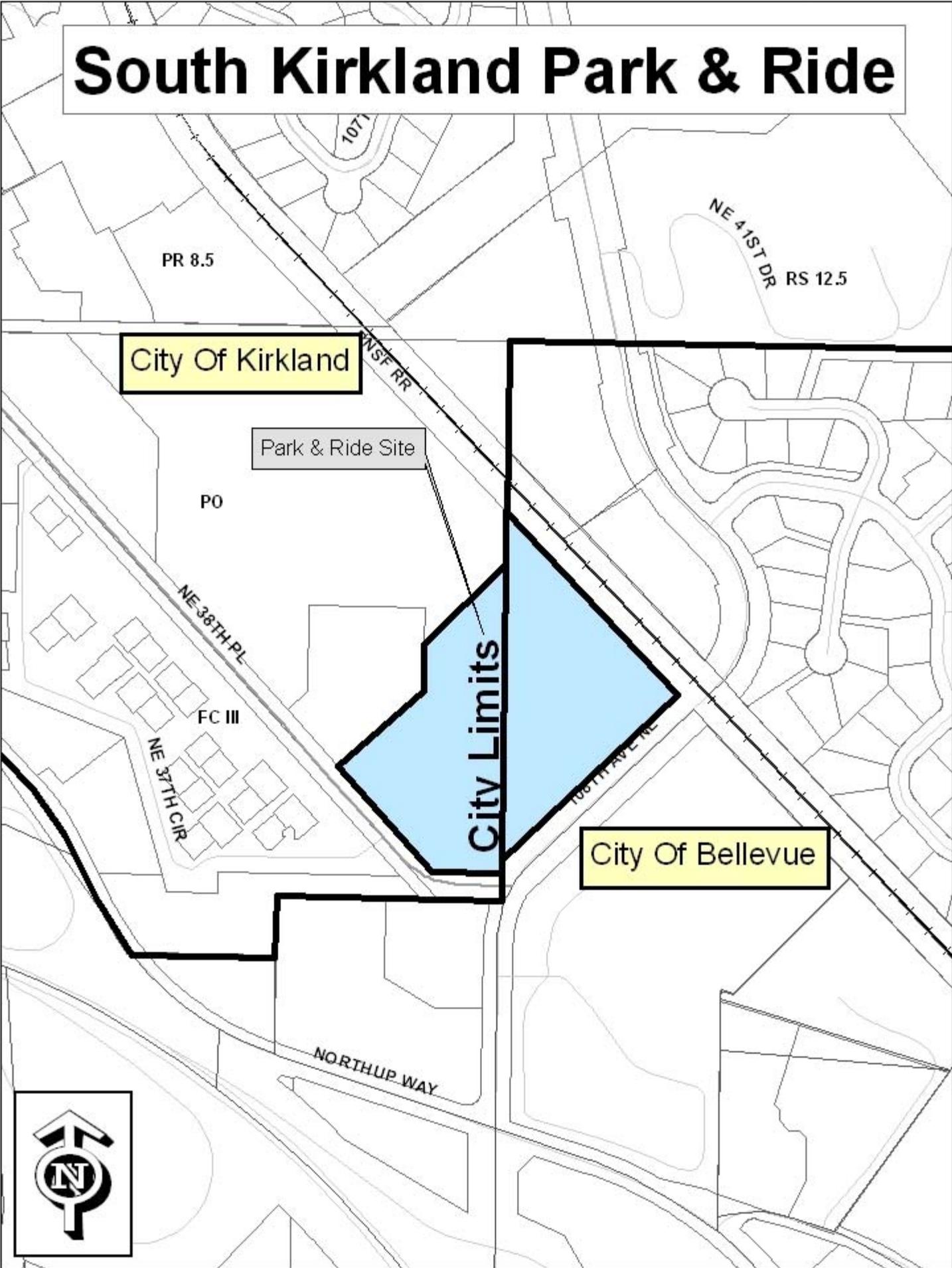


South Kirkland Park & Ride



City Of Kirkland

Park & Ride Site

PO

NE 38TH PL

FC III

NE 37TH CIR

NORTHUP WAY

City Limits

City Of Bellevue

PR 8.5

NE 41ST DR RS 12.5

1071

NSF RR

10611 AVE NE



King County Department of Transportation
Transit Oriented Development Program
July 18, 2008

What is Transit Oriented Development

The purpose of transit oriented development (TOD) is to maximize the use of transit and reduce the use of single occupancy vehicles, by increasing the opportunities to walk, bicycle, carpool, or take transit. The center of a TOD neighborhood has a bus or rail station, surrounded by relatively high-density development, with progressively lower-density land uses spreading outwards from that center. Walking distances from the center should be less than 1/4 mile.

