



**MEMORANDUM**

**Date:** May 25, 2010

**To:** Lakeview Advisory Group

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

**Subject:** LAKEVIEW ADVISORY GROUP –JUNE 2, 2010 MEETING  
TOPIC: TOD AT SOUTH KIRKLAND PARK AND RIDE

At your request we scheduled an Advisory Group meeting for Wednesday June 2 at 6:30-9:00 (Peter Kirk Room) devoted to discussing Transit Oriented Development at the King County METRO owned South Kirkland Park and Ride lot. Members from the Central Houghton Advisory Group are also invited to attend.

The proposed agenda for the meeting is attached. At a high level, the objective for the meeting will be to identify issues, respond to questions we've heard to date, and obtain comments from the Advisory Group. These comments will be forwarded on to the Houghton Community Council and Planning Commission and will provide input into the code amendment process and will help to shape a future TOD proposal.

The format for the meeting includes an introduction and background from Mayor McBride. Staff will provide a short presentation on the existing Planned Area 4 policies and upcoming code amendment process to development PLA 4 zoning regulations. Gary Prince with King County METRO will be available to answer questions regarding their feasibility study for the TOD concept and Arthur Sullivan with ARCH (A Regional Coalition for Housing) will respond to questions on affordable housing. You will have an opportunity to ask questions and make comments on the existing PLA 4 policies and METRO's feasibility study exploring the TOD concept.

**BACKGROUND INFORMATION**

Enclosed are the following attachments to provide you with resource materials on the topic:

1. Agenda
2. PLA 4 policies
3. Presentations from the March 30<sup>th</sup> meeting: Affordable Housing
4. TOD at South Kirkland Park and Ride
5. Affordable Housing Data
6. A list of frequently asked questions

On the Futurewise Website is a publication called *Transit oriented communities: A Blueprint for Washington State* available to download at <http://futurewise.org/resources/publications/index.html>  
This publication on page 52, has examples of various types of housing density types close to transit oriented centers (i.e. 14 units per acre to 333 units per acre.

King County Metro's website for Transit-Oriented-Development: [King County TOD Program](#).

Cc:

Central Houghton Advisory Group

File ZON07-00032

File ZON09-00016

Mayor McBride

Gary Prince

Arthur Sullivan

## XV.A. LAKEVIEW NEIGHBORHOOD

existing multifamily units for overnight lodging, however, would be acceptable provided that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.

### ***Subarea B should include public use areas.***

Because of its adjacency to Lake Washington and Yarrow Bay wetlands, development in Subarea B should also include a public trail along its entire perimeter as well as other areas suitable for passive public use.

### ***PLANNED AREA 4: SOUTH KIRKLAND PARK & RIDE***

The property containing the South Kirkland Park and Ride is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a Park and Ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the city of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit-oriented development at the South Kirkland Park and Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of the site in a transit-oriented-development project, with a variety of other uses to be allowed as well.

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with

TOD, the principles discussed below should be used to guide development at the Park and Ride.

### ***Provide for affordable housing.***

- ◆ Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate income households.
  - Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources as are necessary.

### ***Ensure high quality site and building design.***

- ◆ Develop implementing regulations for coordinated development of the entire site.
  - Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.
- ◆ Implement design standards for Planned Area 4.
  - Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.
  - Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.
  - Protect the vegetative buffers and significant trees along the site's eastern and

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## XV.A. LAKEVIEW NEIGHBORHOOD

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southeastern borders through development standards.

- Minimize the visual impacts of parking facilities from adjacent rights-of-way.
- ◆ Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.
- ◆ Promote sustainable development through support of green building practices at the Park and Ride.

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### *Maximize effectiveness of transit-oriented development (TOD).*

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- ◆ Create the opportunity for Transit-Oriented Development at the site through the development of standards and regulations that support necessary densities.
- ◆ Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the Park and Ride, site residents and others.
- ◆ Provide opportunities for all types of users of the site to access the BNSF corridor, however it is developed, along the eastern boundary of the Park and Ride site.
- ◆ Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.
- ◆ Mitigate traffic, visual, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

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### *Coordination with the City of Bellevue.*

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- ◆ Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.

- ◆ Manage emergency services to the site through agreements with the City of Bellevue.

### **PLANNED AREA 15: OLD SHIPYARDS**

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#### *Subarea A is described.*

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Planned Area 15 comprises approximately 31 acres lying on both sides of Lake Washington Boulevard. Most of the Planned Area is under common ownership. The area west of the Boulevard is located adjacent to Lake Washington and has been designated as Subarea A. The topography of Subarea A is unique to the shoreline. The depth of the area between Lake Washington Boulevard and the lake is substantially greater than the areas to the north and south. Much of Subarea A is more than 200 feet from the high waterline and, therefore, is not subject to the Shoreline Master Program. In addition, Lake Washington Boulevard rises to its highest elevation above the lake adjacent to the southern portion of Subarea A.

For many years, much of Subarea A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. Then the site was used as the Seattle Seahawks professional football team's training facility until the late 1980s. Now it is the site of the Carillon Point mixed-use center, containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and an accessory office building. The marina has been in existence since the 1950s.

