



May 30, 2013

APA/PAW Awards Committee
Washington APA Office
603 Stewart Street, Suite 610
Seattle, WA 98101

Dear APA/PAW Awards Committee:

RE: APA/PAW 2013 Joint Awards Program Submittal

Enclosed is a submittal by the City of Kirkland for an APA/PAW 2013 Joint Award along with the submittal fee of \$150.00.

Please let me know if you have any questions or need additional information. I can be reached at (425) 587-3249 or dcollins@kirklandwa.gov.

Sincerely,

Dorian Collins, AICP
Senior Planner

APA/PAW JOINT AWARD 2013
City of Kirkland, Nominee

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Kelly Larimer, Awards Co-Chair
George Steirer, Awards Co-Chair
APA/PAW Awards Committee
Washington APA Office
603 Stewart St., Suite 610
Seattle, WA 98101

Dear Ms. Larimer and Mr. Steirer:

SUBJECT: SUBMITTAL FOR THE APA/PAW 2013 JOINT AWARDS PROGRAM –
IMPLEMENTATION CATEGORY
SOUTH KIRKLAND PARK AND RIDE TRANSIT-ORIENTED DEVELOPMENT

We are very pleased to submit the Transit Oriented Development Project at the South Kirkland Park and Ride for nomination of an APA/PAW 2013 Joint Award. We believe the TOD project embodies the program goals, providing an outstanding example of an innovative solution to addressing complex needs across jurisdictional boundaries.

Required information requested for the nomination is provided below:

- Contact Person: Dorian Collins, Senior Planner
City of Kirkland Planning and Community Development
123-5th Ave, Kirkland, WA 98033
Telephone: 425-587-3249, Fax: 425-587-3232
dcollins@kirklandwa.gov.
- Nominee and Category of Submission: City of Kirkland for the Implementation category.

This letter provides:

- a. A summary of the scope of the project, the time period of its preparation and key participants
 - b. An explanation of why the nomination is unique and significant, including the role the City of Kirkland and others played in the project.
 - c. A description of how and to what extent the plan for transit-oriented development and the resulting project has been successfully implemented, and the extent of private and public involvement.
- a. Summary of Scope: The South Kirkland Park and Ride (SKPR) Transit-Oriented Development (TOD) project is currently under construction. Kirkland adopted policies, zoning regulations and design guidelines to support a TOD, requiring coordination with Bellevue and King County. Project development, approved in 2012 and 2013, involves Polygon Northwest, Imagine Housing and ARCH.
 - b. Why Project is Unique: The project faced unusual challenges due to several factors: 1) the boundary between Kirkland and Bellevue that bisected the property 2) varied

land use policies and zoning regulations between jurisdictions; 3) Federal funding requirements for expansion of the park and ride, 4) objectives established by Kirkland's Comprehensive Plan mandating a significant share of affordable housing in TOD, and 5) physical characteristics, including a designated critical area within Bellevue and location at both the gateway to Kirkland and Bellevue.

The project is a 10-year effort resulting in a model for planning in the region, exemplifying successful coordination between multiple jurisdictions. The development provides local and regional benefits through taking cars off roads by expanding the park and ride by about 250 spaces, and increasing transit ridership. The development will be a catalyst for new economic development and housing opportunities in the evolving Lakeview Business District. The TOD will be built according to the Built Green and Evergreen protocols. It will be a livable and diverse community with affordable housing close to transit and services with enhanced bike and pedestrian access to the city's business district and regional destinations via the Cross Kirkland Corridor.

- Nominee: City of Kirkland – Policy and regulatory study and approval, project coordination with all parties, project review and approval, and public involvement activities.
 - King County Metro Transit: Property owner and Park and Ride operator. Conceptual project development, coordination with all parties. Led RFP process and selection of development team.
 - City of Bellevue – Project review and approval, public involvement activities
 - Polygon Northwest – Developer, market-rate residential units
 - Weber Thompson Architects with Polygon Northwest
 - Imagine Housing – Non-profit housing developer
 - SRM Architects for Imagine Housing
 - A Regional Coalition for Housing (ARCH) – support to Cities and County in policy and regulatory development, guidance and funding support for affordable housing
- c. Implementation and Public/Private Involvement: The SKPR TOD is a complex but innovative approach to development that was achieved through a public-private partnership involving King County, Kirkland, Bellevue, ARCH, private and non-profit housing developers and state and federal funding. In the true sense of a TOD, the project will create a compact, mixed use community that incorporates high design standards, sustainable development and multi-modal transportation connections to transit and trails.

Implementation began with the preparation of zoning regulations and design guidelines for the SKPR site, to implement the 2009 Comprehensive Plan policies adopted in support of TOD at this location. Mutual principles to guide this phase were agreed to by the Councils of Kirkland, King County and Bellevue. See the "Draft Decision and Implementation Process" chart, attached.

Public outreach for the SKPR code amendments followed in the form of a series of public workshops hosted by Kirkland but facilitated by Kirkland, King County and Bellevue. This occurred during the first half of 2011. Study sessions and public hearings occurred concurrently, and draft regulations were considered by the

Kirkland Planning Commission, Houghton Community Council and the Kirkland City Council.

Following adoption of regulations and guidelines, King County, in coordination with Kirkland and Bellevue developed a Request for Proposals for project development. Representatives from all jurisdictions participated in developer selection. The Polygon Northwest team was selected.

Permit and design review in both Kirkland and Bellevue followed, and the project received approval to move forward. (See graphics illustrating the SKPR TOD project, attached).

