



Welcome!

We will begin with some poll questions.



Puget Sound Regional Council



Washington State
Department of
Commerce



Passport to 2044: TOD and Centers

December 13, 2022



Puget Sound Regional Council



Washington State
Department of
Commerce



Passport to 2044 Series



- [Comprehensive Planning](#)
- [Climate](#)
- [Economic Development](#)
- [Transportation](#)
- [Housing \(1\)](#)
- [Equity \(1\)](#)
- [Tribal Coordination](#)
- [Critical Areas](#)
- TOD and Centers – December 13
- Housing Need & Capacity – February 15
- Equity – tbd
- Elected Officials– tbd



Program



Welcoming Remarks and Introduction



Incorporating TOD Into Comprehensive Plans



Centers and Subarea Planning



Q&A



Logistics

- The recording for today's meeting and all presentations will be shared after the meeting
- Have a question? Ask in the "Q&A"
- Stick around at the end to complete our Title VI survey

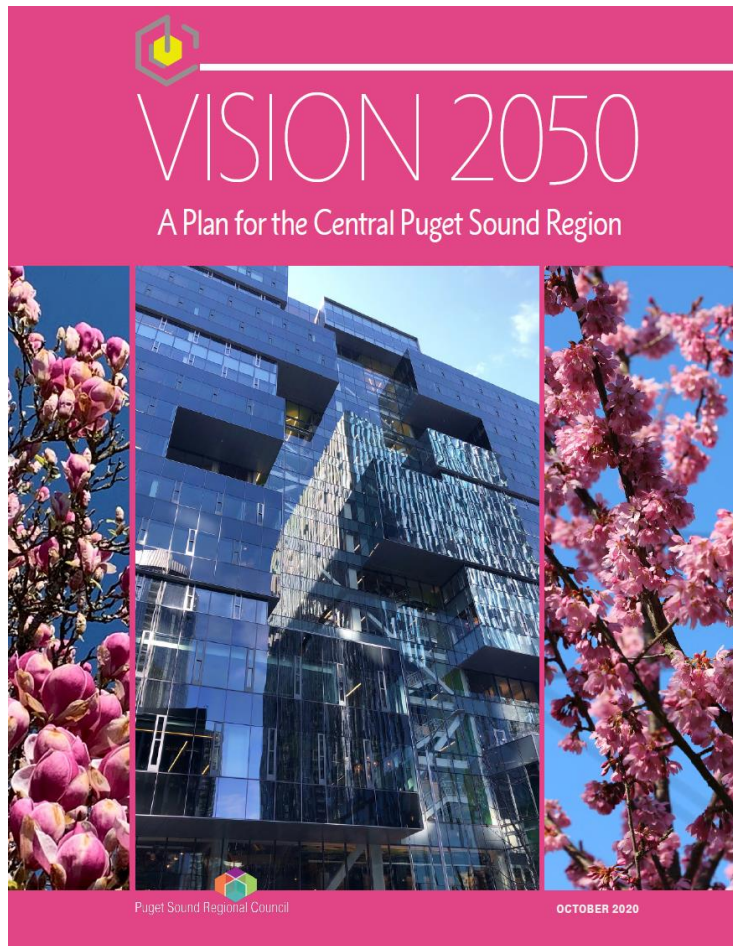











PSRC and Local Comprehensive Plans



Provide resources to help you create local plans that advance regional goals around mobility, climate change, housing affordability, racial equity, and more!

Key Policy Themes from VISION 2050



-  Increase **housing** choices and affordability
-  Provide **opportunities** for all
-  Sustain a strong **economy**
-  Significantly reduce greenhouse gas **emissions**
-  Keep the region **moving**
-  Restore the health of **Puget Sound**
-  Protect a network of **open space**
-  Growth in **centers** and near **transit**
-  Act **collaboratively** and support **local efforts**



Development Patterns in VISION 2050

GOAL: The region creates healthy, walkable, compact, and equitable transit communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.

VISION 2050 Resources



Plan Review Manual



VISION Consistency Tool for Local Comprehensive Plans

This tool is intended to help cities and counties integrate VISION 2050 into their local comprehensive plans. VISION 2050's multicounty planning policies serve as the adopted regional guidelines and principles required in state law to guide both regional and local planning. The tool also identifies transportation planning requirements of the Growth Management Act (GMA). The tool may be used at various times in the local planning process:

Plan Updates Scoping: Use checklist items as guidance for scoping the extent of plan element updates. New or expanded issue areas in VISION 2050 are identified to support this process.

Draft Plan Review: Submit draft plans to PSRC prior to Planning Commission and Council review. Completing and submitting this tool and providing early drafts to PSRC help identify potential consistency issues early in the process.

Certification Review: Along with the adopted plan, the tool will assist in PSRC's review of the plan. Demonstrating inclusion of the necessary information in the checklist helps facilitate certification. *Note: The PSRC Executive Board is the final decision-making body for plan certification.*

Regional Collaboration: The tool provides cities and counties an opportunity to highlight innovative policies and programs. This supports sharing of best practices across the region and benefits jurisdictions as they apply for planning grants and awards.

Resources

- Regional Plans: VISION 2050, Regional Transportation Plan, and Regional Economic Strategy
- VISION 2040 to VISION 2050 – summary of what changed in VISION 2050
- VISION 2050 Policy Matrix – a comparison of multicounty planning policies and actions from VISION 2040 to VISION 2050
- Plan Review Manual webpage – access more information about the review and certification process and find PSRC guidance and other resources by policy area. See previous certification reports for areas for future work.

