

Lakeview Advisory Group April 7, 2010 Meeting Notes

Members Present: John Kappler, Georgine Foster, Melinda Skogerson, Jay Arnold, Steve Jackson, Doug Waddell, Bob Style, Janice Soloff, Paul Stewart.

Keith Maehlum attended the meeting.

Members Absent: Susan Thornes, Sally Mackle, Nina Peterson, Dick Skogerson, Shelly Kloba, Karen Levenson, Elsie Weber

The Group reviewed the draft March 30 Meeting Notes-

Bob Style commented that there is a conflict with the community's desire to protect open views of Lake Washington and the new shoreline regulations requirement to plant trees along the shoreline. This conflict should be resolved with the update of the Lakeview Neighborhood Plan update with specific policy text. He agrees with the idea of prohibiting planting of trees on the west side of Lake Washington Blvd. He believes the meeting minutes should reflect the Advisory Group's view points and be directly passed on to the Houghton Community Council, Planning Commission and City Council without editing by staff. Regarding Carillon Point study area, as a boater, Mr. Style would like to see a shop containing marine supplies (either at the Yarrow Bay Marina or Carillon Point). This was also brought up previously at the last meeting by other members.

John Kappler expressed for the record that he too believes views to the Lake should be given a high priority for protection in the neighborhood plan policies.

Georgine Foster would like the March 30th notes to reflect her comment regarding the affordable housing incentives code amendments recently adopted in KZC Chapter 112. She expressed concerns that the code amendments lower the review process for considering affordable housing incentives from a Process IIA (Hearing Examiner public hearing and decision to a Process I Planning Director decision) reducing the amount of public notice. Staff clarified that the affordable housing incentives code amendments in KZC Section 112.20 establishes a list of incentives for developers to build affordable housing and Section 112.25 states the processes to approve the modifications. Requests for density bonuses that do not change the building envelope are made administratively without public notice by the Planning Director. For dimensional standard modifications to (to a building or site) the Planning Director uses the Process I review process which includes an opportunity for public comment before making his decision. With a Process I review process; public notice is mailed to residents across the street and adjacent to the site, posted on a notice board on the property, and published in the newspaper (see KZC Chapter 145.22).

Study Area 3- Office/MF/PR zone between NE 59th Street and NE 64th ST between Lakeview Dr and Lake Wash. Blvd

This area includes property owned by two of the Advisory Group members. The discussion centered around three areas: 1) the small parcels of historic character fronting Lake Washington Blvd including Kidd Valley, 2) lack of parking on nearby streets as a result of inadequate parking in the Washington Park building, 3) should the PR zoning designation be expanded east to Lakeview Blvd.

- 1) For the properties fronting the Lake Washington Blvd across from Houghton Beach Park, the Group unanimously supports allowing neighborhood oriented services; specialty retail for the properties that front the Boulevard provided the uses do not cause parking congestion on nearby neighborhood streets already at capacity. Such uses could be complementary to the park users such as ice cream, a deli, coffee etc.
- 2) The Group discussed lack of parking along neighborhood streets caused from inadequate parking at the large office building and Houghton Park users. Some options the Group would support would be 2 hour parking signs, metered or permit parking in neighborhoods. The Group believes there should be a policy in the plan to recognize and reduce the impacts of the lack of parking on the streets in the neighborhood plan. Another suggestion is to

culvert the open ditch on NE 60th St to add on street parking. They would like staff to bring back parking management options for improving the parking in the area.

- 3) The group supports extending the PR designation to Lakeview Drive. Doing so would allow for property aggregation for viable redevelopment options.

Study Area 4- Yarrow Bay Business District/520 Interchange including zones PLA 3A, PO, FC III, PR 8.5

Keith Maehlum representing the HAL Real Estate Investments, a 140 year old family owned business and property owner of the Plaza at Yarrow Bay development located in the PLA 3A zone, described their desire to expand the uses allowed by zoning. They submitted a private amendment request a few years ago requesting that the type of land use be expanded to allow a mix of commercial uses such as specialty retail; restaurants, banks, residential, hotel/motel (similar to the Bellevue Club), with the office uses. City Council directed the study of this request as part of the Lakeview Neighborhood Plan update currently underway now. He noted that when the Plaza at Yarrow Bay office complex was constructed in the 1980's the property owner dedicated a majority of the Yarrow Bay wetlands to the City as open space. They recently received approval for a new building including a new gateway landscape design at the intersection.

