growth Management Act (GMA) requires consistency and coordination between land use and transportation planning on a regional level. The regional adopted land use and transportation plan (VISION2020) and the countywide planning policies for King County designates an enforceable urban growth boundary and identifies Urban Centers to be served by a transportation network including high capacity transit. Each county and local jurisdiction must have (and does have) an adopted comprehensive plan consistent with the regional plan. GMA requires setting level of service standards for transit routes, plans to bring facilities into compliance, and identification of system expansion needs. Local communities are required to implement measures for transportation demand management. The transportation system must be capable of supporting the land use, population and employment assumed in each jurisdiction's comprehensive plan at an acceptable level of service. <u>Several jurisdictions, including the City of Seattle, are undertaking their initial review and updates of comprehensive plans, and monitoring actual versus expected growth that has occurred since the plans were initially adopted.</u></p> <p>Sound Transit's enabling legislation requires it to favor cities and counties with transit supportive land use plans when making transit investments.</p> <p>Each of the three cities in the light rail corridor have adopted comprehensive plans that target new growth into dense, mixed-use, pedestrian-friendly urban centers. The City of Seattle's strategy for implementing the city-wide plan was to support the development of neighborhood plans by neighborhood planning groups. <u>37 neighborhoods have adopted neighborhood plans. Every station area within Seattle is located in a neighborhood that has completed a neighborhood plan.</u> In every case, the neighborhood planning process involved a great deal of public education and outreach. Each of the plans was subject to a community validation process. Copies of each of the plans along</p> |

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| | <p>the light rail project corridor and the associated validation reports are attached.</p> <p>The City of Seattle monitors its progress on implementing their Comprehensive Plan every two years, <u>and is currently undertaking its first five year review, which will result in plan amendments that are expected to be adopted by the City Council in late 2000.</u> The City also recently (August 2000) issued “<u>Seattle Growth Report 2000</u>”, which monitors growth patterns for the city as a whole and by urban village since initial adoption of the comprehensive plan in 1994. In addition, There is also a comprehensive plan policy (L-61) that mandates that the city regularly monitor growth trends throughout the city, including those urban villages with stations.</p> <p><u>SeaTac has updated its Comprehensive Plan and Zoning Code to support transit-oriented, pedestrian-friendly development within its urban center, adopted a City Center Plan in December 1999 to support redevelopment of part of its urban center, and has drafted station area plans for areas that will be served by light rail.</u></p> |
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| Information Requested | Reference to Local Documentation Supporting New Start Land Use Criterion |
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| 3. Transit Supportive Corridor Policies | |
| Plans and policies to increase corridor and station area development | <p>See general discussion at beginning of this section and the second part of Item 2, above.</p> <p>The region's adopted land use plan and each of the cities' comprehensive plans, set specific growth targets for the urban centers. Seattle's comprehensive plan also sets targets for growth in urban villages and residential urban villages; those light rail stations that are not in Urban Centers are in urban villages or residential urban villages.</p> <p>On Nov. 23 1998 the Seattle City Council adopted Resolution #29867 establishing goals and strategies to promote transit oriented development. The Intent Statement follows, and the full list of goals and strategies is attached.</p> <p>"Intent Statement: To encourage transit-oriented development and to maximize ridership in a manner that improves the quality of life in Seattle, is appropriate to neighborhoods, is consistent with the Comprehensive Plan, and ensures that Link Light Rail is an asset for the entire city, the City is establishing framework goals and strategies for station area planning. These goals and strategies are intended to:</p> <ul style="list-style-type: none"> ▪ Guide planning that results in transit-oriented development, consisting of integrated, active station areas where community services, housing, retail, and commercial activities are co-located. ▪ Communicate broad policy intent; ▪ Establish development objectives for each station area; ▪ Identify and apply tools appropriate to individual station areas; ▪ Inform Council policy choices; and ▪ Review neighborhood plans for consistency with City-wide goals." <p>The City's efforts to promote transit-oriented development to fulfill this resolution are underway. Below are a few City of Seattle activities to encourage mixed-used, pedestrian-friendly development around light rail stations:</p> <p>Building on Neighborhood Planning: City staff are leading planning efforts for each light rail station area in Seattle. The Station Area Planning work builds on the City of Seattle's Neighborhood Planning effort. Many citizens have spent the past four years developing neighborhood plans and defining visions and goals for their communities. The City has built on these efforts – involve new people, focus on partnerships, refine the vision for the ¼ mile station area, look in more detail at transit-oriented development projects, and capitalize on the opportunities that Sound Transit's light rail system will provide. The City's work to ensure light rail fits into the community is</p> |

directed by these neighborhood –specific planning recommendations, as well as by the City Council’s adopted goals for light rail, and by opportunities specific to the development of the light rail system.

Design and Development Workshops: In the Design and Development workshops (see section 6.5)– the City identified many great opportunities to develop partnerships, for example between the churches and housing options. Some of the next steps will involve bringing these partners together and discussing these options to see if common conclusions can be reached on how to best take advantage of these opportunities to maximize the benefits. The steps that need to happen will be organized so that the details of project timing work with each other to maximize good in the short term during construction, as well as for long term during community development. The City’s Station Area Planning team hosted a series of follow on events with the communities in each station area to further refine the work accomplished in the Design and Development workshops.

Station Area Concept Packages: Since March 1999, the City’s Station Area Planning team has worked with the community, other department staff and King County/Metro to develop “concept packages” for each station area. The concept packages include an illustrated vision statement and map, and identified a variety of tools to implement the vision and establish the framework for public and private investments in the station areas. In April 2000, Council Resolution #30165 was introduced, which includes a concept package for each station area. Two public hearings were held in May 2000 and City Council approved the Resolution on September 5, 2000.

Interim Zoning Overlay: The City has adopted an interim zoning overlay district that establishes temporary land use regulations within approximately ¼ mile of proposed light rail stations. The interim overlay district prohibits certain land uses that are considered incompatible with transit-oriented development, for example, drive-through establishments and other auto-oriented uses. The interim overlay district also revises parking and access standards for uses in commercial zones. The intent of the interim measures is to preserve opportunities for transit oriented development in station areas while station area planning is underway.

City Council recently extended the Interim Overlay through March 2001. This additional time will allow for community and Council review of the proposed new permanent overlay district.

Establish a Permanent Station Area Overlay District: The proposed Station Area Overlay District, similar to the interim overlay district, will continue to prohibit auto-oriented uses, and modify development standards in the area to support transit-oriented development. Successful transit-oriented development relies on convenient pedestrian walkways among retail sales and service uses and limits on parking within an area approximately ¼ mile from the station platform. This is generally regarded as a comfortable walking distance from a high capacity transit facility.

Station Area Overlay Districts are proposed in eight station areas. The boundaries of the proposed overlay districts generally follow those established for the Station Area Interim Overlay District, except that Single Family zones are no longer included. The boundaries were drawn around Sound Transit's proposed stations. Originally, ten of the proposed light rail station locations were covered by the interim overlay district. Now, eight are proposed to be covered because the Royal Brougham and Graham stations are no longer proposed to be station locations.

The overlay district boundaries follow a general 1/4 mile distance from the station. In some areas, the boundary was drawn short of or beyond the 1/4 mile distance to incorporate whole blocks, parcels, or to follow zoning boundaries, property lines or streets. Topography, barriers to pedestrian access, large parcels and platting patterns were also considered in proposing the boundaries of the overlay district. This boundary is believed to encompass a minimum area necessary to accomplish the goals of station area planning. Specific criteria will be used to guide any changes to the boundaries of the overlay district.

Transit Supportive Rezones: Rezones and the application of the Station Area Overlay District are proposed to implement Station Area Planning actions and to support transit oriented development. Rezones are proposed for seven station areas including (from south to north): Henderson, Othello, Edmunds, McClellan, Beacon Hill, First Hill, NE 45th (Please refer to Section 4 for a complete description of the Station Area rezone proposals.)

Multi-Family Property Tax Exemption Program: This program exempts for ten years the value of qualifying new or rehabilitated multi-family housing units from the annual ad valorem real property tax otherwise due. The exemption does not apply to the land value of the development, and the new or rehabilitated housing units must be located in certain "residential targeted areas." The Othello, Graham, Edmunds, McClellan, Pioneer Square, International District, Westlake and First Hill light rail station areas are within, or in close proximity to, the eligible City-designated areas.

Location Efficient Mortgage Program: The City is partnering with Continental Bank and Fannie Mae to establish a Location Efficient Mortgage program. This program will permit potential condominium and other homebuyers purchasing within walking distance of a station area to qualify for a larger mortgage than they would otherwise be eligible. Since these buyers may have lower or no car payments or transportation-related expenses, they are able to devote a larger percentage of their income to a mortgage (because of their homes' proximity to transit). The City will launch this program in 1999.

SeaTac has updated its Comprehensive Plan and Zoning Code to support transit-oriented, pedestrian-friendly development within its urban center, adopted a City Center Plan in December 1999 to support redevelopment of part of its urban center, and has drafted station area plans for areas that will be served by light rail. SeaTac

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| | <p><u>has also negotiated development agreements with the Port of Seattle and private property owners in areas adjacent to stations to enhance development densities and provide pedestrian amenities consistent with goals for TOD.</u></p> <p>See also the discussion of neighborhood plans in the next box.</p> |
| <p>Plans and policies to enhance corridor and transit-friendly character of station area development</p> | <p><u>Sound Transit’s Transit Oriented Development Subcommittee</u></p> <p><u>In May 1999, the Real Estate and Transit Oriented Development (TOD) Sub-committee began meeting. The purpose of this committee is to foster compact mixed-use real estate development at and near Sound Move projects, as well as promote and adopt policies that support appropriate development. The sub-committee has adopted the following policies thus far:</u></p> <p><u>September 1999, “Transit Oriented Development Criteria.”</u> (Motion 99-60). <u>This criteria is used as a method to evaluate potential development projects that could either be solicited or proposed. Review of potential development proposals involve a series of four steps,</u></p> <ul style="list-style-type: none"> ▪ <u>Policy Review</u> to determine what types of options might be appropriate for site consideration. ▪ <u>Review of Existing Influences,</u> evaluating how to balance the project needs with extending resources to meet TOD goals. ▪ <u>Evaluation Criteria</u> made up of a Primary and Secondary Criteria analysis. Primary criteria would be used to identify what types of projects would be appropriate, secondary criteria would be used to evaluate development proposals once identified. ▪ <u>Identification of Roles,</u> evaluates the possible roles Sound Transit can play given the results of the evaluation above. <p><u>January 2000, “Surplus Real Property Disposition Policy, Procedures and Guidelines.”</u> (Resolution 99-35) <u>This policy established policies, procedures and guidelines for the disposition of surplus real property. These policies allow Sound Transit to implement uniform and fair disposition of real property and allow the achievement of the following goals:</u></p> <ul style="list-style-type: none"> ▪ <u>Flexibility to realize the greatest possible return on public investment</u> ▪ <u>Mitigate impacts of Sound Move projects</u> ▪ <u>Encourage Transit Oriented Development</u> ▪ <u>Encourage as appropriate:</u> <ul style="list-style-type: none"> <u>Economic Development</u> <u>Housing, commercial, mixed use development</u> <u>Parks, trails, and open space preservation</u> <u>Environmental protection, enhancement and preservation</u> <p><u>August 2000 – The Transit Oriented Development (TOD) Program Plan.</u> <u>The Sub-committee will recommend a funded program plan to the full Board for adoption. This program will be implemented at Sound Transit for 2001. This program will further analyze station areas for development potential, conduct market</u></p> |

and financial feasibility studies, and coordinate regional jurisdiction, technical assistance with Station Area Planning issues. Regional partners in this work include Puget Sound Regional Council (with TSCP grant funds set aside to assist with this work), 1000 Friends of Washington, King County, and the City of Seattle.