Note: The tool shown here is for illustrative purposes. To fill out the tool, visit www.psrc.org/our-work/plan-review.

VISION 2050 Consistency Tool for Comprehensive Plans

1

Plan Review Handout

Implementing VISION 2050 Through Local Planning
 Long-range plans and policies are developed by the region's counties, cities, countywide planning groups, and transit agencies to help shape communities and plan for growth. PSRC reviews local plans for consistency with state law, VISION 2050, and the Regional Transportation Plan.

State law requires PSRC to review and certify countywide planning policies, local comprehensive plans, and Sound Transit's long-range plan. PSRC also certifies regional center plans and provides comments on local transit plans.

PSRC's plan review includes topics such as mobility, emissions, regional growth, housing, and intergovernmental coordination. Compared to the previous regional plan, VISION 2050 provides new and additional focus on several issues, including housing affordability, climate change, racial equity, coordination with Tribal Nations and other stakeholders, and planning for high-capacity transit.

Types of Review

- Countywide Planning Policies
- Local Comprehensive Plans
- Regional Center Plans
- Long-Range Transit Plans

Why certification?

- Regional Collaboration:** Challenges such as climate change, housing affordability, congestion, and racial disparities require regional coordination. PSRC's review and certification of local plans and policies supports local governments and public agencies in addressing regional issues.
- Requirements in State Law:** Certification ensures state requirements for transportation planning are being met.
- Transportation Funding:** Certification of local comprehensive plans is required by PSRC for jurisdictions to be eligible for PSRC's federal transportation funding.

Compiled MPPs

VISION 2050 Multicounty Planning Policies

VISION 2050's multicounty planning policies are adopted under the state's Growth Management Act. Multicounty planning policies address regionwide issues within a collaborative planning framework. Counties and cities look to multicounty planning policies to inform updates to countywide planning policies and local comprehensive plan updates. This document compiles the goals and multicounty planning policies for each chapter for quick reference. More about VISION 2050 is available at <https://www.psrc.org/vis2050>.

V2050 Policy Matrix & Updates Summary

VISION 2050 Goals, Policies, and Actions Table August/October 2020

The adopted goals, policies, and actions in VISION 2050 were used as a starting point for VISION 2050. The table compares specific revisions and rationale for changes to the multicounty planning policies in VISION 2050 and translates between the policy numbering in VISION 2040 and VISION 2050. The table is organized by policy section in the plan. Amendments made by the Growth Management Policy Board or the Executive Board in response to comments are noted in the "Type/Reason of Change" column. PSRC's General Assembly adopted VISION 2050 on October 29, 2020.

Goal	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all	New goal. Prior chapter (General Policies) did not include a goal statement
VISION 2050 #	VISION 2050 #	Reason/Type of Change
MPP-RC-1	MPP-G-1	Coordinate planning efforts among jurisdictions, agencies, and intercity recognized stakeholders, such as adjacent regions, where there are common borders or related regional issues, to facilitate a common vision. Coordinate services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequalities.
MPP-RC-2	n/a	Coordinate services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequalities.
MPP-RC-3	n/a	Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.
MPP-RC-4	n/a	Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.
MPP-RC-5	n/a	Coordinate with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.
MPP-RC-6	n/a	Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities.
MPP-RC-7	MPP-DR-7, DP-10, T-12	Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers. County-level and local funding are also appropriate to prioritize regional growth centers.

Recorded Webinar

VISION 2050

Plan Review & Certification Program
 June 30, 2021

Puget Sound Regional Council

VISION 2050 Booklet

VISION 2050

Puget Sound Regional Council

PSRC Guidance and Resources



Available Now:

- [Conservation Toolkit](#)
- [Growth Target Guidance](#)
- [Economic Development Element Guide](#)
- [Tribal Coordination](#)
- [Community Data Profiles](#)
- [Equitable Engagement](#)
- [TOD + Centers Guidance](#)
- [Housing Element Guide](#) (draft)
- [Climate Change Guidance](#) (draft)

Upcoming:

- Transportation Guidance
- Growth Outreach Toolkit
- Equity Planning Resources
- Land Use Vision Forecast

VISION 2050 Planning Resources

PSRC develops guidance, research, and data products to support local planning and advance VISION 2050. Browse resources below by policy topic area.



Regional Plans

- > [VISION 2050](#)
- > [Regional Transportation Plan](#)
- > [Regional Economic Strategy](#)

Guidance by Policy Topic Area (from PSRC and partner agencies)

Regional Collaboration and Equity	>
Regional Growth Strategy	>
Environment	>
Climate Change	>
Development Patterns: Centers and Transit-Focused Growth	>

[VISION 2050 Planning Resources](#)

[Previous Certification Reports](#)



Incorporating TOD Into Comprehensive Plans

Passport to 2044: TOD & Centers | December 13, 2022



Puget Sound Regional Council

Overview



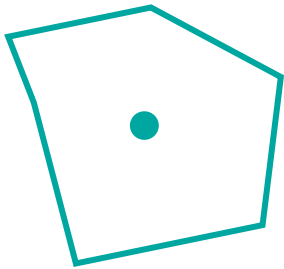
- **VISION 2050 and TOD**
- **Key elements of TOD**
- **Local examples**





High-Capacity Transit

Light rail, streetcar, commuter train, ferries, and bus rapid transit



High-Capacity Transit Station Areas

Areas within $\frac{1}{2}$ a mile of existing or planned light rail and streetcar stations, commuter rail stations, ferry terminals, and within $\frac{1}{4}$ mile of all bus rapid transit stations



