



## **K2044 Comprehensive Plan Update**

August 7, 2024 | City Council Meeting

**Land Use – Transit Corridors** 

# Where are we at in the adoption process for the Land Use Element?

- Public hearing opened on May 23, 2024. PC voted to *continue the hearing* and keep record open for written testimony.
- Public hearing continued on June 13, 2024. PC voted to continue the hearing again AND re-open the public record for spoken testimony.
- Public hearing will continue on August 22, 2024.
- Council will consider adoption of the Land Use Element with the full Comprehensive Plan on December 10, 2024.

#### What are steps to implement Comprehensive Plan policies?

Adopt policy as part of the Comprehensive Plan Update

Comprehensive Plan policies establish direction for:

- Future projects that could amend the Zoning Code.
- Areas of the City that are generally appropriate for additional residential and jobs capacity.
- Priorities for the future (e.g., where opportunities for more housing/jobs should be focused, and how uses should interact).

2. Schedule Zoning work as part of the 3-year Planning Work Program (updated annually)

For timing of implementation, we ask:

- Are there any prerequisite projects or conditions that should occur before specific projects (e.g., Zoning Code/Map changes)?
- Where does each project rank in priority amongst other planning tasks?

Project level SEPA review is triggered for developments with more than 20 units.

3. Craft Zoning Code amendments with extensive public process (timing determined by Planning Work Program)

For timing of future Zoning Code amendments, we:

- Begin with framework in Comprehensive Plan to scope analysis;
- Complete parcel-specific analysis of any potential rezone areas;
- Complete State Environmental Policy Act (SEPA) review;
- Complete additional technical analysis (e.g., traffic analysis), if needed;
- Conduct public engagement and public legislative amendment process with public, Planning Commission, and Council.

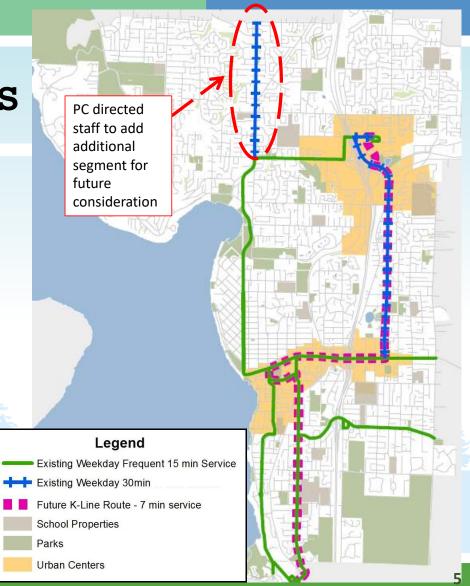
### **Analyzed Frequent Transit Corridors**

- ¼ mile buffer
- Study includes existing and planned routes
- Studied at 50 dwelling units per acre
- 1 100th Ave NE to Totem Lake Transit Center (NE124th St/NE 128th St)
- 2 6th St S to 132nd Ave NE (NE 68th St/NE 70th Pl)
- Downtown Transit Center to 132nd Ave NE (Central Way/NE 85th St)
- 4 Downtown Transit Center to 100th Ave NE (Market St)
- Downtown Transit Center to S Kirkland Park & Ride (NE108th Ave NE/6th St/98th Ave NE)
- 6 Downtown Transit Center to S Kirkland Park and Ride (Lakeview Dr/Lake Washington Blvd NE)
- NE 85th St to Totem Lake Transit Center (124th Ave NE/Totem Lake Blvd)



## Frequent Transit Corridors

Route	Route Description	Frequency			
230	North Creek - Bothell - Juanita - Kirkland TC	Hourly north of 100th South of 100th: 30 min service combined 230/231			
231	Woodinville - Brickyard - Juanita - Kirkland TC	Hourly north of 100th South of 100th: 30 min service combined 230/231			
239	UW/Cascadia Coll - Totem Lake TC - Kirkland TC	30 min service			
245	Kirkland Transit Center - Crossroads - Factoria	M-F midday: 15 min service Wknds: 30 min service			
250	Avondale - Redmond TC - Kirkland TC - Bellevue TC	M-F midday: 15 min service Wknds: 30 min service			
255	Totem Lake TC-Kirkand TCUW Link Sta-Univ Dist	M-F midday: 15 min service Wknds: 15-30 min service			



