



CITY OF KIRKLAND
Planning and Community Development Department
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Janice Coogan, Senior Planner
Paul Stewart, AICP, Deputy Director
Eric R. Shields, AICP, Planning Director

Date: January 20, 2012

Subject: **STATUS OF THE TRANSIT ORIENTED DEVELOPMENT AT THE SOUTH KIRKLAND PARK AND RIDE**

RECOMMENDATION

City Council receives a briefing on the status of the proposed Transit Oriented Development at the King County Metro South Kirkland Park and Ride property at NE 38th Pl and 108th Avenue NE.

BACKGROUND DISCUSSION

At the December Housing Committee meeting, staff provided an update on the status of the South Kirkland Park and Ride project. The Housing Committee requested that the full Council receive a briefing. Staff and the project team also provided an update to the Houghton Community Council on January 23rd.

Following an extensive process to request proposals for a developer of the site, King County selected Polygon Northwest and Imagine Housing (formerly St. Andrews Housing) as the developers for the site. Over the past several months Kirkland, Bellevue, King County and ARCH staff have been closely coordinating on the project and meeting with the developers on the proposed development. At the February 7th meeting staff will present an update to the Council and a representative from the project team will describe the project.

This memo provides an overview of the proposal by King County Metro for a mixed use Transit Oriented Development (TOD) at the South Kirkland Park and Ride property. The Design Review Board (DRB) held a Conceptual Design Conference for the project on January 9th. A Design Response Conference is scheduled for February 13, 2012 (also March 19th if needed) before the DRB.

The jurisdictional boundary between the City of Kirkland and Bellevue divides the property diagonally in half (Kirkland on the west/Bellevue on the east) (see Attachment 1, vicinity map). Policies in the Lakeview Neighborhood Plan within the Comprehensive Plan and Zoning Code regulations for YBD 1 support redevelopment of the property as a mixed use TOD.

Project Description

On the Kirkland portion of the property, the proposal includes two separate buildings with affordable and market rate housing and ground floor commercial uses over a shared parking

garage. Metro King County proposes a new Park and Ride transit facility including changes to the parking lot and waiting areas and construction of an above ground parking garage (on the Bellevue parcel) for transit users.

The three major project components are described in more detail below and in Attachment 2:

King County Metro parking garage and upgraded transit facility-

- o **Parking garage-** A three story, 530 stall open air parking structure for transit riders is proposed in the northeast corner of the property. This location is preferred over earlier options, which located the garage on the Kirkland portion of the site, in order to better screen the garage on two sides by the hillside. In addition, this allows the parking garage to be built in the first phase which reduces the need for off-site replacement parking during construction of the housing units. It does, however, require close coordination with Bellevue on permitting and phasing.

With the anticipated increased demand in parking stalls as a result of SR 520 tolling, the feasibility of a fourth story is being explored. Rooftop parking would be part of either option.

- o **Transit and Surface Parking Lot Improvements-** The park and ride transit facility includes changes to the transit circulation, waiting areas and restriping of the existing parking lot to achieve 323 parking stalls.

The combined surface parking lot and parking garage will expand the number of parking stalls for a total of 853 parking stalls for exclusive use of Metro park and ride users.

Affordable Housing Building- Along NE 38th Place, a four story building with approximately 58 affordable housing units will be constructed. The building will be owned and managed by Imagine Housing. The units will be apartments affordable for households with a range of 30-60% of area median income. 29 units will serve households earning 30% or less of median income, 15 units will serve households earning 40% of median income, and 14 units will serve households earning 60% of the median income. Funding for the project comes from a variety of resources including Kirkland's contribution to ARCH.

Mixed Use Market Rate Housing and Commercial Building- Also along NE 38th Place will be a five story mixed use building containing approximately 177 apartments and 6,000 - 8,000 sq. ft. of commercial space.

Both buildings will be located above a two level parking garage podium containing 256 stalls shared by all uses within the buildings.

Pedestrian and Open Space Amenities- NE 38th Place is designated as a pedestrian oriented street requiring wide sidewalks with street trees and decorative lighting and an

active pedestrian oriented building façades. Direct pedestrian access from the street through the two buildings to the transit facility is planned. Open space will be provided along the pedestrian corridor between the two residential buildings. A gateway plaza is proposed at the southeast corner of the property at one of the entrances to the park and ride facility. A future connection to the Eastside Rail corridor for bikes and pedestrians is shown but unfunded as part of this project.

Green Building Techniques- The market rate mixed use building will target LEED Homes/Multi family Gold Level Certification. The affordable housing building will target the Evergreen Sustainable Development Standard. Both buildings will contain a percentage of green roof. The project team is working with the City of Kirkland "Green Building Team" to explore green building techniques that can be incorporated into the project.