Transit-Oriented Development (TOD)

Development of housing, commercial space, services, and job opportunities near public transportation. Such development is intended to reduce dependency on automobiles, as well as to improve mobility and access between residences, jobs, and services

Center Typologies



PSRC Designated

Regional Growth Centers

Regionally designated location of compact-pedestrian oriented development

Manufacturing/Industrial Centers

Areas where regionally significant manufacturing and industrial land uses are concentrated and preserved

Countywide Designated

Countywide Growth Center

Designated through countywide process to serve as compact, mixed-use development

Countywide Industrial Center

Designated through countywide process to serve as local important industrial areas

Other Designations

Local Center

Locally identified areas that play an important roll in the region and serve as community hubs

Other HCT Areas

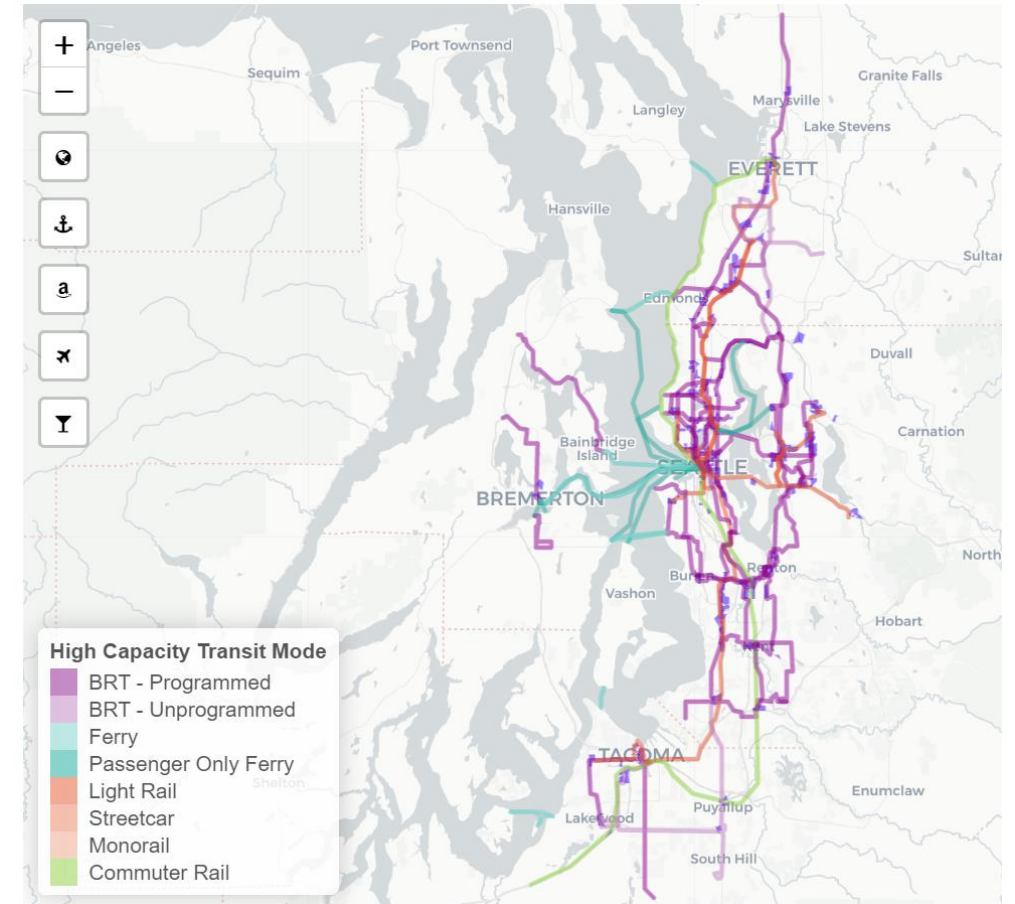
Places within walking distance to high-capacity transit stations