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#### *Subarea B is described.*

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The area east of Lake Washington Boulevard and Lakeview Drive has been designated as Subarea B. Slopes in this area may be environmentally sensitive.

Although most of Subarea B is undeveloped, there are three single-family homes and a large apartment complex which terraces up the slope and bisects the area.

## Housing Development Options and Affordable Housing in Kirkland

Central Houghton  
and  
Lakeview Advisory Groups  
March 30, 2010



### *Presentation Overview*

- Single Family Housing
- Multifamily Housing
- Affordable Housing:
  - City’s Objectives for Affordable Housing
  - Affordable Housing Incentives and Requirements



### *Comprehensive Plan Housing Goals*

1. Maintain and enhance the unique residential character of each neighborhood.
2. Promote the creation of affordable housing and a range of housing types.
3. Provide for greater housing capacity and home ownership opportunities.



### *Single Family Areas*

#### Basic Zoning Regulations

- One single family house per lot
- Minimum lot sizes:
  - RS 35 – 35,000 sq. ft per lot= 1 units/ac
  - RS 12.5 - 12,500 sq. ft per lot = 3 units/ac
  - RS 8.5 - 8,500 sq. ft per lot = 5 units/ac
  - RS 7.2 - 7,200 sq. ft per lot = 6 units/ac
  - RS 6.3 – 6,300 sq. ft. per lot= 7 units/ac
  - RS 5.0 – 5,000 sq. ft. per lot= 8-9 units/ac
- Lot size flexibility: 10-15%



### *Housing Options in Single Family Areas*

#### Citywide

- Accessory Dwelling Units (ADU)
- Innovative subdivisions in unique situations
- Cottage and Carriage units
- Two/three unit homes  
(in Houghton only allowed with Cottage project)



### *Accessory Dwelling Units*

- OK in single family zones
- Owner occupancy required
- May not be subdivided (main unit and accessory unit on same lot)
- Size  $\leq$  40% of primary residence or 800 sq.ft. if detached
- One extra parking stall required



### Cottage Housing

- Program adopted in 2007
- Provides another choice in SF areas
- Key Provisions:
  - Increased density
  - Limits on unit size
  - Affordability in larger projects
  - Separation from other cottage projects
  - Design standards (open space, building orientation, etc.)



### Small Lots for Historic Preservation Market & Norkirk

- Preserves historic residences by allowing up to two smaller lots when subdividing a lot with a historic residence.
- No accessory dwelling units are permitted on undersized lots.
- The historic residence must be preserved.
- Notice recorded on deed reinforces restrictions.



Site and Lot Area for Historic Houses		
Zone	Min. Site Area	Min. Lot area
RS 8.5	12,000 sq. ft.	6,000 sq. ft.
RS 7.2	10,000 sq. ft.	5,000 sq. ft.

### Small Lot SF Market & Norkirk

- Promotes housing diversity by creating or retaining smaller homes.
- Allows half the lots to be smaller when subdividing, if smaller lots contain a reduced sized home.
- Reduced FAR on small lots, but may be increased slightly if increased side yard setbacks and peaked roof form.
- FAR on regular lot remains .5
- No ADU's permitted on undersized lots.



### Multifamily Areas

- Basic Zoning Regulations:
  - Detached, Attached or Stacked units
  - Must meet minimum lot size per unit (i.e. RM 3.6 = 12 dwelling units per acre density)
- Kirkland's affordable housing programs are primarily designed for multifamily areas

### Objectives and Affordability Requirements

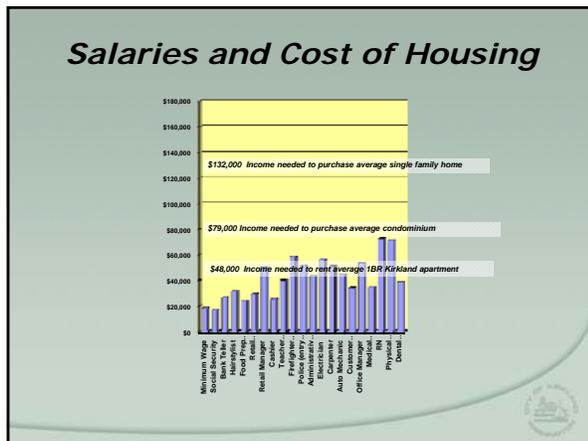
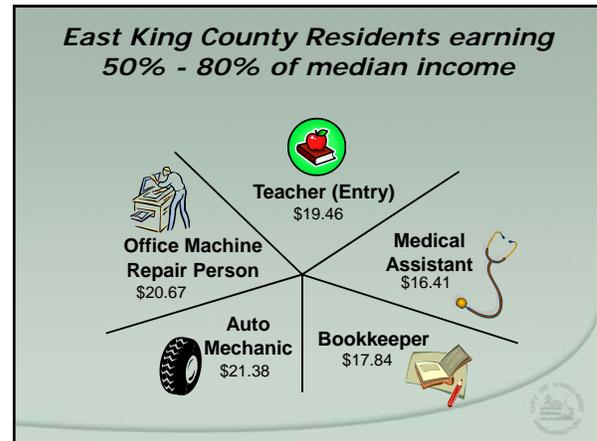
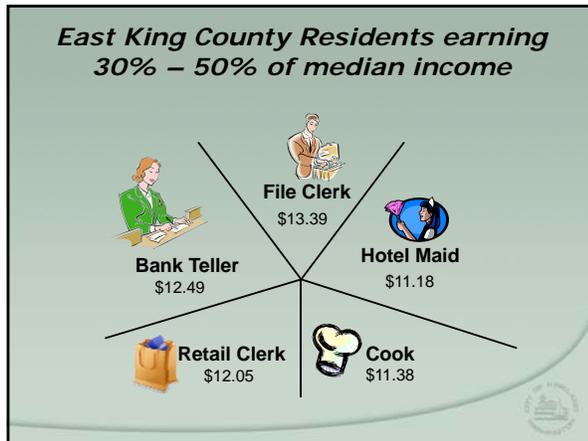
- City not meeting affordable housing goals in Comprehensive Plan
  - 41% of growth in housing to be affordable to those earning less than 80% of KC Median (\$47,200 for single person)
- About 1/3 of jobs in Kirkland are retail and lower paying service sector jobs

