

CITY OF KIRKLAND

123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189 (425) 587-3249

**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM**

To: David Ramsay, City Manager

From: Dorian Collins, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director

Date: November 20, 2008

Subject: **TRANSMITTAL OF PLANNING COMMISSION'S RECOMMENDATION
CITY-INITIATED AMENDMENTS TO THE COMPREHENSIVE PLAN
TRANSIT-ORIENTED-DEVELOPMENT (TOD) AT THE SOUTH KIRKLAND PARK
AND RIDE (FILE ZON08-00002)**

I. RECOMMENDATION

Staff recommends that the City Council:

- Consider the recommendation from the Planning Commission in support of amendments to the Comprehensive Plan to allow for Transit-Oriented-Development (TOD) at the South Kirkland Park and Ride, and
- Provide direction for any changes to the amendments to be addressed in the final amendments and adoption ordinance to be presented to the Council for action on December 16th.

II. CITY COUNCIL REVIEW

The December 2, 2008 meeting is the City Council's opportunity to provide direction on any changes to the Planning Commission's recommendation described in Exhibit A to this memorandum. Staff will then draft an Ordinance, to be presented to the Council at their meeting on December 16th.

At the City Council's December 2, 2008 meeting, Byron Katsuyama, Planning Commission Chair, will transmit the Planning Commission's recommendation and staff will present an overview of the recommended Comprehensive Plan amendment changes related to the South Kirkland Park and Ride. Staff suggests that the Council consider the key issues noted in Exhibit A.

III. BACKGROUND DISCUSSION

King County has identified the South Kirkland Park & Ride property as a potential site for transit-oriented-development (TOD) for several years. The City of Kirkland has included evaluation of this concept on the annual Planning Work Program for some time, and scheduled the task for study in 2007. Upon learning at

their retreat in 2007 that the King County Department of Transportation had ranked the South Kirkland Park & Ride as its top TOD priority in the region, the Kirkland City Council established the creation of affordable housing at the Park & Ride as its highest-priority housing strategy. At their retreat in March of this year, the City Council discussed the issue further, and provided more specific direction with regard to objectives for mixed income affordability to be included in future development.

The Planning Commission began the study of amendments to the Comprehensive Plan for the Park and Ride site in June of this year. The Commission held study sessions on the topic on June 18th and September 25th. A public hearing before the Planning Commission was held on October 22nd. The materials for these meetings can be found at [PC Packets](#). Minutes from these meetings are available at [PC Minutes](#).

The Houghton Community Council held a study session on June 23rd and a Courtesy Hearing on September 9th. Materials for these meetings can be found at [HCC Packets](#), with minutes for the meetings at [HCC Minutes](#).

Status of the City of Bellevue and King County Efforts

Bellevue

King County had been optimistic that both Kirkland and Bellevue would move forward with amendments to their Comprehensive Plans this year. However, after several months of considering requests for amendments to their Comprehensive Plan, the City of Bellevue voted not to include the South Kirkland Park & Ride among those requests to be studied in 2008. At their meeting, the Bellevue Council indicated that the amendments would be studied next year, when City resources would be better equipped to take on the effort.

Since close coordination with the City of Bellevue will be necessary during Kirkland's process to amend the Zoning Code for the Park & Ride property, the decision of the Bellevue City Council will work well with Kirkland's schedule. Assuming Bellevue moves forward as expected, they will develop their Comprehensive Plan and zoning amendments concurrently next year, when Kirkland will also be developing standards to address building height, design, density, impacts from development, etc. There will also be opportunities to coordinate public involvement efforts, and to resolve aspects of development across jurisdictional lines, such as permitting, the provision of services to the site, and taxes.

King County

As part of their 2009 budget considerations, the King County Council is currently considering elimination of staffing levels for the King County TOD program. A letter from Mayor Jim Lauinger was sent to King County Council Member Jane Hague and copied to the other County Council Members expressing concern with this proposal. Without project management staffing, it is questionable whether a TOD project could be undertaken at this time. A vote on the budget will have taken place on November 24th and staff will be able to report on the outcome to the City Council. While this may result in no project in the near future, the

City Council could still approve the proposed amendments to at least have the policy framework in place should a project become a possibility.

IV. PROCESS

The City-initiated Comprehensive Plan amendment followed the Process IV procedures as established in the Zoning Code for amendments to the Comprehensive Plan. The Lakeview and Central Houghton Neighborhood Associations were notified by email, and residents and property owners within 300 feet of the subject property were mailed postcards providing notice of study meetings and the public hearing. In addition, two public notice signs were erected along the rights-of-way abutting the Park and Ride property. The City has also maintained a website for the South Kirkland Park and Ride amendment process. Public notice of the hearing has also been provided based on City code requirements.

Criteria to Amend the Comprehensive Plan

Section 140.30 of the Kirkland Zoning Code establishes the criteria by which a Comprehensive Plan Amendment must be evaluated. These criteria and the relationship of the amendments recommended by the Planning Commission to them are as follows:

1. *The amendments must be consistent with the Growth Management Act.*

The amendments are consistent with the Growth Management Act, including the following planning goals (RCW 36.70A.020):

- Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- Reduce Sprawl: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- Transportation: Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- Housing: Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- Environment: Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- Public facilities and service: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- Citizen participation and coordination: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

It is also consistent with the directive of the Growth Management Act that each comprehensive land use plan is subject to continuing evaluation and review by the city.

2. *The amendments must be consistent with the Countywide Planning Policies.*

The amendment is supported by the following Countywide Planning Policies on Land Use and Affordable Housing:

- Policy LU-26 states that land within Urban Growth Areas shall be characterized by urban development.
- Policy LU-66 calls for an efficient use of land within the Urban Growth Area and a mix of housing types.
- Policy LU-69 encourages infill development.
- Policy FW-24 states that all jurisdictions shall support the County's existing diversity of places to live, work and recreate and the ethnic diversity of our communities. The Countywide development pattern shall include sufficient supply of quality places for housing, employment, education, recreation, and open space and the provision of community and social services.
- Policy AH-1 states that jurisdictions should plan for housing to meet the needs of all economic segments of the population.
- Policy AH-2 states that jurisdictions should share the responsibility for achieving a rational and equitable distribution of affordable housing to meet the needs of low and moderate-income residents in King County, and that the distribution should take into account proximity to employment, transportation and other services.

3. *The amendments must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan. The following are relevant goals and policies within the Comprehensive Plan that support the recommended amendments:*

Transportation Chapter:

Policy T-3.1: "Design transit facilities (stations, centers, park and rides, shelters, etc.) that are easily accessible from other modes of transportation, accommodating those with disabilities, and appealing to pedestrians, and that may contain residential, office, institutional and/or commercial uses where appropriate."

Land Use Chapter

Policy LU 3.3: "Consider housing, offices, shops and services at or near the park and ride lots."

Text discussing this policy states that "Park and ride facilities provide a potential location for offices, shops, and services serving two sets of customers: nearby residents and transit riders. In addition, housing at these facilities supports transit use. However, the design of these facilities would have to be carefully considered to ensure protection of the surrounding neighborhood. The City should work with Metropolitan King County to develop standards for housing, offices, shops and services at these facilities."

Lakeview Neighborhood Chapter – Proposed to be deleted with recommended amendments (see Exhibit X)

Page XV.A-17: “The Metro Park and Ride lot at the southern end of the Lakeview Neighborhood provides a valuable local and regional transportation function. Any future expansion of this facility should be carefully reviewed to minimize visual and traffic impacts on the surrounding area”.

The preceding policy is proposed to be deleted from the Comprehensive Plan with the proposed amendments, which provide more specific direction for development standards to be developed in a subsequent process. The spirit of this policy remains, in that the need for careful analysis of impacts if expansion is to be considered on the site is acknowledged in the proposed amendments.

4. *The amendments will result in long-term benefits to the community as a whole, and is in the best interest of the community.*

If the proposed amendments are approved, the changes will support the long-term community benefit of providing a source of affordable housing within the city.

IV. PLANNING COMMISSION RECOMMENDATION

At their October 22nd meeting, the Planning Commission held a public hearing, and took testimony on the proposed amendments. Exhibit A includes a memo from the Planning Commission to the City Council which provides an overview of their recommendation on the amendments. The Commission’s recommended changes to the text of the Lakeview Neighborhood Plan can be found in Exhibit B. The text would be inserted into the existing Chapter for the Lakeview Neighborhood, following the discussion of Planned Area 3 ([Lakeview Neighborhood Plan](#)) on page XV.A-8. Exhibit C contains the recommended revised map for the Lakeview Neighborhood, and the revised City-wide Land Use Map can be found in Exhibit D. A minor addition to the definitions for the City-wide Land Use Map can be found in Exhibit E, and to the Comprehensive Plan Glossary (Appendix B) in Exhibit X.

V. ENVIRONMENTAL REVIEW

An EIS Addendum was issued on October 22, 2008 for the amendments to the Comprehensive Plan for the South Kirkland Park and Ride (enclosed as Exhibit G). According to SEPA rules, an EIS addendum provides additional analysis and/or information about a proposal or alternatives where their significant environmental impacts have been disclosed and identified in a previous environmental document. An addendum is appropriate when the impacts of the new proposal are the same general types as those identified in the prior document, and when the new analysis does not substantially change the analysis of significant impacts and alternatives in the prior environmental document. The issued EIS Addendum fulfills the environmental requirements for the proposed changes.

