

ORDINANCE NO. 4155

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, AND APPROVING A SUMMARY FOR PUBLICATION, RELATED TO THE SOUTH KIRKLAND PARK AND RIDE, FILE NO. ZON08-00002.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in that certain recommendation of the Planning Commission dated November 19, 2008 and bearing Kirkland Department of Planning and Community Development File No. ZON08-00002; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on October 22, 2008 a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, prior to making said recommendation the Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held on September 9th, 2008, a courtesy hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA, there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents, issued by the responsible official pursuant to WAC 197-11-600; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the recommendation of the Planning Commission and

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. Text amended: The following specific portions of the text of the Comprehensive Plan, Ordinance 3481 as amended, are amended as set forth in Attachment A attached to this ordinance and incorporated by reference.

Section 2. Graphics amended: The following graphics or figures appearing on the identified pages of the Comprehensive Plan, Ordinance 3481 as amended, are amended as set forth in Exhibits A and B, attached to this ordinance and incorporated by reference.

Section 3. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

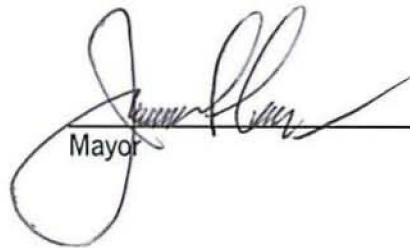
Section 4. To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the ordinance shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

Section 5. Except as provided in Section 4, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section or 6. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this 16th day of December, 2008.

SIGNED IN AUTHENTICATION THEREOF this 16th day of December, 2008.




Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

**New text to be added to the Lakeview Neighborhood Chapter,
page XV.A-8, following discussion of PLA 3, and preceding
discussion of PLA 15:**

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 & 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% of total units to be affordable to low and/or moderate income households.

Development should strive to achieve greater affordability for at least 20% of its units, with an additional 25% 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 southeastern borders through development standards.

Minimize the visual impacts of parking facilities from adjacent rights-of-ways.

- ◆ 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.

Maximize Effectiveness of Transit-Oriented-Development (TOD)

- ◆ 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.

Coordination with the City of Bellevue

- ◆ 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.

Existing text to be deleted from the Lakeview Neighborhood Chapter, page XV.A-17:

