

Planning in a Split Universe:

South Kirkland Park & Ride

WA APA Conference

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Planning in a Split Universe:
How a Park & Ride Can Be
A Catalyst for Collaboration

MINDY BLACK **Project Manager, Weber Thompson**





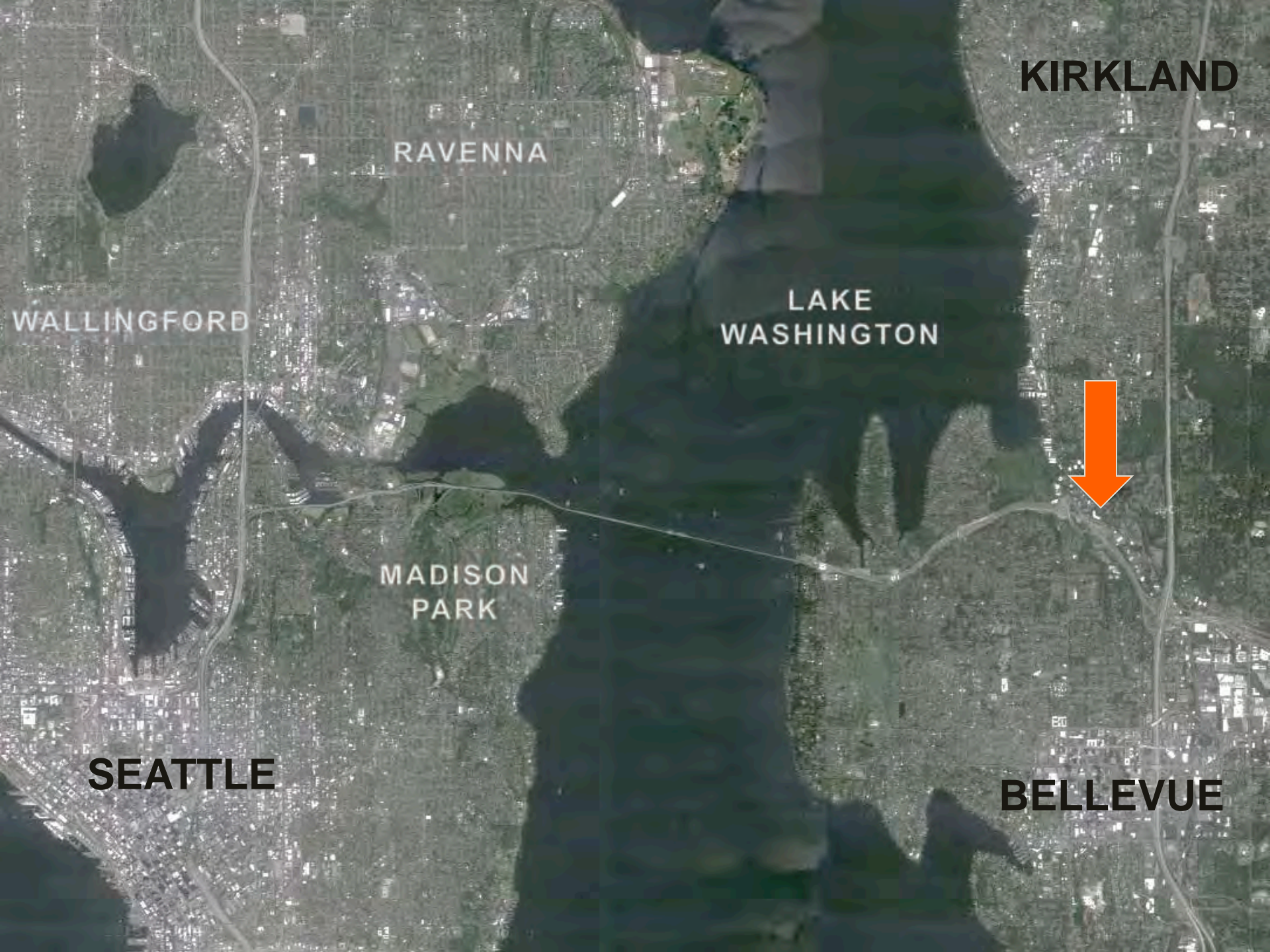
Living Heritage

TREE MUSEUM

\$1.50 just to see 'em



Eastgate Park & Ride



KIRKLAND

RAVENNA

**LAKE
WASHINGTON**



WALLINGFORD

**MADISON
PARK**

SEATTLE

BELLEVUE



Pre-1960's: Farmland



1960's: Gravel Pit



**1967 – 1973:
The Eastside Drive-In**



1974 - Present:
Park & Ride Facility



Why this site?

- » 520 Highway Widening and Bridge Replacement
- » Floating Bridge Tolling
- » Increased Ridership

South Kirkland Park and Ride





KIRKLAND

HOUGHTON

BELLEVUE

Jurisdictional Boundary

Eastside Rail Corridor

908

520

108th Place Northeast

135th Place

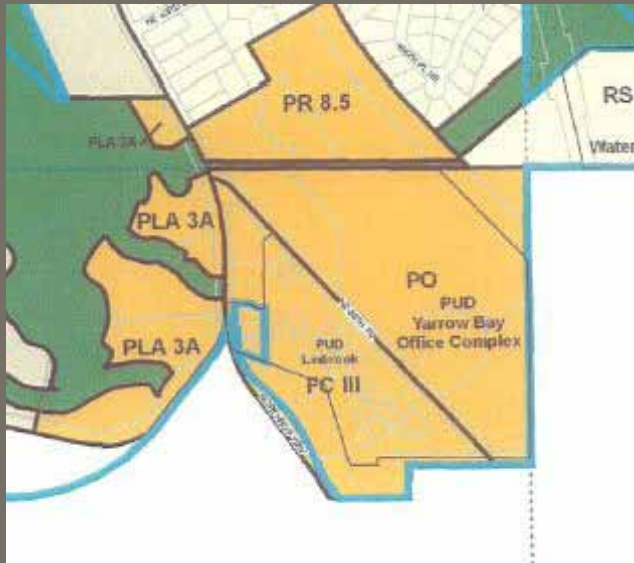
104th

104th

104th

104th

Zoning



City of Kirkland

- » Office Parks
- » No mixed use
- » No apartments



City of Bellevue

- » Single family homes
- » Low rise multi-family
- » Conditional use
- » Critical area/Steep slope