VI. EXHIBITS

November 25, 2008

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- A. Planning Commission Recommendation
- B. Recommended Amendments to Lakeview Neighborhood Text
- C. Recommended Amendment to Lakeview Neighborhood Map
- D. Recommended Amendment to City-wide Land Use Map
- E. Recommended Amendment to Land Use Map Definitions
- F. Recommended Amendment to Comprehensive Plan Glossary
- G. SEPA Addendum
- H. South Kirkland TOD Pre-Design Study (Mithun for King County)
- I. Comment Letters

cc: ZON08-00002

Planning Commission

Houghton Community Council

Arthur Sullivan, ARCH

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CITY OF KIRKLAND

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MEMORANDUM

To: City Council

From: Planning Commission
Byron Katsuyama, Chair

Date: November 19, 2008

Subject: **PLANNING COMMISSION RECOMMENDATION
CITY-INITIATED AMENDMENTS TO THE COMPREHENSIVE PLAN
TRANSIT-ORIENTED-DEVELOPMENT AT THE SOUTH KIRKLAND PARK AND RIDE
FILE ZON08-00002**

I. INTRODUCTION

I am pleased to submit, on behalf of the Planning Commission, the recommended amendments to the Comprehensive Plan in support of Transit-Oriented-Development (TOD) at the South Kirkland Park and Ride for the consideration of the City Council. The amendments are the result of a process initiated by the City Council early this year, through adoption of the Planning Work Program. Additional direction regarding the objectives for affordable housing related to the amendments was provided at the City Council's retreat in March. We believe the proposed amendments will successfully implement the direction of the City Council, in providing specific guidance for affordable housing to be included in future development of the Park and Ride site for TOD.

II. RECOMMENDATION

The Planning Commission recommends that the following amendments to the Comprehensive Plan be approved.

- A. Lakeview Neighborhood Plan Text: Text changes for the site, addressing affordable housing, site and building design, TOD objectives, and coordination with the City of Bellevue.
- B. Figure L-1 – Lakeview Neighborhood Map: Revisions to indicate that the site is designated for Transit-Oriented-Development (TOD), with a new color unique to TOD. The portion of the site which lies within the City of Bellevue would be added to the map, to clarify the jurisdictional split at the site.
- C. Figure LU-1 – Comprehensive Plan Land Use Map: Identical change to indicate the designation of the site for TOD. The reader would refer to the Comprehensive Plan TOD definition and specific neighborhood text for an understanding of the objectives for the South Kirkland Park and Ride. These changes to the maps will support future changes to zoning regulations and the zoning map which will broaden the range and size of uses to be allowed at the site.
- D. Chapter VI – Land Use, “C, Land Use Map and Definitions: Addition of a definition for “Transit-Oriented-Development”. The definition is written to apply to TOD in general and is not specific to the South Kirkland Park and Ride site.

- E. Appendix B – Glossary: Addition of a definition for Transit-Oriented-Development to be contained in the glossary.

III. **KEY ISSUES**

The Planning Commission and Houghton Community Council have studied the topic of amendments to allow for TOD at the South Kirkland Park and Ride since last spring. If adopted by the City Council, the proposed Comprehensive Plan amendments will provide the framework for future changes to the Zoning Code that will include more specific standards for TOD at the site.

The issue that has probably been the most challenging for the Commission has been the need to move forward with policy changes in advance of the City of Bellevue. Coordination with the City of Bellevue is important, since the Park and Ride site is bisected by the City-limit line between Kirkland and Bellevue. Representatives from King County have indicated that a TOD project on the Kirkland portion of the site alone would be unlikely. Consequently, we realize it will be critical to work with Bellevue in developing standards that are appropriate for both communities.

Initially, staff had presented a broad range of issues to the Houghton Community Council. The response from the Houghton Community Council on the issues noted below are presented in [Staff Memo for 9/25/08](#), which contains the memo from staff to the Planning Commission for our meeting in September. We believe that the proposed maps and text incorporate the comments from the Houghton Community Council.

- ◆ Affordability targets or objectives
- ◆ Building height maximums
- ◆ Gateway
- ◆ Design issues
- ◆ Density
- ◆ Traffic impacts
- ◆ Additional uses
- ◆ Access to BNSF corridor
- ◆ Sustainable/green development
- ◆ Services and taxes

Since the Bellevue City Council opted to postpone their study of the TOD concept until next year, we concluded that the changes to the Kirkland Comprehensive Plan should be relatively general, allowing for flexibility and coordination with the City of Bellevue in the development of future Zoning Code regulations. Detailed study of specific provisions for building height, bulk, density and design will need to follow with the development standards for the site. The following key points are addressed in the Comprehensive Plan amendments at this time:

- ◆ *Support for transit-oriented-development at the Park and Ride*
 - The new text is supportive of TOD, and the proposed maps reflect the “TOD” designation. The maps also note the proposed future Zoning designation would be “PLA 4”, to allow for the development of regulations unique to this site.

- ◆ *General objectives for affordable housing to be included in future development*
 - The proposed text calls for a minimum of 20% of total units to be affordable to low and/or moderate income households. Additional affordability beyond this percentage is encouraged, through a policy which pushes development to strive for an additional 20% of units to be affordable to median income households.
- ◆ *Provisions for high density residential and a broader mix of uses*
 - While the uses currently permitted at the site, such as low-level office development some retail and transit facilities would continue to be allowed, the proposed text and maps indicate that the predominant anticipated use would be high density residential. The proposed text also supports additional uses to support the residents and other users of the Park & Ride, including expanded retail uses, childcare facilities, etc.
- ◆ *Identification of impacts to be addressed in future zoning (building massing, design, traffic, etc.).*
 - The proposed text calls for the mitigation of impacts from more intensive development at the site. Future study of these issues will be necessary in the development of appropriate development standards.

IV. PUBLIC PARTICIPATION

A number of people spoke at the public hearing on October 22nd. Several of the speakers represented service organizations or otherwise described themselves as advocates for affordable housing. These citizens spoke in favor of the proposed Comprehensive Plan amendments. Several others voiced concerns about future TOD development at the site, citing density, building height, neighborhood compatibility and traffic.

Comment letters that have been received are enclosed.

Planned Area 4: South Kirkland Park & Ride

The property containing the South Kirkland Park and Ride is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a Park and Ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the city of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented-development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit oriented development at the South Kirkland Park & Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of the site in a transit-oriented-development project, with a variety of other uses to be allowed as well.

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with TOD, the principles discussed below should be used to guide development at the Park and Ride.

Provide for Affordable housing

- ◆ Ensure that transit-oriented-development provides for mixed-income housing, including a minimum of 20% of total units to be affordable to low and/or moderate income households.

Development should strive to achieve greater affordability for at least 20% of its units, with an additional 25% to be affordable to median income households, through the use of as many funding sources as are necessary.

Ensure High Quality Site and Building Design

- ◆ Develop implementing regulations for coordinated development of the entire site.

Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.

- ◆ Implement design standards for Planned Area 4.

Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and

incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.

Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.

Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.

Minimize the visual impacts of parking facilities from adjacent rights-of-ways.

- ◆ Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.
- ◆ Promote sustainable development through support of green building practices at the Park and Ride.

Maximize Effectiveness of Transit-Oriented-Development (TOD)

