



December 26, 2017

Senator Curtis King, Chair
Senate Transportation Committee
PO Box 40414
Olympia, WA 98504

Senator Steve Hobbs, Ranking Minority Member
Senate Transportation Committee
PO Box 40444
Olympia, WA 98504

Representative Judy Clibborn, Chair
House Transportation Committee
PO Box 40600
Olympia, WA 98504

Representative Ed Orcutt, Ranking Minority Member
House Transportation Committee
PO Box 40600
Olympia, WA 98504

Dear Legislators:

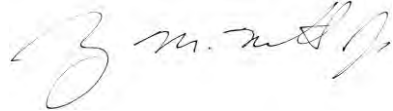
Engrossed Senate Bill (ESB) 5096 passed the Washington State Legislature in 2017. Section 218 of the Bill requires the Washington State Department of Transportation (WSDOT) to investigate opportunities for a transit-oriented development pilot project at the existing Kingsgate Park and Ride at Interstate 405, NE 132nd Street and 116th Way NE. The department was charged with coordinating with the City of Kirkland and other key stakeholders to determine the feasibility and cost of transit-oriented development at Kingsgate. A report on the process and outcomes is due to the transportation committees of the legislature no later than December 1, 2017.

As a first step in addressing these requirements, WSDOT established a core group of partners to assist with the effort. The working group was carefully selected to ensure representation from all the key stakeholders affected by this legislation. The working group includes representation from the following agencies: City of Kirkland, Sound Transit, King County Metro, and WSDOT. In addition, WSDOT consulted with the Attorney General's Office on behalf of the working group.

The working group engaged in a series of meetings in 2017 with the primary goal of identifying strategies to develop a feasibility study that would meet the requirements of the Bill, including securing funding for this effort. The original budget proviso did not include funding for a feasibility study. Through these efforts, Sound Transit committed to incorporation of the feasibility study into their I-405 BRT Project, commencing in early 2018. An additional report will be provided to the Legislature following the completion of this study that will advise the Legislature on the feasibility and costs that could be anticipated if a pilot transit oriented development were to be pursued further at the Kingsgate Park and Ride.

Please find attached the required status report regarding our efforts to date.

Sincerely,



Roger Millar, PE, AICP
Secretary of Transportation

Enclosure:

Kingsgate Park and Ride Transit Oriented Development Feasibility – 2017 Report to
the Legislature

cc:

Joel Pfundt – City of Kirkland
Lorrie McKay – City of Kirkland
Dorian Collins – City of Kirkland
Jeanne Acutanza – Acutanza Strategic Transport Solutions/City of Kirkland
Brooke Belman – Sound Transit
Andrea Tull – Sound Transit
Paul Cornish – Sound Transit
Luke Lamon – Sound Transit
Thatcher Imboden – Sound Transit
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Anthony Buckley – WSDOT
Dylan Counts – WSDOT
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Annie Johnson – WSDOT



Kingsgate Park and Ride Transit Oriented Development Feasibility

REPORT TO THE LEGISLATURE - 2017

Authorizing legislation: ESB 5096

(http://leap.leg.wa.gov/leap/Budget/Detail/2017/STBudgetBill_0406.pdf)



Prepared by:
WSDOT in collaboration with the
City of Kirkland, Sound Transit and King County Metro

Purpose

ESB 5096 directed that the Washington State Department of Transportation (WSDOT) “shall investigate opportunities for a transit-oriented development pilot project at the existing Kingsgate Park and Ride facility at Interstate 405, NE 132nd Street and 116th Way NE. The department must coordinate with the City of Kirkland and other key stakeholders to determine the feasibility and cost of transit-oriented development (TOD) at Kingsgate. A report on the process and outcomes is due to the transportation committees of the legislature by December 1, 2017.”

Background

Transit-oriented development, or TOD, is a type of development that tends to include a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. TOD provides more transportation and housing choices (such as townhomes, apartments, live-work spaces, and lofts). These neighborhoods provide for a lifestyle that is convenient, affordable and active, and create places where children can play and parents can grow old comfortably.