### What is Affordable Housing?

Housing is considered "affordable" when the monthly cost of housing does not exceed 30% of the monthly income of the parties paying for the housing

Housing affordability in King County (2009):

	50% median	80% median	100% median
<b>One person:</b>			
Income	\$29,505	\$47,208	\$59,010
Affordable Rent	\$701	\$1,143	\$1,438
Affordable Sales	\$91,450	\$160,550	\$201,050
<b>4-people:</b>			
Income	\$42,150	\$67,440	\$84,300
Affordable Rent	\$961	\$1,593	\$2,015
Affordable Sales	\$128,950	\$227,650	\$285,550



### City Council Goals and Objectives

- People who work in Kirkland should be able to live here:
  - Reduces regional traffic
  - Allows them to engage in community
- Ensure affordable housing created as part of market rate housing development throughout City

### Multifamily Affordable Housing Regulations

- Meet Council goal: Shift from voluntary program to mandatory, using same basic incentive structure
- “Incentive” values set to ensure equal or larger return on investment
- Requires:
  - 10% of new multifamily housing in specified zones to be affordable
  - In all projects adding 4 or more units

### Multifamily Affordable Housing Regulations

- Rental affordability at 50% of median income
- Affordability requirement on for sale units:
  - 100% of KC median in density limited zones
  - 80% of KC median in TL and RH (where greater bonuses provided)

### ***Multifamily Affordable Housing Regulations***

- 2:1 Density Bonus provided in density limited zones
- Maximum 25% density increase
- No additional permit process required to use incentives



### ***Multifamily Affordable Housing Regulations***

- Site development flexibility in density limited zones to fit bonus units on site
  - Modest increases in allowed impervious area and height
  - Allows decreased setback yards, lower additional parking and open space per affordable unit



### ***Houghton Community Council Position on Affordable Housing Regulations***

- Majority not supportive of mandatory program
- Instead, recommended removal of Process IIA for density bonus between 25% and 50% will remove barriers for small projects
- Believe that the City will get more with a stronger voluntary program



Questions?

Comments?



## South Kirkland Park and Ride

Lakeview and Central Houghton  
Advisory Groups  
March 30, 2010

## Background Amendments to Comprehensive Plan

- City of Kirkland has identified the concept of Transit-Oriented-Development (TOD) at this site as a key affordable housing strategy for several years
- What is Transit-Oriented-Development (TOD)?

*Development that maximises the use of transit and reduces the use of single occupancy vehicles, by increasing the opportunities to walk, bicycle, carpool or take transit.*

*The center of a TOD neighborhood has a bus or rail station, generally surrounded by higher-density development.*

## Tonight's Presentation

- Recent amendments to Kirkland Comprehensive Plan
- Conceptual plans for Transit-Oriented-Development at the South Kirkland Park & Ride

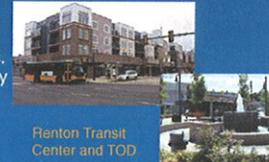
- King County has developed several TOD projects in the region that generally provide:

- Additional park & ride capacity, improved transit facilities
- Residential development, including affordable housing
- Mix of uses - can include day care, retail, office, etc.



Redmond Downtown Transit Center and TOD

- TOD projects are partnerships between King County Metro and private developers. Can include Housing Authority and/or non-profit housing providers



Renton Transit Center and TOD

## Introduction

- Location:
  - Adjacent to 520 and close to 405
  - Bisected by the boundaries of Bellevue and Kirkland
- Property owned by King County
- Current use – transit facility and park and ride – 600 stalls



## King County Objectives

- In 2007, King County ranked South Kirkland P&R as top TOD priority in the region. Pending grant of \$6.25 million for additional stalls at P&R, associated with 520 bridge project.
- King County approached both Kirkland and Bellevue regarding policy and zoning changes needed to allow TOD. County's objectives for the site:
  - Increase ridership
  - Provide housing opportunities, emphasizing affordability
  - Increase transportation options, including parking, better pedestrian facilities
  - Future interconnection with BNSF corridor

