



## **MEMORANDUM**

**To:** Planning Commission

**From:** Dorian Collins, AICP, Senior Planner  
Jeremy McMahan, Deputy Planning & Building Director

**Date:** October 15, 2019

**Subject:** Amendments to the Kirkland Zoning Code (KZC) and Kirkland Municipal Code (KMC) for transit-oriented development (TOD) at the Kingsgate Park and Ride  
File CAM19-00129

### **Recommendation**

Provide direction to staff on potential amendments to the KZC and KMC (Design Guidelines) to support redevelopment of the property with transit-oriented development (TOD) and the planned Sound Transit parking garage.

### **Background**

The Planning Commission (PC) studied issues related to the amendments at its meeting on May 9, 2019. Materials prepared for the study session can be viewed [here](#). Since May, the City of Kirkland has continued to work with the Washington Department of Transportation (WSDOT), which owns the property; King County Metro, which operates the park and ride; and Sound Transit, which plans to build a 600-stall parking structure on the property. The City also continues to work closely with A Regional Coalition for Housing (ARCH) since the development of affordable housing at the Kingsgate site is the most important TOD objective for the Kingsgate site identified by the Kirkland City Council (see Resolution R-5325, Attachment 1).

Staff has considered input from Sound Transit (Attachment 2) and ARCH (Attachment 3) regarding issues to be addressed in the draft amendments discussed in this memorandum.

### Status of Activities of Project Partners

Significant progress has been made by our partners in moving forward with their objectives for the site. On October 11, 2019, WSDOT issued a [Request for Proposals \(RFP\)](#) for professional services. The selected "Transaction Advisor" will provide guidance to the agency in evaluating development options that meet WSDOT's needs, preparing documents to enable the sale or lease of a portion of the property to Sound Transit to construct a parking structure, developing a conceptual site plan for TOD on the property and the preparation of an RFP for developers to submit development proposals for the property. The RFP notes that the conceptual plan is expected to be completed by

December 2019, and the second RFP for TOD development proposals is anticipated to be completed by the end of January 2020.

The illustration to the right compares the land that will be available for TOD depending on the size of the parking garage. Two acres will be available if 600 stalls are provided in the garage and 302 remain on the surface of the site. If all the surface stalls in addition to the 400 additional stalls planned by Sound Transit are included in the garage, four acres of land will be available for TOD.



While the planned Sound Transit garage will include only 600 parking stalls, Sound Transit has agreed to study a parking structure with 902 stalls in its environmental review. This action will simplify future environmental review for WSDOT, if the agency is able to secure financing for the construction of a larger parking structure. Sound Transit is currently preparing the conceptual engineering for the structure and initiating the environmental review for the I-405 Bus Rapid Transit (BRT) project.

To assist Sound Transit with its conceptual engineering phase, Kirkland staff provided Sound Transit with a preliminary framework of potential zoning code amendments. Sound Transit provided comments on the draft amendments for consideration (see Attachment 2).

The City of Kirkland and Sound Transit have come to a tentative agreement that the parking structure will be sited at the south end of the Kingsgate site. The southern location allows the existing access point and driveways to be retained and preserves more of the remainder of the site for TOD. Sound Transit provided alternative sketches for discussion that indicated that if the garage were rotated to be situated in a north-south configuration, the land remaining for TOD would be constrained due to the triangular shape of the site. In addition, more surface stalls would be affected by alternative configurations, which could result in a larger, more costly parking structure.



#### Response to Planning Commission Feedback – May Study Session

At its study session in May, the PC provided direction and comments on several topics:

- Review process for TOD
- Residential density and range of uses
- Building height
- Parking garage lighting
- Enhancement of buffer along south property line

- Requirements for retail use
- Green building requirements
- Through-block pathway from 116<sup>th</sup> Way NE
- Bicycle storage and restrooms at parking garage

These topics are addressed within the Key Issues discussion that follows.

The PC also directed staff to consult the City Attorney's office as to whether the City could prevent Sound Transit from charging the public for the use of parking stalls in the garage. The City Attorney's office has confirmed that the City does not have this authority.

## **Key Issues**

Staff has identified the following as key issues in developing regulations and guidelines for future development of the Kingsgate TOD and the parking garage. A description of the key issues follows, with a staff recommendation and/or question(s) for the PC provided. The preliminary draft regulations and guidelines contained in Attachment 4 (Parking Garage) and Attachment 5 (TOD) indicate how these issues will be addressed as they continue to be flushed out through discussion and study.

- Open Space:  
The substantial buffers along the site's western and southern boundaries provide screening for abutting residential uses and will contribute to the quality of life for the site's future residents. During its discussion in May, the PC acknowledged the value of the buffers and directed staff to include buffer enhancement in future regulations. Proposed regulations will include:
  - Retention of the width and vegetation in existing buffers.
  - Enhancement of the south buffer to strike a balance in providing effective screening of the garage for neighbors to the south, while considering safety issues (Crime Prevention through Environmental Design (CPTED)).

*Does the PC have additional comments or direction?*

- Land Uses

The [staff memorandum](#) for the PC study session in May provided background on the topic of land uses to be considered for TOD at the Kingsgate site. The memorandum described the land use recommendations from the [Sound Transit Feasibility Study](#), including the challenges cited for retail use in TOD.

The Planning Commission provided direction for retail use to be encouraged where possible, including providing space within the TOD for mobile or temporary retail uses. Attachment 5 notes that these uses are permitted and requires that the master plan indicate opportunities for these uses as part of efforts to stimulate the pedestrian environment (see "Design" discussion below).

The proposed approach retains all existing permitted uses and regulations within the [PR 1.8 zone](#) as the base option for development. Within the "Government

Facility" use, new regulations would be provided to allow greater building height and require design review for a taller parking structure. The draft proposed regulations for the parking garage are shown in Attachment 4. The regulations would enable the Sound Transit garage to be proposed and developed prior to the construction of a TOD project on the remainder of the Kingsgate site.

The TOD option for development would be a new use, "Development containing Attached or Stacked Dwelling Units" (see Attachment 5). To ensure that the objectives for affordable housing are met, the regulations would require that at least half of development within the TOD be residential use, and that at least 51 percent of the housing units are affordable. Uses allowed within the TOD would include all uses currently allowed in the zone. Additional permitted uses would include Hotel or Motel, Public or Private College or University and Related Facilities, Residential Suites and Entertainment, Cultural and/or Recreational Facility.

*Does the PC have additional comments or direction?*

- **Massing:**  
The regulations will encourage building mass to be located away from residential areas, with the tallest structures located toward the freeway, east of the site. The PC suggested that a maximum of five stories be allowed adjacent to the south property line. Since the buffer along the Kingsgate site's west property line includes a substantial berm of 10-15 feet in height, and densely planted, tall trees, the PC did not indicate a similar height restriction along this property line. Still, given the wide buffers, no buildings would be located closer than approximately 45-50 feet to these property lines.

At its meeting in April 2019, the City Council Planning and Economic Development Committee (PED) suggested that structures up to 100 feet in height may be appropriate for development located farther from residential areas.

The proposed maximum building heights are:

- Parking garage:
  - 55' within 150' of the south property line.
  - Otherwise, 60'.
- TOD:
  - 55' within 150' of the south property line.
  - 95' within 150 feet of 116<sup>th</sup> Way NE.
  - Otherwise, 75'

Attachment 6 displays approximate dimensions for the Kingsgate site, including the general areas of the site likely to be affected by the limits noted above.

The elevation of the Kingsgate site is approximately ten feet higher than that of the NE 132<sup>nd</sup> Street right-of-way in this area. The corner may present an opportunity for a gateway element to be provided in the TOD development, including the possible relocation of the stairway from the current location (see photo at right) to the corner. The stairway would connect pedestrians from the [new roundabout to be constructed by WSDOT by 2023](#) to the TOD



community. The gateway should also be reflected in the design guidelines in terms of how building mass is treated. Whether the mass is taller with an iconic gateway feature or recedes from the street could both be viable alternatives for the project architects and Design Review Board to consider.

Although design guidelines have not been developed, staff anticipates that [guidelines](#) similar to those in place for the TOD at the South Kirkland Park and Ride (the YBD 1 zone) will be used for the Kingsgate site. Since retail use would not be required in development along 116<sup>th</sup> Way NE under the proposed approach, and the street is not expected to be pedestrian-oriented, some of the guidelines related to scale and massing along this street may not apply. It is possible that residential development along the 116<sup>th</sup> Way NE frontage may include townhomes oriented to this street, or buildings may instead orient housing units toward the center of the site.

The photo to the right shows the through-block connection provided at the South Kirkland Park and Ride TOD development. The street improvements at the South Kirkland site include on-street parking, and pedestrian uses exist within the street level of the buildings. A through-block connection may not be necessary at the Kingsgate site, since pedestrian activity along 116<sup>th</sup> Way NE is not expected to increase as a result of the development, and on-street parking is not included in planned improvements for this street.



Within pedestrian-oriented business districts, large-scale developments typically emphasize the streetscape in the lower two floors, and buildings generally setback above the second story. Guidelines aimed at ensuring horizontal modulation address these issues. Vertical building modulation is generally used for larger buildings to help them appear to be an aggregation of smaller buildings.

