



# Executing on the Vision

## Holistic Transit Oriented Communities

Erin Christensen Ishizaki,  
Mithun

October 12, 2023  
WA APA

Miranda Redinger,  
Sound Transit

Allison Zike, City of Kirkland



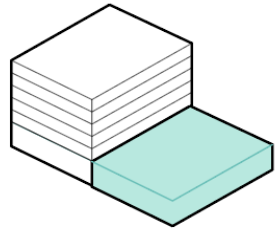
**Where should we grow?**  
**How should we grow?**





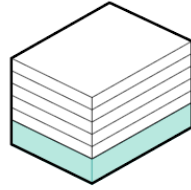


# TOD Opportunities



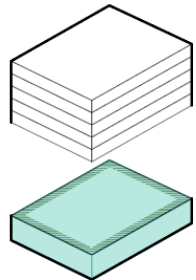
**Adjacent**

Development next to station, can be delivered simultaneously or phased



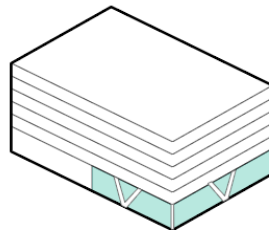
**Integrated**

Development over station as single structure and simultaneous delivery



**Multi-phased**

Station delivered initially with structural capacity for future development



**Air Rights**

Development that occurs within air rights of station but structurally independent.





## SM-NG 240

Seattle Mixed - Northgate Urban Center

### Prohibited uses

- Sales and service, automotive/heavy/marine
- Drive-in business
- Dry boat storage
- Warehouse
- Towing services
- Salvage yard
- Principal use parking except for park and ride lots
- Any single general sales and service use greater than 50,000 GSF

### Height limit: 240'

A minimum lot size of 15,000 square feet is required for a structure to exceed 85' in height except for stair or elevator penthouses and enclosed mechanical equipment. (SMC 23.48.825)

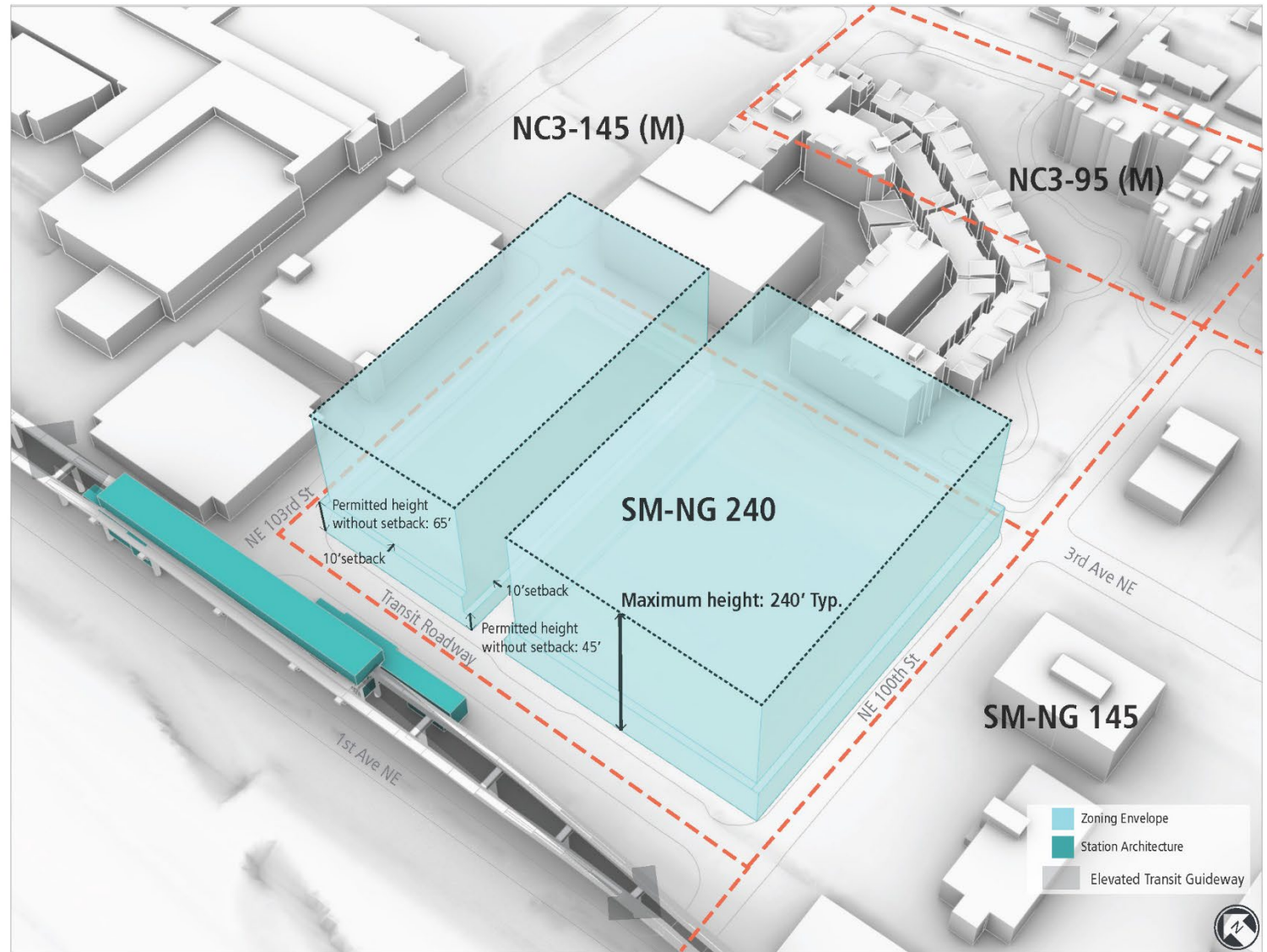
### Setback

Minimum required setback:

- NE 100th Street: 5' minimum, 7' average
- NE 103rd Street: 3' minimum, 5' average
- Any setback area further than 15' from the street lot line shall not be included in the averaging calculation.
- The setback area shall either be part of open space, sidewalk area, or landscaped.
- Underground structures are permitted in all required setback areas. (SMC 23.48.840)

### Upper-level Setback

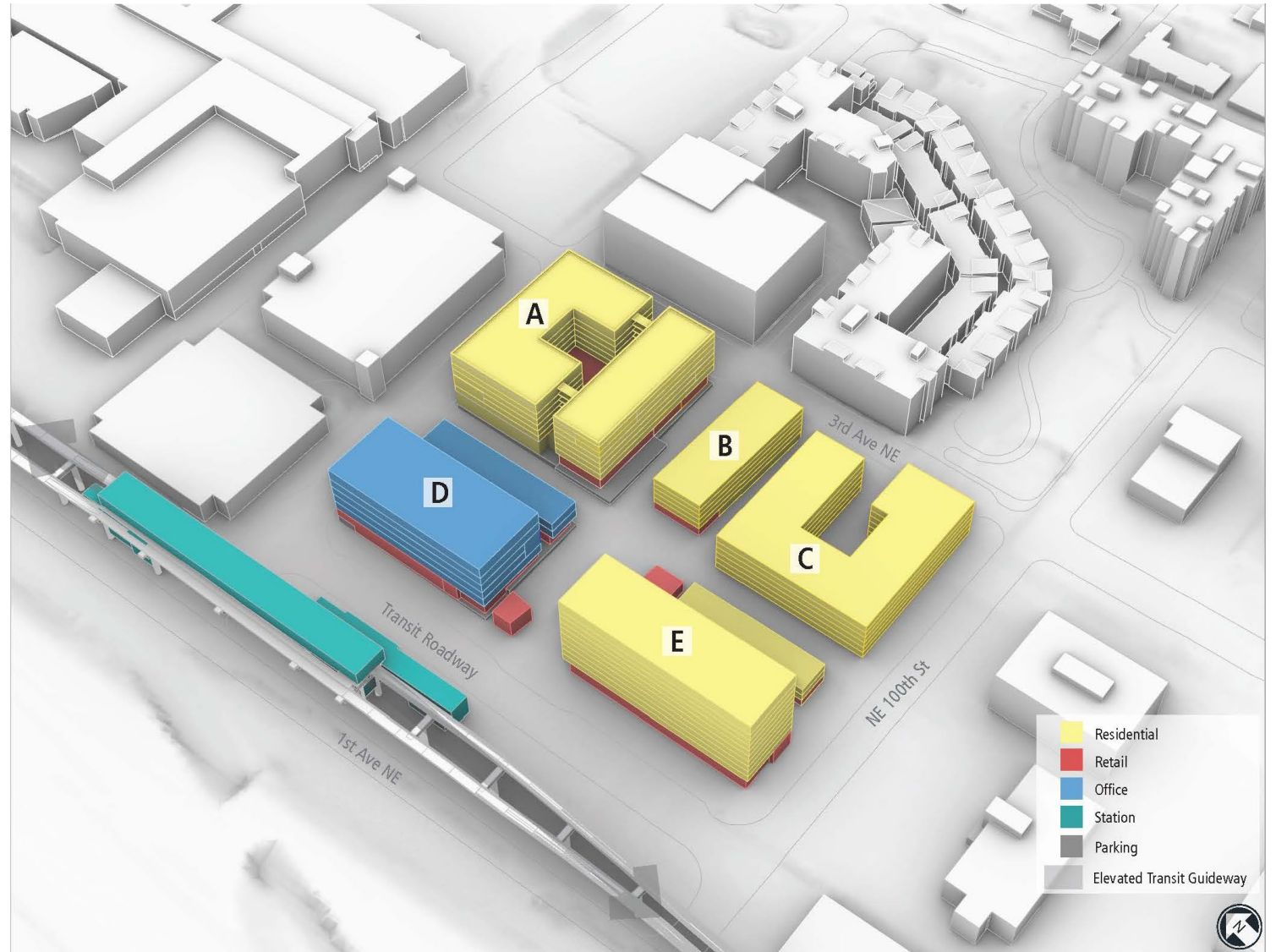
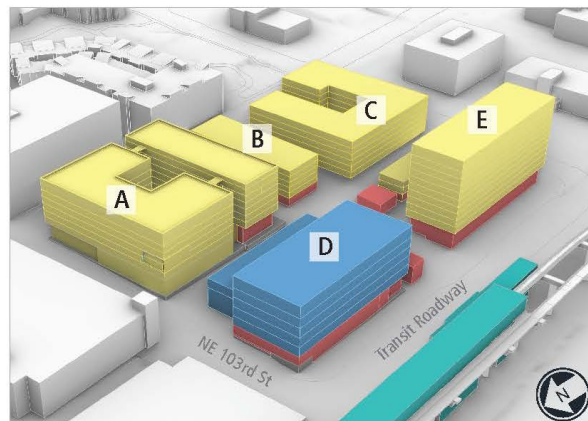
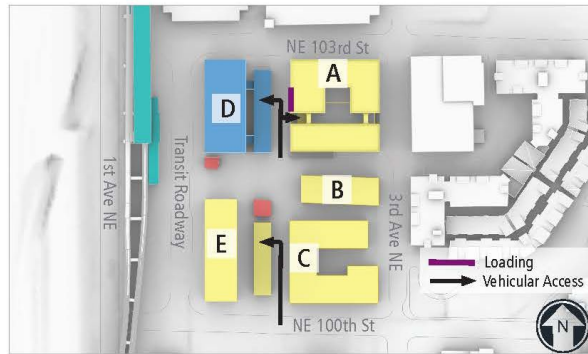
- 10' from all street lot lines: any portion of a structure that exceeds 65' in height
- 10' from a required mid-block corridor: any portion of a structure that exceeds 45' in height



These urban design-level analysis graphics were created to evaluate development potential in TOD sites as part of a larger station planning effort, including appropriate uses, building form, parking, connectivity, economic feasibility, and integration with station architecture. They are intended for their express purpose and not to suggest specific building or other design proposals or real estate valuation.



Site	Feasibility **	Total GSF	Res. Units	Retail GSF	Office GSF	Parking Stalls
A*	3	261,690	304	41,290	0	398
B*	3	67,275	80	8,360	0	0
C	3	180,875	201	0	0	0
D*	2	143,245	0	18,075	125,170	162
E*	3	222,885	228	1,520	0	203
<b>Total:</b>		<b>1,145,970</b>	<b>813</b>	<b>69,245</b>	<b>125,170</b>	<b>763</b>



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FUTURE BRT STRIDE STATION

FORBES LAKE

NORTH ROSE HILL WOODLANDS PARK

LAKE WASHINGTON HIGH SCHOOL

ROSE HILL WOODLANDS PARK





DOWNTOWN KIRKLAND

NORKIRK MAKER DISTRICT

CROSS KIRKLAND CORRIDOR

FORBES LAKE PARK

FUTURE BRT STRIDE STATION

120TH AVE NE MAIN STREET

GREEN INNOVATION DISTRICT

NE 85TH STREET

LAKE WASHINGTON HIGH SCHOOL

NORTH ROSE HILL WOODLANDS PARK

NE 122ND AVE

NE 120TH AVE

NE 90TH ST

NE 95TH ST

NE 128TH AVE

NE 85TH ST





Taco Time

U-HAUL  
CENTER

U-HAUL

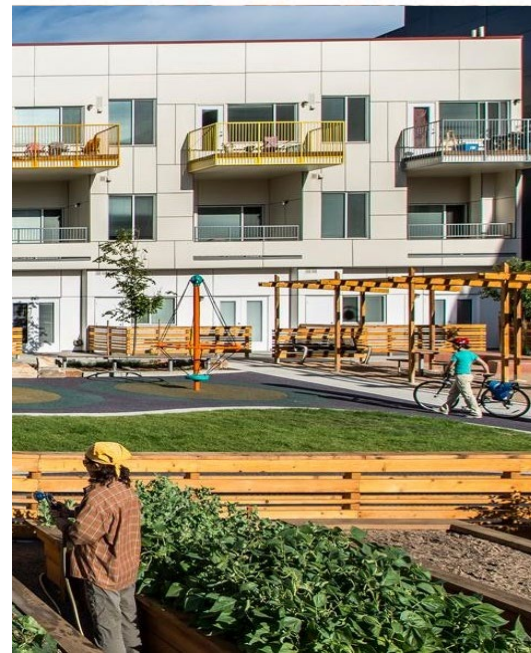
U-HAUL







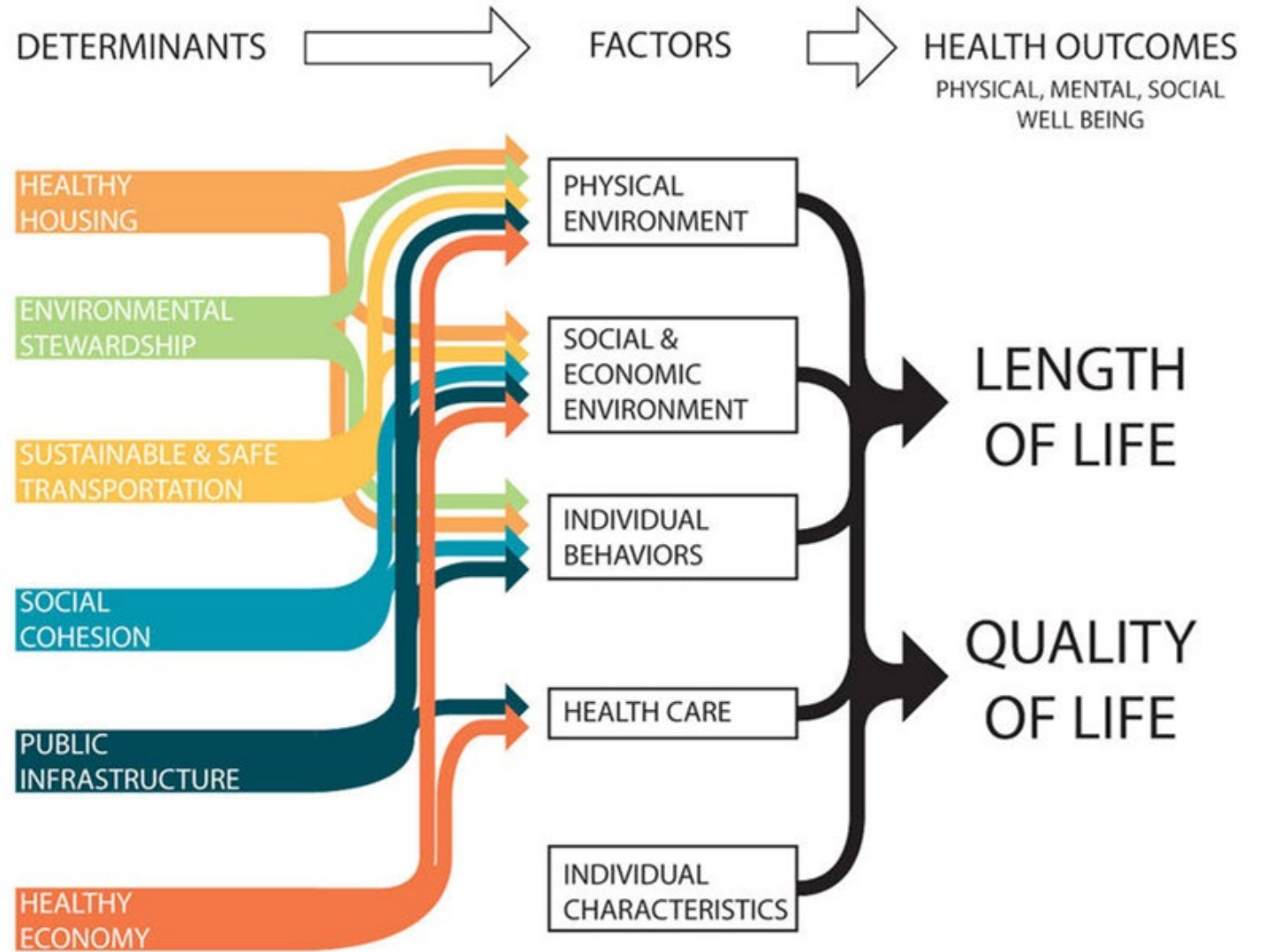
**The goal:  
holistic,  
transit-oriented  
communities.**