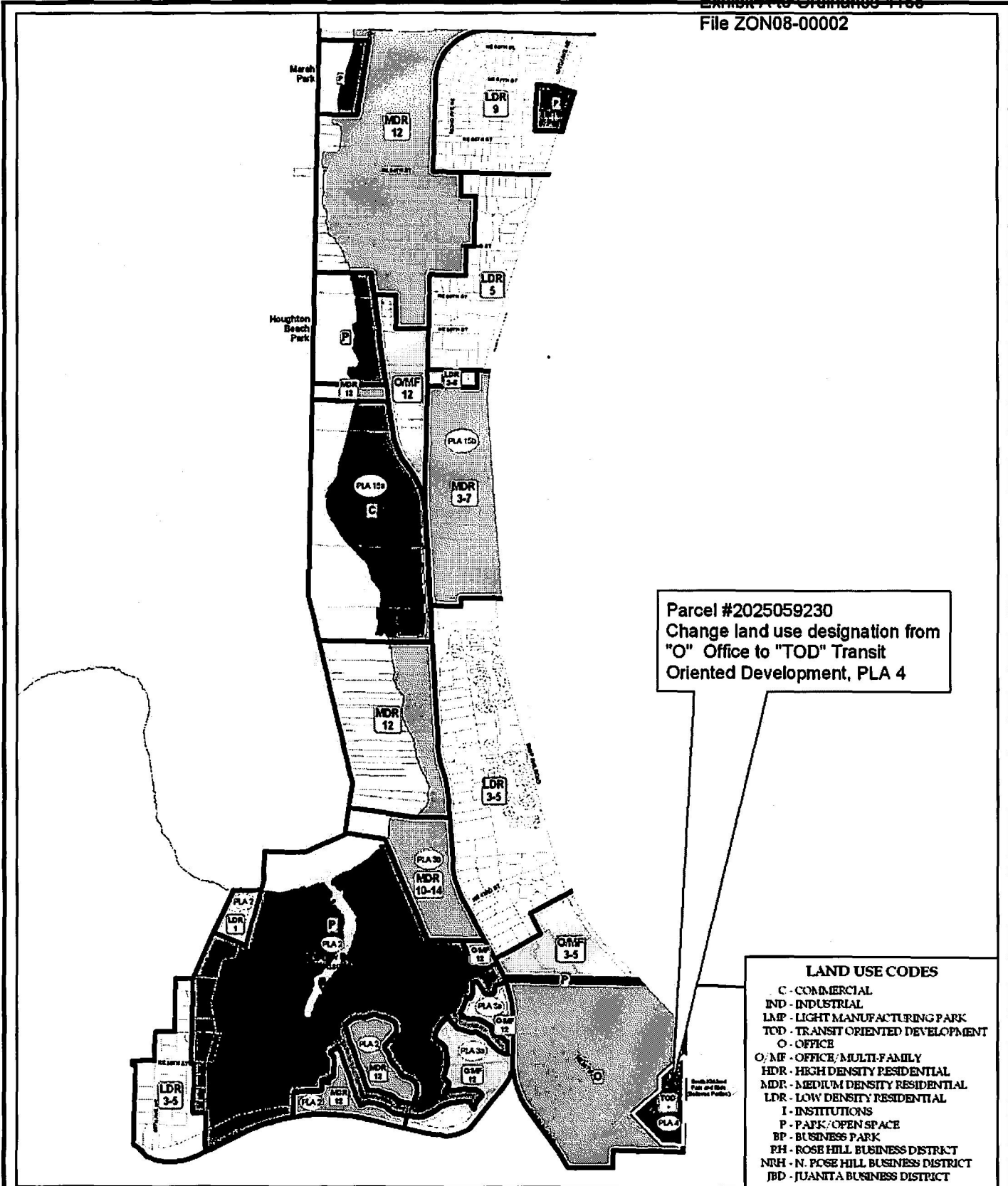
"The Metro Park and Ride lot at the southern end of the Lakeview Neighborhood provides a valuable local and regional transportation function. Any future expansion of this facility should be carefully reviewed to minimize visual and traffic impacts on the surrounding area".

New text to be added to Land Use Chapter, page VI-4:

Transit-Oriented Development (TOD) – Area where a higher intensity mix of uses is allowed, together with transit facilities, in order to support the increased use of transit and reduce reliance on roads and single-occupant vehicles.

New text to be added to Appendix B: Glossary, page B-6:

Transit-Oriented Development (TOD): Development intended to maximize the use of transit.



Parcel #2025059230
 Change land use designation from
 "O" Office to "TOD" Transit
 Oriented Development, PLA 4

LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOD - TRANSIT ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK / OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. POSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4084
 ADOPTED by the Kirkland City Council
 February 6, 2007