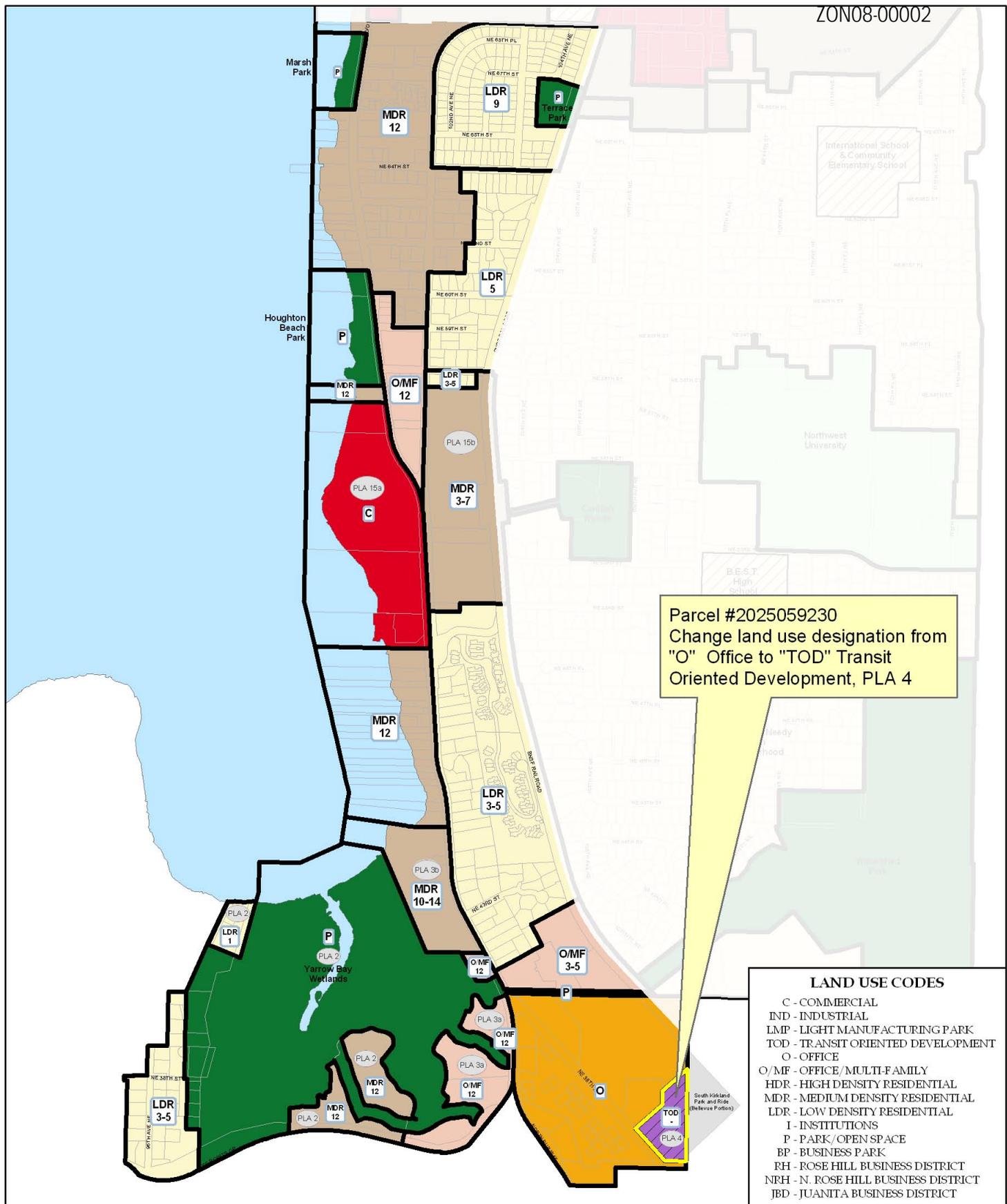
- ◆ Create the opportunity for Transit-Oriented-Development at the site through the development of standards and regulations that support necessary densities.
- ◆ Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the Park and Ride, site residents and others.
- ◆ Provide opportunities for all types of users of the site to access the BNSF corridor, however it is developed, along the eastern boundary of the Park and Ride site.
- ◆ Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.
- ◆ Mitigate traffic, visual, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

Coordination with the City of Bellevue

- ◆ Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.
- ◆ Manage emergency services to the site through agreements with the City of Bellevue.

The existing text on page XV.A-17 of the Lakeview Neighborhood Chapter would be deleted:

~~“The Metro Park and Ride lot at the southern end of the Lakeview Neighborhood provides a valuable local and regional transportation function. Any future expansion of this facility should be carefully reviewed to minimize visual and traffic impacts on the surrounding area”.~~



LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOD - TRANSIT ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLA PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ ACRE)

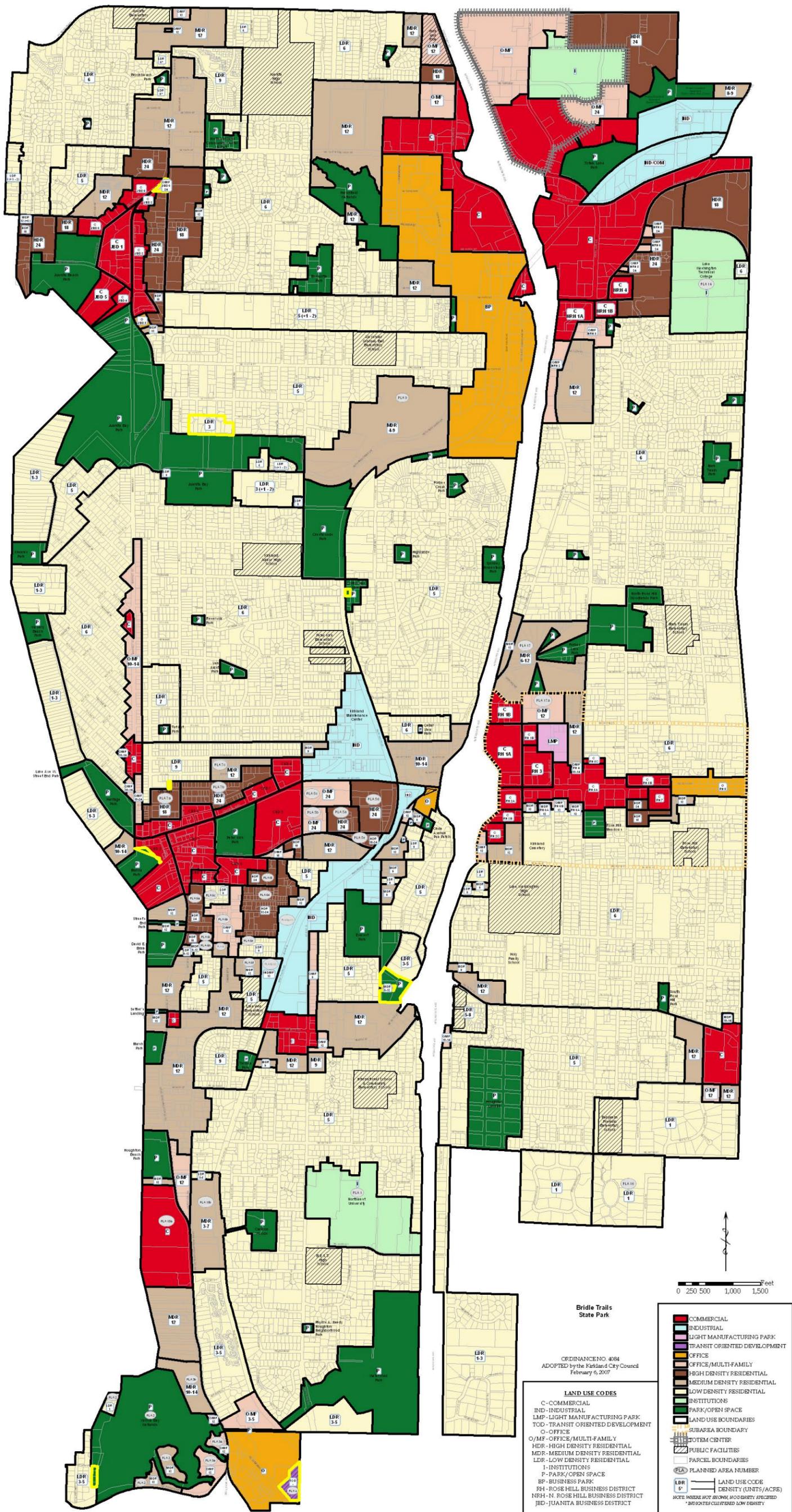
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
*INDICATES CLUSTERED LOW DENSITY



Maps produced October 30, 2008.
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CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP

Department of Planning and Community Development



LU-1 Comprehensive Land Use Map

Recommended Addition to Comprehensive Plan Chapter VI – Land Use, Land Use Map and Definitions

Transit-Oriented Development (TOD) – Area where a higher intensity mix of uses is allowed, together with transit facilities, in order to support the increased use of transit and reduce reliance on roads and single-occupant vehicles.

Recommended Addition to Comprehensive Plan, Appendix B - Glossary

Transit-Oriented Development (TOD): Development intended to maximize the use of transit.

Fact Sheet

Action Sponsor and Lead Agency

City of Kirkland
Department of Planning and
Community Development

Proposed Action

Legislative adoption of amendments to the Comprehensive Plan to support Transit-Oriented-Development (TOD) at the South Kirkland Park and Ride pursuant to Chapter 160 KZC (Process IV).

Responsible Official


Eric R. Shields, AICP
Planning Director

Contact Person

Dorian Collins, Senior Planner, City of Kirkland (425) 587-3249.

Required Approvals

Adoption by Kirkland City Council
Approval by Houghton Community Council.

Location of Background Data

File ZON08-00002
City of Kirkland
Department of Planning and
Community Development
123 Fifth Avenue
Kirkland, WA 98033

Date of Issuance

10/22/08

City of Kirkland

Process IV: Amendments to the Comprehensive Plan for the South Kirkland Park and Ride

EIS Addendum dated October 15, 2008

File No. ZON08-00002

I. Background

The City of Kirkland proposes to adopt amendments to the Comprehensive Plan to provide support for Transit-Oriented-Development (TOD) at the South Kirkland Park & Ride. The property is currently designated as Office on the Land Use Map. The amendments would include text changes to the Lakeview Neighborhood Chapter of the Comprehensive Plan, minor additions to map definitions and the glossary, and changes to the neighborhood and City-wide land use maps to designate the South Kirkland Park & Ride site for TOD. The amendments will be reviewed using the Chapter 160 KZC, Process IV with adoption by City Council and final approval by the Houghton Community Council as the amendments are within their jurisdiction.

This Environmental Impact Statement (EIS) Addendum is intended to fulfill the environmental requirements pursuant to the State Environmental Policy Act (SEPA) for the proposed Comprehensive Plan amendment.

II. EIS Addendum

According to the SEPA Rules, an EIS addendum provides additional analysis and/or information about a proposal or alternatives where their significant environmental impacts have been disclosed and identified in a previous environmental document (WAC 197-11-600(2)). An addendum is appropriate when the impacts of the new proposal are the same general types as those identified in the prior document, and when the new analysis does not substantially change the analysis of significant impacts and alternatives in the prior environmental document (WAC 197-11-600(4)(c), -625 and -706).

