

# Implementing Transit-Oriented Development at the Kenmore Park N Ride

Kenmore City Council Meeting

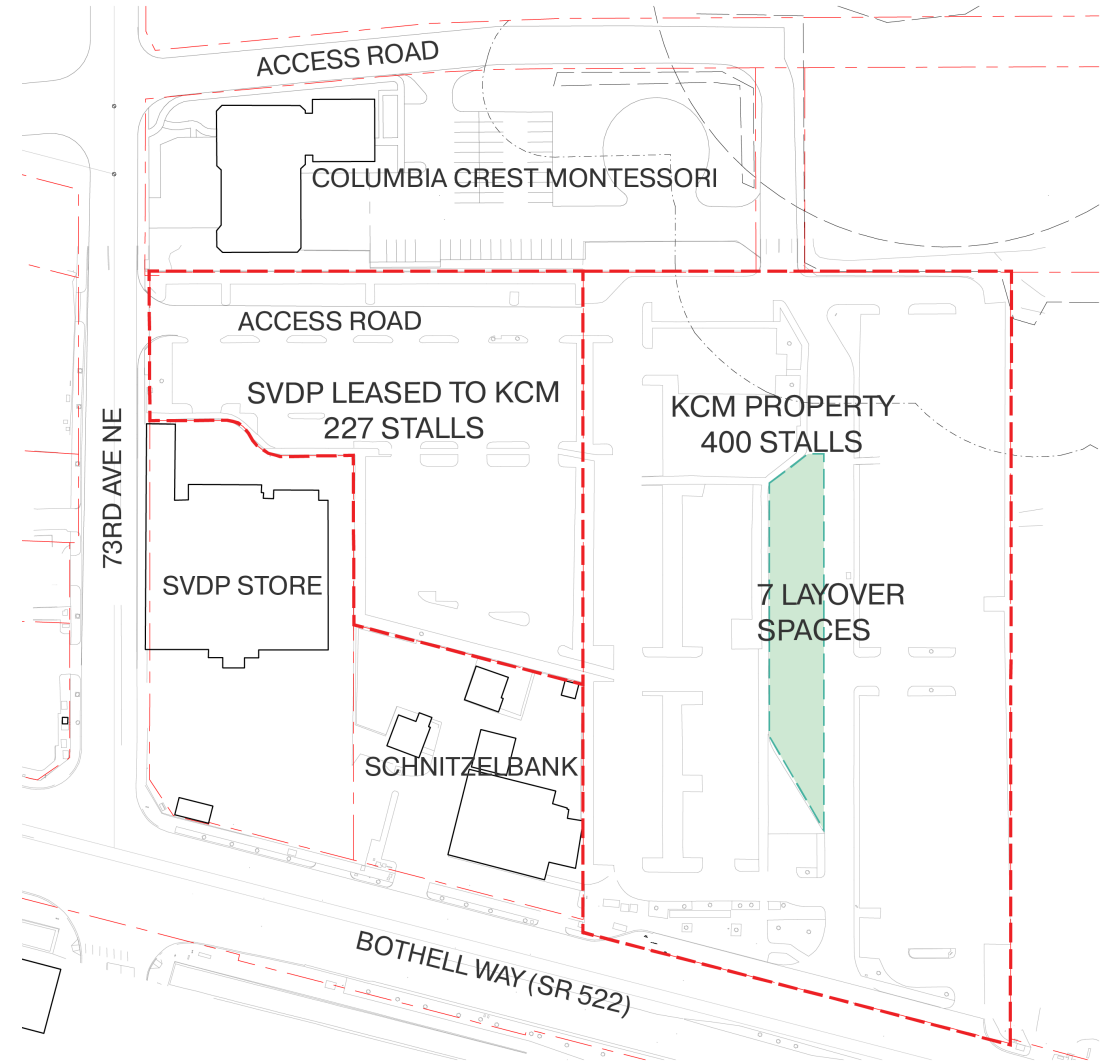
February 22, 2021



*Moving forward together*



# Existing Conditions

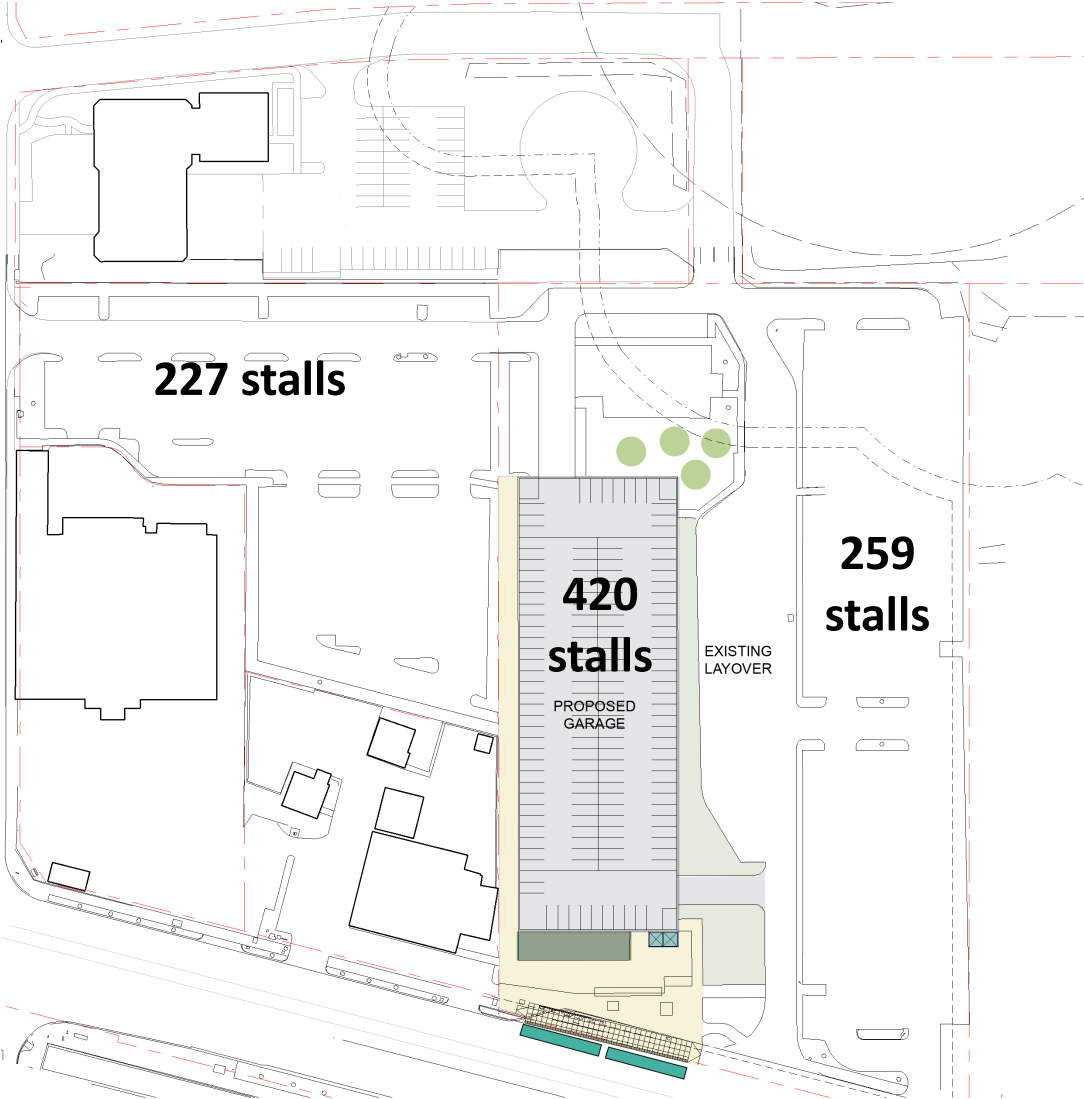


**Total Combined Parking**

627

# ST3 Representative Project

**Total Combined Parking**  
930



# Visioning at the Kenmore Park N Ride

In 2019, ST hosted three workshops at Kenmore City Hall to assess the footprint for the parking facility and support the environmental review process by understanding the overall vision for the sites.



