

Update: Realizing Joint Development on WSLE/BLE

Executive Committee

4/3/2025



Why we are here

Update on joint development opportunities and industry engagement in support of transit-oriented development integrated with stations on the West Seattle and Ballard Link extensions.

No action today.

Board-adopted Equitable TOD Policy goals



**Act with
Intention**



**Increase
Ridership**



**Engage
Community**



**Build Affordable
Housing**

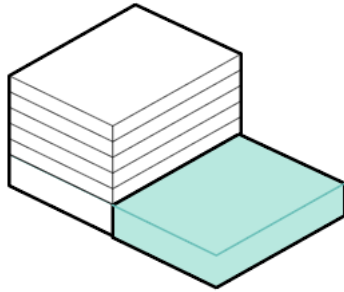


**Support
Growth**

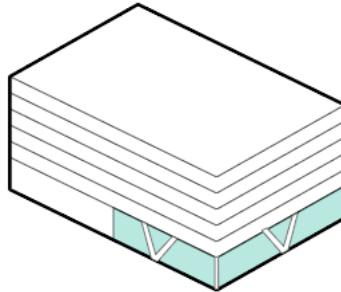


**Improve
Access**

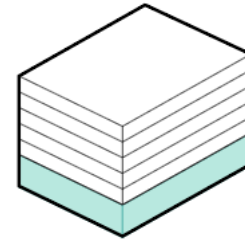
Types of Agency TOD projects



Adjacent



Air Rights



Integrated



Why pursue joint development

- Drive ridership
- Increase density
- Build more housing
- Enhance urban environment
- Contribute to city growth targets
- Opportunity for value capture



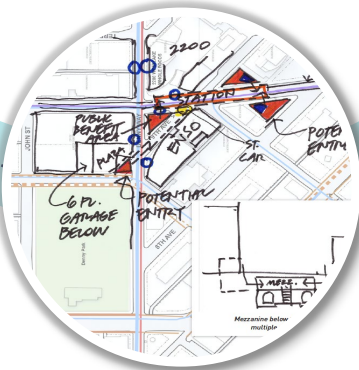
Newly constructed Gateway Building

Timeline of a TOD opportunity



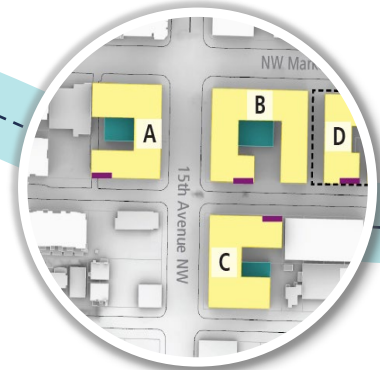
Phase 1:
Development propensity analysis informs station location

Phase 1 & 2:
Initial station planning and urban design concept informs station footprint



Phase 2 & 3:
Station design and footprint defines potential TOD opportunity sites

Phase 2 & 3:
Feasibility and test fit on potential TOD opportunity sites



Exploring joint development opportunities

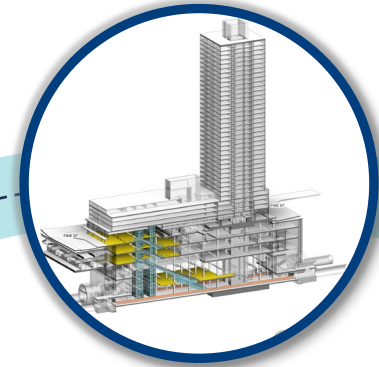
Advanced conceptual design for overbuild sites

Explore how to realize joint development



Partnered with Urban Land Institute on Technical Assistance Panels

Develop business plan



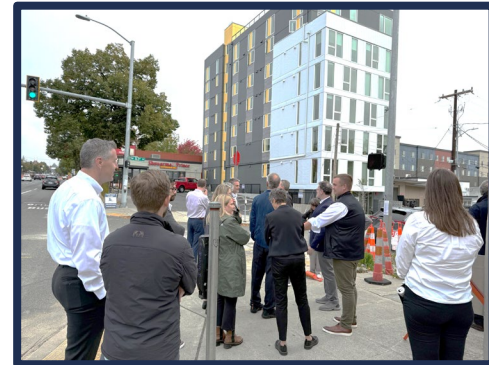
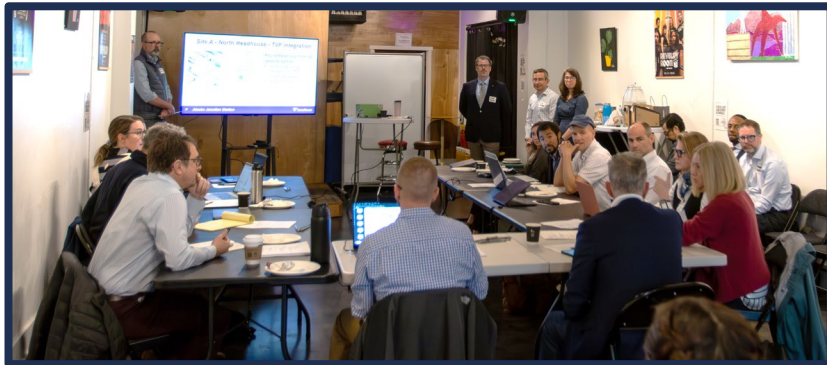
Identifying joint development challenges

- Capital is needed to design and construct the stations to accommodate overbuild
- Potential need to reconcile competing policy goals
- Timeline of ST infrastructure project doesn't align with timeline of typical development project
- Defining success may take multiple forms

Industry engagement and peer review

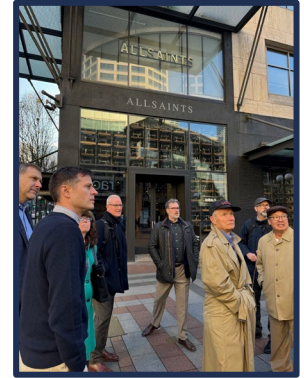
Focus on partnering, delivery, site-specific issues

- Partnership with Urban Land Institute
- Held 5 Technical Assistance Panels (TAP)
- Real estate developer forum planned for broader audience



Seeking industry input

- Providing insight to inform design, partnering approach, risk management, regulatory framework, etc.
- Industry representatives from contractors, non-profit and for-profit developers, market-rate and affordable developers, attorneys, design professionals, etc.



Key themes from industry engagement

- Opportunities to partner exist
- Consider bringing on development consultant during final design rather than developer
- ST encouraged to reduce risk and complexity for development partners to maximize value
- Work with city to clarify expectations, pursue zoning and code changes and increase predictability in permitting
- Assuming sequential delivery of station and development offers flexibility

Conclusion

- There is a cost to design and construct the stations to accommodate overbuild
- PE/Final Design is appropriate time to design in enabling features to stations (thicker walls, columns, etc.)
- Future decision whether to construct enabling features
- Future opportunity to recover costs and capture land value

Work Program Look-Ahead



Ongoing staff work

TOD design and transit coordination

ULI engagement

Cost and risk analysis

City partnership:
entitlement and permitting

Next

Financial strategy/
funding opportunities

Business case

Future

Partnering approach

Board engagement

Thank you.



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