City Clerk's Office
Records Management

CONTRACTS & AGREEMENTS
ECM INDEX DATA

INTRLOC_00 — File Location

KING COUNTY & CITY OF KIRKLAND — Vendor Name

KC & CITY OF KIRKLAND
12/31/2099

Document Type: Interlocal New
Vendor Name: KING COUNTY & CITY OF KIRKLAND
PO# Location: INTRLOC-000
Effect Date: 2/28/2011
Term Date: 12/31/2099
CR#: 47207
Related CR#:
Ordinance:
Resolution: 8183
Leg Date: 1/3/2011
Vendor #:
Description: MUTUAL OBJECTIVES & PRINCIIPLES OF AGREEMENT FOR SOUTH KIRKLAND PARK & RIDE TRANSIT ORIENTED DEVELOPMENT PROJECT
NO PO ISSUED

INTRLOC_00
INTERLOCAL AGREEMENTS
12/31/2099
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Notes:

Feb 28, 2011 FSU: M JDE: N/A SI: M ECM: M

CR# 47207 DATE 2-28-11 LOC SIGNOCS-000

King County City of Bellevue City of Kirkland

KCS 8183

Mutual Objectives and Principles of Agreement for the South Kirkland Park and Ride Transit Oriented Development Project

- Expand park and ride capacity. Add a significant number of parking spaces for transit riders at the South Kirkland Park and Ride, to better serve Bellevue and Kirkland residents and encourage higher transit ridership. Promote shared use parking between residents and Park and Ride users. Improve transit facility and provide vehicle charging stations as funding is available. Preserve the park and ride as a long term use of the property for transit riders.

- Local services. Incorporate ground floor commercial space into the housing project design to provide opportunities for businesses that support transit riders, residents and surrounding activities. Add TOD supportive services in the adjacent area through neighborhood planning.

- Timing. Proceed with the project in a timeframe that protects the existing FTA funding available for the park and ride expansion.

- Feasibility. Allow for a financially feasible project.

- Coordination. Coordinate among Bellevue, Kirkland, and King County Metro 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.

- Attractive and compatible site development. Incorporate high quality design standards. Develop an attractive site and building complex that is compatible with the surrounding area and provides a welcoming gateway to both cities in this location. As appropriate and feasible, preserve areas of existing landscaped buffers and use green building techniques. Provide a safe and secure facility.

- Range of housing affordability. Ensure that housing on the site includes a range of affordability, including market rate housing. 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 that are accessible to those with disabilities.

- Impact mitigation. Minimize and mitigate traffic and other impacts of the development, including impacts of the SR-520 project. Encourage alternative modes of transportation, including transit, bicycling and walking.

2428-RES
12/29/2010

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 8183

A RESOLUTION endorsing the Mutual Objectives and Principles of Agreement for the South Kirkland Park and Ride Transit Oriented Development Project developed by the City of Bellevue, City of Kirkland and King County.

WHEREAS, the Bellevue City Council discussed the proposed Mutual Objectives and Principles of Agreement on December 13, 2010; and

WHEREAS, Bellevue, Kirkland and King County have mutual interests that can be achieved through appropriate planning and development of an expanded South Kirkland Park & Ride with associated transit-oriented development, including: expanded parking for Bellevue and Kirkland commuters, an attractive, transit-supportive residential development affordable to lower and moderate income levels, and a project that avoids impacts to the surrounding neighborhoods; and

WHEREAS, it is anticipated that demonstration of support for the Mutual Objectives and Principles of Agreement may help King County obtain certain grant funding associated with the expansion of SR 520 for the South Kirkland Park & Ride project; and

WHEREAS, the Mutual Objectives and Principles of Agreement are consistent with policy direction contained in the Bellevue Comprehensive Plan; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Council hereby endorses the Mutual Objectives and Principles of Agreement for the South Kirkland Park & Ride Transit Oriented Development Project developed by and between the City of Bellevue, the City of Kirkland and King County. The Mutual Objectives and Principles of Agreement is assigned Clerk's Receiving No. 47207

Section 2. The City Clerk is hereby directed to transmit a copy of this Resolution to the King County Executive and to the Clerk of the Kirkland City Council.

ORI

Passed by the City Council this 3rd day of January, 2011, and signed in authentication of its passage this 3rd day of January, 2011.

(SEAL)

Don Davidson, DDS
Mayor

Attest:

Myrna L. Basich, City Clerk

Item No. 8(c)
January 3, 2011

CITY COUNCIL AGENDA MEMORANDUM

SUBJECT

Resolution No. 8183, authorizing execution of the South Kirkland Park and Ride Mutual Objectives and Principles of Agreement.

FISCAL IMPACT

No direct fiscal impact. Coordination with Kirkland during the project review process will require some amount of staff time from Planning & Community Development and the Development Services Departments.