The construction status of the SKPR TOD project is as follows:

King County Metro Park and Ride Expansion:

530 stall, 3 story parking garage for Park and Ride
Renovation of parking lot and transit loading area
Opening: Summer 2013

Residential development over shared subterranean parking garage:

186 market rate units
58 affordable units
Completion: 2014

In addition to the information provided in this letter, our nomination submittal includes:

- A. A complete description of the project.
- B. An explanation of how the nomination meets the awards criteria
- C. Letters of support from:
 - a. Joan McBride, Mayor of Kirkland
 - b. Jane Hague, Councilmember, King County Council, District 6
 - c. Eric Evans, Director of Housing Development, Imagine Housing
 - d. Susan Busch, Architect and Kirkland citizen
- D. The name of the agency to be listed on the award plaque and certificates.
- E. A check for \$150.00 for the award application fee.

If you have any questions about the submittal, please contact Dorian Collins of my department at (425) 587-3249.

Sincerely,

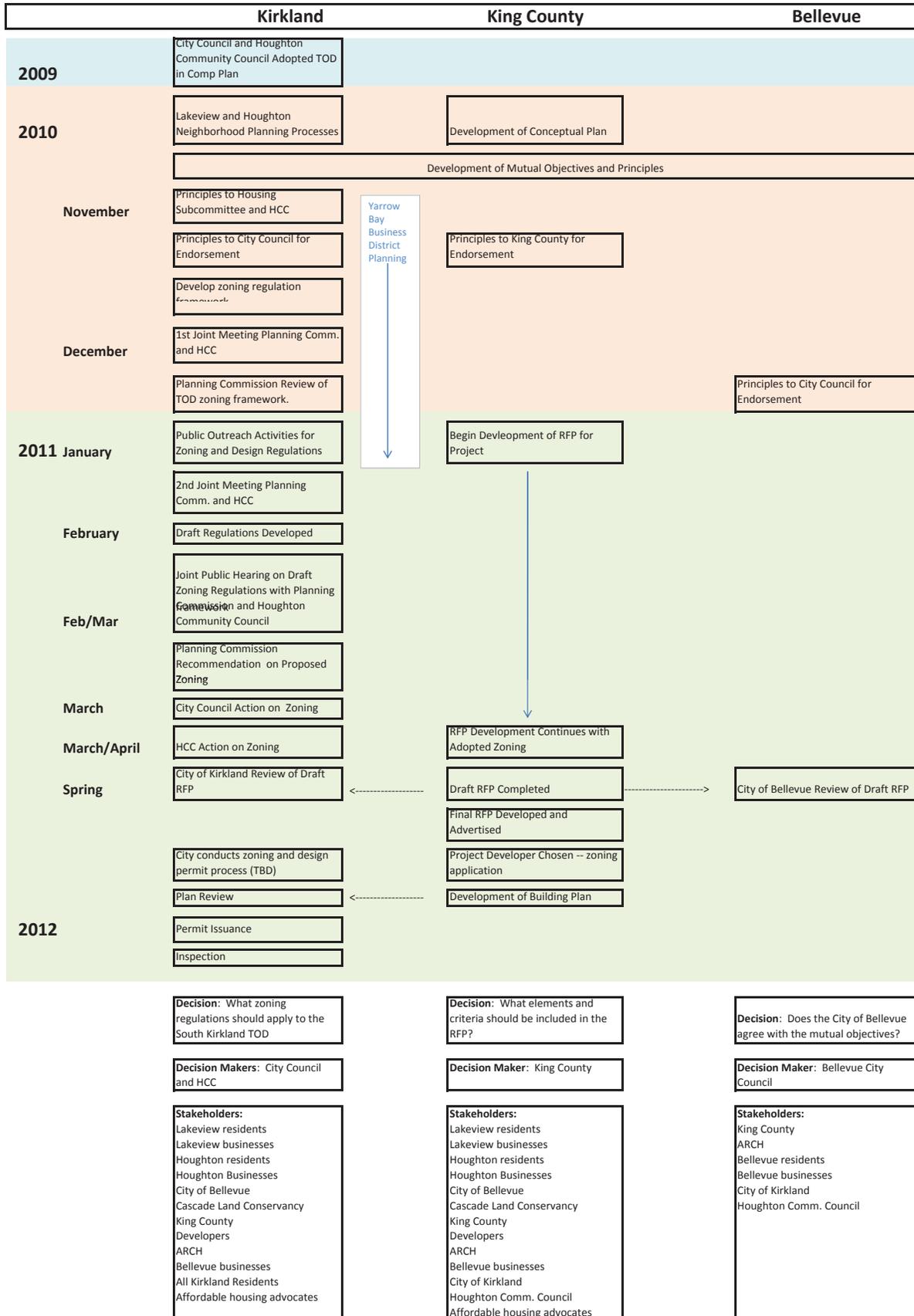


Paul Stewart, AICP
Deputy Planning Director

Attachments:

Draft Decision and Implementation Process Chart
Project Graphics (5 pages)

**City of Kirkland
South Kirkland Park and Ride
Draft Decision and Implementation Process**













Project Description:

The King County Metro South Kirkland Park and Ride (SKPR) Transit-Oriented Development (TOD) project is located on a seven-acre property which straddles the boundary between Kirkland and Bellevue at Kirkland's southernmost end. King County will retain ownership of the Park and Ride garage and transit improvements. Ownership of the remaining parcels will transfer to project partners Imagine Housing and Polygon Northwest following completion of the Park and Ride improvements.

The project represents the culmination of over ten years of work from vision to implementation involving extensive community participation, comprehensive plan and code amendments, selection of a developer and architects, design review, permit review, inter-local agreements and coordination between jurisdictions, King County and ARCH. The project implements policies and regulations adopted in support of TOD at this location. The construction now underway is transforming the surface Park and Ride lot into a large mixed income and mixed use residential and retail community, with completion expected by the end of 2014.

The development includes expanded Park and Ride parking with a new three story 530 stall garage within the city of Bellevue and renovation of the existing parking lot and bus loading area by King County Metro. Within Kirkland, two buildings will provide 58 affordable units (Imagine Housing) and 186 market rate housing units (Polygon Northwest) above commercial uses and a parking garage. Project design includes green building techniques. At completion, parking stalls at the site will increase from 603 to 850.