*Does the PC agree with the proposed height limits?*

*Does the PC have direction on the gateway in terms of pedestrian access, open space, and building design?*

*Does the PC think a through-block connection between 116<sup>th</sup> Way NE and the interior of the Kingsgate site should be provided?*

*Does the PC think that horizontal modulation (including building setbacks above the second story) should be required for building facades along 116<sup>th</sup> Way NE?*

*Does the PC have additional direction on these topics?*

- Pedestrian Orientation:

The pedestrian environment in TOD at the Kingsgate site will contribute to the sense of community and quality of life for future residents and other users of the site. Regulations and guidelines will emphasize coordinated development with pedestrian connections to transit and through the site. An approach similar to that used at the South Kirkland Park and Ride (see YBD 1 [guidelines](#)) may be appropriate. Preliminary guidelines identified by staff (see Attachment 5) include:

- The master plan should create a comfortable, pedestrian-oriented environment with internal sidewalks and/or streets.
- Site design must include installation of pedestrian linkages between public sidewalks and building entrances and between walkways on the subject property.
- Development of a through-block pathway from 116<sup>th</sup> Way NE to interior of site (*to be determined – direction from the PC requested above*)
- The master plan should indicate efforts to stimulate the pedestrian environment with opportunities for mobile food service and pop-up retail uses.

*Do the preliminary guidelines for the pedestrian environment address issues identified by the PC?*

- Review Process:

At its study session in May, the PC discussed the review process for the garage and TOD development. Some members of the PC indicated interest in an approach that would amend the Zoning Code to include very general standards for development at the Kingsgate site, providing flexibility for a developer to propose a development concept for consideration by the City. The PC would study the proposal and make a recommendation to the City Council. If the City Council supported the proposal, it would then direct the Planning Commission to begin the study of code amendments to enable the proposal.

Staff recommends that a more traditional approach be followed for the Kingsgate site for several reasons. The property is publicly owned (WSDOT), and therefore the property owner will not be involved in a development proposal. Instead, WSDOT must solicit development proposals for the property. Typically, with TOD projects, developers seek certainty in development standards prior to choosing to submit a proposal for development. In addition, the requirement that over fifty percent of the residential development on the property be affordable presents a challenge for non-profit developers. There is only one opportunity to apply for funding for the affordable housing each year, and a developer must have site control and appropriate zoning at the time of application. The open-ended approach described above would require that a

conceptual plan be approved prior to seeking funding for the affordable housing. The process would likely be long and uncertain. Finally, the City has experience with the more traditional approach and that approach has resulted in many successful developments (i.e. - Juanita Village, Village at Totem Lake, South Kirkland Park and Ride).

To provide greater predictability for development, particularly for the affordable residential component of TOD, staff recommends the following process be used for development of the site:

- Parking garage: Process I (Planning Director), with administrative design review (ADR)
- TOD: D.R., review by the DRB of a master plan and project design for the entire property.

*Does the PC agree with the staff recommendation?*

- Affordable Housing

Resolution R-5325 (Attachment 1) calls for:

“A range of housing affordability – Ensure that housing on the site includes a combination of affordable and market rate housing. A majority of the housing should be affordable housing with a significant share affordable at moderate and/or lower income levels and including some units that are accessible to those with disabilities.”

ARCH suggests that the range of affordability could be tied to the countywide incomes, shown below as percentages in each category of average median income (AMI):

30% AMI or less	31-50% AMI	51%-80% AMI	81%-100% AMI	Greater than 100% AMI
14%	11%	12%	10%	53%

Based on this information and discussions with ARCH, staff recommends the following standards for TOD development:

Residential development within the master plan shall result in a minimum of 51 percent of total residential units being affordable with affordability levels as follows:

- For renter-occupied housing:
  - A minimum of 25% at 50% of median income
  - A minimum of 15% at 80% of median income
  - A minimum of 10% at 10% of median income
- For owner-occupied housing:
  - A minimum of 51 percent of the total residential units shall be affordable housing units as defined in KZC 5.10.023(1)(a), which is 80% of median income.

As some of the biggest funding programs (tax exempt bonds and 4% tax credits) are available for housing at the 60% level, it may be advisable to consider establishing an affordability level at 60% of median income, rather than requiring a high percentage of units at the 50% of median income level. Lindsay Masters from ARCH will be available at the study session on October 24 to provide more information or respond to questions on the topic of affordable housing.

*Does the PC agree with the staff recommendation?  
Is the PC interested in considering different affordability levels?*

- Parking requirements

Due to the proximity of development on the Kingsgate site to King County transit service and the new bus rapid transit station, the site is well served by transit. Vehicle ownership for on-site residents will likely be less than in other areas without close access to transit.

A parking study (see Attachment 7) for the Esterra Park Block 6B project in Redmond surveyed several residential projects in Kirkland and Redmond, including both the affordable (Velocity) and market rate (Kirkland Crossing) buildings at the South Kirkland Park and Ride site. The study found that the average peak parking demand for the affordable housing sites was estimated to be 0.74 vehicles per unit, and the peak demand for the market rate housing was about 0.99 vehicles per unit.

Within its TOD overlay, the City of Kenmore establishes different parking standards for affordable and market rate units, requiring 1.0 parking space per market-rate unit and 0.6 parking space for each affordable or senior dwelling unit.

Staff recommends the following parking standards for TOD development at the Kingsgate site:

Residential	1.0 per market rate unit, plus guest parking: .05 per unit .75 per affordable unit
Residential Suites	1.0 per unit (with provisions to reduce to 0.5 if parking is managed)
Restaurant/tavern	1 per 125 sq. ft of gross floor area
Retail	1.0 per each 350 sq. ft. of gross floor area
Office	1.0 per each 350 sq. ft. of gross floor area
Hotel/Motel	1.0 per each room
Public or Private College or University and Related Facilities	KZC 105.25 (case by case)
Entertainment, cultural, recreational	KZC 105.25 (case by case)

The option to propose a reduction in parking stalls through the modification provisions would also be available for development at the Kingsgate site.

*Does the PC agree with the proposed parking standards? Is any additional information needed to provide direction on this topic?*

- Green Building

The Sound Transit parking garage and the TOD development will be required to be designed, built and certified to achieve or exceed green building standards. The comments and attached design criteria provided by Sound Transit in Attachment 2 describe the measures typically provided in its facilities. Staff is continuing to review these documents. Preliminary green building requirements for the TOD development appear in Attachment 5 and may be revised following additional staff review.

- Bicycle storage and restrooms

The PC discussed the topics of bicycle storage and restrooms at the Sound Transit garage. According to information provided by Sound Transit (Attachment 2), the agency does not provide public restrooms:

“Per ST Motion No. 98-67, which establishes criteria for public restrooms, the lack of staffing, cost-effective maintenance, concessions, and customer service facilities does not support provision of public restrooms at the Kingsgate Park and Ride. The potential public benefit of restroom access would be offset by security concerns and costly ongoing maintenance at this location. Public restrooms have more typically been provided at transit centers and termini and not at park-and-rides”.

According to Attachment 2, Sound Transit intends to provide 20 bicycle rack spaces and 16 bicycle locker spaces, in addition to the existing bicycle lockers on site, provided by King County Metro.

Staff recommends that if the PC is interested in ensuring that the Kingsgate site provide a public restroom, the requirement be tied to development of the TOD. The draft regulations (Attachment 5) include a placekeeper for design guidelines that would call for additional amenities for TOD on a larger site, including a possible requirement for a public restroom.

*Does the PC have direction for staff on this topic?*

- Additional Issues: Affordable housing incentives in commercial development
- ARCH staff has suggested that the City of Kirkland consider the opportunity for the application of a “linkage” program for commercial development in TOD at the Kingsgate site. The proposed amendments would increase building height for development at the site, thereby providing an opportunity for an incentive program to include affordable housing requirements. The requirements can be tied to commercial development as well as residential, which may directly or

indirectly create lower wage jobs. At the Kingsgate site, this type of program could help to offset subsidy gaps for affordable housing by collecting payments from hotel, office or other commercial development. In Attachment 3, Lindsay Masters provides more information about the opportunity and background about how this type of program is structured in several other cities.

Staff recommends that this concept be studied as a more comprehensive citywide program, rather than for this specific site.

*Is the PC interested in exploring this concept at the Kingsgate site? Does the PC have direction for staff on this topic?*

### **Next Steps**

Staff from the City of Kirkland and Sound Transit plan to attend a meeting of the Juanita Neighborhood Association on November 11, 2019 to provide project updates and gather input on the preliminary amendments under consideration.

Staff will incorporate community input and direction from the Planning Commission into draft amendments to the Zoning Code and KMC (Design Guidelines). The Planning Commission should indicate whether staff should schedule another study session or take the amendments to public hearing before the PC in February 2020.

Since WSDOT will begin to receive responses to its RFP early next year, staff will work with WSDOT to identify areas where revisions to the draft regulations may be appropriate in response to development proposals. The PC will consider any changes at the study session or public hearing on the proposed amendments.

