



**CITY OF KIRKLAND**  
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## MEMORANDUM

**Date:** May 13, 2010

**To:** Lakeview Advisory Group

**From:** Janice Soloff, AICP, Senior Planner  
Paul Stewart, AICP, Deputy Director

**Subject:** LAKEVIEW ADVISORY GROUP –MAY 25, 2010 MEETING  
TOPIC: TRANSPORTATION AND MISC ITEMS

### I. MAY 25, 2010 MEETING

- At your May 25, 2010 the discussion topic will be transportation. Since many of the regional and local transportation projects and programs are of interest to both groups, we've scheduled a joint meeting with the Central Houghton Advisory Group for the first half of the meeting at 7:00 pm in the City Council Chambers. See enclosed agenda. Please bring your notebooks.

David Godfrey, Transportation Engineer Manager with the Public Works Department will provide a presentation on a number of transportation subjects such as a status report on the expansion of SR-520, the Cross Kirkland Trail on the BNSF right of way, citywide and neighborhood transportation issues (see enclosed memo). Members from the Transportation Commission will also be attending.

- Also on the agenda will be to take stock of any remaining issues to be discussed at your last meeting planned for June 29<sup>th</sup>.
- We've scheduled another meeting on Wednesday June 2 at 6:30-9:00 (Peter Kirk Room) specifically devoted to METRO King County's proposal to build a Transit Oriented mixed use development at the South Kirkland Park and Ride lot. Gary Prince with METRO and Arthur Sullivan with ARCH (A Regional Coalition for Housing) will be available to answer questions. If you haven't done so already send specific questions you have to me by May 24, 2010.
- Draft minutes from the April 27<sup>th</sup> meeting are also enclosed in Attachment 2. Come to the meeting prepared with any edits you may have.

### II. BACKGROUND INFORMATION

For background information on the transportation policies please review the attached memo from David Godfrey and the following resources prior to the May 25, 2010 meeting:

- Existing Lakeview Neighborhood Plan in your notebook or link to the Comprehensive Plan on line at [http://kirklandcode.ecitygov.net/CK\\_comp\\_Search.html](http://kirklandcode.ecitygov.net/CK_comp_Search.html).
  - See Public Services/Facilities section beginning on page A-14 for transportation related policies regarding Lake Washington Blvd, Lakeview Drive, bicycle and pedestrian pathways.
- City wide Transportation Element policies contained in Chapter VIX.

### **III. CITY WIDE TRANSPORTATION GOALS AND POLICIES**

The Transportation Element contains goals and policies that seek to maintain a multi modal transportation (i.e. cars, non-motorized transportation and transit) system that supports the City's land use plan and integrates with the regional transportation system. The Plan describes the traffic problems we face and acknowledges that Kirkland will continue to see congested streets as the region grows. Rather than continually widening roads for autos, the City's adopted policy is to emphasize the use of alternative transportation (transit, bikes, carpools, pedestrian, etc.) and to target activity areas and business districts for anticipated growth in order to promote access to transit. The Plan describes the existing transportation system of roads, pedestrian and transit system, planned transportation projects in the future and the methodology we use to measure level of service standards for multi modes of travel and intersections.

Balancing the need for increased growth and traffic with preserving community character in neighborhoods will be a challenge for the future. Of note is Policy T-12 that promotes mitigating adverse impacts of transportation and facilities on neighborhoods by avoiding connections through residential neighborhoods and continued use of the Neighborhood Traffic Control Program (through the Public Works Department) to address traffic complaints, speed and safety concerns.

### **IV. EXISTING LAKEVIEW PLAN TRANSPORTATION POLIICES**

The Lakeview Plan discussion of transportation issues begins on page A-14 under the Public Services/Facilities section. Figure L-2 shows the neighborhoods circulation pattern with Lake Washington Blvd providing a major through route and serves as a major pedestrian and bicycle corridor, scenic, recreational, and open space amenity.

The text lists several needed improvements to Lake Washington Blvd that have already been accomplished since the plan was last updated. Ongoing efforts will continue to widen Lake Washington Blvd sidewalks to 10' (where feasible on the west side; especially south of Carillon Point) and to continue installation of the public shoreline pedestrian walkway as redevelopment occurs.