STAFF CONTACTS

Dan Stroh, Planning Director, 452-5255
Paul Inghram, AICP, Comprehensive Planning Manager, 452-4070
Department of Planning & Community Development
Diane Carlson, Director of Intergovernmental Relations
City Manager's Office

POLICY CONSIDERATION

Should the City agree to a set of principles with Kirkland and King County to guide expansion of commuter parking and development of housing at the South Kirkland Park and Ride? Bellevue policies encourage housing for a range of household types and income levels and seek to aggressively pursue opportunities to develop affordable housing. Bellevue policies also support the integration of transportation and land use.

BACKGROUND

The City Council reviewed the draft joint principles for the South Kirkland Park and Ride development at its Study Session on December 13, 2010, including hearing from Kirkland Mayor Joan McBride and King County Councilwoman Jane Hague. With mutual interest in housing affordability and better serving Bellevue and Kirkland commuters with expanded parking, the three jurisdictions have worked together to draft principles that help to assure that design and development issues are adequately addressed with the project. The principles seek to ensure that the redevelopment of the park and ride provides both expanded parking for Bellevue and Kirkland commuters and creates an attractive, transit-supportive residential development.

Council questioned what permits would be required from Bellevue for the park and ride development. While most of the project would be built on the Kirkland side of the park and

ride, portions of the project on the Bellevue side would likely include reconfiguration of the surface parking area, rebuilding the transit center shelter, potential related street and intersection improvements, and potential storm drainage improvements. Park and rides are conditional uses in the Bellevue Code and these changes may require an amendment to the site's existing conditional use permit. The project would require design review and the site changes and related improvements are also likely to require building, storm drainage, clear and grade, and right-of-way permits from the City of Bellevue. Potential impacts to the site's steep slopes would be reviewed under the City's critical areas regulations, if needed. Additional permits, including SEPA review, would be required from the City of Kirkland. As noted at the December Council meeting, all of the Bellevue permits are administrative and do not require Council action.

The actual need for permits from each jurisdiction could change as the project is fully designed and permitted. As the design moves forward, Bellevue staff will work with the City of Kirkland to coordinate permitting and ensure that timely and accurate information is provided to the design team.

Council also made it clear that outreach to the surrounding community is important for the project during its design and review process. Accordingly, staff have drafted an additional principle focused on outreach that is now included in the proposed resolution. Staff from both Bellevue and Kirkland will participate in outreach activities to Bellevue residents to ensure that the surrounding community is appropriately included.

Councilmembers also asked about spillover parking as the park and ride reaches maximum capacity. The nature of the site and topography – the site is built into a hillside with an entrance only from the lower, southwestern side – is likely to discourage most who might consider parking in the single family neighborhoods to the north and east. The uses to the south and west – the office buildings, condominiums, hotel and some retail – have controlled on-site parking. Street parking is limited in the area; on street parking is not allowed on NE 38th Place adjacent to the site. These conditions limit the potential for spill over parking impacts. Over the long term, the 250 additional commuter parking space that will be constructed as part of the project will provide additional capacity and help avoid spillover issues.

Additional Project Background (Reprinted from December 13, 2010 packet)

The seven acre South Kirkland Park and Ride is located at the north edge of Bellevue at 108th Avenue NE and NE 38th Place. See Attachment A, Vicinity Map. The site is split diagonally by the Bellevue/Kirkland boundary with about half of the site in each jurisdiction. The park and ride currently includes 600 parking spaces and provides a key service for Bellevue and Kirkland residents taking transit to Seattle and the University of Washington.

King County proposes to develop housing at the South Kirkland Park and Ride in a manner they have characterized as transit oriented development (TOD), in conjunction with a project to expand park and ride capacity. The development would expand the park and ride by about 250 spaces and create approximately 200 housing units and around 12,000 square feet of

commercial space. The housing and commercial development would consist of five story buildings on the Kirkland portion of the site, with increased commuter parking built under the new building. The project would include electrical vehicle charging stations. The parking and transit facility on the Bellevue side would be reconfigured and may include construction of a new transit passenger shelter structure. Timing is related to a federal grant to expand the park and ride as part of SR 520 improvements. See Attachment B, Conceptual Site Plan.

OPTIONS:

1. Adopt Resolution No. 8183 authorizing execution of the South Kirkland Park and Ride Mutual Objectives and Principles of Agreement.
2. Do not adopt Resolution and provide alternative direction to staff.

RECOMMENDATION:

Adopt Resolution No. 8183 authorizing execution of the South Kirkland Park and Ride Mutual Objectives and Principles of Agreement.

MOTION:

Motion to adopt Resolution No. 8183 authorizing execution of the South Kirkland Park and Ride Mutual Objectives and Principles of Agreement.

EFFECTIVE DATE:

If approved, this Resolution becomes effective immediately.

