CITY OF KIRKLAND
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MEMORANDUM

Date: **April 3, 2014**

To: **Planning Commission**

From: **Teresa Swan, Senior Planner**
Janice Coogan, Senior Planner
Paul Stewart, Deputy Planning Director

Subject: **Comprehensive Plan Update, File No. CAM13-00465, #5**

Topics covered in this memo:
- **Neighborhood plans and comments received at the community meetings**
- **Draft outline for future neighborhood plans**
- **Process for review and deadline for citizen requests for specific land use changes**
- **Latest version of draft Vision Statement and Guiding Principles**
- **Upcoming meetings**

I. Recommendation

- For neighborhoods with **existing plans** and **Juanita** annexation area, review the comments from the neighborhood plan meetings and staff's recommended categories of issues that could be considered with the Plan Update or issues that could be considered with a future work program, and provide comments to staff (see Attachments 1 and 2).
- Discuss if the **annexation area of Juanita** should be combined with the existing North/South Juanita Neighborhood Plan and updated as part of the Comprehensive Plan Update or as part of a future work program.
- For **Finn Hill and Kingsgate neighborhoods**, review the comments from the neighborhood meetings and the proposed draft outline for future neighborhood plans, and provide direction to staff (see Attachments 3 and 4).
- Discuss the deadline for receiving citizen requests for **specific land use changes.**

II. Background

As was discussed with the Planning Commission at their December 12, 2013 meeting, we have 14 chapters in the general element section to review and update along with consideration of any site specific land use amendment requests and map changes that the City desires to initiate. We will also prepare a Draft and Final Environmental Impact Statement (EIS) that will take six to seven months to complete. The state deadline for completion of the GMA mandated comprehensive plan update is June 30, 2015. However, as has occurred in other communities in the past, it is likely that the City could adopt the Plan Update later if it is actively working on the update and has reasonable justification for not meeting the deadline. However, every effort will be made to try and complete the plan as timely as possible.

A. Neighborhood Plans

Reviewing and updating the 13 existing neighborhood plans and developing new neighborhood plans for the annexation area were not contemplated as part of the original work program for the Comprehensive Plan Update. This work would take extensive amount of staff and Planning Commission time.

The City is interested in hearing from the public in response to many ongoing requests to update the **existing neighborhood plans**. The Council has expressed an interest in finding out if there are some minor amendments or issues of high public interest that could be made now that would not significantly delay the Plan Update. The approach is to ask the public what they specifically want changed in their neighborhood plans to determine the scope and nature of the issues and then to categorize the comments not already addressed in the Plan or with another City program or plan into tasks that could be done now or as part of a later work program.

Prior to annexation, King County did not have neighborhood plans for **Finn Hill, Juanita or Kingsgate**. Subsequent to the annexation, the Comprehensive Plan was amended to reflect the adopted land uses, and existing pedestrian and bicycle routes, parks and critical areas for the annexed neighborhoods. The general city-wide policies would apply to the areas as well. However, neighborhood plans have not been prepared for these areas.

The Finn Hill neighborhood is very interested in developing a neighborhood plan now. The Kingsgate residents would also likely want a neighborhood plan with some discussion around the Kingsgate business district area. For the Juanita annexation area, those who attended the neighborhood meeting indicated an interest in being included in the existing North/South Juanita Plan.

In addition several existing neighborhood plans have not been updated in over twenty five years. The format for newer neighborhood plans, such as Market and Lakeview, contain specific goal and policy statements similar to the general elements (e.g Land Use). The older plans, such as Everest, South Juanita, Bridle Trails, etc., are structured

in a narrative format. The Commission should scan the various neighborhood plans to get a sense of the format, topics and structure.

The issue is whether the City has the time and resources to revise the existing plans and to create new plans as part of this Plan Update process. The extent of these revisions may be more clear once the second round of neighborhood plan meetings are completed in May and June (see Section C below).

B. Neighborhood Plan Meetings – Round 1

The City held a series of four meetings in January and February 2014 with the community to discuss any concerns about the adopted neighborhood plans and for the annexation area, a vision for their neighborhood and what they would like to see in a neighborhood plan. The format of the meetings included a staff presentation on what is a neighborhood plan and what is its relationship to the General Element Chapters of the Plan and the development regulations, followed by break out groups to discuss each adopted neighborhood plan or future plan.

The following meetings were held by grouping of neighborhoods around shared commercial centers:

- January 28: Houghton, Everest, Lakeview
- January 30: Moss Bay, Market, Norkirk and Highlands
- February 11: North and South Rose Hill, Bridle Trails and Totem Lake
- February 19: Juanita, Finn Hill and Kingsgate/Evergreen Hill

The meetings were well received. Over 255 people attended with a total of 525 comments documented. Following the neighborhood meetings, a survey was added to the Ideasforum website for people to comment about changes they would like to see in their neighborhood plan. 25 people completed the survey. The general nature of the comments were about traffic, having goods and services available near their homes, and increased opportunity to bike and walk to their local business areas (see Attachments 1 and 3).

Section III below describes how staff reviewed, organized and categorized the comments from the neighborhood plan meetings and Ideasforum about the **existing neighborhood plans** (see Attachment 1). The categorization process resulted in a list of potential issues that could be addressed with the Plan Update or a future work program or through another city program or project like the CIP (see Attachment 2). Some comments will need further clarification or discussion at the next round of neighborhood meetings.

Section IV below discusses the list of topics and issues that the participants from the Finn Hill and Kingsgate **annexation neighborhoods** want to see discussed as part of their future plans (see Attachment 4).

C. Neighborhood Plan Meetings – Round 2

Between mid-May and mid-June, staff will hold another round of meetings from 6-8:30pm at the following locations:

- May 13: Houghton, Everest, Lakeview at City Hall
- June 4: North and South Rose Hill, Bridle Trails and Totem Lake at Lake Washington High School Commons
- June 5: Moss Bay, Market, Norkirk and Highlands at City Hall
- June 10: Juanita, Finn Hill and Kingsgate/Evergreen Hill at Latter Day Saint Kirkland Stake Center (corner of Juanita Drive and NE 132nd Street)

Notice of the upcoming meetings has been included in a city-wide postcard mailing for the April 26th Community Future Day event (see Section VIII below), advertised in the Kirkland Reporter, sent using several large listservs, described in a full page layout in the latest City Update and posted on the Kirkland 2035 web page.

At the meetings, we will report to the community on staff's response to their comments as found in the charts (see Attachment 1) and ask for:

- Clarification on some of the comments,
- Consensus on some comments in which conflicting comments were provided, and
- Prioritization of some comments to give us better direction on what is most important for their plans.

We will also have in depth discussions on their vision for the **commercial center** in their neighborhood. Again, we received conflicting variety of comments and perspectives on participants' future vision for their neighborhood centers. Some agree with redevelopment and others want no change. We will also share the issues and topics that could be addressed with the Plan Update or with a future work program based on the Planning Commission's direction on the list found in Attachment 2.

The Planning Commission should plan on attending as many of the next round of neighborhood meetings as possible.

D. Combining the Juanita Annexation Area with the Current Juanita Plan

The South Juanita Neighborhood Plan had its last major update in 1990 after the area was annexed into the City. In 1996 the boundaries of South Juanita were changed to create two separate areas, the north section as Juanita Heights and Juanita Slough on the south along with the Juanita Business District. Following the 2011 annexation, text references in the North/South Juanita Neighborhood Plan were changed to "Juanita" and the maps updated to include the newly annexed area and the boundary between the north and south at NE 124th Street.

The existing Plan reflects the southern portion of the neighborhood and needs to be updated to include the vision statement, land use and other topic areas that reflect the

opinions of the newly annexed community. The format of the Plan is the older version and does not include goals and policies. At the last neighborhood plan update meeting the attendees stated that they would like to eliminate the boundary between north and south Juanita.

Questions for the neighborhoods and Planning Commission are to what extent changes should be made to the neighborhood plan? Should the format be changed to the new format proposed for the other annexed areas discussed below? At a minimum the format of the chapter should be combined to eliminate the reference to the Juanita Slough and Juanita Heights. The vision statement should be reassessed to see if it reflects the values of the newly annexed areas. The desired land use and development standards for the north business district zoned BC 1 (old Albertson's site) may also be of interest to the community. These tasks would take more public involvement and staff time.

Staff recommends that the Juanita annexation area be incorporated into the Juanita Neighborhood Plan and the existing plan be revised for internal consistency and needed corrections. For the annexation area, the extent of major issues be studied with this work program needs to be further assessed.

III. Categorization of the Comments from Neighborhoods with Existing Plans

For the areas with existing neighborhood plans and the Juanita annexation area, staff reviewed the comments and then categorized them as:

- Issues already addressed in the Plan, current development codes, CIP or City policy;
- Could be considered as part of the Comprehensive Plan Update, Transportation Master Plan, Cross Kirkland Corridor (CKC) or Park, Recreation and Open Space (PROS) Plan. For the Plan Update, the topic may be significant but should be studied now, such as the Houghton neighborhood center area, or the topic does not appear to be controversial and the scope of work is limited so it could be addressed now.
- Could be considered for a future Planning work program (e.g. a future more detailed neighborhood plan)
- Topic that could be addressed with CIP project, neighborhood traffic control program or other City project
- Comments so noted or staff response to comments
- Issues that the City has not control over, such as transit service and traffic on I-405; or are not feasible or desirable.

Many of the comments need clarification, reflect one person's opinion or reflect opposite opinions about a topic. For that reason, at the next round of meetings in May and June it will be necessary to try to reach a consensus on and prioritize the changes they want to see considered to their neighborhood plans.

Staff recommends that the Planning Commission reviews each item in Attachment 2 and provide direction to staff.

IV. Comments from Finn Hill and Kingsgate and Format for Future Plan

Attachment 4 is a list of the comments received from the Finn Hill and Kingsgate/Evergreen Hill neighborhoods. One of the key issues for the **Kingsgate neighborhood** is whether to change their name to Evergreen Hill or to some other name or no name change.

Attachment 5 is a draft outline for future neighborhood plans. The goals of the **new neighborhood outline** are to:

- Reflect key topics that are unique to the neighborhood.
- Develop plans that will be valid for some time and not be out of date quickly.
- Reduce redundancy between the policies and maps in the neighborhood plans and the general elements. We recommend referring to the applicable general elements, where possible.
- Simplify the plans and thus reduce the length of plans.

By referring to the general elements in the neighbored plans, such as the Transportation, Natural Environment or Capital Facilities Elements, we avoid redundancy and shorten the neighborhood plans. The City regularly updates the maps in the general elements, such as the pedestrian and bicycle routes, the park system reflecting new parks and the critical areas maps. When these maps are placed in the neighborhood plan, the plan becomes out of date.

Staff will meet with Finn Hill representatives after the staff memo was prepared to discuss the draft outline and a process for their more active participation in developing a neighborhood plan. Staff will report on the outcome of that meeting at the Planning Commission's meeting on April 10th.

Staff recommends that the Planning Commission discusses the new concept for the neighborhood plan format found in Attachment 5 and provides direction to staff.

V. Site Specific Requests for Land Use Changes

The Plan Update process is a logical time to review site specific requests for land use changes. We have accepted these requests with past GMA Updates. The process would be less formal than the private amendment request (PAR) process as outlined in Chapter 140 of the Kirkland Zoning Code (KZC) for amending the Comprehensive Plan. We would accept requests in writing and the Planning Commission would review them based on their merits of meeting the new vision statement and guiding principles and the goals of the Comprehensive, and the estimated time and resources it will take to review the request. The formal criteria in the Zoning Code for reviewing PARs would not need to be used.

We have received six requests so far and anticipate several more to be submitted. Those requests that the Planning Commission decides to move forward would be studied this summer and early fall.

With the busy schedule of general element chapters to review, possible neighborhood plan amendments and an EIS to prepare, staff recommends setting a deadline date of **Friday June 20, 2014,** for accepting the requests. This deadline is based on the date of the last neighborhood meeting to be held on June 10, 2014, and providing at least two months notices. We are beginning the process of preparing the Environmental Impact Statement on the Comprehensive Plan. The EIS consultants have stated that they may not meet the current timeline for preparing the EIS if we push out the deadline passed this date.

We will send out a **notice on the deadline** for accepting the requests using several listservs, including to the business community, make the deadline information available on the City's web page, contact those individuals who indicated an interest in the recent past of making a change to the Plan or zoning regulations, and announce the date at the upcoming neighborhood meetings. In addition, the upcoming EIS scoping notice will include a statement about the opportunity to submit a request and the deadline date.

Due to the Comprehensive Plan Update, we will not be considering the standard **PAR application** and threshold review process of Chapter 140 KZC as we do biennial. After June 20, 2014, we will begin taking in PAR applications to be considered in 2016.

Does the Planning Commission agree with the deadline date for accepting site specific citizen requests for land use changes.

VI. Latest Draft Version of the Vision Statement and Guiding Principles

On February 21, 2014, the City Council reviewed the Planning Commission's draft Vision Statement and Framework Goals dated January 9, 2014 (see Attachment 6). They were pleased with the scope, tone and length of each document. They made a few minor changes to the Vision Statement by reordering a couple of sentences and redrafting the last sentence. They added a couple of words and reworked a few phrases in the Guiding Principles.

On February 24, 2014, the Transportation Commission reviewed both documents and suggested that the term "mixed use" be added, clarify that businesses are part of neighborhoods and not separate, and indicated that we want not only to interconnect the neighborhoods but also connect the neighborhoods to the region.

On March 18, 2014, the Council agreed with the Transportation Commission's changes. Attachment 7 reflects the latest version of the Vision Statement and the Guiding Principles.

On March 24, 2014, the Houghton Community Council reviewed the Vision Statement and Guiding Principles. One member thought that the existing Vision Statement should

not be shortened and the Framework Goals not be eliminated in lieu of the Guiding Principles. However, the Council did not request any changes and deferred to the Planning Commission and City Council's decision.

VII. Public Comments

For the January 9, 2014 meeting, the Planning Commission received all of the public comments submitted from 2013 through January 2, 2014, concerning the Comprehensive Plan Update. Attachments 8 through 23 are comments received since then. Some of the comments address general topics, such as the vision statement, and others are more directed to a specific neighborhood plan.

VIII. What's Next

Following the neighborhood meetings in May and June, staff will evaluate the new comments from the meetings, summarize the feedback on the commercial centers, and then come back to the Planning Commission for further discussion on potential updates to the neighborhood plans.

At the April 24th meeting, the Planning Commission will review issues concerning the Natural Environment Element. At the May 8th meeting, we anticipate that issues for the Housing Element and edits to the Economic Development Element will be presented.

On Saturday April 26, 2014, the City is hosting another city-wide event called **Community Future Day**. The event will be held at City Hall from 10am to 2pm. The public will have an opportunity to use "game" money to decide what city capital projects they would like to fund for transportation, parks and surface water. This reflects the tough choices that City Council must make with every budget. A presentation will be made on transportation and growth with a panel discussion to follow. As with the past community planning days, updates on the various master plans will be displayed with staff present to answer questions. The Planning Department will have a table displaying the Draft Vision Statement and Guiding Principles, information about the upcoming neighborhood meetings and handouts on the EIS scoping process. **We encourage the Planning Commission to attend the event.**

Attachments:

Attachment 1 – Spreadsheet of Neighborhood Comments from meetings in January and February 2014 with staff's categorization of the comments and/or responses
Attachment 2 – Comments that could be considered with the Comprehensive Plan Update or with future work programs
Attachment 3 – Comments pertaining to the Transportation Master Plan, Cross Kirkland Corridor, PROS Plan and other city plans
Attachment 4 – Comments from Finn Hill and Kingsgate meetings in January and February 2014
Attachment 5 – Conceptual Draft Outline for Future Plans

Attachment 6 – Planning Commission's Vision Statement and Guiding Principles dated January 9, 2014
Attachment 7 – Latest Draft Version of the Vision Statement and Guiding Principles as a result of City Council and Transportation Commission review, dated March 18, 2014

Public comments on general topics:
Attachment 8 - Ari Levitt on IdeaForum website
Attachment 9 - Karen Levenson 03-27-14 and 03-14-14
Attachment 10 - Karen Story 02-02-14
Attachment 11 - IdeasForum blog comments as of 01-22-14

Public comments on neighborhood plans
Attachment 12 - Anna Rising, dated 03-24-14
Attachment 13 - James Tierney, dated 01-29-14
Attachment 14 - Jane Helbig, dated 01-26-14
Attachment 15 - John and Beth McCaslin, dated 01-30-14
Attachment 16 - Karen Story, dated 01-30-14
Attachment 17 - Lisa and Steve Cox, dated 01-30-14
Attachment 18 - Lyndra Myra, dated 01-29-14
Attachment 19 - Nancy Rising, dated 03-23-14
Attachment 20 - Pam Kiesel, dated 01-27-14
Attachment 21 - Pam Phillips, dated 01-27-14
Attachment 22 - Sandy Helgeson, dated 03-24-14
Attachment 23 - Steve and Marcie, dated Becher 01-26-14

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Central Houghton (January 28, 2014)		Response					
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan update, including TMP, PROS & CKC**	**Potential amendment for future Planning work program**	**Potential consideration for CIP or other City programs**	**Question/comments**	**Not feasible; Not desirable; City Has No Authority**
	Reduce traffic on Northeast 108th Street and Northeast 68th Stree		Could consider with TMF				
	No cars in certain areas					Need further clarification.	
Transportation	A review of transportation impacts should be done for all new development in the Neighborhood Center. HCC: Transportation improvements should be designed to handle additional traffic from the Neighborhood Center and to respect the integrity of the surrounding neighborhood. PC: The PC suggested a rewrite of previous sentence to say: Transportation system improvements should be designed to encourage traffic to use existing arterials and to include traffic calming devices on neighborhood streets. Alternate modes of transportation should also be considered. The above two paragraphs differ drastically in their intent and in their predictable outcomes: HCC says, "do whatever it takes to handle the enormous additional traffic. PC says, "try to deal with that traffic with "existing arterials" and other weak-kneed methods, which will clearly be inadequate to handle that enormous increase! (We already have speed bumps on 106th, which is the only possible bypass of 108th. Can you imagine speed bumps directly on 108th or 68th?? - there would be riots!) And regarding "alternative transportation modes" (read: walking and biking) - in an aging community like Houghton, that would have virtually no effect." Houghton Advisory Group: supports the Planning Commission wording for Policy CH-5.3. We Disagree!	City's regulations require traffic analysis except those exempt from SEPA, such as individual single family homes.				Need clarification - what is the issue?	
	Evaluate the balance and local street levels of service with the business district and communit		Could consider with TMF				
	Better parking management					Need further clarification.	
Housing	Ask that all developers have neighborhood response for their projects	City provides notice for projects that require a zoning review process. Zoning Code encourages neighborhood meetings for projects.				City provides information on new projects with its Neighborhood Hotsheet web page.	
	Establish or maintain a family and community-based business district	Zoning Code regulations for commecial zones permit these uses					
	Highlight local history	In existing Neighborhood Plar					
Economic Development	Enhance home business opportunitie	In existing Comp Plan Policy ED-1.8					
	Make sure plan considers Northwest University's growt	In existing Neighborhood Plar					
	Business center should stay the same size	Existing zoning regulations permit up to 30 feet in height which could be three stories.	Could consider as part of neighborhood plan review			Needs further clarification. Keep at one story and not exceed current 3 stories alloswed under Zoning Code or 5 stories under Com Plan?	
Land Use	Limit density	Adopted land use map establishes a density sstnadard in most areas. Development of vacant properties and under developed parcels will result in more density.				Need further clarification.	
	Multi-level buildings along Northeast 68th Street (homes, schools, etc.	In existing Neighborhood Plar				Need further clarification.	
Capital Facilities/Utilities/Public Services							
Environment	Property owners should maintain their sidewalks	Existing City Policy					
	Community space should be connected with Cross Kirkland Corrido		CKC			Need further clarification.	
Open Space Parks	Consider new gateways to the community	In existing Neighborhood Plar	Could consider with Neighborhood Plan				
	Don't mess with parks although consider small park improvement trail	In existing Park Plan	Consider with PROS Plan				
Human Services							
	The transitions between high and low density areas should be more gradual	In existing Neighborhood Plan and Zoning Map. Only low to medium density multifamily zones in Houghton.					
	Add public art	In existing Comp Plan Policy CC-1.6					
Urban Design	Maintain public views in major corridors	In existing Neighborhood Plan. However, tree removal to improve views is not supported in Natural Environment Chapter or Chapter 95 KZC Tree Management.					
	Northeast 108th Street should be treated as a boulevarc	In existing Neighborhood Plar					
*** Emailed comment**	**IdeasForum survery comments below**						
Vision	Congested Over populated Traffic Nightmare (oh, that's TODAY!!!) Stuck (as in on 108th trying to get home) A "walking community" (with most of the population refusing to walk a mile to the store in the constant DRIZZLE!!!)					Comment noted	
Vision still valid	Maintaining a majority of single family homes. I think that someone should enforce some lot coverage requirements though. Lots o humongous houses going in on tiny lots these days.	In existing Zoning Code & Comprehensive Plan. Lot coverage and FAR standards are established.				Comment noted	
Change Plan	The Houghton/Everest Commercial Center should NOT become mixed multi-use medium (a.k.a. High) density housing. There are not enough traffic outlets to provide such absurdity. 5 stories = 5 LANES of traffic. Look at Juanita. Totem Lake. DT Bellevue. 5 stories or more require 5 lanes of traffic. And more than just 3 outlets. Houghton is a bit of an island. The only way in from the south are 108th and Lake Washington Blvd. Should you decide not to use those, you can come in from the East off of 405 to 70th/68th. If you live where I live, you try not to have to travel through Kirkland between the hours of 5 and 6:30pm. Adding more people to already congested streets is ridiculous. Whoever thinks this is a good idea needs to come to my house in the fall and try to get 3 kids to 3 different fields for soccer practice between 5 and 6:30 pm on a Tuesday or Thursday evening in September. If I have a meeting at the middle school I have to leave my house 1/2 hour before said meeting to make it there in 25 minutes, to give myself enough time to find parking and walk to the school. This is absurd. IT'S 2 MILES AWAY!!!! I takes me over an hour of driving time to do the soccer circuit up to Crestwoods. Please, be my guest. Come see what a traffic nightmare all of this current extra housing has created. Tear down one house, put in 27. Great idea. Call me in September: 425-301-0291. I dare anyone who has to carpool kids 2 miles through Kirkland to agree that 3 to 4 stories of apartments above the stores in the Houghton/Everest Commercial zone is a good idea. I've said this to anyone who would listen. Clearly no one hears me.	Land Use Element supports mixed use development in commercial centers. BC zone permits mixed use.	Could review with Neighborhood Plans for Everest and Central Houghton.				
Business Diistricts	I like them just the way they are thank you very much. As long as I don't have to get anywhere between 5 and 6:30pm. During that time, if I need to go to a grocery store, I just go to Bellevue. Because it takes me 1/2 the time. Even though it's more than twice the distance.					Comment noted	
Hopes for the future	I hope that it doesn't become overcrowded!!!!! I'd like that little "shopping area" on 100th just north of Market to be converted to 5 stor apartments. If it's good for Central Houghton then it should be good for Market too.	Exisiting neighborhood plans permits 5 stories	Could review with Neighborhood Plans for Everest and Central Houghton.			Comment noted	

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Lakeview (January 28, 2014)		Response					
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan update including TMP, PROS, CKC**	**Potential amendment for future Planning work program**	**Potential Consideration for CIP or other City program**	**Questions/Comments**	**Not feasible; Not desirable; City has no authority**
Transportation	Ensure traffic calming measures are included that focus on slowing traffic speeds				See Neighborhood Traffic Control program	Needs clarification which street.	
Housing	Add encouragement to house numbers to be consistently placed for visibility, including the potential to light house numbers					Comment noted	
Economic Development							
Land Use							
Capital Facilities/Utilities/Public Services	Review sidewalk width requirements in plan, particularly for the area around the Transit center along 38th Place, south of Carillon Point	The mixed use TOD project is currently under construction. The plans show a 10' wide sidewalk required along NE 38th Pl with street trees and street lights. Existing Lakeview Plan states in Policy L-15.1 that sidewalks along Lake Washington Blvd, NE 38th Pl and Northup Blvd should be 10' wide. the Plan also advocates for developing a Master Plan for Lake WA BLVD.					
Environment							
Open Space Parks							
Human Services							
Urban Design							
	IdeasForum survey comments						
Vision	Walkable. Takes full advantage of the proximity to the lake. Inviting. Safe. Accessible to Houghton Center, Carillon Point and Downtown. Views. Access to CKC Trail. Bike to Totem Lake. Traffic on 2 lane road will always be a problem.	Existing Lakeview Plan vision covers many of these thoughts					

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Still retain in Plan	The current plan is VERY good, though we seem to have drifted from it a bit with more emphasis on growth and density than the current plan implies. The single family homes and RM3.6 zoning areas should really remain. Lakeview (and Market, and the Juanita waterfront) are really the "Sausalito" or "Carmel" of the Eastside. We should maintain that feel as much as possible, while incorporating Downtown into the mix.					Comment so noted	
Change in Plan	As above, I think that the current plan really could serve us for another 21 years. I'm a bit disappointed that it has not been followed as closely as intended. There seems to be pressure to "diversify" the area more than is economically appropriate to those who have worked hard to be able to afford this little piece of heaven.					Comment so noted	
Business Districts	I am perfectly fine with developing Houghton Center east of the railroad trestle on 68th with greater density and up to 5 story buildings. There would be remarkable vistas from there down to the lake and to Seattle, with great access to the CKC trail to make the Center accessible by foot or by bike. Metro Market has become a great anchor tenant there, and Menchies is a real asset, as are the Teriyaki places, the bank (though probably much bigger than it need be). A dry cleaner and Ace Hardware would be nice there - probably too small for Ace.		Increasing the building height to 5 stories on the north side of NE 68th ST across from Metropolitan Market would require a change to the Everest Plan and Zoning Code amendment				

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Hopes for neighborhood	This really isn't a low income neighborhood amenable to high density residential, especially with the traffic issues.	In some Zones in Houghton, Zoning requires development of 4 or more units in commercial zones, medium and high density multi-family zones to provide 10% affordable housing units					
Vision	Great parks, great sidewalks for walking, great lake views. Building heights must be managed and not overbuilt. Traffic along Lake Washington Blvd must be managed, and commute-through traffic must be dis-incented. All utilities should be underground - no more power poles, except for street lights.	Existing Lakeview Plan vision covers many of these thoughts	Could add to the TMP dis-incentives for using Lake Washington Blvd as a commute route				
retain in existing Plan	Most of this plan is still quite good. Too bad that the housing development at the South Kirkland P&R is already violating the guidelines and the agreements that were made in the neighborhood meetings - it is super dense, with no setback. Huge big boxes right up to the street - so looks overbuilt and cheap. Traffic goals should still be supported - no progress so far.	See existing Lakeview Plan and Design Guidelines for TOD project currently under construction				Comment so noted	
change in Plan	Stronger requirements for neighborhood notice and input before development is approved and started!					Comment so noted	
business Districts	Good parking! Easy access in and out. Must have adequate parking requirements for businesses - Kirkland has been lapse on this too much. The shopping center at the NW corner of 68th, with Bakkers Cleaners, is terrible! All those spaces are compact. Even though this shopping center is in another neighborhood, it has significant use and impact for Lakeview.	Existing Zoning Code requires 50/50 compact/standard stalls					

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Hopes for neighborhood	You need to rename the Moss Bay to the Center Waterfront District - when is that going to happen? And, the overall Central Business District should now be at Totem Lake. Also, all Kirkland City offices should be shifting out to the Totem Lake area. The citizens tax dollars are not being efficiently used in where and how city staff works currently.		Could consider renaming Moss Bay to Center Waterfront District and new CBD in Totem Lake			Comment on tax dollar allocation needs clarification	