**Mariposa Redevelopment Plan and Health Impact Assessment**  
Denver, Colorado



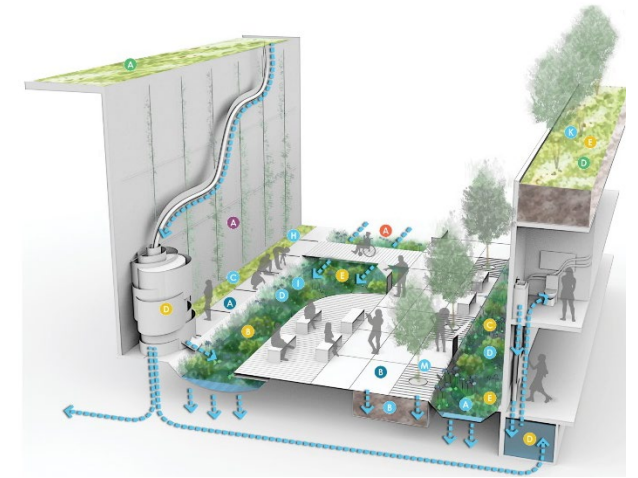
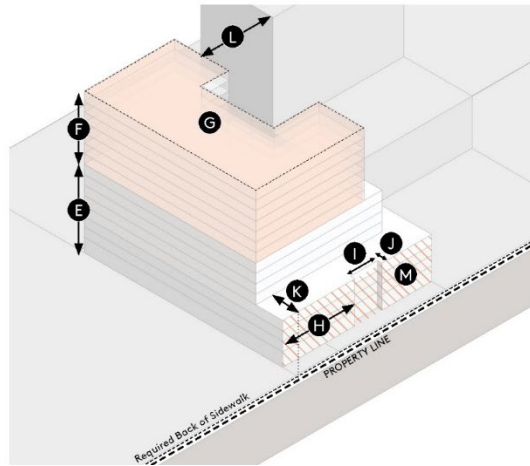
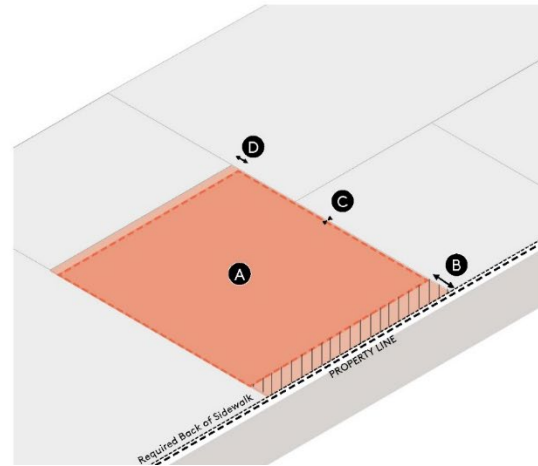


**How can we deliver on the  
vision and support  
communities?**



# Executing on the Vision: Using Codes to Support Holistic Transit- Oriented Communities

## NE 85<sup>th</sup> Street Station Area Plan



MITHŪN BERK BUSS ECONorthwest

FOUR PEERS



HERRERA

RUSHING



Habile Consulting LLC



# Why Plan for the NE 85th Station Area?

The new WSDOT / Sound Transit Bus Rapid Transit station at I-405 and NE 85th will connect Kirkland regionally to light rail at Bellevue, Lynnwood, and to SeaTac with frequent bus service every 10-15 minutes.

The Station Area Plan was directed by the City Council in 2019 to leverage this once in a generation regional BRT transit investment.

*The Station Area is a thriving, transit-oriented, walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services.*

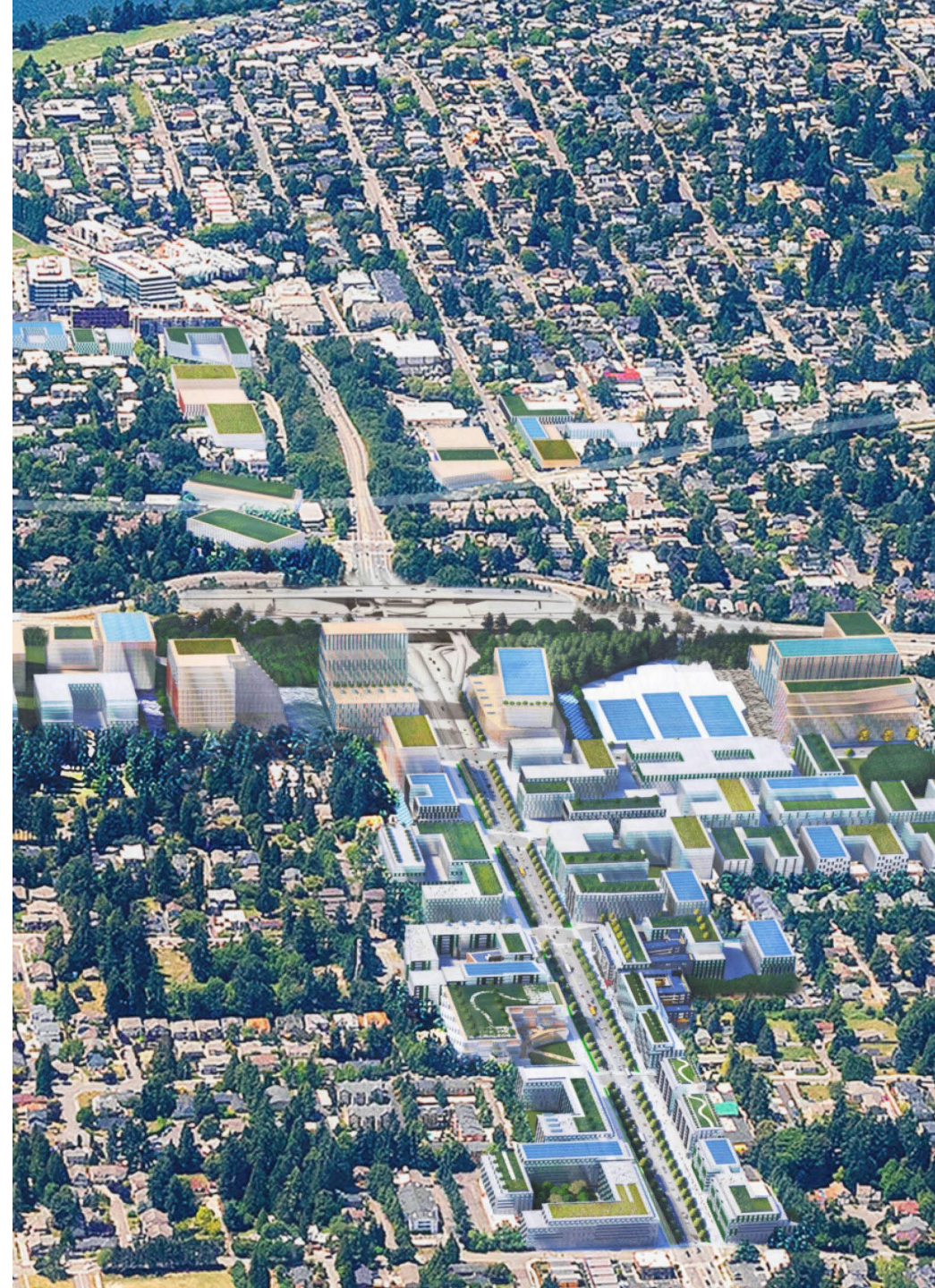
*–Station Area Vision*





## To execute on Kirkland's vision for TOD, we adopted codes to answer:

1. How much growth is appropriate and how do we blend new growth with existing context?
2. What are the most important benefits the community should experience from growth, and how to prioritize?
3. How can the City be ready for growth when it occurs?
4. What is the right balance of City, new development, and community contribution to meet the vision?
5. How to balance mandating versus incentivizing benefits from growth?





Today



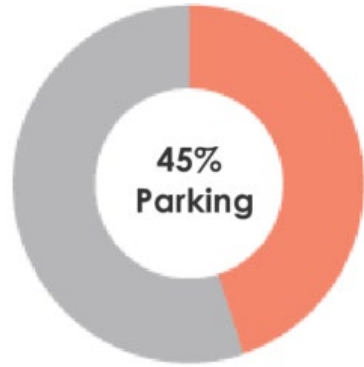
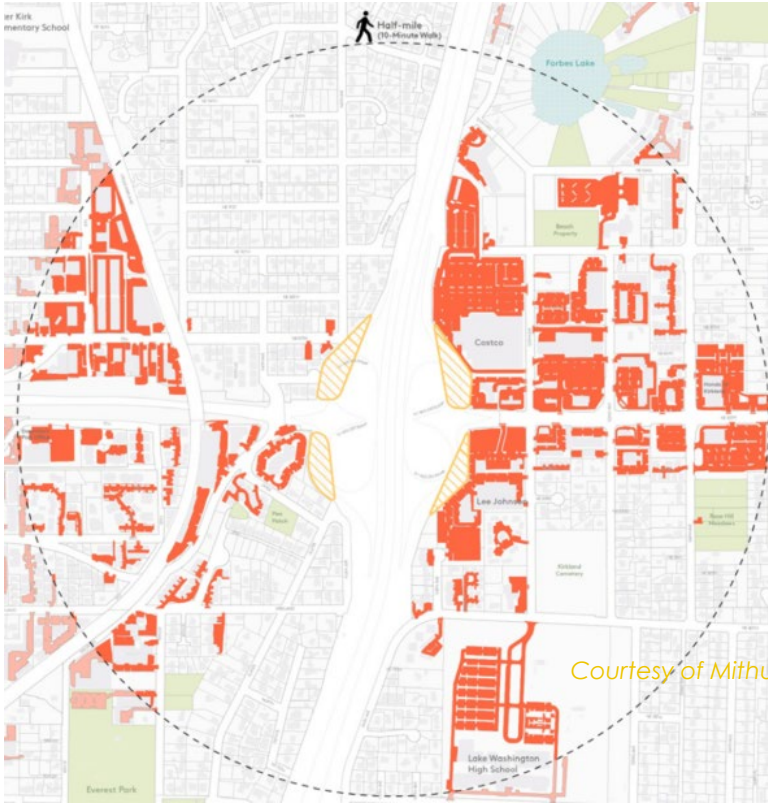


# 2044 Vision

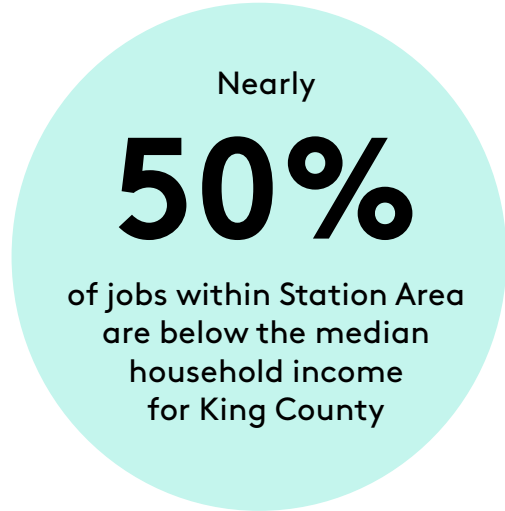




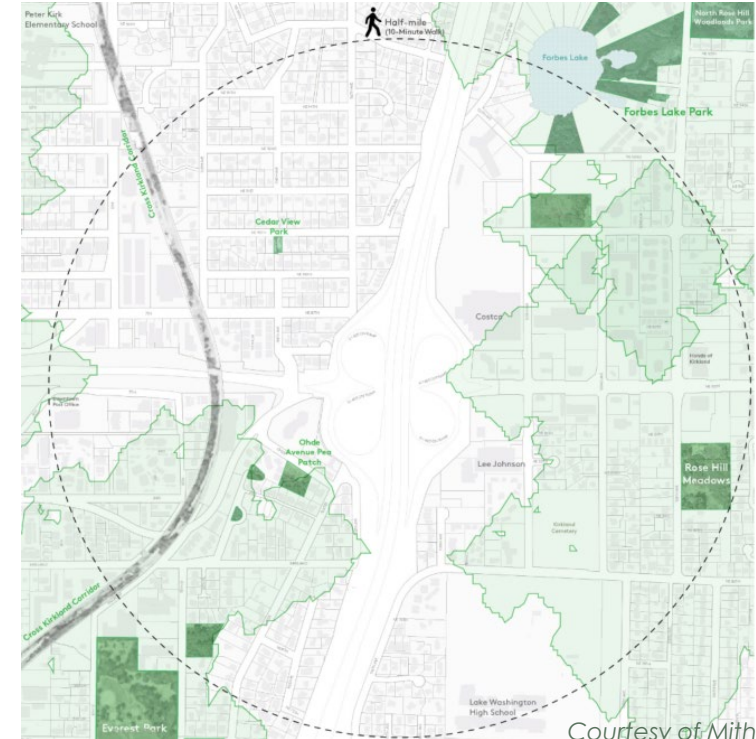
# NE 85<sup>th</sup> St has existing challenges...



**OVER 45% OF THE STUDY AREA TODAY IS SURFACE PARKING**



**LARGE PORTIONS OF THE STUDY AREA ARE OUTSIDE OF A 10-MINUTE WALK RADIUS TO PARKS**







**89%** OF KIRKLAND JOBS HELD BY INDIVIDUALS LIVING OUTSIDE KIRKLAND

**11%** OF KIRKLAND RESIDENTS WORK WITHIN THE CITY










# ...but Kirkland has a good foundation of planning

City of Kirkland, Washington

## HOUSING STRATEGY PLAN

Existing inclusionary zoning requires

# 10%

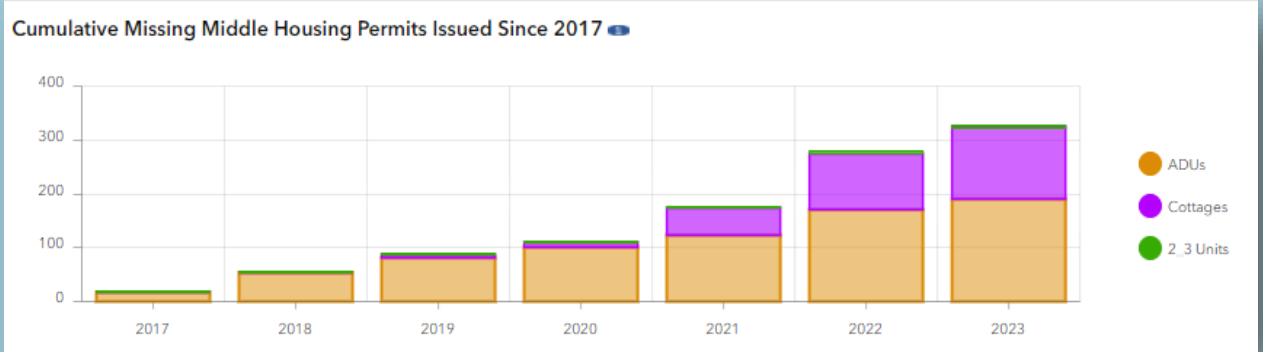
new multi-family units to be affordable at 50% AMI (rentals) or 80% AMI (owner-occupied)



**CITY OF KIRKLAND  
DIVERSITY,  
EQUITY,  
INCLUSION, AND  
BELONGING  
FIVE YEAR ROADMAP**

**High Performing Building standards**  
adopted in 2022 provide incentives for all-electric buildings, embodied carbon assessments, EV parking, bicycle parking and e-bike charging stations, deconstruction and material diversion, and water use reduction

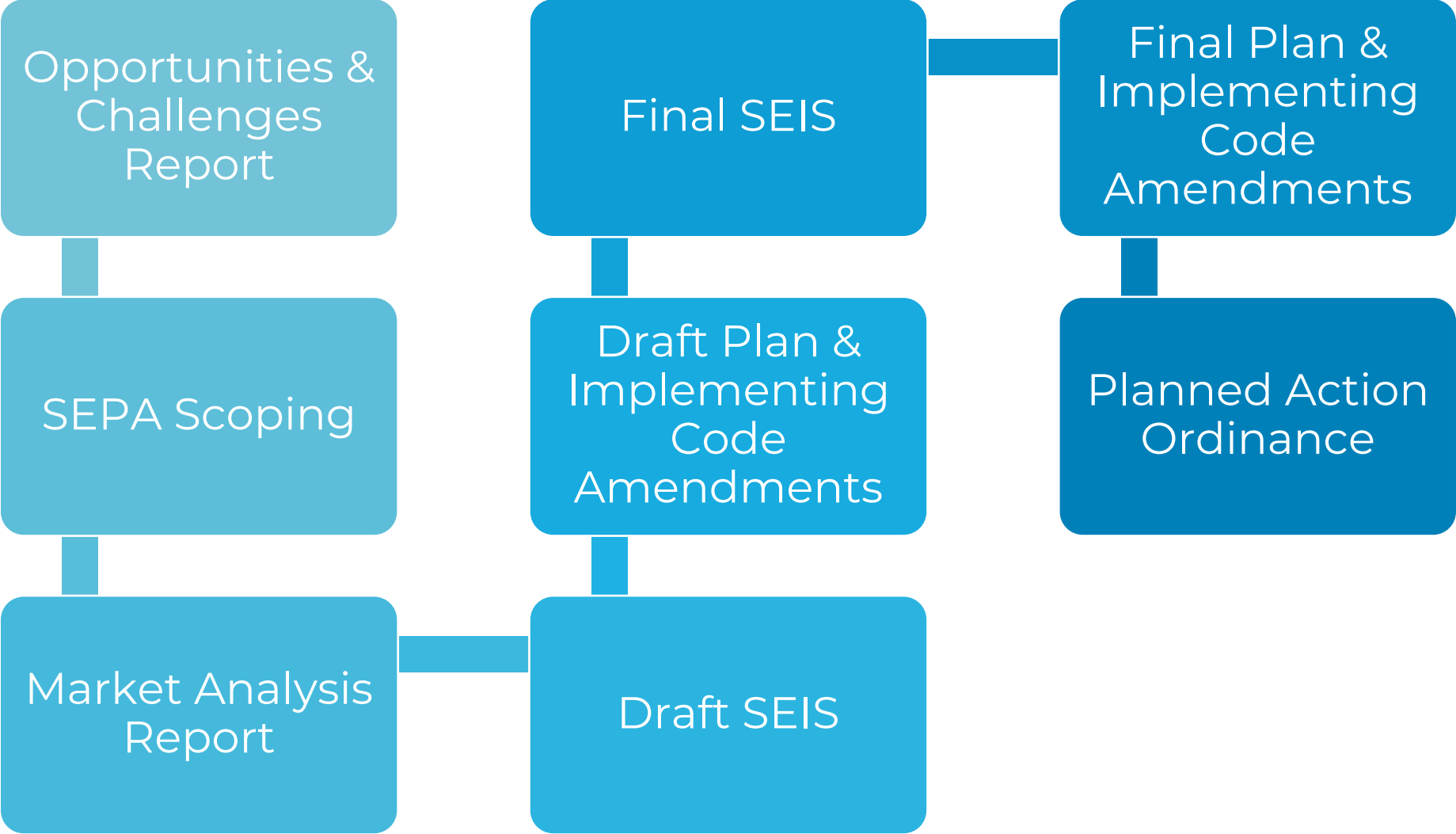
### Middle housing production is on the rise