October 13, 2000 – TOD Conference. Sound Transit will sponsor a one day TOD conference in Seattle, “Partnering Real Estate Development with Transit.” This conference is intended to bring together the public and private sectors to better coordinate the issues of creating Transit Oriented Developments in the Central Puget Sound Region.

Puget Sound Regional Council Transit Station Communities Program

The Puget Sound Regional Council has initiated the *Transit Station Communities Project*. The project is being funded by a federal grant program -- Transportation and Community and System Preservation (TCSP) -- administered by the Federal Highway Administration. This grant program is part of the federal government’s Smart Growth Initiative. The Transit Station Communities Project is focused on creating possibilities for more people to walk and bike to the stations by encouraging land use changes near the stations. The project includes:

Regional Coordination and Awareness Campaign. The Regional Council is partnering with 1000 Friends of Washington, a grass roots citizen organization focussed on community growth and character issues, to increase awareness and improve coordination of transit station development opportunities. The objective is to create a broader understanding of transit-oriented development among local governments, transit agencies, the development community, and the general public. Some activities will include:

- The Regional Council will launch a website in July focused on transit-oriented development in the central Puget Sound region.
- A conference this Fall will be jointly sponsored by the Regional Council, Sound Transit, and 1000 Friends of Washington. The conference will bring together people from both the public and private sector to share ideas about transit-oriented development in the region.
- A ‘breakfast series’ starting in May will focus on bringing together lenders, builders, developers, and others in the development community to discuss obstacles to transit-oriented development and identify ways to overcome them.
- 1000 Friends of Washington will expand its Livable Future Endorsements program to include transit-oriented development projects. This program identifies good examples of development that support walking and biking. 1000

Friends is currently reviewing the Overlake park-and-ride project for potential endorsement and will be evaluating others throughout the year.

Local Technical Assistance. The Regional Council will select locations within the region to test strategies for making transit-oriented development a reality. Technical assistance activities that have been discussed include:

- Station area “profiles” with information on existing land use, zoning, demographics, underutilized parcels, and other details that can help identify opportunities and constraints at selected stations.
- Market analysis or feasibility studies for specific locations to determine short-term and long-term potential for attracting transit-oriented development.
- Technical assistance teams to participate in intensive charrettes focused on particular topics, such as zoning and development regulations, leveraging private investment, or public/private joint development agreements.
- Visual simulation exercises using virtual reality computer technology available at the University of Washington. These simulations could help planning officials and the public better understand possible land use changes in their communities.

As a first step, the Regional Council has completed a document entitled *Creating Transit Station Communities: A Transit-Oriented Development Workbook*. The workbook focuses on the role that regional transit can play in the station area development process and identifies a number of specific strategies that can help make it happen.

King County’s Transit Oriented Development Program was created by the King County Council as part of the 1998 adopted budget to encourage new housing and related commercial activity in joint development with transit facilities. The program focuses on opportunities in designated Urban Centers (including nine of the Link station areas), developed through innovative partnerships among King County, the cities, Washington State Department of Transportation, Sound Transit, and the private sector. The program goals include: Develop a complete mix of uses in urban centers; Eliminate barriers to transit access; Increase transit mode split; Promote more effective use of parking areas; Create an environment with viable travel options. The mode split target with Transit-Oriented-Development are 25% transit, 15% carpool, 10% other and 50% SOV. (The existing transit mode splits to downtown Seattle exceeds this today.)

Seattle’s Comprehensive Plan and Transportation

Strategic Plan include goals and policies to promote the densities and mixes of uses that support walking and use of public transportation; reduce SOV use for work trips from 59% to 35%; increase use of public transportation for work trips from 16% to

27%; and increase transit share of non-work trips from 7% to 14% by 2020; support a shift towards transit, carpools and vanpools, bicycling and walking; reduce the use of cars over time, particularly for commuter trips; provide mobility and access by public transportation for the greatest number of people to the greatest number of service, jobs, educational opportunities and other destinations; ensure that station and alignments of the new rail system contribute positively to Seattle's civic identity; integrate transit stops, stations and hubs into existing communities.

Seattle's Transportation Strategic Plan includes an entire section devoted to strategies to protect and enhance neighborhoods, including support for the development of full service neighborhood business districts to reduce miles traveled by meeting people's day-to-day needs close to home; encouraging transit and pedestrian-oriented development; using design review to promote transit-oriented development strategies; and supporting transit ridership goals with appropriate development densities.

Seattle's Neighborhood Plans 37 neighborhood plans have been adopted by the City Council. The neighborhood planning process is a strategy employed by the City of Seattle to engage local citizens in developing focused plans which become an integral part of the City's overall growth plan. The neighborhood plans are accompanied by implementation projects, some of which have received early funding from the City. Each of the plans are accompanied by a validation report which demonstrates the level of involvement and support of each of the neighborhoods in the planning process. See attached plans and validation reports for each of the neighborhoods along the light rail corridor.

The Northgate Neighborhood Plan was adopted in 1993. The plan is extremely supportive of the eventual development of light rail or some method of rapid transit in the Northgate Mall south lot. Transit is key to the community's strong desire to transform Northgate from an auto-oriented area choked with traffic to a pedestrian-friendly retail, commercial, and service core. Northgate was designated an Urban Center soon after the state passed the Growth Management Act, before even the Seattle Comprehensive Plan was completed, and transit's importance in the region's ability to realize that vision is clear. The City has recently completed an evaluation of the plan, which monitored the effectiveness of the plan and subsequent zoning changes in re-shaping the development framework in Northgate. The evaluation lists several recommendations for potential code amendments and further implementation efforts. The Council has recognized the evaluation and directed staff to prepare a work program for plan evaluation. This process will be closely coordinated with station area planning in the Northgate area, which commenced in May, 2000.

The Roosevelt Neighborhood Plan was Adopted in 1998. This neighborhood plan is supportive of transit, and demonstrates a willingness to negotiate its challenges in return for the revitalization and other opportunities transit presents. Roosevelt's

plan calls for the development of a Town Center, with a transit station acting as both a geographic center and a conceptual one – supporting services such as a day care center and other amenities that the presence of commuters twice a day make more feasible. The Roosevelt neighborhood specifically urges that plans around the 45th street interim terminus not preclude or create undue obstacle for the best possible solution in Roosevelt later on. Although the Roosevelt planning area is one of the city’s smallest, geographically, it has a high degree of community participation and involvement.

The University Neighborhood Plan was adopted in 1998. This neighborhood is highly supportive of transit. The University planning area stands to benefit in many ways similar to Roosevelt. With a built-in ridership of University of Washington students, faculty, and staff, constrained parking, and a business landscape of independent businesses, this community supports light rail. As the area is already heavily congested with bus and auto traffic and parking is limited, the community has expressed concerns about the University District’s capacity to serve as an interim terminus. This neighborhood experienced a high level of involvement in the development of its plan, especially from its business community.

The Capitol Hill Neighborhood Plan was adopted in June of 1999. Key strategies of Capitol Hill’s neighborhood plan are focused on a north anchor and south anchor district. The south anchor district encompasses Seattle Central Community College, the Lincoln Reservoir and Bobby Morris Playfield, commercial and high-density residential development. The south anchor district plan focuses on private development around a Broadway light rail station between East John and East Howell streets. As part of the light rail project, Sound Transit will support neighborhood plans to enhance the pedestrian route along East Howell Street to the new Cal Anderson park (redevelopment of the Lincoln Reservoir) and improve access to the southern light rail station entrance.

The First Hill Neighborhood Plan was adopted in March of 1999. The Plan strongly recommends that a light rail station be located on Madison and designed to support the Madison Street business district and to promote additional housing development in the area. The plan calls for increased housing density, priority transit, pedestrian-friendly eighteen-hour streets, and increased pedestrian amenities. The combination of First Hill’s proximity to I-5 and downtown Seattle and its land uses (major medical and educational institutions and significant concentrations of high-density housing including low-income and senior) imposes extreme demands on its transportation system. The plan focuses on improving and enhancing pedestrian and transit access/circulation while maintaining through and local traffic circulation. The First Hill Neighborhood Plan identifies Madison Street and 8th Avenue as priority areas for high-density housing development. With the light rail station and surrounding area, the plan suggests there be a gathering space/plaza, ground floor retail and housing above the station, attractive landscaping, a prominent clock, signage that incorporates public art, and community

policing.

Downtown Planning: The City/Sound Transit/Metropolitan Services Department of King County plan for high capacity downtown transit corridors (including light rail), as modified by on-going planning and engineering studies, will be an integral element of the Downtown Plan. These improvements will: 1) provide capacity to meet forecasted transit growth through the year 2014; 2) reduce travel time by transit; 3) reduce transit congestion on surface streets; 4) reduce transit rider crowding on sidewalks; 5) reduce diesel bus noise and odor; and 6) provide an attractive and pleasant street environment for the pedestrian and transit rider.

The Downtown Urban Center is the core of the West Sector of the City. The West Sector includes five downtown neighborhoods (International District, Pioneer Square, Commercial Core, Belltown, Denny Triangle) and three that surround the south end of Lake Union (South Lake Union, Uptown/Queen Anne, Eastlake). All neighborhoods in the West Sector contain policies supportive of the LINK Light Rail proposal. These plans support additional concentrations of housing and jobs, access to transportation and recognition of Seattle's downtown area as a pre-eminent regional center.

Each of the Downtown Neighborhood Plans was developed by Neighborhood Planning Committees within the five downtown and three adjacent West Sector Neighborhoods. Those planning committees conducted an extensive outreach process including mailings, public meetings and workshops. All plans were validated at neighborhood events and adopted following public hearings by the Seattle City Council.

North Beacon Hill planners concluded formal planning with a community validation event in December 1998. As in the case of planning groups throughout Southeast Seattle, the North Beacon Hill Planning Association took extra efforts to involve "hard to reach" residents and business owners. The Planning Association provided planning materials in translation, submitted articles to the community newspapers, conducted public meetings, and made the best use of electronic information technology (e-mail lists and a website) of any of the Southeast planning groups.

The North Beacon Hill Neighborhood Plan will be adopted in October 1999. The plan includes the proposed site area for the Beacon Hill light rail station, a deep tunnel station. It makes no specific alignment recommendation. The plan does encourage the City to support the choice of some in the Rainier Valley for a tunnel, but adds that support should not come at the expense of a Beacon Hill station. The North Beacon Hill Plan was finished before the announcement of the preferred final alignment and station recommendation and all discussion of development opportunities was deferred to the Station Area Planning process.

The North Rainier Planning area includes the proposed site of the McClellan Street Station, the station at the northernmost end of the Rainier Valley. The North Rainier Neighborhood Planning

Committee finished work with a January 1999 community validation event. The Seattle City Council voted their approval of the plan and accompanying City work matrix on September 27, 1999. The final plan is the culmination of intensive work and outreach to community stakeholders. The Planning Committee held regular monthly meetings, but also held informal meetings with "hard to reach" groups, conducted a telephone survey, distributed a monthly newsletter, and mailed fliers for particular issues and events. In addition the group made extra efforts with the use of yard signs and church visits. Planning materials were translated into Cambodian, Vietnamese and Tagalog.

The North Rainier Neighborhood Planning Committee envisions in its plan a new town center for their area; a development anchored in part by a light rail station. The group specifically charted a vision consistent with transit oriented development principles – a "hub" area with public gathering space, denser housing than the surrounding area, appropriate services and retail, and linkages to buses as well as pedestrian paths and bicycle-ways. As no alignment had yet been endorsed by Sound Transit, the North Rainier Planners made no specific recommendations regarding land use or streets related to the alignment and station area. The plan does recommend that public investments facilitate transit oriented development and improve surrounding infrastructure to accommodate the desired increase in residential and employment densities.