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Everest (January 28, 2014)		Response					
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan update including TMP, PROS and CKC**	**Potential amendment for future Planning work program**	**Potential Considereation for CIP or other City program**	**Question or Comment**	**Not feasible; Not desirable; City no authority**
Transportation	Walkability						
	Retain and or preserve biking and walking view corridors	Existing plan discusses major pedestrian/bicycle pathways and view corridors					
	Transit discussion: o Think about the pros and cons of high-density light rail to corridor center o Question in-line freeway stations o Transit plans must address safety o Will light rail change and grow facility? o Is there pressure to support light rail o Are there plans to address noise impacts o Google brings more traffic pressure to support services o Have Google adopt "Microsoft Connector" System to limit traffic impacts. Could the City require this? o Transit, office and residential spaces needs to account for traffic impacts	Could potentially requie connector buses for Goggle with new projects under SEPA. Development that meet a certain threshold must address localized traffic impacts and meet adopted level of standards for certain intersection. Note that City has set level of standard at most intersections that accepts congestion.	Consider with Transportation Master Plan			Clarification: Noise impacts for what?	Transit addressed by King County Metro and Sound Transit.
	Buffers with no grid lock					Need clarification on statement	
	Everest is a limited area because it's bordered by the freeway					Need clarification on statement	
	The Railroad Avenue trestle intersection is dangerous				Consider with CIP or CKC plan		
	The intersection of Northeast 85th Street and I-405 is dangerous. Please reduce the number of accidents		Consider with Transportation Master Plan				Likely this is a WSDOT issue
	Improve the Ode Avenue to Railroad Avenue sidewalk on Kirkland Way. This will improve walkability				Consider with CIP		
	Kids and safety on 6th Avenue is a concern				Consider with CIP		
	To improve walkability: o The pedestrian crossing over I-405 at the top of Kirkland Avenue has lots of kids, and some of the problems include: ? Problems with limited sightlines. Please remove the foliage. ? There are no lights on the street o Sidewalk ends in random places o Please repair the sidewalks o On the east side of 6th Street South please bury utilities and remove garbage o Align bus stops with crosswalks, for example at 6th Avenue South o Cross Kirkland Corridor crosswalks are not appropriate in some places o Increase lighting for safety o Walking up the street is not safe from 6th street to 7-11		Consider with Transportation Master Plan		Consider some of these items with CIP		
	The 6th Street South road is terrible for motor cycles; please provide longer-lasting and better quality construction for roads and infrastructure				Consider with CIP		
	Concerned about industrial traffic	Current plan addresses this			Refer to Neighborhood Traffic Control Program		
	Look at parking on 6th Street by shopping center					Need clarification on statement	
	Traffic is also an issue in "intimate" parts of the neighborhood, particularly during baseball season		Consider with Transportation Master Plan		Refer to Neighborhood Traffic Control Program		
	A lot of traffic goes through the neighborhood to avoid I-405				Refer to Neighborhood Traffic Control Program		
	Control volume of traffic	Adopted level of service standards permits congestion in most locations.	Consider with Transportation Master Plan				
Housing							
Economic Development	Keep neighborhood services (e.g. Grocery, restaurants, gas station, pet store) will help make the neighborhood walkable	Existing zoning code permits these uses					
	Residents want to use Kirkland not go to Bellevue. The issue is access and parking		Could consider with neighborhood plan				
	Business perspective: o Keep small business on 6th Street o 6th Street traffic is a nightmare because of freeway exits		Could review with Neighborhood Plan and Transportation Master Plan				
Land Use	Single-family residential	Current plan addresses this				Comment noted	
	Ultimately more density equals more traffic infrastructure		Could consider in TMP				
	Zone for multi-family or office not industria		Could consider with Comprehensive Plan			Needs clarifcation - where?	
	Turn the area along the industrial corridor into retail space facing the Cross Kirkland Corridor. For example, coffee shops etc.		Could consider with with neighborhood plan or amendments for CKC		Consider as part of CKC master plan study		
	Don't turn retail into dentist space etc. In other words, things people use once or twice a year	Dentist is office uses and is permitted in most commercial zones, except in CBD where retail is required on ground floor	Could consider with neighborhood plan				
	Please remove/remodel the trestle				Consider as part of CKC master plan study		
	Keep building heights at 25 feet: Because some adjacent land use has no buffer and higher heights blocks lake views, for example Google	City policies do not protect private views. 30 feet is the typical hieght permitted in office zones which is not greater than many single family areas.				Need clarification on statement - what area?	
	Concerned more multi-family use will make traffic worse		Could consider with neighborhood plan for shopping area and TMP			Need clarifiation - where?	
	Everest-Houghton neighbor center: o Must have joint discussion with Houghton before any changes occur to zoning o There needs to be better access from Cross Kirkland Corridor o There should be two story maximum height limits o We want retails shops to go to; for the neighborhood to use		Could consider with neighborhood plan for Everest and Central Houghton and CKC Master Plan				
	Office/commercial space stays "in character" for Houghton-Everest with a maximum two story limit		Could consider with neighborhood plan and Zoning Code				
Capital Facilities/Utilities/Public Services							
Environment							
Open Space Parks							
Human Services							

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Urban Design	Specify desired character in plan		Could consider for new vision statement in neighborhood plan				
	No neon signs in buffer facing residential area				Consider with sign code		

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Highlands (January 30, 2014)		Response					
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Transportation	Concerned about I-405 noise					Comment noted	No City has no means to reduce noise. DOT sound wall project was to mitigate noise.
	*Figure H-8 Highlands Pedestrian System This map needs to be updated to reflect current trails and walkways. Who can update it?		Could be updated in neighborhood plan				
	*Policy H-10.1: Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes. Who pays for this and decides priorities? The pedestrian walkway on 112th Ave NE at NE 87th St. was built with neighborhood grant money some years ago. It is not being maintained (many of the reflectors that separate pedestrians from cars are missing). We believe this walkway is an essential route to downtown (an "activity node"). It's also a primary connector to the CKC. How can we get funding to replace the reflectors?	Approved school route improvements get completed through the City's CIP school route program.				Staff will check with Public Works	
	Need more local transit options to connect to the regional transit system						King County Metro and Sound Transit determine transit service.
Housing	*Policy H-6.2: Allow innovative residential development styles when specific public benefits are demonstrated. What does this specifically mean? (Cottage housing? Other?)	Policy describes innovative housing styles.					
	*Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population. This one is not currently happening - the development that is currently occurring is all overly large house with no yards (postage stamp yard) for only the very rich - like they are all priced in the close to million dollar range - we are very rapidly losing our ramblers worth about $400,000 - to these mega homes - two put in the place of one, all trees wiped out to do so. and the city says this is ok..... why????	Development must meet building setback, height and lot coverage regulations that have been in place since 1983 and more recent FAR standards.				C11-City will be relooking at the Floor Area Ratio (FAR) regulations on a future work program. -Price of land values in Kirkland have risen so the expectation is to be able to build larger homes than small ramblers. -Housing market choices have changed overtime for larger homes and desire for smaller yard to maintain.	
	*Policy H-6.3: Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the west and south of the neighborhood. This does not appear to be reflected in the zoning for the west side of our neighborhood. Does this make sense along the CKC?		Could consider changing policy to delete word "west". Only area to the southwest is desginated for multifamily.				
	*Policy H-16 Establish buildig and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies. How can we get input into these standards? The new homes at 11417 NE 87th ST are massive. So are the new single family homes at 9412 112th Aven NE. Why is this policy for multi family only? Should it apply to all home construction?						
Economic Development	*Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population. We are concerned about the decreasing availability of affordable housing, as older homes are replaced by large, expensive ones. How can the city and the neighborhood encourage affordable housing?	Affordabilty is addressed in the Housing Element. Multifamily housing in certina locations is required in Chapter 112 KZC. The City provides funding to ARCH who provides affordable housing for those that quaify. Provisions for small lots in the Subdivsion Ordinance, accessory dwelling units in Chapter 115 KZC, Cottage Housing in Chapter 113 KZC and residential suites in the CBD are ways that the City is trying to provide for affordable housing.		Coould consider providing incentives for affordable single family housing by allowing additonal density in subdivision process for required affordable lot and house		Kirkland land values are high which increases the cost of housing.	
Land Use							
Capital Facilities/Utilities/Public Services	Need more dog parks		PROS Plan				
	*Policy H-12.1: Provide enhanced emergency service (fire and police) through possible access across the railroad right-of-way at 111th Avenue NE to improve response time. Is this still on the table? Why must there be two teams on site?	WAC requires two teams for safety of response crew.				Waiting for Fire response	

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Environment	*Policy H-3.1: Enhance and protect the tree canopy. We're familiar with numerous instances where tree companies have removed trees without asking whether the property owner has a permit. Has the city considered requiring tree companies to verify that the property owner has a permit, and to fine the tree company if they don't comply? It's easier to train a few tree companies than it is to ensure that all Kirkland residents know about the tree rules. Ivy is killing many neighborhood trees. Holly is also a problem. The neighborhood wants to encourage people to remove holly and ivy. Our requests would carry more weight if they came from the city, either via a letter on city letterhead, or a city policy. Who can we work with to discuss such an initiative?	Chapter 95 Kirkland Zoing Code - may remove two trees per year without permit if no exceptions apply. Fines for tree removal if permit is required and not obtained.				Ask Deb about ivy	
	*Policy H-4.1: Encourage clustered development on slopes with high or moderate landslide or erosion hazards. Is this city policy? Is it embedded in zoning codes? Is the neighborhood responsible for keeping an eye on this?	No regulation on clustering in Highlands. Would be addressed with SEPA.				Neighborhood not responsible for implementing city policy or regulations.	
	*Policy H-3.2: Encourage the preservation and proper management of trees adjoining I-405 and the railroad. Change "railroad" to Cross Kirkland Corridor. How can we influence trees on the 405 corridor? Is this a city role or a neighborhood role?	Addressed under SEPA	Could consider neighbohrood plan change (minor edit)				City can encourag DOT to save trees in I-405 right of way but not require. However, as I-405 improvements continue to widen, it becomes more difficult to save trees.
	*Policy H-2.2: Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured. When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land. How can we learn about developments in sensitive areas? Is this item on the city permit checklist for new developments?	Could be required under SEPA.		Could consider requiring viewpoints and interpretive information under Chapter 90 with buffer reductions		See neighborhood hotsheet on City's website for new developments. Item is not on City permit checklist because not a regulations	
	Concerned about habitat lose					comment noted	
Open Space Parks	*Policy H-2.1: Undertake measures to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage. How should the neighborhood proceed in doing this? What exactly should we do? The feasibility of relocating the stream out of the railroad ditches upstream of Peter Kirk Elementary school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating. Can this be incorporated into the CKC master plan?	Chapter 90 requires improvements with developments in buffers.	CKC Master Plan		CIP projects	Relocation of streams and revegetation not always successful and permitting process can be extensive	
	*Policy H-11.1: Explore the possibility of a neighborhood gathering place. What is the status of the Spinney Park master plan? Is there a picnic shelter in the plan?						
Human Services	Keep parks	Park Element					
Urban Design							
*Emailed comments	*Policy H-1.1: Provide markers and interpretive information at historic sites. Who pays for this? Where can we find the Kirkland Heritage Society inventory that was done in 1999?	Can be required under SEPA. In Community Character Element (CC-2.1)				See Kirkland Heritage Society for their inventory.	
Vision	IdeasForum Survery Comments						
Vision still valid	Peaceful Clean Green Friendly Walkable Diverse (style, culture not homogenized) Connected & accessible Affordable	City vision					
Change in Plan	Trees Wetlands Walking Bicycling	City vision					
Neighborhood District	Consider allowing small business to mix for better neighborhood access - like small retail at south end or near the Kirkland corridor, or walkable service businesses like haircutting	Chapter 20 KZC (RM in Zoning Code permits small shops and services					

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Hope for future	Having one - or at least a few scattered options, would be nice if kept residential scale (no parking lots or downtown business-sized buildings)	Chapter 20 (RM iZoning Code permits small shops and services. Limited to 25-30' in height.					No parking lot requirement is not feasible for successful business and City requires some parking for all uses.
Vision	Better walkability to everyday needs businesses like food stores. Better access to public transport Keep up the emphasis on trees, sidewalks and parks Given this plan, it makes no sense the city permitted decreased wetland buffer on the north end of 111th Ave.	Transportation and Park Elements. Chapter 90 KZC does permit reduction in buffer if mitigation provided. .					
Still reatin in vision	Low traffic, diverse housing mix, connected feeling to trail system and neighborhood parks, maintain and enhance westerly views (underground utilities)	Exisitng City vision. Undergrounding of utilities occurs with redevelopment under Chapter 110 KZC.					
Change in Plan	I like the vision for the neighborhood in general, some of the implementation will come down to prioritizing of the enhancement and amenities.					comment noted	
Business Distrcit	This is just my own preference, but I would really feel the neighborhood's view corridors would be greatly enhanced by undergrounding overhead utilities. Probably very costly, but it only needs to be done once! I would support a private/public approach to this, but that become very complicated and messy.	Undergrounding occurs with redevelopment under Chapter 110 KZC.					Very costly and PSE must agree
Vision	there are no businesses within the Highlands and that seems like a reasonable vision for the future as well.	RM in Zoning Code permits small shops and services. .					
Still valid in vision	denser connections trees views pedestrians bicyclists	City vision.					
Vision	No changes are needed to plan					comment noted	
Business Distrcit	We like our neighborhood. Close in, but limited traffic. We look forward to completion of paved bike trail, and future light rail.					comment noted	
Hopes	We need a lot more shopping for regular people in Kirkland, such as a bigger hardware store, Target-type store, Old Navy, Gap, Pier 1, Macy's etc. Totem Lake should be redeveloped to bring in these businesses.					comment noted	
Vision	Pave Cross-Kirkland corridor! Would be great to have some related small businesses near trail.		CKC Master Plan				
Still valid in vision	Well maintained Nice views Nice combination of homes from old and new Good size lots Parks Nature preserves					comment noted	
Change in Plan	Protecting the view corridor (remove the cotton trees along the train corridor between 92nd and 96th and replant other shorter native trees). Maintain and improve the sidewalks and parks (including the boardwalks in the nature preserves) No connector roads to Totem Lake or North Rose Hill.	Private views not protected. Chapter 95 KZC limits tree trimming as it can destroy a tree.				comment noted	
Hopes fpr neighborhood	Encourage private property owners in the view corridor along 112th to limit tree height.	Private views not protected. Chapter 95 KZC limits tree trimming as it can destroy a tree.					
	Just want to re emphasize our hopes that; the neighborhood does not get "connected" to Totem Lake or North Rose Hill by new roads and that the view corridor is preserved.	Private views not protected.				comment noted	

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	Market (January 30, 2014)			Response			
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Transportation	Provide a stop light on 18th Avenue by the Chinese restaurant to help with traffic congestion on Market Street. It will safely slow down traffic turning onto Market Street.				Could consider with CIP		
	Direct people to Cross Kirkland Corridor transit as it develops traffic		CKC				
Housing	Provide incentives to preserve existing affordable housing, disincentivize developers interested in building to setbacks. For example, provide more incentives for smaller ramblers and change floor area ratios FARs that are too big	Existing setback have been in place 1983. Required setbacks in Market are are greater than in single family areas once annexed from King County.		Could consider with future code amendment and Comp Plan policy change			Not realistic with current housing market. Cost of land is high in Kirkland such that market will put pressure on improvements put on property.
	Have higher FAR on smaller lots and lower FAR on bigger lots.	In existing zoning regulations					
Economic Development	Don't allow marijuana operations on Market Street					Comment so noted. Interim regulations currently do not permit sales on Market Street.	
	A discussion about how to improve Market Street Corridor included the following points: o *Make sure Market Street Corridor (MSC) zoning is purposeful enough to accomplish neighborhood goals including change the Horizontal Façade Regulations o MSC goals and policies seem to advance pushing businesses back off street and screening them; but that does not seem consistent with what's in neighborhood plan o Bring the buildings closer to the street with overhangs, walkways etc., Zero lot lines are more in keeping with the historical context o *We like the idea of zero lot lines if it means developers will redevelop o * Put the green buffer in the back of commercial buildings to provide transition from commercial to residential o Market Street is not pedestrian friendly o Provide roundabouts or other traffic calming methods to slow down fast traffic o Commuter traffic is increasing as people try to avoid I-405 and SR 520 o Slow down Market Street and improve access to I-405 o Don't make Market Street so slow it pushes traffic into the neighborhood	Changes to Horizontal Façade regulations were just adopted.	Could consider with Plan or Zoning changes to reduce building setbacks to street		Round abouts or traffic calming on Market Street could be considered with CIP		
	Market Street is a priority						
Land Use	Don't devalue property via regulations					Comment so noted	
	*Consider a transition to allow smaller lots between commercial and residential zones specifically along Market Street corridors		Could consider with Plan Update changing zoning on either side of Market Street to allow smaller lots				
Capital Facilities/Utilities/Public Services	Give up on making developers build sidewalks, instead have city take responsibility for making complete pathways and maintain, possibly through taxation				Consider for CIP		
	Increase neighborhood lighting but facing downward; avoid harsh LED lighting				Consider for CIP		
	New developments pay fees in lieu of sidewalk to support				Consider for CIP		
Environment	Revegetate the west slope of Waverly Way to lower vegetation because that would requires less maintenance and help stabilize the slope		Consider with PROS Plan				
Open Space Parks	Clean up brush, weeds, and change plants to be natural on west side of Heritage Park		Consider with PROS Plan				
Human Services							
Urban Design		Zoning regulations establish city wide setback and FAR regulations for single family				comment so noted.	
*** Statements with asterisks were generally agreed upon by most if not all participants.**						comment so noted	
	IdeasForum survey responses below						
Vision	beautiful, vibrant, charming, clean, safe, seamless incorporation of old and new, abundant parks, healthy environment, walkable, dog friendly					comment so noted	
Retain in existing vision	retain neighborhood character while allowing for growth, protect and enhance the natural environment, with emphasis on wildlife and our waterways and lake, maintain view corridors, providing improvements for pedestrians and bicyclists, maintain and enhance existing parks					comment so noted	
Change in Plan	is it appropriate to consider solar power options and the reduction of unsightly power poles/lines? This is a big priority and helps enhance view corridors	New zoning regulations on solar panels. Residents can form LID's to pay for undergrounding utility lines				Power lines are undergrounded with new development or major road construcction.	
Business districts	we love being able to walk to the grocery store, movies, restaurants etc...Kirkland has a lot of spas...I would like to see more diversity in the business district. More retail variety.					comment so noted	
Hopes for neighborhood	I love our West of Market neighborhood and hope that whatever the future brings it will always retain the family friendly, dog friendly, safe environment that we all love and cherish					comment so noted	
vision	Walkable Friendly Green Safe for pedestrians, kids, pets Social Well maintained Visually appealing Respite in parks Water views Active					comment so noted	
Retain in existing vision	Actually, I can't think of any sections that aren't still relevant.					comment so noted	
Business districts	It would be great to have a more appealing neighborhood restaurant.					comment so noted	
Vision	Quiet Walkable Green Open Accessible Diverse (as in socioeconomic status and ethnicity) Family-friendly					comment so noted	

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Moss Bay (January 30, 2014)		Response					
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Transportation	Add to the plan policies to ensure better access and connection to the Cross Kirkland Corridor throughout its length, we want to see multiple access points		CKC Master Plan				
	Improve connectivity from Moss Bay to Cross Kirkland Corridor		TMP and CKC Master Plan			Will take time.	Limitations due to cost and access across private property.
	Improve the existing pedestrian path that runs by the Post Office					Needs further clarification - where? Add to path? Repair path?	
	Address the "park and hide" transit parking issues along 6th Street near Kirkland Way				neighborhood calming program		
Housing							
Economic Development	Need to attract above average jobs to Kirkland (Class A office) rather than just more salons and service retail jobs below housing development		Could consider with Land Use Element and/or Economic development Element				
	Kirkland needs to ensure that it has a sustainable tax structure					Comment so noted.	
	Adjust the plan to encourage development of business/office space in the business district over new housing developments. Perhaps a policy where sites large enough to accommodate 12,000 square feet floor plates or more are held for office development.		Could consider with Land Use Element or in Downtown Plan			Recent study done for City shows that office demand is going to Bellevue.	
	Encourage the development of the Lakeshore Plaza	Policies supporting project are in the existing plan.					Costly and complex project - needs community advocates to advance
	Continue to encourage the development of retail in association with good pedestrian paths	CBD regulations require retail on ground floor in most of the CBD zones and installation of pedestrian-oriented sidewalks.					
Land Use	Overall, Plan is very well thought-out in terms of businesses, green, pedestrians, open space, and protecting commercial. Issue is more about living up to existing policies than writing new ones					Comment so noted.	
	Concern about MRM PAR and allowing residential to increase heights without amenities - need to keep synergy	Plan amendment under consideration				PAR is in process prior to City-wide Comp Plan update	
	Upset about the potential re-zoning in the CBD 5 from office space to residential and allow development of eight stories	Plan amendment under consideration				PAR is in process prior to City-wide Comp Plan update	
	Ensure proper sidewalk maintenance, especially along 6th St and pedestrian improvements on 85th					Generally speaking, the property owner is responsible for keeping the sidewalk clean and litter free, Pubic Works Street Division responds to repair structural issues as needed.	
	There is no good pedestrian route from Central Way to 85th under freeway		TMP and Tramsportation Element if feasible		CIP		

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Capital Facilities/Utilities/Public Services	Concern about 85th in Redmond and lack of lane dividers/designations and issues with left turns						Not related to Comp Plan, may not be issue in Kirkland jurisdictions
	Review areas where sidewalks are needed and add major pedestrian connections	Chapter 110 requires sidewalk installation in most cases with development and redevelopment. CIP projects include some sidewalk installation. Transportation Element contains planned pedestrian routes.	Transportation Element update				Costly.
	Improve sidewalk safety and maintenance (e.g. - root damage) so they are walkable by the elderly	CIP					
Environment							
Open Space Parks	Need places where diverse members of the community can gather (e.g. - Crossroads mall)		PROS Plan			Creating public community gather space usually happens through the publeci sector (libraries, civic centers, etc). We can't require community gathering places in private development, but can support creation of attractive public spaces through design standards.	
Human Services							
Urban Design	Need to create safe sidewalks that are now squashed between vehicles and buildings	Design standards address pedestrian-friendly building frontages and public improvement standards address placement of street trees, on-street parking, etc to buffer pedestrian from moving cars					

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Transportation	Promote walkability	Transportation Element	TMP				
	Improve traffic on Market Street because it's a parking lot		TMP				Not feasible. Cost, policy choices and pass through traffic
	Provide light rail on Market Street						No City authority. Cost
	Provide additional transit						No City authority. Cost
	The 236 bus route should run more often						No City authority.
	Develop the Cross Kirkland Corridor Plan		CKC Plan				
Housing	No large houses on small lots because the foot print of the house is too big and leaves no room for a yard	Homes must meet building setbackand lot coverage standards which hasve been in place since 1983, and more recent Floor Area Ratio (FAR) standards..					
	Keep FAR as is	Chapter 115 Kirkland Zoning Code					
	Developers can only use one exception from Floor Area Ratio (FAR)	Section 115.42 establishes FAR standards					
Economic Development	Put a theatre at Park Place	Permitted in CBD 5A zone					No City authority to require it
	Develop Park Place development because we use it. There's vibrant neighborhood services there and it's where we shop	Current CBD 5 zoning regulations and Comp Plan policies provides for shops and services					No City authority to force redevelopment
Land Use	Change zoning to preserve the daylight plains like Palo Alto	Height , lot coverage and buildlng setbacks retain privacy and light exposure to some extent					The City once had similar regulations as the PaltoAlto daylight plane regulations in the Waterfront District II zone to provide for solar access to the house to the north. The regulations were removed with the new shoreline regulations because they were diffucit to adminster, did not achieve the desired goals, and were a overly burden for property owners.
	Enforce zoning codes and regulations	See Kirkland Zoning Code					
	Keep zoning as is with no zoning creep into neighborhoods					Statement not clear. Do consider changes to land use if appropriate and reflects City goals. Must meet growth targets.	
	Provide for density for: o Businesses o Market Street (historic district) o Industrial areas o The Canary building					Comment unclear - needs to be clarified	
	Provide cottage-like developments	Permiited. See Chapter 113 K2C					
	Maintain high density in high density areas	See adopted land use map.Densities in mixed use areas and certain multi-family areas					
	Limit variances but be consistent	See Chapter 120 for criteria					
Capital Facilities/Utilities/Public Services	Complete sidewalks on "safe walk to school routes" between 4th Avenue and 18th Avenue	See CIP projects. CHECK WITH PW					
	Make 19th Avenue safe	See current and future CIP projects. CHECK WITH PW					
	Provide for parking					Comment not clear. On street parking or on site parking	
	Increase lighting on 7th Avenue to improve safety	CHECK WITH PW					
	Provide better sidewalks on Market Street	See CIP projects. CHECK WITH PW				Not clear. Is issue the lack of sidewalks or maintenance?	
	Crosswalks	See CIP projects.				Comment not clear. More crosswalks? More improved sidewalks?	
Environment	Protect groundwater using bioswales and rain gardens	See Surface Water Manual for new development					
Open Space Parks							
Human Services							
Urban Design	Social character equals a magnet that attracts density					Comment so noted	
	IdeasForum survey comments						
Vision	I hope that we continue to have beautiful parks for families to enjoy. We moved here because we wanted a neighborhood we could walk in at all times of the day. We love this about Norkirk. This will be important to us in 2035. Kirkland has a small town feeling and it would be nice to maintain this.	In vision statement					
Change in Plan	My concern was the "smaller lot sizes." If a big house is going to be built, build it, just put it on a big lot. Don't subdivide.	Homes must meet building setbackand lot coverage standards which hasve been in place since 1983, and more recent Floor Area Ratio (FAR) standards. Subdivision must meet minimu					
Business Districts	I look forward to a covered public pool. It seems like we have adequate stores and conveniences in our neighborhood. We are fortunate to be close to Redmond and Bellevue where we can shop for clothing etc. We have a nice comfortable, small community that is very nice for walking in.		PROS Plan				
Hopes for the future	I hope that the city will maintain nice lot sizes. It seems like as houses are taken down, lot sizes are decreased and large homes are built on the lots. Large homes are fine, but we need to maintain some greenery in our city. We have many postage size lots. As a parent, I think it is important for kids to have a yard to play in.	See adopted land use map. No changes to Plan since adoption of neighborhood plan.				Many vacant lots and development lots that can be redeveloped are being built on based on adopted land use plan. They are achieving devleopment potential same as those who have already built on lots.	