# Getting there is a process...

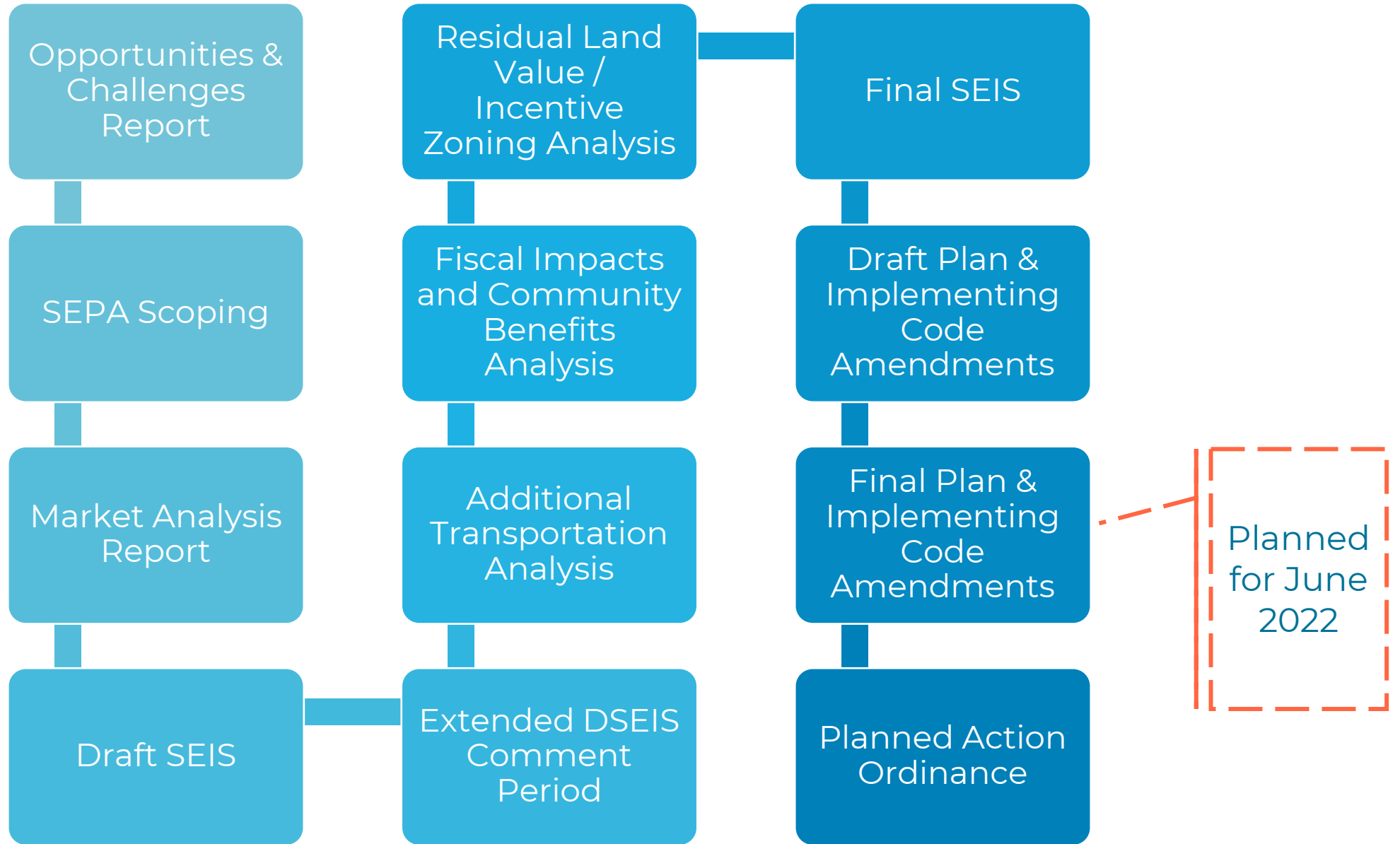
January 2020



Planned for July 2021

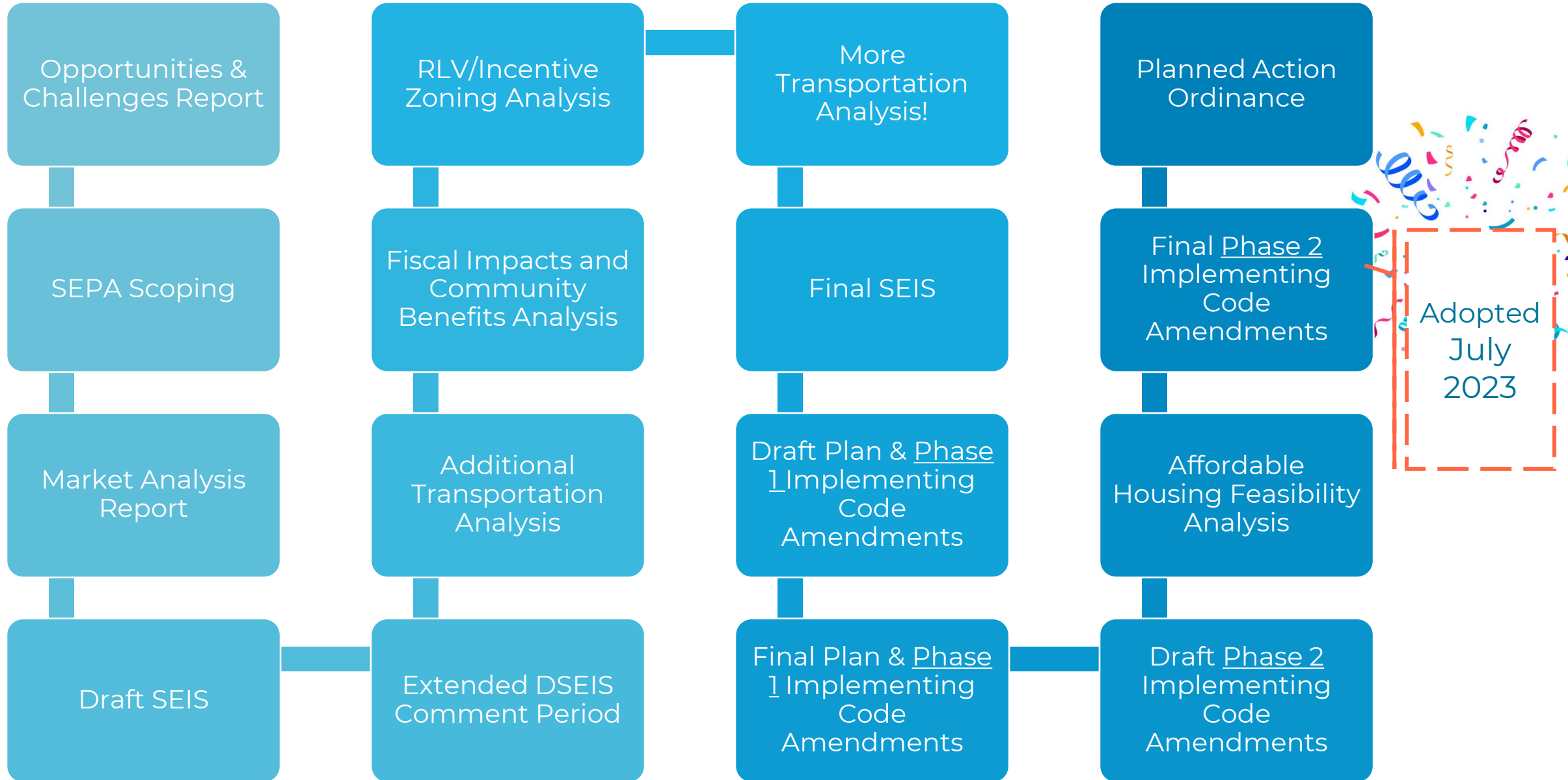


# ...and plans change.





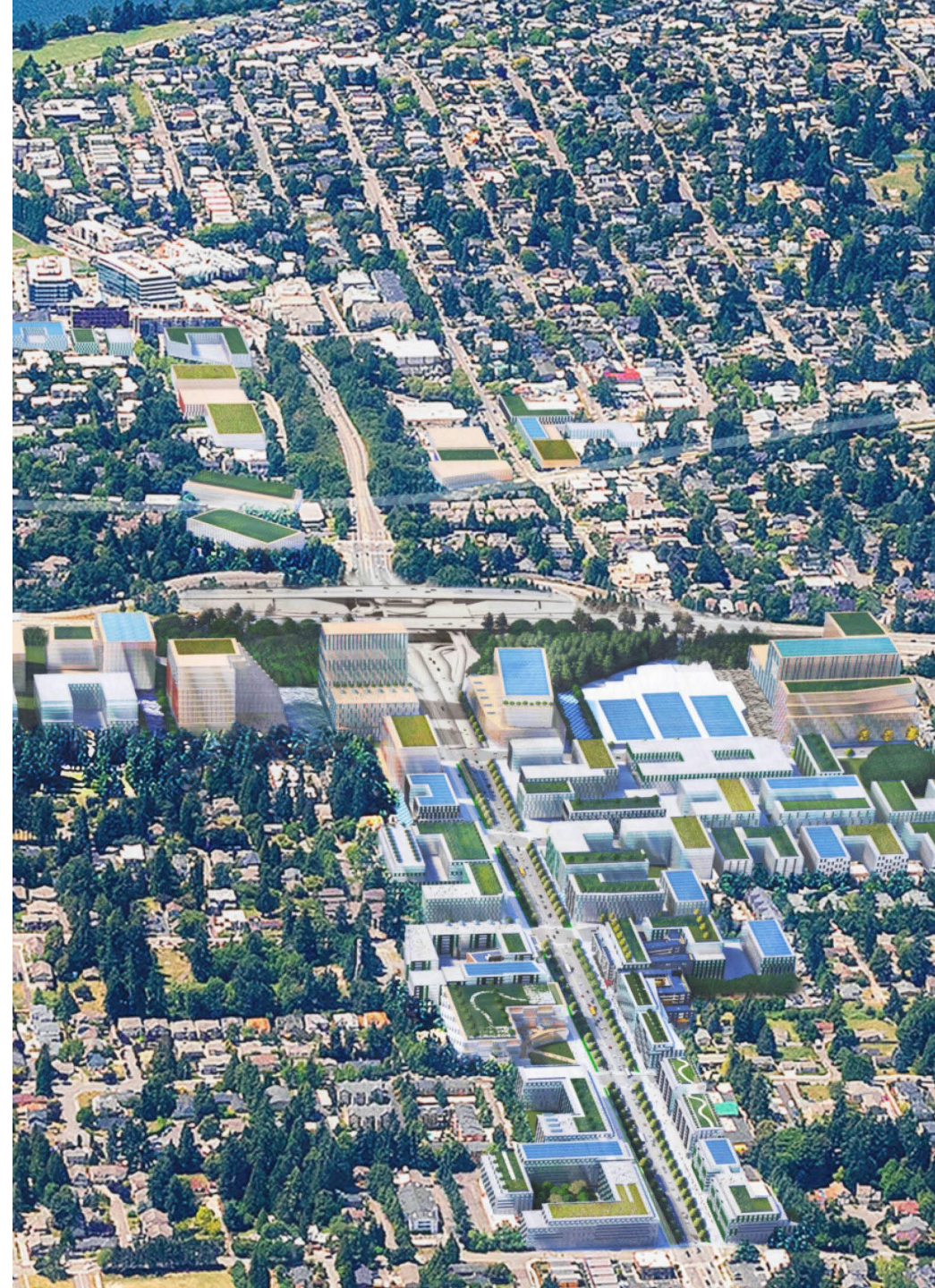
# And change again.





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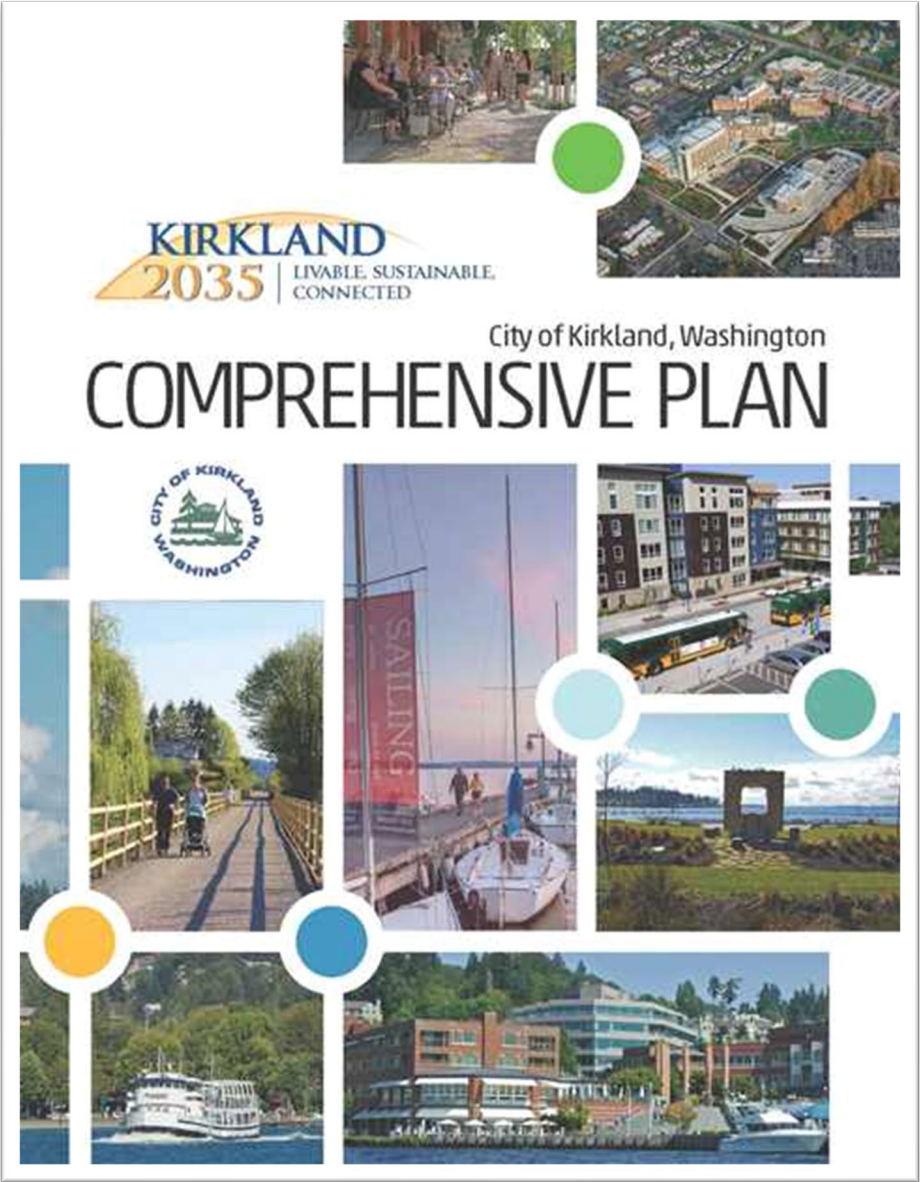
# Question 1: How much growth and how to blend with existing context?





