

RESOLUTION R-5325

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING OBJECTIVES FOR THE DEVELOPMENT OF TRANSIT-ORIENTED DEVELOPMENT AFFORDABLE HOUSING AND EXPANDED PARK AND RIDE FACILITIES AT THE KINGSGATE PARK AND RIDE SITE.

1 WHEREAS, the Washington Department of Transportation
2 (WSDOT) owns the property on which the Kingsgate Park and Ride is
3 situated; and
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5 WHEREAS, King County Metro maintains and operates the
6 existing 502 parking stalls at the Kingsgate Park and Ride to serve transit
7 riders; and
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9 WHEREAS, the voter approved regional transit system expansion
10 plan (ST3) will provide Bus Rapid Transit (BRT) along I-405, a BRT
11 station at the Totem Lake inline freeway station adjacent to the
12 Kingsgate Park and Ride, and will add a 600 parking stall garage at the
13 Kingsgate park and ride site, expanding the existing parking capacity by
14 400 net new parking stalls for a total of 902 stalls to serve the BRT on
15 I-405 by 2024; and
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17 WHEREAS, the City Council supports WSDOT, King County Metro
18 and Sound Transit in agency efforts to make transit successful
19 throughout the region and in Kirkland; and
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21 WHEREAS, in 2015 the City Council adopted Ordinance O-4495
22 amending the Totem Lake Business District Plan to provide revised goals
23 and policies for the Totem Lake Business District and Urban Center; and
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25 WHEREAS, the goals and policies for the Totem Lake Business
26 District and Urban Center support transit-oriented development (TOD)
27 at the Kingsgate Park and Ride site and provide specific objectives for
28 this development; and
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30 WHEREAS, the City Council has consistently expressed its
31 support for TOD at the Kingsgate Park and Ride site to WSDOT and
32 Sound Transit since 2015; and
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34 WHEREAS, in the 2017 State transportation budget (ESB 5096),
35 the legislature directed the Washington State Department of
36 Transportation (WSDOT) to work with agency partners to investigate
37 opportunities for a TOD Pilot Project at its Kingsgate Park and Ride; and
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39 WHEREAS, in April 2018 the Sound Transit board adopted its
40 Equitable TOD policy to reflect ST3 and RCW 81.112.350 direction to
41 implement a regional equitable TOD strategy during planning, design,
42 construction and operation of the high-capacity transit system; and

43 WHEREAS, the City Council approved Resolution R-5313 in 2018,
44 which adopted the Housing Strategy Plan and 2018-2020 Housing
45 Strategy Work Program, supporting increased housing choices including
46 housing related to TOD at the Kingsgate Park and Ride; and
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48 WHEREAS, the City Council has determined that it is important
49 to further identify the objectives for development of TOD at the
50 Kingsgate Park and Ride site, with the most important TOD objective
51 being the development of affordable housing on the site; and
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53 WHEREAS, each of the provisions of this Resolution set forth
54 below express the City Council's policy objectives related to the
55 development of TOD at the Kingsgate Park and ride site.
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57 NOW, THEREFORE, be it resolved by the City Council of the City
58 of Kirkland as follows:
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60 Section 1. A range of housing affordability – Ensure that housing
61 on the site includes a combination of affordable and market rate
62 housing. A majority of the housing should be affordable housing with a
63 significant share affordable at moderate and/or lower income levels and
64 including some units that are accessible to those with disabilities.
65

66 Section 2. Employment generation – Consider opportunities for
67 uses that will contribute to Kirkland's jobs and housing balance, bringing
68 employment to the Totem Lake Urban Center, a Kirkland economic
69 engine and focus for jobs and activity.
70

71 Section 3. Mix of uses – Based on market feasibility, consider
72 ground level retail to provide services and opportunities for businesses
73 that support transit riders, residents and surrounding neighbors.
74

75 Section 4. Complete by 2024 – Proceed with the TOD project in
76 a timeframe that aligns with the opening of BRT and associated stations
77 on I-405 as part of a project funded by Sound Transit.
78

79 Section 5. Feasibility – Work with partners to develop a project
80 that is financially feasible and meets the project minimum criteria for
81 additional park-and-ride parking spaces as defined in ST 3, transit
82 operations and consistent with Metro, WSDOT, Sound Transit and City
83 Plans.
84

85 Section 6. Coordination – Coordinate among the City, WSDOT
86 and Sound Transit to develop appropriate permit review and inspection
87 processes that are efficient and avoid conflict and redundancy to the
88 extent practical and consistent with the goals of the TOD project.

89 Section 7. Attractive, high quality development – Develop an
90 attractive site and building complex that is compatible with the
91 surrounding areas. Development should be consistent with applicable
92 City guidelines and standards, with appropriate building scale and
93 massing for the site and adjacent residential uses. As appropriate and
94 feasible, apply “green” building techniques in development. Adopt
95 Crime Prevention Through Environmental Design (CPTED) principles to
96 help provide safe and secure facilities. Explore building, housing and
97 parking over 116th Avenue NE at this location.

98
99 Section 8. Impact mitigation – Exercise best efforts to minimize
100 and mitigate traffic, visual, noise and other impacts of the TOD
101 development to surrounding streets and residential areas. Coordinate
102 with other projects and development such as the I-405 ramps at NE
103 132nd Street and other Totem Lake development projects. Vehicular
104 access points should be minimized to avoid congestion and safety
105 problems. Encourage access to and through the site using alternative
106 modes such as pedestrian and bike access. Develop the site to enhance
107 these access options including bike parking and sidewalk access.

108
109 Section 9. Construction impacts – Exercise best efforts to
110 minimize construction impacts at the site to transit operations and park-
111 and-ride users and the surrounding areas. Coordinate construction with
112 local projects including the I-405 BRT and 132nd ramps. Coordinate
113 construction impacts and utilize City outreach resources. Ensure that
114 some park and ride facilities, in as much as reasonably practicable,
115 remain open and available at all times during construction and avoid
116 parking impacts on the neighborhood during construction.

117
118 Section 10. Public engagement – Engage with the surrounding
119 community and interested parties in the development of standards for
120 TOD. Coordinate City staff with agency partners when engaging with
121 the public.

122
123 Section 11. Expand park-and-ride capacity to meet the goals of
124 the City and agency partners – Add park-and-ride parking spaces to
125 meet long-range needs related to the planned I-405 BRT, Metro
126 Connects plans and future development. Improve transit facilities at the
127 site with enhancements that address emerging technologies for vehicle
128 charging. Consider future flexibility of the parking structure with
129 emerging technologies such as autonomous vehicles. Preserve the park-
130 and-ride as a long-term use for transit service and transit riders.

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132 Section 12. Communication with agencies – City staff shall
133 distribute copies of the policy objectives stated in this Resolution to all
134 regional partners.

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136 Passed by majority vote of the Kirkland City Council in open
137 meeting this 6th day of August, 2018.

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Signed in authentication thereof this 6th day of August, 2018.



Amy Walen, Mayor

Attest:



Kathi Anderson, City Clerk