

APPENDIX D

Capital

Transit Route Facilities

Metro Transit operations currently utilize more than 9,600 bus stops, all supported by Transit Route Facilities. Transit Route Facilities projects usually focus on improvements to individual bus stops and are initiated by TRF staff and through requests from customers, drivers, bus operations staff, local residents, community, neighborhood or business groups, property developers and local jurisdictions.

Accessible landing pads	Provide an approximate 10 x 10-foot clear level landing area for accessible lift operation. Priority for stops currently not accessible, where requested and at special needs locations. Requires sufficient public rights of way and may impact adjacent property owners planting strips. Benefits all customers.
Auxiliary, redirected lighting	Higher ridership stops where nearby jurisdiction street lighting can be adjusted or additional heads added to existing poles at minimal expense. Also desirable where street crossing lighting may not be optimal. Potential neighborhood impacts and requires jurisdiction support and maintenance.
Individual stop lighting	High ridership stops. Relatively expensive for power supply conduits and repairs. Cooperative work with jurisdiction required. Potential adjacent property impacts and requires jurisdiction support.
Shelters	May be installed at suburban stops where daily boardings are above 25 per day or in Seattle where boardings are greater than 50 per day. Building and ROW use permits required from jurisdiction, normally only on public property. Adjacent property impacts. Incurs maintenance expense.
Awnings	Requires negotiation with private property owners to replace existing or supplant proposed shelters. Higher initial investment but lower maintenance costs.
Shelter footings	Footings without shelters often installed as part of negotiated construction or developer mitigation where ridership growth is anticipated. Can be used as bench foundation until use increases.
Benches	May be provided at stops with daily boardings of 15 or more. Also used if right of way at higher use stops does not allow space for shelter. Priority at locations where extra concrete work is not needed and at special needs locations.
Art	A variety of artwork can be incorporated into passenger facilities. Extensive use of shelter murals and creative glass etching has markedly reduced vandalism and has helped provide a neighborhood/community connection with bus stop shelters. Bus stop enhancements can be realized through partnering with local community art programs.
Bus stop extensions	Used to lengthen existing bus stop to allow multiple bus queuing or establish extended merging distances. Can allow longer buses to pull fully even with the curb and reduce traffic blockage. Approximately 15% of current bus stops may not accommodate larger buses or allow adequate merging distance. Neighborhood impact of potential parking loss.

Accessible pad extension	In locations where the stop is long enough or a stop length extension is not possible (or not permitted) and the current loading area is too close to the end of the stop to allow sufficient pull-out space, a set back or extended landing pad may be required.
New bus stops	Responding to new or revised routing or requests from a variety of public or private sources. Impacts parking, street use and local residents.
Bus stop relocation or removals	May be needed to take advantage of new street infrastructure or property developments. Can be needed to improve or redirect street crossing activity, respond to new driveways or entrances, reflect changes in routing or traffic. May impact property owners and parking.
Schedule information	Schedule holders at inbound stops, transfer points and other high use, or potential use locations. Currently 4700 out of 9500 stops have maintained holders.
Sidewalk and curb cuts	May be provided where local jurisdiction has no immediate plans to improve pedestrian environment but where stop use warrants relative cost of improvement. May be part of accessible bus stop improvements.
Street Panels / layover pads	Often needed to shore up high use layover or bus stop locations where street damage is likely to occur. Often done in conjunction with local CIP's.
Turn radius improvements	Used to correct serious operation problems on turns or signalized intersections. Radius projects are long term and require close cooperation with local jurisdiction.
Bus bulbs (curb bulbs)	Used to allow in-lane stops, reduce delays and speed service. Requires jurisdiction commitment to transit. Calms general traffic and can return some curbside parking.
Traffic lane channelization changes	Used to correct moderate or serious operation problems on turns, signalized intersections or to support special transit lanes. Requires close cooperation with local jurisdiction.
Trash receptacles	Currently added only at selected shelter locations. Often incurs high maintenance costs, vandalism and illegal dumping. Alternative Adopt-a-Stop volunteer program (Power and Facilities) can provide smaller receptacles at individual bus stops. May coordinate with local jurisdiction for City maintained facilities.
Bicycle racks	Can be provided at individual stops via local jurisdiction. KC bicycle locker program usually provides lockers/racks only at Park and Rides.