The Columbia City / Hillman City / Genessee Neighborhood Plan is the site of the planned Edmunds Station. Columbia City finished its Neighborhood Plan with two community validation events in January 1999. Seattle City Council approved the plan and the accompanying City work in 1999. Given the proposal to run light rail or high capacity transit through Rainier Valley and Columbia City's position in the middle of the Valley, the final alignment decision and the development opportunities made possible by the line greatly affected the Planning Group's work. In fact, the plan calls the new transit corridor and station "the community's most important revitalization opportunity in the early 21st century." However, due to timing the Planning Group was not able to work with details of the currently preferred alternative.

In the final Neighborhood Plan, the Columbia City Planning Group endorses a different alignment from the one proposed by Sound Transit. However, knowing that the at-grade Martin Luther King option might be preferred, the group did strongly recommend that extensive public investments be made to craft pedestrian access, appropriate bus linkages, and to strengthen the Columbia City core as the area's commercial, public space and mixed use anchor. [Note: Accordingly the Link project includes new pedestrian amenities on Edmunds Street to connect Columbia City historic core to the preferred station site on MLK Jr. Way.] The Planning Committee deferred discussion of land use around the station area. Several of the group's zoning recommendations for the commercial core area relate to the need to absorb residential density hoped for due to light rail.

In the two years leading to plan completion, the Columbia City ,

Hillman City, Genesee Planning Committee conducted extensive outreach to residents and businesses in the area. Tactics included business community interviews, a community survey, a speaker's bureau targeting non-English speaking groups, youth outreach, issue-specific forums, mailings, and validation events. The Planning Committee met or exceeded the City's expectations in terms of involving the greater community in this planning effort.

Within the Martin Luther King @ Holly Neighborhood

Planning area lies the proposed Othello Street Station. The MLK @ Holly Planning Association closed its three years of work with community validation of the final plan in August 1998 and Seattle City Council approval of the plan and accompanying City work matrix in December 1998. Like most of the planning groups in the Rainier Valley, this group exerted great effort to attract a diverse group of planners to the table. Those efforts included targeting working people and people with family commitments with appropriately timed meetings, and also ensuring translation of planning materials for Chinese, Vietnamese and Laotian residents. In recent history, the MLK @ Holly area has been recognized as the area with the gravest poverty in the Valley. With the redevelopment of the Seattle Housing Authority property known as Holly Park with HOPE IV funds and with the redevelopment possibilities brought by high capacity transit, the neighborhood planners now see the area as having the greatest potential for positive change in the Valley.

During planning, several light rail alignments were under discussion. While MLK @ Holly Planners did not endorse a particular route, they did express support development of a "mixed use town center" around a station as a way to focus the neighborhood in a more traditional and pedestrian-friendly way. In the final Neighborhood Plan, planners wrote, "The Sound Transit Station represents the opportunity to create a sense of place and an identifiable core while preserving the fragile diversity that makes it unique." The final plan makes several recommendations for public infrastructure improvements and economic development measures intended to support such development. The Planning Association deferred discussion of particular land use or street use changes. At each neighborhood planning session "using light rail as a development catalyst" was an important factor in examining ways to enhance their individual visions for their neighborhood.

The Rainier Beach 2014 Neighborhood Plan was completed in 1998. The proposed Henderson Street Station plays an integral role to the redevelopment plans of the Rainier Beach Neighborhood 2014 Planning Committee. Rainier Beach planners undertook outreach themselves through door-to-door contacts with businesses and neighbors, mailed questionnaires and events that combined hands-on tasks with discussion of planning issues (especially light rail). Through these methods the group succeeded in drawing out residents, business owners and "hard-to-reach" subsets of both (non-English speakers and low-income residents). Youth were a particularly important target audience for this group.

The Rainier Beach Neighborhood 2014 Planning Committee

supported most strongly of any Southeast Seattle community the Sound Transit preferred alignment down Martin Luther King. Primarily, the group supports the concept of transit riders on an at-grade system *seeing* a healthy, working neighborhood different from the one referred to sometimes in the media as poor and crime-ridden. The community embraces the opportunity to present itself as the gateway welcoming transit riders into Seattle. As in the example of Columbia City, the Rainier Beach plan calls for public investment for improving Henderson Street's pedestrian and bicycle capacity as the "people" link to the proposed station on Martin Luther King. [Note: Accordingly the Link project includes new pedestrian amenity and street design improvements for linking the core of Rainier Beach to the station and bus transfer facility on MLK Jr. Way.] The Neighborhood Plan encourages appropriate-scale mixed use development around the proposed station and redeveloped of the neighborhood core at Henderson and Rainier. While the group made several recommendations for public investment in streetscapes, transit connections, housing, and business development support, the group deferred discussion of particular land use and street use changes related to the proposed light rail system and station area development.

Tukwila's Comprehensive Plan includes implementation goals to develop an urban center with high intensity retail, commercial or light industrial with mixed-use residential. The city's zoning code identifies high density residential districts. The Plan also calls for using some capital improvement funds to: encourage in-fill, land assembly, and redevelopment; the partnering with private sector to fund infrastructure to encourage redevelopment; establishment of 6.5 du/ac as a maximum for single-family neighborhoods; providing sufficient zoned housing potential to accommodate future single and multi-family households; emphasizing a network of residential local access through-streets, thereby minimizing cul-de-sacs; designing residential local access streets to provide the minimum capacity for emergency access and for slow traffic; encouraging neighborhood commercial structures to incorporate residential units at medium densities; allowing a diverse mix of uses, including above-street residential, retail, service office and recreational and community facilities; creating a recognizable, compact, pedestrian Residential Commercial Center; and combining parking placement and build-to standards to achieve compactness and a pedestrian orientation.

Station areas of the preferred route through the City of Tukwila (Tukwila International Blvd./ Pacific Highway S.) include the Boeing Access Road and S. 144th Street areas. Additionally, both the Cities of SeaTac and Tukwila plan the station area around the S. 154th Street station, which is on the border of the two cities. Even though the City of Tukwila is opposed to the preferred route identified for Tukwila by Sound Transit, the City has embarked upon an aggressive redevelopment of Tukwila International Blvd., part of the preferred alignment, and is courting development interests to stimulate economic development. It is believed that light rail could play a significant role in the City's revitalization efforts as well as provide substantial resources to the redevelopment project. The City has shown that it is supportive of

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| | <p>transit and has adopted policies on high capacity transit. Those policies direct such transportation facilities to serve Tukwila's urban center and Southcenter. At the same time, the City has successfully begun the transformation of Tukwila International Blvd. from an unsafe and unsightly strip commercial district to a safe and comfortable place to live and do business and an area where street design supports customers, residents and transit users.</p> <p>SeaTac's Comprehensive Plan and Transit Supportive Land Use Master Plan support creation of a new city center served by light rail with 5,576 housing units, over 1.3 million square feet of retail and over 2.4 million square feet of office.</p> <p>SeaTac's City Center Plan and Standards promote the densities and employment/population growth called for in the Countywide policies and GMA. The City Center Plan reduces local traffic volumes by shifting traffic onto a new North/South Main Street and achieves 100% of the Comprehensive Plan commercial development and over 65% of housing estimates.</p> <p>The City of SeaTac has adopted Design Standards for High Capacity Transit Facilities. These, coupled with the City Center standards, will promote pedestrian friendly character for station area development.</p> <p>There is \$6 million allocated for pedestrian improvements and connections between the airport and the city as a part of the City and Port's Interlocal Agreement. In addition to that, SeaTac has a requirement in the HCT standards to have a pedestrian overpass from a station to the surrounding area where vehicular volumes warrant (this applies to International Blvd., in terms of volumes). Other connections may be requested that are supported by city policy, <u>including the requirement that each station have a "kiss-n-ride" facility to support use of each station by city residents and businesses</u></p> <p>The Port plans to construct an Automated People Mover from the main terminal to the Intermodal Center, NEAT terminal, Airport Station, and ultimately the planned Rental Car facility. The Port has committed to extending the people mover as far as the Airport Station in order to meet Sound Transit's requirements to have this connection in place by the time the rail line opens. The Port and Sound Transit are coordinating on the development of the routing and structure of both the people mover and light rail line in order to take advantage of potential cost savings in construction.</p> |
| <p>Parking policies</p> | <p><u>Over the last year, the City of Seattle's Strategic Planning Office has been conducting a comprehensive neighborhood parking study to develop transit-oriented parking management strategies, with DCLU, SEATRAN, and other departments. The parking study will help implement: Seattle Light Rail Station Area Planning; Transportation Strategic Plan; Neighborhood Planning; and the City's goals for transportation, affordable housing, the environment, and economic development for neighborhood business districts. The parking study's recommendations will help</u></p> |

the City respond quickly and creatively to the varied parking issues in Seattle's neighborhoods with the following three goals:

- Combine a mix of parking solutions including managing on and off-street parking, making better use of the parking we already have, and introducing more flexibility for meeting code requirements.
- Work directly with neighborhoods to tailor parking solutions that achieve the right amount of residential and retail customer parking, while discouraging long-term commuter parking.
- Implement these effective, cheap, and quick recommendations to provide more efficient use of existing parking supply before pursuing more expensive options.

The parking study collected on and off-street parking data in 26 neighborhoods to learn more about parking conditions in Seattle neighborhoods and to learn from consultants about how other cities tackle their parking issues. The recommendations and issue papers are completed, the Final Report is attached.

The City of Seattle is currently working with many neighborhood business districts and residential groups to implement the parking study's results, including managing on-street parking more effectively, refining the City's Land Use Code to require a targeted and more appropriate amount of off-street parking in different areas, and increasing parking enforcement.

SeaTac has updated its Zoning Code to discourage low density surface parking lots within its urban center and to enhance the landscaping and pedestrian amenities of parking areas when they redevelop. SeaTac has also negotiated development agreements with the Port of Seattle and private property owners in areas adjacent to stations to provide for structured parking.

Please see information submitted in response to Item 1.

| Information Requested | Reference to Local Documentation Supporting New Start Land Use Criterion |
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| 4. Supportive Zoning Regulations Near Transit Stations | |
| <p>Zoning ordinances that support increased development density in transit station areas</p> | <p>Please see the discussion of Growth Management Policies in response to Item 2.</p> <p>To reiterate: All three cities on the light rail developed comprehensive plans that are consistent with the regions land use and transportation plan, VISION 2020 and the Metropolitan Transportation Plan. VISION 2020 identifies growth targets for each of the region's centers, which are to be linked by high capacity transit. <u>Each county within the region also adopted countywide planning policies, as mandated by the Growth Management Act. The countywide planning policies established urban growth boundaries, and the King County policies also established urban centers in the three light rail communities.</u> The cities in the region then identified specific hierarchy of centers and urban villages, designed to accommodate future growth in existing centers. The zoning that implements these plans, was generally put in place in anticipation of light rail, not in response to it. The Sound Move plan was developed largely in conjunction with and in response to VISION 2020. The light rail corridor was planned specifically to link the VISION 2020 centers, where high density development is accommodated with existing zoning.</p> <p>Seattle, through its Neighborhood Planning Process, has been developing neighborhood plans at the same time final route and station location planning has been occurring. These neighborhood plans, which have now been adopted, generally assume the highest density development around light rail stations. <u>In general, the existing zoning and capacity within Seattle is sufficient to promote transit-oriented development that already generates significant levels of transit ridership. Additional changes in zoning will be made in many station areas following the recent adoption of the concept-level plans,</u> but the zoning to support light rail is already in place through the earlier process.</p> <p>The City of Seattle Station Area Planning Team (SAP) will additionally present recommendations to City Council in September 2000 regarding any changes to the current zoning code. They will continue to examine potential modifications to design review standards, parking ratios, parking management plans, open space requirements and payment-in-lieu options for designated public space, etc. The City Council will review these issues in the first three months of the year 2001.</p> <p>Interim Zoning Overlay: <u>The City has adopted an interim zoning overlay district that establishes temporary land use regulations within approximately ¼ mile of proposed light rail stations. The interim overlay district prohibits certain land uses that are considered incompatible with transit-oriented development, for example, drive-through establishments and other auto-oriented uses. The interim overlay district also revises parking and access</u></p> |

standards for uses in commercial zones. The intent of the interim measures is to preserve opportunities for transit oriented development in station areas while station area planning is underway.