Typically, a TOD neighborhood includes the following design features:

- **Street facilities** for walking and biking;
- **High-density development** within a 10-minute walk circle around transit station;
- **Street connectivity** and calming features to control vehicle traffic speeds;
- **Mixed-use development** that includes schools, retail uses, shopping, and various housing types;
- **Parking management** to reduce the land devoted to parking.

Nationally, six (6) dwelling units per acre in residential areas is the TOD minimum. This minimum density justifies frequent transit service and creates an active street life with commercial activity such as coffee shops and grocery stores. Local examples of completed King County TOD projects have yielded much higher densities, ranging from forty five (45) units per acre in Renton to seventy five (75) units per acre in Redmond.

Ridership is also affected by factors beyond density. Among them are: (1) clustering of similar types of activities, (2) demographic mix of users dependent upon transit such as students and seniors, (3) transit pricing and rider subsidies, (4) parking and tolling prices, (5) quality of transit service, (6) transit marketing effectiveness, (7) pedestrian orientation and (8) street design.

There is a difference between a true TOD, and a TAD (transit adjacent development). A true TOD will include most of the following:

- Maximum 5-minute walk (or 1/4 mile) from a transit stop;
- Average block perimeter no greater than 1,350 feet;
- 30 mph maximum driving speed limit;
- No minimums for parking;
- Two employees per parking space for commercial uses;
- Full market rates charged for all parking spaces;
- Transit headways of 15 minutes or less.

More than just adjacent to transit, the TOD development and street system is fundamentally different than less intensive, low-density development that may have some transit availability.

TOD at the National Level

In Canada, Vancouver's "SkyTrain" transit stations have become a catalyst for regional town centers. Each center is intended to serve 100,000 to 200,000 people living and working in the area. Development within each area is controlled by local government. Buildings have limited or no setback requirements and minimal surface parking. Local government encourages commercial, employment, and residential development within the centers by leasing office space, and by addressing developers' needs by building parks.

Portland, Oregon has implemented several transit projects including the MAX regional rail system. In the late 1980s, a four-year intergovernmental planning effort updated comprehensive plans, development regulations, and capital improvement programs for areas within ½ mile of the Westside light rail stations. Development regulations minimized parking, increased density, and prohibited inappropriate land uses. Since then, Westside MAX light rail has brought about 7,000 dwellings and more than \$505 million of development to within ½ mile of Westside light rail stations.

Arlington County, adjacent to Washington, D.C., has seen the construction of nearly 18,000 residential units and more than 46 million square feet of office and retail space in the last 20 years. The Metrorail transit system facilitated much of this extensive development in a short period of time. This intensive development replaced an aging, low-density commercial land use with declining activity. In order to stimulate this economic development in the area, County leaders insisted that the Metrorail line be built underground rather than in freeway medians.

King County Metro has the only significant TOD program that operates primarily with buses, i.e., without a substantial rail component. The Sound Transit light rail component is still under construction within King County and the Sounder commuter rail serves two King County potential TOD locations in Kent and Auburn.

King County TOD Project Status

Completed Projects (8)

Northgate North (Target and Best Buy), Seattle. Opened in 2000. Touchstone Corporation's four-story retail project. The right of way for the new NE 112th Street, a city condition of approval, was the southern portion of the county's Park and Ride on 5th Avenue NE. County sold the right of way to the city for \$298,000 in 1999. Touchstone is providing 60 replacement Park and Ride spaces in its parking structure until the Park and Ride lot at 5th and NE 112th is relocated.

