

**MEMORANDUM**

**Date: May 14, 2010**

**To: Central Houghton Advisory Group**

**From: Angela Ruggeri, AICP, Senior Planner  
Dorian Collins, AICP, Senior Planner**

**Subject: CENTRAL HOUGHTON ADVISORY GROUP – MAY 25th MEETING  
TRANSPORTATION, File ZON09-00016**

**I. MEETING AGENDA – MAY 25, 2010**

The meeting of the Advisory Group on May 25<sup>th</sup> will begin with a joint session with the Lakeview Advisory Group to discuss the topic of transportation (see Attachment 1). It will begin at **7:00 in the Council Chambers** with a presentation by David Godfrey, Transportation Engineering Manager for the City’s Public Works Department. Attachment 2 includes the list of topics to be discussed.

After the presentation, both groups will separate to continue the remainder of their individual meeting agendas. The Central Houghton Advisory Group will move to the Houghton Room which is upstairs in City Hall. Please bring your notebooks and plan to **continue the meeting until 9:30** since we have a lot to talk about.

**II. TRANSPORTATION BACKGROUND**

Please review the following goals and policies in the Comprehensive Plan prior to the meeting:

- City-wide Transportation Chapter (see [Link](#))
  - Goal T-1: “Establish a transportation system that supports Kirkland’s land use plan.”
  - Policy T-1.2: “Mitigate adverse impacts of transportation systems and facilities on neighborhoods.”
  - Policy T-1.3: “Establish a street system that promotes and maintains the integrity of neighborhoods.”
  - Goal T-2: “Develop a system of pedestrian and bicycle routes that form an interconnected network between local and regional destinations.”
  - Policy T-2.1: “Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Kirkland and connect to adjacent communities, regional destinations, and routes.”
  - Policy T-2.2: “Promote a comprehensive and interconnected network of pedestrian and bike routes within neighborhoods.”
  - Policy T-2.4: “Design streets with features that encourage walking and bicycling.”

- Goal T-3: "Work to establish and promote a transit and ridesharing system that provides viable alternatives to the single-occupant vehicle."
  - Policy T-3.2: "Support the development of regional high-capacity transit serving Kirkland."
  - Policy T-3.4: "Work cooperatively with Metro, Washington State Department of Transportation and Sound Transit to provide regional and local transit service with linkages between Kirkland neighborhoods, business districts, and other important local and regional destinations."
  - Goal T-4: "Establish and maintain a roadway network which will efficiently and safely provide for vehicular circulation."
  - Policy T-4.1: "Promote efficient use of existing rights-of-way..."
  - Policy T-4.3: "Maintain a system of arterials, collectors, and local access streets that forms an interconnected network for vehicular circulation."
  - Policy T-4.4: "Minimize bypass traffic and safety impacts on neighborhood streets."
  - Goal T-5: "Establish level of service standards that encourage development of a multimodal transportation system."
  - Goal T-6: "Design transportation facilities that reflect neighborhood character."
  - Policy T6.4: "Use corridor, neighborhood or regional plans to study the relationship of transportation facilities and the adjacent neighborhoods in detail."
- Existing Central Houghton Neighborhood Plan in your notebook:
    - Figure CH-2 on page XV.B-7 is a map showing Central Houghton Circulation including bike and pedestrian ways.
    - Pages XV.B-8 and 9 include additional policies relating to transportation in the Central Houghton neighborhood.

Attachment 3 includes the results from the visioning "dot exercise", where comments from the advisory group related to the vision for the neighborhood are ranked. Those statements from the advisory group related to transportation have been highlighted.

### **III. TRANSPORTATION DISCUSSION**

The City's Comprehensive Plan provides goals and policies which seek to develop and maintain a balanced multimodal transportation system that supports the City's land use plan and integrates with the regional transportation system. These goals and policies from the Comprehensive Plan's general Transportation Chapter address the larger framework within which the policies for Central Houghton operate. The Advisory Group's input on transportation will replace the existing text on this topic in the neighborhood plan.

#### Issues for Discussion

##### ◆ Eastside Rail Corridor

Results of the visioning exercise (Attachment 3) indicate that advisory group members are interested in pedestrian connections, and several saw the rail corridor trail as the "*backbone for safe non-motorized transportation and recreation*". During the discussion on parks at an earlier meeting, some members noted the potential of trail connections between the rail corridor and neighborhood parks.

