



Budget: Mayor James Lauinger

1. Thank you for having these meetings that I feel are very important for the health and growth of the City of Kirkland!

Planning: Council members Jessica Greenway and Bob Sternoff

2. Update on Park Place redevelopment.

Response: The Planning Commission is considering the Park Place Development along with two other private requests to amend the Comprehensive Plan for the downtown area: The Orni request for the sites at 825, 903 and 911 5th Avenue (east of the Post Office) and the Altom request for the site at 220 6th Street and the expanded study area to the north of that site. Both these requests include a rezone to allow office development up to 60 feet in height. The Planning Commission will be holding a procedural meeting to discuss process, timing and the environmental review for these proposals on October 25th at City Hall. There will also be an open house to discuss the Environmental Impact Statement (Planned Action) process and scope on November 1st at 7:00 pm in the Council Chambers at City Hall. The Planning Commission will have another meeting on November 29th to further discuss the environmental review.

The Design Review Board has been asked by the City Council to review the Park Place proposal and provide direction on the conceptual development of the plan. They will be advising the Planning Commission primarily on issues relating to site layout and building massing. There will be a Design Review Board meeting to discuss Park Place on December 3.

The draft environmental impact statement for the three proposals is scheduled to be issued on January 25, 2008. There will be a 25 day comment period on the draft. After the draft is issued there will be an open house and also Planning Commission and Design Review Board meetings to discuss the proposal and hear public comment. It is estimated that the Park Place proposal as well as the Orni and Altom requests will be before the City Council at the beginning of June 2008.

3. Update on downtown development (specifically traffic impacts on Lakeview Neighborhood)

Response:

1. *Merrill Gardens (under construction) – a mixed-use project at 201 Kirkland Avenue with 115 assisted living units, ground floor retail, and structured parking*
2. *Bank of America site (design review stage) – a mixed-use project at 101 Kirkland Avenue with 72 senior housing units, ground floor retail, and structured parking. A DRB meeting is tentatively scheduled for November 19th.*

The Waterfront Market/Hectors property (118 Lake Street South) has submitted for a presubmittal conference with staff to discuss potential redevelopment of that site.

The City evaluates all new developments for their traffic impacts. A traffic study is required and traffic impacts must comply with adopted levels of service.

4. I would like to express to the City Council my extreme displeasure in the apparent relaxation of height codes for downtown Kirkland. I was told today that Merrill Gardens will reach five stories, not only blocking off views from the new condos, but furthering the tunnel atmosphere that is enveloping our streets. I have a strong feeling that our "village atmosphere" is becoming another Bellevue and is certainly losing its charm. This also includes the 25 homes approved on State Street at the sight of the funeral home.

Response: The Kirkland Zoning Code and Comprehensive Plan allow for five stories on the Merrill Gardens property so no codes were relaxed for the project. Regarding protection of private views, the City specifically does protect public views and view corridors where identified in the Comprehensive Plan or regulations, but generally does not protect private views. It is important for home buyers to understand the rules for development that are in place when they purchase their home.

The City has an adopted Comprehensive Plan for downtown Kirkland that calls for the creation of a pedestrian-oriented urban village with increases in housing and employment to support the retail core. This plan came about following years of working with the community in workshops and public hearings. The plan is based on the principles of growth management that call for locating jobs and housing close to shop, services, and public transportation. This reduces the reliance on cars as the sole means of transportation. Many downtown residents appreciate the ability to walk to the store, a restaurant, a park, or a movie theater. Key to maintaining that "village atmosphere" is the design guidelines and design review process that we have established to ensure quality pedestrian-oriented development. There are many other qualities we value as a community (our

waterfront setting, walkability, architectural scale, community events, public involvement, etc.) that distinguish Kirkland from Bellevue. Our planning efforts will continue to strengthen those qualities as the downtown evolves.

The proposal for the Green's Funeral Home site was considered at a public hearing by the City's Hearing Examiner on October 17 who will make a recommendation for a City Council final decision. Because this is a quasi-judicial decision, the City Council is legally not able to discuss it in detail at this time.

