CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
123 FIFTH AVENUE, KIRKLAND, WA 98033 425.587.3225
WWW.CI.KIRKLAND.WA.US

MEMORANDUM

DATE: June 15, 2010

TO: Lakeview Advisory Group

FROM: Janice Soloff, AICP, Senior Planner
Paul Stewart, AICP, Senior Planner

SUBJECT: JUNE 22, 2010 LAKEVIEW ADVISORY GROUP MEETING

For your June 22, 2010 meeting staff has prepared the enclosed preliminary draft memo from the Lakeview Advisory Group to the Houghton Community Council and Planning Commission (See Attachment 1). The intent of this memo is to summarize your recommendations on the Lakeview Neighborhood Plan policies, and vision concepts to be incorporated into a future vision statement for how the neighborhood will evolve over time.

This should be considered a working draft for you to discuss at the June 22 and then to finalize by the end of the June 29th meeting. You should also review the draft meeting notes (Attachment 2) from the June 2, 2010 meeting discussing the Transit Oriented Development PLA 4 policies at the South Kirkland Park and Ride lot for your comments or additions.

Your recommendations (as well as Central Houghton Advisory Group's recommendation) will be transmitted to the Houghton Community Council and Planning Commission at a joint study session scheduled for July 26, 2010. The Chair, John Kappler, will present the Group's comments and recommendations. Following that meeting, staff will begin drafting both neighborhood plans, conduct study sessions with both Houghton Community Council and Planning Commission, then check back with the Advisory Groups in the fall with a draft Plan (see tentative meeting schedule).

Each section of the memo includes a draft recommendation, questions or remaining issues for the Group to discuss, and implementation measures that would be needed as a result of the new policy (such as code amendments or rezones). As a group you should look at each section and confirm your policy recommendation for each topic area.

Below is a summary of the remaining or unresolved issues staff is aware that you need to come a conclusion on by June 29:

MEMORANDUM

To: Houghton Community Council and Kirkland Planning Commission

From: John Kappler, Chair Lakeview Advisory Group

Date: June 15, 2010

Subject: LAKEVIEW ADVISORY GROUP PRELIMINARY RECOMMENDATIONS FOR CHANGES TO LAKEVIEW NEIGHBORHOOD PLAN UPDATE

Background

The Lakeview Advisory Group was formed to provide input on the update of the Lakeview Neighborhood Plan. The Group conducted nine meetings from January to June 2010 to discuss various topics. Below summarizes the Group's recommended changes to policies in the Neighborhood Plan and concepts to be incorporated into a future vision statement. We look forward to the opportunity to review and comment on the draft neighborhood plan later on in the process.

Preliminary Vision Statement Concepts for Lakeview Neighborhood

At the first Advisory Group meeting in January 2010 a visioning exercise was held for the Group to gain a sense for the kind of community we wanted the neighborhood to evolve into 10-20 years from now, to determine what we value about our neighborhood, and the things we would like to see retained or changed. Below are the key concepts expressed by the Advisory Group that we would like incorporated into the new neighborhood vision statement.

- The Lakeview Neighborhood is part of what was once the town of Houghton until 1968 when it annexed to Kirkland.

- Located along the shores of Lake Washington the neighborhood serves as a southern gateway to the City from SR-520. The neighborhood is a mix of single family and multi family residential areas, office and two commercial centers Carillon Point and Yarrow Bay Business District.

- The development pattern and street network of the Lakeview neighborhood is well established and not likely see significant change in the future.

- The neighborhood will likely see change along the southern portion of the Houghton Slope with an increase in new low density residential lots.

