



**CITY OF KIRKLAND**  
**PLANNING AND BUILDING DEPARTMENT**  
**123 FIFTH AVENUE, KIRKLAND, WA 98033**  
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## **MEMORANDUM**

**DATE:           OCTOBER 8, 2015**

**TO:             KURT TRIPLETT, CITY MANAGER**

**FROM:          PAUL STEWART, AICP DEPUTY DIRECTOR**

**SUBJECT:       PSRC VISION 2040 AWARD – SOUTH KIRKLAND PARK AND RIDE  
TRANSIT ORIENTED DEVELOPMENT**

### **Recommendation**

Receive the Puget Sound Regional Council VISION 2040 Award on behalf of the City of Kirkland for the South Kirkland Park and Ride Transit Oriented Development.

### **Background**

According to the Puget Sound Regional Council (PSRC): *"Each year the Puget Sound Regional Council honors outstanding real-life examples of how the region is achieving its ambitious vision for growing wisely and creating great quality of life in all the region's communities. The awards are designed to recognize the superb work being done by public and private organizations to achieve the region's growth, economic, and transportation strategy, VISION 2040."*

At the October 20 City Council meeting the VISION 2040 Award will be presented to the City of Kirkland by Josh Brown, Executive Director of the PSRC. Former Kirkland mayor and current State Representative Joan McBride will also be attending and will offer her comments. Ms. McBride was a champion of the project while on the Kirkland City Council and as mayor.

Representatives from the project developers (Polygon NW and Imagine Housing) have also been invited to attend along with the Houghton Community Council and the Design Review Board.

In 2015, the South Kirkland Park and Ride Transit Oriented Development (TOD) was completed and occupied. The final project consists of:

- A new three-story 530 stall King County Metro parking garage
- Renovation of the existing surface parking lot including bike storage and EV charging stations
- Enhanced transit access with a new bus loading area
- 243 new housing units (Polygon NW Kirkland Crossing and Imagine Housing Velocity)
  - 61 affordable housing units

- 182 market rate units with ground floor commercial

King County, the property owner and project lead, submitted the nomination for the TOD project to the Puget Sound Regional Council in March 2015. Attachment 1 is the nomination letter from King County Councilmember Jane Hague (Council Vice Chair) who supported the project. Attachment 2 is the nomination application that describes the project and how it meets the award criteria.

[Nominations](#) for the award can be for projects, programs or plans in the four-county region (King, Kitsap, Pierce and Snohomish counties) that are developed in the public or private sectors, or through public/private partnerships. The VISION 2040 Award winners are selected by a committee of the PSRC Board.

In the nomination letter, Councilmember Hague notes: *"The South Kirkland Park and Ride TOD exemplifies the vision described by the PSRC's VISION 2040 award. It is an innovative and integrated TOD that reduces cars on the road, provides the Eastside communities with more options for accessing a new 520 bridge and provides affordable housing opportunities for people who live and work near the TOD. It is truly representative of a promising future for our region."*

The completion of the project caps a ten-year plus process that began with the City of Kirkland amending its Comprehensive Plan to include a policy on promoting transit oriented development at park and ride sites. The project is located in both the City of Kirkland and the City of Bellevue and represents a multi-dimensional effort involving a variety of public and private partners and funding sources at the local, state and federal level.

Attachments:

1. Nomination Letter
2. Nomination Form
3. TOD Brochure
4. Velocity Brochure



**King County**

**Jane Hague**

Councilmember, District 6

**Metropolitan King County Council**

March 27, 2015

Michele Leslie Potter  
Senior Communications and Public Involvement Coordinator  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

Dear Ms. Potter:

It is my sincere pleasure to enthusiastically nominate the South Kirkland Park and Ride Transit Oriented Development (TOD) project for PSRC's VISION 2040 Award. King County has worked diligently to ensure that this project moves forward in a timely manner. The South Kirkland Park and Ride TOD will provide Eastside residents with transportation, affordable housing and market-rate housing for years to come through its prime location at the southern gateway to the City of Kirkland.

This project's great addition to the eastside community was only possible through a common vision of the partners involved in this project: King County, the City of Kirkland, the City of Bellevue, Polygon Homes and Imagine Housing. This project encourages use of public transportation through more park-and-ride spaces, locating housing at the transit center and by being located adjacent to SR 520 and the Eastside Rail Corridor which provide linkages to multiple transportation modes.

The South Kirkland Park and Ride TOD deserves to be recognized for the social and economic benefits it will provide to our community through its mix of parking availability, residential housing, retail establishments and the potential for increased bus ridership. The TOD links people to multiple transportation modes, connecting the west and east side of the lake, and is a model for this region for livability that reduces congestion and car emissions.

The South Kirkland Park and Ride TOD exemplifies the vision described by the PSRC's VISION 2040 award. It is an innovative and integrated TOD that reduces cars on the road, provides the Eastside communities with more options for accessing a new 520 bridge and provides affordable housing opportunities for people who live and work near the TOD. It is truly representative of a promising future for our region.

