

# South Kirkland Park and Ride

Lakeview and Central Houghton  
Advisory Groups

March 30, 2010

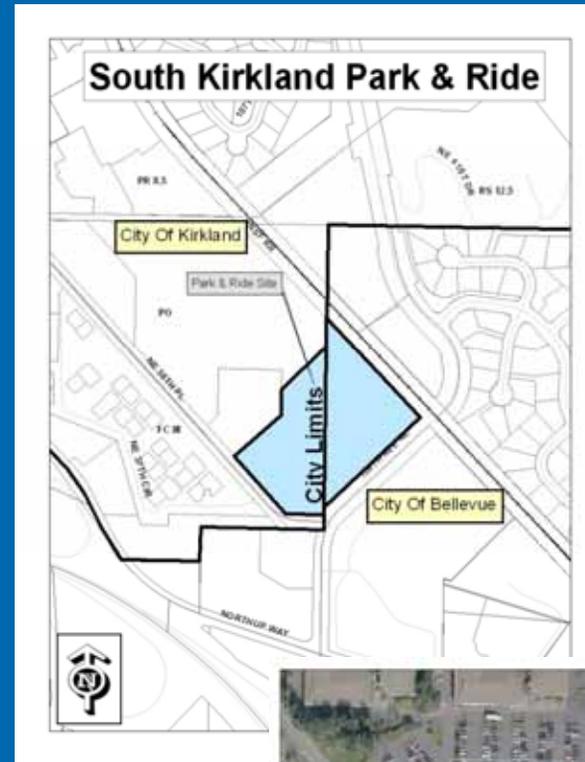


# Tonight's Presentation

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

# 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



# 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 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 neighborhood has a bus or rail station, generally surrounded by higher-density development.*

➤ 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.

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



Redmond Downtown Transit Center and TOD



Renton Transit Center and TOD



# 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



# 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

## ➤ 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



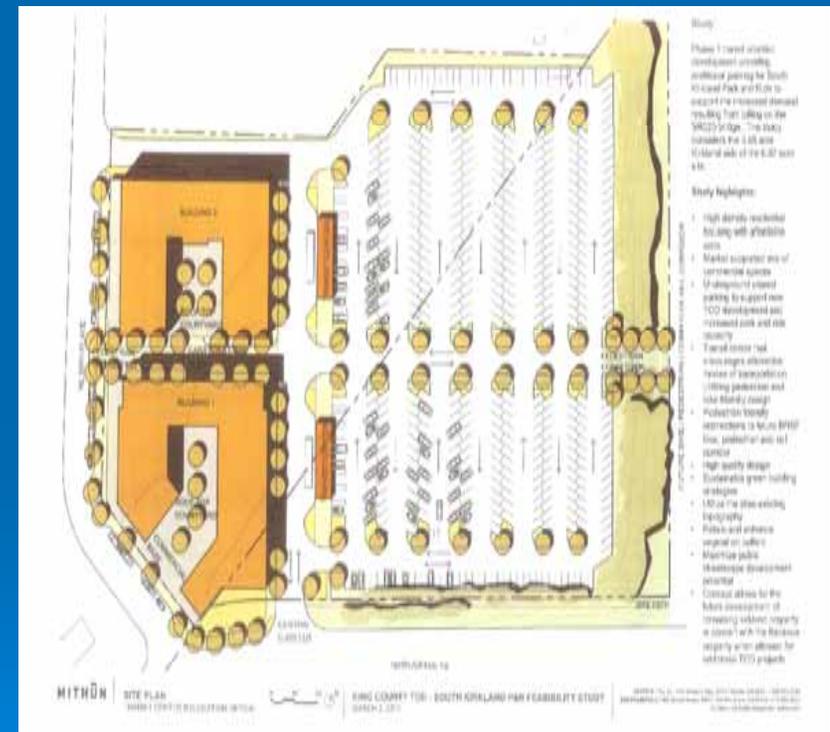
# Conceptual Plans for Transit-Oriented Development at Park & Ride