Corridor-based Passenger Facilities Improvement Projects

Scope

Corridor Facilities Improvements (CFIs) are designed to optimize and improve bus stop locations and facilities along high volume routes and corridors that include Transit Speed and Reliability projects, have 15-minute or better existing or planned midday service frequency, and/or are scheduled for jurisdiction-supported and -funded improvements. CFIs improve operating efficiency by optimizing stop placement and concentrating ridership. Possible improvements in bus scheduling and trip times will be investigated by Service Planning and Scheduling after the bus stops are installed in their final locations and experience in actual on street operation has been gained.

Inappropriate and inefficient bus stop location, spacing and configuration on many high volume corridors can delay both bus service and general traffic and create an uncomfortable ride. In addition many current stops do not warrant passenger facility improvement due to low use. The CFI program will include review of bus stop spacing to reach an optimal compromise between customer convenience and operational efficiency. In instances where stops have been relocated or consolidated, the “hard” improvements (involving pouring concrete) may be scheduled to take place after the new stop sequencing becomes well-established and remaining issues resolved.

CFI projects may differ from normal Passenger Facility projects in that CFI projects are specifically:

- Coordinated with current and potential Transit Speed and Reliability projects.
- Coordinated and in done in partnership with supportive local jurisdictions.
- Coordinated with Service Planning to focus on routes or corridors with current or planned high frequency service.
- Inclusive of all stops in both directions along a transit corridor or route.
- Designed to consider the location, facilities and spacing of all stops within the project corridor and related impacts on overall transit operation.

Bus Stop Location And Spacing

The current bus stop structure, formulated over 20 years ago, does not accommodate today's operating environment and customer demands in many urban locations.

Although there are no national standards, a common stop spacing recommendation is about four stops per mile. Metro's general Transportation and Service guidelines recommend four to six stops per mile, initially starting at four per mile for new routes. Currently there are a number of Metro routes where current spacing exceeds 10 stops per mile. The objective remains to place stops where the large majority of riders will have an easy five-minute or less walk (about ¼ mile) to or from the bus stop.

New or relocated bus stops will generally be situated to take advantage of existing lighting and pedestrian crossings, and will be located on the far side of intersections for efficient operation. Stops will be sized and configured to allow for the efficient entry and exit of transit vehicles. Increased stop spacing on higher speed corridors allows transit buses to reach and maintain a higher travel speed between stops. The concentration of ridership at fewer stops will justify the installation of shelters and other amenities at a higher than current percentage of stops.

Selection process

Corridor project selection will be based on a collaborative process involving input from local jurisdictions to support and help implement improvements. Information provided by Service Planning, Transit Speed and Reliability, and preliminary TRF stop spacing analysis obtained using GIS mapping tools will be key to identifying opportunities for improvements along major transit arterials. Over 50 corridors and shorter segments were initially considered, primarily targeting corridors with current or planned high frequency (15 minutes or better) service. Other factors are agreements with local jurisdictions to arterial signal priority improvements.

The prioritization process will initially include evaluation of segments of routes selected by Service Planning for future service investments (Routes 36, 44, 48, 73, 240, 245, 358; future Routes 120 and 199). The preliminary list shown in Exhibit A includes five route segments; work is scheduled to start in 2002. The five initial projects will begin sequentially at 6-8 week intervals with completion up to the facilities installation stage during 2002. Actual installation of some passenger facilities may extend into 2003. Evaluation of the remaining corridors or additions will be made during the later part of

2002 for implementation in 2003 depending on local support. Selections are contingent upon continuing support by local jurisdictions.

Design process

Many stakeholders including local traffic engineers, transit operations, businesses and communities, and Metro customers are affected by changes in bus stops along major arterial corridors. Assessing problems related to bus stops and arterial streets will involve a variety of these interests in the process of identifying key improvements. The following five steps will be used in the design process in each corridor.

Form teams and review problems

Form interdisciplinary, quasi-technical Corridor Facility Improvement (CFI) teams including technical staff. Systematically review facilities along each corridor, assess problems and develop solutions. Include a mobile workshop to examine problems in the field. Establish a new CFI team for each corridor.