# Integrated Mobility Hub

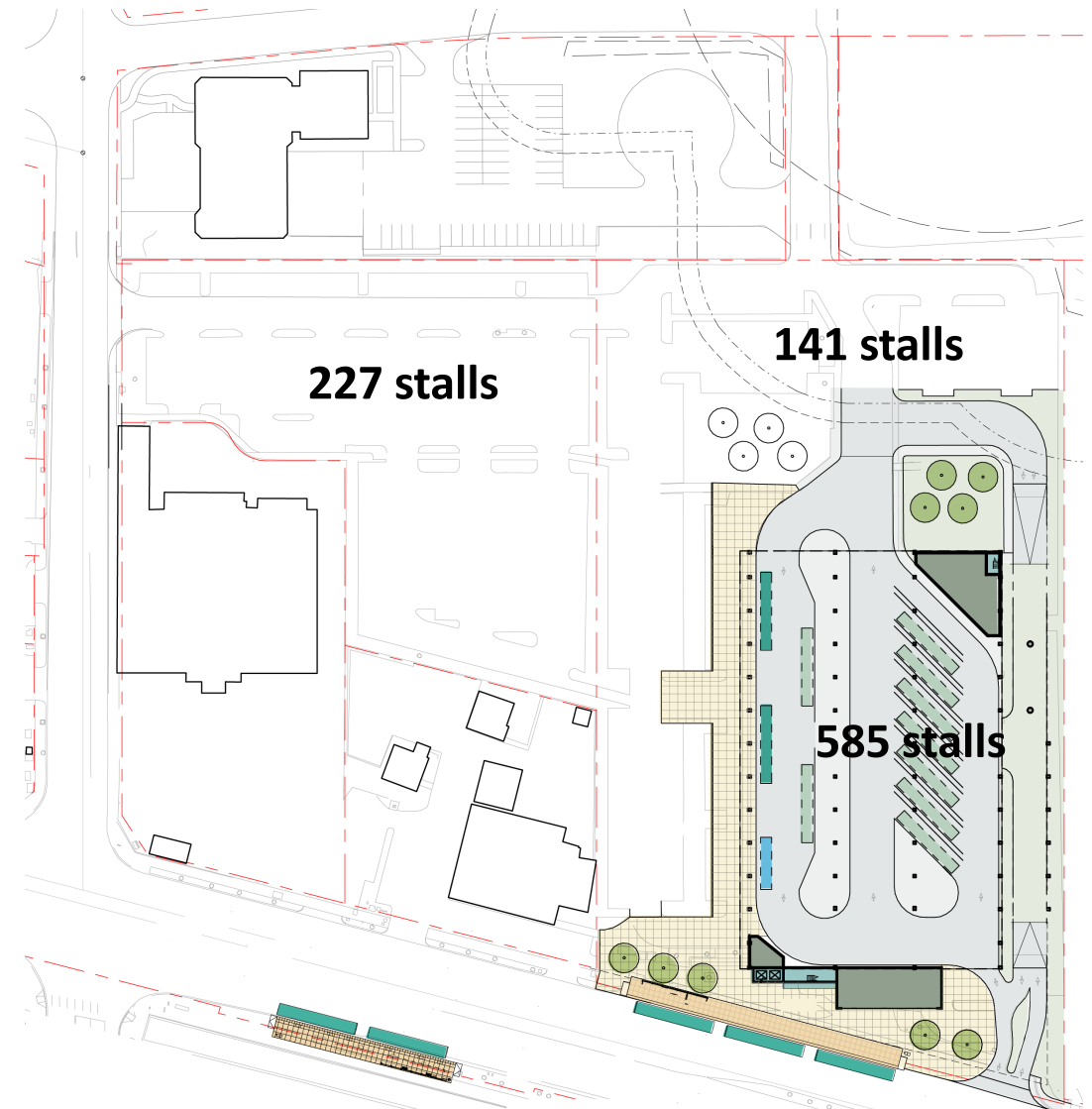
## No TOD Assumed

### Total Transit Program

- 9 layover stalls
- 2 active Bus bays
- 1 paratransit bay
- BRT Bus bay
- Possible inclusion of Battery Electric Bus charging