The TOD improves neighborhood pedestrian and bicycle connections, and, if financial resources become available, a pedestrian and bike connection will be made from the TOD to the Cross Kirkland Corridor directly to the east. The connection to the Corridor will link the TOD to Downtown Kirkland, Totem Lake and regional bike routes to the north, east and south.

Compliance with Review Criteria

- *Outstanding application of planning principles*

The SKPR TOD is a multi-jurisdictional, multi-modal, mixed income, mixed use community. The development provides a new model for incorporating a dense, compact transit-oriented development in a neighborhood business district, creating a diverse and lively community close to transit and services.

The project is also an example of successful coordination between multiple jurisdictions, from the development of the TOD concept to policy review and regulatory implementation. Development application reviews were coordinated to occur concurrently with input from Bellevue and Kirkland. Land use permits, utility services, right-of-way improvements, multiple permits and inspections required cross-jurisdictional coordination.

The SKPR TOD was the subject of an AIA Forum article, "*Bedrooms on the Bus Line*" (included with this submittal), which describes the innovative process and outstanding application of planning principles used to create this unique project, and the many objectives it fulfills.

- Implementation of community values

The TOD implements the community values established by the Kirkland Comprehensive Plan for the SKPR site. Values addressed include housing affordability, pedestrian and bike connections, effective use of transit, compatibility to the surrounding neighborhood and sustainability.

The development incorporates permanent affordable housing for individuals and families with incomes that range from 30% to 60% of the area median income. A new network of pedestrian linkages, plazas, courts and sidewalks will anchor the community to the neighborhood and provide activities for residents and visitors to the site. Pedestrian and bike connections will also link the TOD community to the Cross Kirkland Corridor to the east, downtown Kirkland and Totem Lake to the north and to the bike trail related to the SR 520 expansion project to the south. The addition of 244 new residential units and close to 250 new Park and Ride spaces will allow for greater use of transit at the site for commuters and residents. The architecture and landscape elements will transition the lower scale residential fabric to the north with the larger commercial and mixed use projects surrounding the 520 corridor. Green building techniques incorporated throughout the development and buildings promote sustainability.

- Contribution to specific planning technologies including emerging technologies such as wireless devices, web-based tools, permit review & tracking systems, etc.

Zoning regulations developed for transit-oriented development at the SKPR site establish green building standards for development. The SKPR TOD project significantly exceeds the green building standards expected to be incorporated at the site, providing a new model for the application of these techniques in a complex, mixed-use development.

The market rate residential structure developed by Polygon will be developed according to Built Green standards. The Imagine Housing building will be built according to the Evergreen Standard protocols, but will far exceed the expected standards. Additional green building techniques include the use of geothermal wells to heat the affordable units, a green roof, and the placement of electric vehicle charging stations in the parking area.

- Furtherance of GMA

The TOD embodies the goals of growth management through:

- ❖ providing density in an urban area
- ❖ reducing sprawl through redevelopment of an underused Park and Ride property
- ❖ providing for efficient multi-modal transportation systems
- ❖ providing a significant number of permanent affordable housing units
- ❖ serving as a catalyst for economic development within the evolving Yarrow Bay business district
- ❖ providing an extensive public outreach process which encouraged high citizen participation and
- ❖ representing a model of close and successful coordination between multiple jurisdictions

- Suitability of the solution to the problem or context

The SKPR TOD implements and exceeds the objectives established by the City of Kirkland for the site. Redevelopment of the Park and Ride is an efficient use of land by combining a transit facility with commercial uses, market and affordable housing in a mixed use community.

- *Innovative and/or creative solution or project, and demonstration of applicability to other projects*

The TOD project is a complex but innovative approach that was achieved through a public-private partnership involving King County, two cities (Kirkland and Bellevue), A Regional Coalition for Housing (ARCH), private and non-profit housing developers and state and federal funding. In the true sense of a TOD, the project will create a compact, mixed use community that incorporates high design standards, sustainable development standards and multi-modal transportation connections to transit and trails.

The success of the SKPR TOD in overcoming challenges and addressing community values has contributed to community acceptance and will help to support future use of similar properties in the city and region.