The City published the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*. This EIS addressed the 2004 Comprehensive Plan, Zoning Code and Zoning Map updates required by the Washington State Growth Management Act (GMA). Elements of the environment addressed in this EIS include population and employment growth, earth resources, air quality, water resources, plants and animals, energy, environmental health (noise, hazardous materials), land use, socioeconomics, aesthetics, parks/recreation, transportation, and public services/utilities.

This addendum to the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update* is being issued pursuant to WAC 197-11-625 to meet the City's SEPA responsibilities. The EIS evaluated plan alternatives and impacts that encompass the

same general policy direction, land use pattern, and environmental impacts that are expected to be associated with the proposed amendments for transit-oriented-development discussed herein. While the specific location, precise magnitude, or timing of some impacts may vary from those estimated in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*, they are still within the range of what was evaluated and disclosed there. No new significant impacts have been identified.

III. Non-Project Action

Decisions on the adoption or amendment of zoning ordinances are referred to in the SEPA rules as “non-project actions” (WAC 197-11-704(2)(b)). The purpose of an EIS in analyzing a non-project action is to help the public and decision-makers identify and evaluate the environmental effects of alternative policies, implementation approaches, and similar choices related to future growth. While plans and regulations do not directly result in alteration of the physical environment, they do provide a framework within which future growth and development – and resulting environmental impacts – will occur. Both the adoption of the Comprehensive Plan evaluated in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update* and eventual action on the amendments to the Comprehensive Plan for the South Kirkland Park and Ride are “non-project actions”.

IV. Environmental Analysis

The *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update* evaluated the environmental impacts associated with adoption of proposed policies and land use designations. The plan’s policies are intended to accomplish responsibilities mandated by the Washington State Growth Management Act (GMA), and to mitigate the impacts of future growth. In general, environmental impacts associated with the proposed Comprehensive Plan amendments are similar in magnitude to the potential impacts disclosed in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*. As this proposal is consistent with the Framework Goals and Transportation and Land Use policies of the Comprehensive Plan and the environmental impacts disclosed in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*, no new significant impacts beyond those identified in the EIS for the Comprehensive Plan are anticipated

Traffic Impacts

In considering possible impacts to traffic that might result from future development consistent with the proposed changes to the Comprehensive Plan, potential trip generation from the site under existing plans and zoning was compared to potential trip generation under transit-oriented-development (TOD) at the site. The table below indicates p.m. peak and daily trips likely to be generated from an office development (current zoning: PO – Professional Office) on the Kirkland portion of the site, and residential (current zoning: R-15) on the Bellevue portion of the site. The table also shows potential trip generation from transit-oriented-development (TOD). The TOD

scenario includes a potential development of 450 housing units and minor components of office and retail development. Parking stalls to be used by Park and Ride users are included, as these stalls would attract vehicle trips to the site. A reduction of 20% is applied to account for transit ridership from the site's residents.

South Kirkland Park & Ride
Trip Generation Comparison

A) Existing plans/zoning:

	<u>PM Peak</u>	<u>Daily Trips</u>
Kirkland (PO Zone)		
3.5 acres x .57 FAR office		
= 86,902 s.f.	177	1,200
Bellevue (R-15 Land Use District)		
3.32 acres x 15 units/acre		
= 49 units	45	445
TOTALS	222	1,645

B) Proposed (TOD)

Residential: 450 units	265	2855
Retail: 26,000 s.f.	70	1100
Office: 21,000 s.f.	31	400
Parking (250 stalls for Park & Ride)	152	1127
TOTALS	518	5,482
Totals, with reduction for 20% transit ridership:	414	4,386

Difference in trips:	192	2,741
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The City's traffic engineers have evaluated the impacts of this increase in trips, and finds that it is not significant as it relates to impacts to the transportation system in Kirkland. Most trips would be expected to go to/from 108th Avenue NE toward the I-520 ramp, with approximately 5 to 10% along Bellevue Way. Five to 10% would likely travel north on Lake Washington Boulevard, with an additional 5 to 10% traveling north on 108th Avenue NE. The engineers cite the need for a new signal at 108th and NE 38th Place, which is already anticipated to be needed for additional growth occurring in the City.

V. Description of the Proposed Comprehensive Plan Amendments

The proposed amendments would include text changes to the Lakeview Neighborhood Chapter of the Comprehensive Plan, minor additions to map definitions and the glossary, and changes to the neighborhood and City-wide land use maps to designate the South Kirkland Park & Ride site for Transit-Oriented-Development (TOD). The proposed amendments are:

- ◆ Lakeview Neighborhood Plan Text: The text discussing the site would be changed, addressing affordable housing, site and building design, TOD objectives, and coordination with the City of Bellevue. The text would be added under the heading of "Planned Area 4", a new subarea to be created for the South Kirkland Park and Ride site (see Attachment 1).
- ◆ Figure L-1 - Lakeview Neighborhood Land Use Map and Figure LU 1 - Comprehensive Plan Land Use Map: Revisions to indicate that the site is designated for Transit-Oriented-Development, the maps will be changed to reflect this potential, as "TOD (see Attachments 2 and 3).

Since this new designation is unique, the legend will refer the reader to the Comprehensive Plan definition and text for direction on permitted land uses. Eventually, zoning will be changed to implement this direction through regulations. The key changes with these Comprehensive Plan amendments are to allow for residential development at the site in addition to office use which is currently allowed. Some additional commercial uses, including retail, may also be included in a future TOD. So while current zoning allows for limited retail use, the text amendments to the Comprehensive Plan will support future zoning that would broaden the range and size of these uses. It is anticipated that uses that are not transit-related or residential would be relatively minor in terms of overall development.

- ◆ Chapter VI – Land Use, "C, Land Use Map and Definitions": Since the Comprehensive Plan Land Use Map will show the South Kirkland Park and Ride site as designated for TOD, a new definition must be added to this section. The proposed amendment can be found in Attachment 4.
- ◆ Appendix B – Glossary: A new definition for Transit-Oriented-Development would be added to the glossary of the Comprehensive Plan (see Attachment 5).

VI. Public Involvement

The Houghton Community Council held a courtesy hearing on September 9, 2008. The Planning Commission will hold a public hearing on the amendments on October 22, 2008. Notice for the public hearing is being provided in accordance with State law.

Public notice of study sessions that have been held since the summer have also been advertised on the City's website, where a webpage is devoted to the topic of the proposed amendments. The notice has also been provided in the newspaper, and through direct mailings (postcards), sent to property owners, residents and businesses within 300' of the property boundaries. Large public notice boards have also been posted on the property. The City Council will likely take action on the proposal in December of 2008. Final approval by the Houghton Community Council is anticipated to occur shortly thereafter. All dates are subject to change.

VII. Conclusion

This EIS Addendum fulfills the environmental review requirements for the proposed amendments to the Comprehensive Plan to allow for TOD at the South Kirkland Park and Ride site. The impacts of the proposal are within the range of impacts disclosed and evaluated in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*; no new significant impacts have been identified. Therefore, issuance of this EIS Addendum is the appropriate course of action.

Attachments: Draft proposed changes to the Comprehensive Plan.

Planned Area 4: South Kirkland Park & Ride

The property containing the South Kirkland Park and Ride is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a Park and Ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the city of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented-development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit oriented development at the South Kirkland Park & Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of the site in a transit-oriented-development project, with a variety of other uses to be allowed as well.

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with TOD, the principles discussed below should be used to guide development at the Park and Ride.

Provide for Affordable housing

- ◆ Ensure that transit-oriented-development provides for mixed-income housing, including a minimum of 20% of total units to be affordable to low and/or moderate income households.

Development should strive to achieve greater affordability for at least 20% of its units, with an additional 25% to be affordable to median income households, through the use of as many funding sources as are necessary.

Ensure High Quality Site and Building Design

- ◆ Develop implementing regulations for coordinated development of the entire site.

Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.

- ◆ Implement design standards for Planned Area 4.

Ensure that regulations support appropriate building scale and massing throughout the site, and produce buildings that exhibit high quality design and

incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.

Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.

Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.

Minimize the visual impacts of parking facilities from adjacent rights-of-ways.

- ◆ Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.
- ◆ Promote sustainable development through support of green building practices at the Park and Ride.