There was unanimous support from the Group of the idea to allow a broader range of retail, restaurant, hotel/motels and housing in the existing office developments in the commercial area for the following reasons:

- Sets the stage for the future generation to encourage a mix of living and work environment where social interaction takes place day and night in the Yarrow Bay Business District
- A mix of uses provides services to office workers and may reduce driving to outside the area
- Will result in increasing pedestrian activity
- Will increase the variety of commercial services for residents located in the south portion of the neighborhood within walking distance of the interchange
- Allows flexibility for vacant, usable office space on the ground floor (or top floor for view restaurant use)
- Some members wanted to be sure the types of retail uses are flexible and not too narrow in scope to encourage innovative types of businesses.

The Group supports the broadening of the types of commercial uses provided the following concerns are addressed:

- Adequate parking is provided on site
- The scale is of a smaller retail, accessory, or specialty retail uses to avoid big box retail uses. *Staff agreed to provide a range of options to regulate the scale of retail used elsewhere in the City.*

The Chair gave a home work assignment to each member to read the Lakeview Plan on pages 21 PLA 3A, and 27, the questions in the staff report and bring back suggested changes to the plan text for the area.

Study Area 5 - So Kirkland Park and Ride King County METRO Transit Oriented Development proposal Comments

At the last meeting both Advisory Groups received a presentation from staff regarding King County METRO's feasibility study for redevelopment of the portion of the So. Kirkland Park and Ride lot in Kirkland to add parking stalls and a mixed use Transit Oriented Development (TOD) project. One concept being studied includes a mix of 200 units including approximately 100 market rate units and 100 affordable - low-moderate income- senior housing units with ground floor commercial in two, 4-5 story buildings with a shared parking (250 new stalls would be funded by a Federal grant added to the 600 existing stalls; 150 additional stalls are estimated for the housing units for an estimated total of 1000 parking stalls).

As follow-up to the presentation the Group discussed the TOD proposal. The existing Lakeview Plan for PLA 4 contains policies that support transit-oriented development including a mixed use, mixed income housing development at the Park

and Ride Lot. Both the Houghton Community Council and City Council approved the Lakeview Plan policy changes for PLA 4 on pages A-8-9 in May of 2009. The next step on the Planning Department work program is to draft Zoning Code requirements to implement the PLA 4 policies. A separate public participation process will be conducted in 2010 involving the Houghton Community Council, Planning Commission and City Council to consider the code amendments.

Lakeview Advisory Group Comments on King County METRO's TOD feasibility study proposal:

Some members do not support the TOD project or City Council's decision to allow low-moderate housing at the location because:

- lack of nearby services for future residents
- land is too expensive to build low-moderate housing and should consider building someplace else in City
- Building height is too high
- The density is too high
- Fear of increased crime as a result of low income residents
- Some doubt parking studies evidence that residents will have less than 2 cars per unit
- Kirkland has no control over future plans for property located in Bellevue; why should we go support before knowing what the development will be on Bellevue's portion of the property?
- If you expand more parking stalls at the Park & Ride lot more people will use it resulting in increased traffic in the neighborhood
- The low income housing will do more to change the future of the neighborhood than what has occurred in the last 20 years.

On the other hand some members rebutted the above comments and support the TOD concept:

- The proposal for 4 story buildings is consistent with surrounding 4 story office buildings
- If the group supports increasing commercial uses and adding housing to the business district how is the parking ride lot different? There will be an increase in services for Park and Ride residents.
- Some believe a mix of uses and a TOD project is a good use for the surface parking lot

If a TOD proposal does moves forward the proposal should include the following:

- A mix of low, moderate and-market rate housing
- A net gain in the number of parking stalls
- High quality architecture
- Appropriate building mass and scale for the location and context of surrounding development
- Architectural gateway to the City along 108th Avenue/freeway interchange
- Buildings/site should have a "village building scale"; include building modulation/upper story step back on all four sides
- Clarify the proposed housing density per acre (staff clarification- the proposed density is 54 dwelling units per acre)
- Quantify the increase in traffic to the neighborhood
- Provide a limit on the density allowed on the Bellevue property
- Should look at the housing density/building height in context of surrounding development that is 4 stories
- Metro should clarify what the turn- over rate is for the rental housing

Action Items

- *For Study Area 4 Staff will research options to ensure neighborhood scale retail available elsewhere in the City.*
- *For Study Area 4, members should read the Lakeview Plan on pages 21 PLA 3A, and 27, the questions in the staff report and bring back suggested changes to the plan text for the area.*
- *For Study Area 2 and 3 Staff will bring back options for parking management on neighborhood streets to improve parking in the area.*