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

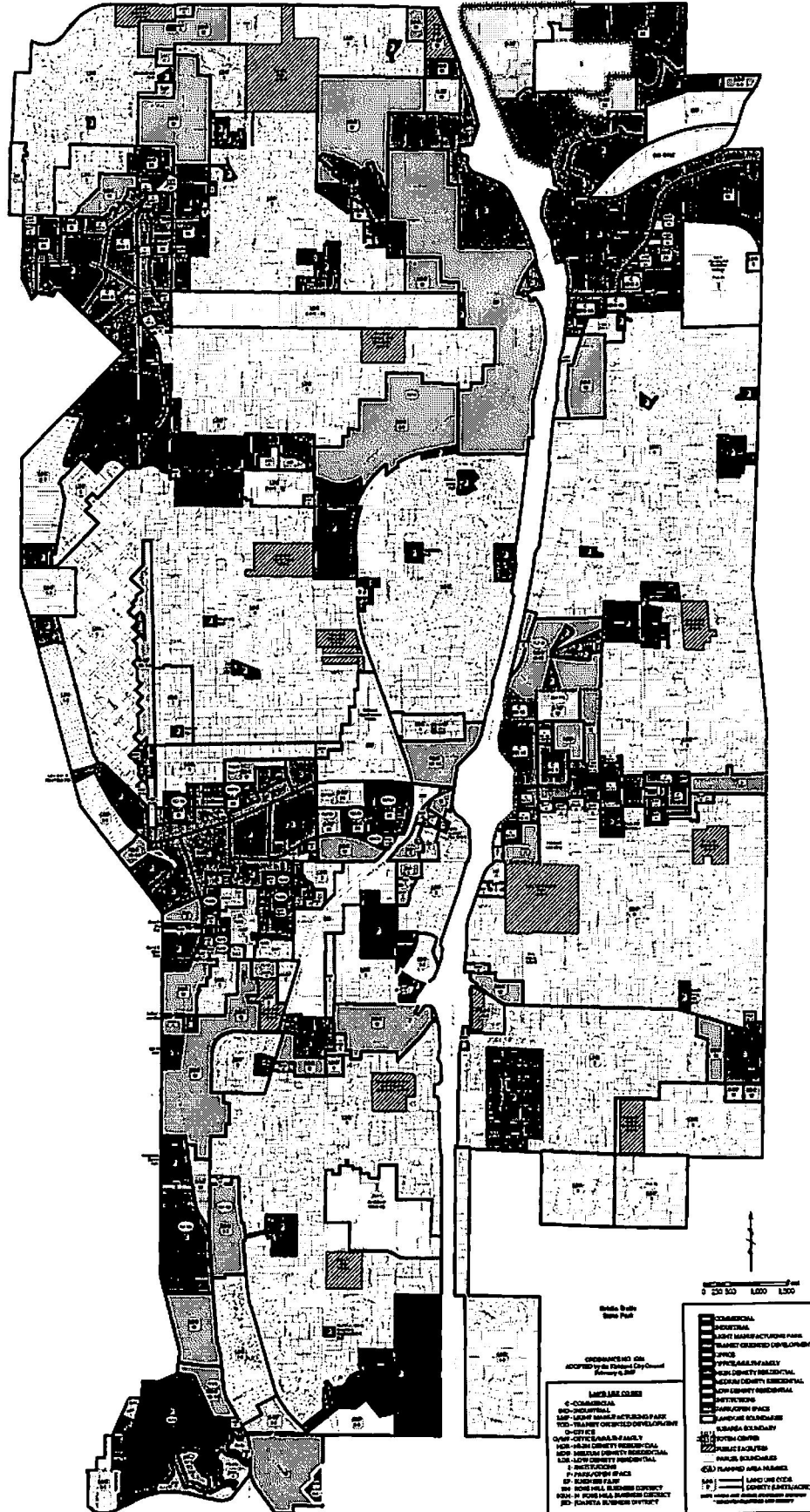
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
 * INDICATES CLUSTERED LOW DENSITY



Maps produced October 30, 2008.
 Produced by the City of Kirkland. © 2008, the City of Kirkland, all rights reserved.
 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP

Department of Planning and Community Development



LU-1 Comprehensive Land Use Map

PUBLICATION SUMMARY
OF ORDINANCE NO. 4155

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING ORDINANCE 3481 AS AMENDED, AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, RELATED TO THE SOUTH KIRKLAND PARK AND RIDE, FILE NO. ZON08-00002.

SECTION 1. Amends the following specific sections of the text of Ordinance 3481 as amended, the Kirkland Comprehensive Plan:

Attachment A: Amends text in the Lakeview Neighborhood Chapter
Amends text in the Land Use Chapter
Amends text in Appendix B, Glossary

SECTION 2. Amends the following specific graphics contained in Ordinance 3481 as amended, the Kirkland Comprehensive Plan:

Exhibit A: Amends the Comprehensive Plan Land Use Map
Exhibit B: Amends the Lakeview Neighborhood Map

SECTION 3. Provides a severability clause for the ordinance.

SECTION 4. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 5. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017.

SECTION 6. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 16th day of December, 2008.

I certify that the foregoing is a summary of Ordinance 4155 approved by the Kirkland City Council for summary publication.



City Clerk