2050 High-Capacity Transit Network



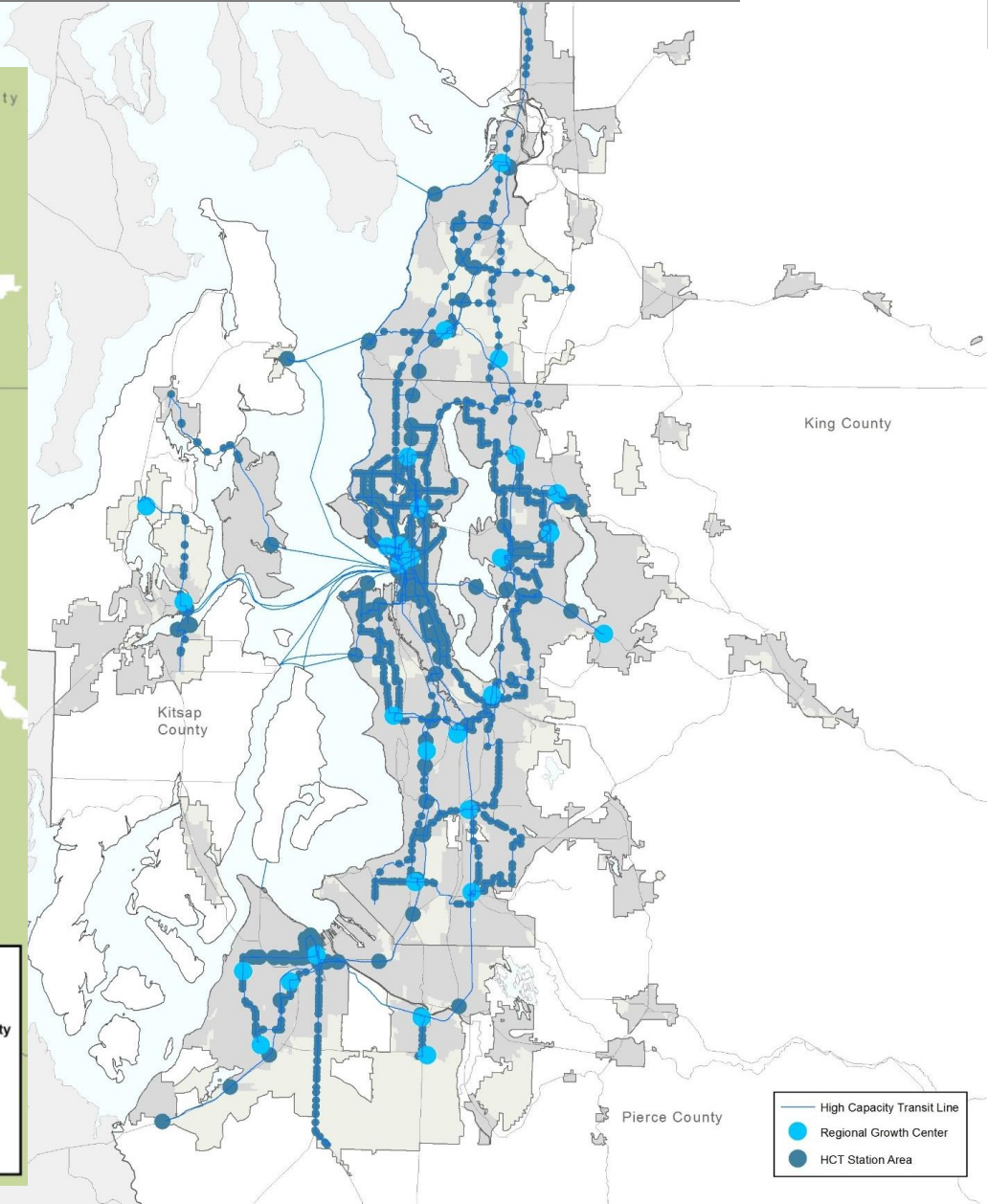
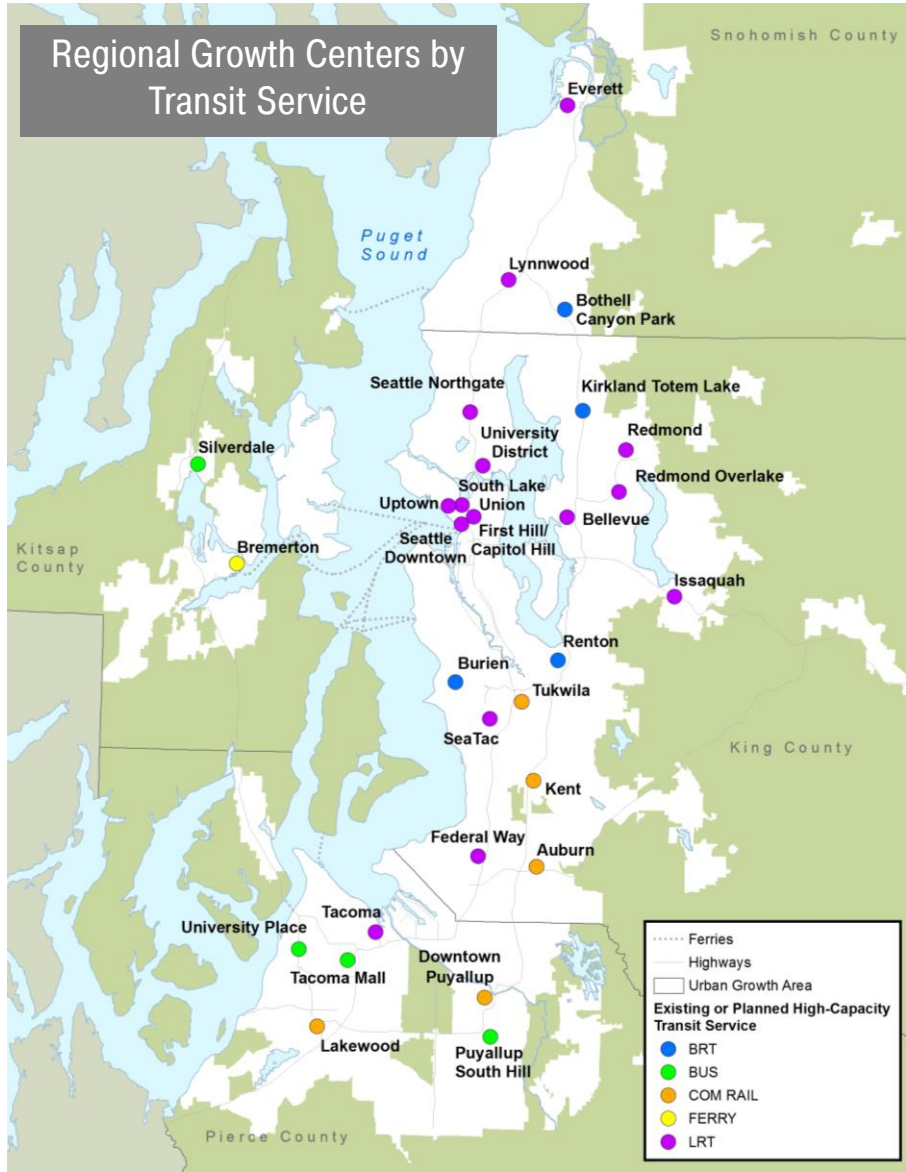
By 2050, expanded High-Capacity Transit options will operate in all four counties