King County Metro

City of Kirkland

City of Bellevue

Master Developer

Affordable Housing
Developer

Project Obstacles:

- » Property Ownership
- » Funding Deadlines
- » Construction Phasing
- » Rider displacement



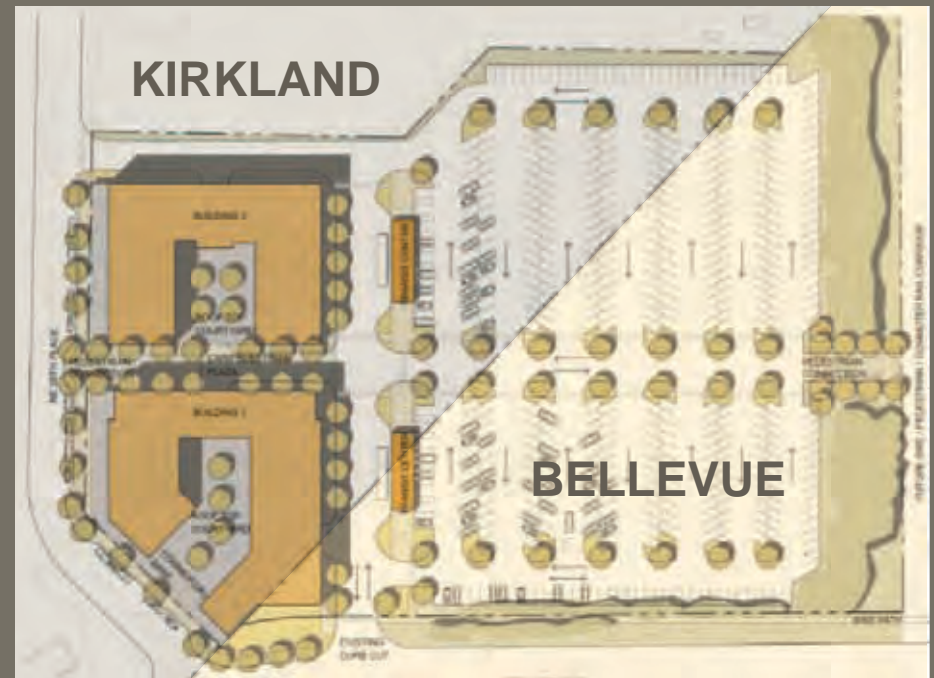
Obstacles Caused by Jurisdictional Boundary:

- » Site geometry
- » Conflicting zoning regulations
- » Limited existing utilities
- » Combined entitlement sequence
- » Lead permit agency
- » Construction inspections



Project Goals:

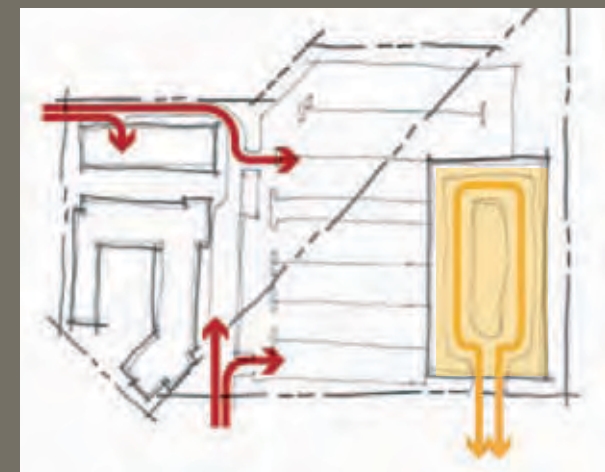
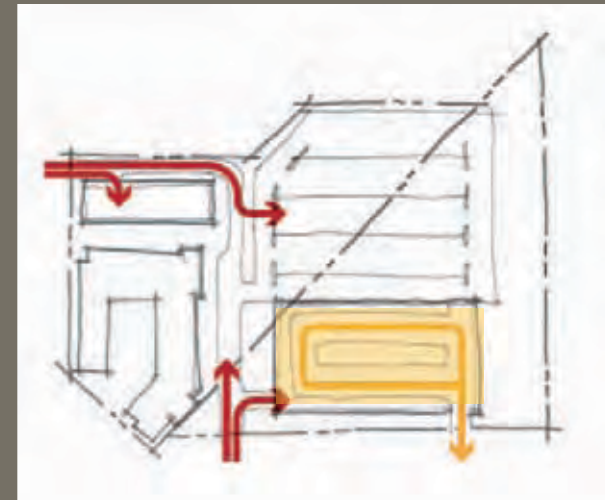
- » Increased parking and ridership
- » Housing options
- » Sustainability
- » Improved transit and pedestrian connections
- » Mixed-use development in Kirkland



Initial Development Options



EARLY DEVELOPMENT OPTION



ALTERNATE GARAGE OPTIONS

Final Site Plan





Final Site Development



185 Market-Rate Housing Units



58 Affordable Housing Units



8,000 SF Retail



285 Below-Grade Parking Stalls



530 Parking Stalls in Garage



320 Surface Lot Parking Stalls



Pedestrian Connections

Built Green



Evergreen Sustainable Development Standard



King County Sustainable Checklist



An aerial photograph of a transit station, likely a light rail or bus rapid transit station, with a dark semi-transparent overlay in the center. The station features a platform, tracks, and surrounding infrastructure. The text is overlaid on this central area.