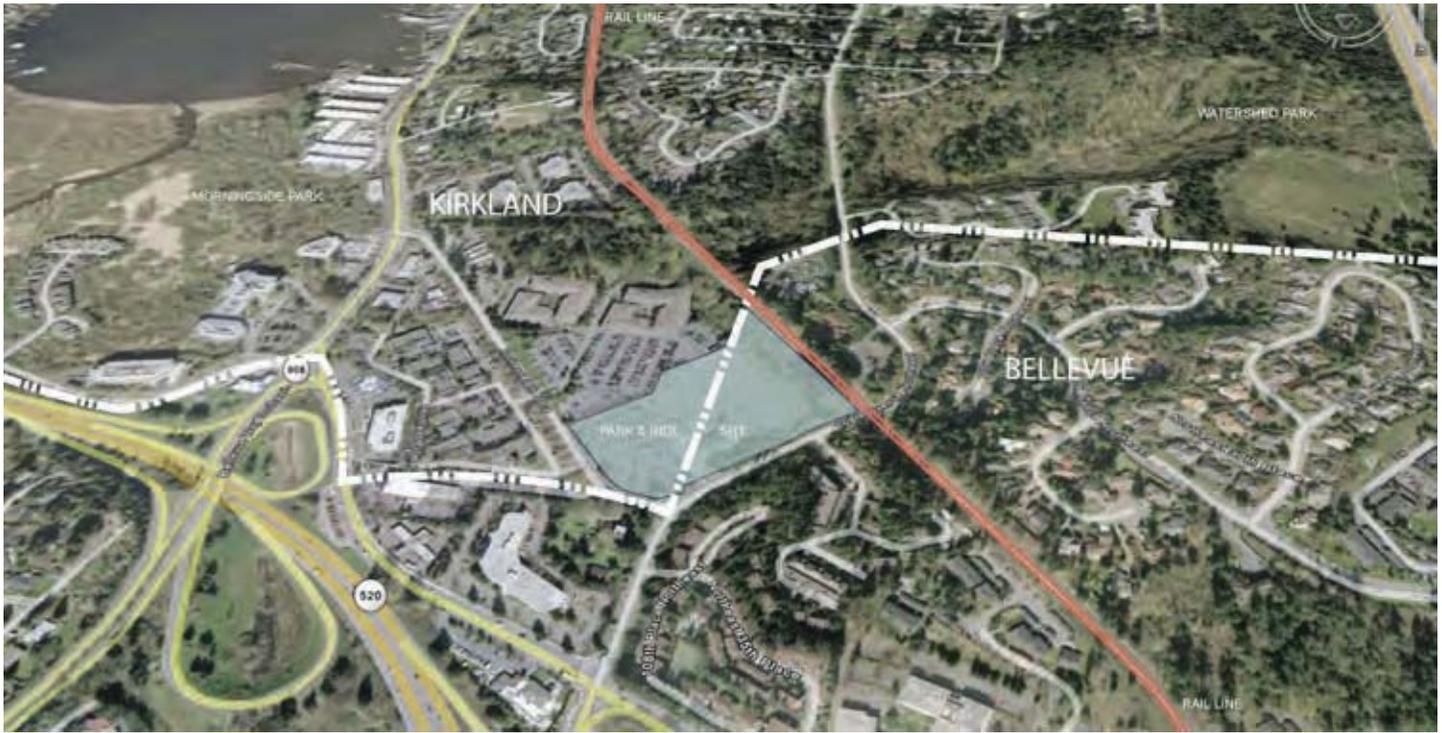
- *Difficulty of the problem or issue-addressed, overcoming project obstacles*

The project faced unusual challenges due to several factors: 1) the boundary between Kirkland and Bellevue that bisected the property 2) varied land use policies and zoning regulations between jurisdictions; 3) Federal funding requirements for expansion of the park and ride, 4) objectives established by Kirkland's Comprehensive Plan mandating a significant share of affordable housing in TOD, and 5) physical characteristics, including a designated critical area within Bellevue and location at both the gateway to Kirkland and Bellevue.

Through very successful coordination from initial agreement about project objectives to permit review and inspections, the decision and implementation process across boundaries has been very smooth for all project partners.

- *Efficient use of budget*

An innovative mix of federal, state and local public and private financing methods were used to leverage the development of the project. The project is financed by over \$7 million from FTA and WSDOT, \$1 million in Metro Transit funding, \$10 million in tax credit financing, and other funding from multiple affordable housing partners. Total public financing for the project exceeded \$30 million.



Overhead view of the South Kirkland Park and Ride site showing the sharing of the site between Kirkland and Bellevue. The site is at the confluence of several major trafficways including I-405 and SR 520.

Bedrooms on the Bus Line

Kirkland works toward housing at a park & ride

by Susan Busch AIA

For many small cities that ring Seattle, light rail is decades away. Yet forward-thinking communities are not waiting, but actively pursuing transit-oriented development (TOD) that can be achieved sooner, rather than later, by focusing on bus transit rather than rail.

One such community, Kirkland, has been looking at their park & ride lots as potential sites for TOD. In doing so, they've found a partner in King County Metro, which has been focusing on TOD since the late 1990s. Metro's next TOD project will be at the South Kirkland Park & Ride, with a design/development team beginning work in 2011, and construction slated to begin in 2012. This article describes the steps taken to ensure that the region's newest TOD is also its most successful.

County interest in transit-oriented development

Transit-oriented development seeks to reduce the use of single-occupancy vehicles by increasing the number of times people walk, bicycle, carpool, vanpool, or take a bus, streetcar, or rail. It does this by bringing potential riders closer to transit, rather than building homes away from population centers, which makes people more dependent on roads and automobiles.

Park & ride lots are all about single-occupancy vehicles, yet they've also provided an opportunity Metro can use to leverage TODs. King County owns 130 park & rides combining more than 26,000 parking stalls.

In the late 1990s, Metro began to explore the idea of developing housing and businesses on park & ride land. The overarching goal of the program was simple—increase ridership. However, complementary benefits have been discovered: capture of lease and/or sale revenues, reduction of parking, attracting partners to fund renovations, broadening the constituency for transit service, and supporting growth management policies.

As Metro gained experience with three earlier TOD projects, it shifted its location and affordability strategies to create developments that better support the goals of bus ridership and walkability (see sidebar).

Matching agendas

Metro first began discussion of a TOD project at South Kirkland in 2001. The property is owned by King County and lies within the boundaries of both Kirkland and Bellevue. At that time they considered facilitating annexation of the full site into one city or the other. (An early proposal for the full site was reviewed by the City of Bellevue. Though its planning commission at the time voted in favor of the project, Bellevue City Council was unanimously opposed, and it was dropped.)

Kirkland, meanwhile, had recognized a growing need to support affordable housing within the city. The 1990s and 2000s had brought a sharp increase in home values, and the formerly working-class community was gentrifying into an upscale suburb. As small homes

Early TODs show high demand for housing

Coordinating with public and non-profit housing agencies and private partners, Metro in the last ten years has developed three TOD projects: the Village at Overlake Station, Renton's Metropolitan Place, and the Redmond Downtown Park & Ride in partnership with Trammell Crow Residential.

The pilot project, Village at Overlake Station, opened in 2001. Focused on affordable housing, it offered 308 apartments affordable to residents making 50% or less of countywide Average Median Income (AMI). It has been fully occupied, with a waiting list, since it opened. But as a support for bus ridership, the project hasn't been successful: located east of Redmond on the 520 corridor, the site is not within walking distance of stores or amenities, and the park & ride lot is less than 25% full during commute hours.

