



MEMORANDUM

Date: March 15, 2010

To: Lakeview Advisory Group

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

Subject: LAKEVIEW ADVISORY GROUP –MARCH 30, 2010 MEETING
COMMERCIAL LAND USE, STATUS OF KING COUNTY SOUTH PARK AND RIDE
TOD PROJECT AND HOUSING OPTIONS IN KIRKLAND, FILE IV-07-00032

I. MARCH 30, 2010 MEETING AGENDA

At your March 30, 2010 meeting we will begin discussing land use in the Lakeview Neighborhood starting with commercial land uses (office/retail uses) surrounding the SR 520 interchange and South Kirkland Park and Ride area. Residential areas will be discussed at the April meeting. Please see the attached agenda for the March meeting. Please bring your notebooks.

Plan to meet at 6:30 pm in the City Hall Council Chambers for another joint presentation with the Central Houghton Advisory Group regarding:

- Housing options in Kirkland
- Status of the proposed King County METRO mixed use housing project at the South Kirkland Park and Ride

After the presentations both groups will separate to continue the remainder of their individual meeting agendas. Lakeview will meet in the Rose Hill Room upstairs and Central Houghton in the Peter Kirk room downstairs.

This memo provides background information on the topic areas for your meeting (see list below under land use introduction), an overview of what the existing neighborhood plan text covers and suggested issues for you to discuss. Please review this information before your meeting.

➤ **This symbol indicates questions or staff recommendations for the Advisory Group to discuss.**

I. CITYWIDE HOUSING OPTIONS PRESENTATION

Dawn Nelson, Planning Supervisor with the City of Kirkland Planning Department, will provide a presentation on options available for both single family and multifamily housing in Kirkland, as well as a discussion of affordable housing needs, and the City's approach to addressing this issue through regulations and incentives. This discussion will provide background information for your

residential land use discussion at the April meeting. Ms. Nelson will cover housing development options, including subdivision of land for single family, small lot single family, options in the Market and Norkirk neighborhoods to preserve historic homes while allowing subdivisions, cottage housing and accessory dwelling units.

II. SOUTH KIRKLAND PARK AND RIDE PRESENTATION

Dorian Collins, Senior Planner with the Kirkland Planning Department, will provide a presentation of the existing land use policies related to the South Kirkland Park and Ride site, and an update on the status of the potential redevelopment of the South Kirkland Park and Ride for transit-oriented-development (TOD). A TOD project is one aimed at reducing the use of single-occupant vehicles by bringing potential riders closer to transit facilities. In the case of a single-site TOD (rather than a "TOD district"), such as the South Kirkland Park and Ride, the opportunity exists to consolidate housing (and/or other uses) at a major transit facility as a strategy to increase transit ridership and reduce the effects of congestion and greenhouse gas emissions.

King County Metro has identified the South Kirkland Park and Ride as a potential site for a mixed use transit-oriented-development (TOD) for several years, and has received Federal funding for the expansion of park and ride capacity at the site, among other measures. The general concept for TOD at the South Kirkland Park & Ride site has included the expansion of the existing parking supply by about 250 stalls, a bus transit facility, park and ride, a mixed-income residential development providing units affordable to a range of incomes, incidental office and retail, and connections (pedestrian, bike, etc.) to the adjacent BNSF right-of-way.

Existing policies in the PLA 4 section of the Lakeview Neighborhood Plan support the transit oriented development concept as an opportunity to maximize the use of parking provided for the park and ride, and to provide a mix of affordable housing and market rate housing. The PLA 4 policies list specific site and building design guidelines that should be considered if any development of this type moves forward. Since the city boundaries of Kirkland and Bellevue bisect the site the language in the Comprehensive Plan also provides direction for coordination with the City of Bellevue. New Zoning Code regulations for this area still need to be developed.

Recently opened at the Redmond park and ride lot is a mixed use 4 story project including a 385 stall parking garage for the park and ride lot, 322 units of housing, retail services and 12 electric vehicle charging stations. Link to the project information at <http://www.liveatveloce.com/>

- **What important design elements or concerns would the Advisory Group like to see incorporated into the Zoning Code amendments for the site?**

III. LAND USE INTRODUCTION

The land use discussion will begin with the commercial and office areas around the I-520 interchange areas for two reasons 1) we will receive the presentation on the So. Kirkland Park and Ride area and thought it would be helpful to discuss the surrounding commercial areas and 2) we are researching geotechnical data to help with the discussion of the Houghton slope and residential density that should be ready by the next meeting.