### City of Kirkland Objectives

- In 2007, Kirkland City Council determined TOD at this site to be among top two affordable housing strategies
- Directed the City to move forward with amendments to the Comprehensive Plan to:
  - Broaden allowed uses, particularly residential
  - Provide policy support for TOD, with emphasis on affordable housing
  - Direction for regulations, including impacts to be addressed in zoning:
    - Building massing
    - Design
    - Traffic
  - Ensure flexibility to allow for coordination with the City of Bellevue in regulations

- Maximize effectiveness of transit-oriented development
  - Develop standards that support necessary densities
  - Expand opportunities for complementary uses
  - Provide opportunities for all users to access BNSF corridor
  - Promote shared parking, provide incentives for alternatives (shared car services, electric cars)
  - Mitigate impacts – traffic, visual, noise to surrounding streets and residential areas
- Coordination with City of Bellevue

### Amendments to the Comprehensive Plan

- City Council adopted Comprehensive Plan amendments in 2008, with final action by Houghton Community Council in 2009
- Amendments include:
  - New "TOD" land use designation, future zoning to be "Planned Area 4"
  - New text in Lakeview Neighborhood Plan
  - Changed City-wide Land Use map
  - New definition of "TOD"



### Conceptual Plans for Transit-Oriented Development at Park & Ride

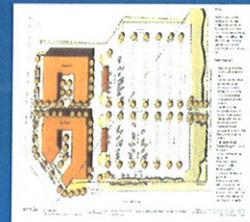
- City of Bellevue has not moved forward with Comprehensive Plan amendments for Bellevue portion of South Kirkland site
- Funding available (\$6.25 million) from Federal Transit Administration to add 250 parking stalls as part of 520 tolling project – must be spent relatively soon or may be lost
- Additional funding may be granted for electric vehicle charging stations, traffic signal and pedestrian improvements
- King County is proceeding with study of development alternatives for Kirkland portion alone

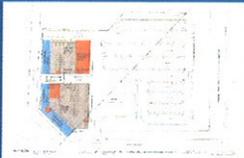
### New Key Policies for Planned Area 4

- Provide for affordable housing
  - Mixed-income housing
  - Minimum of 20% of units affordable to low and/or moderate income households
  - Strive to achieve greater affordability
- Ensure high quality site and building design
  - Standards for height and mass to acknowledge topography and vegetation
  - Design standards to be developed
    - High quality design
    - Pedestrian features and amenities
    - Streetscapes, gateway, protect vegetative buffers
    - Vibrant living environment
    - Meet green building standards

- Phase 1 of TOD study includes Kirkland side alone
- Would include:

- Approximately 200 apartment units, with significant number affordable
- Underground shared parking
- Improved transit center
- Pedestrian connections to BNSF
- High quality design
- Retained and enhanced buffers
- Streetscape development
- Potential for coordinated future development with Bellevue

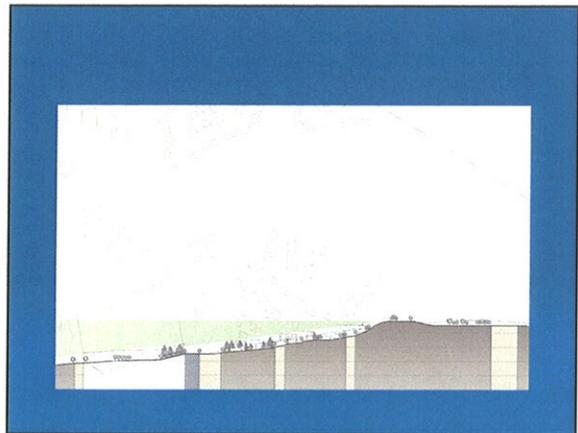




Existing transit center with development

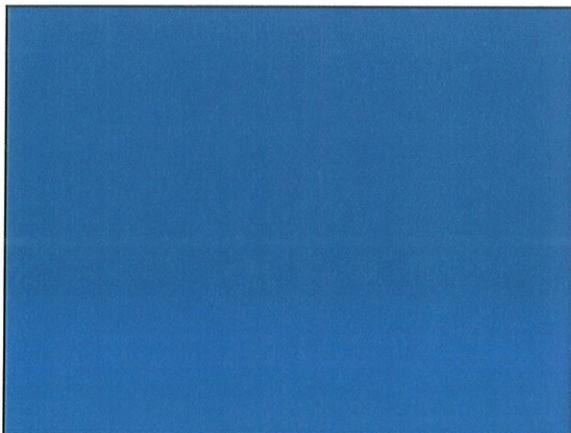
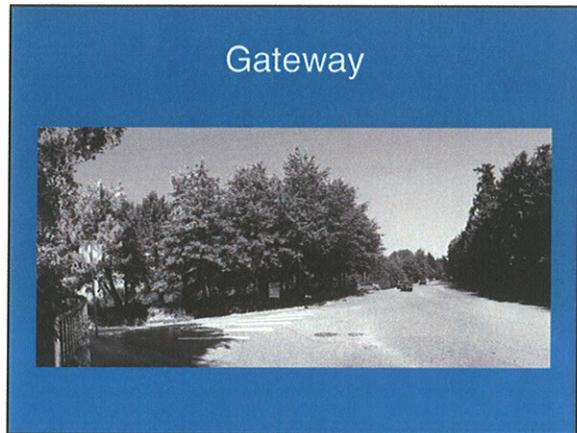