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North Rose Hill (February 11, 2014)		Response					
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan update including TMP, PROS &CKC**	**Potential amendment for future Planning work program**	**Potential consideration for CIP or other City programs**	**Question/Comments**	**Not feasible; Not desirable;City No Authority**
Transportation	Consider more people will mean more traffic mitigation		TMP				Yes - a reality
Housing							
Economic Development	Consider central small business area						Not feasible to add small business area in middle neighborhood. Probably not politically acceptable. Will bring in traffic and other impacts that some neighbors dono't want next to them.
	Keep the Lake Washington Technical College in the neighborhood		To be considered with Totem Lake Plan				
Land Use							
Capital Facilities/Utilities/Public Services	Sidewalks, street lights and neighborhood trails and bike paths	Desribed in Transportation Element and neighborhood plan				Clarify comment. What is issue or is this a general comment?	
Environment							
Open Space Parks	Turn the open space parcels in the northern section of the neighborhood into active parks		PROS Plan			May be a Surface Water Master Plan issue	
Human Services							
Urban Design							

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Transportation	Plan for pedestrian and bike crossing across I-405		Consider with TMP				
	Connect bike lanes to Bellevue along 116th Avenue to increase safety on sidewalks, etc				CIP		
	Coordinate with the Park Department to implement the approved non-motorized plan		Consider with TMP and PROS Plan				
	Emphasize "traffic calming" primarily in South Rose Hill (maybe no speed bumps)				Neighborhood calming program		
	Consider bike and pedestrian infrastructure in Bridle Trails and South Rose Hill to improve access and safety		Consider with TMP		Could consider with CIP		
Housing							
Economic Development	Bridle Trails Shopping Center • Keep commercial buildings elsewhere such as downtown • Have walkable commercial areas but make it neighborhood use retail • A grocery store could serve a large area extending almost to Redmond but be aware of tension of bringing in more traffic • Address the water runoff from the Bridle Trails neighborhood center • Increase tree canopy both in South Rose Hill and Bridle Trails • Plan for future Houghton Park and Ride redevelopment by working with King County and State Department of Transportation • Concerned about water runoff from large building footprints on small lots including South Rose Hill and Bridle Trails	Neighborhood retail reflected in existing neighborhood plan. Water runoff addressed with Surface Water Manaul. Tree canopy is addressed with redevelopment.			Water runoff addressed with potential CIP. City looks for grants to plant additional trees where tree canopy is low.	Clarify which Park and Ride lot? South Houghton is currently being developed as Transit Oriented Development. Referring to NE 70th facility?	
Land Use	Change the Plan to allow stacked multifamily housing, specifically areas near the Bridle Trails shopping center		Could consider with neighborhood plan				
	King County Transfer Station • It's no longer there and it's environmentally OK • Possibly use as an equestrian area but concerned over crossing major road • Maybe build a park in the space • Expand the area for recreational use by building ball fields to the north • Provide pedestrian and bike use through the area						Under the control of King County
	Keep height limits on mixed-use buildings in the Bridle Trails shopping center; we're concerned with increased parking and traffic	Zoning reglations permits 30' height which could be three stories				comment so noted	
	Protect residents who have horses by not rezoning					comment so noted	
	Enforce the equestrian overlay requirements					comment so noted	
	Keep things consistent between RS7.2 and RSx7.2 zoning near Lee Johnson					comnment so noted	
	Keep low density zoning					comment so noted	
Capital Facilities/Utilities/Public Services	Consider the aging septic systems – it might be a problem in 20 – 25 years	City policy requires connecting to sewer with new development				comment so noted	
	Explore new technologies to stay up to date					comment so noted	
	Reclaim NE 80th Street in South Rose Hill as a neighborhood access street not an arterial						Given the location of the street as part of the City's overall network system and that it serves Lake Washington High School, this is not feasible or realistic.
	Enforce the rule of no garbage trucks on NE 132nd Street and NE 60th Street because it scares horses					Clarification - referring to large garage haulers or local garbage pick-up	If concerning large haulers, weould need to work with King County on issue
Environment	Address the concerns about water runoff at radio tower housing site	Would be addressed with development permit under Surface Water Manual					

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Open Space Parks							
Human Services							
Urban Design							
	IdeasForum survey comments						
Vision	7 story shopping center mixed use more goods more services shopping center as hub more foot traffic more modes of transportation shorter shopping trips fewer shopping trips highly efficent shopping centers density centered in shopping area more familiarity amongst neighbors botanical garden park at snyders corner water falls ponds and trails park shade trees wide side walks on arterials affordable residential suites at BridleTrails shopping center fewer horse owners	Current neighbohrood vision and applicable Zoning Code regulations supports equestrian nature of area	Could consider with neighborhood plan in Vision Statement				
Retain in vision	retain residential lot size retain sfr lot coverage					comment so noted	
Change in vision	eliminate height restriction on BT center shopping center should be different from sfr expand uses at shopping center		Could consider in neighborhood plan and Zoning Code				
Business districts	7 stories mixed use more midsized retail more selection of goods medical services more needs met live, work, play hub of neighborhood		Could consider in neighborhood plan and Zoning Code				
Hopes for neighborhood	give shopping centers owners freedom to be the BEST they can be in meeting more of the needs of the immediate neighborhood so we can do less shopping elsewhere and get out of our cars more often or for shorter distances. Let them build up to 7 stories so they can afford to build expensive underground parking, so more retail space can be created.		Could consider in neighborhood plan and Zoning Code				
Vision	low density residential quiet neighborhood Horse friendly neighborhood Green space and parks wetlands preserved No stacked housing or high density residential elements no large retail development 6 additional pocket parks (<1 acre), (for example Louie Park) Streets that remain safe due to good traffic planning and keeping speed limit low on NE 70th Street. Avoiding development in the Bridle Trails shopping center that will attract addtional traffic to the area. Any commercial development in the area will reflect the pastoral nature of Bridle Trails. This means respecting the neighborhood covenants surrounding the shopping center that limit how many stories. It means relecting the character and scale of our single family dwelling neighborhood.	Reflected in existing neighborhood plan, except stacked housing is permitted around shopping center.					

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Retain in vision	The current (1991) plan has many elements in it that I like, and that were not adhered to in the past 15 yrs. Knowing the amount of work that goes into these plans, I would like to see a greater effort to actually follow what the people who live in the neighborhood want. These are key elements I would like to see continued, quoted from the current plan: "Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels" "Transportation management programs should be required for ALL COMMERCIAL, and medium-to-high density residential developments" "Wetland and stream areas should be rehabilitated, if necessary, and preserved for future protection" "MULTIFAMILY DEVELOPMENT SHOULD CONSIST OF ATTACHED RATHER THAN STACKED DWELLING UNITS." "Commercial uses should be oriented to serving the neighborhood" (rather than the larger area or bringing in traffic from surrounding neighborhoods) regarding commercial development of Bridle Trails - "BUILDING HEIGHT, BULK, MODULATION, AND ROOFLINE DESIGN SHOULD REFLECT THE SCALE AND CHARACTER OF SINGLE-FAMILY DEVELOPMENT"	Under the zoning fregulations, uses permitted in neighborhood business district are both for local use but could also serve a greater area.	PROS Plan. Could consider change to neighborhood plan concerning several of the policies listed (outdated)				
Change in vision	Something should be added to encourage the use of the old dump site (off of NE 60th behind Transfer Station) as a public park area including such things as off-leash dog runs, community garden space and open green space. The current baseball fields are NOT a good use for this area and no one maintains the trash generated. The baseball fields sit fallow most of the yr, when this area could be used 365 days with park activities. Specific wording should be added under Economic Activities regarding the Bridle Trails shopping center to keep it consistent with the low density horse-friendly neighborhood where it is located. This quiet area should be preserved because we have enough density coming in all around us - especially along 85th and down in Houghton. It would be nice to have a western theme to this neighborhood considering the history with horses.	In existing neighbhroood plan	PROS Plan.			comment so noted	Transfer Station not owned by the City
Business districts	Current services are really good and appreciated - grocery store, drug store, hardware store, cleaners, restaurants. The only thing I can think of adding would be doctor/dental offices and perhaps additional restaurants. Prefer local SMALL business. I DO NOT think that large retail chain stores should be in Bridle Trails area - one can go down the hill to Redmond or Bellevue to get to these places. South Rose Hill should not have a mall, covered parking, stacked housing, or high density housing in the commercial area.	In existing plan				comment so noted	
Hopes for neighborhood	As a long time resident of this area, it is disheartening to think back and remember how it used to be before all the little houses on large lots were sold. There used to be a lot more open space and green areas. There used to be a lot more horses! Now every time an old house is sold, the land is sub-platted and HUGE new houses are built that tower over existing small houses. We have a gem of a neighborhood, unique because of the horses, and open areas we once had. The horses are now gone from South Rose Hill, but many of my neighbors remember those times. Let's preserve the little of what is left of our unique neighborhood and revel in how it has formed our identity today					comment so noted	

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Vision	Noisier.....We live just a few houses south of NE 78th. Rush hour is loud, morning and night. Wish we could have a stone abatement fence up to keep some of that noise down.Loads of bikes have difficulty getting thru those busy hours too. Younger, maybe.....over 50% of us are retired, or about to be. We have had just two younger families with children move in, in ten years. Younger families just can't afford this area any more. Needing more maintenance.....four of us seem to share 90% of the power outages the past 10 years. Our underground power lines are rotting in this 1976 area.					comment so noted	
Still retain in Vision	Still low density, but with access to main arterials. How about an east-west paved pathway from 116th NE to 132nd NE, then possibly drop south a bit, to take the bicyclists away from NE 70th, going to Overlake or MSFT areas? There should be some utility easements that could be used as bike lanes thru various neighborhoods, like the one that ends up on 148th at one of those traffic lites?? PLEASE don't let PSE put power lines along 116th NE and south near the park. Too much traffic there, accident probablity is high, as is higher wind and rain patterns cause those new power lines to sway or fall. Wish Kirkland could ask owners to get rid of most of our residential ground ivy> It is a breeding place for rats and mice, always has been. How about some "green solutions" for our neighborhoods.		TMP and Transporttaion Element			comment so noted	
Change in Plan	Medium density housing is needed around the Red Apple shopping, like the attached homes just East of the Park and Ride, not only for low income, but for us older folks who would like to stay in the neighborhood, but in something much smaller than our 2000+ sf homes. AND, we could drop down to one car, as the busses run right to that corner. That shopping center is so 1950"s, with one story stores, and ample parking.....it could be much better utilized. Mother in law units should be allowed in the tennis club area and on some of the larger lots all around the park, if sewers can be brought in. Would be safer for older adults to live on same lot as their wealthier kids and grandkids.	Accesory dewlling units permitted under Chapter 115 KZC. Multifamily permiited around the shopping center.				comment so noted	
Neighborhood District	More restaurants, small Dr. offices, someplace for kids to play (indoor play areas maybe), coffee/tea shops as a 2ndary option to the expensive local Brand name coffee shop. Small dress stores, or someplace to buy the basics, as we have to DRIVE to Bellevue, Redmond or Lynnwood for most clothing or shoes. ******* Talk Redmond into building a skate board ramp in the empty park across the way, as the teens in the area, especially those going to LKW High school, could get rid of their excess energy there, instead of on our busy streets. **********	Uses permitted under the Zoning Code	Pros Plan			comment so noted	
Vision	convenient quality family friendly horse and animal friendly residential non commercial low density					comment so noted	
Still retain in Vision	Main commerical use in the 85th Corridor. Keeping the traffic on main arterial vs neighborhood streets.					comment so noted	

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Business districts	We need to keep the commercial and high density in the 85 corridor. NE 70th should continue to be a neighborhood residential street. Development to the Bridle Trails shopping center should be closely watched. This is an equestrian area, and the more traffic that is brought in by high density apartments and retail makes having horses in the area dangerous. The shopping center should keep its one story low profile with above grade parking.	In existing plan. Zoning Code permits 30 feet in height which could be 3 stories				Entire area is not equestrian	
Vision	friendly casual outdoor activity pedestrians dogs children safe					so noted	
Still retain in Vision	These descriptions of new multi-family development and new commercial structures sound great. We should keep these ideas: (1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development. (2) Horizontal facade setback modulation between units should be incorporated into the design of the units to diminish solid lines adjoining NE 70th Street. (3) Structures should be visually compatible with adjoining single-family development.	In eixsting plan					
Change in Plan	The Radio Tower Property is no longer a potential park, as it is being developed. That part of the plan needs to be updated to address the traffic and open space effects that will have. Traffic calming features are now part of some of our streets and should be discussed. Additional efforts should be planned. Control of development at Bridle Trails Shopping Center must be addressed. A plan for development of Snyder's Corner Park	Traffic addressed with redevelopment of the radio tower property	Consider with PROS Plan for Snyder'sCorner Park		traffic calming program	Clarify what is meant by control of shopping center should be addressed	
Business districts	Bridle Trails Shopping Center should contain businesses that serve the neighborhood. That definitely should include: Grocery Hardware store Bank Drug store Take out and dine in casual restaurants Coffee shops Gas station Haircut salon Dry cleaner Dentist Exercise places - yoga, martial arts, workout gym New businesses that might work well include: Medical "minute clinic" New food and restaurant options Professional small office spaces Neighborhood library/gathering place Developers should not be allowed to create looming ugly structures that pad their pockets but don't serve the neighborhood. They should be required to keep structures to two stories and set back from the streets; if that means they can't max out rental units to make more money that is fair. They haven't been allowed to do that all this time. The people of the neighborhood would like it to remain OUR neighborhood, not a strip mall for people driving through on Highway NE 70th. Additional density at that shopping center should only serve additional residents in the neighborhood, not be a regional attraction that creates parking and traffic issues in our pleasant, pedestrian friendly neighborhood.	Current Zoning Code permits these retail uses. Multifamily currently permitted at the shopping center site.					
Hopes for neighborhood	A community garden at Snyder's Corner.		Consider with PROS Plan				
Vision	Relaxing Safe Single Family Residential Horse-friendly Rural feel					Clarify comment	

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retain in existing vision	Most of the plan that was written before is still very good and should stand. Some things were not adhered to in the yrs since the plan was originally written and that is a shame (for example, the Radio Tower property would be a great park as suggested in original plan. Instead there will be more homes crowded in than current zoning allows - this is just a shame). I would like to AVOID that happening in the future!					comment so noted	
change to Plan	need to think about how the transfer station and attached fallow ground area will be used in the future. Would prefer this to be some kind of park or public area - NOT developed into homes.		PROS Plan				Under the control of King County
Business districts	I would HATE to see big development in the Bridle Trails area. I think commercial development should remain in the downtown area, along 85th or in Totem Lake. Leave Bridle Trails to the horses! The old plan says "Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. " THIS SHOULD BE CARRIED FORWARD IN OUR NEW PLAN. I would like to avoid brining in large retail. This is a quiet residential neighborhood. We do not want to attract more traffic, all the sub-plats in the neighborhood have already done that! I would prefer to NOT change parking restrictions around Bridle Trails Shopping Center. This center can serve immediate neighborhood and does so very well now. Perhaps to add medical facility or pet clinic.	In existing Plan				comment so noted	
Hopes for neighborhood	Bridle Trails is unique. It is very convenient to Seattle, Bellevue, Redmond and of course downtown Kirkland, but it still has a quiet rural feeling. This feeling should be safe-guarded. As the years go by and density increases, it is vital to leave open / quiet areas.					comment so noted	
Vision	I would like to see my neighborhood continue to be predominantly single family homes but I would like to see a range of home sizes so we can continue to have a variety of household types (single, multiple kids, empty nesters, retirees, etc.) I think the current trend I am seeing that is allowing single family lot sizes smaller than 7,200 square feet is OK as long as the homes being built on smaller lots are smaller sized homes. There are currently four of these type of short plat applications within a block of my home at 72nd and 126th. The Radio Tower PUD is also moving forward with lot sizes for many of the homes below 7200 SF. I would like to see improvements to infrastructure to support safe walking/bikes routes in the neighborhood. The current safe walking routes are appropriately oriented to schools, but I would like to see these expanded to other neighborhood destinations such as parks and shops.	In existing plan and allowable under the Subdivision Ordinance	Consider with TMP			comment so noted	

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retain in Plan	"Multifamily development should consist of attached rather than stacked dwelling units." "The"Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development." I believe that this is especially relevant with the current interest on the part of one of the property owners in having more residential density permitted at the Bridle Trails shopping center. The current zoning respects the single family, semi-rural nature of large parts of the neighborhood and a zoning change that allows for more than the current zoning and plan permit would compromise the character of the neighborhood. Adding substantially increased density is not supported by the current infrastructure (e.g. lack of sidewalks, traffic congestion on 70th at rush hours, minimal transit service along 70th, Ben Franklin Elementary at capacity). Kirkland has a number of neighborhoods (Downtown, Juanita, Totem Lake, South Kirkland, NE 85th street corridor, (near the Park and Ride) that are zoned for higher density are an option for residents interested in living in a neighborhood with higher density.	In existing neighbhroood plan				comment so noted	
Change in Plan	I am disappointed that the Radio Tower site was not acquired as open space. I would like to see stronger language about prioritizing neighborhood pedestrian routes. As I look at the map in the existing plan (SRH-7) I notice that very few of the proposed pedestrian routes have come into existence. I think that as the density in the neighborhood increases (e.g. Radio Tower site, additional short platting activity, etc.) that permitting for the density should be tied to pedestrian improvements and traffic calming measures.				Neighborhood calming program . Could consider in CIP projects.	comment so noted	Cost of installing pedestrian routes
Business districts	I love that the Bridle Trails shopping center is so conveniently close to our home. The Red Apple is a terrific, locally owned alternative to the Safeway on 85th and I love having the Ace Hardware, Bartell Drugs, a post office, banking, and several restaurants/coffee shops available there. I would like to continue to have this great mix of shops. I think it would be wonderful to have a small library branch in the shopping center, too. I do believe it would add anything to the neighborhood to allow for an increase in residential density at that site. I am very concerned that it would be out of character for the neighborhood. The current level of traffic generated by the shopping center has an impact on wait times at both 132nd and other uncontrolled intersections in the neighborhood during morning and evening rush hours. It would become *very* problematic if higher density housing is added to the shopping center mix.I love living in a walkable	existing plan and zoning regulations permit residential at shopping center site				comment so noted	
Hopes for neighborhood	I love living in a quiet yet walkable neighborhood. I love the trees and proximity to Bridle Trails park. I would like to see better quality and diversity of designs in the new homes being built. I am very tired of seeing nothing but faux Craftsman, big-box homes being built. I would like to see a mix of single family home sizes and designs permitted. I think the current shopping center is a treasure for the neighborhood. I support some development on that site as long as it stays at the medium density level allowed with the current zoning.					comment so noted	

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vision							
change in plan	In regards to the economic and commercial activities section: I think the plan needs to specify in greater detail what the neighborhood residence would like with regards to future development at or near the Bridal Trails Shopping Center. Ill leave my specific comments in the next section.		Could be considered in plan				
	Regarding living environment: Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development. Structures should be visually compatible with adjoining single-family development Structures should be clustered to preserve significant groupings of trees and provide open space. Regarding economic activities: Commercial development is permitted on the north side of NE 70th Street, across from the Bridle Trails Shopping Center. Medium density detached single-family residential development is also appropriate in the immediate vicinity . Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided. New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique		Could consider in neighborhood plan and Zoning Code. PROS Plan				
hopes	In regards to the economic and commercial activities section: I think the plan needs to specify in greater detail what the neighborhood residence would like with regards to future development at or near the Bridal Trails Shopping Center. Ill leave my specific comments in the next section.						
vision	Quiet Walkable Green Open Accessible Diverse (as in socioeconomic status and ethnicity) Family-friendly	In existing plan					

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	Totem Lake (February 11, 2014)			Response			
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan update, including TMP, PROS PLAN & CKC**	**Potential amendment for future Planning work program**	**Consideration for CIP or other City programs**	**Questions/comments**	**Not feasible; Not Desirable; City No Authority**
Transportation	Provide more roads if Totem Lake starts to become another Tukwila	Existing Totem Lake Neighborhood Plan (TLNP) provides for network to serve planned uses (Figure TL-4)	Plan update will consider network improvements to support changes to land use.				
	Increase the number of lanes on 120th Avenue NE versus traffic calming measures	Existing TLNP calls for calming of 120th Ave NE. (Figure TL-8 and pg. XV.H-33	Could consider as part of TLNP update				
	Create a plan for neighborhood road and traffic impacts and calming that does not create too much noise	Noise impacts will be considered through the EIS for the Comprehensive Plan.					
	I-405 interchange north of NE 132nd Street area is the right thing. When will that be a reality?					Waiting for response from Public Works	
	Improve circulation and do not simplify the traffic with calming measures as opposed to widening the roadway	In som cases, calming measures are supported in the TLNP (120th Ave NE, between Totem Lake Blvd and NE 128th Street). In other areas, road widening is supported (120th Ave NE, north of NE 128th St.					
	Provide more transit to handle the increased density	King County Metro is responsible for transit within the City of Kirkland.					Transit is addressed by KC Metro and Sound transit.
Housing							
Economic Development							
Land Use	Characterize industrial area differently, for example office space in light industrial areas	Office uses are allowed in industrial areas.	Industrial areas are being studied during the Comprehensive Plan update.				
Capital Facilities/Utilities/Public Services	Build a pedestrian handicap accessible overpass bridge over 120th Avenue to connect		Could be considered during update of TLNP and in zoning regulations.				
	Even if controversial, provide new or more roads		TMP will establish criteria for decisions regarding new or expanded roads and funding for these improvements.				
	Provide more parking if there are increases in office buildings		Changes to parking requirements could be considered during the TLNP update.				
	If there is required office space increase (functional space) this means more bathrooms and parking. Consider growth needs and parking garages		Additional parking requirements could be considered during the update of the TLNP.				
	Provide safe parking in high density areas	Lighting standards in Z.C. Section 105.18.3.a.3 require lighting to be sufficeient for security and safety.					
Environment							
Open Space Parks							
Human Services							
Urban Design							
Comment from Juanita	Provide pedestrian path north of QFC to NE 124th Street						Area north of QFC is in wetland and stream area. Likely not possible or desireable.

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Juanita (February 19, 2014)			Response				
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan update including TMP, PROS, CKC**	**Potential amendment for future Planning work program**	**Potential Consideration for CIP or other City Program**	**Questions/Comments**	**Not feasible; Not desirable; City Has No Authority**
Transportation	Improve walkability with more sidewalks and connected neighborhoods	Page 18 - 20 and figure J-5 of Juanita Plan discusses areas targeted for pedestrian access	With neighborhood plan update could revisit list to see if additional routes are desired				
	Effective mass public transit	Existing policies in transportation element support regional transit planning					City has no authority over transit
	Noise mitigation for traffic	Page 16 discusses the need for noise abatement on arterials and use of native vegetation along streets.	This could be deleted and added to the Transportation element				Difficult to enforce traffic noise
	Provide a pedestrian path to the north where QFC is on NE 124th Street		Located in Totem Lake neighborhood and may be located in Juanita Creek sensitive area. Will add this comment to Totem Lake plan to consider.				
	*Resist trains in favor of buses.					Assuming comment is referring to Cross Kirkland Corridor?	
	*On 132nd, I'd like to see the traffic lights "pulsed" in such a way that a left off Totem Lake boulevard is actually possible at 4PM. That is, time the green on 132 so that there is somewhere for the left turners off Totem Lake Boulevard to go.				Could assess with traffic control program		
	They need a redesign of traffic flow and/or a traffic controller.					Assess with traffic control program? Clarify where?	
	Improve traffic congestion near Juanita Drive and NE 116th Street	Page 16 discusses the Transportation Management Programs should be required and refers to Public Services Element Policy 4.2 which is the wrong reference.	P. 16 text could be deleted because it is addressed in Transportation Element under levels of service discussion.				
	Increase pedestrian and traffic safety				Included in CIP program		
	Reduce drive through					clarify comment- reduce drive through neighborhood? Or drive thru's	
	Allow opportunities for people to walk to alternative transportation transit						
Housing	Provide more green and solar building regulations		Could add policy to Housing Element				
	* Provide a way to quickly identify houses being repossesed and give the community an avenue to voluntarily clean up the lot so we don't have trashy houses persisting in our neighborhoods.		Could add policy to Housing Element				
	Encourage co-housing and cottage housing	In Housing Element					
	Provide a variety of housing types	Encouraged in Housing Element	Could add policy to Housing Element				
Economic Development	Kirkland needs to ensure that it has a sustainable tax structure	The Finance Department and City Council ensure this with the annual budget					
	Neighborhoods associations can actively recruit the types of businesses we want					Yes this is true. Associations can work with commercial property owners to recruit businesses.	
	*Respond to tax level of new annexed area compared to what was told us before annexation--what changed so that tax level did not go down. Show all city taxes, including utilities and real estate					Finance Dept. will provide a response	There are senior housing facilities in Juanita. Senior housing and convelescent centers are allowed under existing zoning.
	*Look to get an old folks home into the area for high school and jr. college jobs	There are existing senior faciltities. Existing Zoning allows for this use					
	*On jobs, there is little available developable land, so think more in terms of "bridge Jobs" like what one might get from a 2 year certificate course like at Lk Wa Voc Tech--CNA, etc.	Economic Development Element policies promote job creation and job training programs					City has no authority over job creation in the private sector. Lk WA Voc Tech and other schools can work with business community and Chamber of Commerce to put into action
	*Re: Totem Lake development and Albertson's--incentivize Juanita Village type development. Small retail can move in and out quicker and more effectively than big anchor stores.		Potential land use changes to the Albertson site to allow similar development as Juanita Village could be studied with the Neighborhood Plan Update or future work program	Potential land use changes to the Albertson site to allow similar development as Juanita Village could be studied with the Neighborhood Plan Update or future work program			
	Business district ideas o Provide grocery store in Juanita Business district o Integrate Michaels (the store) o Businesses should provide open space and activities like in Cross Roads	Existing policiesand Zoning allow for grocery stores in JBD.					
	Michaels (the store) joined with business district						City has no authority to encourage Michaels to redevelop
	Add a hardware store	Existing Zoning allows for a hardware store					
	Updated business districts in North Juanita						
Land Use	Higher density like North Village					Needs clarification	
	Preserve lower density in residential areas	Existing policies in neighborhood plan support this					
	*Resist putting the aquatic Center in Juanita Bay				Comment noted. Location for Aquatic Center study is underway		
	*Do a yellow page search to identify businesses operating in violation of zoning in residential neighborhoods and visit the site to see the impact.	Citizens may submit complaints of potential zoning violations at anytime					
	Be more proactive and less reactive; no upzoning	Comment so noted					
	Upset about the potential re-zoning in the CBD5 from office space to residential and allow development of eight stories	Comment so noted. This is in Central Business District					
Capital Facilities/Utilities/Public Services	A median with vegetation along NE 100th Street between NE 132 Street and NE 145th Street		Consider with TMP		Proposal could be added to CIP		
	Underground wires and power lines	As development occurs this is required; Or neighbors can form a local improvement district to pay for					
	Provide more crosswalks						
	Provide a path along Forbes Creek connecting Juanita Bay Park and along water				Proposal could be added to CIP		
	Provide clearer signage that parking is free in Juanita Village						Citizen can submit a request to management
	Provide more healthcare services in neighborhoods	Existing Zoning allows for healthcare uses					
	Remove graffiti	Citizens may submit complaints of potential zoning or grafitti violations at anytime					
	Remove concrete triangles at 100th Ave NE				Proposal could be added to CIP		
	*A city website to advise us of what is happening to our neighborhood--power outages (where and why, expected duration) arrests, police responses, upcoming zoning changes , meetings, community calendar,	Public announcements are sent out and added to City Webpage all the time.					
	*Make clean up standards for businesses in terms of gum, cigarettes and trash paper						Citizens, businesses and neighborhood associations can organize district clean ups
	*Give us a video of what is unacceptable house and yard mainteneance and what can be done as a citizen group about it.					Comment so noted. Will pass this idea on to Code Enforcement Division.	
	*City parking space dimensions and requirements should be widened slightly and turning radius depth increased.	Zoning Code provides standards	Could study as part of the Parking Right study that is occurring				
	The transition from Redmond to Kirkland needs to be reviewed for pedestrian and street improvements					Needs clarification	
	Connect Juanita to the Cross Kirkland Corridor through expansion		Consider with CKC Master Plan				
Environment							
Open Space Parks	Provide more dog parks				Consider with PROS Plan	Do we have plans for a dog park in Juanita?	
	Neighborhood P-Patch					Do we have existing pea patch in Juanita?	
Human Services							
Urban Design	Duplicate positive urban design in the central business district to Juanita						
	Add public art throughout business districts				Proposal could be added to Cultural Arts Commission		
	Improve or look at traffic Juanita Drive and Woodinville Way				Proposal could be added to CIP		
	Preserve view corridors	Page 15 discusses improving public views of the Lake from Finn Hill; Juanita Business District contains policies to preserve or open up views to Lake	Could see if additional view corridors should be added				
	Encourage solar neighborhoods		Could add policy to Natural Environment				
	IdeasForum Survey Comments below						