For ease in discussing land use we will divide the neighborhood up by land use district or geographic area. Attachment 2 is a map of the land use districts from the Comprehensive Plan with study areas included in this memo. Attachment 3 is the Lakeview Zoning Map. Again, the goal of each meeting will be for the Advisory Group to provide general policy direction to staff on the topics.

➤ **The Advisory Group may want to do a check- in to see if you all agree on the upcoming meeting schedule and topics:**

- March 30 Status of the South Kirkland Park and Ride TOD project (PLA 4), commercial areas at SR-520 interchange including: Carillon Point PLA 15a, Office areas of Yarrow Bay, Lindbrook and Crown Point (Zoning districts PLA 3a,3b, PO, FC III, PR 8.5).
- April 27 Residential including multifamily, single family, city wide innovative and affordable housing options.
- May 25 Transportation (motorized; non-motorized) status of BNSF multi use trail

➤ **For Background Information on this meeting's agenda please review the following resources prior to the 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.
 - See Lakeview land use map on p. A-2. See Planned Areas section beginning on p.XV.A-7 for PLA 3, PLA 15, office/commercial uses on p.XVA-11-A-13
 - Planned Area 4 South Kirkland Park and Ride Policies on p.XV.A-8-8.1
- City wide Land Use Chapter beginning on p. VI-1 and land use map. See Commercial uses on p. VI-13-V-21

Criteria for Comprehensive Plan amendments

Zoning Code Chapter 140.25 and .30 lists factors to consider and criteria for amending the Comprehensive Plan such as, the effect on physical, natural, economic, and or social environments, compatibility with and impact on adjacent land uses and surrounding neighborhood, and consistency with the Growth Management Act. Also things to consider are how the development pattern has changed over time to assess if changes to land use designations are needed. We will look at the existing residential density compared to planned or zoned land use designations. Since the last plan update project rezones may have occurred on properties.

IV. COMMERCIAL AREAS

City Wide Land Use Element

The Land Use Element in Chapter VI establishes eight Land Use Goals to consider for the next 20 years city wide. Commercial areas are discussed on p. VI-13 and Figure LU-2 on page VI-15 shows a hierarchy of commercial areas in the City with three in Lakeview:

- Residential Market at NE 64th ST and Lake Washington Blvd.
- Carillon Point Business District
- Yarrow Bay Business District

A Business District is defined as an area that serves the sub regional market as well as the local community. A Residential Market is an individual store or a small mixed use building center focused on local pedestrian traffic such as a corner grocery store.

Land use element policies relevant to the Lakeview commercial areas include the following:

Land Use Policy LU-3.3: Consider housing, offices, shops, and services at or near the park and ride lots.

Land Use Policy LU-5-7: Emphasize new office development with a complementary mix of supporting uses, in the Business District at the Yarrow Bay interchange area. (Text references supporting retail uses such as office supply store, restaurants, delis, print shops to minimize travel trips by office workers should be encouraged).

Land Use Policy LU-5-9: Allow residential markets, subject to the following development and design standards where local economic demand and local citizen acceptance are demonstrated, provide the minimum amount of off street parking, and building design is compatible with neighborhood in size, scale and character.

Lakeview Commercial Study Areas

Study Area 1 PLA 15 A- Carillon Point p. XV A-8.1

PLA 15A contains the Carillon Point mixed use development, residential uses to the north and the Yarrow Bay Marina and office building to the south. PLA 15B located across the street contains multifamily units developed with Carillon Point. An increase in density was allowed to be transferred from Carillon Point to the PLA 15B area. In 2009 the Yarrow Bay Marina was renovated and new office building added to the site. The Lakeview Plan text for this area was written prior to the Carillon Point Master Plan approval and renovation of the Marina, and therefore, could be reduced in size and updated to reflect the master plan requirements and existing development.