Possible configuration of transit center with development



### Next Steps

- City to begin process to amend the Zoning Code for the South Kirkland Park & Ride
  - City Council briefing : May 18<sup>th</sup>
  - Public process to be determined, but will include several opportunities for input
  - Adoption of new regulations by late 2010
- Advisory groups encouraged to provide input now and throughout the process





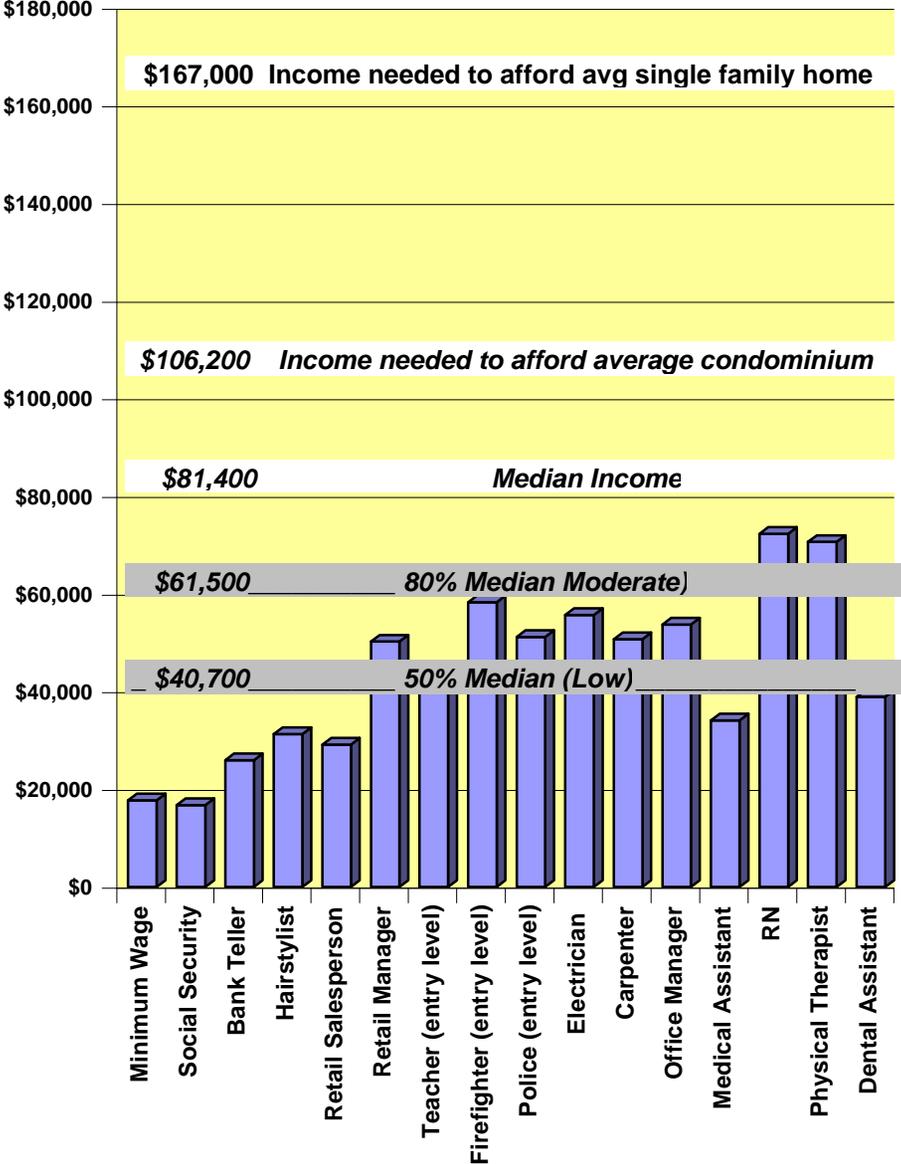
## KING COUNTY INCOME AND HOUSING AFFORDABILITY GUIDELINES 2009

	STUDIO ( 1 Person)	1-Bedroom (2 Person)	2-Bedroom (3 Person)	3-Bedroom (4 Person)
<b>POVERTY</b>				
Average poverty thresholds for 2009 by size of family*				
Household Income	\$10,830	\$14,570	\$18,310	\$22,050
% of EKC Median Incc	18%	22%	24%	26%
<b>VERY LOW INCOME</b>				
<b>30% of Median Income</b>				
Household Income	\$ 17,703	\$ 20,232	\$ 22,761	\$ 25,290
Rental**	\$ 406	\$ 450	\$ 495	\$ 539
<b>VERY LOW INCOME</b>				
<b>50% of Median Income</b>				
Household Income	\$ 29,505	\$ 33,720	\$ 37,935	\$ 42,150
Rental	\$ 701	\$ 787	\$ 874	\$ 961
Owner ***	\$ 91,450	\$ 103,950	\$ 116,450	\$ 128,950
<b>MODERATE INCOME</b>				
<b>80% Of Median Income</b>				
Household Income	\$ 47,208	\$ 53,952	\$ 60,696	\$ 67,440
Rental	\$ 1,143	\$ 1,293	\$ 1,443	\$ 1,593
Owner **	\$ 162,500	\$ 185,200	\$ 207,800	\$ 230,500
<b>MEDIAN INCOME</b>				
<b>100% Of Median Income</b>				
Household Income	\$ 59,010	\$ 67,440	\$ 75,870	\$ 84,300
Rental	\$ 1,438	\$ 1,630	\$ 1,823	\$ 2,015
Owner **	\$ 209,000	\$ 238,000	\$ 267,600	\$ 296,600