ATTACHMENTS:

A. Vicinity Map
B. Conceptual Site Plan
C. South Kirkland Park and Ride Mutual Objectives and Principles of Agreement
D. Proposed Resolution No. 8183

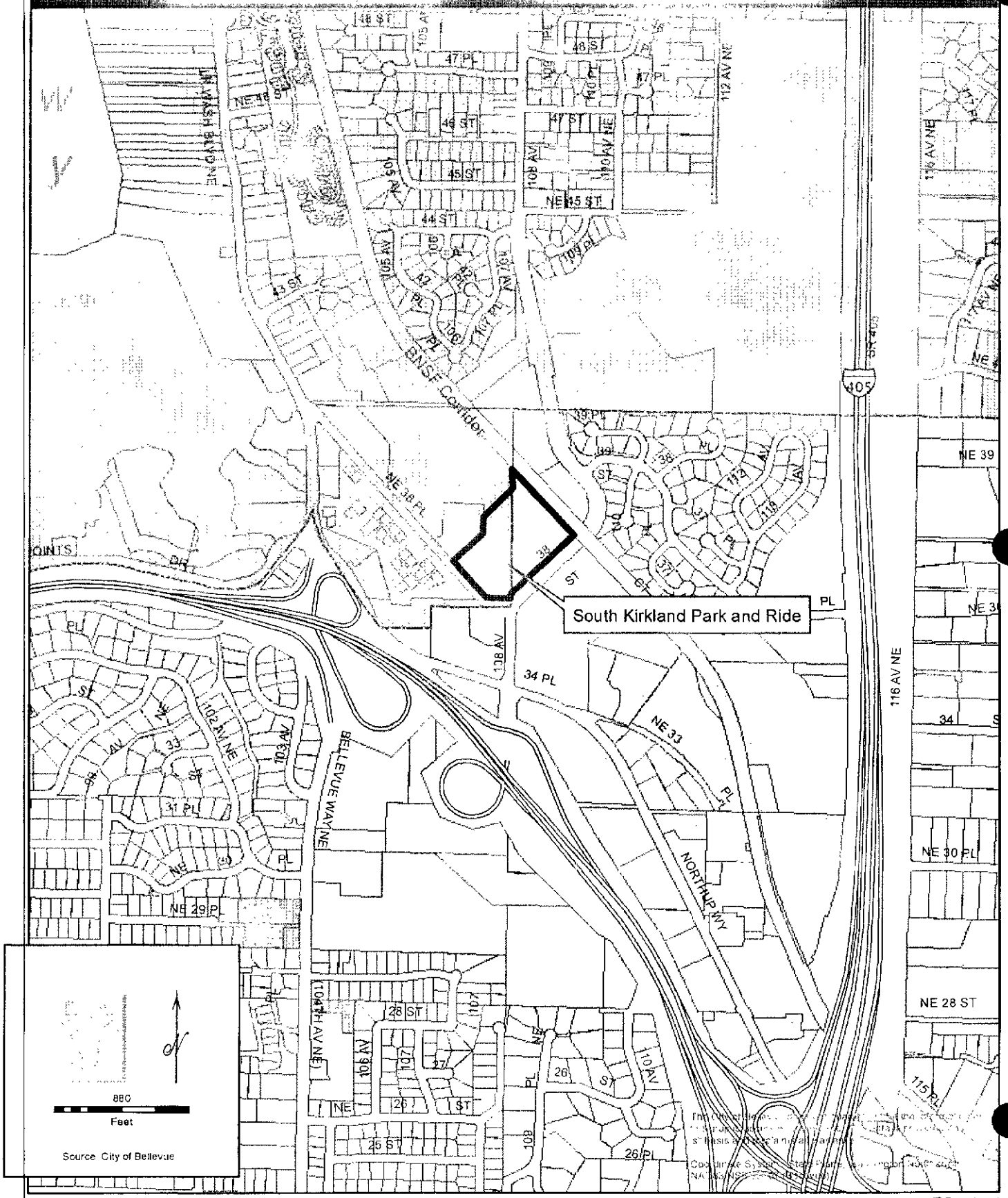
AVAILABLE IN COUNCIL OFFICE

King County Project Information Packet

South Kirkland Park and Ride

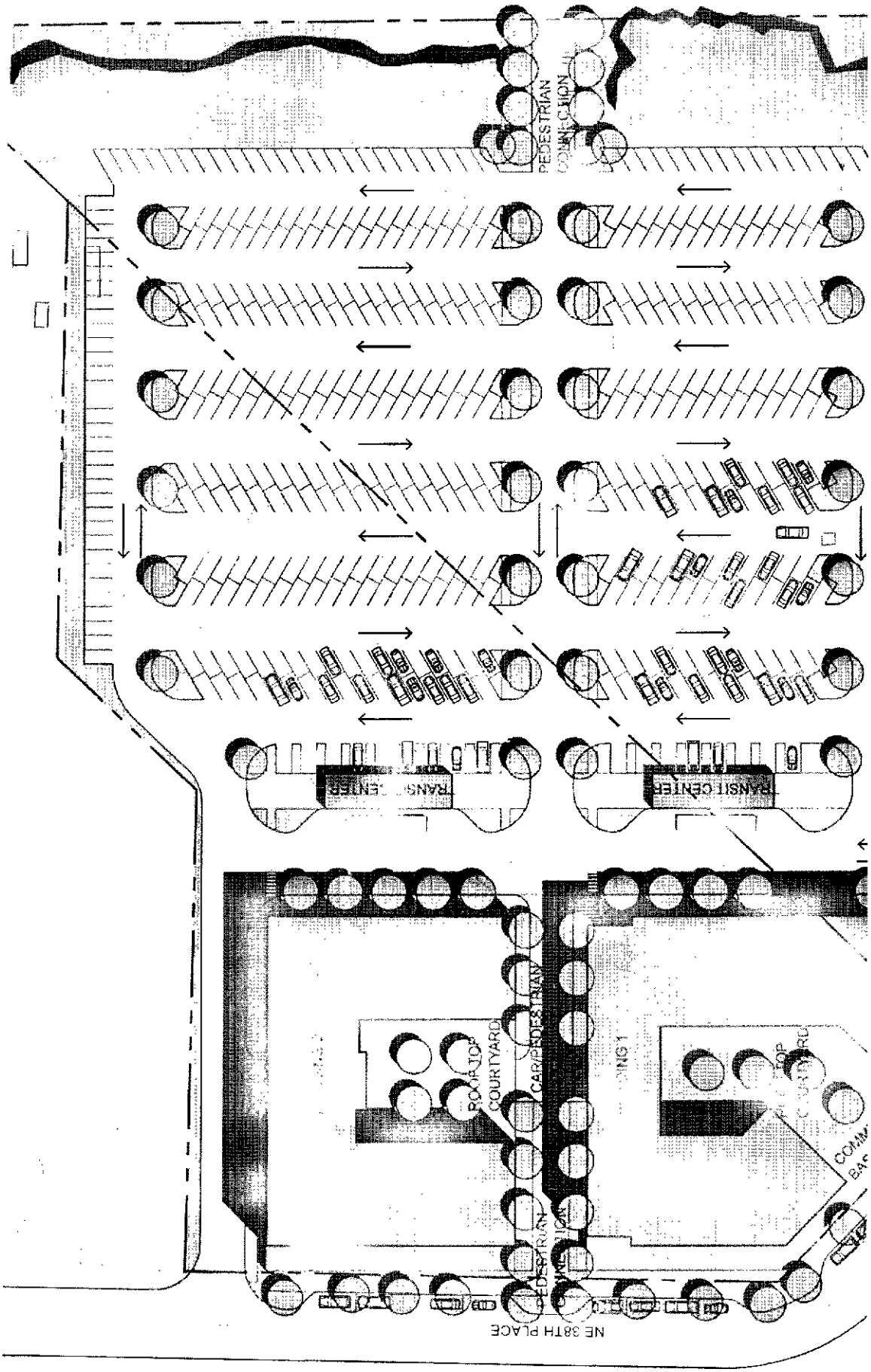
Vicinity Map

City of Bellevue
GIS Services



Plot Date: 12/9/2010 File Name: V:\pcdp\hdeptgis\ArcGIS\S Kirkland PR\S Kirkland PR vicinity map.mxd

IT Department


PEDESTRIAN
TRANSIT CENTER
TRANSIT CENTER
ROOFTOP
COURTYARD
NE 38TH PLACE

King County City of Bellevue City of Kirkland

Mutual Objectives and Principles of Agreement for the South Kirkland Park and Ride Transit Oriented Development Project

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- Impact mitigation. Minimize and mitigate traffic and other impacts of the development. Encourage alternative modes of transportation, including transit, bicycling and walking.

- Construction impacts. Minimize construction impacts on park and ride users and the surrounding area. Coordinate project construction with SR520 construction, to the extent possible.

- *Connections to BNSF Corridor. Design to accommodate a future connection to the BNSF* corridor.

- Public Involvement – Engage the surrounding community and interested parties in both cities in the planning and review of the proposal. City staff in both cities will collaborate jointly to support outreach efforts.

2428-RES
12/29/2010

CITY OF BELLEVUE, WASHINGTON

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2428-RES
12/29/2010

Passed by the City Council this _____ day of _____, 2011, and signed in authentication of its passage this _____ day of _____, 2011.

(SEAL)

_____
Don Davidson, DDS
Mayor

Attest:

_____
Myrna L. Basich, City Clerk