

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 the City of Kirkland, so the entirety of the Cross Kirkland Corridor 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.

Lacey Jane Wolfe, Policy Advisor, 425-452-2055
City Manager's Office

Brian Wendt, Assistant City Attorney, 452-452-6134
City Attorney's Office

EXECUTIVE SUMMARY**ACTION**

This resolution adjusts the jurisdictional boundary between the cities of Bellevue and Kirkland so the entirety of the Cross Kirkland Corridor will be located inside Kirkland city limits. The area to be annexed amounts to approximately 72,000 sq. ft. of right-of-way. The boundary line adjustment does not result in any loss of population or tax revenue.

The boundary line adjustment is requested by the City of Kirkland (as property owner and receiving jurisdiction), allowing more efficient and economical review if/when the property may be improved.

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 future development of the site if/when it may be required to accommodate a future light rail station, multi-modal access, and/or other transit-oriented development (TOD) planning goals on the adjacent parcel (the South Kirkland Park and Ride).

RECOMMENDATION

Move to adopt Resolution 10535

BACKGROUND/ANALYSIS

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

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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 that are specifically connected to the development of the SKPR. However, the agreement is not intended to involve Bellevue in decisions concerning more day-to-day use/operation of the CKC that are separate and apart from any SKPR development (e.g. paving the trail).

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 Kirkland will not impose any conditions (1) that would be in conflict with Kirkland’s zoning or development regulations, or (2) that are inconsistent with the overall character and design of the proposed project.

The City of Kirkland previously approved the proposed boundary line adjustment on July 15, 2025, pursuant to Resolution No. 5690. 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 jurisdiction, 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 the City of Kirkland, so the entirety of the Cross Kirkland Corridor 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. City of Kirkland Petition For Boundary Line Adjustment.
- B. Interagency Agreement for SKPR Boundary Line Adjustment.

Proposed Resolution No. 10535

AVAILABLE IN COUNCIL LIBRARY

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