5. Where are you going with the City. You are over building sold out to the builder (Jet City, Kirkland Builder, other). Stop. Keep our City as Kirkland You tear down one house and build three stories. House on one lot 2 houses.

Response: Development in Kirkland is guided by the Kirkland Comprehensive Plan and Zoning Code, both of which were adopted by the City Council following extensive public involvement. In addition, under the Growth Management Act, Kirkland and other cities are required to accommodate a fair share of forecasted growth within the County. Our growth targets for the period 2001 to 2022 are over 5,000 new housing units and 8,800 new jobs. So far we are on track to meet these targets.

At the same time, economic and demographic changes have also had an influence in shaping the character of growth. One result of this has been the redevelopment of older and smaller houses in our neighborhoods with larger and more expensive replacements. While the City cannot prevent such redevelopment, we have taken measures to update our development codes to help minimize impacts to our neighborhoods.

6. The trees (evergreen) along the south edge of Carillon Point completely block the view corridor from Lake Washington Blvd. These trees are now taller than the office buildings and are blocking the views of the properties on the hillside east of Carillon Point. This view corridor will be even more important with the construction of yarrow Bay Marina Office Complex.

Response: The City does not normally regulate the height of trees to maintain private views. Planning Department staff will research files for Carillon Point to determine if there were restrictions put on vegetation when the development was approved.

7. I hate to see the neighbor's and the City's trees and hedges grow up unchecked to block my views. Please put some guidelines in place so we may keep our views and home values.

Response: The desire to maintain your views is understandable. However, City regulations do not limit the height of vegetation. In fact, regulations seek to maintain as much tree canopy in the City as possible for environmental reasons. Cutting and topping of publicly owned trees is prohibited. Cutting or topping of private trees is restricted.

The City is reviewing for street tree types when we are reviewing development plans and are asking that low growing varieties (from our approved street tree list) be planted along streets where preservation of views may be an issue.

Public Works—Lake Washington Boulevard speeding: Deputy Mayor Joan McBride

8. What can be done about speeding on Lake Washington Boulevard and NE Points Drive.

Response: This is a continuing and important issue to your neighborhood and to Council. Many people believe that simply lowering speed limits will change driver behavior. There is a great deal of research on the subject from around the country that shows exactly the opposite. In fact, changing speed limits on streets like Lake Washington Blvd. has no effect on driver speeds. Therefore, we've tried other methods to reduce speeds such as speed limit signs that remind drivers how fast they're traveling, building medians at pedestrian crossings and improving signage and lighting at the crossings. Enforcement can also be helpful in reducing speeding, but it requires a great deal of scarce police resources to be effective. We will continue to try innovative techniques to limit speeding on Lake Washington Blvd.

9. Speeding on NE Points Drive. Can we get the Council to authorize speed limit signs along that hill?

Response: The Public Works Department will install 25 MPH signs on Points Drive. If you have questions, please contact Iris Cabrera in the Public Works Department at (425) 587-3866 or at icabrera@ci.kirkland.wa.us.

Public Works—SR 520: Council members Dave Asher

10. Status of SR 520 Bridge reconstruction and effect on Lakeview Neighborhood.

Response: Work is continuing on the project; selecting features to include in the project, getting the environmental impact documents completed and heading toward final design. The basic cross-section is planned to be 2 general purpose lanes in each direction, one HOV lane in each direction (on the median side of the freeway) and pedestrian and bicycle facilities. This summer WSDOT has been working on finalizing basic elements on the eastside of the bridge such as the layout of the interchanges. In November, there will be public meetings to explain these elements. On the west side of the bridge, a mediation process is continuing to decide between major options around the Montlake area. The November 6 Roads and Transit ballot measure includes partial funding for the project. There is much more information on the WSDOT website at <http://www.wsdot.wa.gov/projects/SR520Bridge/>

The WSDOT team made a presentation to Council in September. There they showed how the new bridge design will ease congestion at certain choke points and thereby reduce congestion at the redesigned Lake Washington Blvd. interchange. There will still be some congestion around the interchange, but it is forecast to be less than today.