TODs generate more accessible job opportunities. Mixed land uses and diverse activities at the street level encourage pedestrian traffic, stimulating commerce and the local economy. TOD can be an excellent vehicle for economic development.

By providing a mix of uses, TODs bring people’s homes closer to the businesses and services they need to access on a daily basis, making it possible for them to meet more of their travel needs by walking, bicycling, and taking transit. The Kingsgate site is located in the Totem Lake Urban Center adjacent to I-405 in Kirkland. The Park and Ride site is owned by WSDOT and is operated and maintained by King County Metro. The Totem Lake Urban Center is a designated Regional Growth Center within the Puget Sound Regional Council policy framework. Regional Growth Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density where housing, employment, shopping and other activities are located close together in proximity to transit.





The City of Kirkland's Comprehensive Plan supports the Regional Growth Centers, the State's Growth Management Act and efforts to reduce greenhouse gases (GHG) by including policies aimed at attracting more residential growth and employment to areas served by high capacity transit. Specifically, in the Totem Lake Urban Center, the Comprehensive Plan notes that at the Kingsgate Park and Ride site, "development of housing in conjunction with transit services, retail and commercial uses would provide additional housing supply, support transit usage, increase the possibility for greater affordability and contribute to activity in the district."

Sound Transit's regional transit system expansion plan, (ST3), was approved by voters in November 2016 and includes the I-405 Bus Rapid Transit (BRT) Project. The I-405 BRT Project will provide BRT service from Lynnwood to Burien along the I-405 corridor with a BRT station planned for the Totem Lake community in Kirkland. The representative project identifies the Totem Lake Inline Freeway Station adjacent to the Kingsgate Park and Ride as the BRT station. The representative project also includes providing an additional 400 parking stalls on a portion of the Kingsgate Park and Ride property for a total of approximately 902 parking stalls. Sound Transit is committed to delivering the parking addition with the completion of the new BRT stations at Totem Lake by service activation in 2024.

WSDOT purchased the Kingsgate Park and Ride property in the late 1970s (circa '78, '79). The site was purchased using motor vehicle fuel funds. The 8-acre site provides parking for 502 vehicles and is served by 10 transit routes. It is common to find the facility over capacity. Use of motor vehicle fuel funds could restrict the types of development that can be undertaken on the site. The pilot project will address these issues and provide recommendations that conform with the allowable use of facilities purchased with these funds.

As a pilot project, the facility offers WSDOT and the State an opportunity to collaborate with the City of Kirkland, Sound Transit, and King County Metro in developing a TOD project that addresses a variety of objectives. The project would support WSDOT's strategic goals of Modal Integration, Environmental Stewardship and Community Engagement. The City of Kirkland envisions development of the site as playing a key role in the continuing economic growth within the city. Sound Transit, as part of its \$54 billion ST3 capital investment plan, includes a project to expand the facility with an additional 400 parking stalls to provide access to BRT service. If viable, construction of TOD at the Kingsgate Park and Ride would provide the department a unique opportunity to consider TOD at other state-owned Park and Ride sites.

TOD Working Group Process

WSDOT staff formed a working group with representatives from the City of Kirkland, Sound Transit and King County Metro, which has met regularly throughout the year to move the pilot project forward.

Early Planning Discussions

The group considered developing a Request for Information (RFI) aimed at prospective developers to assess what would make a potential TOD project attractive and feasible. Based on the experience from King County Metro and Sound Transit in successfully implementing TOD projects, it was determined that significant advance work was needed before approaching developers. Some of the best practices identified included:

- Provide information and predictability for prospective developers, including:
 - » Vision, goals and objectives for the site
 - » Schedule, funding, site parameters, and other considerations
 - » Real estate and market analysis
 - » Comprehensive Plan and zoning information for the area, and identification of changes to zoning that may occur to enable TOD
 - » Development review process for proposed TOD project
 - » Community outreach
 - » Information on planned projects in the area, e.g., I-405 Bus Rapid Transit (BRT), future RapidRide routes, NE 132nd St Interchange Project, the Village at Totem Lake and other development in the Totem Lake Urban Center.
- Hire a consultant to analyze the site and prepare potential development scenarios – these can be used to develop a more detailed Request for Proposals (RFP)
- Develop a Memorandum of Understanding (MOU) or concurrence document between the participating agencies to outline the project purpose and need, goals and objectives, roles/responsibilities, funding, schedule, and other criteria in a collaborative framework.