Planning in a Split Universe: **King County TOD Program**

GARY PRINCE **King County Metro TOD Manager**



Puget Sound Park and Ride Garages



King County Metro Transit

- » Serves over 1.9 million people
- » 120 million annual rides on 1300 buses
- » \$600 million operating budget
- » 3.5 million annual service hours
- » TOD program began in 1999; designed to support County's GMA activities



Metro TOD Program

- » Increase Transit Ridership
- » Reduce costs through:
 - Improving multimodal access to transit
 - Improve transit facilities & operations
 - Shared parking stalls
- » Promote livable sustainable communities with affordable housing



Transportation Options



South Kirkland TOD





Lake Washington Blvd NE

NE 37th Cir

NE 38th Pl

NE Points Dr

Northrup Way

NE 38th Pl

Bellevue Way NE

NE 37th Cir

108th Ave NE

520

**SR 520
(tolled)**

Burgermaster

108th Ave NE

Northrup Way

520

Northrup Way

108th Pl NE

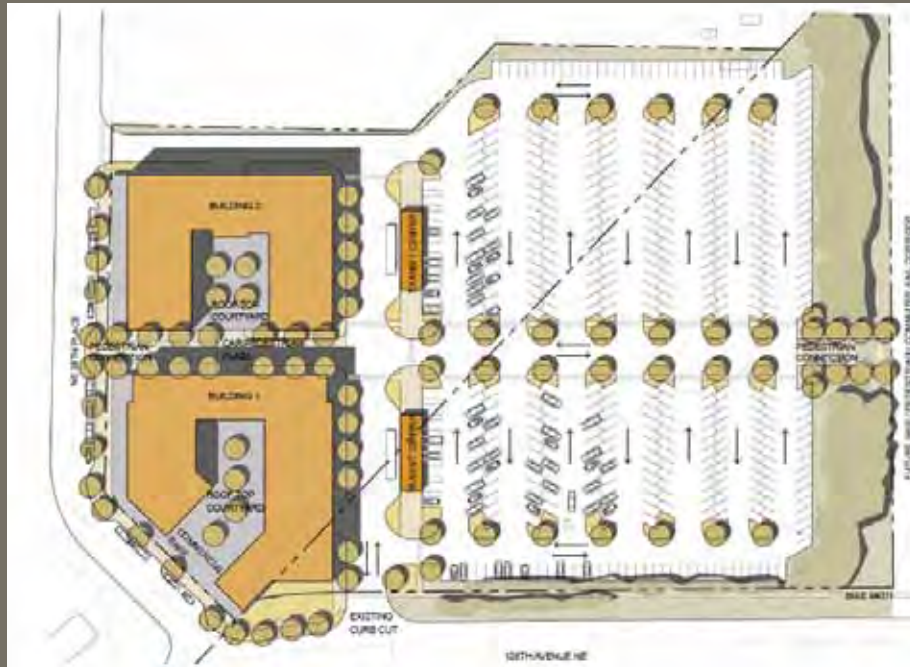
NE 35th Pl



Steps to a project

- » Select a developer
- » Refine the concept
- » Find money
- » BUILD IT!

Refine the Concept



Project Funding Sources

» Transit Funding

- FTA \$7.2 million
- WSDOT \$1.025 million
- KCM \$ 1.2 million

» Affordable Housing

- Federal Tax Credit ~\$10M
- Commerce Award 1.6M, KC Housing .7M, ARCH Grant .9M

City of Kirkland Tax Credit~\$3M

Total Public Sources ~ \$25M



Sustainability Partnership

Site-wide Project

Sustainability Goals:

- Energy and water reduction
- Geothermal heat and cool
- Green roof on affordable portion
- Indoor bike parking
- Vehicle charging stations



Integrated approach to sustainability:

- Reduced transportation impacts
- Low building impacts
- Better utilization of land
- Catalyst for future development
- Physical activity opportunities

Three Sustainable Certification systems in two jurisdictions

Component	Green Building Certification
Transit component (including the site parking, structured parking garage and bus/transit pull in area)	King County Sustainable Infrastructure Scorecard
Market rate housing and associated structured parking	Built Green 4 Star Certification
Affordable housing	Evergreen Sustainable Development Standard (ESDS) Criteria (state certification rating system for commercial and retail space)

Integrating Affordable Housing

» 58 Units

- 39 units @ 30% income (\$240-455/month)
- 15 units @ 40% income (\$607-655/month)
- 14 units @ 60% income (\$975/month)

» Success Elements:

- Political Support
- Financial Consensus
- Goals not Mandates

» Issues: Timeline

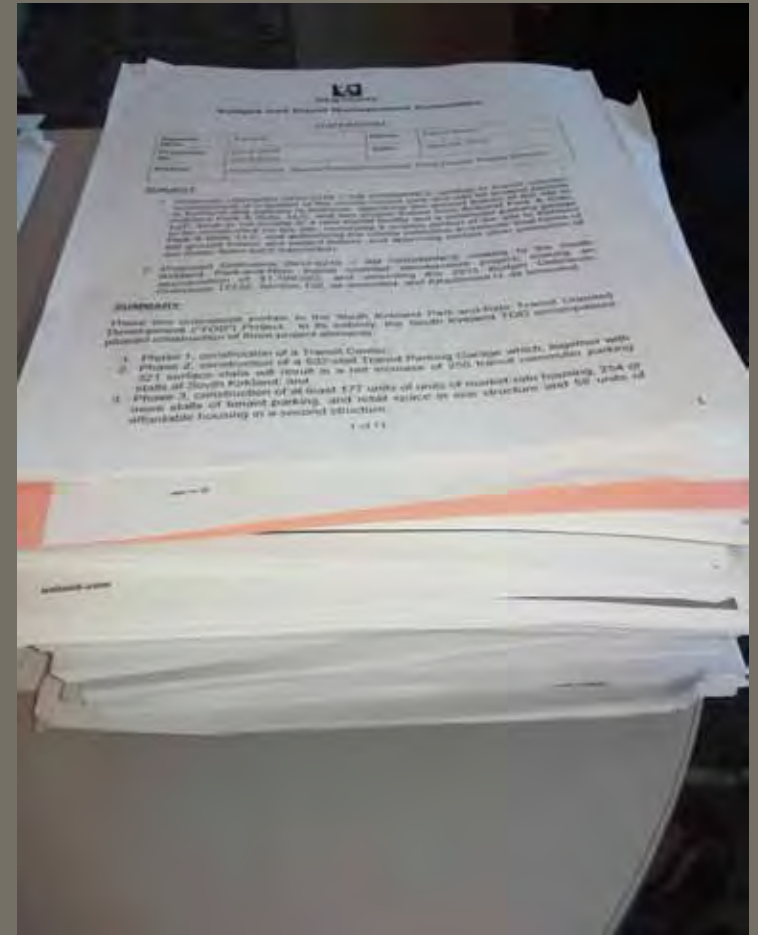


Political Process

» Certainty vs flexibility

- Developer timeline
- Council
- FTA approval

» Creating a new community requires lots of players!



Measurement

- » Direct cash in/out
- » Tax from construction, property
- » Farebox revenues
- » VMT calculation
- » GHG calculation

Redmond Park and Ride Summary of Costs and Benefits	
Costs	
Approx. Garage Construction	(\$10,000,000)
Interim Parking	(\$330,000)
Temporary Bus Loading Zones	(\$40,000)
Structure Garage Maintenance	(\$388,274)
Surplus of Land (KC)	(\$100,000)
Approx. Total Costs	(\$10,858,274)
Benefits	
Sale of Redmond Property	\$10,500,000
Approx. Ridership Gains	\$1,118,000
Approx. Transit Sales Tax	\$640,000
Approx. Total Benefits	\$12,258,000
Approx. Net Benefit	\$1,399,726
Operational savings escalated at 3% per year	
Pass revenue escalated at 2% per year	



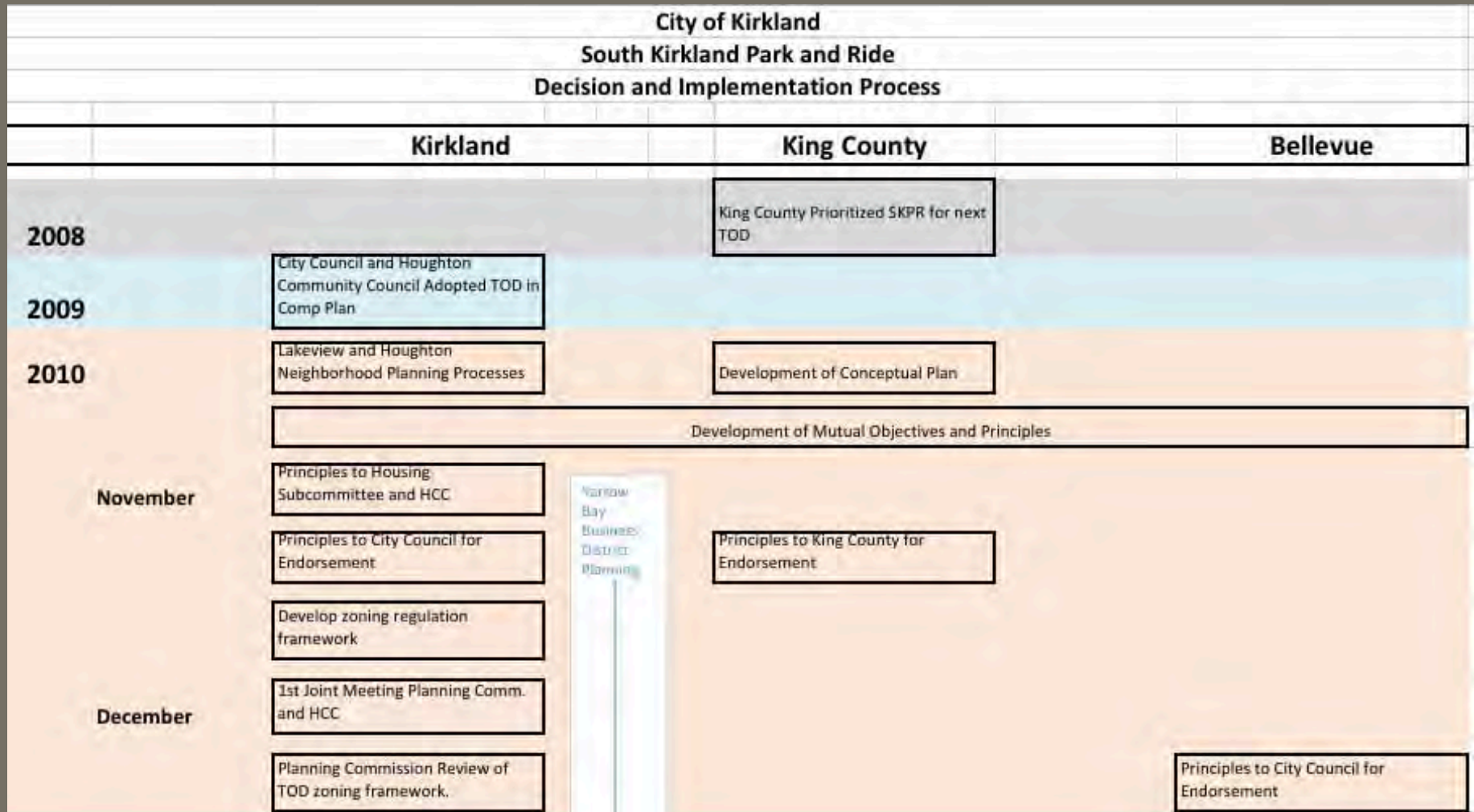
Planning in a Split Universe:
Regulatory Compliance
& Planning Efforts