Also open by 2001, downtown Renton's Metropolitan Place is a more typical urban mixed-use project, with apartments above a 240-stall parking garage. 90 units share 30 parking stalls, with the rest free for commuter use. Half of the apartments are affordable

to households earning 80% AMI, with the remaining at market rate. Currently, park & ride use is at 80%, and apartment occupancy is above 90%.

The Redmond Downtown Park & Ride was completed in 2008. Unlike The Village at Overlake, this project is in the midst of Redmond's rapidly densifying city center. A section of the park & ride was sold to Trammell Crow Residential to develop the "Veloce" apartment complex; 20% of its 300 units are affordable to households earning 80% AMI. On the rest of the lot, the county built a 400-stall garage next to a new transit center. Current park & ride utilization is 84%, and apartment occupancy is over 94%.

As Metro's TOD program evolved and strategies changed, its TOD projects became more successful. Later projects sited in more urban, denser locations may have lower levels of affordability, but enjoy higher rates of park & ride use, which is interpreted (though not without dispute) as higher bus ridership.

were torn down to make way for large residences, the young, elderly, and lower-income residents were being pushed out. By 2002, Kirkland's City Council Housing Committee had set three goals:

- look for opportunities to build new higher density projects,
- preserve existing housing stock, and
- improve regulatory mechanisms and incentives that would facilitate the other two goals.

Around the time the Village at Overlake was completed, the City of Kirkland and Metro joined forces to identify opportunities for TOD in Kirkland. Kirkland city council members saw development of its park & ride as a way to meet the goal of increased housing affordability within the city.

The focus narrows on the South Kirkland Park & Ride

There are several park & rides in Kirkland, but South Kirkland's lot was deemed the best choice for TOD due to its proximity to I-405 and SR 520 and its high level of transit service. Eight bus routes serve the site, which is a connecting hub for trips to Redmond, Bellevue, Kirkland, the University of Washington and downtown Seattle. The seven-acre site at the southernmost end of the city is surrounded by low to midrise suburban office complexes. Within walking distance are condominiums, a hotel, two daycares, restaurants, and a private school.

The site also lies within the boundaries of the old City of Houghton. In 1968, Houghton was annexed into Kirkland, with the caveat that a Houghton Community Council (HCC) be established, with veto power, to review Kirkland's land-use decisions within Houghton boundaries. This HCC has jurisdiction over the Kirkland half of the park & ride site. Due to the extra layer of regulation and political process, location in Houghton was a potential drawback, but the site's opportunities were deemed to outweigh the constraints.

Once the U.S. Department of Transportation approved \$6.25 million in funding for Metro to create a Sustainable Transportation Hub at the South Kirkland Park & Ride, the project gathered momentum. This funding came with strings attached—use it by 2011 or lose it.

With upcoming tolling of SR 540 and a planned 15% ramp-up in peak-hour bus service, planners foresaw increased demand for parking; funds were allocated for that and other transit improvements. With the catalyst of federal funding, the city and county committed to a three-year process to plan the project, engage the community, develop a regulatory framework, and select a development team.

Laying the groundwork: synchronizing goals, partners, plans

In 2008, Kirkland City Council adopted amendments to its comprehensive plan to provide policy direction for TOD at park & ride lots. Four key principles were identified:

- provide affordable housing,
- ensure high quality site and building design
- maximize the effectiveness of TOD
- provide for future coordination with the City of Bellevue.

Houghton gave its approval in January 2009. Concurrent with the TOD process, Kirkland then updated neighborhood plans for Central Houghton and Lakeview, as both neighborhoods are next to the park & ride and fall within HCC's jurisdiction. Citizen advisory groups met monthly from January to June 2010, and the TOD was a lively topic in these discussions. In addition to the neighborhood process, Kirkland also held a series of community workshops and public hearings in early 2010 specific to the TOD.

A framework, with the public's help

In March 2010, Metro commissioned Mithun to prepare conceptual plans and drawings to communicate the site's potential. These show how 250 apartments over ground floor commercial space might be arranged on Kirkland's half of the site. A combination of underground parking at the new buildings, and restriping of the surface parking on the Bellevue half of the site, will provide parking for 850 cars—a net gain of 250 stalls. This work helped engage the neighbors in extensive visioning and master planning exercises. As a collective community vision developed, three key strategies emerged that will have a profound influence beyond the TOD.



MATT TODD PHOTOGRAPHY

Veloce is an apartment complex at the Redmond Downtown Park & Ride. The TOD combines mixed-income housing, greenspace, and parking in Redmond's rapidly densifying city center.

what's good. It was soon seen that the new district's development should meet Kirkland's Design Review Board approval, so new design guidelines for the YBBB were written. Design Review Board recommendations will supersede the veto power of the HCC.

Enhance connectivity: The South Kirkland Park & Ride sits at the confluence of several major trafficways. Besides proximity to SR 520, it's adjacent to 108th Avenue NE and less than a quarter mile to Northup Way and Lake Washington Blvd. There is currently no continuous sidewalk between these arterials and the park & ride site. In the YBBB Design Guidelines, NE 38th street will be classified as a Major Pedestrian Street, completing the missing link between 108th and Lake Washington Blvd. Access through the TOD to the Eastside Rail Corridor is called for as well, to connect to the new bike trail being built along SR520 as part of the bridge replacement program.