Develop preliminary recommendations

Each CFI team will prepare a series of recommended improvements with the goal of defining a cohesive development strategy for each corridor. Recommended improvements can include:

- Relatively quick fixes (relocation/removal of bus stops, minor parking modifications) that can be completed within 6-12 months.
- Complex projects such as landing pads, bus shelters, lighting, and/or stop related improvements require a higher level of design, permits, and construction. These could take up to a year to complete.
- Major projects that include installation of transit signal priority, signal system upgrades, bus bulbs (curb bulbs) and minor channelization or paving changes which could take over a year or more to complete and could require separate funding.
- Proposals for future projects would include opportunities for larger scale projects such as Bus Rapid Transit where service frequencies might be increased (10 minutes or less) and development of new operation systems such as dedicated transit lanes or automated bus information systems. Additional funding appropriation would be needed to implement higher frequency service investments and unique capital investments.

Determine and enlist community support

CFI teams will solicit community input and support. This can be through the dissemination of flyers and other information pieces about the project to local businesses, neighborhood groups, and transit customers including users of affected routes and bus stops. Community input will be used to evaluate the recommendations, make adjustments and finalize improvements.

Implement improvements

Final improvements will be staged depending on the type and duration of improvements (see “Develop preliminary recommendations,” above).

Improvements such as shelter footings or additional lighting would be the responsibility of the Route Facilities and CFI staff. The actual installation of permanent passenger facilities may need to wait until a relocated stop has been successfully operated for a few months.

Major improvements having a longer development time frame (such as signal improvements) may need to be incorporated into other CIP processes of various jurisdictions for implementation. The project lead responsibility for this scale of project would be determined by the nature of improvements.

Evaluate results

CFI projects along selected corridors will be evaluated as part of the Six-Year Plan evaluation process. Major evaluation areas will relate to improvements in the quality of service, passenger comfort and security, operating speeds, community acceptance, and ridership. While it is anticipated that results will be positive it is likely that some adjustments of the improvements will be necessary to respond to ongoing changes in ridership and the operating environment (land use, roadways, facility replacement, etc).

Exhibit A

University District “The Ave.” project

This City of Seattle project will totally re-build University Ave from NE 50th St. to Campus Parkway. This is an ongoing project that demonstrates the multi-faceted aspects of cooperative improvement of bus stop facilities and involves the following factors related to transit operation.

- Stop consolidation to improve transit operation
- Pedestrian street crossings to improve the pedestrian/transit rider environment
- Bus bulb design to allow in-lane stops of sufficient length to accommodate multiple buses
- Potential multiple shelter installation to accommodate future Link station activity
- Establishment of bus stops and facilities compatible with local business needs
- Incorporation of art work and way finding into bus stop design
- Integration of bus stops with street lighting and street trees
- Configuring bus stop amenities to allow unrestricted general pedestrian traffic

Exhibit B

Initial segments

These segments have been selected due to existing local jurisdiction support, agreements or partnerships, active Transit Speed and Reliability projects, and/or the presence of existing projects.

ROUTE 48 SEGMENTS

- 15th Ave. NE and NE Pacific St. between NE 65th St. and the Montlake Bridge
- 24th Ave. East and 23rd Ave. East from the Montlake Bridge to S. Jackson St.

ROUTE 245 SEGMENTS

- 148th Ave. NE between NE 51st St. and Redmond Way. The City of Redmond has proposed cooperative facilities improvements along this section. The City of Redmond has a current agreement with King County for a TSP signalization

improvement plan. Stop spacing in parts of this corridor needs adjustment and some stops can have shelters installed.

- 156th Ave. NE between Lake Hills Blvd. and Northup Way. The City of Bellevue has a current CIP plan for 156 Ave. NE from NE 8th St. to NE 24th St. 156th Ave. NE at NE 40th St. is the site of the new Overlake Transit Center. Stop spacing needs adjustment and shelters can be installed.

ROUTE 358 SEGMENTS

- Aurora Ave. N. between N. 200th Street and N. 145th St. The City of Shoreline has proposed to re-channelize and improve this section of Aurora. The design of related transit improvements would be coordinated with this project, currently slated for 2003.

ROUTE 372 SEGMENTS

- Lake City Way and Bothell Way between NE 95th St. and Bothell. There is a funded transit signal priority project in progress. The segment including Lake Forest Park, Kenmore, and Bothell is in progress. The planned Fall 2002 service restructure will impact facilities and stop locations.

2002 IN PROGRESS

- 15th Ave. NW between Leary Way and Queen Anne. Continuation of recent consolidation and current improvement project along 15 AV NW.
- 15th Ave. NW between NW 85th St. and Leary Way. Complete 2001 consolidation project; install new shelters and finalize two stop locations.
- 148th Ave. NE between NE 24th St. and NE 51st St.; a continuation of the 148th Ave. NE Route 245 segment as part of cooperative project with City of Redmond.
- The “Ave.” City of Seattle rebuilding of University Way between NE 50th St. and Campus Parkway. Includes stop consolidation, shelters, and bus bulbs.