Kingsgate Park-and-Ride TOD Feasibility Study

The ESB 5096 Budget Proviso did not include any funding for a TOD feasibility study. To address this gap, the City of Kirkland identified potential partial funding (\$10,000) for a study. Sound Transit committed to include a TOD feasibility study as an early deliverable as part of the scope of work for the I-405 BRT Project. The I-405 BRT Project is scheduled to commence in early 2018. The feasibility study will identify opportunities, challenges, and considerations for implementing TOD on the Kingsgate Park and Ride property, while providing expanded Park and Ride capacity and transit operations at the property. The feasibility study will inform Sound Transit's I-405 Bus Rapid Transit (BRT) Project planning and delivery process to ensure that planned transit elements do not preclude TOD. The feasibility study will also inform actions that need to be taken by the City of Kirkland, WSDOT and King County Metro.

Sound Transit sought feedback from the working group to incorporate partner agency objectives in the TOD feasibility study. The proposed scope of work is included as an attachment to this document. It is anticipated that this study will be complete before the end of 2018.

In addition, each agency identified key objectives and goals which will be used in developing a collaborative framework as a basis for the TOD planning efforts. These draft objectives and goals are included as attachments to this document.

Next Steps

Over the remainder of 2018, the working group will continue its efforts to gather the background information to be provided to the feasibility study consultant.

Sound Transit anticipates consultant negotiations will occur in early 2018, with notice to proceed issued sometime in first quarter 2018.

The feasibility study is expected to take between six and nine months to complete.

After completion of the feasibility study, WSDOT will prepare another report to the Legislature in collaboration with the other participants in the Kingsgate Park and Ride Transit Oriented Development Feasibility Working Group.

Appendices:

- A. Kingsgate Park and Ride Transit Oriented Development Feasibility Working Group
- B. Statements of Agency Objectives
- C. Feasibility Study Scope of Work

FOR MORE INFORMATION:

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Appendix A – Working Group

Kingsgate Park and Ride Transit Oriented Development Feasibility Working Group

Members

Joel Pfundt – City of Kirkland

Lorrie McKay – City of Kirkland

Dorian Collins – City of Kirkland

Jeanne Acutanza – Acutanza Strategic Transport Solutions/City of Kirkland

Gary Prince – King County

Brooke Belman – Sound Transit

Paul Cornish – Sound Transit

Andrea Tull – Sound Transit

Luke Lamon – Sound Transit

Thatcher Imboden – Sound Transit

Bernard Van de Kamp – Sound Transit

Paige Cureton – Sound Transit

Celeste Gilman – WSDOT

Philip Harris – WSDOT (Lead Report Author)

Anthony Buckley – WSDOT

Annie Johnson – WSDOT

City of Kirkland

The Kingsgate Park and Ride site is located within the Totem Lake Urban Center, just east of I-405 at NE 132nd Street and 116th Way NE. The property is owned by the State Department of Transportation (WSDOT). The 8-acre site is currently developed as a Park and Ride facility, providing parking for 502 vehicles and served by 10 transit routes. The facility is operated and maintained by King County METRO.

The Kirkland Comprehensive Plan supports transit oriented development (TOD) at the Kingsgate Park and Ride. The Totem Lake Business District and Urban Center Plan notes that the site provides an opportunity for an expanded housing supply, including affordable housing, through TOD at the site. Located close to employment, shops and services, this site is ideal for transit-oriented development (TOD).

The following are objectives important to the City of Kirkland in the development of a joint Transit Oriented Development and expanded Park and Ride project at the Kingsgate Park-and-Ride site.