### Attachments

1. Resolution R-5325
2. Comments – Sound Transit
3. Comments – ARCH
4. Draft amendments – Parking Garage
5. Draft amendments – TOD
6. Site map with dimensions
7. Transportation Engineering Northwest, Parking Study for Esterra Park Block 6B, Redmond

cc: CAM19-00129

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## RESOLUTION R-5325

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING OBJECTIVES FOR THE DEVELOPMENT OF TRANSIT-ORIENTED DEVELOPMENT AFFORDABLE HOUSING AND EXPANDED PARK AND RIDE FACILITIES AT THE KINGSGATE PARK AND RIDE SITE.

1           WHEREAS, the Washington Department of Transportation  
2 (WSDOT) owns the property on which the Kingsgate Park and Ride is  
3 situated; and  
4

5           WHEREAS, King County Metro maintains and operates the  
6 existing 502 parking stalls at the Kingsgate Park and Ride to serve transit  
7 riders; and  
8

9           WHEREAS, the voter approved regional transit system expansion  
10 plan (ST3) will provide Bus Rapid Transit (BRT) along I-405, a BRT  
11 station at the Totem Lake inline freeway station adjacent to the  
12 Kingsgate Park and Ride, and will add a 600 parking stall garage at the  
13 Kingsgate park and ride site, expanding the existing parking capacity by  
14 400 net new parking stalls for a total of 902 stalls to serve the BRT on  
15 I-405 by 2024; and  
16

17           WHEREAS, the City Council supports WSDOT, King County Metro  
18 and Sound Transit in agency efforts to make transit successful  
19 throughout the region and in Kirkland; and  
20

21           WHEREAS, in 2015 the City Council adopted Ordinance O-4495  
22 amending the Totem Lake Business District Plan to provide revised goals  
23 and policies for the Totem Lake Business District and Urban Center; and  
24

25           WHEREAS, the goals and policies for the Totem Lake Business  
26 District and Urban Center support transit-oriented development (TOD)  
27 at the Kingsgate Park and Ride site and provide specific objectives for  
28 this development; and  
29

30           WHEREAS, the City Council has consistently expressed its  
31 support for TOD at the Kingsgate Park and Ride site to WSDOT and  
32 Sound Transit since 2015; and  
33

34           WHEREAS, in the 2017 State transportation budget (ESB 5096),  
35 the legislature directed the Washington State Department of  
36 Transportation (WSDOT) to work with agency partners to investigate  
37 opportunities for a TOD Pilot Project at its Kingsgate Park and Ride; and  
38

39           WHEREAS, in April 2018 the Sound Transit board adopted its  
40 Equitable TOD policy to reflect ST3 and RCW 81.112.350 direction to  
41 implement a regional equitable TOD strategy during planning, design,  
42 construction and operation of the high-capacity transit system; and

43 WHEREAS, the City Council approved Resolution R-5313 in 2018,  
44 which adopted the Housing Strategy Plan and 2018-2020 Housing  
45 Strategy Work Program, supporting increased housing choices including  
46 housing related to TOD at the Kingsgate Park and Ride; and  
47

48 WHEREAS, the City Council has determined that it is important  
49 to further identify the objectives for development of TOD at the  
50 Kingsgate Park and Ride site, with the most important TOD objective  
51 being the development of affordable housing on the site; and  
52

53 WHEREAS, each of the provisions of this Resolution set forth  
54 below express the City Council's policy objectives related to the  
55 development of TOD at the Kingsgate Park and ride site.  
56

57 NOW, THEREFORE, be it resolved by the City Council of the City  
58 of Kirkland as follows:  
59

60 Section 1. A range of housing affordability – Ensure that housing  
61 on the site includes a combination of affordable and market rate  
62 housing. A majority of the housing should be affordable housing with a  
63 significant share affordable at moderate and/or lower income levels and  
64 including some units that are accessible to those with disabilities.  
65

66 Section 2. Employment generation – Consider opportunities for  
67 uses that will contribute to Kirkland's jobs and housing balance, bringing  
68 employment to the Totem Lake Urban Center, a Kirkland economic  
69 engine and focus for jobs and activity.  
70

71 Section 3. Mix of uses – Based on market feasibility, consider  
72 ground level retail to provide services and opportunities for businesses  
73 that support transit riders, residents and surrounding neighbors.  
74

75 Section 4. Complete by 2024 – Proceed with the TOD project in  
76 a timeframe that aligns with the opening of BRT and associated stations  
77 on I-405 as part of a project funded by Sound Transit.  
78

79 Section 5. Feasibility – Work with partners to develop a project  
80 that is financially feasible and meets the project minimum criteria for  
81 additional park-and-ride parking spaces as defined in ST 3, transit  
82 operations and consistent with Metro, WSDOT, Sound Transit and City  
83 Plans.  
84

85 Section 6. Coordination – Coordinate among the City, WSDOT  
86 and Sound Transit to develop appropriate permit review and inspection  
87 processes that are efficient and avoid conflict and redundancy to the  
88 extent practical and consistent with the goals of the TOD project.

89           Section 7. Attractive, high quality development – Develop an  
90 attractive site and building complex that is compatible with the  
91 surrounding areas. Development should be consistent with applicable  
92 City guidelines and standards, with appropriate building scale and  
93 massing for the site and adjacent residential uses. As appropriate and  
94 feasible, apply “green” building techniques in development. Adopt  
95 Crime Prevention Through Environmental Design (CPTED) principles to  
96 help provide safe and secure facilities. Explore building, housing and  
97 parking over 116<sup>th</sup> Avenue NE at this location.

98  
99           Section 8. Impact mitigation – Exercise best efforts to minimize  
100 and mitigate traffic, visual, noise and other impacts of the TOD  
101 development to surrounding streets and residential areas. Coordinate  
102 with other projects and development such as the I-405 ramps at NE  
103 132<sup>nd</sup> Street and other Totem Lake development projects. Vehicular  
104 access points should be minimized to avoid congestion and safety  
105 problems. Encourage access to and through the site using alternative  
106 modes such as pedestrian and bike access. Develop the site to enhance  
107 these access options including bike parking and sidewalk access.

108  
109           Section 9. Construction impacts – Exercise best efforts to  
110 minimize construction impacts at the site to transit operations and park-  
111 and-ride users and the surrounding areas. Coordinate construction with  
112 local projects including the I-405 BRT and 132<sup>nd</sup> ramps. Coordinate  
113 construction impacts and utilize City outreach resources. Ensure that  
114 some park and ride facilities, in as much as reasonably practicable,  
115 remain open and available at all times during construction and avoid  
116 parking impacts on the neighborhood during construction.

117  
118           Section 10. Public engagement – Engage with the surrounding  
119 community and interested parties in the development of standards for  
120 TOD. Coordinate City staff with agency partners when engaging with  
121 the public.

122  
123           Section 11. Expand park-and-ride capacity to meet the goals of  
124 the City and agency partners – Add park-and-ride parking spaces to  
125 meet long-range needs related to the planned I-405 BRT, Metro  
126 Connects plans and future development. Improve transit facilities at the  
127 site with enhancements that address emerging technologies for vehicle  
128 charging. Consider future flexibility of the parking structure with  
129 emerging technologies such as autonomous vehicles. Preserve the park-  
130 and-ride as a long-term use for transit service and transit riders.

131  
132           Section 12. Communication with agencies – City staff shall  
133 distribute copies of the policy objectives stated in this Resolution to all  
134 regional partners.

135  
136           Passed by majority vote of the Kirkland City Council in open  
137 meeting this 6<sup>th</sup> day of August, 2018.

138

Signed in authentication thereof this 6<sup>th</sup> day of August, 2018.

  
\_\_\_\_\_  
Amy Walen, Mayor

Attest:

  
\_\_\_\_\_  
Kathi Anderson, City Clerk

## Dorian Collins

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**From:** Yao, Gary <gary.yao@soundtransit.org>  
**Sent:** Friday, October 4, 2019 11:31 AM  
**To:** Dorian Collins  
**Cc:** June Carlson; Padilla, Cynthia  
**Subject:** I-405 BRT - Kingsgate Code Amendment Feedback  
**Attachments:** DCM 21-Lighting - Amendment 3.pdf; 10-Landscaping.pdf; DCM-09-Stations and Facilities - Amendment 3.pdf; DCM-31-Parking Facilities - Amendment 1.pdf

Hi Dorian,

Thank you for the opportunity to provide feedback on the code amendment framework proposed for the Kingsgate park-and-ride and your patience in anticipating our response.

As you move forward with developing the draft code based on the code amendment framework, Sound Transit respectfully requests that the City consider the following proposals and supporting information:

- (Land Use Entitlement) Invite the Design Review Board (DRB) to officially provide input on the proposed code amendment and retain Process I Zoning Permit approval for the proposed Sound Transit Kingsgate Garage.

While Sound Transit understands that projects of this scale typically require DRB review, Sound Transit believes that early DRB involvement is more conducive to a successful design than providing an opportunity for DRB review after design guidelines have already been established. Due to the relatively straightforward program of a parking garage, Sound Transit also believes that the ability of the DRB to contribute to the applicable design guidelines will provide design oversight for the project equivalent to that of later DRB review. Additional opportunity for DRB review and recommendation can be provided if Sound Transit's design-build contractor deviates from the design guidelines.