JANICE COOGAN *Senior Planner, City of Kirkland*

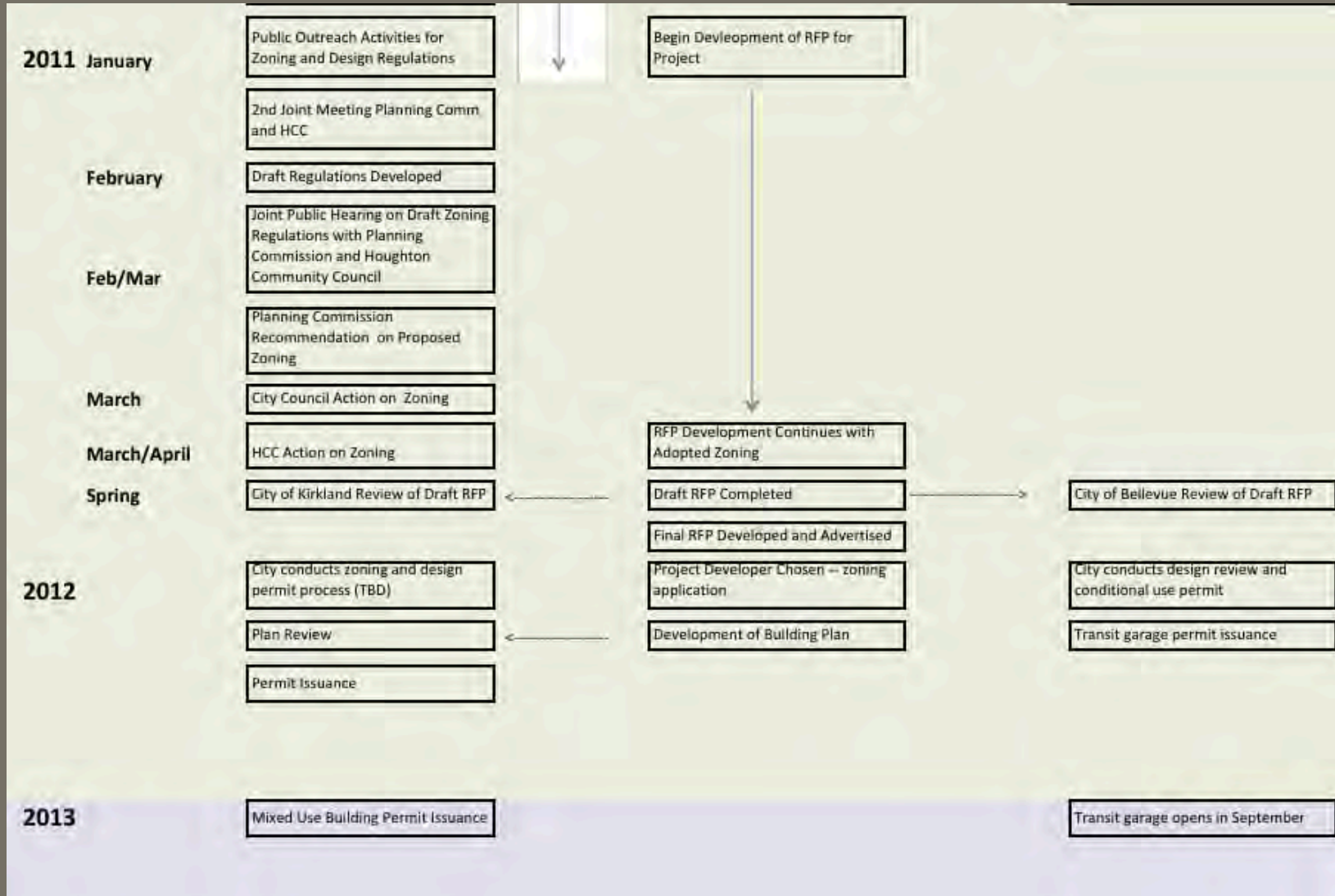
From Vision to Implementation: Policy & Code Amendment Process