Metropolitan Place, Renton. Opened in 2001. One hundred fifty new Park and Ride stalls were added, 30 of which are shared with residents in the 90 apartment mixed-use development constructed above the Park-and-

Ride. Current Park-and-Ride utilization is 80%. Fifty per cent of the units are affordable to households earning 80% of median income. Each unit is supplied with a free bus pass until 2011. According to a 2006 survey, 38% of the residents are using the bus on average seven times a week, a better usage rate than local area employment sites. Apartment occupancy remains above 90%.

The Village at Overlake Station, Redmond. Opened in 2001 with 308 apartments, day-care, and a shared parking structure. Approximate utilization of the 208-stall Park and Ride is under 40%. Free bus passes were available until 2004. All 300 units are affordable to households earning 50% of countywide median income. Apartment occupancy remains above 90%.

Olson-Myers Park and Ride, Seattle. Underutilized Park and Ride lot, appraised at \$2 million in 1999. Sold for \$2 million in 2001 to Apprenticeship Training Trust for a job training facility while county retained 1.5 acres for 100-stall, reduced-size lot. As of 2007, the training facility is in process of being sold to a developer for 450-unit, all affordable senior housing. The current 100-stall Metro lot value has risen to \$1 million. Utilization of the lot is near 100%.

Kenmore/Northshore Park and Ride, Kenmore. Underutilized lot sold to city in 2004 for \$2.5 million. City has completed a development agreement that will include at least 100 affordable units. Proceeds of the sale funded 200 additional stalls and layover construction at another nearby Kenmore Park and Ride lot. Current utilization of the expanded Kenmore lot is over 90%.

Kent Sound Transit Garage, Kent. King County paid \$2,175,000 in 2000 (NPV \$2,894,000) for 191 replacement stalls in Sound Transit commuter rail garage in downtown Kent. Purchase of garage stalls allowed DOT to surplus James Street lot now valued at \$3.5 million.

Northgate Simon & Lorig, Seattle. County completed Simon lease of 280 stalls for 20 years and Lorig lease of 350 stalls for \$4.375 million. County sold 5th and 112th lot to city for \$9.5 million. Both leases and sale were approved by the County Council in May 2006. Simon garage opened in May 2006.

Redmond Downtown Park and Ride, Redmond. Larger portion of lot sold to Trammel Crow Residential in 2006 for \$10.5 million. Three hundred rental units, with 20% affordable at 80% of median. Four hundred Park and Ride stalls are to be reoriented in county-built garage on smaller, retained portion of site. New transit center to be built. Construction of transit center, garage, and housing set for completion in 2008 or 2009.

Development Sites Currently in Process of Completion (5)

Northgate Transit Center East Park and Ride, Seattle. Five hundred (500) stall Metro surface Park and Ride, 170,000 square feet of developable property east of existing transit center. Market studies indicate good potential for housing and shared use parking. Seattle Housing Authority and other developers have indicated interest in building mid-rise affordable housing on this surface lot.

South Kirkland (Bellevue/Kirkland). County owned, 6.95 acres, 603 parking stalls. Site has potential for large-scale residential and/or mixed use. Excellent access to adjacent freeways with access to potential future Burlington Northern Santa Fe trail. Site is bisected by boundary between Bellevue and Kirkland.

Auburn. City and county have executed interlocal agreement for city to issue RFP for downtown mixed-use developer. County would then enter into negotiations to buy Park and Ride stalls in mixed-use facility. Nearby lot on 15th Street near airport would be sold by county to pay for downtown replacement stalls.

Burien. Studies indicate there is a market for mixed-use TOD in downtown. Redevelopment would include structured replacement parking at the Park and Ride. Part of the public investment to date includes new \$8 million downtown transit center to be completed in 2008. Four hundred thousand dollar (\$400,000) federal grant is currently being used by county for pre-design and feasibility studies.

White Center. Interest has been expressed in moving Park and Ride from 1.5-acre Olson/Myers lot (100 stalls) to downtown White Center location as part of mixed-use facility. TOD staff is currently in discussions with White Center community members regarding combined transit and affordable housing TOD.