Other priorities discussed in the Plan include:

- Support and encourage these regional transportation projects:
  - BNSF Cross Kirkland trail
  - SR-520 interchange improvements
- Shoreline properties should contain parking on site
- Undergrounding of utilities to enhance views.

The Group has discussed the concern with lack of on street parking from office workers and park user near the Houghton Beach Park. Below are some approaches for restricting parking on neighborhood streets however there are potential costs and limitations for each of these options:

- Parking permits
- Adding parking signs limiting 2-3 hour parking
- Parking meters
- **Does this concern rise to the level of needing a policy to reduce parking congestion on neighborhood streets?**
- **Are there transportation policies the Advisory Group would like to see included?**
  - **Limiting parking in neighborhood streets?**
  - **BNSF Cross Kirkland trail?**
  - **New pedestrian paths?**

## **V. REMAINING DISCUSSION ITEMS**

June 29<sup>th</sup> is scheduled to be your last meeting. If necessary you could add another subsequent meeting but it may delay the overall project schedule. For the meeting, staff will summarize the key issues you've discussed and our understanding of the Group's corresponding policy direction on each issue. Below is a list of follow up issues or issues yet to be discussed by the group:

### **1. Issues or sections of the plan not discussed:**

Urban design policies are discussed on page XV A-18-21 of the Lakeview Plan and typically include designs for gateways, visual landmarks and priority views, community character, architectural or site design for residential or commercial development.

- **Does the Group have new urban design policies they would like to add?**
- **A gateway feature is a priority for the east side of the BLVD near NE 38<sup>th</sup> Street. What would the Group like to see there?**
- **Should a streetscape design be developed for Lake Washington Boulevard including sidewalk benches, street lighting, etc.?**

### **2. Unresolved issues needing direction:**

**A. Park and Ride TOD proposal to be discussed on June 2, 2010.**

- **Does the Advisory Group want to discuss the specific Planned Area 4 policies?**

**B. View obstruction of Lake Washington caused by vegetation at shoreline public parks.**

The Community Character Element Policy CC-4.5 states *"Protect public scenic views and view corridors"* . The text states that private views are not protected, except where specifically mentioned in neighborhood plans and development regulations (such as view corridor requirements along the shoreline). The Lakeview Plan includes the following references regarding view protection primarily in PLA 15 on page XV A-8.2- maximize public access, use and visual access to the Lake....for the public from Lake Washington

Blvd ...minimize view obstruction; provide view corridors. The Yarrow Bay Marina should provide a view corridor from Lake Wash BLVD to Lake Washington (which it did with the recent redevelopment of the site). Views must also be balanced with the City's environmental stewardship policies. Trees and vegetation are essential components of the City's tree canopy goals, Climate Protection Plan, and shoreline ecological function.

- **Provide direction to staff on what the Advisory Group recommends regarding views.**

### **C. Density options for Houghton Slope**

At the last meeting there was a group consensus that the south portion of the Houghton Slope be rezoned from RS 12.5 to RS 8.5 provided development standards were created to minimize disturbance to and protect the sensitive areas (similar to the existing standards in the Plan). The Group may be interested in further density increases to RS 7.2 but first wanted to know if the Central Houghton Advisory Group is considering rezoning the RS 8.5 area east of the BNSF right of way.

Staff calculated some rough estimates of the further developable parcels located on the south slope RS 12.5 zone, to determine the number of new lots that could be created if rezoned to RS 8.5 or RS 7.2. If rezoned to RS 8.5 an estimated 30 new lots would be created. If rezoned to RS 7.2, 49 new lots. This analysis considered only the existing lot area and did not take into account lot area for protection of streams, tree retention or vehicular access constraints.

If rezoned to smaller lots the likely consequences would be changes in the Houghton Slope landform, increased tree removal, potential increased erosion, and possible vehicular access challenges along Lake Washington Boulevard.