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Juanita (February 19, 2014)		Response					
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Vision	Totem Lake developed into a new vibrant mixed-use Village Community with direct overpass access onto I-405 Increased traffic congestion on arterials despite efforts taken to manage this issue. More Transit Oriented Development near the Kingsgate and Brickyard Park n Ride lots More hi tech crosswalks with infrared sensors that better alert drivers when the crosswalk is occupied More non-motorized transportation facilities such as electric trolleys or small buses providing regular access into the City from the north on Juanita Woodinville Way and 100th Ave and then extending south on Lk Washington Blvd into Bellevue. New gateways coming into the City from the north end on Juanita Woodinville Way at NE 145th and on 100th Ave at NE 145th St New neighborhood trails developed to access the Cross Kirkland Trail from the Juanita Neighborhood A vibrant new mixed-use Village Community in the NE 132nd St and 100th Ave area		Consider feasibility of direct access from I-405 to Totem Lake Mall with TMP. Add policy to encourage redevleopment of Kingsgate P&R into a TOD. Add policy to encourage an attractive gateway near NE 145th ST and 100th Avenue in Juanita. Add policy to encourage a mixed use village community at NE 132nd ST and 100th Ave (old Albertson site)		Add lighted crosswalks in North Juanita		Transit shuttles services are not authority of City
Unique: reflect in plan	As a suburban bedroom community, the quieter character of the neighborhood should be preserved by calming traffic, keeping noise subdued, restricting industrial businesses, and maintaining a sufficient presence and response of police. Incentives should be considered for encouraging the siting of health oriented businesses and infrastructure such as health clubs, outdoor and recreational equipment sales, sports medicine clinics, parks and trails. Height restrictions (to 2-3 stories) should be established to prevent excessive housing density with a balance of multi family units near major arterial/collectors (having greater traffic capacity) and a greater proportion of single family homes over most of the landscape.		Consider adding policies that support: neighborhood traffic calming; encourage health orietned businesses, medicine clinics; Restrict building height to 2-3 stories; maintain zoning for current multi family land use near major arterials and collector streets. maintain single family neighborhoodhs				
Important to neighborhood	Public safety along roads and walkways Police protection/patrols/response to help manage crime to a low level Getting the word out that Kirkland doesn't tolerate crime and will strongly enforce its laws with stiff penalties to criminals Above-average funding for fire protection and emergency response The City should have a good balance of quality performing public and private schools Maintaining a high percentage of owner occupied housing so people have ownership in the neighborhood Transient (rental) housing should reflect a much lower percentage of over all dwellings in the City Preservation of suburban single family owner occupied neighborhoods to better ensure residents have ownership and a better stake in the community Pedestrian and bike access Access to parks and trail	Existing public safety and police protection patrols strive to reduce crime.	Could add a policy to Neighborhood Plan to encouarage bike and pedestrian connections to Parks; this is already in the Parks Element			Will pass on comment to Police Department	The City does not have the authority to regulate whether residential units are owner occupied or rental housing.
Issues addressed in plan	Encourage development of infrastructure involving roads, trails, ride share lots, and other facilities in support of BOTH motorized and non-motorized transportation. Improved crime prevention, patrol, and response with better communications with police at the neighborhood level Continued education in emergency response training and information Establishing a sustainable level of parks infrastructure so that maintenance costs don't become a downfall and exceed our ability to ensure facilities can function at a safe and useable level on an ongoing basis without the threat of closures. Provide zoning incentives and infrastructure for mixed use development in a manner that encourages and supports such growth Carefully consider unintended consequences and indirect effects that improvements such as entertainment businesses, parks, and public transit stations can incur to neighborhoods as a result of users who come into the City as "visitors."	Existing Transportation, Parks and Public Services Elements includes policies related to motorized and non-motorized transportation and crime prevention and levels of service for parks.	Revisit Public Services Policies related to comments. Could consider adding a policy in Plan that encourages providing zoning incentives and infrastructure fro mixed use devleopment.				
Business districts	Thriving small commercial businesses involving support services to the neighborhood with well maintained store fronts and signage that's not over reaching. Vibrant mixed use development near major transportation nodes and properties currently zoned for commercial use. A good diversity and geographic spread of interesting restaurants, food services, groceries, fuel stations, drycleaners, hardware stores, and other commercial services. Limit the number of expansive commercial shopping centers that transform residential neighborhoods into expansive and too intensive of commercial uses. Smaller shopping centers would be good. More businesses that serve health, fitness, recreation, education, and access to the out of doors.		Add policy to encourage mixed use development for neighborhood shopping centers in Juanita including types of businesses such as restaurants, food services, groceries, fuel stations, harware stores, health centers etc.				
Hopes for neighborhood	I would hope there could be a more effective strategy for outreach to the community to engage individuals in the neighborhood planning process. While current efforts have good merit, more can be done to reach residents through notifications in newspapers, flyers, neighborhood signs, and electronic reader boards. If possible, it might be helpful for the City to attempt somehow to obtain the email addresses to as many of the residents as possible by including a request in the sanitation bills or other City distributions. This will allow the City to notify more residents of community issues and emergency situations through broadcast emails.					Comment so noted	
	Provide a pedestrian path north of QFC on NE 124th ST. This is located in Totem Lake neighborhood and may be located in Juanita Creek sensitive area. Will add this comment to Totem Lake plan to consider		TMP - looking for possible pedestian connection between NE 132nd and NE 124th midway between 110th and 116th Ave NE			This is located in Totem Lake neighborhood so will add this comment to Totem Lake plan to consider.	Issue: located in Juanita Creek sensitive area. May not be feasible or desirable.
comment from annexation area	more green and solar building regulations	In existing Natural Environment Element and Chpater 115 KZC					
comment from annexation area	provide an opportunity for the community to volunteer to clean up repossessed houses						City currently does not get involved with repossed homes.
comment from annexation area	Preserve view corridors	In existing neighborhood plan policies and regulaions				Tree management regulations in Chapter 95 limits tree trimming.	
comment from annexation area	Improve pedestrian routes and sidewalks- Could revisit with neighborhood plan update to see if additional routes are desired. Add potential land use policy changes to the Albertson site to allow similar development as Juanita Village Add policy to encourage redevelopment of Kingsgate P&R into a TOD. Add policy to encourage an attractive gateway near NE 145th ST and 100th Avenue in Juanita. Add policy to encourage a mixed use village community at NE 132nd ST and 100th Ave (old Albertson site) encourage health oriented businesses/medicine clinics, restrict building height to 2-3 stories; policies to maintain zoning for current multifamily land use near major arterials and collector streets; and maintain single family neighborhoods. Add policy to provide zoning incentives and infrastructure for mixed use development. Add policy to encourage mixed use development for neighborhood shopping centers in Juanita including types of businesses such as restaurants, food services, groceries, fuel stations, hardware stores, health centers etc.		Could consider some comments with Comp Plan update	May need to consider comments with future work program			

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Kingsgate (Evergreen Hill) (February 19, 2014)			Response				
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan including TMP, PROS & CKC**	**Potential amendment for future Planning work program**	**Potential consideration in CIP or other City programs**	**Question/Comment**	**Not feasible; Not desirable; City No Authority;**
Transportation	Better connection between roads		Consider with Transportation Master Plan or Neighborhoood Plan				
	Buy the Cross Kirkland Corridor to continue from Slater Avenue north to keep it going				Consider as part of Cross Kirkland Corridor Master Plan		
	Address the cut through traffic issue				Refer to Neighbrohood Traffic Control Program		
	Provide accessible public transportation such as more frequent busses, busses that run later in the day and busses that go places other than downtown		Consider with Transportation Master Plan				
	Provide public transportation that have pedestrian and bicycle corridors to transit stations and more bus shelters		Consider with Transportation Master Plan				
	Address the NE 132th Street west-bound capacity issue; there's heavy traffic in that area		Consider with Transportation Master Plan				
	A system or infrastructure for walking and biking		Consider with Transportation Master Plan or Neighborhoood Plan				
Housing							
Economic Development							
Land Use	If there's an Aquatic Center at South Norway Hill Park consider the following: • Provide ample parking • The Aquatic Center could accomplish the neighborhood center idea • The Aquatic Center should account for traffic impacts • There could be positive impacts for the Kingsgate center				Refer to Aquatic Center Partnership Project		
	Review the RS8 zoning taking a critical look at new development in RS8 area if possible		Consider with neighborhood plan				
Capital Facilities/Utilities/Public Services	Roadway safety measures					Need further clarification	
	Bigger roads		Consider with Transportation Master Plan or Neighborhoood Plan				
	Increase Sidewalks		Consider with Transportation Master Plan or neighborhoood plan		Consider with CIP		
	Re-examine the option of extending Willows Road through to the winery		Consider with Transportation Master Plan or neighborhoood plan				
	Improve pedestrian safety measures between NE 144 Street and NE 119th Street between shopping centers by providing better street lighting or pedestrian boulevard		Consider with neighborhood plan		Consider with CIP		
	To improve safety for kids and families, supply a pedestrian crossing at the library		Consider with Transportation Master Plan or neighborhooodpPlan		Consider with CIP		
	Make Kingsgate Park a little less dangerous (shady)				Consider with CIP (lighting)		
	Improve signage that is more welcoming to Girl Scouts and less welcoming to "long-term residents"					Comment unclear	
	Solve the problem of fire response times by providing a station on the eastside of I-405 and cooperating with the City of Woodinville to build the station				Refer to Fire Department study.		
	Provide a pedestrian and bicycle bridge at NE 140th Street to cross I-405; this could be an emergency response bridge but likely to be expensive		Consider with Transportation Master Plan or neighborhoood plan				
	For safety, provide traffic calming on NE 140th Street and NE 119th Street to keep speeds down				Refer to Neighborhood Traffic Control Program		
	One option could be to provide crosswalk lights like the ones found downtown Kirkland				Consider with CIP		
	Roads in and out of new development at NE 136th Street and NE 128th Street					Need further clarification	
Environment							
	The above bridge could connect to parks such as Kingsgate Park		Consider with PROS Plan		Consider with CIP		
	A pedestrian bridge could provide great access to the Aquatic Center				Refer to Aquatic Center Partnership Project		
	Consider acquiring the Kingsgate 5 Park		Consider with PROS Plan				
	Consider acquiring the Hazen Hills Park (Hazen Hills is looking at possibly donating it to the City)				Refer to Aquatic Center Partnership Project		
	Clean up the park by bringing in native plants and remove non-native plants				Refer to Parks Dept and restoration efforts.		

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Open Space Parks	Provide informal parks that have a forest park feel; something people can use for urban hikes (Kingsgate Park)		Consider with PROS Plan				
	Connect greenbelt corridors in the Kingsgate areas		Consider with neighborhood plan				
	Explore the opportunity for a community center at Kingsgate 5 and old fire station		Consider with PROS Plan				
	The Department of Transportation staging area north of Kingsgate Park could be purchased and added to Kingsgate Park		Consider with PROS Plan				
	Keep the gathering space and outdoor public area at the King County Kingsgate library		Consider with PROS Plan				
Human Services							
Urban Design							
	IdeasForum comments						
Vision/Unique/Value/Issue	Keep Kingsgate name. Don't change to Evergreen Hill (restated same comment for each question)		Consider with neighborhood plan				

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Transportation	Reduce the traffic volume on Juanita Drive; partner with other cities for trip analysis				Consider with the Juanita Corridor study.		Reduction of volumes not likely
	Improve traffic on NE 100th Street		Consider with Transportation Element			Clarify meaning of "improve."	Reduction of volumes not likely
	Provide a local shuttle bus		Consider with Transportation Element				Will likely be cost prohibitive. Tranist is addressed by KC Metro and Sound Transit.
	Improve walkability and bike lanes throughout the neighborhood		Could consider with Neighborhood Plan.				
Housing	Preserve houses on large lots with yards and set backs		Review zoning with Neighborhood Plan.				Significant downzoning not likely.
Economic Development	Improve the area near the NE 100th Street and NE 132nd Street intersection		Review zoning with Neighborhood Plan.			Clarify meaning of "improve."	
	Provide more small businesses including coffee shops, etc		Review zoning with Neighborhood Plan.				Additional retail or restaurants not liekly without density or traffic.
	Keep the grocery store in the northern part of the neighborhood		Review zoning with Neighborhood Plan.				
Land Use	Preserve low density and single family homes		Review zoning with Neighborhood Plan.				
	Preserve standard large lot sizes		Review zoning with Neighborhood Plan.				Significant downzoning not likely.
	Becoming leaders in low impact development (LID)	City has LID standards in zoning code.	LID addressed in Environment Element				
	Do not allow existing lots to be subdivided						Must allow subdivision consistent with zoning. Significant downzoning not likely.
	No second homes on lots with existing homes						Must allow subdivision consistent with zoning. Significant downzoning not likely.
	Review setbacks requirements to maintain neighborhood character						Setbacks governed by RSA zoning standards which apply to multiple neighborhoods.
	Use form-based code						City uses design standards in business districts.
	Improve the area near QFC o Make it a transit hub o Allow residential units over business units o More restaurants o Careful designs o Create better access o Provide a pedestrian and bicycle bridge over Juanita Drive o Increase space planning		Could consider with Neighborhood Plan.				
	Rethink the use of spot zoning					Clarify what this is referring to.	City doesn't engage in spot zoning.
	Increase capacity for growth at arterials		Could review with Transportation Element				Significant arterial widening not possible/ affodable.
	Implement the Juanita Drive Master Plan				Consider with the CIP.		
Capital Facilities/Utilities/Public Services	Preserve safety for children		Could review with Neighborhood Plan.			Clarify safety concerns.	
	Preserve horse farm on NE 84th Street (Finn Hill meadows)						Significant downzoning not likely.
	Add more sidewalks		Could review with Neighborhood Plan.		Consider with the CIP.		Where does the money come from?
	Preserve good schools						Handled by the School District.
	Increase the number of street lights		Could review with Neighborhood Plan.		Consider with the CIP.	What kind of lights is this referring to?	Where does the money come from?
	During snow events, provide the neighborhood with information on which roads were serviced					Forward to Public Works for response.	
	Provide a skateboard park		Review in the PROs Plan.				Where does the money come from?
	Do not use parks for off-site stormwater management or facilities					Check with Parks and Public Works. Is this done now?	
	Maintain or minimize the size/scale of streets		Could consider with Neighborhood Plan.				
	Plan for senior safety by providing parks and sidewalks		Could consider with Neighborhood Plan.				
	Keep the neighborhoods dark at nighttime		Could consider with Neighborhood Plan.			Does this contradict desire for more street lights?	
	Improve roads on southeast side of the neighborhood				Consider with the CIP.	Clarify location and meaning of "improve"	
	Do away with private streets					Clarify. Why?	
	Preserve dark nighttime sky; less lighting		Consider with Neighborhood Plan.			Does this contradict desire for more street lights?	
	Improve cell tower aesthetics	City has cell facility stndards in Zoning Code.				Clarify.	Subject to citywide standards.
	Bury power lines						
Environment	Encourage healthy forests		Consider with Neighborhood Plan.				
	Recognize steep slope areas in future developments		Consider with Neighborhood Plan.			Clarify.	
	Preserve wildlife					How?	

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	Preserve greenbelts, trees, and vegetation		Consider with Neighborhood Plan.				
Open Space Parks	Preserve eastern woodlands		Consider with Neighborhood Plan.			Clarify whee?	
	Preserve Juanita Woodlands Park	Property owned by City and manged by the Parks Dept.					
	Interconnect trails with greenbelts		Consider with Neighborhood Plan.				
	Increase the number of local small parks		Review in the PROs Plan.				
	Improve Denny Park by allowing children to swim and providing picnic areas		Review in the PROs Plan.				
	Preserve open space		Could consider with Neighborhood Plan.				
	Preserve mountain bike trails						Finn Hill Park is owned and managed by King County.
	Preserve Finn Hill Park						Finn Hill Park is owned and managed by King County.
Human Services							
Urban Design	Improve architecture for business areas		Could consider with Neighborhood Plan.			Clarify intent.	
	Provide better code enforcement to maintain neighborhood character					Clarify problem.	
	Preserve views		Could consider with Neighborhood Plan.				Private views are not protected by regulation.
	IdeaForum survey comments below						
Vision	green, vibrant, neighborhood connections; thriving local businesses with inviting outdoor areas at Juanita Dr & NE 122nd ST, Juanita Dr & NE 141st ST, and 100th Ave NE & NE 132nd ST; a bike/pedestrian overpass connecting the east and west sides of Big Finn Hill Park.		Could consider with Neighborhood Plan.				
Unique about neighborhood	We love our dogs, trees and forested escapes. Our neighborhood is bisected by an arterial that is used by more non-residents than locals, creating hazards for locals trying to get from one part of the hill to another.		Could consider with Neighborhood Plan.				
Important values	Retaining as much undeveloped land as possible in a healthy natural state. Ability to travel between Finn Hill's neighborhoods and central/north Juanita safely on foot or bicycle. More natural control of water runoff.		Could consider with Neighborhood Plan.				
Plan should address	Ability to travel on foot or bicycle safely. Surface water runoff Density of housing developments - too much house on tiny lots, leaving a very low percentage of permeable surface which exacerbates the surface water runoff issues.		Could consider with Neighborhood Plan.				Limits on downzoning.
Nwighborhood businesses	A village feel like in Juanita would be nice. But more parking under the structures needs to be provided, as we are still very car dependent. A community center would be incorporated. A gathering place outdoors.		Could consider with Neighborhood Plan.				

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Vision	Please keep meetings in Public (not Church) buildings. I like my neighborhood as it is now - or rather, as it was when I moved here. I am concerned that too many wild spaces are now housing developments, and that the tall trees are disappearing. There is more traffic and more noise on my road. It would be nice to have some traffic calming features. It would be nice to have lots of tiny local wild spaces (so that the birds can continue to enjoy our neighborhood - we seem to have fewer ruby crowned kinglets, and Swainson's thrush). Traffic and congestion continue to get worse. 4 large wild lots within a mile of my home have been turned into developments within the last decade - they would have been built even earlier except for the economy downturn. I see taller buildings being built closer together. I worry that the frog swamp might get "developed". On the plus side, 20 years from now the street lights will all be LEDs and the lamps themselves will be works of art. Our cables will all be underground. We'll have high speed FIOS internet and be able to choose from more than one provider because there will have been serious monopoly busting by our government (finally). We'll have sidewalks and a tiny park (half plot or one				Refer traffic calming to Public Works.		Plan can't turn back time. Significant downzoning not likely.
What is unique	I love that my neighborhood is diverse. We have children and older folks, we have people of every color and background. This particular neighborhood has been a disputed boundary many times over. We have a "grandfathered" house plot that doesn't match the grid. There used to be a duck farm here, there used to be sheep a few houses down. Some of the neighbors who have lived here a long time, still think they have a farm. Many neighbors here are interested in habitat. The best part of the neighborhood is our proximity to St. Edward Park, for hiking, the balance swings, (we had some music concerts in the summer), John Bastyr college events (Herb fair, Haunted Trails). One of our neighbors has "house concerts" - actually backyard concerts a few times in the Summer. Many of my neighbors know each other and socialize together.						Plan can't turn back time. Significant downzoning not likely.
Value in neighborhood	Habitat, diversity, quiet, tolerance, helpfulness, clean air.		Could consider with Neighborhood Plan.				
Issues to address in plan	Motor vehicle speed, noise.				Refer traffic calming to Public Works.		

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Finn Hill (February 19, 2014)		Response					
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan update, including TMP, PROS Plan & CKC**	**Potential amendment for future Planning work program**	**Consideration for CIP and other City programs**	**Question/comments**	**Not feasible; Not Desirable; City No Authority**
Neighborhood business	It is important to have shops within walking distance. Our supermarket is small compared to other QFCs, but usually adequate, and Bartell Drugs is a wonderful resource, a Western Washington chain that started as a family pharmacy. The parking lot is even pretty with the trees and bushes. The Thai restaurant is going to be a success in a building where other restaurants have failed. Other business that I am familiar with in that lot are good ideas with bad follow-through and I don't know if it is just the economy or the management. The gym is a nice idea, but the machines are never in good working order. The Chinese restaurant food has made me sick (other Chinese restaurant foods do not make me sick). I wish we had a sit-down coffee shop (not just the Starbucks inside QFC) because we don't really have a heated indoor neighborhood gathering place. McMenamins would have provided some of that but there was some neighborhood resistance to the projected increased traffic. My husband would like to see a nice (clean, pretty wood, maybe some brass, not too noisy) tavern. We had a neighborhood bicycle shop that wasn't financially viable - too bad. I worry that some of the shops I would like to see (True Value Hardware,		Could consider with Neighborhood Plan.				
Hope for neighborhood	I am ready to surrender part of my garden so that we can have sidewalks. I will be very upset if I am forced to take on the entire expense myself since we have a corner lot (two sides) plus I know I am going to already have to spend money replanting my garden. We had some large construction trucks parked in front of my house daily for a year or two (when they were destroying our nearby wild space to make a housing development) and they took limbs off my maple tree (although the tree was inside my property). They also almost killed my mock orange. So I know that when the trucks come they will not be careful. They also are not careful when they dispense gravel on our road - at least sidewalks would stop that. Right now we have telephone poles and wires in the sky. I wish the cables were underground. I also wish we had fewer power outages: are those goals incompatible? If the wires go underground, the power won't go out as much when tree limbs fall.				Consider sidewalks with CIP.		Plan can't turn back time. Significant downzoning not likely.

NEIGHBORHOOD MEETINGS
Jan-Feb 2014
RESPONSE TO COMMENTS ON NEIGHBORHOOD PLANS

I. COULD CONSIDER WITH THE COMPREHENSIVE PLAN UPDATE

HIGHLANDS

- **Figure H-8 Highlands Pedestrian System**

  Public comment: This map needs to be updated to reflect current trails and walkways. Who can update it?

  Staff Response: This would be any easy edit. Map would be based on pedestrian map in Transportation Element

- **Policy H-6.3: Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the west and south of the neighborhood.**

  Public comment: This does not appear to be reflected in the zoning for the west side of our neighborhood. Does this make sense along the CKC?

  Staff Response: This would be a minor edit. Multifamily land use designation is only located in the southern part of Highlands and not the entire west area. Staff recommends just deleting the word "west".

- **Policy H-12.1: Provide enhanced emergency service (fire and police) through possible access across the railroad right-of-way at 111th Avenue NE to improve response time.**

  Public comment: Is this still on the table? Why must there be two teams on site?

  Staff Response: Staff is waiting to hear back from the Fire Department on the current need for additional fire access in the neighborhood. The State WAC on fire codes requires two teams for safety of the fire crew.

- **Policy H-3.2: Encourage the preservation and proper management of trees adjoining I-405 and the railroad.**

  Public comment: Change railroad to CKC

  Staff Response: This would be a minor edit. Every reference to the railroad will be updated to reflect the City's purchase and redevelopment as the Cross Kirkland Corridor (CKC).

NORTH ROSE HILL

- *Public comment:* *Keep* ***Lake Washington Technical College*** *in the neighborhood*

  Staff Response: As part of Totem Lake Neighborhood Plan discussion, City may consider including the facility, as a major employer and institution, in the TL Neighborhood Plan due to its proximity to the Urban Center.

MOSS BAY

- *Public comment: Adjust the plan to encourage development of business/office space in the business district over new housing developments. Perhaps a policy where sites large enough to accommodate 12,000 square feet or more are held for office development.*

  Staff Response: Could discuss as part of Land Use Element or Moss Bay Neighborhood Plan. However, a recent study done for the City demonstrated that office demand is currently going to Bellevue.

- *Public comments: Could consider renaming Moss Bay to Central Waterfront District and new CBD in Totem Lake*

  Staff Response: Name change would require changes throughout the Comp Plan, Zoning Code and Design Guidelines. Renaming the CBD to Central Waterfront District will be confusing and misleading. The existing three Waterfront District zones are totally within the shoreline jurisdiction and are tied to the shoreline regulations in the Zoning Code and the Shoreline Area chapter of the Comp Plan. Only CBD 2 is within shoreline jurisdiction.

- *Public comments: Need to attract above average jobs to Kirkland (Class A office) rather than just more salons and service retail jobs below housing development*

  Staff Response: This comment appears to support office buildings over more mixed use developments. It could be discussed with Land Use Element and/or Economic Development Element. It also highlights the differences in opinions of what uses and services should be provided in the commercial areas.

  Public comment: There is no good pedestrian route from Central Way to 85th under freeway

  Staff Response: Could be addressed on the pedestrian map in the Transportation Element if it is feasible to add a pedestrian route.

Public comments: Review areas where sidewalks are needed and add major pedestrian connections.

Staff Response: Could be addressed on the pedestrian map in the Transportation Element.

CENTRAL HOUGHTON/LAKEVIEW

Houghton Shopping Center comments:

- *Business center should stay the same size*

- *The Houghton/Everest Commercial Center should NOT become mixed multi-use medium (a.k.a. High) density housing. There are not enough traffic outlets to provide such absurdity. 5 stories = 5 LANES of traffic. Look at Juanita. Totem Lake. DT Bellevue. 5 stories or more require 5 lanes of traffic. And more than just 3 outlets. Houghton is a bit of an island. The only way in from the south are 108th and Lake Washington Blvd. Should you decide not to use those, you can come in from the East off of 405 to 70th/68th. If you live where I live, you try not to have to travel through Kirkland between the hours of 5 and 6:30pm. Adding more people to already congested streets is ridiculous. Whoever thinks this is a good idea needs to come to my house in the fall and try to get 3 kids to 3 different fields for soccer practice between 5 and 6:30 pm on a Tuesday or Thursday evening in September. If I have a meeting at the middle school I have to leave my house 1/2 hour before said meeting to make it there in 25 minutes, to give myself enough time to find parking and walk to the school. This is absurd. IT'S 2 MILES AWAY!!!! It takes me over an hour of driving time to do the soccer circuit up to Crestwood's Park. Please, be my guest. Come see what a traffic nightmare all of this current extra housing has created. Tear down one house, put in 27. Great idea. Call me in September: 425-301-0291. I dare anyone who has to carpool kids 2 miles through Kirkland to agree that 3 to 4 stories of apartments above the stores in the Houghton/Everest Commercial zone is a good idea. I've said this to anyone who would listen. Clearly no one hears me.*

- *I hope that it doesn't become overcrowded!!!!! I'd like that little "shopping area" on 100th just north of Market to be converted to 5 story apartments. If it's good for Central Houghton then it should be good for Market too.*

- *I am perfectly fine with developing Houghton Center east of the railroad trestle on 68th with greater density and up to 5 story buildings. There would be remarkable vistas from there down to the lake and to Seattle, with great access to the CKC trail to make the Center accessible by foot or by bike. Metro Market has become a great anchor tenant there, and Menchies is a real asset, as are the Teriyaki places, the bank (though probably much bigger*

than it need be). A dry cleaner and Ace Hardware would be nice there - probably too small for Ace.

Staff Response: Long term, some people would like to see the commercial area in Houghton allow for redevelopment and other don't want to see any change. At the upcoming neighborhood meetings, staff will begin a discussion on the Houghton commercial center area. The text for the Houghton Shopping Center in the Houghton Neighborhood Plan is not entirely consistent with the zoning regulations so staff recommends that the commercial area be addressed with the Plan Update process. Also, as part of the growth alternative for the EIS, the City will study the neighborhood commercial areas for potential impacts if intensification of the center occurs to support transit and walkable communities.

EVEREST

Everest- Houghton Business District Area Comments

- *Residents want to use Kirkland not go to Bellevue. The issue is access and parking*
- *Business perspective: Keep small business on 6th Street*
- *Don't turn retail into dentist space etc. In other words, things people use once or twice a year*
- *Concerned more multi-family use will make traffic worse*
- *Must have joint discussion with Houghton before any changes occur to zoning*
- *There needs to be better access from Cross Kirkland Corridor*
- *There should be two story maximum height limits*
- *We want retails shops to go to; for the neighborhood to use*
- *Office/commercial space stays "in character" for Houghton-Everest with a maximum two story limit*

- *Denser retail/office at Houghton Center but with the trade off of under-grounded parking to replace the ugly sea of parking lot separating the sidewalks from the stores.*
- *We should be willing after consultation to accept more density at Houghton Center with higher buildings and more businesses that serve the neighborhood being offset by more attractive landscaping or green/public space and parking underground.*
- *We should be willing after consultation to accept more density at Houghton Center with higher buildings and more businesses that serve the neighborhood being offset by more attractive landscaping or green/public space and parking underground.*

Staff Response: At the upcoming neighborhood meetings, staff will begin a discussion on the Houghton/Everest commercial center area. Also, as part of the growth alternative for the EIS, the City will study the neighborhood commercial areas for potential intensification to support transit and walkable communities. Staff recommends that the commercial area be addressed with the Plan Update process.

- *<u>Public comment</u>: Most parts still seem valid. Perhaps large lots should be easier to develop a bit denser with several (3-5) single family lots on what used to be one double- or triple-sized lot. This would allow for denser infill without needing to drastically change the character of the neighborhood as these developments would be small and spread out among the few larger lots left.*

- *<u>Public comment</u>: I would like to see the neighborhood spruced up…..To me that means some multi-family development in areas already zoned light industrial or something denser than single-family residential. It also means denser retail/office at Houghton Center but with the trade off of under-grounded parking to replace the ugly sea of parking lot separating the sidewalks from the stores. A larger Google complex is fine w/me if it is attractively landscaped, green, and replaces ugly swaths of parking lot and low-rent marginal businesses.*

- *<u>Public comment</u>: Zone for multi-family or office not industrial*

- *<u>Public comment</u>: Green Busy Friendly Walkable Tied-in Low-key (vision)*

Staff Response: At the upcoming neighborhood meetings, staff will present the comments to look for consensus and prioritization of issues.