# Adopted Comprehensive Plan Chapter: Station Area Growth Capacity

2044 Growth Capacity	
Total Households	8,152 (6,243 above existing)
Total Employment (Jobs)	22,751 (17,943 above existing)









# Form-based Code Concepts

## Regulating District

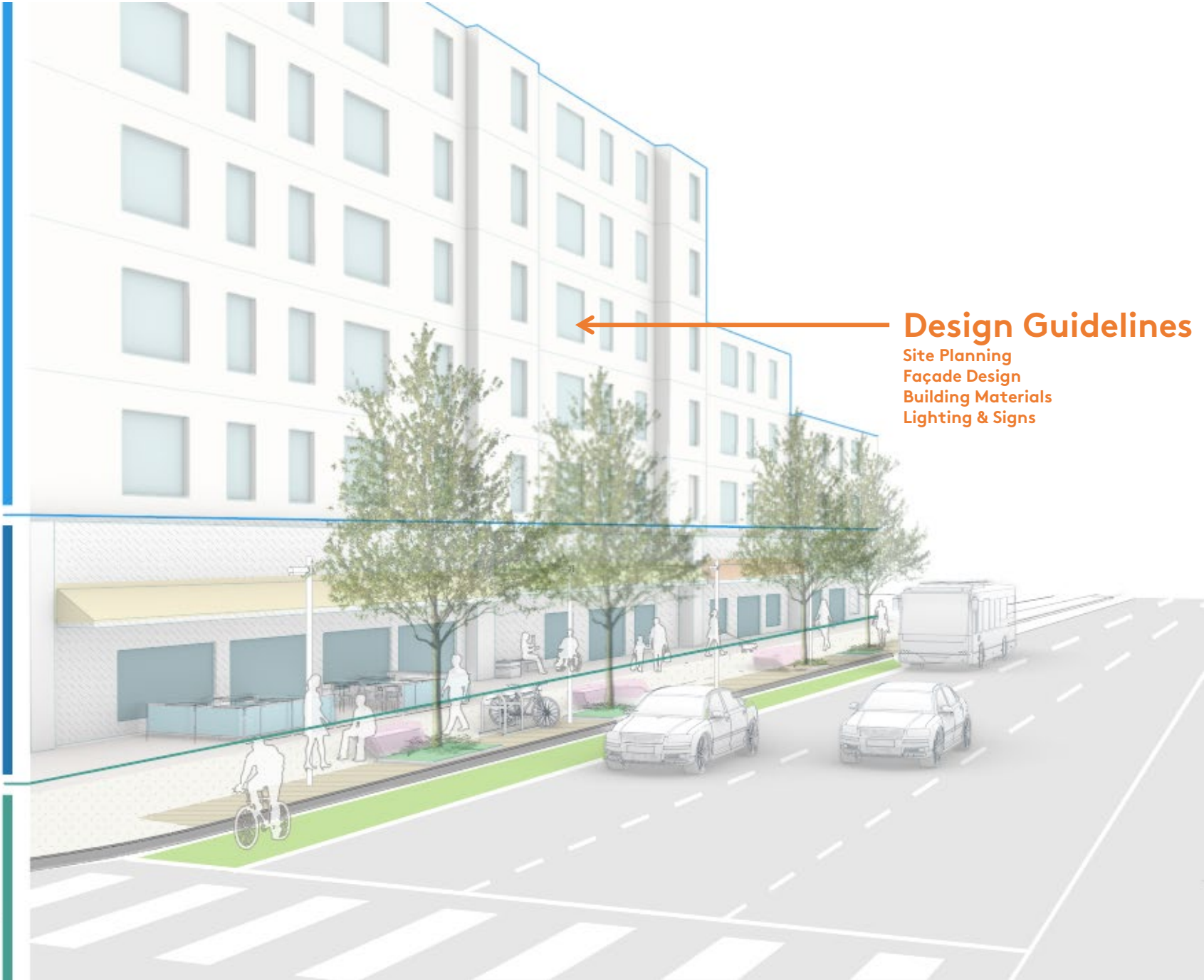
- Building Height
- Building Massing
- Facade Modulation
- Side & Rear Setbacks

## Frontage Type

- Front Setbacks
- Ground Floor Design
- Cafe & Amenity Zones

## Street Type

- Sidewalks
- Trees & Street Furnishings
- Bike Facilities
- Road Widths



## Design Guidelines

- Site Planning
- Façade Design
- Building Materials
- Lighting & Signs



Regulating District  
Frontage Type  
Districtwide Standards  
Design Guidelines

Materials & Articulation

Corner Design

Transition

Upper Story Setbacks

Max Façade Width

Lighting & Signage

Front Setbacks  
/Porch Design

Min Street Level  
Façade Width

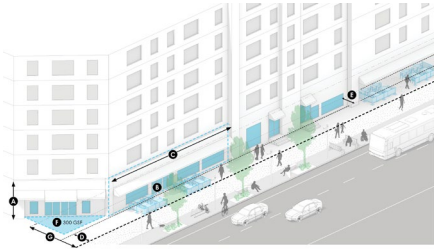
Ground Floor  
Height





# Frontage Types Overview

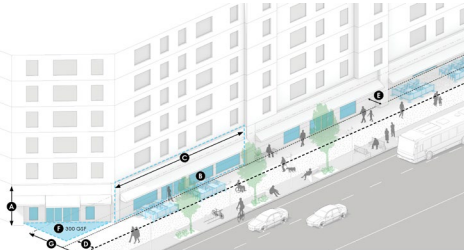
## Urban Street Edge



### Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

## Retail & Active Uses



### Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use

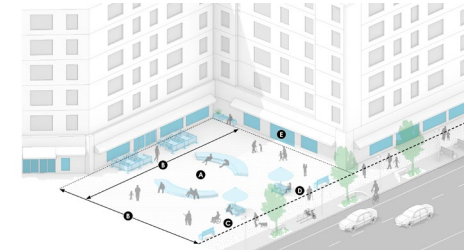
## Residential Stoop/Porch



### Applicable Street Types

- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

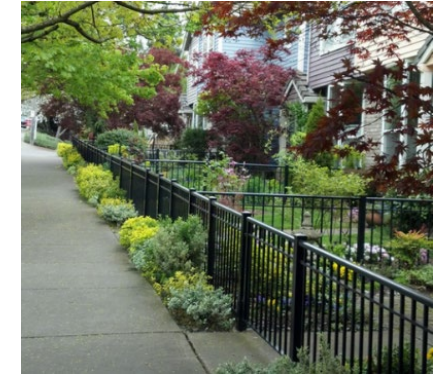
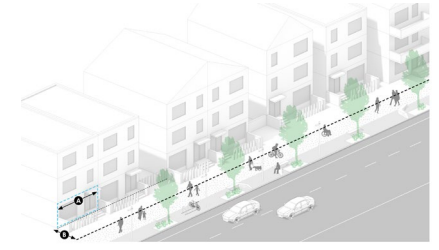
## Plaza/Public Space



### Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

## Private Yard



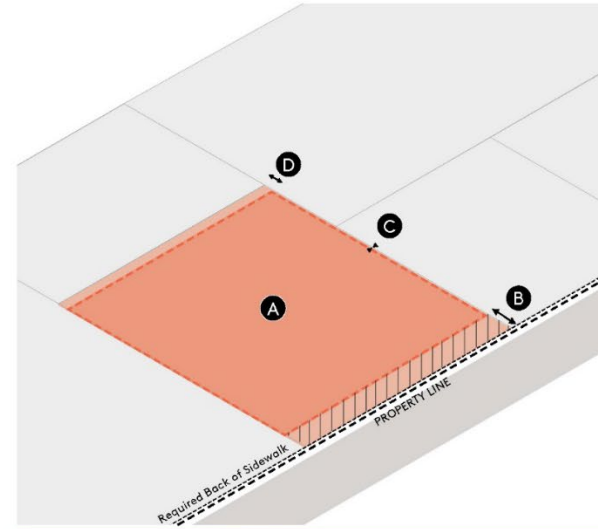
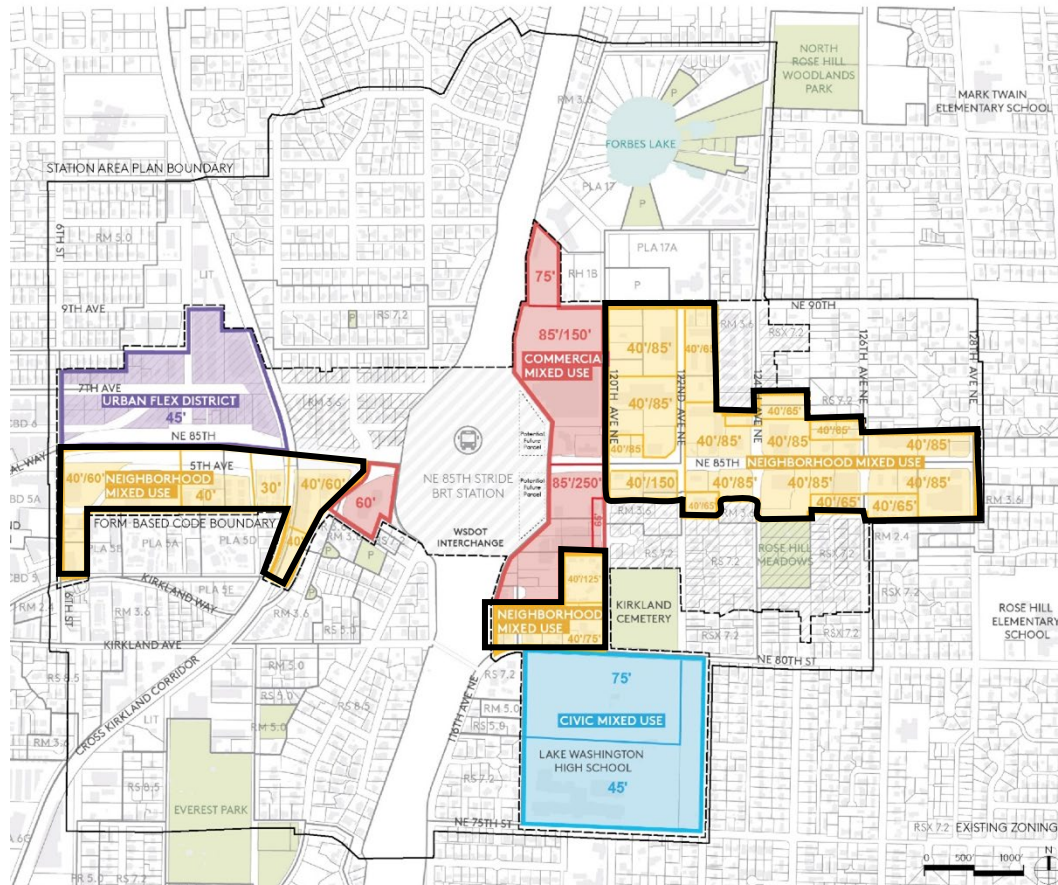
### Applicable Street Types

- Neighborhood Residential Street
- Green Midblock Connection



# District Standards

This zone is intended to encourage uses consistent with **a mixed-use neighborhood that includes commercial development and a range of residential development types**. It allows for commercial, civic/institutional, residential uses. Maximum heights are established in the Regulating Plan and range from 60 ft west of I-405 to 150 ft east of I-405.



## LOT COVERAGE AND SETBACKS

### Permitted Uses

General Permitted Uses Commercial, Institutional, Residential

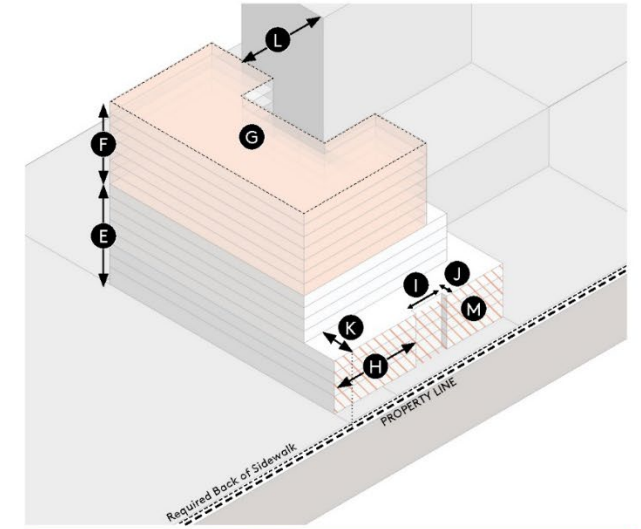
### Lot Coverage

**A** Max Lot Coverage \* 90%

### Required Setbacks

**B** Front Refer to Frontage Types  
**C** Side 0 ft Min  
**D** Rear 5 ft Min

\* Lot coverage as shown does not represent intended building placement or setbacks.



## MASSING AND DEVELOPMENT INTENSITY

### Maximum Height and Floor Plate

**E** Base Maximum Allowed Height Refer to Regulating Plan  
**F** Bonus Maximum Allowed Height Refer to Regulating Plan  
**G** Maximum Floor Plate (per building)  
 45 ft-75 ft: 30,000 SF  
 75 ft-85 ft: 25,000 SF  
 Above 85 ft: 15,000 SF

### Facade Design

**H** Maximum Facade Width 120 ft  
**I** Minimum Facade Break Width 10 ft  
**J** Minimum Facade Break Depth 5 ft

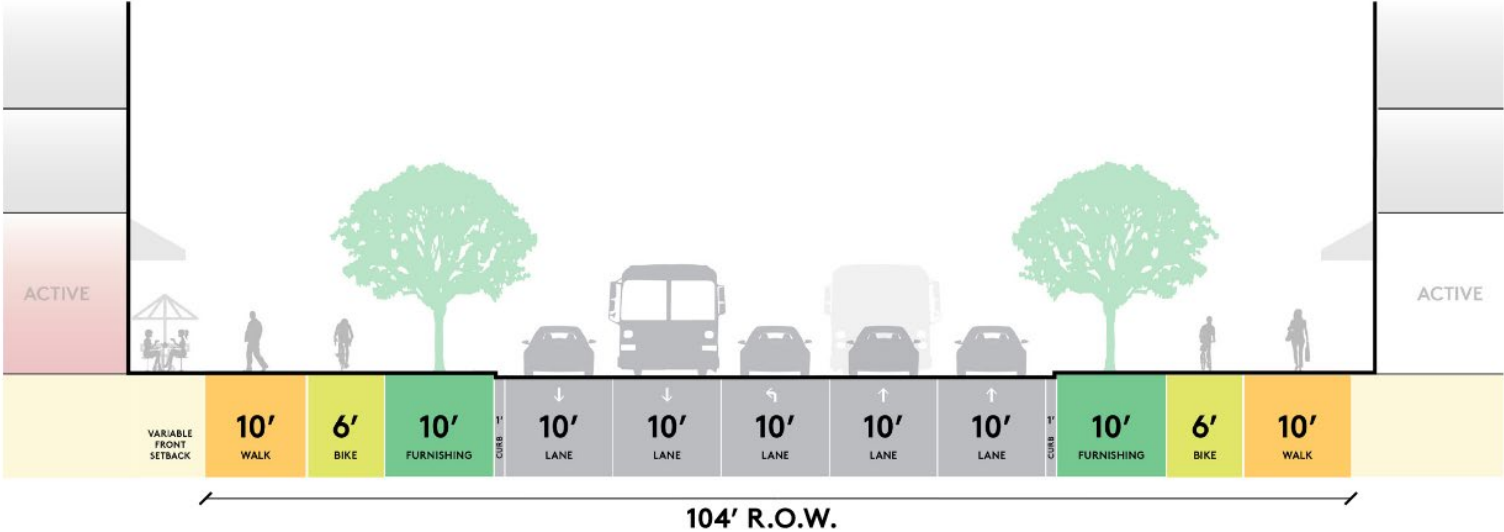
### Upper Story Massing

**K** Upper Story Street Setbacks At 75 ft: 15 ft setback  
 At 100 ft: 30 ft setback  
**L** Tower Separation 60 ft  
**M** Vertical Articulation Required at 45 ft  
 Refer to Design Guidelines for recommended articulation strategies.

