



Transit-Oriented Development at the South Kirkland Park & Ride

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www.ci.kirkland.wa.us/planning

Important Facts about Transit-Oriented Development

Transit-oriented development (TOD) is development that maximizes the use of transit by building higher density residential units near bus or rail stations. In 2008, the Kirkland City Council approved amendments to the City's Comprehensive Plan that support TOD at the **South Kirkland Park and Ride**. The 7-acre park and ride is currently owned by King County, lies within the boundaries of the cities of Kirkland and Bellevue, and is located at the southernmost end of the **City of Kirkland**. Only the

Kirkland portion of the site is being considered for the TOD. Before residential development can occur on the property, zoning regulations must be created.

Federal Urban Partnership funding of \$6.25 million is available to King County for the improvement of the facility as a TOD. This federal funding, combined with housing funds and private funds, would finance the addition of 250 park and ride stalls, a mixed-use development with about 200-250 multi-family housing units, parking for the residential units, and some commercial space. In order to take advantage of this funding, the project needs to be ready to proceed by mid-2011. Otherwise, the funding may become unavailable and no additional parking spaces or transit improvements would be

made to the Park and Ride at this time.

Although the Comprehensive Plan provides general guidelines for TOD, the Kirkland Zoning and Municipal Code needs to be updated to provide more specific rules for transit-oriented development at the site. The City of Kirkland Planning Commission and the Houghton Community Council are working together to develop zoning regulations for adoption by the City Council and the Houghton Community Council. Public input is needed now to ensure that the zoning regulations address the ideas and issues identified by Kirkland residents and businesses to the greatest extent possible.

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The South Kirkland Park & Ride is located at the south end of Kirkland near the intersection of Lake Washington Blvd. and 108th Avenue NE

Frequently Asked Questions

Why is TOD being considered for the South Kirkland Park and Ride?

The site is a major hub with excellent transit service to Totem Lake, the University of Washington, downtown Seattle as well as employment and commercial centers in all directions. A wide range of retail services, restaurants, schools and other services exist within 1.5 miles of the Park and Ride. Moderately priced housing will provide housing for people who currently work in or near Kirkland but who can't afford to live here.

How will the TOD affect traffic?

Preliminary studies indicate that King County's early concept for TOD would generate a 1% increase in traffic volumes on Lake Washington Boulevard and a 2% increase on 108th Avenue NE. A complete traffic impact analysis will be conducted and the site must meet the City's traffic standards. As a result of the analysis, traffic and circulation improvements may be required such as a new signal at the intersection of 108th Avenue NE and NE 38th Street to help improve traffic flow in and around the facility.

Will increased use at the Park and Ride

create more on-street parking by transit users in the neighborhoods?

The addition of 250 new parking stalls should alleviate some of the current overcrowding that results in transit riders parking in nearby neighborhoods.

How much affordable housing is planned?

Even with a slowdown in the economy, it is still difficult for many to afford to live in Kirkland. The development will contain both market rate and affordable units. It is anticipated that between 20% and 50% of the residential units will be targeted to be affordable to people earning different income levels ranging from \$20,000 to about \$68,500. People in occupations such as

retail service, medical assistants and teachers generally earn incomes within this range. The objectives for affordable housing are described in the City's Comprehensive Plan but the actual mix of market rate and affordable units will be determined when the developer and non-profit partners are selected for the project.



Bus riders wait under shelters

What about the Bellevue portion of the Park and Ride?

The Bellevue City Council, along with the Kirkland City Council and King County, have adopted a set of guiding principles for development of the Kirkland portion of the site. Bellevue is not planning on developing zoning regulations to allow for transit-oriented

development on the Bellevue portion of the site. The guiding principles provide a framework for communication and coordination between the cities and King County for the type of high-quality development that will be acceptable at the site and complement the surrounding neighborhoods.

Online info:

www.ci.kirkland.wa.us/planning

How will the South Kirkland Park and Ride TOD be consistent with other neighborhood and

business district plans that haven't been completed?

