

April 3<sup>rd</sup>, 2011

Dear Planning Commission members,

Just for your information here are the planned bus route changes. The 234 bus will no longer go down 108<sup>th</sup> Ave NE if the changes take place in the fall.

These are the only bus routes from South Kirkland Park and Ride that run on Sundays. The frequency is listed starting with peak times during the weekdays, then midday times, then evening and weekend times. Please notice that the buses run only every 30 to 60 minutes after 6:00 p.m.

### **Trips**

#### **Added 255**

IDS - Brickyard or Totem Lake TC via SR-520, South Kirkland, Kirkland TC, Juanita, and NE 124th Street

5:30 a.m. to

midnight 10-15 15 30-60

#### **Revised**

#### **230\***

#### **WEST**

#### **(235)**

Kingsgate - Bellevue via Kirkland, South Kirkland, 116th Ave NE

5:15 a.m. to

12:30 a.m. 30 30 60

#### **Revised 234** Bellevue TC - Kenmore via South Kirkland, KTC, Juanita, and Finn Hill

5:45 a.m. to

9:45 p.m. 30 30 60

I checked the current Sunday schedules from South Kirkland Park and Ride. It would only take an hour if I wanted to go to a Redmond church for a 9:00 a.m. service via bus from South Kirkland Park and Ride. I would have to get on the 230 at 7:57 in order to get to Redmond Transit Center by 8:48 or the 255 at 7:29 to get there by 8:30. This would only work if my church was a few minutes walk from the transit center and there wasn't any problems transferring buses in Kirkland. When Metro talks about improving routes they don't usually expect to improve Sunday routes. Often they don't improve mid-day routes either which is when many seniors will be taking the bus to get to doctor's appointments and other day-time activities. The improvement of routes is dependent on public funds in addition to fares. Because of limited resources improvements will usually be allocated to routes and times with the greatest ridership. This is great for commuters but not for those who need public transportation the most because they don't drive: seniors, youths and the disabled. Even though I appreciate the concept of TOD, I wonder how many people have actually tried to take a bus for all their weekend activities especially with children in tow. Fares for adults run from \$ 2.25 to \$3.00 at this time. Two adults with two children taking the bus to church would be \$6.00. It isn't that much money if you double up on your errands too. It may be true that many commuters will not own cars if the gas prices continue to go up. Unfortunately, despite the high gas prices now, some of the future workers in King County are filling up the Lake Washington High School parking lot with their cars. (Perhaps we should change the law so young people have to wait until 18 to get their licenses. Teenagers would then get more practice riding public transportation.) I believe that Lake Washington School District

does provide Orca cards to its students. Just because someone has access to a bus pass doesn't mean that they don't ever use a car.

I am not making these comments to discourage planning for TODs in the future. In theory having transit, services, and housing in the same location makes sense. It is something the Europeans have always done. I question whether or not the South Kirkland Park and Ride lot is the best place for this concept to be successful. Hopefully the Planning Commission will come up with a plan that will work.

I get tired of people making assumptions using a theoretical concept rather than concrete knowledge from their own personal experience. We talk about 'those people who need affordable housing and won't own a car because they can't afford the gas'. I have one of 'those people' in my family but I can tell you that she frequently has to get a ride from someone else in order to visit friends and relatives at night even though she lives next to a park and ride transit center. I'm sure that people living in the market rate housing units planned for this development will still own cars even if they take transit to work. High gas prices don't necessarily keep people from owning cars...just driving less or owning a hybrid or other alternative vehicle. When a car owner reduces his vehicle trips, his car is taking up a parking space most of the time, either at his place of residence or on the street. In this instant it may be a space at the park and ride lot.

On the King County Transportation web page it states :

To reduce external trips, TOD projects should be located in higher-density, mixed-use, urban pedestrian districts with high-quality transit service. External single-occupancy vehicle trips can be reduced as much or more by people walking within a mixed-use urban district as they can by using transit within and between urban centers.

The thing I think is missing at the South Kirkland Park and Ride is the 'higher-density, mixed-use, urban pedestrian district'. I think that part of the urban pedestrian district idea is that you can SAFELY walk to the services that you need.

I have to correct some of my previous comments. I did not realize that the North Towne QFC in Bellevue is open 24 hours a day and only 1 mile from South Kirkland Park and Ride. It takes 3 minutes to get there on the 230 bus (this may change when it becomes 235) which runs every half an hour. They even have a pharmacy that is open 9 to 9 on most days. If you want to save the \$ 2.50 bus fare you can take your life in your hands and walk there in 25 minutes. And you can walk back even quicker since it is all downhill. So I realize that one of my objections to the TOD at South Kirkland Park and Ride is not valid—there is a grocery store that includes a pharmacy within walking distance.