The South Kirkland Park and Ride TOD is a legacy for the residents in my King County Council District 6 and it benefits all who live and work along the 520 corridor.

Sincerely,

Jane Hague  
Council Vice Chair  
King County Councilmember, District 6  
Metropolitan King County Council

**Project Description** The King County Metro South Kirkland Park and Ride (SKPR) Transit Oriented Development (TOD) project is transforming an existing surface park and ride lot into a large mixed use residential and retail community. In September 2013, Metro Transit increased parking at this congested lot next to SR 520 with a new three story 530 stall garage and renovation of the existing parking lot a transit access with a new bus loading area. In late 2014, Imagine Housing opened Velocity with 61 affordable housing units. Finally, in February 2015 Polygon NW opened 183 market rate housing units with ground floor commercial uses and open space areas. The project also improves neighborhood pedestrian and bicycle connections with the recent opening of Cross Kirkland Corridor directly to the east, linking the TOD to Downtown Kirkland, Totem Lake and regional bike routes to the north and east as well as and bike trail to the south related to the SR 520 expansion project.

**Innovation** The South Kirkland TOD project was achieved through a public-private partnership involving King County, two cities which have jurisdiction over the property and project (Kirkland and Bellevue), the A Regional Coalition for Housing (ARCH), private and non-profit housing developers as well as state and federal agencies. The project will create a compact, mixed use community that incorporates sustainable development standards and multi-modal transportation connections to transit and trails. The buildings use the latest energy reduction technologies while the parking garage includes electric vehicle charging stations and other sustainability initiatives. Residents are expected to use single occupant vehicles far less than the local average and all new residents have discounted transit passes.

**Implementation** All elements of the project are now complete including the transit garage and transit center, and the affordable and market rate housing, and the Cross Kirkland Trail. The TOD represents a culmination of over 10 years of work from vision to implementation involving extensive community participation, comprehensive plan and code amendments, inter-local agreements and coordination between the partner entities. The resulting zoning regulations and design guidelines adopted in 2012 promote a more efficient use of land, introduce housing to the business district and encourage a greater mix of uses for residents and businesses. The TOD project is the first to be developed under the new zoning and design guidelines and is intended to be a catalyst for new economic development and housing opportunities in the evolving Yarrow Bay Business District. The project was supported by a consortium of elected officials of the King County Council, City of Bellevue, and City of Kirkland as evidenced by the adopted public policies, a statement of mutual objectives and inter-local agreements.

### **Nomination Criteria**

**Criteria #1 Strategic and/or innovative investment in services, facilities or programs to support the development of livable communities** The TOD is a long term strategic and innovative investment that supports the development of livable communities by updating and expanding the transit facility, creating a new neighborhood community where none exists today with a mix of housing for a range of income levels, and provides services for residents, transit users and nearby businesses. The combination of non-motorized improvements including access to the Cross Kirkland Corridor trail, expansion of the Park and Ride capacity, and high frequency transit service at this location sets the stage for the emergence of a multi-modal community in this auto-oriented area. The TOD reduces SOV travel on the heavily used SR 520 corridor by an estimated 1.4 million VMT annually (in year four) and creates additional roadway space for freight and economic activity.

Combining quality architecture and site design with new pedestrian improvements and expanded park and ride facility promotes walking, use of bicycles and public transit. Proximity and connections to the Cross Kirkland Corridor provides enhanced connectivity to activity areas and a regional non-motorized network. An attractive, pedestrian walkway between the two mixed use buildings connects NE 38<sup>th</sup> Pl. into the park and ride facility. Along NE 38<sup>th</sup> Pl. and 108<sup>th</sup> Avenue wider sidewalks, decorative lighting, and street trees and landscaping further enhance the pedestrian environment. The public "Gateway Plaza" featuring outdoor seating creates an inviting place for people to gather and an attractive entrance to the TOD. The project has also installed a traffic signal on 108<sup>th</sup> to facilitate safer access to the Transit facility for local residents.

### **Criteria #5 Increased supply of housing types, especially affordable housing.**

Redevelopment of the TOD is an example of a more efficient use of land by combining a transit facility with commercial uses and market and affordable housing in a mixed use project. The TOD provides convenient access to transit for very low and low income residents who historically are high utilizers of transit. By providing 61 units

of affordable housing, with some units available for those with incomes at 30% of the King County median income, the project meets the growing need for affordable housing in the east King County region. The need for housing affordable at these income levels is even more pronounced in Kirkland/East King County. In Seattle and Countywide, about 33% of rental housing is affordable to these income levels, but in Kirkland/East King County only about 14% is affordable at these levels. This project was achievable by using a combination of resources and incentive programs including fee waivers, property tax exemptions, density increases and funding from King County, State of Washington and multiple cities in East King County through ARCH.

IMAGES





# SUBURBAN REFORM

Transforming an intersection into a destination

181  
MARKET RATE  
UNITS

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58  
AFFORDABLE  
UNITS

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853  
P&R PARKING  
STALLS

---

6,676 gfa  
Commercial



The Gateway, the main entrance into the site, links Architecture and Landscape to provide a unified environment and focus for the project.