### Total Combined Parking

953



# Integrated Mobility Hub – TOD on KCM Site

## TOD Units:

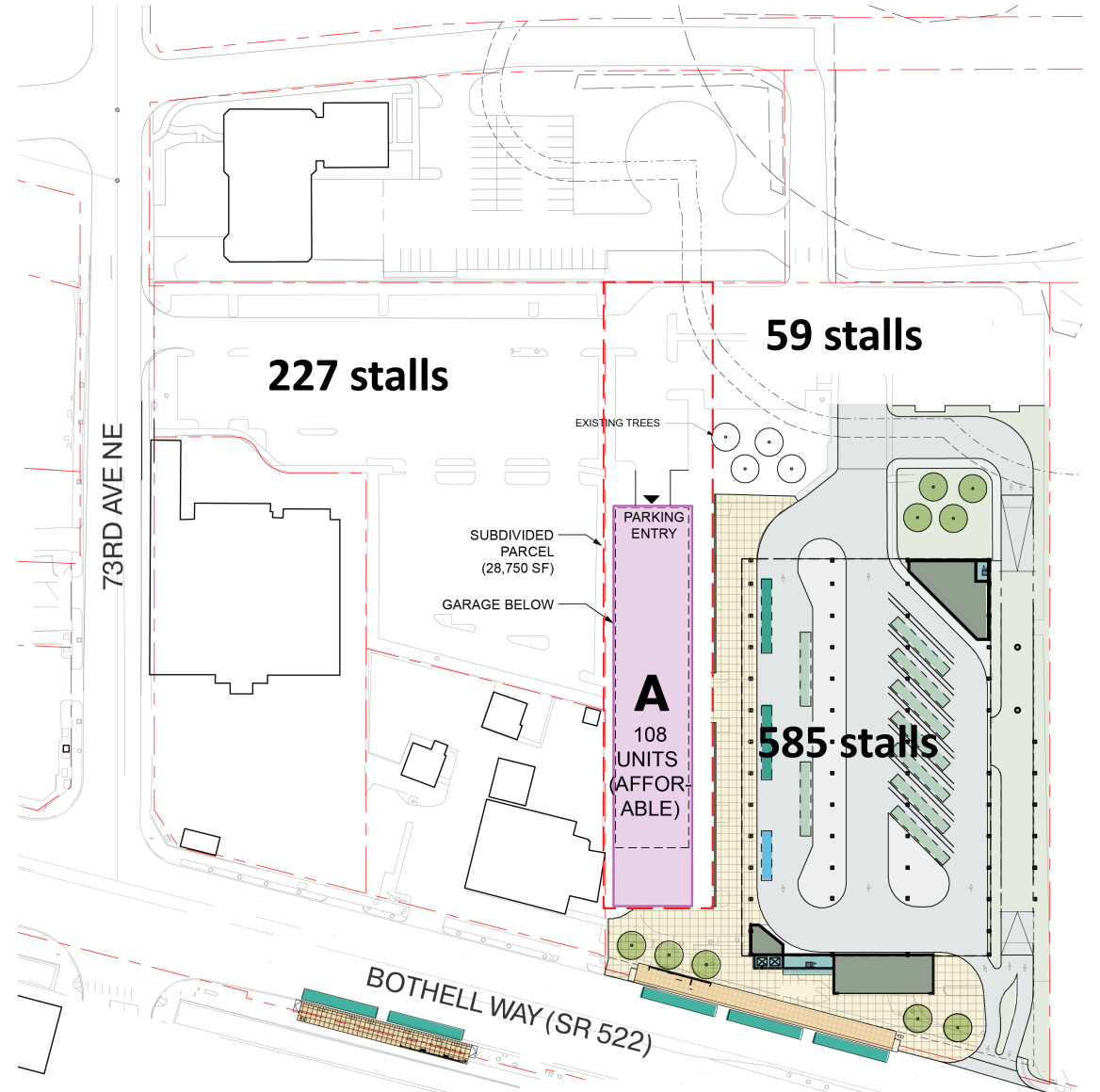
108 units

## Total TOD Parking

73 stalls

## Total Combined Parking

967 stalls



# Integrated Mobility Hub – TOD KCM/ SVDP Sites

## TOD Units:

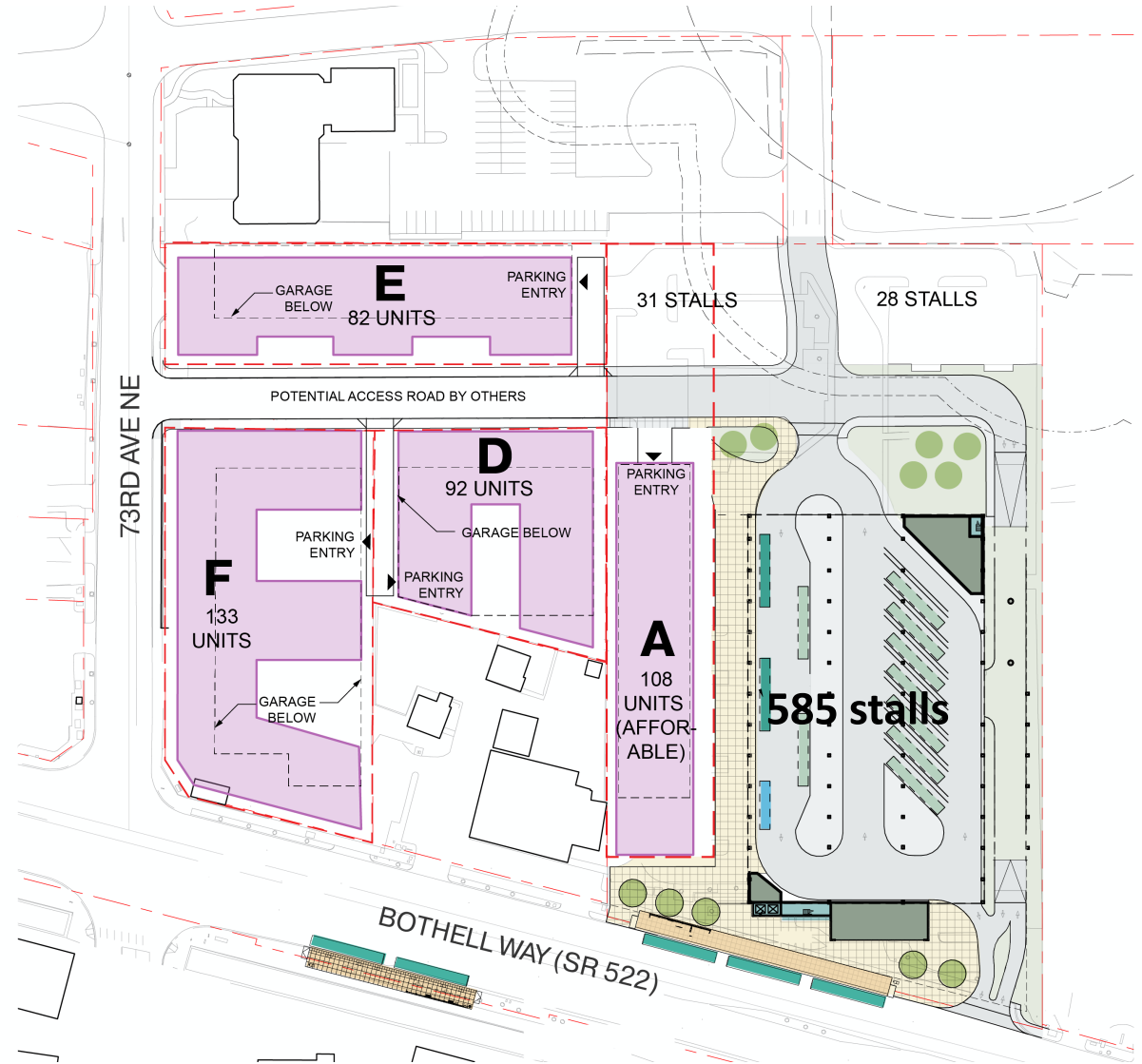
415 units

## Total TOD Parking

396 stalls

## Total Combined Parking

1040 stalls



# Coordinated Development Plan Concept

- An **Integrated Mobility Hub** (four-level structure) would contain three levels of parking (which would accommodate up to 585 stalls) and a ground-floor transit facility (9 layovers/2 active bays)
- **Potential future TOD** (1 to 4 mixed-use buildings)
- **100 ~ 400 housing units** (affordable and market-rate)
- An **integrated mobility hub** facility would result in a more capital-intensive project for both transit agencies





# Transit Oriented Development (TOD) Planning Report - Key Findings

# TOD Feasibility Report

## Market analysis findings for Kenmore

- Apartment development has steady demand.
- Pedestrian-oriented retail is a challenge. High-visibility parking and high parking ratios would be needed to support mixed-use retail spaces.
- Hotel development warrants further investigation.
- Office development would be highly speculative at this time.

## TOD scenarios assumptions

- All scenarios assume an integrated garage concept and the removal of applicable portion of the existing surface stalls to accommodate TOD buildings.
