



## **MEMORANDUM**

**Date:** October 14, 2008

**To:** Planning Commission

**From:** Dorian Collins, Project Planner  
Paul Stewart, Deputy Director

**Subject:** **PUBLIC HEARING ON DRAFT AMENDMENTS TO THE COMPREHENSIVE PLAN FOR THE SOUTH KIRKLAND PARK & RIDE (FILE ZON08-00002)**

## **RECOMMENDATION**

Conduct a public hearing to receive testimony on the proposed amendments to the Comprehensive Plan. Provide direction to staff for any changes to the draft amendments, and prepare a recommendation for consideration by the City Council.

### Suggested Public Hearing Format

- ◆ Staff presentation on proposed amendments
- ◆ Opportunity for public comment on draft amendments
- ◆ Deliberation on the proposal by the Planning Commission
- ◆ Planning Commission may either close the public hearing and make a recommendation on the amendments for City Council, or continue the public hearing to another meeting.

## **POLICY IMPLICATIONS**

The proposed amendments to the Comprehensive Plan address the direction provided by the City Council regarding its priorities for affordable housing strategies. The amendments will provide the framework for subsequent amendments to the Zoning Code, which will include more specific standards for Transit-Oriented-Development at the South Kirkland Park and Ride. The proposed amendments are consistent with Section 140.30 of the Zoning Code.

## **BACKGROUND**

The property is designated Office on the Land Use Map. The proposal is to amend the Comprehensive Plan and Land use Map to support Transit-Oriented-Development (TOD) at the South Kirkland Park and Ride site. The Planning Commission and Houghton Community Council

have held several study sessions on these amendments over the course of this year. The Houghton Community Council also held a courtesy hearing on the topic on September 9<sup>th</sup>. In July, a number of members from the City Council, Planning Commission and Houghton Community Council also participated in a tour of several neighboring Park and Ride facilities led by King County staff.

The following sections provide the general background regarding discussions about TOD at the Park and Ride, a brief summary of the proposed amendments, and a discussion of the changes made in response to direction from the Planning Commission at the last study session on the draft amendments.

### **Transit-Oriented Development at the South Kirkland Park and Ride**

The South Kirkland Park and Ride sits at the southeastern corner of the City. The site is owned by King County, and is currently developed with 603 parking stalls and a transit facility. The site's two parcels total seven acres, split almost equally between the Cities of Kirkland and Bellevue. The City-limit line coincides with the parcel boundaries within the site. The Park and Ride is surrounded by office use to the west in Kirkland, and parking and office uses to the north, also in Kirkland. The Bellevue portion of the site is bounded by the BNSF right-of-way and office uses to the east, single family uses across 108<sup>th</sup> Avenue NE to the southeast, and multifamily residential uses to the south (see Attachment 1).

King County has identified the South Kirkland Park & Ride property as a potential site for transit-oriented-development (TOD) for several years. The City of Kirkland has included exploration of this subject on the annual Planning Work Program for some time, and scheduled the task for study in 2007. Upon learning at their retreat in 2007 that the King County Department of Transportation had ranked the South Kirkland Park & Ride as its top TOD priority in the region, the Kirkland City Council established the creation of affordable housing at the Park & Ride as it's highest-priority housing strategy. At their retreat in March of this year, the City Council discussed the issue further, and provided more specific direction with regard to objectives for mixed income affordability to be included in future development.

King County had been optimistic that both Kirkland and Bellevue would move forward with amendments to their Comprehensive Plans this year. However, after several months of considering requests for amendments to their Comprehensive Plan, the City of Bellevue voted on September 15<sup>th</sup> not to include the South Kirkland Park & Ride among those requests to be studied in 2008. At their meeting, the Bellevue Council indicated that the amendments would be studied next year, when City resources would be better equipped to take on the effort.

Since close coordination with the City of Bellevue will be necessary during Kirkland's process to amend the Zoning Code for the Park & Ride property, this decision of the Bellevue City Council will work well with Kirkland's schedule. Bellevue will develop their Comprehensive Plan and zoning amendments concurrently, so they will be working with the same issues regarding building height, design, density, impacts from development, etc. that Kirkland will need to address next year. There will also be opportunities to coordinate public involvement efforts, and to resolve aspects of

development across jurisdictional lines, such as permitting, the provision of services to the site, and taxes.