2008 – 2010 Milestones

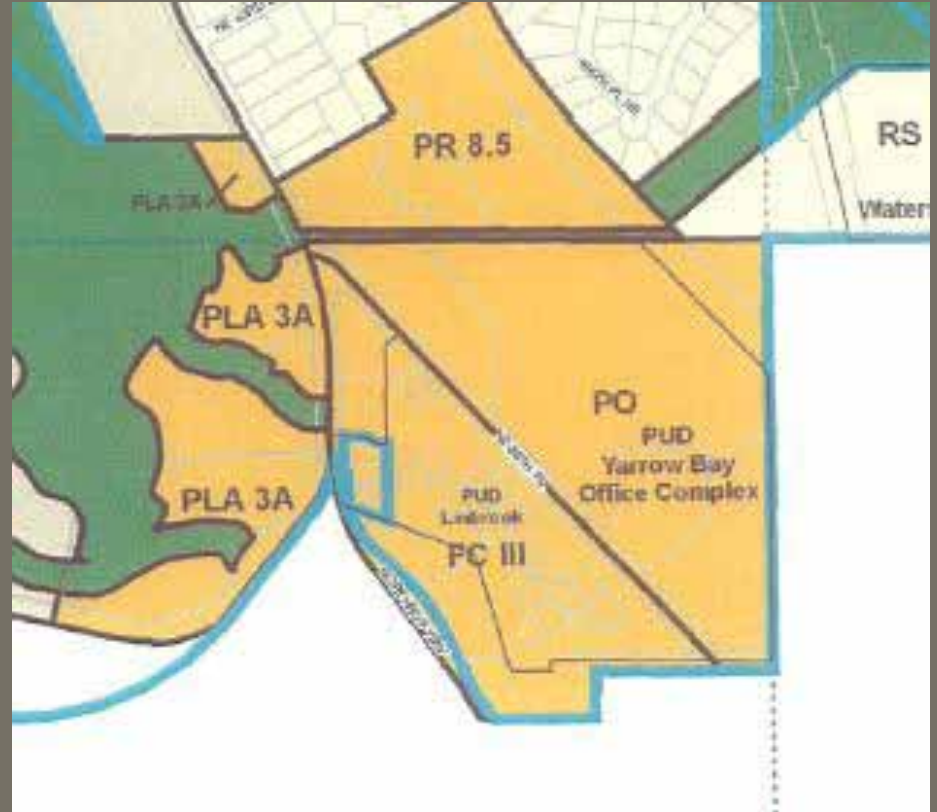


2011 – 2013 Milestones



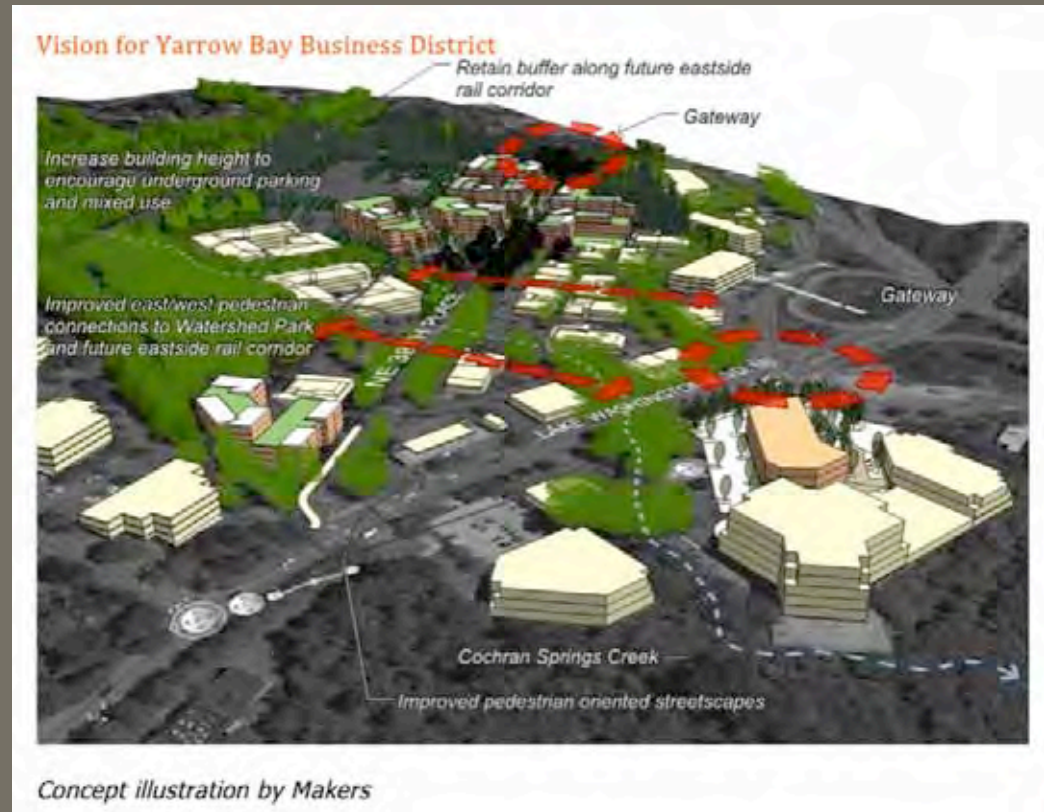
Previous Kirkland Zoning

- » Office
- » Retail limited to 3,000 SF
- » Residential not permitted
- » Height limited to 30'



2011:YBD 1 Zoning Adopted

- » **New Zoning Regulations changed from PO to YBD 1:**
- Allow attached or stacked residential
 - Min of 50% of ground floor commercial
 - Building height 65'
 - Min 20% affordable
 - Parking separated from P&R
 - Min. 2,500 sf open space
 - Green building standards
 - Coordinated sign plan
 - May request exemptions



New Design Guidelines for TOD

- » Quality building design & materials
- » Building scale and massing
- » Pedestrian features and amenities
- » Streetscape along NE 38th Place and interior site
- » Gateway public plaza
- » Minimize visual impacts of parking facilities
- » Create a vibrant living environment