\* Source: <http://aspe.hhs.gov/poverty/09poverty.shtml>

\*\* Rents are net of deducting for a utility allowance

\*\* Price estimate assuming: 10% Downpayment, 30 yr fixed mortgage at 5.5%, Property taxes at 1% mortgage insurance, homeowner dues/insurance \$150 - \$225.



## Exhibit 1 -- 2008 SAMPLE OF SALARIES

Median Income (for family of four) \$81,400 = \$39.13/hour  
 Median Income (for family of one) \$57,000 = \$27.40/hour

	FAMILY OF FOUR	ONE PERSON
80% Median Income	\$61,500 = \$29.57/hour	\$43,050 = \$20.70/hour
50% Median Income	\$40,700 = \$19.57/hour	\$28,500 = \$13.70/hour
30% Median Income	\$24,400 = \$11.73/hour	\$17,100 = \$8.22/hour

Job Category	Hourly Wages <sup>1</sup>	Annual Wages (rounded) <sup>2</sup>
<b>GENERAL</b>		
Minimum Wage	\$8.55	\$17,780
SSDI Recipient <sup>3</sup> (disability)	N/A	\$13,480
Social Security Recipient (retirement)	N/A	\$16,770
<b>SERVICES</b>		
Teller	\$12.49	\$25,980
Butcher and Meat Cutter	\$20.42	\$42,470
Hairstylist	\$15.06	\$31,330
Food Prep Worker	\$11.38	\$23,670
Maids and Housekeeping	\$11.18	\$23,250
<b>RETAIL</b>		
Retail Salesperson	\$14.03	\$29,190
Retail Manager	\$24.17	\$50,280
Cashier (Grocery Clerk)	\$12.05	\$25,050
<b>EDUCATION<sup>4</sup></b>		
Teacher (entry level)	\$19.46	\$40,470
Teacher (top)	\$37.80	\$78,620
<b>CITY<sup>5</sup></b>		
Firefighter (entry level)	\$28.05	\$58,350
Police (entry level)	\$23.66	\$51,220
Administrative Assist. (entry level)	\$20.61	\$42,870
<b>TRADES</b>		
Electrician	\$26.80	\$55,740
Carpenter	\$24.42	\$50,790
Equipment Operators	\$26.30	\$54,710
Mechanic (auto)	\$21.38	\$44,480
<b>OFFICE</b>		
Office Manager	\$25.86	\$53,790
Bookkeeping, Accounting	\$17.84	\$37,110
Accountant (advanced)	\$31.35	\$65,210
File Clerk	\$13.39	\$27,860
Customer Service Representative	\$16.29	\$33,880
Office Machine Repairer	\$20.67	\$42,990
<b>HEALTH CARE</b>		
Medical Assistant	\$16.41	\$34,130
RN	\$34.79	\$72,370
Physical Therapist	\$33.99	\$70,700
Dental Assistant	\$18.72	\$38,940

<sup>1</sup> Source: Seattle-Bellevue-Everett MSA Mean Wage Estimates for May 2007

<sup>2</sup> Annual salary = 2,080 hours

<sup>3</sup> Social Security information current to 2007: Sources

<http://www.ssa.gov/policy/docs/statcomps/supplement/2008/5d.html>

<http://www.ssa.gov/policy/docs/statcomps/supplement/2008/5b.html#table5.b1>

<sup>4</sup> Mercer Island Contract Pay Schedule BA+0 first year, PHD 16 yrs, for 2008-2009

<sup>5</sup> Source: 2007 City of Bellevue Pay Plan

<sup>6</sup> <http://www.ini.wa.gov/workplacerrights/wages/minimum/default.asp> downloaded 3/13/09



## **Transit-Oriented-Development South Kirkland Park & Ride**

### Frequently Asked Questions

#### **1. What is Transit-Oriented-Development (TOD)?**

*Transit-oriented-development is development that maximizes the use of transit and reduces the use of single occupancy vehicles, by increasing the opportunities to walk, bicycle, carpool or take transit. The center of a TOD area has a bus or rail station, generally surrounded by higher-density development. 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.*

*According to the King County TOD website, the concept generally "includes mixed-use, higher density buildings at the sidewalk; less private and more public open space; smaller blocks; narrow streets with wider sidewalks, street trees and lights; lower parking-to-occupant ratios; shared parking; parking behind buildings; and on-street parallel parking."*