Many of you laugh at the idea of a multilevel garage at a TOD but it is a possibility in the future. The Redmond TOD already has a multistory garage, and the TOD projects in Auburn, Kent, Renton, and Shoreline are being planned near existing transit oriented parking garages or where new ones may be developed in the future. I wish the Kirkland Planning Commission would actually study the plans for other proposed TODs before making any final decisions on what needs to be incorporated into the South Kirkland Park and Ride design. The fact that there is only one Sound Transit bus route at South Kirkland Park and Ride doesn't mean there won't be more in the future and the need for parking will be much greater than it is now. It is my belief that the City of Kirkland and the City of Bellevue need a fuller vision for the whole area surrounding the South Kirkland Park and Ride and how it should be developed over the next 15 years, not just the Lakeview Neighborhood piece of the park and ride lot. It would be interesting to know how these other cities have incorporated the idea of a TOD into their greater city development plans.

Sincerely,

Margaret Bull  
6225 108<sup>th</sup> Place NE  
Kirkland WA 98033





April 5, 2011

Houghton Community Council  
Kirkland Planning Commission  
c/o Mr. Eric Shields, Planning Director  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

Mr. Shields:

I am writing to you regarding the TOD project proposed for the South Kirkland Park and Ride site.

As you know, Fuller/Sears is currently involved in several residential and retail mixed-use projects located throughout the greater Puget Sound area.

The purpose of this letter is to explore whether or not the size of retail component of the project has any flexibility, as you are clearly at an advanced stage in writing the development criteria.

A grocery store with whom we work is very interested in the site, but the 7,500 sf size restriction would effectively exclude them from considering locating in the project. They are not prepared to identify themselves just yet, but have authorized me to contact you on their behalf.

You may not be aware, but there are few sites with the capacity to accommodate a full-service grocery store to serve the South Kirkland neighborhoods for which there is currently a void in the marketplace.

In reviewing the public comments, we understand the community concerns regarding "big box" retail. Having said that, there did seem to be some support for locating a TOD nearer to a grocery store, thus negating the need for a drive or bus ride to acquire daily necessities.

Would it be possible to amend the zoning language to keep the size of individual retail stores to a maximum of 7,500 sf, but provide an exemption for a grocery store use?

With 200 to 250 residential units, the inclusion of a true neighborhood grocery store could introduce significant vitality to the project and reduce the need for TOD residents to travel by vehicle to a grocery store.

Additionally, as retail advisors, we are concerned that the current requirement for small shop tenants will likely result in slow lease up and tenants that are ultimately not "first choice".

If you, the Houghton Community Council or the Kirkland Planning thinks this proposal might be viewed favorably, we would be happy to discuss in further detail.

A handwritten signature in black ink, appearing to read "W. Fuller", written in a cursive style.

William A. Fuller, AIA, NCARB, LEED-AP  
Principal



**Dorian Collins**

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**From:** Paul Stewart  
**Sent:** Tuesday, March 29, 2011 8:53 AM  
**To:** 'Peter Wilson'  
**Cc:** Joan McBride; Dorian Collins  
**Subject:** RE: Support for South Kirkland Park & Ride TOD

Thank you for your comments Peter. We will transmit this to both the Houghton Community Council and Planning Commission.

Paul Stewart

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**From:** Peter Wilson [<mailto:peterwilson@gmail.com>]  
**Sent:** Monday, March 28, 2011 5:44 PM  
**To:** Paul Stewart  
**Cc:** Joan McBride  
**Subject:** Support for South Kirkland Park & Ride TOD

Hi Paul,

I am a resident of Lakeview, represented by both the Kirkland City Council and the Houghton Community Council. My address is:

10127 NE 66th Lane,  
Kirkland, WA 98033

(Note: none of the HCC members have their email addresses on the web - please will you forward this email to Rick Whitney.)

I am writing to you today to express my strong support for the South Kirkland Park & Ride TOD project. This is the sort of innovative project we should be developing in Kirkland that both supports and enables our growing city's community and protects rural lands by building density. It is great that Kirkland is planning this project.

I had the opportunity to attend Thursday's joint meeting of the Kirkland Planning Commission and the Houghton Community Council and I was pleased to see the high-level of support from those in attendance. I hope both groups can move forward with this project, while avoiding the temptation to also do the job of the Design Review Board.

Please let me know if you have any questions.

Thanks,

-- Pete

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Peter Wilson  
c: 425.985.0194



## Dorian Collins

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**From:** Paul Stewart  
**Sent:** Monday, March 28, 2011 8:54 AM  
**To:** 'Iggycdog@aol.com'; Janet Jonson  
**Cc:** Dorian Collins  
**Subject:** RE: low income housing in Kirkland

Gerri,

Thank you for your comment. We will pass it on to the Planning Commission and Houghton Community Council.

Paul Stewart

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**From:** [Iggycdog@aol.com](mailto:Iggycdog@aol.com) [<mailto:Iggycdog@aol.com>]

**Sent:** Friday, March 25, 2011 10:35 AM

**To:** Paul Stewart; Janet Jonson

**Subject:** low income housing in Kirkland

Hello - Just wanting to voice my support for the addition of mixed-use housing in Kirkland. If we could find a spot in north Kirkland, that would also be great - thanks, Gerri Haynes, 104 - 7th Ave, 98033