Maximize Effectiveness of Transit-Oriented-Development (TOD)

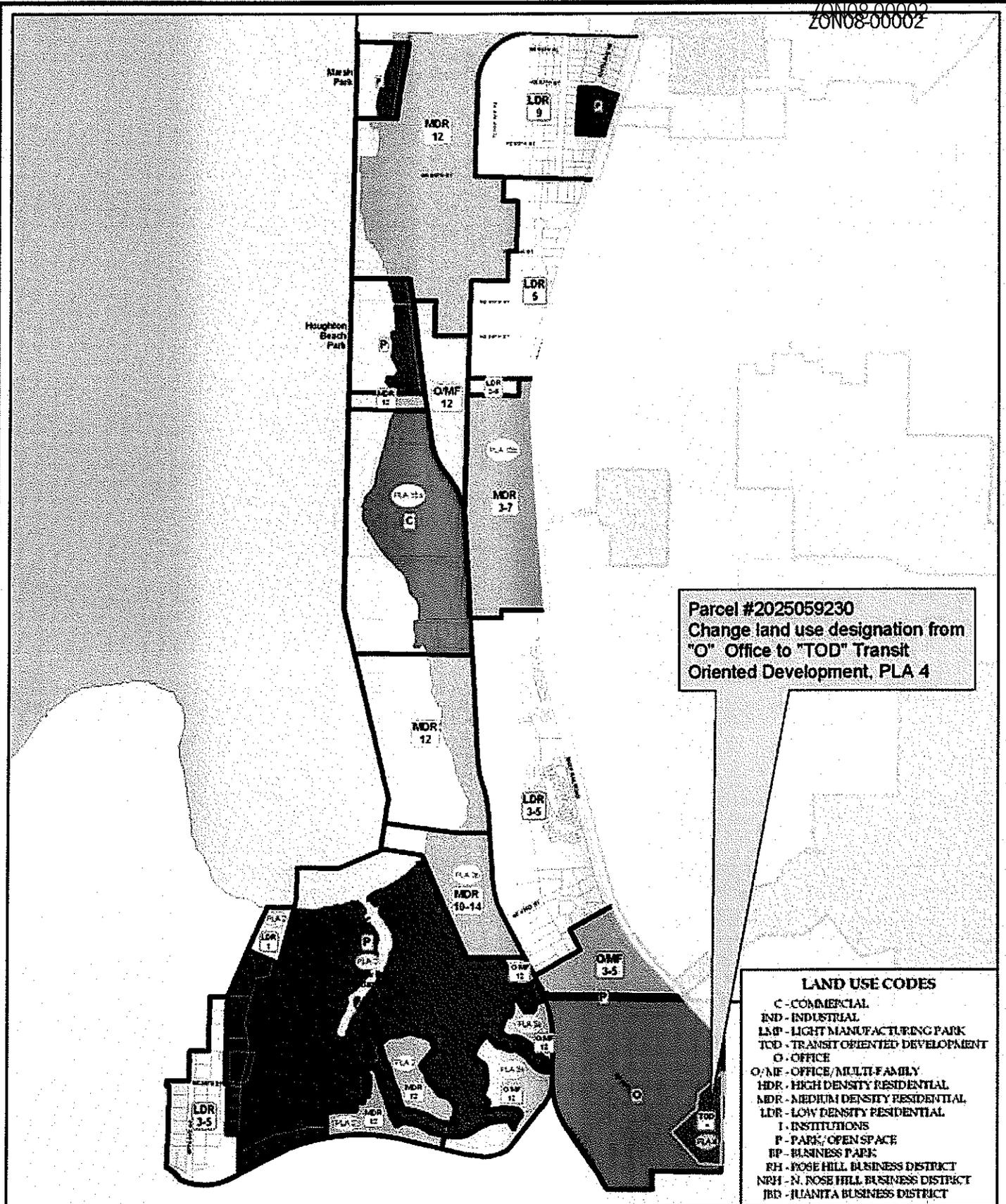
- ◆ Create the opportunity for Transit-Oriented-Development at the site through the development of standards and regulations that support necessary densities.
- ◆ Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the Park and Ride, site residents and others.
- ◆ Provide opportunities for all types of users of the site to access the BNSF corridor, however it is developed, along the eastern boundary of the Park and Ride site.
- ◆ Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.
- ◆ Mitigate traffic, visual, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

Coordination with the City of Bellevue

- ◆ Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.
- ◆ Manage emergency services to the site through agreements with the City of Bellevue.

The existing text on page XV.A-17 of the Lakeview Neighborhood Chapter would be deleted:

~~“The Metro Park and Ride lot at the southern end of the Lakeview Neighborhood provides a valuable local and regional transportation function. Any future expansion of this facility should be carefully reviewed to minimize visual and traffic impacts on the surrounding area”.~~



Parcel #2025059230
Change land use designation from
"O" Office to "TOD" Transit
Oriented Development, PLA 4

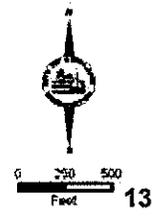
- LAND USE CODES**
- C - COMMERCIAL
 - IND - INDUSTRIAL
 - LMP - LIGHT MANUFACTURING PARK
 - TOD - TRANSIT ORIENTED DEVELOPMENT
 - O - OFFICE
 - O/MF - OFFICE/MULTI-FAMILY
 - HDR - HIGH DENSITY RESIDENTIAL
 - MDR - MEDIUM DENSITY RESIDENTIAL
 - LDR - LOW DENSITY RESIDENTIAL
 - I - INSTITUTIONS
 - P - PARK/OPEN SPACE
 - BP - BUSINESS PARK
 - RH - ROSE HILL BUSINESS DISTRICT
 - NRH - N. ROSE HILL BUSINESS DISTRICT
 - JBD - JUANITA BUSINESS DISTRICT

Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

LAND USE BOUNDARIES
 PARCEL BOUNDARIES
 SUBAREA BOUNDARY
 PLANNED AREA NUMBER
 TOTEM CENTER
 LAND USE CODE
 PUBLIC FACILITIES
 DENSITY (UNITS/ ACRE)
 NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
 *INDICATES CLUSTERED LOW DENSITY

Maps produced October, 2011.
Produced by the City of Kirkland. © 2011 the City of Kirkland, all rights reserved.
No warranties of any kind, including but not limited to accuracy, fitness or merchantability, accompany this product.



Proposed Addition to Comprehensive Plan Chapter VI – Land Use, Land Use Map and Definitions

Transit-Oriented Development (TOD) – Area where high intensity uses are allowed, together with commercial uses and transit facilities, in order to support the increased use of transit and reduce reliance on roads and single-occupant vehicles.

Proposed Addition to Comprehensive Plan, Appendix B - Glossary

Transit-Oriented Development (TOD): Development intended to reduce the use of single-occupant vehicles by increasing the frequency of use of alternative modes of transportation, such as walking and bicycling, and the use of carpools, bus, streetcar or rail. It does this by bringing potential riders closer to transit facilities rather than building homes away from population centers, where people are more dependent on roads and automobiles.



South Kirkland TOD Predesign Study

King County Department of Transportation



AERIAL VIEW AND CITY LIMITS

KEY

- Commercial / Office / Restaurant / Light Industrial
- Single Family
- Town Homes
- Multifamily
- Open Space
- Highway
- Rail Line / Trail
- Roads



LAND USE

Exhibit H
ZON08-00002



Southbound on 108th at 111th Avenue



Southbound on 108th near the rail line



Southbound on 108th at the rail line



Southbound on 108th — P&R to the right



Southbound on 108th at the P&R entrance



Turning right from 108th to 38th



Westbound on 38th



Westbound on 38th at P&R entrance



Westbound on 38th at west edge of P&R

DRIVING THE SITE



108th AVENUE NE

**VIEW FROM THE RAIL LINE
LOOKING WEST**



108th AVENUE NE

TRAIL TO KIRKLAND

**VIEW FROM THE RAIL LINE
LOOKING SOUTH**



NE 38th STREET

108th AVENUE NE

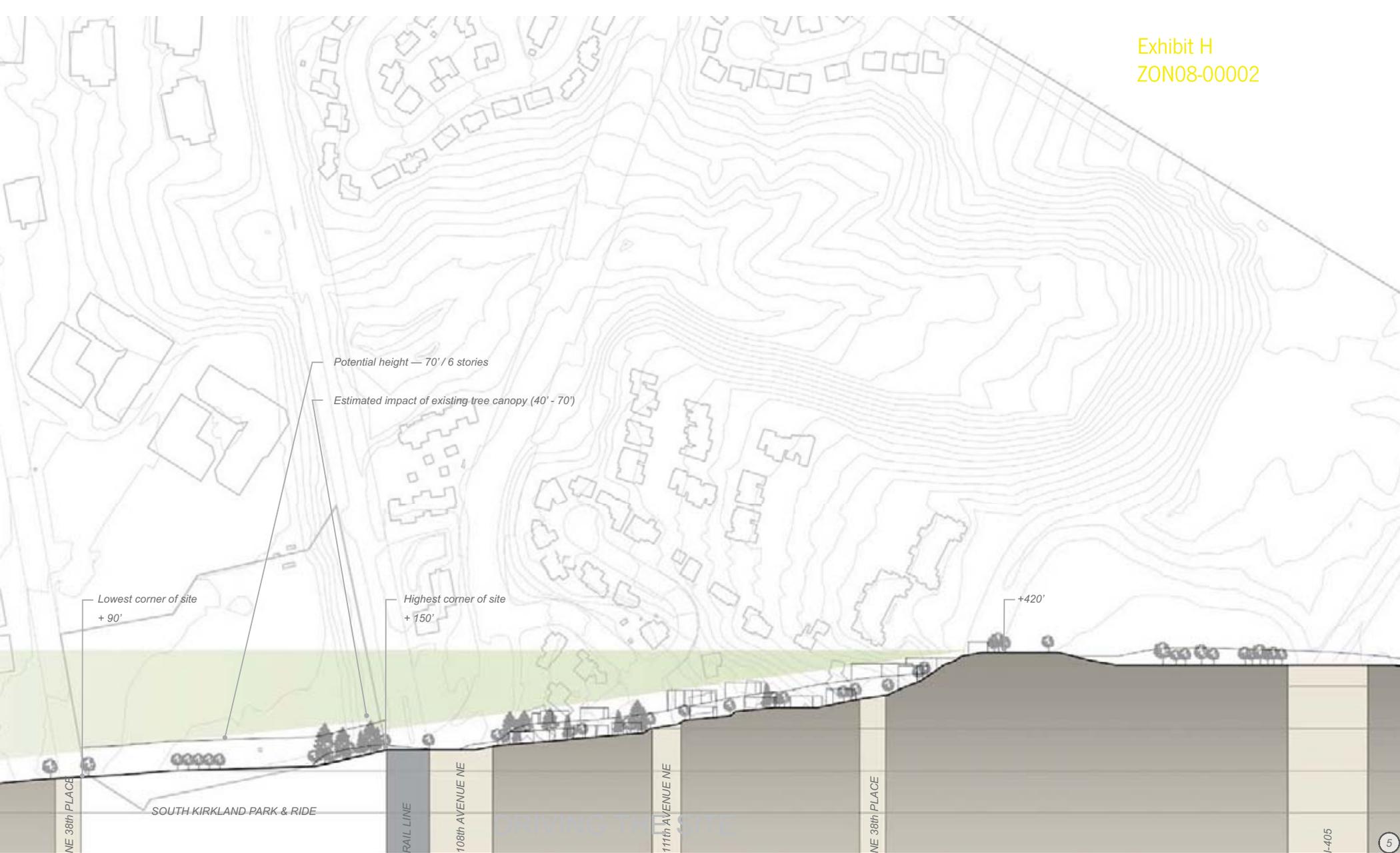
**VIEW FROM 108th AVENUE NE
LOOKING NORTH**