1. Vision statement concepts additions, deletions, or clarifications?

2. Transit Oriented Development at the South Kirkland Park and Ride- *a) Clarify the Group's recommendation for the So. Kirkland Park and Ride lot. b) What specific edits or additions would you like to see the PLA 4 policies or Zoning Code amendments include?*

3. Houghton Slope Area- *Should redevelopment on the slope require a public hearing or administrative review and approval?*

4. PLA 3B (Villagio Residential Development)- *Does the Group support a code amendment to delete the hotel use?*

5. PR/MF zone between NE 59th ST and NE 60th ST (between Lake Wash. Blvd and Lakeview Dr)- *Rezone Multi-Family parcels to include PR zoning for the entire block?*

6. Yarrow Bay Business District- *a) Consistent with some zones at the SR 520 interchange, does the Group support an increase in building height for office parks to 4-5 stories to support future redevelopment into a mixed use vibrant commercial center? b) Clarify the scale and type of retail uses and services you would like to see here.*

7. Transportation- *a) Does the Group want to see a new policy restricting or limiting parking along neighborhood streets in certain areas? B) What specific changes to Lake Washington Blvd would the Group like to see?*

Attachments:
1. Preliminary draft Lakeview Advisory Group recommendation.
2. June 2 draft meeting notes

- The Yarrow Bay Business District will transform from primarily single story office parks surrounded by surface parking lots to a mix of commercial uses, housing, hotel and services for businesses, residents, transit users, and freeway travelers.

- Changes to SR 520 will provide smoother access to and from the freeway.

- Along neighborhood streets parking from commercial development and park users will be monitored to avoid congested neighborhood streets.

- The neighborhood is pedestrian friendly with its popular north-south shoreline pedestrian walkway, has a small town waterfront charm, is safe, and has easy access to freeways and transit.

- Lakeview resident's value it'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 from properties to the east and public streets.

- Our waterfront parks are a model for how home owners can restore shoreline areas to provide a softer, natural shoreline, by removing invasive species and planting native plants and trees to improve shoreline habitat.

- Lakeview parks are clean and well maintained and renovating parks when needed.

- New pedestrian and bicycle trails are desired to increase 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 (Eastside Rail Corridor/Cross Kirkland Trail).

- Our streams and wetlands are protected and properly managed through limitations on development, maintaining existing vegetation and with restoration projects. At the Yarrow Bay wetlands, people may observe and enjoy the wildlife habitat with the construction of boardwalks and viewpoints while maintaining the natural features and wildlife habitat of the area.

- The South Kirkland Park and Ride lot has added parking stalls, improved vehicular and pedestrian access to the site and redeveloped into a well designed transit oriented development including housing and commercial services for residents and transit users that is integrated into the surrounded neighborhood.

<u>Questions or remaining issues to discuss:</u>

- *Are there questions or remaining issues regarding the vision concepts?*

Lakeview Advisory Group Recommendations by Study Topics

Below are our recommendations or comments responding to the study topics we discussed along with remaining unresolved issues and the implementation measures that would need to be accomplished with the neighborhood plan update process.

I. NATURAL ENVIRONMENT

The Group supports keeping the existing Plan policies that encourage protection of sensitive areas including landslide hazard areas of Houghton and Yarrow Slopes, Yarrow Bay Wetlands (seismic hazard soils), other wetland areas and stream areas.

One of the study issues we discussed is the implication of allowing smaller lot sizes on the south Houghton Slope designated as high landslide hazard soils and RS 12.5 zoning. Associated Earth Sciences conducted a limited geologic hazards assessment reviewing existing AESI geotechnical reports for the study area and the City's existing regulations for landslide and seismic hazard areas. Their report concluded the slopes could support an increase in density provided site specific geologic hazard assessments are conducted, development performance standards are met, and landslide mitigation systems are incorporated into a given proposed project (see below). Zoning Code Chapter 85 and 90 provide the regulatory limitations to protect steep slopes containing moderate to high landslide hazardous soils and stream channels.

Implementation: The development standards for developing along the Houghton Slope and other sensitive areas will need to be updated to current standards.

II. LAND USE

The following land use issues were divided up by study areas shown in Attachment 2. Attachment 3 shows Lakeview zoning districts.

