

CITY COUNCIL STUDY SESSION ITEM

SUBJECT

Draft joint principles regarding residential development and parking expansion at the South Kirkland Park and Ride.

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POLICY ISSUES

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?

DIRECTION NEEDED FROM COUNCIL

<input type="checkbox"/>	Action
<input checked="" type="checkbox"/>	Discussion
<input checked="" type="checkbox"/>	Information

Tonight, staff is seeking preliminary Council direction on the approach to a proposal for redevelopment of the South Kirkland Park and Ride, including a draft set of joint principles for cooperation among Bellevue, Kirkland, and King County. This item will be brought back for Council action in January.

Kirkland Mayor Joan McBride is planning to attend the Council's Study Session to speak about Kirkland's interests in the project and proposed principles.

BACKGROUND/ANALYSIS

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. See Attachment B, *Conceptual Site Plan*. While the housing development is proposed for the Kirkland portion of the site, issues related to the development have the potential to impact residents in either city. Thus, a set of draft principles have been prepared by the three jurisdictions with the intent to guide the development in a manner that will support transit-oriented housing, provide for housing affordability, and provide for compatibility with both cities. The proposed principles are included in Attachment C.

The development would expand the park and ride by about 250 spaces, creating 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 but no buildings would be developed. Timing is related to a federal grant to expand the park and ride as part of SR 520 improvements.

King County first approached Bellevue and Kirkland to seek zoning changes to accommodate the development in late 2008. At that time, the proposed housing development would have encompassed both the Bellevue and Kirkland portions of the site. Concerns raised during early discussions of the project included the project's size and bulk, density, traffic impacts, compatibility with future rail use (the BNSF rail corridor is adjacent to the NE side of the site), steep slopes, and coordination of development review and inspections between the two jurisdictions. The Bellevue City Council declined to initiate a Comprehensive Plan amendment for the site in 2009 because of concern about the level of effort and resources that would be needed to develop new zoning and land use categories for the site and to conduct sufficient neighborhood engagement. There was also concern about the implications that a new TOD zone for this park and ride site might have for other park and ride locations in Bellevue.

To address concerns raised with the initial design, King County revised the housing portion of the design to be located only on the Kirkland portion of the site and to improve its overall compatibility with the surrounding area. The development is now considerably smaller: around 200 housing units in two buildings compared to an original proposal of 450 housing units. A small amount of commercial space is proposed to provide future residents with convenient services. A pedestrian connection would lead to the BNSF rail corridor to support a future commuter transit station. Existing vegetation and the site's topography help shield it from view from the adjacent residential areas to the north and east.

The Kirkland City Council has identified housing affordability as a top priority for their community and expressed support for this project as a key opportunity to increase the city's supply of affordable housing. In 2009, Kirkland adopted a Comprehensive Plan amendment that would allow for the development to occur. Kirkland is now working on zoning and code changes and reviewing the proposal as part of the Lakeview Neighborhood Plan update.

As with Kirkland, affordable housing has been a significant interest of the Bellevue City Council. Bellevue housing policies encourage housing for a range of household types and income levels and seek to aggressively pursue opportunities to develop affordable housing.

This project has the potential to create new affordable housing in a manner where affordable units are integrated with market-rate housing and where tenants would have direct access to transit.

Bellevue policies also support the integration of transportation and land use. In this case, while the project has many TOD elements, it lacks the degree of integration with retail and commercial services and a larger mixed use, pedestrian-oriented district to be a fully operational transit oriented development. The small amount of commercial space proposed in the development, and identified in the principles, should help provide convenient access to some services for the residents, although residents will need to travel to adjacent neighborhoods for many other services.

Pursuing the goal of housing affordability and the opportunity to better serve commuters, staff from the three jurisdictions have worked together to draft principles that help to assure that design and development issues are adequately addressed. For example, traffic from the expanded park and ride and the housing development has the potential to impact intersections on 108th Avenue NE in Bellevue, and these impacts must be mitigated through the permit review process. The principles also 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.

NEXT STEPS

Mayor McBride and the Kirkland and King County staff met with Mayor Davidson and Bellevue staff in early October to discuss the joint principles at a conceptual level. Kirkland City Council approved the principles of agreement at their November 16 meeting pending review by the Bellevue Council. At this time, staff is providing the draft principles to Council for review. Following Council's review, the South Kirkland Park and Ride Mutual Objectives and Principles of Agreement will be brought back for potential Council action in January.