## **Proposed Amendments**

The amendments under study would include text changes to the Lakeview Neighborhood Chapter of the Comprehensive Plan, minor additions to map definitions and the glossary, and changes to the neighborhood and City-wide land use maps to designate the South Kirkland Park & Ride site for TOD. The proposed amendments are:

- ◆ Lakeview Neighborhood Plan Text: Text changes for the site, addressing affordable housing, site and building design, TOD objectives, and coordination with the City of Bellevue. The text would be added under the heading of “Planned Area 4”, a new subarea to be created for the South Kirkland Park and Ride site. The changes incorporate the direction of the City Council regarding their guidance for affordable housing, as well as direction from the Houghton Community Council and Planning Commission throughout the study of the amendments (see Attachment 2).
- ◆ Figure L-1 - Lakeview Neighborhood Land Use Map and Figure LU 1 - Comprehensive Plan Land Use Map: Revisions to indicate that the site is designated for Transit-Oriented-Development, the maps will be changed to reflect this potential, as “TOD”, and shown in a new color that is not used elsewhere in the City. If additional sites are designated as TOD in the future, this color and designation would be used (see Attachments 3 and 4). It should be noted, however, that while the primary land use to be included in TOD at the South Kirkland Park and Ride would be residential, other sites designated for TOD elsewhere may emphasize a mix of uses that are determined to be appropriate for supporting transit and/or other goals in those locations (e.g. office, high density residential, etc.).

Since this new designation is unique, the legend will refer the reader to the Comprehensive Plan definition and text for direction on permitted land uses. Eventually, zoning will be changed to implement this direction through regulations. The key changes with this Comprehensive Plan amendment are to allow for residential development at the site in addition to office use which is currently allowed. Some additional commercial uses, including retail, may also be included in a future TOD. So while current zoning allows for limited retail use, the text amendments to the Comprehensive Plan will support future zoning that would broaden the range and size of these uses. It is anticipated that uses that are not transit-related or residential would be relatively minor in terms of overall development.

- ◆ Chapter VI – Land Use, “C, Land Use Map and Definitions”: Since the Comprehensive Plan Land Use Map will show the South Kirkland Park and Ride site as designated for TOD, a new definition must be added to this section. The proposed amendment can be found in Attachment 5.

- ◆ Appendix B – Glossary: A new definition for Transit-Oriented-Development would be added to the glossary of the Comprehensive Plan (see Attachment 6).

### **Changes Made in Response to Planning Commission Direction – 9/25/08**

The direction provided by the Planning Commission at the last meeting has been incorporated into the revised text that appears in Attachment 2. The changes are generally minor edits for clarification, as well as one additional policy in support of shared parking, that was suggested by King County.

Staff has also reorganized the guidelines under key topic areas. The reorganization highlighted a bit of repetition in the text, for example in repeating the phrase “Work with the City of Bellevue” . . . in successive paragraphs. Staff has revised the text to eliminate duplication where possible.

### **Next Steps**

Direction from the Planning Commission at the meeting on October 22<sup>nd</sup> will be incorporated into revised draft amendments, to be forwarded to the City Council with the recommendation from the Planning Commission. Staff will present the proposed amendments to the City Council at their meeting on December 2<sup>nd</sup>. The Council would then take action on these and other Comprehensive Plan amendments on December 16<sup>th</sup>. The decision of the City Council will then be presented to the Houghton Community Council for final approval.