A. Residential

1. Low Density Residential Areas (Study Area 9)

The Group supports rezoning the South Houghton Slope from RS 12.5 to RS 8.5 provided that development is designed to meet many of the existing standards listed in the policies on page XV.A-5 and 6. These standards include compliance with environmental regulations for steep slopes, conducting geotechnical analysis specific to the site to ensure safety to surrounding properties, structures are clustered, lot coverage is limited, land surface modification is limited, trees are retained to the maximum extent, vehicular access is consolidated and emergency access is available.

Remaining issues to be considered are whether or not there should be a minimum aggregation requirement and what kind of public review or administrative process should be followed.

No changes to other low density areas are recommended.

Questions or remaining issues to discuss:

- What process- Public Hearing or Administrative?
- Add Innovative Housing policies?

Implementation: A legislative rezone will be necessary to change the Zoning Map from RS 12.5 to RS 8.5. Zoning Code amendments may be necessary to move development standards for the Houghton Slope from the Neighborhood Plan to the Use Zone Charts.

2. Medium Density Residential in PLA 2 and PLA 3B (Study Area 6)

The Group supports retaining existing policies for PLA 2 area including the Point at Yarrow Bay residential project.

Questions or remaining issues to discuss:

- Clarification is needed for the discussion of the Viallagio property in PLA 3B.
- Does the Group agree with one member's request to eliminate the provision in PLA 3B that allows overnight lodging? To staff's knowledge the property is not currently used for an extended stay hotel.

Implementation: A Zoning Code amendment to PLA 3B would be required to delete a hotel as an allowed use.

3. Medium Density Elsewhere Along Shoreline (Study Area 7)

The Group does not recommend any changes to these policies.

Implementation: The only changes in this area will be miscellaneous items to implement the adoption of the new Shoreline Master Program regulations.

4. Medium Density Residential Areas north of NE 60th ST (Study Area 8)

Many parcels in this RM 3.6 area were developed under previous zoning which allowed higher density residential RM 1.8 and therefore, contain legal non-conforming density. For the parcels located that have nonconforming density, the Group supports the right for properties to be redeveloped and retain the same number of dwelling units and building footprint.

The Zoning Map also shows two parcels subject to special zoning as a result of "LUPP" lawsuits. These parcels have since redeveloped and therefore there is no need to designate those parcels as unique on the Zoning Map.

Implementation: A Zoning Code amendment would be necessary to allow the nonconforming density or units to remain if redeveloped. A Zoning Map change would be necessary to eliminate reference to the LUPP cases on the parcels.

B. Commercial Land Use

1. Professional Office/Medium Density properties PR 3.6(4) in triangular block South of NE 59th Street between Lakeview Drive and Lake Washington Blvd (Study Area 2)

The current Lakeview Plan allows office and multifamily uses in this area (PR 3.6 zone). Page A-12 of the plan prohibits convenience or retail commercial uses. The Group supports changing the last sentence of the current text to allow for limited neighborhood oriented retail, convenience stores, small groceries and services provided spillover parking on neighborhood streets does not occur.

Implementation: A Zoning Map change would be necessary to eliminate prefix () referring to the neighborhood Plan text.

2. Professional Office/Medium Density properties between NE 59th ST and 60th ST designated as PR 3.6 zoning (Study Area 3)

Currently this area contains buildings of historic interest with a real estate office and Kidd Valley restaurant (including property owned by two of the Advisory Group members. The current Plan text for the area is described on page A-12-13 includes specific performance and design standards should the properties redevelop. Two parcels are designated on the Zoning Map as subject to unique zoning requirements specified in a lawsuit in the late 1970's as a result of adoption of the original Comprehensive Plan known as the Land Use Policies Plan (LUPP).

For properties fronting the Lake Washington Blvd across from Houghton Beach Park, the Group unanimously supports allowing neighborhood oriented services; specialty retail provided the uses do not cause parking congestion on nearby neighborhood streets already at capacity. Such uses could be complementary to the park users such as ice cream, a deli, coffee etc.

Another idea briefly discussed is to expand the professional office/residential (PR) designation for the entire block up to Lakeview Drive to include several underdeveloped parcels to the east currently RM 3.6. Expanding the zone would allow for lot consolidation for redevelopment opportunities.