Sites for Potential Future Development (5)*

Convention Place Station, Seattle. Ownership part county and part state. Sound Transit is acquiring state portion for transfer to county. Preliminary design for TOD project includes four skyscrapers, urban plaza, underground parking, bus layover, and bus ramps to I-5. Project put on hold during past economic slump and bus tunnel retrofit. Renewed developer interest has surfaced since recovery of office and housing market.

Shoreline. State owned, \$5.045 million, 5.78 acres, and 400 parking stalls. City has expressed interest in developing site for TOD with State of Washington as a potential resident.

Woodinville. State owned site, 6.5 acres, and 470 stalls. Potential for redevelopment.

McClellan. Transit property adjacent to light rail station.

James Street. Kent Park and Ride lot currently on hold status pending determination by county for use by courts for parking. The "Surplus Property Sale" status of this lot shown on the attached cost/benefit analysis represents a loan by Current Expense fund (\$3.5 million) to Transportation fund for the value of the lot not yet being made available for Transit to sell.

Other Transit projects that are or were supported by the TOD Group (7)

Issaquah Highlands. New 1,000 stall Park and Ride constructed and opened in 2006. Retail space at north end of garage to be sold/leased to Port Blakely.

North Lake Union, Seattle. Currently a Metro operations facility. Parcel has been sold to developer for construction of office and relocation of Metro facility to new site.

Brickyard (unincorporated, Bothell). Ownership part county and part state. State owns 3.89 acres, including existing Park and Ride lot, appraised at \$1.5 million. County owns 18.23 acres, which are undeveloped. The site has 247 parking spaces and transit service operating through the lot. Possible trade with state for expanded Northgate site.

Bellevue Meydenbauer Center. County-owned parcel adjacent to Meydenbauer Center. Opportunities for shared bus layover and air rights sale to hotel or residential developers. Preliminary feasibility studies indicate financial and market feasibility.

Doces Building at 3rd and Pine, Seattle 2003. DOT owned property. Property sold and developed for 40 units of low-income housing.

Overall Benefits Exceeding Costs

All TOD projects submitted to the Council have contained cost/benefit analyses. The concept of Net Transit Benefit is used to evaluate project worthiness.

Transit Benefits fall into three major categories:

- **Ridership** increases due to housing and/or additional Park and Ride stalls;
- **Facilities** upgrades such as transit center improvements and added bus layover; and
- **Cash** from sales tax revenue, sales of underutilized lots, and revenue from grants not otherwise available to the county.

Ridership gain calculations in the Renton Metropolitan Place TOD reflect the 80% utilization of the Park and Ride portion built in 2001, a 10-year bus pass agreement, and approximately 75 of the 90 unit residents using the annual passes. According to a 2006 survey, 38% of the residents are using the bus on average of seven times a week, better usage rate than local area employment sites.

Examples of transit benefits obtained by the TOD Program thus far include:

- Extra bus bay obtained from driveway removal at Renton Transit Center;
- Additional layover capacity and signal at Kenmore Transit Center;
- Signal improvements at Overlake Transit Center;
- \$3 million in Federal TOD funds for Burien Transit Center construction;
- 400 stall Park and Ride expansion at Northgate Transit Center;
- New maintenance facility for North Lake Union property; and
- Construction of the new Redmond Transit Center.

Transit Costs commonly associated with TOD projects:

- **Replacement parking** averaging \$20,000/stall;
- **Interim parking** for duration of construction;
- **Garage maintenance** costs higher than surface lot costs; and
- **Surplus costs** paid to Facilities Management Division.

Net Transit Benefit is the sum of Transit Benefits less Transit Costs incurred for the specific project. Cost/benefit analyses conducted on TOD Projects completed to date have included both direct dollar benefits such as sale of the site, as well as ridership gains and sales taxes collected for the project.

A separate cost category has been calculated for staff and consultant costs charged to each project over the course of its completion. That total cost has been deducted from the Net Transit Benefit in each case.

Transportation Benefits:

- Reduced reliance on regional road systems due to housing/transit co-location;
- Reduced vehicle miles traveled and energy consumed;
- Lower transportation costs per household;
- More mobility choices; and
- Increased transit access to urban activity centers.