- The projects are developer-delivered by a developer selected by KCM and/or ST using a request for proposal (RFP) process.
- Projects are permitted, financed, constructed and occupied within the next 48 months.
- Affordable housing considerations, including the nature of funding cycles, level of affordability and availability of potential tax abatement incentives, are the subject of more in-depth study.

# Project Delivery

## *KCM-led joint development*

- Provides the opportunity for KCM to leverage existing relationship with SVDP
- Allows KCM and ST to creatively leverage limited capital resources
- A single master developer solicitation to develop both KCM and any portion of SVDP properties
- Allows future developer(s) to integrate parking and transit needs across multiple sites

## *ST design-bid-build*

- Parking Garage would not include an integrated transit facility
- Requires all capital commitments upfront; may result in less TOD potential
- Requires a defined project scope to deliver
- Limited to the King County Metro property (may exclude SVDP properties)
- ST assumes a standalone garage without a transit layover on the ground floor; KCM layover remains in existing location

# Conclusions

- The **integrated mobility hub** envisioned in the workshops results in a more **capital-intensive** project for both agencies but maximizes TOD across all sites.
- **KCM** and **ST** require **additional capital funding** or partnership to deliver the integrated mobility hub envisioned during the workshops.
- ST and KCM are exploring an **alternative delivery strategy** that maximizes development outcomes and delivers the transit program with less up-front capital investment on the vision developed at the workshops.
- The **Early Partnering Agreement** defines **roles** and **goals** for all parties participating in the alternative delivery exploration.

# Early Partnering Agreement in Development

# Potential Parties to the Agreement

## Primary Partners

- City of Kenmore (COK)
- Sound Transit (ST)
- St. Vincent De Paul (SVDP)
- King County Metro (KCM)

## Support Roles

- King County Department of Community and Human Services (DCHS)
- A Regional Coalition for Housing (ARCH)

# Intent and Goals of the Agreement

**Objective:** To co-develop content and support decisions necessary to inform a future developer solicitation to deliver the vision developed through the workshop series.

## Goals:

1. Develop a shared set of project requirements
2. Reach concurrence on preferred development outcomes and areas of flexibility
3. Identify assets and resources for possible inclusion in a future offering
4. Develop an implementation schedule/timeline
5. Document partner concurrence

# Proposed Roles

**City of Kenmore:** The City will co-develop project requirements and identify a preferred permitting path to best achieve the project vision.