For now, there is consensus from the Central Houghton Advisory Group to not rezone the RS 8.5 zone east of BNSF line and instead allow small lot subdivisions similar to what is allowed in the Market/Norkirk neighborhoods. The following is some background on this provision.

Subdivision Ordinance KMC 22.28.030 and KMC Section 22.28.040 contain provisions for flexibility in minimum lot size. The "Small lot single family" regulations in KMC 22.28.042 allow for the minimum lot area to be met if at least one-half of the lots created contain no less than the minimum lot size required in the zoning district in which the property is located. The remaining lots may contain less than the minimum required lot size; provided that such lots meet the following standards:

- (a) Within the RS 6.3 and RS 7.2 zones, the lots shall be at least five thousand square feet.
- (b) Within the RS 8.5 zone, the lots shall be at least six thousand square feet.
- (c) The portion of any flag lot that is less than thirty feet wide, and used for driveway access to the buildable portion of the lot may not be counted in the lot area.

(d) The floor area ratio (FAR) shall not exceed thirty percent of lot size; provided, that FAR may be increased up to thirty-five percent of the lot size if the following criteria are met:

(1) The primary roof form of all structures on the site is peaked, with a minimum pitch of four feet vertical to twelve feet horizontal; and

(2) All structures are set back from side property lines by at least seven and one-half feet.

(e) The FAR restriction shall be recorded on the face of the plat.

(f) Accessory dwelling units are prohibited. This restriction shall be recorded on the face of the plat. (Ord. 4102 § 1(A), 2007)

In conclusion, the South Houghton Slope area could be rezoned to allow a minimum lot size of RS 8.5, RS 7.2 or allow for small lot single family provisions which would allow for lots to go as small as 6,000 sq. ft. Note that currently in Houghton, there are no floor area ratio (FAR) restrictions, therefore, this would be a new zoning requirement. Floor area ratio restrictions regulate the size of homes on lots to avoid "mega homes" on small lots.

- **Confirm what density or minimum lot size the Group supports? RS 8.5, RS 7.2, or small lot single family?**

#### **D. Group direction to remove overnight lodging as an allowed use in PLA 3B**

The group may want to reconsider recommending the hotel use be eliminated as an allowed use because of the large investment and public amenity the property owner installed to use the property for lodging. The existing Plan states that accessory restaurants, retail or similar uses are not allowed. For background on this issue, several years ago under different economic conditions, the owners of the Villagio requested a code amendment and Comprehensive Plan amendment that was eventually adopted to allow the apartments to be used for extended stay lodging. As a result, in anticipation for the hotel use the owner constructed the public access walkway and signs along the entire shoreline of the property that you see today. To what extent the property was ever or currently is used for the extended stay lodging is not known.

A hotel/motel use is an allowed use in the FCIII zone and the Group has recommended it be an allowed use in PLA 3A to the south. Consistent with the Plan policies and zoning the new yet to be adopted Shoreline Master Plan (SMP) allows a hotel use as a conditional use permit; therefore a change to the SMP may be required.

#### **E. Vision Statement- A draft vision statement will be provided at the June 29<sup>th</sup> meeting for discussion.**

#### **F. Study Area 4, Yarrow Bay Business District (PLA 3A, PO, FC III)**

The Group supports expanding the types of commercial uses such as retail and housing options. The Chair gave a home work assignment to the Group to read the Lakeview Plan on pages XV A-7-8, A-11-12 and 14-15, respond to staff's questions in the March 30th staff memo, and make a list of changes they would like to see. See also staff memo for April 27<sup>th</sup> meeting on page 6 for options for regulating the scale of businesses.

The Group should also discuss if there is support to increase building height from what it is allowed now in the FC III and PO zones of 30' to 4-5 stories. A few buildings are already four stories. PLA 3A (The Plaza at Yarrow Bay) allows 60' in height or 5 stories. Increasing the building height east of Lake Washington Blvd in FC III and the PO zones in the Yarrow Bay Business District would provide incentives to redevelop with mixed use commercial and housing for a more vital commercial district.