### **Attachments**

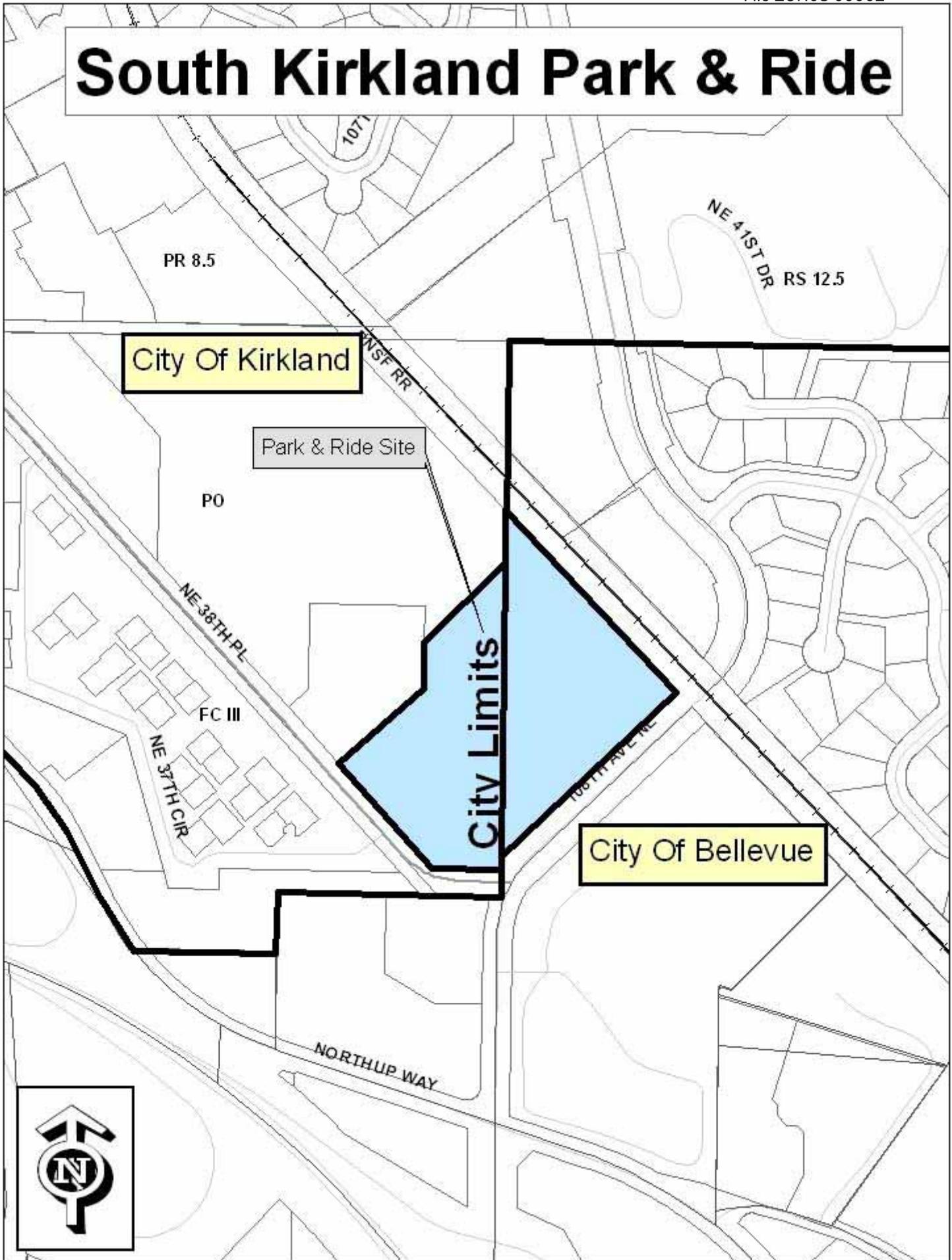
1. Vicinity Map – South Kirkland Park & Ride
2. Draft Proposed Text – Lakeview Neighborhood Plan
3. Figure L-1: Lakeview Neighborhood Plan Map, with proposed change
4. Figure LU-1: Comprehensive Plan Land Use Map, with proposed change
5. Comprehensive Plan, Chapter VI. Land Use – Definitions – proposed revision for TOD
6. Comprehensive Plan, Appendix B – Glossary – proposed revision for TOD
7. Matrix of TOD Projects in King County and King County Department of Transportation, Transit Oriented Development Program Information, July 18, 2008
8. South Kirkland TOD Predesign Study, Mithun
9. Exhibit B – Public Comments
  - a. B.1 Comments received via email from Lisa A. McConnell
  - b. B.2 Comments received via email from Margaret Schwender
  - c. B.3 Letter from Margaret Elaine Bull

cc: ZON08-00002  
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# South Kirkland Park & Ride





#### ***Planned Area 4: South Kirkland Park & Ride***

The property containing the South Kirkland Park and Ride is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a Park and Ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the city of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented-development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit oriented development at the South Kirkland Park & Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of the site in a transit-oriented-development project, with a variety of other uses to be allowed as well.