- Coordination – Coordinate among Kirkland, WSDOT and Sound Transit to develop an appropriate permit review and inspection process that is efficient and avoids conflict and redundancy to the extent practical and consistent with the goals of the project.
- Mix of uses – Based on market feasibility, consider ground level commercial to provide services and opportunities for businesses that support transit riders, residents, and surrounding neighbors.
- Range of housing affordability – Ensure that housing on the site includes a range of affordability including market rate housing with targets established for the amount of residential units that shall be affordable to low and moderate-income households. It is expected that a majority of the housing will be market rate, while a significant share will be affordable at moderate and/or lower income levels with some units available that are accessible to those with disabilities. Maximize the site for use as housing through shared parking.
- Attractive, high quality development – Develop an attractive site and building complex that is compatible with the surrounding area. Development should be consistent with design guidelines and development standards, with appropriate building scale and massing for the site and adjacent residential uses. As appropriate and feasible, preserve some open space for neighborhood uses, preserve existing landscaped buffers and apply green building techniques in development. Adopt CPTED principles (Crime Prevention through Environmental Design) to provide a safe and secure facility.
- Zoning and design standards - Create the opportunity for TOD at the site through standards and regulations that support necessary densities and building heights. Promote high quality site and building design. Implementing regulations for coordinated development of the entire site should be developed. These standards should
 - Address neighborhood compatibility
 - Support appropriate building scale and massing
 - Produce buildings that exhibit high quality building design
 - Provide guidance for streetscapes along 116th Avenue NE and NE 132nd Street.
 - Incorporate pedestrian features and amenities that contribute to a livable character for the TOD
 - Protect vegetative buffers

Appendix B – Draft Agency Objectives

- Minimize visual impacts of parking facilities from adjacent properties
 - Provide for public amenities and open space
- Sustainability – Promote sustainable development through support of green building practices. Reduce the need for parking at the site through promotion of shared uses and incentives (car and bike share, etc.). Promote electric vehicles through priority parking and charging. Set green building standards (such as LEED) and green infrastructure standards (such as Greenroads). Enhance stormwater detention using natural drainage and Low Impact Development practices.
- Neighborhood Integration –Development should acknowledge surrounding uses and provide compatibility with existing development.
- Neighborhood Amenities –As appropriate and feasible, provide amenities for public use, such as rooftop features, tennis facilities, landscaped park areas, pea patches, or concierge facilities.
- Impact mitigation – Coordinate with other projects and development such as the I-405 ramps at NE 132nd Street and Totem Lake development. Vehicular access points should be minimized to avoid congestion and safety problems. Encourage access to and through the site using alternative modes such as pedestrian and bike access. Develop the site to enhance these access options including bike parking and sidewalk access. Mitigate traffic, visual, noise and other impacts during construction and later operation of the development to surrounding streets and residential areas.
- Construction Impacts – Minimize impacts during construction for Park and Ride users and the surrounding area. Coordinate construction with local projects including the I-405 BRT and 132nd ramps. Coordinate construction impacts and provide information to the community regarding planned activities.
- Complete by 2024 – Proceed with the project in a timeframe that aligns with the opening of bus rapid transit (BRT), construction of additional parking spaces, and associated stations on I-405 as part of a project funded by Sound Transit.
- Feasibility – Work with partners to develop a project that is financially feasible and meets the project minimum criteria for Park and Ride additional parking spaces defined in ST 3, and meets the transit operation functions consistent with Metro, WSDOT, ST and City Plans.
- Expand Park and Ride capacity to meet the goals of the City and agency partners – Add Park and Ride spaces to meet long-range needs related to the planned I-405 BRT, Metro Connects plans and future development. Improve the transit facility with enhancements that address emerging technologies for vehicle charging. Consider future flexibility of the parking structure with emerging technologies such as shared parking use between development/residential uses and park-and-ride for transit use including adaptability for future autonomous vehicles. Preserve the Park and Ride as a long-term use for transit service and transit riders.
- Transit Function – Optimize the use of the site for development including consideration of relocating the transit function off-site, to the edge of adjacent arterial streets (116th Avenue NE). Consider enhancements (such as peak transit lanes) that improve planned and proposed transit service such as RapidRide and integrate service for customer access between the future I-405 BRT station at NE 128th Street and the Kingsgate TOD site.

Active mode access – Consider opportunities to improve access to the site for pedestrians and bicycles and integrate with the surrounding street grid and adjacent properties. Extend bike lanes through or along the edge and provide connections to adjacent sites that are well lit and secure.