Transit Operating Facilities Strategic Plan Update 2001

The Transit Operating Facilities Strategic Plan provides the link between service concepts embodied in the Six-Year Plan and the bus base capacity needed to implement the service plans. The purpose of the strategic plan is to determine how much more base capacity King County needs in the future, and where and when the capacity is needed. The strategic findings are the basis for recommending an operating facilities capital improvement plan and budget to develop additional base capacity. This report updates the Transit Operating Facilities Strategic Plan originally published in 1998.

Background

The detailed analyses supporting the recommendations are based on information originally developed in 1998 and updated in 2001. Specifically, revised fleet projections prepared in Fall 2001 are included in this report.

The period for the Strategic Plan Update is 2001 through 2025. The plan incorporates assumptions on how Sound Transit's ST Express, LINK light rail and Sounder commuter rail will affect King County Metro's bus service. The plan includes capacity for Metro to dispatch ST Express bus service in King County under contract to Sound Transit.

Bus base capacity is needed to maintain an expanded bus fleet. Metro needs more buses to provide more service hours. The Metro fleet is projected to increase from 1,309 buses in 2001 to 1,806 buses in 2025.

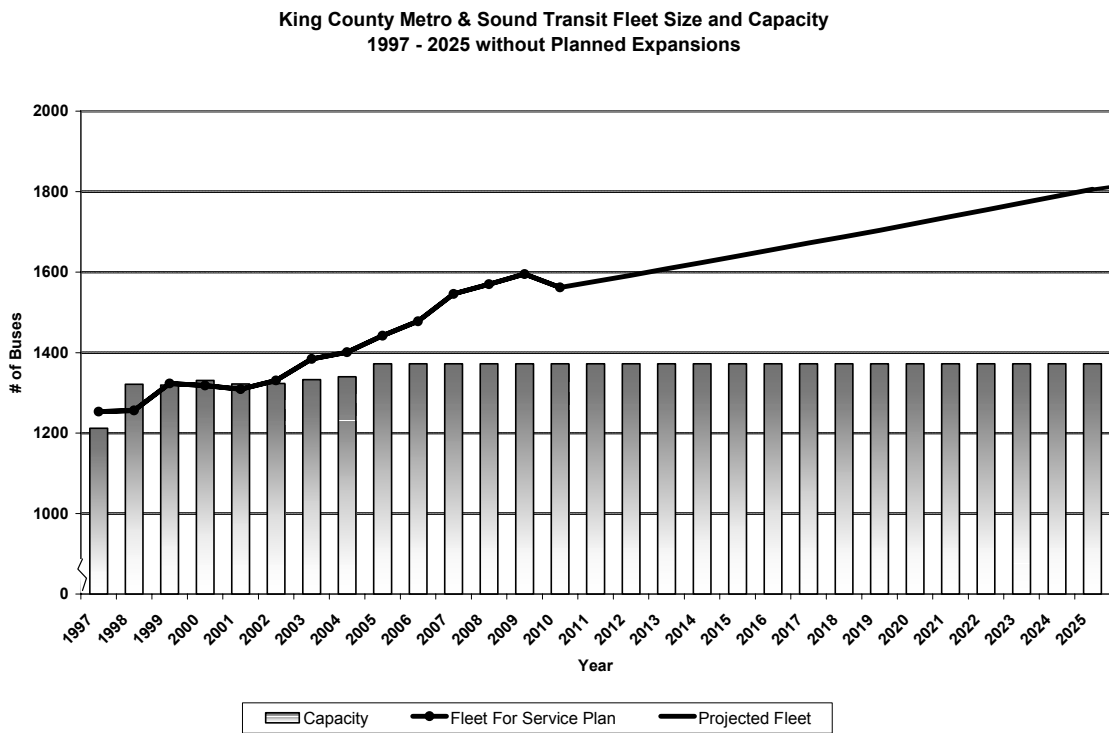
Plan Analyses

Several steps are required in the strategic planning process. The first step is to determine how much bus base capacity is required and where that capacity is needed.

Capacity needs. In 2001, Metro had the base capacity for about 1,300 buses. Metro will need base capacity for about 1,800 buses in 2025, or an additional 500 buses. Expanded capacity is needed for an additional 240 buses by 2007, an additional 100 buses by 2015, and another 160 buses by 2025.