#### **2. Who owns the property?**

*The property is owned by King County Metro Transit.*

#### **3. Why is TOD being discussed for the South Kirkland Park & Ride site?**

*Funding of \$6.25 million is available for 250 additional parking stalls at the South Kirkland Park and Ride from the Federal Transit Administration as part of the SR 520 bridge tolling project. The South Kirkland Park and Ride is a major transit hub. It has service to eastside cities, the University of Washington, and downtown Seattle. Transit demand is expected to increase with the imposition of tolls on the new SR520 Bridge.*

*When the County became aware of this potential funding for expansion of the Park and Ride, the County approached the City of Kirkland to study the concept of transit-oriented-development at the site. The County has been a partner in several other TOD projects, and sees the redevelopment of the South Kirkland Park and Ride as an opportunity for a TOD project at a major transit facility.*

*The City Council established the creation of affordable housing at the South Kirkland Park and Ride as its highest-priority housing strategy, and placed the task on the City's Planning Work Program in 2007. Amendments to the Lakeview Neighborhood Chapter of the City's Comprehensive Plan, supportive of TOD at the site, were*

*approved in 2008. Zoning Code amendments to implement the Comprehensive Plan policies for the site are scheduled to begin in the summer of this year (2010).*

**4. Could the TOD be developed elsewhere in the city, rather than the South Kirkland Park & Ride site?**

*The funding for Park and Ride expansion granted to King County is for the South Kirkland Park and Ride site, due to its proximity to SR 520. The County does not own land elsewhere in the City.*

*However, TOD could be developed elsewhere in the city through private development. The core of the Totem Lake neighborhood, for example, where the Totem Lake Mall, Evergreen Hospital and Transit Center are located is already zoned for very high density development to support transit. As new development occurs in this area, it will be at densities to support the creation of a more pedestrian-oriented environment and one supportive of the use of transit.*

**5. Can development move forward on the Kirkland portion of the Park & Ride alone?**

*Yes. Bellevue participation will be needed for various permitting aspects and possibly the coordination of services, but a TOD project can be completed on the Kirkland portion of the property.*

**6. Who will develop the property?**

*King County, with input from the City of Kirkland, will conduct an RFP process to select a developer. Given the mix of housing discussed in the Comprehensive Plan, it is likely that the primary developer will be a private developer experienced with developing market rate housing, parking and other uses. Based on other recent developments with similar mixes of housing, it is also likely there will be a secondary developer that could be either a non-profit developer or housing authority that has experience with partnering in mixed income developments of this scale. Their role will be to oversee development, financing and management of the affordable portion of the overall development.*

**7. What is considered "affordable housing"?**

*The term affordable housing can refer to a wide range of types of housing serving many different types of needs in the community. To illustrate, the City of Kirkland is a member of ARCH, a partnership of cities throughout East King County that has funded a variety of affordable housing throughout East King County. This has ranged from housing serving persons with very limited income for homeless families, young adults and persons with disabilities to ownership housing for lower income households through Habitat for Humanity, to rental housing for seniors, singles and*

*families earning from \$20,000 (\$10 per hour) up to \$50,000 (30% to 60% of median income). Land use incentive programs for affordable housing have been targeted to individuals and families earning from \$40,000 to about \$85,000 per year (50% to 100% of median income). The latter two groups are essentially serving persons who work locally but have lower paying salaries. (Charts summarizing different 'affordability' levels, related affordable housing prices, and sample salaries are attached to this packet).*

*To give some context to these figures, using census data, it is estimated that almost 33% of renters in Kirkland have incomes less than 50% of the median income, and just over 25% have incomes between 50% and 80% of median income. Rental households make up about 40% of all Kirkland households. However, rents are generally affordable in the range of 60% to 80% of median income (and even higher). This essentially creates a gap in affordability, especially for those earning up to 50% of the median income. This results in households paying a relatively high proportion of their income for housing making it difficult to cover other costs, and increasing household instability (trying to find affordable housing). At one level the expressed affordability goal for the area essentially create an objective of creating an income mix of residents resulting from growth that mirrors the community's current income mix.*

**8. Why does the neighborhood plan support affordable housing in TOD at this location?**

*There are several reasons affordable housing is supported in the neighborhood plan for this location. First, City policies encourage affordable housing to be available throughout the community. Second, the City has not been achieving its overall affordable housing goals, and is interested in being more proactive in achieving its goals.*

*Some of the best opportunities to be proactive are where there is public land ownership that is either surplus or where housing could complement the existing use. Providing the type of affordable housing envisioned for the site (see below) would create more opportunities for local employees earning lower salaries to find nearby housing that does not cost burden their household. This helps local employers to be able to recruit more employees and also by increasing housing stability for such employees, helps contribute to overall community stability. The South Kirkland Park and Ride site also has some location advantages for housing, primarily access to transit.*

**9. What type of "affordable housing" might be anticipated within a TOD project at the South Kirkland Park and Ride?**

*A final determination has not been made on the specific type of housing (family or seniors) or affordability levels that should be provided. However, the decision will take into account various factors including:*

- *Characteristics of the property and its location (including that the property will likely be leased for housing)*
- *Access to transit*
- *Availability of needed services for different types of housing*
- *Leveraging public funding available for affordable housing*