City Council recently extended the Interim Overlay through March 2001. This additional time will allow for community and Council review of the proposed new permanent overlay district.

Establish a Permanent Station Area Overlay District

The proposed Station Area Overlay District, similar to the interim overlay district, will continue to prohibit auto-oriented uses, and modify development standards in the area to support transit-oriented development. Successful transit-oriented development relies on convenient pedestrian walkways among retail sales and service uses and limits on parking within an area approximately ¼ mile from the station platform. This is generally regarded as a comfortable walking distance from a high capacity transit facility.

Station Area Overlay Districts are proposed in eight station areas. The boundaries of the proposed overlay districts generally follow those established for the Station Area Interim Overlay District, except that Single Family zones are no longer included. The boundaries were drawn around Sound Transit's proposed stations. Originally, ten of the proposed light rail station locations were covered by the interim overlay district. Now eight are proposed to be covered because the Royal Brougham and Graham stations are no longer proposed to be station locations.

The overlay district boundaries follow a general 1/4 mile distance from the station. In some areas, the boundary was drawn short of or beyond the 1/4 mile distance to incorporate whole blocks, parcels, or to follow zoning boundaries, property lines or streets. Topography, barriers to pedestrian access, large parcels and platting patterns were also considered in proposing the boundaries of the overlay district. This boundary is believed to encompass a minimum area necessary to accomplish the goals of station area planning. Specific criteria will be used to guide any changes to the boundaries of the overlay district.

Station Area Rezones: Rezones are proposed within seven station areas to establish regulations that will direct new development to promote new housing development, provide pedestrian-oriented commercial activity, promote mixed use (residential and commercial uses) development and allow for a transformation of auto-oriented areas.

The current zoning in station areas north of Downtown is largely supportive of development appropriate to light rail stations. Proposed rezones in these areas will strengthen existing Pedestrian Districts. The proposed rezones in southeast Seattle are intended to increase transit-oriented development opportunities in areas that are currently automobile-oriented. Rezones are proposed to encourage the areas around light rail stations to become mixed use (residential and commercial) neighborhoods where people can live, work and play in one area without having to rely on a car for transportation. A complete description of the rezone proposals for

each station area follows:

University District 45th St. Station Area

The rezone proposal for the Station Area is to designate NE 43rd St. between Brooklyn Ave. NE and 15th Ave. NE a Pedestrian I (P1) Overlay District.

The University District concept-level recommendations call for enhancing the physical connections between the community and University of Washington (UW). The City has begun designing improvements to University Way that will enhance the pedestrian environment along The Ave business district. In the November 18, 1999 Board Decision on the light rail alignment, Sound Transit committed \$400,000 - \$500,000 to enhance NE 43rd St. between The Ave. and 15th Ave NE. Designating a portion of NE 43rd St. as a Pedestrian I (P1) area will help enhance the pedestrian environment between the UW, the light rail station and the broader community.

First Hill Station Area

The rezone proposal for the Station Area is to extend the Pedestrian I (P1) designation along E. Madison St., and add the P1 designation to portions of Terry Ave., Boren Ave., Summit Ave. and Boylston Ave. Madison St. has vastly differing character along its length and from one side to the other in the station area. The proposed extensions of the P1 district would create a more unified street environment linking the medical institutions, Seattle University and the mixed-use areas. It would also enhance pedestrian safety in a heavily used transit corridor.

Beacon Hill Station Area

The rezone proposals for the Station Area are as follows:

- Rezone portions of blocks abutting the existing Neighborhood Commercial 2-40 (NC2-40) along Beacon Ave. S., and between S. Bayview St. and S. Stevens St., from Single Family - 5000 (SF 5000) to Neighborhood Commercial 2/Residential/40' (NC2/R-40). This action implements a specific land use recommendation in the *North Beacon Hill Neighborhood Plan*, which stated, "Change Single Family 5000 (SF 5000) zoned parcels at strategic locations within the retail core to Neighborhood Commercial 2/Residential 40 (NC2/R-40) to encourage additional mixed-use commercial and residential development within the retail core."
- Add a Pedestrian I (P1) designation to Beacon Ave. S., from its intersection with 14th Ave. S. to approximately S. Stevens St., and to S. Lander St. from ½ block west of 15th Ave. S. to 17th Ave. S. The P1 designation will help to reduce pedestrian and auto conflicts and will strengthen the pedestrian character of the business district.
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McClellan Station Area

The *North Rainier Valley Neighborhood Plan* seeks to establish a town center for the North Rainier Valley to concentrate the highest density growth around the light rail station, and promote a range of housing and commercial activities that will add to the vitality of

the hub. The zoning recommendations follow the plan's direction to amend zoning designations as needed to facilitate transit oriented development, while ensuring appropriate transitions from higher density development to the Cheasty greenbelt single-family areas south of Winthrop Street. The rezone proposals are as follows:

- Rezone an area generally bounded by S. Bayview St. to the north, MLK Jr. Way to the east, S. Horton St. to the south, and 25th Ave. S. to the west, from Commercial 1 and Commercial 2 (C1 and C2) to Neighborhood Commercial 3 (NC3). The existing 65 foot height limit is proposed to remain. The proposed rezones would implement the *North Rainier Valley Neighborhood Plan* Goal C-1 and Policy C-1.2, which were adopted into the Comprehensive Plan in October, 1999.
- Add a Pedestrian 1 (P1) designation to portions of Rainier Ave S., S. McClellan St., S. Forest St, S. Stevens St., and 27th Ave. S. The station area is currently very auto-oriented. The combination of rezones, Station Area Overlay and P1 Overlay designation will help to create a street environment that is more conducive to walking and using transit.

Edmunds Station Area

The proposed rezones for the Edmunds station area respond to several factors. The construction of a light rail station will increase pedestrian activity and demand for housing and services near the station. Additionally, the Seattle Housing Authority (SHA) is planning to redevelop the Rainier Vista site to provide a range of affordable housing opportunities for moderate and low income residents. The *Columbia City/Hillman City/Genesee Neighborhood Plan* contains the following goals and policies that guided the zoning recommendations:

- Improve pedestrian safety and convenience along Rainier Avenue and Martin Luther King Jr. Way S.
- Maximize economic development and revitalization objectives through appropriately designed station area development.
- (Create)A community with retail and service businesses that serve community needs, particularly pedestrian-oriented commercial development.
- (Maintain) A community with a variety of available housing options for a mix of income levels and household sizes.
- Maximize light rail related investments to ensure the development of quality housing with appropriate community amenities.
- Support incentives for new housing development near high capacity transit facilities.

The rezone proposals are as follows:

- Rezone central portions of the Rainier Vista site from Lowrise (L2) to Lowrise 4 (L4). The L4 zoning is intended to provide SHA with greater design flexibility than is available within the L3 height and density limits. L2 remains at the edges of the SHA site to provide a transition to single family areas.
- Rezone portions of the Rainier Vista site, along MLK, Jr. Way S from L2 to Lowrise 4/Residential-Commercial (L4/RC).

This designation allows for small scale retail and service uses within multifamily buildings to meet residents' needs, while not competing with established business districts along Rainier Ave S.

- Rezone portions of the Rainier Vista site from L2 to Neighborhood Commercial 1 with a 40' height limit (NC1-40). This designation allows for slightly larger (though still limited) scale retail sales and service uses close to the light rail station to meet residents needs, while not competing with established business districts along Rainier Ave S.
- Add a Pedestrian 1 (P1) designation to portions of MLK, Jr. Way S., S. Alaska St. and S. Alaska Pl. The P1 designation within the NC1 area assures that the commercial uses are oriented to and reinforce the increased pedestrian activity close to the light rail station.

Othello Station Area

The MLK @ Holly Neighborhood Plan incorporates the proposed light rail station at MLK, Jr. Way S and S Othello St. into its overall plan for neighborhood improvements. One goal of this Plan is to "develop the retail and commercial core of the MLK @ Holly Street residential urban village as an attractive and vibrant area for neighborhood residents and visitors." Two supporting policies include, "promote retail, restaurant and entertainment uses that are pedestrian oriented and provide a high level of street activity" and "develop pedestrian amenities to link commercial areas, transportation facilities, residential areas, and parks." The following proposed rezones are consistent with this goal, and with its associated policies. The rezone proposals are as follows:

- Rezone properties on the west side of Martin Luther King Jr. Way South between South Willow Street and South Myrtle Street from C1-40 to NC3-65;
- Rezone properties currently zoned C1-65 between South Myrtle Street and South Othello Street and east of 38th Avenue South to NC3-65;
- Rezone properties south of South Myrtle Street between 42nd Avenue South and 43rd Avenue South from C1-65 to NC3/R-65;
- Rezone properties currently zoned C1-65 on both sides of South Othello Street between 42nd Avenue South and 43rd Avenue South to NC3-65;
- Rezone the southwest corner of Martin Luther King Jr. Way South and South Othello Street, currently zoned C1-40 and L-2, to NC3-65;
- Rezone properties on the south side of South Othello Street west of the Martin Luther King Jr. Way South/South Othello Street intersection, currently zoned L-2, to L-4 R/C;
- Rezone properties on the west side of Martin Luther King Jr. Way South south of the Martin Luther King Jr. Way South/South Othello Street intersection, currently zoned C1-40 and L-2, to L-4 R/C;
- Rezone remaining properties southwest of the Martin Luther King Jr. Way South/South Othello Street intersection generally west of Holly Park Drive South and north of South Chicago Street from L-2 to L-4; and

- Add a Pedestrian 1 (P1) overlay district designation to Martin Luther King Jr. Way South from South Myrtle Street to slightly south of South Othello Street, to South Myrtle Street between 38th Avenue South and Martin Luther King Jr. Way South, and to South Othello Street between 38th Avenue South and 43rd Avenue South.

Henderson Station Area

- The rezone proposals are as follows:
Rezone several areas around the future MLK, Jr. Way S. /South Henderson Street light rail station. Specifically:
- Rezone properties along MLK, Jr. Way S currently zoned Commercial 1 and 2 (C2-40 and C1-40) to Neighborhood Commercial 3, with a 40' height limit (NC3-40). This rezone would promote a mix of moderately sized commercial and housing development near the light rail station
- Rezone Neighborhood Commercial 2, with a 40' height limit (NC2-40) properties at the intersection of S Henderson St./Renton Ave. S, and on south side of S Trenton St. to Neighborhood Commercial 2/Residential/40' (NC2/R-40). This would allow housing on the first floor of buildings, while requiring the first floor ceiling height to be 13' to allow for conversion to commercial uses as demand grows.
- Add Pedestrian 1 (P1) designation to portions of MLK, Jr. Way S and S Henderson St. This would require pedestrian oriented businesses in the areas closest to the light rail station.
- Rezone certain properties along MLK, Jr. Way S. from Commercial 2, with a 65' height limit (C2-65) to Commercial 1, with a 65' height limit (C1-65). This would encourage single purpose commercial uses more appropriate to an area close to a light rail station.