- (Bicycle Parking) Align the required bicycle parking quantity and design with the Sound Transit Bicycle Program team's analysis (the System Access Strategic Plan, which will have more formal methodology for guidance) and Sound Transit Design Criteria Manual (DCM).

Currently, Sound Transit intends to provide 20 bicycle rack spaces and 16 bicycle locker spaces, in addition to the existing 8 bicycle lockers provided by King County Metro (KCM). This was based on PSRC guidance and further refined based on factors such as existing/planned bicycle infrastructure in the vicinity and whether it is a terminus station. Please see p. 9-49, 9-66 - 9-68 of the attached DCM chapter for bicycle parking area/rack/locker standards. Due to maintenance considerations bicycle repair stations are not desired.

- (Public Restroom) Remove the public restroom requirement.

Per ST Motion No. 98-67, which establishes criteria for public restrooms, the lack of staffing, cost-effective maintenance, concessions, and customer service facilities does not support provision of public restrooms at the Kingsgate Park-and-Ride. The potential public benefit of restroom access would be offset by security concerns and costly ongoing maintenance at this location. Public restrooms have more typically been provided at transit centers and termini and not at park-and-rides.

- (Pedestrian Connections) Clarify what type of pedestrian connections are expected.

Sound Transit will ensure adequate non-motorized connections are provided between the garage location and existing sidewalk where an existing crosswalk/covered sidewalk was previously constructed by Sound Transit to connect to Totem Lake Station. Potential crosswalk enhancements can be further discussed.

- (Front Setback) Consider the relationship between the required front setback, the footprint needed for 400 net additional Sound Transit parking spaces, and the amount of land remaining for potential WSDOT-led TOD.
- (Front Setback) Consider that a "public space" or plaza between the garage and 116th Way NE is undesirable due to its location between structured parking and the freeway and the lack of adjacent uses that can provide informal surveillance and populate the space. Sound Transit recognizes that the City is still concerned with the pedestrian experience along 116th and intends to provide an appropriate mix of facade treatment, landscaping, and/or art to address pedestrian experience. If a "public space" or plaza is required, Sound Transit would prefer providing a space for future development and activation by the TOD developer.
- (Side/Rear Setbacks) Ensure the side and rear setback specified is consistent with the distance between the property line and the edge of existing landscape buffers along the site's south and west sides.
- (Height of Structure) Provide a maximum height of 60', the needed height based on conceptual drawings.
- (Landscaping) Include provisions for removal of hazard trees/trees in poor health and trees that result in security concerns. It is Sound Transit's intent to retain all trees in the existing landscape buffers along the site's south and west sides, barring the aforementioned conditions and barring any unforeseen constructability conflicts.

Required additional trees cannot be excessively tall due to maintenance concerns and must branch 7-8' above grade at 10-year growth. Please see the attached DCM chapter for additional landscaping standards.

- (YBD Design Guidelines) Remove the ground-floor commercial space requirement.

As previously discussed during TOD feasibility process, successful retail is not feasible at this location. The parking garage will be designed to address pedestrian scale and experience along 116th.

- (YBD Design Guidelines) Include provisions for landscaping that address how landscaping interfaces with required façade treatment, as well considering CPTED principles in required landscaping.

Green or living walls should not be required to screen the parking garage. Additional information on Sound Transit policy for green or living walls may be referenced on p. 10-19 of the attached DCM chapter.

- (YBD Design Guidelines) Clarify what is meant by obscuring view of parked cars and avoid any requirement for 100% opacity.

Sound Transit intends on using the existing landscape buffers as the primary means of screening the garage while supplementing with additional structural/architectural elements and/or art as needed/as is possible where the garage remains visible from adjacent properties.

- (Noise Standards) Avoid any noise standards and prescriptive noise mitigation methods beyond the existing noise regulations of Kirkland Zoning Code (KZC) 115.95.

SEPA environmental review will assess consistency with KZC 115.95, and the Kingsgate garage will be designed to comply with KZC 115.95. As the Kingsgate garage will most likely be delivered via design-build, it is unknown whether prescriptive noise mitigation methods will be feasible with the final design.

- (Gateway Standards) Remove gateway standards from applying to the Kingsgate garage.

It is not on the Sound Transit portion of the site and is out of scope. The gateway can be more appropriately provided by the potential future TOD.

- (Façade Treatment Standards) Include provisions that allow for flexibility in the amount/type of façade treatment that corresponds with site-specific conditions.

Sound Transit understands that due to proximity with adjacent residential development, the west and south façades will have the highest need for screening and facade treatment. As previously noted, Sound Transit intends on using the existing landscape buffers as the primary means of screening the garage while supplementing with additional structural/ architectural elements and/or art as needed/as is possible where the garage remains visible. With the existing west landscape buffer, which is vegetated with dense thickets of trees, and existing south landscape buffer, which is vegetated with a less dense thicket of trees, facade treatment may not be provided extensively as it would be on an unscreened facade.

While the east facade will not be screened by a landscape buffer with a dense thicket of trees, it is directly adjacent to I-405 and the nearest adjacent development (separated by trees on both sides of I-405 and I-405 itself) is nearly 400' away. At this scale, any discernible facade treatment provided on upper stories will have minimal aesthetic benefit. Facade treatment on the east facade should instead be focused on ensuring pedestrian scale and improving the pedestrian experience along 116th.

On the north facade, as much facade treatment as is feasible will be provided, due to proximity and no landscape buffer between the garage and potential future TOD.

- (Façade Treatment Standards/Materials) Avoid brick, highly detailed masonry, or other similarly costly material/façade treatment standards that would jeopardize the financial feasibility of the project.
- Align the scale, material, façade treatment, building entries, light trespass/roof lighting standards with the attached DCM chapters and provide additional standards where the DCM does not sufficiently address local/site-specific conditions.

If possible, we would like to schedule a meeting to go over our feedback above before the 10/24 Planning Commission study session, either before or after the draft staff report is issued next week.

Please do not hesitate to let me know if you have any questions. Sound Transit really appreciates all of your efforts in moving the code amendment forward. We look forward to collaborating with the City to build an asset for the community that is sensitive to its surroundings and maximizes the site's potential for future transit-oriented development (TOD).

Thanks,  
Gary

**Gary Yao** | Senior Land Use Permitting Administrator

*Pronouns: He/Him/His*

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## **9. STATIONS AND FACILITIES**

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## 9. STATIONS AND FACILITIES

### 9.1 INTRODUCTION

This chapter establishes the design criteria for Stations and Facilities, such as maintenance facilities, office buildings, and ancillary buildings. Elements discussed in this chapter include the design of platforms, platform access, amenities, vertical circulation, general guidelines for use in the design of bus access, pick-up and drop-off areas, bicycle parking and access, pedestrian access and circulation, and park-and-ride facilities.

Station design shall provide a permanent civic architecture that contributes to and enhances its context. Each station's design should be a cohesive part of the overall transit system and an integrated element of the neighborhoods and community of which it is a part. Within this framework, the use of a standardized family of materials for stations as outlined in this chapter will provide consistency for the system and accommodate the individual character of each neighborhood or community.

Building design shall provide an appropriate solution for the program needs, site conditions and location incorporating best practices of urban design and creating a sense of place. All facilities shall fit within the neighborhoods and communities where they reside while also being part of the overall rail system.

### 9.2 CODES AND STANDARDS

The applicable precedence and modifications in this DCM shall apply. See Chapter 1, Section 1.2.

- A. ADA Standards for Transportation Facilities (DOT) (ADA Standards) Washington State Accessibility Standards
- B. American Association of State Highway and Transportation Officials (AASHTO). Policy on Geometric Design of Highways and Streets.
- C. American National Standards Institute, Inc. (ANSI)
- D. Carpet and Rug Institute (CRI) Green Label Plus
- E. Crime Prevention Through Environmental Design (CPTED)
- F. Federal Transit Administration (FTA) Regulation 49 CFR Part 37
- G. International Building Code (IBC) with local amendments

- H. International Code Council/American National Standards Institute (ICC/ANSI) A117.1-03
- I. International Fire Code (IFC) with local amendments
- J. NACTO National Association of City Transportation Officials Transit Street Design Guide.
- K. NACTO National Association of City Transportation Officials Urban Bikeway Design Guide
- L. NACTO National Association of City Transportation Officials Urban Street Design Guide
- M. National Fire Protection Association (NFPA) Standard for Fixed Guideway Transit and Passenger Rail Systems (NFPA 130)
- N. NFPA 101 Life Safety Code
- O. Occupational Safety and Health Administration (OSHA)
- P. Sound Transit Access Control Lock and Key Policy
- Q. Sound Transit Bicycle Program
- R. Sound Transit Customer Signage Design Manual and Production Drawings
- S. Sound Transit Light Rail Equipment and Facilities Numbering Standards
- T. Sound Transit Low Impact Development Stormwater Management (LID)
- U. Tile Council of North America (TCNA)
- V. Washington Administrative Code (WAC)
- W. Washington State Department of Safety and Health (DOSH)

### **9.3 DEFINITIONS**

Definitions of select terms are provided below in addition to Chapter 1, Section 1.3.