Sound Transit

Kingsgate Park-and-Ride:

- The Kingsgate Park-and-Ride is located at 13001 116th Way NE, Kingsgate WA.
- The Kingsgate Park-and-Ride property (“the Property”) is located on a single parcel that is approximately 8.24 acres and is owned by the State of Washington, for which the Washington Department of Transportation (WSDOT) is the primary state agency representing the state’s interests in the property.
- WSDOT acquired the Property on behalf of the state in 1978 and 1979 using federal aid highway funds and state motor vehicle funds.
- The park-and-ride includes approximately 502 surface parking stalls and an off-street bus service drive and bus stop.
- Additional bus facilities are located east of the park-and-ride facility within the center of the I-405 right-of-way (“Totem Lake Inline Station”), which is accessed along a partially covered sidewalk along 116th Avenue NE between the park-and-ride and 128th Street NE.
- King County Metro (“Metro”) currently manages the day-to-day operations of the Kingsgate Park-and-Ride.
- Metro offers multiple bus routes that serve the bus stop located on the Property as well as other bus routes serving the Totem Lake Inline Station (Metro: 235, 238, 244, 252, 255, 257, 277, 930).
- Sound Transit currently offers two bus routes serving the Totem Lake Inline Station (ST Express Route 532/ST Express 535).
- Community Transit currently offers one bus route serving the Totem Lake Inline Station (Community Transit Route 424).
- Other transit amenities include eight bike lockers managed by Metro.
- The Washington state legislature directed WSDOT through [ESB 5096], which was signed into law on May 16, 2017, to:
“Investigate opportunities for a transit-oriented development pilot project at the existing Kingsgate park and ride at Interstate 405 and 132nd. The department must coordinate with the city of Kirkland and other key stakeholders to determine the feasibility and cost

Appendix B – Draft Agency Objectives

of transit-oriented development at Kingsgate. A report on the process and outcomes is due to the transportation committees of the legislature by December 1, 2017.”

I-405 Bus Rapid Transit Project:

- Sound Transit’s regional transit system expansion plan (“ST3”) was approved by voters in November 2016 and includes the I-405 Bus Rapid Transit (BRT) Project.
- The I-405 BRT Project will provide BRT service from Lynnwood to Burien along the I-405 corridor with a BRT station at Totem Lake in Kirkland.
- The representative project identifies using the Totem Lake Inline Station for a pair of BRT stations.
- The representative project includes building a new 600-stall parking structure (stand-alone) on a portion of the Property for a total of approximately 902 parking stalls (net increase of 400 stalls).
- The anticipated project schedule (subject to change):
 - ST3 Project refinement: early 2018-early 2019
 - Environmental review and conceptual engineering: early 2019-late 2019
 - Board selects project to be built-early 2020
 - Preliminary design begins-early 2020
 - Final design: 2021-2022
 - Construction: 2022-2024
 - Begin service: 2024
- Sound Transit is committed to delivering the new 600-stall parking structure at Kingsgate by service activation in 2024.
- Sound Transit’s I-405 BRT Project consultant team will complete, as an early deliverable, a TOD feasibility study of the Kingsgate Park and Ride. The study will, in part, inform Sound Transit’s I-405 BRT Project planning and conceptual design process.
- The I-405 BRT Project will consider TOD potential when developing and reviewing its designs for I-405 BRT Project improvements on the Property.
- The I-405 BRT Project will engage WSDOT, City of Kirkland, and King County Metro during project development.