SOUTH ROSE HILL/BRIDLE TRAILS

<u>Bridle Trails Shopping Center comments:</u>

- *7 story shopping center mixed use more goods more services shopping center as hub more foot traffic shorter shopping trips fewer shopping trips highly efficient shopping centers density centered in shopping area more familiarity amongst neighbors arterials affordable residential suites at Bridle Trails shopping center fewer horse owners*
- *Eliminate height restriction on BT center shopping center should be different from sfr expand uses at shopping center*
- *7 stories mixed use more midsized retail more selection of goods medical services more needs met live, work, play hub of neighborhood*
- *Give shopping center owners freedom to be the BEST they can be in meeting more of the needs of the immediate neighborhood so we can do less shopping elsewhere and get out of our cars more often or for shorter distances. Let them build up to 7 stories so they can afford to build expensive underground parking, so more retail space can be created.*
- *In regards to the economic and commercial activities section: I think the plan needs to specify in greater detail what the neighborhood residence would like with regards to future development at or near the Bridal Trails Shopping Center.*

- *The residents I have spoken with all agree that: 1) Any future development should specifically exclude large retail spaces (spaces over 10,000 square feet) because those types of shopping centers (Ross, TJ Max, Bed Bath and Beyond, Target, etc.) are designed to attract vehicle traffic from large urban areas. Rather, any future retail development should be designed to serve the SRH-BT neighborhood and possibly the adjoining neighborhoods in Bellevue and Redmond. We don't want new commercial developments to compete for shopping dollars with Totem Lake malls, Bellevue Square, Downtown Redmond, etc. This will just clog the streets with traffic from I-405 and make the area inherently less walkable. 2) In any future developments, efforts should be made to make the shopping center accessible for pedestrians on foot, while accommodating and mitigating vehicle traffic. By which I mean "PLEASE make it safe to walk to!" 3) In any future development, whether it includes multifamily housing or retail, the design should consider aesthetics. The layout and design of future commercial development should be visually appealing and encourage people to walk or ride a bike. No stacked housing with first floor parking for example. Large setbacks from the road with green areas and large walkways will encourage local families to spend their dollars right here.*

- *I support some development on that site as long as it stays at the medium density level allowed with the current zoning.*

  Staff Notes: Long term, some people would like to see the Bridle Trails Shopping Center redeveloped and others don't want to see any change. Some of the concerns are about traffic and retaining neighborhood oriented uses at the center and character of neighborhood.

  Staff Response: At the upcoming neighborhood meetings, staff will begin a discussion on the Bridle Trails Shopping Center. Brian Gaines, the owner of the bowling alley has indicated an interested in redeveloping the site at a higher intensity that is currently permitted. Also, as part of the growth alternative for the EIS, the City will study the neighborhood commercial areas for potential intensification to support transit and walkable communities. Staff recommends that the commercial area be addressed with the Plan Update process.

- *<u>Public comment</u>: Change the Plan to allow stacked multifamily housing, specifically areas near the Bridle Trails shopping center*

- *<u>Public comment</u>: How about an east-west paved pathway from 116th NE to 132nd NE, then possibly drop south a bit, to take the bicyclists away from NE 70th, going to Overlake or MSFT areas? There should be some utility easements that could be used as bike lanes thru various neighborhoods, like the one that ends up on 148th at one of those traffic lights??*

- *<u>Public comment</u>: Medium density detached single-family residential development is also appropriate in the immediate vicinity. Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided. New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be used Regarding Parks:*

Staff Response: At the upcoming neighborhood meetings, staff will present the comments to look for consensus and prioritization of issues. We may have time to address these issues in the Market Street Neighborhood Plan.

MARKET STREET

<u>Public comments</u>: A discussion about how to improve Market Street Corridor included the following points:

- *Make sure Market Street Corridor (MSC) zoning is purposeful enough to accomplish neighborhood goals including change the Horizontal Façade Regulations*
- *MSC goals and policies seem to advance pushing businesses back off street and screening them; but that does not seem consistent with what's in neighborhood plan*
- *Bring the buildings closer to the street with overhangs, walkways etc., Zero lot lines are more in keeping with the historical context*
- *We like the idea of zero lot lines if it means developers will redevelop*
- *Put the green buffer in the back of commercial buildings to provide transition from commercial to residential*
- *Consider a transition to allow smaller lots between commercial and residential zones specifically along Market Street corridors*

Staff Response: At the upcoming neighborhood meetings, staff will present the comments to look for consensus and prioritization of issues. We may have time to address these issues in the Market Street Neighborhood Plan.

JUANITA (INCLUDES AREA WITH PLAN AND ANNEXATION AREA)

<u>Public comments of what they would like addressed in their combined plans:</u>

- Improve pedestrian routes and sidewalks- Could revisit with neighborhood plan update to see if additional routes are desired
- Add potential land use policy changes to the Albertson site to allow similar development as Juanita Village

- Add policy to encourage an attractive gateway near NE 145th Street and 100th Avenue in Juanita
- Add policy to encourage a mixed use village community at NE 132nd Street and 100th Ave (old Albertson site) encourage health oriented businesses, medicine clinics; restrict building height to 2-3 stories
- Policies to maintain zoning for current multifamily land use near major arterials and collector streets. maintain single family neighborhoods
- Add policy to provide zoning incentives and infrastructure for mixed use development
- Add policy to encourage mixed use development for neighborhood shopping centers in Juanita including types of businesses such as restaurants, food services, groceries, fuel stations, hardware stores, health centers etc.
- Land use changes to the Albertson site to allow similar development as Juanita Village

Staff Response: At the upcoming neighborhood meetings, staff will present the comments to look for consensus and prioritization of issues. The Albertson's site is available for redevelopment and many comments support a Juanita Village type development there. Also, as part of the growth alternative for the EIS, the City will study the neighborhood commercial areas for potential intensification to support transit and walkable communities. Staff recommends that the commercial area be addressed with the Plan Update process.

***Staff note:** Staff recommends that the existing North and South Neighborhood Plans be reformatted and consolidated into one document, eliminating north and south Juanita neighborhood boundaries and adding new policies that reflect newly annexed area. The two plans were once separate free standing plans and then were merged into one document, but they are disjointed and not well organized.

Staff also recommends that the Juanita annexation area be incorporated into the North/South Juanita Plan.

II. COULD CONSIDER WITH FUTURE WORK PROGRAM

HIGHLANDS

- *Policy H-2.2: Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.*

  When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.

  Public comment: Is this item on the city permit checklist for new developments?

Staff Response: Could add to future amendment to the Kirkland Zoning Code Chapter 90 Drainage Basin as a requirement.

- **Policy H-3.2: Encourage the preservation and proper management of trees adjoining I-405 and the railroad.**

  Public comment: How can we influence trees on the 405 corridor? Is this a city role or a neighborhood role?

  Staff Response: Could add to Chapter 95 Tree Management as a requirement for review of tree management (this could be done with Comp Plan Update as well).

- **Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.**

  Public comment: We are concerned about the decreasing availability of affordable housing, as older homes are replaced by large, expensive ones. How can the city and the neighborhood encourage affordable housing?

  Staff Response: Future work program could consider additional density through the subdivision process in exchange for affordable land cost and housing.

JUANITA

Staff Note: See list under Section I above. The City may not have time to address all of the issues listed for the Juanita Neighborhood Plan with the Plan Update process.

EVEREST

Public comment: No neon signs in buffer facing residential area

Staff Response: Could add to future work program on Chapter 100 Signs.

NEIGHBORHOOD MEETINGS
Jan-Feb 2014
COMMENTS ON TRANSPORTATION, CKC, PARKS AND OTHER AREAS

TRANSPORTATION

- The pedestrian walkway on 112th Ave NE at NE 87th St. was built with neighborhood grant money some years ago. It is not being maintained (many of the reflectors that separate pedestrians from cars are missing). We believe this walkway is an essential route to downtown (an "activity node"). It's also a primary connector to the CKC. How can we get funding to replace the reflectors? Who pays for this and decides priorities? (Highlands)
- Make 19th Avenue safe (Norkirk)
- Increase lighting on 7th Avenue to improve safety (Norkirk)
- Provide better sidewalks on Market Street (Norkirk)
- Address parking issues along 6th Street and buffer sidewalk (Moss Bay)
- Ensure proper sidewalk maintenance, especially along 6th St and pedestrian improvements on 85th (Moss Bay)
- The transition from Redmond to Kirkland needs to be reviewed for pedestrian and street improvements (Moss Bay)
- Review areas where sidewalks are needed and add major pedestrian connections (Moss Bay)
- Improve sidewalk safety so they are walkable by the elderly (Moss Bay)
- Improve connectivity from Moss Bay to Cross Kirkland Corridor (Moss Bay)
- There is no good pedestrian route from Central Way to 85th under freeway (Moss Bay)
- Ensure traffic calming measures are included that focus on slowing traffic speeds (Lakeview)
- Traffic along Lake Washington Blvd must be managed, and commute-through traffic must be dis-incented. Consider with TMP (Lakeview)
- Noise mitigation for traffic- Existing plan discusses this (and importance of TMP's). These policy statements could be deleted and added to the Transportation element (Juanita)
- A median with vegetation along NE 100th Street between NE 132 Street and NE 145th Street (Juanita)
- Increased traffic congestion on arterials despite efforts taken to manage this issue. More Transit Oriented Development near the Kingsgate and Brickyard Park n Ride lots More hi tech crosswalks with infrared sensors that better alert drivers when the crosswalk is occupied More non-motorized transportation facilities such as electric trolleys or small buses providing regular access into the City from the north on Juanita Woodinville Way and 100th Ave and then extending south on Lake Washington Blvd into Bellevue. New

neighborhood trails developed to access the Cross Kirkland Trail from the Juanita Neighborhood (Juanita)

- At NE 132nd ST and Totem Lake Blvd pulse traffic lights to make it easier to turn left off Totem Lake Blvd. - Assess with traffic control program? (Juanita)
- Improve traffic congestion near Juanita Drive and NE 116th ST. (Policy text could be deleted because it is addressed in Transportation Element under levels of service discussion). (Juanita)
- Add Round-abouts or traffic calming on Market Street (Market)
- Provide a stop light on Market St near 18th Avenue to help with traffic congestion. It will safely slow down traffic turning onto Market Street (Market)
- Give up on making developers build sidewalks, instead have city take responsibility for making complete pathways and maintain, possibly through taxation. New developments pay fees in lieu of building sidewalks (Market)
- Plan for pedestrian and bike crossing across I-405 (South Rose Hill/Bridle Trails)
- Connect bike lanes to Bellevue along 116th Avenue to increase safety on sidewalks, etc. (South Rose Hill/Bridle Trails)
- Coordinate with the Park Department to implement the approved non-motorized plan (South Rose Hill/Bridle Trails)
- Consider bike and pedestrian infrastructure in Bridle Trails and South Rose Hill to improve access and safety (South Rose Hill/Bridle Trails)
- More modes of transportation (South Rose Hill)
- Encourage development of infrastructure involving roads, trails, ride share lots, and other facilities in support of BOTH motorized and non-motorized transportation (Juanita)
- Wide sidewalks by shopping center (Bridle Trails)
- Concerned more multi-family use will make traffic worse (Everest)
- The intersection of Northeast 85th Street and I-405 is dangerous. Please reduce the number of accidents (Everest)
- Traffic is also an issue in “intimate” parts of the neighborhood, particularly during baseball season (Everest)
- Control volume of traffic (Everest)
- To improve walkability in Everest :
    - The pedestrian crossing over I-405 at the top of Kirkland Avenue has lots of kids, and some of the problems include:
      § Problems with limited sightlines. Please remove the foliage.
      § There are no lights on the street
      o Sidewalk ends in random places
      o Please repair the sidewalks
      o On the east side of 6th Street South please bury utilities and remove garbage
      o Align bus stops with crosswalks, for example at 6th Avenue South
      o Cross Kirkland Corridor crosswalks are not appropriate in some places
      o Increase lighting for safety
      o Walking up the street is not safe from 6th street to 7-11

- Business perspective in Everest: 6th Street traffic is a nightmare because of freeway exits (Everest)
- Ultimately more density equals more traffic infrastructure (Everest)

- Transportation and transportation infrastructure remain a top concern to our residents. Incorporate measures that will allow for improved access to 6th Street S and 68th during heavy traffic periods without disrupting the general flow of traffic. Encourage and provide access and transportation on the CKC. Identify and ameliorate safety issues at hazardous areas in Everest. (Everest)
- Increase sidewalks (Kingsgate/Evergreen Hill)
- Better connection between roads (Kingsgate/Evergreen Hill)
- Provide accessible public transportation such as more frequent busses, busses that run later in the day and busses that go places other than downtown (Kingsgate/Evergreen Hill)
- Provide accessible public transportation that have pedestrian and bicycle corridors to transit stations and more bus shelters (Kingsgate/Evergreen Hill)
- Address the NE 132th Street west-bound capacity issue; there's heavy traffic in that area (Kingsgate/Evergreen Hill)
- A system or infrastructure for walking and biking (Kingsgate/Evergreen Hill)
- Connect greenbelt corridors in the Kingsgate areas (Kingsgate/Evergreen Hill)
- Re-examine the option of extending Willows Road through to the Chateau St. Michelle winery (TMP or Plan) (Kingsgate/Evergreen Hill)
- Reduce the traffic volume on Juanita Drive; partner with other cities for trip analysis (TMP) (Finn Hill)
- Improve traffic on NE 100th Street (TMP) (Finn Hill)
- Provide a local shuttle bus (TMP) (Finn Hill)
- Improve walkability and bike lanes throughout the neighborhood (Finn Hill)
- Increase capacity for growth at arterials (TMP) (Finn Hill)
- Bigger roads (TMP) (Kingsgate/Evergreen Hill)
- Improve pedestrian safety measures between NE 144 Street and NE 119th Street between shopping centers by providing better street lighting or pedestrian boulevard (TMP or Plan) (Kingsgate/Evergreen Hill)
- Add more sidewalks (Finn Hill)
- Increase the number of street lights (Finn Hill)
- Maintain or minimize the size/scale of streets (Finn Hill)
- Plan for senior safety by providing parks and sidewalks (Finn Hill)
- Keep the neighborhoods dark at nighttime (Finn Hill)
- Preserve dark nighttime sky; less lighting (Finn Hill)

CROSS KIRKLAND CORRIDOR

- Consider connections from Juanita to CKC with CKC Master Plan (Juanita)
- Direct people to Cross Kirkland Corridor transit as it develops traffic (Market)
- Community space should be connected with Cross Kirkland Corridor (Central Houghton)
- There needs to be better access from Cross Kirkland Corridor to the Houghton/Everest Commercial Corridor (Houghton)
- Turn the area along the industrial corridor into retail space facing the Cross Kirkland Corridor. For example, coffee shops etc. (Everest)

- There needs to be better access from Cross Kirkland Corridor (Everest)
- The feasibility of relocating the stream out of the railroad ditches upstream of Peter Kirk Elementary school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating. Can this be incorporated into the CKC master plan? (Highlands)
- Pave Cross-Kirkland corridor! Would be great to have some related small businesses near trail (Highlands).
- Improve connectivity from Moss Bay to Cross Kirkland Corridor (Moss Bay
- Connect Juanita to the Cross Kirkland Corridor through expansion (Juanita)
- Add to the plan policies to ensure better access and connection to the Cross Kirkland Corridor throughout its length, we want to see multiple access points (Moss Bay)
- Buy the Cross Kirkland Corridor to continue from Slater Avenue north to keep it going (Kingsgate/Evergreen Hill)
- Turn the area along the industrial corridor into retail space facing the Cross Kirkland Corridor. For example, coffee shops etc. (Everest)
- Everest-Houghton neighbor center:
  o Must have joint discussion with Houghton before any changes occur to zoning
  o There needs to be better access from Cross Kirkland Corridor
  o There should be two story maximum height limits
  o We want retails shops to go to; for the neighborhood to use
- The Railroad Avenue trestle intersection is dangerous (Everest)
- Please remove/remodel the trestle (Everest)

PARKS

- Develop the open space areas as active parks (North Rose Hill)
- Botanical garden park at Snyder's Corner water falls ponds and trails park shade trees (South Rose Hill)
- Something should be added to encourage the use of the old dump site (off of NE 60th behind Transfer Station) as a public park area including such things as off-leash dog runs, community garden space and open green space. The current baseball fields are NOT a good use for this area and no one maintains the trash generated. The baseball fields sit fallow most of the year, when this area could be used 365 days with park activities. (South Rose Hill/Bridle Trails)
- A development plan for Snyder's Corner including providing a community garden (South Rose Hill/Bridle Trails)
- Policy H-11.1: Explore the possibility of a neighborhood gathering place.
- What is the status of the Spinney Park master plan? Is there a picnic shelter in the plan? (Highlands)
- Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels (South Rose Hill/Bridle Trails)

- Coordinate with the Park Department to implement the approved non-motorized plan (South Rose Hill/Bridle Trails)
- Turn the open space parcels in the northern section of the neighborhood into active parks (NRH)
- Revegetate the west slope of Waverly Way to lower vegetation because that would requires less maintenance and help stabilize the slope (Market)
- Clean up brush, weeds, and change plants to be natural on west side of Heritage Park (Market)
- Despite existing parks and open space facilities, the neighborhood is deficient in parkland based on the standard of 15 acres per 1,000 population, because much of this land is owned by the Lake Washington School District. As a result, every effort should be made to acquire additional parkland for this neighborhood, including smaller parcels for use as "pocket parks." These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size (South Rose Hill/Bridle Trails)
- Don't mess with parks although consider small park improvement trails (Central Houghton)
- More dog parks (Highlands)
- Ensure the plan calls for additional community spaces (ex. Crossroads mall)(Moss Bay)
- Turn the open space parcels in the northern section of the neighborhood into active parks (North Rose Hill)
- The above bridge could connect to parks such as Kingsgate Park (Kingsgate/Evergreen Hill)
- Consider acquiring the Kingsgate 5 Park (Kingsgate/Evergreen Hill)
- Provide informal parks that have a forest park feel; something people can use for urban hikes (Kingsgate Park) (Kingsgate/Evergreen Hill)
- Explore the opportunity for a community center at Kingsgate 5 and old fire station (Kingsgate/Evergreen Hill)
- Keep the gathering space and outdoor public area at the King County Kingsgate library (Kingsgate/Evergreen Hill)
- Improve vegetation maintenance or increase lighting at Kingsgate Park (Kingsgate/Evergreen Hill)
- The Department of Transportation staging area north of Kingsgate Park could be purchased and added to Kingsgate Park (Kingsgate/Evergreen Hill)
- Provide a skateboard park (PROS) (Finn Hill)
- Increase the number of local small parks (PROS) (Finn Hill)
- Improve Denny Park by allowing children to swim and providing picnic areas (PROS) (Finn Hill)
- Preserve open space (Finn Hill)
- Interconnect trails with greenbelts (Finn Hill)

SURFACE WATER

- Policy H-2.1: Undertake measures to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.
- How should the neighborhood proceed in doing this? What exactly should we do? (Highlands)
- Turn the open space parcels in the northern section of the neighborhood into active parks (North Rose Hill)
- More natural control of water runoff. (Finn Hill)
- Surface water runoff Density of housing developments - too much house on tiny lots, leaving a very low percentage of permeable surface which exacerbates the surface water runoff issues. (Finn Hill)
- Becoming leaders in low impact development (LID) (Finn Hill)

FIRE AND PUBLIC SAFETY

- Policy H-12.1: Provide enhanced emergency service (fire and police) through possible access across the railroad right-of-way at 111th Avenue NE to improve response time. Is this still on the table? Why must there be two teams on site? (Highlands)
- Public safety along roads and walkways. Police protection/patrols/response to help manage crime to a low level. Getting the word out that Kirkland doesn't tolerate crime and will strongly enforce its laws with stiff penalties to criminals. Above-average funding for fire protection and emergency response (Juanita)
- Improved crime prevention, patrol, and response with better communications with police at the neighborhood level. Continued education in emergency response training and information. Establishing a sustainable level of parks infrastructure so that maintenance costs don't become a downfall and exceed our ability to ensure facilities can function at a safe and useable level on an ongoing basis without the threat of closures. (Juanita)
- Provide a pedestrian and bicycle bridge at NE 140th Street to cross I-405; this could be an emergency response bridge but likely to be expensive (TMP or Plan) (Kingsgate/Evergreen Hill)
- Preserve safety for children (Finn Hill)

FINANCE

- All Kirkland City offices should be shifting out to the Totem lake Area. The citizen's tax dollars are not being efficiently uses in where and how city staff works currently. (Lakeview)

ATTACHMENT 4

NEIGHBORHOOD PLAN MEETINGS
RESPONSE TO COMMENTS FOR FINN HILL AND KINGSGATE/EVERGREEN HILL NEIGHBORHOODS

I. COULD CONSIDER WITH NEW NEIGHBORHOOD PLANS

The following comments were received at the neighborhood plan update meetings held in January and February 2014 and the Ideasforum website. These comments may be used to form the foundation for the new Kingsgate and Finn Hill neighborhood plans while other comments or issues may need to be addressed with the General Elements of the Comprehensive Plan, Transportation Master Plan, Parks and Open Space Study or a future work program.

KINGSGATE/EVERGREEN HILL

Public comments of what they would like addressed in their plans:

Vision, Makes Neighborhood Unique, Community Values

- Keep Kingsgate name. Don't change to Evergreen Hill (restated same comment for each question)

Land Use

- Review the RS8 zoning taking a critical look at new development in RS8 area if possible

Transportation Section in Neighborhood Plan or Transportation Master Plan

- Better connection between roads
- Provide accessible public transportation such as more frequent busses, busses that run later in the day and busses that go places other than downtown
- Provide accessible public transportation that have pedestrian and bicycle corridors to transit stations and more bus shelters
- Address the NE 132th Street west-bound capacity issue; there's heavy traffic in that area
- A system or infrastructure for walking and biking
- Connect greenbelt corridors in the Kingsgate areas
- Re-examine the option of extending Willows Road through to the Chateau St. Michelle winery (TMP or Plan)

Capital Facilities/Utilities/Public Facilities

- Improve pedestrian safety measures between NE 144 Street and NE 119th Street between shopping centers by providing better street lighting or pedestrian boulevard (TMP or Plan)
- Bigger roads (TMP)

- Increase sidewalks
- Provide a pedestrian and bicycle bridge at NE 140th Street to cross I-405; this could be an emergency response bridge but likely to be expensive (TMP or Plan)

Parks, Open Space or PROS Plan

- The above bridge could connect to parks such as Kingsgate Park
- Consider acquiring the Kingsgate 5 Park
- Provide informal parks that have a forest park feel; something people can use for urban hikes (Kingsgate Park)
- Explore the opportunity for a community center at Kingsgate 5 and old fire station
- Keep the gathering space and outdoor public area at the King County Kingsgate library
- Improve vegetation maintence or increase lighting at Kingsgate Park
- The Department of Transportation staging area north of Kingsgate Park could be purchased and added to Kingsgate Park

CKC

- Buy the Cross Kirkland Corridor to continue from Slater Avenue north to keep it going

FINN HILL

Public comments of what they would like addressed in their plans:

Vision, Makes Neighborhood Unique, Community Values

- Green, vibrant, neighborhood connections; thriving local businesses with inviting outdoor areas at Juanita Dr & NE 122nd ST, Juanita Dr & NE 141st ST, and 100th Ave NE & NE 132nd ST;

- a bike/pedestrian overpass connecting the east and west sides of Big Finn Hill Park.

- We love our dogs, trees and forested escapes. Our neighborhood is bisected by an arterial that is used by more non-residents than locals, creating hazards for locals trying to get from one part of the hill to another.

- Retain as much undeveloped land as possible in a healthy natural state.

- Ability to travel between Finn Hill's neighborhoods and central/north Juanita safely on foot or bicycle.

- More natural control of water runoff.

- Ability to travel on foot or bicycle safely.

- Surface water runoff Density of housing developments - too much house on tiny lots, leaving a very low percentage of permeable surface which exacerbates the surface water runoff issues.

- Please keep meetings in Public (not Church) buildings. I like my neighborhood as it is now - or rather, as it was when I moved here. I am concerned that too many wild spaces are now housing developments, and that the tall trees are disappearing. There is more traffic and more noise on my road. It would be nice to have some traffic calming features. It would be nice to have lots of tiny local wild spaces (so that the birds can continue to enjoy our neighborhood - we seem to have fewer ruby crowned kinglets, and Swainson's thrush). Traffic and congestion continue to get worse. 4 large wild lots within a mile of my home have been turned into developments within the last decade - they would have been built even earlier except for the economy downturn. I see taller buildings being built closer together. I worry that the frog swamp might get "developed". On the plus side, 20 years from now the street lights will all be LEDs and the lamps themselves will be works of art. Our cables will all be underground. We'll have high speed FIOS internet and be able to choose from more than one provider because there will have been serious monopoly busting by our government (finally). We'll have sidewalks and a tiny park (half plot or one plot) every 3 blocks with benches and pretty trees and maybe a little pea-patch.

- I love that my neighborhood is diverse. We have children and older folks, we have people of every color and background. This particular neighborhood has been a disputed boundary many times over. We have a "grandfathered" house plot that doesn't match the grid. There used to be a duck farm here, there used to be sheep a few houses down. Some of the neighbors who have lived here a long time, still think they have a farm. Many neighbors here are interested in habitat. The best part of the neighborhood is our proximity to St. Edward Park, for hiking, the balance swings, (we had some music concerts in the summer), John Bastyr college events (Herb fair, Haunted Trails). One of our neighbors has "house concerts" - actually backyard concerts a few times in the Summer. Many of my neighbors know each other and socialize together.

- Habitat, diversity, quiet, tolerance, helpfulness, clean air.

<u>Land Use</u>

<u>Neighborhood Business Districts, Economic Development</u>

- Improve the area near the NE 100th Street and NE 132nd Street intersection
- Provide more small businesses including coffee shops, etc

- Keep the grocery store in the northern part of the neighborhood

- Improve the area near QFC
  - o Make it a transit hub
  - o Allow residential units over business units
  - o More restaurants
  - o Careful designs
  - o Create better access
  - o Provide a pedestrian and bicycle bridge over Juanita Drive
  - o Increase space planning

- Improve architectural design of business areas

- A village feel like in Juanita would be nice. But more parking under the structures needs to be provided, as we are still very car dependent. Include a community center and gathering places outdoors.

- It is important to have shops within walking distance. Our supermarket is small compared to other QFCs, but usually adequate, and Bartell Drugs is a wonderful resource, a Western Washington chain that started as a family pharmacy. The parking lot is even pretty with the trees and bushes. The Thai restaurant is going to be a success in a building where other restaurants have failed. Other business that I am familiar with in that lot are good ideas with bad follow-through and I don't know if it is just the economy or the management. The gym is a nice idea, but the machines are never in good working order. The Chinese restaurant food has made me sick (other Chinese restaurant foods do not make me sick). I wish we had a sit-down coffee shop (not just the Starbucks inside QFC) because we don't really have a heated indoor neighborhood gathering place. McMenamins would have provided some of that but there was some neighborhood resistance to the projected increased traffic. My husband would like to see a nice (clean, pretty wood, maybe some brass, not too noisy) tavern. We had a neighborhood bicycle shop that wasn't financially viable - too bad. I worry that some of the shops I would like to see (True Value Hardware, Panera) couldn't turn a decent profit at this location.

- I am ready to surrender part of my garden so that we can have sidewalks. I will be very upset if I am forced to take on the entire expense myself since we have a corner lot (two sides) plus I know I am going to already have to spend money replanting my garden. We had some large construction trucks parked in front of my house daily for a year or two (when they were destroying our nearby wild space to make a housing development) and they took limbs off my maple tree (although the tree was inside my property). They also almost killed my mock orange. So I know that when the trucks come they will not be careful. They also are not careful when they dispense gravel on our road - at least sidewalks would stop that. Right now we have telephone poles and wires in the sky. I wish the cables were underground. I also wish we had fewer power outages: are those goals incompatible? If the wires go underground, the power won't go out as much when tree limbs fall.