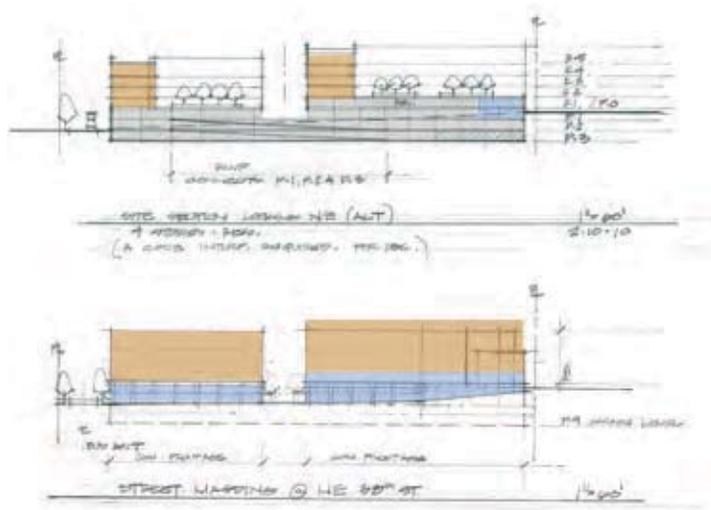
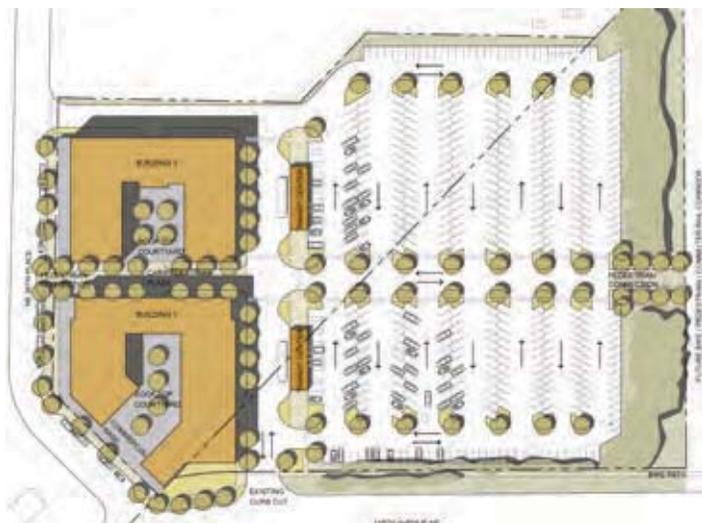
Placemaking: Transit stations act both as regional transit nodes and as neighborhood places. Successful TOD design must reconcile this tension through pedestrian-oriented urban design, viable community-serving mixed use, and station design that complements its neighborhood. Neighbors recognized that one stand-alone project wouldn't meet all of these criteria, and they were concerned about the quality of life and adequacy of services for project residents. From these concerns, the concept of a new Yarrow Bay Business District (YBBB) emerged. This district will encompass existing commercial properties extending south to SR520, west to Lake Washington, and north to the abandoned BNSF railroad right-of-way. Acting as the southern gateway to the city, it will continue to develop as a mixed-use neighborhood, with a high level of connectivity to transportation options and amenities.

Good design makes a difference: At every public meeting the sentiment was clear—"We want good design"—though citizens admitted that it was easier to describe their dislikes than to define

Finding funding and a development team

In June 2011, the regulatory and administrative phase ended when the HCC gave its nod to the rezone to establish the YBBB. This important step cleared the way for the development process to begin. With specific codes and design guidelines in place, King County commenced the RFQ/ RFP process to select a development team for the project.

The RFQ suggested potential development criteria for the site, but also encouraged creative approaches to design and ownership structure. Innovative public/private and for-profit/nonprofit partnerships were encouraged. The development team has access to public funding, including the FTA grant for park & ride expansion, plus transportation and housing funds from the state, county, and city. New zoning regulations for the TOD stipulate minimum levels of affordability (minimum 10% at 50% AMI, 10% at 70% AMI, with the balance at market rate), and sustainability (LEED Silver for core and shell, and Evergreen or Built Green 4 Star for residential).



LEFT: The feasibility study conducted by Mithun calls for underground shared parking at the South Kirkland Park & Ride, which will support new TOD development and increased park and ride capacity. It also recommends pedestrian-friendly connections to the future BNSF bike, pedestrian, and rail corridor and enhanced vegetation buffers. RIGHT: Building section and elevation for the South Kirkland Park and Ride as envisioned by Mithun.

COURTESY OF THE CITY OF KIRKLAND

Key challenges remain

Thanks to input from the inclusive public process, the project's success will be measured in part by how it addresses two key challenges:

Overflow from the park & ride: Due to its location adjacent to SR-520, this park & ride will be particularly impacted by the advent of tolling on the 520 bridge. With the lot filled to 100% capacity already, spill-over of bus riders into the surrounding neighborhood—a phenomenon known as 'hide-n-ride'—will increase. This problem will only be compounded once park & ride construction begins. To deal with this problem, the city, county, and ultimately the project developer must implement a comprehensive parking strategy.

Meeting high expectations: Though it was a strong positive for the planning process, intensive public involvement has set a high level of expectations. For the project to succeed, it needs to be embraced by the neighborhood. It must deliver on its promise to become a long-term community asset. Sound financing, a successful mix of commercial uses, and skilled management of the private and public components will be critical to its success.

Kirkland moves forward

The region's grand transit plan won't engage Kirkland for decades. The first Sound Transit connection east of Seattle is the East Link route across I-90 to Bellevue and on to Redmond. Fraught with legal and political turmoil in Bellevue, it's questionable whether Sound Transit will stay on schedule to open this segment in 2021 as planned. Until the East Link challenges are solved, little attention will be focused on the SR520 corridor.

Meanwhile Kirkland continues to look ahead. The City is already planning its next transit-oriented project, the redevelopment of Totem Lake Mall along I-405. On July 20, the Urban Land Institute presented potential development strategies for this designated Urban Village. They identified acquisition and development of the BNSF corridor between South Kirkland TOD and Totem Lake as the City's top priority. The corridor ultimately connects north to Snohomish, and south to Renton. First named the Cross Kirkland Trail more than 15 years ago, this multimodal corridor would greatly expand neighborhood connectivity for pedestrians and bicycles through the city, while reserving the possibility of more intensive transit options in the future. In April 2011, Kirkland City Council adopted the Eastside Rail Corridor Interest Statement, allowing the City to move toward trail acquisition.