NE 38th STREET

108th AVENUE NE

***VIEW FROM 108th AVENUE NE
LOOKING NORTH***



SECTION THROUGH SITE AND ENVIRONS LOOKING NORTH

South Kirkland TOD Predesign Study

King County Department of Transportation

Dorian Collins

From: Nancy Cox
Sent: Wednesday, July 30, 2008 8:41 AM
To: 'Lisa A. McConnell'; Dorian Collins
Subject: RE: Could you please forward to Houghton Community Council members?
Follow Up Flag: Follow up
Flag Status: Red

Lisa

I'll pass this on to Dorian Collins who is the Planner assigned to the TOD project. They are having a meeting on Tuesday Sept. 9 regarding the project. Thank you for your presentation on Monday.

Nancy

*Nancy Cox
Development Review Manager
City of Kirkland Planning Department
(425) 587-3228
Monday - Thursday*

From: Lisa A. McConnell [mailto:kirby994@verizon.net]
Sent: Tuesday, July 29, 2008 6:15 PM
To: Nancy Cox
Subject: Could you please forward to Houghton Community Council members?

Dear Council Members,

As I mentioned at the July 28th HCC meeting, I would really like to see some sort of bike facility included into the built environment of the South Kirkland Park and Ride TOD. Planning-in facilities really speaks the commitment level of the Houghton Community Council and the City of Kirkland to alternative travel modes. It can only encourage bike and transit use, helping to bridge the gaps between the two. It certainly fits in with the City's goals for the Non-motorized Transportation Plan. Rentals by either of the below businesses certainly would be encouraged (and possibly sponsored) by La Quinta Hotel. And area cyclists already use this corridor, so business at the repair facility or bike shop would be brisk.

Bikestation <http://www.bikestation.org/index.asp> I think this is really the way to go. Not for profit and usually linked via sponsorship to great organizations.

<http://www.smartbike.com/default.asp> Smart Bike is run by Clear Channel Outdoor. Clear Channel is actually an advertising agency that does billboards and those mini billboards you see in 7-11 and on top of taxis. Their website is <http://www.clearchanneloutdoor.com/>

I thank you in advance for your consideration of this great opportunity to improve cycling, active living, and transit.

Lisa McConnell
CHNA chair
KAN representative

7/30/2008

Dorian Collins

From: Margaret Schwender [margschwender@comcast.net]
Sent: Friday, June 20, 2008 7:13 PM
To: Dorian Collins
Subject: South Kirkland Park and Ride

Follow Up Flag: Follow up
Flag Status: Red

Dear Ms. Collins,

I am sorry that I will not be able to attend the meeting this coming Monday night. I am a strong supporter for affordable housing, and was once invited on a committee sponsored by Kirkland leadership at the city level to look at affordable housing and what it means for Kirkland.

Please know that I hope to meet you down the road, and invite further conversations on this topic.

Best Regards,

*Margaret Schwender
Community Activist
425 828 0741 home
206 226 5358 cell*

August 9, 2008

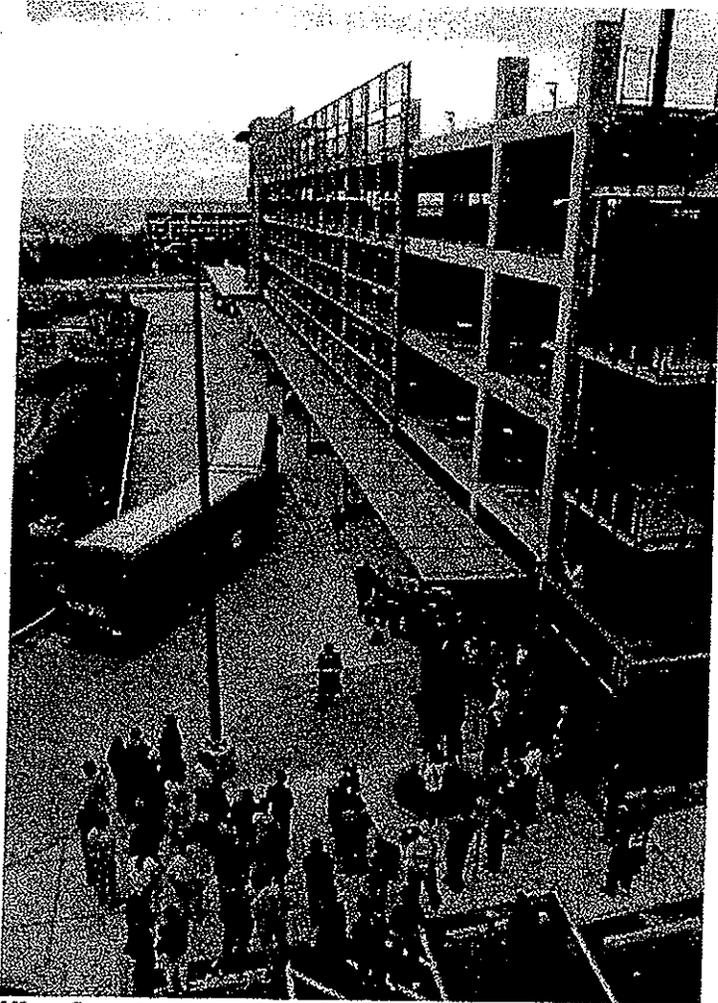
Dear City Council, Houghton Community Council, and Planning Commission,

It appears that you will be making some decisions regarding the South Kirkland Park and Ride TOD in September. Even though I know little about the project at this time I wanted to mention my concerns.

I feel strongly that the parking should be doubled or tripled if possible. The expansion of Eastgate Park and Ride lot was a great success and very necessary:

This Week In Transportation: July 19, 2004

Metro continues to build on park-and-ride success



King County Metro Transit dedicated the new Eastgate

Park-and-Ride Garage on July 15.

Last week, King County Metro Transit celebrated the recent opening of the \$27 million Eastgate Park-and-Ride Garage, marking the completion of yet another in a series of capital improvements Metro promised in 2000.

The garage and surrounding lot has a total of 1,646 spaces, and usage has grown steadily since it opened last month. The increased parking at Eastgate – more than double the number of stalls at the old lot – also appears to be easing some overcrowding at other lots along Interstate 90.

The opening of the Eastgate Garage was a significant milestone for King County Metro's Design and Construction group, but there is no time for staff members to rest. There is another garage project out to bid, a new lot under construction, and an old lot being expanded.

Here's a roundup of park-and-ride construction activities.

Eastgate – The five-story garage opened June 5 on the site of the old lot. Metro put a lot of effort into making this garage blend into the community, with artwork and architectural features appropriate for the neighborhood. But the most important element is how well this new facility is already working to relieve congestion along the I-90 corridor.

Usage has been climbing every week since the garage opened. As of last week, there were 730 vehicles parked both outside and inside the garage. Which is more people using the new park-and-ride than used the old lot.

It has benefits beyond the Eastgate area. Park-and-ride lots in Issaquah and Mercer Island have been at capacity for years. In the few weeks since the expanded Eastgate facility opened, Metro has seen some of the overcrowding at those other lots ease a bit. That trend is expected to continue, as more and more people discover the convenience of using the new garage.

South Kirkland Park and Ride is in a key location to solve a number of problems.

It would be an excellent place for individuals to park for free and take the bus into Kirkland once the downtown developments that are under consideration are completed.

Being situated near the point where 520 and 405 intersect as well as several main arterials it opens up many opportunities for individuals to take the bus going east, west, north, or south. This could be extremely important once a toll is required on the Evergreen Point Bridge or it undergoes construction.

Right now it is under-utilized as a transfer point or flier stop for Sound Transit but if capacity were greatly increased then new routes could be instigated.