**Does the advisory group see specific connections to the rail corridor that might be cited in the Neighborhood Plan? Are there other linkages that are important?**

◆ Pedestrian and bike connections

The results of the visioning exercise (Attachment 3) also provide information about what advisory group members would like to see in the neighborhood with respect to non-motorized transportation. Comments indicated an interest in "*A community which encourages an active lifestyle and is safe for walking and bicycling*", and "*Attractive for pedestrians and bicyclists*".

The Transportation Element of the Comprehensive Plan contains maps indicating the pedestrian and bicycle systems that exist and are planned throughout the city (see Attachments 4 and 5). The City is occasionally able to secure additional pedestrian connections when new development occurs. The Neighborhood Plan could provide policy support for these efforts.

**Does the advisory group support a policy such as, "As development occurs, the City should seek opportunities for potential pedestrian connections and require them accordingly."**

◆ 108<sup>th</sup> Avenue NE

108<sup>th</sup> Avenue NE is designated as a minor arterial in the City's Comprehensive Plan. During a past advisory group discussion, several comments were made which indicated an interest in addressing impacts from the traffic along this route.

**Are there future improvements advisory group members would like to see on 108<sup>th</sup> Avenue NE? What might be done to make the street more compatible with the surrounding neighborhood?**

**IV. DIRECTION FROM MEETING OF APRIL 27, 2010**

At the meeting on April 27, advisory group members discussed commercial land use. The meeting notes for that discussion have already been distributed. Based on the discussion at that time, direction for future policy development to represent the positions of the advisory group members can be summarized as follows:

*Urban Design*

- The advisory group was in favor of a policy that would support development incentives in the commercial area in exchange for amenities (space, facilities, etc.) for the community.

*Land Use*

- The group supported a policy that would discourage expansion of the boundaries of the commercial area. They were generally supportive of allowing residential use above commercial use in the Houghton Center and were in agreement that no policy was needed

related to the types of businesses to be encouraged or allowed at the Center. Several stated that the existing text in the neighborhood plan addresses this issue well, in that it states that uses should serve neighborhood needs.

### *Building Height*

- There was support for policies that encourage terracing of taller building forms, using existing topography. Members also indicated support for policies that allow for additional height if public benefits are provided. Examples of public benefits cited by the group included superior design, right-of-way design and affordable housing.

A letter to the Central Houghton Advisory Group from Douglas Waddell has been submitted for review of the members (see Attachment 6). Mr. Waddell serves on the Lakeview Advisory Group, and owns three properties located directly west of the Houghton Shopping Center. In his letter, Mr. Waddell suggests that a commercial designation may be more appropriate for his properties, due to surrounding zoning. He would like the Central Houghton Advisory Group members to review his letter, and consider supporting greater residential density and commercial use in this location.

At their meeting on April 12<sup>th</sup>, the advisory group supported allowing developments built at greater than the existing allowable density to redevelop at the existing densities, if affordable housing is provided in new development. The group did not specifically support allowing increased building height in these areas.

At the meeting on April 27<sup>th</sup>, the advisory group concluded that the existing boundaries of the commercial area should be retained, and commercial uses should not be allowed to expand beyond these limits.

**Is the advisory group interested in revisiting the decisions cited above, to allow for increased building height in the area with greater existing residential density, and/or to allow for commercial development in these areas?**

## **V. REMAINING ISSUES FOR DISCUSSION**

Urban design: view corridor discussion (see Attachment 7: memo to Central Houghton Advisory Group regarding photos submitted by Tom Markl)

**Should this view corridor still remain in the plan or should it be modified?**

Northwest University

**Policy direction clarification regarding the college campus is needed.**

### **Attachments:**

1. May 25 Agenda
2. Memo from David Godfrey
3. Results of "dot exercise" with transportation topics highlighted
4. Comprehensive Plan - Figure T-2: Bicycle System
5. Comprehensive Plan - Figure T-3: Pedestrian System
6. Letter from Doug Waddell
7. Memorandum - Photos from Tom Markl

**May 25, 2010  
7:00-9:30 pm  
Kirkland City Hall**

**Meeting will begin in City Hall Council Chambers at 7:00 pm**

- 7:00 p.m. Joint meeting with Lakeview Advisory Group for presentation on transportation by David Godfrey, Transportation Engineering Manager, City of Kirkland
- 8:00 p.m. Move to Houghton Room to discuss Central Houghton Neighborhood Plan topics beginning with transportation
- 8:45 p.m. Review policy direction from 4/27/10 meeting
- 9:00 p.m. Discuss remaining issues
- 9:30 p.m. Meeting Adjourned

Next Meeting June 29 at 7:00 p.m.: Review conceptual vision statement & policy direction for neighborhood plan.