*Based on information available to date there are some anticipated elements of the affordable housing portion of the site. First, the housing will be targeted to households at several different income levels. Second, it will likely be predominantly affordable to households in the range of \$20,000 to \$70,000.*

**10. Why does the neighborhood plan support a greater amount of affordable housing for the Park & Ride site than is typical of private development in other parts of the city?**

*The Kirkland Zoning Code includes incentives and regulations for affordable housing throughout the city. Generally, ten percent of new multifamily housing in specified zones must be affordable. The goals related to affordability within private development are based on the amount of affordability that can be reasonably achieved through land use incentives.*

*A greater amount of affordable housing is expected for the South Kirkland Park and Ride site, however. Since Zoning Code requirements will be developed for the site that will be consistent with the policies in the Comprehensive Plan, the regulations must include the higher standards discussed in the neighborhood plan for Planned Area 4. Since the site is publicly owned, the opportunity for a greater amount of affordable housing exists.*

*Kirkland's overall affordable housing goal is equal to 24% of its overall growth for housing affordable to lower income households (50% of median income) and 17% affordable to moderate income (80% of median income). The goals for TOD at the South Kirkland Park and Ride are more reflective of these city-wide goals.*

*Cities use a variety of strategies to achieve these goals from using land use incentives, to providing direct financial support to leverage other public funding sources. The opportunity exists at the South Kirkland Park and Ride to use other tools (e.g. public funding) to achieve greater levels of affordability, more consistent with the city's overall goals, noted above. The Lakeview Neighborhood goals for this site reflect the ability to use these additional strategies at this location.*

**11. Are there nearby examples of similar affordable housing development?**

*The approach planned for the South Kirkland Park and Ride is consistent with what has been done with several other properties in East King County in recent years in which there was public control of the property which allowed achieving greater levels of affordability, including:*

- *Village at Overlake, housing above a Park n Ride in Redmond in which all housing is affordable at 60% or less of median income;*
- *The 'Coast Guard' site in Redmond in which one half of the new housing is affordable at 50% of median income or less (24 units by Habitat for Humanity, 60 units for homeless households);*
- *The YWCA Family Village property in Issaquah Highlands located next to a Park n Ride site in which all 140+ units will be affordable at 30% to 60% of median income, and*
- *Greenbrier, a surplus site outside downtown Woodinville which includes 100 affordable rental units for families and seniors affordable at 30% - 60% of median income, 20 affordable ownership units affordable at 80% of median income and 50 market rate ownership homes.*

## **12. How will the affordable housing units be monitored?**

*Whenever there has been public investment or support for development that includes affordable housing, there are legal covenants recorded against the property. These covenants address a variety of issues including: regulating the rents and income of residents of the affordable housing units, monitoring reports to confirm rent and income limits are being met, maintaining the appropriate mix of affordable housing and actions that can be taken if the standards are not maintained.*

*Since Kirkland is a member of ARCH, ARCH assists with preparing covenants, monitoring the provisions of those covenant, and working with cities in the event standards are not being maintained. In addition, it is typical that such properties hire private management companies that manage a mixture of properties with market rate and affordable housing. These companies typically use many of the same management policies such as resident lease requirements for all their units.*

## **13. What other uses might be included in TOD at the South Kirkland Park & Ride?**

*In addition to the TOD, the project will add up to 250 new park and ride spaces. There may also be retail, day care, additional transit facilities, or other improvements as part of the project.*

## **14. How will parking impacts on residential streets be addressed?**

*It is not expected that any current impacts will be increased.*

**15. How will the number of parking stalls needed for the mix of uses be determined?**

*King County will provide an additional 250 park and ride spaces. Additional parking will be provided to serve the residents and users of the site. A study of parking needs will be determine the number of stalls needed for each use, and considering opportunities for shared parking and alternatives such as shared car services and electric cars.*

**16. How will traffic generated from the site be evaluated?**

*A traffic study will be conducted to evaluate trip generation from the site and improvements necessary to address any changes. An earlier study of a much larger development (including both the Kirkland and Bellevue portions of the site) found that impacts to the transportation system were not significant. It found that most trips would be expected to go to/from 108<sup>th</sup> Avenue NE toward the I-520 ramp, with approximately 5 to 10% along Bellevue Way. Five to 10% would likely travel north on Lake Washington Boulevard, with an additional 5 to 10% traveling north on 108<sup>th</sup> Avenue NE. The engineers cited the need for a new signal at 108<sup>th</sup> and NE 38<sup>th</sup> Place, which is already anticipated to be needed for additional growth occurring in the City.*

*Any proposed development must meet the City's traffic and level of service standards.*

**17. How will traffic impacts be addressed?**

*King County anticipates that most traffic impacts will be located within the City of Bellevue. The County will work with Bellevue and Kirkland to address these issues.*

**18. How will any additional service needs (i.e., fire, police, etc.) be addressed?**

*Emergency services to the site will be managed through agreements with the City of Bellevue.*

**19. Will development at the Park & Ride be subject to review of the Design Review Board? Houghton Community Council? Planning Commission? City Council?**

*The review process for development at the Park and Ride site will be determined as part of the Zoning Code amendment process for the Planned Area 4 zone.*