Societal Benefits:

- Improved air quality by reducing greenhouse gases;

- Better health due to greater pedestrian and biking opportunities;
- Increased housing density patterns and other Growth Management Act goals;
- Additional affordable housing; and
- Higher land values and property tax revenues for jurisdictions.

In 2006, King County initiated a study of Land Use, Transportation, Air Quality and Health (HealthScape, formerly known as LUTAQH) to establish and implement community design principles and transportation investment policies that improve accessibility, air quality and public health within King County and the central Puget Sound. The first phase results clearly show that changes in land use patterns and approaches to transportation investment can help the county achieve goals related to transit efficiency, improved air quality, and public health.

Completed King County TOD projects represent communities already exhibiting some of the HealthScape attributes, such as compact neighborhoods, well connected street networks, mixed use, and orientation to transit. These communities are delivering benefits to their residents in the form of less automobile dependency, more opportunities to be physically active, and healthier air quality at the regional scale.

King County advocates and pursues an aggressive response to global warming. King County is promoting changes in land use and transportation to reduce greenhouse gas emissions. Greenhouse gas emissions from transportation need to be reduced to give us a chance to stave off the environmental impacts of global warming. The first phase of HealthScape determined that people that live in compact developments near or at transit hubs/centers are more likely to ride transit, and in turn have a reduced impact on climate change.

Currently, King County does not have the tools to measure these wider, non-transit benefits of TOD projects. King County is currently working with a consultant (Lawrence Frank and Company, Inc. (LFC)) to develop a tool to evaluate land use and transportation actions that impact travel choice, air quality, climate change and public health through the HealthScape Study. Once this tool is developed it can be used to measure the impacts of the land use and transportation investments from TOD projects.

Policy Justification for Program Existence

Concentrating growth in existing urban centers is a primary strategy of the Growth Management Act passed by the State Legislature in 1990, and is reflected in regional and local plans and policies subsequently enacted at the county level, including the Countywide Planning Policies and King County Comprehensive Plan. This strategy is intended to slow suburban sprawl, conserve natural resource lands, keep existing city and town centers vital, and allow transportation and other services to be provided more efficiently. A key element of this urban growth strategy is to encourage development in Urban Centers.

Urban Centers are places of relatively compact development where housing, employment, shopping and other activities are in close proximity and are supported by high capacity transit. In King County, 13 Urban Centers were originally designated by the Growth Management Planning Council, including sites where TODs have been built such as Renton, Overlake, Redmond, and Northgate North.

Affordable Housing

Affordable housing has been considered for every TOD project to date. King County Code Section 4.56.070 requires that every property declared surplus be evaluated for affordable housing. Section 4.56.070 does not account for income and property value disparities around the county nor individual cities' affordability objectives. Currently, affordable housing is included in a given project subject to individual market analyses,

consultation with Department of Community and Health Services (DCHS) staff, and discussions with the involved city. No minimum affordability standard per project has been established to date.

The challenge has been to realize full fair market value for Transportation Fund properties, a requirement of the County Code, and to do so at a price that allows affordable housing to be built. If subsidies are not available to the developer, such as tax credits or sub market rate financing, the ability to sell the property for affordable housing is more difficult.