Capacity Analysis Results: Potential Land Use Changes Along Frequent Transit Corridors

Capacity Analysis with Zoning Changes (Specific Parcels and Zones Only)	Total Dwelling Units (2022)	Total Jobs (2022)	Additional Housing Capacity	Additional Employment Capacity	Additional Housing Capacity	Additional Employment Capacity
			Without Land Use Changes		With Land Use Changes	
1. 100th Ave NE to Totem Lake Transit Center (NE124th St/NE 128th St)	4,140	8,869	993	926	1,007	936
2. 6th St S to 132nd Ave NE (NE 68th St/NE 70th PI)	1,305	793	100	9	2,092	1,113
3. Downtown Transit Center to 132nd Ave NE (Central Way/NE 85th St)	4,116	9,640	2,820	2,540	4,322	3,581
<b>4</b> . Downtown Transit Center to 100th Ave NE (Market St)	3,180	2,499	372	442	4,386	2,604
<b>5</b> . Downtown Transit Center to S Kirkland Park and Ride (NE108th Ave NE/6th St/98th Ave NE)	1,093	4,978	86	153	2,949	1,720
<b>6</b> . Downtown Transit Center to S Kirkland Park and Ride (Lake St/Lake Washington Blvd NE)	2,916	7,474	651	1,679	2,271	3,016
7. NE 85th St to Totem Lake Transit Center (124th Ave NE/Totem Lake Blvd)	1,861	3,339	998	4,548	3,600	5,941
All Transit Corridors	18,611	37,592	6,020	10,298	20,627	18,911

Note: Additional capacity with land use changes is comparative, not in addition to capacity without land use changes.

## What have we heard from our community?

#### **CONCERNS**

- Opposition to growth along frequent transit corridors, including concerns related to traffic and safety; majority from Market/Norkirk Neighborhood residents regarding the Market St. Corridor
- Support for focusing growth in Regional Growth Centers instead of transit corridors
- Questions about why Comprehensive Plan will not designate allowed height and/or density along transit corridors
- Concerns that Comprehensive Plan policies adopted in 2024 will not allow for choices (e.g., related to density) with future Zoning Code amendments

#### **SUPPORT**

- Support for any policies that will increase capacity and enable abundant housing production in all parts of the City
- Advocacy for more transit-oriented development; 50 units/acre along frequent transit corridors being studied is not dense enough

# What feedback has King County AHC shared in their Housing Element reviews?

King County's Affordable Housing Committee (AHC) staff has provided comments/questions to jurisdictions regarding Housing Elements such as:

- Does density sufficiently maximize land use near transit and offer opportunities for affordable housing?
- Focusing on expanding housing in existing growth areas may not sufficiently address the need for affordable housing in historically exclusive, high-opportunity neighborhoods.
- Plans should articulate targeted actions to repair harms experienced by BIPOC communities due to past discriminatory practices.

#### **Draft Policy LU-2.4** (Staff + PC Recommendation)

**LU-2.4**: Create additional capacity for higher-intensity residential uses along identified frequent transit corridors citywide, and ensure development regulations enable multi-unit housing types.

Policies enabling this concept should specifically address the following topics:

- Continued and improved transit service on these corridors;
- Vehicular traffic;
- Street safety for all modes;
- A gradual transition of intensity with the highest intensity uses located closest to the center of the corridors and the lowest intensity uses located at the outer edges of the corridors;
- The need for schools to serve residents living both in and outside of the key transit corridors;
- The need for publicly accessible parks and open space within the key transit corridors whether they're publicly or privately owned;
- The need for sufficient grocery, commercial, and retail services to enable a complete community centered on the key transit corridors.