- A. Closed circuit television (CCTV)
- B. Crime Prevention Through Environmental Design (CPTED)

- C. Exterior Insulation and Finish System (EIF)
- D. Environmental and Sustainability Management System (ESMS)
- E. Emergency Telephone System (ETEL)
- F. Heating, Ventilation and Air Conditioning (HVAC)
- G. Link Control Center (LCC)
- H. Low emission fuel efficient vehicle (LEFE)
- I. Light Rail Vehicle (LRV)
- J. Public Audio (PA)
- K. PASSENGER STATIONS: those facilities and their appurtenances used to load and unload passengers that are located on exclusive, semi-exclusive, or open right-of-way, often with passenger access restricted by fences or other barriers.
- L. Passenger Emergency Telephone (PET)
- M. Smart Card Reader (SCR)
- N. Security Operations Center (SOC)
- O. Traction Power Substation (TPSS)
- P. Ticket Vending Machine (TVM)
- Q. Variable Message System (VMS)

## 9.4 REQUIREMENTS

### 9.4.1 General Design Parameters

- A. Stations shall handle patrons efficiently, economically, conveniently, and comfortably. Stations shall be designed to facilitate movement of patrons in an efficient, safe, and secure manner. This movement shall be in conformance with all applicable codes and design criteria. Stations and related facilities shall aesthetically support the use of proven modern technology while providing for the traditional requirements of public transit systems such as identity as a location for public transit, shelter from severe weather, and cover and screening from average weather conditions.

- J. Non-public spaces shall be arranged and sized such that equipment is sensibly located, coordinated, easily operable, accessible for maintenance and a clear path is available for replacement. Large equipment spaces such as TPSS shall be located at or near grade for ease of ventilation and equipment maintenance and replacement.
- K. S**T**art Program
1. Sound Transit's art program incorporates works of art in and adjacent to the Link facilities. The S**T**art program takes into consideration that stations will be designed first and foremost as functional facilities organized on established principles of pedestrian movement. Reference Chapter 27 for the guiding principles and goals for the program. Basic requirements related to incorporating art in the stations are:
    - a. Architectural Integration
      - 1) Given the potential variety of character and size, art shall be compatible with the volumes of the interior or exterior spaces in which they are located and shall be compatible with the architectural expression of individual stations.
    - b. Locational Criteria
      - 1) The placement of art shall recognize the primary importance of the functional clarity of stations.
      - 2) The location of art shall not impede patron circulation, restrict clear sightlines, nor pose a safety hazard.
      - 3) Art may support, but not compete with, essential system signing and information and security features, such as CCTV.
    - c. Maintenance and Performance Criteria
      - 1) All materials used in the fabrication of artworks shall support the concept developed for the station while recognizing the vital role of durability, vandal-resistance, and maintenance needs.
      - 2) Artwork intended to be permanent shall incorporate materials, fabrication methods, and installation methods which are appropriate for its expected life.

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- 3) Art, art supports, and adjacent structure shall be designed to meet structural requirements.
- 4) Maintenance and security needs of artwork shall be consistent with the maintenance and security needs of the facility.
- 5) Artwork shall not invite climbing or skateboarding unless specifically built for that purpose. There shall be no sharp edges or potential trip or fall hazards in the touch zone.
- 6) Artwork shall work with the existing ambient lighting of the stations. Special lighting requirements shall be identified on a station-specific basis and shall be accommodated within the station planning and design as early as possible.
- 7) Other special needs shall be assessed on a station-specific basis and shall be identified within station planning as early as possible.
- 8) The station designer shall work with the art program to incorporate into the station design those elements necessary to be provided by the station contractor to accommodate the artwork and shall indicate in the contract documents the coordination required of the station contractor to accommodate the art program.

#### L. Pedestrian Circulation

1. The criteria listed below are minimum requirements relevant to pedestrian circulation and should not supplant the logic of a better functional solution should it develop. Certain circulation elements can handle a finite number of people conveniently in a given period of time.
  - a. There are four distinct groups that shall be considered in the design of pedestrian circulation: regular commuters, infrequent users, patrons with bicycles, and individuals with disabilities. The four groups move through the system in different ways, i.e. commuters move quickly with a minimum of guidance, infrequent users move easily with great reliance on signs for guidance, patrons with bicycles need more maneuvering room, and individuals with disabilities move slowly with guidance required depending on the frequency of use and the degree of the disability.

- b. The following general principles shall be employed to accommodate these varying demands:
- 1) Right-hand flows are the norm and therefore desirable.
  - 2) Pedestrian flow will take the path-of-least-resistance. Stations and station areas shall be designed to directly and safely accommodate anticipated pedestrian movement.
  - 3) Grade changes are to be minimized, see Section on Platform Geometrics. Grades shall conform to slope criteria for individuals with disabilities.
  - 4) Circulation elements shall provide a clear and easily understood path of travel for the patron.
  - 5) Circulation shall be designed to accommodate hesitation or slow passage so that the individual with a disability, the infrequent user, or the waiting patron can pause adjacent to, but out of, the main pedestrian flow.
  - 6) Surge and queuing spaces shall be provided ahead of every barrier, change in circulation direction or mode, and in front of ticket vending machines.
  - 7) No obstructions shall be within the main pedestrian flow.
  - 8) Enclosed shelter areas and circulation elements shall have sufficient transparency to permit adequate visual surveillance of these spaces and to discourage vandalism.
  - 9) Pedestrian access from bus stops, pick-up and drop-off areas, park-and-ride lots, and neighborhood sidewalks shall be direct and easily understood.
  - 10) Where possible, separate bicycle movement and pedestrian flows on plazas, sidewalks, and non-motorized paths.

#### M. Tactile Wayfinding Provisions

1. Tactile wayfinding provisions shall be provided to assist people with disabilities, who are blind, or have vision impairments.
2. A platform edge detectable warning surface is required to meet ADA Standards. Provide 24 inch wide truncated dome pavers along the edge of the platform for the full length of the public use area.

3. Pavers with raised ribs oriented parallel to the platform edge shall be used. See Section 9.4.7 for material.
4. Pavers of the same materials and color as adjacent platform paving may be used.
5. Operational Train Stopping Marker shall be required to allow vehicle operators to align vehicle doors with tactile train waiting areas.

O. Bus Loading Areas

1. At stations with off-street bus loading areas, provide truncated dome detectable pavers at bus boarding edges immediately behind the six inch concrete curb. The truncated dome surface shall extend the full length of public boarding areas and shall be 12 inches wide.
2. At stations with off street bus loading areas, provide a tactile boarding pad adjacent to each bus stop pole, or leading edge of the bus zone, directly behind the truncated dome pavers. Tactile pad to be six feet by six feet. Pavers with raised ribs oriented parallel to the platform edge shall be used. See Section 9.4.7 for material.

9.4.2 Site Requirements

A. Travel Modes

1. Patrons will arrive at or depart from stations by the modes of travel listed below. The modes are listed in order of priority for providing convenience and directness of routing.
2. Pedestrian
3. Para-transit - Individual with disability / non-driver
4. Bicycle
5. Bus Service
6. Individual with disability - self-driver (at park-and-ride facilities)
7. Pick-up and Drop-off and Taxi Areas (including non-driver individual with disability)
8. Park-and-ride lots includes carpools, van-pools, LEFE vehicles, motorcycles and single occupant vehicles

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## 9. Service and Transit/Security Police vehicle parking.

### B. Pedestrian Access

1. Pedestrian circulation routes shall provide direct, safe, and convenient access to station entrances from off the site, park-and-ride lots and bus loading zones and from nearby existing and new development. Routes shall minimize the distance pedestrians have to travel and shall minimize conflict with other forms of travel, such as bicycles, vehicles, buses or rail. Major pedestrian movements shall be separated from bicycle and vehicle circulation to the greatest extent possible. Protect or close any unintended pedestrian routes into the station and/or platform.
2. Driving aisles in park-and-ride areas shall be oriented to prioritize pedestrian needs and safety as well as lot capacity. Pedestrian movements within park-and-ride lots will normally occur within the driving aisles. Pedestrian walkways may be necessary to minimize vehicular interference, to reduce the number of points where pedestrians cross aisles, or to shorten irregular routes through successive aisles. Designate crosswalks within the parking areas for major pedestrian circulation routes.
3. The following additional design guidelines shall be adhered to:
  - a. Steps or abrupt changes in level in walkways shall be avoided. Layout of walkways shall provide maximum visibility of and by oncoming rail and vehicular traffic.
  - b. Vertical changes of less than three steps (18 inches) shall use ramps or sloping walks in lieu of steps. Diminishing steps are not allowed. All steps shall end in a full tread and riser.
  - c. The width of pedestrian walkways shall be as follows:

**Table 9-1: Walkway Guidelines**

Walkways	Preferred	Minimum
Walkways approaching station entries	12 to 15 feet	8 feet
Crosswalks over at-grade tracks	15 feet	10 feet
Waiting areas at edge of tracks	8 to 10 feet (depth) by crosswalk width	5 foot - 6 inches (depth) by crosswalk width
Walkways through bus stop areas	12 feet	7 feet – 2 inches

Walkways adjacent to Long term parallel parking	8 feet	6 feet
Walkways adjacent to short term parallel parking	10 feet	7 feet – 2 inches
Crosswalks	12 feet	10 feet

- d. Provide safe pedestrian pathways to crosswalks in the most direct path possible. Crosswalks shall be marked and be clearly visible to motorists. Warning signs or signals shall be provided at crossings of light rail tracks and railroad tracks, as well as adjacent roadways in accordance with Chapter 11.
- e. Crosswalk materials shall be noticeably different color or texture to clearly indicate where crossing should occur.
- f. Pedestrian walkways shall be adequately lighted for safety. See Chapter 21.