WSDOT

Serves overall goals of creating thriving communities and serving the greater good

- Align with strategic plan
 - Environmental Stewardship
 - Modal Integration
 - Community Engagement
- Support local interests
- Support regional growth goals, e.g., PSRC
- Responding to Kirkland's goals and priorities
- Interagency coordination - Coordinate Kirkland, WSDOT, Sound Transit and King County Metro Transit work to develop an appropriate permit review and inspection process that is efficient and avoids conflict and redundancy to the extent practical and consistent with the goals of the project.
- Support projects approved by voters as part of the ST3 package
- Build community
- Attractive Transit Oriented Development - Develop an attractive site and building complex that is compatible with the surrounding area and creates a vibrant, livable and sustainable community. As appropriate and feasible, preserve areas of existing landscaped buffers and use green building techniques.
- Adopt CPTED principles (Crime Prevention Through Environmental Design) to provide a safe and secure facility.
- Maximize Transit Oriented Development benefit – TOD helps to relieve congestion, reduce greenhouse gases and can potentially increase the stock of affordable housing in the station area
- Equity – Ensure that housing on the site includes a range of affordability.
- Project Feasibility – Work with partners to develop a project that is financially feasible and meets or exceeds the minimum additional parking spaces defined in ST3, while supporting transit operations consistent with Metro, WSDOT, ST and City plans
- Economic development - Enhance economic development opportunities through the incorporation of ground floor commercial space into the project design to provide opportunities for businesses that support transit riders, residents and surrounding activities. Support addition of TOD supportive services in the adjacent area through neighborhood planning
- Proceed with the project in a timeframe that aligns with the opening of bus rapid transit (BRT) and associated stations on I-405 as part of the project funded by Sound Transit

Meets access needs with reduced vehicle travel

- Serve the transportation system
- Support the I-405 BRT project
- Provide transit connections to the surrounding station area
- Design pedestrian and bicycle facilities that provide safe and direct routes to and from the park and ride and TOD and that connect to the surrounding neighborhoods
- Minimize and mitigate traffic and other impacts of the development. Encourage non-drive alone modes of transportation, including transit, bicycling and walking

Maximize use of State assets

- Maximize the value of the state asset. Recognize the value of coordinating with the partner agencies
- Investigate potential to generate revenue from state facilities
- Provide more people with access to what they need/opportunity

Appendix B – Draft Agency Objectives

Serve as a pilot project

- Information tool - learn from this process for future applications
- Three dimensional thinking: airspace, think vertically
- Future proofing – how can this project utilize and facilitate emerging and future technology such as electric vehicle charging (for transit vehicles as well as cars/vanpools)

I-405 Bus Rapid Transit – Kingsgate TOD Feasibility Study

Draft for Sound Transit consultant review

November 2017

Task 1.1 Kingsgate TOD Feasibility Study

Task 1.1.1 Purpose and Overview

The purpose of the Kingsgate Park-and-Ride TOD Feasibility Study is to identify opportunities, challenges, and considerations for implementing transit oriented development (TOD) on the Kingsgate Park-and-Ride property, while providing expanded park-and-ride functions and transit operations at the property. Primarily, the feasibility study shall inform Sound Transit's I-405 Bus Rapid Transit (BRT) Project planning and delivery process, while defining implementation issues and strategies for all primary agency partners at Kingsgate Park-and-Ride (WSDOT, City of Kirkland, and King County Metro).

Task 1.1.2 Existing Conditions

The study shall evaluate the property's existing conditions to understand the site's constraints and inform potential TOD implementation approaches. This information shall be informed by input provided by the Washington State Department of Transportation (WSDOT), King County Metro, Sound Transit, and the City of Kirkland.

Existing conditions to be evaluated include, but are not limited to, the following:

- a. Property title
- b. Known environmental conditions
- c. Federal, state, and local restrictions and regulations on the property, such as funding sources used to acquire or improve the property, covenants, and policies
- d. Existing programmatic functions provided on site, such as parking stall counts and non-motorized access to the Totem Lake Freeway Station
- e. Existing local transit service and operations
- f. Existing utility availability and plans
- g. Current land use plans and zoning

Task 1.1.3 Assumed Future Conditions

The study shall summarize the assumed future conditions for the Kingsgate Park-and-Ride and other transit elements that are likely included on the property as part of the I-405 BRT Project. The assumptions on future conditions shall be informed by input provided by Sound Transit, WSDOT, King County Metro, and the City of Kirkland on conditions in and affecting the site. The assumed future conditions will include items such as the NE 132nd Street Interchange Project, planned park-and-ride facility, assumed capital funding available for the park-and-ride, service changes, park-and-ride hours of operation, possible zoning changes (if any) and land use trends, and the I-405 BRT Project schedule.