- **Does the Group want to discuss this further?**
- **The Group may want to discuss the scale and type of retail uses desired in the Yarrow Bay Business District.**

**G. Are there other issues the Group has missed?**

**ATTACHMENTS:**

1. Memo from David Godfrey describing transportation issues
2. April 27 draft meeting notes

Cc: File ZON07-00032



## CITY OF KIRKLAND

### Department of Public Works

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**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.



## Lakeview Advisory Group April 27, 2010 Meeting Notes

Revised 5/13/2010

Members Present: John Kappler, Georgine Foster, Sally Mackle, Doug Waddell, Bob Style (stayed for first half), Nina Peterson, Shelly Kloba, Karen Levenson, Elsie Weber (stayed for first half), Janice Soloff, and Paul Stewart.

Members Absent: Susan Thornes, Melinda Skogerson, Jay Arnold, Dick Skogerson, Steve Jackson

Several property owners attended the meeting and participated in the discussion regarding Study Area 9, South Houghton Slope. Keith Maehlum was also present.

Staff distributed the following information:

- Email comments from Susan Thornes and Margaret Bull pertaining to the King County METRO TOD proposal for the South Kirkland Park and Ride.
- Associated Earth Sciences report pertaining to the geological conditions of the south Houghton slope.

### Opening comments

Chair Kappler mentioned that at the April 25<sup>th</sup> Houghton Community Council meeting both Advisory Group chairs gave an update on the Advisory Group process. He reminded the group that as chair his role is to facilitate the meetings in an objective way to allow everyone to speak their differing views. Members commented that he was doing a good job chairing the meetings.

Staff reminded the group of what the goals of the process are. By the last meeting in June, the Group will develop a list of draft policy concepts for consideration in the neighborhood plan, a draft vision statement, as well as a recap of the process. This "status report" will also be transmitted first to the Houghton Community Council, then Planning Commission and City Council (likely in July). The next step will be for staff to work with the Houghton Community Council in a series of study sessions to develop the draft policies for the neighborhood plan. This process includes a follow-up meeting with the Advisory Group to discuss the proposed draft plan, back to Houghton Community Council, public meetings, and recommendation to Planning Commission, and City Council adoption.

The group discussed the draft April 7 Meeting Notes regarding the South Kirkland Park and Ride lot- Bob Style recommended members vote on each issue to be sure the Advisory Group's direction on a particular topic is clear. All agreed that from this meeting forward members present at the meetings would vote on the issues (members may also participate via conference calls).

The group discussed King County METRO's TOD proposal for the portion of the South Kirkland Park and Ride located in Kirkland including the following comments:

- The group should determine what percentage low income housing they are willing to accept in Lakeview as part of the Plan update. Planned Area 4 policies text states: *"encourage a mixed income housing project with a "min. of 20% affordable to low and/or moderate income households"*. There should be a maximum cap on the number of low income units.
- The South Kirkland Park and Ride lot is not a good location for low income housing/TOD project because of lack of everyday services within walking distance. Lack of services will result in increased vehicular traffic from TOD residents.
- The TOD proposal should state a specific percentage mix of commercial and residential uses.
- Would it be a better use of funds to subsidize rent for people to live elsewhere?
- The group opposes the TOD/affordable housing proposal without knowing what may develop on the Bellevue portion of the property; it is like giving a "blank check".

- Totem Lake area would be a better location for a TOD/affordable housing project because services, shopping and transit are within walking distance.

Direction: The Group of seven members voted to have a separate meeting on the TOD proposal to discuss this further. ARCH and King County METRO staff should be invited to the meeting to answer questions. Members should send questions ahead of the meeting to Janice Soloff. Staff will email around some suggested meeting dates. Karen Levenson requested that a conference call be set up so she can participate (and others) in future meetings that she can't attend.

Study Area 9 Houghton Slope

Staff gave a quick overview of the study area designated as LDR 3-5 dwelling units per acre with a range of zoning of RS 7.2 to RS 12.5. The slope is mapped as containing soils and steep slopes susceptible to moderate and high landslide hazards. The existing Plan lists development standards that must be followed when developing along the hillside depending on the range of density at 3-5 dwelling units per acre. Discussion focused on the south portion of the slope, the findings and conclusions of the Associated Earth Sciences report, and whether the group supports increasing the minimum lot size zoning from RS 12.5 to RS 8.5 or RS 7.2.