ATTACHMENTS

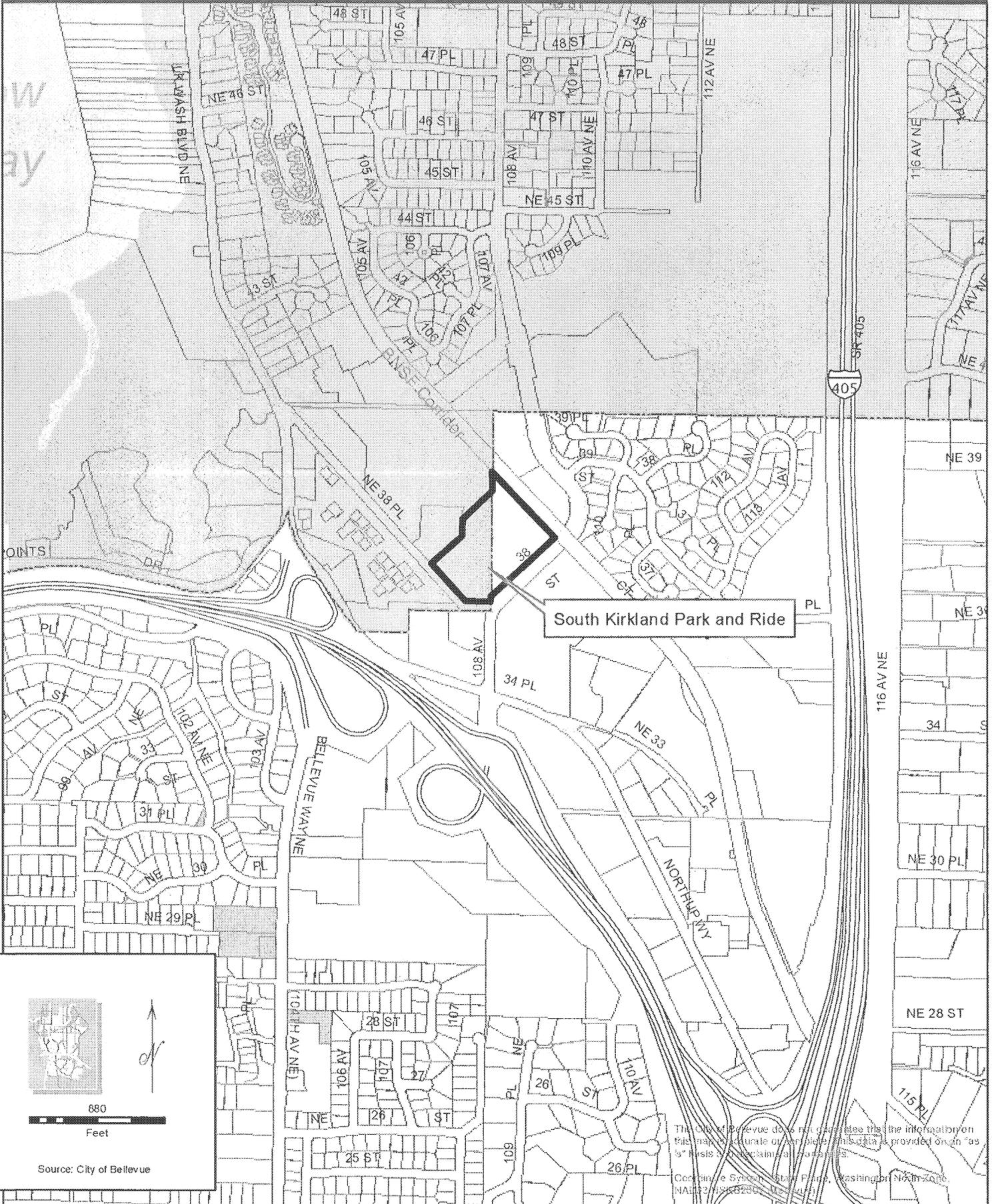
- A. Vicinity Map
- B. Conceptual Site Plan
- C. South Kirkland Park and Ride Mutual Objectives and Principles of Agreement

AVAILABLE IN COUNCIL OFFICE FOR REVIEW

King County Project Information Packet

South Kirkland Park and Ride

Vicinity Map



680
Feet

Source: City of Bellevue

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis without any warranties.