- 36 BRT routes are planned to be in operation by 2050 with routes operated in each county
- 10 passenger-only ferry routes are planned to be in operation by 2050 connecting Bremerton, Port Orchard, Kingston, Vashon Island and West Seattle with Downtown Seattle
- 5 light rail routes will connect Tacoma, Issaquah, Redmond, and Everett



Centers & TOD

65% of population growth and 75% of employment growth goal for regional growth centers and high capacity transit station areas

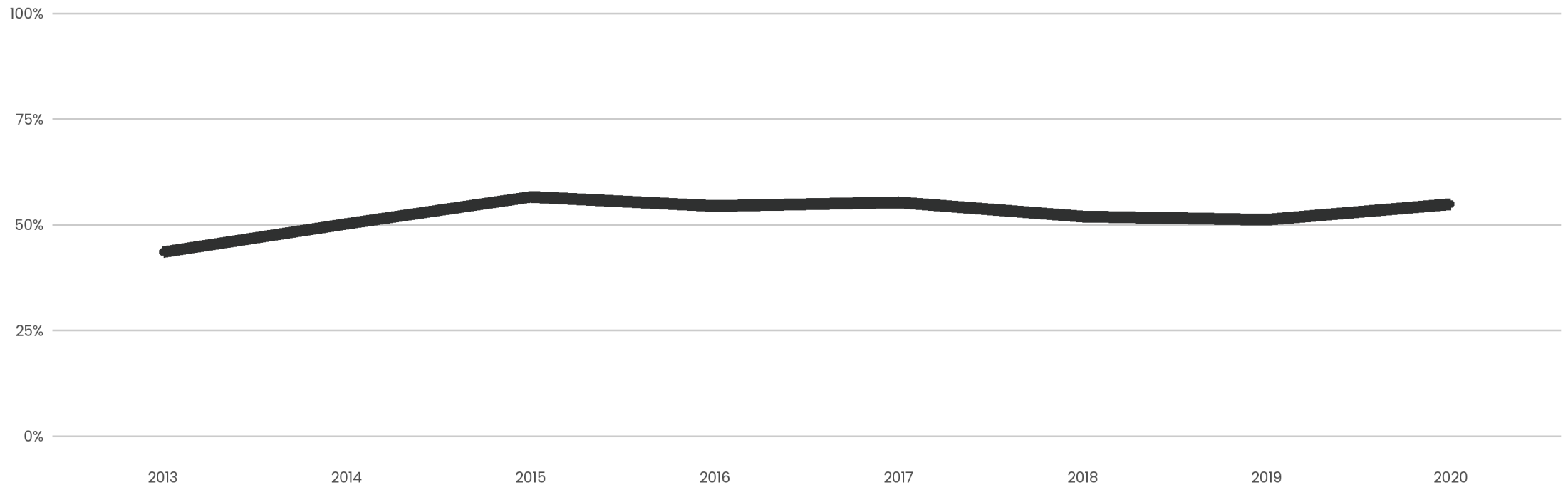


Over half of population growth is near High Capacity Transit



Between 2018 and 2020, approximately 53% of population growth has occurred within a half mile of current or planned high capacity transit.

Population Growth near Current and Future High Capacity Transit: 2013 to 2020



Source: Office of Financial Management Small Area Estimates Program

Resources



Get involved:


[PSRC Regional TOD Committee](#)

Learn:

Housing Innovations Program: [Housing in Centers and Near Transit](#)

VISION Planning Resources: [Incorporating TOD into Comprehensive Plans](#)

Sign up! [Talkin' TOD Newsletter](#)



Housing in Centers and Near Transit



Objective
Encourage more housing in centers and near transit that is affordable to a range of incomes.

WHAT ARE CENTERS AND TRANSIT STATION AREAS?
Regional growth centers, local centers, and the areas surrounding high-capacity transit stations are mixed-use areas intended to offer a diverse collection of services, mobility options, housing, and jobs for the region's residents. The region's transit network connects these central places and increases access to services and jobs for residents throughout the region. They are focal points of vibrant city life and activity, as well as strategic locations for accommodating a significant share of future population and employment growth. Smaller cities may have one center, such as a downtown core, while larger cities may have multiple unique centers.

WHY IS IT IMPORTANT TO PLAN FOR HOUSING IN CENTERS AND NEAR TRANSIT?
Growth in compact urban communities, especially near transit stations, can lead to a range of substantial social, environmental, and health benefits. As the transit network expands, more of the region's centers and jurisdictions will have an opportunity to transform from auto-oriented areas with separated land uses to compact, mixed-use, and walkable neighborhoods. Encouraging more jobs and residential growth within walking distance of transit promotes the use of the region's transit systems and supports better access to jobs and housing across the region.