## CITY OF KIRKLAND

### Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

**To:** Lakeview and Central Houghton Advisory Groups

**From:** David Godfrey, P.E., Transportation Engineering Manager  
Dave Snider, P.E., Interim Capital Projects Manager

**Date:** May 10, 2010

**Subject:** MAY 25, 2010 LAKEVIEW AND CENTRAL HOUGHTON ADVISORY GROUP MEETING

At your May 25<sup>th</sup> Advisory Group meeting we will provide an update of the following transportation related projects and programs :

1. Eastside Rail Corridor. There's a great deal of information at our Eastside Rail Corridor [website](#), there will be more information available prior to the May 25 meeting as well. The Port of Seattle currently owns the right-of-way. King County, Sound Transit and others are negotiating with the Port to purchase the property and easements. The County plans to have a regional public process to determine the use of the easement. The Transportation Commission is working on a process to determine our city's position on use of the right-of-way.
2. SR 520 project. The Eastside project is being readied for design/construction by the Washington State Department of Transportation (WSDOT). The Lake Washington Boulevard/520 interchange is being redesigned and a new direct access ramp between westbound 520 and 108th Avenue will be added. HOV lanes will be moved to the inside of the freeway. We'll have graphics describing the project elements, along with a timeline at the meeting. More information is available from the [WSDOT website](#).
3. Capital Improvement Projects. Preservation of existing pavement and construction of sidewalks on school walk routes are the major themes of the CIP.
4. Metro/Sound Transit. Metro is looking at a possible service restructure/addition discussion for the eastside and Kirkland in 2011. The discussions that Metro is having with its [Regional Transit Task Force](#) will have important implications for future service.
5. Traffic Congestion. The neighborhood groups may want to discuss the approach to traffic congestion currently adopted in the Comprehensive Plan. We're planning for increased congestion while offering alternatives to auto travel. We don't have a "build our way out of it" approach nor are we suggesting we reject regional growth targets.
6. Pedestrians. We would like to hear more about what the neighborhoods would like to see in terms of pedestrian amenities/facilities/connections. I can discuss the [Active Transportation Plan](#) as appropriate.
7. Parking. The neighborhoods would like to discuss parking around office buildings and we can report on the latest at the Clearwire site.
8. Transportation Commission. Two members of the [Transportation Commission](#) are planning to be at the meeting on the 25th. The Commission is working on or has an interest in almost all the issues planned for discussion.



## Results of Visioning “Dot” Exercise February 23, 2010

### 10 dots

- Neighborhood oriented businesses that are attractive, economically healthy and in already existing areas (footprint).

### 9 dots

- Maintain inclusively diverse residential (economically, age, housing type) to promote a full range of lifestyles.

### 7 dots

- We want retail resources in our neighborhood that provide opportunities for local neighborhood-friendly businesses and residents.

### 6 dots

- A common area for the community to gather at Houghton Center (like Crossroads) promoting joint activities between assets.
- Continued integration & cooperation with institutions to ensure their use/development is parallel/similar to the rest of the neighborhood.

### 5 dots

- No high intensity development at South Kirkland Park & Ride without supporting services.
- **Traffic on 108<sup>th</sup> has to be managed as a minor arterial.**
- **Trail as a backbone for safe non-motorized transportation and recreation.**

### 4 dots

- **A community which encourages an active lifestyle and is safe for walking and bicycling.**
- A community which supports and values schools.
- Maintain and enhance current parks (native park stewardship) to continue to provide diversity (recreation types, ages using, etc.).

### 3 dots

- Maintain open spaces and increase public-owned sites for open use when opportunities become available.