- **To our knowledge the Carillon Point master plan is fully built out and no indication of future development. Does the Advisory Group have anything to discuss in this area?**

Study Area 2 Office/MF 12 area South of NE 59th ST between Lakeview Dr and Lake Washington Blvd p. XV A-12

This section of the Lakeview Plan needs updating to describe the transformation that has occurred from previous industrial/manufacturing uses to existing office and multi-family development. Zoning for this area is Professional Residential PR 3.6 (2). The zoning suffix #2 requires compliance with the Lakeview Plan whereby office development must comply with the same multifamily development standards referred to elsewhere in the Plan and no convenience or retail commercial uses are allowed (which are normally allowed in a PR zone).

- **Would the Advisory Group support retail uses in this area?**

Study Area 3 Office/MF 12 Area between NE 59th Street and NE 64th ST between Lakeview Dr and Lake Washington Blvd p. XV A-12

This area contains a real estate office, and Kidd Valley fast food restaurant and development with some non-conformances to existing regulations. Zoning is PR 3.6(4) referring to the Lakeview Plan development standards. Two of the parcels were subject to a lawsuit when the old Comprehensive Plan was adopted in 1977 whereby property owners have a choice to develop under the old or existing zoning requirements (see Zoning Map designated as *2639/4).

The existing Lakeview Plan states that the properties are suitable for residential, office and limited commercial uses compatible with the historic context of the site (old Houghton Post Office). Several detailed development standards must be met for any redevelopment proposal in addition to review through a Process IIB zoning permit (Hearing Examiner public hearing and recommendation to Houghton Community Council). Typically such detailed standards are in the Zoning Code rather than the Comprehensive Plan and therefore could be incorporated into the PR Use Zone Charts with special regulations.

- **Would the Advisory Group support retail uses in this area?**
- **Are these development standards still relevant?**

Study Area 4 SR 520/ Lake Washington Blvd Interchange (Crown Point, Lindbrook, Yarrow Bay office parks) (PLA 3A, PO, FC III) p. XV A-7-8, A-11-12, 14-15

Overview

The SR-520/Lake Washington Blvd interchange deserves some careful thought about the future vision and economic development opportunities. The business district is the southern gateway to the City, at a major freeway interchange, near the South Kirkland Park and Ride and with the potential TOD project and expansion of SR-520, will be an even stronger transportation hub to Seattle and the Eastside. Existing development is a mix of low level office parks, a gas station, motel and restaurants “geared to the freeway traveler”. There is a mix of zoning districts as well. On the west side of Lake Washington Blvd is PLA 3A on the east side FC III and PR 8.5, and PO zones (see enclosed Lakeview Plan land use map and Zoning Map).

In the Puget Sound region and nationwide the trend is to replace outdated, underutilized suburban office parks and shopping malls surrounded by surface parking lots, with more condensed, mixed use, pedestrian oriented development (ideally at key transportation hubs). This same policy direction is consistent with other freeway interchanges in Kirkland at the NE 85th Street and Totem Lake interchanges.

With the Lakeview Plan update some of the property owners of the office complexes have requested the City consider allowing a broader range of commercial uses such as retail (not single use; large retail), banks, hotel, motel, and restaurants.

Existing Conditions and Land Use Designations

Northeast Quadrant of Intersection

At the south portion of Houghton slope, the Crown Point office complex is designated in the Lakeview Plan on p. XV A-11 for office or multifamily at 3-5 dwelling units per acre. The text lists several development standards related to the environmentally sensitive slope, compatibility of building scale and density with residential areas to the north and east, limiting vehicular access and land use limited to office uses. Zoning for the area is Professional Office PR 8.5 consistent with the units per acre residential density limit for the Houghton slope to the north.

- **Staff recommends keeping the O/MF 3-5/PR 8.5 land use designation as is. The list of development standards should be retained but updated to describe the current office development.**

On the northeast side of Lake Washington Blvd and SR 520 interchange the development pattern is currently suburban office parks with one to two story office buildings surrounded by parking lots with limited commercial, a motel, a gas station with convenience store, restaurant, and a private school.

On the west and east side of NE 38th Pl., the Lindbrook and Yarrow Bay office parks are designated as office use in the Lakeview Plan. The east side of NE 38th Pl is zoned Professional Office and PO and on the west side of the street, zoned Freeway Commercial III (an old zoning designation and the only one left in the City). The FCIII designation was intended to allow uses to serve the freeway traveler. The Lakeview Plan Page XV A-11 describes the types of uses appropriate for the area such as offices, restaurant, and motel with limited convenience commercial facilities as part of the office structures but not allowed as a standalone primary use.