RELATED TOOLS
Affordability covenants
Business linkage fees
Community engagement plans
Credit enhancement
Density bonuses
Design guidelines
Development agreements
Disproportionate assistance
Fee waivers and reductions
Form-based zoning
Inclusionary zoning
Inclusionary zoning
Infill development
Inter-jurisdictional cooperation
Local housing fund
MEFIS
Microunits
Minimum densities
Mixed-use development
Multifamily development
No maximum densities
Nonprofit partnerships
Parking reductions
Performance zoning
Planned action EIS
Preservation and rehabilitation
Public land for affordable housing
Regulatory streamlining
Specialized housing training for community officials
Strategies to address NIMBY reactions
TOD for affordable housing
TOD overlays
Townhomes
Upzones and rezones

Puget Sound Regional Council | Housing Innovations Program



Puget Sound Regional Council

Talkin' TOD

Issue #7 | November 2021


Welcome to Talkin' TOD, the Regional Transit-Oriented Development newsletter! We share updates on how the region is working together to create thriving and equitable transit-oriented development. The newsletter is sent out between the quarterly meetings of the Regional Transit-Oriented Development Committee.

Please let us know if there is anything you would like us to add for the next issue! Contact Ben Kahn at bkahn@psrc.org with suggestions, questions, or comments.

PSRC Event Celebrates Milestones, Best Practices for Equitable TOD

The Puget Sound region is in the midst of a transit and TOD revolution. With new Link light rail to [Northgate](#) open for service last month and construction underway for extensions to [Lynnwood](#), [Redmond](#), [Federal Way](#), and [Tacoma Hilltop](#), communities around the region are celebrating a new era of mobility. With new transit service, however, brings profound change to these communities, often leading to displacement of longtime residents and business, particularly in communities of color. As we continue to build out the region's high capacity transit network, ensuring the resilience of long-standing communities will require regional collaboration.

On October 8, for the fourth biennial TOD event, PSRC brought industry and community leaders together to celebrate some of these milestones, and also to dig deeper on best practices, opportunities, and challenges for equitable transit-oriented development across the region. Titled *Transformational Development: Breaking Down Barriers to TOD*, the event consisted of two virtual panels in the morning and three walking tours in the afternoon.



A large sculpture of a pair of scissors cutting through a bundle of blue cables, set against a background of a modern building facade with vertical copper-colored panels. The sculpture is positioned in the foreground, with the scissors cutting through a thick bundle of blue cables that fan out towards the top left. The background features a building facade composed of numerous vertical, copper-colored panels that create a rhythmic pattern. The sky is a clear, bright blue.

Planning for TOD

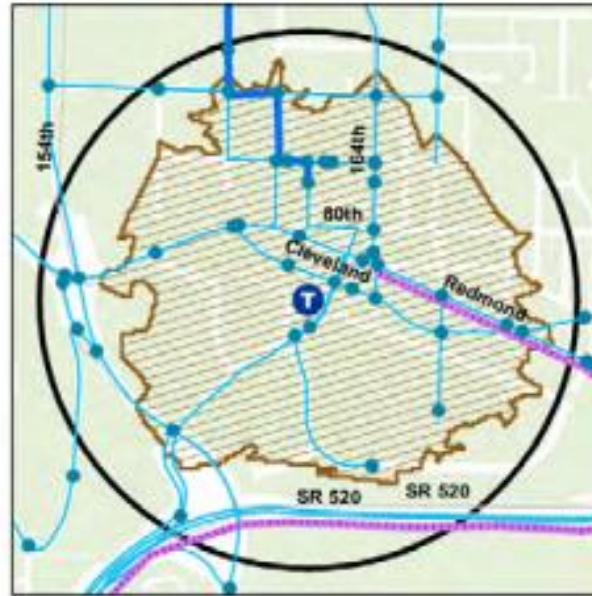
Define Station Area(s)



- Consider street grids and physical barriers to determine an accurate walkshed
- Collaborate with transit agencies to determine transit service levels and future service



