

CITY OF KIRKLAND

123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189 (425) 587-3249

**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM**

To: David Ramsay, City Manager

From: Dorian Collins, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director

Date: February 7, 2008

Subject: TRANSIT-ORIENTED-DEVELOPMENT AT THE SOUTH KIRKLAND PARK AND RIDE (FILE ZON08-00002)

RECOMMENDATION

Discuss the letter from King County, and provide direction to staff and the Council Housing subcommittee to develop principles and objectives for housing at the South Kirkland Park and Ride, for consideration by the full Council at a subsequent meeting or Council retreat.

BACKGROUND

The City's adopted Planning Work Program includes the study of transit-oriented-development (TOD) at the South Kirkland Park and Ride. This effort is included within the list of housing tasks scheduled for staff work through 2009. At the Council's retreat in 2007, the creation of affordable housing at this site through transit-oriented-development was among the top two strategies supported by the Council (the other was the preservation of affordable housing). The site is within the corporate limits of Kirkland and Bellevue and both cities would need to amend their respective Comprehensive Plans and zoning to allow housing on the property.

The City has received a letter from the King County Department of Transportation which describes their interest and general intent to move forward with the development of a TOD project at the South Kirkland Park and Ride site. Since a portion of the Park and Ride property lies within the boundaries of the City of Bellevue, King County has also submitted a letter and application for a comprehensive plan amendment to the City of Bellevue. If the Bellevue City Council decides to move forward with that amendment, it would occur within the current year (2008).

Members of Kirkland planning staff have met several times with the City of Bellevue, King County and ARCH, to discuss the best way to move forward with a coordinated approach to the study of possible land

February 7, 2008

Page 2

use and zoning changes at the South Kirkland Park and Ride. Guidance from the Housing subcommittee and City Council will be helpful as staff continues to work with these partners. Since TOD at the Park and Ride has been discussed as a strategy for affordable housing, staff will be working with the Housing subcommittee to identify expectations, objectives and options regarding the percentage of affordable housing to be included in development, and the target populations for the housing to serve. A meeting of the Housing subcommittee is scheduled for February 27th. A report on the discussions of this group and the status of the work on the Park and Ride can be provided at the Council's retreat in March. Staff anticipates developing general "Principles of Agreement" that will outline the objectives and expectations for the project that the two cities and King County can endorse as we move forward with this effort.

Attachments

- A. Letter from Gary Prince, King County Transit Oriented Development

cc: ZON08-00002
Planning Commission
Houghton Community Council
Arthur Sullivan, ARCH



King County

Department of Transportation

Transit Oriented Development

201 South Jackson Street, M/S KSC-TR-0815

Seattle, WA 98104-3856

Fax: (206) 263-3187

February 4, 2008

Mr. Jim Lauinger
Mayor, City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Dear Mayor Lauinger:

Redevelopment of the South Kirkland Park and Ride is a unique opportunity for a Transit Oriented Development (TOD) project at a major transit facility. Consolidating housing at major transit facilities is an effective strategy to increase transit ridership and reduce the harmful effects of congestion and greenhouse gas emissions. To this end, King County has submitted an application for a Comprehensive Plan Amendment and Concurrent Rezone for the South Kirkland Park and Ride with the City of Bellevue. King County is interested in pursuing a similar process in the City of Kirkland. We intend to work with both cities and ARCH to make a TOD with affordable housing a reality.

The South Kirkland Park and Ride is adjacent to SR520 and close to Interstate 405. The Park and Ride is bisected by the boundaries of Kirkland and Bellevue. Neither city's zoning currently allows high density housing on the parcel. King County Metro Transit requests that the cities of Kirkland and Bellevue consider amendments to their Comprehensive Plans and Zoning Codes that would enable redevelopment of the parcel for a TOD project with a housing component.

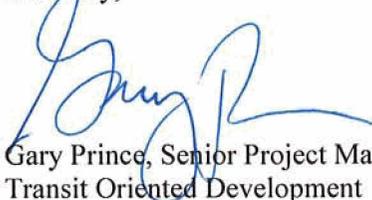
Expansion of the South Kirkland Park and Ride is also a key component of the Urban Partnership Grant award recently received by King County, PSRC, and WSDOT. This grant award including funding for the replacement of the SR520 bridge, increased transit service, expansion of park and ride capacity at South Kirkland, and other measures. The award is pending legislation action in Olympia and final federal approval.

We understand that TOD with a significant housing component at the South Kirkland Park and Ride has already been included on the City's adopted planning work program. We would very much appreciate assistance from the City of Kirkland in our efforts to coordinate this task with the City of Bellevue

Amendments to both the City of Kirkland and the City of Bellevue Comprehensive Plans and related rezoning of this parcel is necessary for this project to proceed. Design details for the project have not been developed but the concept for the project includes a bus transit facility, park and ride, housing, incidental office and retail, and potentially rail facilities related to the adjacent BNSF right-of-way.

We look forward to working with the City of Kirkland.

Sincerely,



Gary Prince, Senior Project Manager
Transit Oriented Development