Tukwila has zoning regulations and design guidelines in place in the corridor that support transit-oriented development, greater development density, mixed use development, and pedestrian oriented development in the corridor. It has also adopted a Revitalization Plan and has taken steps towards economic revitalization in this corridor by actively soliciting development proposals that are transit friendly. It is also providing incentives for redevelopment by providing infrastructure. Additionally, the 1998 package of amendments to the zoning code accomplishes the following: eliminates maximum residential density limits in the Neighborhood Commercial Center (NCC) zone (zoning of proposed station area); modifies side yard and rear yard setback standards in the NCC, Regional Commercial (RC) zones (zoning of proposed station area) and Mixed Use Office zones; permits residential development in some portions of the RC zone; creates Commercial Redevelopment Areas and allows planned commercial uses in four residential zones (including High-Density Residential zones within proposed station area). In addition, the current code has special height exception areas that range from 4 to 10 stories, with 6 stories allowed near the proposed station at S. 154th St.

SeaTac has created a City Center Plan and a Transit Supportive

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| | <p>Master Land Use Plan that identifies the rail alignment and station locations, and encourages increased density, mixed use development and pedestrian friendly development in the station areas, all of which is supported by existing zoning. It has also adopted City Center Standards that encourage this type of development in the City Center area and assume a light rail station. SeaTac has adopted High Capacity Transit Design Standards that are supportive of high quality design for the station and public spaces in the station areas.</p> |
| <p>Zoning ordinances that enhance transit-oriented character of station area development</p> | <p>Please see the box just above.</p> |
| <p>Zoning allowances for reduced parking and traffic mitigation</p> | <p>Seattle's Transportation Strategic Plan (TSP) was adopted in October 1998 and is now being implemented. See response to Item 3 above for more detail. <u>The City is currently analyzing whether to reduce the citywide parking requirement around light rail stations and otherwise creating more transit-oriented parking policies to support the existing bus transit service and future light rail service.</u> Also, over the last two years, the City of Seattle and King County Metro, in partnership with a private company, have developed a car sharing program in Seattle neighborhoods (including Capitol Hill and First Hill). <u>Car sharing allows people to share access to vehicles that are parked close to their homes or offices, without the high fixed costs of auto ownership. The car sharing program can lead to reduced auto ownership and less parking demand, along with increased transit ridership.</u></p> <p>SeaTac's City Center Standards and HCT Standards include: parking maximums; require surface parking to be located to the rear of building; require that parking structures on International Blvd. have retail/commercial, service, office or residential use for the building's full face height (and on both street faces where the building is on a corner); require that parking garages within building subordinate the parking entrance to the pedestrian entrance; and require that all parking structures include ground floor retail/commercial/service.</p> |

| Information Requested | Reference to Local Documentation Supporting New Start Land Use Criterion |
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| 5. Tools to Implement Land Use Policies | |
| <p>Endorsement and participation of public agencies, organizations, and the private sector in development and planning process</p> | <p>In the third quarter of 1998, the Station Area Planning Team presented to several interest groups including Realtors, AIA seminars, League of Women Voters, the Greater Seattle Chamber of Commerce, Seattle Human Services Coalition, Minority Executive Directors Coalition, Rotary clubs, Bicycle Advisory Board, etc. These types of presentations will continue as Station Area Planning progresses.</p> <p>The City of Seattle has initiated an interagency Development Partnership Team including representatives from the City, County, Puget Sound Regional Council, Sound Transit and AIA. The Development Partnership Team meets twice monthly, develops events, and provides a clearinghouse on policy development and partnership opportunities. A past event was a conference entitled, "Real Estate Development at Transit Stations: Seizing the Opportunity," co-sponsored by the City, Sound Transit, King County, Puget Sound Regional Council (our MPO), American Institute of Architects, and Fannie Mae that was held on June 18, 1999. <u>Another conference, entitled "Partnering Real Estate Development with Transit", is planned for October 13, 2000. This conference is co-sponsored by the City of Seattle, Sound Transit, King County, the PSRC, and 1000 Friend of Washington (a growth management advocacy group). The conference is expected to draw both public and private sector entities from around the region.</u></p> <p>The City of Seattle and Sound Transit conducted "Design and Development Work Sessions" (DDWS) in each station area. The DDWS included City staff, Sound Transit staff, and urban design and development consultants to identify specific opportunities in station areas.</p> <p>Each session included at least one full day of interviews with community stakeholders. Involving the stakeholders was instrumental in identifying properties that were likely to redevelop as well as in finding key partnership opportunities.</p> <p>The purpose of the DDWS sessions included:</p> <ul style="list-style-type: none"> ▪ To develop urban design and development concept plans for station areas that are grounded in economic reality and that support neighborhood plan recommendations ▪ To involve community stakeholders, city/county staff, the Light Rail Review Panel, Sound Transit staff/consultants and City consultants directly in the process |

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| | <p>Highlights to date:</p> <ul style="list-style-type: none"> ▪ Hundreds of community members have attended the forums and were positively engaged in how their communities could build around the stations. ▪ In over 40 hours of intensive interviews with stakeholders Sound Transit heard concerns and identified stakeholders' interest in partnering to redevelop key properties. For example, in the University District, the local churches are potential partners in developing housing near the station sites. ▪ The sessions and subsequent concept-level recommendations are generating potential City policy and code changes to support transit-oriented development near the stations. The sessions also are identifying critical timing challenges to minimize construction impacts to the community and build synergy among projects. City Council will begin considering these proposals in early 2000. ▪ <u>Based on the work undertaken in the design and development sessions, the City's Station Area Planning Team has continued to work with the community, other city staff, and King County/Metro to develop "concept packages" for each station area. The concept packages include an illustrated vision statement and map, and identify a variety of tools to implement the vision and establish a framework for public and private investments in the station areas. In April, 2000, Council Resolution #30165 was introduced, which includes a concept package for each station area. After public hearings were held in May, the City Council adopted the resolution on September 5, 2000.</u> <p>Memoranda of Understanding with SeaTac and Seattle were included in the 1998 submittal package; these outline the partnerships for environmental review, station area planning and land use planning. Although the City of Tukwila withdrew from their partnership agreement with Sound Transit based on a disagreement with the preferred alternative that was identified, the City continues to participate in biweekly meetings and continues to review project progress. Sound Transit maintains an interest in working with the City of Tukwila and has funding available for them to pursue station area planning if they decide to accept it.</p> <p>In addition, Sound Transit is engaged with numerous chambers of commerce, downtown, business and community associations, and neighborhood groups, in cooperative station area planning. Please see the attached materials regarding station area planning and neighborhood planning.</p> |
| <p>Tools and actions to promote transit-oriented development</p> | <p>Please see the discussion of King County's Transit Oriented Development Program (and materials submitted in 1998), detailed in the general discussion above.</p> <p><u>SeaTac has updated its Comprehensive Plan and Zoning Code to support transit-oriented, pedestrian-friendly development within its urban center, adopted a City Center Plan in December 1999 to support redevelopment of part of its urban center, and has drafted</u></p> |

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| | <p><u>station area plans for areas that will be served by light rail. SeaTac has also negotiated development agreements with the Port of Seattle and private property owners in areas adjacent to stations to enhance development densities and provide pedestrian amenities consistent with goals for TOD.</u></p> |
| <p>Involvement of development community in supporting station area plans</p> | <p>A conference entitled, "Real Estate Development at Transit Stations: Seizing the Opportunity," co-sponsored by the City, Sound Transit, King County, Puget Sound Regional Council (our MPO), American Institute of Architects, and Fannie Mae was held on June 18, 1999. More than 200 real estate development and lending professionals with an interest in transit-oriented development (TOD) attended with public officials and staff working on TOD. The conference included presentations on TOD projects in San Francisco, Portland, and King County, as well as a briefing by Sound Transit staff on the criteria being drafted to guide Sound Transit's involvement in TOD projects. The conference is part of a larger informational campaign being planned by the City and Sound Transit to educate, engage and involve the private sector and neighborhood and community groups in TOD projects. <u>Another conference, entitled "Partnering Real Estate Development with Transit", is planned for October 13, 2000. This conference is co-sponsored by the City of Seattle, Sound Transit, King County, the PSRC, and 1000 Friends of Washington (a growth management advocacy group). The conference will feature case studies from the Bay Area and a focus on TOD opportunities in the Puget Sound region. The conference is expected to draw both public and private sector entities from around the region.</u></p> <p>The City of Seattle's standing Station Area Advisory Committees that meet at least monthly include property owners and development interests (CDC/nonprofits as well as private developers).</p> <p>In addition, members of the development community attended the DDWS stakeholder interviews and have expressed continuing interest in pursuing opportunities identified in the sessions.</p> <p>Please see the discussion of King County's Transit Oriented Development Program (and attached materials), detailed in the general discussion above.</p> <p><u>SeaTac has had participation by the development community throughout the processes of updating its Comprehensive Plan and Zoning Code to support transit-oriented, pedestrian-friendly development within its urban center, adopting a City Center Plan in December 1999 to support redevelopment of part of its urban center, and drafting station area plans for areas that will be served by light rail. These included dedicated meetings with developers, invitations to public meetings and workshops, and active participation by representatives of the development community in advisory committees. SeaTac has also negotiated development agreements with private property owners in areas adjacent to stations to enhance development densities and provide pedestrian</u></p> |

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| | amenities consistent with goals for TOD. |
| <p>Public involvement in corridor and station-area planning</p> | <p>In September 1998, the City of Seattle and Sound Transit hosted kick-off events in each community to encourage community participation in Station Area Planning. Participants were offered a variety of means to remain involved, depending on the time they could contribute. The most active participants have continued by participating in the Station Advisory Committees, that meet monthly to refine Station Area Planning actions.</p> <p>Week-long planning sessions were held in each station area, each of which began and concluded with a Community Forum. The Community Forums' purpose were to continue to include the community's input on how to develop station areas that provide safe places to walk, parks, more choices for housing, and support for new and existing community businesses. The Forums were well-covered in local community papers.</p> <p>In addition, targeted outreach to special populations in the Southeast Station areas has been done, including translating materials into appropriate languages, hiring over 5 different translators to communicate with different audiences, and holding presentations in affected communities.</p> <p>The attached newsletters, flyers, and announcements are a sample of the outreach conducted over the last year.</p> <p>The City is also meeting regularly with an advisory committee for each station area. <u>The Station Area Advisory Committees are now focusing on station design issues, and will increasingly be involved with plan implementation now that concept-level recommendations have been adopted (advisory committee meetings are just beginning for the Segment A stations).</u></p> <p><u>SeaTac has had active public participation throughout the processes of updating its Comprehensive Plan and Zoning Code to support transit-oriented, pedestrian-friendly development within its urban center, adopting a City Center Plan in December 1999 to support redevelopment of part of its urban center, and drafting station area plans for areas that will be served by light rail. Three public station area planning meeting were held to which several thousand city residents, businesses and property owners were invited. The City newsletter, the SeaTac Report, also included numerous articles on light rail system developments and station area plans, including notices of upcoming processes and opportunities to become involved. The City also formed an Ad Hoc Advisory Committee on light rail that included citizen members to address issues of light rail siting and design.</u></p> <p>Please see the discussion of Link Public Outreach in the following section.</p> <p>Please see discussion of public involvement in GMA planning activities in item three above.</p> |

| Information Requested | Reference to Local Documentation Supporting New Start Land Use Criterion |
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| 6. Performance of Land Use Policies | |
| Demonstrated cases of developments affected by transit-oriented policies | <p>The City of Seattle has several cases of planned and potential projects that demonstrate the success of outreach and communication efforts with station area development interests. These include multifamily/mixed-use project developers who are willing to delay permitting until joint development opportunities are better defined in the FEIS/ 30% design package; exploration of mixed-use development with community facilities and potential student housing on a Community College property that ST expects to use for construction staging and a station entry; and the phasing a major portion of the HOPE VI Holly Park mixed income redevelopment to best accommodate retail and greater design choices for high-density housing.</p> <p>Northgate: (NOTE: as stated earlier may not want to include in this section—project currently halted due to litigation)</p> <p>Downtown: Neighborhoods at the north end (Denny Triangle/Commercial Core) and the south end (International District/Pioneer Square) are working closely with the City of Seattle and Sound Transit on planning for the station areas at these locations. Plans for the north end of Downtown include redeveloping the air rights above the Convention Center Station with new mixed-use development including office, housing and retail. At the south end, a new multi-modal transit terminal is being developed at King Street Station/Union Station. Significant new office development is under construction in this area, and an additional 500 units of housing are planned for the area adjacent to King Street Station on the North Kingdome parking lot. <u>The City of Seattle and King County have recently put three buildings on the surplus list and are in the process of hiring developers to convert the buildings to housing.</u> Both these north downtown and south downtown locations are experiencing a substantial amount of new office, commercial and housing development. These two station areas, and the new light rail service are critical to the support of this activity.</p> <p>McClellan Station: <u>The North Rainier Neighborhood Plan envisions a mixed use town center around the proposed McClellan Light Rail station. This summer, a team of market analysts, urban designers and transportation consultants are looking at ways to incorporate new development adjacent to the future light rail station and lead the way to achieving the town center. The outcome will be a “Development Strategy” for the McClellan light rail station area that identifies key opportunity sites for future redevelopment. The preliminary design and development strategy includes a mix of residential, office and retail space as well as a series of public open spaces and transportation improvements that link to the light rail station.</u></p> <p>Edmunds Station: Just north of the Edmunds station area is a Seattle Housing Authority (SHA) property called Rainier Vista.</p> |