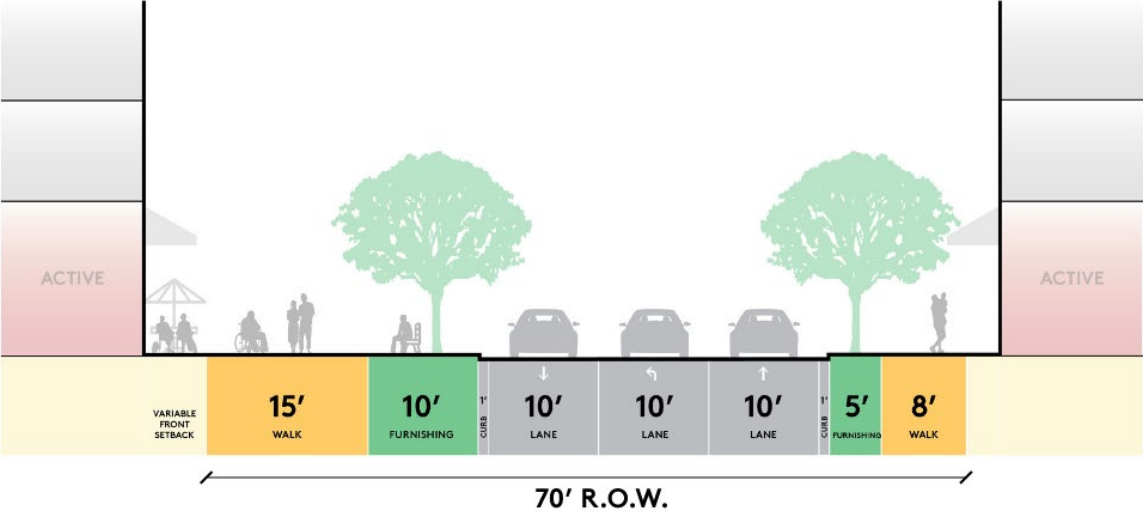


# Street Type Standards

MAJOR THOROUGHFARE



MAIN STREET





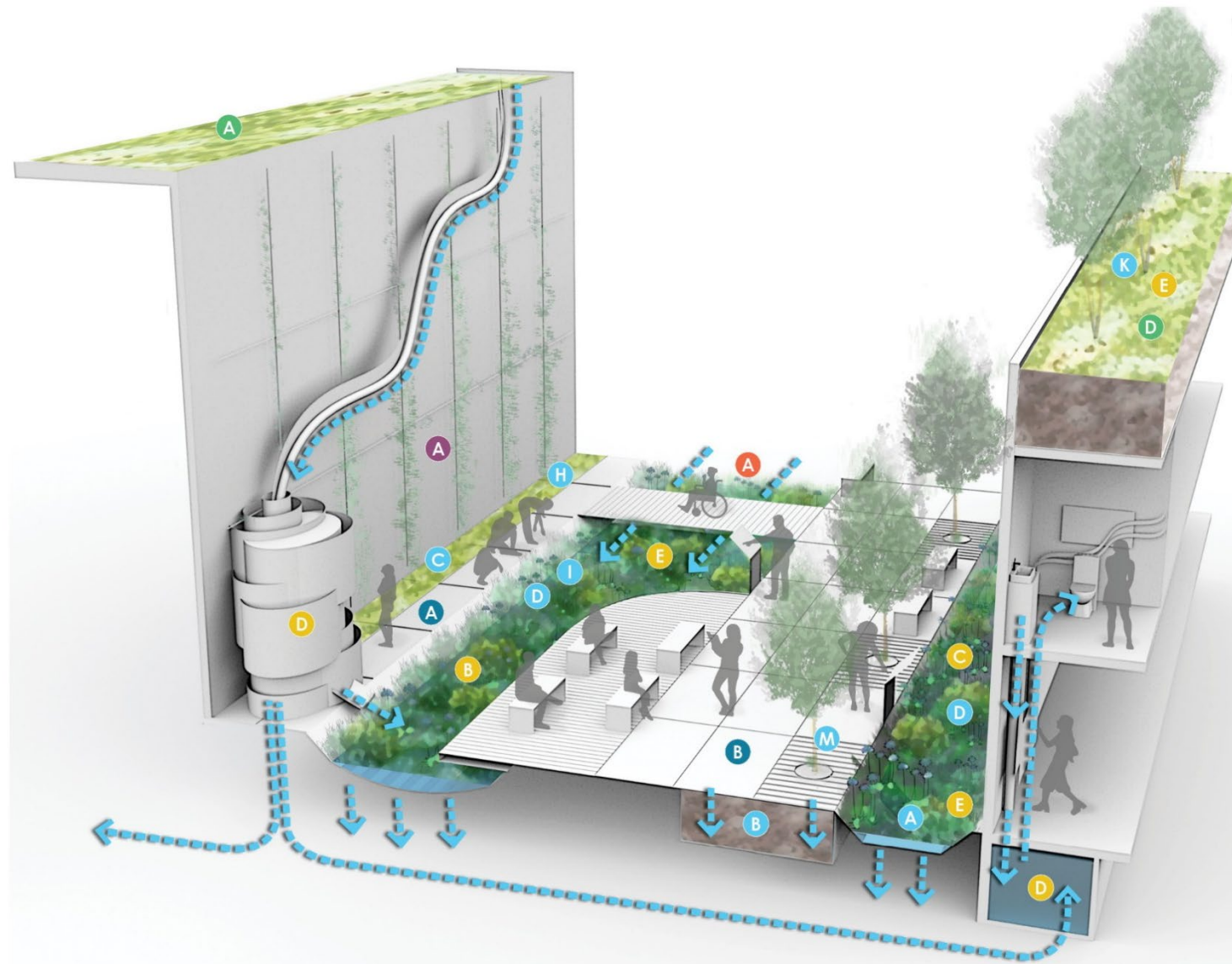
# Sustainability

**Sustainability is woven throughout the SAP.** Goals include:

- **Prioritize Multi-Benefit Strategies**
- **Distributed / Shared Infrastructure**
- **Support Social Resilience**

The **‘Future Ready’ framework** for the Station Area includes place-based context and identify opportunities for development to best align with Citywide SMP and the Station Area policies and performance targets.

**Green Innovation Strategies** include baseline requirements (development regulations), incentives, and long-term strategies.



1 LANDSCAPE ELEMENTS

2 GREEN ROOFS

3 GREEN WALLS

4 LANDSCAPE QUALITY BENEFITS

5 PERMEABLE PAVING

6 INNOVATION





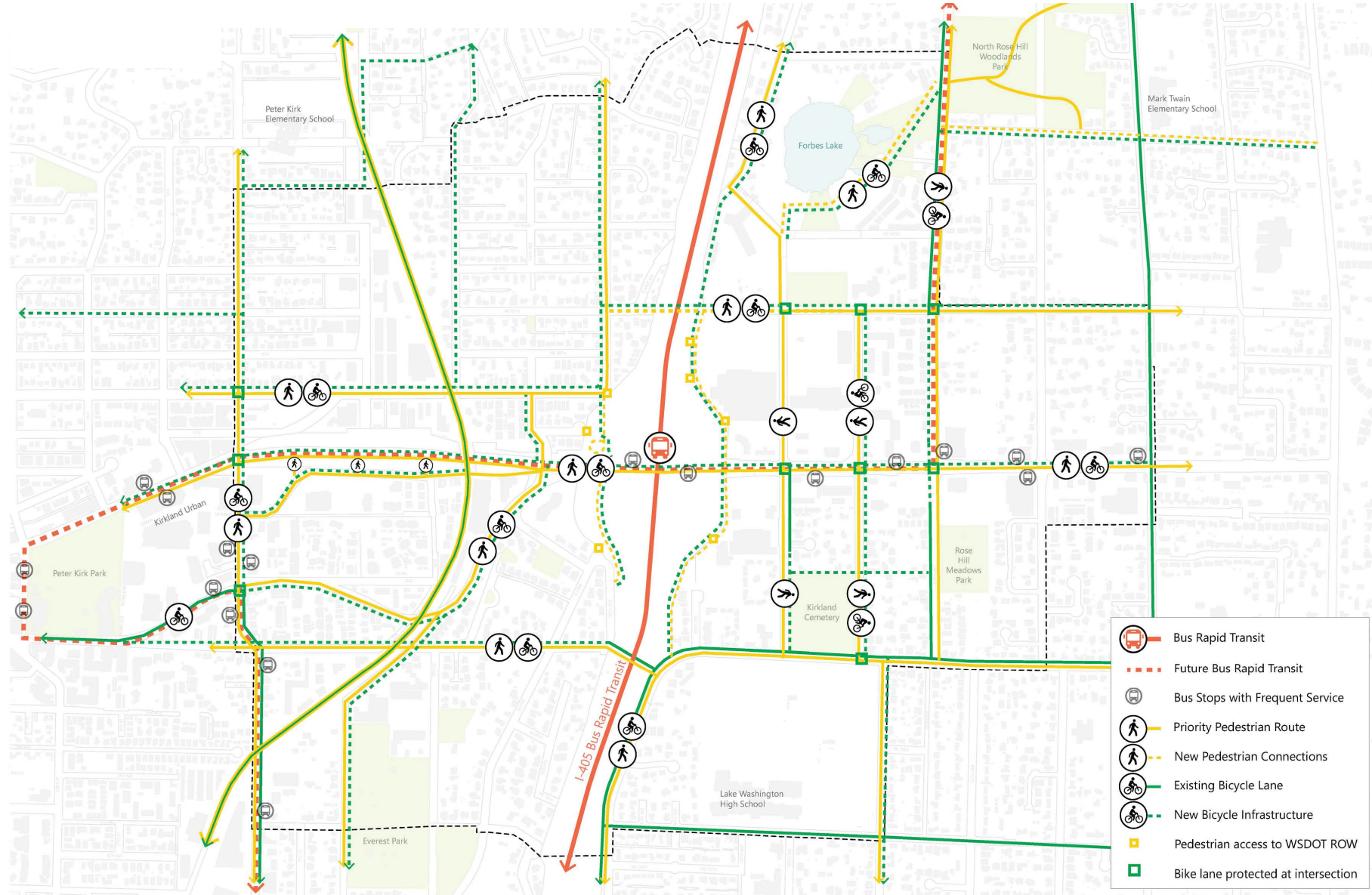


# Future Mobility Network



Specifically, the plan links to the Active Transportation Plan which outlines three main goals:

1. **Create a safe, connected pedestrian network** where walking is a comfortable and intuitive option as the first choice for many trips.
2. **Create a connected bike network** that accommodates people of all ages and abilities.
3. Encourage and incentivize more people to **walk and bike and encourage safe behavior for all users** of the transportation system.

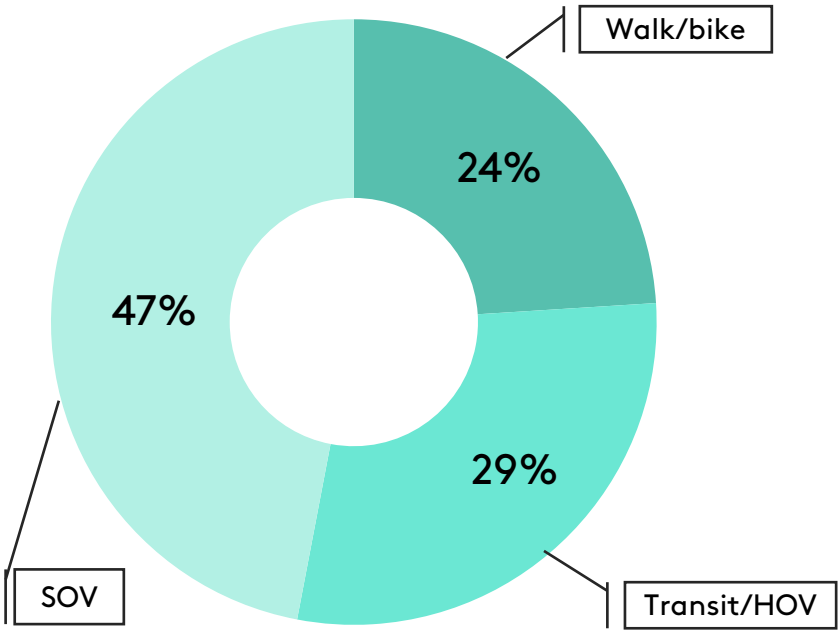




# Mobility and Modal Split Goals



Main goals throughout this plan are to support mobility, to increase opportunities for people to walk, bike, and take transit to key services and destinations, and to manage vehicular congestion.



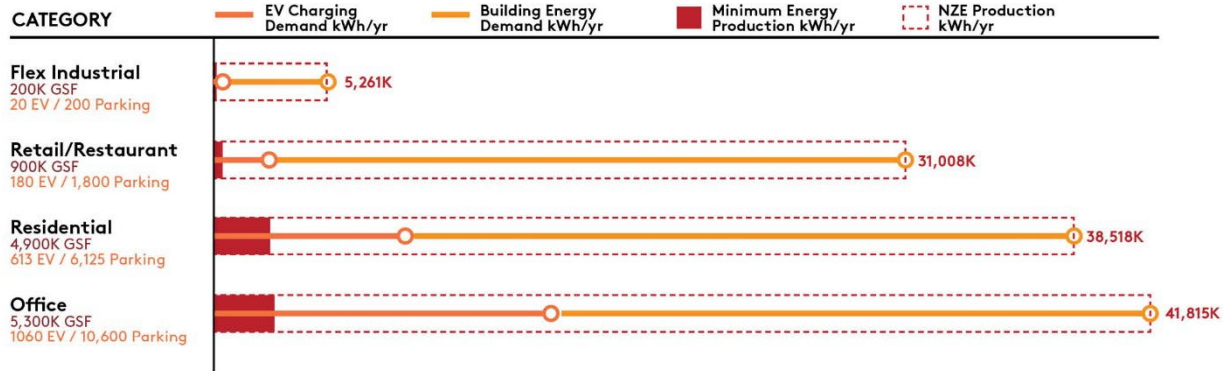
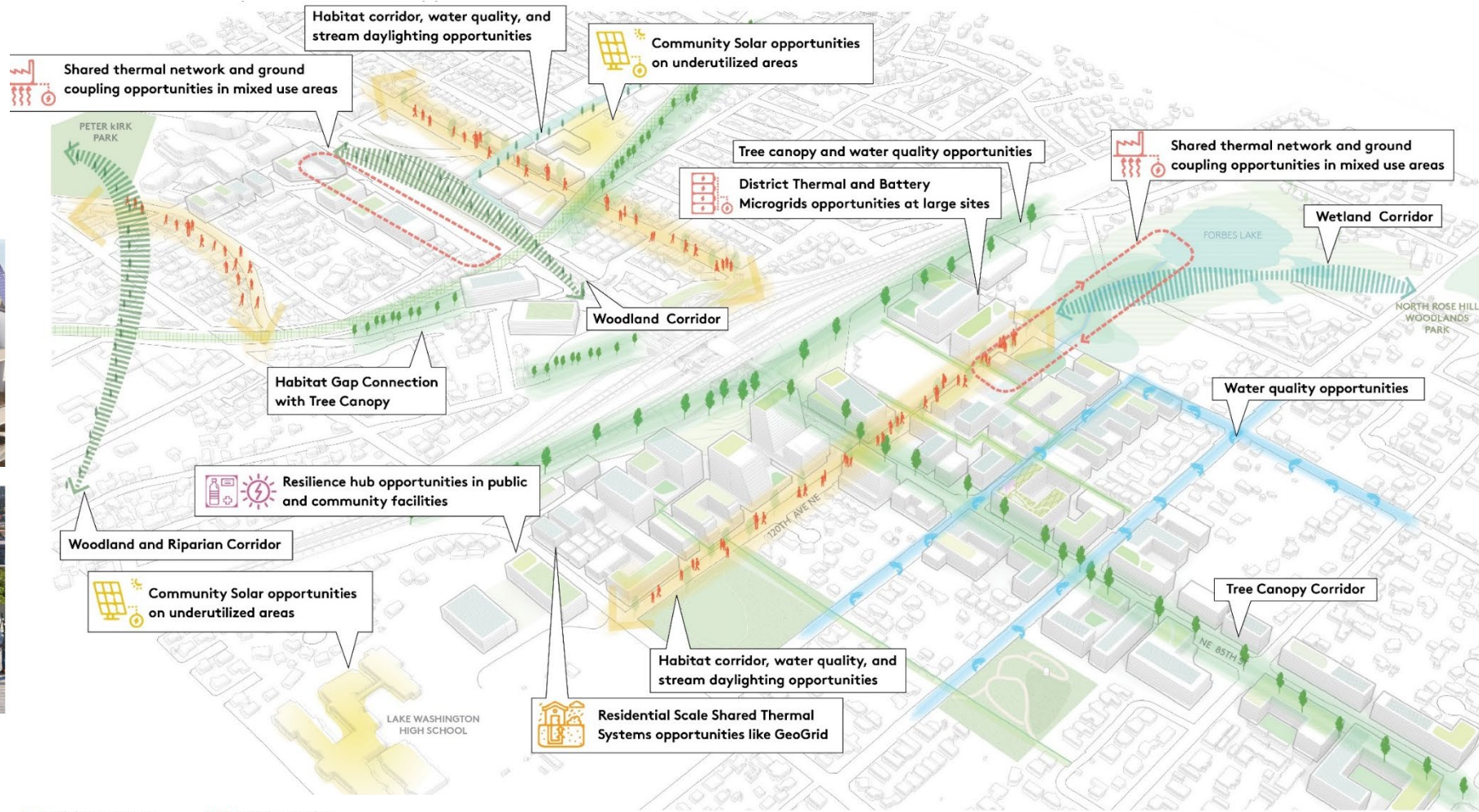
■ walk/bike ■ transit/HOV ■ SOV



Source: Cycling Promotion Fund

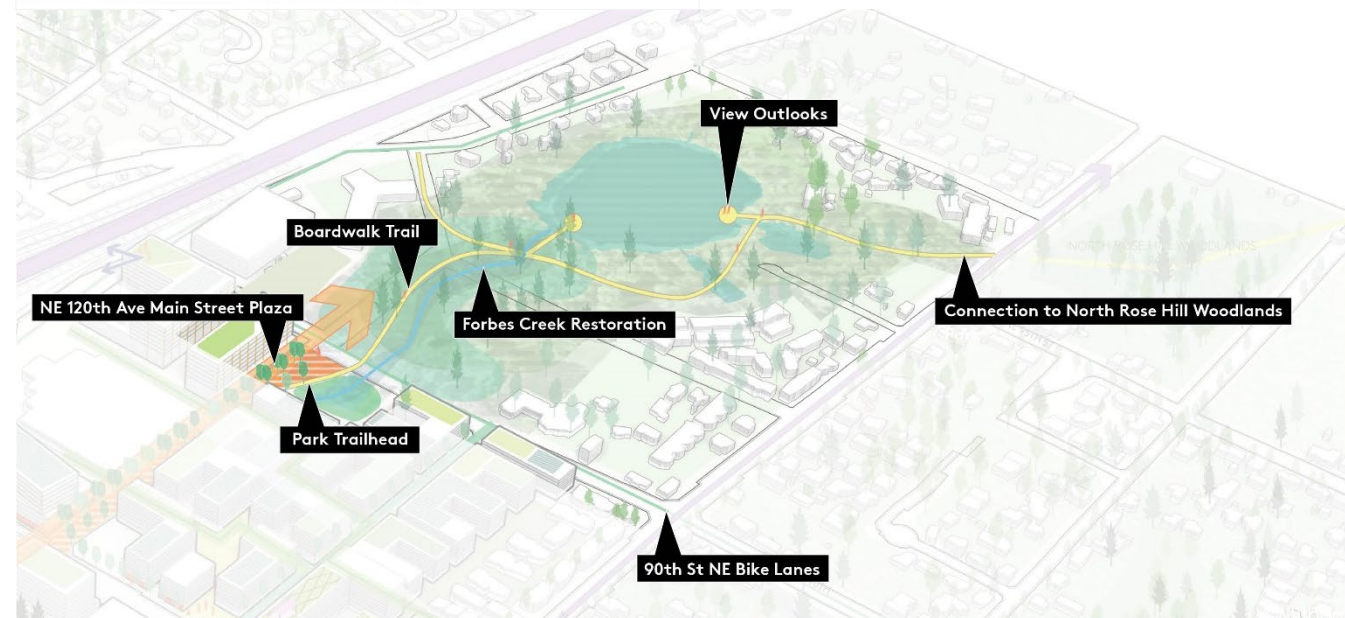
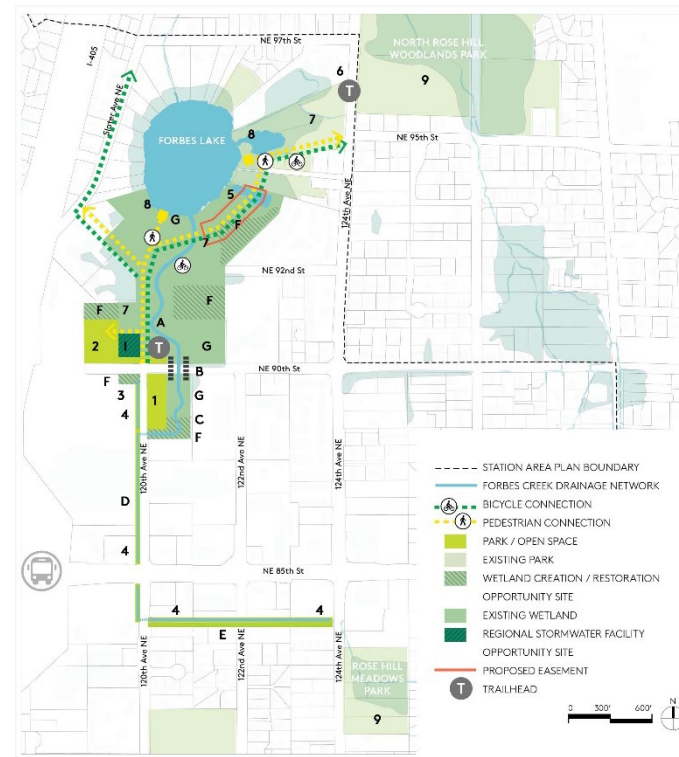


