



Budget: Deputy Mayor Joan McBride

Burlington Northern Railroad line: Councilmembers Tom Hodgson and Mary Alyce Burleigh

Annexation: Councilmember Bob Sternoff

I-405 and Totem Lake Transit Center: Councilmember Dave Asher

Developments: Councilmember Jessica Greenway

1. Any progress/firm plans and dates for the Totem Lake Mall?
2. When will Totem Lake Mall get major stores?
3. Mall reconstruction – timeline?
4. When will the construction on new Totem Lake Shopping Mall begin?
5. Where are we at in terms of the plans for Totem Lake Mall, dates reconstruction, etc.
6. When are they going to remodel Totem Lake Mall? How?
7. Update on Totem Lake Mall – what's happening and when. Everything is building around us but Totem Lake is being left behind.

Response to Totem Lake Mall questions: A Master Plan for redevelopment of Totem Lake Mall was approved by the Design Review Board (DRB) in late 2006. A representative of the company that owns the mall recently informed the City that he is close to securing commitments from two anchor stores for the new mall, although the names of the stores have not been disclosed. He also said that he intends to propose a few changes to the Master Plan and will submit more detailed design plans for the entire project for consideration by the DRB within the next month or two. Meeting dates will be posted on the Kirkland Planning Department web page. After April 23, you may also contact Senior Planner Jon Regala at jregala@ci.kirkland.wa.us for further information.

8. What are they building on the east end of the Gateway Center?

Response: The Gateway Center is the project currently under construction on the south side of the Evergreen Healthcare campus. The project includes an underground parking garage, with a transit center and two medical office buildings on top of the garage. The transit center will be at the west end. One of the office buildings is now under construction next to the transit center. The second office building will be constructed later at the east end of the project.

Planning General

9. Stopping all the new construction (destruction) of the forest land because congestion is already too much. Food is also too expensive – I am a disabled person and unable to attend meeting.

Response: The Central Puget Sound area is forecasted to grow by an additional 1.7 million people and 1.2 million jobs by the year 2040 adding the equivalent of one new City of Kirkland each year to King, Snohomish, Pierce and Kitsap Counties. Regional plans and the state Growth Management Act require growth to be concentrated primarily in existing urban areas, particularly in commercial centers such as Totem Lake and Downtown Kirkland. All cities are assigned growth targets and must plan to accommodate the targeted share of growth. Kirkland's growth targets are the equivalent of 250 new dwelling units and 400 new jobs each year. Such growth will have impacts including the loss of trees and additional traffic. However, the City is taking measures to address these impacts, by limiting the removal of trees and requiring tree planting and landscaping in new development, as well as by supporting improvements to our transportation system for automobiles, transit, pedestrians and bicyclists.

10. What plans does the City have to encourage affordable and sustainable housing?

Response: Kirkland's development regulations provide density bonuses and design flexibility for projects that reserve a portion of their units for households meeting certain income guidelines. Tax exemptions and waiver of impact fees are also available for affordable housing projects. Affordable units in projects that receive such incentives must dedicate the units to be affordable for an extended period of time.

In addition, City regulations allow for cottage housing and in some cases small houses on small lots, which provide housing options for smaller households that are lower cost than typical new single family homes.

Affordable housing is a high priority for the City Council. A new Affordable Housing Committee of the Council has been formed and will be exploring additional ways to promote affordable housing including:

- a. Preservation of older housing projects with affordable units;*
- b. Additional regulations to encourage or require affordable housing in new development; and*
- c. Inclusion of affordable housing in a proposed "Transit Oriented Development" project at the South Kirkland Park and Ride lot.*

11. We own a business in Totem Lake. Our business will be substantially materially impacted with redevelopment of Totem Lake Mall. We have title to 41 parking spaces in the existing mall parking lot, just south of our building. We share these parking spaces with the existing mall. We are concerned about the impact that the proposed parking garage will have on our business and property. The Design Review Board apparently has approved a 3 story parking structure for this parking garage but that they are talking about 6 stories. (A one page letter was submitted - I will bring it to Eric).

Response: As mentioned above, changes to the mall master plan and additional design details may be proposed in the near future. At that time, the comments above and the more detailed letter submitted on this subject will be forwarded to the Design Review Board for consideration. In the meantime, feel free to contact Jon Regala, the city planner who is managing this project, to discuss your concerns. Jon will be out of the office until April 23. He can be reached at jregala@ci.kirkland.wa.us or 425-587-3226.

Police

12. Why aren't Police in the area? Cars travel very fast on NE 132nd Street. Driving like their on the freeway. Cars don't stop at stop signs east of the Hospital.

Response: There is a patrol officer assigned to the Totem Lake area 24/7. In addition there are traffic officers and other police staff such as the patrol squad supervisor and shift personnel assigned to the area and bordering districts.