#### C. Track Crosswalks at At-grade Stations

1. Track crosswalks shall be provided at areas where pedestrians will be crossing tracks. They shall be located on tangent track, if possible, and away from special trackwork areas.
2. Track crosswalks shall be level with the top of rail except for a maximum 2.5-inch gap on the inner edge of each rail to permit passage of wheel flanges.
3. Track crosswalks shall be made of materials sufficiently durable for pedestrian traffic and, if located directly adjacent to a street crossing, for vehicular traffic. Special care shall be taken, to ensure a safe and slip resistant walking surface.
4. Track crosswalks shall comply with the requirements of ADA Standards.

#### D. Paratransit Facilities

1. Provide a minimum of one paratransit stop with off-street loading area at each station. Additional paratransit stops may be provided in coordination with projected paratransit use. The location shall provide off-street short term parking to allow vans to load and unload out of traffic. This location may be shared with a bus zone if short

term parking can be accommodated. See Chapter 31 for additional information.

2. Locate paratransit stop at station entry or station plaza to allow direct access to the station.
3. Private or public shuttle services may serve specific stations. The variety of physical requirements for these shuttles, typically large vans or small buses, shall be accommodated including rear-loading vans.
4. Paratransit services shall load onto the sidewalk area. Provide space for the lift to operate and land in the sidewalk area with room for a wheelchair to load and unload. Curb ramps are not required.
5. A shelter or windscreen and overhead weather protection shall be provided adjacent to the paratransit stop to shelter patrons waiting for paratransit service. Include a bench with armrests in a portion of the covered area. Allow space for two wheelchair users.
6. Provide space for one three foot bench and space for a wheelchair within the shelter for protection from weather.
7. See Sound Transit Accessibility Design Guidelines for further requirements.

#### E. Bicycle Facilities

1. Bicyclists shall be directed to bicycle parking and platforms via signage, pavement markings, and other wayfinding cues. Bicycle parking shall be provided within easy access from bicycle paths. Where bicyclists share space with pedestrian paths/trails, provide ample space to ensure safety and comfort of pedestrians and bicyclists.
2. Bicycle storage shall be provided at all facility locations to the extent determined by Sound Transit. Designers should reference current Sound Transit bicycle and access policies.
3. Sound Transit classifies types of bicycle parking as:
  - a. Class One bicycle parking is the most secure and weather-protected type of bicycle storage. It is typically associated with long-term (all day or overnight) bicycle parking.

- b. Class Two bicycle parking provides a lower-level of bicycle security than Class One and is typically associated with short-term parking.
  - c. Bicycle parking shall be a combination of Class One and Class Two parking. The Sound Transit Bicycle Program will determine proportions during preliminary engineering. See Section 9.4.6 Bicycle Facility Requirements for specific requirements.
  - d. The number of bicycle parking spaces to be accommodated (including future expansion) will be provided by the Sound Transit Bicycle Program. The quantity will be determined by means of a bicycle ridership projection methodology for each facility.
4. Bicycle facilities shall conform to the following minimum requirements and designers shall notify Sound Transit if these conflict with any municipal codes:
- a. Bicycle parking shall not be located on the platform or in conflict with circulation to the platform, fare vending areas, or signage.
  - b. Bicycle parking facilities shall be located for easy access to station entrances, streets, and bicycle routes, and should avoid bicyclist conflicts with motorized vehicles, including buses
  - c. Current and planned jurisdictional bicycle routes shall be taken into consideration when station bicycle parking is designed to eliminate conflicts between bicyclists and other patron movement.
  - d. Avoid conflicts with station entries, emergency exits, pedestrian routes, fare collection and transit vehicle loading areas.
  - e. Bicycle parking facilities shall be given preference over motor vehicle parking facilities as to location.
  - f. Placement of bicycle parking shall avoid areas that require bicycles to travel over stairs. Where stairs cannot be avoided, designers will make every attempt to incorporate runnels into the edge of the stairs.
  - g. Where determined by Sound Transit, Bicycle Stations may be developed as a joint development project in lieu of specific Class One and Class Two bicycle parking. Bicycle Stations would be

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staffed and provide bicycle storage, an area for repairs, and possibly showers and lockers for bicycle riders.

#### F. Bus Service

1. Some stations will include bus service access. The layout of bus facilities shall be coordinated with the transit companies (private and public) that will service these stations and shall use Sound Transit criteria. Where other AHJ criteria conflicts with Sound Transit criteria, Sound Transit shall seek concurrence with the other AHJs for any modifications to the design criteria. This concurrence may result in cost sharing agreements. The design of station sites shall address the potential for relocating bus zones, rerouting bus lines, and establishing new bus lines, and layover and turnback facilities. Analyze and evaluate on-street bus layover options in public right of way and off-street layover accommodations away from the station before committing to off-street layover on Sound Transit station property.
2. Bus stops shall be placed to minimize patron travel time (bus and walk time). Street curb bus service is preferred over on-site access for all types of buses and especially for "through" buses to limit property needs and to provide efficient service. Walk distance shall be minimized between the train entry/platform and buses. Where buses must circulate within the site, curb radii, and other turning movement geometry shall conform to the bus operators design criteria.
3. Weather protection in the form of canopies and windscreens shall be provided at bus stops adjacent to or within Link station facilities. Canopy coverage shall be a minimum of three feet back from the edge of the street curb. Type and size of weather protection shall be determined in conjunction with the bus service provider and maintenance agreements. Where other agencies are maintaining the facility their standards shall be met. Where Sound Transit is maintaining the facility, Sound Transit standards for materials shall be met.
4. Schedule and route information shall be prominently displayed. Bus information at bus stops shall be in accordance with Sound Transit Customer Signage Design Manual.

#### G. Passenger Pick-up and Drop-Off and Taxi Area

1. Provide passenger loading zones or taxi drop-off in close proximity to the station.

2. Size of loading area and quantity of short term parking shall be determined by Sound Transit during station site development. Where determined by Sound Transit in conjunction with the AHJ, on-street passenger loading zones or taxi drop-off shall be provided. Pick-up and drop-off zones for commercial vehicles (e.g. taxis, transportation network companies, private/employer transit, etc.) locations are preferred on adjacent public streets rather than off-street on Sound Transit property. Dispersion of pick-up and drop-off areas around the edges of stations to spread potential traffic congestion is preferred.
3. Preferred location for pick-up and drop-off areas is within view of the platform(s) or entry plazas to the station.
4. Where off street short term parking is provided, provide convenient recirculation of pick-up and drop-off vehicles in the event that short-term parking spaces become filled where possible.
5. See Chapter 31 for specific layout requirements.

#### H. Vehicular Access to Station Sites

1. The design of entrances for motor vehicles at station sites with bus interface, parking and pick-up and drop-off facilities shall take into consideration both existing and planned adjacent land uses and avoid large unplanted and paved areas that are out of scale with those uses. Driveway access shall be minimized while fulfilling the following requirements:
  - a. Direct access for service shall be from streets designated as arterials and from minor commercial streets.
  - b. Direct access from quiet residential streets shall be minimized.
  - c. Entrance roadways to station sites shall be designed to contain sufficient traffic storage capacity to meet expected transit patronage at peak times and to prevent traffic backing up into public streets.
  - d. Entrance and exit points for public transit buses should be separated from other vehicular traffic wherever possible to improve the speed, reliability and safety of bus operations.
  - e. Conflicts shall be avoided between entrance roadways, bicycle access, and pedestrian access points.

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- f. Access by motor vehicles into a station site with more than 1,000 parking spaces shall be from more than one street. For such large station sites, more than one station site exit to the local street system should be considered to reduce traffic delays.
    2. Access Roadways - Roadways intended to provide access to parking stalls, bus zones, park-and-ride, and pick-up and drop-off facilities, shall be designed in accordance with "AASHTO Policy on Geometric Design of Highways and Streets" as supplemented and modified in these criteria. Roadway design shall accommodate the loading and turning radii requirements for transit fleet vehicles while considering accommodations for pedestrian safety.
    3. One-way traffic operation on such roadways is preferred. Provisions for passing a stalled vehicle shall be provided. Separate site access for car and buses shall be provided if possible.
  - I. Service and Transit Security Vehicle Parking
    1. Provide service vehicle and transit security parking at stations.
    2. Provide space for two service vehicles at multi-level stations such as elevated tunnel or retained cut stations. Designated street parking may be used to meet this requirement. Provide at least one of the service vehicle parking spaces within 100 feet of station whenever possible.
    3. Provide space for two security vehicles at multi-level stations if no passenger drop off areas are provided. Where stations have passenger drop off areas for at least two vehicles, or short term parking, no additional security vehicle parking is needed, except at terminus stations. Designated street parking may be used to meet this requirement.
    4. Where multi-level stations do not provide parking or passenger drop off areas, service and security parking can use pedestrian areas for temporary parking if the area does not inhibit pedestrian and bicycle circulation flow. These parking areas can be located on pedestrian plazas out of the way of general pedestrian flow and shared with emergency vehicle response locations. Coordinate with drainage for areas of pollution generating pavement.
    5. At terminus stations provide space for three security vehicles and three service vehicles.