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with TOD, the principles discussed below should be used to guide development at the Park and Ride.

##### Provide for Affordable housing

- ◆ Ensure that transit-oriented-development provides for mixed-income housing, including a minimum of 20% of total units to be affordable to low and/or moderate income households.

Development should strive to achieve greater affordability for at least 20% of its units, with an additional 25% to be affordable to median income households, through the use of as many funding sources as are necessary.

##### Ensure High Quality Site and Building Design

- ◆ Develop implementing regulations for coordinated development of the entire site.

Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.

- ◆ Implement design standards for Planned Area 4.

Ensure that regulations support appropriate building scale and massing throughout the site, and produce buildings that exhibit high quality design and

incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.

Provide guidance for the streetscapes along NE 38<sup>th</sup> Place and 108<sup>th</sup> Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.

Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.

Minimize the visual impacts of parking facilities from adjacent rights-of-ways.

- ◆ Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.
- ◆ Promote sustainable development through support of green building practices at the Park and Ride.

#### Maximize Effectiveness of Transit-Oriented-Development (TOD)

- ◆ Create the opportunity for Transit-Oriented-Development at the site through the development of standards and regulations that support necessary densities.
- ◆ Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the Park and Ride, site residents and others.
- ◆ Provide opportunities for all types of users of the site to access the BNSF corridor, however it is developed, along the eastern boundary of the Park and Ride site.
- ◆ Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.
- ◆ Mitigate traffic, visual, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

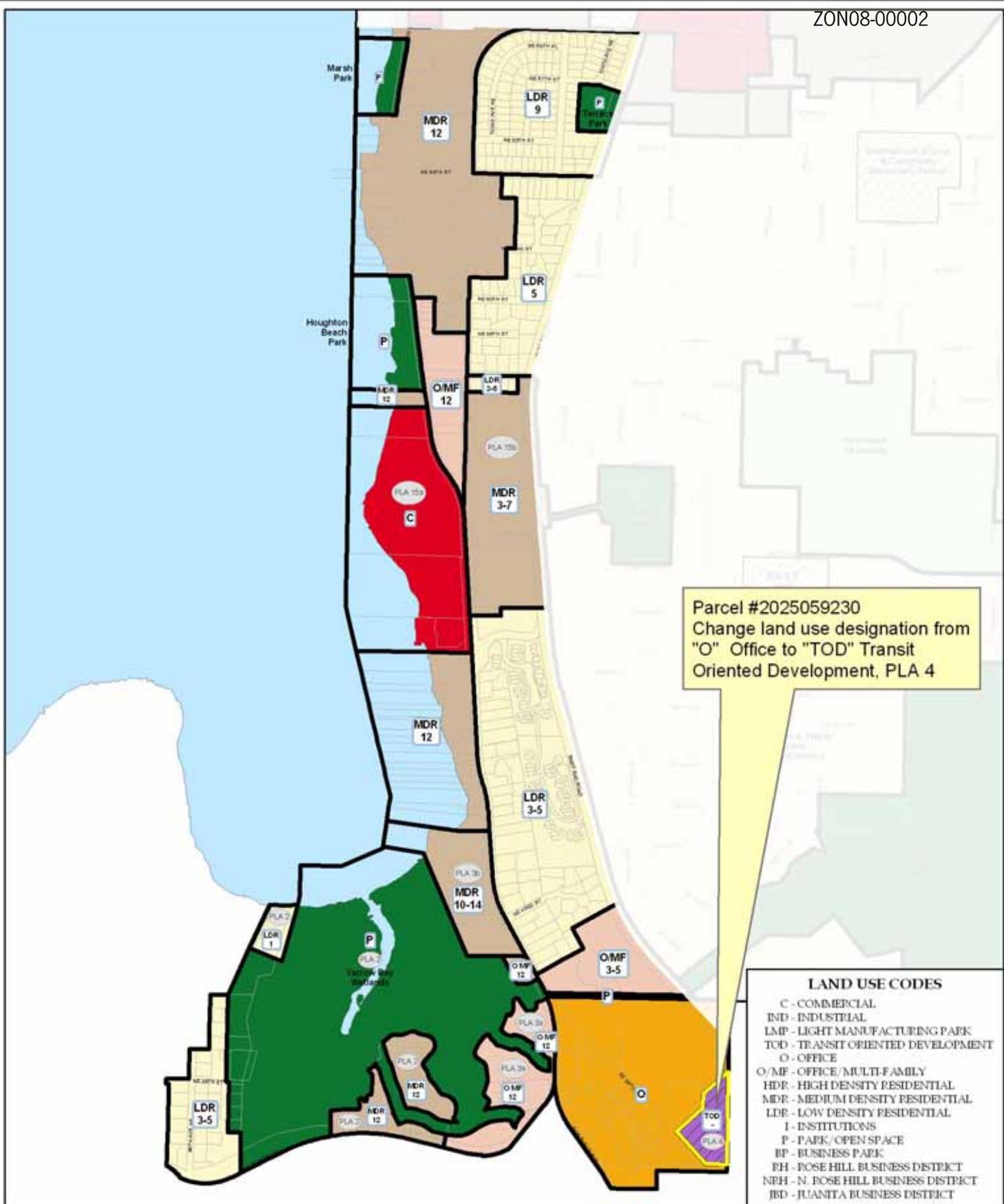
#### Coordination with the City of Bellevue