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| | <p>Rainier Vista has recently received a Hope VI grant in the amount of \$35 million. Seattle Housing Authority, working with Sound Transit project development staff have included the following in the redevelopment plans: new community facilities, parks, gardens and 20,000 square feet of retail space in close proximity of the proposed light rail station; 200 affordable for-sale homes for low-income working families; 100-units for very low-income elderly; 250-public housing units for very low-income people; 300-homes for sale to the general public; and 131 off-site rental units for very low-income people. SHA will continue to work with the City of Seattle Station Area Planning and Sound Transit Project Development staff to integrate light rail with the Rainier Vista redevelopment. Construction is planned to occur in about two years and be completed in about five years, similar to light rail development.</p> <p>Tukwila: Special Commercial Redevelopment Areas have been created to encourage parcel assembly that results in more viable and buildable lots. The City is currently working with a developer planning a reported \$50 million mixed use development, Tukwila Village, across from a proposed light rail station at S. 144th Street and Tukwila International Blvd.</p> <p>Given that the exact location of station sites have been identified but not finalized, it is too early to expect more development than that described above. However, as stated earlier, the region's growth management plans, which have been in place for a number of years already, encourage transit-friendly development. The new light rail system is expected to encourage the development and redevelopment of transit supportive uses in the vicinity of the stations faster than may otherwise occur.</p> <p><u>SeaTac has negotiated development agreements with private property owners in areas adjacent to stations to enhance development densities and provide pedestrian amenities consistent with goals for TOD. The \$50,000,000 redevelopment of the Hilton Hotel included streetscape design improvements to enhance the pedestrian environment, dedicated public access pathways to enhance pedestrian accessibility, and structured parking to densify land uses. Other developments subject to agreements with the City including the Interlocal Agreement with the Port of Seattle, and Gateway Development provide for TOD-related improvements that are currently in design.</u></p> |
| <p>Corridor development targets</p> | <p>The City of Seattle Comprehensive Plan has growth targets and transit-supportive densities identified for all station areas.</p> <p><u>The City of SeaTac has also established growth targets for its City Center, and has growth targets in the areas affected by draft station area plans.</u></p> <p>Please see the attached comprehensive plans of the three cities and the region's land use plan, VISION 2020, which identify specific development targets along the corridor. These targets are also captured in the population and employment forecasts in the template above. <u>The City of Seattle has recently issued a report</u></p> |

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| | <p>entitled "Seattle Growth Report 2000" that outlines growth trends throughout the city and in each urban center and urban village. There is also a comprehensive plan policy (L-61) that mandates that the city regularly monitor growth trends throughout the city, including those urban villages with stations.</p> <p>See also the forecast 2020 data for each station area in accompanying quantitative template.</p> |
| <p>Station area development proposals and status</p> | <p>As a result of outreach and interaction with City of Seattle and/or Sound Transit staff, development interests have submitted several letters of interest regarding potential sites in the First Hill, Capitol Hill, and Othello Station areas. See the discussion above for more detail about these potential developments.</p> <p>See Northgate proposal above and attached materials.</p> <p><u>SeaTac has negotiated development agreements with private property owners in areas adjacent to stations to enhance development densities and provide pedestrian amenities consistent with goals for TOD. Other developments are also proposed subject to agreements with the City including the Interlocal Agreement with the Port of Seattle, and Gateway Development to provide for TOD-related improvements that are currently in design. In addition, several other developers have discussed development options in SeaTac within station areas affecting all of the proposed station areas (S. 154th St., North Central SeaTac (Airport), 184th St. and 200th St.).</u></p> |

| Information Requested | Reference to Local Documentation Supporting New Start Land Use Criterion |
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| <p>7. Other Land Use Considerations (Optional)</p> | |
| <p>Otherwise unidentified circumstances, conditions, or constraints under which the transit agency operates and which influence local and regional land use policies, plans, and implementation.</p> | <p>Special Event Ridership and Ridership Forecasting: It should be noted that the ridership estimation model provides forecasts of average weekday riders. As such, the forecasts do not account for special event ridership that would be generated, for instance by a stadium station. On days with special events at the University of Washington football stadium ridership at University District stations could be 2 to 3 times higher. The Royal Brougham station will only generate 500 daily boardings on an average weekday but when baseball or football games are held ridership will be as high as 6,700 daily boardings. Easy transfers from the Westlake station to the Seattle monorail will cause events at the Seattle Center to generate additional light rail ridership as well.</p> <p>Seattle Enterprise Community Program: Ten of the proposed Link light rail stations are within Seattle's federally designated Enterprise Community (EC). Those stations include Edmunds, Graham, Othello, Lander, Royal Brougham, International District, Pioneer Square, University, Westlake and Conventional Place. The core strategies for the use of the Enterprise Community funds (\$2.95 million) are:</p> <ul style="list-style-type: none"> ▪ Strengthen neighborhood-based planning capacity to |

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| | <p>empower communities;</p> <ul style="list-style-type: none"> ▪ Create Urban Villages within the EC for sustainable development responsive to regional growth management issues; ▪ Build neighborhood-based institutions such as schools, libraries and community centers which are responsive to economic as well as community development needs; ▪ Redevelop the Duwamish Industrial Area to create more family wage jobs; ▪ Create an effective workforce linkage system that connects residents to jobs; ▪ Support capacity building for neighborhood-based economic development; ▪ Expand community policing and community-based public safety programs; and ▪ Implement a comprehensive housing strategy. <p>Multimodal Emphasis with Regional Integration: Sound Transit's Sound Move is a multimodal program – light rail, commuter rail and bus/HOV with community connections. In 2020, Central Link light rail riders will represent about 35% of all the region's transit riders. Sound Transit will be closely integrated with the District's four other existing bus operators, the State ferry system and the operation of the State's HOV system. Passengers will also be able to connect with ferry service to British Columbia, Amtrak, the region's new high-speed rail service between Vancouver, British Columbia and Eugene, Oregon, major bike and pedestrian trail systems, Seattle's Monorail, the Waterfront Streetcar, and the Seattle Transit Initiative service.</p> <p>The Port plans to construct an Automated People Mover from the main terminal to the Intermodal Center, NEAT terminal, Airport Station, and ultimately the planned Rental Car facility. The Port has committed to extending the people mover as far as the Airport Station in order to meet Sound Transit's requirements to have this connection in place by the time the rail line opens. The Port and Sound Transit are coordinating on the development of the routing and structure of both the people mover and light rail line in order to take advantage of potential cost savings in construction. Major intermodal bus-rail connections are being designed as part of the project at: Pacific, Royal Brougham, McClellan, Henderson, Boeing Access, <u>North Central SeaTac (Airport)</u>, and South SeaTac (200th) stations. In addition new rail-rail connections are being planned at IDS and Boeing Access between Sounder commuter rail and Link light rail, and between the Airport people mover system and Link light rail at the <u>North Central SeaTac (Airport)</u> station. Finally, there would be new park & ride-rail and bus connections at: Northgate (improved), Boeing Access, North SeaTac, and South SeaTac. Note that the Boeing Access Road station will have light rail, commuter rail, bus, and park & ride connections.</p> <p>Fare Integration. As of September 1, 1999, the region's public transit riders are now able to purchase and ride region-wide on a single pass. The new PugetPass allows rides on all transit agencies in Thurston, Pierce, King and Snohomish County and will also</p> |
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allow connections across Puget Sound to services in Kitsap County. Sold in a series of denominations based on trip value, the PugetPass eliminates all surcharges on transfers between six transit agencies. The pass replaces most of the transit passes previously issued by Community Transit, Everett Transit, King County Metro, Pierce Transit, and Sound Transit.

Reflecting Sound Transit's commitment to the development of a seamless transit system, the agency provides funding through a regional fare integration fund to keep all the participating transit partners fiscally whole. This new convenient payment mechanism is planned to be supplemented in the near future with Smart Card payment technology. (see Section 7 – Other Factors, for more examples of exceptional local partnering and integrated efforts)

Exceptional Examples of Community Historic Preservation and Enhancement: Beginning in 1903, the Olmstead Brothers landscape architecture firm developed a plan for the City of Seattle that would organize existing parks and integrate them into a new comprehensive plan. Mt. Baker Boulevard is a tree-lined boulevard running west from Mt. Baker Park to Rainier Ave. S. Cheasty Boulevard begins at the Southeast corner of Jefferson Park Golf Course and winds its way down the wooded eastern flank of Beacon Hill to the Rainier Valley at the intersection of MLK Jr. Way S. and Rainier Ave. The Olmsted Brothers recommended parkway to connect Beacon Hill with Lake Washington Boulevard by linking Mt. Baker Boulevard and Cheasty Boulevard. Some maple trees were planted along the upper portion of Cheasty Boulevard, but the remainder of the boulevard was never completed.

The McClellan Station is located adjacent to the Cheasty Boulevard right-of-way. Sound Transit has committed to improvements to the eastern portion of Cheasty Boulevard, which could include a tree-lined boulevard concept, and landscaping and design treatments. The improvements could also establish the missing connection between Mt. Baker Boulevard and Cheasty Boulevard. Any design will be closely coordinated with SHPO, City of Seattle, and Friends of Olmstead.