FC III zoning allows restaurants, taverns, hotel, motel, banking, retail grocery. Accessory uses are limited to 20% g.f.a. of the development or in some cases limited in size to 3,000-4,000 sq. ft. Office, school or day care center, and public utility/government facilities are also allowed. A use listing of "any other retail providing goods and services to the freeway traveler" is permitted but must be part of a development that has a min. of 35,000 sq. ft. of property. These limitations are clearly required to show that the retail uses should be accessory and not stand alone however they are vague and difficult to administer.

PLA 3A- The northwest quadrant of the SR-520/Lake Washington Blvd is designated as PLA 3A and discussed on p. XV A-7 in the Lakeview Plan. This text predates current development. The text places emphasis on the character of the development at the gateway to the City, protecting Cochran Springs, controlling vehicular access to Lake Washington Blvd and Points Drive, consolidating property, clustering development away from wetlands, and suitable for medium density residential or offices. PLA 3A contains the Plaza at Yarrow Bay office park and a standalone office building to the north. PLA 3A zoning allows five story buildings if certain criteria are met. In 2009 a fifth building was approved at the complex through a Process IIB zoning review process. Offices and commercial uses are limited in size to serve office workers (such as the existing restaurant). No hotel or motel uses are permitted in PLA 3A but are allowed in PLA 3b to the north and across the street in FCIII.

- **Staff recommends the Advisory Group consider the following questions:**
 - Should the plan for the Yarrow Bay business district encourage a more cohesive commercial center that provides a sense of place that is also oriented to the neighborhood with the mix of services and more pedestrian oriented?
 - Should the plan allow a broader range of commercial uses in the office parks such as retail (not single use; large retail), banks, hotel, motel, and restaurants?
 - Should there really be a difference in zoning between the east or west side of Lake Washington Blvd in the types of uses allowed and building height?
 - Why have three different zones? There are several options to consider:
 - Given the area is a gateway to the City, is a freeway interchange area, should the entire interchange be considered as a commercial district allowing a mix of residential and commercial uses and differing building heights (with shared parking). A new set of Design Guidelines could be developed that are unique to the area with Design Review required.
 - Consider combining PLA 3A, PO, FC III into a new planned area with special regulations tailored to each sub district.
 - Consider replacing the FC III with an updated zoning designation.
 - Consider redesignating PLA3 to match the zoning district and allowed uses across the street (FC III).
 - Should consideration be given to the redevelopment of existing surface parking lots into a mix of uses with underground parking?
 - Should there be a more defined southern gateway feature to the City? (see p. XV A-11)

Study Area 5 South Kirkland Park and Ride PLA 4

See section above regarding PLA 4 policies on p.XV A-8-8.1.

- **The PLA 4 South Kirkland Park and Ride policies were recently adopted in May 2009 and therefore staff recommends no change to the policies.**
- **What standards would the Advisory Group like to see incorporated into the new zoning regulations for PLA 4 should the mixed use project go forward?**

V. VISIONING EXERCISE FOLLOW UP

As promised for each meeting staff agreed to bring forward comments received at the visioning exercise at the January 26, 2010 meeting for each topic area. The intent is to build on these "vision

concepts" as you discuss the various topics, so that at the end of your process you have some vision concepts to pass on to the Houghton Community Council and Planning Commission.

At the last meeting, the group added a few additional value or priority statements relevant to historical context, parks, open space and natural environment. Below are the comments we heard at the last meeting and relevant to the March meeting topics (commercial uses; So. Kirkland Park and Ride). I've modified them slightly to reflect what we think the group intended. See also our questions in italics for the group to clarify. Let us know if you have edits.

Below are the comments staff heard you discuss at the last meeting regarding historical context, parks, open space and natural environment:

- The Houghton neighborhood is unique because it was once its own City consolidating with Kirkland in 1968. The Houghton Community Council was formed to oversee land use decisions in the area.
- We value the Lakeview Neighborhood's visual and physical connection to Lake Washington and beyond.
- Wide, expansive views of the Lake have been sustained because of careful selection of the variety of trees and vegetation and appropriate location to minimize view obstruction of the Lake.
- Our waterfront parks are a model for how home owners can restore their shoreline to provide a softer, more natural shoreline, to remove invasive species and plant native plants to improve shoreline habitat. When planting trees at waterfront parks balancing the ecological functions with maintaining views from neighboring properties and public rights of ways should be considered. Where feasible nearby residents are involved in the tree selection and placement process in public parks.
- Lakeview parks are clean and well maintained including renovation of parks when needed and management of water fowl. The amount of Park land has increased as property became available.
- As commercial and multifamily properties along the shoreline develop, new connections are made to the public shoreline pedestrian pathway extending from south Lakeview to Downtown.
- New pedestrian and bicycle trails are complete providing increased east west connections between Yarrow Bay Wetlands and Lake Washington Blvd, to Watershed Park, Carillon Park and the future transit and/or non-motorized corridor along the Burlington Santa Fe Railroad right of way.
- At the Yarrow Bay wetlands people may observe and enjoy the wildlife habitat (with the construction of boardwalks and viewpoints feasible?) while maintaining the natural features and wildlife habitat of the area.
- Streams and wetlands are protected and properly managed through limitations on development, maintaining existing vegetation and restoration projects.

- In fill development on Houghton and Yarrow Bay slopes continues while maintaining the visual character of hillsides by minimizing land surface modification and retaining trees.

Comments relevant to the March 30th land use topic areas:

- Maintain family oriented, safe, small town character with walkable streets and easy access to services
- Encourage a variety of services within walking distance (*from residential areas?*)
- Maintain existing office space and encourage small retail shops. (*where? Are there new areas?*)
- Ensure there is adequate onsite parking for land use (*to minimize spill over into neighborhood streets?*)
- Provide adequate parking spaces at the South Kirkland Park and Ride lot to meet demand (is there a problem with spill over parking in surrounding residential neighborhoods?)

➤ **The Advisory Group may want to discuss the following:**

- **Do any of the above statements that need clarifying?**
- **Are there other subject areas that weren't covered that you would like to include such as community character?**

VI. Administrative Items

- The Advisory Group may want to discuss the following administrative items:
- How are we doing with the meeting schedule?
 - Are there additional topics the group would like to study?
 - Would the Group like to exchange contact information?

ATTACHMENTS:

1. March 30 Agenda
2. Comprehensive Plan Land Use Map with study areas indicated
3. Zoning map of Lakeview neighborhood
4. February 23 meeting notes

Cc: File ZON07-00032

Lakeview Advisory Group

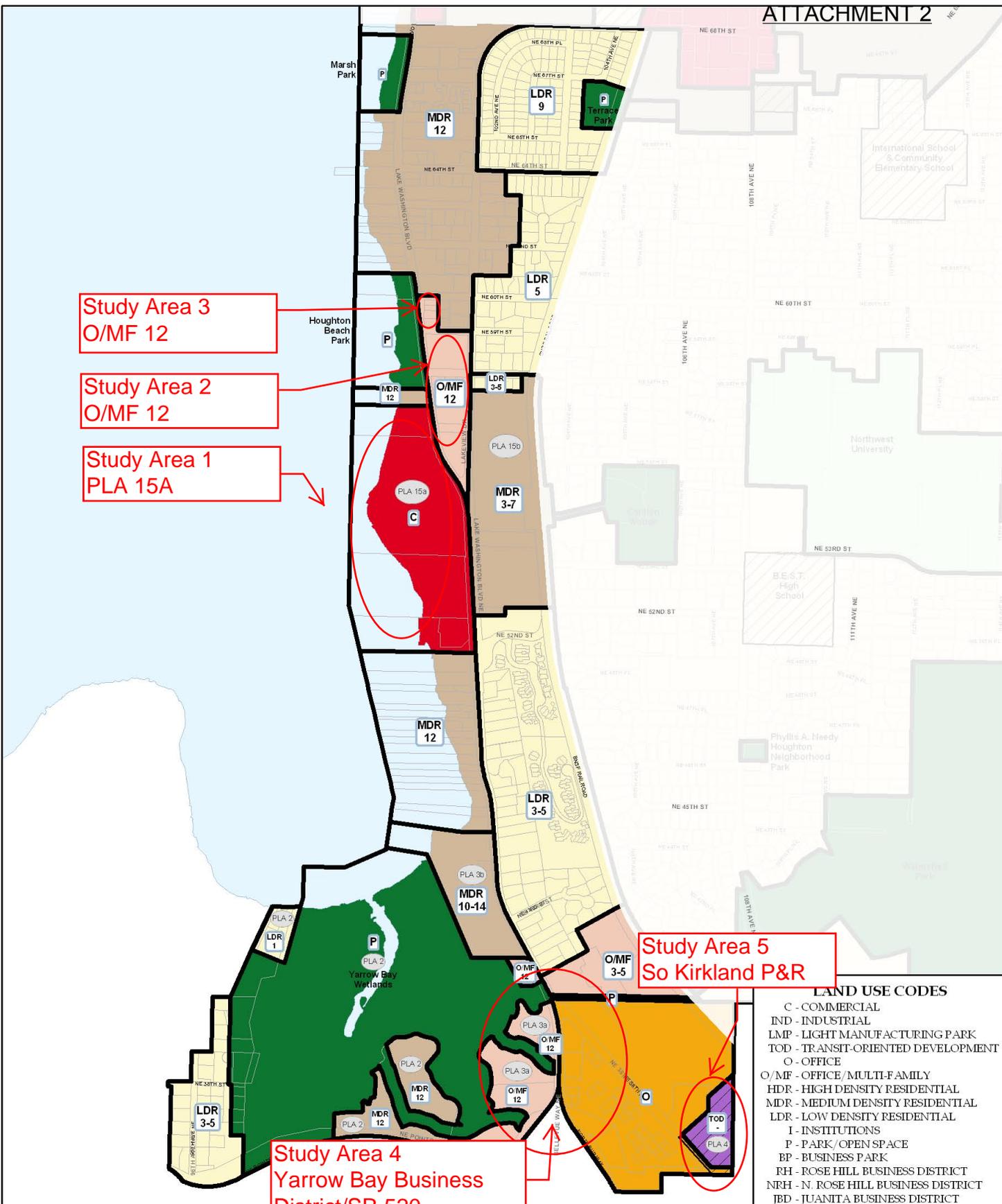
**March 30, 2010 Meeting
6:30-9:00 pm
Kirkland City Hall
123 Fifth Avenue**