By taking advantage of modest opportunities as they arise, Kirkland is moving in parallel with the larger transportation plans that will shape the region. They recognize that transit projects have regional implications, yet they find ways to work the problem from the inside out, on their local terms. From a planning standpoint, they've achieved success quickly by working at a practicable scale and involving the community from the get-go. At South Kirkland TOD, the result is a framework for high density development that respects the neighborhood. It will be years before we can truly evaluate how successfully their vision dovetails with regional transportation planning, yet Kirkland continues to make progress one project at a time.

Susan Busch AIA is an Associate at Hewitt Architects, working on mixed use and multi-family housing projects. She taught a design studio at the University of Washington which studied TOD at the Northgate Park and Ride with Metro as the case study client. A long time resident of Houghton, she participated in the process to update the Central Houghton Neighborhood Plan. She is a member of the Citizen Advisory Board for ARCH (A Regional Coalition for Housing) and serves on the AIA Seattle Public Policy Board.

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May 30, 2013



Kelly Larimer, Awards Co-Chair
George Steirer, Awards Co-Chair
APA/PAW Awards Committee
Washington APA Office
603 Stewart St., Suite 610
Seattle, WA 98101

Dear Ms. Larimer and Mr. Steirer:

RE: *SUPPORT FOR NOMINATION FOR 2013 JOINT APA/PAW AWARD
TRANSIT ORIENTED DEVELOPMENT PROJECT AT THE SOUTH KIRKLAND PARK AND RIDE*

On behalf of the City of Kirkland, I am pleased to support *The Transit Oriented Development Project at the South Kirkland Park and Ride* as a nomination for the 2013 Joint APA/PAW Award. We are excited and proud to have the new TOD and expanded Park and Ride facility within the Cities of Kirkland and Bellevue. At completion, not only will the Park and Ride facility be expanded to allow for increased transit ridership, but a new urban infill neighborhood will be created that will provide a mix of affordable and market rate housing, businesses to serve residents and transit riders, new pedestrian linkages, open spaces for people to gather and a gateway to Kirkland and Bellevue.

I believe the TOD project embraces and implements the joint award program goals and approval criteria of the Washington Chapter of the American Planning Association and the Planning Association of Washington. The project represents an outstanding application of planning principles by providing a multi-jurisdictional solution to the need for expansion to the park and ride facility resulting from increased demand with tolling on the SR 520 bridge and the need for housing, particularly affordable housing, close to transit. The TOD addresses these needs in an innovative and creative mixed-income, mixed-use development. The project incorporates high quality architecture and site design. New pedestrian and bike connections at this critical juncture of two cities and adjacent to the Cross Kirkland Corridor will link the site's residents and users to expanded multi-modal transportation opportunities.

I endorse the submittal for the 2013 Joint Awards Program as a very successful implementation of community values expressed first in the City's Comprehensive Plan, later through amendments to the Kirkland Zoning Code and Design Guidelines and finally through project development and approval. The project is an innovative approach that was achieved through a public-private partnership involving King County, two cities (Kirkland and Bellevue), A Regional Coalition for Housing (ARCH), private and non-profit housing developers and state and federal funding. The TOD was supported by a consortium of elected officials of the King County Council and the Cities of Bellevue and Kirkland. I am very pleased to support the project's nomination.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joan McBride", is written over a large, faint, light blue watermark of a stylized bridge or architectural structure.

Sincerely,
Joan McBride, Kirkland Mayor



King County

Jane Hague

Councilmember, District 6

Metropolitan King County Council

May 22, 2013

Dorian Collins, Senior Planner
Planning and Community Development
City of Kirkland
1230 Fifth Avenue
Kirkland, WA 98033

Dear Dorian:

It is my pleasure to enthusiastically recommend the South Kirkland Park and Ride Transit Development Project for the 2013 APA/PAW Implementation Award. As I've worked at the County level to ensure that the project moved forward in a timely manner, it has become apparent that this partnership, involving King County, the City of Kirkland, the City of Bellevue, Polygon Homes and Imagine Housing, represents a common vision that will provide Eastside residents with transportation and affordable, as well as market rate, housing options for years to come.

While encouraging public transportation and providing Eastside riders with more park-and-ride spaces, the project has the potential to become the community gateway to the City of Kirkland's southern entry. And, by being adjacent to the 520 and Eastside Rail Corridors, the linkages to multiple transportation modes will ultimately become a model for livability. This is not the first transit oriented development in King County, but with its mix of increased parking availability, residential and retail, and potential for increased ridership, this facility deserves to be recognized for the social as well as the economic benefits it provides our community.

The South Kirkland Park and Ride TOD project is a wonderful fit for the award program goals as it has truly been an exemplary planning effort that involved city and county government as well as the private sector in an extraordinary partnership. It is an innovative and integrated transit oriented development that will take cars off the road, prepare Eastside communities for the transition to a new 520 bridge and provide affordable housing opportunities for those who work and live in the area. It is truly representative of much that is promising for the future of our region as well as a legacy for the residents of my King County Council District 6. It is a project that could be the poster child for the APA, Washington motto, "Making Great Communities Happen."

Sincerely,


Jane Hague, Councilmember
King County Council, District 6

May 29, 2013

Dorian Collins, Senior Planner

CITY OF KIRKLAND

c/o City of Kirkland Planning and Community Development
1230 Fifth Avenue
Kirkland, WA 98033

RE: 2013 APA/PAW Implementation Award – South Kirkland

Dear Ms. Collins.

On behalf of the Board of Directors of Imagine Housing and our team, please extend our endorsement for the South Kirkland Park and Ride Transit Development Project for the 2013 APA/PAW Implementation Award. Imagine Housing is a 26 year old community-based, collaborative non-profit affordable housing developer committed to developing permanent affordable housing with supportive services in King County's Eastside.