2012: Land Use and Permit Review Process

- » Kirkland DRB approved mixed-use portion, passed comments on garage to Bellevue
- » Bellevue approved design and permit to exceed 30' height and development within critical slope area
- » Eco-Charette held
- » SEPA review, King County for transit garage, Kirkland for mixed-use portion
- » Inter-local agreements for utilities
- » Multi-jurisdictional preconstruction meeting
- » Separate inspections for each city



2013: Ground Breaking, Garage Opens

- » Kirkland processed a three-lot-short plat to allow the land to be transferred from King County to Polygon and Imagine Housing
- » Kirkland issues mixed-use building permit
- » Construction Begins
- » Transit Garage opens in September, 2013





Planning in a Split Universe:
Working Together for TOD's

PAUL INGHRAM *Comprehensive Planning Manager, City of Bellevue*



HOUGHTON

KIRKLAND

Jurisdictional Boundary

908

520

Eastside Rail Corridor

BELLEVUE

108th Place Northeast

135th Place

Zoning

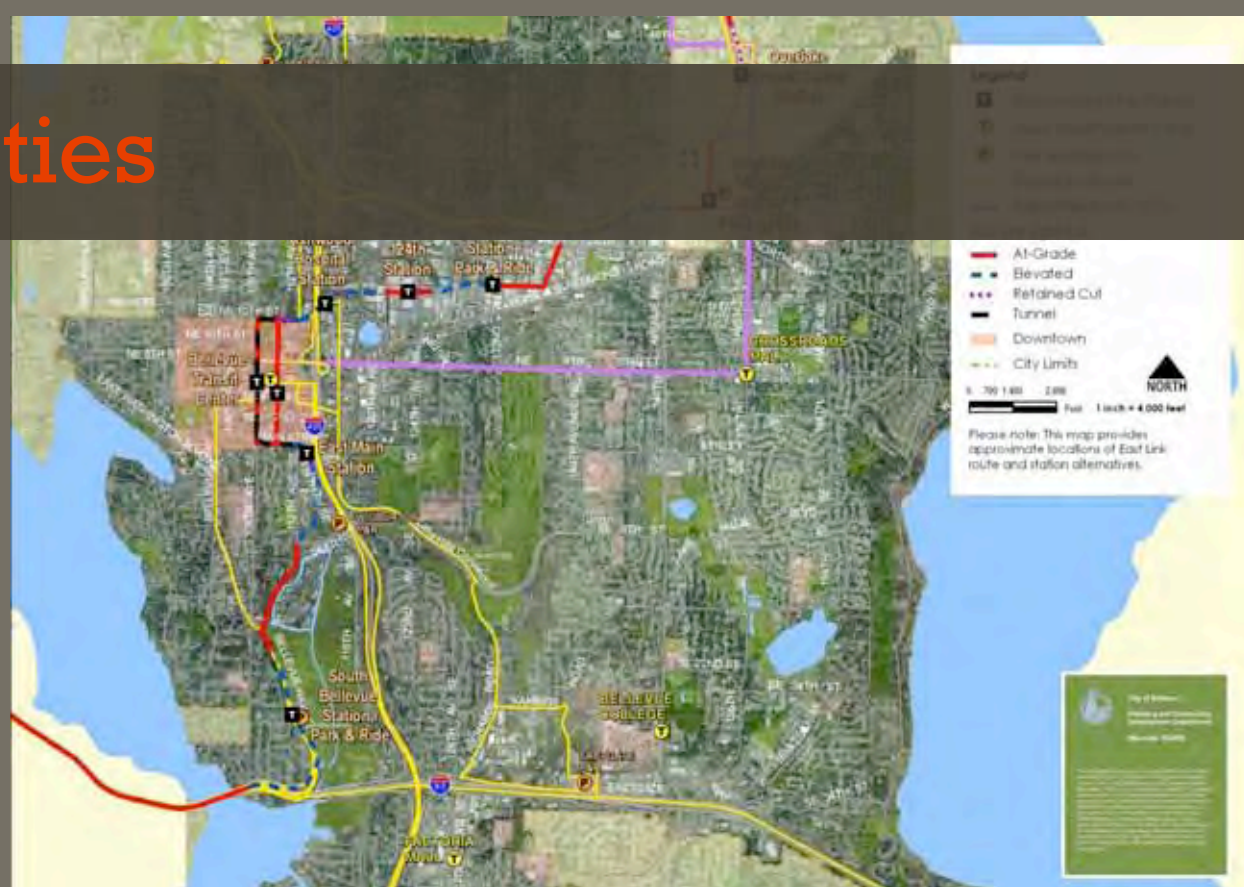


A Unique Opportunity for:

- » Correcting city boundary?
- » Joint planning effort?
- » Shared zoning?
- » Joint review process?

Mixed Priorities

- » Kirkland focus on housing issues
- » Bellevue focus on East Link routing, Downtown tunnel, and the BelRed plan



