

CITY OF SEATTLE

RESOLUTION # 31492

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A RESOLUTION supporting the Growing Transit Communities Strategy, encourage the Mayor to sign the Growing Transit Communities Compact, and requesting the Mayor to report back to City Council with an equitable transit oriented development initiative no later than May 30, 2014, for City Council review and discussion.

WHEREAS, the central Puget Sound region has adopted VISION 2040, a long-range strategy to advance the ideals of our people, our prosperity and our planet by integrating land use, economic and transportation decisions in order to meet the needs of current and future generations, achieve economic prosperity with social equity, and support a healthy environment, including addressing global climate change; and

WHEREAS, VISION 2040 includes among its goals (1) maintaining a prosperous and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse local communities, and a high quality of life, and (2) focusing growth within already urbanized areas to create walkable, compact, and transit oriented neighborhoods, and (3) meeting housing needs through preservation and expansion of a range of affordable, healthy and safe housing choices; and

WHEREAS, the voters of the central Puget Sound region have committed to a \$20 billion investment in light rail, commuter rail, bus rapid transit and local streetcar service that creates a once in a lifetime opportunity to plan for and support the growth of communities near high capacity transit; and

WHEREAS, new market-rate housing trends and subsidized housing resources are not providing adequate housing choices in transit communities for households earning under 80% of the area median income; and

WHEREAS, the combined cost burden of housing plus transportation can be substantially reduced by locating affordable housing opportunities in proximity to transit; and

WHEREAS, transit-oriented development is a land use pattern with many social, economic, and environmental benefits, including more sustainable and efficient use of urban land, support for regional and local economies, reduced combined housing and transportation costs per household, and improved access and mobility for residents; and

1 WHEREAS, many communities that are now or may be served by high-capacity transit in the
2 future are home to both low-income households and households of color, and businesses
3 that are locally owned or owned by persons of color that are at a potentially higher risk of
4 displacement due to a range of factors; and

5 WHEREAS, the Growing Transit Communities Partnership was formed as a diverse coalition of
6 governmental and nongovernmental partners that was funded by a grant from the federal
7 Partnership for Sustainable Communities for the express purpose of leveraging regional
8 transit investments to create thriving and equitable transit communities around light rail
9 and other high capacity transit stations, for which City Council support is reflected in its
10 adoption of the City's Transit Master Plan; and

11 WHEREAS, progress toward creating equitable transit communities will depend on active
12 participation from a full range of partners over the long term, including transit agencies,
13 local businesses, non-profit organizations, neighborhood organizations, people who live
14 or reside in the local community, as well as local jurisdictions and communities and the
15 Puget Sound Regional Council; and

16 WHEREAS, as the City continues to support transit oriented development (TOD) the City
17 recognizes that it is important to equitably distribute the benefits of TOD and to have
18 clear goals that will help define successful equitable TOD; and

19 WHEREAS, achieving equitable TOD requires further work by City Offices and Departments in
20 order to identify strategies necessary for the City to implement the concept of equitable
21 TOD; and

22 WHEREAS, the Growing Transit Communities Partnership has developed the Growing Transit
23 Communities Strategy that recommends adoption of specific actions and tools by
24 regional and local governments, by both public and private stakeholders, in order to
25 create, grow, and enhance equitable transit communities throughout the region; and

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

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

1 WHEREAS, the City of Seattle maintains a Comprehensive Plan, "Toward a Sustainable
2 Seattle", that focuses growth within urban centers and villages and that guides the
3 provision of public services, including transit, to these locations; and

4 WHEREAS, in 2004, the City launched the Race and Social Justice Initiative with the vision of
5 eliminating race-based disparities within Seattle; and

6 WHEREAS, the City has been a strong supporter and participant in the Growing Transit
7 Communities Strategy since its inception and its recommendations are consistent the
8 City's Comprehensive Plan and ongoing commitment to plan proactively for compact,
9 complete and equitable development around transit; NOW, THEREFORE,

10 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
11 **MAYOR CONCURRING, THAT:**

12 Section 1. Planning. The City shall continue to engage local communities to plan
13 proactively for growth in areas well-served by transit, consistent with the City's Comprehensive
14 Plan. To that end, the City shall:

15 A. Continue to help communities implement neighborhood plans supporting community
16 members' capacity to meaningfully participate, develop urban design frameworks, identify
17 access improvements, and create urban design guidelines for areas surrounding high capacity
18 fixed transit stations.

19 B. Use inclusive outreach and engagement methods including but not limited to the use
20 of Public Outreach and Engagement Liaisons to engage historically underrepresented
21 communities in planning processes for transit station areas.

22 C. Encourage Puget Sound Regional Council (PSRC) to provide funding and technical
23 support to local jurisdictions as they pursue this work, consistent with the recommendations in
24 the PSRC's Growing Transit Communities Report.

25 Section 2. Transit-Oriented Development (TOD) Projects. The City shall continue the
26 work of the TOD steering committee formed by the Mayor and consisting of leadership from the
27 Department of Transportation, Department of Neighborhoods, Department of Planning and

1 Development, Office of Housing, and Office of Economic Development along with Sound
2 Transit and King County Metro to provide a forum for collaboration and partnership for TOD
3 implementation at select light-rail stations. This TOD steering committee shall continue to work
4 together to support implementation of model Transit Oriented Development (TOD) projects in
5 Seattle, as well to address key infrastructure projects in select station areas.