Public Works—BNSF Status: Council members Tom Hodgson and Mary-Alyce Burleigh

11. Burlington Northern Railroad update.

Response: King County, the BNSF railroad and the Port of Seattle are working on an agreement to transfer ownership of the right-of-way to the County.

In February, King County, the Port of Seattle and the Burlington Northern Santa Fe Railroad announced a proposal that would cause the BNSF right-of-way to be sold to the County for development as a non-motorized trail without precluding future rail use. In August the Kirkland City Council sent a letter to the County Commission and the Port of Seattle Commissioners urging them to come to an agreement to secure the right-of-way in public hands. Talks are continuing and further information is expected by the end of the year.

A separate study <http://www.psrc.org/projects/bnsf/index.htm> identified conversion of the right-of-way to a trail with future rail capability as the best option for use of the trail. The current tracks are in poor condition and would require a complete overhaul to safely carry train traffic. The dinner train has stopped using the tracks in Kirkland and now operates between downtown Tacoma and Lake Kapowsin. Revisions on I-405 in Bellevue (to take place late this year/early next year) will remove the Wilburton tunnel and therefore sever the rail link between Renton and points north of Kirkland and will further reduce train traffic through Kirkland.

Public Works

12. Put money toward stop light at 3rd and Kirkland Avenue.

Response: The intersection at Third Street and Kirkland Avenue is a unique intersection in Kirkland in that it is the southern boundary of the heavily used Kirkland Transit Center. There are a number of existing pedestrian, transit, and vehicle movements through the Transit Center, and transit usage will continue to increase with the development of the new Transit Center. The design configuration of the Transit Center is still under development, however the traffic movements are now known, and the design of a new signal at the intersection is proceeding. Kirkland and Sound Transit are negotiating an accelerated schedule for the construction of a new signal that will be completed prior to the new Transit Center. The construction of the signal will begin in late 2008 and be completed by early 2009.

13. Lakeview drive from 63rd to State Street is weedy, trash in places and overgrown in places. Who is responsible and why is it not cared for?

Response: The right-of-way that is described is the adjacent property owners' responsibility to maintain. This is not a service that the City provides. If you have concerns about the maintenance of any portion of this roadway, please contact the Neighborhood Traffic Control Program, 425-587-3868 and they can issue a letter requesting the adjacent property owner clear the sidewalk.

14. We are building "The Lakeview of Kirkland" at 6320 Lakeview Drive. We think the City should form an ULID to remove all wires along Lakeview Drive ASAP.

Response: A local improvement district (LID) would be an option available to the surrounding neighbors to provide for underground utilities; all costs are borne by the properties that benefit by the enhancement. The City is currently updating an informational brochure on the process that is involved to form an LID, and will make this available; please email Ray Steiger, Capital Projects Manager at rsteiger@ci.kirkland.wa.us. The LID process is usually a two to three year endeavor that requires significant neighborhood support to proceed.

Police

15. It would be nice to get out of one's driveway to attend church, the Sunday of the yearly Triathlon. A little consideration to the owners and taxpayers please.

Response: The organizers and the City understand that there is some inconvenience on Triathlon day. The Triathlon brings 1300 participants to Kirkland who have stated that this is the safest course they ride all year. There are nearly 30 police officers and over 50 additional volunteers who assist with the race. We do the best we can do notify people that the event is occurring through signage and advertising and that alert folks that there may be some delays. The Triathlon is the same weekend every year so citizens are aware to plan around the event. With the exception of short sections of Lake Washington Blvd and Lakeview Drive, all roadways are open to traffic. While it may take a moment to get out of a driveway during a portion of the morning, the organizers are continually looking at ways to improve the course and citizens are invited to comment every year. Without specific information regarding the address of the person posting this question, it is difficult to determine if they are referring to bicyclists or runners. Both groups present different challenges to monitor and for safety.