2 dots

- Enhance and preserve lake and mountain views, the eco system (natural environment), and the tree canopy.
- Most of our public spaces are in natural and underdeveloped states.
- Policy should include community involvement – proactive planning/public involvement, integration with community.
- Attractive for pedestrians and bicyclists (non-motorized).
- Enhance and promote rail to trail and connect to neighborhood.

1 dot

- Preserve natural topography and environment (views, lake, streams).
- Reduce noise.
- Enhance and develop trails.
- We like what we have while carefully managing growth and density.
- Support a full range of life styles – family oriented.
- Maintain existing (majority low density) zoning that allows for a variety of income and age levels.











May 7, 2010

Central Houghton Advisory Group  
C/o City of Kirkland Planning Dept.  
123 5<sup>th</sup> Ave.  
Kirkland, WA 98033

Re: Neighborhood Plan Update

Dear Houghton Advisory Group:

I represent the ownership of three properties directly west of the Houghton Center; 6719, 6705 and 6711 106<sup>th</sup> Ave NE. Currently there exists a 24, 8 and 7 unit apartment building respectively on these parcels. Furthermore, I am a member of the Lakeview Advisory Group, lived in Houghton for 16 + years and have had an office just south and across the street from Houghton Beach for over 15 years. I have been in and around Houghton for over 35 years.

I know there has been discussion on whether our parcels should also be zoned commercial and/or higher density residential. We would ask that you recommend this for the following reasons:

- If you look at the zoning map (attached), we are the only parcel left out of the quadrant of NE 68<sup>th</sup> Street and 106<sup>th</sup> Ave. NE that is not red (commercial). I always think it makes sense to have more balanced zoning without “fingers” of zoning that are so different.
- We have a 100 foot border and buffer to the west that is now the railroad and separates us from properties to the west, **the same as the parcels across 68<sup>th</sup> that are currently zoned commercial (red)**. Someday this will either be light rail and/or a bike path, a perfect transition for more residential. Furthermore there would no residential views blocked and all of the other adjacent uses are commercial or multi family.
- In attending the joint meeting we had regarding the Park and Ride TOD, many members from both groups expressed their strong desire to have higher density residential closer to retail and business services. I would agree. What better location is there than these properties? In addition, it is close to many current, new and future employment centers, on a transit line and has good access to 405.

In the early 1970's these properties were zoned at 24 units per acre, by today's standards a lower density multi-family. Subsequently in about 1978, when a fair amount of buildings were being built at the same time, they lowered it to only 12 units per acre. Today, if those properties were to be redeveloped, it could only be at that 12 per acre, so half of what exists there now. This will cause only very expensive for sale product to be built. This may have made sense 32 years ago, but makes no sense today.

The only unanimous decision our Lakeview Advisory Group has agreed to so far, is that those properties that were built legally at the 24 per acre, should be able to be re-developed to that same density, no reason to go backwards. The three properties referenced above differ in that they are directly adjacent to a fairly large retail center(s) and do not directly abut lower density single family, making it more of a natural for higher density. At an absolute minimum, it should go back to the pre 1978 zoning. Although, remember, we are planning for the next 20 or so years ahead.