**King County Metro:** KCM will lead the development of a future solicitation and will manage the content creation directed in the agreement. Potential future owner/operator/ funder.

**Sound Transit:** ST will partner on the development of project requirements to ensure ST3 commitments are kept; Potential future owner/operator or possible funder of parking facilities.

**Saint Vincent De Paul:** SVDP will work with partners to explore participating with their adjacent property(s) in a future offering and develop key business and development requirements for their property.

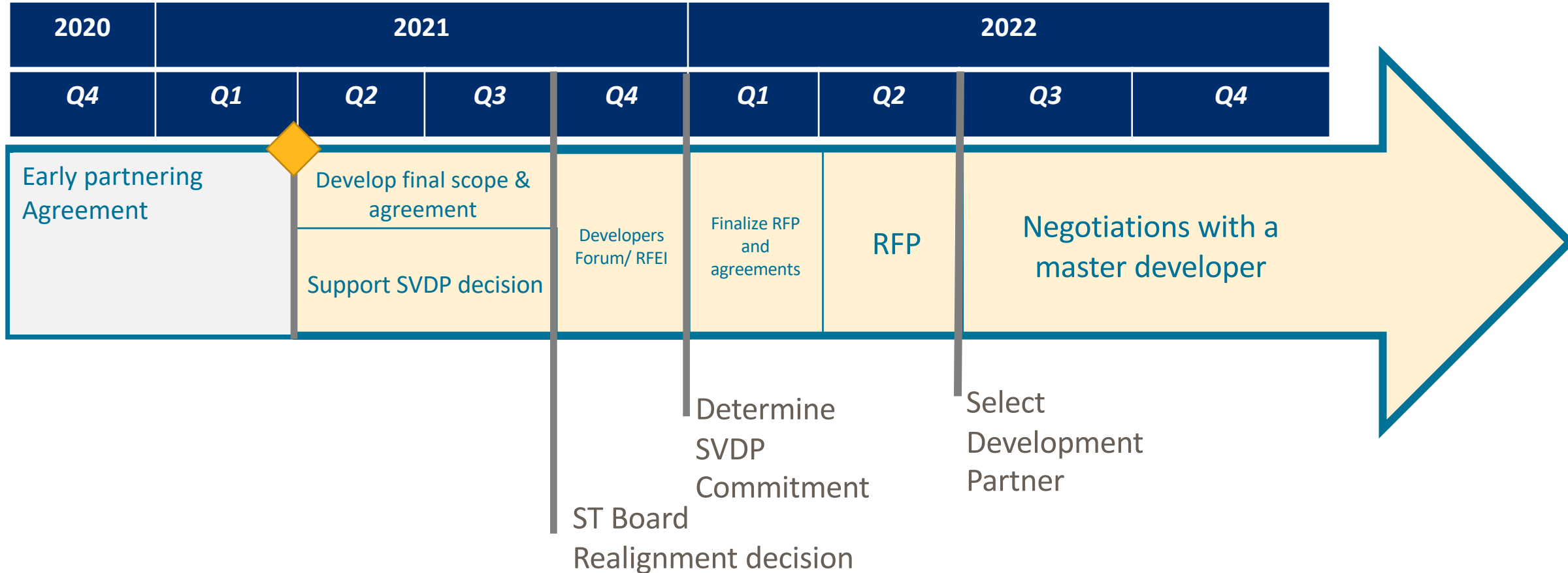


# Major Decisions to Inform a Future Offering

- Confirmation of the SR-522 BRT Environmental Process, Future developer will likely need to update SEPA analysis to accommodate future TOD.
- Sound Transit Board Realignment
- Metro identification of a path to leverage land value for development
- Identification by the City of Kenmore on a preferred permitting path
- Identification of a preferred affordable housing strategy
- St. Vincent De Paul's key business terms and a letter from their leadership confirming their willingness to participate and identifying property(s) participating

# Potential Solicitation Timeline

*Pre-COVID-19 Schedule-Subject to Realignment*



**Thank You!**