Alderwood Mall



Downtown Redmond

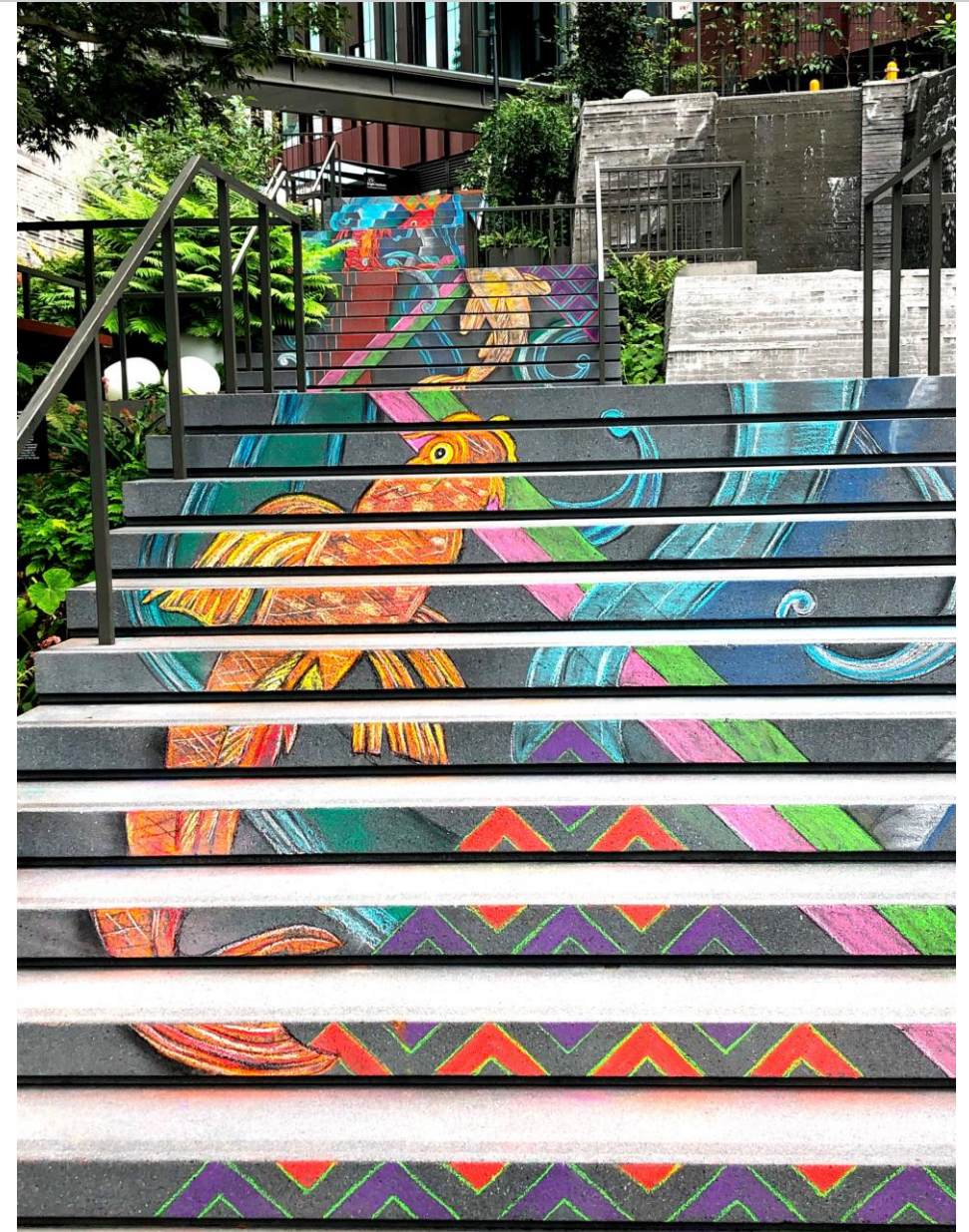


Tukwila International Boulevard

Plan for Growth



- Establish station area goals that provide affordable housing and increase access to opportunity
- Determine station area growth as it relates to overall city or unincorporated growth
- Engage with community members to provide education on growth and collaboration on station area goals



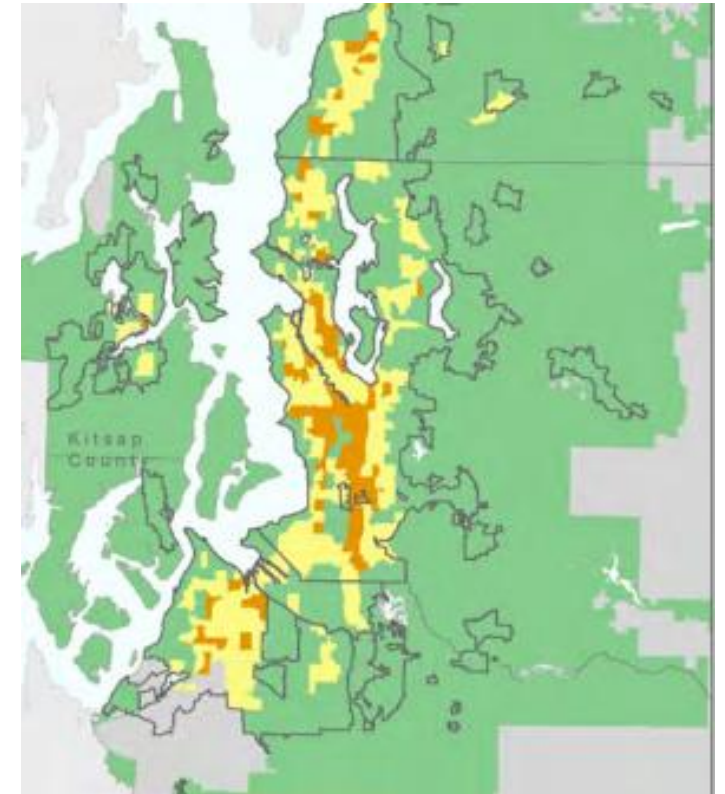
Mitigate Displacement



- Evaluate transit station areas for potential physical, economic, and cultural displacement of residents and businesses
- Target policies, programs, and outreach to identify community-based solutions, offset unintended consequences from growth and development, and prevent future displacement

Example: [Bothell Canyon Park Subarea Plan](#)

Focus on commercial displacement and developing small rental spaces for new businesses



PSRC [Displacement Risk Mapping](#)

Support Transportation Projects



- Prioritize county-level and local funding for high-capacity transit station areas
- Incorporate multimodal projects that support transit access into the Transportation Element



PSRC Transit Access Resources for Jurisdictions



TRANSIT ACCESS CHECKLIST & TOOLKIT: EXECUTIVE SUMMARY



Transit access refers to the ability of people to easily get to and use public transportation. Making sure that as many people as possible can easily get to and use transit will be fundamental to the success of the policy and planning decisions and major capital and operational investments in transit that the central Puget Sound region has made and will continue to make over the coming years.

The Puget Sound Regional Council (PSRC) has been engaged in transit access work for the past several years, culminating in the release of a [Transit Access Assessment](#) in early 2016. The Transit Access Assessment identified 15 findings about transit access in the region, which were generated from a best practices and literature review, interviews with local elected officials from throughout the region, and the completion of case studies that examined transit access issues at eight major sites of transit service.

The Transit Access Assessment called for PSRC to create products that give all regional stakeholders the ability to assess transit access conditions and help to apply tools and strategies to improve access based on existing and anticipated needs throughout the region. The Transit Access Checklist and Toolkit are these products.

