

CITY COUNCIL AGENDA TOPIC

Resolution adjusting the boundary line between the City of Bellevue and the City of Kirkland, pursuant to RCW 35.13.340 and a petition filed by King County, so the entirety of the South Kirkland Park and Ride may be located within the municipal boundaries of the City of Kirkland; authorizing the City Manager, or her designee, to execute an interagency agreement as a condition for the boundary line adjustment; authorizing appropriate personnel to perform all administrative acts needed to finalize said boundary line adjustment; and authorizing appropriate personnel to perform all administrative acts authorized under the interagency agreement. The executed interagency agreement shall be substantially in the same form as the agreement in the Council Library.

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City Manager's Office

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EXECUTIVE SUMMARY**ACTION**

This resolution adjusts the jurisdictional boundary between the cities of Bellevue and Kirkland so the entirety of the South Kirkland Park and Ride will be located inside Kirkland city limits. The area to be annexed amounts to 168,343 sq. ft. of commercial parking. The boundary line adjustment does not result in any loss of population or tax revenue.

The boundary line adjustment is requested by both King County (as property owner) and the City of Kirkland (as the receiving jurisdiction), allowing more efficient and economical review if/when the property is developed to accommodate a future light rail station, multi-modal access, and/or other transit-oriented development (TOD) planning goals.

After the adjustment, Kirkland will be the sole permitting/planning authority with respect to the property. However, per an interagency agreement with Kirkland, Bellevue will still be able to provide input regarding the future development of the site.

RECOMMENDATION

Move to adopt Resolution 10534

BACKGROUND/ANALYSIS

This memorandum pertains to the first of three (3) proposed boundary line adjustments before the City Council, which are identified as follows:

No.	PARCEL	Property Owner	Receiving Jurisdiction	Legal Authority
1.	South Kirkland Park and Ride	King County	Kirkland	RCW 35.13.340

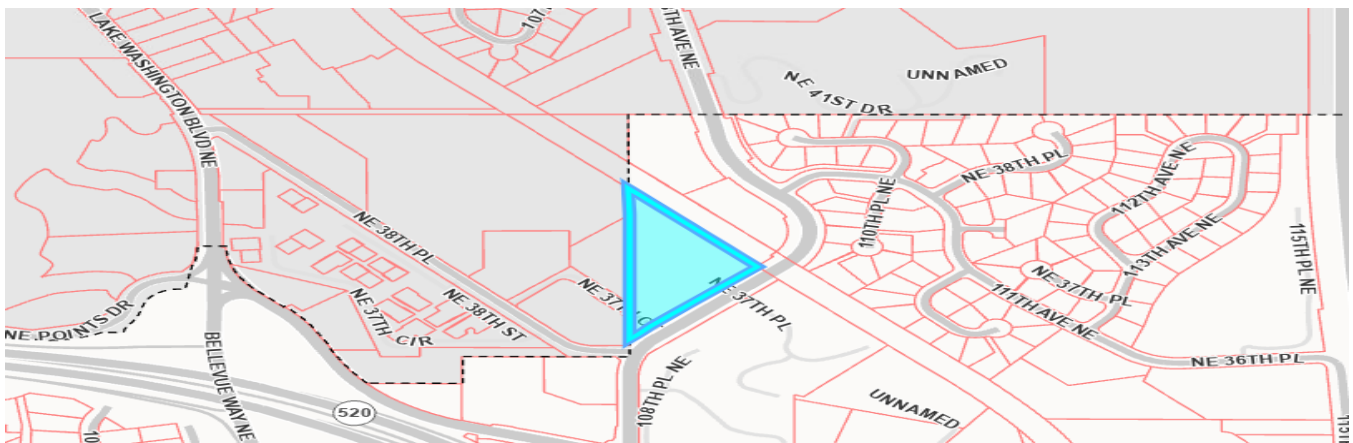
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|----|--|----------|----------|---------------|
| 2. | Cross Kirkland Corridor | Kirkland | Kirkland | RCW 35.13.340 |
| 3. | Intersection:
NE 38 th Pl. and 108 th Ave. NE | Kirkland | Bellevue | RCW 35.13.310 |

The South Kirkland Park and Ride (SKPR), also known as the Metro Park and Ride, is a commercial parking lot that is solely owned by King County and situated on Lot 3 of the Metro Park and Ride Short Plat. This single lot is divided by the jurisdictional line separating the cities of Kirkland and Bellevue. Approximately 168,343 sq. ft. of the SKPR is located inside Bellevue city limits.

The SKPR is well positioned to advance regional TOD goals. As part of ST3, Sound Transit has proposed an at-grade light rail station to be located at the SKPR, which would also include construction of a new 355-stall parking structure; development of non-motorized access facilities for bicycles and pedestrians; development of bus and rail integration facilities; and placement of other sustainability measures.