The three building campus shows two residential buildings along the South edge of the site with the lower along garage tapered into the hillside. A future light rail intersection may be provided at the Project north via a pedestrian bridge. Both residential projects will have generous amenity spaces including green roofs for resident use. The mixed-use project will have a central courtyard open to the South along 38th Street.



This view shows the intimately scaled mid-block connection between the two residential buildings. This point will provide a connection from 38th Place into the project adjacent to both residential buildings.



The South Kirkland Multi-Modal Community is the first of its kind for the city of Kirkland, Washington. The new development will provide a precedent for interweaving greater density into a suburban area. The catalyst for this endeavor is the South Kirkland Park and Ride, a regional transit collector situated at the intersection of State Route 520 and the jurisdictional boundary between Bellevue and Kirkland. This transit node is a key element to the greater Seattle Metro regional transit system and facilitates smart, sustainable commuter options.

The vision for the project results from a collaboration between citizens, and municipal and county representatives. This is a campus of new buildings including 58 units of affordable residential living by the team of SMR Architects and Imagine Housing, a 184 unit mixed-use retail/residential building by Weber Thompson and Polygon Northwest and a new 532 stall garage for King County Metro, accommodating the increasing demand for the Park and Ride.

A new network of pedestrian linkages, plazas, courts and sidewalks will anchor the community to the neighborhood and provide activities for new residents and surrounding neighbors. Retail will line NE 38th Place and help activate the entry gateway plaza which will serve as a focal point for the entire project. The architecture and landscape will transition the lower scale residential fabric to the north with the larger commercial office/retail/mixed use projects surrounding the 520 corridor.



## Velocity

**Velocity** – ve-loc-i-ty. noun: speed of motion, action, or operation; rapidity; swiftness.

**Overview:** A 58 unit Transit Oriented Development community located at the South Kirkland Park & Ride. Velocity shares a parking and retail podium with Polygon Northwest, developer of the adjacent Kirkland Crossing mixed-use building with retail, 182 market rate units and 3 affordable units. South Kirkland Park & Ride provides 852 structured and open parking spaces for commuters.

### Community Features:

South Kirkland Park & Ride is just off the intersection of SR-520 and I-405, blocks from scenic Lake Washington Boulevard.

- Spacious studio, one, two and three bedroom floor plans
- Well-designed exercise room equipped with cardio machines, yoga mats, weights and other equipment
- Thoughtfully designed community spaces for a variety of activities
- Free wireless internet access in all of the common areas
- Rooftop community room, living green roof and terrace
- Constantly running screen with bus schedules and current wait times in lobby
- Bike storage and bike repair station in secured garage
- Built to Washington State Evergreen standards for energy efficiency and long-term durability with environmentally friendly materials

### Funding Partners

Raymond James - LIHTC Investment \$10.83 M

WA State Department of Commerce, Housing Trust Fund \$2 M

Washington Community Reinvestment Association \$1.314 M • King County \$980 K

ARCH \$940 K • Imagine Housing \$216 K

Construction Loan: JPMorgan Chase \$9.45 M

**Total Development Costs:** \$16.3 Million    **Total Construction Costs:** \$9.49 M



*Velocity Completed, August 2014*



**Development Partners**

Imagine Housing and Polygon Northwest

**General Contractor:** W.G. Clark Construction Co.

**Architect:** SMR Architects

**Affordability and Unit Mix**

Resident Income Affordability Level*	2015 One person max. annual income	2015 Two person max. annual income	Studio	One Bedroom	Two Bedroom	Three Bedroom	Total
Extremely Low Income 30%	\$18,840	\$21,510	6	8	12	3	29
Very Low Income 40%	\$25,120	\$28,680	7	8			15
Low Income 60%	\$37,680	\$43,020		14			14
Total			13	30	12	3	58
Rent Range			\$414-\$885	\$447-\$951	\$535	\$608	
Average Market Rate Rents			\$1,400	\$1,522	\$1,850	\$2,524	

\*1 person Annual Median Income: \$62,800, 2 person Annual Median Income: \$71,700

12 apartments set aside for households experiencing homelessness

12 apartments set aside for households with a disabled household member

**Development Information:**

Sibyl Glasby, Imagine Housing: 425-576-5190 ext. 19 [sibylg@imaginehousing.org](mailto:sibylg@imaginehousing.org)

Eric Evans, Polygon Northwest: 425-559-2340 [eric.evans@shelterholdings.com](mailto:eric.evans@shelterholdings.com)

**Kirkland Crossing Leasing Information:**

Vicki Soule, Shelter Holdings: 425-766-8577 [vicki.soule@shelterholdings.com](mailto:vicki.soule@shelterholdings.com)

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# Velocity at the South Kirkland Park & Ride

*Before:*



*After:*



*South Kirkland Park & Ride Campus*



*Metro Garage Developed by Polygon Northwest*



*Velocity Green Roof and Community Room*

# Velocity at the South Kirkland Park & Ride



**Imagine Housing**  
building eastside communities

**Red Vines 1**  
A Community Housing Development Organization