The analyses show that new capacity is needed in the central area of King County by 2007 and in south King County by 2015. Preliminary studies indicate there may be a need for additional bus base capacity in the central area by 2025.

The findings for capacity needs are based on the principles and assumptions of the Six-Year Transit Development Plan for 2001-2007 and fleet projections prepared in Fall 2001. If any new transit service initiatives (that are not reflected in the Six-Year Plan) are adopted by King County, additional Metro bus base capacity may be needed before 2015.



Metro base capacity was about 1,200 buses in 1997. Year 2001 capacity for 1,300 buses was achieved by reopening Bellevue Base in 1998. Base capacity is also expected to increase to 1,350 buses with improvements in vehicle maintenance efficiencies as older bus fleets are replaced.

Year 2007 capacity needs can be met by expanding bus storage at Ryerson Base and by expanding the Atlantic and Central bases. All three bases are in the central area. Between 2002 and 2007, the space needed to maintain the growing bus fleet will exceed

the available capacity of Metro bus bases. The plans to expand capacity at the central bases can be completed incrementally to help mitigate the capacity shortfall. However, Metro vehicle maintenance will likely be required to operate at levels above optimal capacity until the Atlantic/Central expansion project is completed.

Year 2015 capacity needs can be met by building a new base in south King County. The need for a second new base is forecast for 2025.

East. The capacity needs for the Eastside are met with the East Base and Bellevue Base facilities. The Bellevue Base reopened in 1998 and added capacity for more than 100 buses.

Central. There is an existing and future need for expanded base capacity in the central area. Research shows there is less base capacity in Seattle today than in the 1940s. Current bus base capacity is not sufficient to dispatch buses primarily serving Seattle. Metro proposes to expand capacity at the Ryerson, Atlantic, and Central bus bases to the transit system can accommodate more riders and provide more bus service.

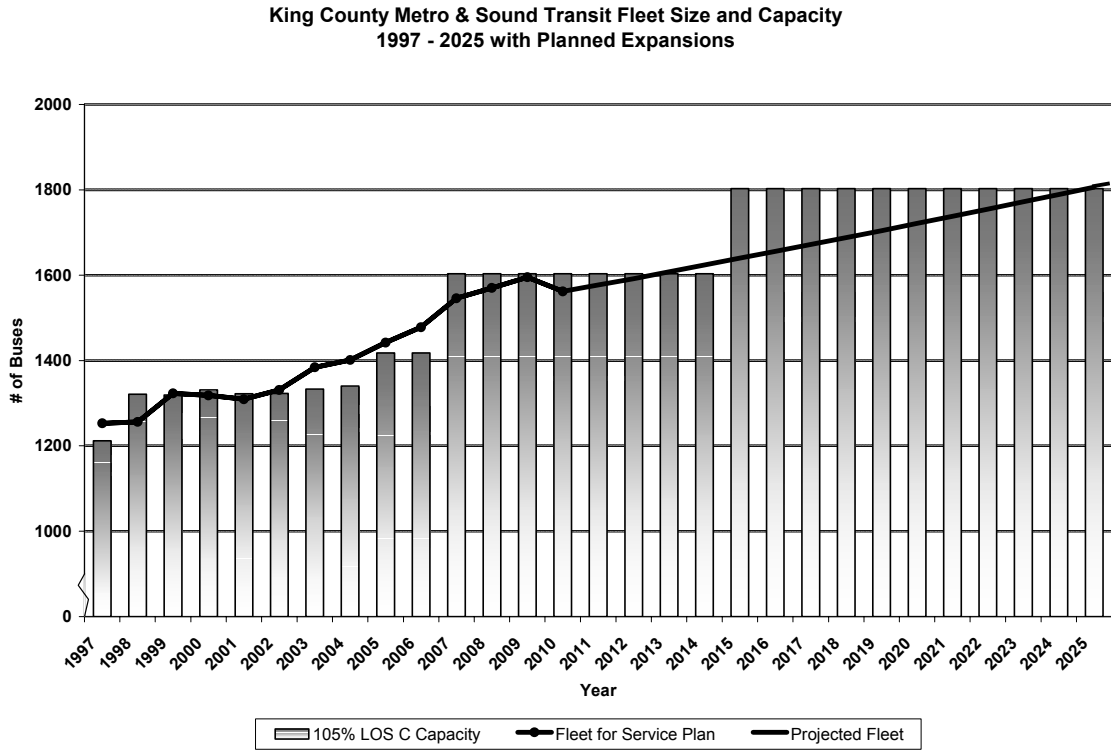
South. Additional service hours are forecast for south King County, and there is not sufficient space at South Base to handle this new service. Physical constraints prevent more than a minor expansion of South Base. Possible locations for a new south King County facility include the South Base Annex in Tukwila (located across the streets from South Base) and in the southern part of King County (Kent, Auburn, Federal Way).