The task to update the City's policies and regulations to allow for TOD has been planned since 2007, when the City Council saw the opportunity for housing at the site. This process was in place before the current neighborhood and business district planning processes started. During the public outreach phases of these planning processes, residents expressed many questions and some concerns about development of the site with TOD. That early input became the basis for the guiding principles adopted by Kirkland, Bellevue and King County. The TOD planning process and the neighborhood planning process are proceeding simultaneously and are helping to shape both products.

Important Facts (continued) from page 1

Development of the South Kirkland Park and Ride site with transit-oriented development would help achieve several important goals for Kirkland by supporting the community’s vibrancy, sustainability and diversity. Features integrated in the preliminary King County TOD concept for the site include:

- **Increased use of alternative transportation modes** through access to transit, bike lanes, and pedestrian corridors and vehicle charging stations.
- **Expanded park and ride capacity** to serve a facility that is at capacity and that will need to accommodate an expected 15% increase in use due to the tolling of State Route 520 beginning in spring 2011.

- **Development of housing with a mix of units** including market rate housing and housing that serves middle, moderate and low income residents.
- **Requirement for high quality design** with vegetative buffers and attractive streetscapes.

The South Kirkland Park and Ride TOD will also include some retail and/or personal services uses and, perhaps more importantly, serve as a catalyst for other high quality development and enhanced neighborhood services in the surrounding Lakeview Neighborhood.

How You Can Get Involved

Planning efforts to date have focused on providing basic information about the concept for TOD and to identify questions and concerns about the project. Before any project can move forward, there are a number of reviews and approvals by various agencies including opportunities for the public to be involved at every step. Development of zoning regulations and design guidelines is the next step, after which King County will issue a request for proposals for developers to construct the mixed-use portion.

The proposals will have to meet the City’s zoning regulations and design standards. The guidelines set forth in King County’s RFP must be financially viable for a developer to construct. Funding from housing agencies will also need to be secured to help underwrite the construction of the affordable units. All of these elements will need to be successful in order for a project to go forward. Public input received now will be used to inform the zoning regulations, design guidelines, the RFP and the permitting of the project which is why input is so important now.

See the calendar of upcoming meetings on page 4 or subscribe to Kirkland Email Alerts at www.ci.kirkland.wa.us/E-Bulletins (Select “South Kirkland Park & Ride Updates”).



King County Metro Transit and Sound Transit provide bus service from the South Kirkland Park & Ride



Online info:
www.ci.kirkland.wa.us/planning

QUICK FACTS ABOUT THE SOUTH KIRKLAND PARK & RIDE

- Located at the south end of Kirkland near the intersection of Lake Washington Blvd. and 108th Avenue NE
- Property is owned by King County and lies within Kirkland and Bellevue City limits
- The existing park and ride includes 603 stalls and is at capacity.
- King County has developed a conceptual plan that includes 250 additional park and ride stalls, about 200 multi-family units, underground shared parking, and pedestrian connections to the Eastside Rail Corridor
- The South Kirkland Park & Ride provides bus access to local destinations on the Eastside, the University of Washington, and downtown Seattle.

PUBLIC INVOLVEMENT OPPORTUNITIES

Date	Meeting	Topic/Action	Location
January 20 7 pm	Community Meeting	Input on concept	Northwest University, HSC233 5520 108 th Ave NE
January 25 7 pm	Community Meeting	Input on concept	Kirkland City Hall 123 5 th Ave. Peter Kirk Room
February 10	Planning Commission+ Houghton Community Council	Review draft regu- lations	Kirkland City Hall 123 5 th Ave.
March 3	Public Workshop	Input on draft regulations	Kirkland City Hall 123 5 th Ave. Peter Kirk Room
March 24	Public Hearing: Planning Commission+ Houghton Community Council	Hearing on draft regulations. HCC to deliberate, begin to develop recommendation	Kirkland City Hall 123 5 th Ave.
April 14	Planning Commission	Deliberation, develop recommendation	Kirkland City Hall 123 5 th Ave.
April 28	Houghton Community Council	Finalize recommendation	Kirkland City Hall 123 5 th Ave.
May 2011	Kirkland City Council	Action on amendments	Kirkland City Hall 123 5 th Ave. Council Chambers
May/June 2011	Houghton Community Council	Final action on amendments	Kirkland City Hall 123 5 th Ave.

PARTNERING AGENCIES

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