# Sustainability and Resilience





# Parks



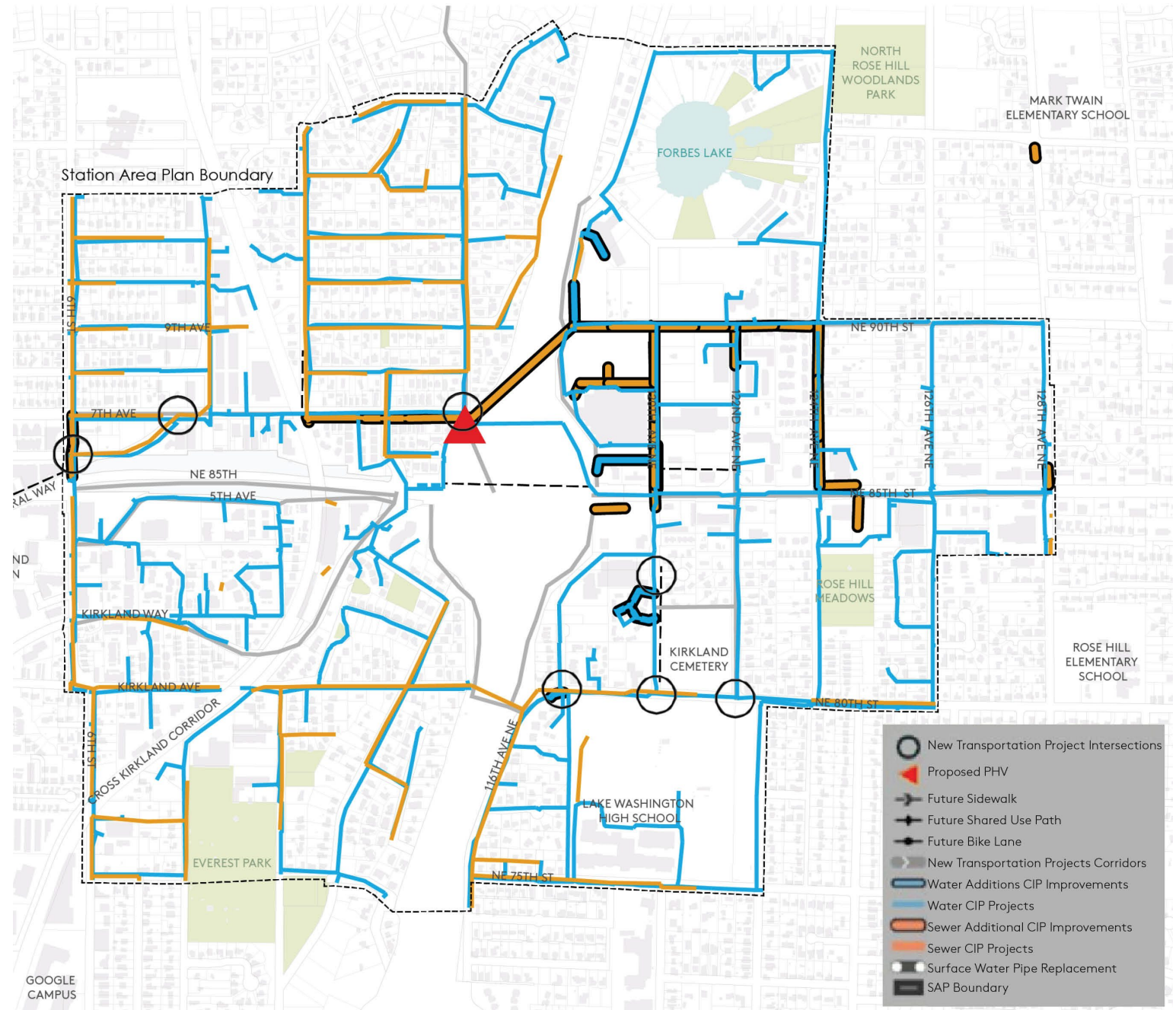






## Question 3: How can the City be ready for growth when it occurs?

- Fiscal Impacts and Community Benefits Analysis
- Inclusion of Station Area projects in Capital Improvement Program
- Planned Action Ordinance
- Tax Increment Financing District
- Encouragement of Development Agreements





## Questions 4 & 5:

- **Mandating versus incentivizing benefits from growth?**
- **What is the right balance of City, new development, and community contribution to meet the vision?**

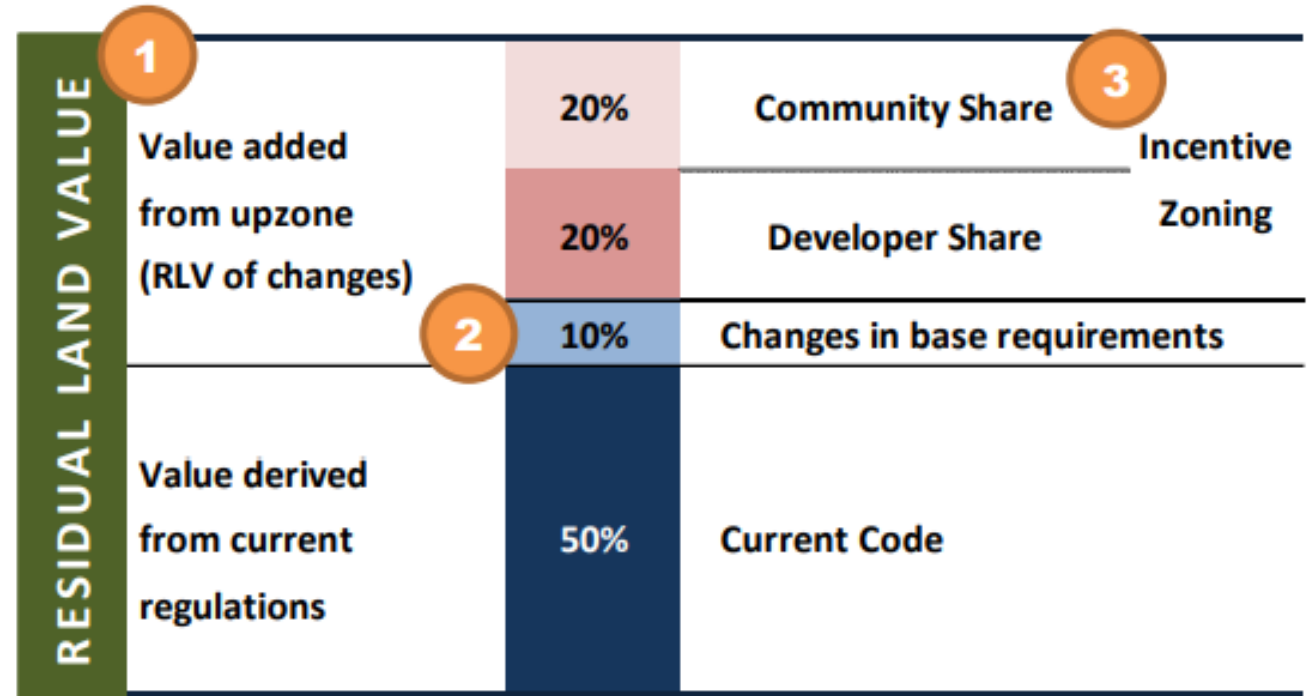




# Incentive Zoning

## *Incentive Zoning Analysis answered 3 questions*

1. How much private value is created through changes in land use policy?
2. How much of that new value is used to meet increased base development requirements?\*
3. How much of the value might be left to support a functional incentive zoning program?



 Habille Consulting LLC

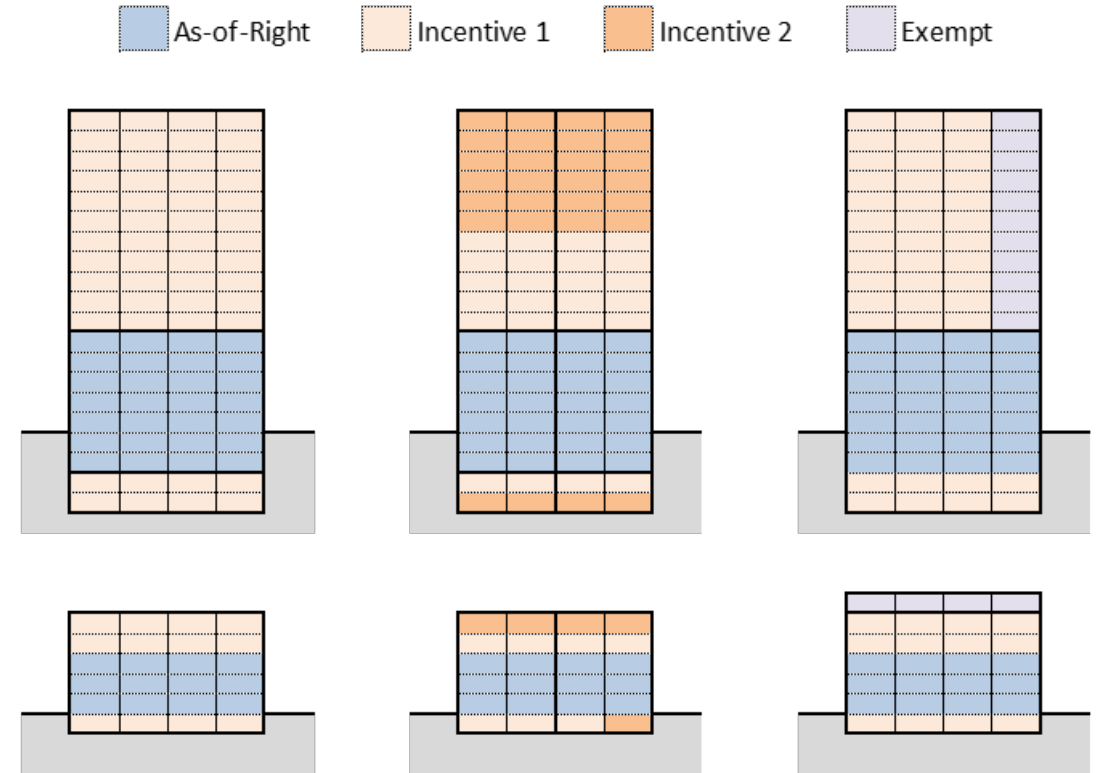
***Residual land value (RLV)*** is the theoretical maximum that a developer would pay for land and is as defined:

***"Estimated gross development value less estimated total project cost, including fees and developer profit."***

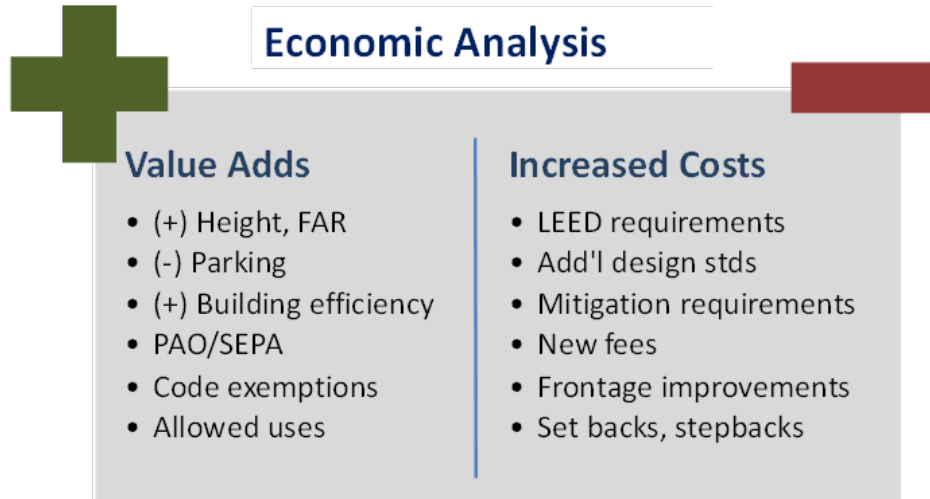


# Form Based Code: Incentive Zoning

- Creating an incentive component in the new form-based code provides a basis for linking new development capacity (upzone) with provision of public amenities or investments
  - Policy changes (upzone) create private value by increasing the income generating capacity of property in the Station Area
  - A portion of this increased value can be tapped to provide public infrastructure and/or community amenities



 Habile Consulting LLC



 Habile Consulting LLC



# Form Based Code: Incentive Zoning

- Incentive Zoning Program included in Preferred Plan Direction – Community Benefits Framework
- Focused analysis to help achieve the Station Area Vision and desired Community Benefits with/through future growth
- Analysis based on identified 5 key areas
- Based on prior work including FSEIS and Fiscal Impacts/ Community Benefits Analysis



AFFORDABLE HOUSING, JOBS & WORKFORCE DEVELOPMENT



MOBILITY: WALKING, ROLLING



OPEN SPACE, PARKS, GREEN INFRASTRUCTURE



SUSTAINABILITY, CLIMATE ACTION, RESILIENCE



SCHOOLS

## Hypothetical Incentive-based Amenity: Mid-block Connections



Example Existing Requirement



Example Station Area Requirement



Example Requirement for Incentive



# Incentive Zoning

## AFFORDABLE HOUSING

**Commercial development:** Affordable housing contribution (fee-in-lieu)

Fee revenue for affordable housing

## MOBILITY / TRANSPORTATION

**Enhanced Mid-block Green Connections**

Square feet of enhanced mid-block green connections

## PARKS / OPEN SPACE

**Public Open Space (outdoor)**

Square feet of improved public outdoor park-like space

**Public Community Space (indoor)**

Square feet of improved public indoor community space

## SUSTAINABILITY

**Enhanced Performance Buildings**

New buildings that exceed Kirkland High Performance Building Code

**Ecology and Habitat**

SF of land, enhanced ecology/habitat

**Innovation Investments**

New and innovative sustainability infrastructure in the Station Area

## SCHOOLS, EDUCATION, AND CHILDCARE

**ECE/Day Care Operation Space**

Long-term dedication of building space for non-profit childcare use

**School Operation Space**

Long-term dedication of building space for education use

## OTHER APPLICANT PROPOSED AMENITIES

**Flexible Amenity Options**

TBD



# Thank you!

Contact: [azike@kirklandwa.gov](mailto:azike@kirklandwa.gov)





# **Everett Link Extension: Model Code Partnership**

**APA WA  
Conference  
October 12, 2023**





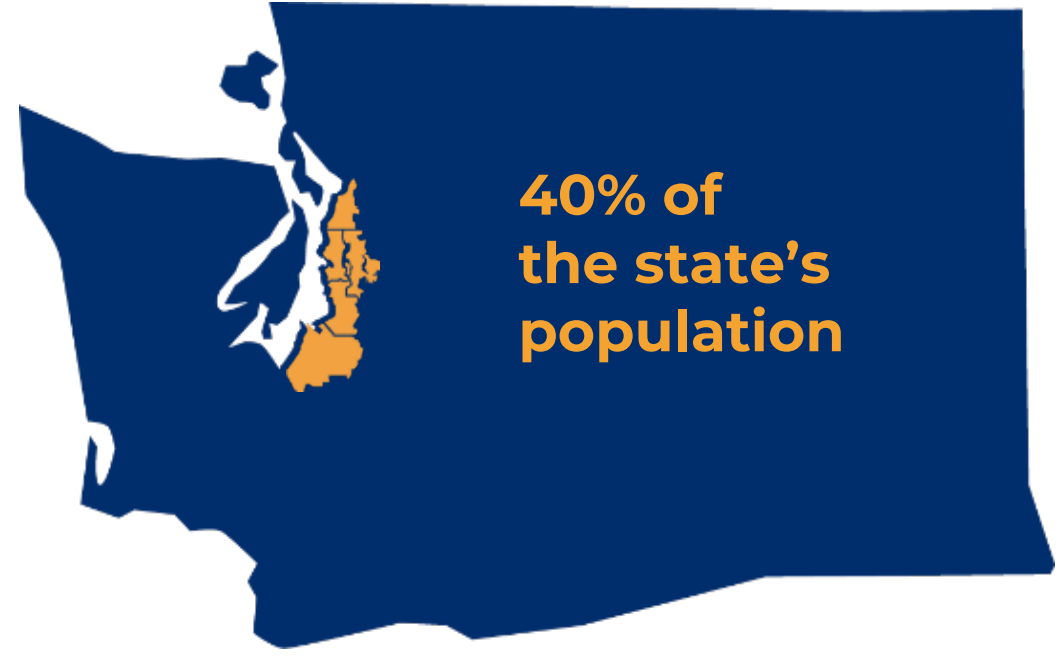
Sound Transit District

Subarea boundaries



# Sound Transit District

- Serving a region of over 3 million
- 3 counties, 52 cities
- Expected to grow by 800,000 by 2040