The following property owners attended and participated in the discussion in support of increasing the density:

- Sally Mackle 4500 Lake Wash. Blvd
- Arman Manucheri family 4610 and 4618 Lake Washington Blvd
- Angelos Xidias 4410 Lake Washington Blvd
- Donald McCale 4604 Lake Washington Blvd

Group comments:

- Several houses on the hillside are older housing stock, an eyesore, in need of redeveloping and not what is desired as a gateway to the City.
- There are no visible or known problems with the soils in the area; some hillside seepage
- The group debated the pros and cons to minimum lot sizes of RS 7.2 vs RS 8.5

Direction: There was a unanimous decision by the seven members present to support increasing the density on the south portion of the Houghton Slope from RS 12.5 to at least RS 8.5 (minimum lot size of 8,500 sq. ft.) provided that:

- Development is designed to protect environmentally sensitive areas
- Peer review is conducted of all geotechnical and slope stability analysis reports
- The list of existing development standards in the Plan for developing on environmentally sensitive steep slopes are updated per current industry/regulatory standards
- Policies allow for flexible lot sizes, shapes or lot averaging
- \*Request from Karen Levenson:
- \*Owner to pay costs of geotechnical, environmental analysis and peer review
- \*Owner to pay costs of any damage due to slippage, etc and shall sign that Kirkland will be held harmless

Before the group could consider supporting rezoning the area further to RS 7.2 (minimum lot size of 7,200 sq. ft.), staff will report back to the group on what the Central Houghton Advisory group is considering smaller lots for the residential zoning.

Karen Levenson wanted to go on the record as opposing rezoning the area to RS 7.2 as too dense.

Study Area 6 PLA 3B

The group discussed land use policies related to the Villagio housing development in PLA 3B. One member brought up the current policy text that allows “use of the existing multi- family units for overnight lodging”. Accessory restaurants, retail or similar uses are not allowed. Zoning for PLA 3B states that ancillary meeting and conference facilities for the residents is allowed but not the general public and may not include restaurants, retail or office uses.

Direction: Of the 7 members present 5 voted to remove the plan text to allow “overnight lodging hotel” and 2 undecided votes. As a result making this policy change would prohibit a hotel use at that location.

Study Area 8 MDR 12/RM 3.6 north of NE 59<sup>th</sup> ST between Lake Washington Blvd and Lakeview Dr.

This area was once zoned RM 1.8 and later rezoned to RM 3.6. As a result there are many properties developed at the higher density now considered legal non-conforming density. The group discussed if the area should be rezoned from RM 3.6 to RM 1.8 zone.

Direction: Out of the seven members present, there was a unanimous decision in support of keeping zoning as RM 3.6, but allow for the non-conforming density properties to be redeveloped with the same number of units that exist and using the current zoning standards. The current non conformance section 162.60 allows for keeping the same number of units and dimensional standards only if destroyed by fire or other casualty.

Study Area 7 WD III, WD I shoreline residential areas

This area was recently studied as part of the update of the Shoreline Master Program. Some zoning code amendments are proposed due to be adopted with the SMP. A concern was brought up that the City requires a 10’ wide sidewalk on Lake Washington Blvd as new development occurs. Some properties because of steep slopes do not have enough space to provide a 10’ wide sidewalk.

Direction: The group agreed with staff’s recommendation for no land use changes in the area.

Meeting conclusions- The Group made it through agenda items for Study Areas 6, 7, 8 and 9. Concluding that they should have a separate meeting to discuss the TOD proposal and remaining items on the agenda.

#### Action Items

- Staff will email tentative dates for a separate meeting regarding the South Kirkland Park and Ride
- Set up conference call equipment for each meeting for members to participate in meeting who cannot attend.

Next Meeting May 25<sup>th</sup> 7:00 pm start time at Kirkland City Hall Council Chambers. First half of meeting will be a joint meeting with Central Houghton to discuss transportation, status of BNSF multi use trail, Highway 520 expansion.