The Group discussed the lack of parking along neighborhood streets in the vicinity of NE 60th Street caused from in adequate parking at the large office building and Houghton Park users. The Group believes there should be a policy in the plan to recognize and reduce the impacts of the lack of parking on the streets in the neighborhood plan. Another suggestion is to culvert the open ditch on NE 60th St to add more on street parking. The City's Neighborhood Traffic Control Program and Parks and Community Services is working with the businesses and park users to monitor this issue.

Questions or remaining issues to discuss:

- Does the Group support rezoning the entire block from RM 3.6 to PR 3.6?

Implementation: Legislative rezones would be necessary to change the Zoning Map from RM 3.6 to PR 3.6 and a Zoning Code amendment to move existing development standards in neighborhood plan to Zoning Code PR 3.6 Use Zone Charts.

3. Planned Area 15, Carillon Point and Historic Shipyards (Study Area 1)

Overall the Group supports the existing policy text. The Group supports increasing the variety of retail options and marine products at Carillon Point as well as allowing accessory retail at the Yarrow Bay Marina to serve the boaters (groceries; marine products).

4. Yarrow Bay Business District/520 Interchange including zones PLA 3A, PO, FC III, PR 8.5 (Study Area 4)

This study area includes the office complexes on both sides of Lake Washington Blvd at the south entrance to the City. For the northeast quadrant of the intersection the existing Lakeview Plan text allows office, motel, limited commercial uses to support the freeway traveler but not as a primary use. Planned Area 3A which includes the Plaza at Yarrow Bay development limits the area to allow for office and medium density residential.

The Group discussed the private amendment request from Keith Maehlum and the HAL Real Estate Investments to expand the types of uses currently allowed in the PLA 3A zone to allow a mix of commercial uses such as specialty retail; restaurants, banks, residential, hotel/motel within the Plaza at Yarrow Bay office complex. The Group expanded this discussion to include all the zones in the PLA 3A, PO and FCIII zones.

The Group supports allowing a broader range of retail, restaurant, hotel/motels and housing in the office developments provided adequate parking is provided on site

and the scale of retail is smaller, accessory or specialty retail (to avoid large stand alone retail). The reasons for this recommendation are listed below:

- A mix of uses in the district sets the stage for the future generation to encourage a mix of living and work environment where social interaction takes place day and night
- A mix of uses provides services to office workers and may reduce driving to outside the area
- Will result in increased pedestrian activity
- Will increase the variety of commercial services for residents located in the south portion of the neighborhood within walking distance of the freeway interchange
- Allows flexibility for vacant, usable office space on the ground floor (or top floor for view restaurant use)
- Some members wanted to be sure the types of retail uses are flexible and not too narrow in scope to encourage innovative types of businesses
- If a transit oriented development is developed at the South Kirkland Park and Ride a mix of uses would support new residents and transit users

Questions or remaining issues to discuss:

- Buildings in the district vary in height from 2-5 stories. The Group should clarify if they support increasing the building height in this area to 4-5 stories to support redevelopment of the office parks with surface parking lots into a vibrant mixed use commercial center.

- Clarify the scale and type of retail uses and services that you'd like to see in the Yarrow Bay business district.

Implementation: Legislative rezones will be necessary to change the Zoning Map PO, FCIII and PLA 3 zones to new zoning designation (to be determined) and amend use zone charts to allow retail uses, hotel/motel, and housing.

5. Planned Area 4 policies for King County METRO's Proposed Transit Oriented Development (TOD) at the So. Kirkland Park and Ride (Study Area 5)

In May 2009, both the Houghton Community Council and City Council approved the Lakeview Plan policy changes for PLA 4 on pages A-8-9 to include future development of a mixed use Transit Oriented Development (TOD) including affordable housing on the King County METRO property. On June 2nd the Advisory Group held a separate meeting devoted to the topic. A "frequently asked questions" handout was also prepared to clarify questions about the proposed TOD at the site.