NE 37th Cir

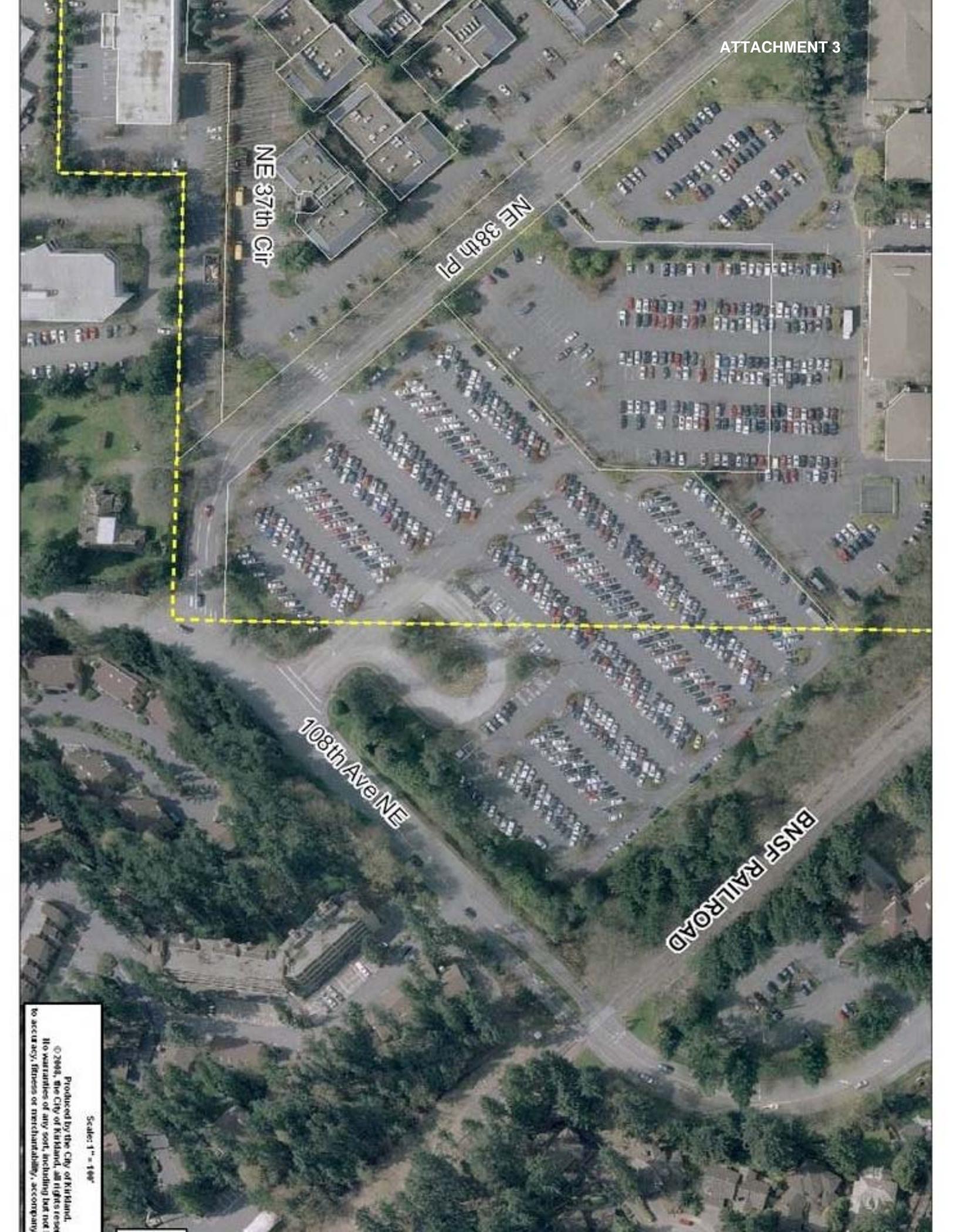
NE 38th Pl

108th Ave NE

BNSF RAILROAD

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Scale: 1" = 100'