1. Rooftop structures can present readily available points of access to a facility accessible to the public. Infrequently used access points, such as openings in elevator penthouses, rooftop hatchways and trap doors should be secured using the following requirements:
  - a. Rooftop access points should be secured with approved high security tamper proof padlocks, locks and/or security bars. Where necessary, these openings should be alarmed to prevent unauthorized entry attempts.
  - b. Roof areas with HVAC equipment should be treated like mechanical areas. Fencing or other barriers should restrict access from adjacent roofs.
  - c. Access to roofs should be strictly controlled through keyed locks or other methods.

#### 9.4.6 Bicycle Facility Requirements

##### A. Classification of Bicycle Parking

1. Any non-standard facilities, products or installation shall be reviewed by Sound Transit's Bicycle Program prior to submitting a deviation request.
2. Sound Transit defines types of bicycle parking as "Class One" and "Class Two."
  - a. Class One bicycle parking is the most secure and weather-protected type of bicycle storage. It is typically associated with long-term (all day or overnight) bicycle parking. Class One bicycle parking shall be either:
    - 1) Individual bicycle lockers, electronic access and On-Demand.
    - 2) A bicycle storage area that provides 100 percent canopy coverage and protection from windblown rain on all sides over a group of on-demand bicycle lockers. Walls, screens or fences shall be used to organize and provide utilities to the lockers while providing visibility into the area. No doors shall be used to enclose the space. Bicycle storage area shall provide CCTV, be well lit, and use CPTED principles. Provide a six foot bench in close proximity.

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- 3) Pre-manufactured secure and weather-protected bicycle storage areas may be permitted. Review these conditions with the Sound Transit's Bicycle Program before seeking a deviation request.
- b. Class Two bicycle parking provides a lower-level of bicycle security than Class One and is typically associated with short-term parking.
  - 1) Class Two bicycle parking shall be Bicycle Racks
  - 2) Class Two bicycle parking shall provide a minimum of 50 percent bicycle parking spaces with canopy coverage. Bicycle parking spaces which are located under elevated guideway without additional canopy structures do not count toward the 50 percent canopy coverage which can result in providing up to 100 percent coverage for bicycle parking.

#### B. Bicycle Parking Requirements

1. Bicycle storage facilities shall be constructed on hard and nominally level surfaces.
2. Facility designs shall direct roof and site drainage away from bicycle parking and bicycle lockers.
3. Bicycle storage areas shall be lighted. See design standards for guidance on lighting.
4. Facility designs shall provide sufficient space between parking areas so that access is possible by a bicyclist walking a bicycle. See Table 9-3.
5. Where CCTV is provided at new facilities, provide CCTV surveillance for bicycle parking and bicycle storage areas, including designated future bicycle parking and storage areas.
6. Designation of the location of the bicycle storage area and routes for entering and exiting the facility shall be provided by signage and/or pavement markings at all locations.
7. All bicycle parking areas shall be provided with bicycle route information in signage/maps as per the Sound Transit Customer Signage Design Manual (C type panels).

8. Placement of bicycle parking elements shall conform to ADA Standards.
9. Bicycle parking expansion space shall be clearly indicated in all new facility design documents.
10. Bicycle parking elements and their installation shall comply with Sound Transit's ESMS.
11. At bicycle storage areas, designs shall include electrical and data infrastructure for power and communications, lighting and CCTV. During Final Design, Sound Transit's on-demand bicycle parking vendor shall review the bike storage area at design milestones determined by Sound Transit architect.
12. Where Bicycle Lockers are installed, each On-Demand (pay per use) locker shall include electrical and data infrastructure for power and communications connections (smart card readers). Sound Transit Bicycle Program shall provide the quantity of lockers to be "On-Demand."
13. Sound Transit acceptable bicycle racks and lockers are defined in Section 9.4.7.

#### 9.4.7 Materials and Finishes Guidelines and Requirements

- A. The following basic requirements and criteria have been established for finish materials used in public and non-public areas within the Link system. While convenience, comfort, and attractiveness shall be considered in the selection and application of finishes, safety, durability, and economy are essential attributes that shall be satisfied.
- B. Sound Transit seeks to maximize the use of recycled products and sustainable materials; and minimize or eliminate the use of hazardous chemicals in the products used on these projects. See Chapter 30 for additional requirements and considerations in the selection of materials.
- C. General Criteria
  1. Shall aid in the creation of a visually pleasing transit system.
  2. Shall be easily maintainable and repairable.
  3. Shall facilitate passenger guidance, information, safety, and security in an aesthetically pleasing manner.

to prevent corrosion. Type of isolation shall be based on best practices suited for the specific materials; asphalt emulsion, galvanizing or high performance coating system (all three coats).

- k. All carbon and alloy steel assemblies, fixtures and conduits for use in tunnels, stations, crawlspaces, vaults, or above grade, which do not receive a corrosion control coating or architectural finish, shall be hot dip galvanized.

## 7. Furnishings

- a. Designer shall choose from the following approved benches:
  - 1) Landscape Forms "35 Series" Stay Bench: Cast aluminum, three seat and two seat bench. Backed and backless benches with arms and intermediate seat dividers, with Pangard II finishing process, including rust inhibitor and thermosetting polyester powder coat top coat finish. Color: manufacturer's standard black.
  - 2) RS Public Seating by Forms and Surfaces: Aluminum modular bench system with intermediate arm rests, with and without backs. Provide isolation between bench and concrete. Color: manufacturer's standard black.
  - 3) All bench supports shall be isolated from the concrete structure and flooring materials with a minimum 1/4 inch thick HDPE or Mylar shims to prevent degradation due to de-icers and stray current corrosion.
  - 4) Custom benches supported from the station / canopy structure may be considered at some locations. Seek a deviation prior to considering custom, side supported benches.

## 8. Trash and Recycle Receptacles

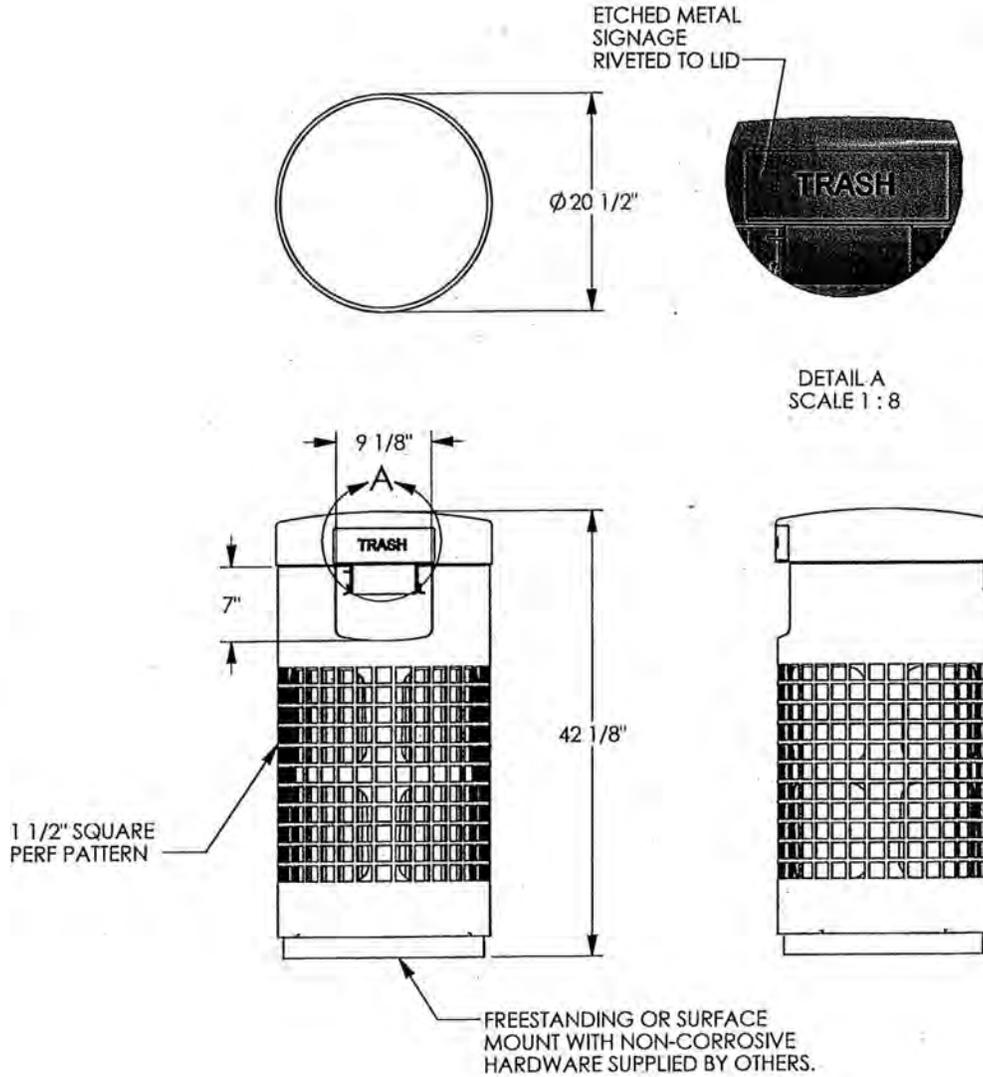
- a. Trash Can: Provide large perforation trash can unit with lockable hinged lid, and wire liner. Lock mechanism to be located on the side or front of the lid, not at hinge location. Metal etched, raised letter sign with black background. Dimensions: 20 inches in diameter by 42 inches high. Finish: Pangard II finishing process, including rust inhibitor and thermosetting polyester powder coat top coat finish or approved equal system. Color: black. See Figure 9-3.