- 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

➤ 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

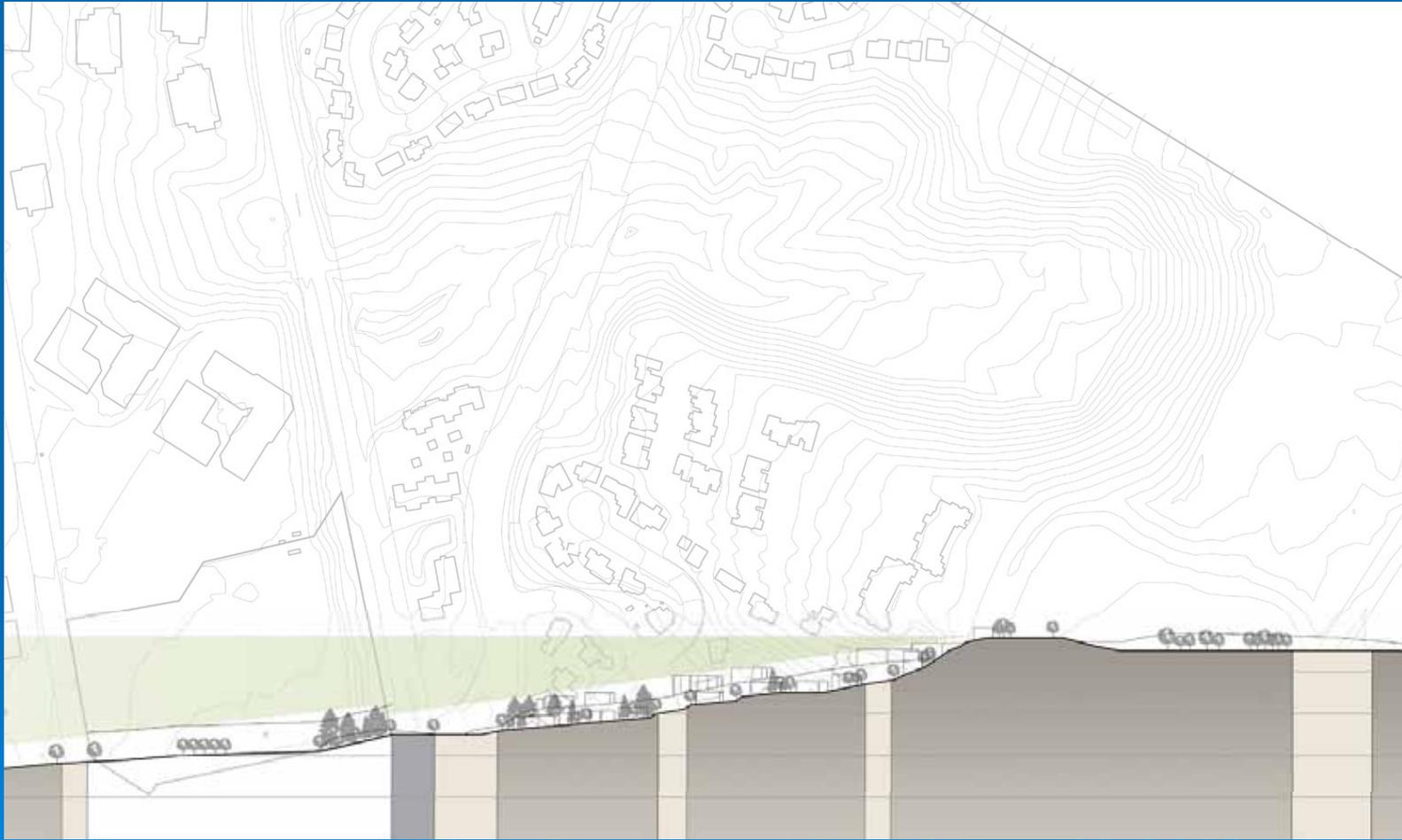
Possible  
configuration  
of transit  
center with  
development



# 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





# Gateway