Mutual Objectives & Principles of Agreement

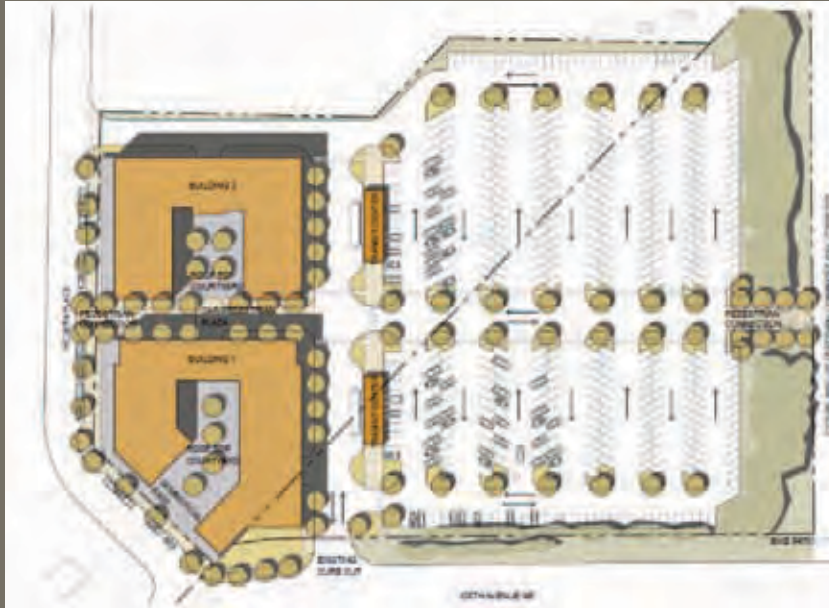
- » Expand park and ride capacity.
- » Local services. Ground floor commercial space in the building and TOD supportive services in the adjacent area.
- » Timing. Protect FTA funding.
- » Feasibility. Allow for a financially feasible project.
- » Coordination.
- » Attractive and compatible site development. Incorporate high quality design standards.
- » Range of housing affordability.
- » Impact mitigation. Encourage alternative modes of transportation, including transit, bicycling and walking.
- » Construction impacts.
- » Connections to BNSF Corridor. Design to accommodate a future connection to the East side rail corridor.
- » Public Involvement. Collaboration by both cities.

Bellevue Zoning

- » R-15 Zone
 - Allows multifamily development at 15 DU's per acre
 - Max building height 15'
 - Critical Slope
 - Land use review process:
 - Administrative design review
 - Conditional use permits for the critical slope and increase in height above 30'



Creative Design Response



- » Split site
- » Parking allowed in Bellevue
- » TOD supported in Kirkland

Entitlement Process

- » Conditional Use
- » Design review
- » Drainage
- » Steep slopes
- » Pedestrian access
- » Building review coordination
- » Interim parking



Joint Entitlement Schedule

Jurisdiction	Permit Name	Permit Scope	Permit Number	Submittal Date	Issuance
Kirkland					
	Design Review	Portion of Project within COK	DRC 12-00001	12/15/11	4/20/12
	SEPA	Portion of Project within COK	SEP 12-00192	3/19/12	5/9/12
	Land Surface Modification	Transit Drive for portion lying in COK including all ROW work, the utilities beneath the roadway, the road itself and the Transit Island/Facility. Back of curb on Podium project side of drive to face of curb on the east side of the transit island and to the edge of the Paccar Property.	LSM 12-00509	4/16/12	7/10/12
	Land Surface Modification	surface parkign and associated landscaping	LSM 12-03740		12/10/12
	Imagine road retaining wall	Paccar retaining wall along the Imagine Road only	BNR 12-00511	6/21/12	7/27/12
	38th Paccar retaining wall	To be added or Permit BNR 12-00511 with correction response	BNR 12-00512	6/21/12	7/27/12
	Vault Building Permit	Storm storage vault under the Transit Drive in COK for Mixed Use Building	BNR 12-00512	4/16/12	7/10/12
	Short Plat	Creation of Metro + Mixed Use Parcels	SUB 12-00390	5/14/12	7/17/12
	Building Permit	Mixed Use Building		10/15/12	
Bellevue					
	Design Review	Portion of Project within COB	12-104625 LD	1/26/12	4/19/12
	Critical Areas	Portion of Project within COB	12-104624 LO	1/26/12	4/19/12
	Admin Amendment to Conditional Use	Portion of Project within COB	12-104621 LJ	1/26/12	4/19/12
	SEPA	Portion of Project within COB	DNS via King County		4/2/0212
	Utility Extension Agreement	Utilities (water, sewer, storm) needed for the Metro Garage	12-113265 UE	5/31/12	
	Shoring Permit	Shoring for the Metro Garage	12-113373 BV	5/1/12	8/24/12
	Detention Vault Permit	Storm storage vault for Metro Garage	12-115926 UD	5/1/12	
	Site retaining wall permit	Retaining walls at 108th/Transit Drive	12-117131 BW	6/27/12	8/24/12
	Clear and Grade Permit	Gateway Plaza, includes traffic signal	12-113263	5/31/12	8/24/12
	Building Permit	Metro Garage	12-113374 BB	5/1/12	
	Elevator Permit	Metro Garage			
	Electrical Permit	Metro Garage			
	Mechanical Permit	Metro Garage			
	Plumbing Permit	Metro Garage	12124213 BO		1/3/13
	Fire Protection Permit	Metro Garage	12127768FB		11/27/12
	Misc Structural Steel Permit	Metro Garage			
	Right of Way Permit	Plaza, Transit Drive entrance, Signal and Channel plans associated with the intersection of NE 38th Place and 108th Ave NE and street lighting on 108th Ave NE	12-115925 TN	5/31/12	8/24/12
King County					
	FTA NEPA / DCE		via King County	4/13/12	6/8/12

Project Facts At-A-Glance

- » Parking expanded to 850 stalls
- » 185 Market Rate Housing Units
- » 58 Affordable Housing Units
- » Ground Floor Commercial
- » Public Plaza amenities as gateway to Bellevue and Kirkland
- » Sustainable development standards
- » Completion by 2014
- » Public-Private partnership (King County, Polygon NW, Imagine Housing, City of Kirkland, City of Bellevue, ARCH, local, state, federal funding sources)

Project Lessons

- » Complex projects take a long time
- » Governmental approval process cumbersome for private developers
- » Funding required for large number of sources
- » Transit and transportation amenities can provide benefits to project



Questions?

Contact

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