Task 1.1.4 Preliminary Market Information

The study shall identify key market information that would inform subsequent development feasibility analysis, which may include, but are not limited to, the following:

- a. The market suitability of the site for most common property uses, such as office, housing, retail, hospitality, and medical use

Appendix C – Draft Scope of Work

- b. Property value estimate (broker opinion of value)
- c. Comparable lease and sale rates for the most suitable property uses
- d. Affordable housing programs most commonly provided, potentially including units included in market-rate projects, 4% LIHTC affordable housing projects, 9% LIHTC affordable housing projects, or some combination thereof.
- e. Major considerations for most suitable property uses, such as absorption and market-driven parking requirements
- f. Based upon the most suitable property uses, identify likely development program use ranges for market viability

Task 1.1.5 Site Massing and Capacity Analysis and Financial Feasibility Analysis

The study shall analyze the potential for TOD on the property through a Site Massing and Capacity Analysis and a Financial Feasibility Analysis. The study shall include at least three models of possible development outcomes based upon different approaches to providing the transit functions on the property, which shall be informed through input workshops run by the consulting team that engages staff from Sound Transit and its partner agencies in the workshop design and implementation. The input workshops shall identify priorities for the respective agencies involved, explore and confirm model requirements and desirable project elements, and finalize models to be evaluated. The site massing and capacity analysis shall consider any physical site development limitations identified in the Existing Conditions Analysis, Assumed Future Conditions, and programming components of the Preliminary Market Information Analysis. Additionally, the analysis shall take into consideration site transit and parking infrastructure requirements, goals (e.g., non-motorized access, sustainable development), and standards provided as inputs from Sound Transit, which may include items identified by WSDOT, King County Metro, Community Transit, and the City of Kirkland.

The Site Massing and Capacity Analysis shall be informed by current trends in development within the property submarket. The analysis shall minimally identify the following information:

- a. Program description, including use type and quantity
- b. Conceptual site layout, including transit elements
- c. Conceptual project massing, including graphics and key metrics (height, floor area ratio, dwelling units per acre, etc.)
- d. Conceptual floor plans
- e. Ownership of land and improvements likely required to achieve the model outcomes
- f. Assumptions, including identifying those relating to potential for shared parking
- g. Relevant evaluation metrics for viability evaluation, such as FAR, efficiency rate, and parking ratios

The Financial Feasibility Analysis shall use a conceptual pro forma that considers the Preliminary Market Information, Assumed Future Conditions, and the Site Massing and Capacity Analysis.

Task 1.1.6 Schedule Considerations

The study shall identify for each model a conceptual TOD schedule that, where applicable, identifies when likely key decision points for both the TOD and I-405 BRT projects occur. The study shall describe the implications each model has on the I-405 BRT project and describe any potential project dependencies between the TOD and I-405 BRT projects. Project delivery methods and phasing approaches shall be considered.

Task 1.1.7 Ownership, Operations and Maintenance Considerations

The study shall describe assumptions, rationale, and implications of potential ownership, operations, and maintenance approaches included in each model.

Task 1.1.8 Implementation Considerations

For each model in the Site Massing and Capacity Analysis, the study shall identify critical implementation considerations, including but not limited to interdependencies and associated decision points on capital improvements made by the I-405 BRT project, and TOD financing approaches and timing. The study shall identify next steps to advance a potential TOD project at the Kingsgate Park-and-Ride within the context of the study's findings.

Task 1.1.9 Exclusions

The study will not include the following elements:

- a. Appraisal services
- b. Environmental or geotechnical assessments
- c. Property surveys
- d. Travel demand management modeling
- e. Other more extensive assessments to support broader community development plans

Deliverables:

- *Draft and Final Existing Conditions Analysis Summary*
- *Draft and Final Assumed Future Conditions Summary*
- *Draft and Final Preliminary Market Information*
- *Draft and Final Site Massing and Capacity Analysis*
- *Draft and Final Financial Feasibility Analysis*
- *Draft and Final Kingsgate Park-and-Ride TOD Feasibility Study*

Including the above summaries and related maps, resources and data