

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

WHEREAS, the City Council approved Resolution R-5313 in 2018, which adopted the Housing Strategy Plan and 2018-2020 Housing Strategy Work Program, supporting increased housing choices including housing related to TOD at the Kingsgate Park and Ride; and

WHEREAS, the City Council has determined that it is important to further identify the objectives for development of TOD at the Kingsgate Park and Ride site, with the most important TOD objective being the development of affordable housing on the site; and

WHEREAS, each of the provisions of this Resolution set forth below express the City Council's policy objectives related to the development of TOD at the Kingsgate Park and ride site.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. A range of housing affordability – Ensure that housing on the site includes a combination of affordable and market rate housing. A majority of the housing should be affordable housing with a significant share affordable at moderate and/or lower income levels and including some units that are accessible to those with disabilities.

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

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

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

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

Section 6. Coordination – Coordinate among the City, WSDOT and Sound Transit to develop appropriate permit review and inspection processes that are efficient and avoid conflict and redundancy to the 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.

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 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.

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 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.

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 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.

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 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