# ST2 & ST3 regional investments

## ST2: 28 light rail stations under construction

- Opening between 2021 & 2025
- Nearly triples service from 22 to 62 miles

## ST3: 252-mile network connecting the Puget Sound region

- 116 miles of Link light rail
- 91 miles of Sounder commuter rail
- 45 miles of Stride bus rapid transit



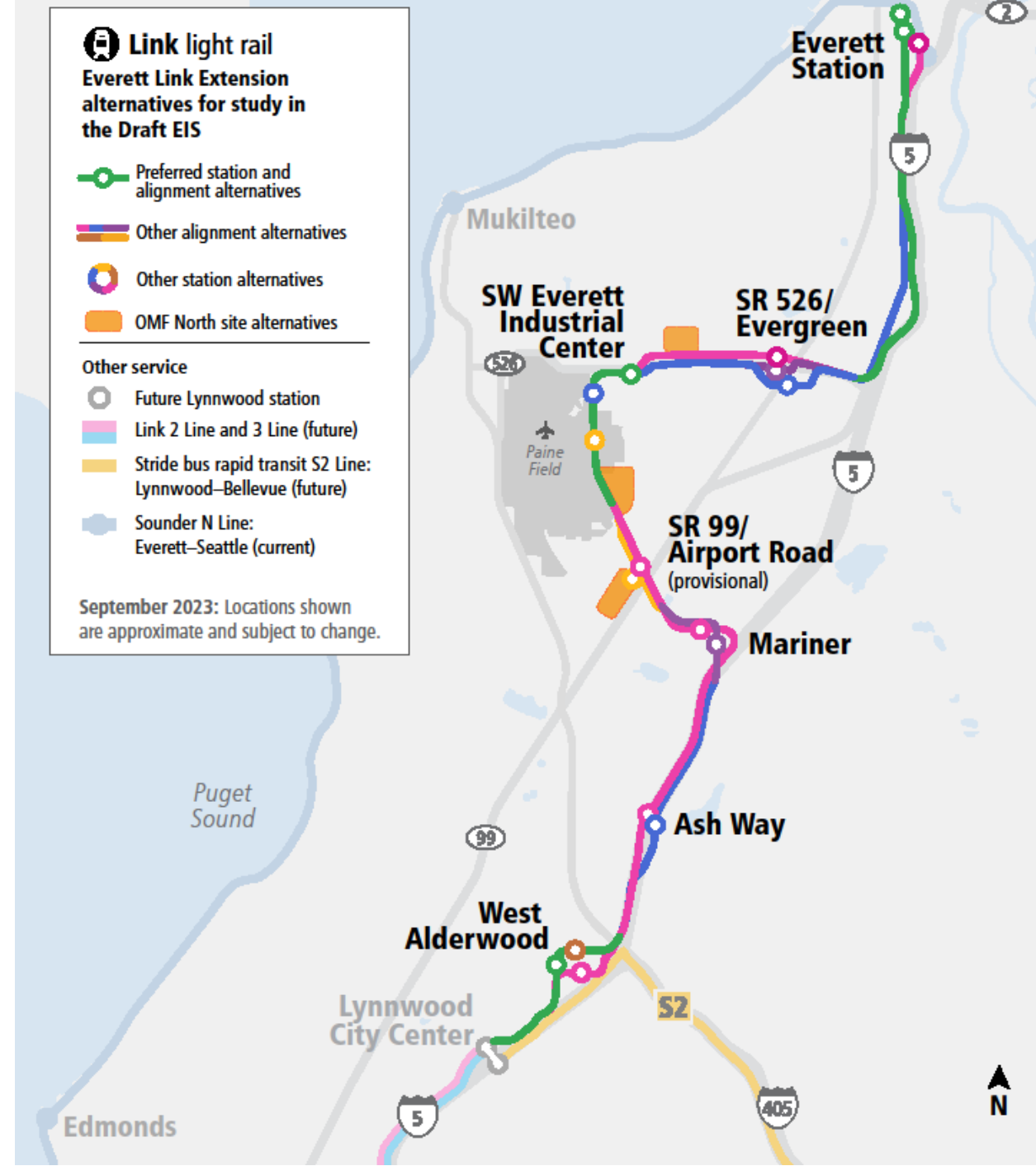


# Everett Link Extension



# Everett Link Extension

- **Length:** 16 miles
- **Stations:** Six stations, plus one provisional (unfunded) station
- **Operations and Maintenance Facility** (target 2034)
- **Daily Projected Riders:** 37,000-45,000 (2040)
- **Start of Service:** 2037\*





# **Model Code Partnership**



# FTA TOD Pilot Program Grant

**\$2M Grant Awarded in December 2020**

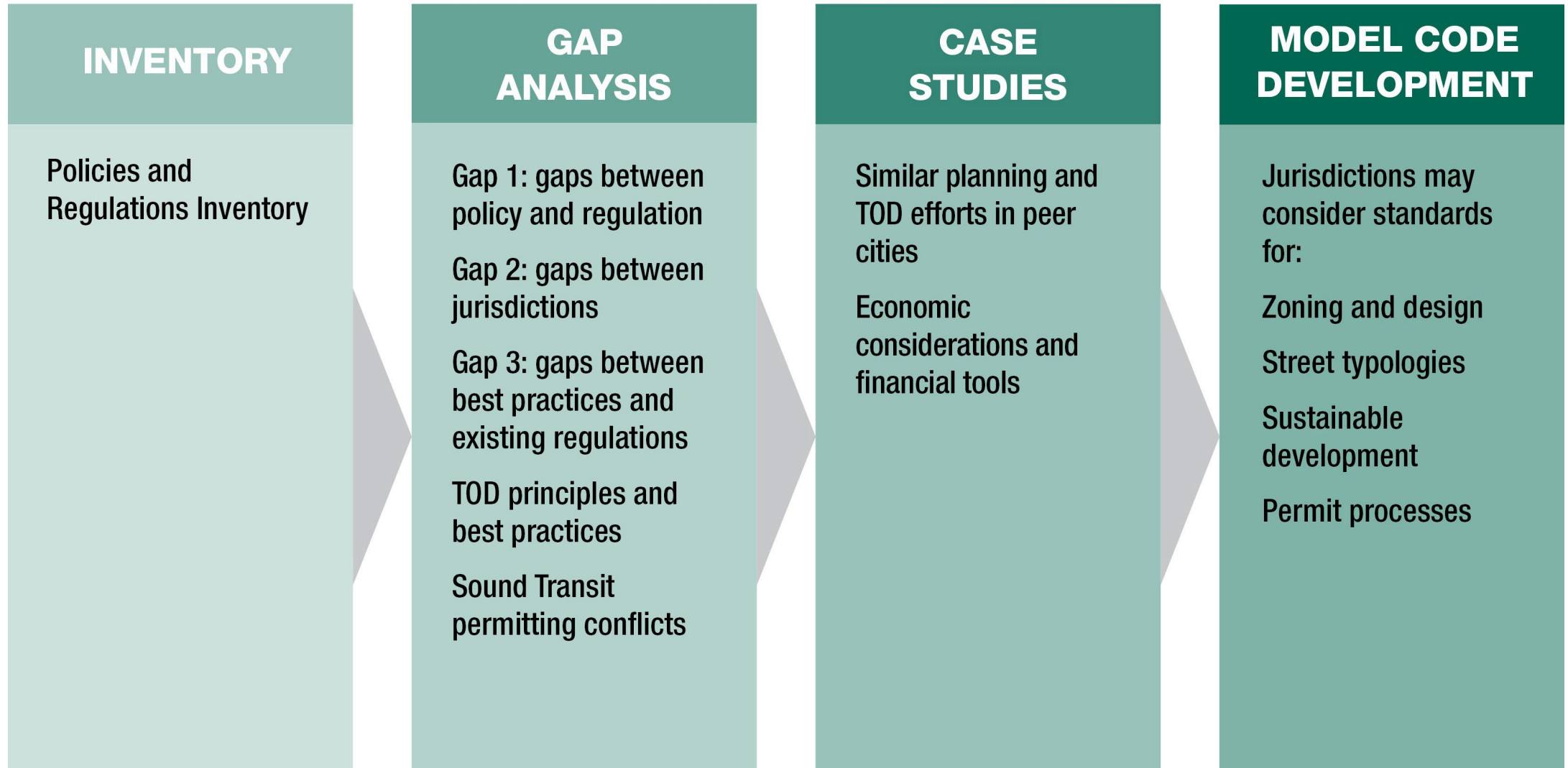
**To support corridor-wide adoption of model regulatory language for:**

- Transit-Oriented Development
- Multi-modal connectivity
- Public-private partnerships
- Economic development
- Affordable housing





# Model Code Elements

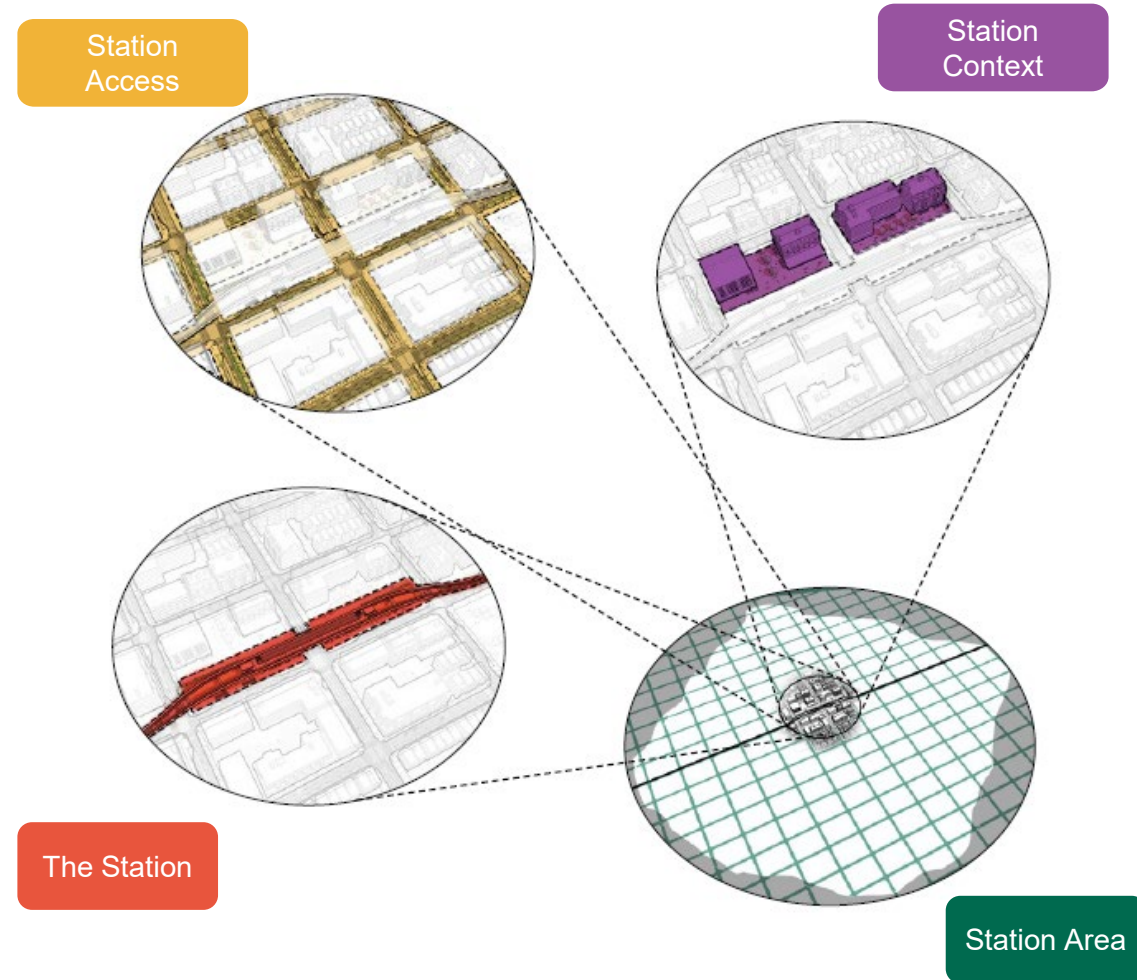
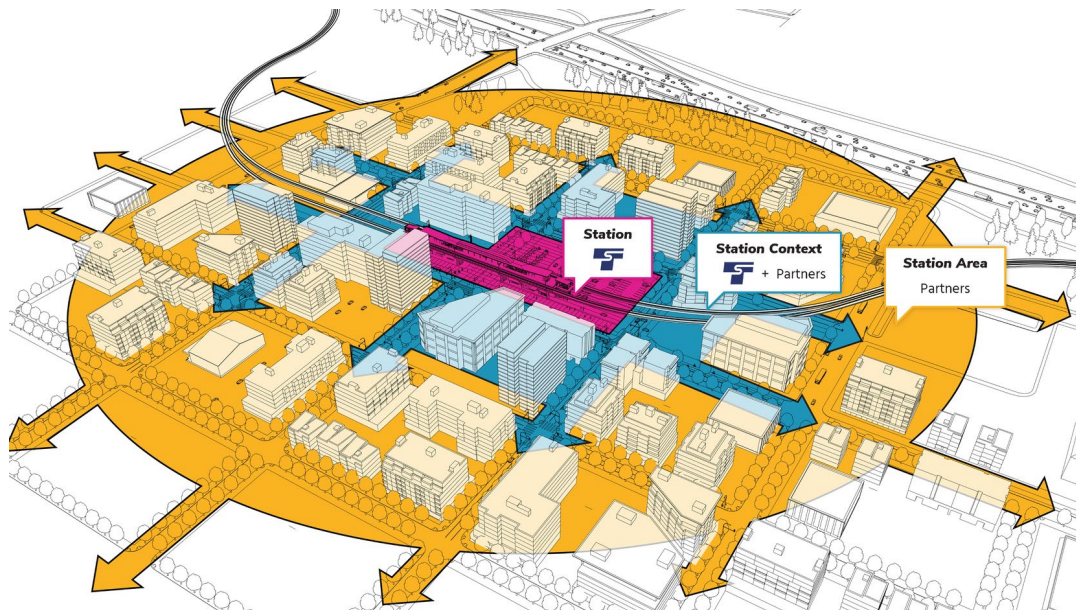




# Station Environments

## Zones of responsibility

- Station (ST)
- Station Context (ST & Partners)
- Station Area (Partners)





# Gap Analysis



# TOD Principles

1. **Urban Form, Uses and Development Intensity**
2. **Multimodal Access to Transit**
3. **Infrastructure Needs to Support TOD**
4. **Public Realm to Support TOD**
5. **Affordable Housing and Equitable TOD**





# **Comprehensive Plan Elements**

- **Land Use**
- **Housing**
- **Transportation**
- **Capital Facilities**
- **Utilities**
- **Economic Development**
- **Parks and Recreation**
- **Natural Environment / Sustainability**
- **Community Character / Urban Design**



# **TOD Case Studies**



# Focus of Case Studies

- **Corridor-based**
- **Station-specific**
  - Freeway Adjacent &  
Suburban
- **Thematic Vignettes**





# Corridor-based Case Studies

- Honolulu Rapid Transit; Honolulu, HI
- BART Phase II; San José, CA
- Central Corridor; Saint Paul, MN

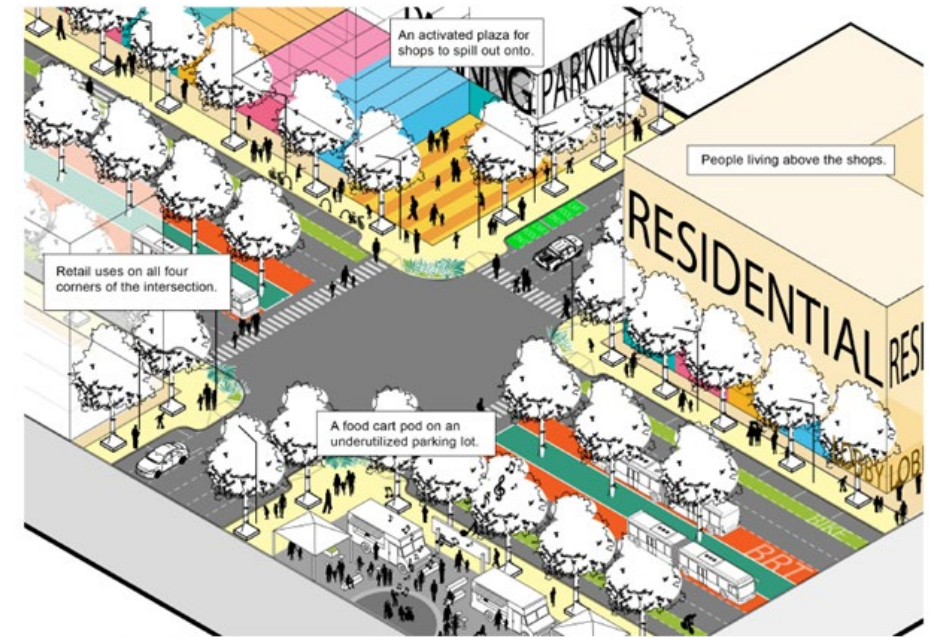
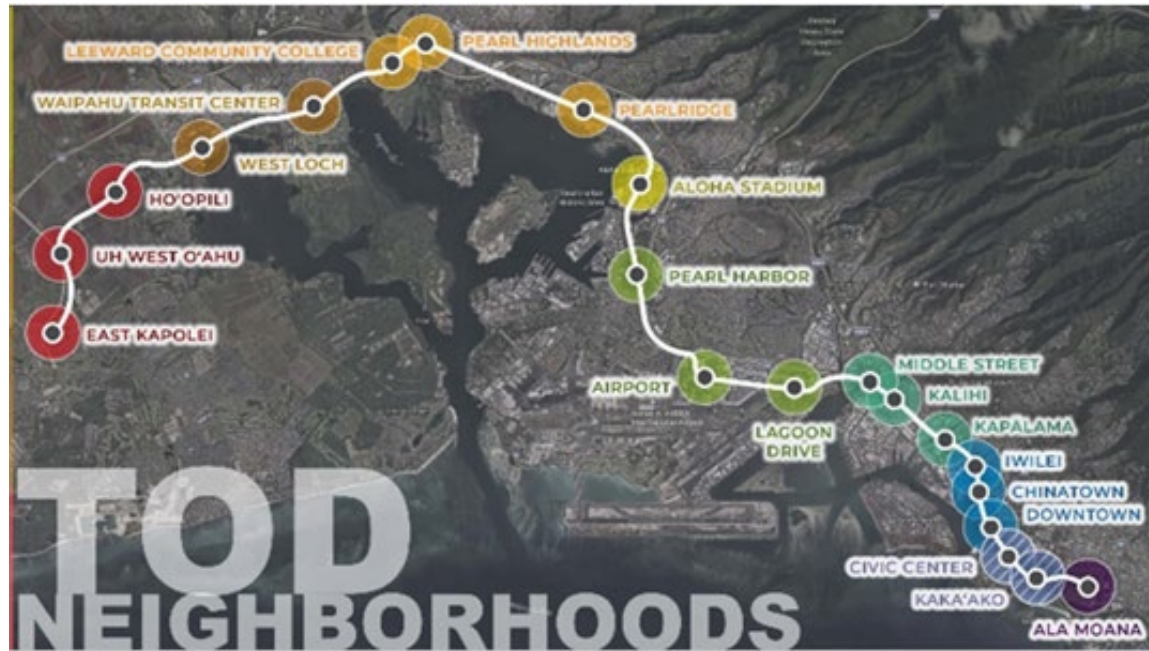