uncontrolled document

- b. **Recycle Can:** Provide large perforation recycle can unit with lockable hinged lid, and wire liner. Lock mechanism to be located on the side or front of the lid, not at hinge location. Metal etched, raised letter sign with blue background. Dimensions: 20 inches in diameter by 42 inches high. Finish: Pangard II finishing process, including rust inhibitor and thermosetting polyester powder coat top coat finish or approved equal system. Color: black. See Figure 9-4.
- c. **All trash and recycle cans** shall be isolated from the concrete structure and flooring materials with HDPE or Mylar shims to prevent degradation due to de-icers and stray current corrosion.

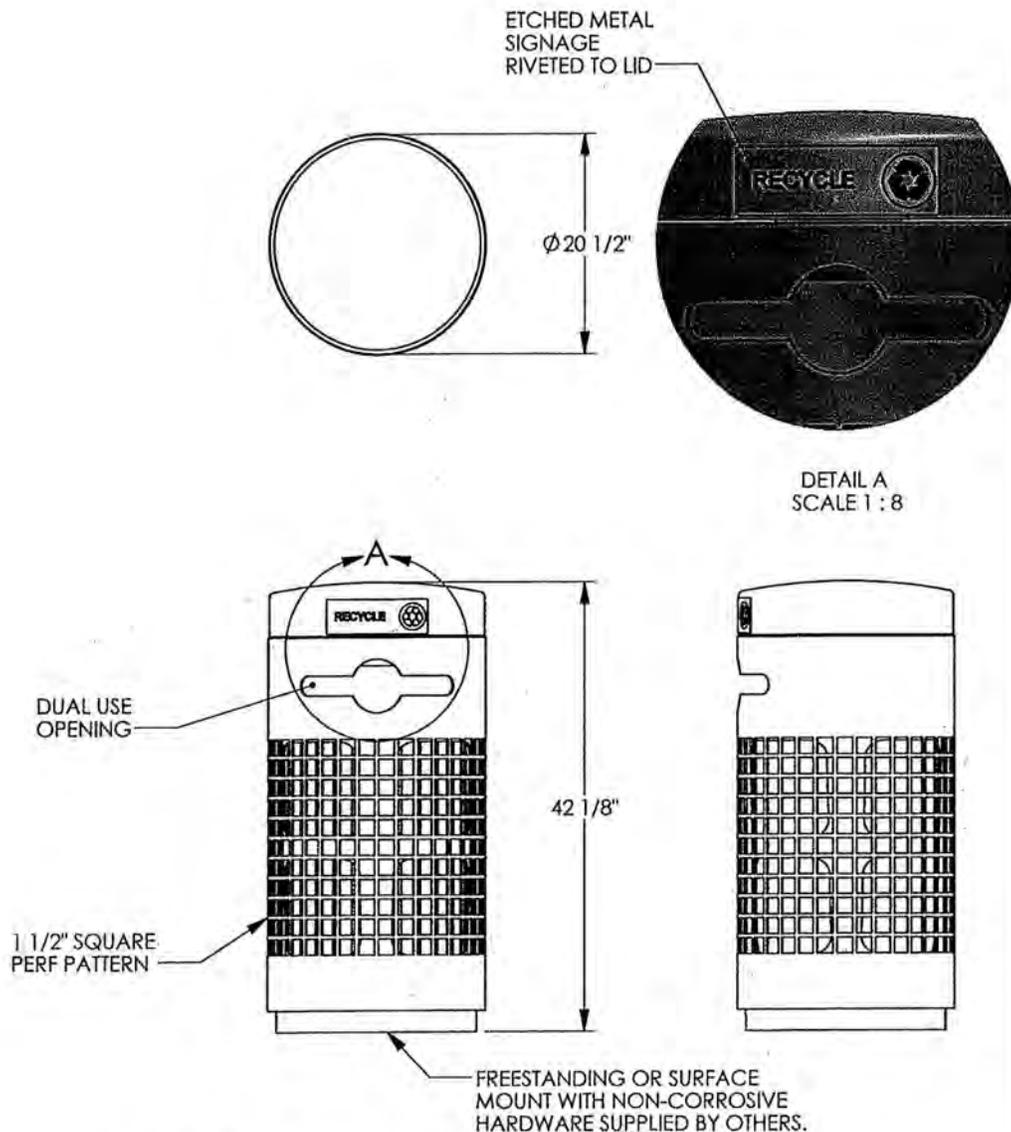
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**Figure 9-1 Standard Trash Can**



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Figure 9-2: Standard Recycle Can



## 9. Bicycle Racks

- a. Shall provide support at a minimum of two parts of the bicycle to rest against the rack, including the frame.
- b. Shall be able to lock at least one wheel and the frame, using either a cable lock or a U-lock.
- c. Shall be resistant to breaking and withstand general vandalism, including kicking, without failure of the structure of the stand.

- d. Bicycle racks and lockers shall be stainless steel. Hardware to be non-corrosive.
- e. Shall be fabricated from material that resists being cut or detached using common hand tools, especially those that can be concealed in a backpack, such as bolt cutters, pipe cutters, wrenches, and pry bars.
- f. Shall be installed and anchored so that they cannot be stolen with the bicycles attached—preferred installation is to embed into concrete. Otherwise use vandal resistant fasteners and secure anchorage into concrete footings.
- g. The surface of the Bicycle Rack shall not damage the bicycle's finish.
- h. Shall not have gaps that are between four inches and nine inches in width (to prevent children from trapping their heads). Sharp edges are prohibited.
- i. Shall be located in conjunction with other facility elements, as per manufacturers recommended clearances, and as identified in Table 9-2:

**Table 9-2: Bicycle Rack Clearances**

FIXED OBJECT	MIN DISTANCE TO BIKE RACK (X)
STREET ENCROACHMENTS	24"
LIGHT POLE	30"
SIDEWALK OBSTRUCTIONS	36"
TRANSIT BOARDING AREAS, LOADING ZONES, DISABLED PARKING, CURB RAMPS, CROSSWALKS, AND STORM DRAIN INLETS	48"
FIRE HYDRANTS	60"

- j. Acceptable bicycle racks are:
  - 1) Sportworks "Tofino No Scratch" or approved by Sound Transit Bicycle Program. Standard size to accommodate two bicycles.
  - 2) Dero Model "Cycle Stall" or approved. Standard size to accommodate 14 bicycles. (Only to be used when vehicle parking spaces are converted to bicycle parking.)

- 3) Dero Model "Dero Decker" or approved. Wall or floor mounted. Modular units to accommodate up to 24 bicycles. Does not meet ADA Standards, therefore it shall only be used in enclosed areas.
- k. **Bicycle Lockers**
- 1) Shall be located to provide adequate clearance of at least six feet on each end containing a door to the locker.
  - 2) Shall be made of at least 18 gauge stainless steel to ensure longevity and ease of maintenance. Center dividing panels within lockers shall also be steel.
  - 3) Shall have walls and roofs made of strong and durable materials that resist theft, vandalism, and fire.
  - 4) Shall have roofs that drain.
  - 5) Shall have a tamper-resistant door that recesses into the jamb.
  - 6) Shall have multi-point latching, such as a long bar that moves with the lock.
  - 7) Shall be secured to the surface with tamper proof fasteners.
  - 8) Shall provide enough interior space to accommodate a single standard two-wheel bicycle and typical accessories.
  - 9) Shall be waterproof and not leak.
  - 10) Acceptable Bicycle Lockers, include BikeLink eLocker Models Rectangular, Quad or Wedge or approved similar. Modular units. Standard sizes to accommodate one or two bicycles.
  - 11) Bicycle Lockers that are Not Acceptable, include lockers or racks made out of any materials other than stainless steel.
10. **Systemwide Customer Signage**
- a. See Sound Transit Customer Signage Design Manual.
11. **Acceptable Finish Materials in Public Spaces**
- a. In addition to the Required Standard Materials identified above, the list of acceptable materials that follows is general in nature