Harrative

Policy
coordinates
with
overlays on
Land use
map

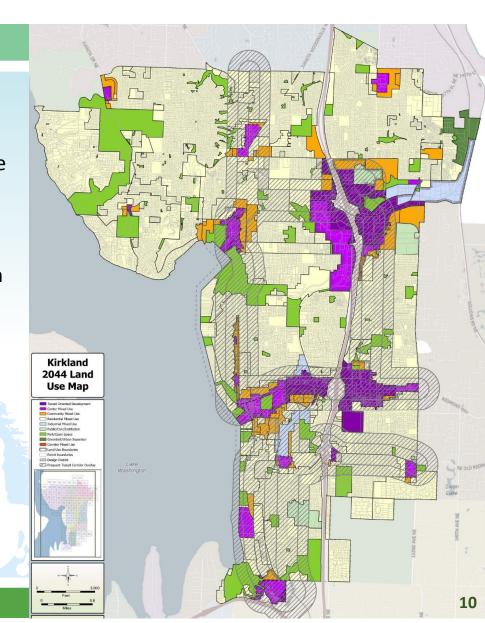
## **Draft Land Use Map**

Corridors proposed to be shown as overlays, which will be the initial points of analysis with future Zoning Code amendment project(s).

Overlay does <u>not</u> constitute a change in Land Use designation or rezones with Comprehensive Plan adoption.

With future project, Council would retain option to add/subtract/amend corridors for zoning changes.

Council can direct further ways to connect the map and the policy (and refine either/both).



### **Draft Policy LU-2.4 Options**

#### Be specific about what conditions should exist before any Zoning amendments are made.

Example 1: Create additional capacity for higher-intensity residential uses along identified frequent transit corridors citywide, <u>but only after both the Sound Transit I-405 Stride BRT service and the King County Metro K-Line transit service have been implemented</u>, and ensure development regulations enable multi-unit housing types.

#### AND/OR

Example 2 (specific conditions for specific corridors): Create additional capacity for higher-intensity residential uses along identified frequent transit corridors citywide, and ensure development regulations enable multi-unit housing types. <u>Along Market Street, the Market Street Corridor study described in the Transportation</u>

<u>Strategic Plan should be completed prior to, and support, the creation of any additional capacity.</u>

#### Change what or how frequent transit corridor overlays are shown as overlays on the Land Use map.

- Change the buffer distance from ¼ mile to another distance
- Establish a priority-order of corridors that should receive most immediate attention
- Identify nodes within corridors to focus future density increases

#### What are steps to implement Policy LU-2.4 if adopted?

1. Adopt policy as part of the Comprehensive Plan Update (2024)

With draft Policy LU-2.4 we are asking:

- What areas of the City are appropriate to study for the potential of additional capacity (density/intensity)?
- What considerations for additional density are important to include in policy language (e.g., transit availability, street safety, access to parks)?

2. Schedule Zoning work as part of the Planning Work Program (est. 2025)

For timing of implementation, we will ask:

- Are there any prerequisite projects or conditions that should occur before this project?
- · Where does this project rank in priority amongst other planning tasks?

Adopting Policy
LU-2.4 will not
obligate Council
to adopt specific
KZC amendments
in the future.

3. Craft Zoning Code amendments with extensive public process (determined by Planning Work Program)

For timing of future Zoning Code amendments, we would:

- Begin with framework in Comprehensive Plan to scope analysis;
- Complete parcel-specific analysis of potential rezone areas;
- Complete State Environmental Policy Act (SEPA) review;
- Complete additional technical analysis (e.g., traffic analysis), if needed;
- Conduct public engagement and public legislative amendment process with public, Planning Commission, and Council.

## Remaining Public Meeting Schedule



August 8, 2024: Planning Commission Study Session

Housing Element

August 22, 2024: Planning Commission Public Hearing (continued from previous hearings)

- Market St. Corridor Plan
- Land Use Element (record remains open for written and spoken testimony)

September 17, 2024: City Council Study Session

Housing Element

September 26, 2024: Planning Commission Public Hearing

- Housing Element
- Appendix (Community Profile, Glossary, History Narrative)

October 15, 2024: Joint City Council/Planning Commission Study Session

Planning Commission K2044 Recommendations

December 10, 2024: Council Adoption



# Questions?