Lakeview Advisory Group comments not in support of a TOD project:

- Should not include housing at the location because of lack of nearby services for future residents
- Land is too expensive to build low-moderate housing and should consider building someplace else in City
- Building height is too high
- The density is too high
- Fear of increased crime as a result of low income residents
- Some doubt parking studies evidence that residents will have less than 2 cars per unit
- Kirkland has no control over future plans for property located in Bellevue; why should we support before knowing what the development will be on Bellevue's portion of the property?
- If you expand more parking stalls at the Park & Ride lot more people will use it resulting in increased traffic in the neighborhood
- The low income housing will do more to change the future of the neighborhood than what has occurred in the last 20 years

Lakeview Advisory Group comments <u>in support</u> of a TOD project:

- The proposal for 4 story buildings is consistent with surrounding 4 story office buildings
- If the group supports increasing commercial uses and adding housing to the business district how is the parking ride lot different? There will be an increase in services for Park and Ride residents
- Some believe a mix of uses, mixed incomes and a TOD project is a good use for the surface parking lot

<u>If a TOD proposal does move forward here's what the Group expressed should be included in a project or Zoning Code amendments:</u>

- A mix of low, moderate and-market rate housing
- A net gain in the number of parking stalls
- High quality architecture
- Appropriate building mass and scale for the location and context of surrounding development
- Architectural gateway to the City along 108th Avenue/freeway interchange
- Buildings/site should have a "village building scale"; include building modulation/upper story step back on all four sides
- Identify and minimize the traffic impacts to the neighborhood
- Provide a limit on the density allowed on the Bellevue property
- Should look at the housing density/building height in context of surrounding development that is 4 stories

<u>Questions or remaining issues to discuss:</u>

- Clarify the Group's recommendation for the South Kirkland Park and Ride Lot.

- What specific edits would the Group like to see changed beyond what is already in the PLA 4 policy text on page A-8 regarding:
  - Incorporating mixed income levels of housing into the transit center
  - Ensure high quality site and building design
  - Design Standards will be developed for site and architecture including building scale and mass, streetscape design along NE 38th Place and 108th Avenue, retain vegetative buffers and significant trees, visual impacts of parking from street, create a vibrant living environment with amenities for residents, encourage green building practices at the TOD.
  - Maximize the effectiveness of the TOD
  - Coordination with City of Bellevue

Implementation: New Zoning Code regulations for PLA 4 are required to implement the policies.

III. TRANSPORTATION

Following a presentation on regional and local transportation issues affecting the Lakeview Neighborhood such as proposed changes to the SR 520 interchange and Cross Kirkland Trail on the BNSFR, the Group had the following comments.

1. Eastside Rail Corridor along the BNSFF

The majority of the Group supports a dual use (train/bike/pedestrian) for the corridor provided that:

- The corridor will provide a regional benefit, and
- The corridor is designed to be:
- clean
- quiet
- well designed; neighborhood scale
- provides neighborhood access to stations
- environmentally friendly

2. Lake Washington Blvd

The Group supports the following improvements along to Lake Washington Blvd:

- relieve congestion during rush hour at north and south ends
- look at additional pedestrian crossings
- improve signals at NE 38th Street to allow residents to get out of their driveways
- widen bike lanes;
- widen street to provide parking on street
- provide wider sidewalks south of Carillon Point
- provide streetscape design and amenities

3. Concern regarding parking congestion on neighborhood streets around NE 60th ST and Houghton Park

Questions and remaining issues to discuss:

- Does the Group want to see a new policy regarding restricting or limiting parking along neighborhood streets in certain areas?
- Are there additional policies the Group would like to see incorporated into the transportation section?
- Should a streetscape design or master plan be developed for Lake Washington Blvd?

Implementation: These comments will be forwarded to the Transportation Commission.

IV. OPEN SPACE AND PARKS

The Group supports the existing policy text for open space and parks that states: parks should be maintained, pursue acquiring additional waterfront property for parks, improve the pedestrian trail from Houghton Beach Park to Marymoor Park and trail from Yarrow Bay wetlands to Watershed Park and encourage a bicycle and pedestrian path along the Burlington Northern Sante Fe railway right of way.