As gas prices increase and parking garage fees in Bellevue, Kirkland and Seattle become unaffordable to many the placement of South Kirkland Park and Ride allows individuals to park close to a freeway and take a bus to Bellevue transit center, Kirkland transit center, Totem Lake transit center or Overlake transit Center, all of which don't offer many opportunities for parking. Due to budgetary issues bus routes often are only improved along commuter corridors during peak hours. A larger Park and Ride lot may allow people to drive from various areas on the Eastside and catch a bus to work or school that might not otherwise be able to since service to their neighborhood is negligible.

A large parking lot also insures that relatives can park and wait to pick up commuters. Transit Centers have no waiting zones. Those people that need to pick up a disabled relative or a child taking Metro to school, or a husband who works on Sundays when many routes are not running have nowhere to park and wait at Transit Centers. Bellevue Transit Center doesn't even have a drop-off area where a person can hop out of the car to enter the bus zone to wait for a bus.

The downside of increasing capacity at South Kirkland Park and Ride is the impact that it may have on the connecting arterials especially 108th Ave NE and Lake Washington Blvd. With the increased development that is planned in Kirkland under Growth Management regulations, congestion seems inevitable. The big question is whether or not a park and ride lot actually reduces congestion and green house gases. It seems to me that an expanded park and ride lot increases congestion on arterials while reducing congestion on main commuter routes such as freeways. In regards to South Kirkland Park and Ride that may not be the case. As Kirkland becomes denser perhaps people will take the freeway to South Kirkland Park and Ride and from there ride the bus into downtown Kirkland.

I have personal experience with some of the issues involved in transit use and the lack of facilities and routes. We have been a one car/ four person family for at least 15 years. Now we are a one car+3 bus passes/ four person family. Neither my 21 year old daughter

nor my 17 year old son has ever had a driver's license. My son used Metro to get home to Houghton from Kamiakin Junior High every day during his junior high years. Sometimes he had to transfer in downtown Kirkland depending on which bus he caught. On days when I decided to pick him up in Kirkland for an appointment there was nowhere to wait in my car where I could see him get off of the bus. I'd have to make arrangements ahead of time for him to find me in the library. Also, when I wanted to drop him off in Kirkland I actually had to stop in the bus loading zone: not the best solution when buses are coming and going all the time. Now he takes the bus from Houghton all the way to Kenmore so he can attend Inglemoor High School. Unfortunately, he can't get there in time for first period because the 234 bus from Bellevue doesn't go down 108th Ave NE early in the morning which means he starts his school day with second period.

Another issue I have experience also relates to drop off zones and limited bus routes. My husband used to work at Boeing facility in Renton. When he worked overtime on weekends I'd have to drive him to Bellevue transit center and drop him off in a business parking lot or wait to pick him up at the little motel parking lot near the performance center. His regular bus at the Houghton freeway flyer stop didn't run on weekends. Now he works at Everett and his bus only travels north twice in the morning and south twice in the evening but only on weekdays. When he wants to work over time he has to take the car. Metro has not improved either of those routes even though they are standing room only much of the way.

My daughter has her own problems using Metro. She lives near Evergreen Hospital and works in Redmond. The last bus that goes along Willows Road leaves Redmond around 5:30 pm. If she misses it then her ride home is twice as long since she has to take a different bus into Kirkland and transfer to get to Totem Lake Transit Station and walk the rest of the way home.

She is lucky that she was able to get an apartment near a transit center. Not everyone is so fortunate. Since many people are not near a bus stop there has been a great deal of talk about individuals riding a bike to a bus stop or park and ride lot instead of driving and parking. Riding a bike to a bus stop doesn't always pay off. Both my husband and daughter have seen bike riders left at the curb because the bike rack already contained two bikes and a biker isn't allowed to carry his bike into the bus. The bus driver waited for one of them to chain his bike to a pole so he could leave it behind and get on. That doesn't work well for those that also need to ride their bike at the other end of the commute in order to get to the office. I don't know how often existing bike lockers are used at Metro transit centers but I think it would be wise to include them at future transit center expansions.

Increasing parking availability at South Kirkland Park and Ride wouldn't help my family in particular but I can see that it would help many families in the future as bus use becomes a necessity. On weekends I noticed that the park and ride lot is used heavily when special events are going on in Seattle such as a Husky game or the N W Garden Show.

As I mentioned before, I'm not that familiar with the plans for the TOD South Kirkland Park and Ride since I haven't been to any of the meetings. I am concerned about what I have heard regarding the use of the site for affordable housing. Who is the housing intended for---the elderly and disabled on a fixed income, single working mothers, a large family of Mexican immigrants working in the construction business or a couple of college graduates starting out with their first jobs? On the other hand, perhaps this development is geared toward a higher wage earner who might actually be able to find a job at one of the high tech office firms in Kirkland or Redmond (a group traditionally not known for riding the bus)? We all want affordable housing. Who gets this wonderful opportunity?

Anyone wanting to live in this new development would essentially need a car since many buses don't run often enough or even stop at that park and ride to make it possible to take care of the errands that a family usually has to run. The office and housing units will use many of the new parking spaces that are planned for this site. Possibly 500 units will be built. In that case potentially 1,000 spaces will be necessary for use by residents and their visitors. Any other development in this area will also use the parking available at this park and ride facility. I remember going to a meeting regarding a possible development at the business park across the street from the park and ride and they said that they planned to use the park and ride to meet their over flow parking needs and avoid building a garage that included all the required parking spaces necessary as per code. Even if bus service to the park and ride is increased the fact that bus service will never be adequately improved in the neighborhoods and outlying areas of the Eastside means that driving will be necessary to visit friends and family, attend church or frequent the local entertainment venues on the weekends. In the past Tim Eyman and the voters of Washington haven't been generous with tax dollars that would have improved our public transportation network.

The new development would need to include businesses that sold groceries and other necessities. Right now the only nearby grocery store is up a steep hill and would require crossing a freeway exit ramp. It is not a journey I'd want to take with a baby in a stroller and a toddler in tow. Last week when I was driving on Bellevue Way I witnessed an elderly lady pushing a shopping cart (with two canes and a bag of groceries inside) home from QFC. She lost control of the cart and it jumped the curb. I pulled over at the nearest street since there was no bike lane or shoulder and ran back to help her. Another motorist had actually stopped in the lane next to the curb to keep the cart from becoming a danger to other motorists. Together we lifted the cart up onto the sidewalk. The people in the cars behind the stopped car rudely honked rather than shifting lanes or getting out to help. There are few bus stops or safe cross walks on Bellevue Way.

Increasing housing in this area would require an extensive sidewalk and crosswalk improvement project. Does Bellevue already have a plan in place? I have seen pedestrians risking their lives crossing over to the park and ride from the housing developments on the east side of 108th Ave NE. Walking up Northup Way to go to Lowe's or a doctor's appointment near Overlake Hospital would be even more challenging. There aren't adequate sidewalks or crosswalks in that direction.

What bus routes is Metro actually going to improve? In the evenings the 255 only runs up 108th Ave NE once an hour and during a snow day it doesn't run that route at all. That really limits popping into Kirkland at any hour of the day or night. The 234 going into Bellevue has a limited schedule as well. It isn't safe walking into Bellevue along 108th Ave NE going south under the freeway. My friend Tracy Dunlap was seriously injured when a truck turning left from the freeway off-ramp hit her as she was crossing at a pedestrian crosswalk on 108th Ave NE at a light with a walk signal. In addition there are inadequate sidewalks farther up the hill near the Montessori School.

The Planning Commission has to make decisions on projects that sound good on paper but aren't necessarily practical especially if funds are limited and several government agencies are involved. I suggest that the Planning Commission members and the City Council pick a raining Saturday and hang out at South Kirkland Park and Ride and each pick a different destination to take a round-trip to on the bus; for example, BCC, or Boeing, or Saint Edwards Park, or the Redmond Target Store, or even the Kingsgate Library. Or go there at 9 pm and take a bus ride from there to the grocery store and pharmacy and back. Maybe you can even borrow a sick kid to take along with you. Or bring your granny to South Kirkland Park and Ride on a week day at noon and take the bus to Evergreen Hospital with her for an appointment and ride the bus back. Most people don't know what it is like to use the bus for every trips even if they regularly commute to work on Metro.

Will this project actually solve all the problems it is intended to solve? Or will it just result in a different set of problems?

Sincerely,

Margaret Elaine Bull

6225 108th Place NE
Kirkland WA 98033
(425) 822-2925

Dorian Collins

From: Heather Beaulieu [hbeaulieu@rafn.com]
Sent: Tuesday, October 21, 2008 1:06 PM
To: Dorian Collins
Subject: referencing file number ZON08-00002

Dorian,

I am a Kirkland resident, a Housing Development Consortium board member and a builder of affordable and workforce housing. I am unable to attend the public hearing tomorrow night. I wanted to be part of the voice that will be strongly in favor of moving forward with a TOD housing project at the South Kirkland Park and Ride.

These types of projects are an outstanding use of existing developed real estate. They provide an opportunity for people to really opt out of automobile transportation as part of their daily routine. They set an example of well planned density for the community. They create the seed for future transit HUBS that can transform our neighborhoods. These are very cost effective to construct on.

Please add my voice to the supporters. Thanks,

Heather Beaulieu, GA-C
VP Business Development
425.702.6620
206.510.1236 (cell)
425.702.9580 (fax)



good people great work

Please consider the environment before printing this e-mail.



