

Lakeview Advisory Group

July 13, 2010 Meeting Notes

Revised 7/22/2010

Members Present: John Kappler, Bob Styles, Nina Peterson, Shelley Kloba, Jay Arnold, Sally Mackle, Georgine Foster, Steve Jackson, Karen Levenson via teleconference, Susan Thornes via SKYPE, Janice Soloff, Paul Stewart.

Members Absent: Doug Waddell, Dick and Melinda Skogerson

Others present: Arthur Sullivan with ARCH. Gary Prince with King County METRO. Residents of the Lakeview Neighborhood: Mary Lou Misrahy and Steve Bleu who read a letter from Walt and Judy Skowronski. Both parties oppose rezoning to RM 3.6 but not RS 7.2 or RS 8.5. Chuck Pilcher, Don McCabe and Brian Dadvar.

South Kirkland Park and Ride Property- Paul Stewart gave an update on recent meetings with the City of Bellevue, ARCH and METRO and with the City Council Housing Committee regarding status of a future transit oriented development proposal at the South Kirkland Park and Ride. Future meetings with King County and Bellevue are being scheduled.

Paul Stewart facilitated a round table discussion on the idea of a TOD proposal. Each member expressed their concerns or comments related to the project while Janice recorded the comments on flip charts. Chair John Kappler requested members to look at the existing PLA 4 policies in the Lakeview Neighborhood Plan and make specific suggestions for edits they would like to see. He requested staff to present all the comments back to the group at the next meeting.

South Kirkland Park and Ride TOD

Flip Chart Comments:

What are the concerns that need to be addressed (with the addition of stalls and housing units)?

- Traffic/Parking
 - Relieve existing (and future) congestion of streets around Park and Ride including Lake Washington BLVD so people and additional traffic can travel through Kirkland.
 - City has not done enough to take commuter congestion off Lake Washington BLVD (such as adding traffic signals to discourage through traffic; add traffic circles)
 - Could we install a toll on Lake Washington Blvd? (free for City/neighborhood residents)
 - Increased traffic from TOD (need study)
 - Study the traffic distribution from the project through Kirkland
 - A first priority must have adequate number of stalls for the Park and Ride; then housing
 - Both Kirkland and Bellevue property needs to increase capacity with an increase in parking stalls
- Increased crime (need study)
- Lack of neighborhood scale services within walking distance for TOD residents
- Housing
 - Concerned with adding affordable housing at Park and Ride (other cities are providing less)
 - Could the number of affordable housing units be less than 250?
 - Could Kirkland negotiate for less affordable housing if we wanted?
 - Could the number of subsidized housing units be limited to 10%?
 - Could the housing be limited to senior housing?
 - Could we limit the size and scale of project?
 - The housing should not be subsidized; it should be market rate.
 - METRO already provides subsidized bus passes to bring workers into Kirkland.

- How does subsidized housing effect property values nearby? (study)
- Where would the TOD residents work? (study)
- The TOD would provide housing opportunities closer to Kirkland jobs and along transportation corridor (including our local residents, firefighters, public service people, teachers etc.)
- Clarification- The METRO Grant is not dependent on affordable housing units being included in a project.
- Process:
 - Concerned about process to date.
 - Told by City Council a TOD is going forward no matter what.
 - City Council represented to Houghton that the amount of low income housing would be limited.
 - Many were not aware that a TOD with low income housing may go forward.
 - Bellevue should be at the table at the same time as Kirkland
 - Need an interlocal agreement with Bellevue
- Design:
 - Would like to see generous modulation
 - Plenty of landscaping

Conclusions:

Traffic:

- To address existing congestion problem on Lake Washington BLVD reroute or add traffic calming
- Increase capacity of BLVD
- City should discourage commuter traffic

Housing:

- Size and scale of a project
- Limit the number of units
- Limit the number of affordable housing units
- Opposed to subsidized housing to try to solve social problems
- Increased crime
- Density
- Affordable housing should be spread throughout community
- Could there be a stipulation that residents work in Kirkland? (ARCH does what they can to encourage)

Parking:

- Add parking stalls
- Too many will encourage too much traffic
- What is the adequate number of stalls?

Bellevue property: coordination, commitment and timing

Process- too quick

Interlocal agreement is needed with Bellevue and King County METRO.

Jobs to Housing ratio

Bus Service should be increased

Design:

- Generous architectural modulation
- Appropriate scale

Yarrow Bay Business District- The group began the next topic item regarding the Yarrow Bay Business District interchange area and the issue of should the existing zoning on both west and east side of Lake Washington Blvd (Study Area 4) allow a broadening of retail uses in the zoning districts, housing and an increase in building height to accommodate a greater mixed use, vibrant commercial district. Each member expressed their opinion about the issues.

In summary, consistent with its previous discussion on the topic, the Group supports allowing a broader range of retail uses, and increase in building height provided the following concerns or comments are addressed:

- Parking is contained on commercial properties with no spill over parking from commercial uses on neighborhood residential streets.
- Limit the size of retail to avoid big box retail uses.
- Expansion of retail and other services in the business district would support a transit oriented development at the Park and Ride should it move forward.
- Some members felt the height on the east side of Lake Washington Blvd. should be limited to 3 stories or 30' in height.
- Transportation along Lake Washington Blvd needs to be improved to reduce congestion

Some members want to allow housing; some not.

A comment was made that if the Group supports the above changes there should be support for changing RS 12.5 area to multi family.

If interchange adds more retail uses TOD residents would have a place to shop within walking distance.

The Group decided to hold 1-2 additional meetings to discuss its recommendation on remaining issues beginning with urban design, Villagio, and South Houghton Slope rezone issues. Janice will poll group for dates.