Recommendations

Here are the Transit Operating Facilities Strategic Plan Update recommendations:

1. Complete the planned expansion of bases in the central area:
 - Add bus storage capacity at Ryerson Base while accommodating State Route 519 by 2005.
 - Expand the capacities of Atlantic Base and Central Base by 2007.
2. Add south King County base capacity by 2015.
 - Determine the most cost-effective location for an 8th base after evaluating South Base Annex and south King County options.

3. Plan for the next new base to be operational in 2025.



TOD Project Status November 2001

The King County Transit Oriented Development (TOD) Program began in 1998. This report includes information on TOD projects and some related efforts being managed by the county's Department of Construction and Facilities Management (DCFM) and by Sound Transit. Two projects are completed, two are under construction, developers have been selected for six, solicitations are open for one, feasibility studies are underway for eleven projects, and initial discussions are going on for six. In 1999, the county retained Economics Research Associates (ERA) to rank park-and-ride sites from a private development perspective. TOD and Metro staff have completed additional analyses.

Completed

- **Northgate North** (Target & Best Buy), Seattle – The Touchstone Corporation's four-story retail project opened in October 2000. The right-of-way for the new NE 112th Street, a City of Seattle condition of approval, was the southern portion of the county's park-and-ride on 5th Avenue NE. The county sold the right-of-way to the city in 1999. Touchstone is providing sixty replacement park-and-ride spaces in its parking structure until the park-and-ride is relocated.
- **Renton Transit Center park-and-ride** (Metropolitan Place), Renton – 90 apartments, 150 new park-and-ride stalls. Construction of garage is complete. Park-and-ride stalls opened for use in August 2001. First phase of apartments scheduled for occupancy in November 2001, remainder scheduled to open in February 2002. Expanded transit center opened in September 2001.

Under Construction

- **The Village at Overlake Station**, Redmond – 308 apartments, day-care, shared parking structure. First apartment complex expected to open for occupancy in December 2001, with project completion scheduled for June 2002. Garage should be available for park-and-ride users by February 2002.
- **Kent Sound Transit Garage** – King County has agreed to contribute towards the cost of adding a fifth floor (191 spaces) to Sound Transit's commuter rail garage in downtown Kent. These additional stalls for Metro park-and-ride customers will replace those being eliminated by the sale of the James Street lot. Garage to open in July 2002, with a total of 871 parking stalls.

Developer Selected

- **Denny Triangle Green Streets**, Seattle – King County and the City of Seattle have approved a transfer of development credits (TDC) program. The county has agreed to provide \$500,000 and has obtained another \$500,000 of federal Congestion Mitigation and Air Quality (CMAQ) funds for urban amenities like green streets. Related efforts include the Convention Place TOD project and providing transportation demand management (TDM) measures for other mixed use TOD projects in the area.
- **Doces Building**, Seattle – County DCFM lead; Request for Proposal (RFP) has been issued and a purchase and sale agreement has been entered into. Buyer is currently negotiating a relocation proposal with the major tenant, McDonalds. Final agreement is expected in 2001.
- **Kent James Street** – KC/DOT has determined the lot is underutilized and no longer needed for park-and-ride use due to planned Commuter Rail garage being built. Majority of present demand is expected to be satisfied by rail service by 2003. Existing James Street lot is being subdivided into two parcels. The City of Kent is planning to purchase the larger 8-acre section, possibly for development of public sector offices. Smaller 2-acre lot will be kept by the county for continued Metro park-and-ride use (100 stalls). Existing facility was 80% Federal Transit Administration

(FTA)-funded, 20% state-funded. County plans to transfer federal and state financial interest before the sale is finalized.