Currently, any future development of the SKPR to accommodate a light rail station, or other multimodal transportation projects and TOD planning goals, is complicated by the presence of two (2) different permitting agencies: the cities of Kirkland and Bellevue. As such, over the last several years, there have been discussions between administrative staff at King County (the property owner) and the cities of Kirkland and Bellevue about the possibility of pursuing a boundary line adjustment under RCW 35.13.340, allowing Kirkland to receive that portion of the property located in Bellevue. The proposed adjustment is expected to make development of the parcel more efficient and economical, given there will be only one permitting authority.

In accord with RCW 35.13.340, King County (as property owner) has filed the requisite petition to facilitate the boundary line adjustment to move the entirety of its property into the City of Kirkland (Exhibit A). The area subject to the boundary line adjustment is depicted below:



The proposed adjustment would not result in the loss of any population or tax revenue. Any decision by the Bellevue City Council is exempt under the State Environmental Protection Agency (SEPA) and does

not require subsequent approval by the King County Boundary Review Board (BRB).

Recognizing Bellevue continues to have an interest in the facilities, amenities, and connections that may be developed on or near the SKPR, Kirkland and Bellevue staff have negotiated an agreement (See Exhibit B) that will allow Bellevue to have a meaningful and substantial role in all permitting decisions related to the property, including but not limited to any motorized and non-motorized connections to be sited at or associated with the property, any design elements for the site's facilities and landscaping, and any other development or traffic impacts associated with the property that may affect Bellevue residents, directly or indirectly.

The term “meaningful and substantial” means Bellevue shall have a voting member on any committee/group (if any) convened by Kirkland, but not to include Kirkland's already established decision-making advisory boards and commissions (e.g. Planning Commission or Design Review Board), that may determine or develop recommendations, guidelines, or standards specific to development of the site. Additionally, Kirkland will provide periodic updates regarding future development of the site, public private partnerships, or other major decisions relating to use and/or permitting activity on the property; and it will provide notice to Bellevue of any permitting decision related to the property to allow sufficient time (minimum of 90 days) to comment on any proposed development. This engagement will allow Bellevue to recommend project conditions consistent with Bellevue's development regulations and guidelines in those areas; albeit with the understanding that Kirkland will not impose any conditions (1) that would be in conflict with Kirkland's zoning or development regulations, or (2) are inconsistent with the overall character and design of the proposed project.

The City of Kirkland previously approved the petition and proposed boundary line adjustment on July 15, 2025, pursuant to Resolution No. 5689. However, the boundary line adjustment will not be final until the City of Bellevue approves of the same; and both cities coordinate the filing of an annexation certificate with State's Office of Financial Management.

POLICY & FISCAL IMPACTS

Policy Impact

RCW 35.13.340 permits boundary line adjustments, upon receipt of a petition signed by the property owner and approved by the legislative bodies of both cities, when the purpose of the adjustment would facilitate the entirety of property, presently split by the jurisdictional line, to be included within a single jurisdiction.

The City's Comprehensive Plan – Transportation Element includes several policies supporting the petitioned boundary line adjustment, including but not limited to:

- TR-40: Work actively and cooperatively with other Eastside jurisdictions, regional and state agencies, and transit service providers to plan, design, fund and construct regional transportation projects that support the city's Comprehensive Plan.
- TR-44: Cooperate with other jurisdictions to resolve mutual land use and transportation concerns.

- TR-68: Ensure that transit services and facilities in Bellevue and the Eastside are high priorities for regional system plans and improvements consistent with the Bellevue Transit Master Plan.
- TR-77: Work with transit providers to ensure that high-capacity transit service supports Bellevue's role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city and providing direct transit connections to Eastside cities and the region.
- TR-81: Support plans by transit service providers to connect Bellevue, Seattle, Kirkland and Issaquah with high-capacity transit service that optimizes convenience for riders.
- TR-103: Provide for current or future multi-modal transportation use and access when considering public and private projects adjacent to and across Eastrail.

Vision 2050's Multicounty Planning Policies also include several goals supporting the petitioned boundary line adjustment, including but not limited to:

- MPP-DP-47: Streamline development standards and regulations for residential and commercial development and public projects, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

Fiscal Impact

There is no fiscal impact associated the proposed boundary line adjustment. The parcel(s) to be annexed are tax exempt and there is no loss of revenue.

OPTIONS

1. Adopt the Resolution adjusting the boundary line between the City of Bellevue and the City of Kirkland, pursuant to RCW 35.13.340 and a petition filed by King County, so the entirety of the South Kirkland Park and Ride may be located within the municipal boundaries of the City of Kirkland; authorizing the City Manager, or her designee, to execute an interagency agreement as a condition for the boundary line adjustment; authorizing appropriate personnel to perform all administrative acts needed to finalize said boundary line adjustment; and authorizing appropriate personnel to perform all administrative acts authorized under the interagency agreement. The executed interagency agreement shall be substantially in the same form as the agreement in the Council Library.
2. Do not adopt the Resolution and provide alternative direction to staff.

ATTACHMENTS

- A. King County Petition For Boundary Line Adjustment.
 - B. Interagency Agreement for the SKPR Boundary Line Adjustment.
- Proposed Resolution No. 10534

AVAILABLE IN COUNCIL LIBRARY

ST3 – South Kirkland to Central Issaquah via Bellevue Light Rail.