- ◆ Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.
- ◆ Manage emergency services to the site through agreements with the City of Bellevue.

The existing text on page XV.A-17 of the Lakeview Neighborhood Chapter would be deleted:

~~“The Metro Park and Ride lot at the southern end of the Lakeview Neighborhood provides a valuable local and regional transportation function. Any future expansion of this facility should be carefully reviewed to minimize visual and traffic impacts on the surrounding area”.~~





Parcel #2025059230  
Change land use designation from  
"O" Office to "TOD" Transit  
Oriented Development, PLA 4

**LAND USE CODES**

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOD - TRANSIT ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE / MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK / OPEN SPACE
- BP - BUSINESS PARK
- EH - ROSE HILL BUSINESS DISTRICT
- NH - N. ROSE HILL BUSINESS DISTRICT
- JD - JUANITA BUSINESS DISTRICT

# Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4084  
ADOPTED by the Kirkland City Council  
February 6, 2007

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED  
\* INDICATES CLUSTERED LOW DENSITY

Maps produced October 8, 2008.  
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**Proposed Addition to Comprehensive Plan Chapter VI – Land Use, Land Use Map and Definitions**

***Transit-Oriented Development (TOD)*** – Area where high intensity uses are allowed, together with commercial uses and transit facilities, in order to support the increased use of transit and reduce reliance on roads and single-occupant vehicles.



**Proposed Addition to Comprehensive Plan, Appendix B - Glossary**

***Transit-Oriented Development (TOD):*** Development intended to reduce the use of single-occupant vehicles by increasing the frequency of use of alternative modes of transportation, such as walking and bicycling, and the use of carpools, bus, streetcar or rail. The purpose of TOD is to bring potential riders closer to transit facilities rather than allowing development further away from population centers, where people are more dependent on roads and automobiles.



## TOD Projects in King County

	<b>Overlake</b>	<b>Renton</b>	<b>Auburn</b>	<b>Burien</b>	<b>Kent</b>	<b>Northgate</b>	<b>Redmond</b>	<b>Kenmore</b>
	Completed	Completed	Underway	Underway	Underway	Underway	Underway	Contemplated
<b>Uses</b>	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		
<b>#Affordable Units</b>	308	45	Not decided	Not decided	Not decided	20% of 266-286 units, depending on number of condos.	20% of total	25%
<b>Affordability Level</b>	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
<b>Participants</b>	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)
<b>Financing</b>	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)



**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 ¼ 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 112<sup>th</sup> Street, a city condition of approval, was the southern portion of the county's Park and Ride on 5<sup>th</sup> 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 5<sup>th</sup> 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 5<sup>th</sup> and 112<sup>th</sup> 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 15<sup>th</sup> 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 3<sup>rd</sup> 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.