- **North Kingdome Lot**, Seattle – A county-funded pedestrian bridge has been completed over the railroad tracks connecting the International District and Union Station development to the North lot of the former Kingdome and Pioneer Square. A five party agreement between King County, City of Seattle, Washington State Public Stadium Authority (PSA), First & Goal Inc. (FGI), and Washington State Department of Transportation (WSDOT) allows for a mixed-use development on the site provided that not less than 60% of the development (including accessory parking) is dedicated to housing. County and PSA each own half of the lot. KC/DOT is interested in the potential for off-street bus layover on this site. FGI has an option to develop the site and recently hired a consultant who is in the process of creating a master plan.
- **Olson-Myers**, Seattle (sale of majority of lot to Apprenticeship Training, retention of 100 stall park-and-ride lot) –Apprenticeship Training Trust was selected to develop the majority of the lot for a training facility for painting and other trades. Agreed price is \$2 million. Site design is underway and the county and Apprenticeship Trust have signed purchase and sale agreement. Closing is set for December 31, 2001.
- **Tashiro-Kaplan Building**, Seattle – County DCFM lead; RFP issued and buyer selected. Council has authorized the disposition of the site to Tashiro-Kaplan Limited Partnership. Closing is in the second quarter of 2002.

RFP &/or Surplus

- **Burien** – A Request for Information (RFI) was issued March 30, 2001, to compile a list of interested teams for development of the park-and-ride. Recent market study indicates there is a market for mixed-use TOD in downtown. King County and the City of Burien will encourage private development. The public investment will include a new downtown Transit Center, off street bus layover, and structured park-and-ride replacing the surface stalls. Surplus portion of lot to be sold for private housing/retail redevelopment. County owns site; 403 stalls; 4.3 acres. An RFP will likely be issued after the city has committed to participating in the development. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.

Feasibility Studies Underway

- **Brickyard**, unincorporated, near Bothell – Ownership part county and part state. State owns 3.89-acre parcel, including existing park-and-ride lot, appraised at \$1.5 million in June 1999. County owns undeveloped 18.23 acre-parcel. Park-and-ride has 247 parking spaces and transit service operating through the lot. Developer expressed interest in 2001. Additional parking capacity is needed at the site as utilization has increased to an average of 101%. The level of community support needs to be determined. Wetland analysis is being conducted. Site is zoned Office, allowing residential as part of a mixed-use development.
- **Convention Place**, Seattle – Ownership part county and part state; Sound Transit acquiring state portion for transfer to county; four acres; preliminary designs for TOD project updated in 2001 include five to six skyscrapers, urban plaza, underground parking and bus layover, and bus ramps to Terry Avenue and I-5. Project is included in the Bus Tunnel Transfer Agreement between King County, Sound Transit, and the City of Seattle of June 2000; update being prepared for adoption in spring 2002. A stakeholder workshop was held May 23, 2001. New site designs and market, cost and revenue analyses will be completed for the county by the end of 2001. On September 27, 2001, Sound Transit selected Convention Place as the northern terminus of the first phase of light rail. Four alternatives for the route north to the University of Washington and Northgate will be under study for the next two years. Two alternatives may include bus and rail passenger facilities at Convention Place and two

others may not. The Seattle City Council may amend Space Needle view corridor protection policy in November 2001.

- **Federal Way** – Sound Transit is planning to locate a 1,200 stall Regional Express garage, transit center, and freeway access ramp on site just north of existing King County 320th Street park-and-ride. City has asked Sound Transit to plan for TOD as part of garage facility. Sound Transit plans to purchase several parcels including a parcel for possible TOD development.
- **Kent Municipal Parking Lot** – County has conducted market and architectural analyses to develop for TOD the 3-acre municipally owned parking lot one block north of Borden site, ¼ mile from rail station. Fully built out, TOD development on the municipal block could include 90,000 SF of mixed use retail, office, and commercial, plus 100 housing units, with 400-stall garage that includes Metro park-and-ride. City and county have agreed to work together to pursue TOD at this site. City is working on a financing package for the garage. Sharing of some stalls with county for park-and-ride users would defray some of the garage costs. Development would be phased. A private developer is interested in phase one.
- **Kenmore** (on SR 522) – County owned, appraised at \$1.85 million in May 1999, 5 acres, 432 parking stalls, good service, service runs through lot, may need to expand parking. Constraints include wetland, traffic and church access. Possible expansion of lot into adjoining property to replace displaced Northshore demand (see Northshore lot below). Currently zoned residential, 24 units/acre but comprehensive plan designation is Public Institution. Lot is walking distance to supermarket, library, and drug store.
- **Northgate Transit Center** – King County, the City of Seattle and Sound Transit intend to integrate TOD with the proposed light rail station, bus transit center, park-and-ride consolidation and expansion, and off-street bus layover projects. These efforts may be integrated with or undertaken separately from proposed development of the mall's south lot, a new city branch library, and a new city community recreation center.
- **Northshore lot in Kenmore** – County owned, appraised at \$1.75 million in February 2001, 4.7 acres. Good TOD potential, clean level site with Lake Washington views. County is currently conducting feasibility study of co-locating housing and retail facility. Site is not suitable for continued park-and-ride use; potential for moving present demand closer to SR522 (see Kenmore lot above). Current zoning of