8.2 Quantitative Land Use Data Worksheet Assessment of Transit Supportive Existing Land Use and Future Patterns

Required Reporting Format

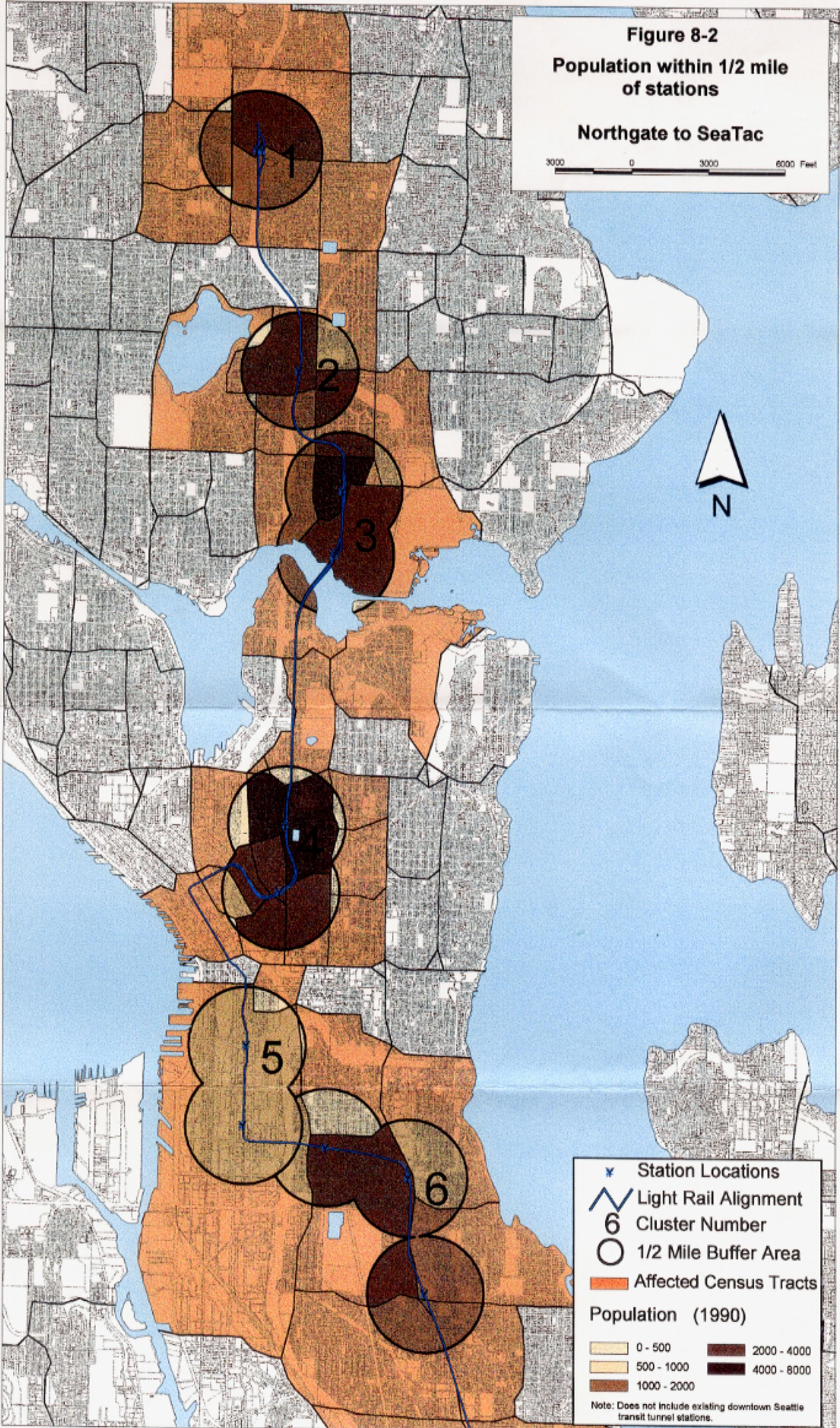
| Population and Employment Data – Metropolitan Area, CBD, and Corridor | | | |
|--|-------------------|-----------------------|------------------|
| Data | Base Year 1995 | Forecast Year 2020 | Growth (%) |
| Metropolitan Area (Source: PSRC 1995) | | | |
| Total Population | 2,972,000 | 4,133,000 | 39% |
| Total Employment | 1,573,000 | 2,206,000 | 40% |
| Total Housing Units | 1,168,515 | 1,742,023 | 49% |
| Central Business District (whole CBD, not just ½ mi. from stations – see “Downtown” below for station radii totals) | | | |
| Total Employment | 169,000 | 240,000 | 42% |
| Employment – Percent of Metropolitan Area | 11% | 11% | |
| Employment Density (e.g., employees/acre) | 3,072 | 4,308 | |
| Total Development (sq. ft.) | | | |
| Commercial - Office | 33,000,000 | | |
| Commercial - Retail | 6,000,000 | | |
| Daily Employee Population | 150,000 | | |
| Corridor (Source: Central Link FEIS) | | | |
| | 1997 Base Year | 2020 Forecast Yr. | 1997-2020 Growth |
| Total Population | 181,000 | 243,000 | 35% |
| Total Employment | 304,000 | 450,000 | 48% |
| Total Housing Units | 77,000 | 116,000 | 51% |
| Population – Percent of Metropolitan Area | 6% | 6% | |
| Employment – Percent of Metropolitan Area | 19% | 20% | |
| Corridor Area | 24,488 acres | | |
| Population Density (population/acre) | 7.4 | 9.9 | |
| Employment Density (jobs/acre) | 12.4 | 18.4 | |
| Residential Density (housing units/acre) | 3.2 | 4.8 | |
| Transit Ridership (2020) | | | |
| Average Weekday – Central Link Corridor | No service | 156,400 | |
| Annual – Central Link Corridor | No service | 47.7 million | |
| Average Weekday – Link MOS | No service | 87,200 | |
| Annual – Link MOS | No service | 26.6 million | |

| Population and Employment Data -- Station Area (1/2-mile radius) | | | |
|---|----------------|-------------------|------------|
| Data | Base Year 1990 | Forecast Yr. 2020 | Growth (%) |
| Total, All Station Areas | | | |
| [See map (Fig.4-5-1) of station area clusters and population analysis – some have multiple stations in a single “cluster” to avoid half-mile radii overlap and double-counting. Map does not show downtown Seattle station area. Employment and 2020 Forecast data are not available for the area within 1/2mile radii from stations. See below.] | | | |
| Population | 95,849 | | |
| (Source: 1990 Census, see table in Attachment C for backup.) | | | |
| Station Area – Northgate (1 station) | | | |
| Population | 5,500 | | |
| Station Area – Roosevelt (1 station) | | | |
| Population | 8,045 | | |
| Station Area - University District (2 stations) | | | |
| Population | 12,983 | | |
| Station Area - Capitol Hill/First Hill (2 stations) | | | |
| Population | 26,039 | | |
| Station Area -- Downtown (4 stations) | | | |
| Population | 13,040 | | |
| Station Area – Royal Brougham/Lander (2 stations) | | | |
| Population | 1,266 | | |
| Station Area – Beacon Hill/McClellan/Columbia City (3 stations) | | | |
| Population | 10,569 | | |
| Station Area – Graham/Othello (2 station) | | | |
| Population | 7,601 | | |
| Station Area – Henderson (1 station) | | | |
| Population | 2,582 | | |
| Station Area – Boeing Access Road (1 station) | | | |
| Population | 997 | | |
| Station Area – S.144th and North SeaTac (2 stations) | | | |
| Population | 3,789 | | |
| Station Area – North Central SeaTac (1 station with airport connection) | | | |
| Population | 1,016 | | |
| Station Area – South SeaTac (1 station) | | | |
| Population | 2,422 | | |

Figure 8-2
Population within 1/2 mile
of stations

Northgate to SeaTac

3000 0 3000 6000 Feet



Station Locations
Light Rail Alignment
Cluster Number
1/2 Mile Buffer Area
Affected Census Tracts

Population (1990)

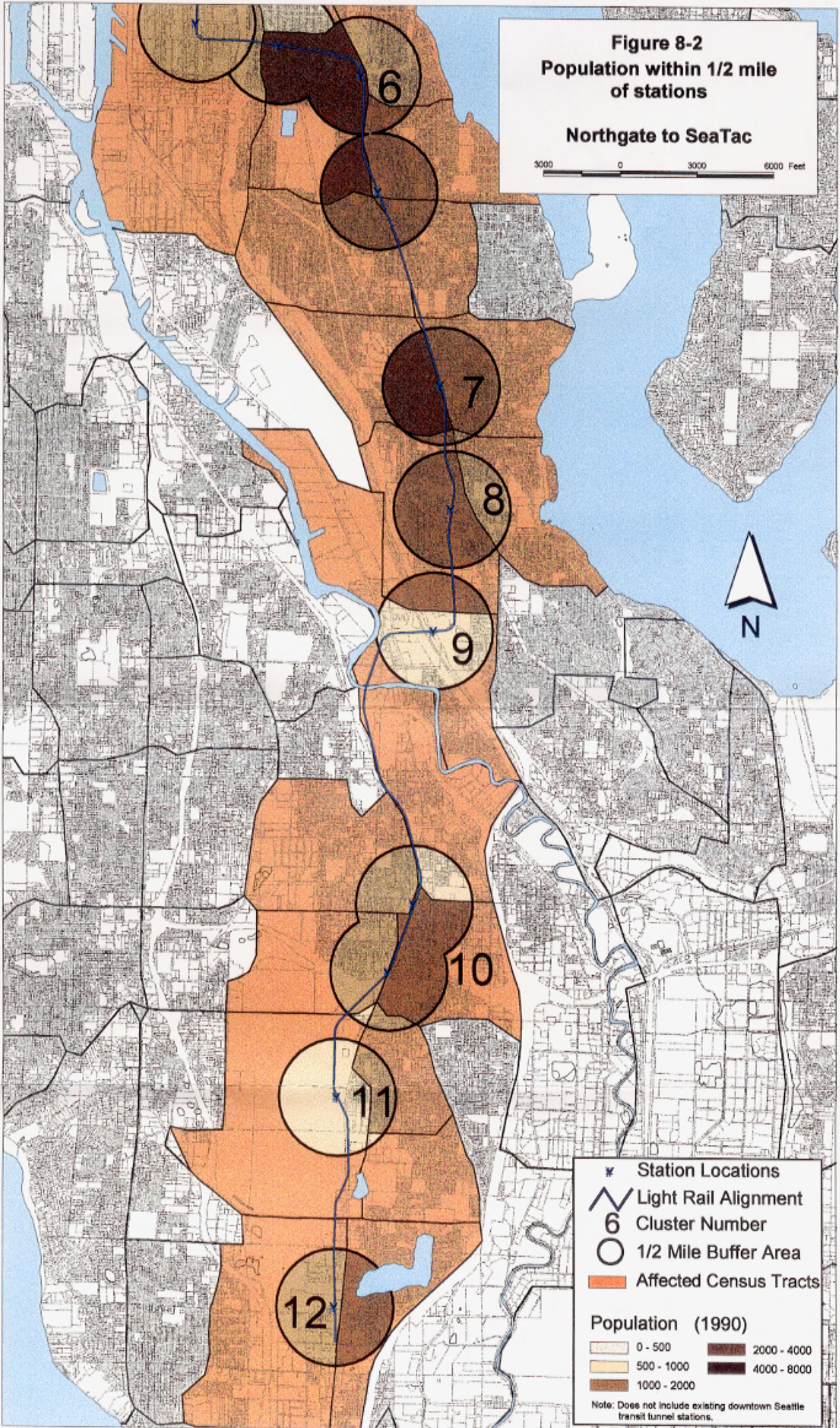
| | |
|-------------|-------------|
| 0 - 500 | 2000 - 4000 |
| 500 - 1000 | 4000 - 8000 |
| 1000 - 2000 | |

Note: Does not include existing downtown Seattle transit tunnel stations.

Figure 8-2
Population within 1/2 mile
of stations

Northgate to SeaTac

3000 0 3000 6000 Feet



v Station Locations
— Light Rail Alignment
6 Cluster Number
○ 1/2 Mile Buffer Area
■ Affected Census Tracts

Population (1990)

| | |
|-------------|-------------|
| 0 - 500 | 2000 - 4000 |
| 500 - 1000 | 4000 - 8000 |
| 1000 - 2000 | |

Note: Does not include existing downtown Seattle transit tunnel stations.