- Preserve views

Residential Areas

- Preserve low density and single family homes
- Preserve standard large lot sizes
- Preserve houses on large lots with yards and set backs

Environment

- Becoming leaders in low impact development (LID)

Transportation Section in Neighborhood Plan, Transportation Master Plan, Juanita Drive Corridor Study

- Reduce the traffic volume on Juanita Drive; partner with other cities for trip analysis (TMP)
- Improve traffic on NE 100th Street (TMP)
- Provide a local shuttle bus (TMP)
- Improve walkability and bike lanes throughout the neighborhood
- Increase capacity for growth at arterials (TMP)

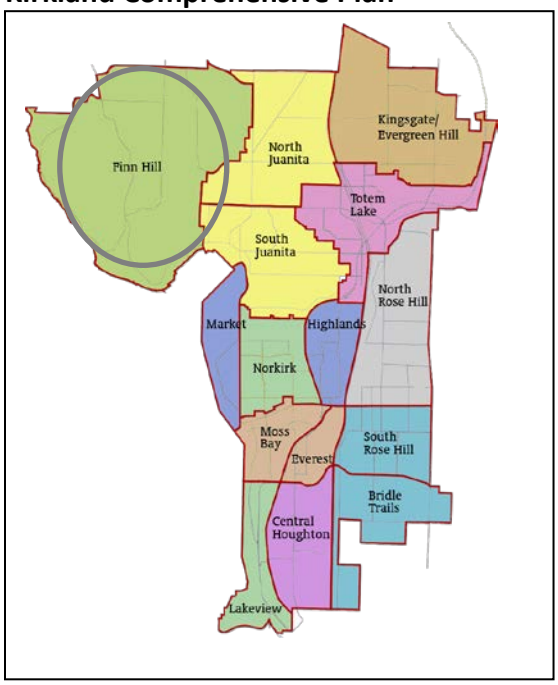
Capital Facilities/Utilities/Public Facilities

- Preserve safety for children
- Add more sidewalks
- Increase the number of street lights
- Maintain or minimize the size/scale of streets
- Plan for senior safety by providing parks and sidewalks
- Keep the neighborhoods dark at nighttime
- Preserve dark nighttime sky; less lighting

Parks, Open Space or PROS Plan

- Provide a skateboard park (PROS)
- Increase the number of local small parks (PROS)
- Improve Denny Park by allowing children to swim and providing picnic areas (PROS)
- Preserve open space
- Interconnect trails with greenbelts

Kirkland Comprehensive Plan **Annexation Neighborhood Plan Outline Template**



City of Kirkland Neighborhood Map

Finn Hill Neighborhood *(Example)*

1. **Overview**

Provide general location and description of neighborhood. Include map of boundaries of neighborhood.

Describe purpose of the neighborhood plan which is to provide the specific vision for neighborhood as determined by its residents, historical context and any features that are important to the neighborhood to highlight such as Holmes Pt overlay, the trails system and shoreline areas.

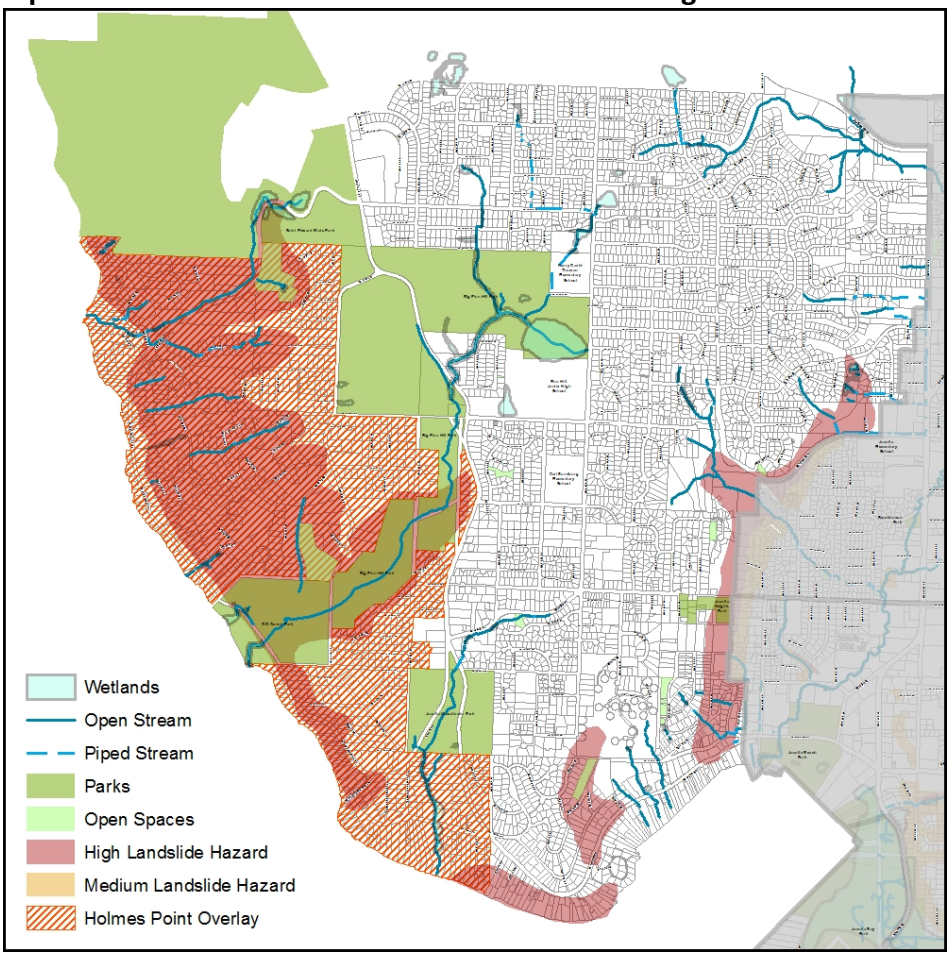
Describe plan in relationship to the city wide elements and a reference to the goals and policies in the citywide elements apply to the neighborhood.

2. **Neighborhood Vision**

Short description of vision for neighborhood and how it relates to the city wide Vision Statement.

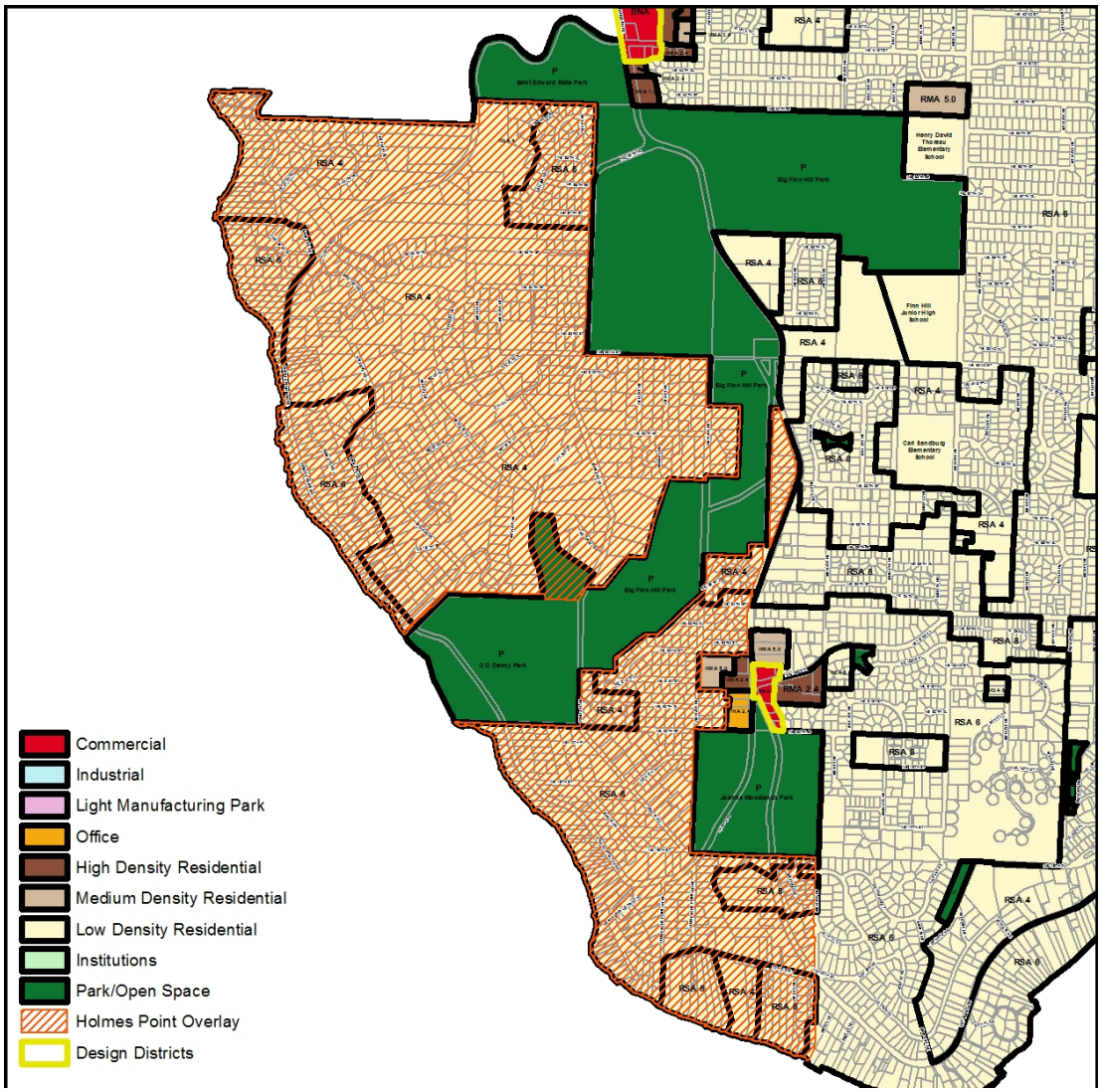
3. **Historical Context**

Describe any known historical places or structures. Reference the 2013 Heritage Society Inventory of Historic Structures and Places.



4. Natural Environment and Environmental Stewardship

Address streams, wetlands, tree, lot coverage and slope retention policies to support Holmes Pt overlay regulations. Include shoreline areas.

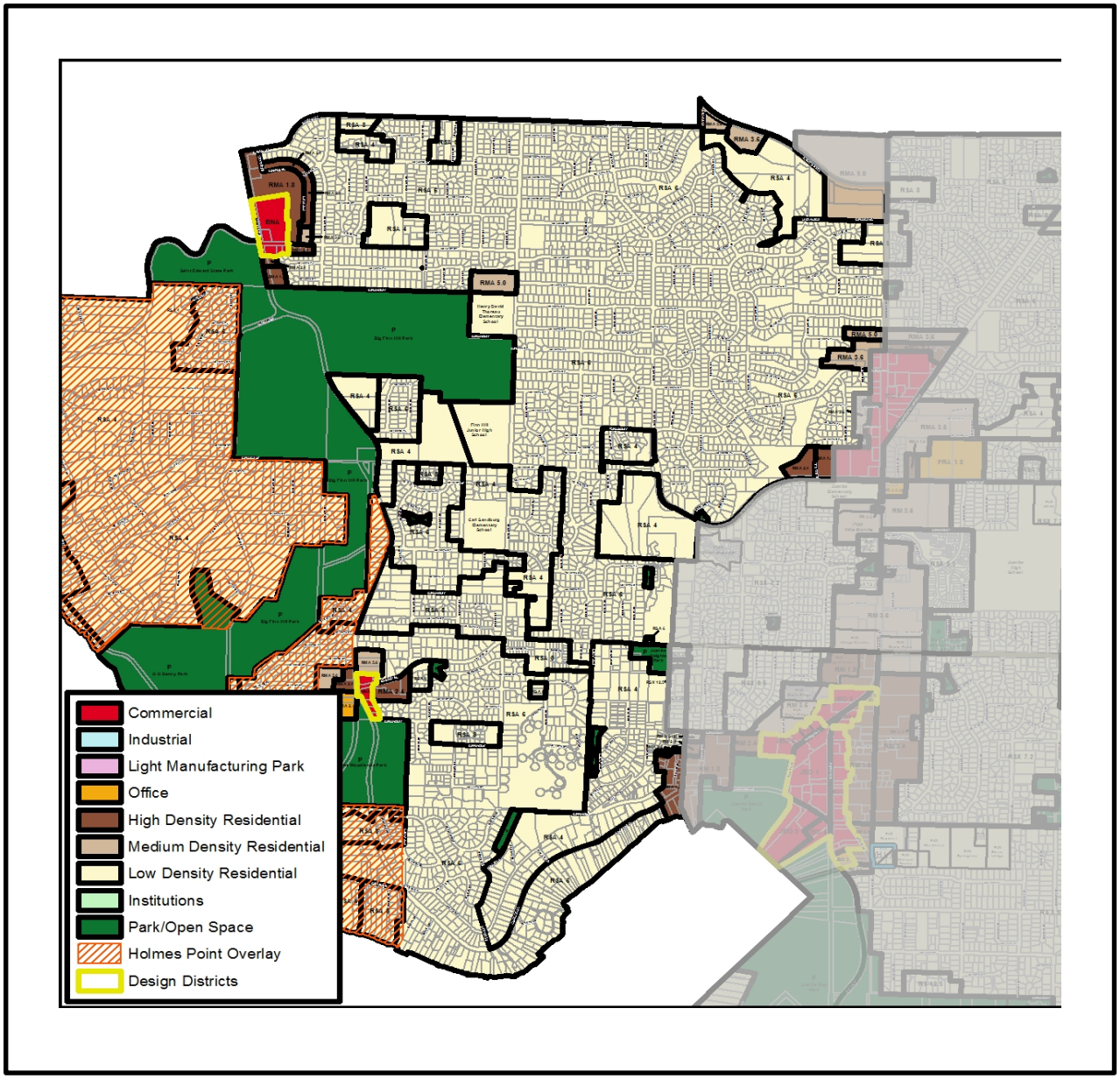


Neighborhood Land Use and Parks and Open Space Map

5. Land Use

(Reference Land Use, Natural Environment, Shoreline and Park Elements)

Residential Holms Point Overlay and Shoreline
Describe



Low Density Residential East Side of neighborhood

Describe

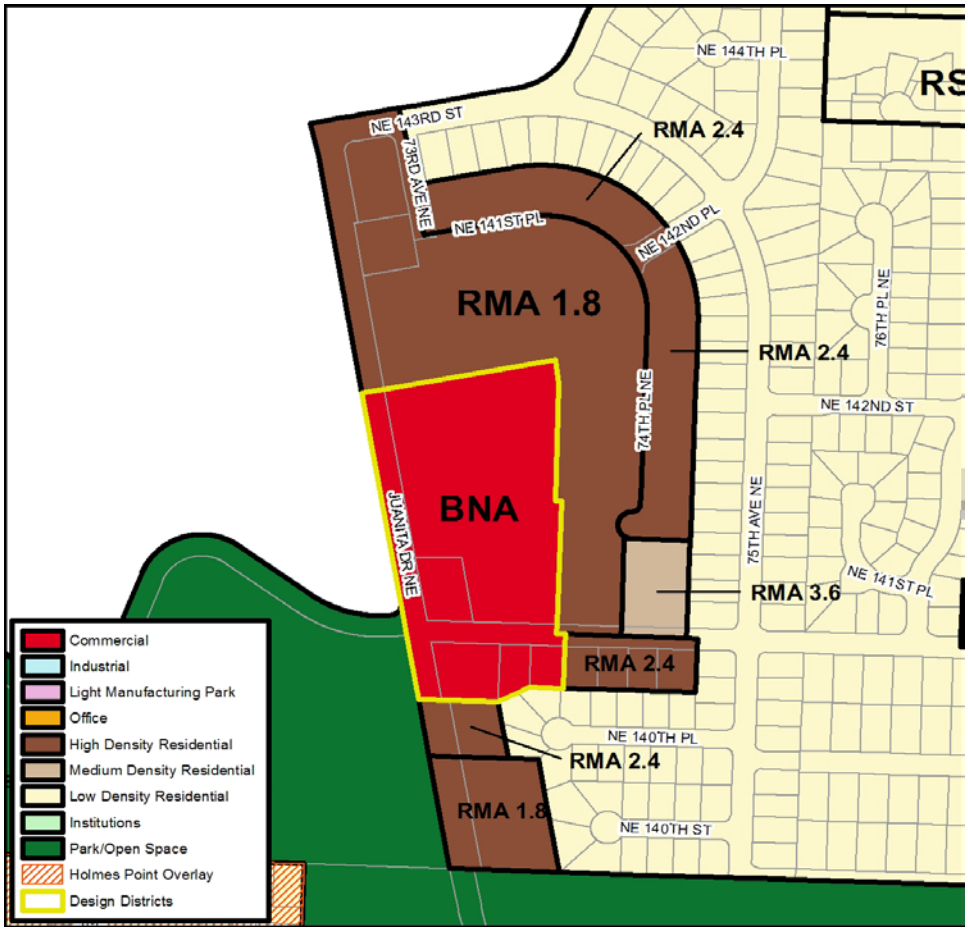
Kirkland Comprehensive Plan **Annexation Neighborhood Plan Outline Template**

Commercial Areas and Multi Family Areas-

Describe future vision, types of uses, transition issues.

Neighborhood Business Area- North

Describe



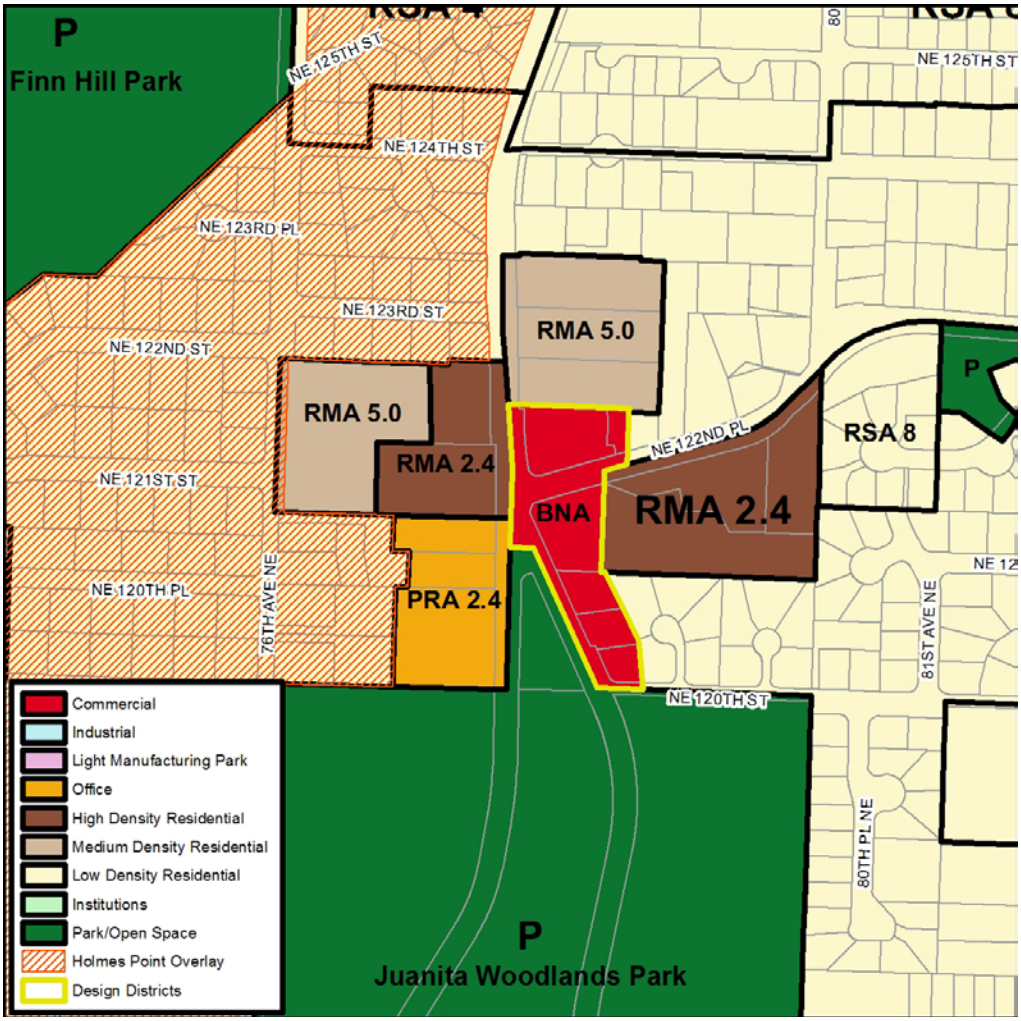
High and Medium Density

Describe

Kirkland Comprehensive Plan **Annexation Neighborhood Plan Outline Template**

Neighborhood Business Area -South

Describe Commercial and Office Areas



High and Medium Density
Describe

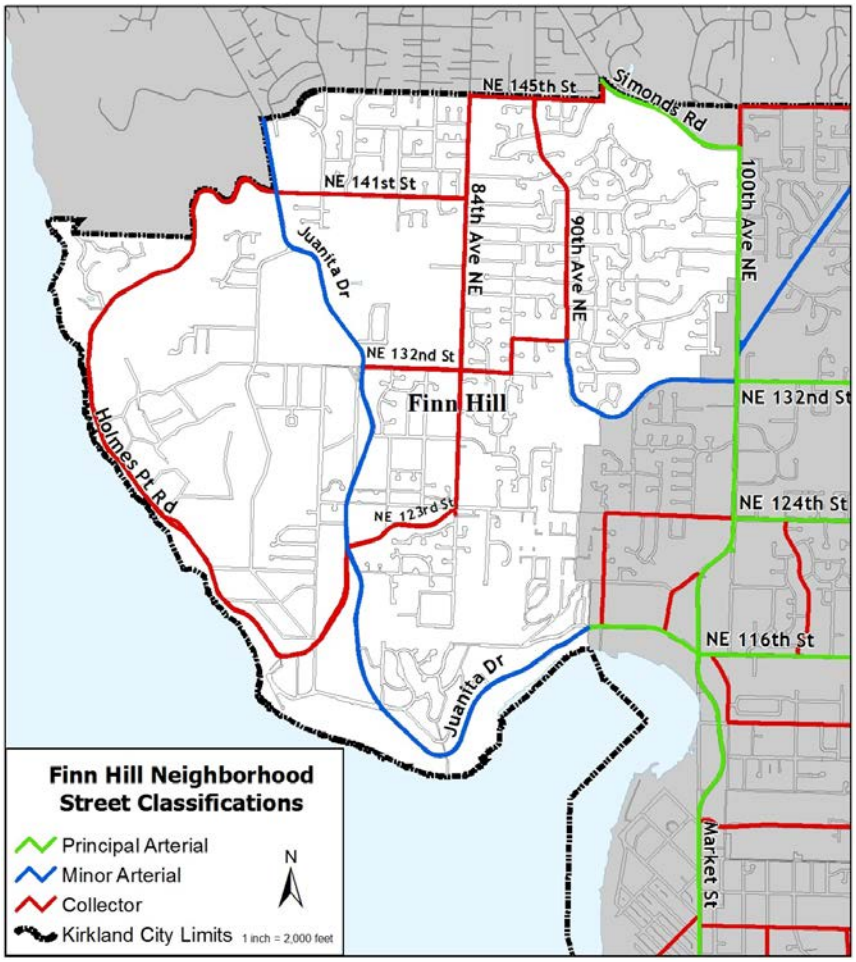
6. **Parks and Open Spaces** (map not needed because it will be shown on other maps)

   Describe

7. **Transportation**

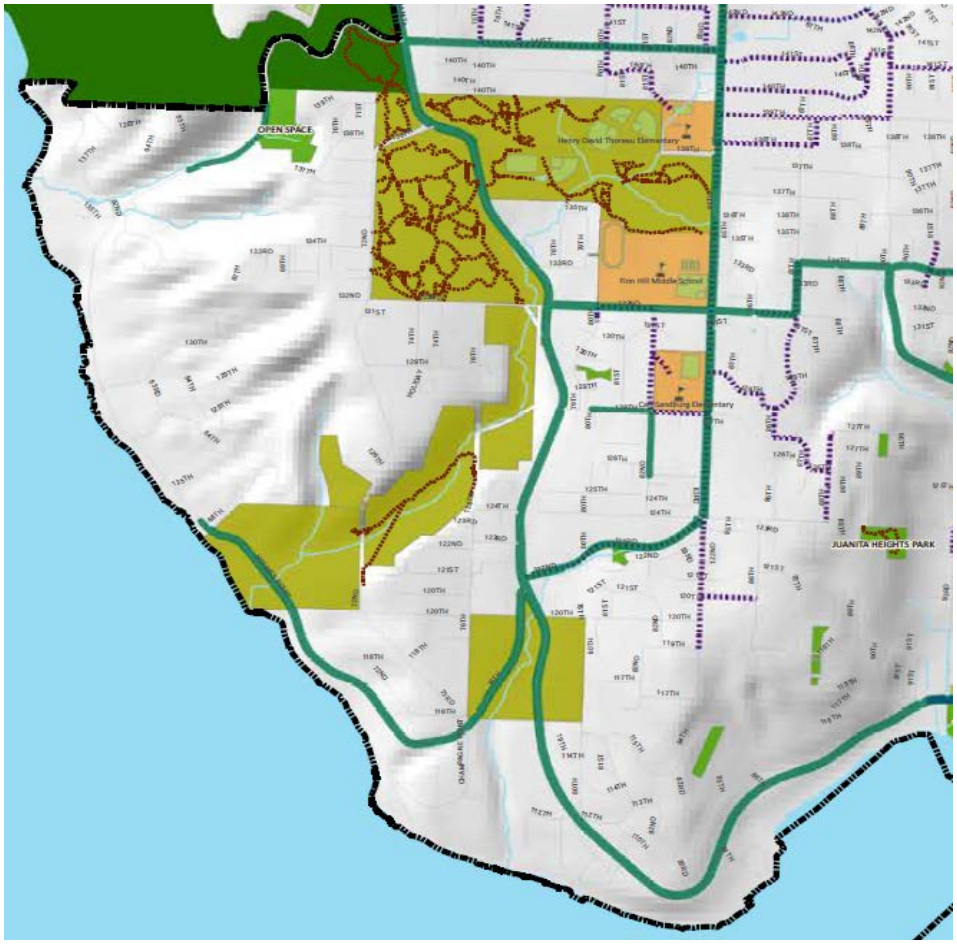
A. **Roads**

Describe major arterial and collector streets (Reference Transportation Element)



B. **Pedestrian Trail system-**

Identify trail system that is not part of public sidewalks



Pedestrian trails in Finn Hill

Sources: City of Kirkland Parks Department

Note: Public Services, Utilities and Community Character issues would be addressed in General Elements (key views and gateways can be referred to in the Community Character Element with Plan Update).

Draft Vision Statement

Our vision is for Kirkland to be the most livable city in America. Kirkland is a vibrant, attractive and desirable place to live, work and play. We honor our rich heritage while embracing the future. Safe, walkable, bikeable and friendly neighborhoods are connected to thriving business districts, employment centers, schools, parks and our scenic waterfront. Diverse and affordable housing is available throughout the city. Convenient transit service provides a viable alternative to driving. As a green community, we value our natural environment and strive to be a model sustainable city. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive.

Draft Guiding Principles
(to replace Framework Goals)

I. *Livable*

Quality of life: *well-maintained neighborhoods, public safety, parks, open space and recreational facilities, lake access, community gathering places and activities, excellent schools, access to services, and healthy life choices.*

Diverse and Affordable: *residential neighborhoods and business districts for a variety of incomes, ages and life styles.*

Community Design: *High quality and attractive architectural design and landscaping, and preservation of historic buildings and sites.*

II. *Sustainable*

Ecological: *natural systems and built structures that protect habitats, create a healthy environment, and promote energy efficiency.*

Economic: *a vibrant economy offering choices in jobs, stores, services and entertainment.*

Social: *basic health and human services that fulfill the needs of all people without regard to income, age, race, gender or ability.*

III. *Connected*

Sense of Community: *community involvement in government, schools, civic events and social service programs that creates a sense of belonging through shared values.*

Accessible: *walkable and bikeable neighborhoods within short distance to nearby destinations used on a daily basis, an interconnected system of well- maintained and safe roads, bike and pedestrian paths across the entire city and convenient access to transit.*

Technology: *reliable, efficient and complete systems for residents and businesses to be connected, informed and involved.*

Draft Vision Statement (As of 03/18/2014)

KIRKLAND 2035 YOUR VOICE. YOUR VISION. YOUR FUTURE.