residential, 24 units/acre, is consistent with Kenmore's newly adopted comprehensive plan. Site is walking distance to Kenmore's main commercial area. Current utilization is about 33% of the 400 stalls. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.

- **Shoreline** – State owned, appraised at \$5.045 million in June 1999, 5.78 acres, 400 parking stalls, good service, will need to expand parking. County will work with City of Shoreline and other interested parties including Shoreline and Edmonds community colleges and the YMCA. Recent ERA market analysis determined several interesting TOD opportunities at the site. Internal workshop was conducted on May 9, 2001 to determine preliminary alternatives. Proposal containing two preliminary concepts was submitted to WSDOT on June 22, 2001 for state review.
- **South Kirkland**, Bellevue/Kirkland – County owned, 6.95 acres, 603 parking stalls, service runs through the lot, may be a potential hub, may need parking expansion. Site straddles border between Kirkland and Bellevue; Kirkland portion is zoned Professional Office, Bellevue portion is Residential, 15 units/acre. City of Kirkland interested in TOD in 2001; Sound Transit road improvement proposed near park-and-ride. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.
- **Tukwila** – Sound Transit Commuter Rail station planned at Boeing/Longacres property. The potential for TOD on larger property is being investigated by the City of Tukwila and Sound Transit. Fiscal 2000 U.S. Senate appropriations bill includes \$1.5 million to the City of Tukwila for TOD.
- **U-District Layover**, Seattle –This project has been dormant due to the loss of state Transportation Improvement Board (TIB) grant funds due to the passage of I-695. Preliminary market analysis and design work was completed for off-street bus layover, two office towers, condo and apartment structures including childcare, retail and structured parking. Adopted neighborhood plan supports mixed-use. Site owned by private parties and retail association.

Discussions Underway

- **Issaquah Highlands** – A new 500 to 1000 stall park-and-ride will be included as part of Port Blakely development, with location to be determined. A half-day workshop was conducted with Port Blakely, City of Issaquah and King County on June 22,

2001 to determine alternatives for possible TOD. County Roads is pursuing design of North Spar Road in an extended one-way couplet configuration. Project scheduled for completion in 2003.

- **Kingsgate**, Kirkland, Totem Lake – State owned, appraised at \$2 million in July 1999, 8.24 acres, 502 parking stalls. Funding for acquisition was 90% Federal Highway Administration (FHWA), 10% WSDOT. City of Kirkland interested in TOD 2001; Sound Transit improvements for Totem Lake area under consideration.
- **Kirkland CBD** – Sound Transit project to move existing Transit Center off-street or to enhance it on-street, two off-street sites identified both consisting of several privately owned parcels: Kirkland Avenue and Third Street, and Park Lane and Third Street. City interested in off-street TOD, level of community support needs to be determined and funding secured.
- **North Lake Union**, Seattle – Two parcels close to Gasworks Park and on Burke-Gilman Trail, currently Metro operations facilities, both zoned Industrial Commercial but near new office and luxury condominium developments and older single family homes. Densmore parcel is on slope, Northlake parcel is on waterfront. Both parcels have city and lake views. Site cleanup has been completed but relocation of Metro uses would be required.
- **Redmond CBD** – County owned, appraised at \$6 million in March 1999, 5.58 acres, 344 parking stalls. Ideal location for TOD. KC/DOT may want to relocate the existing on-street transit center onto the site. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.
- **Woodinville** – State owned, appraised at \$3.4 million in June 1999, 6.5 acres, 470 parking stalls, includes layover, service runs through lot. Good for residential and/or commercial TOD; services within walking distance. Existing facility was 90% FHWA funded, 10% state-funded. City and developer interested in TOD 2001; Sound Transit speed and reliability project by park-and-ride proposed. City is examining height restriction and view issues.