This Executive Summary describes the problems the Transit Access Checklist and Toolkit will help solve, introduces each product, and identifies next steps to use the Checklist and Toolkit and ultimately improve transit access across the central Puget Sound region.

EXECUTIVE SUMMARY | JANUARY 2017

TRANSIT ACCESS CHECKLIST & TOOLKIT



TRANSIT ACCESS CHECKLIST



When it comes to increasing access to transit, context matters. Understanding the various characteristics—both existing and planned—that influence transit access and how they interact are necessary for identifying the needs, challenges, and opportunities for improving everyone's ability to get to and use transit.

The Transit Access Checklist provides a consistent framework for stakeholders—including local jurisdictions, transit agencies, WSDOT, and others—to assess transit access in and around major sites of transit service. The Checklist approaches transit access comprehensively to provide a 360-degree understanding of particular locations, and will result in a complete picture of the transit access environment.

JANUARY 2017

TRANSIT ACCESS CHECKLIST



TRANSIT ACCESS TOOLKIT

There are many ways to increase transit access, and doing so at specific places typically involves many different and disparate types of investments. The Transit Access Toolkit identifies 60 distinct transit access improvements within the following eight strategic areas:

- Align land use and transit policies and plans
- Enhance street network connectivity
- Improve the nonmotorized environment
- Increase transit service frequency, reliability, and coverage
- Elevate the transit user experience
- Improve access via local transit and drop-off modes
- Manage transit parking demand
- Increase transit parking supply

These strategic areas encompass a spectrum of approaches to increasing access to transit with some relevant in almost every case (e.g. Align land use and transit policies and plans) while others may not be considered at all in some places (e.g. Increase transit parking supply). Generally speaking, it may be straightforward which strategy or mix of strategies will be appropriate in a given context, but it may not always be clear what the best tools are to implement any particular strategy.

Within this organizing framework, the Transit Access Toolkit will:

- Help stakeholders understand the value of each strategy for increasing transit access;
- Identify the different roles played by local jurisdictions, transit agencies, and the Washington State Department of Transportation within each strategic area; and
- Document the benefits, costs, and common issues and challenges of each transit access improvement.

There is no silver bullet or one-size-fits-all approach to increasing transit access in a region as large as the central Puget Sound and with a diversity of place types ranging from the truly urban to the picturesquely rural. Increasing access depends on the particular context of a given location, and the interplay between a variety of characteristics, both existing and planned. Where the Transit Access Checklist can help stakeholders understand existing and anticipated transit access issues, needs, and opportunities in particular locations, the Transit Access Toolkit will help them understand the strategies to consider and the range of access improvements available to increase access.

In every case, multiple strategies will need to be pursued and implemented by a variety of actors, in the face of competing priorities, scarce resources, and other limitations. The Transit Access Toolkit is a resource for stakeholders to understand the range of possibilities available and to inform decision-making for increasing access to transit.



JANUARY 2017

TRANSIT ACCESS TOOLKIT



TRANSIT ACCESS FUNDING MATRIX & KEY FINDINGS

There are many kinds of transit access improvements, ranging in scale from small to significant. Some of these improvements are stand-alone investments while others are embedded in larger capital projects. Furthermore, multiple agencies may implement several different access improvements to benefit one major site of transit service. This reality can create funding complexity and challenges for providing transit access improvements throughout the region. The Transit Access Funding Matrix describes how transit access improvements are typically funded at various governmental scales, the key findings of which are identified below. In addition, the primary funding sources for transit access improvements are documented.

Key findings.

1. Improving access involves multiple agencies using a variety of funding sources. In most contexts, improving access involves multiple discrete projects serving different purposes, oftentimes with improved access as a secondary or tertiary outcome. Ensuring alignment between many agencies and sources is complex.

2. The passage of 513 created the first dedicated funding source for transit access projects. However, these funds alone cannot meet regional transit access needs, especially outside of Sound Transit's service area. There currently is not an approach for prioritizing projects based on the access value added in the process for other potentially appropriate funding sources.

3. Large-scale projects (primarily associated with Sound Transit) create opportunities to maximize access in specific areas. The resources and focus brought to bear on specific locations through Sound Transit-related projects may make it easier to align priorities and leverage resources.

4. However, large-scale projects that are not primarily associated with Sound Transit projects are challenging to fund and therefore more complex to implement. Projects of a certain scale that do not have an accompanying revenue source associated with them can be very challenging to fund.

5. Timing of access investments matter, but there is not a consistent approach for ensuring that access investments within a larger capital development process are aligned.



TRANSIT ACCESS FUNDING MATRIX & KEY FINDINGS | JANUARY 2017

TRANSIT ACCESS TOOLKIT

<https://www.psrc.org/our-work/transit-access>

Subarea Planning



- Consider developing a separate subarea plan that includes specific goals for land use, housing, transportation, and economic development
- Include policies and actions in the comprehensive plan supporting future subarea planning work

Examples:

[Sumner Town Center](#)

[Snohomish County Light Rail Communities](#)

[City of Bellevue Station Area Planning](#)



Role of Local Transit



- Additional transit service provides valuable connections and other mobility options
- Many of the considerations for HCT can be applied to other modes



Working with Transit Agencies



- Can benefit communities and align interests and investments to create and enhance TOD opportunities
- Can identify other supportive transit investments and other opportunities for partnership, such as the availability of surplus public land





Thank you!

Maggie Moore
Senior Planner
Mmoore@psrc.org