NE 132 is the border between incorporated Kirkland and King County. This road is almost entirely the jurisdiction of the King County Sheriff's Office. The only portion that lies in the Kirkland jurisdiction is the south half of the road east of I-405. The concerns over speeding vehicles will be passed along to King County Sheriff's Office.

The stop signs east of Evergreen Hospital are within the jurisdiction of the Kirkland Police Department. The complaints regarding the vehicles failing to stop for these traffic control devices has been passed along to the Traffic Unit and to Patrol Officers working in that area.

13. More Police downtown Kirkland when school out. Our kids are trashing up the streets. Very sad.

Response: The Kirkland Police Department staffs the downtown core 24/7. During the summer period additional officers are assigned to the area in the evening and during weekends. These officers are frequently on bicycles or on foot patrols.

Public Works

14. Left turns should be allowed on to Totem Lake Boulevard from NE 128th Street because there are 2 or 3 lanes so drivers can go straight if they want to. It is very inconvenient to have to go straight when you want to drive on Totem Lake Boulevard.

Response: Kirkland agrees that the prohibition of left-turns at the intersection of NE 128th Street and Totem Lake Boulevard merits additional consideration, however this intersection is controlled by the Washington State Department of Transportation as a part of I-405. WSDOT and the City met several months ago on this issue and have agreed to delay a final decision on the issue for all road improvements associated with the new Totem Lake Freeway Station (NE 128th Direct Access ramps) to be fully open in order to re-evaluate the situation.

Based on feedback from the public and the City, WSDOT has reviewed the situation internally. They have reviewed the documents that led to the turn prohibitions. One of the documents is a special report that must be produced when a new access point on a freeway is requested. This report has to be approved by the Federal Highway Administration before construction can begin and in that report, the turn prohibition was shown. The report indicated that due to the anticipated volumes of traffic using the 128th overpass, there was a potential for back-ups into the signal for the direct access ramps and thus would impact transit. This was not acceptable to the design team. Because of that process, WSDOT is unwilling to change the turn prohibition until the facility has had a chance to open fully. It's likely that turning patterns will redistribute with the new HOV/Transit access to the freeway, and so only after the facility opens will a clear picture of how the intersection operates emerge. WSDOT has expressed willingness to explore and consider changes after the project is in full operation.

As for Kirkland's position, we would be willing to consider changes in the operation now and in the future. We have agreed with WSDOT, Sound Transit and Metro that the priority of users on the facility is in this order: 1) Regional express buses, 2) Local buses, 3) HOV traffic and 4) General purpose traffic. We believe that it may be possible to make the facility operate better for general purpose traffic without negatively impacting other users. However, WSDOT has the final word on how the intersection operates.

15. When will the City remove blackberry bushes around Totem Lake west (they overgrow fence and drop fruit that attracts rats).

Response: The Public Works Street Division has made an effort to contact the person that has a concern about trimming blackberry bushes. When contact is made and we are able to better discern the problem and its location, Streets or Public Grounds will make every effort to resolve the problem. In the event that this is something that Council should be notified about in advance of the meeting on April 16, 2008, we will notify Kari Page of the circumstance.

16. Can neighborhood residents near the new transit station off 128th get special usage of the HOV freeway on/off ramps? The 124th and 116th interchanges are very backed up into the intersection in the morning.

Response: These new ramps are intended to serve Sound Transit, King County METRO and HOV users similar to all other HOV facilities in the region. Washington State Department of Transportation is ultimately responsible for operation of the freeway in general and the HOV lanes in particular. History suggests that WSDOT will not allow non-SOV usage. There are several reasons for this. One is that the ramps connect to the HOV lane and therefore would require non-HOVs to be in the HOV lane to use them. Another reason is that it would be difficult to enforce HOV compliance; with some users being allowed in and some not. Finally, safety concerns would discourage allowing exiting to the left across the HOV lane for all traffic. If you would like to discuss this further, please contact David Godfrey in the Public Works Department at (425) 587-3865 or dgodfrey@ci.kirkland.wa.us

17. What plans does the City have to be more energy efficient?

Response: The City is developing a Climate Protection Action Plan that will include long term ways to reduce energy usage and, as a result, our CO2 emissions. In the meantime, some of the projects underway are:

- a. In most buildings we have upgraded to more efficient lighting and are installing occupancy sensors where appropriate.*
- b. At City Hall, we have replaced the controlling system for heating/ventilation/air-conditioning so the equipment will operate more efficiently. This new system also monitors energy demands so we can track and adjust peak usage.*
- c. At Peter Kirk Community Center, we are working with the State of Washington to upgrade heating, cooling and lighting systems.*
- d. Showerheads and faucets are being replaced with low-flow versions to reduce the demand for hot water.*
- e. Staff is frequently reminded to turn off lights when last to leave areas.*