The Group would like the Neighborhood Plan parks and open space policies to include these comments:

- Maintain public views of Lake Washington. Waterfront parks should keep wide, expansive views of the Lake and not obstructed by trees. 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.
- Seek opportunities for more pocket parks at street ends along the shoreline. (current Parks policies support this)
- 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.
- Choose appropriate recreational activities for each park (i.e. recreational or passive nature)
- 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.
- 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 assuming that ecological functions can be maintained.

Michael Cogle with the Parks Department mentioned that the current Parks and Recreation Plan for the City is consistent with many of the ideas above including recommends acquisition of additional land adjacent to Yarrow Bay Wetlands, improvements to Houghton Beach Park (partially completed) and shoreline restoration at Houghton and Marsh Park (not completed) as well as opportunities to connect Terrace Park with a future Cross Kirkland Trail along the BNSFR. The Parks Department will be updating its Parks Plan in 2010.

Implementation: The Advisory Group's comments will be forwarded to the Parks Board for consideration. Any new public projects would need to be funded through the City's Capital Improvement Program or private fund raising efforts.

V. PUBLIC SERVICES/FACILITIES/UTILITIES

The Group did not spend much time discussing this section of the Plan since there are very few issues to discuss. On page A-15 the Plan discusses a list of nine recommended improvements to Lake Washington Blvd which many of the items have been installed or addressed over the years. These include the need to completed sidewalks along both sides, widening of sidewalks, add pedestrian crossings, adding center turn lane or landscaped medians, widening bicycle lanes, traffic signal at NE 38th Pl, adding on street parking in high parking demand areas, and adding bus turnouts. It is likely the policies regarding Lake Washington Blvd will be updated in the Transportation section.

VI. URBAN DESIGN

Page A-18 of the Plan discusses the urban design assets of the neighborhood and illustrates these on Figure L-3 including: territorial views of Lake Washington from NE 68th Street, Houghton Beach Park, Marsh Park, significant vegetation of Yarrow Bay Wetlands, gateways at the 520 Interchange, at Lakeview Drive, pedestrian pathways along Lake Washington BLVD and Lakeview Drive.

High priorities stated in the existing plan are preserving open views from Lake Washington Blvd and SR-520 and recognizing the value of the following as visual landmarks: old shipyards, historic Marsh, Sutthoff and French homes, shoreline parks, pedestrian pathway along Lake Washington Blvd.

Questions or remaining issues to discuss:

- Should design guidelines and design review be required for the Yarrow Business District?
- Does the Group have suggestions for new gateway features?
- Are there other urban design features that should be identified?

ATTACHMENTS
1. Lakeview Study Areas Map
2. Lakeview Zoning Map

Cc: File ZON07-00032

Lakeview Advisory Group June 2, 2010 Meeting Notes

Transit Oriented Development at South Kirkland Park and Ride Lot

6/15/2010

Lakeview Advisory Members Present: John Kappler, Georgine Foster, Sally Mackle, Doug Waddell, Bob Style, Nina Peterson, Shelly Kloba, Susan Thornes, Karen Levenson via telephone, Jay Arnold via telephone, Elsie Weber, Janice Soloff and Paul Stewart.

Members Absent: Melinda Skogerson, Dick Skogerson, Steve Jackson

Central Houghton Advisory Group Members Present: Byron Katsuyama, Mike Burdo, Dorian Collins, Eric Shields

Janice Soloff described the agenda. The purpose of the meeting was to discuss King County METRO's future plans to redevelop the South Kirkland Park and Ride lot into a transit oriented development. The comments received at the meeting will be used to help the Advisory Group understand the policy basis in the neighborhood plan and as well as identify issues to study with the Zoning Code amendment process for PLA 4 policies.