Kirkland

is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Safe, walkable, bikeable and friendly neighborhoods are connected to each other and to thriving mixed use activity centers, schools, parks and our scenic waterfront. Convenient transit service provides a viable alternative to driving. Diverse and affordable housing is available throughout the city. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

Draft Guiding Principles (to replace Framework Goals)

Livable

Quality of life: safe and well-maintained neighborhoods with convenient access to parks, recreational facilities, the waterfront, community gathering places, excellent schools, and nearby services.

Diverse and Affordable: neighborhoods containing homes and businesses for a variety of incomes, ages and life styles.

Community Design: High quality and attractive architectural design and landscaping, and preservation of historic buildings and sites.

Sustainable

Ecological: natural systems and built structures that protect and enhance habitats, create a healthy environment, address climate change and promote energy efficiency.

Economic: a vibrant economy offering choices in living wage jobs, businesses, services and entertainment throughout the community.

Social: health and human services that fulfill the basic needs of all people without regard to income, age, race, gender or ability.

Connected

Sense of Community: community involvement in government, schools, civic events and volunteer activities creating a sense of belonging through shared values.

Accessible: safe, well maintained and extensive systems of roads, bicycle routes, pedestrian paths, and transit corridors for all users that interconnect neighborhoods and connect to the region.

Technology: reliable, efficient and complete systems for residents and businesses to be connected, informed and involved.

As a retired physician and someone actively involved in wellness and health, community building, the arts, and concerned abut the environment and creating spaces that will add to the aesthetic and long term health of the surrounding communities, I would like to suggest an innovative design for the Totem Lake area that would add enormous value to Kirkland's health service providers (Evergreen Hospital and Bastyr University), add tremendous value to the local community, and put Totem Lake on the map as an innovative destination landmark.

The idea is that of creating a unified "wellness" mall. This would combine the concept of a full retail-based shopping mall (but with anchor stores such as Whole Foods or REI that would trend toward healthier lifestyle options), a restaurant & entertainment court (similar to the food court at Crossroads Mall but with more organic, healthier food options). Built within or around core mall space could be additional medical, wellness, or fitness clinics, dance or yoga studios, a library branch or university extensions classroom, public housing, farmers market space, sports and activates center, gardens connecting to walking/bike trails, and a world class spa or retreat center with transportation linking it to downtown Bellevue and Kirkland.

---------- BULLET POINTS ----------

Totem Lake Wellness Mall concept:

BULLET POINTS:

1) It's unique:

-won't replicate or compete with existing traditional retail malls (Bellevue Square, Alderwood, etc), office space/complexes (downtown Kirkland, etc)

-Will put Kirkland on the map in creating this first of it's kind "Urban Spa"

2) It provides tremendous added value to existing community

-creates something new and exciting that is both topical (wellness is the buzz), progressive, and scalable well into the next century

-it reflects the values of the community for adding beauty, community, health, etc (vs putting in office buildings)

-a destination resort that will add value to all other existing institutions (hospital, shops, schools, etc), businesses, malls, etc

-the perfect adjunct to Evergreen Hospital and Bastyr right down the road

3) Will have widespread appeal

-will serve local community as well as be destination resort for people from all around the world

-"urban resort" concept = fully integrated in existing wellness businesses and community values for good living and health

-will speak to all demographics (young, old, families, singles, arts, athletics, education, commerce, services, pets, green, preventive health, dining, shopping, etc)

-green & sustainable
-efficient use of space across all time zones (daily, seasonally):
>Morning use for walking, athletics, etc;
>daytime shopping, dining, resort/spa activities, programming, education;
>evening dining, music/dance/theater, arts activates, etc
>Winter outdoor spaces that can be converted for alternate summer use.

4) Components:

a) RETAIL: Large central lodge with radiating mall space, shopping village concept

-LODGE:
-wooden central floor used for dances, lofty elegant space with acoustics
-indoor/outdoor stage with shared wall. Used for movies, presentations, bands, theater, etc
-food court, plus book store, plus area for children's play area, gaming area,

-RETAIL WINGS: organic health foods and restaurants, etc
-whole foods, REI, 24 hr fitness, health foods

-RESTAURANTS:
-all healthy or organic
-winery extension
-high end establishments (see downtown Kirkland)
-evening activity/programming

-SERVICES:
-work out, athletic, fitness facilities (24 hr fitness, LA fitness, Gold's Gym, etc)
-medical/dental, naturopathic, massage, raiki, yoga, acupuncture, alternative med, etc
-dance/aerobic/massage spaces
-library extension, post-office
-gaming tables, chess, etc (Crossroads model)
-bike rentals, repair
-spa
-theater (movie, live stage)
-community programming, Parks & Rec extension, Teen center, Elderly center, etc...

-EDUCATION:
-arts, UW extension, Bastyr

-nature walk

-VILLIAGE OPTION:
-see University Village, Disney, Santana Row, etc
-Can have specialized facility islands (ie, arts, food, sports, educations, etc)
-Daycare, child care center

-CONVENTION CENTER FACILITIES
-lecture rooms, activities rooms, affiliated hotel/spa

-ARTS:
-sculpture gardens, art instillations, interactive/multi-use as much as possible
-NW Totem theme to go with the lake

-GREEN/SELF-SUSTAINING/MINIMAL CARBON FOOTPRINT
-recycling center,
-lots of green, lots of natural light, education opportunities to exhibit

b) OUTDOORS:
-sports/play field - outdoor soccer, volleyball etc that can convert to theater seating, etc
-running, walking, biking, skating track
-open up art walk around Totem Lake with fitness stations, stretching stations, etc.
-picnic tables, fountains, small meeting spaces or quiet reflecting areas, pools, etc...
-community garden? - raised beds, community compost (shared by restaurants, businesses),
-Green: Water cleaning organic purification system - like Camp (YMCA)
-children's play areas - lot's of them, indoor and out.
-covered fountain station that can be converted to farmers market on weekend (see Portland)
-outdoor theater/stage complex that can use the building as backdrop and sports field for evening shows
-pet area
-rock climbing wall
-Installments that connect us to nature, seasonal cycles, etc : ie, sundials
-art space
-skateboard park
-pool, wading pool, radio-controlled boat pool

c) TRANSPORTAION:
-commuter train to Bellevue Square & downtown Bellevue
-Associated bike/walking route around the campus + to Bellevue along the commuter train route
-Tram/gondola to Evergreen Hospital (see Portland)
-shuttles to downtown Kirkland?
-Public transportation hub for carpooling, park & ride, buses. Parking garage

d) Create annual festivals that celebrate health wellness, art, connection to nature, green sustainable living etc:
-ie, wood carving festival with nature theme (Tammy's wood sculpture)

e) INTEGRATED RESIDENTIAL OFFICE SPACE:
-family housing
-elderly facilities
-Residential Inn for long term patient's families, spa visitors

FUNDING
-City
-Retail, office space
-Residential
-Corporate sponsorship (Microsoft, Google, Evergreen Hospital, etc)

EXISTING MODELS:
-Santana Row (San Jose)
-Crossroads Mall (community focus in mall - retail, theater/music, dining court, book store, library, games, movie)
-University Village
-Trilogy, Redmond (community rooms, wellness spa, activities center)
-Canyon Ranch, Arizona (Wellness spa, education, dining, sports, education, full day programing)
-Portland parks/water fountains,

[Submitted by Ari Levitt, MD & Whitney Evans]

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: EShields <EShields@kirklandwa.gov>
Cc: KTriplett <KTriplett@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>
Sent: Thu, Mar 27, 2014 5:02 pm
Subject: RE: For Comp Plan Update BN, BNA, MSC2

Hi Eric:

It just dawned on me that the email that I just pulled up was perhaps a question of relevance for tonight? If so, I'm sorry to just be getting to my messages. Kids are on Spring Break and we were off having fun (go figure!!!)

Anyway, I'm sure that even without our suggestions in Comprehensive Plan (Goals and Policies) form that you can likely figure out where we are going with the desires for our neighborhoods. Also, as I recall, the CP process is just that... a process, so having a start on things tonight doesn't likely negate the opportunity to fine tune in the future.

The goals are probably pretty self evident. Plan for and allow growth but not rapid changes between parcels. The basic thought was that a transition from a single family or multifamily use would and could be complimented by a commercial (neighborhood business type) of mixed use that in all aspects might look about twice as "intense." Also, having the same square footage allowable for residential as is planned for commercial is introduced to keep these valuable neighborhood commercial properties mainly focused on providing good, neighborhood serving businesses. We have reviewed the Planning Commission's and City Council's prior discussion of maintaining the emphasis on the neighborhood serving business and how they would require that 75% was "restaurants," "taverns," "retail," or "offices." They even discussed that parking (even if it was commercial parking) did nothing to provide these services so it didn't count toward the 75%. Somehow, even though residents have referred staff to the audio and video tapes of the KPC and KCC discussion and the Ordinances, the common words meaning and the intent is being highly contorted by a recent developer. We are frustrated that these very well articulated Ordinances are not being enforced. We are proposing this 1-for-1 suggestion as perhaps a solution that a developer may not be able to contort, and will not be able to convince the planning staff to support.

It seemed too severe to go from 60% maximum lot coverage to 80% lot coverage, so the goal would be smoother transitions visually as well as the impacts from the intensity of use.

Mostly, Eric, I am pretty sure that after my 3 years of ongoing emails you know basically where I stand with massive, incompatible changes from one property to the next. My desires were also shared by the majority who participated in the neighborhood business discussion for the zones. We would much rather embrace growth by allowing all of the residential properties a little more density then to have a big uber dense project rise like a tall, fat building surrounded by much smaller ones. Obviously many properties would not redevelop for years, but as we redevelop we want to do so in a more graceful manner than to have these big eruptions of acne or warts in otherwise well planned, attractively designed, well landscaped neighborhoods.

How would that sound? Maybe we should put the part about no warts in

our neighborhoods in the CP!!! ;-)

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>
Sent: Thu, Mar 27, 2014 10:49 am
Subject: RE: For Comp Plan Update BN, BNA, MSC2

Karen,

Thank you for your suggestions. It appears that you are asking for Zoning Code amendments to be considered as part of the Comprehensive Plan update. Is that correct? If so, it's not clear which items are suggested new regulations or changes to existing regulations. It would be very helpful if you would clarify that. I don't want to misrepresent
your intentions. Thank you.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Friday, March 14, 2014 5:07 PM
To: Eric Shields; Robin Jenkinson; Kurt Triplett
Cc: Karen; neighboringproperties@gmail.com
Subject: For Comp Plan Update BN, BNA, MSC2

Sorry, earlier send was missing this document

Numerous citizens from the neighborhood business zone are submitting the following as they would like to see these changes in the update.
You will receive more information and more specifics on requestors as we go through the process. Thank you for the outreach seeking to gain neighbor input on their plans.

Sincerely,
Karen Levenson and other citizens of the BN, BN(1), BNA and MSC2 neighborhoods

BN, BN(1), BNA, MSC2

Section 40.08 – GENERAL REGULATIONS
The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this
code may apply to the subject property.

2. If any portion of a structure is adjoining a low density USE,

then either:
a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
b. The maximum horizontal facade shall not exceed 50 feet in width.
See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.

3. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.

4. The following commercial frontage requirements shall apply to all development that includes dwelling units or assisted living uses:

a. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office. These uses shall be oriented toward fronting arterial and collector streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street).

ONLY The Design Review Board Or CITY COUNCIL may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. The Design Review Board (or Planning Director Or CITY COUNCIL WILL REQUIRE frontage requirement where the property abuts residential zones that create an effective transition between uses.

b. The commercial floor shall be a minimum of 13 feet in height. In the BN zone, the height of the structure may exceed the maximum height of structure by three feet for a three-story building with the required 13-foot commercial floor.

c. Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

d. Buildings will be limited to three stories and any "split-level" design will count as the next higher number of stories.

e. As the principal purpose of the BN, BN(1), BNA and MSC2 zones is to provide neighborhood serving businesses, the square footage of residential uses may not exceed the square footage of the total commercial uses (restaurants, taverns, retail or offices). Parking is considered separately from the definition of commercial uses and does not count toward sq footage of commercial use.

f. Zoning density for the residential units should be the same as the adjacent residential or multifamily density since by allowing the same square footage commercial as that which is allowed for residential, you are approximately doubling the intensity of use at the site.

g. Design review is required and nothing is allowed on the BN, BNA, BN(1), or MSC2 roofs that is not allowed on the surrounding residential or multifamily rooftops. (Items, size and screening)

5. May also be regulated under the Shoreline Master Program; refer to Chapter 83 KZC.

6. Surface parking areas shall not be located between the street and building. Parking areas located to the side of the building are allowed; provided, that the parking area and vehicular access occupies less than 15 percent of the property frontage and design techniques adequately minimize the visibility of the parking.

7. Where Landscape Category B is specified, the width of the required landscape strip shall be 20 feet for properties within the BN, BNA, BN(1) and MSC2 neighborhoods. All other provisions of Chapter 95 KZC shall apply.

8. In the BNA zone, developments may elect to provide affordable housing units as defined in Chapter 5 KZC subject to the voluntary use provisions of Chapter 112 KZC. (OR NOT.... Neighborhood will provide further guidance as Comp Plan update continues). Not allowable in other zones BN, BN(1) or MSC2.

9. Development on corner lots will use the lower volume street for driveway access as is currently provided by Kirkland zoning code. Any request for modification or variance must be submitted with the phase I or any earlier review and must provide expert calculations and industry support that clearly articulate that the access requested will provide for more safety (more gaps), (less conflict points), etc. The director of Public Works may approve such variance or modification only if these and other provisions of the zoning code are met and must provide notice to the surrounding neighborhood with the opportunity for a public hearing and ability to appeal the decison.

40.10.10-40.10.70, 40.10.90
Required yards on all sides shall be a minimum of 15 feet except that the front yard will be a minimum of 20 feet (30 feet on Lake Washington Blvd/Lake St). Corner properties will be developed with each yard that faces a street having the improved appearance of a front yard so that no side of the building appears to be a "side."

Hours of operation for restaurant, tavern, retail or office uses will be restricted to be compatible with residential uses on-site and in the neighborhood. Taverns must go through a special neighborhood permit process. All commercial uses are limited to 9am - 5pm for compatibility and to allow parking to be a shared use.

40.10.80 No vehicle Service stations except in BNA (further clarification of whether this neighborhood desires this use should be solicited during the Comp Plan Process).

Maximum lot coverage irrespective of use is 70%

Height 30feet above ABE for all uses except that, if necessary for a 3 story building, an additional 3 feet of height may be allowed to provide that ground floor commercial will be 13 feet.

Include the other special regulations of 40.10.90

Tandem Parking is not allowed and any decrease in parking from the currently allowed (2013) requires notice and support of the surrounding residential community, to be demonstrated at a public hearing in front of the City Council

From: Karen Story [mailto:karen@tinyisland.com]
Sent: Sunday, February 02, 2014 7:59 PM
To: Kirkland2035
Subject: Draft visioning statement comments

Here are my comments regarding the draft visioning statement:

Our vision is for Kirkland to be the most livable city in America. **[Is it necessary or realistic to be the best? Isn't that pretty subjective anyway? Many cities are great places, and I think it's good that America has a variety of liveable cities - something for everyone. I'd rather see something like "...for Kirkland to be one of the most liveable cities".]**

We are respectful, fair, and inclusive.**[In what ways: employment, housing, other?]**

Thanks!
Karen

Title	Created	Posted By	Status	Product	Votes	Description	Comments
Re-create Totem Lake as the worlds first "Wellness" Mall & "Urban Spa"	12/7/2013 18:02	Ari Levitt	created	Comprehensive Plan	2	FULL COMMENT IN WORD DOCUMENT As a retired physician and someone actively involved in wellness and health, community building, the arts, and concerned abut the environment and creating spaces that will add to the aesthetic and long term health of the surrounding communities, I would like to suggest an innovative design for the Totem Lake area that would add enormous value to Kirkland's health service providers (Evergreen Hospital and Bastyr University), add tremendous value to the local community, and put Totem Lake on the map as an innovative destination landmark. The idea is that of creating a unified "wellness" mall. This would combine the concept of a full retail-based shopping mall (but with anchor stores such as Whole Foods or REI that would trend toward healthier lifestyle options), a restaurant & entertainment court (similar to the food court at Crossroads Mall but with more organic, healthier food options). Built within or around core mall space could be additional medical, wellness, or fitness clinics, dance or yoga studios, a library branch or university extensions classroom, public housing, farmers market space, sports and activates center, gardens connecting to walking/bike trails, and a world class spa or retreat center with transportation linking it to downtown Bellevue and Kirkland. ---------- BULLET POINTS ---------- Totem Lake Wellness Mall concept: BULLET POINTS: 1) It's unique: -won't replicate or compete with existing traditional retail malls (Bellevue Square, Alderwood, etc), office space/complexes (downtown Kirkland, etc) -Will put Kirkland on the map in creating this first of it's kind "Urban Spa" 2) It provides tremendous added value to existing community -creates something new and exciting that is both topical (wellness is the buzz), progressive, and scalable well into the next century -it reflects the values of the community for adding beauty, community, health, etc (vs putting in office buildings) -a destination resort that will add value to all other existing institutions (hospital, shops, schools, etc), businesses, malls, etc -the perfect adjunct to Evergreen Hospital and Bastyr right down the road 3) Will have widespread appeal -will serve local community as well as be destination resort for people from all around the world -"urban resort" concept = fully integrated in existing wellness businesses and community values for good living and health -will speak to all demographics (young, old, families, singles, arts, athletics, education, commerce, services, pets, green, preventive health, dining, shopping, etc) -green & sustainable -efficient use of space across all time zones (daily, seasonally): > Morning use for walking, athletics, etc; > daytime shopping, dining, resort/spa activities, programming, education; > evening dining, music/dance/theater, arts activates, etc > Winter outdoor spaces that can be converted for alternate summer use. 4) Components:	1
Neighborhood Centers	11/27/2013 3:37	Lisa McConnell	created	Comprehensive Plan	2	In order to encourage walking in our neighborhoods, I would like to see mini city halls in each of our neighborhood business centers. Like at Crossroads in Bellevue. The City could post their event notices, Neighborhood Hotsheet, and other items particular to that neighborhood. It could also be a place for people who don't want to go online to find information or look at actual documents (such as the Neighborhood Plan or the Comp Plan, or Zoning for my neighborhood) Maybe even a neighborhood "police station" where we could talk to our neighborhood police person. If it were large enough, it could be a gathering place for neighborhood meetings.	2
Satellite City Hall	11/27/2013 3:36				1		
Mini city halls	11/27/2013 3:35						

Nieghborhood mini city halls	11/27/2013 3:34					
Making our streets safer: do you know the speed limit?	11/20/2013 8:24	Margarett e Bull	created	Other	1 Half the time Iâ€™m driving around Kirkland I donâ€™t know what the speed limit is. If I miss seeing a sign because it is hidden behind a tree or I just turned onto a busy road, I donâ€™t know if I should be driving at 25 or 30 or 35. When I lived in California the speed limit was painted right in the roadway so you could see it before you drove over it. Now Iâ€™m often craning my neck around to see the speed limit sign facing in the opposite direction to make sure Iâ€™m not going too fast or too slow. I think Lynnwood had a good idea when they posted a big sign on the road to Alderwood Mall near the old high school that tells you what the arterial street speed limit and the neighborhood street speed limit is. Iâ€™d like to see one posted on Central so drivers would be reminded to slow down after they exit the freeway and are heading west into Kirkland. It would be a good reminder for all of us to keep to the arterial speed or neighborhood speed when driving around Kirkland. We talk about adding traffic calming bump-outs, bicycle lanes and flashing cross-walk sign but perhaps one solution to making travel safer for drivers, bicyclist and pedestrian would be to post speed limit signs more abundantly where they can be easily seen (not behind trees, hedges and telephone poles). There are quite a few places in Kirkland that have yellow and black advisory speed limits. These are confusing. If I go the recommended speed when I see an advisory sign how do I know when to go back to the standard allowable speed? Most people drive faster than the advised limit on the yellow signs anyway or arenâ€™t sure where a school zone starts and ends. In my opinion people need more reminders to go the speed limit. Kirkland should spend money putting in speed limit signs at more regular intervals especially on arterial streets where people are thinking about getting from A to B quickly and donâ€™t pay attention to the fact that they are actually driving through someoneâ€™s neighborhood where pedestrians and bicyclists may be crossing the road. Some of us want to abide by the law if we can just figure out what it is.	0
Who makes important decisions on development in Kirkland?	11/20/2013 7:22	Margarett e Bull	created	Other	2 The citizens are being asked for their ideas in planning Kirkland's future. But in the here and now who is making the major decisions in Kirkland regarding new developments? The answer seems to be a 7 member Planning Commission, a 7 member Design Review Board, and a 7 member City Council. That is 21 citizens with varied experience in development and city planning who are predominately white middle-aged men. If this whole planning process is going to work, we need a more diverse citizen representation on our boards and commissions. When I go to the Kirkland Costco it isn't filled with only white guys. The future in Kirkland will be changed by the influx of people from all over the world. It will be changed by the young people flocking to this area for jobs after college. It will be changed by the female entrepreneurs that have vision enough to set up businesses in our community. For all of you out there this 2035 project is your chance to change the world one city at a time. Start with Kirkland and you may fall in love and never want to leave. We need the young adults, the immigrants, and the women that are settling in this area to come forth and add their voices and their expertise to the planning process. You may have just the vision that the Planning Commission needs. Please apply!	0

Family Home Day Care--A great business! Let's encourage it.	11/20/2013 6:14	Margarette Bull	created	Other	1	One of the things that is usually left out of the discussion is Family Home Day Care. We talk about getting around without cars and we talk about jobs so people can make money. We don't talk about the fact that the increase need for housing will be due to our youngest citizens. Kirkland should find ways to encourage families to license their homes to be used for safe convenient day care or preschool. This is an honorable profession that is greatly needed at this time. Licensing is extremely important because there are guidelines in regards to safety, health, and child development. I believe there are ways the City of Kirkland can help homeowners prepare their houses for meeting these requirements. People with children are flocking to the Eastside leaving behind family support structures in other states or other countries. It is an important business that provides an income to a family member that may need the funds but are otherwise unable to work outside of their home. The advantages to having an abundance of small daycare situations in a neighborhood are many: parents can more easily walk their child to day care on the way to the bus, the child can attend their local school, hours may be more flexible for changing needs, and siblings of various ages can stay together before and after school. Neighborhoods benefit by being multigenerational; let us find ways to welcome people of all ages into Kirkland. We must make sure that the Seattle Freeze never spreads across the bridge. Promoting Family Home Day Care is one of the ways we can do that.	0
Biodome in Park Place	11/6/2013 20:33	Tw Tw	created	Other	2	Just read that Touchstone has bailed out of the Park Place project. Likely bad news as it could sit decaying for years. The project that was planned may have been too ambitious anyway, plus the added congestion was a negative. Kirkland economy does well in the summer when everyone comes to the lake, but slows in the winter. A biodome could attract people in the winter months. It is urgent for Kirkland's mayor and council to get something going at Park Place even if it means tax breaks. Interestingly, after the biodome idea occurred to me, I did some reading and found that Amazon is planning a large one at their Lake Union site.	1
Stop the destruction of older (smaller houses) affordable housing in our city	11/1/2013 7:34	L Myra	created	Other	4	L Myra at November 01, 2013 at 12:26am PDT I would like to see more of the older affordable housing left intact as apposed to bulldozed down for million dollar house (or two) put in it place. The direction currently I see Kirkland going is to all million-dollar homes and no large old growth trees as we currently have. This upsets me. I purchased my home in the Kirkland Highlands Neighborhood in 1983. I love this neighborhood because of the old growth trees and the random mix of homes, all different styles ages and size. It does not feel like a development at all, but has a very unique character I personally love. I am watching this slowly go away as you the city continue to issue permits to demolish any and all of the smaller older homes in our area. And this is currently happening at a very rapid rate. Along with those homes goes the large trees located on the lot, and instead of one modest home, two or more homes worth a million (or close to that) go up and they have only postage stamp size yards. These homes to me all look the same. I guess it is not quite a development, but stillâ€¦ is that what the Kirkland is going to be?? Only million dollar homes and no old growth trees?? Is Kirkland going to only be for the very wealthy? It is so distressful for me to hear you council people say you are not sure what to do about affordable housing when you continue to issue the permits to destroy anything that is even close to affordable. I also get upset when you say this city cares about their trees and yet it is no problem for a developer to take out as many as they like to put up a much larger fancier home. To me it seems it is only the builder who benefits in all of this, and it is only for the moment when the big dollars are made and then they move on and perhaps you the city also benefit by getting a higher tax revenue out of it all (why you do this yes??), but what do the rest of us in this community get out of it?? Fewer trees, more really large homes, less options for a starter home, more traffic?? This is not my vision for Kirkland, but where I see Kirkland going, and at a very rapid rate. My vision would be to stop this destruction, and maintain the current mix of housing Kirkland now has, which does allow for more affordable housing too. Agree 0 Default_avatar	2

"Central Waterfront District"	10/31/2013 20:45	Charles Pilcher	created	Comprehensive Plan	12	To more accurately define Kirkland's signature waterfront social and cultural hub currently referred to as "Downtown," the 2035 Kirkland Comprehensive Plan must remove the outdated term "Central Business District" (CBD) and rename it the â€œCentral Waterfront District.â€ Doing so will help us best focus our planning for the area fronting Kirkland's greatest physical asset, Lake Washington. As our historic central core has become more densely developed, the value of Kirkland's major asset, Lake Washington, remains unrealized. For example, a surface parking lot now occupies the most valuable parcel in Kirkland at Marina Park. Totem Lake has become - and must be - Kirkland's new "Central Business District." Other than the Totem Lake Mall, the area is thriving. It has good freeway access, better parking, a variety of zoning opportunities, and an area of approximately 1.3 square miles. With Evergreen Hospital, the new Public Safety Building, and other major businesses, Totem Lake should be the focus of our commercial and high density residential development - and the only designated "Urban Center" in Kirkland. With traffic converging via 3 single lane roads at the Lake and Central "choke point," Downtown is not the place for intense development. This pedestrian friendly location attracts people from all over the Puget Sound area to our restaurants, shops, galleries, walkways, library, performing arts center, parks and beaches - all along our waterfront. A recent article in the Seattle Times praised Kirkland as one of the great places to visit around Seattle, recommending that visitors "follow a pedestrian- and dog-friendly scenic route south along Lake Washington Boulevard past the cityâ€™s half-dozen waterfront parks (donâ€™t miss the outdoor sculptures or views of the Olympic Mountains) to Carillon Point, home to a hotel, small shops and places to eat." This is what makes Kirkland the livable city that it is. Dropping the term "Central Business District" or CBD and replacing it with the term "Central Waterfront District" or CWD in all future planning will help our City focus on the best ways to maximize the value of our scenic waterfront location. "Central Waterfront District" best reflects the nature, tradition, and utilization of this unique area at our Cityâ€™s core. Our waterfront is our community's anchor, cultural oasis, and tourist center, and should always be top of mind when people think of "Downtown" Kirkland.	6
A parking structure in downtown Kirkland where the old antique store was	10/30/2013 22:40	Val Burmester	created	Other	4	There is no parking in downtown and there needs to be a structure similar to the library where there is parking that is at least 4 hours and is free!!!!	1
Safe walk/bike to school route from Hermosa Vista Neighborhood	10/28/2013 22:11	Mimi Henderson	created	Comprehensive Plan	1	For the past 30 years, families in the Hermosa Vista neighborhood have been able to safely walk to Carl Sandburg Elementary and Finn Hill Middle School. Recently, the walkway has been blocked. Now the only way our children could bike/walk to school would be to go along Juanita Drive. I would like for an easement to be given or a path through Juanita woodlands to be created so that children can safely get to school.	1
I would like to have a safe walkable/bikeable path along Juanita Drive.	10/28/2013 22:06	Mimi Henderson	created	Juanita Drive Corridor Study	1	Currently I live in the Hermosa Vista neighborhood. There are only 3 ways in and out of my neighborhood and they all are off of Juanita Drive. I would love to walk my kids to Juanita Beach's kids concerts but I can't because I would be putting them in danger. I would bike to downtown, but I won't put myself in danger. I'd love to bike with my kids to St. Edwards park, OODenny Park, Waveryly Beach Park, Juanita Wetlands BUT it is not safe to bike or walk on Juanita drive.	0
Reducing traffic congestion	10/25/2013 17:45	Karen Tennyson	created	Transportation Master Plan	2	With over 20,000 new jobs and only 8,000+ new housing units, it appears that our vision is a continuation of people commuting on Kirkland. At every meeting I have attended, people talk about the traffic congestion. I would like to see us begin a conversation about getting people who work in Kirkland to be able to live in Kirkland. I know this may mean more housing density, however, it may cut traffic congestion if you do not have people traveling from outside the area. It would also help us get better multi-modal solutions	4
Safe and Secure neighborhoods	10/20/2013 18:49	Mukul Gala	created	Other	2	Safety of its citizens is a primary function of any city government. We should focus on safety of our neighborhoods first and business growth will come from entrepreneurs. City should focus on police, fire, emergency response systems, community centers, parks etc. City can provide the infrastructure for development and growth but that should not be their primary role.	0
Kirkland needs a year-round multi-use indoor aquatics facility	10/19/2013 23:06	Julie Hacker	created	Parks Recreation and Open Space	3	We live in a community surrounded by water, yet we only have a seasonal summer-use outdoor pool in Kirkland. The community pool that we depend on at Juanita High School is an aged facility that will not be supported by the upcoming bond measure by the school district. Communities around us have stepped up and developed facilities, and yet Kirkland, especially having grown so much with the recent annexation, has not. We need a community facility that can be used by the entire community for water safety/swim classes, water therapy, exercise, swim/dive teams, synchronized swimming, recreation, etc.	1
Do parks mean livable to you?	10/17/2013 21:00	K. Project Team Marie Jensen	created	Other	1	What's important to you about Kirkland parks and recreation programs? Tell us at http://www.kirklandwa.gov/parkssurvey by November 3.	0