We are honored to be a part of the effort with our market rate partner Polygon NW to implement the informed planning principals and mutual objectives that King County, the City of Kirkland and the City of Bellevue adopted for the redevelopment of the South Kirkland Park and Ride (Attached). Our work is at its best when it reflects and implements the collective vision of our community. Furthermore, these mixed-income, mixed use housing programs get at the very core of our mission, which is to empower individuals and families, support diversity and strengthen communities by developing permanent affordable rental housing and providing supportive services.

In keeping with the adopted principals and our mission, we look forward to providing 58 permanent affordable residents to individuals and families with incomes that range from 30%, 40% and 60% of the area median income within this mixed income, mixed use transit oriented community. We commend the Cities of Kirkland, Bellevue and King County for making this re-development opportunity available to residents of all incomes. We firmly believe that access to transportation is an essential social equity consideration that supports and fosters human potential; and the redevelopment of the South Kirkland Park and Ride will give our residents a direct and dynamic connection to this essential resource.



Imagine Housing
building eastside communities

10604 NE 38th Place ■ Suite 215 ■ Kirkland, WA 98033 ■ 425.576.5190

It is our experience that when we work in partnership with cities, city staff, residents and other community service and market rate partners, our housing programs become more than homes for residents of the Eastside; they become cost effective community-based assets that connect all of us to the vision and resources of our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric C. Evans". The signature is stylized with a large, circular flourish at the top and a long, thin vertical stroke extending downwards.

Eric C. Evans
Director of Housing Development

Enclosure

Mutual Objectives and Principles of Agreement
for the South Kirkland Park-and-Ride Transit Oriented Development Project

- **Expand park-and-ride capacity.** Add a significant number of parking spaces for transit riders at the South Kirkland Park-and-Ride, to better serve Bellevue and Kirkland residents and encourage higher transit ridership. Promote shared use parking between residents and park-and-ride users. Improve transit facility and provide vehicle charging stations as funding is available. Preserve the park-and-ride as a long term use of the property for transit riders.
- **Local services.** Incorporate ground floor commercial space into the housing project design to provide opportunities for businesses that support transit riders, residents and surrounding activities. Add TOD supportive services in the adjacent area through neighborhood planning.
- **Timing.** Proceed with the project in a timeframe that protects the existing FTA funding available for the park-and-ride expansion.
- **Feasibility.** Allow for a financially feasible project.
- **Coordination.** Coordinate among Bellevue, Kirkland, and King County Metro Transit to develop an appropriate permit review and inspection process that is efficient and avoids conflict and redundancy to the extent practical and consistent with the goals of the project.
- **Attractive and compatible site development. Incorporate high quality design standards.** Develop an attractive site and building complex that is compatible with the surrounding area and provides a welcoming gateway to both cities in this location. As appropriate and feasible, preserve areas of existing landscaped buffers and use green building techniques. Provide a safe and secure facility.
- **Range of housing affordability.** Ensure that housing on the site includes a range of affordability, including market rate housing. It is expected that a majority of the housing will be market rate, while a significant share will be affordable at moderate and/or lower income levels with some units that are accessible to those with disabilities.
- **Impact mitigation.** Minimize and mitigate traffic and other impacts of the development, including impacts of the SR-520 project. Encourage alternative modes of transportation, including transit, bicycling and walking.

- Construction impacts. Minimize construction impacts on park-and-ride users and the surrounding area. Coordinate project construction with SR520 construction, to the extent possible.
- Connections to BNSF Corridor. Design to accommodate a future connection to the BNSF corridor.
- Public Involvement. Engage the surrounding community and interested parties in both cities in the planning and review of the proposal. City staff in both cities will collaborate to support outreach efforts.

Wednesday, May 29, 2013

Dorian Collins
City of Kirkland Planning and Community Development
123 Fifth Avenue
Kirkland, WA 98033

Re: APA/ PAW Awards Nomination

Dear Dorian,

As a long-time Kirkland resident, architect, and affordable housing advocate, it is a pleasure to endorse the South Kirkland Park and Ride Transit Oriented Development for the 2013 Joint APA/PAW awards program. This project is an excellent candidate for the Implementation category in particular.

The South Kirkland TOD exemplifies the City of Kirkland's commitment to social equity and its willingness to employ creative planning techniques to achieve a more livable community for all. One of the key components for successful affordable housing is ready access to transit options. The South Kirkland Park and Ride is well located to act as a hub for bike and bus transit to Seattle and throughout the Eastside due to its adjacency to the newly reconstructed SR-520. Its location as the south entry to the Cross Kirkland Corridor will provide bike and pedestrian access to services and amenities throughout the city. Identifying the South Kirkland Park and Ride as an appropriate location for housing positions Kirkland as a leader in our region's shift toward transit oriented development.

From the outset, the TOD planning process was characterized by innovative public and private partnerships and a clear concise vision. This vision was tirelessly championed by City staff, City Council, King County Metro Transit, and ARCH.

In this small city with modest resources citizens expect City officials and staff to make sound fiscal decisions. By leveraging funds from a variety of public sources, and structuring a development model that allowed both non-profit and for-profit housing developers to share the site, community expectations were met and a level of trust for the project was established.

Once initial federal funding was obtained, it took about three years to develop a regulatory framework, engage the community, and plan the project – a relatively short timeframe in planning terms – yet there was ample opportunity for public involvement. Meetings and hearings were guided by City staff dedicated to public discourse, and project leaders from Metro and ARCH patiently answered questions at every meeting. A tremendous effort was made to alleviate concern and promote understanding of both the TOD concept and of the potential for mixed-use/mixed-income development.

As one who was active during the entire public process, I witnessed its success firsthand. The project will serve as a model for similar development in other small cities. I highly recommend the South Kirkland Park and Ride Transit Oriented Development for the APA/PAW Implementation Award.

Sincerely,



Susan Busch Associate, AIA LEED AP