

Lakeview Advisory Group

August 4, 2010 Meeting Notes

Preliminary recommendation-last meeting-*Revised 8/23/2010*

Members Present: John Kappler, Shelley Kloba, Georgine Foster, Karen Levenson (by phone), Susan Thornes, Jay Arnold, Doug Waddell, Nina Peterson, Janice Soloff, and Paul Stewart.

Members Absent: Sally Mackle, Bob Style, Dick and Melinda Skogerson, Steve Jackson

Meeting Agenda- Remaining Issues:

- TOD at South Kirkland Park and Ride
- Vision Statement
- Review of draft preliminary recommendation dated July 30, 2010

The Group discussed the revised memo dated July 30, 2010 from John Kappler (prepared by staff) that will be transmitted from the Advisory Group to the Houghton Community Council and Planning Commission to be presented on August 23, 2010. The Group went through each section to confirm its recommendation for suggested updates to the Lakeview Neighborhood Plan including discussion of a future TOD at the So. Kirkland Park and Ride lot and vision statement concepts.

Below is a summary of the comments and edits that the Group wanted staff to include:

Vision Statement Concepts

- Add text that the Houghton Community Council retains disapproval jurisdiction over the City Council on land use decisions.
- Characterize the Lakeview neighborhood as having a "special waterfront neighborhood feel".
- The street network is well maintained and will retain its neighborhood feel.
- Housing is not supported in the Yarrow Business District (on the east side of Lake Washington Blvd). From an economic development stand point, office and retail uses and not housing should be encouraged. Also from a visual standpoint there should not be medium to high density housing as you enter the city from the south.
- As a result of new SR 520 improvements, the neighborhood will resist pressure to increase density.
- The neighborhood and pedestrian character will be retained.
- Add overhead utility lines should be undergrounded.
- Revise paragraph regarding restoration of shoreline parks by deleting how home owners can restore because that requirement is covered by the new shoreline master program regulations.
- Revise paragraph regarding maintaining vegetation in shoreline parks to keep wide expansive views.
- Revise statement regarding Yarrow Bay wetlands to add viewpoints rather than boardwalks that may impact the environment.
- Add overall statement that over time the neighborhood has pushed back on increasing density, has maintained pedestrian feel and increased traffic calming improvements.
- TOD at S park and ride- make the point that the TOD at the Park and Ride lot should not move forward with including affordable housing unless an interlocal agreement can be agreed to by all three parties to determine how the Bellevue property will be developed. If housing is included it senior housing is preferred.
- Relocate the existing entrance sign to Kirkland at Yarrow Bay to a better location.

Study Area 5- Transit Oriented Development at the South Kirkland Park and Ride Lot

The Group acknowledges that providing affordable housing at the south Kirkland Park and Ride lot is a high priority for the City Council. However, residents and business owners on the Lakeview Advisory Group

do not support a Transit Oriented Development including affordable housing at the South Kirkland Park and Ride lot. The Group does not believe the location is appropriate for a TOD. The City of Bellevue should be at the same spot in the process as Kirkland before any TOD project is considered in order to limit the total number of housing units and design of project on both Kirkland and Bellevue parcels. No zoning changes should move forward until the City of Bellevue is at the table. If housing is proposed, the Group may support senior housing.

The Group wanted the following priorities communicated:

1. Before any TOD proposal moves forward the Group would like to see some type of policy agreement or commitment between the METRO King County, the City of Bellevue and City of Kirkland that describes an overall master plan for the type of development on both the Kirkland and Bellevue sites. The mechanism could be in the form of inter local agreement, deed restriction, memo of understanding etc.
2. Revise third paragraph *if proposal does move forward include text that includes:* Priorities for a development agreement or memo of understanding should include such details as:
 - overall scope of projects for both Bellevue and Kirkland sites should be described
 - No more than 200 units for the total site including both Bellevue and Kirkland sites
 - Minimum 80% market rate and maximum 20% affordable housing. For the affordable housing component senior housing or assisted living is preferred.
 - Types of commercial uses (retail, office, daycare)
 - Require design review process.
 - Include architectural scale and site design that defines:
 - Project to be neighborhood in scale; to fit in with surrounding neighborhood; include plenty of modulation
 - Define maximum building height (including any height "bonus" for affordable housing units)
3. Include existing bullet points in memo.
4. Ensure there is adequate parking for residential using the same parking ratio as other projects in the City
5. Require Process IIB review process

Study Area 8- Medium Density RM 3.6 areas north of NE 60th ST

Revise recommendation to delete and building footprint and add or at current building setbacks. This change is recommended so that properties with legal non-conforming density should be able to be rebuilt when they get deteriorated (not only when destroyed by fire or other casualty) and be able to keep the same number of units. See KZC chapter 162 related to non-conforming density.

Study Area 9- Low density areas including RS 12.5 at South Houghton Slope

The Group made the following changes to the text under the density section: delete at least and add no less than RS 7.2.

Transportation section-

Under Eastside Rail Corridor section revise to read dual use for pedestrian/bikes/train

Under Lake Washington Blvd section add text to:

- stress the concern regarding traffic congestion along Lake WA Blvd
- increase capacity and that the issue should be forwarded to the Transportation Commission to solve.
- emphasize discouraging through traffic by reducing speed and other traffic calming measures.