Bring your notebooks

Meet in City Hall Council Chambers at 6:30 PM

Agenda

- 6:30 pm Joint meeting with Central Houghton Advisory Group for presentations on:
- Housing development options in Kirkland, Dawn Nelson, Planning Supervisor, City of Kirkland Planning Department
 - Status of So Kirkland Park and Ride, Dorian Collins, Senior Planner, City of Kirkland Planning Department
- 7:30 pm Move to Rose Hill Room to discuss:
- Study Area 1 PLA 15 A- Carillon Point p. XV A-8.1
- Study Area 2 Office/MF 12 area South of NE 59th ST between Lakeview Dr and Lake Washington Blvd p. XV A-12
- Study Area 3 Area between NE 59th Street and NE 64th ST between Lakeview Dr and Lake Washington Blvd p. XV A-12
- Study Area 4 SR 520/ Lake Washington Blvd Interchange (Crown Point, Lindbrook, Yarrow Bay office park) (PLA 3A, PO, FC III)
- Study Area 5 South Kirkland Park and Ride PLA 4
- 8:30 pm Vision concept statements
- 8:50 pm Administrative Items
- 9:00 pm Meeting Adjourned



Study Area 3
O/MF 12

Study Area 2
O/MF 12

Study Area 1
PLA 15A

Study Area 5
So Kirkland P&R

Study Area 4
Yarrow Bay Business
District/SR 520

LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOD - TRANSIT-ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK / OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