Project Team

As a result of the RFQ/RFP process, Polygon Northwest was selected by King County Metro as the lead developer for the project. Gary Young, Vice President with Polygon is the project manager. Polygon will develop the market rate and commercial portion of the project. The affordable housing portion of the project will be developed by Imagine Housing, a non-profit affordable housing developer located in Kirkland. Eric Evans is the Director of Housing Development for Imagine Housing. Both entities have built projects in Kirkland and are familiar with our procedures. Weber Thompson is the lead architect for the project and SMR Architects will design the affordable housing component.

Permit Process and Coordination

Because the proposed project involves the Cities of Bellevue, Kirkland, King County Metro, Imagine Housing and ARCH, close permit coordination will be essential. The Metro parking garage is scheduled for completion in 2013. State and federal funding demand a quick timeline to meet the scheduled completion of the affordable units by the end of 2014. Staff is committed to making sure we can meet these timelines.

Staff from the cities, organizations, agencies and the developer, meet on a regular basis to coordinate environmental review and development permit requirements. The permit review process will be conducted separately within each city and include design review, compliance with SEPA and NEPA, and land surface modification and building permits. King County Metro plans on selling portions of the property to the two developers and therefore the lot lines are proposed to be reconfigured, which will require some form of platting mechanism.

Public Outreach

To keep the public informed of the status of the proposed project a webpage is available through the Planning Department webpage at

<http://www.kirklandwa.gov/depart/Planning/Development/TOD.htm>

A list serv is available for people to sign up to receive announcements of upcoming meetings. A

public open house jointly sponsored by the project team will be held on February 2, 2012, 7:00-9:00 pm at the Yarrow Bay Office Park, One North Building, Room 110. All DRB meetings are open to the public. Public comments will be received as part of the Design Review process.

ATTACHMENTS

1. Vicinity Map
2. Conceptual Plans

cc: Gary Young, Polygon NW
Mindy Black, Weber Thompson Architects
Holly Smith, Polygon NW
Eric Evans, Imagine Housing
Paul Hanson, SMR Architects
Arthur Sullivan, ARCH
Michael Paine, City of Bellevue
Toni Pratt, City of Bellevue
Sally Nichols, City of Bellevue

SOUTH KIRKLAND PARK & RIDE TRANSIT ORIENTED DEVELOPMENT CDC11-00003

PR 8.5

RS 12.5

YBD 2

PUD
Yarrow Bay
Office Complex

PUD
Linbrook

YBD 3

3801 108TH AVE NE

City of Bellevue

NORTHUP WAY

NE 38TH PL

108TH AVE NE





KIRKLAND TOD

City Council Briefing

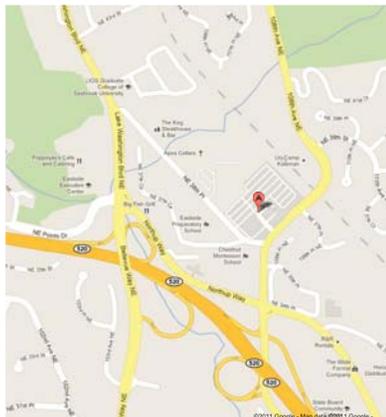
~~JANUARY 17, 2012~~

February 7, 2012



PROJECT DESCRIPTION

The South Kirkland Park and Ride site is located at the southernmost end of the City, at the intersection of 108th Avenue NE and NE 38th Place. The property is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. It is bordered by NE 38th Place to the West, 108th Avenue NE to the South, the Rail Corridor to the East and the PACCAR Office complex to the North.