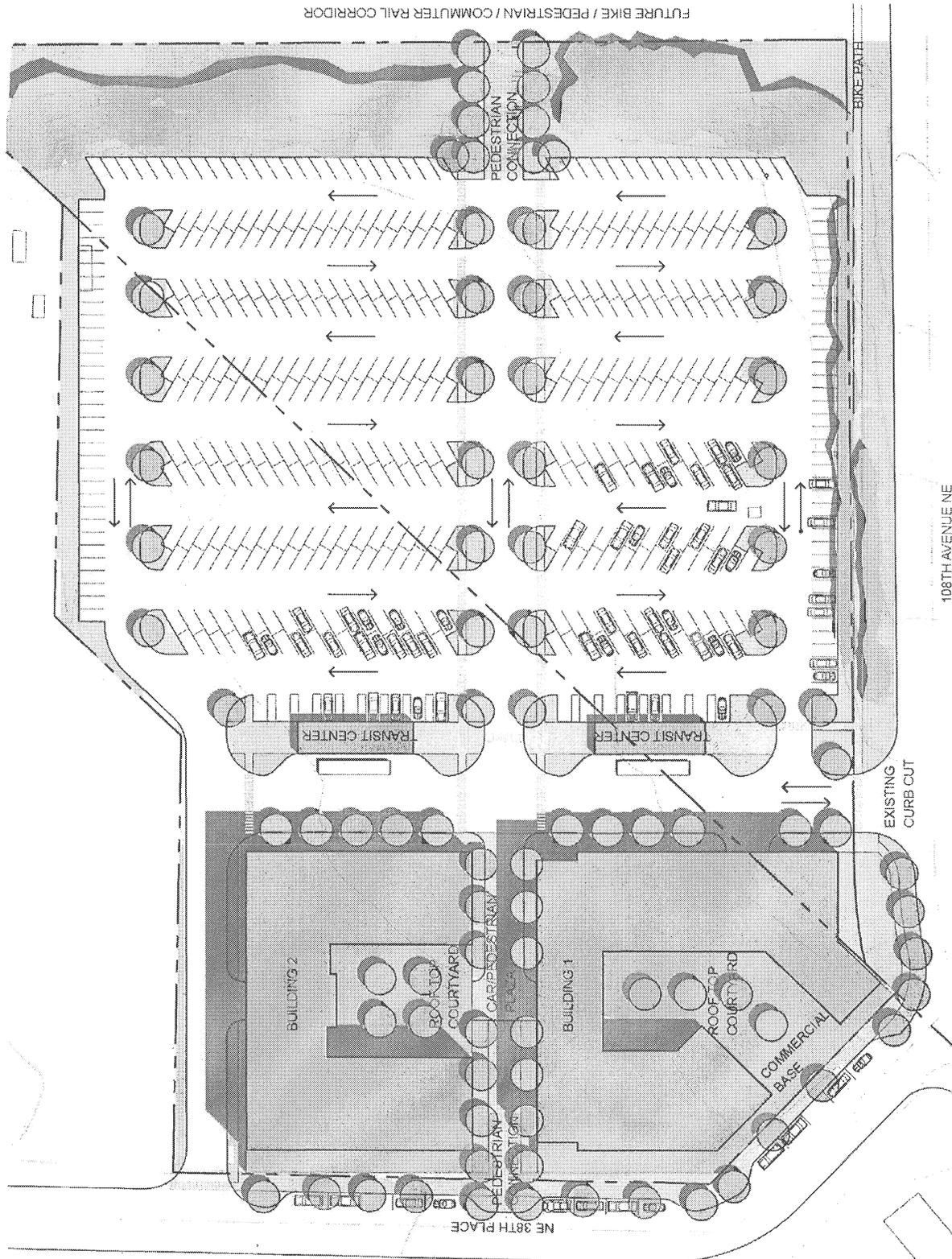
Coordinate System: State Plane, Washington North Zone, NAD83, 500235, 0, 0

Study:

Phase 1 transit oriented development providing additional parking for South Kirkland Park and Ride to support the increased demand resulting from tolling on the SR520 bridge. The study considers the 3.65 acre Kirkland side of the 6.97 acre site.

Study highlights:

- High density residential housing with affordable units
- Market supported mix of commercial spaces
- Underground shared parking to support new TOD development and increased park and ride capacity
- Transit center that encourages alternative modes of transportation utilizing pedestrian and bike friendly design
- Pedestrian friendly connections to future BNSF bike, pedestrian and rail corridor
- Sustainable green building strategies
- Utilize the sites existing topography
- Retain and enhance vegetation buffers
- Maximize public streetscape development potential
- Concept allows for the future development of remaining kirkland property in concert with the Bellevue property when allowed for additional TOD projects



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KING COUNTY TOD - SOUTH KIRKLAND P&R FEASIBILITY STUDY
 MARCH 2, 2010

SITE PLAN
 TRANSIT CENTER RELOCATION OPTION

MITHUN

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. 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.