Lakeview Neighborhood Land Use Map

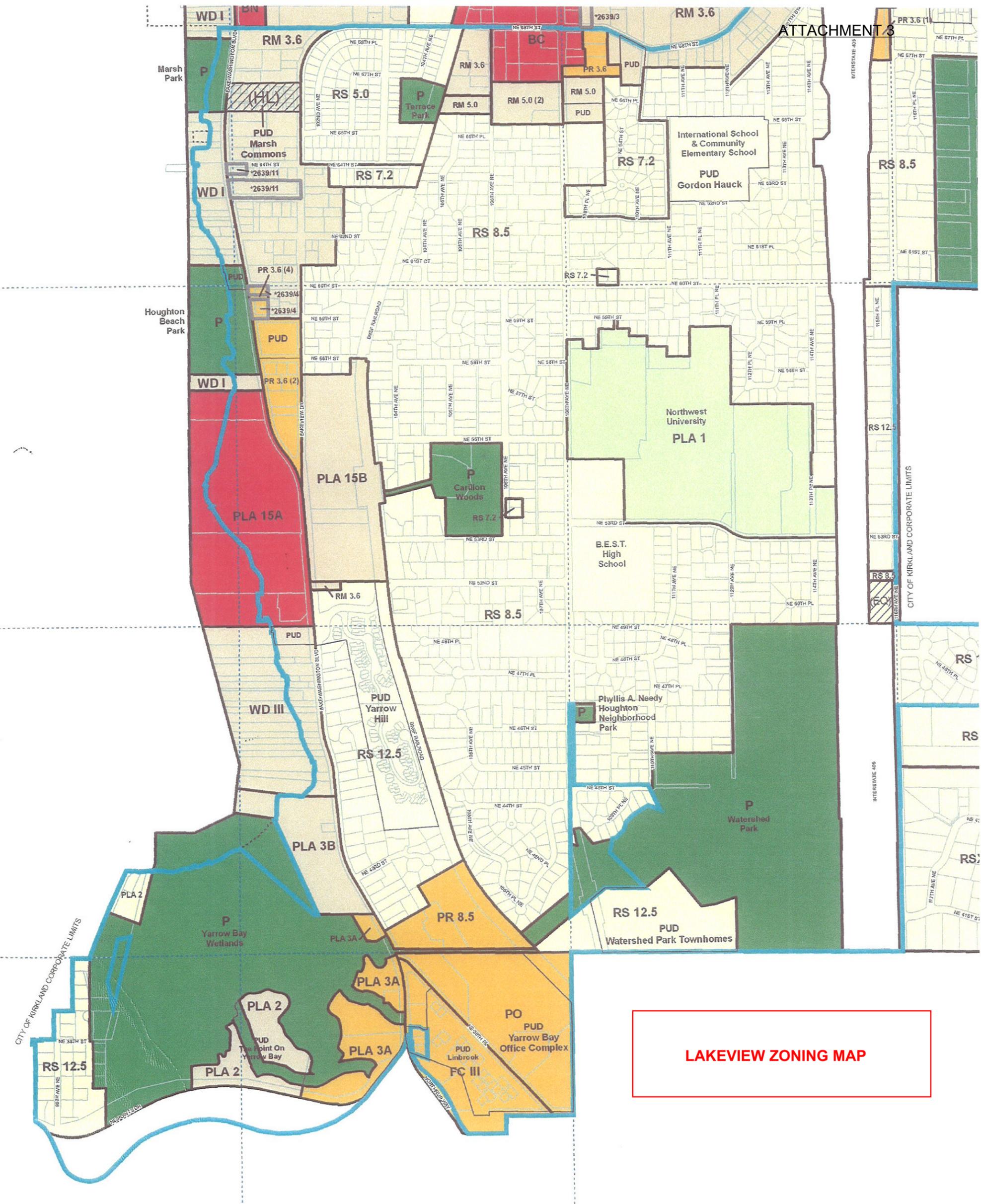
ORDINANCE NO. 4212
ADOPTED by the Kirkland City Council
October 20, 2009

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

Maps produced October 29, 2009.
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LAKEVIEW ZONING MAP

- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- PUD Approved Planned Unit Development
- PUD Completed Planned Unit Development
- (HL) Historic Landmark
- (EQ) Equestrian
- (AE) Adult Entertainment
- Subject to Resolution or Ordinance No.
- Houghton Annexation Area
- Design Districts

- BC Community Business
- BCX Community Business Annexation
- BN Neighborhood Business
- CBD Central Business District
- FC Freeway Commercial
- JBD Juanita Business District
- LIT Light Industrial Technology
- MSC Market Street Corridor
- NRH North Rose Hill
- P Park/Public Use
- PLA Planned Area
- PO Professional Office
- PR Professional Office Residential
- RH Rose Hill
- RM Multi-Family Residential
- RS Single Family Residential
- RSX Single Family Residential Annexation
- TL Totem Lake
- WD Waterfront District

- (1) Development proposal must be consistent with appropriate neighborhood plan policies specifically applicable to this property, contained in the Comprehensive Plan and process through Process IIA.
- (2) Development proposal must be consistent with appropriate neighborhood plan policies specifically applicable to this property, contained in the Comprehensive Plan.
- (4) Development proposal must be consistent with appropriate neighborhood plan policies specifically applicable to this property, contained in the Comprehensive Plan and process through Process IIB.