PARK AND RIDE FACILITY

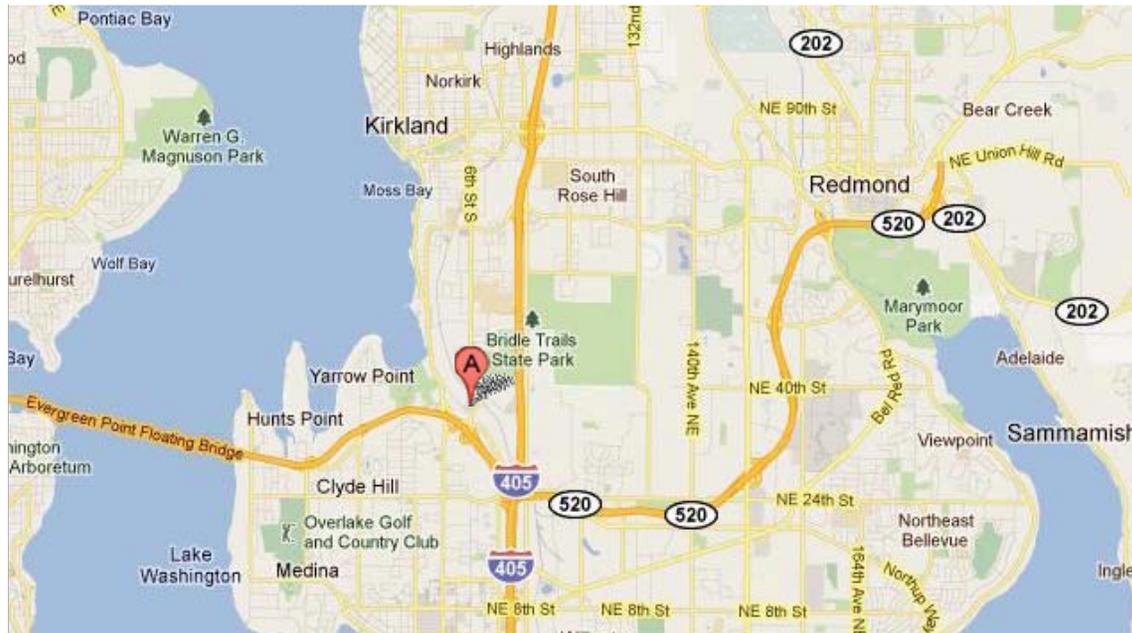
The proposed project concept consists of a 530 stall, three story, above-grade parking garage on the Bellevue parcel, improvements to the surface lot to achieve an additional 323 stalls, improvements to the transit facilities to improve bus loading and waiting areas, an affordable housing multi-family building containing approximately 58 units and a market rate mixed-use building containing approximately 177 apartment units and approximately 8,000 square feet of retail space. An optional 4th floor and additional parking stalls is being considered by Metro and will be confirmed in February. The freestanding parking garage combined with the 323 surface stalls will provide a total of 853 parking stalls for exclusive use of Metro park and ride users. This concept allows Metro to manage its own parking independently, simplifying the overall parking management strategy and reducing potential use conflicts.

Entitlement: October 2012
Construction: 6 months
Occupancy: March 2013

MARKET-RATE APARTMENTS, MIXED-USE BUILDING

Apartment units in the five floor market-rate, mixed-use building will contain a mix of studio, one bedroom and two bedroom units targeting a wide tenant demographic. The commercial space will target tenant uses such as a coffee shop, café, dry cleaner, and/or bike shop that will serve the park and ride users as well as the residential tenants. The market-rate, mixed-use building, including its two levels of sub-grade parking and commercial areas, will target LEED Homes / Multi-family Gold Level Certification while the above-grade parking structure will target Gold Level on the King County Sustainable Infrastructure Scorecard. Below the affordable housing building and the mixed use building there are two levels of parking below-grade for 256 stalls.

Entitlement: December 2012
Construction: March 2013
Occupancy: October 2014



AFFORDABLE HOUSING BUILDING

The 58 apartment residences in the four floor affordable housing building are being designed to complement the market-rate, mixed-use building and complete the transit orientated development campus. The affordable housing structure is anticipated to be supported by a variety of funding vehicles including CDBG, HOME and Section 8 and tax credit resources; the building will target the Evergreen Sustainable Development Standard. Consistent with market demand and the market-rate, mixed-use building, the affordable building residences will include a mix of studio, 1 bedroom, 2 bedroom and 3 bedroom residences. Of the 58 residences, 29 of the apartments have been allocated to serve individuals and households who earn 30% of the area median income with the remaining residences equally proportioned to individuals and households earning 40% and 60% of the area median income. In addition to a green roof top garden, the affordable housing building anticipates a variety of community amenity spaces for the residents to enjoy.

Entitlement: December 2012
Construction: March 2013
Occupancy: June 2014

SITE PLAN



- Buildings
- Seat Walls
- Bus Shelters
- Canopies









PREFERRED MASSING OPTION

The primary goal of this option focuses on locating the commercial uses so they better address grade along the adjacent right-of-ways, connecting the open space of the market rate apartment building courtyard to the gateway corner and minimizing construction impact to and the visual impact of the transit parking garage and surface lot. The commercial use will be distributed between the transit plaza at 108th Avenue NE as well as along the NE 38th Place frontage activating both street frontages and a variety of public plazas. The transit parking garage is able to be better hidden against the steep slope along 108th Avenue NE, as well as act as a screen to the surface lot.



Campus plan



Site Section