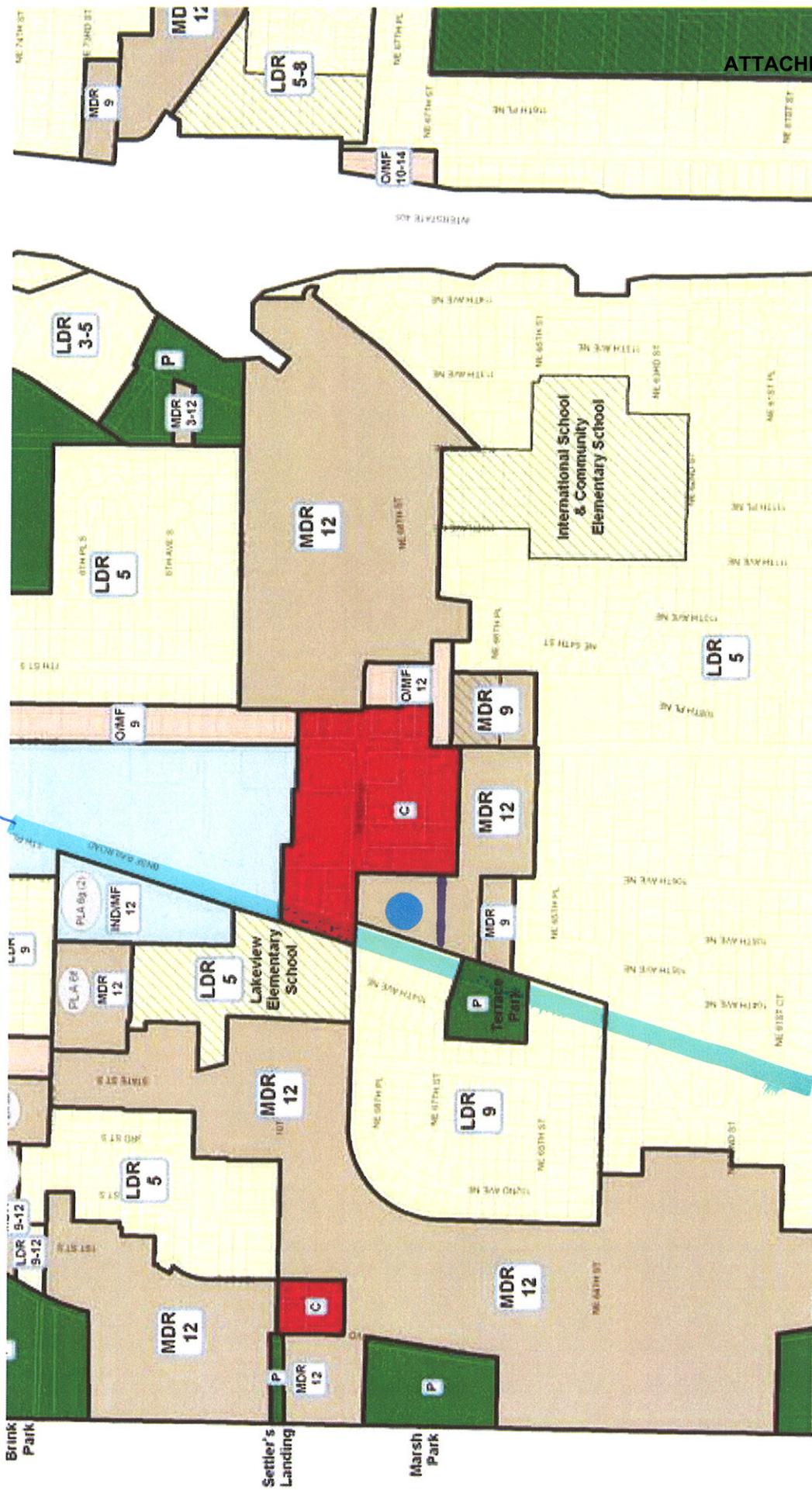
I know building heights are a concern. Most higher density residential is 4 – 6 stories. You really need 4 stories above you post tension slab level (concrete) to make it cost effective. Usually retail, or the parking if no retail, is topped by that slab. With this in mind, only 4 stories would work if no retail is required, or 5 if retail is required on the first floor. We would be fine either way. Please keep in mind, the 24 unit building on the corner today is already 3 levels.

As the world continues to grow, it makes sense to plan for it close in to services.

Sincerely,



H. Douglas Waddell  
President



22122 CAD 100 FEET







**CITY OF KIRKLAND**  
 Planning and Community Development Department  
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3225  
 www.ci.kirkland.wa.us

## MEMORANDUM

**Date:** May 14, 2010

**To:** Central Houghton Advisory Group

**From:** Angela Ruggeri, AICP, Senior Planner  
 Dorian Collins, AICP, Senior Planner

**Subject:** COMMENTS FROM TOM MARKL,  
 REPRESENTATIVE FOR HOUGHTON SHOPPING CENTER

Following the distribution of the minutes from the April 27<sup>th</sup> meeting of the Central Houghton Advisory Group, Mr. Markl submitted several photographs for the group to review. Mr. Markl stated that he believes the photographs demonstrate that buildings built to the sidewalk along NE 68<sup>th</sup> Street would not affect views along this street, due to the existence of mature trees and other features.



Starbucks Corner



7-11 Corner



PCC Corner



Service Station Corner