6 The interdepartmental team that complements the TOD steering committee shall continue
7 to implement the steering committee's work plan including:

8 A. Identifying opportunities for and removing barriers to housing and economic
9 development.

10 B. Ensuring development is consistent with neighborhood planning efforts;

11 C. Preserving and expanding housing options and product types for all income levels,
12 including unit sizes.

13 D. Stabilizing and strengthening commercial areas and businesses adjacent to stations
14 and attracting and retaining viable commercial uses.

15 E. Strengthening community partnerships and ensuring that a diverse cross-section of
16 stakeholders is engaged to understand and articulate community needs.

17 F. Promoting redevelopment of vacant or underused land and responding to both local
18 community and market-based interests and opportunities.

19 G. Enhancing walkability and multi-modal connections between stations and adjacent
20 neighborhoods.

21 Section 3. Equitable Transit-Oriented Development (ETOD). ETOD is an approach to
22 growth that applies a set of tools and strategies to ensure the benefits of new transit investments
23 and local development accrue to everyone, including low-income people and communities of
24 color. The City will use ETOD to support growth around transit stations and to achieve the

1 City's Race and Social Justice Initiative's goal to "eliminate race-based disparities in our
2 communities" in the areas of housing, employment, civic engagement, and transit access.

3 Section 4. Next Steps. The Growing Transit Communities Compact provides a broad
4 policy framework, recommended strategies and direction for signatories to develop detailed work
5 plans. The Council requests that the Mayor bring together City offices and departments to
6 develop a strategy that will help achieve ETOD, as well as to identify potential additional steps
7 that could be taken to expand the City's support in this area. This shall include:

8 A. Identification of tools and strategies to ensure the benefits of new transit investments
9 and local development accrue to everyone.

10 B. Specific measurable outcomes to achieve the overall vision at different station areas;
11 outcomes should be identified using the Race and Social Equity Toolkit.

12 C. Specific action steps to be undertaken by offices and departments that contribute to
13 achieving ETOD objectives.

14 D. Summary of existing City programs, for example, the Community Cornerstones
15 Program in Southeast Seattle.

16 E. Budget and other resources necessary

17 F. Potential timeframes for implementation.

18 The involved City Departments will report back to the Council's _____ Committee no later
19 than May 30, 2014.

20
21 Section 5. The Mayor will sign the Growing Transit Communities Compact on behalf of
22 the City of Seattle.

1 Adopted by the City Council the ____ day of _____, 2013,
2 and signed by me in open session in authentication of its adoption this ____ day
3 of _____, 2013.

4 _____
5 President _____ of the City Council
6

7 THE MAYOR CONCURRING:
8

9 _____
10 Michael McGinn, Mayor
11

12 Filed by me this ____ day of _____, 2013.
13

14 _____
15 Monica Martinez Simmons, City Clerk
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17 (Seal)
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FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Planning and Development	Ryan Moore/5-2537	Melissa Lawrie/4-5805

Legislation Title:

A RESOLUTION supporting the Growing Transit Communities Strategy, authorizing the Mayor to sign the Growing Transit Communities Compact, and requesting the Department of Planning and Development to report back to City Council with an equitable transit oriented development initiative no later than May 30, 2014, for City Council review and discussion.

Summary of the Legislation:

This resolution acknowledges the significant coordination between Puget Sound Regional Council's (PSRC) Sustainable Communities' grant funded Growing Transit Communities project, provides the authority for the City to enter into a compact with PSRC in order to develop a work plan for transit-oriented development (TOD), highlights internal TOD collaboration amongst City of Seattle departments currently underway, and define equitable TOD for internal policy purposes.

Background:

The Mayor's Office convened DPD, DON, OH, OED and SDOT to develop a strategy to focus and coordinate the City's efforts in implementing TOD at existing and planned Light Rail Stations – primarily in partnership with Sound Transit and King County METRO. This work follows on the planning processes that the community and the City have completed at the Othello, Mt. Baker, Roosevelt, and Northgate station areas as a means of implementing the intent of these efforts by influencing the construction of compact, transit-oriented development projects in close proximity to light-rail stations.

This legislation does not have any financial implications.

(Please skip to "Other Implications" section at the end of the document and answer questions a-h. Earlier sections that are left blank should be deleted).

This legislation has financial implications.

(If the legislation has direct fiscal impacts (e.g., appropriations, revenue, positions), fill out the relevant sections below. If the financial implications are indirect or longer-term, describe them in narrative in the "Other Implications" Section).

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
No
- b) **What is the financial cost of not implementing the legislation?**

None

- c) Does this legislation affect any departments besides the originating department?**
The TOD initiative and ETOD strategy development will involve a variety of other City departments, depending upon the objective. DPD is currently leading the effort through an inter-departmental team that includes OH, OED, DON, and SDOT.
- d) What are the possible alternatives to the legislation that could achieve the same or similar objectives?**
None
- e) Is a public hearing required for this legislation?**
No
- f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
No
- g) Does this legislation affect a piece of property?**
No
- h) Other Issues:**
None

List attachments to the fiscal note below: None