Diagram of a distinct retail destination



# Station-specific Case Studies

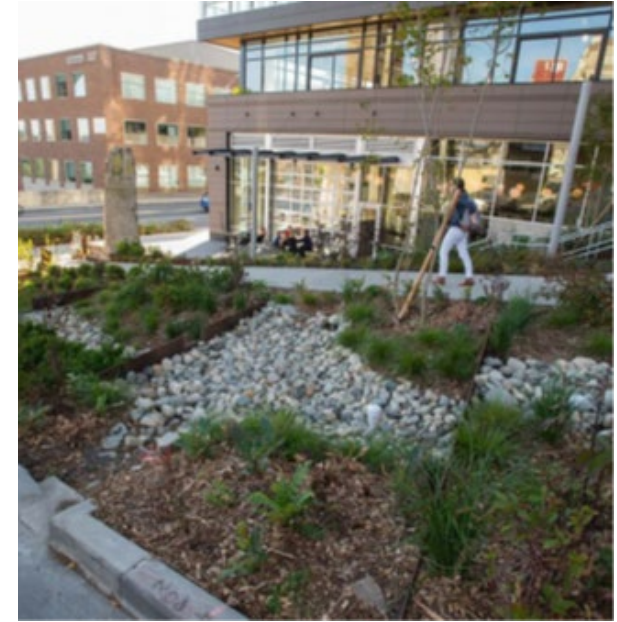
- Pleasant Hill BART; Contra Costa, CA
- Alameda Station; Denver, CO
- Orenco Station; Hillsboro, OR





# Thematic Vignettes

- Privately Owned Public Spaces (POPS)
- Complete Streets
- Stormwater Parks
- Swales
- Shared Stacked Green Infrastructure
- District Energy





# **Anti-Displacement Strategies**



# Implementation Resources

**Some topics include further development before formulating regulatory language:**

- Anti-displacement strategies for residents and neighborhood-serving businesses
- Code barriers to equitable TOD
- Placemaking tools
- Sustainability and climate action
- Innovative engagement strategies

# Anti-Displacement Case Studies

- **El Centro de la Raza's Plaza Roberto Maestas, Seattle**
- **Artspace, Rainier Valley, Seattle**
- **Barrio Logan TOD, San Diego**
- **Commercial Land Trust, Minneapolis**





### DIRECT DISPLACEMENT/ACQUISITION

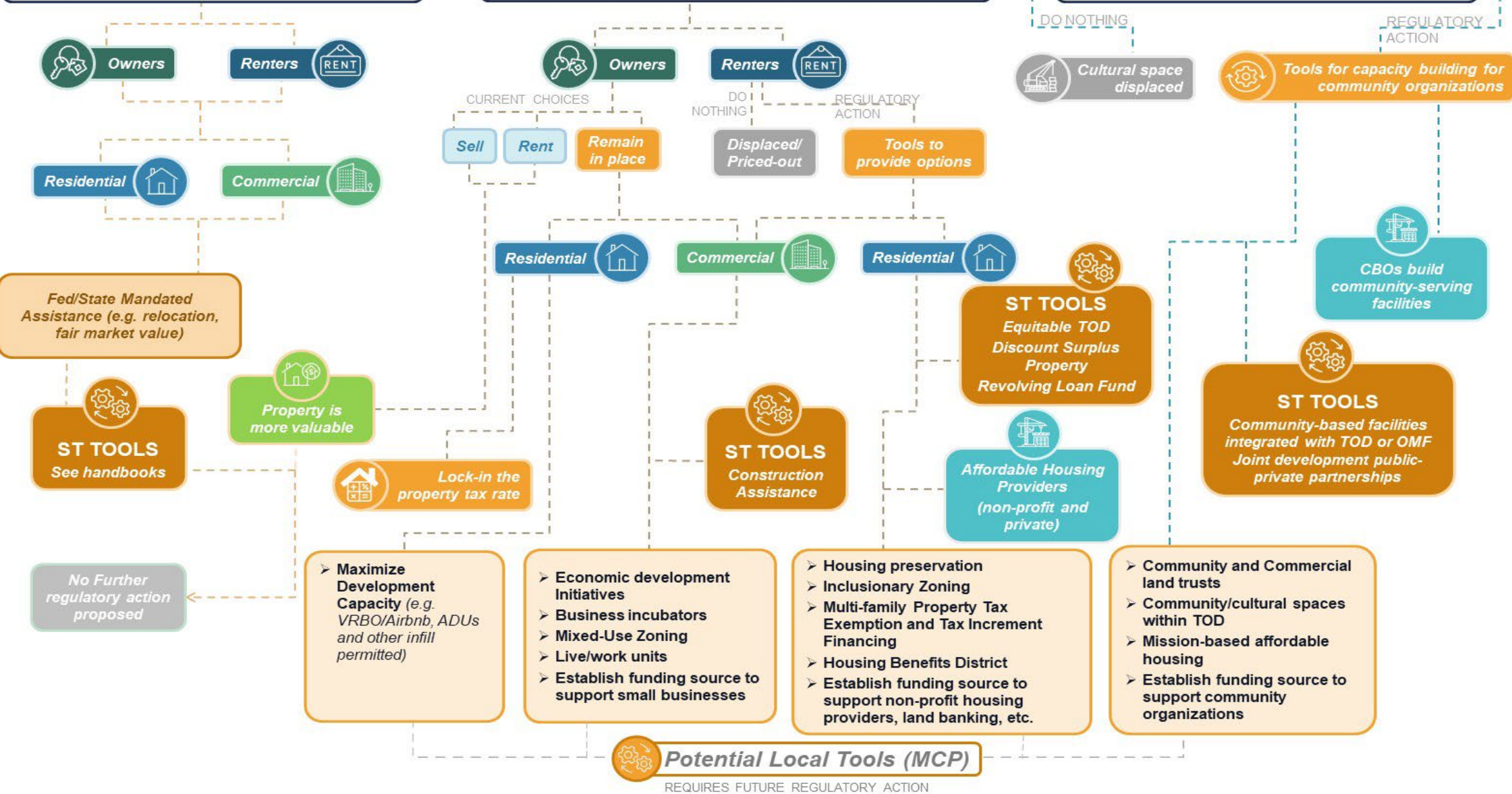
When Sound Transit needs to acquire partial or full property

### INDIRECT DISPLACEMENT/ "GENTRIFICATION"

When neighborhood redevelopment and amenities increase market value

### CULTURAL DISPLACEMENT

When neighborhood /culture changes due to influx of new residents



# **Policies and Regulations for Local Consideration**



# Comprehensive Plan Elements

## Land Use

Zoning (e.g. intensity, uses, design considerations), TOD...

## Housing

Choice and affordability, incentives (e.g. MFTE) and mandates (e.g. inclusionary zoning), residential anti-displacement strategies...

## Transportation

Multimodal infrastructure, Complete Streets, street classifications and cross-sections, right-sized parking...

## Capital Facilities and Utilities

Innovative solutions for stormwater, water and sewer; public-private partnerships and other funding mechanisms...

# Comprehensive Plan Elements

## **Economic Development**

Support for neighborhood-serving businesses, business incubators, commercial anti-displacement strategies, creative class...

## **Parks and Recreation**

Impacts/mitigations for growth and strategies for funding (e.g. impact fees), public art...

## **Natural Environment / Sustainability**

Critical areas and climate action (e.g. combined heat and power, LID, green building)...

## **Community Character / Urban Design**

Transitions, design standards, partnerships and services...

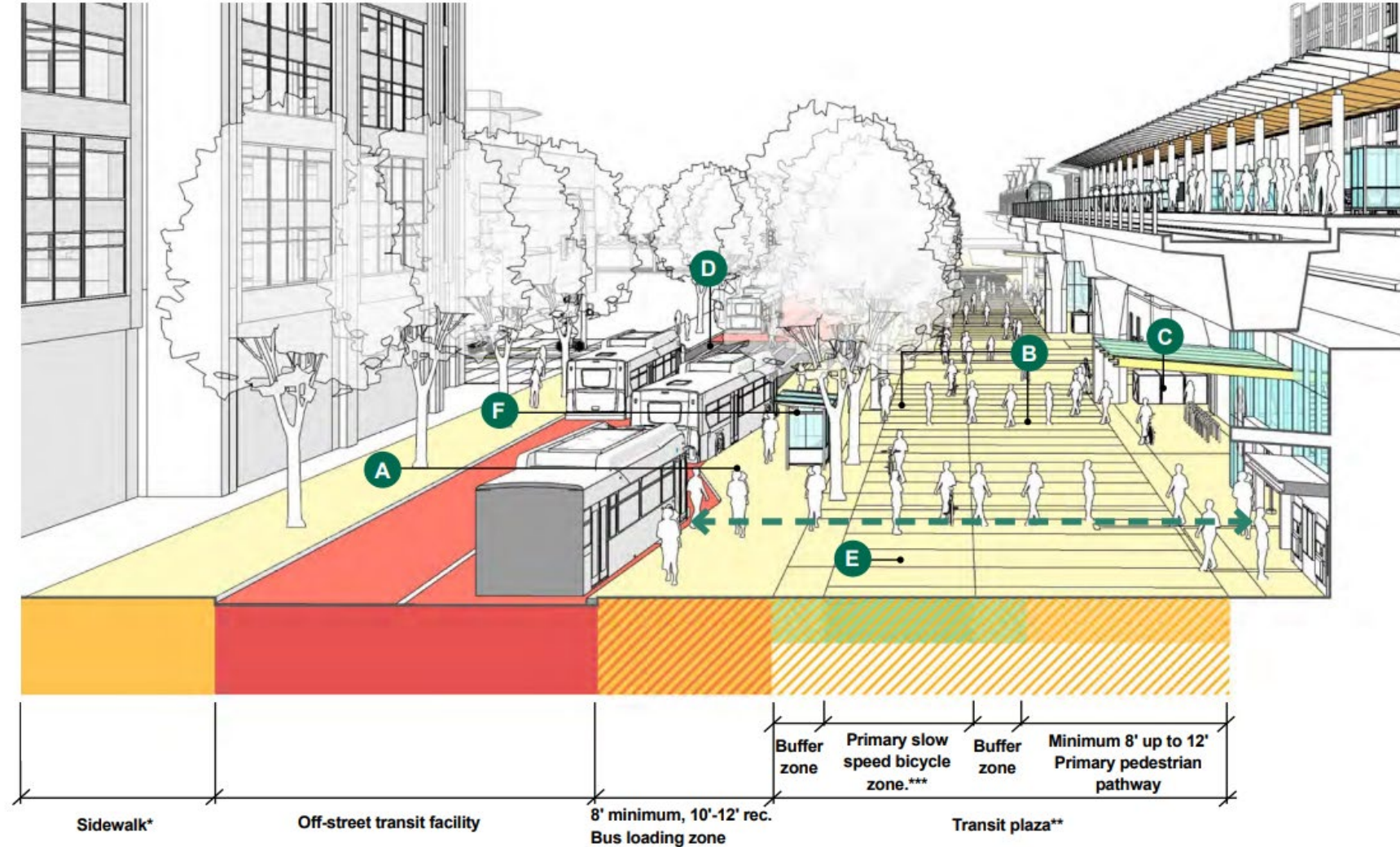


# Station Experience Design Guidelines

Multimodal Access

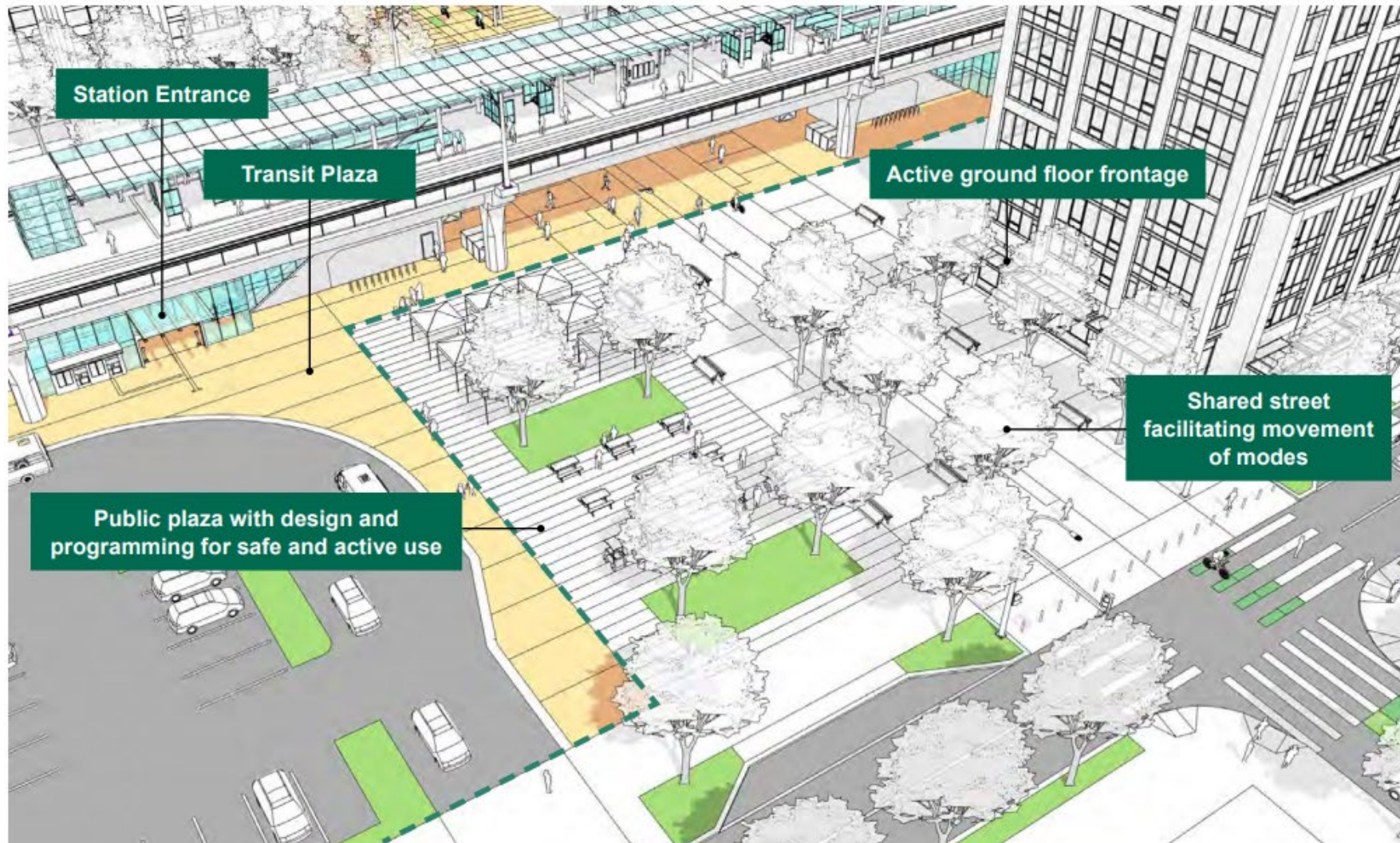
Typology

Street Section





# Characteristics of Publicly or Privately Owned Plaza Adjacent to Station





# Thank you

Contact:

[miranda.redinger@soundtransit.org](mailto:miranda.redinger@soundtransit.org)

More info:

[soundtransit.org/mcp](https://soundtransit.org/mcp)



 [soundtransit.org](https://soundtransit.org)





# Q&A

**Miranda Redinger,**

Sound Transit

[miranda.redinger@soundtransit.org](mailto:miranda.redinger@soundtransit.org)

**Allison Zike,**

City of Kirkland

[azike@kirklandwa.gov](mailto:azike@kirklandwa.gov)

**Erin Ishizaki,**

Mithun

[erini@mithun.com](mailto:erini@mithun.com)