PSE powerline in Totem Lake and trolleys	10/16/2013 21:05	Lisa McConnell	created	Cross Kirkland Corridor Master Plan	1	I am concerned about the new PSE alignment and the possible Interim Ordinance being considered. I was also thinking about transit in this Corridor, along the lines of the South Lake Union Trolley. Is there a way to have the planned high voltage PSE line be centered in the Corridor and run/power an electric trolley line under it? These would "kill 2 birds with one stone" 1. provide high capacity transit to the Totem Lake area and 2. Allow PSE to install their powerline without taking easement from local property owners by more centrally locating the powerline within the Corridor. Any transit wonks out there who can answer question about trolleys under powerlines?	0
Cross Kirkland Corridor underpass idea for busy junctions.	10/15/2013 17:18	Caron Lemay	created	Cross Kirkland Corridor Master Plan	2	Underpasses don't have to be unattractive - tiles and paint can make them look and feel really inviting -- check out his picture (In AZ, provided by PBIC)	0
Juanita Corridor plan should include a multi-purpose all ages and abilities trail for the entire length to connect the CKC to the Burke-Gilman trail.	10/9/2013 2:49	Caron Lemay	created	Juanita Drive Corridor Study	5	We're investing good money on the Juanita corridor and these wonderful neighborhoods - So the proposal should be visionary and forward-looking; they shouldnâ€™t be proposing just the same old painted 'bike lanes'. Bike lanes won't serve my daughter and my mother or my friends of all ages and all abilities. Build a multi-use trail along the entire length to serve everyone, not just a fraction of the population! Fact: The recommended width for a multi-use trail is 12'-14'. Fact: the available width along the entire corridor *even the narrowest portion* is 40'. Fact: Minimum width for car lane is 10â€™. Do the math: Thereâ€™s enough room for 2 car lanes of 10' each, plus a 5' downhill bike lane (with 2' buffer rumble-strip zone) for the speedy-cyclists, and that leaves 13' â€“ thatâ€™s enough room to create a narrow buffer plus a decent multi-use trail *in the narrowest places* . In places where thereâ€™s *more width*, we can create a big, green buffer zone between the people and the cars (visualize 5â€™ of plants and street trees) and make a much wider trail, or two paths â€“ one for walk/jog/wheelchair and a wider one for cyclists and family-riders of all ages.	1
Greenways connecting every neighborhood	10/2/2013 23:42	Caron Lemay	created	Transportation Master Plan	6	Neighborhood streets are often the safest place to walk, jog, or ride a bicycle, but using these streets for transportation can be unsafe if there isn't a complete network. We need the ped/bike crossings at arterials and the walkways across the freeway to make the trip a safe and useful one. If we had a complete network of greenways, we could get safely from neighborhood to neighborhood all over Kirkland by walking, jogging or riding a bicycle.	2
Corridor cyclist and pedestrian safety: bridge overpasses or sub passes in busy junctions	9/23/2013 22:34	C. J	created	Cross Kirkland Corridor Master Plan	3	To ensure the safety of cyclists and pedestrians using the corridor, and for the least disruption to other traffic crossing it, it would be great to see smaller overpass bridges or sub passes along the route, where needed (e.g. at all major junctions such as in Totem Lake/124th, so that cyclists do not have to enter traffic of vehicles, when using CKC).	3

CKC/downtown connections	9/18/2013 18:52	Greg Johnston	deleted	Cross Kirkland Corridor Master Plan	1	I hope the CKC plan will include improving the route between the Kirkland Ave RR bridge and downtown Kirkland for bikes/pedestrians -- perhaps a circular path descending from the RR bridge to the street level, feeding into a bike lane and the sidewalk. I believe that bridge marks the closest spot on the corridor to downtown, and the connection needs to be strong.	3
It makes me soooo very sad to see the tracks being torn up. Also, I bet the crime rate will go up. There are a lot of houses that sit near those tracks & now 7654788754 people will be walking past their homes. I know, let's just tear all of Kirkland down & pave over it all. It's NOT like we needed more area's for bike riders, walkers, joggers, baby stroller pushers, etc. There are sooo many places for all of that. The tracks WERE the only peaceful place. I spent a huge amount of my life on those tracks. This makes me very upset! I will NEVER walk there again, nor will most of my friends. So, don't expect any of us to purchase, eat, visit any of the "pit stops" along the way. I'll go walk the Bellevue portion of the tracks, cut down & give Bellevue my money!!!	9/17/2013 20:26	Wendy Paxton	created	Cross Kirkland Corridor Master Plan	1	You should have left it alone!	18

March 24, 2014

Dear Houghton Community Council, Planning Commissioners, Mayor Walen, City Council Members, et al:

I am writing because of a topic on the agenda for tonight's Houghton Community Council Meeting regarding the Comprehensive Plan. Specifically, on page 7, there are two items being discussed that could have major impacts on both the Everest and Houghton neighborhoods. They are Item 1 and item 4:

The current land use plan with existing zoning will serve as the baseline or "no action alternative". Preliminarily, staff has identified four conceptual land use issues to be studied in the EIS as a ***growth alternative*** *concept to the "no action alternative":*

1. **Neighborhood Business Centers:** Consider certain of these centers for more intensive development. Except those in the newly annexed areas, these centers are serviced by major bus routes that provide frequent all day service and have bike lanes and sidewalks nearby. Other than Juanita Village, these centers are currently developed with one story buildings and surface parking lots.

4. Near transit stations and along transit corridors: Consider increases in intensities and densities that support transit ridership.

As I'm sure many of you recall, in the fall of 2012, hundreds of residents from both neighborhoods spoke out in opposition to the increased density proposed for the Houghton/Everest Neighborhood Center. They also expressed their frustration with the city for the perceived lack of inclusiveness, the lack of input sought from residents and also for the traffic congestion in the surrounding areas. The plan that was proposed at that time was dropped and we were told that residents from both Houghton and Everest would be able to come together to discuss and agree on any changes to the current 2-story zoning (this would include "more intensive development" as mentioned in item 1) for the Neighborhood Center. We were also told that Houghton's zoning changes (for the Houghton side of the Center) would not be enacted and that no changes would be made until residents from both neighborhoods could be involved in a more formal process. Because the update to the Comprehensive Plan needed to happen in the near future, we were told that there wasn't enough time for this process to happen until after the Comprehensive Plan update was completed.

At the meeting held at City Hall on January 28th, to discuss our Neighborhood Plan, Everest residents were in agreement that they liked our current plan, that they liked and used the Houghton/Everest Neighborhood Center and that they did not want to see the zoning changed from the current 2-story limit.

The descriptions in both item 1 and item 4 (above) sound like they are referring to the Houghton/Everest Business Center ("these centers are currently developed with one story buildings and surface parking lots") and 6th St. S./108th St. ("Near transit stations and along transit corridors").

I understand your desire to increase density (or, for "more intensive development") even though the city can meet its 20-year growth targets without any zoning changes, but I hope that you will honor your word and not make changes in the Comprehensive Plan that will render residents' input moot and will leave residents of Houghton and Everest with the impression that their opinions were ignored and that they cannot trust the City of Kirkland.

Sincerely,

Anna Rising
Everest Neighborhood Association Chair

From: James Tierney [mailto:jamesti44@gmail.com]
Sent: Wednesday, January 29, 2014 10:53 AM
To: Janice Coogan
Subject: Re: More Everest feedback

I am glad to hear Kirkland is wanting to improve pedestrian paths. Here are some suggestions:

The path from Everest park to 7th St S is poorly marked, but quite handy.

I heard a rumor that there is a right of way between 8th Ave S and 7th Ave S that would let people shortcut to Everest Park or at least avoid 8th St S, which gets more traffic.

At the south end of Alexander Ave there is a path heading to NE 70 Pl, it would be nice to have it better marked on both sides.

The path from Slater to 9th Ave S currently says no bicycles. Bicycles should be welcome there.

The connection from Cedar St to 2nd Ave should be nicer: smaller gravel, smoother.

It would be nice to have a pedestrian connection from 115th Pl NE to the pedestrian bridge on Kirkland Ave and 116th Ave NE.

Thanks!
James

Sent: Wednesday, January 29, 2014 10:18 AM
To: Janice Coogan
Subject: More Everest feedback

I came to the meeting last night, but forgot to give my most important feedback: I love the pedestrian and bicycle paths within the neighborhood. Lots of paths are like nooks and crannies and allow us to travel around town staying off the arterials, for improved travel experience.
The 1988 neighborhood plan shows many of the paths, getting more paths or making them more visible so others can enjoy them would be a plus.
Thanks!
James Tierney
1120 Kirkland Ave

From: Jane Shively [mailto:jmshively@hotmail.com]
Sent: Sunday, January 26, 2014 10:35 PM
To: Kirkland2035
Subject: Everest Park Neighborhood Meeting

Hello,
I am a resident in Everest Park, and am unable to attend the neighborhood meeting this week. I wanted to share some thoughts for consideration:

SUBURBAN CHARACTER: Preserve the current suburban character of the Everest neighborhood, reserving urban zoning and development for more appropriate areas of the city.

HOUGHTON/EVEREST NEIGHBORHOOD CENTER: Before ANY zoning changes are implemented that affect the Houghton/Everest Neighborhood Center, invite Everest residents to review potential zoning changes and comment. It is important that we are part of this process, and that we are given ample time to study and provide feedback.

HOUSING: Keep the current zoning in the residential/single family areas in Everest. Any alternative housing has to be in character with current zoning.

PROTECT THE BUFFER: Protecting the buffer between single family homes and the adjoining areas with low density office or housing is a key factor in maintaining our neighborhood character. These buffers include the area along 6th St S, 68th and the area north of Everest Park between Railroad Ave and Kirkland Ave, and should continue to have height restrictions of 25 feet.

TRANSPORTATION: Transportation and transportation infrastructure remain a top concern to our residents. Incorporate measures that will allow for improved access to 6th Street S and 68th during heavy traffic periods without disrupting the general flow of traffic. Encourage and provide access to and transportation on the CKC. Identify and ameliorate safety issues at hazardous areas in Everest.

NATURAL ENVIRONMENT: Continue to protect Everest Park and the wetland areas.

Thank you,
Jane Helbig
319 8th Street South
206-920-8562

From: John and Beth McCaslin [mailto:mccaslins@mail.com]
Sent: Thursday, January 30, 2014 3:50 PM
To: 'eshields@kirklandwa.gov'; 'pstewart@kirklandwa.gov'; 'kirkland2035@kirkland.gov'; 'HoughtonCouncil@kirklandwa.gov'
Cc: Sandy Helgeson (lovehoughton@msn.com)
Subject: Feedback on Houghton Neighborhood Policy CH-5.3

Feedback on the draft Houghton Neighborhood Plan Policy CH-5.3 and its organizational comments are below, indented after the relevant sentences:

A review of transportation impacts should be done for all new development in the Neighborhood Center.

HCC: Transportation improvements should be designed to handle additional traffic from the

Neighborhood Center and to respect the integrity of the surrounding neighborhood.

PC: The PC suggested a rewrite of previous sentence to say: Transportation system improvements

should be designed to encourage traffic to use existing arterials and to include traffic calming devices

on neighborhood streets. Alternate modes of transportation should also be considered.

THE ABOVE TWO PARAGRAPHS DIFFER DRASTICALLY IN THEIR INTENT AND IN THEIR PREDICTABLE OUTCOMES:

HCC SAYS, "DO WHATEVER IT TAKES TO HANDLE THE ENORMOUS ADDITIONAL TRAFFIC.

PC SAYS, TRY TO DEAL WITH THAT TRAFFIC WITH "EXISTING ARTERIALS" AND OTHER WEAK-KNEED METHODS, WHICH WILL CLEARLY BE INADEQUATE TO HANDLE THAT ENORMOUS INCREASE! (We already have speed bumps on 106th, which is the only possible bypass of 108th. Can you imagine speed bumps directly on 108th or 68th?? - there would be riots!) And regarding "alternative transportation modes" (read: walking and biking) - in an aging community like Houghton, that would have virtually no effect.

Houghton Advisory Group: supports the Planning Commission wording for Policy CH-5.3. We Disagree!

John and Beth McCaslin

Teresa Swan

From: Marie Jensen
Sent: Thursday, January 30, 2014 12:13 PM
To: Teresa Swan; Janice Coogan
Subject: FW: Highlands Board review of Highlands Comp Plan (K2035 email)

Karen sent her same comments to the k2035 email.

Marie

From: Marie Jensen
Sent: Thursday, January 30, 2014 12:12 PM
To: 'Karen Story'
Subject: RE: Highlands Board review of Highlands Comp Plan

Hi Karen
Thanks for sending your comments to the Kirkland 2035 email. Your comments were forwarded by Kari Page to the Planning Department Staff.

Sincerely,

Marie Jensen, Communications Program Manager
City of Kirkland
425-587-3021 (desk) | 425-894-7078 (cell)
What are your ideas for Kirkland's future?

City E-Bulletins | ***Kirkland on Twitter*** | ***Tourism Facebook*** | ***Kirkland 2035***

From: Karen Story [mailto:karen@tinyisland.com]
Sent: Thursday, January 30, 2014 7:22 AM
To: Kirkland2035
Cc: Kari Page
Subject: Highlands Board review of Highlands Comp Plan

Highlands Board Review of the Highlands Neighborhood Comprehensive Plan

January 28, 2014

The Highlands Board respectfully requests city responses to the following questions regarding our comprehensive plan.

Note: The comp plan document was adopted prior to acquisition of the CKC. The document should be updated to reflect that the corridor is no longer a railroad, and is now owned by the city.

Policy H-1.1: Provide markers and interpretive information at historic sites.
Who pays for this?
Where can we find the Kirkland Heritage Society inventory that was done in 1999?

Policy H-2.1: Undertake measures to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.

How should the neighborhood proceed in doing this? What exactly should we do?

The feasibility of relocating the stream out of the railroad ditches upstream of Peter Kirk Elementary school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating.
Can this be incorporated into the CKC master plan?

Policy H-2.2: Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.
When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.
How can we learn about developments in sensitive areas? Is this item on the city permit checklist for new developments?

Policy H-3.1: Enhance and protect the tree canopy.
We're familiar with numerous instances where tree companies have removed trees without asking whether the property owner has a permit. Has the city considered requiring tree companies to verify that the property owner has a permit, and to fine the tree company if they don't comply? It's easier to train a few tree companies than it is to ensure that all Kirkland residents know about the tree rules.

Ivy is killing many neighborhood trees. Holly is also a problem. The neighborhood wants to encourage people to remove holly and ivy. Our requests would carry more weight if they came from the city, either via a letter on city letterhead, or a city policy. Who can we work with to discuss such an initiative?

Policy H-3.2: Encourage the preservation and proper management of trees adjoining I-405 and the railroad.
Change "railroad" to Cross Kirkland Corridor.
How can we influence trees on the 405 corridor? Is this a city role or a neighborhood role?

Policy H-4.1: Encourage clustered development on slopes with high or moderate landslide or erosion hazards.
Is this city policy? Is it embedded in zoning codes? Is the neighborhood responsible for keeping an eye on this?

Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.
We are concerned about the decreasing availability of affordable housing, as older homes are replaced by large, expensive ones. How can the city and the neighborhood encourage affordable housing?

Policy H-6.2: Allow innovative residential development styles when specific public benefits are demonstrated.
What does this specifically mean? (Cottage housing? Other?)

Policy H-6.3: Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the west and south of the neighborhood.
This does not appear to be reflected in the zoning for the west side of our neighborhood. Does this make sense along the CKC?

Policy H-10.1: Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes.
Who pays for this and decides priorities? The pedestrian walkway on 112th Ave NE at NE 87th St. was built with neighborhood grant money some years ago. It is not being maintained (many of the reflectors that separate pedestrians from cars are missing). We believe this walkway is an essential route to downtown (an "activity node"). It's also a primary connector to the CKC. How can we get funding to replace the reflectors?

Figure H-8 Highlands Pedestrian System This map needs to be updated to reflect current trails and walkways. Who can update it?

Policy H-11.1: Explore the possibility of a neighborhood gathering place.
What is the status of the Spinney Park master plan? Is there a picnic shelter in the plan?

Policy H-12.1: Provide enhanced emergency service (fire and police) through possible access across the railroad right-of-way at 111th Avenue NE to improve response time.
Is this still on the table? Why must there be two teams on site?

Policy H-16.1: Establish building and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies.
How can we get input into these standards? The new homes at 11417 NE 87th St are massive. So are the new (single family) homes at 9412 112th Ave NE.

Why is this policy for multi-family only? Should it apply to all home construction?

From: Lisa Cox [mailto:lcox78@frontier.com]
Sent: Thursday, January 30, 2014 3:23 PM
To: Kirkland2035
Subject: Everest Neighborhood Planning

Attn: City Of Kirkland Planning Department,

During recent meetings and discussions, Everest residents identified these issues as the most important for Everest Neighborhood plan:

SUBURBAN CHARACTER: Preserve the current suburban character of the Everest neighborhood, reserving urban zoning and development for more appropriate areas of the city.

HOUGHTON/EVEREST NEIGHBORHOOD CENTER: Before ANY zoning changes are implemented that affect the Houghton/Everest Neighborhood Center, invite Everest residents to review potential zoning changes and comment. It is important that we are part of this process, and that we are given ample time to study and provide feedback.

HOUSING: Keep the current zoning in the residential/single family areas in Everest. Any alternative housing has to be in character with current zoning.

PROTECT THE BUFFER: Protecting the buffer between single family homes and the adjoining areas with low density office or housing is a key factor in maintaining our neighborhood character. These buffers include the area along 6th St S, 68th and the area north of Everest Park between Railroad Ave and Kirkland Ave, and should continue to have height restrictions of 25 feet.

TRANSPORTATION: Transportation and transportation infrastructure remain a top concern to our residents. Incorporate measures that will allow for improved access to 6th Street S and 68th during heavy traffic periods without disrupting the general flow of traffic. Encourage and provide access to and transportation on the CKC. Identify and ameliorate safety issues at hazardous areas in Everest.

NATURAL ENVIRONMENT: Continue to protect Everest Park and the wetland areas.

Please know that our household wants to reinforce our support to the neighbors who have created these priorities, and we sincerely hope that you will take these into deep consideration in your planning process.

Lisa and Steve Cox
535 8th ST S
Kirkland, WA 98033
206-604-1443

From: riversinc@netzero.com [mailto:riversinc@netzero.com]
Sent: Wednesday, January 29, 2014 8:52 PM
To: Kirkland2035
Cc: karen@tinyisland.com
Subject: Highland Neigborhood goals

I was sent a list of the goals for the neighborhood i have lived in for 30 years now, and I agree with all of them, and like this one (along with others):

Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.

This one is not currently happening - the development that is currently occurring is all overly large house with no yards (postage stamp yard) for only the very rich - like they are all priced in the close to million dollar range - we are very rapidly losing our ramblers worth about $400,000 - to these mega homes - two put in the place of one, all trees wiped out to do so. and the city says this is ok..... why???? and not the vision for this neighborhood at all. When I complained about wiping out all affordable housing I was told apartments are the affordable housing - *really???* Nothing between million dollar houses and apartments?, really? Where does that young family who is doing well live? they cannot get the million dollar house *yet*, but why should they be in an apartment, why not the stepping block of the $400,000 little rambler that you give permits to bulldoze down daily - when those ramblers and the 300 year old trees located on the same lot are all gone, they are gone. Kirkland only for the very rich - or apartment dwellers is not my vision nor a Kirkland I would want to live in. But I guess that is the cities vision, *and it is not a good one.* I would like to really see goal H-6 worked on a bit harder. How about you make the demolition permits really, really expensive and hard to get unless the house is uninhabitable. How about that?? *Slow the contractors down just a bit anyway.*

My vision for Kirkland and my neighborhood *is the diverse housing* - preserving the older (smaller) ramblers for younger families (not needy if they can afford $400,000), but why should they not have a home instead of an apartment?? My vision is a Kirkland with a mix of people and *not just the very rich*, and my vision of Kirkland is the one I know - with many old growth trees still about *(but going away at a current very fast rate, unless you the city stops this).*

Thank you for considering my comments,
Lynda Myra / Highlands Kirkland resident since 1983.

From: Nancy Rising [mailto:nancyrising@gmail.com]
Sent: Sunday, March 23, 2014 8:44 PM
To: Houghton Council
Subject: March 24 meeting

Dear Council Members,

I am sure you all remember the statements (promises) that were made last year regarding the necessity for the Houghton and the Everest Neighborhoods to plan together for any changes in the comprehensive plan. I also clearly recall that future housing and jobs can be realized without any change in the comp. plan or zoning.

With these issues in mind, I've read the agenda of the HCC carefully and cannot tell whether the above issues are contained in the planned discussions or not. (Obviously the inclusion of Everest is not.)

I realize time is short, but could I receive a response to my concerns?

Sincerely,
Nancy L. Rising
5001 – 112th Ave. N.E.
Kirkland
(425) 827-9181

From: Pam KIesel [mailto:pamkiesel@juno.com]
Sent: Monday, January 27, 2014 5:01 AM
To: Kirkland2035
Subject: Support for Everest Neighborhood Concerns

We support the concerns and considerations as expressed by the Everest Neighborhood Association as stated below.

We live just off Lakeview Drive and NE 62nd but are very affected and concerned by the plan for this entire area and the Houghton Everest Neighborhood Center and the traffic patterns.

Thank you,

Pam and David Kiesel

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NATURAL ENVIRONMENT: Continue to protect Everest Park and the wetland areas.

From: Pam Phillips [mailto:pamphillips25@gmail.com]
Sent: Monday, January 27, 2014 1:16 PM
To: Kirkland2035
Subject: Everest Neighborhood Plan

I am a resident in the Everest Neighborhood, and will be unable to attend our meeting on 1/28/14 but did want to let you know that I agree with the most recent Everest Neighborhood plan:

HOUSING: Keep the current zoning in the residential/single family areas in Everest. Any alternative housing has to be in character with current zoning. PROTECT THE BUFFER: Protecting the buffer between single family homes and the adjoining areas with low density office or housing is a key factor in maintaining our neighborhood character. These buffers include the area along 6th St S, 68th and the area north of Everest Park between Railroad Ave and Kirkland Ave, and should continue to have height restrictions of 25 feet. TRANSPORTATION: Transportation and transportation infrastructure remain a top concern to our residents. Incorporate measures that will allow for improved access to 6th Street S and 68th during heavy traffic periods without disrupting the general flow of traffic. Encourage and provide access to and transportation on the CKC. Identify and ameliorate safety issues at hazardous areas in Everest. NATURAL ENVIRONMENT: Continue to protect Everest Park and the wetland areas

Thank you,
Pam Phillips
785 8th St S

pFrom: Sandy H. [mailto:slhelgeson@msn.com]
Sent: Monday, March 24, 2014 2:13 PM
To: Kurt Triplett; Eric Shields
Subject: FW: HCC Mtg. Comp Plan Update

Dear Mr. Triplett and Mr. Shields,

I am forwarding you an email I wrote today to the Houghton Community Council in regards to the Neighborhood Business Center and language that could potentially become part of the new Comprehensive Plan (see below before reading on). I hope that in the final plan you will be willing to define locations very clearly, such as the Houghton Neighborhood Business Center, when talking about the business centers. I realize Houghton will have their own neighborhood plan but I feel it is very important to be as clear as possible in the general plan because I could see the neighborhood plan not being consulted at times.

I firmly believe that Houghton residents do not desire intensive development at their business center. I attended over 3 meetings and didn't here that mentioned at all; everyone seemed satisfied with it the way it already is and are very concerned about the current bad traffic situation and how much growth is already in the pipeline for their area. Both the Houghton & Everest Neighborhoods were promised they would participate in making the new Neighborhood Business Plans in October of 2012.

Has a date been selected for the follow-up Houghton / Everest Meeting? Please hold it prior to June when so many head out for summer vacations.

Sincerely,

Sandy Helgeson

March 24, 2014

Dear Houghton Community Council,

I am writing to express my concern in regards to the wording in the below Planning Commission document for the HCC March 2014 Meeting:
http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Houghton+Community+Council/Comp+Plan+Update+HCC+03242014.pdf

My concern is does this leave the Houghton Center wide open for intensive development? At the very end of the document (see below) it asks if Houghton Community Council has any comments on the growth concept alternative which suggests intensive development of the Neighborhood Business Centers. I sincerely hope that you will ask the Planning Commission to include the requests of our residents in the Comprehensive Plan as promised by Kurt Triplet.

I attended at least 3 meetings with the city on the Comprehensive Plan development and I did not hear anyone request changing the current zoning to allow for increased development over what is already zoned for the Business Center. I did hear one person say that growth has to go somewhere**. The City said that under current Growth Management Guidelines our current zoning is adequate and we do not need to increase zoning to meet**

future goals. The opinions I heard at these meetings are very concerned about traffic and the scale of this center. They like having grocery stores and the mix of stores we currently have along with easy surface parking. They did not want the height increased. They wanted the transitions to residential zoning to stay the same.

According to Kurt Triplet's letter dated October 1, 2012 http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/HE+City+Manager+Upate+10012012.pdf: "both the Everest Neighborhood and the Houghton Neighborhood would be allowed to meet and to revise the Neighborhood Business Center Plan together." I am certain that the majority opinion of Houghton and Everest property owners is not to increase zoning in for the Houghton/Everest Center.

Please hold the City accountable to their word to the Houghton residents that they would participate in the development of the Comprehensive Plan and that our desires would be included. I was at all of these meetings and firmly believe that intensive growth was not the desire for Houghton Business Center.

I requested the City hold the next Houghton Comprehensive Plan meetings in April or May so that they can get people to attend prior to summer vacations starting so we can get good attendance.

Sincerely,
Sandy Helgeson

VI. Growth Alternative in Environmental Impact Statement

An Environmental Impact Statement will be prepared for the Comprehensive Plan Update. The EIS will identify and evaluate any significant environmental impacts of the Plan Update.
The current land use plan with existing zoning will serve as the baseline or "no action alternative".
Preliminarily, staff has identified four conceptual land use issues to be studied in the EIS as a **growth alternative** concept to the "no action alternative":
1. Neighborhood Business Centers: Consider certain of these centers for more intensive development. Except those in the newly annexed areas, these centers are serviced by major bus routes that provide frequent all day service and have bike lanes and sidewalks nearby. Other than Juanita Village, these centers are currently developed with one story buildings and surface parking lots.

From: Steve Becher [mailto:sbecher33@gmail.com]
Sent: Sunday, January 26, 2014 9:46 PM
To: Kirkland2035
Cc: Anna Rising
Subject: Everest neighborhood

As a current Resident of the Everest neighborhood. I agree and support the following.

SUBURBAN CHARACTER: Preserve the current suburban character of the Everest neighborhood, reserving urban zoning and development for more appropriate areas of the city.

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Steve and Marcie Becher