**Assessment of Transit-Supportive Existing Land Use and Future Patterns
(continued)**

Required Reporting Format -- Applied to ¼ mile radii

| Population and Employment Data -- Station Area (1/4-mile radius from New Start stations) | | | |
|--|--|-------------------|------------|
| [Sources: Cities of Seattle, Tukwila and SeaTac market analyses 1998, enclosed under separate cover. Data reported for station areas of ¼ mile radius from proposed platforms. Note that the area is only 25% or 126 of the 503 acres within a ½ mile of platforms as reported above. Selected station areas do not overlap, except as noted.] | | | |
| Data | Base Year 1997 | Forecast Yr. 2020 | Growth (%) |
| Total, All Station Areas (except S.144th station in Tukwila) | | | |
| Housing Units | 17,931 | 29,973 | 67% |
| Population | 28,409 | 47,004 | 65% |
| Employment | 232,188 | 298,724 | 29% |
| Development (sq. ft.) | N/A | | |
| Commercial - Office | | | |
| Commercial - Retail | | | |
| Total Floor Area | | | |
| Floor Area Ratio | | | |
| Station Area (acres) | | | |
| Residential Density (du/acre) | | | |
| Station Area – Northgate Station | | | |
| Housing Units | 485 | 1,585 | 227% |
| Population | 757 | 2,407 | 218% |
| Employment | 1,905 | 6,195 | 225% |
| Development (sq. ft.) | | | |
| Commercial - Office | 650,927 | | |
| Commercial - Retail | 898,024 | | |
| Total Floor Area | 2,069,719 | 3,600,000 | 74% |
| Floor Area Ratio | 0.29 | | |
| Residential Density (du/acre) | 6.8 multi family | | |
| Station Area – Roosevelt Station | | | |
| Housing Units | 1,242 | 1,812 | 46% |
| Population | 2,252 | 3,107 | 38% |
| Employment | 1,042 | 1,912 | 84% |
| Development (sq. ft.) | | | |
| Commercial - Office | 120,249 | | |
| Commercial - Retail | 316,359 | | |
| Total Floor Area | 1,478,712 | 1,739,000 | 18% |
| Floor Area Ratio | 0.47 | | |
| Residential Density (du/acre) | 8.6 single family 30.9 multi family | | |

| Station Area – N.E. 45th Station (does not include Univ. of Washington campus facilities) | | | |
|--|-----------------------|------------|------|
| Housing Units | 1,221 | 1,761 | 44% |
| Population | 2,133 | 2,943 | 38% |
| Employment | 5,233 | 10,733 | 105% |
| Development (sq. ft.) | | | |
| Commercial - Office | 1,390,511 | | |
| Commercial - Retail | 652,551 | | |
| Total Floor Area | 4,502,032 | 6,152,000 | 37% |
| Floor Area Ratio | 0.20 | | |
| Residential Density (du/acre) | 7.1 multi-family | | |
| | | | |
| Station Area – Pacific Station (does not include Univ. of Washington campus facilities) | | | |
| Housing Units | 20 | 20 | |
| Population | 35 | 35 | |
| Employment | 23,101 | 25,101 | 9% |
| Development (sq. ft.) | | | |
| Commercial - Office | - | | |
| Commercial - Retail | 11,600 | | |
| Total Floor Area | 1,036,561 | 1,637,000 | 58% |
| Floor Area Ratio | 0.05 | | |
| Residential Density (du/acre) | No residential zoning | | |
| | | | |
| Station Area - Capitol Hill Station | | | |
| Housing Units | 4,267 | 4,857 | 14% |
| Population | 5,551 | 6,436 | 16% |
| Employment | 3,535 | 4,725 | 34% |
| Development (sq. ft.) | | | |
| Commercial - Office | 152,153 | | |
| Commercial - Retail | 367,172 | | |
| Total Floor Area | 3,814,858 | 4,172,000 | 9% |
| Floor Area Ratio | 0.97 | | |
| Residential Density (du/acre) | 61.6 multi-family | | |
| | | | |
| Station Area - First Hill Station | | | |
| Housing Units | 2,924 | 3,824 | 31% |
| Population | 3,756 | 5,106 | 36% |
| Employment | 14,073 | 16,873 | 20% |
| Development (sq. ft.) | | | |
| Commercial - Office | 2,190,143 | | |
| Commercial - Retail | 166,543 | | |
| Total Floor Area | 10,052,932 | 10,893,000 | 8% |
| Floor Area Ratio | 2.33 | | |
| Residential Density (du/acre) | 37.3 multi-family | | |

| Station Area – Downtown (4 stations) ¼ mile radii do overlap in this area. | | | |
|---|-----------------------|------------|------|
| Westlake Station | | | |
| Housing Units | 1,458 | 3,358 | 130% |
| Population | 2,012 | 4,862 | 142% |
| Employment | 44,415 | 60,785 | 37% |
| Development (sq. ft.) | | | |
| Commercial - Office | 13,767,056 | | |
| Commercial - Retail | 2,705,825 | | |
| Total | 24,215,035 | 29,125,000 | 20% |
| Floor Area Ratio | 6.56 | | |
| Residential Density (du/acre) | | | |
| University Street Station | | | |
| Housing Units | 1,198 | 1,998 | 67% |
| Population | 1,653 | 2,853 | 73% |
| Employment | 63,288 | 66,618 | 5% |
| Development (sq. ft.) | | | |
| Commercial - Office | 20,951,523 | | |
| Commercial - Retail | 510,166 | | |
| Total | 27,855,750 | 28,856,000 | 4% |
| Floor Area Ratio | 8.15 | | |
| Residential Density (du/acre) | No residential zoning | | |
| Pioneer Square Station | | | |
| Housing Units | 830 | 1,570 | 89% |
| Population | 1,146 | 2,256 | 97% |
| Employment | 55,787 | 65,447 | 17% |
| Development (sq. ft.) | | | |
| Commercial - Office | 16,457,924 | | |
| Commercial - Retail | 754,616 | | |
| Total | 21,637,293 | 24,535,000 | 13% |
| Floor Area Ratio | 7.10 | | |
| Residential Density (du/acre) | No residential zoning | | |
| International District Station | | | |
| Housing Units | 1,277 | 3,067 | 140% |
| Population | 1,762 | 4,447 | 152% |
| Employment | 7,157 | 15,487 | 116% |
| Development (sq. ft.) | | | |
| Commercial - Office | 847,060 | | |
| Commercial - Retail | 593,952 | | |
| Total | 4,282,520 | 6,782,000 | 58% |
| Floor Area Ratio | 0.97 | | |
| Residential Density (du/acre) | No residential zoning | | |

| Station Area – Royal Brougham (Stadium) Station | | | |
|--|--|-----------|------|
| Housing Units | - | | |
| Population | - | | |
| Employment | 4,036 | 4,866 | 21% |
| Development (sq. ft.) | | | |
| Commercial - Office | 144,068 | | |
| Commercial - Retail | 1,485 | | |
| Total | 1,565,143 | 1,815,000 | 16% |
| Floor Area Ratio | 0.27 | | |
| Residential Density (du/acre) | No residential zoning | | |
| | | | |
| Station Area – Lander Station | | | |
| Housing Units | - | | |
| Population | - | | |
| Employment | 4,036 | 4,466 | 11% |
| Development (sq. ft.) | | | |
| Commercial - Office | 2,544 | | |
| Commercial - Retail | 114,240 | | |
| Total | 1,565,000 | 1,695,000 | 8% |
| Floor Area Ratio | 0.58 | | |
| Residential Density (du/acre) | - | | |
| | | | |
| Station Area – Beacon Hill Station | | | |
| Housing Units | 905 | 1,035 | 14% |
| Population | 2,270 | 2,465 | 9% |
| Employment | 377 | 677 | 80% |
| Development (sq. ft.) | | | |
| Commercial - Office | 81,855 | | |
| Commercial - Retail | 98,569 | | |
| Total | 493,344 | 583,000 | 18% |
| Floor Area Ratio | 0.14 | | |
| Residential Density (du/acre) | 8.9 single-family 28.9 multi-family | | |
| | | | |
| Station Area – McClellan Station | | | |
| Housing Units | 341 | 561 | 65% |
| Population | 838 | 1,168 | 39% |
| Employment | 1,088 | 2,458 | 126% |
| Development (sq. ft.) | | | |
| Commercial - Office | 123,697 | | |
| Commercial - Retail | 590,144 | | |
| Total | 1,241,697 | 1,652,000 | 33% |
| Floor Area Ratio | 0.28 | | |
| Residential Density (du/acre) | 4.5 single-family 15.6 multi-family | | |

| Station Area – Columbia City (Edmunds) Station | | | |
|---|---------------------------------------|---------|------|
| Housing Units | 519 | 769 | 48% |
| Population | 1,399 | 1,774 | 27% |
| Employment | 231 | 531 | 130% |
| Development (sq. ft.) | | | |
| Commercial - Office | 5,577 | | |
| Commercial - Retail | 28,978 | | |
| Total | 307,820 | 398,000 | 29% |
| Floor Area Ratio | 0.07 | | |
| Residential Density (du/acre) | 5.5 single-family 4.9 multi-family | | |
| Station Area – Othello Station | | | |
| Housing Units | 370 | 780 | 111% |
| Population | 1,046 | 1,661 | 59% |
| Employment | 242 | 772 | 219% |
| Development (sq. ft.) | | | |
| Commercial - Office | 24,195 | | |
| Commercial - Retail | 170,369 | | |
| Total | 445,980 | 606,000 | 36% |
| Floor Area Ratio | 0.12 | | |
| Residential Density (du/acre) | 3.5 single-family 8.9 multi-family | | |
| Station Area – Henderson Station | | | |
| Housing Units | 282 | 502 | 78% |
| Population | 755 | 1,085 | 44% |
| Employment | 219 | 449 | 105% |
| Development (sq. ft.) | | | |
| Commercial - Office | 550 | | |
| Commercial - Retail | 46,990 | | |
| Total | 350,621 | 421,000 | 20% |
| Floor Area Ratio | 0.07 | | |
| Residential Density (du/acre) | 2.2 single-family 5.7 multi-family | | |
| Station Area – Boeing Access Road Station | | | |
| Housing Units | 0 | 0 | |
| Population | 0 | 0 | |
| Employment | 149 | 269 | 81% |
| Development (sq. ft.) | N/A | | |
| Commercial - Office | | | |
| Commercial - Retail | | | |
| Total | | | |
| Floor Area Ratio | | | |
| Residential Density (du/acre) | | | |

| Station Area – S.144th Station (Tukwila) | | | |
|---|--|-------|------|
| *Data reported are a sum of two unique ¼ mile radii area around each alternate station location that was under consideration at the time of the analysis. | | | |
| Total Households | 1,200 | 2,380 | 98% |
| Population | 2,900 | 5,270 | 82% |
| Employment | 1,400 | 3,200 | 129% |
| Development (sq. ft.) | N/A | | |
| Commercial - Office | | | |
| Commercial - Retail | | | |
| Total | | | |
| Floor Area Ratio | | | |
| Residential Density (du/acre) | 22.0 = max. allowed under current zoning | 9.5 | |
| | | | |
| Station Area – North SeaTac Station --Not available | | | |
| Housing Units | | | |
| Population | | | |
| Employment | | | |
| Development (sq. ft.) | | | |
| Commercial - Office | | | |
| Commercial - Retail | | | |
| Other | | | |
| 2020 Residential Density Forecast (du/acre) | | | |
| | | | |
| Station Area – North Central SeaTac (Airport) Station | | | |
| Housing Units | 344 | 1,528 | 344% |
| Population | 581 | 2,682 | 362% |
| Employment | 669 | 5,786 | 765% |
| Development (sq. ft.) | N/A | | |
| Commercial - Office | | | |
| Commercial - Retail | | | |
| Other | | | |
| 2020 Residential Density Forecast (du/acre) | | 12.2 | |
| | | | |
| Station Area – South SeaTac Station | | | |
| Housing Units | 248 | 946 | 281% |
| Population | 463 | 1,717 | 271% |
| Employment | 1,605 | 4,574 | 185% |
| Development (sq. ft.) | N/A | | |
| Commercial - Office | | | |
| Commercial - Retail | | | |
| Other | | | |
| 2020 Residential Density Forecast (du/acre) | | 7.5 | |
| | | | |