Mayor Joan McBride provided background on the topic. Increasing affordable housing in Kirkland is a City Council goal. King County approached the City to propose a mixed use transit oriented development at the South Kirkland Park and Ride. The City Council supported including mixed income and affordable housing in a transit oriented development at the South Kirkland Park and Ride property as evident in the Planned Area 4 policies that were adopted in 2007. The policies contain a list of development standards for what a future project should include and how it should be designed. She hoped the Advisory Groups support the TOD concept at the Park and Ride lot and provide input on how to make it a better proposal.

Senior Planner Dorian Collins summarized the existing Planned Area 4 policies in the Lakeview Neighborhood Plan for transit oriented development at the South Kirkland Park and Ride lot. She described the next step in 2010-2011 will be to develop new zoning regulations to implement the PLA 4 policies. The code amendment process will be an opportunity to develop more specific requirements regarding building height, bulk, mass, site design, gateways and appropriate public review process of a future TOD project. The code amendment process will include a public involvement process.

Gary Prince with King County METRO was available to respond to questions. He stated that the TOD proposal will receive a $6 million federal grant included with the 520 project that would go toward providing additional parking and a mix of affordable housing at the transit center. If the affordable housing component is removed from the proposal the funding would likely be lost. Additional funding would be needed to complete the TOD project. He described that additional services would be available at the Park and Ride lot such as increased bus service of the 255 to Seattle Bellevue and Redmond, electric charging stations, and a net gain of 250 parking stalls for transit users. To answer questions about the potential traffic impacts from the proposal he said he will forward a copy of a traffic study conducted in 2007. He said the traffic report does not evaluate the 520 expansion improvements planned in Kirkland. Dorian Collins stated that City staff will try to do some preliminary traffic analysis estimates that may help answer some of the traffic questions.

Arthur Sullivan with A Regional Coalition of Housing (ARCH) was available to answer questions about how typically the affordable housing component works in a project like this. He said that through a public request for proposal process the housing portion would be developed by a private developer who owns the housing and is managed by a non-profit housing agency. The City and METRO would have an opportunity to provide input on how the development and management of the housing portion of the TOD is set up. He mentioned that one of the benefits of this site is there is a funding source to leverage to pay for a portion of the TOD and that the property is owned by METRO. He stated that cities can define the level of affordability they want to see (PLA 4 policies state a mix of income levels is desired).

Summary of participant's comments or concerns by subject area:

Planned Area 4 policies of encouraging a TOD at the Park and Ride lot

- The City Council values neighborhood input. The community needs to determine if the City Council is there to service the neighborhood or is the neighborhood there to service the City Council? Every four years there is a change in City Council so they could change the policies.
- The Advisory Group has an opportunity with the Plan update to go line item through the PLA 4 policies and evaluate what items are "deal busters" and make suggestions for changes or improvements for what is included in the TOD proposal or how the project is designed and transmit it up to City Council.
- The TOD proposal is just the sort of project that is encouraged by the Growth Management Act.

Residential component

- For a successful marketable TOD project it should include services (grocery store; restaurants) for residents to minimize their use of cars and reduce traffic impacts.
- Project should not include affordable housing.
- Residents should be evaluated and screened (beyond income) to determine what kind of people they are, their spending habits, etc.
- How will the TOD and residents benefit Kirkland?
- Be careful about making assumptions of the people who may live there based on income level
- Affordable housing component should be included.

Traffic, Adequate parking for residents and transit users

- Some support an increase in the number of parking stalls at the Park and Ride lot
- Without more detailed traffic analysis everyone is making assumptions for the worst.
- A traffic impact analysis is needed to determine what amount of traffic will increase on surrounding neighborhood streets.
- Traffic is being generated around us all the time with new development
- There is skepticism regarding the parking studies and estimated cars per household.
- There will not be adequate parking stalls for residents.
- What is the car ownership?

Coordination with the City of Bellevue property

- There is concern about supporting a TOD on the Kirkland piece without knowing what is proposed on the City of Bellevue property.
- An interlocal agreement could be established between the City of Kirkland, City of Bellevue and King County METRO to describe the parameters for future development of the Bellevue portion of the property.