16. As I live at 221 First Street, Fri/Sat nights and early AM noise from the bars on Central make it impossible for me to keep my windows open for fresh air. Loud shouting, horns honking and motorcycles revving their motors makes unpleasant cacophony in what should be a pleasant quiet lake front village.

Response: The police department enforces traffic laws regarding noise from vehicles according to Washington State statutes. Operators of motor vehicles who are simply revving the motor in order to create significant noise may be cited. Legal and enforcement actions are taken against any individual breaking the law or creating unsafe situations in downtown and elsewhere around the City.

If you see (or hear) of an illegal action or noise violation in Kirkland please contact the Police Department at 425-587-3400.

17. The music from the Marina Park Pavilion on an early weekend morning drives us off our deck where we had been sitting, enjoying our morning coffee and the great view. "While the music is fine, the VOLUME is not!!! The City of Kirkland reserves the right to monitor and establish volume levels. Noise must be at a reasonable level as to not disturb other park users" is in the pavilion rental agreement. It should include (in addition to other park users) Kirkland residents in the area.

Response: The police department enforces all laws pertaining to park regulations including noise and hours of operation. The police department also enforces traffic laws regarding noise from vehicles according to Washington State statutes.

When our guidelines were developed we thought surely if it is communicated that noise levels "do not disturb other park users" it should definitely cover neighbors and residents which are beyond the park itself. To include residents within the Facility Rental Guideline is something that we can accommodate. We place a high value on our Residents quality of life and are very conscientious about the impacts we might create. We are interested in what event and or events contributed to the music volume. Your feedback is appreciated. Jason Filan, Parks Operations Manager, (425) 587 - 3341 jfilan@ci.kirkland.wa.us.

Parks

18. It has come to our attention that Japanese Knotweed (an invasive plant) is along the creek at Yarrow Bay Wetlands. Is there a program (state or local) to help eliminate these invasive plants?

*Response: Invasive plants like Japanese Knot Weed (*Polygonum Cuspidatum*), Himalayan Blackberry, (*Rubus Procerus*) Scotch Broom, (*Cytisus Scoporius*) and English Ivy, (*Hendera Helix*) are all plants that we battle every day within our City. At the State and County level there are ample amounts of education and information on how to try and address these troublesome plants but the eradication is left up to the local government and it's Citizenry. We in Kirkland are making a concerted effort through our Green Kirkland Program to try and address invasive plants species within our Parks and Open Spaces. The task is great and the workers are few but we are making progress. The past couple of years we have focused our efforts at Carillon Woods Park, Watershed Park, and Kiwanis Park. With the help of Cascade Land Conservancy we have developed a triage and 20 year plan for our Urban Forested areas. The ultimate goal of the Green Kirkland program is to eradicate invasive plant species and plant Native plant specimens that have a sustainable future. It's a challenging proposition but we are making improvement. If you would like more information and or would like to join us in the fight against invasives feel free to contact: Sharon Rodman, Environmental Education & Outreach Specialist (425) 587 – 3305, srodman@ci.kirkland.wa.us or http://www.ci.kirkland.wa.us/depart/parks/Green_Kirkland_Partnership.htm*

Miscellaneous

19. Since Lakeview Neighborhood is part of the Houghton Community Council I am concerned that you would choose an evening that the Houghton Community Council also meets. Also, will the City Council also be having a separate special meeting with the Central Houghton

Response: The City Council meets with four neighborhoods a year cycling around to each neighborhood every three years. In order to avoid conflicts and to embrace the neighborhood's routine schedule, the City Council uses the neighborhood's regular meeting time/date for this joint meeting. Unfortunately, it appears the Lakeview Neighborhood Association meets on the same evening as the Central Houghton Community Council. The City Council will meet with the Central Houghton Neighborhood in the spring of 2010. You are also welcome to attend any other City Council meeting with another neighborhood. For more information, contact Kari Page, Neighborhood Services Coordinator at 425-587-3011.