

Date: March 30, 2010

Angela Ruggeri, Senior Planner welcomed the Lakeview and Central Houghton Advisory Groups in the Council Chambers at 6:30 p.m. She introduced Dawn Nelson of the Planning Department, who made a presentation to the group on the topics of **housing development options and affordable housing in Kirkland**. The PowerPoint presentation can be viewed [Here](#).

Ms. Nelson's presentation was followed by a presentation on the concept of **Transit-Oriented-Development (TOD) at the South Kirkland Park and Ride** by Dorian Collins of the Planning Department, which can be viewed [Here](#).

The joint meeting adjourned at about 7:45, and the two groups then went to separate meeting rooms to continue their discussions.

Betsy Pringle, Chair of the Central Houghton Advisory Group, began the next portion of the meeting at approximately 8:00.

Members of the group stated that they wanted to discuss the South Kirkland Park & Ride, and wondered how their input would be passed along to the Lakeview Advisory Group. Staff responded that they would provide written comments from the Central Houghton Advisory Group to the Lakeview Advisory Group. Also, staff reminded the group that the amendments to the Zoning Code to implement the policies for the park & ride site would begin in several months, with amendments to be adopted by the end of the year. Members were encouraged to participate in that process as well.

Comments from the group on the topic of Transit-Oriented-Development (TOD) at the South Kirkland Park & Ride are noted below:

- Overflow parking in neighborhoods is a concern.
- Overflow parking is in part due to riders of the 255 attempting to catch the bus before it gets to the P&R so they can get a seat on the bus. They park at an earlier point in the bus' route.
- The TOD could be an important asset, but it must be planned and designed well.
- Need assurance that pedestrian access to the BNSF corridor is provided.
- Need clarity on the number of parking stalls planned.
- Not a good location to live or for TOD.
- Want the TOD to be successful (a place where people want to live), so high quality design is critical
- Concern about lack of services, retail (need enough services to support the residents)
- Gateway to our communities – important entry
- Adequate parking must be provided for residents
- Pedestrian-friendly aspects of development are important
- Good pedestrian connections to rest of the neighborhood (open perimeter – not buffered)
- Not an urban center
- Densities should locate where the area is attractive and connections are available
- Mass and scale are out of character with existing development
- Concern that it will be a “negative amenity” for the neighborhood
- Only ½ of needed critical mass is present without development of Bellevue piece.

- Street front retail at the site would be good.
- Can improve pedestrian connections to the site from 108<sup>th</sup>.
- Bus service changes should be made as a consequence of this development – increase routes between downtown Kirkland and the Park & Ride
- Senior housing – good choice since we are facing a glut of seniors
- Bellevue portion of site should be included.
- Affordable housing should go to Kirkland's "credit", not Bellevue's if all on Kirkland's side.
- Should plan for long-term future in additional parking at site.

Ms. Pringle noted that there will be an opportunity to discuss traffic issues associated with the potential TOD, as well as other comments expressed regarding 108<sup>th</sup> Avenue NE when transportation issues are discussed at the May meeting of the Central Houghton Advisory Group.

Angela Ruggeri then suggested that the group move on to the topic of residential land use.

One member asked Ms. Pringle to explain the rationale for the Houghton Community Council's decision not to support the use of mandatory requirements for affordability within the Houghton jurisdiction. The member noted that she may be interested in further discussion on this topic.

Ms. Pringle explained that the Community Council had not thought the mandatory requirements would be effective in Houghton, since much new development would be in small projects, and the requirement could be onerous in these developments.

Ms. Ruggeri asked the group about their availability for a meeting in two weeks, to continue the residential land use discussion. She polled the group regarding both April 12<sup>th</sup> and April 13<sup>th</sup>, and concluded that more members could attend if the next meeting were held on Monday, April 12<sup>th</sup>.

The meeting adjourned at 9:10 p.m.