PO

E 38th Pl

7th Cir

108th Ave NE

14-19

20 12

1

4

3

2

13

5

7

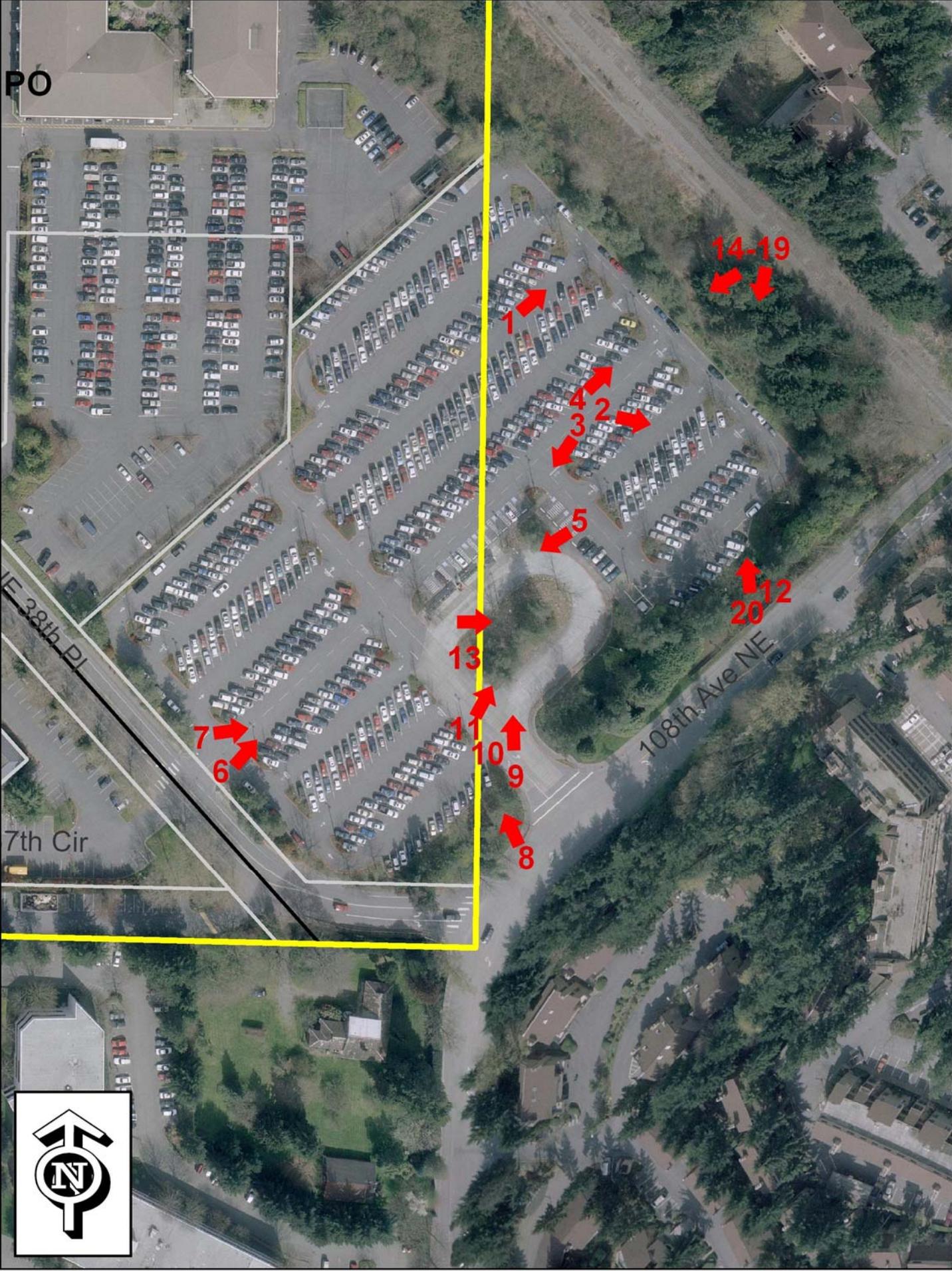
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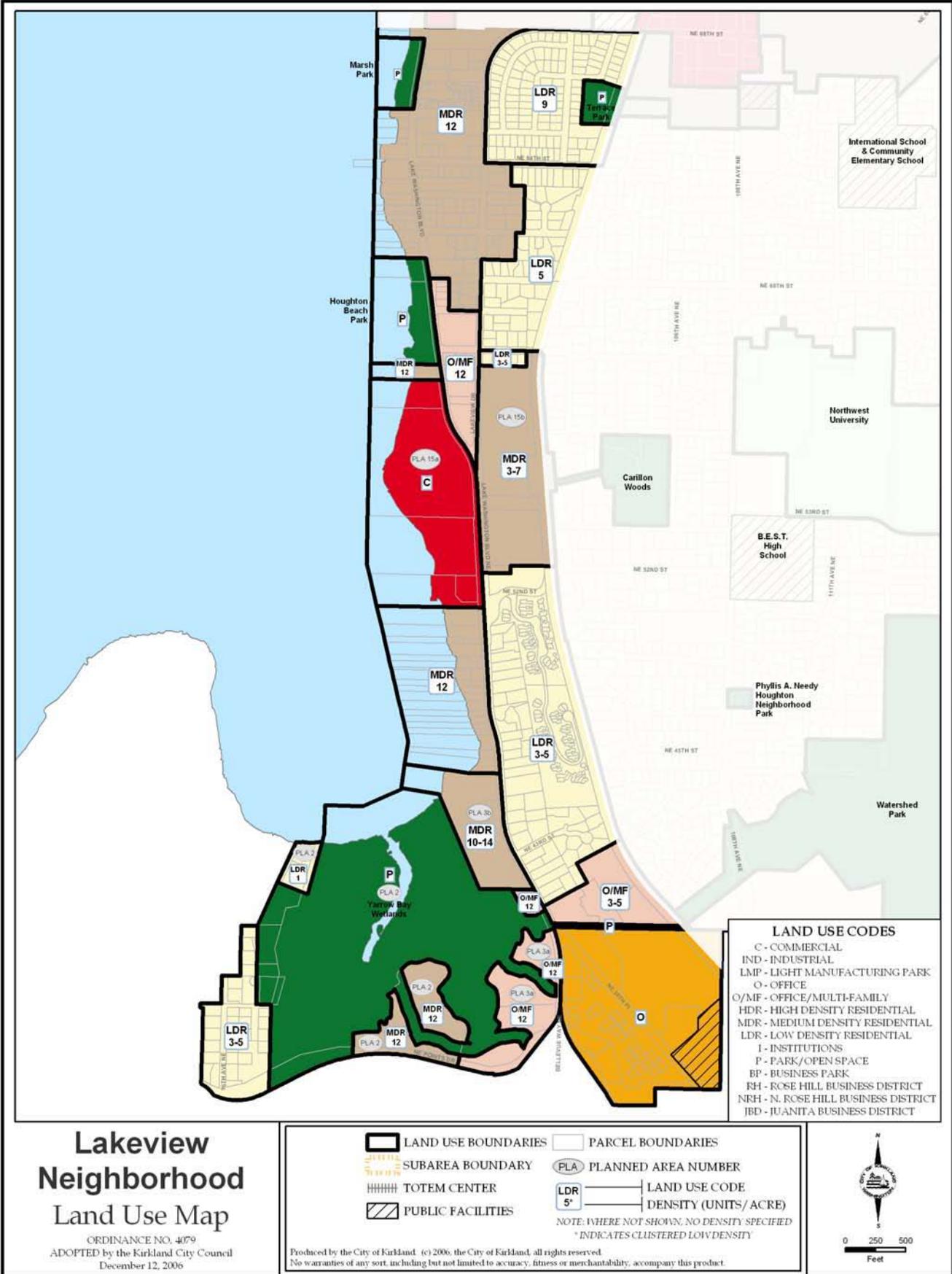


Figure L-1: Lakeview Land Use

TOD Projects in King County

	Overlake	Renton	Auburn	Burien	Kent	Northgate	Redmond	Kenmore
	Completed	Completed	Underway	Underway	Underway	Underway	Underway	Contemplated
Uses	P&R, moderate income rental housing, day care	P&R, affordable apartments, retail	P&R, housing and retail anticipated	Transit Center, retail, office and housing anticipated	Not decided	Shared use parking is mixed use project		
#Affordable Units	308	45	Not decided	Not decided	Not decided	20% of 266-286 units, depending on number of condos.	20% of total	25%
Affordability Level	60% of median	80% of median	Not decided	30% at 80% of median (rental or own) or 60% at 120% (of all own.)	Not decided	80% median income (rental)	80% median income (rental)	50% median income
Participants	K.C., Housing Authority, Private Developer	King County, Private Developer	Not decided	Not decided	Not decided	Lorig Associates	Trammel-Crow	Private (Kenmore partners) & Housing Resources Group (non-profit)
Financing	Tax-exempt financing and federal housing tax credits	Conventional financing	Not decided	Not known. City does provide prop. tax exemption program	Not decided	Conventional financing	Conventional financing	Conventional (for market rate) & public (affordable)