Dorian Collins

From: Brannan, Liz [Liz.Brannan@rsmi.com]
Sent: Monday, October 20, 2008 10:18 AM
To: Dorian Collins
Subject: South Kirkland Park and Ride

Dorian: I am a resident and homeowner at Yarrowood, a condominium community of 155 units located on 108th Ave NE, across the street from the South Kirkland Park and Ride.

I attended the first two meetings relating to the proposed changes to the Park and Ride facility. I was able to speak at the Houghton Community Council meeting and express some concerns as a direct neighbor to the facility. I attended the Planning Council meeting, but arrived too late due to my commute for the public comment section of the meeting.

I am concerned about the residential density proposed for this Park and Ride facility. It appears that to meet the affordable housing guidelines that are a goal set by the Houghton Community Council and the city of Kirkland, as many as 500 residential units would be needed to make the development economically viable. It is my understanding that the Park and Ride property totals 7 acres. Yarrowood is an 11 acre property and has only 155 units. Yarrowood is certainly a different design than what has been discussed in the two meetings. We have a mix of building styles, 2 unit townhouses, 4 unit (two above, two below) buildings, and two large buildings, three stories each, with one level "garden style" apartments. There is a lot of green space in the development, much of which is left to natural woods and ground cover because of the slope of the property.

A phrase that I have heard discussed in the meetings as a design concept for the Park and Ride is "urban village". When I hear that phrase, I think of the mixed use development in the Juanita area. This is a large development and I would think it would not translate well to a piece of property that still must have as a primary function, providing parking for commuters who use Metro and Sound Transit busses.

There are three main concerns I have about the size of development proposed:

Traffic- the addition of 500 families to the permanent population. These families will bring a certain number of cars, and although the ideal would be that they would be candidates for public transportation for the daily commute, there are many transportation needs that are not solved by the use of public transportation in our area. Access to shopping, errands, children's activities etc would almost certainly involve the use of personal autos. I cannot see a parent, with small children in tow, doing the weekly grocery shopping by bus. In addition, not all commuting needs are met by public transit. There are times when I find it hard to make a left turn out of Yarrowood onto 108th because of traffic both north and southbound on 108th. How would the effect of 500 new residents and their cars be mitigated?

Security- we have experienced car prowls and other property damage by "visitors" to Yarrowood. The Park and Ride seems to provide a point of late night access. The Burlington Northern tracks also contribute to non-conventional access to Yarrowood. We are concerned about the potential for increased access into our community by folks who are not residents or invited guests. It is not a given that 500 new residential units across the street will have an adverse effect on security as relates to Yarrowood, but I would like to see that issue discussed in the planning process, with consideration for what must be done to accommodate increased police protection/patrols considering that both Bellevue and Kirkland police would be involved.

Esthetic/ Environmental: The appearance of the area as one drives 108th Ave, is pleasant because of the trees that buffer the street. Yarrowood has trees along its property bounded by 108th, as does the Park and Ride and a large piece of property, currently a single family residence across the street. To the casual observer, the existing residents of the immediate area are not easily discernable and may be overlooked when considering the impact of the proposed development on the existing community. The current office parks are set back from the neighboring streets. These trees and set backs preserve the appearance of a less densely used portion of the community and provide the benefit of green spaces as opposed to large paved areas. Near this area are several wetlands that have been encroached by development. Especially with the plans to expand 520, it is important that these green spaces and fragile areas be preserved.

Because of the change in the date of the next Planning Commission meeting, I will not be able to attend. Please submit these comments to the Commission. Please feel free to contact me if you have questions about my comments.

Thanks You

Liz Brannan CPA
Manager, Tax Services
RSM McGladrey, Inc.
600 University Street, Suite 1100
Seattle, WA 98101-3119

Phone 206.281.4444 Fax 206.749.7136
liz.brannan@rsmi.com
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October 21, 2008

Dorian Collins, Project Planner
CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033

RE: ZON08-00002.

Dear Dorian Collins,

Kirkland Interfaith Transitions in Housing (KITH) is a non-profit organization whose mission it is to join with the families and individuals who are facing a homeless crisis and to create a healthy community. KITH believes that hard working people should be able to pay rent and still have money left over to buy groceries and other necessities. We believe that children deserve an opportunity to succeed in school and life, which is related to having a stable home.

KITH supports the amendments to the Lakeview Neighborhood Chapter of the Comprehensive Plan. The revisions will allow for the South Kirkland Park and Ride site to become a Transit Oriented Development. KITH is particularly interested in seeing 20% of the developed housing set aside for people who are at 30% of median income. Our community needs more affordable housing and this project will have many benefits, including having housing co-located with transportation, and easy access to 520.

Sincerely,



Jan Dickerman
Executive Director

Dorian Collins

From: mccauley2@aol.com
Sent: Wednesday, October 22, 2008 2:14 PM
To: Dorian Collins
Cc: wanda.taylor1@comcast.net; jrenn@email.msn.com; rslone@gmail.com; Liz.Brannan@rsmi.com; ebrannan@comcast.net; lucyb33@hotmail.com; cmoice@microsoft.com; Gsjursen@msn.com; nickwest@gmail.com
Subject: Fwd: South Kirkland Park and Ride
Attachments: image001.jpg

Hello Dorian,

I think the email below from Liz Brannan is thoughtful and echoed by many of us who live in Yarrowood. In addition to her comments, I would point out that when Yarrowood was built it had a very pleasant "rural" feel about it that appealed to many of us. That atmosphere has been steadily eroded. The widening of 108th Avenue NE from Northup Way to the BN railroad tracks was the biggest negative impact on Yarrowood, and we were charged for the "privilege" of having our environment detrimentally impacted by virtue of a ULID to pay for the widening project.

My point in communicating all of the above is that I hope the surrounding atmosphere of the general area (including Yarrowood) will be considered if this development proceeds. I suspect that the Grocock family who own the farmhouse south of the Park and Ride will feel good about this project either.

All in all, this project is not something I'm in favor of, but if it proceeds would like to know that it will take into consideration those of us in the surrounding area.]

Thanks for an opportunity to share my thoughts.

Wayne McCaulley
3442 108th Pl NE #1
Bellevue, WA 98004
(425) 827-7748

-----Original Message-----

From: Brannan, Liz <Liz.Brannan@rsmi.com>
To: cmoice@windows.microsoft.com; greg.musick@gmail.com; lucyb33@hotmail.com; lisa.muth@comcast.net; Nick West <nickwest@gmail.com>; McCaulley2@aol.com; wanda.taylor1@comcast.net
Sent: Tue, 21 Oct 2008 4:47 pm
Subject: FW: South Kirkland Park and Ride

To All: The attached are e-mail comments I sent to the Kirkland Planning Commission regarding the South Kirkland Park and Ride. The message was forwarded by the coordinator to the Commission members.

Liz Brannan CPA
Manager, Tax Services
RSM McGladrey, Inc.
600 University Street, Suite 1100
Seattle, WA 98101-3119

10/22/2008

Dorian Collins

From: Rachel Krefetz [rachel@housingconsortium.org]
Sent: Wednesday, October 22, 2008 5:15 PM
To: Dorian Collins
Subject: Comments for tonight's public hearing
Attachments: South Kirkland Park and ride 10-22-08.pdf

Dear Dorian,

Please find the attached letter regarding tonight's public hearing on the South Kirkland Park and Ride. Thank you for your consideration.

Sincerely,
Rachel Krefetz, Suburban Outreach Director
Housing Development Consortium
1402 Third Avenue, Suite 709
Seattle, WA 98101
206/ 682-9541
www.housingconsortium.org
"Affording Opportunity"



October 22, 2008

Kirkland Planning Commission c/o Dorian Collins
123 5th Avenue
Kirkland, WA 98033

RE: File ZON08-00002

Dear members of the Kirkland Planning Commission,

My name is Rachel Krefetz, and I am writing on behalf of the Housing Development Consortium (HDC). HDC has over 70 member organizations from the nonprofit, for-profit, and government sectors working to promote and provide affordable housing in King County. The base of our membership is nonprofit organizations that build and provide housing to low-income families and individuals. Our nonprofit members include DASH, YWCA, St. Andrew's Housing Group, Low Income Housing Institute, and Housing Resources Group. Together, HDC's nonprofit members have built over 20,000 housing units across King County.

According to ARCH, "the percentage of households who pay too much of their income for housing is higher on the Eastside than anywhere else in King County." Transit-Oriented-Development at the South Kirkland Park and Ride presents an opportunity to help Kirkland become a more livable city for community members of all income levels. **Housing gives people an opportunity to build better lives. To succeed, you need a place to call home.**

We are heartened by the City of Kirkland's ongoing dedication to addressing the challenges of affordable housing. As you continue to refine the proposed amendment for the South Kirkland Park and Ride, I want to emphasize the importance of targeting truly low-income residents. Many of the working families in our community have a household income of only 50% of the area median income. These families are struggling to afford housing and still have enough money for groceries and other basic necessities. We propose a variety of affordability levels in order to best achieve the goal of a mixed income development.

The Housing Development Consortium would be happy to assist in working on these issues. Thank you for your consideration and continued investment in affordable housing on the Eastside.

Sincerely,

Rachel Krefetz, Outreach Director
Housing Development Consortium
Ph: (206) 682-9541 email: rachel@housingconsortium.org