Lakeview Advisory Group February 23, 2010 Meeting Notes

Members Present: Georgine Foster, Sally Mackle, Nina Peterson, Dick Skogerson, Melinda Skogerson, Karen Levenson, Jay Arnold, Shelley Kloba, Doug Waddell, Susan Thornes (left after joint meeting), Janice Soloff, Paul Stewart

Members Absent: John Kappler, Robert Style, Susan Thornes, Stephen Jackson.
Elsie Weber chaired the meeting with assistance from Janice Soloff.

Joint presentation with Central Houghton Advisory Group on Houghton History and Parks

A joint meeting with the Central Houghton Advisory Group was held in the Council Chambers. Loita Hawkinson with the Kirkland Heritage Society gave a presentation on the history of Houghton. Michael Cogle with the Parks Department gave a presentation on park planning in both neighborhoods.

Michael emphasized that it would be best if the Advisory Group not get too specific in the text of the Comprehensive Plan about designing a master plan for the parks, but rather give general guidance about what you'd like to see in the parks. Future redevelopment of any park would involve a master planning process with plenty of opportunity for public input from the neighborhoods. He said the "barrow pits" at Watershed Park are the result of excavation needed for the construction of I-405. He emphasized that for the waterfront parks they will be working toward shoreline restoration consistent with the newly adopted Shoreline Master Plan involving softening shoreline armoring with rocks, native plant species, and planting of trees.

Comments from the audience included:

- Waterfront parks should keep wide, expansive views of the Lake and not obstructed by trees. When trees are planned, the neighbors should be involved in the selection of tree variety and location to minimize view obstruction.
- Seek opportunities for more pocket parks at street ends along the shoreline. (the Parks Dept. would support this)

Both groups adjourned to their separate meeting agendas.

Parks and Open Space Policy Direction

1. Avoid or minimize view obstruction of Lake Washington at waterfront parks. When planting trees at waterfront parks a balance should be struck between ecological function and views. Surrounding neighbors should be involved with the Parks Dept. in the tree variety, height and location.
2. Acquire additional land for parks, street end parks and public access to the Lake when property becomes available for sale.
3. Choose appropriate recreational activities for each park (i.e. recreational or passive nature)
4. Waterfront parks should be a model for how private shoreline property owners can restore their shoreline. Hard armoring should be removed while ensuring erosion protection.
5. Support installation of east/west trails leading to and from Lake Washington Blvd to Watershed Park and Carillon Woods Parks.
6. Support development of the Burlington Northern Santa Fe Railroad right of way as a multi purpose trail with pedestrian access points along the corridor at street ends and other areas.

7. At Yarrow Bay Wetlands support removal of invasive species in water (milfoil) and on land and installation of nature boardwalk trails and boat access opportunities if ecological functions can be maintained. (see policy from Highlands)
8. Explore what the public utility facility is located near 4600 Lake Washington Blvd for a potential pocket park.
9. Waterfront park docks should have rescue equipment such as life rings

Natural Environment Direction

Group recognized it would be helpful to have input from a geotechnical expert on steep slopes and high hazard areas.

Public Services/Schools Direction

Schools- group questioned what the level of traffic impacts will be with redevelopment of the So. Kirkland Park and Ride project combined with Eastside Prep traffic.

Vision Follow Up

The Group looked at the results from the visioning exercise on January 26 and made the following recommendation.

Build on the vision statement concepts from the January 26th meeting and incorporate comments received from tonight's meeting for each subject area. Under the natural environment section combine all four statements into one statement.

Upcoming Meeting Schedule

There were mixed reviews whether people could make the additional meeting dates of April 13, May 11, June 8. The group's preference is to start earlier at 6:30 rather than have additional meetings.

Next meeting is March 30th to begin discussing land uses in the neighborhood. Potential topics will be a presentation on conceptual plans for the South Kirkland Park and Ride Transit center and future plans for the Houghton Market center.

Action Items

Staff will research the vacant property/utility near 4600 and ownership.

A comment was made regarding missing signs for the waterfront access trails. If members see places where signs are missing contact Janice Soloff with the location.